



San Francisco Bay Crossings Study

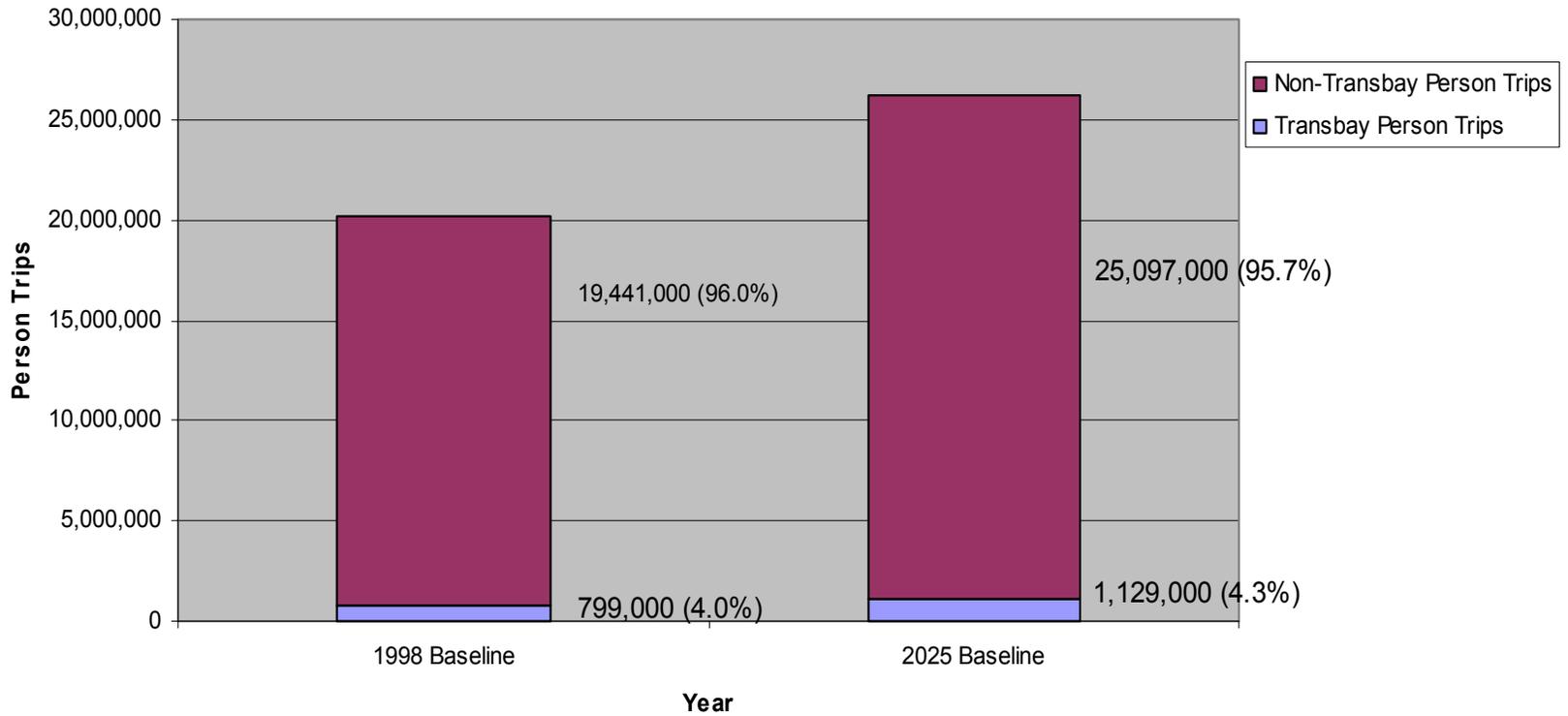
Presentation to California Transportation Commission

