

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370



# Th18a

## **NOTICE OF IMPENDING DEVELOPMENT**

**NO. NCC-NOID-0001-17**

**(CARDIFF COASTAL RAIL TRAIL)**

**MAY 11, 2017**

## **EXHIBITS**

### **Table of Contents**

[Exhibit 1 – Regional & NCC Map](#)

[Exhibit 2 – Project Location Map](#)

[Exhibit 3 – Jurisdiction Map](#)

[Exhibit 4 – Eastern Alignment Visual Simulations/Renderings](#)

[Exhibit 5 – Western Alignment Visual Simulations/Renderings](#)

[Exhibit 6 – NCC PWP/TREP Maps](#)

[Exhibit 7 – City of Encinitas LCP Figures \(Recreation Trails Master Plan, PWP Overlay\)](#)

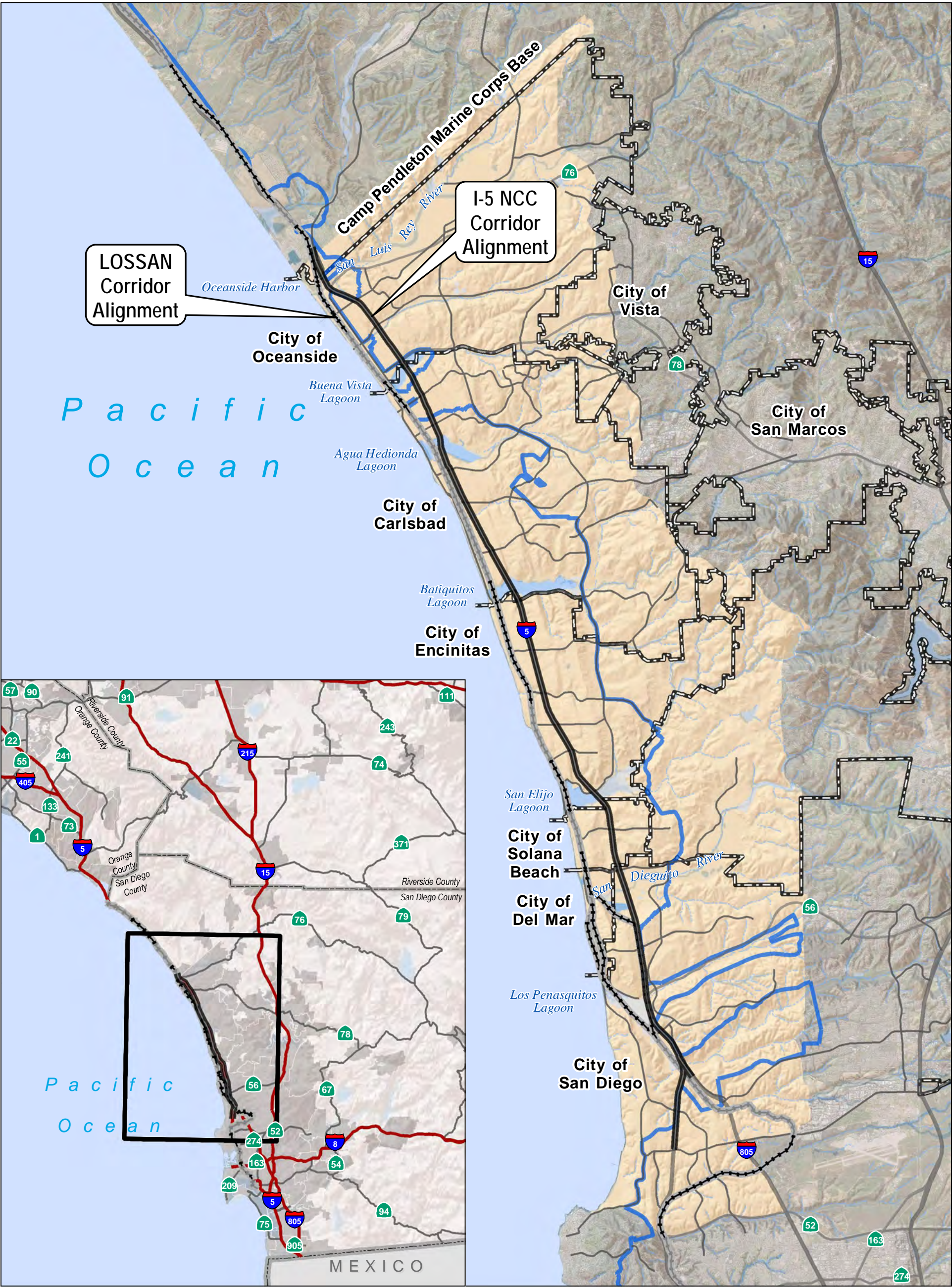
[Exhibit 8 – Commission Staff Comment Letter](#)


[Exhibit 9 – Parking Map](#)

[Exhibit 10 – MND/Project Study Maps](#)


[Exhibit 11 – NCTD's Fencing Policy](#)










**NORTH**





0 5 10 Miles


 North Coast Corridor Travel Shed


 Coastal Zone Boundary


 City Boundary


 I-5 NCC Project Area

 LOSSAN Proposed Track

 LOSSAN Existing Track

 Interstate

 State Route

 Major Arterial

DATA SOURCES: Caltrans, California Coastal Commission, Local Jurisdictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

The Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map are for planning and engineering study purposes only. Data are derived from multiple sources. The digital Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map have not been adopted by the Coastal Commission, and do not supersede the official versions certified by the Coastal Commission as may be amended from time to time. Disclaimer: The State of California makes no representations or warranties regarding the accuracy or completeness of the files or the data from which they were derived. The State shall not be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of these Coastal Zone boundary, jurisdiction and Local Coastal Program files or the data from which they were derived. Because the Coastal Zone boundary, jurisdiction and Local Coastal Program data files are merely representational, they and the data from which they were derived are not binding and may be revised at any time.

Regional and

**EXHIBIT NO. 1**

APPLICATION NO.

**NCC-NOID-0001-17**

Regional & NCC Map



California Coastal Commission





EXHIBIT NO. 2

APPLICATION NO.

**NCC-NOID-0001-17**

Project Location Map



California Coastal Commission





MATCHLINE: SEE FIGURE 2

NO SCALE

ENCINITAS COASTAL RAIL TRAIL - CHESTERFIELD DRIVE TO SANTA FE U/C SEGMENT

## JURISDICTION MAP

FIGURE 1

EXHIBIT NO. 3

APPLICATION NO.

