

DRAFT MEETING NOTES

February 19, 2004

Date Prepared: March 2, 2004

TO: Attendees, File

FROM: Frank Belock / Les Hopper

ATTENDANCE:	Frank Belock	City of San Diego	619-236-6274	FBelock@sandiego.gov
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	Michael Mezey	City of San Diego	619-533-3782	mmezey@sandiego.gov
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	Les Hopper	URS Corporation	619-294-9400	les_hopper@urscorp.com
	Christabel San Nicolas	URS Corporation	619-294-9400	christabel_san_nicolas@urscorp.com

LOCATION: Carmel Valley Library

TIME: 2:00 P.M.

SUBJECT: Steering Committee Meeting - I-5 / SR-56 Freeway Connectors

SUMMARY OF DISCUSSIONS:

I. INTERIM IMPROVEMENTS STATUS

Frank asked Les to provide the group with an update on the Interim Improvements project. Les informed the group that as a result of preliminary engineering and traffic analysis, only Improvements 1 through 4, of the original 13 identified interim improvements will be subject to environmental studies and will be included in the Interim Improvements Project Report (PR). Alternative 7, which was previously identified in the final group of interim improvements, has been tabled due to the unforeseen costs associated with abating existing noise conditions. Jason reminded the group that the final package cannot be driven by outside forces and must be subject to independent utility and logical termini. A discussion followed on project programming and the definition of a project's inclusion into the regional plan. The project team is continuing the engineering studies for the Interim Improvements Project Report.

Noise Studies were anticipated to start last week, but were postponed due to the Buick International Golf Tournament. The studies did start this week with noise receptors being located in local hotel pool areas. A 24-hour monitor was also placed to determine the peak flow periods. Caltrans Surveyors were in the field last week taking shots along Carmel Valley Road East to help determine what height retaining wall would be required for Interim Improvement 4.

1.A. INTERIM IMPROVEMENTS SCHEDULE

The Interim Improvements Draft Environmental Studies are scheduled for completion in mid-March. The environmental tech studies (visual impacts, biological and water quality) start next week and the engineering team will prepare the Project Report concurrently. The Final Project Report and CEQA document are still scheduled for completion by June 2004.

1.B. INTERIM IMPROVEMENTS TRAFFIC STUDIES

Les informed the group that Caltrans and the City are reviewing the Interim Improvement Traffic Study. The traffic study will be included as an appendix/reference to the Interim Improvements CEQA document. The Interim Improvements Traffic Study was prepared using the 2030 SANDAG Model along with a culmination of existing traffic study documents prepared for areas within or adjacent to the Interim Improvement project area. The traffic studies will need to be reviewed and approved by agency staff before being released by the public.

Gary Levitt inquired if the results of the traffic studies showed an improved performance or traffic increase at local intersections. Gary also inquired about the operational analysis and what was the range of percentages of improvement at the north and south turning lanes at the SR-56 southbound intersection. Les responded that as a whole, the SR-56 southbound intersection did have an improvement and that the percentage improvements should be included in the final traffic appendix. Majid Kharrati further explained that if there is an improvement north/south of the intersection/interchange, then traffic east/west of the intersection/interchange will also improve. Bob Wright inquired if the crosswalks would be removed. Les responded that any existing physical elements, i.e. crosswalks, are to remain. **Copies of the Traffic Analysis Report for the Interim Improvements will be available one week before the next Steering Committee Meeting by contacting Christabel San Nicolas at URS.**

1.C. PHASE II – SR-56 ADDITIONAL LANE / OTHER IMPROVEMENTS

Several of the proposed interim improvements will either be studied as a second phase or delayed until the Final document. These could consist of any of the original improvements that were not rejected as infeasible.

Jason Reynolds mentioned that another round of Interim Improvements must meet several factors: ¹ secured funding for the improvements and ² a separate traffic study to determine that the improvements have independent utility. He also mentioned that FHWA may not approve any Phase II Interim Improvements eliminated from the first set of improvements. Full funding needs to be secured in order for FHWA to approve the Interim Improvements under a Categorical Exclusion. Any phased Interim Improvements need to be included in the RTIP (Hard Cash) and in the Regional Transportation Plan (RTP) programming document (Soft Cash). It could be possible for the City to prepare an RTIP Amendment for any Phase II Interim Improvements not currently funded, i.e. the addition of the 5th and 6th lane on SR-56 if not included in the SR-56 West Document.

Regarding the 3rd lane on SR-56 West, only a layout and preliminary cost estimate have been prepared so far. As a minimum, a traffic study and noise study will be needed for the third lane. Frank asked Les to scope out the potential Phase II Improvements as a separate project. Further analysis will be conducted after SR-56 West opens to get a better understanding of the impacts.

Other viable improvements that may be included in the Phase II Interim Improvements package include Improvements 5 and 7. Improvement 7 could require noise mitigation for 15 to 40 houses. However, Improvement 7 may be a potential throw-away with the truck bypass. Majid mentioned that any noise mitigation will not be a throw-away and a noise analysis will need to be conducted to ascertain the extent of the mitigation. Improvement 6 was identified as a potential Phase II Interim Improvement but was rejected since it would be throw-away when the truck bypass and/or overall connectors project is constructed.

2. OVERALL PROJECT TRAFFIC SCHEDULE

Les informed the group that Fehr & Peers is in the process of preparing 3 traffic memos: Existing Conditions Memo, Data Collection Memo and a Methodology Memo. Concerning the data collection, Fehr & Peers has received the traffic counts and are currently waiting for the results of the License Plate Survey, which should be completed by the end of this week. The License Plate Survey they are conducting is different than typical surveys in that Southland is writing software to analyze zones with more than one exit point. Mike inquired if the new License Plate Survey software is necessary and reliable. Majid responded that Fehr & Peers has written similar software for other projects. The new software will be used for microsimulations and will provide more comprehensive information pertaining to where cars go when they exit.

Les informed the group that a Traffic Management Team Meeting will be held next Thursday. Members of the project team, Caltrans and the City will meet for the first time to discuss the overall traffic studies schedule and methodology. The Traffic Team will be using a segmental approach to the project. They will start with analyzing SANDAG's Average Daily Trip (ADT) information for the no-build and design years. They will then analyze the traffic scenarios for the engineering alternative layouts. All studies are anticipated to be completed within an 8 to 9 month period.

3. WEBSITE

Les presented some graphics on the proposed layout of the project website. Now that the big project is starting in earnest, the project website is anticipated to be available soon.

4. BIKE FEASIBILITY STUDY

The purpose of the bike feasibility study is to analyze potential alignments that will connect the CVREP bike path to the west side of Interstate 5. Alignment studies are currently underway and include alignments going under the Interstate 5, south and north of the creek. The north side of the creek appears to be drier than the south side, but will require a bridge to cross the floodplain. Michael mentioned the State does not allow bike paths to be constructed under freeway bridges due to safety issues (security and lighting). Another alignment being analyzed is to construct a bridge over the freeway. The draft report is scheduled for completion in March.

5. NEXT MEETING

Next meeting is scheduled for Thursday, April 22nd at 2:00 P.M.

Discussed alternatives considered but rejected

**I-5 / SR 56 FREEWAY CONNECTOR PROJECT
Steering Committee Meeting -- Draft Notes**

January 20, 2005

Date Prepared: February 14, 2005

TO: Steering Committee, File

FROM: Patti Boekamp / Linda Scott

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	Dean Hiatt	SANDAG	619-699-6978	dhi@sandag.org
	Linda Scott	URS / LKS	858-530-9988	lscott@san.rr.com

LOCATION: Carmel Valley Library

TIME: 2:00 P.M.

SUBJECT: I-5 / SR-56 Freeway Connector Project Steering Committee

1. Status of Interim Improvement Design

Brad reported that the City and Caltrans are executing a Cooperative Agreement for the construction of the project. Caltrans is negotiating with E.L. Yeager to add the construction work to their contract for the 5/805 widening project. Widening of the westbound off-ramp is expected to start in April. Widening of eastbound Carmel Valley Road will follow in June as a second phase of the project. All improvements are expected to be completed by the end of 2005.

