

## Public Input Encouraged

The City will provide the community with numerous ways to stay informed and keep involved throughout the course of the SR 75/282 Transportation Corridor Project.

To accomplish this goal, the City has developed a comprehensive public involvement program designed to provide the community with regular project updates. Some of those elements are noted below:

1. *Community presentations*
2. *Public scoping meetings*
3. *Newsletters*
4. *Site tours*
5. *Brochure*
6. *Web site*
7. *Toll-free telephone hotline*
8. *Eagle Journal updates*
9. *School outreach program*
10. *Video*

While some of these activities have already begun, others are right around the corner. Should you have any questions about the public involvement program, contact Gail Brydges at 619-522-7814. Thank you in advance for your interest in this project.

## Environmental Phase of Project Underway

Welcome to the first newsletter of the Project Report and Environmental Document (PR/ED) phase of the SR 75/282 Transportation Corridor Project. As you may already know, the City of Coronado is working in cooperation with Caltrans, the Navy and the Federal

Highway Administration on a project that is anticipated to reduce traffic congestion on this National Defense Highway transportation corridor. This newsletter is dedicated to informing the community about project developments and milestones as they occur.



The shaded area above is the project study area.

## Progress to Date

In 2002, the City embarked on a Major Investment Study (MIS) to evaluate potential traffic solutions along Third and Fourth Streets. Through a comprehensive process, the options were narrowed to six – three of which involved a one-mile tunnel beneath the City. In April 2003,

the Coronado City Council adopted a *locally preferred strategy*, called a **twin, single-lane reversible bored tunnel** (two single-lane tunnels capable of being “reversed” to accommodate peak flows). See the Alternative 6 description inside this newsletter for more information.

## Next Steps

The PR/ED phase of the project is a requirement of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), implemented through Caltrans and the Federal Highway Administration. Projected for completion in 2008, the PR/ED will analyze the six project

alternatives, all of which are described in detail on the following pages. This entire effort will result in selection of a *locally preferred alternative*. Once a *locally preferred alternative* is approved by the Coronado City Council and the Federal Highway Administration, preparations for project design can begin.

# Project Alternatives

Six project alternatives are being considered by the City. All are described in detail on the following two pages. At the conclusion of the PR/ED phase, one alternative will be selected as the *locally preferred alternative*.

## ALTERNATIVE 1: No-Build Option

The No-Build alternative retains the existing parallel one-way street configuration along Third Street and Fourth Street and includes those projects that are already planned and committed through 2030, independent of this effort. The No-Build alternative considers future travel characteristics and conditions within SR 75/282 and is the baseline against which every alternative will be evaluated.

Elements of the No-Build alternative include the following:

- Paired one-way street pattern along Third and Fourth Streets: three westbound lanes on Third Street and three eastbound lanes on Fourth Street.
- Relocate NASNI Main Gate entrance from Fourth Street to Third Street.
- Install traffic signals at Third Street and Alameda Boulevard and Fourth Street and Alameda Boulevard.
- Use of emergency signs at NASNI and NAB Main Gates to advise of closures on the San Diego-Coronado Bridge.

## ALTERNATIVE 2: TDM/TSM

The Travel Demand Management/Transportation System Management (TDM/TSM) alternative relies on the use of additional buses, carpools and traffic signals to minimize traffic congestion. Some of these methods are already in practice.

The TDM/TSM alternative could include, but is not limited to, the following elements:

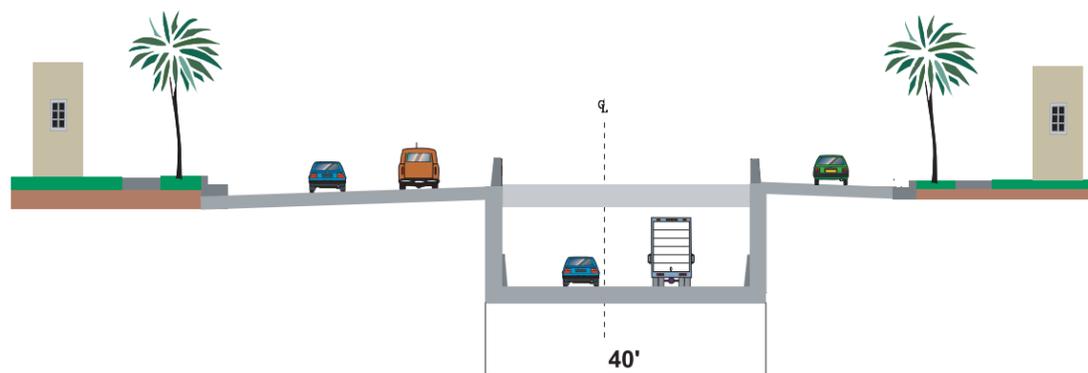
- Expand trip reduction and rideshare programs, including carpools, vanpools and transit services.
- Implement traffic-calming measures and improve school crossings.
- Assess the need for and add more traffic signals.
- Provision of improved transit bus service between San Diego and the NASNI Main Gate.

