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Oceanside Inland Rail Trail (IRT)

Community Needs Assessment Memorandum

December 2024

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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**.

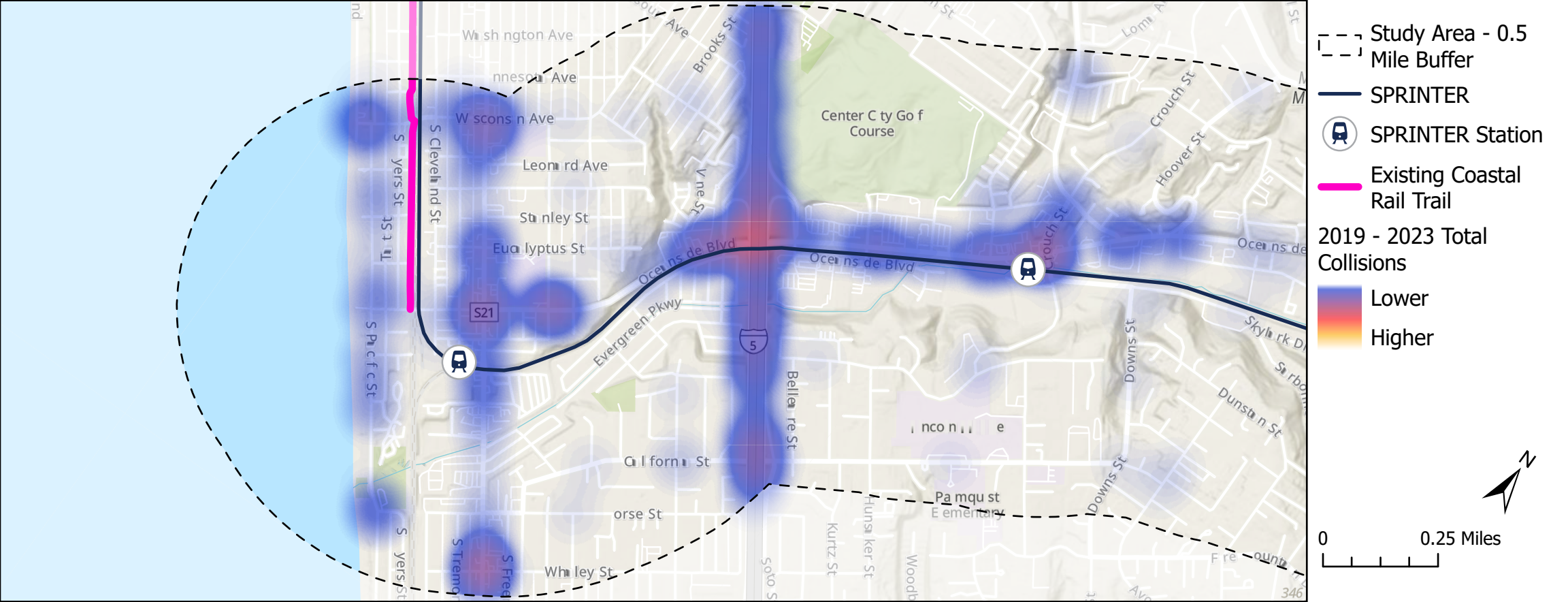
LIST OF APPENDICES

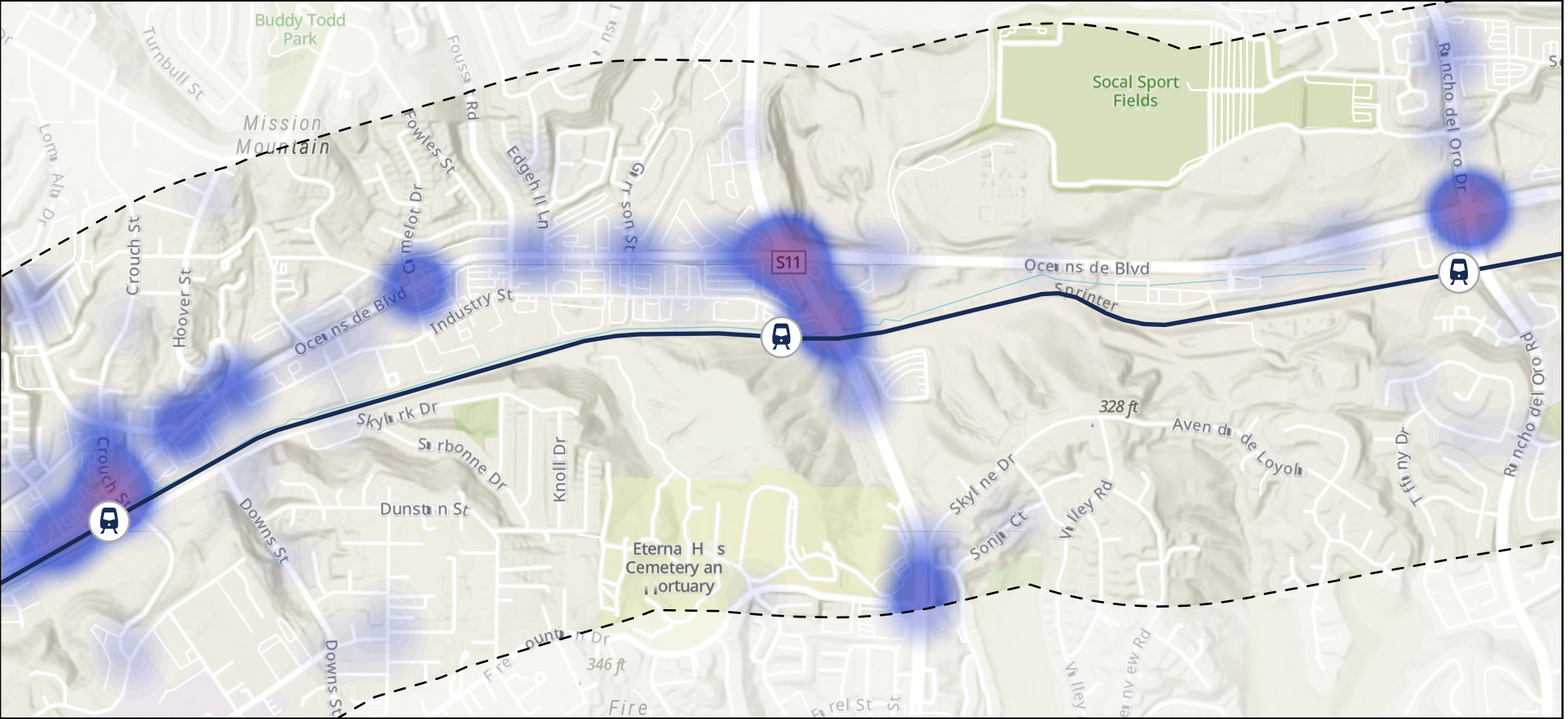
Appendix A: Existing Document Review Matrix

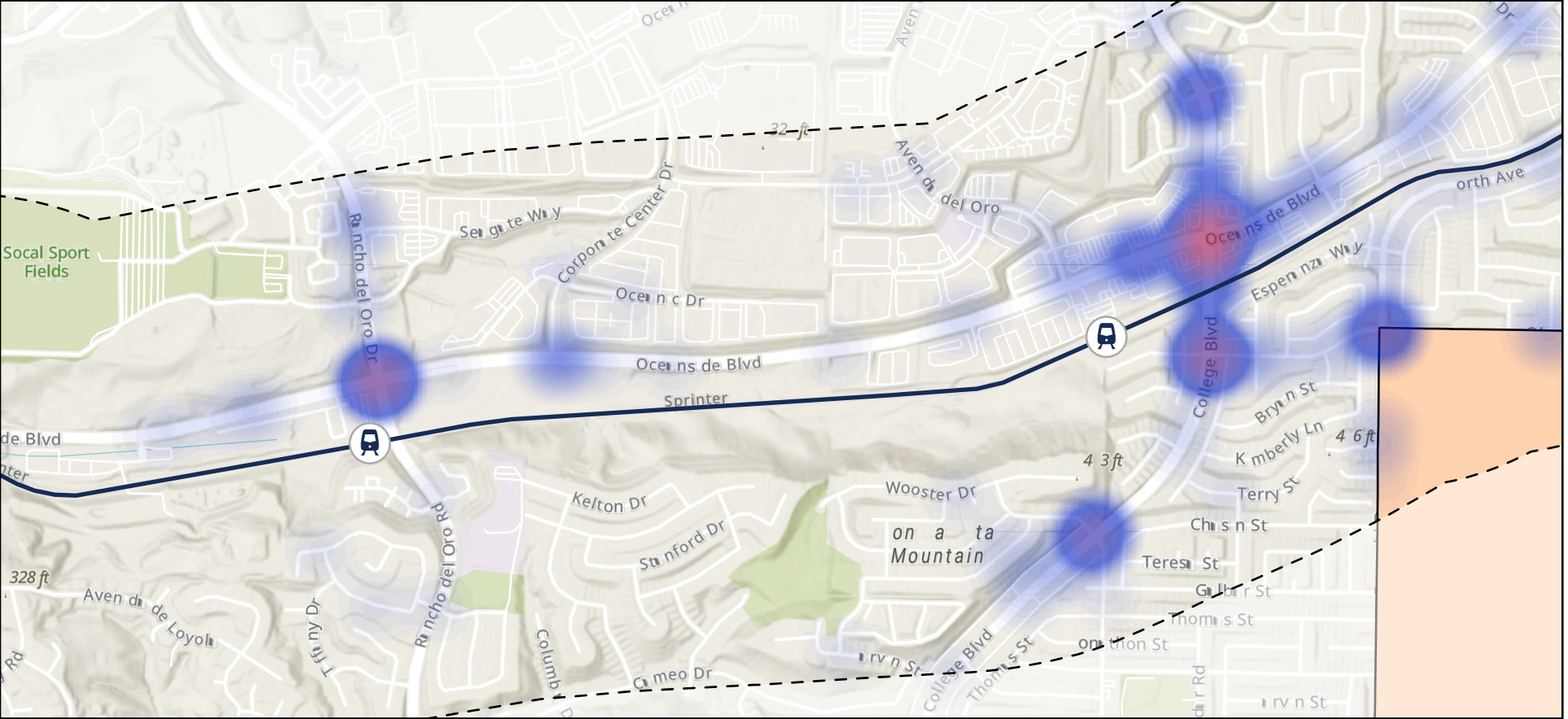
Existing Document Review - Matrix of Existing Plans

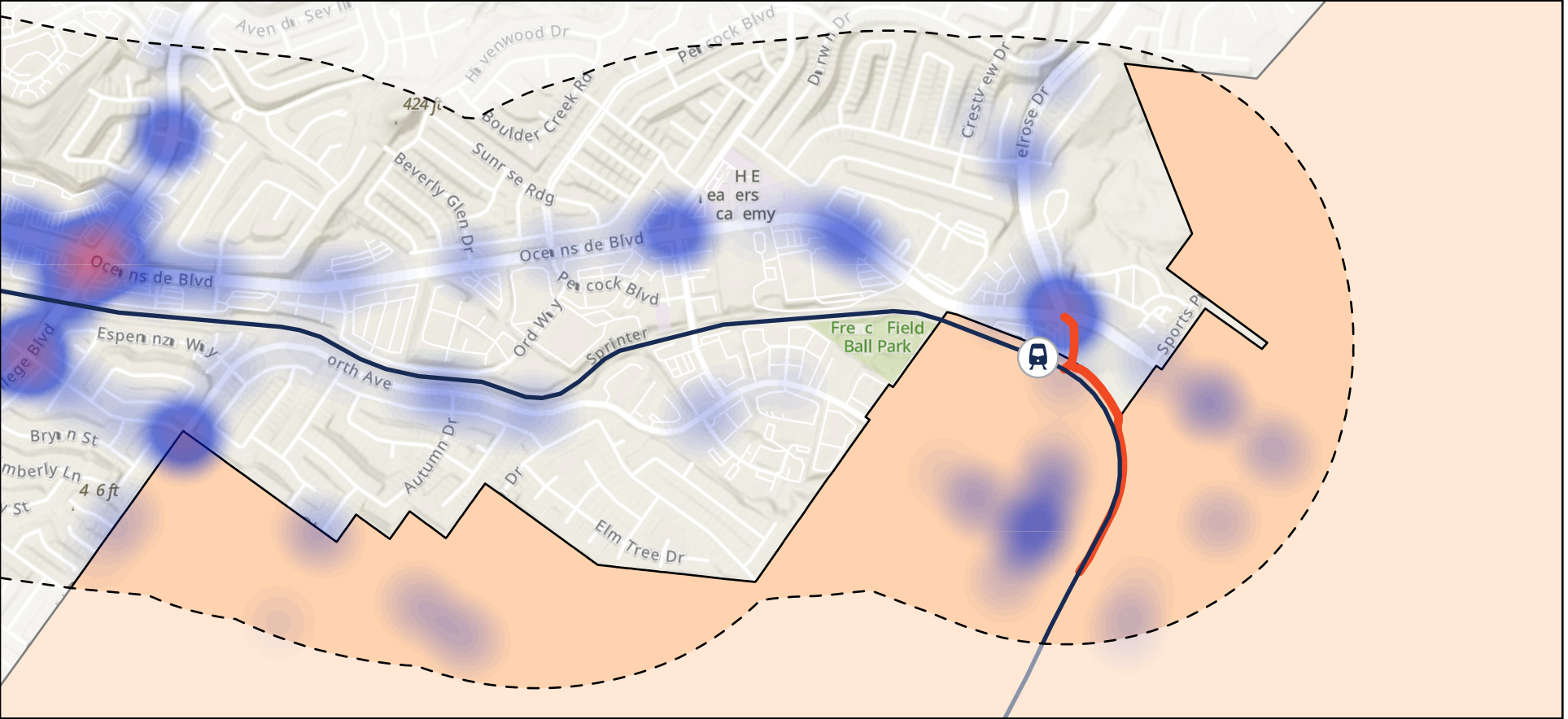
Report	Agency	Publication Date	Report Findings	Relevant Information	Notes
3231 Oceanside Blvd - Mixed Use Development on Oside Blvd Between ECR and RDO	The Lightfoot Planning Group	8/28/2024	Residential development at 3231 Oceanside Blvd can act as a catalyst to developing the Oceanside Blvd Corridor.	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: Existing Data Collection


Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
2019 - 2023 Total Collisions
Lower
Higher
N
0
0.25 Miles
Center City Golf Course
Oceanside Blvd
Evergreen Pkwy
S Cleveland St
Stanley St
Eucalyptus St
Leonard Ave
Wisconsin Ave
Whaley St
Bellaire St
Brooks St
Crouch St
Hoover St
Downs St
Dunston St
Skylark Dr
Pamqu st
Elementary
S21
5


Buddy Todd Park
Mission Mountain
Socal Sport Fields
Turnbull St
Fowles St
Edgehill Ln
Crouch St
Hoover St
Camelot Dr
Industry St
Oceanside Blvd
Sprinter
S11
Rancho del Oro Dr
Skylark Dr
Sorbonne Dr
Knoll Dr
Downs St
Dunston St
Eternal Hills Cemetery and Mortuary
328 ft
Avenida de Loyola
Skyline Dr
Sonja Ct
Valley Rd
Tiffany Dr
346 ft
Fire
Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
2019 - 2023 Total Collisions
Lower
Higher
N
0
0.25 Miles


Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
2019 - 2023 Total Collisions
Lower
Higher
City of Vista
N
0
0.25 Miles
Socal Sport Fields
Rancho del Oro Dr
Corporate Center Dr
Oceanside Blvd
Sprinter
College Blvd
Kelton Dr
Stanford Dr
Wooster Dr
Mountain
Avenida de Loyola
Cameo Dr
Terry St
Teresa St
Thomas St
Kimberly Ln
Bryan St
Chelsea St
Esperanza Way
Avenida del Oro
328 ft
43 ft
46 ft



Study Area - 0.5 Mile Buffer

SPRINTER

SPRINTER Station

Existing IRT

2019 - 2023 Total Collisions

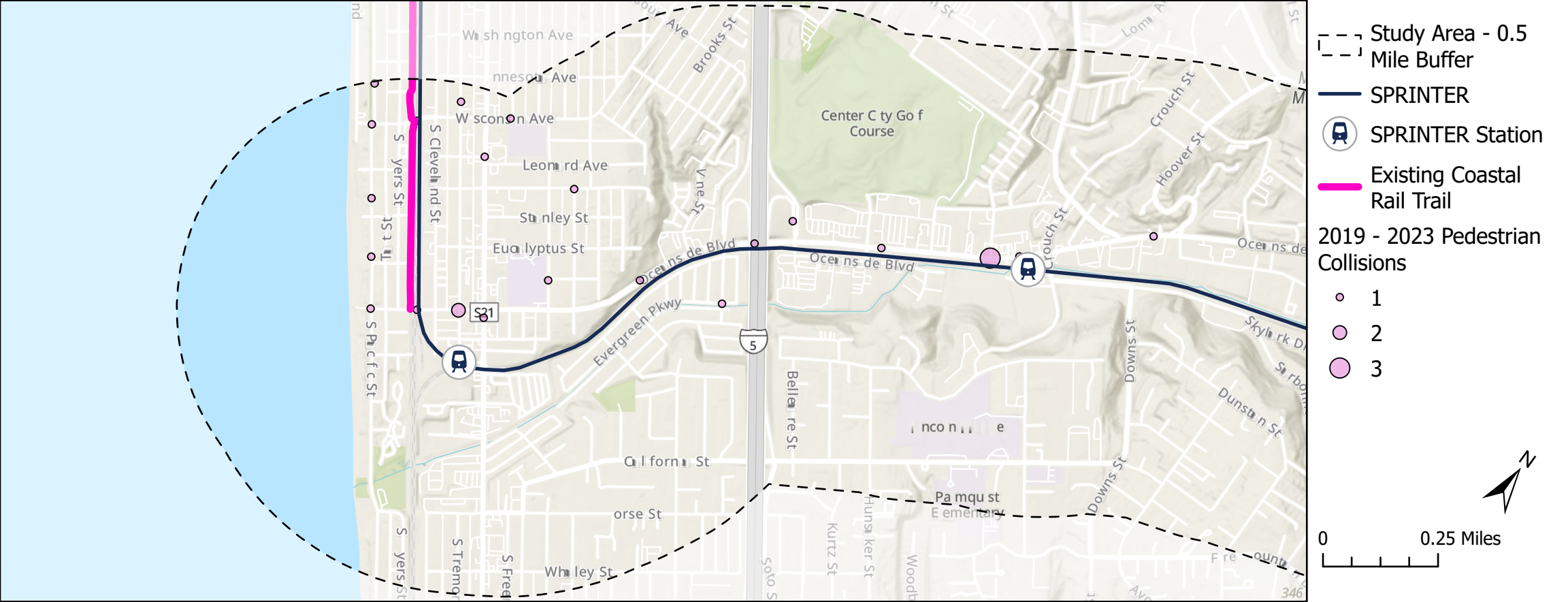
Lower

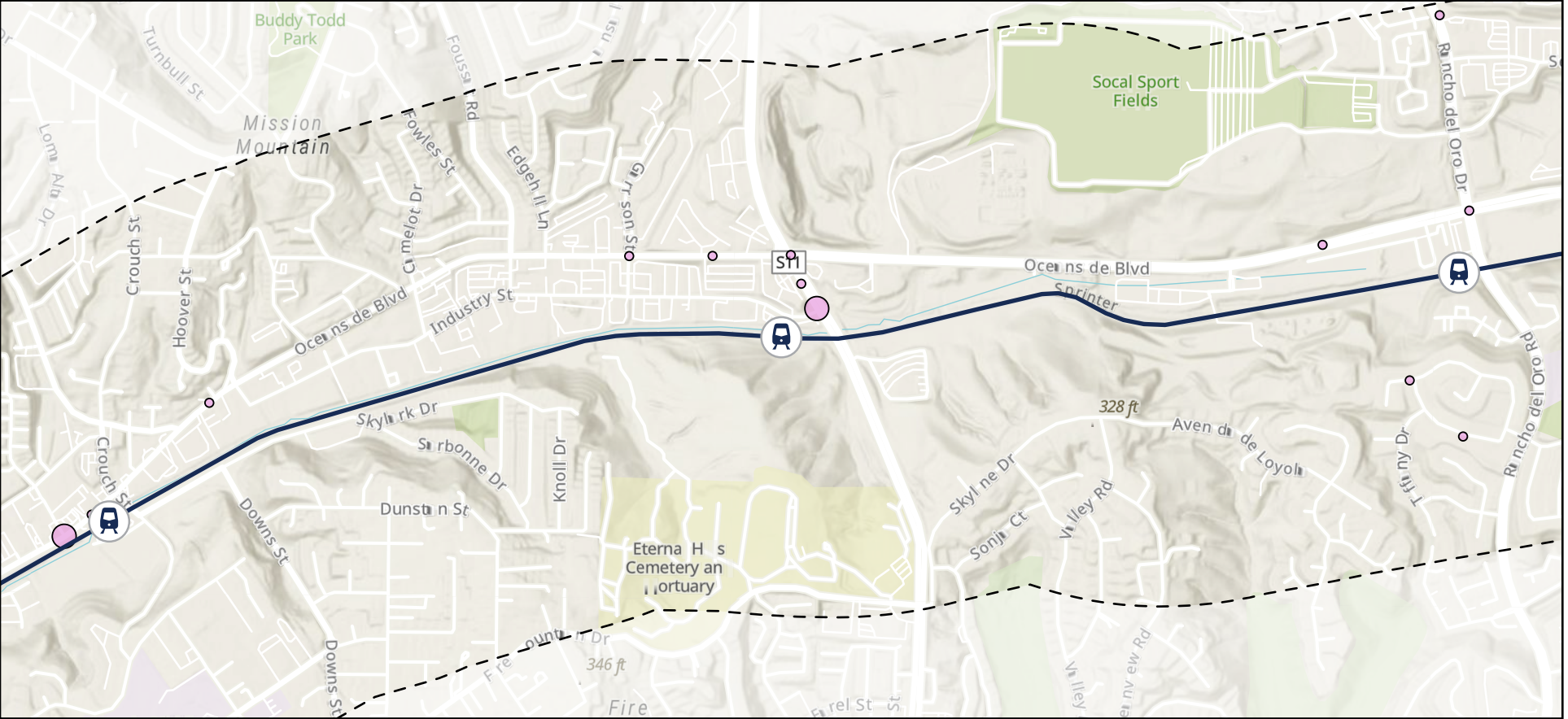
Higher

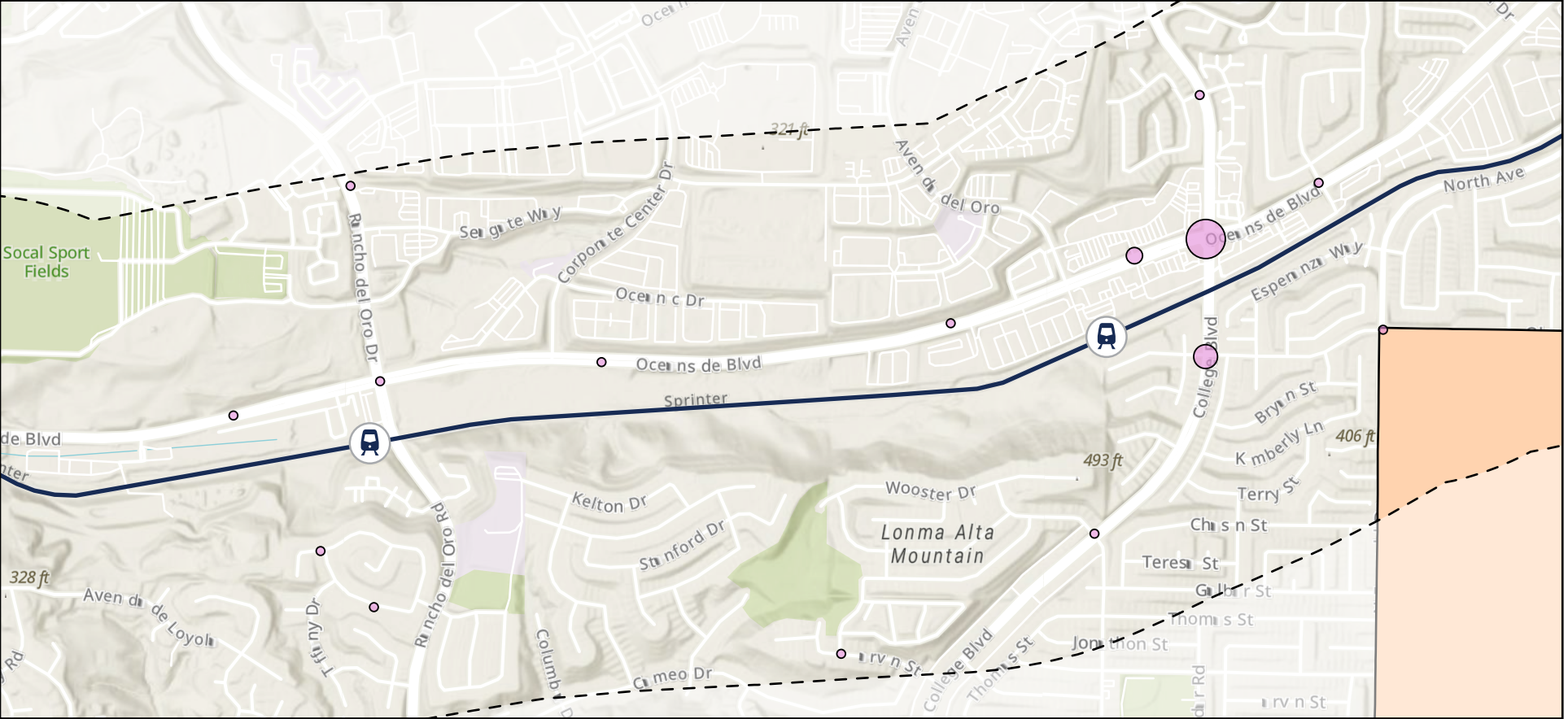
City of Vista

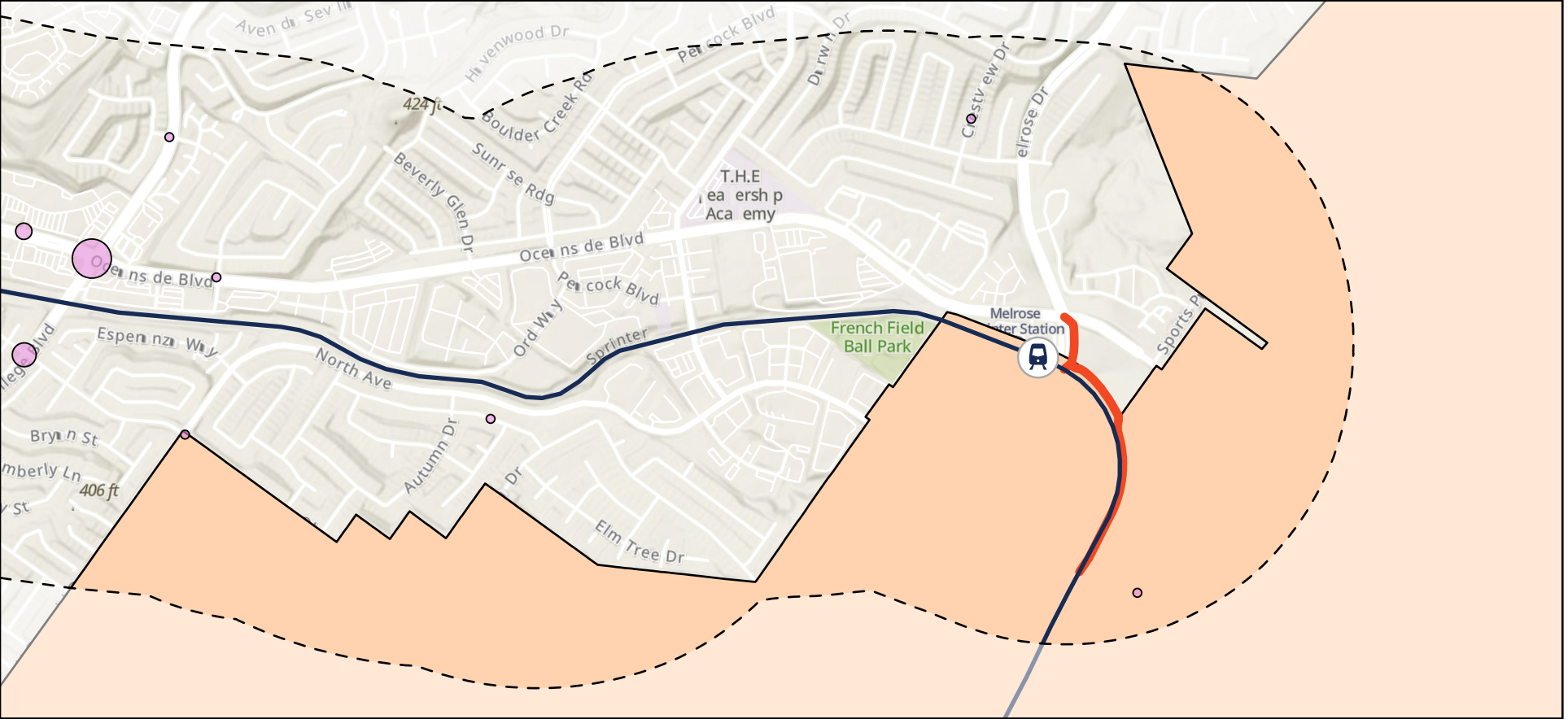
N

0 0.25 Miles


Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
2019 - 2023 Pedestrian Collisions
1
2
3
N
0
0.25 Miles
Center City Golf Course
Oceanside Blvd
Evergreen Pkwy
Crouch St
Hoover St
Brooks St
Leonard Ave
Stanley St
Eucalyptus St
S Cleveland St
S Pacific St
Bellaire St
Downs St
Dunston St
Skylark Dr
Kurtz St
Whaley St
S21
5


Buddy Todd Park
Mission Mountain
Turnbull St
Fowles St
Edgehill Ln
Crouch St
Hoover St
Camelot Dr
Industry St
Oceanside Blvd
Sprinter
SR1
Socal Sport Fields
Rancho del Oro Dr
Rancho del Oro Rd
Skylark Dr
Sorbonne Dr
Knoll Dr
Downs St
Dunston St
Eternal Hills Cemetery and Mortuary
328 ft
346 ft
Avenida de Loyola
Skyline Dr
Sonja Ct
Valley Rd
Tiffany Dr
Fire
Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
2019 - 2023 Pedestrian Collisions
1
3
N
0
0.25 Miles


Socal Sport Fields
Rancho del Oro Dr
Corporate Center Dr
Oceanside Blvd
Sprinter
Avenida del Oro
North Ave
Esperanza Way
College Blvd
Bryan St
Kimberly Ln
Terry St
Christen St
Teresa St
Gilbert St
Thomas St
Jonathon St
Irvin St
Wooster Dr
Kelton Dr
Stanford Dr
Lonma Alta Mountain
Cameo Dr
Avenida de Loyola
Tiffany Dr
Columbia
221 ft
493 ft
406 ft
328 ft
Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
2019 - 2023 Pedestrian Collisions
1
2
3
4 - 6
City of Vista
N
0
0.25 Miles



Study Area - 0.5 Mile Buffer

SPRINTER

SPRINTER Station

Existing IRT

2019 - 2023 Pedestrian Collisions

1

2

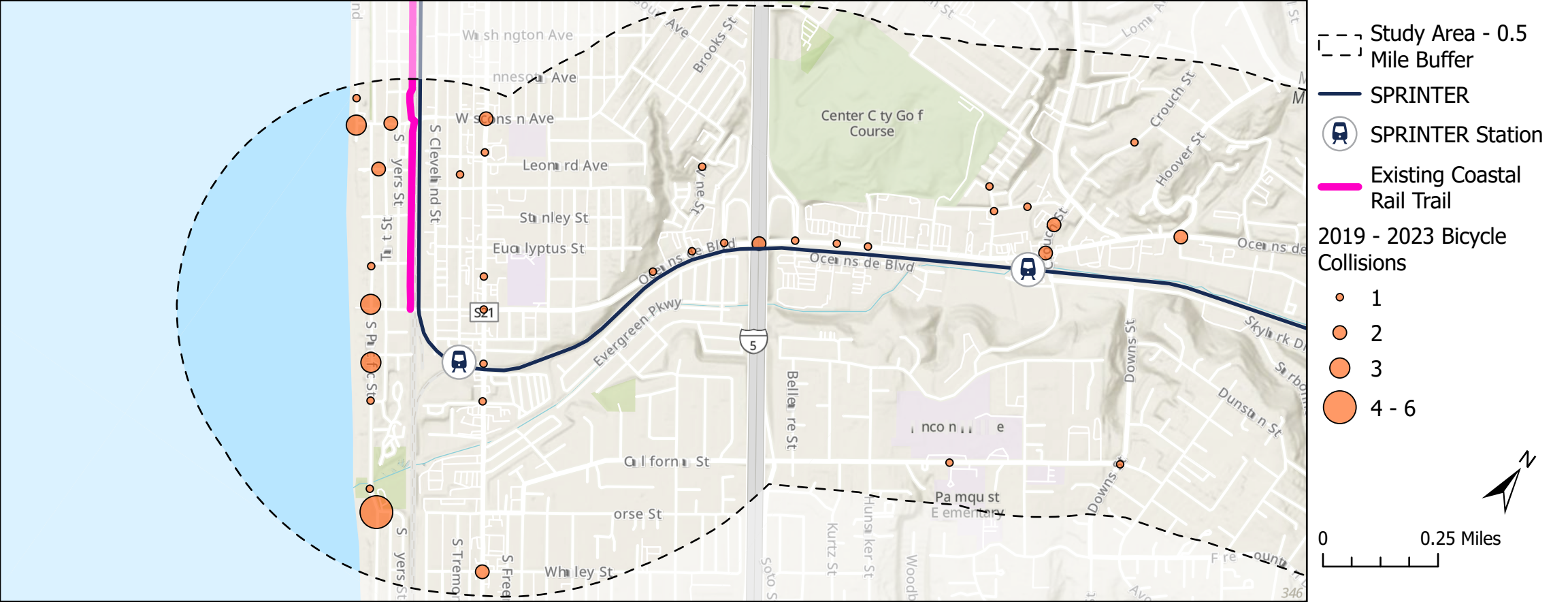
3

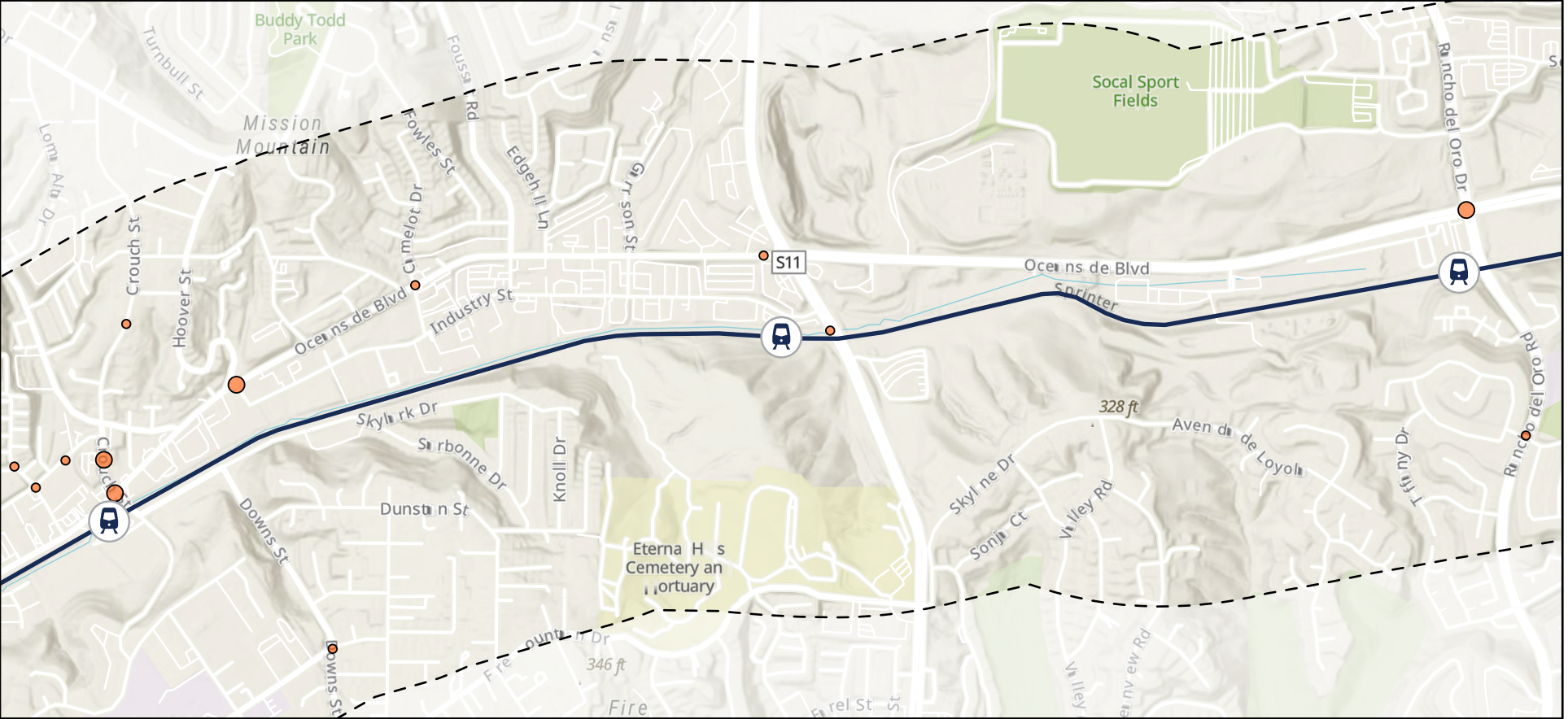
4 - 6

City of Vista

N

0 0.25 Miles


Study Area - 0.5 Mile Buffer
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
2019 - 2023 Bicycle Collisions
1
2
3
4 - 6
0
0.25 Miles
Center City Golf Course
Oceanside Blvd
Evergreen Pkwy
Brooks St
Crouch St
Hoover St
Downs St
Dunston St
Bellevue St
Kurtz St
Whaley St
S Cleveland St
Leonard Ave
Stanley St
Eucalyptus St
S Pacific St
S Myers St
Pamqu st
Elementary
S21
5



Study Area - 0.5 Mile Buffer

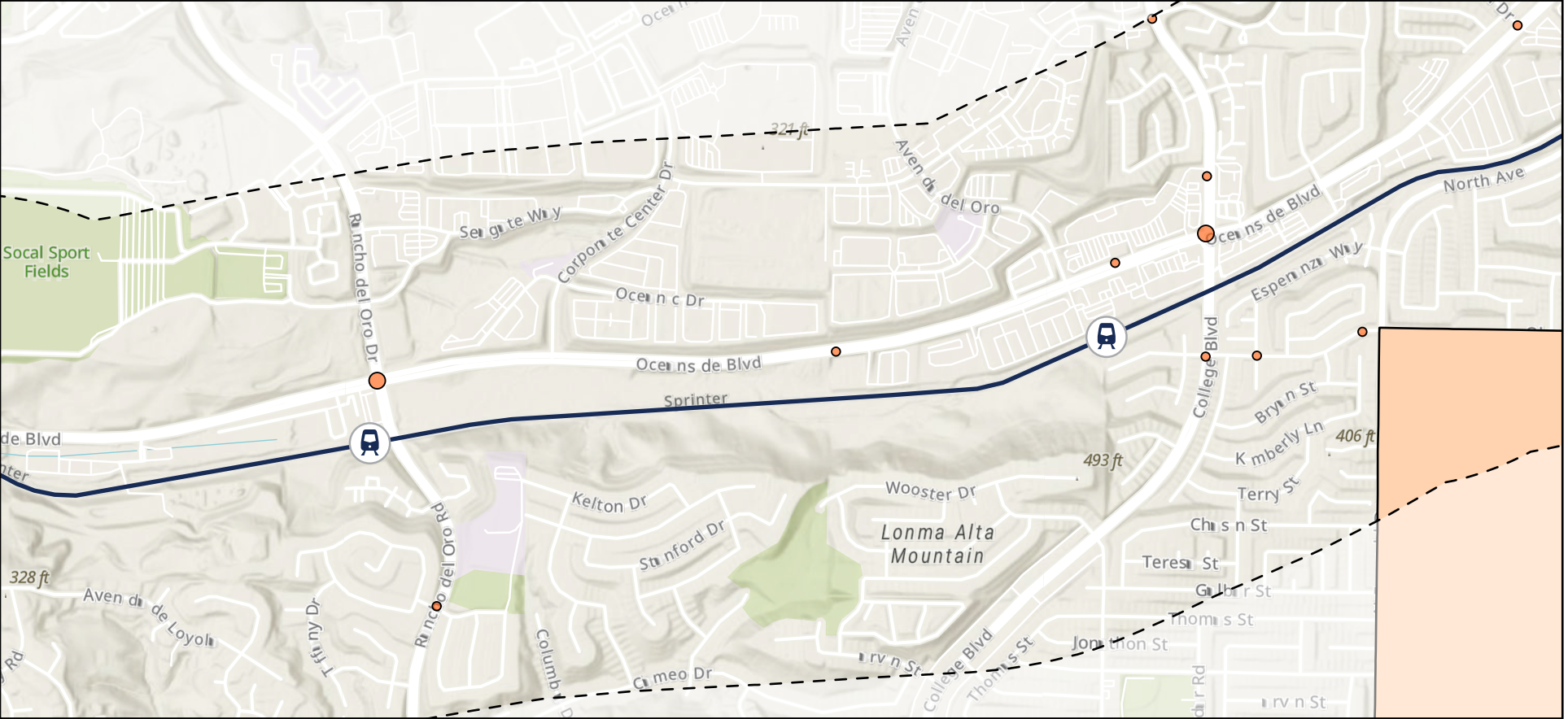
SPRINTER

SPRINTER Station

2019 - 2023 Bicycle Collisions

1

2



Study Area - 0.5 Mile Buffer

SPRINTER

SPRINTER Station

2019 - 2023 Bicycle Collisions

1

2

City of Vista

N

0 0.25 Miles

Study Area - 0.5 Mile Buffer

SPRINTER

SPRINTER Station

Existing IRT

2019 - 2023 Bicycle Collisions

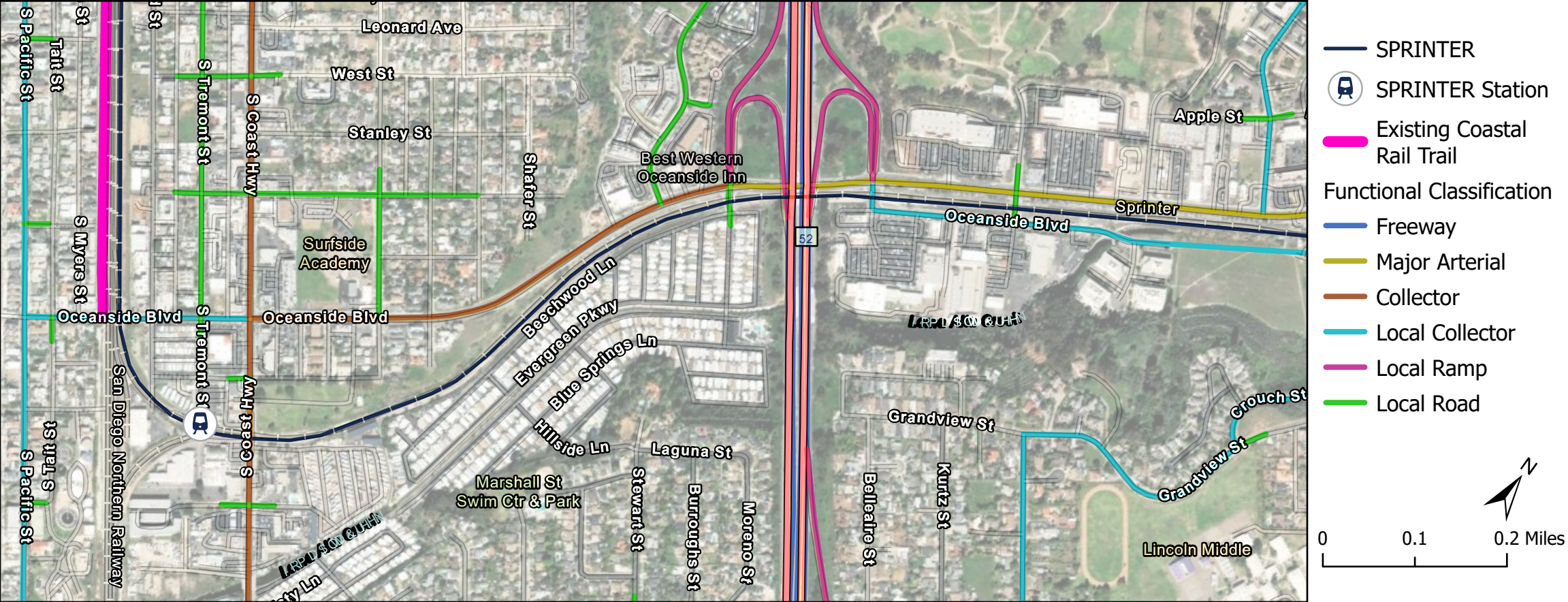
1

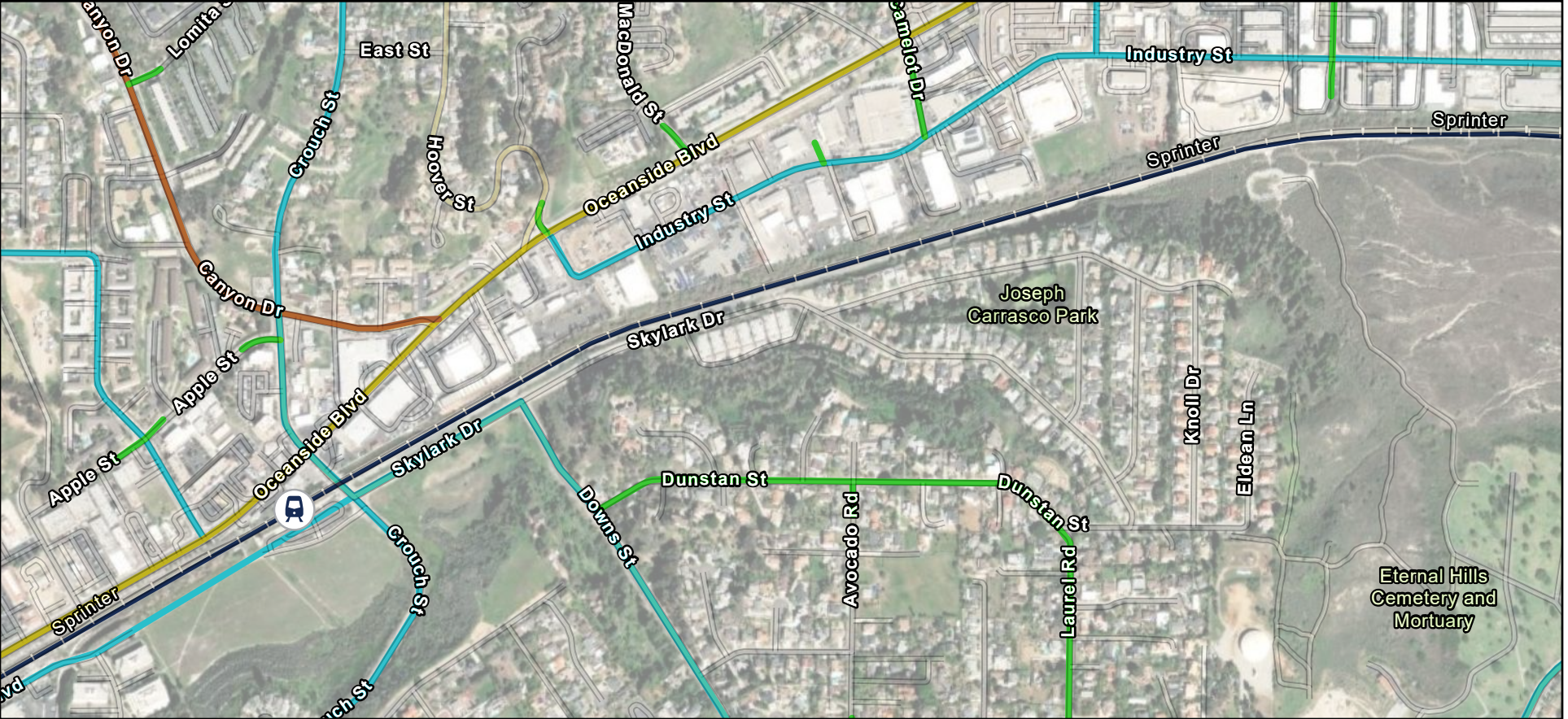
2

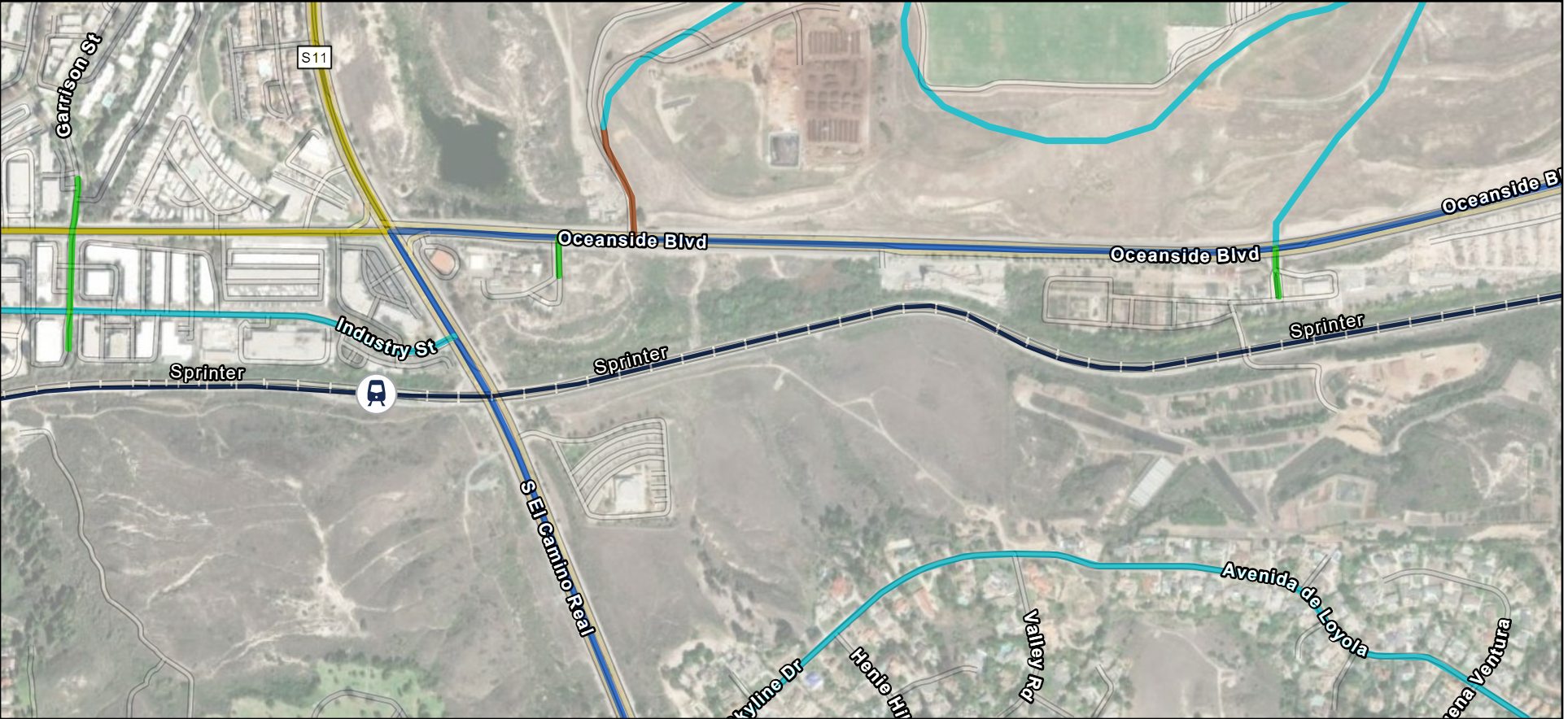
City of Vista

N

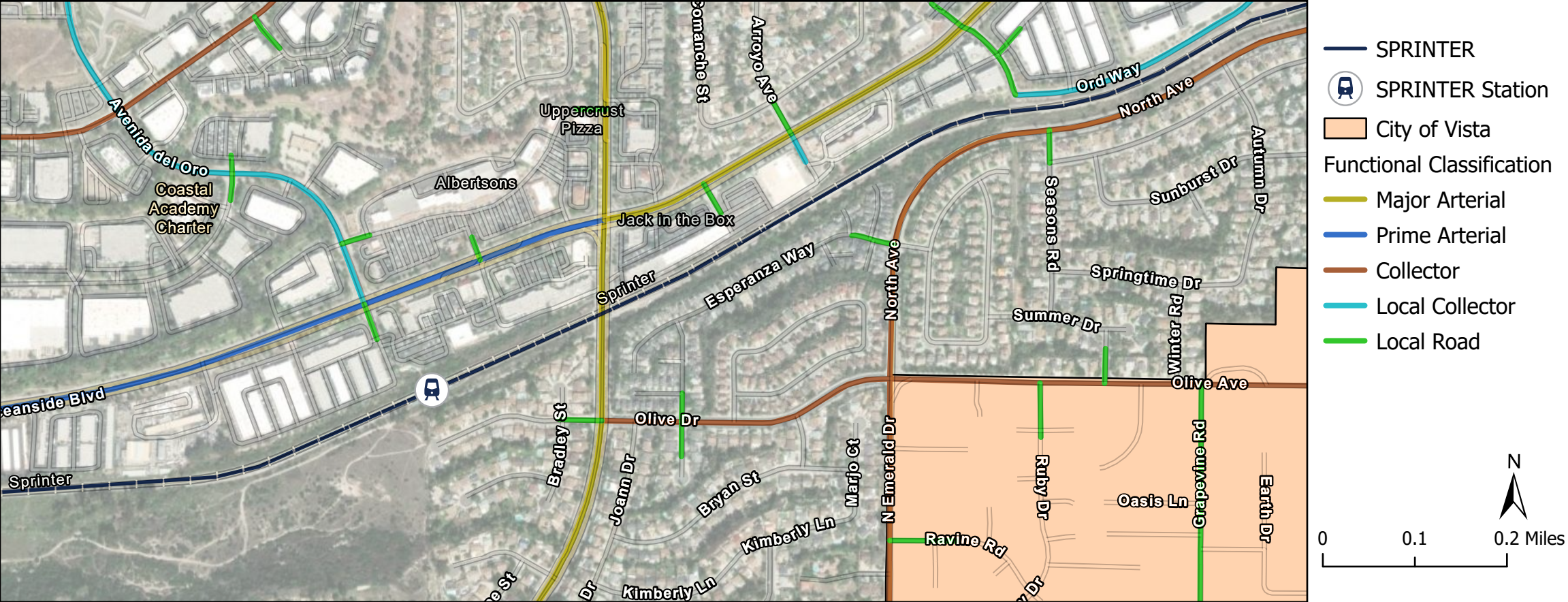
0 0.25 Miles

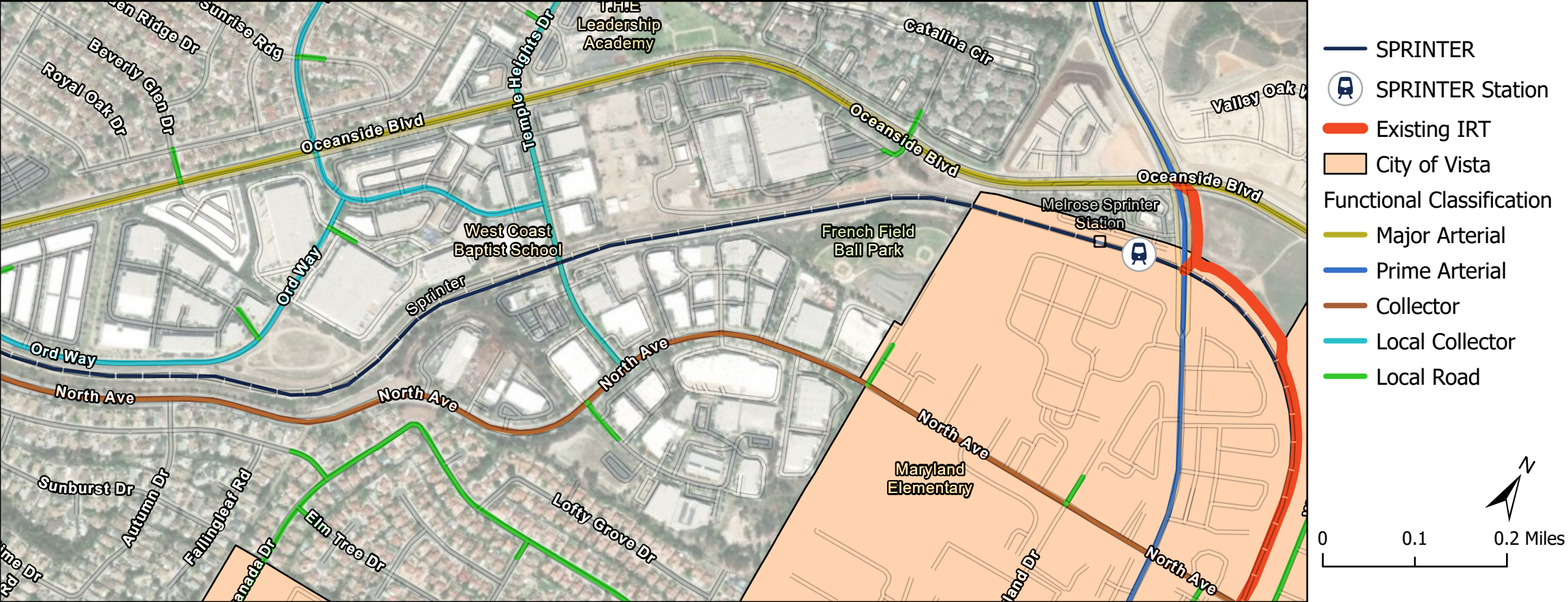

SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Functional Classification
Freeway
Major Arterial
Collector
Local Collector
Local Ramp
Local Road
0
0.1
0.2 Miles
Leonard Ave
West St
Stanley St
Tait St
S Pacific St
S Tremont St
S Coast Hwy
S Myers St
Shafer St
Best Western Oceanside Inn
Surfside Academy
Oceanside Blvd
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
Marshall St Swim Ctr & Park
Stewart St
Burroughs St
Moreno St
San Diego Northern Railway
52
Sprinter
Apple St
Grandview St
Crouch St
Bellelaire St
Kurtz St
Lincoln Middle

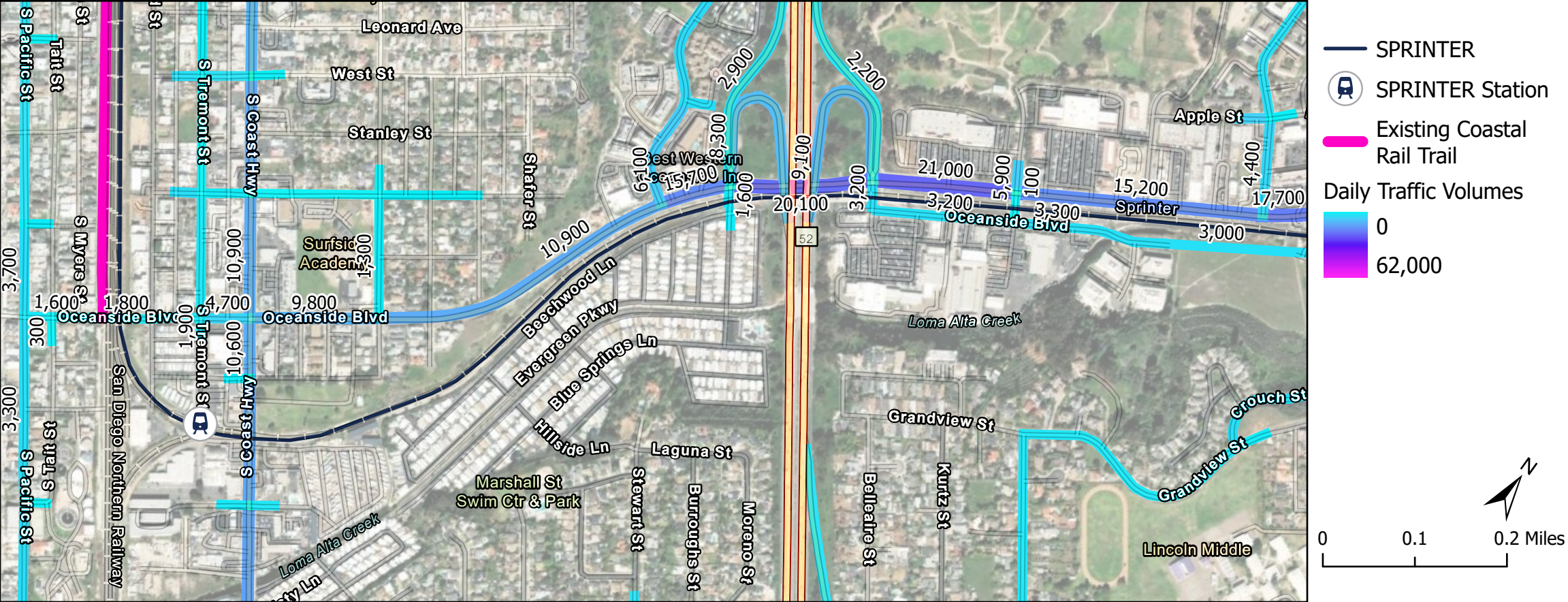

Lomita
East St
MacDonald St
Camelot Dr
Industry St
Sprinter
Crouch St
Hoover St
Oceanside Blvd
Industry St
Canyon Dr
Sprinter
Joseph
Carrasco Park
Skylark Dr
Apple St
Knoll Dr
Eldean Ln
Apple St
Oceanside Blvd
Skylark Dr
Dunstan St
Dunstan St
Downs St
Avocado Rd
Laurel Rd
Crouch St
Sprinter
Eternal Hills
Cemetery and
Mortuary
SPRINTER
SPRINTER Station
Functional Classification
Major Arterial
Collector
Local Collector
Local Road
N
0
0.1
0.2 Miles

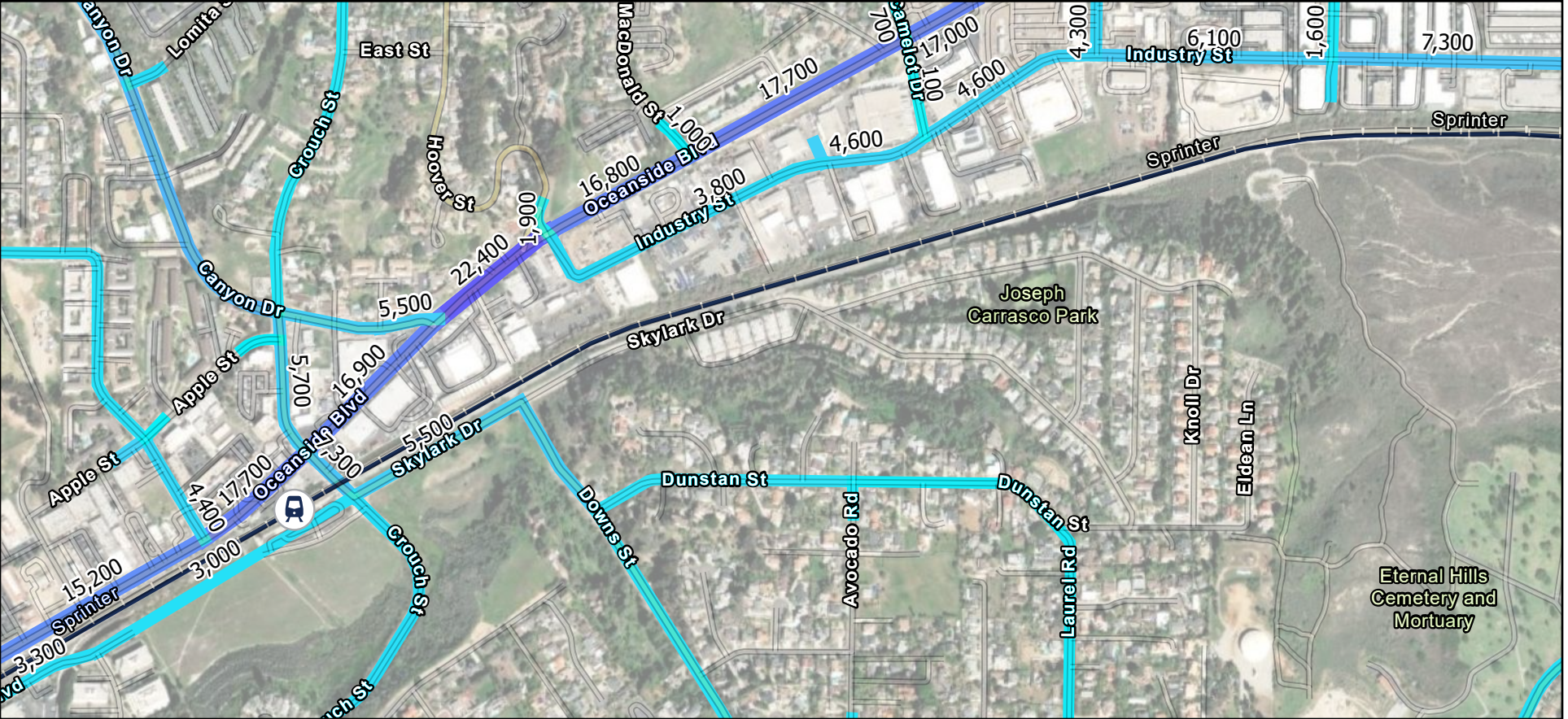

Garrison St
S11
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Industry St
Sprinter
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Valley Rd
Henie Hill
Skyline Dr
Vista Ventura
SPRINTER
SPRINTER Station
Functional Classification
Major Arterial
Prime Arterial
Collector
Local Collector
Local Road
N
0
0.1
0.2 Miles

