



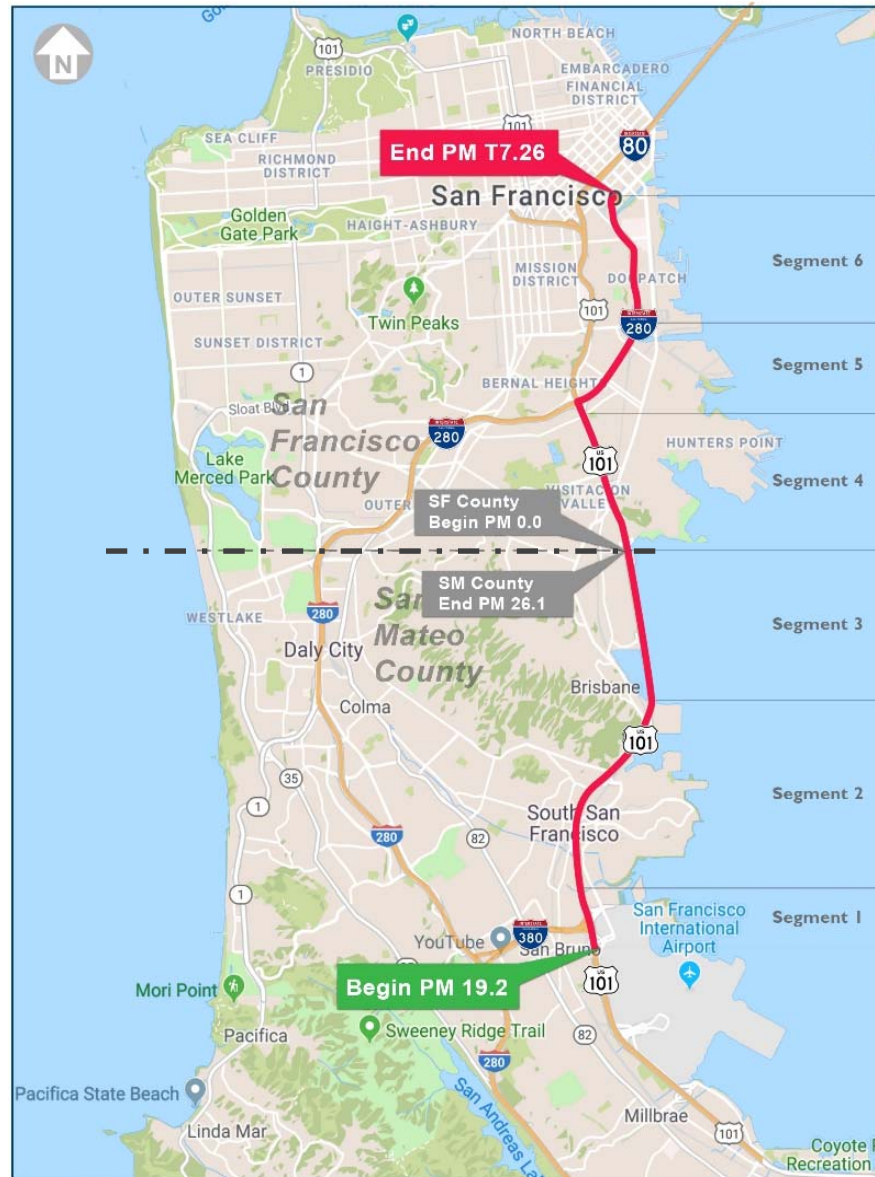
US 101 Managed Lanes Project – North of I-380

