North Coast Corridor Public Works Plan/ Transportation and Resource Enhancement Program Amendment

DRAFT PWPA Text Changes (January 2016)

1) COASTAL RAIL TRAIL DESCRIPTION CHANGES

(pg. XVII)

- Constructing several missing links of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor right-of-way~~. These projects would construct more than 7 miles of the Coastal Rail Trail in the cities of Encinitas and Carlsbad.

(pg. 2-59)

- Identified PWP/TREP improvements to address deficiencies
  - Identified PWP/TREP improvements that would correct the aforementioned gaps, barriers and other access deficiencies. These bicycle and pedestrian projects included new and improved facilities at I-5 highway and LOSSAN rail corridor crossings, implementation of segments of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN right-of-way~~, and implementation of the new north-south I-5 North Coast Bike Trail within the highway right-of-way. These PWP/TREP projects would be implemented as part of the I-5 highway and LOSSAN rail corridor transportation projects and would include such facilities as upgraded bicycle routes (e.g., rebuilding an existing Class III bicycle facility as a Class II facility on a new I-5 bridge overcrossing) and new or wider sidewalks at highway and rail over- and undercrossings.

(pg. 3B-16)

Beyond establishing better connections with the Coastal Rail Trail, the PWP/TREP improvements also include completing several segments of the Coastal Rail Trail within the NCC. Caltrans and SANDAG have identified several planned Coastal Rail Trail segments ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as projects to be included in the PWP/TREP. These projects, which are discussed further in Section 4.4 and Section 5.3, would construct more than 7 miles of the Coastal Rail Trail in the cities of Encinitas and Carlsbad. Where feasible, these Coastal Rail Trail segments would be built concurrently with adjacent track projects in the LOSSAN rail right-of-way.

(pg. 3B-29)

Creating and constructing a new, corridor-long I-5 North Coast Bike Trail and constructing several missing links of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor right-of-way~~.

(pg. 4-43 to pg. 4-44)

Caltrans and SANDAG have identified opportunities to complete approximately 7 miles of the Coastal Rail Trail ~~within adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as part of the PWP/TREP

improvements, taking advantage of construction synergy with LOSSAN rail projects whenever possible. These segments also will contribute to the completion of the California Coastal Trail, a planned 1,200-mile public right-of-way spanning the entire California coastline. A "braided trail" concept applies to the California Coastal Trail, meaning that it may be comprised of several adjacent and complementary trails in any given location, based upon the specific topography and land use mix of that location, as well as the types of infrastructure required to support non-motorized transportation (walking trails, bike paths, etc.).[13] The Coastal Rail Trail segments planned in the PWP/TREP—all of which are immediately adjacent to the coast—will support the development of the California Coastal Trail in the NCC by providing additional options for non-motorized travel along the coast.

It is the intent for the Coastal Rail Trail projects included for permitting in the PWP/TREP to be located within or immediately adjacent to the LOSSAN right of way - except in areas where there are environmental, safety, or physical constraints. In those instances where there are constraints, the Coastal Rail Trail shall not be located any further than 150 feet from the LOSSAN right of way. The Coastal Rail Trail projects as generally depicted on Figures 5.3-1A through 5.3-1E ~~The Coastal Rail Trail segments included for permitting in the PWP/TREP~~ are:

- **Chesterfield Drive to G Street (Encinitas):** Construct approximately 1.7 miles of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. Partially overlaps with LOSSAN San Elijo Lagoon Double Track project.
- **G Street to Leucadia Boulevard (Encinitas):** Construct approximately 1.7 miles of dedicated bicycle facility ~~in within, or in close in proximity to the LOSSAN right-of-way~~. Partially overlaps with LOSSAN Batiquitos Lagoon Double Track project.
- **Leucadia Boulevard to La Costa Avenue (Encinitas):** Construct approximately 1.3 miles of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. Overlaps with LOSSAN Batiquitos Lagoon Double Track project.
- **Poinsettia Station to Palomar Airport Road (Carlsbad):** Construct approximately 0.9 mile of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~.
- **Palomar Airport Road to Cannon Road (Carlsbad):** Construct approximately 0.5 mile of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. However, as shown in Figure 4-2E, a small portion of this segment lies outside the rail right-of-way, and therefore its implementation would require further coordination with the city.
- **Cannon Road to Tamarack Avenue (Carlsbad):** Construct approximately 1.2 miles of dedicated bicycle facility ~~in within, or in close in proximity to the LOSSAN right-of-way~~.

(pg. 5.1-44)

Additionally, the corridor vision for bicycle and pedestrian routes and trails includes an extensive network that provides access to the beaches, lagoons, open spaces, and coastal communities of the NCC. Local roads cross I-5 at several locations within the corridor, and many of these crossings are narrow and unaccommodating for bicycles and pedestrians, inhibiting their access to coastal resources. These limited crossings also reduce bicycle and pedestrian access to the Coastal Rail Trail, a separated facility ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor~~ that is being developed throughout the NCC.