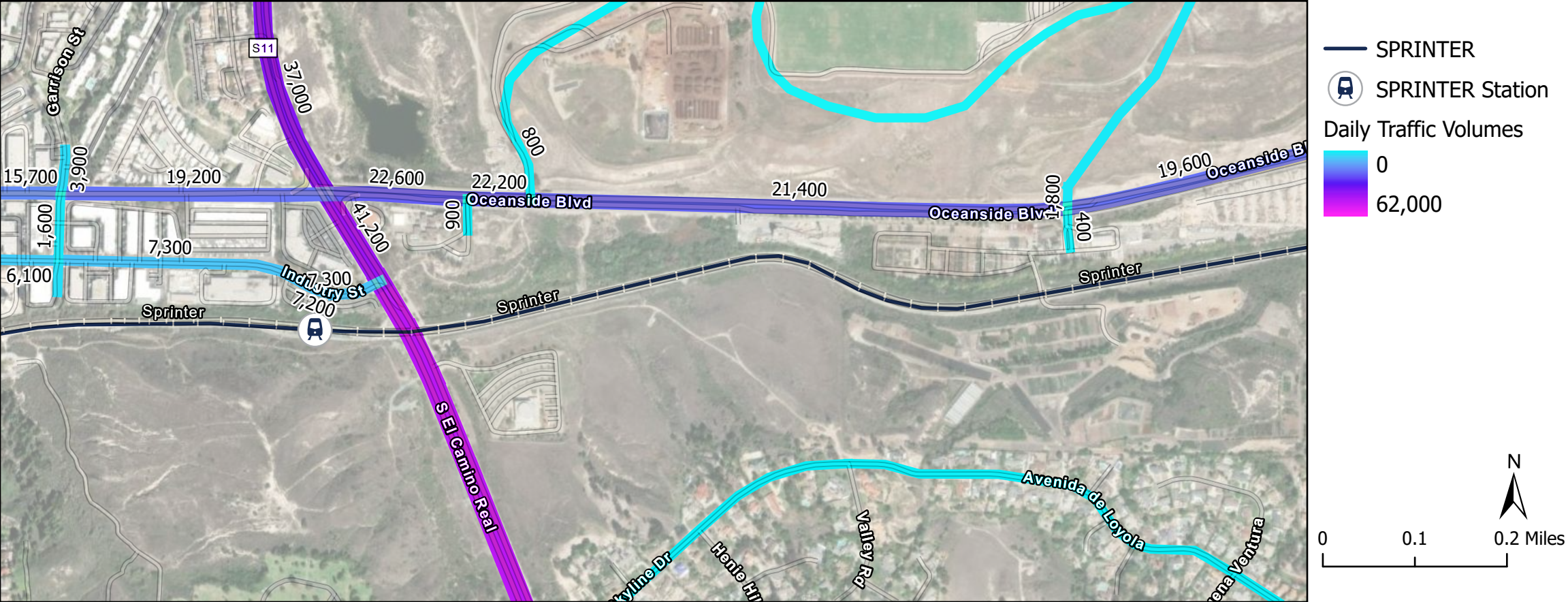

El Corazon
Senior Center
Seagate Way
Discovery Isle
Preschool
Oceanic Way
Oceanic Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Christa
McAuliffe
Elementary
Palisades Park
Kelton Dr
Carnegie Dr
Stanford Dr
Wooster Dr
Shenandoah Dr
Joseph
Sepulveda Park
Sherbourne Dr
SPRINTER
SPRINTER Station
Functional Classification
Major Arterial
Prime Arterial
Local Collector
Local Road
N
0
0.1
0.2 Miles

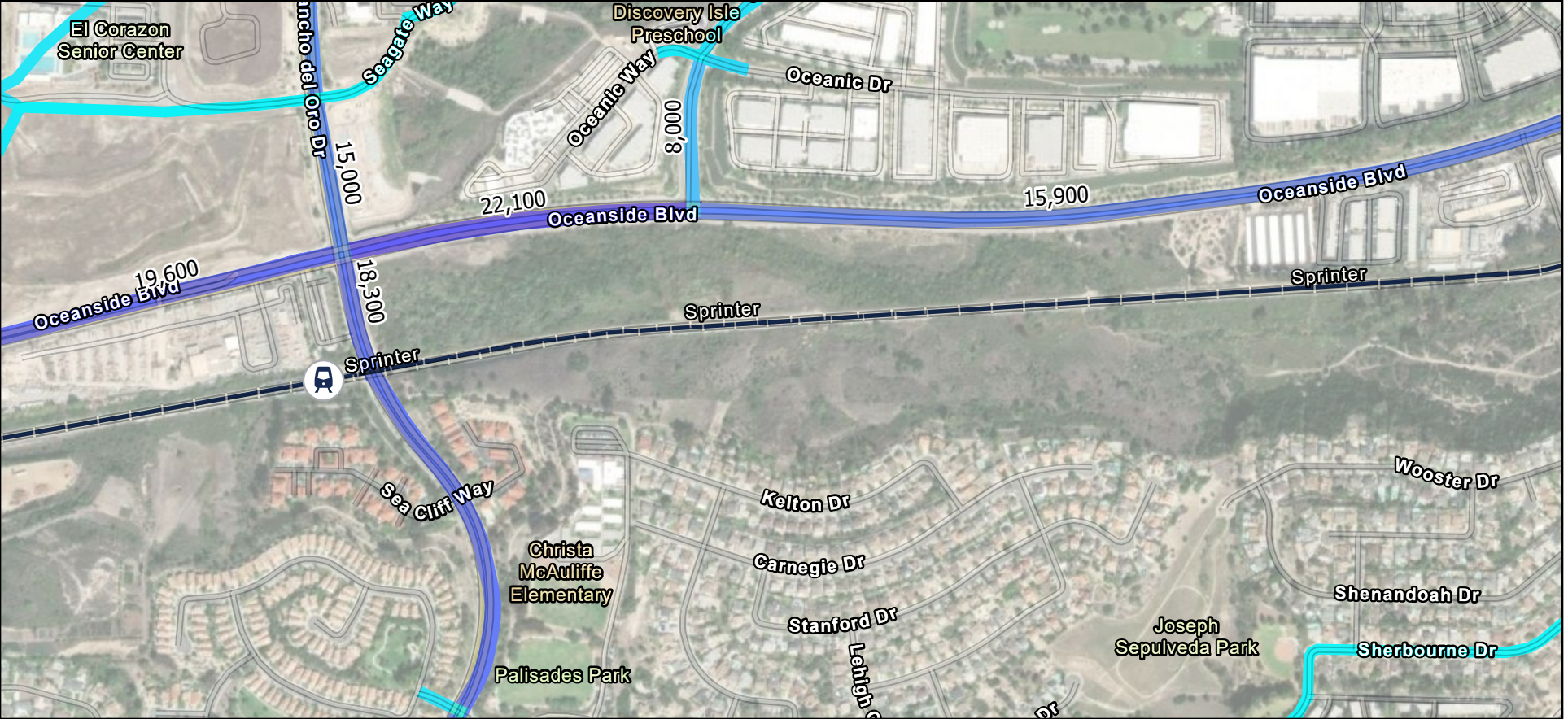

Avenida del Oro
Coastal Academy Charter
Uppercrust Pizza
Albertsons
Jack in the Box
Sprinter
Esperanza Way
Arroyo Ave
Ord Way
North Ave
Autumn Dr
Sunburst Dr
Seasons Rd
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
SPRINTER
SPRINTER Station
City of Vista
Functional Classification
Major Arterial
Prime Arterial
Collector
Local Collector
Local Road
N
0
0.1
0.2 Miles

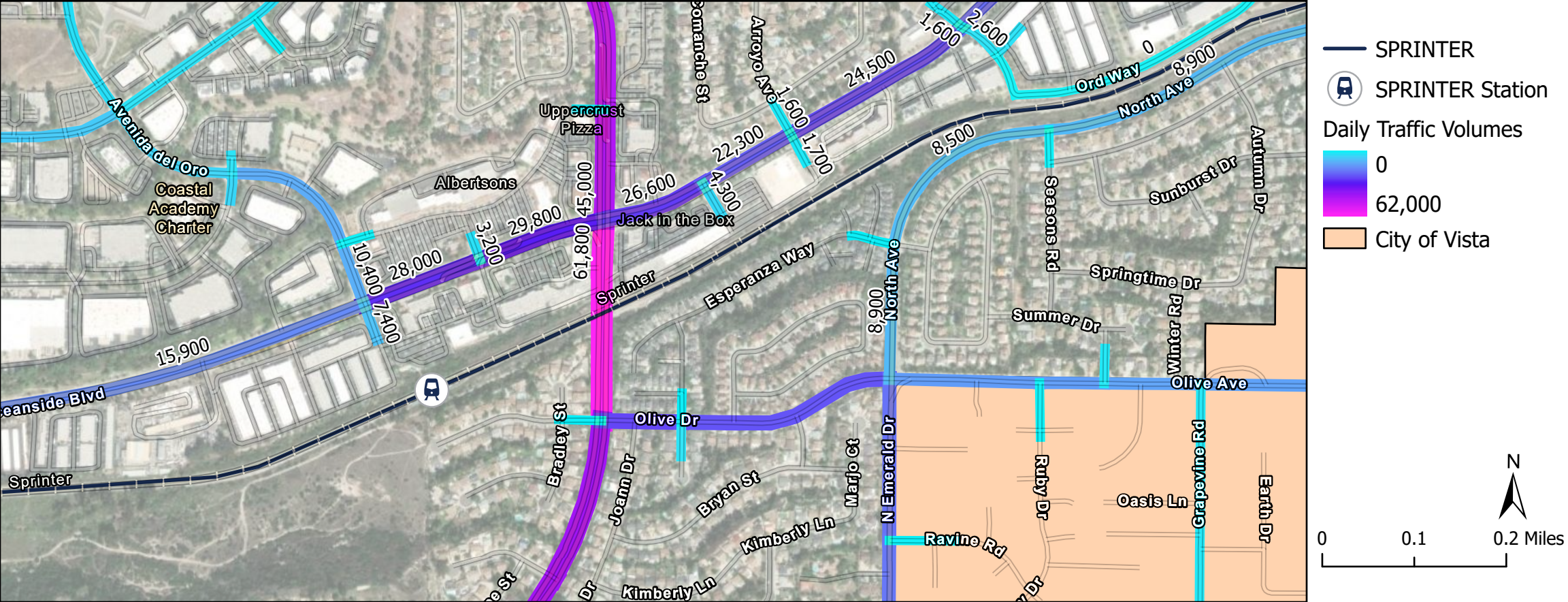

Sunrise Rdg
Beverly Glen Dr
Royal Oak Dr
Oceanside Blvd
Temple Heights Dr
T.H.E Leadership Academy
Catalina Cir
Valley Oak
Oceanside Blvd
Oceanside Blvd
Melrose Sprinter Station
West Coast Baptist School
French Field Ball Park
Ord Way
Sprinter
Ord Way
North Ave
North Ave
North Ave
North Ave
Maryland Elementary
North Ave
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr
SPRINTER
SPRINTER Station
Existing IRT
City of Vista
Functional Classification
Major Arterial
Prime Arterial
Collector
Local Collector
Local Road
N
0
0.1
0.2 Miles

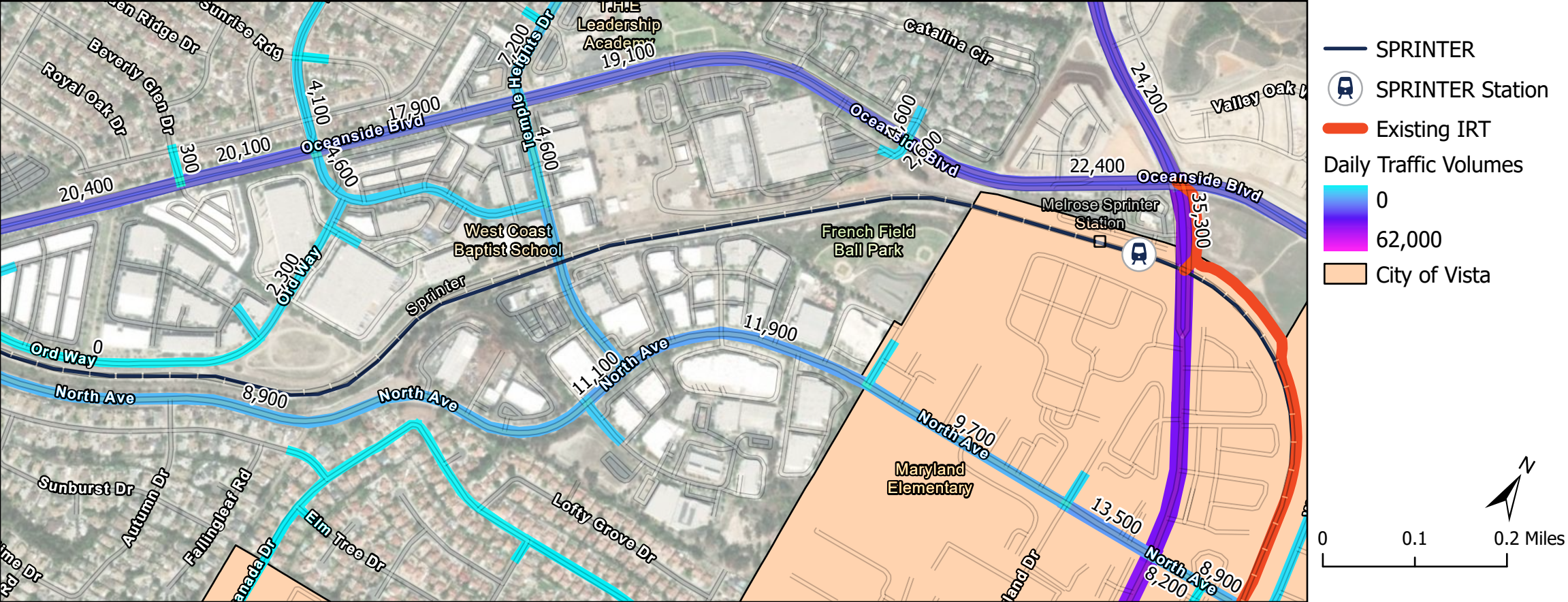

SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Daily Traffic Volumes
0
62,000
0
0.1
0.2 Miles
N
Leonard Ave
West St
Stanley St
Shafer St
Apple St
Surfside Academy
Oceanside Blvd
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
Marshall St Swim Ctr & Park
Loma Alta Creek
Grandview St
Crouch St
Lincoln Middle
S Pacific St
Tait St
S Myers St
S Tremont St
S Coast Hwy
San Diego Northern Railway
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
Sprinter
52
West Western Inn
1,600
1,800
4,700
9,800
10,900
15,700
20,100
21,000
15,200
17,700
3,000
2,900
2,200
9,100
3,700
3,300

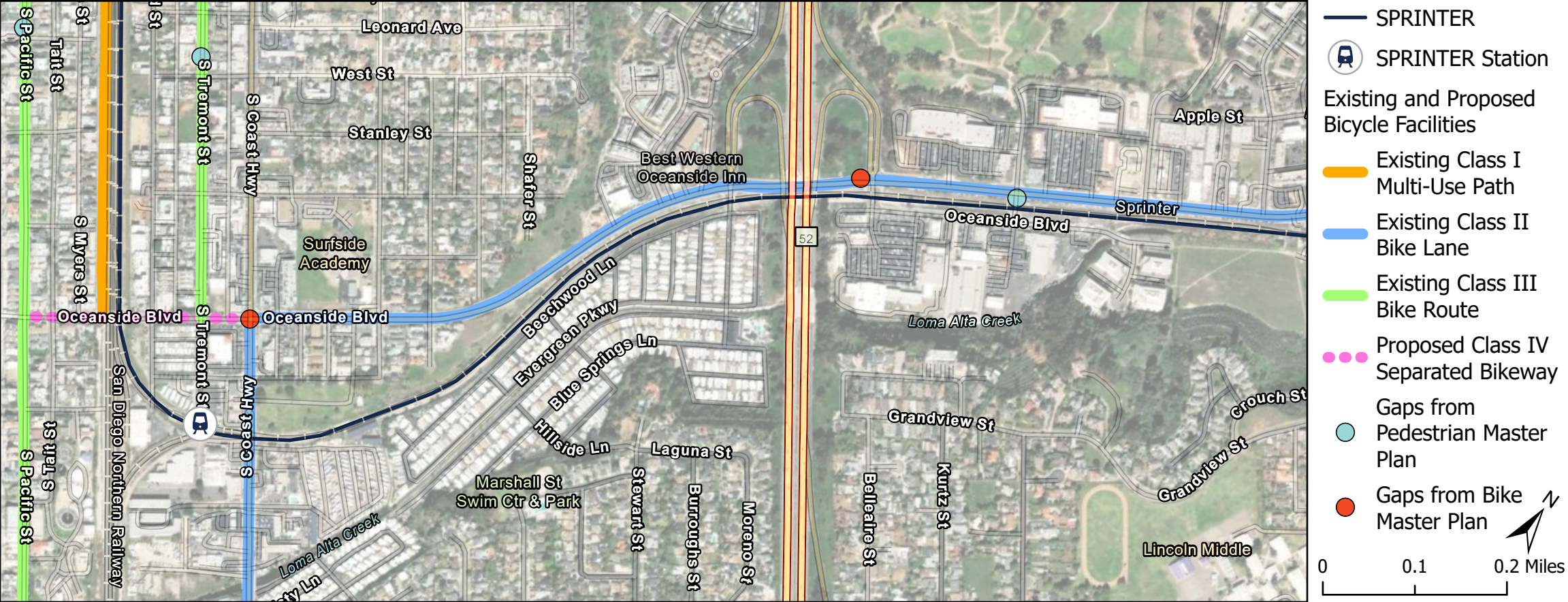

SPRINTER
SPRINTER Station
Daily Traffic Volumes
0
62,000
N
0
0.1
0.2 Miles
East St
Crouch St
Hoover St
MacDonald St
Oceanside Blvd
Industry St
Sprinter
Canyon Dr
Skylark Dr
Joseph Carrasco Park
Apple St
Dunstan St
Downs St
Avocado Rd
Laurel Rd
Knoll Dr
Eldean Ln
Eternal Hills Cemetery and Mortuary
17,700
16,800
22,400
16,900
17,000
6,100
7,300
5,500
4,600
3,800
1,900
5,700
4,400
3,000
15,200
3,300

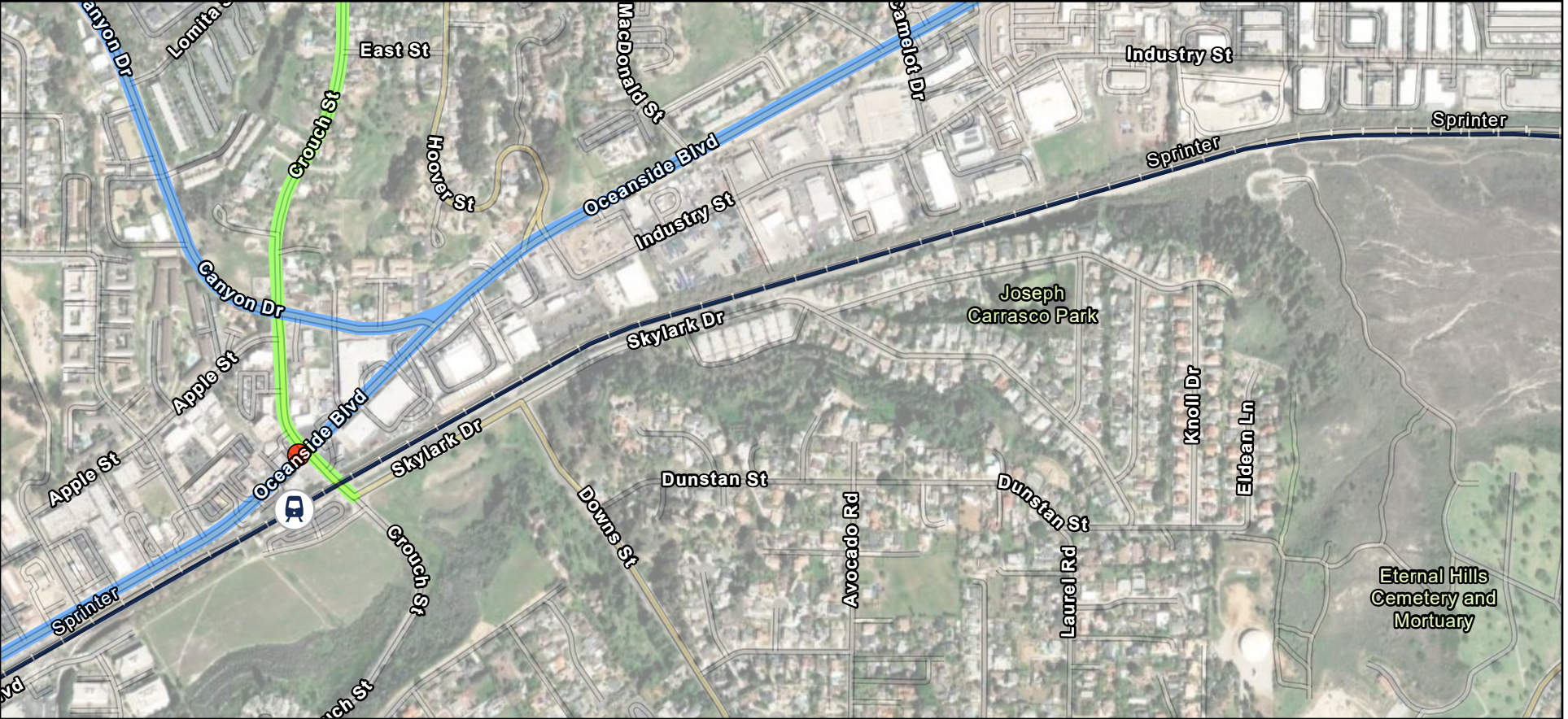

Garrison St
S11
37,000
15,700
3,900
19,200
22,600
22,200
800
Oceanside Blvd
21,400
19,600
Oceanside Blvd
1,600
7,300
41,200
900
1,800
400
6,100
Industry St
7,300
7,200
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Valley Rd
SPRINTER
SPRINTER Station
Daily Traffic Volumes
0
62,000
N
0
0.1
0.2 Miles


El Corazon Senior Center
Seagate Way
Discovery Isle Preschool
Oceanic Way
Oceanic Dr
8,000
15,000
Rancho del Oro Dr
22,100
Oceanside Blvd
15,900
Oceanside Blvd
19,600
Oceanside Blvd
18,300
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Christa McAuliffe Elementary
Palisades Park
Kelton Dr
Carnegie Dr
Stanford Dr
Lehigh
Joseph Sepulveda Park
Wooster Dr
Shenandoah Dr
Sherbourne Dr
SPRINTER
SPRINTER Station
Daily Traffic Volumes
0
62,000
N
0
0.1
0.2 Miles


SPRINTER
SPRINTER Station
Daily Traffic Volumes
0
62,000
City of Vista
N
0
0.1
0.2 Miles
Avenida del Oro
Coastal Academy Charter
Albertsons
Uppercrust Pizza
Comanche St
Arroyo Ave
Jack in the Box
Sprinter
Esperanza Way
Ord Way
North Ave
Seasons Rd
Sunburst Dr
Autumn Dr
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
eanside Blvd
Sprinter
1,600
2,600
0
8,900
24,500
22,300
1,600
1,700
8,500
26,600
4,300
45,000
61,800
29,800
3,200
28,000
10,400
7,400
15,900
8,900


SPRINTER
SPRINTER Station
Existing IRT
Daily Traffic Volumes
0
62,000
City of Vista
0
0.1
0.2 Miles
N
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
North Ave
North Ave
North Ave
North Ave
North Ave
Ord Way
Ord Way
Sprinter
Melrose Sprinter Station
West Coast Baptist School
French Field Ball Park
Maryland Elementary
Temple Heights Dr
Catalina Cir
Valley Oak
Royal Oak Dr
Beverly Glen Dr
Sunrise Rdg
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr
20,400
20,100
17,900
19,100
22,400
24,200
35,300
11,900
11,100
9,700
13,500
8,900
8,200
8,900
4,600
4,600
4,100
7,200
2,300
2,000
300
0


Leonard Ave
West St
Stanley St
Apple St
Best Western
Oceanside Inn
Surfside
Academy
Oceanside Blvd
Sprinter
Loma Alta Creek
Grandview St
Crouch St
Lincoln Middle
Marshall St
Swim Ctr & Park
Laguna St
Hillside Ln
Blue Springs Ln
Evergreen Pkwy
Beechwood Ln
S Pacific St
Tait St
S Tremont St
S Coast Hwy
Shafer St
S Myers St
San Diego Northern Railway
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
52
SPRINTER
SPRINTER Station
Existing and Proposed
Bicycle Facilities
Existing Class I
Multi-Use Path
Existing Class II
Bike Lane
Existing Class III
Bike Route
Proposed Class IV
Separated Bikeway
Gaps from
Pedestrian Master
Plan
Gaps from Bike
Master Plan
0
0.1
0.2 Miles



SPRINTER

SPRINTER Station

Existing and Proposed Bicycle Facilities

Existing Class I Multi-Use Path

Existing Class II Bike Lane

Existing Class III Bike Route

Proposed Class IV Separated Bikeway

Gaps from Bike Master Plan

N

0 0.1 0.2 Miles

SPRINTER

SPRINTER Station

Existing and Proposed Bicycle Facilities

Existing Class I Multi-Use Path

Existing Class II Bike Lane

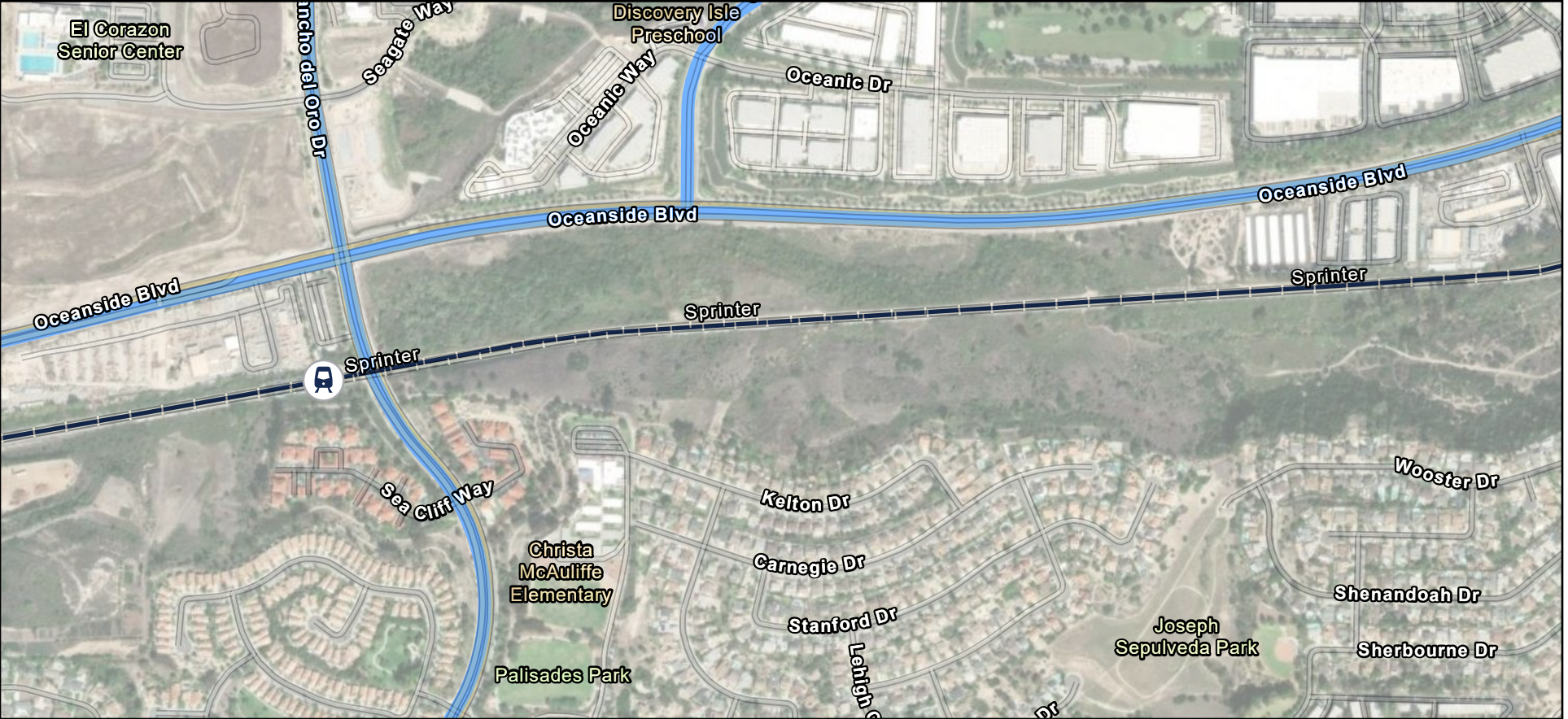
Existing Class III Bike Route

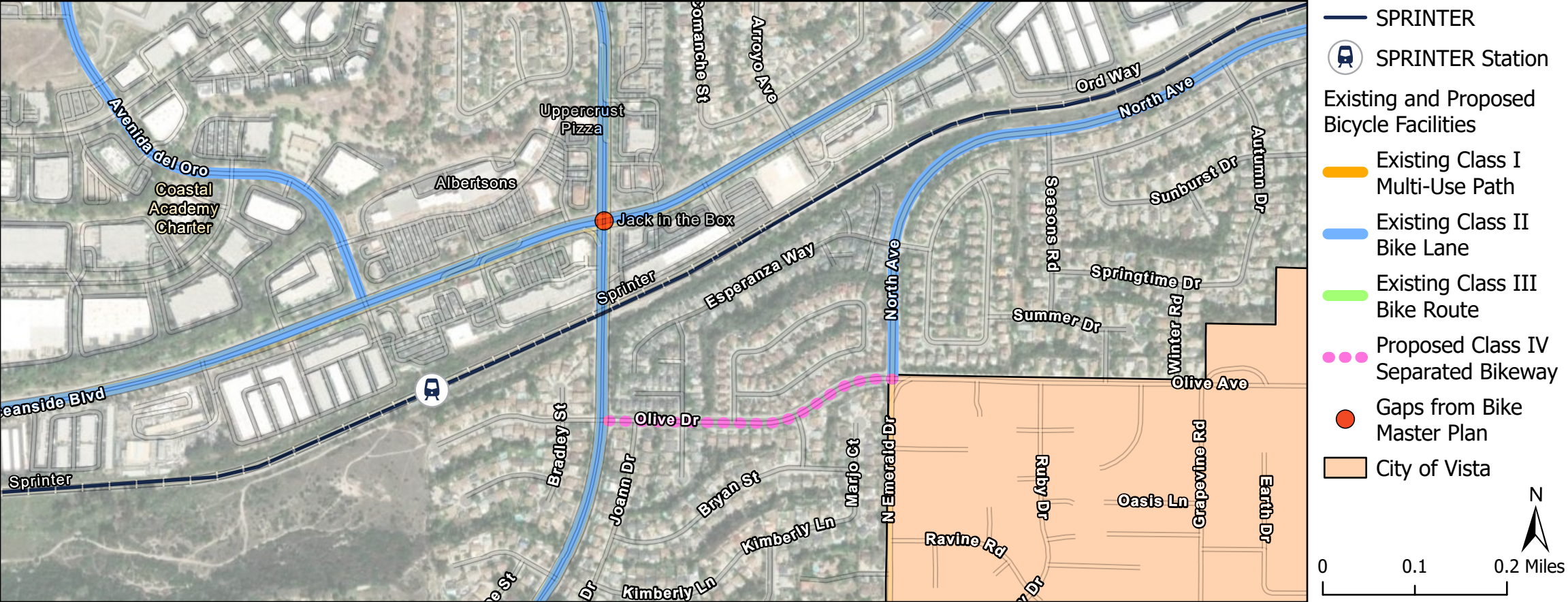
Proposed Class IV Separated Bikeway

Gaps from Bike Master Plan

N

0 0.1 0.2 Miles


El Corazon Senior Center
Seagate Way
Discovery Isle Preschool
Oceanic Way
Oceanic Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Christa McAuliffe Elementary
Kelton Dr
Carnegie Dr
Stanford Dr
Palisades Park
Joseph Sepulveda Park
Wooster Dr
Shenandoah Dr
Sherbourne Dr
SPRINTER
SPRINTER Station
Existing and Proposed Bicycle Facilities
Existing Class I Multi-Use Path
Existing Class II Bike Lane
Existing Class III Bike Route
Proposed Class IV Separated Bikeway
N
0
0.1
0.2 Miles


Avenida del Oro
Coastal Academy Charter
Uppercrust Pizza
Albertsons
Jack in the Box
Comanche St
Arroyo Ave
Ord Way
North Ave
Autumn Dr
Sunburst Dr
Seasons Rd
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Esperanza Way
Sprinter
North Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
Sprinter
SPRINTER
SPRINTER Station
Existing and Proposed Bicycle Facilities
Existing Class I Multi-Use Path
Existing Class II Bike Lane
Existing Class III Bike Route
Proposed Class IV Separated Bikeway
Gaps from Bike Master Plan
City of Vista
N
0
0.1
0.2 Miles

SPRINTER

SPRINTER Station

Existing and Proposed Bicycle Facilities

Existing Class I Multi-Use Path

Existing Class II Bike Lane

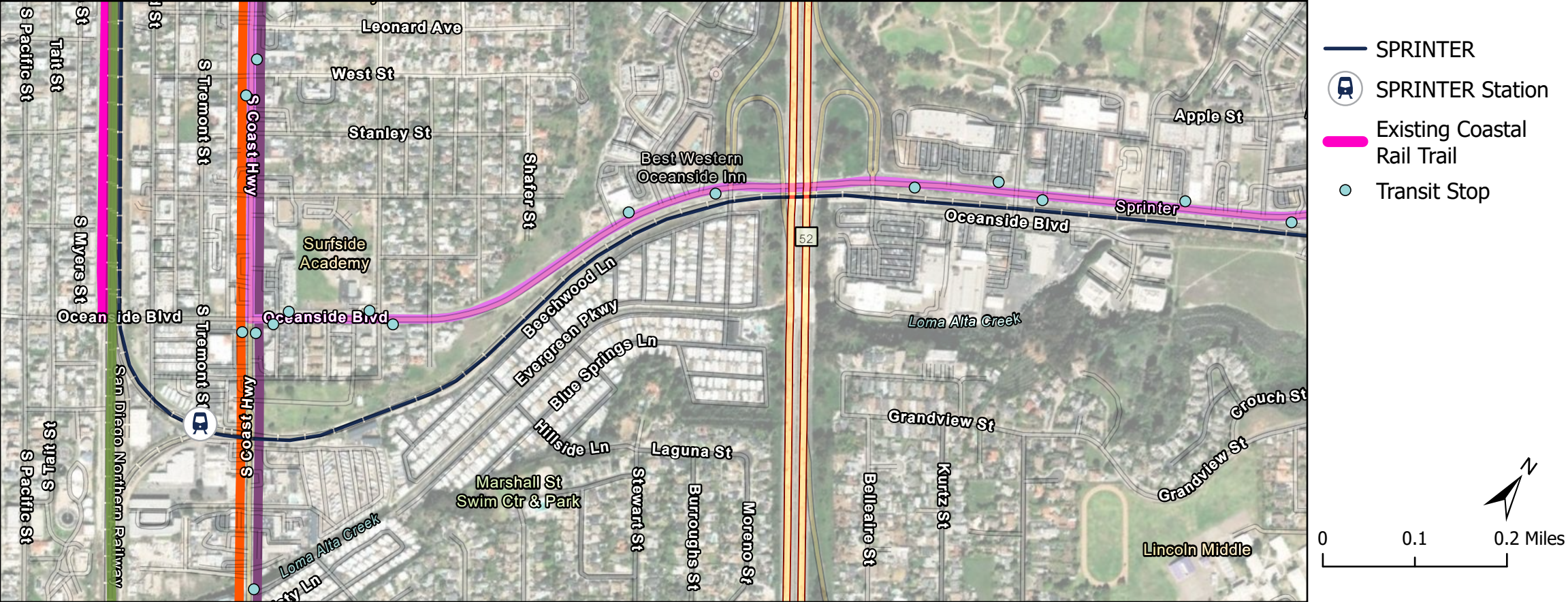
Existing Class III Bike Route

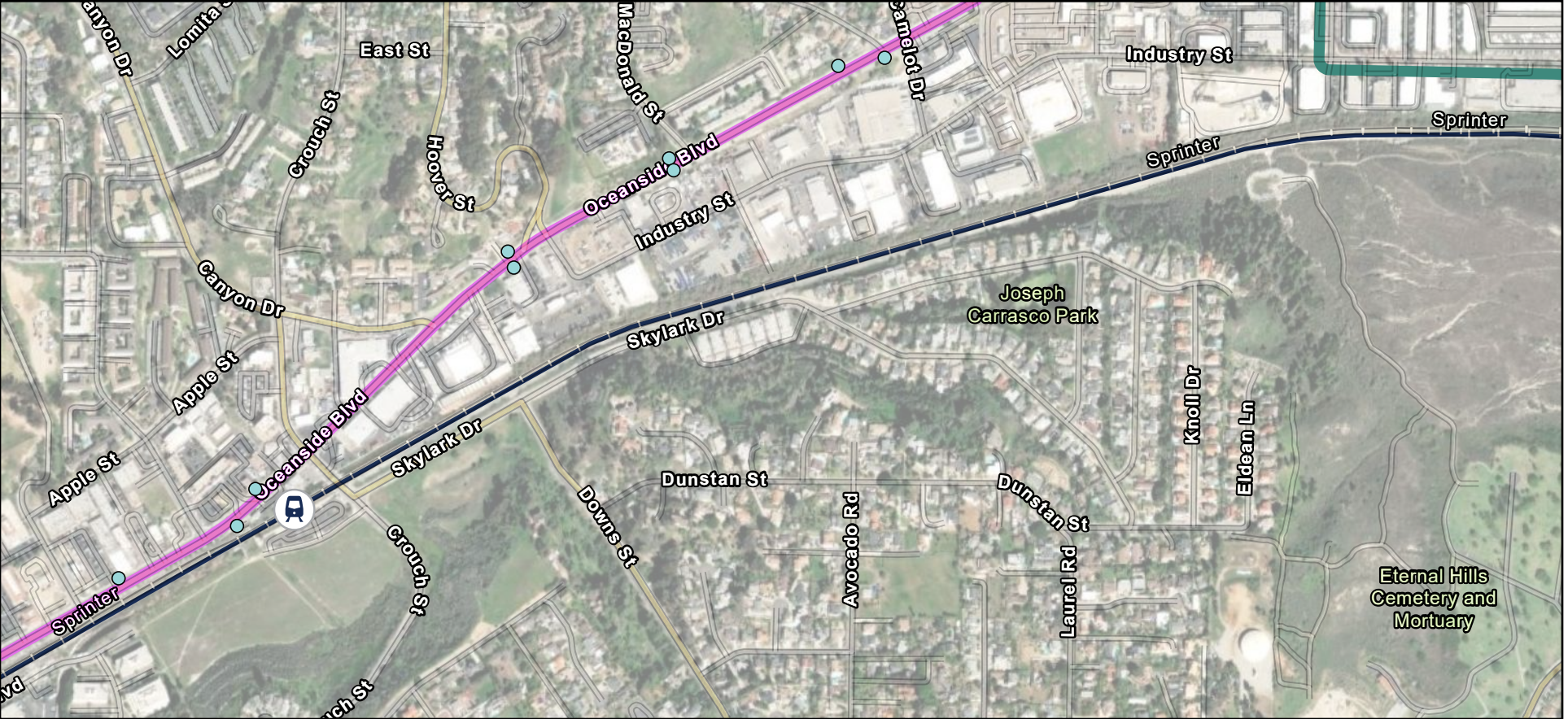
Proposed Class IV Separated Bikeway

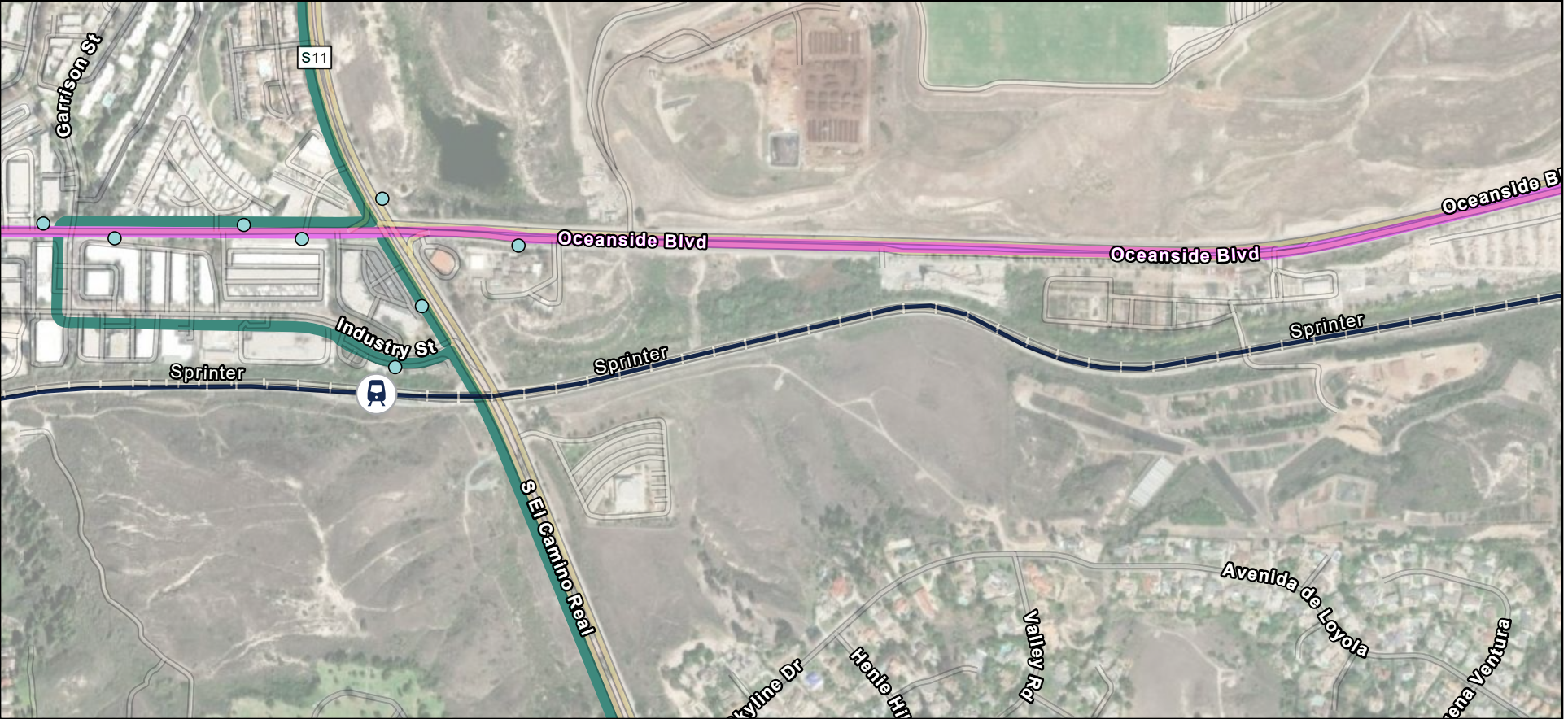
City of Vista

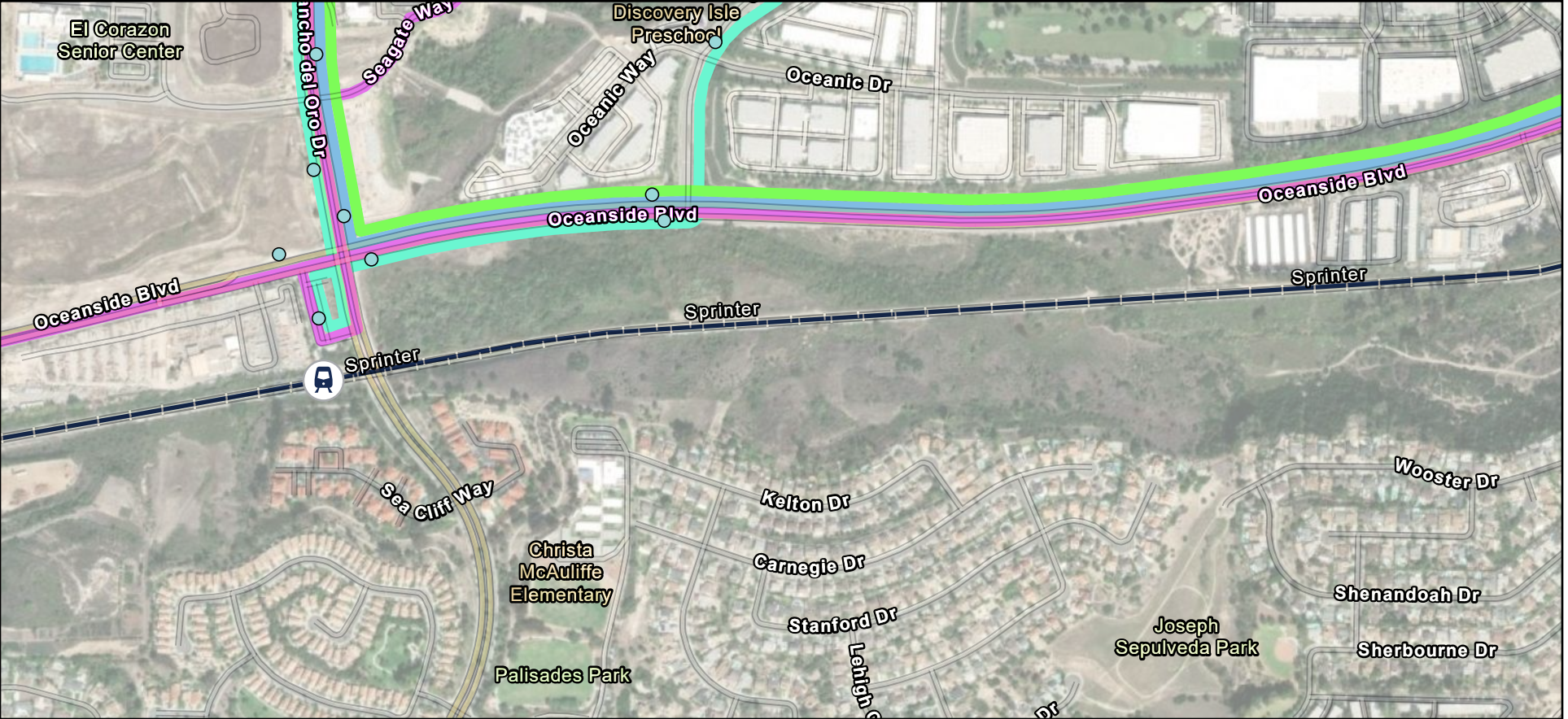
N

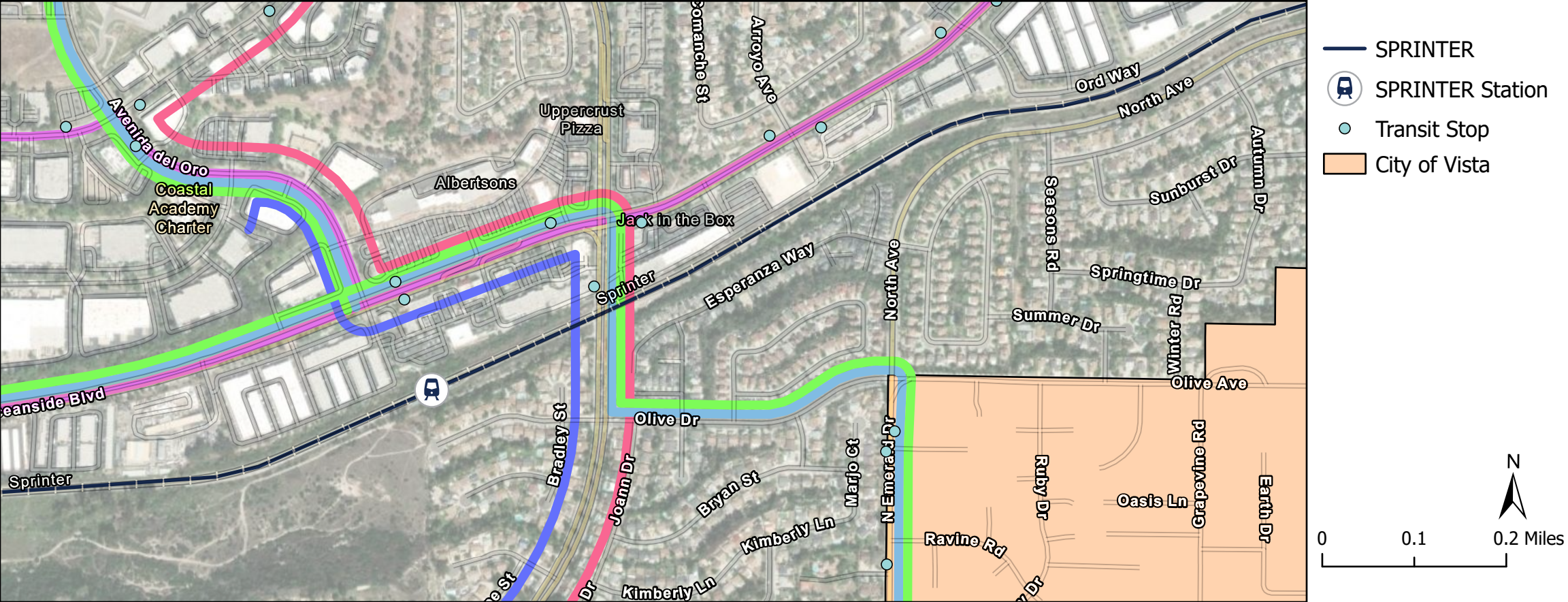
0 0.1 0.2 Miles

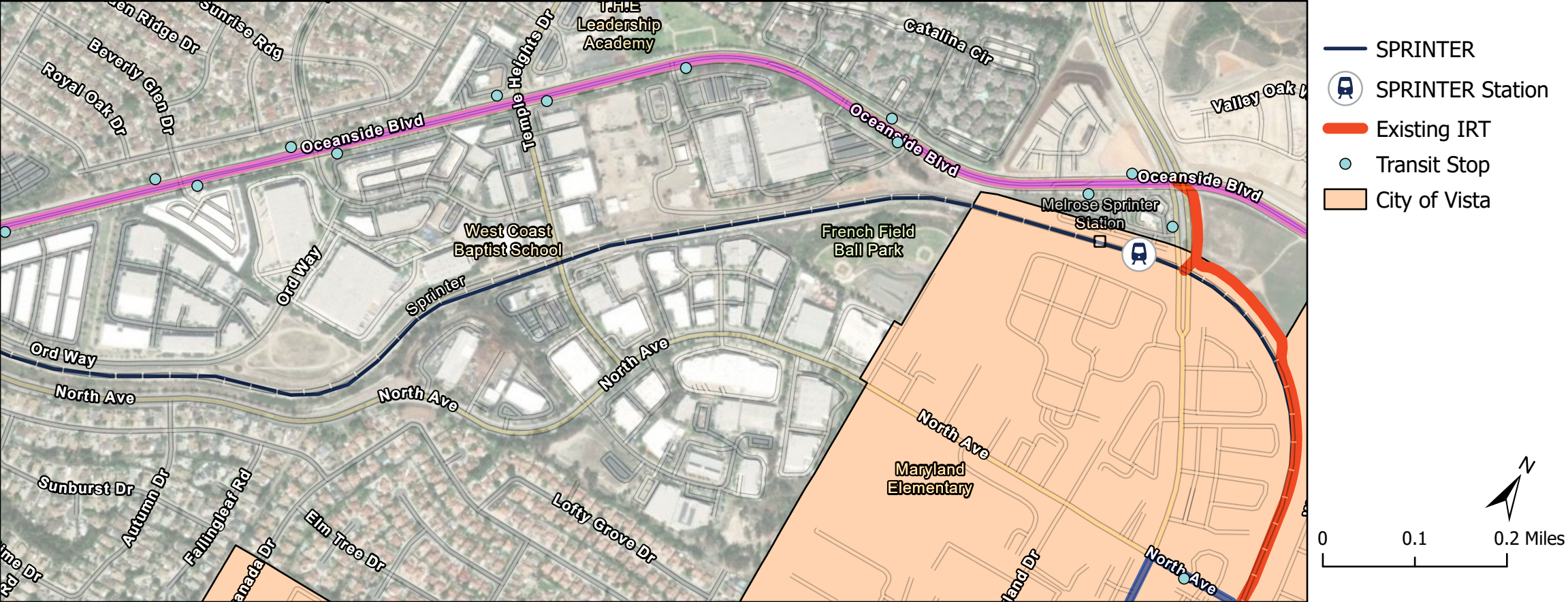

SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Transit Stop
0
0.1
0.2 Miles
Leonard Ave
West St
Stanley St
Apple St
Best Western Oceanside Inn
Surfside Academy
Oceanside Blvd
Sprinter
Loma Alta Creek
Grandview St
Crouch St
Lincoln Middle
Marshall St Swim Ctr & Park
Laguna St
Hillside Ln
Blue Springs Ln
Evergreen Pkwy
Beechwood Ln
S Coast Hwy
S Tremont St
S Myers St
Shafer St
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
S Pacific St
S Tait St
San Diego Northern Railway
52

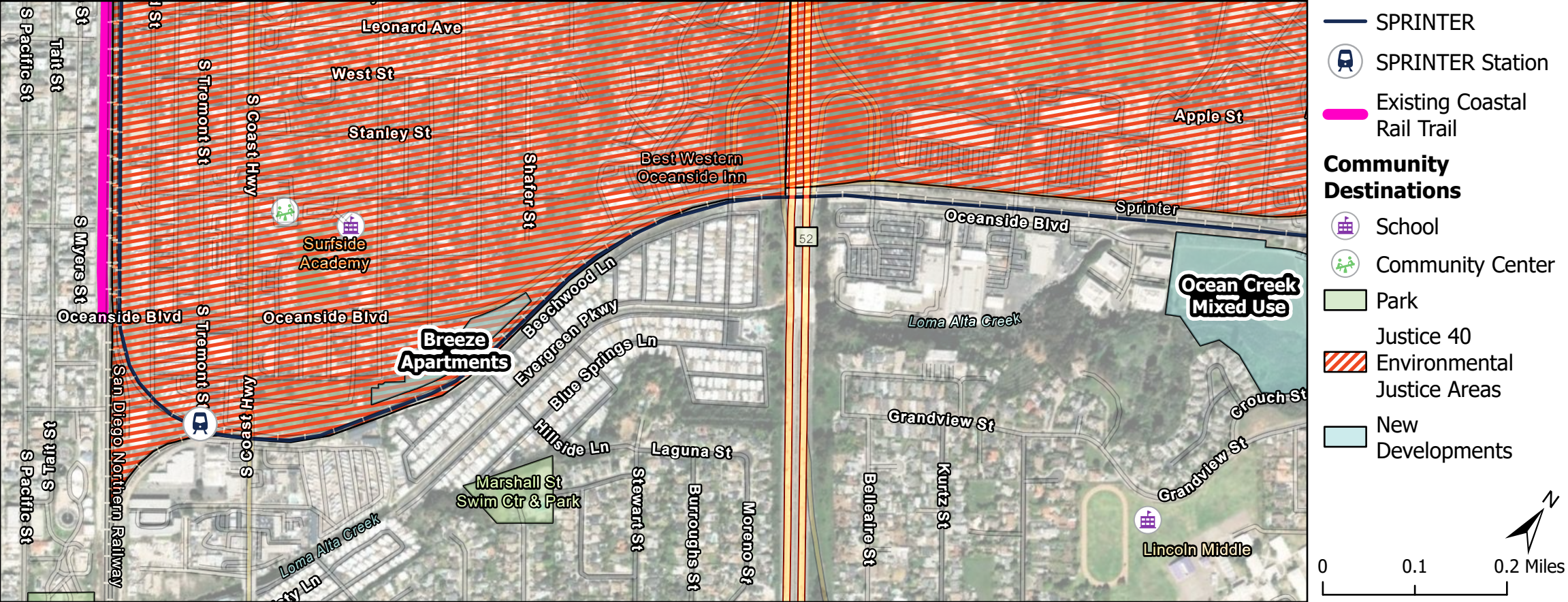

East St
Industry St
Sprinter
Oceanside Blvd
Industry St
Canyon Dr
Skylark Dr
Joseph
Carrasco Park
Apple St
Oceanside Blvd
Skylark Dr
Apple St
Dunstan St
Dunstan St
Knoll Dr
Eldean Ln
Avocado Rd
Laurel Rd
Eternal Hills
Cemetery and
Mortuary
Sprinter
SPRINTER
SPRINTER Station
Transit Stop
N
0
0.1
0.2 Miles

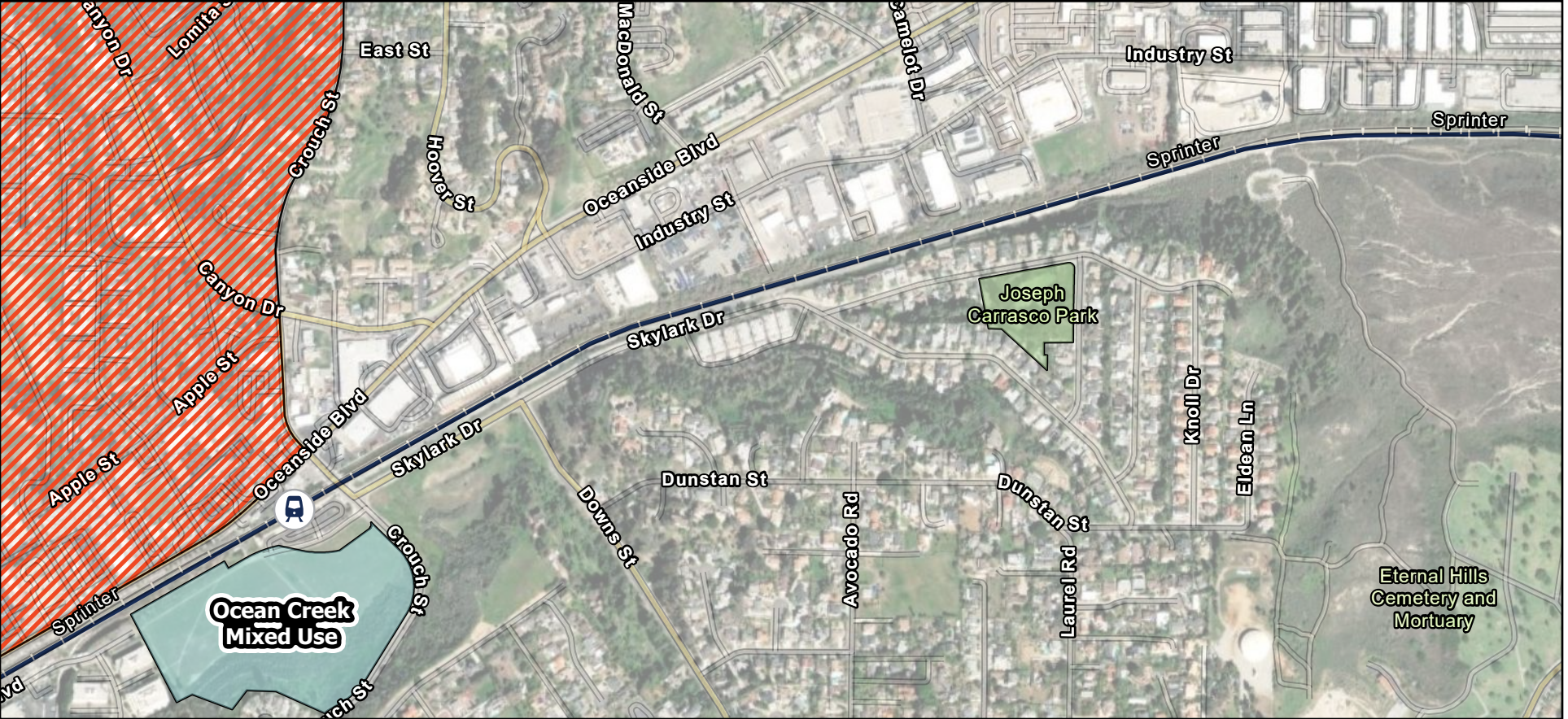

Garrison St
S11
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Industry St
Sprinter
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Valley Rd
Henie Hill
Skyline Dr
SPRINTER
SPRINTER Station
Transit Stop
N
0
0.1
0.2 Miles


El Corazon
Senior Center
Seagate Way
Discovery Isle
Preschool
Oceanic Way
Oceanic Dr
Rancho del Oro Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Christa
McAuliffe
Elementary
Palisades Park
Kelton Dr
Carnegie Dr
Stanford Dr
Lehigh
Joseph
Sepulveda Park
Wooster Dr
Shenandoah Dr
Sherbourne Dr
SPRINTER
SPRINTER Station
Transit Stop
N
0
0.1
0.2 Miles


SPRINTER
SPRINTER Station
Transit Stop
City of Vista
N
0
0.1
0.2 Miles
Uppercrust Pizza
Albertsons
Coastal Academy Charter
Jack in the Box
Sprinter
Esperanza Way
North Ave
Ord Way
Arroyo Ave
Comanche St
Seasons Rd
Springtime Dr
Sunburst Dr
Autumn Dr
Summer Dr
Winter Rd
Olive Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
Kimberly Ln
Avenida del Oro
Oceanside Blvd


SPRINTER
SPRINTER Station
Existing IRT
Transit Stop
City of Vista
0
0.1
0.2 Miles
Oceanside Blvd
Temple Heights Dr
Catalina Cir
Valley Oak
Royal Oak Dr
Beverly Glen Dr
Sunrise Rdg
Ridge Dr
T.H.E Leadership Academy
West Coast Baptist School
French Field Ball Park
Melrose Sprinter Station
Ord Way
Sprinter
North Ave
Maryland Elementary
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr


Leonard Ave
West St
Stanley St
Apple St
S Pacific St
Tait St
S Tremont St
S Coast Hwy
Shafer St
Best Western
Oceanside Inn
Surfside
Academy
S Myers St
Oceanside Blvd
Oceanside Blvd
Sprinter
52
Ocean Creek
Mixed Use
Loma Alta Creek
Breeze
Apartments
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
San Diego Northern Railway
Hillside Ln
Laguna St
Grandview St
Crouch St
Grandview St
Marshall St
Swim Ctr & Park
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
Lincoln Middle
Loma Alta Creek
S Tait St
S Pacific St
SPRINTER
SPRINTER Station
Existing Coastal
Rail Trail
Community
Destinations
School
Community Center
Park
Justice 40
Environmental
Justice Areas
New
Developments
0
0.1
0.2 Miles



