

Appendix N

Evaluating the Performance of the Transportation Network

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Evaluating the Performance of the Transportation Network

Introduction

Performance measures are used to help assess the performance of the Regional Plan. This Appendix shows the performance of the Revenue Constrained scenario compared to the San Diego Forward: The Regional Plan goals for 2020, 2035, and 2050. The performance of the Revenue Constrained scenario also is compared to the existing network (as of 2012) and a 2050 No-Build scenario.

The performance measures are informed by the Board's vision and goals, which provide the overall policy framework for the Regional Plan. In May 2012, the SANDAG Board approved the goals of *Innovative Mobility and Planning*, *Vibrant Economy*, and *Healthy Environment and Communities* to guide the Regional Plan. These goals build upon the core values from previous Regional Transportation Plans (RTP) and the Regional Comprehensive Plan and include new elements such as public health.

On March 28, 2014, the Board of Directors approved the performance measures to be used to analyze the Revenue Constrained Regional Plan scenarios. The San Diego Forward: The Regional Plan performance measures build upon the measures used in the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS) and include updated metrics to evaluate goods movement, multimodal mobility, social equity, public health, air quality, and the relationship between land use and transportation. Table N.1 provides a list of the key questions, performance measures, and methodology. The performance of the 2050 Revenue Constrained Scenario compared to existing conditions (2012), 2020, 2035, 2050, and 2050 No-Build is shown in Table N.2.

Performance measures development process

Using the performance measures from the 2050 RTP/SCS as a starting point, staff initiated the review and refinement of the draft performance measures for the Regional Plan in September 2013. With the assistance from a consultant team with strong technical expertise, staff reviewed performance measure best practices. In an effort to highlight how the plan is expected to perform in a clearer and more understandable way, a list of 10 key questions was developed. The responses to the 10 key questions are supported by 22 performance measures, which are summarized in Figure N.1. Additionally, the performance measures were crafted to take advantage of the recently enhanced modeling tool, the Activity Based Model.

Public and working group input

Staff received input on the draft performance measures from regional stakeholders at meetings of the Active Transportation Working Group, Cities and County Technical Advisory Committee, Community Based Organization partners, Freight Stakeholder Working Group, Independent Taxpayer Oversight Committee, Public Health Stakeholders Working Group, Regional Planning Technical Working Group, Social Services Transportation Advisory Council, and the Interagency Technical Working Group on Tribal Transportation Issues. Staff also sought input from partner agencies including Caltrans, the Metropolitan Transit System, and the North County Transit District.

Public input on the performance measures was solicited as part of the Regional Plan workshop series held in June 2013 throughout the San Diego region and at Caltrans. In addition to the workshop series, a public workshop focused on performance measures was held on November 4, 2013, at Balboa Park, with more than 40 participants.

Over 380 comments were collected from local jurisdictions, partner agencies, stakeholders, and the general public. Comments focused on access to jobs and services, safety, cost effectiveness, public health, greenhouse gas reductions, social equity, mode share, and travel times in the evaluation of scenarios.

Peer review panel

A five-person peer review panel was created to review and assess the draft performance measures. Panelists included staff from the San Francisco Bay Area Metropolitan Transportation Commission, and the Puget Sound Regional Council, Seattle, Washington. Experts from academia and the private sector included: Jennifer Dill, Professor, Nohad A. Toulon School of Urban Studies and Planning and Director, Oregon Transportation Research & Education Consortium, Portland State University; Marty Wachs, Senior Principal Researcher at RAND, Distinguished Professor Emeritus in Urban Planning, University of California Los Angeles Luskin School of Public Affairs; and Ben Stabler, Senior Supervising Planner, Systems Analysis Technical Resource Center, Parsons Brinckerhoff.

The panelists met at SANDAG on November 12, 2013, concluding with a session open to the general public. Prior to the meeting, the panelists were provided with the 2050 RTP/SCS performance measures, the proposed revisions/modifications to the Regional Plan draft performance measures, and a public outreach comment matrix.

The panel complimented the ability of SANDAG to produce a concise number of performance measures that provide a comprehensive amount of quantifiable analysis to compare multimodal transportation network scenarios. The panel also had a favorable reaction to the connection of the performance measures with the Regional Plan's goals and liked the idea of creating a list of key questions which could be used to convey the data results in an easy to understand format. Based on the panel's review, as well as comments received from the public, a number of revisions were incorporated into the final performance measures.

Performance measures refinements

Key measures were added to provide more information with respect to new or enhanced policy objectives such as public health and social equity. The total time engaged in transportation-related physical activity and percentage of population engaging in more than 20 minutes of daily transportation related to physical activity metrics capture the benefits which result from people walking and biking to access transit and destinations such as work and school. The percent of income consumed by transportation costs for each of the disadvantaged communities¹ is also included as a new social equity measure.

Other new and refined measures include:

- Truck and commercial vehicle travel times to and around regional gateways and distribution hubs
- Average travel times to and from tribal lands
- Average travel times to and from Mexico
- Average travel times to and from neighboring counties (Imperial, Orange, and Riverside)
- Average travel times to and from military bases and installations
- Percent of population and employment within 0.5 miles of high frequency transit stops
- Percent of population and employment within 0.25 miles of a bike facility
- Average travel distance to work
- Percent of population within 30 minutes of jobs and higher education

Social Equity considerations have been incorporated into the performance measures to provide an indication of benefits and burdens to disadvantaged populations. The performance measures include a subset of seven measures which compare the three vulnerable populations against their respective “non”-population (e.g., minority v. non-minority), as well as an additional environmental burden measure. A separate comprehensive Social Equity analysis was conducted as part of the Regional Plan, in compliance with Title VI and Environmental Justice guidelines. The Social Equity analysis includes additional specific measures and can be found in Appendix H. The approved performance measures can be seen in Table N.1.

Table N.1
San Diego Forward: The Regional Plan: Performance Measures

Goals	Policy Objectives	Key Questions	Performance Measure
Innovative Mobility and Planning	Mobility Choices	1. Are travel times reduced?	1A. Average peak-period travel time to work (drive alone, carpool, transit, bike, and walk) (Communities of Concern and Non-Communities of Concern)
			1B. Daily vehicle delay per capita (minutes)
		2. Are more people walking, biking, using transit and sharing rides?	2A. Increase in walk, bike, transit, and carpool mode share
			3. Is the transportation system safer?
		Vibrant Economy	Regional Economic Prosperity, Partnerships and Collaboration
4B. Average truck/commercial vehicle travel times to and around regional gateways and distribution hubs (minutes)			
5. Are the relative costs of transportation changing similarly for all communities?	5A. Change in percent of income consumed by transportation costs (communities of Concern and Non-Communities of Concern)		
	6. Are connections to neighboring counties, Mexico, tribal lands, and military bases/ installations improved?		
6B. Average travel times to/from Mexico (minutes)			
6C. Average travel times to/from neighboring counties (Imperial, Orange, Riverside) (minutes)			
6D. Average travel times to/from military bases/installations (minutes)			

Table N.1 (continued)

