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## **North Coast Corridor**

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# North Coast Corridor Program

The North Coast Corridor (NCC) Program offers a balanced transportation system to provide travelers choices for the future while enhancing the quality of life for residents. The NCC Program is comprised of three primary focus areas – the Interstate 5 (I-5) Express Lanes Project, coastal rail and transit enhancements, and environmental protection and coastal access improvements. The NCC Program is included in TransNet, the voter approved, half-cent sales tax initiative that helps fund transportation projects in the region, and the SANDAG 2050 Regional Transportation Plan.

## Improving Regional Mobility and Coastal Access

The NCC serves many customers, provides primary access to 27 miles of beaches and other coastal recreational areas and is an economic lifeline to the region. I-5 alone handles more than 700,000 daily trips, including commuters, goods movement, local trips, visitors, and recreational users. Over the next several decades, our region will continue to grow and so will the demand on our transportation network.

The California Department of Transportation (Caltrans) and the San Diego Association of Governments (SANDAG) are working in collaboration with the cities of San Diego, Del Mar, Solana Beach, Encinitas, Carlsbad and Oceanside to implement a comprehensive program customized for the North Coast Corridor that provides travel choices for residents, commuters, and visitors.

The NCC Program supports the immediate and future transportation needs of the corridor while preserving the character of coastal communities and creating opportunities for neighborhood enhancement projects. These projects include the addition of nearly 30 miles of bike and pedestrian paths, incorporating local art and design elements, and protecting open space.

## NCC Program Benefits

The NCC Program represents a \$6.5 billion investment in the San Diego economy over the next few decades.

The NCC Program:

- Enhances regional mobility and coastal access
- Focuses on highway improvements that move people, not just cars
- Improves rail corridor reliability and capacity for intercity, commuter and freight services



*The NCC consists of 27 miles connecting the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and San Diego. See inside map for NCC Program details.*



*The goal of the NCC Program is to move people, not just cars.*



## Moving People, Not Just Cars

The aging I-5 has gone more than 40 years without major capacity improvements. To keep up with the way transportation choices are evolving, we need a freeway of the future – one that makes it easier to access our coast, our jobs, and our homes. The I-5 Express Lanes Project will add two Express Lanes on I-5 in each direction from La Jolla to Oceanside. The Express Lanes will encourage travelers to carpool, take transit, and provide significant travel time savings.



- Ensures a reliable, congestion-free travel option throughout the corridor
- Serves carpools, vanpools, buses, and solo drivers using FasTrak®
- Directs FasTrak® fees back into transit services within the corridor
- Provides priority access to Express Lanes through Direct Access Ramps



## Improving Rail and Transit Services to Provide More Options



The Los Angeles – San Diego – San Luis Obispo rail corridor (LOSSAN) is the second busiest intercity rail corridor in the nation, supporting commuter and freight rail services. During the next 20 years, SANDAG plans to construct nearly \$820 million in improvements in the San Diego

County section, including a primary effort to double track the corridor from Orange County to downtown San Diego.

To date, approximately half of the San Diego corridor has been double tracked. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements. As a companion to the I-5 freeway, the San Diego segment of the LOSSAN corridor plays a critical role in the movement of people and goods within the region's North Coast Corridor.

- Double tracks the coastal rail corridor from Oceanside to San Diego
- Increases capacity to improve passenger travel times on the COASTER and Amtrak
- Improves freight movement benefiting the local economy
- Enhances the coast highway bus service
- Includes a proposed Rapid Bus route along the coastal communities



## Connecting You to the Coast and Preserving Our Scenic Coastline

Ensuring the preservation of the natural environment is an important part of the NCC Program. As a result, SANDAG and Caltrans will acquire, restore and preserve several hundred acres of sensitive coastal habitat. Lagoon system function will be enhanced through 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. Additionally, opportunities were identified to improve bicycle and pedestrian connectivity along the I-5 and coastal rail corridors and complete gaps in existing trail networks.

- Preserves and protects several hundred acres of critical coastal habitat and supports lagoon restorations
- Develops the 27-mile I-5 North Coast Bike Trail, complementing coastal and regional bike corridors
- Enhances access to the coast, recreation, and transit facilities
- Safeguards the water quality of the six coastal lagoons







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Highlighted in the map and corresponding legend are the planned improvements for the highway, coastal rail and transit and environmental components of the NCC Program. These projects are part of a comprehensive plan for implementing transportation and environmental improvements in a manner that preserves, protects and enhances the corridor's critical coastal resources.

