Feasibility Study for the San Diego Portion of the California Coastal Trail  
Technical Memorandum No. 1: Planning

**Purpose:** Technical Memorandum No. 1: Planning provides a summary of data, planning documents, mapping and other information relevant to the California Coastal Trail currently available to date that can provide background information for the preparation of future feasibility studies.

*What is the California Coastal Trail?*

The California Coastal Trail (CCT) is currently made up of a series of trails stretching 1,300 miles up and down the California coastline. Designated in 1999 as California's Millennium Legacy Trail, it is defined by the Coastal Conservancy, State Parks, Coastal Commission and the non-profit organization Coastwalk as "a continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation" (Completing the California Coastal Trail, Coastal Conservancy).

The trails making up the CCT have been used well before the 1700s. However, it was not until several statewide initiatives were developed when efforts to provide a continuous coastal trail took off. In 1972, Proposition 20 was passed and created the California Coastal Commission to oversee the planning and permitting development of the California coastline. With the passage of the California Coastal Act of 1976, the California Coastal Commission was made permanent. The Coastal Act also required that local jurisdictions develop a Local Coastal Program (LCP). These LCPs were to be developed and implemented by local governments to carry out the Coastal Act's mandate to protect coastal resources and maximize public access to the shoreline. The LCP includes a land use plan and implementing ordinances. These statewide efforts also led to the creation of many advocacy groups. One of the most prominent advocate groups for the CCT is Coastwalk. Coastwalk, a non-profit volunteer organization, has been working to heighten awareness of the CCT and advocate the completion of the CCT. Coastwalk has been involved in developing an official CCT emblem, provide CCT signing along the trail, mapping the trails, and identifying potential opportunities for completing the trail.

*The CCT Initiative*

Initiatives to complete the California Coastal Trail resumed in 2001 by the Legislature pursuant to Senate Bill 908. A planning document, Completing the California Coastal Trail, published in 2003 by the Coastal Conservancy, was completed to serve as a guiding framework for existing and new efforts by stakeholders to connect all segments of the CCT. This includes providing public access to the coastline, developing recreational facilities (parks, hiking, biking, and equestrian facilities) along the coast, increasing public awareness and encouraging public use of the CCT, fostering cooperation between state, local, and federal agencies and stakeholders, ensuring compliance with policies of the California Coastal Act, local coastal programs and Americans with Disabilities Act (ADA), and preserving the coastal zone and wildlife habitat areas.

According to Completing the California Coastal Trail, the CCT is intended as a continuous public right of way extending from the north border to the south border of California within sight, sound,
or at least smell of the ocean. In fact, it is the proximity to the ocean that makes the CCT distinctive among other trails. Other key concepts of the CCT include:

- **Connectivity** between other trail systems, parks, cultural resources, public transit, parking areas, among many other things
- **Integrity** of the coastal trail, including trail continuity, separation from motorized traffic when practicable, and multi-jurisdictional cooperation
- **Respect** in environmentally sensitive areas and surrounding neighborhoods
- **Public benefits** such as additional transportation and healthy lifestyle opportunities

Among the most important planning concepts identified by the Coastal Conservancy is known as the “braided trail”. Since the CCT will necessarily run through many different land uses, and since each community is unique in character and constraints, the ultimate trail will actually be a network of several trails in most locations. Modes, such as equestrian or rustic hiking, are not always compatible with the flat, smooth surfaces needed by bicycles or those with mobility challenges. Additionally, locations of intense use (such as beaches in the summertime), can be difficult for those trail users who are simply using the route for transportation. Thus, the “braided trail” will not always be just one or two trails, but a corridor of alignments for the most popular non-motorized uses.

There have been numerous planning studies with limited scope, as well as private endeavors, to identify and eventually designate segments of the CCT corridor. As many different organizations have been participants in the CCT development, these identified alignments are not always the same. Since this corridor is segmented, many gaps also exist. Some of these missing segments are in the planning stage or under construction; others have yet to be determined. Therefore, to accomplish the goals as set forth by the Coastal Conservancy, a comprehensive planning study involving all jurisdictions along the coast of San Diego County is needed to designate current routes, identify gaps, and assemble the multiple smaller CCT efforts into one contiguous multi-jurisdictional corridor.

**Who are the key stakeholders?**

Key statewide stakeholders in CCT efforts include:

- Coastal Conservancy
- California Coastal Commission
- State Parks
- Wildlife Conservation Board
- Coastwalk (a non-profit organization)
- California Department of Transportation (Caltrans)

**Large-scale CCT Efforts**

The San Diego portion of the CCT will be made up of a series of trails running from Camp Pendleton and Oceanside to the southern border of the United States. As discussed earlier, several organizations and agencies have developed potential alignments of the CCT throughout the coastal corridor. None of these organizations claim to have the “official” alignment, although some segments have been mutually agreed upon. However, this duplicative effort has yielded
several potential alignments, all of which may not be needed or suitable. Verification of the location, type, and suitability of these trails for the CCT will need to be determined.

The CCT planning and design effort in San Diego County is comprised of a handful of county-wide and state-wide efforts, and yielded a multitude of smaller city projects and policy statements. The four primary potential CCT alignments, or series of alignments, are referred to as noted below.

**Coastal Conservancy Trail**

In *Completing the California Coastal Trail*, the effort to plan the CCT included one or two conceptual alignments, comprised of both existing and non-existing portions. This report included a rough cost estimate for substantial completion of the trail. Much of this alignment has been incorporated into subsequent planning documents, designations, and improvements since its publication. Thus, the Coastal Conservancy Trail alignments have been largely superseded. Refer to the “Recommendations for Improving the San Diego Portion of the CCT” section in this Technical Memorandum No. 1: Planning for a detailed description of this feasibility study, including segments identified for needed improvements. The original CCT map is shown in Figure 1.