San Diego Forward: The Regional Plan: Performance Measures

Goals	Policy Objectives	Key Questions	Performance Measure
Healthy Environment and Communities	Complete Communities, Habitat and Open Space Preservation, Environmental Stewardship	7. Does the transportation network support smart growth?	7A. Percentage of population/employment within 0.5 miles of high frequency (<=15 min peak and midday) transit stops (Communities of Concern and Non-Communities of Concern)
			7B. Percentage of population/employment within 0.5 miles of a transit stop (Communities of Concern and Non-Communities of Concern)
			7C. Percentage of population/employment within 0.25 miles of a bike facility (class I and II, cycletrack, and bike boulevard) (Communities of Concern and Non-Communities of Concern)
			7D. Average travel distance to work (drive alone, carpool, transit, bike, and walk) (miles)
			7E. Total time engaged in transportation-related physical activity per capita (minutes)
			7F. Percent of population engaging in more than 20 minutes of daily transportation related physical activity
		8. Is access to jobs and key destinations improving for all communities?	8A. Percent of population within 30 minutes of jobs and higher education (Communities of Concern and Non-Communities of Concern)
			8B. Percent of population within 15 minutes of goods and services (retail, medical, parks, and beaches) (Communities of Concern and Non-Communities of Concern)
		9. Is the region's air quality improving?	9A. On-road smog-forming pollutants (pounds/day) per capita
		10. Are GHG emissions reduced?	10A. On-road CO2 emissions (pounds/day) per capita and regionwide

Table N.2

Revenue Constrained Network Performance Measures

Number	Performance Measure	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
<i>1</i>	<i>Do the transportation investments help to improve the regional economy?</i>							
1A	Benefit/cost ratio of transportation investments	N/A	N/A	N/A	N/A	N/A	N/A	1.86
1B	Average truck/commercial vehicle travel times to and around regional gateways and distribution hubs (minutes)	17	17	17	17	17	17	17
<i>2</i>	<i>Are the relative costs of transportation changing similarly for all communities?</i>							
2A	Change in the percent of income consumed by out-of-pocket transportation costs	N/A	0.6%	0.7%	0.5%	0.5%	0.4%	0.2%
	Low Income	N/A	0.6%	0.9%	0.9%	0.5%	0.5%	0.3%
	Non Low Income	N/A	0.5%	0.6%	0.6%	0.5%	0.4%	0.4%
	Minority	N/A	0.7%	0.6%	0.3%	0.6%	0.2%	-0.2%
	Non-Minority	N/A	0.4%	0.4%	0.5%	0.4%	0.3%	0.4%
	Senior	N/A	0.8%	0.8%	0.8%	0.8%	0.7%	0.6%
	Non-Senior	N/A	0.6%	0.7%	0.6%	0.5%	0.4%	0.2%
<i>3</i>	<i>Are connections to neighboring counties, Mexico, tribal lands, and military bases/installations improved?</i>							
3A	Average travel times to/from tribal lands (minutes)	27	26	26	26	27	26	25
3B	Average travel times to/from Mexico (minutes)							
	San Ysidro	16	19	19	19	18	18	18
	Otay Mesa	14	19	20	16	19	20	16
	Otay Mesa East	N/A	22	23	18	34	35	22

Table N.2 (continued)

Revenue Constrained Network Performance Measures

Number	Performance Measure	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
<i>Are connections to neighboring counties, Mexico, tribal lands, and military bases/installations improved? (continued)</i>								
	Tecate	52	52	47	46	52	46	44
3C	Average travel times to/from neighboring counties (Imperial, Orange, Riverside) (minutes)	57	60	63	68	59	61	63
3D	Average travel times to/from military bases/installations (minutes)	22	23	23	23	23	22	22
<i>4 Are travel times reduced?</i>								
4A	Average peak-period travel time to work (minutes)	27	29	29	29	28	28	27
	drive alone	27	29	29	29	28	28	27
	carpool	25	26	26	27	26	25	24
	transit	50	50	51	50	50	47	45
	bike	19	20	19	19	20	20	20
	walk	19	19	19	19	19	19	19
4B	Daily vehicle delay per capita (minutes)	11	12	13	14	11	11	10
<i>5 Are more people walking, biking, using transit and sharing rides?</i>								
5A	Walk, bike, transit, and carpool mode share	56.6%	58.2%	58.1%	58.9%	58.4%	58.8%	60.1%
	carpool	42.9%	44.0%	43.3%	42.1%	44.0%	43.0%	41.8%
	transit	1.9%	2.2%	2.4%	2.6%	2.4%	3.3%	3.8%
	bike & walk	11.8%	12.0%	12.4%	14.3%	12.0%	12.5%	14.4%

Table N.2 (continued)

Revenue Constrained Network Performance Measures

Number	Performance Measure	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
6	<i>Is the transportation system safer?</i>							
6A	Annual projected number of vehicle injury/fatal collisions per thousand vehicle miles traveled (VMT)	0.1241	0.1251	0.1262	0.1256	0.1247	0.1246	0.1229
6B	Annual projected number of bike/pedestrian injury/fatal collisions per thousand bike/pedestrian miles traveled (BPMT)	1.4243	1.4061	1.3688	1.2018	1.4089	1.3490	1.1799
7	<i>Does the transportation network support smart growth?</i>							
7A-1	Percentage of population within 0.5 mile of a high frequency (<=15 min peak and midday) transit stop (communities of concern and non-communities of concern)	35%	38%	39%	41%	51%	58%	61%
	Low-income	46%	47%	48%	50%	62%	69%	70%
	Non low-income	29%	33%	34%	36%	45%	53%	56%
	Minority	43%	44%	43%	45%	58%	65%	67%
	Non-Minority	26%	30%	32%	34%	42%	48%	51%
	Senior	30%	36%	36%	38%	47%	53%	56%
	Non-Senior	35%	38%	39%	41%	51%	58%	61%
7A-2	Percentage of employment within 0.5 mile of a high frequency (<=15 min peak and midday) transit stop	42%	46%	45%	45%	62%	69%	71%
7B-1	Percentage of population within 0.5 mile of a transit stop	78%	75%	76%	76%	78%	79%	80%
7B-2	Percentage of employment within 0.5 mile of a transit stop	84%	83%	83%	83%	87%	88%	88%

Table N.2 (continued)

Revenue Constrained Network Performance Measures

Number	Performance Measure	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
<i>Does the transportation network support smart growth? (continued)</i>								
7C-1	Percentage of population within 0.25 mile of a bike facility (class I and II, cycletrack, and bike boulevard)	56%	59%	57%	57%	59%	61%	64%
7C-2	Percentage of employment within 0.25 mile of a bike facility (class I and II, cycletrack, and bike boulevard)	69%	72%	73%	71%	72%	73%	75%
7D	Average travel distance to work (drive alone, carpool, transit, bike, and walk) (miles)	12.2	12.3	11.7	11.5	12.4	12.0	11.9
	drive alone	13.1	13.1	12.5	12.4	13.2	12.8	12.9
	carpool	11.6	11.8	11.3	11.1	11.9	11.3	11.2
	transit	8.7	9.6	9.7	9.3	9.9	10.2	10.3
	bike	3.7	3.8	3.6	3.8	3.8	3.8	3.9
	walk	1.0	1.0	0.9	1.0	0.9	0.9	0.9
7E	Total time engaged in transportation-related physical activity per capita (minutes)	7	7	7	9	7	7	9
7F	Percent of population engaging in more than 20 minutes of daily transportation related physical activity	12.9%	13.0%	13.6%	15.7%	13.0%	13.8%	15.8%
<i>8 Is access to jobs and key destinations improving for all communities?</i>								
8A.	Percent of population within 30 minutes of jobs and higher education enrollment							
	Auto	100%	100%	100%	100%	100%	100%	100%
	Transit	86.1%	84.5%	84.7%	85.2%	88.1%	88.7%	89.2%
8B-1	Percent of population within 15 minutes of retail							
	Drive alone	99.7%	99.8%	99.8%	99.8%	99.8%	99.8%	99.8%






















