CITY OF ENCINITAS

CROSS CONNECT

RAIL CORRIDOR CROSS-CONNECT IMPLEMENTATION PLAN

DECEMBER 2020

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Aerial Photo of the Coastal Corridor near Batiquitos Lagoon
Coast Highway 101 is located to the west and Vulcan Avenue/San Elijo Ave is to the east. Improving access across the rail corridor and connecting communities is a key goal of the *Cross-Connect* project. (Photo: California Dept. of Transportation [Caltrans])

01. PURPOSE AND PROCESS

A. BACKGROUND

The *Rail Corridor Cross-Connect Implementation Plan (Cross-Connect)* builds upon the recommendations of the recently completed *Rail Corridor Vision Study (RCVS)* and *Coastal Mobility and Livability Study (CMLS)*, which broadly examined multimodal access issues and opportunities along the multimodal coastal corridor in the City of Encinitas. The overarching goal of the *Cross-Connect* plan is to provide a prioritized list of implementable projects that can improve access across the LOSSAN rail corridor as funding opportunities arise.

The corridor is centered around the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and parallel roads Coast Highway 101 and Vulcan Avenue/ San Elijo Avenue. The *Cross-Connect* plan lays the framework for implementing the Rail Corridor Crossing Policy developed as part of the *RCVS*, which ultimately envisions quarter-mile spacing between crossings, with initial priorities focused on creating crossings every half mile; serving the highest-activity areas; and equitably distributing new crossings among communities. The *Cross-Connect* plan also integrates recommendations from the A*ctive Transportation Plan (ATP)*, adopted in 2018.

This project was funded through the Caltrans Sustainable Transportation Planning Grant Program, which supports projects that contribute to California's greenhouse gas (GHG) emission reduction goals. By improving multimodal access across the LOSSAN rail corridor and creating connections between residences, schools, businesses, and transit, the *Cross-Connect* plan will help the City of Encinitas improve mobility, enhance quality of life, and contribute to GHG reductions.

B. PURPOSE

The *Cross-Connect* plan identifies, evaluates, and prioritizes a suite of 20 potential projects in the coastal corridor using a variety of criteria including access benefits, safety, cost, and community input. These projects are comprised of:

» **Crossings (8)[1]:** Provide east-west access across the rail corridor and adjacent roadways

» **Connectors (12):** Complete network gaps and facilitate access to the crossing locations

Each project has an accompanying project sheet, conceptual design, and preliminary cost estimate that will enable the City to pursue grants and other funding opportunities as they arise.

C. PROCESS

The *Cross-Connect* plan was developed through a robust technical planning and engineering process informed by extensive outreach to stakeholders and the broader community. City staff led the project team, which also included consultants WSP and Redhill Group.

The study included five major phases, described below, between March 2019 and August 2020. Figure 1 illustrates when these phases occurred and how they fit together.

» **Potential Projects and Rankings:** Compile a list of projects, using the *RCVS* and *ATP* for guidance, for consideration as *Cross-Connect* potential projects. Identify draft evaluation criteria, conduct detailed analyses, and produce preliminary rankings.

» **Community Engagement:** Solicit stakeholder and public input through a comprehensive survey, open house events, online outreach, and a Project Development Team (PDT).

» **Draft Design Concepts:** Examine high-level project feasibility and produce draft design concepts for stakeholder and public feedback. Conduct additional community engagement.

» **Refined Design Concepts and Rankings:** Refine design concepts based on stakeholder and public feedback. Develop cost estimates and refine project rankings based on revisions.

» **Implementation Strategy:** Develop an implementation road map including major milestones and key considerations. Evaluate potential funding sources and identify environmental and regulatory constraints that may affect project delivery.

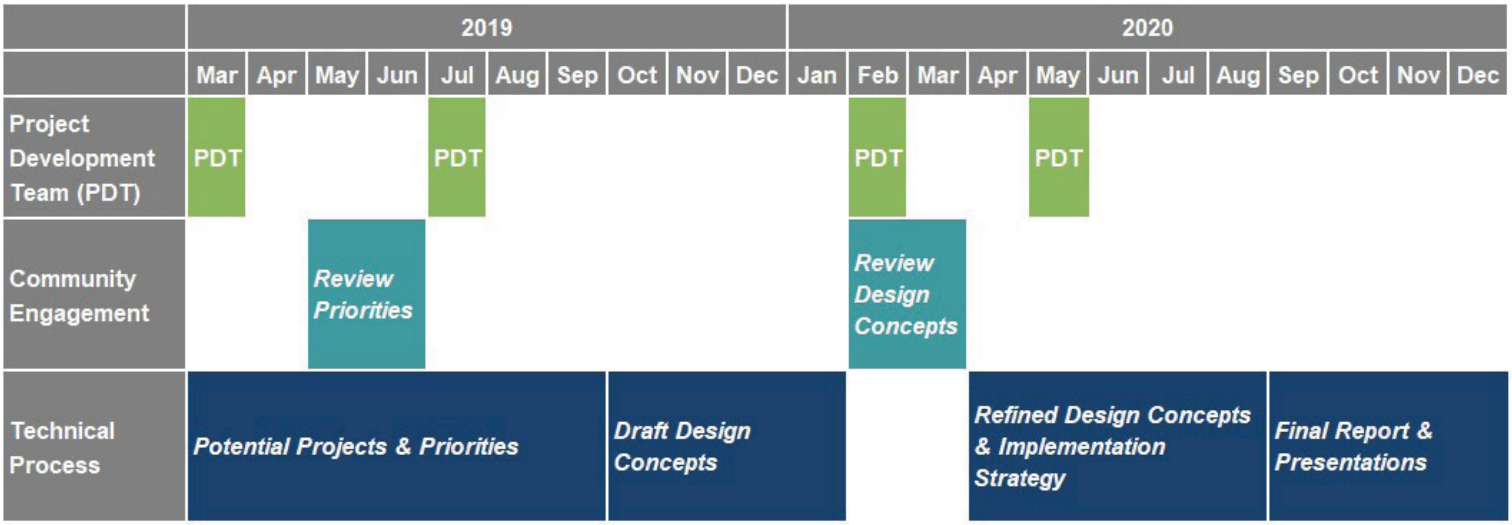


Figure 1: Project Schedule and Process
Illustrates the various phases of the project.

Images from the *Cross-Connect* Process
including news coverage, project goals, and a snapshot of the virtual Open House tool.

Outreach and Engagement
A statistical sample of approximately 5,000 survey invitations were distributed to residents and businesses citywide to gather comprehensive input on community priorities.

02. OUTREACH AND ENGAGEMENT

A. COMMUNITY ENGAGEMENT

The project included a variety of efforts to solicit community and stakeholder feedback and inform the development of the *Cross-Connect* plan.

As described below, both outreach phases were accompanied by an online component so that community members who could not attend the in-person Open House events could access all materials and provide input electronically.

OUTREACH PHASE 1 (MAY-JUNE 2019)

» **Comprehensive Survey:** Project team member Redhill Group designed and conducted a specialized, citywide survey to gather information on corridor usage, new crossing location priorities, and existing crossing location upgrades. The survey used a statistically valid sampling methodology, including a random sample of the entire city and an oversampling of low-income and Spanish-speaking communities. Approximately 5,000 survey invitations were physically mailed as postcards to the sampled addresses, directing participants to an online link to complete the survey. In total, 678 residents and 16 businesses responded.

» **Open House 1 (May 20, 2019, Encinitas Library):** Key topics were prioritization of crossing locations and potential evaluation criteria. Participants also had the option to complete the comprehensive survey. There were approximately 30 attendees.

» **Online Outreach/Virtual Open House (May 20-June 30, 2019):** Website allowing review of all Open House 1 materials, including project goals and process, potential projects, and potential evaluation criteria, and opportunity to complete the comprehensive survey.

OUTREACH PHASE 2 (JANUARY-FEBRUARY 2020)

» **Open House 2 (January 30, 2020, Encinitas Library):** Key topics were review of the draft design concepts for all 20 projects. There were approximately 130 attendees.

» **Online Outreach/Virtual Open House (January 30-February 23, 2020):** Review of the same draft design concepts shown at Open House 2. A total of over 1,000 comments were received on individual projects.

All outreach materials and comments are included in the report appendices.

KEY THEMES FROM COMMUNITY ENGAGEMENT

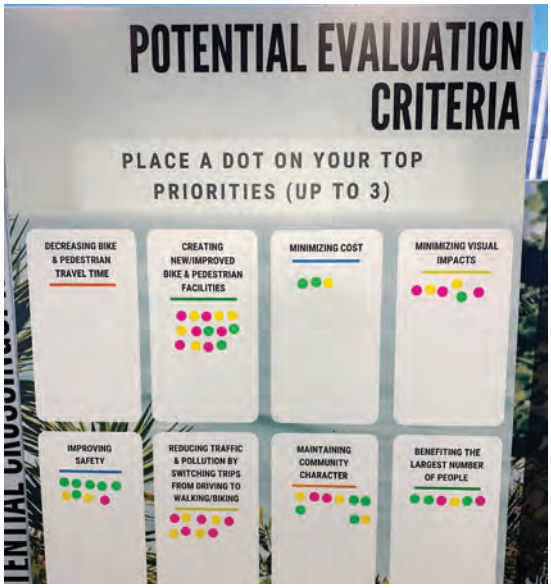
Several key themes emerged from the input collected through the community outreach process:

» There is strong desire to prioritize a crossing in north Leucadia, such as the proposed projects at Grandview Street/Hillcrest Drive and/or Sanford Street/Jupiter Street

» Community members also expressed a desire for improvements to the intersection of La Costa Avenue and Vulcan Avenue.

» Feedback on design concepts indicates a preference to minimize visual impacts along the corridor.

» Overall, community members expressed a strong desire to construct new railroad crossings and supporting bicycle and pedestrian facilities as soon as possible.



Outreach Phase 1
Images from the May 20, 2019, Open House at the Encinitas Library. Approximately 30 people attended and provided feedback on their priorities for potential crossing locations and evaluation critiera.

B. STAKEHOLDER ENGAGEMENT

Many public agencies are stakeholders in the the coastal rail corridor, including several planning and regulatory authorities. To ensure the *Cross-Connect* plan's consistency with these agencies' plans and policies, the project team convened a Project Development Team (PDT) that included staff representatives from the following stakeholders:

» San Diego Association of Governments (SANDAG)

» California Department of Transportation (Caltrans)

» North County Transit District (NCTD)

» California Coastal Commission

» California Public Utilities Commission (CPUC)

The PDT met four times over the course of the project and provided input at key project milestones:

» **PDT #1 (March 4, 2019):** Kickoff, project objectives, process and schedule, outreach plan, opportunities and constraints, and evaluation criteria.

» **PDT #2 (July 30, 2019):** Potential crossings and preliminary evaluation results.

» **PDT #3 (February 19, 2020):** Design concept review.

» **PDT #4 (May 14, 2020):** Summary of comments received on draft design concepts and update on proposed refinements.

KEY THEMES FROM THE PDT

Several key themes emerged from the agency stakeholders during the PDT process:

» Ensure all proposed projects are compatible with other active plans and projects in the corridor, such as as the future railroad double-tracking, completion of the Coastal Rail Trail, and potential drainage improvements.

Outreach Phase 2
Panoramic image of the January 30, 2020, Open House at the Encinitas Library. Approximately 130 people attended and provided input on the 20 draft design concepts.

» Ensure that technical specifications from other agencies, such as vertical clearance requirements, are reflected in the design concepts.

AT-GRADE CROSSING FEASIBILITY

During the project's initial phase, the project team met separately with CPUC staff to discuss the potential for new at-grade pedestrian crossings, rather than more costly grade-separated facilities. As the state's regulatory authority for railroad safety, the CPUC would need to approve any new at-grade crossings.

CPUC staff reported that the agency has effectively prohibited new at-grade crossings statewide. The governing reference is CPUC *General Order 75-D*, which explains that "the Commission's policy is to reduce the number of at-grade crossings on freight or passenger railroad mainlines in California."

Additionally, CPUC staff cited several specific concerns for the Encinitas rail corridor that further increase the safety risks of at-grade crossings:

» Number and frequency of trains

» Current and future double-tracking

» Track curvatures and grades

» Train speeds

» History of safety incidents

Given this very clear guidance, the project team opted to propose only grade-separated crossings as part of the *Cross-Connect* plan.

C. CITY GUIDANCE

The project team presented study highlights to the Traffic and Public Safety Commission in September 2020. The City Council approved the final *Cross-Connect Implementation Plan* in December 2020.

Connecting Encinitas Across the LOSSAN Rail Corridor
The *Cross-Connect* plan identifies 20 projects to improve connectivity in the coastal corridor. (Photo: Caltrans)

03. PROPOSED PROJECTS

A. PROPOSED PROJECT LOCATIONS

The *Cross-Connect* plan identifies 20 projects to improve multimodal access along the coastal corridor. These projects include:

- **Crossings (8):** Provide east-west access across the rail corridor and adjacent roadways
- **Connectors (12):** Complete network gaps and facilitate access to the crossing locations

The projects and their general locations are illustrated in Figure 2 through Figure 4.

B. DESIGN CONSIDERATIONS

Each project has an accompanying conceptual plan and preliminary cost estimate to advance the planning and design process and enable the City to pursue funding as opportunities arise. It should be noted that these concepts are preliminary and locations are approximate. Concepts will undergo further refinement through the community planning, engineering, and design process.

ASSUMPTIONS

All proposed crossings are assumed to be grade-separated rail overpasses or underpasses (see Section 2 for a discussion of the infeasibliity of at-grade crossings per input from the CPUC). While all crossing concepts illustrate either an overpass or an underpass, both crossing types are feasible in many locations, as indicated on each project sheet. The concepts illustrated in the *Cross-Connect* report are preliminary and not intended to preclude the evaluation of other options that may be possible at a given location.

Concepts illustrating underpasses are assumed to be bridge structures approximately 20 feet wide supported by columns. The project team also estimated the cost for an alternative design for a 10-foot wide box culvert (also known as a “mouse hole”) at these locations. Both cost estimates are included in the report appendices for comparison.

The projects illustrated in the report also attempt to avoid impacts to private property. However, all designs are conceptual in nature and will require further design and survey work to determine potential impacts.

Several projects also propose “enhanced lighted crosswalks.” These are assumed to be either a rectangular rapid flashing beacon (RRFB), high-intensity activated crosswalk beacon (HAWK), or other lighted crosswalk facility. Proposed facilities are conceptual in nature and subject to further evaluation and study.

DESIGN PHILOSOPHY AND RECOMMENDATIONS

The concepts for crossings and connectors illustrated in this report will undergo further detailed consideration as they move through the design process. A key design goal of the *RCVS* and *Cross-Connect* is to minimize the visual impacts of any future improvements along the corridor. The design approach is driven by the overall principle that “less is more” and that any interventions will be minimalistic is size, scale, and form; and very respectful of the natural environment and existing public view sheds. To better support this design philosophy, the project team developed the following guidelines to guide decisionmaking during future stages of project development:

- The layout and design of all elements should complement the natural setting of the rail corridor, including existing public view sheds, topography, and vegetation.
- The form and detailing of all elements should be simple and contemporary in design

Figure 2: Potential Projects - Whole Corridor
Potential projects across the whole rail corridor

Figure 3: Potential Projects - North
Potential projects in the northern portion of the rail corridor

Figure 4: Potential Projects - South
Potential projects in the southern portion of the rail corridor

to better focus attention on the natural environment of the coast.

» The detailing of above-grade structures, such as elevator towers or bridges across the rail corridor, should have visual interest in pattern, color, and transparency to mitigate the impact of bulk and mass.

» The detailing of below-grade structures, such as underground crossings or ramps, should utilize solar orientation and localized topographic conditions to ensure spaces are comfortable, safe, and daylit to the extent possible.

» The crossing passageways, whether above- or below-grade, should be wide, well lit, and visible to the extent possible from adjacent sidewalks and roadways.

» The entrances and exits to crossing passageways, particularly near turns and corners, should be wide enough to allow users to see ahead, avoid potential conflicts, and provide a buffer space for passing.

» The use of solid surfaces, such as retaining walls, should be reduced and contain other materials that soften visual impact, such as vegetative screening or public art.

» The incorporation of design features that minimize visual impacts, such as pedestal ramps, is encouraged.

» The use of landscaping and natural vegetation is encouraged in all areas to soften visual impact and better connect the intervention with the local environment.

» The application of earth and sand-colored tones and textures is encouraged in detailing, materiality, and fenestration to connect the intervention with place.

» The use of reflective materials such as glass, metal, or mirror should be limited in application to areas where necessary in order to avoid glare and/or light trespass.

» The application of outdoor lighting, such as streetlights or pedestrian bollards, should be designed to avoid increasing light pollution or negatively impacting adjacent residences.

ADJACENT AND COMPLIMENTARY PROJECTS

Several adjacent projects are in progress. Where design plans are known or available, concepts have been designed to be compatible with these other improvements:

» **101 Streetscape:** Traffic calming and beautification improvements on Coast Highway 101 in Leucadia, from La Costa Avenue to A Street.

» **Vulcan Ave Improvements:** Parking and surface improvements along Vulcan Avenue.

» **Drainage Improvements:** Drainage improvements focused on local streets.

» **El Portal Crossing:** A grade-separated crossing that is in design and funded through construction.

» **Verdi Ave Crossing:** A grade-separated rail crossing that is in design. Construction funding has yet to be identified.

» **Batiquitos Lagoon Double Track:** 2.7 miles of second main track on the LOSSAN Rail Corridor from Avenida Encinas (Carlsbad) to Orpheus Avenue. Led by SANDAG, the north segment includes replacement of the Batiquitos Lagoon rail bridge and is expected to be complete by 2025. The south segment includes improvements at the La Costa Avenue crossing and is expected to be complete by 2030. Design is ongoing and has not yet been finalized.

» **Coastal Rail Trail:** A north-south multi-use path roughly parallel to the rail corridor, both within the rail right-of-way and on adjacent City land. Led by SANDAG and spread across multiple phases, with the segment from La Costa Avenue to Santa Fe Drive currently in the planning stage.

C. PROJECT SHEETS

Pages 15 to 39 are project sheets summarizing each proposed project.

Bishop's Gate Rd Rail Corridor Crossing

Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail overpass with ramps and stairs
- Sidewalks and crosswalks on Vulcan Avenue and Ashbury Street

FEASIBLE CROSSING OPTIONS

- Overpass
- Underpass

ESTIMATED COST

Item	
Design	$3.20 million
Base Construction Cost	$5.92 million
Mobilization and Contingency	$1.18 million
Construction Management and Support	$4.81 million
Total Estimated Cost	**$15.12 million**

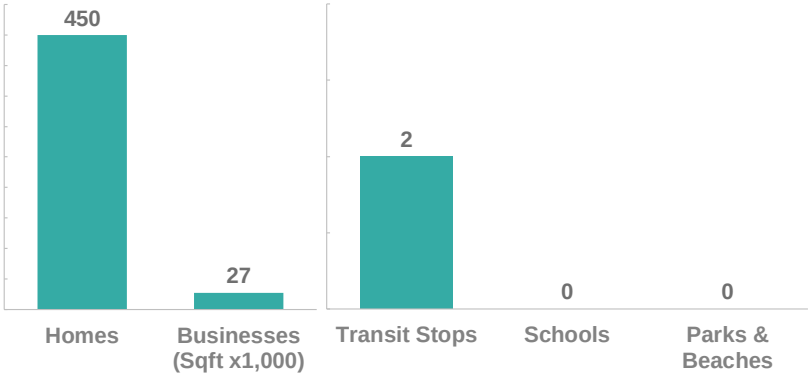
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

CITY OF Encinitas

505 S. Vulcan Avenue
Encinitas, CA 92024
(760) 633-2703
www.encinitasca.gov

Grandview St/Hillcrest Dr Rail Corridor Crossing

Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail overpass with stairs and elevators
- Sidewalks and crosswalks on Vulcan Avenue, Coral Cove Way, and Hillcrest Drive

FEASIBLE CROSSING OPTIONS

- Overpass
- Underpass

ESTIMATED COST

Item	
Design	$1.33 million
Base Construction Cost	$2.47 million
Mobilization and Contingency	$0.49 million
Construction Management and Support	$2.81 million
Total Estimated Cost	**$7.11 million**

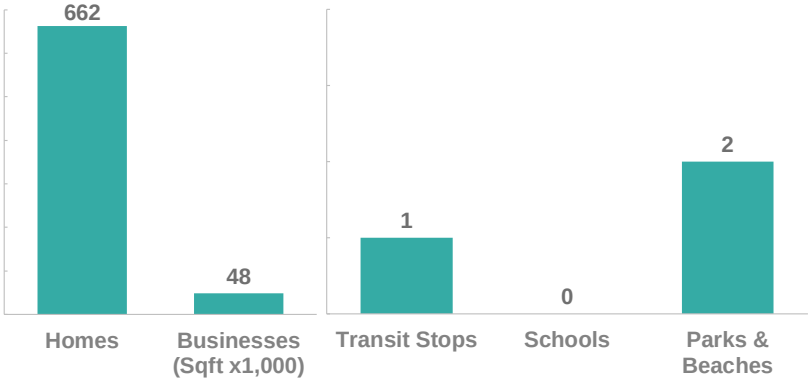
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

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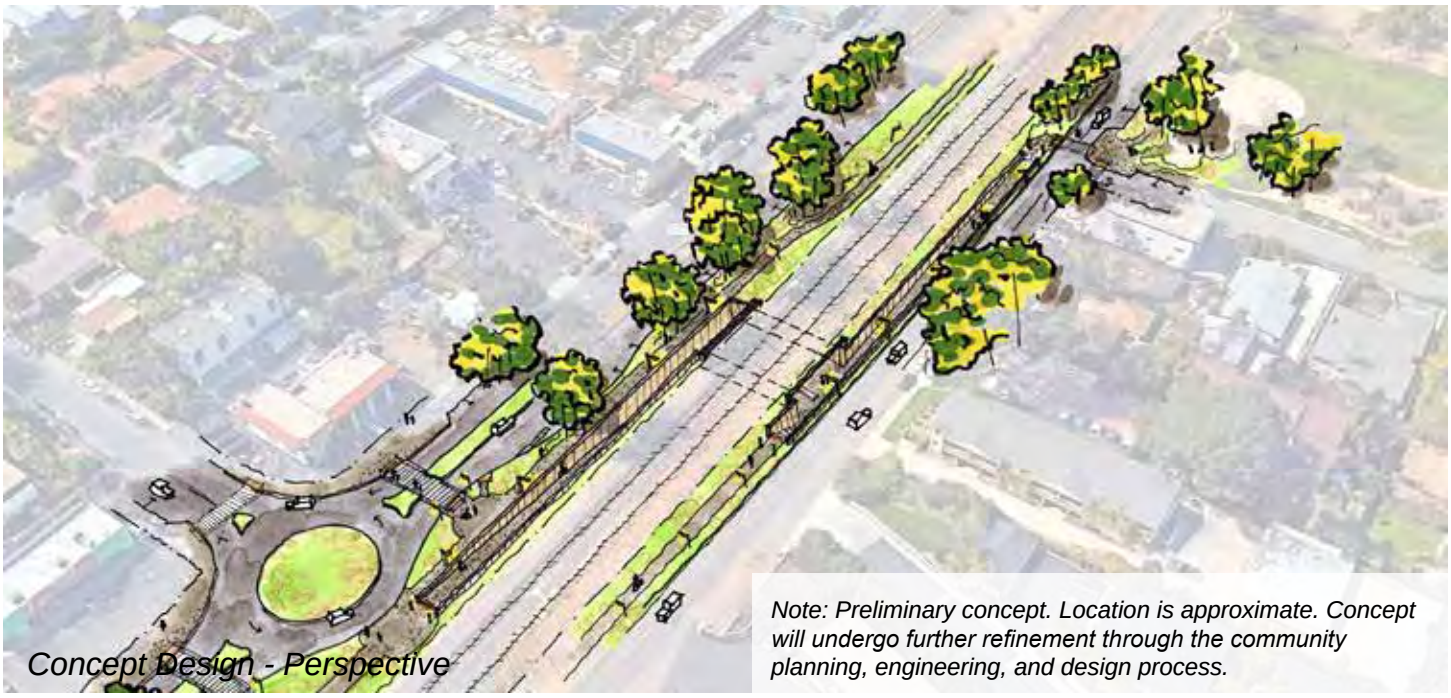
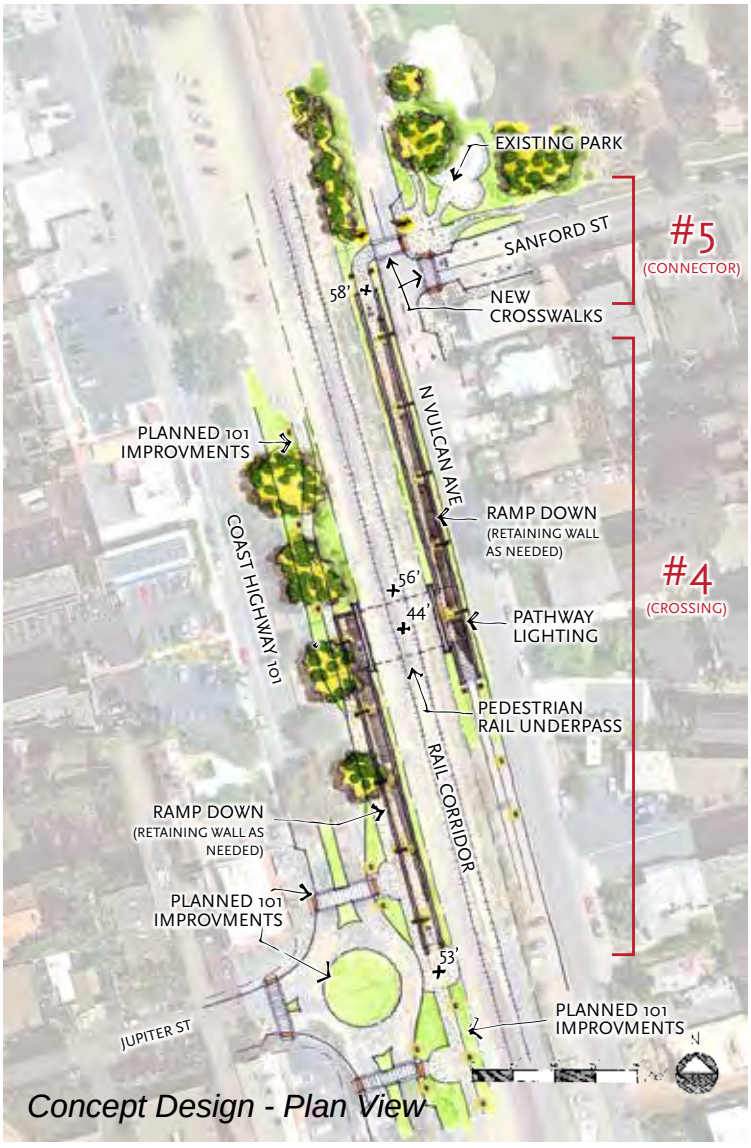
Sanford St/Jupiter St Rail Corridor Crossing + Connector



Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.



Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail underpass with ramps
- Sidewalks and crosswalks on Vulcan Avenue and Sanford Street

FEASIBLE CROSSING OPTIONS

- Overpass or Underpass

ESTIMATED COST

Item	
Design	$1.77 million
Base Construction Cost	$3.27 million
Mobilization and Contingency	$0.65 million
Construction Management and Support	$3.56 million
Total Estimated Cost	**$9.25 million**

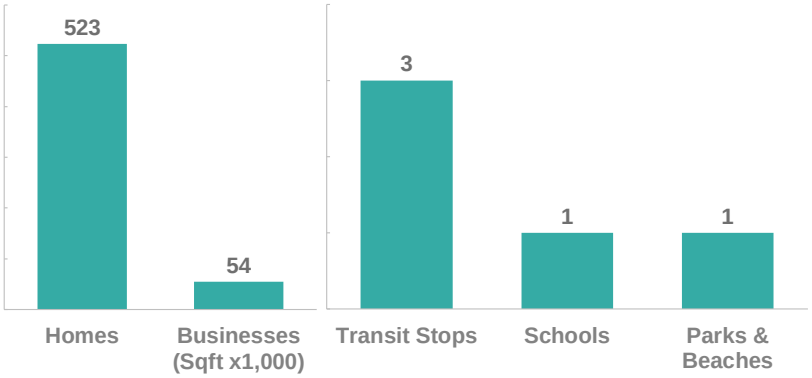
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. Estimated cost above assumes 20' wide bridge structure. Estimated cost for a 10' wide structure ("mouse hole") at this location is approximately $8.17 million. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

City of Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

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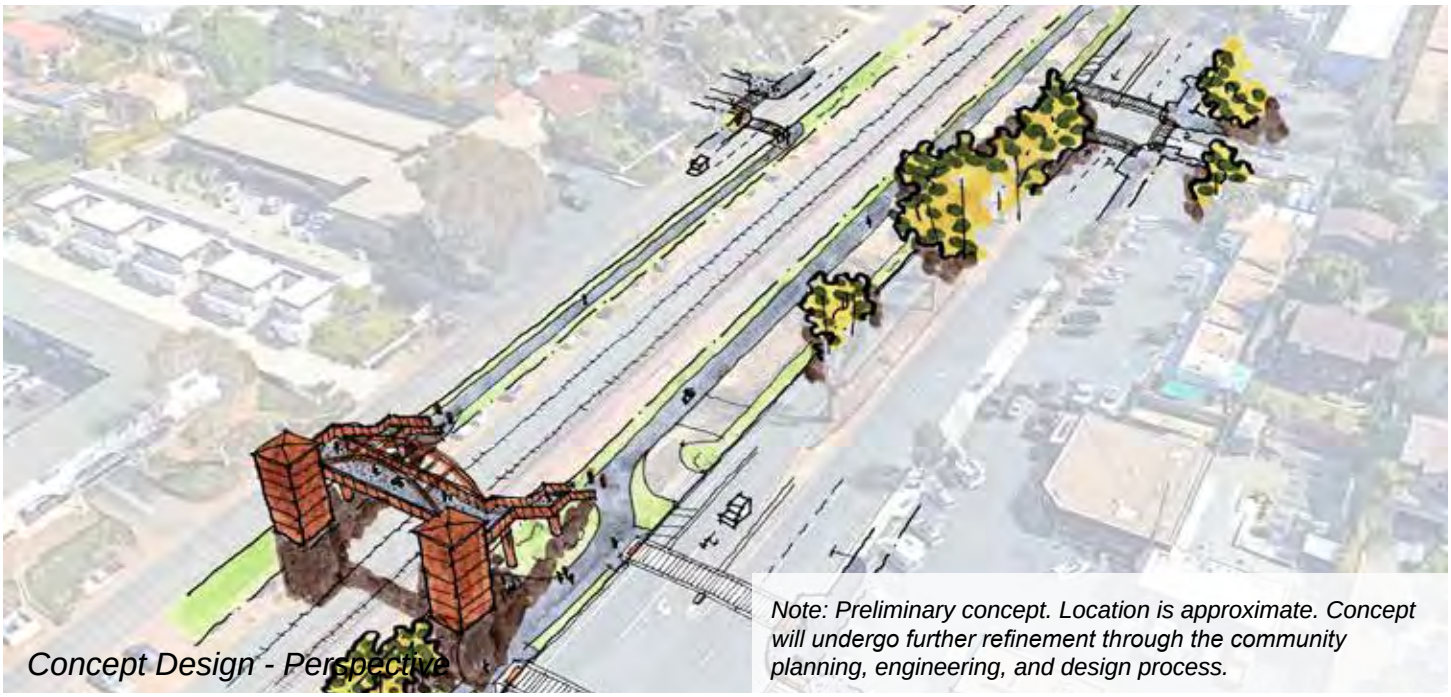
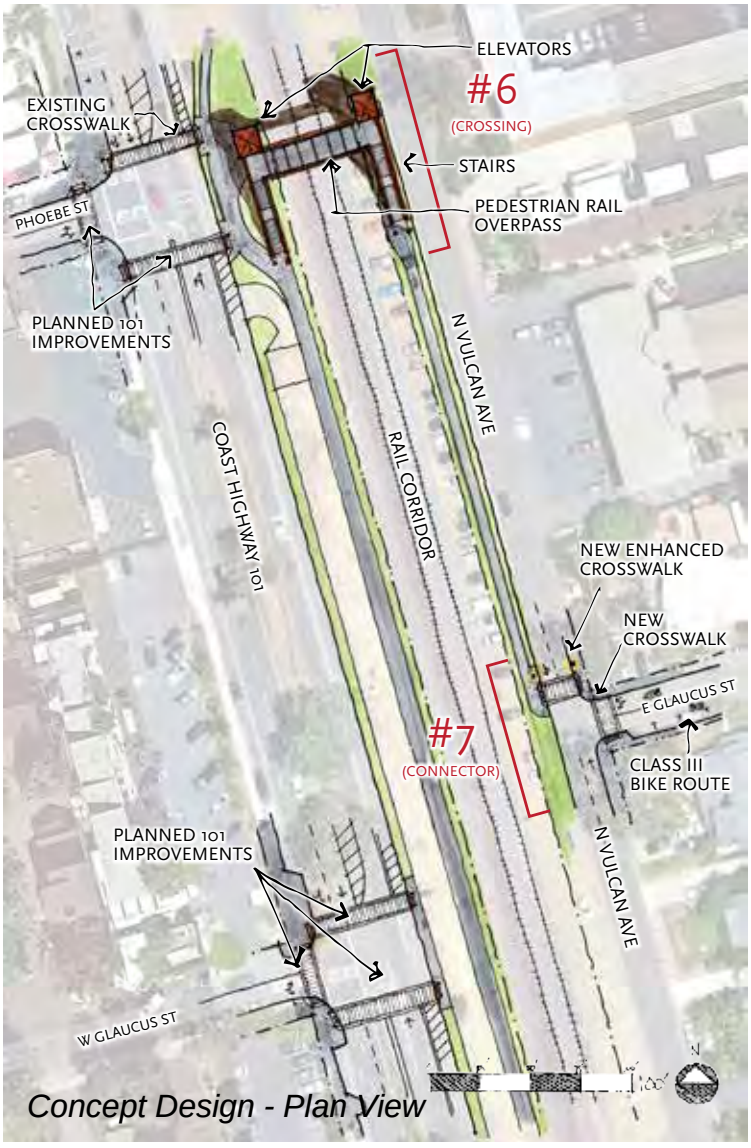
Phoebe St/Glaucus St Rail Corridor Crossing + Connector



Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.



Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail overpass with elevators and stairs
- Sidewalks and crosswalks on Vulcan Avenue, including an enhanced lighted crosswalk
- Decomposed granite trial and Class III shared bike route on E Glaucus Street

FEASIBLE CROSSING OPTIONS

- Overpass or Underpass

ESTIMATED COST

Item	
Design	$0.95 million
Base Construction Cost	$1.76 million
Mobilization and Contingency	$0.35 million
Construction Management and Support	$1.68 million
Total Estimated Cost	**$4.74 million**

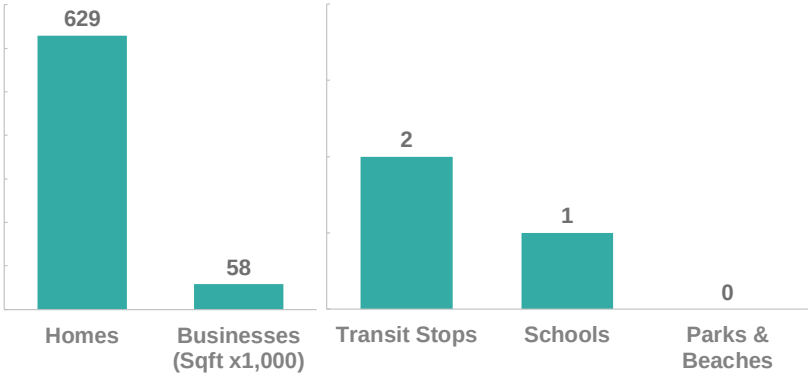
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

City of Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

CROSS CONNECT

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The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

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Daphne St/Basil St Rail Corridor Crossing

Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail overpass with elevators and stairs
- Sidewalks and crosswalks on Vulcan Avenue

FEASIBLE CROSSING OPTIONS

- Overpass
- Underpass

ESTIMATED COST

Item	
Design	$1.22 million
Base Construction Cost	$2.25 million
Mobilization and Contingency	$0.45 million
Construction Management and Support	$2.68 million
Total Estimated Cost	**$6.60 million**

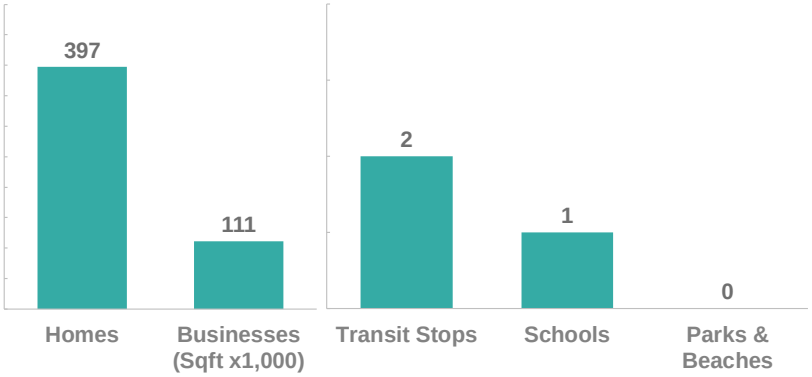
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

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Marcheta St/Orpheus Ave Rail Corridor Crossing

Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail underpass with ramps and pathway lighting
- Sidewalks and crosswalks on Vulcan Avenue and Orpheus Avenue

FEASIBLE CROSSING OPTIONS

- Overpass or Underpass

ESTIMATED COST

Item	
Design	$2.42 million
Base Construction Cost	$4.48 million
Mobilization and Contingency	$0.90 million
Construction Management and Support	$3.97 million
Total Estimated Cost	**$11.76 million**

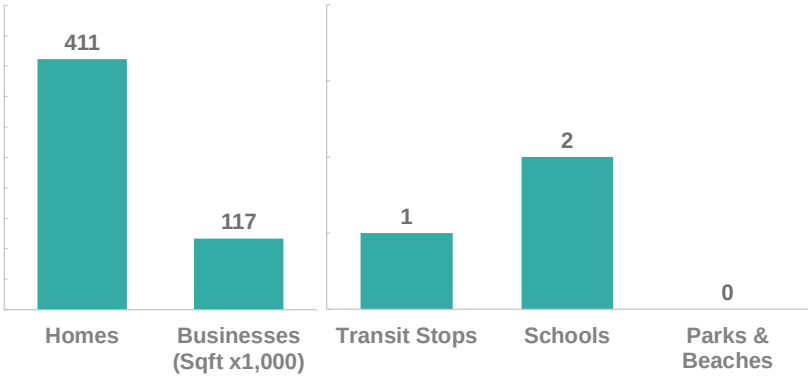
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. Estimated cost above assumes 20' wide bridge structure. Estimated cost for a 10' wide structure ("mouse hole") at this location is approximately $11.03 million. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

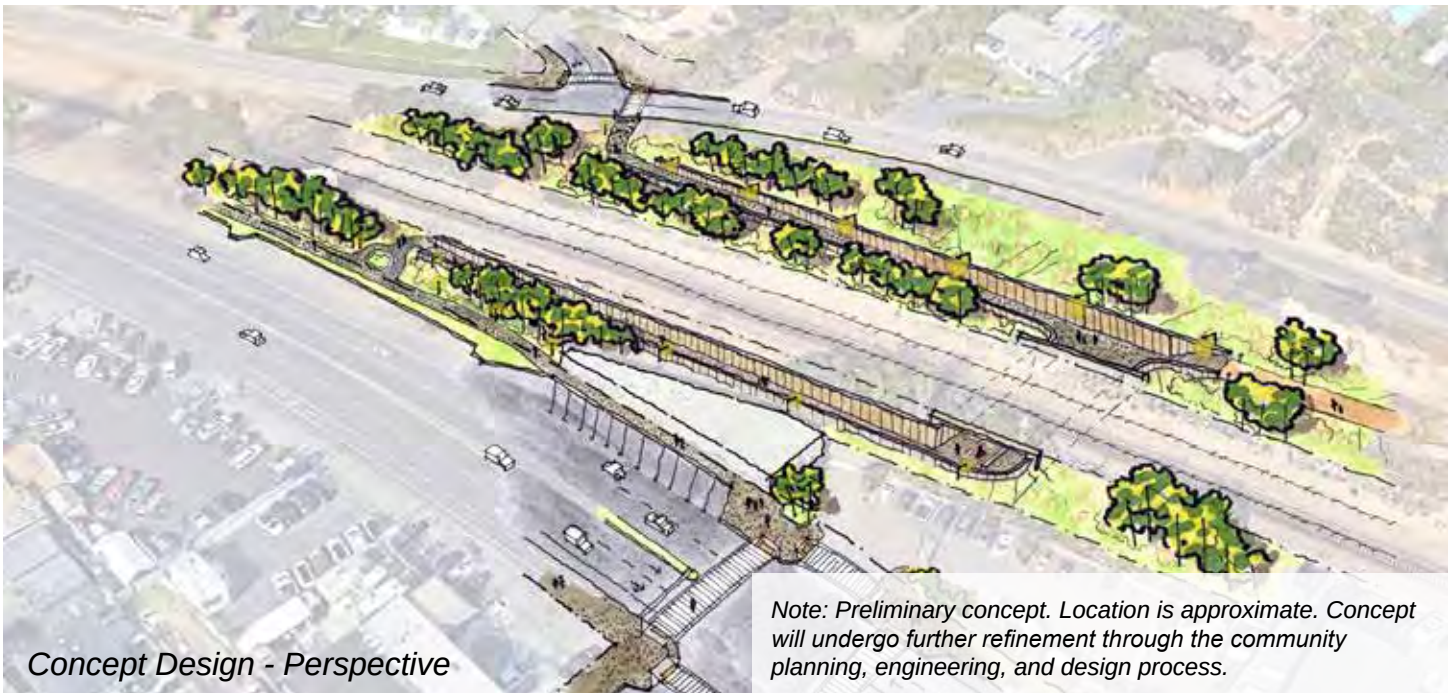
FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

CITY OF Encinitas

505 S. Vulcan Avenue
Encinitas, CA 92024
(760) 633-2703
www.encinitasca.gov

A St/Sunset Dr Rail Corridor Crossing



Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail underpass with ramps and pathway lighting
- Crosswalks at A Street and Sunset Drive, including an enhanced lighted crosswalk

FEASIBLE CROSSING OPTIONS

- Overpass
- Underpass

ESTIMATED COST

Item	
Design	$2.34 million
Base Construction Cost	$4.34 million
Mobilization and Contingency	$0.87 million
Construction Management and Support	$3.89 million
Total Estimated Cost	**$11.45 million**

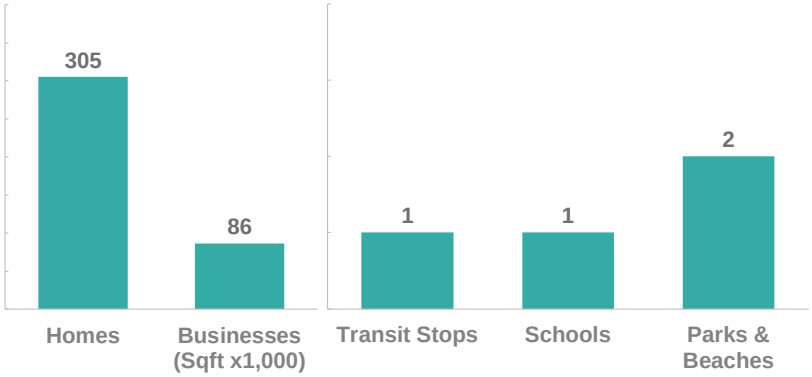
Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. Estimated cost above assumes 20' wide bridge structure. Estimated cost for a 10' wide structure ("mouse hole") at this location is approximately $10.24 million. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

Encinitas CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

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The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

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505 S. Vulcan Avenue
Encinitas, CA 92024
(760) 633-2703
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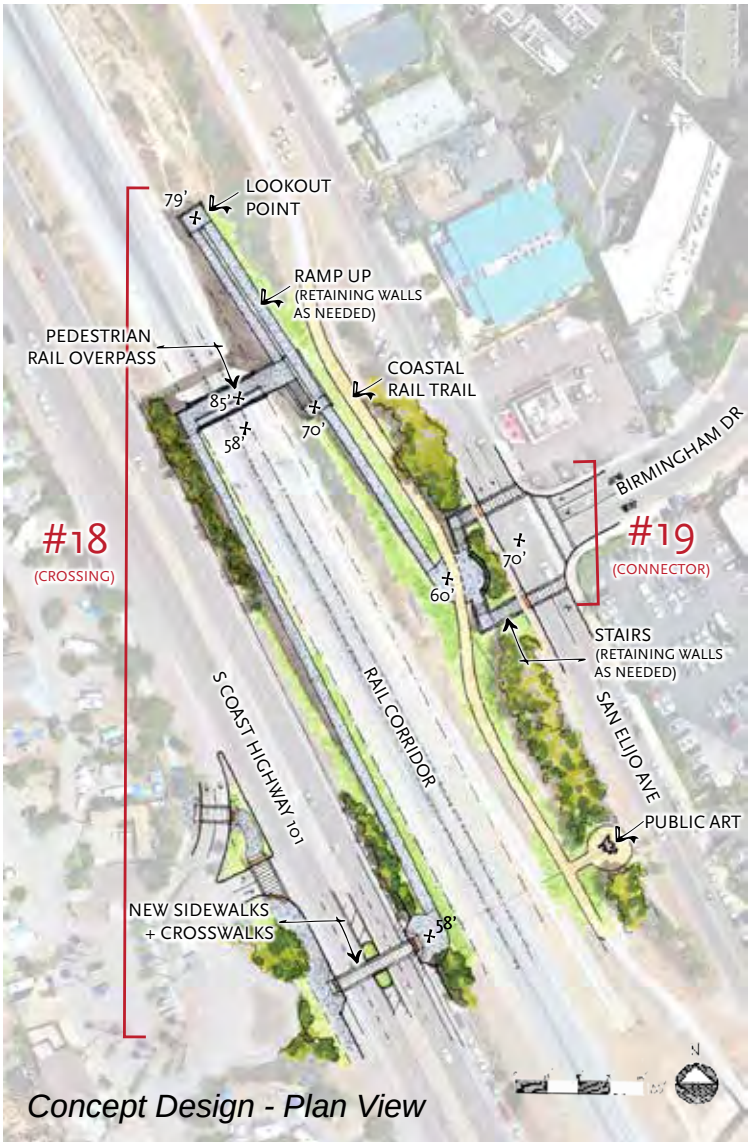
Birmingham Dr Rail Corridor Crossing + Connector

Concept Design - Perspective

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.



Concept Design - Plan View

PROJECT DESCRIPTION

- Pedestrian rail overpass with ramps and stairs
- Sidewalks and crosswalks on Coast Highway 101, San Elijo Avenue, and Birmingham Drive
- Class III shared bike route on Birmingham Drive

FEASIBLE CROSSING OPTIONS

- Overpass or Underpass

ESTIMATED COST

Item	
Design	$2.51 million
Base Construction Cost	$4.65 million
Mobilization and Contingency	$0.93 million
Construction Management and Support	$4.67 million
Total Estimated Cost	**$12.75 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

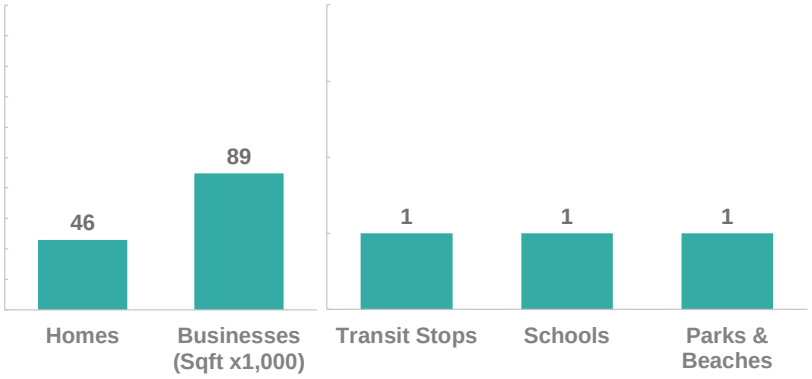
City of Encinitas

CROSS CONNECT

ACCESS BENEFITS

The number of homes and destinations within a 5-minute walk helps determine the project's potential benefits, user demand, and ability to reduce greenhouse gas emissions and vehicle miles traveled.

5-Minute Walk Distance (Analysis)



5-Minute Walk Distance (Map)

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

CITY OF Encinitas

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www.encinitasca.gov

La Costa Ave Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Sidewalks, lighting, and crosswalks along La Costa Avenue and Vulcan Avenue
- Improved lighting and sidewalk protection (delineators) on La Costa Avenue bridge
- Option for future intersection study at La Costa Avenue and Vulcan Avenue

ESTIMATED COST

Item	
Design	$0.46 million
Base Construction Cost	$0.85 million
Mobilization and Contingency	$0.17 million
Construction Management and Support	$1.10 million
Total Estimated Cost	**$2.58 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

CITY OF Encinitas

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Leucadia Blvd Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Improvements to existing bike lanes on Leucadia Boulevard
- Sidewalk on Vulcan Avenue

ESTIMATED COST

Item	
Design	$0.34 million
Base Construction Cost	$0.63 million
Mobilization and Contingency	$0.13 million
Construction Management and Support	$0.97 million
Total Estimated Cost	**$2.06 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

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CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

CITY OF Encinitas

505 S. Vulcan Avenue
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(760) 633-2703
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Union St Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Sidewalks and crosswalks on Vulcan Avenue and Union Street
- Class III shared bike route on Union Street

ESTIMATED COST

Item	
Design	$0.35 million
Base Construction Cost	$0.65 million
Mobilization and Contingency	$0.13 million
Construction Management and Support	$0.98 million
Total Estimated Cost	**$2.12 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

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CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

CITY OF Encinitas

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Encinitas Blvd Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Pedestrian bridges over Vulcan Avenue and Encinitas Boulevard
- Class I multi-use path along south side of Encinitas Boulevard
- Class II buffered bike lane on north side of Encinitas Boulevard
- Active Transportation Plan (ATP) concept

CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

ESTIMATED COST

Item	
Design	$2.09 million
Base Construction Cost	$3.87 million
Mobilization and Contingency	$0.77 million
Construction Management and Support	$2.85 million
Total Estimated Cost	**$9.58 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

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CITY OF Encinitas

505 S. Vulcan Avenue
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www.encinitasca.gov

D Street Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Class I multi-use path on east side of Vulcan Avenue
- Class III shared bike route on D Street
- Improved higher-visibility crosswalks and curb ramps
- Active Transportation Plan (ATP) concept

ESTIMATED COST

Item	
Design	$0.36 million
Base Construction Cost	$0.67 million
Mobilization and Contingency	$0.13 million
Construction Management and Support	$0.99 million
Total Estimated Cost	**$2.15 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

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CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

CITY OF Encinitas

505 S. Vulcan Avenue
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F Street Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Sidewalks and crosswalks on Vulcan Avenue, F Street, and I Street
- Class III shared bike route on F Street
- New crosswalks, including enhanced lighted crosswalks along Vulcan Avenue

ESTIMATED COST

Item	
Design	$0.61 million
Base Construction Cost	$1.12 million
Mobilization and Contingency	$0.22 million
Construction Management and Support	$1.25 million
Total Estimated Cost	**$3.21 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

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The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

Santa Fe Dr Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- New sidewalks and lighting along Vulcan Avenue from J Street to Cornish Drive
- New enhanced lighted crosswalk at Vulcan Avenue and J Street
- Improved crosswalks and lighting at Santa Fe Drive and Vulcan Avenue

ESTIMATED COST

Item	
Design	$0.48 million
Base Construction Cost	$0.89 million
Mobilization and Contingency	$0.18 million
Construction Management and Support	$1.12 million
Total Estimated Cost	**$2.67 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

FOR MORE INFORMATION

Please visit the *Cross-Connect* page at www.encinitasca.gov/Cross-Connect

Verdi Ave Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Sidewalks on San Elijo Avenue
- Crosswalks and improved sidewalks at Verdi Avenue and Liszt Avenue intersections

ESTIMATED COST

Item	
Design	$0.53 million
Base Construction Cost	$0.98 million
Mobilization and Contingency	$0.20 million
Construction Management and Support	$1.17 million
Total Estimated Cost	**$2.89 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

FOR MORE INFORMATION

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CROSS CONNECT

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

The purpose is to create conceptual designs for "crossing" and "connector" projects which will then be brought forward as funding becomes available and future grants are applied for.

CITY OF Encinitas

505 S. Vulcan Avenue
Encinitas, CA 92024
(760) 633-2703
www.encinitasca.gov

Norfolk-Dublin-Chesterfield Rail Corridor Connector

Note: Preliminary concept. Location is approximate. Concept will undergo further refinement through the community planning, engineering, and design process.

PROJECT DESCRIPTION

- Trail along west side of San Elijo Avenue and decomoposed granite (DG) trails south of Kilkenny Drive
- Class II bike lanes and Class III shared bike routes on San Elijo Avenue
- Class III shared bike route on Norfolk Drive
- Sidewalks on Dublin Drive
- New crosswalks, including an enhanced lighted crosswalk at San Elijo Avenue and Dublin Drive

ESTIMATED COST

Item	
Design	$0.43 million
Base Construction Cost	$0.79 million
Mobilization and Contingency	$0.16 million
Construction Management and Support	$1.06 million
Total Estimated Cost	**$2.45 million**

Costs are preliminary estimates in 2020 dollars and should assume an 8% escalation per year. See the Rail Corridor Cross-Connect Implementation Plan appendix for additional details.

The Rail Corridor Cross-Connect Implementation Plan studies how to better connect Encinitas' five communities across the railroad tracks that divide the City's coastal corridor.

The project focuses on the rail corridor and adjacent parallel roads, spanning from the west side of Coast Highway 101 to the east side of Vulcan / San Elijo Avenues.

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FOR MORE INFORMATION

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Connectivity
Criteria such as the potential to close gaps in the transportation network and improve bicycle and pedestrian access informed the evaluation and prioritization process.
(Photo: Caltrans)

04. EVALUATION AND PRIORITIZATION

A. EVALUATION CRITERIA

The project team developed nine criteria, summarized in Table 1, to evaluate and prioritize potential locations for new rail crossings. The criteria are based on the *Cross-Connect* study goals, stakeholder priorities from the *RCVS/CMLS*, and input from the community collected during the first phase of outreach.

As shown in Table 1, the project team identified four evaluation criteria to be weighted more heavily than others due to their substantial effects on project benefits and implementation:

» **3: Access Benefits and Potential GHG/VMT Reductions** - *Key project benefit*

» **6: Potential Safety Benefits** - *Key project benefit*

» **8: Potential Cost** - *Key constraint to implementation*

» **9: Potential Implementation Feasibility** - *Key constraint to implementation*

B. SUMMARY RESULTS

The overall results of the project evaluation are summarized in Table 2, ranked in order based on the combined, weighted score of all criteria. Table 3 breaks down the evaluation results by each criterion.

For additional details on evaluation methodology and scoring, refer to the full Project Evaluation Matrix in Appendix C.

Beyond identifying the highest-priority crossings, the evaluation also revealed that the two lowest-scoring crossings are highly constrained:

» **H Street/I Street (Figure 5):** The Lumberyard commercial development west of the rail corridor requires right-of-way acquisition and/or easement to allow for crossing infrastructure and to complete the pedestrian connection to Coast Highway 101. While a crossing is physically feasible, this private-property constraint is likely to add substantial cost and time to implementation.

» **Norfolk Drive/Dublin Drive (Figure 6):** Elevation and distance constraints, including a large wall recently built with the railroad double-track project, would require substantial vertical and horizontal development. Additionally, the adjacent San Elijo Lagoon and associated inlet channel are sensitive wetlands that would trigger special environmental reviews and may require substantial mitigation.

Due to these constraints, the project team did not advance these two potential crossing locations for further evaluation, conceptual designs and preliminary cost estimates. Instead, the project team developed two connector projects as alternatives to enhance access near these locations:

» **F Street Connector:** Provides sidewalks and crosswalks, including enhanced lighted crosswalks, that address the H Street/I Street area.

» **Norfolk-Dublin-Chesterfield Connector:** Provides a trail along the west side of San Elijo Avenue, sidewalks on Dublin Drive, and new crosswalks, including an enhanced lighted crosswalk, that address the Norfolk Drive/Dublin Drive area.

Table 1: Summary of Evaluation Criteria

CRITERION		DEFINITION	RELATIVE WEIGHT	% WEIGHT
	1: *Cross-Connect* Outreach Priorities	Results of *Cross-Connect* public survey, workshop, and online outreach requesting input on prioritization of proposed crossings.	1	7.7%
	2: RCVS/CMLS Priorities	Phasing recommended by the Coastal Mobility and Livability Working Group (CMLWG), as documented in the Rail Corridor Vision Study (RCVS) report.	1	7.7%
	3: Access Benefits and Potential GHG/VMT Reductions	The number of homes, businesses, government/civic facilities, schools, parks, and beaches accessible within a 5-minute walk of the proposed crossing. This indicates the potential to reduce GHG/VMT.*	2	15.4%
	4: Gap Closure Between Crossings	The degree to which a proposed crossing would eliminate existing gaps between crossings, consistent with RCVS crossing policy to close the largest gaps first.	1	7.7%
	5: Quality and Proximity of Connecting Routes	Number of existing and planned east-west bikeways/trails connecting to the rail corridor within a 5-minute walk of the proposed crossing. Weighted to give priority to higher-quality facilities.	1	7.7%
	6: Potential Safety Benefits	Number of documented rail corridor safety or security incidents within a 5-minute walk of the proposed crossing.	2	15.4%
	7: Potential to Preserve Views and Community Character	Qualitative assessment of the proposed crossing's potential to preserve views and community character.	1	7.7%
	8: Potential Cost	Qualitative assessment of the proposed crossing's potential cost, based on known conditions and constraints.	2	15.4%
	9: Potential Implementation Feasibility	Qualitative assessment of the proposed crossing's implementation feasibility in terms of potential environmental, regulatory, or other challenges. Excludes cost feasibility, which is addressed in Criterion 8.	2	15.4%

** The project team explored creating a separate evaluation criterion for potential GHG/VMT reductions. However, given the small size of the projects and their close proximity, the available methods for measuring GHG/VMT are not precise enough to facilitate reliable comparisons among projects. Instead, the Access Benefits criterion serves as a proxy for the potential to reduce VMT/GHG, since the accessibility that each crossing provides affects mode choice, which in turn affects VMT/GHG.*

Table 2: Summary of Preliminary Rankings

RANK	POTENTIAL CROSSING	COMMUNITY	TOTAL WEIGHTED SCORE
1	Sanford St/Jupiter St	Leucadia	893
2	Grandview St/Hillcrest Dr	Leucadia	828
3	Marcheta St/Orpheus Ave	Old Encinitas	705
4	Phoebe St/Glaucus St	Leucadia	682
5	Birmingham Dr	Cardiff-by-the-Sea	633
6	Daphne St/Basil St	Leucadia	600
7	Bishop's Gate Rd	Leucadia	598
8	A St/Sunset Dr	Old Encinitas	587
9	H St/I St	Old Encinitas	504
10	Norfolk Dr/Dublin Dr	Cardiff-by-the-Sea	279

Table 3: Evaluation Results by Criterion

CRITERION	1: CROSS-CONNECT OUTREACH PRIORITIES		2: RCVS/CMLS PRIORITIES		3: ACCESS BENEFITS & POTENTIAL GHG/VMT REDUCTIONS	
Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate Rd	30	8	11	9	58	10
Grandview St/Hillcrest Dr	77	1	44	5	134	2
Sanford St/Jupiter St	66	2	77	1	134	2
Pheobe St/Glaucus St	54	5	66	2	94	8
Daphne St/Basil St	35	7	33	6	98	7
Marcheta St/Orpheus Ave	56	3	55	4	109	6
A St/Sunset Dr	26	9	22	7	113	5
H St/I St	47	6	22	7	154	1
Birmingham Dr	56	3	66	2	127	4
Norfolk St/Dublin Dr	20	10	11	9	66	9
CRITERION	**4: GAP CLOSURE BETWEEN CROSSINGS**		**5: QUALITY & PROXIMITY OF CONNECTING ROUTES**		**6: POTENTIAL SAFETY BENEFITS**	
Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate Rd	37	4	0	8	128	2
Grandview St/Hillcrest Dr	60	2	0	8	128	2
Sanford St/Jupiter St	77	1	0	8	154	1
Pheobe St/Glaucus St	42	3	15	5	26	5
Daphne St/Basil St	34	6	15	5	0	6
Marcheta St/Orpheus Ave	23	8	77	1	0	6
A St/Sunset Dr	15	10	77	1	0	6
H St/I St	36	5	15	5	51	4
Birmingham Dr	30	7	46	3	0	6
Norfolk St/Dublin Dr	23	8	31	4	0	6
CRITERION	**7: POTENTIAL TO PRESERVE VIEWS AND COMMUNITY CHARACTER**		**8: POTENTIAL COST**		**9: POTENTIAL IMPLEMENTATION FEASIBILITY**	
Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate Rd	77	1	154	1	103	7
Grandview St/Hillcrest Dr	77	1	154	1	154	1
Sanford St/Jupiter St	77	1	154	1	154	1
Pheobe St/Glaucus St	77	1	154	1	154	1
Daphne St/Basil St	77	1	154	1	154	1
Marcheta St/Orpheus Ave	77	1	154	1	154	1
A St/Sunset Dr	77	1	154	1	103	7
H St/I St	77	1	51	9	51	9
Birmingham Dr	51	9	103	8	154	1
Norfolk St/Dublin Dr	26	10	51	9	51	9

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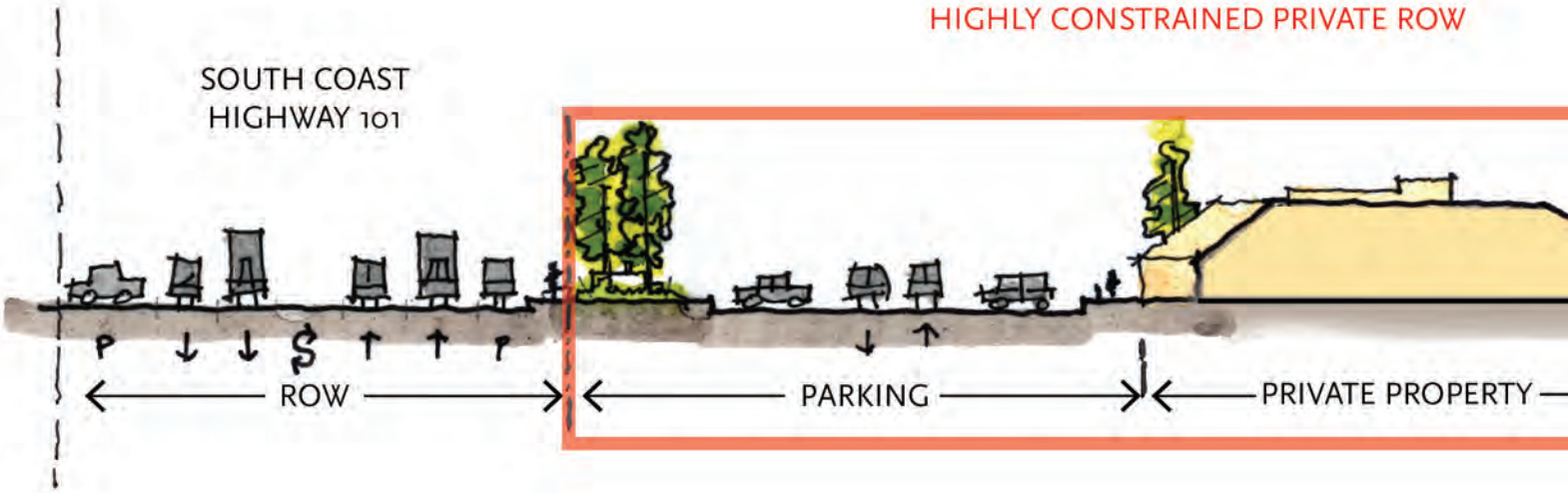
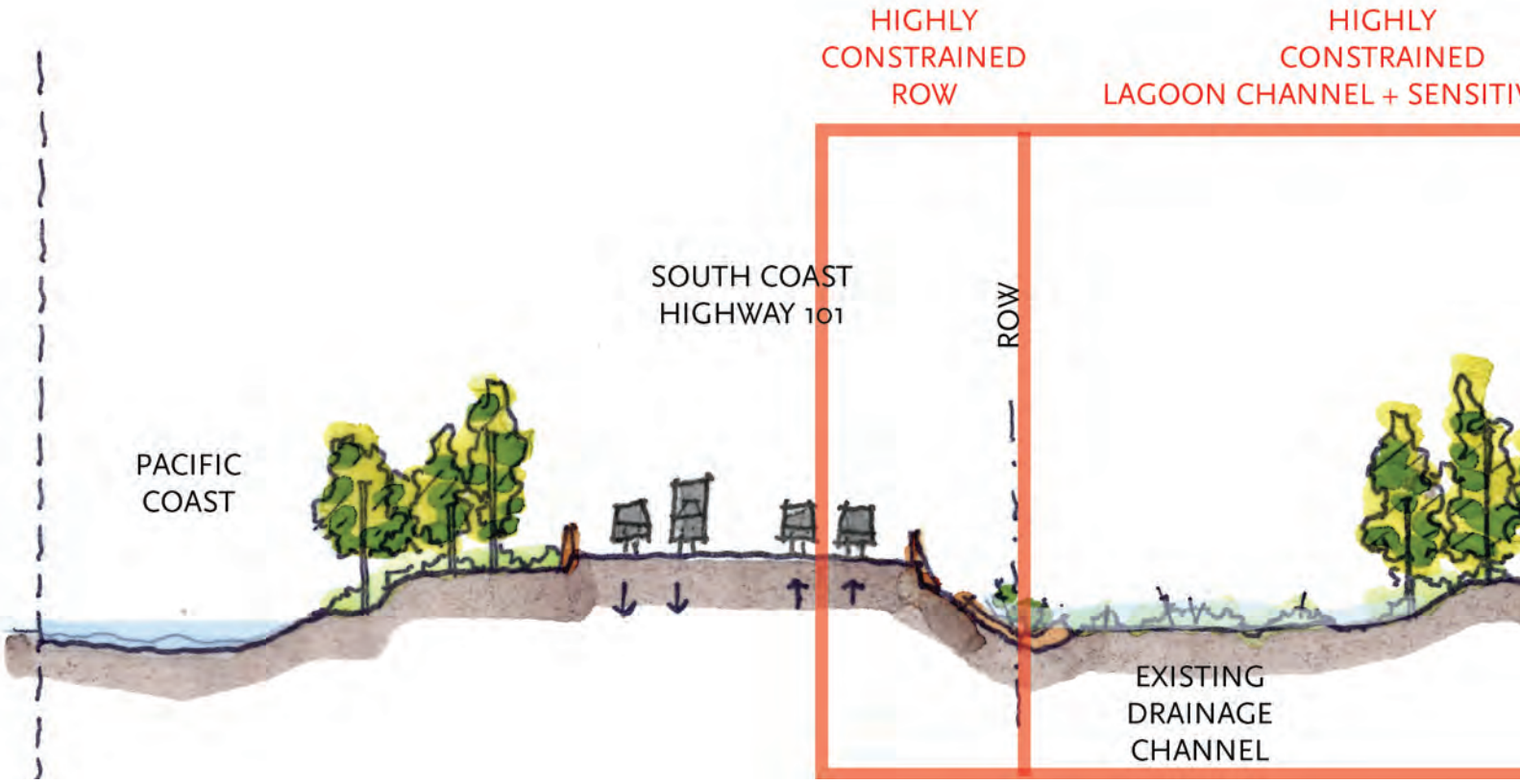

HIGHLY CONSTRAINED PRIVATE ROW
SOUTH COAST
HIGHWAY 101
ROW
PARKING
PRIVATE PROPERTY


HIGHLY
CONSTRAINED
ROW
HIGHLY
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LAGOON CHANNEL + SENSITIV
SOUTH COAST
HIGHWAY 101
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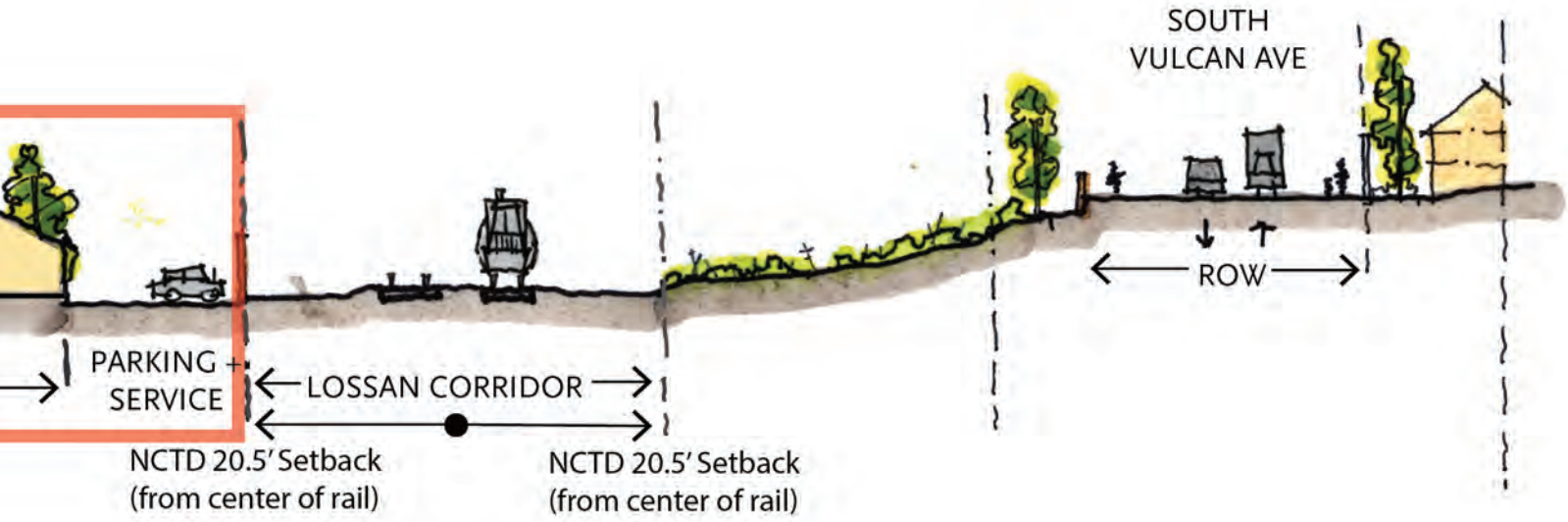
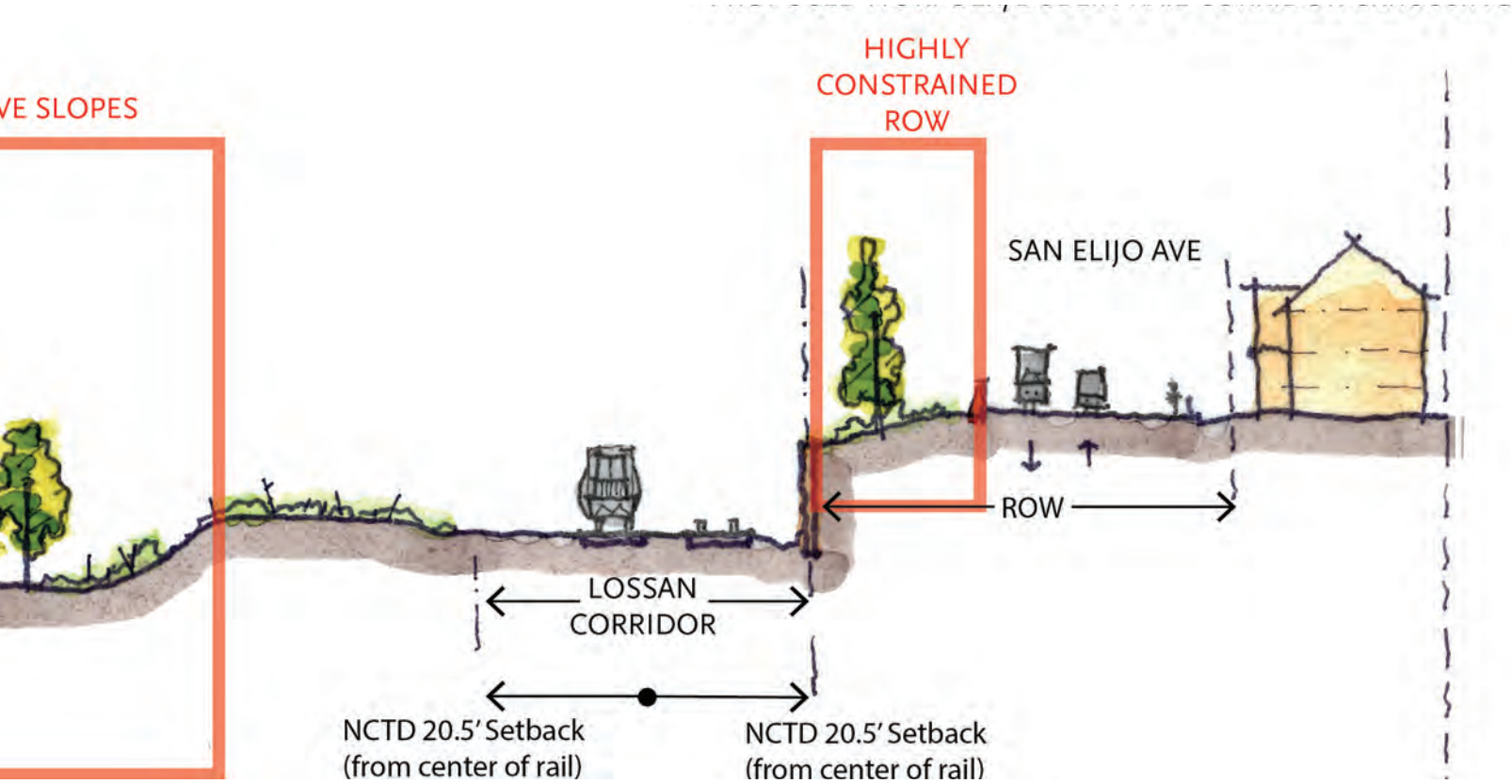
PACIFIC
COAST
EXISTING
DRAINAGE
CHANNEL

CROSS-SECTION EVALUATION OF PROPOSED H STREET/I STREET CROSSING



CROSS-SECTION EVALUATION OF PROPOSED DUBLIN DRIVE/NORFOLK DRIVE CROSSING



Passenger and Freight Activity Along the LOSSAN Rail Corridor
The rail corridor is actively used for freight and passenger rail activities. Implementing safe, accessible crossing locations will require continued coordination between the City and multiple other agencies. (Photo: Caltrans)

05. IMPLEMENTATION STRATEGY

This section recommends the next steps to advance and implement the projects proposed in this plan.

Most connector projects are simpler in scope than the crossing projects and located within City of Encinitas street right-of-way, which reduces the need for potential negotiation with other agencies for use of the land for implementation of the projects. It is recommended that whenever possible, the connector projects should be implemented through the City's ongoing Capital Improvement Program (CIP) process for roadway improvements to encourage the efficient implementation of these projects to serve the community.

Crossing projects are more complex due to multiple factors including their larger scale and the need for coordination among multiple agencies and, as such, this implementation strategy focuses on crossing projects in particular. The strategy was formed in part through interviews with several corridor stakeholders, including planners, designers, and regulatory agencies. This included multiple agency staff and consultants involved in the implementation of the most recent crossing projects at Santa Fe Drive (completed in 2013), El Portal Street (in design), and Verdi Avenue (in design).

A. IMPLEMENTATION ROAD MAP

Table 4 presents an implementation road map that can assist in outlining the major phases and milestones in the development of the proposed crossing projects.

Figure 7 is a sample schedule, which estimates the time required to complete each project phase. It provides a conservative estimate on timelines, shown using the greater range end as shown in Table 4. While this serves as a general guide to implementation timing, each project's actual schedule will vary based on site-specific conditions and requirements.

B. ADDITIONAL CONSIDERATIONS FOR DESIGN & CONSTRUCTION

To support the successful implementation of the proposed projects, additional considerations and lessons learned for both design and construction phases of similar projects are provided below, sourced from interviews with agency staff and consultants who had successfully implemented similar projects.

