Attachment 2

OCEANSIDE INLAND RAIL TRAIL (IRT) FEASIBILITY STUDY

February 2026

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Executive Summary

The Oceanside Inland Rail Trail (OIRT) is the final 7-mile segment of the Inland Rail Trail, a 21-mile multimodal path connecting the communities of Escondido, San Marcos, Vista, Oceanside, and portions of unincorporated San Diego County. The OIRT Feasibility Study was developed through collaboration between the City of Oceanside, Caltrans, NCTD, and a Community Advisory Board, with funding from a Caltrans Sustainable Communities Planning Grant awarded during the fiscal year 2023-2024. The study process included analyzing existing conditions, engaging the public, developing and reviewing alignment alternatives, and preparing prelminary 5% concepts for the preferred alignment based on community input and technical evaluation.

The OIRT enjoys broad support from the public, with safety, separation from traffic, and connectivity as key priorities to those engaged. Most outreach respondents indicated they would use the trail for biking or recreation. The preferred OIRT alignment mostly runs along the south side of the SPRINTER tracks and was chosen for its separation from traffic, directness, and scenic value.

Environmental considerations are central to the project, as the alignment passes through sensitive areas including preserves and wetlands. The OIRT will follow best practices for habitat protection and comply with NEPA and CEQA requirements. Some segments will require easements or property acquisition, with coordination among public agencies and private owners. Implementation is recommended in segments, prioritized by funding, cost, and design difficulty, with multiple local, state, and federal grant programs identified as potential funding sources.

Next steps include securing funding, advancing preliminary engineering and design, completing environmental review and permitting, coordinating with agencies and property owners, construction, and establishing maintenance agreements.

1. Introduction

The Oceanside Inland Rail Trail (OIRT) is the final 7-mile segment of the Inland Rail Trail (IRT), a 21-mile multimodal path connecting the communities of Escondido, San Marcos, Vista, Oceanside, and portions of unincorporated San Diego County. The IRT aims to transform under-utilized space within the SPRINTER rail corridor into a vibrant multi-use trail.

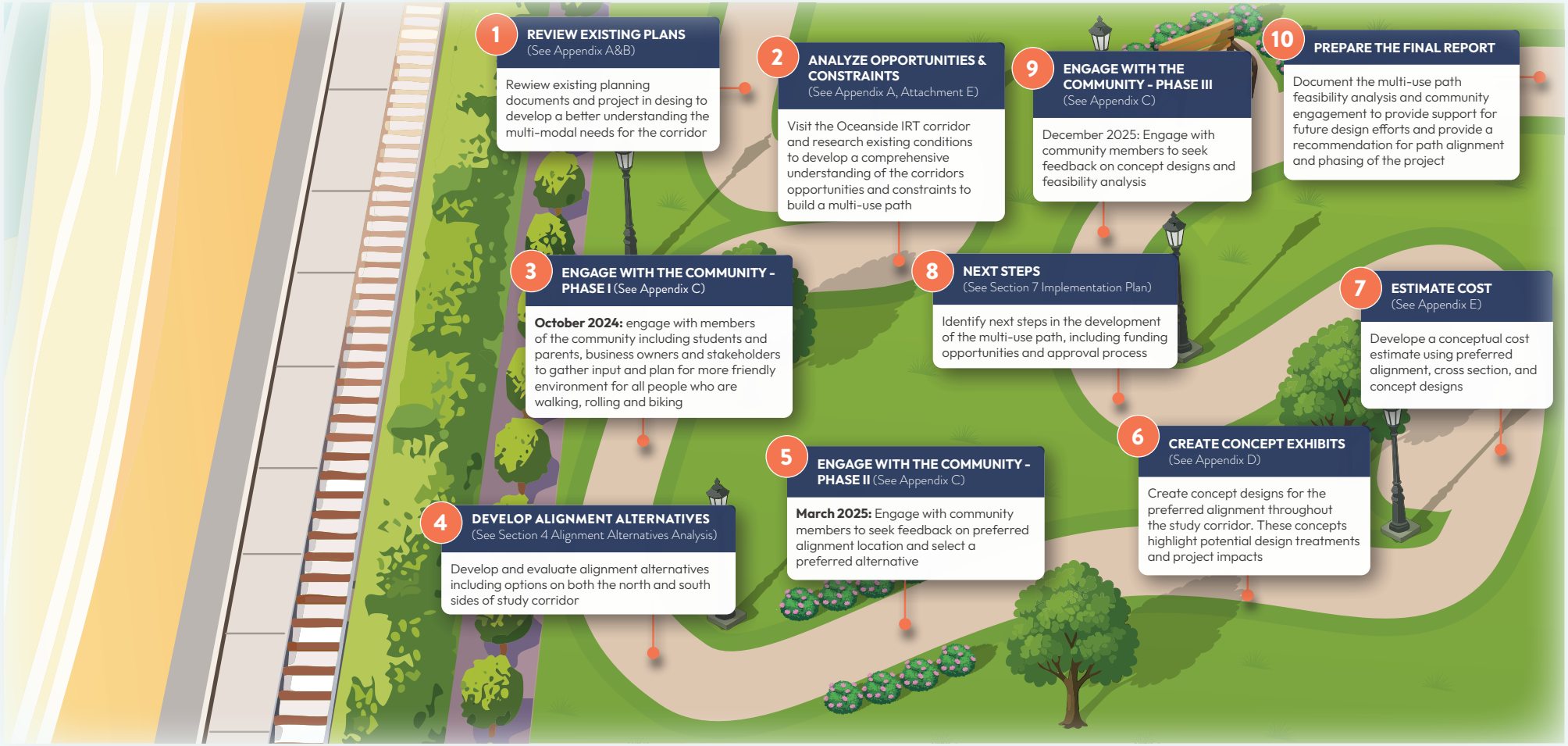
This report provides a comprehensive overview of the three-phase OIRT Feasibility Study (Study) process, including public engagement, preliminary design concept development, and an implementation strategy with next steps. The Study was developed through collaboration between the City of Oceanside, Caltrans, and NCTD, along with input from a Community Advisory Board (CAB). Funding for the Study was provided by a Sustainable Communities Planning Grant from Caltrans.

The Study began with public outreach and existing data collection. This approach allowed the project team to review the opportunities and constraints along the corridor and to hear directly from community members about the elements they would like to see in the final OIRT. These findings were used to develop three alignment alternatives which were presented to the public during a second round of public engagement. After reviewing public comments and conditions within the corridor, a preferred alignment was selected. The preferred alignment was used as the basis for developing preliminary concepts for the OIRT.

The Oceanside IRT is assisted by a **Community Advisory Board** (CAB) which includes:

- Caltrans
- City of Vista
- County of San Diego
- Friends of El Corazon
- I-5 North Coast Corridor
- North Coast Transit District
- Oceanside Arts Commission
- Oceanside Bike & Pedestrian Committee
- Oceanside Parks & Recreation Commission
- San Diego Association of Governments(SANDAG)
- San Luis Rey Band of Mission Indians
- Vista Community Clinic

Figure 1-1: Project Road Map



Project Goals

The purpose of the Study is to develop a "grant-ready" project that will be well-positioned to compete for local, state, and federal funding for final design and construction. The conceptual design is based on community needs, local and regional mobility goals, and existing constraints to advance a constructable community asset.

The design and implementation of the OIRT is guided by the following goals, which were developed with input from the public:

1. Create safe, free, and low stress connections in North County between places of employment, schools, recreation, and the beach
2. Connect the multi-use path to existing facilities to provide multimodal use at local and regional levels
3. Create a feasible multi-use path alignment that balances sustainability, mobility, safety, access, economy, health, and social equity
4. Establish a clear direction and feasibility steps to implement the project in such a way that supports underserved communities and minimizes environmental impacts
5. Develop alignments that allow for environmental best practices such as native vegetation and shade trees to reduce urban heat island effect

Figure 1-2: Project Goals

Project History

The Oceanside Inland Rail Trail Feasibility Study stems from the Escondido to Oceanside Rail/Trail Bikeway Project Memorandum of Understanding established in 1995. The memorandum laid the foundation for a cohesive bikeway and trail system, connecting various communities through non-motorized transportation options. This agreement was signed by the Cities of Oceanside, Vista, San Marcos, Escondido, the County of San Diego, and the North San Diego County Transit Development Board (now known as the North County Transit District, or NCTD). The OIRT is discussed in multiple regional and local planning documents including the:

- 2009 Oceanside Pedestrian Plan
- 2021 SANDAG Regional Transportation Plan
- 2023 North County Comprehensive Multimodal Corridor Plan
- 2024 Oceanside General Plan
- 2024 Oceanside Smart and Sustainable Corridors plan
- 2024 Oceanside Climate Action Plan.

Previous Inland Rail Trail Construction

The first portion of the IRT, spanning seven miles between Escondido and San Marcos, was completed in 2009. In 2017, a further 1-mile segment was constructed, completing the San Marcos portion of the IRT. In 2021, two additional sections of the IRT were constructed on the north and south sides of Vista. These included a 2.5-mile connection between the City of Vista and San Marcos through unincorporated San Diego County and a 0.5-mile trail segment on the north side of Vista connecting to the intersection of Melrose Drive and Oceanside Boulevard. The latter segment terminates at the border of Oceanside and Vista and is the eastern-most end of the OIRT.

The IRT is undergoing construction in Vista to connect the portion of the trail in unincorporated San Diego County to Civic Center Drive, and the final segment of the IRT in Vista between Civic Center Drive and the completed 0.5-mile segment on the north side of Vista is in final design. This ongoing development will complete the connection between Melrose Drive in the west and the Escondido Transit Center in the east. It is the last portion of the IRT to be completed outside of Oceanside.

The OIRT will connect to the IRT in Vista at the intersection of Melrose Drive and Oceanside Boulevard. Upon completion, the IRT will form a continuous 21-mile walking and biking pathway, stretching from the Coastal Rail Trail near the Pacific Ocean in the west to the Escondido Transit Center in the east. This extensive multi-use trail will provide significant benefits in terms of mobility, recreation, and environmental sustainability for the local communities.

Figure 1-3: San Diego County Inland Rail Trail

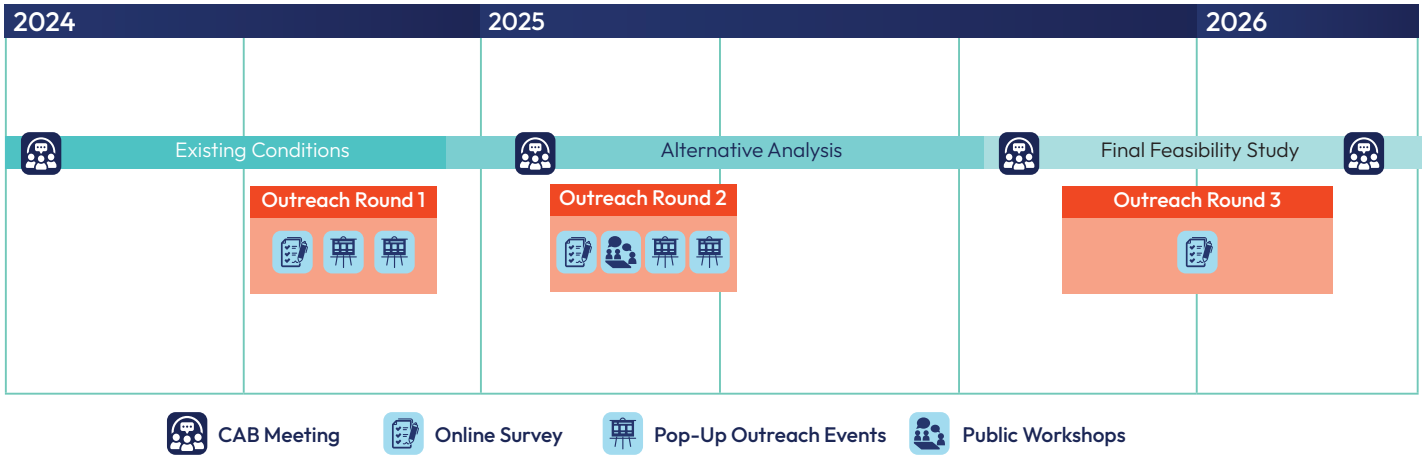
Source: SANDAG, keepsandiegomoving.com (2025)

Project Timeline and Phasing

The Study consists of three phases, outlined below:

- **Phase 1 –** Existing Conditions (Fall 2024 – Winter 2024)
  - ↳ Phase 1 outlined the opportunities and constraints relevant to the OIRT based on a review of existing conditions and public input.
  - ↳ Phase 1 included a review of existing documents, collection of available relevant data, field visits, community outreach, and the development of the Community Needs Assessment Memorandum, which is included in **Appendix A**.
- **Phase 2 –** Alignment Alternatives (Winter 2024 – Summer 2025)
  - ↳ Phase 2 determined possible project alternatives based on the information collected in Phase 1.
  - ↳ Phase 2 included the development of three conceptual alternative alignments and community outreach.
  - ↳ Phase 2 concluded with the selection of a preferred alignment.
- **Phase 3 –** Final Assessment Report (Summer 2025 – Spring 2026)
  - ↳ Phase 3 included the development of preliminary concepts for the preferred alignment, community outreach, and the development of this report.
  - ↳ This final version documents and incorporates the public outreach and feedback received during Phase 3. It will be used to help pursue grant funding for the final design and construction of the Inland Rail Trail in Oceanside.

Figure 1-4: Project Timeline



2. Existing Conditions

The opportunities and constraints of the OIRT were examined through community-based and technical perspectives. This included thorough document review, data collection, field visits, and robust public engagement, which provided a holistic overview of opportunities and constraints within the corridor. These are summarized in the Opportunities & Constraints Map in **Appendix A**.

Document Review

Several existing documents were reviewed to gain insight into the planning, community, and environmental context of Oceanside:

- **2009 Oceanside Pedestrian Plan:** Identified gaps and usage differences in pedestrian networks, particularly stressing the importance of pedestrian connections west of Interstate 5.
- **2021 SANDAG Regional Transportation Plan:** Highlighted the need for a more equitable transportation network in the County.
- **2023 North County Comprehensive Multimodal Corridor Plan:** Focused on adapting the transportation network to accommodate significant regional growth.
- **2024 Oceanside General Plan:** Emphasized the need for non-automobile transportation modes due to capacity constraints on existing networks.
- **2024 Oceanside Smart and Sustainable Corridors:** Suggested a need for constructing parts of the trail along Oceanside Boulevard.
- **2024 Oceanside Climate Action Plan:** Recognized the OIRT's potential in shifting mode share and reducing greenhouse gas emissions.

Data Collection

Data collection and mapping analysis provided essential insights into the existing conditions and potential challenges within a 0.5-mile radius of the SPRINTER corridor:

- **Collisions –** Analyzed incident data from 2019-2023:
  - ↳ **Key Locations:** High collision densities were identified at South Pacific Street and at major intersections along Oceanside Boulevard, such as College Boulevard, Rancho del Oro Drive, Crouch Street, El Camino Real, and the Interstate 5 San Diego Freeway. A significant cluster of pedestrian collisions was noted at Greenbrier Drive, influenced by the Crouch Street SPRINTER station.
- **Vehicular Traffic –** SANDAG's 2019 Federal Regional Transportation Plan provided traffic data:
  - ↳ **Key Locations:** Local roadways such as Grandview Street, Crouch Street, Skylark Drive, and North Avenue were identified as opportunities for trail alignment outside NCTD right-of-way due to their low traffic volumes, which could provide a comfortable trail experience. Conversely, segments of the trail along arterials like Oceanside Boulevard would require enhanced separation from vehicle traffic.
- **Multi-Modal Connections –** Analysis included existing and proposed bicycle facilities and major transit corridors:
  - ↳ **Key Locations:** The trail's western end connects to the Coastal Rail Trail, and the eastern end links to the existing Inland Rail Trail near the Melrose SPRINTER station. Proposed Class IV separated bikeways along Oceanside Boulevard would offer safe cycling routes, addressing current safety concerns due to high-speed vehicle traffic.

- **Land Use and Environment –** Consideration of the surroundings, steep slopes, equity factors, and community context:
  - ↳ **Key Locations:** Environmentally sensitive areas (ESAs) and 100-year floodplains along Loma Alta Creek were identified as major considerations. High-grade areas (>50%) near Beechwood Lane, Joseph Carrasco Park, and Rancho Del Oro SPRINTER station present construction challenges.

Further analysis identified right-of-way limitations and highlighted the need for alignments that minimize environmental impacts while providing connectivity to economically disadvantaged areas. According to Median Household Income (MHI) data from the U.S. Census, the census tracts between the Coastal Rail Trail (CRT) and El Camino Real as well as the Ord Way to Melrose Dr & Oceanside Boulevard qualify as disadvantaged, since households have less than 80% of the MHI for the state. This is displayed in **Figure 2-1**.

Figure 2-1: Median Household Income Status

Field Visits

Field visits were conducted to validate data and identify safety, operational, or construction challenges not apparent in data:

- **Constrained Zones:** Noted constrained areas along Oceanside Boulevard between Cleveland Street and South Coast Highway, and El Camino Real and SoCal Sports Complex, limiting trail alignment options.
- **Available Zones:** Identified available spaces for potential trail alignment between Union Plaza Court and Crouch Street on the north side of the SPRINTER tracks, between SoCal Sports Complex and Calle Platino on the south side of Oceanside Boulevard, and on the south side of the SPRINTER tracks near College Boulevard Station.
- **Challenges:** Observed steep slopes at Beechwood Lane on the north side of the SPRINTER tracks and near the intersection of Skylark Drive and Sarbonne Drive on the south side of the SPRINTER tracks, which present alignment constraints.

Opportunities and Constraints

A planning-level analysis identified several constraints and opportunities for the OIRT development:

- **Constraints:**
  - **Steep Slopes:** Identified high-grade areas (>50%) near Beechwood Lane, Joseph Carrasco Park, and around the Rancho Del Oro SPRINTER station, requiring extensive grading or retaining walls. Moderate slopes (>25%) in these areas further complicate construction.
  - **Limited Right-of-Way:** Constrained sections particularly along the SPRINTER corridor due to adjacent developments, planned double-tracking, and maintenance access needs. This includes the sections between South Coast Highway and the COASTER tracks, and between Crouch Street and Rancho Del Oro.
  - **Creek Crossings:** The SPRINTER corridor runs parallel to Loma Alta Creek, presenting multiple crossing challenges. Notable areas include segments east of El Camino Real, near Beechwood Lane, and between El Camino Real and College Boulevard, where interaction with the 100-year floodplain is significant.
- **Opportunities:**
  - **New Developments:** There are four properties under development along the corridor, including two apartment complexes and two mixed-use developments, providing opportunities for route realignment, public art integration, and potential right-of-way acquisition to mitigate some constraints.
  - **Parallel Roadways:** Low-volume roads such as sections of Oceanside Boulevard, Godfrey Street, Skylark Drive, and Ord Way represent viable alternatives for trail segments outside the SPRINTER right-of-way, potentially offering a more flexible alignment.
  - **Community Connections:** The OIRT corridor is strategically located to connect with a variety of community assets including schools, healthcare facilities, shopping centers, community centers, and recreational areas. Key connections include El Camino High School, Mira Costa College, and the proposed Coastal Rail Trail, among others.

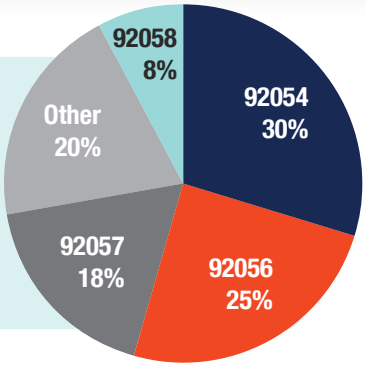
3. Public Outreach Summary

The Study team implemented an outreach and engagement program to seek public input to inform the Study. This outreach strategy was vetted by Caltrans as part of the approval process for the Caltrans Sustainable Communities Planning Grant. Obtaining meaningful public input throughout the planning process is critical to the success of this project and will help the City develop a project that meets community needs and works for people of all ages and abilities. An in-depth description of public engagement activities and responses for all three phases can be found in **Appendix C**.

- 1 workshop
- 3 outreach phase factsheets
- 3 surveys
- 4 pop-up outreach events
- 10 sidewalk decals
- 12 Community Advisory Board Member Organizations
- 9,000 postcards

- Approximately **1,000** people engaged
- **2,000+** comments
  - 1,691 survey responses
  - 165 pop-up or open house comments
  - 138 Public Coordinate map comments

Approximately **80%** of those engaged were from Oceanside based on their zipcode



Phase 1

The initial outreach and engagement activities during Phase 1 informed the development of alternative alignments for the Inland Rail Trail. The key takeaways from the input received include:

- The project enjoys broad support from those that were engaged.
- Safety is a primary concern. Those engaged cited the following:
  - ↳ Encouraged City to prevent encampments.
  - ↳ There was a strong desire for separation between pedestrians and bikes/e-bikes.
  - ↳ Road crossings need to be safe.
- Trail connectivity is a priority.
- Most people would use the OIRT for biking/e-biking (more than 60%).
- The OIRT would help the community be more active and access public recreation.
- Shade, lighting, and native landscaping are important elements to incorporate into the project.

Phase 2

The input received during Phase 2 outreach and engagement activities informed the selection of the preferred alignment and development of the preliminary design concepts. The key takeaways from the input received include:

- Safety is a primary concern. Those engaged cited the following:
  - ↳ Alternatives that use Oceanside Boulevard need to be physically separated from traffic.
  - ↳ Concerns about **encampments making** the trail unsafe.
  - ↳ The trail should have lighting.
  - ↳ Road crossings need to be safe.
  - ↳ Concerns were expressed about isolated areas of the trail that could be dangerous.
- There is a strong desire to keep the trail separated from traffic with fewer intersection crossings to make it a pleasant trail experience.
- The large majority of people said they would use the trail for recreation and exercise.
- Many people said to look to the San Luis Rey trail as an example.
- Several people commented about the need for amenities, such as bike parking, landscaping, shade, benches, and bathrooms.
- Alternative A: South Side of SPRINTER Tracks received the most positive feedback out of the three alignment alternatives presented to the public due to its separation from vehicular traffic and scenic nature.

Phase 3

Feedback from the community on the preliminary design concepts and the Draft OIRT Feasibility Study during Phase 3 of engagement informed trail design modifications and revisions to this document. The key takeaways from community and stakeholder input include:

- Interest in understanding proposed vehicle separation, active transportation connections, crossing safety, and mixing of multiple active transportation modes
- Interest in exploring alternative alignments, particularly west of I-5
- Concerns regarding signalization of roadway crossings
- Concerns regarding downhill speed along Oceanside Blvd between Ditmar Street and Parkwood Lane

To clarify the design intent and provide additional information, a Frequently Asked Questions (FAQ) section has been added to **Appendix C. Figure 4-2: Summary of Alignment Alternatives Considered West of I-5** has been added to **Chapter 4: Alignment Alternatives Analysis** to display all of the alignment alternatives that were investigated in the portion of this trail, and why some were deemed infeasible. **Chapter 5: Preliminary Concept Design** discusses the design changes made in the **Phase 3 Revisions** section, and the need for signalization has been expanded upon in the **Railroad Coordination** section.

4. Alignment Alternatives Analysis

This section outlines the process used to determine the Preferred Alignment. An area within a 0.5-mile radius along the SPRINTER tracks between the Coastal Rail Trail and Melrose Drive was examined to identify feasible trail placement locations. The project team identified six initial alignment alternatives, from which three were advanced for public input.

The alignment alternatives were refined through a three-step process:

1. **Fatal Flaw Analysis:** Initial screening of roadway segments and space north and south of the SPRINTER tracks, eliminating sections with significant feasibility challenges.
2. **Possible Alignment Locations:** Removing impractical locations due to lack of continuity or accessibility.
3. **Refinement:** Reviewing permutations of alignment alternatives resulting in six options to present to the Community Advisory Board (CAB).

Fatal Flaw Analysis

The fatal flaw analysis determined locations within the study area that should be immediately screened out of the set of trail placement locations. This exercise allowed the project team to discard portions of the study area that would pose significant risk to the project's continuation if they were included in the preferred alignment alternative due to environmental constraints or other existing conditions. The following locations within the study area were determined to be fatally flawed, with sub-bullets indicating the reason:

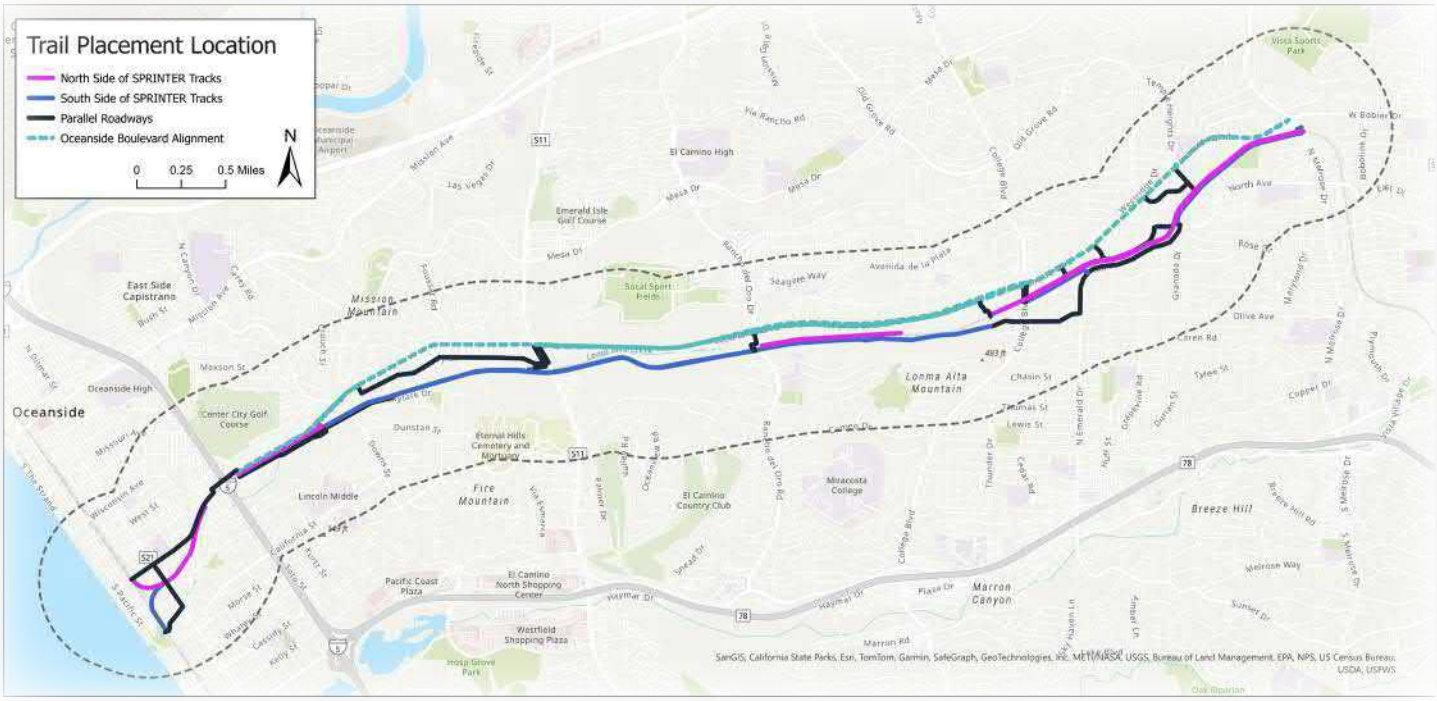
- South side of SPRINTER tracks between South Coast Highway and Interstate 5 (I-5) overpass
  - ↳ Lack of available right-of-way
  - ↳ Steep slopes
- North side of SPRINTER tracks between I-5 southbound off-ramp and I-5 overpass
  - ↳ Lack of available right-of-way
- South side of SPRINTER tracks between I-5 underpass and Crouch Street
  - ↳ Lack of available right-of-way
  - ↳ Loma Alta Creek
- North side of SPRINTER tracks between Crouch Street and Rancho Del Oro
  - ↳ Lack of available right-of-way
  - ↳ Loma Alta Creek
  - ↳ Steep slopes
- Skylark Drive between Sarbonne Drive and East end
  - ↳ Steep slopes
- North side of SPRINTER tracks between the west end of 4035 Oceanside Boulevard and College Boulevard
  - ↳ Lack of available right-of-way
  - ↳ Loma Alta Creek
  - ↳ Steep slopes

Among the roadways within a 0.5-mile radius of the SPRINTER tracks, the roadways highlighted in **Figure 4-13** were determined to be **not fatally flawed**, and therefore considered as viable options for potential trail placement.[1]

Appendix B: Fatal Flaw Analysis Presentation represents the typical slide deck used by the project team to assess fatally flawed sections of the corridor during the beginning of the fatal flaw analysis.

[1] An additional alignment alternative for the western end of the corridor, S Ditmar Street to Godfrey Street, was added for consideration during concept development, after Phase 2 outreach.

Figure 4-1: Possible Trail Placement Locations Within the Study Area



Possible Alignment Locations

The project team studied the set of possible alignment alternative locations after fatally flawed sections were removed from the universe of alternatives. Some locations that were not considered fatally flawed were removed from the set of possible alternative alignment locations because they were determined to be impractical due to lack of continuity or inaccessibility from other segments.

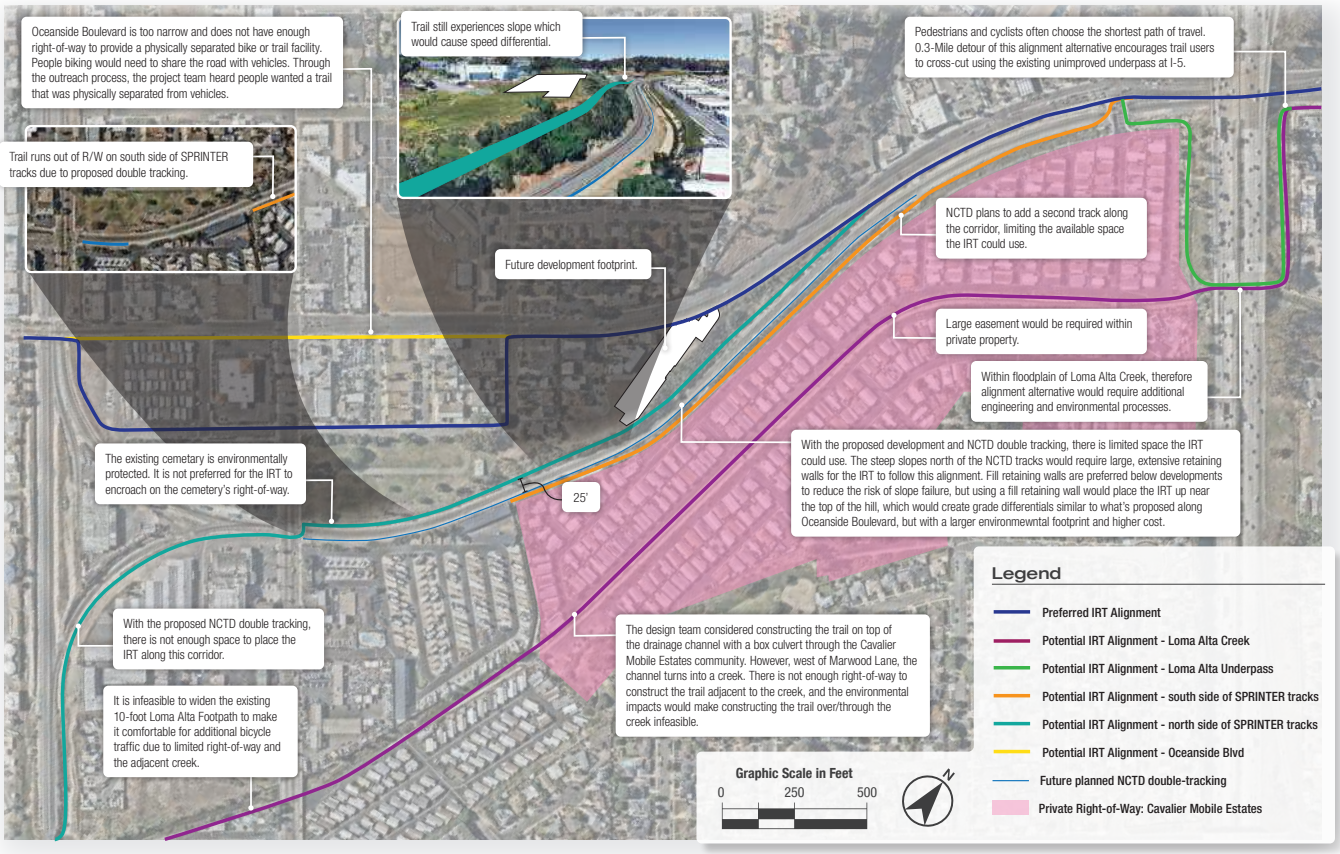
The study area was broken into two distinct sections, “east” and “west”, at the Oceanside Boulevard-I-5 undercrossing because there is only one safe and cost-effective crossing of I-5 within the study area adjacent to the SPRINTER tracks: the I-5 undercrossing at Oceanside Boulevard. One alternative west of I-5 could be paired with any of the alignment alternatives east of I-5 to complete the preferred alignment throughout the study corridor. All alignment alternatives were developed in collaboration with the City of Oceanside, Caltrans, and NCTD.

Alignment Alternatives West of I-5

Two alignment alternatives west of I-5 were originally chosen to move into the refinement phase. However, as engineering analysis continued, a third option was developed to advance to conceptual design.
Figure 4-2 illustrates all of the western alignment alternatives that were considered, many of which were ultimately deemed infeasible. These options could be explored in more detail in future project phases if previously unidentified constraints or additional opportunities arise.

1. **Oceanside Boulevard:** Utilizes existing at-grade COASTER tracks crossing and traffic calming measures for a direct route.
2. **South Coast Highway:** Offers separation from vehicular traffic with improved bicycle/pedestrian facilities.
3. **Godfrey Street:** Offers a direct route separated from vehicle traffic which utilizes existing at-grade COASTER tracks crossing. This option was introduced during the concept design phase as a lower stress alternative of the Oceanside Boulevard alignment option based on public feedback and a deeper engineering analysis.

Figure 4-2: Summary of Alignment Alternatives Considered West of I-5



Alignment Alternatives East of I-5

Six alignment alternatives were developed between I-5 and Melrose Drive based on the fatal flaw analysis results. These six alignment alternatives were created by grouping the segments within the study area into cohesive, continuous alignments which traversed east-west between I-5 in the west and Melrose Drive in the east.

1. **Oceanside Boulevard:** Runs from the I-5 undercrossing at Oceanside Boulevard to Melrose Drive, providing high community access.
2. **North Side of SPRINTER Tracks:** Uses parallel roadways with less continuity, posing right-of-way and environmental challenges.
3. **North & South Side of SPRINTER Tracks:** Combines use of both sides, balancing access to destinations and avoiding steep slopes.
4. **South Side of SPRINTER Tracks + Oceanside Boulevard:** Balances access and cost, avoiding hillside and floodplain with some detours.
5. **South Side of SPRINTER Tracks:** Direct multi-use path posing higher cost and topography challenges.
6. **Minimized Parallel Crossings:** Uses fewer new crossings for a safer, direct path at a moderate cost.

Refinement of Alignment Alternatives

The alignment alternatives were presented to the Community Advisory Board (CAB), which is a collection of project stakeholders that act as a liaison between the City and the respective constituencies of CAB stakeholders. The CAB met on January 22nd, 2025 at Oceanside City Hall to discuss the alignment alternatives and to gather feedback to reduce the six alignment alternatives east of I-5 to three.

Appendix C shows the CAB presentation, which describes the locations of the alignments in detail throughout the study area. CAB members were asked to fill out comment cards to provide feedback on the alignment alternatives,

as well as to share comment cards with their respective constituencies to be returned to the project team. **Appendix C** shows an example of the comment cards that were distributed to CAB members to generate feedback on the potential alignment alternatives.

In addition to the two alignment alternatives west of I-5, three alignment alternatives east of I-5 were selected for further public engagement based on CAB feedback:

1. **Alternative A:** South Side of SPRINTER Tracks – Direct, scenic, high cost, and challenging topography.
2. **Alternative B:** South Side of SPRINTER Tracks + Oceanside Boulevard – Balanced in access and cost with moderate traffic stress.
3. **Alternative C:** North & South Side of SPRINTER Tracks – Moderate in all categories with balanced access and continuity.

Agency Coordination

After the conclusion of Phase 2 of Outreach and Engagement, the project team organized meetings with agency stakeholders, including Oceanside Police, Fire, Public Works and Parks Departments, and Caltrans, SANDAG, and NCTD, to solicit feedback on the alignment alternatives. These stakeholders will be involved in the construction, permitting, maintenance, and/or emergency response along the trail, and they provided valuable input on the proposed design elements. Considering these components from an early planning-level stage provides opportunities to improve safety and implementation.

Oceanside Police and Fire Departments

Creating safe connections in North County between places of employment, schools, recreation, and the beach is the first goal of the IRT. Emergency response protocol, access, infrastructure, and response times are closely linked and critical to safety. Oceanside Police (OPD) and Fire provided safety input, including:

- Mile markers can reduce emergency response times by clarifying emergency call locations.
- OPD recommends safety push buttons along isolated portions of the trail, though vandalism is a concern.
- OPD and Fire confirmed they would be comfortable with a short section of bicycle boulevard (mixed bicycle and vehicle traffic) along Oceanside Boulevard near Coast Highway 101, provided vehicular volumes are low and best practices are followed to allow emergency vehicles to utilize the corridor.
- Safety cameras can address the strong public desire for safety infrastructure along isolated portions of the trail such as Alternative A between El Camino Real and College Boulevard.
- Neither department stated any strong preference for or against any of the alignment alternatives.
- The vehicle turnouts recommended by Public Works (below) would be adequate for emergency vehicles.

Oceanside Public Works and Parks Departments

Coordination with the Oceanside Public Works and Parks Departments included trail maintenance, connections to park facilities, and interpretive signage opportunities. Major takeaways include:

- There is a wetlands restoration project occurring on the north side of the Loma Alta Creek between South Coast Highway 101 and the Coaster tracks near the Pacific Ocean, which could be a key partner for trail placement.
- Public Works and Parks would prefer a minimum trail width of 10’ with 2’ shoulders for maintenance access.
  - ↳ Preferred shoulder materials are asphalt, concrete, or decomposed granite.
- One vehicle turnout each between El Camino Real and Rancho Del Oro, and Rancho Del Oro and College would be desirable if the South Side of SPRINTER Tracks (Alternative A) is chosen.
- Public Works did not cite specific maintenance concerns towards any of the alignment alternatives.

Caltrans, SANDAG, and NCTD

Key topics discussed with Caltrans, SANDAG, and NCTD were:

- Maintenance access
- Corridor insight (environmental concerns, challenges, key organizations)
- Feedback from other Inland Rail Trail segments

Major takeaways from the discussion with Caltrans, SANDAG, and NCTD include:

- Caltrans asks that the City reaches out to Caltrans at least one year prior to construction within the I-5 ramps system at Oceanside Boulevard.
- Work at the I-5 undercrossing at Oceanside Boulevard undercrossing may trigger NEPA and FHWA review depending on the intensity of construction work.
- NCTD double-tracking throughout the corridor is a long-term plan with no set timeline.
- If Class IV facilities are recommended along Oceanside Boulevard (either Alternative B or Alternative C), NCTD requests that consideration be given to bus stops along that route.
  - ↳ 100' turnouts shall be provided for NCTD 40' bus.
  - ↳ 8' width for passenger loading area is non-negotiable.
  - ↳ Preferred bus width for design is 12'.
- 25' separation from center of NCTD tracks and edge of trail is preferred, but this can be reduced if there is vertical separation such as fencing provided between the trail and the tracks, provided the reduction in separation is necessitated by the trail's surroundings.
- Some rail crossings incorporated in the Vista IRT required new pedestrian signal heads. Pedestrian gate arms may also be required at rail crossings along the Oceanside IRT.
- SANDAG recommends a phased approach to Oceanside IRT implementation to secure funding.
- Soil disposal after earthwork was a significant cost to the Vista IRT sections.

Preferred Alignment Alternative Selection

The alignment alternatives were discussed with related agencies and presented to the public during Phase 2 of public engagement. The City and regional agencies supported all alternatives and provided key feedback including a desire for safety infrastructure (lighting, mile markers), maintenance access, and coordination with existing projects and bus facilities.

Public outreach methods included pop-up events, an open house workshop, and an online survey with primary takeaways emphasizing the importance of safety, separation from vehicular traffic, route directness, and scenic nature, as documented in **Appendix C** and **Chapter 3**, **Public Outreach Summary**.

Considering public preference, city input, and technical evaluation, **Alternative A** was selected as the preferred alignment east of I-5 for its highest degree of separation from traffic, directness, and scenic appeal, despite its higher cost and topographical challenges. West of I-5, **Godfrey Street** was selected as the preferred alternative for its ability to provide a low stress connection.

5. Preliminary Concept Design

The preliminary concept design considers several important factors for trail implementation such as multi-use path best practices, railroad safety, vehicular crossings, construction considerations, and right-of-way (ROW) encroachments and acquisitions. The design was revised based on feedback from Phase 3 of Public Engagement, and can be found in **Appendix D**.

Multi-Use Path Design Best Practices

The OIRT will be designed as a multi-use path for people walking and rolling, such as bikes, scooters, roller skates or mobility devices, like a wheelchair. This is referred to as a "Class I Bike Path," "Shared-Use Path," or "Trail". A multi-use path is a hard-surface travel way (paved or concrete) completely separated from vehicles on the street. The OIRT should be designed to meet relevant City, State, and NCTD design standards as well as industry best practices. The AASHTO Guide for the Development of Bicycle Facilities, Fifth Edition (2024) ("AASHTO") provides helpful guidance for the design of shared-use paths and side paths and should be referenced during future design phases.

Figure 5-1: Key Pathway Design Elements

- Preferred Trail Width: 16' hard surface (6' travel lanes, 2' shoulders)
- Constrained Trail Width: 14' hard surface (5' travel lanes, 2' shoulders)
- Minimum Trail Width: 12' hard surface (4' travel lanes, 2' shoulders)
- Maximum Cross Slope 2%
- Maximum Running Slope 5%*

* The proposed hard surface should be designed to meet the latest ADA standards. A 5% max running slope may be exceeded at ramps and potentially where the existing roadway slope exceeds 5%

Trail Width

To create a consistent and comfortable trail experience, the concepts utilize the following preferred, constrained, and minimum trail dimensions:

- Preferred Trail Width: 16' (6' travel lanes, 2' shoulders)
- Constrained Trail Width: 14' (5' travel lanes, 2' shoulders)
  - ↳ When the desired trail width may infringe on private right-of-way (ROW), the NCTD 25-foot clear zone, drainage infrastructure, or steep grades, these dimensions can provide an enhanced trail experience when compared to the minimum width.
- Minimum Trail Width: 12' (4' travel lanes, 2' shoulders)
  - ↳ The minimum trail width defines the dimensions that do not require a design exception and are to be followed wherever feasible to limit review delays.

Trail Surface

The trail surface may be asphalt or concrete. This will be determined during final design based on a consideration of cost, geotechnical reports, and expected frequency of maintenance and emergency vehicle access. As noted in the **Trail Width** section, a minimum two-foot-wide graded shoulder should be provided adjacent to the path to provide clearance from trees, poles, walls, guardrails, and other objects. The shoulder could be the same surface as the path, helping to increase the effective path width in most areas. Alternatively, the shoulder could be constructed with a pervious pavement. As water filters through the pavement, some pollutants are removed, helping to improve water quality.

Design Speed

The Caltrans Highway Design Manual (HDM) recommends a 20 miles per hour (mph) design speed for bike paths (with mopeds prohibited). AASHTO notes design speed should consider the path location and context: urban shared use paths may be designed for 15 mph while rural paths may be design for up to 30 mph. Where using the preferred design speed is infeasible, such as constrained right-of-way locations, the highest possible design speed should be used. AASHTO Table 6-5, labelled here as Table 5-1, notes the minimum radii for horizontal curves by design speed.

Table 5-1: Minimum Radii for Horizontal Curves at 20-Degree Lean Angles (AASHTO, 2024)

Design Speed (mph)	Minimum Radii (ft) for Horizontal Curves at 20-Degrees Lean Angles
8	12
10	18
12	27
14	36
16	47
18	60
20	75
25	115
30	166

Trail Slopes

The trail should be designed with a maximum 2% cross slope (the slope from the trail's centerline to its side edges, usually used for drainage) and maximum 5% running slope (the slope of the trail's centerline) to meet the latest ADA standards. The running slope may be stepper in areas where the path follows a roadway and the existing roadway slope exceeds 5%, or at ramps if hand railing and landing areas are provided as required.

Separation

Separation between the proposed multi-use path and adjacent roadways and the SPRINTER corridor is a critical factor in the path's comfort and safety. Fencing will be constructed between the trail and the NCTD SPRINTER tracks to maintain rail safety and operations. When the trail runs adjacent to a roadway, such as along Godfrey Street or Oceanside Boulevard, vertical separation from vehicles will be provided to keep users safe and comfortable through the use of physical barriers such as curbs, delineators, or a crash-rated barrier. The physical barrier type will vary by location and will be determined in future design phases.

Railroad Coordination

The SPRINTER is operated by NCTD, making them a key stakeholder. NCTD plans to construct a second rail line within their ROW, referred to as "double tracking", though details regarding design and implementation are still pending. The project team used available conceptual drawings and typical design criteria to approximate the location of the future rail facilities.

NCTD will provide input as design progresses to verify the location of the trial will not preclude double tracking. NCTD design preferences will be followed, where feasible. This includes a 25' clear zone from the centerline of tracks and the edge of the OIRT and vertical separation such as fencing between trail users and the railroad. The preferred alignment does not conflict with existing or proposed NCTD maintenance roads. Best practices regarding rail safety will be followed as the OIRT follows the SPRINTER alignment for significant portions of the corridor. Coordination with NCTD will be required to construct in their ROW, as well as to connect the OIRT to the adjacent SPRINTER stations to facilitate transit connections.

NCTD attended the October 21st, 2025 CAB Meeting and provided comments on the preliminary design concepts. A copy of these comments as well as responses is included in **Appendix C**.

Crossings

The California Public Utilities Commission (CPUC) is the state agency with exclusive jurisdiction over rail crossings in California. CPUC engineers evaluate the safety of rail crossings and review proposed construction where roadways or pathways cross railroad or rail transit tracks. CPUC may require additional infrastructure for intersections near a railroad crossing, such as signalization with railroad interconnect preemption. The cost of these upgrades, including grade separations, closures, and vehicular and pedestrian gate arms, can be significant and has been considered in the cost estimate in **Chapter 7**.

NCTD noted that the proposed signal on South El Camino Real could increase the runtime for some bus routes, negatively impacting on-time performance. Two main crossing alternatives were considered at this location: at-grade or grade-separated.

- **At-Grade:** Due to the vehicle volumes, a signalized crossing is proposed to prevent conflicts between trail users and vehicles. Signalization with railroad interconnect preemption would likely be required by CPUC at this location to provide a safe crossing. This alternative would cost approximately $1.5 million.
- **Grade-Separated:** A grade-separated crossing was also considered to prevent conflicts between trail users and vehicles. A grade-separated crossing is proposed at Rancho del Oro Road due to the steep slopes on each side of the roadway that support a bridge as the most practical crossing alternative. In comparison, the slopes adjacent to South El Camino Real are relatively flat; earthwork, retaining walls, and additional elevation change for people walking and biking would be required in order to provide the minimum clearance under the bridge for vehicles travelling on South El Camino Real. This difference in grade could also limit access to the trail from the El Camino Real SPRINTER station (a ramp or stairs could potentially provide connection). Additionally, the major electrical transmission lines that run along the western side of the roadway would require relocation or undergrounding to avoid conflicting with the bridge. This level of utility adjustment is outside the scope of the project. Not including utility modifications, this alternative would cost approximately $2 million. Though this alternative may be investigated further as design progresses, it is not included as part of this study due to the utility conflicts and costs.

Rail Equipment

Since the OIRT runs parallel to the SPRINTER alignment, existing rail equipment, such as rail equipment enclosure cabinets, must be considered. Some existing enclosure cabinets will be removed when NCTD completes double-tracking. If the OIRT is constructed before double-tracking takes place, an interim solution will be needed, such as entering the NCTD clear zone or obtaining an easement.

Some enclosure cabinets will be maintained after double-tracking including an existing enclosure cabinet east of El Camino Real will remain. Other existing rail equipment that will be maintained on the north side of the trail, so the trail must curve south to avoid the enclosure cabinet, which may require an easement or acquisition from Zephyr Oceanside LLC.

Coordination with NCTD will be needed regarding the enclosure cabinet on the southwest corner of Temple Heights Drive. NCTD plans to construct a second track and maintain their access road on the north side of this enclosure cabinet, so using the space to the north of the enclosure cabinet for the OIRT may not be feasible due to possible access road conflicts. The ROW south of the enclosure cabinet is developed and currently used as a business' parking lot, which could create difficulties in procuring an easement or acquisition. Therefore, the enclosure cabinet will likely need to be relocated through coordination with NCTD.

El Camino Real SPRINTER Station

The trail becomes constrained as the OIRT approaches the EL Camino Real Station, where the NCTD access road transitions from the north side to the south side of the tracks. To provide adequate space for the OIRT, one option is to enter the NCTD clear zone. However, this could create conflicts with the NCTD access road, as well as interfere with the existing culvert on the southwest corner of the intersection of El Camino Real with the SPRINTER. Depending on coordination and final design, easements may be needed from the Mountain Olive Cemetery Association and San Diego Gas & Electric Company. On the southeast corner of El Camino Real, an easement would be needed from Zephyr Oceanside LLC to maintain the existing drainage ditch.

Roadway Crossings

Safe and comfortable crossings for trail users are an essential component of the transportation network. FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides detail on improvement selection for uncontrolled crossings, such as South Coast Highway. Roadway characteristics such as speed, traffic volumes, and the number of lanes should be considered while recommending improvements. Additionally, the final design should consider enhancements to improve visibility between people walking/biking and vehicles turning right across the path, such as exclusive pedestrian/bicycle phases or protected intersection features.

To maintain safety at higher volume roadway crossings and provide appropriate coordination with the railroad, some roadway crossings may be signalized. Signalization is recommended at Crouch Street, El Camino Real, College Boulevard, and Temple Heights Drive. While a pedestrian hybrid beacon or HAWK signal may typically be proposed in locations like this, full signals with railroad interconnect are proposed to simplify roadway user understanding and CPUC coordination. Due to the steep grades surrounding the Rancho del Oro intersection, a flyover bridge is proposed instead of signalization. This creates an improved rider experience, minimizes retaining wall construction, and reduces conflict points between road users.

Additional Construction Considerations

The ability to construct and maintain the OIRT should be considered as design progresses. Steep slopes in areas such as Rancho del Oro could create challenges for staging construction equipment. Drainage must be considered to prevent pooling on the trail since it runs parallel to Loma Alta Creek and existing drainage facilities for significant portions of the corridor. Possible construction impacts such as erosion and runoff should be mitigated as-needed. Close coordination will be needed with NCTD for portions of the trail in or near the NCTD clear zone, particularly if construction impacts rail operations.

Right-of-Way and Property Encroachments

The OIRT utilizes public right-of-way (ROW) owned by the City of Oceanside and NCTD where feasible. Some portions of the trail may encroach in private ROW, requiring easements or property acquisition. The City of Oceanside will work with the developers of Jefferson Oceanside and Olive Park to coordinate a final trail design through the proposed developments. In several constrained areas, the OIRT must either utilize land in the NCTD clear zone or in private ROW. A summary is provided in **Table 5-1**.

Additionally, the OIRT may require the removal of existing private improvements within public ROW, such as along Godfrey Street and South Ditmar Street. Along these corridors, the project may need to remove existing fencing, stairs, or other improvements that encroach the public ROW to construct the OIRT. Future design phases will seek to minimize impacts to property owners while meeting the project goals.

Table 5-2: Private Right-of-Way Encroachments

Easement ID	Segment	Location	Parcel APN	Property Owner	Reason	Length (ft)	Area (ft²)
1	C: Crouch St to El Camino Real	Southwest side of El Camino Real SPRINTER station	1650402100	Mount Olive Cemetery Association, Inc.	Avoid NCTD access road directly south of the El Camino Real SPRINTER Station	200	600
2-A	C: Crouch St to El Camino Real	Southeast side of El Camino Real SPRINTER station	1650402100	Mount Olive Cemetery Association, Inc.	Avoid NCTD access road directly south of the El Camino Real SPRINTER Station	270	900
2-B	C: Crouch St to El Camino Real	Between south of El Camino Real SPRINTER station and southwest corner of El Camino Real and SPRINTER tracks intersection	1620310600	San Diego Gas & Electric Co.	Avoid NCTD access road directly south of the El Camino Real SPRINTER Station, avoid culvert on southwest side of intersection of El Camino Real and SPRINTER tracks	30	150
2-C	C: Crouch St to El Camino Real	Southwest corner of El Camino Real and SPRINTER tracks intersection	1620503000	San Diego Gas & Electric Co.	Avoid culvert on southwest side of intersection of El Camino Real and SPRINTER tracks	130	1360
3	D: El Camino Real to Rancho Del Oro SPRINTER Station	Southeast corner of El Camino Real and SPRINTER tracks intersection	1620503600	Zephyr Oceanside, LLC Zephyr Oceanside, LLC	Avoid culvert on southeast side of intersection of El Camino Real and SPRINTER tracks	70	980
4	D: El Camino Real to Rancho Del Oro SPRINTER Station	NCTD signal cabinet approximately 1500' east of El Camino Real	1620503600	Zephyr Oceanside, LLC Zephyr Oceanside, LLC	Protect in place existing NCTD signal cabinet	160	830
5	E: Rancho Del Oro SPRINTER Station to College Blvd	South of Rancho Del Oro SPRINTER Station	1651133000	Z U Property Investments, LLC	Build OIRT up hillside on southwest corner of intersection of Rancho Del Oro and SPRINTER tracks	460	7,400
6	E: Rancho Del Oro SPRINTER Station to College Blvd	0.25 miles west of College Blvd SPRINTER Station	1621110400	Oceanside Trolley Place, LLC	Avoid NCTD clear zone and coordinate with Olive Park development	1,500	6,000
7	E: Rancho Del Oro SPRINTER Station to College Blvd	Southwest side of College Blvd SPRINTER Station	1621110400	Oceanside Trolley Place, LLC	Avoid NCTD access road with Olive Park development	300	4,000
8	G: College Blvd to Temple Heights Dr	East side of North Ave between North Ave and SPRINTER tracks	1614701000	Vista Pacific Business Park Owners Association	Transition OIRT from North Avenue back to NCTD ROW while minimizing encroachments to Loma Alta Creek	380	5,680

Trail Amenities

Thoughtful amenities can transform a path from a paved surface to a vital part of a community by creating a more comfortable, usable space. Public outreach efforts found safety was a key concern for residents and that shade, lighting, and native landscaping are important elements to incorporate into the project. Public art can create community-building and place-making opportunities. The following amenities are recommended for further consideration, as funding and community support allow. Each amenity was ranked by the community during Phase 1 outreach, and the features below are ranked from most preferred to least preferred.

1. Native Landscaping
2. Lighting
3. Drinking Fountains
4. Habitat/Ecological Enhancements
5. Shade
6. Benches/Seating
7. Public Art
8. Directional Signage
9. Bike Fix-It Station
10. Map Kiosks
11. Bike Parking
12. Educational/Interpretive Signage

Phase 3 Revisions

Community members shaped the proposed OIRT throughout all phases of the project. In Phase 3, members of the public had an opportunity to review the preliminary design concepts are provide feedback. Changes made to the concepts based on this feedback include:

- Addition of an alternative alignment along Godfrey Street to be considered as design progresses. This could reduce conflict points from streets and driveways along the north side of the street. However, it could also create additional parking impacts and environmental challenges due to the adjacent trees and cemetery.
- Addition of a concrete barrier and a wider trail along Oceanside Boulevard between Ditmar Street and Parkwood Lane, along the hill. The concrete barrier provides more separation from vehicle traffic. Trail widening allows for a 1' striped buffer between directions of active transportation traffic on the OIRT, which could increase user comfort. A cross-section has been added to the concepts for illustrative purposes and results in a total trail width of 16'. Further increasing the width through this area could result in significantly higher costs due to the need for more earthwork and more robust retaining walls.
- Addition of an alternative alignment through the Upper Loma Alta Preserve, east of Rancho del Oro Road and west of the College Boulevard SPRINTER station. This alternative would follow the toe of the nearby slope and will be considered as design progresses. This could reduce the need for bridges and provide improved trail experience. However, it would require an easement or right-of-way acquisition from the current landowner.

6. Environmental Considerations and Potential Review Processes

Community feedback identified minimizing environmental impacts as one of the primary project goals for the OIRT. Environmental considerations are especially important because Loma Alta Creek and associated preserves run parallel to the SPRINTER alignment within the study area. The proximity of this natural resource can create a beautiful and scenic trail but may also require additional design considerations and coordination regarding features like placement, lighting, and fencing. A sample of the expected review processes are included below. A summary of agency coordination with NCTD, Caltrans, and the City of Vista through the Feasibility Study process will be included in the Final Study.

Preserve Areas

There are several locations within the OIRT study corridor which are noted in the City of Oceanside 2010 Subarea Plan as either "hardline" preserves, "softline" preserves, or as part of a Wildlife Corridor Planning Zone (WCPZ). These are called out in the preliminary design concepts in Appendix D. These do not prohibit the construction of trails, but special consideration will need to be made for the species and habitats that exist within the preserve areas.

Design Best Practices in Preserve Areas

The OIRT conceptual alignment passes through preserve areas between Mesa Drive and Rando del Oro Drive and must consider the guidelines in Section 5.3.1.1 of the Subarea Plan. Hardline preserves are identified as protected lands that are conserved for biological resources, while softline preserves are identified as potential future preserve areas within which conservation efforts will be incorporated over time. The trail passes through two preserves, the Evergreen Nursery Environmental Preserve and the El Corazon Area.

The impact of construction, operation, and maintenance of the trail on riparian areas, wetland resources, and sensitive species should be considered as the project progresses. The Sub Area Plan provides a framework for mitigation, but a detailed understanding of existing conditions, such as which species may be present in which areas, is needed to identify potential challenges. As part of the project's next steps, a qualified biologist familiar with the Sub Area Plan would prepare a report providing recommendations for design practices within the hardline and softline preserve areas, needed permits, and potential mitigation measures. The biologist's recommendations should include trail placement (i.e. are there any sensitive areas that need to be avoided?), lighting (i.e. how can lighting be designed to minimize wildlife disturbance or protect dark skies?), and fencing (i.e. where should fencing be included to minimize encroachment onto sensitive habitats, or prohibited to allow for wildlife passage?), among other considerations.

Evergreen Nursery Environmental Preserve

The Evergreen Preserve supports coastal sage scrub, riparian woodland, riparian scrub, freshwater marsh, mulefat scrub, and disturbed habitat. Some areas are hardline, while some are softline. Neither prohibit the construction of trails, however, depending on what species and habitats exist, avoidance of certain areas may need to be considered. A biological report should be completed to recommend design best practices and necessary mitigation measures within the preserve.

El Corazon Area

Hardline development guidelines are included in Section 5.3.1.2 of the Subarea Plan. A biological report should be prepared to address any mitigation measures needed for the requirements specific to the El Corazon Area:

- Trails and paths will be located away from sensitive habitats and restoration areas to the maximum extent possible and will be limited to a maximum of 6 feet in width
    - ↳ The concepts in Appendix D depict a 12' path in accordance with the minimum width described in Chapter 5 in hopes that an agreement can be reached

- Access areas and trails will be clearly marked
- Signs will be posted to discourage off-trail access and use
- Where sensitive species are present, trails will be closed as necessary during the breeding season to prevent undue harassment or nest abandonment
  - ↳ This would be identified in a biological report. Periodic surveys prior to breeding season could determine if there is a need for a temporary closure
- Invasive, nonnative plants or plants that require intensive irrigation, fertilizers, or pesticides, will be prohibited within 500 feet of the Preserve
- Landscaping will incorporate native shrub species
- Runoff from landscaped areas will be directed away from the Preserve and will be contained and/or treated within the landscaping footprint

National Environmental Policy Act (NEPA)

The OIRT may utilize federal funding, which would require the completion of the NEPA process. NEPA helps ensure government decision makers and the public understand the potential environmental impacts of development, as well as identifying ways to mitigate any potential damage. For federal grant funded projects, Caltrans typically acts as the lead agency for NEPA review. Trail projects are eligible to be processed as Categorical Exclusions (CE) if they meet certain criteria, which could reduce the associated time and cost of the NEPA review process. As part of the CE process, technical studies would likely be required to determine if there would be any significant effects regarding the following topics:

- Noise
- Air Quality
- Hazardous Materials
- Water Quality/Resources
- Coastal Zone
- Floodplains
- Waters, Wetlands
- Biological Resources
- Section 4(f) (parks, wildlife refuges, cemeteries, etc.)
- Visual Resources
- Land Use/Community/Farmland Impacts
- Cultural Resources
- Transportation

Due to the scope of the OIRT, portions of the trail may impact some environmental resource areas, in which case the project would be processed as a full Environmental Impact Statement (EIS) under the standard NEPA process. Mitigation measures would be identified to avoid or minimize impacts.

California Environmental Quality Act (CEQA)

Similar to NEPA, CEQA helps ensure government decision makers and the public understand the environmental impacts of development, as well as identifying ways to mitigate any potential damage. It is required for all major construction projects within the state of California. Active transportation projects like the OIRT are eligible to be processed as Categorical Exemptions (CE) if they meet certain criteria, which could reduce the associated time and cost of the CEQA review process. However, a CE may not be applicable to the OIRT due to the presence of sensitive areas such as preserves near the trail. If the project does not receive this CE, the standard CEQA process would be required, including the preparation of an Environmental Impact Report (EIR).

In accordance with State CEQA Guidelines Appendix G: Environmental Checklist Form, the following environmental factors, among others, would likely be considered:

- Aesthetics
- Biological Resources
- Hydrology/Water Quality
- Noise
- Cultural Resources
- Land Use/Planning
- Air Quality
- Hazards & Hazardous Materials
- Tribal Cultural Resources

Further, CEQA would consider consistency with existing habitat and conservation plans, including the Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan. Therefore, design best practices for preserve areas, including the completion of a biological report, should be followed.

The City of Oceanside would likely be the lead agency under CEQA. Coordination may also be needed with:

- North County Transit District (NCTD)
- U.S. Army Corps of Engineers
- Regional Water Quality Control Board (San Diego Region)
- California Department of Fish and Wildlife (South Coast Region)
- California Coastal Commission (CCC)

Wetlands

The National Wetlands Inventory, maintained by the U.S. Fish and Wildlife Service, identifies the Loma Alta Creek and some other areas within the study area as wetlands. Though the trail cannot avoid the wetland area completely, steps would be taken to mitigate any potential impacts.

Notable areas identified by the National Wetlands Inventory are:

- Loma Alta Creek and its surrounding areas between South Coast Highway and the Pacific Ocean
- North and south sides of SPRINTER tracks east of El Camino Real
- North side of SPRINTER tracks east of Rancho del Oro intersection
- Between SPRINTER tracks and North Avenue

Permitting may be required by the following regulatory agencies based on the impact of the project on sensitive species or habitats, including wetlands:

- U.S. Army Corps of Engineers
- Regional Water Quality Control Board - San Diego Region
- California Department of Fish and Wildlife (CDFW) - South Coast Region

Loma Alta Creek

The Loma Alta Creek is an environmentally sensitive area that is present throughout much of the OIRT study corridor. The preliminary conceptual trail design considers the approximate creek bed location and the 100-year flood plain to minimize the environmental impacts and design costs of trail implementation. Future project phases will continue to refine the design to reduce impacts to the extent practicable.

100-Year Flood Plain

The 100-year flood plain is shown in the Opportunities & Constraints Map in **Appendix A**. The primary concerns with placing infrastructure in a floodplain include:

- Loss of access
- Safety
- Induce flood level rise
- Discharge of fill material

Best practices for drainage and design will be followed when the trail is within or near the Loma Alta Creek 100-year flood plain. If OIRT construction alters the creek, flood plain elevations, or involves discharge of fill material into the creek, additional agreements and permits would be required.

If the construction of the trail involves discharge of fill material into waters of the U.S., including wetlands or streams, a Section 404 permit will need to be obtained from the U.S. Army Corps. If a Section 404 permit is required, then a Section 401 permit will also need to be obtained from the Regional Board. If the construction will alter the bed, back, or channel of a stream or river, then a Section 1600 Agreement will need to be obtained from CDFW.

Additional floodplain permitting would also be required as part of the City's typical review process. All projects located in Special Flood Hazard Areas (SFHA) are required to show the flood plain limits on their plans. Development within the SFHA may also have additional requirements per the City's Floodplain Management Regulations. If FEMA map revisions or Letters of Map Changes are required, documents such as CLOMR, LOMR, and LOMA should be submitted to the City prior to submission to FEMA.

Drainage Considerations

Future design phases will continue to refine the trail design to account for adequate drainage, both along and adjacent to the OIRT. Design solutions may include culverts, headwalls, pre-formed steel truss bridges, sub-surface drainage such as HDPE pipe below the trail, permeable drainage channels, drainage ditches, inlets, and more. The design should also include storm water best management practices (BMPs) to help treat storm water runoff and prevent ponding or flooding. The project will likely require a Storm Water Quality Management Plan (SWQMP), Stormwater Pollution Prevention Plan (SWPPP), and a Hydrology and Hydraulics Report. It is noted that it may not be feasible to grade the trail above the 100-year floodplain, and a flood analysis maybe required

California Coastal Commission

Approximately 0.6-miles of the west-most portion of the OIRT is located in the California Coastal Zone according to the California Coastal Commission (CCC). This zone includes all property from the eastern side of Coast Highway to the Pacific Ocean, as well as property in proximity to portions of Loma Alta Creek. The OIRT may need a Coastal Development Permit as stated in the California Coastal Act for any development within the California Coastal Zone.

Caltrans

A Caltrans Encroachment Permit (EP) is required for any construction within Caltrans ROW. The OIRT will enter State highway ROW for approximately 0.15-miles around the interchange of Interstate 5 (I-5) with Oceanside Boulevard.

The width of Oceanside Boulevard is constrained under I-5 due to the median piers supporting the bridge deck and the proximity of the NCTD tracks. To provide separation between trail users and vehicles the trail must be limited to 8'. This meets Caltrans minimum criteria for the traveled way but does not provide enough space for the 2' minimum shoulders. The eastbound vehicle travel lanes must also be limited to 10.5', which is less than the required vehicle lane width at interchange locations in the State highway ROW per Caltrans Design Information Bulletin-94 Complete Streets: Contextual Design Guidance. Therefore, a design exception in the form of a Design Standard Decision Document (DSDD) for the OIRT would be needed for this 0.15-mile portion between Parkwood Lane and Commerce Street.

This design exception offers safety benefits such as vertical separation when compared with the existing Class II unprotected bicycle lanes. Without this design, users would have to cross Oceanside Boulevard twice. If the IRT is constructed to cross Oceanside Boulevard twice, users may not utilize that portion due to additional delays, and the community would not experience the full safety benefits of the trail.

According to the 2019 Vision Zero in North County Report, Oceanside Boulevard is the corridor with the third highest number of bicycle and pedestrian crashes in Oceanside. Oceanside Boulevard & I-5 has the sixth highest number of bicycle and pedestrian crashes of any intersection in Oceanside. This could be related to the high speeds of vehicles exiting the freeway, which makes vertical separation important to reduce the force if a crash does occur. According to the FHWA, "Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to 53% for bicycle/vehicle crashes" (Developing CMFs for Separated Bicycle Lanes. FHWA-HRT-23-025, (2023)). Mitigation measures could be added to further increase the safety at this location, such as:

- Improved Lighting through I-5 Underpass
- Signing and Pavement Markings
  - ↳ Path: "Slow Zone"
  - ↳ Roadway: "Yield Here to Pedestrians"

If needed, bicyclist dismount signage could be added to this portion of the trail, and it could become a pedestrian-only path through the underpass.

City of Vista

The OIRT terminates where the Vista IRT begins at the intersection of Oceanside Boulevard with Melrose Drive. Though this intersection is within the jurisdictional boundaries of the City of Oceanside, the Melrose SPRINTER station and the grade crossing of the SPRINTER with Melrose Drive are within the City of Vista's jurisdictional boundaries. Continued coordination with the City of Vista will be needed through final design and construction.

7. Implementation Plan

The following section highlights key components for OIRT implementation including costs, potential funding sources, and a phasing approach that could be leveraged to advance the trail.

Potential Funding Sources

Securing funding is a critical step in the implementation of the OIRT. The following section summarizes key programs and opportunities that may be used to help fund the development of the OIRT such as grants, developer fees, and partnerships.

Grants

The local, state, and federal programs listed below support active transportation, sustainability, and community connectivity. Many of these funding sources are competitive and require projects to demonstrate alignment with broader mobility, environmental, and equity goals. The concepts, cost estimates, and segment summaries in this chapter can support future grant applications to advance trail design and construction.

Affordable Housing and Sustainable Communities Program (AHSC)

The AHSC funds land use, housing, transportation, and land preservation programs through the California Department of Housing and Community Development that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation related amenities, and program costs.

Better Utilizing Investments to Leverage Development (BUILD) Program

BUILD provides grants for surface transportation infrastructure projects with significant local or regional impact, including surface transportation components of transit-oriented development projects. This grant could be a good fit for the eastern portion of the IRT, which would improve connectivity between the cities of Oceanside and Vista.

California Active Transportation Program (ATP)

The ATP's goal is to increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance regional efforts to achieve goals for greenhouse gas reduction, enhance public health, and provide a broad spectrum of projects to benefit everyone in the region. It is administered through California Transportation Commission (CTC), Caltrans, and the San Diego Association of Governments (SANDAG).

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

The FRA CRISI program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail, including highway-rail grade crossing improvement projects as well as any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes. This grant can supplement the signalization costs related to at-grade rail crossings as well as station improvements and connections related to the IRT.

Land and Water Conservation Fund (LWCF)

The LWCF grant administered through the California Department of Parks and Recreation provides funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians. The grant can be used for the development of recreational trails as well as amenities such as restrooms, lighting, and landscaping. This grant would be best suited for portions of the trail adjacent to preserves.

Local Partnership Program (LPP)

The LPP provides funding through the California Transportation Commission (CTC) to counties, cities, districts, and regional transportation agencies which have imposed fees dedicated to transportation improvement. The LPP provides funding to local and regional agencies to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

Habitat Conservation Fund (HCF)

The HCF allocates funds through the California Department of Parks and Recreation to nature interpretation programs to bring urban residents into park and wildlife areas, including the acquisition and development of wildlife corridors and trails. This grant would be best suited for portions of the trail adjacent to preserves. It can be used for trail design and maintenance as well as installing benches, dark sky lighting, or educational signs.

Highway Safety Improvement Program (HSIP)

HSIP funds are eligible for trails that improve the safety. According to the 2019 Vision Zero in North County Report, Oceanside Boulevard is the corridor with the third highest number of bicycle and pedestrian crashes in Oceanside. The OIRT could improve bicycle and pedestrian safety by offering a low-stress adjacent alternative through the city. Oceanside Boulevard & I-5, Oceanside Boulevard & El Camino Real, and Coast Highway & Oceanside Boulevard are among the ten intersections in Oceanside with the highest number of bicycle and pedestrian crashes. The OIRT could improve the safety of these intersections or provide an alternative route. To be eligible for HSIP funds, the City of Oceanside must first complete a Local Road Safety Plan (LRSP) or Safety Action Plan.

Infrastructure For Rebuilding America (INFRA)

The US DOT INFRA awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people, including highway-railway grade crossing projects. This grant can supplement the signalization costs related to at-grade crossings with the SPRINTER tracks.

Railroad Crossing Elimination Grant Program

This FRA program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Eligible projects include improvement or installation of protective devices, signals, signs, and other means to improve safety. This grant can supplement the signalization costs related to at-grade crossings with the SPRINTER tracks.

Recreational Trails Program (RTP)

The RTP provides funds annually through the California Department of Parks and Recreation to develop and maintain non-motorized recreational trails and trails-related facilities. Uses of funds include land acquisition, design development, and trail construction.

Route to Parks

Parks California launched the Route to Parks grant program in 2020 to improve park access for all Californians so they can create authentic connections with nature. This grant would be best suited for portions of the trail adjacent to preserves.

Safe Streets for All (SS4A)

SS4A is a competitive grant program focused on improving roadway safety for all users by reducing and eliminating serious injury and fatal crashes. The program provides funding to develop tools to help strengthen a community's approach to roadway safety and save lives. After a safety plan for the City of Oceanside is in place an SS4A Implementation Grant could be used to for the design of the OIRT if the primary purpose is safety related. This grant is best suited for portions of the trail near high-collision intersections.

Sustainable Communities Planning Grants

This Caltrans program supports transportation planning projects on an annual basis. It includes Sustainable Communities Grants to encourage local and regional planning that supports the State's greenhouse gas reduction target. This grant cannot be used for environmental studies, engineering plans, or construction. However, funds may be used for up to 30 percent design or conceptual drawings, which will be a vital step for this project.

Sustainable Transportation Equity Project (STEP)

The STEP funds community-led transportation projects through the California Air Resources Board (CARB) that address local transportation needs and increase access to key destinations while reducing vehicle miles traveled in disadvantaged or low-income communities. Each STEP grant includes multiple project types within one community that work together to make it easier for people to get around without owning a car. STEP funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, pedestrian and bicycle infrastructure, urban greening, land use planning, housing policy, workforce development, and clean transportation planning and education.

TransNet Active Transportation Grant Program (ATGP)

The ATGP is funded through SANDAG by Transnet, the half-cent sales tax to fund local transportation projects. ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places. It also encourages local jurisdictions to provide bike parking, education, encouragement, and awareness programs that support pedestrian and bike infrastructure.

Development

Portions of the trail could be constructed by developers in conjunction with new housing, commercial, or other developments. This approach can more quickly create valuable public infrastructure and increase value for developers by facilitating connections to housing, businesses, and recreation. Municipalities often seek developer contributions for the construction of trails through the property being developed.

Volunteers

The OIRT has strong community support based on public outreach. Many community members see value in the trail and would like to see it constructed. Due to this strong community support, the OIRT may be able to become a community project with volunteers donating their time and resources. This increases community advocacy as well as reduces the City's cost. One option is to implement an "Adopt-A-Trail" program. A local business or neighborhood group could make a monetary or volunteer commitment to construct or maintain a portion of the OIRT. Similar to the successful "Adopt-A-Highway" Program administered by Caltrans, the City of Oceanside could provide signs to thank the volunteers for their work, further promoting the program.

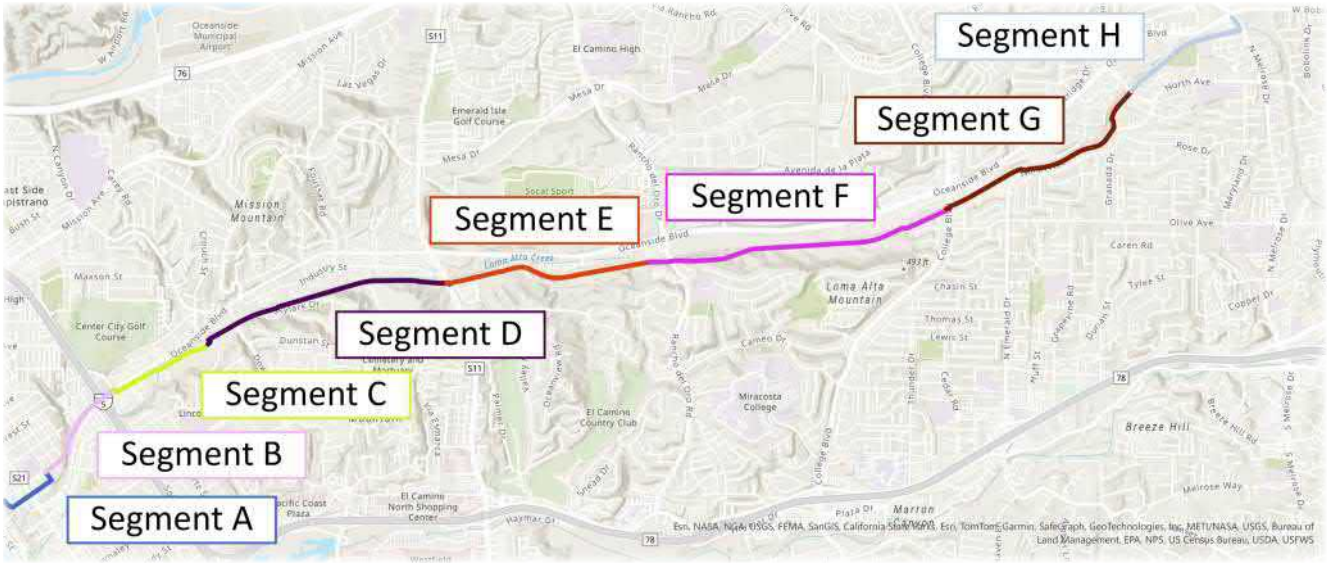
Potential Phasing Plan

Due to the length, complexity, and funding availability for the corridor, the project could benefit from being constructed in phases. Construction phases allow for large projects to be completed in more manageable pieces. This can help secure funding through more competitive grant applications, expedite construction, and improve the efficiency of project delivery.

To assist with implementation, the project has been separated into segments based on geography, the types of improvements needed, and construction considerations. Construction of segments could be prioritized based on funding availability, cost, and level of design difficulty. A summary of this evaluation is included in **Table 7-1**. A brief description of the segment opportunities and challenges is provided for each segment, below. A map of the segments is provided in **Figure 7-1**. The segment limits are:

- **A:** Coastal Rail Trail (CRT) to Oceanside Blvd
- **B:** Oceanside Blvd to Commerce St
- **C:** Commerce St to Crouch St
- **D:** Crouch St to El Camino Real
- **E:** El Camino Real to Rancho Del Oro SPRINTER Station
- **F:** Rancho Del Oro SPRINTER Station to College Blvd
- **G:** College Blvd to Temple Heights Dr
- **H:** Temple Heights Dr to Melrose Dr & Oceanside Blvd
  - ↳ H-N: North of Sprinter Tracks
  - ↳ H-S: South of Sprinter Tracks

Figure 7-1: OIRT Segments



Segment Evaluation

Each segment was evaluated in eight categories based on the criteria below. "A" represents the most desirable scenario, while "D" is the least desirable. A summary of the rankings is included in **Table 7-1**.

- **Access** relates to opportunities to enter and exit the trail, specifically near trip attractors
  - ↳ Number of opportunities to enter or exit the trail between cross streets
  - ↳ Number of cross-street intersections with bicycle or pedestrian facilities
- **ROW Impacts** include infringements on private ROW or personal property within the public ROW.
  - ↳ Area of private ROW needed
  - ↳ Area of personal property needed
  - ↳ These are covered in **Chapter 5**
- **Utility Impacts** reflect the difficulty of redesigning existing utilities
  - ↳ Traffic signal relocation
  - ↳ Drainage work
  - ↳ These are called out in the preliminary design concepts in **Appendix D**
- **Agency Coordination** relates to the level of approval needed from other agencies
  - ↳ Rail – NCTD (North County Transit District) and CPUC (California Public Utilities Commission)
  - ↳ Roadway – City of Vista and Caltrans
  - ↳ Coast – CCC (California Coastal Commission)
- **Structural Work** reflects the extent of retaining walls and bridges needed given the existing grades
  - ↳ Bridge length
  - ↳ Retaining wall length and height
  - ↳ These are called out in the preliminary design concepts in **Appendix D**
- **Environmental Impacts** relate to the impact on preserves or undeveloped land
  - ↳ Area of preserve used
  - ↳ Disturbance of undeveloped land
- **Topography** describes the engineering challenges posed by existing
  - ↳ Interaction with steep slopes
  - ↳ Amount of alignment alternative likely to require significant earthwork
- **Cost** is a qualitative assessment of the possible price of a segment
  - ↳ Structures such as bridges or retaining walls
  - ↳ Earthwork, floodplain, right-of-way acquisition
  - ↳ Rail crossing improvements
  - ↳ A detailed breakdown can be found in **Appendix E**

Table 7-1: Segment Characteristics

Segment ID	Length (Mi)	Access	ROW Impacts	Utility Impacts	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
A	0.4	High	Medium	Low	Medium	Low	Low	Low	Low
B	0.6	High	Low	High	Medium	Low	Low	Low	Medium
C	0.6	High	Low	Medium	Medium	Low	Low	Low	Low
D	1.4	Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium
E	1.1	Low	High	Medium	Medium	Medium	Low	Medium	Medium
F	1.6	Low	Medium	Medium	Medium	High	High	High	High
G	1.3	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium
H (N/S)	0.8	Medium	Low	High	Med/High	Medium	Low	Medium	Med/High

A: Coastal Rail Trail (CRT) to Oceanside Boulevard

The first portion of the OIRT offers a low stress connection from the existing CRT to the Coast Highway SPRINTER Station and Ditmar Elementary School. This segment makes a competitive funding candidate because it closes a gap between existing active transportation infrastructure, public transit, and a school. The primary design challenge for this segment would be the removal of private improvements that were constructed within public ROW, which currently conflict with the desired trail placement. However, other options like removing parking could be utilized for implementation.

B: Oceanside Boulevard to Commerce Street

The section of the OIRT along Oceanside Boulevard could be implemented as one project to limit the impacts of construction on the public, such as increased congestion around I-5 ramps due to work zone activities. This segment requires a design exception from Caltrans as described in **Chapter 6**, which could potentially cause delays in implementation. Traffic signals may have to be relocated, as reflected as the cost estimates later in this chapter.

C: Commerce Street to Crouch Street

This OIRT section would provide a low stress connection between commercial areas, grocery stores, transit, Coastal Academy High School, and the new Jefferson Oceanside multi-family housing development, which is currently under construction. The access and potential safety benefits of this portion of the trail create a competitive funding candidate. A traffic signal with railroad interconnect may need to be installed to facilitate the at-grade railroad crossing at State Tree Drive and South Oceanside Boulevard based on coordination with CPUC. A culvert on the northwest corner of Commerce Street and South Oceanside Boulevard may need to be reconstructed to create space for the OIRT.

D: Crouch Street to El Camino Real

This portion of the OIRT would primarily be constructed in an undeveloped area adjacent to the Evergreen Nursery Environmental Preserve, creating recreational opportunities for those living in the new Jefferson Oceanside multi-family development as well as offering a low-stress connection between the Crouch Street and El Camino Real SPRINTER stations. This connection to nature and potential increase in active transportation usage for those living in multi-family housing could make this section a competitive grant candidate.

A traffic signal with railroad interconnect may need to be installed to facilitate the at-grade railroad crossing between Crouch Street, South Oceanside Boulevard, and Skylark Drive based on coordination with CPUC. To facilitate this connection construction of retaining wall, a sub-surface drainage system, and reconstruction of culverts may be needed. Easements may be needed to connect the El Camino Real SPRINTER station to the roadway at South El Camino Real, as detailed in **Chapter 5**.

E: El Camino Real to Rancho Del Oro SPRINTER Station

This segment offers a recreational connection between the El Camino Real SPRINTER station and the Rancho Del Oro SPRINTER Station. This route runs parallel to Loma Alta Preserve, which would create a scenic active transportation route through the corridor. A traffic signal with railroad interconnect may need to be installed to facilitate the at-grade railroad crossing at South El Camino Real based on coordination with CPUC.

Drainage should be considered as design progresses because this location lies within the 100-year floodplain of Loma Alta Creek. Due to the existing grades and drainage infrastructure retaining wall and a sub-surface drainage system will likely be needed. Easements may be needed, as detailed in **Chapter 5**. Coordination with NCTD is needed to enter the 25' clear zone for approximately 500' in order to minimize earth and structural work, which would increase costs. Though this section has some design challenges, the recreational opportunities provided by this trail could create a strong funding candidate.

F: Rancho Del Oro SPRINTER Station to College Boulevard

Implementation of this segment of the OIRT may be the most expensive due to the steep grades along the corridor. A flyover bridge over Rancho Del Oro may be the most cost-efficient option to minimize earth work. With the bridge, active transportation users could cross the road safely without creating additional congestion or requiring the installation of a new traffic signal for the railroad. Easements may be needed, as detailed in **Chapter 5**. Due to

the design challenges of this segment, the final trail alignment around Rancho Del Oro will be determined through preserve coordination, slope analysis, and a constructability review. Culvert reconstruction, additional bridges, a sub-surface drainage system, and extensive retaining wall may be needed to construct this segment. As design progresses, an alternative route following the toe of the nearby slope as the trail approaches College Boulevard could be considered, which may be able to reduce the need for bridges and provide a more nature-oriented experience. A traffic signal with railroad interconnect may need to be installed to facilitate the at-grade railroad crossing at College Boulevard based on coordination with CPUC.

Portions of this segment could be constructed in coordination with the potential Olive Park development project. This segment may be a more competitive funding candidate if all other portions of the trail are constructed first, as it would close an active transportation infrastructure gap.

G: College Boulevard to Temple Heights Drive

This segment would offer a low stress connection to grocery stores, commercial areas, and public transit for those living in the housing development around North Avenue by connecting to existing bicycle facilities on College Boulevard. This segment could also help children in the neighborhood safely access Maryland Elementary School nearby. These connections make this segment a competitive funding candidate. Constructing Segment H first would create an even stronger application, as it would extend the OIRT and close the active transportation gap between Temple Heights Drive and College Boulevard. A bridge connecting the portion of the trail adjacent to the SPRINTER tracks to North Avenue may be the most cost-efficient solution to minimize earthwork, drainage work, and impacts on the Upper Loma Alta Creek preserve. Easements may be needed, as detailed in **Chapter 5**.

H: Temple Heights Drive to Melrose Drive & Oceanside Blvd

This segment of the Oceanside OIRT could utilize the northern or southern side of the NCTD SPRINTER tracks to connect to Temple Heights Drive. Feedback received during Phase 3 of the project may help inform which option moves forward, in addition to cost, funding, and other implementation considerations. Both alignments are expected to require the construction of retaining wall, culvert installation and reconstruction, and at-grade rail crossing improvements at one location. The northern alignment would cross the railroad tracks at Temple Heights Drive and the southern alignment would cross at Melrose Drive. Both alignments require coordination with NCTD and City of Vista through the Melrose Drive SPRINTER Station. A traffic signal with railroad interconnect may need to be installed to facilitate the at-grade railroad crossing at Temple Heights Drive based on coordination with CPUC

The southern alignment would require the relocation of an existing NCTD signal house or coordination with NCTD to enter the clear zone to avoid the signal house, as well as the construction of a sub-surface drainage system. An environmental specialist should be consulted regarding French Field if this alignment is chosen to move forward due to historical soil contamination at this site. The northern alignment would require close coordination with NCTD to redesign the Melrose Drive SPRINTER station to accommodate the trail. This segment of the trail could be a competitive funding candidate because it will connect the City of Vista and the City of Oceanside through the continuation of the OIRT, which currently terminates on Oceanside Boulevard, which is a high-stress route.

Preliminary Cost Estimate

Preliminary costs were estimated for each segment to offer a high-level approximation of construction costs for use in planning and initial programming stages. This level of estimation is intended to serve as a guide for funding, enable stakeholders to make informed decisions, and to facilitate further detailed analysis in subsequent phases of the project. As the project progresses, more detailed and accurate estimates may be developed. **Table 7-2** provides a summary of the cost estimates, while the detailed breakdown can be found in **Appendix E**.

Table 7-2: Preliminary Cost Estimates

Segment	Full OIRT Corridor[1]	A	B	C	D	E	F	G	H(N)	H(S)
Construction Subtotal	$83,920,000	$4,280,000	$7,120,000	$6,740,000	$18,300,000	$9,900,000	$16,450,000	$13,330,000	$7,840,000	$6,930,000
Contingency (30%)	$25,176,000	$1,284,000	$2,136,000	$2,022,000	$5,490,000	$2,970,000	$4,935,000	$3,999,000	$2,352,000	$2,079,000
Construction Grand Total	$109,096,000	$5,564,000	$9,256,000	$8,762,000	$23,790,000	$12,870,000	$21,385,000	$17,329,000	$10,192,000	$9,009,000
Design (15%)	$16,364,000	$835,000	$1,388,000	$1,314,000	$3,569,000	$1,931,000	$3,208,000	$2,599,000	$1,529,000	$1,351,000
Environmental (3.5%)	$3,818,000	$195,000	$324,000	$307,000	$833,000	$450,000	$748,000	$607,000	$357,000	$315,000
Right-of-Way	$10,350,000	$-	$-	$600,000	$720,000	$6,810,000	$-	$2,220,000	$-	$-
Construction Management (20%)	$21,819,000	$1,113,000	$1,851,000	$1,752,000	$4,758,000	$2,574,000	$4,277,000	$3,466,000	$2,038,000	$1,802,000
Total Soft Costs	$52,351,000	$2,143,000	$3,563,000	$3,973,000	$9,880,000	$11,765,000	$8,233,000	$8,892,000	$2,038,000	$3,468,000
Total Construction Plus Soft Costs	**$161,447,000**	**$7,707,000**	**$12,819,000**	**$12,735,000**	**$33,670,000**	**$24,635,000**	**$29,618,000**	**$26,221,000**	**$14,116,000**	**$12,477,000**
Total Construction & Soft Costs with Escalation[2]	$289,127,000	$13,802,000	$22,957,000	$22,806,000	$60,298,000	$44,118,000	$53,041,000	$46,958,000	$25,280,000	$22,344,000

[1] Includes Segment H (North)
[2] Escalated 6% per year for 10 years

Next Steps

The Oceanside Inland Rail Trail will improve mobility options, creating safer connections for people of all ages and abilities to walk, bike, or roll to key destinations across Oceanside and beyond. While building the full seven-mile path discussed in this report would create the greatest positive impact on mobility and recreation options, phasing the path into multiple segments, as discussed above, may prove to be the most feasible approach and could help create community assets more quickly.

The list below summarizes the next steps for project implementation, following funding procurement (which may be obtained for one segment and/or step at a time). The design, environmental review, and construction of each segment of the OIRT will take multiple years to complete.

1. **Preliminary Engineering:** Continue developing more detailed concept designs and preliminary engineering for each segment. Aerial or field survey of the corridor, detailed right-of-way mapping, and a comprehensive utility review should be completed for a more accurate design. This would also help facilitate coordination with impacted utility companies and property owners. Coordination with NCTD regarding double tracking plans and easements should also continue.
2. **Environmental Processes:** Complete CEQA, NEPA, and other environmental clearance processes outlined in **Chapter 6**.
3. **Design and Permitting:** Prepare final design and bid packages (plans, specifications, and cost estimates (PS&E)) for each segment. Design and permitting will require review and coordination with multiple agencies, dependent on the segment. This coordination is described in **Chapter 6** and in the **Segment Evaluation** section of this chapter.
4. **ROW and Property Encroachments:** The OIRT is proposed in public ROW wherever feasible. **Chapter 5** provides information on the coordination, acquisitions, and easements needed to implement the OIRT.
5. **Utility Coordination:** Utility impacts were avoided where feasible and have been identified in the **Segment Evaluation** section of this chapter and labeled in the design concepts in **Appendix D**. This was completed with an aerial scan, so utility impacts, specifically the location of underground utilities, should be investigated in more detail as design progresses. Coordination with respective utility companies should begin in the preliminary engineering stage, as utility relocations and modifications can be a lengthy process.
6. **Construction:** Phasing of the trail, as described in this chapter, could expedite project delivery by dividing the project into more manageable segments. The effect of construction on operations along Oceanside Boulevard should be considered.
7. **Maintenance:** The City of Oceanside would likely be responsible for the maintenance of the facility. Using volunteers and community service hours to help maintain the trail could reduce the impact of increased maintenance on the City, as described in the **Potential Funding Sources** portion of this chapter. A maintenance agreement with Caltrans may be required for the section of Oceanside Boulevard that connects the northbound and southbound I-5 ramps, and a maintenance agreement with NCTD would be required for portions of the trail within NCTD right-of-way.

Appendices

Appendix A: Community Needs Assessment Memorandum

- **Attachment A:** Existing Document Review Matrix
- **Attachment B:** Existing Data Collection
- **Attachment C:** CAD Roll Plot
- **Attachment D:** Phase 1 Community Outreach and Engagement Summary
- **Attachment E:** Opportunities and Constraints within the Study Corridor

Appendix B: Fatal Flaw Analysis Presentation

Appendix C: Outreach and Engagement Summary

- **Attachment A:** Project Fact Sheets
- **Attachment B:** Direct Mail Postcards
- **Attachment C:** Community Advisory Board Meeting Materials
- **Attachment D:** Survey Results
- **Attachment E:** Pop-Up Boards
- **Attachment F:** Open House Materials

Appendix D: 15% Preliminary Design Concepts

Appendix E: 15% Preliminary Cost Estimate

Appendix A: Community Needs Assessment Memorandum

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Oceanside Inland Rail Trail (IRT)

Community Needs Assessment Memorandum

December 2024

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Appendix E: Opportunities and Constraints Map

CHAPTER 1: INTRODUCTION

This memorandum summarizes the needs, concerns, opportunities, and constraints of the Oceanside Inland Rail Trail (IRT) utilizing community-based and technical perspectives. The project team conducted an existing document review, data collection, field visits, and community outreach to synthesize key takeaways and inform the development of alignment alternatives. The Inland Rail Trail project is funded by a Sustainable Transportation grant through Caltrans.

Project Goals

The purpose of the Oceanside Inland Rail Trail feasibility study is to develop a "grant-ready" project that will be well-positioned to compete for local, state, and federal funding for final engineering design and construction. The alignment chosen as the preferred alternative at the end of this study will consider community needs, local and regional mobility goals, and existing constraints to ensure that the proposed trail will be a constructable community asset.

Design of potential alignments for the Oceanside IRT will be guided by the following goals.

1. **Create a safe, free, and low stress connection to employment, schools, recreation, and the Pacific Ocean**
2. **Connect the multi-use path to existing facilities to provide multimodal use at local and regional levels**
3. **Create a feasible multi-use path alignment that balances sustainability, mobility, safety, access, economy, health, and social equity**
4. **Establish a clear direction and feasibility steps to implement the project in such a way that supports underserved communities and minimizes environmental impacts**
5. **Develop alignments that allow for environmental best practices such as native vegetation and shade trees to reduce urban heat island effect**

Project Timeline and Phasing

The feasibility study consists of three phases, outlined below.

- **Phase 1 – Existing Conditions** (*Fall 2024 – Winter 2024*)
  - Phase 1 outlines the opportunities and constraints relevant to the IRT based on a review of existing conditions and public input.
  - Phase 1 includes a review of existing documents, collection of available relevant data, field visits, community outreach, and the development of the Community Needs Assessment Memorandum.

- **Phase 2 – Alternatives Alignment** (*Winter 2024 – Fall 2025*)
    - Phase 2 determines possible project alternatives based on the information collected in Phase 1.
    - Phase 2 includes the development of up to 3 alternative alignments, community outreach, and the development of a Refined Alignment Analysis Memorandum.
- **Phase 3 – Final Assessment Report** (*Fall 2025 – Spring 2026*)
    - Phase 3 determines a preferred alignment based on the results of Phase 2.
    - Phase 3 includes the development of a preferred alternative, community outreach, and the development of a Final Multimodal Path Assessment report which will be used to procure grant funding for the final design and construction of the Inland Rail Trail in Oceanside.

This memorandum summarizes results of **Phase 1** of the Oceanside Inland Rail Trail Feasibility Study.

CHAPTER 2: EXISTING DOCUMENT REVIEW

The project team reviewed documents related to the project study corridor and surrounding areas to understand the planning, community, and environmental context of the project. The documents reviewed are listed below, along with key takeaways from each document related to the IRT.

- 2009 Oceanside Pedestrian Plan – The pedestrian network in Oceanside west of Interstate 5 is densely populated and highly used, while the pedestrian network east of Interstate 5 shows more gaps, but fewer users; pedestrian connections to the coastal area west of Interstate 5 such as the IRT are critical for community health and mobility.
- 2021 SANDAG Regional Transportation Plan – the IRT can create a more equitable transportation network that allows for greater mobility and higher quality of life throughout the County.
- 2023 North County Comprehensive Multimodal Corridor Plan – Growth in North County in the past 30 years has outpaced development of the transportation network, which must adapt to alleviate existing impacts to quality of life.
- 2024 Oceanside General Plan - Oceanside expects to see continued growth in the coming years but does not have capacity to accommodate the associated private automobile use on its existing networks. The IRT can address this issue as part of a multi-faceted transportation network that allows people to move without solely relying on an automobile.
- 2024 Oceanside Smart and Sustainable Corridors – a significant portion of the Oceanside Inland Rail Trail may have to be constructed along Oceanside Boulevard, and a Class I bike path is shown on a typical cross-section between El Camino Real and College Boulevard.
- 2024 Oceanside Climate Action Plan – improving the IRT is an essential component of shifting mode share and reducing greenhouse gas emissions in Oceanside.

Details of each document and a summary of relevant information to the project study can be found in **Appendix A: Existing Document Review Matrix.**

CHAPTER 3: DATA COLLECTION

The project team conducted data collection and mapping analysis to understand existing conditions and potential opportunities and constraints. The maps can be found in **Appendix B: Existing Data Collection**, and the findings are summarized below.

Transportation

Collisions

Collision analysis utilized Traffic Injury Mapping System (TIMS) and Federal Railroad Administration (FRA) Incident Report data from 2019 to 2023 within 0.5-miles of the North County Transit District (NCTD) SPRINTER corridor. **Table 1** summarizes the collisions by mode and severity to assess safety risk in the study area. The pedestrian, bicycle, and total collision maps in **Appendix B: Existing Data Collection** illustrate where along the corridor these incidents occurred. South Pacific Street displays a higher density of active transportation collisions, likely due to its proximity to the coast, which draws in many recreational users. Oceanside Boulevard exhibits hotspots at major intersections for all modes, particularly at College Boulevard, Rancho del Oro Drive, Crouch Street, El Camino Real, and by the Interstate 5 San Diego Freeway. There is a cluster of pedestrian collisions at Greenbrier Drive, which could be influenced by increased foot traffic due to the Crouch Street SPRINTER station.

Table 1: Collision Severity by Mode

Mode	Fatalities	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	2	8	41	26	74
Pedestrian*	10	6	24	21	58
Vehicle	13	61	245	664	684
Total	**25**	**75**	**310**	**711**	**816**

*** Two collisions involve trains and resulted in two fatalities**

Vehicular Traffic

The San Diego Association of Governments (SANDAG) 2019 Federal Regional Transportation Plan provides information on roadway functional classification and modeled traffic volumes for 2025. Local roadways usually accommodate fewer travel lanes, lower traffic volumes, and lower speeds than collectors or major arterials. If the IRT must run outside NCTD right-of-way, utilizing local roadways with low traffic volumes could provide a comfortable experience for those using the trail. Alternatively, adjacent arterials or collectors such as Oceanside Boulevard could be used for segments of the trail only if separation from vehicles or traffic calming measures are enacted in a way that prevents safety risks to trail users. This reflects sentiments from community members about feeling unsafe while bicycling along Oceanside Boulevard due to high speeds and aggressive driving. Grandview Street, Crouch Street, Skylark Drive, and North Avenue could provide high-quality alignment opportunities for the IRT outside of NCTD right-of way.

Multi-Modal Connections

In addition to traditional passenger vehicle traffic, roadways also accommodate active transportation facilities and transit vehicles. Maximizing connections with these existing modes of transportation could increase trail usage as well as the overall connectivity of the region.

The City of Oceanside maintains a database of existing and proposed bicycle facilities within the city. The western side of the Oceanside IRT will connect to the existing Coastal Rail Trail along the COASTER alignment and the eastern side will connect to the existing section of the IRT which terminates adjacent to the Melrose SPRINTER station. A proposed Class IV separated bikeway will facilitate safe bicycle travel directly to the coast from the IRT along Oceanside Boulevard. Though Oceanside Boulevard currently provides Class II bike lanes in each direction, community members may feel unsafe utilizing these facilities due to the lack of separation from high-speed vehicles.

Major transit corridors, available through SANGIS, include Oceanside Boulevard, South Coast Highway, El Camino Real, Rancho del Oro Drive, Avenida del Oro, College Boulevard, and Olive Drive. Maintaining micromobility access to stops along these corridors and improving adjacent bicycle facilities through traffic calming and increased separation from other modes of travel could facilitate local and regional connections and promote trail utilization.

Land Use and Environment

Consideration and understanding of the surroundings of the IRT are critical to the success of any proposed alignment. This includes an awareness of the natural environment, steep slopes posing potential construction challenges, equity factors, and community context such as land use and key destinations for connectivity. SANDAG provides vital information for this analysis, including:

- Environmentally sensitive areas (ESAs)
- 100-Year Floodplain
- Flowlines
- Topography
- Land Use

Construction Considerations

Much of the SPRINTER alignment runs adjacent to the flowline for Loma Alta Creek, making significant portions of the IRT corridor an ESA in the 100-year floodplain. Pockets of wetlands remain in proximity to the corridor, according to the National Wetlands Inventory (NWI) created by the U.S. Fish & Wildlife Service. Grades greater than 50%, which can pose significant construction constraints, exist near Beechwood Lane, Joseph Carrasco Park, and around the Rancho Del Oro SPRINTER Station. Grades greater than 25%, which can pose moderate construction constraints, surround these areas as well. Alignments that reduce disturbance of these areas could reduce design and construction challenges.

Equity

The Climate and Economic Justice Screening Tool (CJEST), maintained by the Council on Environmental Quality, identifies the area north of the SPRINTER alignment between the Coastal Rail Trail and west of Crouch Street due to the traffic volumes from the San Diego Freeway, housing costs, and low incomes. CJEST defines low income as, “People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher education”. Creating alignments that provide connectivity to these communities could increase economic opportunities for residents.

Community Context

The IRT offers an opportunity to connect many different land uses along the SPRINTER corridor, which are predominantly residential, commercial, industrial, and open space. Four properties are currently undergoing development along the corridor, consisting of two apartment complexes and two mixed use developments. The IRT can connect existing and future residences to employment, educational, entertainment, and recreational opportunities as well as essential destinations such as grocery stores and healthcare facilities. Facilitating these connections can improve multimodal accessibility for Oceanside residents and visitors alike while decreasing Vehicle Miles Traveled (VMT), congestion, and pollution.

Right of Way

Right of way is a crucial constraint for the IRT. Parcel boundaries within a 0.5-mile radius from the IRT corridor were collected from SANGIS and are shown in **Appendix C: CAD Roll Plot** along with the SPRINTER rail tracks, striping and curb lines of Oceanside Boulevard, and 2-ft contours between South Coast Highway and Melrose Drive.

The right of way along double-tracked sections of the SPRINTER corridor between the tracks and adjacent parcels varies between 15 and 100 feet, with the most common measurements being between 30 and 50 feet. Some of this right of way is dedicated to maintenance vehicle access and setbacks from the rail corridor. Alignment alternatives for the IRT must consider both existing and future developments within NCTD right of way to be feasible.

CHAPTER 4: FIELD VISITS

An in-person field visit on August 26, 2024, was conducted to validate the data, notice changes in real-world conditions, and identify undocumented safety, operational, or construction challenges. Some key findings include:

- Oceanside Boulevard is constrained between:
  - Cleveland Street and South Coast Highway
  - El Camino Real and SoCal Sports Complex
- Oceanside Boulevard has available space between:
  - Union Plaza Court and Crouch Street, on the south side
  - SoCal Sports Complex and Calle Platino, on the south side
- SPRINTER alignment has available space between College Boulevard Station and College Boulevard.
- Steep slopes along the SPRINTER alignment along:
  - Beechwood Lane
  - The intersection of Skylark Drive and Sarbonne Drive
- Industry Street has significant parking demand
- Bridges at:
  - South Oceanside Boulevard and Union Plaza Court
  - Multiple between Rancho del Oro Road and College Boulevard Station

One additional in-person field visit may be conducted during the development and refinement of alignment alternatives in Phase 2 or Phase 3 of the project.