NCC-NOID-0001-17

Jurisdiction Map

Page 1 of 3



California Coastal Commission



MATCHLINE: SEE FIGURE 1



MATCHLINE: SEE FIGURE 3

ENCINITAS COASTAL RAIL TRAIL - CHESTERFIELD DRIVE TO SANTA FE U/C SEGMENT

DATE:  
02/28/17

JURISDICTION MAP

FIGURE 2



MATCHLINE: SEE FIGURE 2



NO SCALE

ENCINTAS COASTAL RAIL TRAIL - CHESTERFIELD DRIVE TO SANTA FE U/C SEGMENT

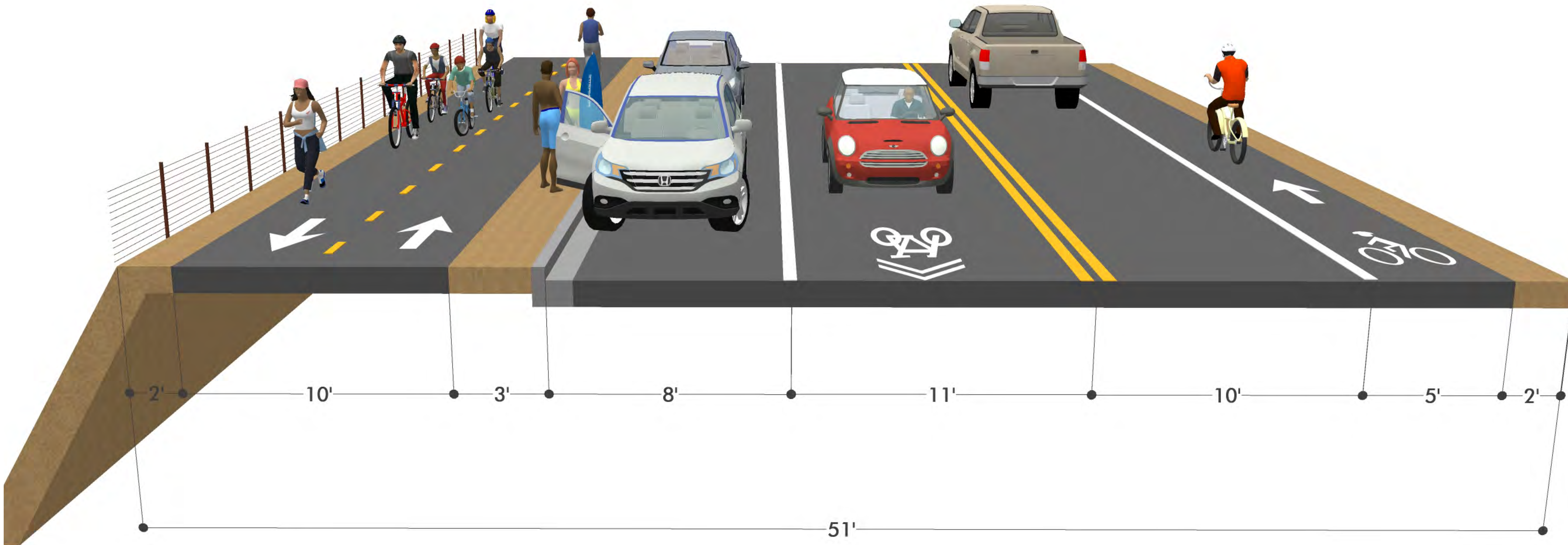
DATE:  
02/28/17

JURISDICTION MAP

FIGURE 3

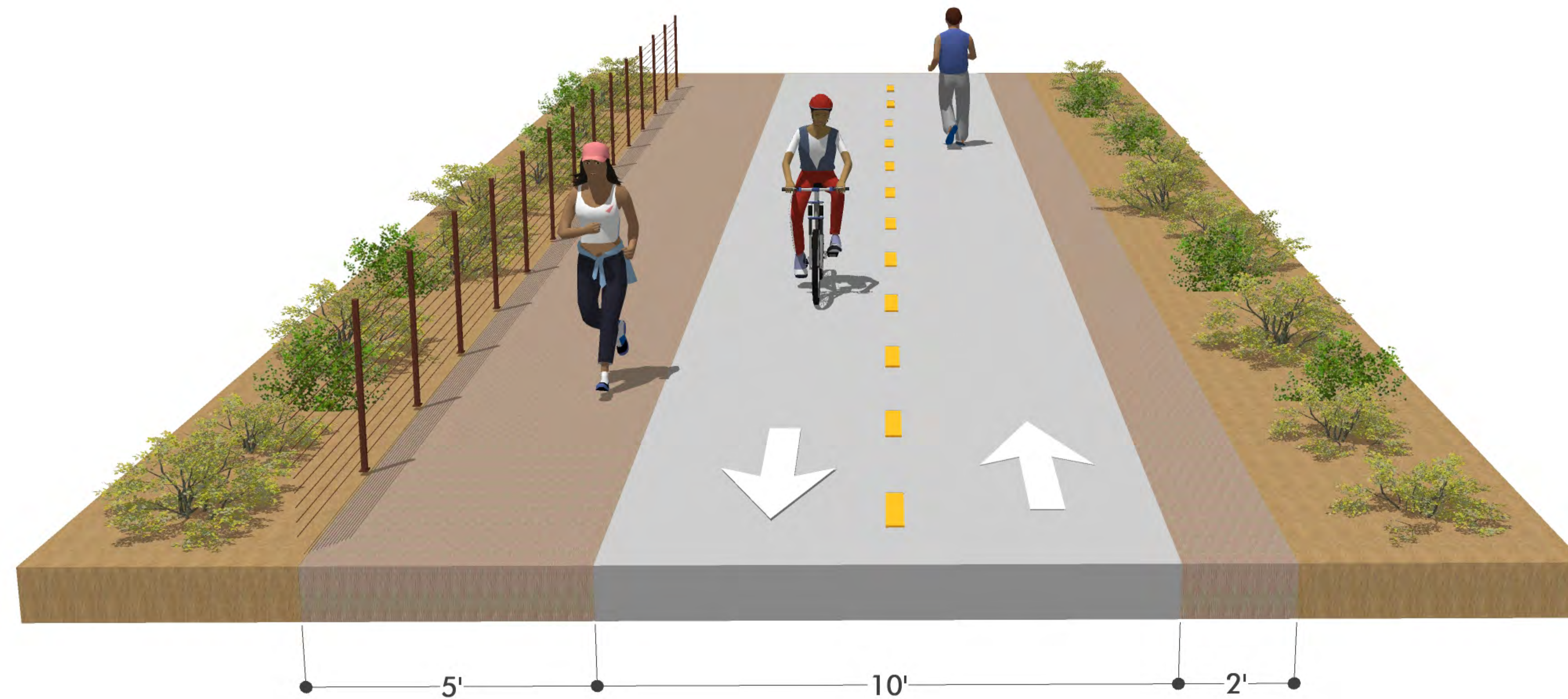


DRAFT APRIL 21, 2015





DRAFT APRIL 21, 2015







**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 1- Existing Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 1- Proposed Condition • Earth Tone Path Coloring





