

EXECUTIVE SUMMARY





North County at a Glance

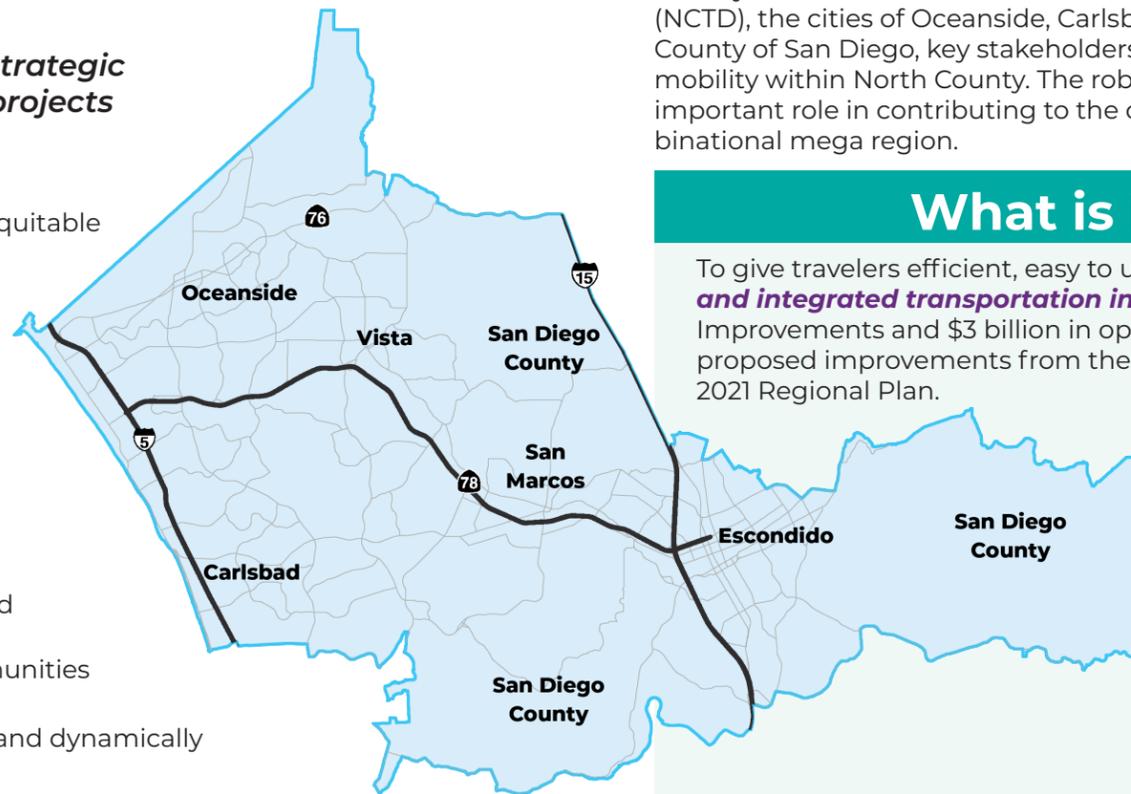
What is a CMCP?

A Comprehensive Multimodal Corridor Plan (CMCP) is a strategic blueprint for identifying and implementing multimodal projects and services within communities predominantly along a specific corridor.

A CMCP utilizes a multimodal planning process to create a balanced, equitable transportation system that integrates mobility options such as driving, biking, walking, transit, micro-mobility, and other mobility services to move people and goods within North County and beyond. A corridor study area may include multiple facilities such as local arterial roadways, state highways, rail lines, transit systems, and active transportation facilities. The CMCP document is based on an integrated planning process that brings together residents, local jurisdictions, tribal governments, and other planning agencies.

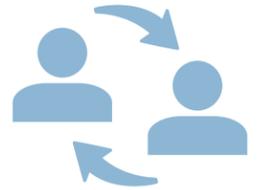
The **North County CMCP explores significant transportation policy challenges** in the corridor including:

- Aligning the state, regional, and local transportation policies and land use planning
- Closing the accessibility gap for historically social equity focus communities
- Addressing transportation's role in response to climate change
- Phasing improvements to meet changing needs, available funding, and dynamically evolving technology
- Addressing barriers to implementation