CHAPTER 5: COMMUNITY OUTREACH

Overview

The City of Oceanside implemented a public outreach and engagement program to inform the feasibility study for the final 7.4-mile segment of the IRT. Obtaining meaningful public input throughout the planning process is critical to the success of this project and will help the City develop a project that meets community needs and works for people of all ages and abilities.

A complete summary of Phase 1 of community outreach and engagement is provided in **Appendix D: Phase 1 Community Outreach and Engagement Summary**. The following objectives guided community outreach in Phase 1 of Public Engagement and will continue to guide outreach throughout the feasibility study:

- Inform stakeholders and interested members of the public about Inland Rail Trail Project and the importance of improving active transportation infrastructure.
- Build trust through transparency, providing multiple opportunities for the public to participate in the planning process.
- Obtain meaningful input from stakeholders and interested members of the public in a timely manner to ensure that the project reflects the communities' preferences and needs.
- Effectively engage communities of concern and populations that have historically been underrepresented in the planning process.
- Ensure the public is made aware of how the input they provided impacted the final concept, and how they can stay engaged in the process in the future.

Phase 1 of Public Engagement

Informational Materials

Informational materials were developed to support outreach and engagement efforts. These materials provided information about the project and the planning process, and informed the public about the importance of public input to develop a project that best serves the community. The following informational materials and resources were developed:

- Project Website – *a project website, available in English and Spanish, was created to share information about the project, planning process, and opportunities at* www.osideinlandrailtrail.org.
- Fact Sheet – *a project fact sheet with information about the project and planning process, opportunities for public engagement, and a QR code directing people to the project website was used as a handout for public outreach events (in English with a Spanish translation on the reverse side).*

- Direct Mail – *a direct mail postcard with project information, engagement opportunities, and a QR code directing recipients to the project survey was sent to approximately 3,000 residences that were within a 0.5-mile radius of the Inland Rail Trail corridor. The postcard was in English with a link to a Spanish version posted on the project website.*

- Sidewalk Decals – *sidewalk decals were installed in 10 high-traffic areas throughout the City to raise public awareness about the project and opportunities for engagement. The decals included a QR code directing people to the project website.*

- Dedicated Email and Voicemail – *a dedicated email address* (info@OsideInlandRailTrail.org) *and voicemail line* (888) 221-2260 *were created to allow the public to submit questions and comments to the City.*

Community Advisory Board

A Community Advisory Board (CAB) was convened to provide input to the City at key milestones and to serve as a liaison between the City and the respective constituencies of CAB stakeholders. The CAB will meet four times during the feasibility study.

Stakeholders to the CAB include:

- City of Oceanside
- City of Vista
- County of San Diego
- Friends of El Corazon
- I-5 North Coast Corridor
- North Coast Transit District
- Oceanside Arts Commission
- Oceanside Bike and Ped Committee
- Oceanside Parks & Recreation Commission
- San Diego Association of Governments (SANDAG)
- San Luis Rey Band of Mission Indians
- Vista Community Clinic

The first meeting of the CAB was conducted on September 4, 2024 at Oceanside City Hall. CAB members provided input on project priorities and locations for pop-up outreach events and were asked to share information about public engagement opportunities with their constituencies.

Pop-Up Events

To reach the public “where they are at,” two pop-up outreach events were conducted. The pop-up events were promoted via the City of Oceanside’s e-newsletter (The Tide), social media, and in the direct mail postcard. Additionally, information was provided to Community Advisory Board members to share with their constituencies.

Fact sheets (in English and Spanish) were handed out and an interactive poster board activity allowed people to indicate how they would use the Inland Rail Trail and what their priorities for the project were.

Pop-up events occurred at the following locations and times.

- Saturday October 12, 2024 from 10 am to 12 pm at the Oceanside Pier
- Saturday October 19, 2024 from 10 am to 12 pm at the Wagner Aquatic Center and the Senior Center

Across both pop-up events, approximately 100 people were engaged and about 60 participated in the posterboard activity.

Online Survey

An online survey, provided in both English and Spanish, was made available to the public and open from September 15 through October 31, 2024. The survey was promoted through the City of Oceanside's e-newsletter (The Tide), social media, sidewalk decals, in the direct mail postcard, on the project website, at pop-up outreach events, and through the CAB.

The survey asked participants how they would use the Inland Rail Trail, what features they would like to see incorporated, and what their key priorities are for the project. The survey also included an open-ended question inviting participants to submit additional comments. The survey was taken by 403 people.

Key Takeaways from Public Input

The input received during Phase 1 outreach and engagement activities will help inform the development of alternative alignments for the Inland Rail Trail. The key takeaways from the input received include:

- The project enjoys broad support from those that were engaged.
- Safety is a primary concern. Those engaged cited the following:
  - The City needs to prevent homeless encampments.
  - There was a strong desire for separation between pedestrians and bikes/e-bikes.
  - Road crossings need to be safe.
- Trail connectivity is a priority.
- Most people would use the Inland Rail Trail for biking/e-biking (more than 60%).
- The Inland Rail Trail would help the community be more active and access public recreation.
- Shade, lighting, and native landscaping are important elements to incorporate into the project

CHAPTER 6: OPPORTUNITIES & CONSTRAINTS

Opportunities and constraints were identified at a planning level throughout the IRT corridor between South Pacific Street and Melrose Drive. The following list describes the most encountered constraints.

- **Steep slopes**: steep slopes pose a challenge to the IRT because they would require either extensive grading or retaining walls, which are infeasible in many cases.
- **Limited right-of-way** along the SPRINTER corridor due to adjacent developments or double-tracking and maintenance access requirements also poses a significant challenge to the development of a constructible 10' minimum width bike and pedestrian path.
- **Creek crossings**: the SPRINTER corridor runs parallel to the Loma Alta creek along most of the study area.

There are also several opportunities which the IRT can take advantage of throughout the study corridor, including the following:

- **New developments** may provide opportunities for public art, alternative alignments, and right of way acquisition which could offset some of the constraints listed above.
- **Low-volume parallel roadways** with underutilized right-of-way also exist within the study area, including sections of Oceanside Boulevard, Skylark Drive, and Ord Way. These could be used for alternative alignments which run parallel to the SPRINTER corridor but outside of SPRINTER right-of-way.
- **Connections to transit and community assets**: there are many existing developments along the corridor which the IRT would serve, including schools, healthcare facilities, shopping centers, and community centers.

The opportunities and constraints along the study corridor are depicted in detail in **Appendix E: Opportunities and Constraints Map**.

LIST OF APPENDICES

Appendix A: Existing Document Review Matrix

Appendix B: Existing Data Collection

Appendix C: CAD Roll Plot

Appendix D: Phase 1 Community Outreach and Engagement Summary

Appendix E: Opportunities and Constraints Map

Appendix A: Existing Document Review Matrix

Existing Document Review - Matrix of Existing Plans

Report	Agency	Publication Date	Report Findings	Relevant Information	Notes
3231 Oceanside Blvd - Mixed Use Development on Oside Blvd Between ECR and RDO	The Lightfoot Planning Group	8/28/2024	Residential development at 3231 Oceanside Blvd can act as a catalyst to developing the Oceanside Blvd Corridor.	pg 2 - "Future pedestrian trail opportunities [along the project site] may provide direct connections to the project site [and adjacent Sprinter facilities]"	
SANDAG Regional Plan - Appendix A: Transportation Projects	SANDAG	Dec-21	Through the implementation of transportation projects targeting a wide range of mobility types, SANDAG can create a more equitable transportation network that allows for greater mobility and higher quality of life throughout the County, specifically in disadvantaged areas.	Pg 32 - Mid-County Bikeway - Inland Rail Trail Connection Pg 65 - the Inland Rail Trail bike path between Oceanside and Escondido is within the North County Corridor Pg 67 - Cost of AT003 - Inland Rail Trail: Phase 4 is $37Million Pg 67 - Cost of AT049 - Inland Rail Trail: Oceanside is estimated to be $68Million Pg 140 - Inland Rail Trail: Oceanside (2035) mentioned in Acrive Transportation Projects Located in CBO Network Communities	
SANDAG Regional Plan - Appendix L: Active Transportation Plan	SANDAG	Dec-21	SANDAG is proposing to create a drastic shift in the way people move throughout the County through its long-range planning efforts, and active transportation will play a key role in this.	Pg 68 - High-level alignment of IRT shown on map from Coastal Rail Trail to Escondido Pg 113 (Project ID 20) - IRT from Coastal Rail Trail in Oceanside to I-15 Bikeway in Escondido is 20.7 miles long, with 14.8 miles unconstructed. Estimated cost of unbuilt portion is $39,072,000 Pg 118 - Previous sections of the IRT have been developed with CMAQ funds Pg 119 - "BTA funds have been used to develop bikeways like the Inland Rail Trail, but should SANDAG be responsible for regional project development, it would only be available through a cooperative agreement with a local agency that agreed to apply for the funds on SANDAG's behalf."	
SANDAG Regoonal Plan - Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern	SANDAG	Dec-21	SANDAG produces long-range forecasts of population, housing, and employment which are meant to be used as guidance for planners and policy-makers to make informed decisions relating to development and future growth.	Pgs. F-16 through F-18 - Map a high density of jobs and housing units along the Oceanside IRT corridor.	
Oceanside 2024 General Plan Update - Integrated Mobility Element	City of Oceanside	2024	The City of Oceanside expects to see continued growth in the coming years, but does not have capacity to accommodate much more private automobile use on its existing networks. The City can address this issue by continuing to develop a multi-faceted transportation network that allows people to move without solely relying on an automobile.	Pg 4-21 - IRT is part of the City's Complete Networks Policy (item 4-3) Pg 4-45 - IRT is to be part of the City's Trails Master Plan, which can be expected in 2025 or 2026	
Oceanside 2024 General Plan Update - Appendix B Transportation Impact Study & Traffic Operations Analysis	City of Oceanside	2024	The Traffic Impact Study (TIS) is a Vehicle-Miles Traveled (VMT) study that determines the impacts of traffic that can occur due to a proposed development. The Traffic Operations Analysis (TOA) is a Level of Service (LOS) study that determines the operational effects on the vehicular transportation network due to a proposed development.	This document does not contain references to the Oceanside Inland Rail Trail.	
2024 Smart and Sustainable Corridors - Draft Mobility Element	City of Oceanside	2024	The Mission Avenue, Oceanside Boulevard, and Cista Way/Plaza Drive corridors serve as the City of Oceanside's primary east/west corridors. They currently support commercial and industrial uses, but will see significant residential development due to the Smart and Sustainable Corridors Plan. These corridors will be re-developed with complete streets principles in mind to support access to transit and to accommodate all modes of travel.	Pg 5-6 - A significant portion of the Oceanside Inland Rail Trail may have to be constructed along Oceanside Boulevard. A class I bike path is shown on a typical cross-section of Oceanside Blvd between El Camino Real and College Boulevard. Page 5-18 - Goal 8 of SSCSP is to implement the Oceanside IRT	
2012 Oceanside General Plan - Circulation Element	City of Oceanside	Sep-21	The City of Oceanside General Plan - Circulation Element "provides goals, objectives, and policies to maintain and improve the City of Oceanside's transportation system and enhance travel choices for current and future residents, visitors, and workers."	Pg 67 - Policy 6.6 is that Oceanside "shall cooperate with other government agencies to provide connection and continuation of the regional bike routes and corridors such as the... Inland Rail Trail as identified in the 2030 San Diego Regional Transportation Plan.:	
2012 Oceanside General Plan - Circulation Element Appendix A - Bicycle Master Plan	City of Oceanside	Sep-21	The City of Oceanside has seen significant growth between 1995 and the time of publication, and requires a comprehensive update to its previous General Plan Circulation Element to accommodate local travel needs, serve long-distance travel, and promote tourism.	Pg 94 - Oceanside-Escondido Inland Rail Trail cost estimate is $12,000,000	information relevant to the IRT is not changed in the 2018 Update to this document
Inland Rail Trail Memorandum of Understanding	North San Diego County Transit Development Board	2/16/1995	This document establishes an agreement between NSDCTDB and the various stakeholder cities between Oceanside and Escondido for the development of the Inland Rail Trail Project.	The MOU designates San Marcos as the Project Administrator for the Inland Rail Trail. It states that the IRT and the passenger rail project will be considererd joint projects until the construction stage, and specifies that the NSDCTDB and sponsor agencies will adopt a formal agreement specifying access rights, responsibilities, and duties with regards to construction, maintenance, and liabilities associated with the bikeway before construction plans are signed by NSDCTB	
City of Oceanside Climate Action Plan	City of Oceanside	May-24	"The Climate Action Plan integrates the City's past and current GHG reduction efforts with additional measures that seek to balance GHG reduction with other priorities, including quality of life, economic developlent, and fiscal responsibility."	Pgs 70 and 106 - Action TR-4.4 is "to support proposed GP policy IM 4-2, by 2027, develop a Trails Master Plan with the following goals... (ii) Improve the Inland Rail Trail..."	
North County Comprehensive Multimodal Corridor Plan	SANDAG, Caltrans	Jun-23	Throughout the years 1990 to 2019, a rapid influx of people into the North County outpaced development of the transportation network. Growth is expected to slow in the North County over the coming years, and the transportation network throughout the North County must adapt to user behavior changes and experience changes to alleviate existing impacts to quality of life.	Pg 74 - Maps gap in IRT (Oceanside segment) Pg 103 - Shows Oceanside IRT as proposed Class I/Class IV Pg 122 - Shows high-level alignment of the corridor	
2009 Oceanside Pedestrian Master Plan	City of Oceanside	Nov-09	The western extents of the City of Oceanside, bounded by the Pacific Ocean and by Interstate 5, were designed in a grid fashion that promotes walking and produces generally low vehicular volumes. East of Interstate 5, however, streets are designed ina hierarchical nature which promotes high vehicle volumes on certain streets and can discourage pedestrian activity. Pedestrian connections and facility maintenance is most critical near coastal areas due to tourism practices and environmental challenges.	Pg ES-7 - Shows a map that identifies several areas along the Oceanside IRT corridor as "High Pedestrian Activity" locations Pgs. 2-6 and 3-8 - Show key developments and schools along the Oceanside IRT corridor Pg 3-2 - Maps pedestrian collisions, showing several pedestrian collisions along roadways adjacent to the Oceanside IRT corridor Pgs. 3-38 through 3-40 - Identify the importance of, and access issues related to, walking/rolling connections to NCTD's SPRINTER locations	

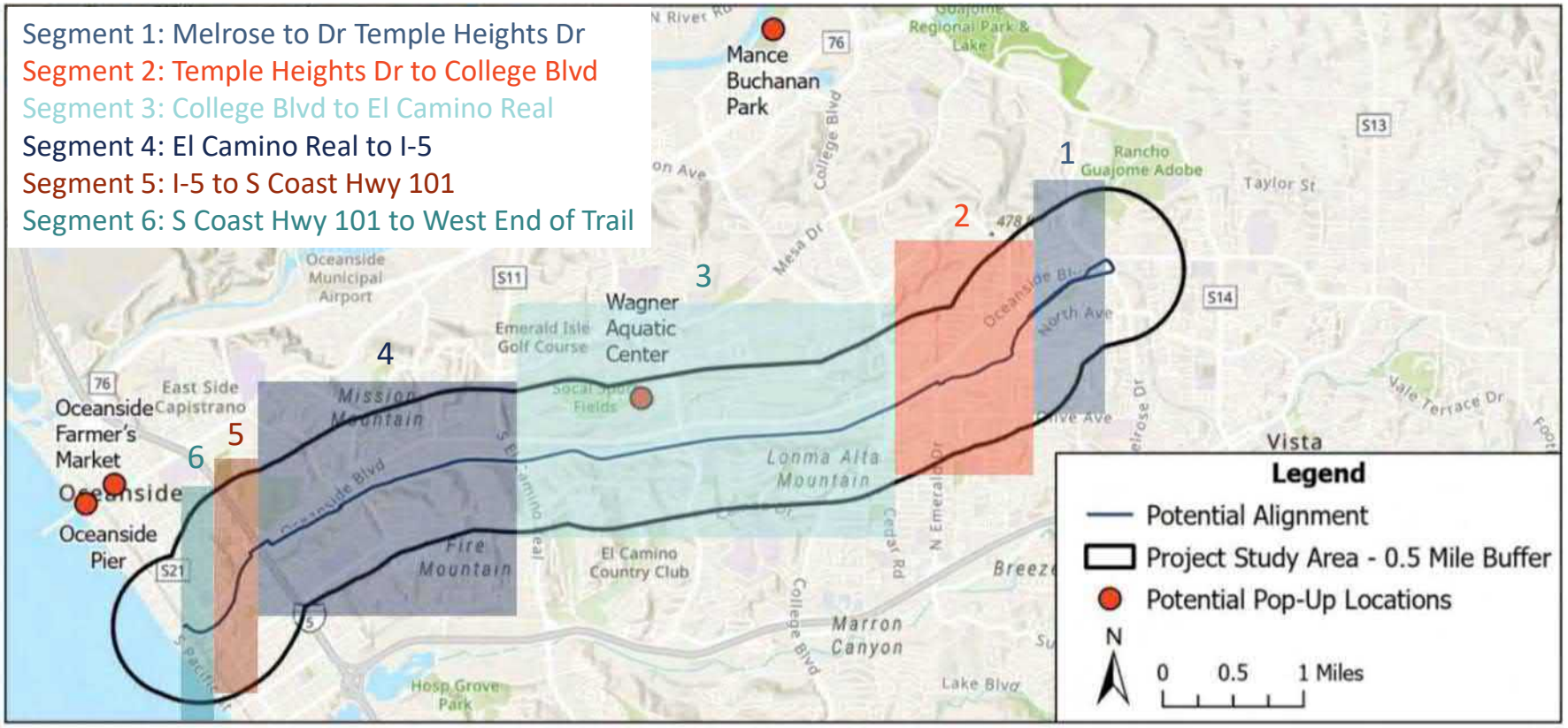
Appendix B: Fatal Flaw Analysis Presentation

Oceanside
Inland Rail Trail

Alignment
Development Kickoff

OCEANSIDE INLAND RAIL TRAIL

IRT Corridor Segments



Segment 1: Melrose Dr to Temple Heights Dr

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Alignment on north side mostly outside of NCTD RoW, but industrial complex with RoW along segment is City-operated
- Alignment on south side mostly inside NCTD RoW, but has challenging slopes and constrained RoW

Segment 1 Alternative Routing

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

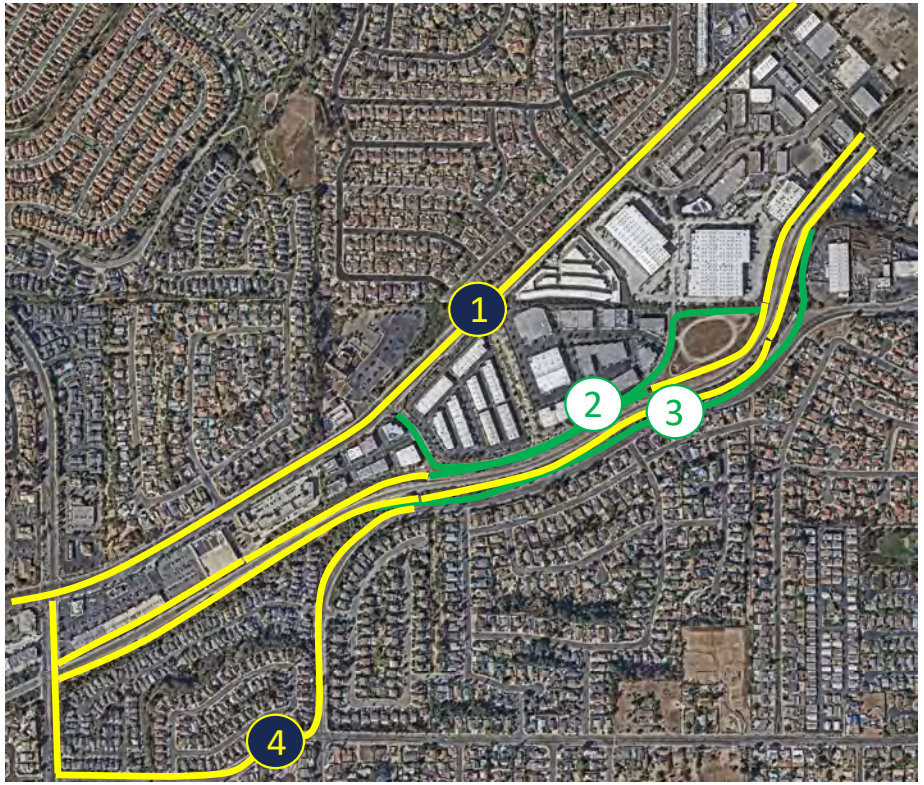
1. Oceanside Blvd
2. Temple Heights Dr connection to Oceanside Blvd

Segment 2: Temple Heights Dr to College Blvd

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Desirable alignment along Ord Way north of NCTD RoW
- NCTD RoW available on south side of tracks, but steep slopes make alignment challenging
- Environmental constraints on east side of segment

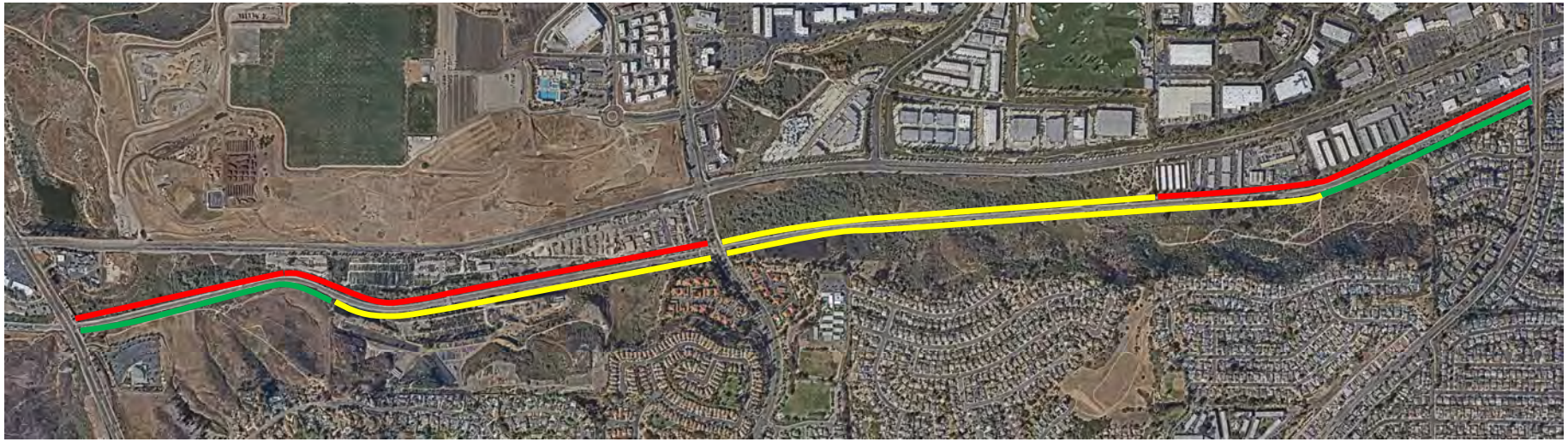
Segment 2 Alternative Routing



Minimal Challenges
Minor to Major Challenges
Fatally Flawed

1. Oceanside Blvd
2. Ord Way w/ potential connection to Oceanside Blvd
3. North Ave with connection back to NCTD corridor
4. North Ave/College Blvd connection to Oceanside Blvd or NCTD Corridor

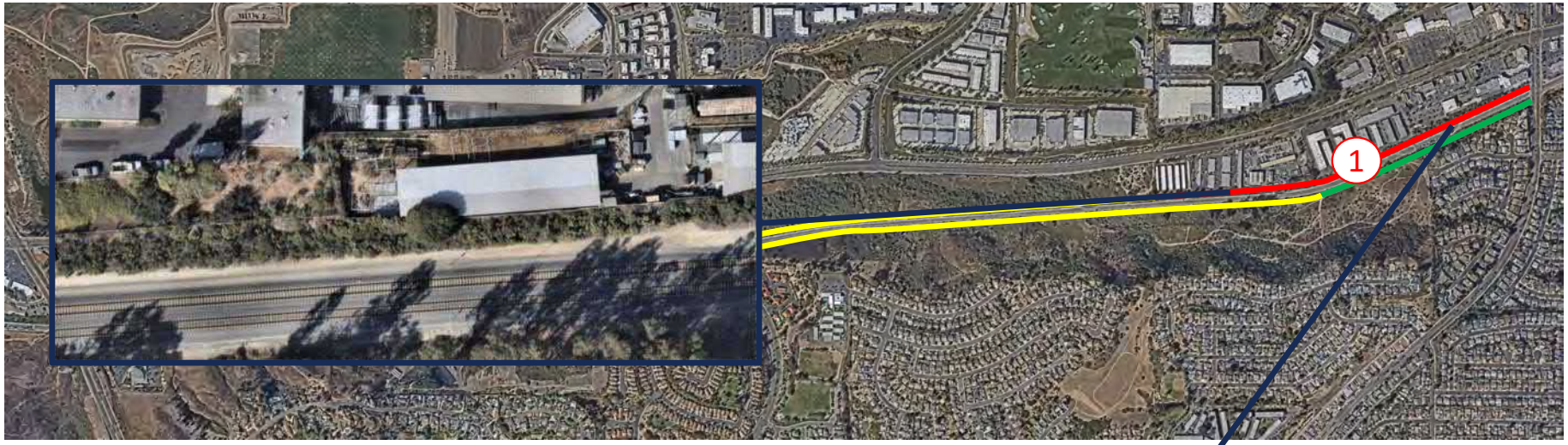
Segment 3: College Blvd to El Camino Real



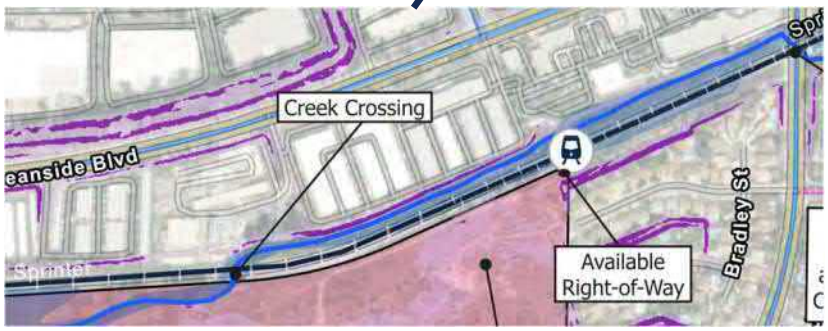
Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Oceanside Blvd a desirable option along this entire segment – proposed Class I in Corridor Plan
- Creek bed and creek crossings make alignment difficult at east side of segment
- New developments along south side of segment provide opportunities

Segment 3 Fatal Flaw 1: College Blvd to Storage Facility



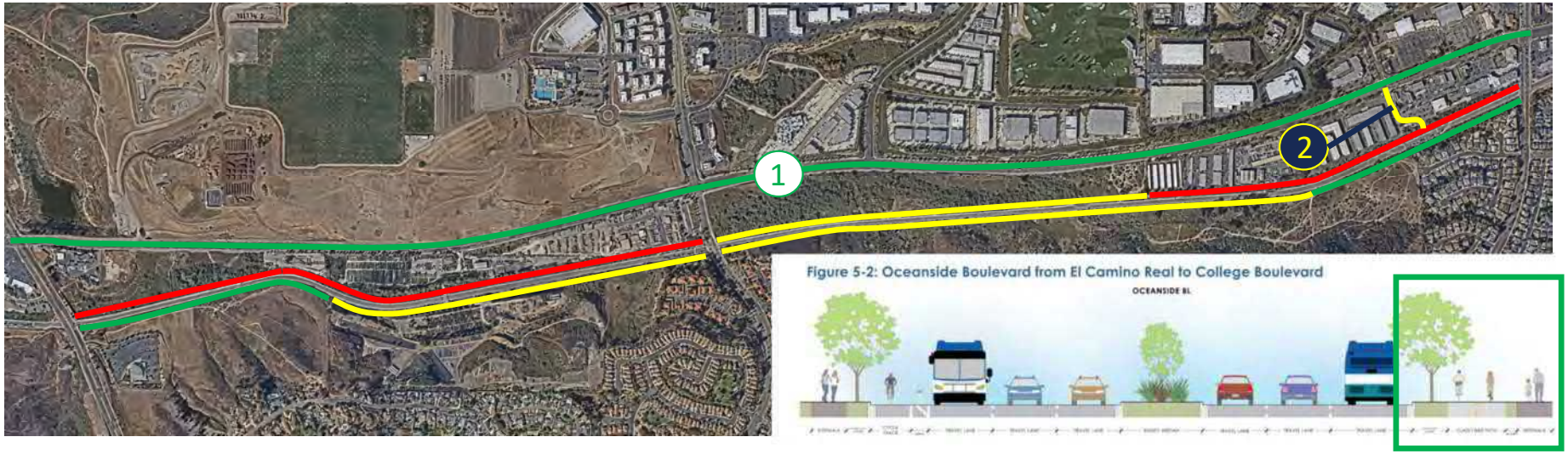
- Creek Bed
- Steep Slopes
- Constrained Right of Way



Segment 3 Fatal Flaw 2: Rancho Del Oro to El Camino Real

- Active Creek Bed/Riparian Zone
- Steep Slopes
- Constrained Right of Way

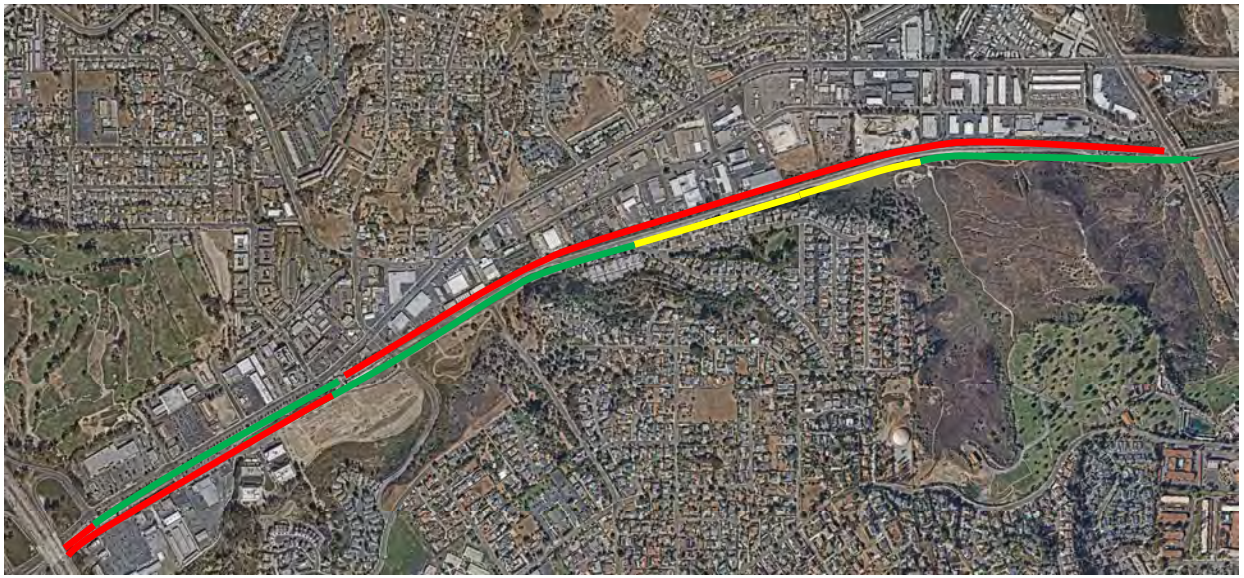
Segment 3 Alternative Routing



Minimal Challenges
Minor to Major Challenges
Fatally Flawed

1. Oceanside Blvd
   - Recommended Cross-Section for Oceanside Blvd in Smart & Sustainable Corridors Plan shows Class I facility between College Blvd and El Camino Real
2. College Blvd station creek crossing

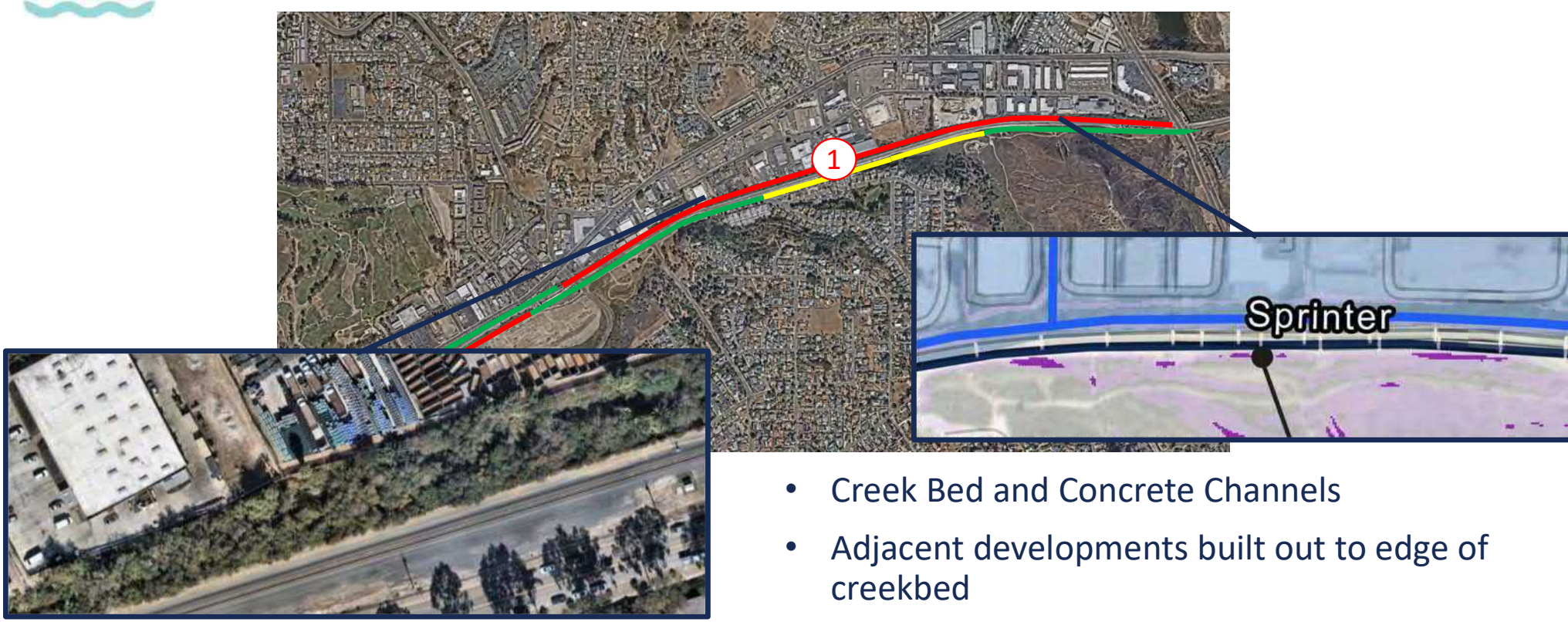
Segment 4: El Camino Real to I-5



Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Creek bed and existing land uses on north side of NCTD RoW are constraining factors
- Existing access roads cut through slopes on south side of NCTD RoW may be utilized

Segment 4 Fatal Flaw 1: El Camino Real to Crouch St

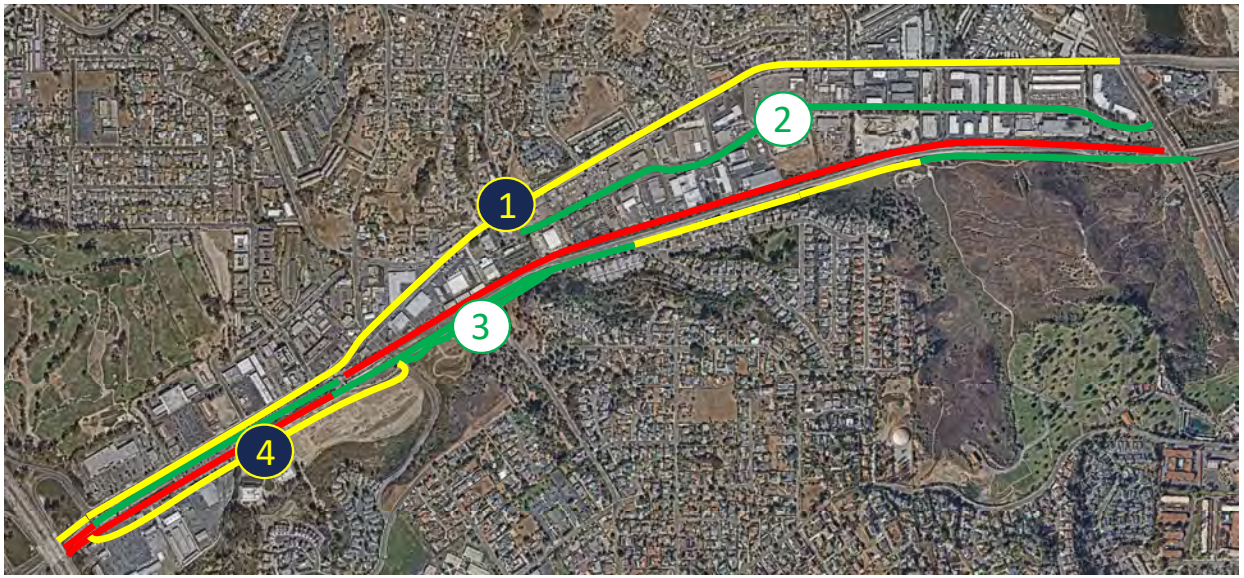


- Creek Bed and Concrete Channels
- Adjacent developments built out to edge of creekbed

Segment 4 Fatal Flaw 2: El Camino Real to Crouch St

- Creek bed and limited right-of-way (above)
- NCTD double-tracking and access roadway using all available right-of-way (left)

Segment 4 Alternative Routing



Minimal Challenges
Minor to Major Challenges
Fatally Flawed

1. Oceanside Blvd
2. Industry St
3. Skylark Dr
4. South Oceanside Blvd

Segment 5: I-5 to S Coast Hwy 101

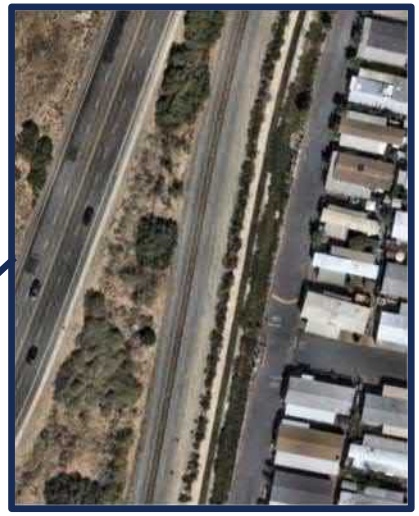
Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Little to no space available on south side of NCTD RoW
- I-5 undercrossing extreme challenge
- New development on north side of NCTD RoW is a possibility
- Cemetery on north side of NCTD RoW on west end of segment

Segment 5 Fatal Flaw 1: I-5 Undercrossing

- Bay just south of rail undercrossing being used for double-tracking
- Extremely limited right-of-way

Segment 5 Fatal Flaw 2: I-5 to S Coast Hwy 101



- Housing development pushed up against channelized creek bed

Segment 5 Alternative Routing

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

1. Northern bay undercrossing of I-5 (dig out slope similar to NCTD undercrossing on southern bay)
2. Oceanside Blvd

Segment 6: S Coast Hwy 101 to West End of Trail

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- Difficult conditions due to the Wye
- Undercrossing south of the Wye could be utilized by trail
- Oceanside Blvd spatially constrained along this segment

Segment 6 Alternative Routing

Minimal Challenges
Minor to Major Challenges
Fatally Flawed

1 Oceanside Blvd – extremely constrained right-of way

Appendix C: Outreach and Engagement Summary

- **Attachment A:** Project Fact Sheets
- **Attachment B:** Direct Mail Postcards
- **Attachment C:** Community Advisory Board Meeting Materials
- **Attachment D:** Survey Results
- **Attachment E:** Pop-Up Boards
- **Attachment F:** Roll Plot with Public Comments

APPENDIX C: OUTREACH AND ENGAGEMENT

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ATTACHMENT C: Community Advisory Board Meeting Materials

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OUTREACH AND ENGAGEMENT OVERVIEW

The City of Oceanside implemented an outreach and engagement program to seek public input to inform the feasibility study for the final 7.4-mile segment of the partially finished Inland Rail Trail. Obtaining meaningful public input throughout the planning process is critical to the success of this project and will help the City develop a project that meets community needs and works for people of all ages and abilities.

Outreach and Engagement Objectives

An Outreach and Engagement Plan was developed to provide a roadmap to engage the public and obtain input to help inform the development of a recommended concept to move forward in the process. The following are the objectives of the Outreach and Engagement Plan:

- Inform stakeholders and interested members of the public about Inland Rail Trail Project and the importance of improving active transportation infrastructure.
- Build trust through transparency, providing multiple opportunities for the public to participate in the planning process.
- Obtain meaningful input from stakeholders and interested members of the public in a timely manner to ensure that the project reflects the communities' preferences and needs.
- Effectively engage communities of concern and populations that have historically been underrepresented in the planning process.
- Ensure the public is made aware of how the input they provided impacted the final concept, and how they can stay engaged in the process in the future.

Phased Approach

The feasibility study for the Inland Rail Trail consists of three phases, with opportunities for community input in each phase.

- **Phase 1: Existing Conditions:** *Fall 2024 through Winter 2024/25*

  The first phase of the feasibility study identified existing conditions in the project corridor. Outreach and engagement opportunities were designed to seek input on existing conditions and community priorities for the Inland Rail Trail.

- **Phase 2: Alternative Alignments:** *Spring 2025 through Fall 2025*

  Using information gathered in the Existing Conditions phase, a range of alternative alignments for the project were developed. These alternative alignments were shared with the public to gather input on which alternatives would best serve the community.

- **Phase 3: Preferred Project:** *Winter 2025 through Spring 2026*

  Informed by technical study and public input, a preferred alternative was developed and shared with the public for final refinements and will be presented to the City Council for approval. The approved project will then be ready to compete for additional funding to move forward into final design, environmental review, and construction.

INFORMATIONAL MATERIALS

Informational materials were developed to support outreach and engagement efforts. These materials provided information about the project and the planning process and informed the public about the importance of public input to develop a project that best serves the community. All informational materials were revised with updated information at the beginning of each phase of outreach and engagement. The following informational materials and resources were developed.

Project Website

A project website was created to share information about the project, planning process, and opportunities for public input at www.OsideInlandRailTrail.org. The website included a project overview, Frequently Asked Questions, information about engagement opportunities, downloadable public information materials, and a webform to allow the public to submit comments or questions. The website was available in English and Spanish.

Fact Sheet

A project fact sheet was created to be used as a handout for public outreach events (in English with Spanish translation on the reverse side). It included information about the project and planning process, opportunities for public engagement, and a QR code directing people to the project website. The fact sheet was available for download on the project website. Copies of the fact sheets for each phase of outreach and engagement are included as Attachment A.

Direct Mail

A direct mail postcard was sent to approximately the nearest 3,000 residences to the Inland Rail Trail corridor at the beginning of each phase of outreach and engagement. The postcards provided project information and encouraged residents to get involved by attending a pop-up outreach event, the community open house workshop, and/or taking the online survey. A Spanish version of the postcards was posted on the website and available for download. Copies of the postcards for each phase are included as Attachment B.

Sidewalk Decals

Sidewalk decals were installed in high-traffic areas in the city to raise public awareness about the project and opportunities for public engagement. The decals` were placed at 10 locations and included a QR code directing people to the project website (See **Figure 1: Photo of Sidewalk Decal**).

Figure 1: Photo of Sidewalk Decal

Sidewalk decals were placed at the following locations:

- Oceanside Blvd & Melrose Dr (SE corner)
- Oceanside Blvd & Melrose Dr (SW corner)
- Oceanside Blvd & College Blvd (NW corner)
- Oceanside Blvd & College Blvd (SE corner)
- Oceanside Blvd & Avenida del Oro (SE corner)
- Mance Buchanon Park
- San Luis Rey River Trail entrance at Pacific St
- Pacific St & Pier View Wy (Entrance to Pier)
- Buccaneer Park
- Pier View Wy & N Coast Hwy (NE corner)

Dedicated Email and Voicemail

A dedicated email address (info@OsideInlandRailTrail.org) and voicemail line were created to allow the public to submit questions and comments to the City.Phase 1 Outreach and Engagement

Outreach and engagement during Phase 1 of the feasibility study was focused on sharing information about the project with the public and gathering input about existing conditions in the corridor and community priorities for the Inland Rail Trail. A variety of engagement methods, including online activities and in-person events, were used to engage as many interested members of the public as possible.

PHASE 1 OUTREACH

Outreach and engagement during Phase 1 of the feasibility study was focused on sharing information about the project with the public and gathering input about existing conditions in the corridor and community priorities for the Inland Rail Trail. A variety of engagement methods, including online activities and in-person events, were used to engage as many interested members of the public as possible.

Outreach and Engagement Methods

Community Advisory Board

A Community Advisory Board (CAB) was convened early in the process to provide early input to the City at key milestones and serve as a liaison between the City and their respective constituencies. The CAB will meet four times during the planning process. The CAB consists of representatives from City departments and committees, partner agencies, Community-Based Organizations, business/tourism groups, and community groups. They will provide feedback to help guide outreach and engagement and narrow and refine alternative alignments. CAB members include:

- Kymberly Corbin, City of Oceanside Coastal Rail Trail Project Manager
- Shannon Vitale, City of Oceanside Planning Division
- Matt Atteberry, City of Vista
- Sam Hasenin, City of Vista
- Damon Davis, County of San Diego
- Diane Nygaard, Friends of El Corazon
- Joan Bockman, Friends of El Corazon
- David Callahan, Friends of El Corazon
- Mohamed Khatib, I-5 North Coast Corridor
- David Calkins, I-5 North Coast Corridor
- Brandon Tobias, I-5 North Coast Corridor
- Marvin Canton, I-5 North Coast Corridor
- Jose Cervantes, NCTD
- Lillian Doherty, NCTD
- Ioni Tcholakova, NCTD
- Brigid Parsons, Oceanside Arts Commission
- Tom Lichterman, Oceanside Bike and Ped Committee
- Thomas Frankum, Oceanside Parks & Recreation Commission
- Josh Clark, SANDAG
- Carmela Munoz, Vista Community Clinic

In addition to the members listed above, representatives from Visit Oceanside and the San Luis Rey Band of Mission Indians were invited to participate in the CAB but did not attend. The first meeting of the CAB was conducted on September 4, 2024 at Oceanside City Hall. Members were provided a presentation that included information about the project and planning process, the outreach and engagement plan, and issues that will need to be taken into consideration as the project is developed. CAB members provided input on locations to consider for pop-up outreach events and were asked by the project team to share information about public engagement opportunities with their constituencies. The presentation and meeting summary from the September 4, 2024 meeting are included as Attachment C.

Pop-Up Outreach Events

To reach the public “where they are at,” two pop-up outreach events were conducted. The pop-up events were promoted via the City of Oceanside’s e-newsletter (The Tide), social media, and in the direct mail postcard. Additionally, information was provided to Community Advisory Board members to share with their constituencies.

These events provided an opportunity for people to learn about the project and planning process, ask questions of the project team, and share input about what they would like to see in the Inland Rail Trail. Fact sheets (in English and Spanish) were handed out and an interactive poster board activity allowed people to indicate how they would use the Inland Rail Trail and what their priorities for the project were.

The first event occurred on Saturday, October 12, 2024 from 10 am to 12 pm at the Oceanside Pier. Approximately 75 people were engaged and about 40 participated in the posterboard activity. The second event occurred on Saturday, October 19, 2024 from 10 am to 12 pm between the Wagner Aquatic Center and the Senior Center. Approximately 30 people were engaged and about 20 participated in the posterboard activity. The posterboards used at the pop-up events are included in Attachment E.

The input received at the pop-up events is shown in **Table 1: Summary of Input Received as Phase 1 Pop-Up Events.**

Table 1: Summary of Input Received at Phase 1 Pop-up Events

QUESTION	CHOICES	# OF RESPONSES
How would you primarily use the Inland Rail Trail?	Walking	14
	Jogging	7
	Biking	30
	E-Bike	8
	Scooter	0
	Mobility Device	1
What are the top three features you would like to see on the Inland Rail Trail	Shade	10
	Native Landscaping	24
	Habitat/Ecological Enhancements	11
	Lighting	16
	Benches/Seating	9
	Public Art	8
	Drinking Fountains	12
	Map Kiosks	3
	Directional Signage	7
	Educational/Interpretive Signage	1
	Bike Fix-It Station	3
	Bike Parking	2
What is the most important Priority for the Inland Rail Trail?	Safety	21
	Access and Mobility	14
	Trail Experience	9
	Sustainability	8
	Feasibility and Timeline	4
	Equity	1

In addition to the posterboard activity, comment cards were made available for people to submit additional input. The following comments were received:

- Work with the Oceanside Historical Association and local tribes to provide informative signage/art along the trail.
- I would like to see trash and recycling bins and composting bins for dog waste.
- Include something for kids to play on along the route.

Online Survey

An online survey, provided in both English and Spanish, was made available to the public and open from September 15 through October 31, 2024. The survey was promoted through the City of Oceanside's e-newsletter (The Tide), social media, in the direct mail postcard, and at pop-up outreach events. Additionally, information was provided to Community Advisory Board members to share with their constituencies. QR codes on the sidewalk decals and in the fact sheet directed people to the website, where the link to the survey was prominently featured. The postcard provided a QR code that linked directly to the survey.

The survey was taken by 403 people from the following areas:

- Oceanside (92054, 92056, 92057, 92058): 77%

- San Marcos (92069, 92078): 7%
- Vista (92083): 5%
- Other: 11%

The survey asked participants how they would use the Inland Rail Trail, what features they would like to see incorporated, and what their key priorities are for the project. The survey also included an open-ended question inviting participants to submit additional comments. Below are the top three responses to each of the questions about the project.

- How would you use the Inland Rail Trail?
  - Biking
  - E-Bike
  - Walking
- What would the Inland Rail Trail help you do?
  - Exercise
  - Fun/Leisure
  - Get to parks/beach
- What are the features you would most like to see on the Inland Rail Trail?
  - Shade
  - Native Landscaping
  - Lighting
- Top ranked priorities for the Inland Rail Trail
  - Safety
  - Accessibility and mobility
  - Trail experience

A copy of the full survey results is included as Attachment D.

Key Takeaways from Public Input

The input received during Phase 1 outreach and engagement activities will help inform the development of alternative alignments for the Inland Rail Trail. The key takeaways from the input received include:

- The project enjoys broad support from those that were engaged.
- Safety is a primary concern. Those engaged cited the following:
  - The City needs to prevent homeless encampments.
  - There was a strong desire for separation between pedestrians and bikes/e-bikes.
  - Road crossings need to be safe.
- Trail connectivity is a priority.
- Most people would use the Inland Rail Trail for biking/e-biking (more than 60%).
- The Inland Rail Trail would help the community be more active and access public recreation.

  Shade, lighting, and native landscaping are important elements to incorporate into the project.

PHASE 2 OUTREACH AND ENGAGEMENT

Outreach and engagement during Phase 2 of the feasibility study was focused on sharing alternative alignments for the Inland Rail Trail with the public and seeking input. A variety of engagement methods, including online activities and in-person events, were used to engage as many interested members of the public as possible.

Opportunities for outreach and engagement were promoted via the City of Oceanside's e-newsletter (The Tide), social media, and in the direct mail postcard. Additionally, information was provided to Community Advisory Board members to share with their constituencies. A press release was distributed and information about outreach events and the online survey received coverage in *The Coast News, The Vista Press, Times of San Diego,* ABC 10News San Diego, Fox5 San Diego, CBS News8, NBC7 San Diego, and KPBS.

Outreach and Engagement Methods

Community Advisory Board

The Inland Rail Trail Community Advisory Board (CAB) met for the second time at the beginning of Phase 2 Outreach and Engagement. CAB members invited to this meeting included:

- Kymberly Corbin, City of Oceanside Coastal Rail Trail Project Manager
- Shannon Vitale, City of Oceanside Planning Division
- Matt Atteberry, City of Vista
- Sam Hasenin, City of Vista
- Damon Davis, County of San Diego
- Diane Nygaard, Friends of El Corazon
- Joan Bockman, Friends of El Corazon
- David Callahan, Friends of El Corazon
- Mohamed Khatib, I-5 North Coast Corridor
- David Calkins, I-5 North Coast Corridor
- Brandon Tobias, I-5 North Coast Corridor
- Marvin Canton, I-5 North Coast Corridor
- Jose Cervantes, NCTD
- Lillian Doherty, NCTD
- Ioni Tcholakova, NCTD
- Brigid Parsons, Oceanside Arts Commission
- Tom Lichterman, Oceanside Bike and Ped Committee
- Thomas Frankum, Oceanside Parks & Recreation Commission
- Josh Clark, SANDAG
- Carmela Munoz, Vista Community Clinic

The second meeting of the CAB was conducted on January 22, 2025 at Oceanside City Hall. Members were provided a presentation that included information about the results of Phase 1 Outreach and Engagement, the process and timeline for Phase 2 Outreach and Engagement, and six alternative alignments that had been analyzed. CAB members provided input on locations to consider for pop-up outreach events as well as comments about the specific alternative alignments that were shared. The presentation and meeting summary from the January 22, 2025 meeting are included as Attachment C.

Pop-Up Outreach Events

The city hosted two pop-up outreach events during Phase 2 to inform members of the public about three alternative alignments for the project and seek their input. They were also able to interact with and ask questions of the project team. Fact sheets (in English and Spanish) were handed out and an interactive poster board activity allowed people to indicate their preferences and priorities for each of the alternative alignments. Copies of the poster boards used at the events are included in Attachment E.

The first pop-up event occurred on Saturday, March 15, 2025 from 10 am to 12 pm at Mance Buchanon Park. the Oceanside Pier. Approximately 50 people were engaged and about 45 participated in the posterboard activity. The second event was held on Saturday, March 22, 2024 from 10 am to 12 pm at the Oceanside Pier. Approximately 40 people were engaged and about 30 participated in the posterboard activity.

The input received at the pop-up events is shown in **Table 2: Summary of Input Received at Phase 2 Pop-Up Events.**

Table 2: Summary of Input Received at Phase 2 Pop-up Events

QUESTION	CHOICES	# OF RESPONSES
What do you like about Alignment A?	Direct route that follows a clear path	15
	Separation from vehicle traffic	17
	Scenic path removed from roadways	16
	Uses the least amount of space along parallel roadways	0
Additional comments received	• I like the scenic aspect of this alternative. • I'd use it all the time and like that it is the safer option separated from the roadway. • It's worth the extra cost to have the best design. • You could use Olive Street to avoid College Blvd. • I really like this option but don't want crossing times to be too high. • I like the flyover crossing. • The south side option would both paths closer and a better loop option. • This alternative is a "nature scene" but I'm concerned about homeless activity on the trail.	
What do you like about Alignment B?	Access to community destinations along Oceanside Blvd.	6
	Reduced cost compared to Alignment A	4
	Route has moderate terrain	2
	Route cost is moderate	3
Additional comments received	• If it can be done safely, Oceanside Blvd. is a good option because it is lower cost and easier to patrol. • I'd feel safer walking with my daughter along Oceanside Blvd. with this path. • There are fewer access points on this alignment so it's quieter.	

	• Oceanside Blvd. is like a freeway. The path needs to be separated from traffic with a clear delineation between bikes and cars. • I would prefer that the trail be on both sides of Oceanside Blvd. so that users don't have to cross to access the trail. • Wayfinding would be helpful if the trail goes through a neighborhood.	
What do you like about Alignment C?	Destinations of both the north and south side of the SPRINTER are served	2
	Level of separation from vehicle traffic	5
	Route uses existing intersections	1
	Route cost is moderate	1
Additional comments received	• I like that it goes by Loma Alta Creek. • This is a more scenic route. • If you use Oceanside Blvd., it seems safer to use it from Rancho Del Oro to College than El Camino Real to Rancho Del Oro.	

A number of general comments about the project were also provided:

- Any alternatives that use Oceanside Blvd. need to be separated from traffic.
- It would be great to have a gravel/dirt trail along the paved bike path. Compared to our neighbors like Carlsbad and Encinitas we lack running and walking trails.
- Safety (visibility, access, lighting) is important.
- It needs room for bikes and pedestrians.
- The alignments along Oceanside Blvd. will lack beauty.
- There needs to be enforcement.
- I'm concerned about e-bikes on the trail.
- Having lighting on the trail would be a nice feature.
- The quicker we can build it, the better.
- Keep the trail level – not too bumpy.
- I don't mind if the alignment is near the train.
- We need bike parking.
- I like trails because they build community.
- Limit development in wildlife areas.
- Connectivity to other bike trails is important.
- Safety regarding homeless encampments is a concern.
- More signage would help promote bike safety.

Community Open House Workshop

The city hosted an open house workshop on March 17, 2025 from 5:30 – 7:30 pm at Oceanside City Hall. This workshop provided another opportunity for members of the public to learn about the project, view the alternative alignments in detail, interact with the project team to ask questions, and offer comments on the alternative alignments. Approximately 20 people attended the workshop.

Participants would share what they liked about each of the alignments on display boards (see Attachment E) and could offer specific comments about them by placing post-it notes on a large-scale map. An image of the large scale map is included as Attachment F.

Comments received on the display boards are shown in **Table 3: Input Received at Community Open House Workshop.**

Table 3: Input Received at Community Open House Workshop

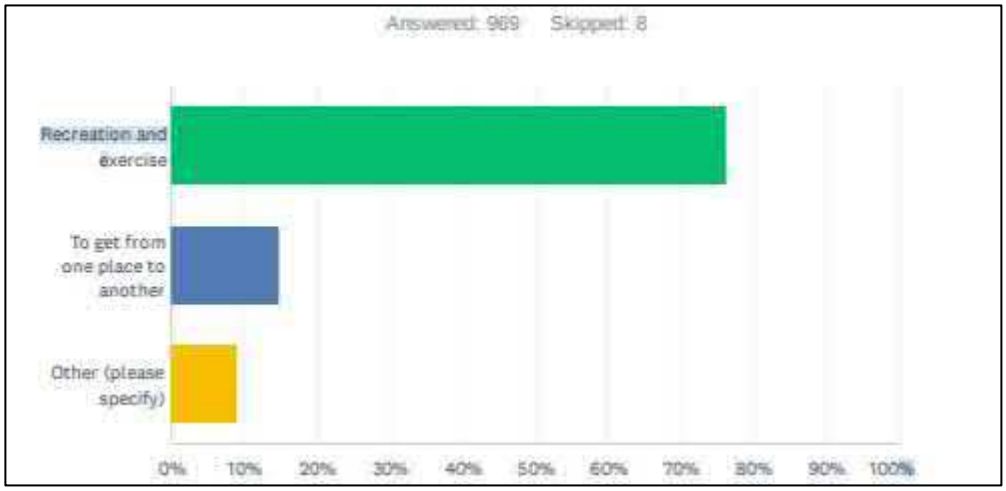
QUESTION	CHOICES	# OF RESPONSES
What do you like about Alignment A?	Direct route that follows a clear path	2
	Separation from vehicle traffic	6
	Scenic path removed from roadways	3
	Uses the least amount of space along parallel roadways	0
Additional comments received	• I was hit riding on Oceanside Blvd. eastbound near Enzo's and McDonalds. Cars don't see cyclists. I advocate for a dedicated bike lane. • The difficulty in topography may discourage me from riding as often. • This route is direct, safe, and provides almost as much access as the other alignments. • There is a NCTD/Father Joe's affordable housing project in the works for the SPRINTER station parking lot. Father Joe's has an infrastructure budget.	
What do you like about Alignment B?	Access to community destinations along Oceanside Blvd.	0
	Reduced cost compared to Alignment A	1
	Route has moderate terrain	0
	Route cost is moderate	0
Additional comments received	• El Camino Real is a pretty steep road. Plus, I wouldn't want to disturb the businesses along the block.	
What do you like about Alignment C?	Destinations of both the north and south side of the SPRINTER are served	0
	Level of separation from vehicle traffic	1
	Route uses existing intersections	1
	Route cost is moderate	1
Additional comments received	• You would have to stop a lot of traffic for the Oceanside Blvd./North Avenue connection. It gets backed up at 4 pm already. • More intersections leads to more problems for bikes and vehicles. We would need signal modifications. • Use Oceanside Blvd. and Avenida Del Oro instead of Oceanside Blvd. and College Blvd. for safety and time.	

Online Survey

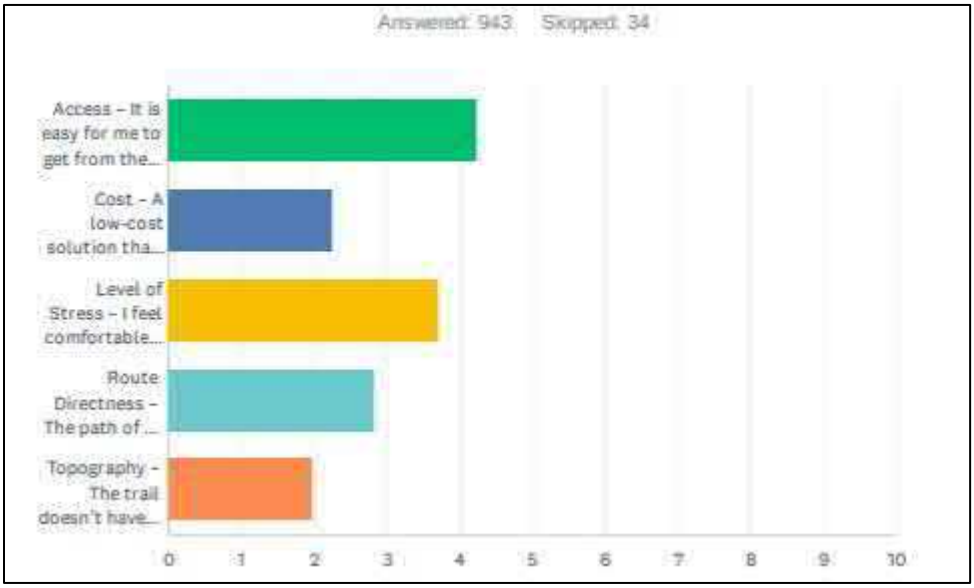
An online survey, provided in both English and Spanish, was made available to the public and open from March 1 through March 31, 2025. The survey was taken by 977 people.

The survey asked participants to review maps of alignment alternatives, answer two questions about each of them, and an open-ended question if they had additional comments. Below are the responses received to the questions in the survey:

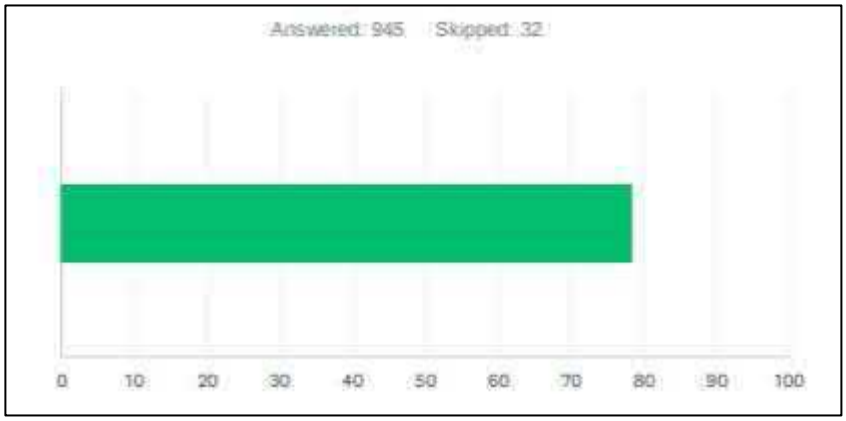
- **How would you use the Inland Rail Trail?**



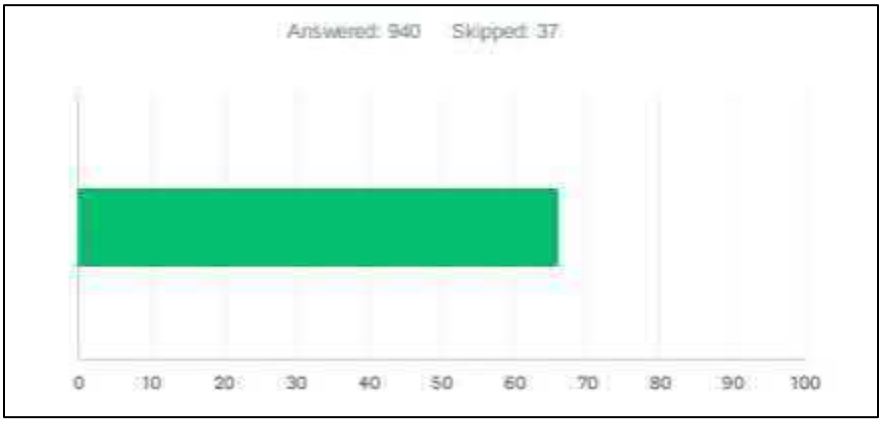
- **Each possible trail route has been checked to see how well it works using the factors below. Please rank each of the following factors from 1 (most important) to 5 (least important).**



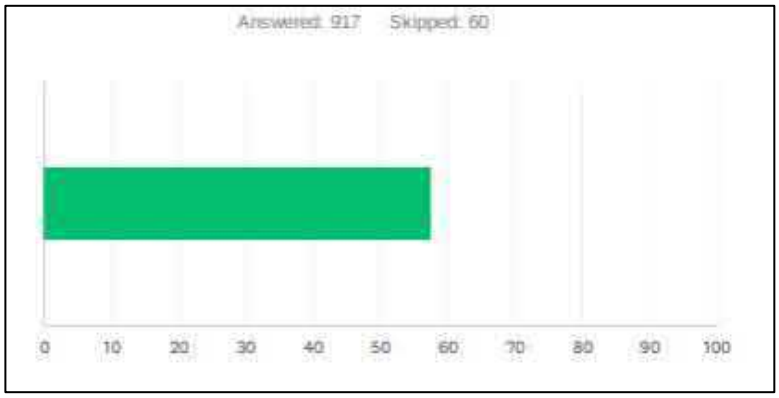
- **When thinking about Alignment A, how much you agree or disagree with the following statement: "A higher project cost is justified to get an alternative that is more separated from vehicle traffic."**



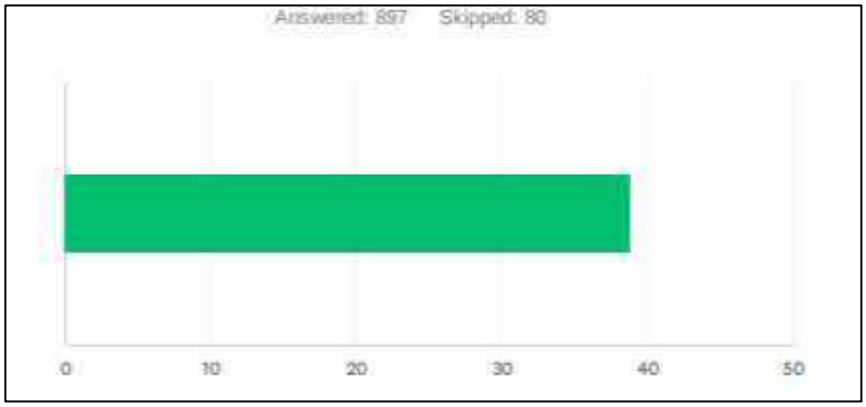
- **When thinking about Alignment A, how much you agree or disagree with the following statement: "It's important to have an Inland Rail Trail that serves major destinations like mulit-family housing, shopping centers, etc."**



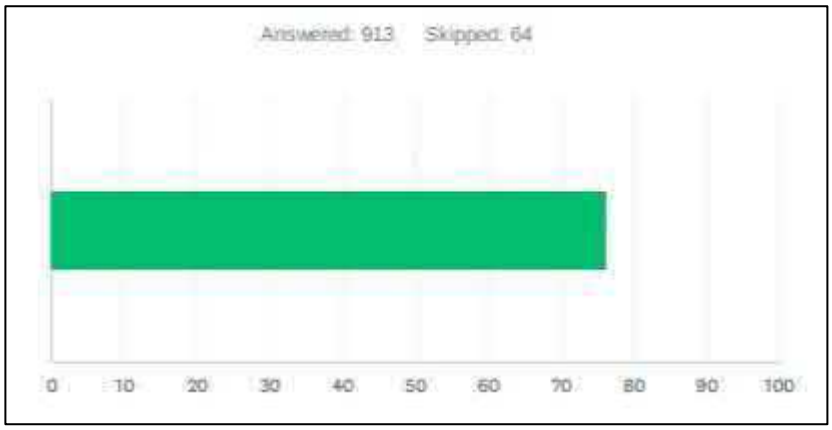
- **When thinking about Alignment B, how much you agree or disagree with the following statement: "A high level of access is more important that a direct route."**



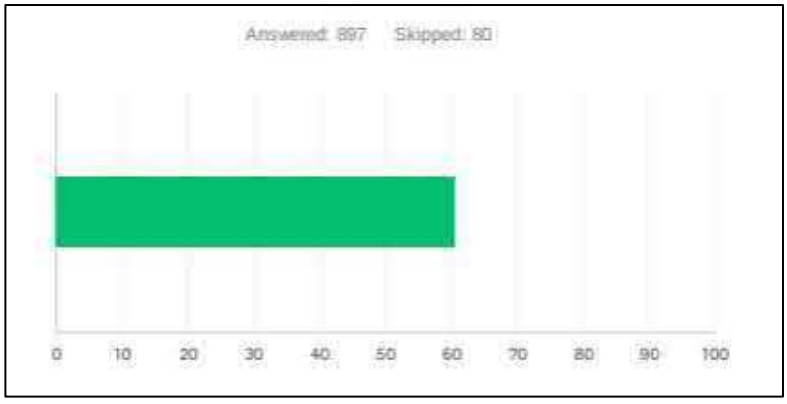
- **When thinking about Alignment B, how much you agree or disagree with the following statement: "A moderate level of traffic stress is an acceptable trade-off for a high level of access."**



- **When thinking about Alignment C, how much you agree or disagree with the following statement: "A low level of car traffic stress is the most important criteria for the Inland Rail Trail."**



- **When thinking about Alignment C, how much you agree or disagree with the following statement: "Crossing to the north and south of the SPRINTER tracks is beneficial because destinations on both sides will be served."**



In addition to these questions, participants were offered the opportunity to share open-ended comments about each of the three alternative alignments, as well as two alternative alignments for the portion of the trail west of I-5. More than 1,100 individual comments were offered, and these comments are included as Attachment D.

Who Did We Hear From?

To track where in the city participants live, they were asked to provide their ZIP codes at outreach events, at the community open house, and in the survey. This information is helpful to ensure that we are reaching all parts of the city and hearing from a broad array of residents. The ZIP code distribution of participants who provided this information was as follows:

- 92054 – 279; 27.3%
- 92055 – 2; 0.3%
- 92056 – 242; 23.7%
- 92057 – 187; 18.3%
- 92058 – 77; 7.5%
- Other North County – 191; 18.7%
- Outside of North County – 43; 4.2%

Key Takeaways from Phase 2 Outreach and Engagement

The input received during Phase 2 outreach and engagement activities will help inform the development of the preferred alignment for the project. The key takeaways from the input received include:

- Safety is a primary concern. Those engaged cited the following:
  - Alternative alignments that use Oceanside Blvd. need to be physically separated from traffic.
  - Concerns about homeless encampments making the trail unsafe.
  - The trail should have lighting.
  - Road crossings need to be safe.
  - Concerns were expressed about isolated areas of the trail that could be dangerous.
- There is a strong desire to keep the trail separated from traffic with fewer intersection crossings to make it a pleasant trail experience.
- The large majority of people said they would use the trail for recreation and exercise.
- Many people said to look to the San Luis Rey trail as an example.
- Several people commented about the need for amenities, such as bike parking, landscaping, shade, benches, and bathrooms.

PHASE 3 OUTREACH AND ENGAGEMENT

During outreach and engagement efforts for Phase 3, the Inland Rail Trail Draft Feasibility Study and preliminary design concepts were presented to the public. Input on these items was sought through a meeting with the Community Advisory Board and an online survey.

The online survey was promoted via the City of Oceanside's e-newsletter (The Tide), social media, and in a direct mail postcard. Additionally, information was provided to Community Advisory Board members to share with their constituencies. A press release was distributed with information about the online survey, and the online survey received coverage by Fox5 San Diego.

Feedback from the community on the preliminary design concepts and the Draft Feasibility Study during Phase 3 of engagement informed trail design modifications and revisions to the study. The key takeaways from community and stakeholder input include:

- Interest in understanding proposed vehicle separation, active transportation connections, crossing safety, and mixing of multiple active transportation modes
- Interest in exploring alternative alignments, particularly west of I-5
- Concerns regarding signalization of roadway crossings
- Concerns regarding downhill speed along Oceanside Blvd between Ditmar Street and Parkwood Lane

Outreach and Engagement Methods

Community Advisory Board

The Inland Rail Trail Community Advisory Board (CAB) met for the third time at the beginning of Phase 3 Outreach and Engagement. CAB members invited to this meeting included:

- Kymberly Corbin, City of Oceanside Coastal Rail Trail Project Manager
- Shannon Vitale, City of Oceanside Planning Division
- Matt Atteberry, City of Vista
- Sam Hasenin, City of Vista
- Damon Davis, County of San Diego
- Diane Nygaard, Friends of El Corazon
- Joan Bockman, Friends of El Corazon
- David Callahan, Friends of El Corazon
- Mohamed Khatib, I-5 North Coast Corridor
- David Calkins, I-5 North Coast Corridor
- Brandon Tobias, I-5 North Coast Corridor
- Marvin Canton, I-5 North Coast Corridor
- Jose Cervantes, NCTD
- Lillian Doherty, NCTD
- Ioni Tcholakova, NCTD
- Brigid Parsons, Oceanside Arts Commission
- Tom Lichterman, Oceanside Bike and Ped Committee

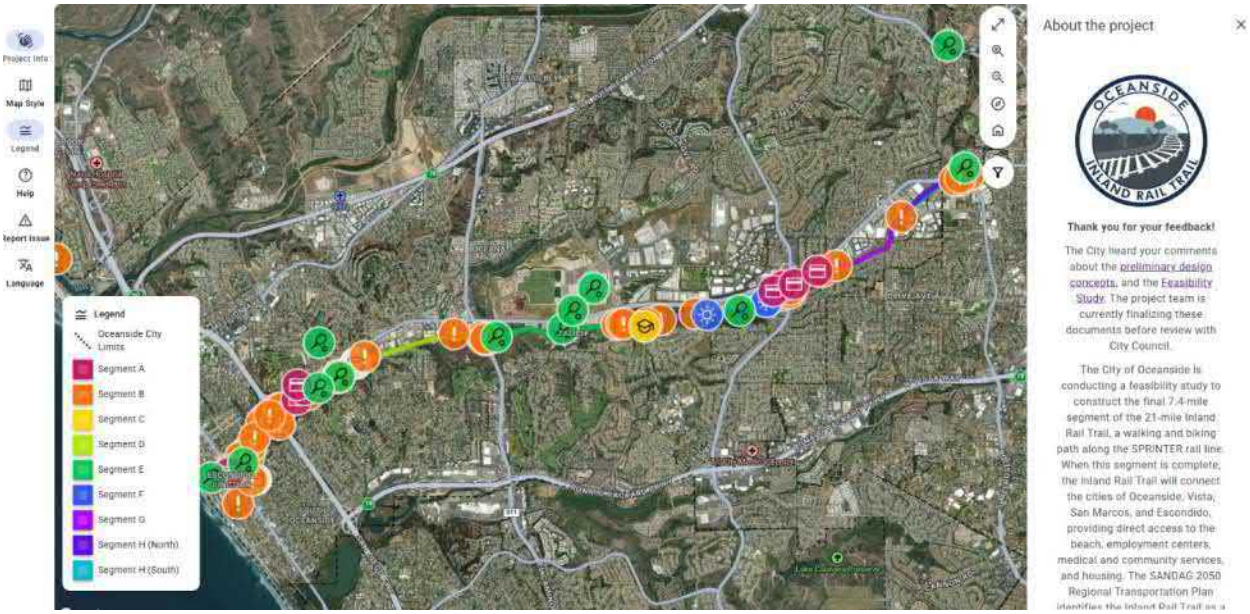
- Thomas Frankum, Oceanside Parks & Recreation Commission
- Josh Clark, SANDAG
- Carmela Munoz, Vista Community Clinic

The third meeting of the CAB was held on October 21, 2025 at Oceanside City Hall. The project team presented the preliminary design concepts to CAB members and shared the process and timeline for Phase 3 Outreach and Engagement. The presentation for the third CAB meeting is included as Attachment C. CAB members discussed several design, safety, and connectivity considerations. Questions were raised about whether the trail would be separated from vehicular traffic and multiple comments focused on intersection safety. Connectivity to transit stations was emphasized, particularly at the Rancho Del Oro and Melrose Drive SPRINTER stations. Commenters stressed the importance of providing safe access to platforms while discouraging use of station property as a through-trail. Future station redevelopment, platform locations, and service roads were identified as factors that may influence design decisions. Several CAB members submitted additional comments on the information presented after the meeting and those comments are included in Attachment C. The meeting concluded with a request for participants to provide any additional feedback on the preliminary design concepts via comment sheets.

Online Survey

An online survey, provided in both English and Spanish, was made available to the public and open from November 1 through December 5, 2025. The survey was taken by 311 people. In addition to survey questions, the public was given an opportunity to pin comments on a map of the preferred alternative to propose refinements as well as identify recreational, commercial, and educational destinations (shown in **Figure 2: Comments of Preferred Alternatives Map**). 97 comments were posted about opportunities for refinements, 31 comments about destinations were provided, and 12 "Other" comments were provided. 138 total comments were posted on the map.

Figure 2: Comments on Preferred Alternatives Map



Key themes from these comments included:

- **Safety & Traffic Separation:** Fully separated trail from vehicle traffic; bridges, tunnels, or grade-separated crossings at busy intersections (El Camino, Oceanside Blvd, College Blvd, PCH) to prevent conflicts with cars, trains, and high-speed downhill sections.

- **Trail Alignment & Accessibility:** Prefer alignment along rail tracks and Loma Alta Creek rather than busy streets; minimize hills and steep grades to make the trail accessible for casual cyclists, pedestrians, and families.

- **Connectivity:** Connect to Sprinter stations, inland rail trail (Escondido to Oceanside), schools, parks, beaches, shopping centers, and future housing developments; provide multiple access points for neighborhoods and commercial areas.

- **Crossings & Signals:** Signalized pedestrian/bike crossings, bicycle signal lights, induction loops, bike boxes, and stop reminders at intersections; avoid at-grade crossings where drivers are unlikely to stop.

- **Crime, Homelessness & Maintenance:** Address safety concerns from homeless encampments; provide lighting, emergency call boxes, fencing, and patrol/monitoring to prevent crime, graffiti, litter, and other hazards.

- **Amenities & Comfort:** Provide trailheads, kiosks, seating, shade trees, native landscaping, water stations, bike racks, and repair stations; incorporate benches and natural scenery for recreational enjoyment.

- **Wayfinding & Signage:** Clear maps, directional signs, and markings to guide cyclists/pedestrians and indicate access to parks, transit, and nearby destinations.

- **Family-Friendly Design:** Wide paths with separation for pedestrians and cyclists; avoid hostile conditions near high-speed roads; make areas safe for children, families, and casual users.

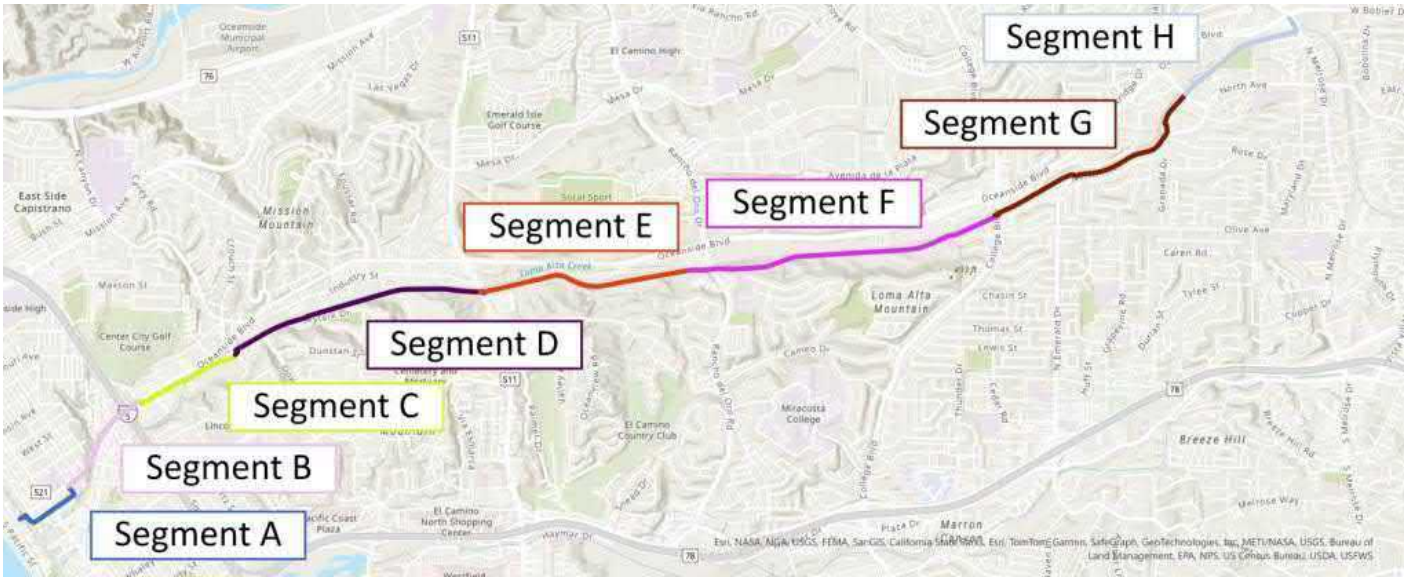
- **Integration with Nature:** Preserve natural habitat, restore creek areas (Loma Alta Creek), and design trail close to the environment for scenic and recreational value.

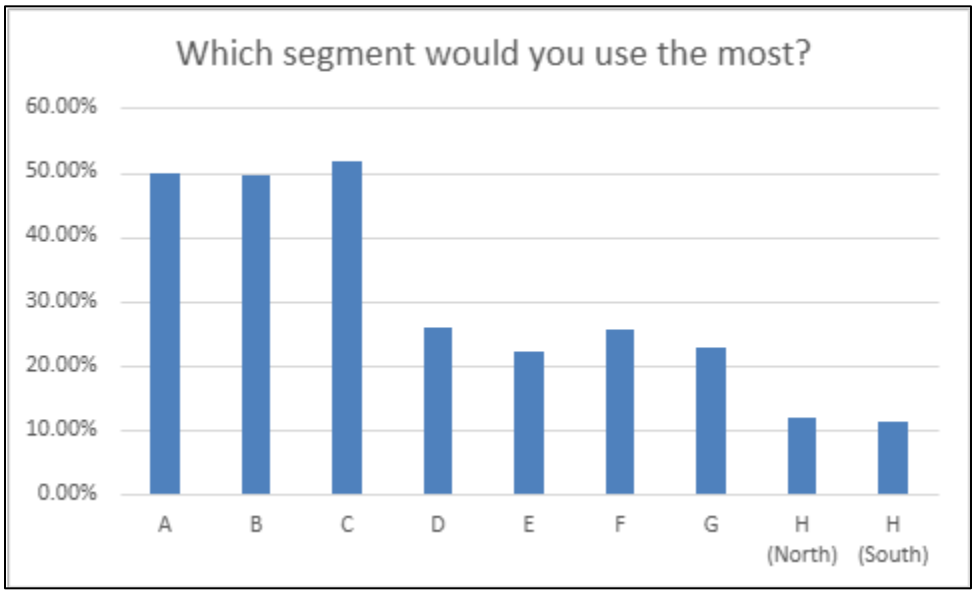
- **Construction & Engineering Considerations:** Avoid excessive retaining walls; provide gradual inclines; ensure trail continuity without dangerous jogs; coordinate crossings with Sprinter and roadway operations.

A record of the comments received can be found in Attachment D

Below are results of the survey questions posed to the public.

- **Of the following sections of the IRT Preferred Alignment, which would you expect to use the most? (Select up to 3)**





- **What destinations would you use this trail to access?**

Below is a summary of key themes from the open-ended answers received.

Segment	Key Themes
Segment A	• Strong demand for safe, direct beach and harbor access • High use for Downtown Oceanside destinations (shops, restaurants, civic uses) • Seen as a safe alternative to Oceanside Blvd and Coast Highway • Supports recreation, commuting, errands, and long-distance rides • Important connections to transit and other regional trails
Segment B	• Valued for natural, scenic character • Functions primarily as a connector rather than a destination • Desire to preserve open-space and creek corridor qualities
Segment C	• Enables safe access to everyday destinations (grocery, gym, pharmacy, school) • Supports car-trip replacement for short trips • Serves local neighborhood mobility needs
Segment D	• Provides access to healthcare and essential services • Supports neighborhood trail access points • Connects to parks, cultural sites, and future El Corazon amenities
Segment E	• Major access to parks, sports fields, aquatics center, and senior facilities • Strong family- and youth-oriented recreation • Key link to SPRINTER stations and east–west travel • Important community-serving segment
Segment F	• Addresses major safety concerns on Oceanside Blvd • Connects shopping centers, Frontwave Arena, Sports Complex, college • High demand for SPRINTER access (Rancho del Oro, College Blvd) • Supports commuting, errands, and event travel
Segment G	• Emphasis on scenic, open-space riding • Serves as a transition between urban and natural areas • Supports longer recreational rides
Segment H	• Connects schools, neighborhoods, and local businesses • Access to parks and natural preserves • Supports SPRINTER access and east-side mobility
Beyond Oceanside /	• Strong interest in continuous trail to Vista, San Marcos, Escondido • Enables long-distance, car-free regional travel • Supports trail–transit trip combinations

Segment	Key Themes
Regional Segments	• Viewed as a North County mobility backbone

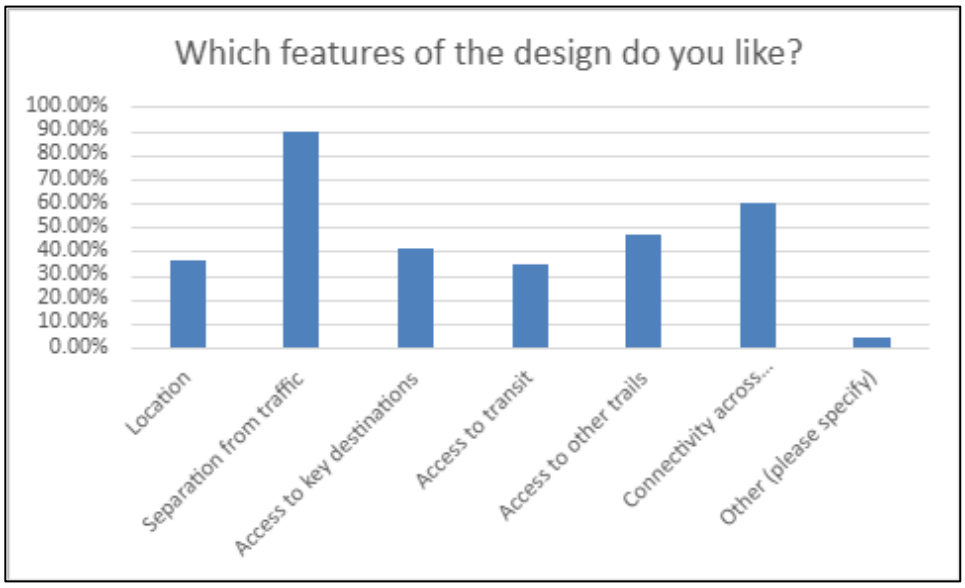
- **Is there anything that you would like to change or refine about this preliminary trail design?**

  Below is a summary of key themes from the open-ended answers received.

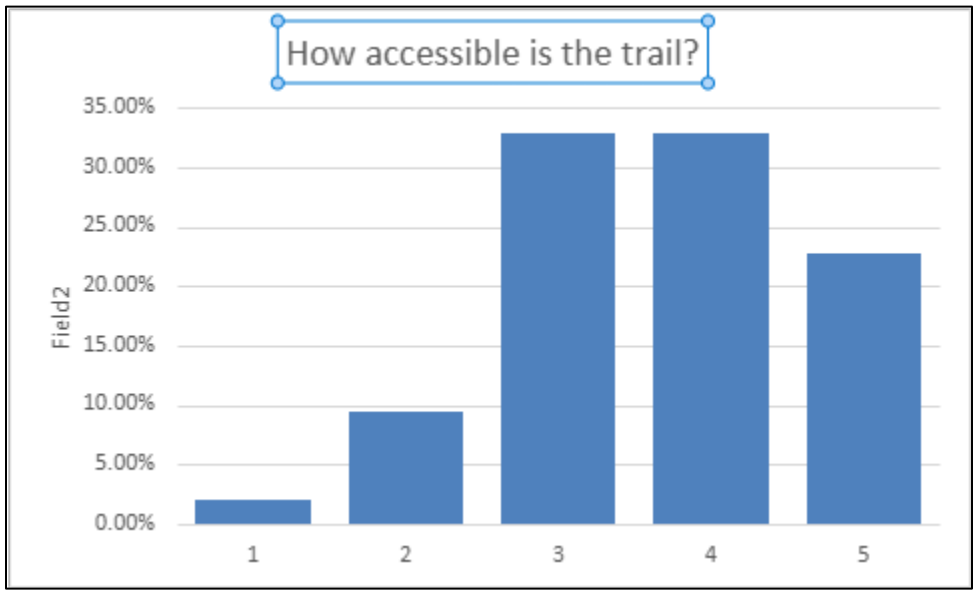
Segment	Key Themes
Segment A	• Keep trail aligned with Sprinter tracks, avoiding steep hills and multiple street turns • Provide major separation from traffic, ideally a dedicated path or barrier • Bridge or grade-separated crossing at PCH and other busy intersections • Minimize elevation change to improve recreational and commuter usability • Provide safe parking, access to beach/harbor, and connections to transit
Segment B	• Strong demand for physical separation from Oceanside Blvd traffic, especially on hills • Follow rail tracks/Loma Alta Creek ROW to avoid busy roads and unsafe downhill sections • Ensure protected crossings and traffic calming at intersections • Avoid shared lanes on dangerous streets; keep trail flat and continuous • Safety is paramount—avoid painted bike lanes only; dedicated paths needed
Segment C	• Include buffers and barriers along paved trail for safety • Protect cyclists from high-speed adjacent traffic • Consider crime prevention and emergency access • Safe neighborhood connections to parks and local amenities
Segment D	• Connect trail to San Luis Rey Trail for regional access • Keep dedicated lanes separated from cars, pedestrians, and e-bikes • Add stoplights or traffic-calming measures at major crossings (College Blvd, El Camino Real) • Align trail to minimize extreme retaining walls and unsafe crossings • Ensure safe, continuous multi-use connectivity
Segment E	• Reroute along north side of tracks to minimize retaining walls and preserve natural landscapes • Flatten steep grades to improve usability for all cyclists

Segment	Key Themes
	• Safe crossings at busy intersections (College, Rancho Del Oro, El Camino) • Provide bike parking and pedestrian access to key community destinations
Segment F	• Need safe crossing at College Blvd and connections to schools (e.g., McAuliffe Elementary) • Ensure access to local shopping, sports facilities, and transit • Maintain trail safety and separation from high-traffic roads
Segment G	• Safety concerns from homeless encampments; trail use unlikely without enforcement • Trail must provide safe, comfortable conditions for all users
Segment H	• Southern routing to Melrose Drive, then north of tracks to connect to existing trails • Complete loop to San Luis Rey River Trail, Vista, and regional connections • Include bridges or grade-separated gaps for continuity (e.g., Santa Fe Trail at Guajome) • Connect neighborhoods, parks, and regional trails safely
Beyond Oceanside / Regional Segments	• Prioritize safety and separation from traffic, including grade-separated crossings where possible • Include multiple access points for neighborhoods and businesses • Design for recreation, commuting, and all-ages accessibility • Add amenities: restrooms, water stations, lighting, emergency call boxes, vegetation, public art • Preserve native plants and natural scenery, minimize impact to environment

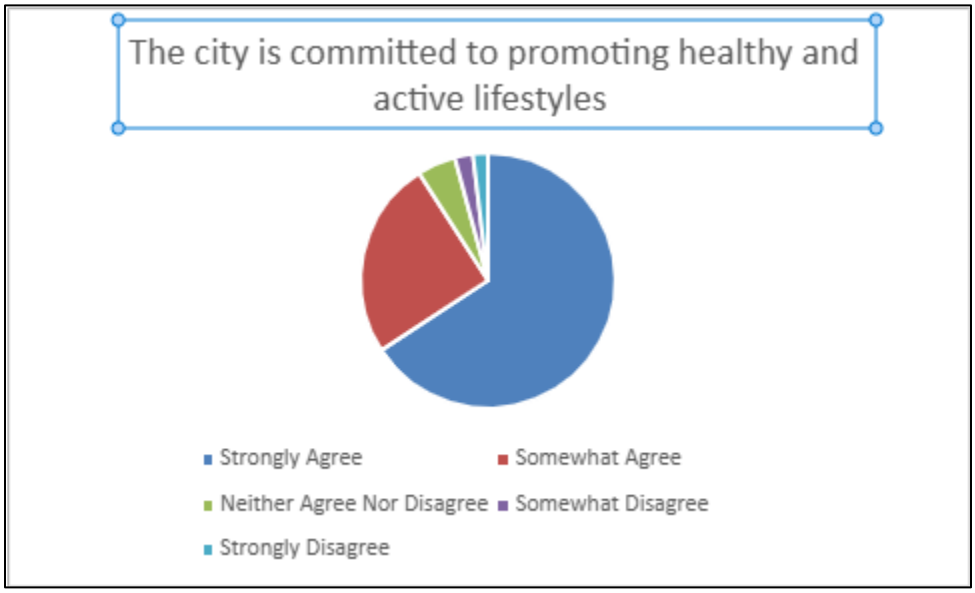
- **Which features of the design do you like? (Select all that apply)**



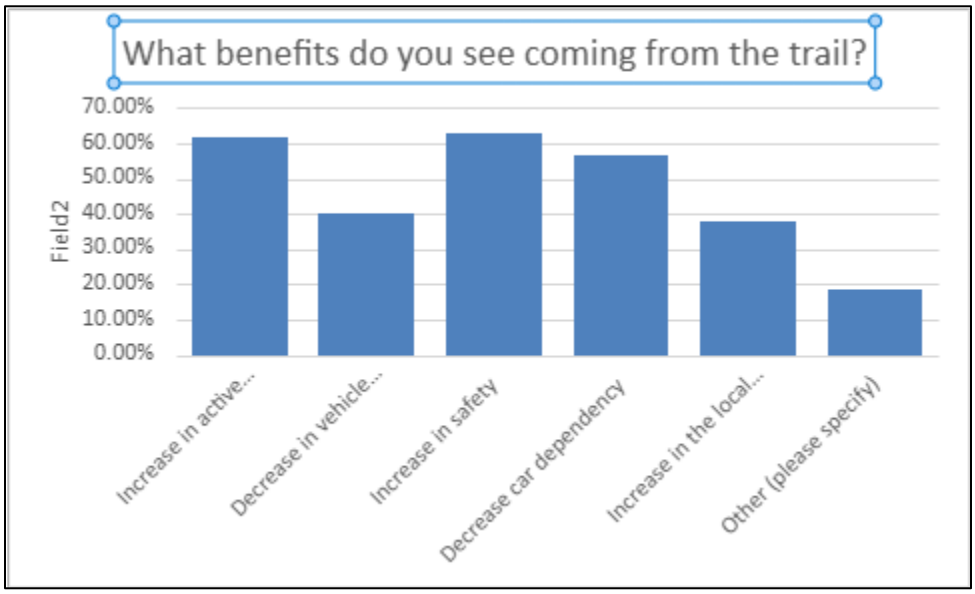
- **How would you rate the accessibility of the trail for all types of bicyclists, from beginners to advanced riders? (with 1 being not at all accessible and 5 being very accessible)**



- **Please note how much you agree or disagree with the following statement: "Building the Oceanside Inland Rail Trail demonstrates that the City of Oceanside is committed to promoting healthy and active lifestyles."**

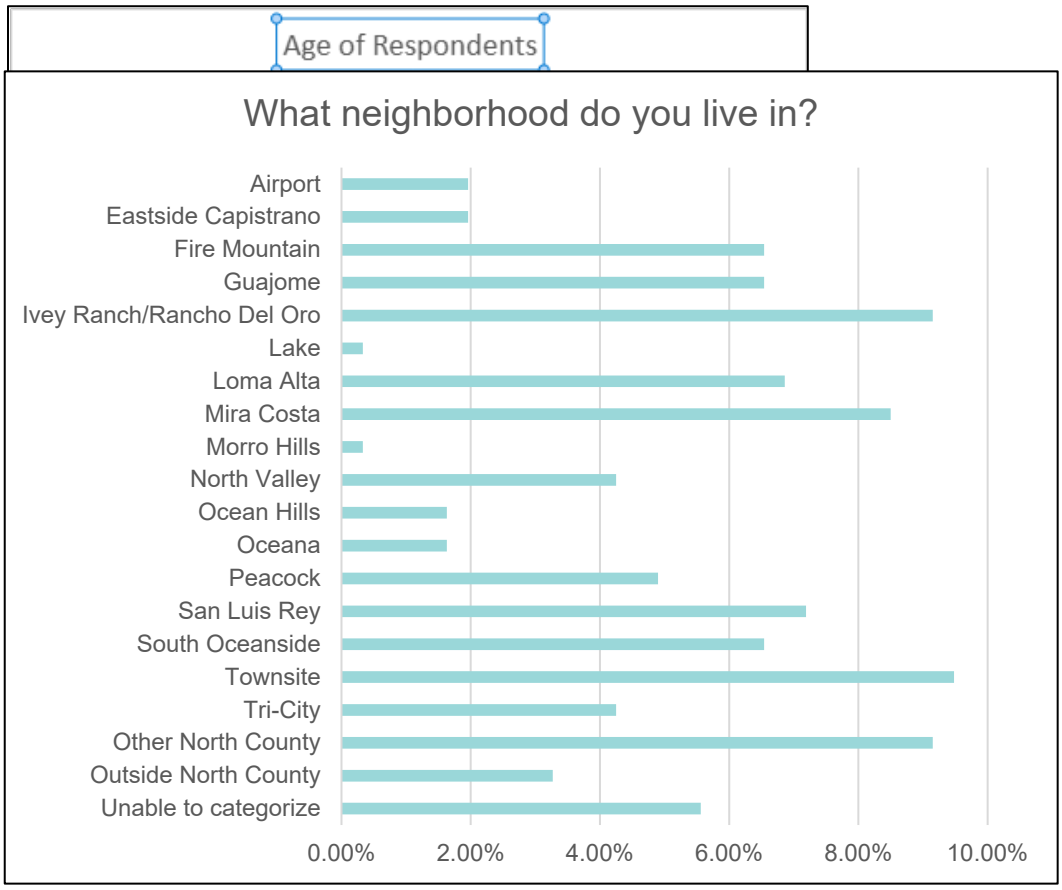


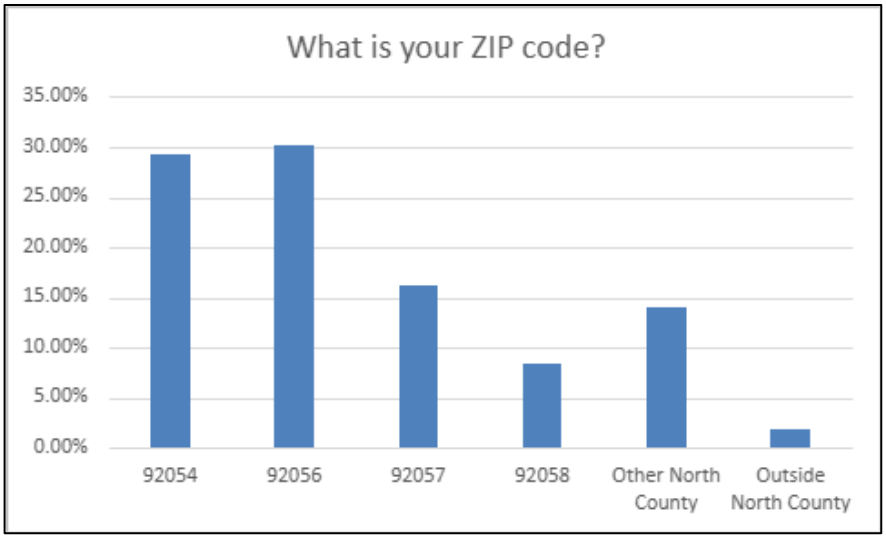
- **What benefits (to yourself or the community) do you foresee coming from this trail? (Select all that apply)**



Who Did We Hear From?

The survey asked questions about participants' age, neighborhood and ZIP codes. This information is helpful to ensure that we reached a diverse population in all parts of the city.





Frequently Asked Questions (FAQ)

This FAQ section has been added to clarify design intent and provide additional information based on Phase 3 feedback received.

Q: Several segments of the preferred alignment alternative show the IRT traveling parallel or adjacent to roadways. How will the IRT be made safe when it is close to vehicular traffic?

A: A separated multi-use path is proposed for the entirety of the OIRT preferred alignment. As shown in Appendix D: 5% Preliminary Design Concepts, even when the proposed OIRT is adjacent to a roadway, it will be separated from vehicular traffic with elements such as landscape buffers, a raised curb, or vertical barriers.

Q: Why does the proposed OIRT travel along Godfrey St and Oceanside Blvd west of I-5, instead of remaining next to the SPRINTER tracks?

A: Many design options were considered west of I-5, but due to limited right-of-way on Oceanside Blvd west of Ditmar St, and steep slopes and limited right-of-way next to the SPRINTER tracks, the proposed IRT provides the best user experience while still providing a constructable community asset. Figure XX shows [JR1] some of the constraints west of I-5 which ultimately led to the proposed OIRT in this section.

Q: Will connections to other biking trails in Oceanside such as the San Luis Rey River Trail be included as part of the OIRT?

A: The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan. While the IRT will only connect to active transportation facilities which are adjacent to the proposed IRT alignment, connections to schools, parks, places of employment[JR2] , and other trails can be provided through the greater active transportation network within Oceanside.

Q: How will the major road crossings be made safe for trail users?

A: Major road crossings are shown in detail in Appendix D: 5% Preliminary Design Concepts. Crossing strategies include traffic signals for roadways with heavy traffic, and RRFBs with refuge islands for lower traffic roadways. Each roadway crossing along the proposed OIRT has unique design challenges, but infrastructure improvements at each crossing will allow for a smooth ride throughout the OIRT.

