



2017 Congestion Management Program

C/CAG Board of Directors
December 14, 2017

CMP Overview

What is the CMP?

- ▷ As the CMA for San Mateo County, C/CAG is responsible for implementing the CMP.
- ▷ Identifies strategies to respond to future transportation needs, monitors congestion, develop procedures to alleviate and control congestion, and promote countywide solutions.
- ▷ Requiring a CMP became effective with the passage of Proposition 111 in 1990.
- ▷ Updated biennially, 2017 is the 14th CMP update.

Elements of the CMP

**Performance
Element**

**Trip Reduction and
Travel Demand
Element**

Roadway System

**Land Use Impact
Analysis Program**

**Traffic Level of
Service (LOS)
Standards**

**Seven-Year Capital
Improvement
Program (CIP)**

Performance Element

Performance Element

- ▷ Level of Service (LOS)
- ▷ Travel Times for Single-Occupant Vehicles (SOV), High Occupancy Vehicles (HOV), and Transit
- ▷ Pedestrian and Bicycle Improvements
- ▷ Ridership/Person Throughput for Transit

- ▷ **SB 743**
 - Aimed to replace LOS to VMT in the CEQA process
 - OPR has transmitted the technical guidance to California Natural Resources Agency
 - CMP legislation requires the use of LOS metric
 - C/CAG will work with MTC and other CMA's to evaluate and recommend performance metrics for future CMP updates.

2017 LOS Roadway and Performance Measure Monitoring

Roadway System and Traffic Level of Service Standards

- ▷ 53 Roadway Segments and 16 Signalized Intersections
 - Roadway network includes all the State highways within the County in addition to Mission Street, Geneva Avenue, and Bayshore Boulevard
 - Majority of intersections are located along El Camino Real

- ▷ Level of Service (LOS) Standards
 - LOS is compared to the baseline LOS established in 1991
 - Vary by roadway segment and study intersection
 - Table 3 and 5

Intersection LOS



- ▷ All 16 intersections are operating within established LOS standards.
- ▷ All study intersections along SR-84 (at University Ave, Willow Road and Marsh Road) are operating at LOS F, which is the standard, but will be monitored.

Roadway Segment LOS



- ▷ 12 Segments found to be deficient (before reductions)
 - SR-84 (3), SR-92 (2), US-101 (5), I-280 (2)
- ▷ Legislation allows for the reduction in volume for those trips that are interregional
- ▷ After applying reductions, there are 3 deficient segments:
 - AM & PM – Westbound SR 84 between I-280 and Alameda de Las Pulgas
 - AM & PM – Westbound and Eastbound SR 92 between I-280 and US 101

San Mateo County Congestion Relief Plan (Deficiency Plan)



- ▷ Legislation requires preparation of deficiency plans as a way for local jurisdictions to remain in conformance with the CMP when LOS for a CMP roadway segment or intersection deteriorates.
- ▷ The CRP relieves all jurisdictions from having to fix the specific congested locations that triggered the development of this Plan, and any new ones that may be detected in the future.
- ▷ The CRP is reauthorized until 2019.
 - Employer-Based Shuttle Program and Local Transportation Services
 - Countywide TDM Program
 - Countywide ITS Program
 - Climate Action Plan Activities