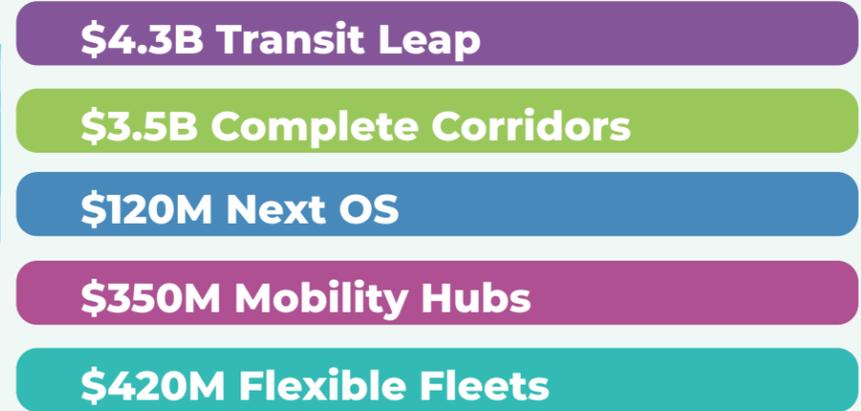
Who was involved in developing the CMCP?

The North County Comprehensive Multimodal Corridor Plan (CMCP) is the result of a two-year collaboration between SANDAG, Caltrans, North County Transit District (NCTD), the cities of Oceanside, Carlsbad, Vista, San Marcos, and Escondido, the County of San Diego, key stakeholders, and the public to comprehensively improve mobility within North County. The robust involvement demonstrated North County's important role in contributing to the competitiveness of the San Diego and binational mega region.



What is in the North County CMCP?

To give travelers efficient, easy to use travel choices, the plan proposes \$8.5 billion of **balanced and integrated transportation infrastructure and service improvements** (\$5.5 billion in Capital Improvements and \$3 billion in operations/services). The graphic below shows a breakdown of the the proposed improvements from the North County CMCP in terms of the 5 BIG Moves strategies from the 2021 Regional Plan.



Why does North County need a CMCP?

North County is home to 1 in 5 (20%) of the region's residents and jobs and by 2050 is expected to grow by 13% in population and 26% in jobs. By planning for North County's growing and changing population, and shifts in travel patterns, land use, and technology, the **CMCP helps to ensure North County's transportation network continues to foster a vibrant community that supports economic opportunity in the future and sustains a high quality of life for all.** Additionally, demonstrating a multimodal system approach to today's transportation challenges has become an eligibility requirement for many state and federal grant programs. With a CMCP, identified projects are eligible for specific state funding sources.



What are the expected results from the proposed project improvements?

- Reduce fatalities and severe injuries and provide protection for vulnerable road users
- Create a seamless "door-to-door" system of transportations improvements
- Reduce total daily travel time by 15 minutes (22%, average per resident)
- Increase daily transit ridership from 35,000 to over 140,000 by focusing service on growth opportunities in and between mobility hubs
- Double access to jobs, housing, and education within 30 minutes via transit
- Meet regional and state policy goals

Approach to CMCP

The North County CMCP was developed through a structured process to improve mobility, community vitality, and equitable access within North County.

The North County CMCP is informed by:

- Public and stakeholder outreach
- Existing and future mobility needs
- Corridor constraints, opportunities, and challenges
- Travel patterns and behavior data
- Plan goals and objectives
- Identifying improvements, services, and strategic anchors
- Analyzing anticipated performance of the proposed improvements



Sample Comments From Public and Stakeholder Input:

- "I-5/SR 78 and I-15/78 Interchanges and streets are congested and noisy"*
- "Residential and employment centers are hard to access"*
- "Access to transit stations and stops is difficult"*
- "Lack of east-west transit routes and unreliable (low-frequency) service"*
- "Connections across freeway interchanges and railroads are difficult for people who walk or bike"*
- "Limited choices for different users (e.g., seniors, students)"*

Key Conclusions From CMCP Process and Engagement:

- Improved community connectivity is public priority
- Local, regional, and state plans/policies work well together
- Early action with focus on multi-jurisdictional programs is needed
- The proposed plan will require flexibility and resiliency—the ability to adapt as future conditions change

North County Mobility Context

The CMCP identified mobility challenges and leveraged opportunities to inform the transportation solution. These include:

CHALLENGES

 <p>Historical Land Use Patterns</p> <p>Much of the development (commercial and residential) is unmixed and separated, generating longer trips on North County's roadways. This is further complicated by dispersed job centers and limited affordable housing opportunities.</p>	 <p>Safety</p> <p>Over 1,900 fatal and severe collisions over the last 10 years.</p>	 <p>Regional Facilities are Not Aligned with Major Employment Centers</p> <p>Large employment centers are miles away from regional transportation facilities, exacerbating network congestion.</p>
 <p>Barriers in the Transportation Network</p> <p>Can cause limited mobility choices and out of direction travel leading to capacity and community impacts.</p>	 <p>Siloed Processes and Resources</p> <p>Existing resources and processes don't support a collaborative, integrated approach to system development.</p>	 <p>Limited North-South Regional Options</p> <p>Regional north-south facilities are separated by over 17 miles and limited to I-5, I-15, and COASTER/Amtrak. Consequently, major arterials provide the predominant mobility option.</p>

OPPORTUNITIES

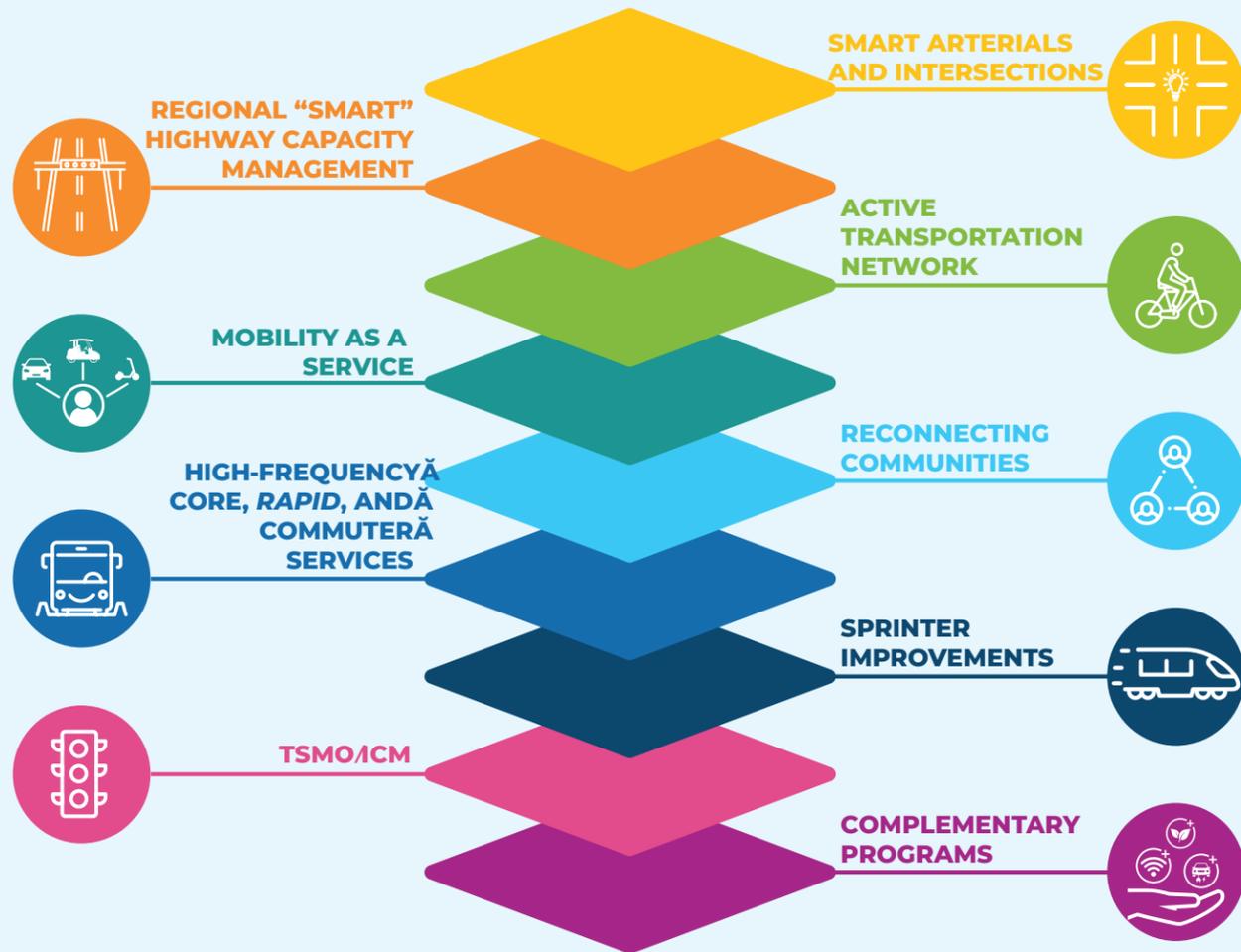
- North County is comprised of complete communities and users who predominantly stay within the corridor.**
Of North County trips, 70% stay within North County and 50% are less than 5 miles.
- Evolving centralized growth centers**
By 2050, 43% of North County Corridor residents and 67% of jobs are anticipated to reside within mobility hubs.
- Support for innovation and change**
The CMCP represents an opportunity to promote a collaborative environment for integrating innovation in policies, procedures, services, and infrastructure.
- Still Growing, but More Slowly**
Historic growth in population and transportation demand is flattening.

