



US 101 – North of I-380 Managed Lanes Project

TA Board Meeting
May 02, 2019
Agenda Item #12 (b)



Presentation Overview

- Purpose and Need for Project
- Project Stakeholder Roles
- Constraints and Deficiencies
- Project Status
- Alternatives
- Cost
- Schedule
- Next Step



Purpose

- Create a facility that extends the benefits of the San Mateo 101 Express Lanes Project into San Francisco;
- Increase person throughput;
- Encourage carpooling and transit use;
- Improve travel time and reliability for HOV and transit users;
- Minimize degradation to general purpose lanes and local streets;
- Optimize freeway system management and traffic operations.



Need

Congestion is projected to worsen as a result of continued expansion of commercial and residential development adversely affecting the economic vitality and sustainability of San Mateo and San Francisco Counties.



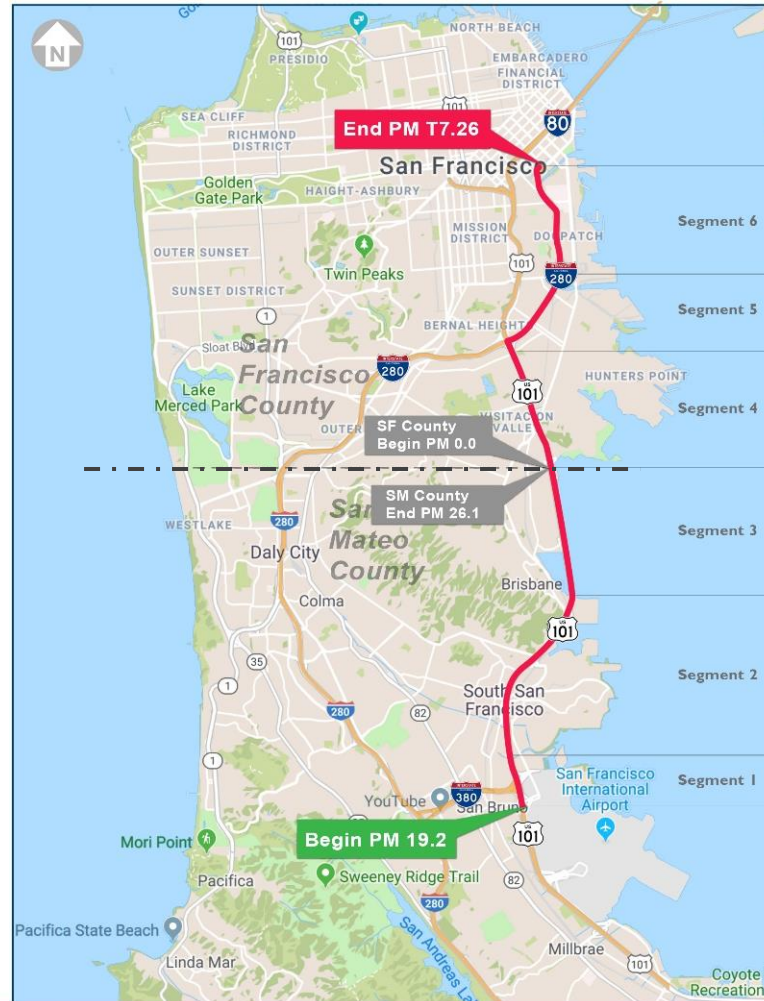
