



COASTAL RAIL TRAIL

Encinitas Community Meeting
April 21, 2015



REGIONAL BIKE NETWORK

HIGH PRIORITY PROJECTS

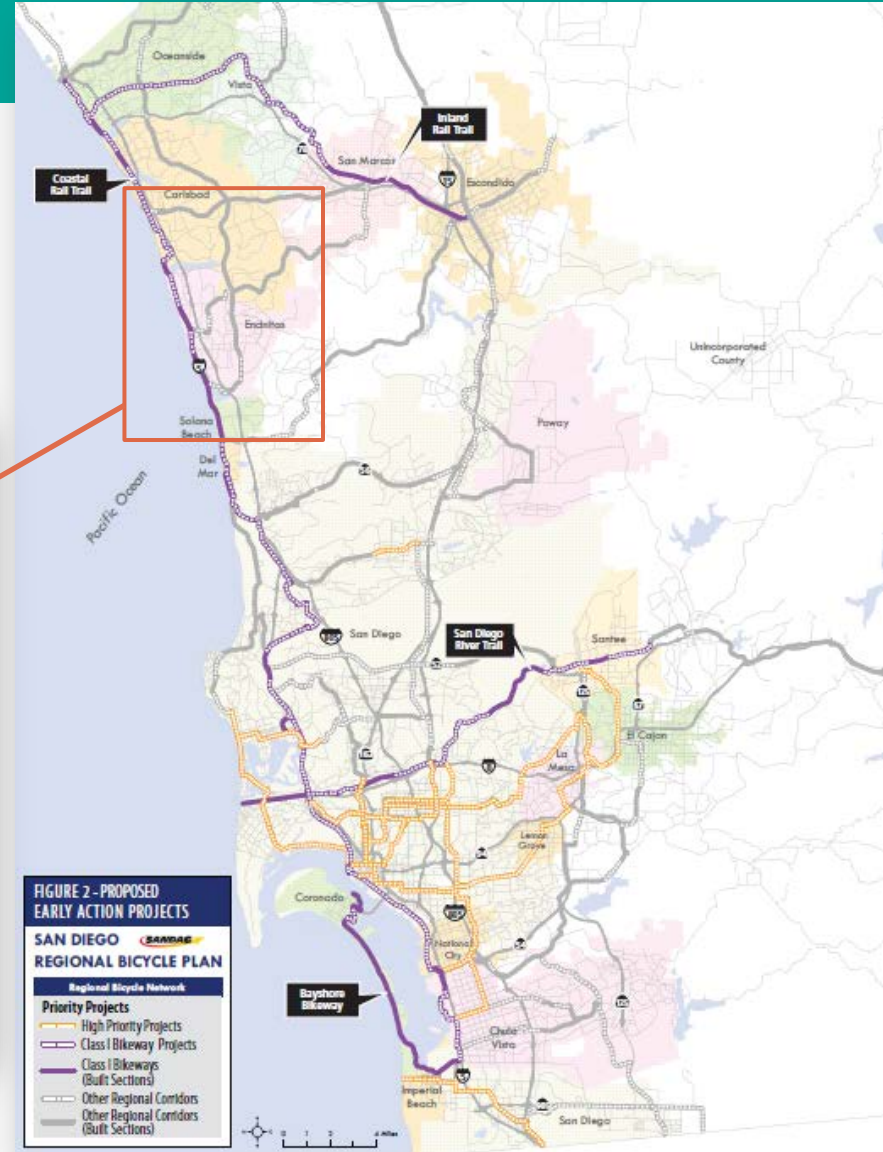


FIGURE 2 - PROPOSED EARLY ACTION PROJECTS
SAN DIEGO REGIONAL BICYCLE PLAN



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



PROJECT OVERVIEW

COASTAL RAIL TRAIL

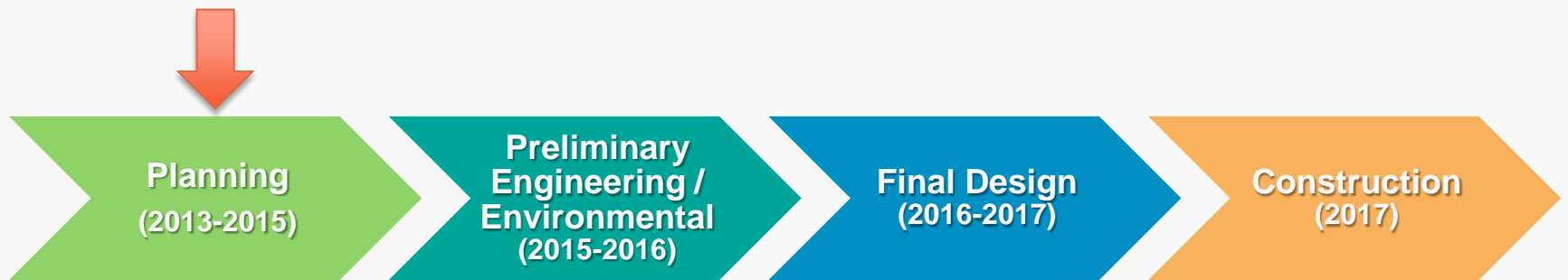
- Three of four segments from the Regional Bike Plan Early Action Program are funded and scheduled for implementation
- Projects 39B, 39C, and 39D





