

The I-15 Express Lanes Corridor

FACT SHEET



Overview

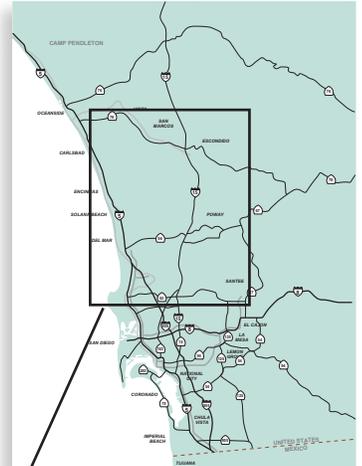
The Interstate 15 (I-15) Express Lanes provide 20 miles of flexible travel between State Route 163 in San Diego and State Route 78 in Escondido. Construction of the Express Lanes was completed in 2012, replacing the previous eight-mile, two-lane Express Lanes, which opened in 1988.

The Express Lanes feature a movable barrier in the middle of the lanes which can be moved to increase or decrease the number of lanes in each direction to keep traffic flowing smoothly. The Express Lanes also feature five Direct Access Ramps (DARs) and 16 additional access points, making it easy to get in or out of the lanes. Carpools, vanpools, transit services, motorcycles, and permitted clean air vehicles can use the Express Lanes for free – all day, every day.

Electronic Toll Collection

The I-15 Express Lanes use FasTrak, a statewide electronic toll collection (ETC) system. This technology eliminates the need for drivers to stop and pay at toll booths; instead a transponder mounted to their car's windshield electronically pays tolls. Electronic FasTrak transponders can be used on toll roads throughout California, although the rules and minimum requirements vary for different tolling agencies.

(Continued on reverse)



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Solo drivers can get an electronic *FasTrak* transponder online or at Costco to use the I-15 Express Lanes. The correct toll will automatically be deducted from their *FasTrak* account. Overhead electronic signs on the Express Lanes display current *FasTrak* toll rates, travel times to major intersecting freeways, and remind drivers that high occupancy vehicles (HOV) with two or more passengers can use the lanes for free.

The I-15 Express Lanes Movable Barrier

Located between SR 163 and Del Lago Boulevard, the barrier in the middle of the lanes is currently moved Monday through Thursday mornings to create three southbound lanes, which provide congestion relief for rush-hour commuters and help keep travel times reliable. It takes approximately two hours to move the entire 16 miles of barrier. The barrier also is moved intermittently to perform routine maintenance and repairs.

Corridor Management Team

Traffic data collected on the I-15 Express Lanes and general purpose lanes is continually analyzed by the Corridor Management Team (CMT) - composed of Caltrans, San Diego Association of Governments (SANDAG), and San Diego Metropolitan Transit System (MTS) staff - to determine the best operational strategy for the corridor, including how frequently the barrier should be moved to provide congestion relief.

The I-15 Express Lanes *FasTrak* tolling account system is operated by SANDAG. The *Rapid* and *Rapid Express* transit services that use the Express Lanes are operated by MTS. The I-15 Express Lanes barrier movement system is operated by Caltrans. The level of effort and committed participation by the CMT is the first known corridor management team in the nation.

Integrated Corridor Management

An Integrated Corridor Management (ICM) system helps to reduce delays and improve travel time reliability. The system is designed to efficiently guide drivers around incidents with the least amount of impact to local streets, by allowing freeway, surface street, and transit networks to be managed together.

A key component of ICM is a coordinated detour messaging system, which was activated in April 2016, and includes 40 alternate route signs on surface streets along the I-15 corridor in the cities of Escondido, Poway, and San Diego. Should a major freeway incident occur, overhead dynamic message signs on I-15 will direct motorists off the freeway to avoid delays, and alternate route signs will guide motorists through surface streets and back onto the freeway as soon as possible.

Operations Funding

Collected toll revenue is used to fund the operations and maintenance of the I-15 Express Lanes, and for other mobility improvements along the corridor including subsidizing transit services.