

FUTURE COASTAL RAIL TRAIL PLANNING ALIGNMENT STUDY FACT SHEET



Aerial View of Project Corridor



Coastal Rail Trail - Chesterfield Drive to Santa Fe Drive

Overview

In 2020, SANDAG led a planning study with the City of Encinitas, the North County Transit District (NCTD), and the California Coastal Commission (CCC) to evaluate the opportunities and constraints of three potential Coastal Rail Trail (CRT) alignments within the City of Encinitas. The project team evaluated adjacent roadway, rail, pedestrian, and drainage projects and the resulting findings will be used as a basis for the future implementation of the next segments of the CRT. For more information, view the alignment study online at KeepSanDiegoMoving.com/EncinitasBike.

The objective of the study was to evaluate the feasibility of potential CRT alignments in Encinitas. The study identified the opportunities and constraints for potential alignments and developed concepts and cost estimates associated with each potential alignment. The study involved coordination with key stakeholders including the City of Encinitas, NCTD, the CCC, and the California Public Utilities Commission (CPUC).

Key Assumptions

Planning for future alignments of the CRT is based on several assumptions, which include:

- » The CRT is planned as a Class I, multi-use path with a minimum 12-foot travel way with two-foot shoulders on either side for a total 16-foot width.
- » The North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) requires that the CRT will be constructed within or immediately adjacent to the NCTD right-of-way.

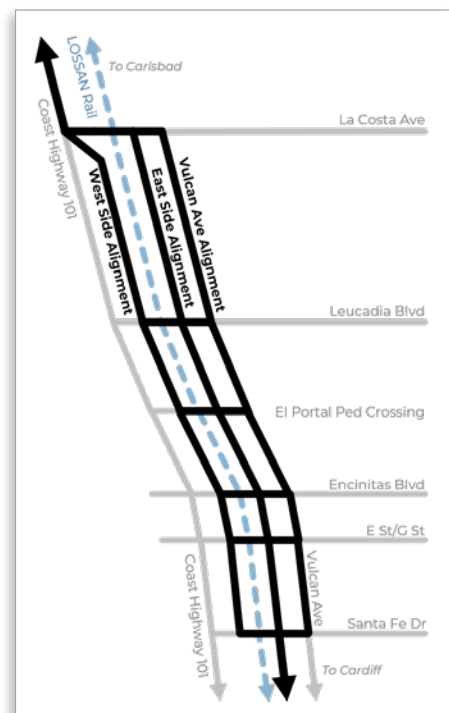
- » NCTD requires a minimum 20.5-foot setback from the closest center of rail for safety, maintenance access, and drainage. No pathways can be constructed within this setback space.
- » The study assumes a fully double tracked rail corridor and completion of the Leucadia Streetscape project on North Coast Highway 101.

Coastal Rail Trail Alignment Options

There are three potential alignment options for the future CRT segments in Encinitas:

1. West Side Alignment
2. East Side Alignment
3. Vulcan Avenue Alignment

The CRT could alternate between alignments at several potential east/west crossing points but must provide a continuous connection to points north and south.

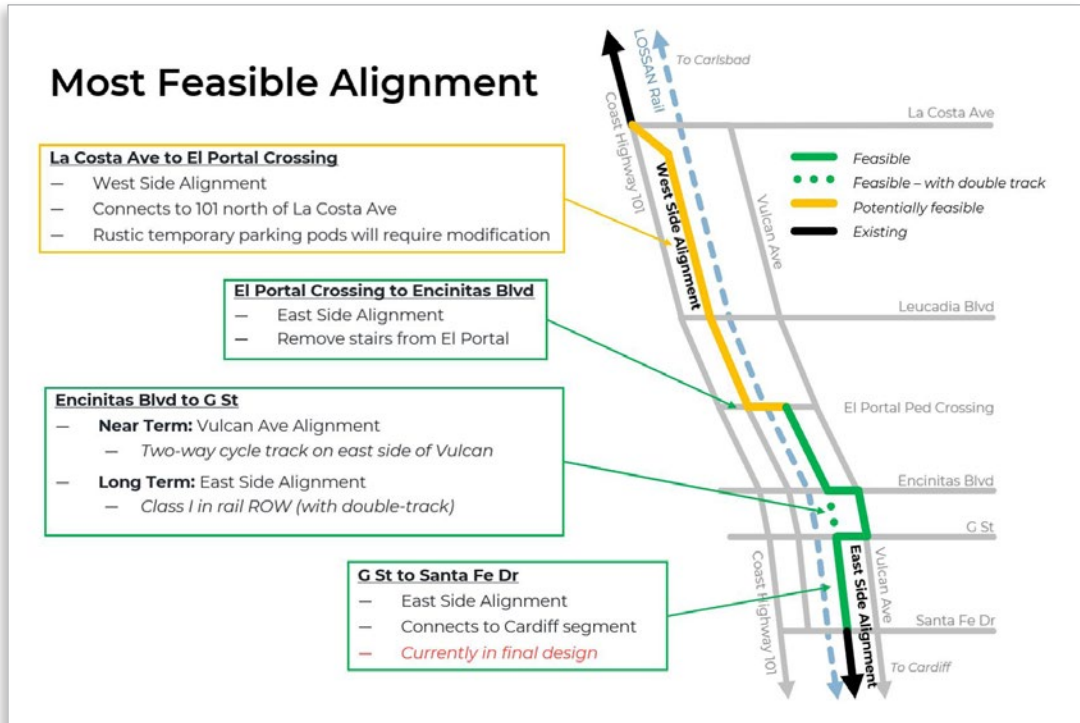


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Key Constraints

The public right-of-way spanning Coast Highway 101, the NCTD rail corridor, and Vulcan Avenue/San Elijo Avenue may appear wide but is quickly constrained when considering the various projects planned in the area. Notably, the Leucadia Streetscape project includes temporary parking pods that would need to be modified or removed for a west side alignment of the CRT north of Encinitas Boulevard. Resolving the flooding issues in Leucadia within and adjacent to the NCTD right of way will require drainage channels that constrain the available space for CRT east side alignments. Street and rail crossings and the intersections at Leucadia Boulevard, Encinitas Boulevard, and E Street have various traffic and signal challenges that will require further study.

Most Feasible Alignment

The most feasible alignment for the CRT between Santa Fe Drive and La Costa Avenue is highlighted in the graphic above. The cost estimate for this alignment is approximately \$13.7 million to \$17.5 million.

While each alignment evaluated in the study is feasible, the other alignments are impacted by more significant constraints. Future projects such as additional rail crossings and stormwater drainage improvements could reduce or eliminate these constraints.

Next Steps

SANDAG will continue coordination with stakeholders as various projects are constructed within the planning study area in Encinitas. The segment of the CRT between Santa Fe Drive and F Street is in the final design phase. SANDAG will seek design and construction funding for CRT segments between La Costa Avenue and F Street.

For More Information

Visit KeepSanDiegoMoving.com/EncinitasBike.