I-15 Express Lanes Expansion

Los Angeles Congestion-Pricing Discovery Workshop

June 27, 2008

Overview

- Existing I-15 Express Lanes
- Value Pricing Study & Public Outreach Results
- I-15 Express Lanes FasTrak Expansion
- Future Expansion

I-15 Corridor

Escondido to Downtown San Diego

- Existing 8-mile reversible Express Lanes between SR 56 and SR 163
- 12 additional miles of Express Lanes planned between SR 78 and SR 56
- High-speed BRT service will connect I-15 corridor communities with Centre City and Sorrento Mesa employment areas

Existing Express Lanes

- Constructed in 1988
- S&H §149.1 – Allows SANDAG to operate a pricing program
- Per-trip pricing uses FasTrak® electronic toll collection
- Interoperable in California (Title 21)
- First project to employ dynamic pricing
- Fees set to keep traffic free flowing

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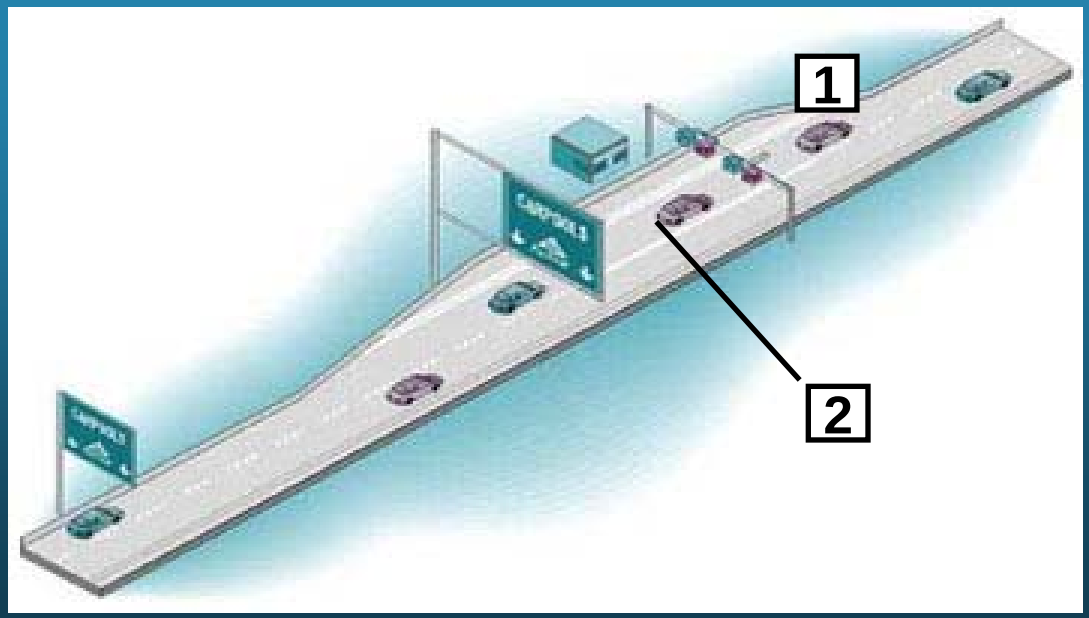
Existing Toll Collection System

- Built as ‘Demo’, adapted over time
- Single AVI Toll Location 1
- Single set of in-road sensors (loops) 2



- No enforcement system

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FasTrak Customer Experience

- Walk-up Customer Service Center facility (Kearny Mesa)
- Hours: 8:00 a.m. to 5:00 p.m.
- Phone and Web access
- Online account management will begin in 2009

Existing I-15 FasTrak Customer Service Center *at: 9353 Clairemont Mesa Blvd, Suite M, San Diego, CA 92123*

- ***Customer Service Options***

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Why Pricing ?