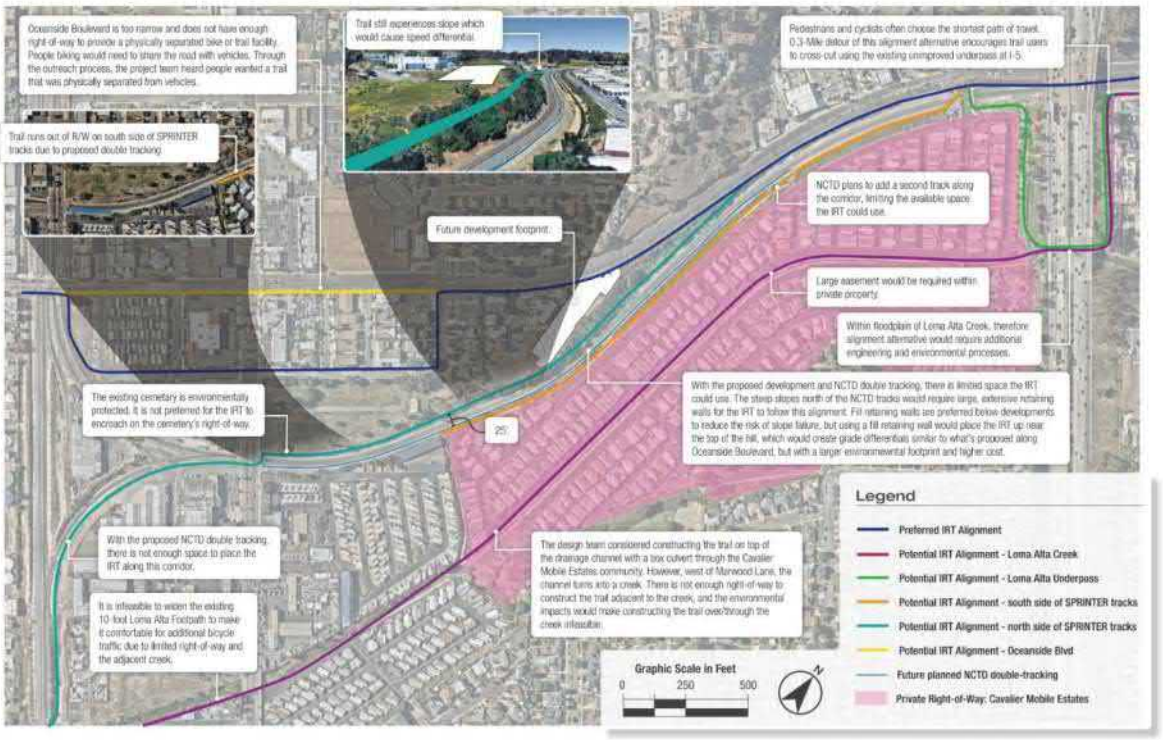
Q: How will the OIRT be made safe for a mix of bicycles, pedestrians, and other modes of transportation?

A: The proposed OIRT alignment was chosen to provide a maximum width throughout as much of the OIRT corridor as possible. By providing a wider cross-section, trail users can have space to navigate different user groups with different preferred travel speeds. Traversable shoulders and relatively flat grades also help user groups mix safely. The physical design components of the IRT are discussed in more detail in Section 5. Preliminary Concept Design

Summary of Alignment Alternatives Considered West of I-5

During Phase 3 of engagement, the public expressed interest in other alignments, particularly west of I-5. **Figure 3: Summary of Alignment Alternatives Considered West of I-5** has been added to display all of the alignment alternatives that were investigated in the portion of this trail, and why some were deemed infeasible.

Figure 3: Summary of Alignment Alternatives Considered West of I-5



Signalization Concerns

NCTD noted that the proposed signal on South El Camino Real could increase the runtime for some bus routes, negatively impacting on-time performance. Two main crossing alternatives were considered at this location: at-grade or grade-separated.

- **At-Grade**: Due to the vehicle volumes, a signalized crossing is proposed to prevent conflicts between trail users and vehicles. Signalization with railroad interconnect preemption would likely be required by CPUC at this location to provide a safe crossing. This alternative would cost approximately $1.5 million.

- **Grade-Separated**: A grade-separated crossing was also considered to prevent conflicts between trail users and vehicles. A grade-separated crossing is proposed at Rancho del Oro Road due to the steep slopes on each side of the roadway that support a bridge as the most practical crossing alternative. In comparison, the slopes adjacent to South El Camino Real are relatively flat; earthwork, retaining walls, and additional elevation change for people walking and biking would be required in order to provide the minimum clearance under the bridge for vehicles travelling on South El Camino Real. This difference in grade could also limit access to the trail from the El Camino Real SPRINTER station (a ramp or stairs could potentially provide connection). Additionally, the major electrical transmission lines that run along the western side of the roadway would require relocation or undergrounding to avoid conflicting with the bridge. This level of utility adjustment is outside the scope of the project. Not including utility modifications, this alternative would cost approximately $2 million. Though this alternative may be investigated further as design progresses, it is not included as part of this study due to the utility conflicts and costs.

Phase 3 Revisions

Community members shaped the proposed OIRT throughout all phases of the project. In Phase 3, members of the public had an opportunity to review the preliminary design concepts are provide feedback. Changes made to the concepts based on this feedback include:

- Addition of an alternative alignment along Godfrey Street to be considered as design progresses. This could reduce conflict points from streets and driveways along the north side of the street. However, it could also create additional parking impacts and environmental challenges due to the adjacent trees and cemetery.

- Addition of a landscape buffer and a wider trail along Oceanside Boulevard between Ditmar Street and Parkwood Lane, along the hill. The landscape buffer provides more separation from vehicle traffic. Trail widening allows for a 1' striped buffer between directions of active transportation traffic on the OIRT, which could increase user comfort. A cross-section has been added to the concepts for illustrative purposes and results in a total trail width of 16'. Further increasing the width through this area could result in significantly higher costs due to the need for more earthwork and more robust retaining walls.

- Addition of an alternative alignment through the Upper Loma Alta Preserve, east of Rancho del Oro Road and west of the College Boulevard SPRINTER station. This alternative would follow the toe of the nearby slope and will be considered as design progresses. This could reduce the need for bridges and provide improved trail experience. However, it would require an easement or right-of-way acquisition from the current landowner.

CONCLUSION

The City of Oceanside's phased outreach and engagement program successfully gathered meaningful input from a diverse range of residents, stakeholders, and community groups throughout the Inland Rail Trail feasibility study. Input was collected through pop-up events, workshops, surveys, and digital platforms, ensuring broad participation from multiple ZIP codes across Oceanside and surrounding areas. Key priorities identified consistently across all phases include safety, traffic separation, accessibility for all users, connectivity to neighborhoods, parks, transit, and recreational destinations, and the inclusion of amenities such as shade, lighting, and native landscaping.

The feedback has directly informed the development of alternative alignments and the preferred trail design, ensuring that the Inland Rail Trail reflects community preferences, encourages active transportation, and supports healthy lifestyles. Changes to the preliminary design concepts were completed based off of public comment, and additional information was added to the study to address public questions and concerns. Going forward, these insights will guide the City in refining the design, addressing safety and accessibility concerns, and implementing a trail that meets the needs of residents, commuters, and recreational users alike.

ATTACHMENTS

Attachment A: Project Fact Sheets

Attachment B: Direct Mail Postcards

Attachment C: Community Advisory board Meeting Materials

Attachment D: Survey Results

Attachment E: Pop-Up Boards

Attachment F: Roll Plot with Public Comment

Attachment A: Project Fact Sheets

Fact Sheet

OCEANSIDE INLAND RAIL TRAIL PROJECT

THE PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to the beach, jobs, housing, and recreation from Escondido to the coast.

WHAT'S HAPPENING NOW

The City of Oceanside is conducting a feasibility study to construct the final 7.4-mile segment of the 21-mile Inland Rail Trail, a walking and biking path along the SPRINTER rail line. The SANDAG 2050 Regional Transportation Plan identifies the Inland Rail Trail as a high priority project to help reduce vehicle miles traveled and help our region achieve climate change goals.

The goal of this feasibility study is to develop a "grant-ready" project that will be well-positioned to compete for local, state, and federal funding for final design and construction.

STUDY TIMELINE

The feasibility study for the Inland Rail Trail project will be conducted in three phases, with opportunities for community input in each phase.

PHASE 1: EXISTING CONDITIONS

Fall 2024 through Winter 2024/25

The first phase of the feasibility study is to identify existing conditions in the project corridor. This will include identifying opportunities and constraints in the project corridor, as well as community priorities.

PHASE 2: ALTERNATIVE ALIGNMENTS

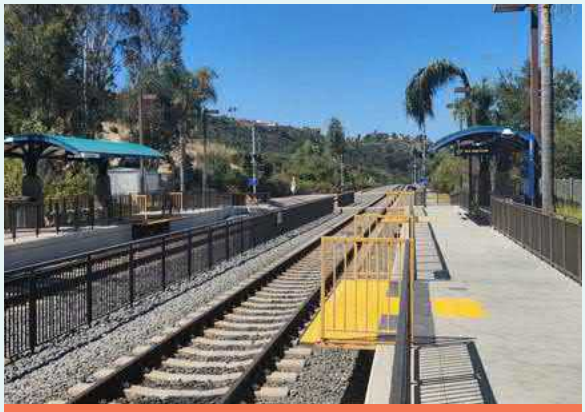
Spring 2025 through Fall 2025

Using information gathered in the Existing Conditions phase, a range of alternative alignments for the project will be developed. These alternative alignments will be shared with the public to gather input on which alternatives will best serve the community.

PHASE 3: PREFERRED PROJECT

Winter 2025 through Spring 2026

Informed by technical study and public input, a preferred project will be developed and shared with the public for final refinements and presented to the City Council for approval. The approved project will then be ready to compete for additional funding to move forward into final design, environmental review, and construction.



WE WANT TO HEAR FROM YOU!

Public input is critical to creating a project that serves the needs of the community and the City wants to hear from you! The input you share will help us develop alternative alignments for the project for further consideration during Phase 2.

Learn more about the project and share your thoughts at one of these community pop-up events!

- **Saturday, October 12: 10 am to 12 pm**
  Oceanside Pier at Pacific Street
- **Saturday, October 19: 10 am to 12 pm**
  Between the Senior Center and Wagner Aquatic Center on the northeast corner near 3302 Senior Center Dr

Take our survey, open until October 31, 2024.

¡Responda nuestra encuesta!

For more information, Scan our QR Code or visit OsideInlandRailTrail.org

info@OsideInlandRailTrail.org

(888) 221-2260

Para información en español, vea el otro lado

Hoja Informativa

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

EL PROYECTO

El sendero ferroviario interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté terminado, el proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa.

¿QUÉ ESTÁ PASANDO AHORA?

La ciudad de Oceanside está realizando un estudio de viabilidad para construir el último segmento de 7,4 millas de la ruta ferroviaria interior de 21 millas, un sendero para caminar y andar en bicicleta a lo largo de la línea ferroviaria SPRINTER. El plan de Transporte Regional SANDAG 2050 identifica la ruta ferroviaria interior como un proyecto de alta prioridad para ayudar a reducir las millas recorridas por los vehículos y ayudar a nuestra región a alcanzar los objetivos de cambio climático.

El objetivo de este estudio de viabilidad es desarrollar un proyecto "listo para subvención" que esté bien posicionado para competir por financiación local, estatal y federal para el diseño y la construcción finales.

CRONOLOGÍA DEL ESTUDIO

El estudio de viabilidad del proyecto se llevará a cabo en tres fases, con oportunidades para la participación de la comunidad en cada fase.

FASE 1: CONDICIONES EXISTENTES

Otoño 2024 a invierno 2024/25

La primera fase del estudio de viabilidad consiste en identificar las condiciones existentes en el corredor del proyecto, lo que incluirá la identificación de oportunidades y limitaciones en el corredor del proyecto, así como las prioridades de la comunidad.

FASE 2: ALINEAMIENTOS ALTERNATIVOS

Primavera de 2025 a otoño de 2025

Utilizando la información coleccionada en la fase de Condiciones Existentes, se desarrollará una variedad de alineamientos alternativos para el proyecto. Estas alineaciones alternativas se compartirán con el público para coleccionar opiniones sobre qué alternativas servirán mejor a la comunidad.

FASE 3: PROYECTO PREFERIDO

Invierno 2025 a primavera 2026

Informado por un estudio técnico y los aportes del público, se desarrollará un proyecto preferido y se compartirá con el público para sus refinamientos finales y se presentará al Concejo Municipal para su aprobación. Luego, el proyecto aprobado estará listo para competir por fondos adicionales para avanzar hacia el diseño final, la revisión ambiental y la construcción.

¡QUEREMOS SABER TU OPINIÓN!

Los aportes del público son fundamentales para crear un proyecto que satisfaga las necesidades de la comunidad, y la ciudad quiere saber de usted. Los aportes que comparta nos ayudarán a desarrollar alternativas para el proyecto que se analizarán más a fondo durante la Fase 2.

¡Aprende más sobre el proyecto y comparta sus opiniones en uno de estos eventos de la comunidad!

- **Sábado 12 de Octubre de 10 am a 12 pm**
  En el muelle de Oceanside en Pacific Street
- **Sábado 19 de Octubre de 10 am a 12 pm**
  Entre el Centro de mayores y el Centro acuático Wagner en la esquina noreste junto a 3302 Senior Center Dr

Responda nuestra encuesta, abierta hasta el 31 de octubre de 2024.

Para obtener más información, escanee nuestro código QR o visite OsideInlandRailTrail.org/Español

info@OsideInlandRailTrail.org

(888) 221-2260

Fact Sheet

OCEANSIDE INLAND RAIL TRAIL PROJECT

THE PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to jobs, housing, medical and community services, and recreation from Escondido to the coast. Funding for the Oceanside Inland Rail Trail Feasibility Study was provided by a Sustainable Communities Planning Grant from Caltrans.

WHAT'S HAPPENING NOW

The City of Oceanside is conducting a feasibility study to construct the final 7.4-mile segment of the 21-mile Inland Rail Trail, a walking and biking path along the SPRINTER rail line. The SANDAG 2050 Regional Transportation Plan identifies the Inland Rail Trail as a high priority project to help reduce vehicle miles traveled and help our region achieve climate change goals.

The goal of this feasibility study is to develop a "grant-ready" project that will be well-positioned to compete for local, state, and federal funding for final design and construction.

STUDY TIMELINE

The feasibility study for the Inland Rail Trail project will be conducted in three phases, with opportunities for community input in each phase

PHASE 1: EXISTING CONDITIONS COMPLETE

Fall 2024 through Winter 2024/25

The first phase of the feasibility study identified existing conditions in the project corridor. This included identifying opportunities and constraints in the project corridor, as well as community priorities.

PHASE 2: ALTERNATIVE ALIGNMENTS WE ARE HERE

Winter 2025 through Summer 2025

Using information gathered in the Existing Conditions phase, three alternative alignments for the project have been developed. These alternative alignments are being shared with the public to gather input on which alternative will best serve the community.

PHASE 3: PREFERRED PROJECT

Summer 2025 through Spring 2026

Informed by a technical study and public input, a preferred project will be developed and shared with the public for final refinements and presented to the City Council for approval. The approved project will then be ready to compete for additional funding to move forward into final design, environmental review, and construction.

WE WANT TO HEAR FROM YOU!

Public input is critical to creating a project that serves the needs of the community and the City wants to hear from you! The input you share will help us determine which alternative alignment will best serve the community.

Learn more about the project and share your thoughts at one of these community pop-up events!

- **Saturday, March 15: 10 am - 12 pm**
  Mance Buchanon Park near SLRR Trail Entrance
- **Saturday, March 22: 10 am - 12 pm**
  Oceanside Pier at Pacific Street

Attend our Open House Community Workshop on Monday, March 17 at the Civic Center Library Community Rooms (330 N. Coast Hwy). Drop in anytime between 5:30-7:30 pm.

Take our survey, open until March 31, 2025.

¡Responda nuestra encuesta!

For more information, Scan our QR Code or visit OsideInlandRailTrail.org

info@OsideInlandRailTrail.org

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Para información en español, vea el otro lado

Hoja Informativa

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

EL PROYECTO

La Ruto ferroviario interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté terminado, el proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa.

El financiamiento para la Ruta ferroviaria interior de Oceanside fue proporcionado por una subvención de planificación de comunidades sostenibles de Caltrans.

¿QUÉ ESTÁ PASANDO AHORA?

La ciudad de Oceanside está realizando un estudio de viabilidad para construir el último segmento de 7,4 millas de la ruta ferroviaria interior de 21 millas, un sendero para caminar y andar en bicicleta a lo largo de la línea ferroviaria SPRINTER. El plan de Transporte Regional SANDAG 2050 identifica la ruta ferroviaria interior como un proyecto de alta prioridad para ayudar a reducir las millas recorridas por los vehículos y ayudar a nuestra región a alcanzar los objetivos de cambio climático.

El objetivo de este estudio de viabilidad es desarrollar un proyecto "listo para subvención" que esté bien posicionado para competir por financiación local, estatal y federal para el diseño y la construcción finales.

CRONOLOGÍA DEL ESTUDIO

El estudio de viabilidad del proyecto e llevará a cabo en tres fases, con oportunidades para la participación de la comunidad en cada fase.

FASE 1: CONDICIONES EXISTENTES COMPLETADO

Otoño 2024 a invierno 2024/25

La primera fase del estudio de viabilidad identificó las condiciones existentes en el corredor del proyecto. Esto incluyó la identificación de oportunidades y limitaciones en el corredor del proyecto, así como las prioridades de la comunidad.

FASE 2: ALINEAMIENTOS ALTERNATIVOS ESTAMOS AQUÍ

Invierno de 2025 a verano de 2025

Utilizando la información recopilada en la fase de Condiciones Existentes, se han desarrollado tres alineamientos alternativos para el proyecto. Estas alineaciones alternativas se comparten con el público para recopilar opiniones sobre qué alternativa servirá mejor a la comunidad.

FASE 3: PROYECTO PREFERIDO

Verano de 2025 a primavera de 2026

Informado por un estudio técnico y los aportes del público, se desarrollará un proyecto preferido y se compartirá con el público para sus refinamientos finales y se presentará al Concejo Municipal para su aprobación. Luego, el proyecto aprobado estará listo para competir por fondos adicionales para avanzar hacia el diseño final, la revisión ambiental y la construcción.

¡QUEREMOS SABER TU OPINIÓN!

Los aportes del público son fundamentales para crear un proyecto que satisfaga las necesidades de la comunidad, y la ciudad quiere saber de usted. Los comentarios que usted comparta nos ayudarán a determinar qué alineación alternativa servirá mejor a la comunidad.

¡Aprende más sobre el proyecto y comparta sus opiniones en uno de estos eventos de la comunidad!

- **Sábado 15 de marzo de 10 am a 12 pm** en Mance Buchanon Park cerca de la entrada del SLRR Trail
- **Sábado 22 de marzo de 10 am a 12 pm** en el muelle Oceanside en Pacific Street

Venga a nuestro taller comunitario de puertas abiertas el lunes 17 de marzo en las salas comunitarias de la biblioteca del Centro Cívico (330 N. Coast Highway). Ven cuando quiera entre las 5:30 p.m. y las 7:30 p.m.

Responda nuestra encuesta, abierta hasta el 31 de marzo de 2025.

Para obtener más información, escanee nuestro código QR o visite OsideInlandRailTrail.org/Español

info@OsideInlandRailTrail.org

(888) 221-2260

Fact Sheet

OCEANSIDE INLAND RAIL TRAIL PROJECT

THE PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to jobs, housing, medical and community services, and recreation from Escondido to the coast. Funding for the Oceanside Inland Rail Trail Feasibility Study was provided by a Sustainable Transportation Planning Grant from Caltrans.

WHAT'S HAPPENING NOW

The City of Oceanside is conducting a feasibility study for the final 7.4-mile segment of the 21-mile Inland Rail Trail, a walking and biking path along the SPRINTER rail line. The SANDAG 2050 Regional Transportation Plan identifies the Inland Rail Trail as a high priority project to help reduce vehicle miles traveled and help our region achieve climate change goals.

The goal of this feasibility study is to develop a "grant-ready" project that will be well-positioned to compete for local, state, and federal funding for final design and construction.

STUDY TIMELINE

The feasibility study for the Inland Rail Trail project includes three phases, with opportunities for community input in each phase

PHASE 1: EXISTING CONDITIONS COMPLETE

Fall 2024 through Winter 2024/25

The first phase of the feasibility study identified existing conditions in the project corridor. This included identifying opportunities and constraints in the project corridor, as well as community priorities.

PHASE 2: ALTERNATIVE ALIGNMENTS COMPLETE

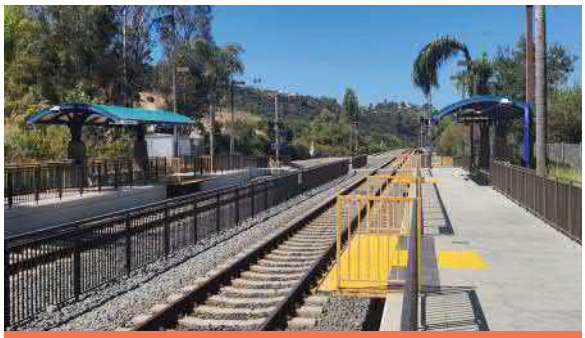
Winter 2025 through Summer 2025

Using information gathered in the Existing Conditions phase, three alternative alignments for the project were developed. These alternative alignments were shared with the public to gather input on which alternative would best serve the community.

PHASE 3: PREFERRED PROJECT WE ARE HERE

Summer 2025 through Spring 2026

Informed by technical analysis and public input, preliminary design concepts and a Draft Feasibility Study have been developed. They are being shared with the public for final refinements before presentation to the City Council for approval. The approved project will then be ready to compete for additional funding to move forward into final design, environmental review, and construction.



WE WANT TO HEAR FROM YOU!

Public input is critical to creating a project that serves the needs of the community and the City wants to hear from you! The input you share will help us refine the preliminary design concepts and Draft Feasibility Study before review by the City Council.

Take our survey, open until December 5, 2025

¡Responda a nuestra encuesta!

For more information, Scan our QR Code or visit OsideInlandRailTrail.org

info@OsideInlandRailTrail.org
(888) 221-2260

Para información en español, vea el otro lado

Hoja Informativa

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

EL PROYECTO

El sendero ferroviario interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté terminado, el proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa.

El financiamiento para el sendero ferroviaria interior de Oceanside fue proporcionado por una subvención de planificación de transporte sostenibles de Caltrans.

¿QUÉ ESTÁ PASANDO AHORA?

La ciudad de Oceanside está realizando un estudio de viabilidad para construir el último segmento de 7,4 millas de la ruta ferroviaria interior de 21 millas, un sendero para caminar y andar en bicicleta a lo largo de la línea ferroviaria SPRINTER. El plan de Transporte Regional SANDAG 2050 identifica la ruta ferroviaria interior como un proyecto de alta prioridad para ayudar a reducir las millas recorridas por los vehículos y ayudar a nuestra región a alcanzar los objetivos de cambio climático.

El objetivo de este estudio de viabilidad es desarrollar un proyecto "listo para subvención" que esté bien posicionado para competir por financiación local, estatal y federal para el diseño y la construcción finales.

CRONOLOGÍA DEL ESTUDIO

El estudio de viabilidad del proyecto se llevará a cabo en tres fases, con oportunidades para la participación de la comunidad en cada fase.

FASE 1: CONDICIONES EXISTENTES COMPLETADO

Otoño 2024 a invierno 2024/25

La primera fase del estudio de viabilidad identificó las condiciones existentes en el corredor del proyecto. Esto incluyó la identificación de oportunidades y limitaciones en el corredor del proyecto, así como las prioridades de la comunidad.

FASE 2: ALINEAMIENTOS ALTERNATIVOS COMPLETADO

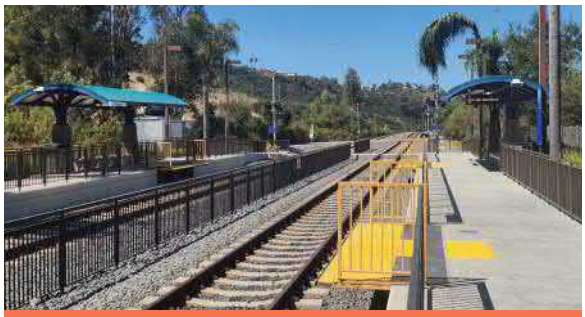
Invierno de 2025 a verano de 2025

Utilizando la información recopilada en la fase de Condiciones Existentes, se han desarrollado tres alineamientos alternativos para el proyecto. Estas alineaciones alternativas se comparten con el público para recopilar opiniones sobre qué alternativa servirá mejor a la comunidad.

FASE 3: PROYECTO PREFERIDO ESTAMOS AQUÍ

Verano de 2025 a primavera de 2026

Informado por un estudio técnico y los aportes del público, se desarrollará un proyecto preferido y se compartirá con el público para sus refinamientos finales y se presentará al Concejo Municipal para su aprobación. Luego, el proyecto aprobado estará listo para competir por fondos adicionales para avanzar hacia el diseño final, la revisión ambiental y la construcción.



¡QUEREMOS ESCUCHAR SU OPINIÓN!

Los aportes del público son fundamentales para crear un proyecto que satisfaga las necesidades de la comunidad, y la ciudad quiere escuchar de usted. Los comentarios que usted comparta nos ayudarán a determinar qué alineación alternativa servirá mejor a la comunidad.

Responda a nuestra encuesta, abierta hasta el 5 de diciembre 2025.

Para obtener más información, escanee nuestro código QR o visite OsideInlandRailTrail.org/Espanol

info@OsideInlandRailTrail.org

(888) 221-2260

Attachment B: Direct Mail Postcards

OCEANSIDE INLAND RAIL TRAIL PROJECT

CITY OF OCEANSIDE

THE PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to the beach, jobs, housing, and recreation from Escondido to the coast.

WE WANT TO HEAR FROM YOU!

The City of Oceanside has kicked off the planning process for the final segment of the Inland Rail Trail project and your input is important to help develop a project that meets the community's needs.

Learn more about the project and share your thoughts at one of these community pop-up events!

- **Saturday, October 12: 10 am to 12 pm**
  Oceanside Pier at Pacific Street
- **Saturday, October 19: 10 am to 12 pm**
  Between the Senior Center and Wagner Aquatic Center on the northeast corner near 3302 Senior Center Dr

Take our survey, open until October 31, 2024.

For more information, Scan our QR Code or visit OsideInlandRailTrail.org

info@OsideInlandRailTrail.org

(888) 221-2260

Para información en español, visita OsideInlandRailTrail.org/Español

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

OCEANSIDE INLAND RAIL TRAIL

CITY OF OCEANSIDE

EL PROYECTO

El sendero ferroviario interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté terminado, el proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa.

¡QUEREMOS SABER TU OPINIÓN!

La ciudad de Oceanside ha comenzado el proceso de planificación para el segmento final del proyecto sendero ferroviario y su opinión es importante para ayudar a desarrollar un proyecto que satisfaga las necesidades de la comunidad.

¡Aprende más sobre el proyecto y comparta sus opiniones en uno de estos eventos de la comunidad!

- **Sábado 12 de Octubre de 10 am a 12 pm**
  En el muelle de Oceanside en Pacific Street
- **Sábado 19 de Octubre de 10 am a 12 pm**: Entre el Centro de mayores y el Centro acuático Wagner en la esquina noreste junto a 3302 Senior Center Dr

Responda nuestra encuesta, abierta hasta el 31 de octubre de 2024.

Para obtener más información, escanee nuestro código QR o visite OsideInlandRailTrail.org/Español

info@OsideInlandRailTrail.org (888) 221-2260

OCEANSIDE INLAND RAIL TRAIL PROJECT

CITY OF OCEANSIDE

Caltrans

OCEANSIDE INLAND RAIL TRAIL PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to the beach, jobs, housing, and recreation from Escondido to the coast. Funding for the Oceanside Inland Rail Trail Feasibility Study was provided by a Sustainable Communities Planning Grant from Caltrans.

WE WANT TO HEAR FROM YOU!

The City of Oceanside is considering alignment alternatives for the final segment of the Inland Rail Trail project and your input is important to help develop a project that meets the community's needs.

Learn more about the project and share your thoughts at one of these Community Pop-up Events or Open House Workshop!

- **Saturday, March 15: 10 am - 12 pm**
  (Mance Buchanon Park near SLRR Trail Entrance)
- **Monday, March 17: 5:30 - 7:30 pm**
  (Civic Center Library Community Rooms)
- **Saturday, March 22: 10 am - 12 pm** (Oceanside Pier at Pacific Street)

Take our survey, open until March 31, 2025.
For more information, visit OsideInlandRailTrail.org

info@OsideInlandRailTrail.org
(888) 221-2260

Para acceder a esta información en español, visite OsideInlandRailTrail.org/espanol.

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

OCEANSIDE INLAND RAIL TRAIL

CITY OF OCEANSIDE

Caltrans

EL PROYECTO DE RUTA FERROVIARIA INTERIOR DE OCEANSIDE

El proyecto de Ruta ferroviaria interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté completo, este proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa. El financiamiento para el Estudio de Viabilidad del Ferrocarril Interior de Oceanside fue proporcionado por una Subvención de Planificación de Comunidades Sostenibles de Caltrans.

¡QUEREMOS SABER TU OPINIÓN!

La ciudad de Oceanside está considerando alternativas de alineación para el segmento final del proyecto ruta ferroviaria interior y su opinión es importante para ayudar a desarrollar un proyecto que satisfaga las necesidades de la comunidad.

Aprenda más sobre el proyecto y comparta sus opiniones en uno de estos eventos comunitarios o talleres de puertas abiertas.

- **Sábado 15 de marzo de 10 am a 12 pm** en Mance Buchanon Park cerca de la entrada del SLRR Trail
- **Lunes 17 de marzo de 5:30 pm a 7:30 pm** en las salas comunitarias de la biblioteca del Centro Cívico
- **Sábado 22 de marzo de 10 am a 12 pm** en el muelle Oceanside en Pacific Street

Responda nuestra encuesta, abierta hasta el 31 de marzo de 2025.

Para obtener más información, visite OsideInlandRailTrail.org/espanol

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(888) 221-2260

OCEANSIDE INLAND RAIL TRAIL PROJECT

CITY OF OCEANSIDE

Caltrans

OCEANSIDE INLAND RAIL TRAIL PROJECT

The Oceanside Inland Rail Trail Project is the final segment of a 21-mile multi-use path that will connect the cities of Oceanside, Vista, San Marcos, and Escondido. When complete, this project will provide access to the beach, jobs, housing, and recreation from Escondido to the coast. Funding for the Oceanside Inland Rail Trail Feasibility Study was provided by a Sustainable Transportation Planning Grant from Caltrans.

WE WANT TO HEAR FROM YOU!

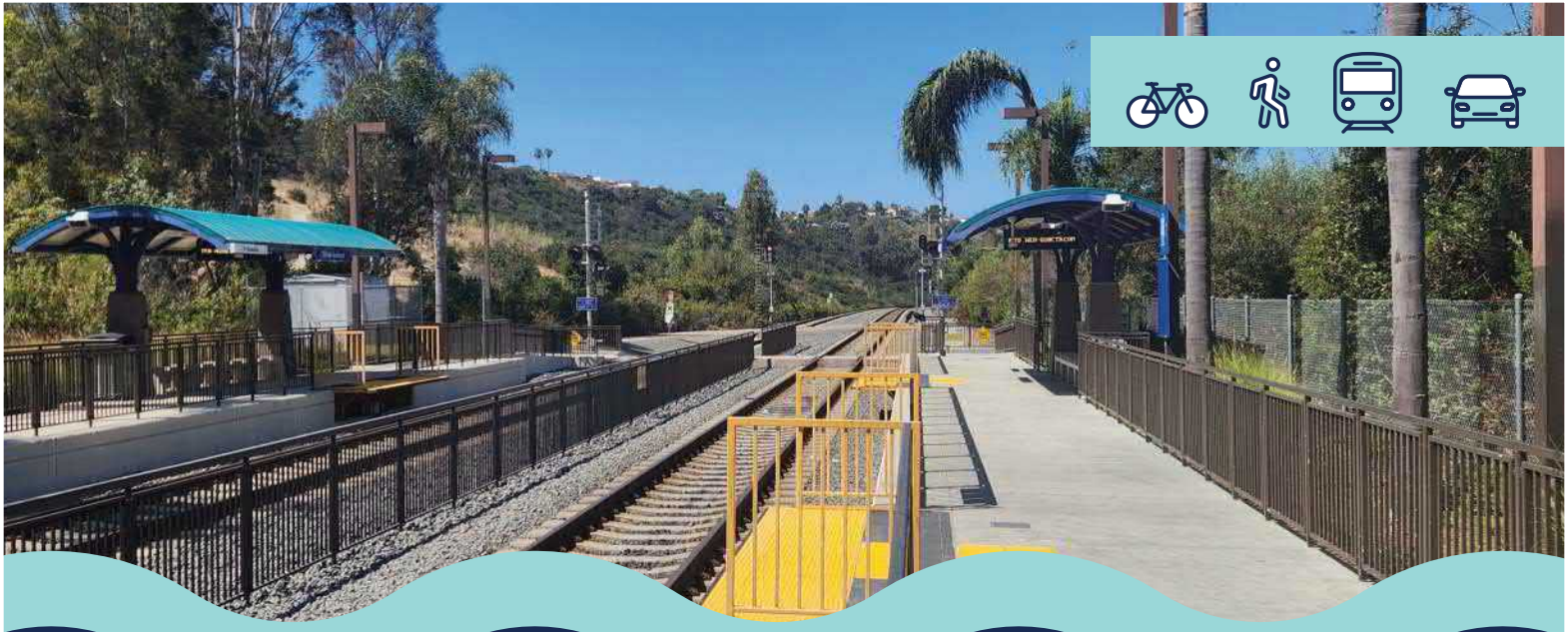
With your input, the City of Oceanside has developed preliminary concepts and Draft Feasibility Study for the Oceanside Inland Rail Trail Project. We'd like to hear what you think! Take our survey to let us know your thoughts on how this project meets the community's need.

Take our survey, open until December 5, 2025.

For more information, visit OsideInlandRailTrail.org

Para acceder a esta información en español, visite OsideInlandRailTrail.org/espanol.

info@OsideInlandRailTrail.org
(888) 221-2260



PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

OCEANSIDE INLAND RAIL TRAIL

CITY OF OCEANSIDE

Cdtrans

EL PROYECTO DE SENDERO FERROVIARIA INTERIOR DE OCEANSIDE

El proyecto de el sendero ferroviaria interior de Oceanside es el segmento final de una ruta de usos múltiples de 21 millas que conectará las ciudades de Oceanside, Vista, San Marcos y Escondido. Cuando esté completo, este proyecto brindará acceso a la playa, empleos, viviendas y recreación desde Escondido hasta la costa. El financiamiento para el Estudio de Viabilidad del Sendero Ferroviaria Interior de Oceanside fue proporcionado por una Subvención de Planificación de Comunidades Sostenibles de Caltrans.

QUEREMOS ESCUCHAR SU OPINIÓN

Con sus contribución, la ciudad de Oceanside ha desarrollado los conceptos preliminares y el borrador del estudio de viabilidad para el proyecto de sendero ferroviaria interior de Oceanside ¡Nos gustaría escuchar su opinión! Complete nuestra encuesta para compartir su opinión sobre cómo este proyecto satisface las necesidades de la comunidad.

Responda a nuestra encuesta, abierta hasta el 5 de diciembre de 2025.

Para obtener más información, visite OsideInlandRailTrail.org/espanol

info@OsideInlandRailTrail.org
(888) 221-2260

Attachment C: Community Advisory Board Meeting Materials

Oceanside Inland Rail Trail Community Advisory Board

Meeting #1

Agenda

1. Community Advisory Board
2. Project Description
3. Process & Engagement
4. Project Considerations
5. Next Steps

Community Advisory Board

Attendees of the Community Advisory Board (CAB)

- San Luis Rey band of Mission Indians
- Oceanside Arts Commission

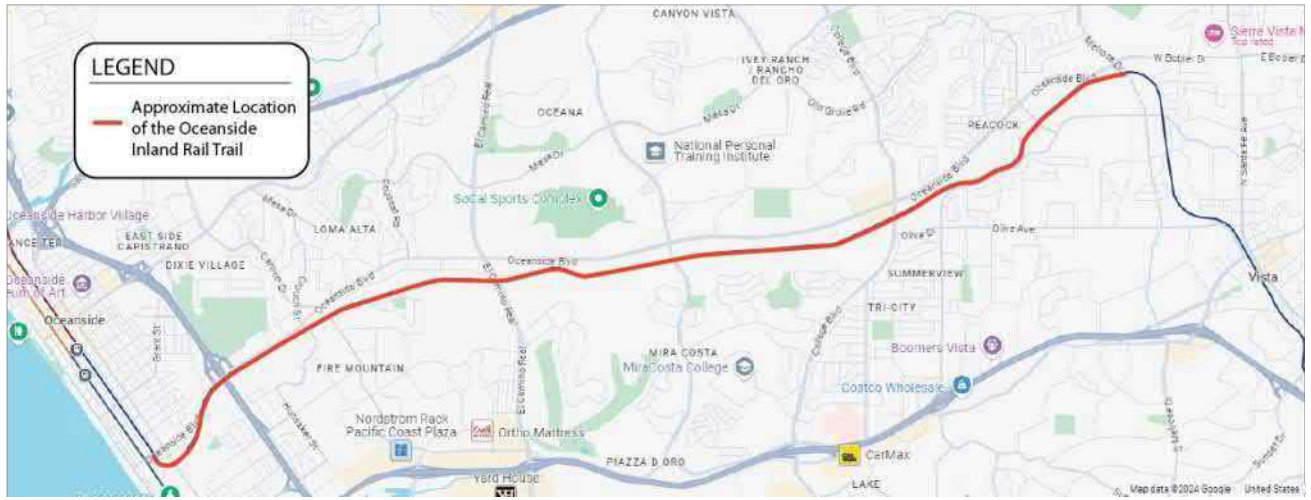
Priorities of the CAB

- Act as a liaison between the project and the public
- Increase engagement and develop community support for the project
- Enhance project team understanding of community needs
- Support the development and refinement of the preferred alternative

Project Description

Oceanside Inland Rail Trail Description

- Final link in the 21-mile Inland Rail Trail, connecting Oceanside, Vista, San Marcos, Escondido, and unincorporated County of San Diego
- Intended to provide commuter and recreational access to employment, medical & community centers, housing opportunities, regional Transit, and the Pacific Ocean
- Part of Oceanside and SANDAG's plan to provide strong east-west active transportation connections to meet regional transportation needs

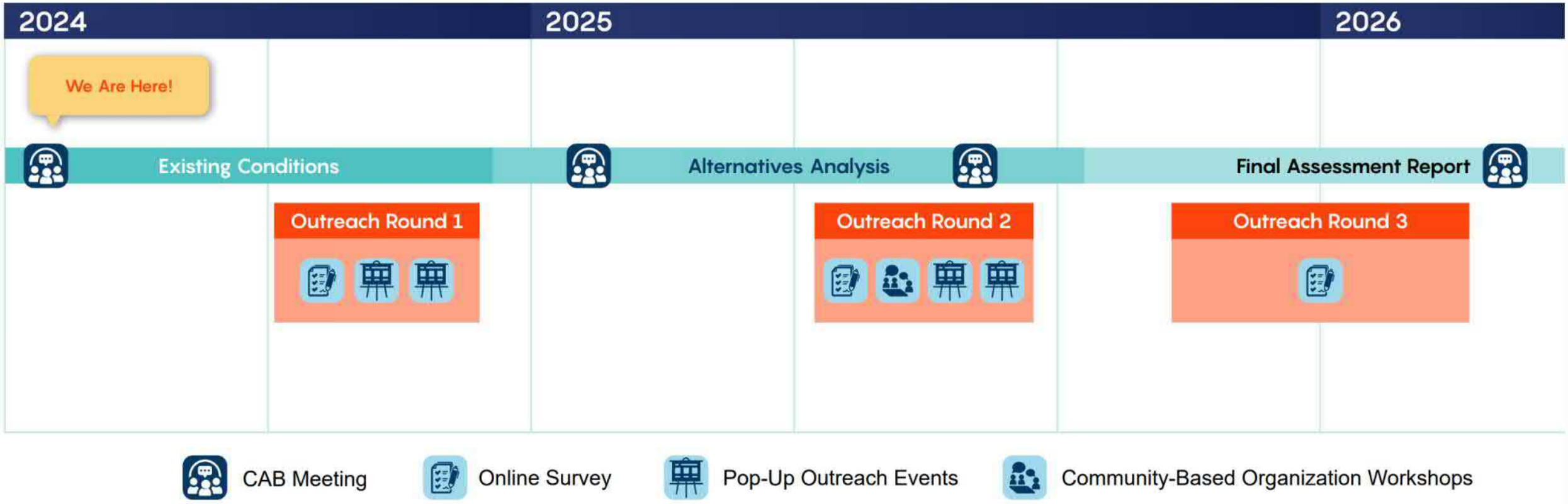


Project Objectives

- Create **safe, free, and low stress connection** to the Pacific Ocean
- **Encourage pedestrian and bicycle use** to places of employment, recreation, and education particularly in support of **underserved communities**
- Connect the multi-use path to provide **multimodal use at local and regional levels**
- Engage the public throughout the project process to **create a continuous feedback loop** and ensuring **significant input from low-income/underserved communities** and vulnerable populations
- Create a **feasible multiuse path alignment** through a publicly transparent way that balances **sustainability, mobility, safety, economy, health, and social equity**
- Establish a **clear direction and feasibility steps** to implement the project study corridor

Process & Engagement

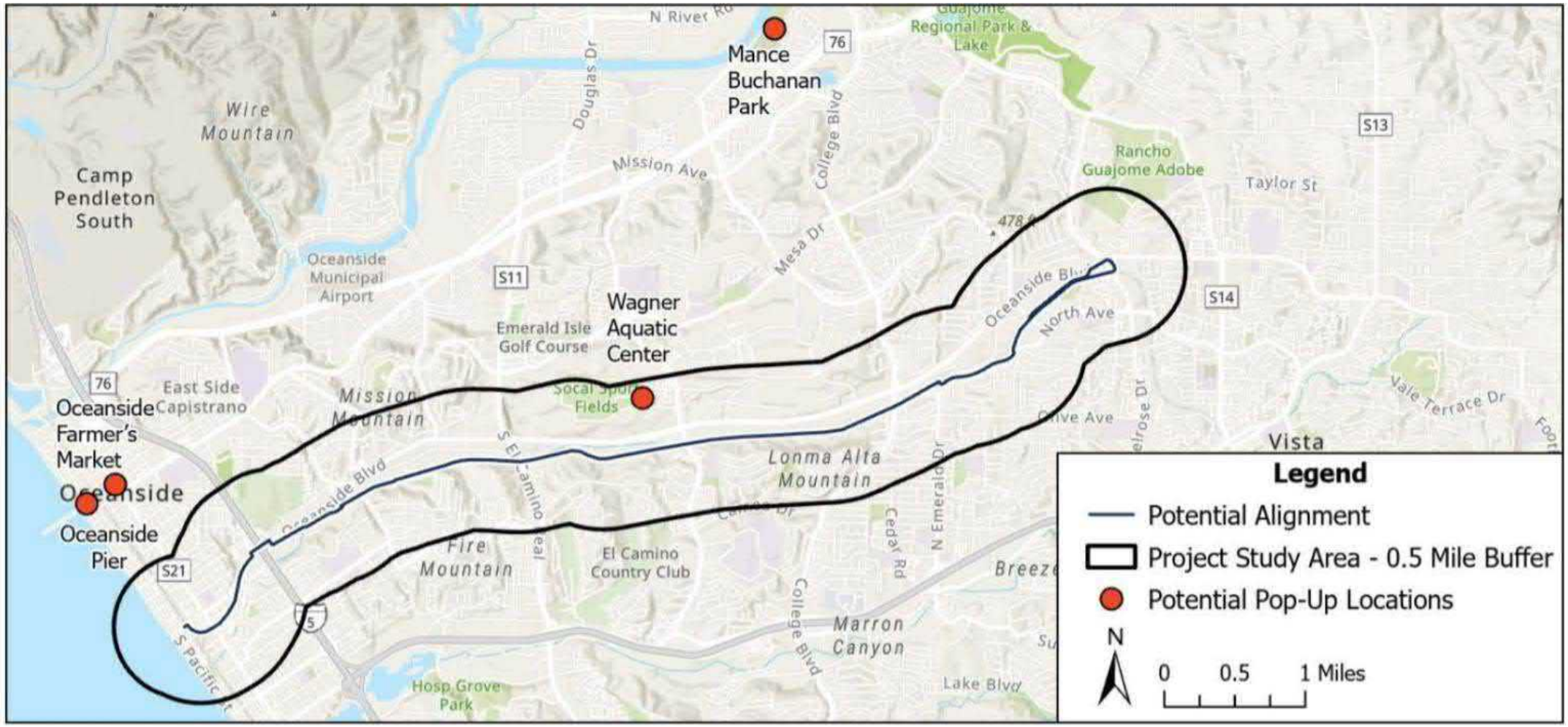
Project Schedule



Phase 1 of Engagement

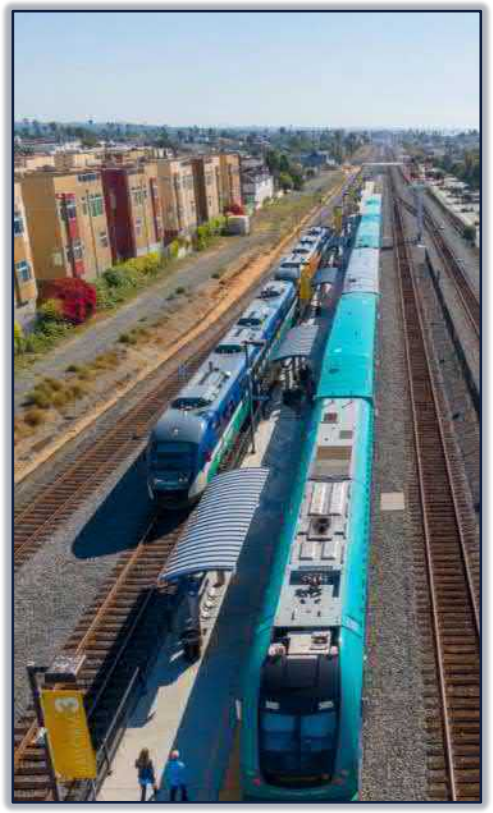
- Launch Project Website
- Phase 1 Online Survey
- Social Media (Through City Social Channels)
  - Survey
  - Pop-Up Outreach
- Phase 1 Pop-Up Outreach Events
  - Location 1 TBD
  - Location 2 TBD

Possible Locations for Pop-Up Outreach Events



Project Considerations

Considerations



Connecting Transit Investment Areas

Parallel Corridors

Double-Tracking Development by NCTD

Development Adjacent to Corridor

Considerations

Ecological Features

Steep Slopes

Physical Barriers

Narrow Right-of-Way

Next Steps

Next Steps

- Develop Phase 1 survey (Existing Conditions and Community Priorities)
- Establish social media presence to generate interest in surveys and pop-up outreach events
- Expect communication from Kimley-Horn regarding:
  - Phase 1 survey
  - Project website
  - Pop-up outreach event materials

MEETING AGENDA AND NOTES

Community Advisory Board Meeting #1

September 4th, 2024, at 1:30 PM PDT

Location: Oceanside Civic Center Library Community Room

Participants

Group	Attendees
Friends of El Corazon	David Callahan
SANDAG	Josh Clark
City of Vista	Sam Hasenin
Caltrans	Mohamad Khatib
Oceanside Bike and Ped Committee	Tom Lichterman
Oceanside Arts Commission	Brigid Parsons
NCTD	Ricky Cervantes
City of Oceanside	Luis Cardenas, Kymberly Corbin, Teala Cotter, Howard LaGrange, Shannon Vitale
Byrne-Comm	Kristen Byrne
Kimley-Horn	Mark Araujo, Matt Horton, Josh Rowe

Agenda

1. Introduction of the Community Advisory Board
2. Project Description
3. Process & Engagement
4. Project Considerations
5. Next Steps

Meeting Summary

Introduction of the Community Advisory Board (CAB)

- The CAB is to act as a liaison between the project and the public
- The project team will look to the CAB for guidance throughout the Project
- Approximately 20% of the project budget is outreach

Project Description

- Final piece of the 21-mile Inland Rail Trail (IRT), connecting communities from Oceanside to Escondido

- Project motive is to create a safe, free, and low stress connection for pedestrians and bicyclists to employment, recreation, education, and the Pacific Ocean
- The Project will occur in 3 phases:
    - Phase 1 – Existing Conditions
    - Phase 2 – Alternative Alignments
    - Phase 3 – Final Assessment and Alignment
- Feasibility is a major concern (the path should be easy to access and support all users)
- The Project will learn from previously completed sections of the trail in Vista
- The Project is open to identifying environmental constraints that can be used to set out a road map for CEQA approval
- The goal of the Project is to create a blueprint for the preferred alternative that can be used for grant applications and can guide the design of the Trail
- SANDAG noted that previous experiences implementing IRT segments required significant resources and that the Oceanside segment should plan accordingly

Process & Engagement

- The Project website has been launched
- An online survey is planned for the end of this month (September 2024), and will be pushed by City of Oceanside social media channels and sidewalk decals
- City of Vista is open to using its social media channels to promote materials for the Project
- We are currently in Phase 1 of the Project, which will include two pop-up outreach events
    - In addition to the locations shown in the slide materials, the following locations should be considered for pop-up events:
        - FrontWave Arena
        - Buccaneer Park
        - Existing Inland Rail Trail near border of Cities of Vista and Oceanside
        - Day Farmers Market (as opposed to the Night Market)
        - Friends of El Corazon free concert on September 25
- Zip codes should be recorded during public input to determine accurate usership of the trail

Project Considerations

- NCTD is double tracking along the entire length of the Project corridor
    - Existing segment of the IRT between Los Angeles Dr and Melrose Dr was constructed before NCTD completed double tracking, and can be used for reference
- New development along the Project corridor
    - New development provides an opportunity for providing set-asides for Trail infrastructure
    - New development can be used to provide public art installations along the Trail
- Active creek bed
- I-5 undercrossing
- Narrow right-of-way

Next Steps

- Phase 1 survey and pop-up event information will be developed by project team
    - CAB will boost engagement in Phase 1 survey and pop-up events
- Reconvene the CAB after Phase 1 outreach is complete and alternative alignments are developed

Action Items

- KH will focus on feasibility and usability in developing alternatives
- Project team will learn from City of Vista's experience with their segments of the IRT
- KH to consider developing list of environmental constraints during Phase 2
- Project team to consider the following locations for pop-up events:
    - FrontWave Arena
    - Friends of El Corazon free concert on September 25
    - Buccaneer Park
    - Oceanside Day Farmers Market (as opposed to Night Market)
    - IRT at border of Oceanside and Vista
- Project team to ask respondents their zip codes during engagement
- Project team to provide City of Vista with marketing materials for social media
- Segment of IRT between Los Angeles Dr and Melrose Dr to be used for precedent of designing Trail before NCTD has completed double tracking
- New development along the Project corridor to be considered for public art installations

Oceanside
Inland Rail Trail Community Advisory Board

Meeting #2

Agenda

1. Re-Introduce the CAB and Project Description
2. Results of Phase 1 of Engagement
3. Phase 2 of Engagement
4. Alignment Alternatives
5. Next Steps

Community Advisory Board and Project Description

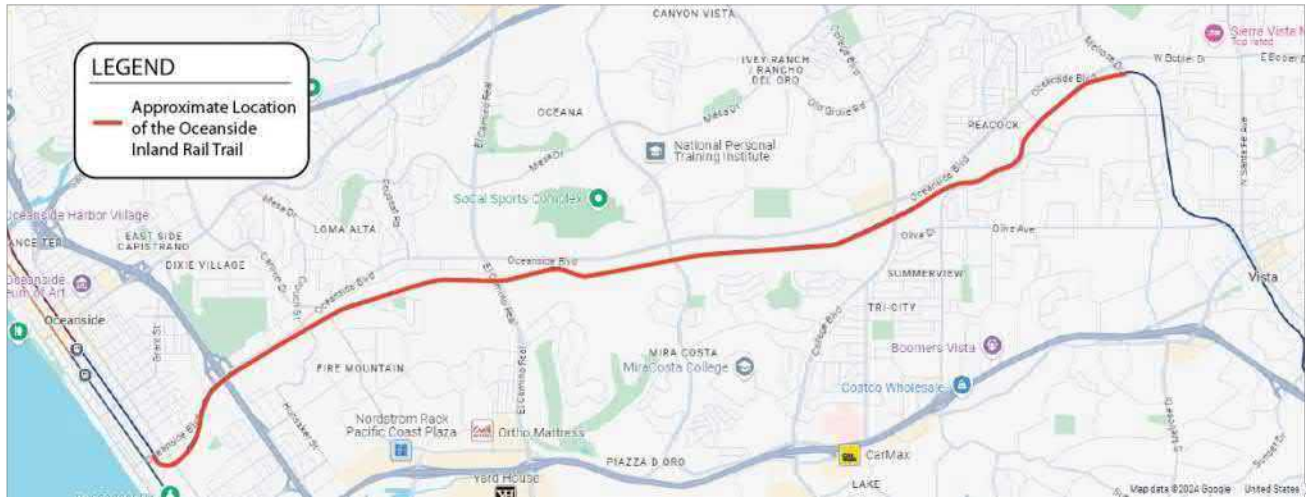
Attendees of the Community Advisory Board (CAB)

Priorities of the CAB

- Act as a liaison between the project and the public
- Increase engagement and develop community support for the project
- Enhance project team understanding of community needs
- Support the development and refinement of the preferred alternative

Oceanside Inland Rail Trail Description

- Final link in the 21-mile Inland Rail Trail, connecting Oceanside, Vista, San Marcos, Escondido, and unincorporated County of San Diego
- Intended to provide commuter and recreational access to employment, medical & community centers, housing opportunities, regional Transit, and the Pacific Ocean
- Part of Oceanside and SANDAG's plan to provide strong east-west active transportation connections to meet regional transportation needs



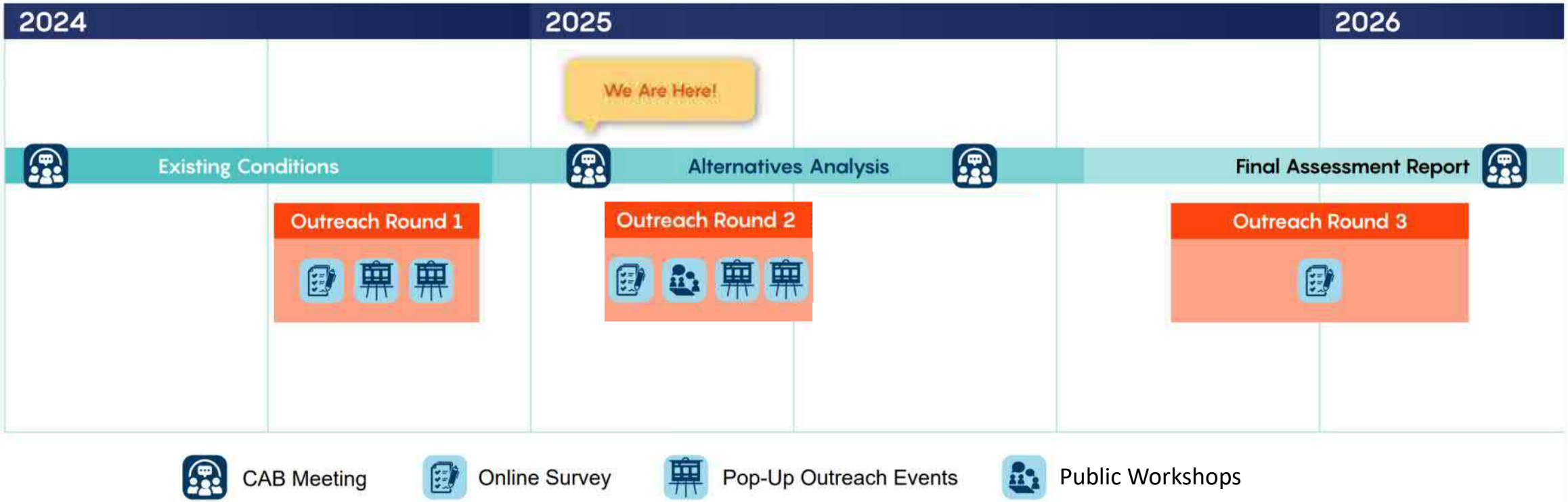
Phase 1 of Engagement Results

Key Takeaways from Public Input

- The project enjoys broad support from those that were engaged
- Safety is a primary concern. Those engaged cited the following:
  - The City needs to prevent homeless encampments
  - There was a strong desire for separation between pedestrians and bikes/e-bikes
  - Road crossings need to be safe
- Trail connectivity is a priority
- Most people would use the Inland Rail Trail for biking/e-biking (more than 60%)
- The Inland Rail Trail would help the community be more active and access public recreation
- Shade, lighting, and native landscaping are important elements to incorporate into the project

Phase 2 of Engagement

Project Schedule



Phase 2 Engagement Timeline

Jan – Feb 2025:

- Finalize 3 alignment alternatives

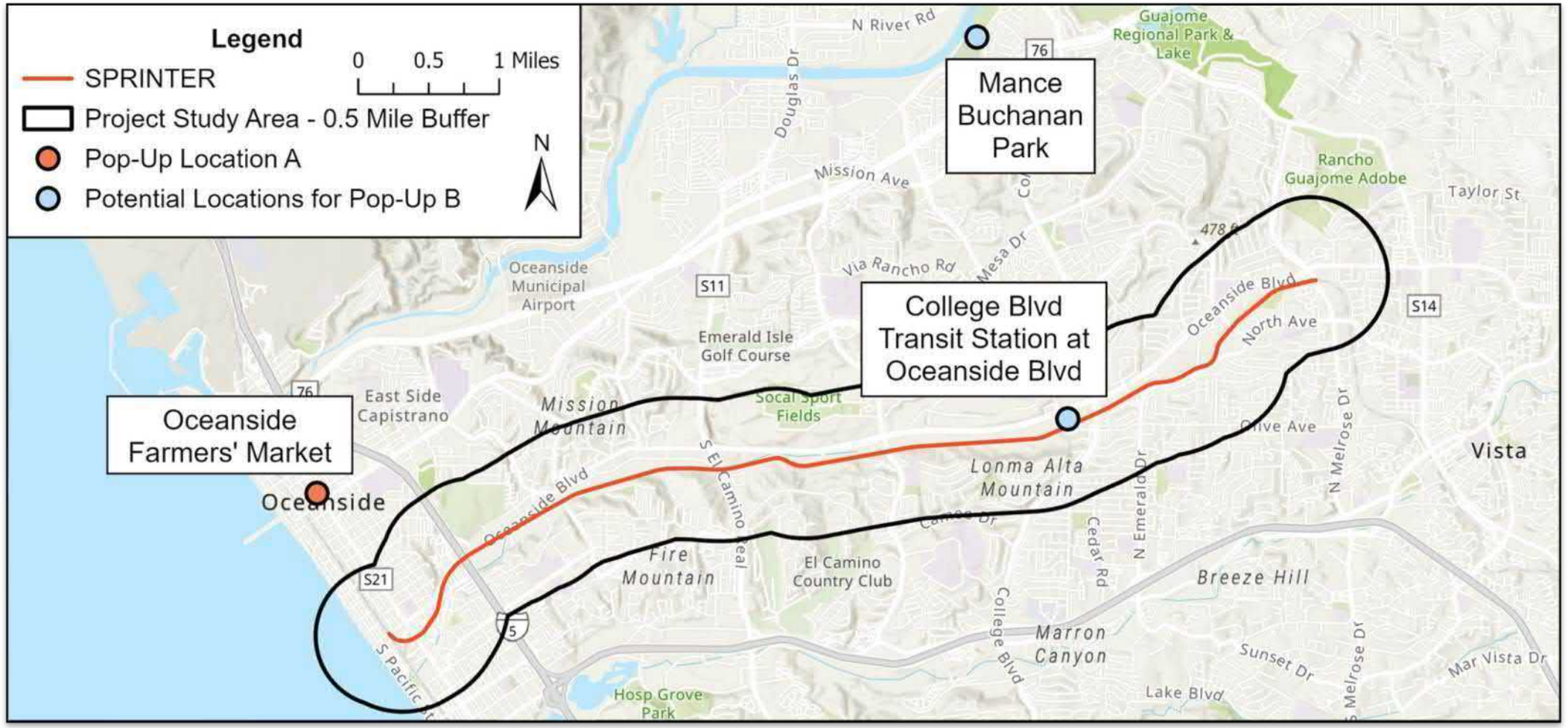
March 2025:

- Official launch of Phase 2 of Engagement
- Bring 3 alignment alternatives to Public
- 2 pop-up events, 1 public workshop, 1 survey

April 2025:

- Synthesize data collected in phase 2 of engagement, begin refining preferred alignment alternative

Possible Locations for Phase 2 Outreach Events

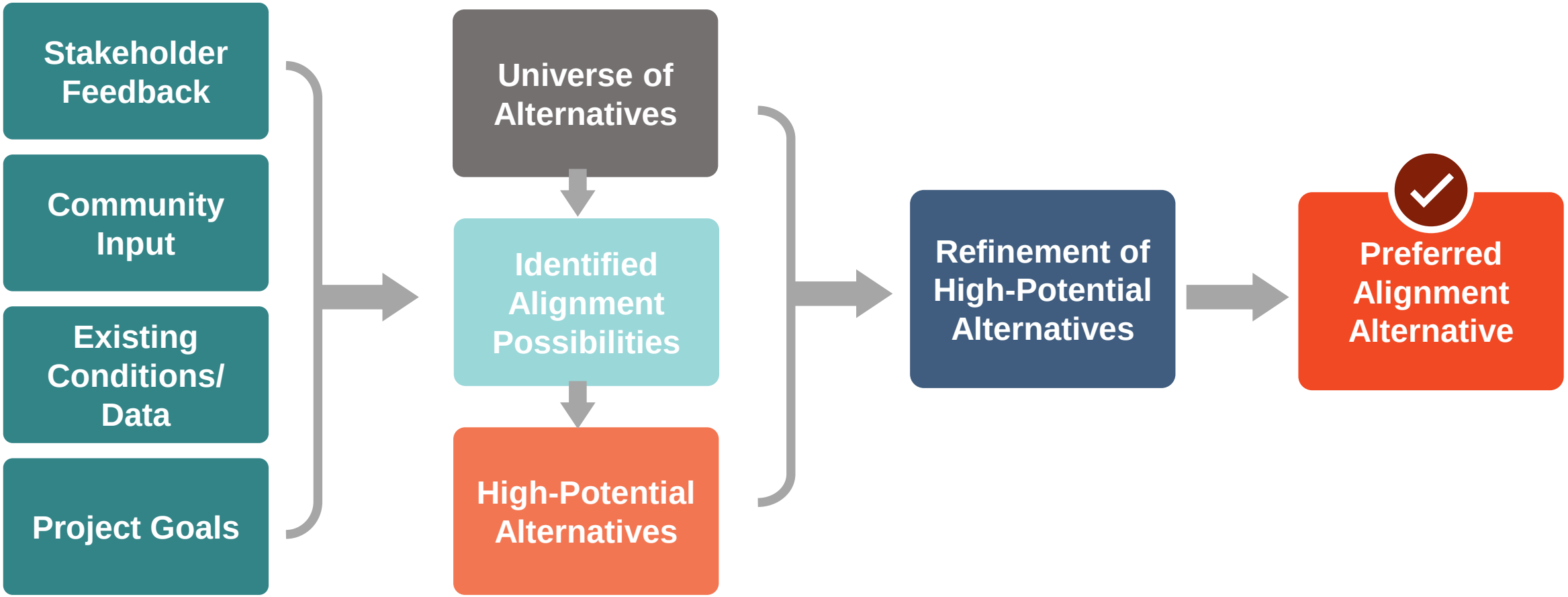


Public Workshop

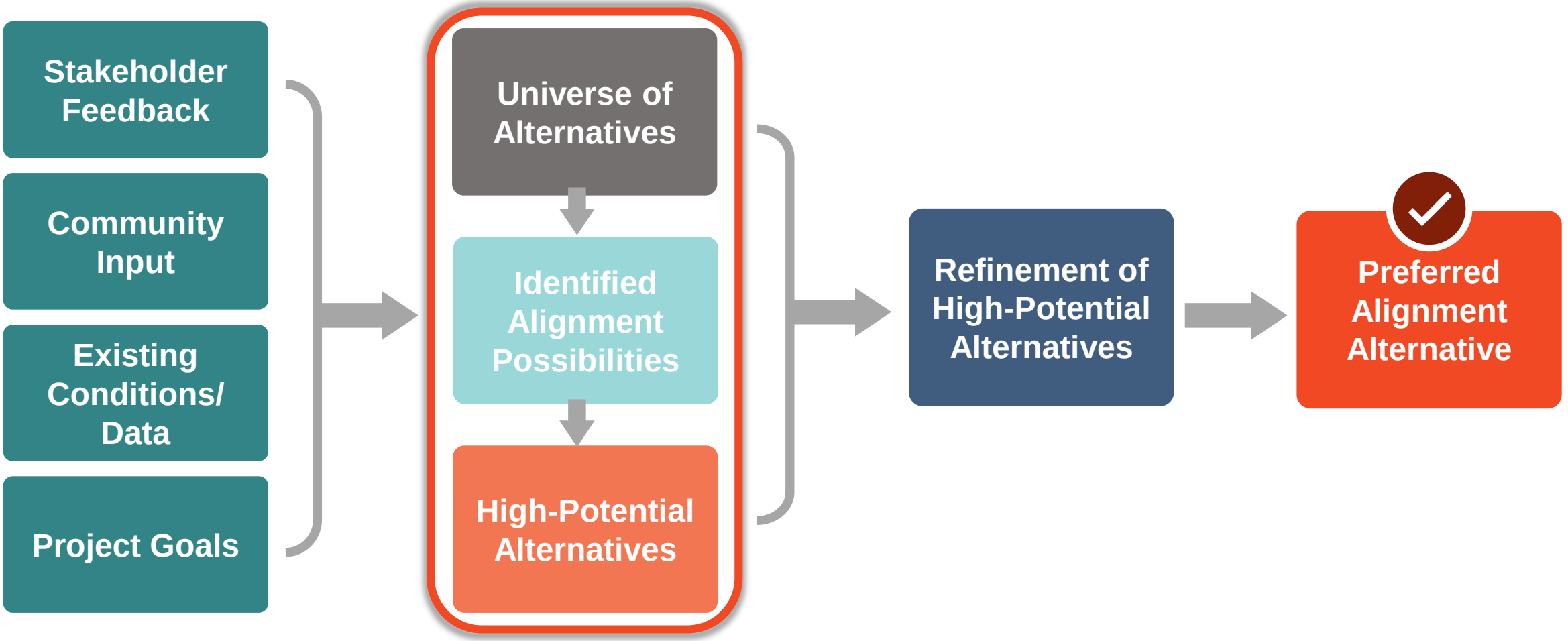
- Focused outreach to Community-Based Organizations (CBOs)
- Share 3 alignment alternatives
- Opportunity for public to share comments about specific locations along the study corridor

Alignment Alternative Development

Alignment Alternative Development Flowchart



Alignment Alternative Development Flowchart



Fall – Winter 2024

Winter 2024 – Spring 2025

Spring 2025

Spring – Summer 2025

Alignment Characteristics

Access

Cost

Level of Stress

Route Directness

Topography

Alignment Characteristics

Access

Cost

Level of Stress

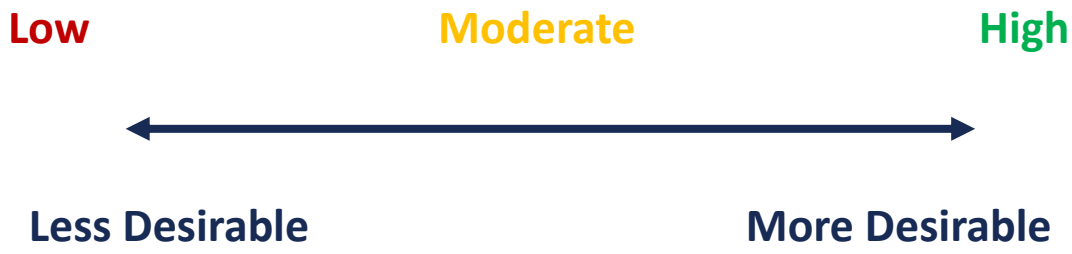
Route Directness

Topography

Access relates to opportunities for trail users to enter and exit the trail, specifically near trip attractors.

Score based on:

- Number of opportunities to enter/exit trail between cross-streets
- Number of cross-street intersections with bike/ped facilities



Alignment Characteristics

Access

Cost

Level of Stress

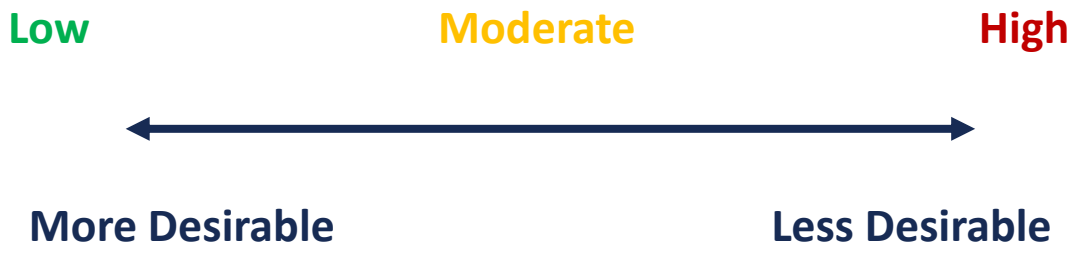
Route Directness

Topography

Cost is a qualitative assessment of the possible price of an alignment alternative.

Score based on:

- Structures such as bridges or retaining walls
- Earthwork, floodplain, right-of-way acquisition



Alignment Characteristics

Access

Cost

Level of Stress

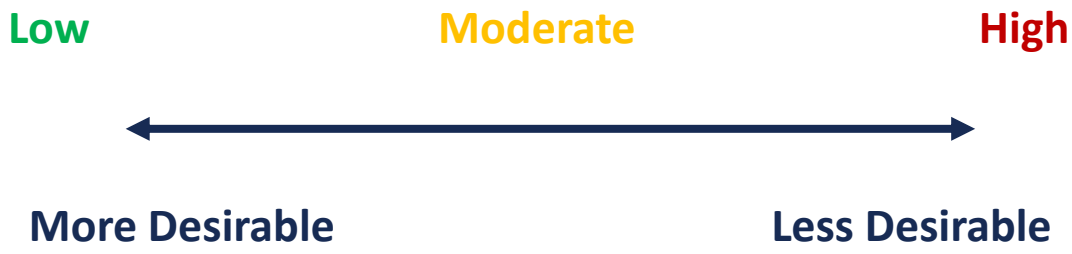
Route Directness

Topography

Level of Stress relates to the comfortability of trail users resulting from their interaction with vehicular traffic.

Score based on:

- Separation from vehicular traffic
- Adjacent vehicular speeds



Alignment Characteristics

Access

Cost

Level of Stress

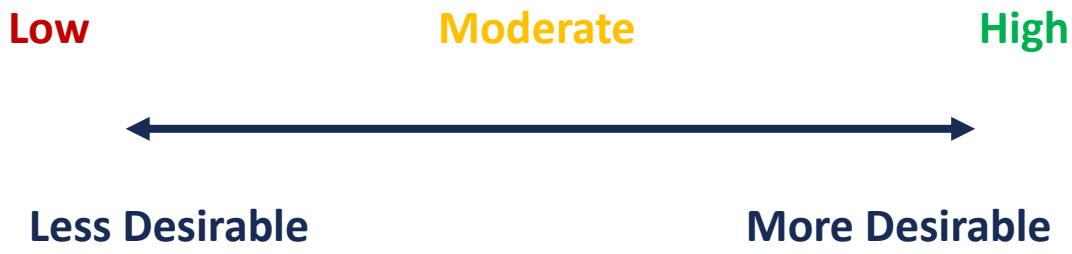
Route Directness

Topography

Route Directness is a qualitative measure of path continuity.

Score based on:

- Number of times that the alignment alternative meanders north-south



Alignment Characteristics

Access

Cost

Level of Stress

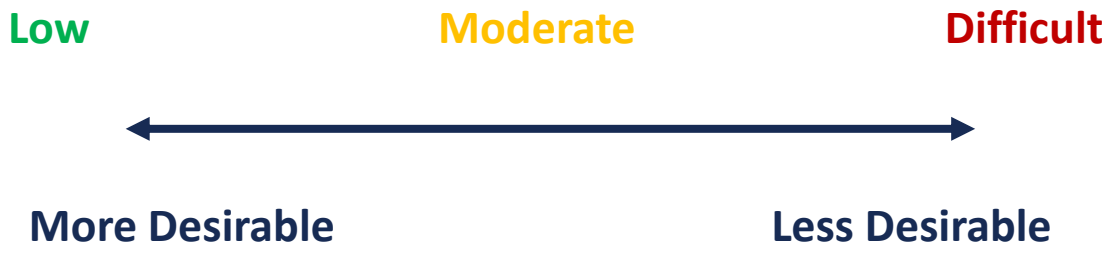
Route Directness

Topography

Topography describes the engineering challenges posed by existing grades for an alignment alternative.

Score based on:

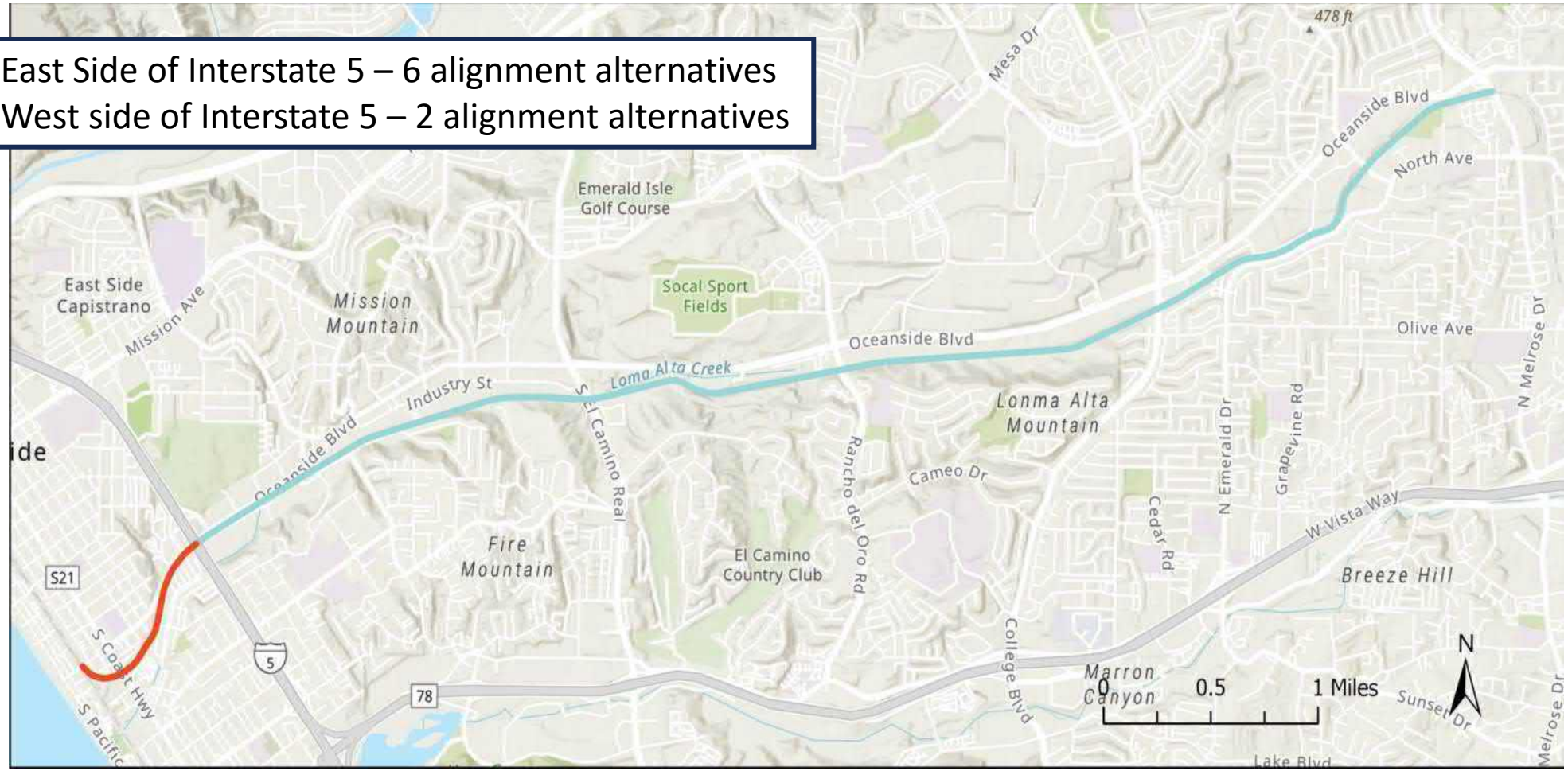
- Interaction with steep slopes
- Amount of alignment alternative likely to require significant earthwork



Alignment Alternatives

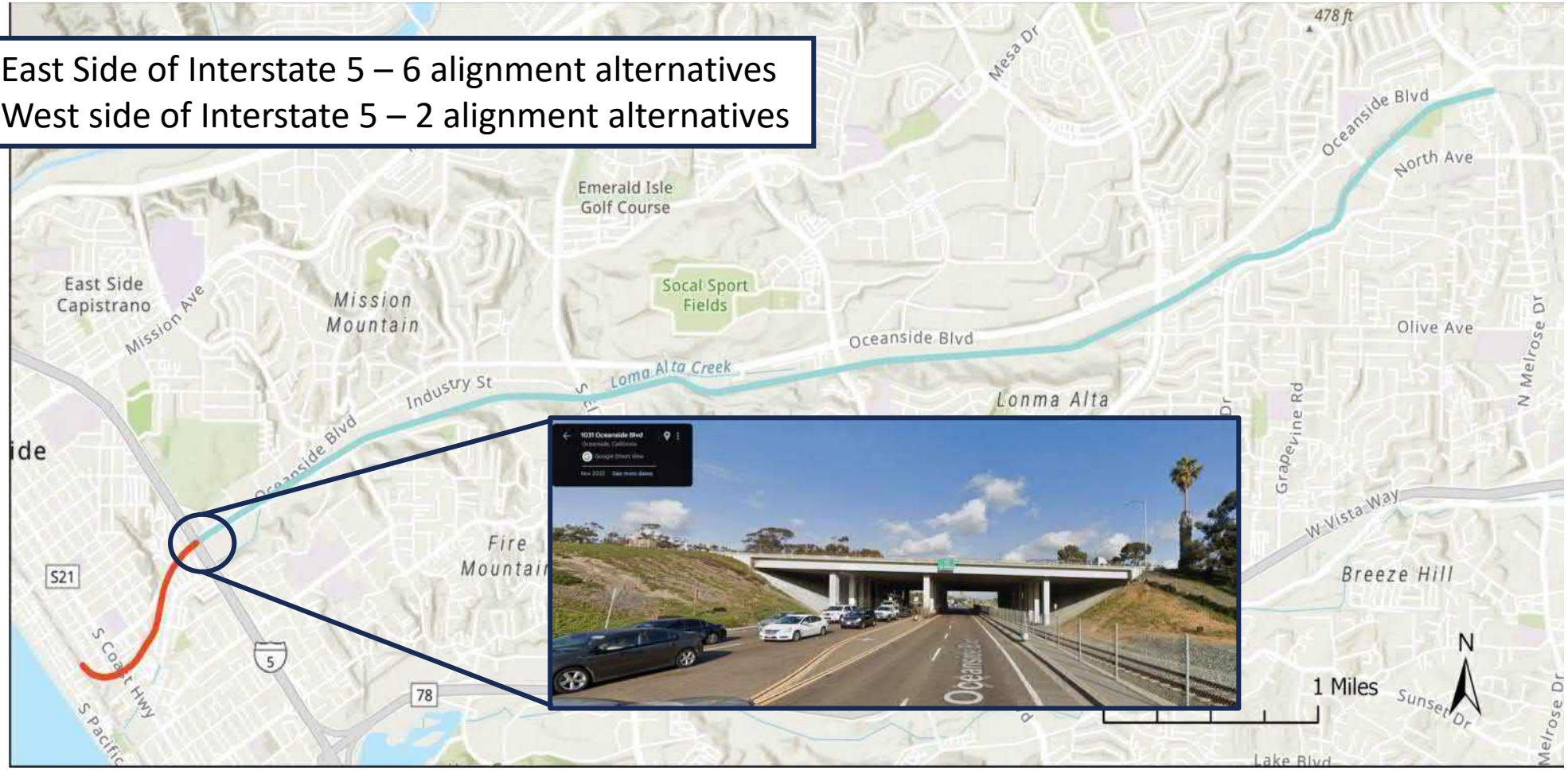
Alignment Alternatives

East Side of Interstate 5 – 6 alignment alternatives
West side of Interstate 5 – 2 alignment alternatives



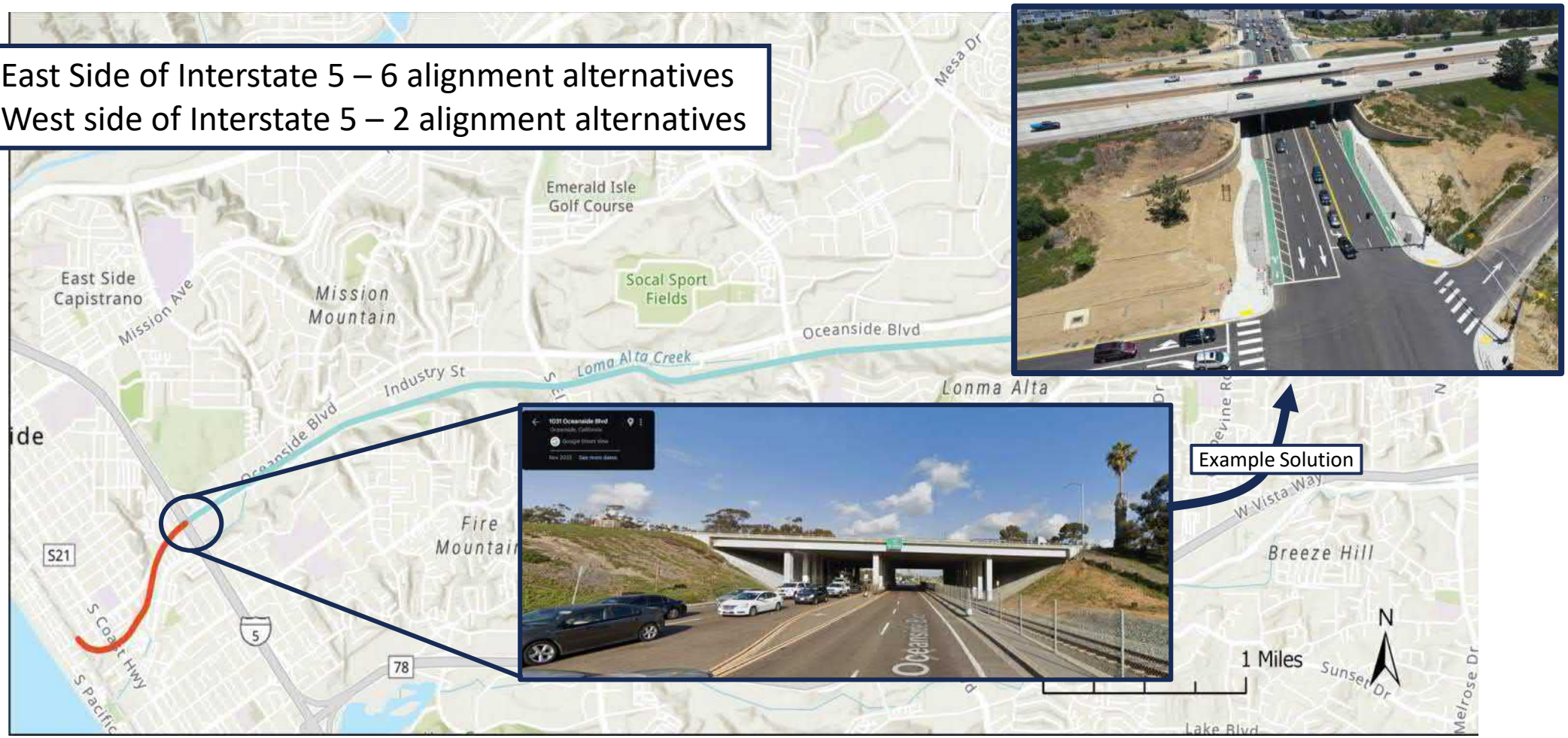
Alignment Alternatives

East Side of Interstate 5 – 6 alignment alternatives
West side of Interstate 5 – 2 alignment alternatives



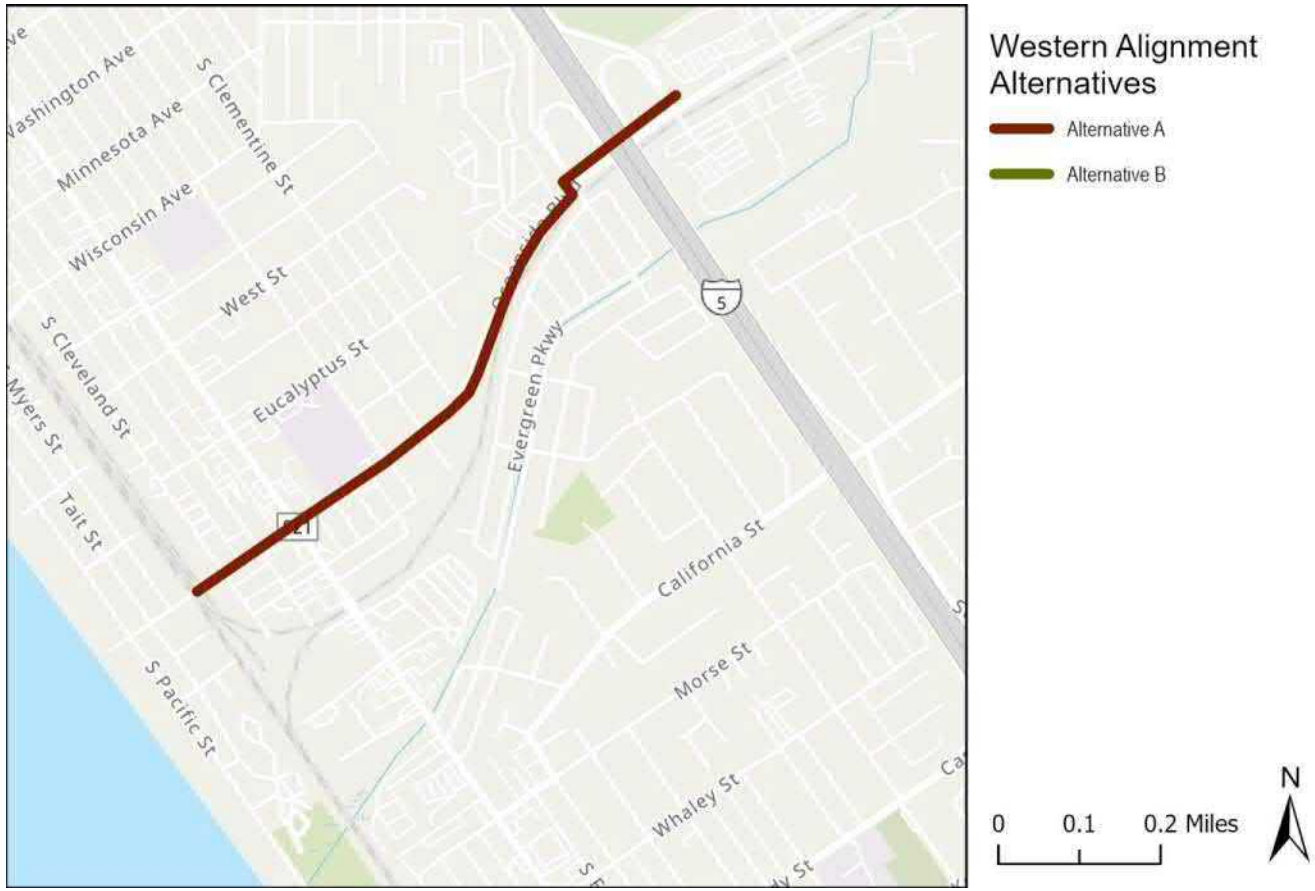
Alignment Alternatives

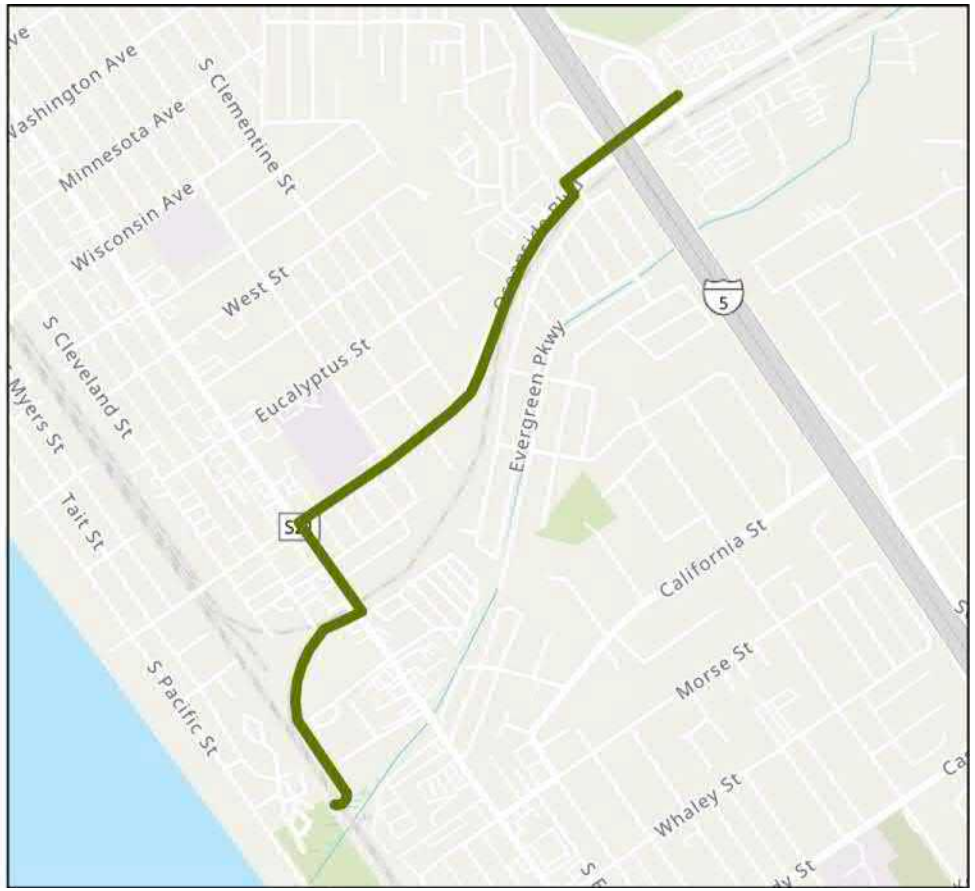
East Side of Interstate 5 – 6 alignment alternatives
West side of Interstate 5 – 2 alignment alternatives



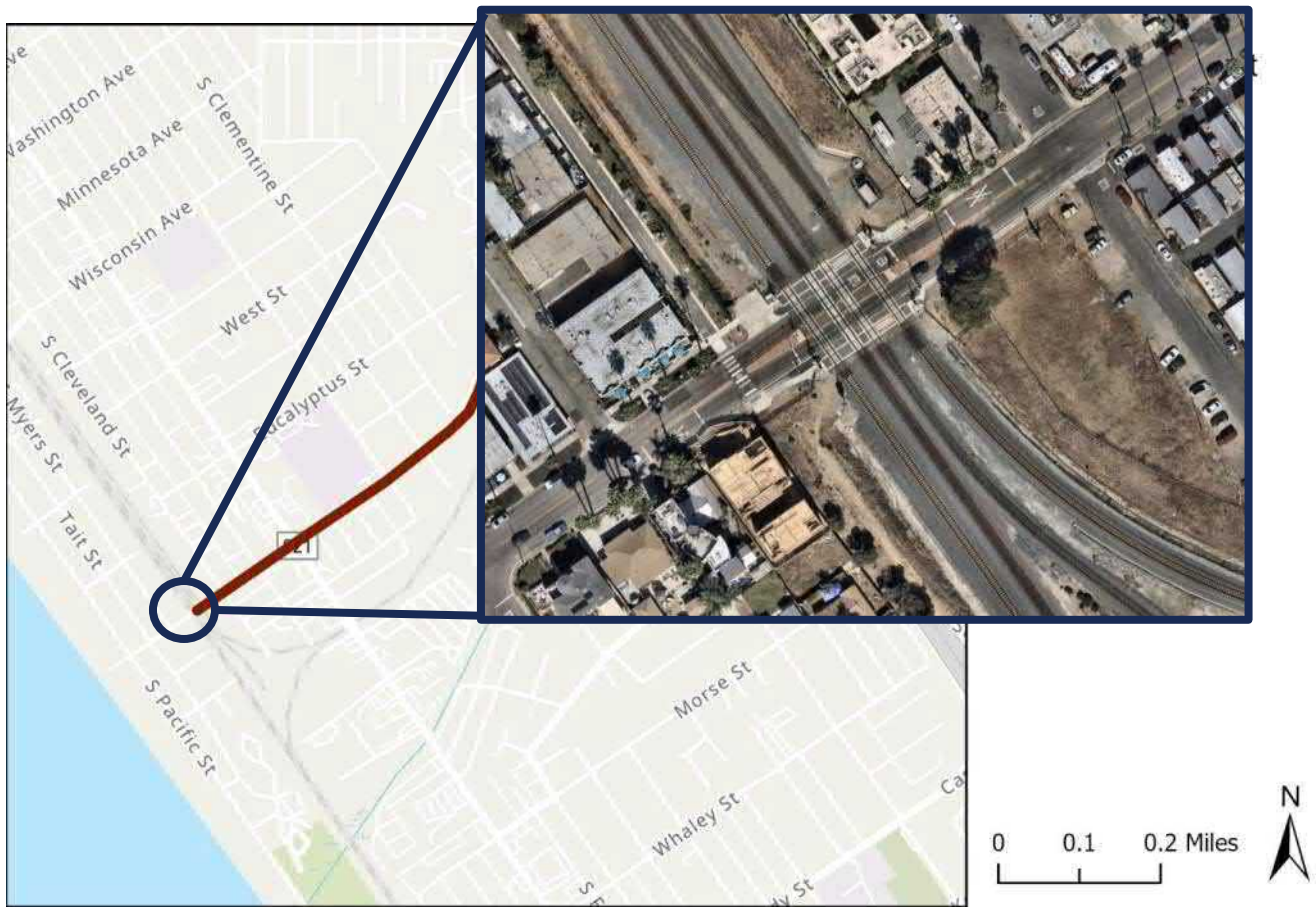
Alignment Alternatives – West of Interstate 5

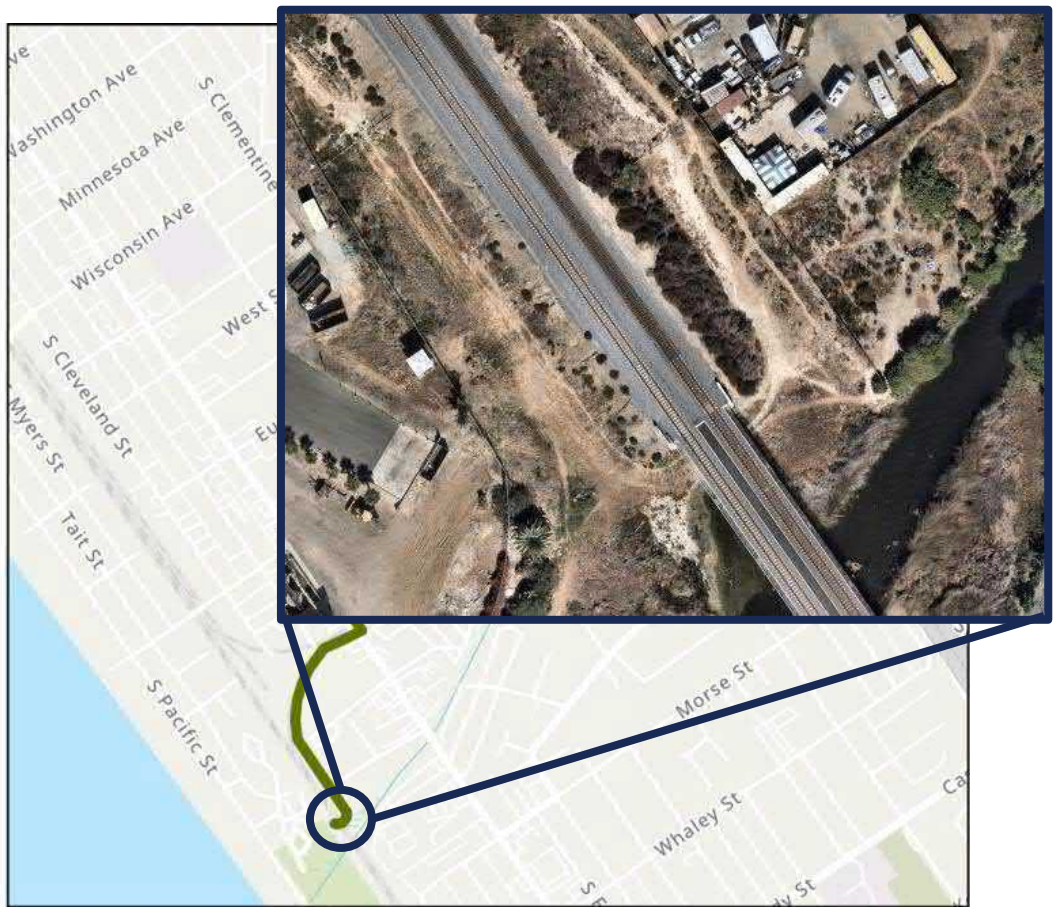
Alignment Alternatives – West of I-5





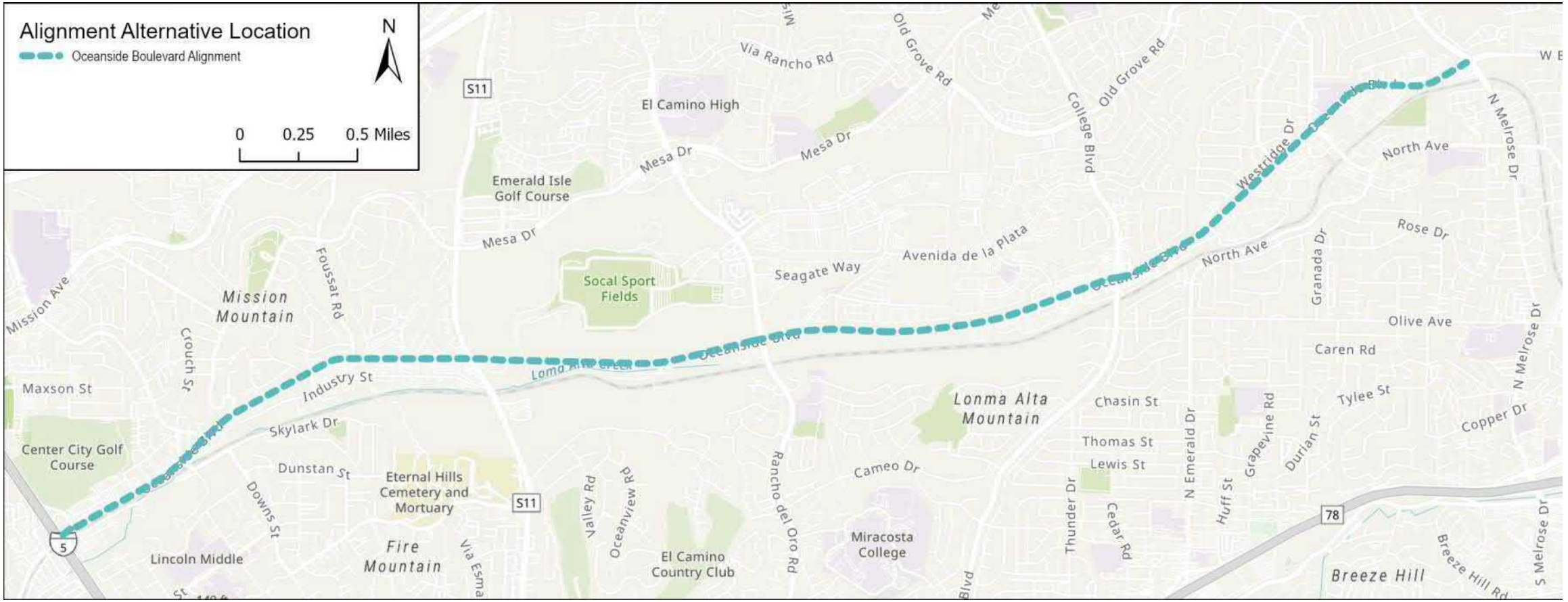
Alignment Alternatives – West of I-5



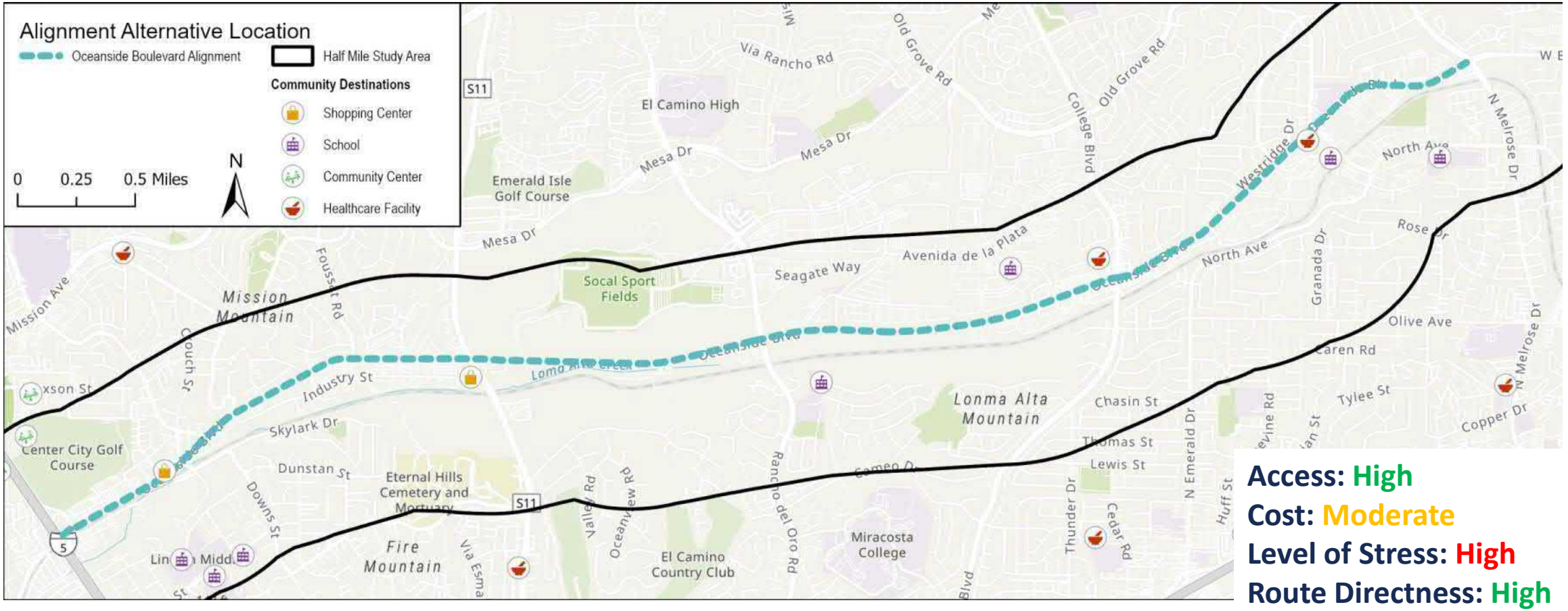


Alignment Alternatives – East of Interstate 5

Oceanside Boulevard Alignment Alternative

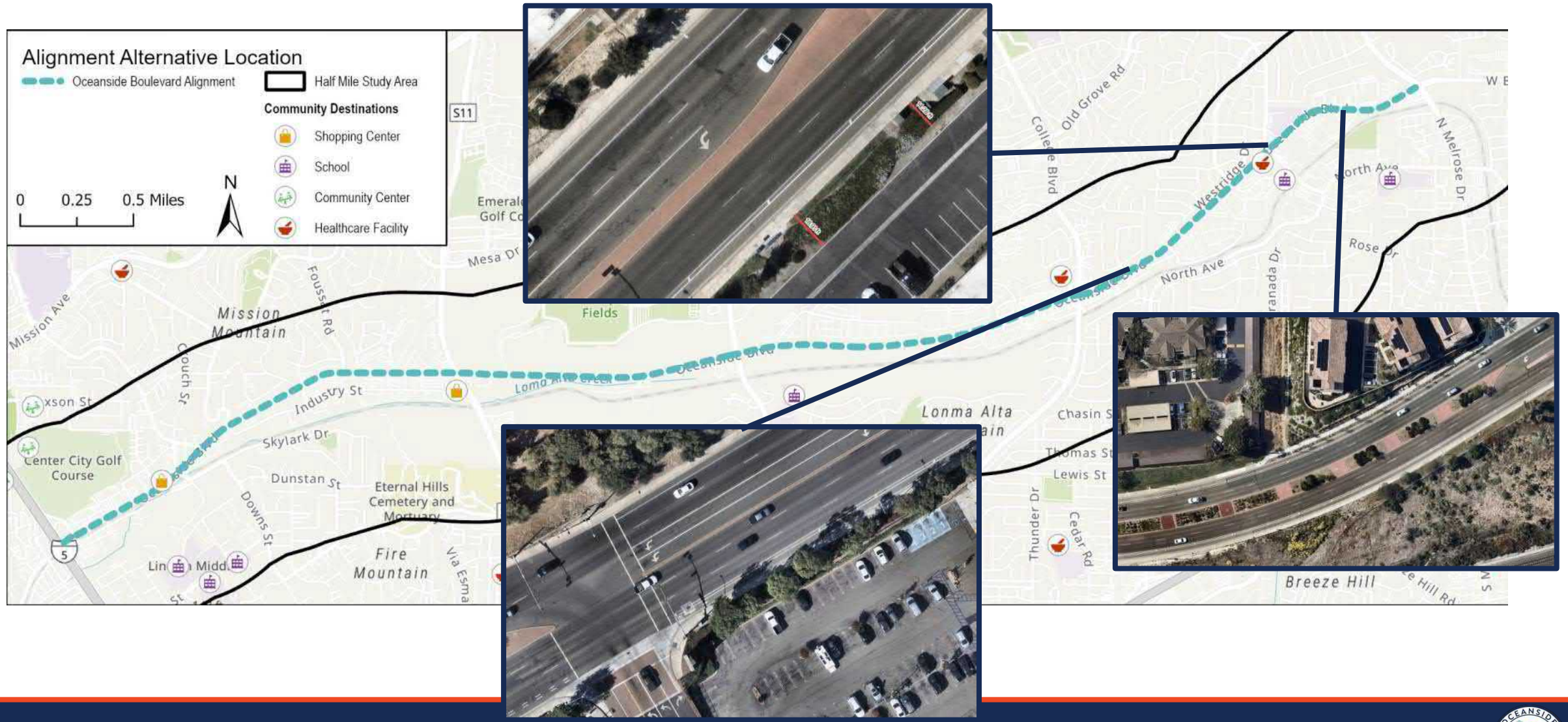


Oceanside Boulevard Alignment Alternative

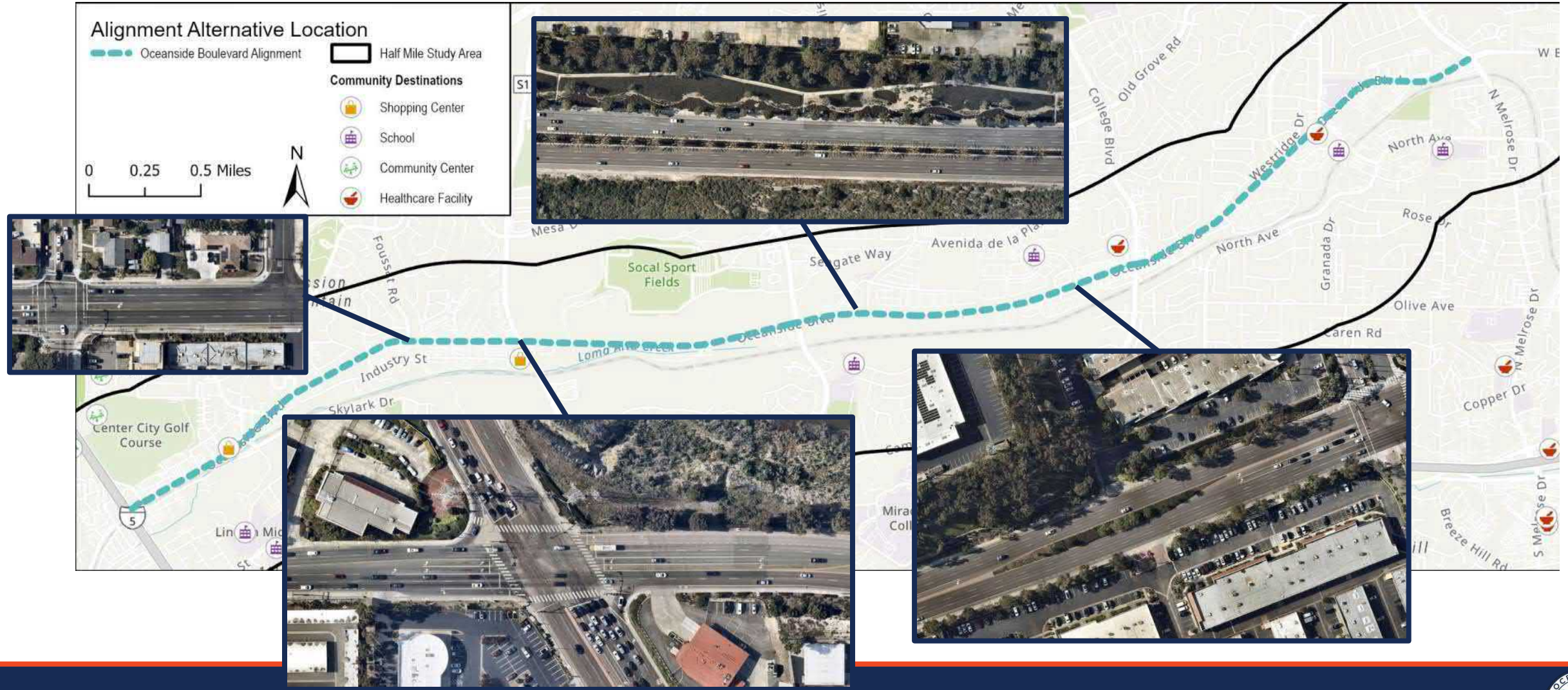


Access: High
Cost: Moderate
Level of Stress: High
Route Directness: High
Topography: Low