Larry Magid
Metropolitan Transportation Commission

Los Angeles
August 22, 2002

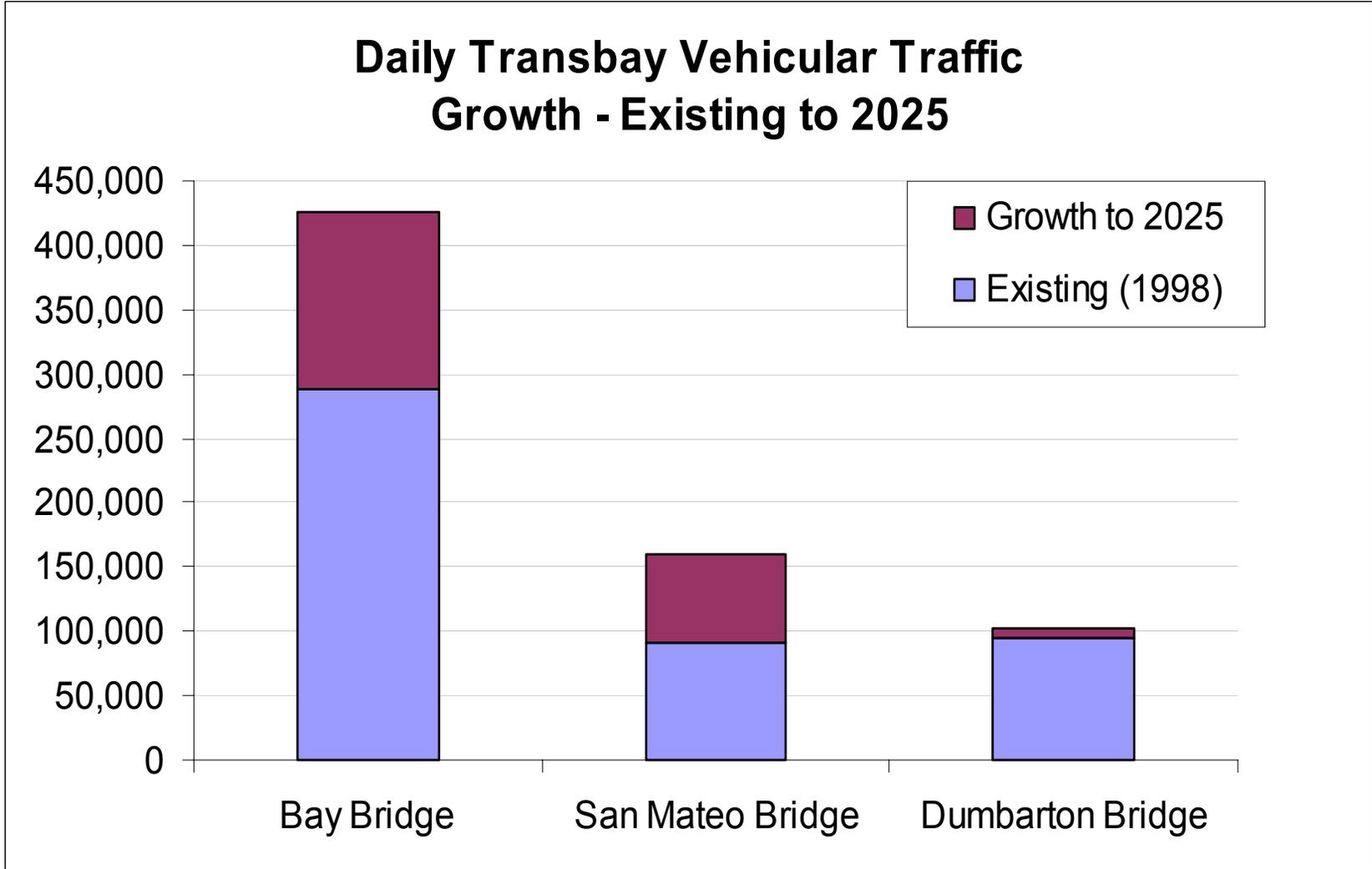


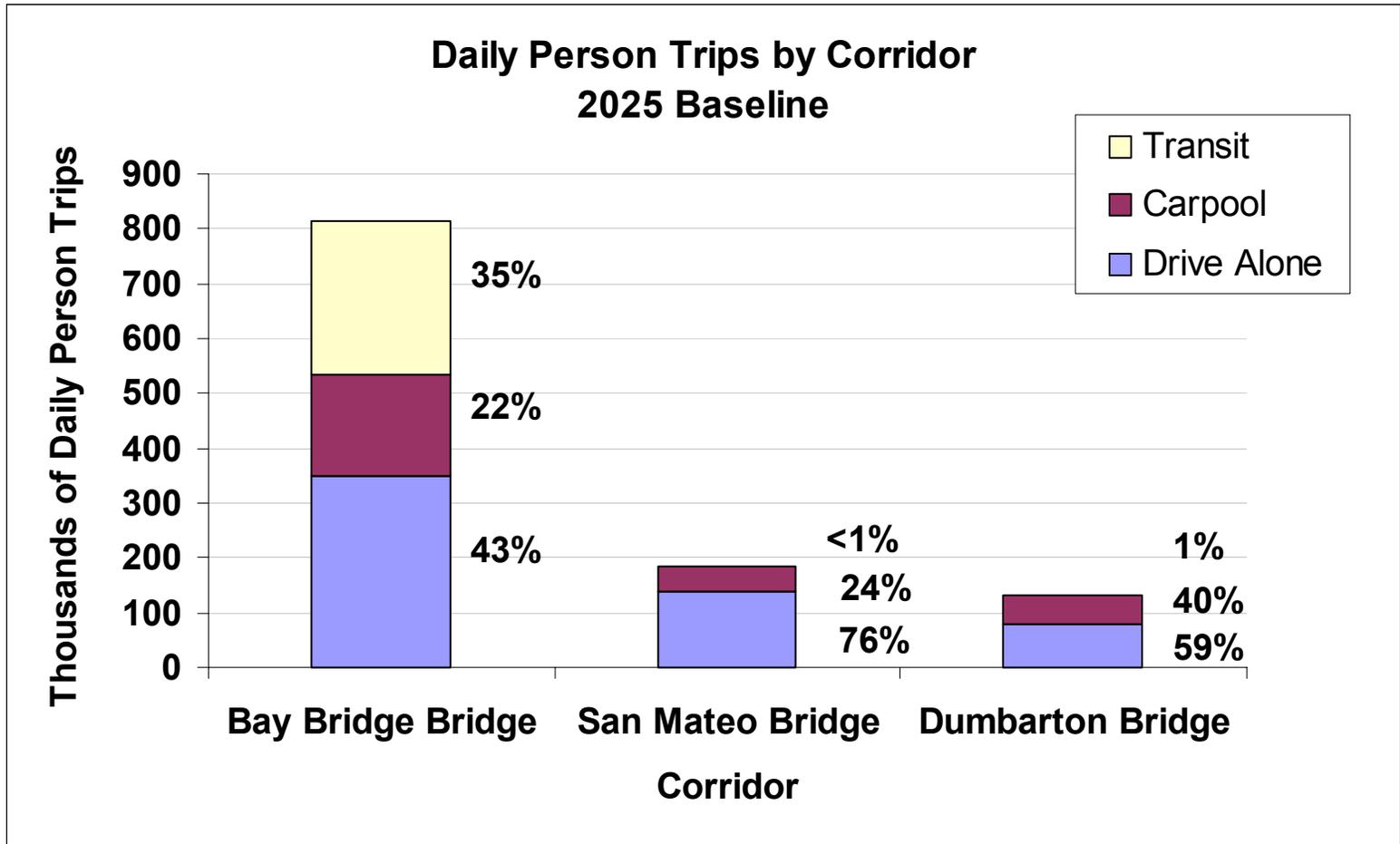
Bay Area Person Trips: 1998 and 2025





Daily Transbay Vehicular Traffic Growth - Existing to 2025





- Person Trips Grow 40% - 1998 to 2025
- Transbay Trips are 4% of all Trips and 8% of Work Trips



Final Alternatives

- **Express Bus/Carpool Improvements** in all three corridors
- **Bay Bridge Corridor Rail:** New heavy passenger rail tunnel, new BART transbay crossing with new San Francisco Stations
- **Expand Capacity of Hayward – San Mateo Bridge** with Reversible Lanes and Ultimate Widening
- **New Mid-Bay Bridge** (I-238 to I-380)
- **Dumbarton Rail Bridge Rehabilitation & Commuter Rail Service**
- **Improve Dumbarton Bridge Approach Roadways**