- **Increased use of Express Lanes**

  I-15 HOV lanes usage doubled following introduction of FasTrak

- **Expands travel options in the corridor**

- **Generates revenue; can help pay for corridor transit service**

  Over $7 million provided to MTS between 1997 – 2006

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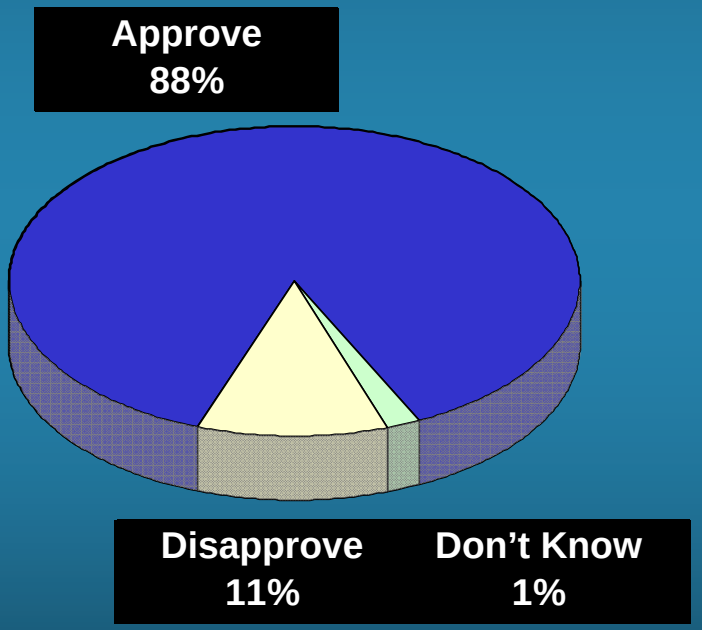
Public Support for FasTrak Program

Conducted public outreach

- **Stakeholder interviews**
- **Phone / Intercept Surveys**
- **Focus Groups**

Approval of FasTrak Program By Group



FasTrak Customer

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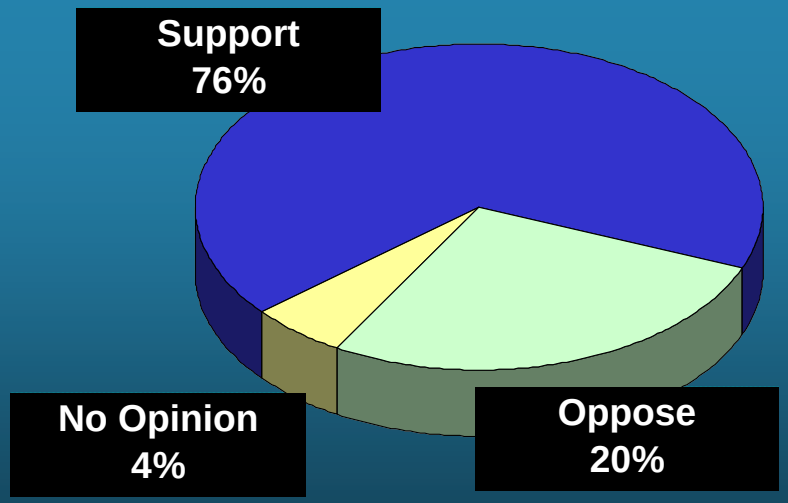
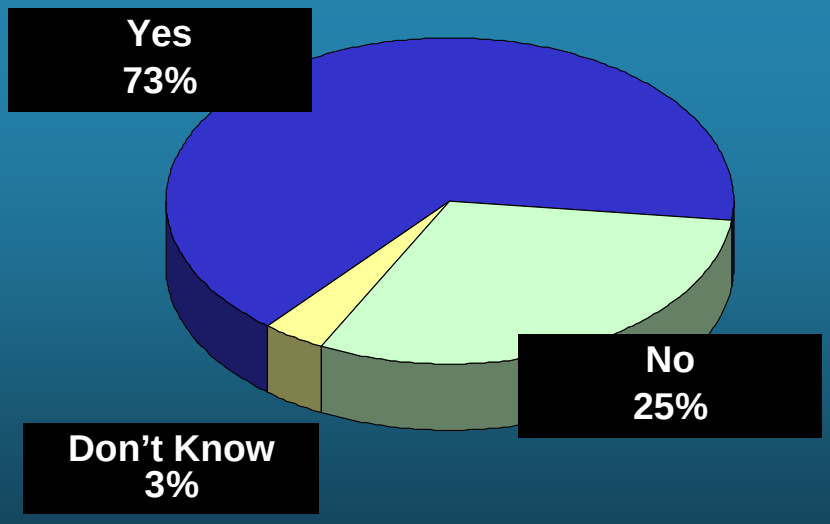
Public Support for Managed Lanes

TransNet *Public Opinion Survey, 2004*

Would you support or oppose construction of similar "managed lane" facilities in freeway corridors throughout San Diego County?