**Pacific Coast Bicycle Route**

This trail is a contiguous bicycle route running from the northern border (in Washington State) to the southern border of the United States within about 5 miles of the coastline. Various bicycle advocacy groups had informally established it. Local agencies and Caltrans have assumed the role of signing and maintaining the route (*Completing the California Coastal Trail*, Coastal Conservancy). The California portion of this route can also be seen in Figure 1.
Figure 1: CCT as identified by the Coastal Conservancy
(Source: Completing the Coastal Trail, Coastal Conservancy)
**General Plan Trail**

The County of San Diego had also identified alignments for the CCT, as referenced in the *County of San Diego General Plan, Public Facility Element*, as amended. The *San Diego Community Trails Master Plan*, a subset of the County’s *General Plan*, referenced similar alignments. These alignments, referred to as the General Plan trail, originated from the Coastal Conservancy Trail. The majority of the General Plan trail between the Orange County line and the City of Del Mar was located within railroad right of way. The County is in the process of updating its General Plan to include the community trails, and is expected to adopt the final version in fall 2010 with a revised CCT alignment. **Figure 2** illustrates the currently adopted CCT General Plan trails in relation to other planned regional trails.

**Figure 2**: San Diego County General Plan – Regional Trails System  
(Source: *San Diego Community Trails Master Plan, County of San Diego*)

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**Coastwalk Trails**

During recent years, Coastwalk has undertaken the task of mapping one or more coastal trail routes throughout the state. Coastwalk volunteers have traversed the entire length of coastline, while reviewing each alignment’s suitability toward accomplishing the basic goals.
of the CCT. Pedestrian-bike paths denoted by Coastwalk volunteers may be either natural surface (unimproved) or hard surface (improved). The Coastwalk trails within San Diego County include portions of the General Plan trail and Pacific Coast Bicycle Route, as well as other alignments that have not been previously identified. Details regarding the Coastwalk trails are contained in the "Description of the CCT Segments in San Diego County" section. Coastwalk has also embarked on a CCT signing program within the last year. Two routes have already been designated in San Diego County along the Bayshore Bikeway:

- From State Route 54 clockwise, through the South Bay Marine Biological Study Area, along the Silver Strand through Coronado to the west ferry terminus
- Near Spanish Landing

More information on these smaller CCT segments such as the Bayshore Bikeway can be found in the next section.

**Planned or Completed Projects**

As a result of the increased public interest in completing the CCT, local jurisdictions have incorporated the various trail segments into their policy and planning framework. These actions resulted in several proposed or constructed projects, which vary from small improvements to inter-jurisdictional trail plans.

**Bayshore Bikeway**

The Bayshore Bikeway is a planned 25-mile long Class I Bike Path that traverses around San Diego Bay and includes a ferry connection from Coronado and the City of San Diego (see *Technical Memorandum No. 3: Engineering* for information on bike path classification). As of January 2010, the Bayshore Bikeway is approximately 50% complete. Stretched along the Bikeway are several interpretive stations and beach access points. The multi-use paved bicycle path goes through the Cities of San Diego, National City, Chula Vista, Imperial Beach and Coronado, and the County of San Diego. Approximately half of the Bayshore Bikeway is located off-street.

Planning efforts first began in 1975 with Caltrans and National City. Since 1975, many parts of the Bikeway have been completed. Other project improvements are currently underway or are planned. According to the *Bayshore Bikeway Plan* published by San Diego Association of Governments (SANDAG), the following segments have been completed (as of adoption in March 2006):

- A 9-mile bike path on the former right of way along the Silver Strand between Imperial Beach and Coronado
- A bike path running through Coronado Tidelands park connecting Glorietta Boulevard to the Coronado ferry landing
- Gordy Shields bike / pedestrian bridge over Sweetwater Channel connecting National City with the City of Chula Vista (completed in 2004)

Approximately 12 miles have been improved to a Caltrans designated Class I separated two-way travel paved bike path. Planned improvements to the remaining miles include repaving roadways and providing at-grade railroad crossing improvements. Class II and III
designated bike lanes and routes would provide convenient and scenic transportation around the San Diego Bay.

The Bayshore Bikeway Plan specifically identified the CCT and recommended an extension of the path between Imperial Beach, the Border Field State Park, and the City of Chula Vista, constructing the current Western Salt segment gaps between the City of Chula Vista and the Silver Strand Bike path, and closing the gaps along the Palm Avenue on-street segment in the City of Imperial Beach. In the City of Imperial Beach Bicycle Transportation Plan, recommendations were also made to provide additional amenities such as additional parking, restrooms, rest stop, curb cuts (at 12th Street entrance) to allow smooth rolling transition between curb and street, and bike racks. Specifically, there are no restrooms at the 7th, 8th, 12th, and 13th Street entrances to the Bayshore Bikeway. The Bayshore Bikeway is shown in Figure 3.

Figure 3: Bayshore Bikeway Plan  
(Source: Bayshore Bikeway Plan, SANDAG)
City of Chula Vista / National City Sweetwater River / Otay River Loop Bikeway / Bike Path

The City of Chula Vista Bikeway Master Plan incorporated the planning of this loop by including a greenbelt around the City of Chula Vista utilizing the Sweetwater and Otay River valleys, connecting at the Otay Lakes area. National City also proposes to potentially align the trail from the Bayshore Bikeway to the Sweetwater Reservoir.