Alt 1 – Operational / Express Bus

Project Description

- New Express Bus service in Bay Bridge, San Mateo and Dumbarton Corridors
- 3-Door BART Cars on Transbay Routes
- Carpool/Operational Improvements on Bridge approaches
- Toll Plaza Improvements (FasTrak Utilization)

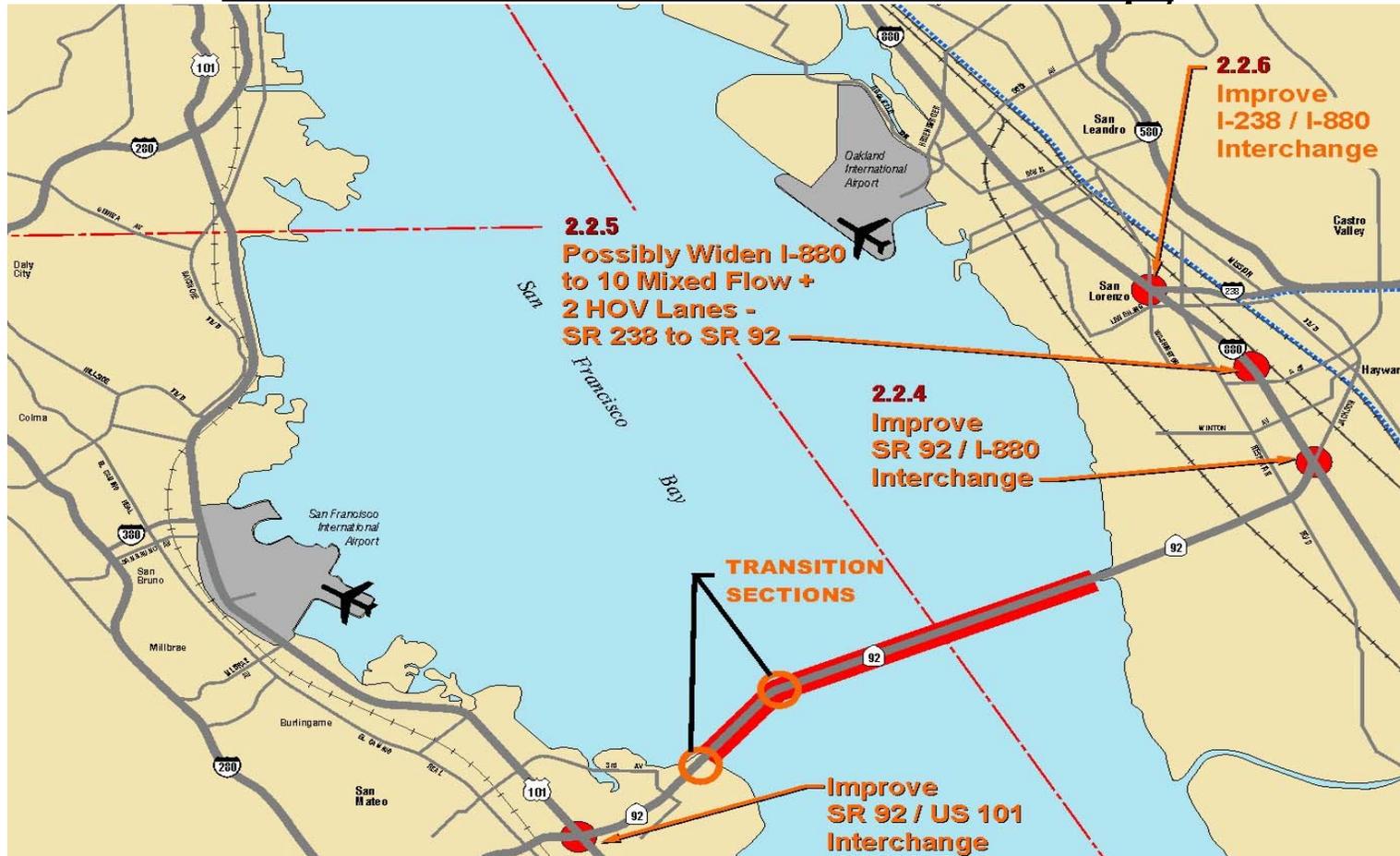


Alt 2 – Bay Bridge Corridor Rail



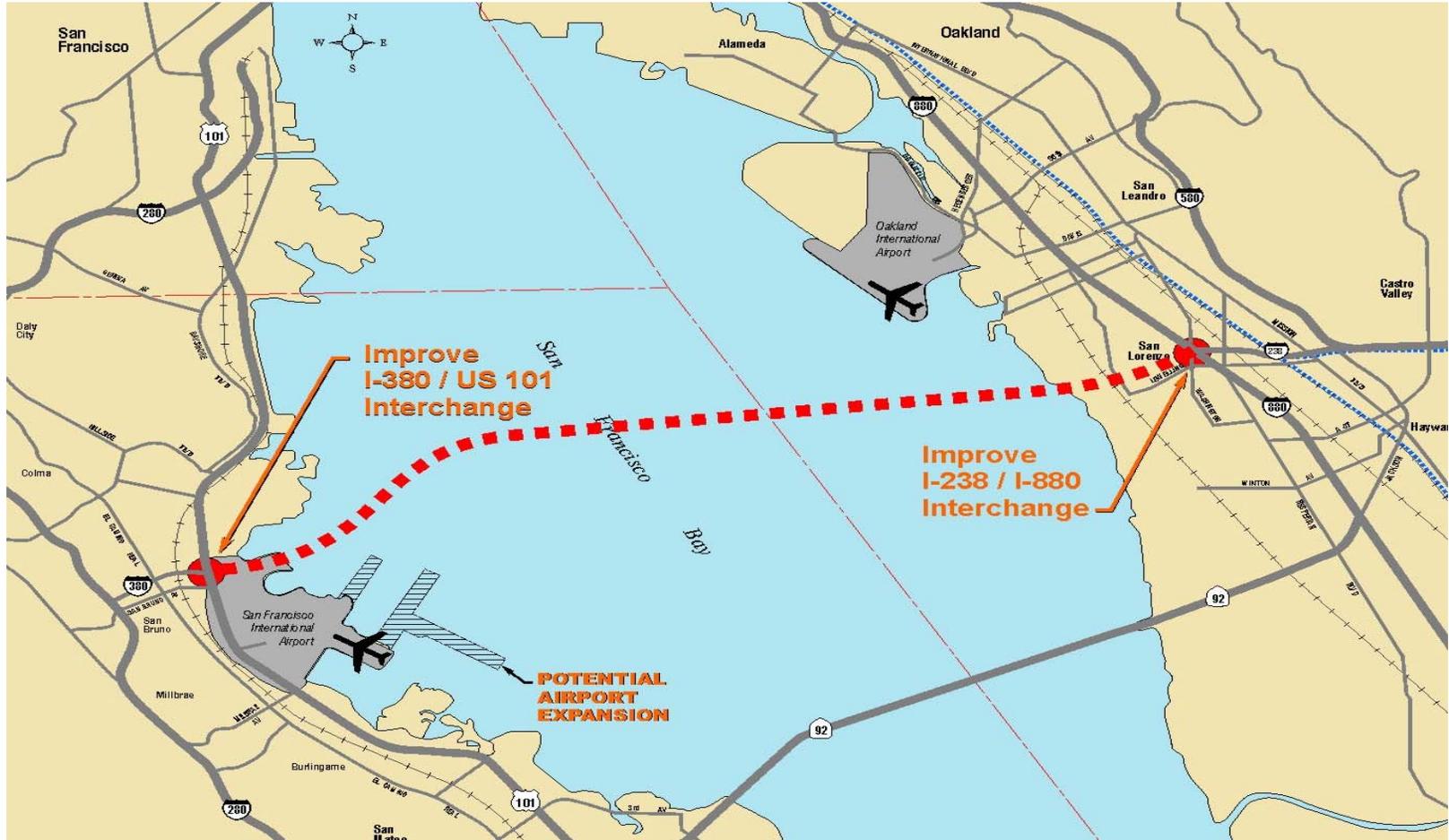


Alt 3 – SMB Widening





Alt 4 – New Mid-Bay Bridge



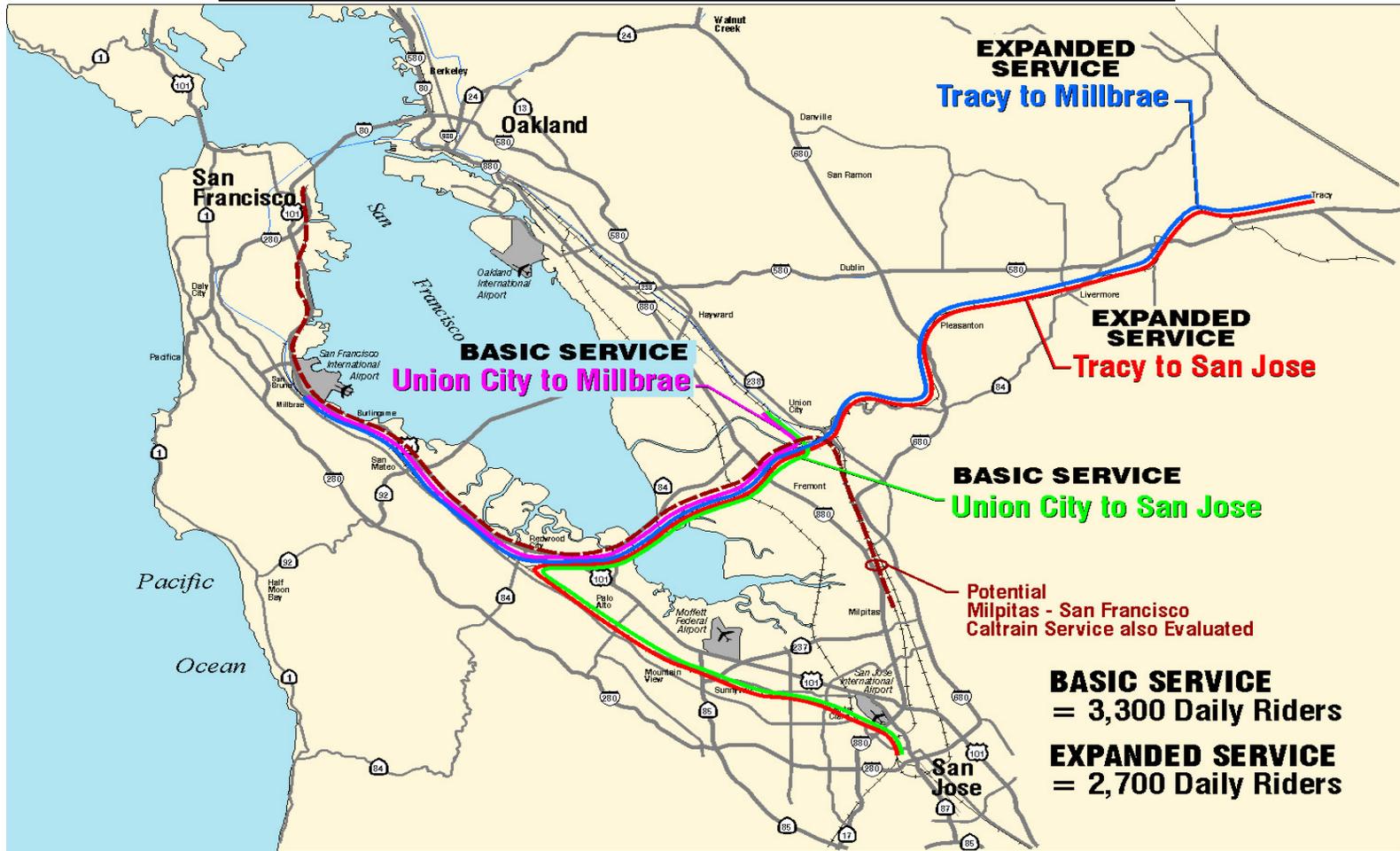
2000 San Francisco Bay



