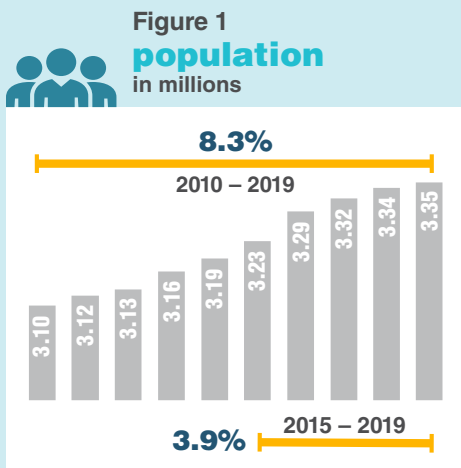


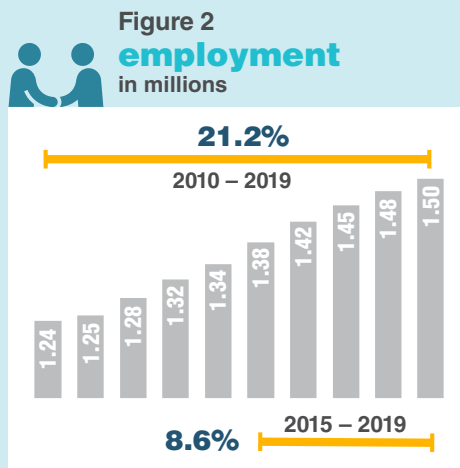
April 2020

Regional Transportation Performance

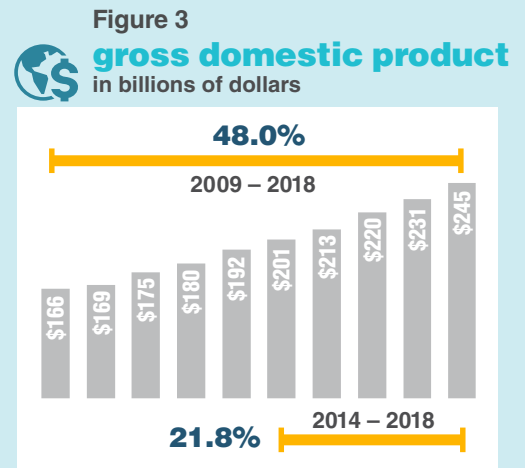
This infobit provides a high-level summary of performance trends for the regional transportation system in 2019, including freeway and transit use and travel times, as well as transit performance. Before these data are presented it is useful to consider how the region has changed over the past decade. As the following three graphs show (Figures 1–3), over the past ten years the region’s population has grown, but there has been even more growth in employment and the economy, all of which are generally positively correlated with increased travel across the region.



Source: Population Estimates, SANDAG



Source: California Employment Development Department



Source: U.S. Bureau of Economic Analysis

Travel on the regional freeways during peak periods* fell slightly for the second year in 2019 to just over 5 billion vehicle miles (Figure 4). However, at the same time, peak period freeway delay grew by nearly 5% in 2019, to over 12 million vehicle hours (Figure 5), with the majority of the growth occurring on Interstates 15 and 805, as well as State Route 125 (not shown).

Figure 4
Peak Period Freeway Travel

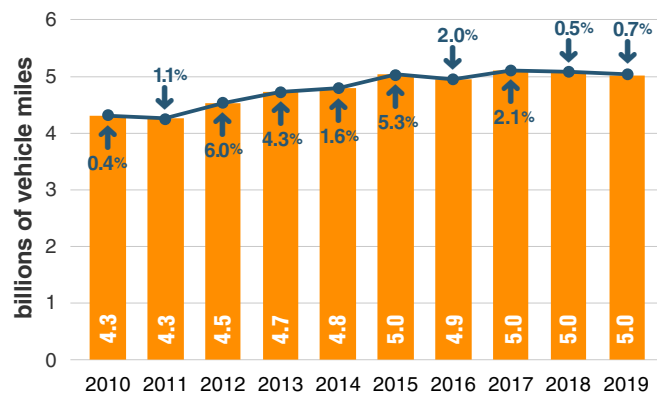
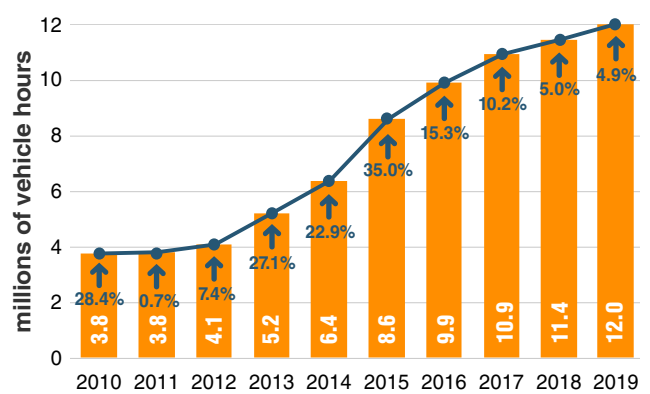


