San Diego Forward: The 2019-2050 Regional Plan
Network Concepts
Transportation Committee Item 4 | October 19, 2018

Where We Live and Work Today

2018

- 1 dot = 50 housing units
- 1 dot = 50 jobs
- Conserved Lands
Projected Housing and Job Growth

Projected Growth 2018-2050

1 dot = 50 housing units
1 dot = 50 jobs
Conserved Lands

Existing and Projected Growth

2050

1 dot = 50 housing units
1 dot = 50 jobs
Conserved Lands
What Has Changed Since 2015 Plan?

- Construction costs up 15-20 percent
- Revenue assumptions 16 percent less than 2015 Plan
- Greenhouse gas reduction target increased from 13 percent to 19 percent
- Re-envisioned transit and highway projects
- Not all TransNet projects included
Capital Projects in all Concepts

- Regional Bike Network
- Managed Lanes – I-5, I-805, SR 78, SR 52
- Increased frequencies on all Trolley lines, COASTER, and SPRINTER
- *Rapid* routes on Managed Lane corridors
- General purpose lanes on SR 56
- Airport and border intermodal transportation centers

Network Concepts

**Concept A** – Shared Mobility

**Concept B** – Connected Corridors

**Concept C** – Policy Possibilities
Greenhouse Gas Comparisons

Strategies for Consideration

Mobility Management
- Vanpool and carpool programs
- Shared mobility and mobility hubs
- Electric vehicle program

Technologies
- Connected infrastructure
- Active transportation management
- Smart signals

Potential Policies
- Congestion pricing
- Tolling
- Mileage-based user fee
- Parking fees
- Lower transit fares
Board of Directors Workshop

Discussion Questions

1. What do you like about the network concepts?
2. What would you change?
3. Which strategies do you think are worth considering?
4. Are there any strategies that you are reluctant to use?
Network Development Process

- **SANDAG Board of Directors provided input on anticipated funding for the 2019 Regional Plan**
- **Develop Network Concepts for Discussion**
  - **Shared Mobility**
  - **Connected Corridors**
  - **Policy Possibilities**
- **Develop Draft Scenarios for Review**
- **SANDAG Board selects Preferred Network Scenario for 2019 Regional Plan**
- **Adopt 2019 Regional Plan**

Network Concept Outreach

- **Recent outreach events**
  - October 15: Community Conversation in South County
  - October 16: Open House at City College
  - October 17: Community Conversation in Central San Diego
  - October 18: Community Conversation in East County
- **Upcoming outreach events**
  - October 23: Community Conversation in North County Coastal 6-7:30 p.m. at La Colonia Community Center, Solana Beach
  - October 25: Community Conversation in North County Inland 6-7:30 p.m. at Escondido Public Library
  - October 27: Community Conversation in Central San Diego 2-3:30 p.m. at Cherokee Point Elementary School
  - Through October 31: Interactive Survey SDForward.com/survey
Regional Transit Fare Study Update

Transportation Committee Item 5 | October 19, 2018

Goals

• Simplify fare structure
• Revenue neutral or positive outcome
• Minimize ridership loss
**Fare Study Timeline**

- **Data collection**.................October 2016 – February 2017
  - Customer surveys
  - Staff surveys and interviews
  - Peer agency review
- **Development of fare proposals**......June 2017 – August 2018
- **Modeling revenue and ridership impacts**..................June 2017 – August 2018
- **Transfer analysis**........................February – March 2018
- **Public input**.............................September – November 2018
- **Title VI analysis**........................November 2018
- **Recommend new fare structure**.........Late 2018/Early 2019

**Basis for Proposed Fare Changes**

- Operational costs over the past 10 years have increased
- Decrease in fare revenue
- Fares have remained unchanged
- Increase in fare revenue, maintain high levels of service
- Simplify fare structure across the region
- Enable future support of customer friendly policies (i.e., fare capping)
Basis for Proposed Fare Changes