DESIGN CONSIDERATIONS

» Engage in early coordination with NCTD and SANDAG, to include review of current LOSSAN corridor design standards, identification of nearby NCTD assets, and integration with adjacent projects

» Ensure frequent coordination and check-ins with other City of Encinitas projects

» Identify design constraints (e.g. topography, drainage, right-of-way, utilities) as early as possible

» Identify the design scope for ramps, stairs, and elevators as early as possible, and design with sufficient construction tolerance to ensure compliance with the Americans with Disabilities Act

» Achieve community consensus as early as possible on design themes, materials, and plant palettes

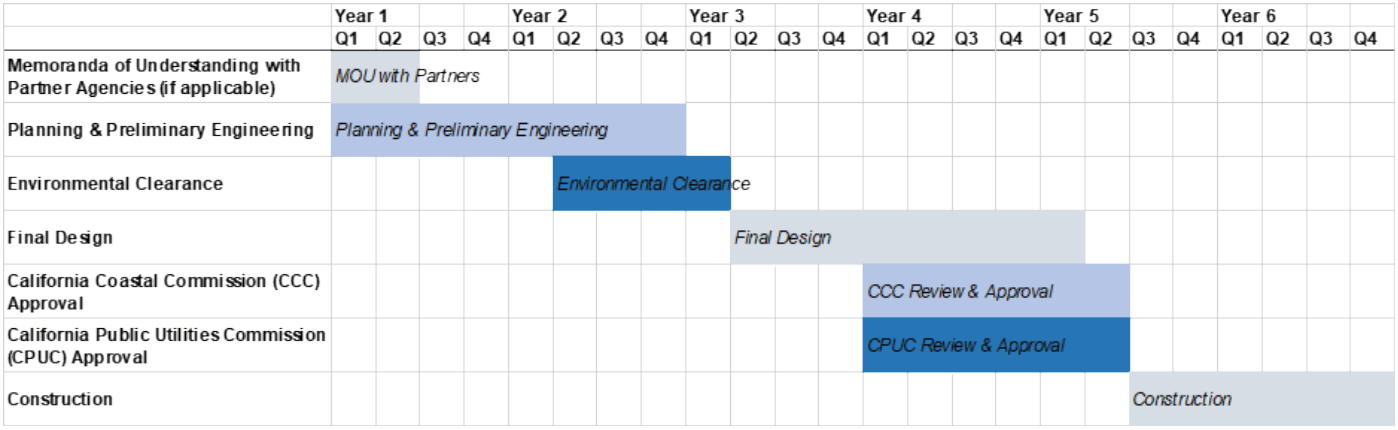
» Provide space on both sides of the rail corridor for the Coastal Rail Trail or other multi-use paths

» If SANDAG is involved in project design or construction, allow ample time to present the project to the Transportation Committee, Social Services Transportation Advisory

Table 4: Implementation Road Map

MILESTONE	TARGET SCHEDULE
Establish a Memoranda of Understanding with Partner Agencies (if applicable) » Generally used if sharing costs, right-of-way, implementation responsibilities, or operational responsibilities with stakeholders (such as SANDAG or NCTD)	3-6 months
Planning & Preliminary Engineering Phase » Encourage a community-based design process including holding public engagement workshops and design charettes » Complete an alternatives analysis » Coordinate design with adjacent projects & agencies (and discuss potential funding and partnership opportunities) including: • NCTD (Railroad owner & primary operator) • SANDAG (MPO, Sponsor of rail double-track and Coastal Rail Trail projects in the project corridor) • CCC (Responsible for permitting oversight for work within the coastal zone) • CPUC (Responsible for permitting oversight for work within the rail corridor)	1-2 years
Environmental Clearance » Consider completing a programmatic Initial Study for all proposed crossings to identify locations with fewest potential impacts to move forward with » Consider environmental clearance (under CEQA) through a Mitigated Negative Declaration (MND), which is suitable if there are relatively few impacts that can be mitigated » Prior crossings along the project corridor cleared their projects via MND » May require additional environmental clearance under the federal National Environmental Policy Act (NEPA) if federal funds are used » Potential impacts may include impacts from hazardous materials, impacts to cultural resources due to grading and excavation, flooding risk during storm events due to topography or design, or effects on special-status plant or animal species in the coastal zone or San Diego County Multiple Species Conservation Program	6-12 months
Final Design » Ensure frequent coordination with stakeholders & adjacent projects to inform design decisions and avoid conflicts	1-2 years
California Coastal Commission (CCC) Approval » Generally requires application for a Coastal Development Permit » Grandview/Hillcrest may qualify for less-burdensome Notice of Impending Development due to prior inclusion in North Coast Corridor PWP/TREP » Permit processing typically requires design at 90%-100% level » New crossings are likely to be supported by CCC	Typically 18 months, from initial staff coordination to final approval
California Public Utilities Commission (CPUC) Approval » Coordinate with CPUC staff for project approval » Approval typically requires environmental clearance and design at 90%-100% level » New crossings likely to be supported by CPUC	Typically 18 months, from initial staff coordination to final approval
Construction » Requires highly detailed planning and management to minimize impacts to rail operations » Preparation and staging in lead up to weekend Absolute Work Windows (AWWs) » See additional considerations listed in report	12-18 months

Figure 7: Sample Schedule



Council, and other boards and committees

CONSTRUCTION RECOMMENDATIONS

» Conduct extensive constructibility reviews to limit risk during construction

» To minimize the use of Absolute Work Windows (AWWs) that shut down rail operations, use precast structural elements, identify and use large staging areas, and install piles and other sitework ahead of time

» Develop detailed schedules for construction AWWs (for example, the Santa Fe Drive schedule used 15-minute increments)

» Include extensive contingency plans for construction risks, such as having backup trucks and equipment on standby

» Engage in frequent communication with the public regarding construction schedule, milestones, and activities, especially when night work is required.

C. POTENTIAL FUNDING SOURCES

This section provides an overview of several funding and financing options that are available at the federal, state, and local level. While crossing projects will greatly enhance the quality of life for Encinitas residents, it will be challenging to compete for non-local funding sources. Many discretionary grant programs require a benefit-cost analysis (BCA). Due to the size and scale of a crossing project, it will be difficult to quantify the benefits – aside from safety enhancements – that these projects provide. Financing also will be a challenge since the crossings will not generate revenue from user fees.

The City can implement several strategies to best maximize potential investment in the crossing projects. These include:

» **Pursue the highest-priority crossings that will produce the most benefits.** Showing funding partners that the City has thought carefully about where to direct resources can inspire confidence from regional, state, and federal entities. Tables 2 and 3 *(Section 04. Evaluation and Prioritization)* provide a prioritized list of crossings based on several distinct criteria. When pursuing discretionary grants, the City can refer to this list and consider which crossings will best align with funding program criteria (highest safety benefits, highest user projections, multimodal connectivity, etc.).

» **Pursue multiple worthwhile funding sources.** Federally, there is a low likelihood of securing funding through discretionary grant programs. *Cross-Connect* projects, however, may be competitive in the active transportation-related grant programs administered at the state and regional levels. The City also should consider working closely

with SANDAG to determine if it is possible to access regional funding programmed through the Regional Improvement Transportation Program (RTIP), which draws upon state funding from Caltrans programmed through the State Transportation Improvement Program (STIP).

» **Leverage local funds.** The City should identity local funding to complete each crossing and should aim to provide close to 50 percent of total project costs from local funds. This type of commitment will increase competitiveness when applying for discretionary funds at the region, state, or federal level.

» **Partner with Stakeholder agencies.** Multiple agencies are active within the LOSSAN corridor. Similar to previous crossing projects implemented along the project corridor, the City could explore formalizing agreements with one or more agencies to share the costs of planning, design, construction, or operations. Potential partners could include SANDAG (already a partner on similar crossings at Santa Fe Drive and El Portal Street), NCTD, Caltrans, or the LOSSAN Rail Corridor Agency.

» **Consider value capture.** Value Capture surrounding the corridor can raise project-specific revenue and secure financing if the surrounding land uses and appetite for development allow.

Table 5 summarizes many of the funding programs for which *Cross-Connect* projects may be eligible. It is sorted into priority groups based on the anticipated competitiveness of *Cross-Connect* projects. It should be noted that these programs reflect each funding agency's administrative priorities and may change between funding cycles.

The *Cross-Connect* report appendices contain more details on each program including eligibility requirements, potential funding amounts, and expected timelines.

Table 5: Funding Programs and Financing Tools

PROGRAM	AGENCY	CROSS-CONNECT **COMPETITIVENESS**
HIGHER PRIORITY PROGRAMS		
Active Transportation Program (ATP)	Caltrans & California Transportation Commission (CTC)	**MEDIUM-HIGH.** This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects. The next round of funding for the statewide ATP program will likely be available within two years (2022) to program funds from FY2025 and beyond. The amount that will be available during the next call-for-projects is currently unknown. The City should reach out to Caltrans and related partners to understand the best approach to compete for future ATP funds for these proposed crossing projects.
TransNet Active Transportation Grant Program (ATGP)	SANDAG	**MEDIUM-HIGH.** This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects. Funding amounts through the ATGP, however, are typically smaller; the largest award from the most recent cycle (2018) was $2.5 million. Proposed projects must be consistent with the guidance provided in Riding to 2050: The San Diego Regional Bike Plan and Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region.
SB 1 Local Streets and Roads	California State Controller	**MEDIUM-HIGH.** This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects, with this program particularly well suited for the "connector" projects. The City of Encinitas has successfully secured these funds for past projects to rehabilitate and repair streets. The City is familiar with the application process and can make a case that the crossings will address a critical safety need.
MEDIUM PRIORITY PROGRAMS		
State Transportation Improvement Program (STIP)	CTC & SANDAG	**MEDIUM.** The City of Encinitas should work closely with SANDAG to understand if and how *Cross-Connect* projects can be recommended for inclusion in the STIP.
SB 1 Trade Corridors Engagement Program (TCEP)	CTC	**MEDIUM.** The proposed crossing projects can secure TCEP funds if the City can demonstrate that these improvements align well with program criteria. During the 2018 funding cycle, several rail grade-separation projects secured funding, including a $13 million overcrossing at the Port of Stockton. The City may have difficulty, however, quantifying non-safety benefits of the project.
Congestion Management and Air Quality Improvement Program (CMAQ)	Federal Highway Administration (FHWA) & SANDAG	**MEDIUM.** To receive these funds, projects must show an emission reduction benefit using the California Air Resources Boards' (CARB) cost effective tool and apply for funding through SANDAG's RTIP process. These funds have currently been programed through FY 21, and it is unknown how much CMAQ funding will be available under a new transportation bill. While crossing projects do classify as eligible projects, it may be difficult to show significant emission reductions using CARB's tool.

Table 5: Funding Programs and Financing Tools (Cont.)

PROGRAM	AGENCY	CROSS-CONNECT **COMPETITIVENESS**
LOWER PRIORITY PROGRAMS		
SB 1 Solutions for Congested Corridors Program (SCCP)	CTC	**LOW.** Projects may be eligible if included as a part of a larger multimodal corridor plan that is prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines adopted by the California Transportation Commission (CTC) in 2018. Furthermore, the funding request would need to come from a regional transportation agency or county transportation commission or authority responsible for preparing regional transportation improvement plan.
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Federal Railroad Administration (FRA)	**LOW.** The City is an eligible applicant for this program. A crossing project may be eligible as a safety program; however, crossings would be competing against capital rail projects that directly impact railroad service and align more closely with the intent of the program. If the City were to apply, it may consider bundling multiple crossings into one application to enhance the safety benefits along the corridor. These applications require a benefit-cost analysis (BCA). It will, however, be difficult to reach a benefit-cost ratio (BCR) of 1 using safety benefits alone.
Better Utilizing Investments to Leverage Development (BUILD) Grants	U.S. Dept. of Transportation	**LOW.** The City is an eligible applicant for this program. Crossings are eligible projects; however, these will likely have a difficult time achieving a benefit-cost ratio (BCR) over 1 for the required benefit-cost analysis (BCA) due to the difficulty quantifying benefits associated with crossing projects. To secure a BUILD award, the City will also need to closely coordinate at the regional and state level to secure stakeholder buy-in for the project as a showcased candidate for California BUILD projects. In the FY 2019 round, two projects were awarded in California: 1) a $10.5 million award on a $71 million roadway project in Fresno; and 2) a $8.7 million award on a $14 million electric bus fleet expansion program for the Antelope Valley Transit Authority. It is very rare that more than two urban projects per state are selected. States typically submit a limited number of applications to enhance a project's likelihood of success.
Building Resilient Infrastructure and Communities (BRIC)	Federal Emergency Management Agency (FEMA)	**LOW.** The City of Encinitas must have a FEMA-approved Hazard Mitigation Plan at the time of application to receive these funds, and must have received a major disaster declaration under the Stafford Act in the seven years prior to award.

Table 5: Funding Programs and Financing Tools (Cont.)

PROGRAM	AGENCY	CROSS-CONNECT **COMPETITIVENESS**
OTHER FINANCING AND ALTERNATIVE REVENUE PROGRAMS		
Special Assessment District	City of Encinitas	The City of Encinitas can consider creating a Special Assessment District surrounding the corridor. This would require property owner approval to levy additional taxes or fees, which the owners or prospective developers may be willing to do, if the City can show these projects will significantly increase property values.
Tax Increment Financing (TIF)	City of Encinitas	Enhanced Infrastructure Financing Districts (EIFDs) and Community Revitalization and Investment Authorities (CRIAs) are the broadest types of TIF programs available in California. However, based on the complex requirements of these programs, the location of the projects, and the existing strong property values in the City of Encinitas, a TIF may not be the appropriate tool to use to fund these projects.
» Transportation Infrastructure Finance and innovation Act (TIFIA) » California Infrastructure and Economic Development Bank (IBank) » Public-Private Partnerships (P3)	Various	The City of Encinitas may be eligible to apply for these alternative methods of infrastructure financing and delivery. However, they are generally awarded to larger-scale projects, often have complex administrative and legal requirements, and typically require a revenue stream to ensure repayment. As such, these are unlikely funding sources or *Cross-Connect* projects. Please see the report appendices for more details.

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APPENDIX A:
SURVEY RESULTS

Rail Corridor Cross Connect Implementation Plan

July 16, 2019

City of Encinitas

wsp redhillgroup THE POWER OF INSIGHT

Project Objectives

- Secure feedback from Encinitas residents and businesses to help guide the Rail Corridor Cross-Connect Implementation Plan

- Results will help prioritize potential pedestrian rail crossing locations to make crossing the rail corridor easier and safer

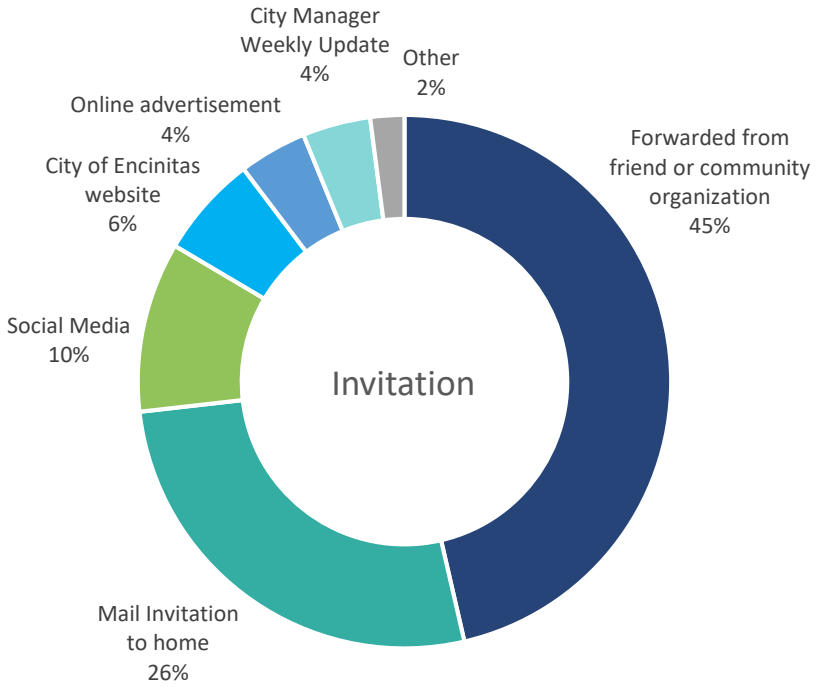
Methodology

- Online survey, and City-hosted workshop tablet survey. The survey was also posted on the City of Encinitas website
- Invitation postcards were also mailed to Encinitas residents, and businesses
  - 5,000 postcards to residents
  - 3,000 postcards to businesses
- The survey instrument was developed collaboratively with the City of Encinitas management, and the WSP/Redhill Group Team
- Survey conducted between May 20th, 2019 and June 30th, 2019
- 678 surveys were completed by residents, 16 by businesses

Resident Survey Results

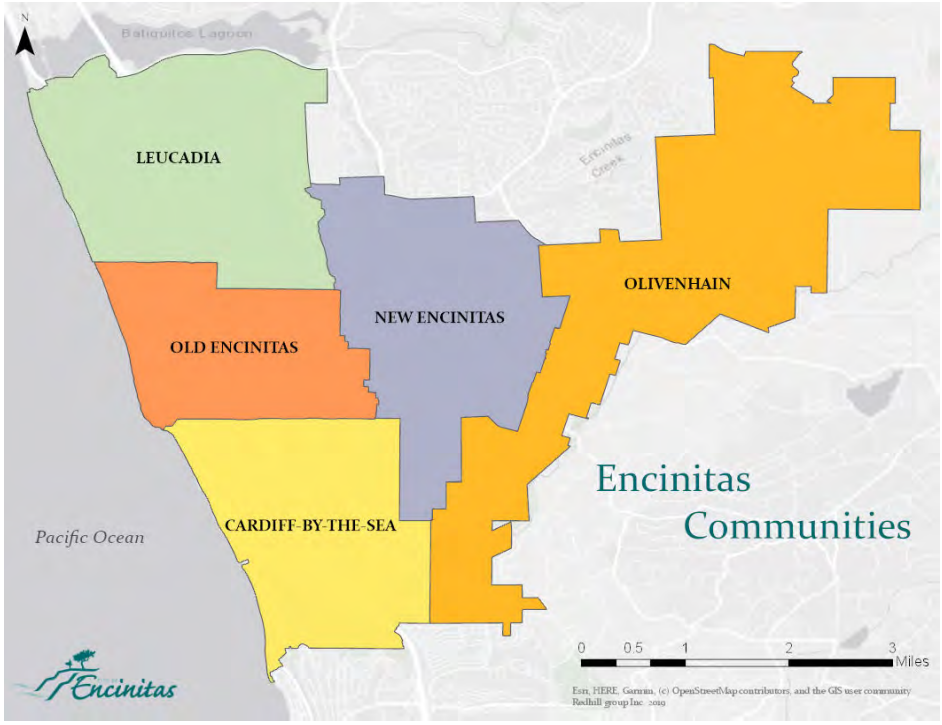
The top 3 ways residents received invitations to participate were:

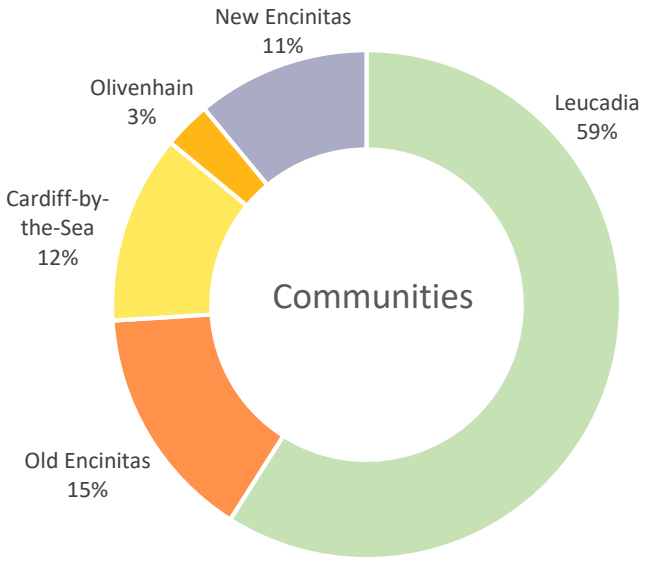
- Forwarded from friend or community organization (45%),
- Mail invitation to home (26%), and
- Social Media (10%)



**Social media consists of Facebook, Instagram, Nextdoor, and Twitter*

Surveyed Communities





59% of respondents live or spend most of their time in Leucadia

- Followed by Old Encinitas (15%), and Cardiff-by-the-Sea (12%)

Key Findings

Approximately half (51%) of all residents cross the railroad tracks at least daily

- Driving (51%) and walking (41%) are the most common modes
- 92% of residents walk or bike across the tracks at least some of the time
- 74% of residents cross the tracks at unmarked locations at least some of the time
- Only 17% are willing to walk more than five minutes to get to a marked crossing
- Safety is the most important selection criteria when assessing new locations/improvements with a rating score almost twice as high as reducing traffic/pollution, the second highest rated criteria.

Key Findings

Potential new crossing locations priorities:

- Above 600: Grandview St. & Hillcrest Dr. (626),
- Above 500: Sanford St. & Jupiter St. (540)
- Above 400:
  - Birmingham Dr. (454)
  - Marcheta St. & Orpheus St. (452)
  - Phoebe St. & Glaucus St. (437)
- Below 400: All others (166-379)

(*Scores are total of 3 points for each #1 ranking, + 2 points for each #2 ranking + 1 point for each #3 ranking*)

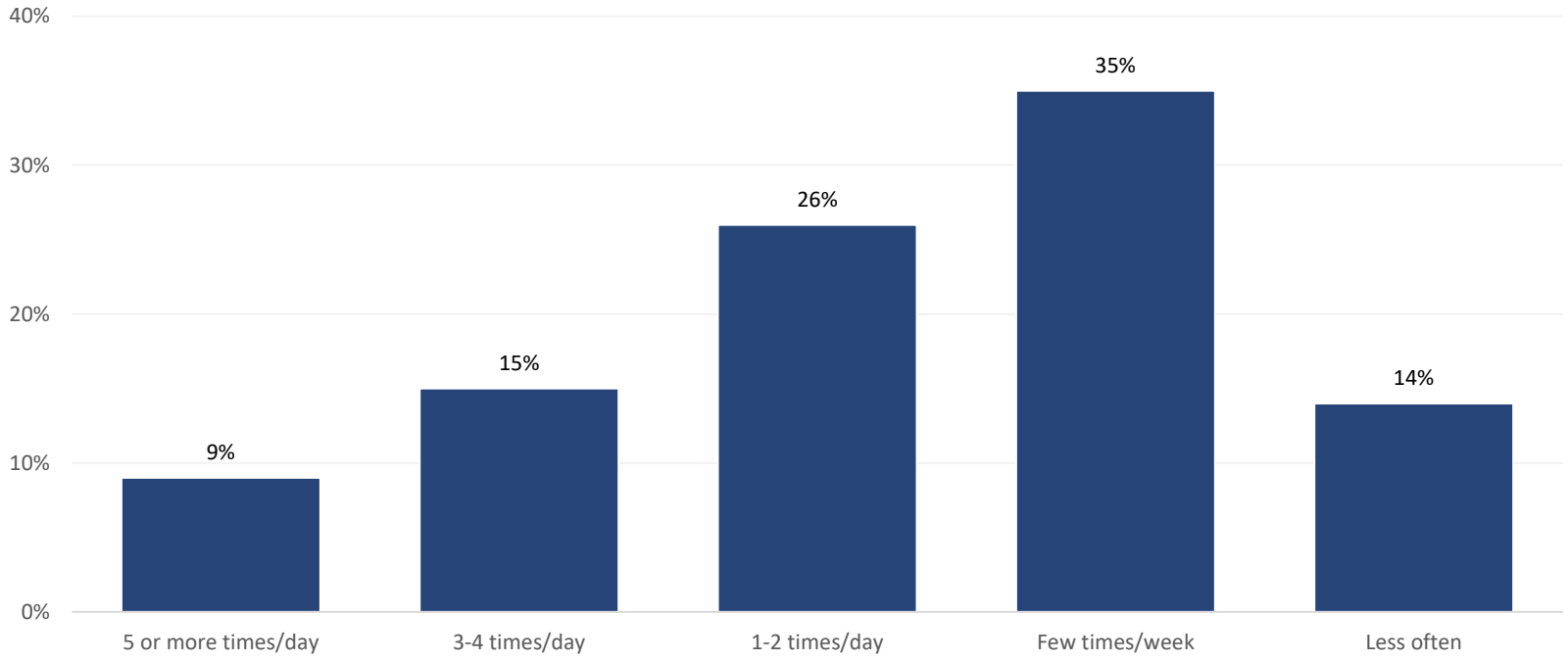
Key Findings

Existing location upgrade priorities:

- Leucadia Blvd. (1,173)
- La Costa Ave. (1,031)
- Encinitas Blvd. (657)
- D St. (432)
- E St. (397)

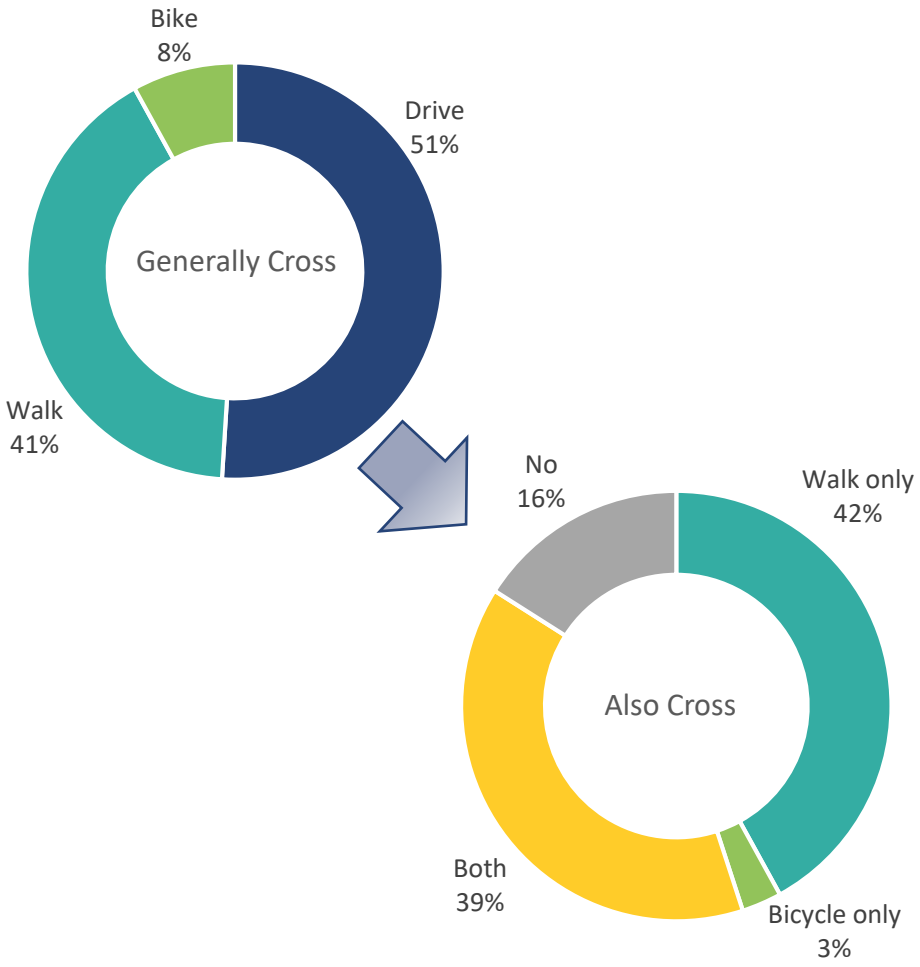
(Scores are total of 3 points for each #1 ranking, + 2 points for each #2 ranking + 1 point for each #3 ranking)

Frequency of Crossing Railroad Tracks



51% of Residents cross the tracks at least once a day

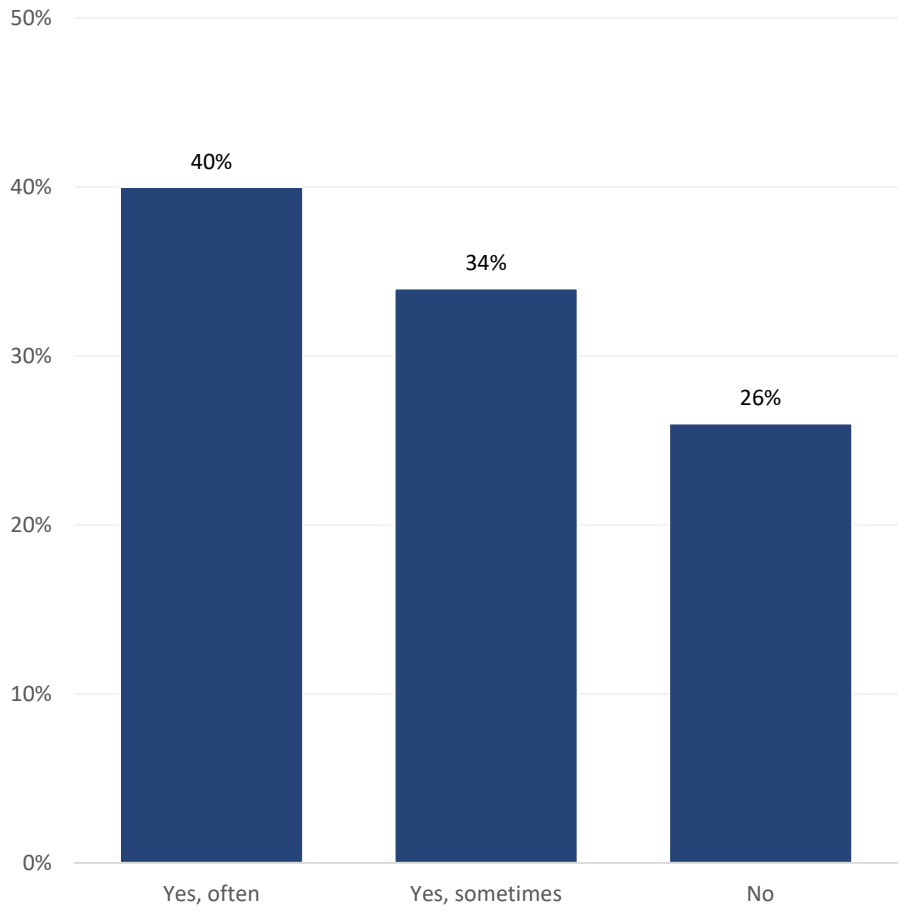
Form of Crossing Railroad Tracks



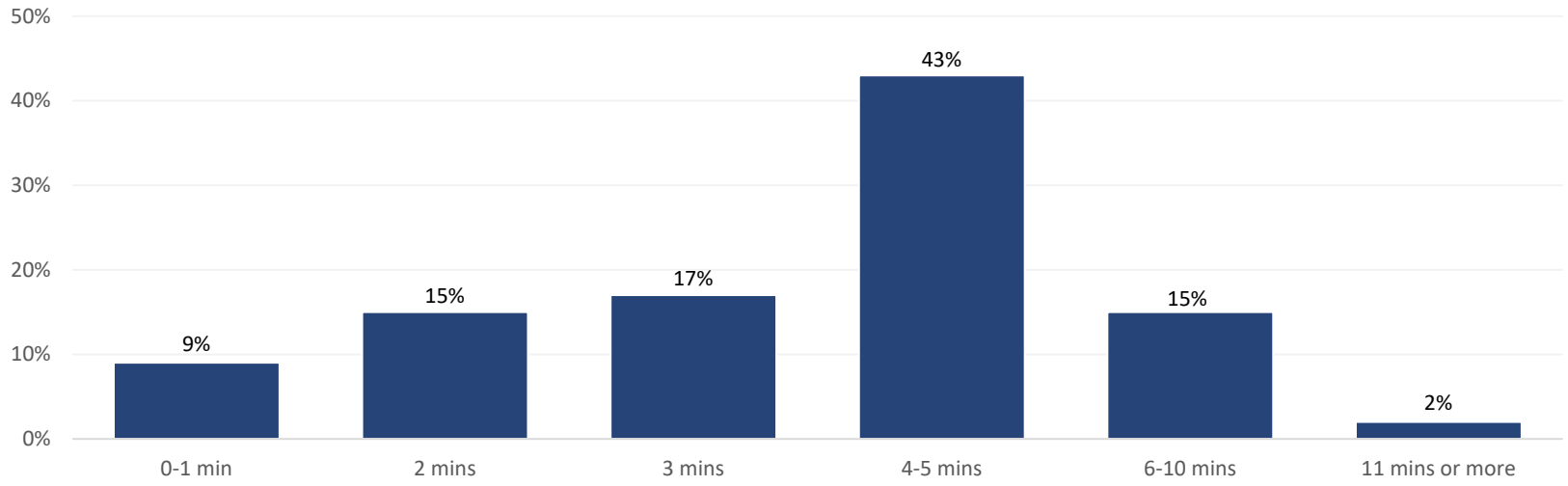
- About half (51%) of residents primarily drive across the tracks
- 49% primarily walk or bike
  - 41% walk
  - 8% bike
- 92% walk or bike at least some of the time

Frequency of Crossing Tracks at Unmarked Locations

- About three-quarters (74%) of all residents cross at unmarked locations at least some of the time
- Over half (54%) of Leucadia residents often cross the tracks at an unmarked location, twice as often as the next highest neighborhood, Cardiff-by-the-Sea (27%)

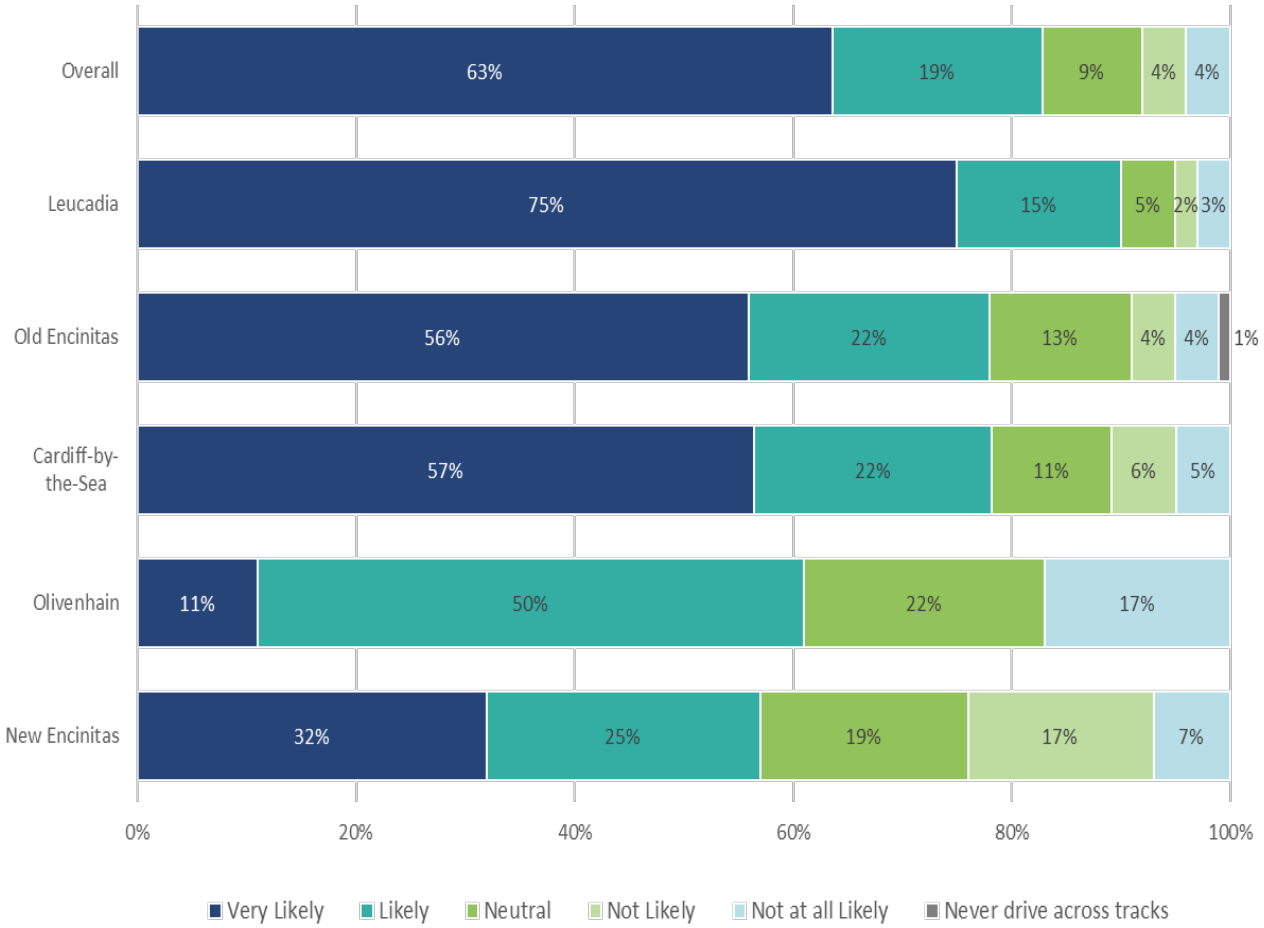


Minutes Willing to Walk to Marked Crossing



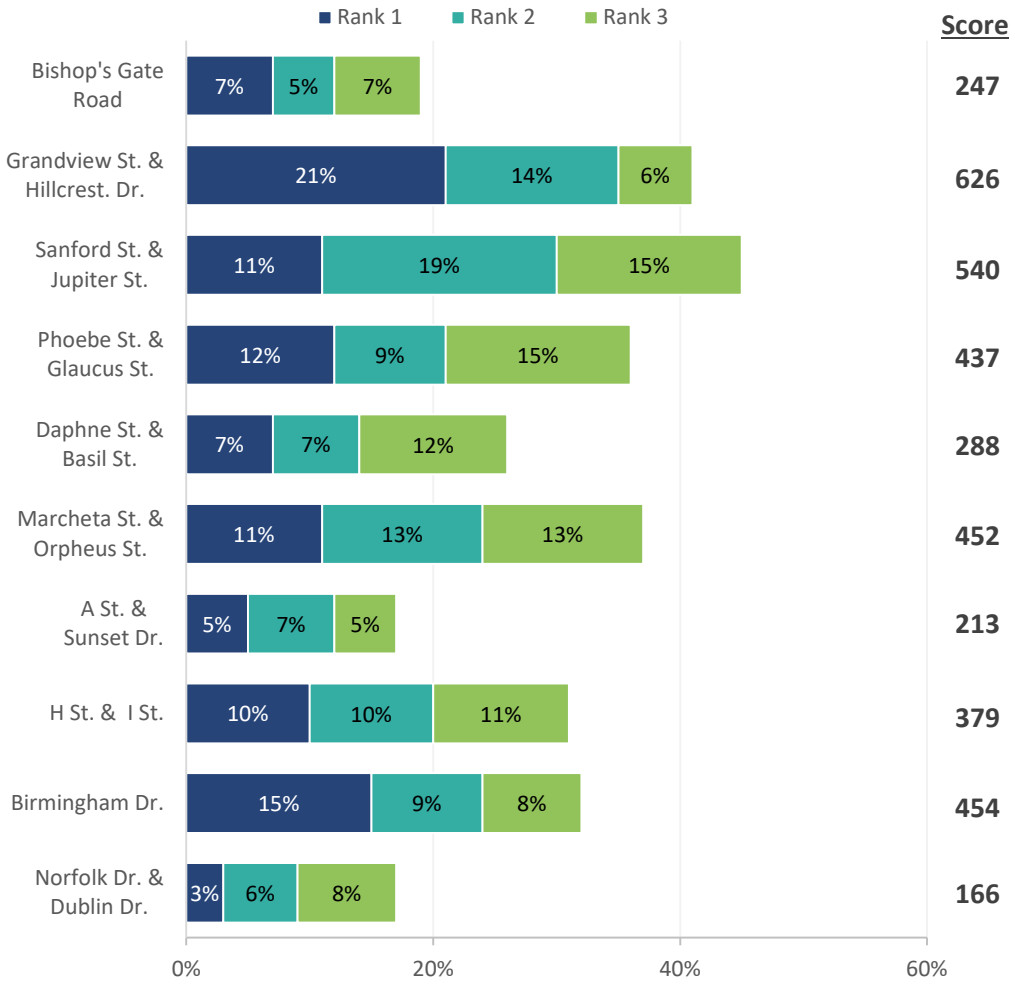
- Most residents (83%) are willing to walk up to 5 minutes to a marked railroad crossing
- The average time people are willing to walk is 4.5 minutes

