



FREQUENTLY ASKED QUESTIONS HIGHWAY 101 WESTSIDE IMPROVEMENT PROJECT

1. What is the project along Highway 101?

- The Highway 101 improvement project will shift the existing median to the east and construct a wide sidewalk on the west side from Dahlia Street to Cliff Street. Some of the significant project features include:
 - Construction of a wide, decorative sidewalk that will incorporate eleven (11) distinctive gathering places for the community
 - Construction of a new curb for diagonal parking which will increase the number of parking spaces along the corridor by 27
 - Addition of 45 median trees, more than doubling the previous amount
 - Re-construction of all four lanes of traffic (two lanes per direction where the right lane on the southbound direction is shared by motorists and bicyclists, also known as a “Sharrow” lane)
 - Installation of high quality lighting and street furniture
 - Inclusion of native and drought resistant landscaping
 - Incorporation of public art nodes
 - Completion of the “downtown loop” connecting north and south Cedros Avenue, the Coastal Rail Trail, Highway 101 and the local beaches in a pedestrian and bicycle friendly manner

This project is the result of over ten years of collaborative efforts undertaken by the City Council, members of this community, business/property owners and City Staff. Much like the railroad grade separation, this project will become a staple for this Community and a destination for the region. This project will provide much needed revitalization for the local business community and assist in the fiscal sustainability for the City. During the past 10 years there have been numerous community meetings, public workshops, and public hearings where local residents, members of the business community, public officials and other stakeholders shared their vision for the corridor, participated, and contributed feedback on various design elements and other aspects of this project. After many planning and re-design meetings and several years of public outreach, on May 23, 2012, the City Council awarded the construction contract to Dick Miller Inc. for a total amount of approximately \$7 million.

Once this project is completed, the slanted portion of the road along the southbound curb lane will be eliminated and the entire corridor will be resurfaced

with new pavement. The City is confident that our residents, business owners and even the commuters will enjoy using this corridor for many years.

2. Why did the City cut down all the mature trees and other landscaping in the medians?
 - The previously existing landscaping and trees in the medians along Highway 101 were removed to make room for the new project. In order to construct the improvements that are proposed, the medians are being shifted to the east. This shift required the removal of the landscaping. The new medians will be fully re-landscaped. Before the project started, there were 32 trees in the medians. After the project is completed, there will be 77 median trees.

3. Why did the City start during the summer instead of waiting until after the the Del Mar Track Season ends?
 - The timing of the start of this project was not an oversight. Construction of this project is expected to take 15 months. Regardless of when the project started, the corridor would be impacted by construction during at least one summer season. The City realizes that traffic patterns in the corridor may be affected during a second summer, but during the following summer, the majority of the work within the roadway will be completed, so we don't expect to have any significant traffic delays during the summer months in 2013. To minimize the impact to the community during this summer, the City did not allow construction to begin until after the Del Mar Fair ended and shut down the construction work during the opening week of the horse races at the Del Mar Fairgrounds. The City's traffic engineers are monitoring the traffic signal timing at the Highway 101/Lomas Santa Fe Drive intersection on a frequent and regular basis. Appropriate adjustments have been made to the signal to maximize traffic flow through the intersection. Additional striping, signage and pavement delineators have been added to increase the efficiency of traffic flowing through the construction zone. The City also increased the presence of deputy sheriffs in the surrounding neighborhoods in order to provide additional enforcement to reduce cut-through vehicle traffic and to slow down vehicles.

The project team's approach was to complete the construction work within one rainy season. Rain delay is the most common reason for construction delays and added costs. Additionally, storm water issues for construction projects are a critical factor for a project of this nature located so close to the beach and lagoons. By avoiding construction during a second rainy season, we are minimizing the impact of stormwater related issues and avoiding potential delays due to rainy days. This project also involves significant stormwater conveyance infrastructure improvements. The existing stormwater conveyance infrastructure system that lies underneath the Highway 101 roadway will be removed and

upgraded to bring it into compliance with current standards. This work needs to be completed during the non-rainy season period so that the stormwater runoff can be properly disposed of in compliance with strict environmental regulations. There is no perfect time to start a project of this magnitude. Regardless of the starting date, there will be some inconveniences to residents, business owners, and commuters. We will strive to keep these to a minimum.

4. How is this project being funded?

- The City is using several funding sources for the Highway 101 project. The primary funding source is a portion of the City's share of TransNet funds. TransNet is the half-cent sales tax for local transportation projects that was first approved by voters in 1988 and then extended in 2004 for another 40 years. The City is using a portion of current and future TransNet funds to pay for over 90% of the project. All money being used on the Highway 101 project can only be used on transportation/roadway projects throughout the City.

5. Why can't the work be done at night to avoid lane closures during the day? Why can't traffic control be removed during the evening and weekends when no construction is going on?

- Throughout the construction of the project, the traffic lanes will be adjusted several times to accommodate various phases of the proposed construction work. During this first phase of the project, the medians and vehicle lanes adjacent to the medians have been removed to allow for construction of underground utilities and the new medians. Currently, there is only enough remaining pavement for one lane in each direction plus associated left turn lanes, so it would not matter whether the work is done during the day or the evening; mornings, or on weekends, the removed pavement and medians preclude the possibility of any additional traffic lanes. Even if this was not the case, and the work was performed only in the evenings, the construction lighting and noise would cause additional inconveniences to nearby residents.

6. How is the City addressing construction impacts to adjacent residential neighborhoods such as increased volume of traffic and speeding/stop sign violations?

- In order to minimize the impacts of the project, additional informational signs have been added to the Highway 101 corridor, additional law enforcement is taking place during the morning and afternoon commuting times and the timing at the traffic signal at the Highway 101/Lomas Santa Fe Drive intersection has been adjusted to optimize the flow of northbound/southbound traffic through this intersection.

7. Why didn't citizens get a vote on whether to construct the project?

- During the planning and design of the project, the City held numerous public workshops over several years to solicit input from the community. Additionally, the project was presented at several public City Council meetings throughout the planning and design phase. The last public workshop was held on August 31, 2011. At this meeting, design features such as parking, median trees, bicycle lanes, crosswalks and aesthetic features of the project were presented to the City Council. After significant deliberation and adjustments in response to public input, the City Council approved the project. All of these meetings were open to the public and advertised by various sources throughout the City.

8. Why didn't residents get notice the project was starting?

- Although the City did not mail out individual letters to each property owner, there was an extensive effort to provide notice of the project before construction started. Information was provided at City Council meetings, the City's web-based E-blast notification system, on informational signs along Highway 101 and on the City's website. The media covered each meeting, workshop and the groundbreaking, offering details of the project and start dates. Additional project information can be found on the City's website at www.cityofsolanabeach.org.

9. What will the lane configuration be when the project is done?

- When the project is complete, there will be two lanes for traffic in each direction (four lanes total) on Highway 101. The traffic pattern that currently exists along Highway 101 is only temporary during construction.

10. Who should I contact if I have more questions?

- All questions, comments and concerns about the project can be directed to:

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Please visit the City's website at www.cityofsolanabeach.org for more information. Included on the website are Staff Reports, Presentations and Project Drawings.