## ALTERNATIVE 3: Third and Fourth Streets Couplet with Orange Avenue Grade Separations

The third alternative would involve the construction of grade separations at Third and Fourth Streets at Orange Avenue with continued operation of the Third and Fourth Streets one-way couplet.

Specific features include:

- Two-lane underpasses for both Third and Fourth Streets under Orange Avenue.
- All existing turning movements would continue to be provided at grade at each intersection.

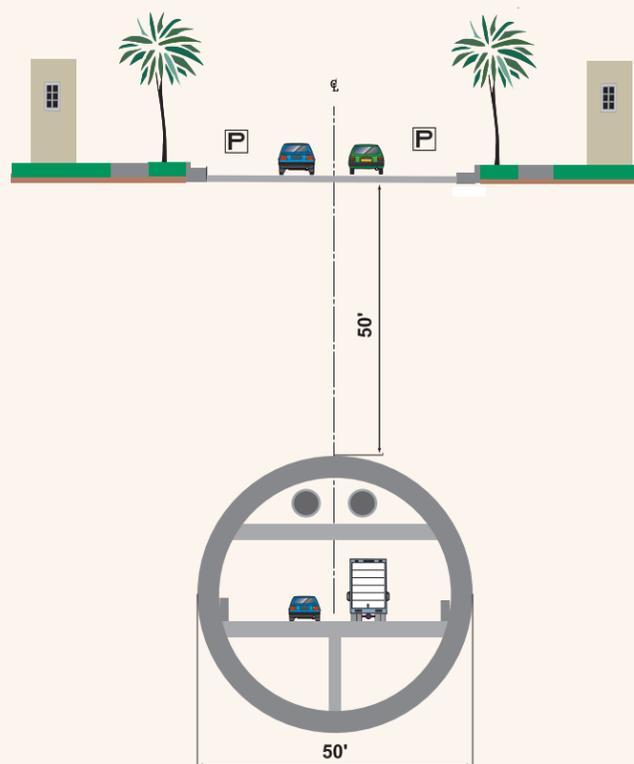


## ALTERNATIVE 4: Two-Lane Reversible Bored Traffic Tunnel – Single-Bore

The alternative would involve the construction of a single bore tunnel that would generally extend under Fourth Street from east of Glorietta Boulevard to west of Alameda Boulevard.

Additional features include:

- The tunnel would provide for reversible traffic flows, typically serving westbound traffic during the AM peak period and eastbound traffic during the PM peak period.
- The Third Street/Fourth Street couplet system would remain.

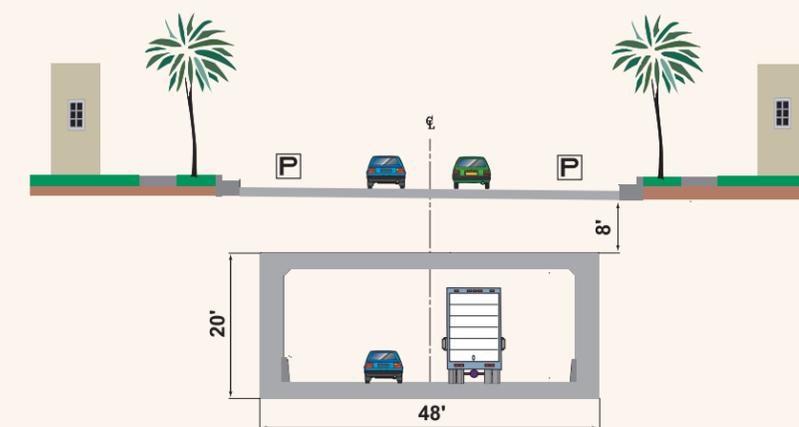


## ALTERNATIVE 5: Two-Lane Reversible Cut and Cover Traffic Tunnel

Depending on the feasibility and/or cost, Alternative 5 would involve the construction of a tunnel using cut and cover construction methods extending below Fourth Street from east of Glorietta Boulevard to west of Alameda Boulevard.

Specific features include:

- The tunnel would provide for reversible traffic flows, typically serving westbound traffic during the AM peak period and eastbound traffic during the PM peak period.
- The Third Street/Fourth Street couplet system would remain.