Project Stakeholder Roles

- Caltrans
 - Partnering Agency
 - Approval Agency

- SMCTA, C/CAG, SFCTA
 - Sponsors
 - Funding Agencies
 - Implementing Agencies



Location Map



↑
Project Limits
↓



Constraints and Deficiencies

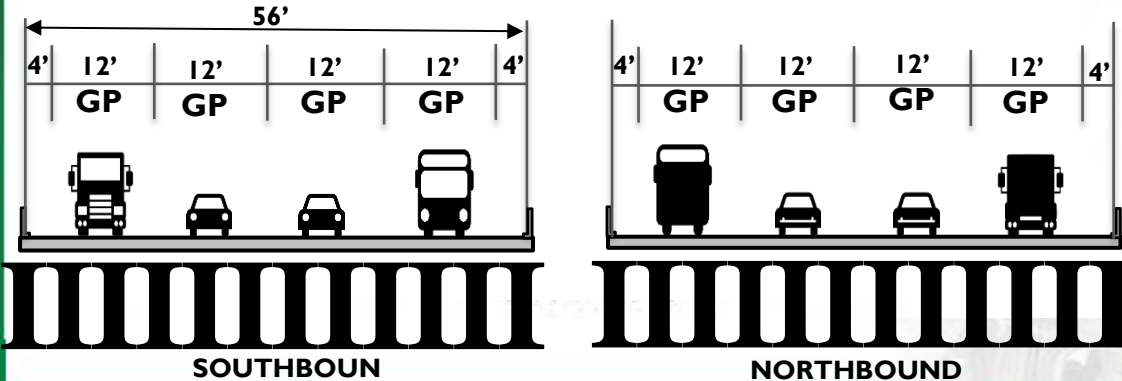
- Major Freeway Bottlenecks/ Heavy Congestion;
- Absence of Managed Lanes facilities for carpool and buses;
- Nonstandard design features;
- Existing infrastructure in need of upgrades;
- Constrained Right-of-way and vertical clearances at major railroad crossings;
- Legislation restrictions.



Example of constraints: Grand Avenue Railroad Underpass



Existing Condition:



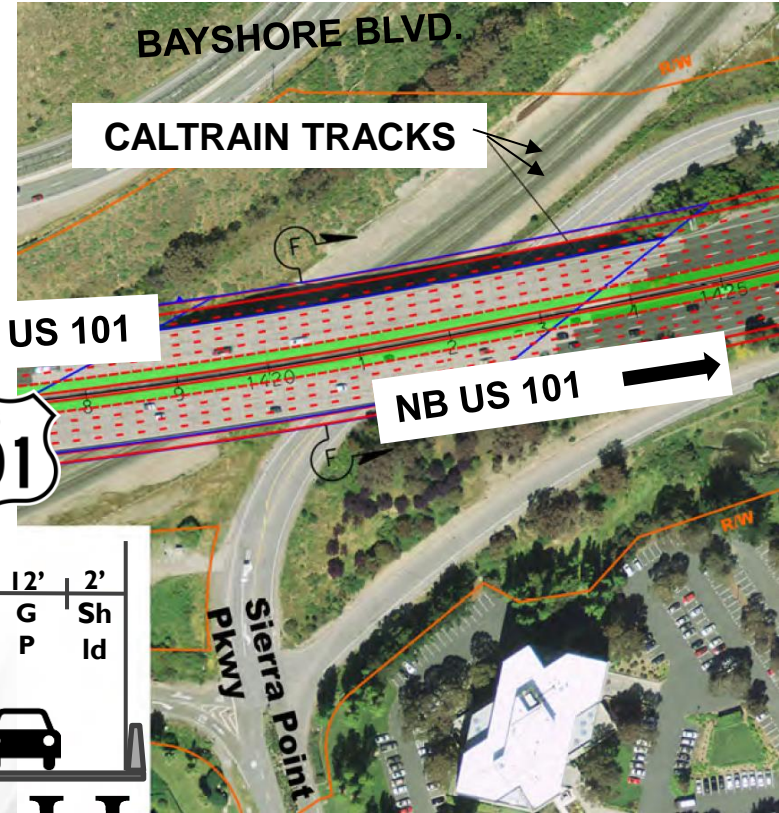
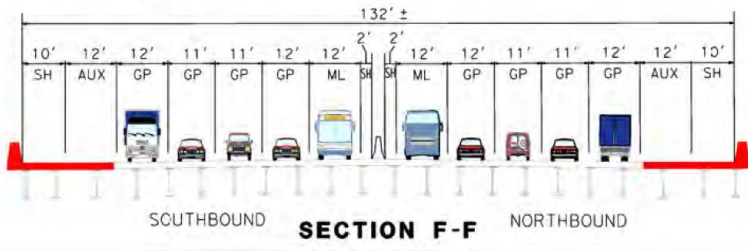
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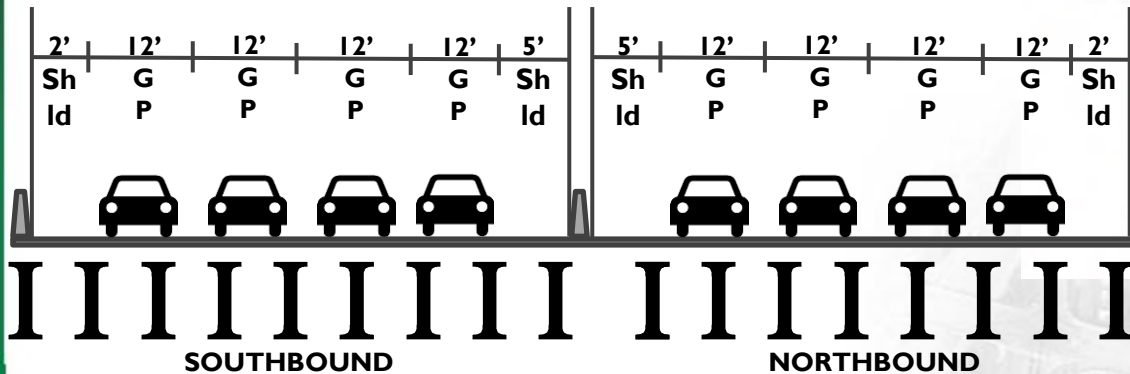
Example of constraints: Sierra Park Parkway Railroad Underpass

