

The State of the Commute

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2005

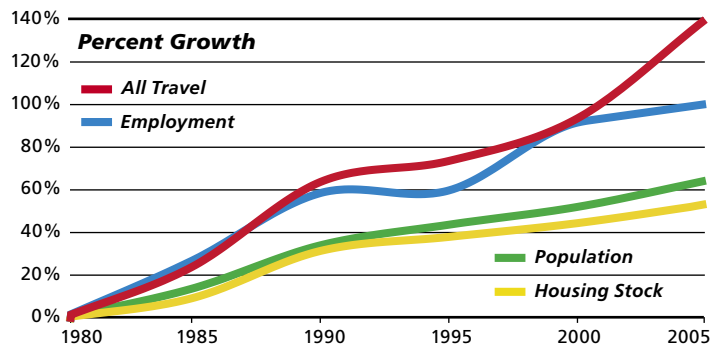


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The State of the Commute – Door to Door

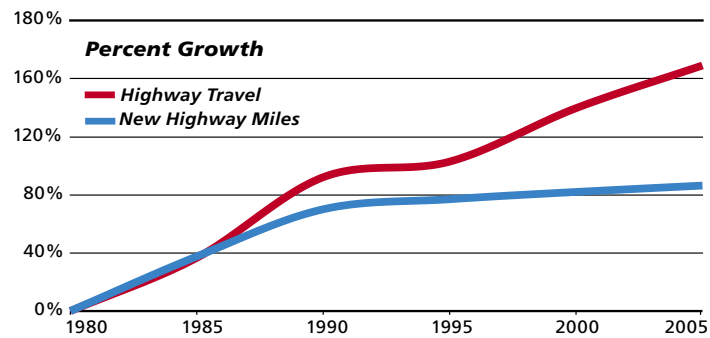
Commuter Challenges

Travel Has Outpaced Other Indicators



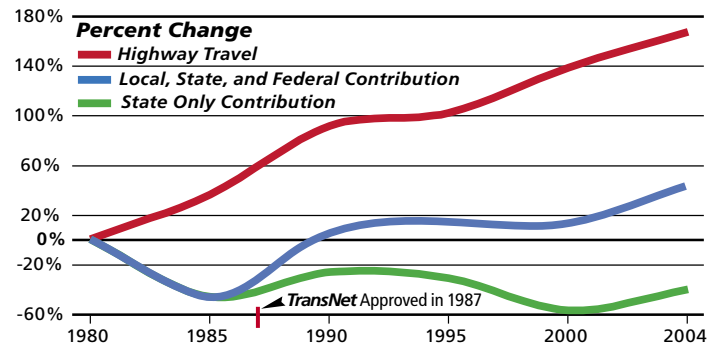
Source: U.S. Census Bureau, Bureau of Economic Analysis, SANDAG, California Employment Development Department

Travel Has Outpaced Highway Construction



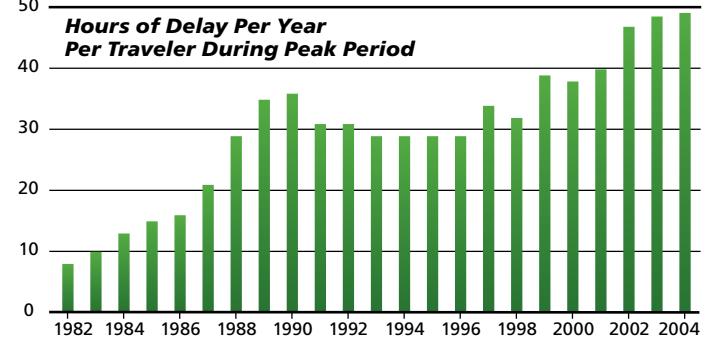
Source: SANDAG

Highway Travel Has Outpaced Transportation Funding



Source: SANDAG

Traffic Delays Have Increased



Source: Texas Transportation Institute, 2004 Urban Mobility Study - San Diego Region, SANDAG



Public opinion polls identify "traffic congestion" as the region's number one issue - more important than housing, education, crime, and growth.



Today, not only is congestion increasing but the infrastructure to handle the traffic is not being built fast enough to keep pace. Since 1985, traffic has expanded faster than the building of new highway lanes. Sharp increases in land and construction costs combined with significant reductions in funds for transportation infrastructure have resulted in an overworked system during rush hours and more hours stuck in traffic. San Diegans want out of congestion. More than 67 percent of voters recently extended their half-cent sales tax, known as *TransNet*, to add \$14 billion to help fund transportation projects in our region.