2. Status of Traffic Analysis

Linda reported that Fehr and Peers is modifying the operational model of existing conditions to reflect the opening of SR 56. The traffic counts taken in the fall of 2003 will be used to validate the model. Fehr and Peers will present the model to the Steering Committee when it is complete. This model will serve as the basis of analyzing future conditions.

The consultant team is also running SANDAG's regional model to predict 2030 volumes. This model is based on the calibrated base model, with updated land use information. The forecasted 2030 volumes are expected to be ready to present to the Steering Committee at the February meeting. Gary Levitt requested that a comparison of the data to previous projections be provided.

3. Project Scoping Meeting

Michael reported that a public Scoping Meeting was tentatively scheduled for Thursday, February 24 at the Carmel Valley Middle School. The meeting will be an Open House format so that information can be provided on an interactive basis. It was noted that several elementary schools in the area would be closed that week, so families may be out of town. Michael responded that the City would consider rescheduling to assure good attendance. When the date is confirmed, an e-mail will be sent to the Steering Committee and Community Planning Boards to help advertise the event.

4. Alternatives for Further Study -- Update

The Notice of Preparation (NOP) will include a brief description of alternatives that are expected to be studied in the EIR/EIS. Additional alternatives may be added as a result of the scoping process.

Linda explained that the NOP will include: a "no build" alternative; an alternative with phased construction of the two direct connectors; an alternative with surface street improvements in both directions; and an alternative with a west-north direct connector ramp and surface improvements for the south-east movement. Traffic studies in progress will still be needed to demonstrate the effectiveness of surface improvements.

The "north cross-over" alternative was eliminated due to increased visual impacts north of the interchange, as well as increased right-of-way impacts. Furthermore, that alignment did not significantly reduce the height of the connector ramp.

Based on comments from the project team, the Steering Committee, and Community Planning Boards, the alternatives that significantly encroach into Penasquitos Lagoon will not be included for further consideration. The alternatives eliminated on that basis include the horseshoe cross-over south of the interchange, and the larger radius loop ramp.

Dean requested that a small radius loop ramp that stays within the footprint of disturbed area in the southwest quadrant be further evaluated. He noted that a relatively small radius loop connector ramp is being planned for the SR 52 / SR 125 interchange. Majid noted that both the radius and grade must be reviewed to address the safety of the alignment. The consultant team will further review that alternative.

The project team is still evaluating a tunnel alternative. More information is expected to be ready for the February Steering Committee meeting.

5. Mailing List for Notices

Michael reported that the NOP/NOI would be mailed to the City's distribution list. It includes agencies, the local Community Planning Boards and other organizations and individuals that have requested notification.

6. Project Schedule Update

Linda distributed an updated schedule that was the result of input provided by Caltrans based on recent projects of similar complexity. Agency reviews of the environmental studies, the draft EIS/EIR and the final EIS/EIR will require longer durations and additional iterations than originally anticipated.

Beth requested an estimate of duration for the design and construction of the project.

**I-5 / SR 56 CONNECTORS PROJECT
Steering Committee Meeting -- Draft Notes**

February 17, 2005

Date Prepared: February 18, 2005

TO: Steering Committee, File

FROM: Patti Boekamp / Linda Scott

ATTD:

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Philip Raphael	TPCPB	858-792-7411	praphael@mail.sdsu.edu
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Les Hopper	Latitude 33	858-751-0633	les.hopper@latitude33.com
Harry Brooks	Carmel Valley News	760-845-1518	hmbrooks@sbcglobal.net

Additional members of the public were in attendance, but did not sign attendance form.

LOCATION: Carmel Valley Library

TIME: 2:00 P.M.

SUBJECT: I-5 / SR-56 Connectors Project Steering Committee

1. Status of Traffic Analysis – Cathy Higley

Cathy provided an overview of the traffic study and its status. The traffic forecast development process is based on the SANDAG Regional Model Series 10, refined by the I-5 / SR-56 focused model, and then fine-tuned by micro-simulation.

Trip generation within the model is based on land uses. Trip distribution, mode choice and finally, trip assignments, are estimated based on the roadway network. The model review and refinement has been focused on Traffic Analysis Zones (TAZs), land use, the roadway network and screenline definition.

A comparison of predicted traffic volumes to actual traffic counts has provided a basis for validation of the base year model. As a standard of practice, the maximum level of variance for model validation is: 7% for freeways, 10% for major arterials, 15% for minor

arterials, 25% for collector and frontage roads and 10% for overall screenlines. After six iterations with various adjustments to the model, the model met the standard variance of less than 10% for all screenlines. Arterial traffic is estimated higher than counts indicate at one screenline, and freeway traffic is estimated higher at two screenlines, however the overall performance of the model has been judged to be satisfactory.

This focused model is now being used to forecast 2030 traffic volumes. The 2030 baseline roadway network is based on those projects included in the Reasonably Expected Revenue Scenario of the Regional Transportation Plan. I-5, from I-805 to SR-56, is expected to have 14 general purpose lanes and 4 managed lanes; I-5, from SR-56 to Leucadia Boulevard, is expected to have 10 general purpose lanes and 4 managed lanes; and SR-56 is expected to have 6 general purpose lanes and 2 HOV lanes.

2. Selection of Alternatives – Hadi Samii

Linda explained that the alternatives currently under consideration include: a “no build” alternative; an alternative with phased construction of the two direct freeway-to-freeway connector ramps; freeway-to-freeway connector ramps with a small-radius south-to-east loop connector ramp; an alternative with surface street improvements in both directions; and an alternative with a west-to-north direct connector ramp and surface improvements for the south-to-east movement. Traffic studies in progress will still be needed to demonstrate the effectiveness of the alternatives.

Hadi explained that a preliminary geotechnical evaluation determined that a tunnel under I-5 presents unacceptable risk of settlement and/or sinkhole failure during construction. Ann and Bob noted that this is a popular alternative, and suggested that graphics be prepared for public presentation to assist in the visual understanding of the relationship between a tunnel and I-5, and the soil and groundwater conditions that create the problem.

Although the small-radius south-to-east loop connector ramp is still under consideration, Hadi noted that the similarly small radius loop being planned for the SR 52 / SR 125 interchange is expected to carry only 1000 vehicles per day, much lower than we expect.

3. Transit Planning – Dean Hiatt, SANDAG

Dean reported that currently there is little public transit in the area of I-5 / SR 56 interchange due to the lack of density, demographics, and circuitous local streets. Some future planned transit include a Bus Rapid Transit (BRT) route that will use the I-5 Managed Lanes, the Mid-Coast Trolley to University Towne Center, double tracking the coastal rail line, Route 617 service from Poway to Torrey Pines via Black Mountain Road and Del Mar Heights. For members of the public interested in getting involved in the planning of regional transportation planning, Dean identified the following sources:

- The Metropolitan Transit System (MTS) is performing a Comprehensive Operational Analysis of its bus and trolley services. Information can be found on <http://www.sdcommute.com/>.
- SANDAG has recently established a Regional Planning Stakeholders Working Group.
- SANDAG’s Transportation Committee meets on a monthly basis. Information can be found on <http://www.sandag.cog.ca.us/>.

Irene Young commented that regional transportation planning has too much emphasis on roadway improvements and not enough on public and alternative forms of transportation.

John Eardensohn noted that bus stops are integrated into the design of all major commercial sites in Carmel Valley, however they are not operational.

It was noted that the URS contract with the City includes reviewing future HOV connection between I-5 and SR-56; siting a potential transit center/Park-n-Ride in Carmel Valley; and siting potential Direct Access Ramp (DAR) connections from the transit center to I-5 that would be part of the I-5 Managed Lanes BRT. The scope of this work will be discussed at the next Steering Committee meeting.

4. Project Scoping Meeting – March 17

Michael reported that the Project Scoping Meeting will be held on Thursday, March 17 from 5:00 to 8:00 p.m. at the Carmel Valley Middle School. It's planned with an Open House format to maximize public participation. The purpose of the meeting is to gather information for preparation of the environmental documents. Both written and oral comments will be taken. A noise specialist will be available for questions.