Mobility Framework and Solution

To develop North County’s mobility solution, the CMCP developed nine **Strategy Layers**—based on SANDAC’s 5 Big Moves identified in the 2021 Regional Plan—to overlay onto North County’s key roadways, mobility corridors, and activity centers. The CMCP includes 48 Program and Corridor improvements that improve safety, mobility, accessibility, connectivity, and travel reliability, as well as reduce travel time and strengthen resiliency to climate change.

The proposed CMCP strategies work together to create a holistic transportation and mobility system for San Diego County’s northernmost communities that meet the plans, goals and objectives:

- Improve safety and quality of life and promote community vitality
- Provide sustainable solutions leading to the reduction of Vehicle Miles Traveled
- Connect North County communities
- Focus on traveler choices and experience solutions
- Foster equitable access to opportunities
- Provide a foundation for the future



Proposed improvements focus on enhancing and creating Complete Corridors and Mobility Hubs – specifically in three types of locations:



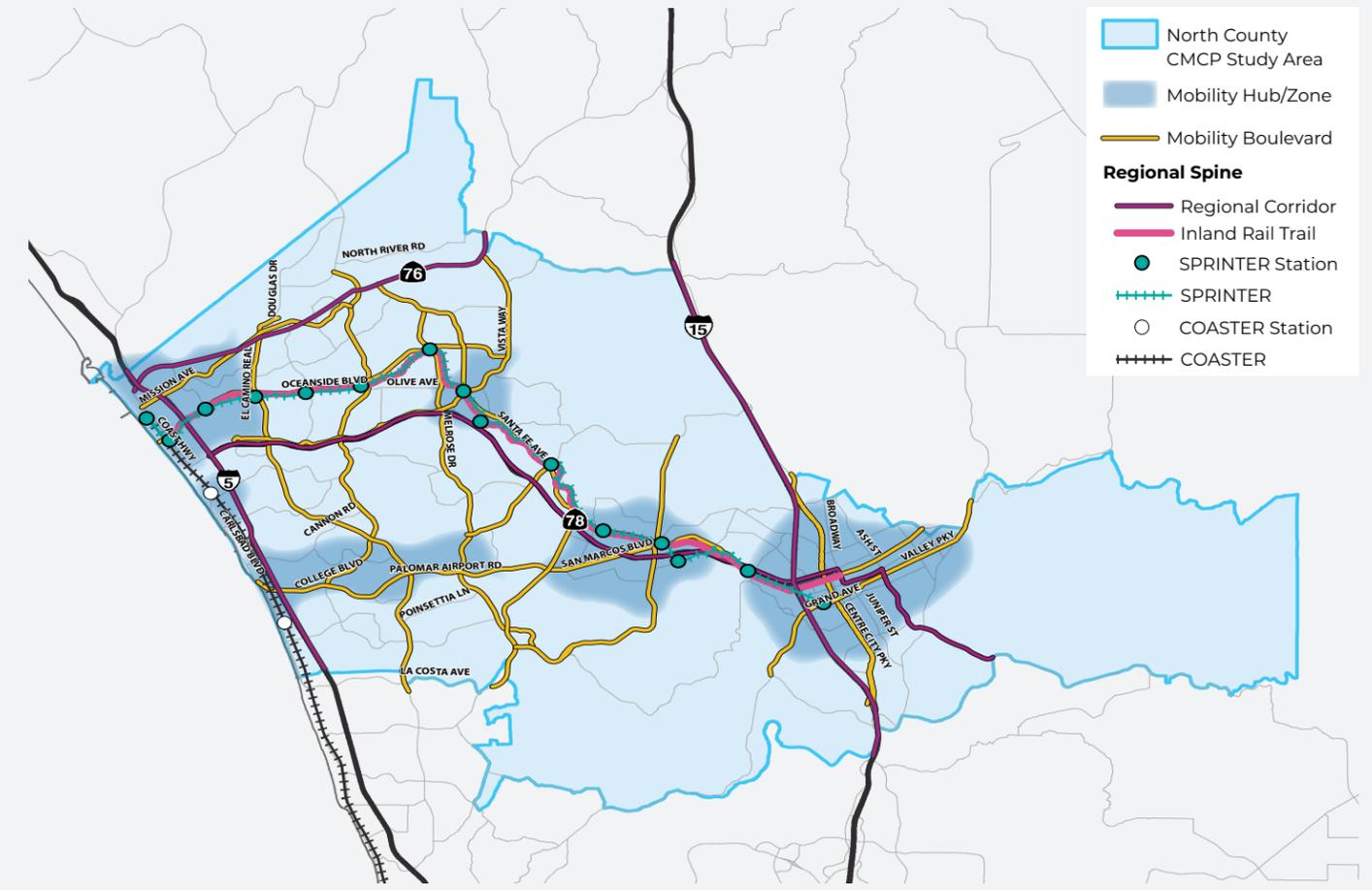
Mobility Hubs
Established and emerging local activity zones such as Vista Village, downtown Escondido, and North City/CSUSM in San Marcos