Proposed Widening:

■ FREEWAY WIDENING



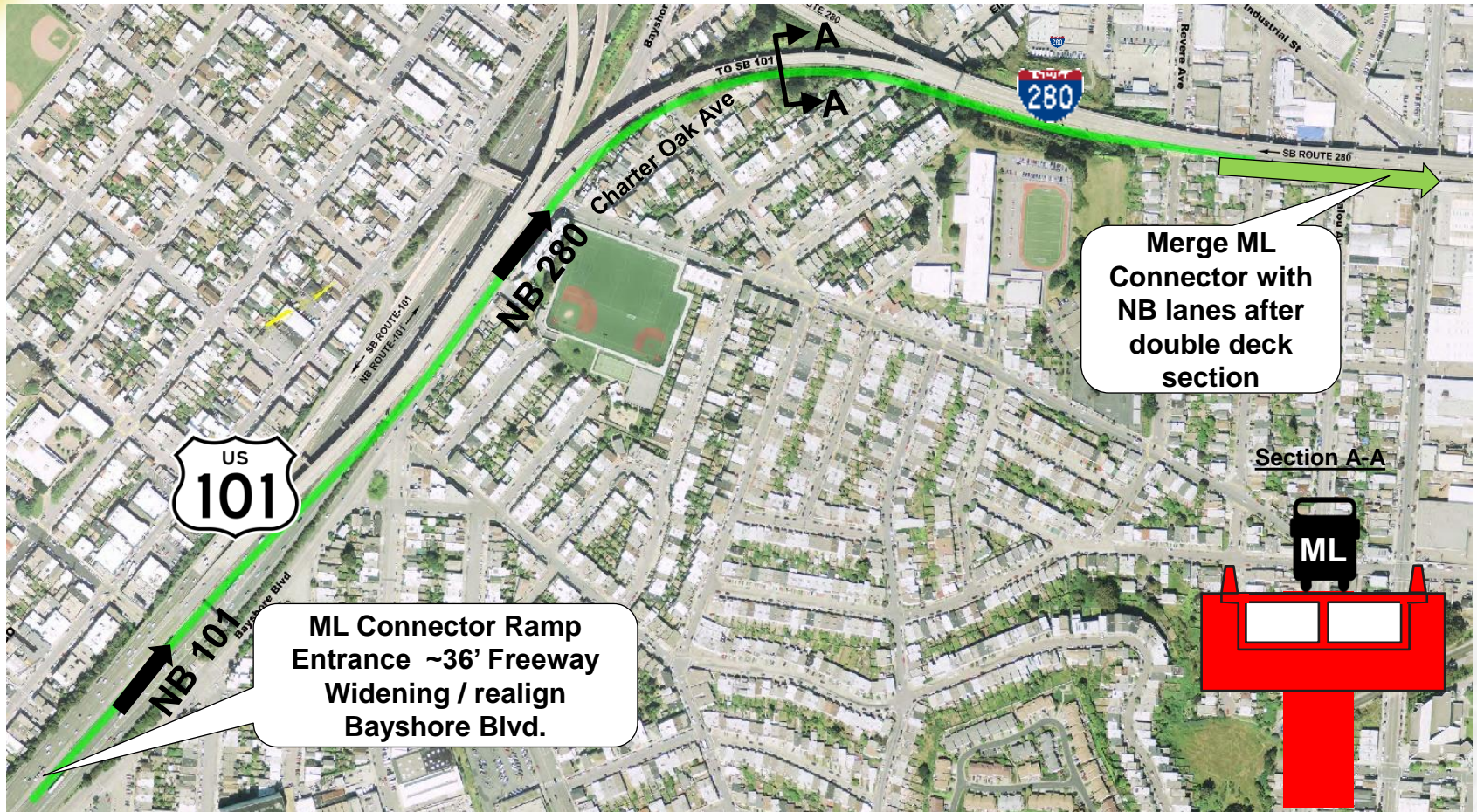
Existing Condition:





Example of constraints:

NB101 – NB280 Connection





Policy Constraints

- State Legislation AB No. 798
- Title 23 of US Code

Current State and Federal Legislation prohibits conversion of a general purpose lane to an Express Lane.



Project Status

- **Past Studies**

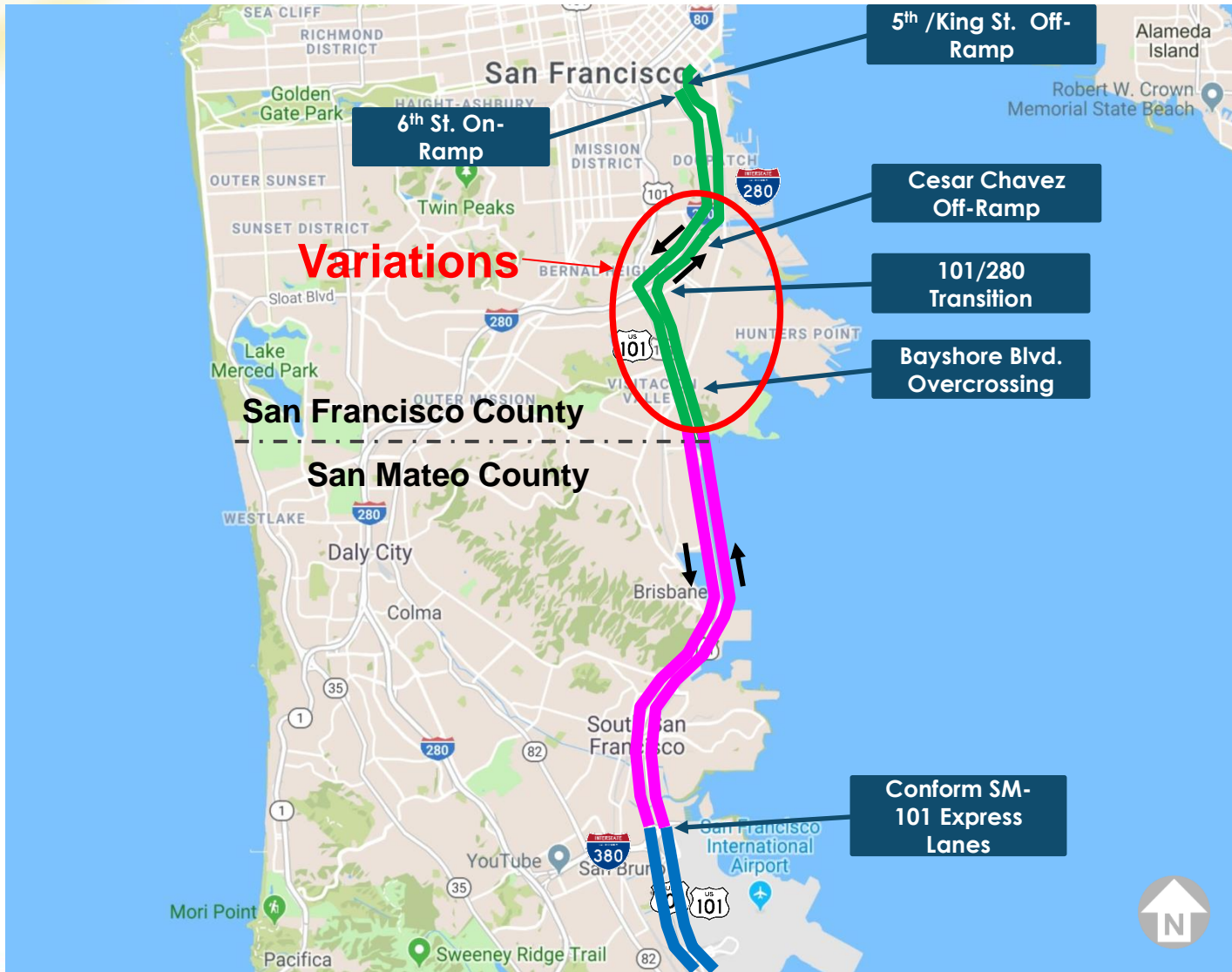
- **US 101 Auxiliary Lanes Project**
(Oyster Point to San Francisco County Line, completed in 2015)
- **Freeway Corridor Management Study**
(Completed in 2017)