5. Next Steering Committee Meeting

The next regularly scheduled meeting for March 17 is cancelled due to the Project Scoping Meeting. The next Steering Committee meeting will be Thursday, April 21, 2005 at 2:00 P.M. at the Carmel Valley Library.

Provided overview of March 17, 2005 Scoping Meeting.

**I-5 / SR 56 CONNECTORS PROJECT
Steering Committee Meeting -- Draft Notes**

April 21, 2005

Date Prepared: May 10, 2005

TO: Steering Committee, File

FROM: Patti Boekamp / Linda Scott

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LOCATION: Carmel Valley Library

TIME: 2:00 P.M.

SUBJECT: I-5 / SR-56 Connectors Project Steering Committee

1. Project Scoping Meeting

Michael provided an overview of the March 17 Public Scoping Meeting. The City received 43 comments: 20 stated opposition to the direct (flyover) connectors, 3 stated support of the direct connectors, 14 did not specify a position, and 6 were in opposition to any modification to the interchange.

The primary issues raised include the following:

- Air quality impacts from the flyovers.
- Impacts to children and schools from air quality and noise impacts.
- Visual impacts from the flyovers for all areas.
- Increased noise. Look at affects of the reflection from buildings on the east side of I-5 and from Santa Ana winds.
- Mass transit in the area should be improved to reduce vehicle traffic volume.
- Wording in Prop M.

Mike also reported that FHWA has approved the NOP/NOI so they will soon be advertised. That will initiate a 30-day period to receive additional comments from the public and from resource agencies.

Gary noted that the Carmel Valley Community Planning Board will be sending a comment letter. They will request that the EIR/EIS describe all alternatives that were considered, and reasons for elimination. Scott suggested that graphics might be useful in describing reasons for elimination.

2. Traffic Analysis: Micro-simulation of Existing Condition (Post-56) – Cathy Higley

Cathy presented preliminary video clips from the micro-simulation of existing conditions after the opening of SR-56 to through traffic. The clips are intended to accurately reflect what is on the ground today. She showed peak a.m. and p.m. traffic on I-5, SR-56 and arterials in the study area.

Questions and comments included the following:

- a. Is the traffic moving at real time? It appears to be moving faster than experienced. Is the "camera" speed distorting the apparent traffic speed?
- b. Grade separations, particularly at freeway over- and under-crossings, need to be better represented in the micro-simulation.
- c. Better color distinction would be helpful. Both vehicles and surrounding features were difficult to distinguish in some clips.
- d. Morning traffic queuing on westbound SR-56 to southbound I-5 was appropriately backed up to Carmel Country Road.
- e. Paula suggested that there is typically heavier a.m. traffic and longer queues on westbound Valley Centre Drive than shown in the clip.
- f. Scott suggested that the a.m. queue on the westbound off-ramp from SR-56 to turn left on El Camino Real often backs up onto the main lanes of SR-56.
- g. Beth suggested that a.m. traffic on westbound Del Mar Heights Road is typically heavier than shown in the clip. She experiences heavy congestion from Mango across the I-5 interchange due to school drop-off (impact loading). Both Del Mar Hills and Del Mar Heights Elementary Schools are in that area. Rich noted that the lights at Mango are set for safe pedestrian crossing.
- h. It was suggested that the video clip did not adequately show typical p.m. queuing on the northbound on-ramp to I-5 from Del Mar Heights Road.
- i. Afternoon traffic on northbound I-5 did not seem as heavy in the clip as typically experienced. The consultant team will confirm if the video clip was prepared during peak traffic conditions.
- j. Traffic on Carmel Mountain Road was difficult to see in the video clip.
- k. Paula suggested that the p.m. queue on northbound El Camino Real to turn right onto the eastbound SR-56 on-ramp backs up to Arroyo Seco Parkway, which the video clip did not show.
- l. Faye suggested that the arterial flow should accurately represent timing of both City and Caltrans signals.
- m. Street names should be added to arterials to help the viewer stay oriented. If possible a north arrow may be helpful. Add time of day and location.

- n. In general, traffic in the video clips did not seem as heavy as experienced by the community representatives. The daily variability in traffic makes it difficult to judge what an "average" traffic day is. Bad days are likely more memorable. It was pointed out that traffic moves in "platoons" due to traffic signals, which makes a driver moving within a platoon aware of only the congestion around them. It was suggested that the video clips be recorded such that they show the platoon congestion as well when traffic is flowing. The "camera" should be slowed down to allow this. It should also be stopped at major intersections and other hot spots to show several full signal cycles so that the viewer can see and absorb how the intersection is operating.
- o. It was suggested that the micro-simulation model be analyzed to find the peak traffic conditions at each critical location.
- p. It was suggested that minor traffic incidents be added to the micro-simulation to show the response in traffic operations.
- q. It was suggested that video or photographs of actual representative traffic be provided in conjunction with the micro-simulation video clips to use as a basis of evaluating the micro-simulation model. Confirm videotaping previously performed by the Consultant team.

Cathy noted that it is important to make the existing conditions model as accurate as possible. It will be a snapshot in time as additional improvements will be completed this summer and fall: the Interim Improvements; Del Mar Heights connection to Carmel Valley Road; and by-pass ramp connection north of Carmel Valley Road. The existing conditions model will not be updated to represent those additional projects. After this model is fine-tuned, the team will work on the micro-simulation of average traffic conditions in 2030.

The consultant team will review the comments received from the Steering Committee, revise the model and clips accordingly, and return to the Steering Committee before proceeding with the 2030 model.

The existing condition video clips will be shown at a future public meeting, in conjunction with clips of various

3. I-5 North Coast Project Coordination

Linda described ongoing coordination between the I-5 / SR-56 Connector Project and the I-5 North Coast Project. Caltrans is the project proponent for the I-5 North Coast Project and the City of San Diego is the project proponent for the Connector Project. The projects do overlap north of Carmel Valley Road.

The I-5 North Coast Project is currently scheduled to receive environmental clearance in 2008. The current Connector Project schedule shows clearance in 2010, however the team is examining ways to tighten the schedule to bring it in line with the North Coast schedule. The agencies and consultant team are meeting regularly and cooperating to assure consistency and efficiency in engineering and environmental technical studies.

The North Coast project consists primarily of providing five general purpose and two managed lanes in each direction of I-5. It also provides auxiliary (aux) lanes to facilitate weaving of traffic entering and exiting the freeway. The need for aux lanes and/or extension of the by-pass lanes with the addition of the Connector Project has not been

determined. The traffic operations analysis for the Connector Project will independently study and recommend the lane configuration needed for each of the alternatives.

The project team will review the assumed Connector configuration made in the I-5 North Coast traffic model. It was suggested that the I-5 North Coast Project should model I-5 traffic operations with and without the Direct Connector Ramps.

There is some lack of clarity if the Connector Project is federally recognized as a "Streamlined" project. Streamlined projects were selected as part an Executive Order to streamline the decision-making process in connection with major transportation projects. The Executive Order instructs DOT to select priority projects and establishes an interagency Task Force to coordinate expedited decision-making across the federal agencies. Beth pointed out that the Connectors were listed in the application as a part of the I-5 North Coast Project. The local contacts for that application are Muggs Stall with Caltrans and Richard Chavez with SANDAG. [The website for this program is at <http://www.fhwa.dot.gov/stewardshipco/index.htm>]

Linda noted that public outreach must be designed to help reduce confusion between the two projects, as well as Caltrans' 5/805 Project, which is currently under construction in the same area. The following suggestions were made regarding public outreach:

- o Update the Connector Project website with links to each of the other projects.
- o Plan combined Regional Meetings when warranted, such as when project milestones occur. The format of the Scoping Meeting was a good model; it was well advertised, fairly well attended, and resulted in good local newspaper coverage.
- o Consider sending blast e-mails to an interest list.