- Regional fare simplification to enhance the customer riding experience
- Most fares have not increased since 2009
  - Fares were decreased in 2011
- NCTD has added services combined with increases in certain expenses
  - Cost of diesel per gallon has increased from $1.422 (before taxes and fees) per gallon in January 2017 to $2.10 (before taxes and fees) per gallon in January 2018, which is a 47.7% increase
- California Bill AB-2394 (Medi-Cal: nonmedical transportation)
  - Effective July 1, 2017, resulted in an annual loss of revenue of approximately $1 million
- Declining farebox recovery ratios due to increased costs and loss of ridership has led to reduced customer revenue
  - Based on the elasticity model prepared by SANDAG’s consultant, it is estimated that NCTD will collect approximately an additional $1.1 million annually if the price of the single trips is increased as proposed

### Fare Table Before Simplification

<table>
<thead>
<tr>
<th>Mode</th>
<th>One-Way Cash</th>
<th>Day Pass</th>
<th>30-Day/Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adult / Youth</td>
<td>SDM</td>
<td>1-Day SDM</td>
</tr>
<tr>
<td>MTS Bus, Rapid 215</td>
<td>$2.25</td>
<td>$1.30</td>
<td>$5.00 NA</td>
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<tr>
<td>MTS Trolley, Rapid (225,235,237), Express (20,50,60,870,950)</td>
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<td>$1.25</td>
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<tr>
<td>MTS Rapid Express (280/290)</td>
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<td>$2.50</td>
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<tr>
<td>MTS Rural (888,891,892,894) Zone 1</td>
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<tr>
<td>MTS Rural (888,891,892,894) Zone 2</td>
<td>$10.00</td>
<td>$5.00</td>
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<tr>
<td>MTS Access One-Way Paratransit</td>
<td>$4.50</td>
<td>NA</td>
<td>NA NA NA NA NA NA NA</td>
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<tr>
<td>NCTD SPRINTER</td>
<td>$2.00</td>
<td>$1.00</td>
<td>$5.00 $2.25</td>
</tr>
<tr>
<td>NCTD BREEZE</td>
<td>$1.75</td>
<td>$0.75</td>
<td>$5.00 $2.25</td>
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<tr>
<td>NCTD FLEX</td>
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<td>$2.50</td>
<td>$5.00 $2.25</td>
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<tr>
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<table>
<thead>
<tr>
<th>Mode</th>
<th>One-Way Cash</th>
<th>Round Trip</th>
<th>Day Pass</th>
<th>30-Day/Monthly</th>
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<tr>
<td></td>
<td>Adult / Youth</td>
<td>SDM</td>
<td>Adult</td>
<td>Adult</td>
</tr>
<tr>
<td>NCTD COASTER 1 Zone</td>
<td>$4.00</td>
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<td>$8.00</td>
<td>$4.00</td>
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<td>NCTD COASTER 2 Zones</td>
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<td>$10.00</td>
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</table>

Transportation Committee Item 5 | October 19, 2018
### Fare Table After Simplification

<table>
<thead>
<tr>
<th>Mode</th>
<th>One-Way Cash</th>
<th>Day Pass</th>
<th>30-Day/Monthly</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTS Bus, Rapid, Express, Trolley, NCTD BREEZE and SPRINTER</td>
<td>$2.50</td>
<td>$1.25</td>
<td>$5 or $6</td>
</tr>
<tr>
<td></td>
<td>$3</td>
<td>$72</td>
<td>$26</td>
</tr>
<tr>
<td>MTS Rapid Express/ Premium and NCTD FLEX</td>
<td>$5</td>
<td>$2.50</td>
<td>$12</td>
</tr>
<tr>
<td></td>
<td>$6</td>
<td>$100</td>
<td>$36</td>
</tr>
<tr>
<td>MTS Rural</td>
<td>$8</td>
<td>$4</td>
<td></td>
</tr>
<tr>
<td>MTS Access/NCTD LIFT</td>
<td>NA</td>
<td>$5</td>
<td></td>
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### Overview of Proposed Changes

- Single one-way fare price ($2.50) for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE ($5 for ADA Paratransit)
- Add $3 Day Pass for Seniors/Disabled/Medicare and Youth for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE
- No change to $72 Regional Monthly Pass
- One discounted monthly pass price of $26 for SDM and Youth for MTS Bus, Trolley, *Rapid*, SPRINTER, and BREEZE
- Price increase for COASTER one-way, Day Pass, and 30-Day/Monthly Passes
- Increase Adult Regional Day Pass to $6
Overview of Proposed Changes