City of Chula Vista Bayfront Marina Trail

The Chula Vista Bayfront Redevelopment Area project proposes developing a bikeway loop to the Chula Vista Marina area from Bay Boulevard to E Street. This would complete the portion of the Bayshore Bikeway in the City of Chula Vista.

City of San Diego and Imperial Beach Western Salt Bike Path Connector

A Western Salt bike path connector was planned to be completed in spring 2007 to connect the western terminus of Main Street in the City of San Diego to the existing terminus of the Bayshore Bikeway / Silver Strand Bike path at 13th Street in Imperial Beach.

City of Imperial Beach Beachfront Area to Silver Strand Connector

The City of Imperial Beach plans to create a Class 1 0.75-mile bikeway connection from the beachfront area to the Silver Strand path. This includes a pedestrian bridge to allow users to cross State Route 75 from the Silver Strand area and a connection directly to Seacoast Drive. This project will likely require acquisition of land from the U.S. Navy.

City of Imperial Beach Ecoroute Bikeway

The City of Imperial Beach General Plan and Coastal Plan states, “A special Ecoroute Bikeway shall be established to encompass Imperial Beach’s environmental assets including South San Diego Bay, the Tijuana River Estuary, the dunes on South Seacoast Drive, the beach, the pier and the breakwaters … Distinctive signage shall be developed to designate the route as well as a painted line on the pavement along the route…”. A portion of this Ecoroute runs along Seacoast Drive.

Seacoast Drive to the Mexican Border Bikeway Extension

The City of Imperial Beach General Plan and Coastal Plan recommends that SANDAG remove the Seacoast Drive to the Mexican Border Bikeway from the updated Regional Transportation Plan (RTP). Bikeway facilities at the time the general plan was written were not considered feasible to build due to the problem of crossing the estuary and environmental impact on the beach and/or estuary. The 2030 RTP does not mention the Seacoast Drive Bikeway.

Rail-Trail along North/South Railroad to Camp Pendleton and City of Carlsbad from City of Oceanside

The City of Oceanside General Plan, Recreational Trails Element states that the County of San Diego is proposing to build a rail trail along the north / south railroad leading to Camp Pendleton and the City of Carlsbad.
Buena Vista Lagoon Trail

Located between the Cities of Oceanside and Carlsbad, a boardwalk has been proposed connecting to the regional trail. Currently the Buena Vista Lagoon has a small interpretive area.

Description of the CCT Segments in San Diego County

Maps of individual CCT trails, provided by Coastwalk, are shown in Figure 4 through Figure 29. The San Diego portion of the CCT generally includes a pedestrian-bike trail (denoted by a solid red line on the maps) running directly along the coastline. However, a second trail (the General Plan trail, not shown on the maps), which runs along historic Highway 101 and the rail corridor, is also described as it intersects potential alignments of the CCT in many areas. This trail also encompasses the majority of all bicycle paths along the coast. The Pacific Coast Bike route (denoted by a dashed green line on the maps) generally interweaves between each of the previous two trails, and in many cases, exists on its own alignment. For the purposes of this Technical Memorandum No. 1: Planning, these trails will all be referred to as the CCT trails. Future planning documents will designate what will be a part of the primary CCT trail running along the coastline and what will be considered secondary trails, paths, lanes or routes. A more detailed description of the CCT trails is provided below.

In Camp Pendleton, although a natural surface pedestrian trail exists along the beach, the only trail currently open to the public is a bicycle trail from San Clemente (Pacific Coast Bike route / San Clemente Coastal Bike route and hiking path) along the existing rail corridor toward the City of Oceanside (Figure 4 through Figure 8). From the southern boundary of Camp Pendleton, a natural surface pedestrian-bike trail, the General Plan trail, the Pacific Coast Bike route, and a pedestrian-only trail in the City of Oceanside all run along Vandegrift Boulevard and then southward along the coast, Pacific Street, and the rail corridor, respectively, until Carlsbad City Beach (Figure 8 through Figure 10). Although the beach is accessible from these trails, in many areas, it is accessible only for pedestrians. Parking and restroom facilities are available at several locations.

From Carlsbad City Beach, the trails run continuously south along the coast, on several streets within the beachside communities (primarily bicycle routes) into the City of Encinitas, along the Coast Highway 101 South to the City of Del Mar (Figure 10 through Figure 14). In these cities, there are several areas of the bicycle infrastructure that do not exist. They include these areas:

- From the Magee House near the Carlsbad City Beach and Cannon Park
- Between the Cerezo Drive Overlook to the Batiquitos Lagoon Ecological Reserve (City of Carlsbad)
- Near Del Mar City Beach

From the City of Del Mar, the pedestrian-bike trail heads south through the Torrey Pines area until La Jolla. Meanwhile, the Pacific Coast Bike route diverges away from the coast until Point La Jolla (Figure 14 through Figure 17). These trails continue to run along the coast through the community of Pacific Beach along Ocean Boulevard, through Mission Bay Park via Mission Bay Drive, and across the San Diego River. From the San Diego River, the pedestrian-bike trail and Pacific Bike route diverge. The pedestrian-bike trail runs along the coast around the Fort Rosecrans Naval Reservation area while the Pacific Bike route runs along Nimitz Boulevard. Both trails converge at the intersection of Nimitz Boulevard and Harbor Drive North. Also from
the City of Del Mar, the General Plan trail, instead of running along the coast, continues to run along the rail corridor to the east of Mission Bay (Figure 14 through Figure 20).