It was requested the Arturo Jacobo, Caltrans' Project Manager for both projects, attend the next Steering Committee meeting to discuss the coordination of the two projects.

4. Transit Center Analysis

Linda reported that the URS consultant team will be evaluating potential transit center sites and Direct Access Ramp locations in the I-5/ SR-56 interchange area.

Scott noted that the Sorrento Valley Coaster Station has inadequate parking area and a shuttle from a satellite lot might be considered. Rich noted that this is being considered in SANDAG's short-range transit plan.

5. Next Steering Committee Meeting

Patti noted that Faye had requested a time closer to the start or end of the day. Paula had also expressed a preference for a time prior to school release. Patti's office will confirm the next meeting date and time.

[It has been subsequently determined that the combined schedules of all participating agency staff members could not accommodate the suggested change in meeting time. The next Steering Committee meeting has been scheduled for Thursday, June 16 at 10:00 AM.]

**I-5 / SR 56 CONNECTORS PROJECT
Steering Committee Meeting Notes**

March 16, 2006

Date Prepared: 4/25/06

TO: Steering Committee, File

FROM: Patti Boekamp / Hadi Samii

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LOCATION: Carmel Valley Library TIME: 3:00 P.M.

SUBJECT: I-5 / SR-56 Connectors Project Steering Committee

Introductions

Project Schedule and Update

Hadi provided a brief recap of project tasks completed to date. These tasks included review of some alternative alignment (horse shoe south of SR-56, crossover near Del Mar Heights Road, tunnel alignment, several loop ramps over or near the lagoon at southwest quadrant of I-5/SR-56 interchange) as well as direct connectors and local street alternatives. Some of these alternatives have not been carried forward as they could not meet safety and constructability requirements. These alternatives will be addressed in the considered but rejected portion of the environmental documents. The alignments that have been carried forward include the direct connector and local street improvements. As part of local street

improvements, widening of northbound El Camino Real to provide a right turn lane to eastbound SR-56 will be investigated. In addition, the no build scenario will be analyzed in the environmental document.

Additional engineering analysis has been performed to determine the maximum probable footprint of the project. Using that data, all field data for determination of existing environmental settings have been collected and documentation of existing environmental settings has been documented.

Hadi then provided a 3 month look ahead schedule of what is expected to be completed by the next steering committee meeting. During this period, the consultant team will be completing preliminary traffic studies. This would allow the consultant team to proceed with some of the geometric work. This work would then be finalized when final traffic data becomes available. The preliminary geometric would allow some of the environmental technical studies to proceed.

Update On Status of Traffic Studies

Hadi noted that the consultant team has already completed the existing conditions analysis, and has presented their traffic simulation model to this committee. That study included updating and validation of regional model for post SR-56 opening conditions.

However, after some peak hour calculations were performed and completed in September of last year, it was determined that the regional model has some inconsistencies. Approximately 3 months were spent to correct the 2030 regional model. This work included calibration adjustments to the regional model and validating that, where appropriate, future regional transportation projects were incorporated into the model. By December last year all the issues with regional model were resolved. We then decided to compare our traffic model with that of I-5 North Coast project. Traffic volumes from I-5 North Coast became available this month and we will be comparing the two models. This will ensure that we have an acceptable model. This is an important step of our process as the two projects are running parallel to each other and hence the traffic numbers need to be comparable. This comparison includes running our build and no build scenarios with our model as well as that from I-5 North Coast project and then comparing the traffic volumes.

General Environmental Overview of NEPA/CEQA Process

Pat Mock, URS project manager for the environmental task, provided a brief overview, comparing NEPA and CEQA processes. Because of the involvement of both agencies, a joint document will be developed to meet the requirements of both agencies. He pointed that CEQA does not require the alternatives to be studied to the same level of detail, however, NEPA does require that each alternative be assessed to the same level of analysis. Pat presented a flow chart of the process involved for the two agencies, noting that Caltrans has been charged to provide approval for FHWA. Responding to questions on impact to CVREP, MSCP and other recreational facilities and /or open spaces not part of the MSCP, Pat noted that impacts being analyzed go beyond open space. The analysis includes impacts to quality of life and wildlife corridors. Community impact assessment will cover impacts to trails, recreational, community facilities and areas that are not covered under

impacts to biological resources. Mike Mezey noted that one area may be analyzed in several different sections. Loss of open space may be significant as an impact to community character or recreation, but not necessarily be significant biologically. The City's CEQA guidelines and significance thresholds will be used to assess impact significance. Consistency with the MSCP is required.

With respect to schedule, Hadi noted that the consultant team is currently working on a schedule and will present it to the committee at the next meeting. The schedule would first have to be approved by oversight agencies. Previously the Steering Committee was told that the environmental process should be completed by end of 2008.

Air Quality

Julie Mitchell reported that existing environmental settings for air quality has been completed. This work required review of data from the closest monitoring stations. The closest one is located at the old Mira Costa College site in Del Mar, located within 2 miles of the project site. However, not all pollutants are recorded at this site. Some of the pollutant records were obtained from a monitoring station in Kearny Mesa. Also included in the existing settings is a section about the local climate and the regulatory setting.

She explained that there are two kinds of air quality studies that will be modeled. First is the carbon monoxide hotspots. This study examines the localized impacts of CO on receptors near the road. For each receptor, the prevailing wind direction would be the direction causing the most adverse condition. Hence, the model is conservative. In actuality, wind direction will be changing many times over an eight hour period. However, the model uses the worst case wind direction for any one receptor for an eight hour period. Therefore, unlike a noise model, and because of the conservative nature of the model, the model will always predict a condition that is worse than actual as it is not based on actual meteorological conditions and actual emissions (it uses maximum emissions). She noted that the model is more concerned with the overall air quality rather than one specific area, although receptors are placed at the side of the roadway as well as all sensitive locations like schools, and due to the conservative nature of the model will be protective of nearby populations.

The second model studies other pollutants such as nitrogen dioxide, sulfur dioxide, particulate matter and carbon monoxide and their impact on regional air quality. This study will consider construction equipment exhaust emissions as well as dust generated by the construction activity. This study will use meteorological data over a 5 year period.

Responding to questions about whether it is expected that the connectors will improve air quality, Julie explained that most carbon monoxide is generated when cars are idling. Therefore if the connectors improve speeds or reduce the duration of peak hour when cars are idling, then it is expected that the model would show an improvement in air quality.

It was also noted that the air quality along SR-56 appears to have degraded since the middle segment has been opened. There was concern with the accuracy of the model as

applied for this previous project. Julie explained that she did not have access to all the input parameters of that model and that without that information it would be impossible to reconstruct the model, or to validate the accuracy of the model. Secondly if an air quality monitor were to be placed in the area, the model could only be validated by collecting actual traffic data, vehicle emissions and meteorology from exactly the same time frame as the monitoring data are collected. However, she reverted back to her earlier comment that by design, in general, air quality models are conservative.

Visual Impact Analysis Update

Vicki Estrada of Estrada Land Planning presented the methodology to be followed for assessment of visual impacts. Guidelines to be followed were set in a manual by FHWA in 1981. Some of the criteria used in assessing visual impacts includes vividness, duration, location and how memorable the view is. Vicki has developed her own rating sheet for visual impacts and uses her staff to independently rate impacts based on several factors. She then combines the independent ratings to come up with the degree of impact. She suggested that the Steering Committee meet in the field and drive around to significant viewsheds to review the impact criteria. Patti also suggested that the Steering Committee could help in identifying what they consider to be significant viewsheds. It was agreed that a field trip be set up.

Comments and Questions

- a) Mike Mezey noted that although the document is large with many technical studies, the City can, if necessary, help the public understand those technical studies.
- b) Project description can be reviewed by the committee now. That description was made public at the project Scoping Meeting. The project description will be distributed for discussion at the next meeting.
- c) Although the technical studies are written by experts and may contain language that is hard to understand by a non technical person, the environmental document is written in such a way as to allow most readers to understand the analysis.
- d) FHWA will most likely not accept a design that includes only one leg of the connector. Caltrans has not been successful in getting approval from FHWA for such a design. FHWA will seriously question the reasons for the missing move.