Figure 5
Peak Period Freeway Delay



*Peak periods are weekdays from 6–10 a.m. and from 3–7 p.m.
Source: Performance Measurement System (PeMS), Caltrans

Map 1

2019 Freeway and transit travel times on major commute corridors

As Map 1 shows, of the 22 freeway routes, 10 had no change in travel times from 2018 to 2019, 9 had a decrease (from 1 to 9 minutes), and 3 had an increase (1 to 2 minutes).

For the 16 transit routes in operation in both 2018 and 2019, 11 had no change, 3 had an increase (from 1 to 3 minutes) and 2 had a decrease (1 to 3 minutes).

Number in parentheses represents change in minutes from 2018 to 2019. N/A shown if route was new in 2019.

Freeway travel
Average freeway travel times departing at 8 a.m. and 5 p.m.
Travel times reflect weekday travel on all Tuesdays, Wednesdays, and Thursdays throughout the calendar year.

Transit travel
Average transit travel times are based on peak period travel times from January to June 2019.

a.m. peak period is 6–9 a.m.
p.m. peak period is 3–6 p.m.



Source: Freeway Travel Times - Performance Measurement System (PeMS), Caltrans; Transit Travel Times - SANDAG Passenger Counting Program, MTS, NCTD

After several years of declining trends, regional transit ridership increased 2% from 2018 to 2019, with more than 335,000 average weekday boardings in 2019 (Figure 6). Transit travel also increased to more than 1.73 million passenger-miles in 2019 (Figure 7). With modest growth in ridership and relatively stable service levels (in revenue miles) (Figure 8), transit productivity increased slightly from 3.37 to 3.42 passengers per revenue mile in 2019 (Figure 9). Ridership on four of the five major rail routes increased from 2018 to 2019, with the exception of the Orange Line Trolley (Table 1). Ridership on the major bus routes in the region increased in 2019, with the exception of Route 7 (La Mesa to Downtown) and *Rapid* 215 (SDSU to Downtown) (Table 2).