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 2- Existing Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 2- Proposed Condition • Earth Tone Path Coloring





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 3- Existing Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 3- Proposed Condition • Earth Tone Path Coloring





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 4- Existing Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 4- Proposed Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 5- Existing Condition





**COASTAL RAIL TRAIL: ENCINITAS**  
**DRAFT**

View 5- Proposed Condition • Earth Tone Path Coloring







**Draft Visual Simulation – Encinitas Coastal Rail Trail – Chesterfield Drive to Santa Fe Drive Undercrossing (Western Alignment)**



1. Southbound view from edge of path, just south of Swami's Beach Park



**Draft Visual Simulation – Encinitas Coastal Rail Trail – Chesterfield Drive to Santa Fe Drive Undercrossing (Western Alignment)**



Northbound view from bike lane, just south of Swami's Beach Park













DATA SOURCES: Caltrans, California Coastal Commission, Local Jurisdictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

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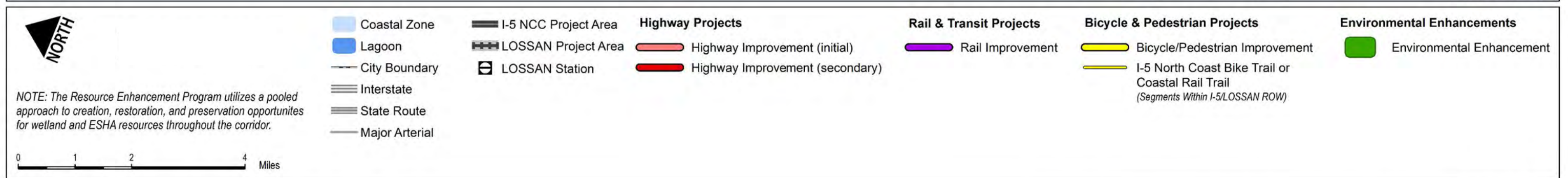
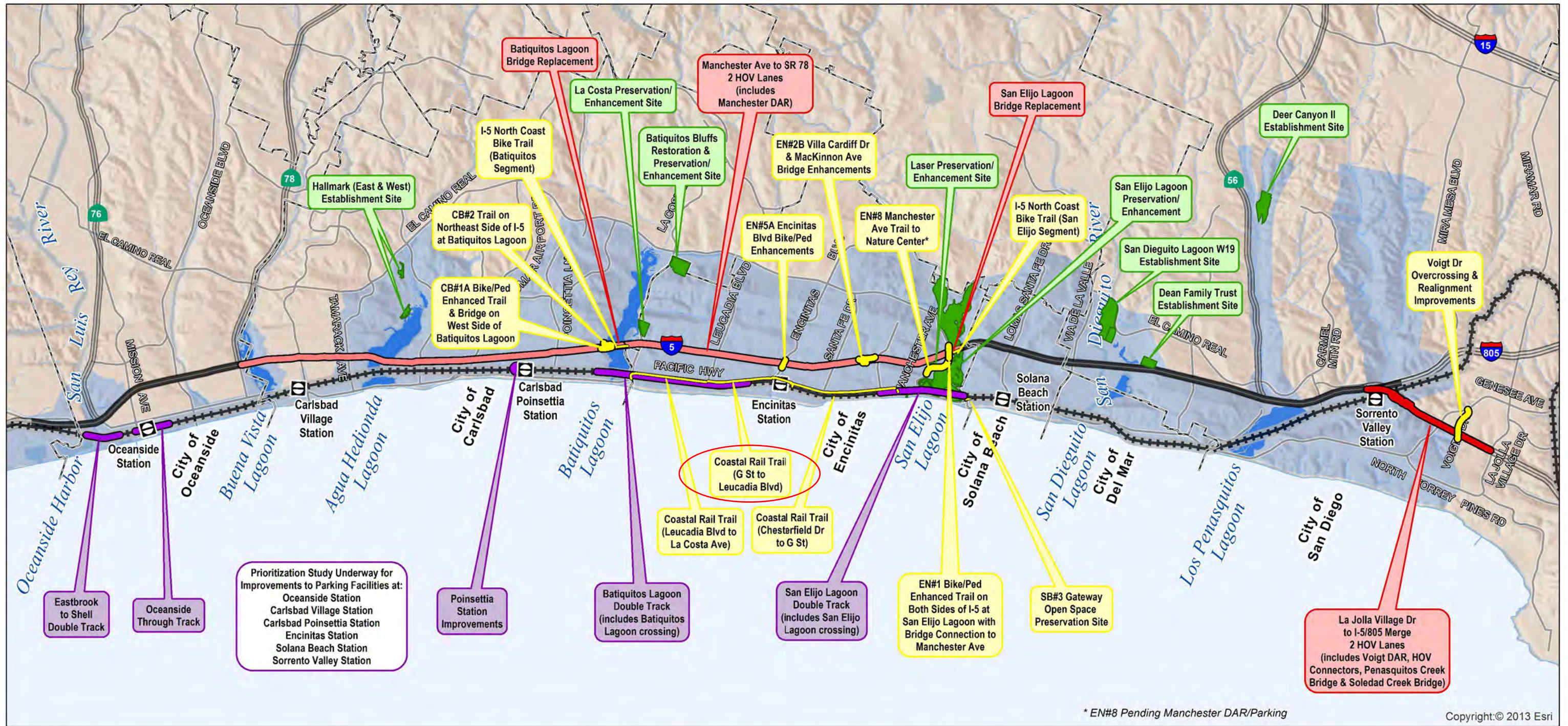
## Planned Coastal Access Improvements (North San Diego, Del Mar, Solana Beach, and South Encinitas)

North Coast Corridor PWP/TREP

FINAL: JUNE 2014; AS AMENDED MARCH 2016

FIGURE 5.3-1C



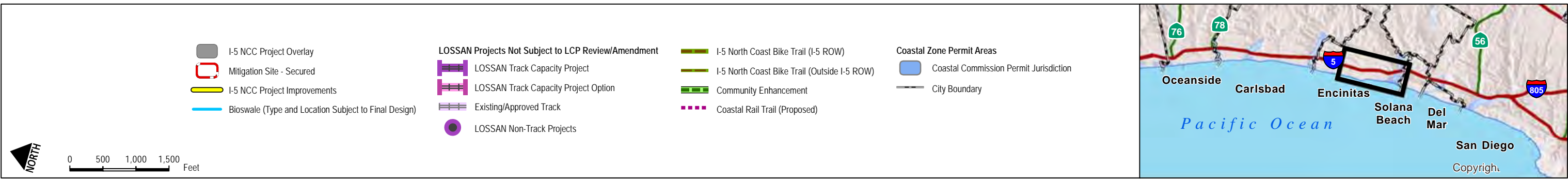




[illegible][illegible]