Within the City of San Diego, the CCT trails (General Plan trail, pedestrian-bike trail, and Pacific Coast Bike route) run along North Harbor Drive, past the San Diego International Airport, and diverge at Broadway, with the trails turning westward across the San Diego Bay towards the City of Coronado using the San Diego-Coronado Ferry and then southward along Silver Strand, or continuing along the eastern shore of the San Diego Bay (Figure 20 through Figure 22).

Both the eastern and western trail alignments follow the Bayshore Bikeway which loops San Diego Bay (Figure 22 through Figure 28). Along the east side of San Diego Bay, there is also a General Plan alignment that diverges to the rail corridor through National City, towards the City of Chula Vista, where it later converges with the Bayshore Bikeway (Figure 24 and Figure 26). Along the westerly side of San Diego Bay, there is also a pedestrian-only trail which runs along the coast and parallels the Bayshore Bikeway along the Silver Strand (Figure 25 and Figure 27). These two trails may need to converge north of the Navy Communication Station if access to the beach adjacent to the communications station is denied. There are several access locations along the Silver Strand that allow users to cross over from the bay side to the beach and back. The westerly trail then enters Imperial Beach south of the Navy Communications Station where there is access to the beach at various locations.

At the south and west side of the City of Imperial Beach, there are designated pathways within the Tijuana Slough National Wildlife Reserve that could ultimately be connected to Border Field State Park, near the United States – Mexico border.

At the south end of the Bayshore Bikeway the General Plan trail diverges to a trail leading east and inland along the Otay River. Another trail runs south along Saturn Boulevard and 19th Street, through the Tijuana Slough National Wildlife Reserve, and finally back to the coast, where it ends at the Mexican border (Figure 28 through Figure 29).

Through the entire stretch of trails between Oceanside and Mexico, several bicycle paths feed into the trail. Access to the beach is provided at many locations, but there are a few locations where access to the beach and coastline is currently restricted.

As of 2003, the San Diego County portion of the California Coastal Trail stretches up and down the coast for approximately 109 miles, passing through 11 cities. As indicated earlier on Figure 1, there are numerous sections of trail, some of which are noncontiguous or in need of improvement before designation as part of the CCT system. Approximately 76 miles of the coastal trail is integrated in the overall system (San Diego Community Trails Master Plan). Gaps do exist for approximately 20 miles in North County and 9 miles at San Diego Bay. While a continuous length has been planned out, other concerns, such as right of way access through private lands and access between trails still need to be resolved. Furthermore, the San Diego County portion of the CCT passes through many environmentally sensitive areas. Finally, the trails themselves could be enhanced to provide safer access for multiple users. Today, the trails are built to accommodate pedestrians, bicyclists (including all other cyclists), equestrians, and wheelchair and other handicapped users for a variety of recreational, educational, and environmental functions. Although the majority of the CCT sections can accommodate bicyclists, many do not accommodate all non-motorized users due to width constraints and/or surface conditions.
Figure 4 through 7: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacostaltrail.info>, Coastwalk)
Figure 8 through 11: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacostaltrail.info>, Coastwalk)
Figure 12 through 15: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacoastaltrail.info>, Coastwalk)
Figure 16 through 19: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacostaltrail.info>, Coastwalk)
Figure 20 through 23: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacostaltrail.info>, Coastwalk)
Figure 24 through 27: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacoastaltrail.info>, Coastwalk)
Figure 28 through 29: California Coastal Trail maps – San Clemente to Camp Pendleton
(Source: <http://www.californiacostaltrail.info>, Coastwalk)

**Policy Coverage of the CCT in the San Diego Region**

The San Diego region and the cities and communities within the region all have policies relating in some way to the CCT. These policies are contained in various city General plans, bikeway master plans, trails master plans, pedestrian master plans and Local Coastal programs. It is essential that the impacted cities have adopted policies which are compatible with any future CCT planning or improvements.

The County of San Diego claims jurisdiction over trails in unincorporated areas only (County of San Diego General Plan, Public Facility Element). The CCT traverses one unincorporated community; that is, the Pendleton/De Luz community which includes Camp Pendleton Marine Corps Base. Because of this, the County does not have true jurisdiction to determine alignments here. However, the County of San Diego may assume maintenance and operational responsibilities over portions of the CCT that travel through Camp Pendleton. According to the San Diego Community Trails Master Plan, the County has a cooperative interest in the mutual planning, maintenance, and operation of those trails identified in the document as a Regional Trail. Thus, the County’s trail-related policies are not covered in this Technical Memorandum No. 1: Planning, although the County of San Diego is an important stakeholder.

In the 2030 RTP, SANDAG had identified a need for coastal trails. These trails were known by several names, including the Bayshore Bikeway and Coastal Rail Trail. In fact, these trails and
associated policies were discussed in detail in the Draft San Diego Regional Bicycle Plan, which is not currently a policy document but anticipated to be adopted in spring or summer 2010.

Policies relating to the CCT are presented in a variety of ways for each of the city and community planning documents. Often, city planning documents only address general trail requirements. On occasion, these policies directly refer to the CCT; more common are direct references to smaller trail segments (such as the Coastal Rail trail and Bayshore Bikeway). This Technical Memorandum No. 1: Planning summarizes and organizes the various the policies into these five categories:

- Trail connectivity / alignment
- Improve public access
- Encourage overall use of the trail
- Enhance trails for non-motorized users (aesthetics, safety)
- Trail compatibility with roadways / rail lines, infrastructure, environment, and land use

The policy coverage is also summarized in Table 1.

