Bay Area Express Lanes
I-880 Corridor
September 4, 2014 Presentation to:
Alameda County Technical Advisory Committee

What is an Express Lane?
Why Express Lanes?

While the region grows...

REGIONAL GROWTH BY 2040:

- 660,000 MORE HOMES
- 1.1 MILLION MORE JOBS
- 2.1 MILLION MORE PEOPLE

Spending on new infrastructure is set

SF BAY AREA REGIONAL INVESTMENT BY 2040:

- ONLY 5% OF THE REGION’S TRANSPORTATION DOLLARS WILL BE USED TO BUILD NEW ROADS.

- 38% MAINTAIN TRANSPORT
- 2% BUILD ROADS & BRIDGES
- 2% EXPAND TRANSPORT
- 32% MAINTAIN ROADS & BRIDGES

Total investment is $250 billion (YTD 2014)
Goal – Improve Mobility

- Encourage carpools, vanpools and express buses by closing gaps in the HOV lane system
- Make the best use of HOV lane capacity
- Offer a new choice to highway drivers
- Provide more reliable travel times
- Maintain and operate the lanes with new revenue streams

Bay Area Express Lanes

- 550 mile network
- Expansion over time
- Convert existing HOV lanes
- Close HOV system gaps
- Completion by 2035
Bay Area Express Lanes
Network by Operator

- 4 Agency Operators
- Seamless Network
- I-880 Conversion is an MTC Lane

I-880 Express Lane Project Limits
### I-880 Express Lane Project Schedule

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<th>Year</th>
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<td>LANES OPEN</td>
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### Backhaul Network

- Data communications network
- Repair existing, empty conduit along I-880 and pull fiber
- Could be part of regional transportation communications network
I-880 Corridor Investments

- Integrated Corridor Management (ICM) (MTC)
- Express Lanes (MTC)
- HOV/Interchange Improvements (ACTC)
- Goods Movement Studies (ACTC)
- Future Projects subject to voter approval in November 2014 (ACTC)
- Ramp Metering and other Freeway Performance Initiative equipment (Caltrans & MTC)
- Median Barrier Improvements (Caltrans)

Ongoing System and Demand Management

- 511 Traveler Information
- Rideshare and Dynamic Rideshare
- Freeway Service Patrol
- East Bay Smart Corridors

I-880 HOV Lane Performance

Looking Northbound at AM Peak Traffic

Looking Southbound at PM Peak Traffic
2017 HOV Lane Congestion Queue – With Project

Southbound: AM Peak Max Congestion
Northbound: PM Peak Max Congestion

General Purpose Lane Congestion

- Project does not negatively impact the GP lanes
- I-880 Express Lane project reduces congestion:
  - Reduced maximum congestion queue length southbound
  - Reduced southbound A.M. peak congestion duration
  - Reduced northbound P.M. peak congestion duration
Mobility Improvements through buffers

Enforcement

- Switchable toll tags
- License plate recognition
- Increased CHP presence
- Beacon light alerts
- CHP enforcement areas
- Citations issued for violations

FasTrak® Flex Toll Tags

Before driving, move the switch to show the number of people in the vehicle. Some drivers can also use regular FasTrak® tags. Switchable toll tags will become available in mid 2015.
Stakeholder Meetings

- July & August 2014
- Cities, County, AC Transit Staff
- Design Adjustment Considerations
  - AC Transit bus access
  - Buffer adjustments through Hayward
- Public Outreach Planning

Outreach Schedule

- Local Jurisdiction Staff – July/August 2014
- ACTAC and Alameda CTC – September/October 2014
- City Council Meetings November/December 2014
- Public Meetings – January/February 2015
- Customer Education Outreach Strategy – Early 2016
- Customer Education – Fall 2016 thru Lane Opening

BayAreaExpressLanes.org
Express Lanes Offer a Solution for 880

- Improve Mobility
- Encourage carpools, vanpools and express bus ridership
- Offer Choice
- Improve Reliability

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