

I-80 Corridor Overhaul

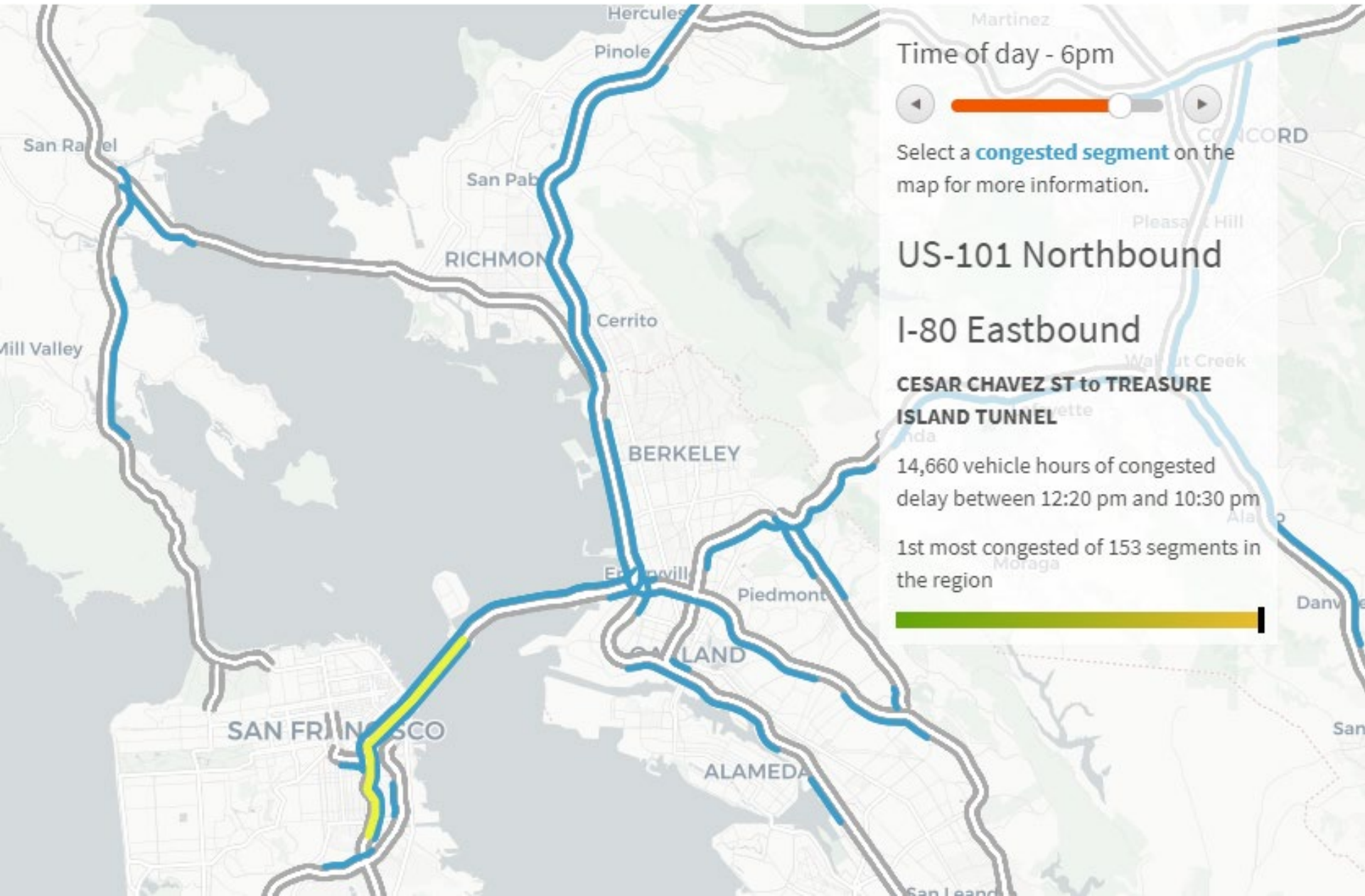
MTC Horizon
Transformative Projects
15 November, 2018

