

Danny Veeh

Mon, Aug 28, 4:46 PM
(18 hours ago) Reply

Hi Dwight,

Here are the responses to your 5 questions. I appreciate you working with us to get the facts accurate.

1. "Why does the Crest Canyon (above Carmel Valley Road) option get the lowest ranking on community acceptance--a "1" when the CDM alignment gets a "2"?"

Answer. Crest Canyon Above Carmel Valley Road would require the construction of a tunnel portal within the Pointe De Mar development. There would be many private property conflicts; therefore, it received the lowest score. Look for the blue line with the star north of Camino Del Mar.

2. The white paper reports that Metro L.A. indicates they do not receive noise, vibration, etc., complaints from properties above their tunnels and stations--Do they run heavy freight in these tunnels? Will there be a difference in the Del Mar tunnel carrying freight? Are there examples of tunnels we can refer to that do carry freight?

Answer. LA Metro does not operate freight trains in subway tunnels. However, there are many examples of freight and passenger trains that operate through the same tunnels, including on the LOSSAN corridor north of Chatsworth. This is a graphic we've shared in past presentations with tunnels that would have similar operations. Notably, the B&P Tunnel in Maryland is located in an urban area. Internationally, there are many examples of freight trains operating in modern bored tunnels in urban areas.

Tunnels with Similar Operations

US Tunnels

- Moffat Tunnel – Colorado
- B&P Tunnel – Maryland
- Cascade Tunnel – Washington
- Flathead Tunnel - Montana

International Tunnels

- Channel Tunnel – between England and France
- Gotthard Base Tunnel – Switzerland
- Brenner Pass Tunnel – between Austria and Italy (under construction)
- Loetschberg Tunnel - Switzerland

3. "In the 2 SANDAG charts. The first one had time (min) in green at the bottom. CDM was the worst by a lot – 6 min. The following chart rated CDM and the 2 Crest Canyon alternatives as “5”, the best. Something seems off there."

Answer: The chart in your report is from the older 2017 Study alignment that had a tunnel constructed as cut and cover under Camino Del Mar while sticking to the road alignment. There are too many curves on Camino Del Mar that would restrict the operating speeds of trains.

4. "I had trouble understanding the color/number coding (circles) in the Realignment Analysis graphic and thought other readers might think my comment silly. Colors refer to what? Numbers refer to what?"

Answer: If the confusion is on the chart below, then the colors and numbers mean the same thing. Best = 5 = Green. Worst = 1 = Red.

Del Mar Realignment REVISED COMPARATIVE ANALYSIS						
Evaluation Criteria	Weight (%)	Camino Del Mar	Crest Canyon			I-5
			Higher Speed	Above Carmel Valley Rd	Below Carmel Valley Rd	
Travel Time	14	5	5	5	4	1
Environmental Consequences	9	1	4	4	3	2
ROW Impacts and Acquisitions	6	4	3	1	3	1
Connectivity and Travel Demand	13	3	3	3	3	2
Safety Improvements	15	5	5	5	4	5
Constructability, Construction Impacts, and Duration	7	2	4	1	2	1
Capital Costs (includes construction, right-of-way, and design)	8	5	4	3	2	1
Railroad Operation Impacts (during construction)	5	2	4	4	4	1
Operational Complexity (post-construction)	9	4	4	4	1	4
O&M Costs	10	2	3	3	1	2
Community Acceptance	4	2	3	1	3	1
Total Score		345	396	347	281	223

RATING: 5 (Best) 4 3 2 1 (Worst)

SANDAG | 19

5. What will happen to the existing rail R.O.W on the bluff once the tracks relocate?

Answer: As part of the next phase of work, SANDAG will conduct a planning study to understand what happens to the bluffs and all other areas of the railroad right of way once the tracks are relocated. The study will evaluate and document existing ownership/rights, legal issues, and the process for using the right of way. SANDAG will be working through an extensive public process to develop potential concepts of what the land could be used for.

Hopefully, these responses address your questions. Feel free to write back if you'd like more clarification.

Best regards,

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