

Plan Bay Area 2050+ Transportation Strategy Descriptions

T1: Operate and Maintain the Existing System (\$380B)

T1 Strategy Objective:

Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region's road and transit assets are kept in a condition that is similar to what we have in the Bay Area today.

T1 Short Description:

Commit to operate and maintain the Bay Area's roads and transit infrastructure while transitioning to zero-emission transit vehicles.

T1 Long Description:

Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers.

T2: Improve the Rider Experience through Transit Network Integration (\$6B)

T2 Strategy Objective:

Grow ridership by making transit easier to navigate and use, while reducing the cost burden of taking transit for all riders, particularly those with low household incomes.

T2 Short Description:

Deliver regionwide efforts to improve the rider experience, including an integrated fare structure, unified mapping and wayfinding, and improved paratransit services.

T2 Long Description:

Fund and implement regionwide initiatives intended to improve the rider experience through transit network integration. Investments will include the implementation of a no-cost and reduced cost interagency transfer policy with Next Generation Clipper and additional measures to move toward an integrated fare structure. Investments will also include the development of regionally maintained tools, such as the Regional Mapping Data System and the installation of new more consistent transit signs. Paratransit investments include implementation of one-seat paratransit ride pilots across the region, full integration of ADA paratransit services on Clipper Next Generation, and additional reforms recommended by the Coordinated Public Transit-Human Services Transportation Plan.

T3: Improve the Rider Experience through Refined Transfer Timing at Key Regional Hubs (\$1B)

T3 Strategy Objective:

Increase the viability and attractiveness of transit by providing a more seamless experience for riders to transfer between different services at key transfer points throughout the region.

T3 Short Description:

Deliver regionwide efforts to improve the coordination of inter-agency schedules, refine transfer timing at key regional hubs, and upgrade facilities to encourage easier transfers.

T3 Long Description:

Fund and implement service enhancements to facilitate schedule coordination and improved transfer timing at key regional hubs, while achieving synergies with co-located mobility hub investments funded elsewhere in Plan Bay Area 2050+. Investments include enhancements to the physical infrastructure at 15 key regional hubs to improve the transfer experience for transit riders, and better connect riders to biking, micro-mobility and walking options. Investments also include short-term operating assistance and technical resources to allow for increased service for key transfer routes.

T4: Enhance Security Measures and Improve Safety and Cleanliness on Transit (\$4B)

T4 Strategy Objective:

Establish a safe, secure and clean environment for riders onboard transit vehicles and those waiting at transit facilities, while simultaneously reducing a key barrier to transit for all residents, particularly those currently less inclined to ride transit.

T4 Short Description:

Improve infrastructure and operations around safety, personal security, and cleanliness in the transit environment.

T4 Long Description:

Fund and implement improvements to safety and security measures and infrastructure related to transit stations, stops, and vehicles. Investments include the installation of security cameras and improved lighting at stations and stops, and additional improvements in facilities to support safety and security. Investments also include an increase in staffing for security and police staff, non-sworn positions such as ambassadors and crisis intervention specialists, and janitorial and custodial staff. Additionally, investments will be dedicated to public awareness safety campaign programs.

T5: Implement Pricing Strategies to Management Demand (\$5B)

T5 Strategy Objective:

Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously reinvesting net revenues to improve transportation services.

T5 Short Description:

Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements.

T5 Long Description:

Implement a series of pricing strategies to alleviate traffic, reduce vehicle miles traveled, and contribute to California's climate goals: 1) Implement peak-period distance-based tolling on all Bay Area highways, or an equivalent pricing strategy, that can make roadways more reliable for drivers who depend on them and incentivize a shift in mode, time of travel or route for those that are able to, thereby reducing overall driving levels. Pricing would include strategies such as monthly toll caps for lower income households to manage affordability, and discounts for higher-occupancy vehicles. 2) Increase parking fees in areas targeted for housing and job growth. 3) Implement cordon-based pricing for vehicles entering and leaving Treasure Island and downtown San Francisco, with charges up to \$6 per day during peak hours, discounts applied during mid-day, and free during other hours.

T6: Modernize Freeways and Interchanges (\$7B)

T6 Strategy Objective:

Improve safety and multi-modal access at interchanges, and optimize freeway traffic flow using advanced technology.

T6 Short Description:

Implement projects designed to improve the quality of existing freeway assets by rebuilding interchanges and implementing advanced technologies.