Crossings Study



Alt 5 – Dumbarton Rail



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Crossings Study

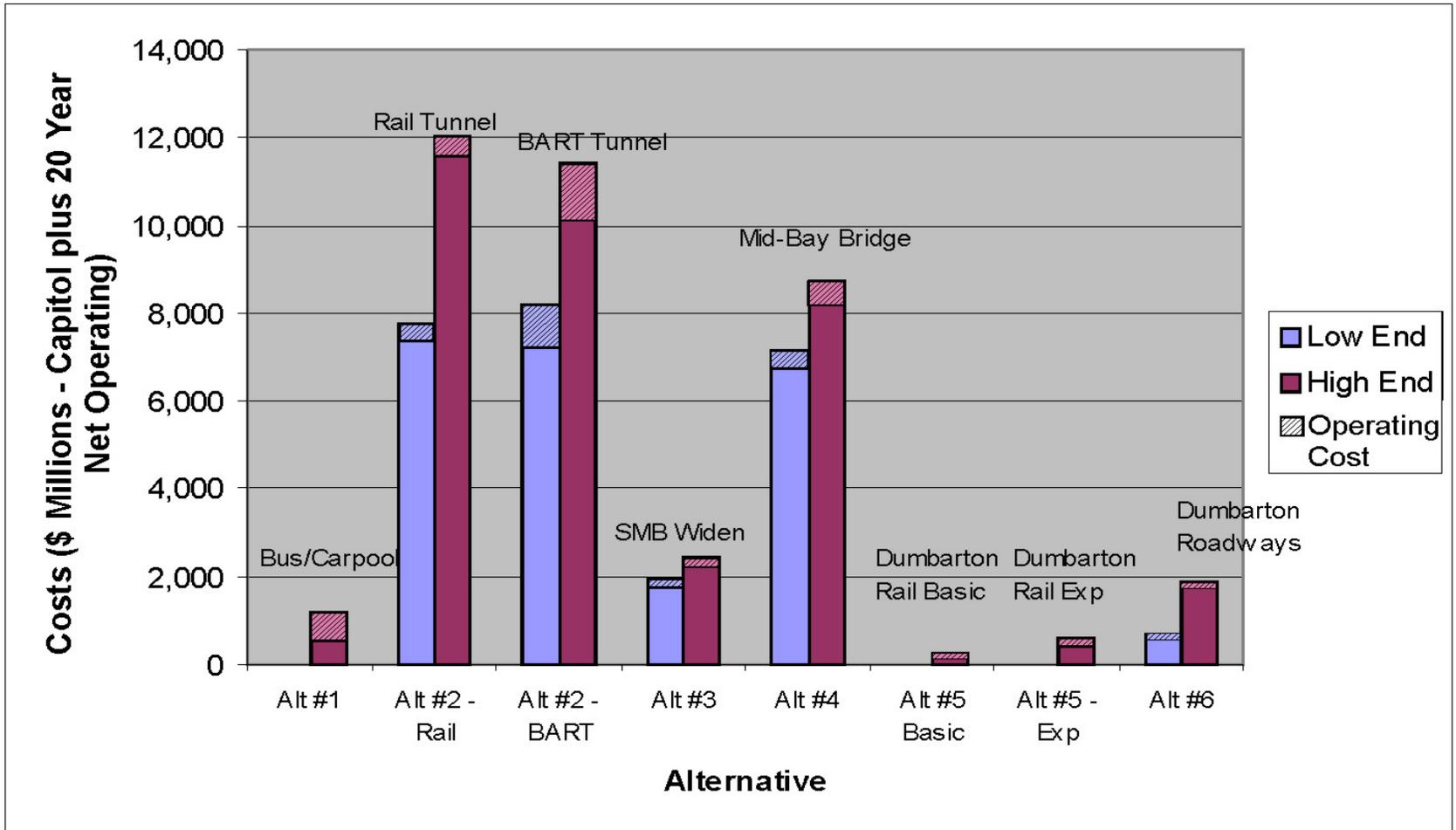


Alt 6 – Dumbarton Approach Roadway





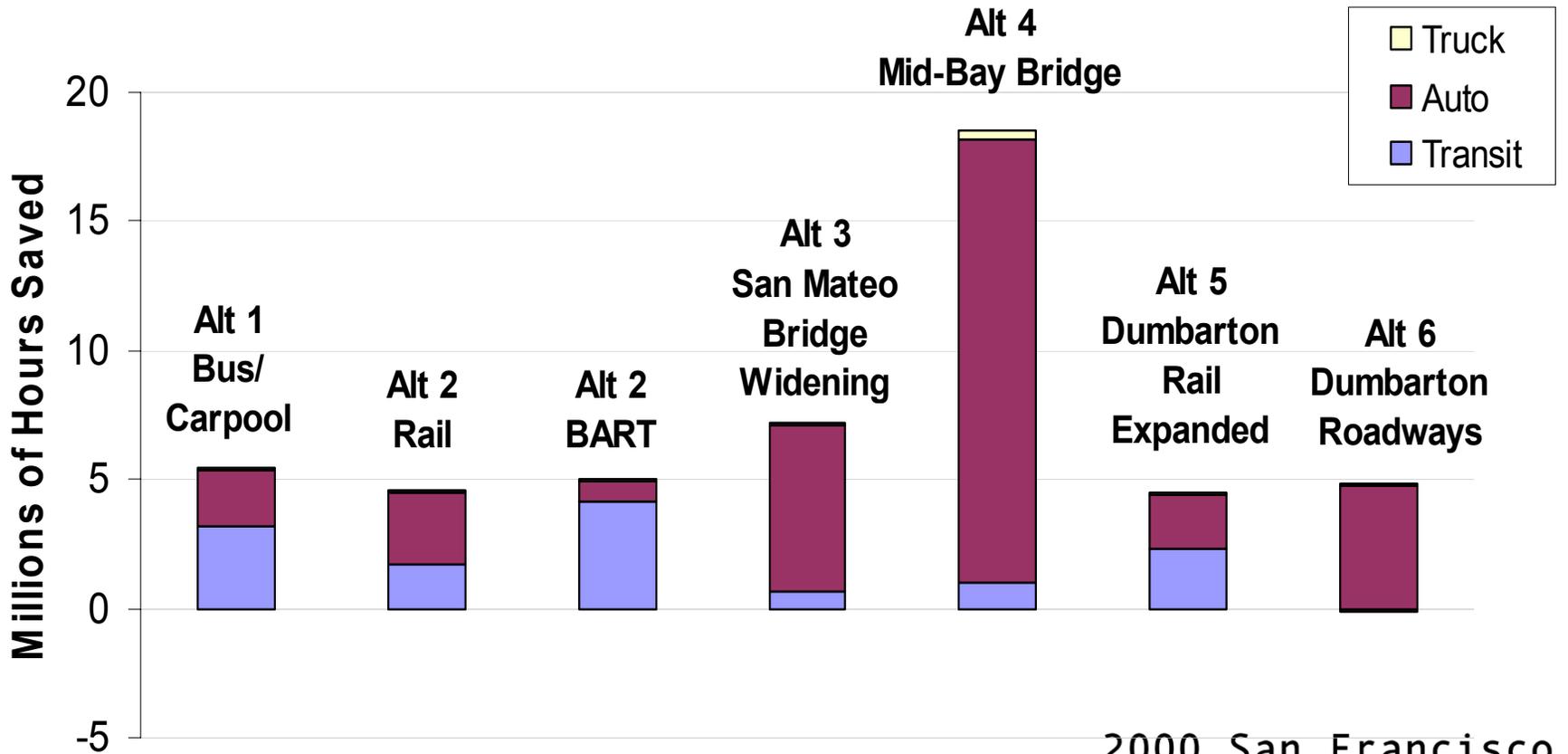