Table N.2 (continued)

Revenue Constrained Network Performance Measures

Number	Performance Measure	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
<i>Is access to jobs and key destinations improving for all communities? (continued)</i>								
	Transit	70.8%	69.5%	70.2%	70.9%	71.9%	73.7%	74.9%
8B-2	Percent of population within 15 minutes of health care							
	Drive alone	99.2%	98.6%	99.2%	99.2%	98.5%	99.1%	99.3%
	Transit	69.6%	67.6%	67.7%	68.3%	69.7%	70.9%	72.0%
8B-3	Percent of population within 15 minutes of parks							
	Drive alone	98.9%	98.8%	98.8%	98.8%	98.7%	98.7%	98.8%
	Transit	53.1%	51.7%	52.6%	53.5%	53.7%	55.8%	57.4%
8B-4	Percent of population within 15 minutes of beaches							
	Drive alone	31.5%	29.6%	27.9%	28.0%	29.9%	29.0%	29.7%
	Transit	3.8%	3.7%	3.8%	3.9%	3.9%	4.1%	4.4%
9	<i>Is the region's air quality improving?</i>							
9A	On-road smog-forming pollutants (pounds/day) per capita *	0.055	0.024	0.011	0.009	0.025	0.011	0.009
10	<i>Are GHG emissions reduced?</i>							
10A-1	Total on-road CO ₂ emissions (tons/day)	41,195	36,482	27,716	28,350	36,260	27,299	27,663
10A-2	Total on-road CO ₂ emissions (pounds/day) per capita	26.21	21.24	14.38	13.94	21.11	14.17	13.60

Figure N.1

Scorecard for San Diego Forward: The Regional Plan

Scorecard For San Diego Forward: The Regional Plan				
Goal	Key Question	Regional Plan		Highlights
Vibrant Economy	1 Do the transportation investments help to improve the regional economy?	2035 	2050 	• Benefits of the plan outweigh the costs by a factor of nearly two-to-one
	2 Are the relative costs of transportation changing similarly for all communities?	2035 	2050 	• Out-of-pocket costs change similarly for all communities
	3 Are connections to neighboring counties, Mexico, tribal lands, & military facilities improved?	2035 	2050 	• Modest travel time savings to/from tribal lands in 2050 • Additional <i>Rapid</i> service to the Otay Mesa and San Ysidro POEs and a new Trolley line between the San Ysidro POE and Kearny Mesa and Carmel Valley are included in the Regional Plan
Innovative Mobility and Planning	4 Are travel times reduced?	2035 	2050 	• By 2050, transportation investments would save more than 1 billion hours compared to making no investments, the equivalent of 25 million weeks of vacation • Travel times to work remain flat for driving alone and improve for transit users
	5 Are more people walking, biking, using transit, and sharing rides?	2035 	2050 	• More people are walking, biking, using transit, and sharing rides • In 2050, 60% of daily trips will be made by carpooling, walking, biking, and taking transit
	6 Is the transportation system safer?	2035 	2050 	• Accident rates decrease by 17% for bikes and pedestrians in 2050 • Accident rates for vehicles remain flat
Healthy Environment and Communities	7 Does the transportation network support smart growth?	2035 	2050 	• 61% of the population and 71% of employment would be near to frequent transit compared to 35% and 42% today • Transportation related physical activity increases by 23% with nearly 16% of the population meeting the daily recommended level of physical activity through walking and biking • 64% of the population and 75% of employment would be near bike facilities compared to 56% and 69% today
	8 Is access to jobs and key destinations improving for all communities?	2035 	2050 	• Access to jobs and schools by transit improves from 86% to 89% and access to shopping and parks via transit increases by 4 percentage points • Access by driving remains at 98-100% for most destinations
	9 Is the region's air quality improving?	2035 	2050 	• On-road smog-forming pollutants for all vehicles decrease by nearly 80% by 2050
	10 Are GHG emissions reduced?	2035 	2050 	• Incorporating clean fuels and energy efficient vehicles, a substantial decrease in on-road total GHG emissions is seen for all vehicle types - a savings of more than 3.9 million tons of GHG over the life of the plan • On-road total GHG emissions per capita decrease by 48% in 2050

Data is compared to 2012

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San Diego Forward: The Regional Plan Benefit-Cost Analysis

The Benefit-Cost Analysis (BCA) tool used to evaluate the transportation scenarios for the Regional Plan was created specifically to use the output from the SANDAG activity-based travel demand forecasting model (ABM). The BCA tool uses estimates of trips, travel times, travel costs, auto ownership, and other indicators output by the ABM and assigns monetary values to these outputs to create a stream of benefits that result from the transportation investments in the scenario. This stream of benefits is compared with the stream of costs (including capital costs, operations and maintenance costs, and financing costs) that results from the projects included in the scenario to get a benefit-cost (B-C) ratio. A B-C ratio greater than 1 indicates that the benefits of the scenario are greater than the total costs, and thus provide a net benefit to society.

Because the BCA relies on the outputs of the ABM, only transportation projects that can be modeled using the ABM are included in the BCA. For that reason, projects such as the new mobility hubs (which may influence travel behavior but are not modeled in ABM) are not included in either the costs or benefits of the BCA.

Another factor of the BCA is the discount rate chosen. Future costs and benefits are “discounted” in recognition of the “time value of money,” the fact that a dollar next year is worth less than a dollar today.² The higher the discount rate, less future benefits and costs affect the outcome of the analysis. The discount rate used in this BCA is 4 percent with a sensitivity analysis on rates of 3 percent and 7 percent.³

Benefits for the BCA were calculated for the following types of benefits:

1. Time Savings
 2. Vehicle Operating Cost Savings
 3. Accident Cost Savings
 4. Emissions Savings or Reductions
 5. Reliability Savings
 6. Physical Activity Benefits
 7. Vehicle Ownership Cost Savings
- **Time savings** compares the time of travel for all travelers for each scenario versus a no-build scenario. For example, by adding capacity to roads and transit, the time spent traveling is reduced. This time savings for personal travel has an economic value to people that is assumed to be roughly one-half of the average wage rate. The value of time for personal travel (calculated by the ABM as an average of all trips) is roughly \$11.50 per hour. Higher values are assigned for truck travel (\$30 per hour for light truck, \$43.20 per hour for heavy truck) as it is work-related and assumed to include a factor for the time value of the freight in the truck. Higher values are also assumed for “out-of-vehicle” time, such as time spent waiting for transit (approx. \$25 per hour), which is assumed to be roughly twice as burdensome as travel time.
 - **Vehicle operating costs** are simply the avoided costs from not operating a vehicle, which may be due to a mode switch (e.g., from auto to transit), or from changes in destinations or overall trip-making. The operating cost is calculated on a per-mile basis, and is based on the assumed operating costs used in the ABM. In 2050, the assumed operating cost of personal vehicles is roughly \$0.26 per mile, and for trucks is roughly \$0.35.

