I-805 and I-5 South Corridor Study

September-October 2004

A million new residents by 2030

A half million new jobs
**Growth in Travel, Population & Employment**

<table>
<thead>
<tr>
<th>Year</th>
<th>VMT</th>
<th>Population</th>
<th>Employment</th>
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<tbody>
<tr>
<td>1980</td>
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<td>1985</td>
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<td>1990</td>
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<td>1995</td>
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<td>2000</td>
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<td>2030</td>
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**2030 Mobility Network**

- **Transit**
- **Managed/HOV Lanes**
- **General Purpose Lanes**
- **Freeway Connectors**
- **HOV Connectors**
Study Organization

- Caltrans and SANDAG technical and management staff

- I-805/I-5 Corridor Study Technical Working Group

- SANDAG’s Transportation Committee
Corridor Study Purpose

Identify multimodal transportation improvements in the study area to enhance the mobility of people and freight for corridorwide trips.

Corridor Study Objectives

- Move people and goods
- Provide travel choices
- Sustain current travel times in mixed-use lanes
- Support transit and carpool travel times to major job centers competitive with driving alone
- Achieve 10% mode share for transit and 12% for carpools for work trips at peak periods
Transportation Alternatives

- Evaluated 8 Multi-Modal Alternatives
- Different Levels of Regional Transit Services
- Different Levels of Highway Improvements
- Types of Highway Improvements: HOV Lanes, Managed Lanes, Toll Lanes, Mixed-Flow Lanes

Alternatives Recommended for Further Study

- Alternative 1: No Build
- Alternative 3: MOBILITY 2030 Transit and Highway
- Alternative 5: Enhanced Transit - MOBILITY 2030 Highway
- Alternative 6: MOBILITY 2030 Transit - Enhanced Highway
Alternative 1: No Build

Alternative 3: Mobility 2030 Transit and Highway
Alternative 5: Enhanced Transit - Mobility 2030 Highway

Alternative 6: Mobility 2030 Transit – Enhanced Highway
### I-5 South Projected Traffic

- **Daily Traffic (in thousands)**
  - 2003
  - 2030

### I-805 Projected Traffic

- **Daily Traffic (in thousands)**
  - 2003
  - 2030
Performance Measures

- Congestion relief
- Work trips by carpool, transit & bike/walk
- Homes & jobs served by transit
- Potential environmental constraints
- Preliminary capital & operating cost estimates

Congestion Relief

![Graph showing the comparison of various alternatives for I-5 and I-805 in terms of lane miles at LOS F. The graph includes five alternative scenarios: 2000 Current, Alternative 1 No Build, Alternative 3 MOBILITY 2030 Transit & Highway, Alternative 5 Enhanced Transit & MOBILITY 2030 Highway, and Alternative 6 MOBILITY 2030 Transit & Enhanced Highway. The data points indicate a reduction in lane miles at LOS F for each alternative compared to the 2000 Current scenario.](image-url)
**Work Trips: Carpool, Transit & Bike/Walk**

- **2000 Current**: 11.4% Carpool, 7.2% Transit, 3.2% Bike/Walk
- **Alternative 1 No Build**: 11.9% Carpool, 7.5% Transit, 2.5% Bike/Walk
- **Alternative 3 MOBILITY 2030 Transit & Highway**: 11.6% Carpool, 10.7% Transit, 2.4% Bike/Walk
- **Alternative 5 Enhanced Transit & MOBILITY 2030 Highway**: 11.4% Carpool, 12.9% Transit, 2.3% Bike/Walk
- **Alternative 6 MOBILITY 2030 Transit & Enhanced Highway**: 11.6% Carpool, 10.7% Transit, 2.4% Bike/Walk

**Journey to Work by Transit (2000 Census)**

- New York: 24.9%
- Chicago: 11.5%
- SF Bay Area: 9.5%
- Greater Washington-Baltimore: 9.4%
- Greater Los Angeles: 4.7%
- San Diego: 3.4%
- Sacramento: 2.7%
- Phoenix: 2.0%
Homes & Jobs Served by Transit

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<tbody>
<tr>
<td>Number of Homes &amp; Jobs within 1/4 mile of transit</td>
<td>26,500</td>
<td>32,280</td>
<td>161,780</td>
<td>191,770</td>
<td>161,780</td>
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Environmental Constraints Analysis

- Air Quality
- Habitat
- Cultural Resources
- Hazardous Waste
- Noise
- Socioeconomics
- Visual
Preliminary Cost Estimates

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<tr>
<th>Alternative</th>
<th>MOBILITY 2030</th>
<th>Transit &amp; Highway</th>
<th>Capital</th>
<th>O &amp; M</th>
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<tr>
<td>Low</td>
<td>$6.4</td>
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<tr>
<td>High</td>
<td>$9.1</td>
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<tr>
<td>Medium</td>
<td>$8.0</td>
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Preliminary Findings

- Alternative 3: Good performance in congestion relief, transit mode share, homes & jobs served by transit, lowest cost
- Alternative 5: Best performance in transit mode share, homes & jobs served by transit, highest cost
- Alternative 6: Best performance in congestion relief, medium cost
**Preliminary Findings**

*(Continued)*

- Refine Alternative 3
  - Additional highway improvements from Alternative 6
  - Additional regional transit services from Alternative 5

**Next Steps**

- Public Outreach - Sept./Oct. 2004
- Finalize evaluation of alternatives – Oct./Nov. 2004
- Staff and Technical Working Group recommend a corridor improvement strategy – Nov./Dec. 2004
I-805/I-5 South Corridor Study

Questions?

I-805 and I-5 South Corridor Study

September-October 2004