Oceanside Boulevard Alignment Alternative



Oceanside Boulevard Alignment Alternative



Oceanside Boulevard Alignment Alternative

Oceanside Boulevard Alignment Alternative

Access: High

Cost: Moderate

Level of Stress: High

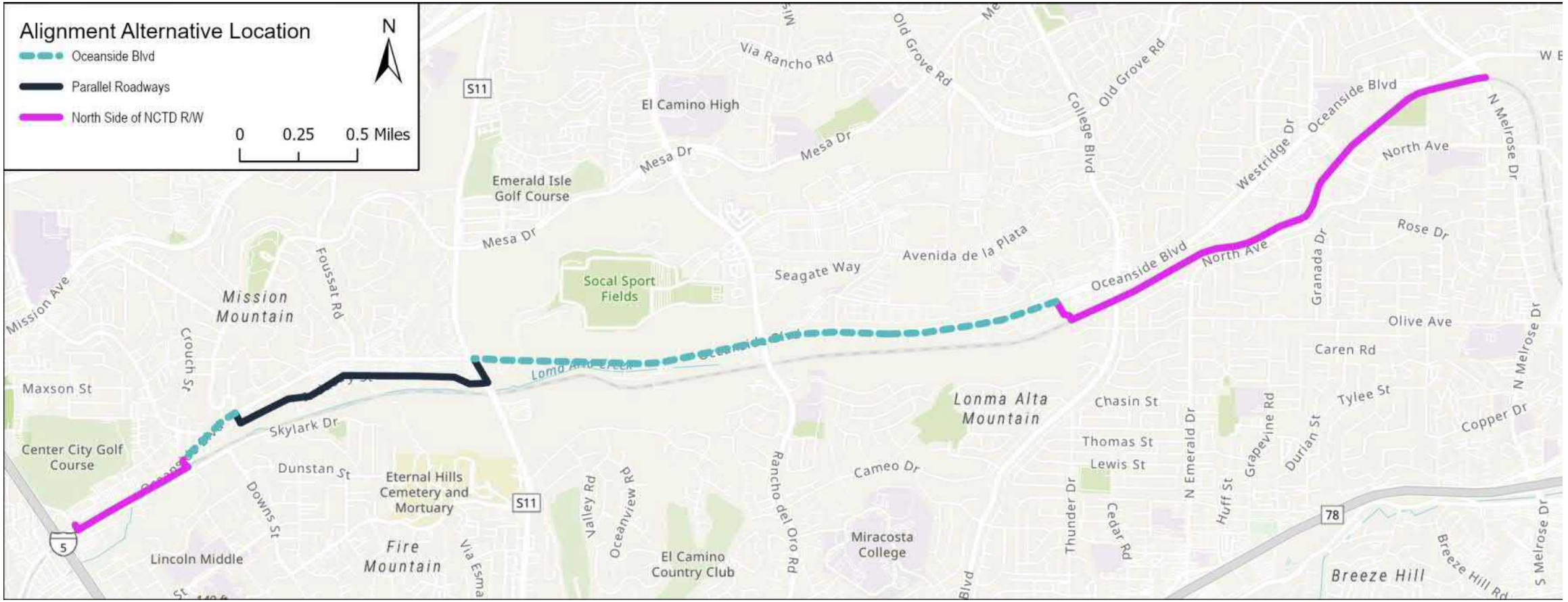
Route Directness: High

Topography: Low

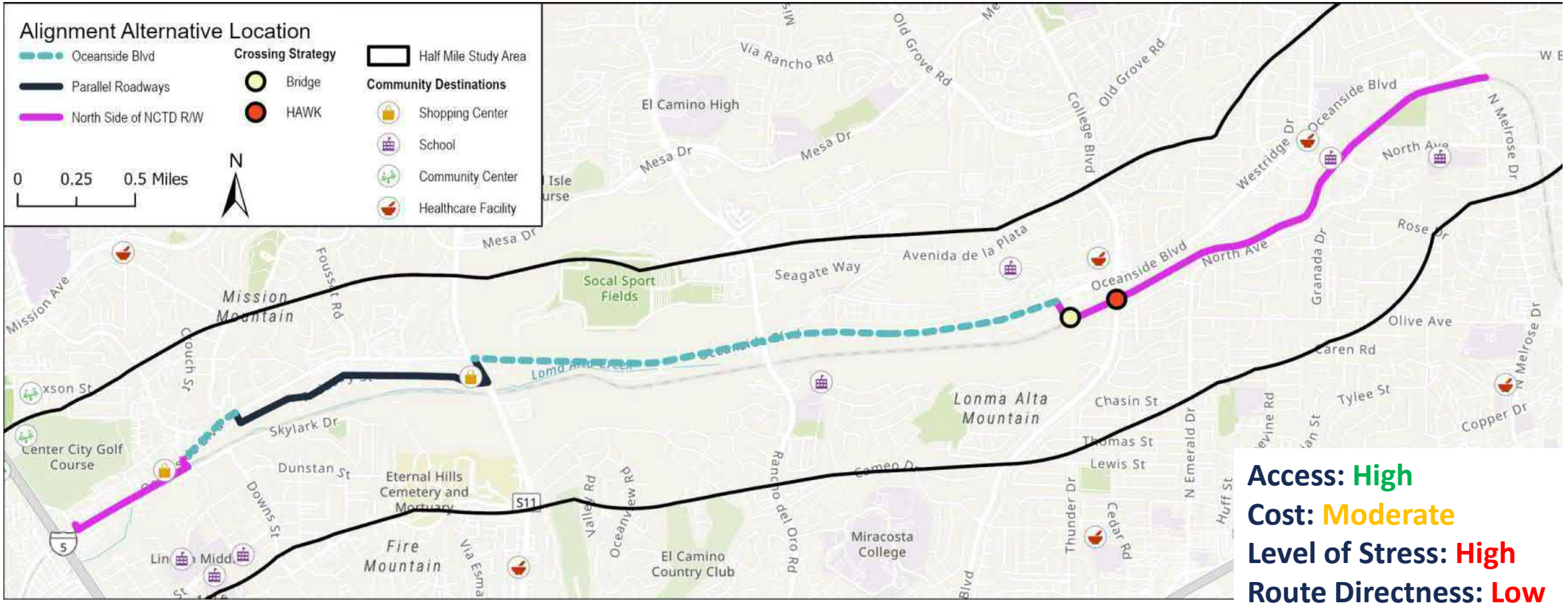
Major Challenges:

- Sections of Class II, III, or IV
- Interaction with nearby vehicular traffic
- High traffic volumes at intersections

North Side Alignment Alternative

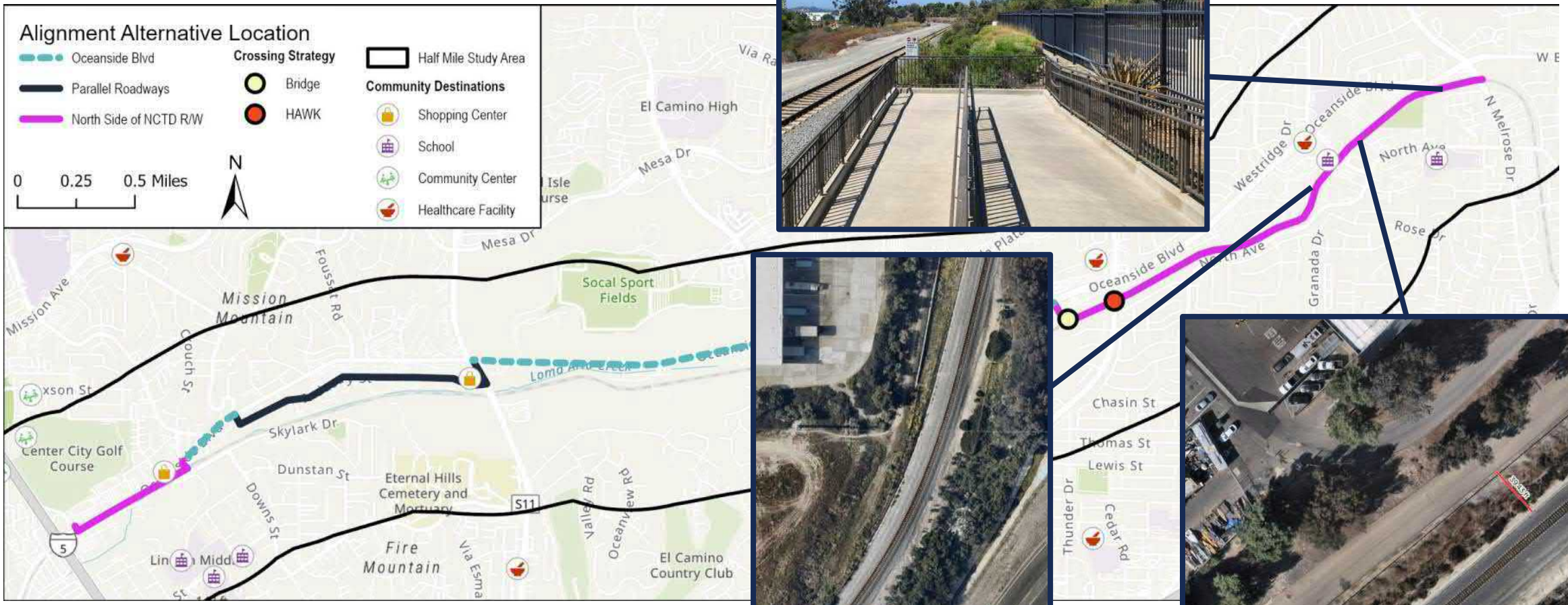


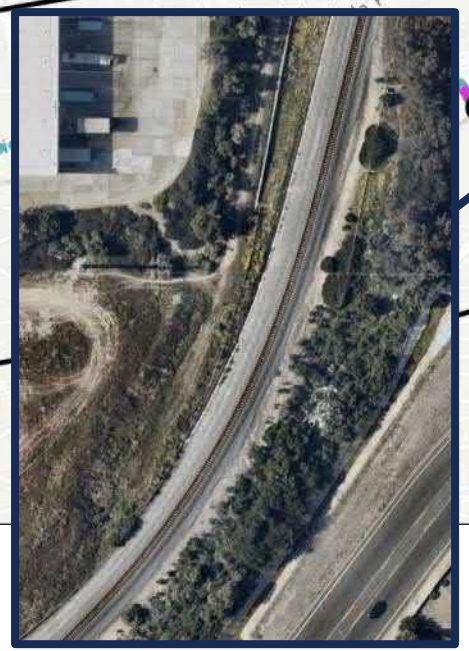
North Side Alignment Alternative



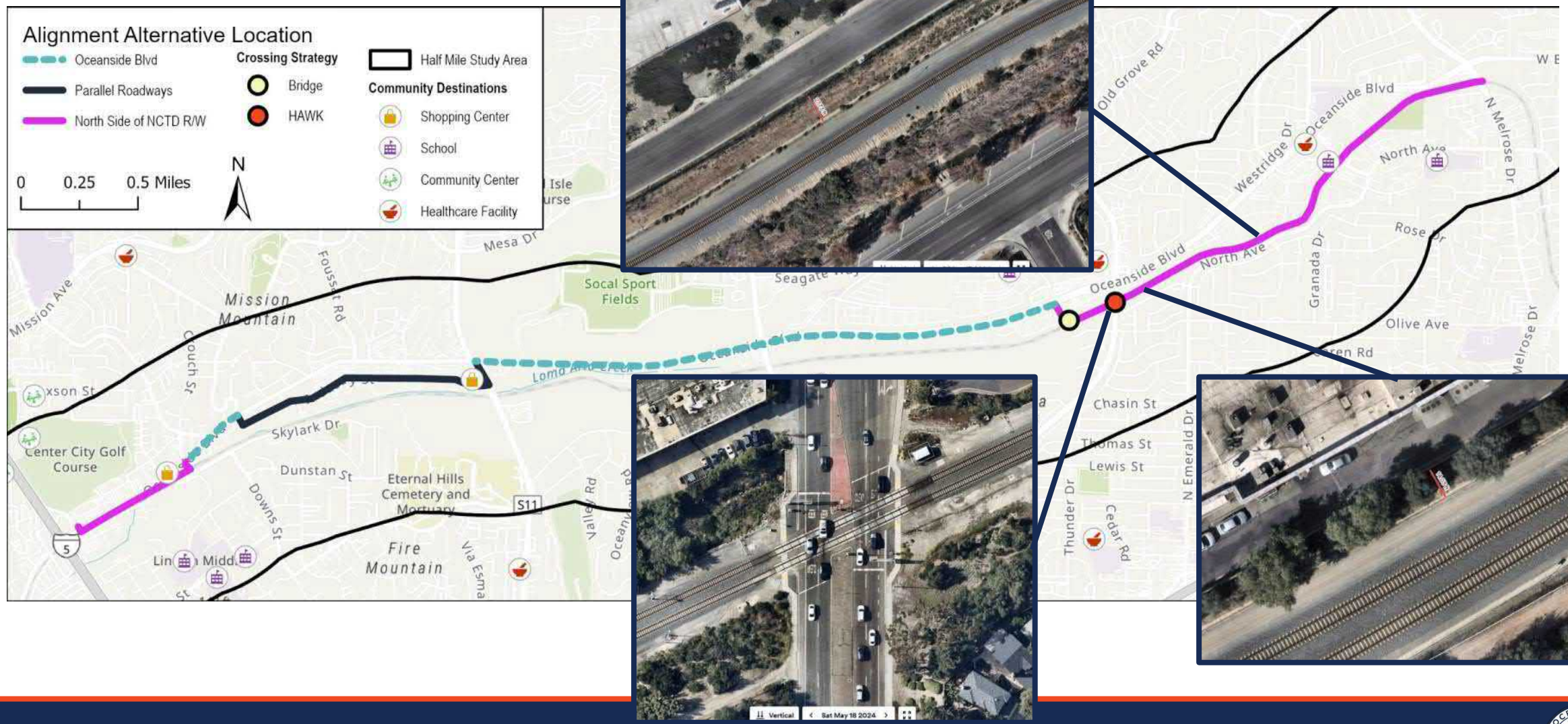
Access: High
Cost: Moderate
Level of Stress: High
Route Directness: Low
Topography: Low

North Side Alignment Alternative

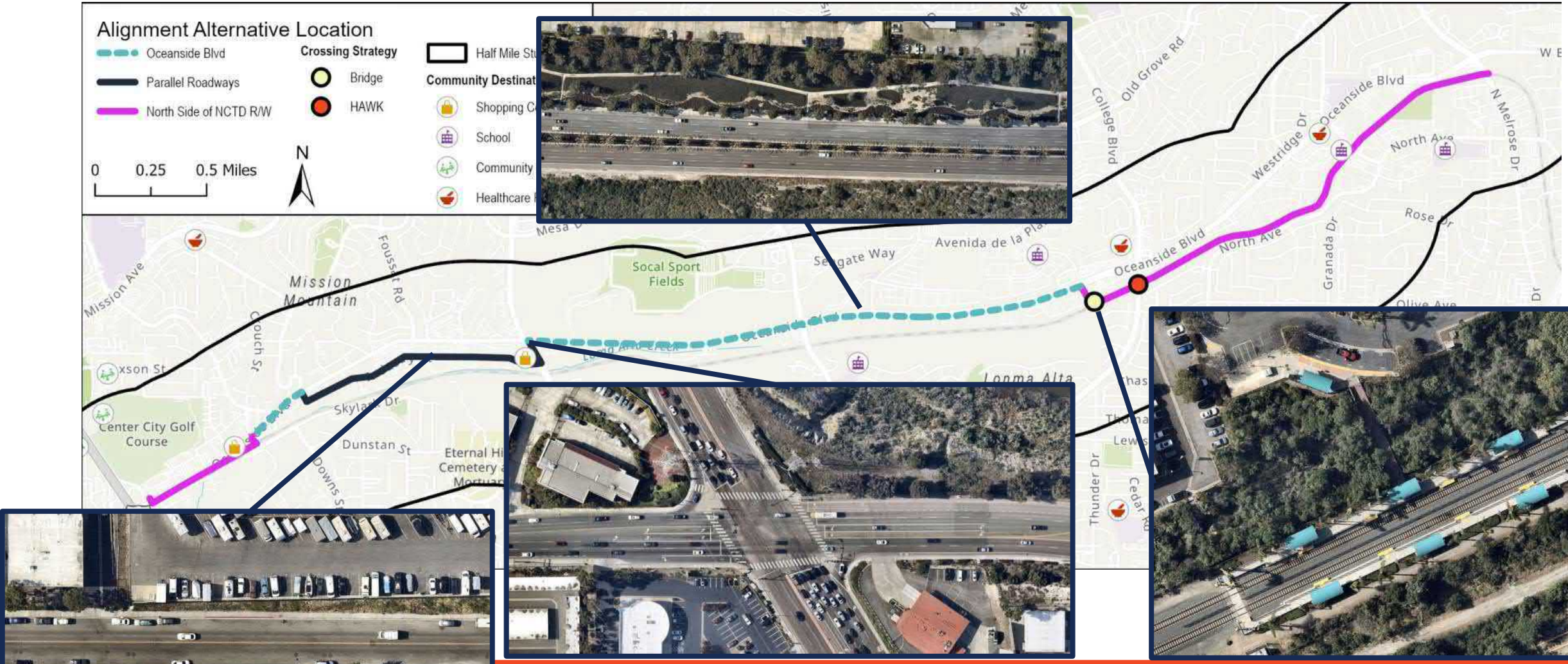




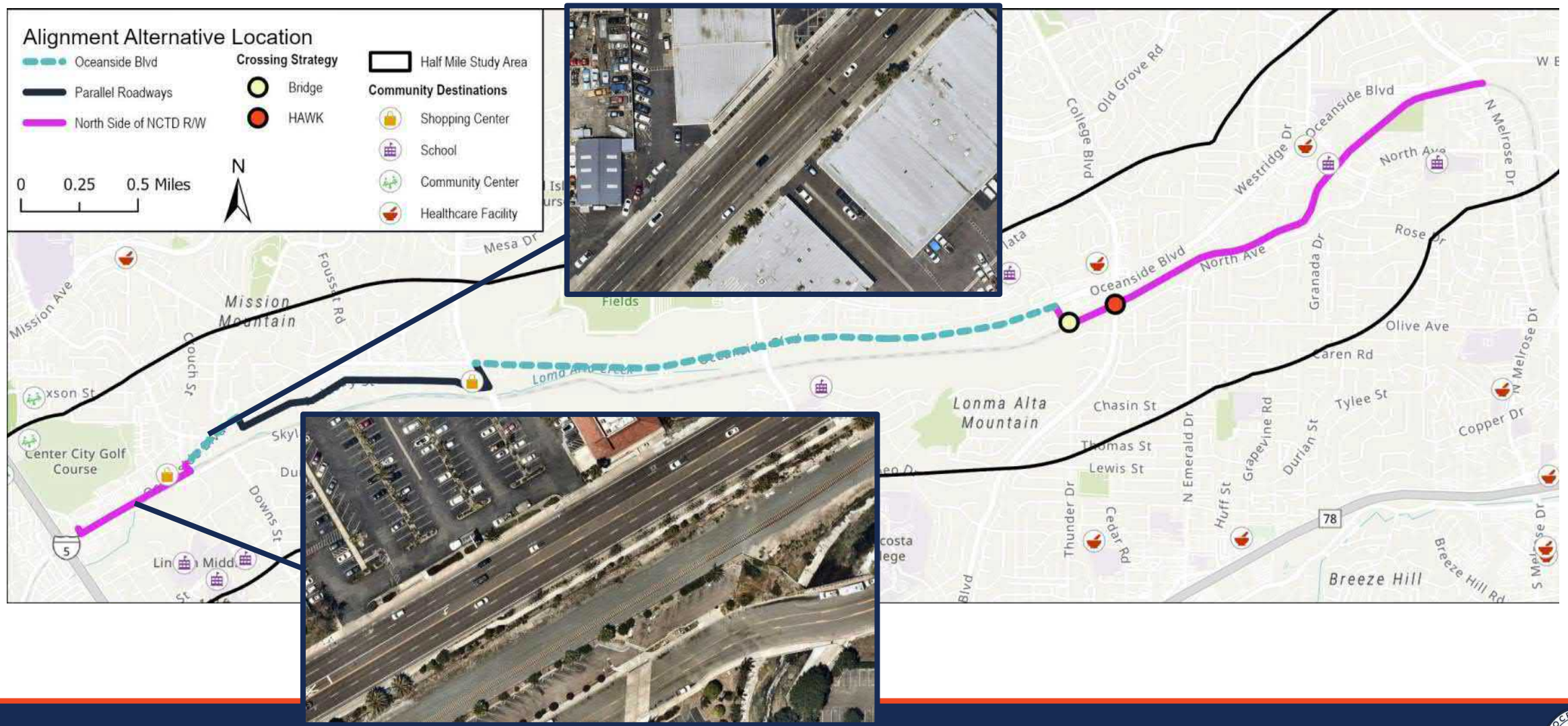
North Side Alignment Alternative



North Side Alignment Alternative



North Side Alignment Alternative



North Side Alignment Alternative

Access: High

Cost: Moderate

Level of Stress: High

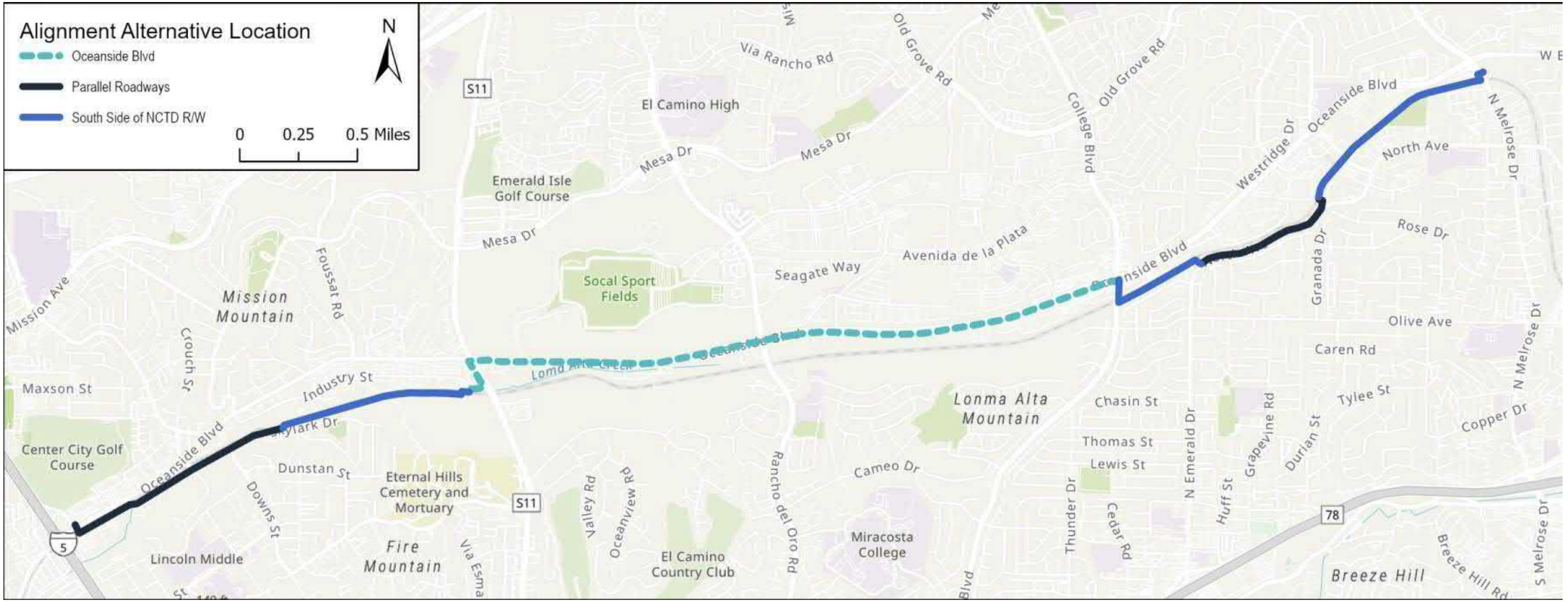
Route Directness: Low

Topography: Low

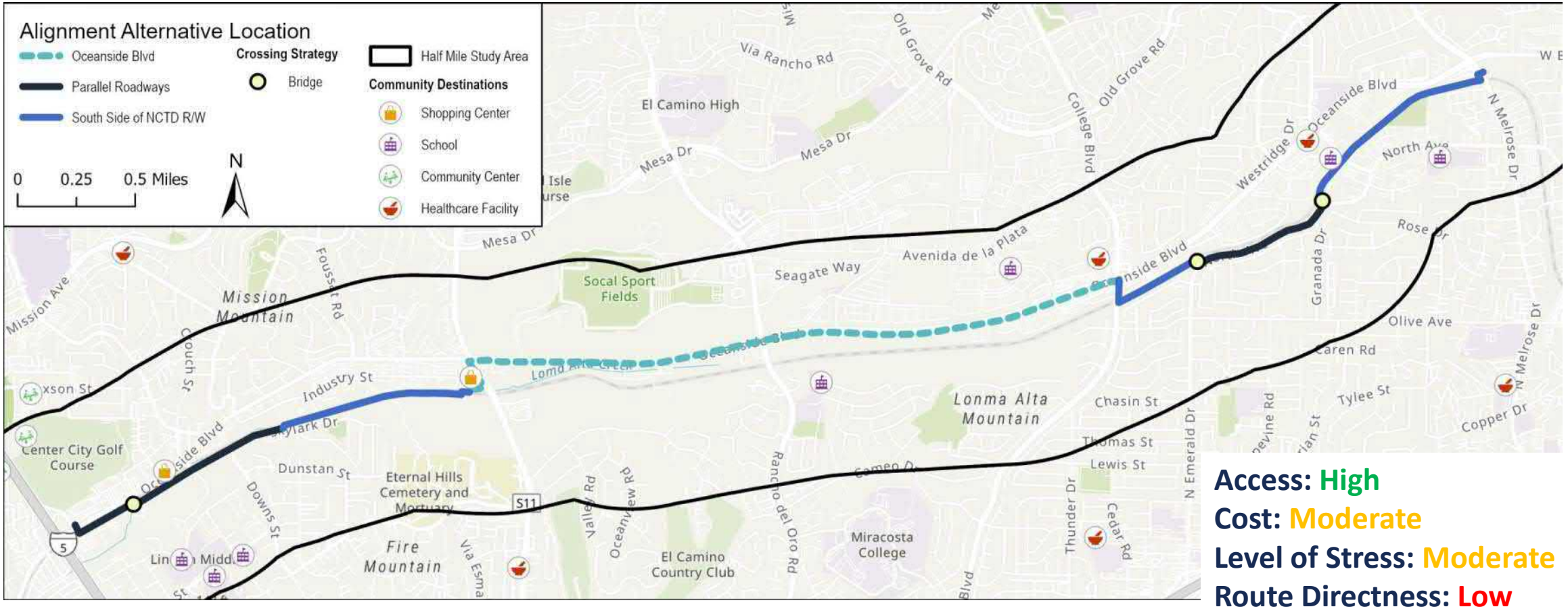
Major Challenges:

- Possible sections of Class II, III, or IV
- Route jumps between SPRINTER corridor, Oceanside Boulevard, other adjacent roadways
- Possibility of being unable to use or acquire NCTD/adjacent right-of-way

South Side Alignment Alternative – No Parallel Crossings

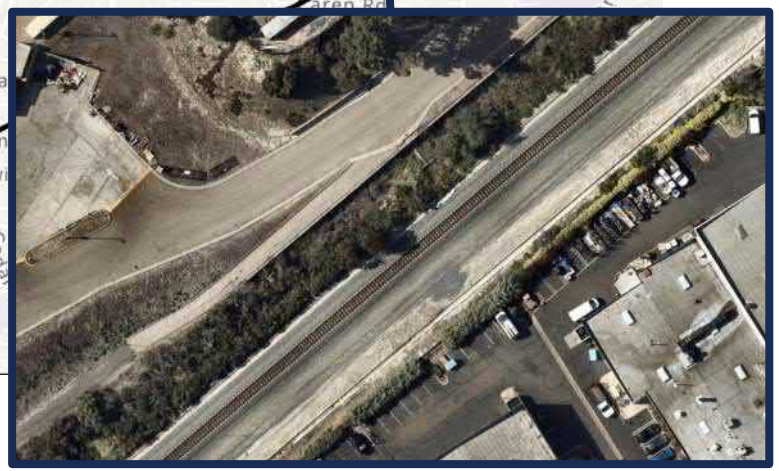


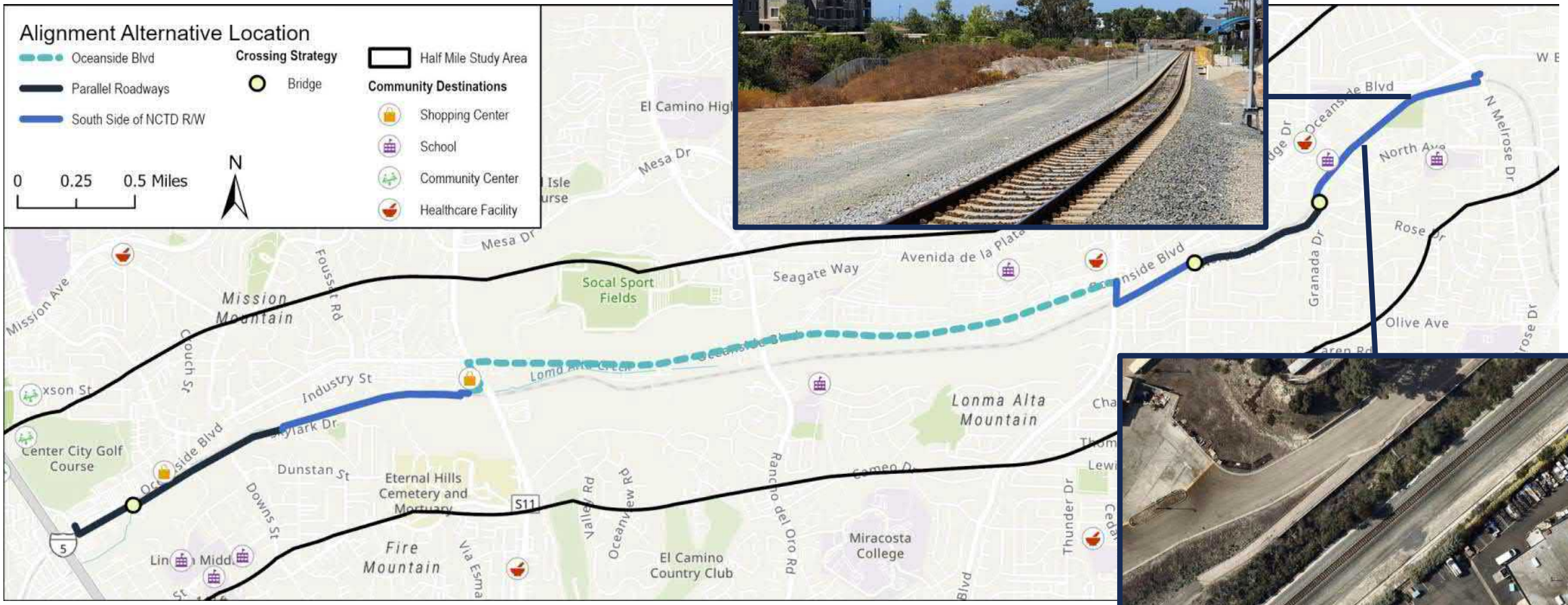
South Side Alignment Alternative – No Parallel Crossings



Access: High
Cost: Moderate
Level of Stress: Moderate
Route Directness: Low
Topography: Moderate

South Side Alignment Alternative – No Parallel Crossings





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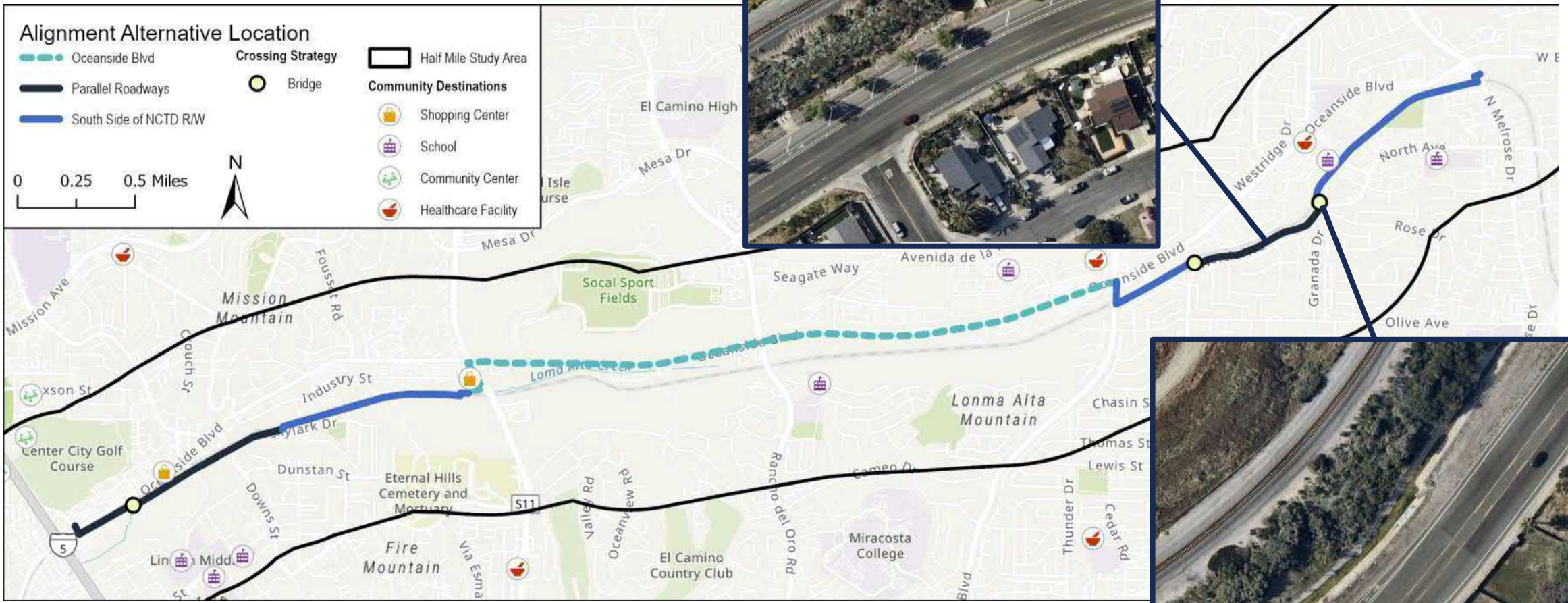

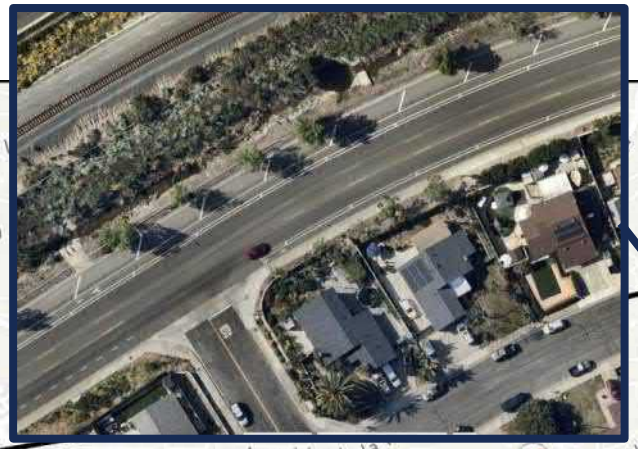

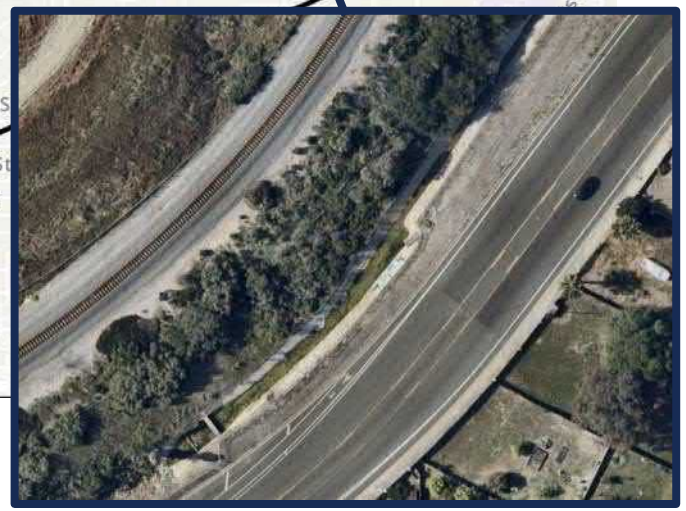

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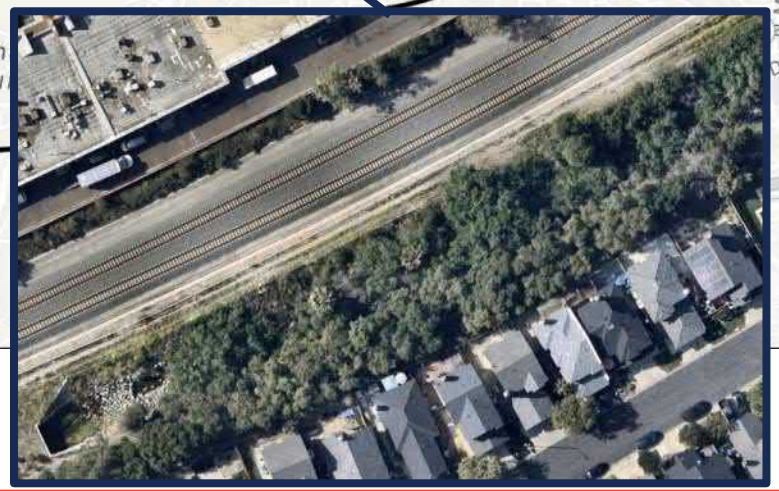


South Side Alignment Alternative – No Parallel Crossings

South Side Alignment Alternative – No Parallel Crossings

South Side Alignment Alternative – No Parallel Crossings

Access: High

Cost: Moderate

Level of Stress: Moderate

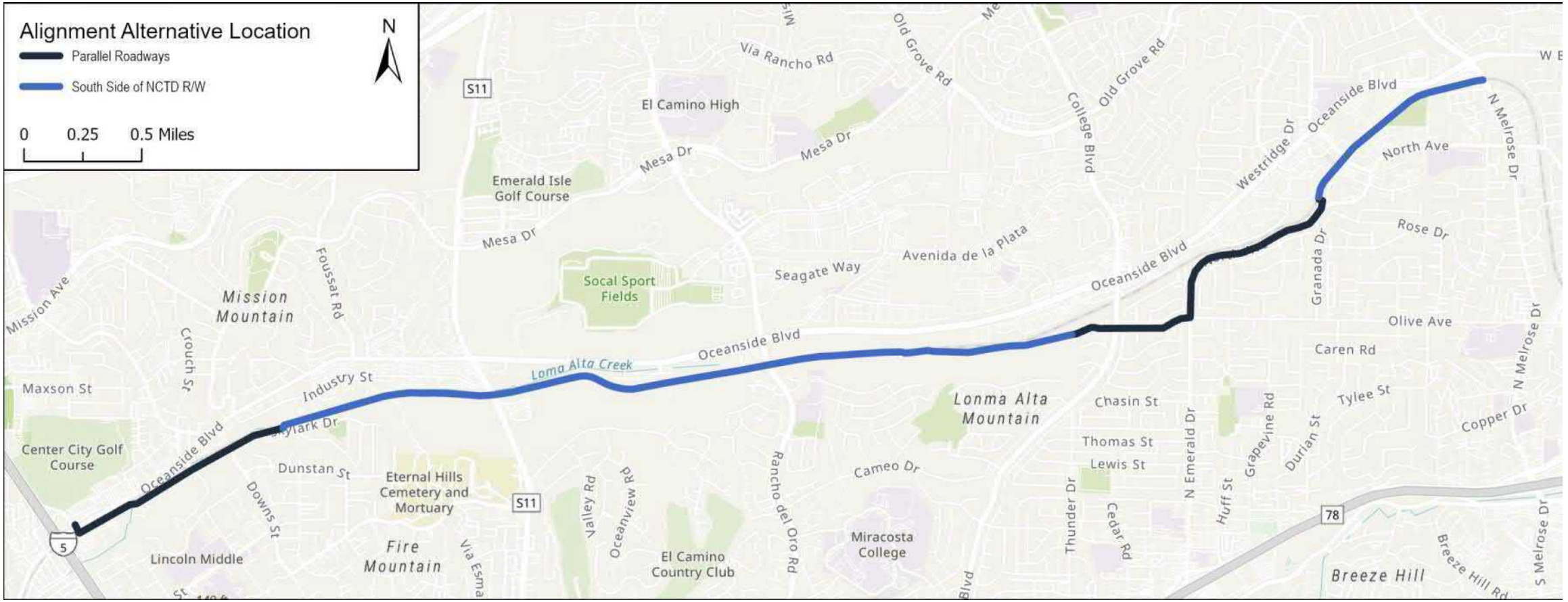
Route Directness: Low

Topography: Moderate

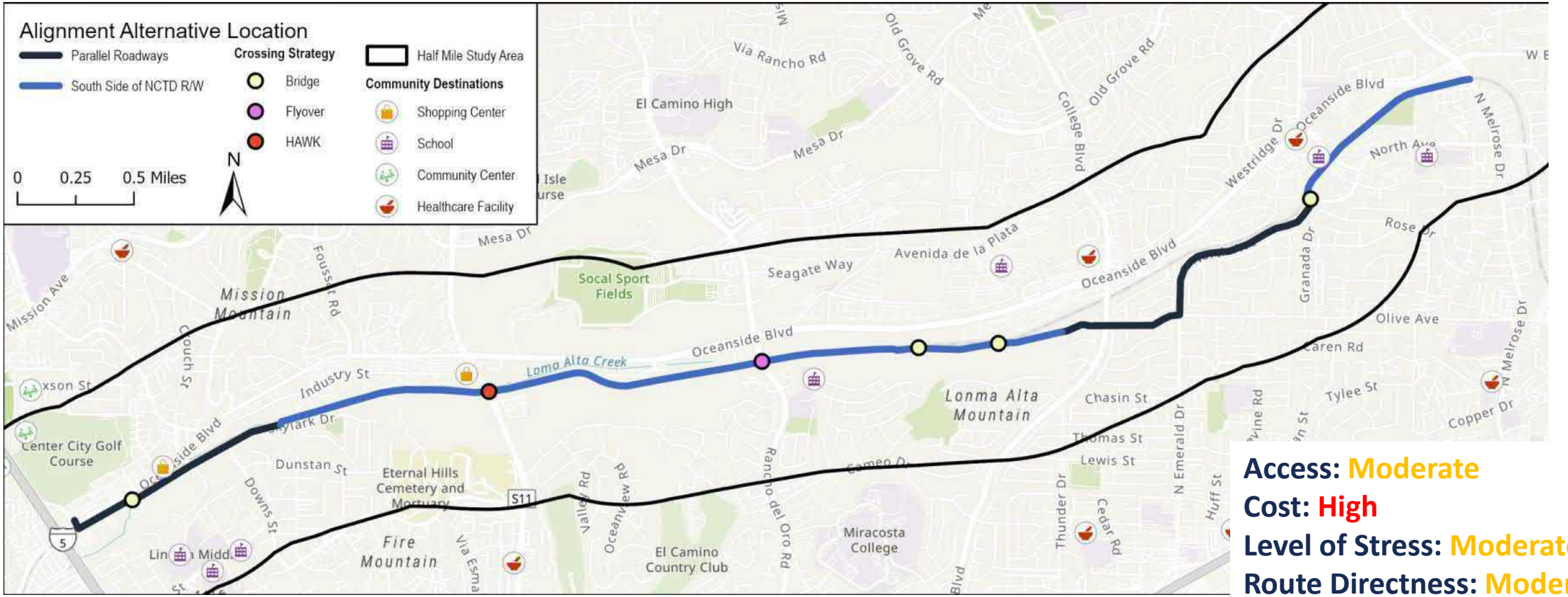
Major Challenges:

- 2 new bridge structures
- Cliffside near Skylark Drive makes section of trail isolated
- Possibility of being unable to use or acquire NCTD/adjacent right-of-way

South Side Alignment Alternative – Minimal Parallel Crossings

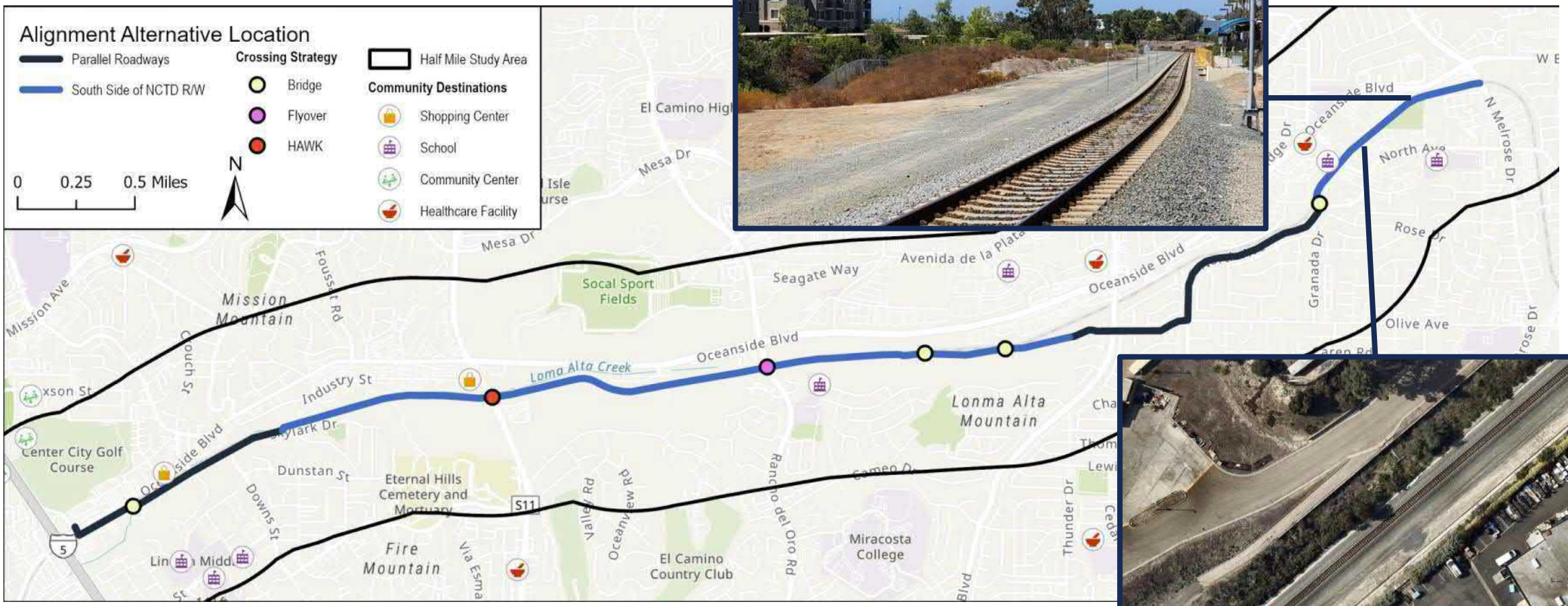


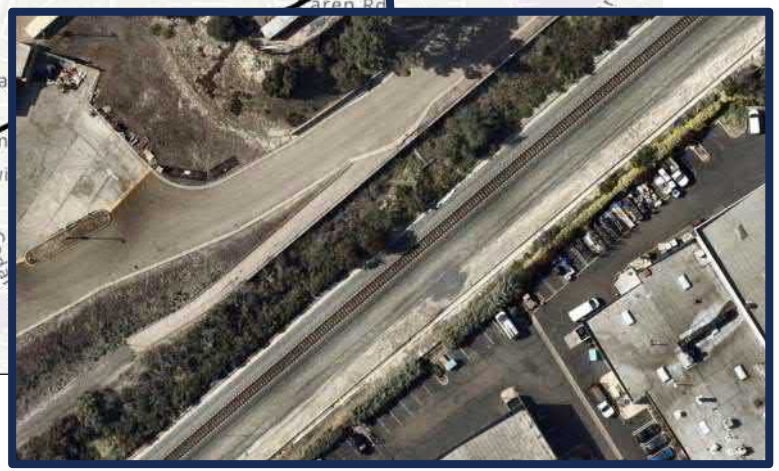
South Side Alignment Alternative – Minimal Parallel Crossings



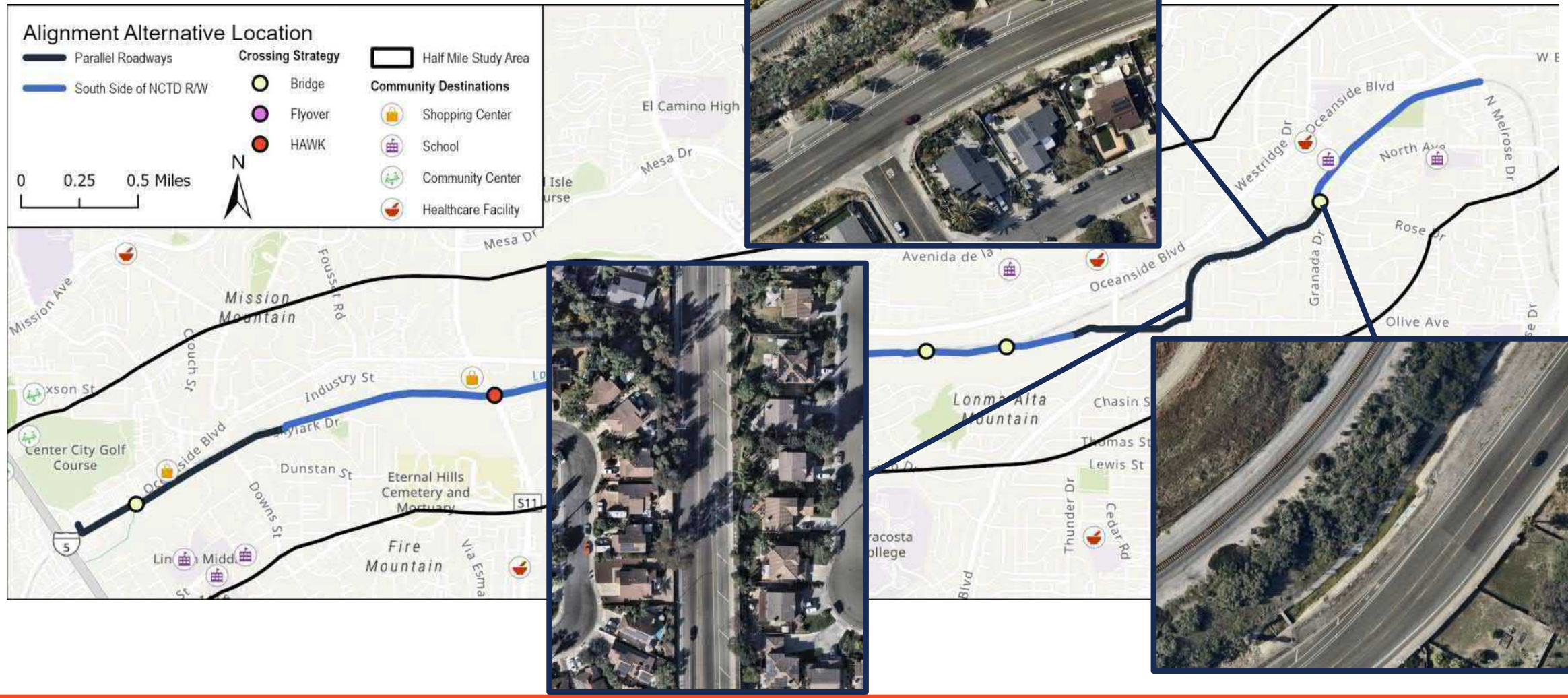
Access: Moderate
Cost: High
Level of Stress: Moderate
Route Directness: Moderate
Topography: Difficult

South Side Alignment Alternative – Minimal Parallel Crossings

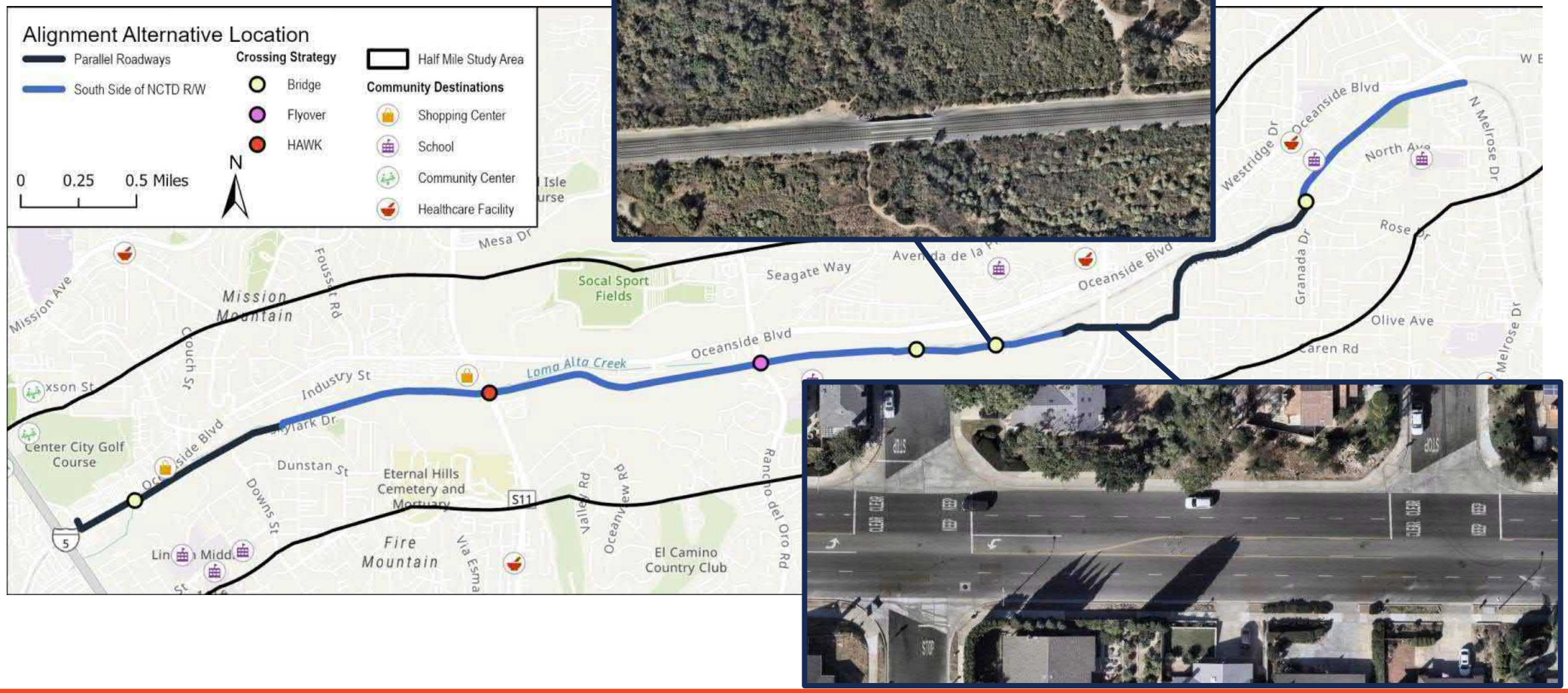




South Side Alignment Alternative – Minimal Parallel Crossings



South Side Alignment Alternative – Minimal Parallel Crossings



South Side Alignment Alternative – Minimal Parallel Crossings

South Side Alignment Alternative – Minimal Parallel Crossings

South Side Alignment Alternative – Minimal Parallel Crossings

Access: Moderate

Cost: High

Level of Stress: Moderate

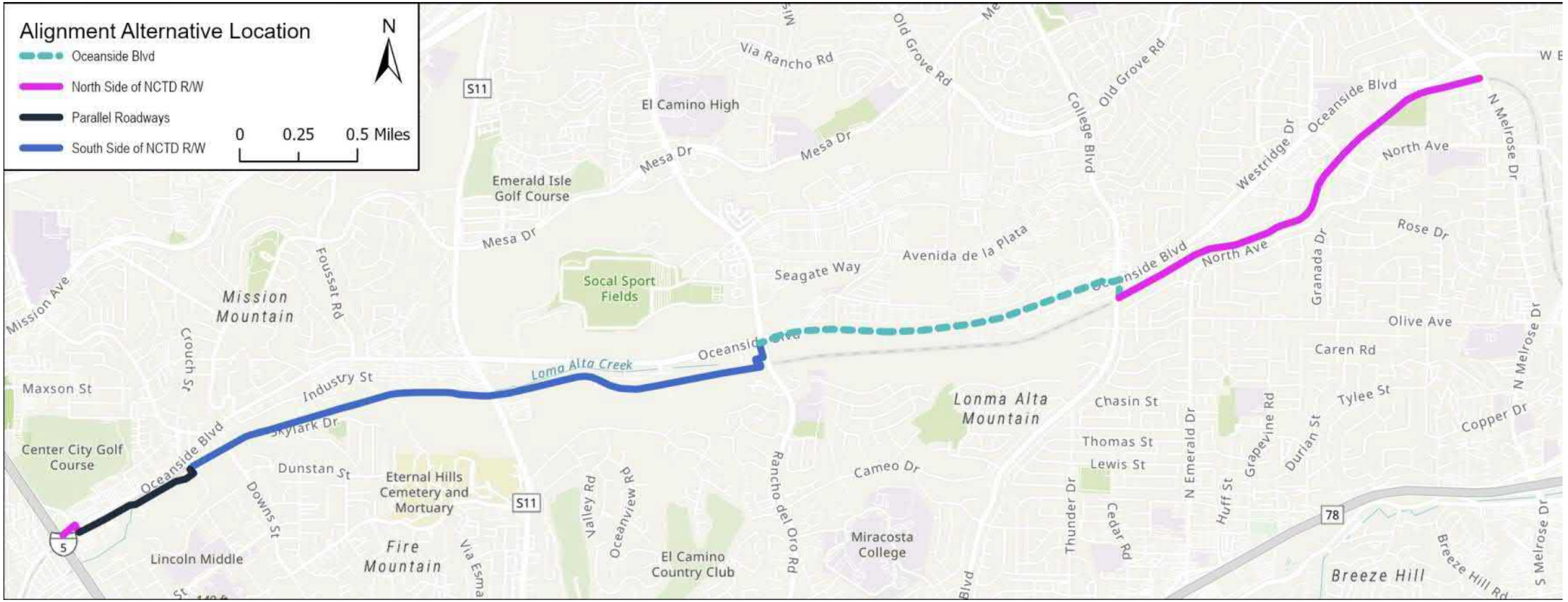
Route Directness: Moderate

Topography: Difficult

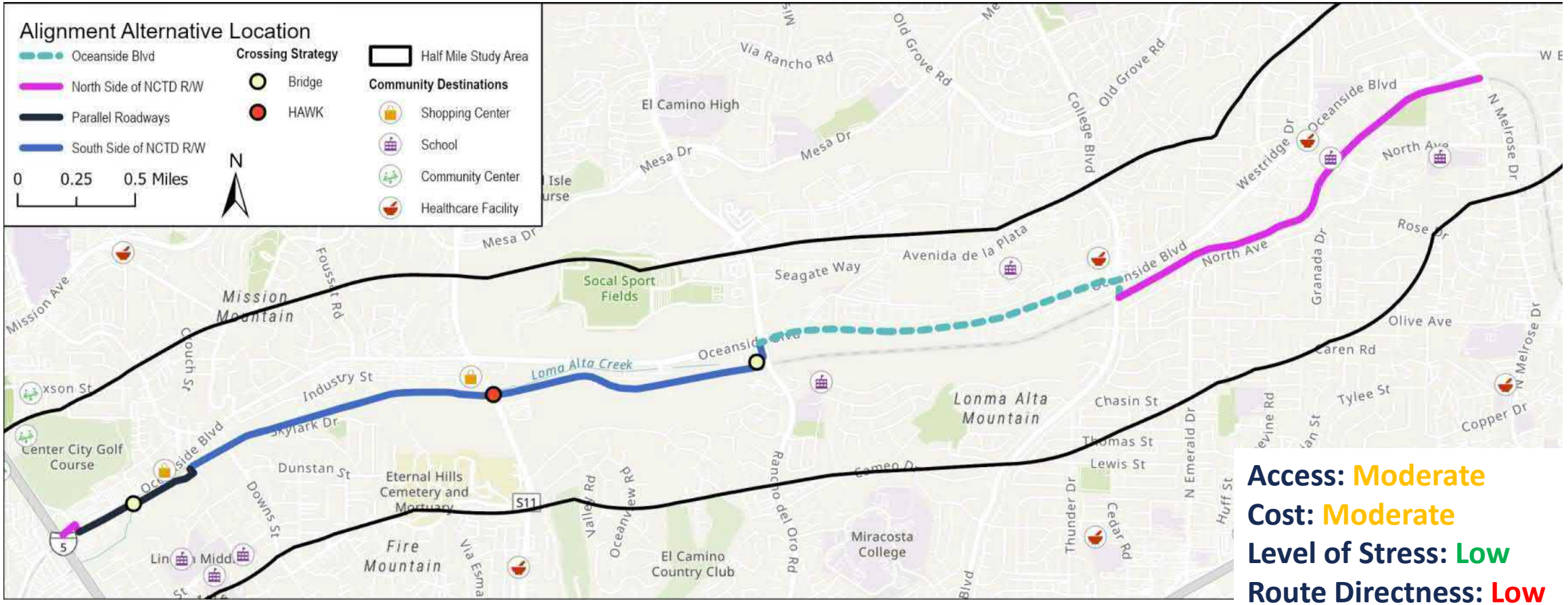
Major Challenges:

- 3 new bridge structures, 1 HAWK crossing, 1 flyover crossing
- Trail Placement along North Avenue and Olive Drive
- Trail lacks access points between College Boulevard and Rancho Del Oro
- Cliffside near Skylark Drive makes section of trail isolated
- Possibility of being unable to use or acquire NCTD/adjacent right-of-way

North-South Hybrid Alignment Alternative



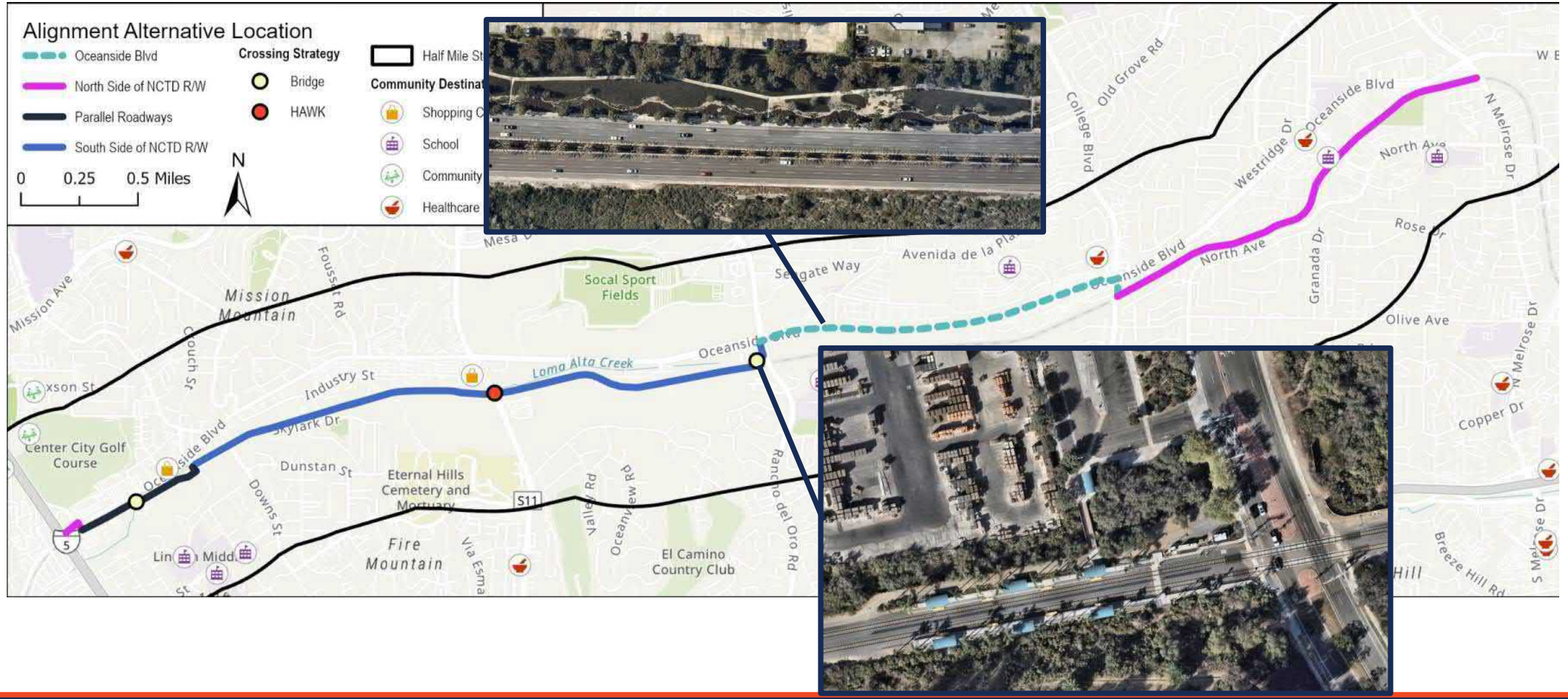
North-South Hybrid Alignment Alternative



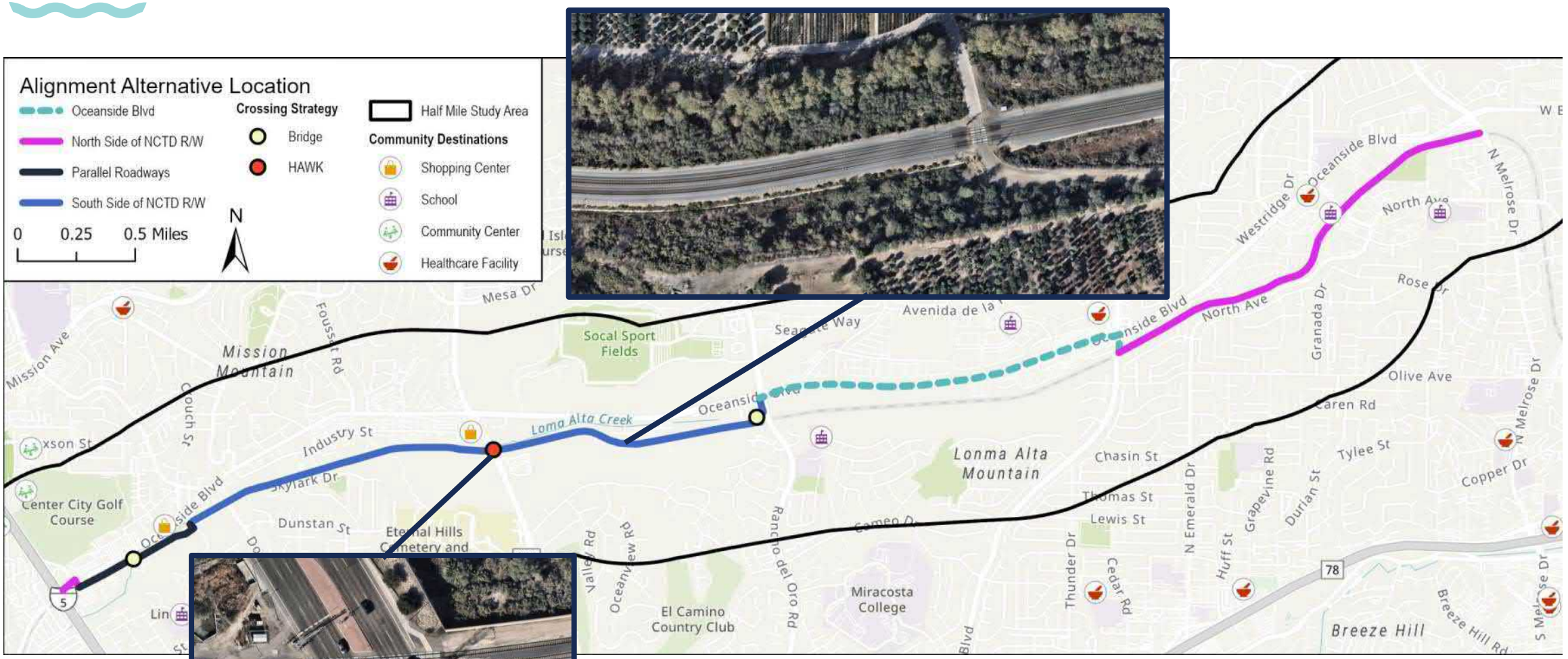
Access: Moderate
Cost: Moderate
Level of Stress: Low
Route Directness: Low
Topography: Moderate

North-South Hybrid Alignment Alternative

North-South Hybrid Alignment Alternative



North-South Hybrid Alignment Alternative



North-South Hybrid Alignment Alternative

North-South Hybrid Alignment Alternative

Access: Moderate

Cost: Moderate

Level of Stress: Low

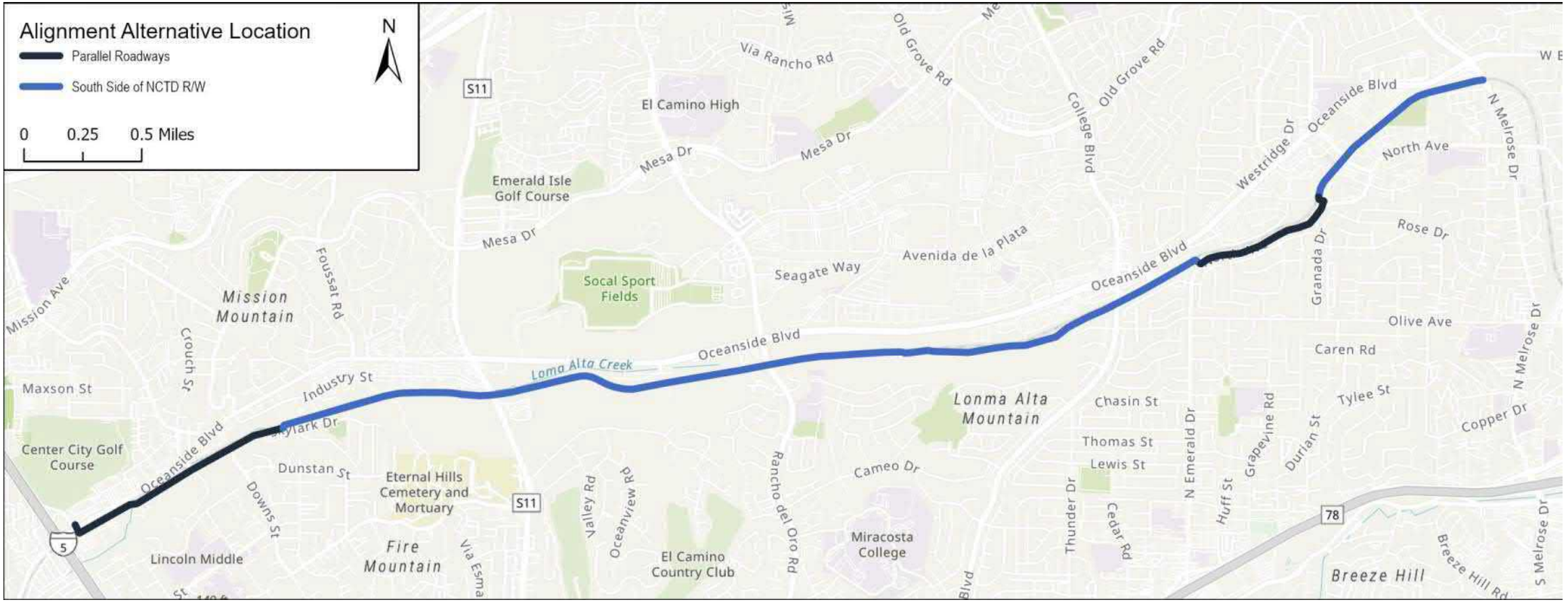
Route Directness: Low

Topography: Moderate

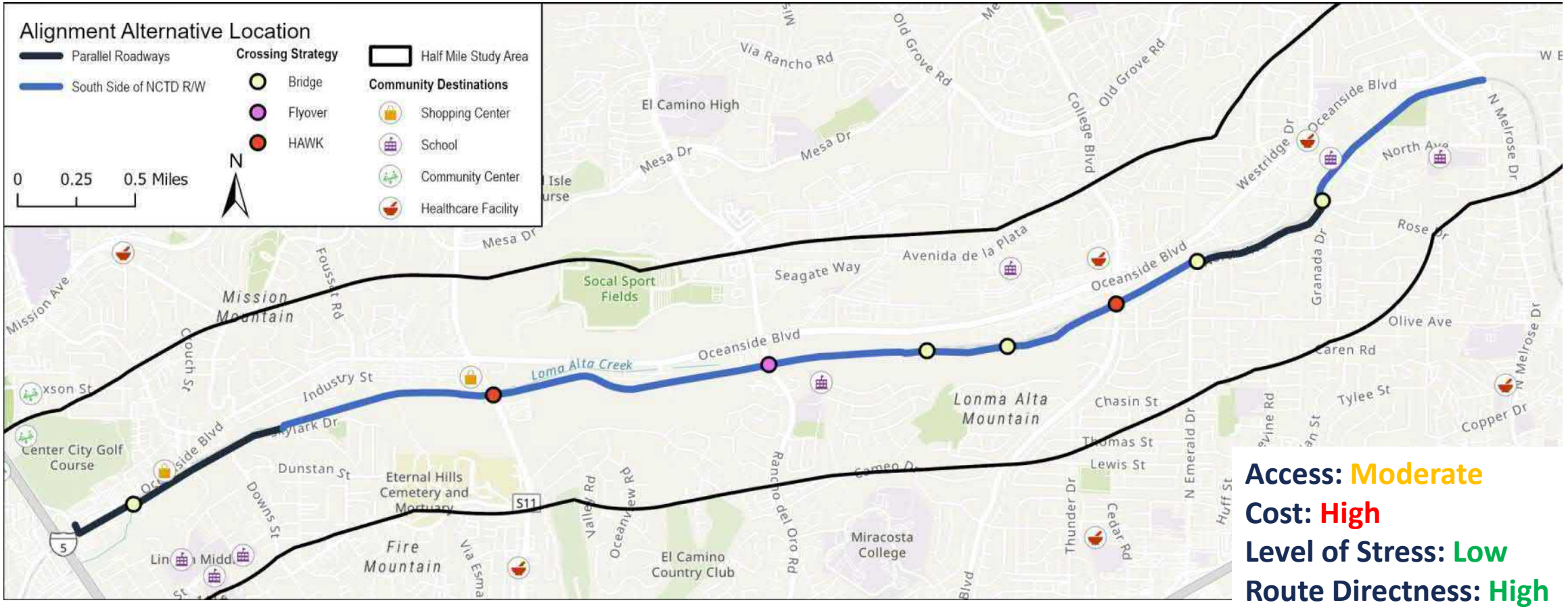
Major Challenges:

- 1 new bridge structure, 1 HAWK crossing
- Trail jumps between north side of SPRINTER corridor, Oceanside Boulevard, south side of SPRINTER corridor
- Cliffside near Skylark Drive makes section of trail isolated
- Possibility of being unable to use or acquire NCTD/adjacent right-of-way

South Side Alignment Alternative – Parallel Crossings

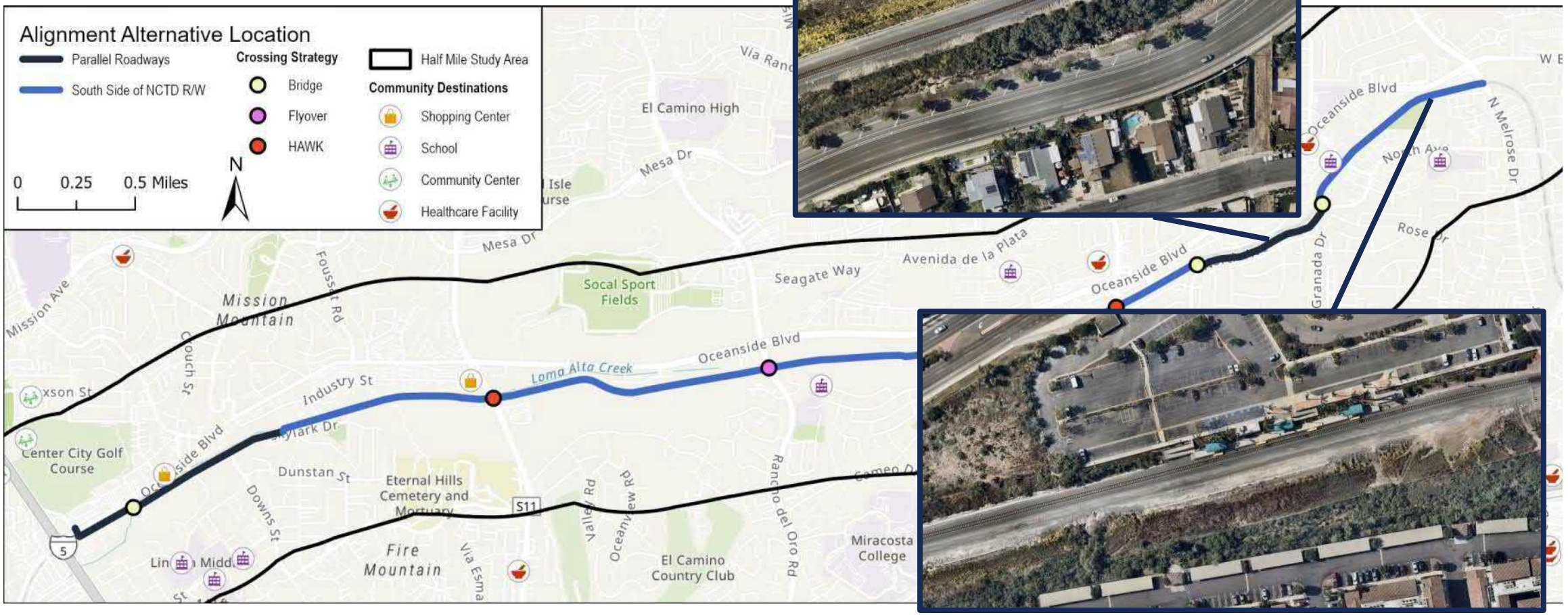


South Side Alignment Alternative – Parallel Crossings



Access: Moderate
Cost: High
Level of Stress: Low
Route Directness: High
Topography: Difficult

South Side Alignment Alternative – Parallel Crossings



South Side Alignment Alternative – Parallel Crossings

South Side Alignment Alternative – Parallel Crossings

South Side Alignment Alternative – Parallel Crossings

South Side Alignment Alternative – Parallel Crossings

Access: Moderate

Cost: High

Level of Stress: Low

Route Directness: High

Topography: Difficult

Major Challenges:

- 4 new bridge structures, 2 HAWK crossings, 1 flyover ped/bike crossing
- Trail lacks access points between College Boulevard and Rancho Del Oro
- Cliffsides near Rancho Del Oro and Skylark Drive make those sections of the trail isolated
- Possibility of being unable to use or acquire NCTD/adjacent right-of-way

Next Steps

Next Steps

- 3 alignment alternatives to be prepared for Phase 2 of Public Engagement
- Kimley-Horn to summarize CAB responses to alignment alternatives
- Kimley-Horn to communicate regarding:
  - Phase 2 survey
  - Phase 2 Pop-Up Events
  - Public Workshop

Oceanside Inland Rail Trail
Community Advisory Board
Meeting #2

MEETING AGENDA AND NOTES

Community Advisory Board Meeting #2

January 22nd, 2025, at 1:30 PM PST

Location: Oceanside City Council Chambers

Participants

Group	Attendees
Friends of El Corazon	Joan Bockman
Oceanside Bike and Ped Committee	Tom Lichterman
City of Vista	Darra Woods
Buena Vista Audubon	Daniel Todd
Caltrans	Kimberly Dodson, Trey Hahn, Jacob Burtholder
NCTD	Ricky Cervantes
City of Oceanside	Luis Cardenas, Kymberly Corbin, Teala Cotter, Kristopher Martinez
Byrne-Comm	Kristen Byrne
Kimley-Horn	Mark Araujo, Josh Rowe

Agenda

1. Re-Introduction of the Community Advisory Board and Project Description
2. Results of Phase 1 of Engagement
3. Process & Timeline of Phase 2 of Engagement
4. Alignment Alternative Development
5. Next Steps

Meeting Summary

Re-Introduction of the Community Advisory Board (CAB) and the Inland Rail Trail (IRT)

- The CAB is to act as a liaison between the project and the public by giving the project team insights on stakeholder opinions and by sharing information about the project and outreach events
- The IRT will connect the communities of Escondido, San Marcos, unincorporated San Diego County, Vista, and Oceanside
- The IRT feasibility study consists of 3 phases
    - Phase 1 – Existing Conditions
    - Phase 2 – Alternative Alignments (Current Phase)
    - Phase 3 – Final Assessment and Alignment

Results of Phase 1 of Engagement

- Project enjoys broad support from those engaged
- Safety is a primary concern
- Trail connectivity is a priority
- Majority (over 60%) of those engaged would use the trail for biking or e-biking
- Shade, lighting, and native landscaping are important elements to those engaged

Process & Timeline of Phase 2 of Engagement

- Phase 2 of Engagement to take place in March of 2025
    - 3 alignment alternatives to be brought to public
    - 2 pop-up events, 1 public workshop, 1 survey
- Refinement of preferred alignment alternative to begin in April 2025, after conclusion of Phase 2 of Engagement
- Pop-Up Event Locations
    - Oceanside Farmer's Market
        - Important to record zip codes from those engaged; at events like the farmer's market, people come from a wide range of areas including outside of the City of Oceanside
    - Mance Buchanan Park vs. College Boulevard Transit Station
        - Mance Buchanan would give more exposure to cyclists
- Earth Day celebrations on April 26th – good opportunity to engage community members who may be interested in the Trail

Alignment Alternative Development

- West of Interstate 5 – 2 alignment alternatives discussed
    - Alignment A – Connection to Coastal Rail Trail via Oceanside Boulevard
    - Alignment B – Connection to Coastal Rail Trail via existing undercrossing of COASTER tracks near Loma Alta Creek
- East of Interstate 5 – 6 Alignment Alternatives discussed (described below)
- Oceanside Boulevard Alignment Alternative
    - High access, high level of stress
    - Depending on the type of facility provided along Oceanside Boulevard, some segments may not be desirable to trail users
    - High traffic volumes and speeds are a major concern for any alignment along Oceanside Blvd
- North Side Alignment Alternative
    - Removal of vehicle storage along Industry St may alter public perception of trail
    - South Oceanside Boulevard should be considered as trail nears Interstate 5
    - While this alignment jumps between Oceanside Blvd, north side of SPRINTER tracks, and other parallel roadways, detours may feel minor given the length of the trail itself

- South Side Alignment Alternative – No Parallel Rail Crossings
    - Long stretch along Oceanside Blvd between College Blvd and El Camino Real may be challenging
    - Connection between Skylark and Industry St/Oceanside Blvd would be useful to cyclists
    - Trail may lack feeling of continuity by jogging between Oceanside Blvd and south side of SPRINTER tracks
- South Side Alignment Alternative – Minimal Parallel Rail Crossings
    - Use of Olive Dr to cross College Blvd instead of creating new crossing may be beneficial
    - Olive Park Apts. – new development to be considered when determining trail placement west of College Blvd
    - Connections to north side of SPRINTER tracks important for alignments on south side
    - Desirable alternative due to low level of traffic stress on south side of SPRINTER tracks
- North-South Hybrid Alignment Alternative
    - Provides connections to destinations on both north and south side of SPRINTER tracks, which may outweigh the inconvenience of lower route directness
    - Class I facility should be considered along Oceanside Blvd, if possible
    - Use of South Oceanside Blvd is desirable for cyclists
- South Side Alignment Alternative – with Parallel Crossings
    - High directness and low level of stress are desirable alignment attributes
    - Sensitive habitats along south side of SPRINTER tracks should be given special consideration
    - New developments along south side of SPRINTER tracks may provide opportunities for trail placement
    - Practical ways to provide access to trail in “isolated” sections should be considered

Next Steps

- 3 alignment alternatives to be prepared for Phase 2 of Public Engagement
- Kimley-Horn to communicate to CAB regarding:
    - Phase 2 survey
    - Phase 2 pop-up events
    - Phase 2 public workshop

Oceanside Inland Rail Trail (IRT) Alignment Alternatives Comment Sheet

Directions:

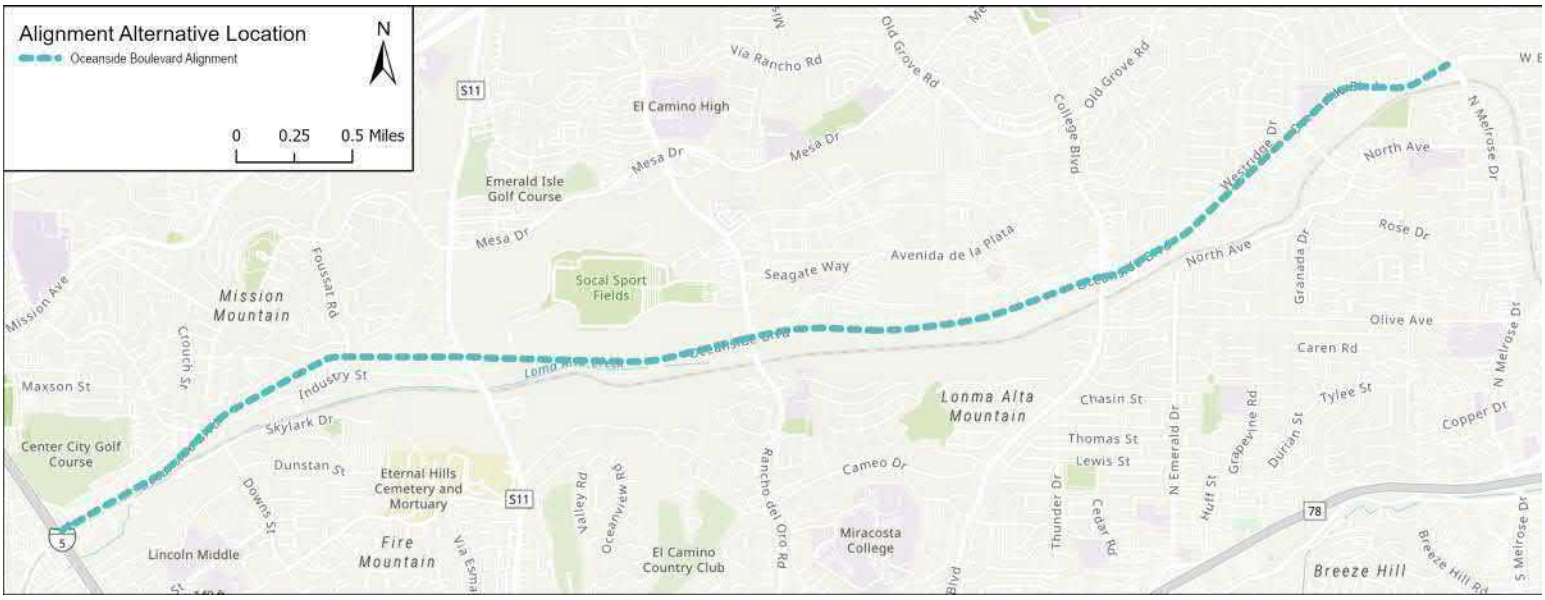
Please use the following sheets to voice your thoughts, opinions, and impressions of each alignment alternative.

The alignment alternatives will be shown on-screen and discussed in the same order that they are shown on the following sheets; please follow along with the presentation and write your thoughts as each alignment is discussed.

Return these pages to the drop-box before leaving!

