COASTAL RAIL TRAIL

Encinitas Community Meeting
April 21, 2015
REGIONAL BIKE NETWORK

HIGH PRIORITY PROJECTS
EVERYDAY PEOPLE, EVERYDAY TRIPS

Not interested

Interested, but concerned (potential bikeway users)

Anywhere, anytime

“LOW STRESS” PLACES TO RIDE
PROJECT GOALS

REDUCE RISK
Design bikeways for people of all ages and abilities

ACCESS
Provide improved access to community destinations, commercial centers, transit and schools

EXPERIENCE
Design for an improved user experience that encourages people to bike and walk

COMMUNITY
Be consistent with and leverage community planning efforts

PLACEMAKING AND SUSTAINABILITY
Support placemaking, sustainability, equity, and economic development efforts
COASTAL RAIL TRAIL

- Three of four segments from the Regional Bike Plan Early Action Program are funded and scheduled for implementation
- Projects 39B, 39C, and 39D
SEGMENT 39C
CHESTERFIELD TO E STREET

PROCESS

Preliminary Engineering / Environmental (2015-2016)
Final Design (2016-2017)
Construction (2017)
PREVIOUS MEETINGS

• November 2013
  • First community meeting

• February 2014
  • Second community meeting

• After receiving input from the second meeting, a concept east of the tracks was drawn up that presented significant cost and constructability issues
LOOKING AT ALTERNATIVES

• Worked with City to look at alternatives in the highway corridor that would fit in the budget

• In mid-March, we learned that some stakeholders were interested in having the project on the east side, so we collaborated with City to create an alternative

• Both alternatives are available for consideration tonight
  • along Highway 101
  • along San Elijo and Vulcan avenues
BIKEWAY TERMS

DEFINITIONS

• **Buffered Bike Lane** – a bike lane on the road with a painted buffer of one foot or more between traffic and/or parked cars (sometimes called enhanced Class II).

• **Shared Use Path** – a pathway separated from the road that is dedicated to non-motorized users (sometimes called Class I).

• **Sharrows** – markings indicate a shared lane for people on bikes and in cars. Sharrows assist with bike positioning on streets and encourage people in cars to safely pass people on bikes.
EAST SIDE ALTERNATIVE

ALONG THE BLUFF ON SAN ELIJO DRIVE
EAST SIDE ALTERNATIVE

IN THE RAILROAD CORRIDOR NEAR MONTGOMERY
EAST SIDE ALTERNATIVE

ON VULCAN NORTH OF F STREET
EAST SIDE ALTERNATIVE

ON VULCAN SOUTH OF F STREET
EAST SIDE ALTERNATIVE

ON VULCAN NEAR I STREET
## CONCEPT ALONG SAN ELIJO AND VULCAN AVENUES

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
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<tbody>
<tr>
<td>Allows for 1 ¼ mile shared use path</td>
<td>Requires fence along path</td>
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<tr>
<td>Promotes neighborhood and school connections</td>
<td>Fence discourages use of social trails</td>
</tr>
<tr>
<td>Connects downtown Cardiff to downtown Encinitas</td>
<td>Corridor still has width constraints</td>
</tr>
<tr>
<td>Connects to Santa Fe undercrossing</td>
<td>Not enough room for southbound bike lane <em>and</em> parking on San Elijo</td>
</tr>
<tr>
<td>Creates buffered bike lanes on Vulcan</td>
<td>Not continuous for people walking Shared use path ends at Santa Fe</td>
</tr>
<tr>
<td>Will improve non-motorized mobility along a car-centric roadway</td>
<td>Engineering challenges and budgetary risk</td>
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WEST SIDE ALTERNATIVE

NEAR STATE PARK CAMPGROUND
## CONCEPT ALONG COAST HIGHWAY 101

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allows for 16-foot wide 1.25 mi. shared use path along west side</td>
<td>Does not provide same level of neighborhood connection</td>
</tr>
<tr>
<td>Provides wide bike lanes in both directions</td>
<td>Does not connect directly to a school</td>
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<tr>
<td>Does not change parking scheme or require fencing in rail corridor</td>
<td>Does not have adjacent natural surface path</td>
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<tr>
<td>Connects beaches/state park to downtown Cardiff and Encinitas</td>
<td>Has major park driveways crossing the western path and bike lane</td>
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<tr>
<td>Could connect to a bike boulevard bypassing downtown Encinitas</td>
<td>Hard to construct though downtown Encinitas without significant cost</td>
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<tr>
<td>Less expensive option appears to fit within budget</td>
<td>Has risk associated with construction immediately adjacent to ocean bluff</td>
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CHESTERFIELD / SAN ELIJO / HWY 101 INTERSECTION
NEXT STEPS

SELECT AN ALTERNATIVE

• Comment forms will be scanned and shared with the City

• Using the input from tonight’s meeting, the project team will work with the City to determine which of the two alignment alternatives should be brought forward as the recommended alignment

• That alternative will be refined and more details will be added
NEXT STEPS

CONNECTING TO OTHER PROJECTS

• Work with City staff to make sure the SANDAG project connects well to the other projects
  
  • Early Action Program projects 39B and 39D
  
  • City streetscape and other improvements for people walking and biking
UPCOMING MEETINGS

FUTURE OPPORTUNITIES TO BE INVOLVED

• Presentations to stakeholder groups

• Presentations to City Council and Commissions

• Next community meeting – date to be determined
CONTACT INFORMATION

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KeepSanDiegoMoving.com/EncinitasBike