- **Current Study**

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(Supplemental PSR-PDS to include Managed Lanes concepts into San Francisco County; scheduled to complete in May 2019)

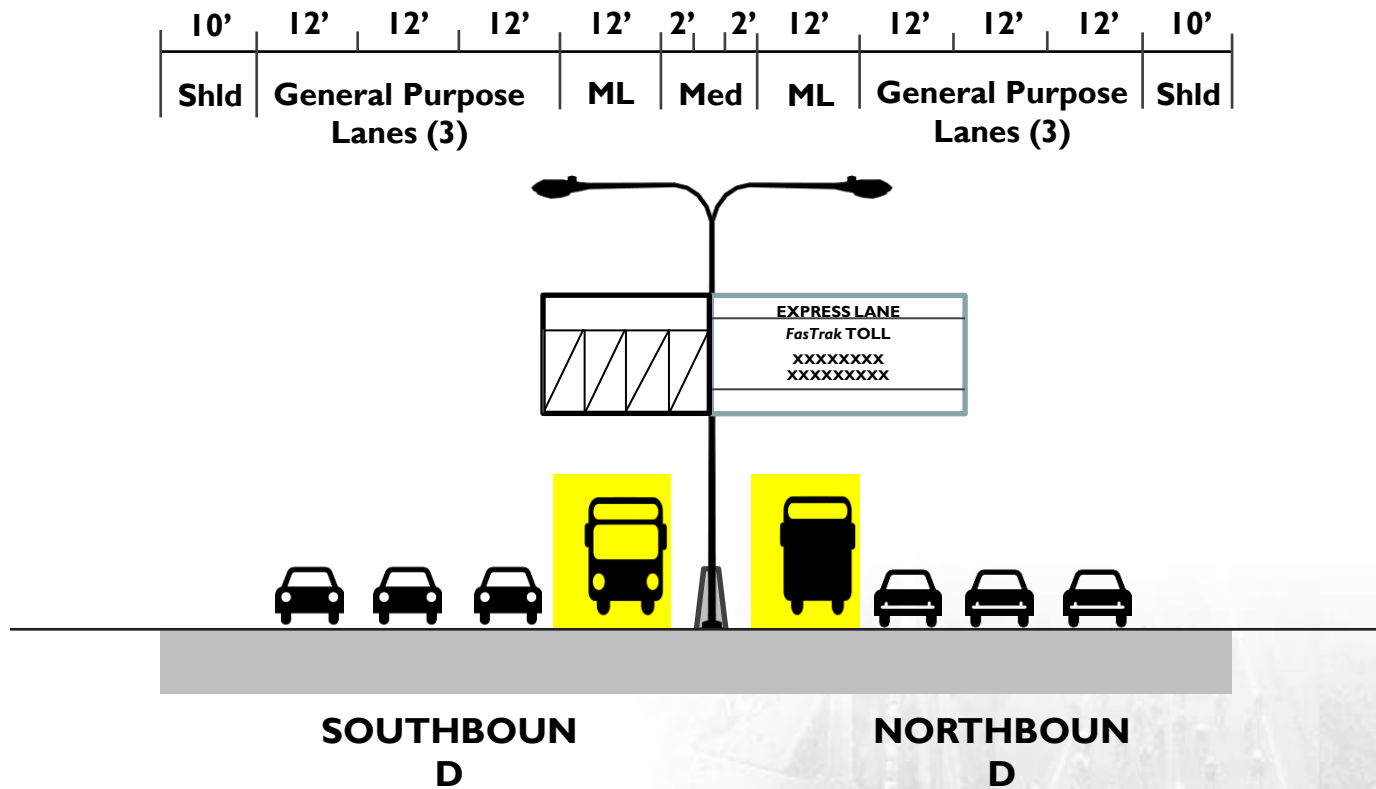


Managed Lanes Extension



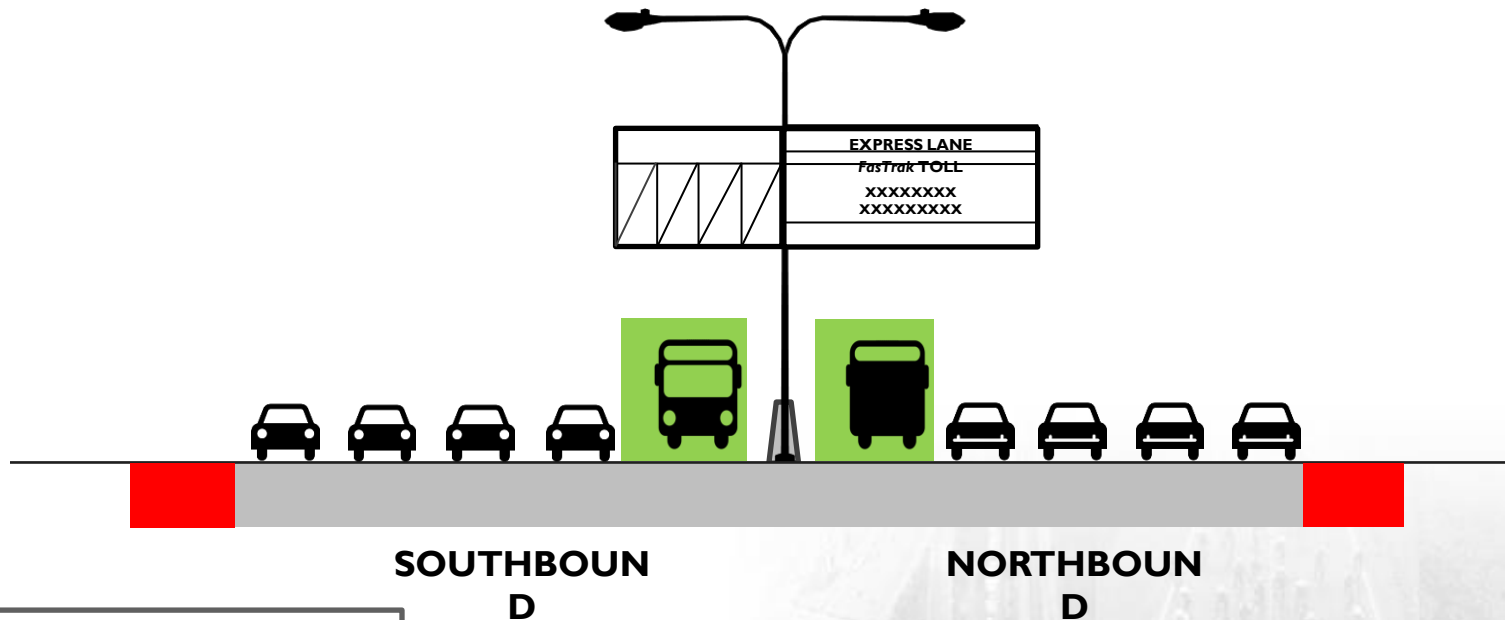
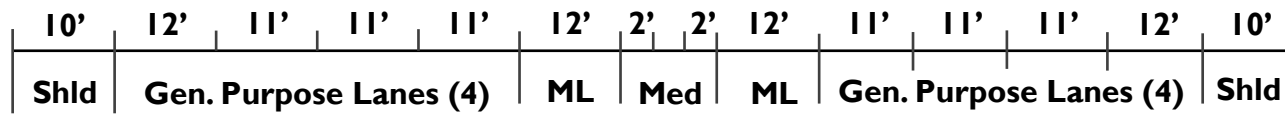