AMENDMENT HISTORY		
CASE NO.	RESOLUTION	DATE
99-299	02-08	4/6/02
99-299	03-07	1/22/03





DATA SOURCES: Caltrans, California Coastal Commission, Local Jursidictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

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**DRAFT**

North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) Project Overlay Improvements

MAP 2B

City of Encinitas (South)



**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370



August 8, 2016

Muggs Stoll  
Director of Land Use and Transportation Planning  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Mayor Kristin Gaspar  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, California 92024

**Re: Cardiff Coastal Rail Trail alignment (Chesterfield Dr. to G St. segment)**

Dear Mr. Stoll and Mayor Gaspar:

This letter is intended to memorialize Commission staff's position regarding the two alignments currently under consideration for the Cardiff Coastal Rail Trail and their consistency with the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (NCC PWP/TREP). As you are aware, the Commission approved the NCC PWP/TREP in August of 2014 as a coordinated regional plan that linked together important transportation infrastructure improvements with valuable community enhancement and restoration projects. The Chesterfield Drive to G Street segment of the Coastal Rail Trail (Cardiff CRT) was included in the Plan as a specific project that created new, significant public access connections within the region that would facilitate improved active transportation for pedestrians and bicyclists in the community and serve as mitigation for other automotive focused infrastructure components of the NCC PWP/TREP.

Commission staff provided initial direction to SANDAG and City staff in January 2015 regarding alignments under consideration at that time, and identified that the alternative located partially within the railroad right-of-way and partially adjacent to the eastern edge of the railroad right-of-way was consistent with the Cardiff CRT specific project as described in the NCC PWP/TREP. Additional guidance was provided to ensure that the loss of existing public parking should be minimized, and that any fence necessary to delineate the railroad right-of-way should be subordinate to the significant visual resources in the area (a 4' post and cable fence similar to the fence implemented at the Santa Fe undercrossing was identified as an acceptable design). In May 2015, the Encinitas City Council voted to support this alternative, and SANDAG staff continued to further advance trail design in coordination with Commission staff.

EXHIBIT NO. 8

APPLICATION NO.

**NCC-NOID-0001-17**

CCC Staff Letter

Page 1 of 4



California Coastal Commission



## Cardiff Coastal Rail Trail

The Commission approved an amendment to the NCC PWP/TREP in March 2016 that allowed additional flexibility in determining where the Coastal Rail Trail segments considered in the Plan could be located. The original approved language identified that trail improvements could only be located within the railroad right-of-way which would have rendered construction of portions of the trail infeasible due to site constraints – the primary constraint being the inability to accommodate two rail tracks and the Coastal Rail Trail in some areas due to the narrowness of the right-of-way. The amended language allowed for expanded flexibility but maintained the overall goal that the Coastal Rail Trail would create a new, regional trail element and facilitate active modes of transportation and public access. The new language incorporated into the NCC PWP/TREP specific to the Coastal Rail Trail alignment as a part of the amendment reads:

*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.*

In order to be consistent with the regional connectivity and historical planning efforts that were considered in the development of the NCC PWP/TREP, this language was deliberately constructed to identify that the Coastal Rail Trail would be located within or immediately adjacent to the railroad right of way; and only in instances where specific site constraints related to environmental, safety or physical factors were present, could alternative alignments be considered. If those restrictions were present, then any alternative alignment would still need to be located within 150 feet of the railroad right of way.

After concerns about the eastern trail alignment were raised by some members of the local community, the Encinitas City Council in March 2016 voted to change their support to a western alignment alternative that would be located along the west side of Coast Highway and would enhance the sidewalk and bike lanes that already exist in this location. This decision was made without any consultation or involvement with Commission staff. More recently, once we became aware of ongoing coordination between the City and SANDAG regarding an MOU that would support this western alignment, Commission staff requested to be included in future discussions and again reiterated our position that only the eastern alignment of the Cardiff CRT could be considered consistent with the specific project as described in the NCC PWP/TREP.

SANDAG has dedicated over \$500,000 to preliminary design and engineering plans for the eastern alignment, which has resulted in the identification of a feasible design that could be located within and adjacent to the railroad right of way. During the project development process, for the eastern alignment, no environmental, safety or physical constraints were identified that would prevent this alternative from being constructed. This trail orientation is consistent with Coastal Rail Trail programmatic planning efforts and environmental review that extends back to at least the year 2001, and is also consistent with the trail's depiction in the City's Circulation Element that is a part of the



## Cardiff Coastal Rail Trail

certified Encinitas Local Coastal Program. Additionally, preliminary design for an alignment adjacent to Coast Highway, indicate that a reduction in road lanes would be necessary to accommodate the trail/bikeway improvements. The City's Circulation Element identifies Coast Highway as a 4-lane, major arterial street. If an alignment for the Cardiff CRT that would be located along the western side of Coast Highway was to be pursued, it would require an amendment to the LCP as well in order to correct both of these inconsistencies.

The eastern alignment also supports the goals of the NCC PWP/TREP which describes the Coastal Rail Trail as follows:

*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.*

The eastern alignment would establish an integral and new Coastal Rail Trail segment that will create new public access linkages that currently are not available, and provide benefits to both local and regional users alike. The western alignment currently supported by the City and SANDAG through the draft MOU would improve upon existing sidewalk and bike lanes along Coast Highway, but would not create a new active transportation facility as required in the NCC PWP/TREP. An important offset for the auto-related impacts in the Plan is the provision of new public facilities that would accommodate active transportation. No constraints have been presented that would prevent the construction of an eastern alternative located within and directly adjacent to the railroad right-of-way. Commission staff does not believe that the western alignment would be consistent with the certified NCC PWP/TREP. Furthermore, portions of the western alignment extend beyond 150 feet from the railroad right-of-way, which represents another inconsistency with the amended NCC PWP/TREP language.

The Coastal Rail Trail project is one that has regional significance as evidenced by historic planning efforts and the project's inclusion in the corridor-wide planning envisioned within the NCC PWP/TREP. That being said, this is also a project that has significant local interest within the Encinitas community. Commission staff has interacted with concerned citizens in support of both alternatives; and, it is important to represent that this is not a one-sided issue, but rather one with significant support for both considered alignments.