• Eliminate SPRINT/BREEZE monthly pass (use Regional Monthly Pass that includes service on MTS Bus and Trolley)
• Increase minimum age for senior discounts from 60 to 65 years (seniors 60 or older prior to the effective date will remain eligible for reduced fares)
• Elimination of 2, 3, 4, and 14-day passes
• Elimination of Trolley transfers to align with bus policy

Overview of Fare Change Impacts

• Estimated annual revenue increase of $4.0 – $8.1 million
  • MTS: $2.0 – $5.6 million
  • NCTD: $2.0 - $2.5 million

• Estimated annual ridership decrease of 1.6 – 2.8 million
  • MTS: 1.3 – 2.3 million fewer riders
  • NCTD: 0.3 – 0.5 million fewer riders
## Next Steps

<table>
<thead>
<tr>
<th>Activity</th>
<th>Anticipated Date</th>
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<tbody>
<tr>
<td>Transportation Committee (TC) Discussion</td>
<td>October 19, 2018</td>
</tr>
<tr>
<td>Public Meeting (Chula Vista)</td>
<td>October 22, 2018</td>
</tr>
<tr>
<td>Public Meeting (MTS)</td>
<td>October 23, 2018</td>
</tr>
<tr>
<td>Public Meeting (El Cajon)</td>
<td>October 24, 2018</td>
</tr>
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<td>Public Meeting (City Heights)</td>
<td>October 29, 2018</td>
</tr>
<tr>
<td>Public Meeting (Escondido)</td>
<td>October 30, 2018</td>
</tr>
<tr>
<td>Public Meeting (Oceanside)</td>
<td>November 1, 2018</td>
</tr>
<tr>
<td>TC and Independent Taxpayer Oversight Committee Recommendation to Board of Directors, NCTD, MTS, and SANDAG Board Action</td>
<td>Late 2018/Early 2019</td>
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<tr>
<td>Ordinance Amendment Enactment</td>
<td>Early 2019</td>
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REGIONAL BIKEWAY PROGRAM STATUS UPDATE

Transportation Committee Item 6 | October 19, 2018

PROGRAM CONTEXT

- Board of Directors approved Regional Bike Plan in 2010
- With adoption of the 2011 Regional Plan, the Board made a major commitment to Active Transportation
- Bike Early Action Program adopted in 2013
- Partnership with local jurisdictions
**EARLY ACTION PROGRAM**

- $200 million in *TransNet* funds
- Building 77 linear miles of bikeways
- 70 of 77 miles either open or under design
- 7.5 miles open to date
- 3/4 of investment in City of San Diego

**DESIGN PRINCIPLES**

**SAFE “LOW STRESS” STREETS**

- Safe movement of people
- Connected network
- Everyday people, everyday trips
- Protected bikeways provide separation
- Traffic calming to reduce speeds
- Challenges in urban areas due to limited space and competing uses
BIKEWAY PROGRAM STATUS

70 of 77 Miles Open or Under Development

Miles per Project Phase

<table>
<thead>
<tr>
<th>Phase</th>
<th>Miles</th>
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<tbody>
<tr>
<td>Preliminary Engineering/Environmental</td>
<td>23.2</td>
</tr>
<tr>
<td>Design</td>
<td>32.5</td>
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<tr>
<td>Under Construction</td>
<td>6.4</td>
</tr>
<tr>
<td>Open to Public</td>
<td>7.5</td>
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</tbody>
</table>

BIKEWAY PROGRAM STATUS

Bikeway Miles Open to Public by Fiscal Year

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY18</td>
<td>7.5</td>
</tr>
<tr>
<td>FY19</td>
<td>5.3</td>
</tr>
<tr>
<td>FY20</td>
<td>8.6</td>
</tr>
<tr>
<td>FY21</td>
<td>15.8</td>
</tr>
<tr>
<td>FY22</td>
<td>29.8</td>
</tr>
<tr>
<td>FY23</td>
<td>1.3</td>
</tr>
<tr>
<td>FY24</td>
<td>2</td>
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</table>

