Transportation, Regional Planning, and Borders Committees Joint Meeting

AGENDA

August 7, 2020

Closed Caption available. Paste this link into your browser:
https://www.streamtext.net/player?event=SANDAG-Joint

Interpretation

English and Spanish interpretation available!
1. Public Comments / Communications / Member Comments
2. The Vision for the 2021 Regional Plan: A Deep Dive into the Details

- Discussion
A bold new approach to planning for the future

Embracing data-driven planning, incorporating emerging technologies, and incorporating resident input
5 Big Moves
Key strategies to envision our future transportation ecosystem
Part I
• Overview of the data-driven planning process
• Complete Corridors
• Transit Leap

*10-minute break*

Part II
• Mobility Hubs and Flexible Fleets
• Next Operating System
• Conclusion

*10-minute break*

Committee discussion and public comment
Today's Presenters

Antoinette Meier  
Director of Mobility and Innovation

Tuere Fa’aola  
Senior Regional Planner

Alex Estrella  
Senior Regional Planner

Jennifer Williamson  
Principal Regional Planner

Marisa Mangan  
Senior Regional Planner

Krystal Ayala  
Associate Regional Planner

Concept Development
Sprint Planning

This iterative process brought in data and feedback from residents at each phase.

Listening to stakeholders
Getting input from communities

Human Centered Design

By listening to residents throughout the region, we can plan for improvements that address their unique needs.
I wouldn’t let my kids take public transit here because of safety and security concerns. Safety is a huge factor in riding public transit for me and as a woman I don’t feel safe riding alone.

The bus is not reliable and takes planning. Before I had a car, I would take the bus – I had to leave super early and really plan ahead. I wish I could take public transit, but it takes a long time and there is a lack of frequency options, and a last mile issue.

The network is too linear. If you go to any major city, public transit is just as easy and just as fast as driving.

I’m surprised there’s no transit to the airport… We need airport connectivity.

I don’t have a car, so I take the bus and COASTER to get to Encinitas for work. I leave Chula Vista at 6 a.m. for my 10 a.m. shift.

I have to walk home from work at 11 p.m. because it’s too late for the buses.
Insights: People want safe, fast, and convenient choices

no school bus service

We used to have buses in middle school, but not anymore. People getting to school creates most of the traffic.

Trying to get across Mira Mesa Blvd. after picking up my daughter from school can take up to 20 minutes.

I like the scooters and bikes, especially around colleges and schools. If I had some dedicated lanes to take a scooter to school, I wouldn’t be driving.

Biking outside of the neighborhood is unsafe. People text and drive and go into the bike lanes a lot.

Scooters should have their own lanes and be regulated, or they should go altogether.

unsafe conditions and not enough infrastructure for bikes and micromobility

commutes are stressful and long

The traffic in Sorrento Valley is so bad, I would never take a job there.

More time on my commute means less time with my family.

I plan my day around traffic patterns.

I plan my commute around when the red lines on Google Maps disappear.

Drivers need flexibility, control, and privacy

I like riding my bike at the beach, but I don’t feel safe on the roads.

I’m all about the privacy and flexibility I have in my chariot. I like doing what I know.

Nothing beats the privacy and control of taking my own car.

My car is really my only option when I have my kids with me.

Vision Advisory Panel

Adaptable systems // resiliency // safety // power of data // public private partnerships //
Data-Driven Planning
Where people live and work

Census data helped make connections between where people live and work
Trips to and from employment centers are the most predictable.

Other regional trips, including trips from the border and to recreation in Balboa Park and Mission Bay.
Other work trips including military bases

7% low-income residents have access to fast and frequent transit service
The median transit travel time is 51 minutes – double the travel time for people who drive to work.

10% of the region’s population has a disability.
13% of our population will be age 75 or older in 2050

42% of greenhouse gas emissions come from transportation/passenger vehicles
Network Development and Refinement
**Interregional Corridors**

<table>
<thead>
<tr>
<th>Trip Distance</th>
<th>Percentage</th>
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<tr>
<td>&gt;20 miles</td>
<td>(60%)</td>
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<tr>
<td>5-20 miles</td>
<td>(30%)</td>
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<td>&lt;5 miles</td>
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**Peak Period Performance**

| Vehicle Miles Traveled (Freeway) | Approx. 2/3 |
| Delay (Freeway)                  | Approx. 2/3 |