As Commission staff has discussed at recent coordination meetings with City and SANDAG representatives, if the parties choose to proceed with the western alignment, they can provide a Notice of Impending Development (NOID) submittal once the informational requirements as defined within the NCC PWP/TREP are met, and the project plans are developed with enough specificity to identify any potential impacts to public access or coastal resources. In this case, given the information currently available



## Cardiff Coastal Rail Trail

for both alternatives, if a NOID was submitted for the western alignment, Commission staff would recommend to the Commission that they find that the NOID is inconsistent with the NCC PWP/TREP and should be rejected as such.

Commission staff is committed to improve the public access and active transportation elements considered in the NCC PWP/TREP and look forward to future progress on these specific projects. We request that we be updated and included in future alignment discussions related to both the Cardiff segment and other local Coastal Rail Trail segments. If you have any questions or require further clarification, please do not hesitate to contact me at the above office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'G. Buhr', is written over a light blue rectangular background.

Gabriel Buhr  
Coastal Program Manager

Cc (copies sent via email)

Sherilyn Sarb (CCC)  
Deborah Lee (CCC)  
Kanani Brown (CCC)  
Glenn Pruim (Encinitas)  
Ed Deane (Encinitas)  
Linda Culp (SANDAG)  
Chris Carterette (SANDAG)  
Allan Kosup (Caltrans)  
Kim Smith (Caltrans)









- Removal of Parking
- Formalized Parking
- Existing Parking Maintained









Marcheta Street/Orpheus Avenue, bicyclists would cross over the railroad on an at-grade bicycle/pedestrian crossing to the western edge of the right-of-way. Continuing on a Class I bicycle path, the trail would proceed north toward La Costa Avenue. At La Costa Avenue, northbound users would use the Class II bicycle lanes on North Coast Highway 101/Carlsbad Boulevard and continue north across the Batiquitos Lagoon.

**Segment 5: Encinitas Transit Station to San Elijo Lagoon**

**Southbound:**

Bicyclists would divert to the eastside of the railroad right-of-way at E Street and proceed south to Chesterfield Drive. The terrain within the right-of-way varies and short retaining walls may be necessary to develop the trail within this section. The trail would not impact the existing unimproved parking along San Elijo Avenue. At Chesterfield Drive, the trail crosses the tracks at the intersection and joins the existing Class II bike lanes on South Coast Highway 101 and proceeds south across the San Elijo Lagoon on South Coast Highway 101. Just north of Chesterfield Drive, a bridge (adjacent to the existing pedestrian bridge) would be constructed to accommodate bicycles and additional non-motorized traffic. This bridge would be of similar construction as the existing 5' wide pedestrian bridge and of similar length, approximately 60' (see page 47 of Appendix B). At Chesterfield the bicyclists would cross over the existing at grade roadway crossing on Class II bicycle lanes to the South Coast Highway 101. At South Coast Highway 101, bicyclists would continue south over the San Elijo Lagoon to the City of Solana Beach.

**Northbound:**

Northbound users would cross over the San Elijo Lagoon on existing Class II bicycle lanes and proceed east at Chesterfield Drive in the City of Encinitas. At Chesterfield Drive, bicyclists would be directed across the street to the Class I bicycle path along the eastern edge of the railroad right-of-way. Just north of Chesterfield Drive, a 60' long bridge would be constructed adjacent to the existing pedestrian bridge, as noted above. The path would continue north along the eastern edge of the right-of-way, paralleling San Elijo Avenue/ Vulcan Avenue and continuing to E Street. At E Street, bicyclists would cross at the signal and continue north along Vulcan Avenue as a Class III bicycle facility, passing the Encinitas Transit Station. At the north side of Encinitas Boulevard, bicyclists would cross the roadway and enter the eastern edge of the railroad right-of-way.

**Segment 6 - San Elijo Lagoon to Via de la Valle, Del Mar**

**Southbound:**

Bicyclists would proceed south on Class II bicycle lanes along Highway 101 to the City of Solana Beach. At Cliff Street, southbound cyclists would cross the street at an existing signalized intersection and access the western edge of the railroad south. The Class I bicycle path would proceed the entire distance to Solana Beach, crossing Lomas Santa Fe Road and continuing to Via de la Valle. Environmental impacts of Segment 6 were analyzed in the FEIR for

EXHIBIT NO. 10

APPLICATION NO.

