Welcome Everyone!
<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 – 6:20 pm</td>
<td>Open House</td>
</tr>
<tr>
<td>6:20 – 6:50 pm</td>
<td>Presentation</td>
</tr>
<tr>
<td>6:50 – 7:05 pm</td>
<td>Q&amp;A</td>
</tr>
<tr>
<td>7:05 – 8:00 pm</td>
<td>Open House &amp; Opportunity to Provide Written Comments</td>
</tr>
</tbody>
</table>
PURPOSE OF TONIGHT’S MEETING
US 101 / SR 84 (Woodside Road) Interchange Improvement Project

• Project Update

• Initial Study/Environmental Assessment (IS/EA) Overview

• Submit Comments
Several studies over the years:

- 1999 – Project Study Report (PSR) for SR 84 Extension
- 2000 – PSR for Woodside Road Widening
- 2006 – Supplemental PSR for current project
- 2011 – Alternatives Analysis Study
- 2016 – IS/EA currently in review
PROJECT ROLES

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

California Department of Transportation (Caltrans)

- Owner/Operator of US 101 & SR 84
- CEQA and NEPA lead agency

City of Redwood City (RWC)

- Project Sponsor
- Project Implementer
- Funding Partner

San Mateo County Transportation Authority (TA)

- Funding Partner
The purpose of the project is to:

- Alleviate congestion
- Improve traffic operations within the project limits
- Improve bicyclist and pedestrian access
The project will provide the following benefits:

- Improved overall capacity, operation and safety of the interchange
- Signalized intersections within the interchange will realize an improved level of service
- Local and regional traffic is improved
- Improved access to and from the Port of Redwood City
- Provides accommodations for both pedestrian and bicyclist traveling thorough the interchange
Extensive Community Outreach:

- 2 Public Meetings
- 2 City Council Study Sessions
- 3 Council Subcommittee Meetings
- 1 Environmental Scoping Meeting
- 20 Stakeholder Meetings

20 Stakeholder Meetings:

1. RWC Chamber T&H Committee (1/9/14)
2. Inner Harbor Task Force (3/11/14)
3. Post Office (3/24/14)
4. Sequoia HS District (3/24/14)
5. Redwood City School District (3/26/14)
6. North Fair Oaks Council (3/27/14)
7. Redwood City Staff (5/23/14)
8. Kaiser Hospital (7/24/14)
9. Pacific Shores Management (7/24/14)
10. Stanford in RWC (7/28/14)
11. PG&E (7/30/14)
12. RWC Downtown Business Association (8/5/14)
13. Fun After Fifty (8/19/14)
14. Seaport Industrial Association (9/9/14)
15. RWC Chamber T&H Committee (9/11/14)
16. Jay Paul Development (9/22/14)
17. Redwood City Staff (10/15/14)
18. Redwood City Staff (2/23/16)
19. SMCTA CAC & Board (3/1, 3/16)
20. RWC Chamber T&H Committee (4/14/16)
Community outreach has included two community meetings:

**March 2014:** Interchange area usage and problem identification

**July 2014:** Potential alternatives and screening process

- 12 alternative concepts (including No Build)
- **Screening factors for evaluating the alternatives include:**

<table>
<thead>
<tr>
<th>Cost</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian Access</td>
<td>Capacity Changes (US 101, SR 84, local streets)</td>
</tr>
<tr>
<td>Consistency with Design Standards</td>
<td>Constructability / Degree of Traffic Disruption During Construction</td>
</tr>
<tr>
<td>Right-of-Way &amp; Utility Relocations</td>
<td>Property Requirements</td>
</tr>
<tr>
<td></td>
<td>Environmental Effects</td>
</tr>
</tbody>
</table>
**PROJECT OVERVIEW**

**US 101 / SR 84 (Woodside Road) Interchange Improvement Project**

- Recently Constructed
  - One Marina
  - Correctional Center

- Developed Area
  - Hospitals, Commercial, Residential, Industrial, & Public Facilities

