

North Coast Corridor Public Works Plan/ Transportation and Resource Enhancement Program Amendment

DRAFT PWPA Text Changes (January 2016)

1) COASTAL RAIL TRAIL DESCRIPTION CHANGES

(pg. XVII)

- Constructing several missing links of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor right-of-way~~. These projects would construct more than 7 miles of the Coastal Rail Trail in the cities of Encinitas and Carlsbad.

(pg. 2-59)

- Identified PWP/TREP improvements to address deficiencies
 - Identified PWP/TREP improvements that would correct the aforementioned gaps, barriers and other access deficiencies. These bicycle and pedestrian projects included new and improved facilities at I-5 highway and LOSSAN rail corridor crossings, implementation of segments of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN right-of-way~~, and implementation of the new north-south I-5 North Coast Bike Trail within the highway right-of-way. These PWP/TREP projects would be implemented as part of the I-5 highway and LOSSAN rail corridor transportation projects and would include such facilities as upgraded bicycle routes (e.g., rebuilding an existing Class III bicycle facility as a Class II facility on a new I-5 bridge overcrossing) and new or wider sidewalks at highway and rail over- and undercrossings.

(pg. 3B-16)

Beyond establishing better connections with the Coastal Rail Trail, the PWP/TREP improvements also include completing several segments of the Coastal Rail Trail within the NCC. Caltrans and SANDAG have identified several planned Coastal Rail Trail segments ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as projects to be included in the PWP/TREP. These projects, which are discussed further in Section 4.4 and Section 5.3, would construct more than 7 miles of the Coastal Rail Trail in the cities of Encinitas and Carlsbad. Where feasible, these Coastal Rail Trail segments would be built concurrently with adjacent track projects in the LOSSAN rail right-of-way.

(pg. 3B-29)

Creating and constructing a new, corridor-long I-5 North Coast Bike Trail and constructing several missing links of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor right-of-way~~.

(pg. 4-43 to pg. 4-44)

Caltrans and SANDAG have identified opportunities to complete approximately 7 miles of the Coastal

Rail Trail ~~within adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as part of the PWP/TREP improvements, taking advantage of construction synergy with LOSSAN rail projects whenever possible. These segments also will contribute to the completion of the California Coastal Trail, a planned 1,200-mile public right-of-way spanning the entire California coastline. A “braided trail” concept applies to the California Coastal Trail, meaning that it may be comprised of several adjacent and complementary trails in any given location, based upon the specific topography and land use mix of that location, as well as the types of infrastructure required to support non-motorized transportation (walking trails, bike paths, etc.).¹³ The Coastal Rail Trail segments planned in the PWP/TREP—all of which are immediately adjacent to the coast—will support the development of the California Coastal Trail in the NCC by providing additional options for non-motorized travel along the coast.

It is the intent for the Coastal Rail Trail projects included for permitting in the PWP/TREP to be located within or immediately adjacent to the LOSSAN right of way - except in areas where there are environmental, safety, or physical constraints. In those instances where there are constraints, the Coastal Rail Trail shall not be located any further than 150 feet from the LOSSAN right of way. The Coastal Rail Trail projects as generally depicted on Figures 5.3-1A through 5.3-1E. The Coastal Rail Trail segments included for permitting in the PWP/TREP are:

- **Chesterfield Drive to G Street (Encinitas):** Construct approximately 1.7 miles of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. Partially overlaps with LOSSAN San Elijo Lagoon Double Track project.
- **G Street to Leucadia Boulevard (Encinitas):** Construct approximately 1.7 miles of dedicated bicycle facility ~~in within, or in close in proximity to the LOSSAN right-of-way~~. Partially overlaps with LOSSAN Batiquitos Lagoon Double Track project.
- **Leucadia Boulevard to La Costa Avenue (Encinitas):** Construct approximately 1.3 miles of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. Overlaps with LOSSAN Batiquitos Lagoon Double Track project.
- **Poinsettia Station to Palomar Airport Road (Carlsbad):** Construct approximately 0.9 mile of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~.
- **Palomar Airport Road to Cannon Road (Carlsbad):** Construct approximately 0.5 mile of dedicated bicycle facility ~~in within, or in close proximity to the LOSSAN right-of-way~~. However, as shown in Figure 4-2E, a small portion of this segment lies outside the rail right-of-way, and therefore its implementation would require further coordination with the city.
- **Cannon Road to Tamarack Avenue (Carlsbad):** Construct approximately 1.2 miles of dedicated bicycle facility ~~in within, or in close in proximity to the LOSSAN right-of-way~~.

(pg. 5.1-44)

Additionally, the corridor vision for bicycle and pedestrian routes and trails includes an extensive network that provides access to the beaches, lagoons, open spaces, and coastal communities of the NCC. Local roads cross I-5 at several locations within the corridor, and many of these crossings are narrow and unaccommodating for bicycles and pedestrians, inhibiting their access to coastal resources. These limited crossings also reduce bicycle and pedestrian access to the Coastal Rail Trail, a separated facility ~~within, adjacent to, or in close proximity to the LOSSAN rail corridor~~ that is being developed throughout the NCC.