- **Accident costs savings** simply result from an estimated net reduction in the number of accidents for automobiles versus the no-build scenario. The number of accidents is based on the estimated difference in vehicle miles travelled (VMT) between the base and the build scenario. The BCA analysis and the ABM do not reflect the effect of potentially safer roadway types, or of the potential safety gains from autonomous cars. Accident values are based on the most-recent federal guidelines and vary from roughly \$10,000 for a property-damage-only (non-injury) accident to over \$9 million for a fatality.
- **Emissions savings or reductions** results from fewer VMT, from reductions in congestion that improve vehicle efficiency, and from overall assumptions about future year fleet efficiency. Emissions are modeled using EMFAC, based on outputs from the ABM. Emissions values are based on the health effects of pollutants.
- **Reliability savings** are time savings that result from having more consistent travel times over the same trip. For example, if variable congestion or poor transit performance require a traveler to add five extra minutes onto their travel time to ensure timely arrival, this is a cost. Reliability savings are largely a function of congestion, and are valued as time savings.
- **Physical activity benefits** result from the increase in active transportation in the plan scenarios over the no-build. Research suggests that physical activity benefits are non-linear and that persons going from below a threshold amount of activity (to over it) see the most benefits, so this is how the benefit is modeled: those whose increase in physical activity pushes them over the threshold of 150 minutes weekly (approximately 22 minutes per day) receive a physical activity benefit, based on the latest value of health research, of roughly \$180 annually.
- **Vehicle ownership cost savings** are the result of reductions in the number of vehicles that households in the county opt to own. Ownership costs for a private automobile are roughly \$6,000 annually.

The costs for this analysis were estimated by SANDAG project managers, engineers, and other experts.

The horizon year for the B-C analysis is 2070, which allows the projects completed in 2050 to accrue benefits over the typical 20-year lifespan.

Transportation Safety

The performance of the transportation system in terms of safety is measured by the following two performance measures:

- Annual projected number of vehicle (driver/passenger) injury/fatal collisions per vehicle miles traveled (VMT)
- Annual projected number of bike/pedestrian injury/fatal collisions per bike/pedestrian miles traveled (BPMT)

The BCA, as discussed in the BCA section, was calculated to include benefits from accident cost savings which result from an estimated net reduction in the number of accidents for automobiles versus the no-build scenario. The inclusion of transportation safety in the performance measures is consistent with the California Strategic Highway Safety Plan (SHSP).

Subregional Performance Metrics

The performance measures are calculated at a regional level. To provide additional detail on the benefits that investments may have in key corridors or subregions, some measures have also been computed for smaller geographic areas. Table N.3 provides travel time data by transit, carpool, and driving alone for eleven key corridors. Table N.4 through Table N.7, respectively, contain data for daily mode share, peak period commute mode share, the percentage of the population and employment within half-a-mile of high frequency transit service broken out in the

19 subregional areas established in the 2010 Urban Area Transit Study (UATS), which is included as Appendix U.17 (Figure TA 7.7 of the UATS document).

Table N.3
Travel Times in Key Corridors

Average travel time (peak periods) by mode for selected corridors (in minutes)

Corridor	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
1 Oceanside - Downtown San Diego (AM)							
By auto	65	68	67	74	63	59	62
By transit	95	95	95	95	92	92	91
By carpool	61	65	65	71	54	47	48
2 Escondido - Downtown San Diego (AM)							
By auto	56	59	59	63	59	58	60
By transit	77	66	65	69	61	60	61
By carpool	45	47	47	51	46	44	45
3 El Cajon - Kearny Mesa (AM)							
By auto	31	32	35	37	32	33	30
By transit	75	77	80	81	71	44	37
By carpool	31	32	35	37	31	32	27
4 Mid-City - UTC							
By auto	31	34	37	39	33	34	31
By transit	79	67	71	72	60	51	32
By carpool	31	34	37	39	33	30	26
5 Western Chula Vista - Mission Valley							
By auto	29	32	36	37	32	32	29
By transit	59	48	48	49	48	47	44
By carpool	29	32	35	36	31	30	27
6 Carlsbad - Sorrento Mesa (AM)							
By auto	50	51	49	53	49	44	47
By transit	62	62	62	62	58	56	58
By carpool	46	45	44	48	39	35	36

Table N.3 (continued)

Travel Times in Key Corridors

Average travel time (peak periods) by mode for selected corridors (in minutes)

Corridor	2012	2020 No Build	2035 No Build	2050 No Build	2020 Regional Plan	2035 Regional Plan	2050 Regional Plan
7 Oceanside - Escondido (PM)							
By auto	36	37	39	39	37	35	34
By transit	72	72	72	72	70	60	45
By carpool	36	37	39	39	37	29	28
8 San Ysidro - Downtown San Diego							
By auto	26	28	31	31	27	27	25
By transit	34	34	34	34	34	23	21
By carpool	26	27	30	29	27	22	21
9 Otay Ranch - UTC							
By auto	62	68	76	72	66	68	53
By transit	121	81	83	83	80	55	45
By carpool	62	59	65	65	58	57	44
10 Pala/Pauma - Oceanside Transit Center							
By auto	53	56	59	61	56	57	57
By transit	97	103	106	111	103	98	80
By carpool	53	56	59	61	56	57	57
11 SR 67 (Ramona) - Downtown San Diego							
By auto	70	72	75	79	71	72	68
By transit	120	108	110	115	103	104	104
By carpool	68	70	70	74	69	68	64

**Table N.4
Urban Area Transit Strategy Districts Daily Mode Share**

		2012				2020 No-Build				2035 No-Build				2050 No-Build			
UATS District	Description	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
1	Downtown San Diego	27.6%	20.3%	6.0%	44.7%	25.9%	20.0%	6.4%	46.0%	25.6%	18.6%	6.5%	47.9%	22.2%	16.6%	6.3%	53.7%
2	Central Core	41.1%	37.6%	2.9%	17.0%	39.2%	38.3%	3.5%	17.4%	38.8%	37.1%	3.8%	18.5%	36.5%	34.3%	4.4%	23.2%
3	Central Core (SE SD)	33.9%	48.9%	2.6%	12.1%	32.8%	48.6%	3.3%	12.7%	33.2%	47.6%	3.2%	13.2%	33.0%	46.1%	3.6%	14.6%
4	Coastal South Bay	32.7%	46.3%	4.0%	15.7%	31.7%	47.2%	4.2%	15.5%	32.0%	46.4%	4.6%	15.6%	31.1%	45.2%	4.9%	17.4%
5	Central Coastal Area	42.2%	40.6%	2.0%	13.4%	39.5%	41.7%	2.5%	14.1%	39.7%	40.7%	2.6%	14.6%	38.7%	39.3%	3.0%	16.6%
6	Central Core - Mission Valley	50.5%	38.1%	2.0%	8.5%	47.8%	39.1%	2.4%	9.6%	48.8%	38.2%	2.4%	9.4%	46.3%	36.2%	2.9%	13.4%
7	University City	51.0%	28.2%	2.2%	18.0%	46.8%	29.5%	3.9%	18.9%	46.6%	29.9%	4.4%	18.3%	46.7%	28.5%	4.6%	19.3%
8	North I-15 Corridor	46.2%	45.1%	0.6%	6.8%	43.0%	47.6%	0.8%	7.0%	43.9%	46.0%	0.9%	7.5%	43.6%	45.6%	1.0%	8.0%
9	Kearny Mesa	56.0%	36.8%	1.6%	4.9%	52.3%	38.7%	1.9%	6.2%	53.2%	38.2%	2.1%	5.6%	52.1%	37.5%	2.4%	6.9%
10	East County/ El Cajon	39.2%	44.3%	1.9%	13.3%	37.4%	46.8%	1.8%	12.7%	37.7%	46.7%	1.9%	12.2%	37.9%	44.1%	2.2%	14.1%
11	Palomar Airport Road area	60.0%	35.5%	0.7%	3.3%	56.3%	38.8%	0.8%	3.5%	56.5%	38.9%	0.8%	3.2%	55.8%	39.3%	0.9%	3.4%
12	North-Central Coastal Area	46.2%	42.9%	0.5%	9.4%	44.2%	44.2%	0.6%	9.8%	43.8%	43.8%	0.6%	10.4%	44.4%	43.1%	0.7%	10.5%

