Montgomery Avenue Pedestrian Crossing

City of Encinitas

AGENDA

- Project History and Goals
- Existing Condition and Observations
- Grade Separation Evaluation
- At-Grade Crossing Alternative
  - Wayside Horn Demonstration
- Overpass Alternative
- Underpass Alternative
- Next Steps

Project History

- 2009 PSR
- Council Decisions

- Need
  - Future Train Projections
  - Pedestrian Counts
  - SANDAG Prioritization Study
  - Future NCTD Fencing

- Nearby Projects
  - Coastal Rail Trail
  - San Elijo Lagoon Double Track
  - Future Trench LOSSAN EIR

Project Goals

PROJECT LOCATION

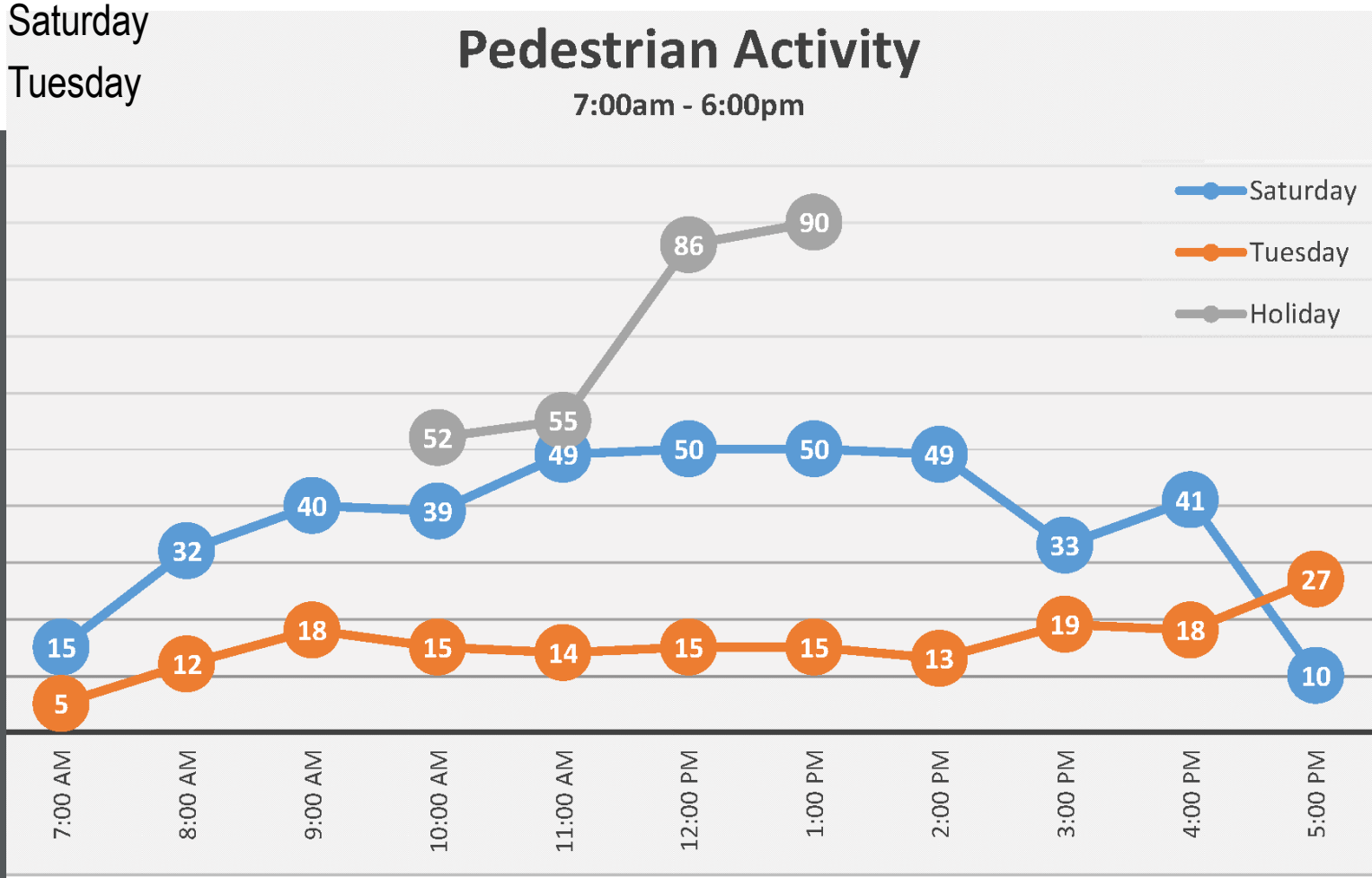
Montgomery Avenue

PROJECT LOCATION