Costs by Alternative



- Alt 3 (SMB) Low End cost does not include widening I-880



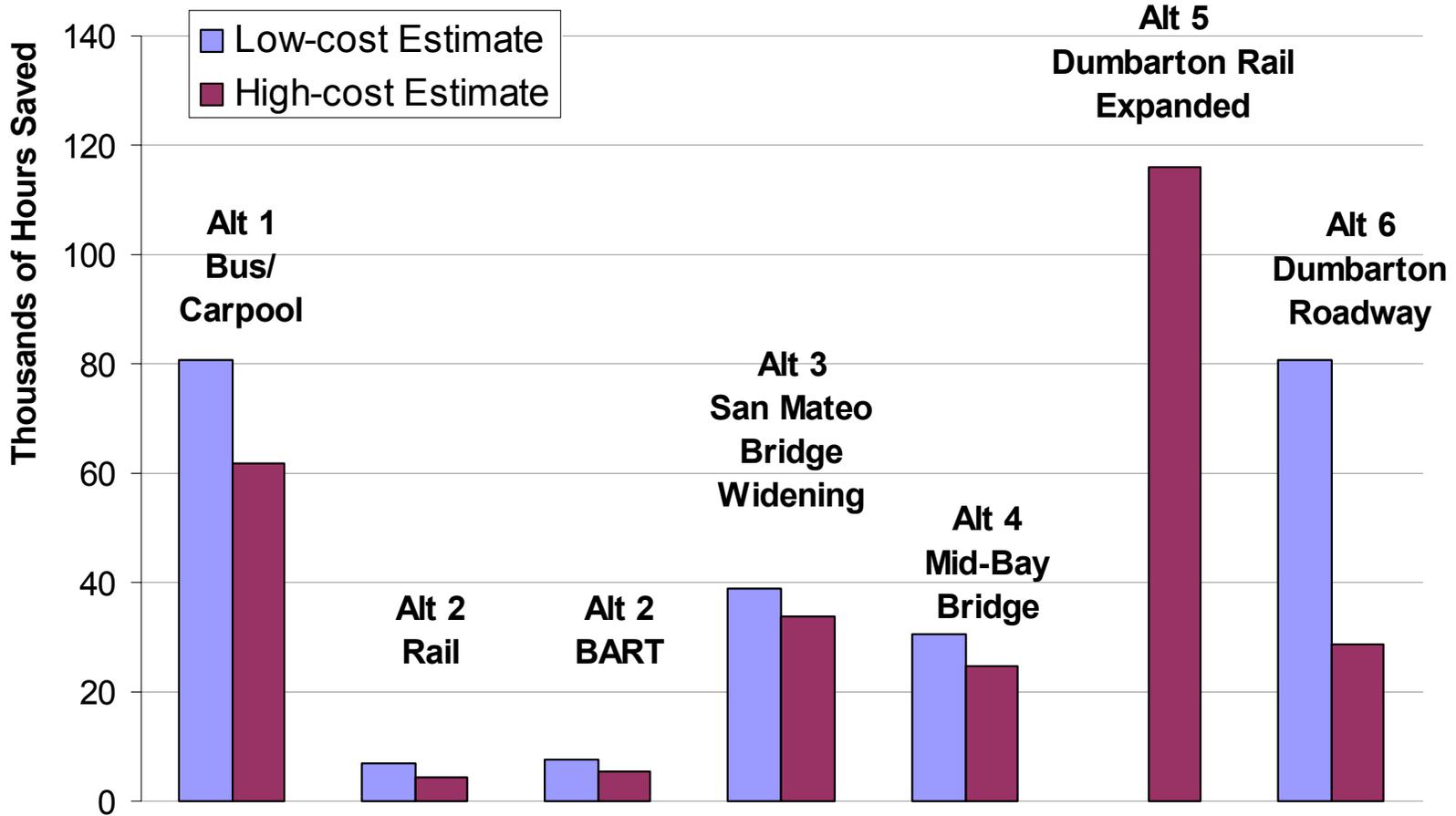
Annual Travel Time Savings (by Alternative, 2025)





Cost Effectiveness

(Annual Travel Time Savings per \$Million Annualized)