SPRINTER

SPRINTER Station

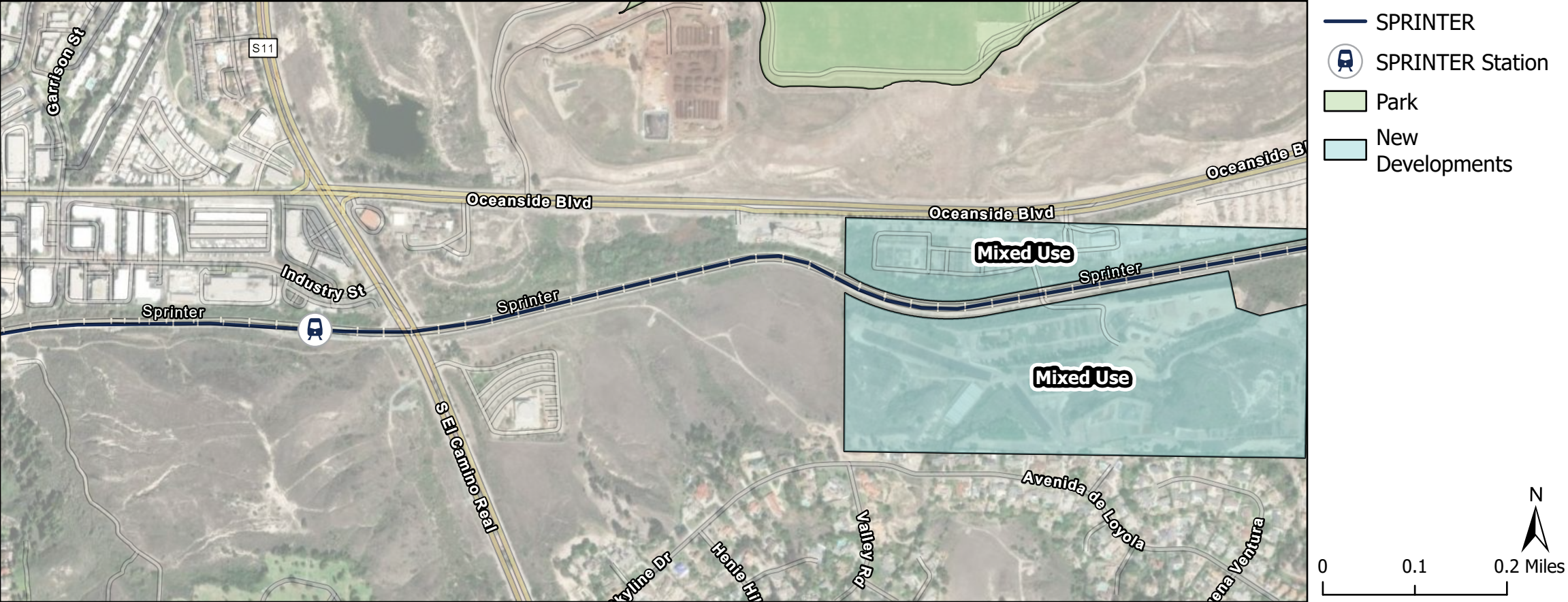
Park

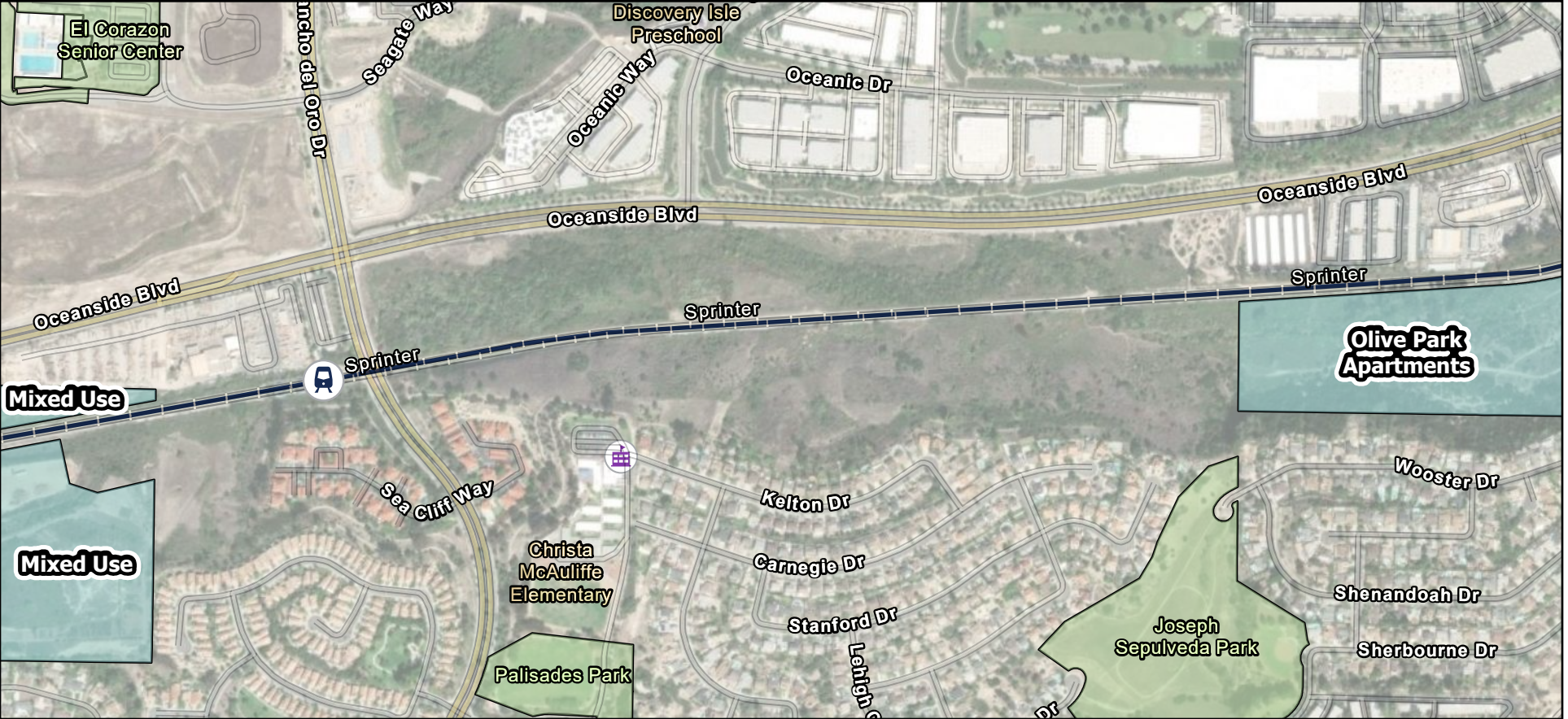
Justice 40 Environmental Justice Areas

New Developments

N

0 0.1 0.2 Miles


Garrison St
S11
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Mixed Use
Mixed Use
Industry St
Sprinter
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Skyline Dr
Valley Rd
SPRINTER
SPRINTER Station
Park
New Developments
N
0
0.1
0.2 Miles



SPRINTER

SPRINTER Station

Community Destinations

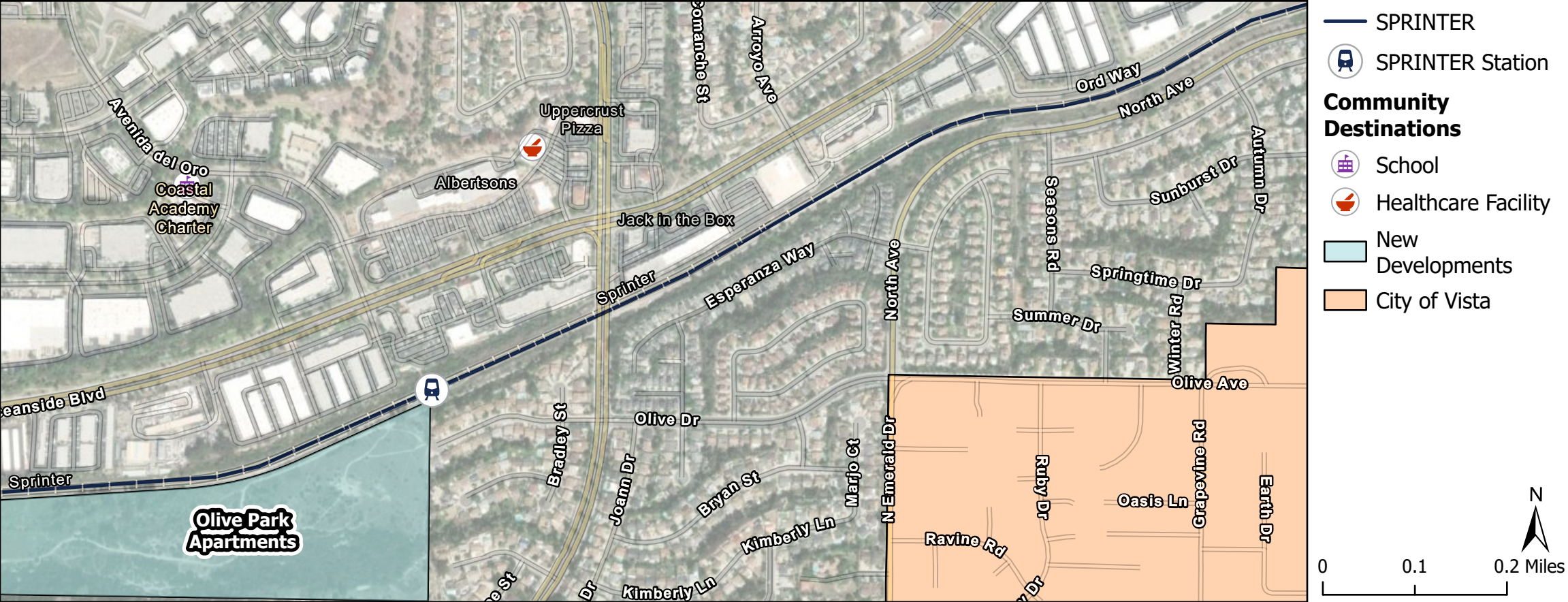
School

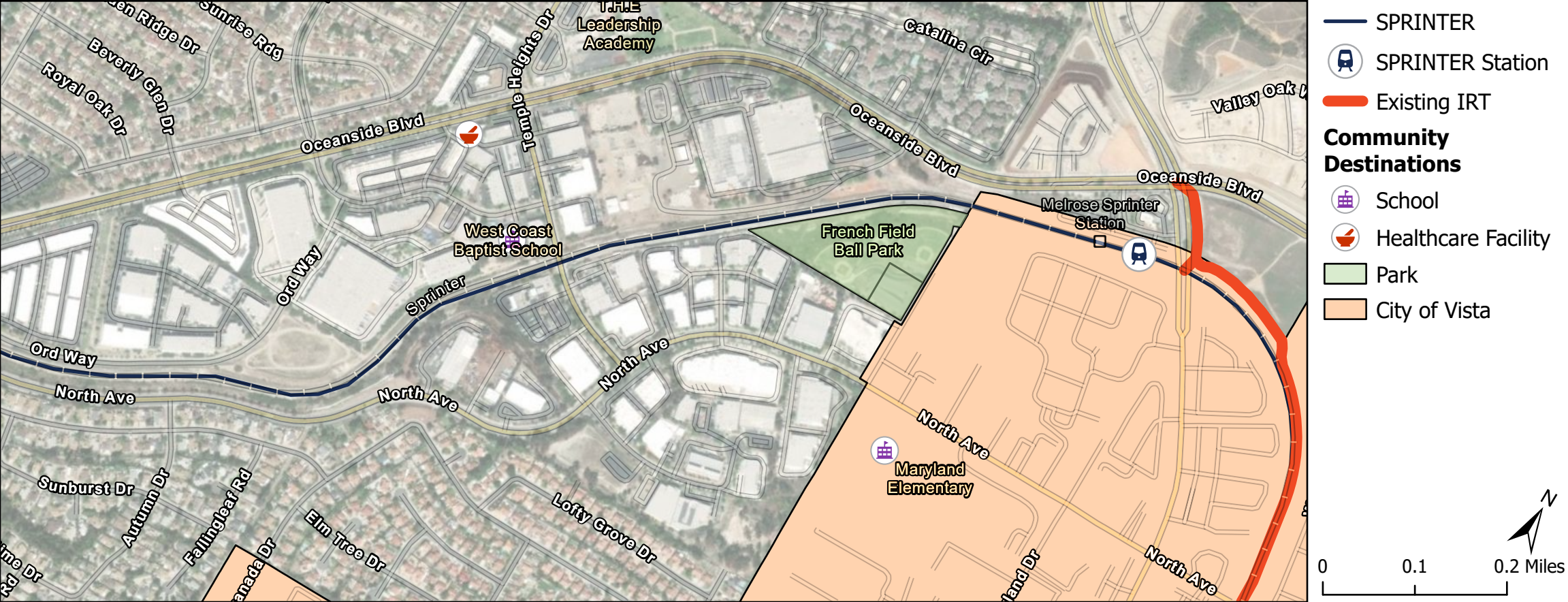
Park

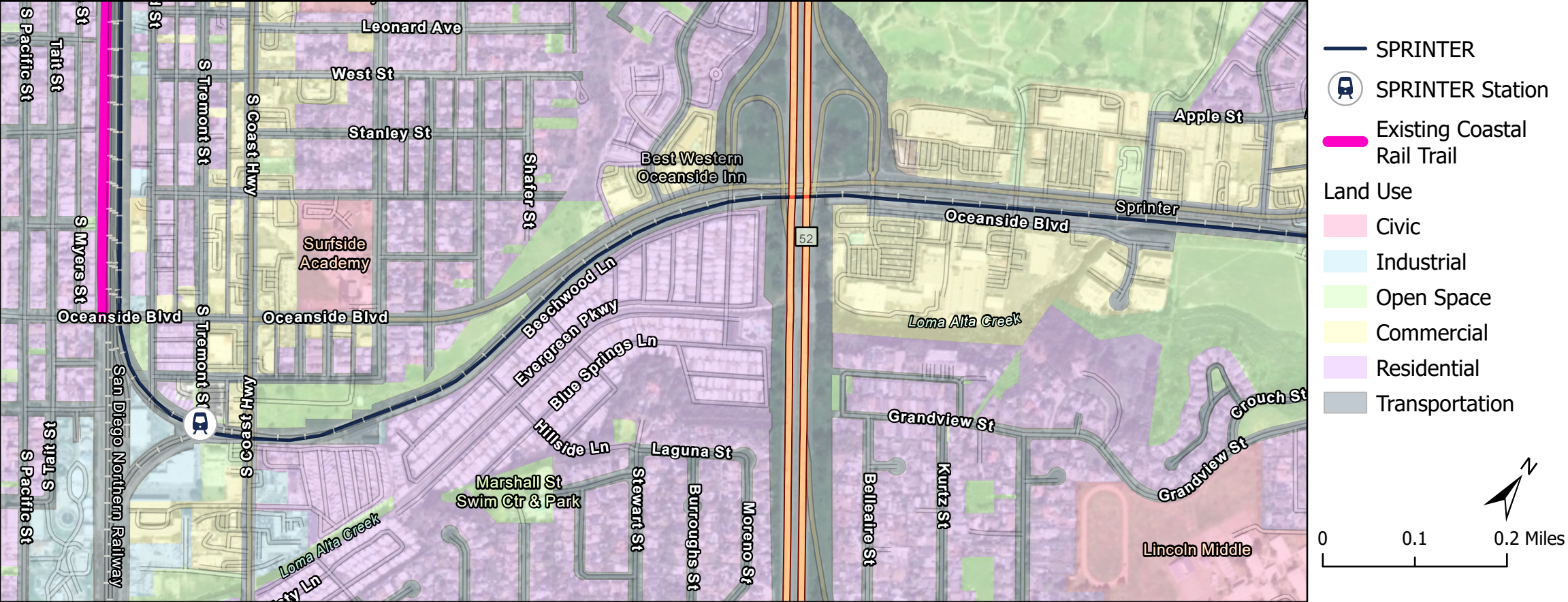
New Developments

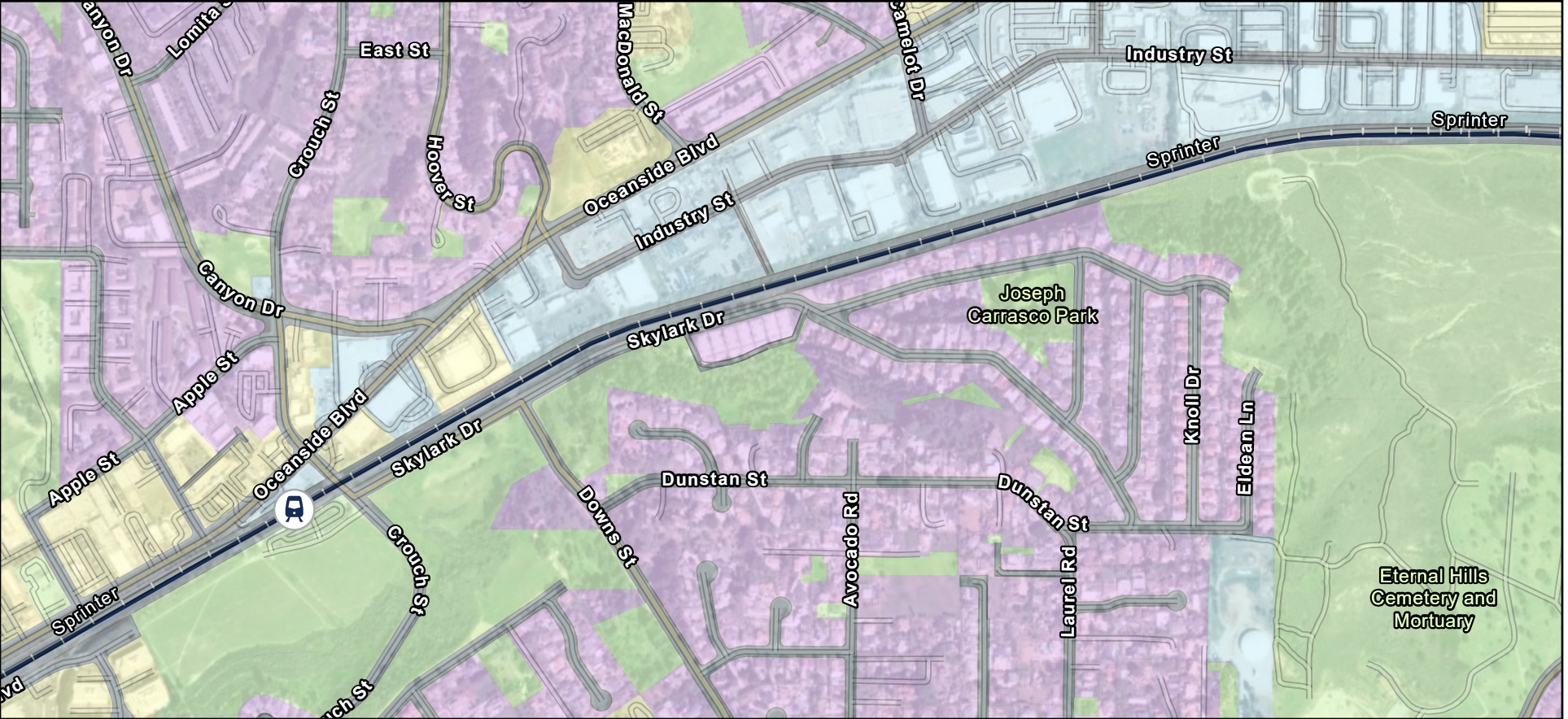
N

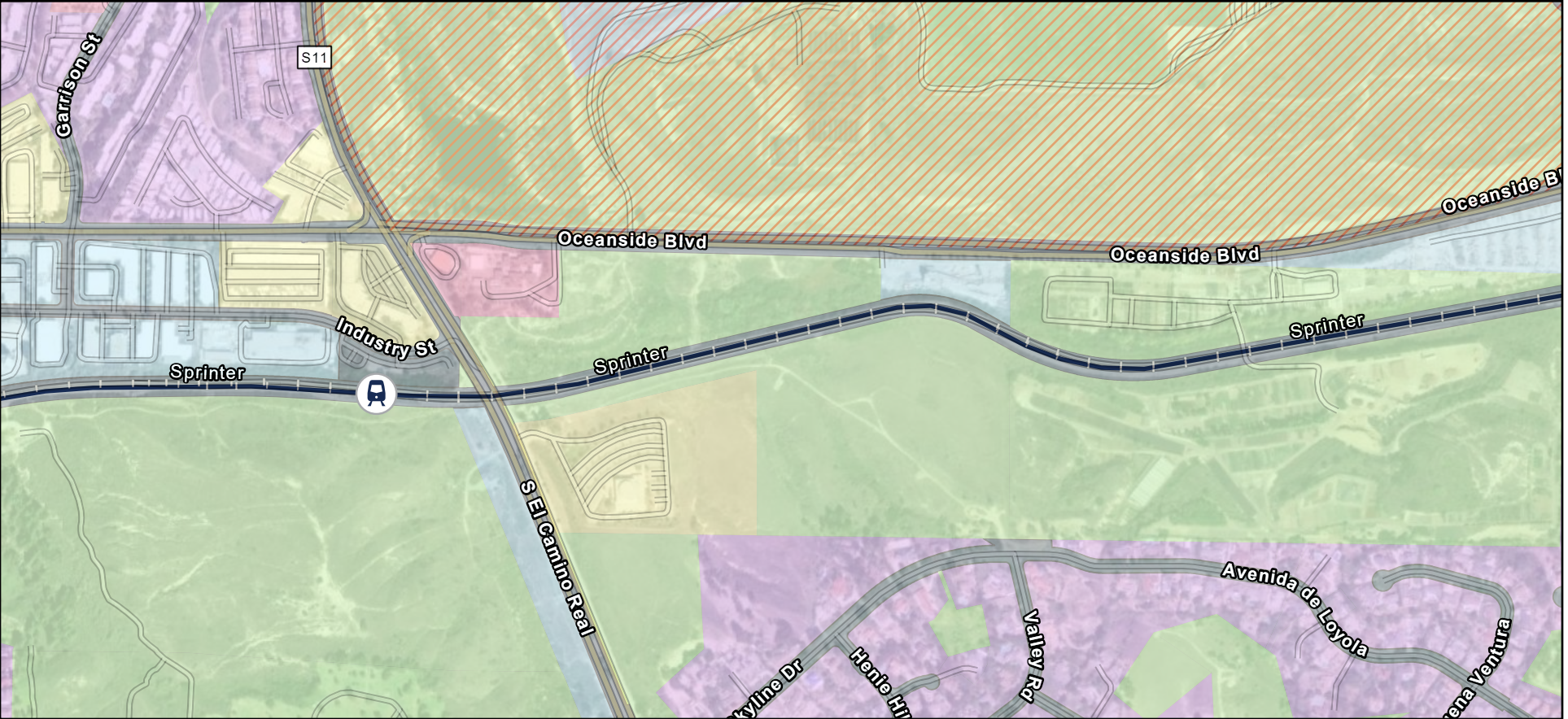
0 0.1 0.2 Miles

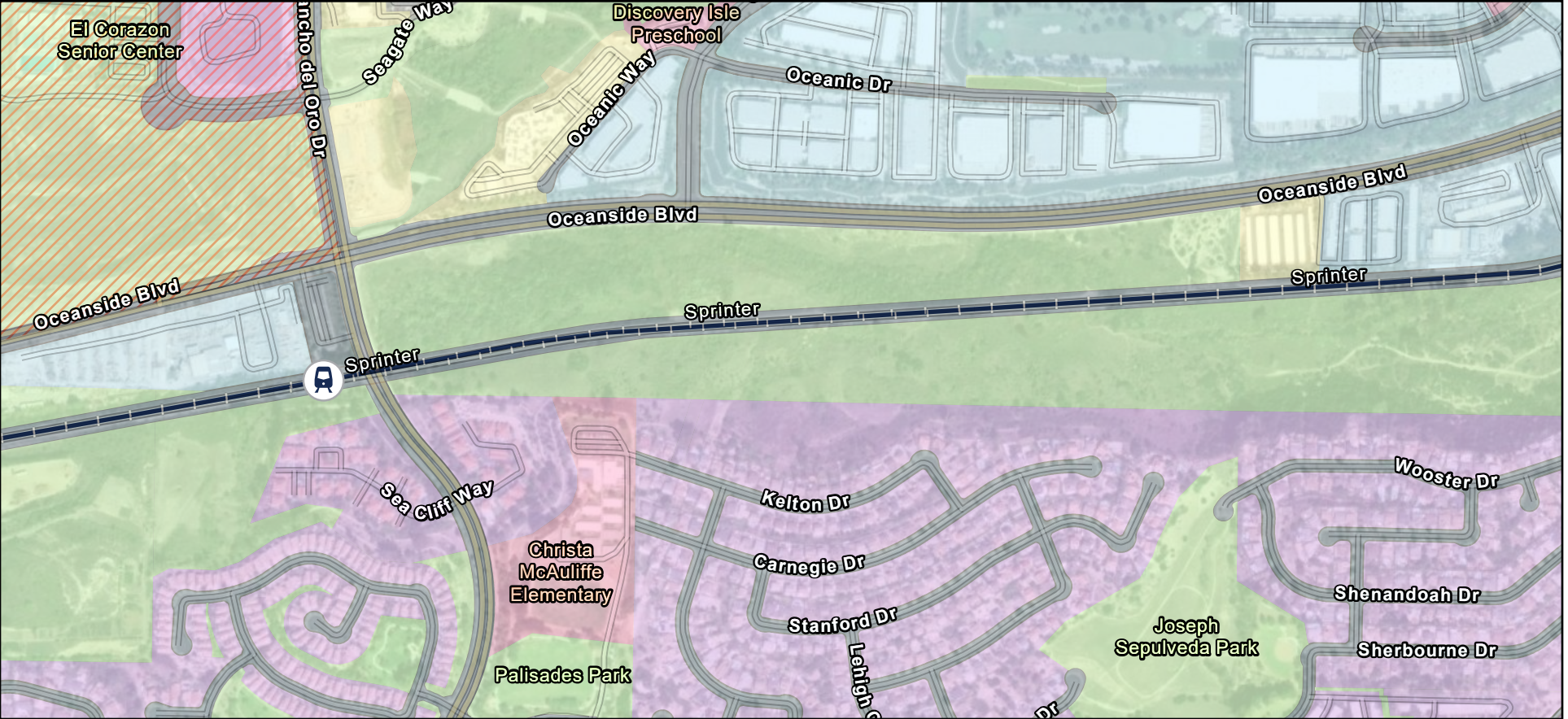

Avenida del Oro
Coastal Academy Charter
Uppercrust Pizza
Albertsons
Jack in the Box
Sprinter
Esperanza Way
Comanche St
Arroyo Ave
Ord Way
North Ave
Autumn Dr
Seasons Rd
Sunburst Dr
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
Olive Park Apartments
SPRINTER
SPRINTER Station
Community Destinations
School
Healthcare Facility
New Developments
City of Vista
N
0
0.1
0.2 Miles

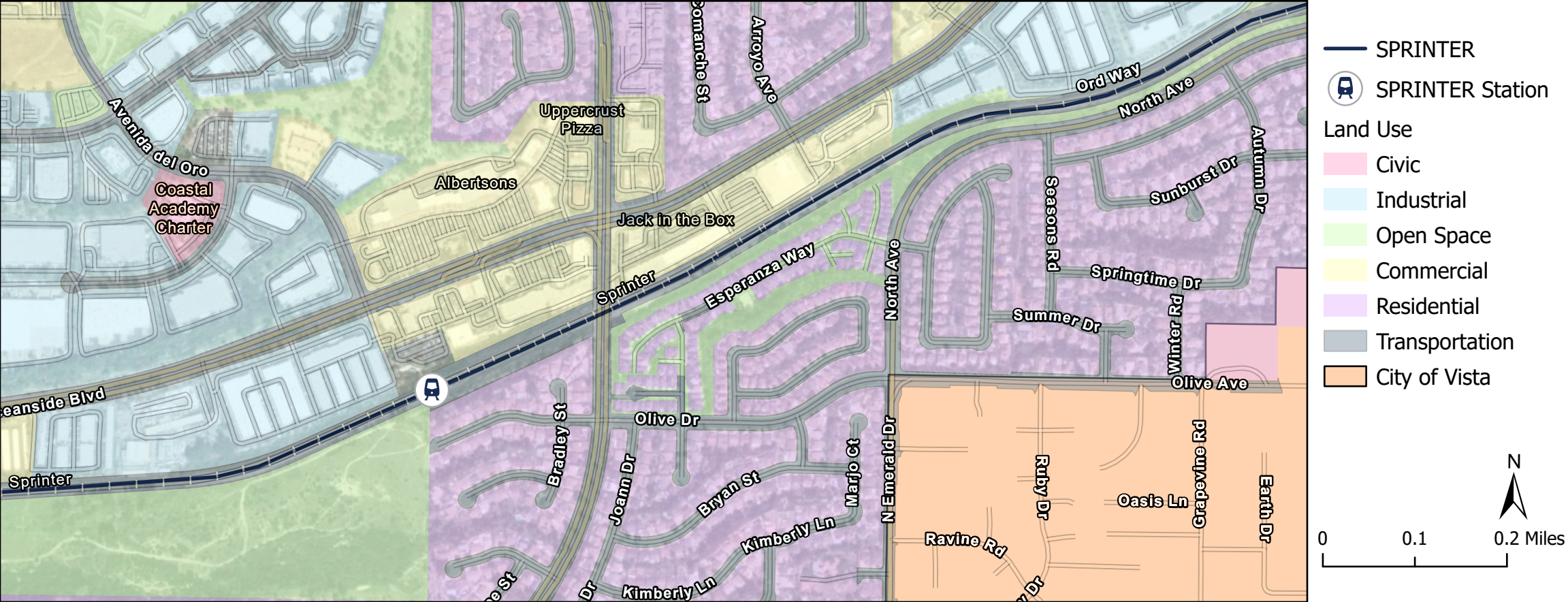

SPRINTER
SPRINTER Station
Existing IRT
Community Destinations
School
Healthcare Facility
Park
City of Vista
0
0.1
0.2 Miles
N
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Melrose Sprinter Station
French Field Ball Park
West Coast Baptist School
Maryland Elementary
T.H.E Leadership Academy
Catalina Cir
Valley Oak
Temple Heights Dr
Sunrise Rdg
Beverly Glen Dr
Royal Oak Dr
Ord Way
Ord Way
Sprinter
North Ave
North Ave
North Ave
North Ave
North Ave
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr

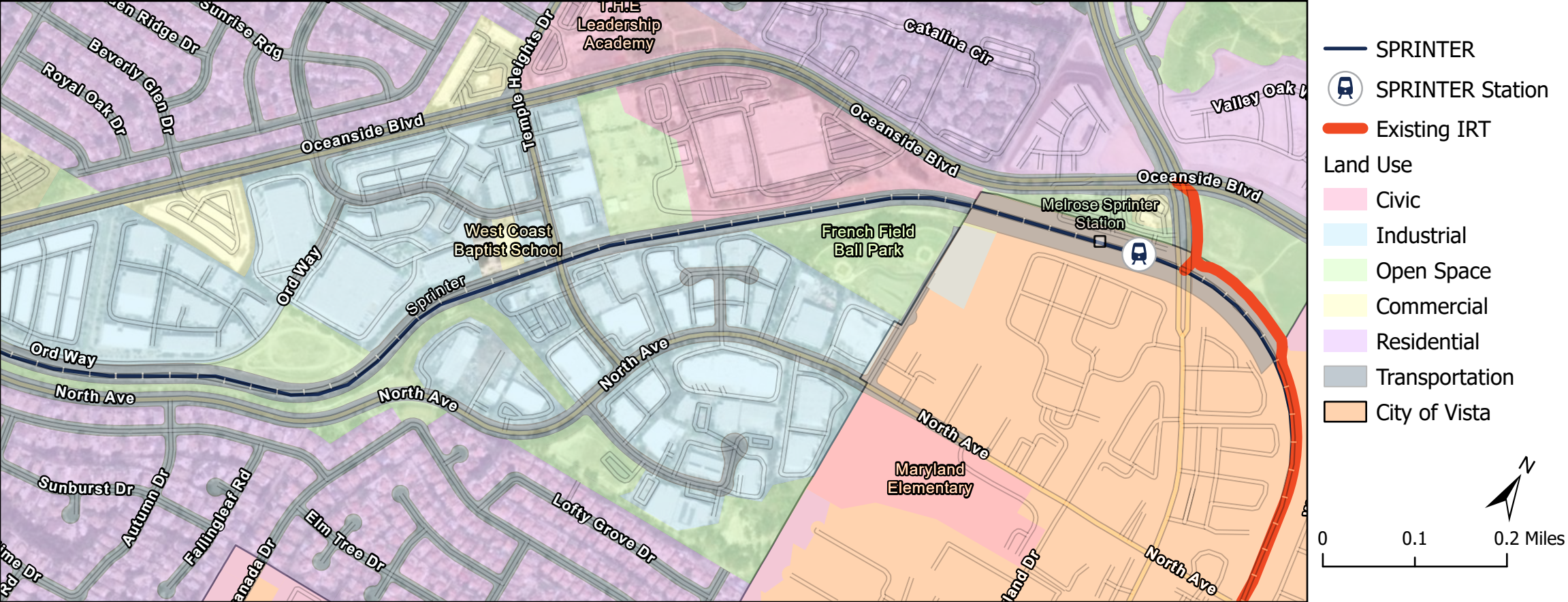

SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Land Use
Civic
Industrial
Open Space
Commercial
Residential
Transportation
0
0.1
0.2 Miles
Leonard Ave
West St
Stanley St
Surfside Academy
Best Western Oceanside Inn
Apple St
Sprinter
Oceanside Blvd
Loma Alta Creek
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
Marshall St Swim Ctr & Park
Grandview St
Crouch St
Lincoln Middle
S Pacific St
Tait St
S Myers St
S Tremont St
S Coast Hwy
Shafer St
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
San Diego Northern Railway
52

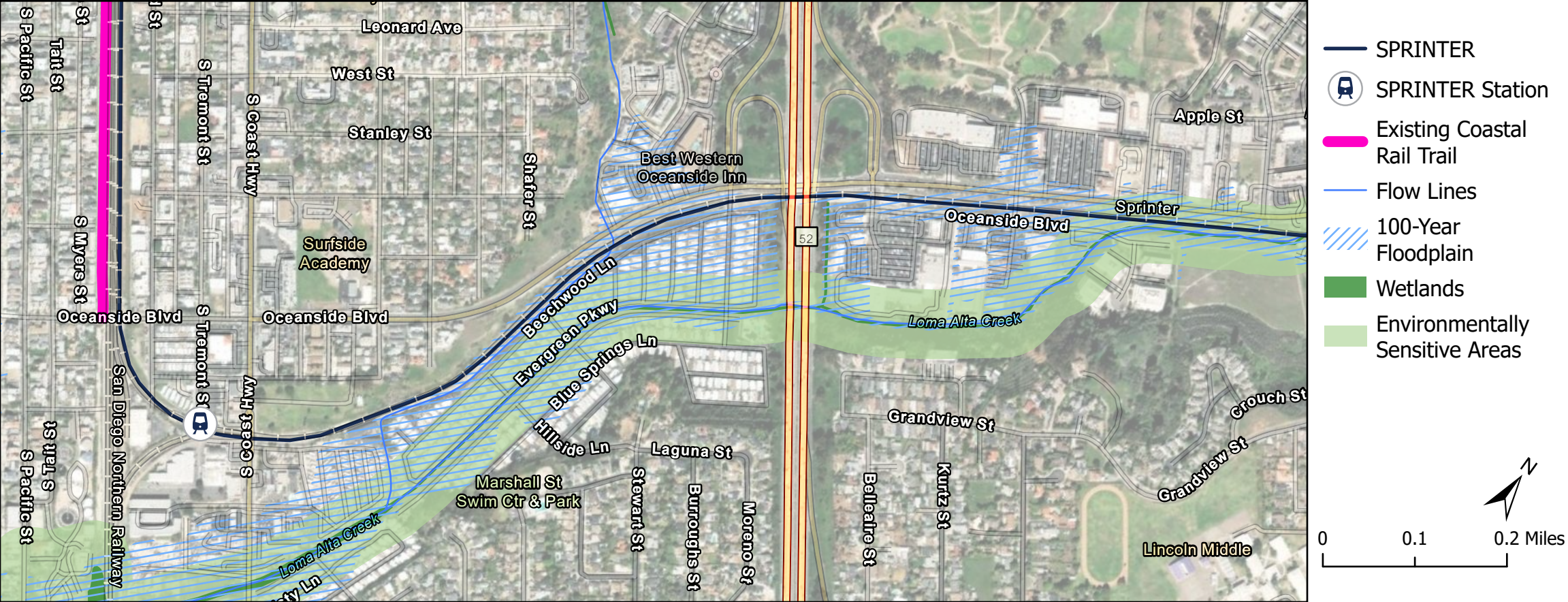

Lomita Dr
East St
MacDonald St
Camelot Dr
Industry St
Sprinter
Crouch St
Hoover St
Oceanside Blvd
Industry St
Sprinter
Canyon Dr
Skylark Dr
Joseph
Carrasco Park
Apple St
Oceanside Blvd
Skylark Dr
Knoll Dr
Eldean Ln
Apple St
Dunstan St
Dunstan St
Downs St
Avocado Rd
Laurel Rd
Crouch St
Sprinter
Eternal Hills
Cemetery and
Mortuary
SPRINTER
SPRINTER Station
Land Use
Industrial
Open Space
Commercial
Residential
Transportation
N
0
0.1
0.2 Miles

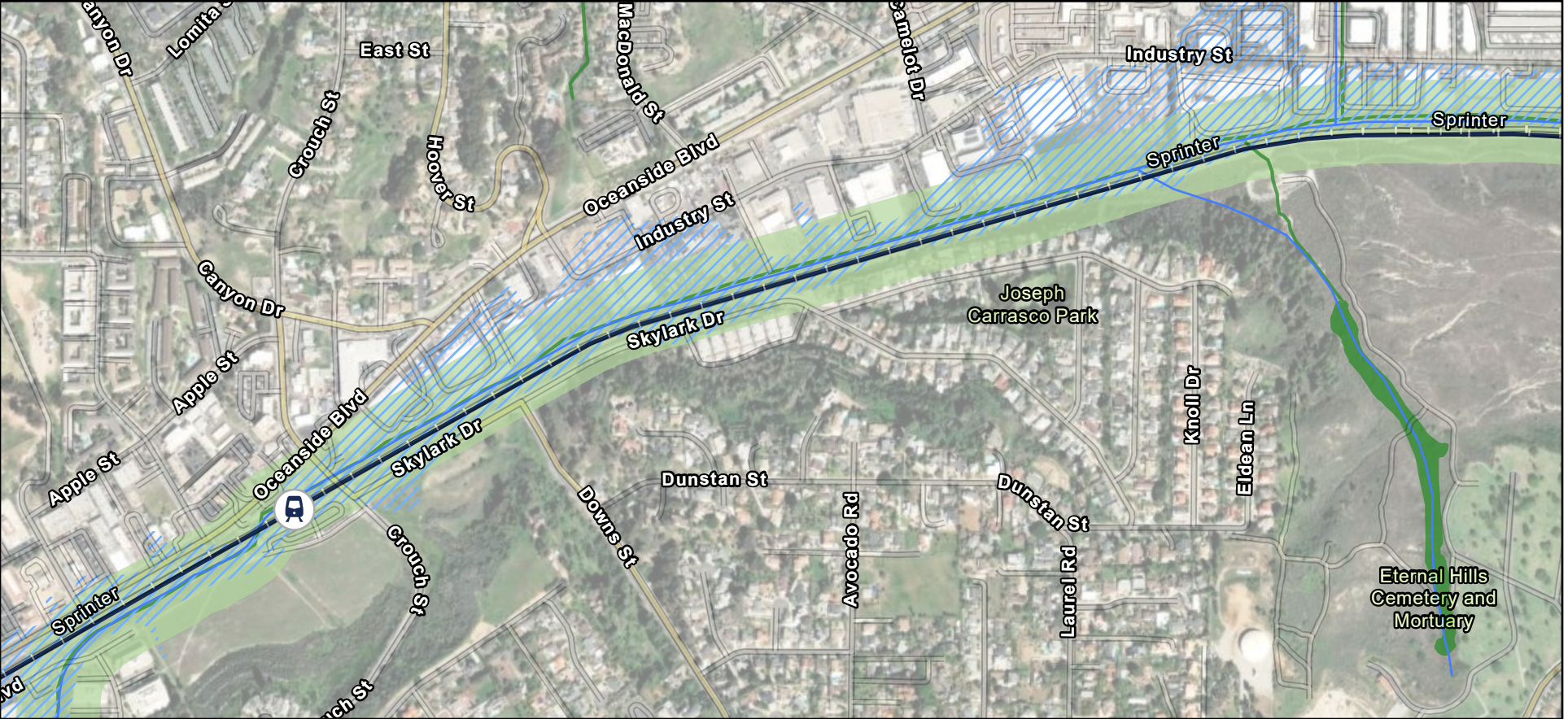

Garrison St
S11
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Industry St
Sprinter
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Valley Rd
Henie Hill
Skyline Dr
Avenida Ventura
SPRINTER
SPRINTER Station
Land Use
Civic
Industrial
Open Space
Commercial
Residential
Transportation
Specific Plan
N
0
0.1
0.2 Miles


El Corazon
Senior Center
Seagate Way
Discovery Isle
Preschool
Oceanic Way
Oceanic Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Christa
McAuliffe
Elementary
Palisades Park
Kelton Dr
Carnegie Dr
Stanford Dr
Joseph
Sepulveda Park
Wooster Dr
Shenandoah Dr
Sherbourne Dr
SPRINTER
SPRINTER Station
Land Use
Civic
Industrial
Open Space
Commercial
Residential
Transportation
Specific Plan
N
0
0.1
0.2 Miles


Avenida del Oro
Coastal Academy Charter
Uppercrust Pizza
Albertsons
Jack in the Box
Sprinter
Esperanza Way
Arroyo Ave
Ord Way
North Ave
Autumn Dr
Sunburst Dr
Seasons Rd
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
Sprinter
SPRINTER
SPRINTER Station
Land Use
Civic
Industrial
Open Space
Commercial
Residential
Transportation
City of Vista
N
0
0.1
0.2 Miles


Sunrise Rdg
Beverly Glen Dr
Royal Oak Dr
Oceanside Blvd
Temple Heights Dr
T.H.E Leadership Academy
Catalina Cir
Valley Oak
Oceanside Blvd
Oceanside Blvd
Melrose Sprinter Station
West Coast Baptist School
French Field Ball Park
Ord Way
Sprinter
Ord Way
North Ave
North Ave
North Ave
North Ave
Maryland Elementary
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr
North Ave
SPRINTER
SPRINTER Station
Existing IRT
Land Use
Civic
Industrial
Open Space
Commercial
Residential
Transportation
City of Vista
N
0
0.1
0.2 Miles


SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Flow Lines
100-Year Floodplain
Wetlands
Environmentally Sensitive Areas
N
0
0.1
0.2 Miles
S Pacific St
Tait St
S Myers St
S Tremont St
S Coast Hwy
Shafer St
Leonard Ave
West St
Stanley St
Surfside Academy
Oceanside Blvd
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
Marshall St Swim Ctr & Park
Stewart St
Burroughs St
Moreno St
San Diego Northern Railway
Loma Alta Creek
Best Western Oceanside Inn
Sprinter
52
Apple St
Grandview St
Grouch St
Bellelaire St
Kurtz St
Lincoln Middle



SPRINTER

SPRINTER Station

Flow Lines

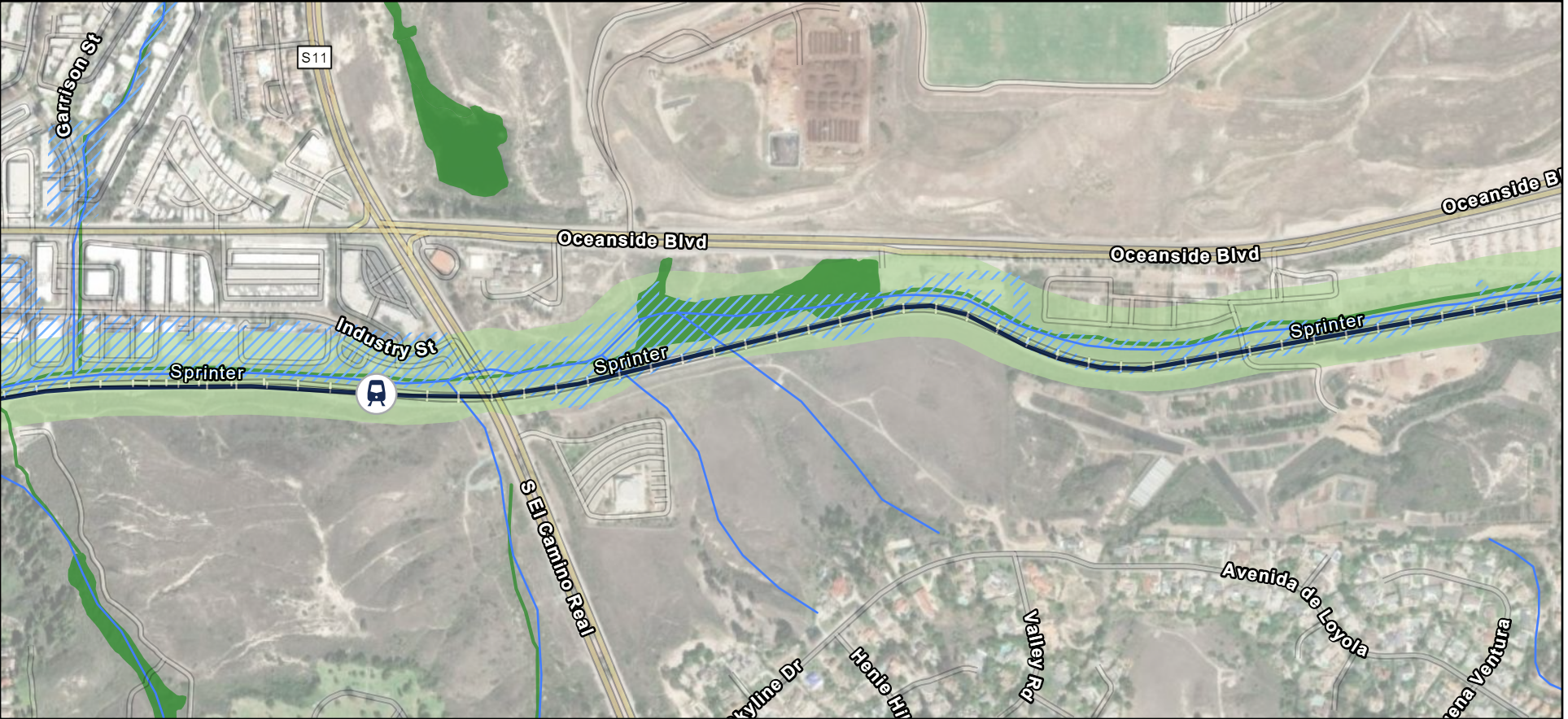
100-Year Floodplain

Wetlands

Environmentally Sensitive Areas

N

0 0.1 0.2 Miles



SPRINTER

SPRINTER Station

Flow Lines

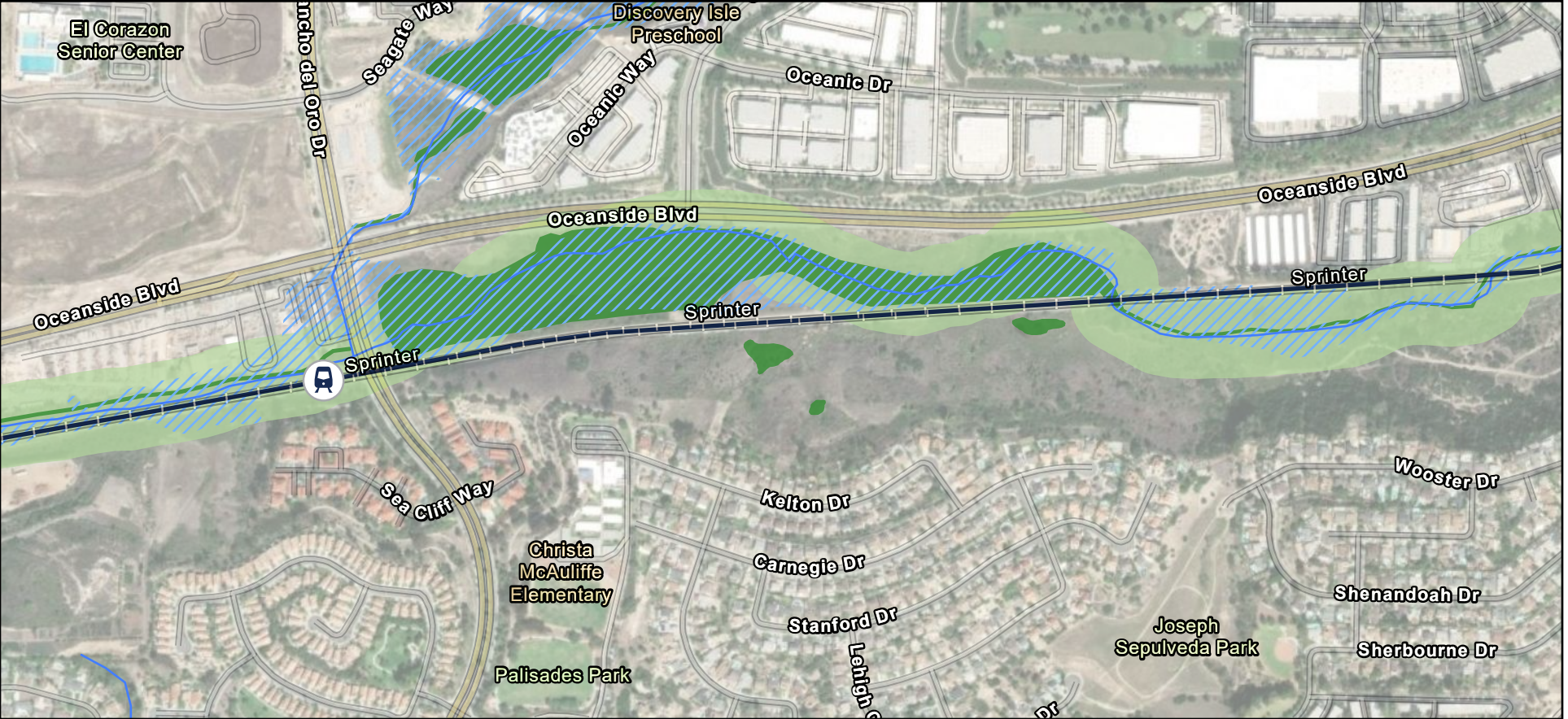
100-Year Floodplain

Wetlands

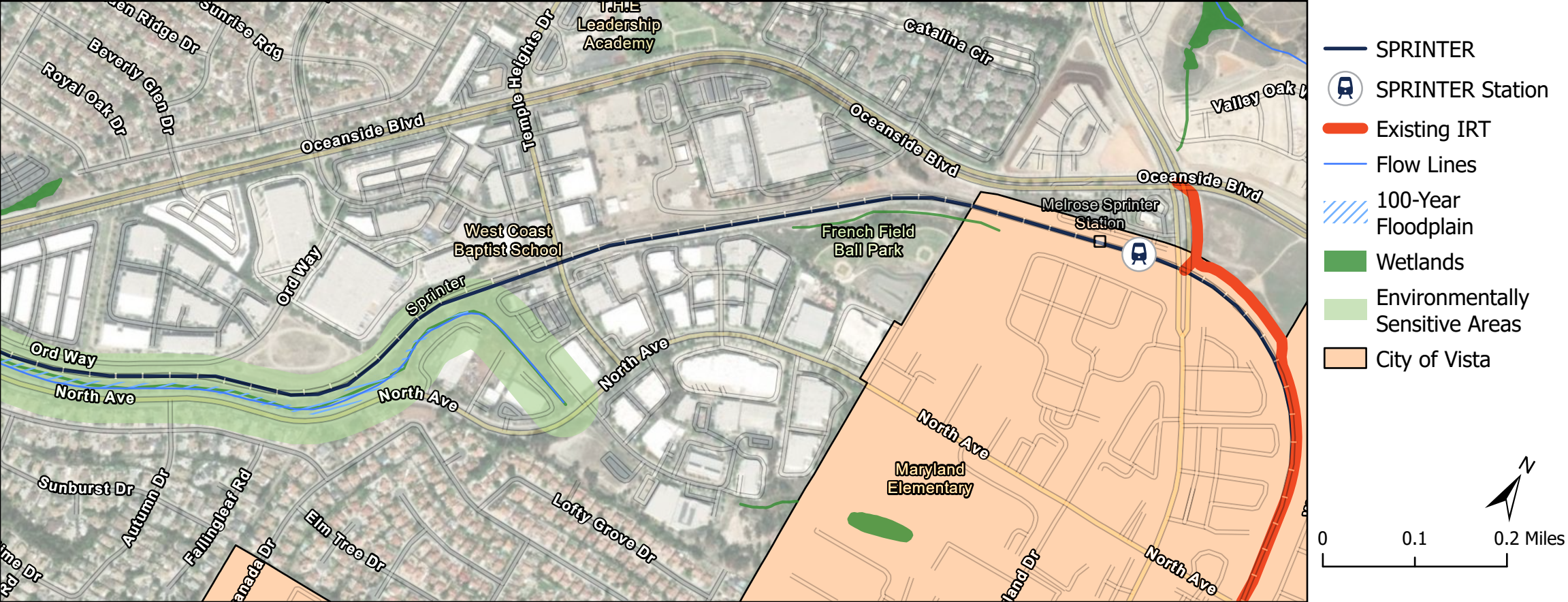
Environmentally Sensitive Areas

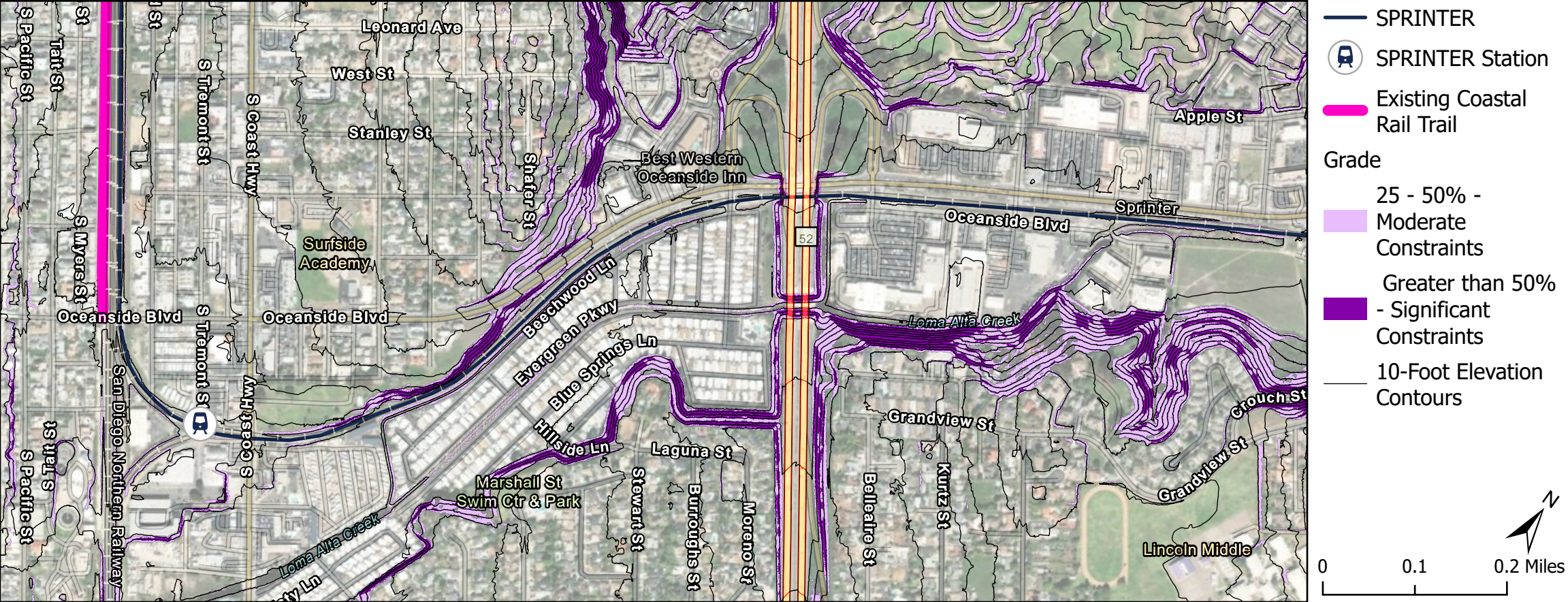
N

0 0.1 0.2 Miles


El Corazon
Senior Center
Seagate Way
Discovery Isle
Preschool
Oceanic Way
Oceanic Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Kelton Dr
Wooster Dr
Christa
McAuliffe
Elementary
Carnegie Dr
Stanford Dr
Shenandoah Dr
Joseph
Sepulveda Park
Sherbourne Dr
Palisades Park
SPRINTER
SPRINTER Station
Flow Lines
100-Year
Floodplain
Wetlands
Environmentally
Sensitive Areas
N
0
0.1
0.2 Miles


Avenida del Oro
Coastal Academy Charter
Uppercrust Pizza
Albertsons
Jack in the Box
Comanche St
Arroyo Ave
Ord Way
North Ave
Sunburst Dr
Autumn Dr
Seasons Rd
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Esperanza Way
Sprinter
North Ave
Olive Dr
Bradley St
Joann Dr
Bryan St
Marjo Ct
Kimberly Ln
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
Wetlands
Environmentally Sensitive Areas
City of Vista
N
0
0.1
0.2 Miles


Sunrise Rdg
Beverly Glen Dr
Royal Oak Dr
Oceanside Blvd
Temple Heights Dr
T.H.E Leadership Academy
Catalina Cir
Valley Oak
Oceanside Blvd
Oceanside Blvd
Melrose Sprinter Station
West Coast Baptist School
French Field Ball Park
Ord Way
Sprinter
Ord Way
North Ave
North Ave
North Ave
North Ave
Maryland Elementary
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr
North Ave
SPRINTER
SPRINTER Station
Existing IRT
Flow Lines
100-Year Floodplain
Wetlands
Environmentally Sensitive Areas
City of Vista
N
0
0.1
0.2 Miles


S Pacific St
Tait St
S Myers St
S Tremont St
S Coast Hwy
Leonard Ave
West St
Stanley St
Shafer St
Best Western Oceanside Inn
Surfside Academy
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Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
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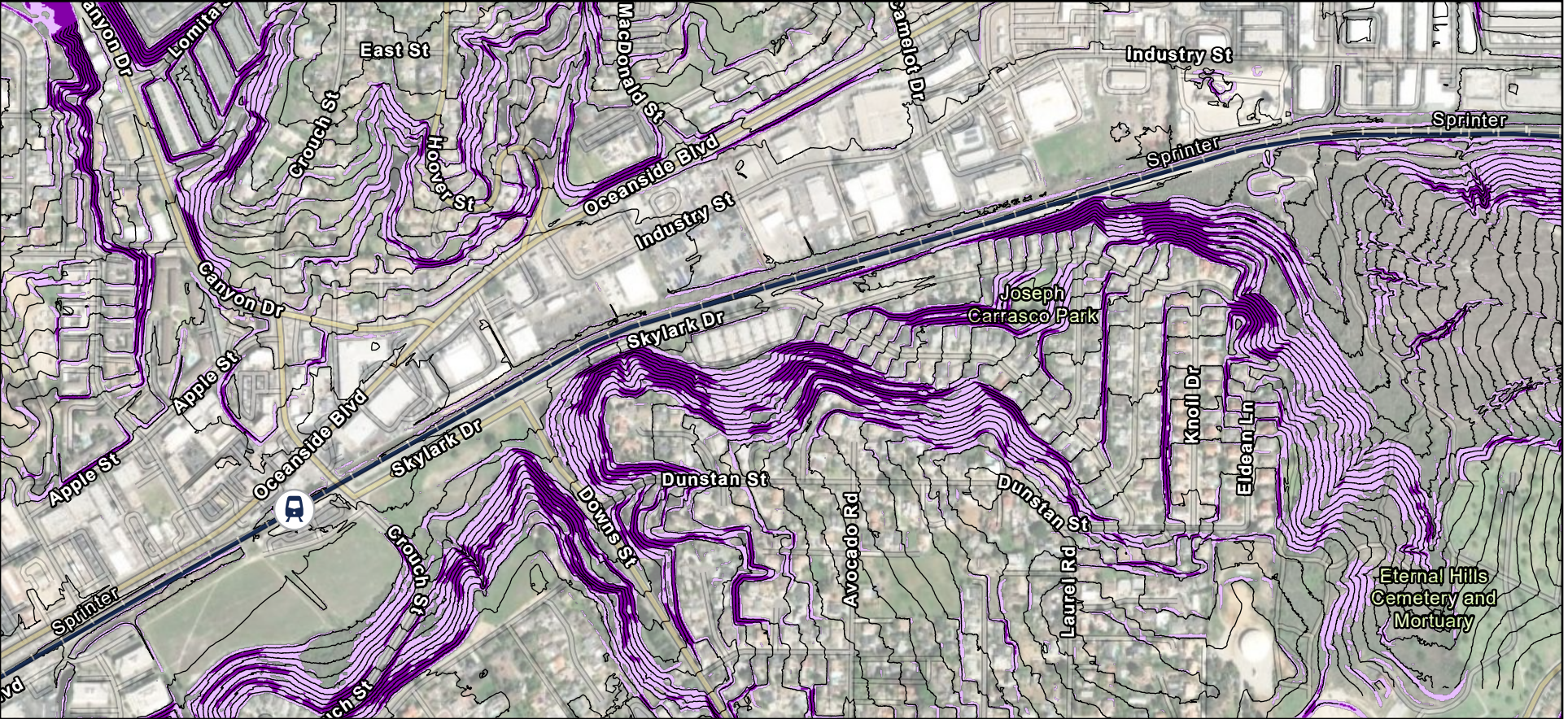
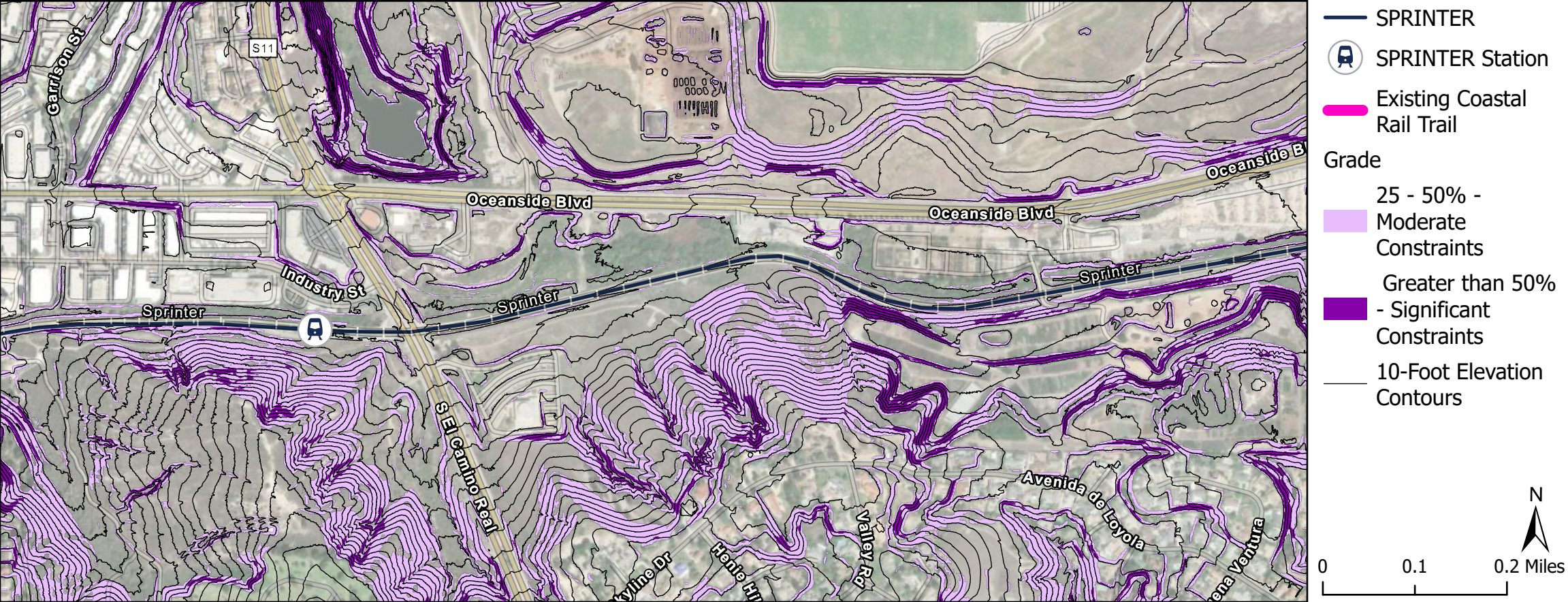
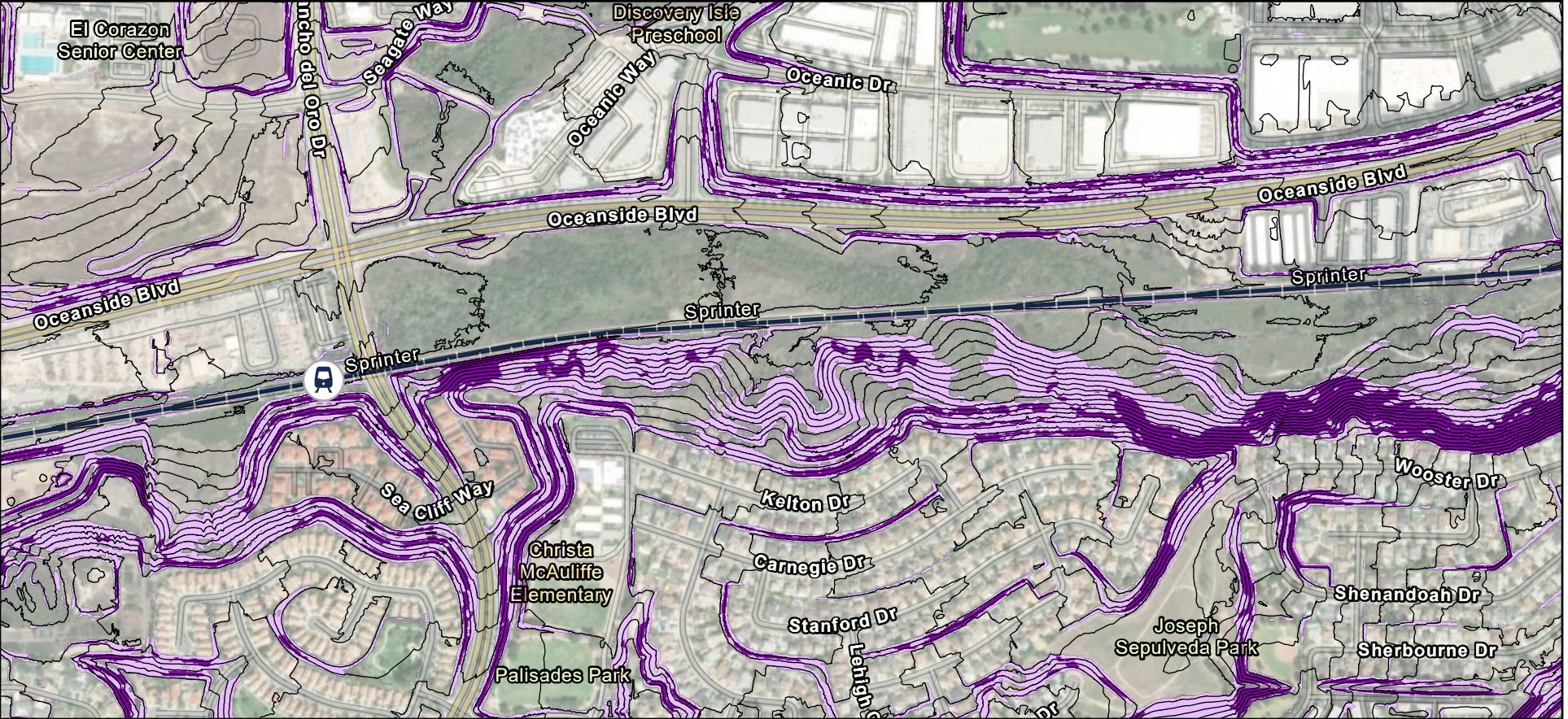
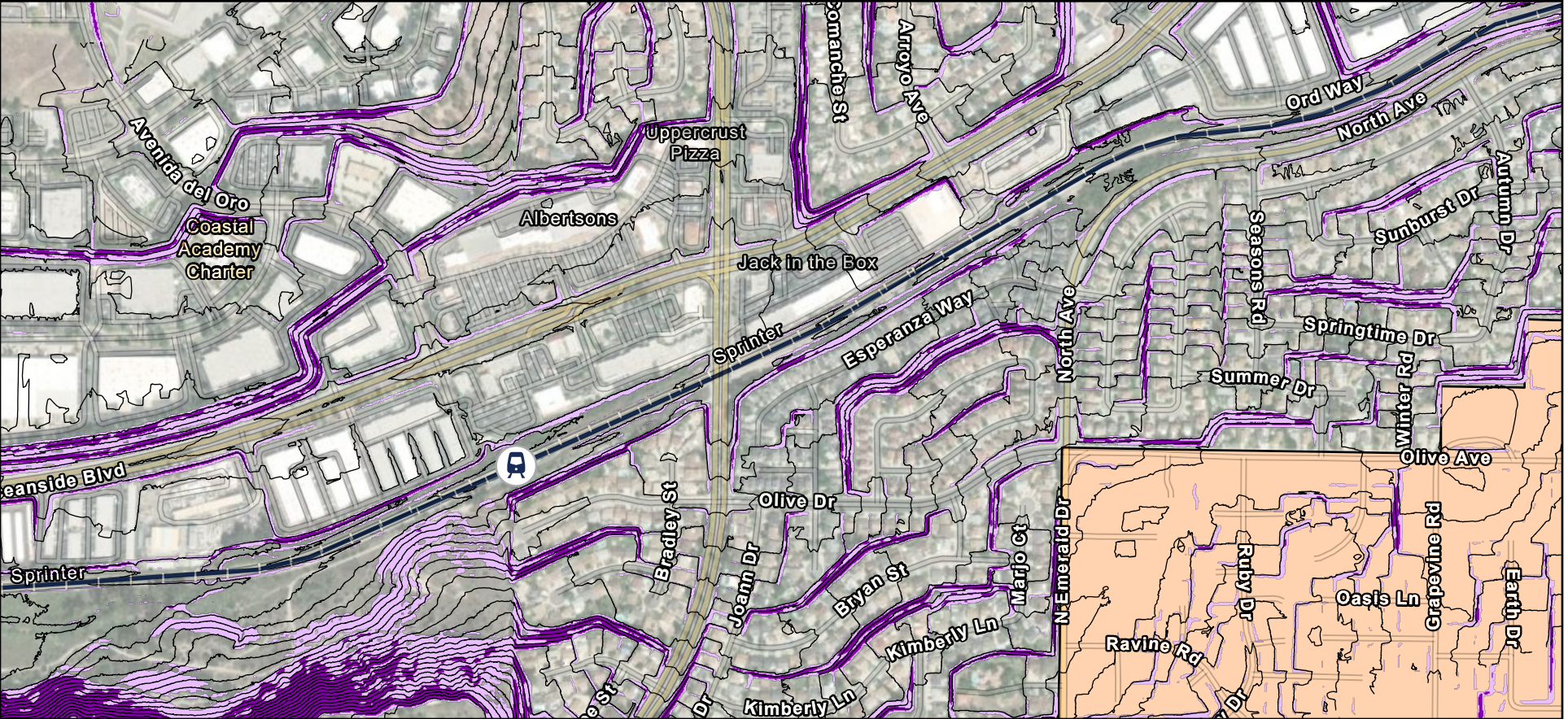
Stewart St
Burroughs St
Moreno St
San Diego Northern Railway
Loma Alta Creek
52
Sprinter
Apple St
Grandview St
Crouch St
Bellelaire St
Kurtz St
Lincoln Middle
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
10-Foot Elevation Contours
0
0.1
0.2 Miles


East St
Industry St
Sprinter
Oceanside Blvd
Skylark Dr
Joseph Carrasco Park
Dunstan St
Eternal Hills Cemetery and Mortuary
Canyon Dr
Apple St
Crouch St
Hoover St
MacDonald St
Camelot Dr
Knoll Dr
Eldean Ln
Avocado Rd
Laurel Rd
Downs St
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
10-Foot Elevation Contours
N
0
0.1
0.2 Miles


Garrison St
S11
Oceanside Blvd
Oceanside Blvd
Oceanside B
Industry St
Sprinter
Sprinter
Sprinter
Sprinter
S El Camino Real
Avenida de Loyola
Valley Rd
Henle Hi
kyline Dr
ena Ventura
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
10-Foot Elevation Contours
N
0
0.1
0.2 Miles


El Corazon Senior Center
Seagate Way
Discovery Isle Preschool
Oceanic Way
Oceanic Dr
Oceanside Blvd
Oceanside Blvd
Oceanside Blvd
Sprinter
Sprinter
Sprinter
Sea Cliff Way
Kelton Dr
Christa McAuliffe Elementary
Carnegie Dr
Stanford Dr
Palisades Park
Joseph Sepulveda Park
Wooster Dr
Shenandoah Dr
Sherbourne Dr
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
10-Foot Elevation Contours
N
0
0.1
0.2 Miles



SPRINTER

SPRINTER Station

Existing Coastal Rail Trail

Grade

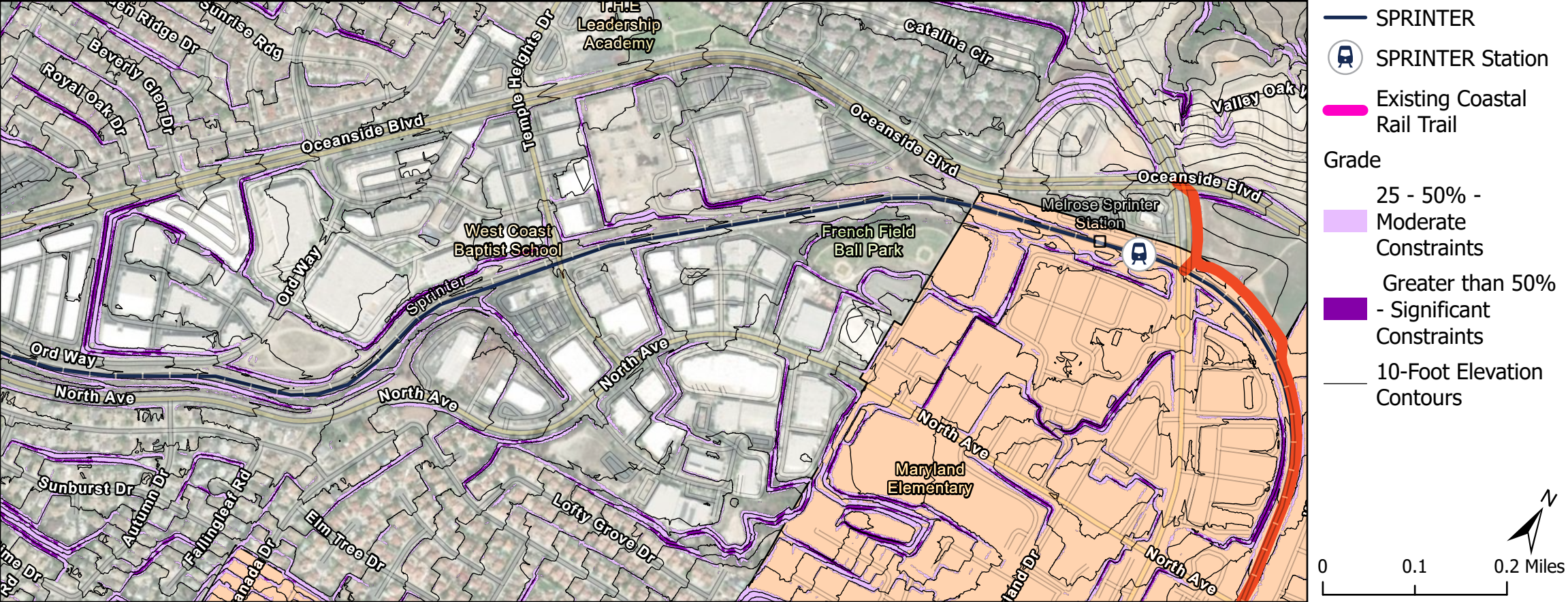
25 - 50% - Moderate Constraints

Greater than 50% - Significant Constraints

10-Foot Elevation Contours

N

0 0.1 0.2 Miles


Beverly Glen Dr
Royal Oak Dr
Sunrise Rdg
Oceanside Blvd
Temple Heights Dr
T.H.E Leadership Academy
Catalina Cir
Valley Oak
Oceanside Blvd
Oceanside Blvd
Melrose Sprinter Station
West Coast Baptist School
French Field Ball Park
Ord Way
Sprinter
Ord Way
North Ave
North Ave
North Ave
North Ave
Maryland Elementary
Sunburst Dr
Autumn Dr
Fallingleaf Rd
Elm Tree Dr
Lofty Grove Dr
North Ave
SPRINTER
SPRINTER Station
Existing Coastal Rail Trail
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
10-Foot Elevation Contours
N
0
0.1
0.2 Miles

Appendix C: CAD Roll Plot


MATCHLINE-1


MATCHLINE 1
MATCHLINE 2


MOSS PARK DR
MOSS PARK DR


MATCHLINE 3

Appendix D: Phase 1 Community Outreach and Engagement Summary

Phase 1 Outreach and Engagement Summary

CONTENTS

PHASE 1 OUTREACH AND ENGAGEMENT SUMMARY

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 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.