PROCESS

SEGMENT 39C CHESTERFIELD TO E STREET





PROJECT HISTORY

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



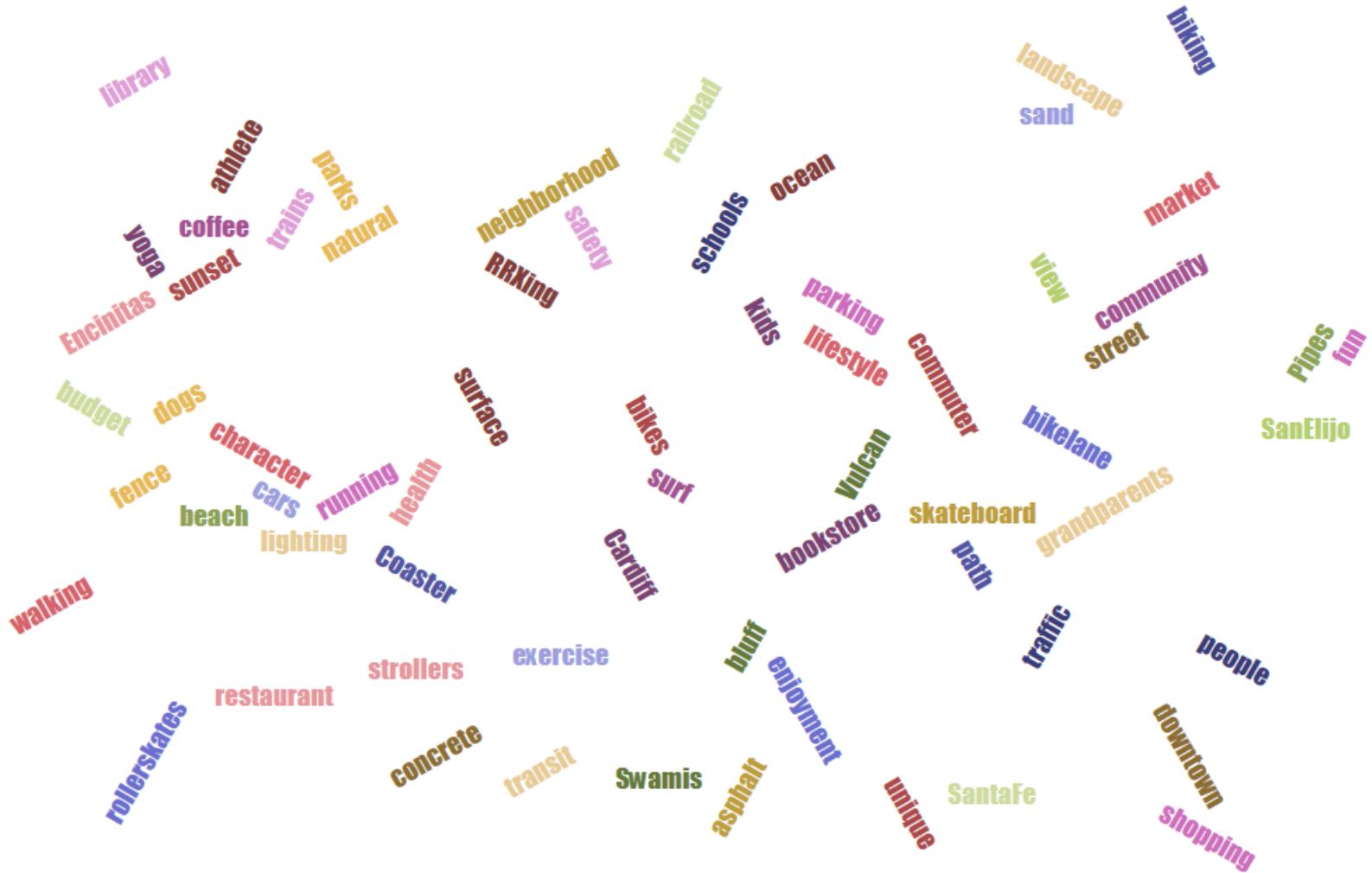
PROJECT HISTORY

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



CONSIDERATIONS





BIKEWAY TERMS