Do you believe a new system of BRT and carpools on "managed lanes" …would reduce traffic congestion in the region?



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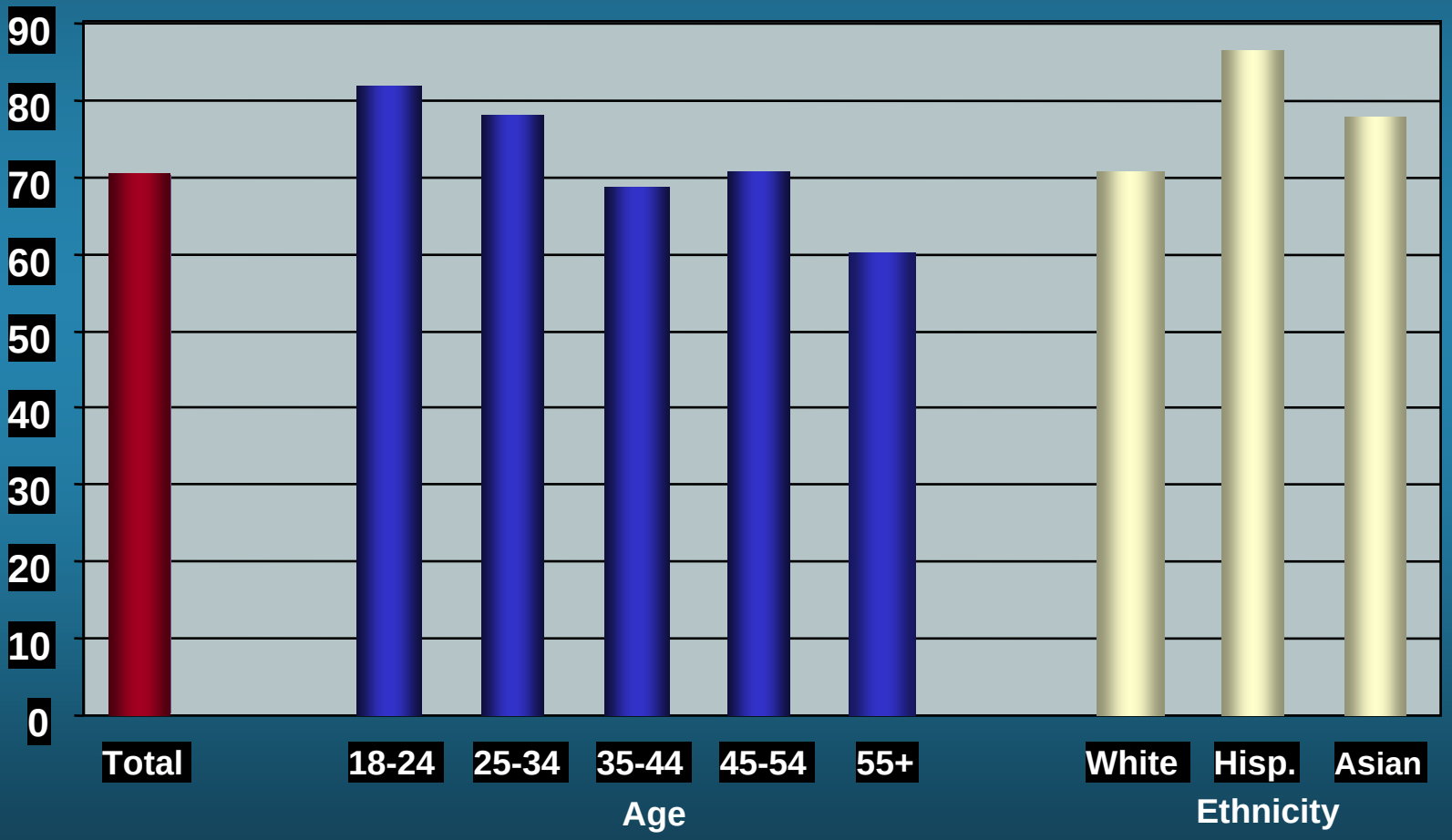
Likelihood to Use Managed Lanes

How likely are you to use the planned I-15 Managed Lanes? (as FasTrak or carpool)