NCC-NOID-0001-17

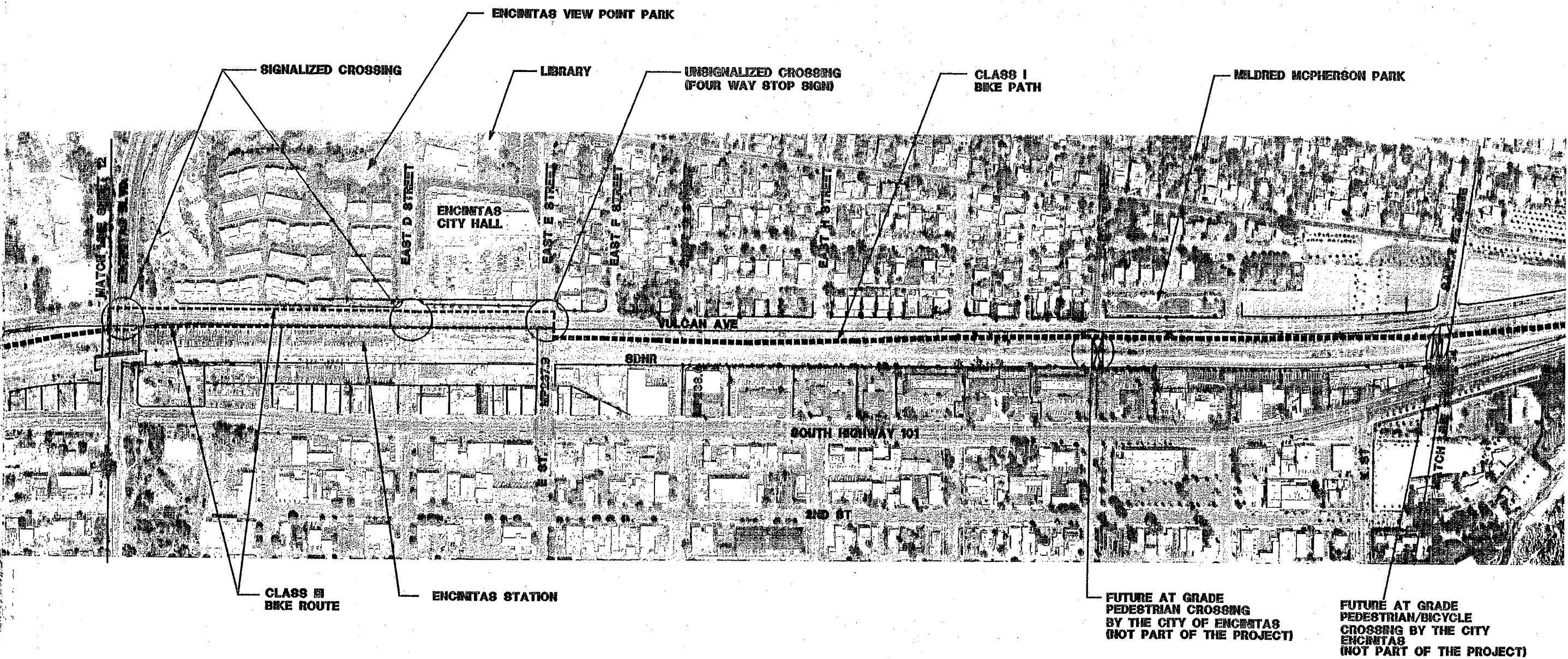
2001 MND/2000 Project Study Report

Pg 1 of 4



California Coastal Commission





**LEGEND:**

DESCRIPTION	SYMBOL
CLASS I BIKE PATH	=====
CLASS II BIKE LANES	-----
CLASS III BIKE ROUTE	- - - - -
PEDESTRIAN TRAIL	-----
PEDESTRIAN TRAIL (UNIMPROVED)	-----
AT GRADE CROSSING	☒
OVER CROSSING	□
BRIDGE	⌞⌟

REVISIONS	DATE	SCALE
		HORIZONTAL AS SHOWN
		VERTICAL AS SHOWN



COASTAL RAIL TRAIL

PLANS PREPARED BY:  
**TRANSTECH**  
624 BREA CANYON ROAD  
VALNUT, CA 91789  
(909) 595-8599

*ALT. CAYTR R.C.E. 47123 EXP. 12-31-09* *9/21/09*  
DATE

**CITY OF ENCINITAS**

ENCINITAS BLVD. TO SANTA FE DR.  
COASTAL RAIL TRAIL

376-9

SHEET 13 OF 48

PROJECT NO. 3455

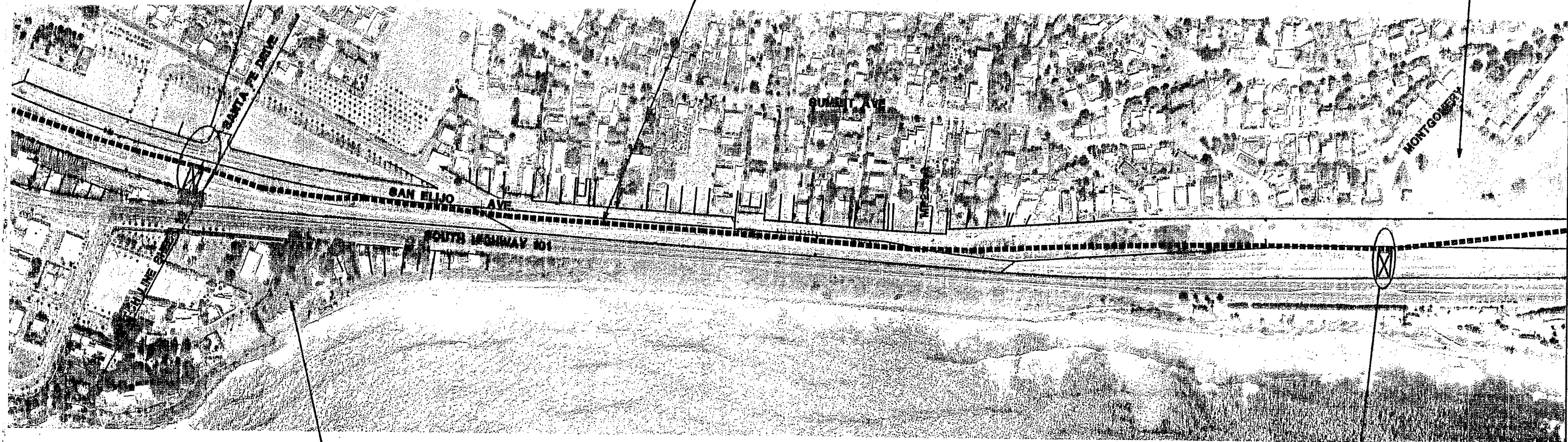


SCALE 1 : 2000

FUTURE AT GRADE  
PEDESTRIAN/BICYCLE  
CROSSING BY THE CITY  
OF ENCINITAS  
(NOT PART OF PROJECT)

CLASS I  
BIKE PATH

CARDIFF ELEMENTARY SCHOOL



SWAMIS BEACH AND PARK

FUTURE AT GRADE  
PEDESTRIAN/BICYCLE  
CROSSING BY THE CITY  
OF ENCINITAS  
(NOT PART OF PROJECT)

**LEGEND:**

**DESCRIPTION**

**SYMBOL**

CLASS I BIKE PATH



CLASS II BIKE LANES



CLASS III BIKE ROUTE



PEDESTRIAN TRAIL



PEDESTRIAN TRAIL (UNIMPROVED)



AT GRADE CROSSING



OVER CROSSING



BRIDGE



REVISIONS	DATE	SCALE

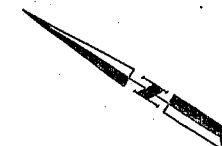


PLANS PREPARED BY:  
**TRANSTECH**  
624 BREA CANYON ROAD  
WALNUT, CA 91789  
(909) 595-8599  
DATE: 9/25/00  
ALL CITY RCE 47128-EXP. 12-31-03