70.3 miles of bikeway
KEY CONSIDERATIONS

• Schedule
  – Projects are local
  – Time spent on public outreach and analysis

• Budget
  – Projects include more than a bike facility
  – Costs are subject to same trends as other modal programs
  – Maximize grant opportunities

• Users
  – Pre- and post-user data collected for all projects

PROJECT FEATURES

• Protected bikeways
• Neighborhood traffic circles
• High visibility crosswalks
• Signal improvements
• Drainage and stormwater improvements
• Utility conflicts
RECENT PROGRESS

COASTAL RAIL TRAIL

ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

August 2018

COASTAL RAIL TRAIL: ENCINITAS
COASTAL RAIL TRAIL: ENCINITAS

[Image: Picture of the Coaxial Rail Trail in Encinitas, featuring cyclists and a pedestrian]

COASTAL RAIL TRAIL: ENCINITAS

[Image: Picture of construction work on the Coaxial Rail Trail, including excavated soil and construction machinery]
INLAND RAIL TRAIL: CITY OF SAN MARCOS

INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL: COUNTY OF SAN DIEGO AND CITY OF VISTA

[Diagram of the Inland Rail Trail, showing counties and stations.

Legend:
- Open to the Public: Completed - February 2017
- In Construction: Expected Completion - December 2018
- In Final Design: Received Active Transportation Program (ATP) Cycle 5 Grant - $6.6 million for design and construction
- In Final Design: Pending Active Transportation Program (ATP) Cycle 6 Grant - $15 million
- CFRX 3835 Station]
**BAYSHORE BIKEWAY**

- 24 miles around San Diego Bay
- 16 miles complete
  - 2 miles in National City and City of San Diego opened in February 2018
- Another 2.5 miles in final design

**CITY OF SAN DIEGO DESIGN REVIEW**

- Single point of contact for reviews and approvals
- Basis of design document for specific project features
CITY OF SAN DIEGO DESIGN REVIEW

6.3 PEDESTRIAN ACCESS WITH LANDSCAPE BUFFER

CHALLENGE: "OUTSIDE CURB RAMP & TRNote CHANGES"

Specifically focusing on Item 5, 6, 7, and 8.

Summarizing findings for Item 5, 6, 7, and 8 provided during an eight-week period from the city request for design review.

Item 5: bike lane and sidewalk extensions.

Item 6: bike lane and sidewalk extensions.

Item 7: bike lane and sidewalk extensions.

Item 8: bike lane and sidewalk extensions.

GObyBIKEsd.com

PROJECT EVALUATION AND DATA MONITORING
**INLAND RAIL TRAIL: SAN MARCOS**

<table>
<thead>
<tr>
<th>Pre-Project and Post-Project</th>
<th>Wed. Nov. 2015</th>
<th>Wed. May 2018</th>
<th>% change</th>
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</thead>
<tbody>
<tr>
<td>Bike Counts at Pacific Street</td>
<td>45</td>
<td>70</td>
<td>+56%</td>
</tr>
<tr>
<td>Pedestrian Counts at Pacific Street</td>
<td>45</td>
<td>268</td>
<td>+496%</td>
</tr>
</tbody>
</table>

**COASTAL RAIL TRAIL: OCEANSIDE**

<table>
<thead>
<tr>
<th>Pre-Project and Post-Project</th>
<th>Tues. Aug. 2013</th>
<th>Wed. May 2018</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Counts at Wisconsin Ave.</td>
<td>138</td>
<td>301</td>
<td>+118%</td>
</tr>
<tr>
<td>Pedestrians at Wisconsin Ave.</td>
<td>419</td>
<td>953</td>
<td>+127%</td>
</tr>
</tbody>
</table>

Transportation Committee Item 6  |
October 19, 2018  |
**LESSONS LEARNED**

- Conceptual planning phase
- Design phase
- Construction phase
NEXT STEPS

- Continue progress on 24 EAP projects in FY 19 Program Budget

- Provide regular program status updates