Travel Times Along US-101

Between SF and SC County Lines

Methodology

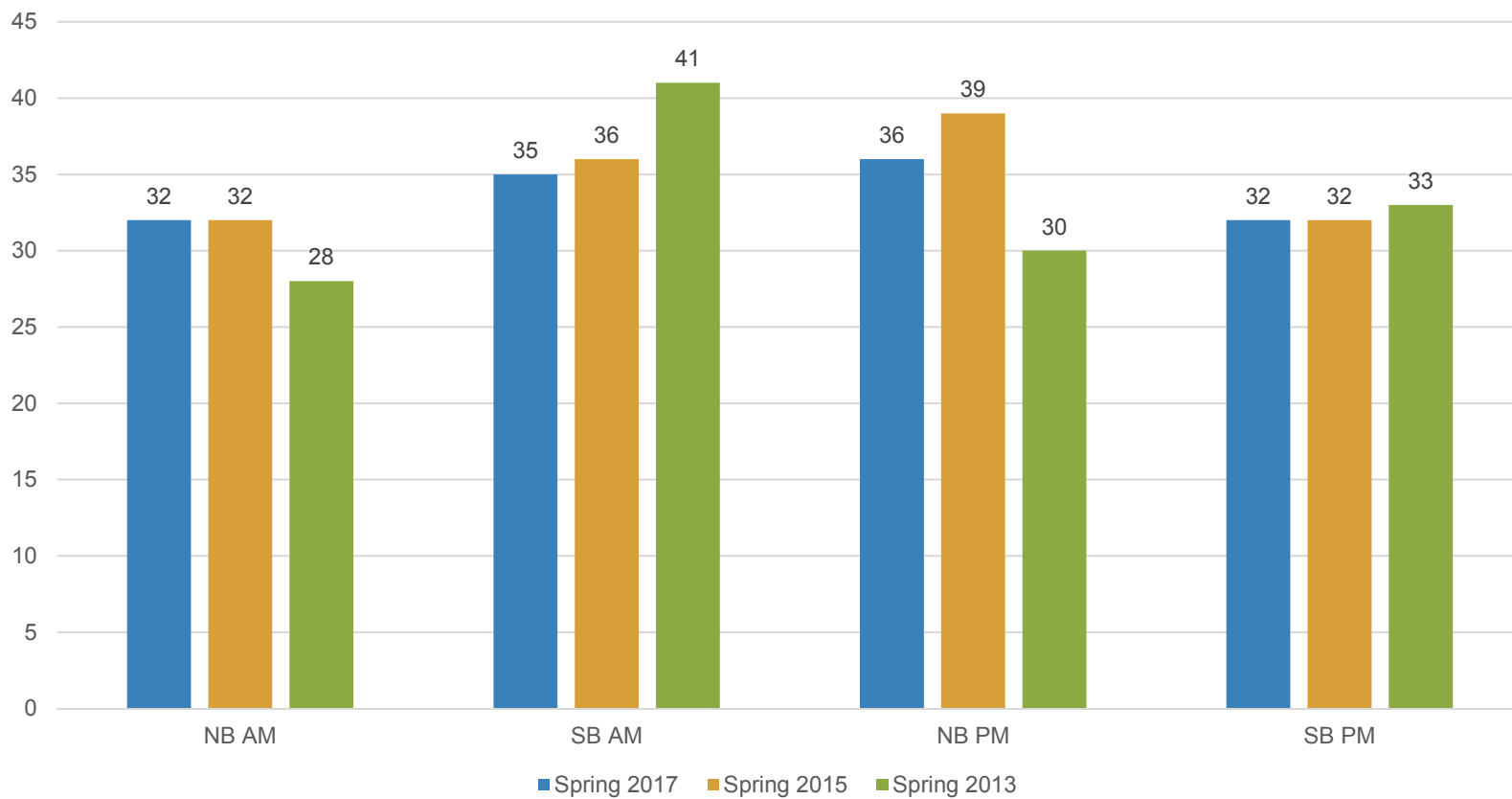


- 7-9am and 4-7pm peak hour in NB & SB directions
- Average traffic speed/travel time data collected from INRIX in April and May of 2017
- Tuesdays, Wednesdays, and Thursdays
- 2nd update using INRIX

