I-5 North Coast Corridor

E-Newsletter #1

Trips You Make in the I-5 North Coast Corridor

On any given day, people like you make 5 types of trips in the I-5 North Coast Corridor (NCC). These trips are:

Local Trips: Less than 5 miles in length, your short trips to grocery stores, schools and neighborhood services are considered local trips. Several trips on portions of I-5 are local trips due to a lack of parallel options for travel on the arterial street system.

Commuter Trips: Travel to and from a job is a commuter trip. Peak commuting hours are between 6 to 9 a.m. and between 4 to 7 p.m. Sizeable job growth has developed in Sorrento Valley and University City, as well as in Carlsbad and Oceanside. For example, Carlsbad had 54,347 jobs in 2004, an increase of 3000% since 1970.

Interregional Trips: When you travel through the I-5 NCC to Downtown San Diego or Los Angeles, you are making an interregional trip. These trips are anticipated to double by 2030 from population and job growth in Orange County, Riverside County, and Tijuana, Mexico.

Recreational Trips: Trips you take to beaches, parks, or venues like the Del Mar Fairgrounds or Legoland are recreational trips. The corridor's 30 miles of beaches draw nearly half of the annual beach users in the San Diego region. These trips create a high volume of weekend travel, and also consist of more high occupancy vehicles (HOV) than during the week.

Goods Movement Trips: Goods movement trips use the rail and highway to support the products you buy and the county's $142-billion a year economy. As an international trucking trade route between Mexico, the United States and Canada, this part of I-5 is a key component of a 1,350-mile corridor that was designated as one of only six "Corridors of the Future" in the country.

To support the variety of trips you and others like you make, a variety of transportation improvements are needed in this corridor. Below, the existing transportation modes and the population growth they have absorbed within the corridor is introduced. Page 2 focuses on current planning activities for these transportation modes to improve your travel choices and experiences.

Visitors at Torrey Pines State Beach

Qualcomm building in Sorrento Valley

Corridor's High Quality of Life Attracts New Residents & Traffic

Tremendous population growth within this corridor has increased travel demand. From 1970 to 2006, the population within the I-5 NCC grew by 369%. In contrast, the San Diego region grew by only 125% (See Figure 1). Supporting this population and traffic increase is the I-5 NCC's multimodal transportation system which includes:

- I-5
- Regional Arterials
- Rail Service
- Public/Private Bus Service
- Bicycle/Pedestrian Routes
- Vanpools/Carpools

Every day more than 2.5 million trips are made on these modes in this corridor, with I-5 carrying 80% of those trips. During the next 20 years, vehicle trips on I-5 are expected to increase from 700,000 a day to more than one million.

Population Matrix for the I-5 NCC's Coastal Cities		
Jurisdiction	% Change 1970-2006	% Change 2006-2030
Oceanside	332%	19%
Carlsbad	560%	30%
Encinitas	265%	13%
Solana Beach	132%	2%
San Diego	422%	49%
Del Mar	14%	4%
I-5 NCC Travel Shed	**369%**	**23%**
San Diego County	125%	26%