(pg. 5.3-4)

Once fully completed, the Coastal Rail Trail will be a continuous north-south route adjacent to the LOSSAN rail corridor, providing access to and along coastal facilities. This bikeway serves many users: short segments support commuter access between adjoining communities; longer segments accommodate recreational users as well as some commuters; while the full length of the bikeway within

San Diego County serves regional and interregional users. Significant portions of the Coastal Rail Trail have been completed in Solana Beach, Carlsbad, Oceanside, and San Diego, but several gaps still exist in the corridor. Beyond the planned improvements ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ that are included in the PWP/TREP (described in Section 5.3.3.1), the completion of other unfinished segments of the Coastal Rail Trail is being pursued concurrently by several local jurisdictions.

(pg. 5.3-13)

- Identified PWP/TREP improvements to address deficiencies
 - Identified PWP/TREP improvements that would correct the aforementioned gaps, barriers and other access deficiencies. These bicycle and pedestrian projects included new and improved facilities at I-5 highway and LOSSAN rail corridor crossings, implementation of segments of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN right-of-way~~, and implementation of the new north-south I-5 North Coast Bike Trail within the highway right-of-way. These PWP/TREP projects would be implemented as part of the I-5 highway and LOSSAN rail corridor transportation projects and would include such facilities as upgraded bicycle routes (e.g., rebuilding an existing Class III bicycle facility as a Class II facility on a new I-5 bridge overcrossing) and new or wider sidewalks at highway and rail over- and undercrossings.

...

Caltrans and SANDAG have identified opportunities to complete approximately 7 miles of the Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ as part of the PWP/TREP improvements, taking advantage of construction synergy with LOSSAN rail projects whenever possible. These segments also will contribute to the completion of the California Coastal Trail, a planned 1,200-mile public right-of-way spanning the entire California coastline. A “braided trail” concept applies to the California Coastal Trail, meaning that it may be comprised of several adjacent and complementary trails in any given location, based upon the specific topography and land use mix of that location, as well as the types of infrastructure required to support non-motorized transportation (walking trails, bike paths, etc.).¹⁵ The Coastal Rail Trail segments planned in the PWP/TREP—all of which are immediately adjacent to the coast—will support the development of the California Coastal Trail in the NCC by providing additional options for non-motorized travel along the coast.

(pg. 5.3-14)

Beyond the Coastal Rail Trail segments ~~within, adjacent to, or in close proximity to the LOSSAN rail and within I-5 highway rights-of-way~~ that are planned in the PWP/TREP, the region’s local jurisdictions are also working with SANDAG to identify funding for the design and construction of several other segments ~~located outside these rights-of-way~~. The SANDAG Regional Bicycle Plan Early Action Program (EAP)—described in more detail later in this section with the other projects permitted separately from the PWP/TREP—includes several projects that will largely complete the Coastal Rail Trail in the NCC. In addition, the EAP includes the construction of many segments in San Diego that are located outside the NCC, such as University Towne Center, Rose Canyon, and Pacific Highway. Taken together, these combined efforts on the Coastal Rail Trail from SANDAG and local cities demonstrate the region’s intention to complete this important facility.

(pg. 5.10-5)

In addition, bicycle and pedestrian routes that are incomplete, not built to current standards or plans, or not available for access to coastal areas in the NCC would be upgraded and/or connected. Facilitating and encouraging non-automobile transportation with new and improved multimodal options will provide access to the coast and recreation areas with alternative modes of transportation (trails, bike paths, and transit). The PWP/TREP projects will add and improve sidewalks and bicycle lanes at I-5 highway and

LOSSAN rail crossings throughout NCC communities, providing access to coastal amenities including Coast Highway, the Coastal Rail Trail, and the California Coastal Trail. The proposed improvements would improve not only travel choices, but also substantially enhance recreational opportunities in the corridor by completing linkages among communities and inland and coastal areas, and by providing access opportunities to the NCC's regionally significant natural resource and recreation areas. The PWP/TREP improvements for bicycle and pedestrian routes and trails would enhance an extensive network that provides access to the beaches, lagoons, open spaces, and coastal communities. In addition, the PWP/TREP establishes and constructs significant portions of a new I-5 North Coast Bike Trail—a continuous, non-motorized access trail along the length of the corridor that would complement the existing Coast Highway, Coastal Rail Trail, and the California Coastal Trail. Missing links of the long-planned Coastal Rail Trail ~~within, adjacent to, or in close proximity to the LOSSAN rail right-of-way~~ would also be implemented.

(pg. 5.10-8)

With regard to non-motorized transportation, the PWP/TREP incorporates a number of regional and community enhancements that would support bicycle and pedestrian activities within the corridor, including construction of a number of facilities critical to success of the I-5 North Coast Bike Trail and the Coastal Rail Trail. These facilities include smaller trail connections as well as larger trail portions intended to connect north-south trail segments. These sections ~~within or in close proximity to Caltrans/SANDAG right-of-way~~ would only be constructed with project approval and are lynchpin elements to the overall non-motorized transportation system. Proposed improvements to pedestrian crossings across the rail and highway facilities, and new or improved corridor bike and hiking trails would provide safe, non-automobile dependent routes to and from the Coastal Zone and to coastal recreation areas.