

# US-101 Mobility Action Plan

**C/CAG Board of Directors**  
November 18, 2021



## 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.

*Policies & programs* = transportation demand management (TDM)

Project Management Team:



METROPOLITAN  
TRANSPORTATION  
COMMISSION



## MAP PROJECT OVERVIEW

### **Vision & Goals**

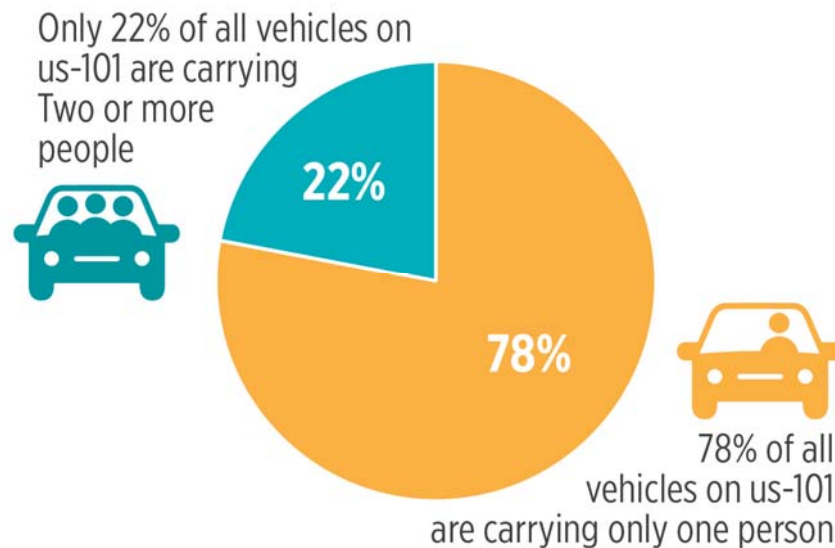
The ideal US-101 corridor serves the region **equitably** in service to these three goals:

1. Offer **reliable** travel times for travelers
2. Prioritize **high-capacity mobility** options, like buses and carpools
3. Foster **healthy and sustainable communities** near the freeway

## THE NEED FOR ACTION

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

The vast majority of vehicles traveling on US-101 – 78 percent – are carrying only one person.

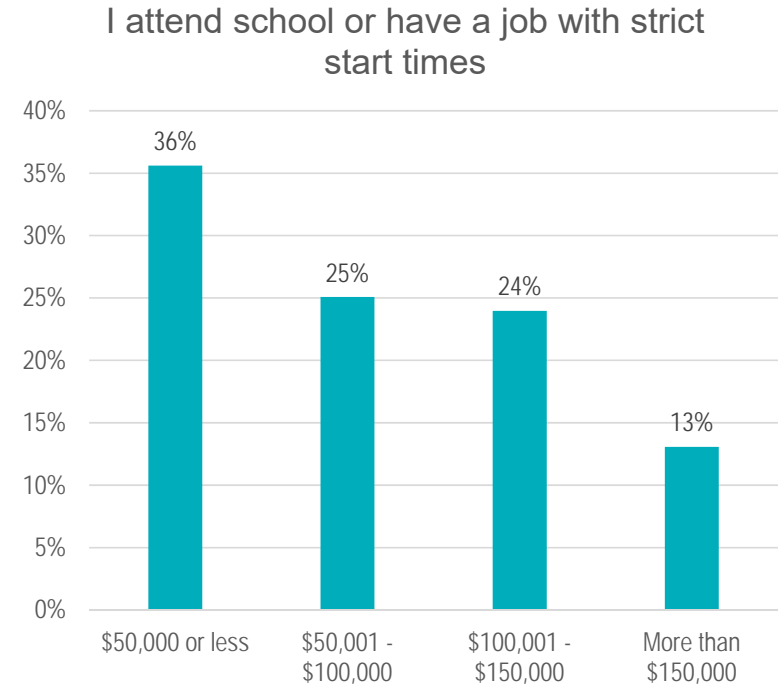


Source: US-101 Comprehensive Corridor Plan, 2017

## THE NEED FOR ACTION

**Congestion, unpredictability and limited transit options present 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



# STAKEHOLDER AND COMMUNITY INPUT

- Technical Advisory Committee
  - Representatives from local cities, counties, CMAs, transit operators
- Stakeholder Advisory Group
  - Representatives from major employers, employer groups, community benefit groups, and other private sector stakeholders
- Community engagement
  - Survey with over 2,300 responses
  - Pop-up events and presentations
  - Conversations with community leaders around incorporating equity

**US-101 MOBILITY ACTION PLAN SURVEY**

**We want to hear from you!**

The US-101 Mobility Action Plan (MAP) is a regional, multi-agency effort to move more people with fewer cars on the US-101 corridor in San Francisco, San Mateo, and Santa Clara counties. Express lanes and express buses are planned for the corridor, along with investments in key interchanges to better manage traffic flow. The US-101 MAP seeks to complement planned infrastructure projects with effective and innovative programs and policies that help people of all incomes, ages, and abilities travel more efficiently and reliably.