Likelihood to Walk/Bike if Convenient Pedestrian Crossing



- 63% of residents are very likely to walk or bike instead of driving if a convenient location is available
- This varies by neighborhood from a high of 75% in Leucadia to 11% - Olivenhain and 32% - New Encinitas

Ranking of Potential New Railroad Crossing Locations

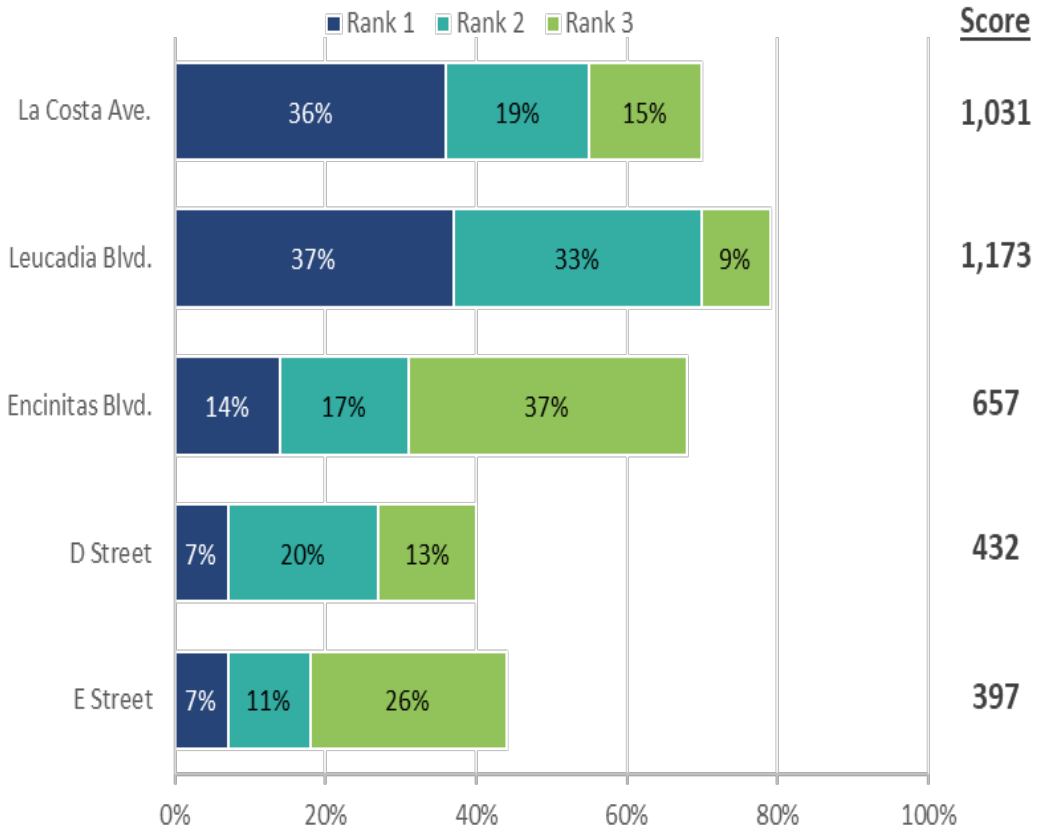


- The top 2 locations are:
  - Grandview St. & Hillcrest Dr. (626),
  - Sanford St. & Jupiter St. (540)
- Scores vary by neighborhood with higher rankings for nearby options

New Potential Crossing Priority

Ranking Upgrades to Existing Railroad Crossings

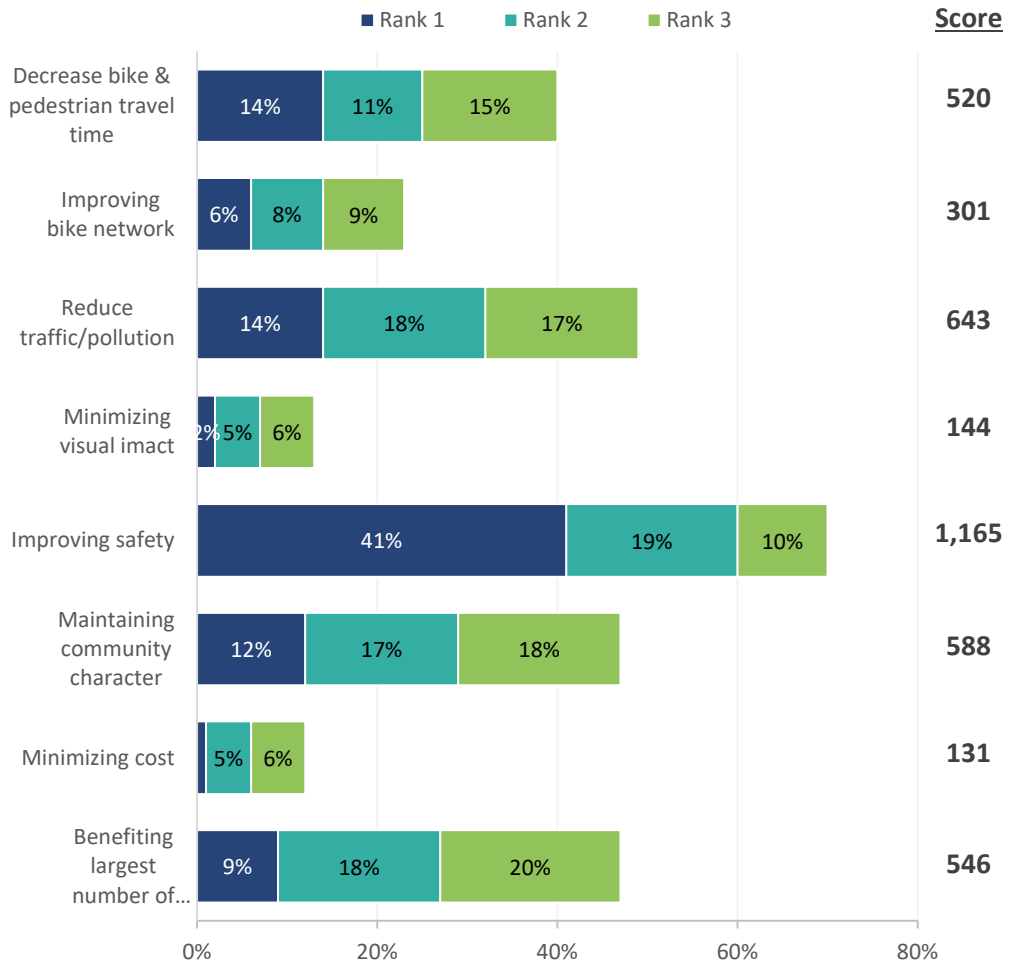
- Leucadia Blvd. (1,173) and La Costa Ave. (1,031) ranked as the top 2 existing locations to receive upgrades in walking and biking facilities



Importance of Criteria to Decide Project Priorities

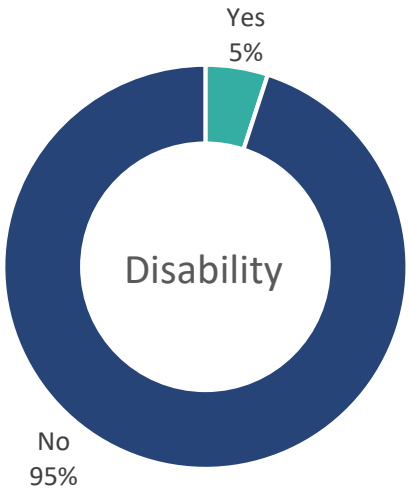
The top criteria is improving safety:

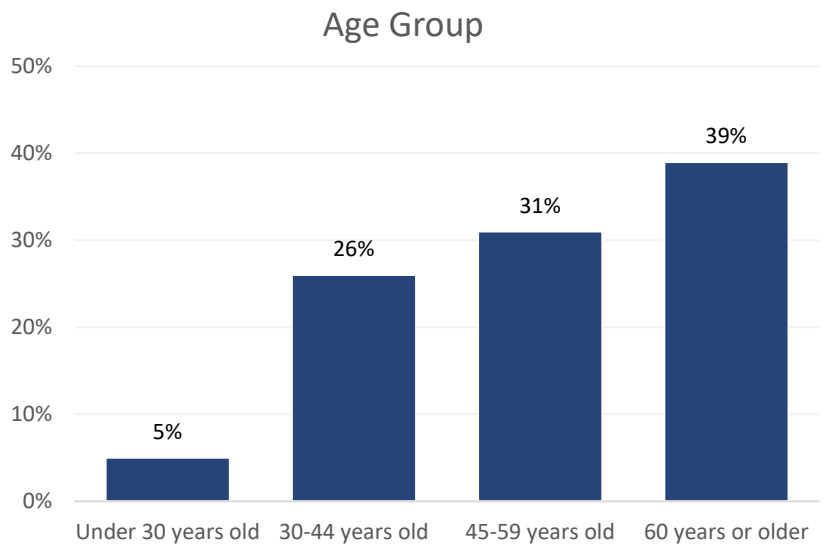
- Ranked #1 - 41%
- Ranked #2 - 19%



Age Group & Disability Status

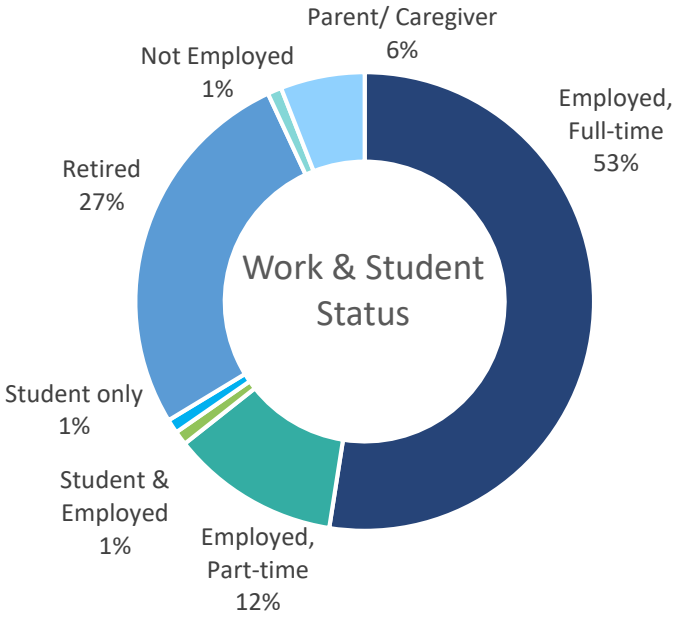
- 5% of respondents consider themselves to have a disability





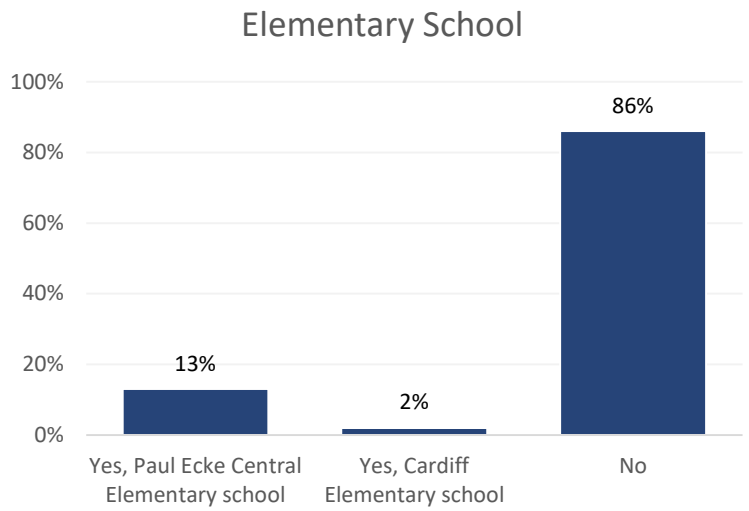
- 31% of respondents are under 45, and 69% are 45 or older

Employment & Student Status and Elementary School

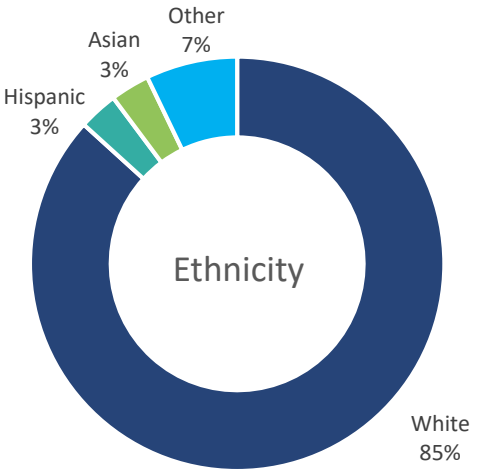


- 65% of respondents are either employed full-time (53%) or part-time (12%)
- 27% of respondents are retired

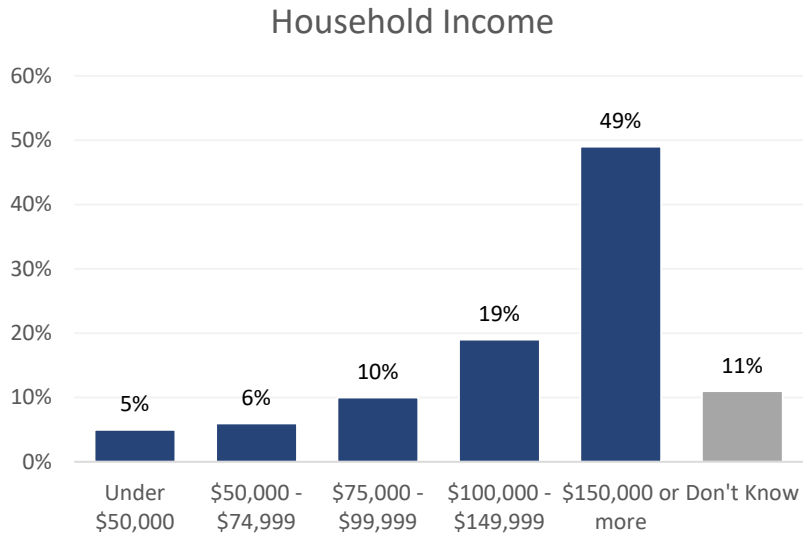
- 15% of respondents have a household member attending Paul Ecke Central Elementary school (13%), or Cardiff Elementary school (2%)



Household Income & Ethnicity



- The vast majority (85%) of respondents identify as White
- 3% as Hispanic or Asian



- 68% of respondents have a household income of $100,000 or more (76% if adjusted for “don’t know”)

Business Survey Results

- Total of business surveys = 16 completes

  (reported percentages are not statistically significant)

- 56% of businesses are located within Old Encinitas
- No new crossing location was ranked significantly higher than the others
- For upgrades of existing crossings, businesses were more likely to select La Costa Ave. and Leucadia Blvd.
- 57% say that new or improved crossings would be extremely or very valuable for their business
- The top 3 selection criteria are (25% each):
  - Improving safety
  - Reduce traffic/pollution
  - Benefiting the largest number of people

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APPENDIX B:
OPEN HOUSE MATERIALS AND COMMENTS

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

SUMMARY OF COMMENTS RECEIVED ON DESIGN CONCEPTS

5/13/2020

The second phase of outreach for the Rail Corridor Cross-Connect Implementation Plan occurred in January/February 2020, and was focused on sharing and collecting feedback on the draft design concepts for 20 potential crossing and connector projects.

COMMENT PERIOD

The comment period ran for approximately 3.5 weeks, from Thursday 1/30 to Sunday 2/23.

It kicked off with an Open House event at Encinitas Library, and then continued with an online/email component for the remainder of the comment period.

METHODS OF COMMENTING

- **Open House (1/30):** 130+ attendees, 86 comment cards
- **Online Open House:** 163 responses
- **Email:** 113 responses

The Project Development Team (PDT) also provided comments at PDT meeting #3 on Wednesday 2/19, and furnished additional written comments as needed.

COMMENT REVIEW PROCESS

The project team input all comments into a master database, categorized by project. The team then further categorized the comments based on their focus: design, prioritization, or general/other. The design-related comments informed the current design revision process, while the other comments are being retained for additional consideration by the City.

When broken out by project, the project team received a total of 1,084 comments.

ATTACHMENTS: BASIS OF REVISIONS & COMMENT SUMMARY SHEETS

The following attachments provide additional details on the comment review process:

- **Basis of Revisions:** A summary of the proposed basis for revisions to the design concepts.
- **Comment Summary Sheets:** Individual sheets for each project summarizing the comments received.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

BASIS OF REVISIONS FOR DESIGN CONCEPTS

5/13/2020

This is a summary of the proposed basis for potential revisions to the draft design concepts for 20 potential crossing and connector projects, based on comments received from the public and stakeholder agencies.

This document is focused solely on potential revisions to the draft design concepts. Other comments received during the recent outreach phase—such as additional input on the prioritization of projects—are valuable and will be retained by the City, but are not summarized here as they do not affect the design revision process.

GENERAL BASIS FOR REVISIONS

In general, the project team will implement any proposed revisions that are feasible and uncontroversial (e.g. more pathway lighting, additional crosswalk, etc.).

The project team will retain for future consideration—but will not implement design concept revisions at this time—for potential revisions that:

- Are the subject of conflicting opinions (e.g. overcrossing vs. undercrossing), or
- May pose feasibility issues (e.g. widen La Costa Ave bridge).

OVERCROSSINGS VS. UNDERCROSSINGS

Many comments proposed changing overcrossing concepts to undercrossings, and vice versa, with many varying opinions on this issue.

To address these comments without developing two concepts for each project, the revised concepts and project sheets will indicate the feasible crossing types for each project (over, under, or both) and note that the concepts are not final and may be modified in later phases of development.

AT-GRADE CROSSINGS

Many comments suggested new at-grade crossings instead of more costly grade separations. To address this, the project report will clearly indicate that the project team (with guidance from CPUC) has determined at-grade crossings to be infeasible and are not recommended at this time.

16’ COASTAL RAIL TRAIL

All design concepts will allow space on both sides of the rail corridor for a potential Coastal Rail Trail or other multi-use path. However, determining specific widths (i.e. down to the foot) is infeasible at this very conceptual level of design. As such, the project report will note potential “pinch points” where further evaluation will be necessary.

VULCAN AVE IMPROVEMENTS

Several comments requested more extensive improvements on Vulcan Ave, such as continuous sidewalks or bike lanes. The Cross-Connect design concept includes sidewalks and bike facilities where feasible in the immediate project area. Additional improvements farther north/south along Vulcan Ave are outside the scope of the Cross-Connect project, but these comments will be retained for potential future implementation.

DESIGN GUIDELINES

Some comments suggested ways to address bulk/mass, visual appearance, construction materials, etc. Many of these comments speak to finer design points that would be addressed in future phases of project development.

To address these comments the level of the Cross-Connect study, the project report will contain a brief discussion of design guidelines, which may include:

- Use materials and color to add visual interest to above-grade structures (e.g. elevator towers)
- Encourage “porous” structural systems that provide visual permeability/transparency for long spans (trusses, cable systems, etc.)
- Consider the use of pedestal (vs. walled) ramps to minimize the presence of solid walls.
- Where solid walls are necessary, encourage the presence of public art (such as murals) and/or vegetative screening.
- Indicate potential opportunities/locations for public art.
- Etc.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: GENERAL COMMENTS APPLYING TO MULTIPLE PROJECTS

4/9/2020

This is a high-level summary of general comments that apply to multiple potential projects received from the public and stakeholder agencies on the draft design concepts for 20 potential crossing and connector projects.

DESIGN

- General concerns raised about above-grade crossings:
  - Crossing structures, especially elevator towers, may pose visual impacts and adversely affect community character.
  - People may still cross the tracks illegally instead of climbing stairs or using an elevator, especially if no fence is installed along the tracks.
- General concerns raised about below-grade crossings:
  - Undercrossings tend to reduce visibility and may create safety concerns.
  - Undercrossings are susceptible to drainage problems.
- Consider at-grade crossings instead of more costly grade separations.
- All crossings should accommodate a future Coastal Rail Trail or other multi-use path on both sides, using ramps (no stairs) with a preferred 16’ width. Indicate where this cannot be achieved.
- Any walls or fencing should attempt to minimize visual impacts and be visually permeable.
- Provide continuous sidewalks along Vulcan Ave.
- Ensure overcrossings are designed to prevent security and safety incidents in the rail corridor.
- Preserve existing trees as much as possible.
- Integrate public art where possible.

PRIORITIZATION

- Prioritize new crossings in Leucadia. *(In addition to the input received through outreach activities, 122 e-mails were submitted to City staff requesting to prioritize a crossing in Leucadia.)*
- Prioritize pedestrian improvements including connectors.
- Prioritize crossings that reduce/minimize the gaps between existing crossings.

GENERAL

- Consider trenching the rail corridor.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #1 LA COSTA AVE CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #1, a potential connector near La Costa Ave.

Total Comments Received: 104

DESIGN

- Consider widening La Costa Ave bridge to add protected bike facilities and north sidewalk.
- Consider adding all-way stop, traffic signal, or roundabout at La Costa Ave/Vulcan Ave intersection to decrease conflicts between bike/ped and auto users.
- Consider adding traffic-calming features to decrease auto speeds.
- Consider adding lighting for visibility and safety.
- Consider realigning Vulcan Ave to better use space and allow for sidewalks and/or bike facilities.
- Evaluate any potential effects on adjacent private property.

PRIORITIZATION

- New crossings in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- This project is a high priority due to its high bike/ped volumes and inadequate facilities.
- Consider eliminating project because it is not needed and is a poor use of public funds.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #2 BISHOPS GATE RD CROSSING

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #2, a potential rail crossing near Bishop's Gate Rd.

Total Comments Received: 63

DESIGN

- Consider below-grade crossing to reduce visual impacts and better preserve community character.
- Consider at-grade crossings instead of more costly grade separations.
- Consider eliminating stairs as many users may choose not to use them and attempt to cross illegally.
- Consider dedicated bike lane along east side of Vulcan Ave.
- Consider raised crosswalks to reduce speeds for pedestrian safety.
- Consider stop signs at Ashbury St and Vulcan Ave.
- Integrate public art where possible.

PRIORITIZATION

- This location should be lower priority than other crossings to the south (particularly Grandview St/Hillcrest Dr and Sanford St/Jupiter St) due to lower demand and fewer public destinations west of corridor.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the rail corridor.
- Check access benefits evaluation to ensure private beach access points are removed from walkshed.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #3 GRANDVIEW ST/HILLCREST DR CROSSING

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #3, a potential rail crossing near Grandview St and Hillcrest Dr.

Total Comments Received: 141

DESIGN

- Consider below-grade crossing to reduce visual impacts and better preserve community character.
- Consider at-grade crossings instead of more costly grade separations.
- Minimize bulk, mass, and footprint of overcrossing as much as possible.
- Consider a bridge perpendicular to the rail corridor, rather than angled, to minimize visual impacts.
- Consider using ramps instead of (or in addition to) stairs to maximize usage and ADA access.
- Consider eliminating elevators due to visual impacts and maintenance concerns.
- Consider extending crossing over Coast Highway 101 to reduce conflicts with traffic.
- Consider adding bike lanes and continuous sidewalks on Vulcan Ave.
- Integrate public art where possible.

PRIORITIZATION

- This location a high priority for implementation. Many suggestions to prioritize this or the Sanford/Jupiter crossing over all other planned crossings, including Verdi Ave (in design).
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.
- Ensure accessibility analysis counts all housing units in adjacent mobile home parks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #4-#5 SANFORD ST/JUPITER ST CROSSING & CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Projects #4-#5, a potential rail crossing near Sanford St/Jupiter St and an adjacent connector near Sanford St.

Total Comments Received: 86

DESIGN

- Below-grade crossing reduces visual impacts and better preserves community character.
- Consider above-grade crossing with elevators to minimize parking impact and increase visibility and safety.
- Consider at-grade crossings instead of more costly grade separations.
- Consider shifting crossing further north to cross directly at Sanford St and Leucadia Oaks Park.
- Consider continuous ramps that connect both the Grandview St/Hillcrest Dr and Sanford St/Jupiter St locations to create a combined crossing that serves a larger area.
- Ensure adequate lighting for visibility and safety.
- Ensure underpass can accommodate potential drainage needs and flood risk conditions.
- Consider a north-south crosswalk at Jupiter St.
- Provide a pedestrian path along the tracks, similar to Solana Beach/Cardiff.
- Ensure ramps can be used by bicyclists.
- Integrate public art where possible.

PRIORITIZATION

- This location a high priority for implementation. Several suggestions to prioritize over all other planned crossings, including Verdi Ave (in design) and Grandview St/Hillcrest Dr.
- Consider eliminating project because it is not needed and is a poor use of public funds.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #6-#7 PHOEBE ST/GLAUCUS ST CROSSING & CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Projects #6-#7, a potential rail crossing near Phoebe St/Glaucus St and an adjacent connector near Glaucus St.

Total Comments Received: 59

DESIGN

- Consider below-grade crossing to reduce visual impacts and better preserve community character.
- Consider at-grade crossings instead of more costly grade separations.
- Consider eliminating elevators due to visual impacts and maintenance concerns.
- Consider eliminating stairs as many users will choose not to use them and may continue illegally crossing.
- Consider extending crossing over Coast Highway 101 to reduce conflicts with traffic.
- Consider steel/glass materials over brick façade.
- Incorporate flashing lights into street crossings.
- Integrate public art where possible.

PRIORITIZATION

- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #8 LEUCADIA BLVD CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #8, a potential connector near Leucadia Blvd.

Total Comments Received: 60

DESIGN

- Consider grade-separated crossing of rail corridor, potentially extending across Coast Highway 101 and Vulcan Ave.
- Consider adding more crosswalks and sidewalks on missing legs, or diagonal/scramble crossings, to minimize pedestrian delays and out-of-direction travel. Specific locations include south side of Leucadia Blvd and west side of Vulcan Ave.
- Consider adding bike lanes and continuous sidewalks on both sides of Vulcan Ave and Leucadia Blvd
- Consider roundabouts at Vulcan Ave and Coast Highway 101.
- Consider swapping right-turn lane and bike lane on westbound Leucadia Blvd to avoid turning conflicts.
- Integrate public art where possible.

PRIORITIZATION

- This location is a high priority for improvements with numerous operational and safety issues.
- This location is already functional, and new crossings in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #9 DAPHNE ST/BASIL ST CROSSING

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #9, a potential rail crossing near Daphne St/Basil St.

Total Comments Received: 51

DESIGN

- Consider below-grade crossing to reduce visual impacts and better preserve community character.
- Consider at-grade crossings instead of more costly grade separations.
- Consider eliminating elevators due to visual impacts and maintenance concerns.
- Consider eliminating stairs as many users may choose not to use them and attempt to cross illegally.
- Consider extending crossing over Coast Highway 101 to reduce conflicts with traffic.
- Access to this location is poor due to inadequate bike/ped facilities along Coast Highway 101 and Vulcan Ave.
- Integrate public art where possible.

PRIORITIZATION

- This location should be lower priority due to proximity to Leucadia Blvd and El Portal crossings.
- Locations north of Leucadia Blvd should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #10 UNION ST CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #10, a potential connector near Union St.

Total Comments Received: 30

DESIGN

- Consider separate bike lanes on Vulcan Ave rather than sharing with pedestrian path, due to high traffic from school and other nearby locations.
- North-south crosswalk across Union St leads pedestrians onto sidewalk that terminates just to the north.
- Class III shared facilities are less desired, especially on Union St where students will be riding. Consider protected lanes.
- Bike facilities on Union St are unlikely to be used. Prioritize crosswalks over bike facilities because more residents use/need them.
- Integrate public art where possible.

PRIORITIZATION

- This location should be higher priority due to proximity to school and farmers market.
- This location should be higher priority because its cost is comparatively low.
- Locations north of Leucadia Blvd should be higher priority because that northern segment of Vulcan Ave lacks sidewalks/bike lanes.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #11 MARCHETA ST/ORPHEUS AV CROSSING

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #11, a potential rail crossing near Marcheta St and Orpheus Ave.

Total Comments Received: 41

DESIGN

- Below-grade crossing reduces visual impacts and better preserves community character.
- Consider above-grade crossing to provide for safer use at night and reduce risk of vagrancy in underpasses.
- Consider at-grade crossings instead of more costly grade separations. This location is a good candidate for an at-grade crossing since it is flat.
- Consider extending crossing under Coast Highway 101 to reduce conflicts with traffic.
- Crosswalks are too far from rail crossing.
- No connection from Coast Highway 101 trail to north/west ramp – forces out-of-direction travel.
- Integrate with roundabout and associated crossing at El Portal.
- Ensure ADA standards are met.
- Integrate public art where possible.

PRIORITIZATION

- El Portal crossing should be higher priority due to proximity to school.
- This location should be lower-priority due to proximity to El Portal and Encinitas Blvd crossings.
- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

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COMMENT SUMMARY: #12 A ST/SUNSET DR CROSSING

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #12, a potential rail crossing near A St and Sunset Dr.

Total Comments Received: 48

DESIGN

- Below-grade crossing reduces visual impacts and better preserves community character.
- Consider above-grade crossing to provide for safer use at night and reduce risk of vagrancy in underpasses.
- Consider extending crossing under Coast Highway 101 to reduce conflicts with traffic.
- Consider adding protected sidewalks and/or bike facilities on Vulcan Ave.
- Consider traffic calming or additional protection for crosswalks at Vulcan Ave and Sunset Dr. The curved road creates poor visibility for vehicles.
- Consider adding pedestrian refuge on the southwest corner of Vulcan Ave and Sunset Dr.
- Integrate public art where possible.

PRIORITIZATION

- This location should be lower-priority due to proximity to El Portal and Encinitas Blvd crossings.
- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #13 ENCINITAS BLVD CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #14, a potential connector near Encinitas Blvd and Vulcan Ave.

Total Comments Received: 57

DESIGN

- Consider at-grade “scramble” or diagonal crossings instead of bridges, which may not be used and will create visual impacts.
- Consider moving multi-use path to west side of Vulcan Ave to reduce number of crossings.
- Consider adding protection for westbound cyclists on Encinitas Blvd to avoid right-turning vehicles.
- Evaluate any potential effects on adjacent private property, particularly to the southwest.
- Integrate public art where possible.

PRIORITIZATION

- This intersection is adequate as-is or with at-grade improvements. Bridges are unnecessary.
- Project is a needed improvement given the high bike/ped traffic in the area.
- Consider eliminating project because it is not needed and is a poor use of public funds.

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COMMENT SUMMARY: #14 D ST CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #14, a potential connector near D St.

Total Comments Received: 34

DESIGN

- Consider adding bulb-outs to slow vehicular speeds and increase bike/ped safety.
- Clarify what “improved crosswalk” means as the location already has crosswalks.
- Consider moving multi-use path on the west side of Vulcan Ave and integrating with transit center.
- Consider continuing multi-use path south to Santa Fe Dr.
- Class III shared facilities are less desired. Consider protected lanes on D St.
- Avoid or minimize traffic impacts from Vulcan Ave road diet.
- Integrate public art where possible.

PRIORITIZATION

- This intersection is adequate as-is. Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Project is a needed improvement given the high bike/ped traffic in the area.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider grade-separated crossing of rail corridor and Vulcan Ave taking advantage of the elevation of D St.

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COMMENT SUMMARY: #15 F ST CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #15, a potential connector near F St.

Total Comments Received: 35

DESIGN

- Consider adding crosswalks on Vulcan Ave at G St and H St.
- Consider showing Coastal Rail Trail crossing Vulcan Ave at G St, or between F St and G St, and continuing north on east side of Vulcan Ave (SANDAG guidance).
- Consider adding sidewalks to F St, G St, H St, and I St east of Vulcan.
- Ensure sidewalks on both sides of Vulcan Ave leading to downtown/D St.
- Consider roundabouts on Vulcan Ave.
- Class III shared facilities are less desired. Consider protected lanes on F St.

PRIORITIZATION

- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- This location is a high priority to improve intersections and roads in a high-volume area.
- Consider rail corridor crossing at F St.
- Consider eliminating project because it is not needed and is a poor use of public funds.

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COMMENT SUMMARY: #16 SANTA FE DR CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #16, a potential connector near Santa Fe Dr.

Total Comments Received: 29

DESIGN

- Suggests a sidewalk on the south side of Santa Fe Dr
- Consider moving J St crosswalk to north leg of intersection to provide better access to Vulcan Ave parking.
- Consider roundabout at J St to reduce vehicular speeds.
- Consider extending sidewalk on east side of Vulcan Ave to San Elijo Ave (south of Santa Fe Dr).
- Consider a lower level of development to keep the corridor in a more natural state. Sidewalks and new multi-use path (Coastal Rail Trail) seem redundant.
- Consider swapping right-turn lane and bike lane on northbound San Elijo Ave to avoid turning conflicts.

PRIORITIZATION

- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Project is a needed improvement given the high bike/ped traffic in the area.
- Consider eliminating project because it is not needed and is a poor use of public funds.

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COMMENT SUMMARY: #17 VERDI AVE CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #17, a potential connector near Verdi Ave.

Total Comments Received: 46

DESIGN

- Use low landscaping to reduce visual impacts.
- Consider a lower level of development to keep the corridor in a more natural state.
- Sidewalk on east side of Vulcan Ave ends immediately to the north and south.
- Preserve as much parking as possible to reduce impacts of increased beach traffic resulting from Verdi Ave crossing project.
- Show planned crosswalk of Coast Highway 101 (part of Verdi Ave crossing project) on conceptual drawings.

PRIORITIZATION

- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- This location is a high priority to improve beach access across the rail corridor and Coast Highway 101.
- Montgomery Ave is a more ideal location for this crossing.
- Consider eliminating project because it is not needed and is a poor use of public funds.

GENERAL

- Consider trenching the tracks.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #18-#19 BIRMINGHAM DR CROSSING & CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Projects #18-#19, a potential rail crossing and adjacent connector near Birmingham Dr.

Total Comments Received: 47

DESIGN

- Consider below-grade crossing or revise design to minimize visual impacts.
- Consider at-grade crossings instead of more costly grade separations.
- Consider extending crossing over Coast Highway 101 to reduce conflicts with traffic.
- Consider higher-quality bike infrastructure improvements than Class III shared facilities.
- Consider eliminating or reducing the visual impact of the view point and associated ramps.
- Consider aligning crossing more directly with popular destinations (such as at beach campground and the Seaside Market) to improve access.

PRIORITIZATION

- This location should be lower priority due to proximity to Chesterfield Dr and Verdi Ave crossings.
- Consider eliminating project because it is not needed and is a poor use of public funds.

CITY OF ENCINITAS CROSS-CONNECT IMPLEMENTATION PLAN

COMMENT SUMMARY: #20 NORFOLK DR/DUBLIN DR/ CHESTERFIELD DR CONNECTOR

4/9/2020

This is a high-level summary of comments received from the public and stakeholder agencies on the draft design concept for *Cross-Connect* Project #20, a potential connector near Norfolk Dr, Dublin Dr, and Chesterfield Dr.

Total Comments Received: 19

DESIGN

- Consider placing crossing at Orinda Dr rather than Norfolk Dr.
- Consider adding a crosswalk north-south across Chesterfield Dr to walk to Glen Park.
- Class III shared bike routes are problematic.
- Decomposed granite (DG) is slick when wet and should be avoided.
- Consider connecting the walking path between Dublin Dr and Kilkenny Dr.
- Sidewalks are unnecessary in this area.

PRIORITIZATION

- Northern locations in Leucadia such as Grandview/Hillcrest or Sanford/Jupiter should be higher priority.
- Consider eliminating project because it is not needed and is a poor use of public funds.