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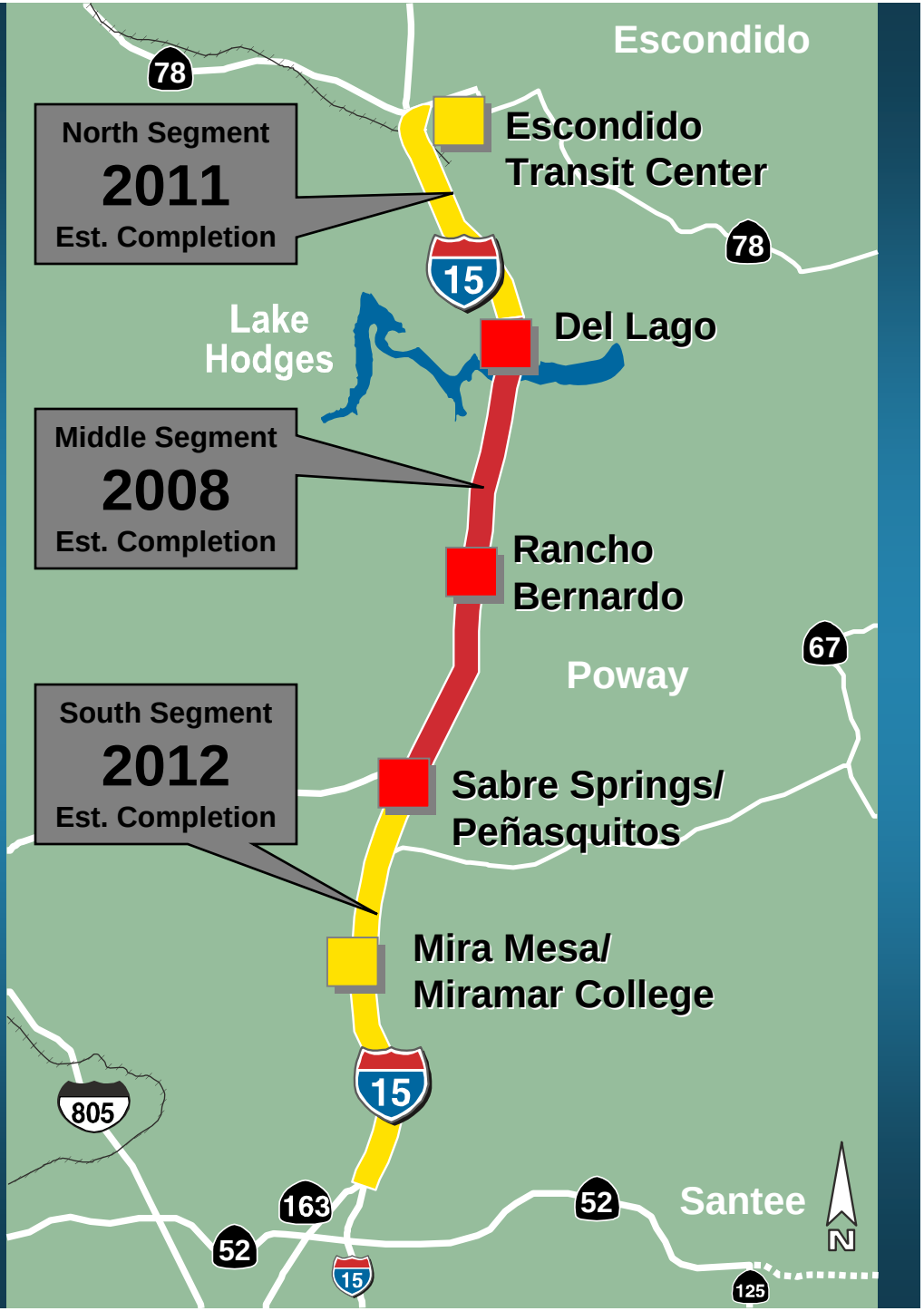
I-15 Corridor