(pg. 5.3-4)

Once fully completed, the Coastal Rail Trail will be a continuous north-south route adjacent to the LOSSAN rail corridor, providing access to and along coastal facilities. This bikeway serves many users: short segments support commuter access between adjoining communities; longer segments accommodate recreational users as well as some commuters; while the full length of the bikeway within San Diego County serves regional and interregional users. Significant portions of the Coastal Rail Trail

have been completed in Solana Beach, Carlsbad, Oceanside, and San Diego, but several gaps still exist in the corridor. Beyond the planned improvements ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ that are included in the PWP/TREP (described in Section 5.3.3.1), the completion of other unfinished segments of the Coastal Rail Trail is being pursued concurrently by several local jurisdictions.

(pg. 5.3-13)

- Identified PWP/TREP improvements to address deficiencies
  - Identified PWP/TREP improvements that would correct the aforementioned gaps, barriers and other access deficiencies. These bicycle and pedestrian projects included new and improved facilities at I-5 highway and LOSSAN rail corridor crossings, implementation of segments of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN right-of-way~~, and implementation of the new north-south I-5 North Coast Bike Trail within the highway right-of-way. These PWP/TREP projects would be implemented as part of the I-5 highway and LOSSAN rail corridor transportation projects and would include such facilities as upgraded bicycle routes (e.g., rebuilding an existing Class III bicycle facility as a Class II facility on a new I-5 bridge overcrossing) and new or wider sidewalks at highway and rail over- and undercrossings.

…

Caltrans and SANDAG have identified opportunities to complete approximately 7 miles of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as part of the PWP/TREP improvements, taking advantage of construction synergy with LOSSAN rail projects whenever possible. These segments also will contribute to the completion of the California Coastal Trail, a planned 1,200-mile public right-of-way spanning the entire California coastline. A “braided trail” concept applies to the California Coastal Trail, meaning that it may be comprised of several adjacent and complementary trails in any given location, based upon the specific topography and land use mix of that location, as well as the types of infrastructure required to support non-motorized transportation (walking trails, bike paths, etc.).[15] The Coastal Rail Trail segments planned in the PWP/TREP—all of which are immediately adjacent to the coast—will support the development of the California Coastal Trail in the NCC by providing additional options for non-motorized travel along the coast.

(pg. 5.3-14)

Beyond the Coastal Rail Trail segments ~~within, adjacent to, or in close proximity to the LOSSAN rail and within I-5 highway rights-of-way~~ that are planned in the PWP/TREP, the region’s local jurisdictions are also working with SANDAG to identify funding for the design and construction of several other segments ~~located outside these rights-of-way~~. The SANDAG Regional Bicycle Plan Early Action Program (EAP)—described in more detail later in this section with the other projects permitted separately from the PWP/TREP—includes several projects that will largely complete the Coastal Rail Trail in the NCC. In addition, the EAP includes the construction of many segments in San Diego that are located outside the NCC, such as University Towne Center, Rose Canyon, and Pacific Highway. Taken together, these combined efforts on the Coastal Rail Trail from SANDAG and local cities demonstrate the region’s intention to complete this important facility.

(pg. 5.10-5)

In addition, bicycle and pedestrian routes that are incomplete, not built to current standards or plans, or not available for access to coastal areas in the NCC would be upgraded and/or connected. Facilitating and encouraging non-automobile transportation with new and improved multimodal options will provide access to the coast and recreation areas with alternative modes of transportation (trails, bike paths, and transit). The PWP/TREP projects will add and improve sidewalks and bicycle lanes at I-5 highway and LOSSAN rail crossings throughout NCC communities, providing access to coastal amenities including

Coast Highway, the Coastal Rail Trail, and the California Coastal Trail. The proposed improvements would improve not only travel choices, but also substantially enhance recreational opportunities in the corridor by completing linkages among communities and inland and coastal areas, and by providing access opportunities to the NCC's regionally significant natural resource and recreation areas. The PWP/TREP improvements for bicycle and pedestrian routes and trails would enhance an extensive network that provides access to the beaches, lagoons, open spaces, and coastal communities. In addition, the PWP/TREP establishes and constructs significant portions of a new I-5 North Coast Bike Trail—a continuous, non-motorized access trail along the length of the corridor that would complement the existing Coast Highway, Coastal Rail Trail, and the California Coastal Trail. Missing links of the long-planned Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ would also be implemented.

(pg. 5.10-8)

With regard to non-motorized transportation, the PWP/TREP incorporates a number of regional and community enhancements that would support bicycle and pedestrian activities within the corridor, including construction of a number of facilities critical to success of the I-5 North Coast Bike Trail and the Coastal Rail Trail. These facilities include smaller trail connections as well as larger trail portions intended to connect north-south trail segments. These sections ~~within or in close proximity to Caltrans/SANDAG right-of-way would~~ only be constructed with project approval and are lynchpin elements to the overall non-motorized transportation system. Proposed improvements to pedestrian crossings across the rail and highway facilities, and new or improved corridor bike and hiking trails would provide safe, non-automobile dependent routes to and from the Coastal Zone and to coastal recreation areas.

