



401 B Street, Suite 800
San Diego, CA 92101



San Dieguito Double Track and Special Events Platform Project Newsletter

October 2013

New Special Events Platform to Ease Traffic Congestion Around Fairgrounds

The San Diego Association of Governments (SANDAG) is in the early engineering phase of a rail project that will add a new special events rail platform at the Del Mar Fairgrounds. The rail platform will offer patrons an alternative mode of transportation, meet future travel demands to the fairgrounds, and alleviate traffic and parking impacts on local communities.

In fact, a 2011 intercept survey conducted by SANDAG indicated a new special events platform could significantly reduce daily traffic congestion, taking thousands of cars off Interstate 5 (I-5), Highway 101, and local streets each event day.

The survey reported that many of the San Diego County Fair and horse race patrons would utilize a new platform. Specifically, fairground attendees were asked, "If a train stop were to be located at the fairgrounds, would you have taken it?" Over 40% of attendees answered, "Yes, definitely" and another 20% said "Yes, probably."

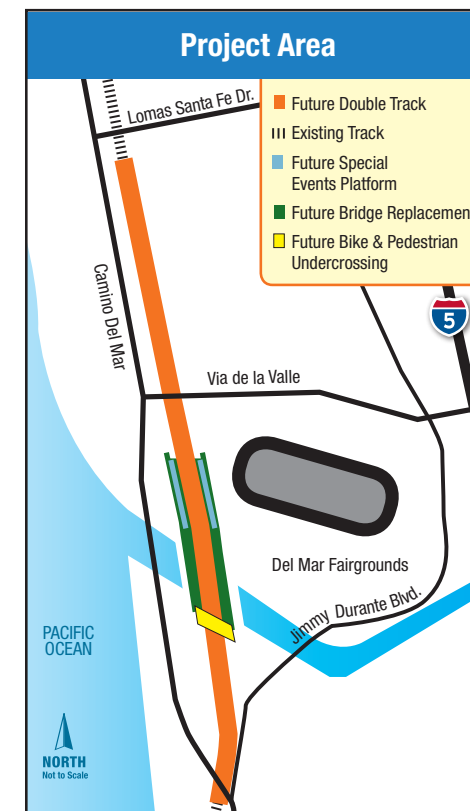


Traffic backs up on Via de la Valle on the opening day of the 2013 San Diego County Fair.

Future plans include constructing two side-loading platforms located along the rail tracks on the west side of the fairgrounds and within the North County Transit District (NCTD) right-of-way. A 1,000-foot-long platform is needed to accommodate ten-car NCTD COASTER and Amtrak Pacific Surfliner passenger trains during special events.

In other areas of the region, new and improved transit stations have resulted in increased ridership and significantly reduced area traffic as travelers seek new ways to get to and from special events. For example, up to 18,000 people have used the San Diego Trolley to attend Chargers football games at Qualcomm Stadium. Up to 5,000 fans have used the trolley to attend Padres games. Nearly 40% of Comic-Con attendees used the trolley to get to the Convention Center in 2012.

The project also will add a mile of second mainline track from Solana Beach into Del Mar, advancing efforts to double track the majority of the rail line between Oceanside and San Diego by the year 2050, and replace the nearly 100-year-old wooden trestle rail bridge over the San Dieguito River.



Join Us!

October 30

Powerhouse Community Center

Del Mar • 6 p.m. – 8 p.m.
Public Information Open House on Project Features

Platform Fast Facts

San Diego County Fair

1.5 million
attendees in 2012

88,500
people arrived by transit (6%)

66%
of fair attendees polled said they were likely to use a new train platform at the fairgrounds*

Del Mar Racing Season

660,000
attendees in 2012

77,250
people arrived by train (12%)

63%
of race attendees polled said they were likely to use a new train platform at the fairgrounds*

*Based on the 2011 SANDAG intercept survey of 367 attendees polled at the fairgrounds main gate.

