



# NORTH COAST CORRIDOR PROGRAM



# A Better Environment



# for the Future



## NORTH COAST CORRIDOR PROGRAM

The North Coast Corridor (NCC) Program is a balanced set of transportation, environmental, and coastal access projects to improve the quality of life for residents, create a stronger local and regional economy for the future, and enhance the coastal environment. 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 the SANDAG 2050 Regional Transportation Plan and in *TransNet*, the voter approved, half-cent sales tax for transportation projects.

### Improving Transportation Choices 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, visitors, and recreational users. Over the next several decades, our region will continue to grow and so will the demand on our transportation network.

Caltrans and 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 NCC that provides more transportation choices for residents, commuters, and visitors. These improvements will be phased in over the next 30 years.

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 adding nearly 30 miles of bike and pedestrian paths, incorporating local art and design elements, and preserving open space.



Coastal Rail Trail in Solana Beach

## NCC Program Area



The NCC is a 27-mile-long corridor that includes the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and San Diego.

## NCC Program Benefits

The NCC Program represents a \$6 billion investment in the San Diego economy over the next three decades.

### The NCC Program:



Preserves coastal habitats and enhances coastal access



Focuses on highway improvements that move people, not just cars



Improves rail corridor reliability and capacity for intercity, commuter, and freight services



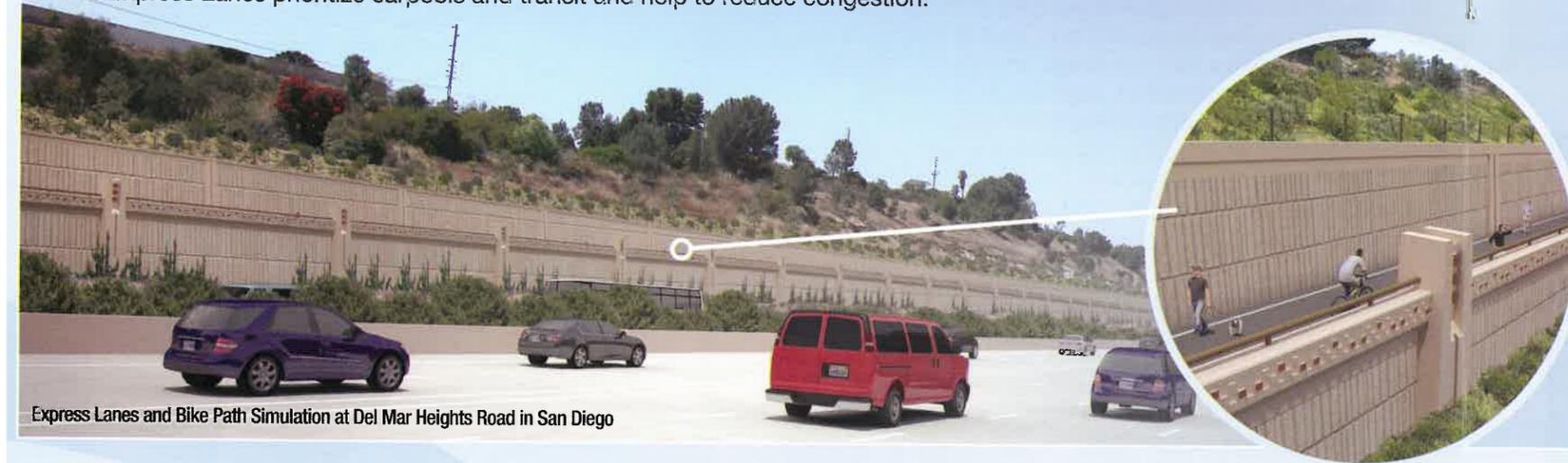
## Moving People, Not Just Cars

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 prioritize carpools and transit and help to reduce congestion.

- 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
- Accommodates flexibility for land use changes and transportation technology



Express Lanes Simulation at California Street in Oceanside



Express Lanes and Bike Path Simulation at Del Mar Heights Road in San Diego

## Improving Rail & Transit Services to Provide More Choices

The LOSSAN (Los Angeles-San Diego-San Luis Obispo) rail corridor is the second busiest intercity rail corridor in the nation, playing a critical role in the movement of people and goods in Southern California and beyond. During the next 20 years, SANDAG plans to construct approximately \$1 billion in improvements in the San Diego segment, including a primary effort to double track the corridor from Orange County to Downtown San Diego.

To date, approximately two-thirds of the San Diego corridor has been double tracked. Double tracking allows two trains traveling in opposite directions to pass without slowing down or stopping. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

- Double tracks the coastal rail corridor from Oceanside to San Diego
- Increases capacity and improves the efficiency and reliability of COASTER and Amtrak services
- Improves freight movement, benefiting the local and regional economy
- Enhances the Coast Highway bus service
- Includes a proposed bus rapid transit line along the coastal communities



Double Tracking in Encinitas

## Connecting You to the Coast & Preserving Our Scenic Coast

Ensuring the preservation of the natural environment is an important part of the NCC Program. As a result, SANDAG and Caltrans have acquired more than 250 acres of sensitive coastal habitat for restoration and/or preservation. The construction of longer rail and highway bridges over lagoons will improve tidal flow and overall lagoon health. Bicycle and pedestrian connectivity along the I-5 and coastal rail corridors will be improved to help complete gaps in existing trail networks.

