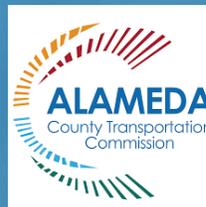


Interstate 80 Design Alternatives Assessment

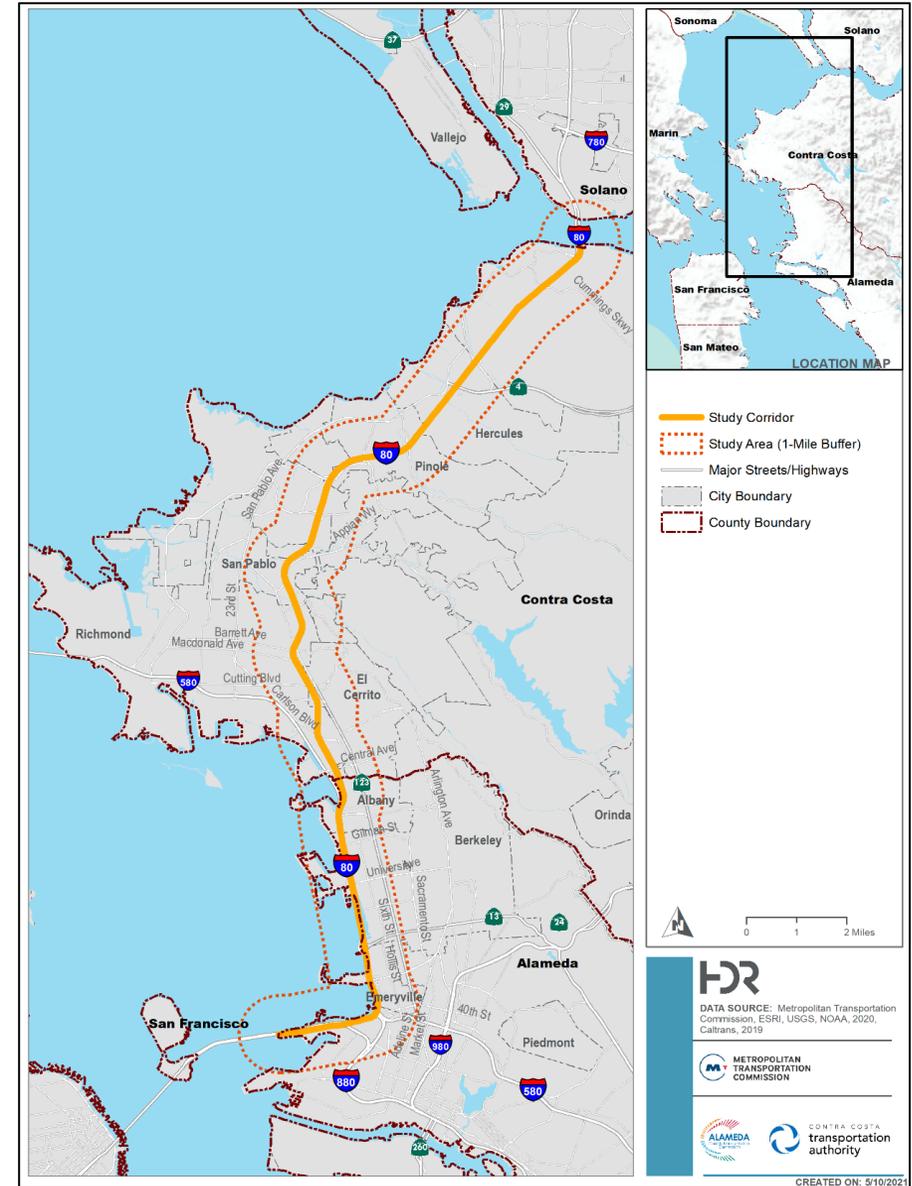
Project Update and Recommendations



Operations Committee
June 9, 2023

Overview

- **Project Area:** I-80, between San Francisco-Oakland Bay Bridge Toll Plaza to Carquinez Bridge Toll Plaza
- Began Fall 2020, expected completion in Summer 2023
- Partnership with Alameda County Transportation Commission and Contra Costa County Transportation Authority
- Met regularly with Technical Advisory Committee



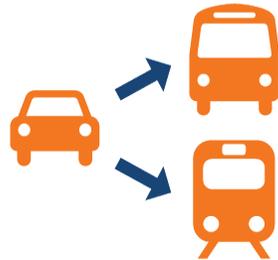
I-80 DAA Purpose & Goals

1. Evaluate **range of options** to address congestion
2. Identify **operational efficiency** projects
3. **Improve transit and carpool** operations along I-80, **encourage mode shift** and **increase vehicle occupancy**