Figure 6
Average Weekday Transit Ridership

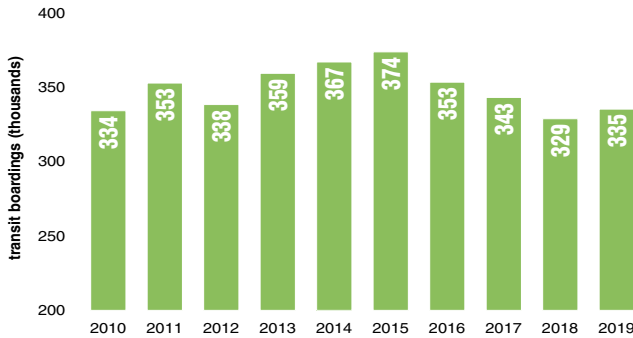


Figure 7
Average Weekday Transit Passenger Miles

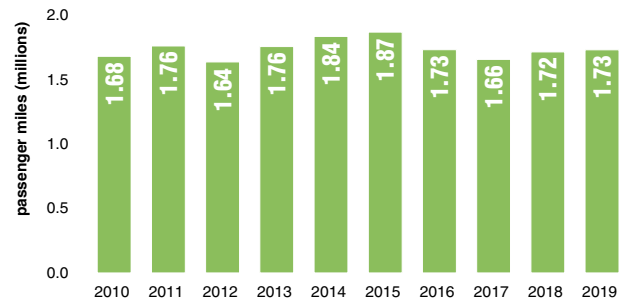


Figure 8
Average Weekday Transit Revenue Miles

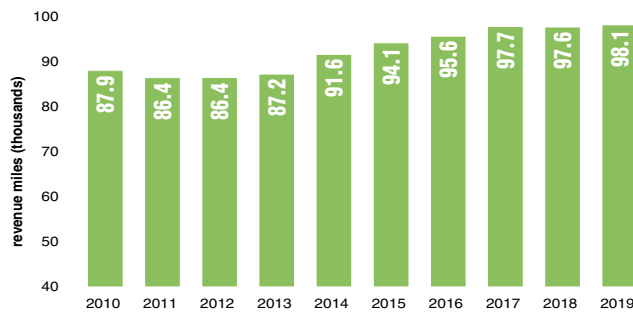


Figure 9
Average Weekday Transit Passengers per Revenue Mile

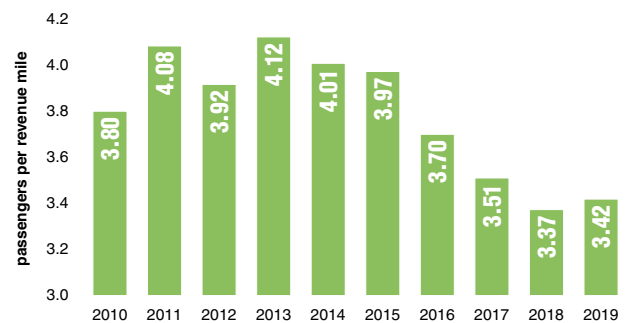


Table 1
Rail Routes by Ridership

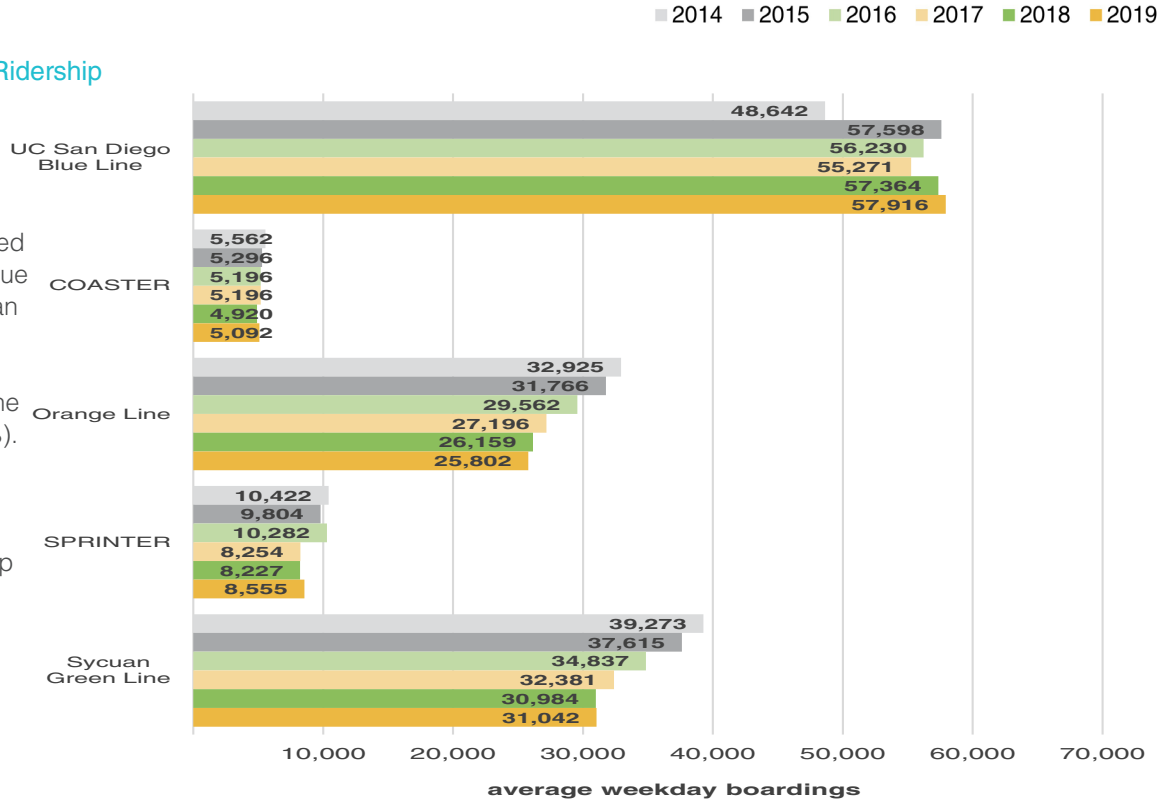
| 2019 Rank | Route | Route Description | Transit Mode | 2019 Avg. Daily Passengers | 2018 Avg. Daily Passengers |
|-----------|--------------------------------|--|---------------|----------------------------|----------------------------|
| 1 | UC San Diego Blue Line Trolley | America Plaza to San Ysidro | Light Rail | 57,916 | 57,364 |
| 2 | Sycuan Green Line Trolley | Santee to Downtown SD / 12th & Imperial via La Mesa / Mission Valley | Light Rail | 31,042 | 30,984 |
| 3 | Orange Line Trolley | El Cajon to Downtown SD / America Plaza via Southeastern Communities | Light Rail | 25,802 | 26,159 |
| 4 | SPRINTER | Oceanside to Escondido | Light Rail | 8,555 | 8,277 |
| 5 | COASTER | Oceanside to Downtown San Diego | Commuter Rail | 5,092 | 4,920 |

