

I-5 North Coast Corridor

E-Newsletter #2

Taking a Multimodal Approach To Reduce Traffic Congestion

If you travel on I-5, you likely experience traffic congestion. This newsletter focuses on how we are working to alleviate that congestion with improvements to your multimodal transportation system.

Traffic congestion is a result of land use patterns, population and job growth and a lifestyle that requires more travel. So it is important that different travel modes work together as a system. In the I-5 North Coast Corridor (NCC), the transportation system is multimodal, including:

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

To determine which system improvements to make, improvement scenarios are tested against their ability to support the region's seven transportation goals: Sustainability, Livability, Mobility, Efficiency, Reliability, Equity and Accessibility.

There are several regional and corridor specific strategies being pursued to reduce the traffic congestion you experience:

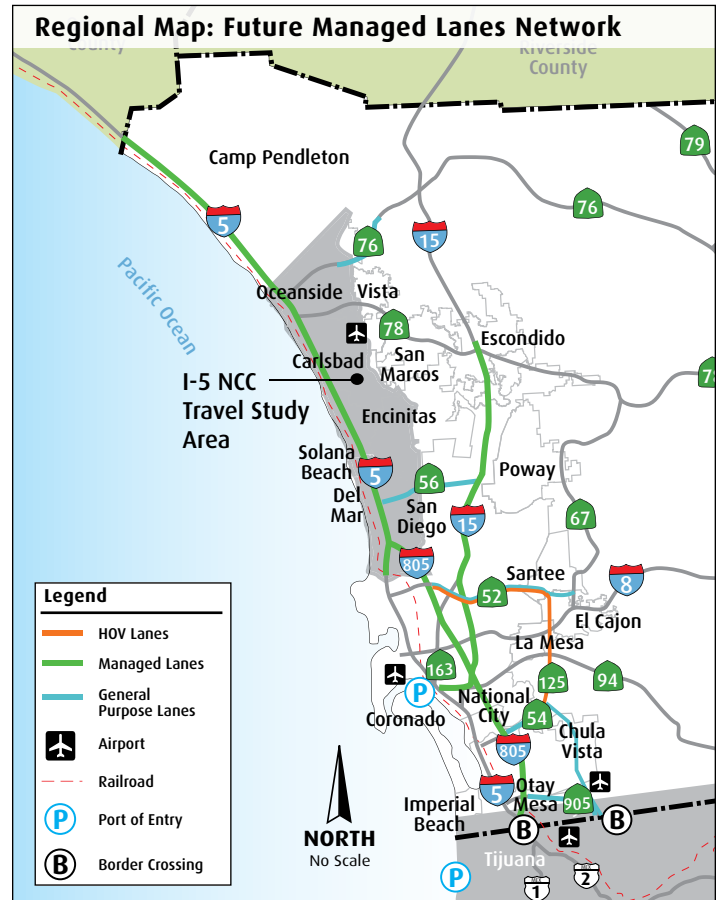
Regional:

- ▶ create a connected system of managed lanes (highway within a highway)
- ▶ integrate transportation modes with land development to provide more travel options

Corridor Specific:

- ▶ add managed lanes as part of the regional system
- ▶ double track the north-south rail corridor
- ▶ remove gaps in bicycle & pedestrian routes

The progress we are making to overcome planning challenges and improve each travel mode is highlighted on page two.



Example of Managed Lanes



Bus Service in the I-5 NCC

I-5 NCC's Multimodal Transportation System

Your travel in the I-5 NCC relies on a multimodal system:

I-5: Currently, the freeway is your primary transportation mode because it is the only roadway that runs continuously the length of the corridor.

Regional Arterials: These roads connect to local cities and provide you with the infrastructure for trips by car, bus, bicycle and foot between the cities.

Rail Services: Amtrak's Pacific Surfliner, Southern California Regional Rail Authority's Metrolink, and the North County Transit District's Coaster and Sprinter provide you with passenger rail services. Burlington Northern Santa Fe operates freight rail services. However, all of these services have to share a single rail line.



Bicycle and Pedestrian Routes:

These routes allow you to access activity centers, beaches and transit centers without a motor vehicle.



Public and Private Bus Service:

Public bus services are operated for you by the North County Transit District and Metropolitan Transit Service, as well as private bus services.

Vanpools/Carpools: Whether you are an employer, employee or student, SANDAG's iCommute program (for more information go to www.icommutesd.com) helps you find a vanpool or carpool to make your commute to school or work easier.

The challenges to improve each mode and our strategies to overcome those challenges are shown in the following chart.

Challenges and Strategies to Improve the I-5 NCC Multimodal Transportation System

Mode	Planning Challenge(s)	Strategy Implemented to Overcome Challenge(s)
I-5	Population has increased 370% and jobs 1,350% since the highway was first built in the 1960's and 70's creating traffic congestion seven days a week. The freeway traverses six protected lagoons and river valley systems that connect to the ocean.	Reduce the resulting traffic congestion by adding managed lanes (highway within a highway) to encourage use of buses, vanpools and carpools. Incorporate bioswales to clean polluted runoff from I-5 before entering lagoons. Revegetate disturbed areas with native plants.
Regional Arterials	Continuity of roads that travel through multiple cities is difficult to achieve because each city determines whether a road is to be improved.	Reduce gaps in the arterial system between cities by continuing to encourage and participate in sub-regional planning and system improvements among the cities through SANDAG.
Rail Services	Balance the needs of an interregional and regional commuter operator with freight operators who use the same tracks.	Pursue double tracking of the north-south rail line to increase freight and passenger services.
Bicycle & Pedestrian Routes	Routes run through multiple cities, making it difficult to improve as each city determines when and if a route is improved. Sidewalks and bike lanes need connections and improvements. Freeway can be an impediment to some routes.	Pursue agreements with each city to implement 26 proposed enhancement projects to trails, bike routes, streetscapes and park & rides. Reduce the freeway's affect as a barrier by implementing proposed enhancement projects that make pedestrian connections over or under the freeway.
Bus Services & Vanpools/ Carpools	Trip time reliability of these services is directly affected by traffic congestion on I-5.	Improve trip time reliability for buses and vanpools/carpools by including managed lanes in improvement plans. Create new direct entrances to freeway's new managed lanes to facilitate bus and vanpool/carpool use.

For more information, log-on to:
<http://www.keepsandiegomoving.com>

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