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 was created to share information about the project, planning process, and opportunities for public input at www.OsideInlandRailTrail.org. The website includes 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 is 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 includes information about the project and planning process, opportunities for public engagement, and a QR code directing people to the project website. The fact sheet is available for download on the project website. A copy of the fact sheet is 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. The postcard provided project information and encouraged residents to get involved by attending a pop-up outreach event and/or taking the online survey. A Spanish version of the postcard was posted on the website and available for download. A copy of the postcard is 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. A photo of a sidewalk decal is shown below.

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.

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
- Darra Woods, 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
- Carmen Mojado, San Luis Rey Band of Mission Indians
- Carmela Munoz, Vista Community Clinic

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 table below summarizes the input received at both events through the posterboard activity.

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

LIST OF ATTACHMENTS

Phase 1 Outreach and Engagement Summary Attachment A: Project Fact Sheet

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

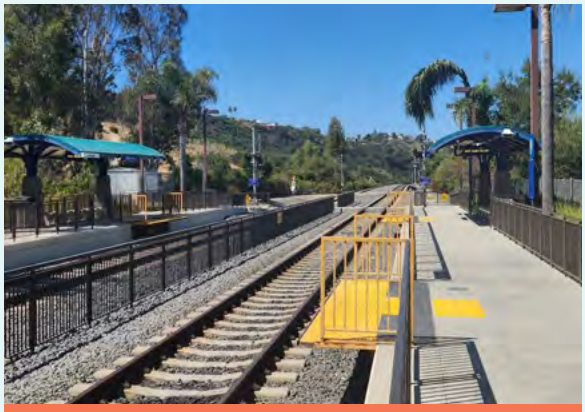
Spring 2025 through Fall 2025

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

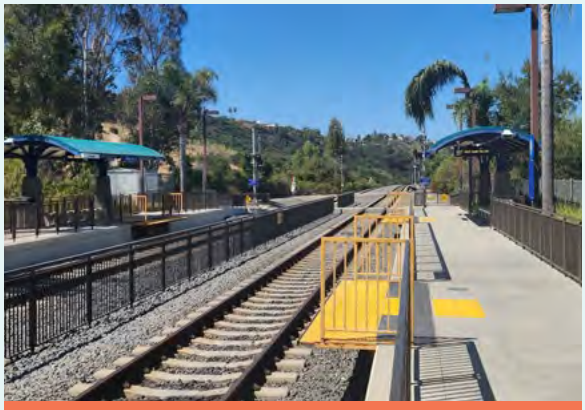
Primavera de 2025 a otoño de 2025

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

Phase 1 Outreach and Engagement Summary Attachment B: Postcard

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.

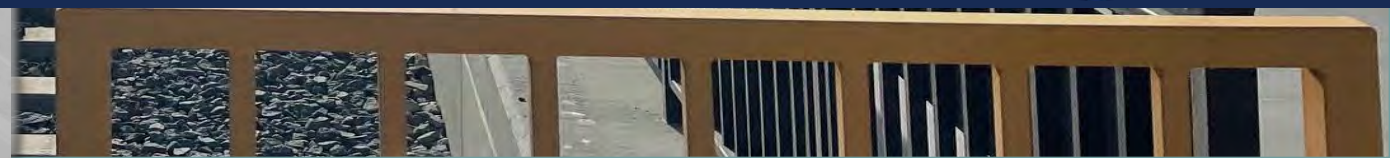
Para obtener más información, escanee nuestro código QR o visite OsideInlandRailTrail.org/Español

info@OsideInlandRailTrail.org (888) 221-2260

Phase 1 Outreach and Engagement Summary Attachment C: CAB Meeting 1 Presentation and Summary

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

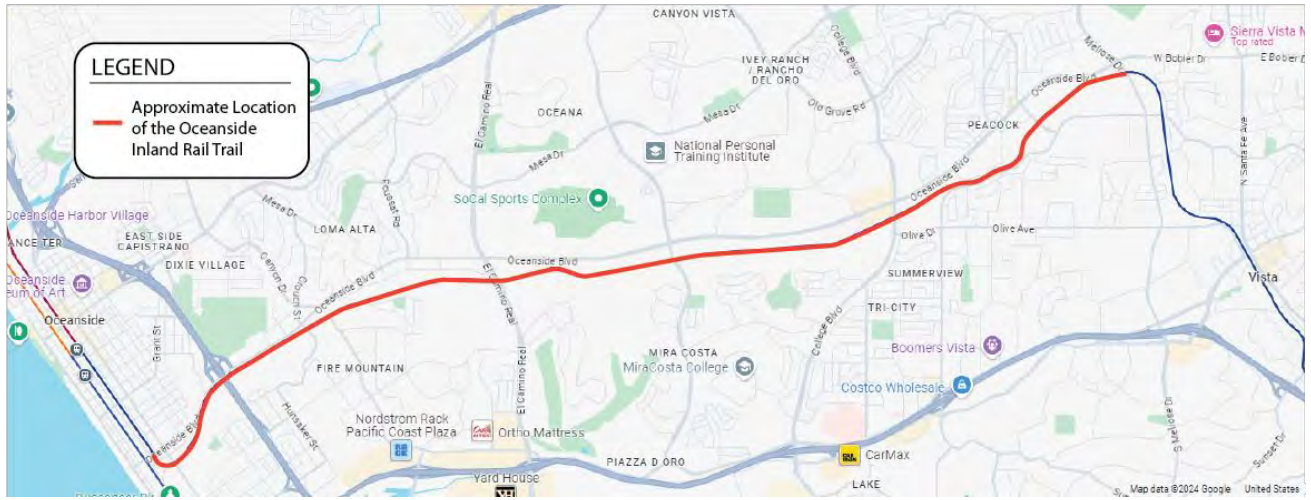
Priorities of the CAB

- 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

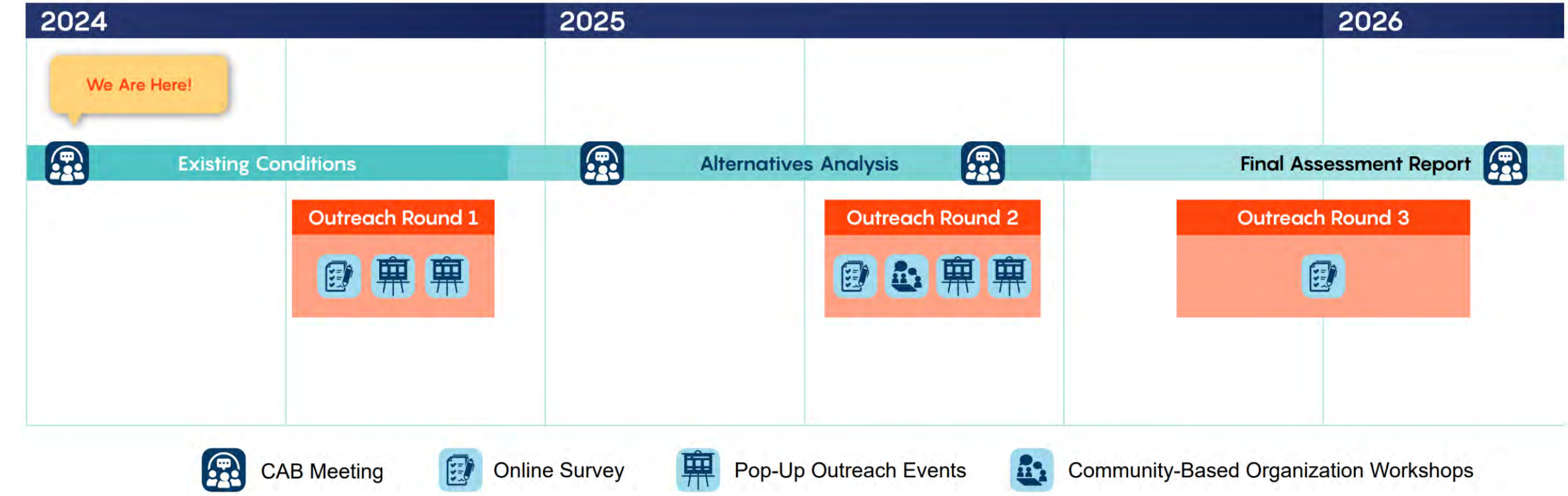


Project Objectives

- 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

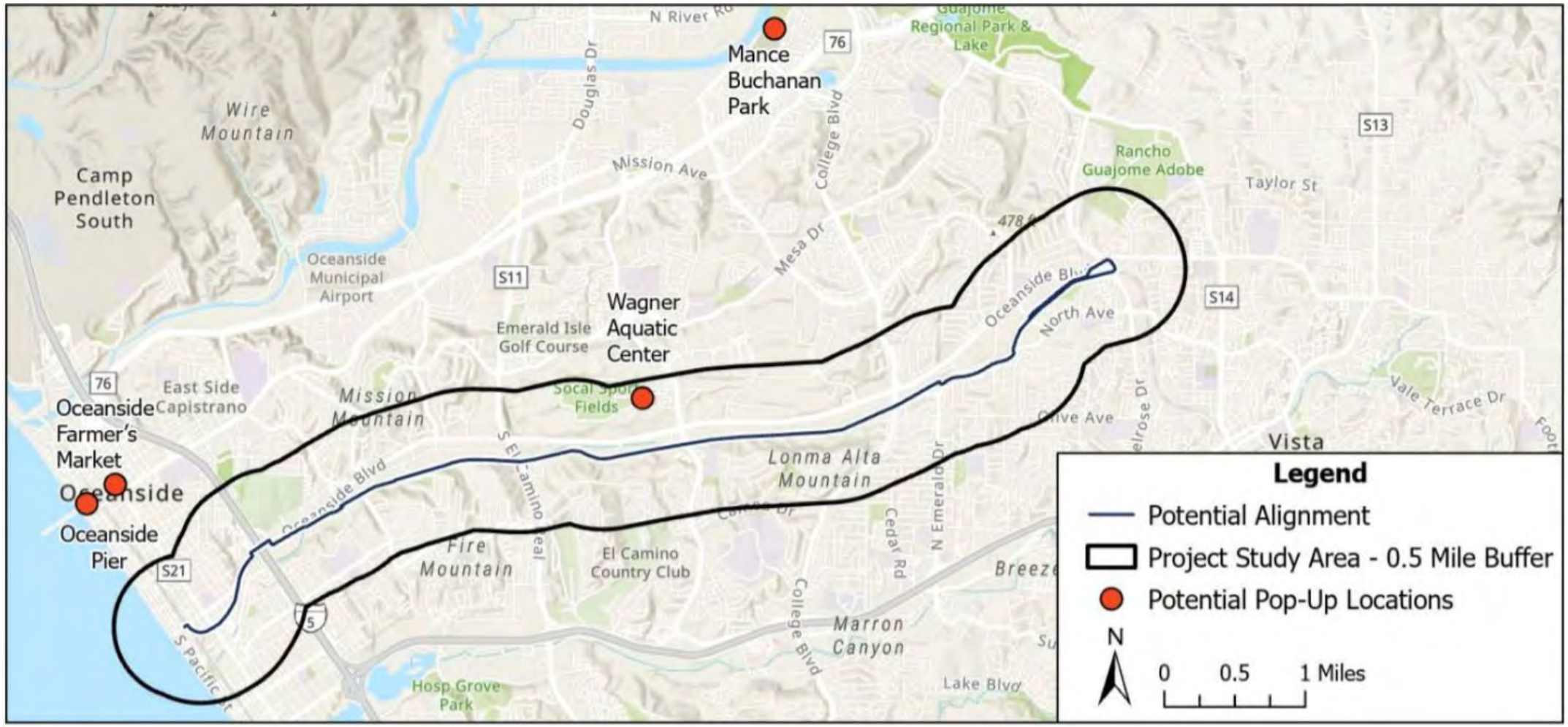
Project Schedule



Phase 1 of Engagement

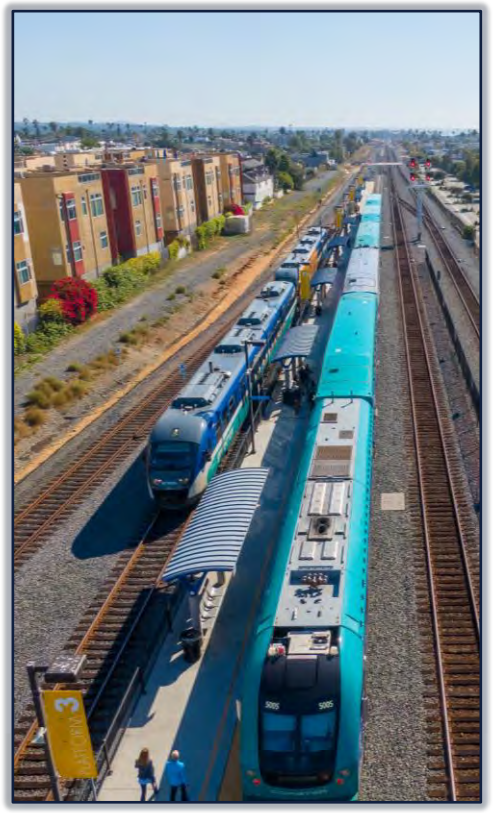
- Launch Project Website
- Phase 1 Online Survey
- Social Media (Through City Social Channels)
  - Survey
  - Pop-Up Outreach
- Phase 1 Pop-Up Outreach Events
  - Location 1 TBD
  - Location 2 TBD

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

Phase 1 Outreach and Engagement Summary Attachment D: Full Survey Results

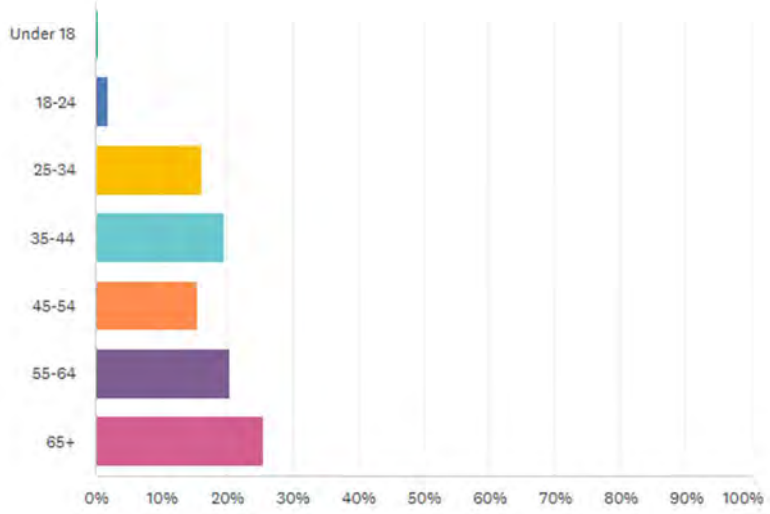
CITY OF OCEANSIDE
INLAND RAIL TRAIL
Phase 1 Survey Results
August 14 – October 31, 2024

Q1

Customize Save as

What is your age?

Answered: 402 Skipped: 1



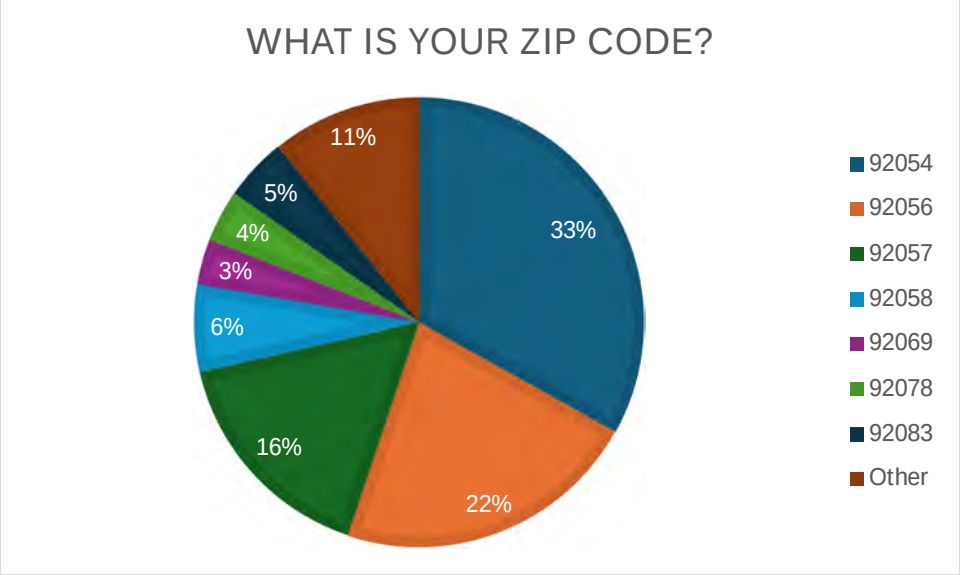
ANSWER CHOICES	RESPONSES	
Under 18	0.50%	2
18-24	1.99%	8
25-34	16.17%	65
35-44	19.65%	79
45-54	15.67%	63
55-64	20.40%	82
65+	25.62%	103
TOTAL		402

Q2

Save as

What is your ZIP code?

Answered: 400 Skipped: 3



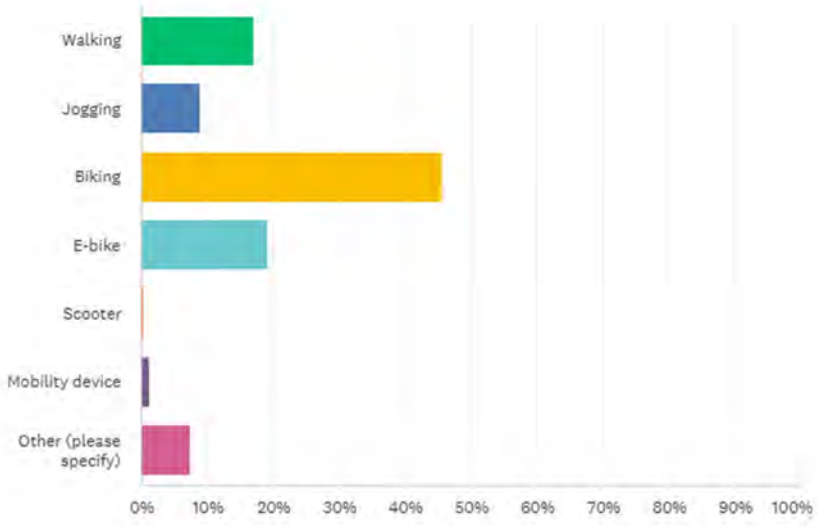
92054	132
92056	88
92057	65
92058	25
92069	13
92078	15
92083	18
Other	43

Q3

Customize Save as

How would you like to use the Inland Rail Trail?

Answered: 403 Skipped: 0



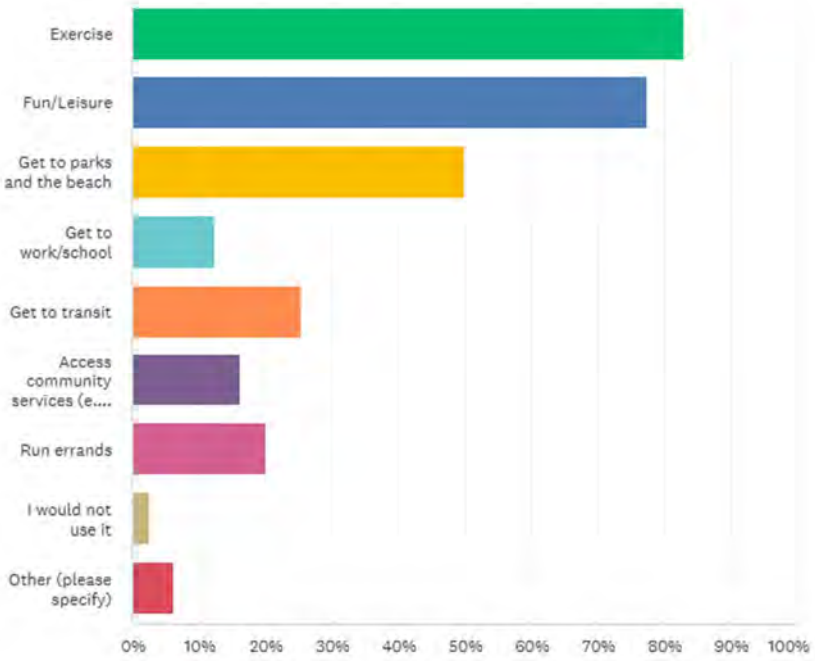
ANSWER CHOICES		RESPONSES	
Walking		17.12%	69
Jogging		8.93%	36
Biking		45.66%	184
E-bike		19.11%	77
Scooter		0.50%	2
Mobility device		1.24%	5
Other (please specify)	Responses	7.44%	30
TOTAL			403

Q4

Customize Save as

What would the Inland Rail Trail help you do? (check all that apply)

Answered: 403 Skipped: 0



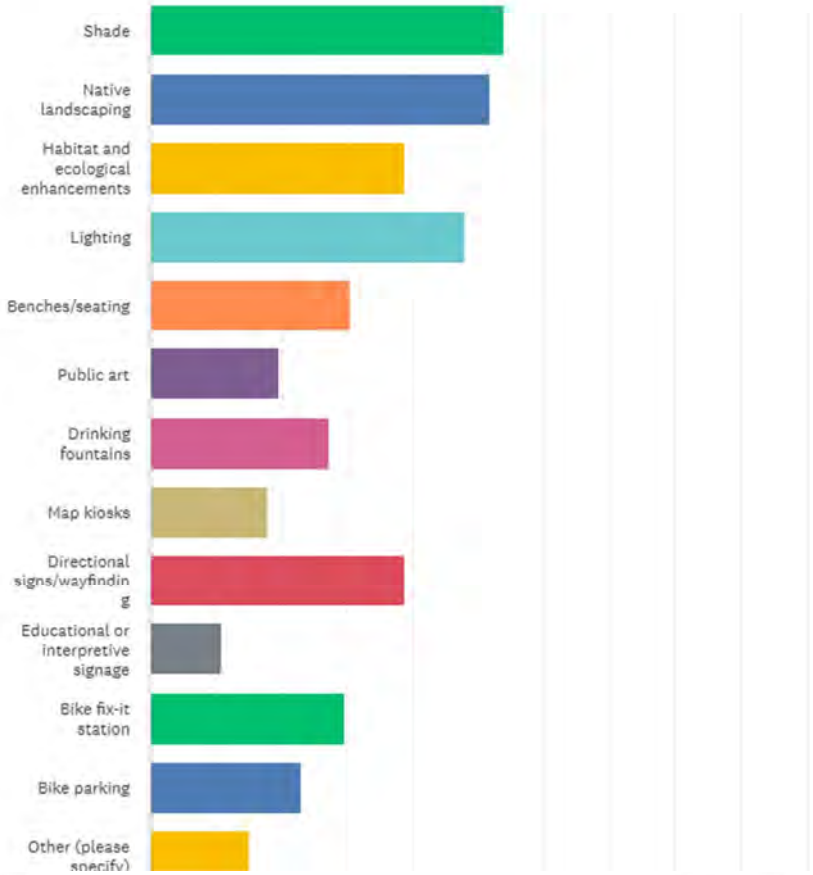
ANSWER CHOICES		RESPONSES	
Exercise		82.88%	334
Fun/Leisure		77.42%	312
Get to parks and the beach		49.88%	201
Get to work/school		12.41%	50
Get to transit		25.31%	102
Access community services (e.g. healthcare, library, etc.)		16.13%	65
Run errands		20.10%	81
I would not use it		2.48%	10
Other (please 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



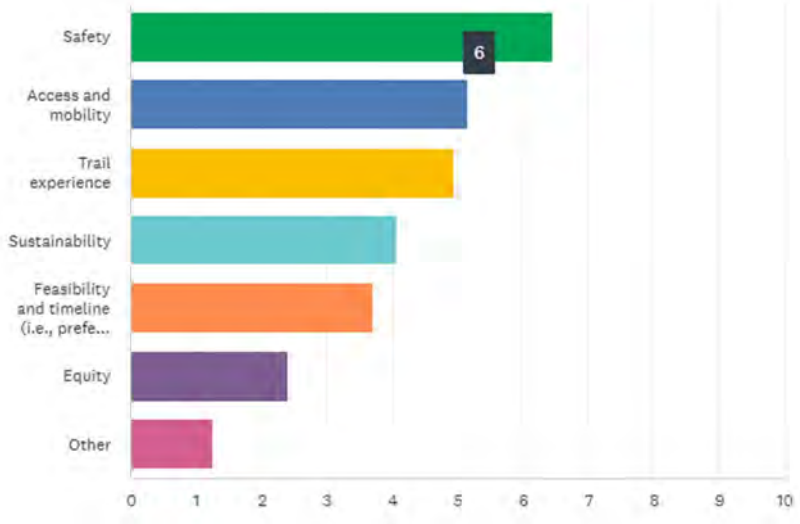
ANSWER CHOICES		RESPONSES	
Shade		53.98%	217
Native landscaping		51.74%	208
Habitat and ecological enhancements		38.81%	156
Lighting		48.01%	193
Benches/seating		30.60%	123
Public art		19.65%	79
Drinking fountains		27.36%	110
Map kiosks		17.91%	72
Directional signs/wayfinding		38.81%	156
Educational 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.

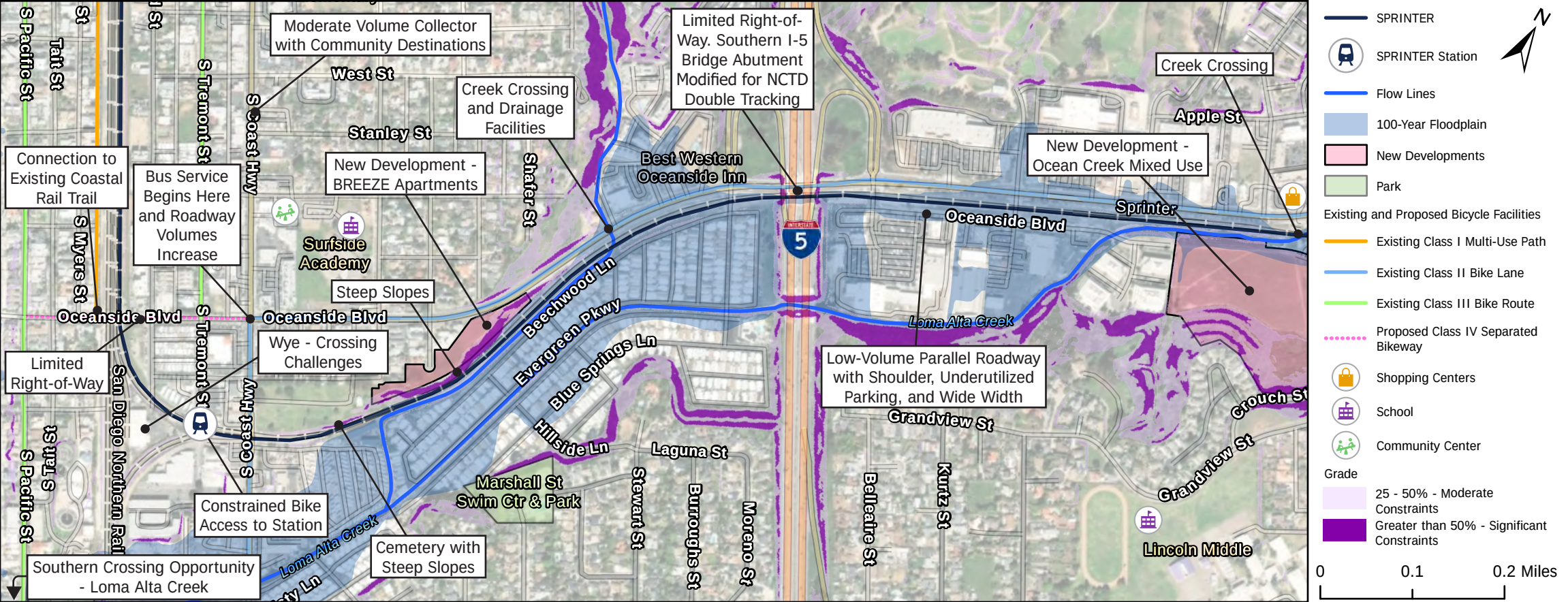
Create ultra safe conditions at any and all cross street locations. Cars & bikes don't play well together.
We love riding the rail trail and we prefer it to being in traffic.
I would like to see regular patrolling for vagrants, abandoned shopping carts, trash, etc. We need a safe trail.
Lighting for 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?

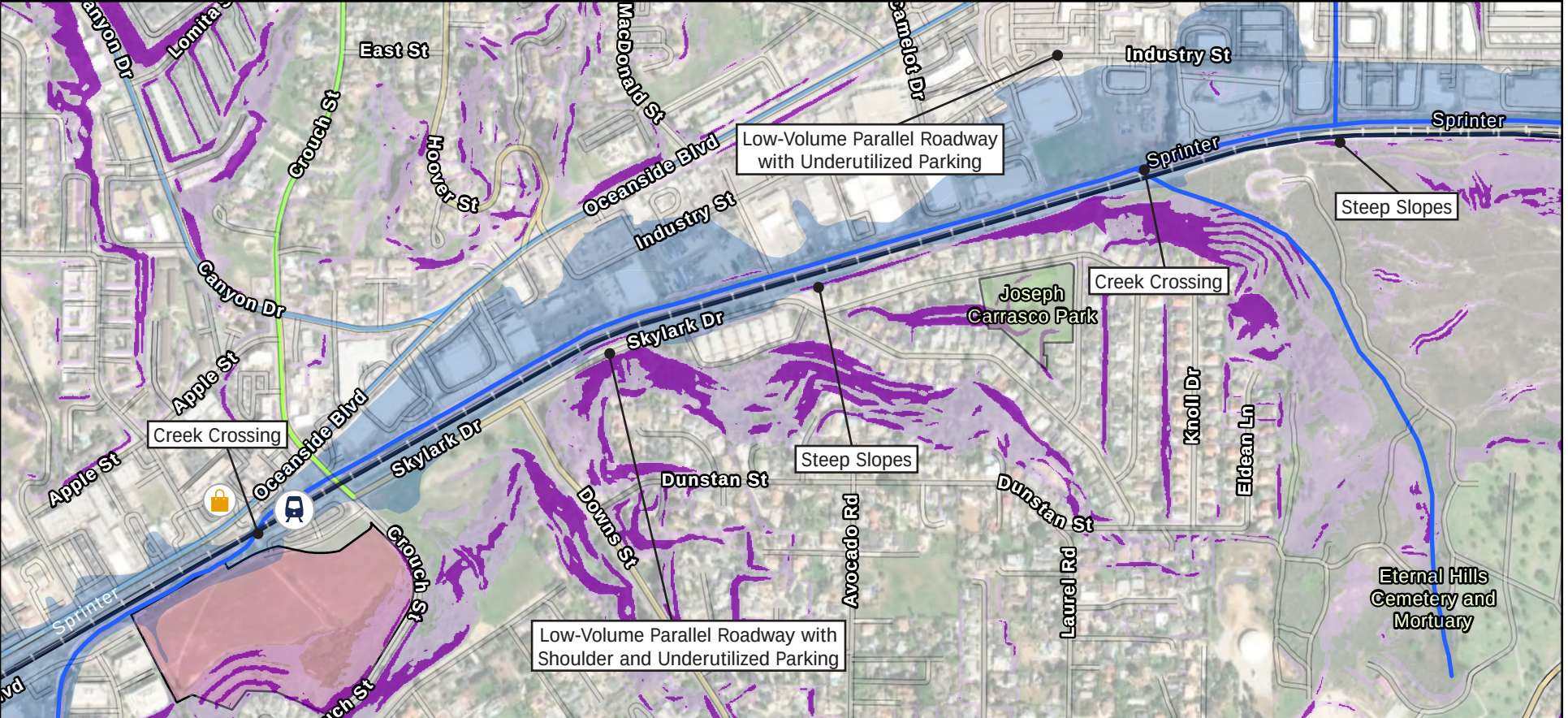
I would encourage the City to continue to provide safe access to these dedicated trails. Primarily enhancing safety at intersections along streets with bike lanes.
Protection from homeless camps.
Lights and public safety cameras needed.
Please ensure new pedestrian crossing controls to qualify as NCTD 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.

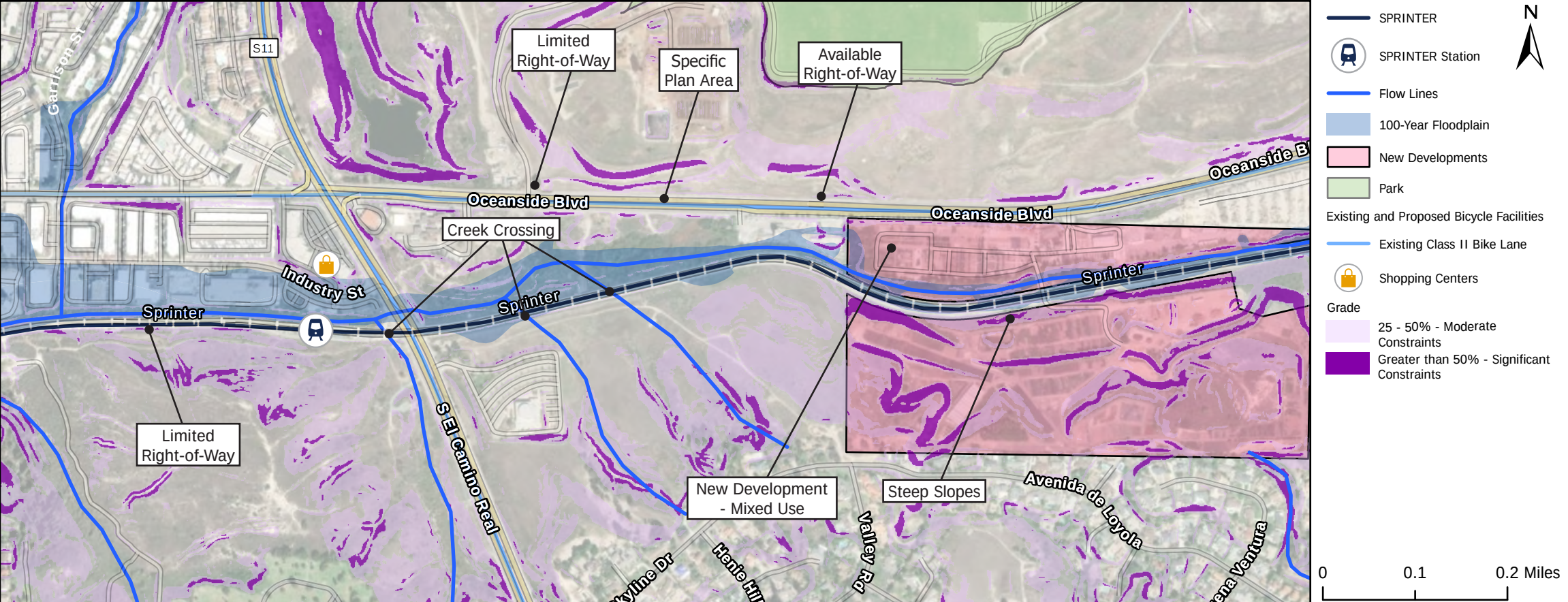
Trails should not be fully fenced in - the point of the trail for some of us is to get to and from places along the trail; whether it's business or residential. Some existing parts of the trail further inland restrict access to adjacent potential destinations, and Oceanside should avoid repeating this 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.

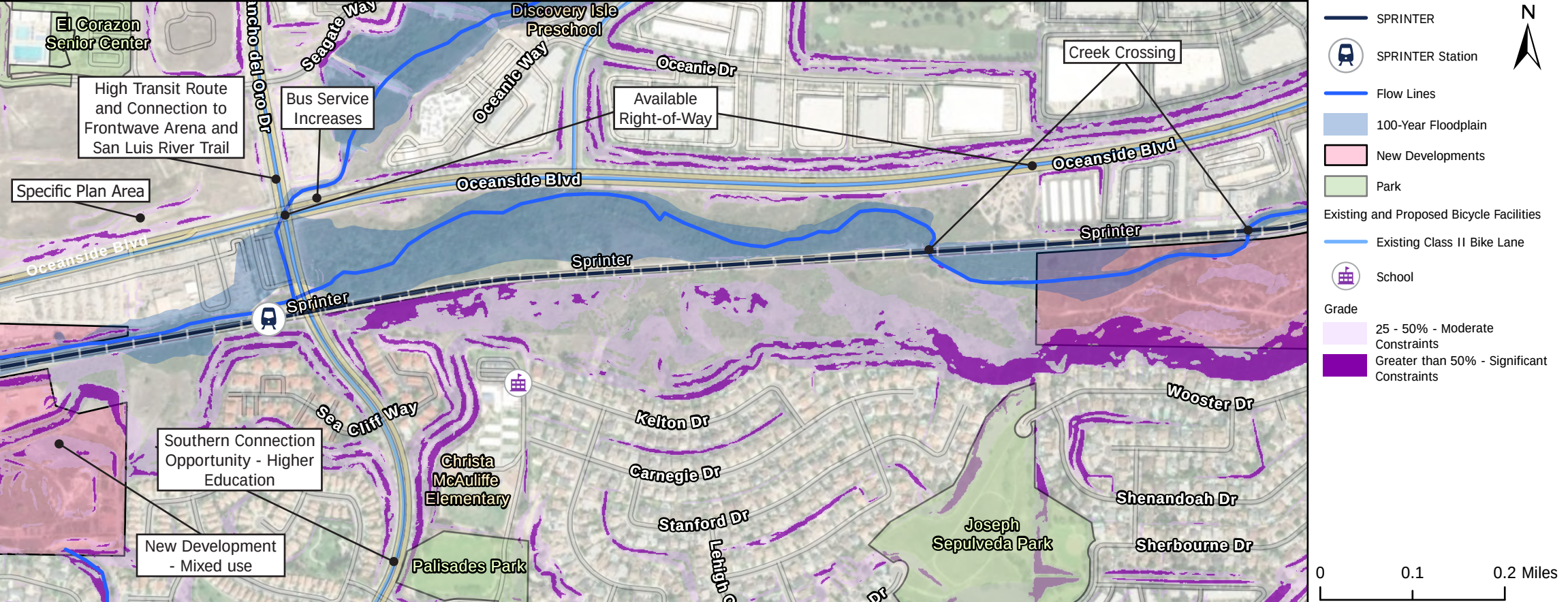
Make it safe and aesthetically pleasing for all to enjoy. Hopefully will also have maintenance plan and some security.
have volunteers build it and not use tax payer fund but if that can be done, stay out of their way and give them full access to do what is needed
This project needs to be accompanied 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.

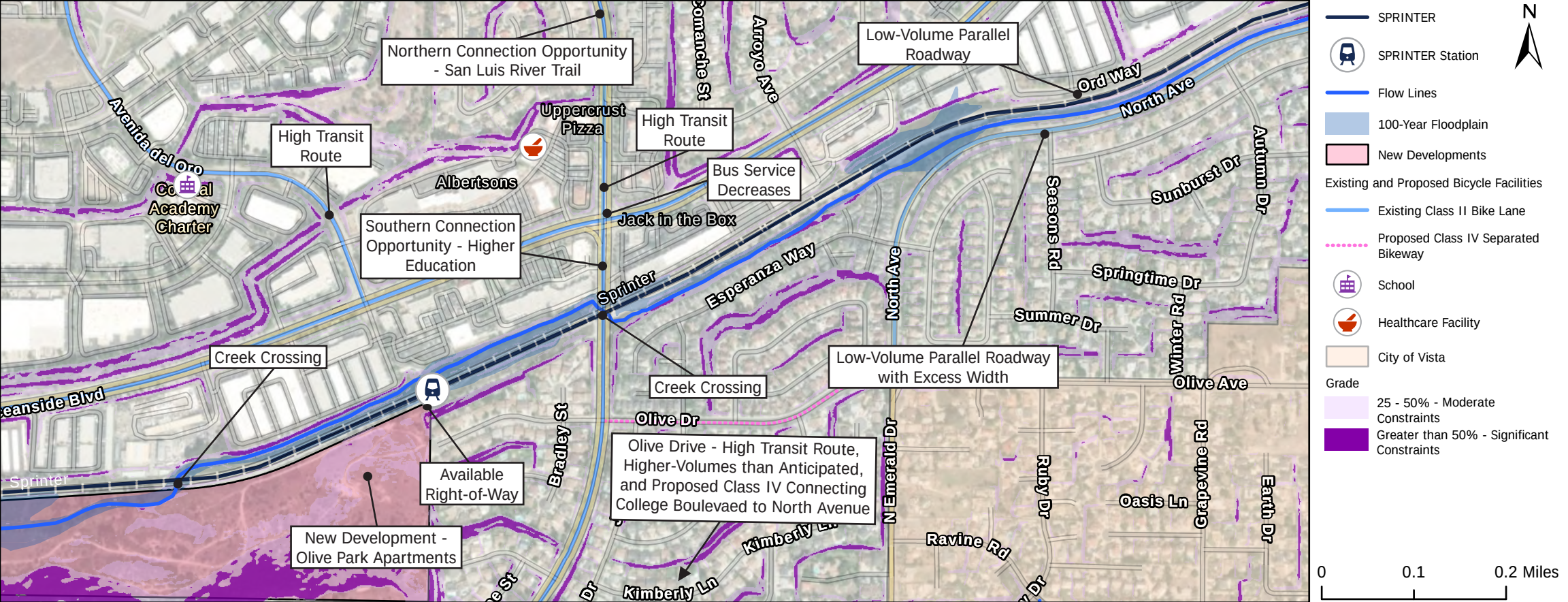
Appendix E: Opportunities and Constraints Map


Moderate Volume Collector with Community Destinations
Limited Right-of-Way. Southern I-5 Bridge Abutment Modified for NCTD Double Tracking
Creek Crossing
Creek Crossing and Drainage Facilities
New Development - Ocean Creek Mixed Use
New Development - BREEZE Apartments
Connection to Existing Coastal Rail Trail
Bus Service Begins Here and Roadway Volumes Increase
Steep Slopes
Wye - Crossing Challenges
Limited Right-of-Way
Low-Volume Parallel Roadway with Shoulder, Underutilized Parking, and Wide Width
Constrained Bike Access to Station
Cemetery with Steep Slopes
Southern Crossing Opportunity - Loma Alta Creek
West St
Stanley St
Apple St
Oceanside Blvd
Sprinter
Beechwood Ln
Evergreen Pkwy
Blue Springs Ln
Hillside Ln
Laguna St
Grandview St
Crouch St
Marshall St Swim Ctr & Park
Loma Alta Creek
Best Western Oceanside Inn
Surfside Academy
Lincoln Middle
S Pacific St
Tait St
S Tremont St
S Coast Hwy
S Myers St
Shafer St
Stewart St
Burroughs St
Moreno St
Bellelaire St
Kurtz St
San Diego Northern Rail
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
New Developments
Park
Existing and Proposed Bicycle Facilities
Existing Class I Multi-Use Path
Existing Class II Bike Lane
Existing Class III Bike Route
Proposed Class IV Separated Bikeway
Shopping Centers
School
Community Center
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
0
0.1
0.2 Miles


Canyon Dr
Lomita St
East St
MacDonald St
Camelot Dr
Industry St
Sprinter
Crouch St
Hoover St
Oceanside Blvd
Low-Volume Parallel Roadway with Underutilized Parking
Steep Slopes
Canyon Dr
Joseph Carrasco Park
Creek Crossing
Skylark Dr
Apple St
Creek Crossing
Oceanside Blvd
Skylark Dr
Knoll Dr
Eldean Ln
Apple St
Steep Slopes
Dunstan St
Downs St
Avocado Rd
Dunstan St
Laurel Rd
Eternal Hills Cemetery and Mortuary
Sprinter
Crouch St
Low-Volume Parallel Roadway with Shoulder and Underutilized Parking
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
New Developments
Park
Existing and Proposed Bicycle Facilities
Existing Class II Bike Lane
Existing Class III Bike Route
Shopping Centers
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
N
0
0.1
0.2 Miles


Limited Right-of-Way
Specific Plan Area
Available Right-of-Way
Oceanside Blvd
Creek Crossing
Industry St
Sprinter
Limited Right-of-Way
S El Camino Real
New Development - Mixed Use
Steep Slopes
Avenida de Loyola
Valley Rd
Garrison St
S11
N
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
New Developments
Park
Existing and Proposed Bicycle Facilities
Existing Class II Bike Lane
Shopping Centers
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
0
0.1
0.2 Miles


El Corazon Senior Center
Discovery Isle Preschool
Seagate Way
Oceanic Way
Oceanic Dr
Creek Crossing
High Transit Route and Connection to Frontwave Arena and San Luis River Trail
Bus Service Increases
Available Right-of-Way
Specific Plan Area
Oceanside Blvd
Sprinter
Sea Cliff Way
Kelton Dr
Wooster Dr
Southern Connection Opportunity - Higher Education
Christa McAuliffe Elementary
Carnegie Dr
Shenandoah Dr
Stanford Dr
Joseph Sepulveda Park
Sherbourne Dr
New Development - Mixed use
Palisades Park
Lehigh Dr
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
New Developments
Park
Existing and Proposed Bicycle Facilities
Existing Class II Bike Lane
School
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints
N
0
0.1
0.2 Miles


Northern Connection Opportunity - San Luis River Trail
Comanche St
Arroyo Ave
Low-Volume Parallel Roadway
Ord Way
North Ave
Uppercrust Pizza
High Transit Route
High Transit Route
Avenida del Oro
Albertsons
Bus Service Decreases
Jack in the Box
Southern Connection Opportunity - Higher Education
Sprinter
Esperanza Way
North Ave
Seasons Rd
Sunburst Dr
Autumn Dr
Springtime Dr
Summer Dr
Winter Rd
Olive Ave
Creek Crossing
Creek Crossing
Low-Volume Parallel Roadway with Excess Width
Olive Dr
Bradley St
Olive Drive - High Transit Route, Higher-Volumes than Anticipated, and Proposed Class IV Connecting College Boulevaed to North Avenue
Available Right-of-Way
New Development - Olive Park Apartments
N Emerald Dr
Ruby Dr
Oasis Ln
Grapevine Rd
Earth Dr
Ravine Rd
Kimberly Ln
Kimberly Ln
Sprinter
SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
New 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

25 - 50% - Moderate Constraints

Greater than 50% - Significant Constraints

0 0.1 0.2 Miles

Appendix B: Fatal Flaw Analysis Presentation

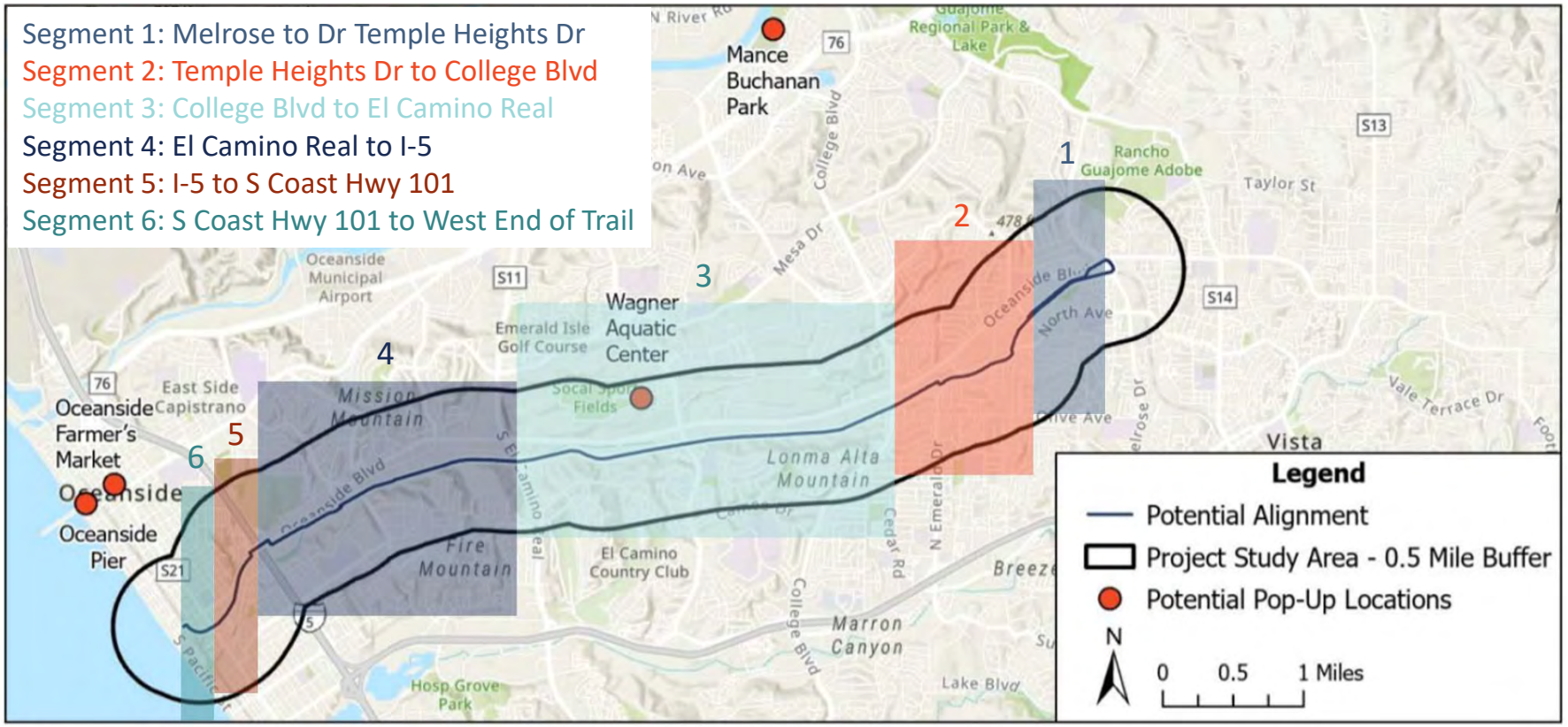
Oceanside
Inland Rail Trail

Alignment
Development Kickoff

OCEANSIDE INLAND RAIL TRAIL

IRT Corridor Segments

Segment 1: Melrose to Dr Temple Heights Dr
Segment 2: Temple Heights Dr to College Blvd
Segment 3: College Blvd to El Camino Real
Segment 4: El Camino Real to I-5
Segment 5: I-5 to S Coast Hwy 101
Segment 6: S Coast Hwy 101 to West End of Trail



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

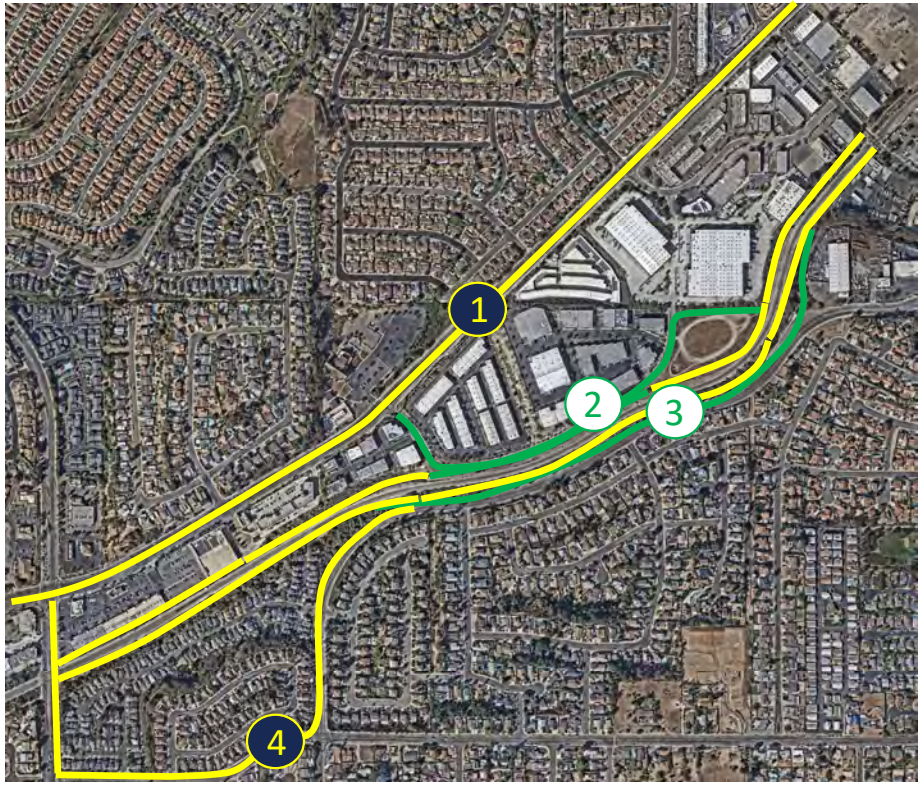
1. Oceanside Blvd
2. Temple Heights Dr connection to Oceanside Blvd

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

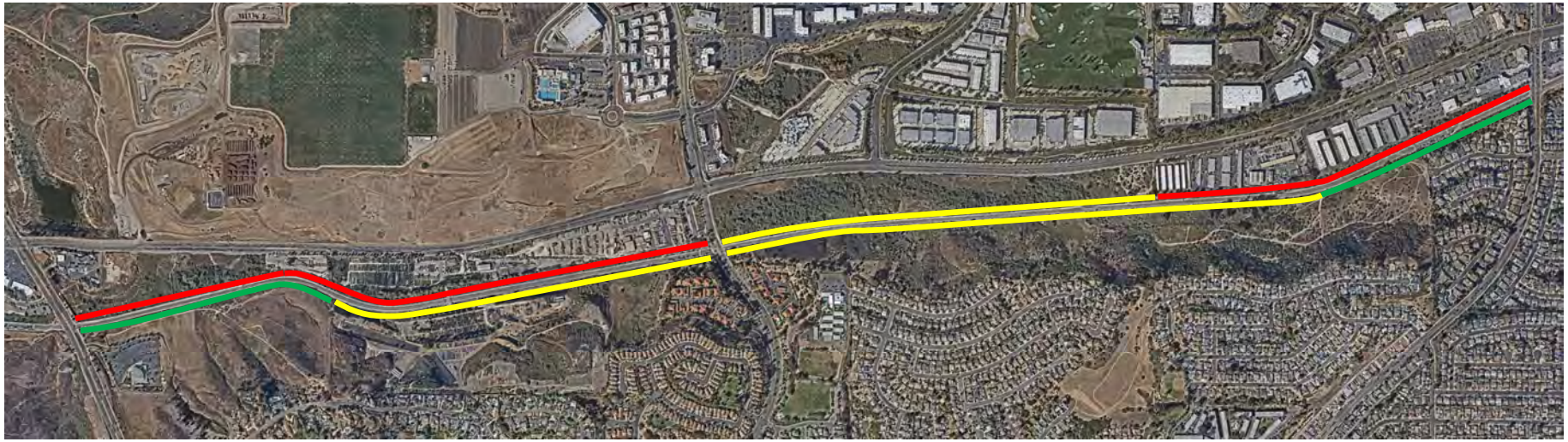
Segment 2 Alternative Routing



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

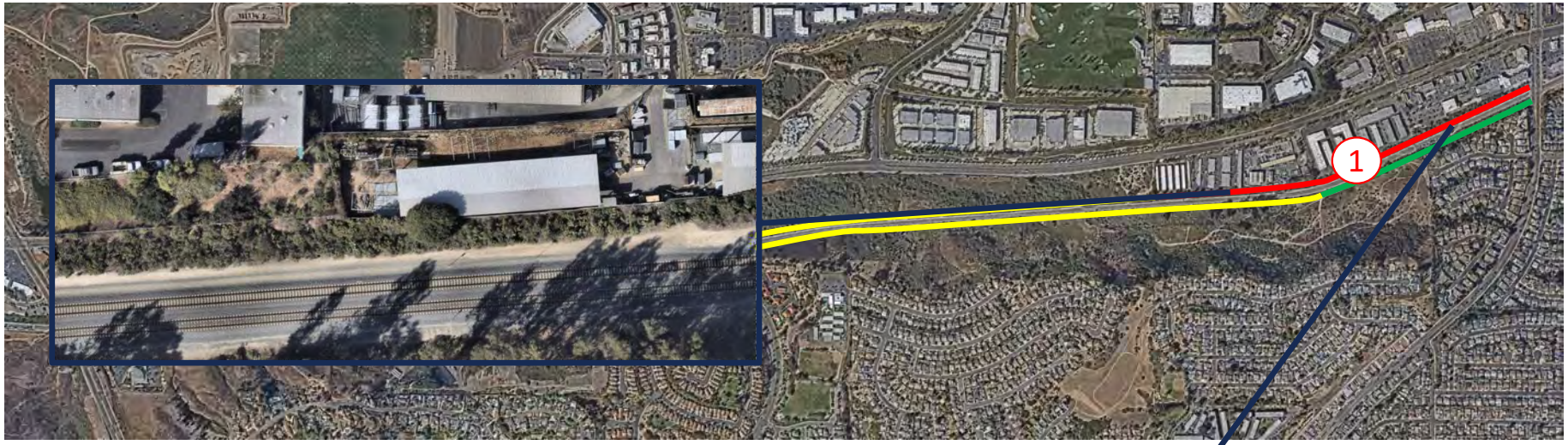
Segment 3: College Blvd to El Camino Real