2) ROCK SLOPE PROTECTION DESCRIPTION CHANGES

5.8 Site Stability and Management

5.8.2.6 I-5 Highway Corridor Impact Assessment

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(pg. 5.8-15) Paragraph 1

To further address potential internal shoreline/bank and channel erosion and to ensure I-5 facilities are designed and constructed to minimize the alteration and channelization of shorelines and/or floodplains, Caltrans has determined that shoreline armoring at I-5 replacement bridge crossings would only occur on the slopes of bridge abutments. Where unavoidable, and to be consistent with federal standards for bridge protection Federal Highway Administration (FHWA) requirements, additional armoring extending away from the abutments and into the optimized channel width may be required. Encroachment of ~~A~~any additional necessary rock slope protection ~~would not encroach~~ into the proposed channel width ~~dimensions~~ as identified in the Lagoon Bridge Optimization Studies, as applicable, would be minimized to avoid impacts to the maximum extent feasible, would be designed to minimize scour, and would have, at a minimum, an initial 2-foot thick layer of sediment covering the rock slope protection. No part of any proposed armoring shall extend above the optimized channel depth as identified in the Lagoon Optimization Studies, as applicable. Rock slope protection in the form of energy dissipaters at new or replacement culverts would be installed only where culvert outlet velocities are determined to be erosive during the design phase for the facilities and would be included in the relevant drainage plans.

(pg. 5.8-23)

- **Implementation Measure 5.8.13:** NOID or Coastal Development Permit submittals for armoring that extends into the optimized channel width shall include the following information and materials:

  -A mitigation and monitoring program to be implemented after construction to ensure the rock slope protection is not exposed.

  -The monitoring program shall require, at a minimum, annual monitoring, as well as additional monitoring one month after any 20-year or greater storm event.

  -If the rock slope protection becomes exposed and remains exposed for more than four months, mitigation for permanent impacts shall be required as further described in the REMP.

3) FUELING SETBACK CHANGES

5.4 Marine Resources

5.4.3.4 Implementation Measures

(pg. 5.4-54)

Implementation Measure 5.4.9: Fueling of construction equipment shall occur in designated areas at a distance no less than 100 feet from the lagoon, river, or other water bodies and associated plant communities to preclude adverse water quality impacts. A minimum 100 foot fueling setback from waterbodies shall be provided except where i) in-water construction activities for lagoon bridge replacement is required and it would be impractical to transport large equipment to an upland location for each refueling, and ii) where site constraints (such as ESHA or existing infrastructure) adjacent to waterbodies do not allow for a setback of 100 ft. Where a minimum 100 ft. setback from waterbodies for fueling is infeasible, as listed in herein, the maximum setback possible shall be provided given the site constraints and additional BMPs shall be implemented. Additionally, for any in-water fueling, fueling shall take place in a location that has been dewatered and all refueling activities shall be monitored by appropriate personnel identified by the contractor. Equipment and vehicles shall be inspected daily for fuel or fluid leaks, and leaking equipment or vehicles shall be repaired or replaced immediately. If any leaks are detected or impacts to water quality occur, the Site Management Program/Contingency Plan prepared pursuant to IM 5.8.11 shall specify notification requirements and an emergency protocol for spill containment and clean up. The contractor shall have available at each staging area adequate spill containment equipment (e.g., absorbent materials, containment booms, etc.) to respond to potential fuel or oil spills or leaks from project-related vehicles and equipment.

5.8 Site Stability and Management

5.8.3.4 Implementation Measures

(pg. 5.8-22)

Implementation Measure 5.8.11: A Site Management Program/Contingency Plan shall be prepared prior to construction/demolition of improvements to address known and potential hazardous material issues. All highway, rail station and pedestrian crossings, and community and resource enhancement improvement projects shall prepare and implement construction staging plans with designated areas to accommodate equipment and vehicles fueling a minimum of ~~50~~ 100 feet away from waterbodies over paved or impervious surfaces, and any fuel or petroleum products used for project equipment and vehicles shall be stored a minimum of ~~50~~ 100 feet from waterbodies and within the staging area paved or impervious surfaces. A minimum 100 foot fueling setback from waterbodies shall be provided except where i) in-water construction activities for lagoon bridge replacement is required and it would be impractical to transport large equipment to an upland location for each refueling, and ii) where site constraints (such as ESHA or existing infrastructure) adjacent to waterbodies do not allow for a setback of 100 ft. Where a minimum 100 ft. setback from waterbodies for fueling is infeasible, as listed in herein, the maximum setback possible shall be provided given the site constraints and additional BMPs shall be implemented. Additionally, for any in-water fueling, fueling shall take place in a location that has been dewatered and all refueling activities shall be monitored by appropriate personnel identified by the contractor. Equipment and vehicles shall be inspected daily for fuel or fluid leaks, and leaking equipment or vehicles shall be repaired or replaced immediately. If any leaks are detected or impacts to water quality occur, the plan shall specify notification requirements and an emergency protocol for spill containment and clean up. The contractor shall have available at each staging area adequate spill containment equipment (e.g., absorbent materials, containment booms, etc.) to respond to potential fuel or oil spills or leaks from project-related vehicles and equipment.