**Urban Corridors**

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<thead>
<tr>
<th>Trip Distance</th>
<th>Percentage</th>
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<td>&gt;20 miles</td>
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<td>5-20 miles</td>
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<td>&lt;5 miles</td>
<td>(10%)</td>
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**Peak Period Performance**

| Vehicle Miles Traveled (Freeway) | Approx. 1/3 |
| Delay (Freeway)                  | Approx. 1/3 |
Rural Corridors

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<thead>
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Peak Period Performance

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<tr>
<th>Performance Metric</th>
<th>Approx.</th>
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<tr>
<td>Vehicle Miles Traveled (Freeway)</td>
<td>&lt;5%</td>
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<tr>
<td>Delay (Freeway)</td>
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Proposed Complete Corridor Network

A system of managed lanes in the most traveled corridors in the western part of our region
**Corridor Capacity Opportunities**

Sample highway corridor

<table>
<thead>
<tr>
<th>Current highway corridor</th>
<th>Future highway corridor with proposed improvements</th>
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**Corridor Capacity Opportunities with 5 Big Moves**

**West Chula Vista/I-5**

Current capacity

Future capacity with 5 Big Moves concepts

220% increase in person trips

= 1,000 person trips
SR 78 today

SR 78 could be reimagined using the Complete Corridors concept
SR 78 could have technology to manage lanes

Proposed Regional Arterial Network

Provide access to freeways, major employment centers, and transit
Regional Bike Network

As part of a Complete Corridor, the bike network creates a safe place for people who walk and bike.
Main and Magnolia in the heart of El Cajon

How technology can make intersections smarter and safer in El Cajon
Transit Leap Service Types

- **Commuter rail**
  Fully grade separated, higher speed, longer distance
- **Light rail**
  Fully/partially grade separated, medium speed, shorter distance
- **Next Gen Rapid**
  *Rapid* and Express (with transit priority)
- **Local bus** and **Flexible Fleets**
Data connects employment centers with areas that have the highest concentration of commute origins, revealing potential connections.
Refining proposed Commuter Rail Routes

Proposed Transit Leap Network

This network aligns with Complete Corridors and has three primary services.
San Ysidro Transit Center and pick-up/drop-off areas today

Envision San Ysidro Transit Center with managed curbs, Flexible Fleets, and bike lanes
San Ysidro Transit Center Trolley platform and curb today

San Ysidro Transit Center could connect light rail with commuter rail using Transit Leap
**Improved and more equitable transit access**

Transit Leap could create faster, more frequent, and longer service hours.

<table>
<thead>
<tr>
<th>Today</th>
<th>VISION</th>
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<tr>
<td>5%</td>
<td>55%</td>
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**People and jobs within 10 minutes of fast and frequent transit**¹

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<th>Today</th>
<th>VISION</th>
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<tr>
<td>8%</td>
<td>60%</td>
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**Population with access to longer transit service hours**²

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<th>Today</th>
<th>VISION</th>
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<tr>
<td>7%</td>
<td>59%</td>
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**Low-income residents with access to fast and frequent transit service**

¹ Fast and Frequent: service every 10 minutes
² Longer Transit Service Hours: 20 hours of continuous service

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**We’ve paused for a short break**

The August 7 joint meeting of the SANDAG Transportation, Regional Planning, and Borders Committees will resume in…
Mobility Hubs

Developing the Mobility Hub Network
Proposed Regional Mobility Hub Network

Mobility Hubs and Communities of Concern
Proposed Central Mobility Hub

An area where people could connect to transit options throughout the region

A Central Mobility Hub could connect people to the airport
A Central Mobility Hub could connect people to Flexible Fleets, micromobility, and ridehailing.

A Central Mobility Hub could be a central connection for light rail, commuter rail, and interregional rail.
Oceanside Transit Center platform today

Oceanside Transit Center platform with Mobility Hub
Oceanside Transit Center (S. Tremont) today

Oceanside Transit Center (S. Tremont) with Mobility Hub
Mission at Nevada is a 5-minute bike ride or 10-minute walk to the Oceanside Transit Center

Mission at Nevada with Mobility Hub
### Flexible Fleet Services

<table>
<thead>
<tr>
<th>Micromobility</th>
<th>Low-speed devices</th>
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<tr>
<td>Ridehail &amp; Carshare</td>
<td>On-demand vehicles</td>
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<tr>
<td>Rideshare</td>
<td>Shared rides</td>
</tr>
<tr>
<td>Microtransit</td>
<td>On-demand shuttles</td>
</tr>
<tr>
<td>Last Mile Delivery</td>
<td>Ground and aerial package delivery</td>
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What we heard…

- Supportive infrastructure
- Operating incentives
- Complement transit
- Affordable and accessible choices

Flexible Fleet Outreach

Flexible Fleets work in partnership with the private sector and communities.

