

Metropolitan Transportation Commission
Operations Committee

June 9, 2023

Agenda Item 5a

Bay Bridge Forward Interstate 80 (I-80) Design Alternatives Assessment

Subject:

Update on the Bay Bridge Forward I-80 Design Alternatives Assessment (DAA) project.

Background:

The San Francisco-Oakland Bay Bridge (SFOBB) corridor is consistently ranked as one of the most congested corridors in the region. At the February 12, 2020 Bay Area Toll Authority (BATA) Oversight Committee, staff recommended the Bay Bridge Forward 2020 program to deliver near-term operational, transit, and shared mobility strategies to increase travel time savings, increase person throughput, and improved traffic flows at the approaches to the bridge for bus transit and carpools. At the May 13, 2020 BATA Oversight Committee, staff indicated plans to prepare the I-80 DAA, in partnership with the Alameda County Transportation Authority (ACTC) and Contra Costa Transportation Authority (CCTA), to identify corridor-wide operational improvements to advance into the project delivery pipeline. At its September 11, 2020 meeting, the Operations Committee approved authorization to enter into a contract with HDR Engineering, Inc. to assist with the development of the I-80 DAA.

I-80 Design Alternatives Assessment:

The I-80 DAA project corridor is between the SFOBB in Oakland and the Carquinez Bridge in Crockett. The I-80 DAA process kicked-off in Spring 2021 and is anticipated to be completed by Summer 2023. A Technical Advisory Committee comprised of local jurisdictions and transit agencies provide input on key deliverables.

Strategies that were considered include modifications to high occupancy vehicle (HOV) lane policies, occupancy requirements, HOV lane access restrictions, dual HOV lanes, express lanes, a reversible/contraflow lane, localized transit priority improvements at on/off-ramp, and a bus on shoulder (BOS) assessment based on recommendations from a separate Regional BOS Assessment completed by MTC in Summer 2022. Strategies were evaluated based on their projected performance to reduce delays, encourage mode-shift, improve person throughput, and improve travel-time reliability. An Express Bus Assessment was also conducted to assess

express bus service gaps and the potential for new or modified routes on the project corridor; however, given that transit is still in a state of recovery, no immediate actions related to express bus service are currently proposed at this time.

Project Recommendations:

The following operational strategies are recommended to advance through to the first phase of the project delivery pipeline, beginning with the preparation of a Caltrans Project Initiation Document (PID) which will further refine each project's scope.

- HOV Hours of Operation: Change hours to 5:00 AM to 8:00 PM everyday, including weekends, on the I-80 project corridor and SFOBB Toll Plaza.
- HOV Lane Access Restrictions: Implement a double solid white stripe between the HOV lane and general purpose lane at specific locations on eastbound and westbound I-80.
- Localized Transit Priority Improvements: Implement a suite of improvements at local on/off-ramps that improve both transit and carpool.
- Bus on Shoulder (BOS): Assess feasibility and identify distinct segments that would allow buses to travel on the shoulder.

All the recommended strategies, except for BOS, are part of the Bay Area Transit Transformation Action Plan actions. Several other strategies provided potential benefits, but more analysis and coordination with other efforts are required before advancing. These include the following:

- HOV Lane Policy Changes: Restrict clean air vehicles and 2-Seaters.
- Express Lanes Alternatives: Single, dual, and a combination of single and dual express lanes scenarios were evaluated but will be further informed by findings of the Next Generation Bay Area Freeways Study – MTC's ongoing planning effort to evaluate all-lane pricing strategies on congested freeways in the region, including the I-80 corridor. Recommendations from this study are expected in early 2024 and an update will be provided at the June Planning Committee.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: PowerPoint

A handwritten signature in blue ink that reads "Andrew B. Fremier". The signature is written in a cursive style with a horizontal line underneath the text.

Andrew B. Fremier