

US-101 Mobility Action Plan (MAP)

**SamTrans Board of
Directors**

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US-101 MOBILITY ACTION PLAN (MAP)

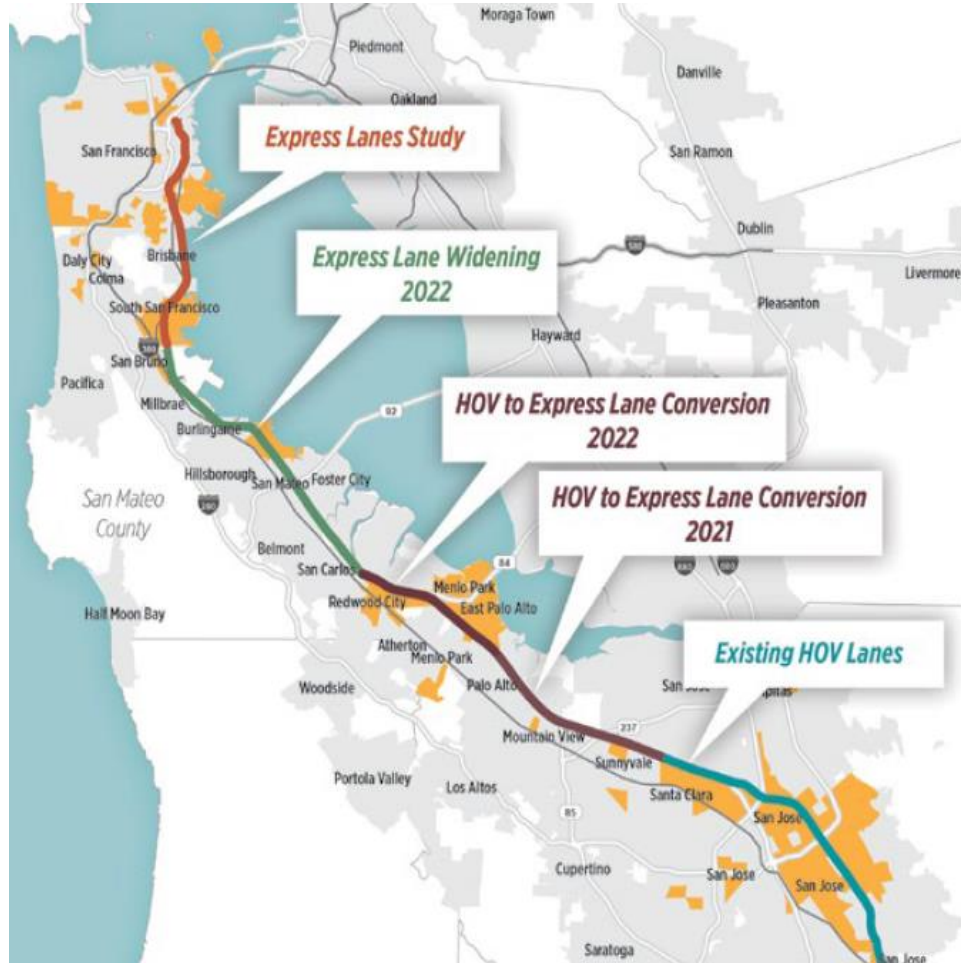
Develop a set of near-term TDM policies or programs that **maximize the benefits of planned infrastructure projects** on the US-101 corridor.