Flexible Fleets operate everywhere.

Services could thrive in urban, suburban, and rural settings.
Driverless vehicles link for added capacity

Privacy screens offer a comfortable experience

Cleaning bot

WiFi and mobile device charging

Accessible boarding

Space for personal belongings

Folding rack for bikes

El Cajon Boulevard in North Park today
El Cajon Boulevard could be transformed into a Complete Corridor

Flexible Fleets could connect to Transit Leap services and serve short trips within the community
Proposed Sorrento Valley Transit Station

New and enhanced services could improve access to opportunities at our largest employment center.

Mira Mesa Boulevard in the Sorrento Valley employment center today
Transit Leap and Flexible Fleets could improve access to Sorrento Valley

Flexible Fleets and Complete Corridors could make traveling to Sorrento Valley easy, convenient, and safe
Commuter rail could connect Sorrento Valley to key destinations, including a Central Mobility Hub

Next OS
The technology that makes the transportation ecosystem work

DATA SOURCES

NEXT OS PLATFORM

APPLICATIONS & SERVICES

Residents & Businesses
Transportation Operators
Planners & Policymakers

Tools for people who use the system, those who operate it, and the people who plan and set policies

Residents & Businesses
A suite of integrated applications to plan trips and book and pay for services

Transportation Operators
A suite of dashboards and tools with advanced analytics

Planners & Policymakers
A platform with public and private data that better informs decisions
Laura’s Journey

- Lives in southeast San Diego with her family
- Essential worker, commutes to Sorrento Valley
- Transports her son to junior high school and toddler to daycare
Laura’s morning routine gets easier with the 5 Big Moves

5 Big Moves Data Viewer

A Transformative Transportation Vision
For the 2021 Regional Plan
Data Viewer: Escondido Mobility Hub

Data Viewer: SR 52
Data Viewer: Commuter Rail

A Bold New Vision
Fast, Fair, Clean
We’ve paused for a short break

The August 7 joint meeting of the SANDAG Transportation, Regional Planning, and Borders Committees will resume in…
The Vision for the 2021 Regional Plan: A Deep Dive into the Details
Joint Meeting of the Transportation, Regional Planning, and Borders Committees – August 7, 2020

Member Comments (Item 2)
3. Continued Public Comments
4. Upcoming Meetings

The next Transportation Committee meeting is scheduled for Friday, September 4, 2020, at 9 a.m.

The next Regional Planning Committee meeting is scheduled for Friday, September 4, 2020, at 12:30 p.m.

The next Borders Committee meeting is scheduled for Friday, August 28, 2020, at 12:30 p.m.

Transportation, Regional Planning, and Borders Committees Joint Meeting

AGENDA

August 7, 2020

Closed Caption available. Paste this link into your browser: https://www.streamtext.net/player?event=SANDAG-Joint
A BOLD NEW VISION in 5 BIG MOVES // COMPLETE CORRIDORS / TRANSIT LEAP / MOBILITY HUBS / FLEXIBLE FLEETS / NEXT OS

What are Complete Corridors?

Complete Corridors provide a variety of travel choices and use technology to manage how highways and major roads are used in real time. They provide a balance of dedicated, safe space for everyone, including freight vehicles and people who walk, bike, drive, ride transit, and use Flexible Fleets.

What are some key features and benefits?

**Managed Lanes**
Managed Lanes, such as those along the Interstate 15 corridor, offer priority access to people using transit, carpooling, or vanpooling. People driving alone can access these lanes for a fee. When paired with technology, this can help move more people, reduce traffic congestion, and increase transit ridership.

**Active Transportation and Demand Management (ATDM)**
Technology enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions. This also allows operators to make more use of existing roads and offers an alternative to costly road expansion. Real-time travel information provided to people helps them to decide how, where, and when to travel to avoid congestion and dangerous driving conditions.

**Smart infrastructure and connected vehicles**
High-speed communication networks allow connected vehicles, smartphones, and smart roads to share data, which can help reduce collisions, increase network capacity, and improve travel times.