Next Steering Committee Meeting

Next meeting is scheduled for June 15, 2006.

Site visit with Estrada to look at final 9/13/06 key views.

I-5/ SR 56 CONNECTORS PROJECT
Steering Committee Meeting Notes

June 15, 2006

TO: Steering Committee, File

FROM: Patti Boekamp

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LOCATION: Sorrento Valley Road Park & Ride

SUBJECT: I-5/SR 56 Connectors Project Steering Committee

The meeting began in the Sorrento Valley Road Park & Ride where Vicki Estrada of Estrada Land Planning made a brief presentation on visual impacts of a project and the criteria used to determine key views. The criteria includes exposure – the duration and degree to which viewers are exposed to the view, awareness – the degree to which viewers are receptive to the view, including viewer position, activity and expectations, and sensitivity – how sensitive would the viewer be to the change in view considering local values and shared preconceptions. Scott Molentin, also of Estrada Planning, then displayed photos of views from 10 potential significant key view sites that Estrada Planning selected. He went on to explain why these views were selected for consideration. Attendees then carpoled to some of the potential significant viewpoints selected by Estrada Land Planning and a few others that were suggested by the attendees.

SITES VISITED

- Point Del Mar commercial area – It was determined that the view from the majority of this area were not significant. However, the view from a second floor patio of one building would experience a partial blockage of the cliff views to the east by the South-East connector.
- Gated community next to Point Del Mar – Tree and shrubs were blocking street level views and appeared to largely screen the upper floor views from this location. A comment was made by Estrada that second floor residential views may be less significant than views from the primary rooms of the house.
- Portofino Drive – It was concluded that there was not a clear view of the project, and therefore would not be a key view.
- 12912 Long Boat Way – Residence of one of the attendees who thought that the view from her backyard and adjacent informal viewpoint within the Torrey Pines Extension might be a significant viewpoint. It was determined by general consensus that it is not.
- Site #5 – Office building on south side of El Camino Real, south of SR-56 - It was determined that the view from this location is not significant since the new construction is below the horizon and viewers are primarily engaged in business activities. However, the view from the bike/pedestrian path on the east side of El Camino Real may be significant. This was confirmed by Estrada Land Planning after the meeting. A key view will be proposed from the trail rest area east of El Camino Real with a direct view of the proposed project.
- Marriot Hotel parking lot, now site #6 – There was concern about the view from the upper floors of the hotel. Estrada Land Planning will further evaluate and also evaluate views from the Hampton Inn (Site #7)

Scott then polled the group about the ten locations that Estrada Land Planning selected and were shown on the map handout. It was agreed that sites # 2 and 6 from the original key view location graphic should not be considered key views. Site #8 is a key viewpoint since the ramp will be in the middle ground and will affect traffic leaving the lagoon area on Carmel Valley Road. Sites # 1 and 3 are also key viewpoints. Site #4 will be moved further to the west and be evaluated. The key view graphic has been renumbered to reflect the 8 consensus key view locations and is attached along with the photos to the meeting minutes.

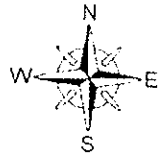
OTHER COMMENTS MADE DURING THE MEETING/FIELD TRIP

- Estrada Land Planning stated that one or two representative key views for office locations provides a representative understanding of the visual effect. Views from offices typically do not get as much weight as views from public spaces such as restaurants or certain types of hotels which may have higher viewer awareness and sensitivity.
- Estrada Land Planning stated that high viewpoints looking down on a project location are typically less significant since the construction is not seen above the horizon. Views may be considered more significant if the construction obscures a desirable view.

- There was a general consensus that homes located high on the west side of I-5 are likely impacted more by sound than view.

Next Steering Committee Meeting

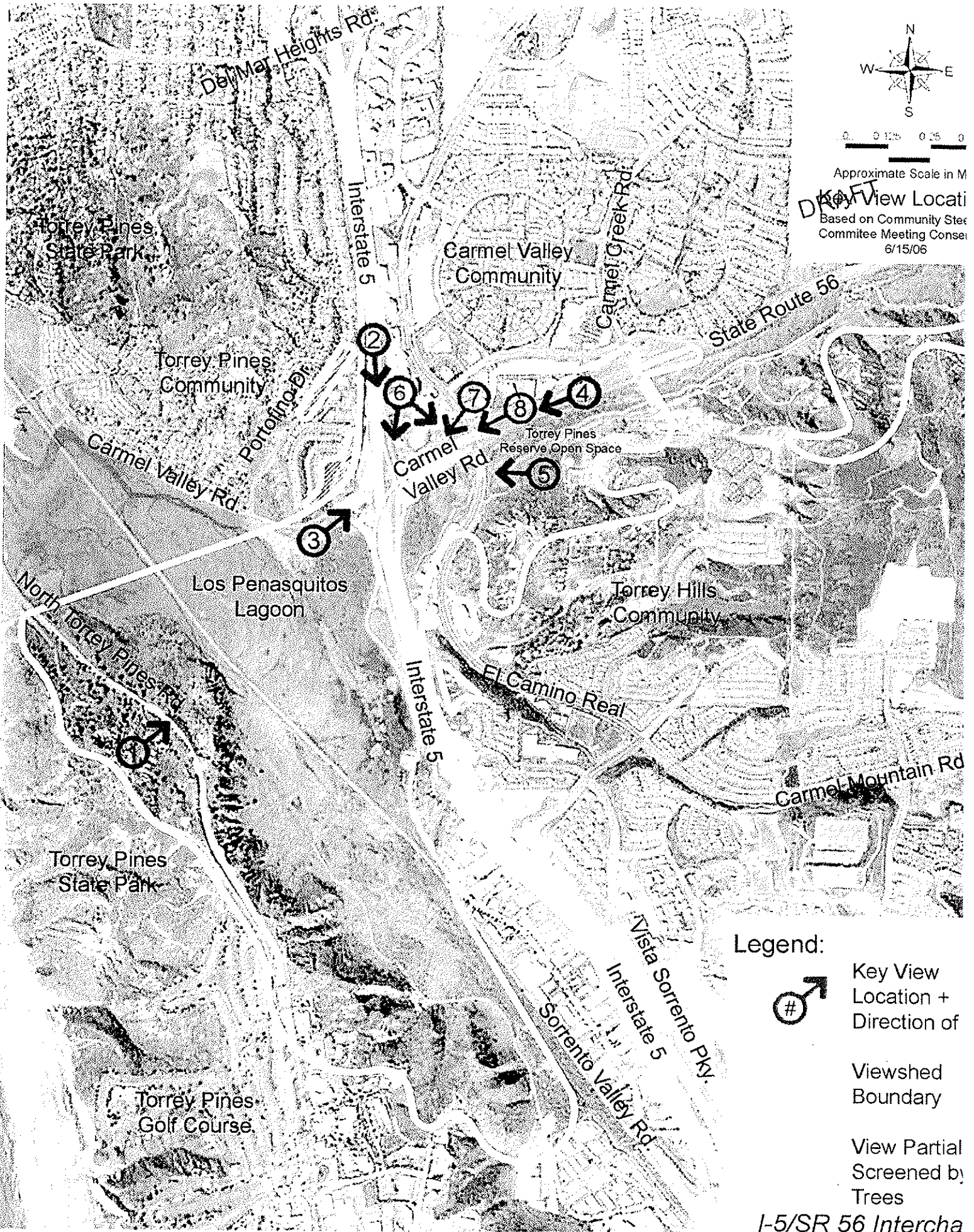
Next meeting is scheduled for October 19, 2006 at the Carmel Valley Library.