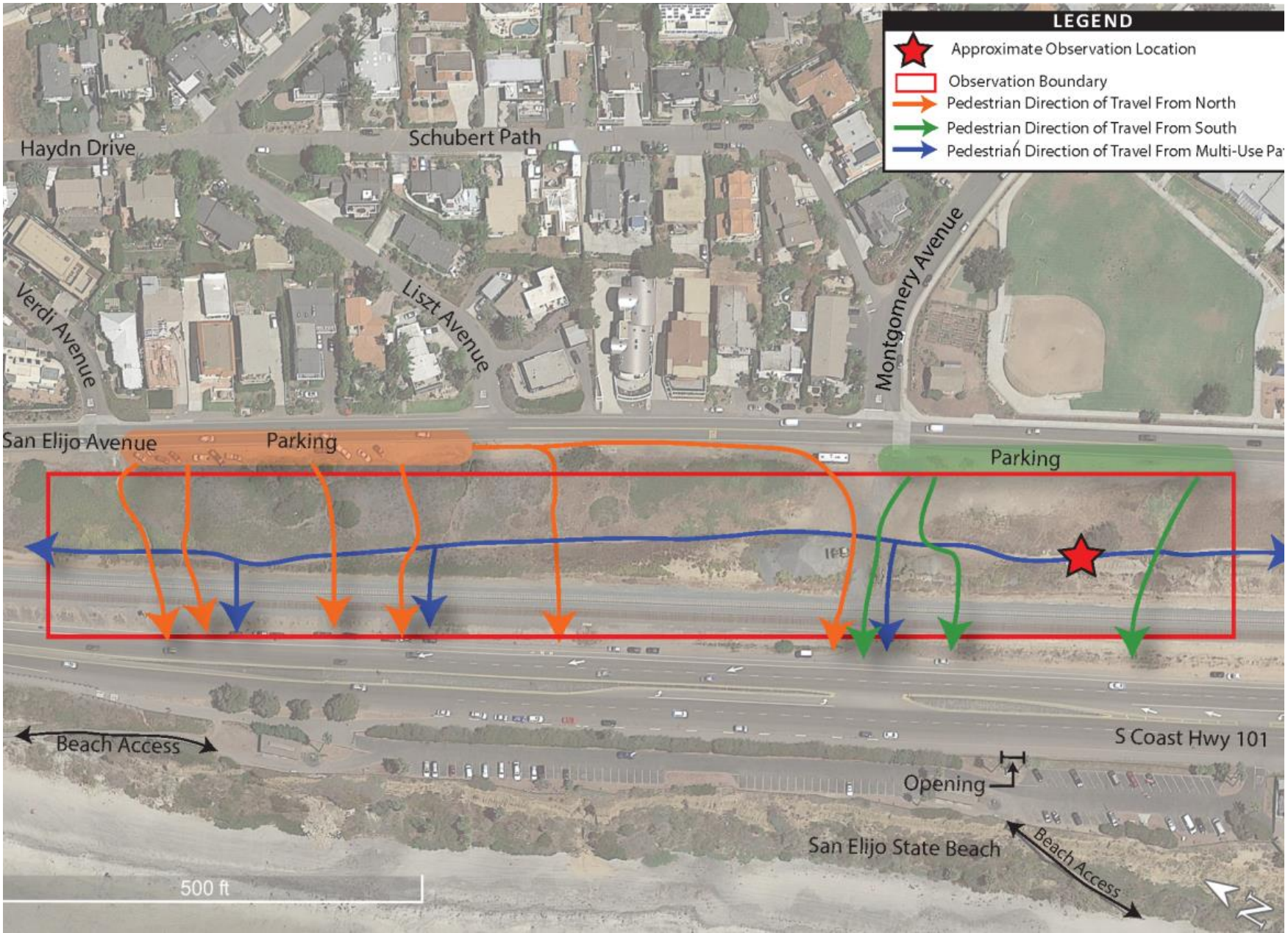
Montgomery Avenue

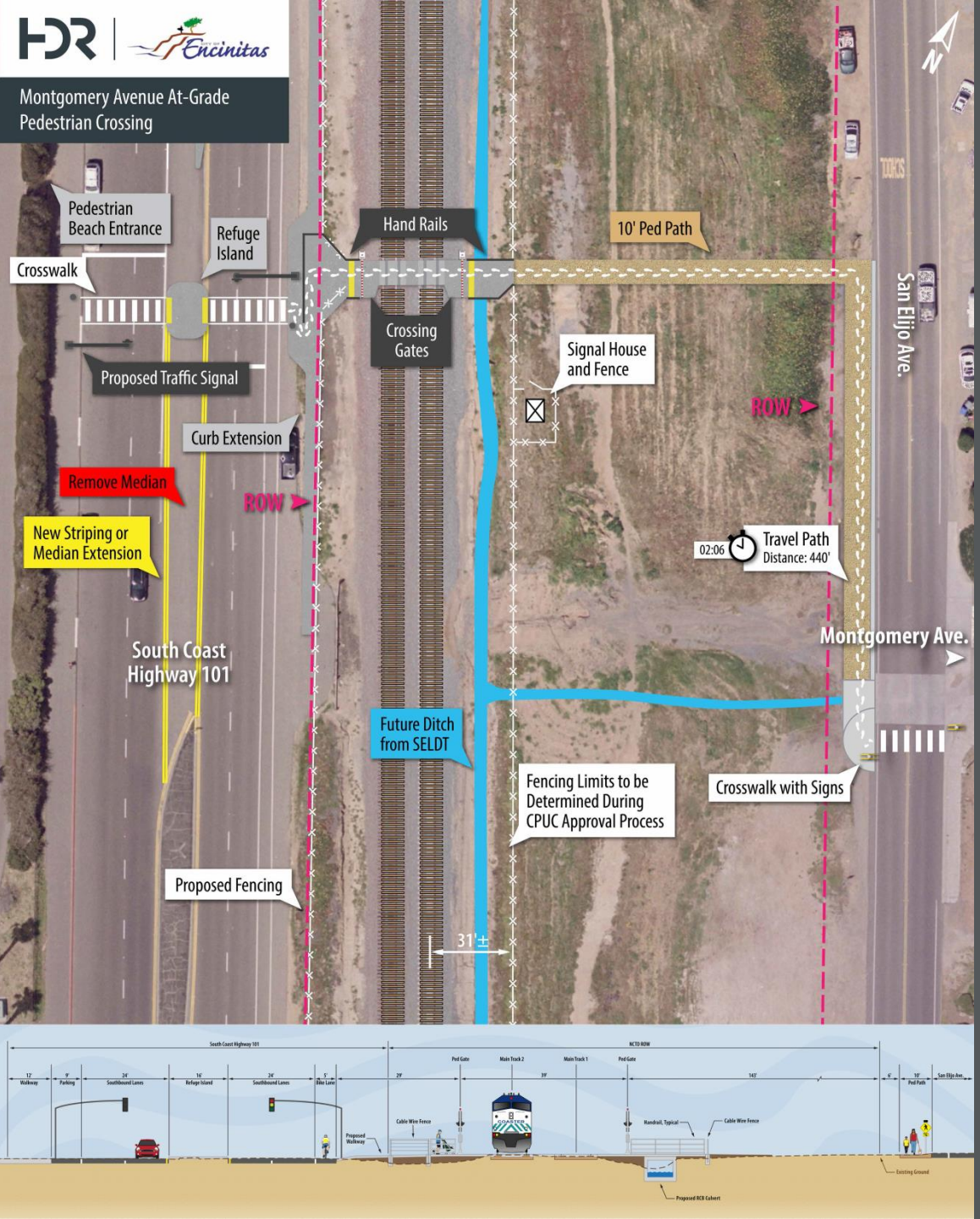
PEDESTRIAN CROSSING OBSERVATION

- Observation over Presidents Day Weekend 2016
  - Saturday, February 13th (7am to 6pm)
  - Monday, February 15th (10am to 2pm)
  - Tuesday, February 16th (7am to 6pm)
- 408 Crossings on Saturday
- 171 Crossings on Tuesday



