I-805/I-5 Corridor Study

September-October 2004

A million new residents by 2030

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

![Graph showing percent change in VMT, population, and employment from 1980 to 2030.]

- VMT
- Population
- Employment

2030 Mobility Network

![Map showing transport network in 2030.]

- 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

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**I-805/I-5 Corridor Study**
April 2004

**Study Area**
- Transit
- Managed/HOV Lanes
- General Purpose Lanes
- NOV Connectors
- Direct Access Ramps

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**SANDAG**
**Caltrans**
**Alternative 5:**
Enhanced Transit - Mobility 2030 Highway

**Alternative 6:**
Mobility 2030 Transit – Enhanced Highway
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

![Bar chart showing congestion relief comparison between different alternatives.](image)
Work Trips: Carpool, Transit & Bike/Walk

<table>
<thead>
<tr>
<th></th>
<th>Carpool</th>
<th>Transit</th>
<th>Bike/Walk</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Current</td>
<td>11.4%</td>
<td>7.7%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Alternative 1 No Build</td>
<td>11.9%</td>
<td>7.5%</td>
<td>2.5%</td>
</tr>
<tr>
<td>Alternative 3 MOBILITY 2030 Transit &amp; Highway</td>
<td>11.6%</td>
<td>10.7%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Alternative 5 Enhanced Transit &amp; MOBILITY 2030 Highway</td>
<td>11.4%</td>
<td>12.9%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Alternative 6 MOBILITY 2030 Transit &amp; Enhanced Highway</td>
<td>11.6%</td>
<td>10.7%</td>
<td>2.4%</td>
</tr>
</tbody>
</table>

Journey to Work by Transit (2000 Census)

<table>
<thead>
<tr>
<th>City</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York</td>
<td>24.9</td>
</tr>
<tr>
<td>Chicago</td>
<td>11.5</td>
</tr>
<tr>
<td>SF Bay Area</td>
<td>9.5</td>
</tr>
<tr>
<td>Washington-Baltimore</td>
<td>9.4</td>
</tr>
<tr>
<td>Greater Los Angeles</td>
<td>4.7</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>3.4</td>
</tr>
<tr>
<td>Sacramento</td>
<td>2.7</td>
</tr>
<tr>
<td>Phoenix</td>
<td>2.0</td>
</tr>
</tbody>
</table>
### Homes & Jobs Served by Transit

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Number of Homes &amp; Jobs within 1/4 mile of transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000 Current</td>
<td>26,500</td>
</tr>
<tr>
<td>Alternative 1 No Build</td>
<td>32,269</td>
</tr>
<tr>
<td>Alternative 3 MOBILITY 2030 Transit &amp; Highway</td>
<td>161,780</td>
</tr>
<tr>
<td>Alternative 5 MOBILITY 2030 Enhanced Transit &amp; Highway</td>
<td>191,770</td>
</tr>
<tr>
<td>Alternative 6 MOBILITY 2030 Transit &amp; Enhanced Highway</td>
<td>161,780</td>
</tr>
</tbody>
</table>

### Environmental Constraints Analysis

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

![Cost Estimates Chart]

**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