Travel Times Along US-101 Between SF and SC County Lines



SOV

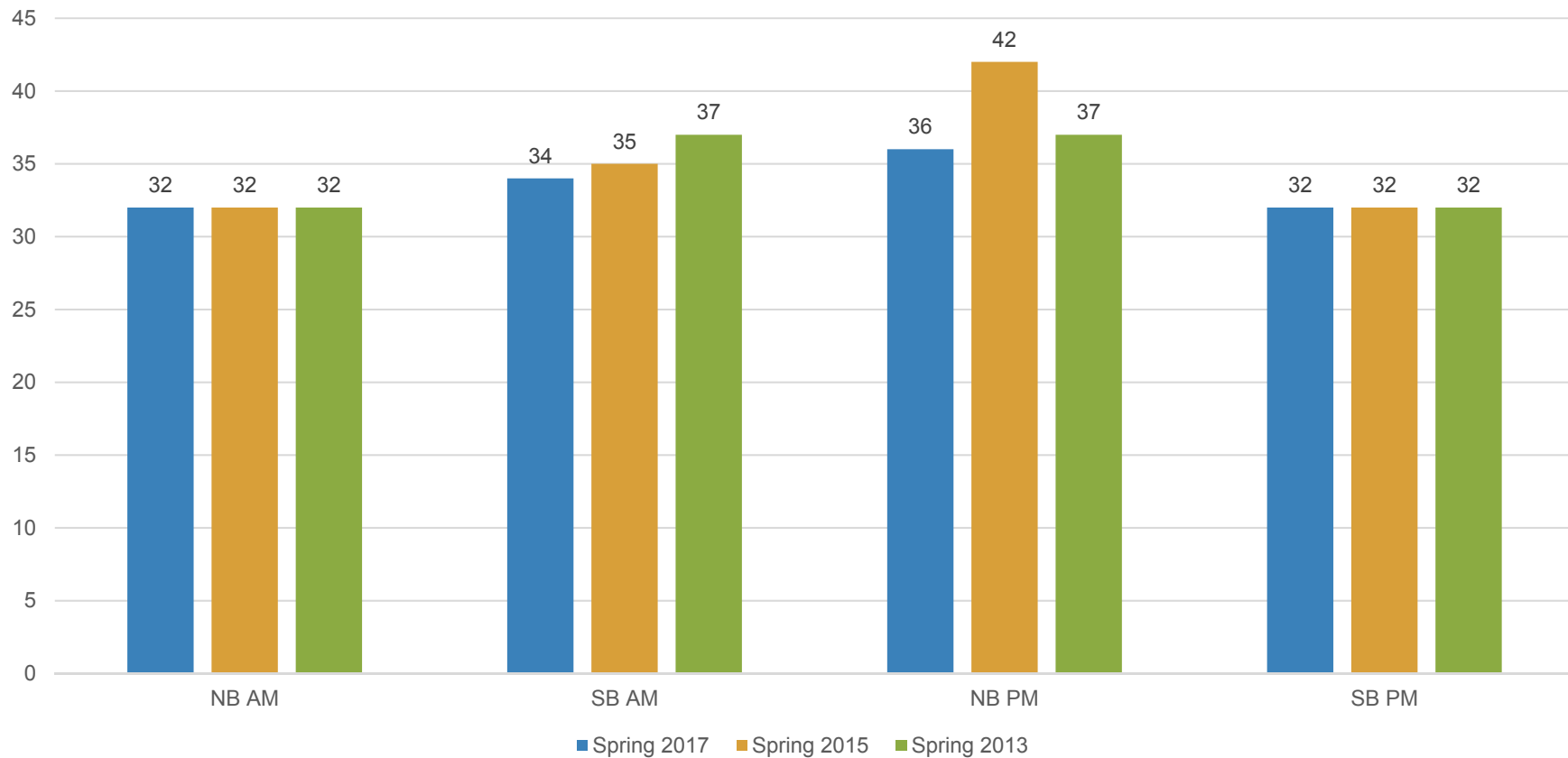


Source: INRIX

Travel Times Along US-101 Between SF and SC County Lines



HOV

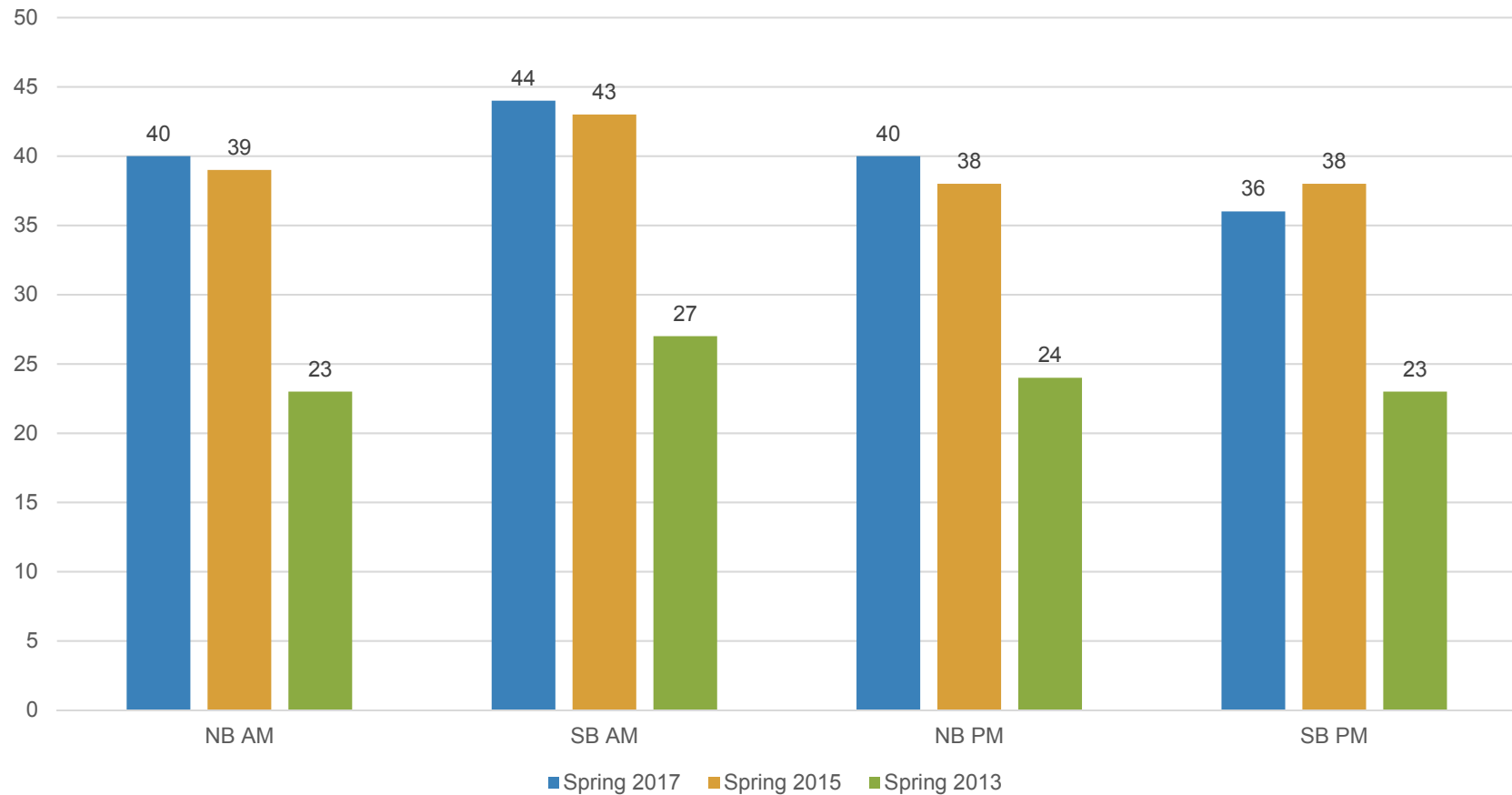


Source: INRIX

Travel Times Along US-101 Between SF and SC County Lines



Caltrain

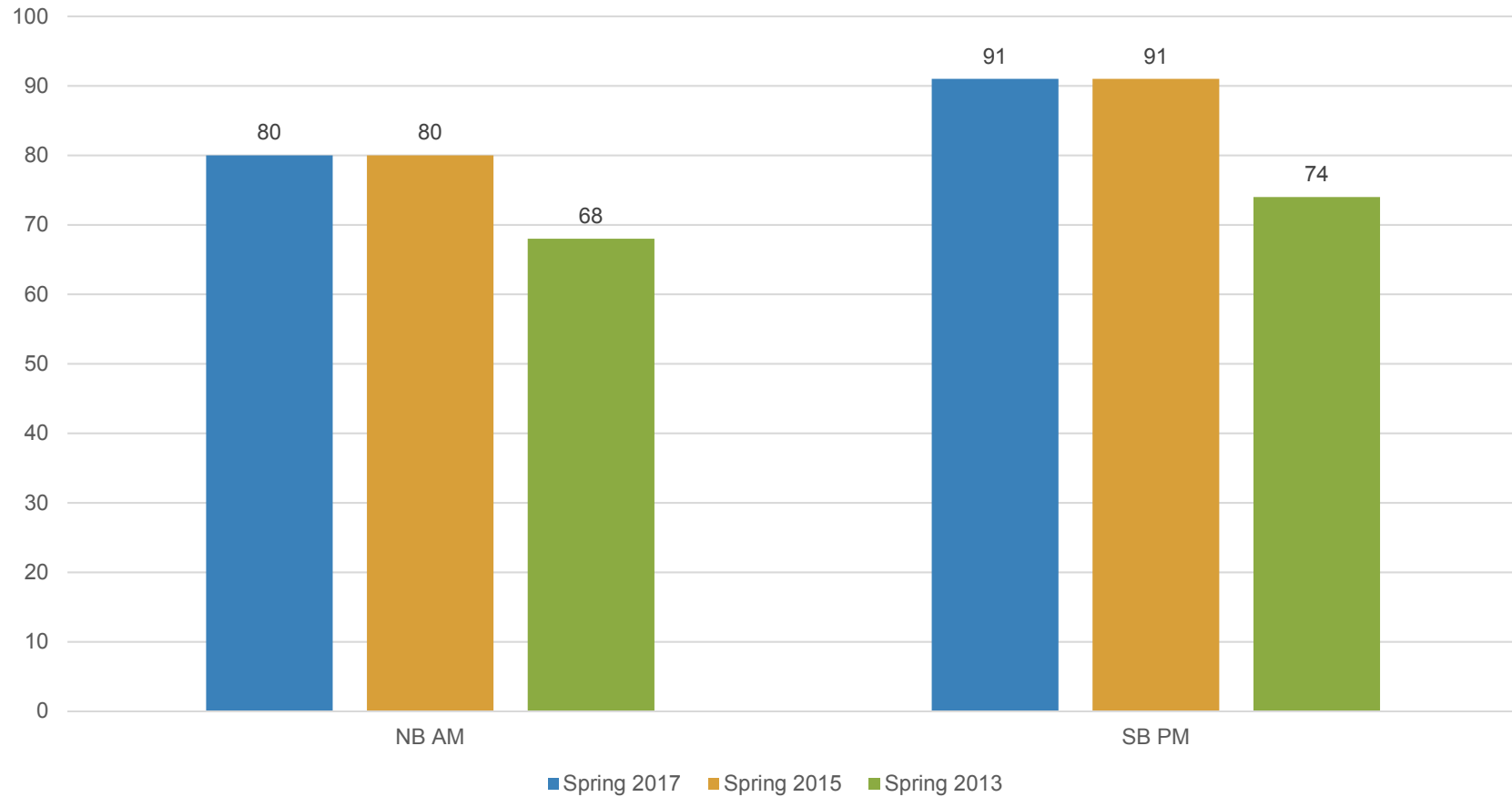


Source: Published Caltrain Schedule

Travel Times Along US-101 Between SF and SC County Lines



SamTrans



Source: Published SamTrans Schedule



Ridership/Person Throughput for Transit

Transit Agency	Annual Total			Average Weekday		
	2017	2015	%	2017	2015	%
SamTrans	11,816,760	13,158,703	-10%	38,700	42,981	-10%
Caltrain	18,743,189	18,156,173	3%	59,132	58,429	1%
BART (Colma & Daly City)	7,818,023	8,155,340	-4%	25,269	28,050	-10%
BART (SFO Ext. Stations)	12,102,872	12,614,731	-4%	39,989	40,741	-2%
