SECTION 2

EXISTING CONDITIONS

The transportation infrastructure planned to serve the Torrey Hills project is under construction and land development has not yet occurred. For this reason, the discussion of existing traffic conditions in the study area are general in nature.

2.1 EXISTING TRANSPORTATION FACILITIES AND TRAFFIC CONDITIONS

As discussed in the preceding section, the project is located east of I-5 and south of Carmel Valley Road. The following paragraphs describe key elements of the existing transportation network in the area.

Interstate 5 is an Interstate freeway extending from Mexico to Canada. As of 1994, the Average Daily Traffic (ADT) volume for the I-5 segment between the I-5/I-805 merge and Carmel Valley Road was 211,000 vehicles per day. Work has begun on a widening program to provide additional High Occupancy Vehicle (HOV) and general purpose lanes north of the merge.

State Route 56 is a four-lane freeway extending eastward from I-5 to its current terminus east of the Carmel Valley Community. SR-56 is planned to be extended eastward to another currently-constructed segment between I-15 and Black Mountain Road.

Carmel Valley Road is an east/west roadway that connects the Carmel Valley Community to I-5. Carmel Valley Road extends eastward from its terminus at North Torrey Pines Road to its ramps to/from SR-56. Carmel Valley Road continues east of SR-56 and terminates at Black Mountain Road.

El Camino Real is a major north/south facility extending from Oceanside to the Torrey Hills project area. El Camino Real has been a six-lane facility from SR-56 to Carmel Mountain Road.

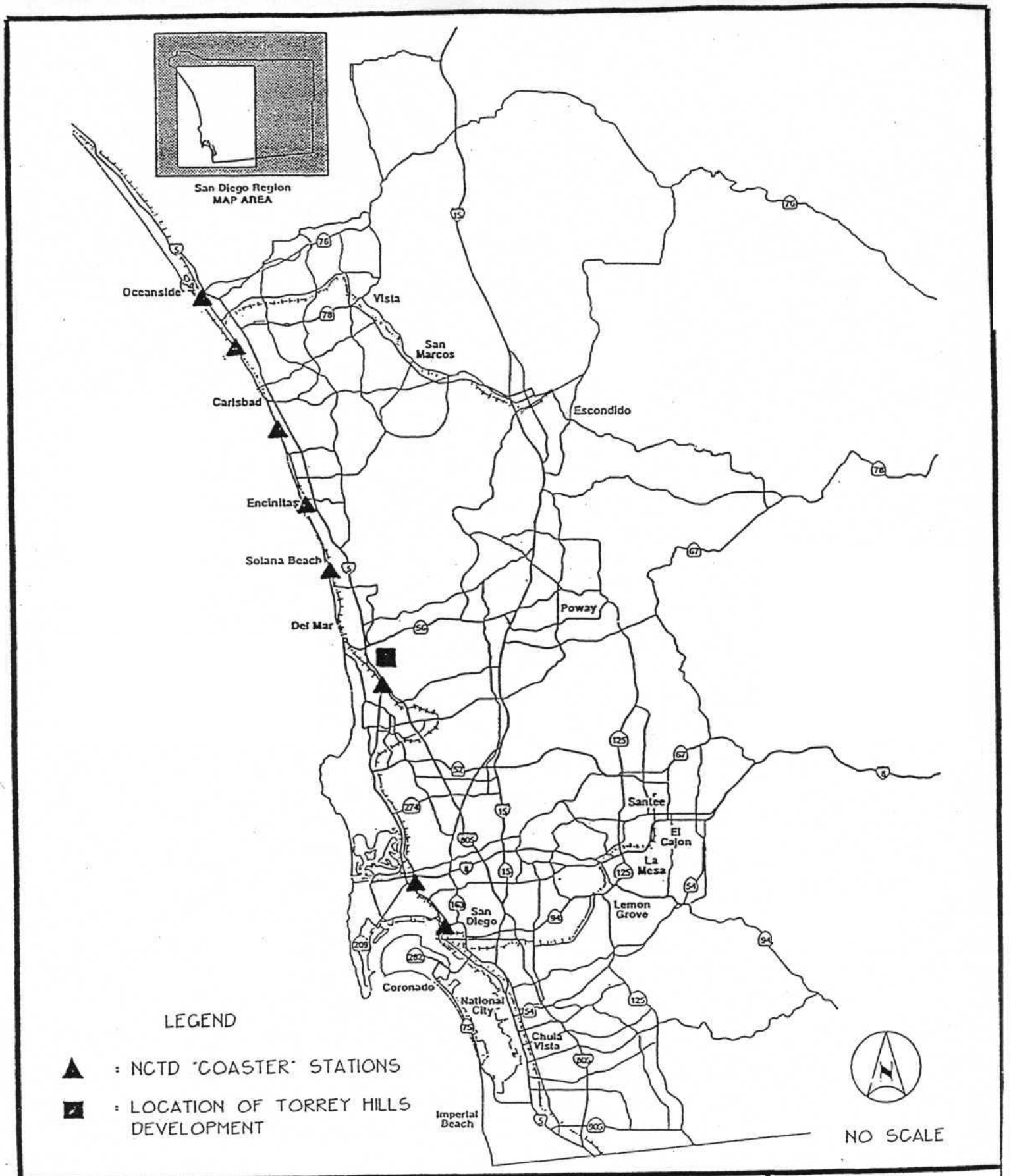
Carmel Mountain Road is a two-lane street from Sorrento Valley Road to I-5. An interchange is planned with I-5 as part of the Sorrento Hills development agreement. Carmel Mountain Road has been constructed from I-5 easterly to the El Camino Real intersection as a six-lane primary arterial.

2.1.1 COASTER CONNECTION

The North County Transit District (NCTD) operates the "Coaster" commuter rail service between Oceanside and downtown San Diego. There are eight stations along the route, including one in Sorrento Valley north of the I-5/I-805 merge. NCTD operates shuttles at no additional charge to patrons travelling between the station and Sorrento Mesa, Carroll Canyon, Campus Point and

Torrey Pines/UCSD Transfer on a reservation basis. **Figure 2.1-1** depicts the location of Coaster stations in relation to the location of the proposed project. As shown in this figure, the proximity of the Torrey Hills project to the Sorrento Valley Coaster station presents an excellent opportunity to provide regional mass transit service to the employees and residents of the Torrey Hills development, particularly if a loop-type shuttle service were extended to the community.

NCTD operates five southbound and two northbound Coaster trains during the morning commuting period and five northbound and two southbound trains during the afternoon peak period. One mid day train is provided in each direction. In addition, special Friday night service was inaugurated in June, 1995 with two trains operating in each direction. Headways (i.e., the time between trains) in the peak direction of travel (i.e., southbound in the morning and northbound in the afternoon) vary between 28 and 45 minutes.



Kimley-Horn and Associates, Inc.

LOCATION OF NCTD "COASTER" STATIONS

FIG. 2.1-1