Improving mobility in the San Diego region is a top priority for local, regional, and state agencies. Mobility solutions are outlined in the region's long-range transportation plan titled Mobility 2030. Commuter solutions include creating a more efficient system by building a network of "Managed Lanes" within our existing freeway system. The new lanes would be equipped with state of the art technology, like moveable barriers, which could be shifted back and forth to add lanes in one direction or another as a way to respond to changing traffic conditions. The lanes would be open to transit, vanpools, carpools and single-occupant autos as is currently in use in a portion of Interstate 15 (I-15). Other strategies include making transit a more competitive option, reducing trips, and expanding the capacity of the existing freeway system.

More than half of all travel occurs on the freeway system. Increasing the productivity of the existing freeway system is critical. The current FasTrak™ program on I-15 has demonstrated the ability to move thousands more people during rush hours in a Managed Lane than in a comparable general purpose lane. Construction of additional managed lanes is planned for a number



of the region's major freeway corridors. Additional future increases in productivity can be achieved with "smart car" technologies and the operation of bus rapid transit lines.

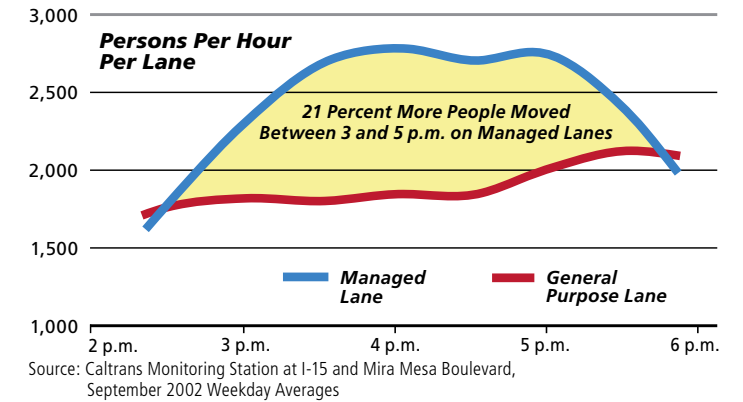
Providing more transit choices for commuters will go a long way toward improving regional mobility. New transit vehicles, more frequent service, and upgraded stations are important for providing competitive transit choices for commuters. Currently, a transit trip from Escondido to Kearny Mesa more than doubles the travel time when compared to driving alone. But with planned transit improvements such as Bus Rapid Transit (BRT), transit travel will be more competitive with driving alone. Such BRT improvements are planned along key regional corridors. BRT provides high-speed transit connections across the region, using Managed Lanes, and special priority treatments along arterial streets to ensure fast and reliable service.

Managing the demand on the roadway system is another important strategy for curbing congestion. This strategy focuses on reducing single-occupant vehicle trips made during commute periods by encouraging alternative modes of travel such as carpooling and vanpooling. SANDAG's vanpool program removed an estimated 1.3 million vehicle trips from our freeways during 2004.

Expanding the capacity of the existing freeway system for carpool, transit, single-occupant vehicles, and FasTrak™ customers is an important strategy for improving regional mobility. We're already benefiting from major highway improvements. The recent completion of State Route (SR) 125 between SR 54 and SR 52 resulted in a dramatic improvement in travel times on I-8, SR 52, and SR 94. Averaged over a year, it is estimated that regular commuters using I-8 saved almost 50 hours of time due to the completion of SR 125.