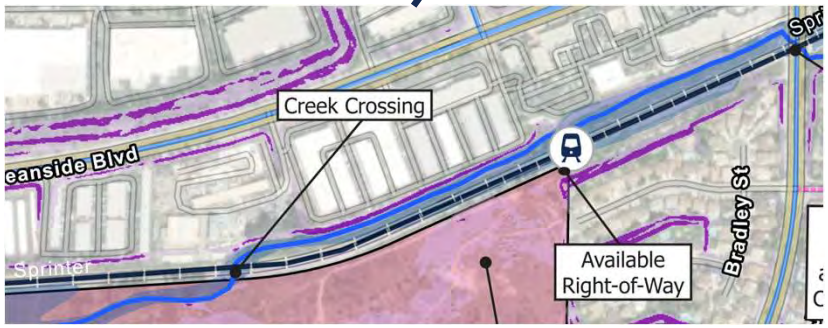
Minimal Challenges
Minor to Major Challenges
Fatally Flawed

- 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

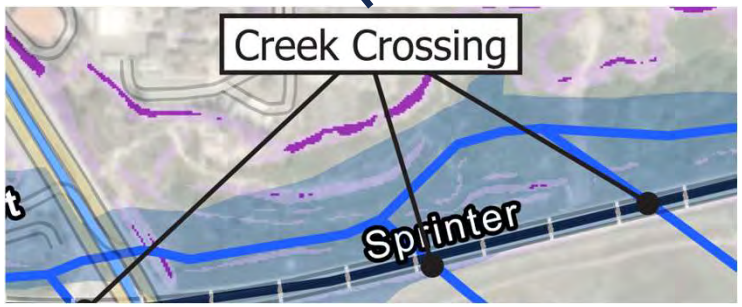
Segment 3 Fatal Flaw 1: College Blvd to Storage Facility



- Creek Bed
- Steep Slopes
- Constrained Right of Way

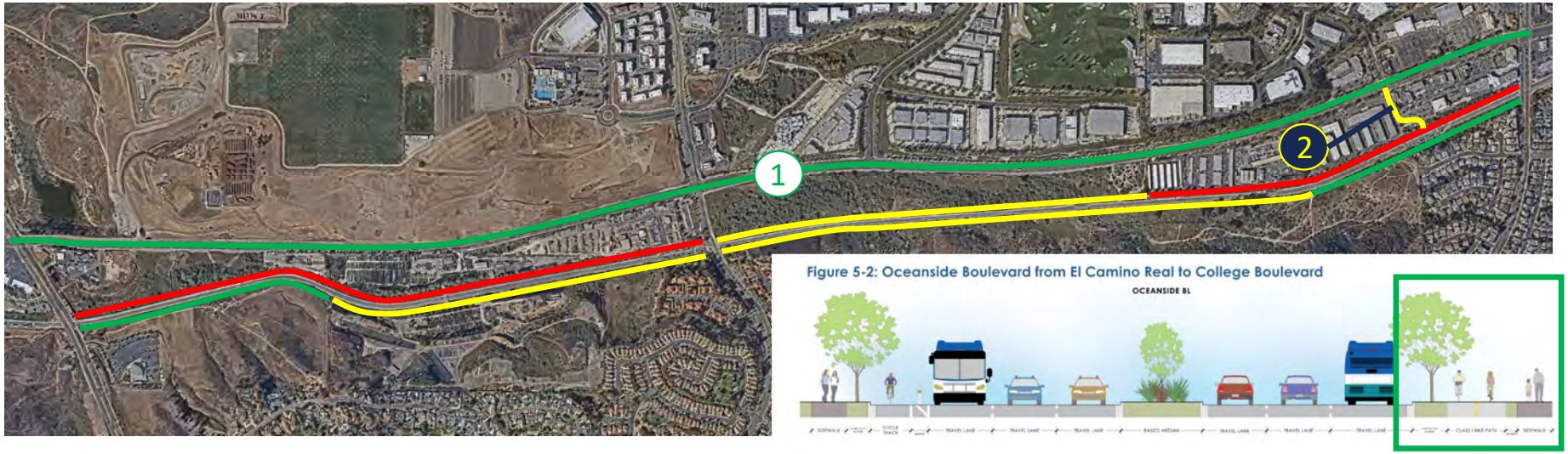


Segment 3 Fatal Flaw 2: Rancho Del Oro to El Camino Real



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

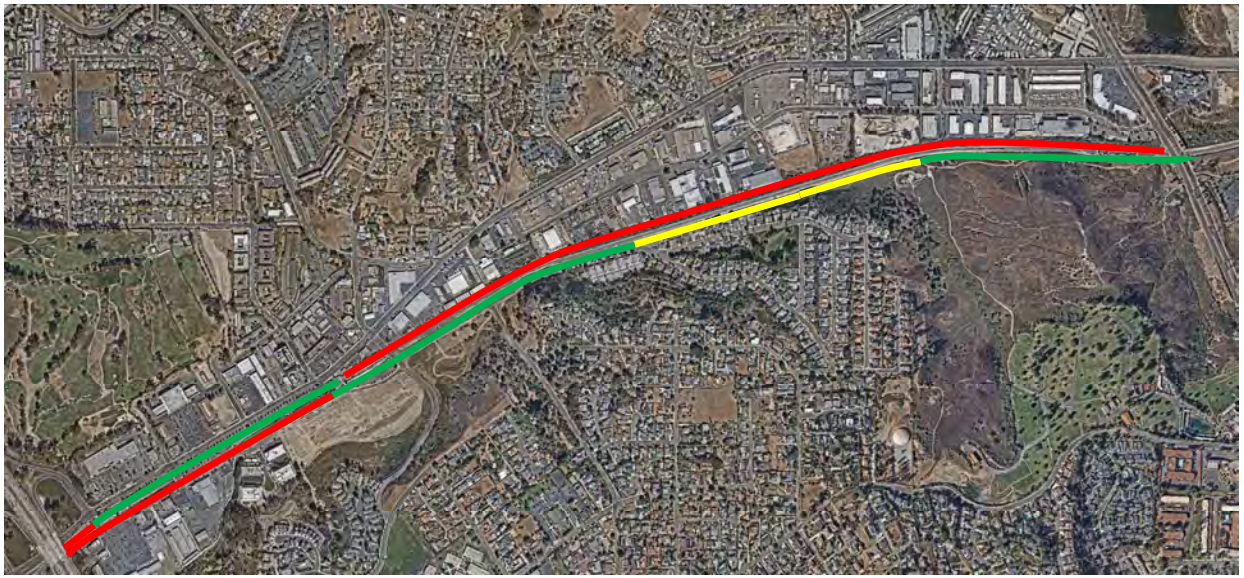
Segment 3 Alternative Routing



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

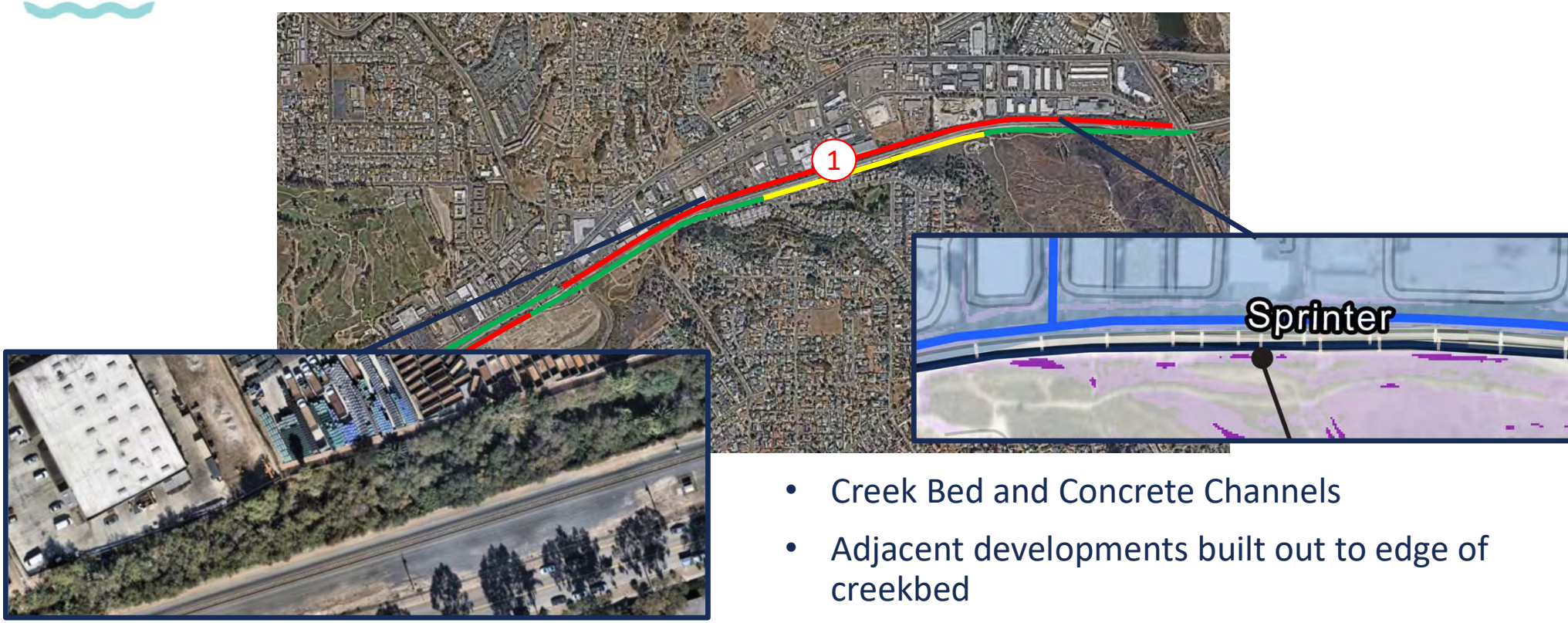
Segment 4: El Camino Real to I-5



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

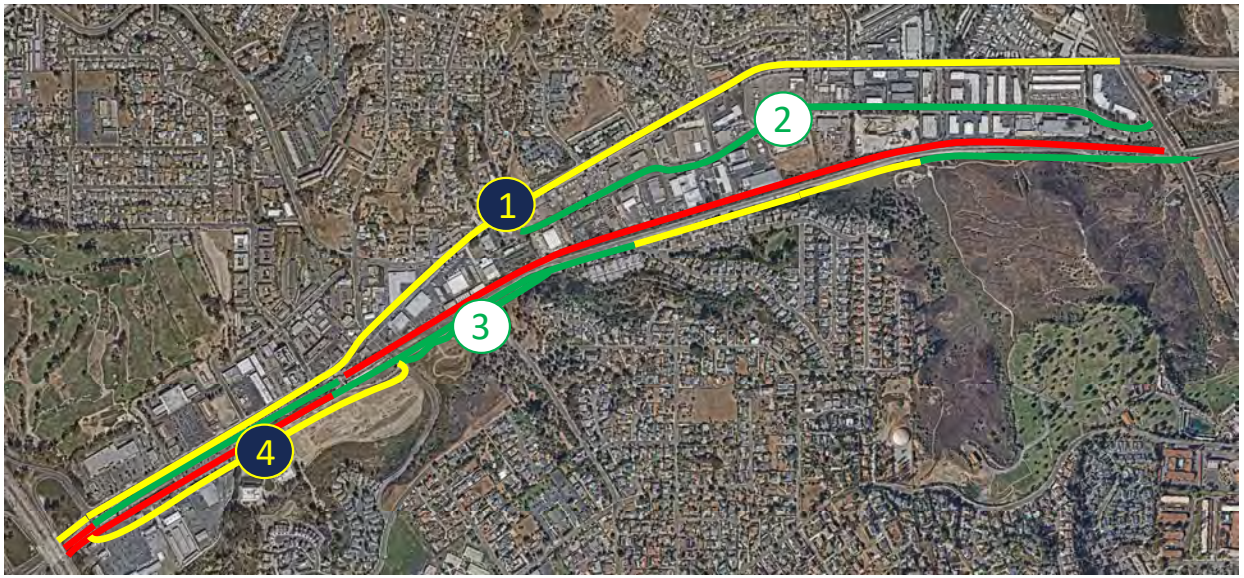


- Creek Bed and Concrete Channels
- Adjacent developments built out to edge of creekbed

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

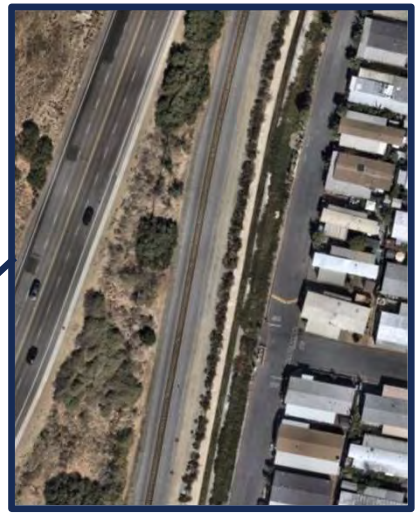
Minimal Challenges
Minor to Major Challenges
Fatally Flawed

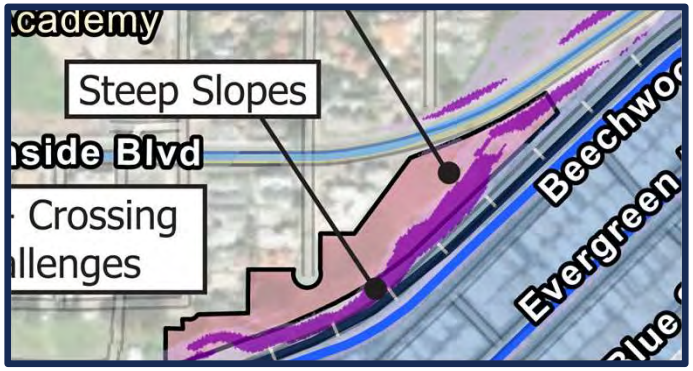
- Little to no space available on south side of NCTD RoW
- I-5 undercrossing extreme challenge
- New development on north side of NCTD RoW is a possibility
- Cemetery on north side of NCTD RoW on west end of segment

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

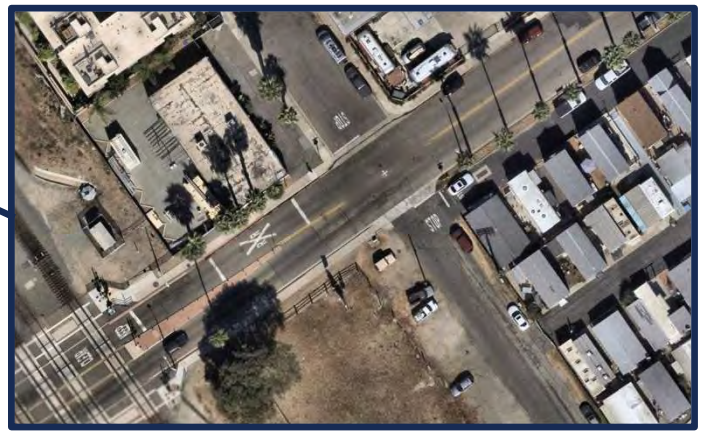
Segment 6 Alternative Routing

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:** Open House Materials

Appendix C: Outreach and Engagement Summary

CONTENTS

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 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.

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 includes 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 is available in English and Spanish.

Fact Sheets

Project fact sheets were created for each phase of engagement to be used as a handout for public outreach events (in English with Spanish translation on the reverse side). They include information about the project and planning process, opportunities for public engagement, and a QR code directing people to the project website. The fact sheets are 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

Direct mail postcards were 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. A photo of a sidewalk decal is shown below.

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.

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 have been invited to participate in the CAB but have been unable to 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 table below summarizes the input received at both events through the posterboard activity.

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 Phase 1 Outreach and Engagement

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
- Carmen Mojado, San Luis Rey Band of Mission Indians
- Michelle Martini-Brown, Visit Oceanside
- 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, comment cards, 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 table below summarizes the input received at both events through the poster board activity.

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.	

Several 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**.

The table below summarizes the comments received on the display boards.

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.	

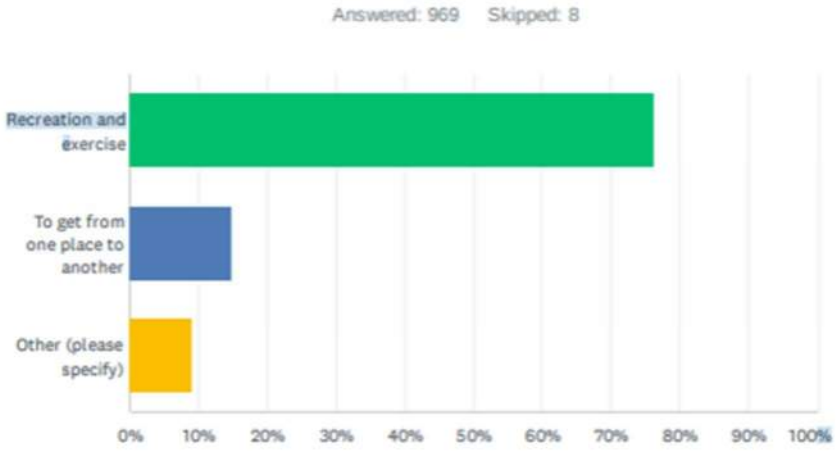
The specific alignment comments that were noted on the large-scale map are shown in **Attachment F**.

Online Survey

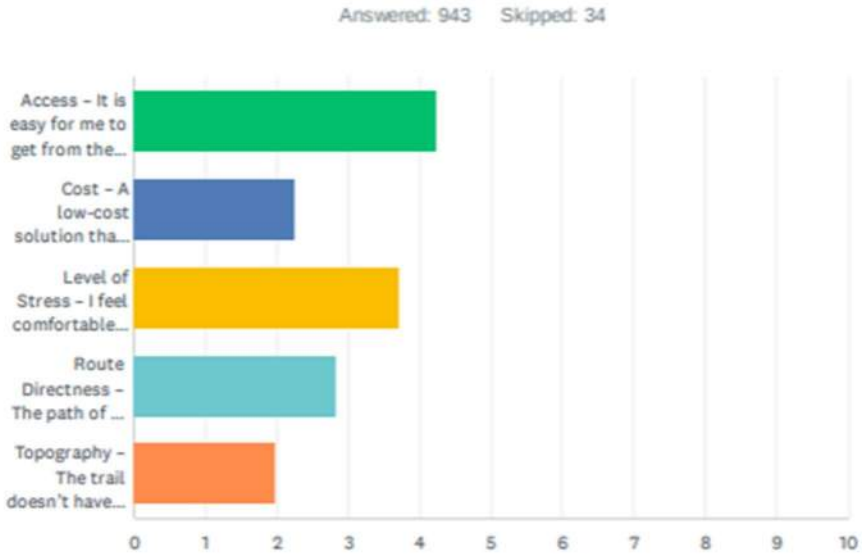
An online survey, provided in both English and Spanish, was made available to the public and open from March 1 through March 31, 2025. The survey was taken by 977 people.

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. Survey questions and responses are presented on the following pages.

- 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).

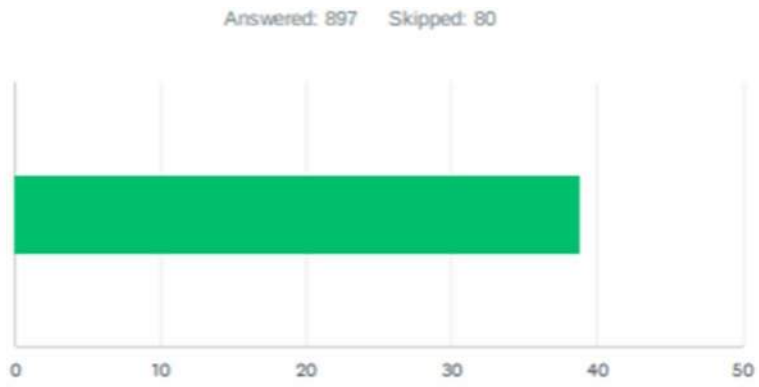


- When thinking about Alignment A, how much you agree or disagree with the following statement: “A higher project cost is justified to get an alternative that is more separated from vehicle traffic.”

- 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.”

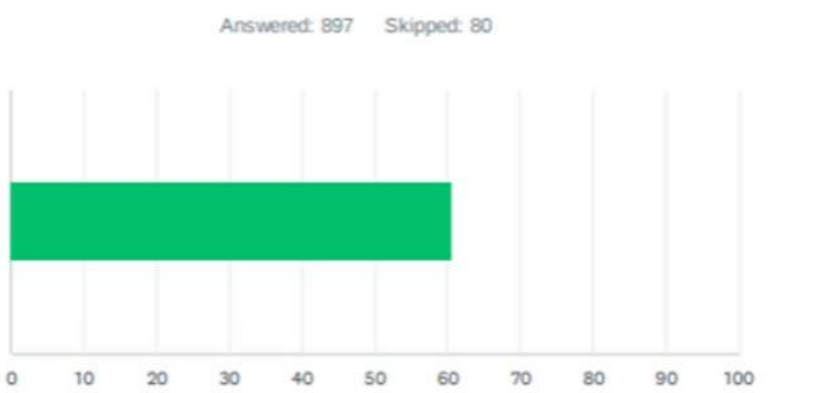
- When thinking about Alignment B, how much you agree or disagree with the following statement: “A high level of access is more important that a direct route.”

- 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. A copy of the full survey results are included as **Attachment D**.

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.

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 reach 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%

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

(888) 221-2260

Para información en español, vea el otro lado

Hoja Informativa

PROYECTO DE SENDERO FERROVIARIO INTERIOR DE OCEANSIDE

EL PROYECTO

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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

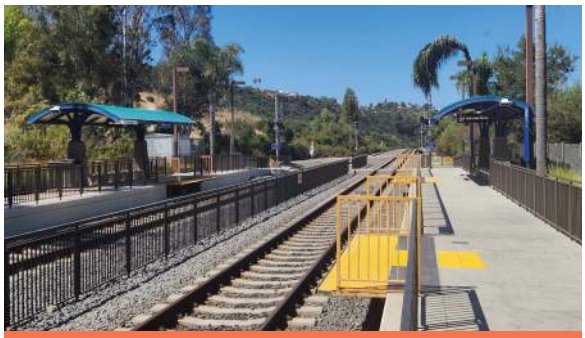
Winter 2025 through Summer 2025

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.

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¡QUEREMOS ESCUCHAR SU OPINIÓN!

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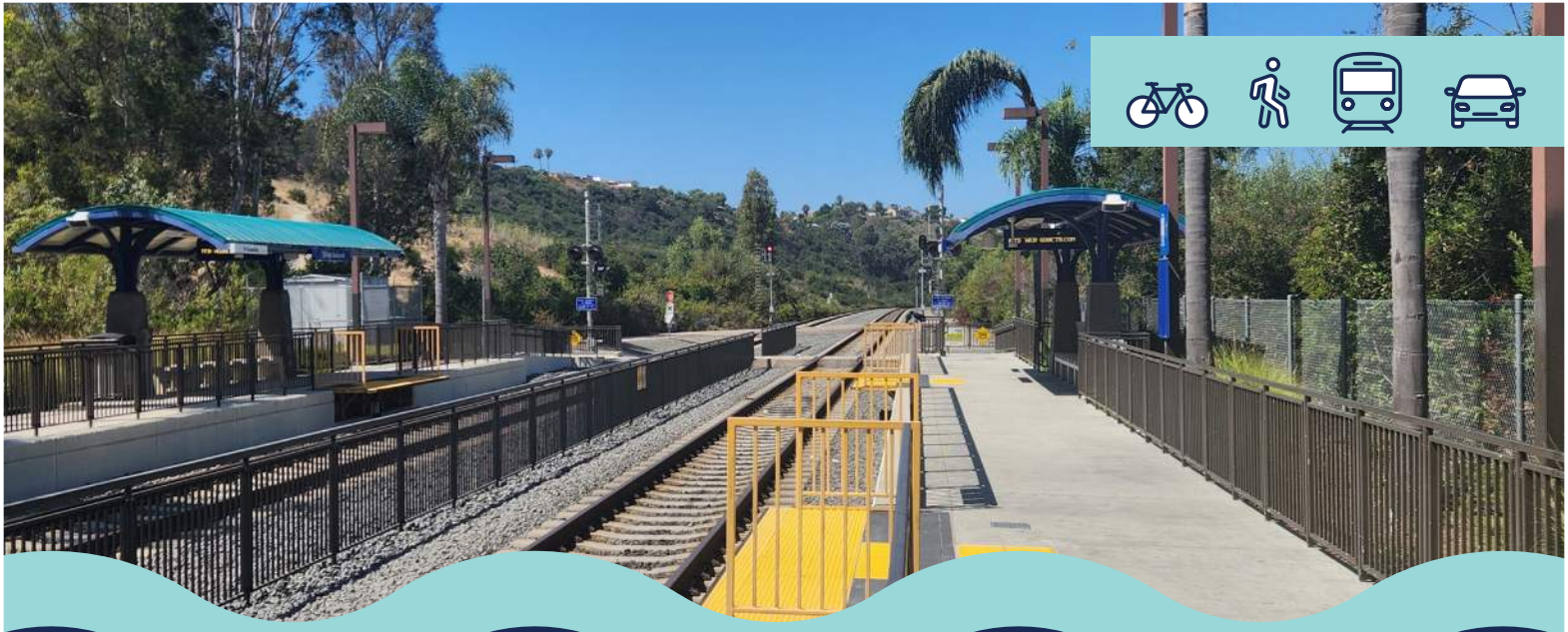
Responda a nuestra encuesta, abierta hasta el 5 de diciembre 2025.

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

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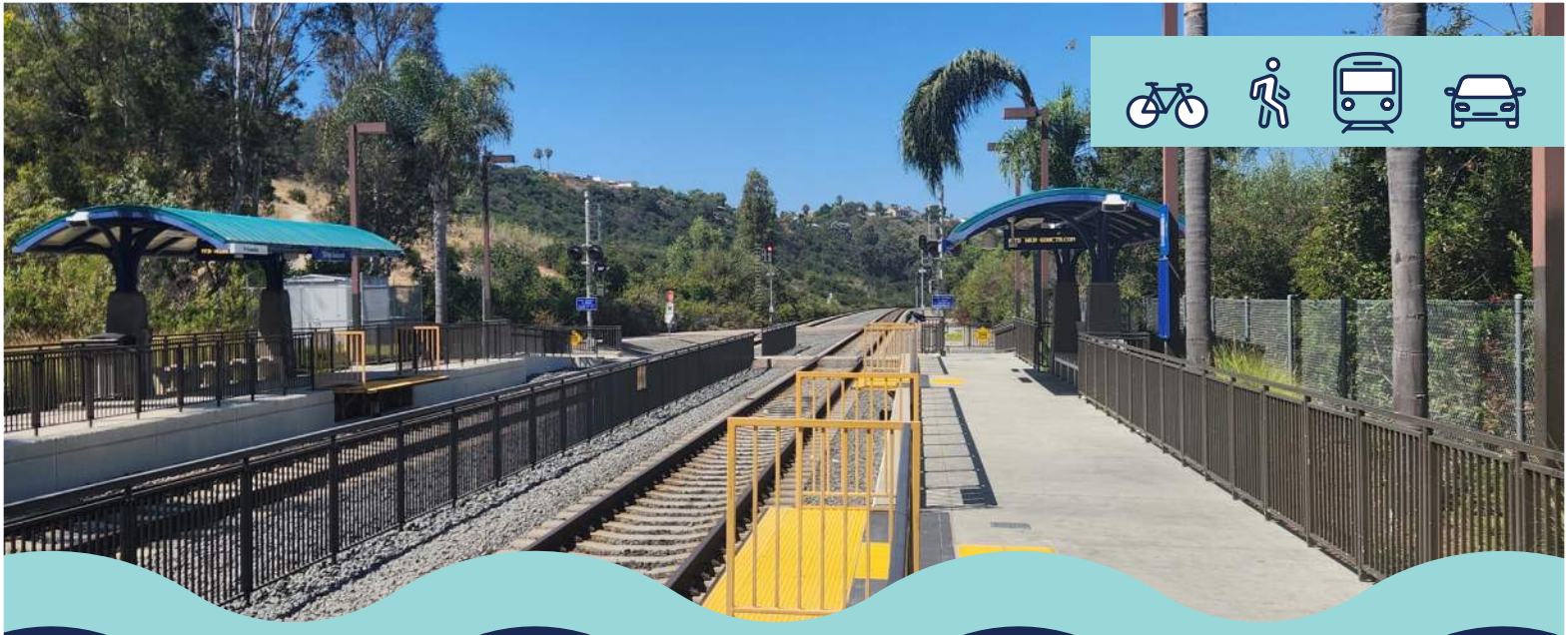

OCEANSIDE INLAND RAIL TRAIL PROJECT

OCEANSIDE INLAND RAIL TRAIL

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

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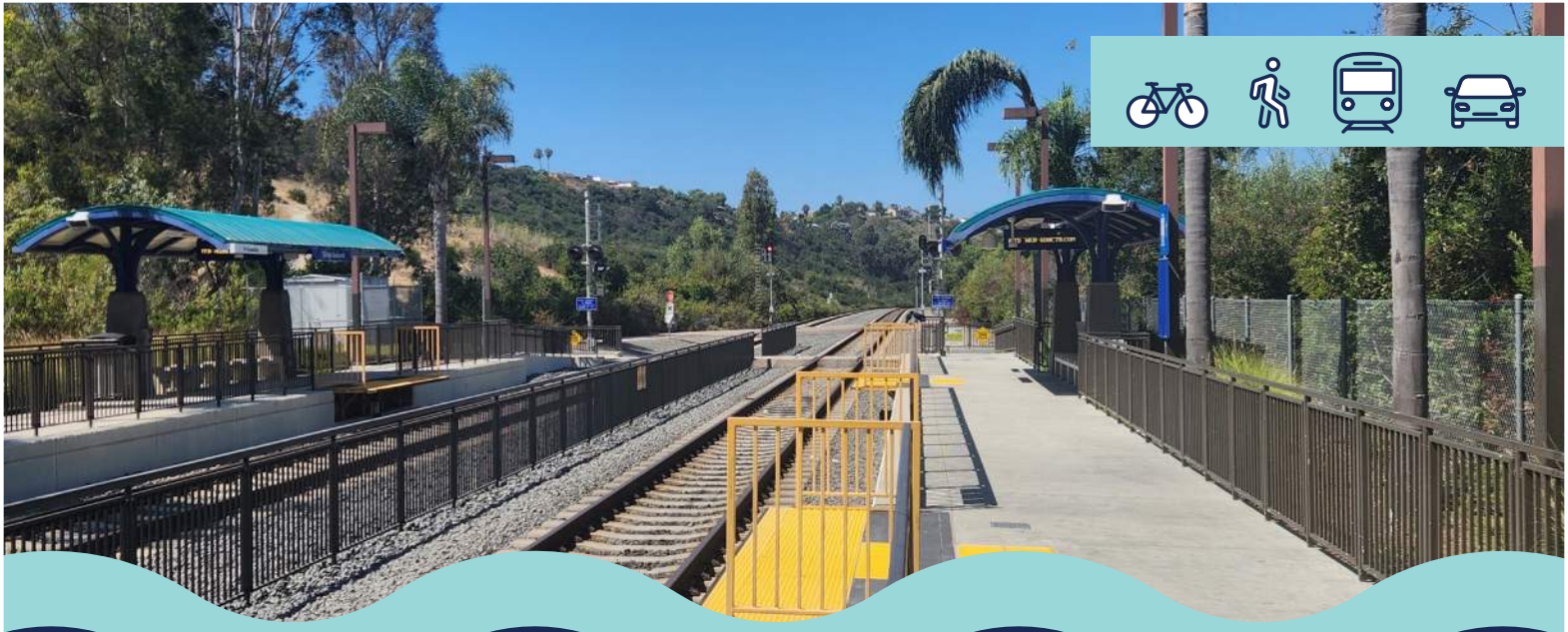
Para acceder a esta información en español, visite OsideInlandRailTrail.org/espanol.



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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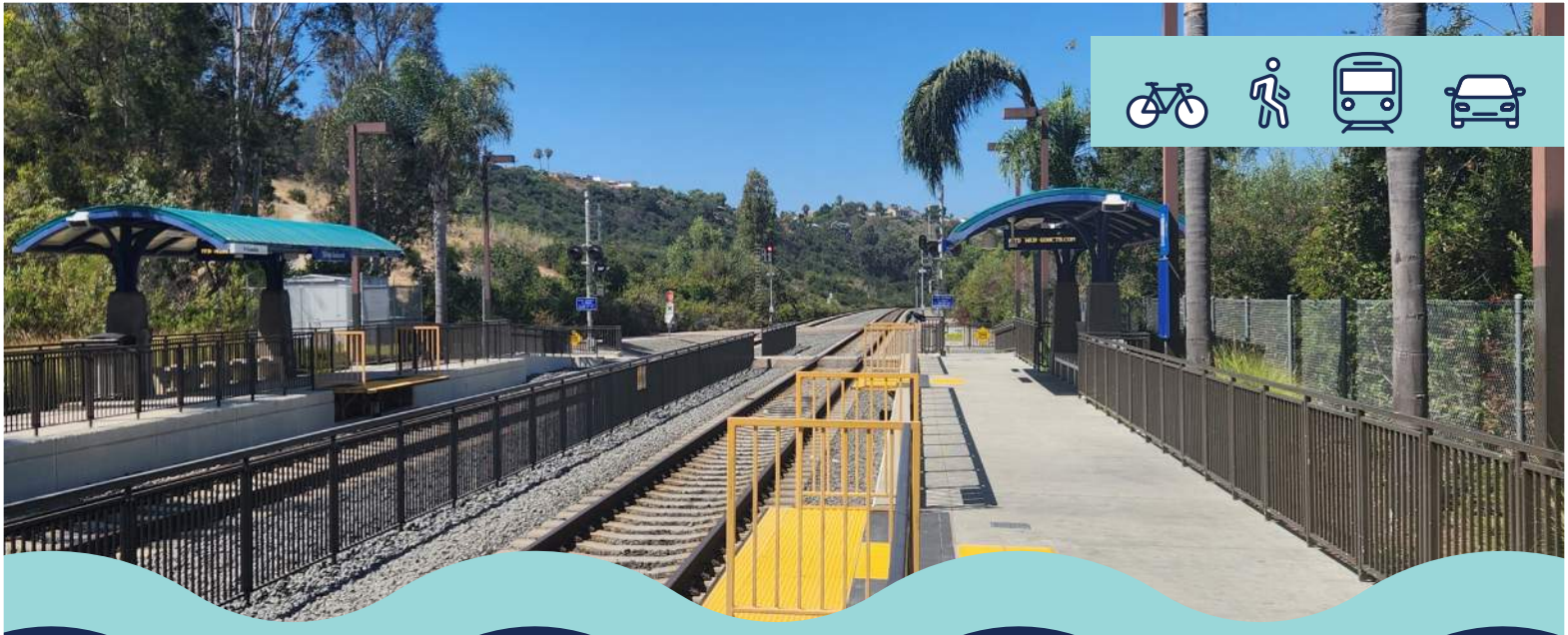

OCEANSIDE INLAND RAIL TRAIL PROJECT

OCEANSIDE INLAND RAIL TRAIL

CITY OF OCEANSIDE

Caltrans

OCEANSIDE INLAND RAIL TRAIL PROJECT

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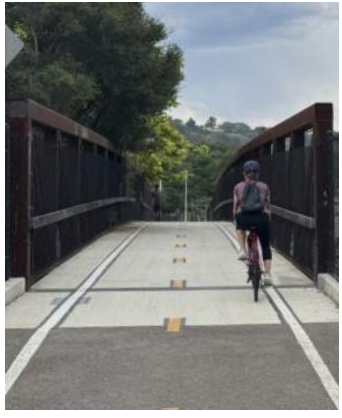


WE WANT TO HEAR FROM YOU!

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

Caltrans

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

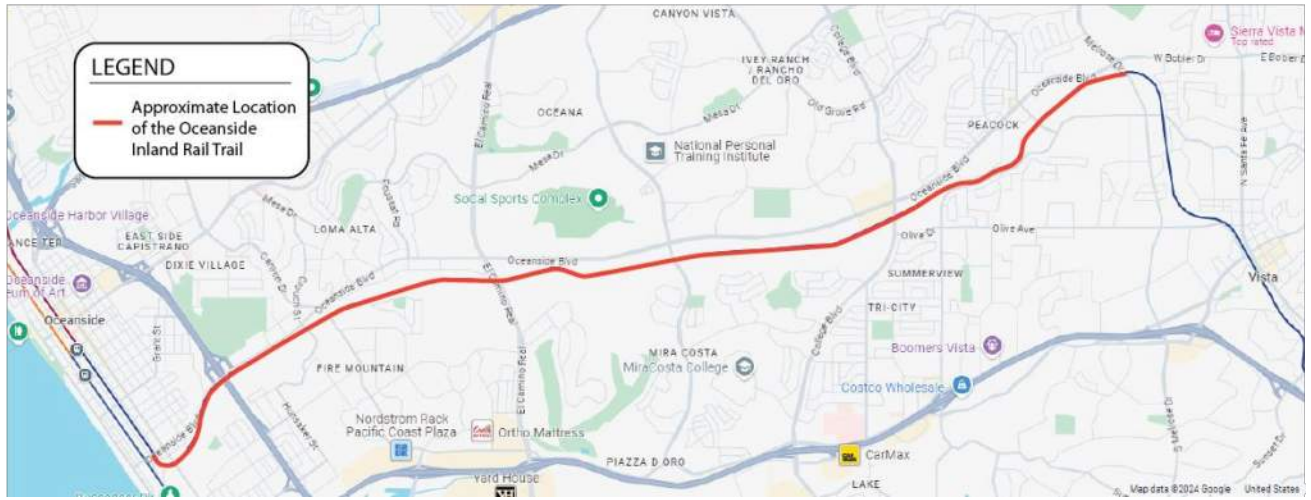
Priorities of the CAB

- 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

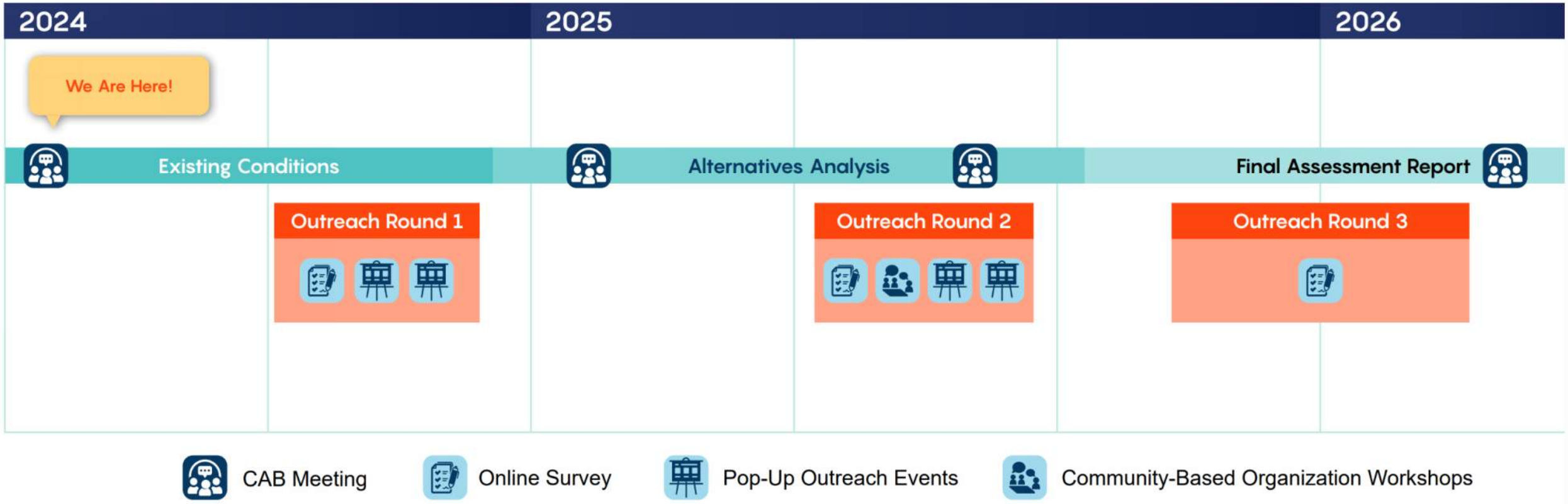


Project Objectives

- 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

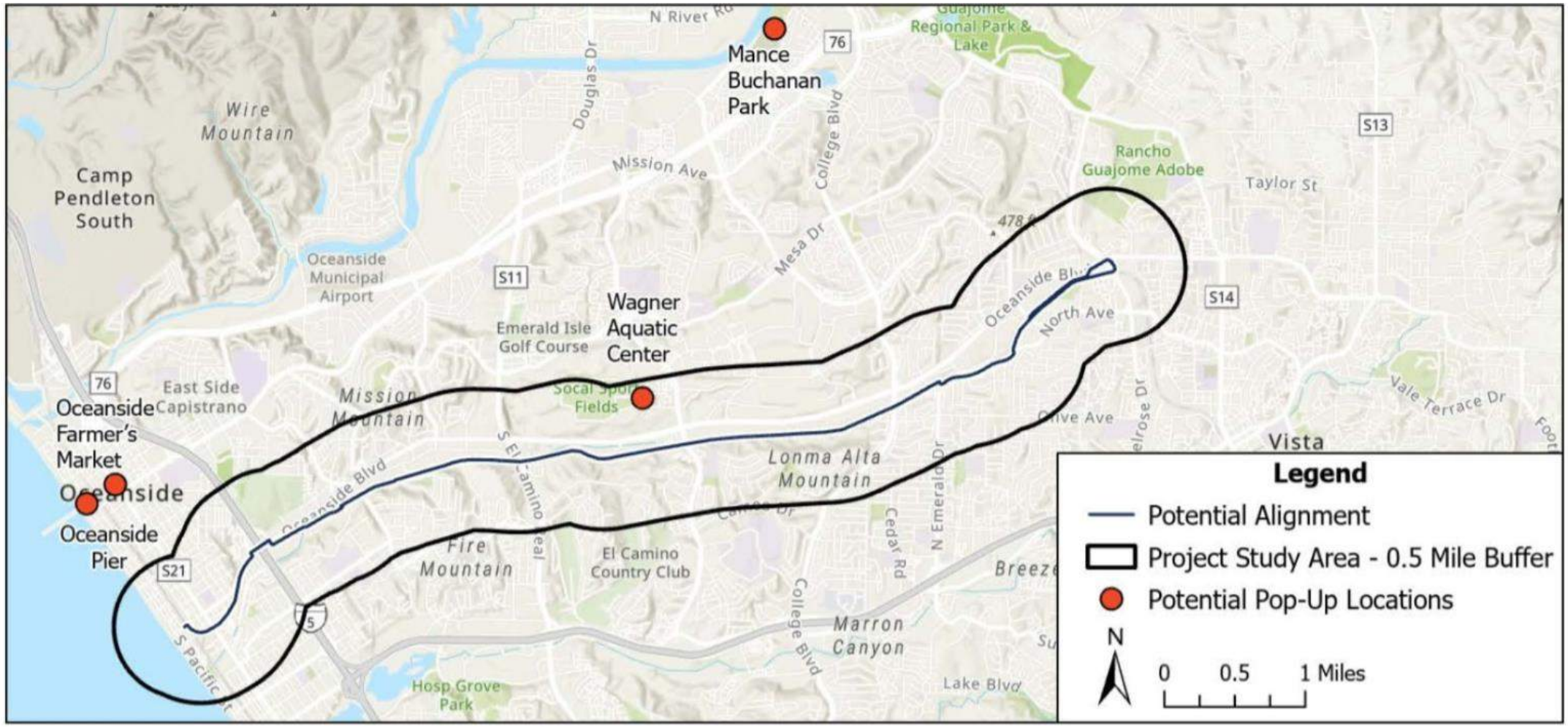
Project Schedule



Phase 1 of Engagement

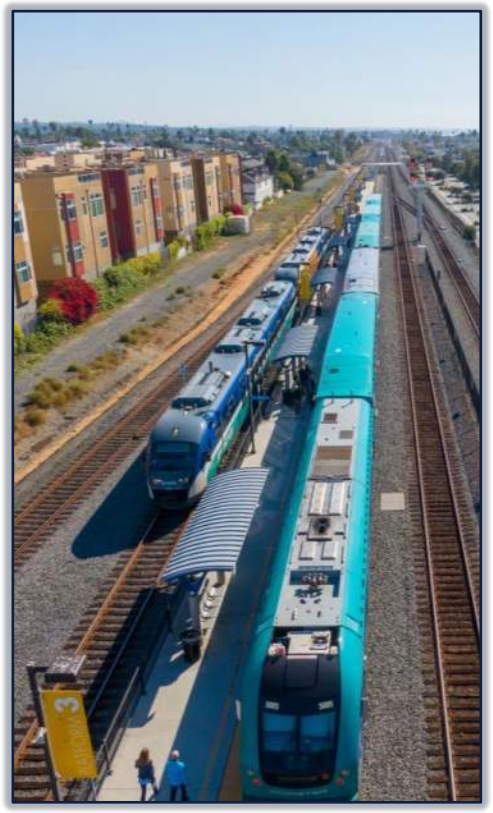
- Launch Project Website
- Phase 1 Online Survey
- Social Media (Through City Social Channels)
  - Survey
  - Pop-Up Outreach
- Phase 1 Pop-Up Outreach Events
  - Location 1 TBD
  - Location 2 TBD

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

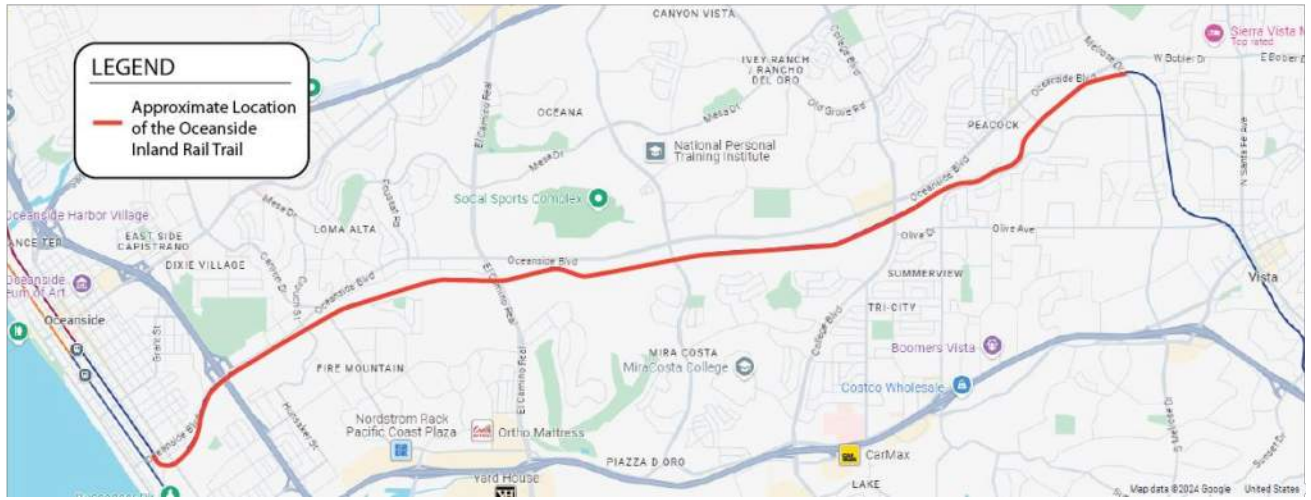
Attendees of the Community Advisory Board (CAB)

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



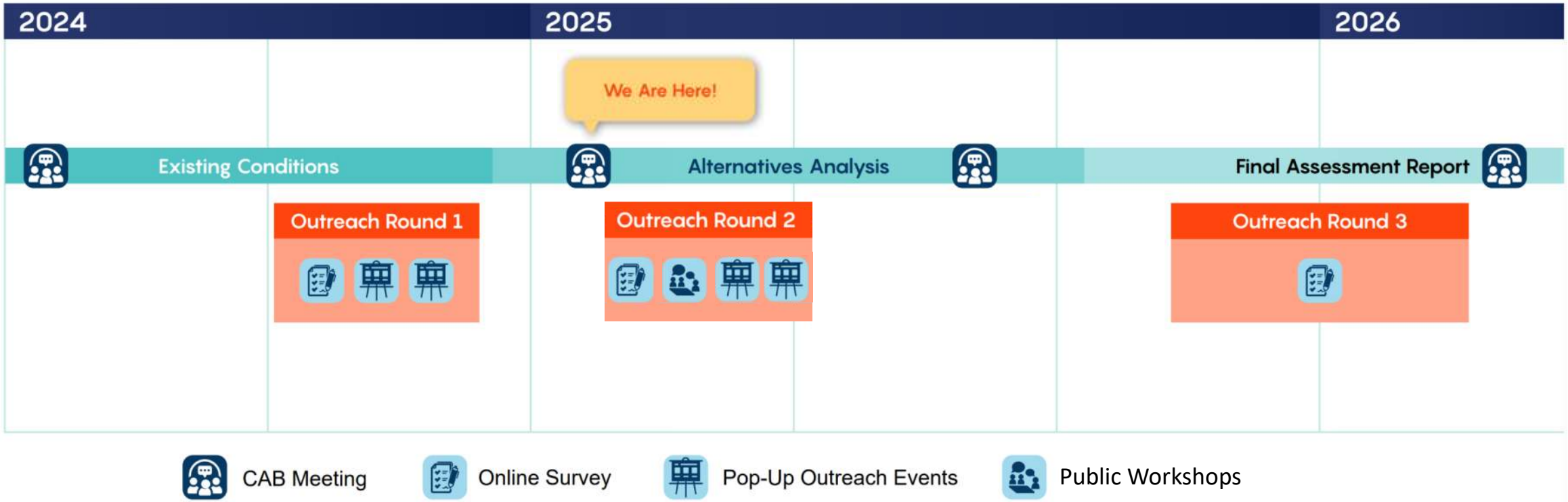
Phase 1 of Engagement Results

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

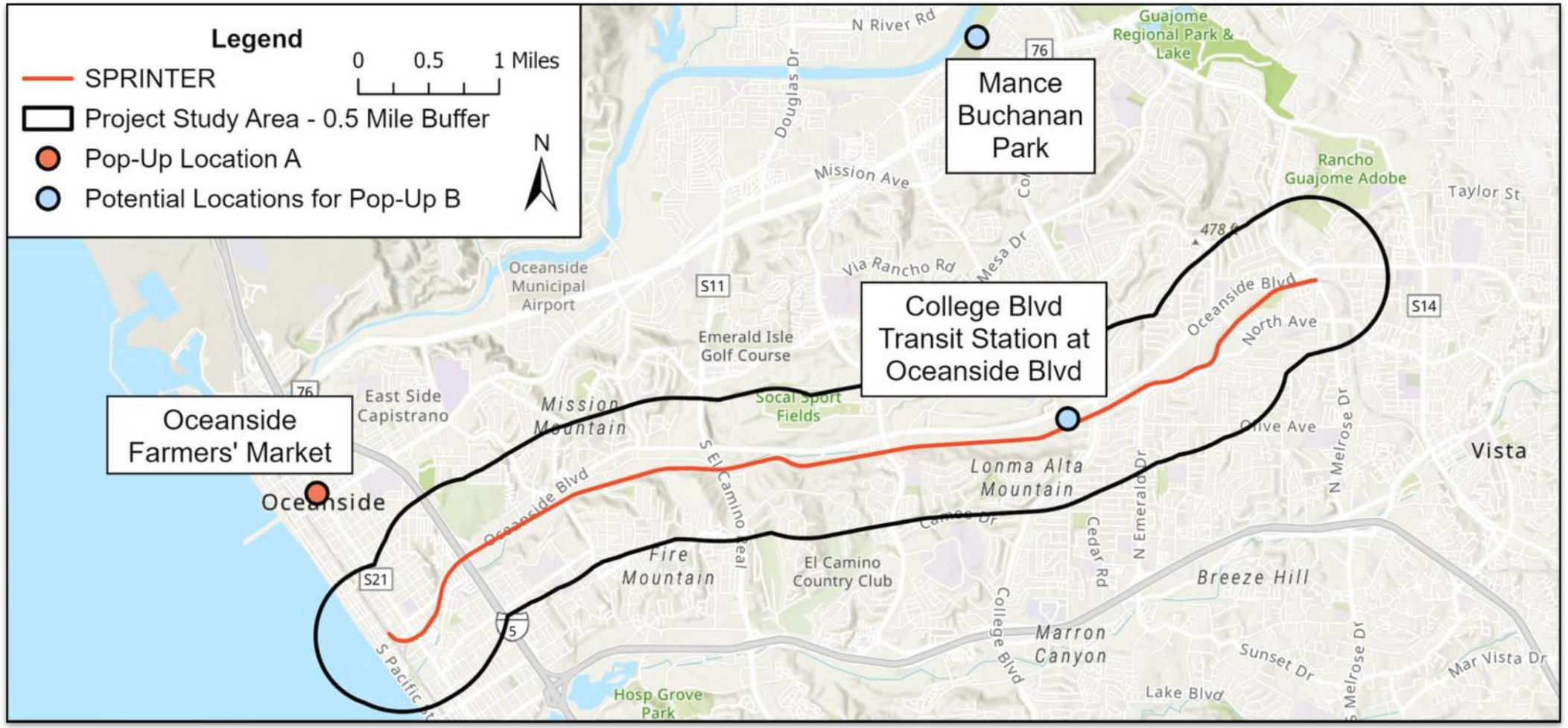
March 2025:

- 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

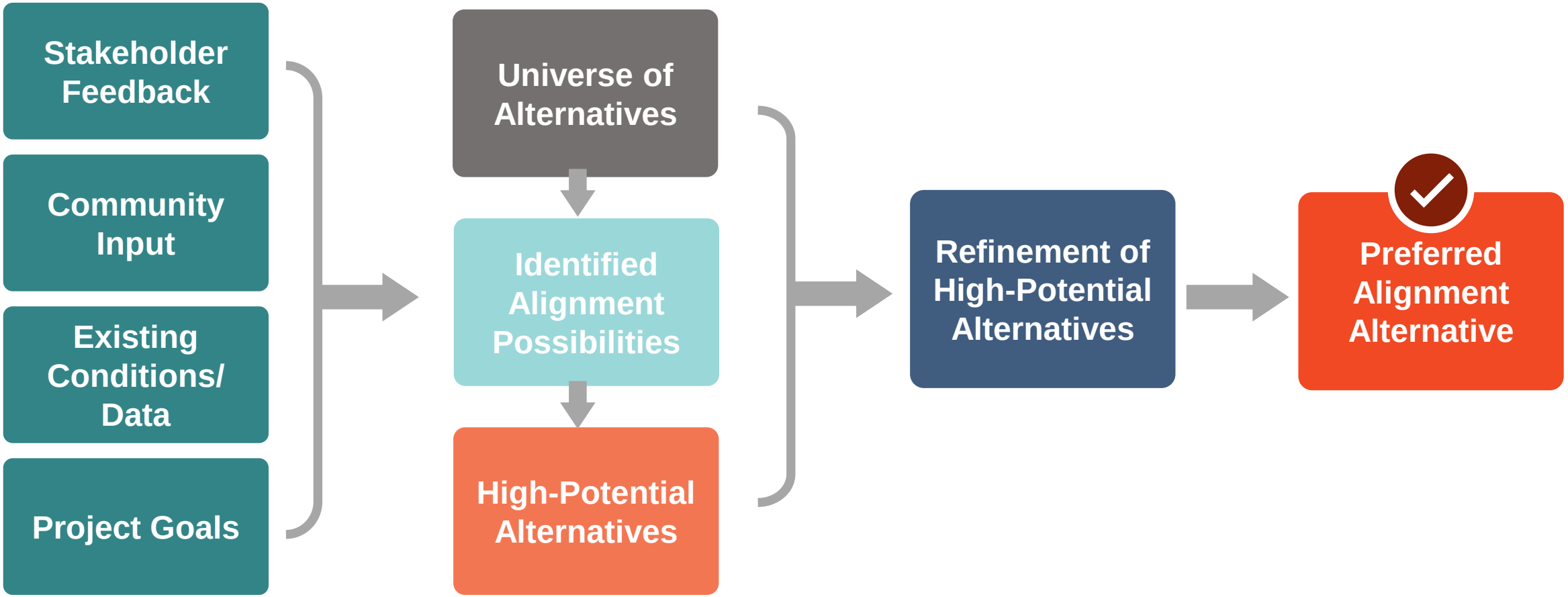


Public Workshop

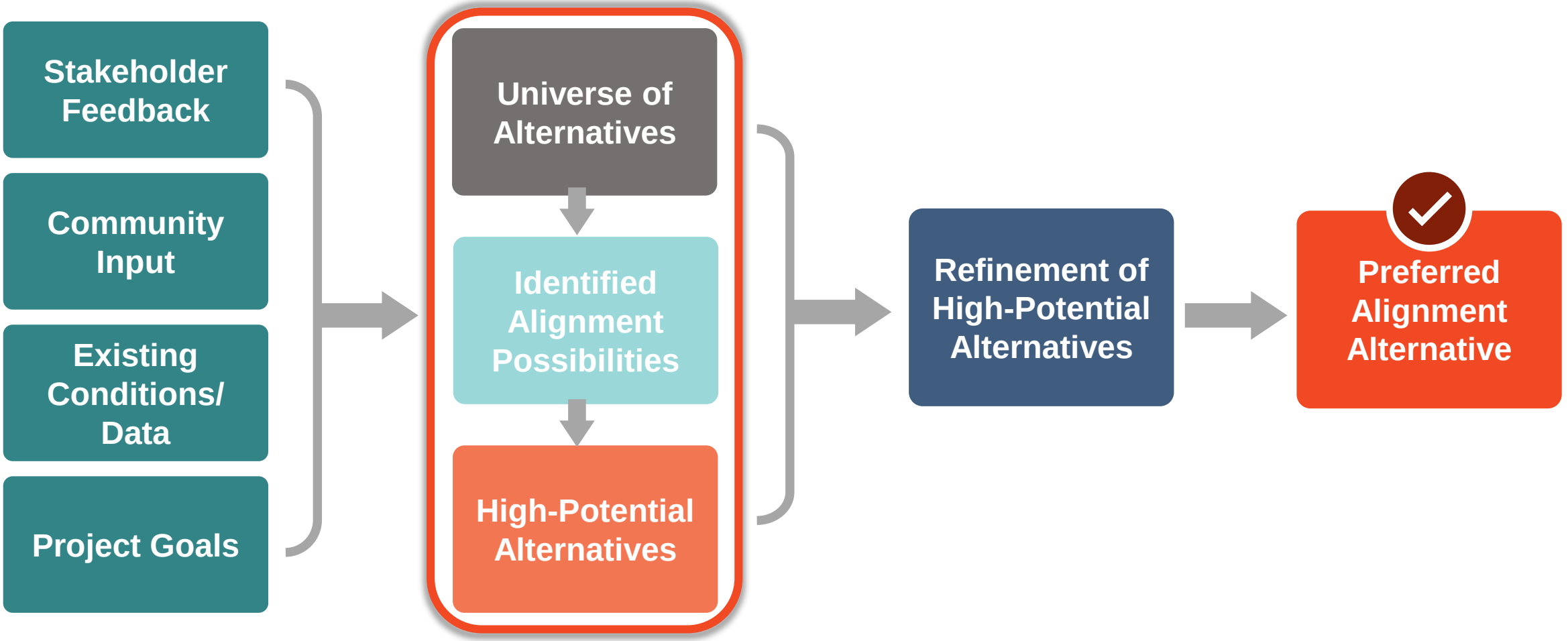
- Focused outreach to Community-Based Organizations (CBOs)
- Share 3 alignment alternatives
- Opportunity for public to share comments about specific locations along the study corridor

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

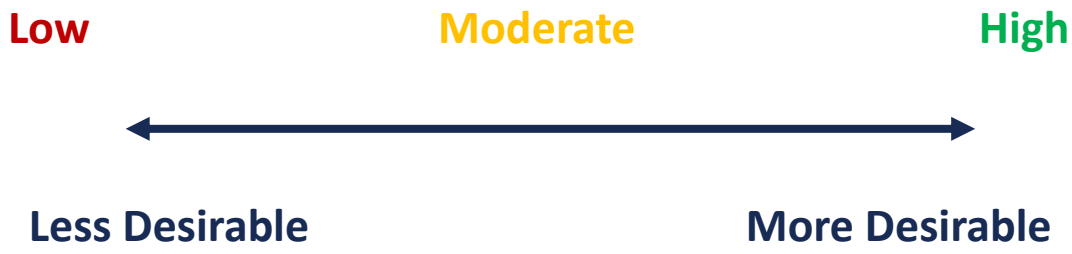
Route Directness

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

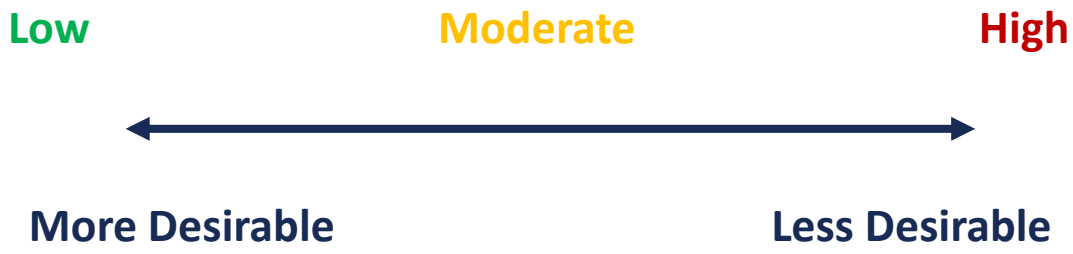
Route Directness

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

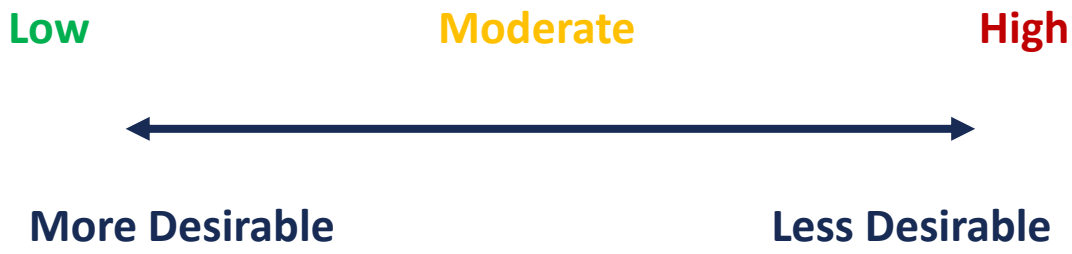
Route Directness

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

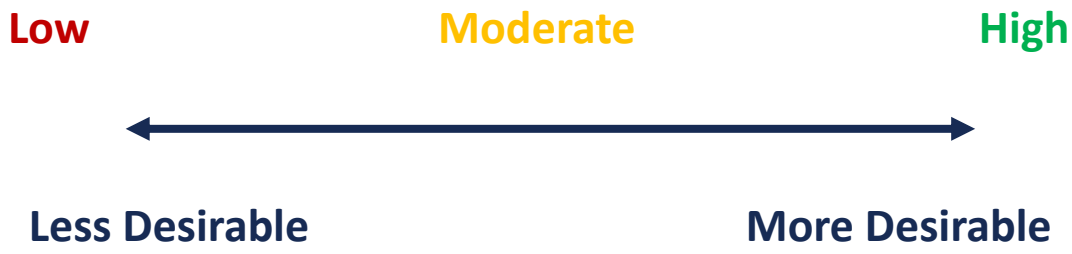
Route Directness

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

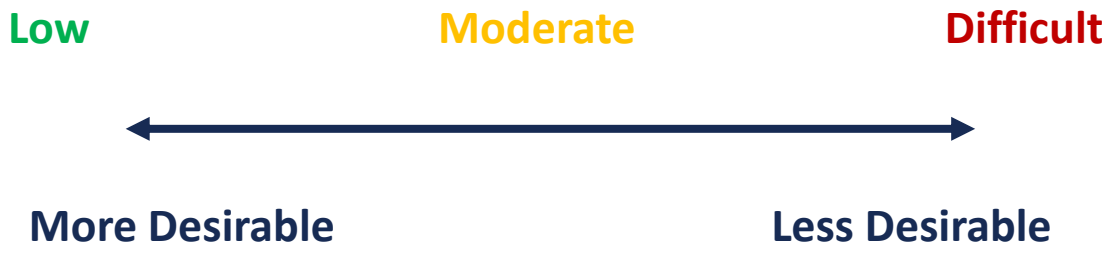
Route Directness

Topography

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

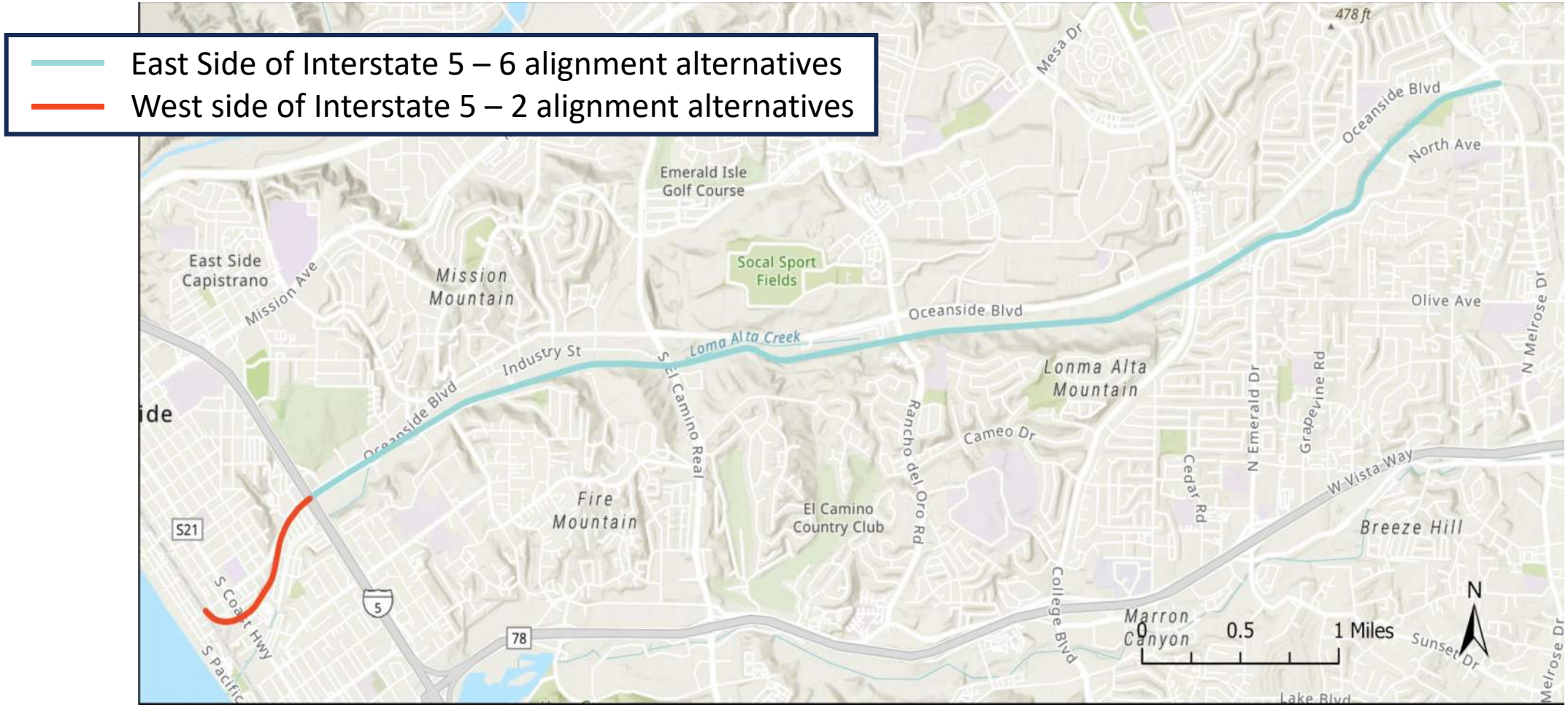
Score based on:

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



Alignment Alternatives

Alignment Alternatives

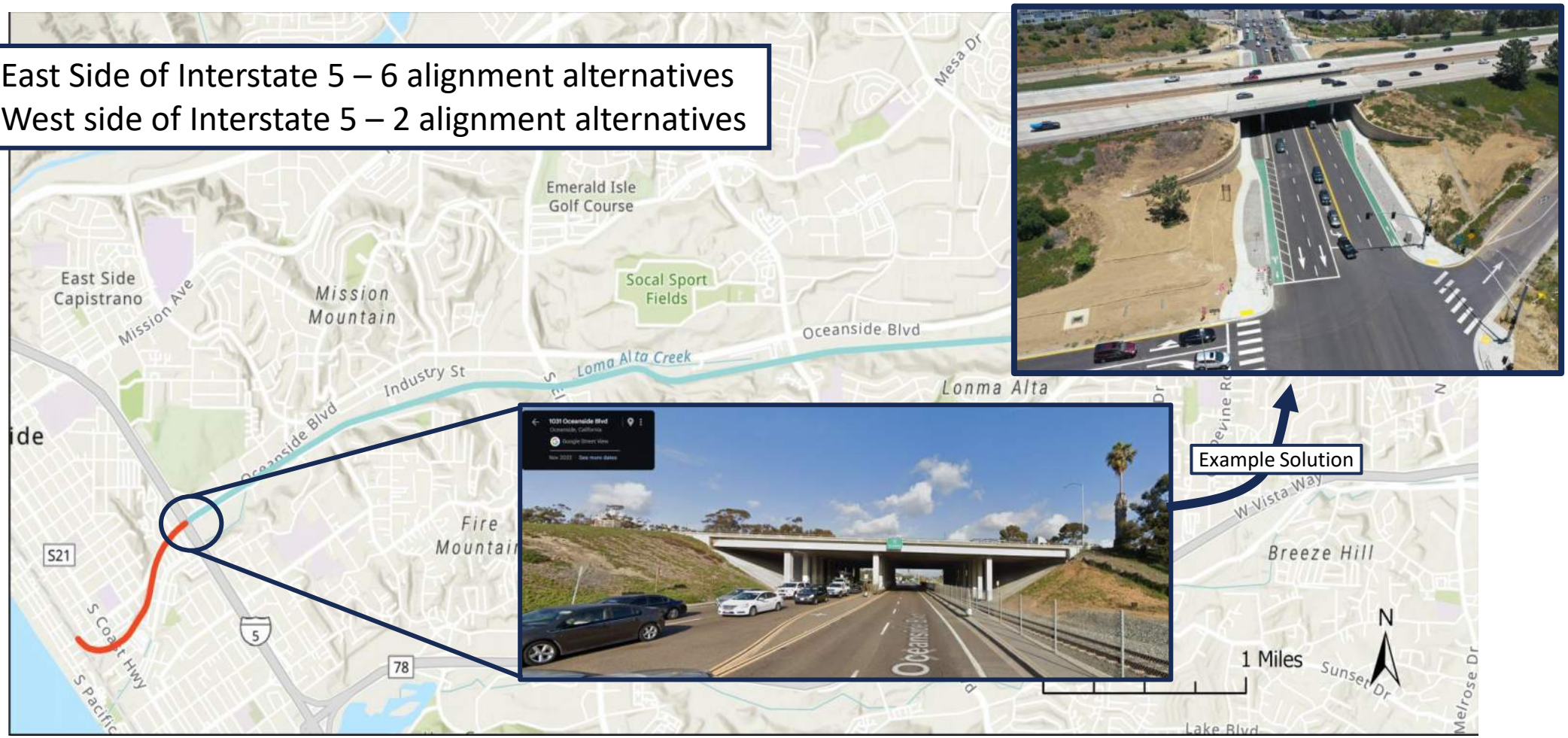


Alignment Alternatives

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

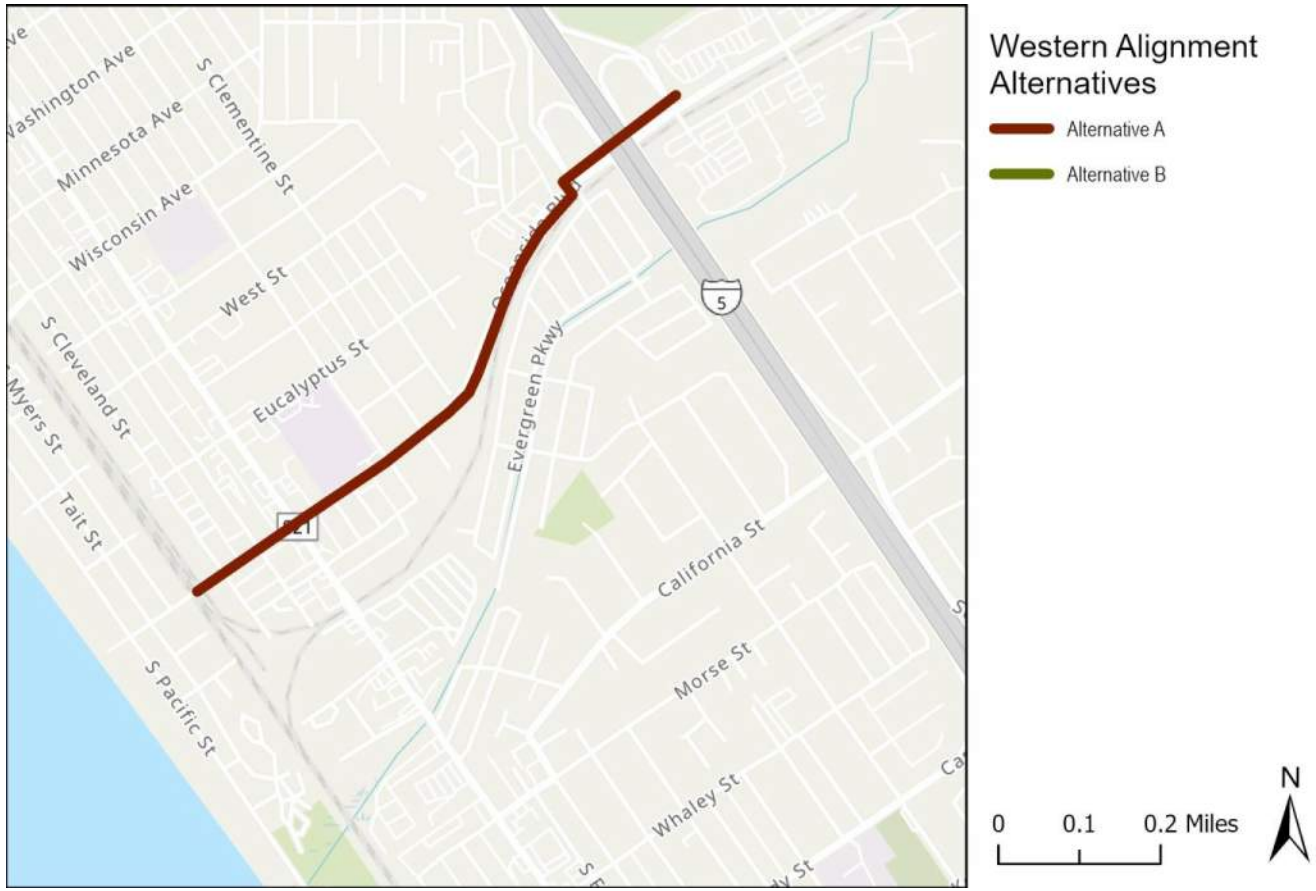
Alignment Alternatives

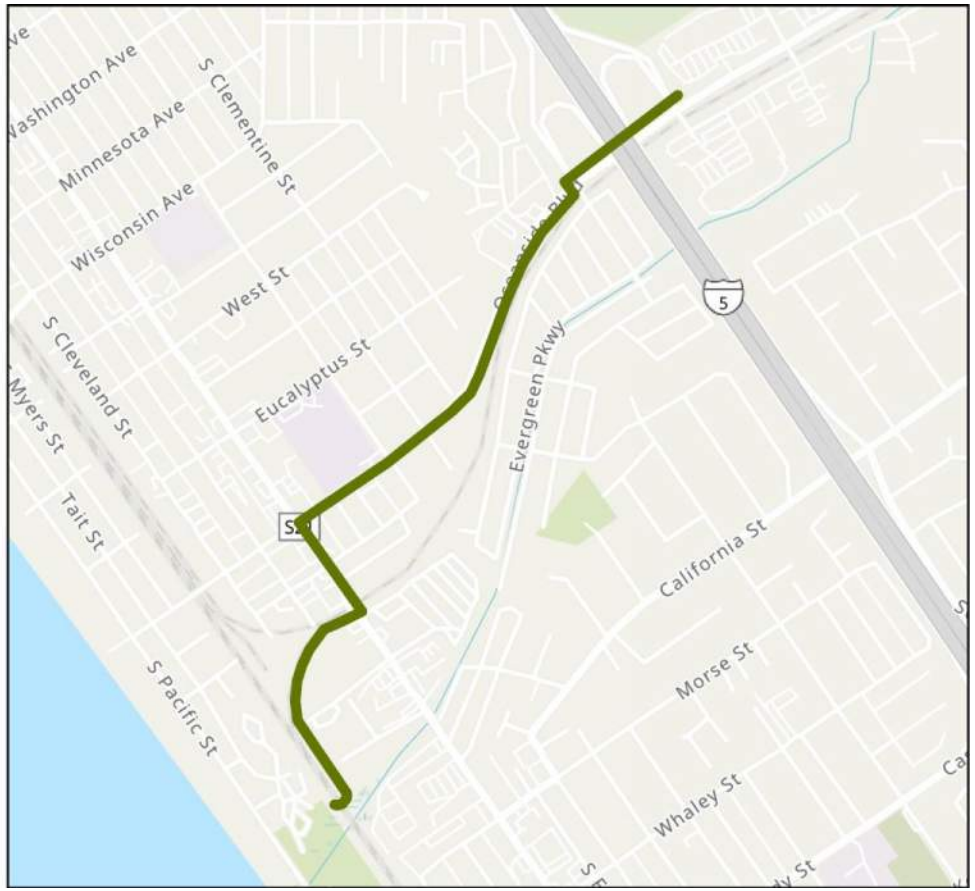
East Side of Interstate 5 – 6 alignment alternatives
West side of Interstate 5 – 2 alignment alternatives



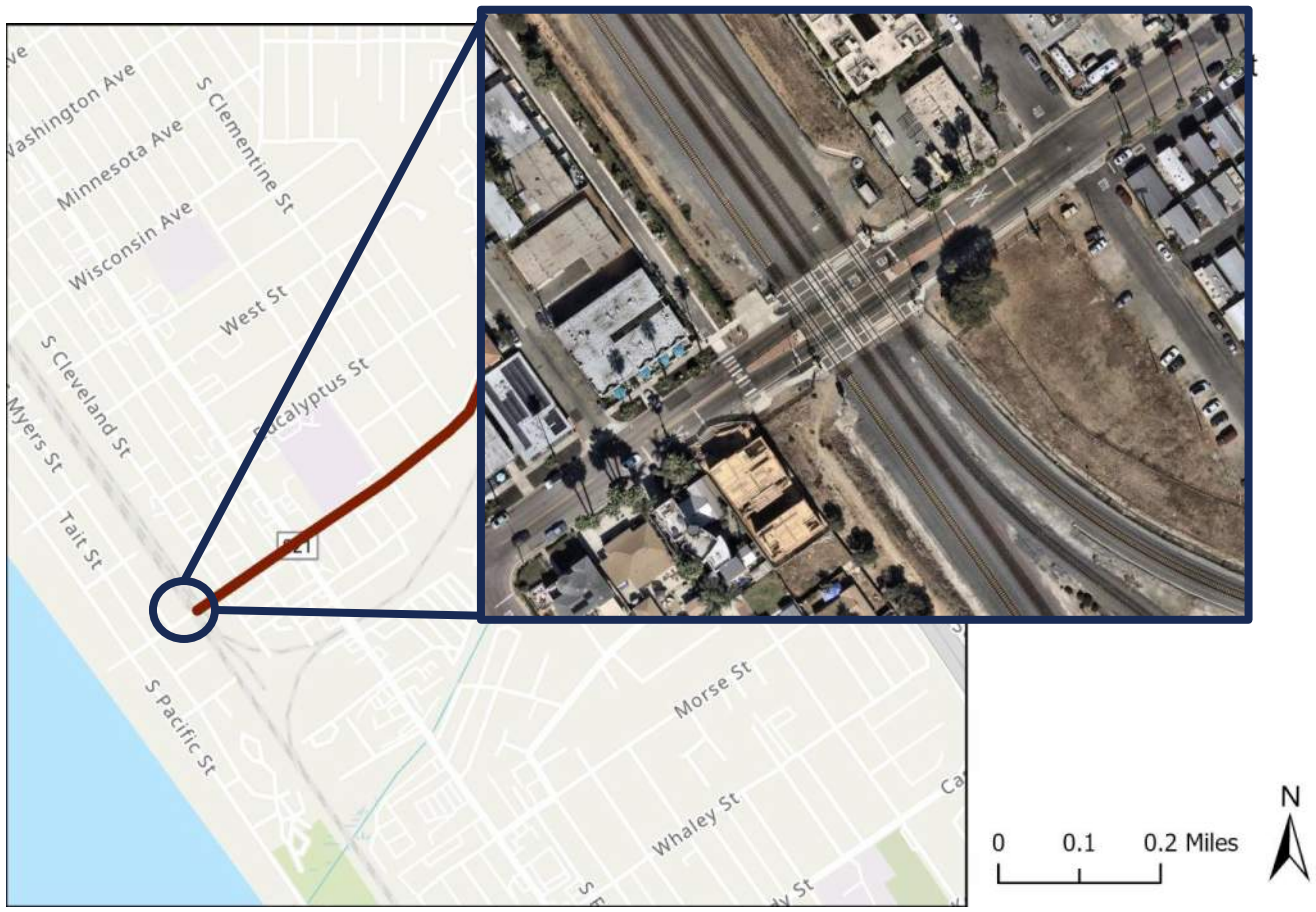
Alignment Alternatives – West of Interstate 5

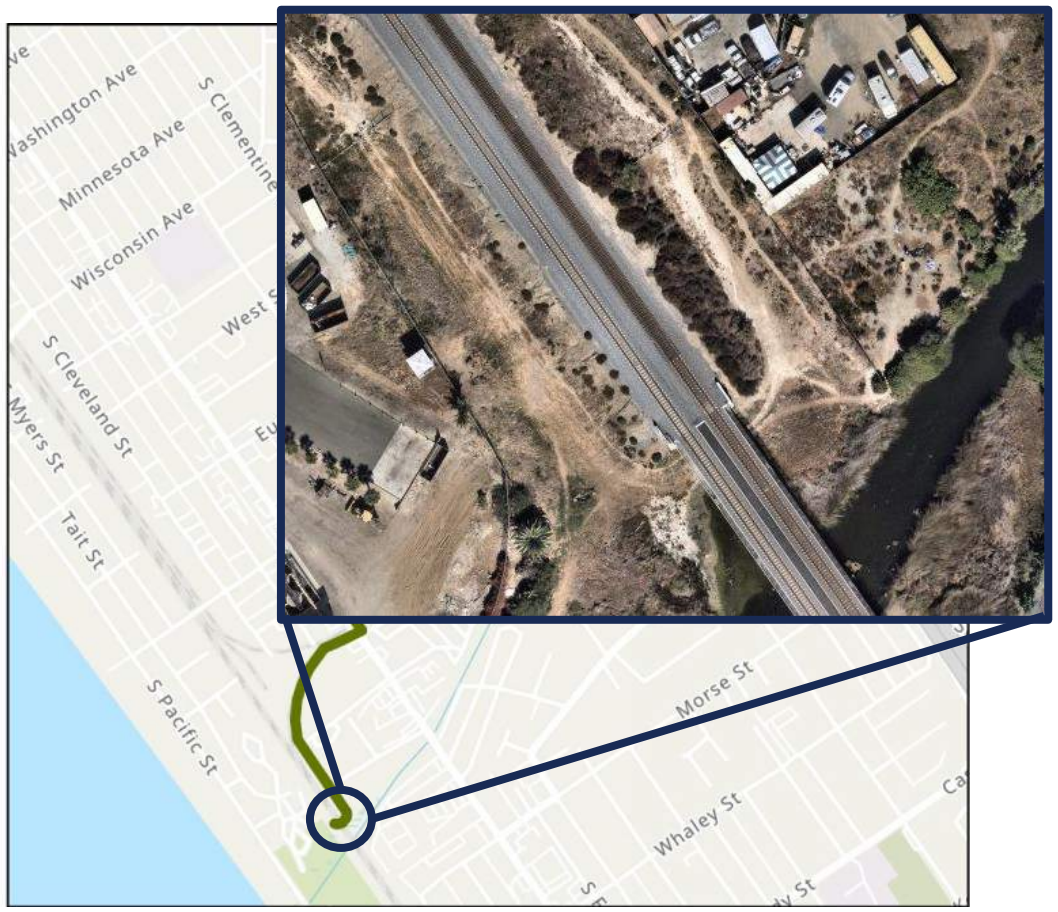
Alignment Alternatives – West of I-5





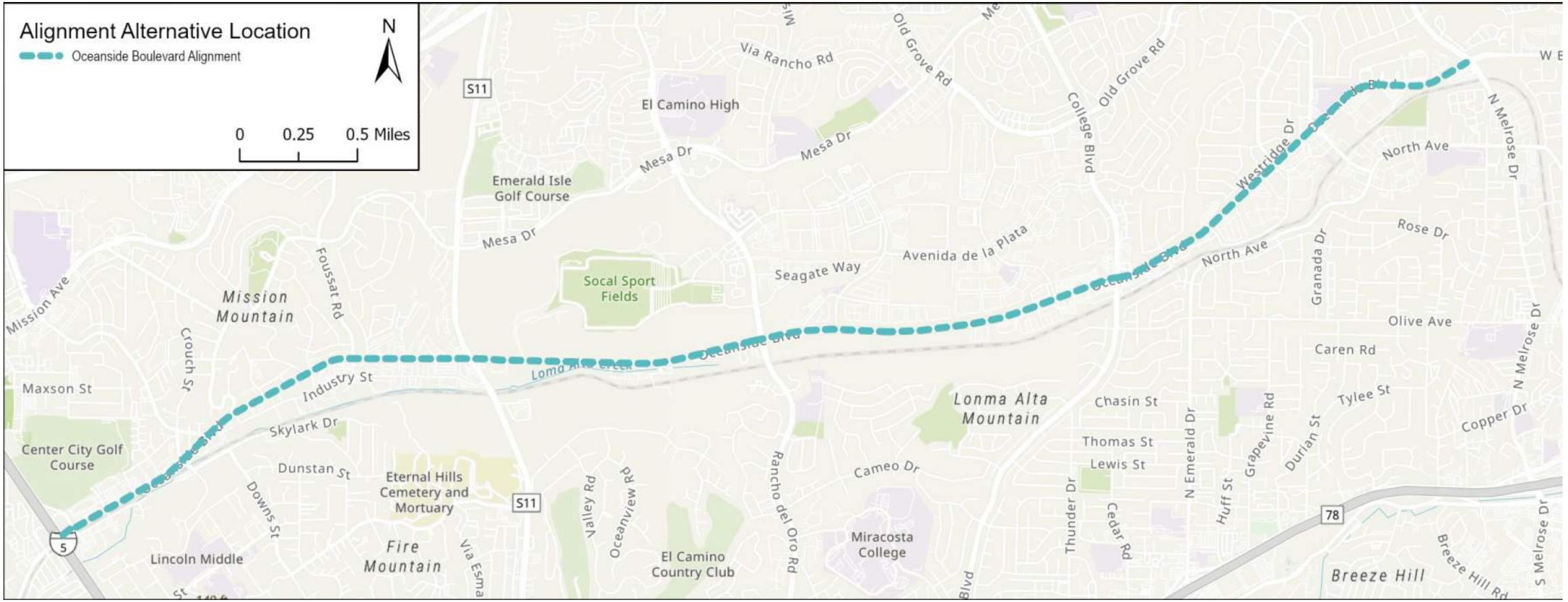
Alignment Alternatives – West of I-5



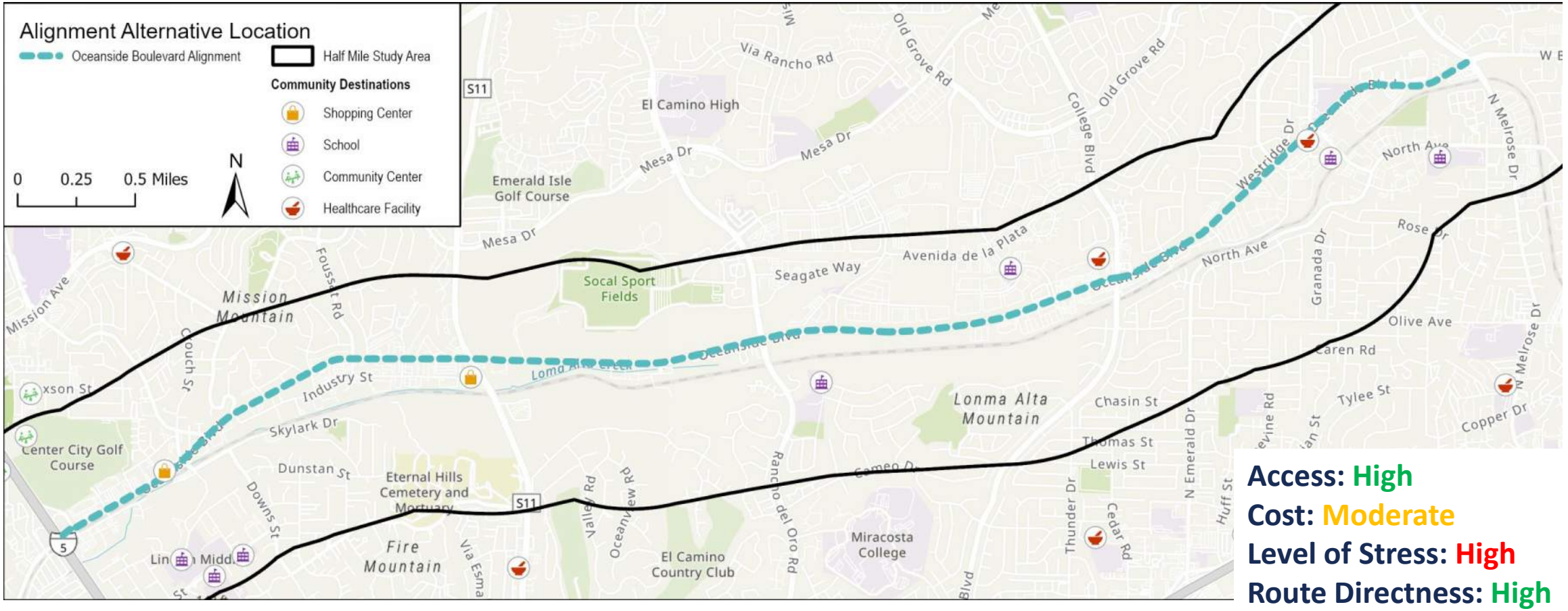


Alignment Alternatives – East of Interstate 5

Oceanside Boulevard Alignment Alternative

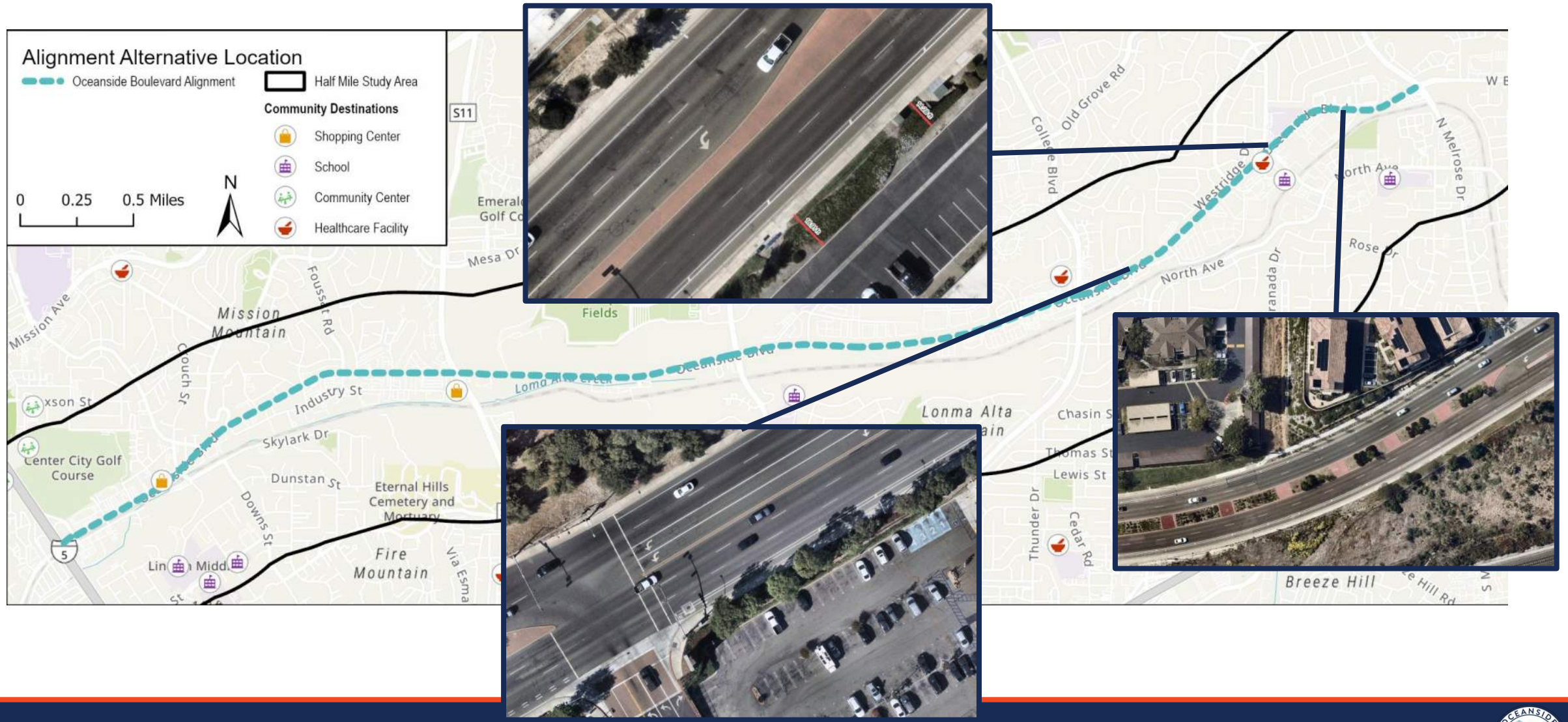


Oceanside Boulevard Alignment Alternative



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

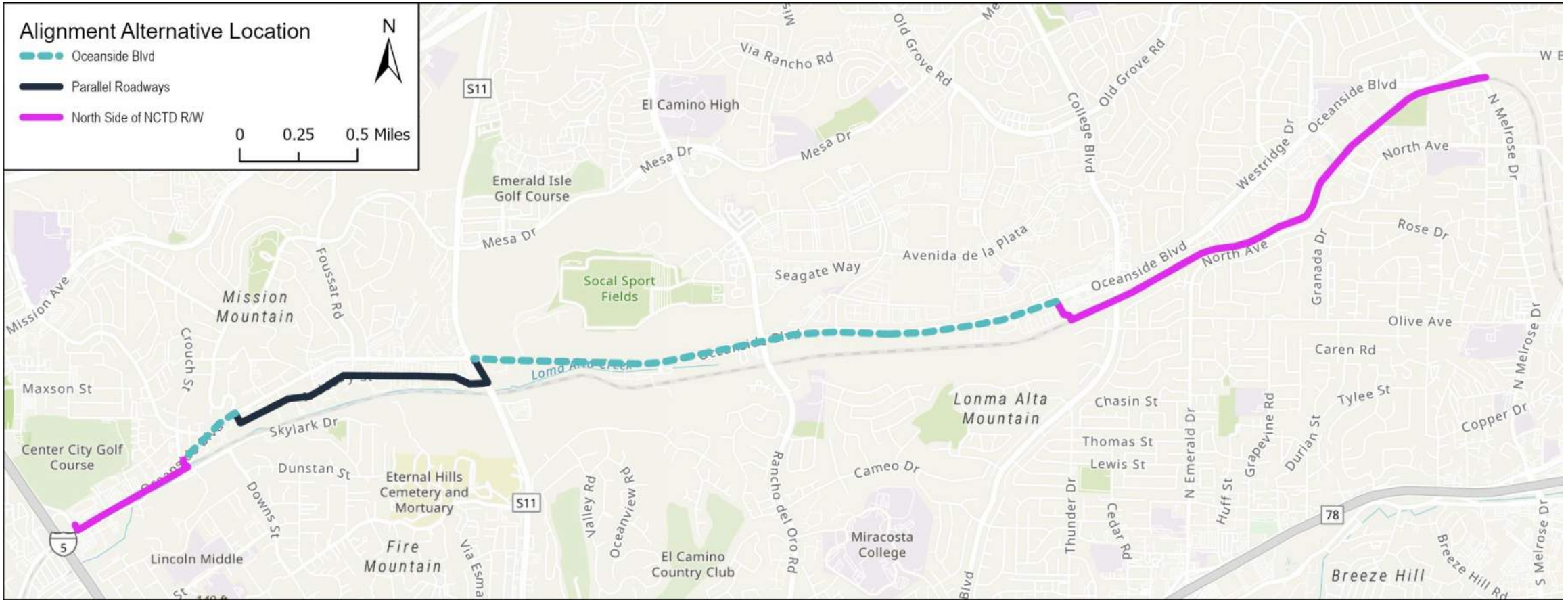
Route Directness: High

Topography: Low

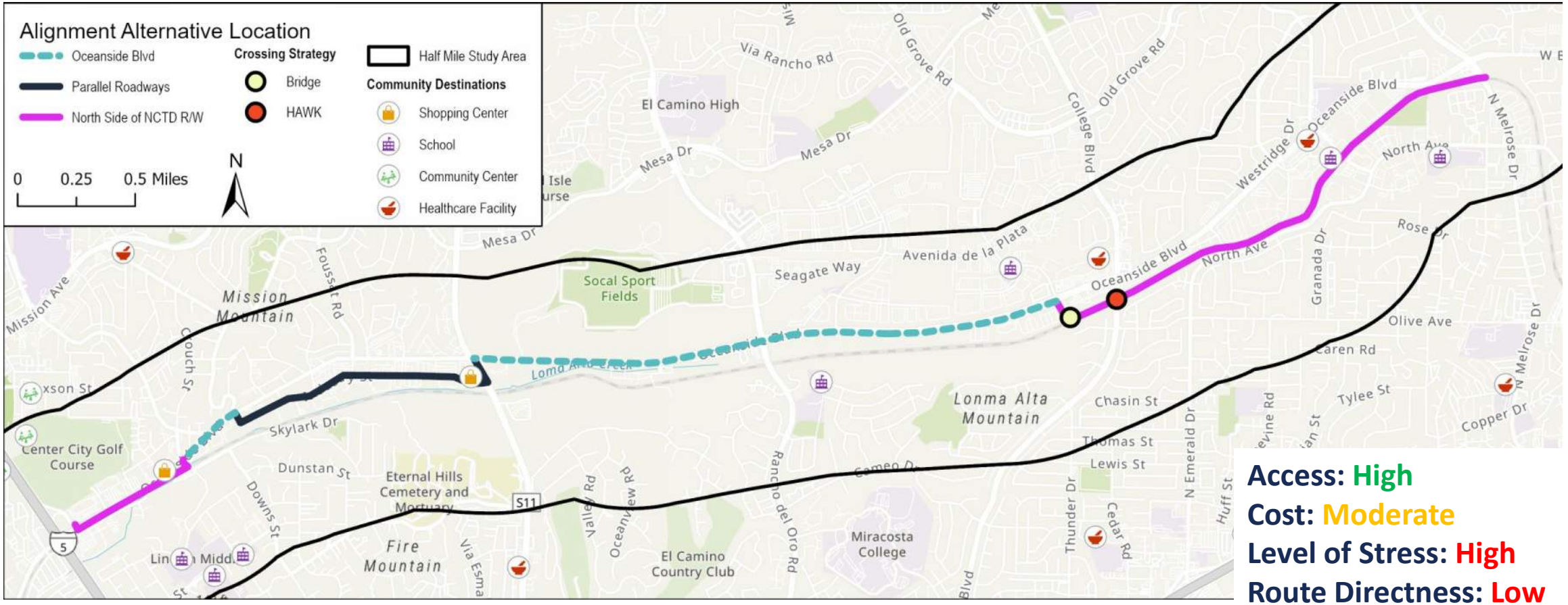
Major Challenges:

- 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

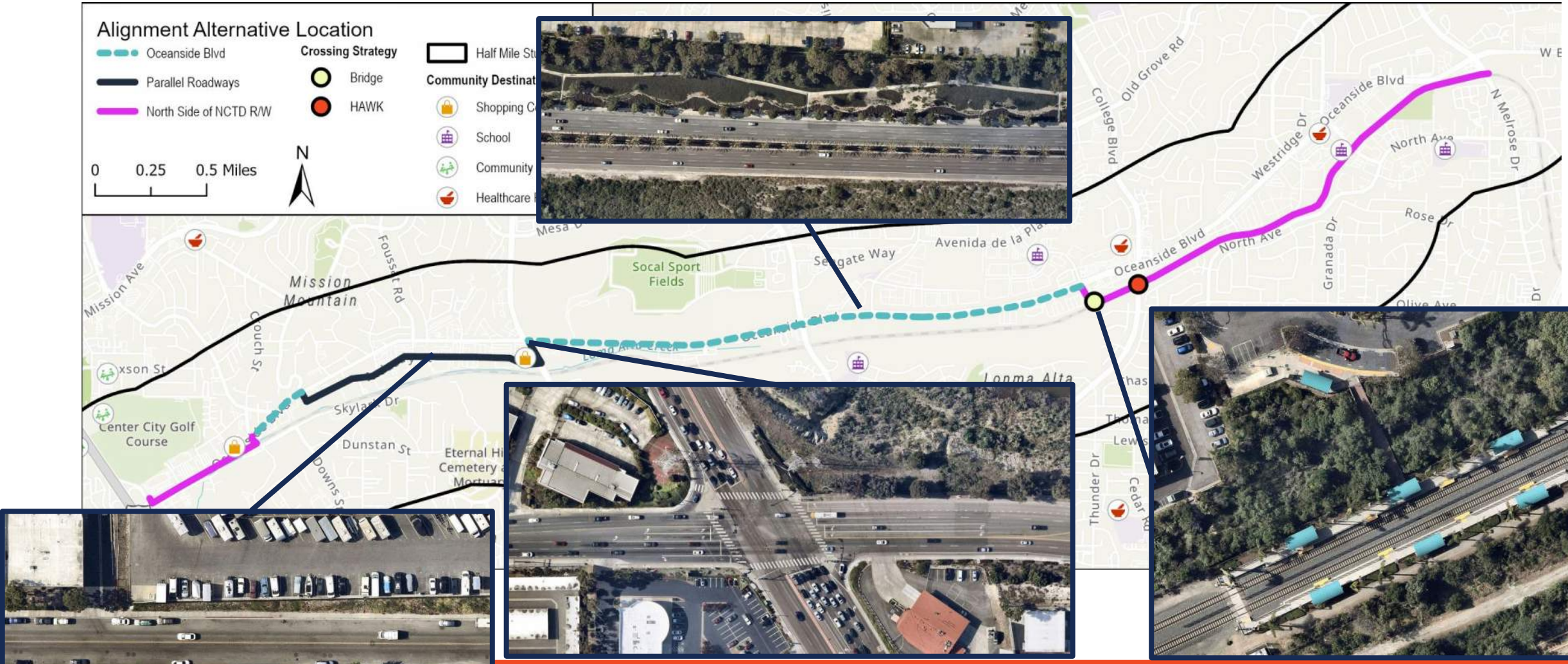


Access: High
Cost: Moderate
Level of Stress: High
Route Directness: Low
Topography: Low

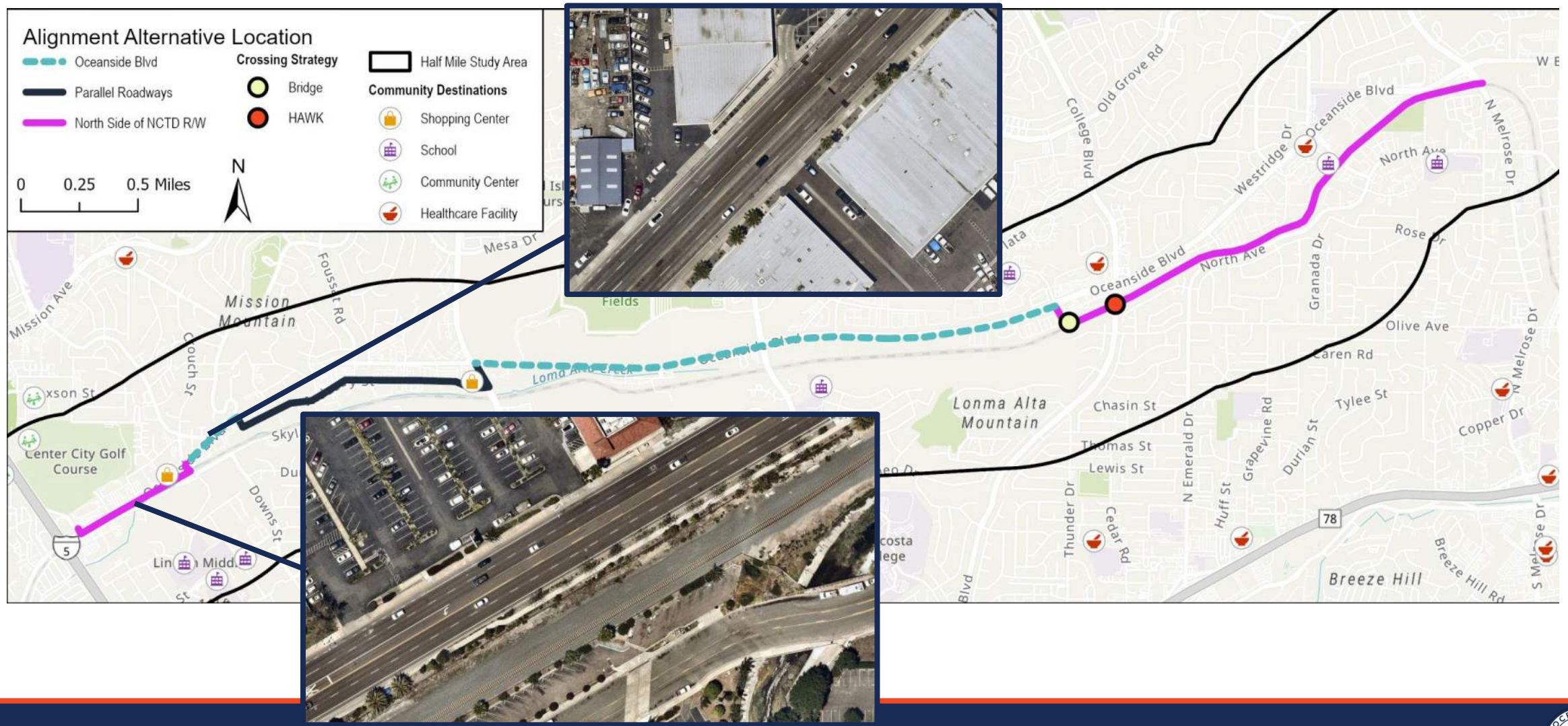
North Side Alignment Alternative

North Side Alignment Alternative

North Side Alignment Alternative



North Side Alignment Alternative



North Side Alignment Alternative

Access: High

Cost: Moderate

Level of Stress: High

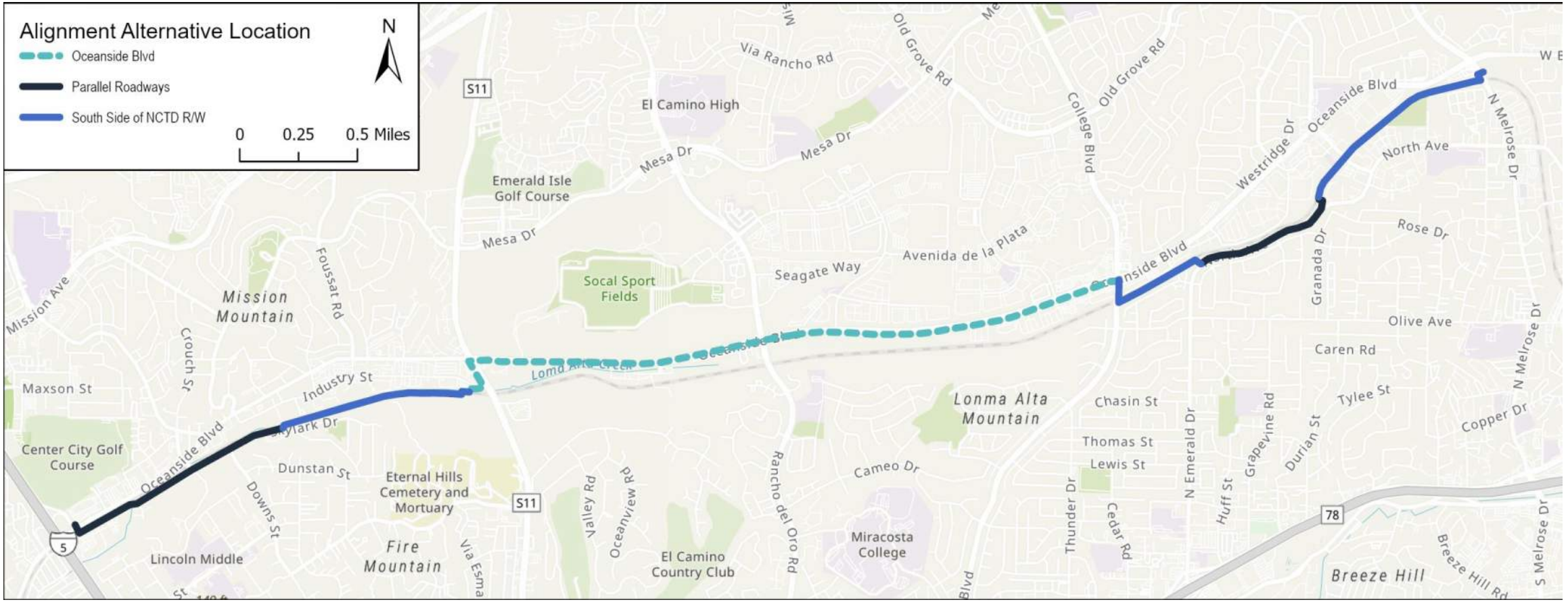
Route Directness: Low

Topography: Low

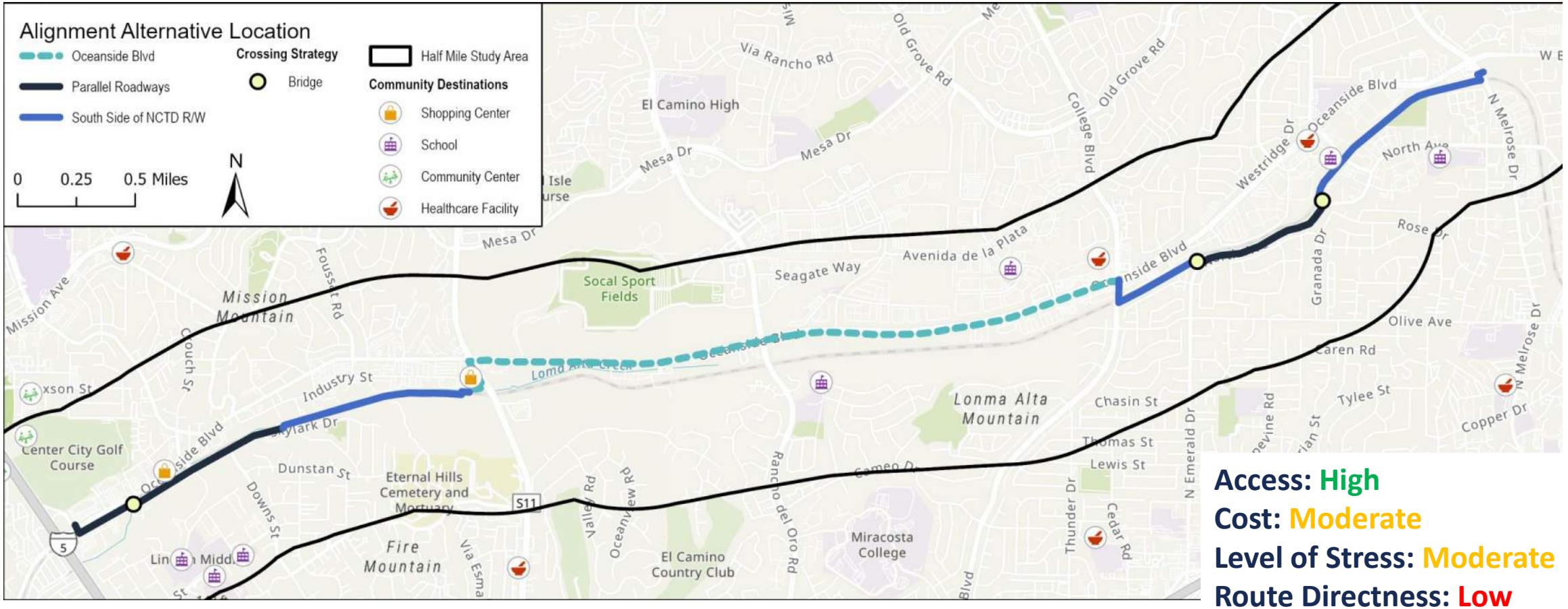
Major Challenges:

- 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

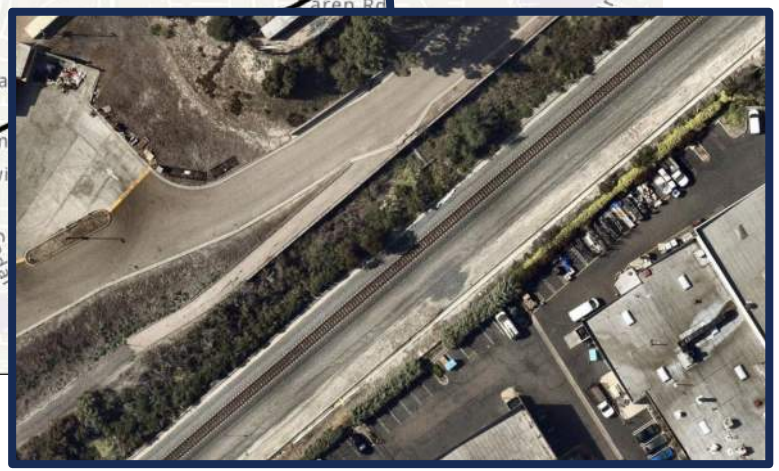


South Side Alignment Alternative – No Parallel Crossings

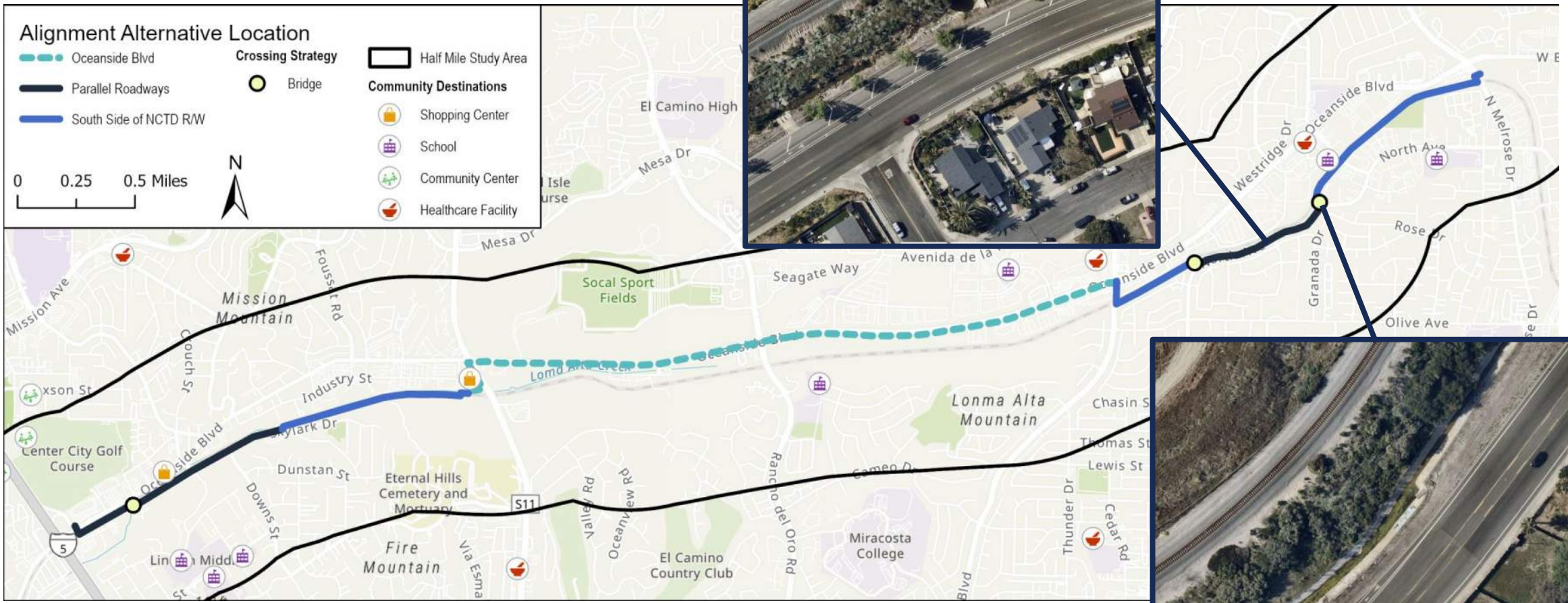


Access: High
Cost: Moderate
Level of Stress: Moderate
Route Directness: Low
Topography: Moderate

South Side Alignment Alternative – No Parallel Crossings



South Side Alignment Alternative – No Parallel Crossings



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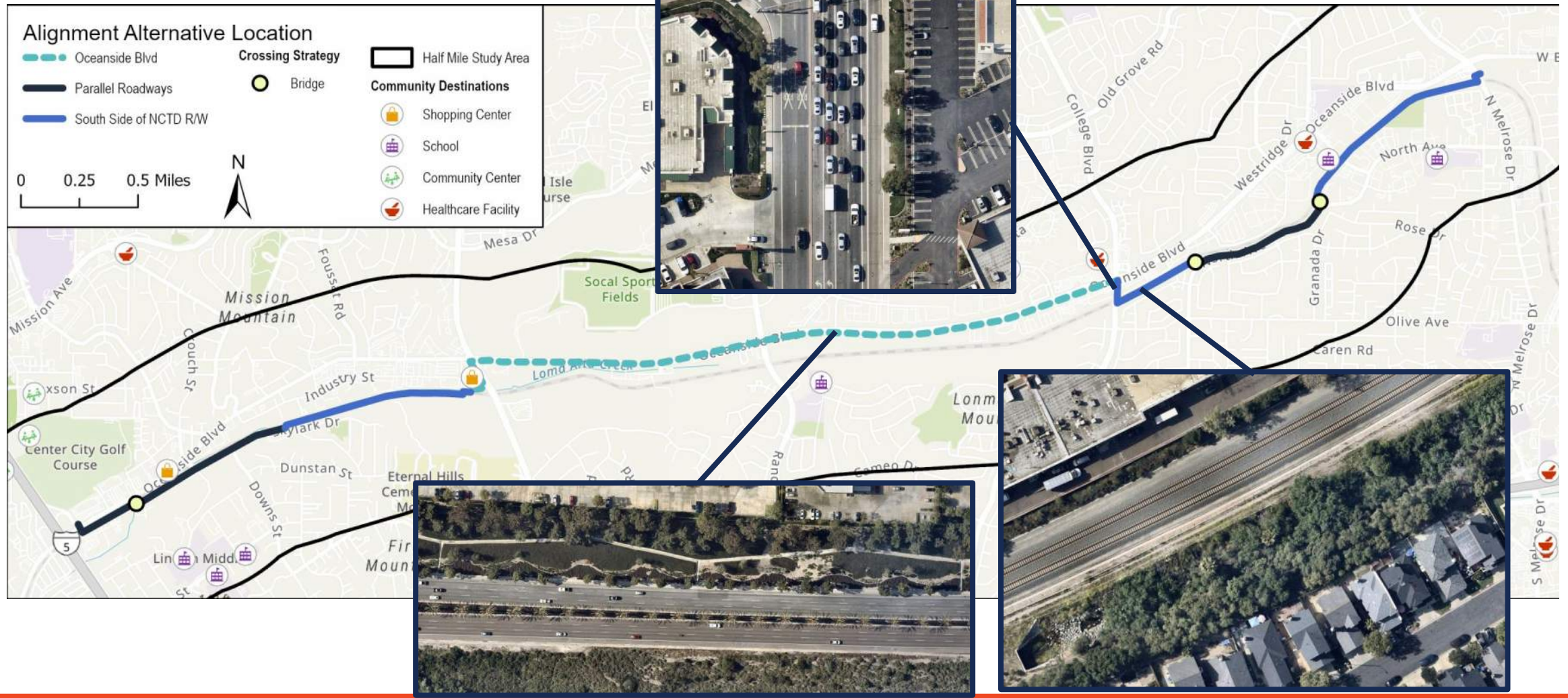


South Side Alignment Alternative – No Parallel Crossings

South Side Alignment Alternative – No Parallel Crossings

South Side Alignment Alternative – No Parallel Crossings

Access: High

Cost: Moderate

Level of Stress: Moderate

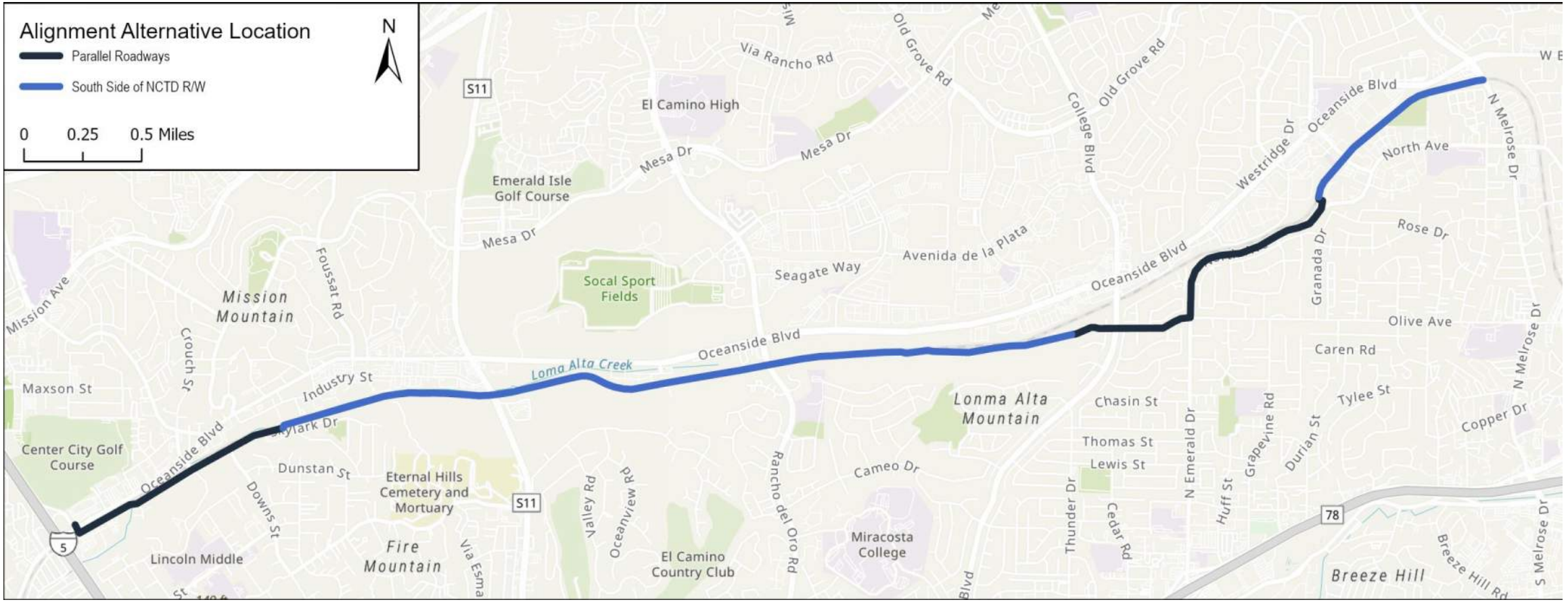
Route Directness: Low

Topography: Moderate

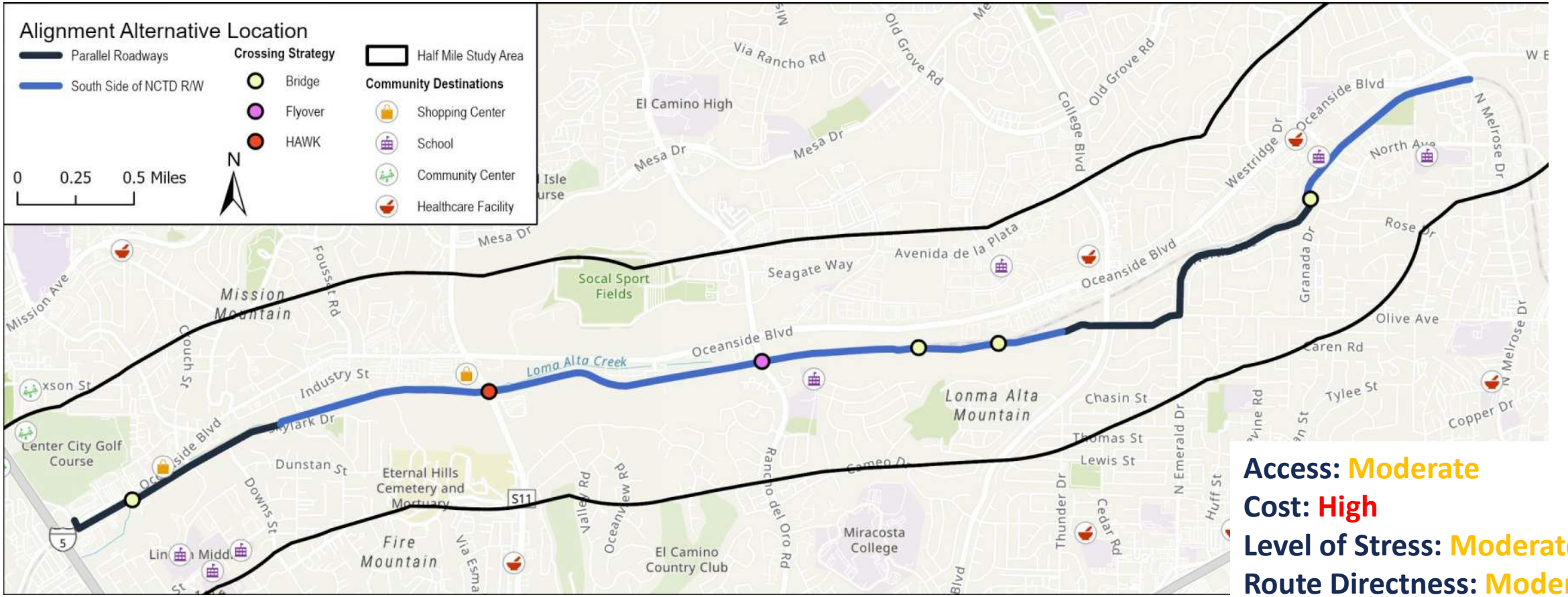
Major Challenges:

- 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

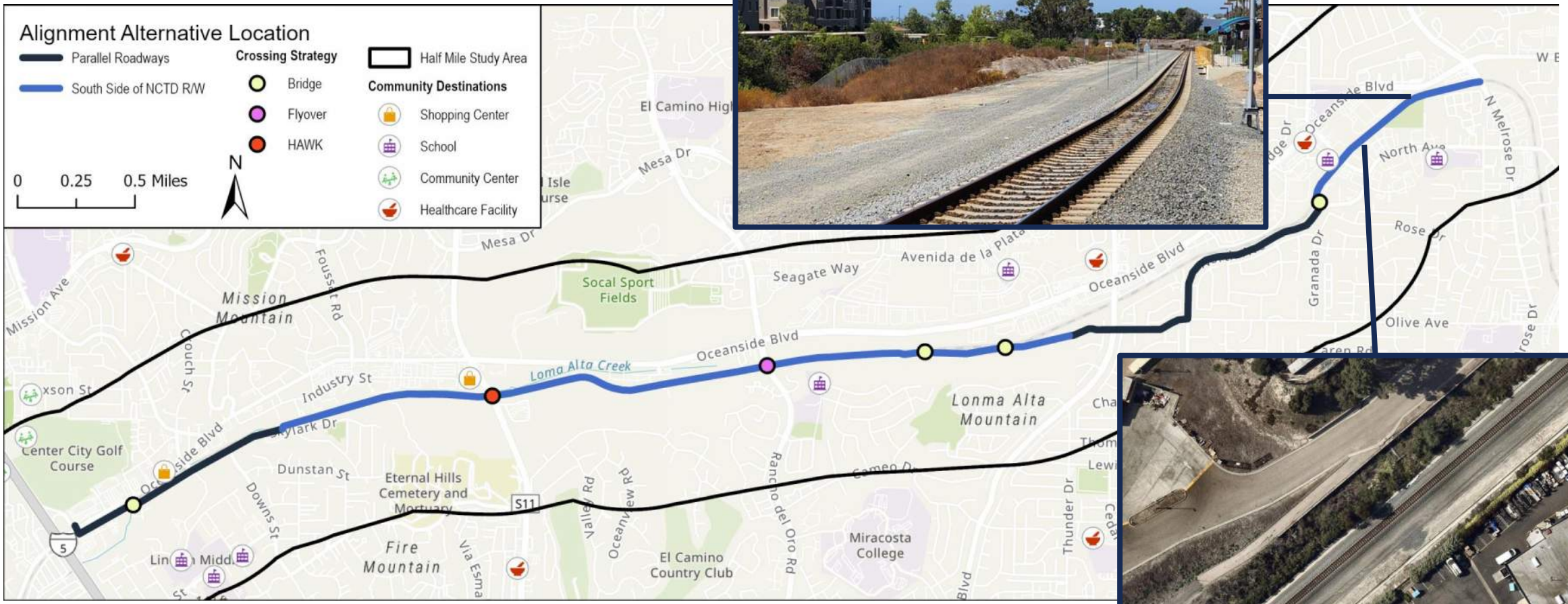


South Side Alignment Alternative – Minimal Parallel Crossings

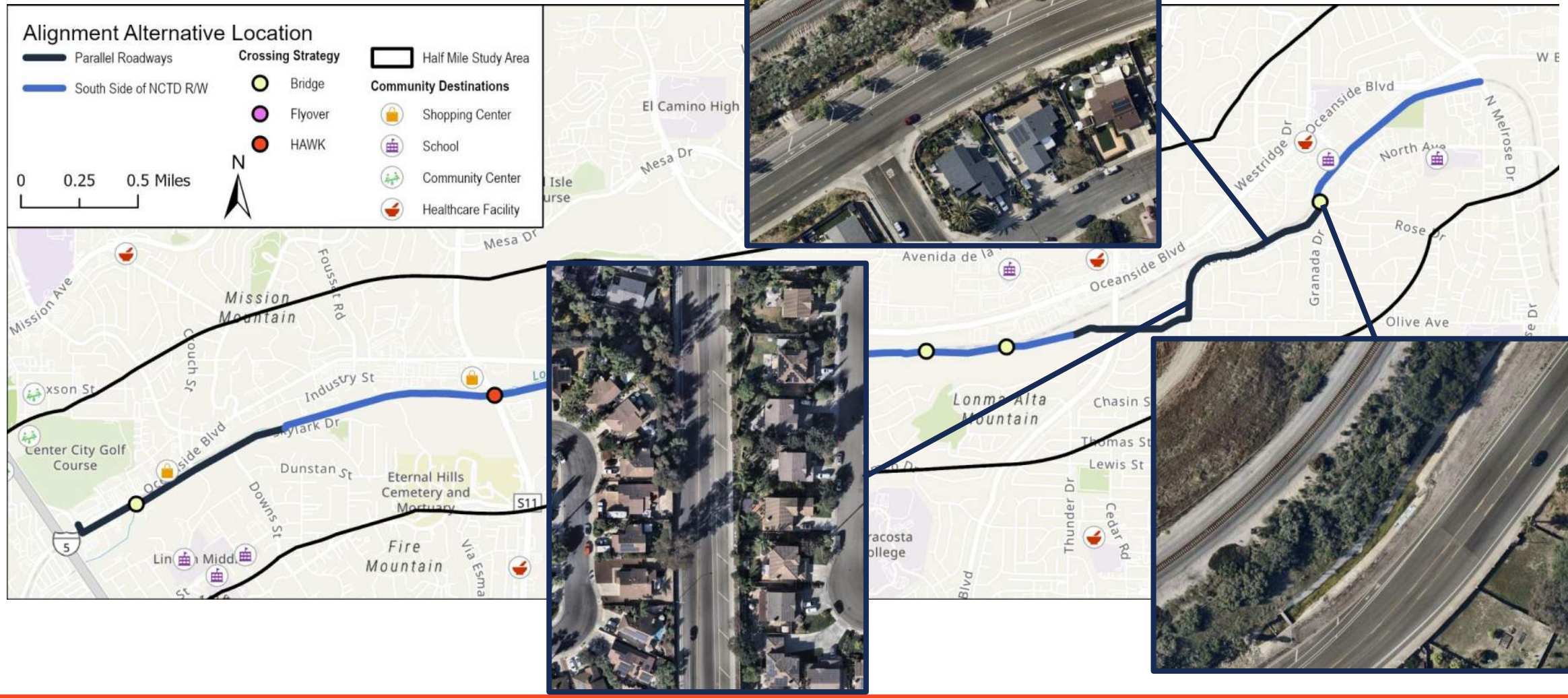


Access: Moderate
Cost: High
Level of Stress: Moderate
Route Directness: Moderate
Topography: Difficult