### HIGHWAY IMPROVEMENTS

#### PHASE 1 (2012-2020)

- A** La Jolla Village Drive to I-5/I-805 merge; adds one High Occupancy Vehicle (HOV) lane in each direction (includes Voigt Drive Direct Access Ramp (DAR) & HOV Connectors)
- B** Manchester Avenue to SR 78; adds one HOV lane in each direction (includes Manchester DAR and San Elijo and Batiquitos Lagoon Bridge replacements)

#### PHASE 2 (2021-2030)

- C** I-5/I-805 Merge to SR 56; adds second HOV/Express Lane in each direction (includes lagoon bridge widening over Carmel Valley Creek)
- D** SR 56 to Manchester Avenue; adds second HOV/Express Lane in each direction (includes lagoon bridge widening at San Dieguito Lagoon)
- E** Manchester Avenue to Palomar Airport Road; adds two HOV/ Express Lanes in each direction

#### PHASE 3 (2031-2035)

- F** Palomar Airport Road to SR 78; adds second HOV/Express Lane in each direction (includes lagoon bridge replacement at Agua Hedionda)
- G** SR 78 to Vandegrift Boulevard; adds two HOV/Express Lanes in each direction (includes bridge replacement at Buena Vista and San Luis Rey)

### COASTAL RAIL AND TRANSIT ENHANCEMENTS

#### PHASE 1 (2012-2020)

- H** Double track projects (5.3 miles); adds a second main track to the existing rail line
- I** Double track projects already approved: Carlsbad Double Track (completed – 1.9 miles) and Sorrento Valley Double Track (1.1 miles)
- J** Double track project outside the NCC Program area (2.1 miles); adds a second main track to the existing rail line
- K** Improved parking structures; adds parking capacity to rail stations
- L** Station through track; adds a third track through rail stations
- M** Pedestrian crossings; adds four grade-separated crossings will create connections from residential and business areas to beaches and other coastal resources

#### PHASE 2 (2021-2030)

- N** Double track projects (2.9 miles); adds a second main track to the existing rail line
- O** Bluff stabilization; replaces eroded track bed support and protects and reinforces the bluff
- P** Improved parking structures; adds parking capacity at rail stations
- Q** Del Mar Fairgrounds platform; provides seasonal access to fairground events such as the San Diego County Fair and Del Mar Horse Races
- R** Enhanced bus service on Coast Highway

#### PHASE 4 (2041-2050)

- S** Penasquitos Double Track Project (1.7 miles); adds a second main track to the existing rail line
- T** Roadway grade separation; creates a separation between the rail line, automobiles, pedestrian and bicycles

### ENVIRONMENTAL PROTECTION AND COASTAL ACCESS

#### PHASE 1 (2012-2020)

- U** Preservation/restoration sites; comprehensively protects and enhances 170 acres of coastal habitats
- V** Bicycle/pedestrian improvement; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor

#### PHASE 2 (2021-2030)

- W** Bicycle/pedestrian improvement projects; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor
- X** Community enhancement project; includes streetscape improvements such as tree plantings, slope plantings and design features

#### PHASE 3 (2031-2040)

- Y** Bicycle/pedestrian improvement projects; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor
- Z** Community enhancement projects; includes community parks/ gardens and other enhancements

Updated January 2014. Information subject to change.

For further details on these projects, please visit:  
[KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com)

LEGEND

North Coast Corridor

Existing Airports

Existing Park & Ride Lots

Existing Rail Stations

Existing Single Track Rail Line

Existing Double Track Rail Line

Proposed Direct Access Ramp (DAR)

Enhanced Bus Service on Coast Highway

Proposed North Coast Bike Trail

Del Mar Rail Tunnel Study Area

Proposed Double Tracking of Rail Corridor

NORTH  
Not to Scale

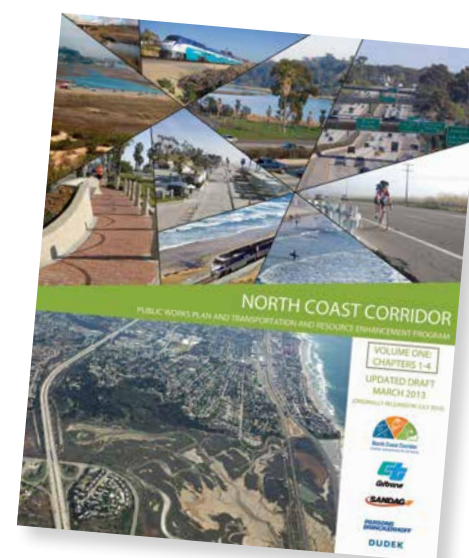


## Updated Public Works Plan Includes Additional Coastal Access Opportunities Increases Corridor Mobility and Access to Coastal Resources

Originally released in 2010, the Public Works Plan/Transportation & Resource Enhancement Program (PWP/TREP) was updated in 2013 to increase mobility and access to coastal resources along the NCC. The PWP/TREP is the result of more than 10 years of collaboration and public input. It 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.

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.

The PWP/TREP has been updated to include: additional coastal access elements like the new 27-mile North Coast Bike Trail, refinement of a comprehensive mitigation and enhancement plan, a decision to lengthen rail and highway bridges at several lagoons, the selection of the Express Lanes only alternative for the I-5 project, NCC design guidelines, more than 30 visual simulations, implementation of Senate Bill 468 and a regional sea level rise study.



### NEXT STEPS

- Early 2014:** Construction begins on Sorrento Valley Double Track
- Mid 2014:** Coastal Commission Review of PWP/TREP
- Mid 2014:** Construction begins on the I-5 Genesee Avenue Interchange Project
- Late 2015:** Construction begins on phase 1 of the I-5 HOV/Express Lanes Project

*As of January 2014. Information subject to change.*

### STAY INFORMED

For more information about the NCC Program or to sign up for updates, please visit [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com) or scan the QR code below using your smartphone's code reader application.

Nota: Para recibir este folleto en español por favor visite [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com).



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