

INLAND RAIL TRAIL – SAN MARCOS TO VISTA

FACT SHEET



The Project

The Inland Rail Trail is a proposed 21-mile Class I bikeway that will run through the cities of Escondido, San Marcos, Vista, and Oceanside, as well as a portion of the unincorporated County of San Diego.

A Class I bikeway is a multi-use path that is physically separate from motor vehicle traffic. The easternmost section of the Inland Rail Trail was completed in 2009 by the cities of Escondido and San Marcos and extends seven miles between the Escondido Transit Center and the intersection of West Mission Road and North Pacific Street in the City of San Marcos.

The San Marcos to Vista segment of the Inland Rail Trail will be a seven-mile Class I bikeway. The project begins at the intersection of West Mission Road and North Pacific Street in San Marcos, and ends at the intersection of North Melrose Drive and West Bobier Drive in Oceanside. When completed, the path will provide access to five SPRINTER stations. The project is generally located in the North County Transit District (NCTD) right-of-way.

The westernmost portion of the Inland Rail Trail, which will extend the bikeway seven more miles from the intersection of North Melrose Drive and West Bobier Drive to Wisconsin Avenue in the City of Oceanside, will be part of a future project.

Project Features

The San Marcos to Vista segment of the Inland Rail Trail will generally consist of an eight to ten-foot-wide trail with a two-foot-wide unpaved shoulder on each for a total width of 12 to 14 feet. Additional project features include:

- » Fencing on both sides of the bikeway (where necessary)
- » Landscaping
- » Lighting
- » Retaining walls in areas with steep slopes
- » SPRINTER connections and rest stops
- » Drainage improvements
- » A bridge over Buena Creek
- » Minor intersection crossing improvements

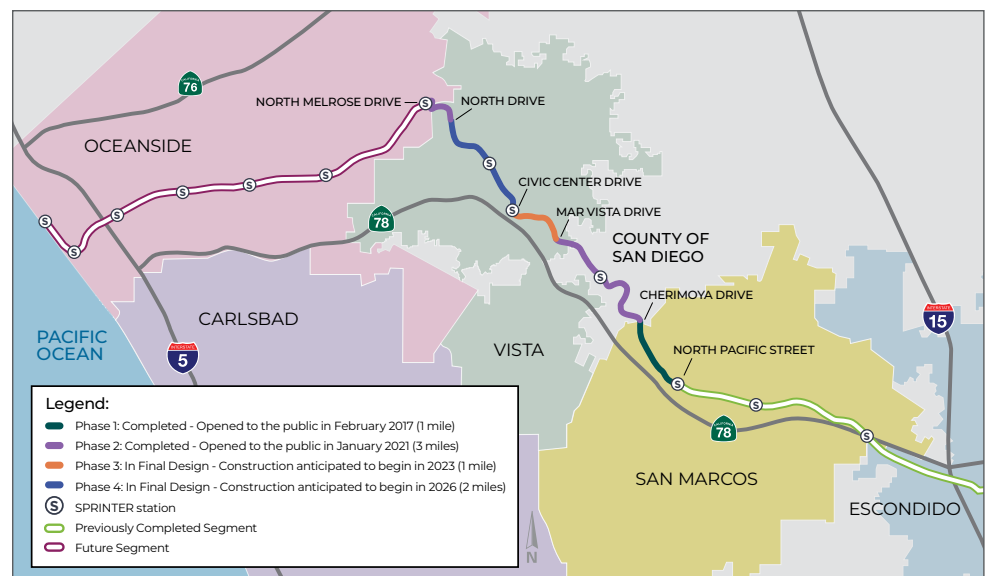
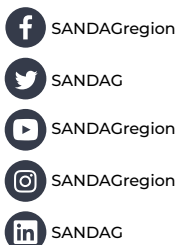
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Scan the QR code to visit the project webpage for the
Inland Rail Trail



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SANDAG.org





Project Status – San Marcos to Vista Segment

Phase 1: Construction of the one-mile segment that extends between North Pacific Street and Cherimoya Drive in the City of San Marcos began in 2015 and was completed and opened to the public in February 2017.

Phase 2: This phase was divided into south and north segments, which were completed and opened to the public in January 2021.

- Construction of the south segment that extends 2.5 miles between Cherimoya Drive and Mar Vista Drive through unincorporated San Diego County and the City of Vista began in late 2016.

- Construction of the north segment that extends a half-mile between North Drive in the City of Vista and North Melrose Drive in the City of Oceanside began in late 2017.

Phase 3: Construction of the one-mile segment that will extend between Mar Vista Drive and Civic Center Drive in the City of Vista is expected to begin in 2023 and open to the public in 2024.

Phase 4: Construction of the remaining two miles that will extend between Civic Center Drive and North Drive in the City of Vista is expected to begin in 2026 and open to the public in 2029.

Project Costs – San Marcos to Vista Segment

The current budget for the project is \$37.1 million, which is funded by a variety of sources, including the regional TransNet half-cent sales tax administered by SANDAG.

For More Information

Visit [KeepSanDiegoMoving.com/InlandRailTrail](https://www.KeepSanDiegoMoving.com/InlandRailTrail) or contact the SANDAG GO by BIKE Team via email at GObyBIKE@sandag.org or by phone at our toll-free construction hotline: (833) 899-BIKE (2453).



The Need

The Inland Rail Trail is considered a priority project by SANDAG and is an important part of the San Diego Regional Bike Plan Early Action Program (EAP). The completion of this trail and other bikeways will help create a more comfortable, convenient, and connected regional bike network.

The EAP is an initiative that was approved by the SANDAG Board of Directors in 2013 to build a regional network of high-quality bikeways and complete streets that reimagine how we use space on our roadways. Together, these projects aim to make it easier, safer, and more practical for people of all ages and abilities to use active transportation, including biking, walking, skating, scooting, and using a wheelchair.

Planning for a more bike-friendly region helps address complex and interrelated issues, including traffic congestion, air pollution, climate change, public health, and livability. By creating a robust regional bike network by 2050, the plan can make a difference in these areas of concern, thereby improving existing and future quality of life in the San Diego region.