Table 2
Top 10 Bus Routes by Ridership

| 2019 Rank | Route | Route Description | Transit Mode | 2019 Avg. Daily Passengers | 2018 Avg. Daily Passengers |
|-----------|----------------------|---|------------------|----------------------------|----------------------------|
| 1 | <i>Rapid</i> 201/202 | UTC Transit Center to UC San Diego | <i>Rapid</i> Bus | 10,682 | 8,742 |
| 2 | 929 | Downtown San Diego to Iris Avenue Trolley | Local Bus | 7,524 | 7,519 |
| 3 | 13 | Kaiser Hospital / Grantville Trolley to 24th Street Trolley | Local Bus | 6,852 | 6,141 |
| 4 | 7 | La Mesa to Downtown | Local Bus | 6,831 | 7,673 |
| 5 | <i>Rapid</i> 215 | SDSU to Downtown | <i>Rapid</i> Bus | 6,556 | 6,872 |
| 6 | 3 | UCSD Medical Center / Hillcrest to Euclid Trolley | Local Bus | 5,924 | 5,900 |
| 7 | <i>Rapid</i> 235 | Downtown San Diego to Escondido Transit Center | <i>Rapid</i> Bus | 5,855 | 5,825 |
| 8 | 30 | UTC / VA Medical Center to Downtown | Local Bus | 5,581 | 5,572 |
| 9 | 955 | SDSU Transit Center to 8th Street Trolley | Local Bus | 5,028 | 4,812 |
| 10 | 41 | UCSD / VA Hospital to Fashion Valley Transit Center | Local Bus | 4,431 | 4,282 |

