

ATTACHMENT 1

Matrix Format

City of San Carlos
Route 101/Holly Street Corridor Alternatives Analysis
Alternatives Comparison Matrix
(Draft Version 9/15/09)

		<i>Baseline Project</i>		<i>Alt A</i>		<i>Alt B</i>		<i>Alt C</i>		<i>Alt D</i>		<i>Alt E</i>		<i>Alt F</i>		<i>Alt G</i>		<i>Alt H</i>	
Project Alternative "Packages":		PAMF Mitigations		PAMF Mitigations + Close SB 101 Offramp to Holly		PAMF Mitigations + E. San Carlos Ave Bike Corridor		Best Use Existing Holly St Curb to Curb + Full Par-Clo Interchange		Best Use Existing Holly St full R/W + Full Par-Clo Interchange		Permanent 4-lane Holly St + Full Par-Clo Interchange		Holly/E. San Carlos Couplet + Full Par-Clo Interchange		Taylor/Terminal Couplet + Full Par-Clo Interchange		Holly/Industrial Roundabout + Median Bike Path + Existing Cloverleaf Interchange	
Descriptions:		Partial widening of Holly St and half Par-Clo conversion of 101/Holly Interchange.		PAMF Mitigations plus close SB 101 Offramp to Holly St.		PAMF Mitigations plus add an East San Carlos Ave bike corridor.		Provide 2-lane Holly St within existing curb lines w/ Peak Period 4-lane (no parking) and full Par-Clo conversion of 101/Holly Interchange.		Provide permanent 3-lane Holly St within existing right of way with parking plus full Par-Clo conversion of 101/Holly Interchange.		Provide permanent 4-lane Holly St with parking (requires R/W take) plus full Par-Clo conversion of 101/Holly Interchange.		Provide One-way Holly St & One-way E. San Carlos Ave Couplet plus full Par-Clo conversion of 101/Holly Interchange.		Provide One-way Taylor Way & One-way Terminal Way Couplet plus full Par-Clo conversion of 101/Holly Interchange.		Provide Roundabout at Holly St/Industrial Rd intersection and 101 Overcrossing Median Class 1 Bike Path with existing interchange.	
Criterion	Weight	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score	Raw Score	Weighted Score
Traffic Benefits	5	0	0		0		0		0		0		0		0		0		0
Bike/Pedestrian Benefits	5	0	0		0		0		0		0		0		0		0		0
Community Impacts	5	0	0		0		0		0		0		0		0		0		0
Environmental Impacts	5	0	0		0		0		0		0		0		0		0		0
Cost	4	0	0		0		0		0		0		0		0		0		0
Grant Eligibility	3	0	0		0		0		0		0		0		0		0		0
Caltrans Approval	2	0	0		0		0		0		0		0		0		0		0
Total Score:			0		0		0		0		0		0		0		0		0

Alternative "Add-ons" to Evaluate:

- + East San Carlos Ave "Bike Corridor"
- + Brittan Ave/Old County Rd Right-turn Lane Modifications
- + Additional Signage/Wayfinder Improvements to distribute traffic more efficiently
- + Truck Route Restrictions on Holly St
- + Holly St/Old County Rd Intersection Safety Improvements

Alternatives to Discuss in Report but not evaluate further:

- Brittan Ave/Northbound 101 Ramp Connections

	Baseline Project	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G	Alt H
	PAMF Mitigations	PAMF Mitigations + Close SB 101 Offramp to Holly	PAMF Mitigations + E. San Carlos Ave Bike Corridor	Best Use Existing Holly St Curb to Curb + Full Par-Clo Interchange	Best Use Existing Holly St full R/W + Full Par-Clo Interchange	Permanent 4-lane Holly St + Full Par-Clo Interchange	Holly/E. San Carlos Couplet + Full Par-Clo Interchange	Taylor/Terminal Couplet + Full Par-Clo Interchange	Holly/Industrial Roundabout + Median Bike Path + Existing Cloverleaf Interchange
Traffic Benefits	0								
Daily Traffic Volume¹	0								
▪ Holly St - Route 101 to El Camino									
▪ Brittan Ave - Route 101 to El Camino									
▪ Old County Rd - Brittan Ave to Holly St									
▪ Old County Rd - Holly St to Harbor Blvd									
▪ El Camino - Brittan Ave to Holly St									
Travel Time between 101 and El Camino²	0								
▪ From Route 101/Holly Interchange to El Camino/Holly									
▪ From El Camino/Holly to Route 101/Holly Interchange									
Intersection LOS³	0								
▪ Holly St/Industrial Rd									
▪ Holly St/Old County Rd									
▪ Holly St/El Camino Real									
▪ Brittan Ave/Industrial Rd									
▪ Brittan Ave/Old County Rd									
▪ Brittan Ave/El Camino Real									
101/Holly St Interchange Operations⁴	0								
Diverts Traffic to Other Streets⁵	0								
Traffic Calming Benefits⁶	0								

Notes:
¹ Average Number of Vehicles per Day ² Minutes ³ Level of Service (LOS) scale of A (best) thru F (worst) ⁴ Qualitative evaluation of operational improvements within interchange ⁵ Qualitative evaluation from traffic models of traffic diversion to other streets
⁶ Qualitative evaluation level of traffic calming or "smoothing out" of traffic flow