C/CAG Board Meeting
May 09, 2019
Agenda Item #4.2

Presentation Overview

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

Location Map



↑
**Project
Limits**
↓

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

Constraints and Deficiencies

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

Project Status

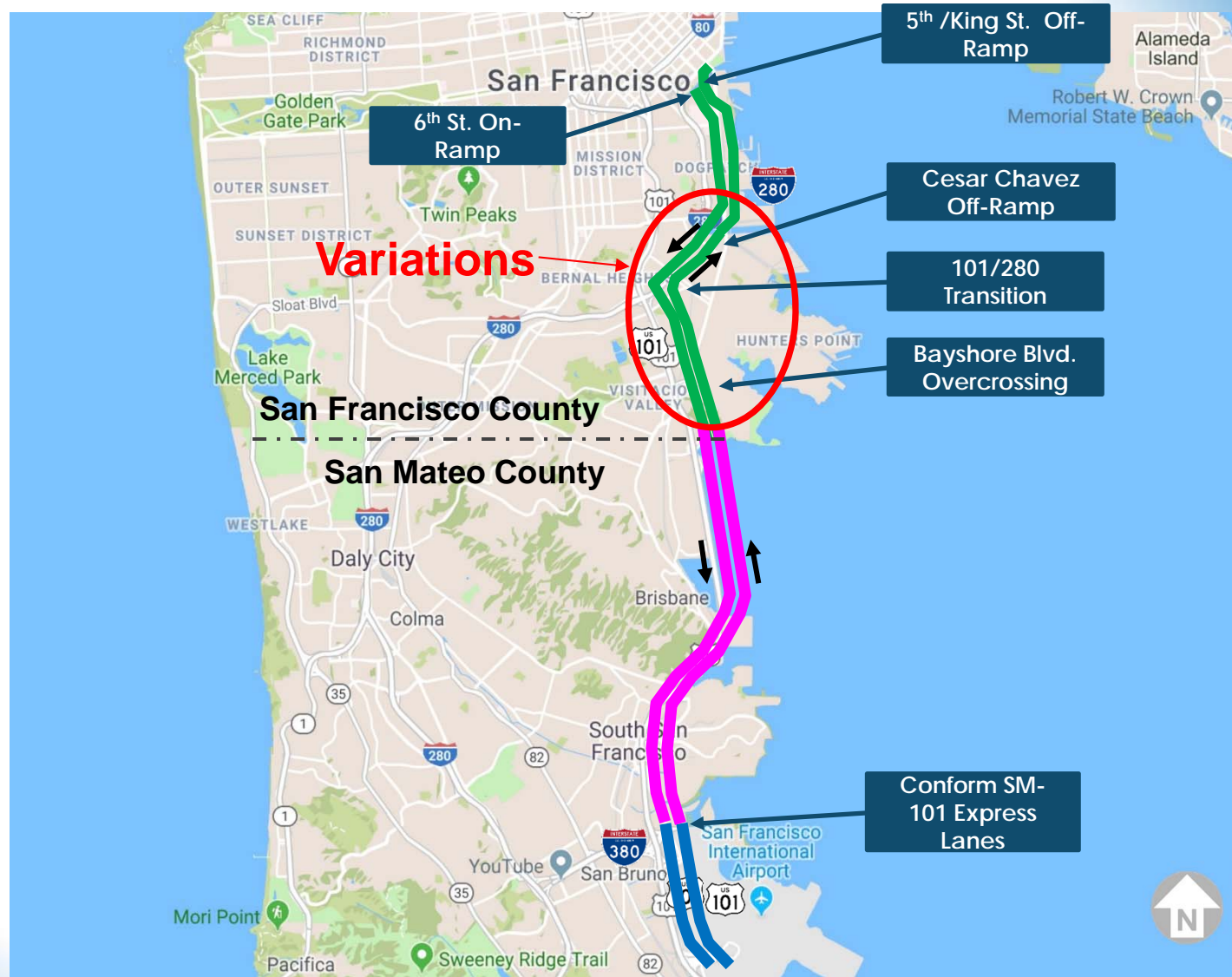
- **Past Studies**

- US 101 Auxiliary Lanes Project
(C/CAG sponsored/ SMCTA funded study)
(Oyster Point to San Francisco County Line, completed in 2015)
- Freeway Corridor Management Study
(SFCTA adopted plan)
(Completed in 2017)