Figure 10
Regional Rail Transit Ridership

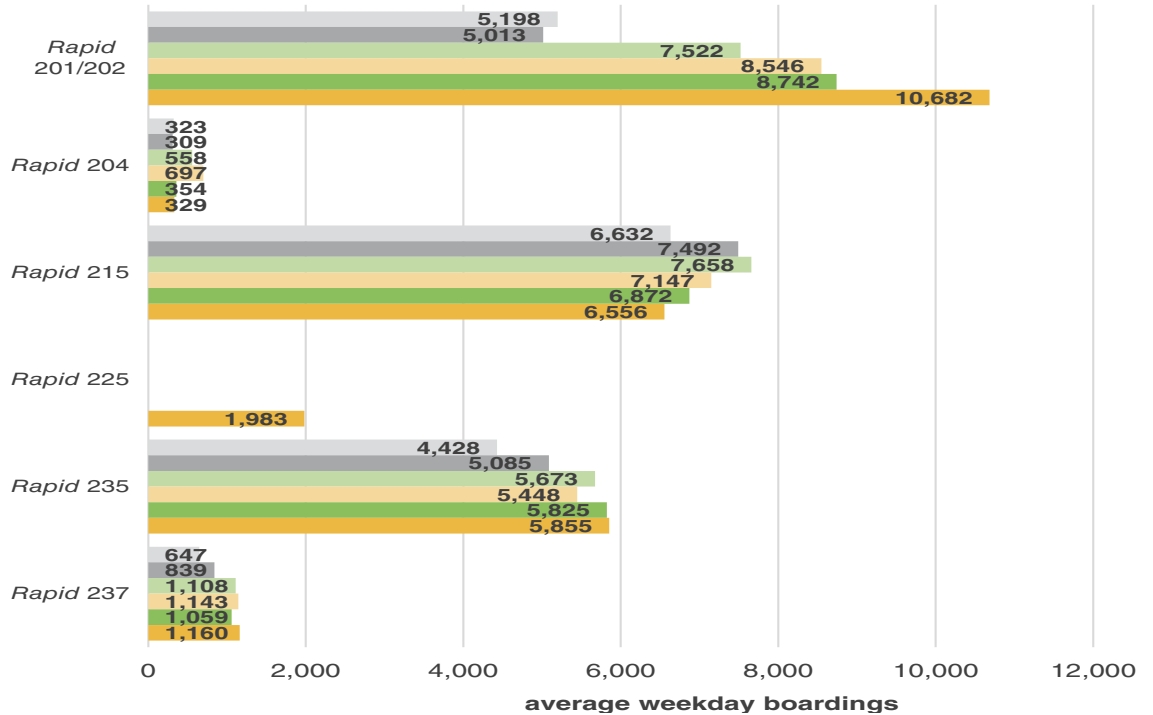
For our region's rail transit, there were small increases from 2018 to 2019 for the two most frequently used lines (UC San Diego Blue Line up 1%, and Sycuan Green Line, up <1%), but there was a drop in average ridership for the Orange Line (down 1%). The average number of weekday boardings for the SPRINTER and COASTER were both up from 2018 to 2019 (4% and 3%, respectively) (Figure 10).



NOTE: The UC San Diego Blue Line runs from San Ysidro to America Plaza Downtown, the Sycuan Green Line from Santee to 12th and Imperial, and the Orange Line from El Cajon to Courthouse Station Downtown.

Figure 11
Regional Bus Transit Ridership

For the six bus routes monitored for this report, the Rapid 201/202 had the largest average number of weekdays boardings, followed by the Rapid 215 and Rapid 235. The Rapid 201/202, Rapid 235, and Rapid 237, all had higher average weekday boardings in 2019, compared to 2018, but the Rapid 215 and Rapid 204 were slightly down.



NOTE: The SuperLoop Rapid 201/202 connects the UTC Transit Center to UCSD, La Jolla Village Square, and other locations. The SuperLoop Rapid 204 connects the UTC Transit Center to the Nobel Athletic Area and employers east of Genesee. The Rapid 215 connects SDSU to Downtown. The Rapid 225 connects East Palomar Station to Downtown (Rapid 225 began on January 27, 2019, so data prior to 2019 were not applicable). The Rapid 235 connects the Escondido Transit Center to Downtown. The Rapid 237 connects Miramar College to UC San Diego via Mira Mesa Boulevard.

Figure 12
Regional Bus Transit Productivity

Data showing the average number of passengers per hour on weekdays (Figure 12) showed similar trends, with an average of 147 on the most frequently used route (*Rapid 201/202*). The new *Rapid 225* had an average of almost 15 passengers per hour possibly because it has fewer passengers getting on and off, due to the route the bus takes.

