SAN MATEO 101 EXPRESS LANES PROJECT



FACT SHEET JANUARY 2020

Project Benefits:

- · Encourage carpooling and transit use
- · Improve travel time and reliability for express lane users
- · Increase person throughput (the number of people moved)
- · Use modern technology to manage traffic
- · Reduce congestion in the corridor
- · Make upgrades to pavement and lane striping

Project Partners: Caltrans, San Mateo County Transportation Authority (SMCTA), City/County Association of Governments of San Mateo (C/CAG)

Project Overview:

Caltrans, in partnership with SMCTA and C/CAG, is constructing express lanes on US 101 in San Mateo County. The existing HOV lanes will be converted into express lanes from the San Mateo County/Santa Clara County line to Whipple Avenue. Caltrans will also add an additional lane to northbound and southbound US 101 from Whipple Avenue to I-380. This will create 22 miles of express lanes in San Mateo County and provide a seamless transition to the express lanes being constructed in Santa Clara County.



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For more information visit 101express.com. To sign up for weekly or quarterly updates, email 'Weekly' or 'Quarterly' to 101express@dot.ca.gov.

Follow us on Twitter @CaltransD4

For questions during construction, contact the Caltrans Public Information Officer:

Alejandro Lopez at (510) 286-4948 or 101express@dot.ca.gov.

PROJECT DETAILS

CONSTRUCTION START:

Winter 2019

CONSTRUCTION FINISH:

Mid 2022

CONTRACTOR: Kiewit

PROJECT COST: \$581 Million

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HOW DO EXPRESS LANES WORK?

Like a carpool lane, motorists or buses with three or more occupants are permitted unrestricted access to the express lane. After all, getting more people in each vehicle is perhaps the best way to reduce traffic congestion.

But let's say that traffic levels decline and extra space (capacity) appears in the express lane. Wouldn't it be a good idea to allow a few non-carpoolers into the lane if it didn't slow down the carpoolers?

That's how an express lane differs from a carpool lane. Non-carpoolers will have the opportunity to pay a toll to use the lanes, when space is available.

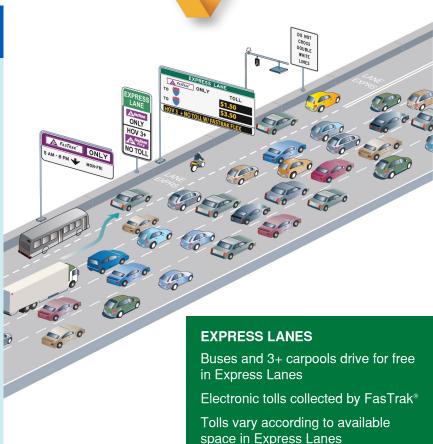
Of course, no one wants a sudden influx of vehicles merging into the express lane. But that situation is prevented by setting the proper price for tolls. Operator of the toll system will lower or raise toll prices to encourage or discourage non-carpoolers from entering the lane.

A considerable benefit of an express lane over a carpool lane is that by making the excess capacity in the express lanes available to non-carpoolers who pay the toll, it siphons traffic from the regular lanes, reducing congestion in those lanes.

HOW THE PROJECT WILL BE BUILT

To avoid the costly and time-consuming process of buying new right of way, Caltrans designed the project to stay largely within the existing right of way - even while adding a new northbound and southbound lane.

Caltrans will connect the gaps in the righthand merge lanes to create a continuous lane. Then, the far left lane will be converted into an express lane. The merge lanes will be rebuilt where space allows - everywhere except a segment in Burlingame.



THE ISSUE



Jobs, housing and population growth continues...

Without the project, there is still little incentive to share a ride and cars will avoid the congested freeway, clogging local city streets.

Except for the six-mile section south of Whipple Avenue, US 101 in San Mateo lacks a carpool lane, forcing buses and carpoolers to share lanes with solo drivers. An express lane would increase person throughput and create an incentive to use transit or carpool.