Table N.4 (continued)

Urban Area Transit Strategy Districts Daily Mode Share

UATS District	Description	2012				2020 No-Build				2035 No-Build				2050 No-Build			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
13	Oceanside-Escondido Corridor	42.0%	46.6%	1.6%	8.7%	41.2%	47.0%	1.8%	8.6%	40.5%	47.2%	1.8%	8.9%	40.0%	46.2%	2.0%	10.4%
14	Sorrento Mesa	61.1%	32.6%	1.0%	4.3%	55.7%	37.2%	1.5%	4.4%	54.9%	37.3%	1.8%	4.7%	54.1%	37.0%	2.0%	5.3%
15	East County/Santee	44.6%	44.4%	1.6%	8.1%	43.0%	45.9%	1.5%	8.0%	42.6%	46.0%	1.5%	7.9%	43.2%	45.2%	1.6%	8.0%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	39.8%	45.9%	1.3%	11.8%	38.0%	46.7%	1.7%	12.3%	38.5%	45.9%	1.7%	12.2%	38.4%	43.8%	2.1%	14.0%
17	Oceanside-Escondido Corridor (West Oceanside)	42.1%	43.8%	1.3%	11.7%	41.7%	43.7%	1.4%	12.0%	40.8%	44.2%	1.4%	12.4%	40.4%	43.5%	1.5%	13.4%
18	Otay Mesa/Otay Ranch	36.8%	49.0%	2.2%	10.4%	37.5%	50.0%	2.5%	8.6%	38.0%	48.6%	2.8%	9.4%	35.5%	50.3%	2.3%	10.8%
19	Coronado	42.8%	33.7%	2.0%	20.7%	39.6%	34.9%	3.1%	21.6%	39.7%	34.6%	3.3%	21.6%	38.8%	34.5%	4.0%	21.6%
Total	All UATS Districts	41.5%	42.1%	2.1%	13.0%	39.6%	43.1%	2.5%	13.2%	39.6%	42.4%	2.7%	13.7%	38.5%	41.1%	3.0%	15.8%

Table N.4 (continued)

Urban Area Transit Strategy Districts Daily Mode Share

UATS District	Description	2020 Revenue Constrained				2035 Revenue Constrained				2050 Revenue Constrained			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
1	Downtown San Diego	25.6%	20.0%	6.6%	46.2%	24.5%	18.6%	7.3%	48.3%	21.1%	16.2%	7.1%	54.3%
2	Central Core	38.9%	38.4%	3.6%	17.4%	37.9%	36.8%	4.9%	18.7%	35.0%	33.6%	6.3%	23.4%
3	Central Core (SE SD)	32.5%	48.7%	3.5%	12.7%	32.3%	47.2%	4.2%	13.4%	31.7%	45.6%	5.0%	14.8%
4	Coastal South Bay	31.6%	47.0%	4.3%	15.6%	31.3%	45.5%	5.9%	15.8%	30.2%	44.1%	6.3%	17.7%
5	Central Coastal Area	39.3%	41.6%	2.6%	14.2%	38.8%	40.5%	3.5%	14.8%	37.2%	38.9%	4.5%	16.9%
6	Central Core - Mission Valley	47.6%	39.2%	2.5%	9.7%	48.0%	38.1%	3.3%	9.6%	45.1%	35.9%	4.2%	13.6%
7	University City	46.5%	29.5%	4.2%	19.0%	46.6%	29.0%	5.4%	18.1%	45.8%	27.7%	6.0%	19.5%
8	North I-15 Corridor	42.8%	47.6%	1.0%	7.1%	43.1%	46.2%	1.5%	7.6%	42.5%	45.8%	1.7%	8.2%
9	Kearny Mesa	51.9%	38.9%	2.1%	6.1%	52.0%	37.6%	3.8%	5.6%	50.5%	36.2%	5.2%	7.0%
10	East County/ El Cajon	37.2%	46.8%	2.0%	12.7%	37.1%	46.8%	2.2%	12.3%	36.7%	44.5%	2.8%	14.2%
11	Palomar Airport Road area	56.1%	38.7%	1.0%	3.5%	56.2%	38.7%	1.2%	3.4%	54.8%	39.2%	1.8%	3.5%

Table N.4 (continued)

Urban Area Transit Strategy Districts Daily Mode Share

UATS District	Description	2020 Revenue Constrained				2035 Revenue Constrained				2050 Revenue Constrained			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
12	North-Central Coastal Area	43.8%	44.2%	0.9%	10.0%	43.2%	43.7%	1.3%	10.5%	43.3%	42.7%	1.8%	10.7%
13	Oceanside-Escondido Corridor	41.0%	46.9%	1.9%	8.7%	40.0%	47.1%	2.3%	8.9%	38.9%	46.2%	2.9%	10.5%
14	Sorrento Mesa	55.4%	37.1%	2.0%	4.3%	56.1%	34.5%	3.3%	4.7%	54.0%	34.5%	4.5%	5.4%
15	East County/Santee	42.7%	45.9%	1.7%	8.1%	42.1%	46.0%	2.0%	8.1%	42.1%	45.5%	2.3%	8.1%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	37.8%	46.6%	1.8%	12.3%	37.8%	45.8%	2.4%	12.2%	37.0%	43.6%	3.1%	14.4%
17	Oceanside-Escondido Corridor (West Oceanside)	41.3%	44.0%	1.5%	11.9%	40.3%	44.1%	1.8%	12.6%	39.5%	43.4%	2.3%	13.5%
18	Otay Mesa/Otay Ranch	37.3%	49.3%	3.6%	8.6%	36.9%	47.4%	5.0%	9.4%	34.0%	50.3%	3.9%	10.6%
19	Coronado	39.3%	34.8%	3.3%	21.8%	38.3%	34.3%	4.8%	21.8%	37.2%	34.3%	5.7%	21.7%
Total	All UATS Districts	39.4%	43.1%	2.7%	13.2%	38.9%	42.0%	3.6%	13.8%	37.4%	40.7%	4.3%	16.0%

