



State Route 94 Express Lanes Frequently Asked Questions

Question 1:

What are the key features of the SR 94 Express Lanes Project?

Answer:

- One Express Lane in each direction from I-5 to I-805, a total of 2.7 miles
- A direct Express Lanes freeway-to-freeway connector providing access to I-805 Express Lanes serving both northbound I-805 to westbound SR 94 and eastbound SR 94 to southbound I-805 Express Lanes
- Improved traffic operations within the project corridor, where feasible



Existing Lanes Along SR 94

Question 2:

Why is this project needed?

Answer:

The project would improve and manage the available transportation capacity on SR 94 from I-805 to the downtown San Diego area, making it a safe, efficient, and effective element of the region's planned transportation system as envisioned in the SANDAG 2050 San Diego Regional Transportation Plan (RTP). The project would provide a critical link for the regional multimodal transportation system that would accommodate carpools, vanpools, and Bus Rapid Transit (BRT) service. The project would help keep pace with the region's plans for growth and development and better manage demands on adjacent freeways and city streets.

Question 3:

Does the SR 94 Express Lanes Project take one of the existing general purpose lanes to make the Express Lane?

Answer:

No. The project would not reduce the number of general purpose lanes. The additional Express Lanes would be constructed in the median.

Question 4:

Will this project add any additional general purpose lanes?

Answer:

Auxiliary lanes (a lane that is added between interchanges) will be added in both the eastbound and westbound directions along SR 94 between 25th Street and 28th Street, between 28th Street and 32nd Street, and between 32nd Street and SR 15. For Alternative #1 only, a general purpose lane will be added to southbound SR 15 from Market Street to Ocean View Boulevard.

Question 5:

Where can you access the new Express Lanes?

Answer:

In the eastbound direction, the access point is from just east of 22nd Street to just east of 25th Street, providing a direct connection to the southbound I-805 Express Lanes. Eastbound SR 94 travelers, not wishing to continue on southbound I-805, would not utilize the Express Lanes. In the westbound direction, access would be from the northbound I-805 Express Lanes, utilizing the new direct freeway-to-freeway connector. Westbound SR 94 traffic originating east of I-805 could not access the Express Lanes as there are no intermediate access points, but the project does not preclude future SR 94 Express Lanes from extending east to SR 125.

Question 6:

When would the SR 94 Express Lanes Project start construction?

Answer:

The project is currently in the environmental phase which is scheduled for completion in spring 2015. Depending on the availability of funding, project design would start immediately after environmental approval and be ready to start construction in late 2017.

Question 7:

How much would the SR 94 Express Lanes Project cost and where does the money come from?

Answer:

The anticipated cost of the project is \$500 to \$600 million depending on the alternative chosen. The funding would come from federal, state, and local sources, including *TransNet*, a half-cent sales tax approved by San Diego County voters in 2004 to pay for transportation projects.

Question 8:

How will buses and cars be able to share the same Express Lane?

Answer:

Buses and cars currently travel the State Highway System and sharing the general purpose lanes has not been an issue. Also, once vehicles have entered the Express Lane, they have virtually no opportunity to overtake and pass each other; therefore, the hazards associated with passing and weaving in and out of lanes are eliminated.

Question 9:

What is the height of the elevated structure/bridge in Alternative 2?

Answer:

The elevated structure in Alternative 2 is approximately 60 feet high for the majority of its two mile length.

Question 10:

Why would the existing on-ramp from 32nd Street to eastbound SR 94 be removed under both Alternatives?

Answer:

The 32nd Street on-ramp to eastbound SR 94 would be removed to improve weaving and merging conditions at the SR 94/SR 15 Interchange. People currently utilizing this ramp would access eastbound SR 94 via 28th Street or Market Street at SR 15.

Question 11:

Why would the existing on-ramp from 49th Street to westbound SR 94 be removed under Alternative 1?

Answer:

The 49th Street westbound on-ramp would be removed to improve weaving and merging associated with implementation of the right-hand westbound SR 94 to southbound SR 15 connector. This on-ramp currently supports low traffic volumes. People currently utilizing this ramp would access westbound SR 94 via Home Avenue or Euclid Avenue.

Question 12:

Why would the existing northbound SR 15 to westbound SR 94 loop connector be removed under Alternative 1?

Answer:

This connector would be removed due to design standard limitations and to improve weaving and merging conditions. It would conflict with the on-ramp to westbound SR 94 from Home Avenue and the southbound SR 15 to westbound SR 94 connector. This connector currently supports relatively low traffic volumes. People currently utilizing this connector would access westbound SR 94 via Market Street to 32nd Street.

Question 13:

What improvements would be made to the bridges over SR 94?

Answer:

Existing bridge structures crossing SR 94 at 22nd, 25th, and 30th streets would be replaced with longer bridges and would be widened where feasible to improve pedestrian and bicycle facilities, consistent with the Caltrans Complete Streets directive. The Complete Streets policy, adopted by Caltrans, requires the development of streets that allow safe travel for people using any legal mode of travel, including bicycling, walking, riding transit, and driving.

Question 14:

Would the project provide a direct connection to SR 15, similar to I-805?

Answer:

The scope of this project does not provide for a direct Express Lanes freeway-to-freeway connector to SR 15, but the design of the Express Lanes accommodates this future connection.

Question 15:

Are there project features being proposed outside the scope of the Express Lanes?

Answer:

Yes, in addition to the construction of project elements and associated mitigation measures of large-scale infrastructure projects, some project features will be considered as part of this project.

Question 16:

Did Caltrans and SANDAG ever consider development of a light rail instead of the proposed BRT service?

Answer:

Light rail in the travel corridor east of downtown San Diego is provided on the existing MTS Trolley Orange Line. The I-15 Express Lanes and South Bay BRT projects will provide access from the north I-15 corridor and inland South Bay corridor to downtown. To facilitate high-speed operations and schedule reliability similar to rail projects, these freeway BRT projects will utilize the planned regional system of freeway Express Lanes to ensure free-flow travel. The planned SR 94 Express Lanes Project is an important link from the I-15 and I-805 Express Lanes corridors into downtown as envisioned in the SANDAG 2050 San Diego RTP.

Question 17:

What are the projected rapid transit/transit ridership numbers that justify this project?

Answer:

Ridership on the I-15 BRT, South Bay BRT, and Mid-City Rapid transit projects is projected to be 38,000 daily riders by 2020.