CITY OF ENCINITAS		376-9
SANTA FE DRIVE TO MONTGOMERY		
COASTAL RAIL TRAIL		
PROJECT NO. 3455		SHEET 14 OF 48

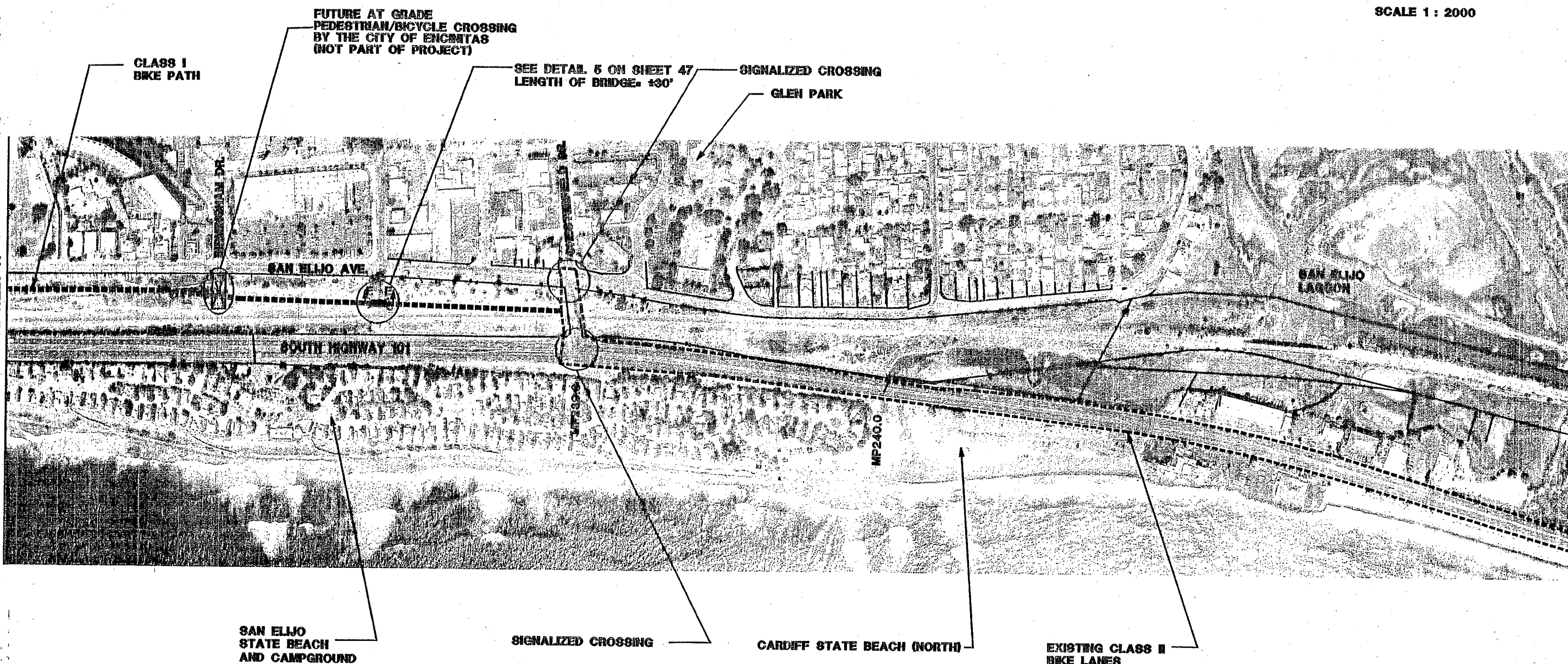


SCALE 1 : 2000



MATCH LINE SHEET 14

MATCH LINE SHEET 15



**LEGEND:**

DESCRIPTION	SYMBOL
CLASS I BIKE PATH	=====
CLASS II BIKE LANES	-----
CLASS III BIKE ROUTE	- - - - -
PEDESTRIAN TRAIL	.....
PEDESTRIAN TRAIL (UNIMPROVED)	.....
AT GRADE CROSSING	☒
OVER CROSSING	□
BRIDGE	▬

REVISIONS	DATE	SCALE



PLANS PREPARED BY:  
**TRANSTECH**  
 624 BREA CANYON ROAD  
 WALNUT, CA 91789  
 (909) 595-8599  
 DATE: 9/2/00  
 ALT. CAYIR RCE 47128 EXP. 12-31-03

CITY OF ENCINITAS	
BIRMINGHAM DR TO SAN ELIJO LAGOON	
COASTAL RAIL TRAIL	
376-9	SHEET 15 OF 48





810 Mission Avenue  
Oceanside, CA 92054  
  
(760) 966-6500  
(760) 967-2001 (fax)  
[www.GoNCTD.com](http://www.GoNCTD.com)

April 26, 2017

Ms. Kanani Brown  
Coastal Program Analyst III  
California Coastal Commission  
San Diego Coast District Office  
7575 Metropolitan Drive #103  
San Diego, CA 92108  
Sent Via Email: [kanani.brown@coastal.ca.gov](mailto:kanani.brown@coastal.ca.gov)

Re: NCTD's Policy on Coastal Rail Trail Fencing in Encinitas, CA

Dear Ms. Brown:

Thank you for your inquiry in regard to the North County Transit District's (NCTD) position on the Fencing of Railroad Right-of-Way. NCTD generally requires a minimum safety setback shall be twenty-five (25) feet from centerline of the closest track to support consistency with NCTD's Roadway Worker Protection Program; and construction of a fence with a minimum height of 4 feet between the applicable project limit and the rail to mitigate the risk of accidents/incidents within NCTD's ROW

Enclosed is the NCTD Board of Director's (Board) Action Report from March 20, 2014 on the Encinitas Coastal Rail Trail (CRT) Safety Setback and Fence adjacent to San Elijo Avenue through Cardiff which provides for the above standard.

In addition, the draft SANDAG/NCTD LOSSAN Railroad Corridor Design Criteria Manual as it relates to fencing is as follows:

**"2.2.6 Fencing**

The rail corridor shall be fenced at both ROW lines unless existing geographic barriers (lagoons, berms, etc.) are acceptable to NCTD for access control per NCTD's Integrated Safety Management System Plan per 49 CFR 270. Where permitted, fencing within the ROW shall typically be chain link fencing 6 feet (Per Engineering Standard Drawing ESD 5106). Fence height shall be reduced to 4 feet for 150 feet either side of road crossings. Alternate fence types shown on ESD 5104 for tubed steel and ESD 5105 for welded wire mesh may be used upon written permission from NCTD. Fencing shall be parallel to the track, for

**BOARD OF DIRECTORS**

**Rebecca Jones**  
Vice Mayor, City of San Marcos  
Board Chair

**John J. Aguilera**  
Councilmember, City of Vista  
Board Vice-Chair

**Mark Packard**  
Councilmember, City of Carlsbad

**Dave Druker**  
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**Tony Kranz**  
Deputy Mayor, City of Encinitas

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**Chuck Lowery**  
Deputy Mayor, City of Oceanside

**Bill Horn**  
Supervisor, County of San Diego

**Jewel Edson**  
Councilmember, City of Solana Beach

**EXECUTIVE DIRECTOR**  
Matthew Q. Tucker

**GENERAL COUNSEL**  
Lon A. Winfree



open-ended envelope and allowing unrestricted movement by maintenance of way crews. Fencing should be installed along property boundaries as applicable. ROW Fencing types and locations need to be approved by the NCTD Development Services Division in consultation with Safety, Security, and Planning Divisions. Fencing is an extremely sensitive issue along the LOSSAN in San Diego. The requirement depends on the location of the fence, agreement with neighboring property owners and communities. Vehicle service, maintenance, and storage areas shall be secured by perimeter fencing. All construction site and work areas shall be secured by temporary fences or barricades."

Please do not hesitate to contact me at 760.966.6658 or [jryan@nctd.org](mailto:jryan@nctd.org) should you have any further questions, or require additional information.

