

Fast
Affordable
Sustainable
Transportation
Bay Area



October 2017

Waking up from our traffic nightmare

Transportation in the Bay Area has reached a crisis point. There is grinding congestion on our roads, and public transit and carpoolers are often stuck in the same traffic. Rail systems desperately need upgrades.

Worst off are low-income commuters, who rarely have fast, affordable options and often spend up to 30% of their income on transportation. Transportation is having a major impact on quality of life and is the leading source of climate pollution.

While some new infrastructure projects are planned, they won't solve the problem alone. There is huge untapped potential to use existing highways and transportation networks more efficiently, sustainably, and equitably.

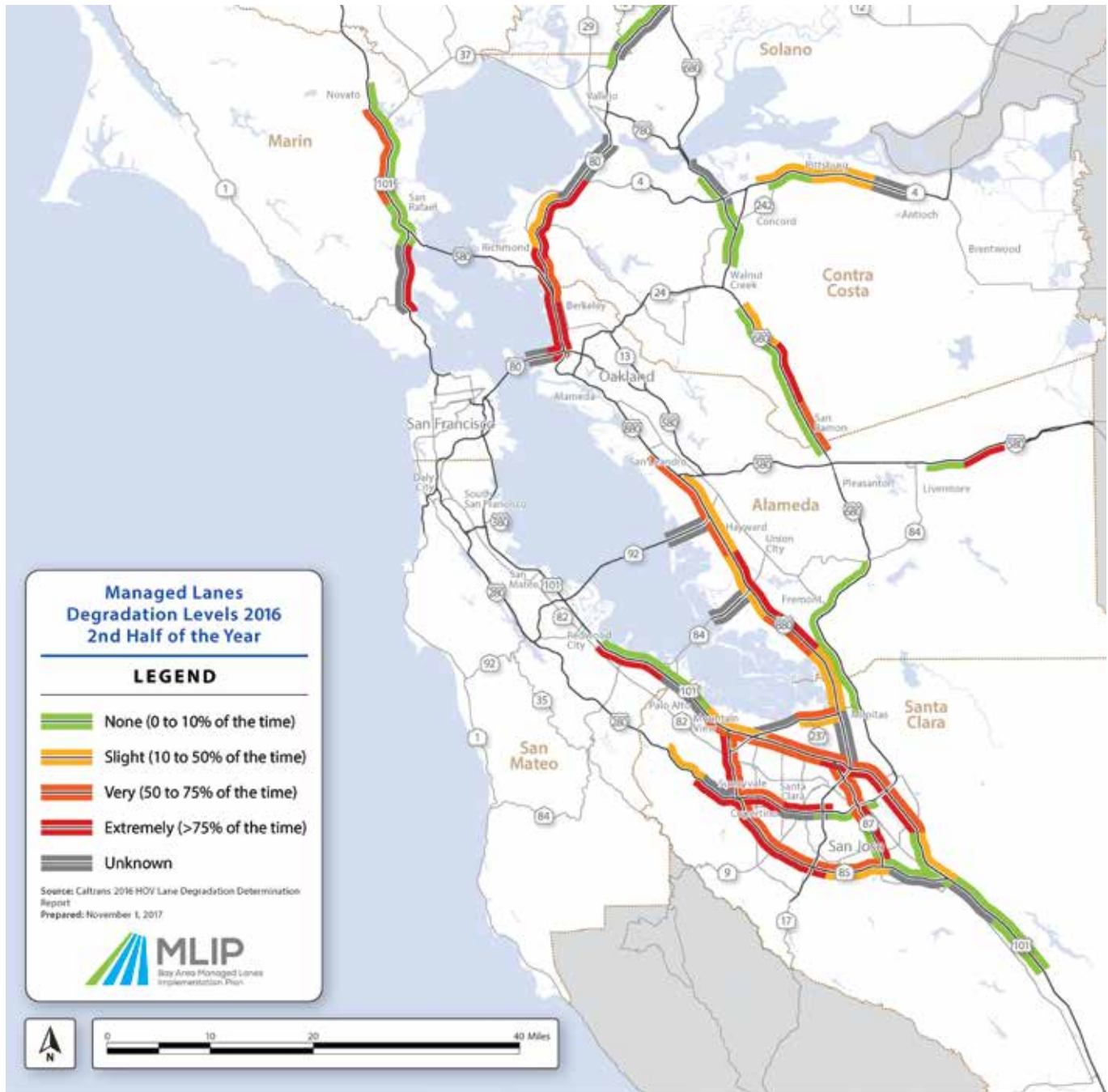


PC: Walter Parenteau

The vast majority of these vehicles are carrying just one person.