**Priority for transit, active transportation, and shared mobility services**
Smart intersections, dedicated transit and micromobility lanes, and separate space for people who walk and bike make these ways of traveling safer, faster, and more comfortable. More people choosing shared transportation options leads to better air quality. According to a Federal Highway Administration report, installing protected bike lanes can reduce crashes by up to 50%.

**Curb management**
Curb space can be managed to accommodate different uses based on levels of traffic at varying times of the day. This can lead to fewer traffic jams and idling, improve safety, and help meet economic and sustainability goals.

**Electric Vehicle (EV) infrastructure**
Public charging and hydrogen fueling stations help support California’s shift to electric vehicles and a reduction of greenhouse gas emissions.
SANDAG is planning for a regional network of Complete Corridors on major roads and highways. The proposed network intertwines with the adopted regional bike network to create seamless connections within communities and across jurisdictions. Complete Corridors create a backbone for Flexible Fleets and Transit Leap services by combining infrastructure and technology solutions. The Next OS would unify Complete Corridor management systems and complement the proposed infrastructure improvements to let people choose the travel option that works best for them.
What are some key features?

**High-speed transit**
New high-speed transit lines with higher frequency and capacity could connect major employment and residential centers.

**Expanded service times**
More frequent service that starts earlier and runs later would be more convenient and serve more riders.

**Transit priority**
Shorter travel times and more reliable service could result from the addition of dedicated lanes, signal priority during peak travel hours, and bridges and tunnels that provide grade-separated routes.

**Better integration**
Improved integration with other services would enable more closely timed connections with minimal transfers.

**Transition to electric power or alternative fuels**
New and existing services could transition to electric power or alternative fuels to reduce greenhouse gas emissions.

How is SANDAG planning for Transit Leap services?

Future transit services build upon what we have today. Developed in collaboration with regional transit operators North County Transit District and Metropolitan Transit System, the proposed Transit Leap network provides practical transit choices that are viable alternatives to driving for most trips along Complete Corridor highways.

- **Commuter Rail / Every 5–10 min. all day**
  High-speed trains that serve longer regional trips.

- **Light Rail / Every 10 min. all day**
  New tram services and improved light rail services with higher frequencies, expanded service times, and faster travel times.

- **Next Gen Rapid / Every 10 min. all day**
  Faster and more reliable Rapid bus service with more comfortable, high-tech vehicles.

- **Local bus and microtransit services**
  Complete the Transit Leap network.

- **Special transit projects**, such as connecting a Central Mobility Hub to the San Diego International Airport, would help people travel beyond the region for business or pleasure.

What is Transit Leap?

Transit Leap could create a complete network of high-speed, high-capacity, high-frequency transit services that connect major residential areas with employment centers and attractions throughout the San Diego region. Transit Leap services could connect to supporting Flexible Fleets in Mobility Hubs. New high-speed services—covering longer distances with limited stops—may be separated from vehicle traffic with bridges, tunnels, or dedicated lanes. Improvements to existing transit services—such as the Trolley, COASTER, SPRINTER, and Rapid—may include additional rail tracks, more frequent service, dedicated transit lanes, and traffic signal priority to keep transit moving quickly.
Future light rail and Next Gen Rapid could be faster, have expanded hours, and use technology to enhance riders’ experiences.

How could the San Diego region benefit?

**Reduced congestion**
Investing in new transit and improving the convenience of existing services can increase transit ridership.

**Faster transit travel times**
New and enhanced high-speed services, along with better connections to other services like local buses and Flexible Fleets, would provide options that are competitive with driving.

**Improved air quality**
When people who otherwise drive alone choose transit instead, vehicle miles traveled and greenhouse gas emissions will decline.

**Economic benefits**
Transit investments yield a two-to-one economic return while helping generate income for local businesses, workers, and neighborhoods. A shift to transit can reduce household transportation costs.

**Reduced demand for parking**
Increased transit ridership reduces the need for parking. As a result, parking lots and spots can be repurposed for other forms of public use, including affordable housing, high-occupancy vehicle and bike lanes, and wider sidewalks.

**More equitable access**
A more robust, reliable, and faster transit network would help create more equitable access to jobs, education, and healthcare. Reduced or subsidized fare programs can help ensure equitable access to services.
What are Mobility Hubs?

Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. They offer on-demand travel options and supporting infrastructure that enhance connections to high-quality Transit Leap services while helping people make short trips around the community on Flexible Fleets. Mobility Hubs can span one, two, or a few miles based on community characteristics and are uniquely designed to fulfill a variety of travel needs while strengthening sense of place.