- **Current Study**

US 101 – North of I-380 Managed Lanes Project
(PSR-PDS to include Managed Lanes concepts into San Francisco County; scheduled to complete in May 2019)

Managed Lanes Extension



Alternatives Definition



in SF County

MINIMUM FOOTPRINT
 280 - Lane Conversions
 101 - County Line to 280 – no change NB

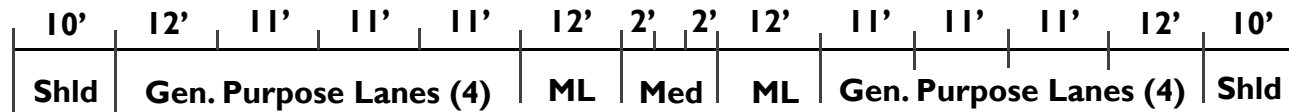
MAXIMUM FOOTPRINT
 280 - Shoulder Conversions
 101 - Improve NB 101-280 Direct Connector

in SM County

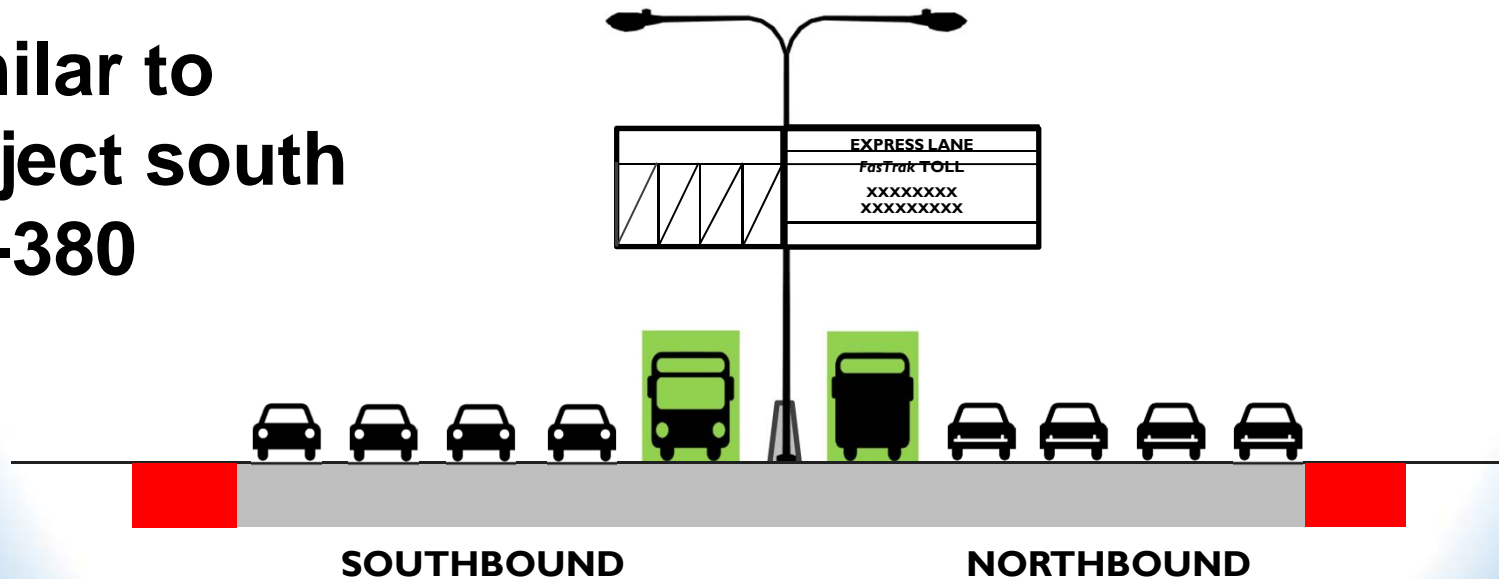
MINIMUM FOOTPRINT
 101 - #1 Lane Conversion