Mobility Boulevards
North County’s key roadway corridors, such as San Marcos Blvd./Palomar Airport Road, Oceanside Blvd., Valley Parkway, connecting mobility hubs to neighboring communities and regional facilities



Regional Spines
Regional facilities, such as SR 78, SPURTER, and Inland Rail Trail, connecting North County to surrounding regions



Implementation

Implementation will require aligning policies, resources/funding, and priorities. As such, implementation should focus on a balanced and coordinated effort that:

- 1) Maximizes opportunity
- 2) Leverages investments
- 3) Responds to the challenges of today, including climate change
- 4) Improves overall quality of life

The CMCP phasing allows improvements to build upon each other, to help meet the performance measure goals, and leverage support for greater investment from funding partners (i.e., state and federal grants, development partners, and private investors).

OPEN TO TRAFFIC PHASING

2025 - 2030

Building the Foundation



- Mobility Hub Improvements
- Smart Intersections
- Highway Operational Improvements
- Early *Rapid* Service Deployments (Arterial and Commuter Express)
- 3-5 Protected Bicycle Corridors (i.e., Inland Rail Trail, Coastal Rail Trail, Escondido Creek Trail)
- I-5 Managed Lanes (SR 78 to SR 76)
- Building Next OS
- Project Development for Projects in 2031-2040

2031 - 2040

Robust Multimodal Growth



- 15/78 and 5/78 Interchange and Managed Lanes Improvements
- SPRINTER Double Tracking and 15 minute Service Frequency
- *Rapid* Service Improvements
- 5-8 Protected Bicycle Corridors
- Arterial Management and Operations
- Project Development for Projects in 2041-2050

2041 - 2050

Leveraging Advancements



- Complete the SR 78 Managed Lanes
- SPRINTER 10 Minute Service Frequency
- SPRINTER Extension and Grade Separations
- 2-3 Protected Bicycle Corridors