0 0.125 0.25 0

Approximate Scale in Miles

DRAFT
View Location
Based on Community Steering
Committee Meeting Consensus
6/15/06



Legend:



Key View Location + Direction of View

Viewshed Boundary

View Partial Screened by Trees

I-5/SR 56 Intercha

I-5/ SR 56 CONNECTORS PROJECT
Steering Committee Meeting Notes

November 16, 2006

TO: Steering Committee, File

FROM: Dave Zoumaras

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LOCATION: Carmel Valley Library

SUBJECT: I-5/SR-56 Connectors Project Steering Committee

1. Introductions

2. New Consultant Team

Dave Zoumaras explained that URS will no longer be associated with the project and that the City of San Diego and Caltrans will be entering into a Cooperative Agreement in order to be able to use Dokken Engineering to complete the remaining work on the Project Report (PR) and Environmental Document (ED).

Chris Johnson, Project Manager for Dokken Engineering provided information about his company and described Dokken's experience with Caltrans projects including ongoing projects such as the I-5 North Coast and the Friars Road/SR-163 Interchange projects. He introduced Gerald Lumabas as the Project Engineer and Bill Graham from EDAW, Inc., the environmental sub consultant.

3. Project Schedule Update

Chris created a preliminary milestone schedule and the draft PR/ED is scheduled to be completed in Spring 2008 and the PR/ED is scheduled to be approved in Summer 2009. Dokken will produce a more detailed project schedule after they have an approved task order.

4. Local Street Alternative

Chris described the local street alternative which was shown on an exhibit and was described on the handout. He said that preliminary drawings for both the local street alternative and the connectors alternative would be started before the end of the year.

QUESTIONS

Bob Lewis: *Is the Carmel Mountain Road interchange included in the traffic study?*

Majid Kharrati: Yes, since the full interchange is scheduled to be completed within the next year it is included the traffic study.

Bob Lewis and Cliff Hanna: *Would the local street alternative meet the requirements of Proposition M?*

Dave Zoumaras: That would require a determination by City attorneys.

Bob Lewis: *When will the third westbound lane on SR-56 be constructed?*

Brad Johnson: The third lane westbound lane will be analyzed in both the local street and connectors alternatives and once the geometrics and environmental impacts have been analyzed, we will be looking at accelerating the design of the third lane so that it could be constructed in the first phase of construction after the environmental document has been approved.

Pat Stewart: *Doesn't Proposition M dictate the specific alternative (direct connectors) to be selected so that evaluating any other alternatives is a waste of time?*

Majid Kharrati and Bill Graham: The CEQA and NEPA environmental review process must be adhered to and consider and evaluate all alternatives with the same level of detail. The environmental review process will be completed independent of Prop M.

A suggestion was made to notify all Steering Committee members when Dokken is officially authorized to begin work on the project. Dave Zoumaras agreed with the suggestion and stated that member will be notified.

5. Next Steering Committee Meeting

The next meeting will be held at the Carmel Valley Library on Thursday February 15, 2007 at 2 pm.



I-5 / SR-56 CONNECTORS PROJECT

Steering Committee Meeting Notes

February 15, 2007

TO: Steering Committee, File

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LOCATION: Carmel Valley Library

SUBJECT: I-5 / SR-56 Connectors Project Steering Committee Meeting

1. Introductions

Members of the Steering Committee introduced themselves.

2. Project Schedule Update

Chris discussed the updated project schedule. Dave Z stated that construction of the selected alternative would not begin until after the Record of Decision (ROD). Brad stated that sufficient funds are available to complete the Project Report and Environmental Document (PR/ED), however sufficient funds have not been identified for construction.

Chris stated that preliminary engineering and design will be completed as part of the PR/ED. Construction level design will be completed as part of the Plans, Specifications and Estimate (PS&E) phase after the ROD. Dave Z stated that three alternatives will be studied in the PR/ED phase, including the Direct Connectors Alternative, the Local Street (Minimum Build) Alternative, and the No-Build Alternative. Arturo stated that all Alternatives will be determined feasible or infeasible in the Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Jan requested a summary of the alternatives which were previously considered but rejected.

3. Local Street Alternative

Chris presented the Steering Committee with two exhibits illustrating the Local Street Alternative. This alternative includes auxiliary lanes between the northern Carmel Valley Road and southern Del Mar Heights Road ramps along the I-5 corridor, widening of the Carmel Valley On and Off Ramps, as well as additional widening along the SR-56 corridor. An additional lane

is also proposed along westbound Carmel Valley Road from El Camino Real to the I-5 Carmel Valley Road Northbound On-Ramp. Right of way will be required on the east side of I-5 with this alternative.

4. Direct Connectors Alternative

Chris presented the Steering Committee with two exhibits illustrating the Direct Connectors Alternative. This alternative involves extending the I-5 bypass lanes from the existing terminus at Carmel Valley Road north to the Del Mar Heights Road interchange. The two large connector structures will connect into the extended bypass lanes on I-5. The westbound SR-56 to northbound I-5 connector is currently designed to include a ramp meter, and stacking will be expected during the peak periods.

Dave Z stated that Right of Way (R/W) will be required for the Direct Connectors Alternative. However Chris mentioned that the number of SB lanes required for the bypass lanes will not be determined until after the 2030 Build traffic operations analysis has been completed and the amount of right of way required will not be determined until that time. Jason stated that if the functions of the house can be maintained, a partial take will be assumed and he added that impacted homeowners may request a full take.

Chris also talked about potential traffic operation problems associated with the Carmel Creek On Ramp, there is a short weave distance. The traffic studies will look at the on ramp and how it would function in the future with the Direct Connectors Alternative.

5. Open Discussion

Paula raised concern over the existing conditions of several of the impacted intersections. Chris responded that traffic studies are underway which will study existing, opening day and future conditions of several intersections throughout San Diego and Del Mar. Once these conditions are determined, all reasonable solutions will be evaluated to help improve safety and traffic flow.

Jan asked about the list of interim improvements previously discussed and if they will be incorporated into the project. Brad replied that we already moved forward with the improvements which did not have environmental and right of way impacts and that many of the improvements on the list have been incorporated in the Local Street Alternative. Jan stated that many of the proposed improvements are feasible and independent of the I-5 / SR-56 Project. Arturo stated that the proposed improvements will be included in the ED. Bob stated that even if the separate improvements are included in the ED, they can still be phased as money becomes available. Arturo added that phased construction alternatives will be investigated as part of the ED.

A question was asked about how the increase in noise associated with the project will be mitigated. Chris stated that a Noise Study for the project will be conducted, and a Noise Abatement Decision Report will be issued with mitigating options. Claire asked if alternatives to sound walls were being considered, such as plants or shrubs and noise reducing asphalt. Bill stated that plants and shrubs generally do not provide the noise attenuation required under Caltrans regulations. Crane suggested that this project may provide an opportunity to use rubberized concrete as a noise attenuating surface in a test case. Arturo stated that asphalt does

not have the service life to accommodate the heavy traffic volumes along the corridor, but grooved concrete will be employed to minimize the increase in decibel levels.

Cliff asked what factors are compared to determine the reasonableness of one alternative over another. Jason replied that there is no discreet valuation that determines one alternative is more appropriate than another. All technical studies will be completed and the impacts evaluated before one alternative is chosen. If a Level of Service (LOS) solution does not exist, the least impactful alternative will be chosen based on all impacts.

Jan requested that the technical studies reduce the level of technical jargon.

Anne asked if visual traffic simulations will be prepared. Dave Z stated that traffic simulations will be prepared if they are determined to be beneficial in describing and explaining the project.

6. Next Meeting

The next Steering Committee Meeting will be held at the Carmel Valley Library on Thursday May 17, 2007 at 2:00 PM.

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please provide your comments at the next Steering Committee Meeting.

PREPARED BY: Chris Johnson, P.E.



I-5 / SR-56 CONNECTORS PROJECT

Steering Committee Meeting Notes

May 17, 2007



TO: Steering Committee, File

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LOCATION: Carmel Valley Library

SUBJECT: I-5 / SR-56 Connectors Project Steering Committee Meeting

1. Introductions

Members of the Steering Committee introduced themselves.

2. Project Schedule Update

Chris J presented a milestone schedule to the Steering Committee. He stated that the Draft Environmental Document submittal date has been moved to the summer of 2008 with the Record of Decision in late 2009.