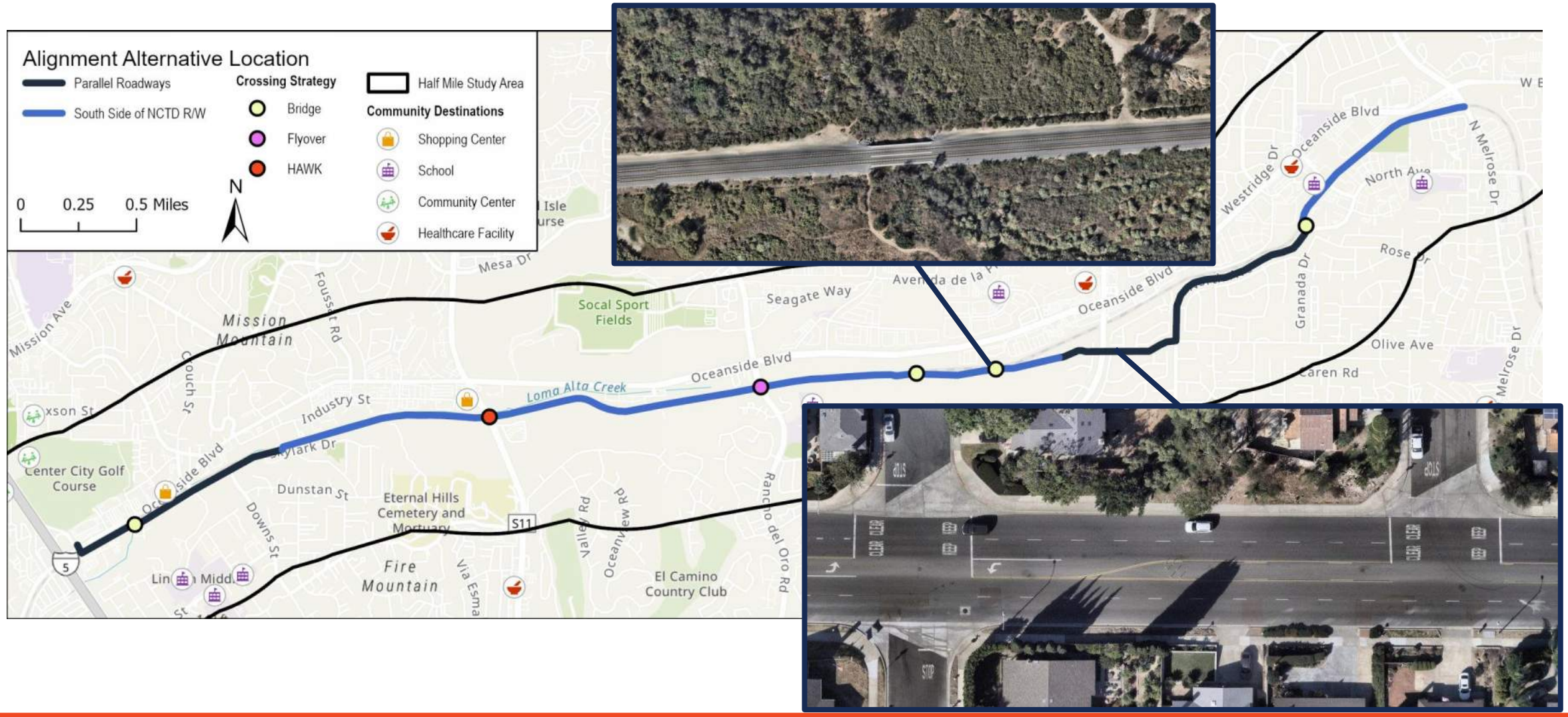
South Side Alignment Alternative – Minimal Parallel Crossings



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

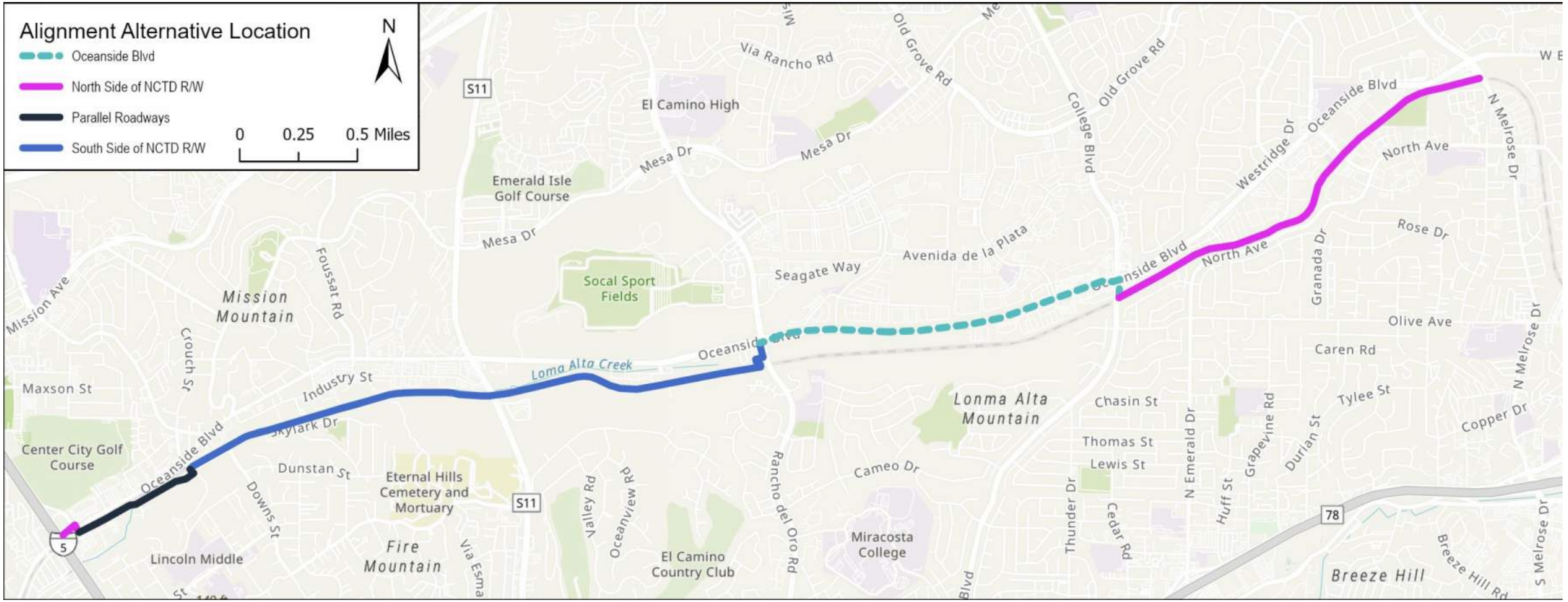
Route Directness: Moderate

Topography: Difficult

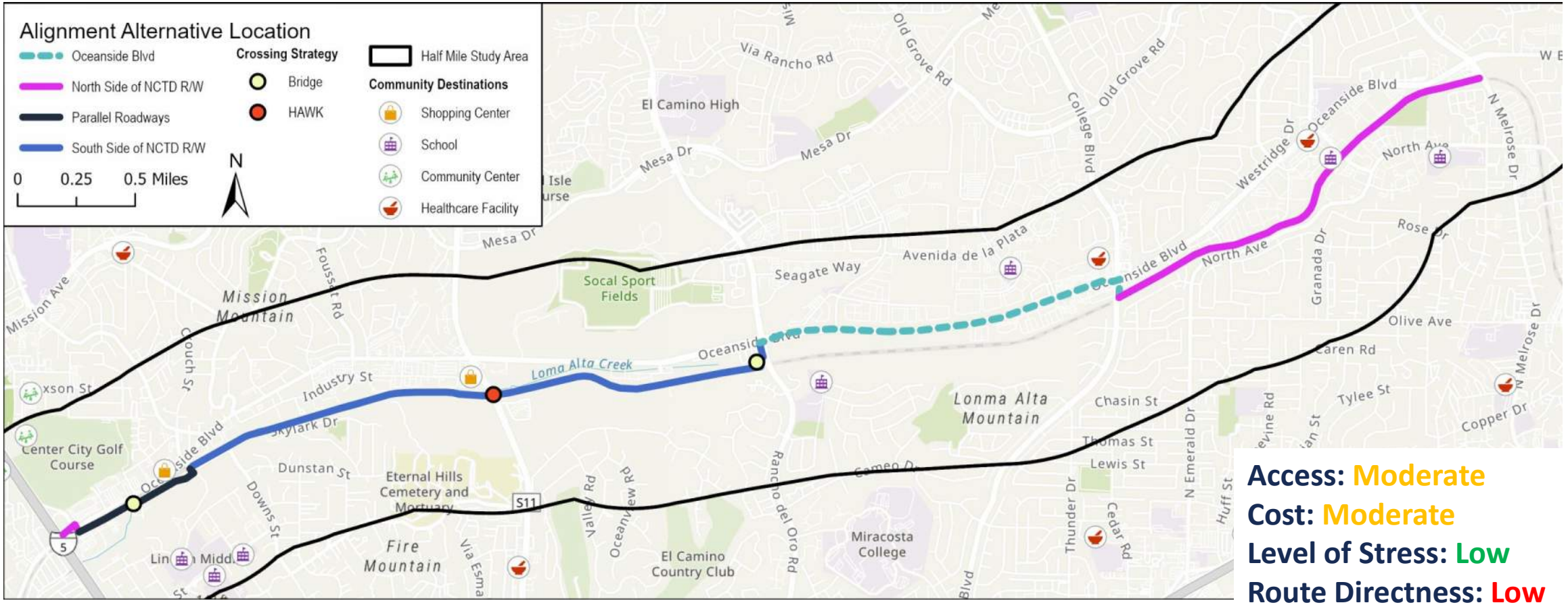
Major Challenges:

- 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



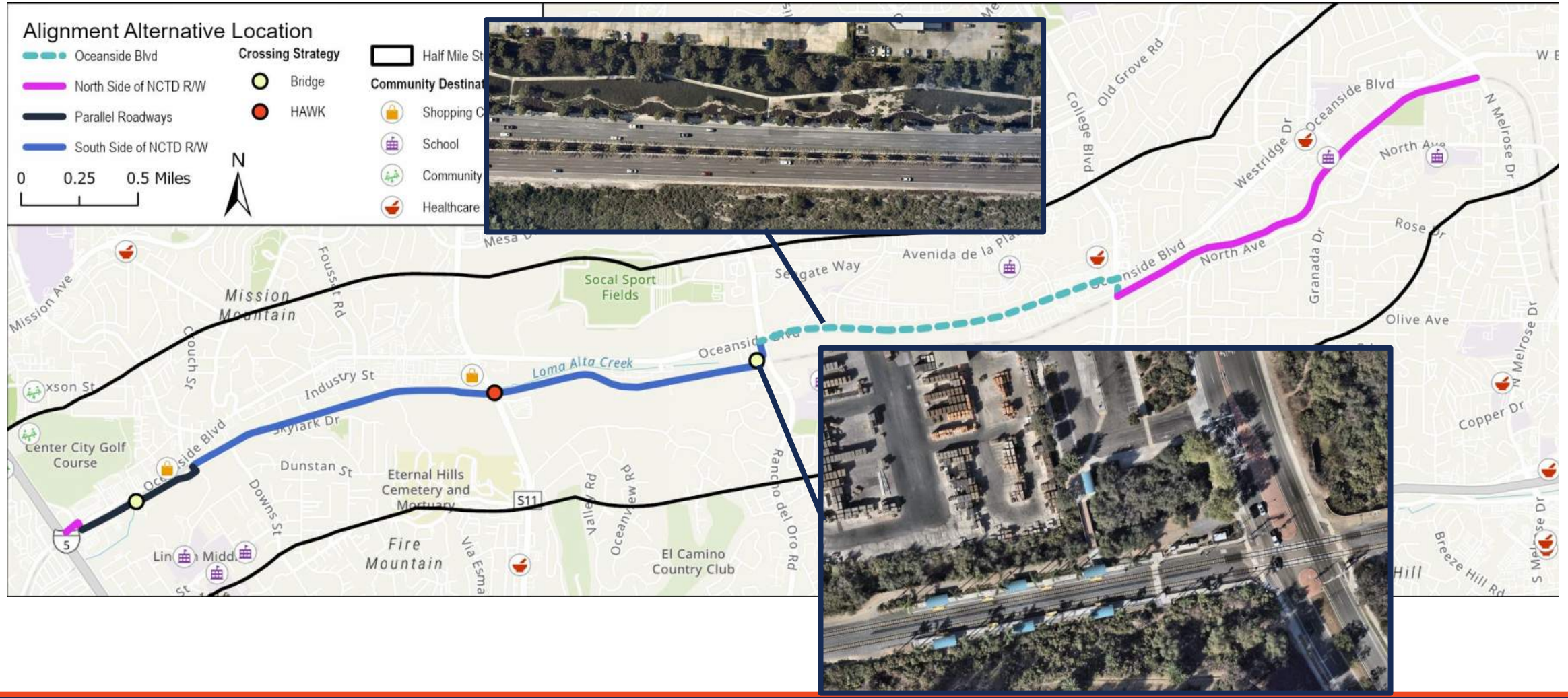
North-South Hybrid Alignment Alternative



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

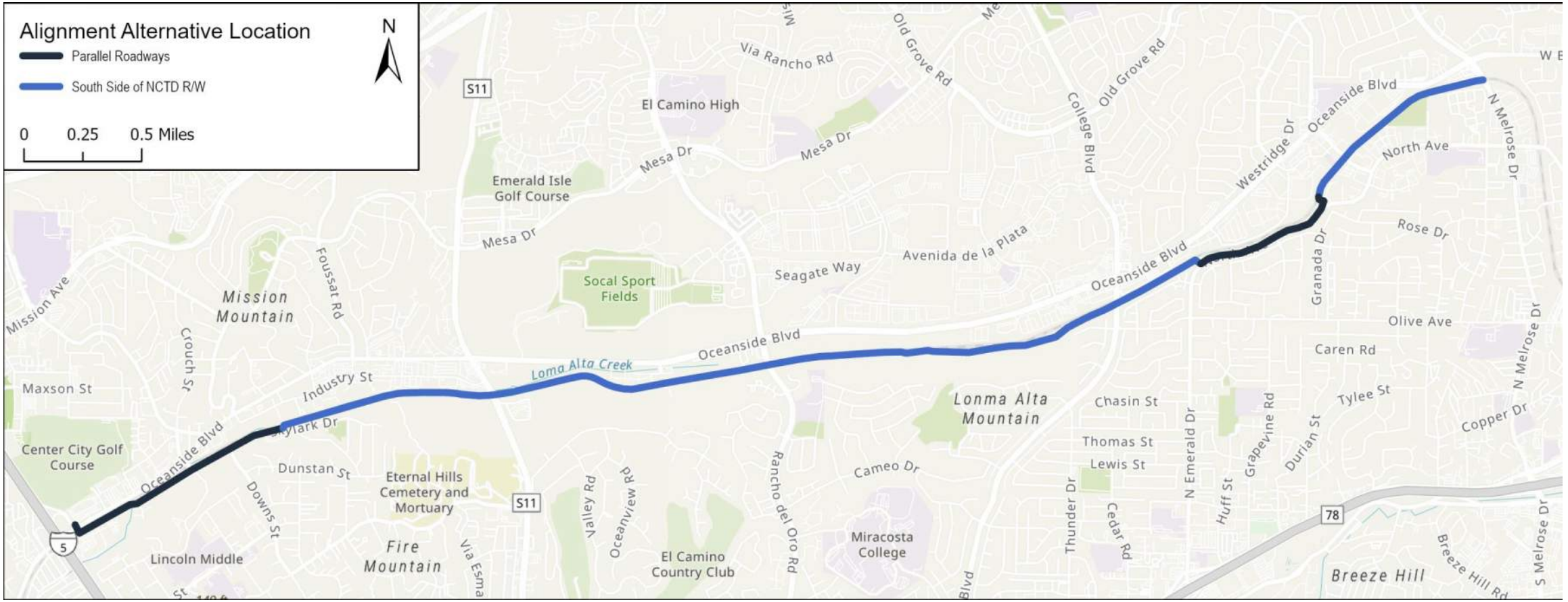
Route Directness: Low

Topography: Moderate

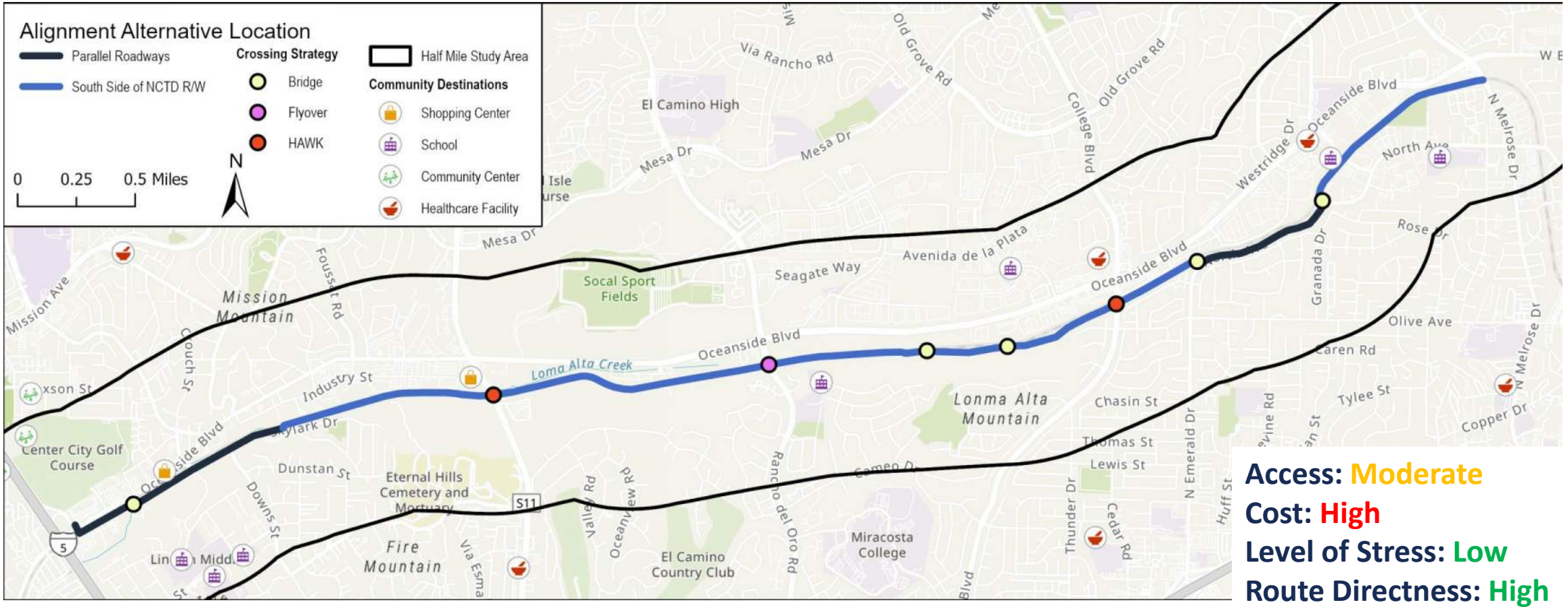
Major Challenges:

- 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:

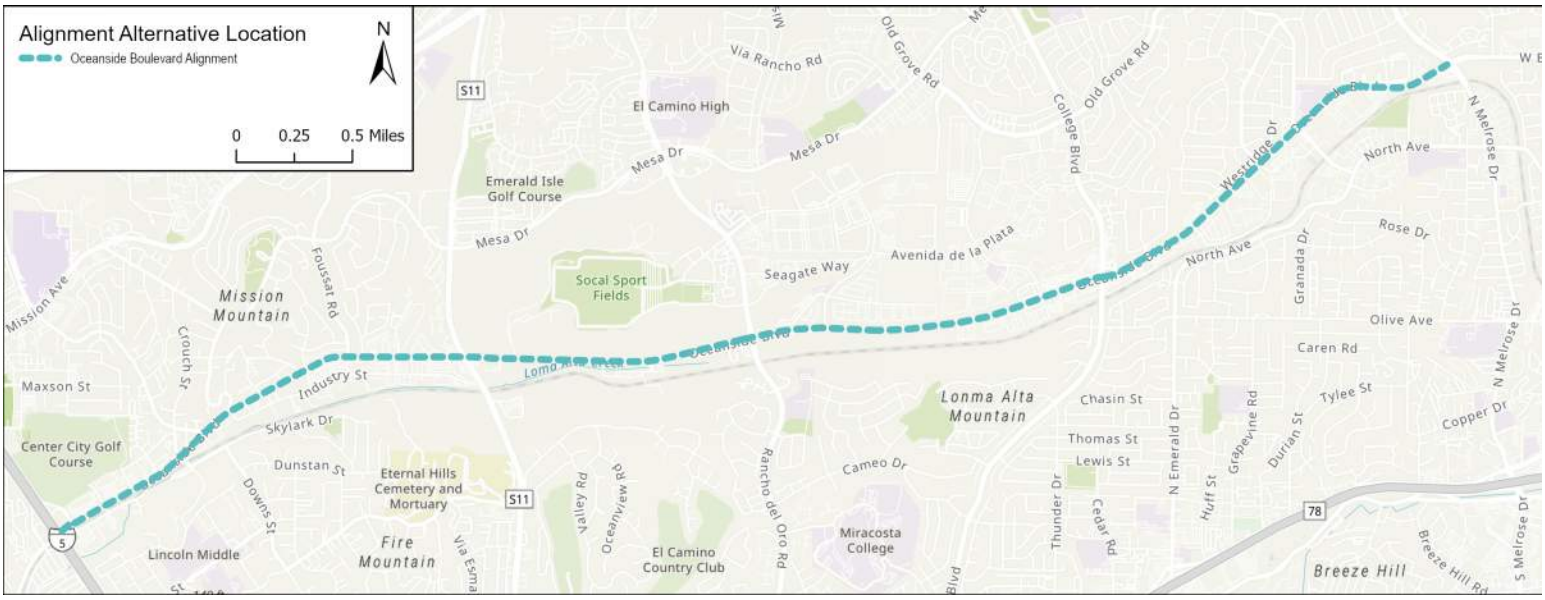
Please use the following sheets to voice your thoughts, opinions, and impressions of each alignment alternative.

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

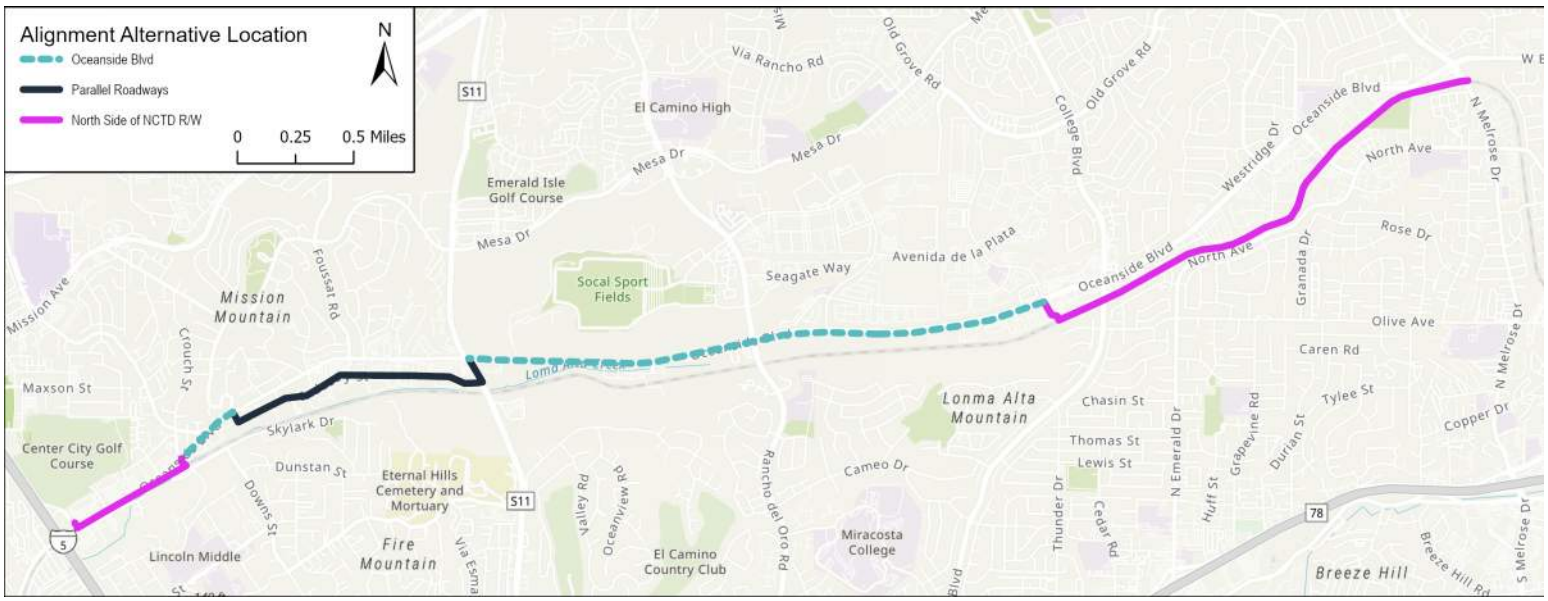


Alignment Alternative Characteristics

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

Comments

North Side Alignment Alternative



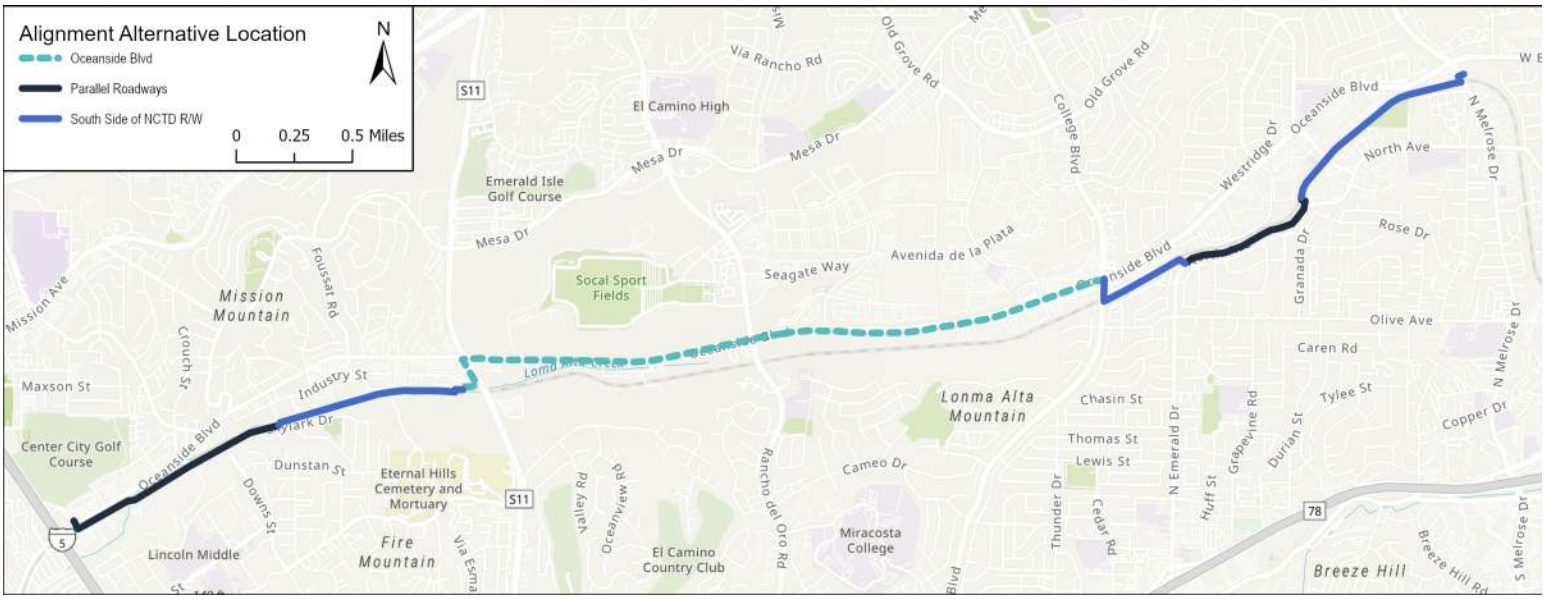
Alignment Alternative Characteristics

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



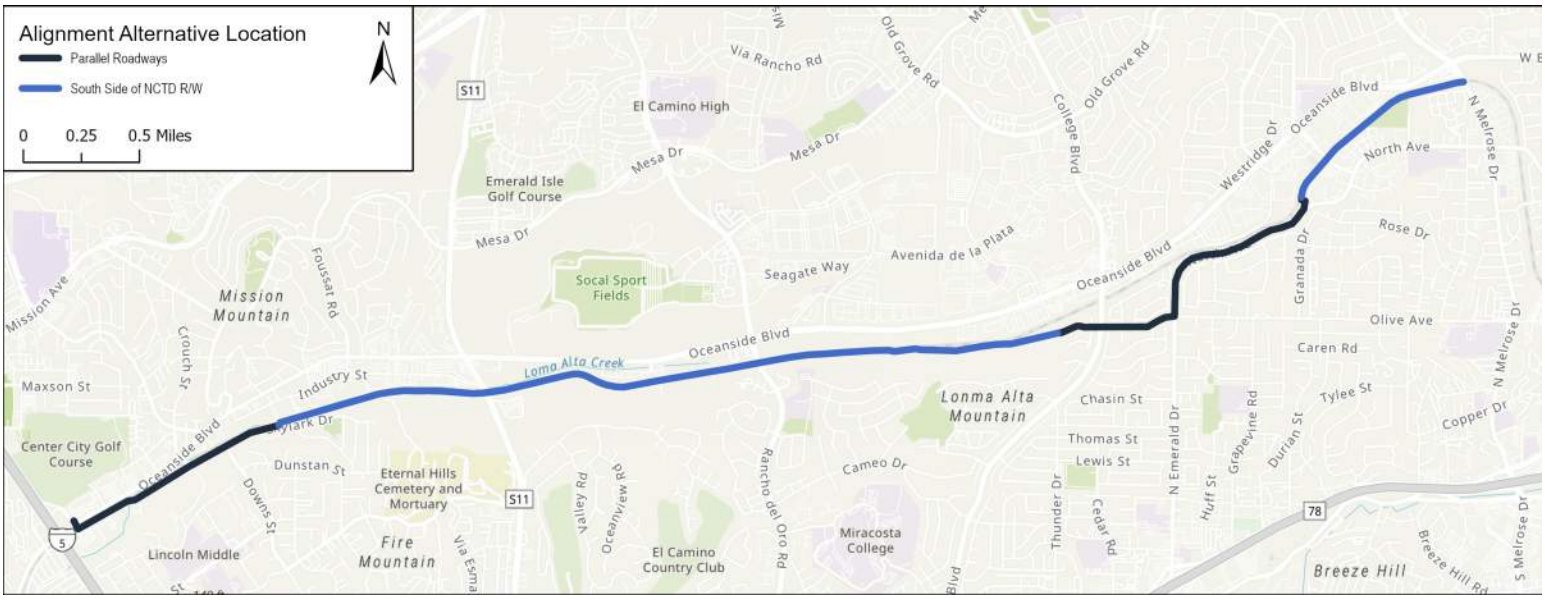
Alignment Alternative Characteristics

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



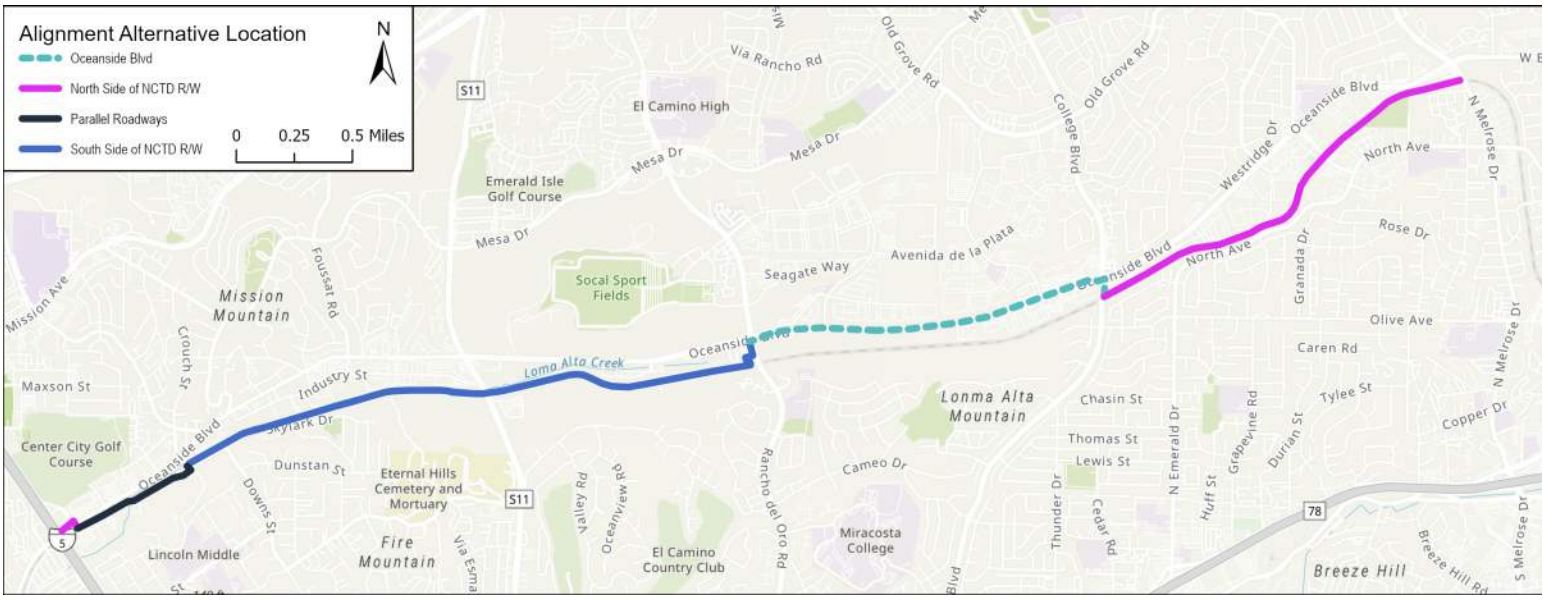
Alignment Alternative Characteristics

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



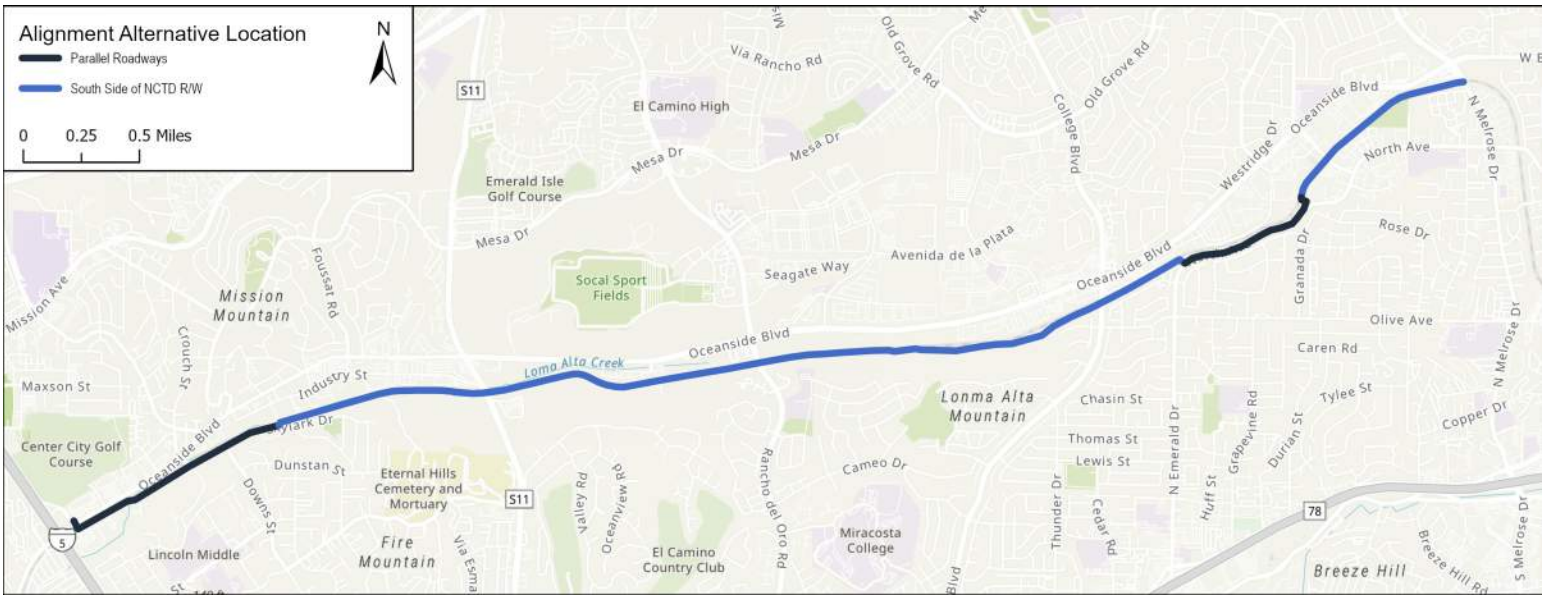
Alignment Alternative Characteristics

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

Attachment D: Survey Results

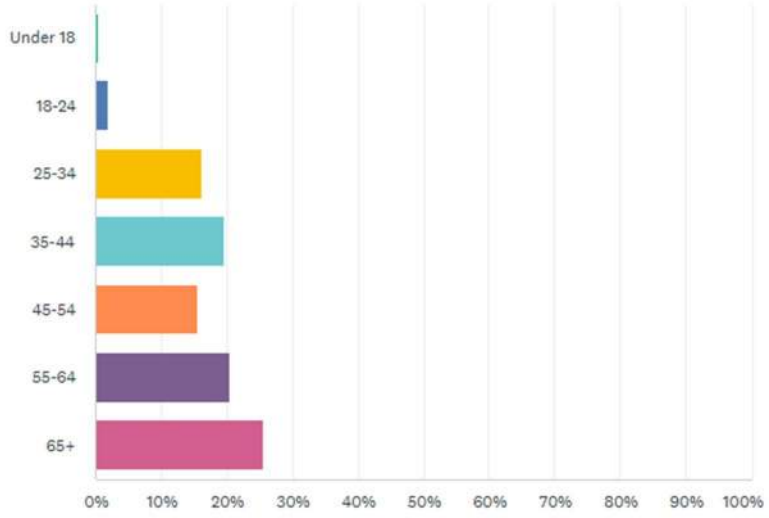
CITY OF OCEANSIDE
INLAND RAIL TRAIL
Phase 1 Survey Results
August 14 – October 31, 2024

Q1

Customize Save as

What is your age?

Answered: 402 Skipped: 1



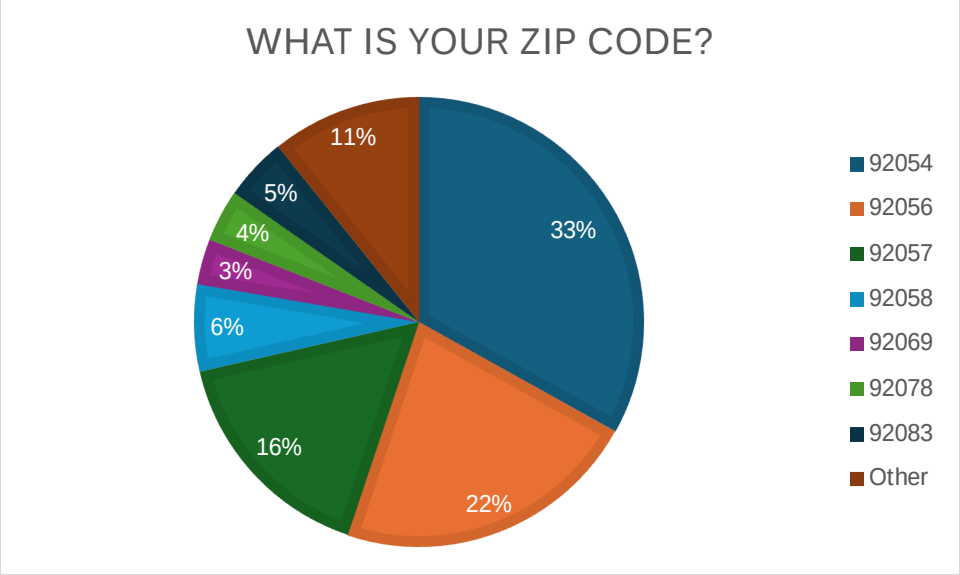
ANSWER CHOICES	RESPONSES	
Under 18	0.50%	2
18-24	1.99%	8
25-34	16.17%	65
35-44	19.65%	79
45-54	15.67%	63
55-64	20.40%	82
65+	25.62%	103
TOTAL		402

Q2

Save as

What is your ZIP code?

Answered: 400 Skipped: 3



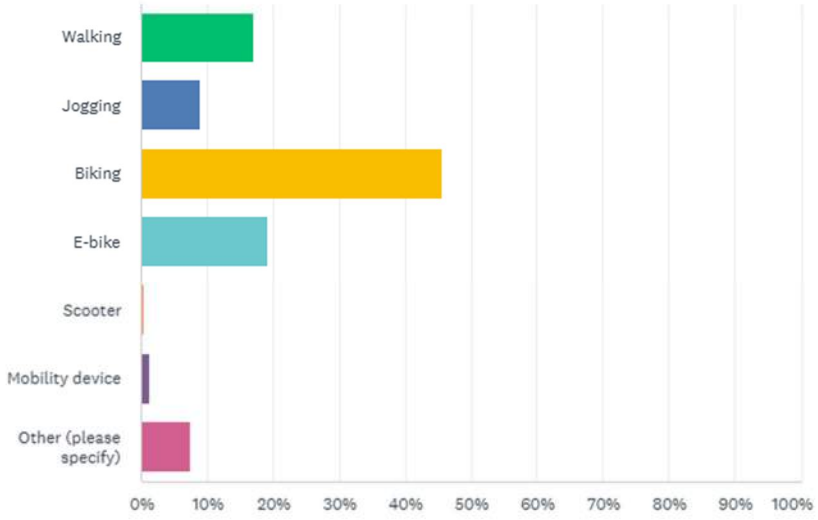
92054	132
92056	88
92057	65
92058	25
92069	13
92078	15
92083	18
Other	43

Q3

Customize Save as

How would you like to use the Inland Rail Trail?

Answered: 403 Skipped: 0



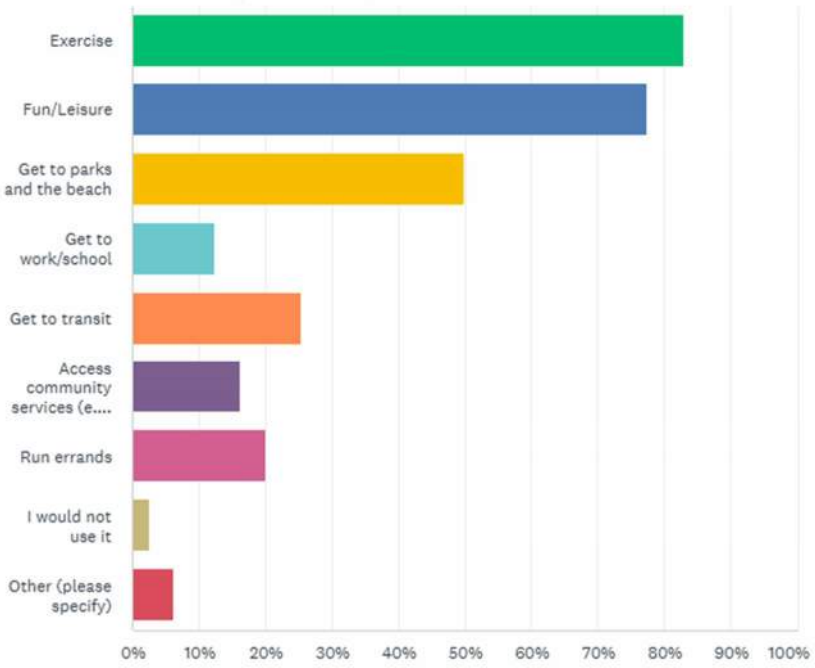
ANSWER CHOICES		RESPONSES	
Walking		17.12%	69
Jogging		8.93%	36
Biking		45.66%	184
E-bike		19.11%	77
Scooter		0.50%	2
Mobility device		1.24%	5
Other (please specify)	Responses	7.44%	30
TOTAL			403

Q4

Customize Save as

What would the Inland Rail Trail help you do? (check all that apply)

Answered: 403 Skipped: 0



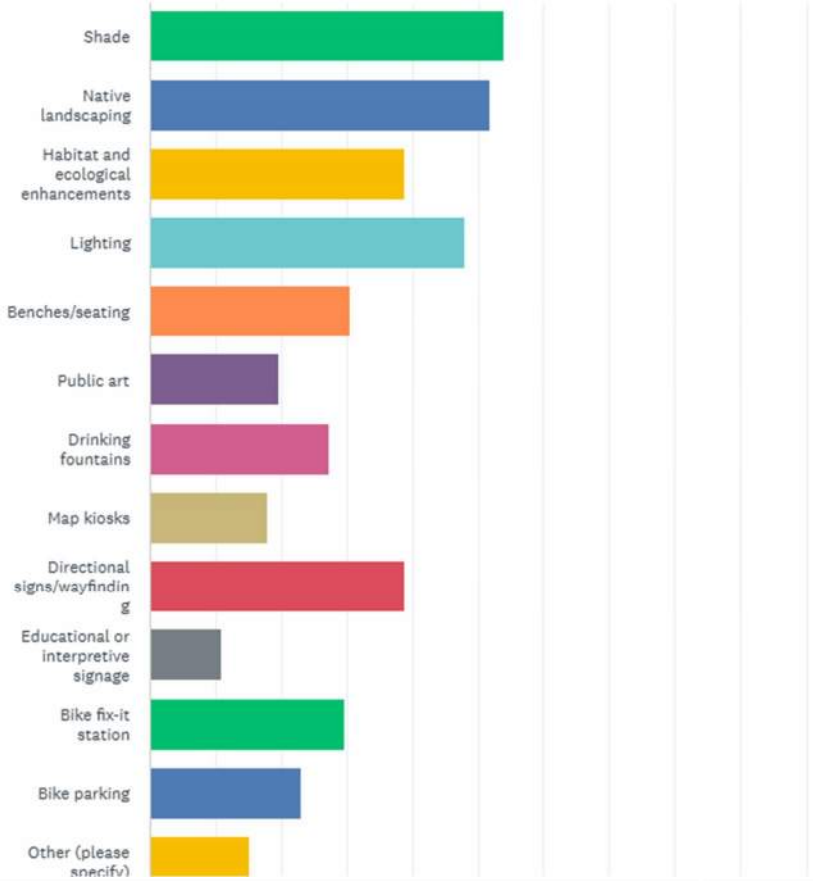
ANSWER CHOICES		RESPONSES	
Exercise		82.88%	334
Fun/Leisure		77.42%	312
Get to parks and the beach		49.88%	201
Get to work/school		12.41%	50
Get to transit		25.31%	102
Access community services (e.g. healthcare, library, etc.)		16.13%	65
Run errands		20.10%	81
I would not use it		2.48%	10
Other (please 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



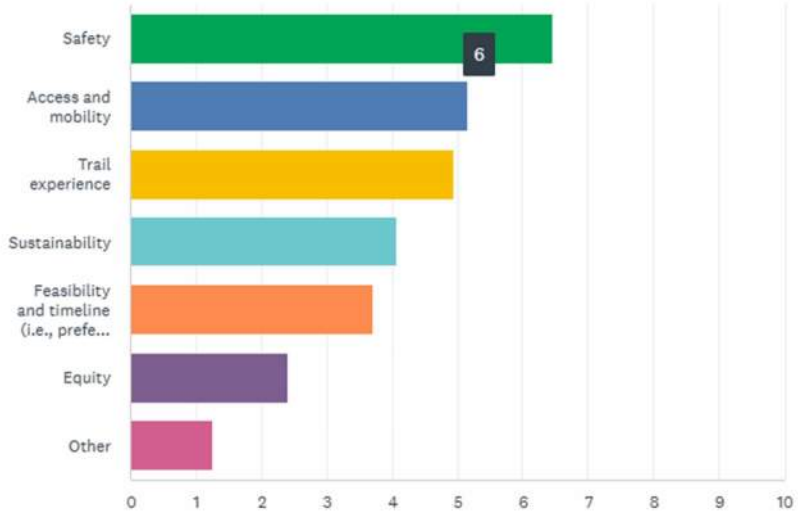
ANSWER CHOICES		RESPONSES	
Shade		53.98%	217
Native landscaping		51.74%	208
Habitat and ecological enhancements		38.81%	156
Lighting		48.01%	193
Benches/seating		30.60%	123
Public art		19.65%	79
Drinking fountains		27.36%	110
Map kiosks		17.91%	72
Directional signs/wayfinding		38.81%	156
Educational 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

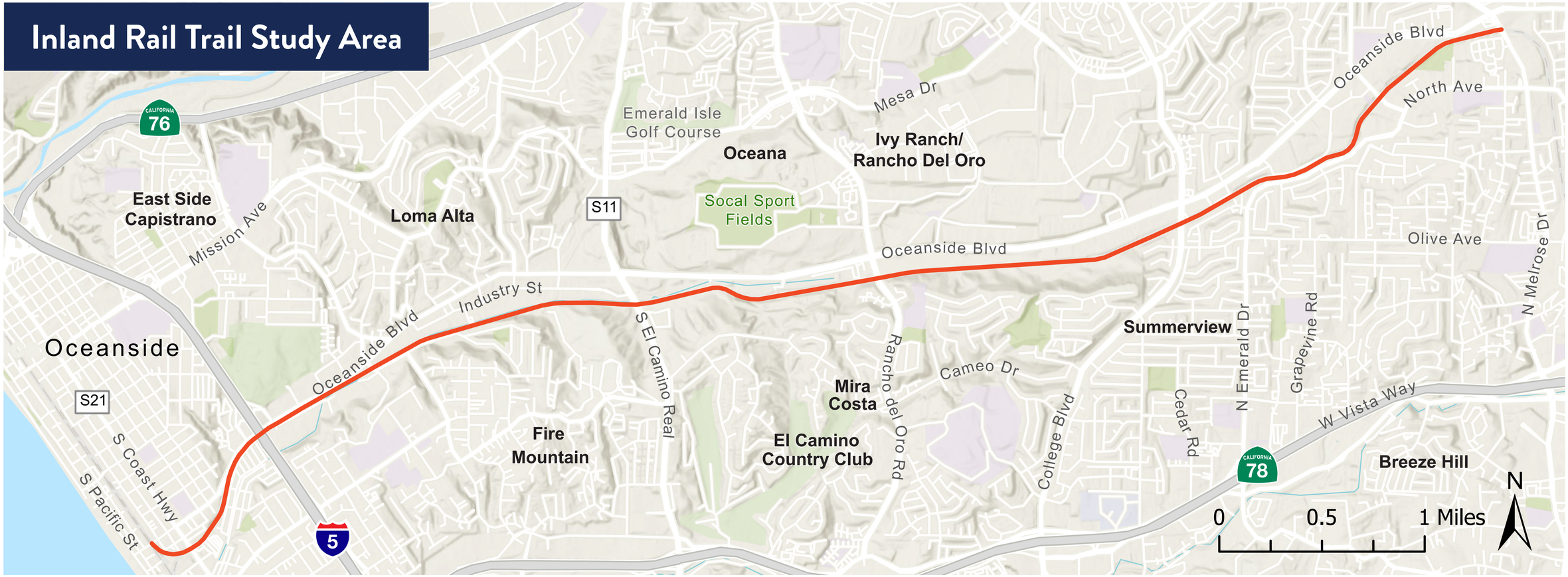
COMMENTS ON ALTERNATIVE C
I really like the idea of more bike paths that are separated from automotive traffic. With the drastic increase in e-bikes, these trails could help keep our kids safe as they ride to school or other destinations. I really don't like the idea of my child sharing the road inches 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

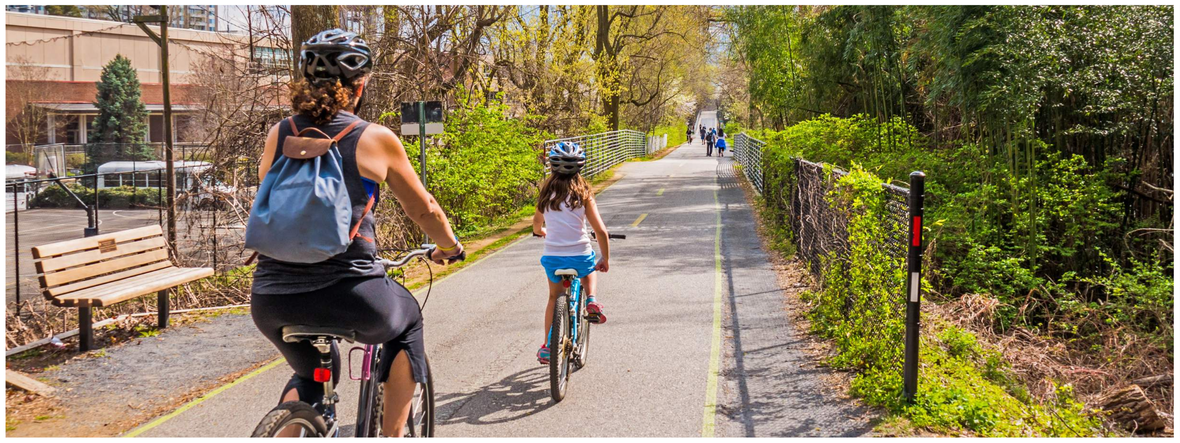
COMMENTS ON ALTERNATIVE C
Infrastructure to alleviate traffic is already needed U let these developers come in and build without thinking 🤯 first about the traffic for the locals and communities and commuters... Pls don't build anymore without Updating the infrastructure. And if u can't do the update, 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!

Attachment E: Pop-Up Boards

OCEANSIDE INLAND RAIL TRAIL PROJECT

Inland Rail Trail Study Area





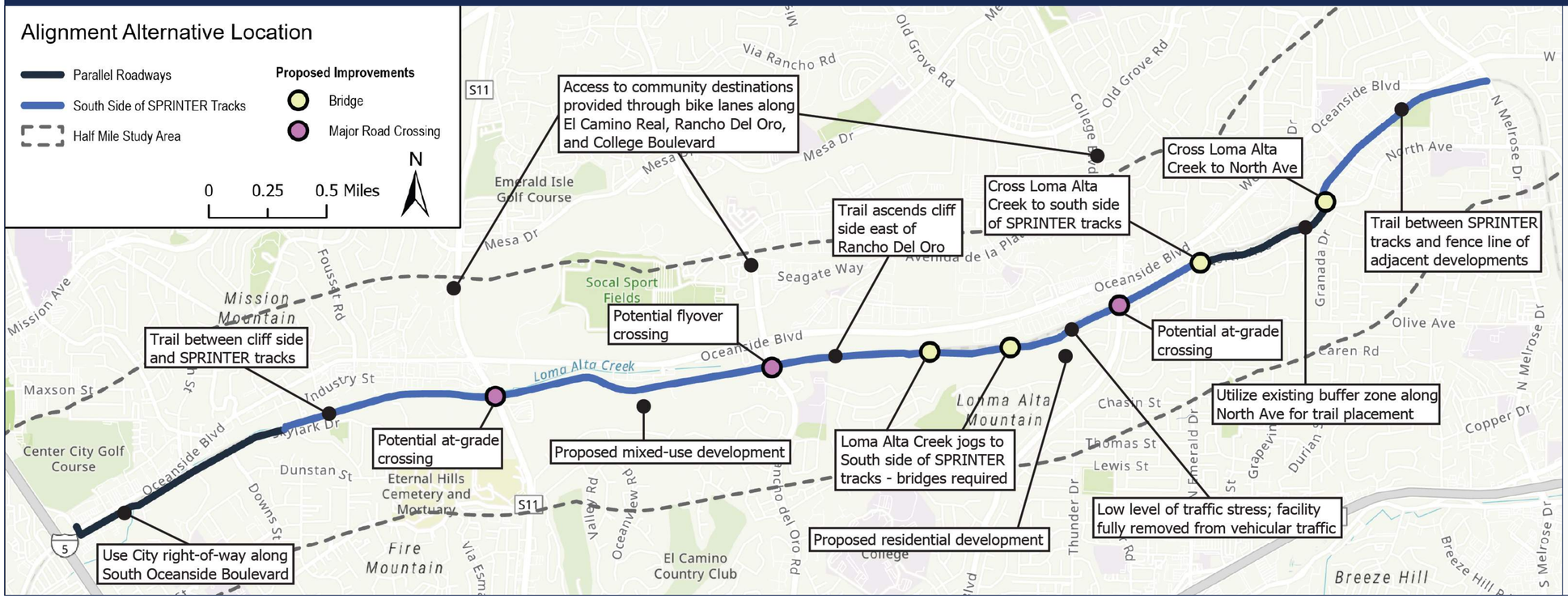
OCEANSIDE INLAND RAIL TRAIL PROJECT

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

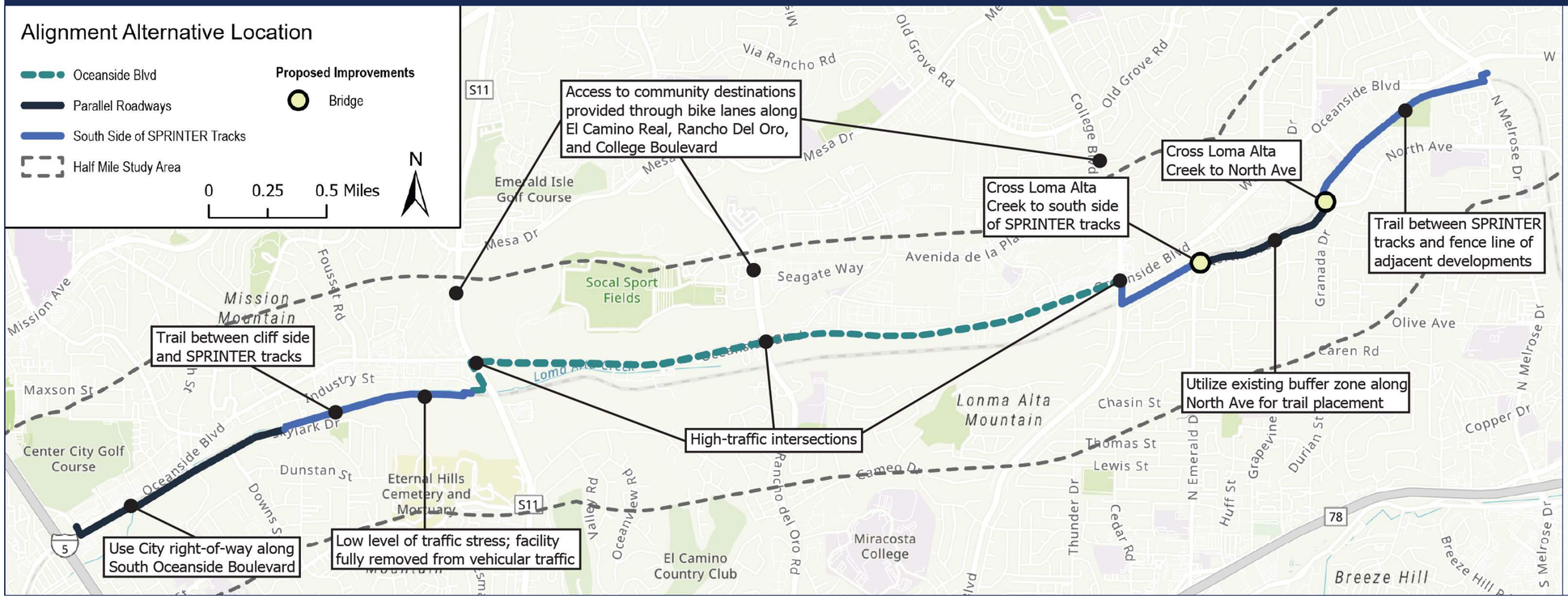
What do you **LIKE** about this alignment? *Place a sticker next to your top selection(s)*

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

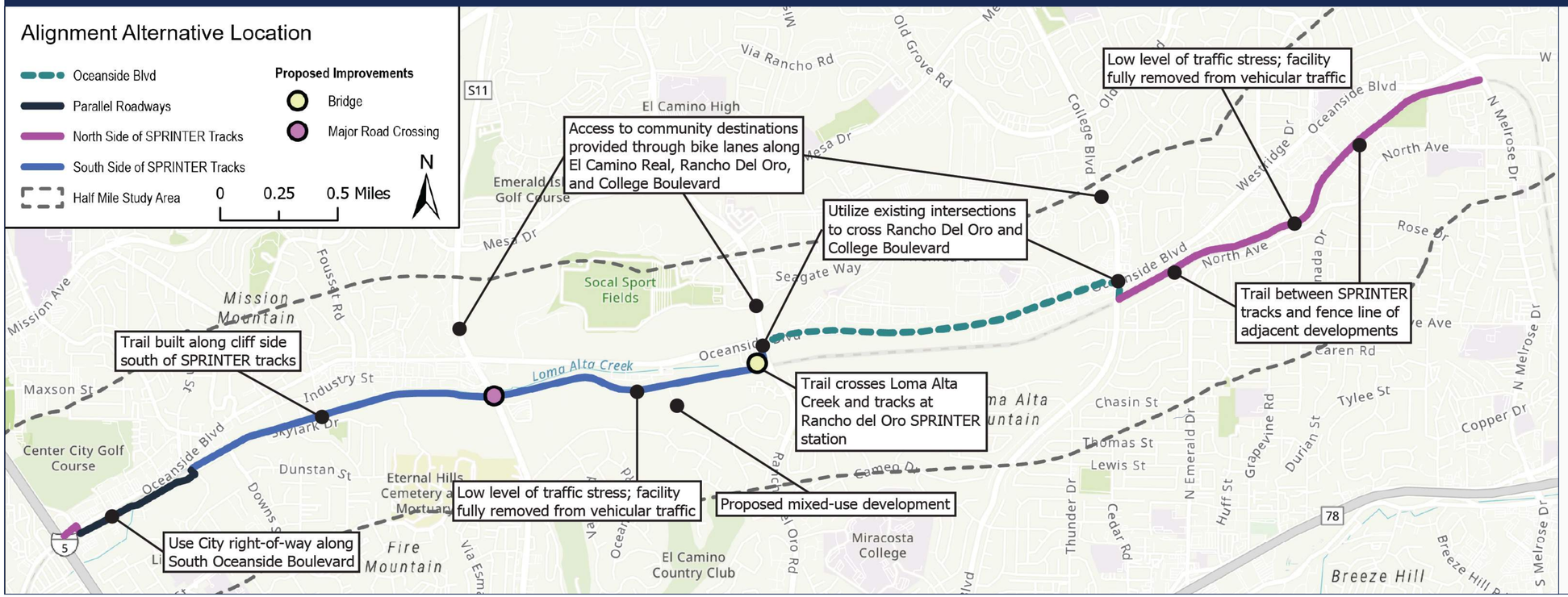
What do you **LIKE** about this alignment? *Place a sticker next to your top selection(s)*

- 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	Cost
Moderate	Moderate

Level of Stress	Route Directness
Low	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?

