North Coast Corridor
A better environment for the future
27 MILES

6 LAGOONS
700,000
TRAVEL TRIPS/DAY
NEARLY \$90 BILLION

IN ANNUAL GOODS MOVEMENT
SUPPORTS
278,000
JOBS
32 MILLION VISITORS/YEAR
COASTAL SETTING
NO MAJOR CAPACITY IMPROVEMENTS SINCE 1960’s
NEED FOR ADDITIONAL DOUBLE TRACK
NEARLY 100-YEAR OLD WOODEN TRESTLE BRIDGES
7 days a week congestion
COLLABORATIVE APPROACH

- Enhance habitat
- Retain coastal character
- Holistic, integrated approach
- Balanced solution to ensure net benefit to coastal environment
Solution?

Public Works Plan/Transportation and Resource Enhancement Program
Implementation blueprint for a 40 year $6 billion program

SAN DIEGO
North Coast Corridor Program
Highway, rail, transit, environmental protection and coastal access improvements

Highway Improvements
Coastal Rail and Transit
Environmental Protection & Coastal Access

80 PERMITS
1 MASTER PERMIT
4 Express Lanes
99% Double Track Rail Line
900+ Acres Preserved, Enhanced, Restored
30 Miles of Bike/Pedestrian Paths
Coastal Commission OKs freeway, train track expansion plan

SAN DIEGO — A wide-ranging 40-year plan to handle the growing transportation needs along the North County coastline was unanimously approved Wednesday by the California Coastal Commission.

The plan, developed by Caltrans and the San Diego Association of Governments, outlines a series of rail, highway, public transit, bicycle, pedestrian and coastal resource improvements spanning 27 miles between La Jolla and Oceanside.
900+ acres PRESERVED, RESTORED, ENHANCED
HIGHWAY PROGRESS

11.5 MILES SHOVEL-READY
NCC Active Transportation Improvements

**Creates East-West/North-South Connectivity**
- Among the many planned improvements are:
  - Provide north-south connection across lagoons via new bike/pedestrian bridges adjacent to I-5.
  - Enhance freeway interchanges for safer bike/pedestrian movement to nearby businesses and schools.

**Links to Local and Regional Trails**
- Among the many planned improvements are:
  - Complete a new 27-mile North Coast Bike Trail that would complement the existing Coastal Rail Trail.
  - Connect to the region's major bicycle corridors, including the Coast to Crest Trail, an east-west corridor linking Del Mar with Volcan Mountain near Julian.

**Improves Coastal Access**
- Among the many planned improvements are:
  - Enhance and provide bike and trail staging areas throughout the corridor.
  - Construct a new dedicated bike facility connecting UCSD and area businesses to Sorrento Valley Transit Station.
  - Add a trail connecting SR 56 bike route to trails on the west side of I-5.
FALL 2017

SHOVEL READY

IN CONSTRUCTION

FALL 2017
INTEGRATION BRINGS OPPORTUNITY
LAGOON ACCESS

Existing Trails
New Trails
San Elijo Bridge
San Elijo Bridge

View looking north
NC Bike Trail on Manchester Avenue

Connects planned Park & Ride/Multi-Use Facility to Lagoon Visitor Center
Connects planned Park & Ride/Multi-Use Facility to Lagoon Visitor Center
NEW CONSTRUCTION APPROACH

- Minimize impacts to the environment and public
- Reduce risk and improve cost certainty
- Maximize opportunities

CMGC

Caltrans

SANDAG

CALIFORNIA COASTAL COMMISSION

FLATIRON

SKANSKA

Stacy and Witbeck

Support services
I-5/Genesee Avenue Interchange Project
Complete Streets Implementation Action Plan 2.0

Projects

Specific Treatments/Features Implemented Around the District
CALTRANS COMPLETE STREETS IMPLEMENTATION ACTION PLAN 2.0

- Based on DD-64 R-2

- Set of Objectives/Goals

- HQ Divisions & 12 Caltrans Districts

- District 11 Goals Met:
  BPAC, Web Page, Pilot Fwy. Interchange Process (Chula Vista), Online Bike Map

http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
#CSBIA
PROJECT EXAMPLES:
SR-15 COMMUTER BIKEWAY

- Mid-City to Mission Valley
- Under Construction: July Completion
- Funded by ATP and TransNet
- City of SD working to Connect Bikeway on CDRS
Collaboration with City of SD

Black Mtn. Rd. at SR-56 Bike Path: EB Ramps

First of its kind in Caltrans ROW

COMPLETE STREETS TO O LBO X: BLANK-OUT NO TURN ON RED SIG N
Consider sharrows when constrained ROW does not allow for implementation of higher-order bikeways.

- Sharrows will be considered on roadways with lane widths less than 15’. Bike lanes will be considered on roads wider than 14’ depending on conditions/context.

- Sharrows are deployed along with “BIKES MAY USE FULL LANE” signs.
I-8/ Lake Jennings Park Rd.

Intended to Raise Awareness of Potential Conflict Zones

FHWA Experimental: Caltrans Has Statewide Blanket Approval

COMPLETE STREETS TO O LBO X: GREEN BIKE Lanes
High-Visibility Crosswalks

- 40% decrease in Ped crashes (NYC, Chen et al, 2013)
- 37% Decrease in SF School Zones (Feldman et al, 2010)
The SHOPP and Executive Order B-30-15

- Identify Project Performance
- Develop integrated SHOPP Projects
- Climate preparedness and GHG reduction
- Protect state's vulnerable populations
- DD-64-R2 Complete Streets
- Incorporate Sea Level Rise
- Consider mode shift options
- Economical impacts

The purpose of this memorandum is to inform you of immediate action that the California Department of Transportation (Caltrans) is taking to address Executive Order B-30-15 by requiring the definition of project-level performance for all State Highway Operation and Protection Program (SHOPP) projects. Managing the performance of the State Transportation System is a requirement of State and federal law. Under the new requirements of Executive Order B-30-15, Caltrans will need to define project-level performance in the Project Initiation Document (PID) work plan and SHOPP Tool, and PIDs must demonstrate project-level performance to be eligible for funding into the 2018 SHOPP. Project-level performance needs to include a definition of condition improvement, complete streets components, climate change mitigation/adaptation elements, system performance, operational improvements, safety improvements or other tangible project level benefits.

Executive Order B-30-15 (Attachment 1) establishes a greenhouse gas emission (GHG) reduction target of 40 percent below 1990 GHG emission levels by the year 2030. In order to achieve this aggressive target, Executive Order B-30-15 requires that state agencies consider climate change in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. Executive Order B-30-15 requires the planning and investment of state agencies to be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emission.
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts.
- Actions should protect the state’s most vulnerable populations.
- Natural infrastructure solutions should be prioritized.

The definition of project-level performance at the PID and programming milestones will center in addressing the requirements of Executive Order B-30-15 by creating integrated SHOPP projects that provide options for mode shift, climate change adaptation, reduce vehicle miles traveled and increase mobility, resiliency, and sustainability.
THANK YOU

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