- Major Utilities
  - PG&E High Voltage Transmission Lines
  - Pump Stations

**Existing Interchange Configuration**

**Developed Area**
- Hospitals, Commercial, Residential, Industrial, & Public Facilities

**UPRR**
- Recently Constructed
  - One Marina
  - Correctional Center

**Future Public Improvements**
- Trolley Corridor
19 Alternatives/Variations Researched:

- 9 Alternatives
- 10 Variations of Alternatives

2 Alternatives deemed as viable:

**Alternative 3 (Partial Cloverleaf with Diamond)**

**Alternative 8B (Diverging Diamond)**

No Build Alternative
ALTERNATIVE 3

SB: Diamond w/Flyover
NB: Partial Cloverleaf

- Common interchange type allows for easy navigation
- Suitable for large volumes of traffic
- Cloverleaf eliminates need for left turn and reduces signal lengths

US 101 / SR 84 (Woodside Road) Interchange Improvement Project
ALTERNATIVE 3

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Bicycle and Pedestrian Elements
ALTERNATIVE 8B

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Diverging Diamond w/Veterans Flyover

- Fewer lanes than other interchange types
- Simple left and right turns with balanced lane utilization
- Better signal network synchronization and reduced cycle lengths
Bicycle and Pedestrian Elements
TRAFFIC CONDITIONS – NO PROJECT (2042)

Legend:

<table>
<thead>
<tr>
<th>AM PM</th>
<th>Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS A,B,C</td>
</tr>
<tr>
<td></td>
<td>LOS D</td>
</tr>
<tr>
<td></td>
<td>LOS E</td>
</tr>
<tr>
<td></td>
<td>LOS F</td>
</tr>
</tbody>
</table>

US 101 / SR 84 (Woodside Road) Interchange Improvement Project
TRAFFIC CONDITIONS – ALTERNATIVE 8B (2042)

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Legend:

Peak Hour

<table>
<thead>
<tr>
<th>AM</th>
<th>Peak Hour</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS A,B,C</td>
<td>Green</td>
<td>Green</td>
</tr>
<tr>
<td>LOS D</td>
<td>Yellow</td>
<td>Yellow</td>
</tr>
<tr>
<td>LOS E</td>
<td>Orange</td>
<td>Orange</td>
</tr>
<tr>
<td>LOS F</td>
<td>Red</td>
<td>Red</td>
</tr>
</tbody>
</table>

[Map of TRAFFIC CONDITIONS – ALTERNATIVE 8B (2042) with legend and symbols representing different traffic conditions.]
## Travel Time Savings Summary

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

<table>
<thead>
<tr>
<th>Description</th>
<th>Annual Hours Saved (Peak Period)</th>
<th>Total Hours Saved (Peak Period)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2023</td>
<td>2043</td>
</tr>
<tr>
<td>Trucks</td>
<td>71,171</td>
<td>49,627</td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>1,056,344</td>
<td>982,366</td>
</tr>
<tr>
<td>Total VHT Savings</td>
<td>1,127,515</td>
<td>1,031,993</td>
</tr>
</tbody>
</table>

Note: Annual Vehicle Hours Traveled estimates were based on 250 workdays a year.
Project Cost Estimate:

- **Environmental Phase**: $4 million
- **Design Phase**: $10 million
- **Right of Way & Utility**: $38 million
- **Construction**: $87 million
- **Total**: $139 million

*Dollar Amounts Shown Represent Millions*
This is your opportunity to comment on the Draft Environmental Document

- Initial Study with Proposed Negative Declaration/Environmental Assessment
- Provides:
  - Project purpose and need
  - Build Alternatives and No Build Alternative
  - Alternatives considered and review process
  - Summarizes the findings of all the environmental studies
- Available to review on-line or on disc
The IS/EA addresses Federal, State, and Local Environmental Requirements, including:

**STATE**
- Initial Study: California
- Environmental Quality Act (CEQA)

**FEDERAL**
- Environmental Assessment:
  - National Environmental Policy Act (NEPA)

An IS/EA covers the same environmental topics as an Environmental Impact Report/Environmental Impact Statement.
The Agencies Responsible are:

- Caltrans (CEQA and NEPA lead agency)
- City of Redwood City (Project Sponsor)
- San Mateo County Transportation Authority (Funding Agency)

The Topics addressed in the IS/EA include:

- Air Quality / Greenhouse Gases
- Archaeology and Historic Properties
- Biology
- Community and Land Use
- Noise
- Paleontology
- Traffic (vehicle, pedestrian, and bicycle)
- Visual / Aesthetics
- Water Quality and Hydrology
- Hazardous Materials
The findings include:

- **Visual Change** – New Veterans Boulevard flyover ramp
- **Traffic and Transportation** – Most intersections have reduced delays
- **Trees and Landscaping** – Removal and replacement
- **Parks & Recreational Facilities** – Minimal impacts to the Bay Trail
- **Waters of the State** – Impact to 0.2 acre
Findings (continued):

- Noise – Existing walls meet criteria & no changes are needed
- Jurisdictional Wetlands – No impacts
- Storm water permits and requirements will be implemented during construction
- Biological resources will be avoided during construction
ENVIRONMENTAL REVIEW

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Floodplains:
- Parts of the project area are located in the floodplain
- Will not affect residential areas
ENVIRONMENTAL REVIEW

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Visual Simulation: Northbound US 101, Looking Towards Veterans Boulevard Flyover Ramp
Visual Simulation: Eastbound Woodside Road, Looking North Toward US 101
## POTENTIAL PROPERTY IMPACTS

### US 101 / SR 84 (Woodside Road) Interchange Improvement Project

<table>
<thead>
<tr>
<th>NEED</th>
<th>PARCELS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Acquisitions</td>
<td>2</td>
</tr>
<tr>
<td>Partial Acquisitions</td>
<td>23</td>
</tr>
<tr>
<td>City to State Transfer</td>
<td>7</td>
</tr>
<tr>
<td>Permanent Easements</td>
<td>3</td>
</tr>
<tr>
<td>Temporary Construction Easements</td>
<td>23</td>
</tr>
</tbody>
</table>
PROJECT OVERVIEW

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

Overall Project Schedule*

- Project Study Report
  2006

- Alternatives Analysis
  2011

- Environmental Project Approval
  2014-2016

- Design
  2017-2020

- Right of Way
  2017-2020

- Construction
  2020-2023

*assumes full funding is available
PROJECT OVERVIEW

US 101 / SR 84 (Woodside Road) Interchange Improvement Project

FOCUS
- Introduction/Overview
- Purpose & Schedule
- Existing Conditions
- Gather Input

FOCUS
- Alternatives Presentation
- Updated Project Info
- Alternatives Feedback
- Environmental Scoping

FOCUS
- Alternatives Analysis Results
- Narrowing of Alternatives
- Feedback

FOCUS
- Alternatives Analysis Updates
- Draft Project Report
- Draft Environmental Document

FOCUS
- Final Environmental Document
- Project Approval

COMMUNITY OUTREACH SCHEDULE
PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT PHASE
101/84 Woodside Road Interchange Improvement Project
HOW TO COMMENT

US 101/SR 84 (Woodside Road) Interchange Improvement Project

• Written comment cards may be submitted tonight

• Submit written comments via postal mail or e-mail. Mailing and Email Addresses can be found on the provided comment cards

Provide your comments no later than May 26, 2016
HOW TO COMMENT

US 101/SR 84 (Woodside Road) Interchange Improvement Project

Send comments via postal mail to:

Yolanda Rivas, *attention* Leahnora Romaya
California Department of Transportation, Office of Environmental Analysis
P.O. Box 23660
Oakland, CA, 94623-0660

Send comments via e-mail to:

yolanda.rivas@dot.ca.gov
or
leahnora.romaya@dot.ca.gov

Provide your comments no later than May 26, 2016
QUESTIONS/COMMENTS/INPUT?
THANK YOU!

Public comment period ends
May 26, 2016