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Arup

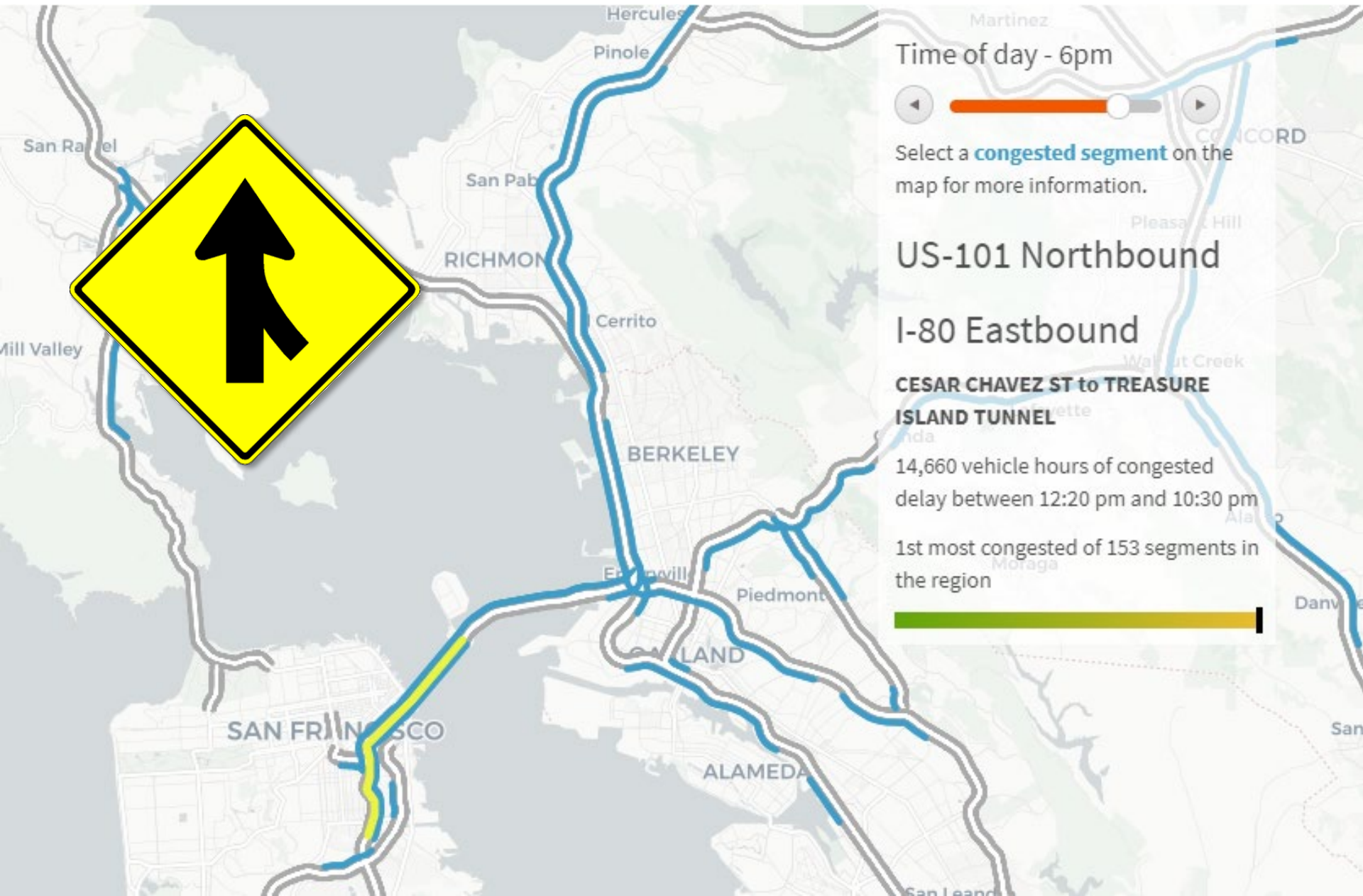
Vision

- A rightsized freeway network future-proofs the region for population growth, new mobility innovations, and climate change
- Reconsidering the role of freeways creates a more context-sensitive, safe, efficient highway, while returning land to human use

Time spent in congestion (2017)



Time spent in congestion (2017)