### Table 1: CCT Policy Coverage by Jurisdiction

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<thead>
<tr>
<th>Jurisdiction</th>
<th>Trail Connectivity</th>
<th>Public Access</th>
<th>Encourage Use of Trail</th>
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† denotes policies that directly refer to the CCT trail

### Trail Connectivity / Alignment

Agency policies include information generally relating to trail connectivity and trail alignment and involve identifying sections and gaps in the existing CCT trail as well as identifying the need to complete the CCT system. The preference is to complete a primary trail serving all users that runs along the California coastline. However, in some cases, policies refer to secondary trails which connect with the citywide system of trails and streets. The following planning documents have policies that make reference to trail connectivity and alignment for the CCT.

- **San Diego Association of Governments (SANDAG)**
  - 2030 Regional Transportation Plan (RTP)
    - (p. 6-51, 6-55) – Addresses importance of bicycle route connections; refers to Coastal Rail Trail, Bayshore Bikeway, etc.
• City of Oceanside
  o General Plan, Recreational Trails Element
    (p. 6, 8, 12) – Safe, interconnected network of bicycle, equestrian, and pedestrian facilities
• City of Carlsbad
  o General Plan, Circulation Element
    (p. 9) – Provide bikeways when appropriate on lands within and adjacent to scenic corridors; Provide a means of coordinating with other transportation and recreational opportunities
  o General Plan, Open Space and Conservation Element
    (p. 18) – Routing trails within open space corridors separated from roadways
• City of Solana Beach
  o Local Coastal Program Land Use Plan
    (p. 40) – The Coastal Rail Trail should be identified and defined as a continuous trail system
• City of Del Mar
  o Local Coastal Program
    (p. 77) – Cooperate with local, State and Federal agencies in developing a system of pedestrian trails and bicycle paths that would link together coastal recreation areas such as the beaches, Crest Canyon, San Dieguito Lagoon, and Los Penasquitos Lagoon
• City of San Diego
  o Bicycle Master Plan
    (p. 8) – Develop a bikeway network that provides connections to bikeways in other cities
  o General Plan, Recreational Element
    (p. RE-26) – Provide safe and convenient linkages to, and within, park and recreational facilities and open space areas
  o General Plan, Mobility Element
    (p. ME-6) – A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities
    (p. ME-38) – Improve connectivity of the multi-use trail network, for use by bicyclists and others as appropriate
• City of Imperial Beach
  o General Plan and Coastal Plan
    (p. L-11) – Create a recreational corridor along the Imperial Beach Bayfront incorporating bicycle and pedestrian paths

**Improve Public Access**

Policies relating to improving public access to CCT trails involve providing public access to the CCT system (via roads, sidewalks, staircases, easements, etc.) as an interface between, and separation of, the motorized (vehicular) and non-motorized modes. The following planning documents have policies referring to public access improvement for non-motorized users.

• City of Oceanside
  o General Plan, Appendix B: Local Coastal Program Land Use Plan
    (p. 2) – Access to and along the coast shall be provided and maintained
    (p. 13) – Protect pedestrian access to the beach / Strand by maintaining easements and causing the construction of stairways and “walk-throughs” where
appropriate and assure safety through adequate street lighting; Provide access for handicapped, elderly, and visually and hearing impaired

- **City of Carlsbad**
  - General Plan, Circulation Element
    - (p. 7, 9) – Plan and coordinate park-and-ride facilities
  - General Plan, Parks and Recreation Element
    - (p. 9) – Access to open space

- **City of Encinitas**
  - Bikeway Master Plan Update, Background
    - (p. 8) – Provide for coastal/shoreline recreation areas, with effective access

- **City of Solana Beach**
  - Local Coastal Program Land Use Plan
    - (p. 20) – Maximize public access to, and along, the coast and maximize public recreational opportunities in the coastal zone
    - (p. 29) – Public access-ways and trails to the shoreline and public parklands should be a permitted use in all land use and zoning designations

- **City of Del Mar**
  - Local Coastal Program
    - (p. 28, 94) – Maximize public access opportunities along the shoreline
    - (p. 76) – Unless otherwise specifically stated, designated access paths are intended for pedestrians only
    - (p. 77) – The City shall promote the installation of bicycle racks at intermittent locations along designated bicycle routes including at various locations along the beach and lagoon areas
    - (p. 92) – Wherever practical, parks should be linked together by a system of trails and/or open space

- **City of San Diego**
  - General Plan, Recreational Element
    - (p. RE-25) – Parks and recreational facilities that are sited to maximize access by all modes of travel
    - (p. RE-26) – Improve public access through development of, and improvements to, multi-use trails within urban canyons and other open space areas
    - (p. RE-27) – Provide public access to open space for recreational purposes
    - (p. RE-33) – Enhance public access to public open space by clearly identifying trailheads and trail alignments which are consistent with MSCP preservation goals

- **City of Coronado**
  - Local Coastal Program Land Use Plan
    - (p. 13) – Provide shoreline access
  - General Plan, Recreation Element
    - (p. II-C2) – Easy accessibility provided from residential areas to parks and recreational facilities

- **City of Imperial Beach**
  - General Plan and Coastal Plan
    - (p. CO-9) – The City of Imperial Beach must rely on the attraction of tourists for economic development; Public access to the beaches needs to be ensured

**Encourage Overall Use of the CCT Trail**

Policies relating to encouraging the overall use of the CCT trail involve awareness and education of the CCT. The following planning documents have policies that make reference to encouraging the overall use of the CCT trail.
- **City of Oceanside**  
  o *General Plan, Recreational Trails Element (2002)*  
    - (p. 13) – Encourage walking through organized citywide programs sponsored by a variety of public and private groups

