



CITY OF SAN MATEO

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Agenda Report

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TO: City Council

FROM: Drew Corbett, City Manager

PREPARED BY: Public Works Department

MEETING DATE: February 03, 2020

SUBJECT:
US-101/Peninsula Avenue Interchange Project Update

RECOMMENDATION:

Receive an update and provide feedback on the US-101/Peninsula Avenue Interchange Project.

BACKGROUND:

The Peninsula Interchange Project proposes to relocate the existing southbound US-101 on- and off-ramps from E. Poplar Avenue to the interchange at Peninsula Avenue. The project was proposed to mitigate several safety issues at the E. Poplar Avenue ramps including the non-standard ramp length, high vehicle speed exiting the freeway, traffic queuing, and congestion, as well as improve access to the eastside of US-101 from southbound US-101. While the relocated ramps at Peninsula Avenue would alleviate these issues and improve traffic flow, there are several other factors that need to be considered as part of the project.

Following completion of the US-101/Peninsula Avenue Project Study Report – Project Development Support (Project Study Report) in May 2015, the City of San Mateo received \$2.5 million in Measure A funds from the San Mateo County Transportation Authority (TA) for completion of the Project Approval/Environmental Document (PA/ED). The City signed a Memorandum of Understanding with the TA in March 2016. The PA/ED will identify project-related environmental impacts and the preferred design scenario from those proposed in the Project Study Report.

City staff presented at both San Mateo and Burlingame City Council meetings during December 2016. Burlingame City Council expressed concerns about potential traffic impacts in Burlingame neighborhoods as a result of the project. To address these concerns, the project team solicited feedback at two community meetings held in both cities in May 2017 and used that feedback to expand the scope of the traffic study required for the PA/ED. Based on the feedback and to respond the community concerns, the project team (i.e., San Mateo and the TA) decided to complete the traffic study prior to moving forward with the remaining engineering and environmental studies required for the PA/ED.

The traffic study has two components that both need to be reviewed and approved by Caltrans, the Traffic Forecasting Memo (TFM) and the Traffic Operations Analysis Report (TOAR). The TFM utilizes the City and County Association of Governments travel demand model, which uses the regional land use forecasts to estimate roadway segment traffic volumes in the project study area for multiple scenarios: (1) opening year (2025) with and without the project and (2) design year (2045) with and without the project. These traffic volume estimates are utilized in the TOAR to analyze intersection operations to determine level of service impacts for both opening and design years with and without the project. The findings of the TOAR then identify project impacts in the project study area.

The project team began preparation of the TFM during mid-2017 and soon identified that several of the proposed developments in Burlingame's Bayfront area were not included in the regional land use forecasts. Excluding these

developments from the TFM could have resulted in lower projected traffic volumes and not adequately represent project benefits or impacts. Because Burlingame was in the process of updating its General Plan, the project team elected to wait until Burlingame's General Plan Environmental Impact Report was adopted to compare regional land use forecast values and Burlingame's updated General Plan land use forecast values. After completion, it was determined that the TFM forecast values were greater than Burlingame's General Plan forecast values and therefore more conservative, so the project did not modify its forecast values. The TFM was completed and submitted to Caltrans in September 2018 and approved in January 2019.

The project team began the TOAR in spring 2019. The analysis conducted to date indicates that the roadway network in the North Central neighborhood would see significant benefits in terms of reduced intersection delays and queues with minimal impacts as a result of the project. In the opening year of the project, intersections near the E. Poplar Avenue ramps are anticipated to see decreases in intersection delay. At the E. Poplar Avenue/N. Humboldt Street intersection alone, vehicle delay on average is forecasted to decrease by about 100 seconds in the morning and over 60 seconds in the afternoon for the 2025 opening year. Additional analysis indicates that some travel times between southbound US-101 and the Peninsula Avenue/Dwight/Delaware intersection are reduced by half or more as a result of the project as summarized in the tables below.

Travel Time – SB US-101 to Peninsula/Dwight/Delaware				
Year	Peak Hour	With Project	Without Project	Time Savings
2025	AM	3.1 mins	5.3 mins	2.2 mins
	PM	4.7 mins	8.1 mins	3.4 mins
2045	AM	6.4 mins	11.8 mins	5.4 mins
	PM	7.4 mins	19.0 mins	11.6 mins

Travel Time – Peninsula/Dwight/Delaware to SB US-101				
Year	Peak Hour	With Project	Without Project	Time Savings
2025	AM	3.1 mins	12.6 mins	9.5 mins
	PM	4.4 mins	8.3 mins	3.9 mins
2045	AM	5.9 mins	23.5 mins	17.6 mins
	PM	9.7 mins	26.3 mins	16.6 mins

With the closure of the E. Poplar Avenue ramps, it is anticipated that some traffic shifts to E. 3rd and E. 4th Avenues, and preliminary analysis shows some increases in delay as a result of the project. Some study scenarios show increases in average delay at the intersections of E. 3rd and 4th Avenues and S. Humboldt Street of up to 25 and 15 seconds, respectively, during morning and afternoon peak hours.

To date, the PA/ED study has expended approximately \$900,000 of the originally awarded \$2.2 million contract for a consultant to complete the PA/ED. Most of the completed work has been associated with the expanded traffic analysis scope of work, which has resulted in an additional, unbudgeted expenditure of approximately \$1.3 million.

The next steps for the project include completion and approval of the PA/ED, design, and right-of-way acquisition, followed by construction. While the final right-of-way acquisition needs have not been finalized, the Project Study Report identified approximately 28 full or partial parcel acquisitions that may be needed to construct the project. The number of parcel acquisitions could change if it is determined through the PA/ED report that a different interchange design is needed. The acquisition of these parcels greatly increases the overall project cost from approximately \$70 million to approximately \$120 million.

City staff seeks input from City Council members on support for advancing the US-101/Peninsula Avenue Interchange project, the potential to fund some or all the potential budget shortfall to complete the PA/ED, and direction on possible future pursuit of right-of-way acquisition.

BUDGET IMPACT:

There is no budget impact for receiving an update on the Peninsula/101 Interchange project.

ENVIRONMENTAL DETERMINATION:

The update is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

None

STAFF CONTACT

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