Project Management Team:



SamTrans' role: enhancing bus access through TDM programs, expanding role as mobility manager for the county

BASELINE PROJECTS AND PROGRAMS



Yellow represents Communities of Concern

- Express lanes projects and interchange improvements
- Transit improvement projects
 - SamTrans Express Bus Program
 - SF Muni Route 15
 - SamTrans El Camino Real Bus Speed & Reliability Study
 - Caltrain electrification and modernization
- Employer and city/county TDM programs

MAP PROJECT OVERVIEW

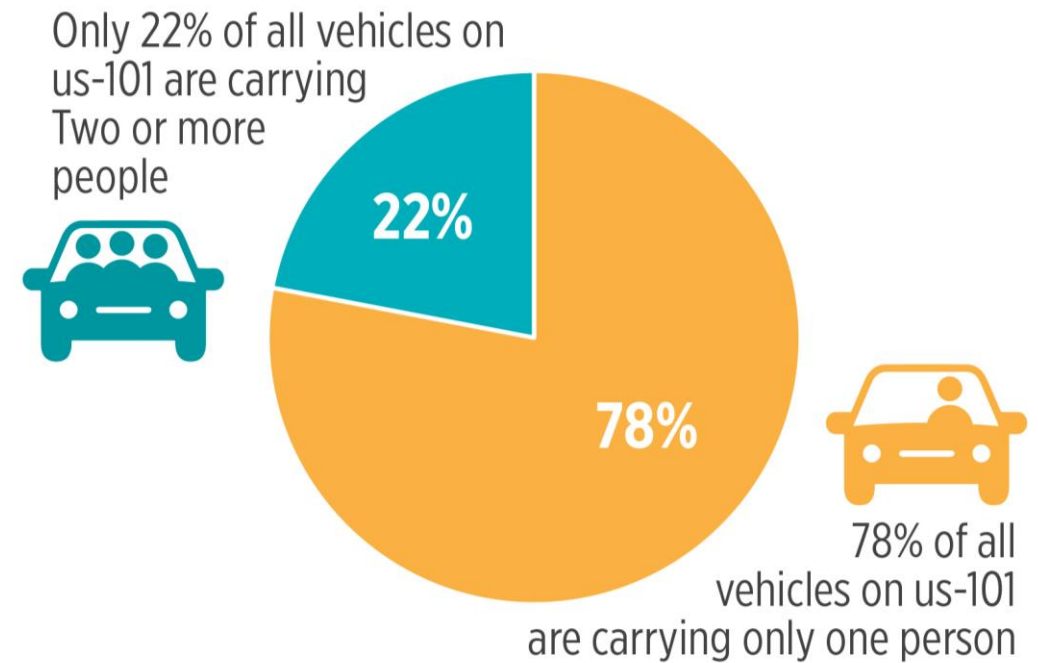
Vision & Goals

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

- Making trips on US-101 is **unpredictable**.
- US-101 is **not moving as many people** as it could.
- Worsening congestion **limits access** to jobs and other places.
- US-101 causes disproportionate **public health burdens and mobility constraints** for nearby communities.

