

US-101 Mobility Action Plan

C/CAG TAC

June 20, 2019

US-101 Mobility Action Plan (MAP)

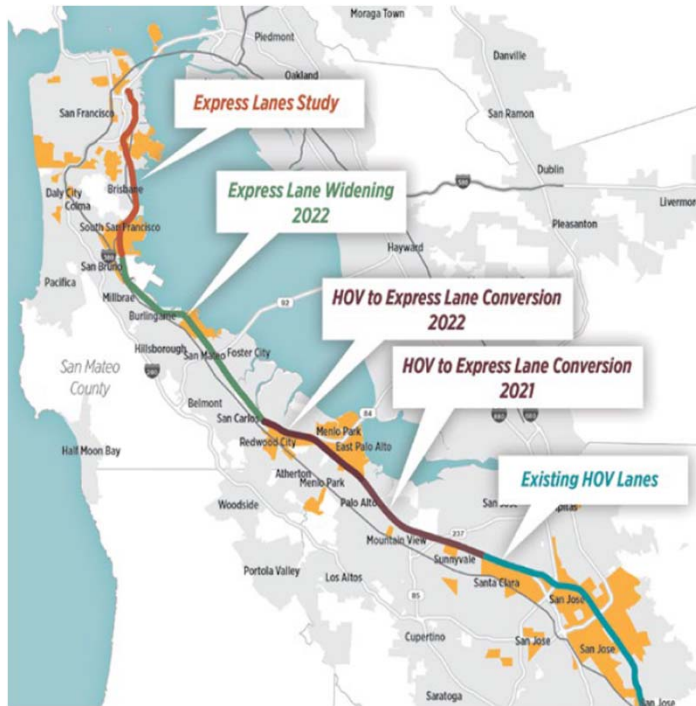
Develop a set of near-term, **equity-based policies or programs** that **maximize the benefits of planned infrastructure projects** on the US-101 corridor.



METROPOLITAN
TRANSPORTATION
COMMISSION



Existing Mobility Efforts on or near US-101



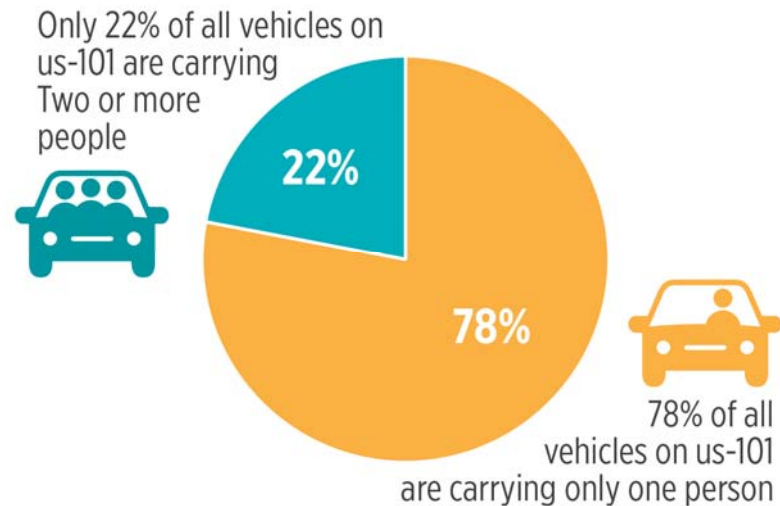
Yellow represents Communities of Concern

- Employer and city/county TDM programs
- Express lanes
- Interchange improvements
- Express Bus Feasibility Study
- Caltrain Business Plan and CalMod

The Need for Action

1. US-101 is not moving as many people as it could.

78% of all vehicles on US-101 are carrying only one person.