This short survey has questions about how you travel along US-101 today, the mobility barriers you experience and how you might travel in the future. Your responses are anonymous.

**How you travel today**

**1. How often do you travel on US-101 in San Francisco, San Mateo, or Santa Clara County?**


Daily  
 Weekly  
 Occasionally  
 Never

**2. For your most common trip using US-101, about how long is that trip?**

Short (about 5 miles or less)  
 Local trips / middle distance (going to/from neighboring cities, about 6-20 miles)  
 Regional trips and longer distance (more than 20 miles)  
 I do not travel on US-101  
 Other (please specify): \_\_\_\_\_

**3. For your most common trips that rely on US-101 for any portion, what is the main way you travel?**

Drive alone  
 Employer-provided commuter shuttle  
 Carpool or vanpool (at least 2 people)  
 Taxi or ride-sharing (e.g. Uber, Lyft)  
 Public transit or paratransit  
 I do not travel on US-101



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US-101 Mobility Action Plan Survey

**4. How often do you travel on...**

	Daily	Weekly	Occasionally	Never
Cab/Uber	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BART	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Francisco Muni	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SanTrans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A private commuter shuttle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**5. Can you hear US-101 traffic from where you live? Please check all that apply.**

Yes, like it's in my living room!  
 Yes, it's background noise and I can hear it if I try.  
 No, I can't hear it from my home.  
 I'm not sure.

**6. Do any of the following travel-related barriers apply to you? Please check all that apply.**

I have trouble knowing how long my trip on US-101 will take.  
 It's stressful to drive on US-101.  
 I'm unable to travel on US-101.  
 I worry about air pollution in my neighborhood generated by traffic on US-101.  
 I experience significant spill-over traffic from US-101 in my neighborhood.  
 I feel unsafe walking or biking into neighborhoods close to US-101.  
 Commuting on US-101 limits my access to job opportunities.

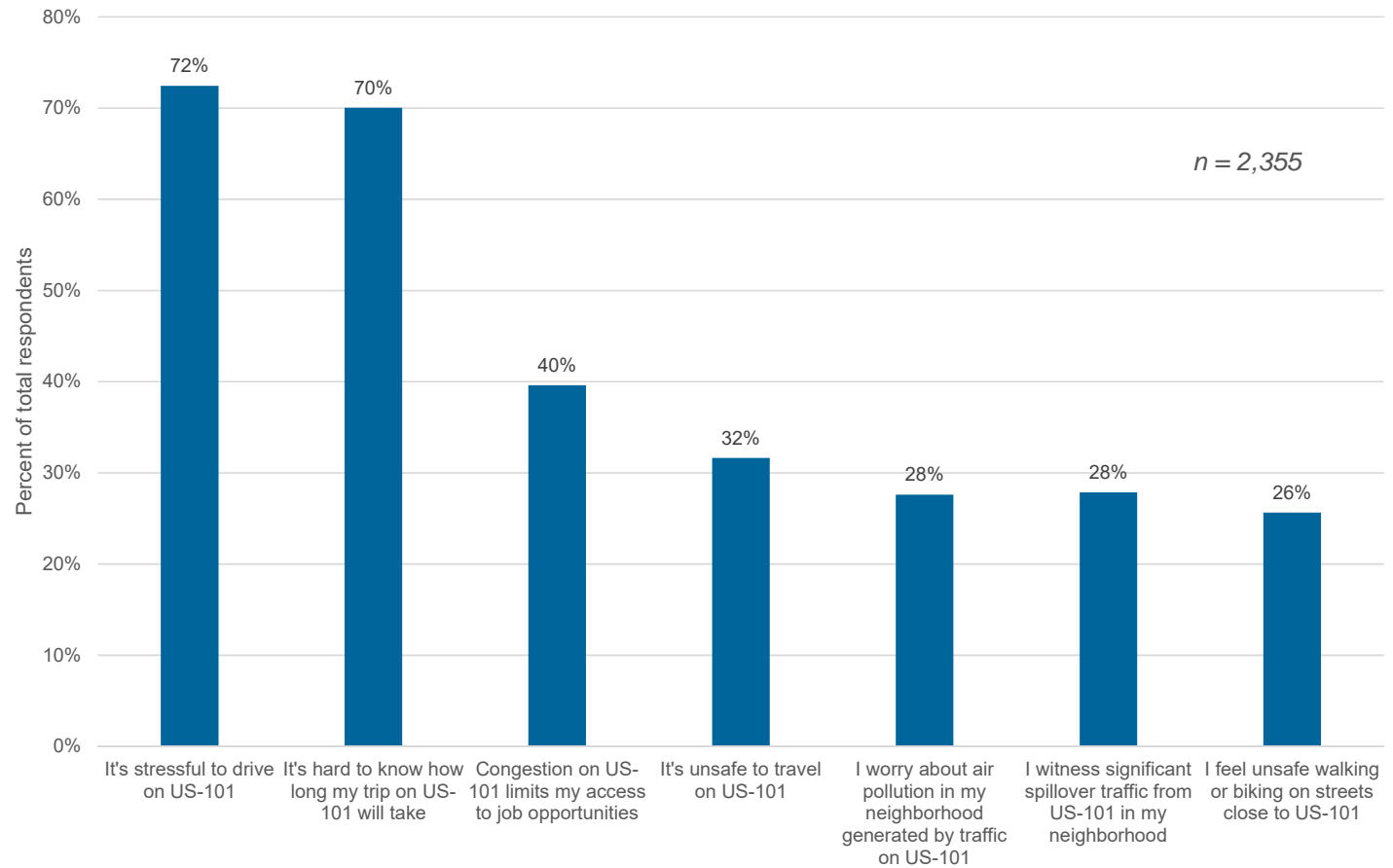
**7. Are any of these statements true for you? Please check all that apply.**