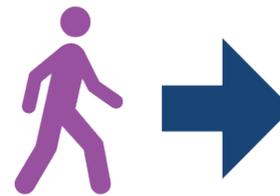
Identify operational efficiency projects that:



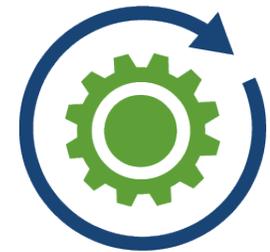
Reduce Delays



Encourage
Mode Shift

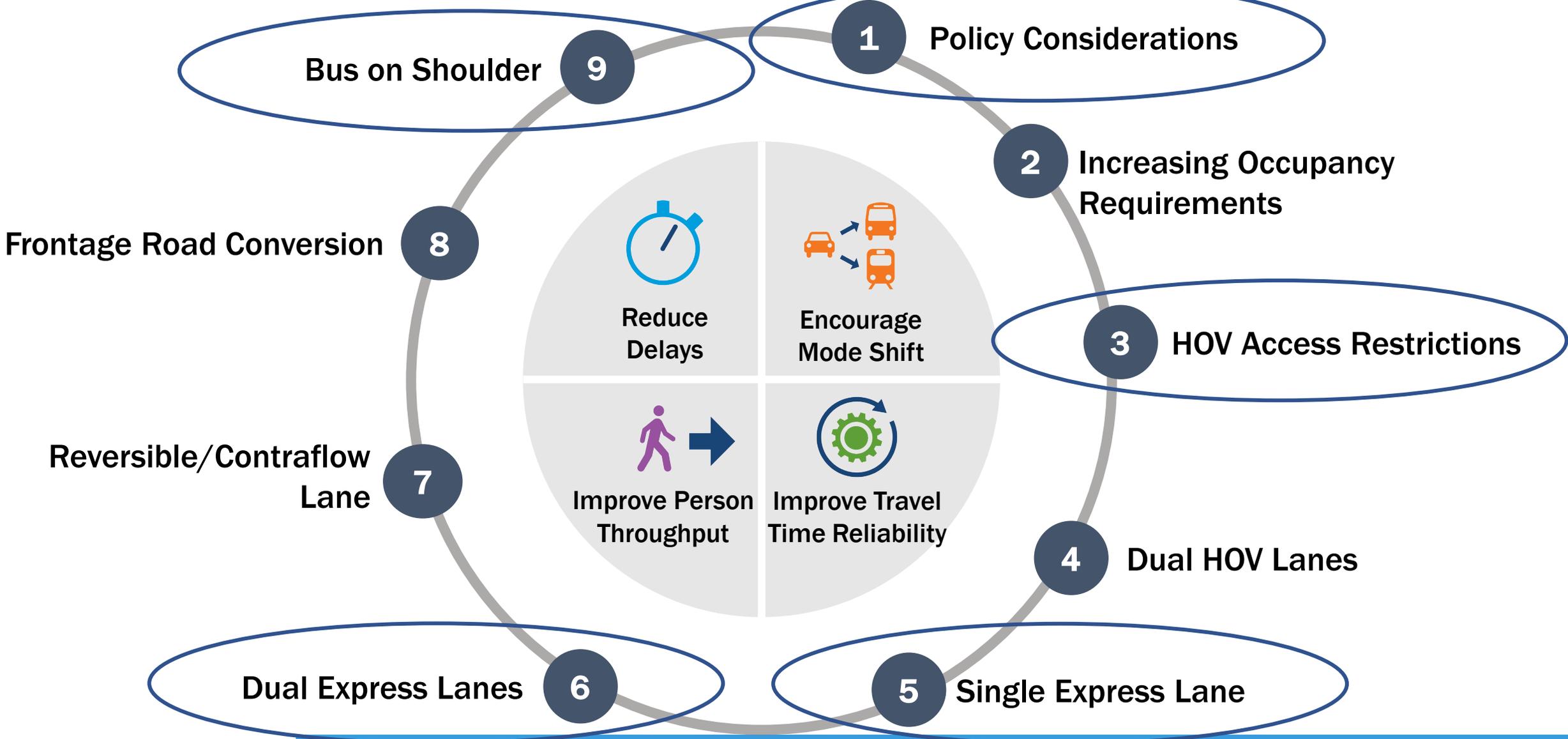


Improve Person
Throughput



Improve Travel Time
Reliability

Corridor-Wide Strategies Evaluated



Corridor-Wide Strategies for Consideration

HOV LANE POLICY CHANGES

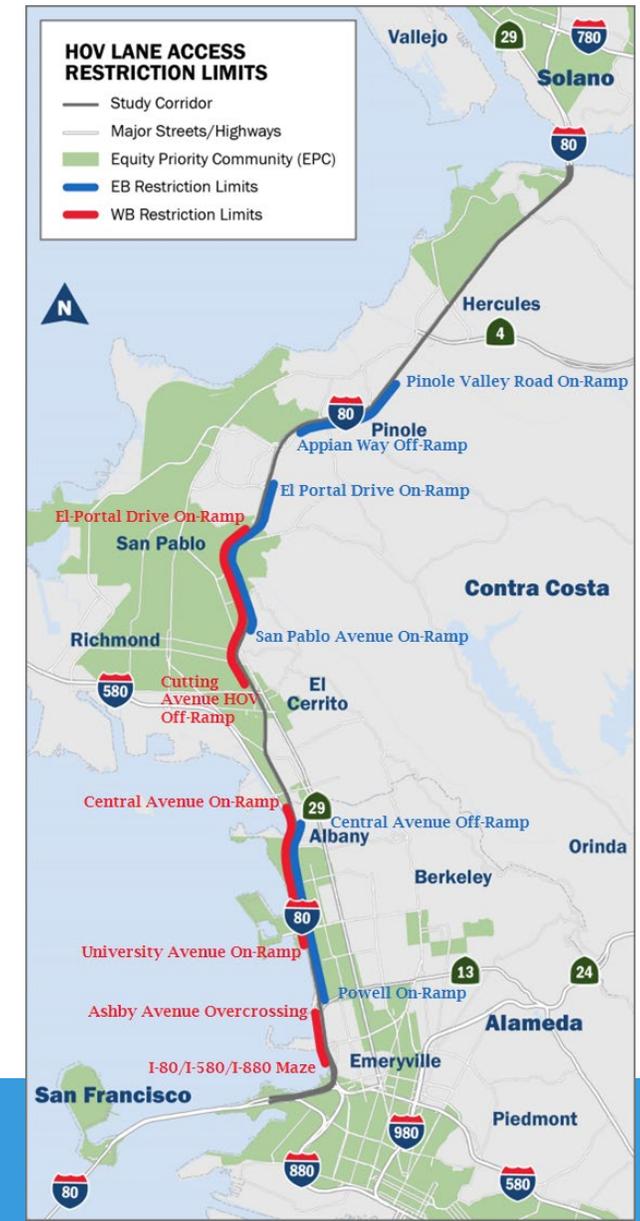