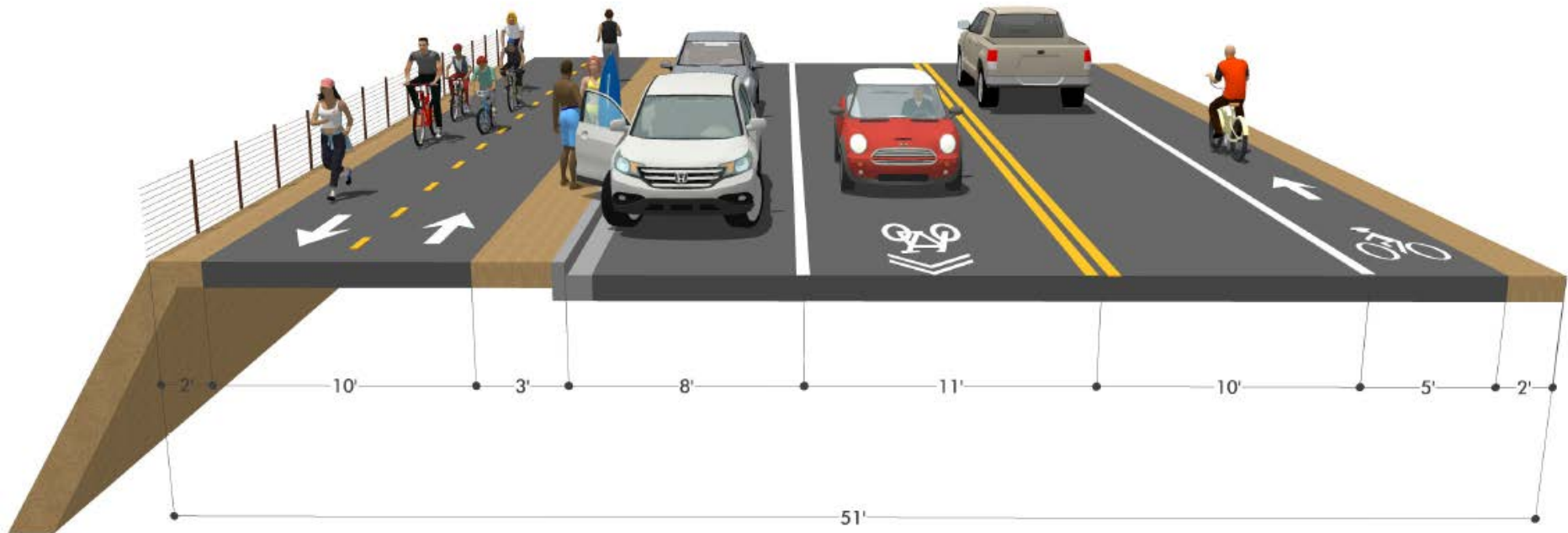
DEFINITIONS

- **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





BALANCING ISSUES

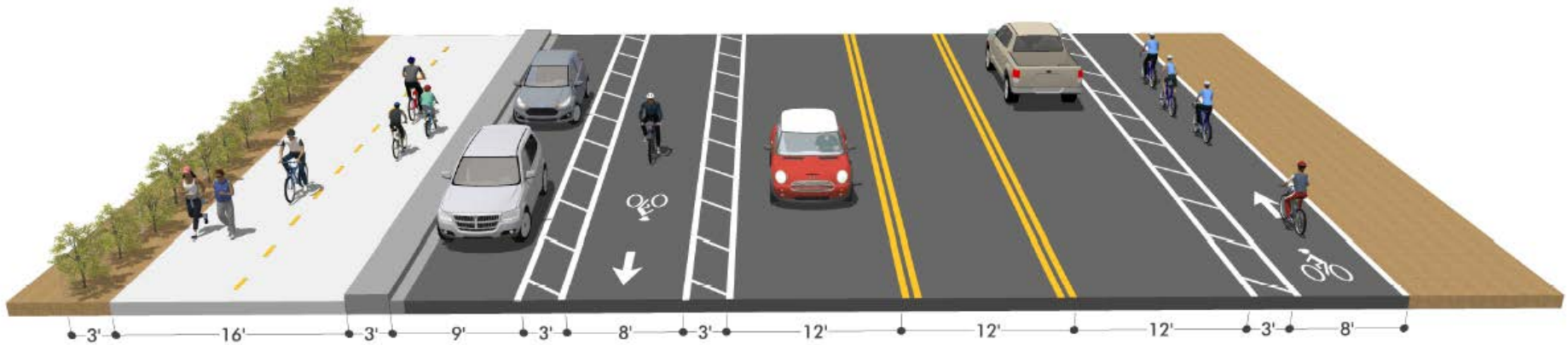
CONCEPT ALONG SAN ELIJO AND VULCAN AVENUES

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



