Overview

• Background
• Corridor Work Program
• Next Steps
• Recommendations
Importance of I-580 and I-680 Corridors

- Major interregional commute and freight corridors
- Express lane corridors
- Increasing corridor demand

Growing Demand on I-580 and I-680

- San Francisco and Silicon Valley employment growth
  - Employment increased by 25 percent between 2010 and 2017
  - (with peak increase between 2011 and 2015)

- Tri-Valley growth
  - Since 2006, Tri-Valley population and jobs have been growing at a rate faster than the rest of the Bay Area
  - 23 percent of workers commute to San Francisco or the Silicon Valley

- San Joaquin Valley commuter statistics
  - 27.4 percent growth in commuters from San Joaquin Valley since 2013
  - 82,723 commuted from San Joaquin Valley in 2016

Source: Bay Area Council Economic Institute: Tri-Valley Rising 2018 Report
Summary of Current I-580 and I-680 Projects and Studies

- I-580
  - I-580 Design Alternative Assessment
  - I-580 Express Lanes After Study Evaluation
  - I-580 Express Lane System Upgrade
- I-680
  - I-680 Express Lanes from SR-84 to Alcosta Boulevard Project
  - SR-84 Widening and SR-84/ I-680 Interchange Improvements
  - I-680 Sunol Express Lanes

Purpose of the I-580 and I-680 Corridor Work Program

- Support advancement of existing project development efforts
- Reflect regional and megaregional strategies by:
  - Expanding the managed lane network
  - Exploring feasibility of transportation demand management and transit strategies on I-680
- Identify and address gaps within the corridors
- Support corridor planning in line with regional and state planning efforts to ensure funding eligibility
Related Efforts

- I-205 High-Occupancy Vehicle 8-Lane Widening  
  (San Joaquin Council of Governments)  
  - Environmental phase to be completed 2021

- Valley Link  
  (Tri-Valley San Joaquin Valley Regional Rail Authority)  
  - Currently identifying alternatives  
  - Project Feasibility Report July 2019

Sources: I-205 HOV 8-Lane Widening Project Study Report Project Development Support (PSD-PSD)  
TVSJ VRRA July 25, 2018 Board Meeting
I-580 Corridor

2018 Level of Service:
A.M. Peak Period

2018 Level of Service:
P.M. Peak Period

I-580 Between the Bay Bridge and I-238
Design Alternatives Assessment (DAA)

2018 Level of Service:
A.M. Peak Period

2018 Level of Service:
P.M. Peak Period
**Joint DAA Effort**

- Metropolitan Transportation Commission (MTC)-developed process
- Identification of opportunities within limited right-of-way
- Project screening and alternative development
- 12-month process

**I-580 DAA**

**Concepts under consideration**

<table>
<thead>
<tr>
<th>Geometric</th>
<th>Operations</th>
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| - New capacity within right-of-way  
  - Bus on shoulder  
  - Reversible contraflow  
- New park-and-ride opportunities | - Transbay and express bus to Oakland  
- Adaptive ramp metering  
- Incident management strategies  
- Transit signal priority |
**I-580 Between I-238 and I-680 (Dublin Grade)**

- Continued growth in Tri-Valley and Central Valley
- Growth in megaregional commuters from San Joaquin County
- A.M. and P.M. congestion in eastbound direction

**2018 Level of Service: A.M. Peak Period**

**2018 Level of Service: P.M. Peak Period**

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**Average Peak Period Speeds**

<table>
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<tr>
<th>A.M. Peak Period (Eastbound)</th>
<th>P.M. Peak Period (Eastbound)</th>
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</table>

Direction of travel: 1-238 to Grove, Eden Canyon Rd, San Ramon Rd, I-80

**Direction (mph):**

- 75
- 55
- 35
- 15

Source: 2008-2018 LOS Monitoring Reports, Alameda CTC
**Dublin Grade Considerations**

- Geometric conditions limit freeway widening
  - I-680 Interchange
  - BART in median
  - Hills to the north; Dublin Canyon Road to the south
- Consider innovative congestion management alternatives

**Proposed Next Steps**
Conduct a DAA for the Dublin Grade segment
Anticipated completion: Fall 2020

**I-580 Between I-680 and Greenville Road**

- Existing express lanes in both directions
  - Express Lane System Upgrade spring 2020
- Increased congestion beyond express lanes limits effectiveness