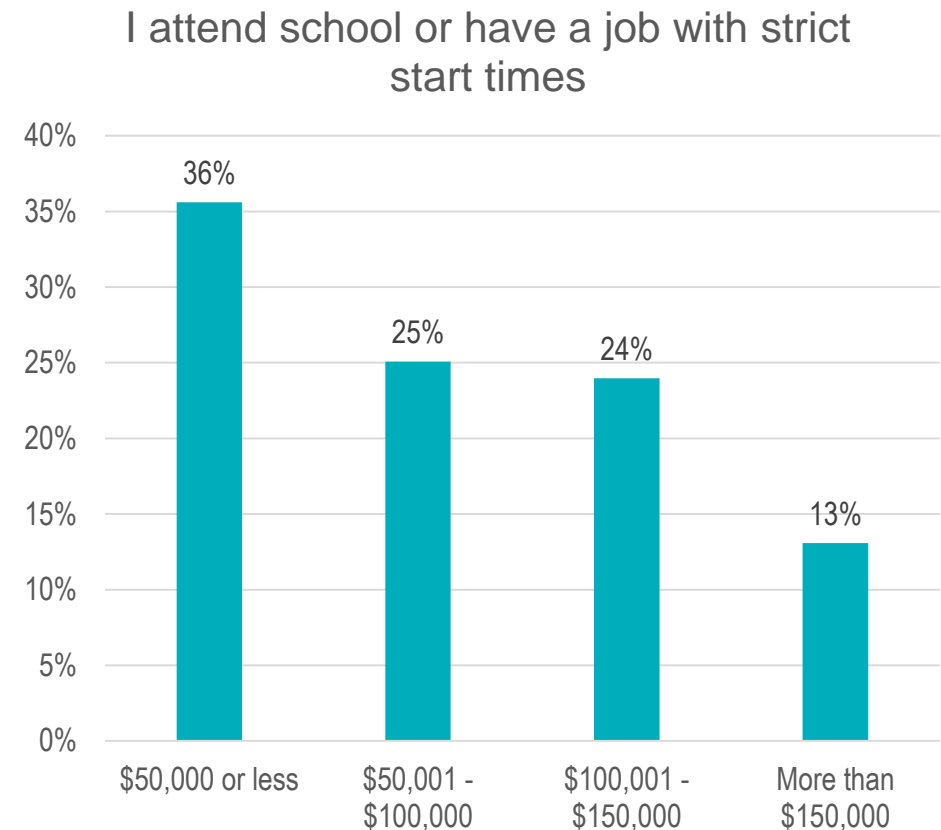


Source: US-101 Comprehensive Corridor Plan, 2017

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 may lose a job or wages due to tardiness
- Low-income households spend a greater share of income on transportation
- Parents and caregivers may pay fees for every minute they are late



Source: US-101 Mobility Action Plan Survey, 2019

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 in Summer 2019
 - 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 at 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 1 mile or less)
☐ Local trips / middle distance (going to/from neighborhood office, about 5-20 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



US-101 Mobility Action Plan Survey

4. How often do you travel on...

	Daily	Weekly	Occasionally	Never
Catbus	<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?

☐ 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 house.
☐ I'm not sure.

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

☐ It's hard to know how long a trip on US-101 will take.
☐ It's stressful to drive on US-101.
☐ It's unsafe to travel on US-101.
☐ I worry about air pollution in my neighborhood generated by traffic on US-101.
☐ I witness significant spillover traffic from US-101 in my neighborhood.
☐ I feel unsafe walking or biking on streets close to US-101.
☐ Commuting on US-101 limits my access to job opportunities.