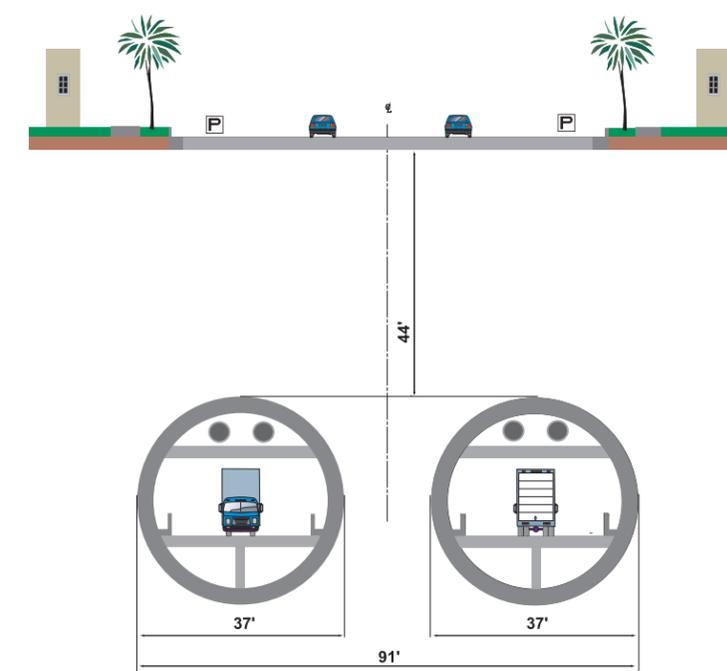


## ALTERNATIVE 6: Two Single-Lane Reversible Traffic Tunnels – Twin-Bore

Alternative 6 was selected by the Coronado City Council in April 2003 as the locally preferred strategy. This strategy would involve the construction of a double bore tunnel, consisting of two side-by-side, single-lane tunnels extending below Fourth Street from east of Glorietta Boulevard to the west of Alameda Boulevard.

Specific features include:

- Each tunnel would provide for single-lane reversible traffic flows that could include both lanes serving westbound traffic during the AM peak period and eastbound traffic during the PM peak period and two-direction traffic flows during other time periods.
- The Third Street/Fourth Street couplet system would remain.



## For More Information

The City seeks your input and comments on this project. City contact information is noted below.

**By Phone:** Gail Brydges, Project Manager  
(619) 522-7814

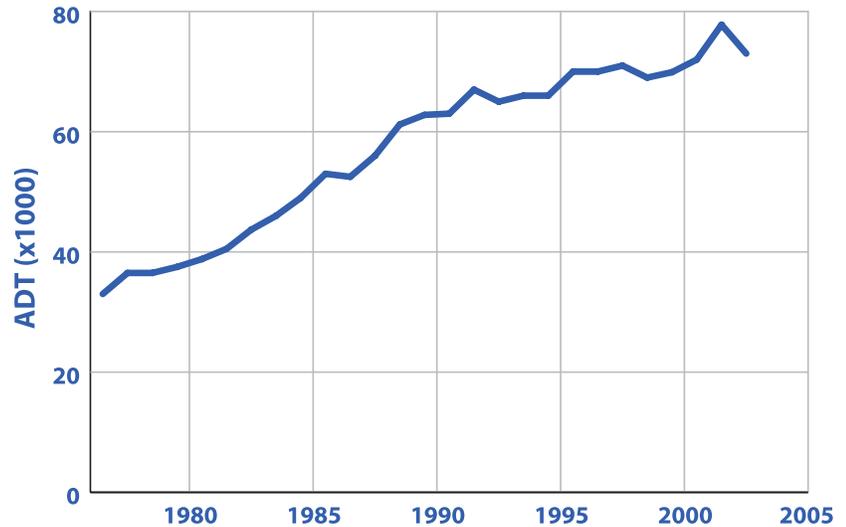
**By e-mail:** SR75Project@coronado.ca.us

**On the Web:** [www.coronado.ca.us](http://www.coronado.ca.us)

See the City's web site for updated project information.

## BRIDGE TRAFFIC VOLUME

1977 to Present



Average daily trips (ADT) on the San Diego-Coronado Bridge have steadily risen over the past few decades. In 1980, the bridge accommodated roughly 40,000 ADTs. Today, the bridge handles nearly 80,000 trips per day, and upwards of almost 100,000 trips at high volume times.

## Project Timeline

Below is a brief timeline of important project milestones and phases. As illustrated below, the project is a lengthy effort. However, much progress has already been accomplished – with much more to come over the next few years.