- **City of Solana Beach**  
  o *Local Coastal Program Land Use Plan (2009)*  
    - (p. 40) – Provide an educational experience where feasible through interpretive facilities

- **City of Del Mar**  
  o *Local Coastal Program*  
    - (p. 77) – The City shall encourage the use of bicycles for transportation to coastal recreation areas  
    - (p. 43) – Efforts to develop and publish a regional access guide to Solana Beach area beaches and trails should be encouraged and supported

- **City of San Diego**  
  o *General Plan, Recreational Element*  
    - (p. RE-24) – Educate the public on the variety, importance, and recreational uses of the City’s natural and cultural resources that are located in the City parks and open space lands

- **City of Imperial Beach**  
  o *General Plan and Coastal Plan*  
    - (p. C-18) – Information stations (“What’s Going On”) should be built along the Ecoroute Bikeway to showcase the ecosystems and other environmental assets along the coast

**Enhance Trails for Non-Motorized Users**

Policies relating to enhancing trails for non-motorized users (pedestrians, cyclists, disabled users, equestrians, etc.) involve functional improvements (e.g., adding natural or non-natural paved sections to accommodate bicyclists), safety improvements (e.g., adding ramps near sidewalks or handrails for staircases, railroad crossings), and aesthetic improvements (e.g., adding local art, signage) for all non-motorized users. The following documents have policies that make reference to enhancing the CCT trails for non-motorized users.

- **City of Oceanside**  
  o *General Plan, Recreational Trails Element*  
    - (p. 5, 8) – Encourage safe multiple use trails within the City that provide a variety of experiences  
    - (p. 21) – Encourage construction of a north / south Class I bike trail, Maintain existing trails and provide additional signage and striping

- **City of Carlsbad**  
  o *General Plan, Circulation Element*  
    - (p. 7) – Link sidewalks and handicap access to trail system

- **City of Encinitas**  
  o *Bikeway Master Plan Update, Background*  
    - (p. 2-9) – Provide trail systems which will encourage and provide for the on-site use of alternate modes of transportation (e.g., bicycles, pedestrian, equestrian)  
    - (p. 2-19) – Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned

- **City of Solana Beach**  
  o *Local Coastal Program Land Use Plan*
- (p. 30) – Provide a comprehensive signage program to identify public parks, trails and access ways
- (p. 39) – Safe and accessible bikeways and support facilities may be provided, where feasible, along the Coastal Rail Trail in the City
- (p. 40) – To provide increased opportunities for disabled individuals to access the shoreline where practical
- (p. 178) – To design street, sidewalk, bicycle path, and recreational trail networks, including the Coastal Rail Trail, to encourage walking, bicycling, and transit ridership

- **City of Del Mar**
  - *Local Coastal Program*
    - (p. 75) – Trailhead areas shall include appropriate support facilities such as trash receptacles and bicycle racks
    - (p. 76) – Vertical access improvements shall include the placement of appropriate facilities such as stairways and/or ramps to assure ease of access opportunities
    - (p. 77) – As funds permit, the City should acquire permanent rights-of-way and/or easements for pedestrian access from the bluffs to the beach as deemed appropriate to protect fragile resources and preserve the privacy of neighbors

- **City of San Diego**
  - *General Plan, Recreational Element*
    - (p. RE-26) – Provide barrier free trails and outdoor experiences and opportunities for persons with disabilities where feasible

**Trail Compatibility with Roadways/Rail Lines, Infrastructure, Environment and Land Use**

Policies relating to trail compatibility involve compatibility of the CCT trail and its use to existing and future roadways or rail lines, infrastructure (e.g., utilities, facilities / buildings), environment (e.g., wildlife, coastal areas), and land use (e.g., appropriate location of coastal trail within existing land use and zoning areas). The following documents have policies that make reference to promoting trail compatibility with existing or future roadways, rail lines, various infrastructures, the environment, and land use.

- **City of Oceanside**
  - *General Plan, Appendix B: Local Coastal Program Land Use Plan*
    - (p. 2) – Development plans are required to address vertical access to the coast
    - (p. 3) – The City shall continue its efforts to provide and maintain an adequate buffer zone between Buena Vista Lagoon and development along its shore so as to provide for public access and protection of the lagoon from adverse environmental impacts

- **City of Carlsbad**
  - *General Plan, Open Space and Conservation Element*
    - (p. 18) – Avoid environmental impacts
  - *General Plan, Circulation Element*
    - (p. 9) – Revise trail system to reflect existing roadway conditions and land use changes

- **City of Encinitas**
  - *Recreational Trails Master Plan*
    - (p. 5) – Will minimize impacts to adjacent landowners from trespass, loss of privacy, damage and property loss associated with the trail. Will locate trails with environmental sensitivity to minimize the impact to the environment
- **City of Solana Beach**
  - *Local Coastal Program Land Use Plan*
    - (p. 20) – Maximize public access to, and along, the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners
    - (p. 21) – Development should not interfere with the public's right of access to the sea where acquired through historic use or legislative authorization
    - (p. 30) – Minimize adverse impacts to environmentally sensitive habitat areas and other sensitive environmental and visual resources