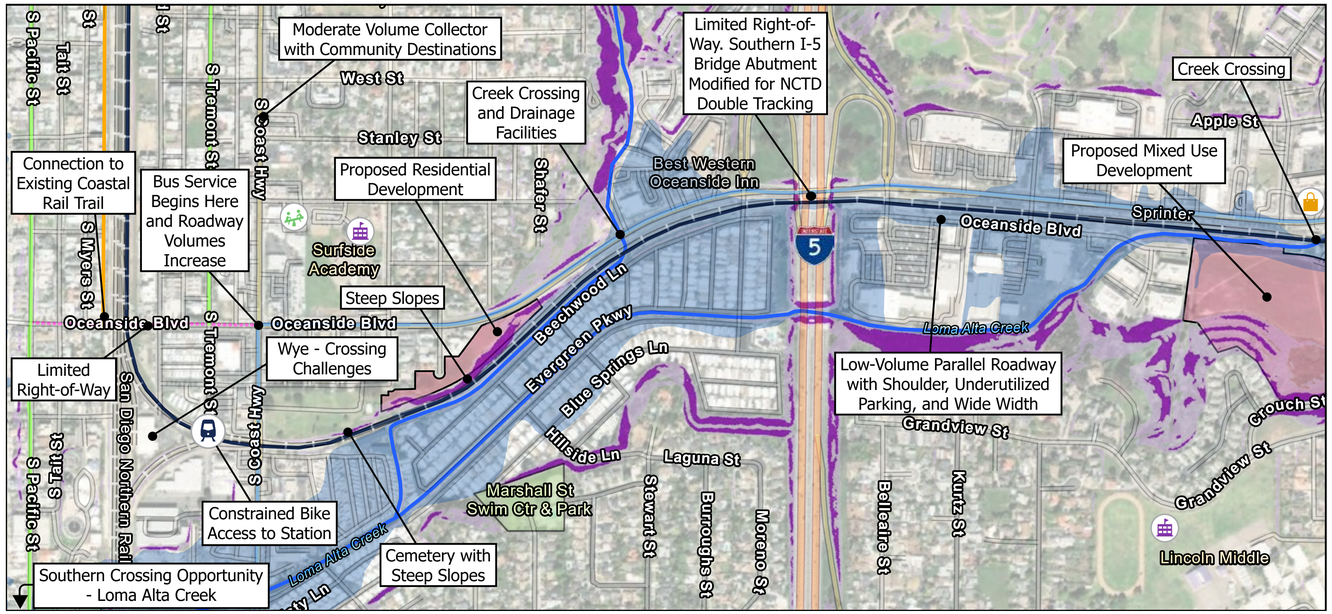
- NATIVE LANDSACAPING
- SHADE
- LIGHTING

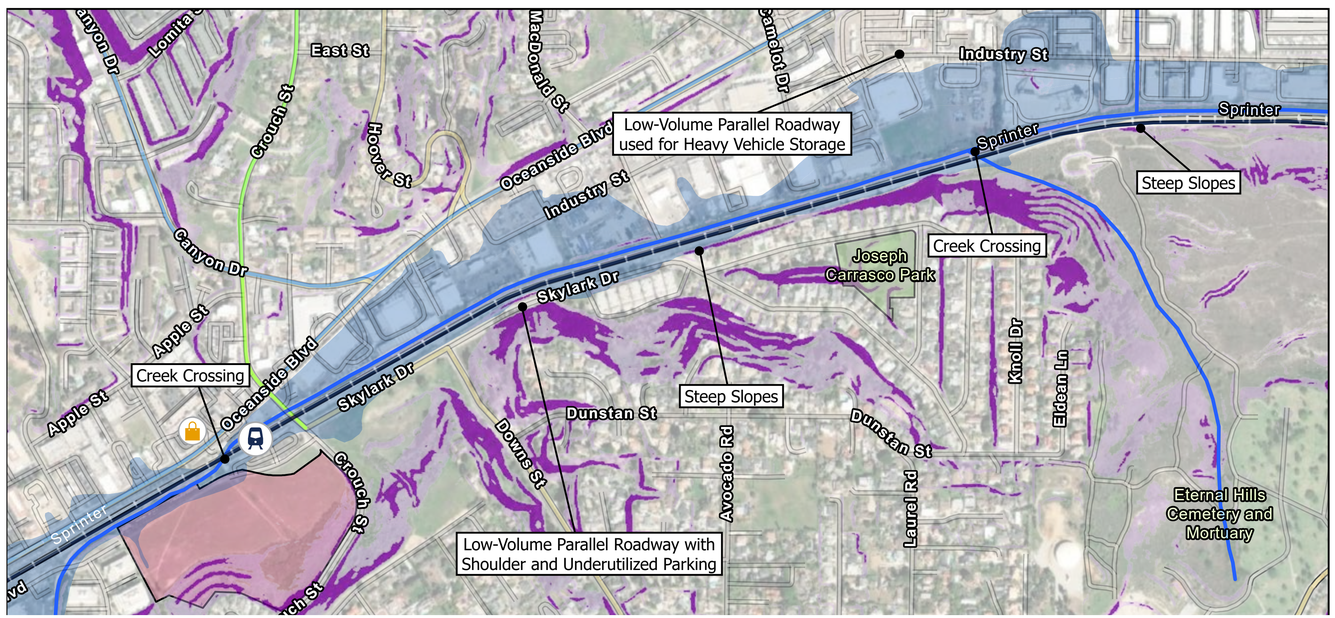
What is the most important priority for the Inland Rail Trail?

- SAFETY
- ACCESS AND MOBILITY
- TRAIL EXPERIENCE

OCEANSIDE INLAND RAIL TRAIL PROJECT

OPPORTUNITIES & CONSTRAINTS





SPRINTER
SPRINTER Station
Flow Lines
100-Year Floodplain
Proposed Developments
Park

Existing and Proposed Bicycle Facilities
Existing Class I Multi-Use Path
Existing Class II Bike Lane
Existing Class III Bike Route
Proposed Class IV Separated Bikeway
Shopping Centers
School
Community Center

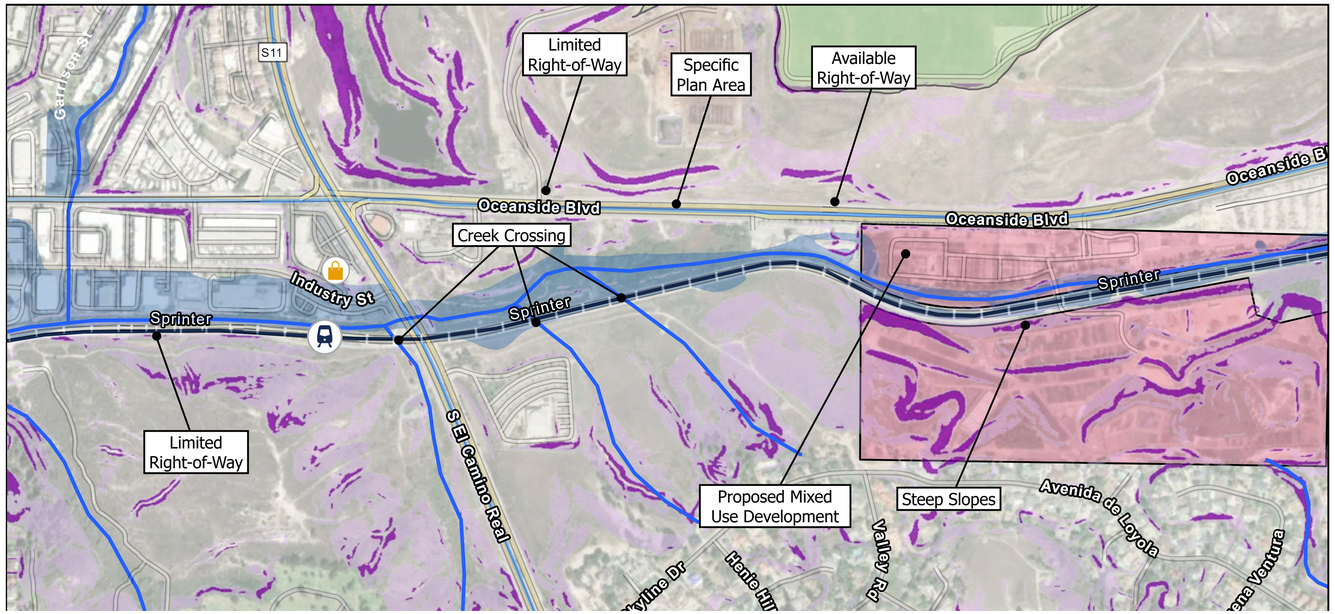
Grade
25 - 50% - Moderate Constraints
Greater than 50% - Significant Constraints

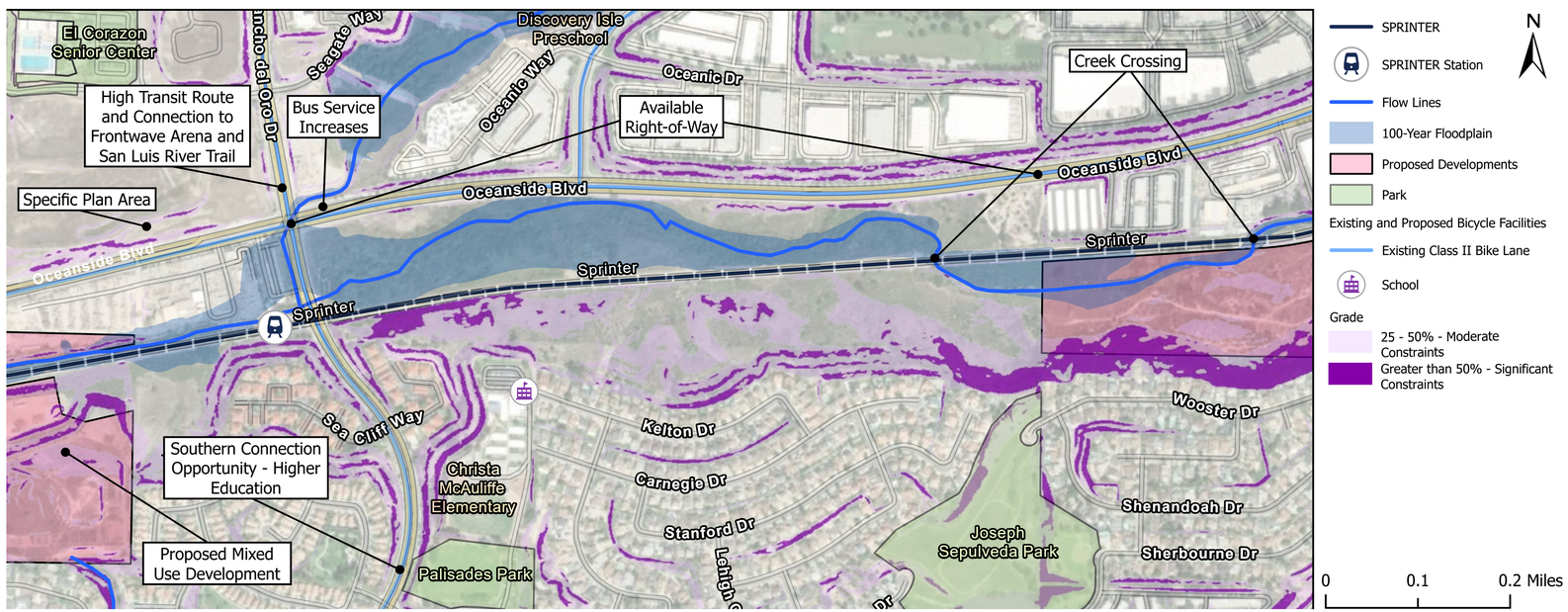
0 0.1 0.2 Miles

N

OCEANSIDE INLAND RAIL TRAIL PROJECT

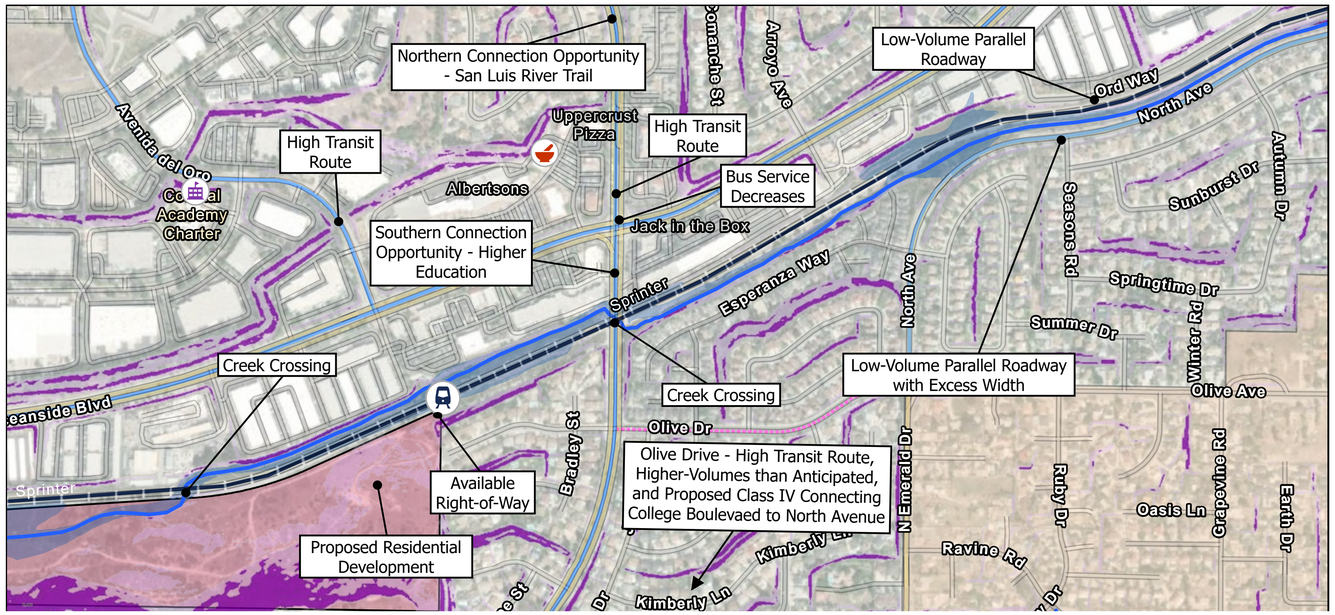
OPPORTUNITIES & CONSTRAINTS





OCEANSIDE INLAND RAIL TRAIL PROJECT

OPPORTUNITIES & CONSTRAINTS



- SPRINTER
- SPRINTER Station
- Flow Lines
- 100-Year Floodplain
- Proposed Developments

Existing and Proposed Bicycle Facilities

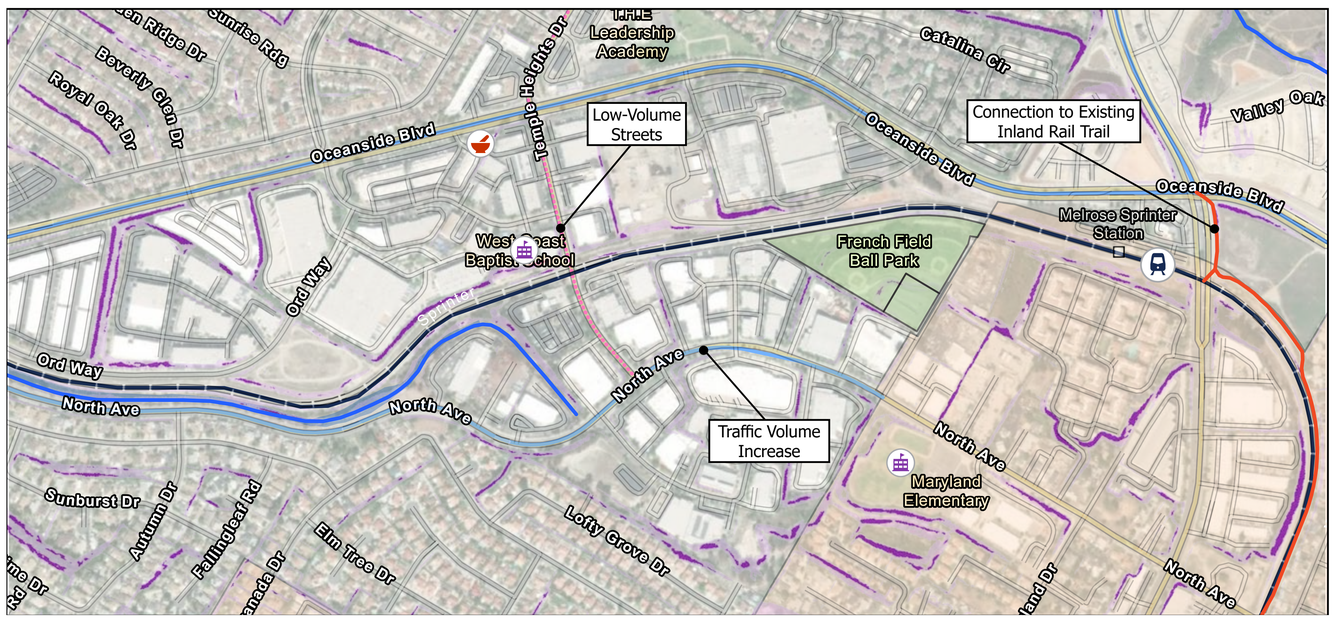
- Existing Class II Bike Lane
- Proposed Class IV Separated Bikeway
- School
- Healthcare Facility
- City of Vista

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

- 25 - 50% - Moderate Constraints
- Greater than 50% - Significant Constraints

0 0.1 0.2 Miles

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

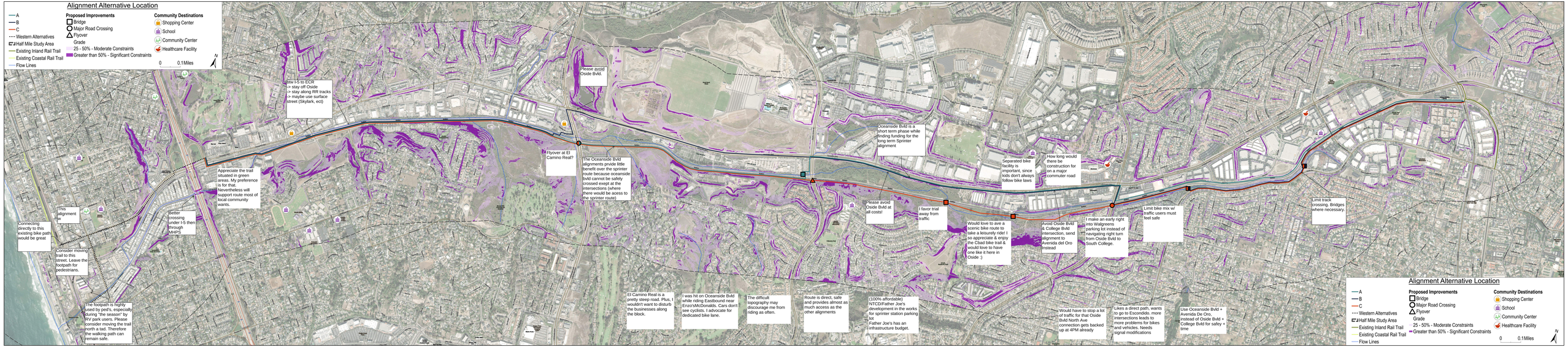
Winter 2025 through Summer 2025

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

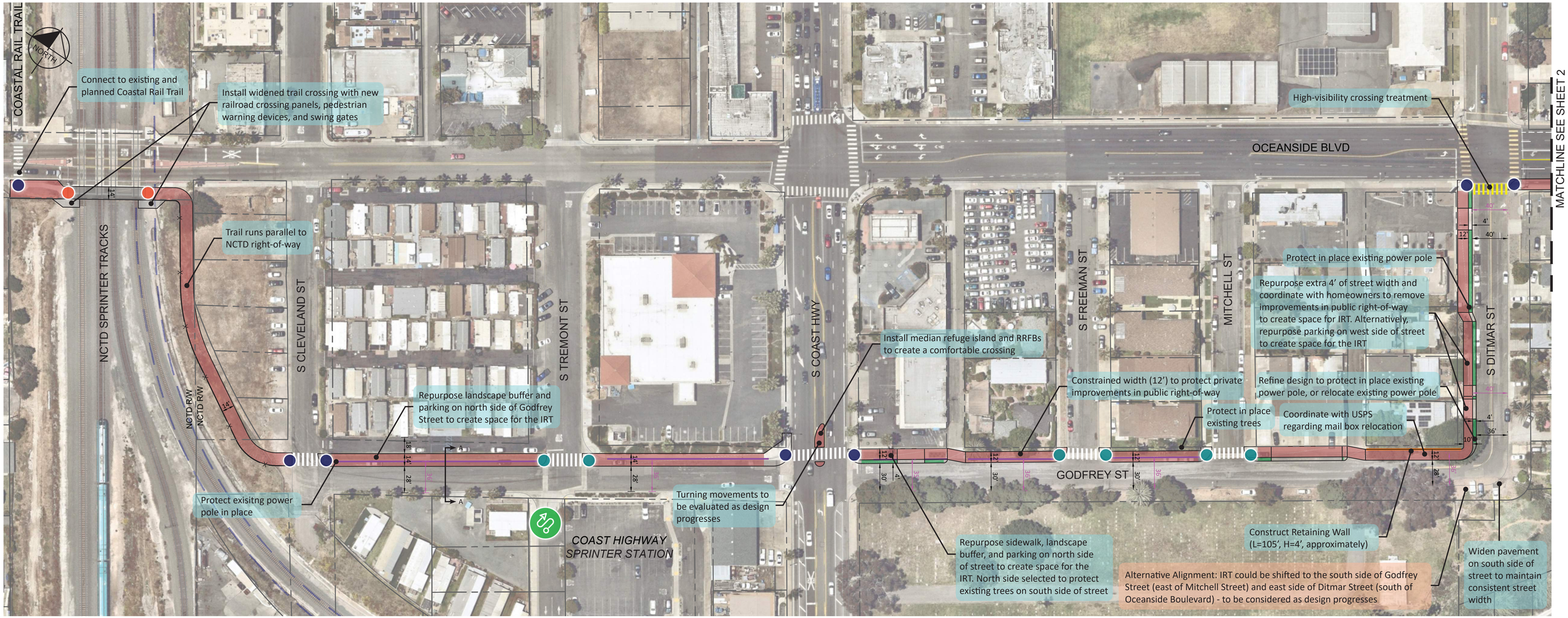
Summer 2025 through Spring 2026

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.


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
low I-5 to ECR
-> stay off Oside
-> stay along RR tracks
-> maybe use surface street (Skylark, ect)
Please avoid Oside Bvld.
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 Bvld is a short term phase while finding funding for the long term Sprinter alignment
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
Appreciate the trail situated in green areas. My preference is for that. Nevertheless will support route most of local community wants.
This alignment w
Connecting directly to this existing bike path would be great
Consider moving trail to this street. Leave the footpath for pedestrians.
Better crossing under I-5 then through MHPS
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.
Please avoid Oside Bvld 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 :)
Avoid Oside Bvld & 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.
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.
Route is direct, safe and provides almost as much access as the other alignments
(100% affordable) NTCD/Father Joe's development in the works for sprinter station parking lot
Father Joe's has an infrastructure budget.
Would have to stop a lot of traffic for that Oside Bvld North Ave connection gets backed up at 4PM already
Likes a direct path, wants to go to Escondido. more intersections leads to more problems for bikes and vehicles. Needs signal modifications
Use Oceanside Bvld + Avenida De Oro, instead of Oside Bvld + College Bvld for safety + time
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

Appendix D: 5% Preliminary Design Concepts

OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 5% CONCEPTS

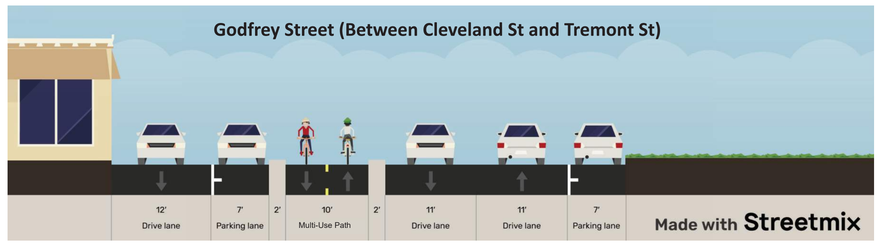


Legend

- Curb Ramp
- Curb Ramp and Curb Extensions
- Railroad Warning Devices: Pedestrian
- OIRT Alignment
- OIRT 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
- SPRINTER Station Connection
- Slurry Seal
- Hardline Preserve
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- HDPE Drainage Pipe Under Trail
- Proposed Retaining Wall
- xx' Proposed dimension
- xx' Existing dimension
- Install Traffic Signal

Cross-Section A-A: Existing Conditions

Cross-Section A-A: Proposed Conditions



GRAPHIC SCALE IN FEET
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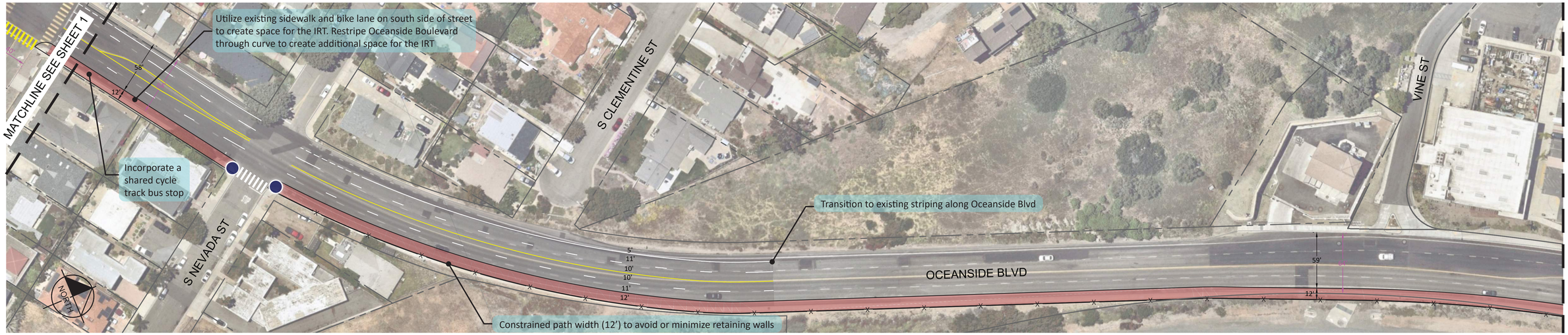
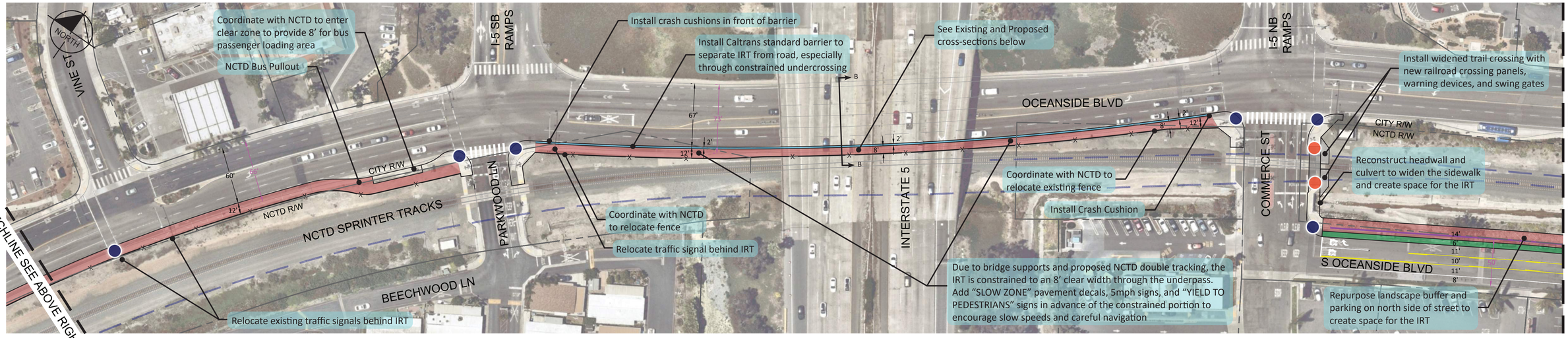
OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 5% CONCEPTS





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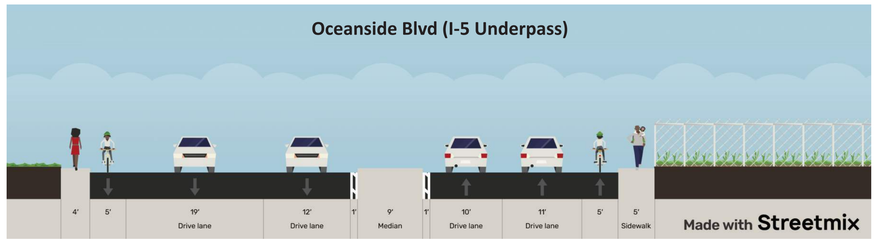
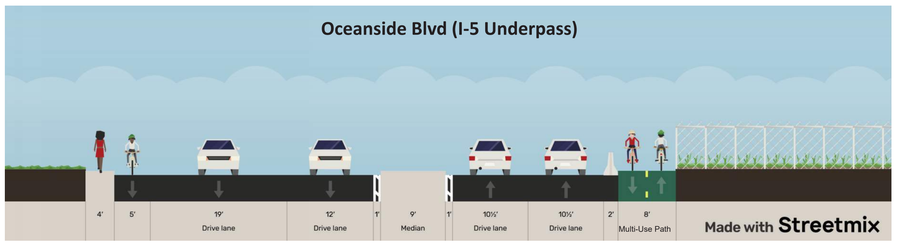
Cross-Section B-B: Existing Conditions



Cross-Section B-B: Proposed Conditions



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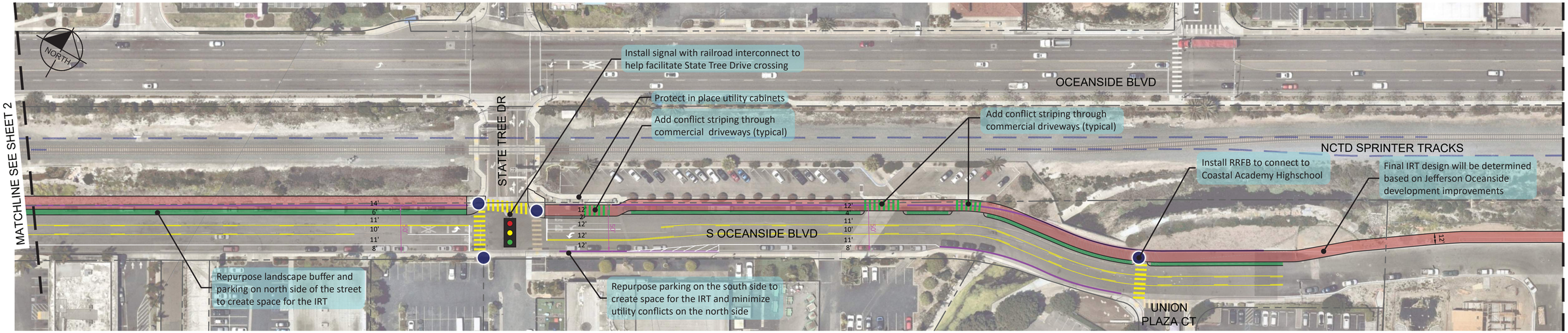

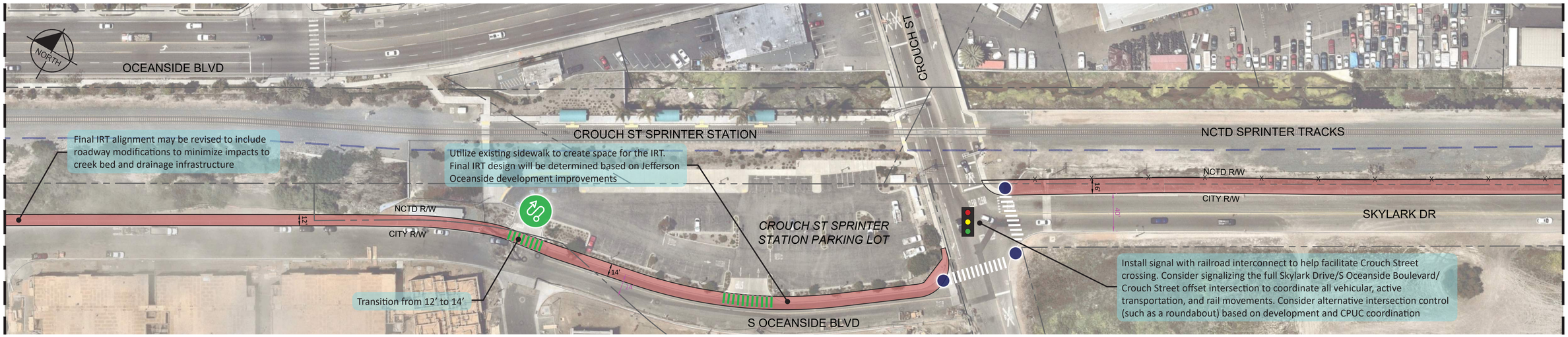

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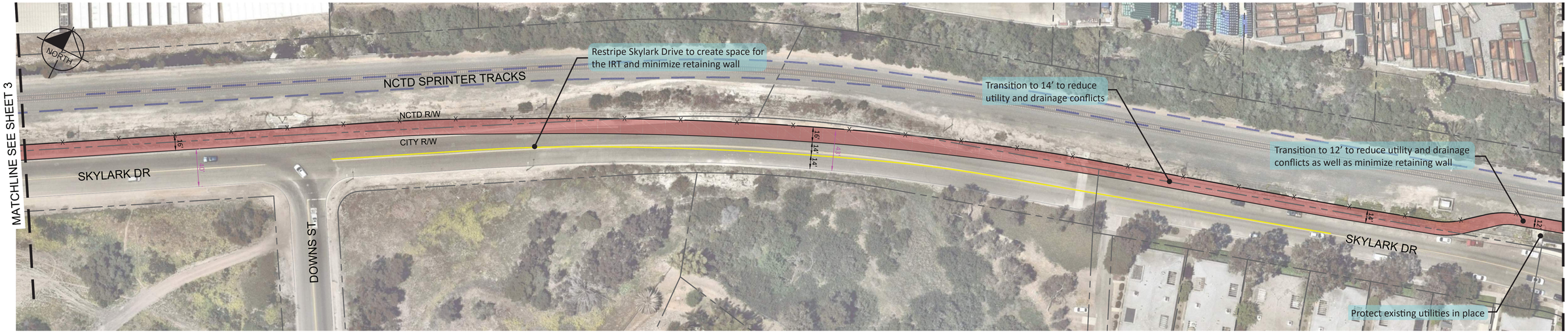
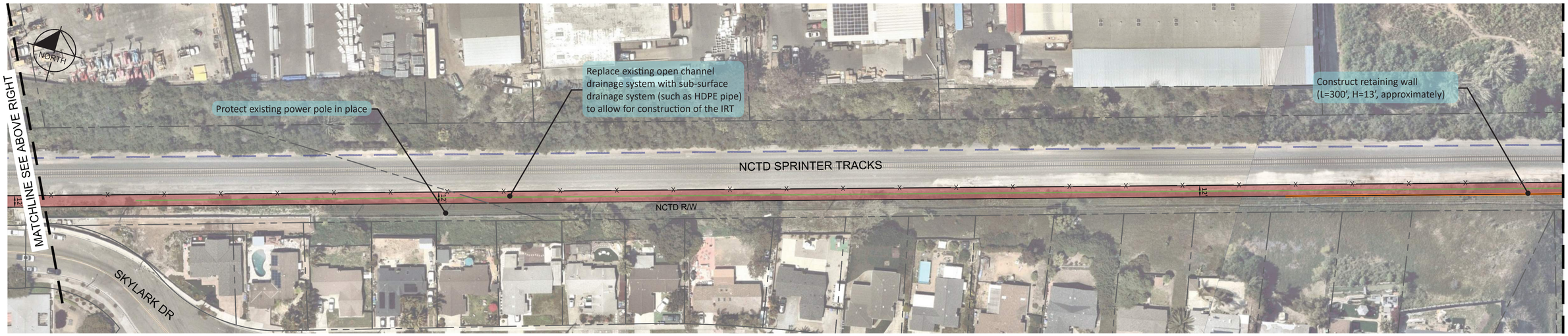
0 25 50 100





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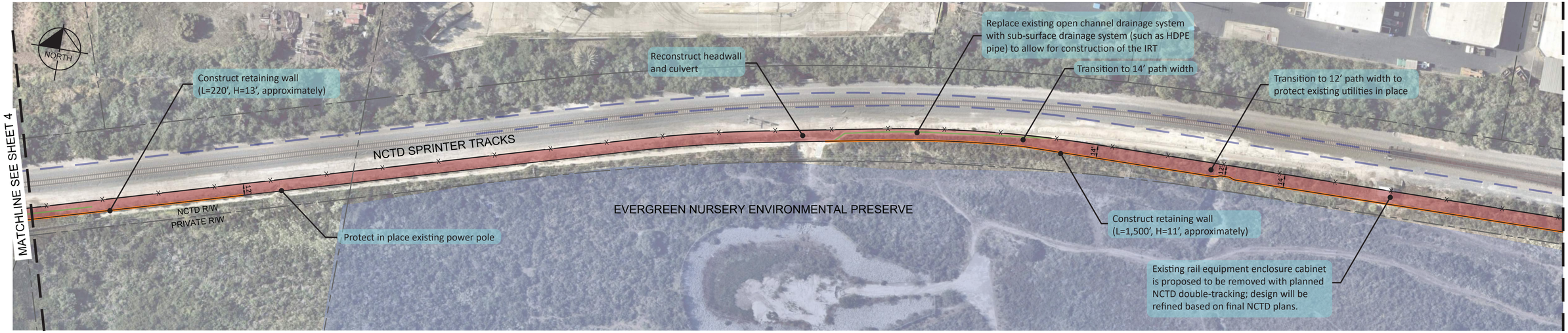
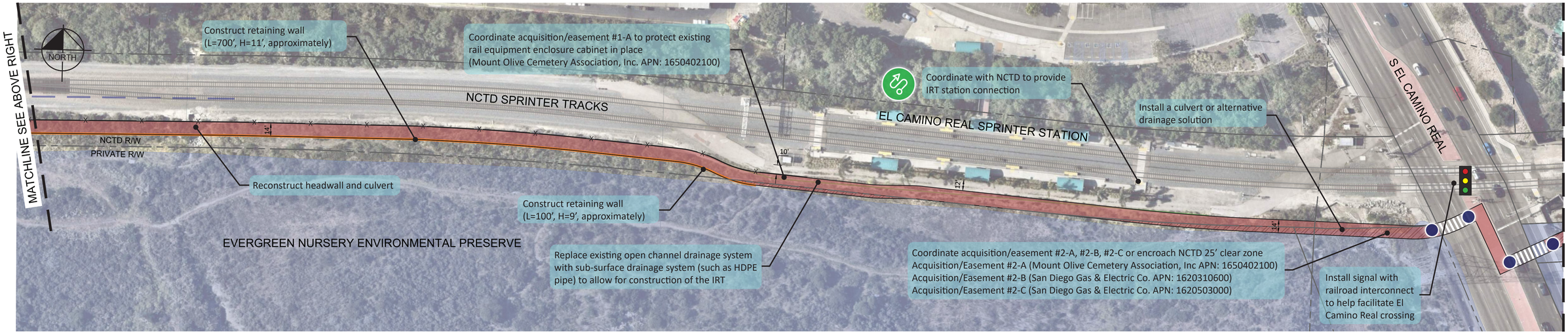
OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 5% CONCEPTS





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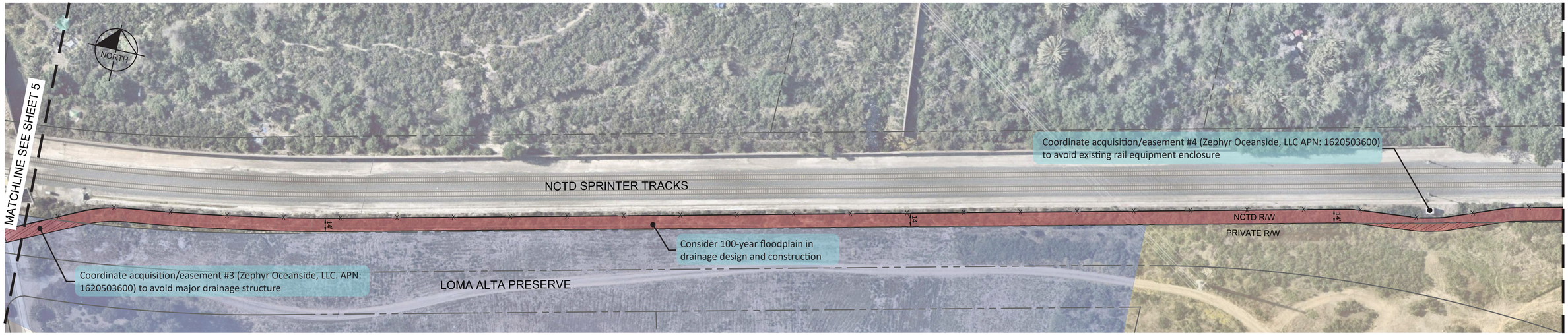

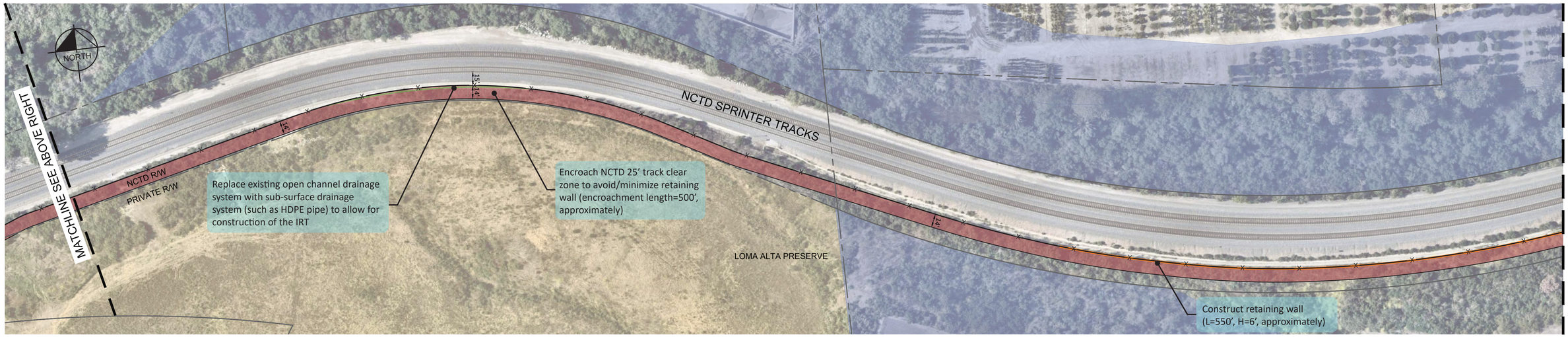

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- Proposed Additional NCTD Track
- SPRINTER Station Connection
- Slurry Seal
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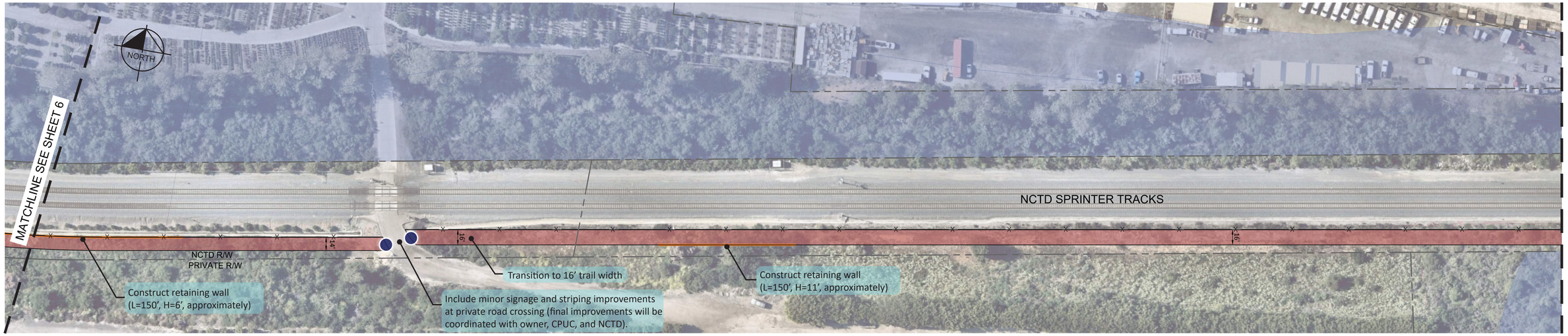
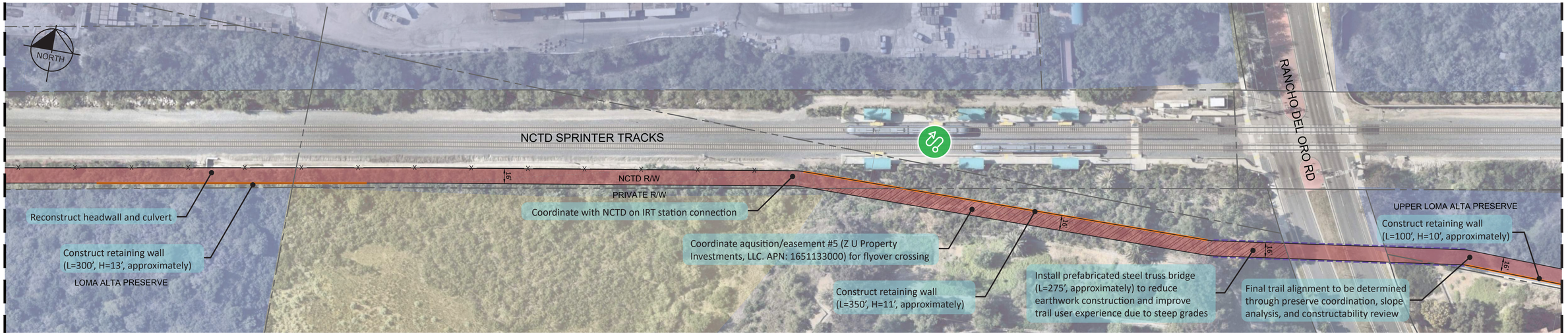
- Softline Preserve
- High Visibility Crosswalk
- Remove Parking
- Caltrans Standard Barrier
- HDPE Drainage Pipe Under Trail
- Proposed Retaining Wall
- xx' Proposed dimension
- xx' Existing dimension
- Install Traffic Signal

GRAPHIC SCALE IN FEET
0 25 50 100





Legend

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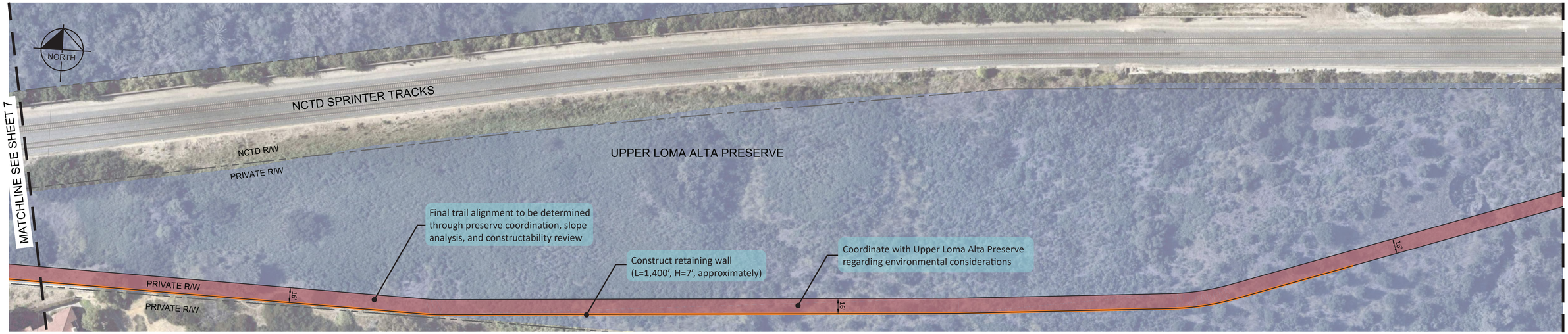

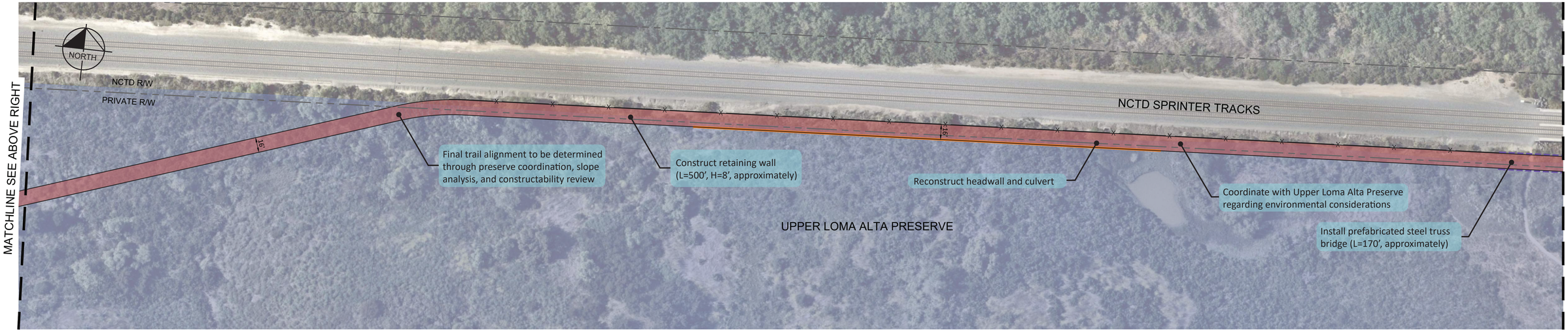

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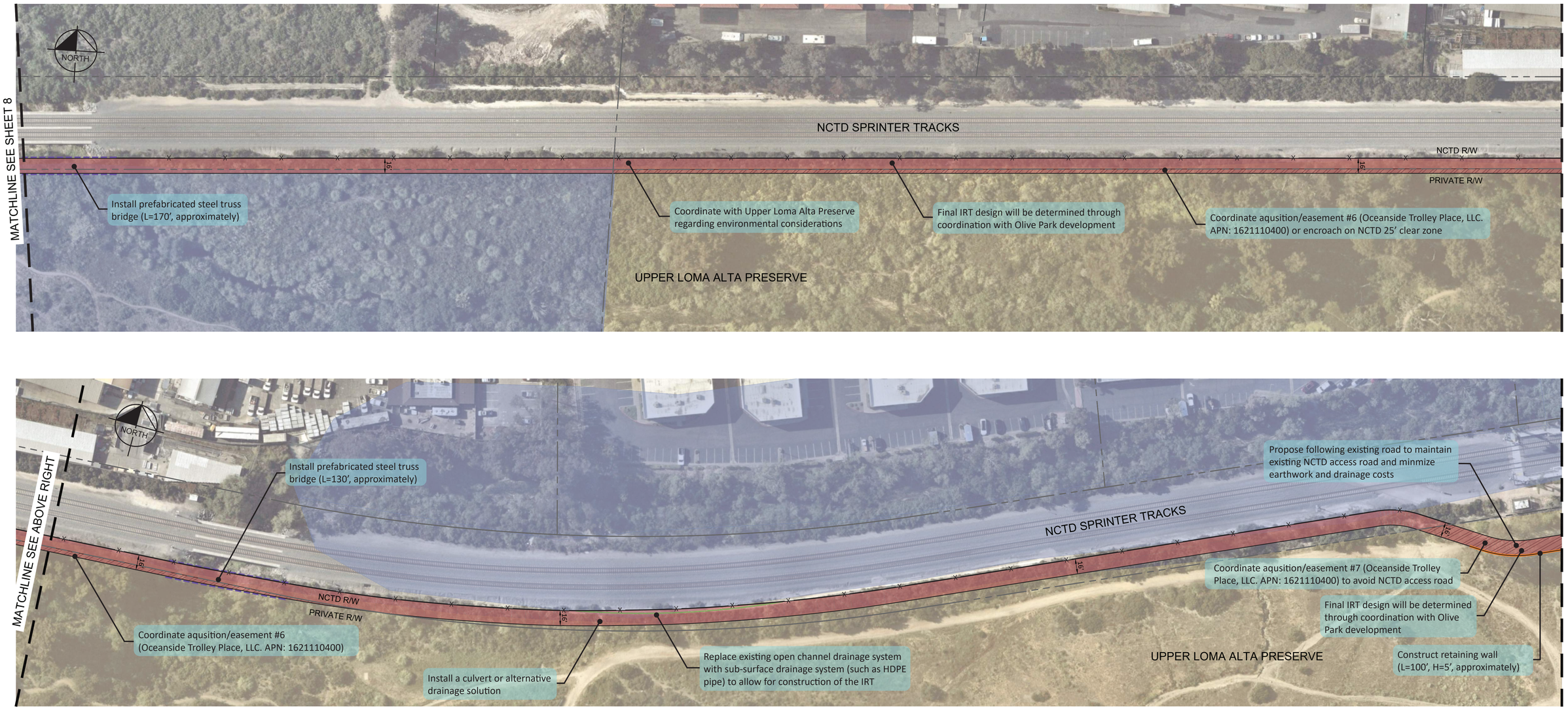

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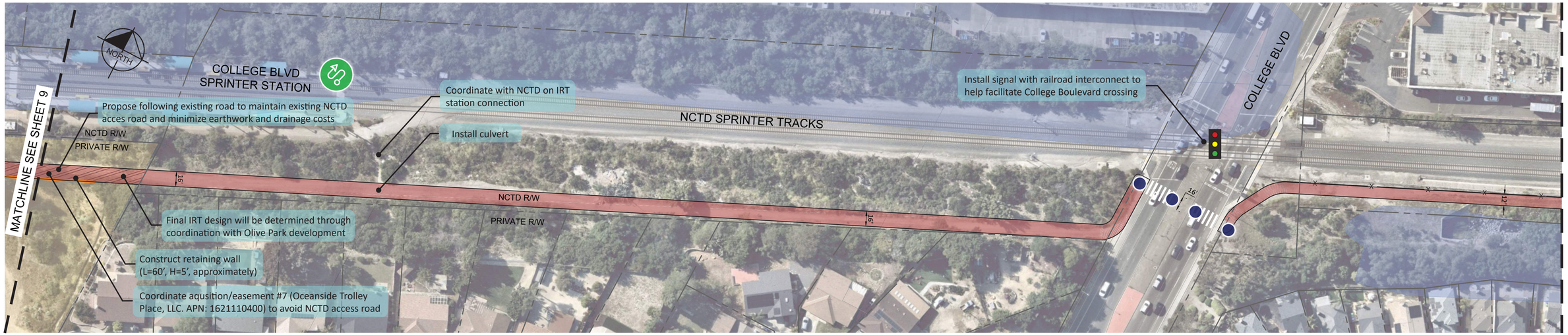

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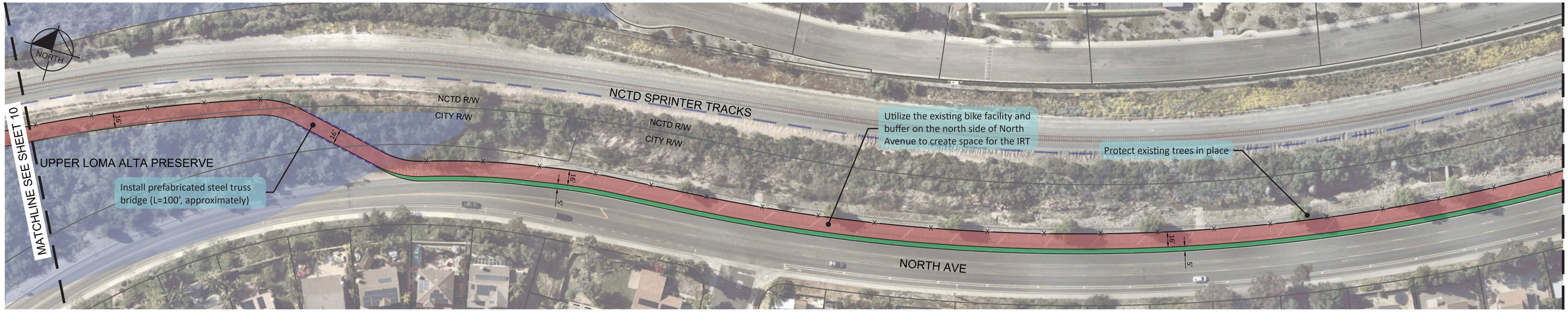
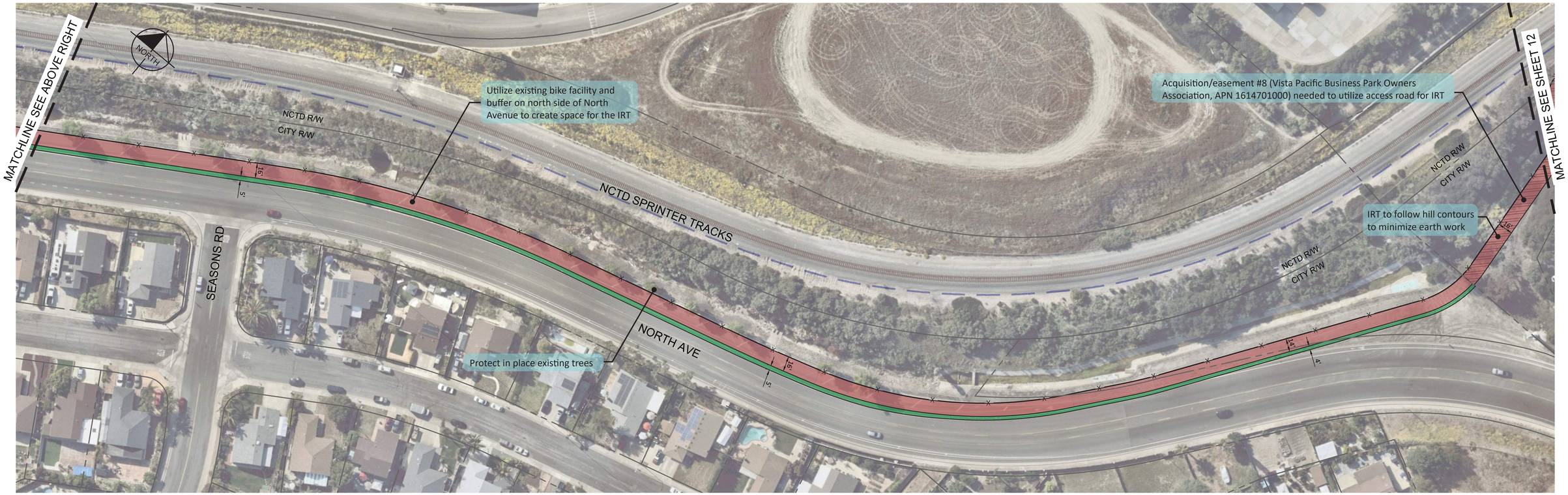
OCEANSIDE INLAND RAIL TRAIL FEASIBILITY STUDY: PRELIMINARY 5% CONCEPTS





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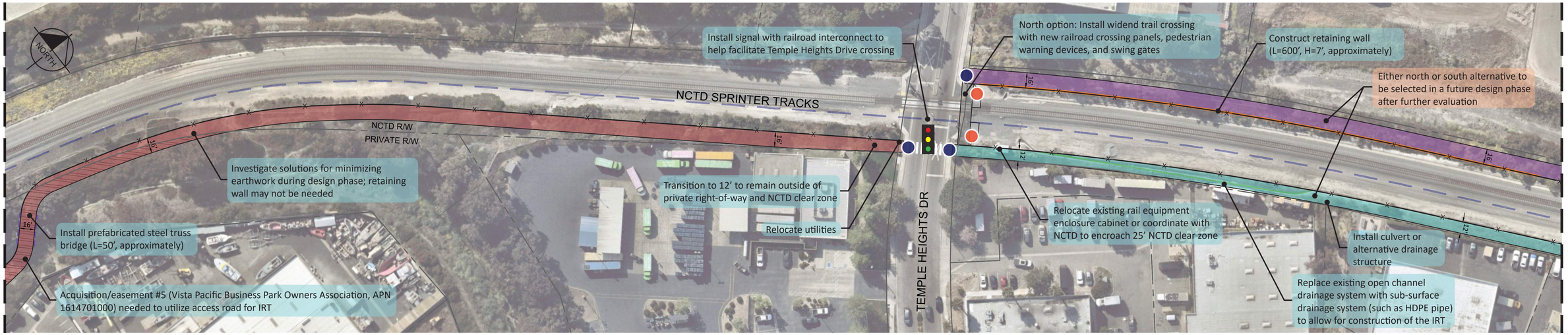

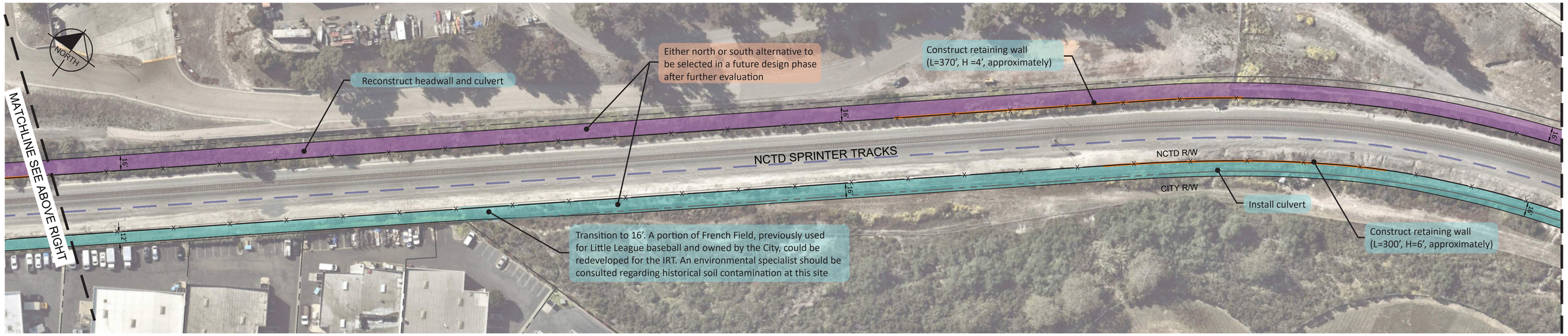

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NORTH

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 northern alignment in future station improvements or parking lot redevelopment, as feasible

MELROSE DRIVE SPRINTER STATION

CITY OF OCEANSIDE

CITY OF VISTA

NCTD R/W

NCTD R/W

Install culvert

Install culvert

16'

16'

Continue coordination with the City of Vista through final design

MATCHLINE SEE SHEET 12

CITY OF OCEANSIDE

CITY OF VISTA

NCTD SPRINTER TRACKS

Install culvert

16'

16'

Install widened trail crossing with new railroad crossing panels, pedestrian warning devices, and swing gates

Protect in place existing rail equipment enclosure cabinet

NCTD R/W

PRIVATE R/W

Install culvert

Coordinate with NCTD on station improvements including new southern platform to be added during NCTD double tracking

Install culvert

Install culvert

Legend

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Appendix E: 5% Preliminary Cost Estimate

Oceanside Inland Rail Trail - Preliminary 5% Concept Design Cost Estimate

October 3, 2025

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 From: Coastal Rail Trail Quantity	Segment A To: Oceanside Blvd Total Cost	Segment B From: Oceanside Blvd Quantity	Segment B To: Commerce St Total Cost	Segment C From: Commerce St Quantity	Segment C To: Crouch St Total Cost	Segment D From: Crouch St Quantity	Segment D To: El Camino Real Total Cost	Segment E From: El Camino Real Quantity	Segment E To: Rancho Del Oro SPRINTER Station Total Cost	Segment F From: Rancho Del Oro SPRINTER Station Quantity	Segment F To: College Blvd Total Cost	Segment G From: College Blvd Quantity	Segment G To: Temple Heights Dr Total Cost	Segment H (North) From: Temple Heights Dr Quantity	Segment H (North) To: Melrose Dr Total Cost	Segment H (South) From: Temple Heights Dr Quantity	Segment H (South) To: Melrose Dr Total Cost
1	Construct hard surface path and base	$ 20	SF	569,500	$ 11,390,000	27,000	$ 540,000	31,000	$ 620,000	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	569,500	$ 6,834,000	27,000	$ 324,000	31,000	$ 372,000	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	569,500	$ 2,847,500	27,000	$ 135,000	31,000	$ 155,000	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	165,200	$ 3,304,000	1,200	$ 24,000	1,000	$ 20,000	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	1,900	$ 95,000	420	$ 21,000	0	$ -	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	720	$ 720,000	0	$ -	720	$ 720,000	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	$ 4,100,000	1	$ 100,000	1	$ 100,000	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	$ 3,137,000	1	$ 166,000	1	$ 163,000	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	$ 15,148,000	1	$ 800,000	1	$ 786,000	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				$ 81,020,000		$ 4,280,000		$ 4,210,000		$ 6,740,000		$ 18,300,000		$ 9,900,000		$ 16,450,000		$ 13,330,000		$ 7,840,000		$ 6,930,000
	Contingency (30%)				$ 24,306,000		$ 1,284,000		$ 1,263,000		$ 2,022,000		$ 5,490,000		$ 2,970,000		$ 4,935,000		$ 3,999,000		$ 2,352,000		$ 2,079,000
	Construction Grand Total				**$ 105,326,000**		**$ 5,564,000**		**$ 5,473,000**		**$ 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*		$ 188,623,000		$ 9,964,000		$ 9,801,000		$ 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		$ 15,799,000		$ 835,000		$ 821,000		$ 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		$ 3,686,000		$ 195,000		$ 192,000		$ 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		$ 21,065,000		$ 1,113,000		$ 1,095,000		$ 1,752,000		$ 4,758,000		$ 2,574,000		$ 4,277,000		$ 3,466,000		$ 2,038,000		$ 1,802,000
	Total Soft Costs				**$ 50,900,000**		**$ 2,143,000**		**$ 2,108,000**		**$ 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*		$ 91,154,000		$ 3,838,000		$ 3,775,000		$ 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				**$ 156,226,000**		**$ 7,707,000**		**$ 7,581,000**		**$ 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*		$ 279,777,000		$ 13,802,000		$ 13,576,000		$ 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				**$ 13,800,000**		**$ 13,354,000**		**$ 9,632,000**		**$ 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				**$ 20,468,000**		**$ 18,497,000**		**$ 13,343,000**		**$ 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)				$ 36,656,000		$ 33,125,000		$ 23,894,000		$ 39,481,000		$ 44,528,000		$ 40,512,000		$ 32,006,000		$ 37,853,000		$ 34,670,000		$ 31,046,000