Congested carpool lanes are slowing us down

Nearly half of the Bay Area's carpool lanes are "very or extremely degraded"

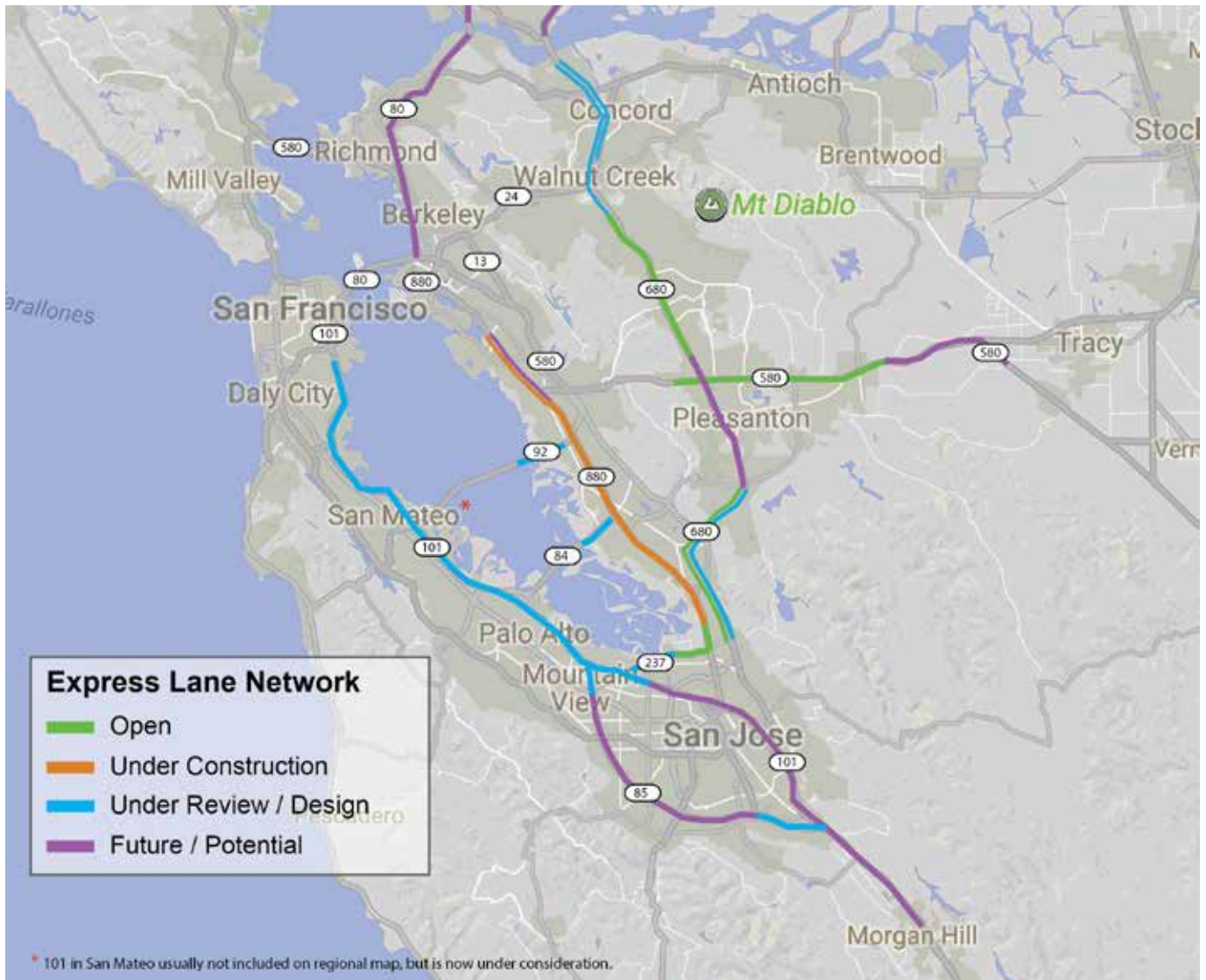


Traffic congestion in the Bay Area is skyrocketing. Carpool lanes should be part of the solution - a way to reward people who take transit, vanpool or carpool with a faster trip.

When they work well, everyone benefits from fewer cars on the road. But even our carpool lanes are getting bogged down in traffic.

