Our Region.
Our Future.

2050 Regional Transportation Plan
June 15, 2010
Update on the Urban Area Transit Strategy
Urban Area

Employment Density 2056
Jobs/Acre
- 0.25 - 3
- 3 - 10
- 10 - 25
- 25 - 75
- 75 - 1177

Housing Density 2050
Dwelling Units/Acre
- 0 - 2
- 2 - 5
- 5 - 10
- 10 - 20
- 20 - 100
- 100 - 465

Study Area

Urban Area

April 2010

SANDAG
Initial Transit Concepts

Transit Propensity:
Expands Transit in the Most Urbanized Areas

Commuter Point-to-Point:
Emphasizes Quick Access to Work

Many Centers:
Connects Local Smart Growth Areas and Activity Centers
Proposed Transit Mode Share Goals

- Two issues:
  - Identifying areas
  - Setting goals
- Proposed methodology
  - 25% increase over Base Year (2030 RTP with 2050 Land Uses)
  - Goal ranges
Geographic Distribution of Transit Mode Share

2008

2030

2050

Mode Share (%)
- Under 5%
- 5% to 9%
- 10% to 14%
- 15% to 19%
- 20% to 24%
- 25% to 30%
- Over 30%

2008 Transit Mode Share

2030 RTP Transit Mode Share (with 2050 Land Uses)

2050 Proposed Transit Mode Share Goal Ranges
Performance of the Networks
Results

- All three scenarios yield significantly better results than existing transit network.
- All three scenarios yield improvements over Baseline scenario.
- None of the scenarios performs best in all of the categories.
- Many Centers has highest overall performance but has highest capital and operating costs.
- Opportunity to incorporate most effective features of all three scenarios into a combined “Hybrid” strategy.
Development of the Initial Unconstrained Transportation Network
2050 RTP Transportation Network Scenarios

- Unconstrained network
- Alternative revenue constrained scenarios
- SCS based on Revenue Constrained Scenario
2050 RTP Process and Timeline

- **Fall 2009**: 2050 Regional Growth Forecast
- **Spring 2010**: Goals and Objectives
- **Summer 2010**: Revenue Constrained/SCS Preferred Network Scenarios
- **Fall 2010**: Draft 2050 RTP and EIR
- **Early 2011**: Revenue Constrained/SCS Preferred Network Scenario

Timeline:
- Spring 2010
- Summer 2010
- Fall 2010
- Early 2011

- Revenue Projections
- Apply Performance Measures
- Ranked Projects by Category
- Unconstrained Network
- Network Development All Modes
- Project Evaluation Criteria

**Revenue Constrained/SCS Network Scenarios**
Initial 2050 Unconstrained Transit Network

- All three scenarios yield improvements over Baseline scenario
- Opportunity to incorporate most effective features of all three scenarios into a combined “Hybrid” strategy

Hybrid Scenario
- Transit Propensity
- Many Centers
- Commuter Point-to-Point
- Pedestrian and bike improvements
Initial 2050 Unconstrained Transit Network

- High Speed Rail
- COASTER Rail
- Light Rail Transit
- Bus Rapid Transit
- Peak Bus Rapid Transit Commuter
- Rapid Bus
- Streetcar/Shuttle-Circulator
- High Frequency Local Bus Services
Initial 2050 Unconstrained Highway Network

- Potential modifications to the 2030 RTP Unconstrained highway network
- Build upon existing plan to create an efficient and balanced system
  - Additional operational improvements
  - Refinements to the HOV/Managed Lane network and adjustments to general purpose lanes
Initial 2050 Unconstrained Highway Network
Next Steps

- Your comments on:
  - Initial transit network
  - Initial highway network
- Draft Unconstrained Network to SANDAG Board meeting on July 23, 2010