I do not own or have access to a car for regular use.  
 I have a disability that makes traveling by transit difficult or impossible.  
 I am a primary caregiver for a child or adult.  
 I do not have access to a credit card or bank account.  
 I haven't heard or have a job with strict start times.  
 I have limited access to the Internet and/or a smart phone.  
 I have access to employer-provided commuter benefits, such as a commuter shuttle, a free vanpool, or assistance finding carpool partners.

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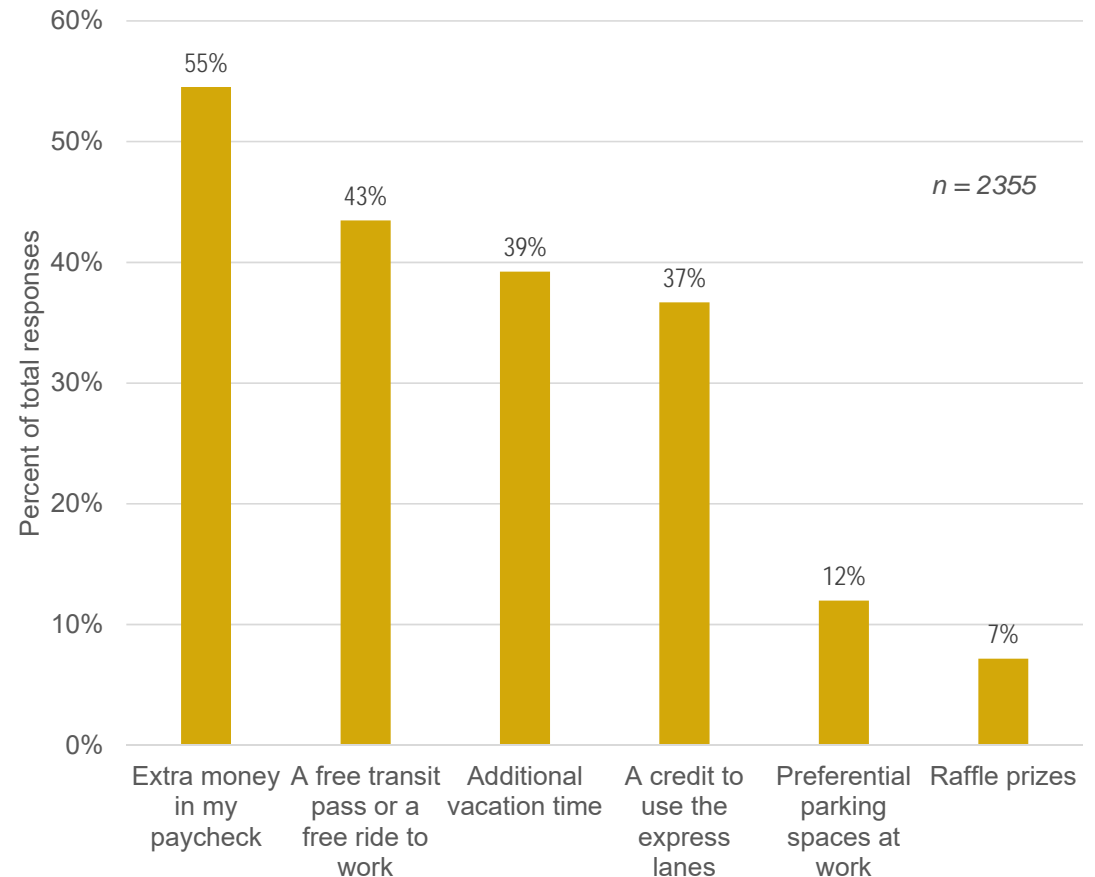
# WHAT WE HEARD: US-101 TRAVEL BARRIERS

Respondents are most concerned about the stress and unreliability of driving on US-101.



