



I-5 Traffic to 2030

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<http://www.cuddyvalley.org/background>

The I-5

- The I-5 (with SR-99) is the only serious North-South transportation corridor. This means it takes the load of both the Long Beach/San Pedro and the Oakland ports.
- In our area there are two bottlenecks: The Santa Clara River Valley and the Tejon Pass.
- Los Angeles develops one canyon or valley at a time: San Fernando Valley, Santa Clara River Valley, and now Tejon. But there is still only a single corridor.
- The I-5 between Castaic and the Grapevine is special, because it passes through a steep and rugged area.

Growth and Development

- North LA County will grow (1997-2025) from 0.5M to 1.2M people. Household dwelling units will grow from 153,000 to 441,000.
- Kern County will grow from 662,000 in 2000 to 950,000 in 2020.
- Between SR 126 and SR 99 in the I-5 corridor there are currently plans for about 100,000 new homes until 2025. That is 500,000 car-trips per day, many of them on I-5.
- Growth of the ports, use of super-containers, and use of inland Foreign Trade Zones, will triple port-related traffic by 2025.

Trucks

- Road maintenance. One fully loaded truck at 80,000 lbs has the road-impact of 9600 cars.
- Safety. Fatal truck accidents are about 11% of all fatal accidents (CA, 1995-1999).
- Room. In many stretches trucks make the I-5 into a two-lane freeway for cars. Especially at night, in which cars can safely use only a single lane.
- Pollution. Commuters receive up to 50% of diesel PM on their 90 minute commutes. Living close to a freeway is a health risk.

	Total	Trucks	5+
SR 14	209,000	18,852	14,443
SR 126	153,000	18,842	14,159
SR 126	120,000	18,120	13,882
SR 126	100,000	17,260	13,223
SR 138	71,000	17,431	13,354
SR 138	73,000	18,301	14,017
LA/KC	71,000 (73,000)	18,638	14,275
SR 99	70,000 (71,000)	19,950	15,280
SR 99	31,000 (32,000)	8,990 (9,300)	7,102

This means about 14 trucks pass over the Grapevine each minute, one every 4.5 seconds.

Truck traffic has increased by 55% since 2002, while total traffic has increased by 32%.

In our area trucks are about 28% of the traffic, while in Santa Clarita that is 15% or less. About 80% have 5+ axels.

Preliminary 2005 data suggest truck traffic is growing by more than 7% per year, while total traffic is growing by about 5%. Note that 5% growth per year means doubling over 14 years, while 7% growth means doubling over 10 years.

I-5 Troubles

- The I-5 in our area is closed up to 10 times per year because of slides, fires, accidents, or snow and ice. It is not exactly a reliable connection.
- The corridor is very close to both the San Andreas and the Garlock faults (and many other smaller ones).
- There are lots of cuts and fills, cuts up to 250 feet, fills up to 350 feet.
- Between Castaic and Gorman more than 200 landslides have been mapped.
- The condition of the road surface is not very good (slides, seismicity, trucks) and cannot really be fixed.

Plans

- The I-5 is now at Level of Service B. In 10 years it will be at D, in 2030 at level F. A C is a pass.
- The 2004 *North County Study* (MTA, CA-DOT, SCAG, FHA, FTA) outlines a \$ 5.4B plan to improve the situation. It relies on widening the freeways.
- I-5 from I 4 to I 26 will be 16 lanes (4 HOV, 4 truck), from I 26 to Lake Hughes 12 lanes (2 HOV, 2 truck), and from Lake Hughes to Fort Tejon 10 lanes (2 truck). Costs \$ 800M.
- SR-I 38 will be a six lane freeway. Costs \$ 3B.