

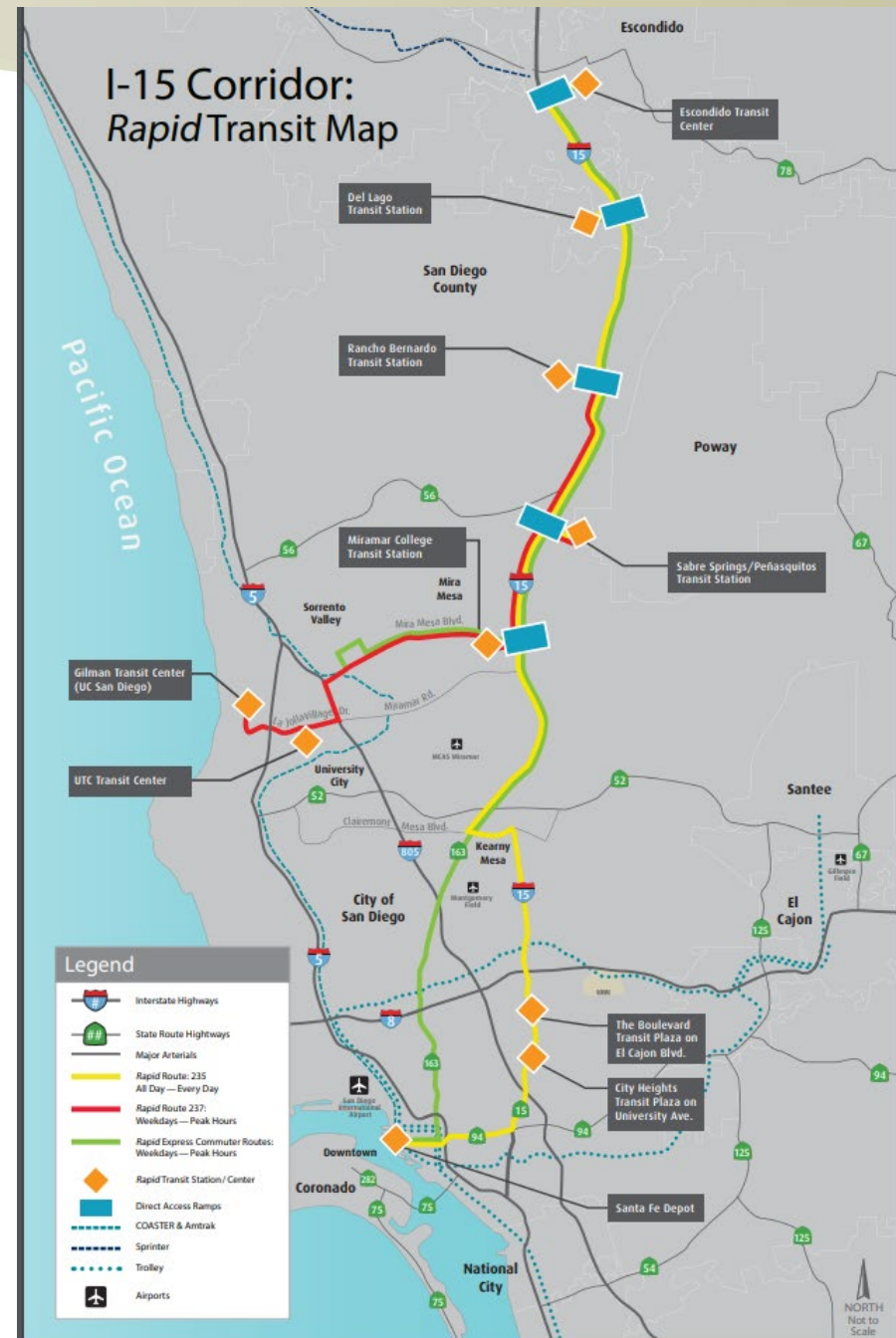
I-15 Express Lanes and Centerline Transit Only Lanes/Stations

