

# Appendix G: Employment Centers

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To: San Diego Association of Governments and Caltrans District 11

From: North County Comprehensive Multimodal Corridor Plan (CMCP) Project Team

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Subject: North County Comprehensive Multimodal Corridor Plan (CMCP) – Employment Centers

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## Overview

The North County Comprehensive Multimodal Corridor Plan (CMCP) will identify integrated transportation solutions that enhance the way people travel throughout North County.

This appendix provides information about employment centers within the Study Area, as well as employment commute trends to inform the identification of transportation solutions for the CMCP.

# Employment Trends and Forecast

## EMPLOYMENT CENTERS

Employment Centers Based on SANDAG Employment Estimates (May 2019), **Table 1** documents where travelers of each employment center within the North County CMCP Study Area travel from.

**Table 1: Employee Origin**

Employment Center Name	Tier Level*	Origin** ( <i>Jurisdiction</i> )	Percentage of Workers in the Employment Center
Carlsbad Palomar Airport	2	San Diego	18%
Carlsbad Palomar Airport	2	Oceanside	18%
Escondido – Palomar	2	Escondido	29%
San Marcos Civic Center	2	San Marcos	18%
Carlsbad State Beach	3	Oceanside	20%
Escondido Centre City	3	Escondido	36%
Rancho Bernardo	3	San Diego	49%
Vista Tech Park	3	Oceanside	17%
Oceanside – Oceanside Boulevard	4	Oceanside	39%
Oceanside Civic Center	4	Oceanside	46%
Oceanside – Rancho Del Oro	4	Oceanside	35%
Oceanside – San Luis Rey Mission	4	Oceanside	47%
Oceanside Tri-City	4	Oceanside	31%
Vista Guajome	4	Oceanside	27%
Vista Sycamore	4	Vista	21%
Vista Village	4	Vista	26%
SR 78 Corridor	-	Oceanside	19%

Notes:

\*Tier Level refers to the categorization of employment density within the region. Tier 1 represents the highest employment density, and Tier 4 represents the lowest employment density.

\*\*The “Origin” and “Percentage of Workers in the Employment Center” data is based off the greatest number of employees from all of the observed origin points.

Other identifiable trends from the SANDAG Employment Center Data:

- Less than 10% of employees in all of the applicable employment center corridor live in that area
- Of all of the applicable Tier 2 Employment Centers, the most popular occupation was Health Care and Social Assistance
- Of the entire region, employees get to work by:

- 80% of employees drive alone
- 3% of employees utilize transit
- 13% of employees utilize carpooling options
- 2% of employees utilize bicycling
- 1% of employees utilize walking
- Of the entire region, the mean length of time (during peak period (6AM – 9AM and 3:30PM-7PM) to get to work by mode is:
  - 25.1 minutes utilizing vehicles
  - 62.8 minutes utilizing transit
  - 21.6 minutes utilizing bicycles
  - 23.2 minutes utilizing walking

### Mobility Hub Trends

- The following employment centers intersect/are within the Oceanside Mobility Hub Boundary:
  - Oceanside – Oceanside Boulevard
  - Oceanside Civic Center
  - Oceanside – Rancho Del Oro
  - Oceanside – San Luis Rey
- The following employment centers intersect/are within the Vista Mobility Hub Boundary:
  - Vista Guajome
- The following employment centers intersect/are within the Carlsbad Palomar Mobility Hub
  - Carlsbad State Beach
  - Carlsbad Palomar Airport
- The following employment centers intersect/are within the San Marcos Mobility Hub
  - San Marcos Civic Center
- The following employment centers intersect/are within the Escondido Mobility Hub
  - Escondido – Palomar

## MILITARY PERSONNEL COMMUTING PATTERNS

Camp Pendleton has more than 38,000 military housing members occupying base housing complexes, including military employees and their families. On-base employees utilize personal vehicles to get to their desired locations on and off base, yet work in the respective area they live in. According to the *SANDAG Military Multimodal Access Strategy (MMAS) Briefing Book*, one quarter of on-base residents have utilized the on-base transit services, yet many residents are unaware of the services.

For the 12,000 off-base military personnel, a large portion of employees reside in Oceanside, Riverside, and Orange County. A popular commuting pattern for off-base personnel traveling to Camp Pendleton is utilizing the SR 78 and I-15 freeways to travel from the Temecula, Riverside, and Murrieta area. **Table 2** documents the commute origin of off-base Camp Pendleton personnel. **Table 3** documents the commute choice of off-base Camp Pendleton personnel.

**Table 2: Commute Origin of Off-Base Camp Pendleton Personnel**

Commute Origin	Percent of Commuters
North San Diego County	60%
Riverside County	24%
City of San Diego	7%

Commute Origin	Percent of Commuters
Orange County	4%
Other*	5%
<b>Total Responses</b>	<b>324 Participants</b>

Notes:

Source: NCTD Survey, March 2012

\* Other includes other California counties with less than 1%, out of state and international zip codes

**Table 3: Commute Choices of Off-Base Camp Pendleton Personnel**

Commute Mode	Percent of Commuters
Drive Alone	86%
Carpool	8%
Motorcycle	8%
Kiss N Ride*	8%
Transit	7%
Bike/Walk	5%
Vanpool	4%
<b>Total Responses</b>	<b>324 Participants</b>

Notes:

Source: NCTD Survey, March 2012

\* Kiss N Ride refers to riders that are picked up or dropped off at a Transit Stop.

#### Summary of Notable Challenges for Camp Pendleton:

- Traffic and Regional Connectivity
  - SR 76 experiences heavy traffic delay and congestion for commuters
  - No requirement for micro transit services (uber and lyft)
- Mobility
  - North County Transit Department (NCTD) has reduced service to base based on declining transit ridership
  - Only 39% of riders are aware of the Department of Defense Transportation Incentive Program
  - Lack of carshare service available for internal circulation
- Other
  - Limited stakeholder coordination, input and data collection for long-range planning needs related to Camp Pendleton