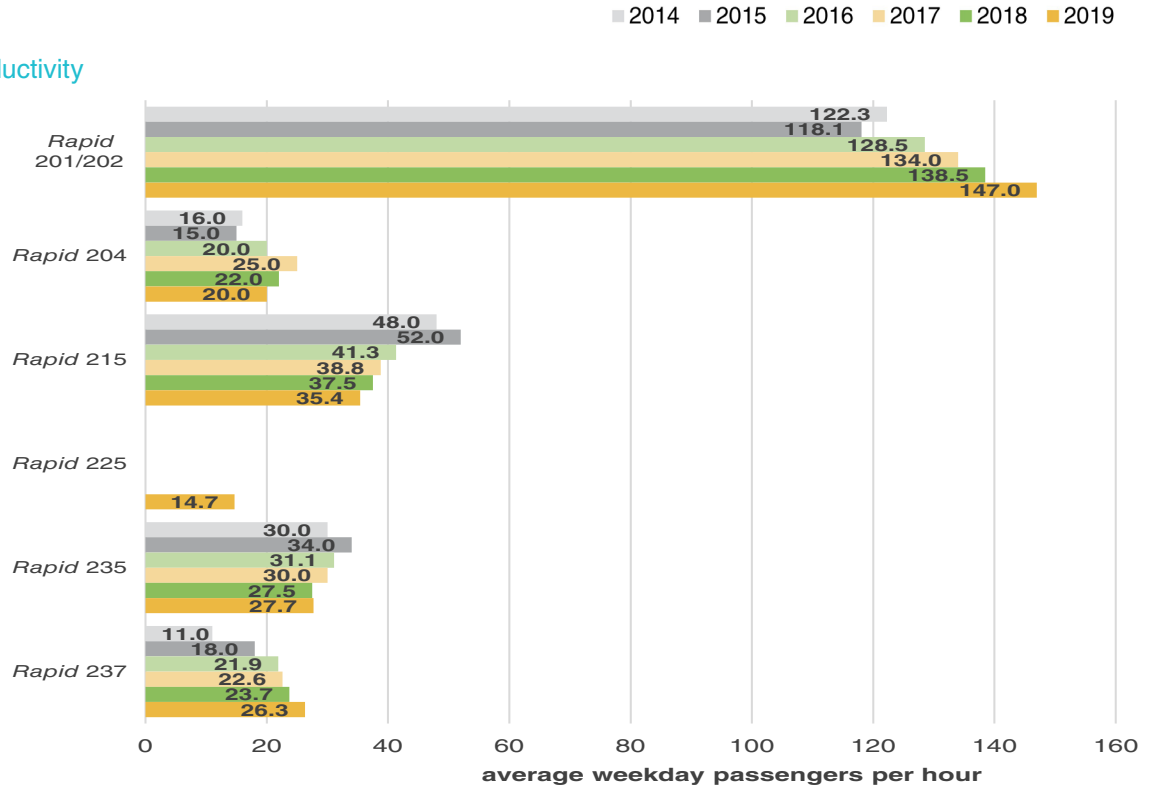
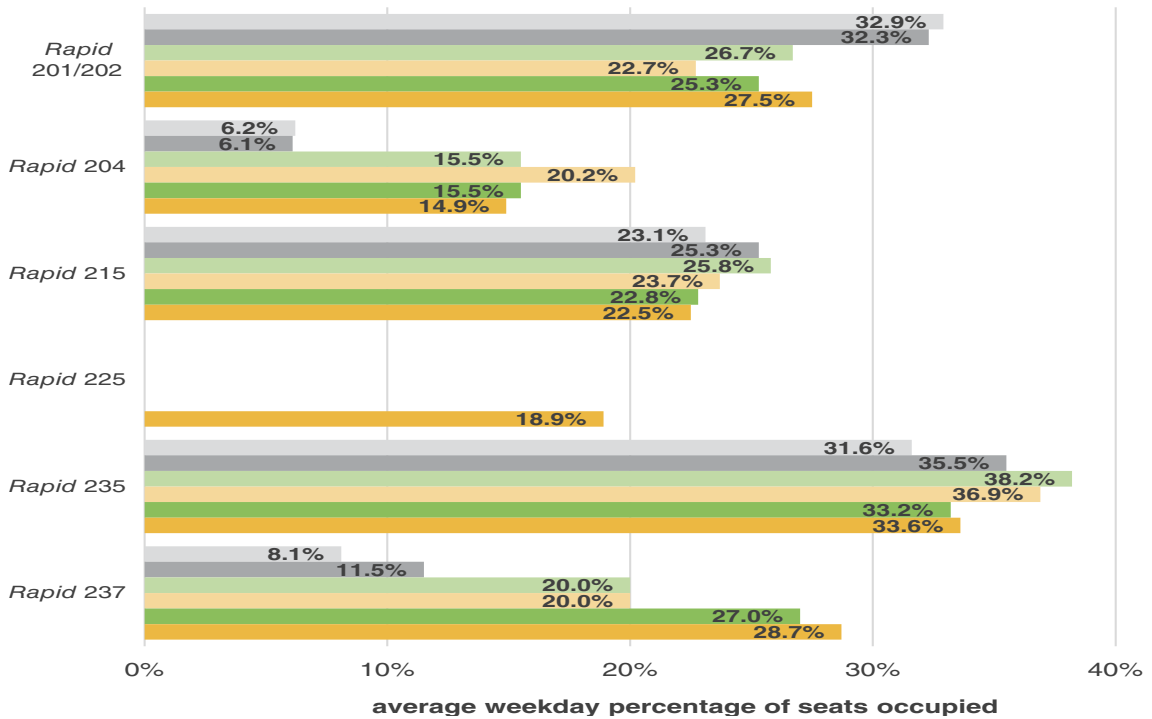