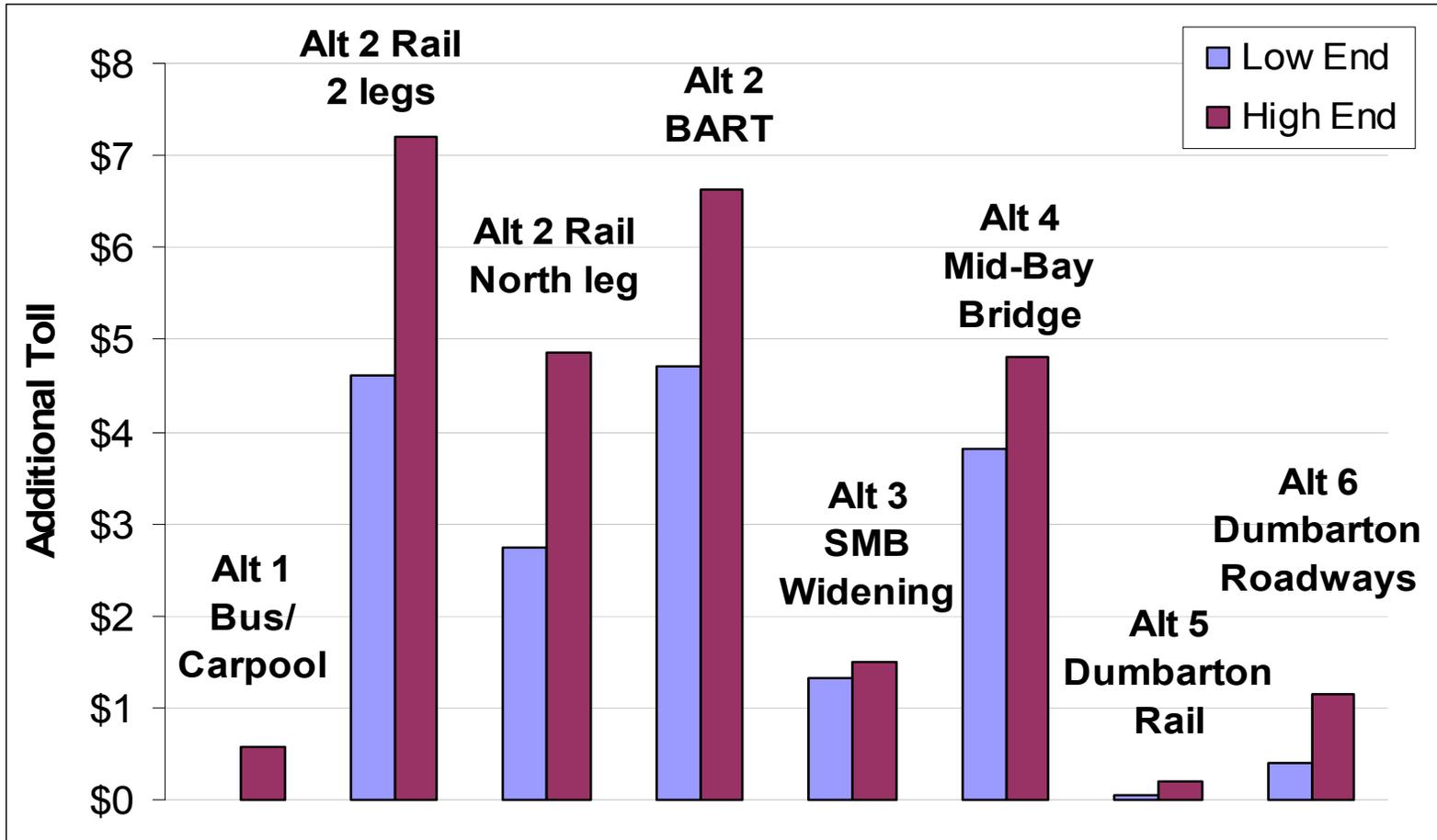
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Crossings Study



Additional Toll for Bay Crossing Improvements

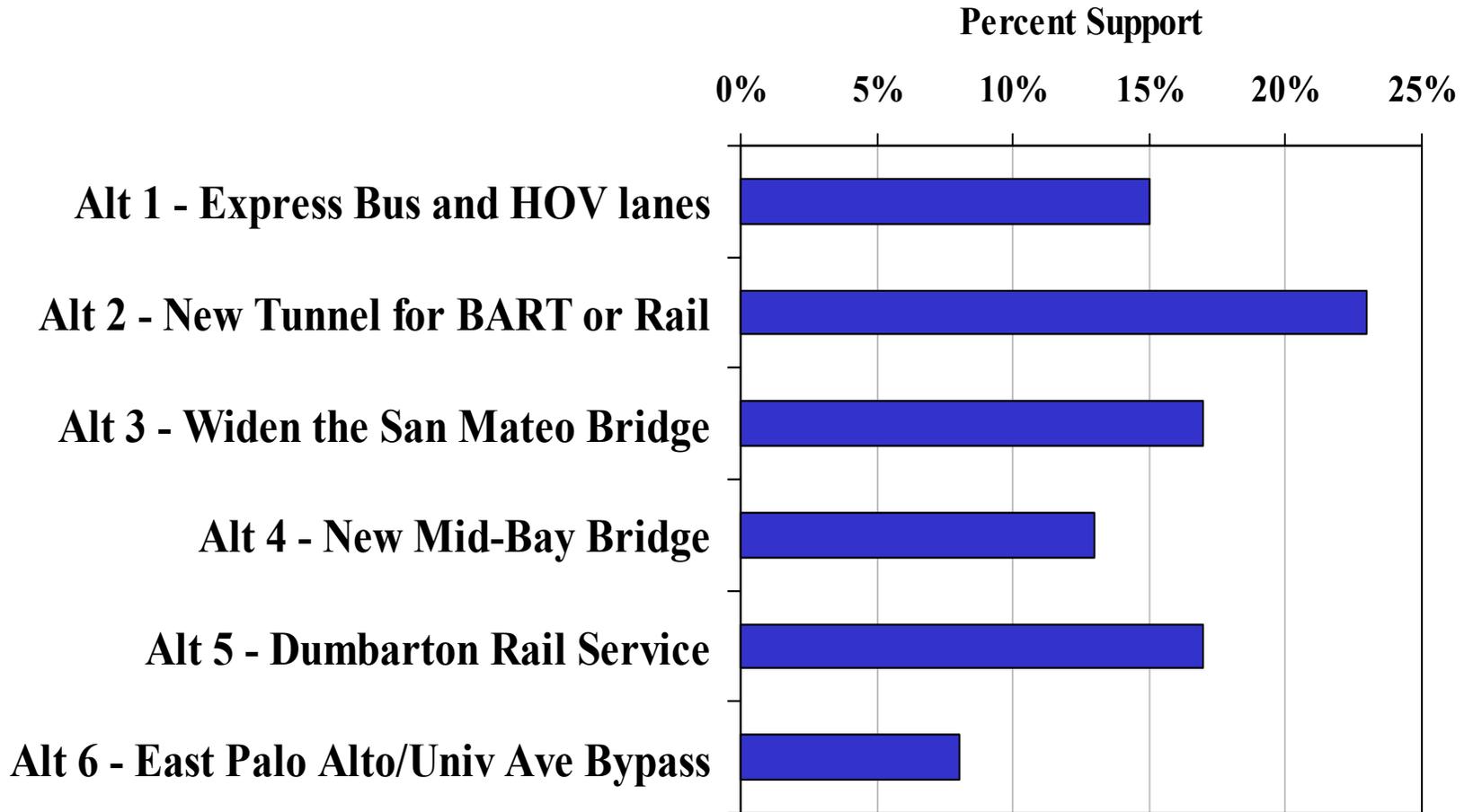


Note: Toll applies to all State owned Bay Area Bridges.

