San Diego FORWARD

The Vision for the 2021 Regional Plan
Board of Directors – August 14, 2020
A bold new approach to planning for the future

Embracing data-driven planning, leveraging emerging technologies, and incorporating resident input
A Vision for the 2021 Regional Plan
Three challenges

Reduce congestion
Improve social equity
Meet state and federal mandates – to be faster, fairer, and cleaner
Congestion in the San Diego Region

2016 Base Year
Communities of concern

Minority Population in 2019 by zip code

- ≤96%
- ≤75%
- ≤55%
- ≤40%
- ≤30%

Low Income Population in 2019 by zip code

- ≤61%
- ≤45%
- ≤35%
- ≤25%
- ≤20%

Senior Population in 2050 by zip code

- 17%
- 15%
- 14%
- 12%
- 10%

Source: SANDAG 2019 Annual Estimates

Source: SANDAG Series 14 Forecast, data source id 35
Legislative Mandates: State and Federal

SB 375 and Air Quality: meet regional greenhouse gas emissions reduction target and Clean Air Act requirements

Title VI: compliance with federal civil rights requirements and environmental justice considerations

CEQA and SB 743: shift to vehicle miles traveled to evaluate impacts of transportation projects
Agenda

Presentation
- Setting the stage
- Complete Corridors
- Transit Leap
- Mobility Hubs
- Flexible Fleets
- Next Operating System
- Conclusion

Public comments
Board discussion
Today’s Presenters

Antoinette Meier
Director of Mobility and Innovation

Tuere Fa’aola
Senior Regional Planner

Jennifer Williamson
Principal Regional Planner

Marisa Mangan
Senior Regional Planner

Krystal Ayala
Associate Regional Planner
Human Centered Design

By listening to residents throughout the region, we can plan for improvements that address their unique needs.
Insights: Transit doesn’t work for many people today

safety and security

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.

reliability and speed

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.

incomplete transit network

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.

inadequate service for transit dependent

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.

unsafe conditions and not enough infrastructure for bikes and micromobility

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.

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’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 //
Complete Corridors
Mobility Hubs
Identifying Critical Connections
Data-Driven Planning
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.
Trips to Military employment centers
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
of greenhouse gas emissions come from transportation/passenger vehicles
Network Development and Refinement
Complete Corridors
Interregional Corridors

### Trip Distance

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<tr>
<th>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>
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### Peak Period Performance

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<th>Performance</th>
<th>Description</th>
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Trip Distance

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<td>&gt;20 miles</td>
<td>(10%)</td>
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<tr>
<td>5-20 miles</td>
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Peak Period Performance

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<th>Performance</th>
<th>Approx. 1/3</th>
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<td>Vehicle Miles Traveled (Freeway)</td>
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<td>Delay (Freeway)</td>
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### Rural Corridors

#### Trip Distance

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#### Peak Period Performance

<table>
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<tr>
<th>Category</th>
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<tr>
<td>Vehicle Miles Traveled</td>
<td>Approx. &lt;5%</td>
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<tr>
<td>Delay (Freeway)</td>
<td>Approx. &lt;5%</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

Current highway corridor

Future highway corridor with proposed improvements
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
Complete Corridor arterial concept
Transit Leap
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**
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.

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

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

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

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1 Fast and Frequent: service every 10 minutes
2 Longer Transit Service Hours: 20 hours of continuous service
Mobility Hubs
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 be a central connection for light rail, commuter rail, and interregional rail
Oceanside Transit Center platform today
Oceanside Mobility Hub Concept

Oceanside Transit Center platform 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 Fleets
Flexible Fleet Services

- Micromobility: Low-speed devices
- Ridehail & Carshare: On-demand vehicles
- Rideshare: Shared rides
- Microtransit: On-demand shuttles
- Last Mile Delivery: Ground and aerial package delivery
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
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
Tools for people who use the system, those who operate it, and the people who plan and set policies.
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 commute is improved by Next OS
Laura’s morning routine gets easier with the 5 Big Moves
5 Big Moves

Inter-reliant strategies that work as one and enhance each other
Corridor case study
SR 78

Current Plan

5 Big Moves

Managed Lane
SPRINTER

Complete Corridor
(including Managed Lanes)
Commuter Rail
SPRINTER
Next Gen Rapid
Arterials
(Complete Corridors and Next OS)
Special Projects
(High Speed Rail)

Mobility Hubs
10-minute Connections to Transit
(via Flexible Fleets)
The proposed network aims to improve access for communities of concern.
Comparing Costs
Past plans and proposed Vision (in billions of 2020 dollars)

2015 Regional Plan
- $63.7 Capital
- $22.8 Local streets and roads + debt service
- $6.0 Programs
- Total: $130 Billion

2019 Federal Plan
- $73.6 Local streets and roads + debt service
- $20.4 Capital
- $6.5 Programs
- Total: $128 Billion

Proposed Vision
- $100.2 Local streets and roads + debt service
- $20.4 Capital
- $10.1 Programs
- Total: $177 Billion
It starts with a vision
A Bold New Vision
Fast, Fair, Clean
We’ve paused for a short break

The August 14 meeting of the SANDAG Board of Directors will resume in...