MAXIMUM FOOTPRINT
 101 - Add lane (widening)

Maximum Footprint Alternative Typical Section – SM County

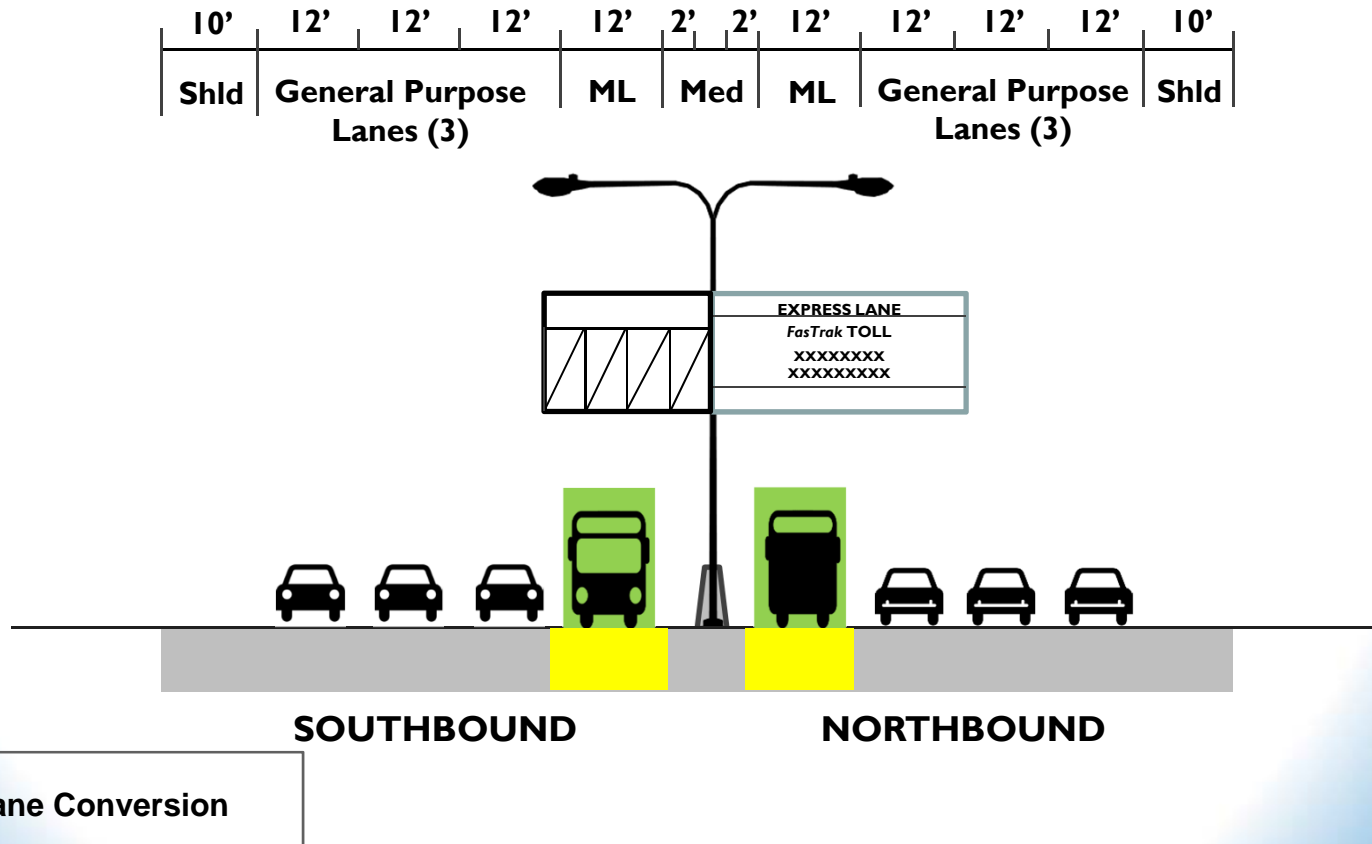


Similar to
project south
of I-380



 Freeway Widening

Minimum Footprint Alternative Typical Section – SM County



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 Total Cost* (\$M)

Alternative	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.
 Estimates are 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	Summer 2019
Circulate Draft Environ. Document	Spring 2021
Project Approval	Fall 2021
Complete Final Design	Spring 2023
Advertise Contract	Summer 2023
Begin Construction	Fall 2023
End Construction	Fall 2026

* Assumes funding is secured and no legal challenges in environmental phase.

