

North Coast Corridor

A better environment for the future







27 MILES









NEARLY \$90 BILLION

IN ANNUAL GOODS MOVEMENT



SUPPORTS 278,000 JOBS

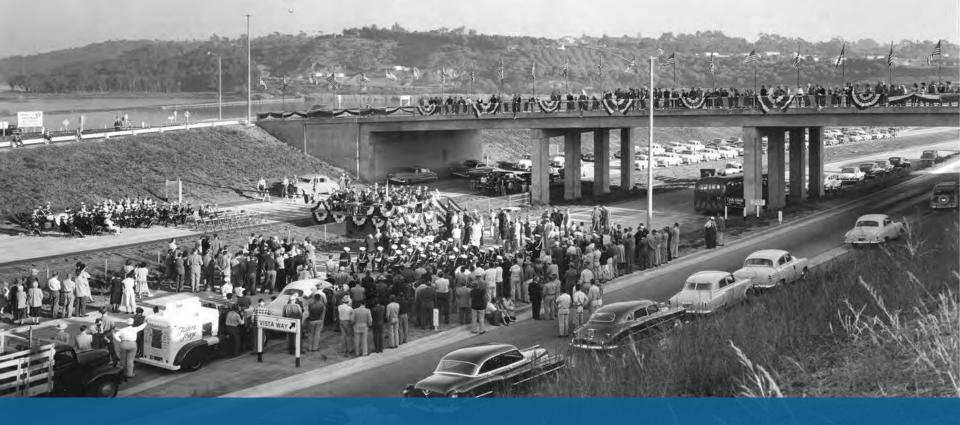


MILLION VISITORS/YEAR



COASTAL SETTING





NO MAJOR CAPACITY IMPROVEMENTS SINCE 1960's



NEED FOR ADDITIONAL DOUBLE TRACK



NEARLY 100-YEAR OLD WOODEN TRESTLE BRIDGES

days a week congestion





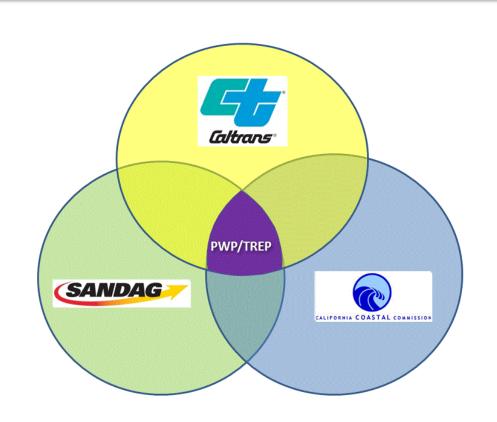
COLLABORATIVE APPROACH

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 **North Coast Corridor Program** Highway, rail, transit, environmental protection **Environmental Protection Highway Improvements Coastal Rail and Transit** & Coastal Access

80 PERMITS



MASTER PERMIT



Double Track Rall Line

900+ Acres Preserved, Enhanced, Restored



I-5 expansion gets big green ars one of last hurdles

Coastal Commission OKs freeway, train track expansion plan

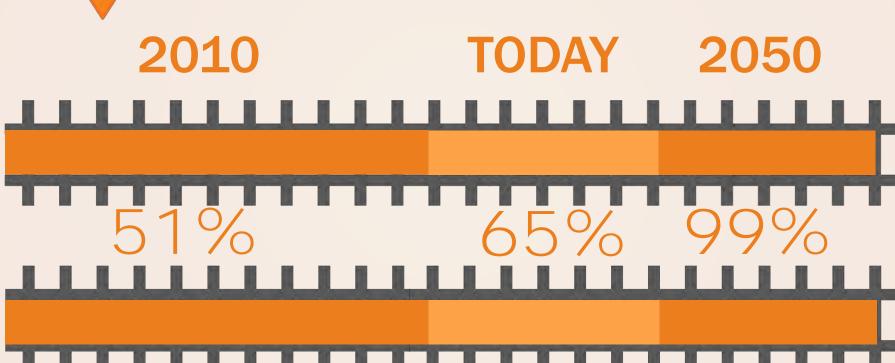
SAN DIEGO — A wide-ranging, 40-year plan to handle the growing transportation needs along the North County coastline was unanimously approved Wednesday by the

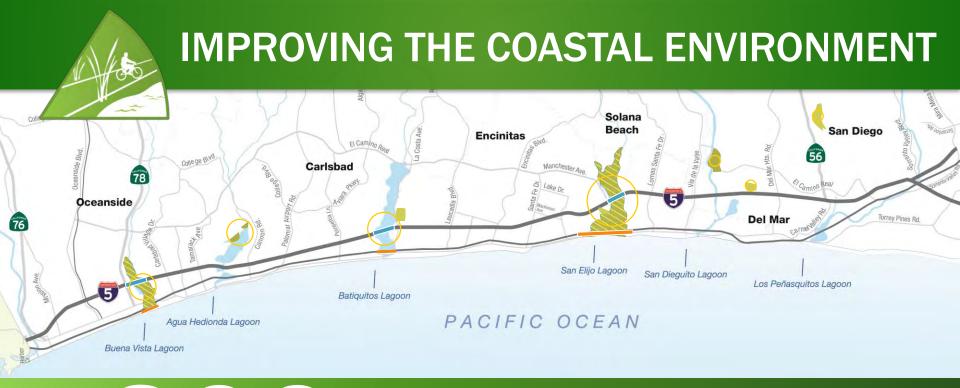
The plan, developed by Caltrans and the San Diego Association of Governments, Outlines a series of rail, highway, public transit, bicycle, pedestrian and coastal resource improvements spanning 27 miles between La Jolla and Oceanside.