WEST SIDE ALTERNATIVE

NEAR STATE PARK CAMPGROUND



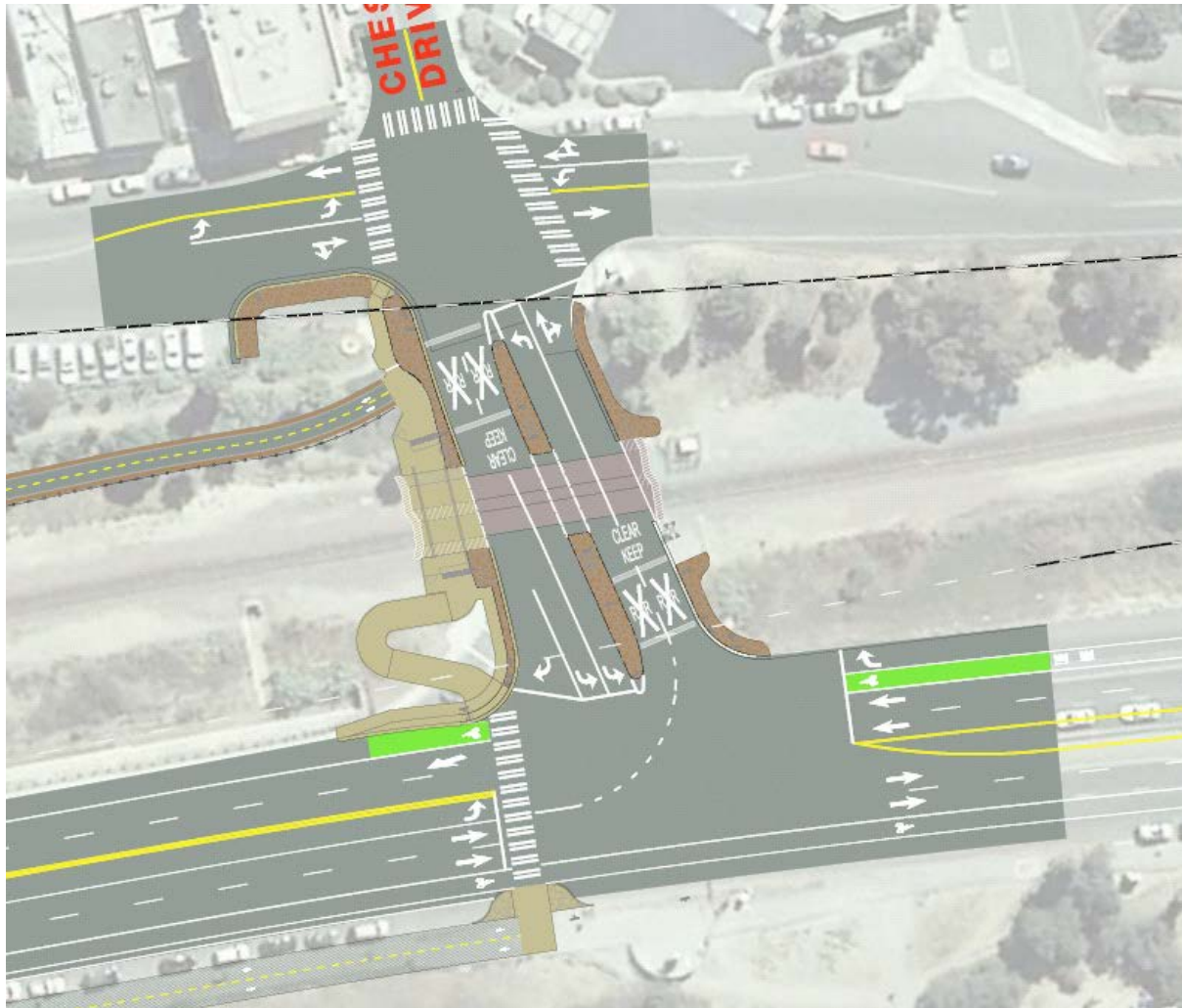


BALANCING ISSUES

CONCEPT ALONG COAST HIGHWAY 101

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

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