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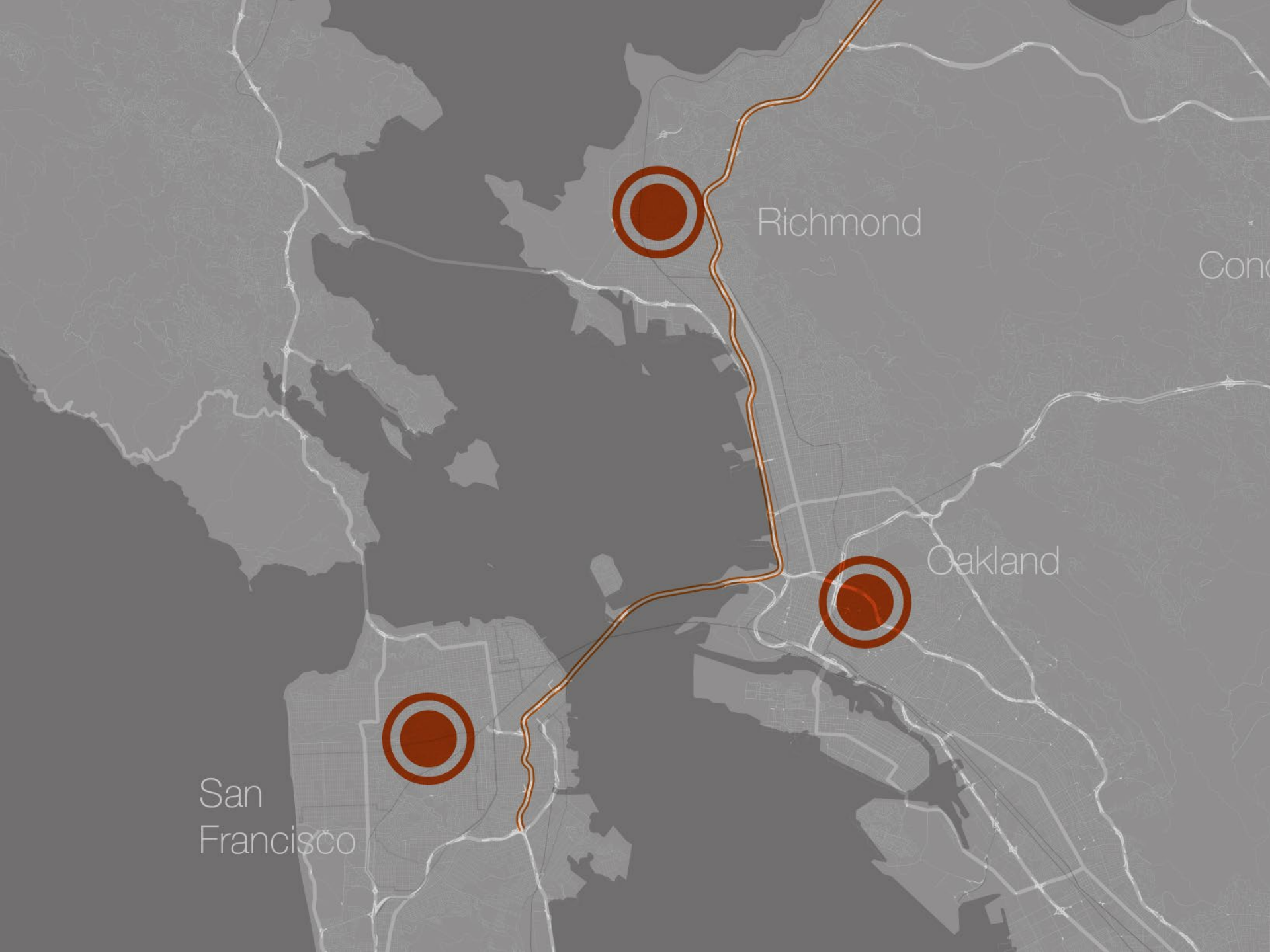
