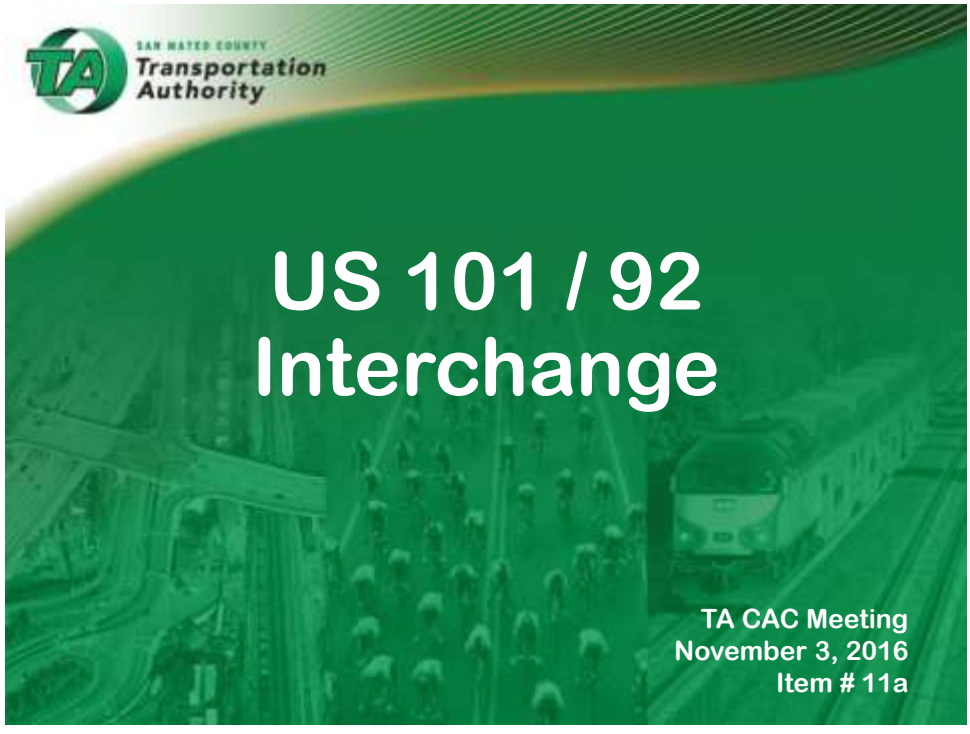


Presentation Outline

- Preliminary Planning Study (PPS) Overview
- Previous Studies, Existing Conditions and P&N
- Alternatives Development and Overview
- Recommendations
- Next Steps

Preliminary Planning Study (PPS) Overview

- **SMCTA (Funding & Implementer) & C/CAG (Sponsor) joint effort with input from Caltrans, City of San Mateo, City of Foster City, and consultant**
- **Assess traffic deficiencies, develop project Purpose and Need**
- **Develop alternatives with stakeholders; evaluate costs, impacts and benefits**
- **Recommend Short- and Long Term projects to move forward into the Caltrans Project Initiation Document (PID) Phase**

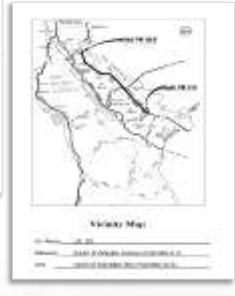
3

Previous Studies

SR 92 PSR-PDS (2001)

US101/SR92 Area Study (2013)

SR92/SR82 PR (2014)



US101 HOV PSR-PDS (2015)

4

92/82 I/C Reconfiguration

5

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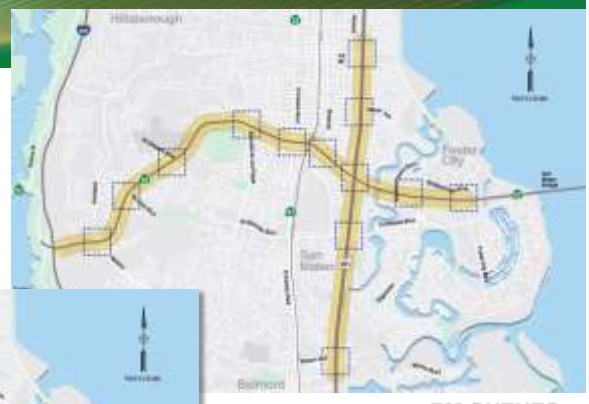
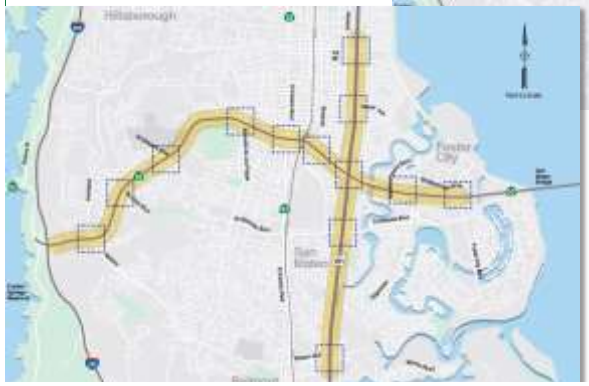
Transportation Authority

