



# LOSSAN

Los Angeles  
San Diego  
San Luis Obispo

## Coastal Rail Corridor

San Diego Segment

**San Dieguito Double Track and  
Special Events Platform Project**  
Project Status Report June 2017

As SANDAG continues to progress the design and engineering of the San Dieguito Double Track and Special Events Platform Project, the project team remains committed to soliciting public input on key features that are important to the surrounding community members, business owners, and transit riders.

The project is currently in the 60 percent design phase and has completed an Environmental Assessment for the Federal Railroad Administration (FRA) under the National Environmental Policy Act (NEPA). In January 2016, the FRA issued a Finding of No Significant Impact (FONSI). Although not funded through final design and construction, this project is planned to be completed by 2030.



Below is a summary of the project features that SANDAG has incorporated into the project design as a result of community input. The project's final design will need to follow all Americans with Disability Act (ADA) and other federal regulations.

### Double Tracking Design

<b>New Track Location</b>	Of the three project alternatives studied, SANDAG is moving forward with the "Eastern-most Alignment," which is the farthest from the residential community south of the San Dieguito River.
<b>Vegetation</b>	Upon community request, the project was designed to preserve existing trees, including the private landscaping that is encroaching into the right-of-way south of the river. Native drought tolerant vegetation will be planted on slopes between the rail and wetland habitat.

### Special Events Platform Design

<b>Platform Location</b>	Per the community's request, the platform was designed to be as far north as possible.
<b>Platform Length</b>	North County Transit District (NCTD), right of way owner and commuter rail operator, confirmed the platform will need to be 1,000 feet in length to accommodate current and future demand.
<b>Loading</b>	Pending approval of a final operations plan, NCTD intends to stop and board passengers at the northern end of the platform to lessen the potential for noise south of the river.
<b>Ramp Curbs</b>	The original passenger ramp design did not include curbs. The new design has 12-inch curbs to allow for curb mounted lighting and to help prevent litter from entering the lagoon.

<b>Ramp Configuration</b>	The original passenger ramp design had all the ramps outside of the special events platform. The new configuration moved some of the ramps under the bridge, slimming the overall visual and design of the platform. All ramps provide a gentle slope of less than 5 percent as requested by the Social Services Transportation Advisory Committee (SSTAC) and the NCTD Accessibility Committee.
<b>Platform Railing</b>	Per the community's request, the hand railing that will surround the platform will be constructed on a 6-inch high concrete curb and will have a metal mesh backing to help prevent litter from entering the lagoon.
<b>Lighting Plan</b>	The original lighting plan had 30-foot tall light poles on the platform, which is a design standard. The community requested lower light poles on the platform. The new lighting plan has 16-foot light poles with LED fixtures and the addition of curb-level lights and hand railing lighting on the emergency stairs. All light fixtures will be shielded to direct light toward the platform and away from the lagoon.
<b>Accessibility</b>	The platform's access points are all served by ramps with stairs as secondary access.
<b>Lagoon Restoration</b>	The lagoon will be restored west of the widened rail berm. Vegetation will be planted under the platform, where existing embankment will be removed.
<b>Security</b>	The platform will have security during major events. Additionally, fencing will be installed to prevent riders from accessing the lagoon from the platform. No platform access will be allowed during non-event days.
<b>Operations</b>	NCTD will develop a specific operations plan near the time of construction. NCTD anticipates that the special events platform will operate a schedule that coordinates with the start and completion of a special event.
<b>Noise</b>	The use of train horns is not anticipated at the special events platform. Exceptions would occur for safety reasons. A public announcement (PA) system is a federal ADA requirement and will be installed as part of the project. The PA speakers will be focused on the platform, as reasonable.
<b>Litter Containers</b>	The specific type of litter container has not been determined at this level of design, but will be designed per Department of Homeland Security requirements. Efforts will be made to make them aesthetically pleasing and discourage access by birds.

### Bridge Design

<b>Bridge Height</b>	Per community request, the height of the new bridge was minimized to the greatest extent possible, while still ensuring the structure would avoid major, 100-year flood events that can cause bridge and track damage.
----------------------	--

<p>Lagoon Views</p>	<p>The new bridge will have foundation columns spaced at 54-foot spans as compared to the existing wood trestle bridge at 16-foot spans, which will provide for open lagoon views.</p>
<p>Bridge Architectural Design</p>	<p>Per community request, SANDAG hired an award-winning bridge architect, with 35 years of bridge design experience, to develop draft conceptual renderings of the bridge and platform. The current bridge and platform design:</p> <ul style="list-style-type: none"> <li>• Reduces the overall visual scale with a shadowing effect to create the illusion that the structure is thinner and more minimal</li> <li>• Maintains coastal views</li> <li>• Incorporates the historic character of the Del Mar Fairgrounds by including a diamond shape that is in the Del Mar Silks design and has long represented the sport of horse racing – the diamond shape imitates the crests of the ocean waves and lends credence to the Del Mar Fairgrounds catch phrase, “Where the turf meets the surf.”</li> </ul>
<p>Pedestrian Access</p>	<p>The new bridge will accommodate a new pedestrian undercrossing along the south side of the San Dieguito River to improve coastal access for visitors, hikers, and residents on the south side of the river. In addition, the project includes a new arch culvert under the embankment in the northern end of the lagoon that can facilitate future pedestrian access by other interested parties.</p>

**Community Outreach Summary**

**Technical Working Group**

Meetings from 2012-present

**Community Public Meetings**

- January 2013
- October 2013
- November 2014

**Project E-Newsletters**

Nine

**Neighborhood Roundtables**

December 2013 (2)

**Project Input Booth at Del Mar Fair**

2014

**Briefings to and endorsements from:**

- Circulate San Diego
- San Diego Regional Chamber of Commerce
- North San Diego Business Chamber
- San Diego Tourism Authority
- Amtrak
- NCTD
- Metrolink
- Del Mar Fairgrounds
- Del Mar Thoroughbred Club
- Del Mar Golf Center
- Del Mar Fairground’s Premier Food Services

