

I-15 Express Lanes Project

TRANSPORTATION RESEARCH BOARD, SAN FRANCISCO—FEBRUARY 2017



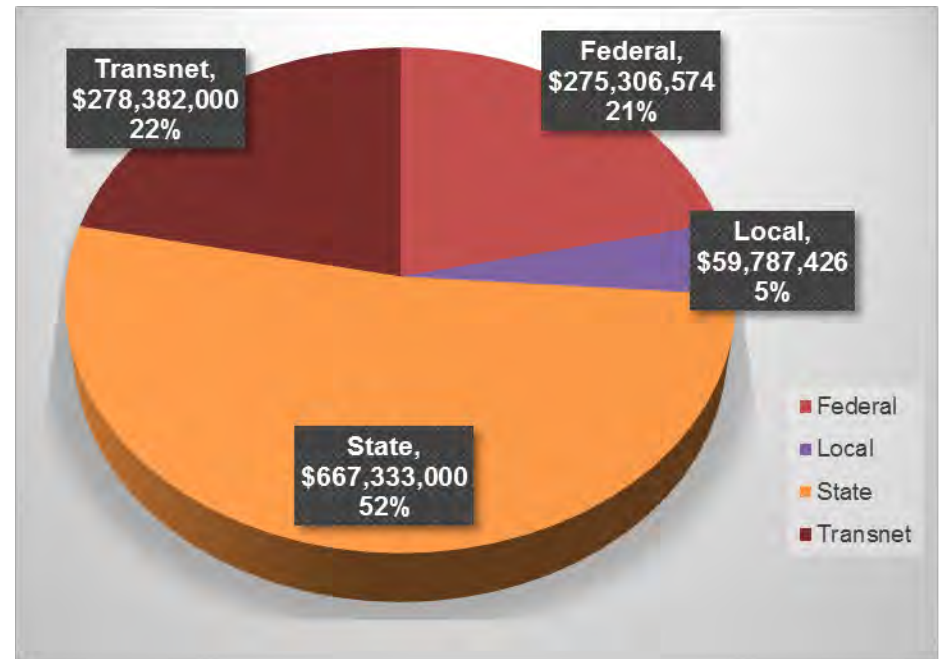
What are the I-15 Express Lanes?

- 20 miles of freeway within a freeway
- Intermediate Access Points and Direct Access Ramps
- Transit stations and *Rapid* service
- Free for carpools, vanpools, transit, motorcycles and permitted E/V vehicles
- Allows solo drivers access with a *FasTrak* transponder



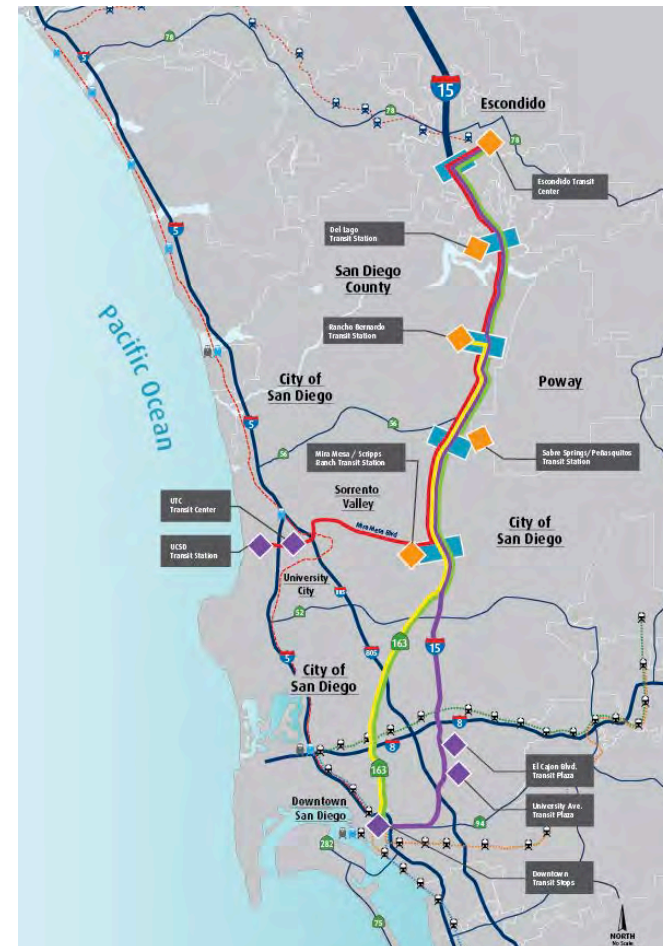
When were the lanes built and how were they financed?

- Constructed between 2003 and 2012
- Funding sources:
 - Prop 1B/CMIA
 - *TransNet*
 - Garvee Bonds
 - STIP, CMAQ, RSTP, TCRP, FTA, SHOPP
 - Developer Funds



Multi-Modal Transportation Approach

- New *Rapid* line between Escondido and Downtown San Diego
- New *Rapid* line between Rancho Bernardo and University City
- Transit-only lanes and inline stations in Mid-City Area
- Interconnectivity with the NCTD SPRINTER, and BREEZE, and MTS Trolley



Transit Amenities

- Increased parking
- Next vehicle signs and *Rapid* branded transit shelters
- New *Rapid* vehicles
- Bike lockers and E/V charging stations



Freeway-Level Transit Stations

San Diego's first freeway-level transit stations along State Route 15 at University Avenue and El Cajon Boulevard.