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Design Review Comments Master (DRAFT)

4/15/2020

Date Received	Commenter/Method	Project	Comment	Comment Category
1/26/2020	Public - Email	0 General	I'm writing to voice my support for the "cross Connect" in the Leucadia area for safer access to the beach. There should also be a proper sidewalk along Vulcan. there's a park nearby but no safe way for kids to get there from nearby neighborhoods.	Design
1/30/2020	Public - Comment Card	0 General	Consider at grade crossings; With significantly lower cost theres $ to buy additional insurance or deal with lawsuits	Design
1/30/2020	Public - Comment Card	0 General	Existing trail/Bikeway does not exist from Leucadia Blvd to La Costa Ave as recorded on Potential Projects Poster	Design
1/30/2020	Public - Comment Card	0 General	- I love the bridges at Vulcan & Encinitas Blvd. - Push for at-grade crossings. They have them in San Clemente & are very successful. - Thanks for pursuing this - Build them as soon as possible. The more the better!	Design
1/30/2020	Public - Comment Card	0 General	At-grade crossings are cheaper, safer, and easier to use	Design
2/27/2020	Stakeholder - CCC	0 General	All rail crossing and connector projects should be designed to accommodate and connect with the future Coastal Rail Trail. Given that the Coastal Rail Trail is designed for a variety of users, the rail crossings should incorporate ramps for bicyclists, as well as other users on wheels (e.g., strollers, wheelchairs, etc.), in order to provide seamless connections	Design
2/27/2020	Stakeholder - CCC	0 General	If the massing of ramps is a concern, alternative ramp designs that would minimize visual resource impacts should be evaluated, including podium ramps that are not solid	Design
2/27/2020	Stakeholder - CCC	0 General	“Views and Community Character” is one rail crossing evaluation criterion; however, only public views (versus private views) to and along the ocean and scenic coastal areas should be considered and protected	Design
2/27/2020	Stakeholder - CCC	0 General	If any fencing is necessary, we urge the City to use fencing that is visually permeable similar to the fencing used at the Swami’s rail undercrossing and Cardiff Coastal Rail Trail, especially where coastal views are available	Design
3/10/2020	Stakeholder - SANDAG	0 General	Our key concern is to ensure there is enough clearance to accommodate future CRT alignments around elevators, ramps and stairs. Concepts that have constraints precluding potential CRT alignments should be modified or the conflict should be clearly noted. The Draft CRT planning study generally will identify the most feasible alignment as a west side alignment from La Costa to El Portal and an east side alignment from El Portal to Santa Fe	Design
3/10/2020	Stakeholder - SANDAG	0 General	Where a cross-connect crossing could be used for CRT, ensure all approach ramps, bridge/tunnel widths are wide enough to accommodate the CRT design guidelines of 16' where possible and note which locations this width cannot be achieved	Design
3/10/2020	Stakeholder - SANDAG	0 General	LOSSAN rail double tracking in Leucadia requires drainage channels on both sides of the tracks. The drainage channel on the east side of the tracks extends beyond the 20.5’ setback generally to the edge of the NCTD right-of-way line. This drainage structure is in conflict with all proposed Cross-Connect crossing locations within Leucadia. Clearly note that the feasibility of these locations is dependent upon further analysis with SANDAG and NCTD to address railroad drainage.	Design
1/30/2020	Public - Comment Card	0 General	If you are not installing a fence which cannot be broken through, many people will just walk across tracks rather than walking to a crossing and climbing stairs or an elevator. They also all like like horrific eye-sores towering above other structures in areas. Recommend going underground like at swamis. What you are showing as an undercrossing at Juniper Street will work well w/ the neighborhood, but overcrossings will not and will be fought tooth and nail by residents.	Design
1/17/2020	Public - Email	0 General	I will not be able to make it to the meeting to discuss the rail corridor . So as a 41-year resident of Encinitas I would like to make the following suggestion for you to consider. I know my proposal is expensive and it first I might even seem outlandish; but interest rates are at historic lows and now would be the time to do this project. My proposal would be to tunnel the entire railroad corridor from La Costa Avenue to Chesterfield Drive. And I do not mean merely sunken but tunneled so that there could be 3 miles of parkland over what is now a noisy and polluting blight on our city. Thank you for considering my suggestion.	General
1/30/2020	Public - Comment Card	0 General	*Keep large and Medium size trees Best help with climate change heat	General
2/27/2020	Stakeholder - CCC	0 General	We encourage the City to implement as many of the connector projects as possible, given that they will add sidewalks, bike lanes, and other improvements that will improve public access for active transportation users along this major coastal corridor	General
3/10/2020	Stakeholder - SANDAG	0 General	Any next steps or future projects must continue to coordinate with all PDT stakeholders (SANDAG, NCTD, CPUC, Coastal Commission).	General
3/17/2020	Stakeholder - NCTD	0 General	Please note that NCTD approval is required for any work or project that may temporarily or permanently impact NCTD’s right of way. Should any of the Cross-Connect grade separated crossings concepts proceed forward for further planning, design and construction please make sure to involve NCTD early on in the process.	General
1/30/2020	Public - Comment Card	0 General	Pedestrians should have priority over bikers	Prioritization

Date Received	Commenter/Method	Project	Comment	Comment Category
2/27/2020	Stakeholder - CCC	0 General	The rail crossings that minimize the gap between adjacent rail crossings and are located in close proximity to beach accessways should be prioritized to improve the public's ability to access the shoreline	Prioritization
1/30/2020	Public - Comment Card	1 La Costa	Stop sign or signal. Must ASAP, So Dangerous	Design
1/30/2020	Public - Comment Card	1 La Costa	Bridge widening to accommodate pedestrians + bicycles	Design
1/30/2020	Public - Comment Card	1 La Costa	This design is insufficient to address the bike + pedestrian safety issues on the corner.	Design
1/30/2020	Public - Comment Card	1 La Costa	Need side walks on Vulcan, Crosswalks on PCH	Design
1/30/2020	Public - Comment Card	1 La Costa	Make sure bridge crossing is wide enough to be safe	Design
1/30/2020	Public - Comment Card	1 La Costa	Sidewalk yes! Need it! How far does it go and from 101 East? Past Vulcan?	Design
1/30/2020	Public - Comment Card	1 La Costa	Signal at Vulcan and La Costa Blvd straighten out Vulcan (if possible)	Design
1/30/2020	Public - Comment Card	1 La Costa	We need bike lanes on Vulcan leading to La Costa, we can't get there safely.	Design
1/30/2020	Public - Comment Card	1 La Costa	Pedestrians cannot safely cross because of speeding cars	Design
1/30/2020	Public - Comment Card	1 La Costa	No turn on Red from PCH North to La Costa East. Add traffic calm to obey speed limit, speed bumps, raised cross walks. Add stop light at Sheridan and La Costa. Note: cars coming From both I5 and PCH exceed speed! Waze directs I5-North traffic to exit Leucadia Blvd to Orphieus (sp?) to Eolus (Andrew) to Sheridan to La Costa W to PCH to avoid I5 North traffic. Some residential streets are too long. Need more stop sign and speed bumps. PLEASE	Design
1/30/2020	Public - Comment Card	1 La Costa	This needs way more land	Design
1/30/2020	Public - Comment Card	1 La Costa	Needs orange flashing lights on	Design
1/30/2020	Public - Comment Card	1 La Costa	This crossing does not have access by bikes or walking	Design
1/30/2020	Public - Comment Card	1 La Costa	Vulcan + La Costa Ave need traffic not a "crossing" control!	Design
1/30/2020	Public - Comment Card	1 La Costa	Doesn't solve huge bike safety issue. This looks inadequate for pedestrians particularly the blind corner	Design
1/30/2020	Public - Comment Card	1 La Costa	Traffic stop - Dangerous! RR xxing - East bound or reroute Vulcan to X over RR with bridge to access coast highway, just south of la costa blvd	Design
1/30/2020	Public - Online Open House	1 La Costa	I ride my bike north on Vulcan trying to get the Coast Hwy to head north. It is very difficult to make a left turn on to La Costa for bikes as well as cars	Design
1/31/2020	Public - Online Open House	1 La Costa	- Crosswalks won't change the danger of cars trying to cross the road at Vulcan and La Costa. - It is super scary to try to ride a bike across the bridge on La Costa west of Vulcan. Suggest adding a pedestrian bridge (should cost less than expanding the road bridge) and use the sidewalk portion of the existing bridge to serve as a widened bike lane.	Design
1/31/2020	Public - Online Open House	1 La Costa	There is also an effort to develop the open space on the NE side of the La Costa / PCH intersection. A signal at La Costa in synch with the signal at PCH would make ingress and regress safe.	Design
1/31/2020	Public - Online Open House	1 La Costa	The bike intersection at 101 and La Costa Avenue needs to be wider.	Design
1/31/2020	Public - Online Open House	1 La Costa	This is a blind intersection and is very dangerous to cars, bikes and pedestrians. I use it daily and it needs either a stop light or stop sign. Autos driving east on La Costa often drive very fast on a blind curve such that autos entering La Costa from Vulcan cannot see them until it's too late.	Design
1/31/2020	Public - Online Open House	1 La Costa	There needs to be paths along the railway in Leucadia (north of Leucadia Ave and south of La Costa) similar at least to what is in place south of Leucadia Ave - right now it's just parking. It's not safe and there is a population influx and a lot of children and families that have no safe way to travel outside of a car.	Design
1/31/2020	Public - Online Open House	1 La Costa	The proposed sidewalk on Vulcan through the curve needs to have a barrier between it and the road, as motorists drive far too fast through the curve and very often cross over the center line.	Design
1/31/2020	Public - Online Open House	1 La Costa	I'm not a bike rider since it is too dangerous so I'm not sure what to to do about bicyclists through the curve. It's too narrow for a bike lane without widening the road.	Design
2/2/2020	Public - Online Open House	1 La Costa	Unaddressed or lacking elements: La Costa backs up across Vulcan intersection, eastbound cars speed...so, no speed mitigation, traffic mitigation, or accommodation for safe crossing at the blind intersection under these conditions.	Design
2/2/2020	Public - Online Open House	1 La Costa	Working with 101 improvements to extend that sphere of influence to adjacent intersections because there will be connected issues.	Design
2/3/2020	Public - Online Open House	1 La Costa	No changes to bike lanes	Design
2/3/2020	Public - Online Open House	1 La Costa	Currently the pedestrian and bike access to 101 from Vulcan avenue through La Costa Ave is dangerous. Cars and pedestrian cannot use the lanes (since there is no sidewalks) and keep a safe distance.	Design
2/3/2020	Public - Online Open House	1 La Costa	The sidewalk on the West side of Vulcan just ends 100yds down the road. That's a waste of concrete. Bike facilities? What new bike facilities? All I see on this map is paint on the existing bike lanes.	Design
2/3/2020	Public - Online Open House	1 La Costa	Sharrows are not protected bike lanes.	Design
2/3/2020	Public - Online Open House	1 La Costa	Walkability is more important to me than bikes. Bikers have received all sorts of accomodations. I think there should be more but let's focus on walkers at this time.	Design
2/3/2020	Public - Online Open House	1 La Costa	Make RT from n/b 101 to e/b La Costa inherently traffic calming, i.e., don't pull the curb too far back and create a fast, sweeping turn.	Design
2/3/2020	Public - Online Open House	1 La Costa	need flashing lights for pedestrians at vulcan. Cars don't stop.	Design

Date Received	Commenter/Method	Project	Comment	Comment Category
2/3/2020	Public - Online Open House	1 La Costa	Does not address La Costa Ave/Vulcan intersection safety-- Westbound cars should NOT be able to merge into bike lane (ie Go Around Car stoped to go South on Vulcan.. A curb should separate bike path	Design
2/3/2020	Public - Online Open House	1 La Costa	Crosswalk at Vulcan and La Costa is ok but flow of traffic needs to be addressed. Stop lights, etc?	Design
2/3/2020	Public - Online Open House	1 La Costa	What will done about additional foot traffic across 101 once the hotel is built?	Design
2/3/2020	Public - Online Open House	1 La Costa	This is a very dangerous intersection and should be signaled.....the minor changes, while and improvement don't go fare enough. Traffics on La Costa is too fast and needs to be slowed down and traffics calming measures need to be put in place. Walking and riding on Vulcan is also very dangerous.....let's improve this intersection and make it better for all.	Design
2/3/2020	Public - Online Open House	1 La Costa	Railroad is currently putting in parking where sidewalk on Vulcan is proposed.	Design
2/3/2020	Public - Online Open House	1 La Costa	Sidewalk on Vulcan from La Costa to Encinitas Blv. is desperately needed!	Design
2/3/2020	Public - Online Open House	1 La Costa	Where is the public Art integration?	Design
2/3/2020	Public - Online Open House	1 La Costa	forget all the proposed "beautification" projects and do something useful..a traffic light or stop sign at vulcan and la costa ave.	Design
2/3/2020	Public - Online Open House	1 La Costa	Traffic Signal needed	Design
2/4/2020	Public - Online Open House	1 La Costa	Roundabouts save lives, reduce Greenhouse Emissions, and are much more efficient.	Design
2/4/2020	Public - Online Open House	1 La Costa	Regarding bike facilities: Unless I missed it in the slides, there don't seem to be any new bike lanes proposed for Leucadia. True, there are some planned for Streetscape, but those are on the highway, where they will still not benefit the 8-80 riders. (Please keep in mind that the 8-80 riders are who ALL of our bike lanes should be focused on.) So, unless there is a Class 1 path included in Streetscape, there needs to be one either east or west of the tracks in this project. We NEED to be able to ride in this area completely separated from cars. Otherwise, we will not persuade more people to become transportation/utility cyclists for some of their current car trips.2) The overpass concept seems crazy to me. They will be unsightly and also inconvenient for both pedestrians and cyclists, especially the latter. They should ALL be planned as underpasses (or at-grade crossings if possible).	Design
2/5/2020	Public - Online Open House	1 La Costa	There needs to be a lighted/flashing sign on the eastbound sign to slow traffic and allow for safe left hand turns from north Vulcan to westbound La Costa. Simple solution that could prevent the numerous accidents and near accidents that occur there.	Design
2/5/2020	Public - Online Open House	1 La Costa	Improvements to this area are long overdue. I think a light is going to be necessary eventually for the intersection of Vulcan and La Costa. Having lived here for many years, I can say that the past few summers I have really noticed a challenge in heading West on La Costa with the intention of making a left onto Vulcan and similarly, making a left onto La Costa from Vulcan is dangerous and difficult. Once the new hotel is completed, these things will be even more difficult due to the increase in traffic.	Design
2/5/2020	Public - Online Open House	1 La Costa	The proposed improvements are too timid for projected traffic, especially when Ponto in Carlsbad is developed.	Design
2/5/2020	Public - Online Open House	1 La Costa	Speed of traffic not considered in plan.	Design
2/5/2020	Public - Online Open House	1 La Costa	The sidewalk on the west side of Vulcan goes south to nothing. Vulcan is not a pedestrian friendly street at all. Walking on the Vulcan curves and/or crossing at the La Costa Ave/Vulcan intersection is frightening. The bridge is too narrow for the amount of traffic, pedestrians and bikes.	Design
2/5/2020	Public - Online Open House	1 La Costa	Crossing Hwy 101 at La Costa is incredibly unsafe as a pedestrian. I don't know if it will be better after the hotel is finished. I walk a lot and completely avoid the La Costa/Vulcan and La Costa/101 intersections as a pedestrian. It's scary enough to drive or turn there! The Vulcan/La Costa intersection really needs to be redone. Too much traffic goes through there for the configuration it has. Also, why is the speed limit higher on Vulcan than on Hwy 101 (35 vs 30mph)?	Design
2/5/2020	Public - Online Open House	1 La Costa	See description above... the bridge must be widened to allow for better pedestrian and bike crossing	Design
2/6/2020	Public - Online Open House	1 La Costa	It's unclear from the diagram if there is sidewalk the entire way on Vulcan and la costa to give safe access for those walking from Vulcan to ponto, coast highway etc	Design
2/6/2020	Public - Online Open House	1 La Costa	Not sure what the answer is but it is an extremely unsafe turn and traffic is already backed up down la costa so a stop sign may not make it worse but make it safer	Design
2/6/2020	Public - Online Open House	1 La Costa	The blind curve at the north end of Vulcan needs to be straightened or removed. This visual obstacle makes any pedestrian or vehicular thoroughfare dangerous.	Design
2/6/2020	Public - Online Open House	1 La Costa	There appears to be no bikes access along Vulcan. Will this be developed?	Design
2/6/2020	Public - Online Open House	1 La Costa	Bike lane should extend to hwy 101	Design
2/7/2020	Public - Online Open House	1 La Costa	This needs to be a controlled intersection	Design
2/8/2020	Public - Online Open House	1 La Costa	Bravo! We need a sidewalk on the north end of Vulcan to get to La Costa to get to Hwy 101. We also need a light at Vulcan and LaCosta so we can safely get onto LaCosta.	Design
2/8/2020	Public - Online Open House	1 La Costa	thanks for the sidewalk on Vulcan to La Costa. We also need a light on Vulcan/LaCosta so we can get out onto La Costa from Vulcanl	Design
2/9/2020	Public - Online Open House	1 La Costa	The bike lane disappears at the intersection of La Costa and highway 101	Design
2/12/2020	Public - Online Open House	1 La Costa	Bridge needs to be widened to accommodate larger bike lanes on bridge, and at intersection of La Costa and 101	Design
2/12/2020	Public - Online Open House	1 La Costa	A roundabout at la costa and Vulcan would be good to help ease traffic.	Design
2/13/2020	Public - Online Open House	1 La Costa	Bike lane awfully small over the bridge	Design
2/13/2020	Public - Online Open House	1 La Costa	Would be nice to include a light or stop sign or roundabout at the Vulcan La Costa intersection. Difficult to turn left there at peak traffic times.	Design

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2/13/2020	Public - Online Open House	1 La Costa	Crosswalk at Vulcan is an improvement but it remains a dangerous intersection for pedestrians. Is it possible to have a 4 way stop or signal installation.?	Design
2/13/2020	Public - Online Open House	1 La Costa	Crosswalk is a nice addition but this intersection needs more traffic control for pedestrian safety. A signal or 4 way stop might help.	Design
2/13/2020	Public - Online Open House	1 La Costa	Slow the traffic down on La Costa between PCH and I-5.	Design
2/13/2020	Public - Online Open House	1 La Costa	How do you plan to get right-of-way for the sidewalk at the north end of Vulcan? I'm told by staff that property line goes out into the street.	Design
2/15/2020	Public - Online Open House	1 La Costa	Per above the bike lane and reliance on sharrows is a design flaw	Design
2/15/2020	Public - Online Open House	1 La Costa	Unclear how proposed rail trail would be integrated or continue onto Carlsbad without dumping bicyclists and pedestrians onto 101/Carlsbad Blvd.	Design
2/16/2020	Public - Online Open House	1 La Costa	Can you add flashing lights at Vulcan crosswalk to notify drivers of pedestrian activity? Like at some crossings on 101. Sidewalk should extend to highway 5. Lots of foot traffic along la Costa to 101 corridor.	Design
2/19/2020	Public - Online Open House	1 La Costa	This does not address the real problem of this intersection, the bridge is not wide enough, the bike path is very narrow and the amount of traffic is only going to grow with the development.	Design
2/19/2020	Public - Online Open House	1 La Costa	The Vulcan intersection needs to be re-designed with proper stop sign or lights and widen for the added traffic due to the development of the property in this area....	Design
2/20/2020	Public - Online Open House	1 La Costa	must take into account the increased vehicular traffic flow on La Costa and Vulcan and that intersection	Design
2/20/2020	Public - Online Open House	1 La Costa	Cyclists traveling s/b on Coast Hwy intending to make a left turn onto e/b La Costa Ave is very dangerous. They must traverse high speed vehicles and after the turn the bridge narrows where cars want to squeeze by you and pass	Design
2/22/2020	Public - Online Open House	1 La Costa	Doesn't seem like the bike lanes are being improved. I would never ride my bike with kids on the current lanes. Also, la folks on la costa have a 50 mph speed limit which also turns folks off.	Design
2/23/2020	Public - Online Open House	1 La Costa	The blind curve at the north end of Vulcan is unacceptable for pedestrian traffic. The curve needs to be straightened for visual clarity to reduce both pedestrian and vehicular danger. The straightening would also provide extra footage for pedestrian paths. If not straightened, an alternative path should be considered on the west side of residential unit for pedestrian access to the LC bridge. Regarding the biking lanes, without widening the bridge on LC, it appears that the bottlenecking at this area would prove to be unsafe for both vehicular and biking traffic. A solution needs to be derived for the widening of this bridge. It is unclear what the "improved crossing" is at the southwest end of bridge. If this is a ramp to the existing bridge, please explain how a pedestrian would get to this ramp from east of Vulcan if there is no safe rail crossing near by?	Design
2/24/2020	Public - Online Open House	1 La Costa	The bike paths on the bridge are kind of pathetic. If we are going to do any upgrade to this bridge it seems like we should do more than just put a little lipstick on. Any improvement will be better then the existing bridge but this is not a huge difference especially considering the new hotel going in and all of the homes going in on La Costa Ave. Anyone hoping to walk or ride to the beach especially Ponto will have to think twice if they are crossing that bridge with or without the proposed improvements. There's still no sidewalk on the North side of the Bridge so anyone coming down from the new or existing houses will have to cross La Costa Avenue to the South side to pick up a sidewalk or just walk in the narrow traffic lane. They should build the bridge wider just for bike and ped lanes. No additional car lanes.	Design
2/24/2020	Public - Online Open House	1 La Costa	How do you get across the bridge over the tracks? Is there a sidewalk or do pedestrians have to walk in the bike lane?	Design
2/4/2020	Public - Online Open House	1 La Costa	Very busy road - dangerous	General
2/4/2020	Public - Online Open House	1 La Costa	They do not do much	General
2/4/2020	Public - Online Open House	1 La Costa	There are no bike proposals in this. And they already were gifted driving lane access in both directions so what else can we give them.	General
2/6/2020	Public - Online Open House	1 La Costa	see above	General
2/6/2020	Public - Online Open House	1 La Costa	Just bury the tracks.	General
2/12/2020	Public - Online Open House	1 La Costa	No new bike facilities.	General
2/12/2020	Public - Online Open House	1 La Costa	As we and a good number of our neighbors are daily pedestrians, bicyclists and drivers on La Costa Ave., we are more than happy to be called upon to further your internal discussions on how to improve this current dangerous intersection. We all thank you for your efforts and really look forward to your proposed improvements.	General
2/13/2020	Public - Online Open House	1 La Costa	How much does the city get from bike licensees to pay for all of the bike related infrastructure?	General
2/13/2020	Public - Online Open House	1 La Costa	Safety	General
2/20/2020	Public - Online Open House	1 La Costa	see above	General
1/31/2020	Public - Online Open House	1 La Costa	Prioritize, design, fund and build Grandview next after El Portal.	Prioritization
1/31/2020	Public - Online Open House	1 La Costa	This needs to be moved up on the plans, this intersection is a disaster of epic proportions plus the new hotel will make this worse	Prioritization
2/3/2020	Public - Online Open House	1 La Costa	Ramps and stairs. NO ELEVATORS. Next crossing should be at Sanford or Hillcrest, before Verdi. Population in each area should make that obvious.	Prioritization
2/3/2020	Public - Online Open House	1 La Costa	Very few people ride bikes , cost to benefit low	Prioritization
2/4/2020	Public - Online Open House	1 La Costa	#1 priority!	Prioritization
2/4/2020	Public - Online Open House	1 La Costa	There's very little foot traffic here.	Prioritization

Date Received	Commenter/Method	Project	Comment	Comment Category
2/4/2020	Public - Online Open House	1 La Costa	Re: crossings over/under the tracks in Leucadia: 1) I agree that the Sanford location should be #1. Number 2 in importance should be Glaucus. That's simply where most people currently cross in order to get to restaurants/businesses. Bishops's Gate is completely unnecessary. Grandview would be nice, but only after Sanford and Glaucus are built.	Prioritization
2/4/2020	Public - Online Open House	1 La Costa	We need at least one of the Leucadia crossings (at Sanford) ASAP. It should be fast-tracked above all others. The El Portal one is int he works, as is the Verdi one, I believe. So, one in Leucadia needs to be done right away, or as soon as Streetscape construction begins.	Prioritization
2/5/2020	Public - Online Open House	1 La Costa	Will create more congestion.	Prioritization
2/5/2020	Public - Online Open House	1 La Costa	How much will this cost. Leave the streets alone. Stop wasting money.	Prioritization
2/6/2020	Public - Online Open House	1 La Costa	Bike usage is not a dangerous issue here.	Prioritization
2/9/2020	Public - Online Open House	1 La Costa	don't use that corridor often, but ped/bike friendliness could be improved.	Prioritization
2/13/2020	Public - Online Open House	1 La Costa	This project and all are a waste of money	Prioritization
2/13/2020	Public - Online Open House	1 La Costa	Nobody rides bikes to work...we're not Holland...wake up Stop wasting tax payer funds	Prioritization
2/14/2020	Public - Online Open House	1 La Costa	This is not a bike town. I see no reason whatsoever to cater to these visitors.	Prioritization
2/23/2020	Public - Online Open House	1 La Costa	Improvements are required to assure public safety and accomendate future growth and congestion.	Prioritization
1/30/2020	Public - Online Open House	10 Union St	Sharrows are not safe, what about the school kids!? Yikes!	Design
1/30/2020	Public - Online Open House	10 Union St	Yes, I agree rail crossing is underground. All crossings in 5 mile corridor should be underground!	Design
1/31/2020	Public - Online Open House	10 Union St	Do I see a quality bike path on Vulcan going north as well as south? Bike paths either on Vulcan if possible are integral to usage of bikes in Leucadia.	Design
2/3/2020	Public - Online Open House	10 Union St	Sharrows are the WORST bicycle facilities. This is an elementary school. We do not want the kids riding in traffic here. This is an area that deserves protected bicycle lane. Kids will die otherwise.	Design
2/3/2020	Public - Online Open House	10 Union St	That is a high traffic area with kids and families for school and farmers market. This plan does not look like a big improvement. Especially for bikes	Design
2/3/2020	Public - Online Open House	10 Union St	Where is the public Art integration?	Design
2/5/2020	Public - Online Open House	10 Union St	The crosswalks are already there? No proposed sidewalks/paths? Not sure what a Class III bike facility is	Design
2/6/2020	Public - Online Open House	10 Union St	The crosswalks by the school are necessary however bike improvements on union seem Unnecessary	Design
2/8/2020	Public - Online Open House	10 Union St	need a crosswalk for pedestrians, school children and farmers market. Good!	Design
2/9/2020	Public - Online Open House	10 Union St	This is a good placement of improved crosswalk since it is in front of a school. I am hoping that the rail-trail goes in along Vulcan so I can ride my bike to the Farmers Market on Sundays.	Design
2/21/2020	Public - Online Open House	10 Union St	No proposed bike path north and south on Vulcan? This is a school with no safe bicycle access from north, south, and west! Vulcan is narrow and has a 35 mph speed limit. Riding in lane is not a safe option with that speed limit and narrowness of road. The track right of way has room for a sidewalk and bike path.	Design
2/22/2020	Public - Online Open House	10 Union St	Bike lanes shouldn't be shared where kids (lots of kids) will be the primary users. They should have safe, dedicated bike lanes. I would also add huge lit stop signs here and Solar powered speeding signs.	Design
2/24/2020	Public - Online Open House	10 Union St	This one is a done deal. The crosswalk going North South across Union leads to nothing if you are going North. You end up in the street on the Northbound lane. I'm not sure if you want to encourage the students to do this.	Design
2/4/2020	Public - Online Open House	10 Union St	trench the tracks. This plan sucks.	General
2/4/2020	Public - Online Open House	10 Union St	trench the tracks. This plan sucks. Show the roundabout and associated crossing at El Portal. Its all one crossing.	General
2/5/2020	Public - Online Open House	10 Union St	waste of money	General
2/5/2020	Public - Online Open House	10 Union St	see previous comments	General
2/9/2020	Public - Online Open House	10 Union St	no estimate of households or business served. does that mean this has less net benefit/utility than others. consider removing for cost savings.	General
2/13/2020	Public - Online Open House	10 Union St	Waste of taxpayer revenue	General
2/13/2020	Public - Online Open House	10 Union St	Waste of taxpayer revenue	General
2/19/2020	Public - Online Open House	10 Union St	Against this added bike facility if it some day it going to connect to Union street on east side of 1-5.	General
2/5/2020	Public - Online Open House	10 Union St	Two lanes each way on HWY 101!	Out of Scope
1/31/2020	Public - Online Open House	10 Union St	Medium priority. It's good for getting to school but frankly south of Leucadia has a sidewalk/path on Vulcan. So there is a safe way to get to intersections. North of Leucadia there are no bike lanes or sidewalks on Vulcan. So safe way to get to existing intersections	Prioritization
2/3/2020	Public - Online Open House	10 Union St	For the school kids	Prioritization
2/4/2020	Public - Online Open House	10 Union St	Lower priority with Marcheta tunnel	Prioritization
2/5/2020	Public - Online Open House	10 Union St	Looks to be not an expensive project. Just do it!	Prioritization
2/5/2020	Public - Online Open House	10 Union St	Anything that makes it safer for students to walk/bike to school should be done.	Prioritization
2/6/2020	Public - Online Open House	10 Union St	Is union street just a two way bike lane now? How many residents there ride bikes as primary transportation? Likely zero. Crosswalks are helpful. Serve the NEEDS of your constituents, not bike lobbies.	Prioritization
2/6/2020	Public - Online Open House	10 Union St	I don't think that this improvement is needed here.	Prioritization

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2/7/2020	Public - Online Open House	10 Union St	This is probably the most important one given the proximity to Paul Ecke Central ES and the 101, as well as the farmer's markets.	Prioritization
1/30/2020	Public - Online Open House	11 Marcheta/Orpheus	All rail crossings should be underground like this projected plan. Cement structures, elevators and stairs not esthetically matched to the laid back beach community.	Design
2/3/2020	Public - Online Open House	11 Marcheta/Orpheus	Do not build any underpass crossings! Use ramps, go over the top, they are safer late at night. Kids can navigate them easier as can large cargo bikes which are the future of bicycle transportation.	Design
2/3/2020	Public - Online Open House	11 Marcheta/Orpheus	Where is the public Art integration?	Design
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	Need bridge over track and dedicated bike lane along rail.	Design
2/13/2020	Public - Online Open House	11 Marcheta/Orpheus	Again, why is the underpass so far from the cross walk? Why not put the underpass at the Orpheus and extend the underpass all the way under the 101 so as not to have to cross traffic.	Design
2/18/2020	Public - Online Open House	11 Marcheta/Orpheus	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. An underpass is a HUGE waste of money. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/21/2020	Public - Online Open House	11 Marcheta/Orpheus	No bike facilities! Northwest ramp from tunnel nonexistent, not even stairs. Plans for pedestrian path on the west side of tracks is clearly absent.	Design
2/22/2020	Public - Online Open House	11 Marcheta/Orpheus	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most bike friendly town on earth.	Design
2/24/2020	Public - Online Open House	11 Marcheta/Orpheus	Literally this is flat here. You could avoid all the ramps, retaining walls and ALL of the expense and just build a simple at grade crossing! There used to be a road crossing the railroad tracks right about here.	Design
2/3/2020	Public - Online Open House	11 Marcheta/Orpheus	Lower the tracks	General
2/4/2020	Public - Online Open House	11 Marcheta/Orpheus	This one will get a lot of traffic.	General
2/4/2020	Public - Online Open House	11 Marcheta/Orpheus	trench the tracks. This plan sucks. Show the roundabout and associated crossing at El Portal. Its all one crossing.	General
2/4/2020	Public - Online Open House	11 Marcheta/Orpheus	trench the tracks. This plan sucks. Show the roundabout and associated crossing at El Portal. Its all one crossing.	General
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	Looks good. Again, maybe trenching the tracks is better. The concern is that vagrants may sleep in the rail underpass.	General
2/6/2020	Public - Online Open House	11 Marcheta/Orpheus	Just bury the tracks. Streetscape and lane diets are the opposite of the transportation needs of Encinitas.	General
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	Two lanes each way on 101!!	Out of Scope
2/19/2020	Public - Online Open House	11 Marcheta/Orpheus	Against any design that narrows cost hwy 101 down to one lane. Gridlock will not help anyone.	Out of Scope
1/30/2020	Public - Comment Card	11 Marcheta/Orpheus	This was supposed to go at Union St to serve the school. A very long walk to the school along Vulcan. Dangerous! Not accessible to residential areas on the west side.	Prioritization
1/31/2020	Public - Online Open House	11 Marcheta/Orpheus	Lower priority because of less people served and no beach access.	Prioritization
1/31/2020	Public - Online Open House	11 Marcheta/Orpheus	Location seems redundant with new El Portal crossing	Prioritization
1/31/2020	Public - Online Open House	11 Marcheta/Orpheus	This is not nearly as important as the Hillcrest or Sanford locations.	Prioritization
2/3/2020	Public - Online Open House	11 Marcheta/Orpheus	Poor location..Its too close to existing overpass! Much needed up North Coast highway	Prioritization
2/3/2020	Public - Online Open House	11 Marcheta/Orpheus	Finally and underpass.....is that because it is so close to downtown???? Why aren't there underpasses in Leucadia, north of LEucadia Blvd??? Put this one down at Grandview where it is needed.....this is too close to El Portal which is already going to be an underpass. Very confused on the thinking on where to place underpasses	Prioritization
2/4/2020	Public - Online Open House	11 Marcheta/Orpheus	No priority with new undercrossing tunnel	Prioritization
2/4/2020	Public - Online Open House	11 Marcheta/Orpheus	Not sure why this is needed when there will the El Portal one so nearby.	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	it's too close to encinitas blvd crossing and the other one just to the north.	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	This location is not a priority, but should be eventually be implemented.	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	This location is not a priority, but should be eventually be implemented.	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	are you out of your mind	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	waste of money	Prioritization
2/5/2020	Public - Online Open House	11 Marcheta/Orpheus	Too close to El Portal under crossing which is moving forward. Better locations	Prioritization
2/6/2020	Public - Online Open House	11 Marcheta/Orpheus	This crossing seems completely unnecessary in light of the el portal crossing	Prioritization
2/6/2020	Public - Online Open House	11 Marcheta/Orpheus	I don't think that this crossing is needed.	Prioritization
2/7/2020	Public - Online Open House	11 Marcheta/Orpheus	Just do the Paul Ecke one. none of this.	Prioritization
2/8/2020	Public - Online Open House	11 Marcheta/Orpheus	nice idea for future when we have money	Prioritization
2/9/2020	Public - Online Open House	11 Marcheta/Orpheus	This location is too close to the El Portal crossing (under construction) to warrant another expensive $10-12M under crossing. The train tracks should be eventually trenched though Leucadia and construction of multiple underpasses will make this process take longer and cost more money.	Prioritization
2/12/2020	Public - Online Open House	11 Marcheta/Orpheus	Good design. Location okay, but may be unnecessary with el portal crossing going in.	Prioritization
2/13/2020	Public - Online Open House	11 Marcheta/Orpheus	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	11 Marcheta/Orpheus	Waste of taxpayer revenue	Prioritization

Date Received	Commenter/Method	Project	Comment	Comment Category
2/13/2020	Public - Online Open House	11 Marcheta/Orpheus	Again, it seems there is less houses here (most businesses are on the nc101, so I do not think a crossing is that important here. Also, maybe is the drawing, but it seems very tight and cramped.	Prioritization
2/23/2020	Public - Online Open House	11 Marcheta/Orpheus	Crossing development not as urgently needed due to safe crossing options at El Portal and Encinitas Blvd.	Prioritization
1/30/2020	Public - Comment Card	12 A/Sunset	Must Improve sidewalks on Vulcan	Design
1/30/2020	Public - Online Open House	12 A/Sunset	underground crossing is in keeping with the beach community. No huge cement structures for over crossing with stairs and elevators.	Design
2/3/2020	Public - Online Open House	12 A/Sunset	Do not build underpasses! Underpasses limit our ability to lower the tracks. They don't feel safe late at night. Limited view invites crime/tagging etc. Are you guys nuts? Have you not looked at other cities?	Design
2/3/2020	Public - Online Open House	12 A/Sunset	We desperately need at least a ped. refuge on the s/w corner of Vulcan and Sunset, and we need to calm right turning traffic from n/b Vulcan onto e/b Sunset. This is a blind corner with high speed turning traffic -- not a good combination, and a very dangerous one for peds.	Design
2/3/2020	Public - Online Open House	12 A/Sunset	Waste of money. Should be surface crossing and/or west ramp should enter/exit at the south side.	Design
2/3/2020	Public - Online Open House	12 A/Sunset	Underpass should be in North Coast Highway	Design
2/3/2020	Public - Online Open House	12 A/Sunset	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	12 A/Sunset	trench the tracks. This plan sucks. Show the roundabout and associated crossing at El Portal. Its all one crossing.	Design
2/4/2020	Public - Online Open House	12 A/Sunset	trench the tracks. This plan sucks. Show the roundabout and associated crossing at El Portal. Its all one crossing.	Design
2/4/2020	Public - Online Open House	12 A/Sunset	Underpasses seem much better than bridges.	Design
2/5/2020	Public - Online Open House	12 A/Sunset	Underpasses are a haven for homeless-would never use this by myself or allow my adult children to use	Design
2/9/2020	Public - Online Open House	12 A/Sunset	A trail along Vulcan for bikes or walking is needed. This is too close to Encinitas Blvd. to warrant another expensive undercrossing.	Design
2/18/2020	Public - Online Open House	12 A/Sunset	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. An underpass is a HUGE waste of money. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/21/2020	Public - Online Open House	12 A/Sunset	Put in a walking path and bike path to get to Encinitas Blvd safely	Design
2/22/2020	Public - Online Open House	12 A/Sunset	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth.	Design
2/24/2020	Public - Online Open House	12 A/Sunset	If this is where the Coastal Rail Trail transitions back to the Coast Hwy then you need a Northbound ramp approach for bikes coming up Vulcan in order to transition under the tracks and back on to Hwy 101 Coastal Rail Corridor... if that is where it is going to be. Finally this is an appropriate place for the ramp coming South on Vulcan. On the West side of the tracks you should have some stairs as an option immediately after you come out of the underpass so you can cross at A Street if that is where you are headed.	Design
2/6/2020	Public - Online Open House	12 A/Sunset	Just bury the tracks. Streetscape and lane diets are the opposite of the transportation needs of Encinitas.	General
2/19/2020	Public - Online Open House	12 A/Sunset	Do not support any part of design that leads to 101 coast hway going down to one lane.	Out of Scope
1/31/2020	Public - Online Open House	12 A/Sunset	Like the tunnel design but should be lower priority due to the lesser # served and close proximity to Encinitas Blvd.	Prioritization
1/31/2020	Public - Online Open House	12 A/Sunset	Low priority	Prioritization
1/31/2020	Public - Online Open House	12 A/Sunset	Too close to existing Encinitas crossing	Prioritization
1/31/2020	Public - Online Open House	12 A/Sunset	Looks good but you can cross at Encinitas Blvd, so low on the importance factor.	Prioritization
1/31/2020	Public - Online Open House	12 A/Sunset	This is not nearly as important as the Hillcrest or Sanford locations.	Prioritization
1/31/2020	Public - Online Open House	12 A/Sunset	This crossing is unnecessary since it is so close to Encinitas Blvd., where there is already an underpass.	Prioritization
2/3/2020	Public - Online Open House	12 A/Sunset	Why not make the Encinitas underpass better? Not add another one so close?	Prioritization
2/3/2020	Public - Online Open House	12 A/Sunset	What another underpass??? Let's spread these out.....one is definitely needed north of Leucadia BLVD.....lets be balanced	Prioritization
2/4/2020	Public - Online Open House	12 A/Sunset	Low to no priority	Prioritization
2/4/2020	Public - Online Open House	12 A/Sunset	Underpass is extremely expensive	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	too close to the other ones.	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	are you out of your mind	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	waste of money	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	Kind of close to the Encinitas Blvd. sidewalk.	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	Crossing placement on Vulcan at Sunset is dangerous due to poor visibility by drivers. Lots of traffic turns right from NB Vulcan onto Sunset, dangerous for pedestrians. Crossing is too close to Encinitas - other locations needed first.	Prioritization
2/5/2020	Public - Online Open House	12 A/Sunset	This end of Vulcan has less apartments with people needing to cross the RR tracks and Hwy 101 to get to a transit stop. People are more likely to go down Vulcan to the transit center. To access Moonlight Beach, Encinitas Blvd is close. The pedestrian walkway to Encinitas Blvd from this location is not particularly good though	Prioritization
2/6/2020	Public - Online Open House	12 A/Sunset	A crossing at this location seems unnecessary and would have little use based on the number of homes, lack of businesses on coast hwy in this area and lack of beach access	Prioritization
2/6/2020	Public - Online Open House	12 A/Sunset	I do not believe a crossing is needed here because the Encinitas Blvd crossing is so close.	Prioritization
2/7/2020	Public - Online Open House	12 A/Sunset	very pretty but i don't see a lot of use for this	Prioritization