- HOV Hours of Operation, 5:00 AM – 8:00 PM
- CAV Restrictions
- 2-Seater Restrictions

BUS ON SHOULDER

- Recommendations from MTC Regional Bus on Shoulder Assessment
- Buses allowed to travel on shoulder at specific locations

HOV3+ ACCESS RESTRICTIONS

Double solid white stripe between HOV and GP lanes at specific locations on WB and EB I-80



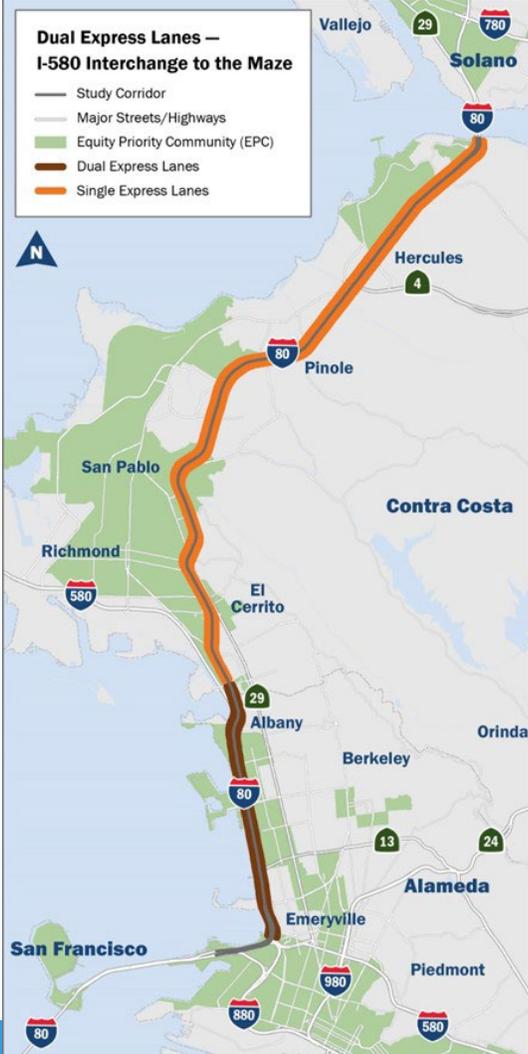
Corridor-Wide Strategies for Consideration