- **City of Del Mar**
  - *Local Coastal Program*
    - (p. 30) – Ensure that future development minimizes the disturbance of existing or natural terrain and vegetation
    - (p. 74) – Provide continuous public trail easements and the requirement for provision of access improvements within them shall be attached as conditions of development within appropriately designated areas
    - (p. 76) – Depending on individual site considerations, vertical access-ways, when located on private property adjacent to residential uses, may be restricted to use during daylight hours only
    - (p. 105) – Paths and trails which provide public access opportunities, shall be encouraged in hillshade areas, when designed in such a fashion so as to minimize disturbance of areas of steep slopes and natural vegetation

- **City of San Diego**
  - *General Plan, Recreational Element*
    - (p. RE-24) – Protect, manage, and enhance population- and resource-based parks and open space
    - (p. RE-31) – Design and maintain open space lands to preserve or enhance topographic and other natural site characteristics
    - (p. RE-32) – Balance passive recreation needs of trail use with environmental preservation

- **City of Coronado**
  - *Local Coastal Program Land Use Plan*
    - (p. 13) – Preserve and protect environmentally sensitive areas along the shoreline

- **City of National City**
  - *Local Coastal Program Land Use Plan*
    - (p. iv) – The National City bayfront shall be designated for tourist commercial and recreational use
    - (p. 25) – Development shall take into account the proximity to recreational areas and trails

- **City of Imperial Beach**
  - *General Plan and Coastal Plan*
    - (p. P-19) – Coordination efforts with local, State and Federal agencies should be developed to provide access to the beach and ensure environmental integrity is maintained and enhanced
  - *Bicycle Transportation Plan*
    - (p. ES-8) – Whenever possible, the bikeway system will utilize environmental sensitive routing to minimize environmental impacts
Recommendations for Improving the San Diego Portion of the CCT

As part of the SB 908 Report, *Completing the California Coastal Trail*, a feasibility study was conducted of the entire length of the CCT and included within the SB 908 Report. As of 2003, when the report was published, capital improvements were needed only on 38 of the 109 miles of trail within San Diego County. These improvements included 1 mile of highway corridor improvements and 37 miles of acquisition or construction on private lands. The total cost estimated in 2003 dollars to complete the trail totals approximately $32 million. The majority of this cost would go towards acquiring right of way and constructing hard asphalt trail surfaces. Overall, several recommendations were made for the San Diego County portion of the CCT:

- Encourage the U.S. Marine Corps to reopen the Camp Pendleton coastal bicycle trail when consistent with military security requirements, and to consider opening this trail to pedestrian use (The U.S. Marine Corps has subsequently opened the trail for bicycle use)
- Support local agency efforts to develop a safe pedestrian and bicycle trail along railroad right of way west of State Highway 1 between the cities of Carlsbad and Del Mar
- Design a recreational access trail along the San Diego River to encourage non-motorized access to the coast from inland cities
- Complete improvement of the Bayshore Bikeway around South San Diego Bay;
- Design and construct a trail linking Border Field State Park with San Ysidro community and the City of Imperial Beach, in conjunction with planning for habitat restoration within the Tijuana River Estuary

In the various regional and local planning documents, several additional projects were recommended, in progress, or completed. They are summarized below and in Table 2.

**Table 2: Identified CCT Needs by Jurisdiction**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Trail Connectivity</th>
<th>Public Access</th>
<th>Encourage Use of Trail</th>
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† denotes identified needs that directly refer to the CCT trail

**Trail Connectivity / Alignment**

- **City of Oceanside**
  - General Plan, Recreational Trails Element
    - (p. 5, 8) – The trail transition to Camp Pendleton is currently extremely dangerous
- (p. 22) – Provide pedestrian trail connection from the Strand south to Buena Vista Lagoon

- **City of Encinitas**
  - *Bikeway Master Plan Update, Executive Summary*
    - (p. 8) – Completion of Coastal Rail trail planned for between Cities of Carlsbad and Solana Beach – paved, multi-use, regional route connecting the coastal cities of San Diego County

- **City of San Diego**
  - *Mission Bay Park Master Plan Update*
    - (p. 23) – Desires to complete a bicycle / pedestrian path to circle Mission Bay Park completely

- **City of Chula Vista**
  - *Bikeway Master Plan*
    - (p. 2-18) – References the San Diego Unified Port District, Port Master Plan, the Chula Vista Bayfront Precise Plan, to focus providing bikeway connections from the bayfront to other parts of the City and for maintaining a close planning relationship between the Port District and the City of Chula Vista

**Improve Public Access for Non-Motorized Users**

- **City of Oceanside**
  - *General Plan, Appendix B: Local Coastal Program Land Use Plan*
    - (p. 2) – Provide pedestrian access to the coast at various locations
    - (p. 3) – Provide a pedestrian overpass from Oceanside Transit Center over the railroad tracks to facilitate access for beach users

- **City of San Diego**
  - *Mission Bay Park Master Plan Update*
    - (p. 127) – Provide continuous public access

- **City of Coronado**
  - *Local Coastal Program Land Use Plan*
    - (p. 23, 24) – Construct a bulkhead / stairway for preservation and enhancement of the bay access path between E and F Avenues; Preserve a bicycle path on the Glorietta Boulevard boundary and walkway on the Glorietta Bay side; Construct a pedestrian and bicycle path around and through its Coronado property; Support the Bayroute [Bayshore] Bikeway; Develop tidelands to encourage and facilitate shoreline access; Provide adequate public parking spaces in coastal recreational areas

**Encourage Overall Use of the CCT Trail**

- **City of Carlsbad**
  - *General Plan, Circulation Element*
    - (p. 9) – Encourage passive and active use of the railroad right-of-way as trail linkage and bicycle pathway