Sincerely,



Jennifer Ryan  
Senior Rail Engineer

Enclosure: NCTD Board Action Re: Fencing along CRT

cc: Linda Culp, Principal Planner - Rail, SANDAG  
Chris Carterette, Coastal Rail Trail Project Manager, SANDAG  
Matthew Tucker, Executive Director, NCTD  
Don Filippi, Chief Operations Officer – Rail, NCTD  
Jacob Gould, Staff Attorney, NCTD





**STAFF REPORT**

**APPROVE ENCINITAS COASTAL RAIL TRAIL SAFETY SETBACK  
AND FENCE**

Time Sensitive ☐ Consent ☐

**STAFF  
RECOMMENDATION:**

Approve setback and fencing requirements for the Encinitas segment of the Coastal Rail Trail located within NCTD's railroad right-of-way (ROW).

**BACKGROUND  
INFORMATION:**

The Coastal Rail Trail is part of a connected 44-mile bike trail that will span from the City of Oceanside to the City of San Diego. SANDAG is the lead agency for construction of the Coastal Rail Trail, extending along the coastal rail line from E Street in Downtown Encinitas to Chesterfield Drive in Cardiff. The Encinitas segment of the Coastal Rail Trail is planned as a Class 1 bike path, which will separate bicyclists and pedestrians from motor vehicle traffic. This two-mile segment will be the first segment of the Coastal Rail Trail in Encinitas which is located within NCTD's ROW.

Because the project is located on NCTD property, SANDAG has requested that NCTD establish the requirements for the safety setback and fencing of the project. Staff from Rail Operations, Safety, Risk Management, Engineering, and Planning have reviewed the potential project impacts and recommend the following:

The minimum safety setback shall be twenty-five (25) feet from centerline of the closest track to support consistency with NCTD's Roadway Worker Protection Program; and

The construction of a fence (post and cable style) with a minimum height of 4 feet between the project limits on the west side of the trail to mitigate the risk of accidents/incidents within NCTD's ROW.

Staff recommends that the Board approve the setback and fencing requirements for the Encinitas segment of the Coastal Rail Trail located within NCTD's railroad ROW.

**ATTACHMENT:** None

**FISCAL IMPACT:** This staff report has no fiscal impact.

**COMMITTEE REVIEW:** None

**STAFF CONTACT:** **David Murphy, Chief Operations Officer**  
E-mail: [dmurphy@nctd.org](mailto:dmurphy@nctd.org) Phone: 760/967-2850

March 20, 2014 Board Meeting







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ITEM 25

NORTH COUNTY  
TRANSIT DISTRICT

# The Coastal Rail Trail in Encinitas

**March 20, 2014**

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# BACKGROUND

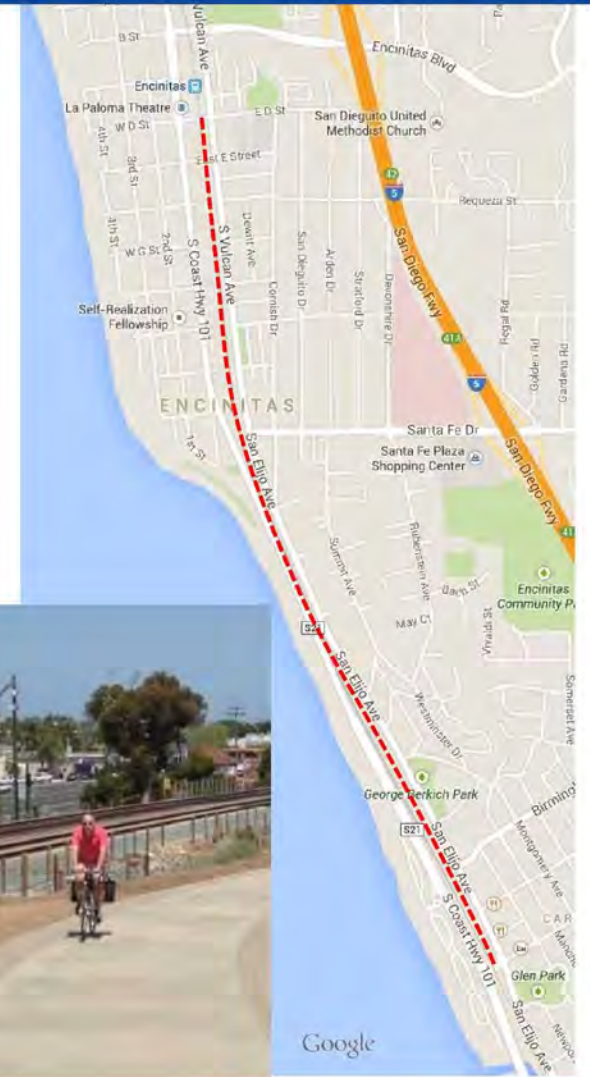
- **The Coastal Rail Trail is one of the projects funded under SANDAG's Regional Bike Plan Early Action Program.**
- **The project area of the Coastal Rail Trail is located between Oceanside and San Diego.**
- **The Coastal Rail Trail is being constructed in segments.**





# PROJECT OVERVIEW

- **The Encinitas segment of the Coastal Rail Trail is:**
  - 2.2 miles long
  - Located within NCTD ROW, between E Street and Chesterfield Drive on the east side of the tracks
  - Project will be integrated with the Santa Fe Drive railroad undercrossing
- **The width of NCTD ROW through this segment varies from 50 feet to over 200 feet**





# PROJECT STATUS

- **SANDAG, the lead agency, initiated the project in the summer of 2013 and has coordinated with NCTD staff:**
  - As project is located on NCTD property, NCTD will ultimately issue the license agreement for construction; and
  - SANDAG requested NCTD establish minimum requirements for safety setback and fencing.
- **Seeking Board approval of NCTD staff recommendations for the minimum safety setback and fencing requirements for the Coastal Rail Trail in Encinitas**
  - This action is required based on the rescinded Resolution 03-06, establishing the safety setback of 100 feet from the centerline of track
  - Resolution 03-06 also gave the Executive Director, through the Board, the authority to allow the coastal rail trail to be constructed within 100 feet



# STAFF ASSESSMENT

- NCTD staff from the departments of Safety, Risk, Security, and Rail Operations discussed the related safety and liability risks of the trail on NCTD's railroad ROW.
- **Summary of Discussion:**
  - For consistency with NCTD's Roadway Worker Protection Program, the minimum safety setback needs to be at least **25 feet from centerline of the closest** track; and
  - To mitigate the risk of accidents/incidents within NCTD's right-of-way, the west side of the trail needs to be **fenced between the project limits**.



# STAFF RECOMENDATION

- **Approve setback and fencing requirements for the Encinitas segment of the Coastal Rail Trail located within NCTD's railroad right-of-way.**