AM QUEUES –
EXISTING AND 2040 NO-BUILD





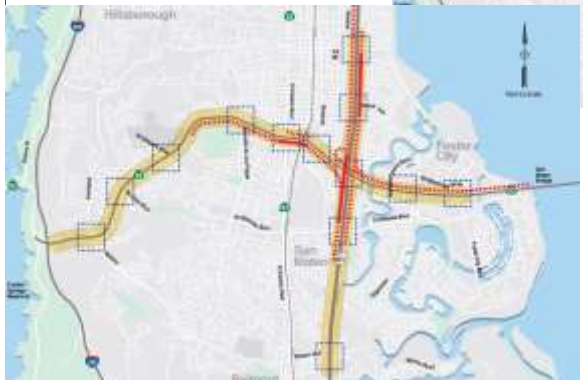
PM QUEUES –
EXISTING AND 2040 NO-BUILD

LEGEND:
- Study Area
- Interchange
- Existing PM Bottleneck
- Existing PM Peak-Hour (s) Queue Lengths
- 2040 No-Build PM Bottleneck
- 2040 No-Build PM Peak-Hour (s) Queue Lengths

6

SAN MATEO COUNTY Transportation Authority

AM QUEUES –
EXISTING AND 2040 NO-BUILD



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SAN MATEO COUNTY Transportation Authority

AM QUEUES –
EXISTING AND 2040 NO-BUILD

PM QUEUES –
EXISTING AND 2040 NO-BUILD

LEGEND:
- Study Area
- Interchange
- Existing PM Bottleneck
- Existing PM Peak-Hour (s) Queue Lengths
- 2040 No-Build PM Bottleneck
- 2040 No-Build PM Peak-Hour (s) Queue Lengths

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Project Purpose and Need

PURPOSE

Improve traffic flow and safety, and increase mobility through the 101/92 Interchange area by minimizing traffic conflict locations and improving peak-period travel times within project limits along 101 and 92

NEED

Overall substantial delay and congestion at the 101/92 Interchange

9

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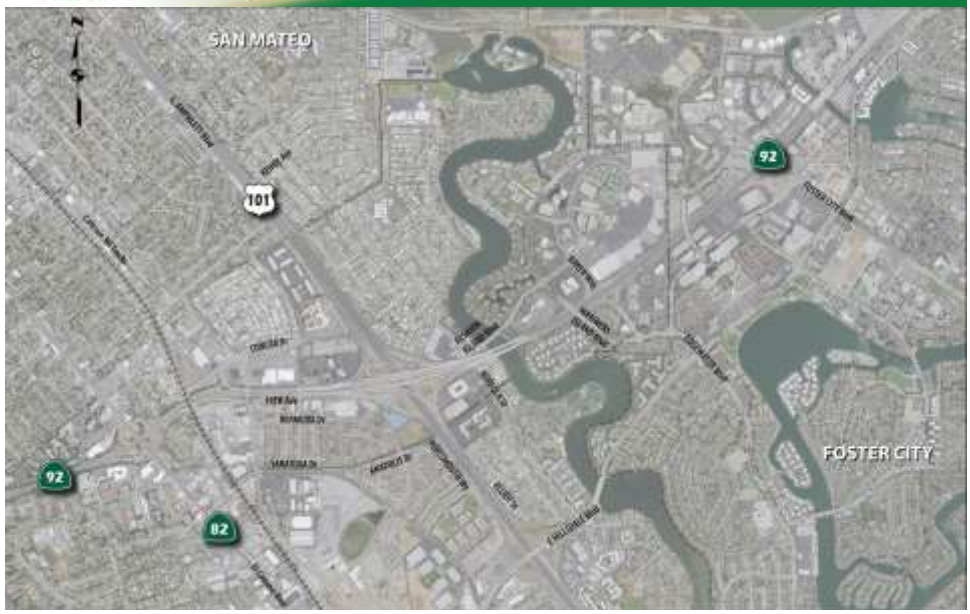
101/92 Deficiencies



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101/92 Deficiencies - N/B 101

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101/92 Deficiencies - S/B 101

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101/92 Deficiencies - W/B 92