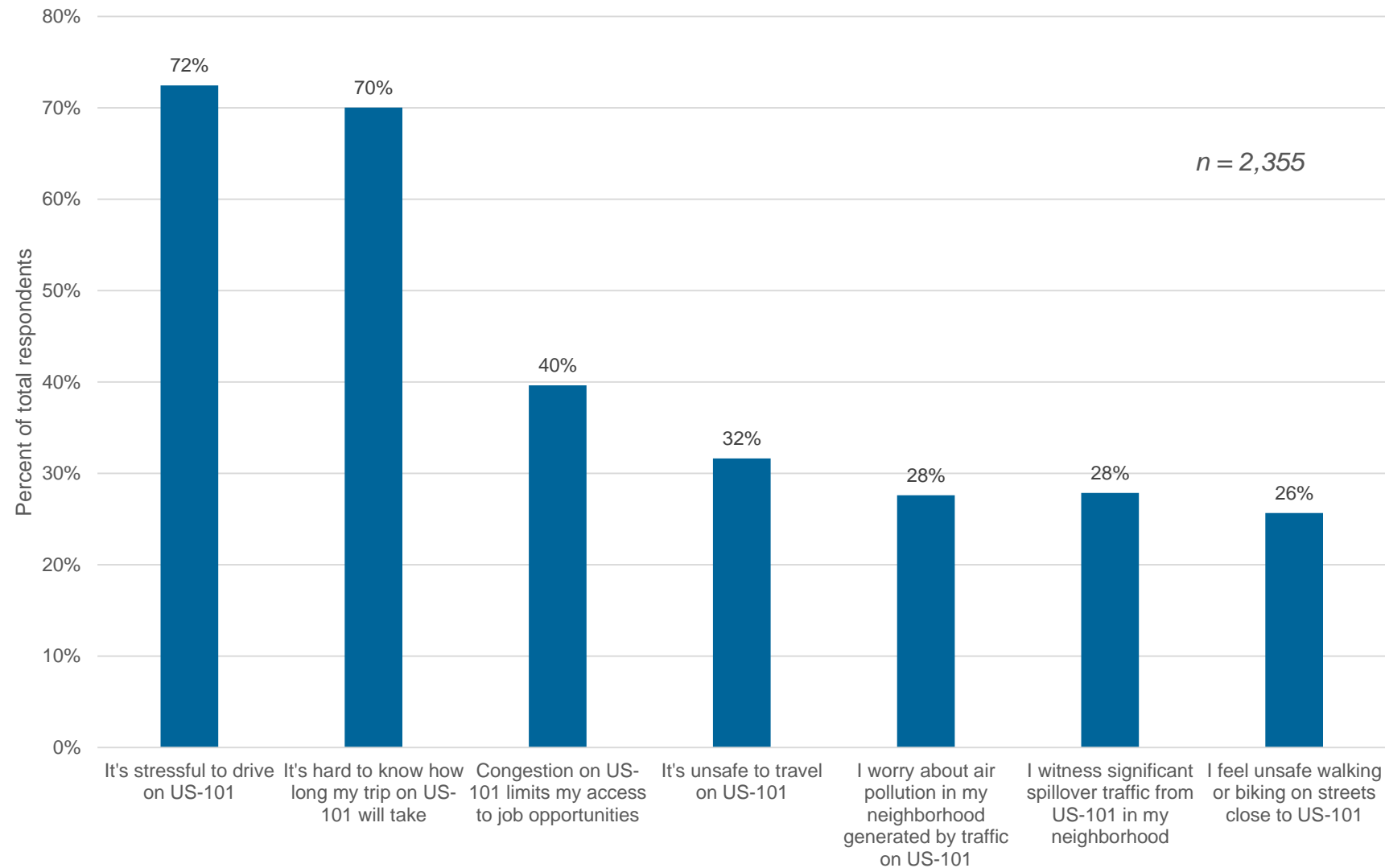
7. Are any of these statements true for you? Please check all that apply.

☐ 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 attend school 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 commute benefits, such as a commuter shuttle, a free vanpool, or assistance finding carpool partners.