3. Traffic Study Updates

Chris J stated that traffic volume forecasting is underway. He presented an exhibit illustrating the traffic merges, diverges, weaves and other movements that are being studied. Chris J added that the traffic operations are further complicated by the presence of High Occupancy Vehicle lanes on the freeway to freeway connectors. Beth asked how the traffic volumes and operations interact with the geometrics and lane configurations. Chris J responded that future volumes are forecasted using models provided by the Metropolitan Planning Organization (MPO), in this case the San Diego Association of Governments (SANDAG). These volumes are used to determine the preliminary lane configurations. These configurations are studied to determine the operational capacity of the improvements using Level of Service (LOS) and Intersecting Lane Vehicle (ILV) calculations. Chris J stated that the process is iterative, and refinement of the geometrics due to traffic operations is expected.

As an example, Chris J presented an exhibit illustrating the Interstate 5 (I-5) segment of the direct connector project. The geometrics of the southbound I-5 to eastbound SR-56 (S-E) direct connector has been modified to reflect the recently forecasted volumes. With more through traffic utilizing the extended I-5 Local Bypass, it is advantageous to locate the S-E connector along the I-5 mainline as opposed to the bypass. Anne asked why the through movement is expected to be so high in the southbound (SB) bypass. Several reasons for the volume were offered, including access to the ramps at Carmel Mountain Road and Genesee Road, and the use of the bypass as an alternative to congestion along SB I-5.

4. Direct Connectors Alternative

Chris J presented the steering committee with exhibits illustrating two variations of the Direct Connector Alternative. One variation, called the Minimum Visual Alternative, illustrated a S-E structure beginning south of the last home along Portofino Dr. The other variation, the Modified Viaduct Alternative illustrated an S-E connector beginning 400 m to the north of the final home along Portofino Drive. The Modified Viaduct Alternative had fewer physical impacts to the residents along Portofino Dr, yet had a greater visual impact and associated cost due to increased structure length. The westbound SR-56 to northbound I-5 (W-N) connector was the same for both alternatives, and neither impacted the existing gas station on the northeast corner of the interchange. Dave Z stated that several variations are being studied, and no decision has been made on the final layout of the Direct Connector Alternatives. Impacts to all properties throughout the project area will be studied for each alternative, including noise, visual, construction activity, and the physical encroachment of the freeway. If a parcel is severely impacted such that the function of the house is compromised, the owner may request a full take.

Chris J stated that the SR-56 geometrics remain similar to the previous Steering Committee Meeting. Chris J added that the weaving sections for all moves need to be analyzed to ensure they will be safe and operate at an acceptable level. Chris J stated that several metering locations along SR-56 to enter the I-5 are also being investigated. Beth asked if a meter rate was given, or if an optimal rate was determined. Chris J stated that the optimal metering rates will be investigated, and the rates will be different depending on the location of the meter. Scott asked if the peak northbound (NB) I-5 demand occurred in the PM hours, will the W-N connector be metered in the AM hours. Majid replied that metering will be employed as a tool to regulate demand, and the metering rates and times will depend on the traffic on the I-5.

5. Local Street Alternative

Chris J presented two exhibits illustrating the Local Streets Alternative. The Local Streets Alternative consists of an auxiliary lane and retaining wall from the southbound diamond I-5 on-ramp at Del Mar Heights to the Carmel Valley Road off-ramp, a modified NB I-5 on-ramp at Carmel Valley Road, and associated improvements to SR-56. The proposed I-5 lane configuration between Carmel Valley Road and Del Mar Heights Road is described in Table 1.

Alternative:	Northbound			Southbound		
	Mixed Flow	HOV	AUX	Mixed Flow	HOV	AUX
Existing	5	1	1	5	1	1
I-5 North Coast	6	2	1	5	2	1
Local Street	6	2	1	6	2	1

Table 1: I-5 lane configuration between Carmel Valley Road and Del Mar Heights Road.

6. Open Discussion

Beth asked at what speed are the weaving sections analyzed. Majid replied that the forecasted volumes are used to determine the LOS for the weaving section, which includes such factors as the density and speed of the vehicles passing through the section of highway. The analysis is used to determine the speed at which vehicles can weave.

Beth stated that forecasted volumes in the region based on previous projects were not accurate in determining the present volumes, and asked if the forecasted volumes for this project will be representative of the future volumes. Chris J stated that the forecasted volumes attempt to take planned developments into account, but determining the future volumes is inherently difficult.

Anne asked at what time a decision will be made regarding the interchange alternative. Dave Z stated that a decision cannot be rendered until all studies are complete based on state and federal regulations. Allan suggested creating a decision matrix to track and measure the results from all studies. Chris J added that draft criteria of effectiveness developed by the Steering Committee may be helpful in evaluating the alternatives.

Jan asked what the lane configuration of the SR-56 will be in the future. Dave Z stated that the 2004 Regional Transportation Plan (RTP) called for a 6 mixed flow and two high occupancy vehicle (6+2) configuration. The 2007 RTP called for a four lane mixed flow facility. Dave Z stated that discrepancies

are currently being worked out. Allan stated that the as the RTP is periodically updated, projects may be dropped due to unforeseen increases in cost.

Jan stated that the existing slip ramp from the northbound I-5 to eastbound SR-56 (N-E) connector to Carmel Creek Road is an important feature to the community. Chris J stated that the move is being investigated, and access to Carmel Creek Road will be maintained provided that impacts to the mitigation site are not prohibitive and traffic operations are not inhibited.

Barbara asked to receive copies of the current geometrics. Brad stated that the exhibits are works in progress and once the alternatives are finalized, the exhibits will be made available.

Anne requested to increase discussion of travel times, and Scott asked to compare the carrying capacity of the two alternatives.

7. Next Meeting

The next Steering Committee Meeting will be held at the Carmel Valley Public Library on Thursday August 16, 2007 at 2:00 PM.

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please provide your comments at the next Steering Committee Meeting.

PREPARED BY: Chris Johnson, P.E.



I-5 / SR-56 INTERCHANGE PROJECT

Steering Committee Meeting Notes

August 16, 2007



TO: Steering Committee, File

FROM: Dave Zoumaras

ATTD:

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Wayne Seidel		(619) 742-0141	phmicro@dslextreme.com

LOCATION : Carmel Valley Library

SUBJECT : I-5 / SR-56 Interchange Project Steering Committee Meeting

1. Introductions

Members of the Steering Committee introduced themselves.

2. Project Schedule Update

Chris J stated that the draft Environmental Document (ED) submittal date for Caltrans review is in the summer of 2008. The public review period for the ED will begin in the summer of 2009 with the Record of Decision (ROD) in late 2009. The State budget must be signed before the Traffic Operations Analysis Task Order could be approved by Caltrans.

3. Traffic Study Updates

Chris J stated the development of existing volumes is complete and the development of future volumes for the 2030 Direct Connector scenario is 80-90% complete and will be finished within one week. Chris J added that they are moving forward with traffic studies and would like to begin operational analysis.

As of November 14, the table below identifies the critical milestones in the Traffic Study.

Scenario:	Status of Model Runs:	Status of Volumes:	Status of Operations
2030 Direct Connector Alternative (Model Run G)	Completed	Completed	Responding to first round of comments
2030 No-Build Alternative (Model Run E)	90 % complete	Expected 12/21/07	Expected 2/6/08
2030 Auxiliary Lane Alternative (Model Run F)	Expected 1/14/08	Expected 2/26/08	Expected 4/9/08

Scott T asked to describe operational analysis and how it fits in with traffic studies. Chris J stated that traffic operational analysis is developed using the Highway Capacity Manual (HCM) syncro-software along with Level of Service (LOS) and Intersecting Lane Volume (ILV) calculations. The application and study of highway capacity software, LOS and ILV calculations, intersections, ramps, weaves, and how drivers exit and enter the facility enables determining whether the facility is over or under capacity.

