



**North Coast Corridor**  
A better environment for the future

March 2013

# North Coast Corridor Program

## Draft Public Works Plan/Transportation & Resource Enhancement Program

*This fact sheet discusses the Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) and proposed transportation, community, and resource enhancement improvements along the LOSSAN rail and I-5 within the San Diego North Coast Corridor (NCC), which spans 27 miles from La Jolla to Oceanside. This transportation corridor effectively serves as the gateway to San Diego County and provides access to its extensive coastal resources, including world-renowned beaches, lagoons and upland recreation areas.*

### What is the Public Works Plan?

The San Diego Association of Governments (SANDAG) and the California Department of Transportation (Caltrans) have developed the PWP/TREP, which is the result of more than 10 years of collaboration and public input. The PWP/TREP provides an implementation blueprint for a \$6.5 billion, 40-year program of rail, highway, environmental and coastal access improvements, the majority of which have been contained in previously-adopted regional and city plans. The PWP/TREP is a single, integrated regulatory document that will be considered by the California Coastal Commission in an effort to streamline project review that could otherwise require multiple coastal development permits.



*The I-5 and LOSSAN rail line in North County traverses through scenic and unique natural environments.*

### Why prepare a Public Works Plan?

The North Coast Corridor contains 27 miles of coastline and some of the largest remaining coastal lagoons in California, all of which provide exceptional recreational opportunities. There are limited transit and freeway options that provide access to the NCC making traffic congestion and overall mobility constraints some of the greatest impediments to public access to and within this coastal area. As a result, developing and maintaining acceptable transportation services and alternative transportation modes, including improved bicycle and pedestrian facilities, is critical for both residents and visitors to ensure public access to and along the San Diego County coastline. The NCC's lagoon habitats are biologically unique and cannot be replicated elsewhere. Efforts to protect and enhance the NCC's natural resources in conjunction with transportation improvements require a unique, comprehensive resource planning and management program, which ensures not only that transportation project impacts are appropriately mitigated, but which also facilitates a large-scale, systems-approach to resource enhancement for the benefit of the region. As a program, the PWP/TREP would accommodate corridor and regional population and travel growth in an environmentally sustainable way.

### What's New?

The PWP/TREP has been revised since its initial release in 2010 to include:

- ▶ Additional coastal access elements like the new 27-mile North Coast Bike Trail
- ▶ Refinement of a comprehensive mitigation and enhancement plan
- ▶ Decision to lengthen rail and highway bridges at Batiquitos, San Elijo and Buena Vista to improve lagoon health
- ▶ Selection of the Express Lanes only alternative
- ▶ North Coast Corridor Design Guidelines
- ▶ More than 30 visual simulations
- ▶ Implementation of Senate Bill 468
- ▶ Regional sea level rise study



*The PWP/TREP will protect and enhance the North Coast Corridor coastal habitat.*

For more information on the North Coast Corridor Program, please visit [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com).



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*The NCC Program seeks to provide residents and visitors with increased regional mobility and access to San Diego's coastal destinations.*

### Transportation Improvements Prioritize Moving People, Not Cars

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 express busses, vanpools, and carpools. Double tracking the majority of the San Diego segment of the coastal rail corridor, improving transit station facilities, adding boarding platforms, parking and additional through tracks will collectively increase capacity and decrease conflicts, resulting in improved connections, better reliability and shortened travel times within the transit system.

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

### Protecting, Restoring and Enhancing Sensitive Coastal Habitat

Ensuring the preservation of the natural environment is an important part of the NCC Program. The Program creates opportunities to restore and enhance lagoon ecosystems. As a result, several hundred acres of sensitive coastal habitat will be acquired, restored and preserved.

Lagoon system function will be enhanced through optimized design of transportation facility infrastructure improvements such as lengthening rail and highway bridges for improved water circulation and facilitating large-scale restoration plans in the San Elijo, Batiquitos and Buena Vista Lagoons. The program provides for a more comprehensive approach to improving the quality of storm water runoff from the transportation facilities.

A perpetual endowment will also be established to fund maintenance of necessary lagoon inlets and channels to sustain tidal and river flows ensuring the long-term health of these environmental systems.

### Improving Coastal Access and Community Character

Enhancing public access to coastal and recreational areas in the corridor is a high priority of the NCC Program. Maximizing coastal access opportunities is achieved through a comprehensive approach involving major upgrades to public transit and the highway, as well as a large package of bicycle, pedestrian, and community enhancements. San Diego County has a regional bike network that is used by daily cyclists, weekend users and cycling enthusiast, however, there are several east-west barriers and gaps in the system. To eliminate barriers and complete gaps in the system, SANDAG and Caltrans have developed the I-5 North Coast Bike Trail, a 27-mile trail that complements other regional trails and provides key north-south and east-west connections, direct routes to transit and employment centers, and new trails around lagoons and other coastal destinations.

In addition to transportation and resource protection benefits, the NCC Program includes unique opportunities to enhance community character features along the corridor. Community enhancement projects include adding parks, wetland restoration, pedestrian and bicycle trails, improved view corridors, scenic view points and regional gateways.

### NCC Program Key Elements

- ▶ Integrates significant rail and transit, highway, environmental protection, active transportation and coastal access improvements
- ▶ Double tracks the coastal rail corridor and improves transit stations, platforms, and parking for more efficient movement of people and goods
- ▶ Provides a reliable, congestion-free trip with the addition of Express Lanes that prioritize busses, vanpools, and carpools, to move more people not just vehicles
- ▶ Allows funds collected through the use of Express Lanes to be directed back into transit services
- ▶ Includes a comprehensive mitigation and enhancement plan for better lagoon health
- ▶ Creates and enhances bike and pedestrian access to natural resources, direct routes to transit and employment centers, and completes links in north-south and east-west connections
- ▶ Constructs the I-5 North Coast Bike Trail that runs the entire length of the corridor and complements the existing local and regional trails



*The PWP/TREP will improve east-west connectivity across I-5 to facilitate coastal access.*

### Next Steps

The Preliminary Draft PWP/TREP, 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 release of the Draft PWP/TREP on March 1, 2013 initiates a public comment period which will continue throughout the Coastal Commission review process. Following its release on March 1, the draft document is distributed for initial public review and comment for 60 days, during that time, two public workshops will be held to solicit feedback and to answer questions. The document may be revised based on comments received during the comment period prior to finalizing the document for submittal to the Commission, at which point the Coastal Commission will consider the document and conduct environmental review pursuant to its certified regulatory program under the California Environmental Quality Act. As part of the review process, amendments to affected local coastal programs will be processed, as needed, in conjunction with local community input.

Implementation of PWP/TREP projects over the approximate 40-year planning horizon would achieve a multimodal solution for the region.

*Updated March 1, 2013. Information subject to change.*