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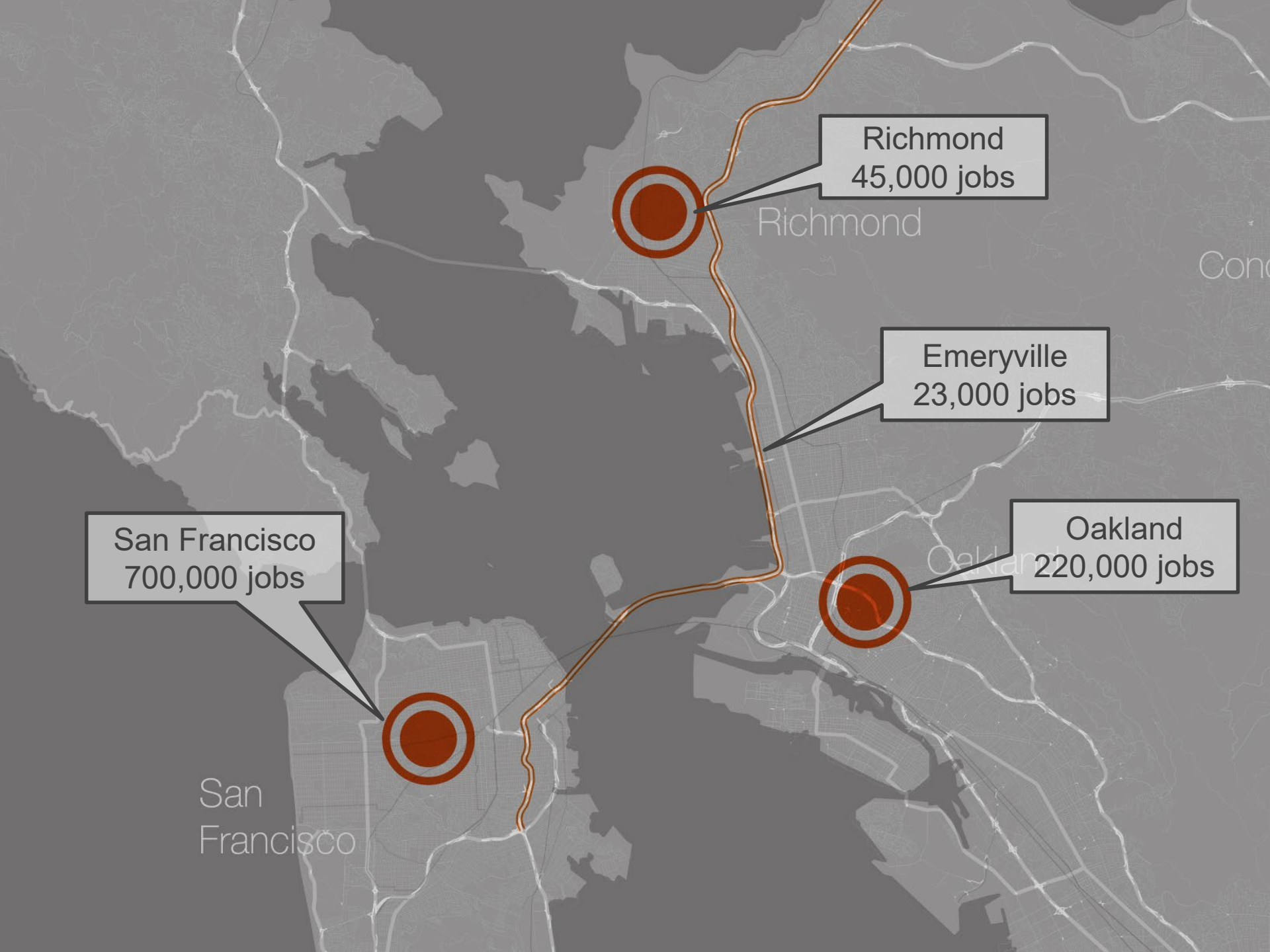