PEDESTRIAN CROSSING OBSERVATION



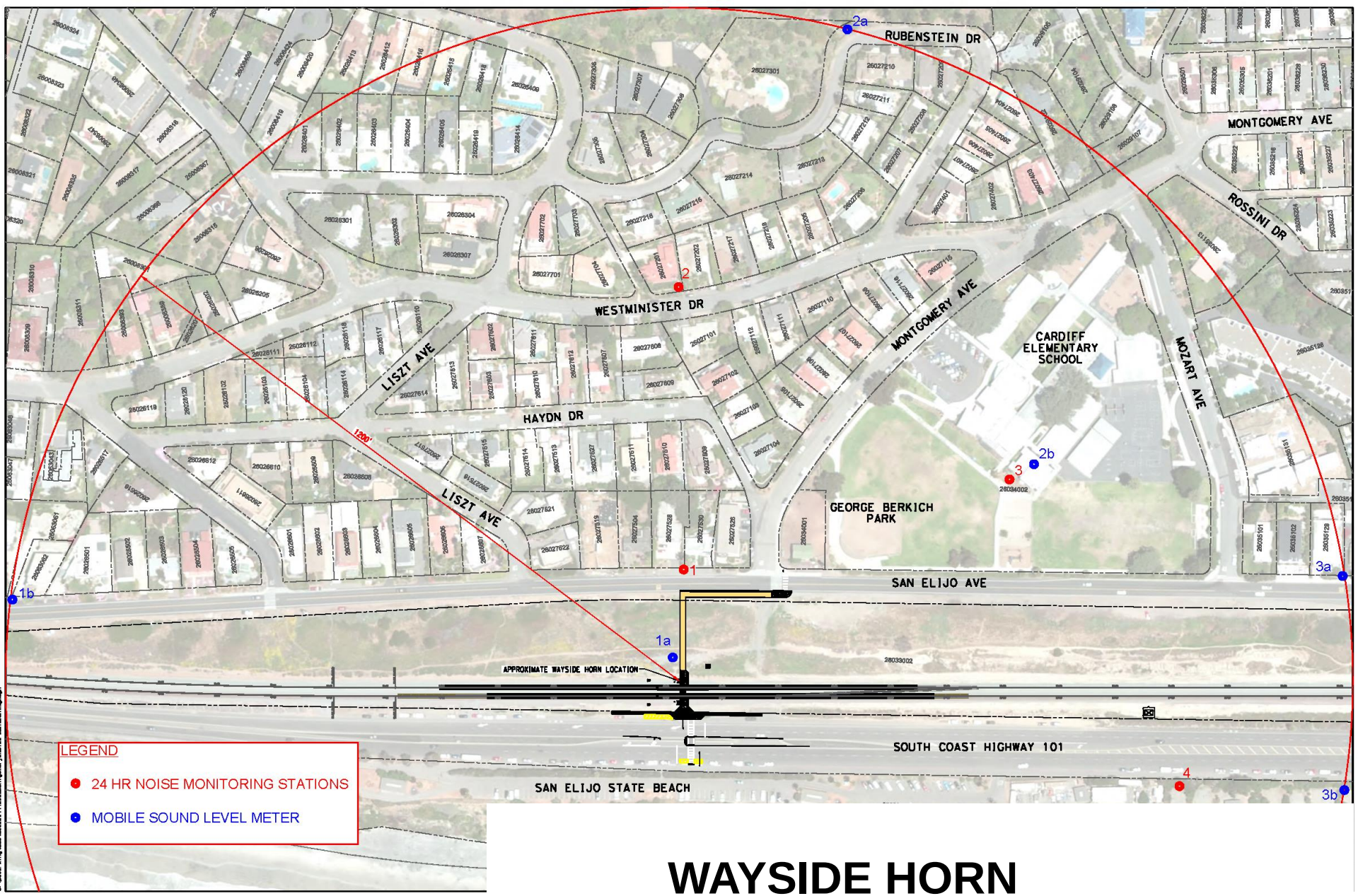


AT-GRADE

PEDESTRIAN CROSSING

AT-GRADE CROSSING FEATURES

- CPUC No. 9 Warning Gates, Flashers and Signs
- 10’ wide walkway
- 505’ long path from San Elijo Avenue to Coast Highway
- 4’ vertical change in path
- Advantages
  - Least expensive option
  - Minimal environmental and visual impact
  - Shortest traveled distance and ease of use
- Disadvantages
  - Not grade separated
  - Noise from bells and rail horn