Table N.5
Urban Area Transit Strategy Districts Peak Period Commute Mode Share

UATS District	Description	2012				2020 No-Build				2035 No-Build				2050 No-Build			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
1	Downtown San Diego	62.4%	15.6%	13.6%	8.4%	60.0%	16.0%	15.9%	8.1%	58.1%	15.0%	16.6%	10.4%	54.5%	14.4%	16.9%	14.2%
2	Central Core	72.3%	18.3%	4.3%	5.1%	70.7%	19.1%	5.3%	4.8%	70.2%	18.8%	5.6%	5.4%	67.8%	17.8%	6.6%	7.8%
3	Central Core (SE SD)	71.3%	20.4%	4.8%	3.5%	70.1%	21.3%	5.1%	3.4%	69.9%	21.1%	5.4%	3.7%	68.2%	20.3%	6.0%	5.4%
4	Coastal South Bay	67.1%	19.6%	4.7%	8.7%	66.6%	20.4%	4.8%	8.1%	66.3%	20.2%	5.3%	8.3%	65.6%	19.9%	5.9%	8.6%
5	Central Coastal Area	75.4%	17.2%	2.8%	4.7%	73.8%	17.7%	3.9%	4.6%	73.0%	17.8%	4.3%	5.0%	71.5%	17.3%	5.0%	6.1%
6	Central Core - Mission Valley	73.8%	19.2%	4.7%	2.4%	72.0%	20.3%	5.5%	2.1%	72.1%	19.9%	5.6%	2.3%	69.7%	19.6%	7.1%	3.6%
7	University City	77.6%	16.5%	2.6%	3.3%	74.5%	17.3%	5.1%	3.0%	73.4%	17.5%	5.5%	3.6%	73.9%	16.8%	6.3%	3.0%
8	North I-15 Corridor	78.6%	19.2%	0.8%	1.4%	76.9%	20.7%	1.2%	1.2%	77.0%	20.2%	1.4%	1.3%	76.6%	20.3%	1.7%	1.4%
9	Kearny Mesa	78.0%	19.1%	2.3%	0.7%	75.8%	20.2%	3.2%	0.8%	75.9%	19.8%	3.4%	0.9%	75.0%	19.8%	4.2%	1.1%
10	East County/ El Cajon	70.4%	20.5%	2.8%	6.2%	70.7%	21.4%	3.0%	4.9%	69.9%	21.6%	3.3%	5.2%	69.5%	21.6%	3.7%	5.2%
11	Palomar Airport Road area	77.2%	21.2%	1.1%	0.5%	76.4%	21.6%	1.4%	0.6%	76.3%	21.9%	1.3%	0.5%	75.4%	22.5%	1.6%	0.6%
12	North-Central Coastal Area	78.1%	18.4%	1.2%	2.2%	76.4%	19.9%	1.4%	2.3%	76.4%	19.6%	1.5%	2.4%	75.8%	19.9%	1.8%	2.4%

Table N.5 (continued)

Urban Area Transit Strategy Districts Peak Period Commute Mode Share

UATS District	Description	2012				2020 No-Build				2035 No-Build				2050 No-Build			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
13	Oceanside-Escondido Corridor	73.3%	21.1%	2.2%	3.3%	71.9%	22.3%	2.3%	3.6%	72.3%	21.9%	2.5%	3.3%	71.2%	22.2%	2.8%	3.7%
14	Sorrento Mesa	79.9%	18.1%	1.5%	0.5%	76.7%	20.7%	2.1%	0.5%	76.1%	20.9%	2.3%	0.7%	75.4%	21.0%	2.9%	0.6%
15	East County/Santee	75.9%	19.3%	2.3%	2.5%	74.1%	21.5%	2.2%	2.1%	74.1%	21.5%	2.2%	2.2%	73.3%	21.4%	3.1%	2.2%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	72.9%	21.0%	2.0%	4.1%	71.1%	21.8%	2.8%	4.3%	70.7%	21.7%	2.9%	4.8%	69.7%	21.7%	3.2%	5.4%
17	Oceanside-Escondido Corridor (West Oceanside)	73.3%	20.1%	2.0%	4.6%	72.7%	21.0%	2.2%	4.1%	73.4%	20.4%	2.4%	3.7%	71.6%	21.3%	2.6%	4.5%
18	Otay Mesa/Otay Ranch	72.9%	22.8%	2.0%	2.3%	69.7%	24.9%	2.3%	3.1%	68.6%	24.5%	2.7%	4.1%	69.8%	24.8%	2.1%	3.3%
19	Coronado	73.2%	12.8%	3.0%	11.0%	71.5%	13.6%	3.3%	11.5%	72.0%	14.2%	3.3%	10.5%	70.4%	13.8%	5.0%	10.8%
Total	All UATS Districts	74.3%	18.8%	3.2%	3.7%	72.6%	19.9%	3.9%	3.6%	72.1%	19.7%	4.2%	4.0%	70.8%	19.6%	4.9%	4.8%

Table N.5 (continued)

Urban Area Transit Strategy Districts Peak Period Commute Mode Share

UATS District	Description	2020 Revenue Constrained				2035 Revenue Constrained				2050 Revenue Constrained			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
1	Downtown San Diego	60.0%	15.9%	16.2%	7.9%	57.9%	14.3%	17.5%	10.2%	54.8%	13.4%	17.9%	13.9%
2	Central Core	70.7%	19.1%	5.4%	4.7%	70.1%	17.9%	6.6%	5.4%	67.5%	16.6%	8.5%	7.4%
3	Central Core (SE SD)	70.1%	21.3%	5.3%	3.4%	69.4%	20.0%	7.0%	3.6%	68.2%	19.0%	7.5%	5.2%
4	Coastal South Bay	66.6%	20.3%	5.0%	8.1%	65.4%	19.5%	6.8%	8.2%	65.6%	18.5%	7.6%	8.4%
5	Central Coastal Area	73.7%	17.7%	4.0%	4.6%	72.9%	16.8%	5.2%	5.1%	71.1%	16.0%	7.0%	6.0%
6	Central Core - Mission Valley	72.3%	19.9%	5.7%	2.0%	71.3%	19.5%	6.9%	2.3%	70.5%	17.7%	8.5%	3.2%
7	University City	74.3%	17.4%	5.2%	3.1%	74.0%	16.1%	6.6%	3.3%	73.2%	15.8%	8.3%	2.8%
8	North I-15 Corridor	76.8%	20.4%	1.6%	1.2%	76.5%	19.7%	2.4%	1.3%	75.9%	19.5%	3.3%	1.4%
9	Kearny Mesa	75.8%	20.0%	3.4%	0.8%	74.5%	18.6%	6.1%	0.8%	73.2%	17.3%	8.6%	1.0%
10	East County/ El Cajon	70.3%	21.5%	3.2%	5.0%	69.9%	21.3%	3.7%	5.1%	69.4%	21.1%	4.4%	5.1%
11	Palomar Airport Road area	76.0%	21.7%	1.7%	0.6%	76.4%	21.3%	1.8%	0.5%	74.9%	21.5%	3.0%	0.5%

Table N.5 (continued)