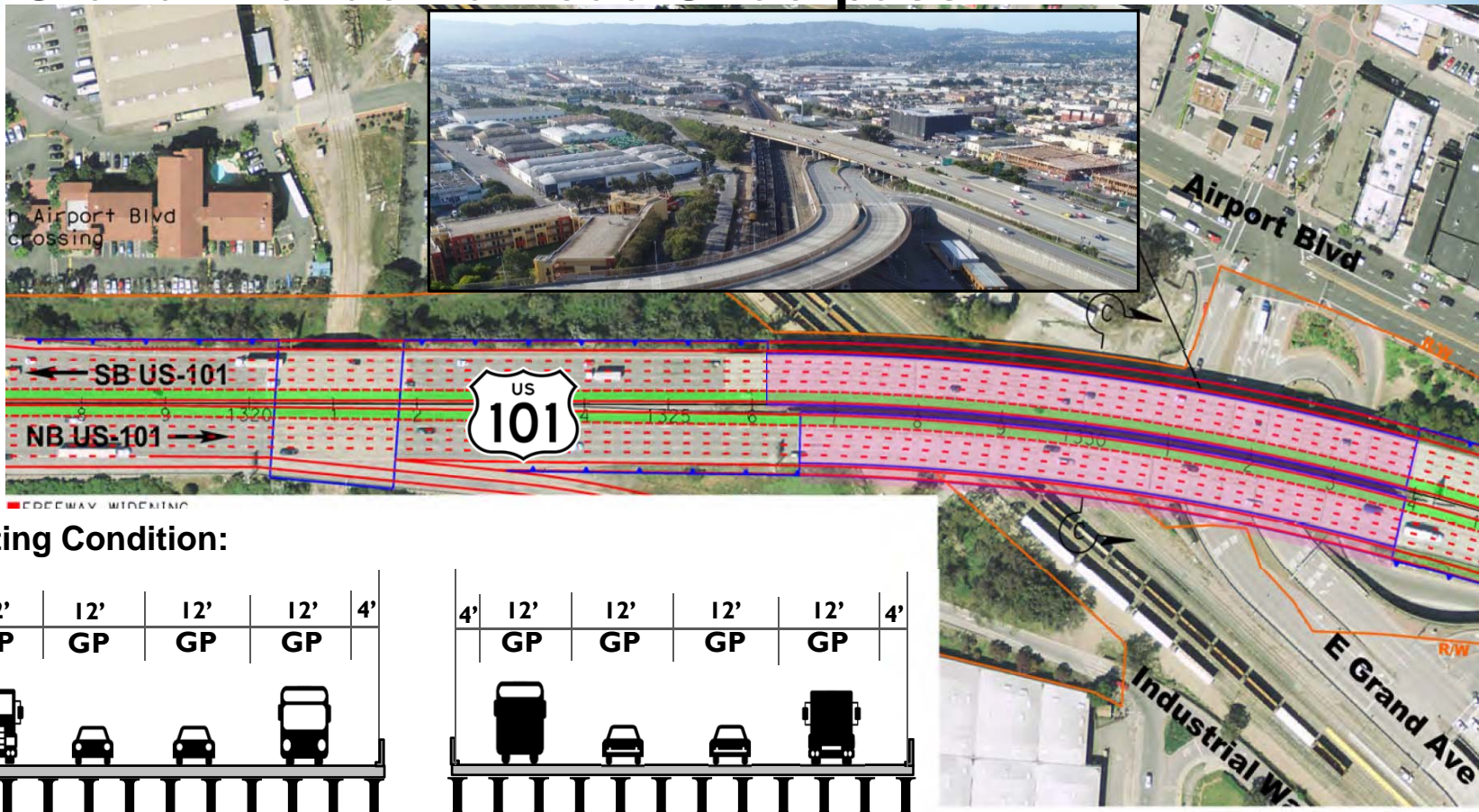
Next Steps

- 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