Name: _____

Oceanside Boulevard Alignment Alternative

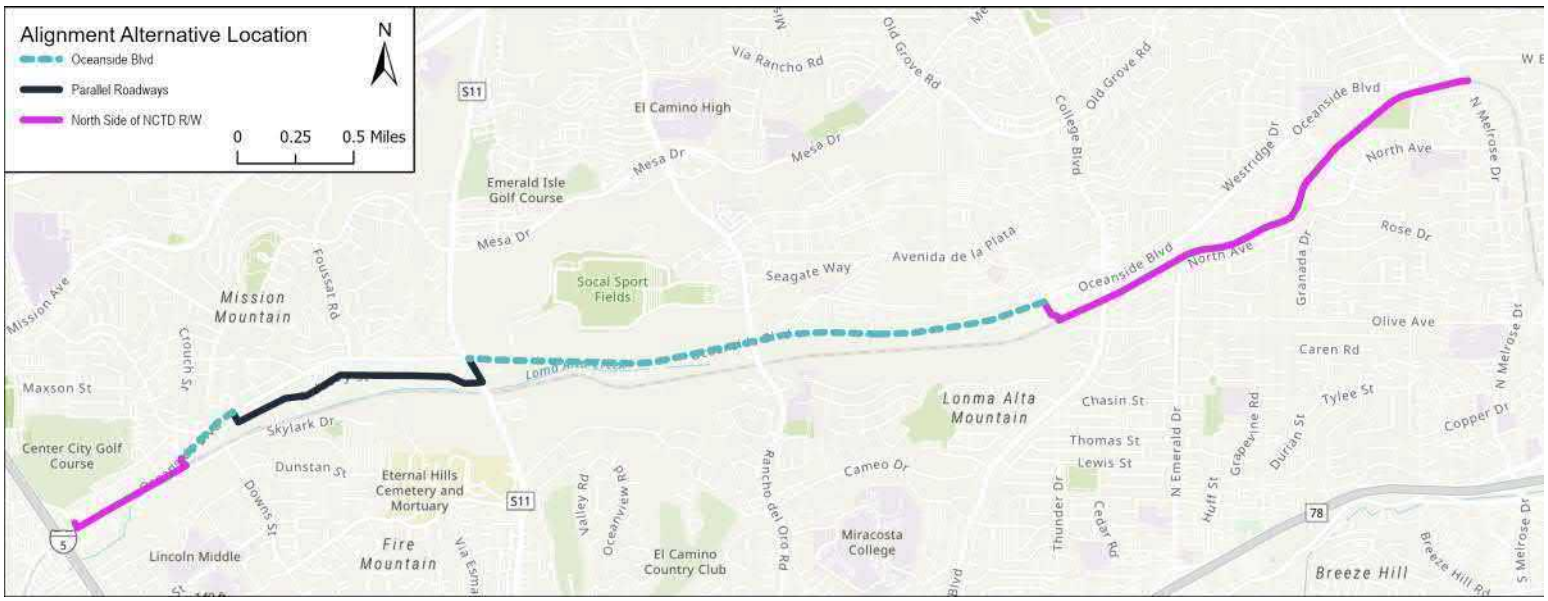


Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
High	Moderate	High	High	Low

Comments

North Side Alignment Alternative



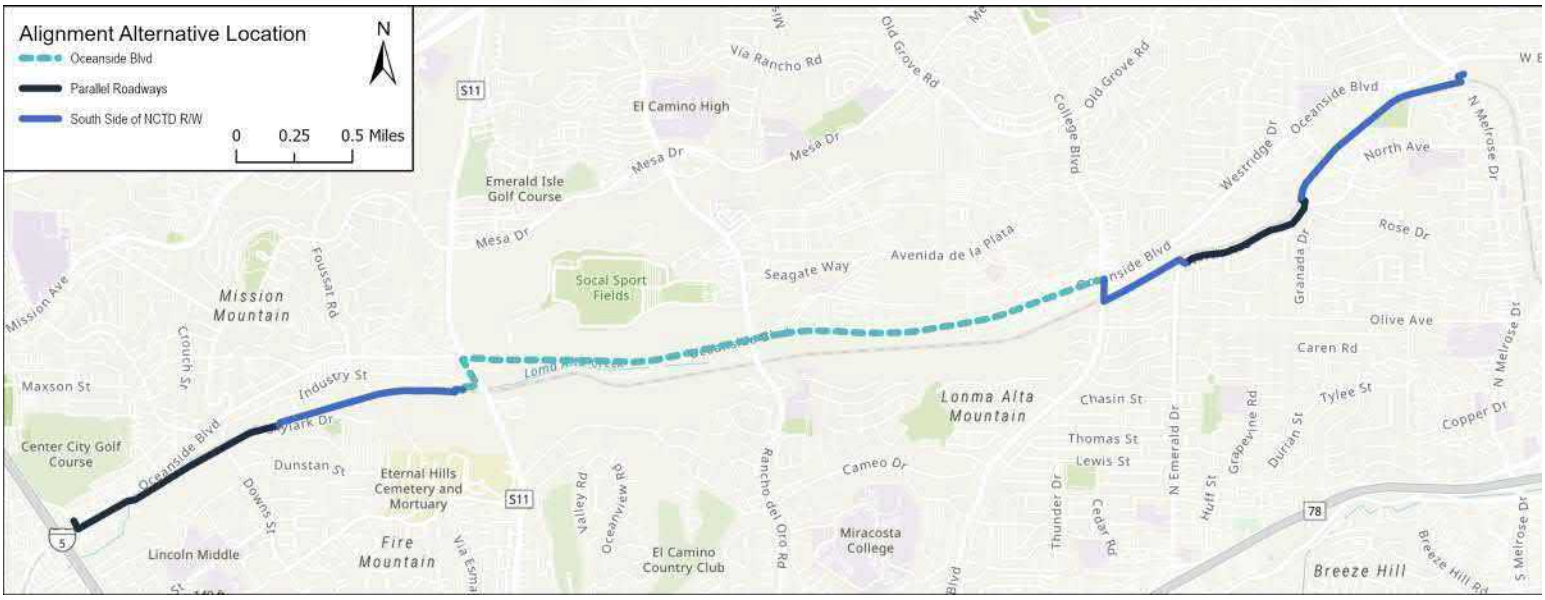
Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
High	Moderate	High	Low	Low

Comments

Oceanside Inland Rail Trail
Alignment Alternatives

South Side Alignment with No Parallel Crossings



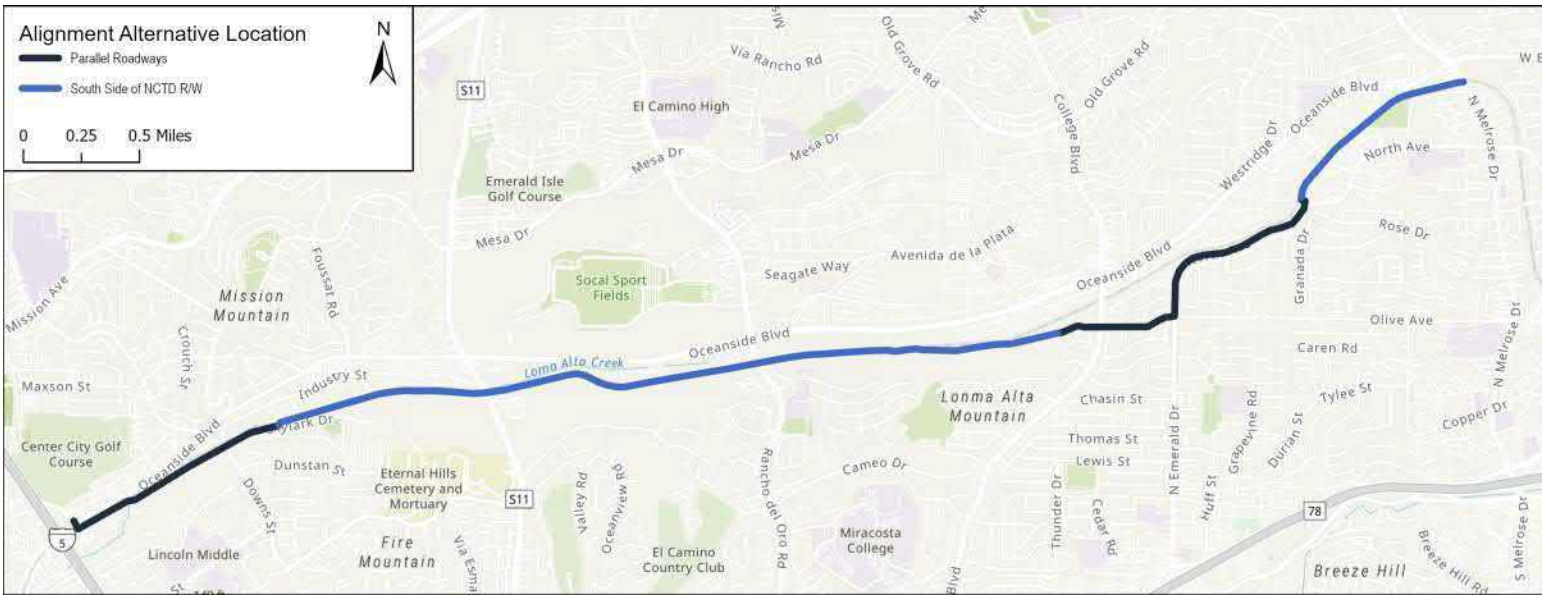
Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
High	Moderate	Moderate	Low	Moderate

Comments

Oceanside Inland Rail Trail
Alignment Alternatives

South Side Alignment Alternative with Minimal Parallel Crossings



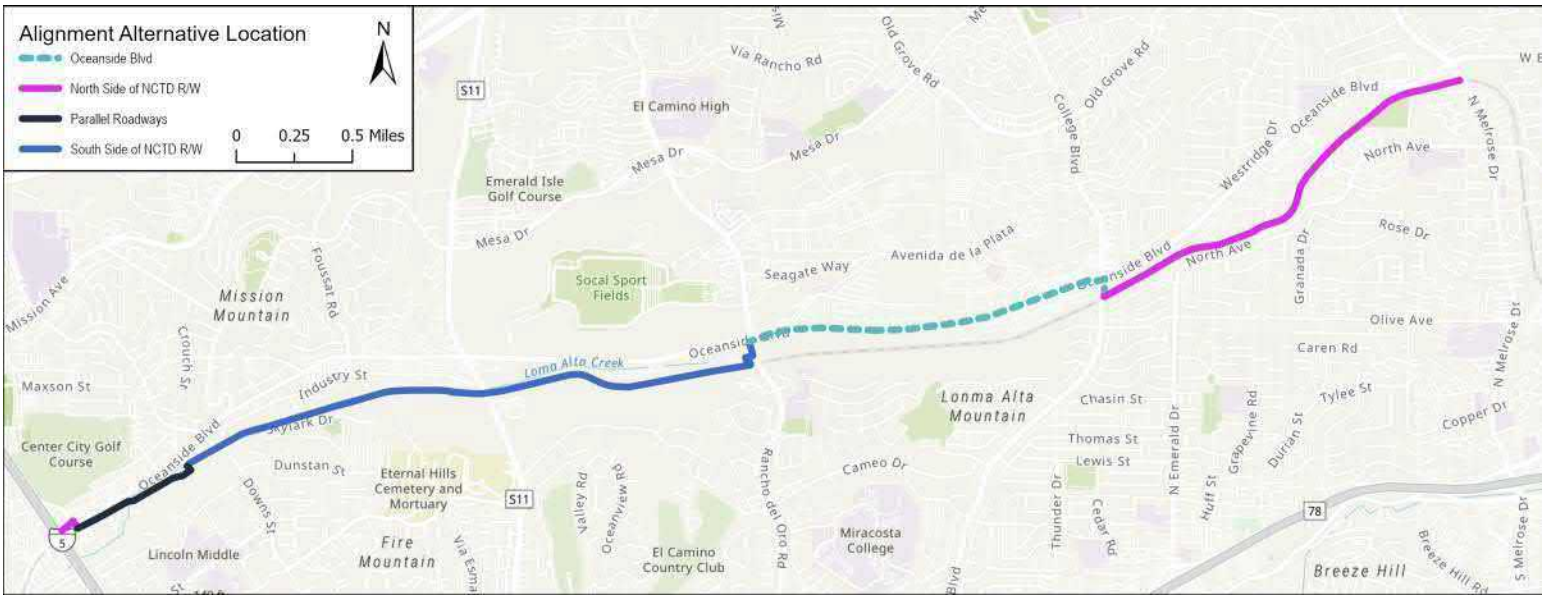
Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
Moderate	High	Moderate	Moderate	Difficult

Comments

Oceanside Inland Rail Trail
Alignment Alternatives

North-South Hybrid Alignment Alternative



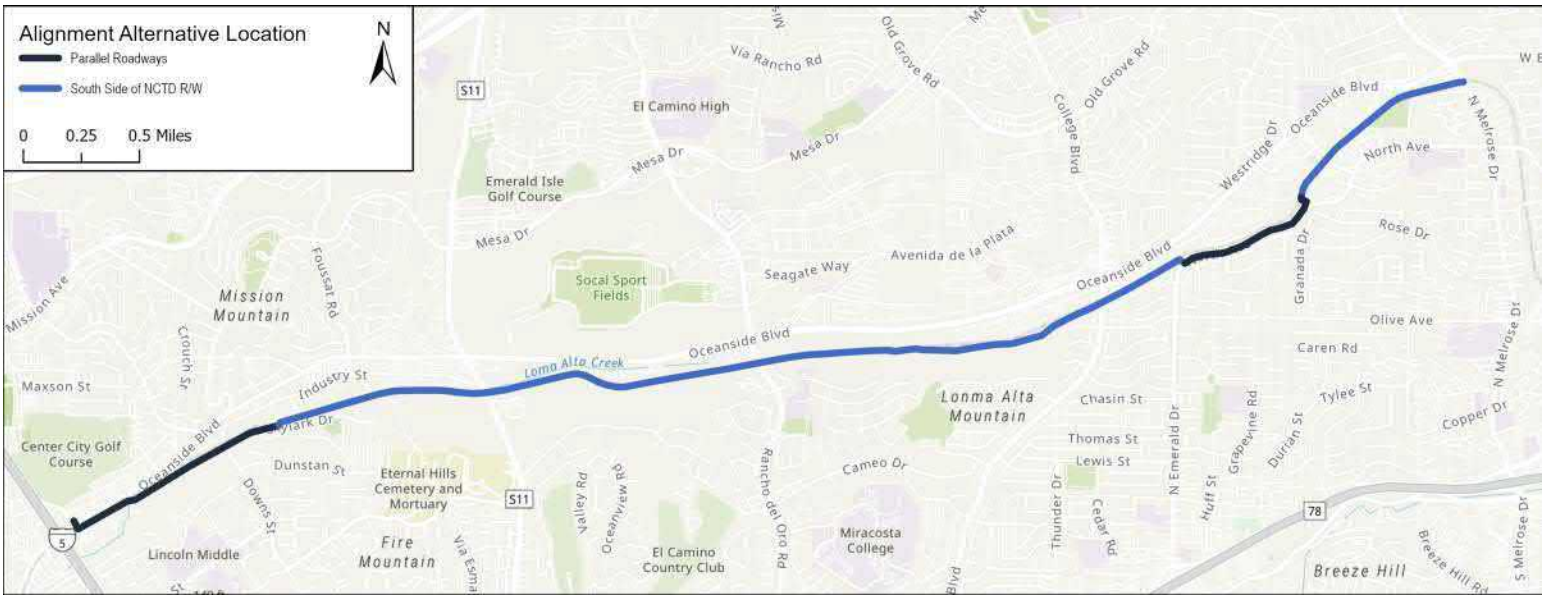
Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
Moderate	Moderate	Low	Low	Moderate

Comments

Oceanside Inland Rail Trail
Alignment Alternatives

South Side Alignment Alternative with Parallel Crossings



Alignment Alternative Characteristics

Access	Cost	Level of Stress	Route Directness	Topography
Moderate	High	Low	High	Difficult

Comments

OCEANSIDE INLAND RAIL TRAIL COMMUNITY ADVISORY BOARD (CAB)

Meeting #3

OCEANSIDE INLAND RAIL TRAIL

AGENDA

1. Re-Introduce the CAB and Project Description
2. Phase 2: Alignment Alternative Selection and Public Engagement
3. Preliminary Design Concept Feedback
4. Next Steps

COMMUNITY ADVISORY BOARD AND PROJECT DESCRIPTION

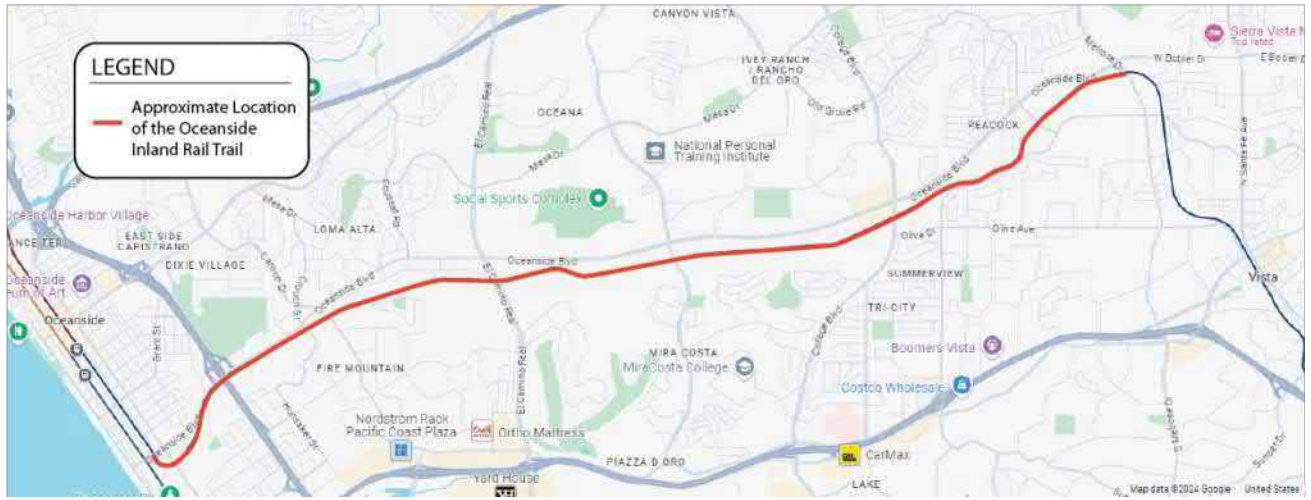
ATTENDEES OF THE COMMUNITY ADVISORY BOARD (CAB)

PRIORITIES OF THE CAB

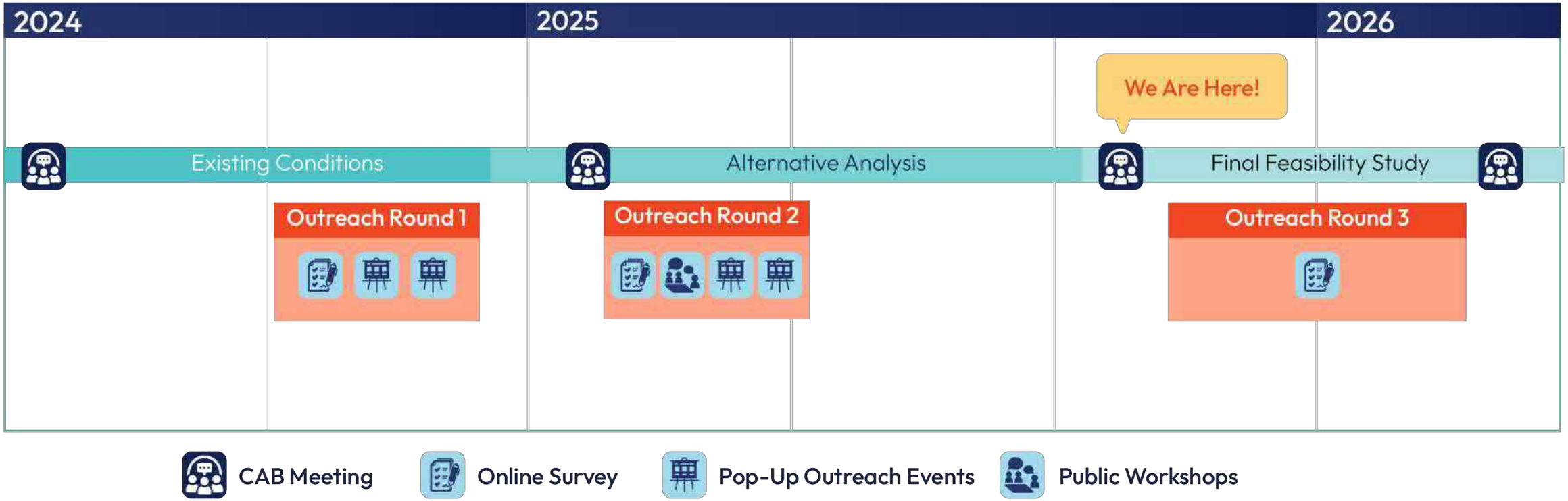
- Act as a liaison between the project and the public
- Increase engagement and develop community support for the project
- Enhance project team understanding of community needs
- Support the development and refinement of the preferred alternative

OCEANSIDE INLAND RAIL TRAIL DESCRIPTION

- Final 7 miles of the 21-mile Inland Rail Trail, connecting Oceanside, Vista, San Marcos, Escondido, and unincorporated County of San Diego
- Intended to provide commuter and recreational access to employment, medical & community centers, housing opportunities, regional Transit, and the beach
- Part of Oceanside and SANDAG's plan to provide strong east-west active transportation connections to meet regional transportation needs

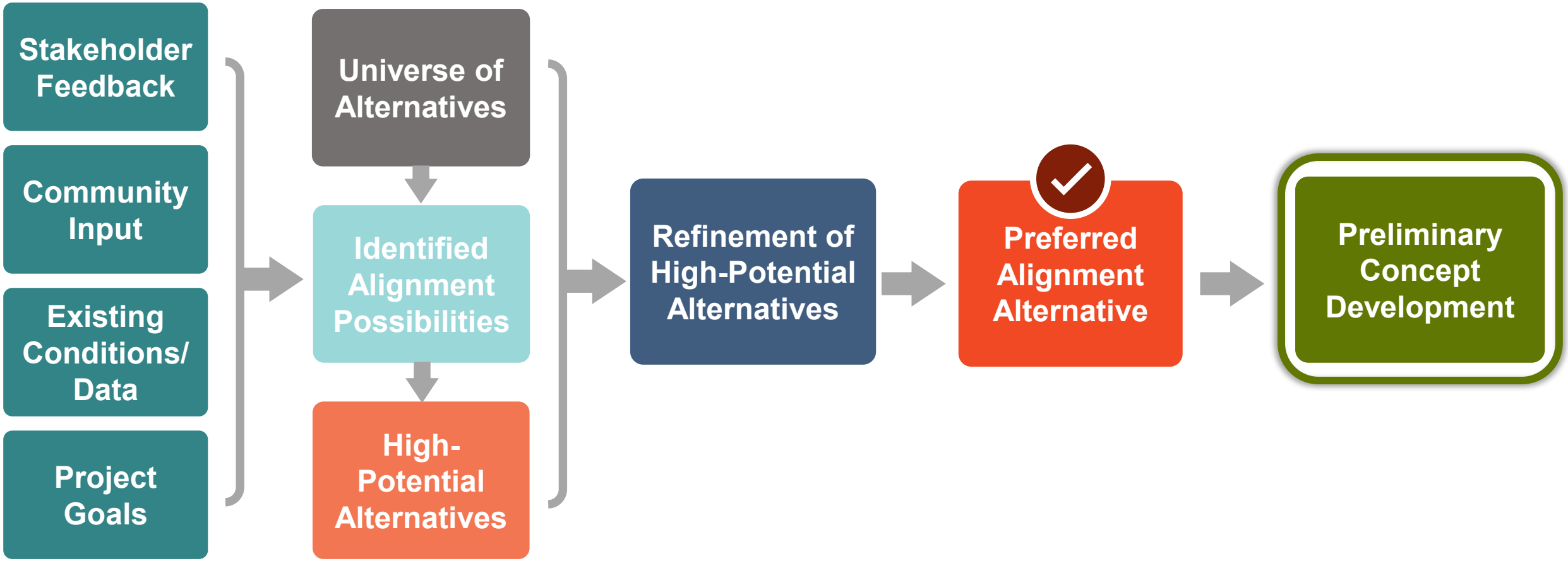


PROJECT SCHEDULE



PHASE 2: ALIGNMENT ALTERNATIVES & ENGAGEMENT

ALIGNMENT ALTERNATIVE SELECTION FLOWCHART



Fall – Winter 2024 | Winter 2024 – Spring 2025 | Spring 2025 | Spring – Summer 2025 | Summer – Fall 2025

PHASE 2 PUBLIC ENGAGEMENT

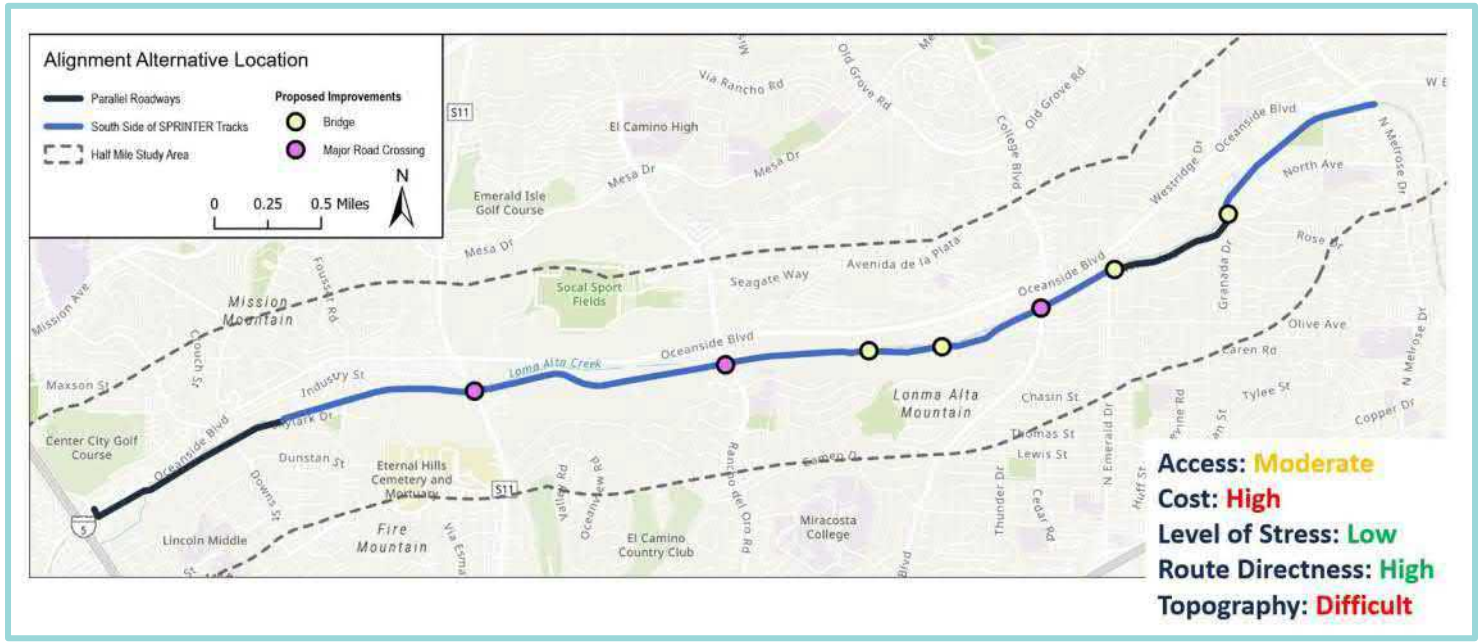
- Presented three alignments (east of I-5) for consideration

KEY TAKEAWAYS FROM PUBLIC ENGAGEMENT

- Feedback consistent with Phase 1
- Primary use: recreation and exercise
- Safety is a primary concern, with strong preferences for:
  - Physical separation from vehicle traffic
  - Low stress road crossings
  - Lighting
- Concerns regarding isolated trail areas and homeless encampments making the trail uncomfortable
- **Alternative A: South Side of SPRINTER Tracks** received the most positive feedback

SELECTION OF ALIGNMENT A: SOUTH SIDE OF SPRINTER TRACKS

- Public Outreach
  - Best level of stress
  - Direct
  - Scenery
  - Dedicated facility
  - Strong support



- Safety infrastructure on trail could help address concerns over isolated portions
- Mile markers and turnouts help address maintenance and emergency access concerns on long “mid-block” portions of trail
- Phased approach to trail implementation could help address cost

PRELIMINARY DESIGN CONCEPT

CONCEPT WALK THROUGH

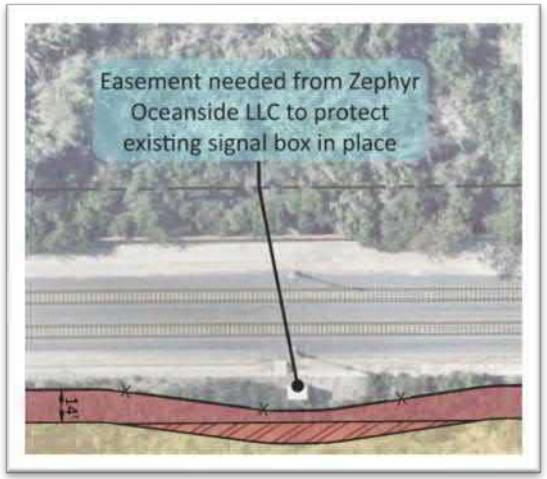
- Preliminary, 5% concept
- Design will be refined in future phases, and will continue to consider:
  - Environmental impacts and preserve areas
  - Drainage solutions
  - Creek bed limits
  - Permitting
  - Agency coordination
    - NCTD (including double tracking plans)
    - CPUC
    - Caltrans
    - Coastal Commission

KEY CONCEPT CHALLENGES

- Cost
  - At-grade crossing improvements at nine (9) intersections
    - Five (5) signalizations, $500k to $2.5M each
  - Retaining walls due to steep slopes
  - Drainage solutions

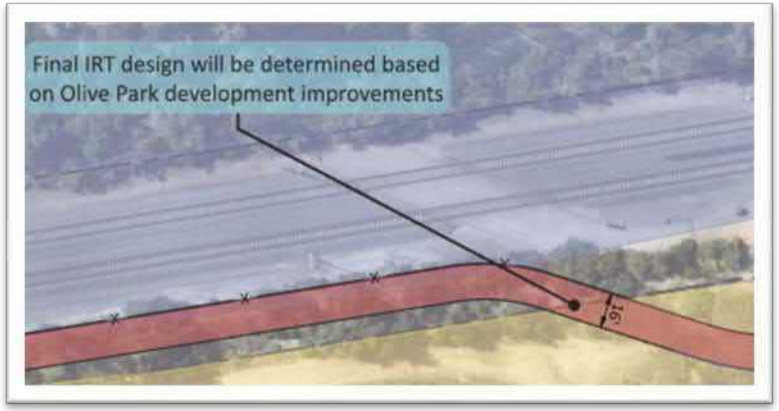
Slopes East of Rancho Del Oro, Source: Google Maps

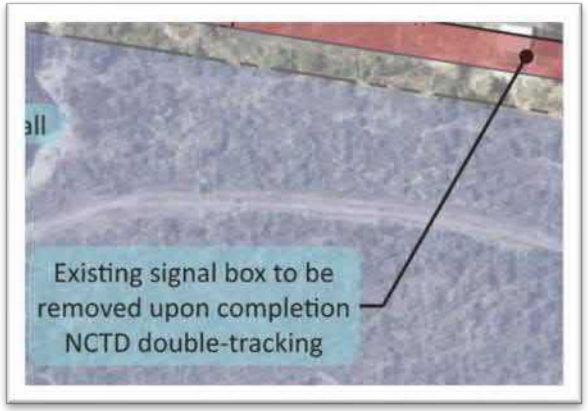
- Design
  - Caltrans Design Exception under I-5 due to the spacing of bridge piers and proximity of SPRINTER tracks
  - Some easements needed due to existing infrastructure and NCTD signal houses
  - Rancho Del Oro flyover alignment to be refined in final design based on preserve coordination, slope analysis, and constructability review due to steep grades



PHASED APPROACH

- Similar to other portions of the IRT, the project could move forward with a phased approach
- Design, permitting, and review of the trail will take more money and time for sections with design challenges
- Some portions could potentially be constructed in conjunction with developer improvements
- Interim solutions may be needed based on timeline of NCTD double tracking



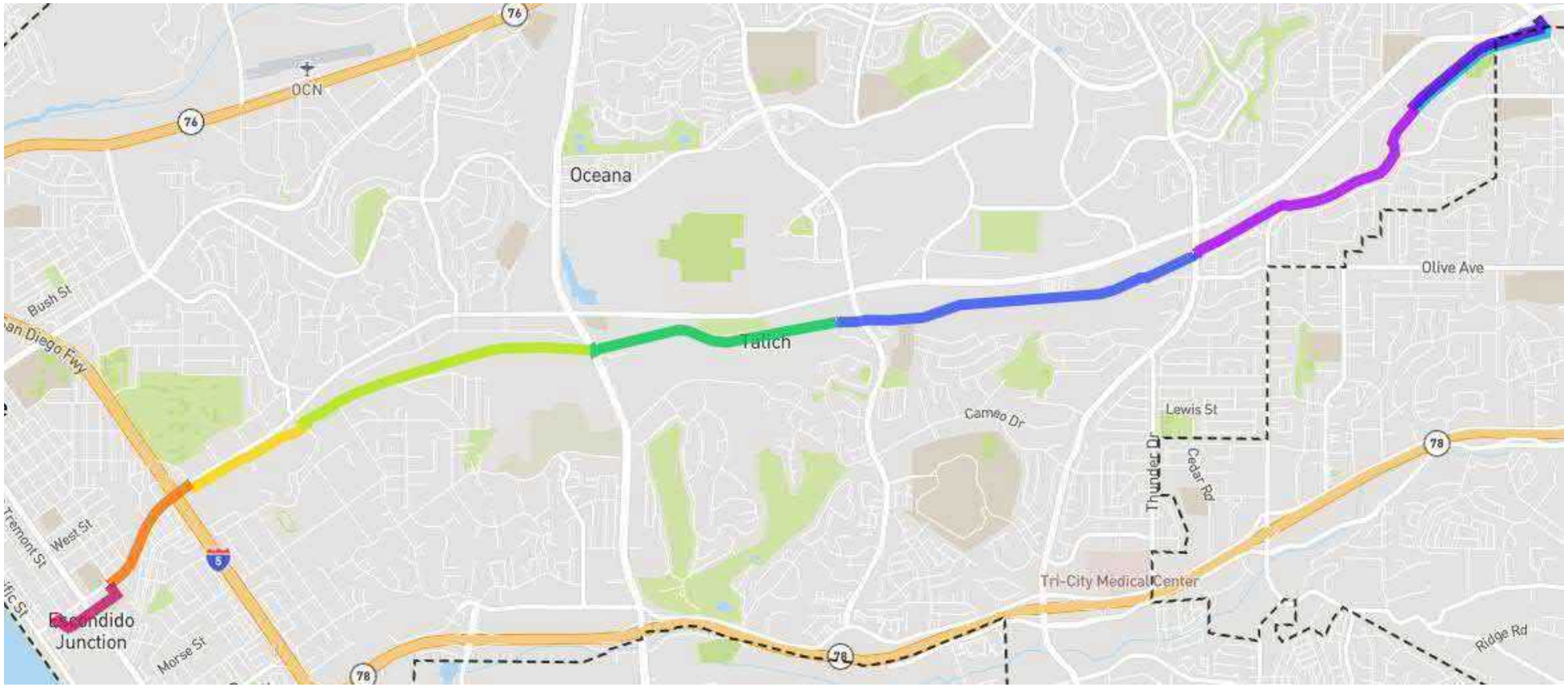


PRELIMINARY DESIGN CONCEPT FEEDBACK

SEGMENTS

Legend

- Oceanside City Limits
- Segment A
- Segment B
- Segment C
- Segment D
- Segment E
- Segment F
- Segment G
- Segment H (North)
- Segment H (South)



SEGMENT CHARACTERISTICS

Access

Property Impacts

Utility Impacts

Agency Coordination

Structural Work

Environmental Impacts

Topography

Cost

SEGMENT SUMMARY

Segment ID	Segment	Length (mi)	Access	R/W Impacts	Utility Impacts	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
A	Coastal Rail Trail (CRT) to Oceanside Blvd	0.4	High	Medium	Low	Medium	Low	Low	Low	Low
B	Oceanside Blvd to Commerce St	0.6	High	Low	High	Medium	Low	Low	Low	Medium
C	Commerce St to Crouch St	0.6	High	Low	Medium	Medium	Low	Low	Low	Low
D	Crouch St to El Camino Real	1.4	Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium
E	El Camino Real to Rancho Del Oro SPRINTER Station	1.1	Low	High	Medium	Medium	Medium	Low	Medium	Medium
F	Rancho Del Oro SPRINTER Station to College Blvd	1.6	Low	Medium	Medium	Medium	High	High	High	High
G	College Blvd to Temple Heights Dr	1.3	Medium	Medium	Medium	Low	Medium	Medium	Low	Medium
H (N/S)	Temple Heights Dr to Melrose Dr & Oceanside Blvd	0.8	Medium	Low	High	Med/High	Medium	Low	Medium	Med/High

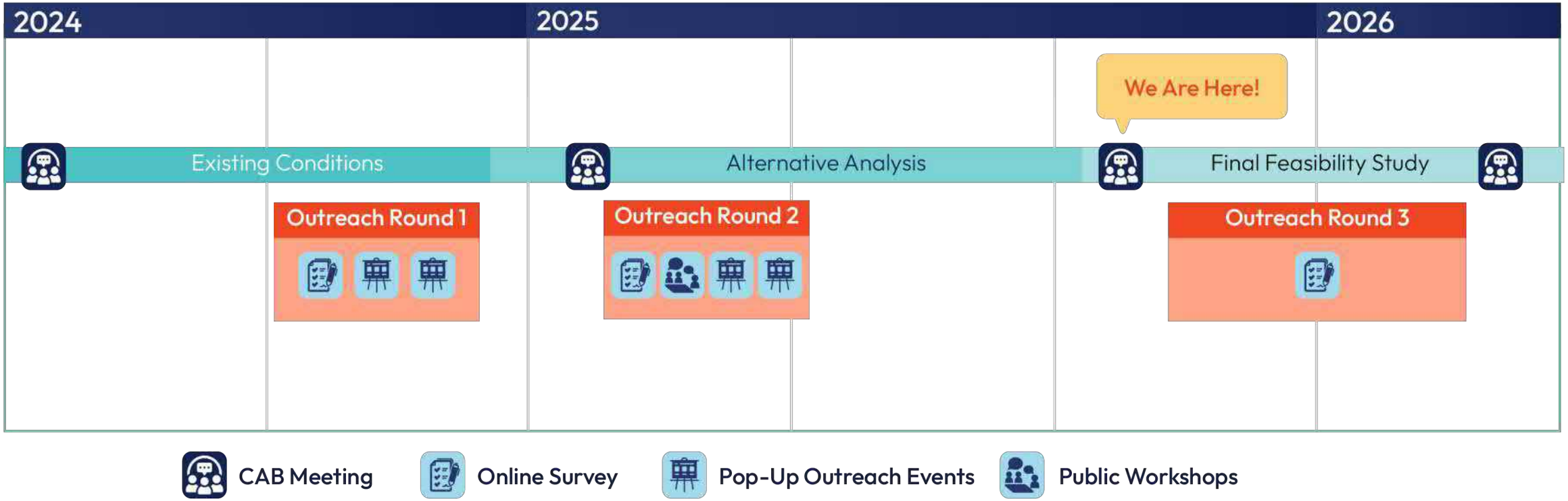
FEEDBACK & SEGMENT RANKING EXERCISE

1. Write your name and organization on the front of the packet
2. Rank each segment from 1-8, where 1 is the top priority
3. Please include your reasoning in the space provided with any elements to consider, such as:

- Community Benefits:
  - Access to destinations such as education, employment, or recreation
  - Improved safety
- Design Challenges:
  - Unidentified challenges
  - Concerns
- Additional Feedback

NEXT STEPS

PROJECT SCHEDULE



PHASE 3 ENGAGEMENT

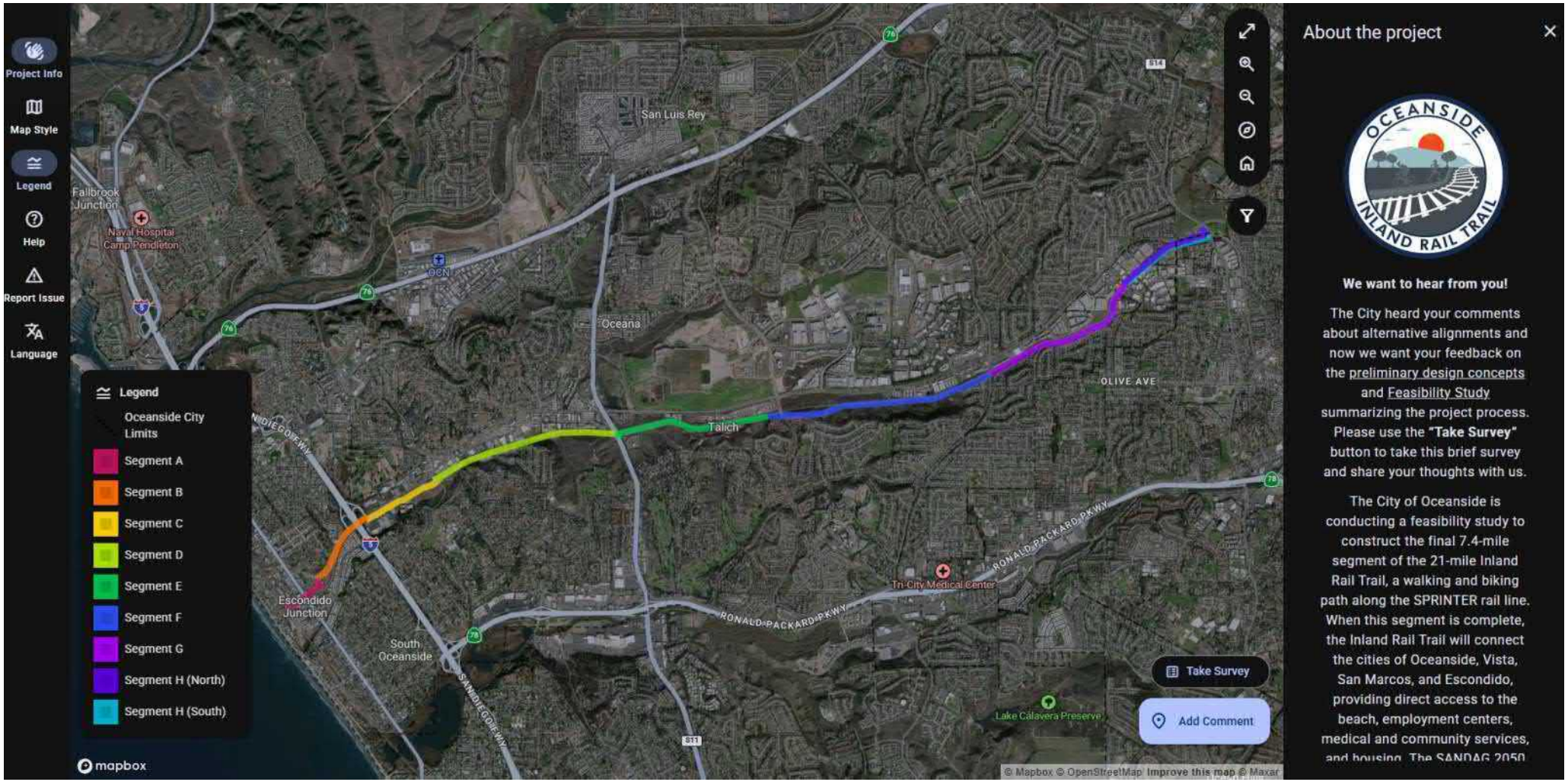
November 2025:

- Official Launch of Phase 3 of Engagement
- Bring Draft Concept and Draft Feasibility Study to Public
- Online Survey – Map and Question Based

December 2025:

- Synthesize Data Collected in Phase 3 of Engagement
- Refine Concept and Final Feasibility Study Report

PREVIEW OF PHASE 3 OUTREACH



NEXT STEPS

November 2025:

- Summarize CAB responses to Draft Concept
- Share Phase 3 Survey

January 2026:

- CAB #4: Presentation of Final Report with Concept

March 2026:

- Public Hearing/Presentation Support

Oceanside Inland Rail Trail

Community Advisory Board

Meeting #3 Summary

October 21, 2025

MEETING AGENDA AND NOTES

Community Advisory Board Meeting #3

October 21st, 2025, at 10:30 AM PST

Location: Oceanside City Council Chambers

Participants

Group	Attendees
Oceanside Arts Commission	Brigid Parsons
Oceanside Bike and Ped Committee	Tom Lichterman
City of Vista	Darra Woods
Caltrans	David Calkins, Mohamad Khatib
NCTD	Ricky Cervantes
City of Oceanside	Luis Cardenas, Teala Cotter, Kristopher Martinez
Byrne Communications	Kristen Byrne
Kimley-Horn	Naomi Germain, Josh Rowe, Brigid Ahern

Agenda

1. Re-Introduction of the Community Advisory Board and Project Description
2. Phase 2: Alignment Alternative Selection and Public Engagement
3. Preliminary Design Concept Feedback
4. Next Steps

Meeting Summary

Re-Introduction of the Community Advisory Board (CAB) and the Inland Rail Trail (IRT)

- The CAB acts as a liaison between the project and the public by giving the project team insights on stakeholder opinions and by sharing information about the project and outreach events
- The IRT will connect the communities of Escondido, San Marcos, unincorporated San Diego County, Vista, and Oceanside
- The OIRT feasibility study consists of 3 phases
    - Phase 1 – Existing Conditions
    - Phase 2 – Alternative Alignments
    - Phase 3 – Final Assessment and Alignment (Current Phase)

Phase 2: Alignment Alternative Selection and Public Engagement

- Primary expected trail use is recreation and exercise
- Safety is a primary concern, with strong preferences for physical separation from vehicle traffic, low stress road crossings, and lighting
- Concerns about isolated trail areas and homeless encampments making the trail uncomfortable

- **Alternative A: South Side of SPRINTER Tracks** received the most positive feedback
  - Best level of stress
  - Direct
  - Scenery
  - Dedicated facility
  - Strong support
- Safety infrastructure on trail could help address concerns over isolated portions
- Mile markers and turnouts help address maintenance and emergency response concerns on long "mid-block" portions of trail
- Phased approach to trail implementation could help address cost

Preliminary Design Concept Feedback

- The OIRT Feasibility Study will prepare 5% concepts, which are preliminary planning documents that will act as a "starting point" for trail design
- Public feedback during Phase 1 and Phase 2 informed the design of the preliminary design concepts, which presents a trail with similar characteristics to the existing IRT in Vista
  - Direct trail almost fully separated from roadways along full alignment
- Crossings and intersections are in preliminary design; examples include
  - Potential to restrict left turns from S Coast Hwy at Godfrey St
  - Potential for roundabout instead of signal at Crouch St & Skylark Dr
  - College Boulevard may be widened with Class IV bike lanes in the future, which will affect the IRT crossing at this location
  - Potential for future grade separation at El Camino Real and College Blvd through coordination with long-term developments
- Connections to SPRINTER stations will be paved offshoots from the trail with calming measures such as chicanes or infrastructure to cause trail users to slow or dismount from bicycles
- Cost estimates of flyover crossings at El Camino Real and College Blvd could help explain why at-grade crossings are suggested
- IRT design at the Melrose Dr SPRINTER station will be refined through coordination with NCTD
  - Driveways on Oceanside Blvd near Melrose Dr are used by cut-through traffic
- Public survey will also be shared with the CAB for distribution to their constituencies

Draft Feasibility Study

- The Feasibility Study will describe the project process including public input and will provide a guide for the community to move the project forward
- During the environmental review process, the project team will consider which portions of the corridor may qualify for CEQA exemptions and which portions may be limited due to biological or other environmental resource areas
- The Feasibility Study will clearly discuss the fact that the IRT has been an ongoing process since 1995 and is mentioned in many local and regional multimodal planning documents
- The Feasibility Study will be a valuable resource for the future phases of the Oceanside IRT
- Differences in funding sources for the Oceanside IRT compared to the Vista IRT is a potential challenge
- The Draft Feasibility Study will be forwarded to CAB members for review

Next Steps

- Kimley-Horn to communicate to CAB regarding:
  - Phase 3 survey (launches November 1)
  - Draft Report
  - Concepts
  - CAB #4 (January 2026)
- Kimley-Horn to coordinate with the City of Oceanside regarding connections to future Class IV facilities on College Boulevard
- CAB to share survey with organizations

Oceanside Inland Rail Trail (IRT)
Concept Design Feedback

Directions:

Please use the following sheets to voice your thoughts, opinions, and impressions on the segments based on the preliminary design concepts and your familiarity with the corridor.

Please return these pages to the drop-box before leaving!

Name: _____

Organization: _____

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? ____ **Ranking (1-8): ____**

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 8

Community Benefits

Safer alignment on Godfrey / Ditmar

Design Challenges

At-grade crossing @ Oceanside Bl sees up to 134 trains per day; safety & regulatory challenges. Coast Hwy crossing impacts traffic & bus reliability

Additional Comments

Incorporating trail connection at Lone Alta would be ideal

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): 5

Community Benefits

very direct

Design Challenges

narrow lane widths impact buses & heavy trucks; rail crossing @ connector

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): 1

Community Benefits

Direct, safe, near activity centers

Design Challenges

S Oceanside / Skylarks / Crouch intersection

Additional Comments

Does Osidz have plans to allow redevelopment at nearby ~~commercial~~ commercial centers

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 7

Community Benefits

Direct

Design Challenges

narrow ROW near single-tracked section; ECR crossing & traffic / transit impact; preserves

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low ?	Medium	Medium

Ranking (1-8): 6

Community Benefits

transit connectivity; directness

Design Challenges

preserves; @ CR crossing & traffic/transit impacts; topography

Additional Comments

opportunity for improvements w/ proposed development @ at Moonlight

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): 4

Community Benefits

transit connectivity; directness; access to shopping/jobs near College

Design Challenges

impact to preserves; station connection; College Bl crossing & traffic/transit impacts

Additional Comments

~~[illegible]~~

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): 2

Community Benefits

North Ave segment will have low LTS

Design Challenges

creek crossings & impacts to rail ROW

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? N Ranking (1-8): 3

Community Benefits

Northern alignment connects to current trail @ Melrose but crosses tracks at other [redacted] street

Design Challenges

southern option more constrained; traffic/safety/Melrose Station redevelop challenges for north option

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): ____

Community Benefits

- Easy access to Sprinter station
- lower traffic stress for cyclists

Design Challenges

Additional Comments

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

- Decreased width in Caltrans ROW
- Will need DSDD for non-standard designs

Additional Comments

- More roadway width on North side, but would require crossing Oceanside Blvd
  - Widen sidewalk on north side?

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): ____

Community Benefits

- RRFBs at all new unsignalized crossings

Design Challenges

Additional Comments

- Support roundabout at Crouch St

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): ____

Community Benefits

- Support grade separation
- Alignment away from Oceanside blvd is nice for recreational cyclists

Design Challenges

- Environmental considerations may take more time to work through

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? North **Ranking (1-8):** ____

Community Benefits

- More direct connection to Sprinter and crossing @ Melrose

Design Challenges

- Interaction w/ station, separation between bikes + peds

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 1

Community Benefits

connection to the beach, serves a lot of residents

Design Challenges

Additional Comments

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): #2

Community Benefits

same as segment A

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): 3

Community Benefits

Design Challenges

Additional Comments

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 4

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 5

Community Benefits

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): 8

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): 7

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? S Ranking (1-8): 6

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 2

Community Benefits

New alignment not seen before. I like keeping off Oside Blvd.

Design Challenges

Crossing at S. Coast Hwy - some type of traffic control mandatory

Additional Comments

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): 2

Community Benefits

An improvement over the existing Oside Blvd, but thought using the other underpass under I-5 should be more thought through

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): 1

Community Benefits

Please see if this could be an early phase development.

Design Challenges

Additional Comments

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 1

Community Benefits

Great - completely avoids Oceanside Blvd., esp. this high speed area.

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 1

Community Benefits

Completely avoids O'side Blvd.

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): 1

Community Benefits

Great - I really like the flyover concept.

Design Challenges

College intersection traffic control will be a challenge

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): 1

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? ___ Ranking (1-8): 1

Community Benefits

South alignment avoids station conflict & issues

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 6

Community Benefits

Design Challenges

Additional Comments

What about a class 4 along Godfrey?

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): 7

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): 7

Community Benefits

Design Challenges

Additional Comments

- Would be good to show a cross section
- There is a new school @ Union, maybe an access point / x-walk there?

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 8

Community Benefits

Design Challenges

Additional Comments

- Would be good to show a cross section

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 8

Community Benefits

Design Challenges

Additional Comments

Cross section would be helpful

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): 7

Community Benefits

Design Challenges

lighting, security

crossing at College

Additional Comments

- cross section
-

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): 8

Community Benefits

Design Challenges

Additional Comments

-Cross sections

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? S Ranking (1-8): 7

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 1

Community Benefits

Coastal Access
less @ congestion @ Oside Blvd / Coast Hwy

Design Challenges

Coast Hwy Crossing

Additional Comments

Lots of Public Art opportunities

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): 4

Community Benefits

Design Challenges

Narrow under I-5
Homeless / Vagrant Population

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	Medium	Medium	Low	Low	Low	Low

Ranking (1-8): 2

Community Benefits

Design Challenges

Skylark Intersection

Additional Comments

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 3

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): 5

Community Benefits

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): 8

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): 7

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? N Ranking (1-8): 6

Community Benefits

Design Challenges

NCTD Double tracking & Station

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

A: Coastal Rail Trail (CRT) to Oceanside Blvd

Length: 0.4 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Medium	Low	Medium	Low	Low	Low	Low

Ranking (1-8): 1

Community Benefits

Design Challenges

Additional Comments

would road diet be considered?

B: Oceanside Blvd to Commerce St

Length: 0.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
High	Low	High	Medium	Low	Low	Low	Medium

Ranking (1-8): 5

Community Benefits

Design Challenges

Opportunity to coordinate with Coltrans Segment 5 project with complete street options in the ~~EB~~ WB direction.

Additional Comments

Did the study consider the option of having the trail between Abutment and columns of CT bridge (south of existing NCTD track)? Instead of Oceanside Blvd. If kept on Oceanside Blvd.

Oceanside Inland Rail Trail
Concept Design Feedback

C: Commerce St to Crouch St

Length: 0.6 Miles

Access	*R/W Impacts*	*Utility Impact*	*Agency Coordination*	*Structural Work*	*Environmental Impacts*	*Topography*	*Cost*
High	**Low**	**Medium**	**Medium**	**Low**	**Low**	**Low**	**Low**

Ranking (1-8): ____

Community Benefits

_____

_____

_____

Design Challenges

_____

_____

_____

Additional Comments

_____

_____

_____

D: Crouch St to El Camino Real

Length: 1.4 Miles

Access	*R/W Impacts*	*Utility Impact*	*Agency Coordination*	*Structural Work*	*Environmental Impacts*	*Topography*	*Cost*
Medium	**Medium**	**Medium**	**Medium**	**Medium**	**Low**	**Medium**	**Medium**

Ranking (1-8): ____

Community Benefits

_____

_____

_____

Design Challenges

_____

_____

_____

Additional Comments

_____

_____

_____

Oceanside Inland Rail Trail
Concept Design Feedback

E: El Camino Real to Rancho Del Oro SPRINTER Station

Length: 1.1 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	High	Medium	Medium	Medium	Low	Medium	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

F: Rancho Del Oro SPRINTER Station to College Blvd

Length: 1.6 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Low	Medium	Medium	Medium	High	High	High	High

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

Oceanside Inland Rail Trail
Concept Design Feedback

G: College Blvd to Temple Heights Dr

Length: 1.3 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Medium	Medium	Low	Medium	Medium	Low	Medium

Ranking (1-8): ____

Community Benefits

Design Challenges

Additional Comments

H: Temple Heights Dr to Melrose Dr & Oceanside Blvd (N/S)

Length: 0.8 Miles

Access	R/W Impacts	Utility Impact	Agency Coordination	Structural Work	Environmental Impacts	Topography	Cost
Medium	Low	High	Medium /High	Medium	Low	Medium	Medium /High

North or South? ____ Ranking (1-8): ____

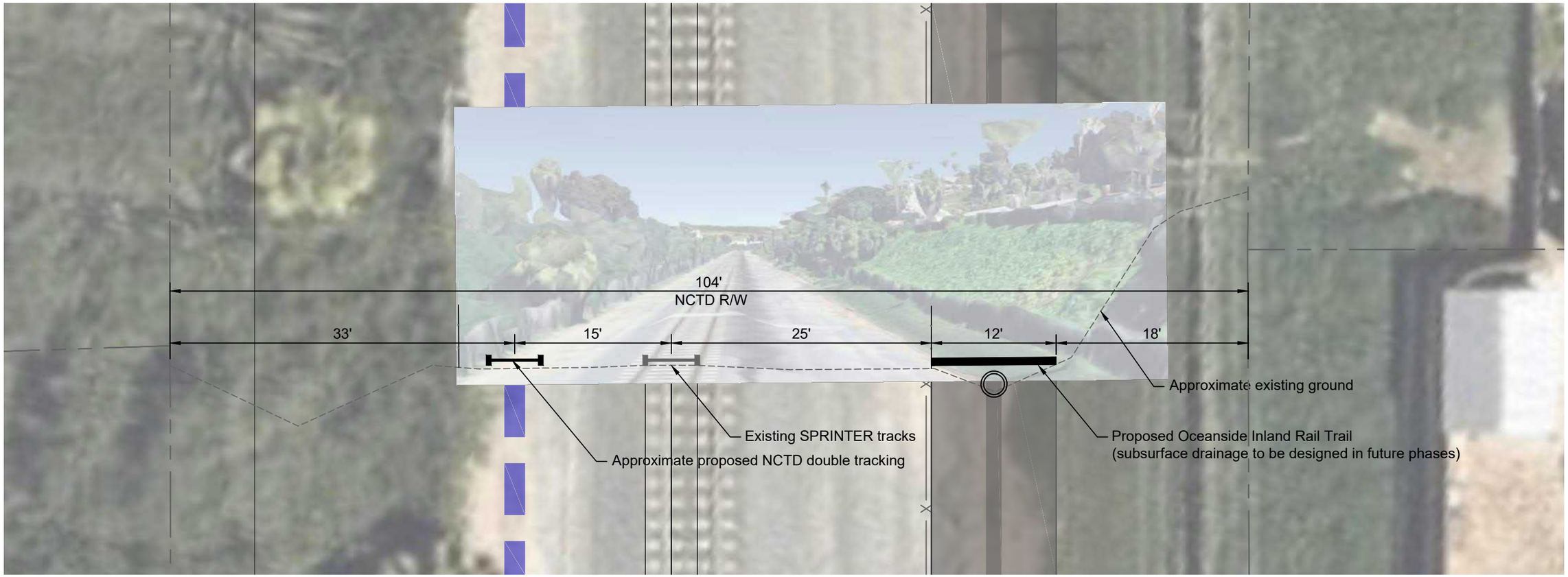
Community Benefits

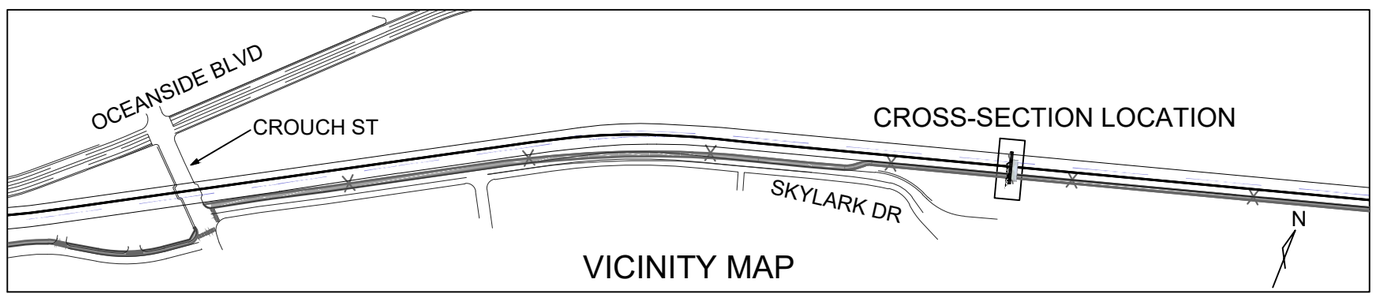
Design Challenges

Additional Comments

Response to NCTD comments on OIRT Concepts (dated 10/6/2025)

Location	Page	Comment By	Review Comment	Response
S Coast Hwy Crossing	1	[redacted]	Additional signal could increase runtime and negatively impact on-time performance on BREEZE 101, BREEZE 302, and the proposed Rapid 493 in the 2025 RP.	Noted. RRFB is recommended to provide a safe and comfortable OIRT crossing. The proposed crossing improvements are consistent with the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommendations.
NCTD Sprinter Tracks Crossing	1	[redacted]	FRA will need to be consulted due to this crossing being included in a quiet zone. City will be responsible for coordinating with CPUC on any modifications at or near existing crossings.	Noted.
Oceanside Blvd (I-5 Underpass)	2	[redacted]	Recommend keeping lane widths the same in the east bound direction to ensure lane 2 remains 11' wide for trucks and transit.	Noted. Due to the bridge supports, there is not enough space to provide 11' travel lanes. The proposed design will require Caltrans Design Exceptions and the team is coordinating with Caltrans.
Oceanside Blvd between S Nevada St & Vine St	2	[redacted]	Is coordination with Breeze Townhomes project possible or necessary at this juncture?	The City is coordinating with the developer to make them aware of the project.
Commerce St Crossing	2	[redacted]	CPUC consideration at intersection.	Noted.
Crouch St Sprinter Station Parking Lot	3	[redacted]	No fixed-route connections currently but LIFT passengers may pick up here periodically.	Noted.
Crouch St Sprinter Station Parking Lot	3	[redacted]	Recommend adding conflict striping at driveways to station parking lot.	Agree, conflict striping added.
After Skylark Dr along NCTD Sprinter Tracks	4	[redacted]	Cross sections requested for segments in ROW near existing track. Concerns regarding drainage, maintenance access, and interaction with future double-tracking efforts.	Preliminary cross section will be provided. The design will be refined through future design phases.
S El Camino Real Crossing	5	[redacted]	Additional signal could increase runtime on BREEZE 309 and negatively impact on-time performance. Additionally, proposed Rapid 485 would also be negatively impacted.	Noted. A signal is required here to provide a safe and comfortable OIRT crossing. The proposed crossing improvements are consistent with the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommendations. KH will provide ROM cost comparison between fly over bridge vs. signalized crossing.
Along NCTD Sprinter Tracks near Evergreen Nursery Environmental Preserve	5	[redacted]	Removal is not confirmed and is dependent on double-track design.	Noted. Call out revised and design will be refined in future phases.
El Camino Real Sprinter Station	5	[redacted]	What would the maintenance access width be between the proposed trail and the platform?	12', as illustrated in the dimension.
Along NCTD Sprinter Tracks near Loma Alta Preserve	6	[redacted]	Retaining wall will need to be designed to consider rail live loads.	Noted.
Along NCTD Sprinter tracks at PVT Rd	7	[redacted]	Should a note be added that speaks to potential redevelopment and the impact that would have here? Also, how is the fact that the crossing appears to be an easement on NCTD row impact discussion around improvements?	Note revised to read: Include minor signage and striping improvements at private road crossing (final improvements will be coordinated with owner, CPUC, and NCTD).
Along NCTD Sprinter tracks at PVT Rd	7	[redacted]	CPUC coordination would still be required despite being a private road with limited traffic.	Note revised to read: Include minor signage and striping improvements at private road crossing (final improvements will be coordinated with owner, CPUC, and NCTD).
Along NCTD Sprinter Tracks near Upper Loma Alta	9	[redacted]	Bridge will need to be designed so water-surface elevations are not increased under rail bridge.	Noted.
Along NCTD Sprinter Tracks near Upper Loma Alta	9	[redacted]	Bridge will need to be designed so water-surface elevations are not increased under rail bridge.	Noted.
College Blvd Crossing	10	[redacted]	Additional signal could increase runtime and negatively impact reliability on BREEZE 315 and 325. Additionally, proposed Rapid 497 on corridor would be negatively impacted.	Noted. A signal is required here to provide a safe and comfortable OIRT crossing. The proposed crossing improvements are consistent with the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommendations.
Upper Loma Alta Preserve between NCTD Sprinter Tracks & North Ave	11	[redacted]	Bridge will need to be designed so water-surface elevations do not impact rail ROW.	Noted.
Temple Heights Dr Crossing	12	[redacted]	Despite lower traffic volumes, high vis crosswalk should be considered here too.	Agree, crosswalk striping added.
Along NCTD Sprinter Tracks past Temple Heights Dr	12	[redacted]	Is southern option width fixed? Assume members of the public will be wondering the same.	Unsure what comment means. The design will be shared with the public and refined in future design phases.





GRAPHIC SCALE IN FEET
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NORTH

Inland Rail Trail, Oceanside Segment, Proposed Routing and Features 12-3-2025

Responses to comments below in blue.

Map Item Number Description Advantages Compared to Routing Proposed by Consultant

1. Proposed 'Coastal Rail Trail' train bridge undercrossing and connection to the 'Inland Rail Trail' at Buccaneer Park. Eliminates crossing over five rail tracks at Oceanside Boulevard.

   See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report.

2. Widen by 2' or so and re-pave the existing Loma Alta Marsh Footpath as a part of the OIRT.
   Connects the Trail to the beach and restaurant and restrooms at the park. This is the width of the trail at the Coast Highway bridge wall. A Flashing signal and crosswalk should be added at the Coast Highway Trail crossing.
   This crossing would not affect stacking distance on Coast Highway that a signal at Godfrey would create affecting the Sprinter crossing and the stacking distance to Oceanside Blvd.

   See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report.

   The Loma Alta Marsh Footpath was considered as an alignment alternative. The widening required to provide a comfortable trail experience for all users would require a linear encroachment on the Loma Alta Creek, as existing developments to the south of the Loma Alta Marsh Footpath constrain right of way. This type of encroachment can trigger costly improvements and environmental review processes which could impact the implementation timeline of the OIRT.

   See the OIRT Concepts for the crossing strategy at South Coast Highway, which is a two-stage crossing with an RRFB.

3. Build a two-way trail on the west side of Coast Highway north to the sidewalk access to the Coast Highway Sprinter Station. Space is available within the existing street paving.

Proposed trail along Godfrey Street and Ditmar Street requires removing street parking and adds retaining walls, the Coast Highway route does not remove parking or add retaining walls.

See responses to questions 1 & 2 for the reason the OIRT is not proposed along South Coast Highway.

4. Construct a 14' wide bridge on 'T' concrete columns over the Alta Loma Creek Channel near the North side of the channel, or support via other cross channel beams or cantilever with the Bridge surface about a foot higher than the exist channel sidewalls to avoid impeding flood waters. This bridge would begin within Cavalier MHP and continue to Coast Highway, possibly partly outside the channel where the Auto Repair and Channel maintenance access is located along the channel where cars are parked while waiting for service.
This provides a near level path that is much safer and avoids the trail designed on the shoulder of Oceanside Blvd. and this path allows children and parents and the Mobile Home Park residents walking and biking access to the beach along the scenic creek.

   See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report and response to Map Item #2 for reasons linear creek encroachments are not recommended.

5. Route the IRT through the Cavalier MHP and improve resident access and increased flood capacity by reconstructing the existing channel with vertical side walls and shift to the south 12' and possibly add a couple feet in width where the Evergreen Parkway has width exceeding 30' and increase the channel walls 6" in height to provide improved flood capacity. Removing the single lane bridge at Parkwood Lane and providing a two lane bridge would also benefit the residents. Additional funding for these improvements may be available from the Army Corps of Engineers or local Flood Control Agency.
A safer Trail compared to Oceanside Blvd / Ditmar / Godfrey / and crossing 5 train tracks with 4 different trains operating frequently through the crossing. The MHP residents will have a better creek crossing, better beach access and less flood threat.

   See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report and response to Map Item #2 for reasons linear creek encroachments are not recommended.

6. Construct a 12' or 14' trail under the I-5 on the north side of the creek between the existing northern columns at the 2:1 dirt slope, this will require a 6' to 8' high concrete retaining wall and a 30' or so bridge on the east side over the drainage channel that is parallel to the Freeway in what appears to be CALTRANS ROW behind the

West Marine and other stores. On the Cavalier MHP side a sloped trail to the Channel near Freeway Lane would be constructed.
This provides a wider and safer crossing under the I-5 and enhanced access to the creek area where some homeless people have been camping. Access would be improved for enforcement and assistance. This also reduces the relocation of multiple utility control boxes and street signals along Oceanside Blvd.

See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report and response to Map Item #2 for reasons linear creek encroachments are not recommended.

7. Access from Commerce Street would be adjacent to the McDonalds Restaurant and would require converting the existing open drainage channel to an underground piped system to provide a 12' or 14' trail and enough space for the future double tracking for the Sprinter. The trail would then turn at the rear to pass behind the McDonalds and other businesses adjacent to the open drainage channel in what appears to be CALTRANS ROW.
This adds to the safer and flatter route to the beach and allows MHP residents and others west of the I-5 quieter and safer access to the local shopping and restaurants.

See added "Alignment Alternatives Considered West of I-5" figure in the Oceanside IRT Feasibility Report for some of the reasons why the OIRT is not proposed through the private right of way in the Cavalier MHP or the Loma Alta Creek underpass at I-5.

8. At the Crouch Street Trail crossing Skylark Drive could be realigned to meet S. Oceanside Blvd for a simpler and single Trail street crossing rather than two street crossings at non aligned streets and a traffic signal. The southeast corner of Skylark and Crouch is apparently City Owned Property for a future park and the re-alignment would provide a safer intersection and more stacking space before crossing the train tracks by the Crouch Sprinter Station. This would also make safer access to the station from cyclists approaching the station on Crouch Street.

While roadway realignment is outside the scope of the OIRT, design of the South Oceanside Blvd/Skylark Dr & Crouch St intersection may be revisited when the OIRT and adjacent developments enter future design phases.

9. Re-route the Trail from Skylark Drive to a crossing of the Sprinter tracks with arms and bells and over an existing drainage channel about 350' in length within an existing 16' wide fenced space to Industry Street. This is near

the highpoint of the hump on Skylark Drive and so would require a ramp and probably some retaining walls to get down to the tracks level along with a 60' or so bridge over Loma Alta Creek on the north side of the tracks. This routing would avoid several hundred feet of 10'+ retaining walls and undergrounding of existing drainage facilities and disturbing 25'+wide of native chapparal along the trail between Skylark drive and El Camino Real.

Industry Street was considered as a potential OIRT alignment but was ultimately not selected due to the character of the roadway including number of driveways, heavy truck traffic, existing vehicle storage trends, and desired trail experience.

10. Route the two way Trail along the south side of Industry Street, to El Camino Real connecting to the Sprinter Station. The Trail would require some changes to a few business parking areas and fencing or perhaps landscaping along parts of the trail to separate it from parking areas, the trail could use the existing parking lane in some of the easterly portion of Industry street. This routing helps to serve the businesses along Industry Street and neighborhoods to the north of Oceanside Boulevard.
This routing eliminates a lot of large retaining walls and drainage channel undergrounding or relocation that the 5% design indicates.

See response to Map Item #9.

11. A signalized intersection at Industry Street and El Camino Real would be added to cross El Camino Real. This signal should be coordinated with the Oceanside Blvd. and Train crossing signals. This signal would also provide a safer access to Oceanside Blvd. from the Sprinter Station and nearby businesses.
This crossing avoids the staggered crossing within the median on El Camino Real south of the Train crossing.

See response to Map Item #9. Regarding the signalized crossing of El Camino Real, the proposed design shown in the OIRT 15% Concepts allows for vehicles to stack on the near side of the SPRINTER tracks on both the northbound and southbound approaches, meaning vehicles are not at risk of stacking onto the tracks. Additionally, the proposed two-stage crossing changes the six-lane crossing to two three-lane crossings, minimizing crossing distance.

12. Route the Trail south on the east side of El Camino Real and then align on the north side of the sound wall along the tracks that separates the Trains from the Creek Preserve area. This routing can be graded without retaining walls and the Habitat Area removed can be enhanced by removing invasive species and perhaps relocating a

small portion of the wetlands/creek area to the north in the preserve. There is a 5'+ wide walking trail in a portion of this area that is currently used by the homeless for access to camping sites. Beyond the masonry sound wall the Trail could continue along the creek using a portion of the rail line maintenance access which is about 30' in width between the northern track and the creek retaining structure as it approaches the Rancho Del Oro Station. This trail could be constructed for use by both bikes, pedestrians and maintenance vehicles with removable fencing sleeves on the track side if required.
This routing avoids other large sections of retaining walls and undergrounding of drainage channels on the south side of the tracks.

The preserve area east of El Camino Real and between the SPRINTER tracks and Oceanside Blvd is almost entirely within the floodplain of the Loma Alta Creek, which means IRT design in this area could trigger detailed environmental review processes and costly improvements. The south side of the SPRINTER tracks provides a relatively flat and comfortable trail experience.
The proposed OIRT alignment avoids shared use of the NCTD maintenance vehicle areas per coordination with NCTD.

13. An ALTERNATE to #12 routing would be to route the Trail from El Camino Real to the northern portion of the creek preserve following some of the existing trails created by the homeless population south of Oceanside Blvd. The Trail would turn north after crossing El Camino Real and east near the north end of the sound wall behind the Fire Station, to reduce the vertical grade the trail could be constructed in a short tunnel under the existing sound wall. The Trail could then follow the existing contours of the preserve to minimize grading and retaining walls and then back down to the north side of the creek near the Superior Ready Mix Plant. It may be possible to purchase ROW for the trail along the southern edge of the Superior Ready Mix property and the former Nursery and Orco Block Property to the Rancho Del Oro Station. The property proposed to be purchased appears to be available based on the current uses of the properties. Reconstruction or additions to a few dump areas at Superior Ready Mix and relocation of some masonry storage areas at Orco Block appear to be simple fixes for the businesses. Based on the existing variable fence lines along the creekside these businesses may be encroaching on the creek preserve in some areas. It appears that a 14' or possibly 16' width is available and is already paved for use as the IRT.
This alternate would keep the Trail from encroaching within the train clearance requested by NCTD and would not impact the wetland areas along the Creek. It would avoid the large retaining walls and the long bridge over Rancho Del Oro Road that has been proposed.

See response to Map Item #12. Additionally, the Loma Alta Creek floodplain fully covers the available space between the developments between El Camino Real and Rancho Del Oro and the SPRINTER tracks, meaning IRT design in this location would require a linear encroachment on the Loma Alta Creek.

14. With the #13 Alternate, or as a future connection, a portion of the Alternate 13 trail could be extended to an undercrossing of Oceanside Blvd to the El Corazon Garrison Nature Trail and habitat areas similar to the Wild Animal Undercrossing of Highway 76 at Guajome Regional Park. This would be a much safer access for all riders and hikers to El Corazon than using a crosswalk on Oceanside Blvd. This would also connect a couple of the City's wild animal corridors.

    The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

15. At the future housing development where the Plant Nursery was, a trail connection to El Corazon should be coordinated, this connection would be adjacent to the planned extension of an existing road by the Aquatic Center and other Park Facilities.
    This connection would be a key to reduce car traffic and would reduce the numbers of car parking required at El Corazon facilities, providing more park areas.

    The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

16. The Trail would directly connect to the RDO Station and Bike racks and storage areas could be added as a Trail rest area.
    The proposed routing plan by the Consultant would be 30'+ up the very steep slope from the RDO Station and probably not connected to the Station. Nearby workers and residents would need to bike on Oceanside Blvd to get to the Trail either easterly at College Blvd or westerly to El Camino Real to get on the Trail.

    Please see updated OIRT 15% Concepts – the proposed design recommends a connection to the Rancho Del Oro SPRINTER station. Connection design will be developed in future project phases.

17. East of RDO Road the Trail could be just north of the masonry sound wall, no retaining walls or very little would be required as there is enough relatively flat area with a dirt trail and some preserve area landscape that could be replaced in other disturbed areas nearby.
This routing would reduce the cost of the project by eliminating the need to build 10' to 13' high retaining walls and the 275' long bridge over Rancho Del Oro Road, along with the drainage improvements required if the Trail is not routed along the drainage area south of the tracks as currently planned.

The Rancho Del Oro Preserve preserve is almost entirely within the floodplain of the Loma Alta Creek, which means IRT design in this area could trigger detailed environmental review processes and costly improvements.

18. With the Trail located on the north side of the rail tracks a bridge over the Loma Alta Creek and about 350' of trail north to the signalized intersection of Oceanside Blvd and Corporate Center Drive would encourage nearby workers to commute by bike.
The existing routing of the Trail would require bike commuters south of the Sprinter Line to use College Blvd or Rancho Del Oro Road to access this Corporate Area to work.

While a bridge connection such as the one described is outside the scope of the OIRT Feasibility Study, the City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

19. The Trail routing would cross over the rail tracks with arms and bells just before the bridge over Loma Alta Creek and then somewhat follow the existing trails south of the creek and then return to the alignment along the south side of the tracks where the creek flows back under the tracks to the north side again.
This eliminates the need for two 75' long or so bridges as indicated on the proposed 5% plans.

This alignment alternative has been added to the 15% Concepts.

20. There may be an option to connect the IRT to the Joseph Sepulveda Park by a hiking and/or bike trail connection as part of the expansion of the Park. This trail would rise about 150'+ vertically.
This is a potential added feature to connect the Community to the IRT.

The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

21. This is the rail crossing point with gates and bells and good sightlines for the Sprinter Trains.

22. The alignment as designed in 5% plans along the trail to College Blvd and the Sprinter Station with a connection to the approved Olive Avenue affordable housing project.

23. From the College Sprinter Station a connection with bike lanes to Avenida Del Oro and shopping and jobs is needed.

    The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

24. Connections to local neighborhoods with crosswalks or flashing warning lights to cross North Avenue and ADD bike lanes on Olive Avenue west of North Avenue / Emerald Drive to College to tie into the bike lanes recently completed on Olive Avenue in Vista.

    The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

25. ADD bike lanes on Temple Heights Drive from North Avenue to Rising Glen at this busy rail crossing near two Elementary Schools and shopping and businesses.

    The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan.

26. REVISE the bridge over Loma Alta Creek with a shorter bridge, about 60’ as this is fairly flat and the approaches can be curves with signage at the approaches.
    The proposed bridge per the 5% plans indicate a 100’ bridge.

    The proposed bridge avoids floodplain impacts and encroachment of the Loma Alta Creek, which could trigger costly environmental review processes and improvements, by departing from the south side of the SPRINTER tracks before the floodplain reaches the southern end of the existing drainage ditch as well as by avoiding widening North Avenue to provide a landing for a bridge at a different angle. The design will be refined to

minimize costs and environmental impacts and best support a positive trail user experience in future design phases.

27. The Trail should cross the Sprinter tracks from the south side of the tracks on the west side of Melrose Drive and ADD a crossing signal just north of the tracks near the sidewalk connection to the Sprinter Station. This routing would connect to the existing IRT Trail on the east side of Melrose for a shorter connection to Vista, The two closest signals and the rail crossing signals can be coordinated with the IRT crossing. This routing avoids crossing the busy entrance drive to the gas station, carwash and Sprinter Station parking lot. This also shortens the Trail and avoids the need to cross the heavily used right turning vehicles from eastbound Oceanside Blvd to southbound Melrose Drive and the northbound traffic on Melrose Drive turning right onto Oceanside Blvd / Bobier Drive.

    The addition of a crossing of Melrose Drive at the SPRINTER tracks would require costly improvements which may affect the implementation timeline of the OIRT. By utilizing the space on the west side of Melrose Drive and providing alterations to the existing crossing of Melrose Drive at Oceanside Boulevard, the proposed design provides a safe connection to the existing IRT in Vista at a fraction of the cost of a new signalized intersection at the SPRINTER tracks on Melrose Drive. Crossing details may be further refined in future design phases.

28. The existing rail trail on the east side of Melrose Drive at Oceanside Blvd. will be a connection to the existing DG trails from the Melrose Drive along the north side of Oceanside Blvd. easterly to Sports Park Way and then down through the Vista Sports Park and past the Antique Steam Engine Museum and the Guajome Adobe to Guajome Regional Park. A connection to the Guajome Academy K-12 School also exists but could be improved.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

29. The proposed routing of the existing and proposed IRT to the Vista Transit Center. The Trail exists from North Avenue to Oceanside Blvd. currently.

Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

30. Vista Sports Park with DG and about 300' of concrete Trail.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

31. The Antique Steam Engine Museum property.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

32. The Rancho Guajome Historic Adobe home, park and event center.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

33. A gap in the Trail system exists at Melrose Drive and North Santa Fe Avenue. A Trail with a bridge over Guajome Creek and about 150' of Trail is needed to fill the gap in the Santa Fe Trail into Guajome Regional Park. A signalized intersection with a crosswalk already exists to cross Santa Fe Avenue. Currently to connect to the Trail head at Glenview Lane next to the Cherry Hill Farm Equestrian facility cyclists and pedestrians have to travel on North Santa Fe Avenue from Glenview Lane to the Trail at Melrose without sidewalks or bike lanes and a 45 MPH speed limit. This section of North Santa Fe is County jurisdiction on the east side and Oceanside on the west side. Vista has bike lanes easterly about one block away.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

34. Existing dirt trails through Guajome Regional Park, the ‘Willow’ Trail and ‘Santa Fe Trail’ are the trails indicated, other routes are also available within the park.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

35. The planned future extension of the San Luis Rey River Trail to the Oceanside City limits and then through the new San Luis Rey River Park to the Old 395 Highway in Bonsall.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

36. The current end of the San Luis Rey River Trail with a connection to Guajome Regional Park within the north side of CALTRANS ROW for the 76 Expressway.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

37. The San Luis Rey River Trail to Pacific Street and Neptune Way near the Beach, allowing about a 26+ mile loop of the City on bike Trails after completion of the Inland Rail Trail.

    Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

38. Mance Buchanon Park with restrooms and a bike repair station.

Map Items 28 – 38 are outside of the Oceanside Inland Rail Trail study area and are therefore not in the scope of this Feasibility Study. Please keep these comments, as they will provide useful input for future planning projects in the cities of Oceanside and Vista.

MEMO

DATE: **November 13, 2025**

TO: **Oceanside Bicycle and Pedestrian Committee**

FROM: **Oceanside Inland Rail Trail Project Team**

RE: **Response to OBPC comments and questions on Oceanside Inland Rail Trail 5% concept plans and Feasibility Study Report dated 10/28/25**

Members of the Oceanside Bicycle and Pedestrian Committee,

Thank you for your thoughtful and thorough review of the Oceanside Inland Rail Trail 5% Concept Plans and Feasibility Study. Please find our responses to your questions and comments below in *blue*.

Overall Comments:

Overall, I would like to commend staff and the consultants for a really excellent job on these concept plans. It is obvious that a lot of thought and analysis went into these plans, as evidenced by the many explanatory notes highlighting various features on the plans.

It would be beneficial to add location measurements (stationing) to these concept plans so it is easier to call out specific locations for comments, if that is something that can be done on 5% concept plans.

Response: This comment is noted; while we appreciate the idea, stationing requires more technical detail than what is typically provided in a 5% plan set and is outside the scope of the current Feasibility Study. Future phases of the Oceanside IRT may implement this approach.

Regarding the security concerns in the areas on the longer, more isolated sections, would it be possible to install solar-powered emergency call boxes similar to those used on college campuses and in parks in more remote areas?

Response: Safety infrastructure, including safety lighting, CCTV safety cameras, and emergency call boxes are recommended measures in the Feasibility Study. Implementation will ultimately depend on coordination with the Oceanside Police Department, Fire Department, Public Works Department, available funding, and maintenance considerations.

Comments on Concept Sheets:

Page 1 of 13 – I like the new alignment developed for this package which uses Godfrey to provide a direct connection to the Coastal Rail Trail. To be feasible, though, it would be imperative that a RRFB/flashing warning light be installed at the intersection of Coast Hwy and Godfrey for use by trail users crossing Coast Hwy.

Response: Noted; an RRFB is currently the preferred design solution at this location. The preliminary 5% Concepts recommend a RRFB as well as a median refuge island, although this design will continue to be refined and may change throughout the design process.

Page 2 of 13 – On Oceanside Blvd. between Ditmar and Parkwood Lane, the IRT is shown using the existing sidewalk and bike lane on the south side of Oceanside Blvd. to create space for a 12' IRT. What kind of separation, if any, will there be between the IRT and the #2 eastbound traffic lane? I note that east of Parkwood Lane, a Caltrans standard barrier to separate the IRT from the road is called out, which appears to be K-rail.

Response: The IRT concepts currently include a raised curb separation, similar to a widened sidewalk. Additional separation treatment will be noted in the concepts for consideration in future design phases. The project will continue to strive to prioritize safety while minimizing retaining walls and right-of-way encroachments.

I am concerned that cyclists' speeds going downhill on Oceanside Blvd. (eastbound) can get quite high. I hit 28 mph in this section the other day on a non-electric road bike without much effort. With cyclists coming downhill at up to 30 mph less than six feet away from other cyclists traveling slowly uphill (westbound), and with traffic in the eastbound #2 lane going downhill at 35 mph or more with no separation, I am very concerned about the potential for some serious crashes. While it would be highly desirable to have both directions of the IRT in the same alignment, I think this is one instance where it may be safer to keep westbound IRT users on the north side of Oceanside Blvd., with eastbound IRT users on the south side of Oceanside Blvd. I realize this will require separate treatments at Ditmar and Commerce as well as IRT design and construction on both sides of Oceanside Blvd.

Response: Thank you for sharing these concerns; the potential for high speed differentials along this section of the IRT will be taken into consideration for future design phases.

Alternatively, could the Study team take another look at using the southerly underpass under I-5 (a couple hundred yards south of Oceanside Blvd.) and see if this could possibly work? I recall it being explained that there were environmental issues there, but what were

those specifically? If a trail could be built over the channel and through the mobile home park, this could be a viable option that entirely avoids Oceanside Blvd., perhaps as a future phase if not in the initial phase.

Response: The mobile home park is private property and therefore is not a candidate for trail placement, and there is not adequate space to place the trail adjacent to the channel. Placing the trail on top of the channel would likely restrict flow during large storm events, which would not be permitted. Additionally, the trail may be subject to flooding depending on placement through the underpass, which would create maintenance and safety concerns. East and west of the mobile home park and I-5 the creek bed has very limited adjacent right-of-way, meaning placing the trail here would likely be infeasible due to environmental impacts and floodplain permitting. Use of the Loma Alta Creek underpass without the possibility of trail placement in the private property to the west or the right-of-way adjacent to the creek to the east would mean trail users would need to take an approximately 0.25-mile U-shaped detour, which may result in shortcutting with trail users taking the shortest path through the unimproved underpass.

Page 4 of 13 – About 300 feet east of Downs Street, there is a "hump" in Skylark Drive where the IRT is shown. Will that hump remain or will it be made more level? Also, where the IRT is shown diverging from Skylark to remain on the NCTD ROW, is that transition reasonably level or will there be a hill there?

Response: To maintain adequate separation between the IRT and the SPRINTER tracks, as well as to avoid existing overhead utilities, the IRT would most likely traverse the "hump" along Skylark Drive. This approach would minimize retaining walls, which would be more extensive if the IRT were to be placed between the "hump" and the SPRINTER tracks. The IRT is recommended to follow ADA slope requirements, with a 5% max slope here.

Where the IRT is shown to diverge from Skylark into NCTD right-of-way, the planned IRT alignment is expected to remain reasonably level; however, design of the IRT will continue to be refined in future project phases.

Page 7 of 13 – Note that in the slope area about 300 to 500 feet west of Rancho Del Oro Station, during construction of the SPRINTER project, there was a landslide during excavation for a retaining wall that resulted in major slope stabilization work (drilling and soil nails) and acquisition by NCTD. The consultants carrying this project into final design will need to research the geotechnical information on this area carefully and ensure that slopes next to IRT construction are stable. Information on this slide area should be noted on the SPRINTER project as-builts.

Response: Noted; thank you for providing this information. Along with an appropriate geotechnical investigation, previous construction efforts and environmental concerns will be further studied as the IRT begins future design phases.

Pages 7 and 8 of 13 – The approaches and bridge over Rancho Del Oro are quite lengthy, especially the easterly approach. Will there be any access points for emergency responders or would they have to access the flyover from Rancho Del Oro Station?

Response: While the design of the IRT will continue to evolve as the IRT progresses into future design phases, due to the lack of existing roadways between Rancho Del Oro and College Blvd, emergency access to the IRT in this segment would most likely be provided by Rancho Del Oro (via the RDO SPRINTER station) and by College Blvd. Emergency vehicle turnouts throughout this stretch of the IRT along with mile markers will be recommended in this Feasibility Study in order to reduce emergency response times. Future design of the IRT will be developed in coordination with the Oceanside Police Department, Fire Department, Public Works Department, and Parks Department.

Page 8 of 13 – Why does the flyover alignment veer so far off the NCTD ROW east of Rancho Del Oro Drive? I thought the IRT bridge approach would transition back down to the NCTD ROW right after crossing over Rancho Del Oro.

Response: Due to the environmental considerations and costly design solutions to the steep slopes directly south of the NCTD right-of-way east of Rancho Del Oro, the proposed IRT alignment traverses the crest of the existing hillside before transitioning back down to the level of the SPRINTER tracks east of the hillside near Rancho Del Oro.

Page 10 of 13 – Where the IRT is shown approaching a sharp left to get to the crosswalk across College Blvd., will that be relatively level or is there a significant grade there?

Response: Existing slopes and the proposed grade of the IRT will be reviewed in further detail as the IRT design progresses. The recommended alignment in the 5% concepts is designed to achieve a maximum 5% slope per ADA regulations.

Page 11 of 13 – Where the IRT is shown crossing the Loma Alta Creek on a 100' prefabricated steel truss bridge to diverge from the NCTD ROW to North Avenue, what is the maximum percent of grade there for this transition? Does this area need a more stretched out approach to avoid a steep grade?

Response: The proposed trail alignment will be as design progresses. In order to comply with ADA requirements, a maximum slope of 5% is recommended along the entire alignment of the IRT. At a high level review, the similarity in grades of North Avenue and the SPRINTER alignment should allow for a smooth transition at this location.

Also, where the IRT is shown diverging from North Avenue back toward NCTD ROW, what percent grade will there be in this transition area?

Response: In order to comply with ADA requirements, a maximum slope of 5% is recommended along the entire alignment of the IRT.

Pages 12 and 13 of 13 – Two options are shown for the IRT east of Temple Heights Drive. My preference would be for the southern option (south side of tracks). The trail's intersection with Temple Heights should be simpler with this option, and it avoids having to go through a portion of the Melrose SPRINTER Station parking lot, which would entail vehicular and pedestrian conflicts. Using the south side will require the designers to allow for the second track and platform when this area is double-tracked.

During our CAB meeting, another variant on the north side option showed the IRT going up to Oceanside Blvd and using the sidewalk and bike lane ROW to approach Melrose. I would recommend against that due to conflict with the driveway into the Shell gas station. My observation is that cars approaching Melrose eastbound sometimes make a sudden right turn at this driveway and go around the backside of the gas station to access Melrose southbound. These turns are sometimes made abruptly when the motorist sees the lights changing at Melrose, due to the "No Right on Red" installed there a few years ago. I was nearly hit by one of these motorists while waiting on my bike on the driveway to exit out of the gas station toward the left turn pocket on Oceanside Blvd.

Response: Noted – both of the above comments are valuable feedback that will be considered in the Feasibility Study along with other comments and preferences noted during the CAB #3 discussion activity.

Comments on Feasibility Study Report

Page 7 – The report states that the last piece of the IRT between Melrose Drive and Escondido Transit Center is under construction now. I believe there is one more piece yet to be constructed in that area – between Vista Transit Center and North Drive, where the .5 mile piece at the north end of Vista terminates. To my knowledge, the Vista Transit Center to North Drive piece is not under construction and may not be completed for design yet either. The figure on that page correctly shows that this last Vista segment is in final design.

Response: Noted – the project team will review the current IRT construction in Vista and update the Feasibility Study as necessary.

Page 19, Trail Slopes – Please add definitions of "cross slope" and "running slope".

Response: Noted – these definitions will be added to the Feasibility Study.

Page 20 – Under "Rail Equipment" and under "El Camino Real SPRINTER Station", the report talks about possible conflicts between NCTD access roads and the OIRT. Note that in existing sections of the Inland Rail Trail in San Marcos and Escondido, the IRT shares space with maintenance road access and has not, to our knowledge, been a problem. Cyclists may need to dismount and walk at these spots when a maintenance vehicle is present.

Response: Thank you for sharing this information. The current design shows the least impactful alignment to NCTD access roads and trail users in this location which allows for conservative cost estimation as well as desirable operation of both the trail and the NCTD access roads. The IRT design will continue to be refined as the design process continues through coordination with NCTD and other stakeholder agencies.

Pages 23 – 26 – This section discusses the many environmental and permitting efforts that will be required to advance the trail. Assuming the trail will need to be built in phases, can one complete environmental and permitting effort for the entire trail be developed and used as phases are funded, or will these environmental and permitting efforts need to be repeated for each phase? If the latter, it will be very important to group together segments that constitute a usable partial trail into each phase.

Response: Environmental review will be conducted as funding becomes available and will most likely occur along IRT segments as opposed to studying the entire Oceanside IRT at once. Since environmental permitting will require differing levels of detail for different segments of the IRT based on existing conditions, this approach will allow portions of the trail to be constructed sooner than if the entire IRT area were to be examined at one time. Additionally, usability of individual trail segments will be one of the guiding factors of implementation.

Page 32 – This section discusses the segments that make up the complete trail. It would seem to me that an early phase involving completion of segments A, B, and C as one project would make sense as it delivers a usable trail section and helps cyclists avoid some of the narrowest bike lanes on Oceanside Blvd. between Commerce and Crouch. These segments have low to medium cost ratings also.

Response: This response will be noted along with other comments and responses from the CAB #3 discussion activity. Community preferences such as this will be useful to procure grant funding as the IRT design progresses.

Page 33 – Under the discussion of segment F, Rancho Del Oro SPRINTER Station to College Blvd., the report states a second bridge may be needed. Why would this be? And will the flyover and bridge be capable of supporting a motor vehicle, such as an emergency first

responder vehicle, given the extensive length of the flyover approach east of Rancho Del Oro?

Response: Additional bridges along this section of the IRT may be required due to the presence of the Loma Alta Creek along NCTD right-of-way. Emergency response vehicle access will be refined further as IRT design progresses, but the full length of the trail is recommended to be accessible to emergency vehicles in this Feasibility Study.

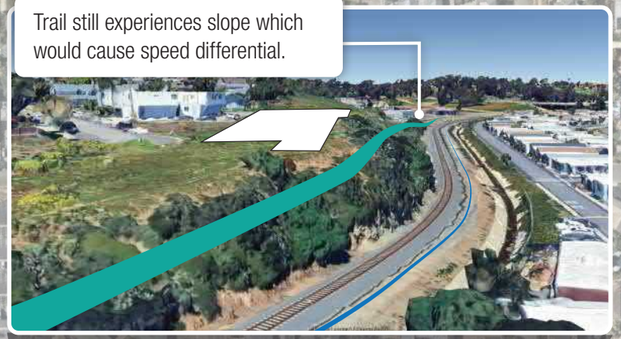
Page 34 – The Preliminary Cost Estimate Table says that the detailed cost breakdown can be found in Appendix E. But my copy of the document does not have that Appendix. Other parts of the report refer to Appendix E as being the Opportunities and Constraints Map. Can we see the detailed cost breakdown?

*Response: Appendix E of the Draft Feasibility Study is available on the Oceanside IRT website Resources page (https://www.osideinlandrailtrail.org/resources-1). See Page 414 of 414 of the Draft Feasibility Appendices under **Phase 3 Materials**.*

cc: Oceanside Bicycle and Pedestrian Committee Members

Oceanside Boulevard is too narrow and does not have enough right-of-way to provide a physically separated bike or trail facility. People biking would need to share the road with vehicles. Through the outreach process, the project team heard people wanted a trail that was physically separated from vehicles.

Trail still experiences slope which would cause speed differential.



Pedestrians and cyclists often choose the shortest path of travel. 0.3-Mile detour of this alignment alternative encourages trail users to cross-cut using the existing unimproved underpass at I-5.

Trail runs out of R/W on south side of SPRINTER tracks due to proposed double tracking.

NCTD plans to add a second track along the corridor, limiting the available space the IRT could use.

Future development footprint.

Large easement would be required within private property.

Within floodplain of Loma Alta Creek, therefore alignment alternative would require additional engineering and environmental processes.

With the proposed development and NCTD double tracking, there is limited space the IRT could use. The steep slopes north of the NCTD tracks would require large, extensive retaining walls for the IRT to follow this alignment. Fill retaining walls are preferred below developments to reduce the risk of slope failure, but using a fill retaining wall would place the IRT up near the top of the hill, which would create grade differentials similar to what's proposed along Oceanside Boulevard, but with a larger environmewntal footprint and higher cost.

The existing cemetary is environmentally protected. It is not preferred for the IRT to encroach on the cemetery's right-of-way.

25'

With the proposed NCTD double tracking, there is not enough space to place the IRT along this corridor.

The design team considered constructing the trail on top of the drainage channel with a box culvert through the Cavalier Mobile Estates community. However, west of Marwood Lane, the channel turns into a creek. There is not enough right-of-way to construct the trail adjacent to the creek, and the environmental impacts would make constructing the trail over/through the creek infeasible.

It is infeasible to widen the existing 10-foot Loma Alta Footpath to make it comfortable for additional bicycle traffic due to limited right-of-way and the adjacent creek.

Graphic Scale in Feet

0 250 500

N

Legend

- Preferred IRT Alignment
- Potential IRT Alignment - Loma Alta Creek
- Potential IRT Alignment - Loma Alta Underpass
- Potential IRT Alignment - south side of SPRINTER tracks
- Potential IRT Alignment - north side of SPRINTER tracks
- Potential IRT Alignment - Oceanside Blvd
- Future planned NCTD double-tracking
- Private Right-of-Way: Cavalier Mobile Estates

Attachment D: Survey Results

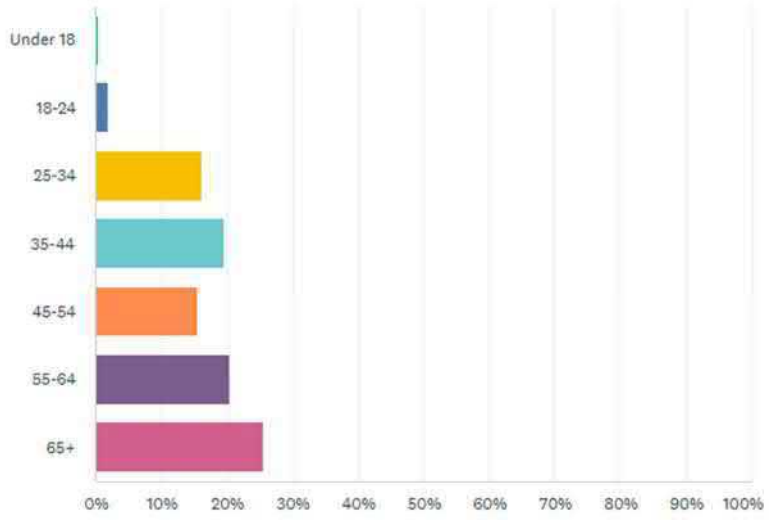
CITY OF OCEANSIDE
INLAND RAIL TRAIL
Phase 1 Survey Results
August 14 – October 31, 2024

Q1

Customize Save as

What is your age?

Answered: 402 Skipped: 1



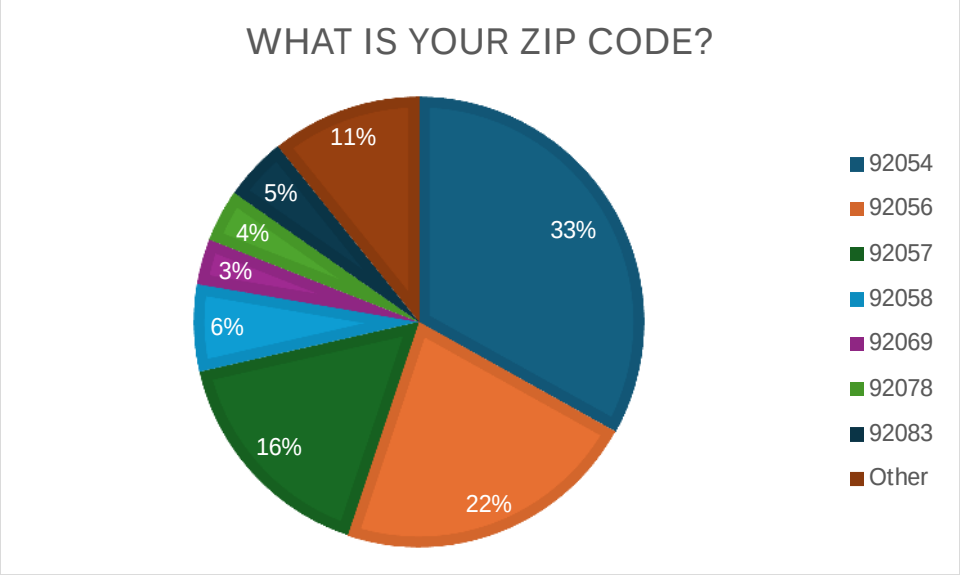
ANSWER CHOICES	RESPONSES	
Under 18	0.50%	2
18-24	1.99%	8
25-34	16.17%	65
35-44	19.65%	79
45-54	15.67%	63
55-64	20.40%	82
65+	25.62%	103
TOTAL		402

Q2

Save as

What is your ZIP code?

Answered: 400 Skipped: 3



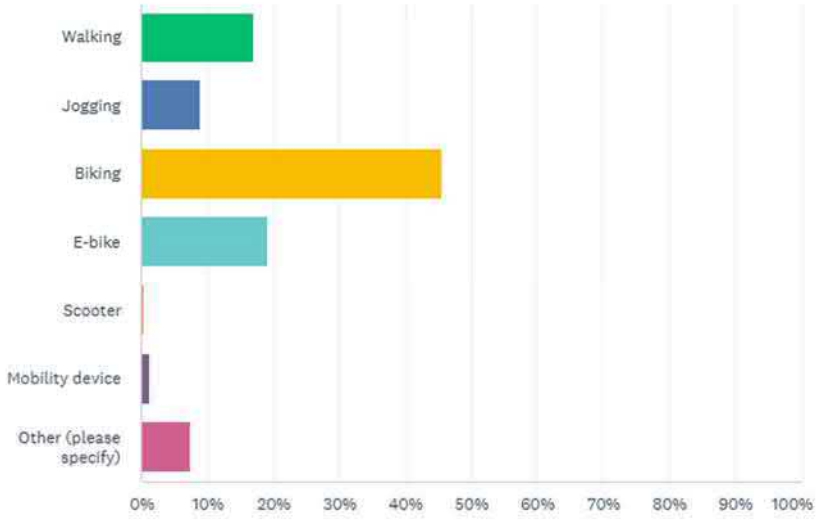
92054	132
92056	88
92057	65
92058	25
92069	13
92078	15
92083	18
Other	43

Q3

Customize Save as

How would you like to use the Inland Rail Trail?

Answered: 403 Skipped: 0



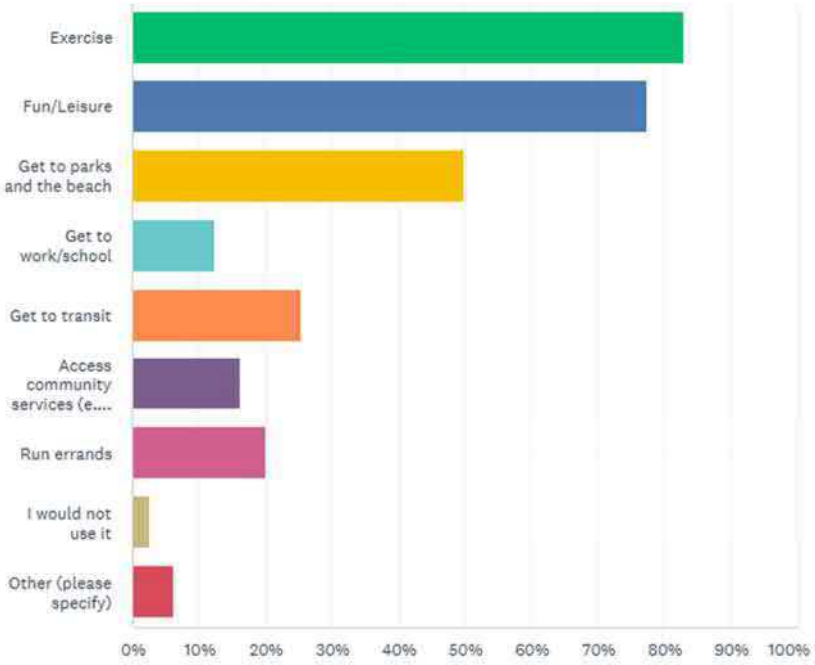
ANSWER CHOICES		RESPONSES	
Walking		17.12%	69
Jogging		8.93%	36
Biking		45.66%	184
E-bike		19.11%	77
Scooter		0.50%	2
Mobility device		1.24%	5
Other (please specify)	Responses	7.44%	30
TOTAL			403

Q4

Customize Save as

What would the Inland Rail Trail help you do? (check all that apply)

Answered: 403 Skipped: 0



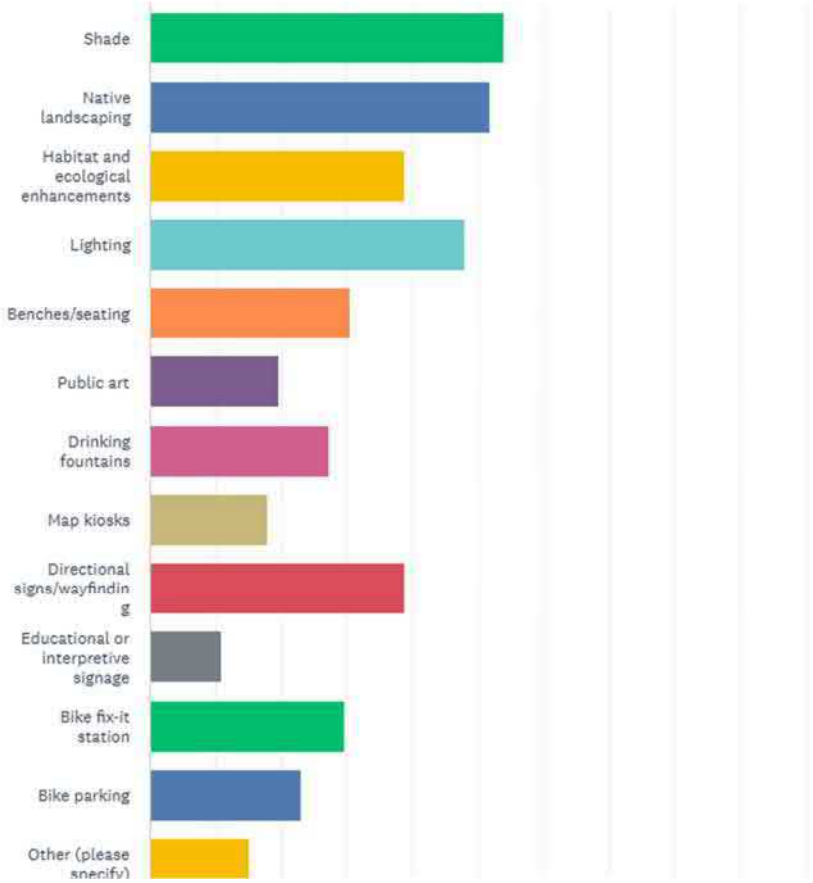
ANSWER CHOICES		RESPONSES	
Exercise		82.88%	334
Fun/Leisure		77.42%	312
Get to parks and the beach		49.88%	201
Get to work/school		12.41%	50
Get to transit		25.31%	102
Access community services (e.g. healthcare, library, etc.)		16.13%	65
Run errands		20.10%	81
I would not use it		2.48%	10
Other (please specify)	Responses	6.20%	25
Total Respondents: 403			

Q5

Customize Save as

What are the features you would most like to see on the Inland Rail Trail? (select up to three)

Answered: 402 Skipped: 1



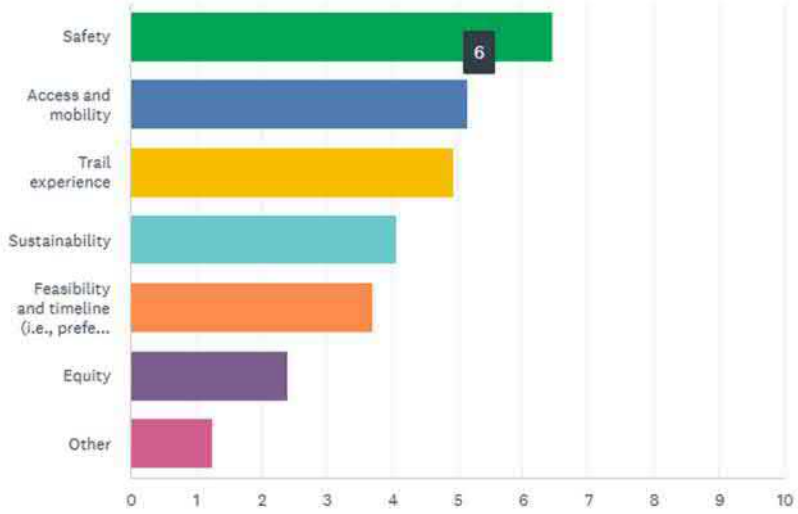
ANSWER CHOICES		RESPONSES	
Shade		53.98%	217
Native landscaping		51.74%	208
Habitat and ecological enhancements		38.81%	156
Lighting		48.01%	193
Benches/seating		30.60%	123
Public art		19.65%	79
Drinking fountains		27.36%	110
Map kiosks		17.91%	72
Directional signs/wayfinding		38.81%	156
Educational or interpretive signage		10.95%	44
Bike fix-it station		29.60%	119
Bike parking		23.13%	93
Other (please specify)	Responses	15.17%	61
Total Respondents: 402			

Q6

Customize Save as

Please rank the following priorities for the Inland Rail Trail, based on their importance to you. (1 is highest priority, 7 is lowest priority)

Answered: 391 Skipped: 12



	1	2	3	4	5	6	7	TOTAL	SCORE
Safety	67.52% 264	19.44% 76	6.91% 27	3.58% 14	1.79% 7	0.26% 1	0.51% 2	391	6.45
Access and mobility	11.25% 44	36.83% 144	21.48% 84	20.72% 81	7.93% 31	1.79% 7	0.00% 0	391	5.17
Trail experience	8.70% 34	23.02% 90	37.34% 146	19.44% 76	7.42% 29	3.84% 15	0.26% 1	391	4.94
Sustainability	2.81% 11	9.21% 36	18.67% 73	37.08% 145	27.11% 106	4.86% 19	0.26% 1	391	4.08
Feasibility and timeline (i.e., prefer a project that can be completed sooner)	7.67% 30	10.23% 40	11.25% 44	11.76% 46	36.32% 142	20.46% 80	2.30% 9	391	3.71
Equity	1.02% 4	1.28% 5	3.84% 15	6.14% 24	16.62% 65	61.89% 242	9.21% 36	391	2.41
Other	1.02% 4	0.00% 0	0.51% 2	1.28% 5	2.81% 11	6.91% 27	87.47% 342	391	1.25

Q7

Save as

Are there any other comments you would like to share? Please enter in the space below.