Minimum Footprint Alternative Typical Section – SM County





Maximum Footprint Alternative Typical Section – SM County

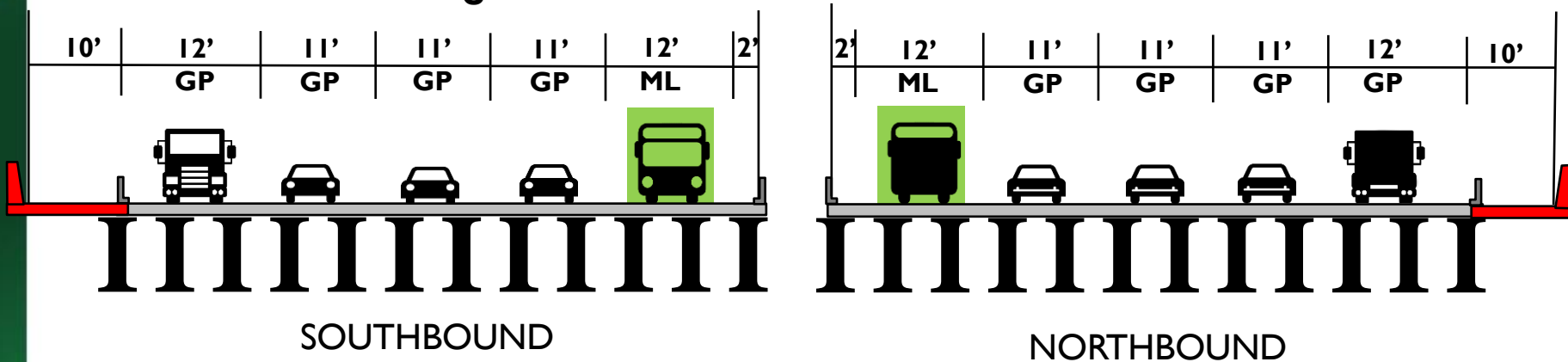


 Freeway Widening

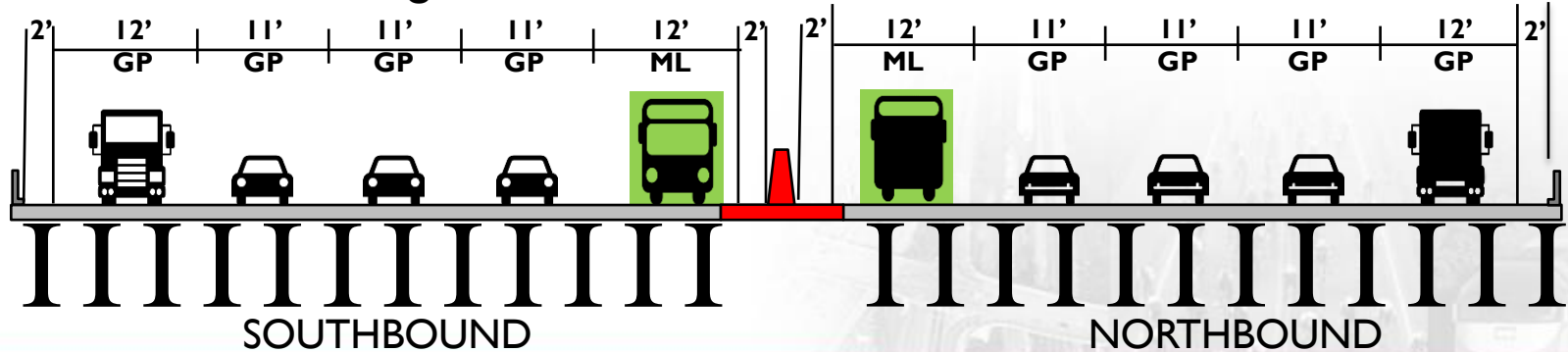


Maximum Footprint Alternative Typical Section at South San Francisco Overhead (Grand Ave. / Railroad Xing)

Outside Widening



Median Widening





Alternatives Definition



in SF County

MINIMUM FOOTPRINT

280 - Lane Conversions

101 - County Line to 280 – no change NB

MAXIMUM FOOTPRINT

280 - Shoulder Conversions

101 - Improve NB 101-280 Direct Connector

in SM County

MINIMUM FOOTPRINT

101 - #1 Lane Conversion

MAXIMUM FOOTPRINT

101 - Add lane (widening)



Project Total Cost* (\$M)

Alternatives	San Mateo	San Francisco
Minimum	\$176 - \$226	\$188 - \$578
Maximum	\$383	\$322- \$652

* Source of cost estimate is the US101- North of I-380 PSR/PDS intended for long range planning purposes only and not for programming or committing capital funds.

* Total cost includes environmental through construction phases of work.



Schedule*

Begin Environmental Circulate Draft Environmental Document	Summer 2019
Project Approval	Spring 2021
Complete Final Design	Fall 2021
Advertise Contract	Spring 2023
Begin Construction	Summer 2023
End Construction	Fall 2023
	Fall 2026

* Assume funding is secured.



Next Step

- Traffic Data Collection for San Mateo and San Francisco Counties – May 2019
- Decision to move forward collectively or individually in the Environmental phase
- Funding Allocation for Environmental phase – Summer 2019
- Initiate Environmental phase – Summer 2019



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