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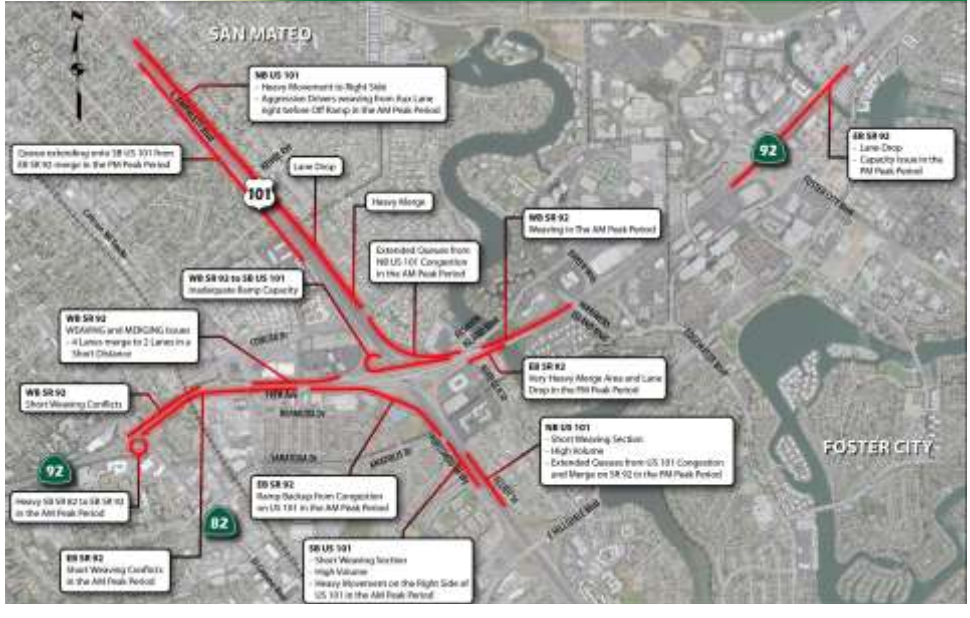
101/92 Deficiencies - E/B 92



101/92 Deficiencies

Alternatives Development

- **Evaluated seven Short Term and twenty-one Long Term alternatives**
- **Brain-storming session with Cities of San Mateo and Foster City, C/CAG and SMCTA**
- **Shortlisted nine basic alternatives**
- **Presented to Caltrans**
- **Revised alternatives based on Caltrans comments. Cost estimates, impact evaluations, design exceptions and traffic operations benefits incorporated into final PPS June 2016.**

Naming Convention for Alternatives

Short Term Alternatives: A

- **Projects that can be implemented more quickly through streamlined Permit Engineering Evaluation Report (PEER) Caltrans Process**
- **Projects with relatively low total cost (<$10M)**

Long Term Alternatives: X, Y, Z

- **Projects that require full Caltrans Oversight Process (Planning, Environmental, Design) and take longer to implement**
- **Projects with relatively high total cost (>$10M)**
- **Projects that provide more traffic and safety improvements**

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Alternatives at 101/92 Interchange

Alternatives Ratings

	Not Likely to Support		Neutral	Very Likely to Support	
ALTERNATIVE	1	2	3	4	5
1X					
1Y					
2X					
3A					
3B					
3X					
4A					
4X					
4XY					
4Y					
4Y-1, 4Y-2					
4Z					
5X					
5Y					
6A					
6X					
7A					
8A					
8X					
8Y					
8Z					
8ZX					
8ZX Ramp Options 1 & 2					
9A					
9X					
9Y					

A and B = Short Term Alternatives | X,Y and Z = Long Term Alternatives

C/CAG | Foster City | City of San Mateo

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Short Term Alternative 7A:

WB 92 to SB 101 Loop Ramp Connector ML Addition

ISSUE #7:
Loop connector from WB 92 to SB US 101 has inadequate capacity.

SHORT TERM ALTERNATIVE 7A:
Proposes an additional ML preferential lane to compliment the existing mixed-flow lane. The connector traffic will be ramp metered before entering SM US 101.