Urban Area Transit Strategy Districts Peak Period Commute Mode Share

UATS District	Description	2020 Revenue Constrained				2035 Revenue Constrained				2050 Revenue Constrained			
		Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike	Drive alone	Carpool	Transit	Walk & Bike
12	North-Central Coastal Area	75.7%	19.7%	2.3%	2.3%	76.3%	18.4%	3.1%	2.3%	74.9%	17.9%	4.9%	2.3%
13	Oceanside-Escondido Corridor	72.0%	22.0%	2.6%	3.5%	72.5%	21.0%	3.4%	3.1%	71.0%	21.3%	4.0%	3.6%
14	Sorrento Mesa	76.1%	20.6%	2.7%	0.5%	77.5%	17.2%	4.7%	0.6%	75.9%	16.9%	6.5%	0.7%
15	East County/Santee	73.7%	21.7%	2.5%	2.1%	73.8%	21.1%	2.9%	2.2%	73.9%	20.1%	3.9%	2.1%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	71.0%	21.5%	3.1%	4.4%	70.4%	21.1%	4.0%	4.6%	69.4%	20.8%	4.9%	4.9%
17	Oceanside-Escondido Corridor (West Oceanside)	72.3%	21.0%	2.7%	4.1%	73.3%	19.8%	3.4%	3.5%	72.1%	19.6%	4.3%	4.0%
18	Otay Mesa/Otay Ranch	69.2%	24.3%	3.2%	3.2%	67.5%	23.9%	4.8%	3.8%	68.9%	23.7%	4.0%	3.4%
19	Coronado	71.8%	13.3%	3.4%	11.5%	71.6%	14.0%	4.2%	10.2%	69.7%	13.0%	6.5%	10.8%
Total	All UATS Districts	72.4%	19.8%	4.3%	3.5%	71.9%	18.8%	5.5%	3.8%	70.6%	18.1%	6.8%	4.5%

Table N.6

Urban Area Transit Strategy Districts Percent of the Population Located within 0.5 miles of High Frequency Transit

UATS District	Description	2012	2020 No-Build	2035 No-Build	2050 No-Build	2020 Revenue Constrained	2035 Revenue Constrained	2050 Revenue Constrained
1	Downtown San Diego	100%	100%	100%	100%	100%	100%	100%
2	Central Core	90%	90%	91%	91%	91%	94%	94%
3	Central Core (SE SD)	62%	63%	64%	66%	86%	92%	93%
4	Coastal South Bay	92%	91%	92%	92%	98%	98%	98%
5	Central Coastal Area	49%	70%	71%	72%	85%	88%	90%
6	Central Core - Mission Valley	80%	82%	86%	85%	81%	75%	75%
7	University City	88%	98%	98%	98%	98%	98%	98%
8	North I-15 Corridor	0%	0%	0%	0%	12%	18%	21%
9	Kearny Mesa	41%	42%	44%	44%	46%	97%	97%
10	East County/El Cajon	11%	11%	14%	17%	82%	82%	81%
11	Palomar Airport Road area	N/A	N/A	N/A	N/A	N/A	N/A	21%
12	North-Central Coastal Area	N/A	29%	30%	31%	43%	46%	51%
13	Oceanside-Escondido Corridor	22%	21%	20%	23%	48%	59%	66%
14	Sorrento Mesa	N/A	N/A	N/A	N/A	99%	100%	100%
15	East County/Santee	10%	11%	12%	11%	14%	13%	13%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	14%	21%	21%	22%	70%	79%	79%
17	Oceanside-Escondido Corridor (West Oceanside)	25%	52%	52%	54%	61%	75%	77%
18	Otay Mesa/Otay Ranch	51%	39%	26%	24%	44%	81%	81%
19	Coronado	N/A	N/A	N/A	N/A	N/A	74%	74%
Total	All UATS Districts	45%	49%	50%	52%	65%	73%	75%

Table N.7

Urban Area Transit Strategy Districts Percent of Employment Located within 0.5 miles of High Frequency Transit

UATS District	Description	2012	2020 No-Build	2035 No-Build	2050 No-Build	2020 Revenue Constrained	2035 Revenue Constrained	2050 Revenue Constrained
1	Downtown San Diego	100%	100%	100%	100%	100%	100%	100%
2	Central Core	93%	93%	92%	92%	87%	88%	88%
3	Central Core (SE SD)	80%	81%	82%	83%	87%	97%	97%
4	Coastal South Bay	96%	96%	96%	97%	98%	98%	98%
5	Central Coastal Area	64%	80%	80%	79%	89%	85%	87%
6	Central Core - Mission Valley	98%	96%	96%	95%	93%	92%	92%
7	University City	83%	90%	89%	89%	96%	96%	98%
8	North I-15 Corridor	0%	0%	0%	0%	9%	34%	38%
9	Kearny Mesa	61%	57%	57%	56%	92%	97%	96%
10	East County/El Cajon	18%	20%	23%	28%	89%	89%	90%
11	Palomar Airport Road area	N/A	N/A	N/A	N/A	N/A	N/A	33%
12	North-Central Coastal Area	N/A	33%	34%	34%	63%	64%	65%
13	Oceanside-Escondido Corridor	13%	12%	13%	12%	63%	75%	79%
14	Sorrento Mesa	N/A	0%	0%	0%	72%	83%	83%
15	East County/Santee	30%	30%	30%	30%	34%	34%	34%
16	Oceanside-Escondido Corridor (San Marcos and Escondido)	25%	24%	23%	22%	92%	94%	93%
17	Oceanside-Escondido Corridor (West Oceanside)	19%	48%	47%	47%	64%	71%	78%
18	Otay Mesa/Otay Ranch	35%	30%	26%	20%	60%	93%	90%
19	Coronado	N/A	N/A	N/A	N/A	N/A	58%	58%
Total	All UATS Districts	49%	52%	52%	52%	71%	78%	80%

Selected Screenline Data

Table N.8 contains mode share data for 11 selected screenlines located throughout the region. The data notes the number of people traveling by driving alone, carpool, truck, and transit during the a.m. and p.m. peak periods (6-9 a.m. and 3:30-7 p.m.). Figure N.2 includes a map of the screenline locations.

Table N.8
Mode Share in Peak Periods for Selected Screenlines

	Current (2012)		2020 No Build		2035 No Build		2050 No Build		2020 Regional Plan		2035 Regional Plan		2050 Regional Plan	
1 I-5 Palomar Airport														
Drive Alone	73,493	56%	78,164	55%	74,312	52%	75,090	51%	80,949	54%	80,554	53%	80,715	51%
Carpool	49,814	38%	55,202	39%	58,285	41%	60,905	41%	60,642	40%	60,073	39%	62,955	40%
Truck	5,704	5%	6,503	5%	8,659	6%	9,635	7%	7,099	5%	9,720	6%	10,913	7%
Transit	1,457	1%	1,844	1%	1,934	1%	2,399	2%	2,375	2%	2,585	2%	3,864	2%
Total	130,468	100%	141,713	100%	143,190	100%	148,029	100%	151,065	100%	152,932	100%	158,447	100%
2 SR-78 Vista														
Drive Alone	58,190	58%	60,326	57%	61,731	56%	64,620	56%	58,759	58%	61,769	55%	61,702	55%
Carpool	37,465	37%	38,736	37%	41,192	37%	42,229	36%	36,813	36%	41,253	37%	40,148	36%
Truck	2,395	2%	2,869	3%	3,374	3%	3,651	3%	2,714	2%	3,314	3%	3,514	3%
Transit	2,530	3%	4,046	3%	4,610	4%	5,860	5%	3,938	4%	6,143	5%	7,973	7%
Total	100,580	100%	105,997	100%	110,907	100%	116,360	100%	102,224	100%	112,479	100%	113,337	100%
3 I-15 Rancho Bernardo														
Drive Alone	101,291	55%	108,088	53%	111,712	53%	117,055	52%	106,099	54%	106,521	52%	108,805	50%
Carpool	75,055	41%	84,812	42%	89,882	42%	97,391	43%	82,020	41%	85,520	42%	92,848	43%
Truck	6,667	4%	7,384	4%	8,521	4%	9,188	4%	7,209	4%	8,162	4%	8,810	4%
Transit	652	<1%	2,107	1%	2,282	1%	2,940	1%	2,382	1%	4,161	2%	5,874	3%
Total	183,665	100%	202,391	100%	212,397	100%	226,574	100%	197,710	100%	204,364	100%	216,337	100%

