



Caltrans and SANDAG Release Plan for Integrating Rail, Transit, Highway, Environmental Protection and Coastal Access Improvements

The California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG) have released for public review an extensive plan to help guide transportation, coastal access and environmental improvements along the North Coast Corridor (NCC) over the next four decades. Called a the Public Works Plan/Transportation and Resource Enhancement Program, or PWP/TREP, the document is an implementation blueprint for a package of rail, highway, environmental and coastal access improvements, the majority of which are contained in previously-adopted regional and city plans.

The PWP/TREP outlines a package of improvements that supports the future needs of the NCC, which connects the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar and San Diego. The program will invest

\$6.5 billion in San Diego's regional economy and includes the construction of new Express Lanes on Interstate 5 (I-5), double tracking the coastal rail corridor and improving the efficiency of the rail system, and environmental preservation and coastal access improvements.

The PWP/TREP outlines plans to restore and preserve sensitive coastal habitat and water quality, improve coastal access through the addition of bike and pedestrian connections and enhance the quality of life for communities along the NCC. The plan prioritizes transit improvements to create an integrated system of rail, rapid bus and carpool facilities that will offer reduced travel times, improved reliability and enhanced regional access to coastal destinations. The improvements will be built in phases over the next 40 years. The inside spread of this newsletter includes a more detailed look at the PWP/TREP.

The PWP/TREP is the result of more than 10 years of collaboration and public input about how to comprehensively improve the corridor. The regulatory document, first released to the public in June 2010, has been updated to reflect input from the public, local cities, resource agencies and the California Coastal Commission.

The public now has the opportunity to weigh in on the program of improvements outlined in the PWP/TREP, which is out for public review until April 29, 2013. As a requirement of recent state legislation, Senate Bill 468, there will be two public meetings on the PWP/TREP before it is submitted this summer to the California Coastal Commission for consideration. Information about the meetings can be found in the story to the right.

SANDAG, in collaboration with Caltrans, plans to invest \$6.5 billion in the North Coast Corridor.



JOIN US!

PWP Public Meetings

Please join us at one of two public meetings on the NCC PWP/TREP. The meetings will offer members of the public the opportunity to provide input on the highway, rail and transit, environmental, and coastal access improvements outlined in the document. Stations will be staffed with project team members from Caltrans and SANDAG who will answer questions about the projects detailed in the PWP/TREP.

**Wednesday,
April 3, 2013
6 p.m. – 8 p.m.**

La Jolla Country Day School
9490 Genesee Avenue
La Jolla, CA 92037

**Thursday,
April 4, 2013
6 p.m. – 8 p.m.**

Carlsbad Senior
Center Auditorium
799 Pine Avenue
Carlsbad, CA 92008

“Quiet Grind” Reduces Highway Noise for Drivers and Nearby Residents

A pilot project led by Caltrans to test the effectiveness of a new concrete grinding technology was recently completed on I-5 in Solana Beach. The results showed that the technology, called Next Generation Concrete Surface or Quiet Grind, noticeably reduces freeway noise.

According to Caltrans, 70-90 percent of noise generated by passenger cars is from tire/pavement interaction. Quiet Grind is an innovative grinding technique for concrete surfaces that helps cut down on the amount of noise tires generate on the road surface. It is a hybrid surface treatment that combines conventional and modern grinding methods to create a smoother and quieter ride.

According to the American Concrete Pavement Association, Quiet Grind is the quietest nonporous concrete texture developed to date.

The Quiet Grind pilot project was conducted on an approximately one-mile stretch of I-5 from Via de la Valle and Lomas Santa Fe Drive in Solana Beach. When combined with traditional concrete diamond grinding methods, the pilot project demonstrated a nearly five decibel noise reduction. Caltrans is further reviewing the results of the study to determine if the Quiet Grind should be considered for future construction such as the proposed I-5 Express Lanes Project.



Moving People Not Just Cars

More Trains, More Transit

The LOSSAN (Los Angeles-San Diego-San Luis Obispo) coastal rail corridor is vital to the movement of people and goods in the corridor. The PWP/TREP implements a phased effort to double track the majority of the corridor's rail system between Oceanside and San Diego by 2030. Improvements to the San Diego segment of the LOSSAN coastal rail line will speed passenger travel times on the COASTER and Amtrak Pacific Surfliner and improve freight movement to and from the region.