- **City of Imperial Beach**
  - *Bicycle Transportation Plan*
    - (p. 7-16) – Signing to highlight the City of Imperial Beach’s attractions and the scenic loop route are recommended
Enhance Trails for Non-Motorized Users

- **City of Oceanside**
  - General Plan, Recreation and Trails Element
    - (p. 5) – Design trails that are aesthetically pleasing; Build an interconnected trail system from the fragmented network of pedestrian trails; Improve the dangerous transition to Camp Pendleton; Build additional bicycle racks, rest areas with showers and drinking fountains

- **City of Carlsbad**
  - General Plan, Circulation Element
    - (p. 9) – Design public trails to enhance multiple use and equestrian use; Improve bicycle access to beach areas; Provide for handicapped access to and along public sidewalks and along as much of the trail system as feasible

- **City of Imperial Beach**
  - Bicycle Transportation Plan
    - Design bikeways with shared lane markings and provide signing along trails
    - Bayshore Bikeway – Additional parking, restrooms, rest stop, curb cuts to allow smooth rolling transition between curb and street, and bike racks are recommended. Specifically, there are no restrooms at the 7th, 8th, 12th, and 13th Street entrances to the Bayshore Bikeway. Noted in the Bicycle Transportation Plan is a lack of information kiosks and signing, particularly at the 7th and 14th Street entrances, and the future 10th Street entrance.

Trail Compatibility with Roadways/Rail Lines, Infrastructure, Environment and Land Use

- **San Diego Association of Governments (SANDAG)**
  - 2030 Regional Transportation Plan (RTP)
    - Identified a project with the City of Encinitas (Encinitas Pedestrian Crossing Study) for 2007-2008 for the development and analysis of pedestrian crossings across the Coastal Rail corridor

- **City of Imperial Beach**
  - General Plan and Coastal Plan
    - (p. CO-3) – Suggests the San Diego-Eastern Arizona Railroad right of way is a great potential of becoming a recreational corridor including bicycle and pedestrian routes

Referenced Planning Documents

The various local and regional planning documents referenced or cited in this document include (with dates of original adoption and most recent amendment):

- **San Diego Association of Governments (SANDAG)**
  - 2030 Regional Transportation Plan (RTP) (November 30, 2007)
  - Bayshore Bikeway Plan (March 17, 2006)
  - Draft San Diego Regional Bicycle Plan (adoption expected spring or summer 2010)

- **County of San Diego**
  - General Plan, Public Facility Element (March 13, 1991; amended January 12, 2005)
  - Community Trails Master Plan (January 12, 2005; updated June 24, 2009)

- **City of Oceanside**
  - General Plan, Recreational Trails Element (January 24, 1996)
- General Plan, Appendix B: Local Coastal Program Land Use Plan (June 11, 1980; amended April 24, 1995)
- City of Carlsbad
  - General Plan, Parks and Recreation Element (July 2003)
  - General Plan, Open Space and Conservation Element (amended November 7, 2006)
- City of Encinitas
  - Bikeway Master Plan Update (January 2006)
  - Recreational Trails Master Plan (April 6, 2002; became effective June 12, 2003)
- City of Solana Beach
  - Local Coastal Program Land Use Plan (September 2009)
- City of Del Mar
  - Local Coastal Program (March 18, 1993)
- City of San Diego
  - Bicycle Master Plan (May 2002)
  - Pedestrian Master Plan (December 2006)
  - General Plan, Recreational Element (March 2008)
  - General Plan, Mobility Element (March 2008)
  - Sunset Cliffs Natural Park Master Plan (July 2005)
  - Mission Bay Park Master Plan Update (August 2, 1994; amended July 9, 2002)
- City of Coronado
  - Local Coastal Program Land Use Plan (December 3, 1980; revised August 2004)
  - General Plan, Recreation Element (February 5, 1991)
- City of National City
  - Local Coastal Program Land Use Plan (May 10, 1988; amended May 6, 1997)
- City of Chula Vista
  - Bikeway Master Plan (January 19, 2005)
- City of Imperial Beach
  - Bicycle Transportation Plan (June 2008)
  - General Plan and Coastal Plan (October 19, 1994)

**CCT Stakeholders in San Diego County**

Potential CCT stakeholders may include, but are not limited to:

- San Diego Association of Governments (SANDAG)
- County of San Diego
- California Department of Transportation (Caltrans)
- Metropolitan Transit System (MTS)
- San Diego Unified Port District
- San Diego County Parks and Recreation
- City of Oceanside
- City of Carlsbad
- City of Encinitas
- City of Solana Beach
- City of Del Mar
- City of San Diego
- City of Coronado
- City of National City

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• City of Chula Vista
• City of Imperial Beach
• U.S. Bureau of Land Management – California
• U.S. Fish and Wildlife Service (USFWS)
• U.S. Army Corps of Engineers (ACOE)
• U.S. Environmental Protection Agency (EPA)
• U.S. Navy – Commander Navy Region Southwest (CNRSW)
• U.S. Coast Guard
• U.S. Marine Corps Base – Camp Pendleton
• California State Parks
• California Coastal Commission
• California Coastal Conservancy
• California Department of Fish and Game
• State Lands Commission
• County of San Diego Health Services Department
• USFWS Tijuana Slough National Wildlife Refuge
• San Dieguito River Park Joint Powers Authority
• Bayshore Bikeway Working Group
• San Diego County Bicycle Coalition
• Centre City Development Corporation (CCDC)
• San Diego Gas & Electric Company (SDG&E)
• San Diego Electric Railway Association (SDERA)
• San Diego County Bicycle Coalition (SDCBC)
• Save our Heritage Organisation (SOHO)