Source: US-101 Comprehensive Corridor Plan, 2017

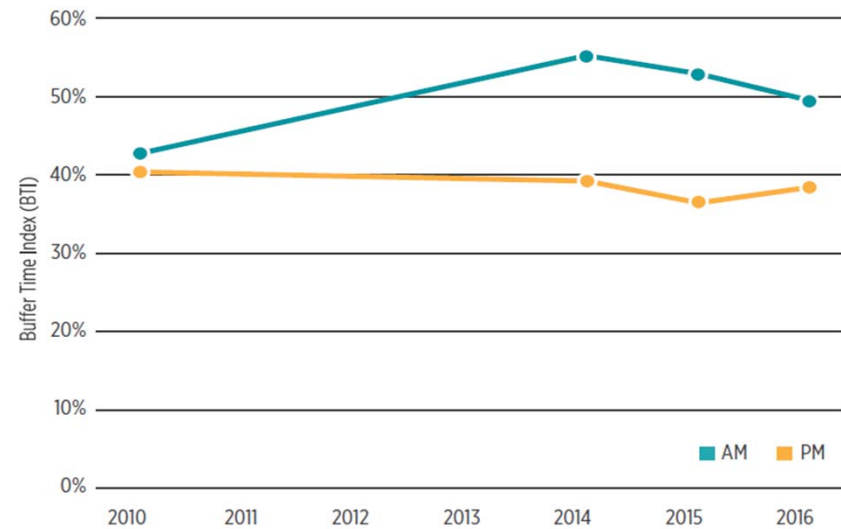
The Need for Action

2. Making trips on US-101 is unpredictable.

Travelers driving northbound on US-101 must add 25-55% more time to arrive at their destination predictably.

US-101 Northbound Buffer Time Index

Source: MTC Vital Signs

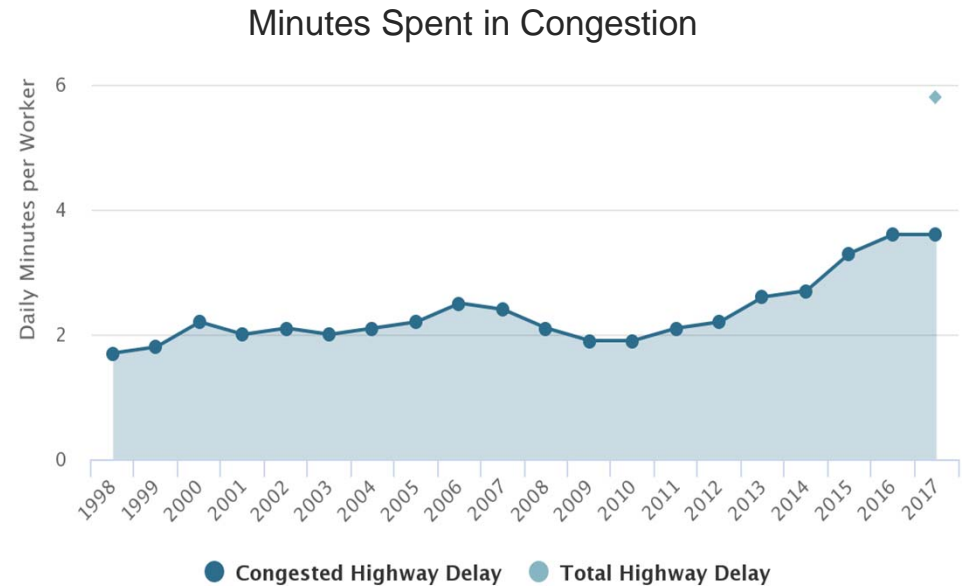


Source: MTC Vital Signs

The Need for Action

3. Worsening congestion limits access to jobs and other destinations.

Commuters experience nearly twice as much delay today as in 1998 – US-101 is no exception.



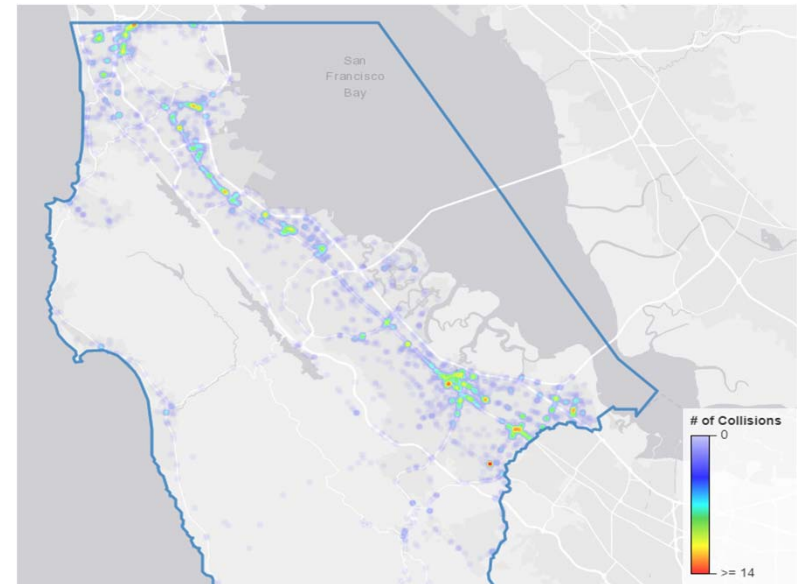
Source: MTC Vital Signs

The Need for Action

4. US-101 causes disproportionate public health burdens and mobility constraints for nearby communities.

- Higher Asthma Rates
- Bicycle and pedestrian collisions are prominent at interchanges near East Palo Alto, Redwood City, and South San Francisco.