## WHAT WE HEARD: INCENTIVES

- **Financial rewards** such as money, free transit, and an express lane credit were most popular, along with additional vacation time.
- **Preferential parking spaces** did not score as well among respondents.
- **Raffle prizes** are not an engaging reward for most respondents.





# MOBILITY ACTIONS

- ~60 actions generated from community engagement, best practices, and case studies
- Each action includes:
  - A score against performance metrics
  - Relative cost, readiness, and implementing entities
  - Equity actions to be taken during implementation

<i>Performance Metric</i>	<i>Desired Trend</i>
<b>Goal 1: Reliability</b>	
Consistency of average travel time for all modes	+
Percentage of time Express Lanes operate above 45 mph	+
On-time performance of transit using the corridor	+
Customer-perceived reliability of using the corridor	+
<b>Goal 2: High-Capacity Mobility</b>	
Person throughput in general purpose lanes	+
Person throughput in Express Lanes	+
Average vehicle occupancy on US-101	+
Ridership on transit on parallel facilities (BART, Caltrain, El Camino Real)	+
<b>Goal 3: Healthy and Sustainable Communities</b>	
Collisions, including bicycle and pedestrian-involved, at highway access points	-
Biking mode share	+
Walking mode share	+
Rate of asthma attacks	-
Traffic density	-

# EQUITY ACTIONS

**Equity can either be maximized or lost in the details.**

Mobility Action	Equity Actions
Bring bike share to study area.	<ul style="list-style-type: none"><li>• Defray membership costs for low-income households</li><li>• Ensure/require availability in all neighborhoods through risk-sharing or contractual agreements</li><li>• Ensure high quality non-app or data lite app-based access options</li><li>• Prioritize local hire/workforce development opportunities</li></ul>
Introduce means-based fare structures or programs.	<ul style="list-style-type: none"><li>• Link applications/eligibility to existing programs (“wrap-around services”); explore automatic enrollment opportunities</li><li>• Market programs in all relevant languages</li><li>• Inform the design and content of forms, websites, program collateral by user experience testing</li></ul>
Implement a transportation credit program linking toll/transit.	<ul style="list-style-type: none"><li>• Distribute necessary technology, such as transponders, to low-income households</li><li>• Identify and compensate community ambassadors to promote and communicate around program</li></ul>

## KEY OUTCOMES OF 101-MAP

- Regional coordination among transportation agencies and information-sharing between public and private
- A comprehensive menu of options and programs for sponsors to integrate at the start of planning efforts
- Robust resources for use by a variety of entities in:
  - how to match TDM actions with project goals and resources available
  - how to implement TDM actions equitably
- Resources available on [www.101mobilityactionplan.com](http://www.101mobilityactionplan.com)

# C/CAG PROJECTS/PROGRAMS ALIGNED WITH 101 MAP

- **Goal 1: Offer reliable travel times**
  - Support managed lanes along US 101 from San Jose to San Francisco.
  - Advance new and modified interchanges and pedestrian bridge crossings along the corridor.
  - Develop SMART Corridor Program throughout remaining segments in County.
- **Goal 2: Prioritize High-Capacity Mobility Options**
  - Complete update of CMP TDM Guidelines (**adopted Sept. 2021**)
  - Fund & Support Safe Routes to Schools, Commute.org, first-last mile transit connections, Lifeline Transportation, development and implementation of local bicycle and pedestrian plans, etc
- **Goal 3: Foster Healthy & Sustainable Communities**
  - US 101 Express Lanes Equity Study (**Pilot program approved – to begin early 2022**)
  - Integrate stormwater improvements & other urban greening into transportation projects
  - Support 21-Elements and Home for All Efforts

## OPPORTUNITIES MOVING FORWARD

- Continue coordinating across partner agencies
- Present MAP to decision-makers, staff, stakeholders and potential implementing entities
- Integrate MAP actions into complementary planning and capital projects
  - San Mateo County Managed Lanes Equity Study
- Package MAP actions with infrastructure projects to be more competitive for funding opportunities
- Identify regional and corridor-level efforts in alignment with Plan Bay Area 2050 strategies

# QUESTIONS & DISCUSSION