SPUR – Fast-Tracking Buses on the Bay Area's Highways

**Brian Lane, San Diego Association of Governments
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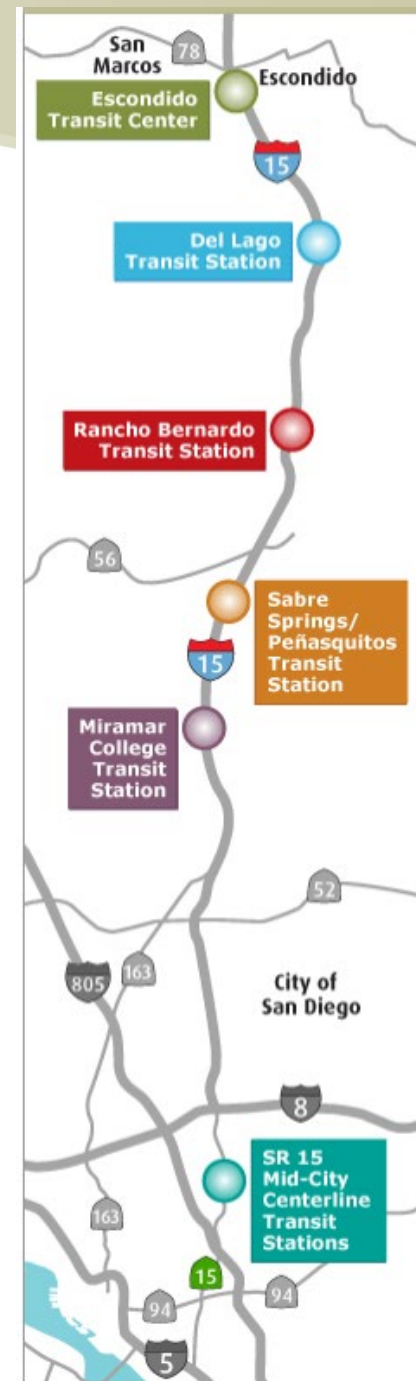
I-15 Corridor

- ❑ **20 miles of Managed Lanes in North**
 - ❑ 5 Direct Access Ramps and Stations
- ❑ **2 miles of Transit-Only Lanes in South**
 - ❑ 2 Inline Stations
- ❑ **2 Rapid Express routes (11 stops)**
 - ❑ 280: Escondido to downtown
 - ❑ ~500 daily riders
 - ❑ ATL: 30 miles
 - ❑ 290: Rancho Bernardo to downtown
 - ❑ ~750 daily riders
 - ❑ ATL: 20 miles
- ❑ **1 Rapid route**
 - ❑ 235: Escondido to downtown (14 stops)
 - ❑ ~6,000 daily riders
 - ❑ ATL: 16 miles



I-15 Express Lanes

- ❑ **Project Goal: Enhance Mobility – Congestion Relief**
 - ❑ Travel choices (Transit, ridesharing, FasTrak)
- ❑ **Legislative Authority – AB 713 (1993)**
 - ❑ Congestion relief through pricing
 - ❑ Excess revenue be used on transit improvements
- ❑ **FHWA Value Pricing Pilot Program (1996-1999)**
 - ❑ 8-Mile Reversible Lane demonstration: 2-phases
 - ❑ Broad public support for Congestion Pricing
- ❑ **\$1.1B 4-Lane ML facility (Opened 2012)**
 - ❑ Expanded to 20-miles
 - ❑ Dynamic pricing \$0.50 to \$8.00
 - ❑ Moveable barrier maximizes capacity
 - ❑ 5 Direct Access Ramps - Bus Rapid Transit Stations
 - ❑ 20+ Intermediate Access Points



***Rapid* Using I-15 Express Lanes and Direct Access Ramps**



I-15 Centerline Transit-Only Lanes and Stations



I-15 Centerline



I-15 Centerline





THANK YOU

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