Figure 13
Regional Bus Transit Load Factor (All Day)

In terms of the percent of seats occupied on these bus routes (also known as load factor), there was again variation across the routes in 2019, with the load factors ranging from an average of almost 15% for *Rapid 204* to almost 34% for *Rapid 235* (Figure 13). Comparing these rates from 2018 to 2019, three routes had a higher load factor (*Rapid 201/202*, *Rapid 235*, and *Rapid 237*) and two had a lower load factor (*Rapid 204* and *Rapid 215*).



NOTE: The SuperLoop Rapid 201/202 connects the UTC Transit Center to UCSD, La Jolla Village Square, and other locations. The SuperLoop Rapid 204 connects the UTC Transit Center to the Nobel Athletic Area and employers east of Genessee. The Rapid 215 connects SDSU to Downtown. The Rapid 225 connects East Palomar Station to Downtown (Rapid 225 began on January 27, 2019, so data prior to 2019 were not applicable). The Rapid 235 connects the Escondido Transit Center to Downtown. The Rapid 237 connects Miramar College to UC San Diego via Mira Mesa Boulevard.

Figure 14
Regional Bus Transit Farebox Recovery

Farebox recovery is the percent of operating expenses met by fares paid by passengers. As Figure 14 shows, *Rapid 225*, the newest route, had an average weekday farebox recovery rate of almost 8%, which was the lowest, compared to the average for *Rapid 201/202*, which was the highest at almost 54%. Comparing the routes for one-year changes, three had a higher farebox recovery rate in 2019 (*Rapid 201/202*, *Rapid 204*, and *Rapid 237*) and two had a lower rate (*Rapid 215* and *Rapid 235*).