5.8.4.1 Corridor Consistency Analysis

(pg. 5.8-27)

Proposed corridor improvements would be designed and developed to avoid and minimize potential impacts associated hazardous material release into the environment. Design and development strategies provide for implementation of Site Management Program/Contingency Plans, when applicable, to address known and potential hazardous material issues, which could include contaminated soil and groundwater, lead-based paint, and asbestos-containing materials. The NCC PWP/TREP includes numerous implementation measures to ensure that potential on-site hazardous materials along the improvement areas be properly identified and that plans be developed for the handling and disposal of such materials in a safe and legal manner. To avoid and minimize hazardous materials risks, soils proposed for disturbance for rail improvements would be investigated for contamination and Phase I and/ Phase II Environmental Site Assessments prepared, when necessary. Design and development strategies for future, project-specific improvements also include preparation and implementation of construction staging plans, which would require that construction refueling/staging occur in pre-designated areas away from waterbodies (a minimum of ~~50~~ 100 feet away from waterbodies where feasible) and adequate spill containment equipment (e.g., absorbent materials, containment booms, etc.) to respond to potential fuel or oil spills or leaks from project-related vehicles and equipment. In addition, the PWP/TREP requires that equipment be inspected and maintained at regular intervals, and that appropriate cleanup facilities and procedures be in place should spills accidentally occur.

4) RAIL PARKING DESCRIPTION CHANGES

(pg. XII)

Beyond double-tracking, many other infrastructure enhancements are planned for the LOSSAN rail corridor. The installation of various stub tracks, layover tracks, and track crossovers would improve operations for all four rail operators (COASTER, Amtrak, Metrolink and BNSF) in the corridor. Like double-tracking, these projects would increase capacity and decrease conflicts, which would result in better reliability and shortened travel times. In addition, the program features enhanced pedestrian crossings, vehicle crossing improvements, and rail bridge replacements to improve safety and accessibility. Beyond track improvements, the LOSSAN projects also include station and parking enhancements, within, adjacent to, or in close proximity to existing stations, that will increase access to rail services for current and potential riders at each of the 6 NCC stations. There are also eight grade separations (three local roads and five bicycle/pedestrian facilities) planned that will increase the safety and performance of both the LOSSAN corridor and the facilities that cross it. Finally, a tunnel is planned that would move the rail alignment away from the fragile Del Mar bluffs, which cannot be double-tracked because of structural and environmental concerns. The planned LOSSAN rail corridor enhancements would allow for much greater capacity on the rail corridor than is needed today, ensuring that the rail infrastructure would be able to accommodate demand growth for many decades.

(pg. XVIII)

• Expanding parking areas at, adjacent to, or in close proximity to the corridor's transit stations, which would support passenger rail service and reduce the possibility of conflicts between rail passenger and coastal access parking resources on adjacent streets.

(pg. 3B-7 to 3B-8)

Beyond double-tracking, many other infrastructure enhancements are planned for the LOSSAN rail corridor. The installation of various stub tracks, layover tracks, and track crossovers would improve operations for all four rail operators (COASTER, Amtrak, Metrolink and BNSF) in the corridor. Like double-tracking, these projects would increase capacity and decrease conflicts, which would result in

better reliability and shortened travel times, ultimately making the choice to take transit a more attractive option. In addition, the program features enhanced pedestrian crossings, vehicle crossing improvements, and rail bridge replacements to improve safety and accessibility. Finally, station and parking improvements at, adjacent to, or in close proximity to NCC stations would increase passenger capacity, enhance quality of service, and improve access to coastal rail services. Such improvements also serve to enhance the passenger experience, which may contribute further to increased ridership.

(pg. 3B-26)

Proposed PWP/TREP improvements for the LOSSAN corridor would contribute substantially to enhancing mobility throughout the NCC by increasing and improving rail service, providing new rail service at the Del Mar Racetrack and Fairgrounds, and supplementing parking supply at, adjacent to, or in close proximity to rail stations for new customers.

(pg. 3B-27)

The presence of adequate parking facilities in coastal areas to serve residents, commercial uses and visitors who travel by car is an important variable that influences public access and recreation opportunities in the Coastal Zone. Transit services must be supported by ample parking, walking, and bicycle facilities in order to ensure maximum accessibility of the NCC's coastal resources via alternative modes of travel. In addition, as the majority of rail stations in the NCC are located just blocks from the beach, constrained parking resources could result in overflow parking by train passengers onto adjacent streets, which could displace parking resources used by people to access the coast by automobile. However, where adequate parking supply does occur, these parking resources support access to nearby beaches and recreation areas. Proposed PWP/TREP improvements include expanding parking areas at, adjacent to, or in close proximity to the corridor's transit stations, which would support passenger rail service and reduce the possibility of conflicts between rail passenger and coastal access parking resources on adjacent streets. Furthermore, PWP/TREP improvements include construction of new and enhanced staging areas for bike and trail facilities throughout the corridor. These improvements would increase access to and use of the NCC's recreational facilities.