Combined Transit	50,480,844	52,084,947	-3%	163,090	170,201	-4%

Source: SamTrans, Caltrain, and BART

Trip Reduction and Travel Demand Element

Land Use Impact Analysis Program

Seven-Year Capital Improvement
Program (CIP)

Trip Reduction and Travel Demand Element



- ▷ Ongoing efforts to reduce congestion and attain the Traffic Level of Service Standards.

San Mateo County Employed Residents (Mode of Transportation to Work)

	2015	% of Total	2013	% of Total
Drive Alone	264,166	70%	263,356	69%
Carpool	40,597	11%	43,399	11%
Public Transportation	35,608	9%	38,807	10%
Walked	9,334	2%	9,646	3%
Motorcycle				
Bicycle	9,826	3%	8,024	2%
Other Means				
WFH	18,971	5%	15,900	4%
Total	378,502		379,132	

Source: US Census Bureau; American Community Survey 1-Year 2015

Trip Reduction and Travel Demand Element

Commuter.org



Carpool
IN SAN MATEO COUNTY!

C/CAG
City/County Association of Governments
of San Mateo County

Land Use Impact Analysis Program



- ▷ Long Range Planning Analysis
- ▷ Cumulative Development Analysis
- ▷ Individual Large Development Analysis

Capital Improvement Program (CIP)



▷ Identifies transportation system improvements projects which would maintain or improve traffic levels of service, transit services, and mitigate regional transportation impacts

- OBAG 2 Program – TLC (6), BPIP (9), LSR (21)
- 2018 STIP (4)
- TDA Article 3 (5)
- SRTS/GS Infrastructure Pilot Program (10)

2017 CMP Schedule

- ▷ November 16, 2017 Draft CMP to C/CAG TAC
- ▷ November 27, 2017 Draft CMP to C/CAG CMEQ
- ▷ December 14, 2017 Draft CMP to C/CAG Board
- *Draft CMP is released for public review and comment
- ▷ January 19, 2018 Final CMP to C/CAG TAC
- ▷ January 29, 2018 Final CMP to C/CAG CMEQ
- ▷ February 9, 2018 Final CMP to Board
- ▷ March 2018 Final CMP to MTC

Thanks!
Any questions?