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2/8/2020	Public - Online Open House	12 A/Sunset	same thoughts, on hold till we have he money	Prioritization
2/9/2020	Public - Online Open House	12 A/Sunset	crossing appears unnecessary given proximity to ecinitas blvd and proposed orpheus crossing	Prioritization
2/12/2020	Public - Online Open House	12 A/Sunset	Unnecessary. Close to Encinitas Blvd.	Prioritization
2/12/2020	Public - Online Open House	12 A/Sunset	Great!	Prioritization
2/12/2020	Public - Online Open House	12 A/Sunset	Unnecessary, too near the crossing at Encinitas Blvd.	Prioritization
2/13/2020	Public - Online Open House	12 A/Sunset	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	12 A/Sunset	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	12 A/Sunset	Seems very nice the project but the placement does not seem that necessary.	Prioritization
2/13/2020	Public - Online Open House	12 A/Sunset	Seems you could walk to crossing in either direction. Too many...	Prioritization
2/19/2020	Public - Online Open House	12 A/Sunset	This location is too close to a crossing that already exists at Encinitas Boulevard	Prioritization
2/23/2020	Public - Online Open House	12 A/Sunset	Crossing development not as urgently needed due to access to El Portal and Encinitas Blvd.	Prioritization
1/30/2020	Public - Comment Card	13 Encinitas Blvd	Why is the coastal road trail on the west side of Vulcan and then crosses Vulcan at E. street only to cross back over at the Enc. Blvd the extra crossing over vulcan will create conflict points between people using the CRT and drivers.	Design
1/30/2020	Public - Comment Card	13 Encinitas Blvd	Not clear whats going on pedestrian xings-stairs-as elevators would be nice, need to improve sidewalks and bike paths on Vulcan	Design
1/30/2020	Public - Comment Card	13 Encinitas Blvd	Bridge N-S across Encinitas Blvd will be safer than crosswalk	Design
1/30/2020	Public - Comment Card	13 Encinitas Blvd	1. Property where overpassing on Enc Blvd meets/crosses is private property owned by hotel & condo complex. Possibly affects property values of Hacienda de la playa condos! 2. Drawing appears to cut into front of condo complexes landscape 3. Where are the quiet zones, more important than so many crossings!	Design
1/30/2020	Public - Online Open House	13 Encinitas Blvd	We need bike paths on Vulcan	Design
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Ped bridges are only good for cars buffered bike-ped lane is better	Design
2/3/2020	Public - Online Open House	13 Encinitas Blvd	1. Keep crosswalks on all 4 sides of intersection. 2. Terminate bike lane on w/b Encinitas Bl. before the Vulcan intersection, to avoid setting up cyclists for a right hook. We need to educate motorists to turn right from as near the curb as possible, per the CVC -- bringing the bike lane all the way forward to the intersection discourages this. 3) I do like the ped. bridge over Encinitas Bl., and I would use it, if available. 4) Need to complete the "safe route to school" along Vulcan, which currently ends abruptly at Sunset Av.	Design
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	13 Encinitas Blvd	Propose a scramble at this intersection, more functional and cost effective	Design
2/4/2020	Public - Online Open House	13 Encinitas Blvd	A key crossing, highly unsafe today. Make it a scramble.	Design
2/6/2020	Public - Online Open House	13 Encinitas Blvd	Way out of scale and 100% opposite of my view to keep our town in scale	Design
2/7/2020	Public - Online Open House	13 Encinitas Blvd	So basically removing any view of the ocean until you are on the 101	Design
2/7/2020	Public - Online Open House	13 Encinitas Blvd	So basically removing any view of the ocean until you are on the 101	Design
2/8/2020	Public - Online Open House	13 Encinitas Blvd	like the buffer on Hwy 101 between street and sidewalk	Design
2/9/2020	Public - Online Open House	13 Encinitas Blvd	The rail trail is proposed to cross over Vulcan at E street to the East side of Vulcan, then cross back over to the West side of Vulcan at Encinitas Blvd. I don't see a lot of people crossing over a busy street and then back over again. Most people will just continue to walk straight outside of the rail trail.	Design
2/12/2020	Public - Online Open House	13 Encinitas Blvd	The rendering seems deliberately vague in comparison to others in this same survey, and no indication of north side or south side of Encinitas Blvd. Also, seems a little too industrial and like Vegas. Making downtown look too industrial.	Design
2/22/2020	Public - Online Open House	13 Encinitas Blvd	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth.	Design
2/24/2020	Public - Online Open House	13 Encinitas Blvd	Not sure I get the bridge over Vulcan. You end up in the middle of a slope that you then have to come down stairs(?), elevator(?) in order to get back on the sidewalk? It seems like that is a waste of money. Build a scramble cross in that intersection. Crazy dangerous to walk, bike or drive through. Bikes going North and South on Vulcan have to pick up speed to make the hill. So good possibility of getting hit if someone is off the line early or biker is late into the intersection. Also traffic backs up going West on to Coast Hwy and people get stuck in the intersection blocking Southbound cars and bikes. Reverse that for cars going East.	Design
2/24/2020	Public - Online Open House	13 Encinitas Blvd	There are no sidewalks going on either side of Vulcan once you pass the park on the East and immediately North of Encinitas Blvd on the West side of Vulcan. You have to walk or ride your bike in the street on a curve with texting /distracted drivers. Good luck fixing this.	Design
2/4/2020	Public - Online Open House	13 Encinitas Blvd	this plan sucks	General
2/4/2020	Public - Online Open House	13 Encinitas Blvd	see above. Get a real plan	General
2/4/2020	Public - Online Open House	13 Encinitas Blvd	Cool!	General
2/13/2020	Public - Online Open House	13 Encinitas Blvd	Drawing doesn't have enough detail to comment.	General
2/5/2020	Public - Online Open House	13 Encinitas Blvd	Encinitas Blvd at the RR is a big bottleneck. Widen Encinitas Blvd. and put in a longer RR overpass. Co-ordinate this project with the transit center.	Out of Scope

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1/30/2020	Public - Online Open House	13 Encinitas Blvd	NO WAY pedestrian bridges over Encinitas Blvd and Vulcan Ave. This is a beach town and NOT downtown San Diego. You can do better than this!	Prioritization
1/31/2020	Public - Online Open House	13 Encinitas Blvd	An overpass over this big of street and across Encinitas Blvd. is unnecessary. People would rather cross the street rather than going on the bridge over the street.	Prioritization
1/31/2020	Public - Online Open House	13 Encinitas Blvd	There is already a safe way to cross Encinitas blvd. Low priority	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	This would be quite a welcome change to existing situation	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	This will work. It's not perfect as the road side bike lanes are not fully protected. But it's better than a lot of your other proposals.	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Waste of money.	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Unnecessary! Too Much!!!	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Uninspired, lackluster, unable to envision how this showcases our community. BLAH! BLAH! BLAH...	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Not needed ...existing streets	Prioritization
2/3/2020	Public - Online Open House	13 Encinitas Blvd	Stop wasting money	Prioritization
2/4/2020	Public - Online Open House	13 Encinitas Blvd	I don't think this pedestrian bridge is necessary, the street crossing is fine.	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	too big. too intrusive. too much money.	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	Complete waste of money-not needed	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	waste of money	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	are you out of your mind	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	Bike land improvements are good. It's dangerous to bike there. Traffic on Encinitas Blvd is either at a stand still or going too fast so it's not particularly pleasant to walk or bike	Prioritization
2/5/2020	Public - Online Open House	13 Encinitas Blvd	Proposed crosswalks are pedestrian bridges, there are existing crosswalks. In my opinion, there isn't enough foot traffic on Encinitas Blvd at either Vulcan or Hwy 101 to warrant the expense of a pedestrian bridge. A wandering path on the SB side of Encinitas Blvd is nice, but there is an existing sidewalk and that money can be used for projects where walking is much more dangerous	Prioritization
2/6/2020	Public - Online Open House	13 Encinitas Blvd	Local tax dollars have much higher priority uses. The use of spanning bridges along the corridor is wholly inconsistent with all other communities north and south of Encinitas. As a whole, these projects radically change the local character.	Prioritization
2/6/2020	Public - Online Open House	13 Encinitas Blvd	Large crossing bridge is unnecessary. Current stoplight and stop sign crossings are fine.	Prioritization
2/6/2020	Public - Online Open House	13 Encinitas Blvd	Unsure where the bridges go. But this crossing will be used there.	Prioritization
2/8/2020	Public - Online Open House	13 Encinitas Blvd	these bridges are so NOT Encinitas.	Prioritization
2/9/2020	Public - Online Open House	13 Encinitas Blvd	This is a high-use area and should be a priority of 5 project.	Prioritization
2/9/2020	Public - Online Open House	13 Encinitas Blvd	what's the purpose of the elevated ped bridge? necessary?	Prioritization
2/12/2020	Public - Online Open House	13 Encinitas Blvd	Completely unnecessary.	Prioritization
2/12/2020	Public - Online Open House	13 Encinitas Blvd	These bridges will obstruct the views . Too heavy construction that does not fit in the area	Prioritization
2/13/2020	Public - Online Open House	13 Encinitas Blvd	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	13 Encinitas Blvd	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	13 Encinitas Blvd	Not sure if a lot of pedestrians would use this.	Prioritization
2/13/2020	Public - Online Open House	13 Encinitas Blvd	Seems to be fine the way it is. Overkill. Don't need a bridge...	Prioritization
2/18/2020	Public - Online Open House	13 Encinitas Blvd	We do not need pedestrian bridges. They are an eyesore. Crosswalks and side walks work just fine.	Prioritization
2/19/2020	Public - Online Open House	13 Encinitas Blvd	It would be better to spend the money to build pedestrian overpasses in areas where nearby rail crossings do not exist.	Prioritization
2/19/2020	Public - Online Open House	13 Encinitas Blvd	Do not see need for ugly pedestrian bridge here. Crosswalks work fine now. Too expensive an investment and an eyesore. Will lead to homeless people camping on that bridge.	Prioritization
2/21/2020	Public - Online Open House	13 Encinitas Blvd	Pedestrian bridge is possibly too much right next to the infection crossings?	Prioritization
1/30/2020	Public - Comment Card	14 D St	Not a good idea to make less lanes for cars	Design
1/31/2020	Public - Online Open House	14 D St	Why no bike paths on Vulcan?	Design
2/3/2020	Public - Online Open House	14 D St	Sharrows are nearly the WORST bicycle options. A protected lane is probably out of the question due to the narrowness of the street. But a route I would feel safe letting my kids ride to the library, this is not one of them.	Design
2/3/2020	Public - Online Open House	14 D St	Sharrows -- yes!	Design
2/3/2020	Public - Online Open House	14 D St	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	14 D St	Why would you take away lanes on an already too busy street?	Design
2/4/2020	Public - Online Open House	14 D St	I love the Class one path, That should be the model for all of Leucadia as well.	Design
2/5/2020	Public - Online Open House	14 D St	just stop with the road diets already - people losing their side mirrors along san elijo ave all the time now.	Design
2/5/2020	Public - Online Open House	14 D St	Get bikes out of hwy!!!	Design
2/5/2020	Public - Online Open House	14 D St	D street East of Vulcan is kind of steep for peds and bikes. Maybe put them on an overpass across Vulcan and the tracks and better integrate with the transit center and library.	Design

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2/5/2020	Public - Online Open House	14 D St	Integrate with the Transit Center.	Design
2/5/2020	Public - Online Open House	14 D St	Crosswalks are there, not sure what the improvements will be. They are dangerous. Multi-use path means what? There is a sidewalk north of D street but not south. Biking is on the east side of Vulcan, rail trail is on the west. Where are you proposing bikes/people cross? There is no dedicated pedestrian path between Santa Fe and D St.	Design
2/5/2020	Public - Online Open House	14 D St	SB Vulcan will not work with the proposed lane changes in the morning at all!	Design
2/9/2020	Public - Online Open House	14 D St	The rail trail should stay on the west side of Vulcan. The intersection should be a protected intersection with curbs at the corners between the cross walk and road. Squaring up the corners will slow down turning cars and reduce conflicts between people in cars and people walking/biking.	Design
2/13/2020	Public - Online Open House	14 D St	I like when you completely separate bikes, pedestrians and cars.	Design
2/24/2020	Public - Online Open House	14 D St	If you are still going to have the stop signs at E it's going to get really backed up having only 1 lane going South.	Design
2/24/2020	Public - Online Open House	14 D St	I'd like the Class 1 path but I don't think it goes anywhere. It appears to only go a block North and South along the City Hall frontage? That doesn't do much. Maybe I'm just not seeing where this is supposed to connect to the rest of the class 1 path?	Design
1/31/2020	Public - Online Open House	14 D St	Riding bikes on Vulcan is unsafe. How can we fix that?	General
2/13/2020	Public - Online Open House	14 D St	Seems ok the way it is now	General
1/30/2020	Public - Comment Card	14 D St	Quiet crossing needed!	Out of Scope
1/30/2020	Public - Comment Card	14 D St	We need a quiet zone in this area!	Out of Scope
2/3/2020	Public - Online Open House	14 D St	The number one priority for the city when it comes to this intersection and the other at-grade crossings in Encinitas is the installation of Quiet Zones. I would be opposed to any of the wonderful improvements if the noise of the trains is not budgeted for and installed first.	Out of Scope
2/3/2020	Public - Online Open House	14 D St	Noooo, stop wasting money	Prioritization
2/4/2020	Public - Online Open House	14 D St	get a real plan that is improves conditions for peds and bikes.	Prioritization
2/5/2020	Public - Online Open House	14 D St	no, no, no a thousand times no. leave it alone	Prioritization
2/6/2020	Public - Online Open House	14 D St	Why??	Prioritization
2/6/2020	Public - Online Open House	14 D St	Unnecessary. Totally unnecessary. Waste of tax dollars.	Prioritization
2/6/2020	Public - Online Open House	14 D St	I don’t think that these improvements are necessary.	Prioritization
2/7/2020	Public - Online Open House	14 D St	Bikes should not get so much public funding. This is a hobby that less than 5% of the community partakes in but 95% of the community drives. When bikes start following the laws (stopping at stop signs & red lights) then they can be considered.	Prioritization
2/7/2020	Public - Online Open House	14 D St	This is not a priority compared to other spots that have no infrastructure at all. The city should build infrastructure in places that have NOTHING (like North Leucadia between Paul Ecke and La Costa Av)	Prioritization
2/9/2020	Public - Online Open House	14 D St	not sure there is much wrong with the D street -Vulcan/101 intersections. congestion will be terrible if you road diet this. congestion = reduced visits/patronage of nearby businesses.	Prioritization
2/12/2020	Public - Online Open House	14 D St	Unnecessary and bad for traffic flow.	Prioritization
2/13/2020	Public - Online Open House	14 D St	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	14 D St	Waste of taxpayer revenue	Prioritization
1/31/2020	Public - Online Open House	15 F St	No bike trails along Vulcan?	Design
2/3/2020	Public - Online Open House	15 F St	The rail trail just "ends" where do you expect riders to go? Into the street? The trail should at least funnel safely into the parking lot.	Design
2/3/2020	Public - Online Open House	15 F St	Please extend the rail trail, what is south of Swami's is so nice!	Design
2/5/2020	Public - Online Open House	15 F St	street is already over designed-its confusing and way to narrow to handle all the improvements bike lane on westside very narrow right now	Design
2/9/2020	Public - Online Open House	15 F St	what you need most are sidewalks on F-I streets (West_East traveling corridors) and in all neighborhoods east of vulcan. narrow streets with no sidewalks puts pedestrains in traffic lanes. combine that with not having overhead street lamps and at night there is a significant hazard. i've had to dodge people who didnt have better sense about where they were walking	Design
2/12/2020	Public - Online Open House	15 F St	No more bike share lanes. All it causes is problems.	Design
2/12/2020	Public - Online Open House	15 F St	Couldn't sidewalk continue up from Santa Fe on the west side of Vulcan?	Design
2/13/2020	Public - Online Open House	15 F St	I like sidewalks getting people to downtown. But don't block access across the tracks - it's too far between crossings and people need to access for the street fair and other big events.	Design
2/15/2020	Public - Online Open House	15 F St	Would a roundabout work here?	Design
2/19/2020	Public - Online Open House	15 F St	why does the coastal rail trail stop at G St. ??? would like to see it continue to La Costa Ave..	Design
2/22/2020	Public - Online Open House	15 F St	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won’t cut it. I don’t see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth. Class III bike lanes are no good.	Design
2/23/2020	Public - Online Open House	15 F St	The proposed crosswalk at F and Vulcan is an absolute necessity. It's often very dangerous and difficult to cross there given the high volume of speeding cars in that area.	Design
2/24/2020	Public - Online Open House	15 F St	Where is the sidewalk on the West side of Vulcan between F St. and Santa Fe Drive? That would be very helpful. Why no crosswalks at G and H... (sorry Briggs!).	Design

Date Received	Commenter/Method	Project	Comment	Comment Category
3/10/2020	Stakeholder - SANDAG	15 F St	The next CRT segment to be constructed will be from Santa Fe Street to G Street or potentially a bit further north. As the design work proceeds on this project, SANDAG will be evaluating how to connect the Class II bike lanes on Vulcan to the northern end of CRT. The most likely options may include a mid-block crossing at the south end of the parking lot between F Street and G Street or a new crossing at G Street although this has not yet been determined. For the purposes of this study, we'd like to show a crossing at the terminus of the CRT either at G Street or at the mid-block location just south of the parking lot or show both options	Design
2/4/2020	Public - Online Open House	15 F St	the plans sucks	General
2/4/2020	Public - Online Open House	15 F St	devise a real plan	General
2/5/2020	Public - Online Open House	15 F St	Bike riders don't like the steep hills east of Vulcan. Is there a fix for this?	General
2/6/2020	Public - Online Open House	15 F St	Just too many mods, too much access	General
1/30/2020	Public - Comment Card	15 F St	Quiet crossing needed!	Out of Scope
1/30/2020	Public - Comment Card	15 F St	We need a quiet zone in this area!	Out of Scope
2/24/2020	Public - Online Open House	15 F St	Also want to note the at grade crossings at D& E Streets and also at the train station. It's ok to cross the tracks here at these locations but not in Leucadia or anywhere else in town? This seems absurd. There's no gates, fences at the train station. You are able to walk right up to the train potentially going through the station at 40 plus miles an hour but you can't do this in other locations with wayside horns, gate/turnstyles/crossing arms...??? Really?	Out of Scope
2/3/2020	Public - Online Open House	15 F St	There are not enough bike riders to justify this expense	Prioritization
2/3/2020	Public - Online Open House	15 F St	No	Prioritization
2/4/2020	Public - Online Open House	15 F St	I don't believe this part of the corridor needs work the way the northern part does.	Prioritization
2/4/2020	Public - Online Open House	15 F St	This actually seems like a good idea.	Prioritization
2/5/2020	Public - Online Open House	15 F St	stop this insnity	Prioritization
2/5/2020	Public - Online Open House	15 F St	waste of money	Prioritization
2/5/2020	Public - Online Open House	15 F St	Cars and pedestrians need a better way to get from Requeza/F street over the railroad tracks. If the tracks cannot be trenched here an overpass would be appropriate.	Prioritization
2/5/2020	Public - Online Open House	15 F St	Sidewalks, bike lanes are really needed on this stretch. Rail trail would be a bonus.	Prioritization
2/6/2020	Public - Online Open House	15 F St	Unnecessary. Serve the NEEDS of your constituents. Stop serving the sole needs of the bike lobby. Sensible bike infrastructure is completely different to utopian accommodation. This project reeks of pandering.	Prioritization
2/6/2020	Public - Online Open House	15 F St	I don’t think these improvements are necessary.	Prioritization
2/9/2020	Public - Online Open House	15 F St	There should be an overdressing at this area to connect to the middle of downtown from the rail-trail. While I like the rail-trail facilities that are proposed, I gave this a low score because the CRT seems to disappear at G street. The CRT should be a continuous connection from Solana Beach to Carlsbad. I understand that it is better to build the segments that we can with the money we have to eventually connect this facility, but if this is a concept then is should at least be continuous.	Prioritization
2/13/2020	Public - Online Open House	15 F St	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	15 F St	Waste of taxpayer revenue	Prioritization
2/17/2020	Public - Online Open House	15 F St	Should be highest priority. This is such a dangerous intersection!	Prioritization
1/31/2020	Public - Online Open House	16 Santa Fe Dr	Need to expand the rail trail !	Design
2/3/2020	Public - Online Open House	16 Santa Fe Dr	Continuing the multi use path up to "D" street is good. It will allow folks to walk into town easier from Cardiff.	Design
2/3/2020	Public - Online Open House	16 Santa Fe Dr	more rail train, why put a sidewalk when you can give an option off the road?	Design
2/3/2020	Public - Online Open House	16 Santa Fe Dr	Again, no bike lanes to the right of right turn lanes.	Design
2/5/2020	Public - Online Open House	16 Santa Fe Dr	why do you need rail trail and sidewalks you are over designing the area	Design
2/5/2020	Public - Online Open House	16 Santa Fe Dr	Sidewalks, bike lanes needed in this area. If not both sides, at least one of them!	Design
2/13/2020	Public - Online Open House	16 Santa Fe Dr	I like the existing coastal rail trail and would like for it to go farther. That being said, please don't block access to cross the tracks.	Design
2/15/2020	Public - Online Open House	16 Santa Fe Dr	Why not a crosswalk on the south side of Santa Fe? Proposed crosswalk at I Street should be on north side of I Street to connect to park more readily.	Design
2/15/2020	Public - Online Open House	16 Santa Fe Dr	Cross walk or roundabout would be good at I Street to dissipate speeding cars.	Design
2/19/2020	Public - Online Open House	16 Santa Fe Dr	there is already a sidewalk in this location	Design
2/22/2020	Public - Online Open House	16 Santa Fe Dr	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won’t cut it. I don’t see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth. Class III bike lanes are no good.	Design
2/4/2020	Public - Online Open House	16 Santa Fe Dr	Another good idea.	General
2/5/2020	Public - Online Open House	16 Santa Fe Dr	All in all looks like a nice little improvement.	General
1/31/2020	Public - Online Open House	16 Santa Fe Dr	Super low priority- already safe crossing and safe sidewalks. Focus on areas that have zero safety	Prioritization
2/3/2020	Public - Online Open House	16 Santa Fe Dr	Not needed	Prioritization
2/4/2020	Public - Online Open House	16 Santa Fe Dr	Important crosswalk zone, long over due	Prioritization

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2/4/2020	Public - Online Open House	16 Santa Fe Dr	I don't believe this part of the corridor needs work the way the northern part does.	Prioritization
2/5/2020	Public - Online Open House	16 Santa Fe Dr	These improvements should only be completed after all of the new crosswalks/crossings/sidewalks, etc. have been built. This area is currently safe.	Prioritization
2/6/2020	Public - Online Open House	16 Santa Fe Dr	Unnecessary. The city already spent money striping the street with ridiculous lanes that have become memes illustrating adolescent-mindedness. Don't double down now.	Prioritization
2/6/2020	Public - Online Open House	16 Santa Fe Dr	current crossings are fine.	Prioritization
2/6/2020	Public - Online Open House	16 Santa Fe Dr	I don't think that these improvements are necessary.	Prioritization
2/7/2020	Public - Online Open House	16 Santa Fe Dr	This will be important because there is a lot of foot traffic.	Prioritization
2/12/2020	Public - Online Open House	16 Santa Fe Dr	Unnecessary.	Prioritization
2/13/2020	Public - Online Open House	16 Santa Fe Dr	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	16 Santa Fe Dr	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	16 Santa Fe Dr	Do it.	Prioritization
2/17/2020	Public - Online Open House	16 Santa Fe Dr	This should be prioritized. Cars and bikers refuse to look and stop!	Prioritization
2/20/2020	Public - Online Open House	16 Santa Fe Dr	This end of the corridor has it all already - two beautiful walking paths on the beach, railroad pedestrian crossing, bike lanes, and a park with a walking path. I drive from my home in Leucadia off of Hillcrest Drive to go walk in this area all the time. PLEASE put some money into LEUCADIA and give us some improvements before you give Cardiff more!	Prioritization
2/23/2020	Public - Online Open House	16 Santa Fe Dr	Overpass and cross-over should be priorized according to demographic needs...I would suggest Hillcrest and Sanford should have precedence.	Prioritization
2/5/2020	Public - Online Open House	17 Verdi Ave	quit trying to be santa monica - we do NOT need more than a simple path to and from this crossing. tone it down. make it cheaper.	Design
2/5/2020	Public - Online Open House	17 Verdi Ave	I like the Verdi Rail Underpass. It calls out for a good crosswalk across the 101.	Design
2/6/2020	Public - Online Open House	17 Verdi Ave	The new sidewalk East of San Elijo is not needed.	Design
2/9/2020	Public - Online Open House	17 Verdi Ave	There needs to be a crosswalk proposed along the 101. This is a very dangerous road to cross with high speed traffic.	Design
2/11/2020	Public - Online Open House	17 Verdi Ave	Verdi needs to be highest priority to increase safe beach access based on high usage. New landscaping needs to be low so views are not effected.	Design
2/11/2020	Public - Online Open House	17 Verdi Ave	Verdi should be highest priority in order to increase beach access safety based on high crossings. Landscaping should be low so views are not effected	Design
2/13/2020	Public - Online Open House	17 Verdi Ave	There is no plan for parking!!! That means people will park in the neighborhoods which are already impacted. Please STOP this crossing location!! There is NO NEED for a sidewalk on the East side of San Elijo. It leads to nothing!	Design
2/13/2020	Public - Online Open House	17 Verdi Ave	I don't love bikes sharing the rail trail willy nilly with pedestrians. I'd prefer a separated safe place for bikes (note, I'm a biker but it's scary riding along wondering if a little kid will dart in front of you). It's not ideal to ride on San Elijo either. Would love some protected bike lane somehow.	Design
2/15/2020	Public - Online Open House	17 Verdi Ave	Needs to connect to cross 101 to the beach access at "the ramp".	Design
2/22/2020	Public - Online Open House	17 Verdi Ave	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth. Class III bike lanes are no good.	Design
2/3/2020	Public - Online Open House	17 Verdi Ave	Again don't build underpasses, lower the tracks. Or a least don't make it so that it's more difficult to do this in the future. Commuter rail is going to be part of our reduction of CO2 and traffic. Making it noisier for Encinitas residents is a guarantee to have them fight that plan. And again underpasses which go down on both sides do not feel safe late at night for women and kids.	General
2/3/2020	Public - Online Open House	17 Verdi Ave	See above. Big mistake with long term planning. Most Cardiffian will hate it except for those who live in the general vicinity.	General
2/4/2020	Public - Online Open House	17 Verdi Ave	Good idea.	General
2/12/2020	Public - Online Open House	17 Verdi Ave	Ask the residents on San Elijo	General
2/19/2020	Public - Online Open House	17 Verdi Ave	Ok as long as design does not include narrowing 101 coast hway to one lane.	Out of Scope
1/30/2020	Public - Comment Card	17 Verdi Ave	This crossing should not be prioritized and makes very little sense. It serves too few homes	Prioritization
1/30/2020	Public - Comment Card	17 Verdi Ave	This project should be defunded. It services too few people. Totally inappropriate to have this before north Leucadia.	Prioritization
1/30/2020	Public - Online Open House	17 Verdi Ave	This should be the lowest priority. The residents in this area have 2 nearby crossings - at Chesterfield and Swamis - with a brand new path in between. The priority should be Leucadia for the next one.	Prioritization
1/30/2020	Public - Online Open House	17 Verdi Ave	Verdi and El Portal crossings should be prioritized after Grandview/Hillcrest	Prioritization
1/31/2020	Public - Online Open House	17 Verdi Ave	Why can't North Leucadia have sidewalks and street landscaping? There must be a way to integrate the parking problem and a safe walking zone.	Prioritization
1/31/2020	Public - Online Open House	17 Verdi Ave	This is fine but Cardiff has way less people than Leucadia and they just got a brand new railtrail, etc. Plus the people of Cardiff place lawsuits over every little design. This should be put on the back burner, Leucadia needs improvements ASAP.	Prioritization
1/31/2020	Public - Online Open House	17 Verdi Ave	If this project and it's potential railroad crossing are completed before any crossing is added to the north Leucadia area (Hillcrest or Sanford), there will be a massive change in leadership in Encinitas. We will not stand for it, our tax dollars are high and you will be sending a clear message that you do not care about the safety of residents in an area that is more populated than this area. Please fix this, or we will find someone who will.	Prioritization

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1/31/2020	Public - Online Open House	17 Verdi Ave	Prioritizing this area when there are much larger needs is absurd. There are already paths and crossings close by, and there is nothing in the north Leucadia area. This needs to be rectified.	Prioritization
1/31/2020	Public - Online Open House	17 Verdi Ave	Where is the data on number of households and businesses this will Benefit? I'm sure it is nowhere near the number of households and businesses that would benefit from a crossing in North Encinitas. Please prioritize a Hillcrest or Sanford Crossing before this one.	Prioritization
1/31/2020	Public - Online Open House	17 Verdi Ave	This railroad underpass construction should be delayed until after the RR crossing is constructed in the northern RR corridor in Leucadia. North Leucadia has a higher need than Cardiff does and has been ignored far too long by the Encinitas City Council. Cardiff has gotten plenty of improvements recently, and it's time to pay attention to the dire needs of north Leucadia.	Prioritization
2/3/2020	Public - Online Open House	17 Verdi Ave	Please postpone until after the the crossing is built in NW Leucadia.	Prioritization
2/3/2020	Public - Online Open House	17 Verdi Ave	Nice spot for Surfer crossing underpass	Prioritization
2/3/2020	Public - Online Open House	17 Verdi Ave	Wow...this is beautiful.....along with an underpass.....why not something like this in Leucadia?????? Hmmmmm	Prioritization
2/3/2020	Public - Online Open House	17 Verdi Ave	Why?? Why spend money on this when it gets people where? NO commerical establishments west of vulcan or on the 101. Just a beautification project when there is a greater useful NEED for railway crossing in Leucadia.	Prioritization
2/3/2020	Public - Online Open House	17 Verdi Ave	This project should be way down the list after more useful rr crossings completed north, in Leucadia.	Prioritization
2/4/2020	Public - Online Open House	17 Verdi Ave	I don't believe this part of the corridor needs work the way the northern part does.	Prioritization
2/4/2020	Public - Online Open House	17 Verdi Ave	Other locations are more important	Prioritization
2/5/2020	Public - Online Open House	17 Verdi Ave	waste of money	Prioritization
2/6/2020	Public - Online Open House	17 Verdi Ave	This is long over due. The sidewalk and fence have cut off cardiff from the sea. Travesty	Prioritization
2/9/2020	Public - Online Open House	17 Verdi Ave	i think this crossing should be moved to Montgomery Ave, as this would centralize it amongst the beach access point from chesterfield to swamis. It is one of the most needed crossings in the project, with the amount of beach goers that frequent cardiff and the limited parking available	Prioritization
2/12/2020	Public - Online Open House	17 Verdi Ave	Fine. But Grandview crossing should be ahead of this one.	Prioritization
2/13/2020	Public - Online Open House	17 Verdi Ave	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	17 Verdi Ave	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	17 Verdi Ave	There is currently NO crossing traffic in this area. No need for a crossing here. All the crossings are at Montgomery. The crossing leads to nowhere!! IF you must do it here, then extend it under the 101!! Why have to cross traffic again?? Really bad design and no thinking ahead. The natural area for a crossing is at Montgomery. A mere 50 yards down.	Prioritization
2/13/2020	Public - Online Open House	17 Verdi Ave	Do it. See above.	Prioritization
2/19/2020	Public - Online Open House	17 Verdi Ave	It does not make sense to build a rail crossing at this location merely for people to have quicker access to the beach. A crosswalk between Leucadia and LaCosta would allow residents access to local businesses which brings revenue to the city.	Prioritization
2/23/2020	Public - Online Open House	17 Verdi Ave	Hillcrest and Sanford should have precedence.	Prioritization
2/23/2020	Public - Online Open House	17 Verdi Ave	Need to build in north Leucadia before this Verdi crossing	Prioritization
2/23/2020	Public - Online Open House	17 Verdi Ave	Improvements in this geographical area should occur after improvements in other areas north of Cardiff. Cardiff has had many mobility projects developed and completed and therefore monies should be spent in other areas with greater need first.	Prioritization
2/23/2020	Public - Online Open House	17 Verdi Ave	The Verdi Rail under-crossing, although not part of this study, should NOT be built until an Rail under-crossing has been funded and or built at either Sanford/Hillcrest Drive where the need is demonstrably greater.	Prioritization
2/24/2020	Public - Online Open House	17 Verdi Ave	I'd like to see just one crossing built in Leucadia either in conjunction with or before the Verdi crossing. Throw us a bone.	Prioritization
1/30/2020	Public - Comment Card	18-19 Birmingham	Make it a bridge over or put lit flashing lights on 101 crossing as speed limit is too ffast at 40 mph to stop suddenly. Also suggestion just taking the bridge straight across in lieu of the ramp south of where on your map the retaining wall will be or make it a bridgeover 101 et not a crosswalk on 101	Design
1/30/2020	Public - Comment Card	18-19 Birmingham	Make bridge over the 101 connecting #18 to the 101 crosswalk (back towards campgrounds) - use bridge not a crosswalk. Why only 1 choice cant there be 2)	Design
1/30/2020	Public - Comment Card	18-19 Birmingham	Good placement for railtrail	Design
1/30/2020	Public - Online Open House	18-19 Birmingham	Once again NO OVER RAIL TRACK STRUCTURES. Cement bridges not in keeping with our beach community. Crossing should be underground or put rail tracks underground and crossings above ground.	Design
2/3/2020	Public - Online Open House	18-19 Birmingham	this solution makes no sense to me.it's much easier to dig under the tracks than to build a ramp....if the proposed location is not organically,useful and inviting..this crossing will not succeed	Design
2/3/2020	Public - Online Open House	18-19 Birmingham	The sidewalk to the lookout is a waste of money. It seems to be a dead end.	Design
2/3/2020	Public - Online Open House	18-19 Birmingham	Make west side ramp toward north side of proposed crosswalk.	Design
2/3/2020	Public - Online Open House	18-19 Birmingham	Pretty messy.....and underpass would make more sense or drop the tracks down	Design
2/5/2020	Public - Online Open House	18-19 Birmingham	The proposed rail overpass provides needed connection between the State Campground and Vulcan. Could it be extended to also cross 101?	Design