(pg. 4-5 to 4-6)

4.1.2 Station and Parking Improvements

The following station and parking improvements at LOSSAN corridor rail stations would increase passenger capacity, improve service, and enhance quality of service. (Parking improvements adjacent to I-5, such as park-and-ride lots, are listed in Section 4.2.6.) These improvements are all in the planning stage with the exception of Poinsettia Station Improvements, which are being designed.

- **Solana Beach Station Parking (Solana Beach):** Additional spaces at, adjacent to, or in close proximity to the COASTER Solana Beach Station.
- **Encinitas Station Parking (Encinitas):** Additional spaces at, adjacent to, or in close proximity to the COASTER Encinitas Station.
- **Poinsettia Station Parking (Carlsbad):** Additional spaces at, adjacent to, or in close proximity to the COASTER Carlsbad Poinsettia Station
- **Poinsettia Station Improvements (Carlsbad):** Installation of an inter-track fence and a grade-separated pedestrian crossing at Carlsbad Poinsettia Station. New station platforms would be constructed to accommodate these improvements. The project is in the design stage and requires environmental approval.
- **Carlsbad Village Station Parking (Carlsbad):** Additional spaces at, adjacent to, or in close proximity to the COASTER Carlsbad Village Station.

- **Oceanside Station Parking (Oceanside):** Additional spaces at, adjacent to, or in close proximity to the existing Oceanside Transit Center to accommodate additional riders who access the station by private automobile.

(pg.4-18 to 4-19)

Altogether, the number of park-and-ride spaces available for HOV commuters along I-5 will increase by at least 43% with implementation of these planned new and enhanced park-and-ride facilities, and could increase by even more depending on the ultimate design of each facility. Beyond the park-and ride improvements planned at I-5, improvements to the parking facilities at, adjacent to, or in close proximity to LOSSAN rail stations are also planned in the PWP/TREP. They are described in Section 4.1.2 with the other LOSSAN projects.

(pg. 5.1-34)

The LOSSAN rail corridor in the NCC includes a program of projects to expand capacity, improve performance, and enhance access. These projects are described in detail in Chapter 4 and would include the following:

- Double-track projects to reduce and eliminate single-track segments to increase capacity an reliability, and reduce travel time
- Trackwork improvements for increased operations and reliability
- Bridge replacements to improve the safety of existing services
- Expansion of parking at, adjacent to, or in close proximity to rail stations to enhance access
- Additional funded transit connections that encourage alternatives to parking at rail stations

(pg. 5.2-13)

The LOSSAN rail corridor improvements would lead to shorter travel times and improved reliability, and would enable increased frequencies for inter- and intra-city public transit in the corridor. The improvements would provide a track in each direction in nearly the entire corridor, thereby allowing for an increase to corridor capacity to over 47,000 passengers each day. Station facilities and parking improvements at, adjacent to, or in close proximity to LOSSAN rail corridor stations would further increase passenger capacity and enhance quality of service. LOSSAN rail corridor improvements would also provide enhanced inter and intra-regional access to coastal-dependent industry and recreation, coastal and upland areas supporting recreation, various tourist destinations, and visitor-serving areas. Providing higher-quality rail service in the LOSSAN rail corridor is one of the public infrastructure elements necessary to fully realize Smart Growth potential in areas around LOSSAN rail corridor stations.

(pg. 5.2-15)

Station facilities and parking improvements at, adjacent to, or in close proximity to LOSSAN rail corridor stations would increase passenger capacity and enhance quality of service. The new Del Mar Fairgrounds Special Event Platform would provide for improved nonautomobile access to coastal resources, including Cardiff State Beach, San Dieguito River Park and Lagoon, and the Del Mar Racetrack and Fairgrounds. Parking structures or significant expansions to parking facilities would be planned ~~for~~ at, adjacent to, or in close proximity to all NCC stations (Oceanside, Carlsbad Village, Carlsbad Poinsettia, Encinitas, Solana Beach, and Sorrento Valley). Parking at stations is a major capacity constraint and acts as a barrier to many potential rail corridor users. On average, all of the COASTER station parking lots (except Oceanside and Sorrento Valley) are at least 90% full on weekdays, with several exceeding 95%.11 This constraint not only limits the number of people who can

access the stations by automobile, but it also creates uncertainty among potential new riders, who might wish to commute via rail but cannot rely on parking being available every day. This lack of parking capacity therefore serves as a barrier to increased ridership. Providing additional parking resources at NCC rail stations will be a critical component to supporting increased rail use in the future.

(pg. 5.2-16)

Proposed community enhancements would further support nonautomobile transportation. Bike and hiking trails, including components of the Coastal Rail Trail, pedestrian corridor crossings, adding and widening of overpass sidewalks and bike lanes, upgraded and expanded parking facilities at, adjacent to, or in close proximity to rail stations, grade separations, and other improvements would create stronger links in the corridor. Many of these new links would significantly improve non-vehicular public access to and within the Coastal Zone and to recreation areas, making access by alternative transportation modes more desirable. These enhancements are discussed in detail in Section 4.4.1.