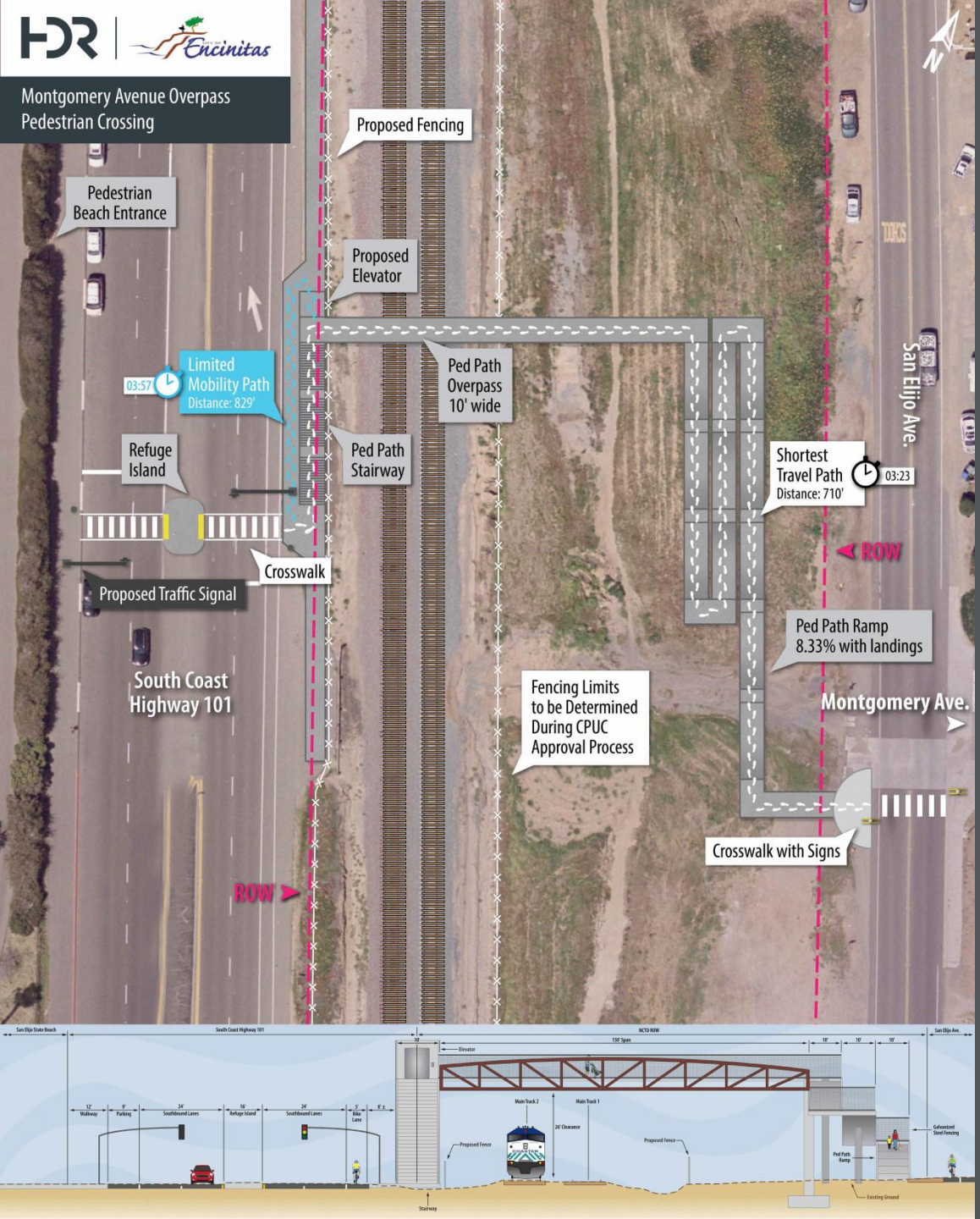


WAYSIDE HORN DEMONSTRATION

MONITORING LOCATIONS

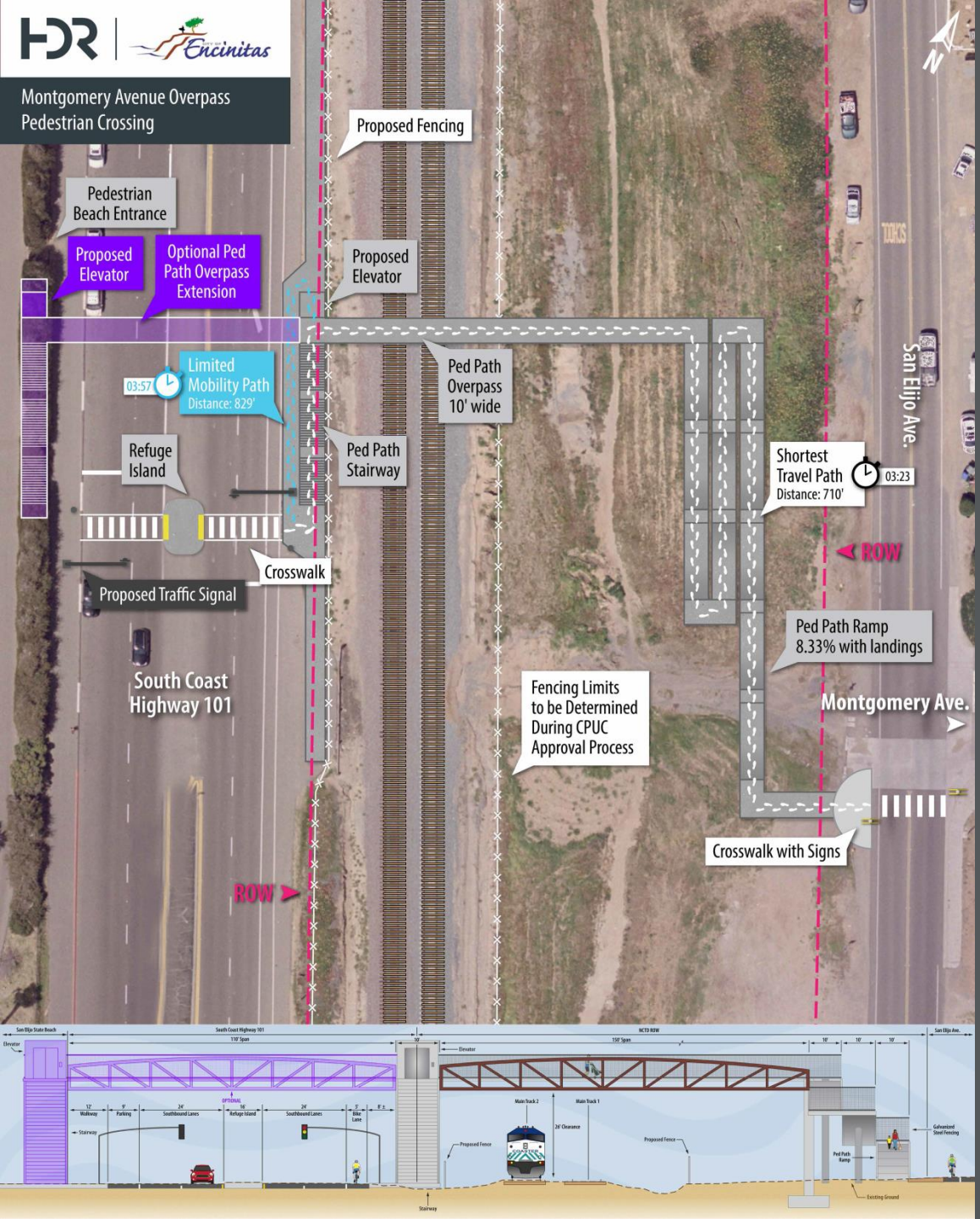
WAYSIDE HORN DEMONSTRATION

- 3 – 24 hour stationary noise monitors
- 3 – Mobile monitoring stations during testing
  - 2 locations each
- 1200’ foot recommended limit per FTA
- Horn Options
- Anticipated demonstration date