Express (Managed) Lanes/ BRT Project

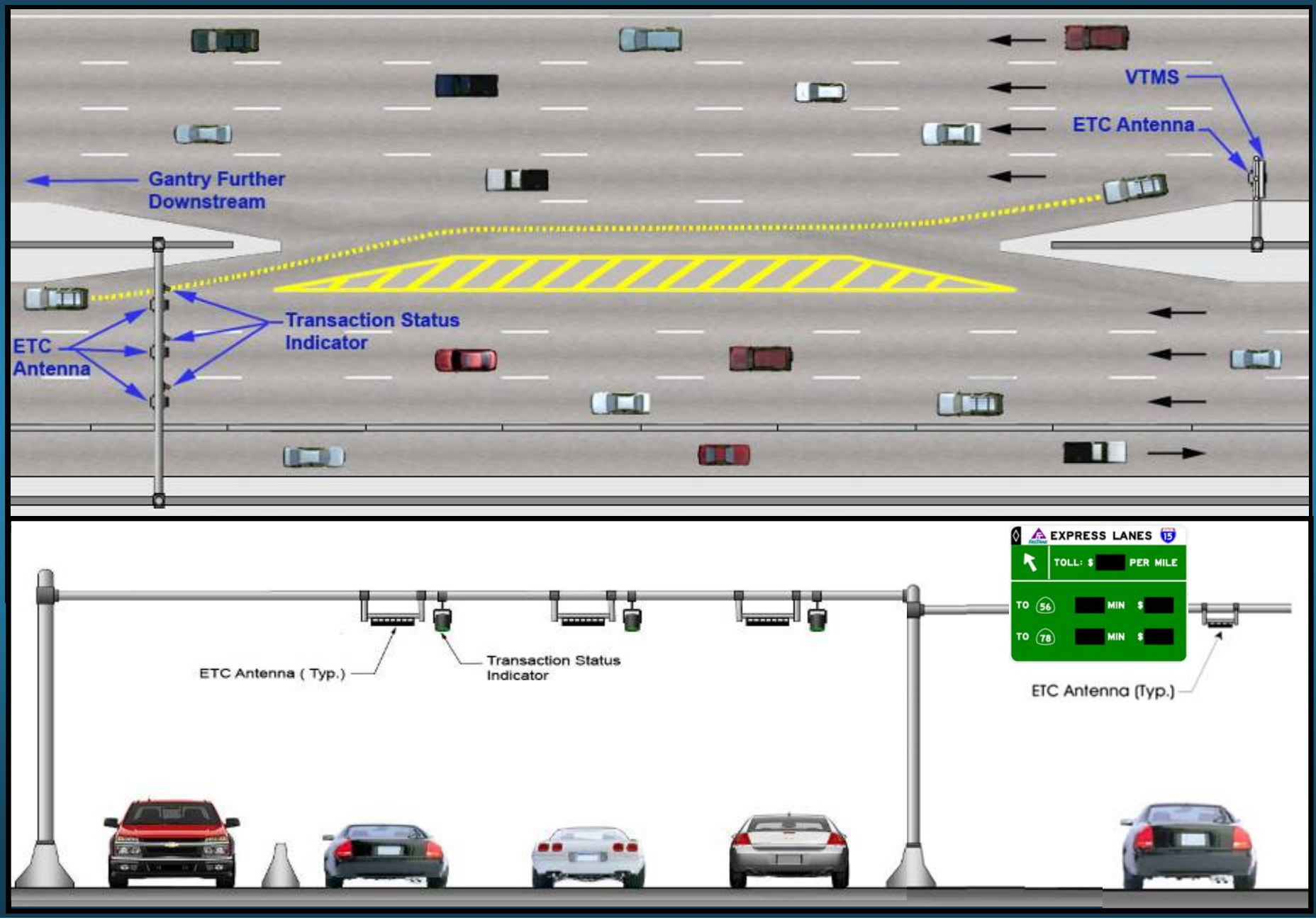
- **Middle Segment Stations/ Direct Access Ramps**
- **North and South Segments Stations/ Direct Access Ramps**