The Bay Area is planning a shift to "express lanes"

Over 500 miles of express lanes are planned across the Bay Area. 21 miles will open in 2019 on I-880 between Oakland and Milpitas



To better manage our highways, transportation agencies are planning to convert many carpool lanes to "express lanes". Express lanes are free to enter for carpools and transit vehicles, and if there is capacity in the lanes, solo drivers can pay a fee to get in.

In some areas that don't currently have a carpool lane to convert, agencies are considering widening the highway to create express lanes. Revenues collected from the express lanes can be used to fund further transportation improvements on the corridor.

Currently, adding express lanes in key areas is not feasible

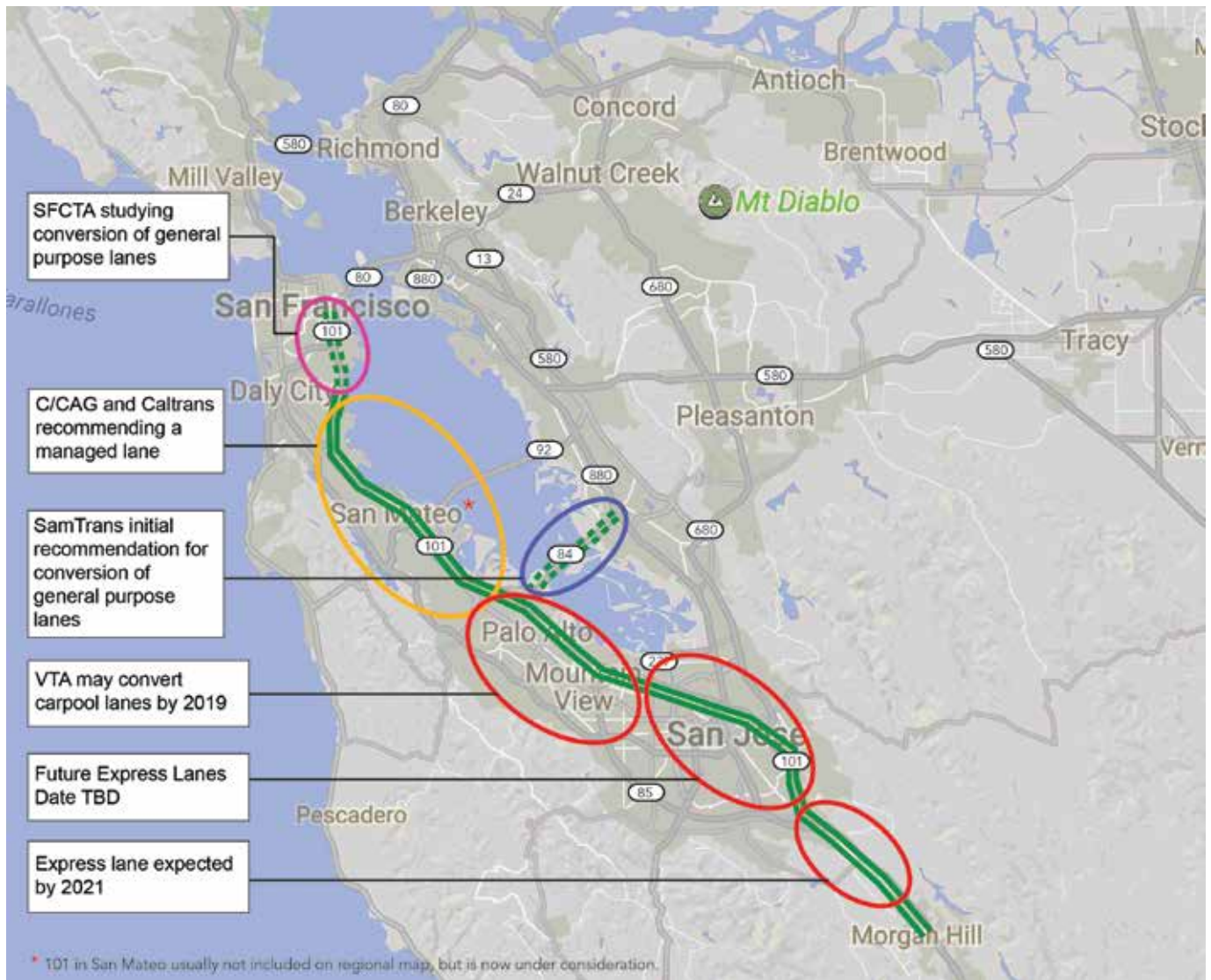
Red lines show areas without carpool lanes and where we can't get express lanes without state approval



In the areas without carpool or express lanes, public transit, shuttles and carpools sit in grinding congestion. This includes both bridges to Silicon Valley and critical links to San Francisco and Oakland, as shown in red.