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2/9/2020	Public - Online Open House	18-19 Birmingham	I am curious to see what the final design concept is for Birmingham. Right now there are "Sharrows" in the rendering. I don't consider sharrows bike infrastructure since they have not shown to improve safety for people riding bikes. I do not ride my bike on Birmingham unless there is no other alternative road on my route. Right now I ride on Liverpool to get to and from the beach or Seaside Market from East of the I-5.	Design
2/13/2020	Public - Online Open House	18-19 Birmingham	This will make the area really UGLY!!! Please don't do an overpass.....	Design
2/13/2020	Public - Online Open House	18-19 Birmingham	YUCK!!	Design
2/13/2020	Public - Online Open House	18-19 Birmingham	How high will the ped bridge be? Are there view blocking issues?	Design
2/14/2020	Public - Online Open House	18-19 Birmingham	Seems to only for use by pedestrians	Design
2/15/2020	Public - Online Open House	18-19 Birmingham	Access to the campground should be aligned with crossing. Needs to connect people to where they want to go. Cardiff to the campground entry, campground to Seaside Market.	Design
2/15/2020	Public - Online Open House	18-19 Birmingham	Look at lighter more transparent design elements so as to not block views. Viewpoint is totally misguided.	Design
2/18/2020	Public - Online Open House	18-19 Birmingham	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. No one wants to climb stairs or get on an elevator, and it is a HUGE waste of money, and an eyesore. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/22/2020	Public - Online Open House	18-19 Birmingham	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth. Class III bike lanes are no good.	Design
2/24/2020	Public - Online Open House	18-19 Birmingham	At least here the train is below grade so maybe going up won't be quite as big of a visual impediment. But I think there are going to be some views blocked and that just seems foolish when you could still go under and use elevators and stairs and if you really want a looooooong ramp. As I said earlier tunnel the whole corridor.	Design
1/31/2020	Public - Online Open House	18-19 Birmingham	`	General
2/3/2020	Public - Online Open House	18-19 Birmingham	Finally a plan that does it right. Just clone this one to every other crossing.	General
2/13/2020	Public - Online Open House	18-19 Birmingham	Just do it! We build the rail trail without thought of vegetation	General
2/19/2020	Public - Online Open House	18-19 Birmingham	Ok, as long as design does NOT include narrowing coast hway 101 tomone lane. Gridlock for vehicles.	Out of Scope
1/30/2020	Public - Comment Card	18-19 Birmingham	The distance requires to walk after crossing San Elijo near Montgomery to cros 101 and go down to the beach is too far. People will contniue to cross illegally throught the fences.	Prioritization
1/30/2020	Public - Comment Card	18-19 Birmingham	Not nessicarry - waist of $ can cross at Chesterfield	Prioritization
1/31/2020	Public - Online Open House	18-19 Birmingham	Only 12 homes?! Please look further north when prioritizing the next crossing to be built. Those crossings such as Hillcrest and Sanford each have over 200 homes within a five minute walk according to your analysis. These crossings must be prioritized!	Prioritization
1/31/2020	Public - Online Open House	18-19 Birmingham	This crossing is too close to the existing crossing at Chesterfield to warrant the expense.	Prioritization
2/3/2020	Public - Online Open House	18-19 Birmingham	This should be given preference over the Liszt crossing. It will serve more people.	Prioritization
2/3/2020	Public - Online Open House	18-19 Birmingham	Connecting a trail from the crosswalk at Birmingham down to the rail trail is great but that is too close to Chesterfield to need another crossing	Prioritization
2/3/2020	Public - Online Open House	18-19 Birmingham	Based on the 101 crossing point might as well use Chesterfield. Very little gained	Prioritization
2/3/2020	Public - Online Open House	18-19 Birmingham	Low use , not needed	Prioritization
2/5/2020	Public - Online Open House	18-19 Birmingham	this one makes sense b/c of the terrain, but it's way too close to two other crossings. if you're going to pay for a ped Xing, just make it for cars too. basically, NO to this one.	Prioritization
2/5/2020	Public - Online Open House	18-19 Birmingham	Not a priority.	Prioritization
2/5/2020	Public - Online Open House	18-19 Birmingham	Not a priority.	Prioritization
2/5/2020	Public - Online Open House	18-19 Birmingham	waste of money	Prioritization
2/6/2020	Public - Online Open House	18-19 Birmingham	Isn't the crossing at chesterfield just down the street? Come on!	Prioritization
2/6/2020	Public - Online Open House	18-19 Birmingham	Connector (#19) will be useful. But crossing (#18) is not needed due to its close proximity to the Chesterfield crossing. As well, it appears the that proposed crossing just directs you south towards the Chesterfield crossing.	Prioritization
2/6/2020	Public - Online Open House	18-19 Birmingham	Crossing exists within 500ft. Why is this a priority?	Prioritization
2/6/2020	Public - Online Open House	18-19 Birmingham	The bridge is not needed here. People can cross the railroad at Chesterfield. The San Elijo crossings at Birmingham to the rail trail are needed.	Prioritization
2/7/2020	Public - Online Open House	18-19 Birmingham	Cardiff already has everything. Leucadia has nothing. You are going to build maybe two of these projects so stop prioritizing wealthier parts of town that have infrastructure.	Prioritization
2/12/2020	Public - Online Open House	18-19 Birmingham	Unnecessary. Close to Chesterfield and soon to be Verdi crossing.	Prioritization
2/13/2020	Public - Online Open House	18-19 Birmingham	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	18-19 Birmingham	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	18-19 Birmingham	Does not seem necessary. There is the cross walk just a block away.	Prioritization
2/19/2020	Public - Online Open House	18-19 Birmingham	This is too close to the crossing at Chesterfield.	Prioritization
2/21/2020	Public - Online Open House	18-19 Birmingham	Chesterfield is close enough	Prioritization
2/23/2020	Public - Online Open House	18-19 Birmingham	Improvements in this geographical area should occur after improvements in other areas north of Cardiff. Cardiff has had many mobility projects developed and completed and therefore monies should be spent in other areas with greater need first.	Prioritization

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1/30/2020	Public - Online Open House	2 Bishops Gate	disapprove of any above ground crossings. Trains should be lowered below ground and crossing on ground above surrounded by parks and landscape	Design
1/31/2020	Public - Online Open House	2 Bishops Gate	Stairs are impossible for bikes and wheelchairs.	Design
1/31/2020	Public - Online Open House	2 Bishops Gate	Good that this location does not require elevators!	Design
2/3/2020	Public - Online Open House	2 Bishops Gate	Where is the public Art integration?	Design
2/3/2020	Public - Online Open House	2 Bishops Gate	Security? Suicide reduction?	Design
2/4/2020	Public - Online Open House	2 Bishops Gate	At grade crossings look way better. Don't like the elevated crosswalks.	Design
2/5/2020	Public - Online Open House	2 Bishops Gate	too ugly and intrusive in every way.	Design
2/5/2020	Public - Online Open House	2 Bishops Gate	Dedicated bike lane for bikes only! Keep bikes out of traffic!!!	Design
2/5/2020	Public - Online Open House	2 Bishops Gate	A grade level rail crossing would be much easier for pedestrians to navigate. The large overhead rail overpass will detrimentally affect the natural beauty and character of Leucadia.	Design
2/6/2020	Public - Online Open House	2 Bishops Gate	The rail overpass could avoid complex ramps or elevators since the train is below grade most of this stretch	Design
2/12/2020	Public - Online Open House	2 Bishops Gate	use only ramps to reduce costs. Propose stop sign at Ashbury and Vulcan. Very blind intersection when cars parked along vulcan to the south of the intersection.	Design
2/12/2020	Public - Online Open House	2 Bishops Gate	Add bike lane along Vulcan on the east side.	Design
2/12/2020	Public - Online Open House	2 Bishops Gate	Too heavy construction for the area. Same level crossing if possible	Design
2/13/2020	Public - Online Open House	2 Bishops Gate	These are just plain ugly	Design
2/13/2020	Public - Online Open House	2 Bishops Gate	Need raised cross walks to slow down speeders and protect pedestrians in cross walk	Design
2/14/2020	Public - Online Open House	2 Bishops Gate	Interesting design	Design
2/18/2020	Public - Online Open House	2 Bishops Gate	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. No one wants to climb stairs or get on an elevator, and it is a HUGE waste of money, and an eyesore. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/19/2020	Public - Online Open House	2 Bishops Gate	Would like to see the Coastal Rail Trail continue through this area, no opinion on which side of the tracks is better.	Design
2/22/2020	Public - Online Open House	2 Bishops Gate	I don’t see any improvement for bike lanes or bike usage. Also, doesn’t seem like it will be friendly for handicap or elderly.	Design
2/23/2020	Public - Online Open House	2 Bishops Gate	Not in favor of overpasses. Visually obstructive and overbearing.	Design
1/31/2020	Public - Online Open House	2 Bishops Gate	I feel that pedestrians going east is much fewer than those going west. The folks on the west side of the tracks are already at the beach/business center!	General
2/3/2020	Public - Online Open House	2 Bishops Gate	Keep Leucadia funky	General
2/6/2020	Public - Online Open House	2 Bishops Gate	Just bury the tracks. Streetscape and lane diets are exactly opposite of the transportation needs of Encinitas.	General
2/14/2020	Public - Online Open House	2 Bishops Gate	Not a bike town.	General
2/27/2020	Stakeholder - CCC	2 Bishops Gate	It is unclear whether the public is able to access the shoreline at the Bishop’s Gate Road crossing, given that there is an existing gated community. The 5-minute walk distance map should be updated if pedestrian access is not permitted through the gated Seabluffe community	General
2/3/2020	Public - Online Open House	2 Bishops Gate	Round-a-bouts on major roads are very dangerous for experienced bicyclists to navigate nevermind kids. It's hard to get into the traffic flow at the speed at which cars are wiping around the circle. On low traffic roads, they are great, but 101 is not a low traffic road.	Out of Scope
2/3/2020	Public - Online Open House	2 Bishops Gate	Roundabouts on 101 are a terrible idea.	Out of Scope
2/5/2020	Public - Online Open House	2 Bishops Gate	No roundabouts and two lanes each way!!! Solana beach has the right idea except the need to get the bikes out of the hwy!	Out of Scope
2/6/2020	Public - Online Open House	2 Bishops Gate	I don’t like that bikes have to go in the traffic circle.	Out of Scope
2/12/2020	Public - Online Open House	2 Bishops Gate	Not sure roundabout is appropriate.	Out of Scope
2/14/2020	Public - Online Open House	2 Bishops Gate	Horrible that you have decided to ram Streetscape down the throats of taxpayers. One lane will never work. Perhaps when merchants lose revenue, hence you lose your tax base. When visitors realize that the traffic jam is faster on the 5 Fwy, they will avoid our mess.	Out of Scope
1/30/2020	Public - Comment Card	2 Bishops Gate	This design at Sanford or Hillcrest	Prioritization
1/30/2020	Public - Comment Card	2 Bishops Gate	This location seems unnecessary!	Prioritization
1/31/2020	Public - Online Open House	2 Bishops Gate	The people from the Knight's Bridge location have little reason to cross the bridge into the adjacent neighborhood (they're already at the beach! And I see using it for access to the park on Sanford - thus this is a low-usage bridge (though I live off of Vulcan I can say this!) If access on the bridge at La Costa/Vulcan is improved, people on the north end of Leucadia can cross using LaCosta to get to Ponto Beach. Most people using the bridge otherwise would want to go to Grandview, in the opposite direction. Access from Grandview or Sanford would better serve the people.	Prioritization
1/31/2020	Public - Online Open House	2 Bishops Gate	Seem huge and unnecessary and would much rather have the Hillcrest location.	Prioritization
1/31/2020	Public - Online Open House	2 Bishops Gate	This should be really low on the priority list. Improving la costa avenue and putting in a railroad crossing at hillcrest/grand view or Sanford should be priority #1	Prioritization
1/31/2020	Public - Online Open House	2 Bishops Gate	A more central location between La Costa and Leucadia blvd would be better.	Prioritization

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1/31/2020	Public - Online Open House	2 Bishops Gate	The plan is great, location in terms of other crossings between Leucadia and La Costa Ave, is one of lesser importance. This maybe should be the 3rd crossing in order of construction in this region.	Prioritization
1/31/2020	Public - Online Open House	2 Bishops Gate	This crossing is too far north and doesn't serve enough people.	Prioritization
2/2/2020	Public - Online Open House	2 Bishops Gate	crossing is located between Vulcan and Grandview which are major points of crossing. Not a location that warrants a crossing.	Prioritization
2/3/2020	Public - Online Open House	2 Bishops Gate	This one can be lower on the planning timeline. Not a fan of the ramps.....the train tracks should be lowered providing for a lower crossing structure	Prioritization
2/3/2020	Public - Online Open House	2 Bishops Gate	long long overdue for residents living between Leucadia Blvd and La Costa Ave. Should be moved to priority over the Cardiff Verdi crossing.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	A crossing at Bishops Gate would serve little purpose. Those living on the west side have no reason to cross to the east. Those on the east who would cross to the 101 have no services available. The towers are a hugely expensive way to handle a crossing that will get very little traffic.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	These things are eye sores. I think rail crossing are necessary but having 12 of these thru Leucadia, Encinitas and Cardiff is disgusting. Place them strategically where most people cross for access, say at beach access roads and you limit the number of these things you have to put in.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	SeaBluff is a gated and private entry, no public access, so no priority for crosswalks here. Focus on critical public beach access!	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	The wrong place for rail crossing and crosswalks. Hillcrest/Grandview the priority, others.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	I don't feel like this section of the corridor has enough attractions on either side for the crossing traffic to warrant a crossing, I'd think either side can walk down to La Costa or Grandview.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	This one doesn't seem necessary at all. I've never seen anyone cross there. The one at Grandview will suffice.	Prioritization
2/4/2020	Public - Online Open House	2 Bishops Gate	Unnecessary to have this one and one at Grandview	Prioritization
2/5/2020	Public - Online Open House	2 Bishops Gate	This location is not a priority. A crossing is needed more at Hillcrest/Grandview.	Prioritization
2/5/2020	Public - Online Open House	2 Bishops Gate	Again, long overdue. North Leucadia has been neglected for so many years, it's nice to see some attention being paid to it.	Prioritization
2/5/2020	Public - Online Open House	2 Bishops Gate	Needed improvement whether it goes over or under the tracks.	Prioritization
2/5/2020	Public - Online Open House	2 Bishops Gate	Low priority location. Much better locations for the north end of Leucadia	Prioritization
2/8/2020	Public - Online Open House	2 Bishops Gate	placement and crosswalks, low on list of prioities although this maybe just a crossover like Solana Beach, I feel we should lower the tracks from her south of Leucadia Blvd.	Prioritization
2/8/2020	Public - Online Open House	2 Bishops Gate	We need to start with crossings in between La Costa and Leucadia Blvd and Leucaida Blvd and Encinitas Blvd first. realistically, we do not have the money for so many crossings	Prioritization
2/9/2020	Public - Online Open House	2 Bishops Gate	The crossing does not give access to the beach for people east of the tracks. This should be a low priority crossing.	Prioritization
2/9/2020	Public - Online Open House	2 Bishops Gate	re. placement, seems we should choose Bishop's gate or grandview, not both, esp. if Cost is weighted 2x. which crossing would serve more businesses - choose that one.	Prioritization
2/12/2020	Public - Online Open House	2 Bishops Gate	Don't need a crossing here. Elevated crossing looks terrible.	Prioritization
2/12/2020	Public - Online Open House	2 Bishops Gate	Don’t like crossing too cross to grand view to be necessary	Prioritization
2/13/2020	Public - Online Open House	2 Bishops Gate	No	Prioritization
2/13/2020	Public - Online Open House	2 Bishops Gate	Waste of tax dollars	Prioritization
2/13/2020	Public - Online Open House	2 Bishops Gate	We don't need this crossing. It takes nobody anywhere.	Prioritization
2/20/2020	Public - Online Open House	2 Bishops Gate	Seems like an unnecessary placement for the intermediate future. Grand view would be a higher priority related to financial obligations.	Prioritization
2/3/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Don't need any sidewalks in this area	Design
2/3/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	DG is slick as grease when it gets wet. This can't be a long term solution. For a Sunday stroll it's fine, as an active commuter route alternative to riding on the road it's a disaster. I have a broken leg from hitting a patch of loose sand/DG on my bicycle.	Design
2/5/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Car traffic across the tracks at Chesterfield is always a mess. Circulation here must be improved.	Design
2/9/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	I would like to see the walking path be connected between Dublin and Kilkenny. I know this is a narrow corridor so this might not be an option in this area.	Design
2/9/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	It would be nice to have a crosswalk north-south across Chesterfield to walk to Glen Park. I'm not sure if NCTD would allow this.	Design
2/12/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	No more shared bike lanes. Too many problems.	Design
2/15/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Need to cross at Orinda, not Norfolk.	Design
2/22/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won’t cut it. I don’t see any improvements for bike or bike lanes. We should strive to make this the most Mike friendly town on earth. Class III bike lanes are no good.	Design
2/5/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Not a priority.	Prioritization
2/5/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Not a priority.	Prioritization
2/5/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Lived in Norfolk for 20 years. Not needed	Prioritization
2/5/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	waste of money	Prioritization
2/6/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Totally unnecessary, and it normalizes the illegal ramp road the city and SANDAG build under the guise of a temporary construction road. Serve your constituents.	Prioritization
2/6/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	This project is not needed.	Prioritization

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2/13/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Waste of taxpayer revenue	Prioritization
2/19/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Cardiff has already received the Coastal Rail Trail. The residents of Leucadia deserve a similar trail to safely navigate their way to local businesses.	Prioritization
2/20/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Please focus on Leucadia for a change before you put more money into Cardiff.	Prioritization
2/23/2020	Public - Online Open House	20 Norfolk/Dublin/Chesterfield	Improvements in this geographical area should occur after improvements in other areas north of Cardiff. Cardiff has had many mobility projects developed and completed and therefore monies should be spent in other areas with greater need first.	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I prefer under crossings	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	The overpass is unsightly - too industrial for a residential area. Underpass is much preferred either at this location or at Sanford.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I would prefer ramps to elevators, but I am not sure the cost.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Would prefer no elevator - ramp would be better for all access in my opinion	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	The design proposed for Grandview/Hillcrest crossing is ugly and does not fit the neighborhood vibe what-so-ever. We just need a simple bike/ped crossing. Either over or under grade.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	To massive for neighborhood	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Using elevators seems silly. Prefer underpass or at grade crossings - pretty big and ugly. Good that crossers @ Hillcrest can go north or south without doubling back.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Would prefer an underpass if possible to minimize visual impact	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I would prefer under vs overpass but we need a rail crossing in Leucadia	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I'd prefer a tunnel, it looks like 55' span is the same as Jupiter which gets a tunnel	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Do at grade	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I see people who live in the conjested apartment area between La Costa & Leucadia cross Vulcan and the railroad track everyday. I fear for their lives as they attempt to cross. Safety first! So connecting residential street such as Andrew to Vulcan need "no parking" on one side Andrew. Almost had a head on collision turning from Vulcan northbound onto Andrew because driver was forced to drive in the middle on Andrew Andrew is effectively one lane.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Stairs are not ideal. An underpass would be better.	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Stairs might be a problem Ramps better	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Clunky - underpass possible? Hard for bike crossing	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Understand the concept and use of ramps/stairs/elevators - however PUC needs to re-evaluate the at-grade concept when appropriate - must more cost effective and has been implemented in So. Oceanside (although on existing at grade roadway - rail xxings. Although note not the subject of this study - it is a REAL problem - the Vulcan/La Costa access xxing (roadway) Please put orange blinking lights on the rail bridge (west to east) to slow automobile traffic heading east on La Costa from coast highway - thank you - Very Dangerous!!! :(More than once Ive seen accidents	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	The use of elevators, ramps and bridges seems expensive - is there a cheaper more financially likely option?	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Bike facilities as in parking/racks? I think it's more important to focus on correcting the corridors	Design
1/30/2020	Public - Online Open House	3 Grandview/Hillcrest	Would like to see a underground cross, so that all can use it(wheelchairs, bikes, surfboards etc.)	Design
1/30/2020	Public - Online Open House	3 Grandview/Hillcrest	A underground crossing would be much better so all can use it. Stairs up and over defeat the purpose for many trying to cross.	Design
1/30/2020	Public - Online Open House	3 Grandview/Hillcrest	above ground crossings with elevators/stairs absolutely UNACCEPTABLE in Leucadia	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	I understand the dilemma of drainage, etc., in creating a tunnel here. But would be best case scenario. Like the bridge because it demands less space, and allows for parking still.	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	As was with the Swami's tunnel, if attention to detail to make a bridge attractive, this could be a good option. Does the elevator accommodate bicycles?	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	Design feels like a jungle gym. Crossing location is great and necessary but would vastly prefer underground tunnel if feasible.	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	Elevators are not usable much of the time. They break down, are used as toilets, and require fossil fuels for operation.	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	The sidewalks should be tied into leucadia oaks park to safely connect the public park with public beach access. I would much prefer an underpass or at grade crossing here. The multiple stairs, overpass, elevator, is a behemoth! Simple crossing would do it.	Design
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	I don't understand why the crossing at Hillcrest has to utilize an elevator. Why not use ramps for an overhead or underground passage? Also, it would be more aesthetically pleasing to have the bridge cross the railroad perpendicularly instead of at an angle. The angled bridge takes up too much space.	Design
2/1/2020	Public - Online Open House	3 Grandview/Hillcrest	An overpass with an elevator would be unsightly and expensive.	Design

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2/2/2020	Public - Online Open House	3 Grandview/Hillcrest	Whole thing is unnecessarily massive and out of character with the community. Bike paths are non existent and an elevator is not reasonable.	Design
2/2/2020	Public - Online Open House	3 Grandview/Hillcrest	Research the reduced cost of at grade crossings and implement sooner than later because they are cheaper to put in and maintain.	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Elevators break. A ramp while taking up more space is far better for strollers and bicycles. Plus they "feel" safer for women as the sight lines are open to everyone around the area. The last thing women want to do is get into an elevator late at night that doesn't have a lot of people around it. Build a dang ramp. Also round-a-bouts are dangerous for even experienced bicyclists to enter when traffic is moving fast. On low volume traffic roads, they are fine, 101 is not that road.	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	No elevators	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Would be nice to extend bridge over 101 for peds. wanting to go from Vulcan to west side of 101.	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Seems over built.	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	No roundabouts on 101.	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Too Much Bulk..Overkill. Design inconsistent with community	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Quite a structure.....a bit massive.....this would be a better location for an underpass under the tracks or a lowering of the train tracks	Design
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	I do not like the tower concept. Expensive and unattractive. No crossing for bikes, at all?	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	There is no new bike facility. It's existing.	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	Stairs and elevators a bad idea. Bike lanes disappeared at round about, unsafe.	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	A priority crossing!!!	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	The height/walkway bridges seem excessive.	Design
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	The use of an elevator seems absurd	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	so ugly! this will completely change the 101 corridor for the worse.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	Get bikes out of hwy!! Need dedicated bike lane along rail!	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	A grade level rail crossing would be much easier for pedestrians to navigate. The large overhead rail overpass will detrimentally affect the natural beauty and character of Leucadia.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	elevators? are you out of your mind.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	I would exclude the elevators. They will be quickly destroyed by local idiots. Leucadia is still quite a mixed area, in spite of the price of real estate, and there is no question in my mind that some idiot will urinate in the elevator at the first chance they get and they will be disgusting and unusable.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	Better pedestrian access over or under the tracks is important, especially as double tracking and more trains are in store.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	Elevators and stairs do not provide easy bike access. I know you mentioned at the talk a loss of parking spots but strongly feel a below ground ramp like at Vulcan would be more widely enjoyed by bikes and surfboards.	Design
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	This structure looks like a large and out-of-place child's play structure. Not in character with the laid-back Leucadia vibe. Too many stairs and not terribly bike-friendly.	Design
2/6/2020	Public - Online Open House	3 Grandview/Hillcrest	I prefer the smallest footprint of structures and lowest amount future maintenance required. Are elevators necessary?	Design
2/8/2020	Public - Online Open House	3 Grandview/Hillcrest	I absolutely hate the idea of stairs and elavators to cross the tracks. It would be better to cross at Sanford, so again, since there are financial restraints let's plan crossings at selected intervals to start.	Design
2/8/2020	Public - Online Open House	3 Grandview/Hillcrest	Hate, hate,, hate bridge over tracks	Design
2/8/2020	Public - Online Open House	3 Grandview/Hillcrest	again, if a crossing like Santa fe can be put in at Sanford that would work for our neighborhood	Design
2/9/2020	Public - Online Open House	3 Grandview/Hillcrest	The use of an elevator and ramps seems redundant. The extra cost of maintenance for an elevator will make this infrastructure expensive to maintain. A ramp seems a better choice at this crossing.	Design
2/9/2020	Public - Online Open House	3 Grandview/Hillcrest	The rendering of the crossing does not leave much room for the planned rail-trail along this corridor. The trail should be a minimum of 12' wide.	Design
2/9/2020	Public - Online Open House	3 Grandview/Hillcrest	to comply with ADA, when thinking ramps vs. elevators, recommend choosing the lowest cost option and using that consistently throughout these crossings.	Design
2/12/2020	Public - Online Open House	3 Grandview/Hillcrest	Excellent placement. This piece should be next in line. Crossing should be below grade. Elevated crossings looks terrible.	Design
2/12/2020	Public - Online Open House	3 Grandview/Hillcrest	Roundabouts seem large	Design
2/12/2020	Public - Online Open House	3 Grandview/Hillcrest	Elevator is a bad idea - too much maintenance and safety concern too	Design
2/12/2020	Public - Online Open House	3 Grandview/Hillcrest	Not necessary to do elevator and add to the costs. Need a bike lane along vulcan.	Design
2/12/2020	Public - Online Open House	3 Grandview/Hillcrest	Too heavy construction for the area. Same level crossing if possible	Design
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	Generally not excited about overpasses. Ugly and a magnet for unsavory activity.	Design
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	Do we need this one that is so close to other crossings?	Design
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	Too many speeders on Vulcan. Very scary for residents that park in the nice new area next to railroad tracks that need to cross street to get to and from their car with all the speeders.	Design

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2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	How can elevators be maintained? At what cost? How can people be safe in the elevators? How can the city possibly keep elevators safe and clean 24 hours a day?	Design
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	Elevators don 't seem feasible.	Design
2/15/2020	Public - Online Open House	3 Grandview/Hillcrest	Bulk/mass	Design
2/18/2020	Public - Online Open House	3 Grandview/Hillcrest	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. No one wants to climb stairs or get on an elevator, and it is a HUGE waste of money, and an eyesore. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/19/2020	Public - Online Open House	3 Grandview/Hillcrest	the addition of an overhead crossing of the coastal highway to the west side would be helpful. An extension of the overhead bridge to the west side of the coast highway.	Design
2/20/2020	Public - Online Open House	3 Grandview/Hillcrest	The design is too obstructive. It needs to be pared down. Are elevators really necessary? They could be a headache for security, maintenance, and we should be moving toward less energy resource usage. Would prefer a ramp similar to Solana Beach. It's more functional for cyclists and would meet ADA requirements.	Design
2/21/2020	Public - Online Open House	3 Grandview/Hillcrest	Consider that the tracks will be fenced and an "at-grade" crossing could be installed for much less and it would not be an enormous structure that would be difficult for cyclists, beach goers with any bags, wagons, chairs...	Design
2/21/2020	Public - Online Open House	3 Grandview/Hillcrest	Please remember that Vulcan has no sidewalks or bike paths, is narrow, pushes pedestrians into traffic, and has extremely dangerous transitions at Encinitas Blvd and La Costa, and has a 35 mph speed limit (greater than PCH!).Any impedance that causes pedestrians or cyclists to "go around" increases the danger significantly.	Design
2/23/2020	Public - Online Open House	3 Grandview/Hillcrest	I do not favor overpasses especially ones with elevators. The potential for these elevators to be misused is enormous as well as the aspect of costly maintenance. Also this overpass structure is obstructive visually. Hillcrest to Grandview is a great location would be one of two crossing that I favor for a rail-crossing. Either an under crossing or at grade crossing would be preferred. Cross walks and pedestrian walks along and across Vulcan are critically needed. There exist no current safe walking paths in this area.	Design
2/23/2020	Public - Online Open House	3 Grandview/Hillcrest	The proposed crosswalks over Vulcan are needed and look ok on this drawing, but I scored this category as a "3" to the extent that it includes the proposed over-crossing above the tracks, which would comprise multiple levels, going up, over and down on either side of the tracks, and would be difficult to maneuver (not to mention its unattractive appearance). The proposed elevators would be impractical -- subject to potential malfunction and inappropriate/dangerous usage.	Design
2/24/2020	Public - Online Open House	3 Grandview/Hillcrest	I would prefer an underpass. My first choice would be an at grade crossing!	Design
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I want this project funded and prioritized before Verdi I would like the under-crossing to be bikeable ramps vs. stairs	Design/Prioritization
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	Thhis is the most needed crossing along the corridor, yet the design looks at best clumsy, at worst impossible. There is no way a person on a bike or needing walker or wheelchair assistance could get across.	Design/Prioritization
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	This crossing is good, but it's less important than the one at Glaucus. And they should ALL be underpasses.	Design/Prioritization
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	This location should have the number two priority for a crossing along N. Vulcan between Leucadia Blvd. and La Costa avenue. However, most would prefer a grade level crossing for the reasons stated above.	Design/Prioritization
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	This is a good location because of the access to Grandview Beach access. Many more people have reasonable access to this location than the number of homes counted. I'm okay with roundabouts and it would help left turning traffic from Grandview to N. 101. I'm okay with the high crossing being over the RR tracks and not over the highway. Vulcan is not pedestrian friendly, but we make do. People do need to go from the east side to the west side too for bus transit. Could this be re-worked to go under the RR tracks like as proposed for Sanford?	Design/Prioritization
2/19/2020	Public - Online Open House	3 Grandview/Hillcrest	This location makes the most sense for providing access to the park. Why are elevators being used instead of ramps?	Design/Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Already has crosswalks across coast highway at that location - makes sense to also have a railroad crossing there Most important is that we have a railroad crossing. 100% of neighbors and friends where we live cross over tracts without crossing anyway. Would be nice to have a safe crossing for the kids	General
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	It appears that you counting the trailer parks as one home/address; severely undercounting the actual # of homes.	General
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Make all study data available	General
1/30/2020	Public - Online Open House	3 Grandview/Hillcrest	Train track should be underground along the entire corridor. The corridor should be made into a park with bike and walking paths. This Grandview/Hillcrest St location should be top priority. Most people would benefit.	General
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	See above.	General
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	people do not understand roundabouts.	General
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	The amount of homes are being grossly undercounted, The Sands Trailer Park is being counted as 1 home, when in realty it's 60 homes, same with Rancho Trailer	General
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	start over.	General
2/6/2020	Public - Online Open House	3 Grandview/Hillcrest	Just bury the tracks. Streetscape and lane diets are the opposite of transportation needs in Encinitas.	General
2/20/2020	Public - Online Open House	3 Grandview/Hillcrest	I can't picture where all of this infrastructure will go. There	General

Date Received	Commenter/Method	Project	Comment	Comment Category
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	No traffic clogging roundabouts and TWO lanes each way!	Out of Scope
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	It doesn't look like enough room for cars and bikes to safely navigate the roundabout, especially for southbound bikes. Southbound biking looks unsafe, period. One lane cannot be safely shared by cars and bikes.	Out of Scope
2/6/2020	Public - Online Open House	3 Grandview/Hillcrest	Bike lanes need to not go into traffic circle. The bridge show be perpendicular to the railroad. And where is the pedestrian crossing across Grandview at coast hey intersection?	Out of Scope
2/8/2020	Public - Online Open House	3 Grandview/Hillcrest	Like the roundabout at the base of Hillcrest Drive	Out of Scope
2/19/2020	Public - Online Open House	3 Grandview/Hillcrest	Absolutely against coast hwy 101 going to one lane!! Will be gridlock and people will avoid Encinitas altogether.	Out of Scope
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Do this next #2 not necessary Seems too complicated (use of ramps, stairs, and/or elevators Good that crosses at Hillcrest -can go north or south without doubling back	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Midspan crossing between La Costa and Leucadia long over due!!	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Many illegal crossings High density area Nearby existing park Would help business	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Want Leucadia to be a priority for once. PRIORITY TO FUND/BUILD the Grandview/Hillcrest RAIL CROSSING as next crossing after Portal and before Verdi	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Want priority to fund/build the grandview/hillcrest RAIL CROSSING AS NEXT CROSSING. Leucadia as always is last. Our taxes are not used for Leucadia. We are not a priority except of course private funds for homeless parking lots. Do at grade.	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	N. Leucadia needs a cross at Hillcrest or Sanford before Verdi	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Stop Verdi NOW it goes nowhere. Fund Hillcrest or Sanford immediately. Leucadia pays taxes too..	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	The only thing Leucadia seems to get - because city council members don’t live here is a homeless parking lot which we DON’T want	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Prioritize design and build the grandview/hillcrest rail crossing after el portal and before Verdi.	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	PLEASE give us a safe way to cross in Leucadia. We have seen very little improvements in north Encinitas - our kids need a safe way to get to the coast!	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Verdi crossing is less important than these (Grandview/HC or Jupiter/Sanford) Take money from Verdi	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	What happened to the at grade crossing at Sanford. From 10 years 5 years ago? Its late! Late! Late! Please put the Hillcrest crossing at the top of the list (as the community originally did) in your survey	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Prioritize , design, fund and build the Grandview/Hillcrest trail crossing as the next crossing after El Portal and BEFORE Verdi	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Please!! A crossing here or at Sanford / Leucadia Oaks Park	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	We want #3 to be the next project to be approved and developed	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Please consider this or Crossing #4 at Sanford. - Must have a SAFE way to cross double railway for peds at businesses Please build Hillcrest or Sanford before Verdi! I believe its much more needed for SAFETY, BUSINESSES & Beaches! Thanx	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Please prioritize, fund, and build either the Hillcrest/Grandview or Sanford location	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	I am 85 and longer drive. I am a regular user of NCTD coaster and 101 bus. Not having access over tracks is a real limitation at Hillcrest-Grandview. I understand this has a low priority and the distance between La Costa and Leucadia RC should make this a very high priority	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Please make Grandview/Hillcrest Dr Crossing as #1 Priority	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	North west Leucadia as the most densely populated corridor along the rail tracts needs to have safe beach access, community connection, walkable/bikeable access to Hwy 101 businesses. We need a rail crossing at Grandview/Hillcrest Dr. after El Portal and before Verdi or any other rail crossing.	Prioritization
1/30/2020	Public - Comment Card	3 Grandview/Hillcrest	Proritize, Design, Fund and Build the Grandview/Hillcrest rail crossing as the next crossing after El Portal and BEFORE Verdi	Prioritization
1/30/2020	Public - Online Open House	3 Grandview/Hillcrest	This crossing should be prioritized as it is in such a densely populated area, near parks and beaches. Currently the residents currently have no safe way to access the beach and the businesses on the 101 (except to drive).	Prioritization
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	Prioritize this location first!	Prioritization
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	Excellent central location between La Costa and Leucadia boulevards with direct access to Grandview Beach. From a cost perspective, elevators will be very expensive.	Prioritization
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	This should be the 2nd crossing built north of Leucadia, only after the Sanford tunnel.	Prioritization
1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	This needs to be a priority - it's been 15 years since the first approval for a crossing at this location and for some reason this area has taken a back seat to other locations despite the large population and beach/ park locations. We have small children and need to have a safe way to cross the tracks. There is nothing for miles in either direction. If this isn't made a priority then we'll make sure to change out the elected officials with people who will.	Prioritization

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1/31/2020	Public - Online Open House	3 Grandview/Hillcrest	A crossing at Hillcrest makes the most sense since it is directly across from Grandview Beach, which has the only public beach access between Beacons and Ponto.	Prioritization
2/1/2020	Public - Online Open House	3 Grandview/Hillcrest	This location does not connect to a public space nor is it mid way between the other legal pedestrian crossings at Leucadia BLVD and La Costa Ave.	Prioritization
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	This project would have many benefits, among them the easy connection of Leaucadia Oaks park and the Grandview Surf Beach. Many people of the neighborhood cross the rail tracks to access these two places, or take their cars to go through la Costa Ave or Leaucadia Blvd increasing emissions.	Prioritization
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	long long overdue for residents of Leucadia living between Leucadia Blvd. and La Costa Ave. This is the largest population area still not served by a crossing over the tracks to 101 commercial estab. and the Grandview public beach. Priority over Cardiff Verdi crossing.	Prioritization
2/3/2020	Public - Online Open House	3 Grandview/Hillcrest	Seriously another bridge..waste of money	Prioritization
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	Vote this crosswalk is the most important to complete first - most densely populated and huge property tax revenue-	Prioritization
2/4/2020	Public - Online Open House	3 Grandview/Hillcrest	This is strategically placed and less of an eye sore with no ramps. It's in front of beach access and the bus stop.	Prioritization
2/5/2020	Public - Online Open House	3 Grandview/Hillcrest	Why isn't the Hillcrest crossing being put before the Verde crossing in priority/timing?? This crossing is needed much more and serves more people. Please reconsider!!!!	Prioritization
2/6/2020	Public - Online Open House	3 Grandview/Hillcrest	I feel that this crossing should take priority over the first and second options. The existing crossing at La Costa Ave. has a legal way for pedestrians to cross the RR tracks and access Ponto. I also feel that the Hillcrest/ Grandview is a better option than Bishops Grade because of the following reason: Hillcrest is a very popular pedestrian route now and would be a direct legal pedestrian link to the Grandview beach access, the next popular public beach access south of Ponto. It would make Grandview and businesses on 101 easily accessible by bike from Hillcrest, Eolus, Leucadia Scenic, Parkwood, Hymettius, Andrew and the immediate Vulcan corridor .	Prioritization
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	No use	Prioritization
2/13/2020	Public - Online Open House	3 Grandview/Hillcrest	Waste of taxpayer revenue	Prioritization
2/14/2020	Public - Online Open House	3 Grandview/Hillcrest	We believe this crossing should be prioritized before the Verdi crossing.	Prioritization
2/14/2020	Public - Online Open House	3 Grandview/Hillcrest	This, I think would be the most used and loved of them all. Please prioritize before Verdi crossing!	Prioritization
2/22/2020	Public - Online Open House	3 Grandview/Hillcrest	Too close to the other crossings. I don't understand why?	Prioritization
2/23/2020	Public - Online Open House	3 Grandview/Hillcrest	Grandview Hill Crest rail cross is a mandatory improvement for the northern Encinitas corridor well overdue. the community and visitors alike benefit accordingly, note: 1).highest demographic population within the Encinitas rail corridor. a cross over from Vulcan to Hwy 101 and beach access services many within the community. 2). Pedestrian rail crossing from Vulcan to Coast Hwy 101 is illegal and dangerous. many local residents cross the rail daily to access retail, surf at Grandview beach, daily "neighbor" walks. 3). Connecting: presently the east-west bisect from the rail corridor divides the community. a "Cross-Over" creates the (eastern) quadrant of leucadia with coastal access and commercial + retail services. Please initiate plans for implementation of a Cross-Over at Hillcrest or Sanford.	Prioritization
2/23/2020	Public - Online Open House	3 Grandview/Hillcrest	The best feature of this proposed crossing/connector is its location. The City should prioritize, design, fund and build a rail crossing north of Leucadia Blvd. (preferably at Sanford or Hillcrest) as the next crossing after El Portal and BEFORE Verdi.	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	This is the preffered location - especially if Grandview has the ugly overpass. An underpass is much more preferred.	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Elevators seem too expensive and restrictive Will increase cost and limit projects	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	No interest in bike facilities	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Would prefer at grade crossing but underground is the least obtrusive	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	An underpass is desperately needed here.	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Prefer underpass	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	I like that the crossing is under the tracks and provides a safe, legal connection to Leucadia Oaks Park	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Should have stairway outside tunnel on west side Could eliminate both #2 & #3	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Appreciate drainage challenges, but I like the reduced visual impact of the underpass. Drainage needs to be addressed anyway. Please prioritize, fund, and build either the Hillcrest/Grandview or Sanford/Jupiter locations. I prefer an underpass design, but would be satisfied with any design (even at grade) that provides a safe and legal means for crossing the tracks in north Leucadia	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	What about pedestrian sidewalk along track like Solana Beach/Cardiff?	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Most of the crossings are excessively needlessly expensive. At grade crossings are currently used at Leucadia, the Encinitas railroad station and other streets in Encinitas and other locations - over & underpasses are too pricey and delay safe crossings.	Design
1/30/2020	Public - Online Open House	4-5 Sanford/Jupiter	Would like to see the underground cross right at Sanford.	Design
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	Again, people like to go to the beach - the direction of the west side of the tunnel is in the wrong direction.	Design
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	To save parking space, how about a bridge with elevator in this location? This way people can go either north to Grandview, or south to businesses.	Design