(pg. 5.3-6)

In addition, while access to LOSSAN rail corridor stations is primarily by private automobile, constrained parking currently discourages many potential passengers from using rail. On average, all of the COASTER station parking lots except Oceanside and Sorrento Valley are at least 90% full on weekdays, with several exceeding 95%.5 This constraint not only limits the number of people who can access the stations by automobile, but it also creates uncertainty among potential new riders, who might wish to commute via rail but cannot rely on parking being available every day. This lack of parking capacity therefore serves as a barrier to increased ridership. Providing additional parking resources at, adjacent to, or in close proximity to rail stations will be a critical component to supporting increased rail use in the future.

(pg. 5.3-10)

In addition, while access to LOSSAN rail corridor stations is primarily by private automobile, constrained parking at stations currently discourages many potential passengers from using the rail corridor. As the majority of rail stations are located just blocks from the beach, constrained parking resources result in overflow parking by train passengers onto adjacent streets, which displaces parking resources that could used by people to access the coast by automobile; conversely, where ample parking supply does occur at LOSSAN stations, these excess parking resources could also be used to support access to and along nearby beaches and recreation areas. Proposed PWP/TREP improvements would include expanding parking areas at, adjacent to, or in close proximity to the corridor's transit stations, which would benefit passenger rail service and eliminate or reduce conflicts between rail passenger and coastal access parking resources on adjacent streets. Finally, adding a new platform in Del Mar would substantially improve rail service for coastal access to an area not currently served. The Del Mar platform would provide new access opportunities to the beach, San Dieguito River Park, and Del Mar Fairgrounds and Racetrack, one of the region's most popular tourist destinations.

(pg. 5.3-42)

As the primary means for the public to reach shoreline access points and upland recreational destinations in the corridor, I-5 serves as the gateway to the entire San Diego coastal area and provides a unique scenic, recreational traveling experience. As travel demand in the I-5 highway corridor continues to increase, so does the existing coastal access impediment of traffic congestion. Proposed PWP/TREP improvements focusing on Express Lanes would give priority to ride-sharing and public transit (and when capacity allows, SOVs), while reducing overall congestion, protecting and facilitating public access, and

funding transit investments. The proposed PWP/TREP program ensures that the corridor's large and varying customer base of HOVs (many of which are seeking access to and along coastal resources) would be provided with a reliable transportation corridor. In addition, rail improvements that increase capacity, reduce travel time, increase reliability, and provide new service area opportunities, such as those proposed, are readily recognized as major contributors to protecting and enhancing coastal access to and along the coast. Proposed PWP/TREP improvements would contribute substantially to enhancing multimodal access throughout the corridor by increasing rail service; providing new rail service at Del Mar Fairgrounds and Racetrack; accommodating better vehicle, pedestrian, and bicycle access to rail stations; and supplementing parking supply at, adjacent to, or in close proximity to rail stations to support access to and along nearby beaches and upland recreational areas.

(pg. 5.4-32)

5.4.2.3 LOSSAN Rail Corridor Impact Assessment

Proposed rail facility track improvements would not result in significant expansion of impermeable surfaces and thus would not contribute substantially to increased stormwater runoff. The majority of rail improvements would be contained within the existing right-of-way or in deep tunnels and, thus, would minimize the need for excessive grading and landform modification that could otherwise disrupt and/or interfere with surface water flow or result in increased peak flood discharge, erosion, and sedimentation to receiving waterbodies. Rail improvements include parking area expansion at, adjacent to, or in close proximity to stations and a new platform at Del Mar that would involve increased impervious surfaces and could contribute to increased runoff, erosion, and pollutant loads to receiving waterbodies; however, with the exception of the proposed platform at Del Mar, all stations now have, or are developing, vertical parking structures in already developed areas. It is expected that proposed parking resources would likely be met through additional parking levels in the existing structures; therefore, impervious surface at ground level would not increase substantially.

(pg. 5.5-13)

5.5.2.3 LOSSAN Rail Corridor Impact Assessment

The PWP/TREP improvements would result in unavoidable impacts to upland and wetland ESHAs as the LOSSAN rail facility is an existing north-south transportation corridor that transects the east-west lagoon systems and is adjacent to existing ESHAs. Proposed rail track improvements would be contained primarily within the existing right-of-way or in tunnels that would minimize the need for significant grading and landform modification that could otherwise disrupt or displace existing ESHAs; however, it is still possible that upland or wetland ESHAs could be located within the right-of-way. Rail improvements involving parking area expansion at, adjacent to, or in close proximity to stations would occur primarily in developed areas and are therefore not likely to result in substantial impacts to ESHAs; however, construction of a new platform at the Del Mar Fairgrounds could involve new development in the San Dieguito River Valley area and therefore could possibly affect adjacent sensitive resources.

(pg. 5.7-19)

Station parking improvements would include adding new parking spaces and/or new parking structures ~~for~~ at, adjacent to, or in close proximity to the Oceanside, Carlsbad Village, Carlsbad Poinsettia, Encinitas, and Solana Beach stations. Parking structure improvements could increase the structural mass of the stations as viewed by passengers. In addition, a new special-event platform at Del Mar Racetrack and Fairgrounds is proposed in the San Dieguito River Valley (Figure 5.7-1B), an area generally characterized by open space and the rural and cultural features of Del Mar Racetrack and Fairgrounds.