OVERPASS

PEDESTRIAN CROSSING

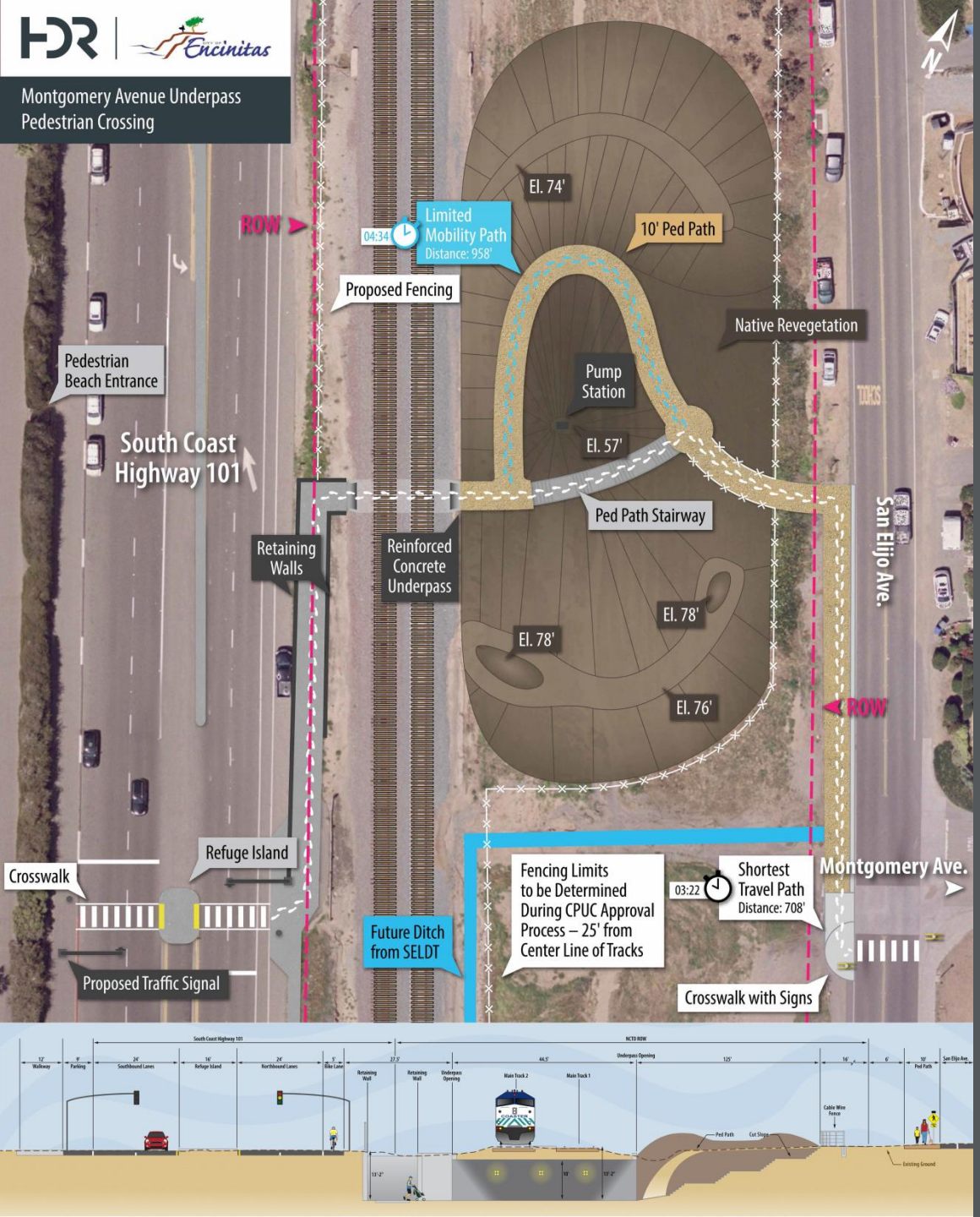


OVERPASS + 101

PEDESTRIAN CROSSING

OVERPASS CROSSING FEATURES

- Truss bridge over Railroad, and potentially over Coast Highway
- Ramps on east and stairs/elevator on west
- 736’ long path from San Elijo Avenue to Coast Highway
- 28’ vertical change in path
- Advantages
  - Grade separated crossing
  - Open air structure provides pedestrian view of entire crossing route
  - No bells or train horn
- Disadvantages
  - Over 30’ high requires voter approval from Proposition A “Right to Vote Amendment”
  - Total height approx. 40’ would obstruct views
  - Length of path and vertical change difficult for users with limited mobility or beach equipment