Richmond

Conc

Oakland

San
Francisco

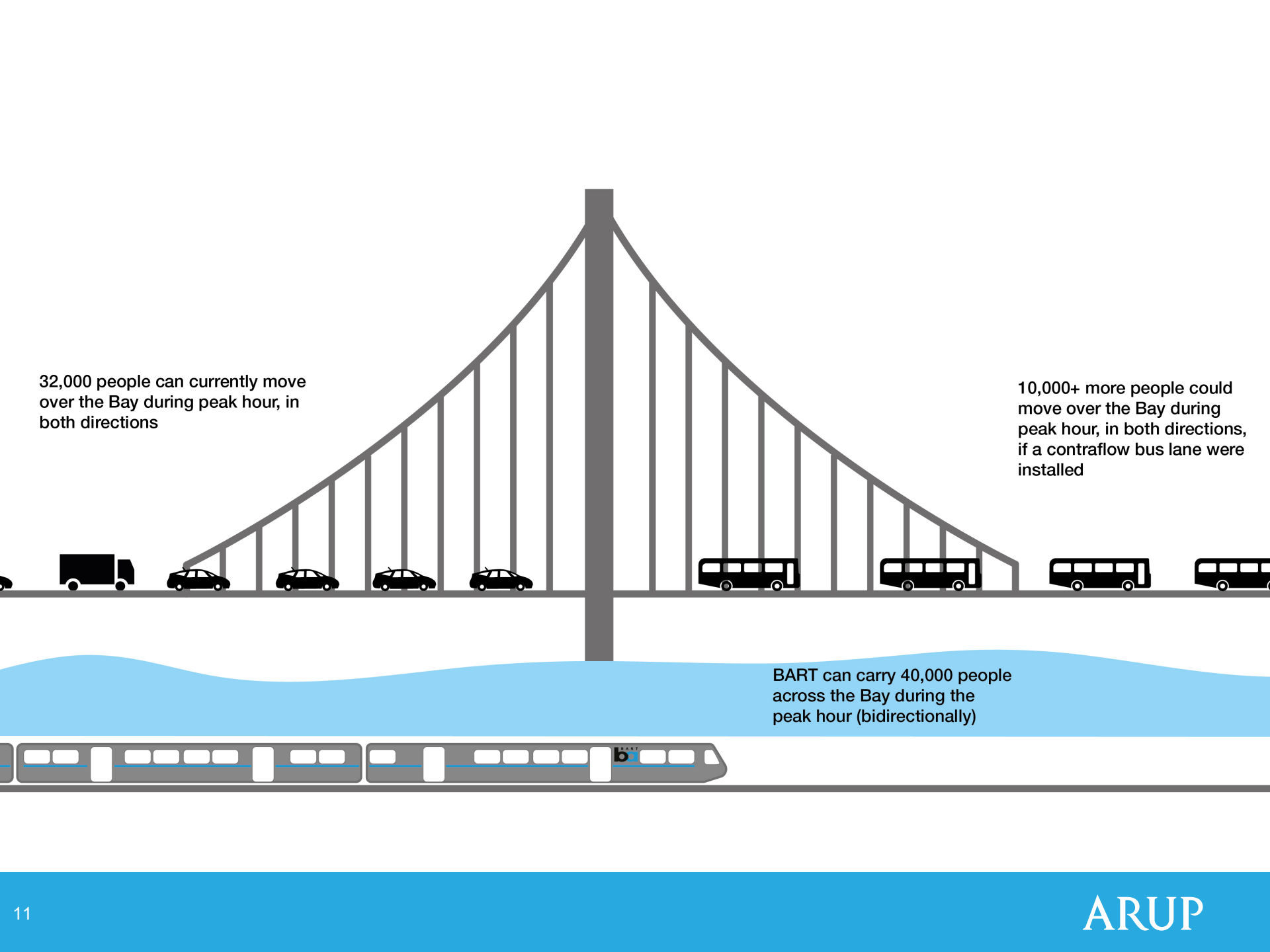


Richmond
45,000 jobs

Emeryville
23,000 jobs

Oakland
220,000 jobs

San Francisco
700,000 jobs



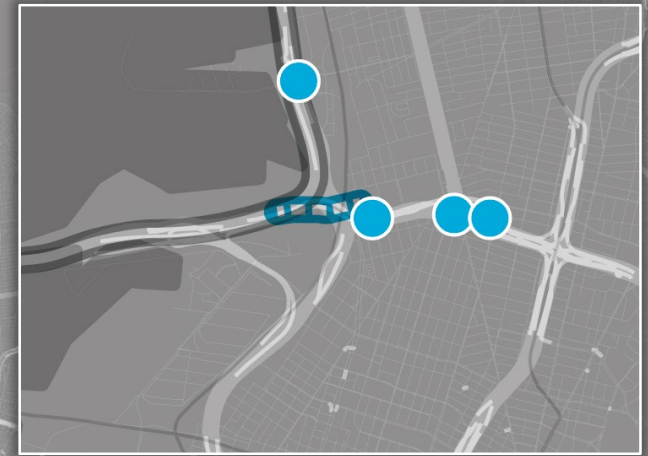
32,000 people can currently move over the Bay during peak hour, in both directions