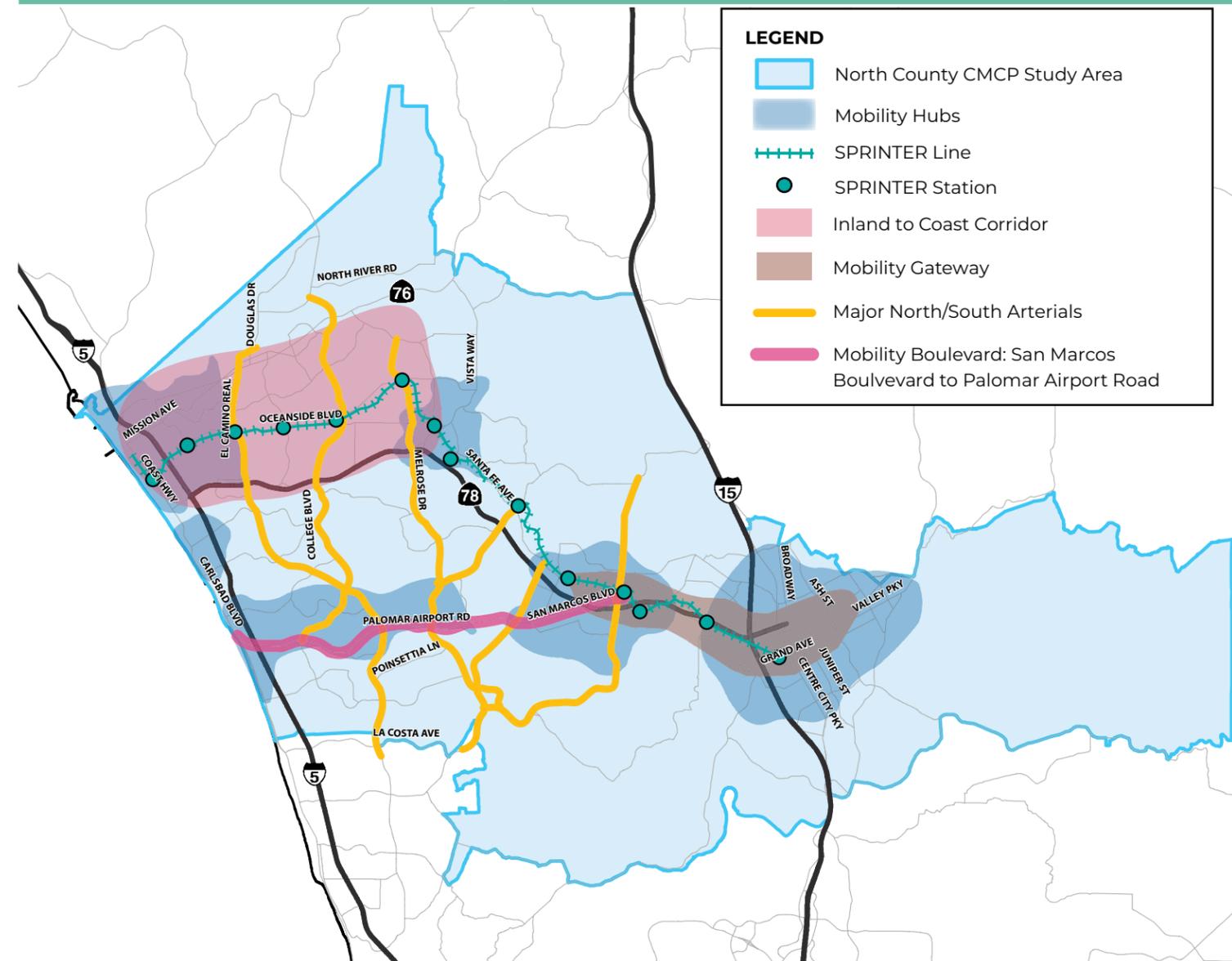
Early Action Bundles

As part of “Building the Foundation” and “Robust Multimodal Growth”, four areas, known as “Early Action Bundles,” were identified as early opportunities for multimodal transportation infrastructure and service investments.

- **Coastal Gateway** – Connects the corridor to the region’s coastal (north-south) transportation network
- **Inland Gateway** – Connects the corridor to the region’s inland (north-south) transportation network
- **Major North/South Arterials** – Emphasizes and invests in north/south roadway operations and services
- **Mobility Boulevard: San Marcos Boulevard to Palomar Airport Road** – Recognizes the importance of San Marcos Blvd. and Palomar Airport Road in providing critical east-west connections for North County

These Early Action Bundles acknowledge mobility challenges experienced by users, integrate current projects and efforts underway by local jurisdictions, and emphasize multi-jurisdictional solutions.

Early Action Bundle Locations





Approach for the First 10 Years



Prioritize Early Success and Short-term Implementation

- **A1:** Expedite safety improvements
- **A2:** Support emerging mobility hubs and advance VMT reduction improvements
- **A3:** Continue multimodal implementation of the Inland and Coastal Early Action Bundles—including I-15/SR 78 and I-5/SR 78 Interchanges and I-5 Managed Lanes between SR 78 and SR 76
- **A4:** Focus on improving community connectivity through SPRINTER station access improvements, first and last-mile connections, and improved frequency
- **A5:** Invest in key local roads (i.e., Mobility Boulevards) to improve multimodal operations including, early implementation of Smart Intersections, Active Transportation, and *Rapid* “light” services
- **A6:** Advance Reconnecting Communities projects



Integrate and Collaborate: Aligning People and Processes

- **B1:** Leverage ongoing local efforts and create collaboration opportunities to advance capital and service programs
- **B2:** Integrate the CMCP and local planning and development review processes
- **B3:** Collaborate to attract new funding sources
- **B4:** Measure progress of CMCP objectives



Create an Innovation Testbed of Transportation Tools and Technology

- **C1:** Utilize smart technology to improve safety and efficiency
- **C2:** Explore Public-Private partnerships to develop sustainable and innovative transportation solutions
- **C3:** Prioritize projects and programs that reduce VMT to enable overall CMCP delivery



An Example of Improved Transit Access and Mobility

The CMCP is projected to reduce travel times, provide more mobility choices for short trips, and provide access to those with limited mobility options.