- Restores and/or preserves more than 250 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



San Elijo Lagoon in Encinitas

## The Public Works Plan – An Implementation Blueprint for the North Coast Corridor Program

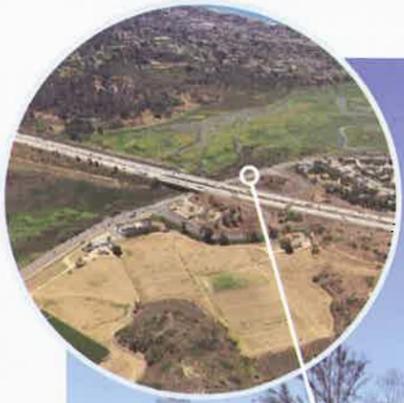
Originally released in 2010, the Public Works Plan/Transportation & Resource Enhancement Program (PWP/TREP) was unanimously approved by the California Coastal Commission in August 2014. The PWP/TREP – the result of more than ten years of collaboration and public input – is the single, master permit that will help streamline project review. It offers the implementation blueprint for the NCC Program, a balanced set of transportation, environmental, and coastal access projects to improve the quality of life for residents, create a stronger local and regional economy for the future, and enhance the coastal environment.

### Transportation and Environmental Enhancements Set to Begin in 2016

Construction on the first phase of the NCC Program will occur between 2016 and 2020. Phase 1 improves travel choices by adding new carpool lanes on I-5 from Lomas Santa Fe Drive in Solana Beach to State Route 78 in Oceanside; increases efficiency and reliability of the LOSSAN coastal rail corridor with two double tracking projects across lagoons; restores a coastal lagoon and hundreds of acres of sensitive habitat; improves the interchanges/overpasses at MacKinnon Avenue, Encinitas Boulevard, and Santa Fe Drive; adds sound walls on private property; and adds several new bike/pedestrian paths in Encinitas and Carlsbad.



Simulation of San Elijo Lagoon Bridge and Pedestrian Path in Encinitas



Bike and Pedestrian Path Simulation at Manchester Avenue in Encinitas

**Keep San Diego Moving**  
TransNet



# North Coast Corridor

A better environment for the future

Highlighted in the map and corresponding legend are the planned improvements for the highway, coastal rail and transit, and environmental components of the MCC 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	
<b>PHASE 1 (2016-2019)</b>	
<b>A</b>	Lomas Santa Fe Drive to SR 78; adds one HOV lane in each direction (includes Manchester Avenue Park & Ride and the San Eljo and Balquitos Lagoon Highway bridge replacement)
<b>PHASE 2 (2021-2030)</b>	
<b>B</b>	I-15 Julia Village Drive to I-574-1415 merge; adds one High Occupancy Vehicle (HOV) lane in each direction (includes Mount Drive Direct Access Ramp (DAR) and HOV Connector)
<b>C</b>	I-574-1415 merge to SR 56; adds second HOV/Express Lane in each direction (includes lagoon bridge widening over Carmel Valley Crater)
<b>D</b>	SR 56 to Manchester Avenue; adds second HOV/Express Lane in each direction (includes lagoon bridge widening at San Diego/Lakeport)
<b>E</b>	Manchester Avenue to SR 78; adds second HOV/Express Lane in each direction (includes lagoon bridge replacement at Agua Hedionda)
<b>F</b>	SR 78 to Vandenberg Boulevard; adds two HOV/Express Lanes in each direction (includes bridge replacement at Punta Vista and San Luis Poy)

COASTAL RAIL AND TRANSIT ENHANCEMENTS	
<b>PHASE 1 (2012-2020)</b>	
<b>G</b>	Double track projects (2.25 miles); adds a second main track to the existing rail line
<b>H</b>	Double track projects already completed: Carlsbad Double Track (1.9 miles), Sorrento to Imperial Double Track Phase 1 (1.1 mile), and Sorrento - Valley Double Track (1.1 miles)
<b>I</b>	Improved parking structures; adds parking capacity to rail stations
<b>J</b>	Station length track; adds a third track through rail station
<b>PHASE 2 (2021-2030)</b>	
<b>K</b>	Pedestrian crossings; adds four grade-separated crossings will create connections from residential and business areas to beaches and other coastal resources
<b>L</b>	Double track projects (5 miles); adds a second main track to the existing rail line
<b>M</b>	Build stations; replaces existing track bed support and protects and enhances the bluff
<b>N</b>	Improved parking structures; adds parking capacity at rail station
<b>O</b>	Special events platform at Del Mar Fairgrounds; provides special events access to fairground events
<b>P</b>	Enhanced bus service on Coast Highway
<b>PHASE 3 (2031-2040)</b>	
<b>Q</b>	Double Track Project (1.7 miles); adds a second main track to the existing rail line
<b>R</b>	Roadway grade separation; creates a separation between the rail line, and automobiles, pedestrians, and bicycles

ENVIRONMENTAL PROTECTION AND COASTAL ACCESS	
<b>PHASE 1 (2012-2020)</b>	
<b>S</b>	Promote/coastal restoration sites; conservatively protects and enhances several hundred acres of coastal habitats
<b>T</b>	Bicycle/pedestrian improvement projects; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor
<b>PHASE 2 (2021-2030)</b>	
<b>U</b>	Bicycle/pedestrian improvement projects; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor
<b>V</b>	Community enhancement project; includes streetscape improvements such as tree planting, slope planting, and design features
<b>PHASE 3 (2031-2040)</b>	
<b>W</b>	Bicycle/pedestrian improvement projects; includes the construction or improvement of a segment of 27 miles of bike and pedestrian paths along the corridor
<b>X</b>	Community enhancement projects; includes community parks/gardens and other enhancements

**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



Updated March 6, 2018. All projects subject to change.