Figure 1 — Source: Caltrans, District 11
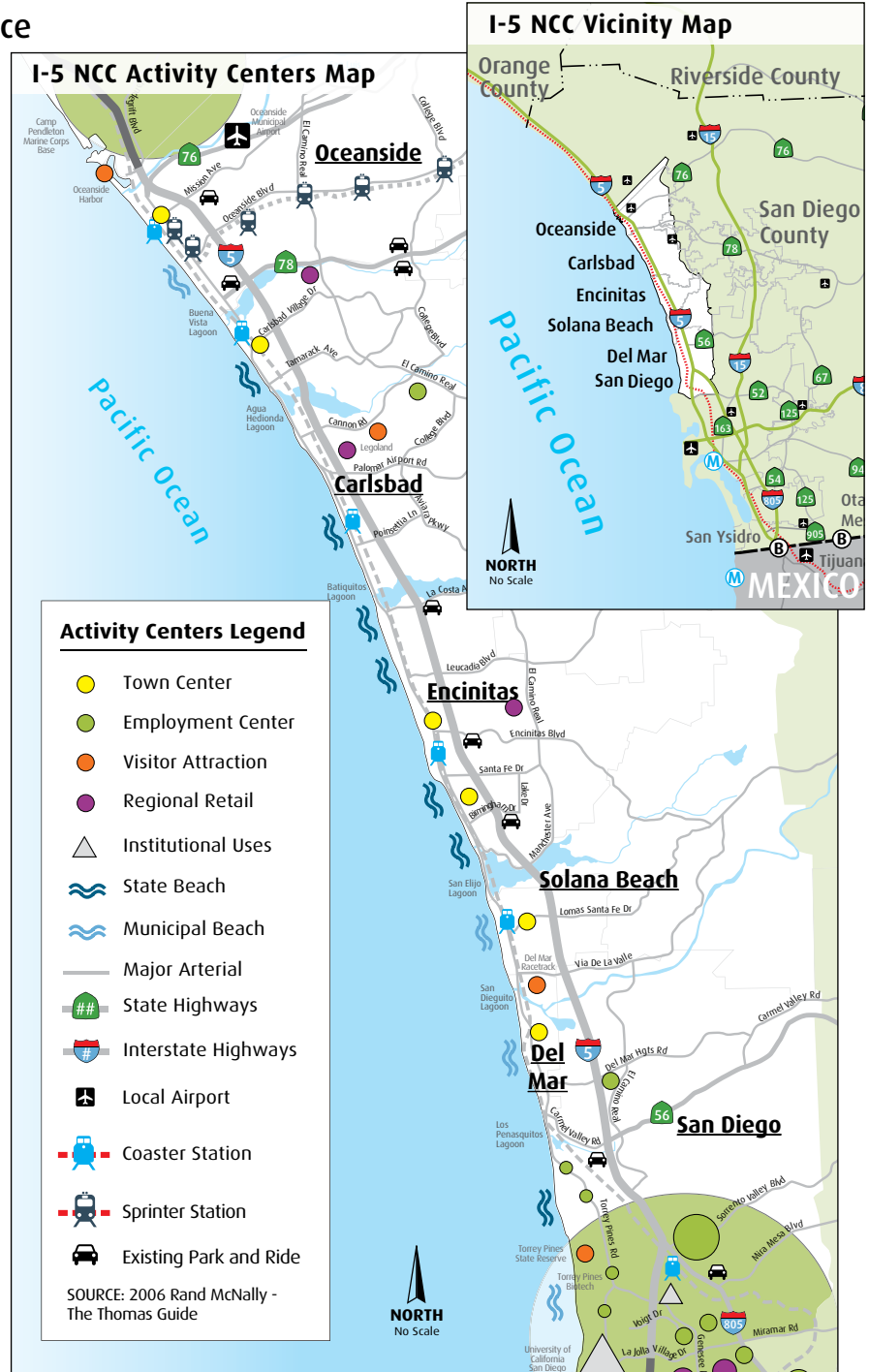
Improving Your Transportation Experience

As the gateway to San Diego, the I-5 NCC is one of the most unique corridors in the nation. With tremendous growth in population, jobs and tourism during the past 40 years, it has become heavily used for local, regional and interregional trips alike.

The transportation system in this corridor has served the region well in the past, but what will this corridor look like in the future? This is not an easy question to answer because the transportation facilities run through developed communities and significant natural resources. Although a challenge, it is now time to develop a new multi-faceted transportation system flexible enough to meet the travel demand during the next 40 years and ensure the region's quality of life and economic stability.

To improve the regional transportation system, voters in November 2004 extended SANDAG's TransNet program, adding a half-cent sales tax to fund transportation improvement projects. This has resulted in the following projects to address targeted problem areas as well as projects that address corridor-wide goals. These are:

▸ **I-805 HOV/Carroll Canyon Road Extension:** Construction is anticipated to begin in late 2009 to relieve congestion at I-805/Mira Mesa Blvd.

▸ **I-5 HOV/Managed Lanes:** This 27 mile project will alleviate traffic congestion, improve trip time reliability and provide more travel choices on I-5. Caltrans is finalizing the Draft Environmental Impact Report/Environmental Impact Statement for this project, so that it can be circulated for public review in early 2010. This public review process will include public meetings for the communities along the corridor. As a first phase of this project, the region has programmed funding to extend the HOV lanes from Manchester Avenue to State Route 78.

▸ **Rail Improvements:** Regional planners are also developing projects to improve rail services. Double tracking is planned for the LOSSAN corridor, which is the 2nd most heavily traveled rail corridor in the nation. Double tracking will allow goods movement and passenger rail services to run on separate lines. This year, the region committed $41 million to the Santa Margarita bridge replacement and double tracking to improve run times and frequencies.

Future E-Newsletters will highlight how our project team is incorporating the corridor's existing developed communities and natural resources into improvement plans and projects.

I-5 NCC Activity Centers Map

I-5 NCC Vicinity Map

Activity Centers Legend

- ● Town Center
- ● Employment Center
- ● Visitor Attraction
- ● Regional Retail
- △ Institutional Uses
- ≈ State Beach
- ≈ Municipal Beach
- — Major Arterial
- State Highways
- Interstate Highways
- Local Airport
- Coaster Station
- Sprinter Station
- Existing Park and Ride

SOURCE: 2006 Rand McNally - The Thomas Guide

NORTH
No Scale

For more information, log-on to:
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