Walking and biking infrastructure
Wider walkways, more visible crossings, and protected bikeways provide safe and comfortable spaces for people of all ages and abilities to walk, bike, scoot, use a wheelchair, and more.

Shared mobility
Flexible Fleets include on-demand rideshare, carshare, and micromobility options like scooters, e-bikes, neighborhood electric vehicles, and autonomous shuttles.

Supportive land use
A healthy mix of land uses, including jobs, housing, shopping, and recreation, supports a variety of community activities.

Supporting amenities
Amenities include interactive trip planning kiosks, public WiFi, mobile device charging, electric vehicle charging, parcel delivery lockers, mobile retail services, convenient passenger loading areas, and secure parking and e-charging for bikes and other personally owned rideables.

Intelligent transportation solutions
Wireless vehicle charging, smart parking solutions, infrastructure supporting automated and connected vehicles, and dynamically managed curbs harness technology in a hub.

How is SANDAG planning for Mobility Hub services?

The 2021 Regional Plan could include a network of “right-sized” Mobility Hubs near major residential, job, and activity centers. The proposed network includes our region’s urban core and 30 Mobility Hubs that were identified based on land use and employment characteristics, travel patterns, and demographics. Each Mobility Hub would make it easy to connect to and from Transit Leap services by offering on-demand Flexible Fleet choices. Mobility Hubs also integrate with Complete Corridors to ensure walking and biking are safe experiences while prioritizing pooled ride options over single-occupant vehicles. By 2050, it is anticipated that the Mobility Hub network could serve approximately half of the region’s population and more than two-thirds of the region’s jobs. Additionally, approximately 60% of low-income households, half of all seniors, and more than half of all minority residents would have access to Mobility Hub services and amenities.
How could the San Diego region benefit?

**Increased transit ridership**
Studies show that increasing the concentration of homes and jobs near transit is strongly associated with higher ridership.

**Neighborhood congestion relief**
Nearly half of all trips in the San Diego region are three miles or less. Mobility Hubs are key to reducing reliance on personal cars for these shorter neighborhood trips.

**Thriving local economy**
Making it safer for people to walk, bike, or scoot to transit and other Mobility Hub destinations can help boost local retail sales.

**Reduced air pollution**
Electrifying shared vehicle fleets and supplying convenient charging stations can help improve air quality.

**Equity**
Automated vehicle fleets can help seniors and people with disabilities achieve mobility independence. Additional equity measures—like adaptive bikes and scooters, low-income payment options, and other accommodations—can help people with mobility challenges.
What are Flexible Fleets?

Flexible Fleets are shared, on-demand transportation services that provide convenient and personalized travel options. While they build on the popularity of services such as rideshare, bikeshare, and scootershare, fleets can also include neighborhood shuttles and delivery services. These fleets provide services for all types of trips, 24/7, which can reduce the need to own a car. They also provide important connections between high-speed Transit Leap services and key destinations such as work or home, making it easier for commuters to choose transit. Flexible Fleets are primarily accessible through mobile apps and can be operated by public and private agencies or through partnerships.

What are the five Flexible Fleet categories?

- **Micromobility**
  Small, low-speed vehicles and services support short trips around a community and are a healthy alternative to driving. Micromobility can be personally owned or part of a shared fleet and can include bikes, scooters, and other rideables.

- **Rideshare**
  Multi-passenger vehicles can provide shared trips for people with a common origin and destination. Technology enabled pooled ridehailing services such as uberPOOL and Lyft Shared to thrive in addition to traditional carpools and vanpools.

- **Microtransit**
  Smaller transit vehicles can carry up to 15 passengers and use technology to provide the most efficient route between your doorstep and destination. Microtransit includes smaller, all-electric vehicles known as neighborhood electric vehicle shuttles, which are sustainable and convenient for short trips within a community.

- **Ridehailing**
  On-demand vehicles are available for short- or long-distance trips. Ridehailing and carshare services will be automated in the future and could operate as subscription-based services, allowing users to reserve any type of vehicle for their trip.

- **Last-Mile Delivery**
  Semi- or fully automated vehicles, e-bikes, drones, and bots could deliver a range of goods to homes and smart lockers at Mobility Hubs. Shared vehicles can make efficient trips by carrying passengers and goods at the same time.