Bicycle and Pedestrian Collisions (2012-18)



Source: SWITRS, 2019

The Need for Action

5. Congestion, unpredictability and limited transit options present mobility challenges for all – but some groups are more vulnerable.

- Shift-based or hourly-wage workers, who may lose a job or wages due to tardiness
- Low-income households, which spend a greater share of income on transportation
- Parents and caregivers, who may pay fees for every minute they are late to pick-up

Vision and Goals

The ideal US-101 corridor serves the region equitably in service to these three goals:

- Offer **reliable** travel times for travelers
- Prioritize **high-capacity** mobility options, such as carpools or buses
- Foster **healthy and sustainable** communities

Performance Metrics

Goal 1: Reliability

- Buffer Time Index decreases
- % of time Express Lanes operate above 45 mph
- On-time performance of transit
- Customer-perceived reliability of using the corridor

Goal 2: High-Capacity Mobility

- Person throughput in general purpose lanes
- Person throughput in Express Lanes
- Average vehicle occupancy
- SOV mode share
- Ridership on parallel facilities (BART, Caltrain, El Camino Real)

Goal 3: Healthy and Sustainable Communities

- Collisions, incl. bike & ped-involved, at highway access points
- Biking & ped mode shares
- GHG emissions & PM2.5 concentrations
- Rate of asthma attacks
- Traffic burden

Existing Conditions

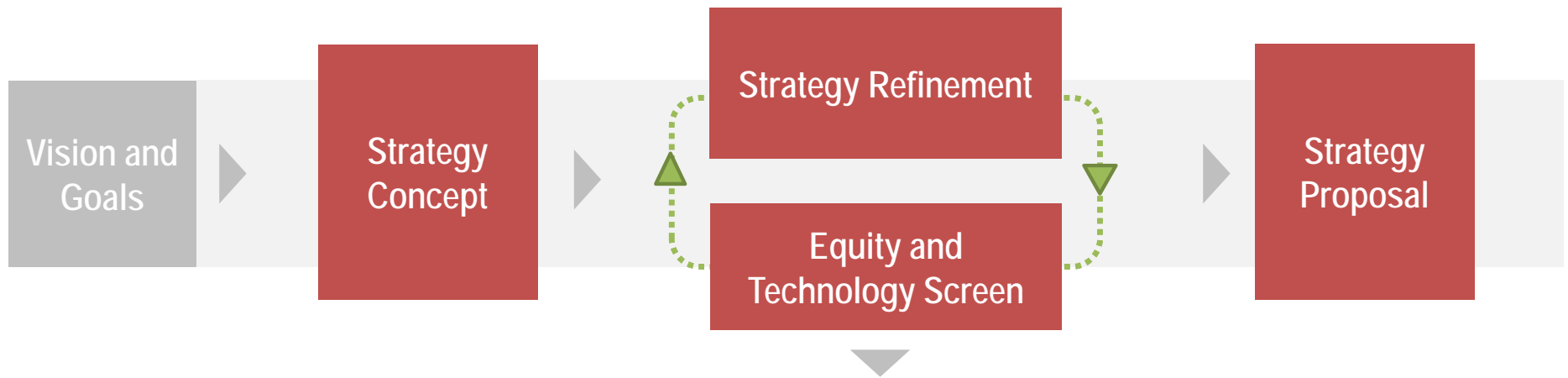
Travel Behavior - Key findings

- Trips are relatively short (10-30 miles)
- Long-distance trips are uncommon (5% or less during AM commute)
- Adjacent communities are most impacted
- Context matters – land uses, alternative routes, etc
- Congestion occurs near interchanges

Strategies should target a range of trip types

- Local inter- and intra-city travel and short distance commutes
- Address varying travel patterns due to the range of land uses along the corridor

Generating Strategies



Equity:

- Does the strategy improve access to jobs and other places for communities of concern (COCs)?
- Can the strategy be improved or adjusted to more directly benefit COCs?

Technology:

- Does the strategy employ or manage new technologies?
- If so, is it in service to the project goals?

Communication & Outreach

- Factsheet
- Briefing Book
- Website
101mobilityactionplan.com
- Technical advisory committee
- Stakeholder advisory group
- Board presentations
- Pop-up events
- Survey



Project Status