and North County's Interstate 5 and coastal rail duesday from the California Coastal d often controversial project one of its final and



DOUBLE TRACK PROGRESS





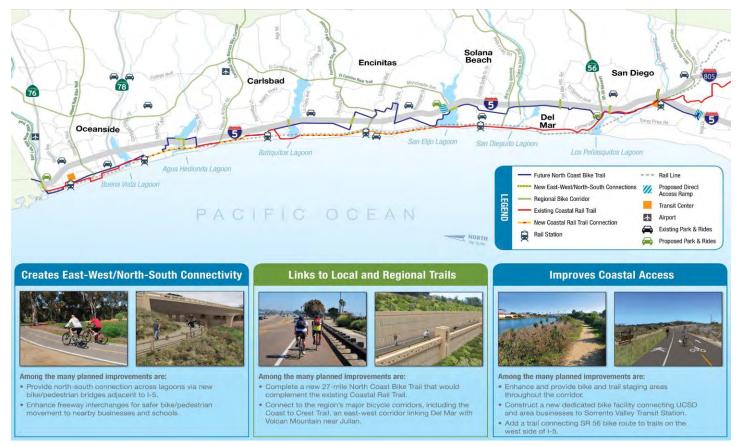
900+ acres PRESERVED, RESTORED, ENHANCED

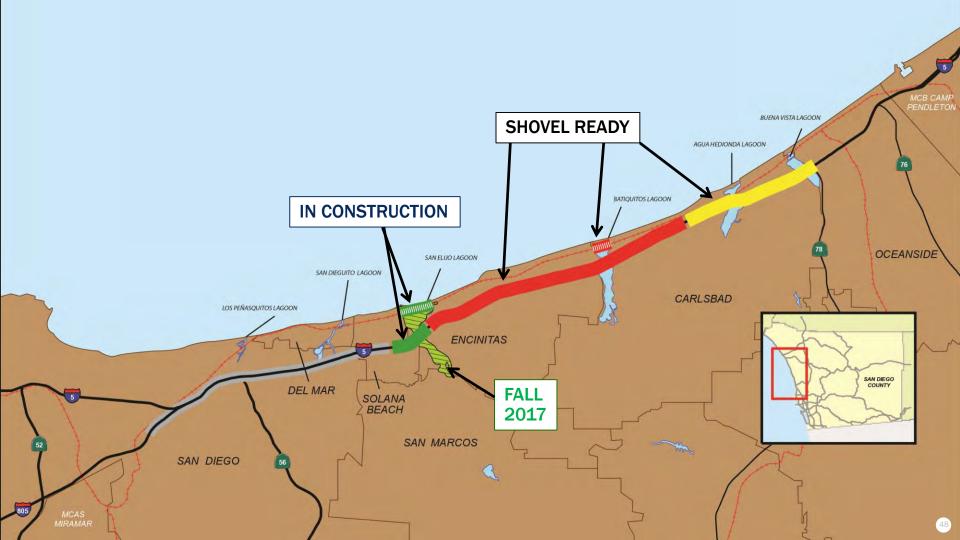
I-15 MANAGED LANES



1115 MILES SHOVEL-READY

NCC Active Transportation Improvements





INTEGRATION BRINGS OPPORTUNITY





San Elijo Bridge



San Elijo Bridge



NC Bike Trail on Manchester Avenue



Encinitas Boulevard & Lomas Santa Fe Enhancements



NEW CONSTRUCTION APPROACH

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



























D-11 DISTRICT 11 COMPLETE STREETS UPDATE

February 17, 2017







► Complete Streets Implementation Action Plan 2.0

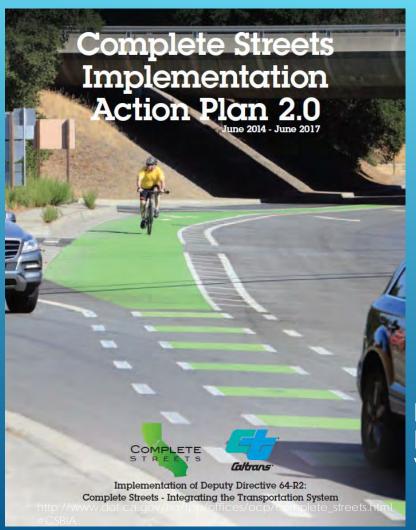
► Projects

► 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

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 it's kind in Caltrans ROW

COMPLETE STREETS TOOLBOX: BLANK-OUT NO TURN ON RED SIGN



- ► 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.

COMPLETE STREETS TOOLBOX: SHARED LANE MARKINGS (SHARROWS)

▶ I-8/ Lake Jennings Park Rd.

► Intended to Raise Awareness of Potential Conflict Zones

► FHWA Experimental: Caltrans Has Statewide Blanket Approval



COMPLETE STREETS TOOLBOX: 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)



COMPLETE STREETS TOOLBOX: CONTINENTAL CROSSWALKS

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

DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Serious drought. Help save water!

January 22, 2016

DISTRICT DIRECTORS DEPUTY DIRECTORS DIVISION CHIEFS DISTRICT DEPUTY DIRECTORS

KOME AJISE

Chief Deputy Director

Subject: State Highway Operation and Protection Program Compliance With Executive Order B-30-

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 programming 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 assist 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

> "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

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THANK YOU