EXPRESS LANE CONVERSIONS – HOV3+ Free, Tolls for HOV2 and SOVs

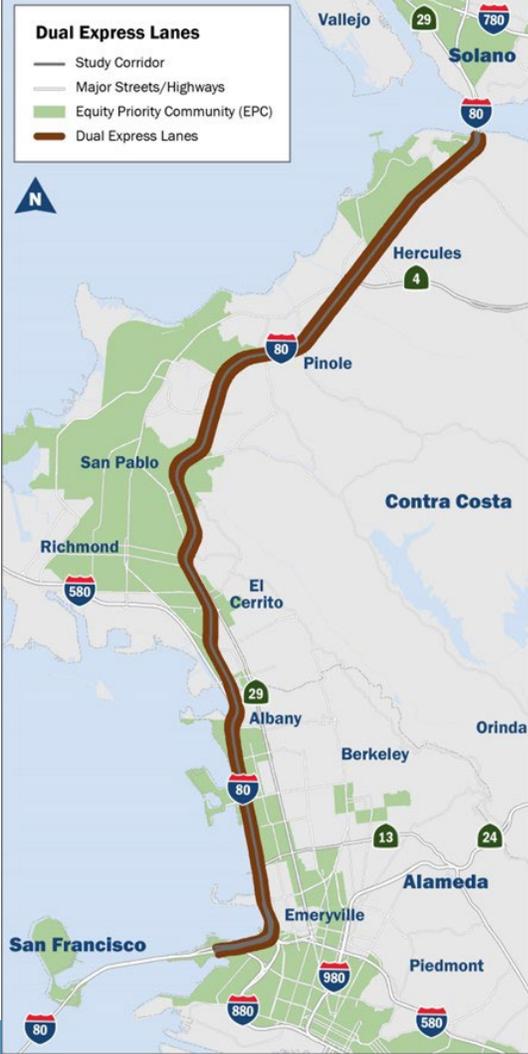
Single Express Lane



Single/Dual Express



Dual Express Lanes



Alternatives Comparison

Alternative	Encourage Mode Shift	Improve Managed Lane Travel Time	Improve General Purpose Travel Time	Reduce VMT
Extend HOV3+ Hours of Operation	➤	➤	⬅	➤
CAV Restrictions	➤ ➤ ➤	➤ ➤	—	➤
2-seater Restrictions	➤ ➤ ➤	➤ ➤	—	➤
HOV Access Restrictions	➤ ➤	➤ ➤ ➤	—	➤
Single Express Lane	➤	➤ ➤ ➤	⬅	➤
Single/Dual Express Lanes	➤	➤ ➤ ➤	⬅ ⬅	➤
Dual Express Lanes	➤ ➤ ➤	➤ ➤ ➤	⬅ ⬅	➤

- Positive impact: +2.5% (mode shift); -5% (VMT); -5 minutes (travel time)
- Negligible or mixed impact
- ⬅ Negative Impact: -2.5% (mode shift); +5% (VMT); +5 minutes (travel time)

Recommended Localized Strategies

Transit and carpool improvements on on/off-ramps



INTERCHANGE LOCATION JOHN MUIR PARKWAY/SR 4

EXISTING TRANSIT USE
WestCAT: JX, Lynx



TRAVEL TIME SAVINGS

4.0 Minutes

(WB JX, Lynx)

AVERAGE PASSENGER PERCENT SAVINGS

9% 16%

(Lynx) (JX)

ESTIMATED CAPITAL OUTLAY COSTS (2022 Dollars)

\$3.2 Million*

*\$19.5M with parking structure

INTERCHANGE LOCATION RICHMOND PARKWAY

EXISTING TRANSIT USE
WestCAT: JR/JL, JPX
AC Transit: LA



TRAVEL TIME SAVINGS

2.0 Minutes

(WB LA)

3.0 Minutes

(WB JPX, JR/JL)

5.0 Minutes

(EB JPX)