Additional rail enhancements include improving transit station facilities, adding boarding platforms, and increased parking at stations. Planned rail improvements are expected to nearly double current rail passenger capacity. Additional transit improvements include a planned rapid bus service along Highway 101 and main arterials streets from Oceanside to University City. Express Lanes along I-5 also will accommodate Bus Rapid Transit (BRT) service in the corridor. Improvements to the LOSSAN coastal rail corridor, as well as the implementation of new Rapid Bus and BRT services in the NCC, will expand transit options, shorten travel times and ensure on-time reliability for rail and bus passengers.



Double tracking is a critical transportation improvement included in the Public Works Plan.



The I-5 Express Lanes will help improve mobility and reduce travel times in the North Coast Corridor.

Highway Improvements

The PWP/TREP implements a framework for the NCC that encourages alternative modes of transportation by improving the existing coastal rail corridor and adding Express Lanes on I-5 that allow for use by express buses, vanpools, carpools and solo drivers using FasTrak™.

The I-5 Express Lanes would maximize the person-carrying capacity of the highway by prioritizing carpools, vanpools, and buses, with the least amount of highway footprint expansion. The Express Lanes will provide flexibility to meet changing travel demand and provide reliable, congestion-free trips. Revenue generated from the Express Lanes FasTrak™ system will fund transit projects within the corridor.

Investing in Our Communities

Community Enhancements

Included in the PWP/TREP is a package of community-specific enhancement projects in San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad and Oceanside. Caltrans and SANDAG have been working with cities since 2006 to identify priority projects to preserve and enhance community character and connectivity. Plans include trails and trailheads, streetscape enhancements, pedestrian overpasses, pocket parks, open space, community gardens and regional gateways.

Preserving Views

The PWP/TREP ensures that highway, rail and transit, environmental, and coastal access improvements protect scenic views along the corridor in accordance with the California Coastal Act. Examples include see-through bridge rails, transparent sound walls for private properties and additional scenic viewpoints.



Views of the San Dieguito Lagoon and other coastal resources will be preserved.

New Rail Project to Improve Service near the Del Mar Fairgrounds

Project will add a new special events platform at the Fairgrounds

SANDAG initiated the early planning and environmental scoping process for a new rail project near the Del Mar Fairgrounds in early 2013. The San Dieguito Double Track and Special Events Platform Project will add approximately one mile of second track from Solana Beach to Camino Del Mar, replace the nearly 100-year old wooden trestle bridge over the San Dieguito River, and add a special events rail platform at the Fairgrounds for major events.

The rail improvement project, which is not yet funded for construction, is being led by SANDAG in collaboration with the North County Transit District (NCTD), Caltrans and the Federal Railroad Administration (FRA). It will improve a critical part of the LOSSAN coastal rail corridor that serves as a vital link for passenger and freight movements in San Diego County. The project is one part of a \$2.3 billion package of rail and transit improvements planned for the North Coast Corridor.

Restoring and Enhancing Valuable Coastal Resources

Resource Enhancement Program

Preserving the natural environment is a critical part of the PWP/TREP. The Resource Enhancement Program (REP) outlined in the plan offers the opportunity to restore and enhance lagoon ecosystems. Through the REP several hundred acres of sensitive coastal habitat will be acquired, preserved and restored. Additionally, the REP will establish an endowment that includes assurances for future maintenance, ensuring the long-term health of these environmental systems.



BEFORE: The narrow spans of the current Manchester Avenue bridge inhibit tidal flow and water circulation.

Lagoon Bridge Optimization

Through the PWP/TREP process, Caltrans identified opportunities to improve tidal flow and the overall health of the six lagoons in the NCC. It was found that by lengthening existing highway and rail bridges, tidal flow and water quality would be improved by creating wider openings for improved water circulation and facilitating large-scale restoration plans in the San Elijo, Batiqitos and Buena Vista Lagoons.