Answered: 163 Skipped: 240

GENERAL SUPPORT
Please make this happen! Contact me with any ways that I can help. With much gratitude. Laurie
I hope this can get started sooner rather than later
Just build it already, it don't need to be fancy. Just safe . A great tool to help navigate north county safely
This would be such an awesome additional to our community.
I love the inland rail trail! Very excited to see it extended into Oceanside.
This would be an incredible addition to our community and provide another opportunity for young families to show children the benefits of outdoor activities in a safe environment!
Hurry up and get it done!
Get her done!!!
This project idea has been around for many years with very little progress. I think it's time to get something built.
This is such a critical component of the City's active transportation network! Linking inland portions of the Oside Blvd corridor to the coast will spur healthy outdoor activity, improve access to essential services and facilities, and contribute to the revitalization of Coast Hwy.
I would also use for walking, jogging and scooters. Lets get this project done fast
Great idea, great project. Looking forward to seeing t proposal and using the finished trail!
Let's GOOOOO!!!!
Get it done!
I can't tell you how excited I am for this trail!!!
It will be such a great addition to north county and we can't wait for it to be completed
I'd love to be able to ride from San Marcos all the way to the beach on this safe type of trail!! Please make it happen. The entire community of cyclists would love it!!
I think it's great that local governments are coordinating projects like this
Finish sooner than later. Take money from the useless bullet train project...
Looking forward to the completion!
I'm 73 hopefully it will be finished so I can use it in my lifetime!
with more people out exercising get this done sooner than later
I support the rail trail.
Get it done
I love the rail trail and ride it frequently now to Escondido, I recently rode the sprinter and saw where the newest trail is being installed. I love these dedicated bike paths. I love the improvements in safety, as I, 10+ years ago, had an accident along the path that has now been

improved! So thank you for the progress, the place for input and the continuous improvements along the corridor from Oceanside to Escondido! It is being used!
Thanks 👍
I use the current trail now from Mar Vista going east but it would be nice to continue westward and not have to ride in Santa Fe Ave.
It's a wonderful trail and I am looking forward to its completion
I think it's a fantastic idea and will promote healthy transportation alternatives.
Can't wait!
Looking forward to riding this trail.
Love this work. Thanks.
I've been looking forward to this for years
The sooner the better for this great project!
PROJECT FEATURES
Please consider adding native trees along the existing San Luis trail. There's is absolutely no shade or safety from the sun. Please add native more trees to Oceanside streets wherever possible to decrease the heat island effect and pollution. This will also benefit the city's natural aesthetics and increase tourism.
We need to educate about our 3 E-W waterways. Removing invasive plants needs to be a huge priority. Enjoying these features of our city is vital to our sense of self.
The bike parking needs to have outlets available for E-Bike charging
Wildlife friendly lighting. Refer to Dark Sky Association guidelines
Color (flowers) year round.
Please include restrooms! Even if they are portable restrooms.
a picnic table under a tree or awning at the half way point would be a great addition
Restrooms probably are not realistic, right, with homeless to destroy them?
I am excited for the potential of connecting North County. I would be ok with some benches or interpretive signs if there is enough space to handle bikes and runners. But I prioritize having pull out zones for slower traffic and finishing the trail sooner.
Native plants and habitat restoration are the most important to me. Oceanside has destroyed so much habitat already it is time to start repairing the damage done.
Provide a map on where we can access it from.
Trash cans available so less litter on trail.
Please make water fountains. They will really help distance athletes that will use the trail and will help promote race opportunities to fundraise. It would be wonderful! Thank you for your consideration!
Native landscaping is crucial including native trees, especially trees native to the riparian zones that this trail parallels
Have solar light poles all throughout the trail Love this!
Use of native plants or, at the very least, non-invasive plants should be a requirement, not a feature.
Such an opportunity to do it right! Consider how Vista used rocks, trees, and native plants in their redevelopment project along the creek...seating, creating variety, shade on a hot day and overall continuity with the current landscape. Lighting is a must...I see this as a opportunity

for kids to get to the beach from RDO and further inland. Such an exciting thought. Thank you
We need wayfinding signs at cross streets so drivers know that the trail is an option for walking/bicycling instead of driving and it connects to transit to Escondido and Oceanside. All NCTD or City signage should have a QR code for users can use their phone to see where does trails, connecting Breeze buses, and Sprinter trains goes and thrur schedules.
I'd love to see the trail completed sooner than later and upgrades like native plantings, shade, picnic areas, etc. added over time.
Shade is paramount! And taking care to create spaces in which people will not sleep regularly like the problem we have with the San Luis Rey Bike Trail.
SAFETY
This for doing this. Streets are generally unsafe so these types of travel routes, like the San Luis Rey river trail are greatly appreciated.
Why is this project taking so long to complete when the other cities along the Sprinter route have either completed their section or are finishing their part? I would love to be able to ride my bike from Melrose Sprinter station to the beach without riding in dangerous traffic.
Homeless on the trail and living in encampments along the trail are a major safety concern
Our family of 5 all have ebikes. 2 of us ride 5-7 days a week to school, gym, beach, recreation and friends homes. 2 of us ride 2-4 days a week in summer, fall and spring to beach, eat out, recreational sports (pickleball), grocery shopping, leisure ride. 1 of us doesn't really care for biking. Our biggest hazard is lane sharing and cars not seeing or respecting us. Dedicated trails, like this trail, are clutch. We all use the parts of the short rail trail that exist between our home and pier. A++ more of that
I've used sections of the existing paved trail. I seriously dislike crossing busy streets because drivers DO NOT CARE about pedestrians or people using active transportation.
Safety number one -The entrance going to Pacific Street is dark and dangerous going underneath the railroad tracks and also has a very scary Y in the road where bikes going very fast can run into pedestrians or slow moving bikes -Also prevent it from becoming a homeless community or a quick way for those to steal bikes etc at the beach and then get away -
It's essential for the design of this trail to consider a gendered perspective - it must be well lit, there needs to be call boxes, if there can be surveillance/cameras, that would also be critical. For enforcement of safety issues, what would that look like? There needs to be clear sightlines - the trail's design shouldn't create hidden or secluded areas. There should be safe escape routes - the trail should be designed with multiple access points and clearly marked exits so that users can leave quickly if needed. Women and gender minorities are often caregivers for children or elderly family members. The trail should be accessible for strollers, wheelchairs, and mobility aids. Rest stops along the trail should be stroller friendly and safe for kids to use.
Would love for crossing signals at intersections to be accessible from both directions on the trail, and for crossing light to be green/walk when train crossing guard arms are down.
Easy access to crossing signal buttons. Separate pedestrian path in highest use areas.
Everyone must be required to wear a helmet at any age!
It's not a safe area along the tracks in Oceanside and out in Escondido. Too many transients in the bushes or kids that will rob people out in Escondido.
I ride this bike trail at least 2-3 times a week and often go to San Marcos via street roads around vista village from the north Santa Fe end of the current trail. The safety this connection would bring is highly welcomed and if it can connect close to schools it would greatly increase

the e-bike kid commuters as well. Keeping kids away from cars is the smartest change we could do for our community.
Would like to see trail clearly delineate walking from biking lanes
What are we doing about all the drug addicts on the trails?
I would be worried about the homeless taking over the trail. There are already numerous camps along the sprinter line / creek as it is now.
As an Oceanside resident, husband and father of (3) children ages (11), (7) and (5), I am concerned about the planning process and risk mitigation to address the already overwhelming population of people that no citizen wants their child near; now, uprooted from where they live, do drugs, commit crime, drink and cause an absurd amount of unhygienic waste and trash. As a retired Marine, Senior Intelligence Professional with 25 years of high risk operations planning experience, Oside citizen, Father, Oceanside American Little League Coach, PTA, Disabled Veteran and community advocate. I am concerned with oversight or negligence in the planning process. Please prove me wrong.
The less waiting at traffic lights, the better. As far away from cars as possible because of the danger they pose to cyclists. These are what matter most to me. Also, keeping people not on bikes far away from the biking trail as possible because they pose risks with their unpredictable movements. For example, dogs on leashes and the leash goes across the trail in front of a bike or a kid who darts into the bike lane unexpectedly.
I will only use the rail trail if I feel safe. Being an elderly woman makes me feel vulnerable if I see homeless or questionable persons.
MAKE IT A SAFE SPACE WITH NO HOMELESS FOR FAMILIES TO ACTUALLY ENJOY INSTEAD OF DODGING HOMELESS PEOPLE AND THEIR DISGUSTING TRASH, MAKESHIFT HOMES, DRUGS ECT.
Designed and patrolled to prevent homeless encampments along the route. Access to any parks the route may travel close to.
Painted concrete and frequent, clear signage that clearly indicates walking/jogging/strollers are allowed and how they should handle being slower speed than bikes (stay to the right?). Ebikes don't seem safe for coming around corners and could hit a pedestrian.
It would be great to have separate walking and biking lanes. The trail along the San Luis Rey River is dangerous to walkers due to aggressive bikers riding at high speed along the winding paths.
I would like to share that this project would be best if it is completed first. With the nctd delays and broken trains sometimes a safe path is what needed and as well as not enough room on a train will cause you to need a trail. There isn't a safe option to get to San Marcos from Oceanside besides rolling on the sprinter. My family would have access to oside for the farmers market and leisure at the beach. We just want a quick safe path to bike. The safety of all pedestrians is critical each days and we continue to get hurt , hit by cars.
The bike pass in the South Bay an impressive example of a little bit of retail mixed in with the bike path love to have a safe connected route all the way from Escondido to the coast or additional optional routes
Keep the homeless out of the trail so it stays safe and clean
This trail will run next to some of the worst homeless encampment areas all along Oceanside Boulevard. Those camps need to be eradicated before I'd EVER use this trail.
Safety is the most important issue so people will use the trail If not it will be used for homeless, crime and not what it is intended for.

Create ultra safe conditions at any and all cross street locations. Cars & bikes don't play well together.
We love riding the rail trail and we prefer it to being in traffic.
I would like to see regular patrolling for vagrants, abandoned shopping carts, trash, etc. We need a safe trail.
Lighting for at night for safety is also a concern.
Lighting for safety and maybe security cameras
I think some consideration should be given as to whether e-bikes/scooters are allowed on the path. Not pedal/assist, but the fully electric bikes where pedaling isn't necessary They may take away from the safety and experience of the path
With the number of homeless & crimes in Oceanside, I would think security & safety would need to be critical for this long of a trail to be a viable option.
Make it safe and aesthetically pleasing for all to enjoy. Hopefully will also have maintenance plan and some security.
Enforcing the speed limit of 20 miles an hour on all bicycles, including road bikes, and e-bikes
It has to be safe from the transients encampments (which shouldn't be there in the first place).
This would be great for the community. Are there also plans to make the streets more bike friendly? Ie green bike lanes.
This can't be a haven for drug meet ups. We have an issue with the road leading to Vista Sportspark. It is dark at night with little lighting and we are fighting trash left, human excrement and condom wrappers left on the road.
Must be safe! The river trail is sketchy due to the homeless
20+ mph electric bikes have become the primary users of the San Louis Rey trail. Please insure good sight lines at all times.
Include a bike and pedestrian bridge "crossover" at College Blvd south of Oceanside Bld. College Blvd "now" has over 50,000 car trips a day and this would improve safety at this already dangerous intersection. Don't use a can of green bike lane paint, this crossover is important. And "yes" it can be done.
Would love a safe spot for my entire family to ride bikes safely. We have a 2 and 6 year old. I'd also like to see a speed limit enforced as e-bikes are really dangerous around my young kids on bikes as they zip along and often don't see or care about my little kids
Prefer to have pedestrians separated from cyclists where possible. Offer alternative, safe routes for more serious cyclists that my not want to use Rail Trail given slower riders and pedestrians.
Please make sure it doesn't enhance the desire for the unsheltered to hang out .
Please take care of crossings with roadways with clear markings and priority signals. Note south/ east exit from existing bike trail to North Avenue is unsafe and unclear.
Needs to have safe road crossings. Need to keep the trail safe. Ie. Patrol and keep homeless off. Install some emergency/police call boxes along the way.
Great idea, as long as safety is a priority. The SL River trail gets pretty dodgy.
Along that corridor, there are multiple areas that are heavily used by folks who are homeless. Often these folks are unstable (personal observation) and can seem threatening to folks who are frail or simply alone. How will this issue be addressed?

I would encourage the City to continue to provide safe access to these dedicated trails. Primarily enhancing safety at intersections along streets with bike lanes.
Protection from homeless camps.
Lights and public safety cameras needed.
Please ensure new pedestrian crossing controls to qualify as NCTD rail crossing f quiet zones like Cardiff. Please provide lighting and safety features, especially near the trailer parks in Oceanside blvd and other sketchy areas
Concerned about the homeless who may reside near any trails, thus making them undesirable to utilize
MOBILITY
This trail would be great for me as a student and environmentalist! This would give myself to option to use public transit to get where I need to instead of using cars that right now I am not allowed to drive, and have proven to be a detrimental part of the environment. Please build this trail.
Width of bike lanes, 6' minimum striping for bikes and 3' for pedestrians and minimize retaining / graffiti walls.
No motorized bikes or scooters
Make it easy to get to Frontwave and the colleges please.
If it follows the San Luis Rey river, both sides should be constructed. One for biking, one for running
It would be nice to the bike trail that runs thru the coast of Oceanside run all the way thru
Please plan the trail closer to public parks and rail stations
Full connectivity from Coast Hwy to Valley Center Rd. and multiple connecting lateral trails along the route.
I use the SPRINTER 3 to 5 days a week to avoid the worst parts of Oceanside Blvd. It is crucial that the IRT be separated from Oceanside Blvd. to the maximum extent possible. I also recommend that the designers look for near-term solutions for some segments, given that money for the whole project is likely years away. For example, leverage the road improvement being done by the developer at Crouch and South Oceanside Blvd. to create a continuous separate route from Commerce/south Oceanside Blvd. all the way to Crouch, then find a way to connect that segment east to Industry Street's intersection with Oceanside Blvd. Once there, Industry Street is a low-traffic safer alternative to Oceanside Blvd. until the IRT can be built out. Another suggestion - investigate using the second underpass under I-5 that is about 200 yards south of the main underpass where the SPRINTER tracks are. If something can be worked out with the Mobile Home Park to the west of I-5 there, this could be a viable alternative to get to the coast.
Let's turn it south and get Carlsbad to connect!
Thank you for doing this! Really looking forward to riding the complete rail trail. Been waiting for YEARS. What would be awesome is connection to the San Luis Rey River Trail. This would greatly improve the usability of both networks, and overall non-car connectivity of North County.
A trail system along the Buena Vista Creek would be even better at connecting the inland area's with the costal areas.

Trails should not be fully fenced in - the point of the trail for some of us is to get to and from places along the trail; whether it's business or residential. Some existing parts of the trail further inland restrict access to adjacent potential destinations, and Oceanside should avoid repeating this design mistake. Businesses and neighborhoods can decide for themselves whether they want trail access or not - by building their own fences or gates on their private property. This potentially reduces immediate and long-term costs for the city as well.
Please ensure sufficient access points from side streets in order to maximize usability by public.
I would like the trail to be able to ride e-bikes and scooters as well as walking/running.
Ensuring the trail connects to many local neighbors with spur trails would be ideal. There is no point in having a trail that connects commercial centers but residential communities can't get to.
Please add as many cross connections as possible so we can branch off of the main path too
Hopefully this runs along loma Alta creek and connects to south oceanside
Ppl are always saying how we need to be environmentally conscious... well this would help extremely.. get this done soon and I would immediately use this trail to get to work in Oside from Vista.
Please try to complete with as few stops as possible. I commute to work from Oceanside to San Marcos on my bike. I don't use any of the sections through SM and Vista because there are too many stops. If you really want this to work and people to use it, it needs just as fast as riding on the roads in the bike lanes.
Link it all together for one smooth trail. Separate space for walkers & cyclists.
It's about time! I understand there are various constraints to building this trail (creek, rail, etc), however it's really important to make it as efficient/straight a trail as possible in order to maximize use. It should also be open & easy to get on/off the trail from Oceanside Blvd, not separated from the City like the SLR trail is. The trail must connect riders to the boulevard and every intersection, not silo us from our surroundings. Bikes are for transportation not just exercise.
Please take lessons from the San Luis Rey Path- we need a wide path with wide shoulders for walking where possible. Thank you for working on this project.
I love the trail and can't wait for it to be completed. I think more advertisement of the trail would help. I tell a lot of people about it and most have never heard of it.
Start from the West end and proceed east. The most difficult barrier is between Coast Hwy and El Camino Real as Oceanside Blvd and the Sprinter tracks constrain the available space for a comfortable bike route.
MAINTENANCE
Trail should be regularly maintained to eliminate overgrowth of vegetation. Growth protruding into bike trail can be dangerous for cyclists.
Palm trees being around would be perfect it is good fresh of air and would make the trail easier yo maintain especially with too much leaves falling during time and etc that I think people would love
The trail MUST have funding for maintenance afterwards!
Keep the vegetation shorter. I like to see & BE seen. No vegetation that is going to grow roots under the trail. Riding the trail in Escondido & San Marcos is like riding on a washboard.

Make it safe and aesthetically pleasing for all to enjoy. Hopefully will also have maintenance plan and some security.
have volunteers build it and not use tax payer fund but if that can be done, stay out of their way and give them full access to do what is needed
This project needs to be accompanied by public messaging on how it will concretely contribute to climate change goals for the locality and region.
Fallow the train tracks (so you need to jog at El Camino real- unless you make a crossing at rail crossing
Sprinter needs 2 cars not 1 it's full of bikes and electric bikes to big and shouldn't be allowed on the sprinter there's trail they can use that's what is for and bike lanes as well only mobility device can be in the sprinter wheelchairs walkers canes etc no more bikes no more electric bikes
Dog walking
I'd love to know more, is there an environmental review? Please let me know
Number 3 has multiple answers but only one is allowed. I'd use the trail for bike, e-bike, walking and running!
This will not ease the use of Oceanside Blvd by cars. People will not use this rail trail for anything other than light exercising, so please don't waste too much of our tax dollars on it (especially when Oside's roads and infrastructure have seen better days.)
Do it tastefully and do it right. Continue with the new "standard" here in Oceanside. Make the community proud.
It should be done with resources that our city has already not future bonds or taxes. As right now, I am not convinced that Oceanside will do that as we have projects, like skate park, that still needs lights and trees. Stop waiting our time and focus on fixing the problems around the city first!
trail along rail from Coast hiway to shopping on Oceanside blvd, and I5, freaking hill on Oceanside blvd is a bitch to walk with groceries
This does not mean that Oceanside Blvd. does not need to be brought up to reasonable standards for bike riders, with well-designed bike lanes. But NOT separated lanes, which aggravate the right turn cut off danger, at intersections and driveways.
I don't understand what you mean by equity
Updates. I never knew until I saw the survey
If the final leg of the trail is such a high priority for Sandag 2050 green initiative, Oceanside should increase the priority on completing the plans within 6 to 9 months, not 1.5 years!
Trail on the Sprinter Line as much as possible
Please make this thing useful from the viewpoint of the user. Everything is so damn carcentric here and if somebody is designing this who doesn't actually ride bikes it won't work. Quit making everything revolve around cars.

COMMENTS ON ALTERNATIVES WEST OF I-5
ALIGNMENT
The alignment following oceanside bl+A2:A484vd has numerous advantages. 1) it's the most direct 2) it connects bike trail to existing bike trail 3) it doesn't force bikes onto a primarily pedestrian trail (this slows bike traffic considerably and is more dangerous)
I like the connectivity to the Coastal Rail Trail, but either option is good.
Benefit of #2, seems to include ease of access from Coast highway.
Access to continuing North/South bike trails. Avoid having the bike trail do a cross over of Oceanside Blvd and or have proper signals and signage that helps protect cyclist and pedestrians using the trail
Loma Alta path looks a lot nicer.
Option A drawback walks close to train tracks but benefit is not crossing them. Option B has a large benefit of covering more ground than A, but drawback is it crosses tracks twice. I lean toward liking B.
The more direct route of option A is preferable
Benefit for some to park at station as a start, however, I would support the most direct and cost effective solution tha keeps us off the street.
Seems like the direct route is better.
Connecting to the coastal rail trail will make the path very functional and connect those of us inland to the coastal towns making it easier to get to downtown Oside and the beach
It seems the red path would be shorter and more beneficial in the long run.
The Lima Alta route will work much better for me to traffic my drugs.
Option B looks like it's crossing more streets, which inhibits the riding experience. Option A looks more direct and also like you'd cross less streets. It's a lower stress option.
Option A would appear to provide the most optimal path: straight west on Oceanside blvd ending at the Coaster Rail Trail gives users the option to head north or south easily and safely. Option B poses risk given that section of 101 where the rail crossing is can be dangerous for pedestrians. And it doesn't leave much easy option to get west of the rail
Straight line improves route directness
oceanside blvd looks way better.
Option B is nice for access to lagoon, but either is ok.
Option A seems more direct and less confusing.
Option a
Option B is better as it continues on to Buccaneer Beach
Oside blvd, direct route would be easier and makes more sense.
I prefer the straightforward option to get to the ocean sooner!
I prefer the option that results in a more pleasant, scenic, and less trafficy ride.
Any way to connect the Melrose/Oceanside Blvd trail to the trail head leaving Guajome? Seems silly to make another trail parallel to the one we have.
Prefer the follows the Oceanside blvd
Option a seems to make more sense.
The first choice is a better alternative as it's benefit connects the end of the trail to the coastal rail trail in a straight-
Benefits of the parking at Buccaneer beach for people who wan t to start the trial from the ocean. The Loma Alta footpath is existing infrastructure that leads to a nice destination.
B more paths are better you can add A route later

COMMENTS ON ALTERNATIVES WEST OF I-5
Intersecting the rail trail further south is much more appealing than just staying on oside blvd the whole way....option B. I think staying off of oside blvd is best.
option A, more direct
They both sound fine. The first one looks somewhat more direct.
I like option B
Doesn't the path start near the pier? Why do we need this access?
Following Oside Blvd is most direct and logical.
I like the more direct route.
Option A more direct, many folks would head north of Wisconsin toward pier, connects to coastal rail trail is a nicer adjunct in my opinion.
Direct connection to the Coastal Rail Trail is preferred.
I like the direct way the loma Alta footpath is too narrow.
I like the first option as the Lima Alta footpath is very narrow.
Connection to the Coastal Rail Trail would be great and seamless for continuous movement!
Direct route is safer with no tight (blind) turns
I prefer option A because it leads more directly to downtown Oceanside
Please let it be very flat in at least one long stretch for rollerskates
Recommend building the track for potential growth further east please. Great potential for supporting decreasing road traffic from I15 to I5!
Both options are terrible. These would cause major neighborhood upheaval as well as traffic and horrible
The first one along the sprinter is better for riders and makes more sense for connections
Prefer option A
Option B looks like it would be a better end point
I like option A
The direct route is best option
Option B connects to other paths and seems logical and less wasteful of money.
Option b feel like it would put more strain on Coast Highway --there is not a lot of extra room for a trail along that route. It also seems that Option A would be more direct and likely cost less.
Option A makes the most sense as it allows users easier access to go either North or South. Additionally the southern section of the rail trail is useless..
It makes to use the most direct route
Oceanside Blv is more direct =good but also mark the other one as a bike path also
Option A is more direct less dealing with traffic
prefer Oceanside blvd
I prefer the alignment that connect to loma alta footpath.
Footpath is already in place and would require less time and funding
Prefer the most direct route vs having sharp turns.
Prefer more direct connection to coastal rail trail that avoids travel along Coast Hwy/101
Option a would be more direct.
The straight Oceanside Blvd route appeals because it is shorter and more direct, but the path that connects to the Loma Alta Marsh Footpath utilizes an existing resource (presumably saving money) and departs from a popular and highly used location. I would be curious about the anticipated impact to parking in both areas.
Option 1, more direct, fewer hills, lower maintenance cost, straighter

COMMENTS ON ALTERNATIVES WEST OF I-5
The hill on Oceanside blvd can make the trail inaccessible. The hwy 101 connection does not connect to a transportation hub.
It appears "Following O'side Blvd. Across the SPRINTER tracks to connect CRT. Would be cost effective; shorter route, maybe less funds?
There are some important segments of the Coastal Rail Trail missing from Oceanside Blvd to Carlsbad Blvd at Buena Vista Lagoon. If these were properly completed, Option A would be preferred, being more direct and with better access to the pier area. Without these coastal trail segments, option B connects better towards Carlsbad.
Option A seems easiest. S Coast Highway can be a little congested and chaotic/unsafe for bikes at times
Option A: A more direct route to the existing trail. Less time on highway. Option B: Riders must travel on a high traffic area of Coast Highway, especially on weekends.
the more intersections requiring cyclists to stop and cross over motor vehicle traffic (lots of Stop-Start), the worse the route would be. The best route is one that does not require the pedestrian/cyclist to have to stop and wait for signals, even if that means riding in a bike lane parallel to motor vehicle traffic
I like the option to direct on Oceanside Blvd. You can meet up on the North Rail trail. You need to get the Rail Trail to go south from this intersection(Oceanside Blvd/S Meyers St.)to meet up with Carlsbad
For the second choice, that part of the highway 101 is steep and hilly. I prefer the first option, where it continues on Oceanside Blvd. It's more direct and the topography is better.
Would be great to get to the pier
I like the first one, cause it is straight to the beach
Either way is okay but you'll have more usage the easier it is to get to via the coaster.
The red line path seems better.
I live by Libby Lake. The least hilly routes there are down the San Luis Rey River Trail to North Santa Fe to Melrose to the Bobier station or the 8-9 miles to the Oceanside Transit Center. So if a route can be figured out from the river trail to the Bobier station would be great. Many other roads have a steep hill between Libby Lake and many stations in Oceanside. Maybe a route including Guajome would be awesome.
For west of I5, the option that includes the "footpath" is best to encourage more users.
Concerned that Option B would not provide direct bike access? Does the footpath allow bikes?
2nd option too long and complicated
I like the option on the left- don't need anything else added to " going along coast highway"
A is better, but ideally both would exist
Better not to make a new crossing
Perfer alt#1. Loma Alta footpath is too narrow of a path
Option A seems to be a better option compared to Option B.
Option A seems straight forward. Option B looks like it asks people to cross the railroad tracks twice creating a potential risk to pedestrians and bicyclists.
Although access via the Loma Alta Marsh path is desirable, it actually adds more distance on the roadway with cars in order to get to there. The direct Oceanside Blvd route in this situation is preferable in my opinion since it is more direction, simpler, and less travel with cars on roadways.
Option A is the best choice. It helps make the trail more direct. If you build option B it is likely people will follow option
Concerns with bike path using same alignment as the footpath.
a is more direct, but b seems to connect the coastal rail trail better
Option B seems like an unnecessary route south that remove access to local businesses in oceanside.

COMMENTS ON ALTERNATIVES WEST OF I-5
The Sprinter track option seems easier to use on a bike, with less of sharp turn.
Most Direct is best. Straight down oceansid blvd.8
I like the more direct route
Option A is more direct, which would be better for this short segment.
I greatly prefer the directness of Option A that follows Oceanside Blvd, it seems like a waste of resources to follow 101 South to Buccaneer Beach.
The first one looks good as long as it's separated from the car traffic by very sturdy barriers. The second seems more relaxing.
I prefer the direct route down Oceanside blvd
Prefer option B
More direct/quicker is better.
I like #2
Option B makes more sense for accessibility
The Loma Alta Marsh Footpath connects to Buccaneer Park which has a parking lot and makes accessing the western terminus of the inland rail trail unbelievably easy.
Please have the bike trails over 20 miles without stopping or going over the intersection etc!
Prefer the route adjacent to Sprinter, seems more direct
Why not provide both? Option A connects to trail heading to downtown. Option B takes you to Buccaneer Beach. The stretch between Coast Hwy on Oceanside Blvd doesn't appear to have any additional width for a safe trail or wider sidewalks. It is not fun to walk, especially at night up the hill. Who is going to want to ride up that hill?
Option A is more direct and would serve people heading north, Option B may be slightly more scenic- if meant to choose I would take option A
Option B appears to provide more centralized beach access and follow a lower density traffic route - both of which make this superior to Option A.
I like the first one
I prefer the most direct route to PCH.
Route A is more direct and has less sharp turns.
Similar to the one connected to buena creek sprinter stop, resourceful from neighborhoods to main roads.
I like option A because it's more direct and it would also connect to the existing bike trail by the railroad
I like both A more than B as I worry about congestion on the path for both bicycles and pedestrians if the path is added into the Loma Alta Marsh Footpath
I like the option on the right.
I like loma marshall footpath
Oceanside blvd has more shops to make this path a viable alternative to driving I would actually use
Option B puts you onto PCH to far south. It would be nice to chose whether you want to go downtown or south rather than having the trail take you south and then have to take the coastal rail trail back to the north.
Following the sprinter seems to be a more direct path
Me personally, option 1. I also think options two can be beneficial to people that decide to really use this as an alternative for transportation up till that point but, in a way I feel like there isn't really a point of finishing if it isn't really

COMMENTS ON ALTERNATIVES WEST OF I-5
I like the one on the left because it connects directly to the Coastal Rail trail. If you are riding a bike it is safer to stay on a bike trail as much as possible and to stay off the streets. Long term it would be great to connect the Coastal Rail Trail to the San Luis river trail. That would create a 30+ mile long continuous bike trail with all three connected. That is the length of the American River Bike Trail in Sacramento, which is a gem in that community. I use to live there and everyone enjoyed that trail immensely!
Option 1 with the direct connection to the Coastal Rail Trail seems more convenient for bikers
Option a seems to be more direct than option b
I would definitely prefer NOT to be on Coast Hwy. so I like option A better.
A more northerly route is more desirable
Several people use the footpath and wouldn't want it disrupted
I like the green route better
Big hill on Oceanside Blvd, the marsh footpath seems more scenic
option b has more turns and not as direct
Number one looks most accessible.
I would prefer the route along Oceanside Blvd but it would be necessary to construct a fully protected and separate from the road.
Option A seems like a better route to avoid having to stop and wait for the sprinter to pass unless less an over or underpass would be constructed and increase the costs.
Buccaneers Park and Beach are major destinations. Option B seems to streamline trips to the beach. How does the B alignment cross east to west over 101? There are existing bike lanes now. Lack of easy at Loma Alta Marsh cross leads to wrong way cycle traffic on west side of 101.
I prefer the more direct route
Option B appears to deposit users further from the railroad tracks and access to downtown and bus routes
I think the red alignment is easier. There are too many corners on the green alignment. I would love to have an area to exercise, get closer to family, easy access to the beach (no issues trying to find parking). This seems like a great idea to allow more people to enjoy North County and all that it has to offer. The only potential downside that may happen is the unhoused to set up camps along the path.
Prefer the alternative that ends further north (red line)
The first alternative above is the most direct and seems the most reasonable route and provides closer access to Oceanside transit center.
Staying on Oceanside above makes more sense to me, but this is relatively minor and I defer to the businesses along the route.
Prefer connection to coastal rail trail
Option A looks easier, less cost and effort, more direct connection and better for Townsite residents
As a connecting path from Oceanside to Escondido the path should not at time travel by diverting the direct option. If people were to be traveling from Oceanside Transit Center to the Oceanside Blvd 101 stop , they can just get off the path and travel on Oceanside Blvd.
The first option is more direct
Potion B
Close to Mission gives better access to more people.
Option A provides the most direct access to additional transport options with the coastal rail trails connection to the oceanside transit center.
Option two seems unnecessarily complicated

COMMENTS ON ALTERNATIVES WEST OF I-5
I cycle along the trail, so option A is preferred—getting to the coastal rail trail as directly as possible.
I love that both connect to the coastal rail trail. I like the more direct route.
I like the 2nd option to the Marsh, as it sounds like it may be more scenic/nature
Option A Benefit: Most direct. Easiest access to beach for inland visitors. Drawbacks: That Oceanside Blvd area is already very busy. Could increase traffic and cause more pedestrian/car accidents. Option B Benefit: Area south of the Rail Center is less developed. Could lead more visitors to interact with small businesses along the route and spur economic growth and development. Drawback: Less direct route will likely cost more to build/maintain. May be less preferred for.inland visitors.
Option A is more straight-forward and a direct connection to the Coastal Rail Trail. It should be kept separate from the footpath (Option B) to reduce congestion on an existing path
It should follow Oceanside Blvd. Bike routes should be direct. If you want to reduce car traffic, the bike route alternative needs to be efficient in addition to safe and pleasant. The less direct option adds needless inefficiency and also lets out by an area that doesn't connect with the beach
Option A is preferred as it appears to be a more direct, using less resources, route.
Oceanside Blvd. seems to be not a very bike friendly access point. Lots of very fast moving vehicular traffic.
Less turns on the path is better
Ease of access over 101 with least impact to traffic and safest option
The direct route option A offers easier access to beach.
Prefer to avoid the 101 freeway (southbound), just too many vehicles on the road.
Option A is more direct with fewer turns and street crossings.
I prefer Option A is it provides closer access to DT Oceanside and does not require as much disruption of Hwy 101. It is also a more direct route to connect to the Coastal Rail Trail. Option B seems to do more back and forth than necessary for users trying to go north. Users going north are likely to stop using the trail once they hit Hwy 101 to have a shorter connection to the Coastal Rail Trail, therefore, defeating the purpose of the trail expansion west. This also exposes trail users to unsafe conditions in the road right of way if they end up taking this shortcut. The safer option would be a straight shot to the coastal rail trail, which allows users to go either north or south with no
Option A looks more direct probably cheaper
The second alternative offers a route that includes more interaction with nature and the landscape while the first offers a more direct route for those commuting to the Amtrak/ Coaster.
Option A would get people to downtown Oceanside more easily
Like the Coast Rail Connect option better
If the Loma Alta Marsh version requires people to walk their bikes for a section, I do not find that ideal. But, if there is a way to remain on our bikes the whole time I feel like the scenery and distance from traffic would be a nice benefit.
i would be fine with either of these as long as it continues to be a path separate from the road and you dont have to ride on PCH
The first is more direct but the second uses a footpath which is good for getting away from cars.
Option #1 is more direct to beach.
I like the alternative connecting Loma Alta Marsh Footpath because it crosses the lighter used rail tracks, therefore safer.

COMMENTS ON ALTERNATIVES WEST OF I-5
I prefer Option A is it provides closer access to DT Oceanside and does not require as much disruption of Hwy 101. It is also a more direct route to connect to the Coastal Rail Trail. Option B seems to do more back and forth than necessary for users trying to go north. Users going north are likely to stop using the trail once they hit Hwy 101 to have a shorter connection to the Coastal Rail Trail, therefore, defeating the purpose of the trail expansion west. This also exposes trail users to unsafe conditions in the road right of way if they end up taking this shortcut. The safer option would be a straight shot to the coastal rail trail, which allows users to go either north or south with no
Left turns are not easy for cyclists, so I would discourage them when possible
Option A is better
Very important to easily access the Loma Linda path and make a pedestrian cross walk over coast highway to access path east side Would like to see lighting installed along new and existing pathway
Option A appears to be most direct route.
My recommendation would be to follow the Sprinter alignment along Oceanside Blvd. from N. Melrose to the Coastal Rail Trail "in" NCTD ROW.
If access is supposed to be for the Sprinter, why would you choose to have it divert so far away from it in option B?
connecting the trail along hw 101 is not a good idea as it diverts away from the main area we all want to access via bike the alternate following oceanside blvd seems to be the more plausable option as it directly acesses the central part of ocean side giving access to the shops and beach there.
They both seem viable but I lie the one that crosses the Sprinter tracks
For me, option A is the better one. It connects to the coastal rail trail, and is more convenient to downtown.
Utilizing the most direct route benefits everyone from commuters to investors. Less track equals less money equal less stress
The red route does not require crossing the tracks. This seems superior.
Connecting to Buc park would be nice for recreation, though I am unsure how that would affect vehicle traffic. Following Oside Blvd would be more direct and avoid the apparent 90 degree turn in the path, which could be dangerous or lead to people/ garbage accumulation.
Option B route crosses the sprinter tracks. It would be preferable if this was not required.
I like the first option but don't have any particular drawbacks to either.
Oceanside Blvd seems like a better route
Th coast hwy is busy but I feel like entering at buccaneer and being able to terminate at a park is much better than staying on oceanside blvd to the coastal trail. My vote os for plan B.
Option A is preferable as it provides a simpler and more direct connection to the Coastal Rail Trail, allowing easy access to the Oceanside Transportation Center; Option B is longer, unnecessarily complicated, and routes the trail away from public transportation facilities.
The Loma Alta route seems less direct but more scenic
I like option A It is More direct and does not require riding on PCH
Prefer the direct route
Given the magnitude and scope of the project, why not do both?
Oceanside Blvd is a rough climb for commuter use
Marsh Access route has more direct access to south Oceanside, major benefit; other route seems severed from south O businesses etc
Avoid traveling along the busy 101. I think most folks will want to travel north towards Downtown Oceanside. Going south just to turn north is a path that will be avoided
The one along Coast Highway 101 is more community and business friendly.

COMMENTS ON ALTERNATIVES WEST OF I-5
Should follow Oceanside Blvd to keep the path more simple and direct. The path should be diverted multiple times.
Green looks longer but may have more scenic route.
The option that departs the trail does not provide as much access to the coastal areas.
First is better. Footpath is narrow and has a lot of pedestrian traffic
I prefer the second option, the path that connects to the coastal rail trail because it allows for more car-free travel.
closer to the beach access near Buccaneer park would be great
if it is safe the coast highway and loma alta marsh footpath could be a nice way to use the existing right of way and would help improve this path and wetland.
as long as these detours on the trail aren't eye sores or will create major additional traffic, I have no issues
I like the mire direct path of option a
I prefer Option A because it's not clear to me why a longer route to connect to the Coastal Rail Trail is necessary.
The shorter the path and less detours to the coast, the better and more used the trail will be.
Connect it to the other bike path off the river trail
Either is good.A better view of the impact would help to make a better decision.
One path appears more direct, may be less cost. The other path appears less direct, bit would align with, or parallel, or add on to an existing footpath. Is the the footpath could be widened to allow for walkers, runners, and bikers, including electric bike riders, the possible advantage may make this alternative preferable.
A looks faster and simpler.
I'd prefer Oceanside Blvd over Loma Alta Footpath. Oside Blvd is more central to Oceanside, allowing travelers an easier option to go north to the pier, or south. If the path goes to the Loma Alta Footpath, it may lead to concentrated traveler populations in South Oceanside.
Both under the freeway
Crossing the train tracks is not ideal
The connection to the Loma Alta Marsh Footpath makes for a pleasant landing at the beach near Buccaneer Park. Families can leave Buccaneer Park and ride their bikes or scooters along the path and go as far as they need. A Class 1 bike path should be developped to connect the coastal rail trail to the Loma Alta Marsh Footpath.
Transition from existing trails/San Luis rey river trail is most important as a frequent rider from Escondido to the
Like the first option. No detour, straightforward and safer - less risks to get lost. It will be beneficial to revive the neighborhood near oceanside blvd all the way to Cleveland.
A more direct route would be best. However, if there is already access between the proposed trail and its connection to the Coastal Rail Trail, such as a street (in Option B?), then either option is ok with me. My main concern is to have native trees and plants along the route to provide shade as well as dim lighting at night (enough for safety, but not so much to contribute to light pollution and bird deaths). Please also consider seating areas for the disabled. While disabled people can still walk the trail, they may need to take breaks.
Great project. Straight path, less turns.
I like the idea of starting at the marsh.
Don't bring it to the footpath. It is called a footpath for a reason. It is not wide enough for both Pedestrians and bikes.
Why not do both?
I prefer Melrose to N Sante Fe to SLRRT... BUT OF THE 2 above, I prefer connecting at Loma Alta Marsh footpath
Option A is better

COMMENTS ON ALTERNATIVES WEST OF I-5
I think the path following the sprinter is most direct and straight forward the path by the marsh just seems longer from the most important thing the transit and pier. The upkeep and parking situation by the marsh is congested and it is already terrible trying to bike that portion as the cars do not see you when crossing to enter the path.i have seen people speed on the backroads because they think it's empty
Following Coaster tracks keeps riders off busy Coast Highway and off the Loma Alta footpath.
Loma Alta path is most desirable
I prefer how option A has more of a direct path to the coastal rail trail
whichever path's has closest access to Oceanside Transit Center is best (looks like maybe direct connection to CRT)
Option B has quite a slope to get up when going NB/EB
The option b seems better because it leads to a green space/park area and crosses over the tracks.
I prefer the first option, where the trail follows Oside Blvd. The other option has more hills and is further from my house.
leave the footpath for pedestrians
Option B
If both are feasible, why have a circuitous Option B when Option A is much more direct? What are the crossings like? That is the most criticism information needed to provide an I formed decision and it's not shown.
Follows Oceanside blvd looks like it would be easier to navigate with traffic on the traill
If possible, repurpose existing sidewalk and bike lane to keep the trail on the south side of Oceanside Blvd to avoid conflicts with the freeway ramps and Vine Street. Challenges for the Hwy 101 alternative include: multiple driveways, redesign of existing buffered bike lanes, and narrow footpath. The Loma Alta Slough Enhancement Project includes a proposed trail on the northside of the creek that could provide a better alignment. Benefits, however, include avoid the at-grade, quad-tracked crossing. The Oceanside Blvd alternative is more direct but could spur more foot and bike
Only drawback i see for the second one is having to cross the tracks twice. The first one is a more direct route which is plus. The second allows or a couple more entrance points onto the trail which is great.
Costal Rail Trail connection is better. Give access to more businesses, the pier and beach.
I would strongly prefer not to make a left turn onto Highway 101. Just keep it on Oceanside Blvd with a buffered bike lane, much safer and simpler.
Option 1 is more direct. That is appealing.
Much prefer the proposal following Oceanside Blvd as the second option is a bit more convoluted and will likely result in people jumping off the bike path to continue down Oceanside Blvd to the Coastal Rail trail anyway.
I like option B. -Scenic & Peaceful – The footpath will likely have more greenery, and a quieter road-based route - Lower Traffic Exposure – Less interaction with vehicles makes it a safer and more pleasant experience. -As a trail runner it may be better for walking/running. It might feel more enjoyable. -Connectingto the Coastal Rail Trail – Even though it's a slightly longer path, it still connects well.
Option B seems like a detour for those trying to go north (downtown, pier, harbor, SLR trail etc.). It also seems like it would be more expensive becase it's a bit longer.
Direct to Coastal Rail trail.
Option A: more direct route likely to get greater use.
I like B better.
I like the idea of following the sprinter.
Both options share the worst crossing of I-5 in the City. Please consider a creative solution that uses a trail above Loma Alta Creek from Coast Hwy to and under the I-5. CalTrans recently did that to connect the 56 Bike Path under the I-5. Of the two alternatives, Option B seems better to connect to the Coastal Rail Trail near Buccaneer Beach

COMMENTS ON ALTERNATIVES WEST OF I-5
I think the trail will be very appealing and useful to a small # of people, but they will use it a lot.I prefer the plan on the left.
Option A seems more direct.
Please connect south o to the trail
Seems like the direct route in A will cause the least confusion, be easiest for users to find
I like the trail creating a nice access linking South Oceanside and Carlsbad
The majority of people currently use the Loma Alta path for walking, a potential drawback would be if that plan affected the usability for walkers
Neither is my preferred option. Sharing the service road alongside the tracks would be much better. There should be a minimum 6 foot protected bike lane all the way from where it joins a street to the coastal bike trail.
Routing along the Loma Alta trail may reduce the usability for those who like to walk the trail as opposed to biking.
I feel as though a more direct path to coast highway would be a more useful trail in theory.
#1 Oside blvd alignment: The hill going from I-5 to Coast Highway is "steep" and maybe be difficult for some users. But, the benefit is that it's more direct than the 2nd option. Oceanside Blvd. isn't as car heavy west of Coast Hwy. There are places to stop at along Oceanside Blvd and Coast Hwy. Once at the end of the trail, users have the choice of the trail can go north or south on Pacific. #2 Loma Alta alignment: Drawback: less direct to the beach than option 1. Benefit: Coast Hwy is already shrunk down to 1 lane each way, so there's room for a the trail path. Buccaneer
Option a does not go to the beach. Both options seem to go both up and down the Oceanside blvd hill instead of staying in the valley along the tracks which would make more sense
Prefer the direct route along O'side Blvd
Option A seems more direct.
I'd prefer the option on the left. More direct route with fewer 90deg turns.
Option A is more direct and avoids requiring riders to use Coast Highway. But I would like the study team to re-evaluate the possibility of using the secondary underpass under I-5 just south of Oceanside Blvd. and Commerce Street. If that could be made to work, it would avoid putting cyclists on the hill on Oceanside Blvd.
I like the first choice it is more direct to the Coastal Rail Trail
I like the idea of using the Loma Alta Marsh footpath to reduce traffic, but I think it places access to the trail too far away from downtown Oceanside and the transit center.
If this path isn't direct, people will likely take the streets to get directly to the coast. Please don't add a N/S component.
Option A with the more direct route to the coast is preferred
I just hope that these trais are wide enough for people to commute on bikes to work.
Would the route that connects to the footpath be accessible via bike ? It needs to be
I prefer the more direct path, more simple and efficient than the marsh footpath.
option 1 looks more direct and less likely to be along streets, and therefore preferable in my opinion.
Option A is it provides closer access to DT Oceanside and does not require as much disruption of Hwy 101. It is also a more direct route to connect to the Coastal Rail Trail. Option B seems to do more back and forth than necessary for users trying to go north. Users going north are likely to stop using the trail once they hit Hwy 101 to have a shorter connection to the Coastal Rail Trail, therefore, defeating the purpose of the trail expansion west. This also exposes trail users to unsafe conditions in the road right of way if they end up taking this shortcut. The safer option would be a straight shot to the coastal rail trail, which allows users to go either north or south with no

COMMENTS ON ALTERNATIVES WEST OF I-5
I prefer Option A is it provides closer access to DT Oceanside and does not require as much disruption of Hwy 101. It is also a more direct route to connect to the Coastal Rail Trail. Option B seems to do more back and forth than necessary for users trying to go north. Users going north are likely to stop using the trail once they hit Hwy 101 to have a shorter connection to the Coastal Rail Trail, therefore, defeating the purpose of the trail expansion west. This also exposes trail users to unsafe conditions in the road right of way if they end up taking this shortcut. The safer option would be a straight shot to the coastal rail trail, which allows users to go either north or south with no
Plan A looks simple and direct. Less disruption on major East/West corridor. Safer use with direct connection to Rail Trail, without footpath-don't like too much secluded trail.
I have some concern crossing the sprinter tracks in option 2, but I like the idea of starting from the park in option 2
I don't know the various issues with each, but they both seem like good options. Perhaps the red line gets you into town easier.
Option A seems direct, sensible, with less exposure to city streets and traffic. I think it will be safer, too. I used to bird the Loma Alta Marsh footpath and visit Buccaneer Beach. I had to stop because it became too dangerous for me and my birding buddy (both middle-aged women). We had a few encounters with some scary people who demanded money, or started following us on the footpath.
Either one is okay. I will be cycling on the trail so prefer less foot traffic.
the least amount of street use is best
Whichever is least expensive, quickest to complete and safest.
Keep it simple go with #1
Keep the path as continuous as possible. Less crossing of streets and or obstacles. Always be paved and have lights
Seems to make sense to follow the rail route.
The first and most direct option keeping it away from the busy South Coast Highway.
Ones closer to downtown OSide, the other a little closer to South OSide. Oceanside Blvd is pretty busy and the road is tight. Curious how the "trail" from the the 5 Freeway to the beach will be made safer? Okay, saw section below. It appears trail is on south side of sprinter line. The map makes it appear it is on Oceanside Blvd.
I like alternative 2 connecting to Loma Alta marsh /then coastal rail trail.
The direct connect following Oside Blvd to the Coastal Rail Trail would seem to cause less congestion and fewer on-trail accidents.
Loma alta path seems unnecessarily complicated unless you were to use the creek to get all way east of the I-5
Option A seems like a better route and it keeps it closer to the main train station.
I think Option A is the best choice because the shortest route to the coast should be the priority.
I would select the most direct, with less travel on existing streets.
Left feels more direct?
Either great, marsh definitely needs something currently inaccessible to hiking
The one on the left where it goes along Coast HWY for a bit seems more appealing to me...more interesting views. Drawbacks might be if it takes longer if one is not using it for recreational use, but to quickly go east.
SAFETY
They both look like they encompass some element of danger.
Lessor traffic option preferred
I believe itd be best if interaction with cars could be left at a minimum to ensure safety of people using trail
Being close to the train tracks means a lot of homeless will be in the area including the track. Option B has more variety regarding sites vs option A. I prefer option B

COMMENTS ON ALTERNATIVES WEST OF I-5
A. has transit parking, B. needs street parking in neighborhoods. I'm worried about getting attacked along the trail while walking or on a bike! Are there going to be officers?
Keeping the trail out of car traffic would be the most ideal.
I would prefer to be as far from Oceanside Blvd Traffic as possible so the 2nd would be my pick- less chance of car/bike collisions
It needs to go over or under the tracks and roads when crossing to keep it feeling safe for families. Please make it wide enough for families to enjoy biking down alongside each other and not just two small lanes for single file riding. Connect it directly into nearby schools to help keep kids off roadways.
If option b is done maybe the trail should go under the tracks for a moment for saftey purposes
The SPRINTER one would make me nervous about oncoming trains. I also like the idea of the paths all connecting for the one on the right.
Staying along the OSide Blvd might be the most cost effective. Bringing traffic into 101 is too dangerous as it stands.
No preference. Whatever separates the paths of cars and pedestrians the most. Especially cyclists and the inevitable irresponsible child with an e-bike.
5 is nice because it doesn't involved crossing the tracks. I prefer 6 because it connects to the beach park area near buccaneer beach, although there is a concern for homeless/vagrants/criminal activity in that area at times.
Footpath one is the best I don't want to travel on the bikes lanes on o side blvd
Make it SAFE from homeless and criminals
Directness is great in option A. For option B - Making 90 degree turns is challenging on a bike or with a running stroller or skateboard. Might lead to accidents. End point is important. People may be trying to go to the pier or to downtown or to their favorite beach or to the train station... if the trail has access points to exit at those areas vs. having to continue to the end to exit, that would be best.
I prefer option B, less vehicle activity. Oceanside blvd. Has proven deadly multiple times for pedestrians and cyclist.
If they aren't patrolled the safety will suffer.
Whichever one you can manage to keep free of homeless and drug deals.the
For me, dedicated paths are usually preferred to riding on the street. However, following Oceanside Blvd another block seems safer than Hwy 101 for 2-3 blocks and still needing to get on the Loma Alta Path. In this case, the more direct option is better than the dedicated path.
Please clean up the transient population!!
Dont let ANY homeless live along the trail or put up tents along the trail.
The alternative of entering buccaneer park through the back trail is not a good choice as there are many dog walkers and children (proximity to basketball court/playground) on that path/sidewalk. You would also have to bike through the "always busy" buccaneer beach parking lot. I live next to the park and am there nearly everyday. I am also an avid cyclist. The "oceanside blvd" alternative provides for a more straightforward, and safer path, for faster exercise enthusiasts. Also, crossing PCH where the back trail connects has not street light, and is unsafe as cars drive fast there.
Green option B puts trail users much closer to coast highway, which isn't the safest place to recreate. It's stinky from cars and drivers aren't paying attention. Crossing coast is a better plan than running alongside it.
I have security concerns about the adult males in the path currently using e-bikes. Will there be law enforcement on the trails?
Please only create a trail if funds can be allocated for safety, including regular patrols by bicycle police officers. As a woman, the biggest concern is always an attacker, drugs or transient encampments.

COMMENTS ON ALTERNATIVES WEST OF I-5
City should focus on solving the homeless issues BEFORE this project. Have you been to the area of Plaza and College Blvd? Seriously…visit the three shopping centers in that area. Especially the TJ Maxx and Grochery Outlet areas. I'd encourage all members to visit daytime and night time.
O'side Blvd is a death trap. Avoid at all costs. The bike trail SHOULD NOT use the Loma Alta FOOT PATH. It is not wide enough and the majority of RV visitors exit the RV park close to the tracks and this could be a disaster having bicyclists on the trail while visitors exit their gate right onto the trail. Please consider placing the trail adjacent to the north side of the creek. This is all city owned property and would provide a safe passage for bicyclist therefore leaving
The Marsh Footpath should continue to be used as a footpath. It wouldn't be safe with walkers and bikers.
homeless make the paths unsafe. There will be multiple encampments. Will be no different than bike path along the river by the airport
Safety for this who live close to the Option B. Option A is a better choice will not impact residents and keeps a more direct path for users. Option A is the better choice to alleviate congestion in neighborhoods
If we don't figure out how to keep homeless people out it is pointless and be like the San Luis Rey trail which is dangerous due to the high amount of homeless communities
Drawback: homeless encampments due to there being some already on a trail that connects from Cesar Chavez park
My main use of the trail is biking and roller skating, so I am primarily concerned with crossing train tracks in roller skates as well as being too close to unsafe and noisy traffic on the 101. As a frequent biker on the 101 I know how popular the existing marsh trail is and how often I am forced off it due to pedestrian crowding, the bike lanes on the 101 and especially Oceanside Blvd are incredibly narrow and unsafe
Oceanside blvd, add street protections for pedestrians and make the trail more comfortable.
Too many illegals save the money! Make it safe for the tax payers- you work for us, not us for you ! Newsom thinks we are his personal bank. Stop it!
Will there be any sections open to nefarious people? I worry about the safety of riders/hikers/walkers.
Any alternative that keeps cyclists separated from autos is a good option.
This will cost more money but on heavy traffic areas like el Camino or college please have the path not cross with car traffic have it go under the street or as a bridge.
Neither is good. Driving along Oceanside Blvd or Coast Highway is dangerous
No shared lanes with autos. Chance of accidents and death is too great
I think both options A and B are good as they connect to the coastal rail trail. Option B does a better job at connecting to the other parts of oceanside such as buccaneer beach. Also connects better to South O. Just would you be able to get off this trail at anytime to connect to local shops like Primos or Best pizza and brew? A protected bike lane would be the most convenient for this. Just when designing it please don't make it more dangerous and put us bikers at risk of being right hooked by the dangerous cars.
Staying next to Oceanside Blvd is more direct and best if coming from Downtown and the Rail Stations. It needs to be separated from the car lanes on O'side Blvd to be safe for kids, remove one lane on the street?
Slight preference for Option B because I'm assuming I could avoid traveling on the road with cars. I plan to use the trail with my small children so want to avoid a path with cars
Homeless encampments, security and safety
Less car traffic the better. Highway 101 is very crowded. Prefer A, unless path is separated with barriers from road.
Get off the busy roads and horrible bike lanes, sometime the sidewalk ends leaving me to walk on the street.

COMMENTS ON ALTERNATIVES WEST OF I-5
Concerned with the alternative that goes on the 101 as riding a bike on that road can be very intimidating with cars driving fast and little to no shoulder.
It would be better not to have the trail cross the tracks unless there is an overpass or underpass.
OceansideBlvd is too busy, connecting to footpath is safer and aligns more with existing nature
I would prioritize safety and the feeling of safety on the route above expediency.
I am more concerned about cars for my safety and children than the routes.
Option B might have implications of pedestrian vs bike accidents if it connects to the Marsh Footpath. Option A does not cross over the sprinter tracks which reduces the potential for accidents involved with sprinters and reduces time to get to beach because of less stops.
Coast hwy is not a good solution unless protected lane extends the length of the hwy.
Any segment on Oceanside boulevard should be a completely separated trail to provide safety. We want people of all abilities to use this trail and any conflicts with cars will pose problems. I used to live in Townsite and it was difficult to
The red path avoids the 101. I bike on the 101 and cars don't respect the bikes. Better to avoid.
Riding down Coast Highway, in the current bike lane, does NOT feel safe, and there isn't easy bike access to the marsh path.
Please do not install large sharp boulders/rocks alongside the new trail, as the existing trail has. When people/kids fall off bikes on the existing trail, there is potential for them to fall onto the sharp boulders/rocks.
Too much trafffic on Oceanside blvd
Keeping it clear of unsafe individuals especially those with drug or mental health problems who may choose to live along the trail
Coast hwy has too many cars
Left one avoid being on 101, which is suicidal for anyone not in a tank!
Visibility and safety should be considered. The trail can feel visually isolated from the road and the route that is more visible would be a better option for safety
Following Oceanside Blvd doesn't sound as safe to me compared to breaking off to towards Buccaneers beach. The problem is that it might be because there is a break in the Coastal rail trail right at the Loma Alta Marsh that requires use of the road because the bike path doesn't have a bridge going over the marsh. Less riders on less busy roads is safer. Do the option that makes that happen please. Or connect the Coastal Rail trail over the marsh. Another MAJOR drawback is the Oceanside Blvd hill that appears after the 5 freeway headed west and before Nevada Street. If there was any part of Oceanside blvd that you wanted to make sure the bike path followed the tracks instead of the
Either route will attract the homeless to camp out and live. The most direct route would be best
Combined bicycle/footpath route is desirable only if there are clear, separate paths for bicycle and pedestrian traffic. Combining the two greatly decreases safety for both.
A trail with the least amount of cross traffic is the best.
anything that goes on coast hwy *especially there* is dangerous. I won't bike on Coast Hwy. Path should align with oceanside Blvd
Reduce busy intersections
One of the most terrifying portions of this trek is on Oceanside Blvd traversing the grade from I5 to the coast. There is no safe place for bicycles other than the sidewalk. We need hardened infrastructure separating bicycle and pedestrian traffic from vehicle traffic.

COMMENTS ON ALTERNATIVES WEST OF I-5
We don't want bridges to be built in front of anyones views. It's nice to have the intersection go to Oceanside blvd first so it doesn't let the trail become a drug and bum highway too.
Neither routes!!! Safety requires dedicated route for cyclists. I stopped riding my bike on streets, even with bike lanes, because it is just too dangerous. Don't waste taxpayers tax dollars if you fail to provide a dedicated, safe bike trail away from motorist because only the bravest (or fool hardy) bicyclists will ride the route. Parents will not want their children to ride it. The more you increase the safety from motorists then the more bicyclists will be attracted to use the route.
A protected bikeway is needed on Oceanside Blvd. and Coast Highway 101. The Loma Alta Marsh footpath needs to be widened.
I feel the straight path will be a better option for commuter use to access the rail station, but the Loma Alta one might be prettier. Please avoid running along Coast Highway/ Hill St; there isn't enough room for cars and pedestrians as it is.
I don't want to ride my bike along a busy road. If the path is separate from the road, that's the best option
My biggest concern other than easy access is that the trail is safe, well lit, and regularly patrolled in order feel comfortable walking on and using the trail as a mom with young kids.
The speed limit on Oside Blvd is too high for most motorless vehicle riders. Safety and traffic control are paramount for this project to be anything more than another place for homeless tent cities.
Oside Blvd is hectic and scary due to fast and reckless drivers. I drive this route every day and know it to be unfriendly to cyclists and pedestrians
That big hill would reduce usage and therefore safety/awareness of cyclists. The green route B would have more users and better awareness among drivers. More appealing for tourists as well. Prefer the green route by far mostly for safety reasons.
Both will have issues w homeless encampments, safety
I like option A the best because then people using the route do not have to cross the railroad tracks. It will be safer and more direct
Area of Oceanside Blvd from Vine St intersection is chaotic. I currently avoid it on my bike. If bike path had separation from street that would be my preferred option
Coast highway is dangerous for cyclists, even with the bike path. Option A is much better. Option A also maintains the Loma Alta footpath, so a pedestrian or cyclist will have two different routes to go from Coast Highway Westward. This seems to be more flexible.
The trail should not cross train tracks wherever possible for safety.
Being away from traffic is more calming. I would prefer not to follow Oceanside blvd
OCEANSIDE BLVD HAS TOO MUCH TRAFFIC. KEEP THE TRAIL OFF OF OCEANSIDE BLVD AS MUCH AS POSSIBL.E THE LINK THROUGH THE MARSH WHILE NOT DIRECT IS THE SAFER ALTERNATIVE.
We will need to make sure the trail is clear if homeless encampment. I would like to feel comfortable allowing my kids to ride this trail.
Follow Oceanside Blvd across the sprinter track. This appears the simplest most direct and potentially safest route. For safety reasons, avoid the 101 and the foot traffic on the Marsh Footpath. Traffic on the 101 does not share the road with cyclists in a very kindly manner. Either way, these lanes need to be maintained better than our current bike lanes. They also need to be separated from traffic.
Oceanside blvd route would be to dangerous. Need another route
I will not ride on coast highway. Totally unsafe.

COMMENTS ON ALTERNATIVES WEST OF I-5
I would like it to be as stressfree as possible, especially as its near a school and business district that see a lot of car traffic. Coast highway is insanely dangerous for bicyclists and pedestrians
Either is fine as long as Their separated from cars and not subject to homeless people
I worry about the unhoused population taking over the trail.
Along 101 not advisable, due to traffic; less safe.
Homeless encampments
Would like this to be a safe place that doesn't allow congregation of homeless
need to get rid of the homeless along o'side blvd to make this work.
Option A is nice and direct, Option B is better because it starts to build a rail trail along PCH. That's an avenue that could use some bike-and-pedestrian-friendly infrastructure. Only proof you need of the value of that is the number of stories of children killed by cars while riding their bikes. The more bike-specific infrastructure, the more lives saved!
Following oceanside blvd sounds less desirable. Many unhoused frequent the area near the train tracks and is not safe. The trail departing oceanside blvd seems to be a more pleasant journey with less risk to safe
The safer feeling a bikeway is, the more people will use it. that is very important.
I like option A, but would need a path protected by curb or bollards. Option B would put you back on coast highway. That section is not safe for bikes with the lane reduction. People are comfortable with pacific on bikes. You would be better served connecting Carlsbad with a bridge over the lagoon to connect current coastal trails and then connect to
That intersection on College is very busy as the on ramp is there. I would feel safer on the Alta Loma Footpath alternative.
The Loma Alta route looks like it would be more expensive to build and maintain. It also looks like it would be less safe to ride, especially if it runs along side of Coast Hwy.
Option 1 crossing the sprinter tracks seems less desirable and more stressful as a pedestrian.
Getting away from vehicle traffic is preferred so the option that departs from Oside Blvd is best.
I would be concerned as to how the trail would handle high traffic areas as the Oceanside/PCH intersection.
Trail needs to be a Class 1 bike trail and not part of an existing street.
Benefits for 1st (Follows Oceanside blvd) less traffic crossing and open space deters homeless from taking over. Drawbacks for 2nd (Departs Oceanside blvd) too many street crossings, uses footpath, cyclist and pedestrians collisions, and too secluded, could invite homeless to take over.
Option A seems more straightforward. Coast Highway seems like it could be more dangerous with traffic and cars not abiding and using the new bike lane. I've seen cars drive the full length of it up to the light at Oceanside Blvd to get
What is safest and quietest for pedestrians, bikers, and kids to use? Going along 101 seems busy, stressful, and dangerous.
Sharing the road with a highway seems like it would create conflicts in modes of transportation and be less safe.
Prefer a trail without cars/traffic, similar to San Luis Rey trail. Much safer.
I like the first option but worry about safety and the trains.
Option A is preferred since it is shorter and would give equal options to get to both Oceanside or Carlsbad. Option B seems to be an unnecessary detour. I usually try to avoid riding my bicycle on coast highway because drivers can be crazy and lanes are not protected. Option A seems to be the safer route, which is a top priority. I think the lack of bicycle riders in town is because of safety concerns.
The second solution seems like it's safer not having to cross tracks and will use existing resources
I welcome any new bike path. I only ask that there be appropriate crossings/protection for riders around vehicle

COMMENTS ON ALTERNATIVES WEST OF I-5
All this is going to do is create more homeless encampment along with crime. No one will use this and already use the sprinter.
I would definitely choose the route that does NOT have to cross the SPRINTER tracks. As a bicyclist for 4 years - Safety is the first priority!! (I do not live in Oceanside but come there regularly to ride my bicycle (not an e-bike).
I plan to use the trail for cycling and would appreciate the city staying vigilant about homeless peoples camping and vandalizing the trail
I prefer the alternative that follows Oceanside Blvd across the Sprinter tracks. It would have fewer rail crossings (reducing risk). Hwy 101 is also really busy with a lot of entrances and exits on that stretch, which could be dangerous
Oceanside Blvd has become a raceway due to increased traffic and drivers being stuck longer at lights. once they enter Oceanside Blvd east bound they race to get through the light at Ditmar. Drivers going west is even worse from vine st up the hill which has a blind curve. Putting large numbers of bike riders in this path is a deadly accident waithing to happen, There has already 1 bike rider killed in this area
Safety would be important to me (well lit, emergency call spots)
The straighter path along the sprinter... I do worry about the Transient camps along this path. There need to be solar light poles along this bike path, would feel comfortable with even a fence line And stationed cameras Have seen these transients hit the fire hydrant on the hillside next to Pintamonte storage. The map shows east to west road names but no cross street names like College Blvd or El Camino Real.. that would help in answering the next
prefer departure from oceanside blvd. street is heavily congested with vehicle.
Any portion of the bike trail along a major road, there will need to be barriers providing safety to the bikers. I currently avoid Oceanside blvd at all costs in order to be safer
I like the more direct route on Oceanside Blvd however, I feel like connecting to the footpath would feel safer
Oceanside Boulevard needs safe access to the beach! We have no overpass for these neighborhoods. For years we've had to ride our bikes over to different neighborhoods to get to the beach as Oceanside Boulevard is not safe. This would be amazing to have safe access to the beach
The Loma Alta Marsh footpath is narrow, and riding on PCH is dangerous. Please connect to the coastal rail trail without requiring one ride on the roads. The coastal rail trail also needs to be extended to Carlsbad. Finish the job!
Main concern would be the homeless and the safety of using it.
Safety
Less distance is better BUT riding on Oceanside Boulevard is extremely hazardous based on years of personal experience. If the trail is parallel to Oceanside Boulevard and doesn't have to go through all of those insane freeway, offramp, lights and exits from commercial and residential areas, that would be helpful.
The path from Loma Alta seems like it would have an unsafe crossing on coast highway. Either would need significantly improved bike lanes, ideally separated from traffic.
First one will be safer as the 101 near the roundabout near Carlsbad is quite dangerous for road bikes
Option B is more scenic and less "dangerous".
The coastal highway is too busy
Homeless people
AMENITIES
Ensure plenty and ease of access for parking at each end of alternative routes.
They are making a trail with stuff on either side of it to skate i think in florida! Anyway to put stuff on the sides of this like in florida?

COMMENTS ON ALTERNATIVES WEST OF I-5
Prefer connection to the coastal rail to lead closer to downtown activities and facilities. Would be also beneficial to include natural shade i. The development of the trail
Very clear signage would be much appreciated. Pretend we're all morons and don't know where anything is.
It would be awesome to have a running/walking trail that was safe to run. Some places have little cafes on trails,
ENVIRONMENTAL CONCERNS
Least impact on the Loma Alta Marsh
I like the path that parallels the coast for longer! I'm here for the fresh air and ocean.
Concerns about trail conditions during wet weather on the Marsh Footpath
i live across the street frim the "Trail" or"Coaster," wanted to say kudos on "noise level" as it barely noticed.
Good idea good for environment. 8
Need NCTD quiet zone for all rail crossings on the routes on Oceanside blvd
Noise reduction during night and early morning hours should be considered.
I would like to be sure the habitat for birds and wildlife is not disturbed.
Either is fine, I am more concerned about the quality of the trail and implementing NCTD-ready quiet zones at all rail crosses the bike path is built along up Oceanside Blvd. As these crossing already need to be redesigned, please ensure they are done to NTCD QZ Implementation Manual guidelines to save money and reduce train horns along the route.
GENERAL SUPPORT
Both are good options.
This is a great idea and should be done.
I'd be happy with either of these options :-)
either are fine - finishing sooner is much more important to me than the smaller details
Either one is good
either way looks good
No preference. Any trail is ideal
Both seem good
Either is fine.
Either is fine
Both look great!
either will work
I love both of them. Don't care where I get on it…just looking forward to using it
No concerns for either one
Either route is ok to me.
The Rail Trail will encourage more people to enjoy outdoor recreation in a safe and scenic environment. Love the project and support it 100%.
I love bike rides!!! Thank you for accepting input
I don't see any major problems with either proposed route.
Whichever option will lead to faster completion. Otherwise I have no preference.
either seems ok
The CRT in some communities have become treasured liner public parks. Enjoyed by all who know of them and use them. They are always a positive asset to any and all communities involved. They are also safe places for cyclist to exercise and through travel in our generally crowded and potentially dangerous highways.
Great play to exercise n commute

COMMENTS ON ALTERNATIVES WEST OF I-5
This trail would be close to my house and would love to be able to go on a safe ride near my home
Either one looks good to me
Looks good
This inland trail is necessary for the growth and expansion of Oceanside to help young people.
Both look great
MISC
Since I do not use Sprinter to transport my bike, I also, don't use Oceanside Blvd or the Rail Trail along Oceanside Blvd. I use roads more pleasant to ride my bike, or the San Luis Rey Bike Path to the Oceanside Harbor area, then South along Hwy 1. I don't like the Rail Trail for riding, no aesthetic pleasure, which many roads already provide.
These maps aren't detailed enough for me to accurately know what I'm commenting on.
Not making it happen would prohibit foot/bike traffic and would increase auto traffic in an already crowded area.
These alternatives don't make too much of a difference to me.
I have no opinion about this section as it does not effect me or my property directly.
I would primarily use for exercise; no preference between the two.
A trail that allows for cycles as well as foot travel would benefit more people. A path that is only for pedestrians is limiting
worthless project. public money should be spent on homelessness and other real problems.
Don't waste money on projects like this build more roads, wider roads and better control of lights so that traffic flows
It's 2025 and as a state has not finished a complete trail simply linking local communities ?? While having the resources available ??? Is California opposed to simple progression or was the legal marijuana a different sign?
Force Frontwave arena to have better public transit options. Even if this requires a new law
My comments are that I would like to walk or perhaps bike from Escondido to Oceanside?
Stop looking for excuses to raise taxes and costs for Oceanside residents. Your excuses are unacceptable.
The marsh stinks.

COMMENTS ON ALTERNATIVE A
INPUT ON ALTERNATIVE
This is by far the most favorable route as it's removed from vehicular traffic (therefore safe) and follows a much more user-friendly right-of-way (a rail line is far more pleasant to parallel than a busy road). This will promote use by commuters and recreational cyclist alike. It's important to note that this route barely compromises access while providing all of the mentioned benefits. The small loss of direct access to businesses along oceanside blvd would be outweighed considerably by the increased use that this route would certainly welcome.
Bike lanes along roadways are very inaccessible and somewhat dangerous in Oceanside. Some access, but not too much is a good approach.
A trail should be a trail. That is away from the cars and traffic , the canyons that this flows through are very scenic and would be enjoyable.
Alternative A is the only one I would use
Flyovers and bridges are the most appropriate thing to do in our area where cars are going high-speed and safety is at risk for bikers on the side of the road. But picturing something like this in our city is hard to imagine due to shuffling priorities and the high cost to build.
Coordinate with Vista and put it near the 78.
A bridgeway connection directly to SoCal complex, Frontwave, and business center area would drastically improve adoption of biking.
The more paths the better it is for the residents
Following along the tracks keeps us away from cars. Kind of like the river trail which is super cool!
pedestrian safety is most important. access at points along the trail are also important. bonus if there is a safe way to connect with the SLR trail eventually.
I think the trail should be more focused on recreation and less on connectivity to businesses/housing.
Dismounting the bike at intersections needs to be minimized. This one thing (constant dismounting) is why I DO NOT ride this path in Escondido-San Marcos now.
Clean up the homeless on the trail!
Too much work for this route A.
I commute in multiple times a week from Bonsall to the coast. I leverage the sprinter as well as major roads that have bike lanes. This version, with a mostly dedicated trail would greatly improve accessibility and and safety for commuters in my experience.
As an avid cycling enthusiast, it is essential to create a bike trail with minimal to no disruptions, ensuring that it is nearly completely off the street. Look at the Santa Ana River Trail and San Gabriel River trail as examples.
This seems like the best option, keeping the trail separated from the roadway as much as possible. At main road intersections there is access to North/South routes and various shops, etc.
Just have a wide connected path safe for bikers and walkers like San Luis Rey. It doesn't need to connect to housing or shopping as the goal is to exercise and move freely.
This is the most like a trail. I would use this weekly. Oceanside Blvd is not pleasant for walking.
College Boulevard is already so busy south of Oceanside Boulevard without a bike trail crossing. You should build a bridge over college boulevard for the rail trail.
Besides the cost, would there be a significant time delay because of the construction of bridges?
The most direct and therefore most used option.
I would like to understand exactly how close the proposed trail will be to my property line specifically and if additional fencing will be added.
The only other alternative is the 76 bike trail and it not located next to a new aquatic and sports arena including a

COMMENTS ON ALTERNATIVE A
A trail does not have to pass adjacent to destinations in order to serve them; a short connecting path or lane is acceptable especially if signage on the path indicates where to turn for destinations. This option is the most direct and easiest to follow.
This is the safest alternative, as it does not directly follow Oceanside Blvd where traffic and congestion can be heavy.
Good idea to stay off Oceanside Blvd. Keep the trail along the rail as the name implies
Separation from vehicle traffic is important
Separation from vehicle traffic with the fewest number of road crossing is most important.
avoiding major intersections is a big plus
Most will be using the rail trail to get to and from the beach and for exercise and leisure or commuting. Similar to how the San Luis Trail is used. Having direct access to the shopping centers is not a top concern. Focusing on traffic and safety and separating from vehicles is more important.
It needs to connect to the San Luis Rey trail due to the mission's historical/tourist significance as well as the large number of working class people who need to commute inland from east side Capistrano, airport, and other north Oceanside neighborhoods.
Any trail route that requires construction on bridges or fill work will be probably at least 2 years to construct even after funding is found. Also a long term need for maintains costs. All landscaping should be of only native plants and all invasive non native plants should be removed. This should help in elimination of some of the costly irrigation costs that would be on going. The current CRT in Oceanside is a pathetic mess and what does exist is in pathetic condition. I was involved (boots on the ground) with the development and the maintaining of the CRT in Solana Beach and have particular experiences with what worked and what has not.
Having direct access from inland neighborhoods with the least amount of interaction with car traffic to the beach is the most economical, will cut down on traffic and will be the best for the economic growth of the region.
Nobody on a bicycle wants to climb up to the level to cross a bridge. If the trail is at bridge level, great. If the bridge must ascend 20 ft, no way. I'd rather ride next to traffic.
Benefits: Would be more scenic and relaxing while still being very close to businesses, shopping, and access points. Access Points could be emphasized. Drawbacks: Needing to negotiate right of way from NCTD. Some people may feel unsafe in isolated areas if it becomes a hangout for homeless
This project has to be done right to get the user ship desired. If there are points of conflict with cars as above, the average rider will be scared and also have to wait for drivers who won't yield. Removing points of conflict entirely with bridges or underpasses is essential. Please see Dutch model of building bike paths.
What makes the trail attractive to me a weekend casual biker is the avoidance of sharing the road with cars.
Wider trail for multi use. Close to stores, business routes for commuting.
Needs to connect with Coaster and other transit
Less stressful trails means more friendly users
The path along the San Luis Rey river did a great job of allowing for continued riding by going under major roadways. The same approach should be taken with the Rail Trail. Don't make us stop all the time!!!
Oceanside can land swap for the NCTD ROW or use the powers of eminent domain. I wouldn't consider this a challenge as noted above.
The city should keep the trail along the tracks as much as possible just like all of the other cities on the trail. Why does Oceanside always want to go cheap and cut our citizens out of decent infrastructure? Being separated from road traffic is a top priority,

COMMENTS ON ALTERNATIVE A
This route appears to be the safest and most direct route, that avoids any potential crossing of Oceanside blvd in a North or South direction. Crossings at El Camino, Rancho Del Oro and College will all need upgrades to the current bike lanes. This should include Green painted merge lanes and signage to alert drivers of Cyclists. El Camino and College crossings are currently the most dangerous and least desirable routes for a bicycle commuter.
I appreciate this route for it avoids the use of roadways/vehicle traffic.
I like it being away from traffic. This will primarily be used for exercise much like the one along 76 so less traffic will be a better expirience and encourage more use.
Please make it accessible, and able to be accessed easily by transit like SPRINTER or BREEZE without a lot of hoops for access
Frontwave arena is a danger to public transit
This alternative is preferred as it has the greatest separation from vehicle traffic.
Yes, it's of great importance for there to be a trail to have shopping or other great needs. Thank you so much for the survey.
Easiest for bikers, potentially harder to get to frontwave arena
Make sure it allows opportunity for retail business to service all users EASILY!
Keep it simple
The primary use will be for bike travel for recreation and a destination. Both are willing to travel distances to connect to something to complete their trips. They are much more interested in safety and are not as concerned about how far off the path their house or destination is. Need to also consider where some bikers and all walkers will park to access the trail.
Given I live in the Mira Costa neighborhood, this is my favorite option. And for reasons other than the place I live, I prefer that the trail is separate from traffic.
The trail should focus on separation from traffic and major hubs.
Looks great and simple
The best of the 3 alternatives, if the money can be obtained to fund it.
I only care about minimizing car buildup at the train tracks near Oceanside Blvd and College Ave. The current trains using the train tracks already cause a ton of car buildup during rush hour and I'm concerned that there will be more car buildup if the new train line uses the same train tracks. Perhaps a train bridge over College Ave so that cars can cross under can
Class 1 and Class 2 bikeways can be developed to connect the rail trail to the sprinter alignment. That has the benefit of better access to rail infrastructure as well.
Transition from existing trails/San Luis rey river trail is most important as a frequent rider from Escondido to the coast.
Unblocked & good flow path. Less stops/traffic the better.
Please work with NCTD to receive right of way for the trail.
If the intent is to have a trail that's useful for recreation it's less necessary to have the trail hit major destinations. However if the intent is to reduce vehicle traffic the trail will need to hit major destinations as a viable alternative mode of transportation.
too much extra is needed for this option and trail is too close to cliffs (remember what happened in San Clemente)
I think it is very important to have a singular path that is grade separate from traffic. I do not like to ride my bicycle around inland Oceanside because of the high speed limits and non-separated bicycle lanes.

COMMENTS ON ALTERNATIVE A
Access is largely retained through road and station crossings, but access would be diminished between El Camino Real & Rancho Del Oro and Rancho Del Oro & College Blvd. Recommend working with developers and property owners to improve access to the northside of the tracks in these segments. Also, recommend future proofing for grade-separation projects in case the city decides to work with the transit agency to remove rail crossings at high-traffic intersections.
you need to keep it off oceanside blvd from coast hwy to the 5
We need an east to west bike trail Period To help alleviate car traffic and Promote exercise… But to put housing in for no other reason than it's near a sprinter … With zero updated infrastructure. U r creating more a mess than a help… And let's add in the fire evacuation 😰 I have been in 3 major fires 2014poontsettia fire Ppl were jumping out of their cars In LaCosta on E.C.Real bc of a traffic jam. We all know that Newsomes BIA are on the take Pls no more building Once u pave over land , its gone 4ever [redacted] 🎶
The crossings of the major highways must be designed carefully. No wrong way riding on sidewalks such as what was proposed at Melrose many years ago. Tunnel or bridge here and at College and RDO and ECR
This seems like the best way to encourage transit that is not car-dependent
Strongly encourage railway that is dedicated (separate from roadway). If riders have segments of roadway they have to share with cars, I think it would severely limit how many riders feel comfortable using it
The dedicated trail from Las Posas west in San Marcos is the type of trail that should extend to the coastal.
This looks safe and will protect people from traffic
This is my preferred alternative of the three. It keeps trail users off Oceanside Blvd. which is the principal objective of finishing the IRT in the first place due to its high level of stress and safety issues. It also avoids a lot of back and forth across busy intersections, a problem with other parts of the IRT built in San Marcos.
I'm picturing people mostly biking along the entirety of this trail, so I think it would make the most sense for the trail to be bike friendly
Alternative A is preferred over the others. Cars and bikes don't mix. This needs to be primarily a recreation path not a bike commute path.
Best option in my opinion
Preferred alignment with a more public right of way to ensure safety
The path should be its own path, not sharing with oceanside blvd.
You absolutely need to spend the extra cash to also add a flyover crossing at El Camino Real and College Blvd. This is "my hood", and the traffic is already crazy, and it's very difficult to cross these intersections on foot today. Adding bike traffic will be exposing walkers and cyclists to more risk, especially as the traffic will increase as the high density housing planned for Oside Blvd, Rancho del Oro, College, etc. is completed.
Low traffic is important for cyclists. The trail gets us off dangerous roads.
Away from possible traffic, trains, & air pollution would be nice.
Preferred alignment. The more off the public right of way the better to ensure user safety.
keep off streets as much as possible
Preferred alignment. The more off the public right of way the better to ensure user safety.
It seems the more direct the better. Right angle turns and full stops cause congestion and possible collisions. Would love to see it completed as soon as possible.
It should follow the NTCD lines as close as possible, using the opportunity to provide safe bike routes along Oceanside Blvd/Crouch Street and improve crossing aligned to NTCD Quiet Zone Implementation Manual
I imagine the trail would mostly be used for recreational purposes, so the more isolated from traffic, the better, especially for children/families.

COMMENTS ON ALTERNATIVE A
SAFETY
If parts are isolated, how will public safety be maintained? How will new structures be maintained by the city in the future?
For the purposes of selling my illegal substances, I need this trail ASAP!
We'd need to add blockers to prevent people from walking when the train is coming too.
Important to consider ride-ability of roads leadung to the trail.
If this is the solution then paths and fence crossings to connect to main centers are necessary (like to bus stops) and extensive lighting to deter crime.
Make it safe from homeless and criminals
Homeless camps are a problem
Consider the safety of a trail if it is isolated (transients); please make sure it is well lit. The current rail trail that follows the 76 is unsafe in several areas and thus we cannot currently use it unless in a group.
Safety needs to be paramount. Also, please separate the cyclists from the pedestrians with a divide. The cyclists go crazy fast and weave in/out of pedestrians.
It appears that most people use this trail for exercise use. It is best to be separate from the roadway and vehicle traffic for safety.
Keeping cyclists off busy streets reduces stress and potential accidents. Dedicated paths also usually reduce stops for crossings and signals, which helps cyclists continue their momentum.
Please provide safety officers.
PLEASE prioritize homeless issues BEFORE this project. Council members should ask themselves "Why does Oceanside have a much larger homeless population than Vista, Carlsbad, Encinitas, Lucasia, Solana Beach etc.?"
I can see the want to place the trail in locations that provide services for multi-family housing, but please consider safety over convivence.
SAFEST OPTION, QUICKEST OPTION TO BEACH.
Safety for users on these trails is the top concern, from issue with sprinter and track safety but also crime increases in areas that are typically not accessible but will be due to trails.
Keeping city employees regulating to keep it safe and maintaining it with homeless people
I'm not clear what is meant by "separated from vehicle traffic." It doesn't need to be far in distance, but I do think it's important for safety reasons that it's separated from traffic by some kind of heavy duty fencing at the very least. Otherwise bikes could just travel in traffic lanes as they do now, and this becomes less of a path and more of a route. Road crossings, when necessary, should be minimal.
Preferred due to low stress / avoiding large complex roadway crossings with high speeds.
A trail that is isolated in areas in NOT SAFE! We all know the crime can take place in an isolated area. Also, homeless blocking the path in an isolated area is a known fact. Plus, endangering them.
Safety designed in will ensure success of growing use by residents and visitors
My primary concern with this plan is perceived safety risks. As a frequent sprinter traveler it is clear to see that there are a plethora of homeless encampments along this route, and my impression is there is quite a bit of isolated and unsafe seeming areas along this route

COMMENTS ON ALTERNATIVE A
regarding “isolated stretches” the concern with paved bicycle/pedestrian pathways that have secluded ares and bridges with under/overpasses they provide shelter and seemingly welcome a homeless / unhoused population to establish a settlement away from law enforcement visibility. I encourage you to consider how this will be addressed as part of the planning and ongoing future maintenance of the project. case-in-point: there is a wonderful bike path system in Tucson I visited just a month ago butI will never travel on it again because it is overrun with encampments and trash and I felt very unsafe on what would otherwise have been a fantastic and scenic public feature.
At grade crossings through El Camino Real is very dangerous at this location, 6-lane road with vehicles going 50+ mph
Safe from homeless and keeping the trails safe for women and kids is important to me
It is impairative to create a safe trail away from heavy motor vehicle traffic. Those on bikes can get to stores if they are nearby.
Safety first
Please create connecting bike lanes on the streets so that we can SAFELY get to the separated CRT. Where I currently live, Douglas Drive is incredibly unsafe to ride your bike on, and there's no close access point.
Would feel safer being away from busy/fast traffic on Oceanside boulevard. Easier to get to from Mira costa
Concern about the homeless present along the way —they can get mean and aggressive
In favor of separation from traffic so I can use it safely with my kids
Being separate from vehicle traffic as much as possible is critical.
Concerned about the homeless encampments along the route.
We desperately want to be able to walk places safely with our family. We feel trapped in our neighborhood by busy roads and poor sidewalks and crosswalks. No where feels safe to walk with our kids, so we go down to Carlsbad or Encinitas to take long walks and get lunch out. We would love access to a walkway like this.
Visibility of safety resources. Will there be safety resources (cameras, patrols) to ensure safety this far away from street traffic? Also, exits to the main roads RDO specifically. if there isn't one there what's the point.
Pedestrian fly overs are desperately needed at Rancho Del Oro and Oside blvd as well as all other major artery intersections. I've witnessed several near misses that would have been fatal with Pedestrian traffic trying to access Frontwave arena from the Sprinter station. Regardless of the rail trail we need this over pass.
for both, the sections that can possibly be isolated is concerning due to homelessness. I feel like since we're already putting a lot of money into this project. you might as well take full advantage of it.
The isolated sections are what would scare me - on the rail trail now I cannot use sections because of bum and drug activity and fear of rape, beating or worse.
Bike lanes should be protected from traffic and completely distinct from vehicle lanes.
Bicyclist safety will determine the level of use. Make it safe from motorists and bicyclists will use. If you don’t…don’t waste taxpayers’ money.
Regular patrols for safety and to preclude camping on the path are important.
AWAY FROM TRAFFIC FOR SAFETY
Somehow the trail should deter vagrancy
I’m not comfortable utilizing tide “right of way” section. This wording seems to indicate that this portion is either walking in the bike lane or sidewalk. Walking in the bike lane is VERY unsafe.
I find it very valuable to use the Sprinter right of way and minimize road use and potential for danger or accidents even if it's extra cost, this is clearly the best alternative
Avoids car traffic and separates the pedestrian traffic from cars reducing chances of fatalities and interruptions in the trail.
The area is besieged by homeless and so that needs to be addressed

COMMENTS ON ALTERNATIVE A
It's important to me that the route stays close to the SPRINTER line, as I often cycle to Oceanside from San Marcos and take the train home. The lower the vehicle traffic, the safer and healthier the trail will be.
Preferred alignment. The more off the public right of way the better to ensure user safety.
The isolation of some parts of the trail would make me uncomfortable using it.
oceanside blvd is a death trap for cyclist
Priority given to safety of bike riders by minimizing high car and truck traffic roads such as Oceanside Blvd. Suggest lighting added to isolated areas of trail.
Preferred alignment. The more off the public right of way the better to ensure user safety.
Intersections are dangerous for not just cyclists but all road users. A route that avoids these situations through the use of bridges and overpasses is worth some additional cost. There will always be the need to thread the needle between a project that is perfect but too expensive to get built and an imperfect version that can actually get built. But traffic stress is the main reason people don't cycle. So it is critical to not create a path with traffic stress, as then the path will not get used.
While cost and proximity are issues, the most important areas are safety and sustainability with native landscape
Dangerous sections will negate the rest of the trail. The value is the trail being safe in its entirety.
What's the point if it doesn't take you to useful destinations in a way that's protected from cars? If not, might as well risk your like on surface streets. The safer (more separated from cars) the more sue you'll see among young families.
As a person who grew up in The Netherlands, a very bicycle friendly country, I am disappointed by the unsafe roads in San Diego county for anyone who is not driving a car. My young adult children get hit by cars while crossing streets, riding their bicycle. A safe path, with a physical separation between cars and trail are needed to keep people saver. I like the way the inland is in San Marcos, along Mission Rd. There is currently NO trail where we live (near Melrose train station)
it could feel dangerous. There are many homeless people on the sprinter track, and the heavy vegetation might feel dangerous, especially at dusk.
The lanes need to be large enough to keep foot traffic safe from e-bike riders. Also possible way to keep e-bikes under 25mph. (look up injury stats in Santa Barbara article - https://www.independent.com/2025/02/25/city-of-santa-barbara-cracks-down-on-e-bikes/)
Safety regulations and lighting needs to be in place.
As a cyclist, being away from cars is highly desirable
How does this affect the issue of homelessness including people living in their vehicles? This is a major concern for the city of Oceanside and negatively impacts the paying residents of the city and our community
Hire community police to keep it safe. No police officers with guns.
Keeping riders off Oceanside Boulevard and Coast Highway is VERY important.
There are LOTS of homeless encampments along the south side of the rail line. MANY. I'm concerned about the safety of this route (or any route that doesn't address encampments). After reading all the alternatives, I like A the best.
Isolated sections would need more light or some kind of safety feature.
Would need something to ensure safety in the isolated areas
An unsafe trail that doesn't go where people want to go is fundamentally useless and a waste of money. Both of these criteria are CRITICAL for the success of the trail. This is the only real safe option.
in places where it is isolated, ensure addition of lights and ways to protect it from becoming adjacent to a living place for homeless.
The more off the public right of way the safer the route will be and thus the more use it will get.

COMMENTS ON ALTERNATIVE A
Safety is paramount. This trail will become a thoroughfare for the homeless and likely homeless encampments. Take that into account.
Safety is number one. Weaving into major destinations areas as a trail will make it less attractive.
I don't want to get run over by a motorist on thier phone
The more off the public roads is better for user safety. Having bikes close to vehicle traffic opens up lots of leeway for accidents.
Preferred alignment. The more off the public right of way the better to ensure user safety.
Safety From homeless people is number one concern,
AMENITIES
If making multi-use make it wide like the San Luis Rey trail which I use for its length and connection to Guajome park trails and Vista trails.
I have used the trail along the river bed for decades and see almost everyone is using it for recreation. I hate to tell you but commuting on our streets (even partial bike trail use) is extremely dangerous. As a very skilled cyclist I commuted for years, Vista to Camp Pendleton. MOST people want a relaxing place to exercise. Our busses are empty and so will a trail you think will be used for trips to the grocery store/post office/running errands. Ask your staff the last time they used a bike path for groceries. Your job is to provide safe, pleasant places for your citizens to enjoy where they live. It is NOT your job to get us out of our cars when we feel it is necessary to use them. We work to play. Give us a small slice of our community to play, exercise, walk, bird watch, talk and be with others.
Consider off-leash dog parks and shaded areas along the trail
Connecting the inland areas to the train station would be really beneficial, and including some bike and scooter lockers would be an added benefit to encourage people to use it with increased safety of their bikes and scooters.
Please look into alternates to asphalt Australia uses Astro turf for the bike roads & it doesn't decompose or crack.
COST
It's easy to see the high initial Capex associated with this investment. But it's just that - an investment. Oceanside BLVD is driven on by commuters in a rush leaving little choice for pedestrian activity. Additionally, this would be a huge value adder to potential homebuyers and residents in the future (regardless of them actually using it often). Just look at what Irvine has done along similar roads treat in a similar fashion by drivers.
to expensive
This is a waste of money. Only the homeless will use this. We already have a bike path that works. Just a little north of here. Don't waste money on this.
This seems like it could be the most expensive but also would have the most use for everyone
Lower interactions between trail users and vehicular traffic is ideal. When I consider the San Luis Rey River bike path, one of the great advantages is the miles without vehicular interaction. I'm not sure it justifies an extreme increase in cost but if it is a smaller increase, I think it is worth it.
If it comes to this or nothing, pay less to get the connection
Stop looking for excuses to raise taxes and costs for Oceanside residents. Your excuses are unacceptable.
Funds can be used towards different better projects that are more important to the community
MISC
What is the main purpose of creating this trail? Sales? People without vehicles?
I don't want to see any part of Oceanside taken ocer for a "bike lane." The irresponsible development of high density housing along the last segments of Oceanside are going to make traffic a nightmare. We need more lanes not less.
It could be the easiest to ride or walk for young and old.

COMMENTS ON ALTERNATIVE A
Promote utilization of public transportation throughout Oceanside and making it more easily mobile throughout the city!
We do not need this project and would be a terrible waste of time and money. It will also destroy the neighborhoods it will be built through.
I think this whole plan is delusional.Especially along oceanside boulevard. You have approved so many Homes that an already overcrowded difficult area getting on and off the five, if not safe. Once all that new building completes, there'll be bigger backups than there already are. Coming off of fire mountain down crouch and onto Oceanside now, even without those massive ugly buildings on crouch, it can take up to 10 minutes just to try to get onto Oceanside boulevard. If the timing it is wrong. And there is a train on top of it. I wonder what you're gonna do if there's ever a fire up on fire mountain, How are we going to get off it? The only people that use those train stations are the homeless, for years shelter and drug dealers for drug pick up. You have put the burden on all those little small business owners to tolerate the vandalism, the theft and Clean up. Don't spend any more money until you can take care of what we already have. And this governor has perpetrated the largest scam on this state ever. It's made millionaires, billionaires and every greedy, little builder and realtor drool. At these housing developments, that city council approves if they're near a train. I could put money on the fact that none of the people up there on fire mountain will be traveling down that big hill through the homeless, over the feces to use that train. I really do wish to people who decide these matters actually lived here in the fire mountain and south o area. I appreciate this survey.However, there should be a broader broadcast of this versus just little facebook. This should be mailed to every home in the affected area. I use Amtrak to travel up north quite often. The last time I used it was a week ago and at the time I was waiting for the train.I was the only person that was not homeless. Why are people allowed to congregate? At a waiting train station and used the limited seats to sleep on, eat on or groom themselves on? Again, before anything else is spent. Please address the real problem. Which is too many services intolerance of the homeless. Enforce the loitering, public intoxication and other laws that we have.
Ca skateparks I think is in carlsbad. Google them. Maybe they could design it so people can enjoy riding more than just plain flat the entire way there
Can the San Luis Rey Trail be used as it is already built.
This will NOT reduce any traffic or vehicle use.
Seems expensive, timely, and can't be justified for just a few. If it's just a stress and safety concern as we always have shared the road with cars as pedestrians and/or bike riders.
Stop doing bike trails over road lanes! You let too many illegals in get them out and then do something like this! Use common sense and deal with what IS first!
I do not believe that much shopping will be done in Oceanside via bicycle. Kids need to be driven to sports. Many errands simply require a vehicle. But bike lanes and paths are a great start!
Does this plan taking to consideration the proposed housing project southwest of College at Oceanside Boulevard?
The map is difficult to follow.
Oceanside Blvd. already has bicycle lanes.
Need NCTD quiet zone for all rail crossings on the routes on Oceanside blvd
When the route needs to be adjacent to traffic, please do not do what Encinitas did with bollards and other furniture in the road. Look at what Carlsbad has on the coast - cars, bicycles and pedestrians can seamlessly move to make way for others without being trapped in one small space.
Sliders not working! 7. Strongly Agree 8.Strongly Agree
The idea that multi-family housing will use this proposed path is delusional. Only people who want to take advantage of exercise and the homeless will use this complete route.

COMMENTS ON ALTERNATIVE A
Ridiculous project, public transportation from Esc to Oceanside is not needed.
Don't waste money on projects like this build more roads, wider roads and better control of lights so that traffic flows
I don’t think this would ever get built.
Please do not invite any more ridiculously expensive housing projects because of this trail. The developers are making hundreds of millions and not actually making any of it truly affordable. The result is more traffic, fewer evacuation routes, and more damage to the roads. This trail should help alleviate the traffic we already have. NOT use it as an excuse to add anymore population density that we already can't sustain. We are screwed if we suffer a disaster like Paradise or Pasadena. OPEN MORE EVACUATION ROUTES.
This being a new “. Idea “ is hilarious . Whoever’s on this council did you all a disservice financially and methodically :’D seek new counsel . If this is what the future is shaping up to be it’s a poor representation of growth and development in all of the communities involved .
How many people do you think take the Sprinter? The most I've ever seen, and I see it multiple times a day, is 5 people. Why are we spending money on this?
I see that there are several proposed residential and mixed-use developments on the map. Please don't let that happen. Many of those areas are home to nature. Building and construction will not only negatively impact the local wildlife, but it will result in an ugly trail with high urban heat index and will decrease the real estate market value of current homes in the area. People want to live near nature, not near more residences.
Unsure what “use City right of way along South Oceanside Blvd” means is it a Class I? Class IV? Bike lanes? Can’t give an informed opinion without being informed.
Throttle driven e-bikes should be prohibited
Find someone to twist NCTD's arm. C'mon, there's loads of right-of-way.
There's no mixed use development proposed south of El Corazon at this time
This is a want not a necessity.
Oceanside is FAR behind Vista and surrounding areas on trails, parks, sports parks.
GENERAL SUPPORT
We desperately need a trail!
Direct access from Escondido to Oceanside allows for the community’s in the north county to access the beach and inland.
This would be great!
With modern e-bikes becoming an affordable alternative to cars, it’s important to consider how a more protected and safe route will only help our growing north county communities.
It's great ideas
Need to have more options due to growth, traffic isn't getting any better and if we have alternate options to go East it would widely used.
Get it done!
Me likey
Better biking and walking infrastructure will actually reduce traffic and increase safety.
Please, just get it done soon!
Thank you This would keep people safe from traffic n encourage more people to exercise
I don't think that the trail will be used for commute purposes . . though that may just be me. I'd be willing to pay a $100 per year fee to "license" my item of travel - though how would that be regulated. The route is a great idea!
Thank you for considering our opinion
Thanks for all the work you do!

COMMENTS ON ALTERNATIVE A
Will help to realive traffic in 76 and college. 76 and north Santa Fe
Living north of Oceanside Blvd., I like the opportunity to access various cross routes to home.
Get it done

COMMENTS ON ALTERNATIVE B
INPUT ON ALTERNATIVE
The most important thing to note about both alignments that parallel Oceanside blvd: Oceanside blvd isn't safely crossable between El Camino Real and College Blvd. This means that unless the bike path is directed along both sides of the road, one side of the road (likely the north side) will be just as cut off from access to the trail as with the Sprinter alignment. Accessing the north side of the road in this example would force the user to cross at El Camino, Rancho or College blvd – roads that would have access points to the trail in the (preferable) Sprinter alignment anyway. Furthermore, with consideration to the current development of the area, there are few locations along Oceanside blvd that users would regularly visit, as much of the commercial development is industrial in nature. Most likely, users of this trail will be accessing the trail from inland housing developments along these three N/S intersecting roads. The traffic would likely be going to or from downtown, instead of to commercial developments along oceanside Blvd. Recreational cyclists (myself included) will loop this trail with the SLR trail via the three N/S blvds. For this reason, the sprinter alignment is preferable because it provides the vast majority of users (the ones I described) the same access as if the trail directly follows Oceanside blvd.
A is definitely better.
Coordinate with Vista and put it near the 78
I think it would be less appealing as an alternative to driving if there is a lack of access to places along the path. Feeling isolated is a deterrent
When looking at other rail trails through Carlsbad and Encinitas, the main draw is that they are separate walkways, separated from traffic. Oceanside blvd is a very busy road way and would make the allure of a integrated rail trail less appealing.
Having to be on oside blvd is a bummer.
Pedestrian traffic causes street traffic- lights should be synchronized to avoid excessive delays. Overpass and underpass options reduce traffic and allow for improved traffic flow.
Again no existing traffic lanes should be taken away from vehicles for this project. Coast Highway is a disaster now. We cannot have Oceanside Blvd ruined too. All the high density housing is going to make it a parking lot as it exists now.
Bikes, people, and e-bikes need to be completely separate from motor vehicles, period. Build your trail network for people and bikes, in 10 years vehicles will be driving themselves.
Being isolated is a concern especially depending on the lighting
Having to cross busy streets like El Camino & College would bring a lot of stress.
Biking alongside a busy road and crossing 3 major intersections would result in a lot of us not bothering to use this trail at all. Once on the trail, it should feel like its own separate entity safely away from cars for a straight shot from inland to the coast. If it feels too hectic, people will just keep driving instead and the money you spent to do this half-assed version of the trail would be a waste. Do it right or not at all.
Keep the homeless off the sides of the trail.

COMMENTS ON ALTERNATIVE B
I am going to take a closer look at these three options and give it feedback before the deadline. Please do not take away any road space such as oceans. Ide boulevard add the train tracks. You call it lane diet, it's absolutely illogical and very unsafe. Considering trains to do, come and traffic gets backed up all the way to oceanside boulevard off of south coast highway. I think people who work for the city do not actually live here, so they do not have a clue how backed up. These areas become when you put in speed, bumps, lame diets and drinks turn around. This is not Europe, this is southern California, where people have to travel by car. Especially in the area we're talking about the hills, our masses and an average person can barely walk it, let alone bike it. And I live near crouch, and do you seriously think people are going to feel safe walking past those homeless camps? There was a murder right there skylark, and often uc. Unclothed are barely closed homeless people. Do you think people come to southern California to see that or people who live here? Want to be exposed to that type of activity? I appreciate you trying to make things better, but really once again. The police need to be empowered soon.To enforce the laws that we already have. Get these people off the streets and trails. Taxpayers deserve to be able to use what you're going to spend our money on.
I don't recommend biking along Oceanside blvd, and unless there are major bike lane, safety, road and traffic improvements with this plan, I'm skeptical of its effectiveness - as a commuter.
Trail separated from roadway is best for the majority of users.
Too much on O'side Blvd.
Altho I appreciate the efforts made on roads with green striped lanes much more needs to be done with trails & getting ppl up off the roads. Sadly drivers here in CA don't respect bikers. From MN - take a look at the phenomenal trail system they have for getting around cities & beyond!
Not thrilled about large segment along high speed Oceanside blvd. Would need to provide a completely separated facility and much improved crossings for me to use this alignment.
Build the trail on El Corazon and use two fly over bridges at both ends.
The intersection at college boulevard and Oceanside boulevard is always busy. Do not add an official bike path there. That will just make things worse. Also, please start repaving the roads in Oceanside. There are so many rough, bumpy roads with potholes.
I don't agree that traffic stress is acceptable. Cyclists already can ride the traffic lanes, the idea of a rail trail is to have the sheltered trail.
Would prefer a more direct route with less exposure to traffic/ intersections.
Trail away from road pollution and crazy drivers would be most desired.
Oceanside should maintain the bicycle lanes as an alternate route, but the Inland Rail Trail should be a completely different option.
Community destinations south of the proposed trail are also important, such as MiraCosta College. This does not seem like a good option for continuity.
Any Oceanside Blvd trail must be fully protected from traffic.
Where the trail must be on the road, embrace that it is a part of the road. Don't force separation where it is not necessary.
Sliders not working! 10. Strongly Agree 11. Strongly Disagree
Oceanside Blvd is too busy of a street for the city to put this path on. I feel that by building on Oceanside Blvd the path wouldn't be as effective nor used
This is seasonally quite busy streets, so some protection is needed when asking people to use the car streets
The bike lane should be totally separate and protected from vehicle traffic
There is already traffic stress with the frontage arena and the sport water park plans. Let's not add more traffic stress

COMMENTS ON ALTERNATIVE B
It would be nice to ride bikes along this route if the rider gets to see the single row of palm trees in the middle of Oceanside Blvd. If that's not the case I think Alternative A would be better than this option
anything that forces folks onto any segment of El Camino will not work. run it along the sprinter line.
Bike lanes on Oceanside Blvd should be protected with barriers separating the bikes from cars.
I don't like the idea of the trail being on Oceanside Blvd. That street is even narrower and busier than the segment from Nordahl to Andreasen, and that is the ugliest and most unpleasant segment of the trail currently open.
I think the separation from traffic is more important
Following the sprinter would be an easy route to make but different agencies bumping heads over their powers of influence would make this a problem overall. Generally they are more interested in their "Fifedoms" than the good of the community. So there is always that. Just look to the way High Speed Rail is going to see this. Fact is that we will have High Speed Rail but all the conflicts so far have only caused more and more costs because of the foot dragging. Where in the end it will more than par for it's self and be a profit in a very short period of time with savings on many levels.
Use of roads and high traffic area should be avoided if possible - alternative A is better
The only way this section works is if the section along Oceanside Blvd is a separated and protected path.
The current cycle lane on Oceanside boulevard is often covered in debris. Even if there is a segregated lane along Oceanside Boulevard, the intersections will have this problem. If intersections are required. PLEASE position pedestrian crossing buttons closer to the ramps down to road level. These buttons are often 4 feet away from the ramp and make cycling difficult, especially if the route is busy and shared with pedestrians.
I'd prefer to remain away from traffic, as the rest of the trail does.
The spirit of this trail is to provide an 'alternative' to traffic stress, not amplify it.
Access is important but keeping a continuous path is more important
Why can't there be built in access points without mandatory points of conflict? The SLR trail has under passes AND level turns offs at each street crossing so a rider can choose to access the area or bypass it safely without conflict. That is how all these should be designed.
The less direct contact with traffic is the best choice
Needs to avoid train and vehicle crossings. Bridges are preferred.
A route that meanders to serve a greater population is okay as long as traffic stress is minimized. left turns on a bike are very difficult. stopping at too many lights is discouraging and will result in less use as the trail will be seen as inconvenient.
I think the traffic stress would be felt, but not overwhelming. If Oceanside is to grow as a city who is seeing a more consistent flow of tourists, Then making rails for recreation, Travel, ect is important both for attraction and for the social benefits of our community. The newer generations are also getting a lot more into fitness and wanting to casually hangout so this rail would benefit everyone in my opinion. I think this rail could also boost the local economy as the rail would attract people to be outside and spend their disposable income at shops (more bikes would also help with pollution) instead of e-commerce platforms that hurts Oceanside's businesses.
Oceanside can land swap for the NCTD ROW or use the powers of eminent domain. I wouldn't consider this a challenge as noted above.
This route is inferior to option A. Why not just improve the bike lanes on Oceanside Blvd?
Feels disconnected.
noise pollution, and making sure that there is physical barriers between the road and trail is important. walls, bridges, trees, etc that seperates it from oceanside blvd
Frontwave arena has bad public access

COMMENTS ON ALTERNATIVE B
I wouldn't use It if it is not separated from cars.
Mitigate traffic stress while maximizing access
The incongruity leads to a higher likelihood of lower usage
Trails intersecting with, or running parallel to, traffic are rarely enjoyable. Simplicity and access to end points are much more important than access to shopping
The more traffic the users are encumbered, the less it will be used.
Avoidance of traffic stress is paramount,
I would use this option more. If this were chosen I would like more bike parking around the sprinter stations. I would also want there to be some kind of traffic diet so I am not directly next to cars, since that is the main reason I do not bike on oceanside blvd right now.
I used to work at Oceanside Blvd & College, and would ride my bike to work from San Marcos. Crossing college was one of the most stressful segments. Oceanside Blvd is not pedestrian/cyclist friendly. The more separation the better. If I'm trying to ride to the Frontwave Arena, or some other destination North of Oceanside Blvd & the Rail Trail, I'd like to spend as much time on the Rail Trail (in safety) as possible, and would be willing to cross north at College or Rancho Del Oro. Improving infrastructure at those areas is great for a next project, but let's do this one well first.
Oceanside Boulevard has very fast traffic, and the intersection with El Camino is terrible because the fire station requires a full stop even when the light is green. Using the alternative fright of way along the rails might be best.
although this route creates some disconnect in the trail; I like it the best. I think it would serve people who live in Rancho del Oro/Ivey Ranch/Peacock communities the best; as they wouldnt have to cross Oceanside blvd to get to the trail. This would allow more residents to use the trail and feel comfortable
Oceanside BLVD is a freeway. This option with a lot of barriers or protections will be better than what you have now but a poor solution. NCTD's full funding grant for the Sprinter include requirements for the trail. This section will also not be used by any pedestrians because of the speed on Oceanside Blvd. You should green paint oceanside blvd and add plastic bollards to the current bike lane and still focus on option A. Look at all the memorial along oceanside blvd in this section to people that have died their. That should be your first indication that is a bad idea. Send your planners out there on bikes and see what they think. I avoid that section at all costs.
If we are going to go on oceanside blvd, why wouldn't I just stay on there??
The vehicles on Oceanside Blvd travel fast so even if in a separate lane complete with a concrete border it's pretty jarring and not at all pleasant.
Avoid traffic at all costs or it won't be used
I do not like the ride alongside O'side Blvd, especially between College & El Camino Real. Too much fast traffic & aesthetically ugly.
same concerns about the train tracks near Oceanside Blvd and College Ave as above
Separate and protected bike lane from car traffic is paramount for success. That means physical barriers not just paint
Between Alternative A and B, I'd still go with A because it is a more direct route. I don't want to "hike" on Oceanside Blvd. It is a very long walk without much shade and with a lot of car presence.
Less traffic. Access is less important.
Having a continuous trail is important.
Trail needs to off the roads.
I would hope that the idea of the rail trail would be to get away from common traffic.