**2018 Level of Service**
- A.M. Peak Period
- P.M. Peak Period
I-580 Express Lanes After Study

Key Findings

- Travel times are shorter and bottlenecks improved across all lanes
- Faster and more reliable travel times compared to general purpose lanes
- Enabled higher number of vehicles and people to travel through the corridor (project added road capacity)
- Growing congestion on adjacent segments affects express lane corridor performance
### Average Peak Period Speeds in Altamont Pass

#### A.M. Peak Period (Westbound)

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#### P.M. Peak Period (Eastbound)

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<td>2010</td>
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</tr>
<tr>
<td>2008</td>
<td>31</td>
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Source: 2008-2018 LOS Monitoring Reports, Alameda CTC

### Altamont Pass Congestion Factors

- Growing commute population from the Central Valley
- Poor pavement quality
- On-going maintenance and slope stabilization work
- Heavy truck traffic
- Safety challenges
## Altamont Pass Considerations

- Increasing Central Valley population and I-580 congestion
- Topography limits widening options
- Adjacent projects and studies
- Complementary of Valley Link proposal

### Proposed Next Steps
Conduct a DAA for the Altamont Pass segment
Anticipated completion: Fall 2020

## I-580/I-680 Interchange

- Bottleneck
  - I-580 is heavy freight corridor
  - Ramp geometry causes backup
- Project Study Report (PSR) in 2009
- Growing right of way constraints limit options

### Proposed Next Steps
Continue to monitor this location and develop a refined PSR after the completion of related I-580, I-680 and regional projects.
**I-680 Corridor**

- Limited transit options
  - Altamont Corridor Express
  - No express bus option available
  - Private shuttles available for some commuters

**Proposed Next Steps**
Evaluate transit enhancement options in the I-680 corridor.

Source: 2017 Tri-Valley Integrated Transit and Park-and-Ride Study

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**I-680 Between North County Line and SR-84**

- Heavy commute traffic from Central Valley and Tri-Valley to Silicon Valley
- Current “gap” in the I-680 express lane system
- Limited long-distance transit options
I-680 Express Lanes from SR-84 to Alcosta Boulevard Project

- Currently in environmental stage
- Begin design summer 2020
- Implementation may be phased

**Proposed Next Steps**
Pursue grant funding for design, right-of-way, and construction of this project.
Project completion: Fall 2026

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I-680 Between SR-84 and South County Line

- Existing southbound express lane
- Northbound direction ranked the fourth most-congested freeway location in the Bay Area

Source: 2017 Tri-Valley Integrated Transit and Park-and-Ride Study
I-680 Sunol Express Lanes

- Phase 1
  - Currently in construction
  - Add northbound express lane from SR-262 to SR-84
  - Modify southbound express lane to continuous access
  - Add new enforcement technology in both directions
- Anticipated opening fall 2020

Other I-680 Projects

SR-262 Cross Connector
- Scoping phase
- Environmental completion in 2022

Proposed Next Steps
Pursue grant funding for environmental, design, right-of-way, and construction of this project. Project completion: Spring 2028

SR-84 Widening and SR-84/I-680 Interchange Improvements
- Design phase
  - Begin construction in 2021

Proposed Next Steps
Work with MTC to prioritize funding for this project through Regional Measure 3. Project completion: Fall 2028
**Next Steps**

**Pursue funding to advance existing projects**

- External funding needed to complete subsequent phases of the following projects:
  - I-680 Express Lanes from SR-84 to Alcosta Boulevard ($460 million)
  - SR-84 Widening and SR-84/I-680 Interchange Improvements ($85 million)
  - SR-262 Cross Connector ($237.5 million)
- Prioritize projects in corridor planning to ensure funding eligibility

**Next Steps**

**Conduct comprehensive corridor planning**

- Ensure I-580 and I-680 projects are included in Caltrans and regional efforts
- Conduct DAAs for the Dublin Grade and Altamont Pass
  - Pursue funding with partner agencies, including MTC and SJ COG
- Coordinate with transit operators and major businesses on transportation demand management strategies to maximize throughput
**Next Steps**

**Ensure regional consistency in managed lanes**

- **Consistent policies**
  - Clean air vehicle tolling
  - Occupancy policies
  - Hours of operation

- **Consistent facilities**
  - Continuous versus limited access
  - Uniform signage

- **Enforcement procedures and equipment**

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**Summary**

Alameda CTC’s Work Program for the I-580 and I-680 Corridors supports project development and project delivery for these corridors.