Depending on the ultimate location and design of the Del Mar platform improvements, the improvements could be visible to rail travelers.

(pg. 5.7-32)

Station parking improvements would include adding parking spaces and/or new parking structures ~~for~~ at, adjacent to, or in close proximity to the Oceanside, Carlsbad Village, Carlsbad Poinsettia, Encinitas, and Solana Beach stations. These improvements would occur at, adjacent to, or in close proximity to existing stations in developed areas inland from the coastline and therefore are not likely to obscure significant traveler or adjoining views to the shoreline. A new platform at Del Mar Fairgrounds is proposed in the San Dieguito River Valley, which, although minimal in size and scale, would introduce a new transportation facility in an area generally characterized by open space and the rural and cultural features of Del Mar Racetrack and Fairgrounds. Potential impacts to significant coastal views and area aesthetics for travelers and adjoining views would be analyzed during project-level analysis to ensure the location and design of station and platform improvements protect coastal visual resources to the extent possible and to ensure overall compatibility with the visual resources of the area.

5) COMMUNITY ENHANCEMENT CLARIFICATIONS

(pg. 3B-17)

Along the LOSSAN rail corridor, the PWP/TREP includes five new grade-separated crossings for bicycles and pedestrians, plus three additional roadway grade separations that will include bicycle/pedestrian improvements. Along I-5, T~~t~~he PWP/TREP includes replacement overcrossings at 20 locations, a new overcrossing at 1 location, and widened undercrossings at 11 locations—all of which would result in improvements over existing conditions (see Section 4.4 and Section 5.3 for specific project details). Among the 40 ~~32~~ locations to receive crossing improvements ~~projects~~, and accounting for bicycle and pedestrian facilities separately, the benefits include:

- ~~2 would maintain the current sidewalk facilities.~~
- 27~~4 would~~ improved sidewalks over existing conditions.
- 15~~0 would add~~ new sidewalks or pedestrian crossings where none currently exist.
- ~~17 would maintain the current bicycle facilities~~
- 16~~3 would~~ improved bicycle facilities over existing conditions.
- 6~~1 would add~~ new bicycle ~~facilities or~~ crossings where none currently exist.

(pg. 3B-17, footnote 11)

The sum of these figures exceeds ~~3~~40 because they account for crossings that contain both pedestrian and bicycle facilities, as well as crossings that provide improvements on one side of a roadway and new facilities on the other.

(pg 4-6 to pg. 4-7)

In addition to these roadway grade separations, ~~three~~ five additional grade-separated crossings of the LOSSAN rail corridor are planned exclusively for bicycle and pedestrian users. They are listed below, and discussed in greater detail in Section 4.4 with the other bicycle and pedestrian improvements:

- **Coast to Crest Trail Crossing (Del Mar)**: Also listed as Community Enhancement DM#1

- **San Elijo Lagoon Gateway Pedestrian Undercrossing (Solana Beach)**: Part of Community Enhancement SB#3
- **Hillcrest Drive Pedestrian Undercrossing (Encinitas)**
- **Chestnut Avenue LOSSAN Pedestrian Crossing (Carlsbad)**: Also listed as Community Enhancement CB#6
- **Harbor Drive LOSSAN Crossing Bicycle/Pedestrian Improvements (Oceanside)**: Also listed as Community Enhancement OC#12

(pg.4-44)

- **Coast to Crest Trail Crossing (Del Mar):** Construct a new grade-separated crossing of the LOSSAN corridor at the Coast to Crest Trail, in the general proximity of the Del Mar Fairgrounds. The Coast to Crest Trail is a 55-mile east-west trail facility that is a major feature of the San Dieguito River Park. The majority of the trail system is built, but it lacks a facility for hikers to cross the LOSSAN rail corridor to reach the coast. As part of the PWP/TREP program of improvements, this essential link would be completed, providing safer coastal access between upland recreation areas and the shoreline. This project is also designated as Community Enhancement DM#1 and is included in the list of Community Enhancements in Section 4.4.5. It does not yet have funding identified.
- **San Elijo Lagoon Gateway Pedestrian Undercrossing (Solana Beach):** Construct a new grade-separated crossing of the LOSSAN rail corridor at San Elijo Lagoon, in the general proximity of Milepost 241. This would allow users of the existing San Elijo Lagoon trails to cross the railroad tracks, creating new access to both the shoreline and the Gateway Open Space Preservation Site. This project is part of Community Enhancement SB#3 and is included in the list of Community Enhancements in Section 4.4.5.