COMMENTS ON ALTERNATIVE B
The lanes need to be large enough to keep foot traffic safe from e-bike riders. Also possible way to keep e-bikes under 25mph. (look up injury stats in Santa Barbara article - https://www.independent.com/2025/02/25/city-of-santa-barbara-cracks-down-on-e-bikes/)
I prefer the trail to be continuously separated from motorized traffic.
Having to cross into multimodal traffic seems like it would increase likelihood with conflicts and reduce the attractiveness of the project to new riders.
this option feels less comfortable and trail is too close to cliffs (remember what happened in San Clemente)
Having to ride on unprotected lanes on oceanside Blvd. would be a barrier to use by people who want to use bike transit but lack the experience and skill to ride on a busy street with high car speeds.
I don't like this at all. Oceanside Blvd at College is heavily trafficked and not pedestrian or bicycle friendly to begin with. The path should NOT incorporate this roadway.
Why are intersections called “high traffic intersections” for Alt B but then they are grade sep for Alt A? Unfair comparison of alternatives.
Less direct but limited rail crossings still makes it a good trade off. Also, Oceanside Blvd segment has long stretches without driveway/intersection conflicts.
This is a good alternative so long as the intersections where there is high traffic are modified appropriately. Like for example, implementing protected intersections where they're needed as well as bicycle traffic lights, signage for drivers to slow down. Oceanside Blvd is crazy high speed most of the time (way over posted speed limit) and when people come to the intersections, often times drivers run red lights or stop inside of pedestrian crosswalks. If the goal is to connect Skylark and Industry businesses to the trail, I think the city should also invest in providing resources to those places in terms of bicycle parking for their customers/employees, and connection to SANDAG's employer program.
We already have a bike lane on Oceanside Blvd. This is just an option to avoid building the full path.
you need to change route from Coast hwy on OCEANSIDE BLVD. to the 5.
We have Melrose College ECReal Crouch
The added access just seems to be from El Camino to College which really doesn't have much between the main thoroughfares (ECR, RDO, College). For instance, the proposed alignment would be slightly better for those going to parts of Ocean Ranch and the RDO industrial park, but access to Albertson's or the Senior Center would be similar to the rail road alignment. Seems like a bad trade off to be put next to 55mph traffic for slightly better access to like two industrial roads.
Oside and Collge blvd is automobile centered.
There no valid argument for trading off access vs traffic stress. The automobile centric budget is overly bloated and should be shifted towards alternative non motorized transportation alternatives.
I feel as though using existing crossings on major roads such as rancho del oro or college would be a terrible idea for traffic flow in areas that are already incredibly far past reasonable capacity. Though it seems that the vast majority of the congestion issues as they stand could be resolved by proper planning, but it seems concerning that a lot of common-sense solutions (eg. traffic lights that prioritize cars over casper the friendly ghost-mobile) have either not been implemented at this point, or haven't done enough to solve the congestion issues at hand.
I'm not a fan of moving away from the rail trail to Oside Blvd. It the trail loses it's feeling of being in nature.
As a person who would use this trail for exercise, continuity is important. Access to the trail is important but I don't think that means "high level of access."

COMMENTS ON ALTERNATIVE B
This alternative puts trail users on the highest-speed section of Oceanside Blvd., a major safety problem in my opinion. With a "posted" speed limit of 55mph and actual speeds up to 65-70mph on this segment, I doubt there is any separator that could be added to truly provide a safe separation from auto traffic. In addition, at College Blvd., this option requires westbound riders to navigate two legs of crossing Oceanside Blvd and College to continue west, a time-consuming and very indirect routing. This option does not meet one of the principal objectives - to provide a trail not using Oceanside Blvd.
There is too much high speed traffic on that section of Oceanside Boulevard. Lowering the speed limit or adding traffic circles would make me feel more comfortable using this alternative.
I'm picturing people mostly biking along the entirety of this trail, so I think it would make the most sense for the trail to be bike friendly
Cars and bikes don't mix. This needs to be primarily a recreation path not a bike commute path.
This plan seems like trail access is leading best trail options. Isolated areas of trail must be short, no mid level shrub or riparian growth-sunlit most of day.
Sharing the road with traffic on oceanside blvd is horrible situation and should be avoided wherever possible. It would make the project significantly less enjoyable and probably less used.
There is currently a high level of traffic stress on and north of Oside Blvd. El Camino Real and College are pretty steep where you're making the trek between the north and south sides of the tracks. Do you want to bike up a steep hill and walk into work all sweaty? Again, flyover crossings at Rancho Del Oro & College.
Oceanside Blvd. will only become more congested in the future...so far away from there is the way to go.
There should be continuity. Can't say it's a continuation trail if you're going off into traffic or using sidewalks
Hard to visualize, but again, the fewer hard stops and right angle turns the better.
It should follow the NTCD lines as close as possible, using the opportunity to provide safe bike routes along Oceanside Blvd/Crouch Street and improve crossing aligned to NTCD Quiet Zone Implementation Manual
It's harder for me to picture this one, but car traffic is highly undesirable to me.
SAFETY
How can we encourage Oceanside drivers to be aware of an influx of pedestrians and bikes?
I have ridden along Oside Blvd many times. I use the sidewalk due to safety. I had ridden a trail at the road end by Statbucks near I5, but that is gone now. Oside Blvd is dangerous so if you use alternate roads use low traffic like Industry Rd area. Bobbing and weaving is not an issue as long as they connect, signage is clear and bike/pedestrian markings make it safe.
Riding on Oside Blvd is scary. I'm very comfortable on my bike and avoid it because of how fast cars drive on that road. Sharing a road with cars also has added hazards like debris that can cause flats/accidents leaving pedestrians stranded
There is a lot of opportunity to bring my drug inland to Oceanside to spread through the community. Please complete soon.
I go on a trail to avoid cars, I do not want to have to deal with traffic on a dedicated bike trail.
Why have a trail if you are sharing with cars. The trail needs to protect you from cars
I do not want to share any trail or roadway with cars due to the distraction of drivers
Kids on bikes with traffic is bad and prevents adoption. Priority for adequate separation to ensure families feel safe using the bike paths should be given.
Worry about the homeless population interference within. The tracks system

COMMENTS ON ALTERNATIVE B
Cars and bicycles do not mix well. A well used bicycle lane is great as long as motorist accept their responsibility to be safe in passing and making right hand turns. One problem, as I see it, is there is NO education for motorist concerning cyclists. We have no where else to enjoy our sport, we must use roadways and for many motorists, we are "just in the way". As a cyclist and a motorist I see the issue from both perspectives.
Safety is a priority
off-shoot trail accesses are preferred to traffic stress
Make it safe!! Kids like to ride their bikes on the trail. It can be scary to drive too close to traffic or have many stop lights to ride through.
Would traffic speeds be lowered on oside blvd to make safer for cyclists?
Cars drive over 60 miles an hour on Oceanside Blvd and there are 6 lanes of speeding Traffic. Not a safe choice for families. It also does not highlight our beautiful creek area.
Safety - homeless will turn this into their camp ground like they did in SD (trail to OB). Please separate the cyclists from the pedestrians with a divide. The cyclists go crazy fast and weave in/out of pedestrians.
MISC
We already have bike paint on Oceanside blvd, but I would NEVER let my kids ride/commute there unsupervised.
Safety is paramount over everything else
PLEASE prioritize homeless issues BEFORE this project. Council members should ask themselves “Why does Oceanside have a much larger homeless population than Vista, Carlsbad, Encinitas, Lucasia, Solana Beach etc.?”
It should be safe and have the least amount of vehicle traffic stress
I would rather have a dedicated pathway with little to no traffic.
UNSAFE
Keeping it safe from the homeless
This seems confusing and stressful. I would not use it.
This option doesn’t make sense to me, while I can see where you’d want to gain access points to the trail, this seems to scream a big red flag of higher costs + congestion concerns leading me to believe a higher likelihood the proper traffic separation gets canned in the process (is even labeled “potential” as of now ⚑) and we end up with a trail that is very unsafe given this is the LEAST SAFE area for bikes currently traveling in Oceanside + it still has the exact same isolation in the least safe parts as the others
Biggest concern is on Oceanside Blvd. Being a cyclist, will there be any protection from cars going approx 55 MPH and faster from the bike lane? This concerns me for how fast cars are on that section of road. Needs to have some protection (Concrete Barrier) to keep cars from hitting pedestrians/cyclists. Rather keep it on the train tracks away from Oceanside Blvd
The less vehicular traffic the better for cyclists and pedestrians.
Reduce the speed limit for motor vehicles on Oceanside Blvd esp between El Camino and College where it is 55 mph for the safety of cyclists and pedestrians
A major factor to designate a rail trail is to get AWAY from traffic.
Speed limit on Oceanside boulevard is high enough that being close to traffic present significant challenges for family use.
Using Oceanside Blvd is fine for experienced cyclists, but puts them at risk. If safety is a factor, and if young/less experienced riders are to be encouraged, then a dedicated path is the clear choice.
The trails on College and El Camino Real to Oceanside Blvd would discourage use by many people. Safe crossings and left turns to and off of O'side Blvd would be difficult and slow with so much car and truck traffic, nearly impossible for Family groups.

COMMENTS ON ALTERNATIVE B
Unless you're building a protected lane on streets that will be used as a trail keeping the trail separate from vehicle traffic is crucial to its successful use.
Utilizing Oceanside Blvd is a bad idea, it can feel like a raceway when you're riding a bicycle along it. Riders will be discouraged from its use if there's traffic stress, in my opinion
Putting this interwoven with high traffic areas is dangerous and increases pollution exposure.
Unsafest option due to high traffic intersections.
Cars drive like madden on oceanside Blvd, college, and el Camino real. Safest way to move people is to avoid having to cross major streets
Riding on Oceanside Boulevard is horrible and feels very unsafe. I think it would deter a lot of people from using the "trail "if it goes along Oceanside Boulevard Unless significant improvements are made to the "bike lane "that is really just a shoulder.
No traffic stress please
i've seen car accidents jump the oside blvd median or go way up the hill. it would need to be VERY separated to be safe.
Compromising safety is a non starter. Bicycle traffic is severely limited because of vehicle danger. It is imperative that we keep Bicycle traffic and vehicle traffic separate. Bicycle lanes as they exist now are not safe. Paint does not provide safety. Strong barriers are what keeps riders safe. Slowing vehicle traffic down and narrowing vehicle traffic lanes is the answer. The activist group Stong Town Oceanside has been advocating for this and it seems to be falling on deaf city council ears.
A low level of traffic stress is most important to me.
Isolated sections and high traffic 2 places no one will ever help if I'm hurt or bums take over a section.
Traffic stress and safety is a top concern when riding next to a busy street such as Oceanside Blvd. Having more separation from vehicles is best like how San Luis Trail is that parallels the 76.
Safety trumps access. Easy access won't mean a thing if a bicyclist feels unsafe riding along with motorists.
Homeless encampments and street-parked campers make Oside blvd and remote areas less safe for cyclists, esp women. Getting rid of the encampments and campers needs to be a top priority for safety and tourist reasons (with the latter translating to more dollars for Oside businesses). Time to say "no more campers" like our other north county coastal towns. Oside cannot afford to be the blight of north county anymore; we are missing out on tourism and business opportunities because of the tolerance of unhoused people illegally putting their tents, carts, trash, and unhygienic human waste wherever they want. I am a compassionate progressive but this tolerance has gone TOO far.
As a parent with young children who might use this pathway, I do not like having to switch from the trail to Oceanside Blvd. The sidewalks along Oceanside Blvd. do not feel like a safe alternative option.
Safety for women and children using the route is a concern
If the trail go along Oceanside blvd, the users NEED to be protected from traffic and take priority!
Safety is the highest concern. Avoiding traffic is the main reason we do not ride our bikes on Oceanside blvd now.
Isolated trail can lower biking stress and provide connection with nature. However, this section of valley will always contain unsheltered people. They also will benefit greatly from a non car transport route. Too isolated a trail and all users will feel prey to ambush/assault.
High-traffic intersections sounds extremely dangerous. The little jog in that area seem to be a bad idea as it is not such a straight path.
I find biking on Oceanside Blvd west of El Camino Real too treacherous to take advantage of the route
This seems to violate logic as pedestrians crossing high traffic intersections historical lyrics leads to fatalities.
Like the other plan, the area is besieged by homeless and so that needs to be addressed

COMMENTS ON ALTERNATIVE B
Oceanside Blvd is loud and dangerous. Keep the trail away from the street
Riding on the major roads in Oceanside is dangerous compared to the alternative.
Higher stress less use by kids and elderly
This trail should be completely removed from street right of ways. Oceanside Blvd is already highly trafficked and a hazard to users. This puts pedestrians and bikers in harms way and defeats the point of creating safe pathways for users without the risk of vehicles.
Safety first - a lot of families with kids use bike trail to get to beach. Use of shared high traffic roadways with autos and bikes should be minimized for safety.
yes it is hard to avoid high traffic areas but better to partner with police to monitor these areas to ensure bike riders and peds are safe and people are aware and following the rules of the road involving shared roads
the stretch of Oceanside Blvd between College and El Camino Real is very dangerous. Speeds reach 75 mph regularly. The trail needs to avoid Oceanside Blvd at all cost. People can access the surrounding businesses at the crossings of the major streets with the rail trail so it is unnecessary to have the trail on surface streets. The trail needs to be separated from the street.
This is a poor option. I use Oceanside Blvd from time to time to get to work and come home on my bicycle. Traffic is far too close to me, and drives too fast. The current bike lane is also too small and has too much debris in it all the time. I could not imagine any family feeling good about using this route.
A segment running along Oceanside Blvd through high-traffic intersections would be less safe for cyclists
Since car drivers aren't taught well to be aware of other traffic, keeping cyclists/pedestrians safe, is the highest priority.
If the path must be on shared roads it needs to have real concrete bollards or k-rails to protect bikeway users from vehicles.
How does this affect the issue of homelessness including people living in their vehicles? This is a major concern for the city of Oceanside and negatively impacts the paying residents of the city and our community
Use of this trail by kids and families will be greatly hampered by traffic stress. People on San Diego need safe places to recreate and explore with kids, pets, elderly family members, etc.
Separation from traffic is very important. I don't currently ride on most roads with bike lanes because they are too high speed and dangerous.
Oceanside boulevard seems very dangerous for riding a bicycle. The speed limit is 55 mph and one person texting means I'm dead in a lane. I'm strongly against this route unless it would be easy to create a path that is fully separated from the road.
The purpose of a Trail is that it is SAFE from traffic, and gives a pleasant, continuous ride.
Oceanside Blvd is terribly unsafe - this is a bad idea.
I like the separate path from the cars there are ways to create barriers to make the cyclists feel safer
This route should be completely removed from Oceanside blvd. The high traffic stress with reduce use
The whole point is safety away from traffic! That's what makes it useable!!!
Safety is the biggest issue. Traffic stress is another way of saying it is less safe- closet to traffic.
Need less isolated sections so there are less transients and creepy homeless hanging out there
I don't use the bike trail we have now due to running into homeless the few times I used it. I didn't feel safe.
I would never ride my bike on Oceanside blvd. Dangerous
Cars and pedestrians / bicyclists don't mix well people die
This trail should be completely removed from street right of ways. Oceanside blvd is extremely dangerous for bikers due to its heavy traffic and amount of commuters in cars. It is very unsafe for bikers, and opens up risk for accidents.

COMMENTS ON ALTERNATIVE B
For cyclists low traffic is important. The trail gets us off dangerous roads.
cars and bikes are a dangerous mix
Safety from homeless people is number one concern
MISC
don't like it
Ebikes? More cost effective and better planning is just double track sprinter one express one local This is not best solution/ use of funds Bikes can ride already promoting the trains will encourage travel east to west etc Bike path is for exercise NOT for commuting Don't waste tax dollars in this way
Define isolated in some sections, that is not specific
I find it hard to read these maps. Can you clarify how close the trail would be to Loma Alta Creek? We have an endangered bird that nests along it, so I want to support the alternative that will be the furthest from the creek. That appears to be B, but hard to tell. Also, what does it mean "isolated in some sections?" which it says for all options?? Really wish the maps included more detail, so you could see where the trail is in relation to the tracks.
Waste of money. We already have a bike path just north of here.
This will cause horrible traffic and construction on our quiet town. It will only lead to more horrible large apartment complexes and higher density real estate projects.
What is considered a "moderate level of traffic stress?" This is a hard question to answer without specific
Not getting the right-of-way is the most important aspect of the issue. That's why it has taken ten extra years! Only in San Diego County we would have such an issue.
The community needs to learn to share as cycles become more common for locomotion and not just for exercise
Stop the insanity! We have bigger problems to deal with right now!
More separate from automobile traffic is what I'm looking for.
There isn't a way that this won't badly the existing terrible traffic problem near oside and college.
Same as above comments, as both options are the same in relation to location in regards to my property.
Question 11 is confusing. Does traffic stress mean the trail may cause additional traffic to roadways, or that the trail will be in much higher proximity to traffic (ie shared roadway)
Normalizing bikes in traffic with cars is a good. At some stage car people need to be ok with bikes.
My family wants to feel like our city is made for people not cars.
The community of Oceanside blvd seems industrial even with a bright new coffee place and trail cutting through it makes it more attractable to communities to build growth in business + revenue
Need NCTD quiet zone for all rail crossings on the routes on Oceanside blvd
Not needed sprinter is now in very low use
Worthless project.
Don't waste money on projects like this build more roads, wider roads and better control of lights so that traffic flows
Define "moderate". Or city traffic is already a bit of a nightmare for school dropoff hours and anytime after 4pm. Anything more is unacceptable.
Traffic on Oceanside Blvd near College is already at an all-time high. The city is allowing low-income housing developments at the end of Olive to be built adding 200 apartments to an area that is designated as single-family. Why are you creating more congestion and more traffic? No one will use this to ride their bike when it won't be safe.
We do NOT need MORE traffic in Oceanside!
All this will do is filter everyone onto Pacific Street, which is already too tight
Hard to really picture what is being shown . Would prefer a video or something to walk thru these scenarios.
There are so many routes to get around the city. People will always want more and still be dissatisfied.

COMMENTS ON ALTERNATIVE B
GENERAL SUPPORT
This will be good for our community
Sooner the better
Get to work , it's 30 years past time making a shared trail for walkability and access to shared trails or routes that bring in new forms of revenue . Read a book , watch a movie the answer was yes 2,000 years ago.
Getting people from the valley to the beach makes this necessary.
AMENITIES
Rest stops, benches, bike lock areas, charging areas for electric bikes and cell phones.
Add connections to bus and access to toilets

COMMENTS ON ALTERNATIVE C
INPUT ON ALTERNATIVE
Unfortunately, there is no safe way for a bike trail to parallel a busy road such as Oceanside blvd.
C is definitely the best option here. Also, native plants, native plants and spaces for nature along the bike trail. I would to see this trail designed with nature and our SoCal habitat in mind. Thank you!
How will not getting a NCTD right-of-way hinder any of these options? I lean toward Alternative C.
See my other answers. Keep us off the Oside Blvd. People drive excessively fast and are not careful of bikers. Bob and weave ok. Make good signage and consider lighting (from nearby or on trail, perhaps solar) in all options if people are caught in low light or dark. PS. Judging choices is nearly impossible with better understanding of actual route and costs for tradeoffs. A full sided map housed at the Library with the costs would be great for people to review.
Prefer option A
Other trails have used spurs to bring bike safety and access into businesses. The primary goal of the path being safe shouldn't be sacrificed by shifting the path back and forth into/out of traffic. Spurs can help pedestrians access those areas and could even be built at a later date on an as-needed basis
Biking over the sprinter tracks shouldn't be mandatory. It's a very small train, if I need to get to the other side I will walk to the other side.
this is the best option
I've traveled the Inland Rail Trail many times on my bike from Vista to Escondido. One of my biggest complaints is the number of busy intersections that must be crossed, which only adds time to the commute, and also forces unnecessary stops while exercising. I haven't traveled the Inland Rail Trail through Escondido in several months but there were several sections of asphalt throughout Escondido and especially near the bus station that were in really bad shape and needed attention.
Coordinate with Vista and put it near the 78
Connections to the path should be easily accessible from neighborhoods, shopping centers, entertainment venues, transportation hubs etc. It should be family/community oriented first and long range speed racer bike enthusiasts second.
This seems like the best alternative that weighs cost, directness and avoiding Oceanside blvd for the most heavily congested parts.
This seems to be your compromise route. If using oside blvd makes the entire trail a reality, then this is the choice. Otherwise the first option is best.
development is likely to happen to highlight trail benefits beyond what the city plans up front. consider what that looks like. Also, please be sure ti account for environmental concerns that do not disrupt the native flora/fauna. Account for environmental remediation and car along the trail — it is one of Oceanside's most important resources.
I don't like this plan if it takes away lanes from Oceanside blvd.
Making people cross at College to Oceanside BLVD is insane. Traffic is so heavy there as it is. RDO and Oceanside Blvd crossing is also busy and you are still putting families in danger zones. Think about a real multi use trail that is direct, peaceful and able to be used by everyone for many years to come. People can always exit the bike trail to get to their shopping or coffee or school. Make the multi use path special and peaceful for people to get around safely.
Lowering traffic stress and dismounts are most important. Use the San Luis Rey River trail as a model.
Your questions are confusing. Simply, build the trail network to separate motor vehicles from bikes, and people. Doing so will be the best option, very similar to your bike path from O'side Harbor to Guajome.

COMMENTS ON ALTERNATIVE C
I am adamantly against any removal of lanes for vehicles.You're calling it "traffic stress". There is no acceptable level of more pressure on streets that vehicles drive on.It's beyond its capacity already. This is a very unwalkable area and highly traveled with vehicles.There's no other option to travel that area except in a car. Do not remove lanes meant for the safety of fire mountain residence in exchange for more space for the homeless to take up shelter.
The least amount of dealing with cars is preferable for me and my teens who would use it
Limit use of high traffic roadways, IE College.
The Oceanside Blvd stretch of this plan should be built IN ADDITION TO the all-Sprinter corridor from option A.
RDO Road could serve that area if it was widened a bit on the north side of O'side Blvd.
Need for one new bridge structure? Not sure where on the map this was. Just wanting to get the project done for even my kids to use before we pass away. Taking about 5 years just to finish Civic Center portion that is only a mile long.
Preferred over Alt B, for sure. Still would need details on the section between Col and RDO.
Right of way is the most important issue
I probably would not use this version, only A.
At least with this plan Oceanside blvd is being utilized in a less hazardous area than the other alternative with it, however it is still an under developed area with narrow and rough/potholed bike paths currently. Important to note that this is the highest speed limit area of Oceanside blvd, so any incident would likely result in pedestrian death. Again the biggest red flag and most important piece of this is the “potentially separated from traffic” NO option should be considered without full traffic separation. This specific alternative seems too loud and too unsafe given the frequent 60-65mph speeds of vehicles on this stretch of road
This option is better. Anything away from Oceanside Blvd, I don't see why we cant stay on the tracks the whole way through? Oceanside Blvd is not a safe cycling experience, not enough police presence to slow people down and during morning/evening commutes (EAST/WEST direction) drivers have bad visibility (Sunrise/Sunset) and don't pay attention to cyclists . I have done it and its scary
I suppose this could be beneficial as long as the trail is sheltered from traffic pressure, but I don't think that would be very easy, dollar-wise.
I like this option the best. Serving both north and south sides of the sprinter tracks would allow better connections to the local shops.
Relocate the trail crossing from College Boulevard west to Avenido Del Oro that connects to the Sprinter Station to avoid the College Blvd traffic. The second best option.
Building the trail so that it crosses streets but isn’t on streets is the most important and the easiest way to get people to use the trail.
There are already plenty of opportunities to cross north and south of the sprinter tracks. A more direct route is preferred.
The most desirable option can be seen in action with the San Luis Rey River bike trail. It is heavily used and very popular, and South Oceanside deserves similar infrastructure. If cost is the major concern, then a route using a class IV bikeway entirely on Oceanside Blvd would be preferable to both of the partial options shown here. I also don’t see an option to end the trail at North Ave, then use quiet residential streets to connect North Dr and W Los Angeles Ave to the rail trail to N Santa Fe Dr, which is the major bike route to Vista Village and the rest of the inland rail trail. I have ridden my bike on the entire trail system from the beach, along San Luis Rey river, then Santa Fe through Vista to the existing inland rail trail all the way to Escondido, and the best segments are those that are fully separated, followed by those that are on streets but stick to the same street (such as those in Escondido on Centre City Parkway),with the worst sections being those that are hard to follow, such as between W Mission Ave and Centre City Pkwy where the trail takes several turns that can be missed.

COMMENTS ON ALTERNATIVE C
In my opinion, riders will be discouraged if there's traffic stress
Access doesn't always mean increased use if others logistics are not aligned
2nd best option, serves the community but isn't the most unsafe.
Not a fan of riding or walking on Oceanside Blvd. Invest the money and make it a real rail trail
This is the best plan in my opinion if bikes can be ridden along the palm tree corridor of Oceanside Blvd of not then this option C plus option A is king. I wish that whole thing could be a class 1 facility. I think being on the North Side of the tracks for that portion of Oceanside Blvd may provide better access to Temple Heights Elementary and the surrounding high density housing/apartments bringing better access to more people
crossing back and forth over Oceanside Blvd takes away from the direct nature and simplicity of traveling on this path.
Run it along the sprinter line.
The bike lanes in this city suck. You need to go and look at how Seattle built there bike lanes with barriers and large urban trees functioning as additional protection for cyclistsfrom vehicles. Traffic lights direct bicycle and pedestrian traffic managing safety for both groups using the protected lanes. Anytime the rail trail relies on existing bike lanes, your design has failed.
Bike lanes on Oceanside Blvd should be protected, for bikes only, not a wide sidewalk shared with people walking.
Adequate. I'd wish we could entirely move it off Oceanside Blvd; too narrow and busy.
Connect to the San Luis Rey Trail from Vista and call it good. Save lots of money so you can finish the trail from south O to Oceanside Blvd.
This alternative only has minute positives. The area where you can cross from north to south along the Sprinter tracks. However the negative is the major road crossing. It just does not seem safe since cars do not always stop and run red lights.
Hard to tell from maps but I like option C. Would love to avoid having a bike lane directly next to traffic, with only a white line to separate, as much as possible
Use of roads and high traffic area should be avoided if possible - alternative A is better
This is best option
The only way this section works is if the section along Oceanside Blvd is a separated and protected path.
I'm not sure of what businesses or communities would miss out from the path being on the north rather than south.
Using Oceanside Blv. with hills and changing grades defeats the the purpose of a walking/bike trail fallowing the rail line with an easy grade.
I just want to ride my bike to the beach.
A reasonable compromise between options A and B.
I think this option is the best. The section going on Oceanside Blvd is relatively short, but access to options both North & South of Sprinter would be great.
Option A is safer because it minimizes use of Oceanside Blvd.
Similar comment that left turns on a bike are very difficult and should be minimized. Bike lanes connecting the trail to other destinations should be sufficient rather than having the trail meander too frequently above/below the SPRINTER tracks.
Building a trail on both sides for "destination" access is illogical. Peds will obtain access on both sides of the Sprinter tracks at intersections of arterials and connecters.
Once again the trail needs to reamain along the tracks. Putting the route on Oceanside Blvd is a non-starter. An Isolated trail would be fine and beautiful much like the San Luis Rey river trail.
I once again discourage the use of Oceanside blvd as a shared route with cars. Unless you plan to put up a barrier between cars and bikes, anywhere the Rail trail shares the road.

COMMENTS ON ALTERNATIVE C
Better than option B, but inferior to option A.
The most important criteria for the inland rail trail is to allow people an alternative train similar to the sprinter to get people from the deep valley of Oceanside to downtown Oceanside along the 76 will bring more revenue to the city.
Frontwave arena bad
Will allow riders from the SLR trail to access
Not crossing roads too often is a Priority
The neighborhoods to the south of the Rail seem like much more of a source and destination than the Industrial buildings to the North of Oceanside Blvd. You're going to see kids, families, commuters, etc. use it. Don't add the crossing of Oceanside Blvd to their trips. It's going to go to the industrial buildings, (1) its going to be a lower number than the neighborhoods, and (2) they can cross and ride Oceanside Blvd.
Your slider above does not work. Low level of stress = Safety. Just call it what it is. Any amount of time off of Oceanside Blvd is better. This is better than B but A is your real solution that Oceanside needs. You should make the new housing developer going in south of the College Sprinter station build or pay to build most of this section. Crossing the tracks assuming it is safe to do so is not an issue. Just make sure it has clear line of sight and at 90 degrees
It feels the same as option B but a little better.
Avoid traffic, route is ok on either side of Oceanside blvd
Destinations on both side can be served so long as there are access roads/points within "reasonable" distances. Balancing separation from traffic and access to civilization is the key. If needed, could access bike paths be added?
The 2nd best option, especially if the section between College & Rancho Del Oro is along the SOUTH side of O'side
same concerns about the train tracks near Oceanside Blvd and College Ave as above
Crossing the Sprinter tracks isnt ideal especially when biking when children but is safer than contending with vehicular traffic
c could be a good compromise
This trail needs to be accessible, have plenty of shade and cover from native trees and plants; areas accessible to public parking; surrounded by as much native greenery as possible. Please consider adding emergency posts (like the have on university campuses like SDSU) to have available for emergencies. These are generally a tall cylindrical and blue structure with a big red button, lighting and a speaker to communicate. Also, please make sure there are clear signs reminding people that either no dogs allowed or to keep their dogs on a leash at all times AND clean up after their dogs or face a fine.
Why have cross overs? The trail will have intersections. If someone choses to use them. Would it not be more cost effective to just follow the tracks all the way on the south side of the tracks? If NCTD approves.
Less rail crossing is important.
The lanes need to be large enough to keep foot traffic safe from e-bike riders. Also possible way to keep e-bikes under 25mph. (look up injury stats in Santa Barbara article - https://www.independent.com/2025/02/25/city-of-santa-barbara-cracks-down-on-e-bikes/)
Access is NOT a concern for me
I live on the north side of the Sprinter tracks. To me, it does not make a difference for the trail to be north or south of the tracks as long as I can get to it.
this one is the best as it is not next to cliffs that potentially could collapse and goes along both sides of tracks in a fairly balanced way
Similar concerns to B. Bike lanes not protected with barriers from drive lanes are an impediment to increases use by public.

COMMENTS ON ALTERNATIVE C
I like alternative C better than B but still don't love the idea of having to traverse Oceanside/College intersection. It's a mess!
Option C is better than Option B. However, without seeing the path option next to Oceanside boulevard, it is hard to determine how safe it would be. This would help with access to the new park being built for sure.
Either route is not a good idea
The continuity of the Trail is broken by having to go out and ride on Oceanside Blvd.
What type of facility is between RDO and College? Map does not indicate.
Could use Ord Way if NCTD right-of-way can't be acquired through parts of the eastern segment.
Unless there is a full Class 1 along Oceanside Blvd this would be an incomplete plan
The North/South side comment is unclear. Is it trying to say that there would be more access points? Is it saying that there would be a redundant bike path (on both sides)? If it is trying to say that it would be on the north side where that has more potential connections to destinations then that is fine. Seems like a pick-your-poison type of deal.
Wouldn't people just use the rail? Seems like a trail would be better served in a separate location which would give a third option to go east/west. Would it interfere with rail business?
My perception is this option has the most dedicated trail space isolated from vehicle traffic. If that is correct, this would be preferred
Having multiple crossings to serve both sides of this expanding & busy area feels like a no-brainer. When traffic is as bad as it is in this area and is only getting worse as we are very necessarily expanding, we should be doing everything we possibly can to cut down on car trips by giving people other options.
My preference is to keep the trail just direct, so I vote Alternative A. If people want to get off the trail to access shopping and other areas near the trail, then can get off at the major intersections. I don't think the rail trail is so far away from civilization that it needs to be moved to Oside Blvd.
Ultimately what will make this project a success or failure is its degree of isolation from vehicle traffic. If it is separated, people will use it, and if not, they won't. It's a simple concept that has played out in cities across the continent. PLEASE do the right thing and protect cyclists from negligent, inattentive drivers. That is the only thing the matters.
This option has many of the same disadvantages as Option B, albeit with a shorter piece of Oceanside Blvd. The back and forth across busy intersections makes this option less direct and therefore less desireable that Option A.
I like this alternative, but I would like to see high vehicle speeds addressed on the Oceanside Blvd portion as well as clear signage about the trail crossing from north to south.
I'm picturing people mostly biking along the entirety of this trail, so I think it would make the most sense for the trail to be bike friendly
Cars and bikes don't mix. This needs to be primarily a recreation path not a bike commute path.
You can cross at pleaces regardless of if it's on north or south
With recent additon of Frontwave Arena, adding a bridge in this plan will be imperative to spread out traffic. With more housing it could become more gridlock if evacuations needed. Safety a factor on all levels to consider this plan.
Sharing the road with traffic on oceanside blvd is horrible situation and should be avoided wherever possible. It would make the project significantly less enjoyable and probably less used.

COMMENTS ON ALTERNATIVE C
I guess this is better than B because you're not sending bicyclists up El Camino Real. However, looking at this stretch of Oside Blvd on satellite, the majority of shops and restaurants are on the south side of the Blvd. I know this is a difficult task, and I appreciate what you're dealing with and trying to accomplish. Drive, bike and walk through the area from El Camino Real to College, especially during the times when you envision people bicycling back & forth to work and activities. I think you can make this safe and enjoyable, else, no one will be using it except us walkers & birders.
This one seems okay.
keep car and bikes separate
Newer to Oceanside so not familiar with details of the routes proposed. However safety, cost, accessibility and timeline are important considerations.
Destination access is great, provided there is thought given to bike and walker congestion at intersections, right angle turns and full stops.
It should follow the NTCD lines as close as possible, using the opportunity to provide safe bike routes along Oceanside Blvd/Crouch Street and improve crossing aligned to NTCD Quiet Zone Implementation Manual
It depends on what kind of destinations would be accessible for me to "strongly agree" on #14.
SAFETY
This route will also be a great opportunity to set up homeless encampments. It will increase my sale of illegal substances tremendously. Please complete soon.
Fatalities. And cost increase
security against the homeless, campers. EMT access?
Overall the biggest concern is the safety of this trail with vagrants. How will you keep the trails safe so it is beneficial to the general public? I would rather spend less on the project but invest in upkeep and policing post launch.
Whichever route is chosen, public safety is a must. That corridor is already used by the homeless on a regular basis. I would not ride my bike there unless I felt crime was being kept under control.
as long as the crossings are safe and separate for commuting and recreation.
Safety - homeless will turn this into their camp ground like they did in SD (trail to OB). Please separate the cyclists from the pedestrians with a divide. The cyclists go crazy fast and weave in/out of pedestrians.
I'm mostly rooting for safest routes away from traffic, minimalizing the distances I must bike in regular traffic to get to my destinations.
Those are very big, busy intersections at College and Rancho del Oro. Coming from Vista, I don't think I would bother with this trail knowing that I had to cross those intersections, especially with each intersection requiring 2 crossings.
Clean up the homeless.
No homeless allowed to live near the trail.
PLEASE prioritize homeless issues BEFORE this project. Council members should ask themselves "Why does Oceanside have a much larger homeless population than Vista, Carlsbad, Encinitas, Lucasia, Solana Beach etc.?"
UNSAFE
Keep it safe from homeless add access for a police presence
regarding "isolated stretches" the concern with paved bicycle/pedestrian pathways that have secluded ares and bridges with under/overpasses they provide shelter and seemingly welcome a homeless / unhoused population to establish a settlement away from law enforcement visibility. I encourage you to consider how this will be addressed as part of the planning and ongoing future maintenance of the project. case-in-point: there is a wonderful bike path system in Tucson I visited just a month ago butI will never travel on it again because it is overrun with encampments and trash and I felt very unsafe on what would otherwise have been a fantastic and scenic public feature.

COMMENTS ON ALTERNATIVE C
Please create a nice bike path that is separate from cars and safe.
Please avoid car traffic as much as possible Thank you, Bicyclist
Using existing intersections as is will kill cyclists if use is as desired.
The Sprinter is underused by our family because it is impossible to walk to and the parking lots do not feel safe.
Isolated areas are scary
Again…keep bicyclists away from motorists to insure bicyclists will use the route. Access doesn't mean a thing if bicyclists think they have risks from being hit by motorists.
Homeless encampments and street-parked campers in the isolated areas make any path less safe for cyclists, esp women. Getting rid of the encampments and campers needs to be a top priority for safety and tourist reasons (with the latter translating to more dollars for Oside businesses). Time to say "no more campers" like our other north county coastal towns. Oside cannot afford to be the blight of north county anymore; we are missing out on tourism and business opportunities because of the tolerance of unhoused people illegally putting their tents, carts, trash, and unhygienic human waste wherever they want. I am a compassionate progressive but this tolerance has gone TOO far.
Needs to be safe and well lighted.
Seems most solid to me of the three (without knowing costs). Safety is paramount - nothing keeps people away from a well designed trail more than cyclist/car accidents.
The area is besieged by homeless and so that needs to be addressed
Unclear if car traffic stress is the stress a rider experiences when in conflict or riding unprotected from cars or the "stress" put on cars when they share with a bike. To clarify, I am in favor of the safety and convenience of pedestrians and cyclists. The convenience of car users should be de-prioritzed since as long as it's more convenient to drive that's what people will do. As said above, even the most expensive plan still includes a bunch of level crossings and points of conflict. If a road intended only for car users needed a bridge or underpass for safe use, there wouldn't be studies and community surveys about it, it would just be built. Disappointing to know the safety of pedestrians and riders will continue to be a secondary thought and a debate given the number of conflict points in these designs and even asking if budget should be prioritized over safe design. People who know nothing about safe design and are actively hostile to pedestrians and riders will never choose to spend money on them and their opinion should not be considered. This is a public health issue and public health should not be dictated by uninformed opinions. I commute to work by bike and do most of my local travel by bike; project leads in terms of design should be stakeholders like me with knowledge of what it's like to bike in Oceanside.
Riding on the major roads in Oceanside is dangerous compared to the alternative.
This trail should be completely removed from street right of ways. Oceanside Blvd is already highly trafficked and a hazard to users. This puts pedestrians and bikers in harms way and defeats the point of creating safe pathways for users without the risk of vehicles.
If I knew this would be a safe place to walk/ride bikes, it would be nice, but we all know that this will be a place for gangs, drug deals, homeless, theft, etc.
Stay off of Oceanside blvd. To dangerous
A segment running along Oceanside Blvd through high-traffic intersections would be less safe for cyclists.
Keep it well lit and cameras! Thank you
Safety should be a priority
None of these options are likely to be safe enough for most citizens to use.
Avoiding traffic stress is the entire point of a rail trail project like this. Skip the project if the path isn't safe for a 5 year old to bike on without worrying about getting hit by a car. I don't understand the statement in Question 14.

COMMENTS ON ALTERNATIVE C
The trail will be isolated in some sections is conserning if there are high levels of homeless along this trail. We need this trail to feel safe without worry you will be attacked by someone as you are using it.
How does this affect the issue of homelessness including people living in their vehicles? This is a major concern for the city of Oceanside and negatively impacts the paying residents of the city and our community
Get this going and make it beautiful and safe
Honestly this whole trail east of I-5 is an ABSURD waste of money. There is no way in HELL anybody I know would ride on that isolated trail with all the drug addict criminals along there. Even if you did eradicate them from that area, it would still be an isolated area for some sick rapists/murderers to lurk around waiting for an easy victim to pass through.
Not about this alternative. However, I regularly ride from Oceanside Rancho Del Oro station to Escondido and Back. It is not safe looking out the window. It is homeless camp after homeless camp after homeless camp. You need to take a ride and check it out.
Oceanside Blvd is a very dangerous street south of college blvd. The trail should be fully separated from cars there.
Putting any part of this trail right on Oceanside Blvd fundamentally kills its usefulness due to the danger of a cyclist/vehicle collision.
change the route east bound on OCEANSIDE BLVD from Coast Hwy to the 5. the hill has a blind curve and is a racewa. 1 rider has already died. traffic is increasing and to add a large number of bikes is a serious hazard
Any of these options will be used by homeless and not the general public or tourists as you are hoping. I am a previously homeless person and I would never walk on the existing San Luis Rey river bike paths with my family due to the high level of crime, drug use, and isolation. I would definitely never bring them anywhere near the Sprinter tracks for the same reason. This project will not turn out the way the city is envisioning. Again, I say this as a previously homeless person. Please take my advice and experience into consideration. The Sprinter provides adequate transportation for locals and the tourist areas are already very walkable. I feel this path would be a waste of money and resources.
This trail needs to be completely removed from Oceanside blvd. Increased traffic stress with greatly reduce its use.
Safety means we will actually use it. Please stay away from creating hazards by weaving!
The "isolated sections" bother me. As a woman, safety and feeling safe are high priorities.
This seems dangerous
Need less isolated sections so there are less transiets and creepy homeless hanging out there.
Bikes on Oceanside blvd is dangerous
I don't want a car to kill me
This trail should be completely removed from street right of ways. Oceanside Blvd is already highly trafficked and a hazard to users. This puts pedestrians and bikers in harms way and defeats the point of creating safe pathways for users without the risk of vehicles.
For cyclists low traffic is very important for safety. The trail gets us off dangerous roads.
This trail should be completely removed from street right of ways. Oceanside Blvd is already highly trafficked and a hazard to users. This puts pedestrians and bikers in harms way and defeats the point of creating safe pathways for users without the risk of vehicles.
Safety and access overall would be the most important considerations for me. As a woman I would want the highest level of safety (well lit, not isolated, low traffic stress, access without walking through sketchy areas) to actually feel encouraged to use any of these methods

COMMENTS ON ALTERNATIVE C
I really like the idea of more bike paths that are separated from automotive traffic. With the drastic increase in e-bikes, these trails could help keep our kids safe as they ride to school or other destinations. I really don't like the idea of my child sharing the road inches away from a 5000 pound vehicle traveling more than twice the bike speed.
Safety is a big concern on trail - will there be cc tv?
Safety From homeless people is bigget oneconcern
This could be a great project but the biggest concern is the homeless that will be camping off this trail. It will have a big impact on safety
COST
Waste of money.
Whichever is the most economically feasible, and easy to maintain safety by law enforcement is preferred.
For the love of god make it as free as possible . It's only concrete.
Stop looking for excuses to raise taxes and costs for Oceanside residents. Your excuses are unacceptable.
AMENITIES
Adding telescopes for viewing scenic areas.
MISC
The project is wasteful and does not address or meet the needs of the community. This is a political project that will not be utilized as intended but create another homeless highway. Spend money elsewhere.
No trail required or priority Add just double track sprinter most executives won't be biking Train is preferred method of transportation
Again, I do not use the bike trail for anything but exercise and aside from the Hobos, I see others doing the same. The Sprinter is excellent for getting to one end of the bike path, but aside from that, we ride the distance between. I use the Sprinter often and see Hobos regularly getting on and off at malls, encampments, and stores. Other than this group, the recreation aspect leans heavily away from this population.
very confusing survey m. what does traffic stress mean?
I hope this project does not happen. Horrible and unnecessary. It only makes real estate developers happy and doesn't think of the neighborhoods it will destroy and the quality of life it will impact of the residences living here.
These maps and terms are hard for laypeople to interpret. Visuals/sketches of the proposed alternatives would be helpful.
Yes-DONT DO THIS NOW.
This is based on the planners' fiction that people will abandon their cars in these hi-density neighborhoods. What is the ridership on the Sprinter currently?
Please keep the community updated.
When will this be completed ? 10 years, 15 yrs or 20 yrs?
No more traffic in fire mountain - we don't need to create the hassle of saturdays in RSF -
Need NCTD quiet zone for all rail crossings on the routes on Oceanside blvd
I oppose all alternatives. I oppose this project in its entirety. No one uses the existing Sprinter.
unclear - does "car traffic stress" mean traffic for cars? that doesn't matter. or does it mean the stress of interacting with cars for bikers/walkers? that is important
Don't waste money on projects like this build more roads, wider roads and better control of lights so that traffic flows
I have already stated my concerns and personal findings on these trails. There are already alternative ways to access both sides by current Bike Lanes and The sprinter already has ways to control traffic at crossings.
Also feels disconnected.
What is a Class 1 facility

COMMENTS ON ALTERNATIVE C
Infrastructure to alleviate traffic is already needed U let these developers come in and build without thinking 🤯 first about the traffic for the locals and communities and commuters... Pls don't build anymore without Updating the infrastructure. And if u can't do the update, this should tell u the development can't be built. Alleviate traffic congestion This will itself help with stress And the bike trail will do both. [redacted] 😭
To achieve our environmental goals and achieve our desired quality of life and economic prosperity we must reduce the need to drive cars to everywhere and build new options for public transport and non motorized transportation alternatives.
Make more public transportation routes for busses only.
GENERAL SUPPORT
So excited to have a trail
We appreciate your work in bringing safe biking alternatives to our community. Thank you!
Looking forward to future family biking adventures on this path!!!
I'm excited to see more attention being given to these type projects which can be beneficial in so many ways for health,environment, commerce and tourism
Love this idea and think it would be great for our community. Great job planners!
Get this going! Should not take years to build. Otherwise people forget about it
I'm happy to see expansion of the inland trail!

CITY OF OCEANSIDE
INLAND RAIL TRAIL
Phase 3 Survey Results
November 1 – December 5, 2025

COMMENTS RECEIVED ON PUBLIC COORDINATE MAP

Comment Category	Segment	Comment	Notes	Sentiment Type
Destinations - Recreation	A	What will be done to prevent graffiti, litter and dog poop? The rail trail in Vista has failed because of those issues. It is an absolutely disgusting walk.	Pin was in Carmel Valley	Negative
Destinations - Recreation	A	Great job!	Pin was in Vista	Positive
Destinations - Recreation	A	trail should detour to cross College at signaled pedestrian crosswalk at Oceanside Blvd		Neutral
Destinations - Recreation	A	If there is not going to be a manual crossing signal here, trail should detour to cross ECR at signaled pedestrian crosswalk at Oceanside Blvd		Neutral
Destinations - Shopping	A	trail should stay on Oceanside Blvd and cross PCH at signaled crosswalk instead of taking chances mid-block at Godfrey		Neutral
Destinations - Shopping	A	I'd like to see the Loma Alta Creek restored and enjoy riding along side it. Use Vista's Riverwalk (redevelopment project) as a guide. It is a lovely place to be and allows people opportunities to melt into the environment. One should be able to ride along the creek and enjoy it rather than what it is today.		Positive
Other	A	Might access trail at Downs Street		Neutral
Other	A	As long as there's a marked crosswalk requires cars to stop, I think it's fine here		Positive
Proposed Refinements	A	This selected crossing is very dangerous with traffic coming down the hill (southbound) going from two lanes to one and traffic going north bound the riders could be hidden behind the train crossing signal lights.		Negative

Proposed Refinements	A	Getting to the trail from our homes, Oceanside is a bunch of hills, it's hard to access this trail for many because people don't want to march up all the hills, will there be parking available or is there public transportation over foussat over el Camino and Rancho del oro to promote people accessing this trail that will supposedly reduce our car dependency? We need a trolly system down mission ave connecting downtown and the mission them go over the hills at foussat el Camino and Rancho del oro and back		Neutral
Proposed Refinements	A	This stretch of canyon, connecting mission and Oceanside blvd, is not bike or pedestrian friendly. Cars go very fast and sidewalks are not protected		Negative
Proposed Refinements	A	This section that runs under the 5 then up the Oceanside Blvd hill is concerning if the bike path is not protected. This road becomes a freeway and would be very dangerous.		Negative
Proposed Refinements	A	Need a bridge over PCH to be safe enough to cross here. Otherwise use the traffic light. Don't see the purpose of detouring onto Godfrey unless you plan to put a crossing here.		Negative
Proposed Refinements	A	Will Vista help connect the Oceanside trail to the inland rail trail that originates in Escondido? Please connect these two systems for a full inland to coast trail like the 56 freeway has.	Pin was in Vista	Neutral
Proposed Refiniments	A	What about following the loma creek underpass of the 5? That stretch of Oceanside BLVD is way too busy to force cyclists to share with the cars and trucks here. Need large separation and protection from motorists. Cars will also hate the narrower lanes here.		Negative
Proposed Refinements	A	During heavy traffic when drivers are turning left onto olive, the turning lane can overflow. When this occurs, drivers will quickly try to turn into the next lane to go straight. This usually coincides when college is green for through traffic, so traffic is moving relatively		Negative

		quickly. There have also been multiple occasions where someone has been hit at this section of the rail. Consider a bridge over.		
Proposed Refinements	A	Crossing at College Ave crosswalk is busy and dangerous. Need flyover and/or additional signal for bicycles		Negative
Proposed Refinements	A	No one is riding up the hill to cross at Oceanside Blvd. Need flyover and/or traffic light to coordinate with sprinter crossings		Neutral
Proposed Refinements	A	This area is very busy and congested. Many cars and trucks will have difficulty spotting cyclists. Crossing both the road and the sprinter tracks here will be prohibitively difficult. Perhaps an alternate route as an elevated section and bridges will be very costly and require significantly more right of way		Negative
Proposed Refinements	A	More direct shopping access without having to use college blvd and oceanside blvd		Neutral
Proposed Refinements	A	Possibility to add access to trail here? Gives bicyclists a way to access without going down rancho del oro which doesn't feel sheltered enough from high speed cars		Positive
Proposed Refinements	A	Possibility to add access here so all neighborhoods between rancho del oro and college have easy access to trail without having to use main roads which are not sheltered from high speed cars		Positive
Destinations - Recreation	B	People (especially pedestrians) will not want to go 1/4 mile to Oceanside Blvd to cross and then 1/4 mile back to tracks and trail. They will cross illegally putting themselves and drivers in poor situation.		Negative
Other	B	People (especially pedestrians) will not want to go 1/8 mile to Oceanside Blvd to cross and then 1/8 mile back to tracks and trail. They will cross illegally putting themselves and drivers in poor		Mixed

		situation. Cars drive fast on College Blvd.		
Other	B	This area is known for homeless encampments		Neutral
Proposed Refinements	B	This intersection will be interesting as the new housing project is completed. Expect a lot more traffic here in near future		Positive
Proposed Refinements	B	Why not stay on the south side of the tracks?		Neutral
Proposed Refinements	B	This is a tricky area, would like to see a path with a wall separating it from Oside blvd. I am hoping this isnt just bike lanes.		Mixed
Proposed Refinements	B	Like to see this off the street and on the rail.		Neutral
Proposed Refinements	B	Is this a path or just cycling through the parking lot? Would love to see separation from the cars here and on the whole path.		Positive
Proposed Refinements	B	Access from Macaulay school would be cool		Positive
Proposed Refinements	B	Bridge over will save lives		Positive
Proposed Refinements	B	I would propose to separate this section from the road completely, or at the very least separate it with a curb. Cars picking up speed on this steep downhill section is dangerous for anyone on a bike, especially with multiple intersections and freeway entrance/exit ramps. I skip this section completely and ride through fire mountain neighborhood becasue of how dangerous this section is.		Negative
Proposed Refinements	B	I would propose to separate this section from the road completely, or at the very least separate it with a curb. Cars picking up speed on this steep downhill section is dangerous for anyone on a bike, especially with multiple intersections and freeway entrance/exit ramps. I skip this section completely and ride through fire mountain neighborhood becasue of how dangerous this section is.		Negative

Proposed Refinements	B	Agree with this. I do the same (ride over Fire Mountain)		Positive
Proposed Refinements	B	People will not use this detour and travel path of least resistance on OSide BLVD		Neutral
Proposed Refinements	B	Would be awesome to route this up through guajome and allow it to connect to the river trail which is north by a mile or so.		Positive
Proposed Refinements	B	i agree we need these to be connected so we can ride from Escondido to Oceanside	Pin was in Vista	Positive
Proposed Refinements	B	Recommend to eliminate the detour at Ditmar - in stead continue on oceanside blvd til it hits the final turn at pacific st		Positive
Proposed Refinements	B	I think you guys are doing a great job. Oceanside lacks bike lanes and access for its inland residents to downtown and this trail is much needed. Can't wait for the day we can ride to the beach with our kids and feel safe doing so. As of right now there is no rout to get there safely meaning we have to drive a car everywhere. If there are a couple high traffic areas they can be dealt with on bike or by foot quite easily and through proper engineering and planning will be made as safe as possible.		Mixed
Proposed Refinements	B	Frazier Farms		Neutral
Proposed Refinements	B	Need safe bike access to El Corazon Senior Center, Wagner Aquatic Center, Frontwave Arena		Neutral
Proposed Refinements	B	This area is too steep for a recreation trail, most casual bikers will not be able to make this incline		Negative
Proposed Refinements	B	This road, El Camino Real, is six lanes wide at 55 MPH; it is not safe to cross here by bicycle. Traffic calming is required. Two people died this year alone at El Camino Real and Oceanside Blvd		Negative
Proposed Refinements	B	This area of Rancho del Oro is downhill for northbound traffic and speeding is the norm. Traffic calming is needed as		Neutral

		it will not be safe to cross as a cyclist.		
Proposed Refinements	B	Cars heading northbound on Crouch St are going downhill and speeding, traffic calming needed as it will not be safe to cross as a cyclist.		Negative
Destinations - Recreation	C	This section needs a separate bike path physically protected from cars, not just paint		Neutral
Destinations - Recreation	C	This shopping center needs to be accessible without having to conflict with cars		Positive
Destinations - Recreation	C	This shopping center needs to be accessible from the trail		Neutral
Destinations - Shopping	C	Trail needs to be able to access Christa McAullife Elementary School for kids who bike to school and parents who take them by bike		Neutral
Destinations - Shopping	C	Should not detour at Ditmar, makes no sense. Continue on Oceanside Blvd and provide protected bike lane, not just paint.		Negative
Destinations - Shopping	C	This shopping center needs to be accessible from the trail		Neutral
Proposed Refinements	C	It has been a nightmare at my house in Vista listening to the loud double train horns because they are working on the path. apparently if the trains see people anywhere near the tracks they are required to do annoying double beeping horns. ALL DAY!!!!!	Pin was in Vista	Negative
Proposed Refinements	C	It has been a nightmare at my house in Vista listening to the loud double train horns because they are working on the path. apparently if the trains see people anywhere near the tracks they are required to do annoying double beeping horns. ALL DAY!!!!!	Pin was in Vista	Negative
Proposed Refinements	C	Stop the development of residential buildings at the expense of what's left of nature and we won't need to try to alleviate traffic with a trail. Did our potholes and make the whole city walkable and bikeable. Get rid of	Pin was in Carlsbad	Neutral

		unnecessary stop lights.		
Proposed Refinements	C	Consider Path Crossing Arms adjacent to Sprinter Railroad Crossings Arms at College Blvd for safety. The Path Crossing Arms could could be synchronized with Oceanside Blvd East/West lights at College Blvd.		Neutral
Proposed Refinements	C	The way this trail is drawn if it's as precise as it looks like, this is perfect. But it is climbing a very steep hill and passing through 4 lanes of roads. Will there be a bridge with a gentle incline leading over the road and up the hill? It's not clear what infrastructure is planned but otherwise that is the place where a lot of people already walk by to go to the train station. So for traffic this is the place to be.		Positive
Proposed Refinements	C	Agree with other comments an overpass of some sort is needed here.		Positive
Destinations - Recreation	D	Would you build a bridge? Put in a traffic light?		Neutral
Other	D	Rite Aid is a major tourist and locals going to the beach draw. As are the restaurants on NE corner of Oceanside Blvd. The trail should allow for both pedestrians with kids as well as athletic bicyclist.		Neutral
Proposed Refinements	D	There should be some kind of Trailhead Kiosk or meeting place for people to congregate at Oceanside Blvd and Pacific St.		Neutral
Proposed Refinements	D	Having the trail swing back along Oceanside Blvd at Ditmar is good. The 7-11 is a draw as is the easy access to the Elementary School to the north.		Positive

Proposed Refinements	D	Traffic speeds up here - the trail could benefit from a wider sidewalk to encourage wary pedestrians to use this segment.		Negative
Proposed Refinements	D	A barrier or bollards separating the biketrail/sidewalk from the autolane would be useful here. Then bicyclist and pedestrians could continue through the light at all times.		Neutral
Proposed Refinements	D	Some kind of green-scaping would be helpful here. The space is very intimidating for families and children. This section of the trail from Ditmar to Commerce St is very hostile. Which is sad because it requires me to drive from Pacific St to Commerce St when I could have use my bike or walked the mile instead.		Mixed
Proposed Refinements	D	This segment could really benefit from alot of new trees for shading and a wide paved sidewalk for folks to linger close to the creek. Perhaps some benches or other linger street furniture?		Positive
Proposed Refinements	D	Adding landscaping and trees in this barren section of Downs St could help continue the close-to-nature/safe for families vibe of the trail.		Positive
Proposed Refinements	D	Having a trailhead welcome sign here would be helpful and fit in with Skylark Park. Perhaps a Inland Rail Trail map along with off-street trails through Skylark Park?		Positive
Proposed Refinements	D	It might make sense to route the Inland Rail Trail to the south to a new traffic light lining up with the driveway to Grace Church. That would reduce the amount of uphill walking/bicycling needed to cross El Camino Real. In addition, perhaps adding some traffic calming (slow-down striping lines? raised hump for trail crossing?) on the downhill slope of El Camino Real would help prioritize pedestrians using the new crosswalks (away from the Sprinter tracks).		Positive

Proposed Refinements	D	This segment could be a wonderful section of the trail with trees, shrubs and greenery to soften the edge of the railroad ROW (designed to avoid affecting the RR drainage). Need to be careful about cutting into the hillside to avoid landslides in future rainstorms.		Negative
Destinations - Recreation	E	A connection to the train station and parking lot would be welcome. And a connection to Olive Drive would make a nice link to the neighborhood. But an Inland Trail-head sign should be placed closer to the tracks, perhaps on the north side at the Sprinter Parking lot?		Positive
Destinations - Recreation	E	This is a strong shopping destination with the Dollar Store, Chipotle and McDonalds restaurants.		Neutral
Destinations - Recreation	E	Temple Heights Dr comes steeply down the hill to the RR tracks/trail location. Perhaps remove the large bushes at the trail crossing to improve sight distance and a raised hump away from the tracks for the trail crossing.		Neutral
Destinations - Recreation	E	It makes more sense to have the trail on the north side of the tracks and to run through the Park and Ride lot. Otherwise, trail users have to go out-of-distance to get to station platforms from the south side.		Neutral
Proposed Refinements	E	Crossing this intersection will be extremely difficult to get across. It's a high congested intersection and adding a cross path for bicycles or pedestrian will create back up traffic at peak hours.		Negative
Proposed Refinements	E	11/11/25 Buccaneer Beach Park and the restaurant should be the destination from the Coast Highway Station along the western edge of Coast Highway to the existing footpath that could be widened by a couple feet and the pavement improved to the Coastal Rail Trail and the Beach through the Park. The connection from the Station to the Coastal Rail Trail shown is OK if you are headed to Tycen Street or		Neutral

		the Pier and Beaches.		
Proposed Refinements	E	11/11/25 Crossing Coast Highway at Godfrey will require a full signalization of the intersection, better to cross next to where the Loma Alta Creek crosses the Coast Highway, then follow the creek to the east side of the I-5 along the creek ROW although their may need to be a few hundred feet of bridges over the creek between the Auto Repair Storage areas and next to the RV Park and past one MH in the Cavalier MHP. IT CAN BE DONE, see the Trail hung below the I-5 at Manchester Ave over San Elijo Lagoon.		Neutral
Proposed Refinements	E	11/11/25 If the trail is on Ditmar and Godfrey it should be on the east side of Ditmar and south side of godfrey near the Cemetery to avoid the driveway and street crossings as shown, and it would be on the Staion side of the street if you are getting on the Sprinter.		Negative
Proposed Refinements	E	Put flashing beacon crosswalk there at Godfree and Coast HWY if it is supposed to be a trail		Neutral
Proposed Refinements	E	Separate from Oside Blvd, make the trail along the tracks instead of in traffic.		Neutral
Proposed Refinements	E	Improve this area, clean up trash, make it safer.		Positive
Other	East of OIRT	Would not want to take my cards on a "trail" along here at all--super unsafe.		Negative
Other	East of OIRT	There's no info as to how people get across safely here. Can't believe it takes a year to draw a line with no other information. Bridge? Safety measures?		Negative
Other	East of OIRT	Any info about access point to shopping?		Neutral

Proposed Refinements	East of OIRT	I read the city is clearing it out of homeless and fencing it off. How does this impact the trail?		Neutral
Proposed Refinements	East of OIRT	11/13/25 Follow the Creek thru Cavalier MHP using the flood Channel ROW and then bridge the RV Park to the Auto Repair Yards that have an access easement then a signal across Coast Highway to an improved and widened Trail to the CRT and Buccaneer Park. Access via the CALTRANS? owned drainage channel along the edge of McDonalds and West Marire with one 40' bridge and a retaining wall in the dirt under the I-5. MUCH more Family and Bicycling Friendly and flatter route.		Positive
Proposed Refinements	East of OIRT	The proposed solution eliminates the pedestrian access on the south side of Oceanside Blvd which is used to get to shopping and restaurants by the MHP residents west of the I-5. Many bikes and e-bikes have handle bars that are 30" to 36" wide, with fencing on one side and a K-rail on the other, other bikes in the opposite direction it is a dangerous path. It's like if Oceanside Blvd had 9' wide vehicle lanes, at 45 MPH! This is unnaceptable!		Negative
Destinations - Education	F	Route the IRT on Industry St from the El Camino Station and over the drainage channel next to the knuckle of Industry St by the WM Yard and then bridge the creek and add a crossing of the tracks with arms to Skylark.		Neutral
Destinations - Other	F	The re-routing will eliminate huge retaining walls and make the trail accessible to the businesses on Industry and some additional nearby residents. And the trail would be flatter.		Positive

Destinations - Other	F	A crossing of El Camino Real should be on the north side of the tracks by the Sprinter Station for access to Industry St with a signal coordinted with the train tracks arms, straight across, rather than jogged at the median, sfer and easier. Then run the IRT along the south side of Industry St to avoid the extensive retaining walls which would also provide better access to the trails by those that drive to the trail from the higher areas.		Mixed
Destinations - Other	F	There is a 275'+ long Bridge proposed and probably a half mile of 10'+ high retaining walls and no plan to connect to the Station! The Trail could be placed within the NCTD ROW on the north side of the tracks possibly sharing some right-of-way with NCTD maintenance access between El Camino Real and College Blvd with one train tracks crossing back to the south side where the creek goes under the tracks east of Rancho Del Oro and with a signalized crossing of Rancho Del Oro as is proposed at College.		Neutral
Destinations - Other	F	Add a crossing of the tracks here and follow along the south side of the Loma Alta Creek to the College Station, in a similar path to the existing trails used by the homeless and others. The crossing of the tracks can be signalized with arms and bells much cheaper than all the retaining walls. The northside trail would impact the habitat preserve much less than the proposed routing. A trail and bridge to Via Rancho Rd and Oceanside Blvd would allow many more workers and residents access to the trail.		Neutral
Destinations - Other	F	Possible access from the trail to the proposed City Park near the cul-de-sac of Wooster Dr would be helpful but would require a lot of elevation change and habitat impacts. Perhaps some mitigation is possible nearby?		Neutral

Destinations - Recreation	F	A direct connection to the south side of the Station is required as part of the new affordable housing project so the Trail users can connect to the shopping areas and restaurants other work related businesses north of the tracks and Oceanside Blvd. Bike racks and storage are also needed at the Sprinter Stations. Possibly share the NCTD Maintenance roads near the tracks rather than on hills with habitat and large retaining walls.		Neutral
Destinations - Shopping	F	This Bridge should be more perpendicular to the Creek to reduce the length to about 50' this part of the trail is nearly flat so a couple sharper turns to access the bridge are acceptable to cyclists, especially if signs are used to alert riders of the curves.		Positive
Destinations - Shopping	F	Add a signalized crossing of Temple Heights and ADD Class 1 bike lanes to Temple Heights for nearby schools and residents access to the IRT. Possibly eliminate street parking between North Avenue and Rising Glen Dr.		Neutral
Proposed Refinements	F	A crossing of Melrose needs to be added just north of the rail crossing to the existing IRT on the east side of Melrose. At this point there is a sidewalk connection to the Melrose Station. This makes the trail safer rather than crossing at Oceanside Blvd with the busy right turn lanes and crossing the heavily used access driveway to the gas station, carwash and Sprinter parking lot. the crossing can be signalized to coordinate with the Sprinter Arms and warning bells and lights.		Mixed
Proposed Refinements	F	Add signage and MAP to the existing IRT Trail (versus Route sign) that the Vista Sports Park, Antique Gas Engine Museum, Guajome Adobe, Guajome Regional Park and the San Luis Rey River Trail can be accessed from this location via existing DG trails along the north side of W Bobier Drive to Sports Park Way except for one 150' connection into Guajome Regional Park at		Neutral

		Melrose and Santa Fe Dr. I am working with the County to ADD this 150' or so connection providing a safe pedestrian and bike friendly trail.		
Proposed Refinements	F	A bridge over the creek and about 125' of trail to the Santa Fe Trail in Guajome Regional Park will provide a pedestrian, bicycle and equestrian connection from the IRT to the SLR River Trail and eventually the San Luis Rey River Park near Bonsall and Fallbrook. A signalized crossing of Santa Fe Ave already exists.		Neutral
Proposed Refinements	F	Align the Trail adjacent to Loma Alta Creek to the Coastal Rail Trail versus O'side Blvd. Use the Channel-right-of -way and bridges above the creek as needed, possibly alter the sloped channel walls to vertical for added trail surface and improved flood capacity, perhaps improve the MHP bridge crossings. Extra Funding from Flood Control Agencies could help pay for the work. the trail bridge may need to be placed above the creek by the RV Park, similar to the San Elijo Bridge under the I-5 at Manchester.		Neutral
Proposed Refinements	F	Widen and re-surface the Buccaneer Beach trail and connect to the Coastal Rail Trail by the bridge under the rail tracks. The trail can be widened a few feet to match the bridge abutment at the Coast Highway where a new trail signal and crosswalk can be created, along with a 2 way trail on the west side of the Coast Highway to the Coast Highway Sprinter Station.		Neutral

Proposed Refinements	F	ADD a connection from the IRT to El Corazon destinations at the crossing of the tracks in the former Nursery which is to become another 400+ apartment complex, they can incorporate it into their design and the anticipated new road connection to El Corazon from Oceanside Blvd. Maybe they can incorporate a rest area with shade and a drinking fountain and bike tools and racks, and easy access to their commercial facilities like restaurants etc.		Positive
Proposed Refinements	F	This proposed trail is basically paralleling the existing bike trail off Hwy 76. Can we have trails that go north and south that could intersect with this proposed trail? I would like access off Mesa which is safer than biking on El Camino Real or Oceanside Blvd. With SO much new housing ie, apartments going up, that INCREASES traffic along these already congested roads! WHY isn't the CITY widening streets rather than packing MORE CARS on them?		Mixed
Proposed Refinements	F	Great area for birding. Some benches would be nice along with native landscaping to sit and observe in shade and protection		Positive
Proposed Refinements	F	Relocate the proposal to run the trail parallel to the tracks down this hill to provide traffic separation in this high-speed area.		Neutral
Proposed Refinements	F	Interesting idea, I like it.		Positive
Proposed Refinements	F	this detour onto Godfrey street is terrible. no one will use it. Too many crossings. Also, "wrong-way" bike paths with intersections are dangerous.		Negative
Proposed Refinements	F	please make the crouch crossing here instead of to the south. You are currently requiring cyclists to cross two streets to navigate one intersection. It is un-necessary to cross Downs St.		Negative

Proposed Refinements	F	Please be very selective and cautious on the use of curb stops and bollards for 'protection'. They have been a disaster for Encinitas and Vista is spending >$700k to remove them. Don't make the same mistake in this corridor.		Negative
Proposed Refinements	F	Sections like these may need lighting for safety they are segmented farther from Oceanside Blvd.		Positive
Proposed Refinements	F	Very dangerous area for crossing. A pedestrian signal is needed here.		Negative
Destinations - Recreation	G	I can't wait for this trail to be completed! I live at Morse and Alvarado and I love to ride my bike. Additionally, I believe people who work in Oceanside and live in other communities will also utilize it for work, which helps traffic.		Positive
Destinations - Shopping	G	This whole section that runs along Oceanside blvd needs to be moved to not be next to the road. The hill is too steep and cars speed in this section. I'd love to be able to use this trail to get to the beach, but I won't use it if it runs along Oceanside blvd. Too dangerous. I'm sure I'm not the only one.		Negative
Destinations - Shopping	G	A bridge would be the best		Positive
Other	G	The idea of using the Loma Alta Creek channel ROW instead of Oceanside Blvd is great! Will make the bike path much flatter and much safer than continuing on the busy Oceanside Blvd street.		Positive
Proposed Refinements	G	Is the City planning on developing this "Skylark Park" area? As far as I know this is a commercial lot, not owned/maintained by the City...This would be amazing if a public park was put in here!		Positive
Proposed Refinements	G	Transitioning the IRT to the Loma Alta Creek drainage ROW at this location and continue all the way to the Buccaneer Bike Trail would be a much better option. It would provide a flatter		Positive

		trail and separate users from traffic, especially on Oceanside Blvd.		
Proposed Refinements	G	Please no at-grade crossing with a blink light that drivers rolling through at top speed will ignore. They barely stop for the rail gates. Take the opportunity to grade-separate El Camino from both the Sprinter tracks and the bike path.		Negative
Proposed Refinements	G	As with El Camino, full grade separation makes sense here. have Rancho Del Oro go over or under the tracks, and Sprinter and the bike trail can stay at-grade. Ensure direct access to the station from the trail.		Neutral
Proposed Refinements	G	+1 Connecting these two would be amazing	Pin was in Vista	Positive
Proposed Refinements	G	Hey look an exist path that doesn't go down busy streets endangering people and messing with traffic why not widen this?		Negative
Proposed Refinements	G	Reminders to bicyclists that they are required to obey traffic laws (make full stops at stop signs and red lights) would be helpful as well as making this intersection a three way stop would be helpful.		Positive
Proposed Refinements	G	Please add reminders to bicyclists that they must come to a stop before crossing any marked intersection (stop sign or red light). This would be in addition to the stop sign or light). Perhaps placing reminders 30-40 feet before the crossing.		Neutral
Proposed Refinements	G	Trail should continue under the road, avoiding friction with vehicles.		Negative
Proposed Refinements	G	I hope that a bicycle signal could be implemented at this intersection to allow for folx to be able to access the inland rail trail seamlessly without having to press the pedestrian button. Induction loop or a bike light button could be useful. And it'd be good to have bike boxes to		Positive

		have folx access the trail from any side of this intersection, not just the trails.		
Proposed Refinements	G	People drive by these tracks pretty quickly, and at night has poor visibility due to overgrown shrubbery and lack of adequate lighting. RFB bicycle/ped crossing would be good to have.		Mixed
Proposed Refinements	G	Having a flyover or even a tunnel would be good here. Due to high traffic, I don't know that RFBs will be respected. Stop lights might work but will create more congestion.		Positive
Proposed Refinements	G	I understand that apartments are planned for this area. Ensuring that existing and future housing have access to the trail will be key to help reducing VMT and car dependency. I also agree with other comment about it connecting to the sprinter station and proving access. Not only will bicyclist have access, but it will also allow access to the surrounding community to use the train! Additionally, lighting will be very important to ensure folx feel safe.		Neutral
Proposed Refinements	General	Ensuring that folx are able to cross fast traffic will be important here. Tunnel or bridge would be great. Hoping that bicycle signaling/timing and wayfinding can also be added to the intersections leading up to the frontwave arena!		Positive
Proposed Refinements	H North	All way stop would be needed here, as well as traffic calming.		Neutral
Proposed Refinements	H North	Would need to add bicycle timing to this intersection to allow for cyclists to access the trail and businesses in this area.		Neutral
Proposed Refinements	H North	Clear signage for drivers to be aware of cyclists and for cyclists to know where to position themselves will be important to avoid collisions. Bicycle lights would also be useful for this intersection as people are rushing to get on/off		Neutral

		the freeway. Lighting will be important under the freeway due to visibility decreasing.		
Destinations - Recreation	H South	Hoping the arms to prevent pedestrians from crossing the tracks are kept so that cyclists are also not trying to cross the tracks as the trains pass.		Neutral
Other	H South	Please consider this		Neutral
Proposed Refinements	H South	It will be beneficial to add access to the Oceanside transit station.		Neutral
Proposed Refinements	H South	Access to the pier area, including the Junior Seau amphitheater will be important.		Neutral
Other	utside of OI	Connection to the harbor and its business will be key.		Neutral
Other	outh of OIR	Bridge over to save lives		Positive

OCEANSIDE INLAND RAIL TRAIL COMMUNITY ADVISORY BOARD (CAB)

Meeting #4

February 12, 2026

AGENDA

1. Re-Introduce the CAB and Project Description
2. Phase 3 Public Engagement Recap
3. Feasibility Report Updates
4. Concept Plans Updates
5. Next Steps
6. Questions and Open Discussion

COMMUNITY ADVISORY BOARD AND PROJECT DESCRIPTION

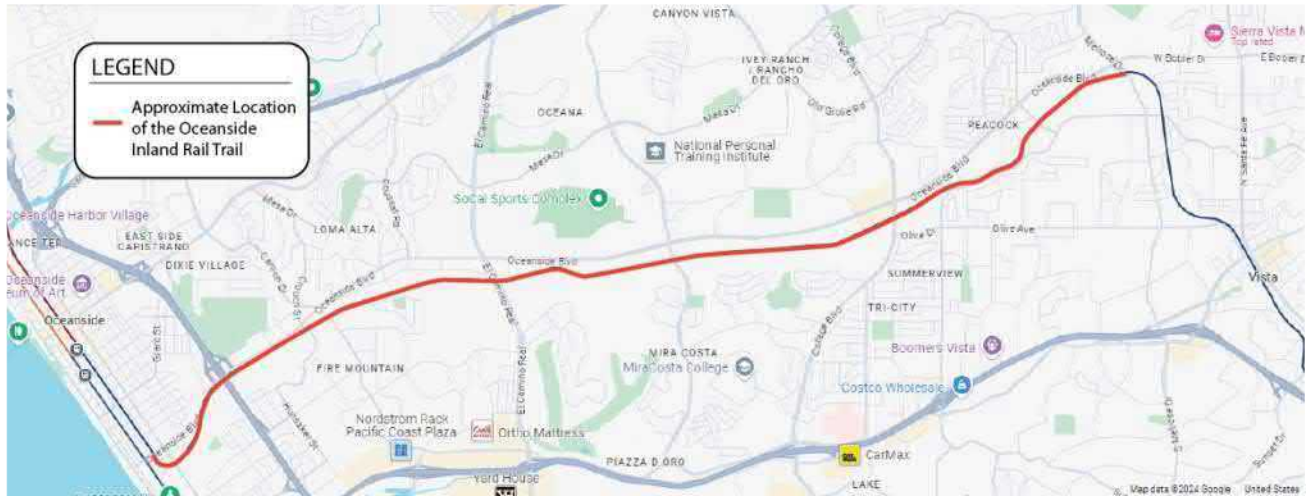
MEMBERS OF THE COMMUNITY ADVISORY BOARD (CAB)

PRIORITIES OF THE CAB

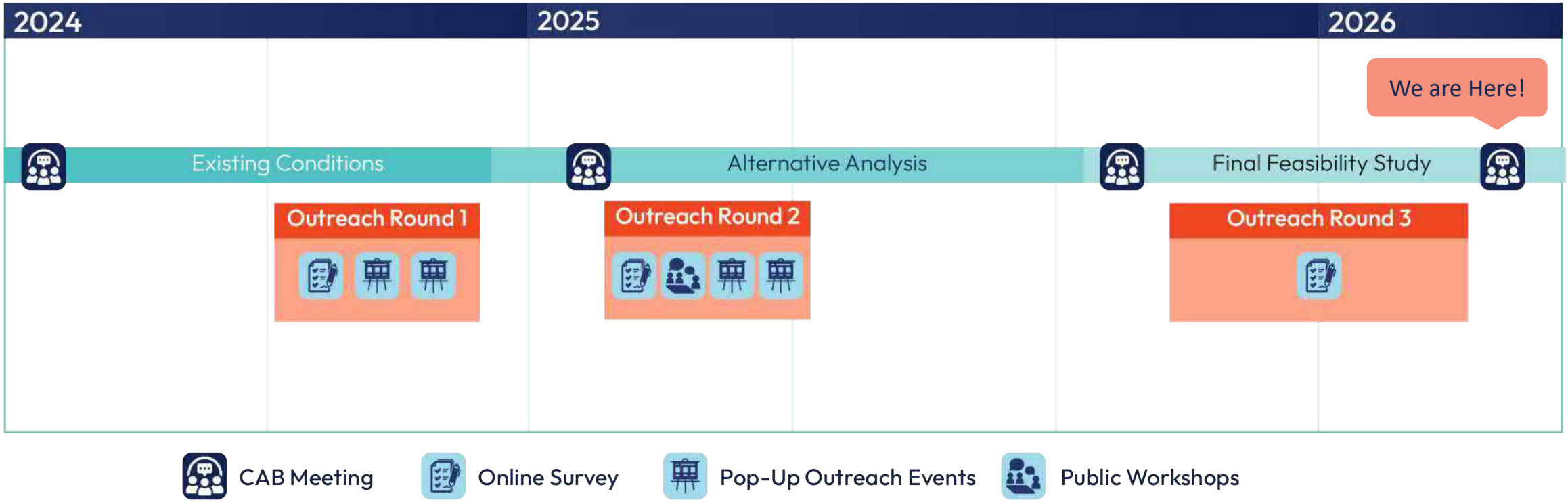
- Act as a liaison between the project and the public
- Increase engagement and develop community support for the project
- Enhance project team understanding of community needs
- Support the development and refinement of the preferred alternative

OCEANSIDE INLAND RAIL TRAIL DESCRIPTION

- Final 7 miles of the 21-mile Inland Rail Trail, connecting Oceanside, Vista, San Marcos, Escondido, and unincorporated County of San Diego
- Intended to provide commuter and recreational access to employment, medical & community centers, housing opportunities, regional Transit, and the beach
- Part of Oceanside and SANDAG's plan to provide strong east-west active transportation connections to meet regional transportation needs

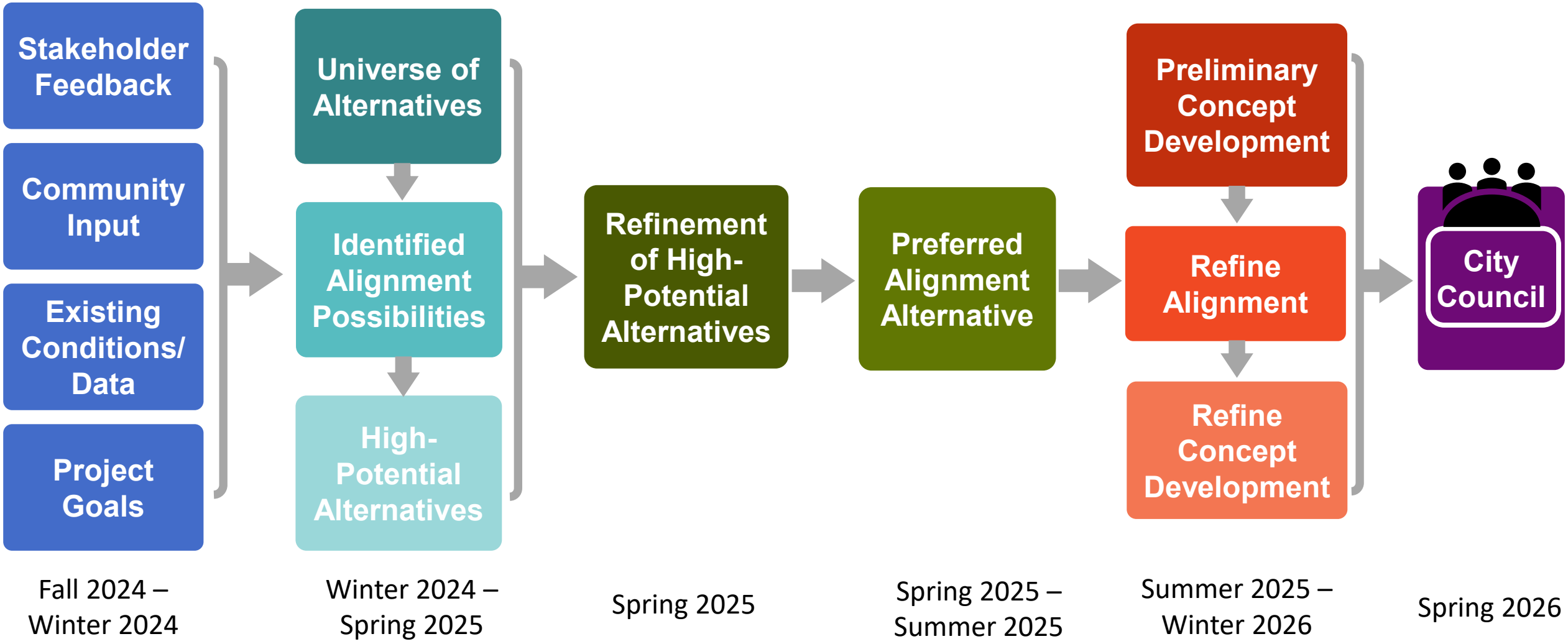


PROJECT SCHEDULE



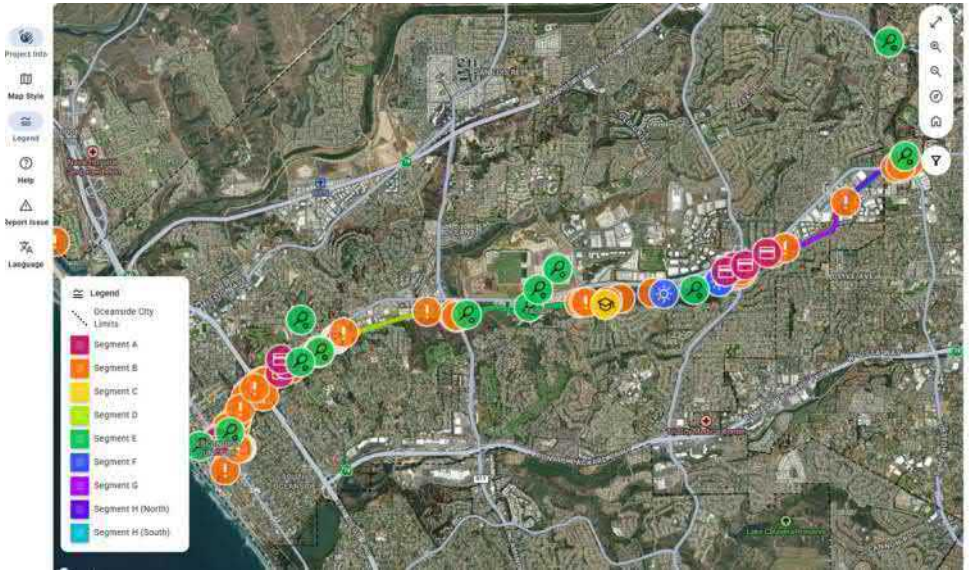
PHASE 3 PUBLIC ENGAGEMENT

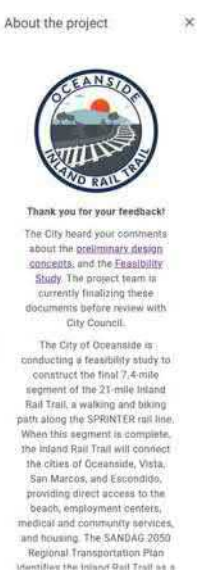
ALIGNMENT ALTERNATIVE SELECTION FLOWCHART

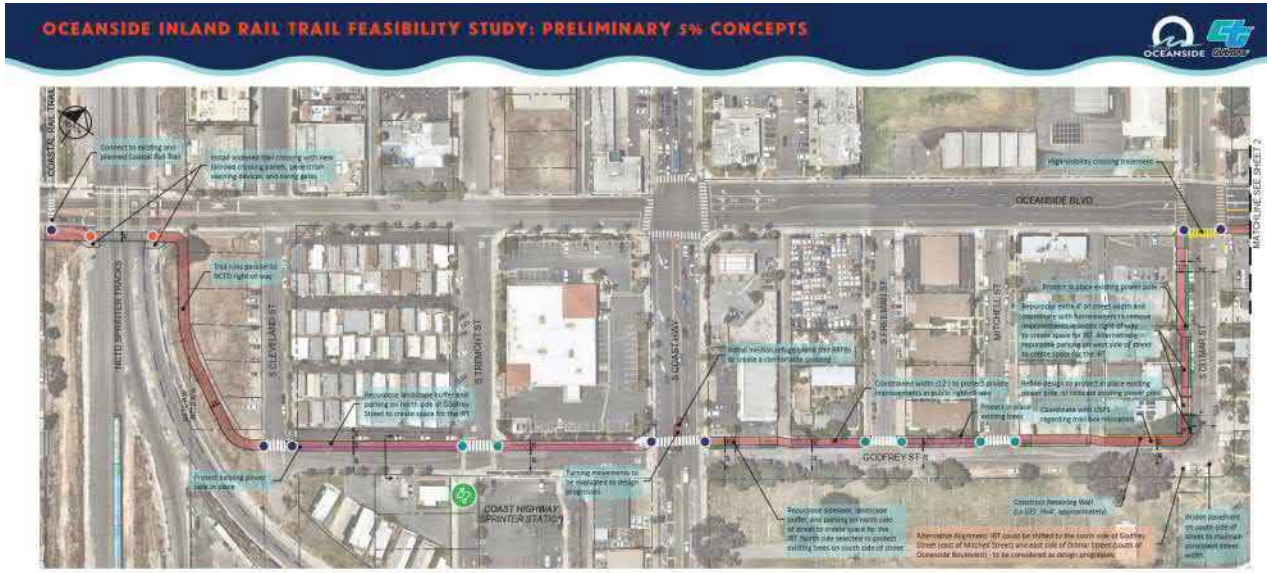


PHASE 3 PUBLIC ENGAGEMENT

Presented Draft Feasibility Study and Preliminary Design Concepts for feedback







PHASE 3 PUBLIC ENGAGEMENT TIMELINE

October 2025:

- CAB #3 on 10/21/25
- Received CAB comments on draft concepts

November 2025:

- Summarized CAB responses to draft concepts
- Opened Phase 3 public survey on draft concepts and Draft Feasibility Study

December 2025:

- Compiled and analyzed Phase 3 comments

January 2026:

- Updated concepts and Feasibility Study

WHAT WE HEARD

- 311 survey responses
- 140 map comments
  - 24 destinations
  - 53 proposed refinements
- Questions regarding mode separation, crossings, and connections
- Interest in alternative alignments, especially for western corridor
- Concerns regarding downhill speed along Oceanside Blvd between Ditmar Street and Parkwood Lane

REPORT UPDATES

REPORT UPDATES

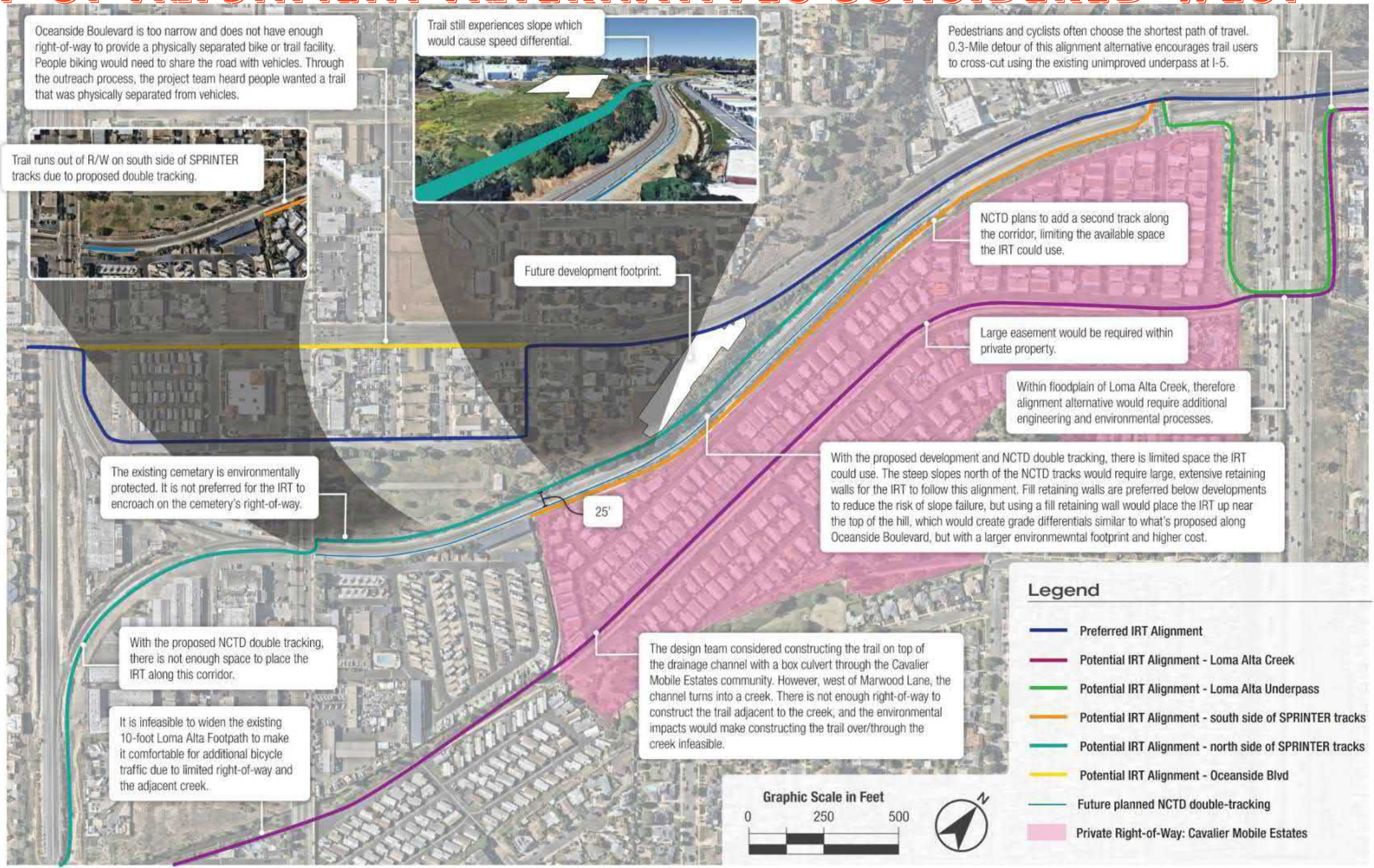
- Addition of a Frequently Asked Questions (FAQ) section to **Appendix C: Outreach & Engagement Summary** to address repeat questions
- Additional discussion regarding roadway crossing options, CPUC's safety requirements, and the cost of alternative solutions to signalization
- Creation of a figure summarizing the alignment alternatives considered west of I-5

ROADWAY CROSSINGS

- Text added to Chapter 5: Preliminary Concept Design
- Acknowledge that additional signals have potential to create additional traffic delay
- Reiterate CPUC safety requirements, noting grade separation or signalization is likely needed
- Discuss the challenges of grade separation at El Camino Real: utilities, retaining walls, cost, and more difficult destination access

Grades at Rancho Del Oro Road vs El Camino Real (Source: Google Street View)

SUMMARY OF ALIGNMENT ALTERNATIVES CONSIDERED WEST OF I-5

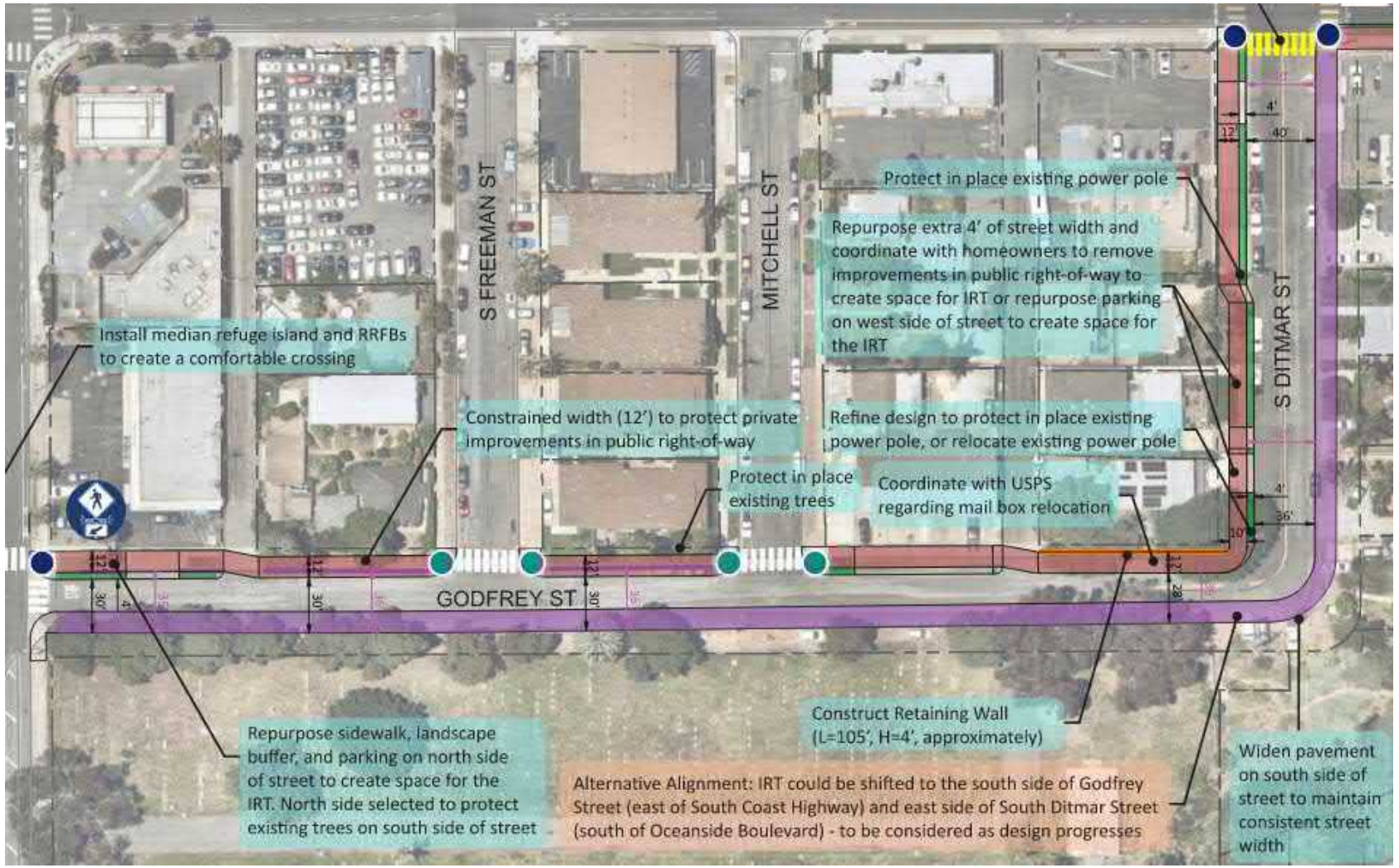


CONCEPT UPDATES

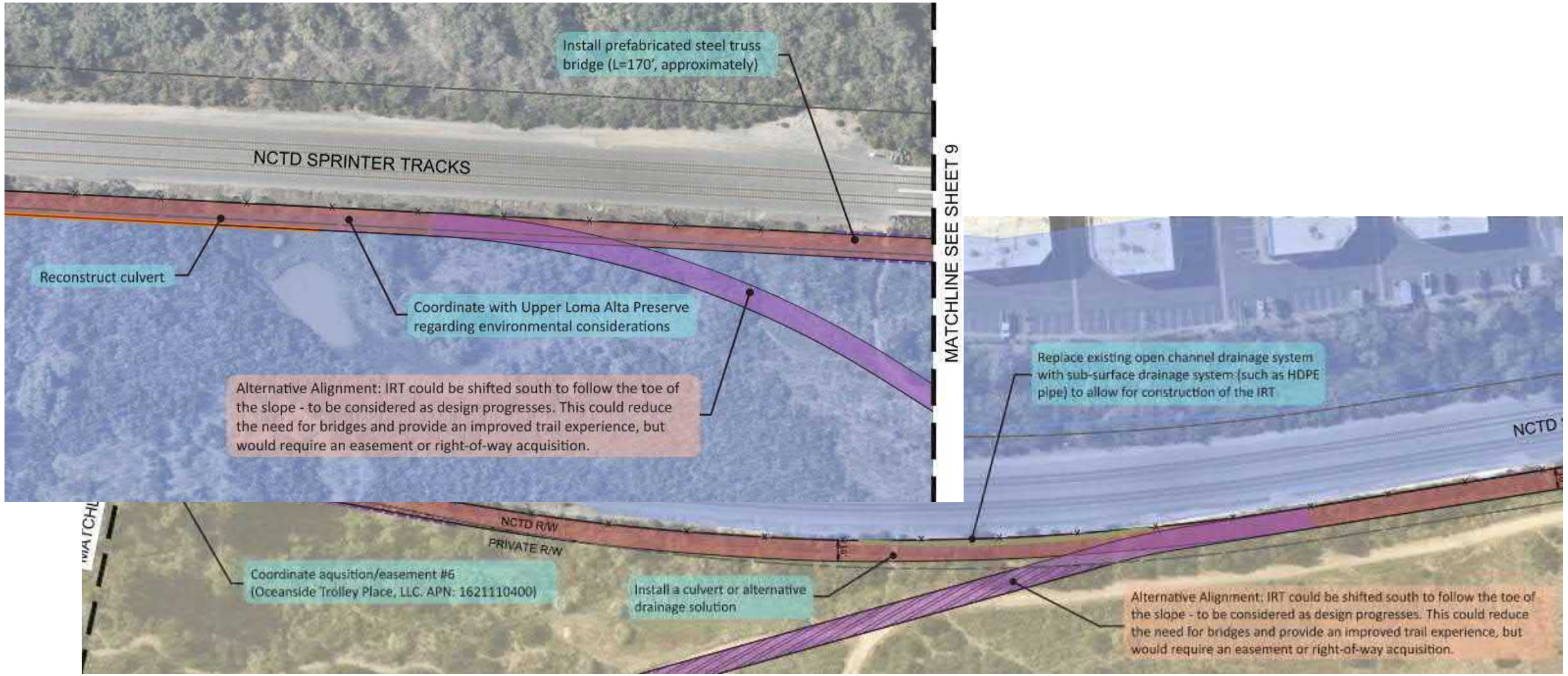
CONCEPT PLANS UPDATES

- Alignment alternatives suggested in Phase 3 were evaluated for feasibility and added to the concepts for consideration in future design phases
  - Ditmar St
  - Upper Loma Alta Creek Preserve
- Concerns expressed in Phase 3 regarding downhill speeds on Oceanside Boulevard between Ditmar Street and Parkwood Lane resulted in the addition of a landscape buffer and trail widening
  - Added cross section to better illustrate proposed improvements
- Added symbols to represent RRFB and other crossing improvements
- Added symbols to represent trail connection opportunities

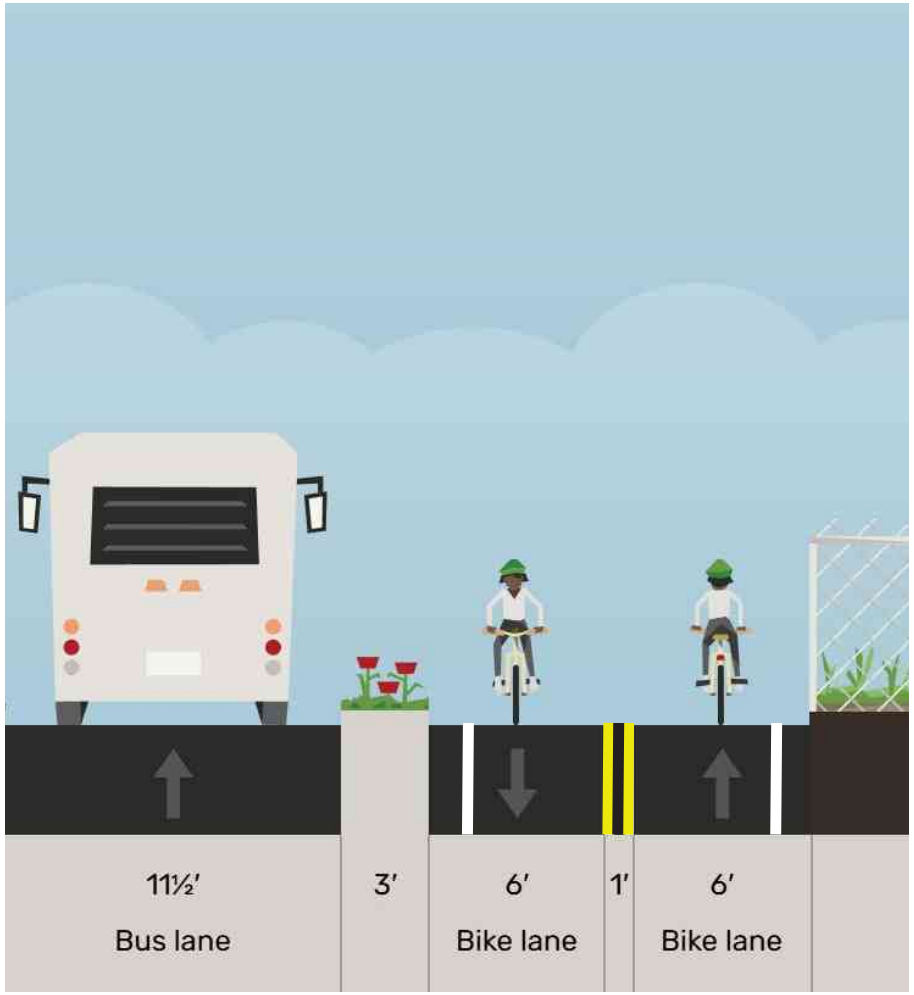
ALIGNMENT ALT. ON GODFREY STREET EAST OF COAST HWY



ALTERNATIVE THROUGH PRESERVE (B/W RDO & COLLEGE)



OCEANSIDE BOULEVARD CHANGES WEST OF I-5



NEXT STEPS

NEXT STEPS

1. Share documents with City Council members after CAB and prior to City Council presentation (April 8th)
2. Address minor changes requested by City Council, if necessary
3. Present to City Council
4. Address minor changes requested by City Council, if necessary
5. City Council action
6. Pursue grant funding for future project phases

QUESTIONS & OPEN DISCUSSION

PHASE 3 FAQ

- Several segments of the preferred alignment alternative show the IRT traveling parallel or adjacent to roadways. How will the IRT be made safe when it is close to vehicular traffic?
  - A separated multi-use path is proposed for the entirety of the OIRT preferred alignment. As shown in **Appendix D: 5% Preliminary Design Concepts**, even when the proposed OIRT is adjacent to a roadway, it will be separated from vehicular traffic with elements such as landscape buffers, a raised curb, or vertical barriers
- Why does the proposed OIRT travel along Godfrey St and Oceanside Blvd west of I-5, instead of remaining next to the SPRINTER tracks?
  - Many design options were considered west of I-5, but due to limited right-of-way on Oceanside Blvd west of Ditmar St, and steep slopes and limited right-of-way next to the SPRINTER tracks, the proposed IRT provides the best user experience while still providing a constructable community asset. **Figure 4-2: Summary of Alignment Alternatives Considered West of I-5** shows some of the constraints west of I-5 which ultimately led to the proposed OIRT in this section.