T6 Long Description:

Fund and implement projects to modify freeway interchanges by applying modern design standards, incorporating multi-modal access as well as safety enhancements. Additionally, fund and implement projects to optimize freeway traffic flow by incorporating advanced technologies, such as intelligent transportation systems (ITS), ramp metering, and dynamic message signs. Investments will be dedicated to enhancing safety and accessibility while maintaining efficient traffic flow, all without expanding road capacity.

T7: Expand Freeways and Mitigate Impacts (\$3B)

T7 Strategy Objective:

Implement select freeway widenings to achieve short-to-medium term reductions in traffic congestion.

T7 Short Description:

Implement a targeted set of freeway widenings to reduce bottlenecks, while supporting complementary actions to mitigate VMT impacts.

T7 Long Description:

Fund and implement projects that address congestion and enhance corridor mobility through freeway capacity expansion, including the strategic development of regional express lanes. Additionally, incorporate complementary strategies to offset the adverse effects of new travel lanes. Investments will balance the need for immediate congestion relief with a commitment to managing long-term traffic and environmental impacts.

T8: Advance Other Regional Programs and Local Priorities (\$13B)

T8 Strategy Objective:

Implement local priority projects that address community transportation needs and fund regional programs ranging from Clipper to 511.

T8 Short Description:

Fund regional programs like motorist aid and 511 while supporting local transportation investments on arterials, local streets, and in Equity Priority Communities.

T8 Long Description:

Fund the implementation of complementary programs and minor transportation investments at the regional and local levels. Examples of regional programs within this strategy include the 511 traveler information services, the Priority Development Area implementation program, the Community-Based Transportation Planning program, and investments in goods movement at the Port of Oakland and across the Bay Area. Local initiatives include county-driven planning efforts, emissions reduction strategies, the deployment of advanced technology systems on local arterial roads, and other capital improvements to local arterial roads and intersections.

T9: Build a Complete Streets Network (\$9B)

T9 Strategy Objective:

Encourage more biking, walking, and rolling for all trip purposes.

T9 Short Description:

Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network.

T9 Long Description:

Enhance streets, paths, and trails to promote walking, biking, and rolling by building out over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. In order to advance safety, equity, and mode shift goals, provide support to local jurisdictions to maintain and expand car-free slow streets, and support other amenities like improved lighting, safer intersections, and secure bike parking at transit stations.

T10: Advance Regional Vision Zero Policy through Street Design and Reduced Speeds (\$1B)

T10 Strategy Objective:

Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, by integrating effective street design elements and setting speed limits at levels that improve safety and reduce emissions.

T10 Short Description:

Implement street design elements on local streets and automated speed enforcement on freeways to reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways.

T10 Long Description:

Reduce speed limits on arterials and local streets to between 20 and 35 miles per hour, and to 55 miles per hour on freeways, specifically targeting areas within the High Injury Network where the majority of severe and fatal crashes occur. Use design elements like speed bumps, lane narrowing, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to improve traffic safety and enforce these lower

speeds. Prioritize the implementation of street design elements and enforcement of reduced speeds near schools, community centers, senior housing, and parks, and especially along the High Injury Network. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments.

T11: Enhance Transit Frequency, Capacity and Reliability (\$44B)

T11 Strategy Objective:

Improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability and greater capacity, to reduce wait time, decrease travel time, and encourage ridership growth.

T11 Short Description:

Improve the quality and availability of existing transit services, including improvements for equity priority populations.

T11 Long Description:

Fund and implement service enhancements on existing transit systems and infrastructure that improve frequency, reliability and capacity throughout the region. Service enhancements include frequency boosts, improvements to span of service, transit priority treatments, grade separations, and other measures that would decrease travel time for transit riders.

Enhancements include both operational and capital investments for all modes of transit, with a particular focus on serving equity priority populations.

T12: Expand Transit Services throughout the Region (\$27B)

T12 Strategy Objective:

Encourage a mode shift from personal vehicles to transit by providing reliable transit services to connect riders to areas of the Bay Area that have previously not been effectively served by existing transit options.

T12 Short Description:

Better connect communities by strategically expanding transit services to new markets and previously unserved or underserved areas, including the addition of new infrastructure.

T12 Long Description:

Advance, fund and implement transformational capital projects that will expand the existing network to better connect communities throughout the Bay Area by serving new markets or currently underserved markets. These projects will seize on the opportunity to catalyze areas of population growth in the region and position the Bay Area for increased transit ridership by providing competitive alternatives to driving.