

I-5 North Coast Corridor

Planning Documents for Improvements

Caltrans has developed three key documents to improve the I-5 North Coast Corridor (NCC) transportation system. The improvements will reduce traffic congestion, increase trip time reliability and enhance the natural environment:

What Are These Documents and Who Requires Them?

- 1 I-5 NCC Corridor System Management Plan (CSMP) is required by California Transportation Commission's (CTC) Proposition 1B Corridor Mobility Improvement Account (CMIA), a bond measure passed by voters in 2006.
- 2 I-5 NCC HOV/Managed Lanes Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is required by the California Environmental Quality Act and National Environmental Policy Act.
- 3 I-5 NCC Transportation and Resource Enhancement Program and Highway Public Works Plan (TREP/PWP) is required by the California Coastal Commission to certify that the proposed I-5 NCC HOV/Managed Lanes project is consistent with the California Coastal Act and the local coastal plans of the cities of San Diego, Solana Beach, Encinitas, Carlsbad and Oceanside.

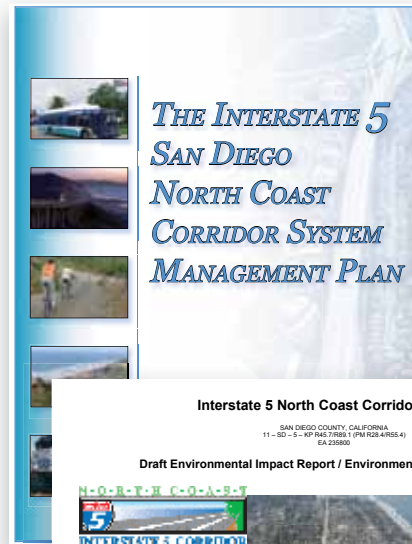
Why Are These Documents Important to Me?

These three documents all address the transportation needs in the I-5 NCC and seek to improve the public's transportation experience. The I-5 NCC's CSMP, Draft EIR/EIS and TREP/PWP have been released jointly to the public for your review.

What Is the Purpose of the Corridor System Management Plan (CSMP)?

The I-5 NCC CSMP is a multimodal vision for the corridor's transportation system that includes the following modes: I-5, Regional Arterials, Bicycle/Pedestrian Routes, Bus Services, Vanpools/Carpools and Rail services. CSMPs are intended to improve transportation systems and prioritize projects, strategies and actions by maximizing:

- ▶ Mobility
- ▶ Reliability
- ▶ Safety
- ▶ Accessibility



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2



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What Is the Purpose of the Corridor System Management Plan (CSMP), continued:

Maximizing corridor transportation system management is contingent on all of the corridor components working together, including the modal systems (transit, local roads, highways and bicycle and pedestrian routes) and the land uses within the travel shed.

CSMPs are intended to be “living” documents that are updated based on more detailed analyses and ongoing performance monitoring that take completed improvements and changes in travel demand into consideration (e.g., does a project generate a new problem elsewhere on the transportation system). In the case of the I-5 NCC CSMP, future updates will include analysis of a more integrated and phased implementation plan, some of which will result from the I-5 NCC TREP/PWP.

The I-5 NCC CSMP evaluated several different improvement scenarios to find potential solutions to manage current and future traffic demand. This resulted in a multimodal solution that includes, adding managed lanes on I-5, double tracking the LOSSAN rail corridor, and improving regional arterials, bicycle/pedestrian routes and bus, rail and vanpools/carpools services.

What is the Purpose of the I-5 NCC HOV/Managed Lanes Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)?

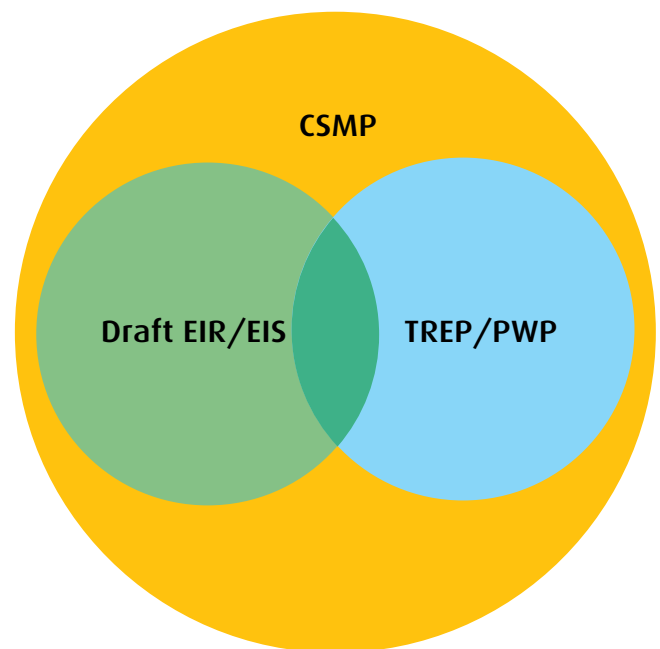
The I-5 NCC HOV/Managed Lanes Draft EIR/EIS identifies the environmental impacts and mitigations of the proposed free-way managed lanes project alternatives. Managed lanes are located in the middle of the highway and actively manage traffic through a combination of access control, vehicle eligibility, and pricing strategies. The DEIR/DEIS is an informational document for use by the public and decision makers to evaluate the alternatives and environmental impacts.

What is the Purpose of the I-5 North Coast Corridor Transportation and Resource Enhancement Program and Highway Public Works Plan (TREP/PWP)?

The San Diego Association of Governments (SANDAG) and Caltrans have prepared the I-5 North Coast Corridor TREP/PWP to provide the California Coastal Commission with a comprehensive plan of community, environment and transportation enhancement projects. The I-5 NCC TREP/PWP will allow the California Coastal Commission to certify that the proposed enhancement projects are:

- ▶ Consistent with the California Coastal Act
- ▶ Consistent with the local coastal plans of the cities of San Diego, Solana Beach, Encinitas, Carlsbad and Oceanside

Interrelationship of Planning Documents



The I-5 NCC HOV/Managed Lanes Draft EIR/EIS, I-5 NCC CSMP and I-5 NCC TREP/PWP collectively guide Caltrans’ efforts to improve the I-5 NCC’s transportation system. Please take some time to review these documents.

For more information, log-on to:
<http://www.keepsandiegomoving.com>

For questions, call:
Caltrans Public Affairs: 619-688-6670