US 101 Managed Lanes Project – North of I-380

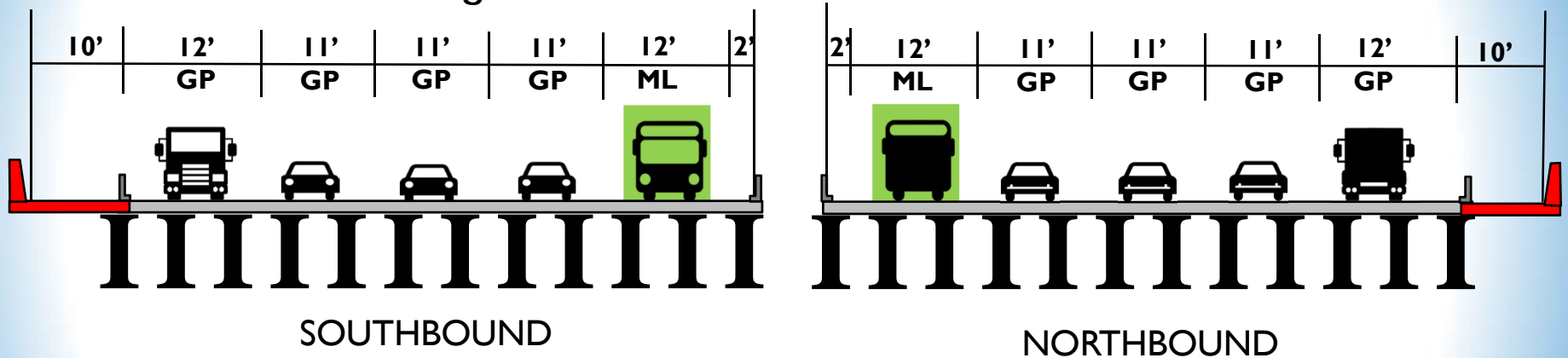
Example of constraints: Grand Avenue Railroad Underpass