PHASE 3 FAQ

- Will connections to other biking trails in Oceanside such as the San Luis Rey River Trail be included as part of the OIRT?
  - The City is reviewing active transportation connections throughout the City as part of the Oceanside Active Transportation Plan and Oceanside Safety Action Plan. While the IRT will only connect to active transportation facilities which are adjacent to the proposed IRT alignment, connections to schools, parks, places of employment, and other trails can be provided through the greater active transportation network within Oceanside.
- How will the major road crossings be made safe for trail users?
  - Major road crossings are shown in detail in **Appendix D: 5% Preliminary Design Concepts**. Crossing strategies include traffic signals for roadways with heavy traffic, and RRFBs with refuge islands for lower traffic roadways. Each roadway crossing along the proposed OIRT has unique design challenges, but infrastructure improvements at each crossing will allow for a smooth ride throughout the OIRT.

PHASE 3 FAQ

- How will the OIRT be made safe for a mix of bicycles, pedestrians, and other modes of transportation?
  - The proposed OIRT alignment was chosen to provide a maximum width throughout as much of the OIRT corridor as possible. By providing a wider cross-section, trail users can have space to navigate different user groups with different preferred travel speeds. Traversable shoulders and relatively flat grades also help user groups mix safely. The physical design components of the IRT are discussed in more detail in **Section 5: Preliminary Concept Design**.

Oceanside Inland Rail Trail

Community Advisory Board

Meeting #4 Summary

February 12, 2026

MEETING AGENDA AND NOTES

Community Advisory Board Meeting #4

February 12, 2026, at 1:00 PM PST

Location: Oceanside City Council Chambers

Participants

Group	Attendees
Oceanside Arts Commission	Brigid Parsons
Oceanside Bike and Ped Committee	Tom Lichterman
City of Vista	Jill Bankston
Caltrans	Trey Hahn
NCTD	Lillian Doherty
City of Oceanside	Luis Cardenas, Teala Cotter, Kristopher Martinez, Kimberly Corbin
Byrne Communications	Kristen Byrne
Kimley-Horn	Naomi Germain, Josh Rowe, Brigid Ahern
Unaffiliated	Bogart Bockman

Agenda

1. Re-Introduce the CAB and Project Description
2. Phase 3 Public Engagement Recap
3. Feasibility Report Updates
4. OIRT Concepts Updates
5. Next Steps

Meeting Summary

Re-Introduction of the Community Advisory Board (CAB) and the Inland Rail Trail (IRT)

- The CAB acts as a liaison between the project and the public by giving the project team insights on stakeholder opinions and by sharing information about the project and outreach events
- The IRT will connect the communities of Escondido, San Marcos, unincorporated San Diego County, Vista, and Oceanside
- The OIRT feasibility study consists of 3 phases
    - Phase 1 – Existing Conditions
    - Phase 2 – Alternative Alignments
    - Phase 3 – Final Assessment and Alignment (Current Phase)

Phase 3 Public Engagement Recap

- The OIRT received detailed and heartfelt engagement from the communities in and around Oceanside throughout all phases of the feasibility study
- The survey and mapping exercise were open from November 1 through December 5, 2025. The project team received 311 survey responses and 140 map comments (24 destinations, 53 proposed refinements, 11 “other”, and 52 replies to comments)
- Some comments came up more than others, and these were generally the comments which resulted in revisions to the OIRT concepts and Draft Feasibility Study. Common themes included:
    - Alternative alignments west of Interstate 5 (I-5)
    - Concerns over vehicle and bicycle speeds on Oceanside Blvd between Ditmar Street & Parkwood Lane
    - Connections to destinations along the IRT
    - Crossing types at major roadways including El Camino Real and Rancho Del Oro

Feasibility Study Updates

- The following changes were made to the Draft Feasibility Study due to Phase 3 of Engagement
    - Frequently Asked Questions (FAQ) section added
    - Added graphic discussing alternative alignments which were considered by the project team west of I-5
    - Additional discussion added regarding roadway crossings
- The Draft Feasibility Study should include discussion regarding public art along the OIRT

OIRT Concept Updates

- The following changes were made to the IRT Concepts due to community input during Phase 3
    - Added a high-level alignment alternative on the south side of Godfrey Street east of Coast Highway for consideration in future phases of the project
    - Added a high-level alignment alternative through the preserve between Rancho Del Oro and College Boulevard for future consideration
    - Concerns expressed in Phase 3 regarding downhill speeds on Oceanside Boulevard between Ditmar Street and Parkwood Lane resulted in the addition of a landscape buffer and trail widening (13-foot path with 3-foot landscape buffer)
    - Added cross-section to better illustrate proposed improvements on Oceanside Blvd between Ditmar Street & Parkwood Lane
    - Added symbols to represent RRFB and other crossing improvements
    - Added symbols to represent trail connection opportunities
- There was additional discussion regarding the proposed residential development on the hillside just east of Ditmar Street is an apartment complex with approximately 150 units
    - This development may be 1-2 years from construction
    - The nature of the connection between this development and the proposed IRT is unknown, but may be facilitated through public streets adjacent to the site
- There was additional discussion regarding a potential alignment of the IRT west of I-5 along the Loma Alta Creek
    - This alignment alternative will not be shown on the OIRT Concepts due to environmental challenges and required easements which make it a high-risk alternative

- There was additional discussion regarding potential conflicts between cyclists and right-turning vehicles from Oceanside Boulevard to Parkwood Lane due to limited visibility if a bus is stopped in the proposed pullout on the southwest corner of the intersection
    - The design shown on the Concepts achieves the minimum 25-foot offset from the center of the SPRINTER tracks, but will be revisited in future design phases
    - The revised Concepts will note that this potential conflict should be further studied and addressed
- At the request of the Oceanside Bike & Ped Committee, the barrier between the IRT and Oceanside Boulevard between Ditmar Street and Parkwood Lane shall be shown as a concrete barrier as opposed to a landscape buffer
- The OIRT Concepts will continue to show two alignment alternatives (north & south of the SPRINTER tracks) on the eastern end of the study area

Additional Discussion

- Phasing of future development of the OIRT will be dependent on funding and environmental review processes
    - The usability of different segments of the IRT, if they are built on their own, will also be considered during future development
- Environmental best practices were discussed along portions of the IRT which run through preserved land; these processes will be examined again with much more detail in future design phases
- It is noted that additional traffic signals can cause delay for vehicles, and that these issues would be studied in more detail during future design phases
- A potential phasing plan was discussed which would involve first developing a rideable surface, then later providing the final paved IRT
    - Due to the high cost of retaining walls and relatively low cost of paving, the OIRT will most likely be phased in segments which will be fully constructed in each phase
- Caltrans does not have comments at this time on the Draft Feasibility Study or the OIRT Concepts
- The Vista City Council would like to receive an update about the progress of the OIRT Feasibility Study, when possible

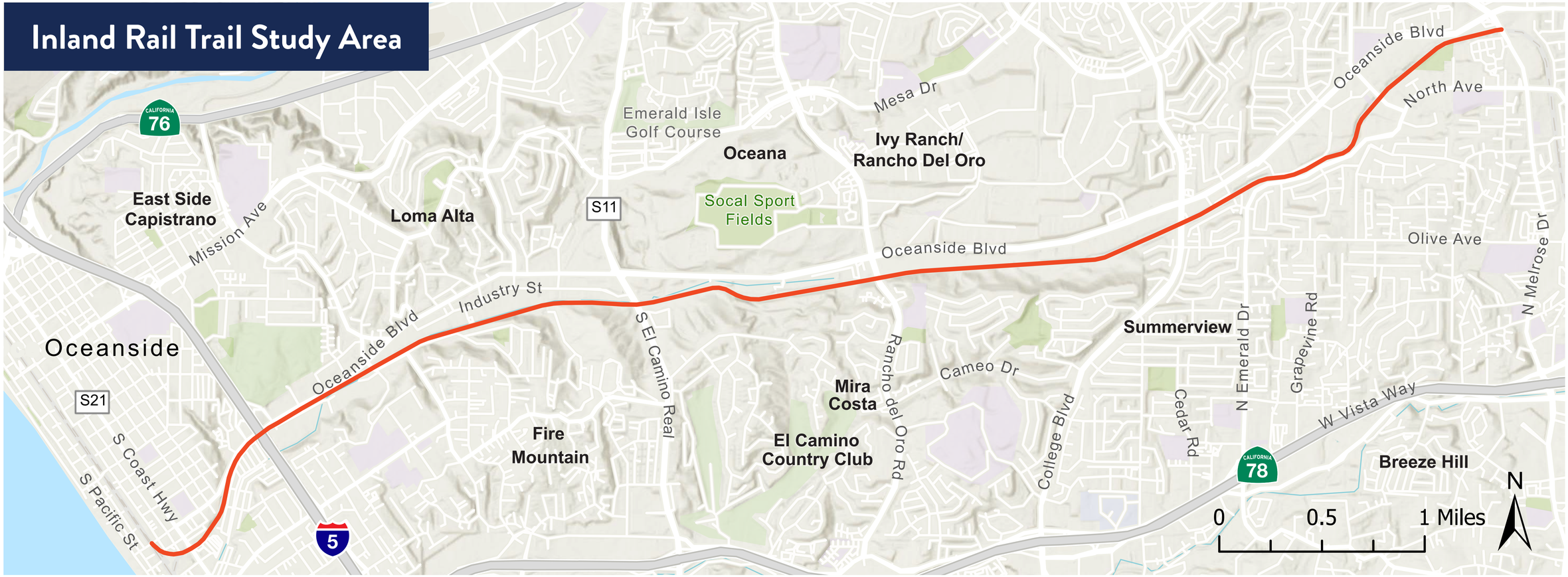
Next Steps

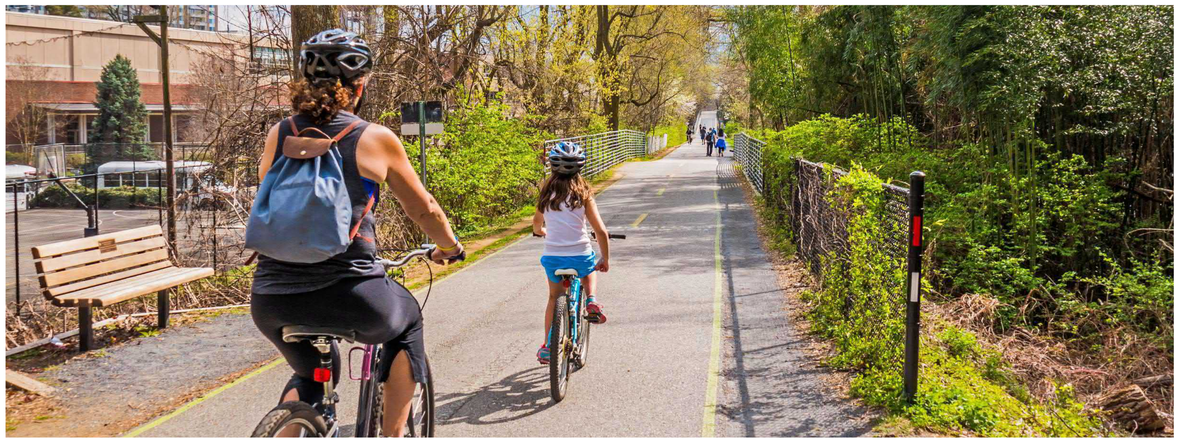
- Share documents with City Council members prior to City Council presentation (April 8th)
- Address minor changes requested by City Council, if necessary
- Present to City Council
- Address minor changes requested by City Council, if necessary
- City Council action
- Pursue grant funding for future project phases

Attachment E: Pop-Up Boards

OCEANSIDE INLAND RAIL TRAIL PROJECT

Inland Rail Trail Study Area





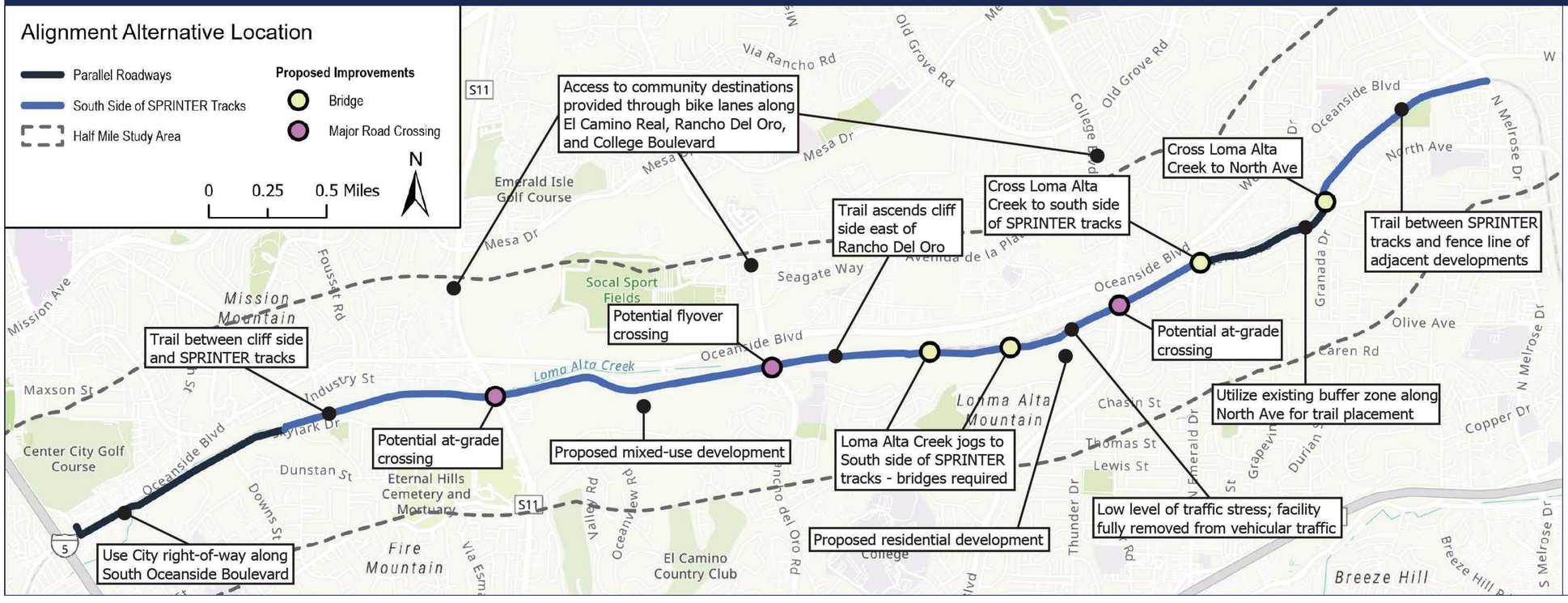
OCEANSIDE INLAND RAIL TRAIL PROJECT

Place a sticker dot on each of the categories below to help us identify what is important to you.

How would you primarily use the Inland Rail Trail?	What are the top 3 features you would like to see on the Inland Rail Trail?	What is the most important priority for the Inland Rail Trail?
Walking	Shade	Safety
	Native Landscaping	
Jogging	Habitat/Ecological Enhancements	Access & Mobilty
	Lighting	
Biking	Benches/Seating	Trail Experience
	Public Art	
E-Bike	Drinking Fountains	Sustainability
	Map Kiosks	
Scooter	Directional Signage	Feasibility & Timeline
	Educational/Interpretive Signage	
Mobility Device	Bike Fix-it Station	Equity
	Bike Parking	

OCEANSIDE INLAND RAIL TRAIL PROJECT

Alignment Alternative A – South of SPRINTER Tracks



Access	Cost
Moderate	High

Level of Stress	Route Directness
Low	High

Topography

Difficult

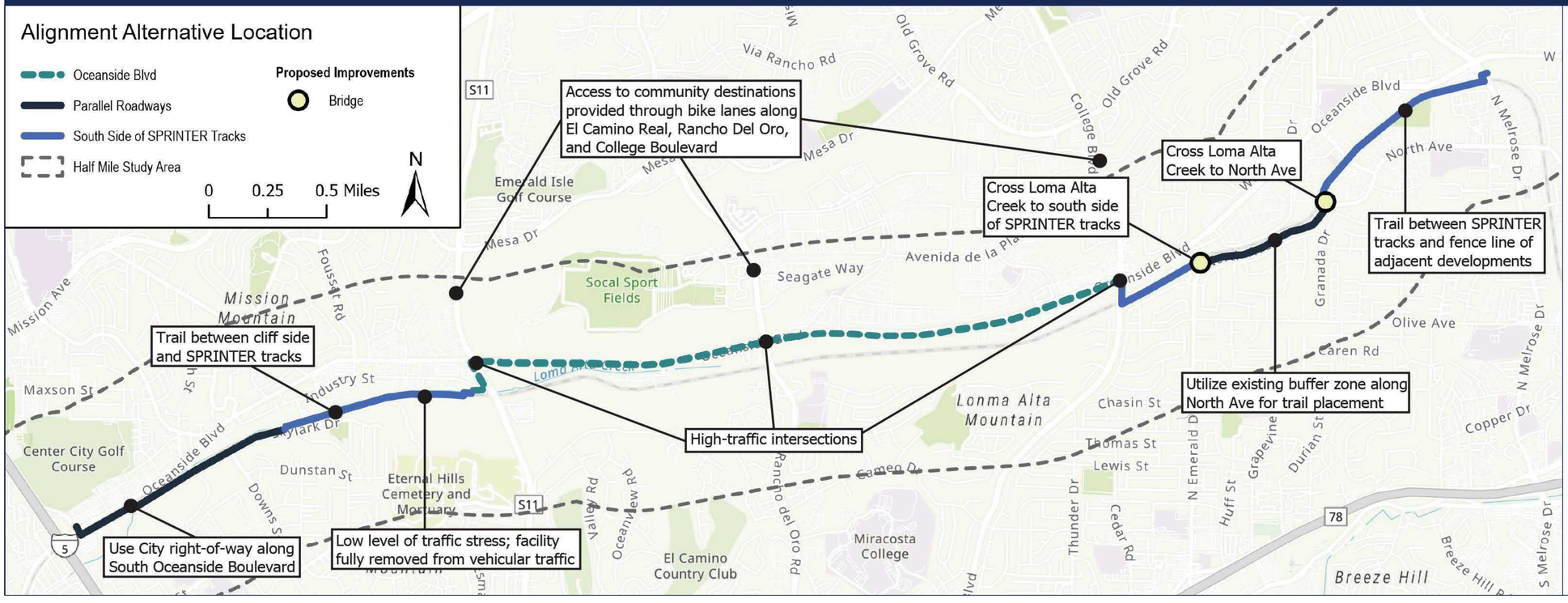
What do you **LIKE** about this alignment? *Place a sticker next to your top selection(s)*

- Route is direct and follows a clear path.
- Route follows a scenic path removed from roadways.
- Level of separation from vehicular traffic.
- Route uses the least amount of space along parallel roadways compared to Alternatives B and C.

Other? *Please fill out a sticky note and place it here*

OCEANSIDE INLAND RAIL TRAIL PROJECT

Alignment Alternative B – South of SPRINTER Tracks + Oceanside Blvd



Access	Cost
High	Moderate

Level of Stress	Route Directness
Moderate	Low

Topography

Moderate

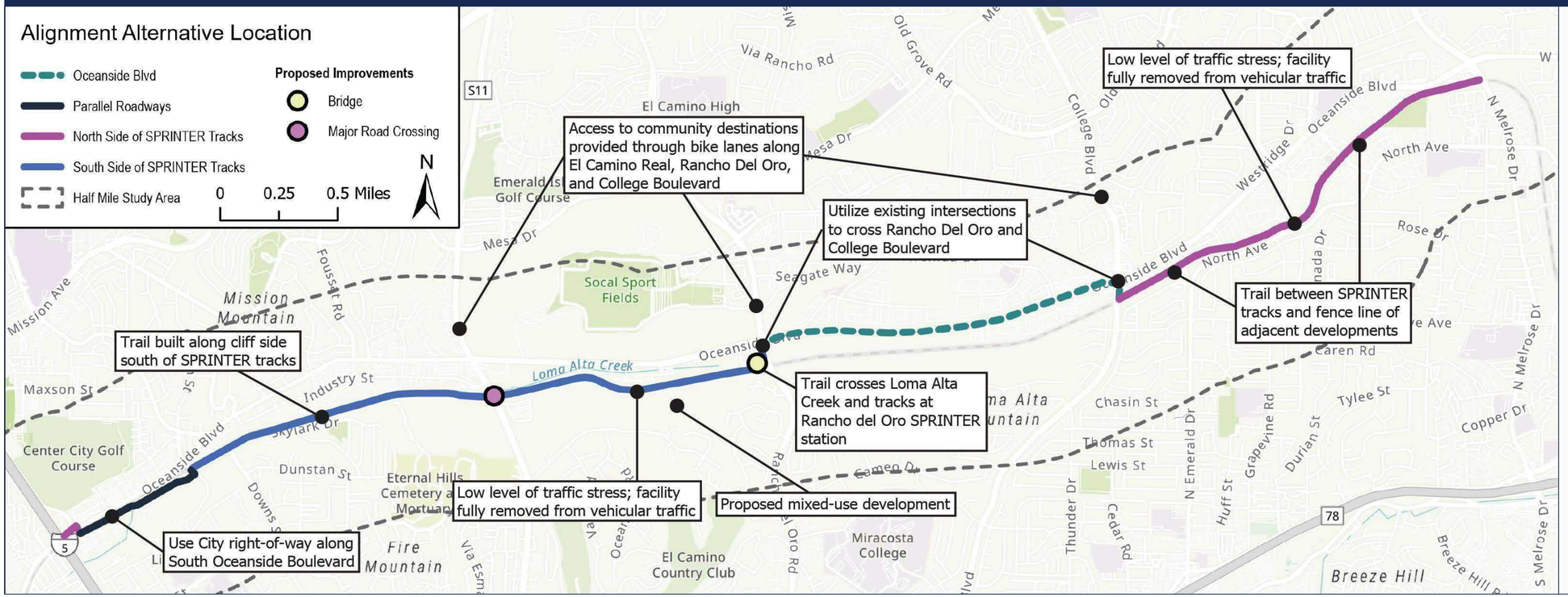
What do you **LIKE** about this alignment? *Place a sticker next to your top selection(s)*

- Access to community destinations along Oceanside Blvd.
- Route has moderate terrain.
- Reduced cost compared to Alternative A due to fewer bridge structures.
- Route cost is moderate.

Other? *Please fill out a sticky note and place it here*

OCEANSIDE INLAND RAIL TRAIL PROJECT

Alignment Alternative C – North + South of SPRINTER Tracks



Access
Moderate

Cost
Moderate

Level of Stress
Low

Route Directness
Low

Topography
Moderate

What do you **LIKE** about this alignment? *Place a sticker next to your top selection(s)*

- Destinations on both north and south side of SPRINTER tracks are served.
- Route uses existing intersections to cross College Blvd and Rancho Del Oro.
- Level of separation from vehicular traffic.
- Route cost is moderate.

Other? *Please fill out a sticky note and place it here*

OCEANSIDE INLAND RAIL TRAIL PROJECT

PROJECT GOALS:

Design of potential alignments for the Oceanside IRT will be guided by the following goals:

Create a safe, free, and low stress connection to employment, schools, recreation, and the Pacific Ocean

Connect the multi-use path to existing facilities to provide multimodal use at local and regional levels

Create a balanced and feasible multi-use path that aligns sustainability, mobility, safety, access, economy, health, and social equity

Establish a clear direction and feasibility steps to implement the project in such a way that supports underserved communities and minimizes environmental impacts

Develop alignments that allow for environmental best practices such as native vegetation and shade trees to reduce urban heat island effect

OCEANSIDE INLAND RAIL TRAIL PROJECT

PHASE 1 EVENT SUMMARY

SURVEY: October 1 to October 31, 2024

POP-UP #1:
Saturday, October 12, 2024
Oceanside Pier

POP-UP #2:
Saturday, October 19, 2024
Wagner Aquatic Center & Senior Center

TOP RESPONSES

How would you use the Inland Rail Trail?

- BIKING
- E-BIKE
- WALKING

What are the top three features you would like to see on the Inland Rail Trail?

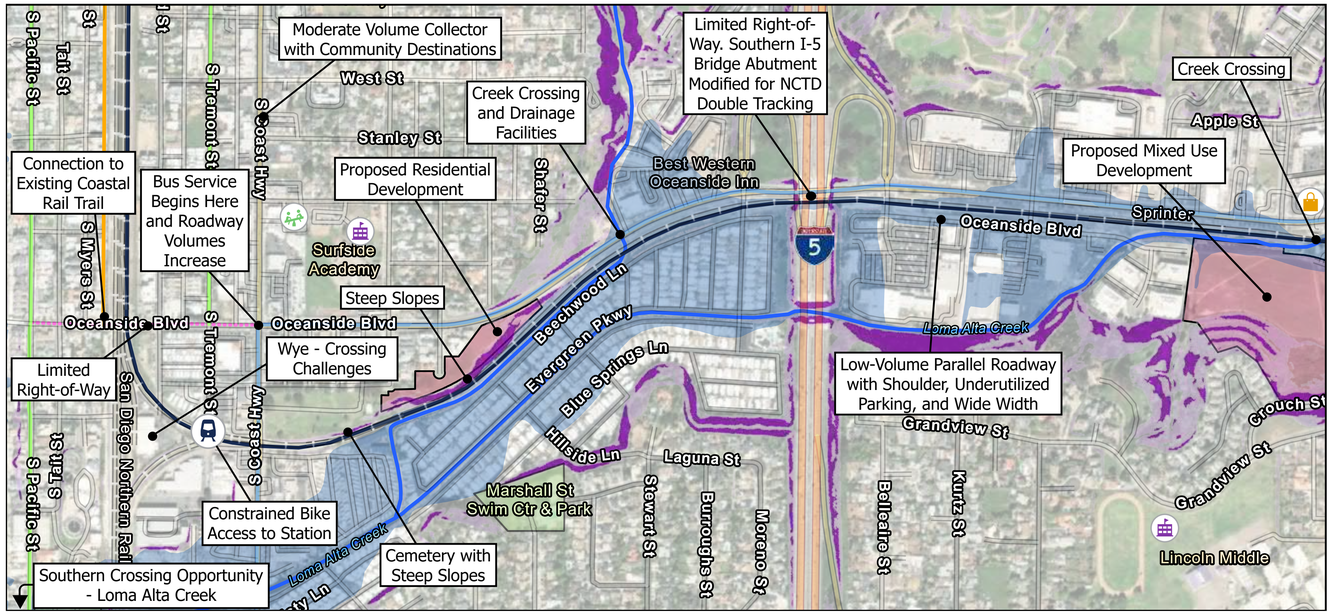
- NATIVE LANDSACAPING
- SHADE
- LIGHTING

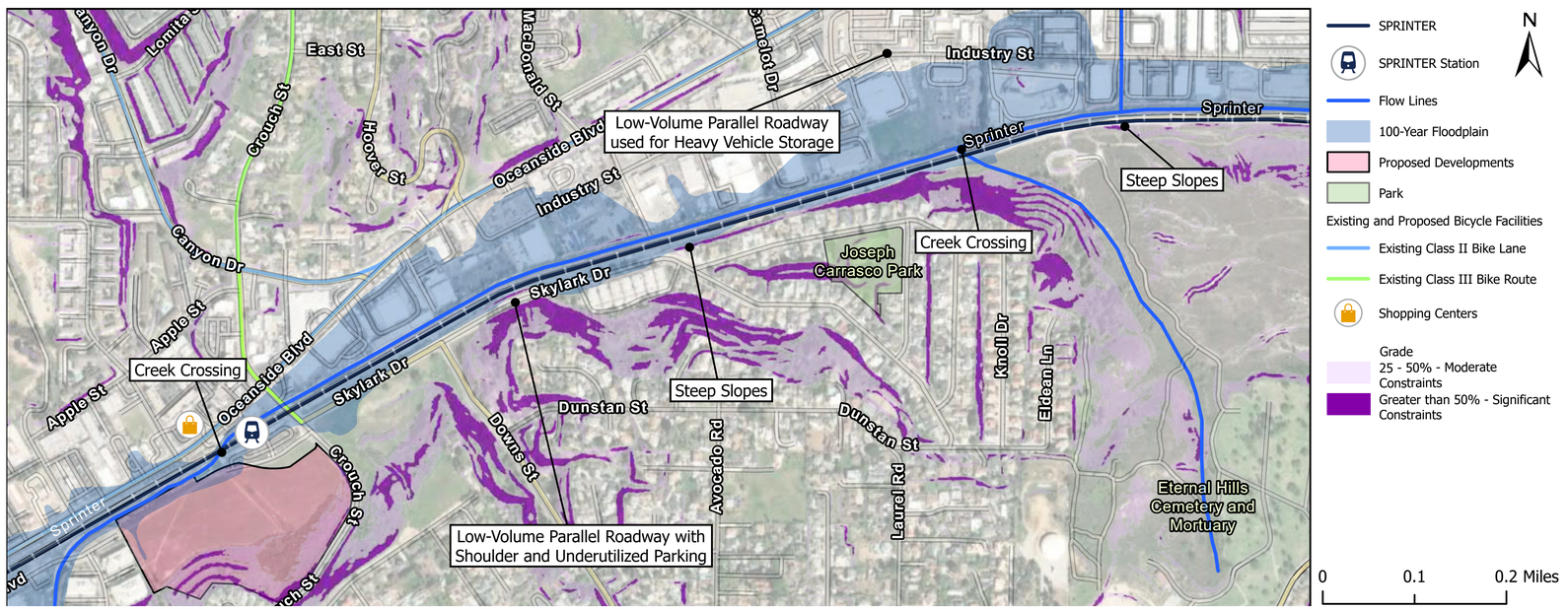
What is the most important priority for the Inland Rail Trail?

- SAFETY
- ACCESS AND MOBILITY
- TRAIL EXPERIENCE

OCEANSIDE INLAND RAIL TRAIL PROJECT

OPPORTUNITIES & CONSTRAINTS





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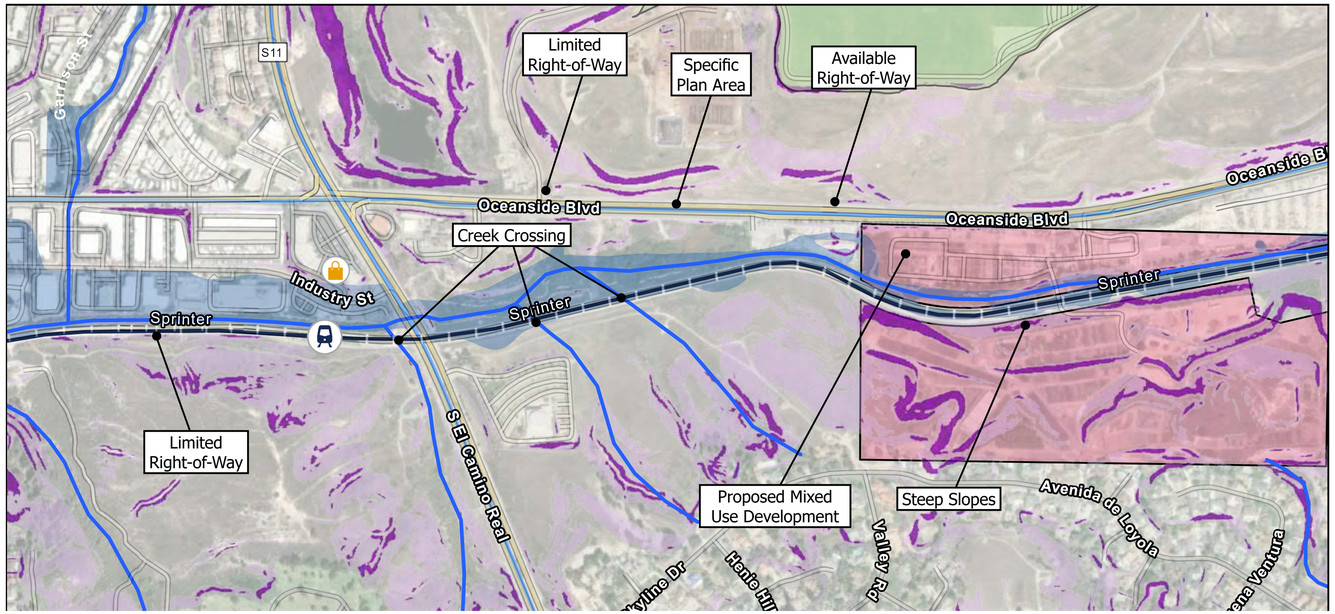
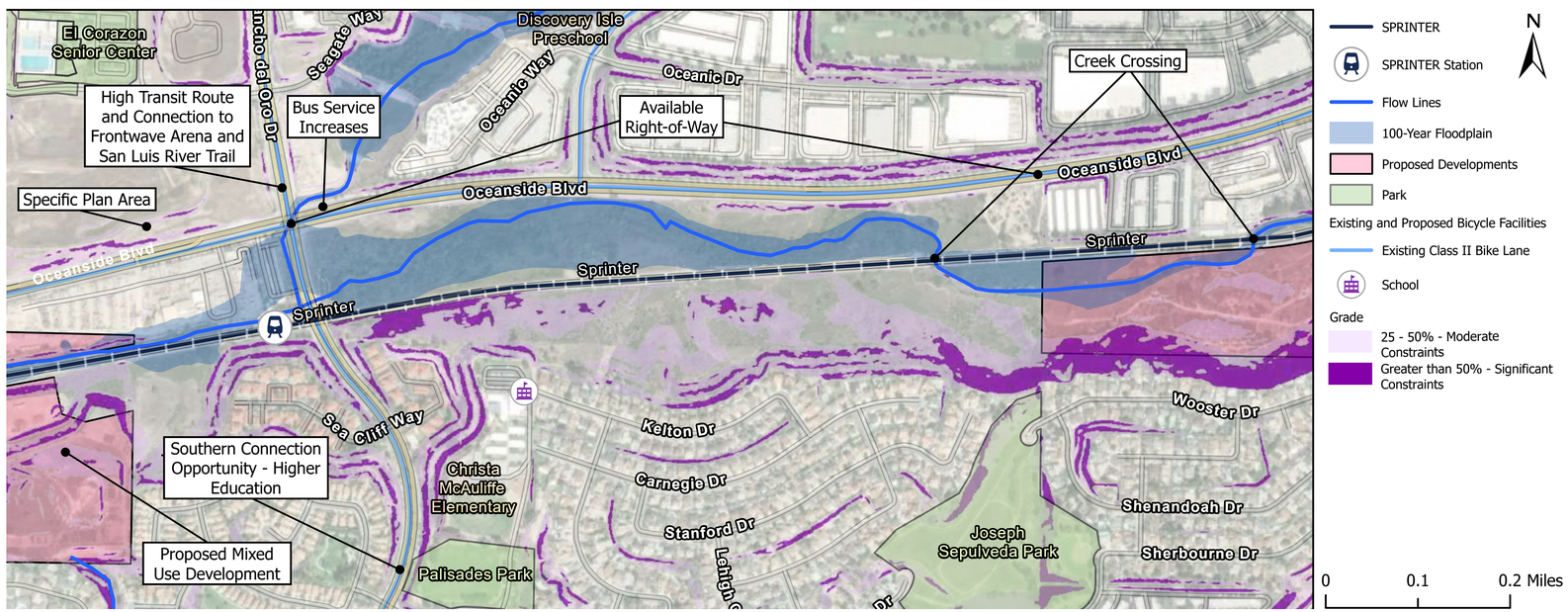
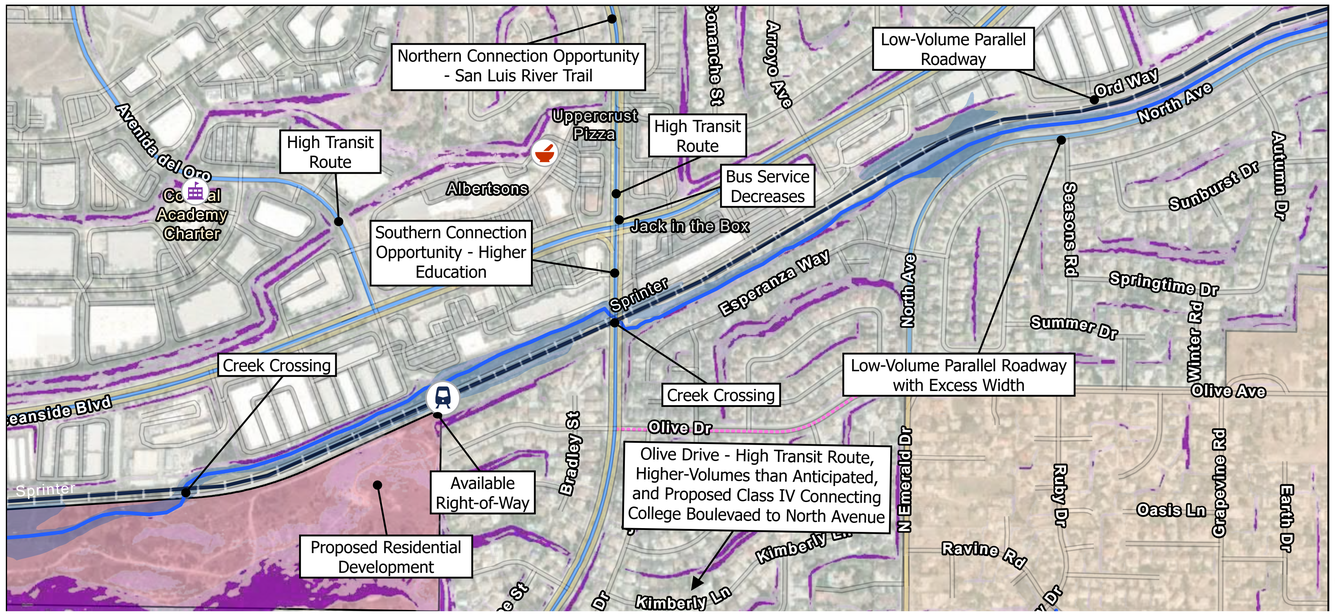




OCEANSIDE INLAND RAIL TRAIL PROJECT

OPPORTUNITIES & CONSTRAINTS



SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
Proposed Developments

Existing and Proposed Bicycle Facilities

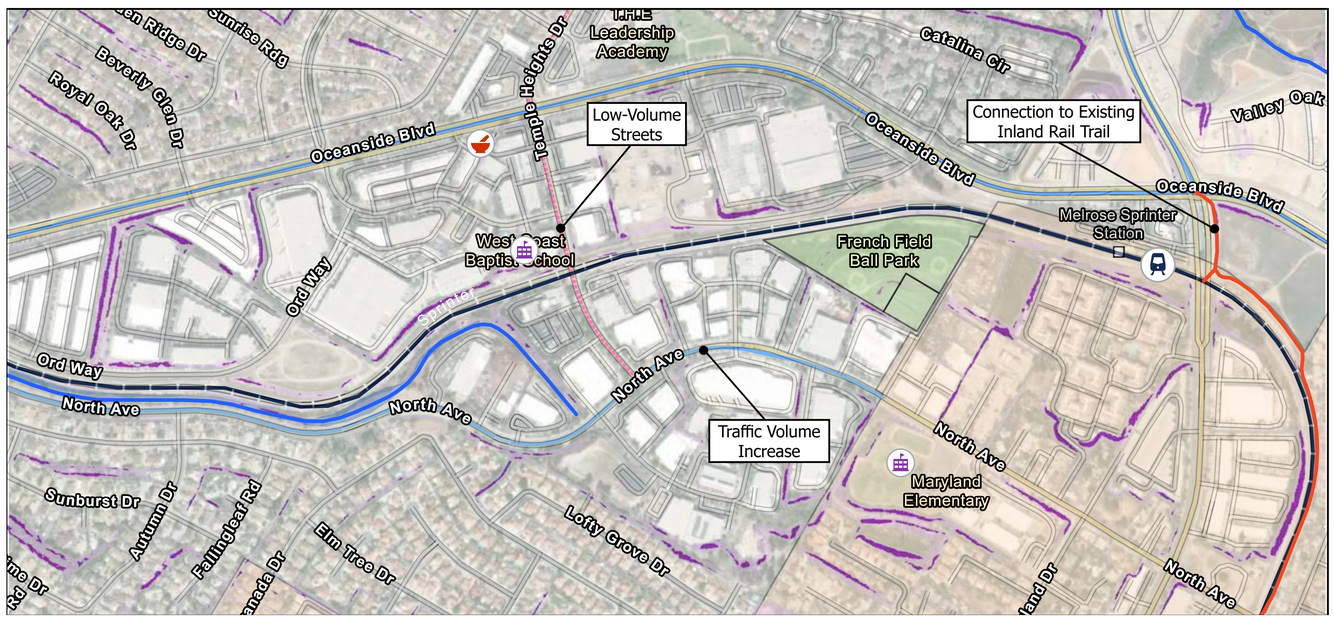
Existing Class II Bike Lane
Proposed Class IV Separated Bikeway
School
Healthcare Facility
City of Vista

Grade

25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints

N

0 0.1 0.2 Miles



SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
Park

Existing and Proposed Bicycle Facilities

Existing Class II Bike Lane
Proposed Class IV Separated Bikeway
Existing IRT
School
Healthcare Facility
City of Vista

Grade

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Greater than 50% - Significant Constraints

0 0.1 0.2 Miles

OCEANSIDE INLAND RAIL TRAIL PROJECT

STUDY TIMELINE

The feasibility study for the Inland Rail Trail project will be conducted in three phases, with opportunities for community input in each phase

Completed — We Are Here

PHASE 1: EXISTING CONDITIONS

Fall 2024 through Winter 2024/25

The first phase of the feasibility study identified existing conditions in the project corridor. This included identifying opportunities and constraints in the project corridor, as well as community priorities.

PHASE 2: ALTERNATIVE ALIGNMENTS

Winter 2025 through Summer 2025

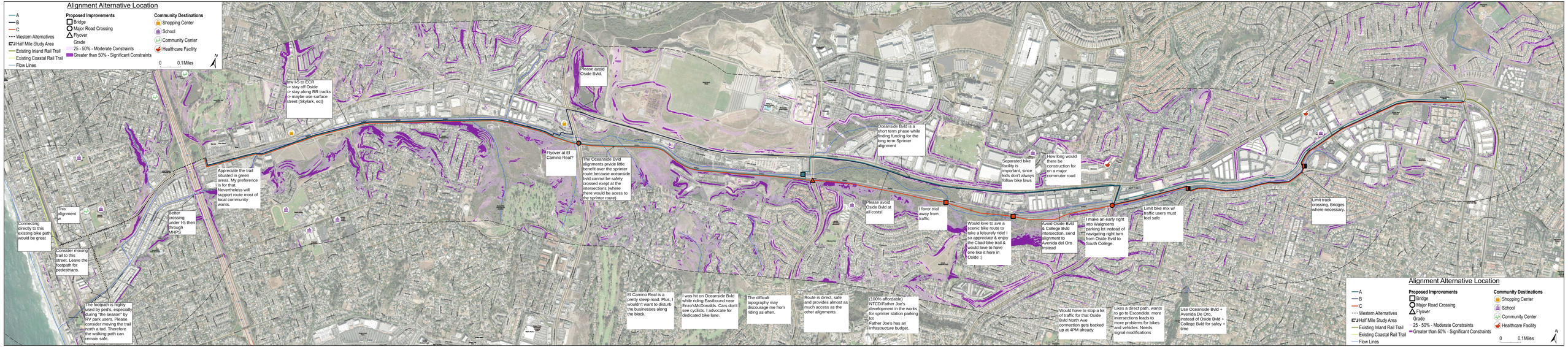
Using information gathered in the Existing Conditions phase, three alternative alignments for the project have been developed. These alternative alignments are being shared with the public to gather input on which alternative will best serve the community.

PHASE 3: PREFERRED PROJECT

Summer 2025 through Spring 2026

Informed by a technical study and public input, a preferred project will be developed and shared with the public for final refinements and presented to the City Council for approval. The approved project will then be ready to compete for additional funding to move forward into final design, environmental review, and construction.

Attachment D: Roll Plot with Public Comment


Alignment Alternative Location
A
B
C
Western Alternatives
Half Mile Study Area
Existing Inland Rail Trail
Existing Coastal Rail Trail
Flow Lines
Proposed Improvements
Bridge
Major Road Crossing
Flyover
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
Community Destinations
Shopping Center
School
Community Center
Healthcare Facility
0
0.1Miles
N
Please avoid Oside Blvd.
Flyover at El Camino Real?
The Oceanside Bvld alignments pride little benefit over the sprinter route because oceanside bvld cannot be safely crossed exept at the intersections (where there would be acess to the sprinter route)
Oceanside Blvd is a short term phase while finding funding for the long term Sprinter alignment
Please avoid Oside Blvd at all costs!
I favor trial away from traffic
Would love to ave a scenic bike route to take a leisurely ride! I so appreciate & enjoy the Chad bike trail & would love to have one like it here in Oside :)
Separated bike facility is important, since kids don't always follow bike laws
How long would there be construction for on a major commuter road
Avoid Oside Blvd & College Bvld intersection, send alignment to Avenida del Oro instead
I make an early right into Walgreens parking lot instead of navigating right turn from Oside Bvld to South College.
Limit bike mix w/ traffic users must feel safe
Limit track crossing. Bridges where necessary.
Use Oceanside Bvld + Avenida De Oro, instead of Oside Bvld + College Bvld for safety + time
Likes a direct path, wants to go to Escondido. more intersections leads to more problems for bikes and vehicles. Needs signal modifications
Would have to stop a lot of traffic for that Oside Bvld North Ave connection gets backed up at 4PM already
(100% affordable) NTCD/Father Joe's development in the works for sprinter station parking lot
Father Joe's has an infrastructure budget.
Route is direct, safe and provides almost as much access as the other alignments
El Camino Real is a pretty steep road. Plus, I wouldn't want to disturb the businesses along the block.
I was hit on Oceanside Bvld while riding Eastbound near Enzo's/McDonalds. Cars don't see cyclists. I advocate for dedicated bike lane.
The difficult topography may discourage me from riding as often.
Appreciate the trail situated in green areas. My preference is for that. Nevertheless will support route most of local community wants.
Better crossing under I-5 then through MHPS
This alignment w
Connecting directly to this existing bike path would be great
Consider moving trail to this street. Leave the footpath for pedestrians.
The footpath is highly used by ped's, especially during "the season" by RV park users. Please consider moving the trail north a tad. Therefore the walking path can remain safe.
Low I-5 to ECR
-> stay off Oside
-> stay along RR tracks
-> maybe use surface street (Skylark, ect)
Alignment Alternative Location
A
B
C
Western Alternatives
Half Mile Study Area
Existing Inland Rail Trail
Existing Coastal Rail Trail
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Bridge
Major Road Crossing
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Grade
25 - 50% - Moderate Constraints
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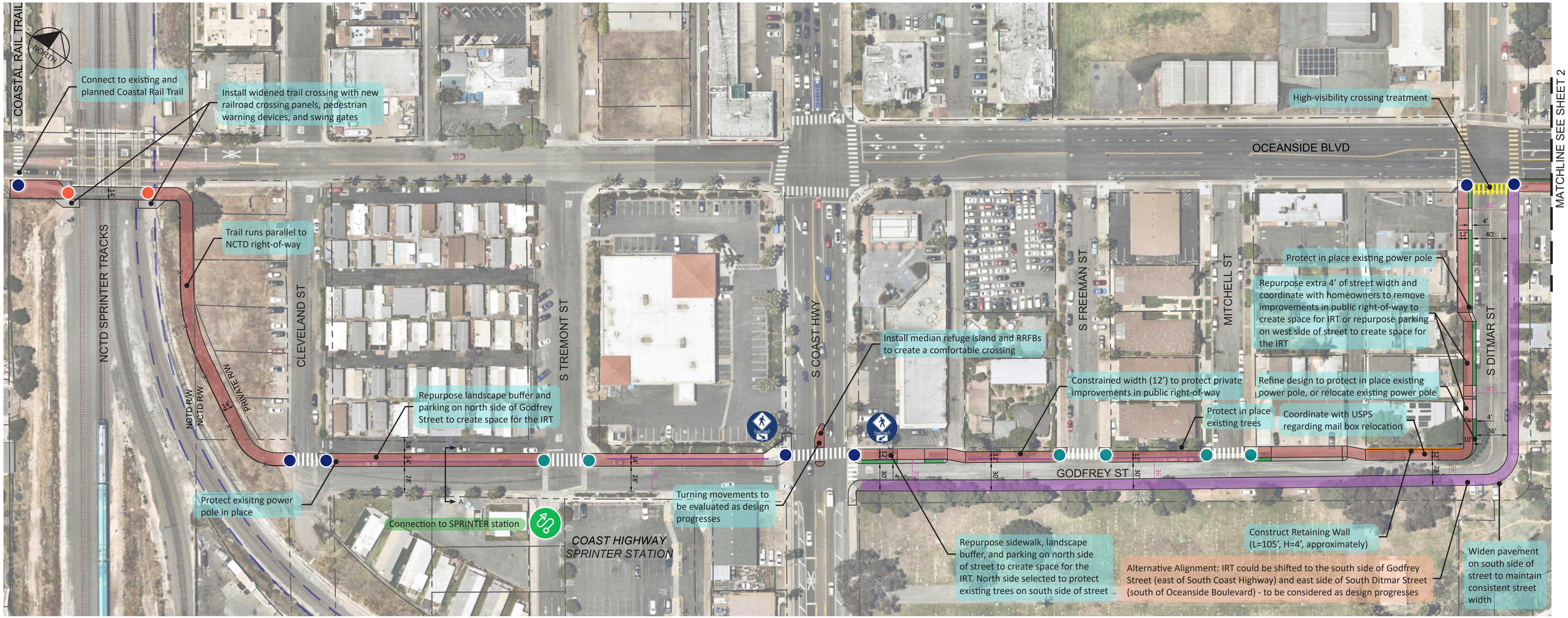
Community Destinations
Shopping Center
School
Community Center
Healthcare Facility
0
0.1Miles
N

Appendix D: 15% Preliminary Design Concepts

OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 15% CONCEPTS

CITY OF OCEANSIDE

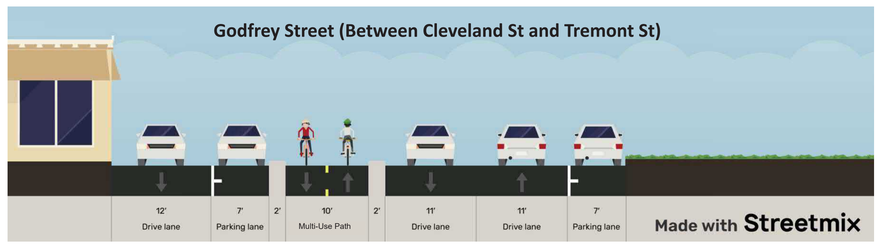


Legend

- Curb Ramp
- Curb Ramp and Curb Extensions
- Railroad Warning Devices: Pedestrian
- IRT Alignment
- IRT Alignment - Rail Crossing
- Landscaping
- Right of Way (R/W)
- IRT Private R/W Encroachment
- Cities of Oceanside/Vista Boundary
- Proposed Fence
- Proposed Additional NCTD Track
- Bridge
- Trail Connection Opportunity
- Hardline Preserve
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- Sub Surface Drainage System
- Proposed Retaining Wall
- xx' Proposed dimension
- xx' Existing dimension
- Install Traffic Signal
- Rapid Rectangular Flashing Beacon (RRFB)

Cross-Section A-A: Existing Conditions

Cross-Section A-A: Proposed Conditions



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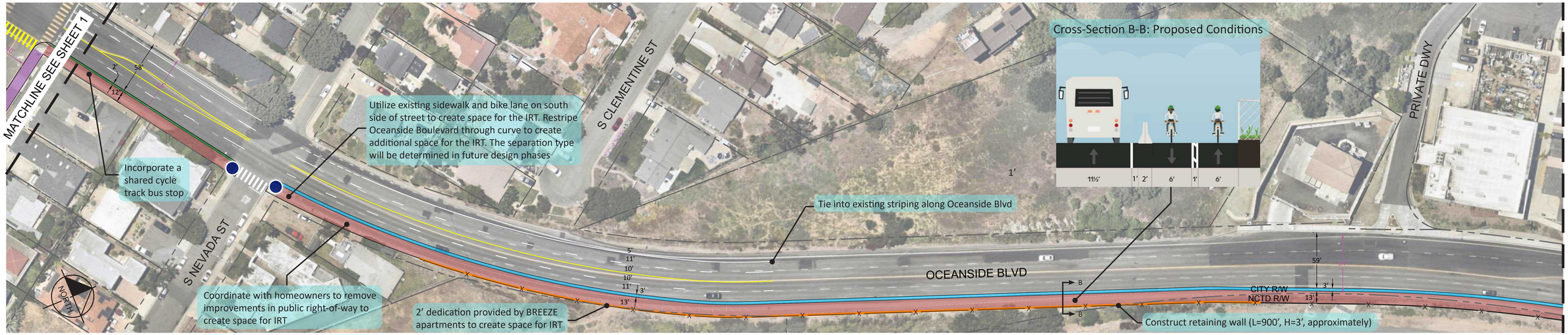

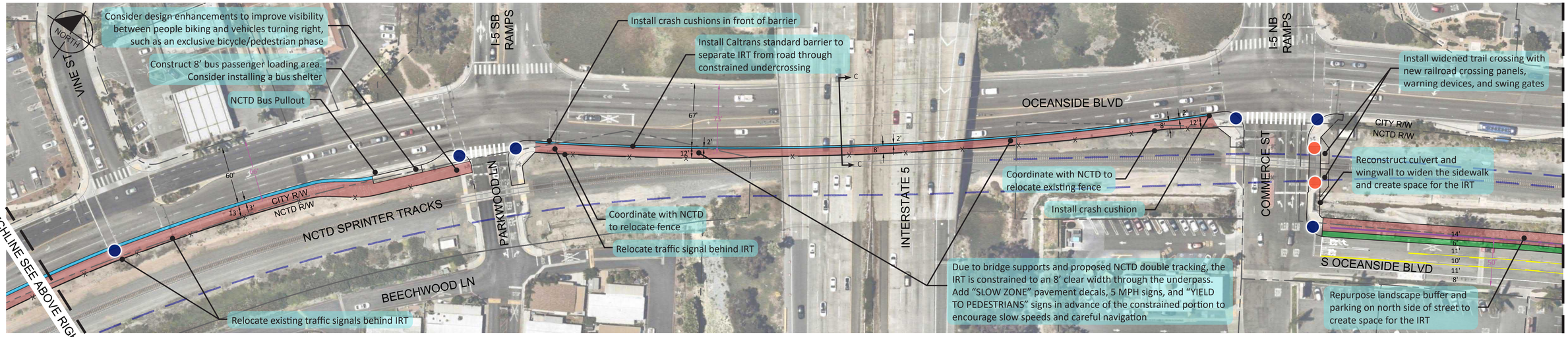

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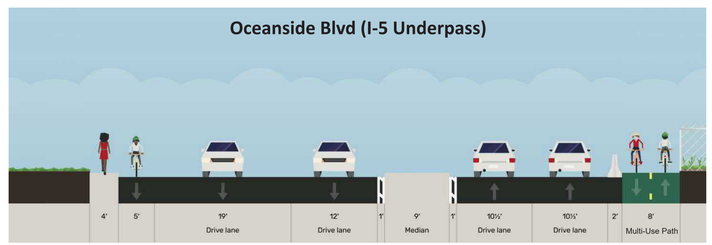
Cross-Section C-C: Existing Conditions

Cross-Section C-C: Proposed Conditions



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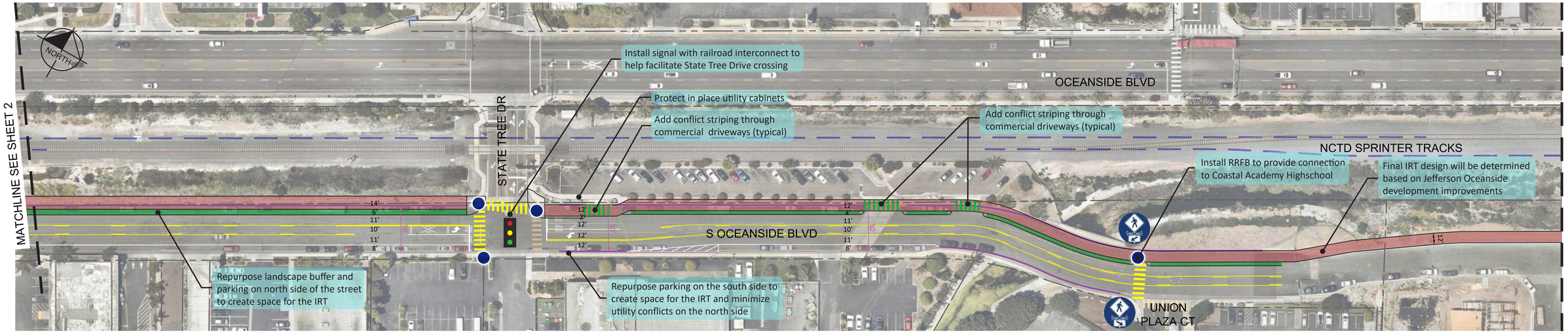
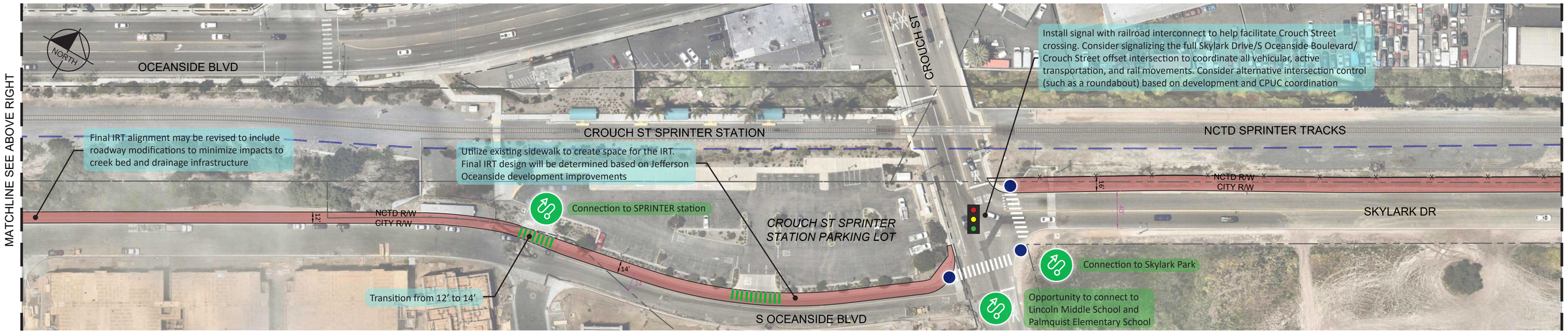
CITY OF OCEANSIDE





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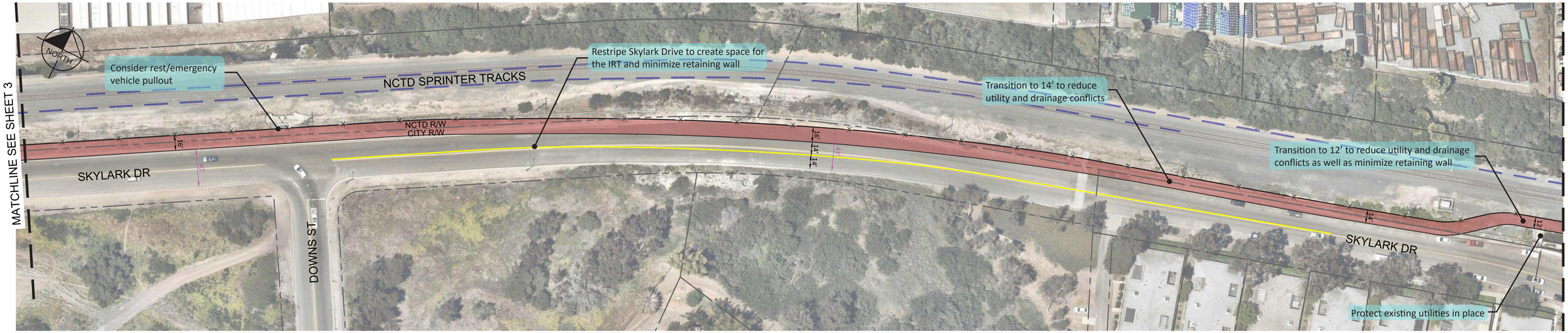

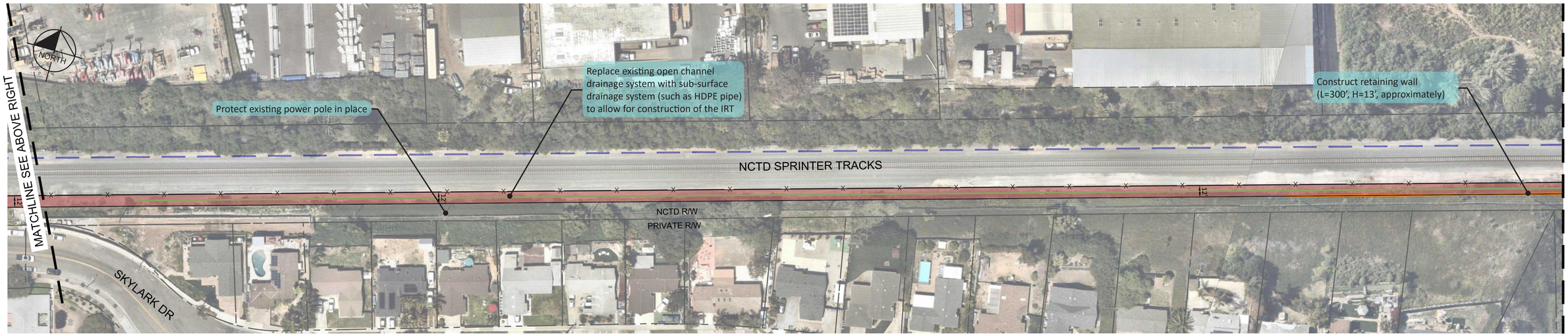

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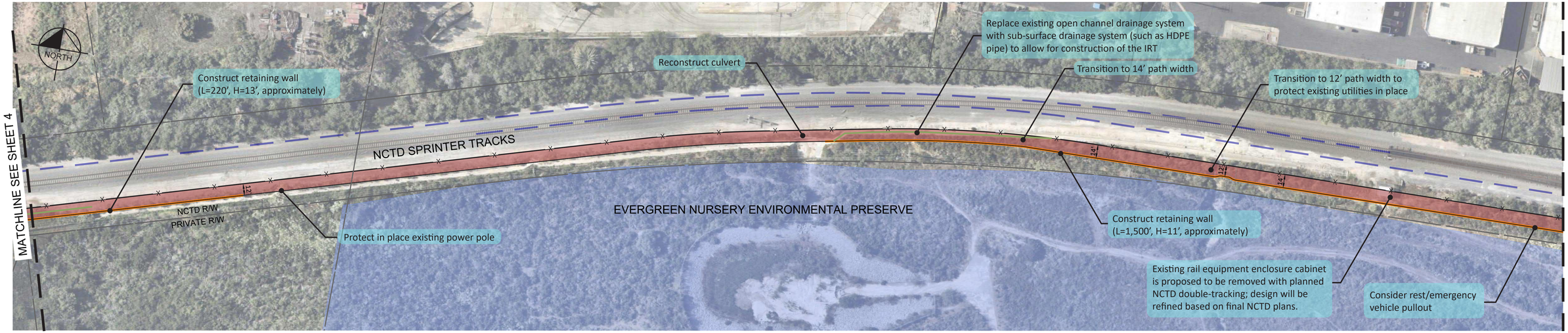

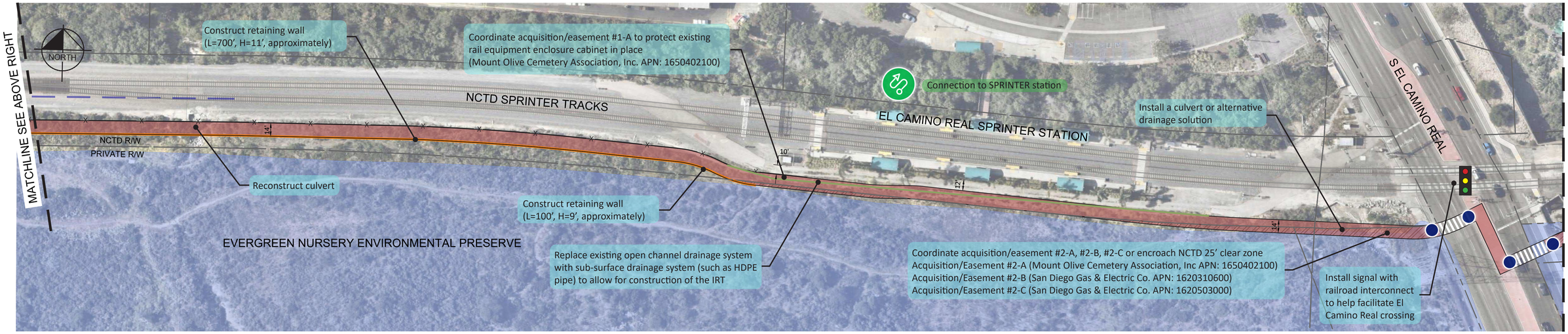

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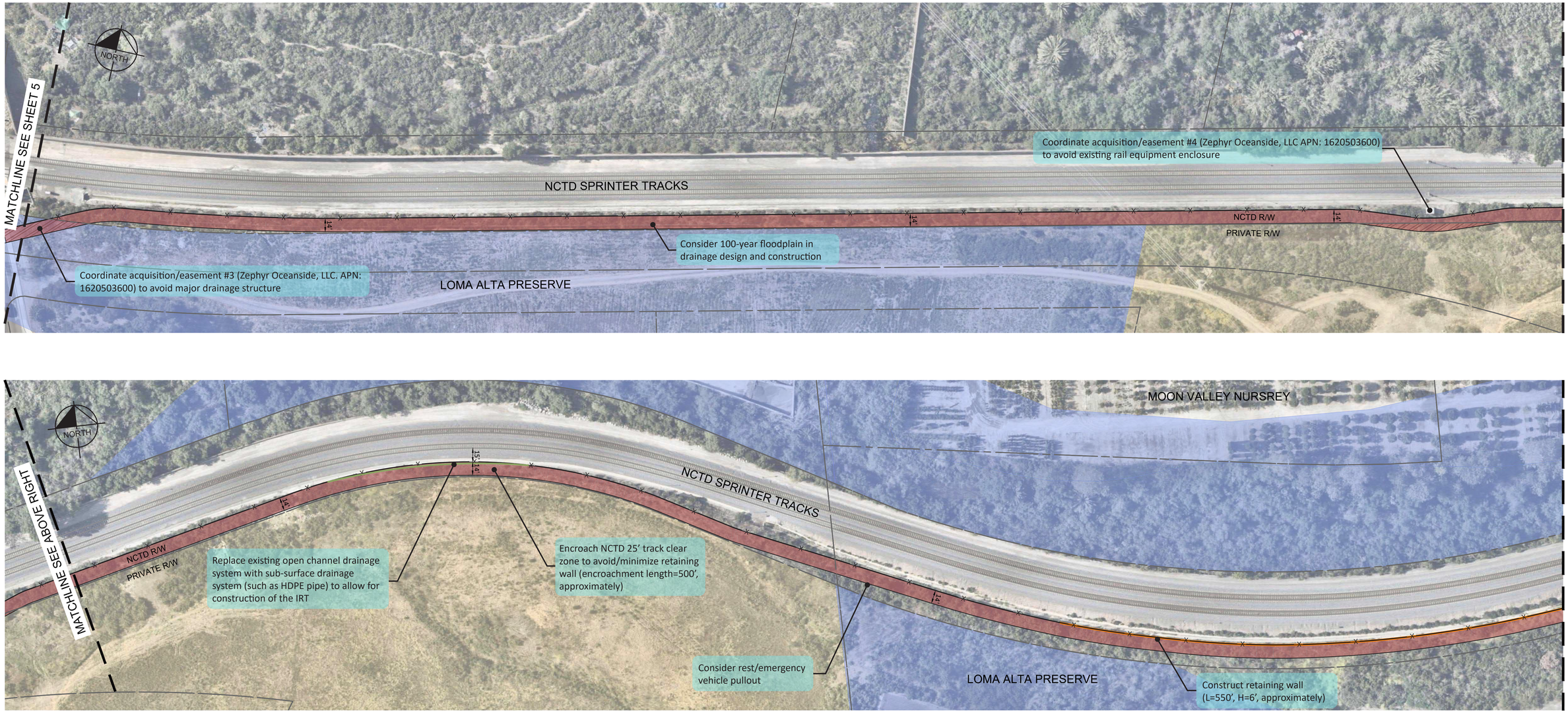

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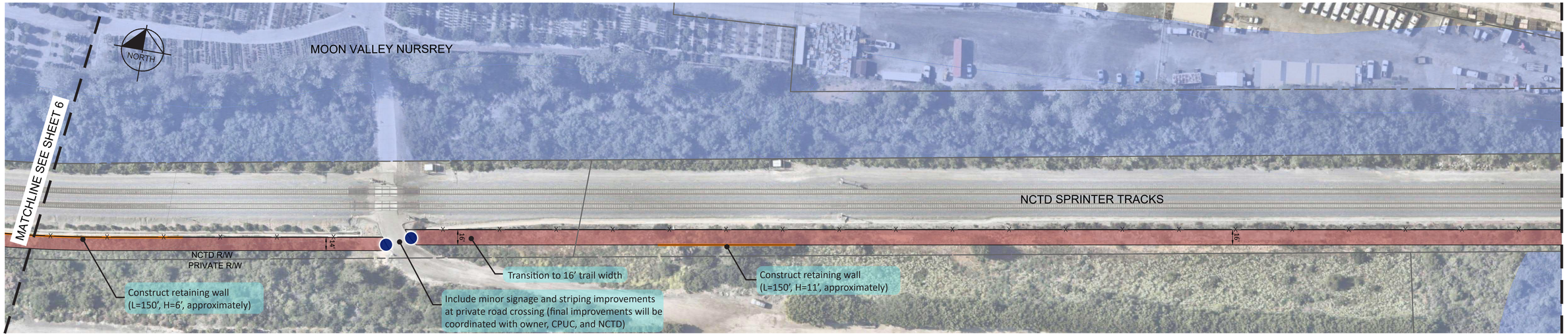

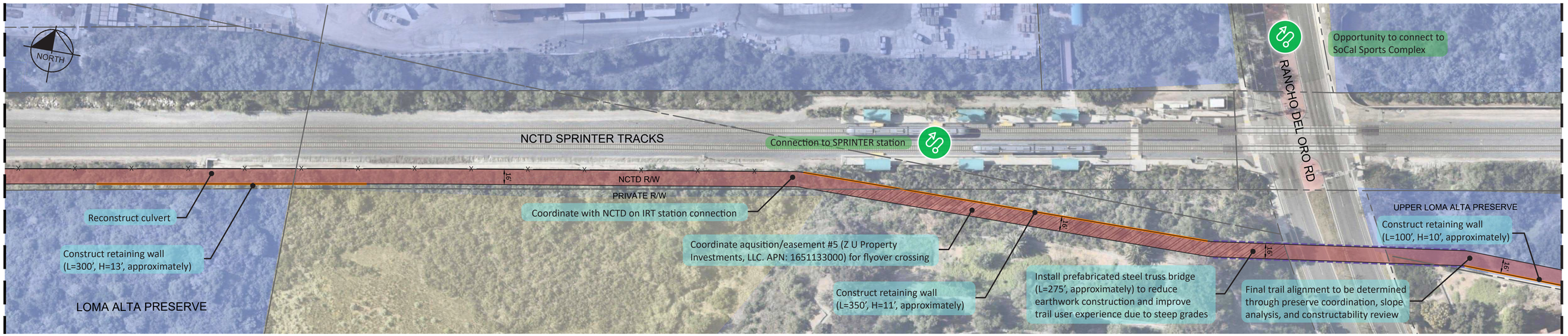

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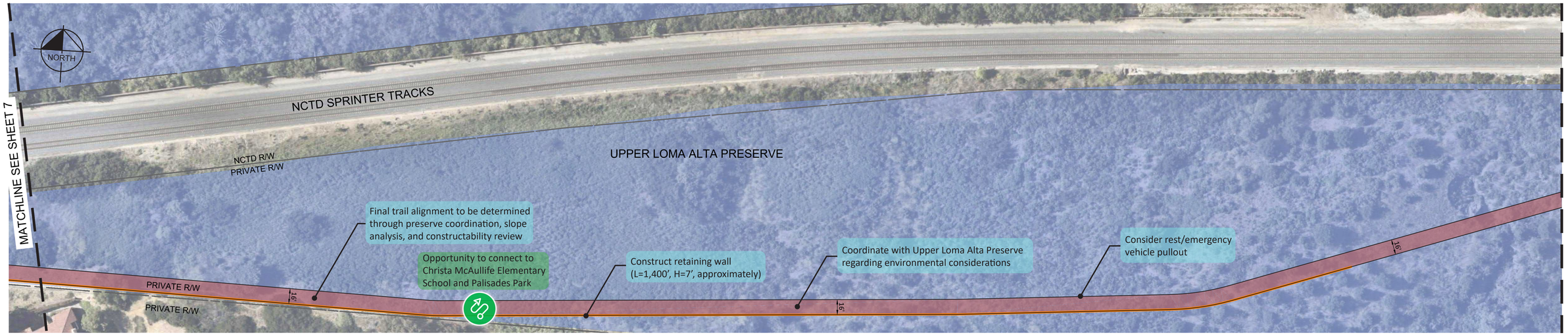

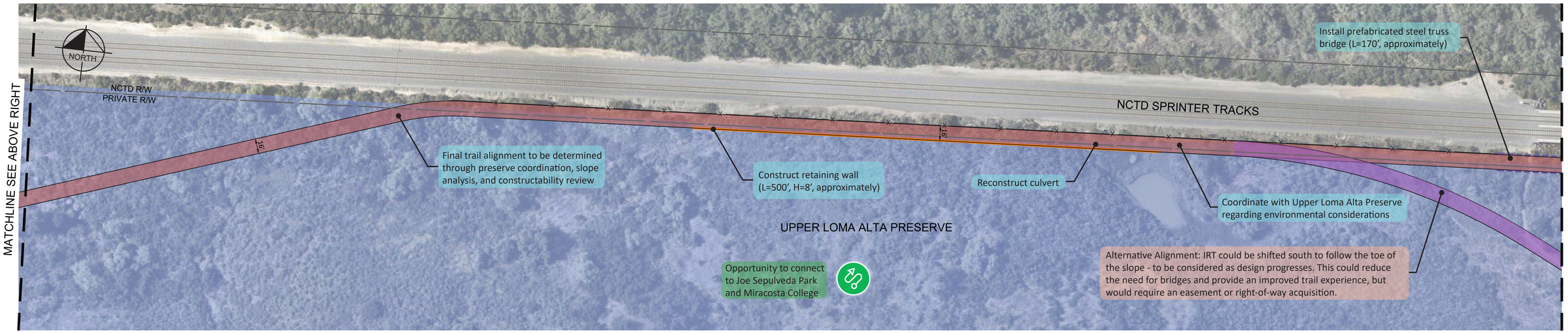

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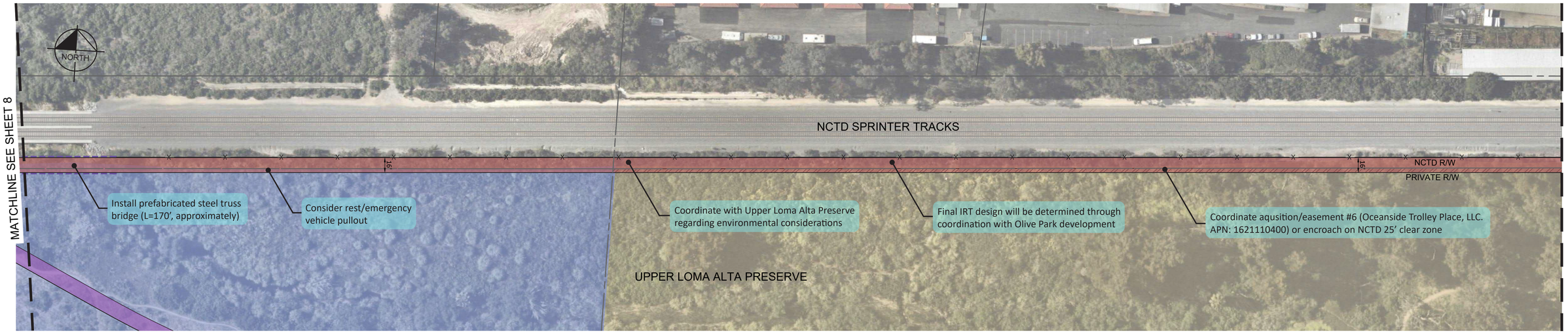

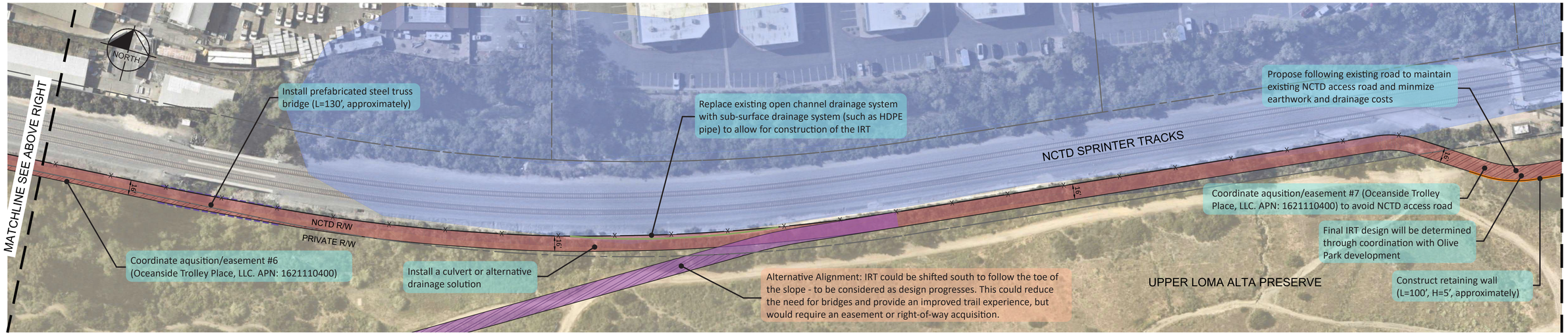

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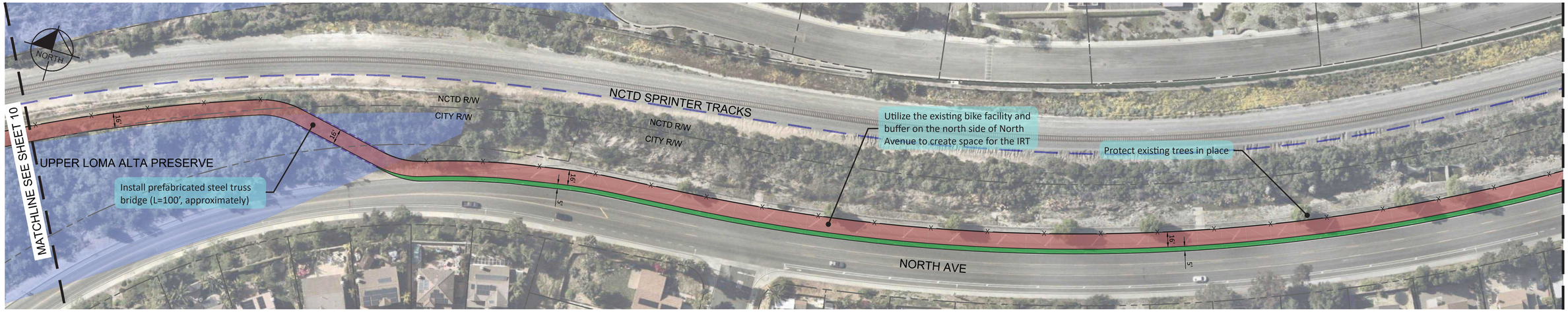

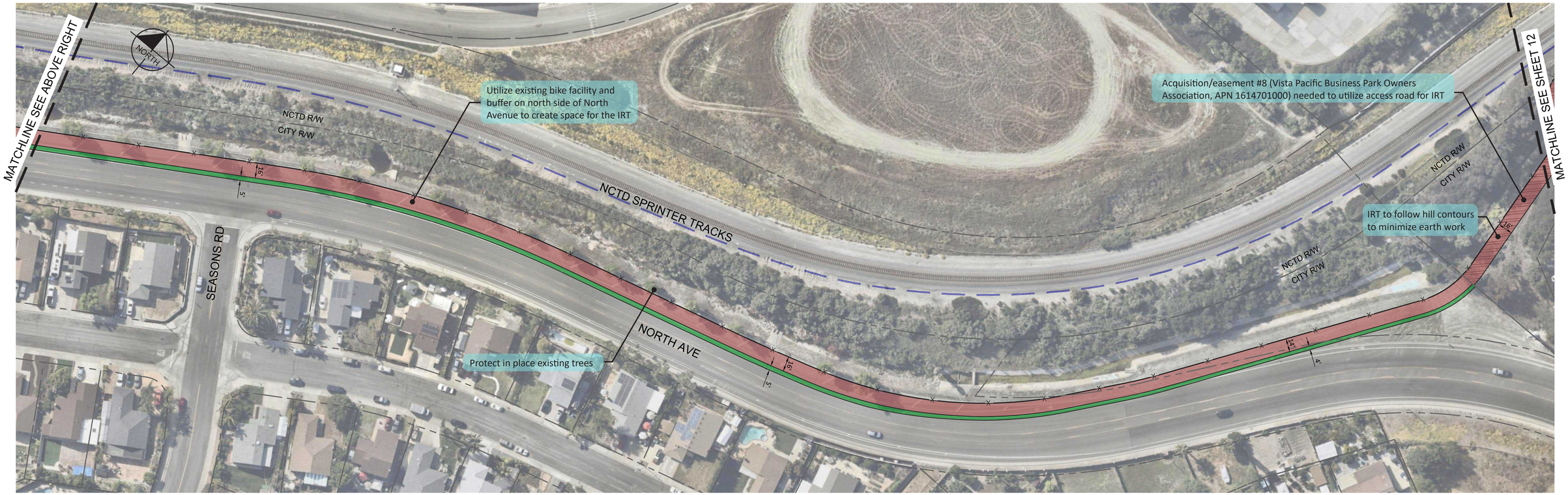

Legend

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- Slurry Seal
- Hardline Preserve
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- HDPE Drainage Pipe Under Trail
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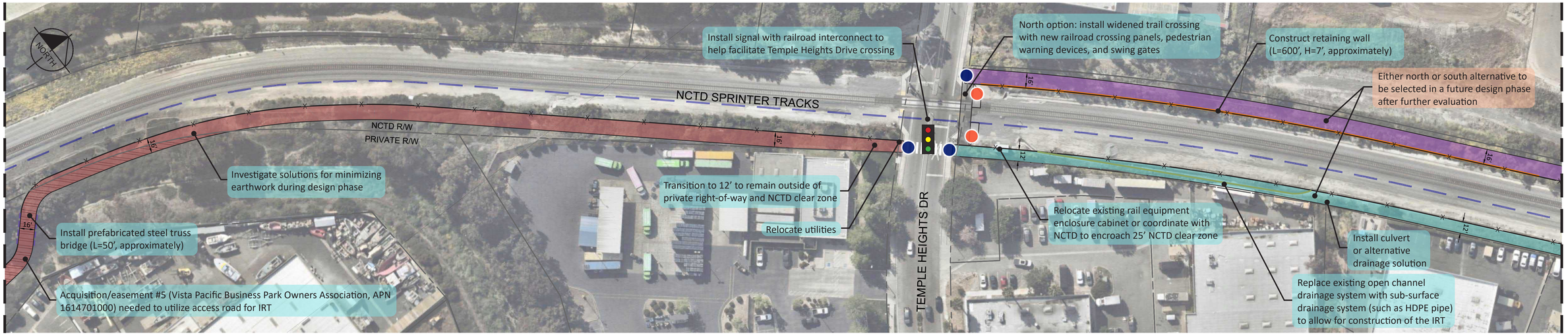

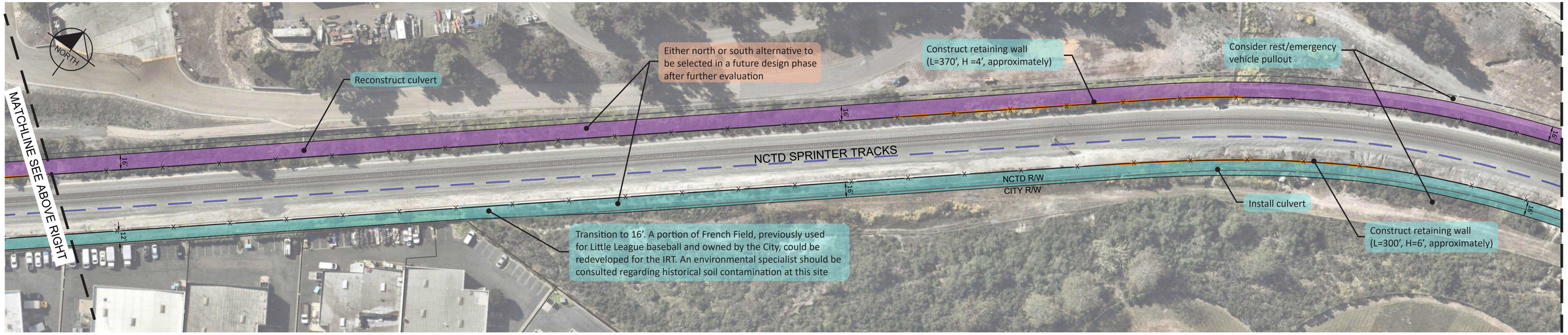

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- Proposed Fence
- Proposed Additional NCTD Track
- Bridge
- Trail Connection Opportunity
- Hardline Preserve
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- Sub Surface Drainage System
- Proposed Retaining Wall
- xx' Proposed dimension
- xx' Existing dimension
- Install Traffic Signal
- Rapid Rectangular Flashing Beacon (RRFB)

GRAPHIC SCALE IN FEET
0 25 50 100

OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 15% CONCEPTS

CITY OF OCEANSIDE

NORTH

CATALINA CIR

REDBUD

FIG TREE

OCEANSIDE BLVD

Connect to existing IRT using signalized crossing at Oceanside Boulevard & Melrose Drive

Utilize existing sidewalk and bike lane on west side of Melrose Drive to create space for the IRT

MELROSE DR

Either north or south alternative to be selected in a future design phase after further evaluation.

Coordinate with City of Oceanside and NCTD to relocate fence

Construct retaining wall (L=630', H=9', approximately)

Coordinate with NCTD to consider potential feasibility of northern alignment in future station improvements or parking lot redevelopment

MELROSE DRIVE SPRINTER STATION

CITY OF OCEANSIDE

CITY OF VISTA

NCTD R/W

NCTD R/W

Install culvert or alternative drainage solution

16'

9'

Connection to SPRINTER station

Continue coordination with the City of Vista through final design

MATCHLINE SEE SHEET 12

CITY OF OCEANSIDE

CITY OF VISTA

Install culvert or alternative drainage solution

NCTD SPRINTER TRACKS

Protect in place existing rail equipment enclosure cabinet

Install culvert or alternative drainage solution

Coordinate with NCTD on station improvements including new southern platform to be added during NCTD double tracking

Install culvert or alternative drainage solution

Install widened trail crossing with new railroad crossing panels, pedestrian warning devices, and swing gates

NCTD R/W

PRIVATE R/W

Legend

- Curb Ramp
- Curb Ramp and Curb Extensions
- Railroad Warning Devices: Pedestrian
- IRT Alignment
- IRT Alignment - Rail Crossing
- Landscaping
- Right of Way (R/W)
- IRT Private R/W Encroachment
- Cities of Oceanside/Vista Boundary
- Proposed Fence
- Proposed Additional NCTD Track
- Bridge
- Trail Connection Opportunity
- Hardline Preserve
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- Sub Surface Drainage System
- Proposed Retaining Wall
- xx' Proposed dimension
- xx' Existing dimension
- Install Traffic Signal
- Rapid Rectangular Flashing Beacon (RRFB)

GRAPHIC SCALE IN FEET
0 25 50 100

Appendix E: 15% Preliminary Cost Estimate

Oceanside Inland Rail Trail - Preliminary 15% Concept Design Cost Estimate

February 23, 2026

Item	Item Description	Unit Cost	Unit	Full OIRT Corridor (includes Segment H (North)) Quantity	Full OIRT Corridor (includes Segment H (North)) Total Cost	Segment A 0.4 miles From: Coastal Rail Trail To: Oceanside Blvd Quantity	Segment A Total Cost	Segment B 0.6 miles From: Oceanside Blvd To: Commerce St Quantity	Segment B Total Cost	Segment C 0.6 miles From: Commerce St To: Crouch St Quantity	Segment C Total Cost	Segment D 1.4 miles From: Crouch St To: El Camino Real Quantity	Segment D Total Cost	Segment E 1.1 miles From: El Camino Real To: Rancho Del Oro SPRINTER Station Quantity	Segment E Total Cost	Segment F 1.7 miles From: Rancho Del Oro SPRINTER Station To: College Blvd Quantity	Segment F Total Cost	Segment G 1.2 miles From: College Blvd To: Temple Heights Dr Quantity	Segment G Total Cost	Segment H (North) 0.7 miles From: Temple Heights Dr To: Melrose Dr Quantity	Segment H (North) Total Cost	*Segment H (South) 0.7 miles From: Temple Heights Dr To: Melrose Dr Quantity*	*Segment H (South) Total Cost*
1	Construct hard surface path and base	$ 20	SF	576,500	$ 11,530,000	27,000	$ 540,000	38,000	$ 760,000	37,000	$ 740,000	100,000	$ 2,000,000	97,000	$ 1,940,000	140,000	$ 2,800,000	76,000	$ 1,520,000	61,500	$ 1,230,000	*60,000*	*$ 1,200,000*
2	Clearing & grubbing for path	$ 12	SF	576,500	$ 6,918,000	27,000	$ 324,000	38,000	$ 456,000	37,000	$ 444,000	100,000	$ 1,200,000	97,000	$ 1,164,000	140,000	$ 1,680,000	76,000	$ 912,000	61,500	$ 738,000	*60,000*	*$ 720,000*
3	Earthwork and subgrade preparation for path	$ 5	SF	576,500	$ 2,882,500	27,000	$ 135,000	38,000	$ 190,000	37,000	$ 185,000	100,000	$ 500,000	97,000	$ 485,000	140,000	$ 700,000	76,000	$ 380,000	61,500	$ 307,500	*60,000*	*$ 300,000*
4	Construct curb & gutter	$ 70	LF	15,720	$ 1,100,400	1,450	$ 101,500	2,770	$ 193,900	2,900	$ 203,000	2,200	$ 154,000	0	$ -	0	$ -	2,600	$ 182,000	3,800	$ 266,000	*3,900*	*$ 273,000*
5	Construct curb extension with curb ramps	$ 70,000	EA	6	$ 420,000	6	$ 420,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
6	Construct curb ramp	$ 20,000	EA	35	$ 700,000	7	$ 140,000	6	$ 120,000	7	$ 140,000	4	$ 80,000	4	$ 80,000	2	$ 40,000	3	$ 60,000	2	$ 40,000	*1*	*$ 20,000*
7	Construct miscellaneous hard improvements (medians, pavement, etc.)	$ 30	SF	2,590	$ 77,700	1,290	$ 38,700	0	$ -	0	$ -	1,300	$ 39,000	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
8	Install landscape (illustrated in concepts plus extra for shade, etc.)	$ 20	SF	165,660	$ 3,313,200	1,200	$ 24,000	1,460	$ 29,200	8,000	$ 160,000	5,000	$ 100,000	5,000	$ 100,000	5,000	$ 100,000	135,000	$ 2,700,000	5,000	$ 100,000	*5,000*	*$ 100,000*
9	Install fence	$ 150	LF	28,500	$ 4,275,000	400	$ 60,000	2,500	$ 375,000	0	$ -	6,400	$ 960,000	5,700	$ 855,000	4,200	$ 630,000	6,300	$ 945,000	3,000	$ 450,000	*3,600*	*$ 540,000*
10	Install pedestrian scale safety lighting	$ 100	LF	40,300	$ 4,030,000	2,200	$ 220,000	3,000	$ 300,000	3,050	$ 305,000	7,150	$ 715,000	5,750	$ 575,000	8,750	$ 875,000	6,550	$ 655,000	3,850	$ 385,000	*3,800*	*$ 380,000*
11	Furnish and install prefabricated truss bridge	$ 2,500	LF	725	$ 1,812,500	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	575	$ 1,437,500	150	$ 375,000	0	$ -	*0*	*$ -*
12	Construct gravity retaining wall (H<=4')	$ 50	SF	4,600	$ 230,000	420	$ 21,000	2,700	$ 135,000	0	$ -	0	$ -	0	$ -		$ -	0	$ -	1,480	$ 74,000	*0*	*$ -*
13	Construct retaining wall (H>4')	$ 75	SF	72,000	$ 5,400,000	0	$ -	0	$ -	0	$ -	32,000	$ 2,400,000	14,000	$ 1,050,000	16,000	$ 1,200,000	0	$ -	10,000	$ 750,000	*2,000*	*$ 150,000*
14	Install Caltrans standard barrier with crash cushions	$ 1,000	LF	2,470	$ 2,470,000	0	$ -	2,470	$ 2,470,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
15	Construct subsurface drainage system	$ 400	LF	2,800	$ 1,120,000	0	$ -	0	$ -	0	$ -	2,350	$ 940,000	220	$ 88,000	230	$ 92,000	0	$ -	0	$ -	*300*	*$ 120,000*
16	Install culvert or alternate drainage solution	$ 30,000	EA	5	$ 150,000	0	$ -	0	$ -	0	$ -	1	$ 30,000	0	$ -	2	$ 60,000	0	$ -	2	$ 60,000	*6*	*$ 180,000*
17	Reconstruct headwall and culvert	$ 50,000	EA	5	$ 250,000	0	$ -	0	$ -	1	$ 50,000	2	$ 100,000	1	$ 50,000	0	$ -	0	$ -	1	$ 50,000	*0*	*$ -*
18	Earthwork import/export (high $800k / medium $500k / low $200k / urban $100k)	-	LS	8	$ 4,200,000	1	$ 100,000	1	$ 200,000	1	$ 200,000	1	$ 800,000	1	$ 800,000	1	$ 800,000	1	$ 500,000	1	$ 800,000	*1*	*$ 500,000*
19	Install RRFB crossing	$ 100,000	EA	1	$ 100,000	1	$ 100,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
20	Install traffic signal with railroad interconnect	$ 1,500,000	EA	5	$ 7,500,000	0	$ -	0	$ -	1	$ 1,500,000	2	$ 3,000,000	0	$ -	1	$ 1,500,000	1	$ 1,500,000	0	$ -	*0*	*$ -*
21	Install new pedestrian railroad warning devices and swing gates	$ 100,000	EA	4	$ 400,000	2	$ 200,000	0	$ -	2	$ 200,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
22	Install railroad crossing panels to widen crossing	$ 6,500	EA	60	$ 390,000	40	$ 260,000	0	$ -	10	$ 65,000	0	$ -	0	$ -	0	$ -	0	$ -	10	$ 65,000	*20*	*$ 130,000*
23	Miscellaneous railroad safety improvements (at each trail crossing to account for additional CPUC requests and unidentified upgrades)	$ 300,000	EA	8	$ 2,400,000	1	$ 300,000	0	$ -	2	$ 600,000	2	$ 600,000	0	$ -	1	$ 300,000	1	$ 300,000	1	$ 300,000	*1*	*$ 300,000*
24	Signage and striping	$ 70,000	MI	8	$ 534,000	0.4	$ 29,000	0.6	$ 40,000	0.6	$ 40,000	1.4	$ 95,000	1.1	$ 76,000	1.7	$ 116,000	1.2	$ 87,000	0.7	$ 51,000	*0.7*	*$ 50,000*
25	Slurry seal and restripe roadway	$ 50	LF	3,500	$ 175,000	0	$ -	800	$ 40,000	1,600	$ 80,000	1,100	$ 55,000	0	$ -	0	$ -	0	$ -	0	$ -	*0*	*$ -*
26	Sprinter Station connection improvements (high $200k, low $100k)	-	EA	6	$ 1,000,000	1	$ 100,000	0	$ -	1	$ 100,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	0	$ -	1	$ 200,000	*1*	*$ 200,000*
27	Additional trail amenities	$ 200,000	LS	8	$ 1,600,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	1	$ 200,000	*1*	*$ 200,000*
28	Storm water BMPs and miscellaneous drainage improvements (7%)	5%	LS	8	$ 3,249,000	1	$ 166,000	1	$ 275,000	1	$ 261,000	1	$ 708,000	1	$ 383,000	1	$ 637,000	1	$ 516,000	1	$ 303,000	*1*	*$ 268,000*
29	General (Mobilization, Traffic Control, etc.) (23%)	23%	LS	1	$ 15,692,000	1	$ 800,000	1	$ 1,330,000	1	$ 1,259,000	1	$ 3,421,000	1	$ 1,851,000	1	$ 3,075,000	1	$ 2,491,000	1	$ 1,465,000	*1*	*$ 1,295,000*
	Construction Subtotal				$ 83,920,000		$ 4,280,000		$ 7,120,000		$ 6,740,000		$ 18,300,000		$ 9,900,000		$ 16,450,000		$ 13,330,000		$ 7,840,000		*$ 6,930,000*
	Contingency (30%)				$ 25,176,000		$ 1,284,000		$ 2,136,000		$ 2,022,000		$ 5,490,000		$ 2,970,000		$ 4,935,000		$ 3,999,000		$ 2,352,000		*$ 2,079,000*
	Construction Grand Total				**$ 109,096,000**		**$ 5,564,000**		**$ 9,256,000**		**$ 8,762,000**		**$ 23,790,000**		**$ 12,870,000**		**$ 21,385,000**		**$ 17,329,000**		**$ 10,192,000**		***$ 9,009,000***
	Construction Grand Total with Escalation (6% per year for 10 years)	*6%*	*10*		$ 195,374,000		$ 9,964,000		$ 16,576,000		$ 15,691,000		$ 42,604,000		$ 23,048,000		$ 38,297,000		$ 31,034,000		$ 18,252,000		*$ 16,134,000*
	Design (15%)	15%	LS		$ 16,364,000		$ 835,000		$ 1,388,000		$ 1,314,000		$ 3,569,000		$ 1,931,000		$ 3,208,000		$ 2,599,000		$ 1,529,000		*$ 1,351,000*
	Environmental (3.5%)	3.5%	LS		$ 3,818,000		$ 195,000		$ 324,000		$ 307,000		$ 833,000		$ 450,000		$ 748,000		$ 607,000		$ 357,000		*$ 315,000*
	Right-of-Way *(private property encroachment only, includes rounded 30% area markup to account for angles/offsets; cost to be refined in future design phases)*	$ 300	SF	34500	$ 10,350,000		$ -		$ -	2,000	$ 600,000	2,400	$ 720,000	22,700	$ 6,810,000		$ -	7,400	$ 2,220,000		$ -		$ -
	Construction Management (20%)	20%	LS		$ 21,819,000		$ 1,113,000		$ 1,851,000		$ 1,752,000		$ 4,758,000		$ 2,574,000		$ 4,277,000		$ 3,466,000		$ 2,038,000		*$ 1,802,000*
	Total Soft Costs				**$ 52,351,000**		**$ 2,143,000**		**$ 3,563,000**		**$ 3,973,000**		**$ 9,880,000**		**$ 11,765,000**		**$ 8,233,000**		**$ 8,892,000**		**$ 3,924,000**		***$ 3,468,000***
	Total Soft Costs with Escalation (6% per year for 10 years)	*6%*	*10*		$ 93,753,000		$ 3,838,000		$ 6,381,000		$ 7,115,000		$ 17,694,000		$ 21,069,000		$ 14,744,000		$ 15,924,000		$ 7,027,000		*$ 6,211,000*
	Total Construction and Soft Costs				**$ 161,447,000**		**$ 7,707,000**		**$ 12,819,000**		**$ 12,735,000**		**$ 33,670,000**		**$ 24,635,000**		**$ 29,618,000**		**$ 26,221,000**		**$ 14,116,000**		***$ 12,477,000***
	Total Construction and Soft Costs with Escalation (6% per year for 10 years)	*6%*	*10*		$ 289,127,000		$ 13,802,000		$ 22,957,000		$ 22,806,000		$ 60,298,000		$ 44,118,000		$ 53,041,000		$ 46,958,000		$ 25,280,000		*$ 22,344,000*
	Construction Cost per Mile				**$ 14,293,000**		**$ 13,354,000**		**$ 16,291,000**		**$ 15,168,000**		**$ 17,568,000**		**$ 11,818,000**		**$ 12,904,000**		**$ 13,969,000**		**$ 13,978,000**		***$ 12,518,000***
	Construction and Soft Cost per Mile				**$ 21,152,000**		**$ 18,497,000**		**$ 22,561,000**		**$ 22,046,000**		**$ 24,864,000**		**$ 22,621,000**		**$ 17,872,000**		**$ 21,137,000**		**$ 19,359,000**		***$ 17,336,000***
	Construction and Soft Cost per Mile with Escalation (6% per year for 10 years)				$ 37,881,000		$ 33,125,000		$ 40,404,000		$ 39,481,000		$ 44,528,000		$ 40,512,000		$ 32,006,000		$ 37,853,000		$ 34,670,000		*$ 31,046,000*