Toll increase would pay for capital and operating costs.

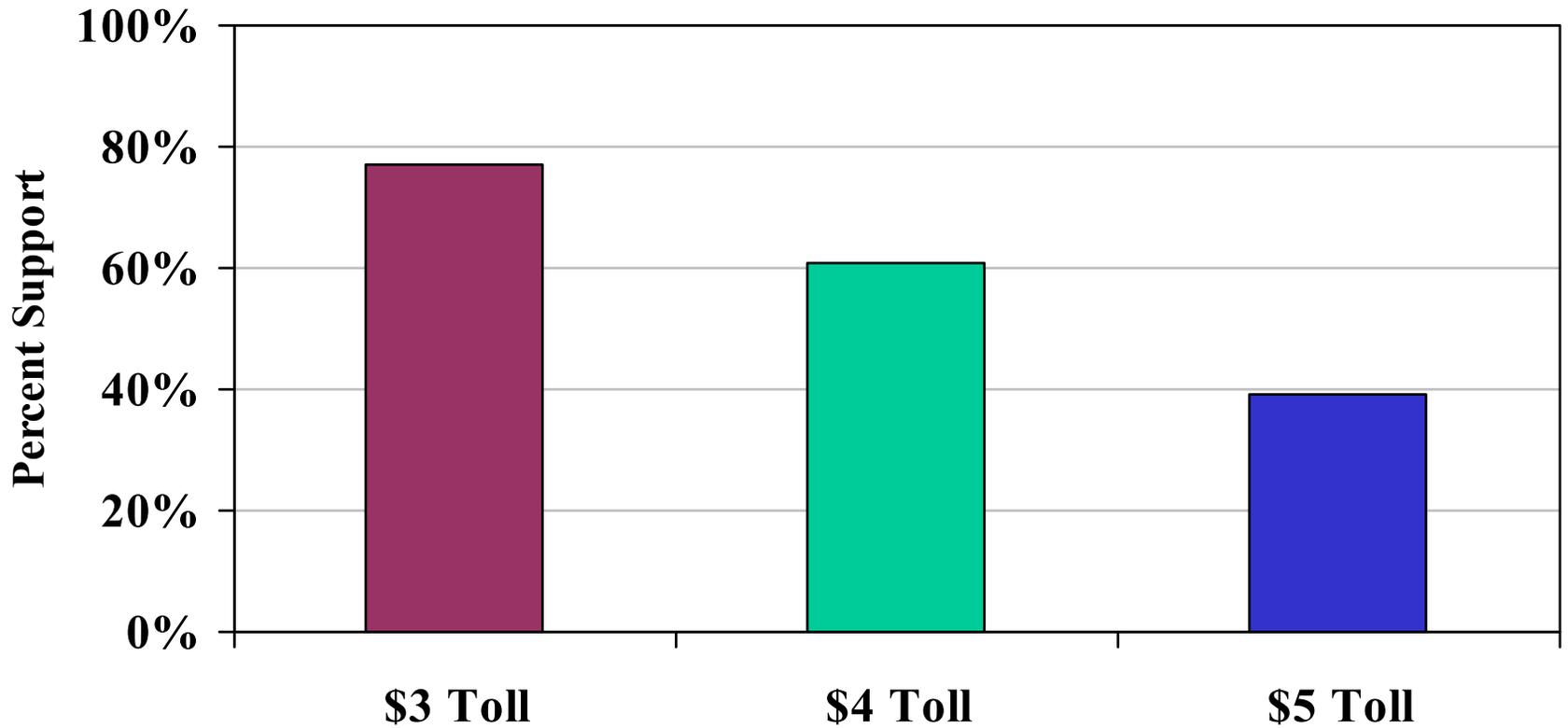


Preferred Alternative Region-Wide





Support for Increased Tolls To Pay for a New Bay Crossing





Recommendations



Near Term & Very Low Cost

- San Mateo Bridge
 - Express Bus Service
 - Extend FasTrak Approach Lane
- Dumbarton Bridge
 - Extend FasTrak Approach Lane
- Bay Bridge
 - I-80 WB Approach to Maritime off-ramp – Truck deceleration lane
 - I-880 NB HOV Approach Extension
 - Toll Plaza – Isolate left and right side HOV lane with pop-up cones
 - Downtown SF Casual Carpool Zone – Signage and Striping
 - San Francisco – HOV Lane Extension on 2nd Street
 - San Francisco – Signage and Striping on Sterling Street Ramp



Pursue Potential Toll Funding

(With Toll Amount, 30 Years)

- Reversible Lanes on San Mateo Bridge (\$.03)
- Dumbarton Rail Basic Service (\$.06)
- Carpool Lane Improvements (\$.15)
 - Lower Cost Improvements (\$.04)
 - Higher Cost Improvements (\$.11)
- Express Bus Expansion in All 3 Corridors (\$.27)
- BART Core Capacity Improvement (\$.15)



Further Study

- Reversible Lane on SMB (including 2+ HOV lane)
- Regional Rail Study
- BART Core Capacity Needs
- Project Study Reports for HOV Improvements
- Dumbarton Bridge/101 Corridor - Cooperative study by San Mateo and Santa Clara Counties (VTA, C/CAG, TA)
- Develop Detailed Express Bus Service Plan
- Taking a lane on Bay Bridge for 3+ HOV



Follow Up Items

- Add Hayward-San Mateo Bridge Widening to RTP Blueprint
- Support Regional Smart Growth Strategy
- Coordinate with Water Transit Authority
- Coordinate with High Speed Rail Authority