	Baseline Project	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G	Alt H
	PAMF Mitigations	PAMF Mitigations + Close SB 101 Offramp to Holly	PAMF Mitigations + E. San Carlos Ave Bike Corridor	Best Use Existing Holly St Curb to Curb + Full Par-Clo Interchange	Best Use Existing Holly St full R/W + Full Par-Clo Interchange	Permanent 4-lane Holly St + Full Par-Clo Interchange	Holly/E. San Carlos Couplet + Full Par-Clo Interchange	Taylor/Terminal Couplet + Full Par-Clo Interchange	Holly/Industrial Roundabout + Median Bike Path + Existing Cloverleaf Interchange
Bike/Pedestrian Benefits	0								
Improves Bicycle Connections¹	0								
▪ Between El Camino/Old County Rd and Industrial Rd	0								
▪ Over Highway 101	0								
Improves Pedestrian Connections²	0								
▪ Between El Camino/Old County Rd and Industrial Rd	0								
▪ Over Highway 101	0								
Improves Bike and/or Pedestrian Safety³	0								
▪ On Holly St	0								
▪ On Industrial Rd	0								
▪ On Old County Rd	0								
▪ At Route 101/Holly St Interchange	0								
▪ At Holly/Old County/El Camino Intersections	0								
Provides best Multi-modal Access⁴	0								
▪ Bicyclists	0								
▪ Pedestrians	0								
▪ Persons with Disabilities	0								
Provides best Multi-user Group Access⁵	0								
▪ Commuters	0								
▪ Recreational users	0								
▪ School children	0								

Notes:

¹ Completes or makes new connections w/ other bikeways ² Makes pedestrian or persons with disabilities access easier ³ Potential to make travel safer ⁴ Provides overall best net benefit to the most different modes of non-vehicle travel

⁵ Provides overall best net benefit to the most different types of users

	Baseline Project PAMF Mitigations	Alt A PAMF Mitigations + Close SB 101 Offramp to Holly	Alt B PAMF Mitigations + E. San Carlos Ave Bike Corridor	Alt C Best Use Existing Holly St Curb to Curb + Full Par-Clo Interchange	Alt D Best Use Existing Holly St full R/W + Full Par-Clo Interchange	Alt E Permanent 4-lane Holly St + Full Par-Clo Interchange	Alt F Holly/E. San Carlos Couplet + Full Par-Clo Interchange	Alt G Taylor/Terminal Couplet + Full Par-Clo Interchange	Alt H Holly/Industrial Roundabout + Median Bike Path + Existing Cloverleaf Interchange
Community Impacts	0								
Safety Benefits to Neighborhood¹	0								
▪ Holly Street	0								
▪ Murphy Tract	0								
▪ Laureola Park	0								
▪ Other Neighborhoods	0								
Noise/Vibration Impacts on Neighborhood²	0								
▪ Holly Street	0								
▪ Murphy Tract	0								
▪ Laureola Park	0								
▪ Other Neighborhoods	0								
Parking Impacts on Neighborhood³	0								
▪ Holly Street	0								
▪ Murphy Tract	0								
▪ Laureola Park	0								
▪ Other Neighborhoods	0								
Aesthetic Impacts on Neighborhood⁴	0								
▪ Holly Street	0								
▪ Murphy Tract	0								
▪ Laureola Park	0								
▪ Other Neighborhoods	0								
Business/Economic Impacts⁵	0								
▪ Downtown/Laurel Street	0								
▪ East Side Commercial/Industrial	0								
Level of Controversy⁶	0								

Notes:
¹ Alternative improves traffic routing, modifies traffic operations, adds enhanced bike/ped access, or in other ways provides a safer environment for the community ² Does alternative increase the traffic noise level or vibrations ³ Does alternative decrease available parking
⁴ Does alternative improve or detract from neighborhood aesthetics ⁵ Does alternative hurt or help access to businesses ⁶ Is this a controversial alternative with some strong opponents relative to the "Base Alternative"

	Baseline Project	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G	Alt H
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Environmental Impacts	0								
Water Quality Impacts	0								
Air Quality Impacts	0								
Biological Impacts	0								
Cultural/Historical Resource Impacts	0								
Hazardous Materials Impacts	0								
Public Service/Access Impacts	0								
Right of Way Takes Required	0								
▪ Business/Commercial Properties	0								
▪ Private Properties	0								
▪ City/Public Properties	0								
Severe Construction Impacts¹	0								
▪ Extended Duration	0								
▪ Businesses Disrupted	0								

Notes:

¹ Construction impacts considered greater than normal for street/road improvements

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Cost	0								
Construction Cost	0								
Right of Way Cost	0								
Environmental Mitigation Cost	0								
Maintenance/Enforcement Costs	0								

Notes:

	<i>Baseline Project</i>	<i>Alt A</i>	<i>Alt B</i>	<i>Alt C</i>	<i>Alt D</i>	<i>Alt E</i>	<i>Alt F</i>	<i>Alt G</i>	<i>Alt H</i>
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Grant Eligibility	0								
Bike/Ped Improvement Grants ¹	0								
Measure "A" Funding ²	0								
TOD Grants ³	0								
STIP Funding ⁴	0								
Other Types of Supplemental Funds ⁵	0								

Notes:

¹ Federal or State Safe Routes to School Programs or other

² Ability to compete for funding from "Supplemental Roadway" or "Pedestrians & Bicycles" categories

³ MTC "Transportation for Liveable Communities" or other Transit Oriented Development grant programs

⁴ State Transportation Improvement Program funding

⁵ Other types of supplemental funding programs or grants available (note specific programs)