These carpool/express lane gaps will become ever-greater bottlenecks over time, unless we can convert a general purpose lane in each direction to an express lane. Unfortunately California has not authorized such conversions even if it projected to benefit everyone.

Studies are already underway to create a continuous express lane on 101, and on the Dumbarton Bridge



The 101 corridor and Dumbarton Bridge are among the most important and congested corridors in the region.

Studies are already underway that may allow for a continuous express lane from Morgan Hill to San Francisco. To make that happen

agencies are being innovative, with two of studies analyzing conversion of general purpose lanes to express lanes. On Hwy 101 in San Francisco and on the Dumbarton Bridge, general purpose lane conversion will be the only way to incorporate an express lane.

Yet Express Lanes alone are not enough to make a **FAST Bay Area**

To truly address our transportation problems while reducing climate emissions and inequality, TransForm is proposing:

Fast,
Affordable, and
Sustainable
Transportation anywhere in the
Bay Area

On the following 3 pages we outline the primary components of FAST Bay Area.



FAST, Step 1: Make sure express lanes are **fair**

In other regions, higher income commuters typically benefit the most from express lanes. However, express lanes can be fair if they include an expansion of high quality, affordable transportation choices for low income commuters, coupled with strategies to reduce the barriers for low income drivers to use the lanes.

On 101 and Dumbarton, we should develop a FAST network that creates tremendous benefits for low-income commuters. There needs to be an equity assessment and strategy that:

1. Funds a significant expansion of transit and new mobility options serving low-income communities.
2. Provides discount and free transit for low-income commuters.
3. Reduces barriers for low-income commuters to access the lanes including subsidized FasTrak transponders.



FAST, Step 2: Optimize use of the lanes with a **Mobility Action Plan**

We need to invest in the expansion of express buses on 101 and the Dumbarton. Yet this alone won't be enough.

We need to quickly launch a 101 Mobility Action Plan to create a profusion of fast, affordable options for commuters. Ultimately, that is the only way to reduce solo driving and increase person throughput. The 101 Mobility Action Plan would

1. Develop a partnership that explores potential along the entire corridor.
2. Develop initiatives to expand new mobility options, with a focus on first- and last-mile trips to access transit, and enabling more point-to-point trips.
3. Scale and coordinate transportation demand management (TDM) strategies.
4. Use big data to understand commute patterns across income groups, target strategies and demonstration projects to maximize impact, and evaluate impacts over time.

Express Lanes Can Offer Time Savings to Attract Commuters to Transit and Carpools

					
Public Transit	Carpool	Microtransit	Private Transit	Private Shuttle	Clean Air Vehicles
					

 MLIP
Bay Area Managed Lanes
Transportation Trust

FAST, Step 3: Develop a **region-wide network**

Leverage potential funding sources

The 101 Mobility Action Plan and Equity Strategy can help inform upcoming funding measures, including the planned 2018 San Mateo County transportation sales tax and a likely measure in San Francisco.

Allow conversion of general purpose lanes to express lanes

State law currently only allows conversion of carpool lanes to express lanes. Yet our agencies want to innovate. They should be allowed to convert a general purpose lane to an express lane if it can maximize the number of people traveling and if there is an effective equity strategy to assure benefits for low-income commuters. This is especially timely for express lane conversions in San Francisco and on the Dumbarton Bridge.

Scale FAST lanes regionally

The next regional transportation plan, known as Plan Bay Area, should use the proposed innovations on Highway 101 as a model to move more people across the region.



PC: California Department of Transportation



**For more information
please contact Transform staff:**

Stuart Cohen, Executive Director
(510) 740-9311
stuart@transformca.org

Joël Ramos, Regional Planning Director
(510) 740-9318
joel@transformca.org

Chris Lepe, Senior Community Planner, Silicon Valley
(408) 406-8074
clepe@transformca.org

Isa Gaillard, Project Coordinator
(510) 740-3150
igaillard@transformca.org



TransForm promotes walkable communities with excellent transportation choices to connect people of all incomes to opportunity, keep California affordable and help solve our climate crisis.

With diverse partners we engage communities in planning, run innovative programs and win policy change at the local, regional and state levels.

<http://www.transformca.org/>

436 14th Street, Suite 600
Oakland, CA 94612

49 South 7th St. Suite #203
San Jose, CA, 95112

717 K Street, Suite 330
Sacramento, CA 95814