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2021 Regional Plan

Flexible Fleets

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San Diego Forward SANDBAG SDForward.com
**Future microtransit vehicle**

1. Driverless vehicles play while in motion for added passenger capacity
2. Cleaning bot
3. Holographic travel display
4. Interior privacy screens ensure a comfortable experience while sharing the ride
5. On-demand passenger pickup
6. Optional folding rack for larger rideables
7. Real-time seat availability
8. Space for personal belongings, rideables, and groceries
9. Accessible boarding
10. WiFi and mobile device charging

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**How is SANDAG planning for Flexible Fleets?**

Flexible Fleets would operate within and between Mobility Hubs. They could travel using priority treatments on Complete Corridors and require dedicated infrastructure to help make it safe and convenient to walk, bike, scoot, and ride transit. In the future, the Next OS would integrate Flexible Fleets into trip-planning tools, making booking and paying for services easier. SANDAG is developing regional policies to proactively plan for these services and to ensure they are deployed equitably so that people without credit cards or smartphones can access them.

Future fleet vehicles may be autonomous and look different than what we’re used to today. Without the need for a driver, vehicles will have space to accommodate mobility ambassadors to assist passengers and could feature amenities like real-time travel information, cleaning bots, and privacy screens that ensure a comfortable experience while sharing the ride.

**How could the San Diego region benefit?**

**Better access to transit**
Flexible Fleets like bikes, scooters, and shuttles provide easy and convenient connections to transit.

**Convenience**
The on-demand nature of Flexible Fleets let people book a ride anywhere and anytime, regardless of the trip’s purpose.

**Improved air quality**
Shifting some drivers to Transit Leap services and Flexible Fleets could lead to more shared trips, which will help reduce vehicle miles traveled and greenhouse gas emissions.

**Reduced congestion**
Flexible Fleets reduce reliance on driving for everyday trips, which can decrease the number of cars on our roads.

**Equity**
Flexible Fleets offer a variety of personalized travel services such as car seats, wheelchair lifts, and accommodations for the visually impaired. These features help Flexible Fleets serve everyone.
**What is Next OS?**

Next OS is the “brain” of the entire transportation system. It is a digital platform that compiles information from sources like passenger vehicles, buses, ridesharing vehicles, delivery trucks, e-bikes, and scooters into a centralized data hub. Analysis of this data will improve how transportation is planned, operated, and experienced. Transportation operators could better manage supply and demand by modifying how infrastructure and services are used throughout the day. The result would be a modernized transportation system with roads and transit services that operate smoothly and serve people better.

**How could we use Next OS?**

**Residents and businesses**
Next OS provides applications and services, like interactive kiosks, to browse, book, and pay for any mobility service.

**Transportation operators and service providers**
Next OS supports dashboards with real-time data to optimize services and provide the best service for the public.

**Planners and policymakers**
Next OS helps inform decision-making with data that provide a clear perspective of how the transportation system is functioning and what improvements might be needed and where.
How is SANDAG planning for Next OS services?

Next OS is the cornerstone of the 5 Big Moves and will coordinate Complete Corridors, Transit Leap, Mobility Hubs, and Flexible Fleets to make the entire transportation system work at its best. It could include the development of four smart system platforms that align with current regional project priorities.

**Smart Infrastructure**
Developing a regional smart intersection system could improve safety and efficiency for different road users including freight, emergency vehicles, and people who walk, bike, and ride transit.

**Smart Corridors**
Integrating infrastructure and services into a multimodal management system will make it possible to dynamically manage traffic, quickly respond to incidents, and coordinate emergency evacuations.

**Smart Mobility**
Bundling mobility options, such as transit and Flexible Fleet services, into a single trip-planning application could offer incentives and better trip-planning tools, including booking, routing, and paying across any mode.

**Smart Borders**
Developing a comprehensive regional border-management system will make travel and trade easier and safer through the ports of entry in the San Diego–Tijuana binational region.

How will Next OS affect how I travel?

Next OS technology and the 5 Big Moves could make daily trips quicker and easier by providing better information and more compelling options for getting around. Through a single application, you’ll be able to:

- Explore and compare transportation options in the San Diego region
- Pay for services like rideshare, transit, toll roads, and parking
- Receive safety alerts and emergency routing information
- Order deliveries to pick up at lockers at transit stations
- Receive reward points to use at local businesses for taking transit

Laura’s journey: Next OS in action

Today, Laura has few viable commute choices. Transit options require too much time and, although her drive time is shorter, her commute is unpredictable. In the future, Laura could have more choices, better information, and an easier travel experience through the Next OS app.