AVERAGE PASSENGER PERCENT SAVINGS

10-15% 4%

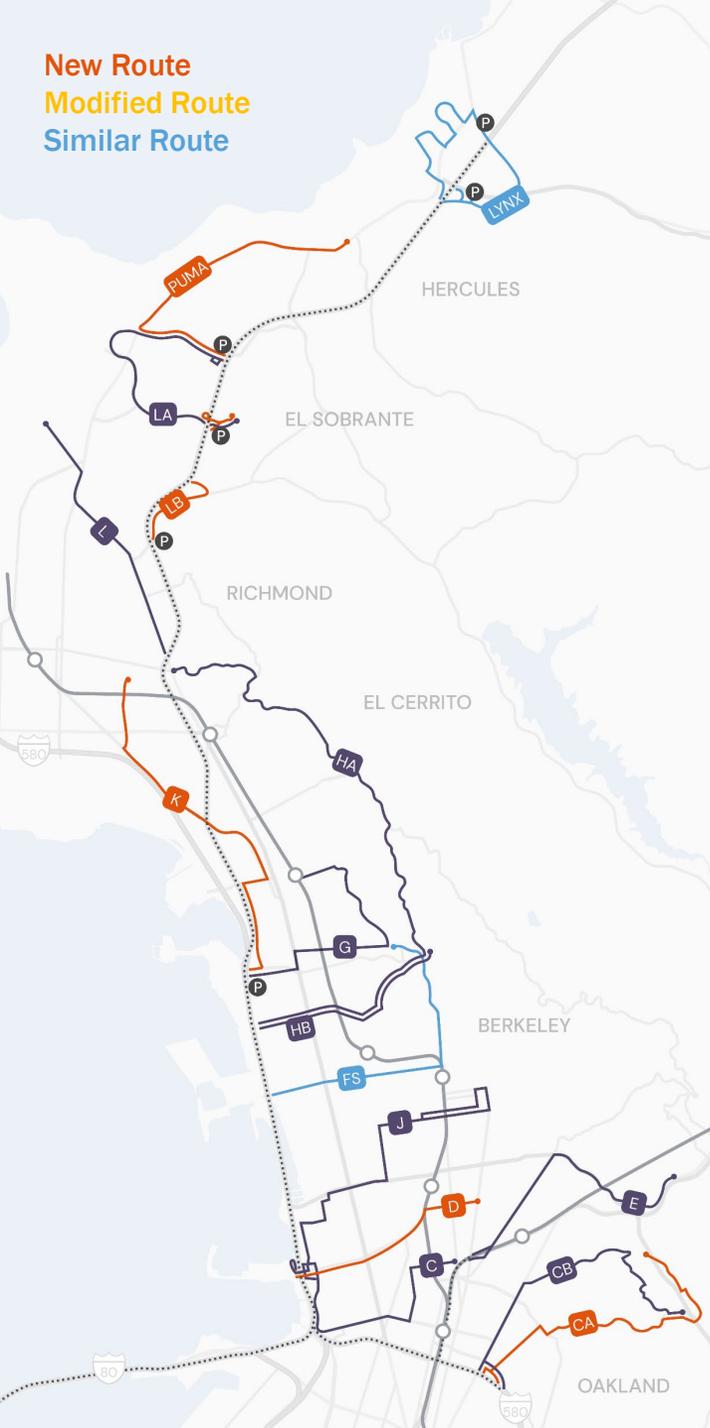
(JPX, JR/JL) (LA)

ESTIMATED CAPITAL OUTLAY COSTS (2022 Dollars)

\$5.7 Million*

*\$45M with parking structure

New Route
Modified Route
Similar Route



Express Bus Service

• Evaluated

- Modified/new routes to SF
- Potential route to Emeryville/Oakland

• Implementation

- Monitor ridership recovery
- AC Transit Network Redesign (by 2024)
- RM3
- Transit 2050+

Bus on Shoulder Assessment

- MTC conducted Regional Bus on Shoulder (BOS) Assessment in Summer 2022 to assess corridors for bus on shoulder readiness/implementation
- Process included screening of shoulder conditions and discussions with transit operators
- I-80 corridor selected as priority corridor for further analysis
 - Identify distinct locations where buses would be allowed to travel on shoulder during congested peak periods



Implementation Roadmap

2023

2025

2027

2029

HOV Hours of Operation*



HOV3+ Access Restrictions*



Localized Transit Priority Strategies*



BOS Assessment



CAVs, 2-seaters Policy Changes



Express Lanes



*Part of Bay Area Transformation Action Plan