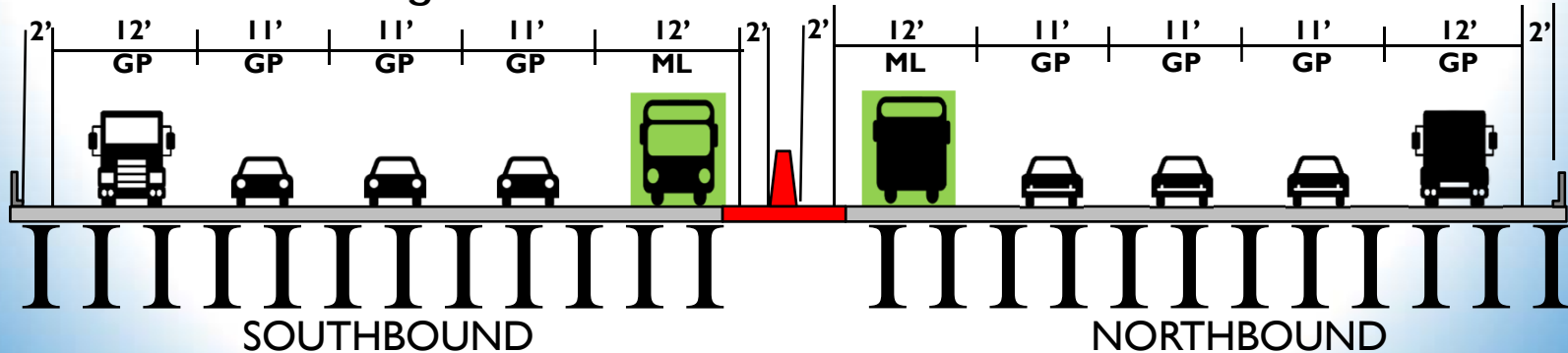
Maximum Footprint Alternative

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

Outside Widening



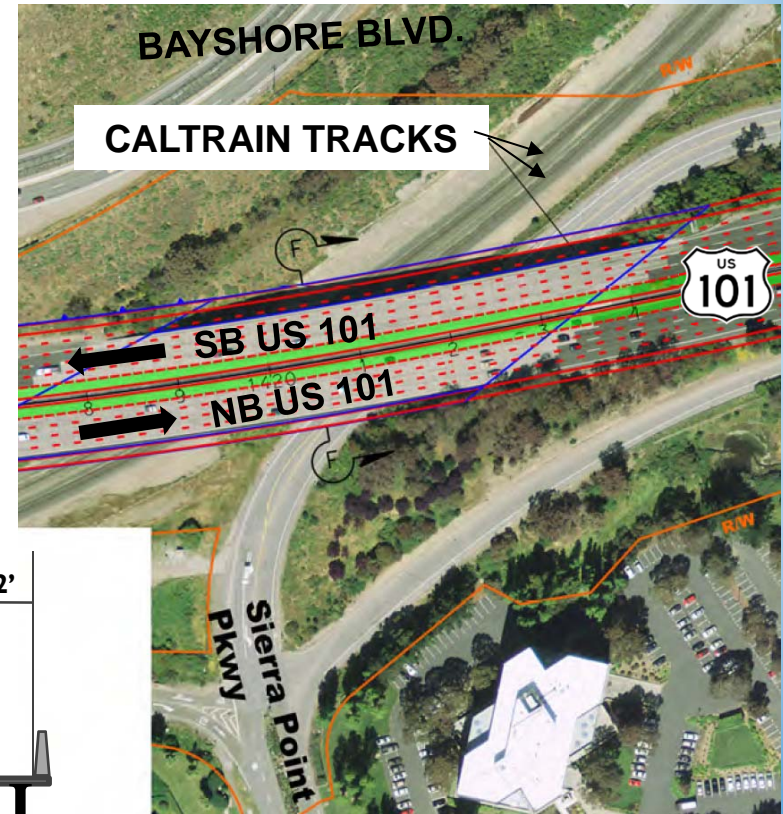
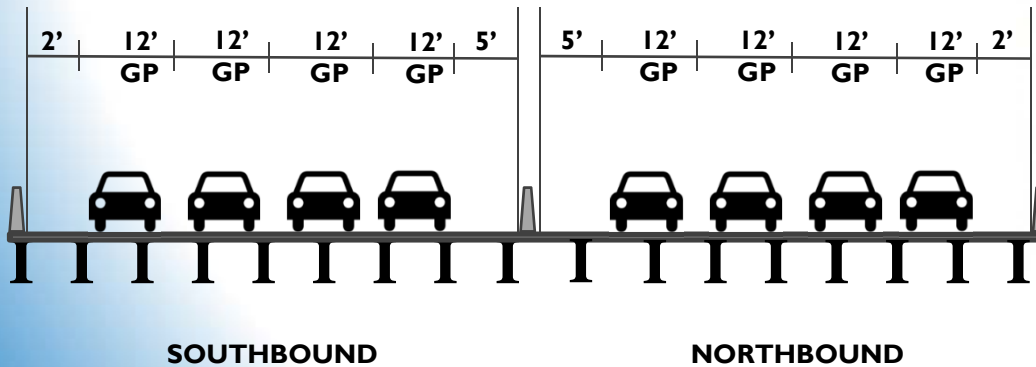
Median Widening



Example of constraints: Sierra Park Parkway Railroad Underpass



Existing Condition:



Example of constraints: NB101 – NB280 Connection