You're Invited!

San Dieguito Double Track and Special Events Platform Project
PUBLIC INFORMATION OPEN HOUSE

Wednesday
October 30, 2013
6:00 p.m. – 8:00 p.m.

Powerhouse Community Center
1658 Coast Blvd.
Del Mar, CA 92014

Join us at an informational open house to learn more about the track, bridge, and platform preferred alternative. SANDAG and NCTD team members will provide information and answer your questions about the planned special events platform, new bridge, and track improvements.

Additional public information meetings are planned in the future. Please visit KeepSanDiegoMoving.com/SDDT or call (858) 549-RAIL for more information about the project.

Traducción al español disponible a solicitud.

Sign Up for Updates

To receive the latest news on the project, please sign up for updates by visiting KeepSanDiegoMoving.com/SDDT or scan the QR code below using your smartphone's code reader application.

Also, please visit SANDAG Facebook and Twitter pages for up-to-date project information.

SANDAGregion @SANDAG

(619) 699-1904 (TTY)



A Closer Look at the Project Alternatives

Three Alternatives Considered

SANDAG recently completed a preliminary engineering report for the San Dieguito River Bridge Replacement, Double Track and Special Events Platform Project that recommends the track, bridge, and special events platform alternative that will be carried forward for the next phase of engineering and environmental study.

The alternatives analysis considered three potential track alignments, two special events platform options, and four types of bridges. SANDAG evaluated the various options to identify a preferred alternative, weighing technical criteria, such as improvements to rail operations, with environmental considerations and community concerns. The project also incorporates coastal access with a safe and legal undercrossing at the south end of the bridge as a project benefit.

To the right are brief descriptions and key findings of the three alternatives studied. For more information about the project, please visit KeepSanDiegoMoving.com/SDDT or call (858) 549-RAIL.

PREFERRED ALTERNATIVE

Eastern track alignment with side-loading platform

Second Rail Track to the East

The project map shown to the right illustrates the new second main track will be built east of the existing track. This alignment is closest to the fairgrounds and maximizes the area for potential lagoon expansion and enhancement. It also shifts the tracks furthest from nearby residences south of the San Dieguito River.

Preferred Side-Boarding Platform

The map also displays the planned location of the future special events platform at the fairgrounds. The two types of platforms considered were side-loading and center-loading platforms. The project's preferred alternative calls for platforms on each side of the railroad tracks, which lessens impacts to the surrounding lagoon and wetland areas when compared to a platform between the tracks. Additionally, NCTD, Amtrak, and the fairgrounds recommend a side-loading platform to efficiently manage boarding during special events.