Express Lanes Preview

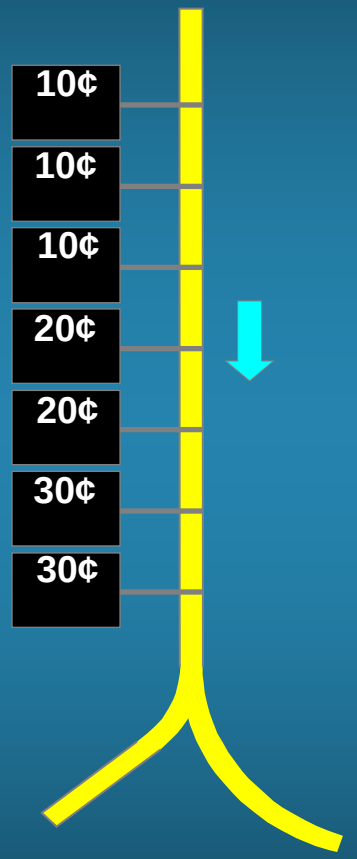
Animation showing operation of the movable barrier and Direct Access Ramps / Bus Rapid Transit (BRT) Stations

Express Lanes Access



Express Lanes Pricing

- *Distance-Based Fare*
  - Patrons charged on a per-mile basis
  - Fare = per-mile rate * distance traveled in Express Lanes
- *Dynamic Pricing*
  - Per-mile rate will vary by Level of Service on the Express Lanes and Travel Time Saving
  - Goal: "Free flow" on Express Lanes
- *Vary Price by Location*
  - Per-mile rate will vary by location
  - The closer the entry point lies to areas of congestion, the higher the per-mile rate
- *Value of Time Saved = "Premium Trip"*
  - The greater the value of time savings offered by the Express Lanes, the greater the fare



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Express Lanes Signage

- Signage will guide users to Managed Lanes entry and exit locations
- Static portions of the sign will provide directional information such as turn movement guidance
- Inlaid dynamic message boards will broadcast toll rates and offer the possibility for value-added content such as travel times to nearest destination

Typical Intermediate Access Point Entry Sign (from General Purpose Lane)

Typical Direct Access Ramp Entry Sign (from BRT Station)

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Enforcement Strategies

- Rely on CHP for deterrence & pursuit of repeat violators
- Potential use of automated enforcement cameras
  - HOV transponder requirement or license plate registration ?
- Other potential technologies to aid CHP in enforcement:
  - Mobile enforcement transponder readers
  - Mobile data terminals with central computer lookup
  - Transaction status lights

Mobile Enforcement Reader
Minnesota I-394 Project

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Comparison of Facilities

I-15 Existing Express Lanes

- 8 miles
- 2 lanes
- Access at two ends only
- Reversible
- Peak direction
- Closed weeknights after 7:00 p.m.
- Price per trip
- Routine enforcement

I-15 New Express Lanes

- 20 miles
- 4 lanes
- Access every 2-3 miles
- Movable barrier
- Concurrent flow
- 24/7 operations
- Price per mile
- Routine and automated enforcement

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Bus Rapid Transit (BRT):

How BRT Is Evolving in the I-15 Corridor

Today

- Commuter express services connecting to Downtown
- Transit vehicles use HOV lanes to bypass freeway congestion
- Results: 80% of riders have a car but chose transit instead

Tomorrow

- Fast, convenient BRT connections to other areas of the region
- Extension of existing HOV lanes to 20-mile express lanes facility
- BRT stations as focal points for access to the transit

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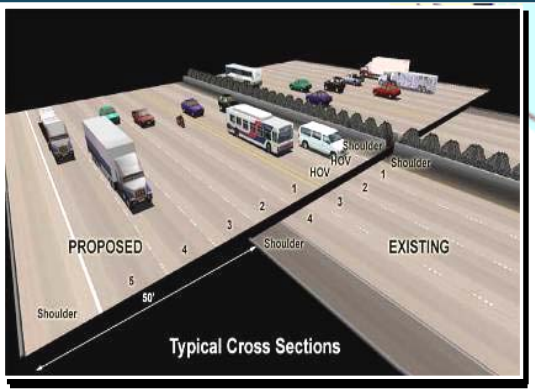
Future Express Lanes Expansion



2030 San Diego Region Managed Lanes Network

- I-15 Managed Lanes
- SR 52 Managed Lanes
- I-5 Managed Lanes
- I-805 Managed Lanes
- Existing Reversible I-15 Express Lanes
- SR 125 South Bay Expressway (2007)

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Summary

- Multi modal approach (BRT, carpool and pricing) expands travel choices in I-15 corridor
- Pricing provisions maximize use and throughput, raise revenue
- Business Rules, e.g., enforcement, will be finalized next six months
- Scheduled to open in Summer 2008

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Questions ?

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