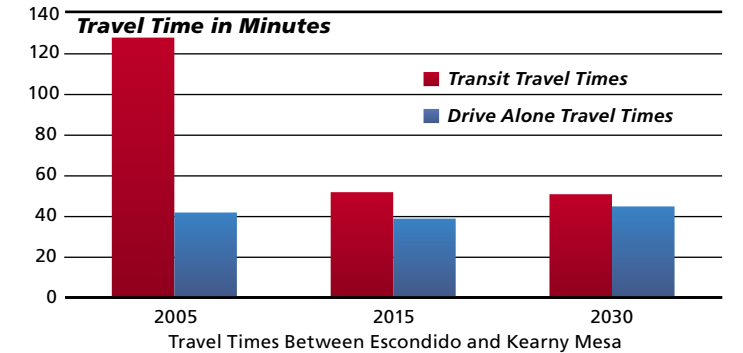
Commuter Solutions

Providing Managed Lanes to Increase Capacity



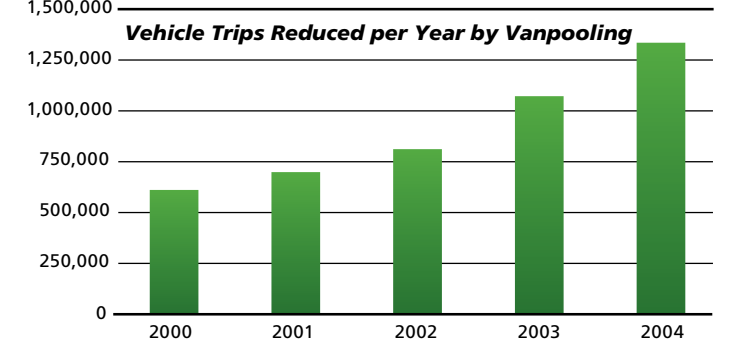
Source: Caltrans Monitoring Station at I-15 and Mira Mesa Boulevard, September 2002 Weekday Averages

Making Transit a More Competitive Option



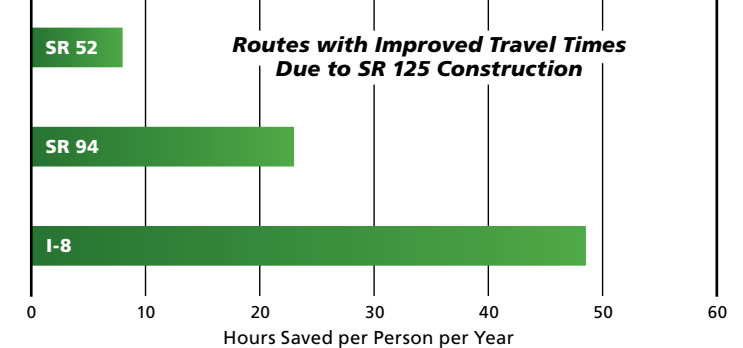
Source: SANDAG

Getting More Cars Off the Road



Source: SANDAG

Improving Highway Capacity Saves Time



Source: Caltrans Performance Monitoring System (PeMS)

SANDAG will improve mobility by expanding highways, increasing trolley, bus and rail services, funding local road improvements, creating efficiencies, providing time-competitive travel choices, and reducing demand during rush hours.



Construction Projects Scheduled for 2005

- 1 Intersection improvements: \$4.2 million (SR 76 at Olive Hill and Camino del Rey)
- 2 SPRINTER Light Rail Transit: \$375 million (Oceanside to Escondido)
- 3 Inland Bikeway: \$14.9 million (Parallel to SPRINTER route)
- 4 Construct Interchange: \$11 million (SR 78 at Las Posas Rd.)
- 5 Left turn lane and widen shoulders: \$3.7 million (SR 78 at Summit Dr.)
- 6 Coastal Bikeway: \$12.8 million (Oceanside, Carlsbad)
- 7 Freeway widening and new interchange: \$141 million (I-5/I-805 Merge)
- 8 New freeway lanes: \$51.3 million (I-15, Miramar Rd. to Mercy Rd.)
- 9 Construct Managed Lanes: \$337 million (I-15, SR 56 to Centre City Parkway)
- 10 Add auxiliary lane: \$7.8 million (I-15, Friars to I-8)
- 11 Interchange and lane improvements: \$25 million (I-15/SR 56)
- 12 Adams Avenue Bikeway: \$2.5 million (I-15 and Adams Ave.)
- 13 Widen shoulders and improve barriers: \$5.6 million (SR 67, Prospect Ave. to Scripps/Poway Pkwy.)
- 14 Construct interchange: \$138 million (SR 54/SR 125)
- 15 Buses on freeway shoulder lanes demo: \$250,000 (SR 52 and I-805)
- 16 Construct Guard Rail: \$1.8 million (SR 163 Balboa Park)
- 17 Smart Corner Transit Project: \$7 million (East Village)
- 18 Mission Valley East Trolley Extension: \$506 million (Qualcomm to La Mesa via SDSU)
- 19 Add auxiliary lane: \$9.6 million (I-5 in National City)
- 20 Improve interchange: \$20 million (I-805 at Olympic Parkway)
- 21 Bayshore Bikeway: \$350,000 (South Bay)
- 22 Construct interchange: \$15 million (SR 905 at Siempre Viva Rd.)
- 23 San Ysidro Transit Center: \$25.7 million (San Ysidro Station)
- 24 Construct SR 125: \$400 million (SR 905 to San Miguel Rd.)
- 25 Systemwide Transit Smart Card: \$39.4 million (Not Mapped)