(pg. 4-49)

4.4.5.3 City of Solana Beach

- **SB#1 Streetscape Enhancements on Ida Avenue:** Streetscape enhancements would be constructed along Ida Avenue from Academy Drive to south of Genevieve Street, including sidewalks, curbs, and landscaping. Improvements are consistent with the Eden Garden Master Streetscape Plan and Master Plan.
- **SB#2 Pedestrian ~~Trailhead~~ Amenities at Solana Hills Drive:** Construct ~~street~~ improvements along the northern end of Solana Hills Drive ~~and construct~~ ~~a new~~ near the trailhead at the south entrance to San Elijo Lagoon Ecological Reserve. This would include improved signs and ~~parallel parking on Solana Hills Drive for trailhead visitors, pedestrian drop-off zone to facilitate trail access, street trees, street and security lighting, and shad structure, picnic tables, drinking fountain, litter receptacles, pet waste station,~~ interpretive displays, and ~~information board as well as other amenities~~ to support trailhead users. Better ~~parking, access, and~~ amenities would encourage public use of the San Elijo Lagoon Ecological Reserve.
- **SB#3 Gateway Open Space Preservation Site and Pedestrian Undercrossing:** Contribute to the purchase of the Gateway Open Space Preservation Site ~~parcel~~ by the San Elijo Lagoon Conservancy and construct a new grade-separated crossing of the LOSSAN rail corridor near Milepost 241. The 3.2-acre Gateway site, immediately adjacent to San Elijo Lagoon and Cardiff State Beach, will be preserved as open space. The new grade separation will allow users of the

existing San Elijo Lagoon trails to cross the railroad tracks, creating new access to both the Gateway site and the shoreline.

(pg.5.3-16)

- **Coast to Crest Trail Crossing (Del Mar):** Construct a pedestrian crossing of the LOSSAN rail corridor at the western end of the Coast to Crest Trail, a 55-mile east-west recreational corridor connecting Del Mar with Volcan Mountain near Julian. The partially completed trail is a major feature of the San Dieguito River Park, but it has several gaps, including the lack of a facility for hikers to cross the LOSSAN rail corridor to reach the coast. As part of the PWP/TREP program of improvements, this essential link would be completed, enhancing safety as well as facilitating coastal access between upland recreation areas and the shoreline. This project is also designated as Community Enhancement DM#1 and is included in the list of Community Enhancements later in the section. It does not yet have funding identified.

- **San Elijo Lagoon Gateway Pedestrian Undercrossing (Solana Beach):** Construct a new grade-separated crossing of the LOSSAN rail corridor at San Elijo Lagoon, in the general proximity of Milepost 241. This would allow users of the existing San Elijo Lagoon trails to cross the railroad tracks, creating new access to both the shoreline and the Gateway Open Space Preservation Site. This project is part of Community Enhancement SB#3 and is included in the list of Community Enhancements later in this section.

(pg. 5.3-21)

- **SB#2 Pedestrian ~~Trailhead~~ Amenities at Solana Hills Drive:** Construct ~~street~~ improvements along the northern end of Solana Hills Drive, including improved signs and interpretive displays, ~~a new~~ near the trailhead ~~and parking~~ at the south entrance to San Elijo Lagoon Ecological Reserve. This would provide ~~greater access~~ improved amenities to users of the San Elijo Lagoon recreational facilities for bicycles and pedestrians~~, including those who wish to drive from farther destinations in order to utilize the reserve's many trails and recreational facilities~~. The I-5 North Coast Bike Trail would also share this facility, providing corridor-length mobility for bicycles and pedestrians.

- **SB#3 Gateway Open Space Preservation Site and Pedestrian Undercrossing:** Contribute to the purchase of the Gateway Open Space Preservation Site ~~parcel~~ by the San Elijo Lagoon Conservancy and construct a new grade-separated crossing of the LOSSAN rail corridor near Milepost 241. The 3.2-acre Gateway site, immediately adjacent to San Elijo Lagoon and Cardiff State Beach, will be preserved as open space. The new grade separation will allow users of the existing San Elijo Lagoon trails to cross the railroad tracks, creating new access to both the Gateway site and the shoreline.

Table 6A-1 (pg. 6A-3)

Highway Adjacent

· EN#1 Bike/Ped Trail on Both Sides of I-5 at San Elijo

· EN#5A Encinitas Blvd Bike/Ped Enhancements

· EN#2B Villa Cardiff & MacKinnon Bridge Enhancements

· EN#8 Manchester Avenue Trail to Nature Center

- SB#3 Gateway Open Space Preservation Site <u>& Pedestrian Undercrossing</u>

Table 6A-1 (pg. 6A-4)

- SD#3 Bike/Ped Trail & Bridge on W Side of I-5 at San Dieguito
- SD#4 Ped Overpass Connection N of Del Mar Heights Rd
- SB#1 Streetscape Enhancements on Ida Ave
- SB#2 Ped <u>Trailhead Amenities</u> at Solana Hills Dr

(pg.6A-7 and pg. 6A-9))

- Edits to Figures 6A-1A and 6A-1B

6) CHANGES TO UPDATE VISUAL RESOURCES INFORMATION

(pg. 5.7-3 through pg. 5.7-15)

- Edits in Section 5.7 (Visual Resources) to Figures 5.7-1A thru 5.7-1G

(Appendix B)

- Add new “Appendix B-1” Lighting Standards