4. Purpose and Need

Chris J stated that during the previous Steering Committee Meeting the purpose of the project came up. Chris J added that the Purpose and Need document attempts to address this question and sets the stage for future studies. Chris J asked members of meeting to read the Purpose and Need document.

Introduction

Chris J stated that it is necessary to comply with both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for this project and that Caltrans is the lead agency.

Project Objectives

Cliff H stated that “reduce” seems too vague a term and suggested using “significantly reduce”. Cliff H asked how a project of such magnitude can be justified unless there is significant reduction in delay and congestion. Majid K responded that “reduce” is meant to mean better than status quo. Dave Z added that these are simply objectives, and that it is going to take more work to determine how close we will actually get to achieving these objectives. Majid K added that it is often important to consider the time saved for the individual driver, and not just the improvement in the LOS.

Bob L stated that any accommodation for more vehicles will have negative effects on the community. As the number of vehicles goes up, the surface roads will suffer. Bob L added that congestion can have good results in that it forces people to look for alternative means of transportation such as public transit. Cliff H added that mass transit is part of the regional mobility plan. Arturo J responded that the level and use of mass transit is outside of the scope of this project and that it is a regional issue. Dave Z added that whether we build or not, the number of vehicles on the highways will increase. Chris J brought up the example of improvements on I-15 related to Black Mountain Road. Chris J stated that drivers take alternative routes when I-15 is backed up and that improvements on I-15 have helped with congestion on local streets in that community.

Chris J stated that the alternatives being presented accommodate for HOV lanes.

Scott T stated that this project attempts to come up with alternatives for decision makers to choose from, and, at some point, a decision will be made.

Background

Scott T stated that more focus must be put on the continuing development of regions outside of the local communities as it relates to the increase in traffic. Scott T added that continuing development on I-15, I-5 and SR-56 has created more traffic and interregional travel that must be evaluated.

Need

Cliff H stated that there is inconsistency in saying “during peak hours” vs. “throughout the day”. It should be more specific. Chris stated that the change would be made.

Barbara asked if statements in the Need section are based on current traffic volume numbers. Residents added that they have not seen congestion levels which warrant the Direct Connectors Alternative. Arturo J responded that regional congestion in the community has long been a driving force behind this project. Dave Z added that it is important to look at what might happen in twenty years (i.e. future volumes). Scott T added that the demand is regional and not restricted to local facilities.

Bob D stated that unacceptable is a relative term and asked how it is defined here. Kerry S responded that it is defined in the City’s General Plan that in terms of the LOS measurement system, unacceptable refers to anything below an LOS “D”. Chris J stated that they are using the term unacceptable because it is not know if the LOS measurement system is specific enough and measurement may need refinement. Chris J stated that

he would remove the term. However, Chris added that this project may not have an LOS specific solution but rather help to maintain current traffic levels or improve projected traffic levels.

Logical Termini

Chris J stated that this section defines the limits of the project. Scott T asked why the study has not stretched to the next interchange east on SR-56. Chris J responded that the termini may shift in the future depending on the traffic impacts of the project.

5. Direct Connectors Alternative

Chris J presented the Steering Committee with four exhibits illustrating the Direct Connectors Alternative. Alternative 2A, the “short bridge” without the slip ramp alternative, features a southbound I-5 to eastbound SR-56 (S-E) structure beginning south of the last home along Portofino Drive and eliminates the slip off-ramp to Carmel Creek Road along eastbound SR-56. Alternative 2A has a lower structural cost due to the shorter bridge length. Alternative 2B, the “short bridge” with the slip ramp alternative, features the same S-E structure as Alternative 2A, however maintains the slip off-ramp to Carmel Creek Road. Alternative 2B has increased impacts to the Carmel Valley Restoration and Enhancement Project (CVREP) just to the south of SR-56.

Scott T asked how far the pavement would extend into the CVREP for Alternative 2B. Chris J responded approximately fifteen to twenty feet.

Alternative 2C, the “long bridge” without the slip ramp, features an S-E structure beginning 300 m to the north of the final home along Portofino Drive and eliminates the slip off-ramp to Carmel Creek Road along eastbound SR-56. Alternative 2C has a higher structural cost due to the longer bridge length. Alternative 2D, the “long bridge” with the slip ramp alternative, features the same S-E structure as Alternative 2C, however maintains the slip off-ramp to Carmel Creek Road. Alternative 2D has increased impacts to the CVREP. The westbound SR-56 to northbound I-5 (W-N) connector was the same for all four alternatives.

Barbara asked what the difference in height between the long and short bridge was. Chris J demonstrated how the designs differ by displaying preliminary profiles.

Karen G asked which homes will be impacted along Portofino Drive. Chris responded that twelve homes along Portofino Drive will be impacted for the long bridge alternatives compared to six homes for the short bridge. Majid K asked if these were homes where only the slopes were being hit. Chris J responded that in some cases the homes are within feet of the project. Dave Z added that the number of homes which will be affected is not definite at this point.

Scott T asked if drivers can enter SR-56 from El Camino Real without having to exit and re-enter the facility. Chris J responded yes and pointed out the location on exhibit where the El Camino Real entrance ramp connects to SR-56.

Scott T asked if there was consideration of an alternative which combines the westbound SR-56 to northbound I-5 connector with the southbound I-5 to eastbound SR-56 local streets option. Chris J responded that a combination of the local streets and direct connector alternatives has not been considered. Majid K stated that based on previously developed traffic volume numbers, existing streets cannot accommodate for traffic. According to the Federal Highway Administration (FHWA), both the S-E and W-N connectors must be cleared in the Environmental Impact Report (EIR). Majid K added that typically when the traffic volume numbers justify one movement they also justify the reverse movement.

Scott T stated that there will be a desire to have a mix/match alternative. Majid K responded that this is a policy decision for the City, Caltrans, the San Diego Association of Governments, and the FHWA based on the findings of the EIR.

6. Local Street Alternative

Chris J presented the Steering Committee with two exhibits illustrating the Local Streets Alternative. The Local Streets Alternative consists of an auxiliary lane and retaining wall from the southbound diamond I-5 on-ramp at Del Mar Heights to the Carmel Valley Road off-ramp, a modified NB I-5 on-ramp at Carmel Valley Road, and associated improvements to SR-56. Alternative 3A eliminates the slip off-ramp to Carmel Creek Road along eastbound SR-56. Alternative 3B maintains the slip off-ramp to Carmel Creek Road along eastbound SR-56.

7. Alternatives Matrix

Chris J asked meeting members to read and comment on the Alternatives Matrix.

Mary H asked if there would be mitigation for the loss in property value when a home is taken. Chris J responded yes.

Chris J asked for other comments on cost and whether conventional LOS measurements should be used.

Mary H stated that the alternatives do not address the narrowing of I-5 north of SR-56, which causes congestion on SR-56. Gerard L responded that I-5 may be widened out in the future and that this will be accounted for in the traffic studies. Cindy K added that the improvement in time delay is an important benefit for the project.

Bob L asked if peak hour congestion on SR-56 would not change if the connectors were built immediately. Majid K responded by explaining peak vs. off peak hours. Majid K added that, during off peak hours, the individual driver may save time.

Scott T asked if the Alternative Matrix consider the No Build Alternative. Gerard L responded yes.

Cindy K stated that the Alternative Matrix could be categorized based on the EIR categories. Scott T stated that the P&N should be a "Laymen's Summary" and suggested separating out the environmental section of the Alternatives Matrix into human and non-human impacts. Chris J responded that the matrix serves as a

guide for the team and community members. Chris J added that the current evaluation criteria are not final. Scott T stated that this project has large impacts on the community (“occupied homes”) and that there should be more emphasis placed on those impacts. Dave Z responded the P&N is an important document for the Steering Committee and the general public so all input is appreciated. Scott T stated that the Alternatives Matrix must be objective. Chris J stated the most important issues must not be overlooked in the evaluation criteria.

8. Next Meeting

The next Steering Committee Meeting will be held at the Carmel Valley Public Library on Thursday November 15, 2007 at 2:00 PM.

NOTE: These minutes are the preparer’s understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.E.