AFTER: The future Manchester Avenue bridge will be lengthened to allow for optimal tidal flow and water circulation, enhancing the overall health of the lagoon.

Connecting You to the Coast



BEFORE: The existing Sorrento Valley bike and pedestrian trail.



AFTER: The Public Works Plan provides opportunities to restore trails as shown above.

Bike and Pedestrian Improvements

The PWP/TREP establishes the North Coast Bike Trail, a contiguous bike and pedestrian trail that will run parallel to I-5 from northern San Diego to Oceanside. It also outlines opportunities to fill gaps in the region's existing bike and pedestrian network including creating new east-west regional bike and pedestrian trail connections. These bike and pedestrian improvements would offer direct routes to transit and employment centers and enhance public access to the region's beaches and recreation areas.



The San Dieguito Double Track rail project will provide direct access to the Del Mar Fairgrounds for COASTER and Amtrak passengers.

The project will help achieve the long-term vision of the larger NCC Program, which includes a coordinated package of rail, transit, highway, and environmental improvements. The project is also consistent with the SANDAG 2050 Regional Transportation Plan, which seeks to improve the transportation system to further enhance quality of life, promote sustainability, offer more transportation choices for people, and enhance goods movement.

SANDAG Begins Corridor Study to Reduce Demand on Interstate 5

Transportation Demand Management Plan to Promote Use of Transit, Carpools and Teleworking

Late last year, SANDAG began research to determine existing travel behavior and attitudes and perceptions towards using transportation alternatives along the North Coast Corridor. The research is part a of NCC specific Transportation Demand Management (TDM) plan to reduce travel demand and explore specific strategies for the travel needs in the NCC. The SANDAG TDM division, known as iCommute, is leading the development and implementation of the NCC TDM plan. TDM strategies can provide flexible and cost-effective solutions including: ridesharing initiatives such as carpooling and vanpooling;

promoting alternative work schedules and teleworking; and promoting bicycling, walking, and the use of public transit.

The goals of the NCC TDM plan are threefold: 1) reduce existing peak-hour traffic and increase transit use in the corridor today; 2) avoid crippling bottlenecks during phased construction of highway improvements in the years ahead; and 3) achieve sustainable mode shifts and behavior changes that reduce solo driving on I-5 and improve air quality in the future. These solutions have the potential to reduce the overall amount of travel, make more efficient use of existing roadways, and maximize the movement of people and goods.

The research effort included surveying commuters and employers, interviewing school administrators, and conducting “roundtable” discussion forums with business and community organizations along the northern I-5 corridor. The results of the research will help the iCommute team explore opportunities to expand alternative modes of transportation in conjunction with the planned highway, rail, transit, bike and pedestrian improvements included in the NCC Program.

The second phase of the project will begin this April and continue through September 2013, and will consist of developing a comprehensive TDM Plan that will help create flexible and cost-effective solutions for travel along the NCC. Companies and individuals interested in learning more about commuting alternatives can find programs and services online at iCommutesd.com.