UNDERPASS

PEDESTRIAN CROSSING

UNDERPASS

VISUAL SIMULATION 1

UNDERPASS

VISUAL SIMULATION 2

UNDERPASS

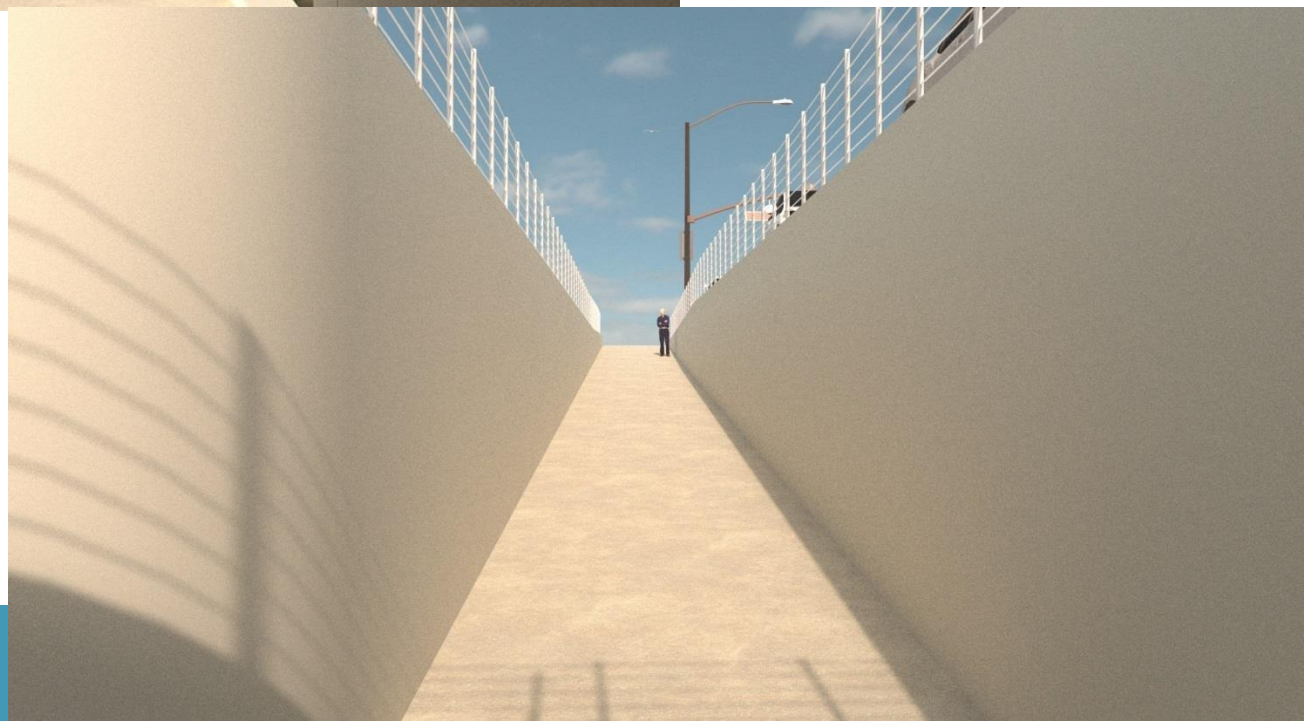
VISUAL SIMULATION 3

UNDERPASS

VISUAL SIMULATION 4

UNDERPASS

VISUAL SIMULATION 5



UNDERPASS CROSSING FEATURES

- Tunnel under Railroad
- Ramps and stairs on east, ramp in trench with retaining walls on west
- 948’ long path from San Elijo Avenue to Coast Highway
- 17’ vertical change in path
- Advantages
  - Grade separated crossing
  - No bells or train horn
  - No impact to ocean view
- Disadvantages
  - Tunnel with obstructed views of approaching paths- potential security and vandalism risks
  - Potential for flooding and increased maintenance
  - Largest environmental impact, and longest traveled path
  - Most expensive alternative