$7M

20

Short Term Alternative 8A:
EB 92 Merge Reconfiguration and Lane Add

$3.5M

21

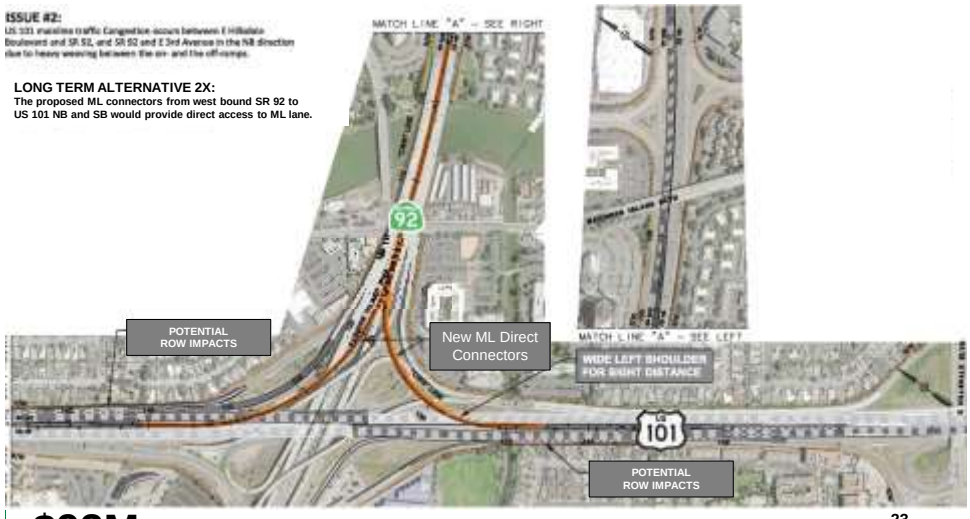
Long Term Alternative 1X:
101 Braided Ramps

$52M

22

Long Term Alternative 2X:

WB 92 to 101 Managed Lane Direct Connectors



$93M

Long Term Alternative 8X:

SB 101 to WB 92 Added Inside Direct Connector

$40M

Long Term Alternative 8ZX:
EB 92 Collector Distributor System

ISSUE 4B:
Multiple merges over a short distance along EB 92.

LONG TERM ALTERNATIVE 8ZX:
Provides a complete separated collector-distributor road system adjacent to EB 92 that begins at the Delaware Street on-ramp to EB 92 and ends at the Foster City Blvd off-ramp.

$154M

Alternatives Rated on Various Criteria

SAFETY

Low:	**No improvement to weave/merge areas; minimal mobility improvement could potentially lower rear-end type of accidents**
High:	**Clear safety improvement by eliminating unsafe merges at weave conflict locations**

ENVIRONMENTAL

Low:	**Minimal impact that could likely be cleared with CE/CE approval**
Medium:	**Not CE/CE, but avoids adverse impacts and may qualify for IS/EA approval**
High:	**Adverse impacts requiring EIR/EIS approval**

RIGHT OF WAY

Low:	**May have only temporary construction easement requirements**
Medium:	**May require partial right of way acquisitions or sliver takes**
High:	**Full right of way acquisitions potentially requiring relocations**

Summary of Alternatives Along 101

Alternative	Estimated Total Cost (in millions)	Operational Benefit	Safety Benefit	Impact to Local Traffic Circulation	Environmental Impact	Right of Way Impact
1X*	$52M	Improves weaving and operations	High	Needs further evaluation	Medium	Medium
1Y	$89M	Improves weaving and operations (NB only)	High	Needs further evaluation	Medium	High
2X*	$93M	Improves operations for ML users (WB 92 to 101) and operations for 101	Low	None	Medium to High	Medium
3A	$3.3M	Low operations benefit	Low to Medium	None	Low	None
3X*	$6.5M	Operational benefit (NB only)	Low to Medium	None	Low	Low

*Recommended alternative

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Summary of Alternatives Along 92

Alternative	Estimated Total Cost (in millions)	Operational Benefit	Safety Benefit	Impact to Local Traffic Circulation	Environmental Impact	Right of Way Impact
7A*	$7M	Improves operations for ML users (WB 92 to SB 101 only)	Low	None	Low	None
8A*	$3.5M	Improves weaving and operations	High	None	Low	None
8X	$40M	Improves weaving and operations	High	None	High	Low
8Y	$58M	Low weaving improvement	Low	None	High	Medium
8Z*	$103M	Improves weaving and operations	High	Needs further evaluation	High	Medium
8ZX*	$154M	Improves weaving and operations	High	Needs further evaluation	High	High
9A	$0.5M	Low operations benefit	Low	Needs further evaluation	Low	None
9Y*	$47M	Improves weaving and operations	High	Needs further evaluation	High	Medium

*Recommended alternative

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Recommended Alternatives and Packages

Short Term:
Alternatives 3A, 7A, 8A and 9A ($14M)

Long Term Reduced Package:
1X, 3X, 8X, 9Y ($146M)

Long Term Alternate Package:
1Y, 3X, 8Z and 9Y ($246M)

Long Term Primary Package:
1X, 2X, 3X, 8ZX and 9Y ($353M)

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Next Steps

- **Project sponsor(s) to determine which alternatives to advance using stakeholder input, regional goals and anticipated funding ranges**
- **Sponsor to pursue Measure A or other source to fund effort**
- **Engage Caltrans with Pre-PID meeting to discuss project Purpose & Need and project development path**
- **Prepare PEER, PID and PR or PID as appropriate to program funding; gain project approval**

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SAN MATEO COUNTY
Transportation
Authority
N
Delaware St
CALTRAIN
82
92
101