10,000+ more people could move over the Bay during peak hour, in both directions, if a contraflow bus lane were installed

BART can carry 40,000 people across the Bay during the peak hour (bidirectionally)

Phase I

- Meter and toll ramps
- Transition ramps slated for removal to bus-only
- Reconnect Mandela Tunnel to Bay Bridge
- Add bus stations and Richmond BART station



Phasing

Phase I

- Meter all on-ramps throughout the corridor
- Toll entire corridor
- Introduce contraflow transit lane on the Transbay Bridge
- Build or enhance transit (primarily bus) stations throughout corridor
- Reduce number of ramps on the Transbay Bridge approach (San Francisco)
- Build bus tunnel from Grand Ave to the Transbay Bridge Toll Plaza (Oakland)

Estimated potential revenue

\$150,000,000/yr

Phase II

- Remove ramps
- Redesign interchanges
- Remove Central Expressway
- Trim 280 to 16th Street



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Phase II

- Remove remainder of the Central Freeway (San Francisco)
- Trim 280 back to 16th Street (San Francisco)
- Rebuild Cesar Chavez interchange (San Francisco)
- Grade-separate the Union Pacific Railroad at Gilman Street to improve traffic flow (Berkeley)
- Add BART station at intersection of I-80 and BART tracks (Richmond)

Estimated potential revenue

\$150,000,000/yr

\$550,000,000

Phase III

- Bury I-80 from 5th Street to 16th Street



Phasing

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Phase III

- Remove ramps and realign I-80 throughout Alameda and Contra Costa counties
- Bring I-80 below grade between 4th and 16th Streets (San Francisco)

Estimated potential revenue

\$150,000,000/yr

\$550,000,000

\$725,000,000

Proving efficacy in the short term

- Benefits from metering should become apparent almost immediately at merge points throughout the corridor
- Revenue from tolling can be invested back into high-capacity vehicle mobility, and maintenance for ailing infrastructure
- Providing new in-line stops will increase incentive for investing in transit-supportive infrastructure
- Limiting access to a number of Bay Bridge approach ramps will reduce confusion, congestion, and the potential for conflicts on I-80 and the surface streets

Challenges

- Political resistance to tolling
- Community pushback against losing ramp access
- Potential need for land requisition
- Enormous, multi-jurisdictional construction coordination
- Bulk of benefits will amass over time, not immediately

Complementary submissions

- Optimized Express Lane Network + Regional Express Bus Network
- Bus Rapid Transit on All Bridges
- Integrated Transit Fare System
- Free Transit
- Higher-Occupancy HOV Lanes
- Demand-Based Tolls on All Highways
- Reversible Lanes on Congested Bridges and Freeways



Albany Skyway, New York (~2020)



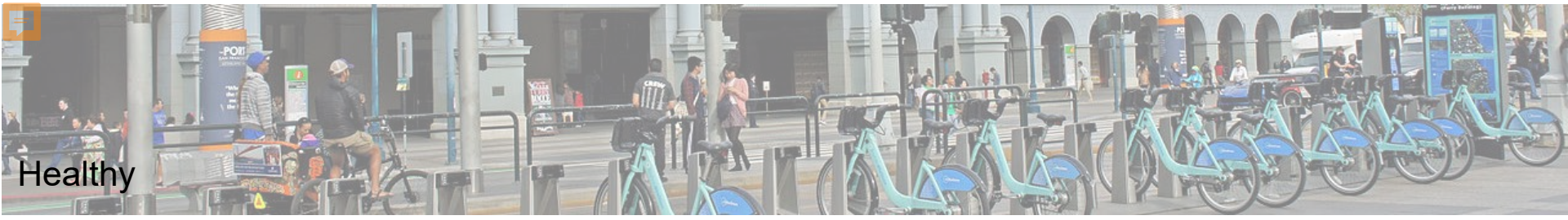
Cheonggyecheon, Seoul (2005)



Metro Silver Line, Los Angeles (2009)



Octavia Boulevard, San Francisco (2002)



Healthy



Affordable



Vibrant



Diverse



Connected