Table N.8 (continued)

Mode Share in Peak Periods for Selected Screenlines

	Current (2012)		2020 No Build		2035 No Build		2050 No Build		2020 Regional Plan		2035 Regional Plan		2050 Regional Plan	
4 I-5 North of I-805 Merge														
Drive Alone	139,114	62%	140,432	60%	136,835	58%	140,562	58%	140,565	59%	139,426	59%	142,721	58%
Carpool	72,957	33%	80,915	35%	83,369	36%	86,987	36%	83,481	35%	80,959	35%	84,494	34%
Truck	7,915	4%	9,036	4%	11,305	5%	12,501	5%	9,447	4%	12,094	5%	13,548	5%
Transit	1,808	1%	2,363	1%	2,584	1%	3,195	1%	3,374	2%	4,113	2%	6,807	3%
Total	221,794	100%	232,746	100%	234,093	100%	243,245	100%	236,867	100%	236,592	100%	247,570	100%
5 I-15 Mira Mesa														
Drive Alone	138,143	59%	144,705	58%	154,464	58%	159,604	57%	142,461	57%	148,888	57%	150,004	56%
Carpool	83,708	36%	91,815	37%	96,478	36%	101,934	37%	91,069	37%	91,644	36%	95,687	36%
Truck	8,171	4%	9,107	4%	10,278	4%	11,077	4%	8,991	4%	10,170	4%	10,768	4%
Transit	2,047	1%	4,099	1%	4,974	2%	6,317	2%	4,615	2%	7,303	3%	9,253	4%
Total	232,069	100%	249,726	100%	266,194	100%	278,932	100%	247,136	100%	258,005	100%	265,712	100%
6 I-5 Mission Bay														
Drive Alone	84,602	61%	86,894	59%	90,200	58%	95,153	57%	86,049	59%	86,240	56%	90,590	58%
Carpool	44,268	32%	45,125	31%	47,124	30%	48,329	29%	44,510	30%	46,504	30%	48,913	31%
Truck	3,558	2%	4,496	3%	5,207	3%	5,606	4%	4,573	3%	5,307	4%	5,736	4%
Transit	6,772	5%	11,089	7%	13,925	9%	17,172	10%	12,034	8%	15,350	10%	11,511	7%
Total	139,200	100%	147,604	100%	156,456	100%	166,260	100%	147,166	100%	153,401	100%	156,750	100%

Table N.8 (continued)

Mode Share in Peak Periods for Selected Screenlines

	Current (2012)		2020 No Build		2035 No Build		2050 No Build		2020 Regional Plan		2035 Regional Plan		2050 Regional Plan	
7 I-8/SR-94 west of SDSU														
Drive Alone	182,508	58%	187,353	57%	206,703	57%	214,892	56%	183,878	57%	196,403	55%	198,314	55%
Carpool	109,128	36%	116,182	36%	126,958	36%	132,623	35%	114,708	36%	120,687	35%	118,559	33%
Truck	5,214	2%	5,682	2%	6,435	2%	6,885	2%	5,613	2%	6,353	2%	6,689	2%
Transit	13,637	4%	16,588	5%	21,145	6%	27,092	7%	17,188	5%	25,863	7%	38,544	10%
Total	310,487	100%	325,805	100%	361,241	100%	381,492	100%	321,387	100%	349,306	100%	362,106	100%
8 I-805 Chula Vista														
Drive Alone	72,522	58%	78,801	52%	85,480	52%	86,260	52%	77,417	52%	87,044	56%	84,313	55%
Carpool	48,635	39%	62,448	42%	68,824	41%	49,304	41%	61,500	42%	55,473	36%	54,535	36%
Truck	4,087	3%	3,996	3%	5,566	3%	6,835	4%	4,028	3%	5,561	4%	6,789	4%
Transit	56	<1%	4,427	3%	6,104	4%	5,504	3%	4,296	3%	6,823	4%	7,538	5%
Total	125,300	100%	149,672	100%	165,974	100%	167,903	100%	147,241	100%	154,901	100%	153,175	100%
9 I-5 National City														
Drive Alone	91,028	54%	94,700	55%	103,852	54%	107,624	53%	92,381	54%	102,556	52%	104,417	51%
Carpool	54,452	33%	50,676	29%	53,331	28%	55,681	28%	49,742	29%	58,477	29%	58,306	29%
Truck	3,764	2%	5,129	3%	6,173	3%	6,671	3%	5,122	3%	6,579	3%	6,907	3%
Transit	18,577	11%	21,923	13%	27,511	15%	31,236	16%	22,856	14%	31,992	16%	35,312	17%
Total	167,821	100%	172,428	100%	190,867	100%	201,212	100%	170,101	100%	199,604	100%	204,942	100%

Table N.8 (continued)

Mode Share in Peak Periods for Selected Screenlines

	Current (2012)		2020 No Build		2035 No Build		2050 No Build		2020 Regional Plan		2035 Regional Plan		2050 Regional Plan	
<i>10 I-5/I-805 South Bay</i>														
Drive Alone	114,362	49%	124,037	47%	142,189	46%	135,242	46%	120,342	46%	139,878	47%	125,399	46%
Carpool	96,352	41%	111,851	42%	123,930	41%	121,199	41%	109,278	42%	101,186	38%	101,804	37%
Truck	5,520	3%	6,771	2%	9,513	3%	10,333	3%	6,773	3%	9,628	3%	10,091	4%
Transit	17,051	7%	22,706	9%	29,915	10%	30,513	10%	23,998	9%	35,495	12%	37,674	14%
Total	233,285	100%	265,366	100%	305,547	100%	297,287	100%	260,391	100%	295,187	100%	274,968	100%
<i>11 SR-52 Kearny Mesa</i>														
Drive Alone	63,708	66%	68,976	64%	71,193	64%	73,019	64%	68,379	64%	70,778	65%	77,304	59%
Carpool	29,540	30%	33,752	32%	34,650	31%	34,932	31%	34,189	32%	32,299	30%	35,881	27%
Truck	2,975	3%	3,519	3%	4,190	4%	4,698	4%	3,602	3%	4,311	4%	5,167	4%
Transit	783	1%	657	1%	813	1%	1,064	1%	773	1%	855	1%	12,493	10%
Total	97,006	100%	106,904	100%	110,846	100%	113,713	100%	106,943	100%	108,243	100%	130,845	100%



Endnotes

- ¹ Working with the *San Diego Forward: The Regional Plan* community based organization network, “Disadvantaged Communities” are defined as low-income (200 percent of Federal Poverty Rate), minority, or seniors (75 and over).
- ² The discount rate is often assumed to be similar to the real rate of return on investment, thus accounting for lost opportunity. This is not to be confused with the effect of inflation, as all costs and benefits in the BCA are “real” or “constant” dollars, eliminating the effects of inflation.
- ³ Three percent and 7 percent are stipulated by the federal government in OMB Circular A-94.