Transit Signal Priority (TSP)

Transit Signal Priority on local streets at Clairemont Mesa Blvd. and Mira Mesa Blvd.



Integrated Corridor Management (ICM)

- One of two pilot sites in the nation testing ICM concept
- Data collected supports traffic management decisions to help with congestion in San Diego, Poway, and Escondido
- Variable message signs are used to post alternate routes during in case of a major accident
- 511 San Diego Mobile APP

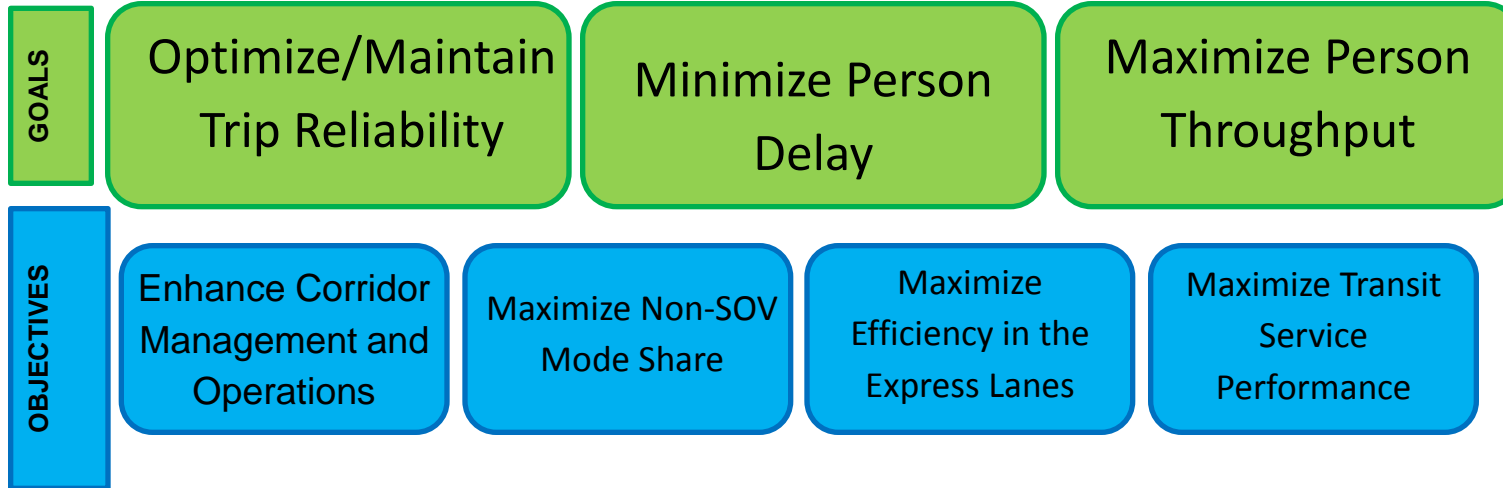


Tolling Program

- Section 149.1 of Streets and Highways Code
- Administered by SANDAG
- Ensures optimal use of lanes by HOV users without affecting other traffic
- Dynamic tolling
- Agreements with Caltrans and CHP for operations, maintenance, and enforcement
- Remaining revenue for transit operations or corridor improvements



Corridor Management Team



Initial Strategy Assessment Summary

Focus Areas	Initial Strategies	Goals			Assessment Summary		
		Optimize/Maintain Trip Reliability	Minimize Person Delay	Maximize Person Throughput	Criticality	Success	Gap
Public Info/Educational Campaign (Public Info/Educational Campaign to attract and inform)	Public Info/Educational Campaign to attract and inform	✓	✓	✓	H	H	L
	CarTrak signs Enhancements	✓	✓	✓	H	H	L
Increase Operational Efficiencies (Increase Operational Efficiencies through Ramp Metering System)	Increase Operational Efficiencies through Ramp Metering System	✓	✓	✓	H	H	L
	Barrier Move	✓	✓	✓	H	M	H

- ### Recommendations
- ⊙ "Just Do It"
 - Modify existing Express Lanes signs
 - Continue adjusting ramp meters to minimize GP Lane congestion
 - Modify algorithm by increasing HOV ONLY density trigger
 - Initiate effort to integrate CT and FasTrak detection systems
 - Establish a Joint Agency Corridor Management Team
 - ⊙ Tier 1
 - Public information campaign to maximize potential customers
 - Modify algorithm to delay pricing steps later in peak period
 - ⊙ Tier 2
 - Move Barrier to 3+1 configuration (Subject to GP Lane and Express Lane Performance Measures)



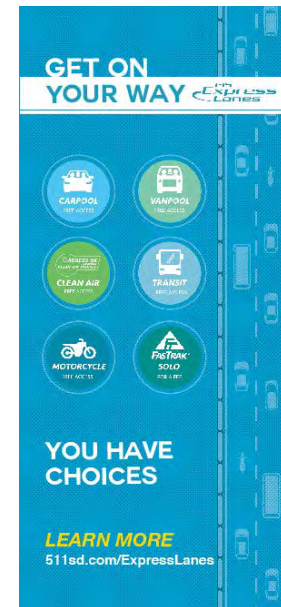
Corridor Management Team, Cont.

- Monitoring Express Lanes since they opened
- Pilot Pricing Programs
- Pilot Thursday-only Barrier move
- New Monday-Thursday Barrier morning-only move



For more information about the I-15 Express Lanes and Rapid, visit:

- dot.ca.gov/d11
- SANDAG.org
- KeepSanDiegoMoving.com





THANK YOU