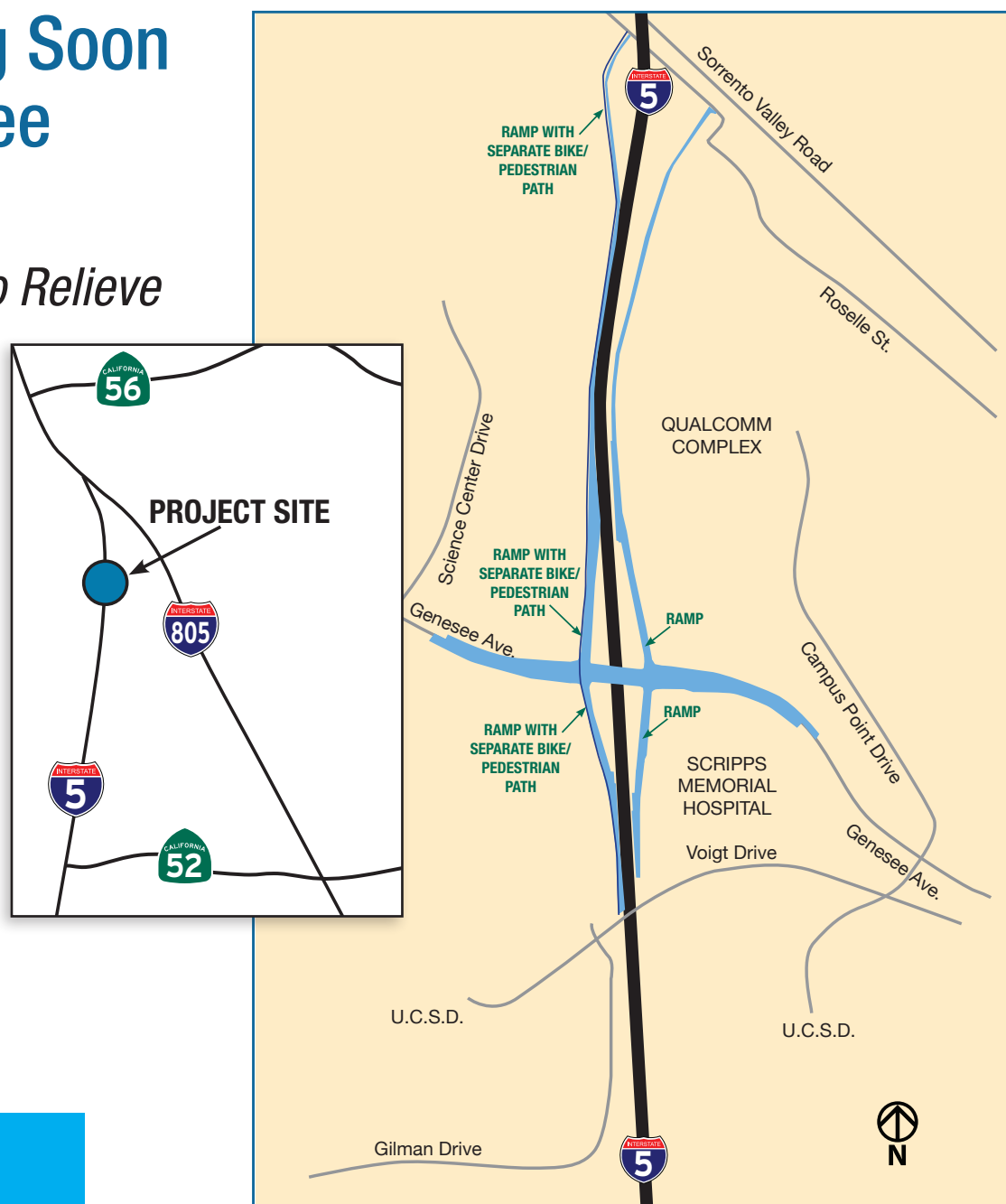
The NCC Transportation Demand Management Plan will explore alternative modes of transportation for the corridor.

Congestion Relief Coming Soon at the Interstate 5/Genesee Avenue Interchange

Construction Begins Later this Year to Relieve Traffic near Scripps, UC San Diego

Later this year, construction will begin on the Interstate 5/ Genesee Avenue Interchange project. The project will bring much-needed help to alleviate current traffic and accommodate future demands in the job intensive community. It will widen the existing five-lane Genesee Avenue overpass to 10 lanes and improve the existing freeway on-/off-ramps. A key element to the project includes the addition of a bicycle and pedestrian route that links to transportation, employment centers, hospitals, UC San Diego and the Sorrento Valley Transit Center. The project will greatly improve the movement of people and goods through the area.

The \$94 million project was fully funded through contributions from Caltrans, SANDAG, the City of San Diego and area businesses. The partnership is a model for similar transportation projects around the region. Construction begins later this year with an expected completion date of spring 2016.



NCC Program Next Steps

- Spring 2013:** PWP/TREP Public Review
- Summer 2013:** Final I-5 Express Lanes Project EIR/EIS release
- Spring 2014:** California Coastal Commission review of the PWP/TREP

For more information about the NCC Program, please visit the North Coast Corridor section of KeepSanDiegoMoving.com, contact Caltrans Public Affairs at (619) 688-6670 or scan the QR code to the right using your smartphone's code reader app.