There are several performance measures for monitoring CMCP success. One example is transit access and mobility. The proposed transportation network of the CMCP will allow people to access more destinations efficiently via transit, especially for social equity focus communities. A 30-minute access evaluation was performed between the existing and proposed transportation networks. The examples below compare and highlight the area that a user can cover via transit and walking. The three examples represent three different types of travel – retail, employment center, and a social equity focus community.

Retail Example: Carlsbad Village

Carlsbad Village represents a key retail and commercial area in North County. The existing transportation network allows users to access areas primarily along the coast. The proposed CMCP improvements will increase access along the coast and also capture inland neighborhoods and social equity focus communities.

Job Center Example: Palomar Airport

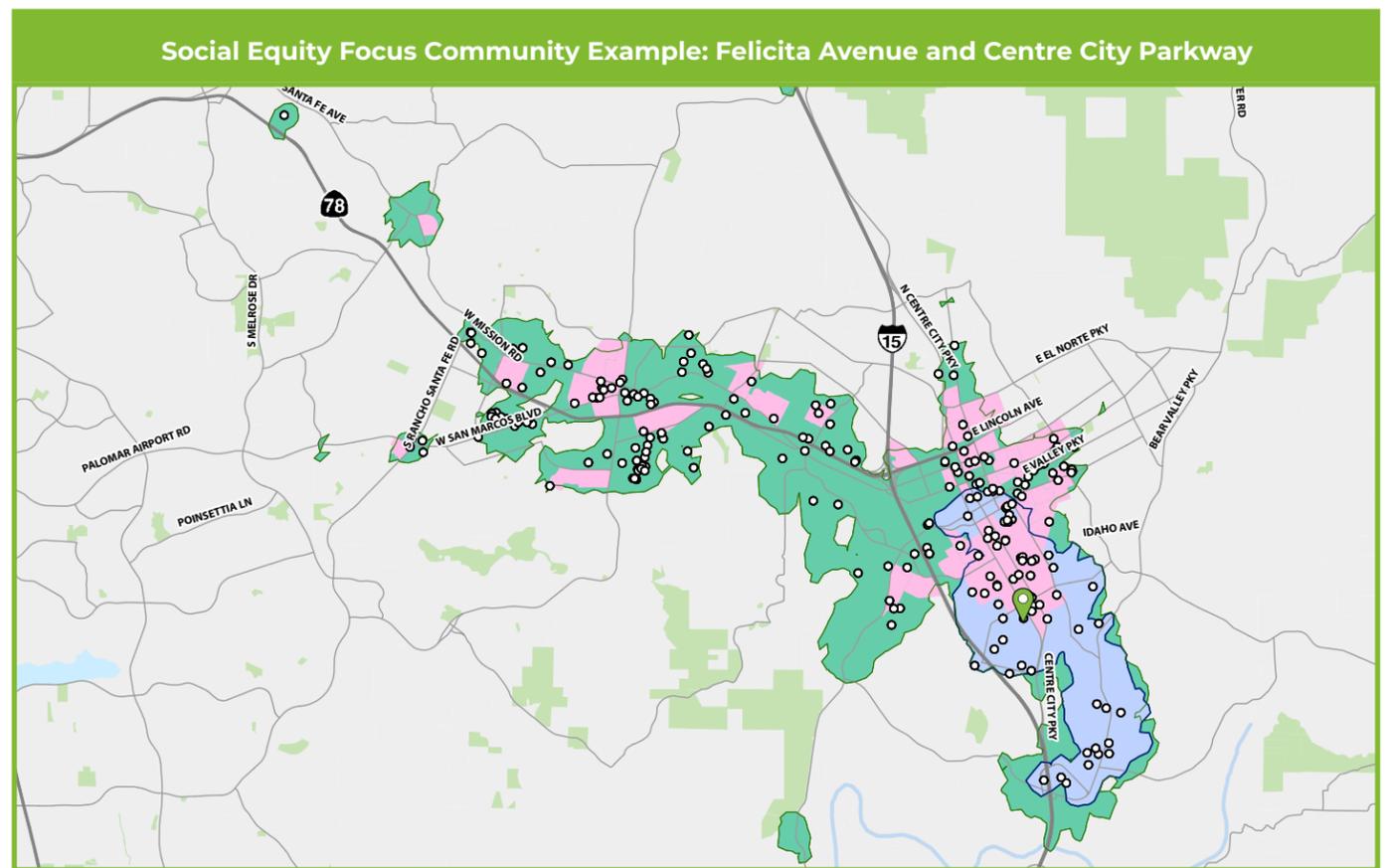
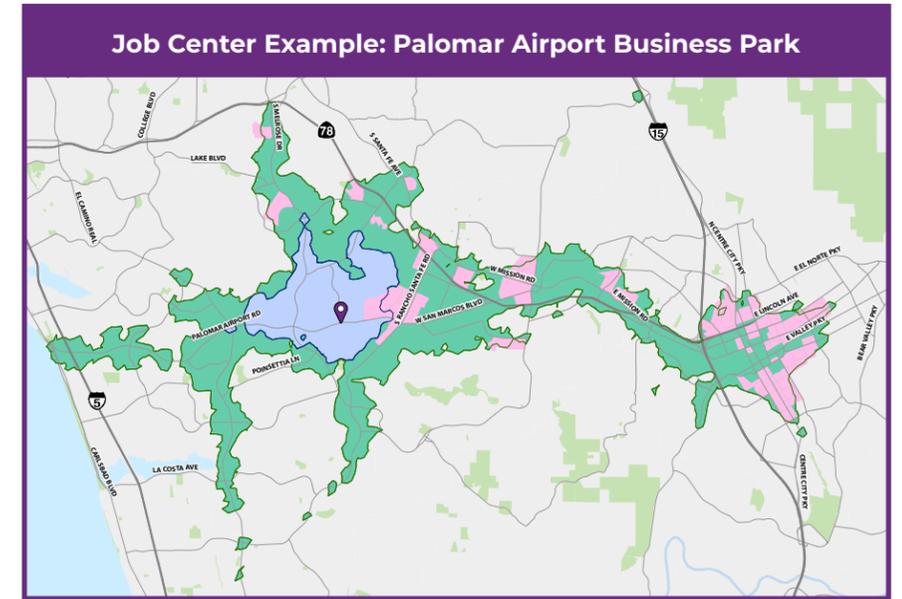
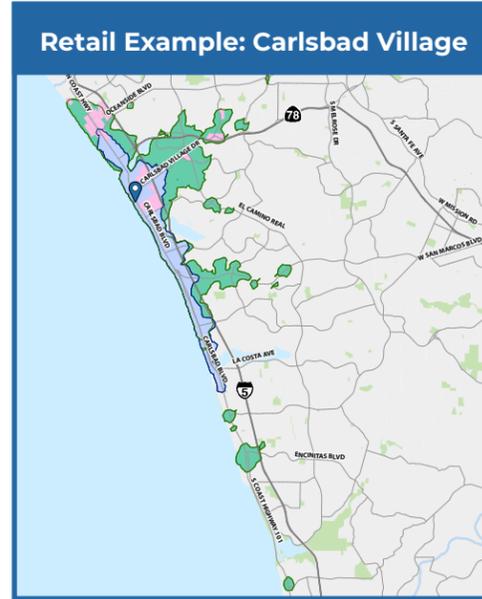
Palomar Airport Business Park represents a key employment center in North County. The existing transportation network allows users to only access a portion of the business park. The proposed transportation network expands the area that users can access, including neighborhoods along Palomar Airport Road and San Marcos Boulevard, CSU San Marcos, downtown Escondido and social equity focus community areas.

Social Equity Focus Community Example: Felicita Avenue and Centre City Parkway

Felicita Avenue and Centre City Parkway shows the influence of the proposed transportation network on trips that originate from social equity focus communities. The existing transportation network allows users to access destinations primarily along Centre City Parkway south of Grand Avenue. The proposed network allows users to access areas farther west and north including CSU San Marcos and neighborhoods and destinations in San Marcos and Escondido.

These three examples demonstrate improved accessibility for users, especially those who live in social equity focus communities. The proposed transportation network improves access to key destinations, job centers, and homes. The improved accessibility is influenced by three factors:

- Improved Land Use Proximity to Station
- Improved Concentration of Services and Frequency
- Faster In-Route Travel



Trip Origin	30-Minute Access via Transit/Walk (PM Peak)	Accessible within Proposed Access
Carlsbad Village	Existing Typical Access (2021)	Social Equity Focus Community Areas
Palomar Airport Business Park	Proposed Access with CMCP Improvement (2050)	Key Destination
Felicita Ave and Centre City Pkwy		