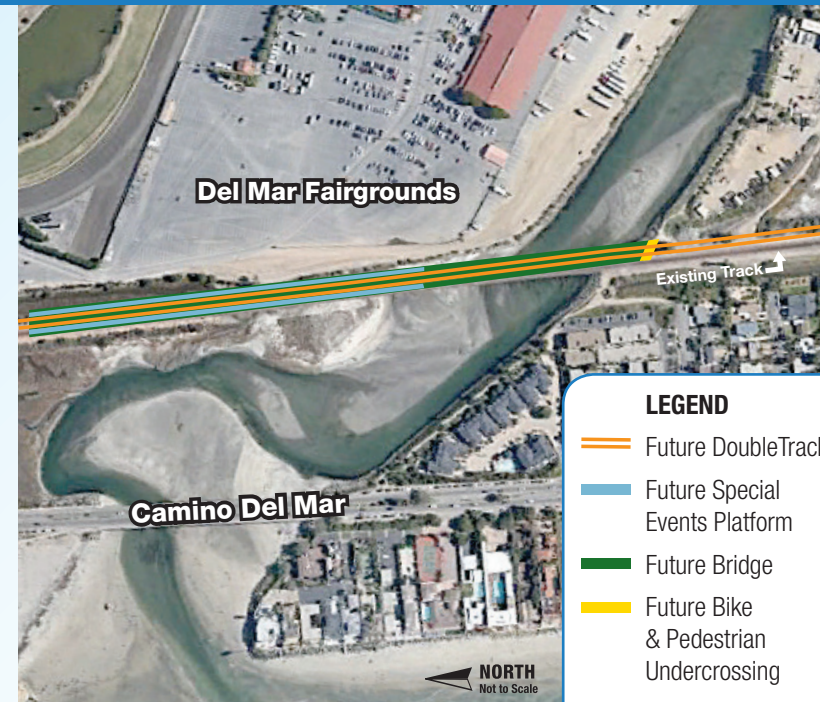
ALTERNATIVE #2 • Not Preferred

Eastern track alignment with center-loading platform



efficiently manage boarding during special events.

This alignment would require the two tracks to be built farther apart to accommodate one, 35-foot wide, 1,000-foot long rail platform that would be constructed in between the tracks. This track configuration results in greater wetland impacts. Additionally NCTD, Amtrak and the fairgrounds prefer a side-loading platform configuration to



Preferred Bridge Structure

The existing rail bridge is a nearly 100-year-old wooden trestle bridge with narrow, 14-foot column spacing. SANDAG will replace it with a modern, concrete bridge 30 feet to the east with 56-foot column spacing. The wider column spacing will improve overall tidal flow and water quality of the San Dieguito River and Lagoon and will open more lagoon views for residents, fairgrounds patrons, and sightseers. SANDAG is also working to raise the bridge above the 100-year flood level and incorporate a safe and legal public undercrossing under the south end of the bridge. None of the bridge options considered preclude a future rail tunnel alignment in or near the City of Del Mar, which is currently planned between 2040 and 2050.

ALTERNATIVE #3 • Not Preferred

Western track alignment with side-loading platform



to Stevens Creek, but causes greater impacts to the lagoon to the west.

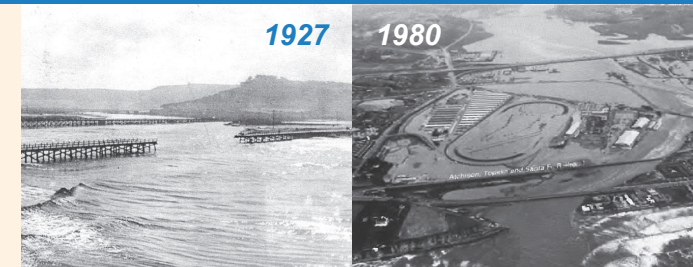
Although the western track alignment is a better option for rail operations because it's the straightest of all the track alternatives, it was not favored because it places the special events platform farthest from the fairgrounds and the track closest to the homes south of the bridge. The western alignment also would avoid impacts

NORTH COAST CORRIDOR



The San Diego coastal section of the San Diego-Los Angeles-San Luis Obispo (LOSSAN) is a critical part of the 351-mile rail corridor that serves as a vital link for passenger and freight movements in the San Diego region. SANDAG is planning and constructing projects valued at more than \$900 million in the San Diego section of the LOSSAN corridor, including a large-scale effort to double track the majority of the corridor from Orange County to Downtown San Diego by 2050. Many of the rail enhancements are part of a 40-year strategy to improve all modes of transportation within the congested I-5 North Coast Corridor. For more information about the highway, transit, and environmental improvements planned in the corridor, visit KeepSanDiegoMoving.com/NCC.

DID YOU KNOW?



Source: San Diego Department of Public Works

The original San Dieguito rail bridge was destroyed by a historic flood in 1916. Since that time, the rail bridge was rebuilt and has withstood major flood events in 1927, 1937, 1978, and 1980, according to the San Diego History Center. The flood event of 1980 damaged the rail bridge and line, forcing resident evacuations and flooding the fairgrounds with up to five feet of water. To help ensure continued rail operations and coastal access, the new bridge will be raised above the 100-year flood level.