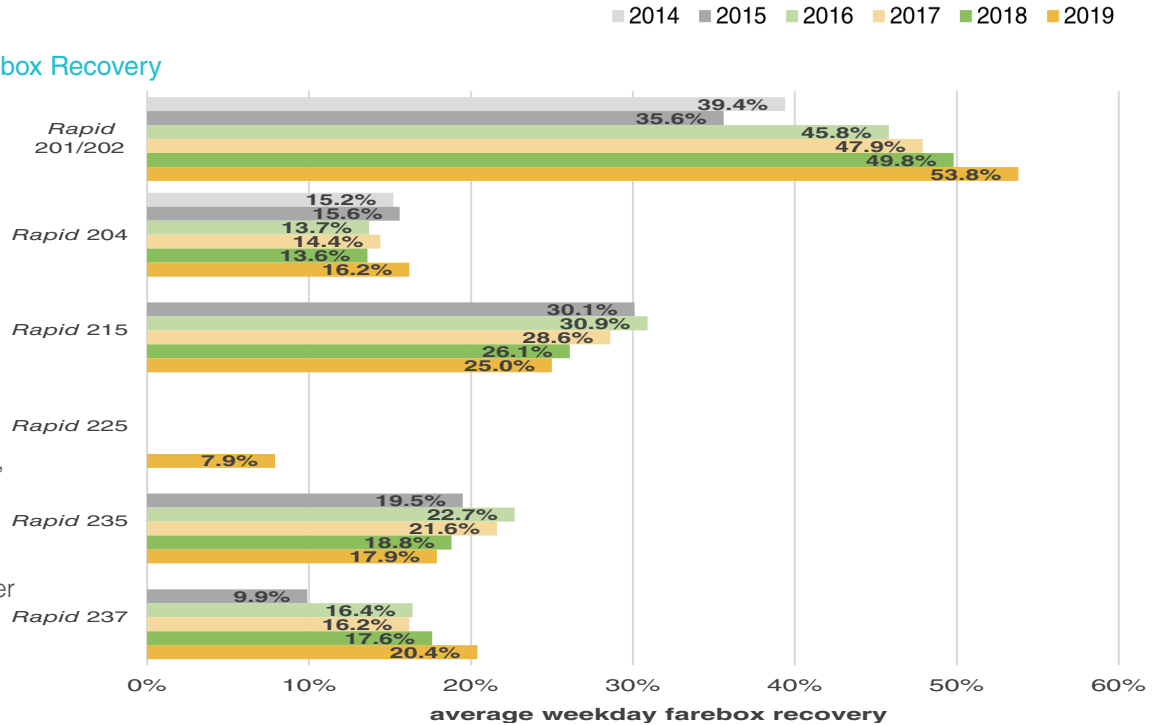
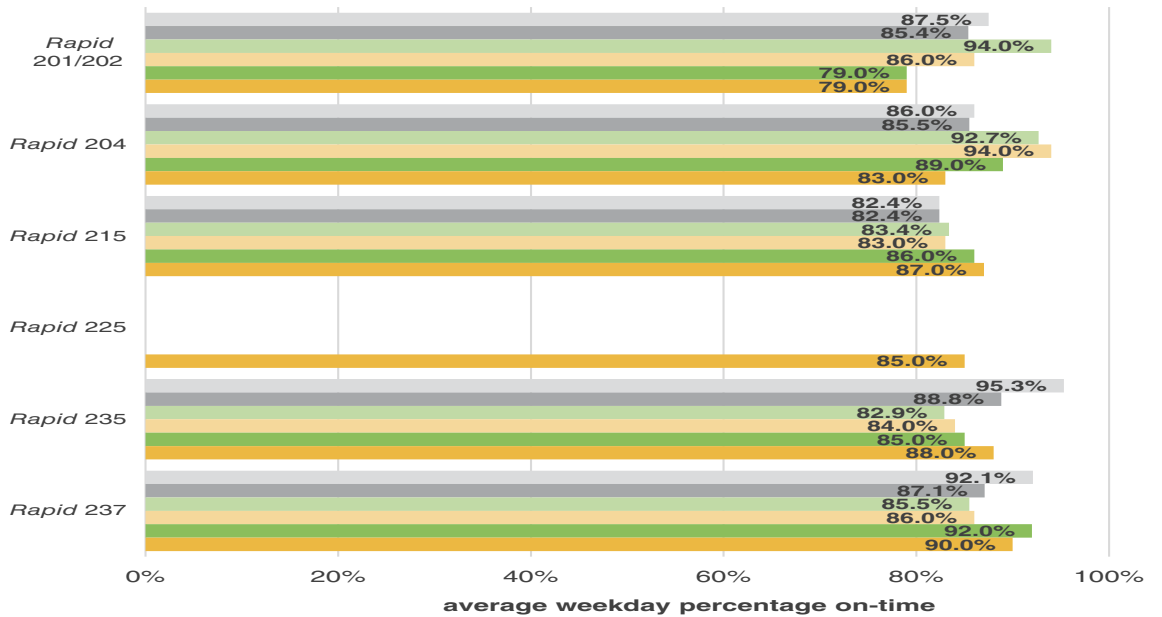


Figure 15
Regional Bus Transit On-Time Performance

As Figure 15 shows, the bus transit lines were on-time from 79% (*Rapid 201/202*) to 90% (*Rapid 237*) of the time in 2019. In terms of one-year changes, the on-time percentage increased for *Rapid 215* and *Rapid 235*, decreased for *Rapid 204* and *Rapid 237*, and stayed the same for *Rapid 201/202*.



NOTE: The SuperLoop Rapid 201/202 connects the UTC Transit Center to UCSD, La Jolla Village Square, and other locations. The SuperLoop Rapid 204 connects the UTC Transit Center to the Nobel Athletic Area and employers east of Genessee. The Rapid 215 connects SDSU to Downtown. The Rapid 225 connects East Palomar Station to Downtown (Rapid 225 began on January 27, 2019, so data prior to 2019 were not applicable). The Rapid 235 connects the Escondido Transit Center to Downtown. The Rapid 237 connects Miramar College to UC San Diego via Mira Mesa Boulevard.

Source: SANDAG Passenger Counting Program, MTS, NCTD

About info**bits**

SANDAG serves as the San Diego region’s clearinghouse for information and data. Infobits publish timely, relevant information as well as provide context on complex issues facing the region.

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