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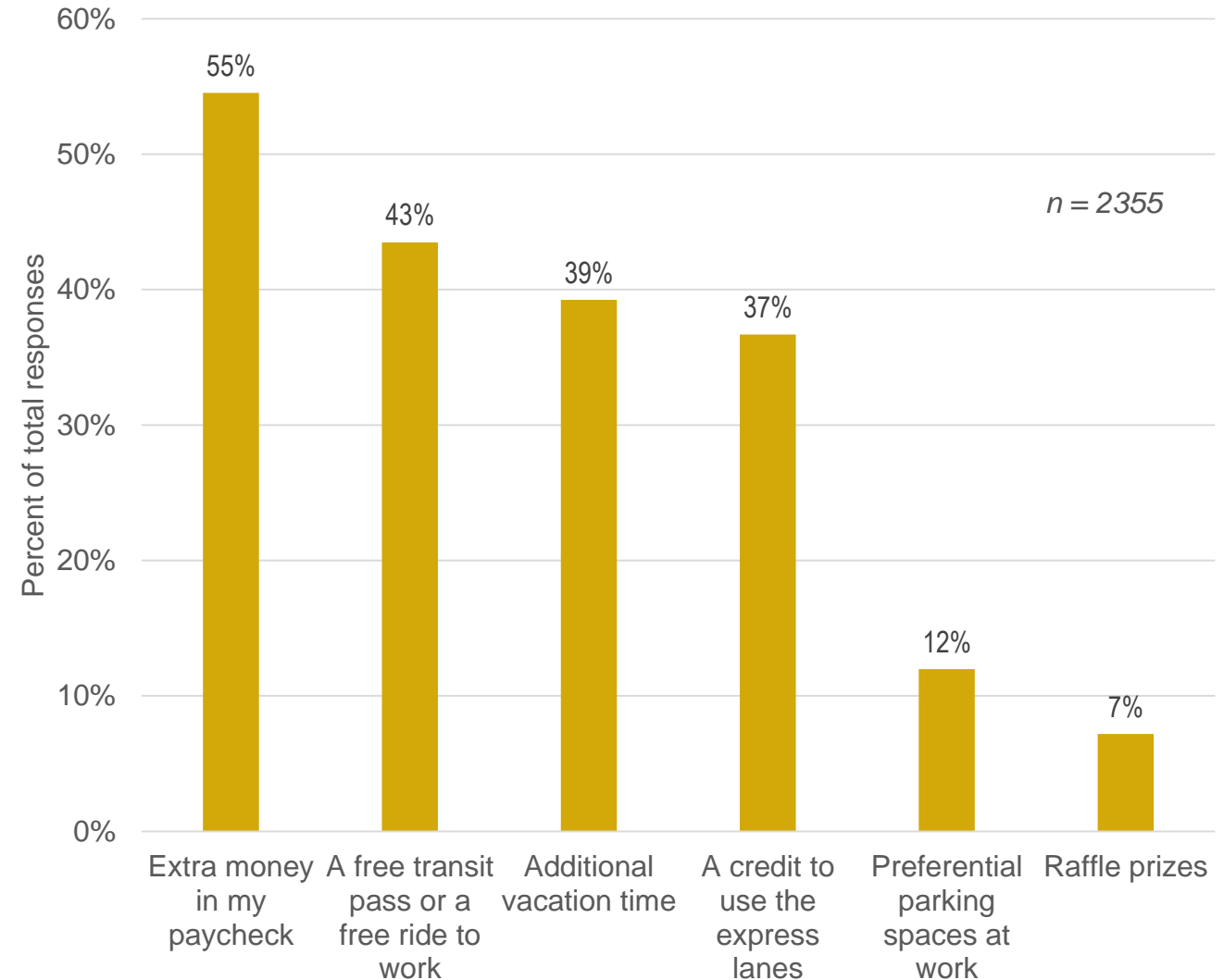
WHAT WE HEARD: US-101 TRAVEL BARRIERS

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

Performance Metric	Desired Trend
Goal 1: Reliability	
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	+
Goal 2: High-Capacity Mobility	
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)	+
Goal 3: Healthy and Sustainable Communities	
Collisions, including bicycle and pedestrian-involved, at highway access points	-
Biking mode share	+
Walking mode share	+
Rate of asthma attacks	-
Traffic density	-

SAMTRANS PROJECTS IN ALIGNMENT WITH MAP

- **Conduct comprehensive study of shuttle program (Action 20)**
→ San Mateo County Shuttle Study (in progress)
- **Refine and expand bulk transit pass programs (Actions 14 and 15)** → Updates to Way2Go Pass Program
- **Improve transit speeds and reliability on parallel roadways (Actions 8 and 11)** → El Camino Real TSP Project and ECR Bus Speed & Reliability Study
- **Introduce means-based fares (Action 17)** → Clipper START
- **Transition public and private bus and shuttle fleets to zero emission vehicles (Action 53)** → SamTrans zero-emission bus planning

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

KEY TAKEAWAYS OF 101-MAP PHASE 1

- Regional coordination among transportation agencies
- Information-sharing and willing partnership between public and private entities
- A 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

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

- Seeking your “acceptance” of the final US-101 Mobility Action Plan