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1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	This design looks great for all users.	Design
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	It's not clear how to access the underpass from the south on Vulcan or from the north on Coast Highway since the ramp down seems only to be accessible in one direction and I don't see any stairs in the other direction. "Stairs" are not mentioned in the description or map.	Design
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	It would be better if this could be directly across from the park rather than having to walk down Vulcan to access. Other than that, this would be a much needed addition to north encinitas!	Design
2/1/2020	Public - Online Open House	4-5 Sanford/Jupiter	This is a great design for multiple reasons. First off, location. It's situated midway between Leucadia BLVD and La Costa Ave providing pedestrians And bikers a legal crossing. Also, it connects directs to another public space, Leucadia Oaks Park. The design is also ideal. It's an underpass which allows pedestrians and bikers to access both sides without it being unsightly or overly cost prohibitive. Lastly, it nicely blends into the Leucadia streetscape on the west side of the rail tracks. This is hands down the best conceptual design!	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Underpasses for pedestrians and bicyclists in a low light, low people traffic zone are an invitation for assaults. Women will not want to use this at night. Better to build another ramp overpass here.	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	I'm opposed to the elevators	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Postpone biking improvements	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Underpasses seem better access for bikes, strollers surfers, ect	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Again a very massive structure.....disappointed that there wasn't discussions about lowering the train tracks like Solana Beach	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Concern of flooding with underpass.	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Where is the public Art integration?	Design
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	Too much...	Design
2/4/2020	Public - Online Open House	4-5 Sanford/Jupiter	I was ready to dislike this concept, but it seems elegant and unobtrusive. 5 stars.	Design
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	it's perfect	Design
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	Looks like a good project for the area.	Design
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	I like the under crossing instead of an over crossing. I like that an elevator is not necessary. It's also much less obtrusive visually. The location is good, not sure whether Sanford or Hillcrest is the better location. Should certainly be one of them, the north end of Vulcan needs better crossing access.	Design
2/6/2020	Public - Online Open House	4-5 Sanford/Jupiter	Underpasses seem more desirable than overpasses from an aesthetic standpoint so mostly wondering what the motivation is in designing many of these crossings as overpasses	Design
2/6/2020	Public - Online Open House	4-5 Sanford/Jupiter	How tall are the overpasses. how do you plan to put in switchbacks that aren't a quarter mile long? no money out of the lighting and landscape fund. Pay for it from the geeral fund fall these projects.	Design
2/6/2020	Public - Online Open House	4-5 Sanford/Jupiter	Bike should not have to travel in the traffic circle. Where is the north-south pedestrian crosswalk across Jupiter.	Design
2/9/2020	Public - Online Open House	4-5 Sanford/Jupiter	This location at Jupiter does not have beach access. Underground crossings are much more expensive 10-12 Million dollars. Why are there no at-grade crossings proposed at a much lower $1M dollars near the intersection of Leucadia and 101? The trains are already blowing their horn and it would not be more intrusive.	Design
2/12/2020	Public - Online Open House	4-5 Sanford/Jupiter	Location okay, but probably unnecessary if the Grandview crossing is built. Below grade crossing design is good, should be used for Grandview crossing.	Design
2/12/2020	Public - Online Open House	4-5 Sanford/Jupiter	Under path better then over path	Design
2/12/2020	Public - Online Open House	4-5 Sanford/Jupiter	Too heavy construction for the area. Same level crossing if possible	Design
2/13/2020	Public - Online Open House	4-5 Sanford/Jupiter	This makes sense. At grade. Cover pedestrians, bikes and strollers coming from all directions.	Design
2/18/2020	Public - Online Open House	4-5 Sanford/Jupiter	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. An underpass is a HUGE waste of money. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/22/2020	Public - Online Open House	4-5 Sanford/Jupiter	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most bike friendly town on earth.	Design
2/22/2020	Public - Online Open House	4-5 Sanford/Jupiter	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most bike friendly town on earth.	Design
2/23/2020	Public - Online Open House	4-5 Sanford/Jupiter	The Sanford termination point to the east is ideal. For economy of scales and efficiency would it be possible that a leg terminating at Grandview on the west be added in addition to the planned western termination at Jupiter. This would widen the access to the western corridor for those entering from East of Vulcan. One underpass servicing Grandview to Jupiter. Cumulatively this combo crossing would service over 400 households and 102 business and strength the public transit access.	Design
2/23/2020	Public - Online Open House	4-5 Sanford/Jupiter	I haven't scored the "proposed bike facilities" because I don't see/understand exactly what they would be. Will bikers use the same part of the ramps and walkways that pedestrians will use?	Design

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2/24/2020	Public - Online Open House	4-5 Sanford/Jupiter	Move the actual under crossing to Sanford St. Put in elevators and stairs and avoid the huge ramps. Keep the crossing area more compact and keep room for sidewalks down both Vulcan and the Coast Hwy. You are trying to "cross the tracks" not walk ramps for hundreds of yards potentially in the opposite direction that you are attempting to travel. With stairs and elevators you accommodate everyone and keep space available for other amenities sidewalks, trees, plantings and parking. I don't see any specific bike accommodations in this rendering.	Design
2/24/2020	Public - Online Open House	4-5 Sanford/Jupiter	I like the placement at Sanford but it seems crazy to take an entire block to cross the tracks and highway. Why can't it be more straight across like the underpass near Santa Fe?	Design
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Need pragmatic solutions. Push back on unpractical rules. Look what other cities, countries do. Baseline.	General
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Keep me safe!	General
1/30/2020	Public - Online Open House	4-5 Sanford/Jupiter	see above comments	General
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	see above	General
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	see previous comments	General
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	See above	General
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	Get the bikes off the hwy!!!	Out of Scope
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	Stop the insane roundabout addiction and two lanes EACH WAY!	Out of Scope
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	The roundabout doesn't look like bikes can safely use it, especially southbound bikes. Bikes and cars cannot share a lane through the roundabout.	Out of Scope
2/12/2020	Public - Online Open House	4-5 Sanford/Jupiter	Roundabout seems large (large arc). Security for underpasses is essential.	Out of Scope
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	I like the underpass. This crossing would serve the most people. Kids to school, business, beaches!	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Leucadia crossing before Verdi	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Leucadia needs the next pedestrian crossing. I currently would have to walk 2 mi roundtrip to go to a restaurant straight across the tracks from me. The only reasonable option is illegal cross or drive. We need to encourage people, families to walk.	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	I want a crossing so I can get donuts.	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Prefer this type of crossing here or at Hillcrest	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	This project should be prioritized over Verdi Desperate need here	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	We need a crossing in Leucadia please!	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	We desperately need a safe way to cross the tracks and access the coast in Leucadia. Whatever invesments are made, please make them in the most densely populated part of Encinitas (Leucadia!).	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Verdi goes to no where! Stop Verdi now Cardiff has enough crossings. Create, fund and build a railroad crossing in Leucadia! We are population dense and are completely cut off from local businesses, beaches and proposed rail trail. Please work to make Leucadia accessible to its residence.	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Prioritize, design, fund and build the Grandview/Hillcrest rail crossing as the next crossing after El Protal and beore Verdi Make all study data available to the community. Stop Verde crossing!	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Prioritize, design, fund, and build the Sanford/Jupiter rail crossing as the next one after El Portal and Verdi Stop Verdi crossing	Prioritization
1/30/2020	Public - Comment Card	4-5 Sanford/Jupiter	Hoping to get Sanford or Hillcrest crossing ASAP! Thank you!	Prioritization
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	Excellent central location between La Costa and Leucadia boulevards.	Prioritization
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	closer to some businesses, almost perfectly between Leucadia and La Costa and right by the park for which lots of people cross the tracts to enjoy. This is the #1 crossing that needs to be completed ASAP in ALL of Encinitas.	Prioritization
1/31/2020	Public - Online Open House	4-5 Sanford/Jupiter	If Grandview / Hillcrest cannot happen quickly, this would be a suitable alternative. However, there are less homes here and it's farther to then get to Grandview beach.	Prioritization
2/3/2020	Public - Online Open House	4-5 Sanford/Jupiter	not as convenient to public beach Grandview as the Hillcrest or Bishop's Gate crossing but still preferable over any other location in Encinitas, Cardiff. Long overdue.	Prioritization
2/4/2020	Public - Online Open House	4-5 Sanford/Jupiter	This is the #1 crossing and should be the highest priority.	Prioritization
2/4/2020	Public - Online Open House	4-5 Sanford/Jupiter	This crossing is near Leucadia Oaks Park. I frequent this park, I have seen many illegal crossings including people with strollers and crutches.This is an affluent neighborhood and the businesses on 101 should profit by the improved access (no driving)	Prioritization
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	This is the best location, splitting the distance between la Costa and Leucadia	Prioritization
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	This location should have the number one priority for a crossing along N. Vulcan between Leucadia Blvd. and La Costa avenue.	Prioritization
2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	Will never use an underpass that will likely becomes shelter for the homeless and full of urine, feces and needles.	Prioritization

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2/5/2020	Public - Online Open House	4-5 Sanford/Jupiter	waste of money	Prioritization
2/6/2020	Public - Online Open House	4-5 Sanford/Jupiter	These improvements implicitly offer merit to Streetscape, but the project represents the opposite of the transportation needs of Encinitas. Quit wasting money. Quit making transportation more burdensome.	Prioritization
2/6/2020	Public - Online Open House	4-5 Sanford/Jupiter	Is there a something on the scale that minus 100.	Prioritization
2/7/2020	Public - Online Open House	4-5 Sanford/Jupiter	This is very important. Many children and young families use this park and people cross to go to fish 101. Also, a morning and afternoon bus to Diegueño stops at the park, and children cross the tracks sometimes to board the bus.	Prioritization
2/8/2020	Public - Online Open House	4-5 Sanford/Jupiter	This should be the first crossing put in. We are pretty much in the middle between La Costa and Leucadia Blvd. this crossing is absolutely necessary as soon as possible	Prioritization
2/8/2020	Public - Online Open House	4-5 Sanford/Jupiter	This may be the best place for 1st crossing between La Costa and Leucadia Blvd.	Prioritization
2/13/2020	Public - Online Open House	4-5 Sanford/Jupiter	No purpose	Prioritization
2/13/2020	Public - Online Open House	4-5 Sanford/Jupiter	Waste of taxpayer revenue	Prioritization
2/23/2020	Public - Online Open House	4-5 Sanford/Jupiter	The best feature of this proposed crossing/connector is its location. The City should prioritize, design, fund and build a rail crossing north of Leucadia Blvd. (preferably at Sanford or Hillcrest) as the next crossing after El Portal and BEFORE Verdi.	Prioritization
2/24/2020	Public - Online Open House	4-5 Sanford/Jupiter	THIS CROSSING IS THE MOST CRITICAL ONE ON THE WHOLE LIST. It is midway between La Costa and Leucadia Blvd. If they only get one thing done at a time this the best one to start with. I still think it should be at-grade to save us a ton of money and allow for more crossings but I'll take an underpass if that is what you'll give us.	Prioritization
1/30/2020	Public - Comment Card	6-7 Phoebe/Glaucus	Overpasses will not be accepted in Leucadia and will be fought against. Totally out of character and will stick out horribly. Use underpass. That would be great. Rather than climb stairs. Many will just across tracks.	Design
1/30/2020	Public - Comment Card	6-7 Phoebe/Glaucus	Elevators are too odd!! Who is going to keep them safe & clean?	Design
1/30/2020	Public - Comment Card	6-7 Phoebe/Glaucus	Not too big & bulky - attractive design prefer underpass every 1/4 miles - #1 prefer at-grade Xings	Design
1/30/2020	Public - Online Open House	6-7 Phoebe/Glaucus	I need to be able to cross Vulcan at E Jason, no crosswalk addressed in this plan. I plan to cross the tracks at Phoebe to get to Beacons beach	Design
1/30/2020	Public - Online Open House	6-7 Phoebe/Glaucus	I don't like the brick facade, as it doesn't match the neighbor hood at all. Why so tall and complicated? We need to push for at-grade crossings. Can't it be stainless steel and glass?	Design
1/30/2020	Public - Online Open House	6-7 Phoebe/Glaucus	It should not be that high. We are a neighborhood of single family, one story homes. Back to the drawing board!!	Design
1/30/2020	Public - Online Open House	6-7 Phoebe/Glaucus	All crossings in Leucadia should be underground like the Swami's beach access. No exceptions!	Design
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	With drainage not as much of an issue as northern locations, I think a tunnel here would be better.	Design
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	This location seems to me to require a tunnel rather than overpass. I think you must have more space for a tunnel here? Lower priority because of proximity to Leucadia Blvd.	Design
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	The stairs and elevators won't work for bikes, walkers and wheelchairs.	Design
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Yet again use of elevators is a problem. They break down, they are expensive to maintain. They get dirty, and no women will want to use one at night. Better to build ramps here. Elevators are also too small for a family bicycling together to bring everyone up/over in one load. As a single parent it becomes unusable. Also with the newer large electric bicycles used to transport kids, they are difficult to maneuver in the tight space. Build ramps. They are low maintenance safer and work for all users.	Design
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Ramps preferable to elevators..	Design
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Where is the public Art integration?	Design
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	pretty ugle and obtrusive overpass	Design
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Another hugely expensive tower system that does not allow for bicycle access.	Design
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	I don't think the stair crossings will look good or have high pedestrian participation (people won't want to climb stairs and they'll just walk the track).	Design
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	What's with the giant towers?	Design
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Prefer underground crossings.	Design
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	no overpasses!	Design
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Get the bikes out of the hwy! Dedicated bike lane along rail!	Design
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	#7 crosswalks are necessary. Leucadians have no safe way to either walk along or cross N. Vulcan.	Design
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Not visually appealing, too far south.	Design
2/6/2020	Public - Online Open House	6-7 Phoebe/Glaucus	I prefer the smallest footprint of structures and lowest amount future maintenance required. Are elevators necessary?	Design
2/6/2020	Public - Online Open House	6-7 Phoebe/Glaucus	The elevator seem obnoxiously huge. Consider removing them. Will the street crossings have flashing lights?	Design
2/8/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Again start with the most needed crossing. Overpasses should be last resort. They are out of character	Design
2/9/2020	Public - Online Open House	6-7 Phoebe/Glaucus	This should be an at-grad crossing. See comment from Stanford/Jupiter crossing.	Design
2/12/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Overpass is not good idea	Design
2/12/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Too heavy construction for the area. Same level crossing if possible	Design

Date Received	Commenter/Method	Project	Comment	Comment Category
2/13/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Why not expand the overpass over the 101 too? Why have to cross the traffic before you get to the businesses. Seems a waste.	Design
2/18/2020	Public - Online Open House	6-7 Phoebe/Glaucus	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. No one wants to climb stairs or get on an elevator, and it is a HUGE waste of money, and an eyesore. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/22/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Need to make it friendly for the handicap, strollers, or elderly. Stairs alone won't cut it. I don't see any improvements for bike or bike lanes. We should strive to make this the most bike friendly town on earth.	Design
2/24/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Go under rather than over the tracks. OR build at grade crossings. OR BEST scenario tunnel through all of Encinitas! Eliminate people jumping on random spots on the tracks and killing themselves. Eliminate the noise and dust from the train. Create 5'ish miles of lineal parkway to build all types of amenities for the city. Build some housing (literally on top of the transportation corridor). Allow people access from the East to go to the beach and the business corridor and to their friends houses on the west side of Coast Hwy.	Design
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	This one is kind of a mess	General
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Vulcan is being used as a commuter route with traffic turning up E.Glaucus to avoid Leucadia light. Traffic needs to be slowed !	General
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Build one bridge or underpass btwn encinitas blvd and leucadia blvd... one btwn leu. And Lacoste, make it secure and we'll limit. Don't allow camping	General
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Glaucas is a connection street that goes East to the Freeway and should go directly West over the tracks. Once over the Hwy you can chose to go north with out force to if you're planning on walking South	General
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	see previous comments	General
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Couldn't we get them to just trench the tracks? All it takes is willpower from City Hall and some grant money.	General
2/6/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Just bury the tracks. Streetscape and lane diets are the opposite of the transportation needs of Encinitas.	General
2/19/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Do not agree if 101 coast way goes to one lane.	General
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	TWO LANES EACH WAY!!!!!!	Out of Scope
1/30/2020	Public - Comment Card	6-7 Phoebe/Glaucus	Move priority of this one to top. I hear it is at or near bottom in priorities/order of implementation	Prioritization
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Location not as central as other options. Not sure of bike route on E. Glaucus. Where does it go? There are no current bike lanes on Vulcan and Hygeia is very narrow and crowded with almost no sidewalks and no bike lanes.	Prioritization
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	I do not feel this is the best placed crossing in this area, probably 3rd or 4th in terms of importance and location.	Prioritization
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	There are far more important locations to the north.	Prioritization
1/31/2020	Public - Online Open House	6-7 Phoebe/Glaucus	The other locations in North Encinitas should be considered way before this one. Based on my observations I don't to see as great of a need for a safe way to cross at this location as I do for the other locations.	Prioritization
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Hillcrest and Sanford serve more population.	Prioritization
2/3/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Nope...	Prioritization
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Key priority, #3 after northern Leucadia crossings.	Prioritization
2/4/2020	Public - Online Open House	6-7 Phoebe/Glaucus	This should bee #2 in importance after Sanford. And it should be an underpass.	Prioritization
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	This location is not a priority. This design if implemented would be a blight upon the neighborhood. Eventually a grade level crossing or design like the one proposed at Sanford should be implemented.	Prioritization
2/5/2020	Public - Online Open House	6-7 Phoebe/Glaucus	waste of money	Prioritization
2/6/2020	Public - Online Open House	6-7 Phoebe/Glaucus	minus 100	Prioritization
2/8/2020	Public - Online Open House	6-7 Phoebe/Glaucus	again, financial constraints. this should be planned for future development	Prioritization
2/12/2020	Public - Online Open House	6-7 Phoebe/Glaucus	No need for crossing at this location. Very close to Leucadia Blvd. Elevated crossing looks terrible.	Prioritization
2/12/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Seems like 3 under-/over-passes would suffice instead of 4 in this area? Could spend the money on other bike lane improvements, for instance. Think a lot of E-bikes are coming.	Prioritization
2/13/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Waste of taxpayer revenue	Prioritization
2/15/2020	Public - Online Open House	6-7 Phoebe/Glaucus	Doesn't really go anywhere that a person needs to go.	Prioritization
1/30/2020	Public - Comment Card	8 Leucadia Blvd	Need side walks on both sides of Leuc Blvd from 101 to freeway	Design
1/30/2020	Public - Comment Card	8 Leucadia Blvd	We need sidewalks on both sides of Vulcan north & south	Design
1/30/2020	Public - Comment Card	8 Leucadia Blvd	Crosswalks on south side PCH andacross RR tracks	Design
1/30/2020	Public - Online Open House	8 Leucadia Blvd	Too long a walk, bike ride if you live closer to La Costa.	Design
1/30/2020	Public - Online Open House	8 Leucadia Blvd	Sidewalks and bike paths NOT bike lanes should be installed the whole length of Vulcan Av between La Costa Ave and 101	Design
1/31/2020	Public - Online Open House	8 Leucadia Blvd	Bike path looks great on Leucadia Blvd, but awful on Vulcan.	Design
1/31/2020	Public - Online Open House	8 Leucadia Blvd	In addition to a sidewalk along Vulcan on the south side of Leucadia Blvd., there should be a sidewalk along Vulcan on the north side of Leucadia Blvd.	Design

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2/3/2020	Public - Online Open House	8 Leucadia Blvd	The sidewalks on the West side of Vulcan are useless at 100ft long from the curb. Either build out a mile of sidewalks or don't bother. Bike facilities are again non existent here.	Design
2/3/2020	Public - Online Open House	8 Leucadia Blvd	A bike lane to the right of a right turn optional or right turn only lane is inherently extremely dangerous. Either terminate the bike lane well before the intersection or route it to the left of right-turning traffic. Bikes May Use Full Lane signage and sharrows are appropriate for w/b Leucadia Bl. at 101, because of the right/through option in the lane.	Design
2/3/2020	Public - Online Open House	8 Leucadia Blvd	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	8 Leucadia Blvd	This intersection is messed up. Here's my common use-case. I walk north with my 5-1/2 year old from Paul Ecke Central School. I follow the sidewalk along the tracks, and then wait 3-6 minutes for crossing signal. Now we are isolated on the SE corner. Wait again for our chance to cross. Now we're stuck on the NE corner by 7-11. We want to go the 101, so we must wait for the light again, and now we're at the RR crossing. Only one more change of the lights after this to get to the West side of 101, yay! Pedestrian are forced to wait through 4 full turnings of the traffic lights, for a wait of 12-24 minutes. It's insane.	Design
2/4/2020	Public - Online Open House	8 Leucadia Blvd	Needs Roundabouts at both Vulcan and N. C. Hwy 101. The intersection should be grade seperated with the RR underground. Trench the tracks.	Design
2/4/2020	Public - Online Open House	8 Leucadia Blvd	Needs Roundabouts at both Vulcan and N. C. Hwy 101. The intersection should be grade seperated with the RR underground. Trench the tracks.	Design
2/4/2020	Public - Online Open House	8 Leucadia Blvd	Plan needs work: -no need for sidewalk on east side 101 -crosswalk needed on 101, south side ***key connector! -see no bike lanes on 101 - area needs work!	Design
2/4/2020	Public - Online Open House	8 Leucadia Blvd	Need to get this right! Been discussed for decades, a huge priority! Consider a 4-way scramble here to calm traffic, ease of crossing.	Design
2/5/2020	Public - Online Open House	8 Leucadia Blvd	Get the bikes out of HWY!!!!	Design
2/5/2020	Public - Online Open House	8 Leucadia Blvd	The RR tracks really mess up vehicle circulation. Couldn't they build an overpass or underpass to fix this.	Design
2/5/2020	Public - Online Open House	8 Leucadia Blvd	There are no proposed new crosswalks. The proposed sidewalk if fine, but there isn't much of it. Bike lanes are fine, the eastbound over the tracks will be dangerous because that crossing is dangerous period.	Design
2/7/2020	Public - Online Open House	8 Leucadia Blvd	enough with the bike lanes	Design
2/8/2020	Public - Online Open House	8 Leucadia Blvd	thanks for the sidewalks	Design
2/9/2020	Public - Online Open House	8 Leucadia Blvd	this intersection is a disaster for vehicle traffic. recommend widening to allow minimum two vehicle lanes in each direction to cross railroad tracks	Design
2/12/2020	Public - Online Open House	8 Leucadia Blvd	Bike lane on Vulcan needed	Design
2/15/2020	Public - Online Open House	8 Leucadia Blvd	This might be an appropriate location for a bridge element to span over Leucadia Blvd as either a straight run over on the Vulcan side or diagonal like a previous bridge from south side of Vulcan over Leucadia to east side of 101 and onto a crossing.	Design
2/15/2020	Public - Online Open House	8 Leucadia Blvd	A good design would make biking faster than driving if a bike does not have to stop like the cars do and can safely pass overhead. Could be a civic design element. A focus on peds & bikes overhead would allow better flow of autos.	Design
2/19/2020	Public - Online Open House	8 Leucadia Blvd	what about the sidewalk on the north side of Leucadia Blvd. along Vulcan? What happen to the Coastal Rail Trail?	Design
2/21/2020	Public - Online Open House	8 Leucadia Blvd	Leucadia Blvd south side of rail crossing doesn't exist, but eventually there could be a crossing from track parking to businesses on the west side of PCH No sidewalks on Vulcan forces peds to walk on the west side of Vulcan and the lack of track crossing will force them to cross east, then north, then, west. Mechanical/electrical crossing and light controls that block could be upgraded and moved further south. Signage could help peds understand their best options to cross PCH and avoid illegal crossing that already happens!	Design
2/22/2020	Public - Online Open House	8 Leucadia Blvd	Need wider side walks for folks crossing to the 101.	Design
2/24/2020	Public - Online Open House	8 Leucadia Blvd	Build a sidewalk on the South side of Leucadia Blvd between Coast Hwy and Vulcan. Don't say we can't... If you are walking from Beacons or South of Leucadia Blvd and you want to walk South on Vulcan you have to cross North at light number one at Leucadia Blvd and Coast Hwy to get to the East edge of the Park. Then you have to cross light number 2 to get to the North East side of Coast Hwy. Then you have to cross light number 3 to get to the North East side of Vulcan. Then you have to cross light number 4 to get to the South East side of Leucadia Blvd and Vulcan. Then you have to cross light number 5 to get to the sidewalk on the South West side of Leucadia Blvd and Vulcan. Even if a train doesn't happen to come through at the time you are trying to cross this process can take upwards of 15 minutes to basically get across the street!!!!!!!	Design
2/24/2020	Public - Online Open House	8 Leucadia Blvd	If you are walking south on Vulcan after crossing PCH you can not believe how long it takes to get across all 3 crosswalks! Can we have a diagonal or a quick direct walk across from the NW corner of Vulcan and Leucadia Blvd to the SW corner of Vulcan and Leucadia Blvd.?	Design
2/3/2020	Public - Online Open House	8 Leucadia Blvd	More improvement needed here.....again a lowering of the tracks would be awesome	General
2/3/2020	Public - Online Open House	8 Leucadia Blvd	Bikes aren	General
2/4/2020	Public - Online Open House	8 Leucadia Blvd	Pls see my note on the first panel.	General
2/5/2020	Public - Online Open House	8 Leucadia Blvd	see previous comments	General
2/5/2020	Public - Online Open House	8 Leucadia Blvd	This has to be one of the worst intersections in the North County and adding a second track is going to make it much worse. I presume the reason for double tracking is to accommodate more rail traffic? I don't see how vehicle traffic is going to flow through this intersection following the addition of a second rail track.	General

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2/6/2020	Public - Online Open House	8 Leucadia Blvd	see previous comments	General
2/8/2020	Public - Online Open House	8 Leucadia Blvd	Lowering the tracks is the only solution for Leucadia Blvd.	General
2/24/2020	Public - Online Open House	8 Leucadia Blvd	This whole intersection is the downfall of the traffic flow, foot traffic, bicycling for this area. Many years, meetings, studies later nothing has been done to make it really work. Again if we underground the whole rail corridor this intersection could work a LOT BETTER! Tunnel through all of Encinitas! Eliminate people jumping on random spots on the tracks and killing themselves. Eliminate the noise and dust from the train. Create 5'ish miles of lineal parkway to build all types of amenities for the city. Build some housing (literally on top of the transportation corridor). Allow people access from the East to go to the beach and the business corridor and to their friends houses on the west side of Coast Hwy.	General
2/3/2020	Public - Online Open House	8 Leucadia Blvd	Quiet train crossing please!	Out of Scope
2/5/2020	Public - Online Open House	8 Leucadia Blvd	TWO LANES ECH WAY ON HWY 101!!!!!!!!!	Out of Scope
2/19/2020	Public - Online Open House	8 Leucadia Blvd	Still appears long back up for cars turning onto 101 coast hway, So against 101 going down to one lane!	Out of Scope
1/30/2020	Public - Comment Card	8 Leucadia Blvd	This is very important project current intersection very unsafe	Prioritization
1/30/2020	Public - Comment Card	8 Leucadia Blvd	This crossing needs help! So thnk you	Prioritization
1/31/2020	Public - Online Open House	8 Leucadia Blvd	We already have crossings and sidewalks at Leucadia Blvd and Vulcan/PCH. Attention needs to focus on the railroad crossings north of Leucadia Blvd.	Prioritization
1/31/2020	Public - Online Open House	8 Leucadia Blvd	This seems like it should be low priority since this intersection is already functional and safe	Prioritization
1/31/2020	Public - Online Open House	8 Leucadia Blvd	I would not prioritize this project. As a pedestrian I use this existing cross-walk regularly and it seems adequate.	Prioritization
1/31/2020	Public - Online Open House	8 Leucadia Blvd	This section has already been worked on for ADA and is in good shape, good improvements but low on the list of needs.	Prioritization
2/3/2020	Public - Online Open House	8 Leucadia Blvd	Finally, this crossing has always been terrible	Prioritization
2/3/2020	Public - Online Open House	8 Leucadia Blvd	It's adequate as is for now	Prioritization
2/3/2020	Public - Online Open House	8 Leucadia Blvd	Not enough bike riders to justify cost	Prioritization
2/5/2020	Public - Online Open House	8 Leucadia Blvd	Leucadia crossing isn't broken	Prioritization
2/5/2020	Public - Online Open House	8 Leucadia Blvd	These improvements should only be implemented AFTER N. Vulcan (North of Leucadia Blvd) is made safe for pedestrians, including crossings/sidewalks both along N. Vulcan and across the train tracks. For now, what currently exists at this intersection works and is safe. N. Vulcan, North of Leucadia Blvd is NOT safe.	Prioritization
2/5/2020	Public - Online Open House	8 Leucadia Blvd	waste of money	Prioritization
2/5/2020	Public - Online Open House	8 Leucadia Blvd	I welcome the effort to clean this intersection up.	Prioritization
2/5/2020	Public - Online Open House	8 Leucadia Blvd	The proposed changes are pretty minimal, fine and should be done. Lots of pedestrians and bikes go through this intersection along with the cars. The entire RR crossing needs to be fixed, but that's not part of this scope. As noted before, Vulcan is not particularly pedestrian friendly, but south of Leucadia Blvd on the west side is much better than north of Leucadia Blvd.	Prioritization
2/6/2020	Public - Online Open House	8 Leucadia Blvd	Unnecessary. Local tax dollars have much higher priority uses elsewhere.	Prioritization
2/6/2020	Public - Online Open House	8 Leucadia Blvd	minus 100	Prioritization
2/12/2020	Public - Online Open House	8 Leucadia Blvd	Current bike lanes are fine.	Prioritization
2/12/2020	Public - Online Open House	8 Leucadia Blvd	Long-needed and simple, too!	Prioritization
2/13/2020	Public - Online Open House	8 Leucadia Blvd	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	8 Leucadia Blvd	Waste of taxpayer revenue	Prioritization
1/30/2020	Public - Online Open House	9 Daphne/Basil	NO above ground rail crossing structures--especially elevators and stairs. This is Leucadia! Build all crossings underground to be the least visible as possible!	Design
1/31/2020	Public - Online Open House	9 Daphne/Basil	Don't like elevators and stairs.	Design
1/31/2020	Public - Online Open House	9 Daphne/Basil	Design is fine, but location is of low yield. Already building an underpass by Paul Ecke School	Design
2/3/2020	Public - Online Open House	9 Daphne/Basil	Yet again, the use of expensive elevators vs ramps. Ramps work for everyone, elevators break down and are costly to maintain. Build ramps!	Design
2/3/2020	Public - Online Open House	9 Daphne/Basil	Elevator construction Too Bulky; Too few crosswalks across 101;	Design
2/3/2020	Public - Online Open House	9 Daphne/Basil	Too massive and not close to the cross walk.....people may just cross the coast highway before the cross walk	Design
2/3/2020	Public - Online Open House	9 Daphne/Basil	Where is the public Art integration?	Design
2/4/2020	Public - Online Open House	9 Daphne/Basil	This crossing serves little purpose. Residents on the West side do not need to cross to the stone yard, and vice versa. Expensive elevator/tower does not allow for bike access.	Design
2/4/2020	Public - Online Open House	9 Daphne/Basil	I don't think the stair crossings will look good or have high pedestrian participation (people won't want to climb stairs and they'll just walk the track).	Design
2/4/2020	Public - Online Open House	9 Daphne/Basil	What's with the towers?	Design
2/4/2020	Public - Online Open House	9 Daphne/Basil	Make it an underpass instead.	Design
2/5/2020	Public - Online Open House	9 Daphne/Basil	overpasses are ugly and you don't need this many thru leucadia. just stop.	Design
2/5/2020	Public - Online Open House	9 Daphne/Basil	elevator will be disgusting and unusable in no time.	Design
2/5/2020	Public - Online Open House	9 Daphne/Basil	Kind of visually intrusive. Again, trench the tracks!	Design

Date Received	Commenter/Method	Project	Comment	Comment Category
2/6/2020	Public - Online Open House	9 Daphne/Basil	All these towers, bridges, elevators and stairs. Just bury the tracks. Streetscape and lane diets are the opposite of the transportation needs of Encinitas.	Design
2/6/2020	Public - Online Open House	9 Daphne/Basil	I prefer the smallest footprint of structures and lowest amount future maintenance required. Are elevators necessary?	Design
2/8/2020	Public - Online Open House	9 Daphne/Basil	Yikes, please no overpasses	Design
2/9/2020	Public - Online Open House	9 Daphne/Basil	Poor placement since this does not connect to beach access. This close to Leucadia it should be an at-grade crossing to save money and expedite the design and implementation.	Design
2/12/2020	Public - Online Open House	9 Daphne/Basil	Unnecessary at this location. Elevated crossing looks terrible.	Design
2/12/2020	Public - Online Open House	9 Daphne/Basil	Too heavy construction for the area	Design
2/13/2020	Public - Online Open House	9 Daphne/Basil	Again, why not extend the overpass to the 101? Seems a waste to stop it when all the businesses are on the other side of the street.	Design
2/18/2020	Public - Online Open House	9 Daphne/Basil	The crossing should be at-grade. If we can use them safely at intersections, we can use them safely elsewhere. No one wants to climb stairs or get on an elevator, and it is a HUGE waste of money, and an eyesore. Yes, there is more red-tape to have at-grade crossings, but well worth the effort. There is no safety issue, as all the deaths have been suicides, not accidents.	Design
2/23/2020	Public - Online Open House	9 Daphne/Basil	No over-crossings please	Design
2/24/2020	Public - Online Open House	9 Daphne/Basil	Im not seeing the improvements to bike and sidewalks on this plan.	Design
2/24/2020	Public - Online Open House	9 Daphne/Basil	At grade crossings would be easy here! Otherwise go under not over. Same story different crossing.	Design
2/6/2020	Public - Online Open House	9 Daphne/Basil	I don’t believe a crossing is needed here. Also consider removing the large elevators.	Design/Prioritization
1/30/2020	Public - Online Open House	9 Daphne/Basil	Too far a walk or bike ride on unsafe road.	General
2/4/2020	Public - Online Open House	9 Daphne/Basil	trench the tracks. This plan sucks.	General
2/4/2020	Public - Online Open House	9 Daphne/Basil	trench the tracks. This plan sucks.	General
2/5/2020	Public - Online Open House	9 Daphne/Basil	GET BIKES OFF HWY 101!	General
2/5/2020	Public - Online Open House	9 Daphne/Basil	TWO LANES EACH WAY ON 101!	Out of Scope
2/19/2020	Public - Online Open House	9 Daphne/Basil	Ok, as long as coast hway 101 does not go down to one lane. Cars always will out number pedestrians forever.	Out of Scope
1/31/2020	Public - Online Open House	9 Daphne/Basil	Lower priority because of the underpass at Central School location.	Prioritization
1/31/2020	Public - Online Open House	9 Daphne/Basil	Don’t think this area should be a priority	Prioritization
1/31/2020	Public - Online Open House	9 Daphne/Basil	Most of the residents are west of the railroad and rarely, if ever, need to cross to the east.	Prioritization
1/31/2020	Public - Online Open House	9 Daphne/Basil	Low priority since it’s so close to Leucadia blvd	Prioritization
1/31/2020	Public - Online Open House	9 Daphne/Basil	This location seems redundant with new El Portal crossing	Prioritization
1/31/2020	Public - Online Open House	9 Daphne/Basil	This is not nearly as important as the Hillcrest or Sanford locations.	Prioritization
2/3/2020	Public - Online Open House	9 Daphne/Basil	Nope	Prioritization
2/4/2020	Public - Online Open House	9 Daphne/Basil	Lower priority than north Leucadia	Prioritization
2/5/2020	Public - Online Open House	9 Daphne/Basil	This location is not a priority. This design if implemented would be a blight upon the neighborhood. Eventually a grade level crossing or design like the one proposed at Sanford should be implemented.	Prioritization
2/5/2020	Public - Online Open House	9 Daphne/Basil	This location is not a priority. This design if implemented would be a blight upon the neighborhood. Eventually a grade level crossing or design like the one proposed at Sanford should be implemented.	Prioritization
2/5/2020	Public - Online Open House	9 Daphne/Basil	waste of money	Prioritization
2/5/2020	Public - Online Open House	9 Daphne/Basil	Too close to Leucadia Blvd, better locations first	Prioritization
2/8/2020	Public - Online Open House	9 Daphne/Basil	again financial constraints. Let's get a crossing in north Leucadia then work on the crossings everywhere else	Prioritization
2/8/2020	Public - Online Open House	9 Daphne/Basil	we are getting a crossing at El Portal, put this on a future list	Prioritization
2/13/2020	Public - Online Open House	9 Daphne/Basil	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	9 Daphne/Basil	Waste of taxpayer revenue	Prioritization
2/13/2020	Public - Online Open House	9 Daphne/Basil	It seems this crossing is very close to the Leucadia one and there is way less people than for the other ones. I think this should not be a priority.	Prioritization
2/13/2020	Public - Online Open House	9 Daphne/Basil	Seems overkill at this location. Could cross at others in either direction.	Prioritization
2/22/2020	Public - Online Open House	9 Daphne/Basil	Overkill. Walk to leucadia or el portal.	Prioritization

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APPENDIX C:
PROJECT EVALUATION MATRIX

Evaluation Matrix: Criteria & Overall Results (DRAFT)

Evaluation Criteria

Criterion	Definition	Relative Weight	% Weight
1: Cross-Connect Outreach Priorities	Results of Cross-Connect public survey, workshop & online outreach campaign requesting input on prioritzation of proposed crossings.	1	7.7%
2: CMLWG Stakeholder Priorities	Phasing recommended by the Coastal Mobility & Livability Working Group (CMLWG), as documented in the Rail Corridor Vision Study (RCVS) report.	1	7.7%
3: Access Benefits & Potential VMT/GHG Reductions	The number of homes, businesses, government/civic facilities, schools, parks, and beaches accessible within a 5-minute walk of the proposed crossing. Serves as a proxy for the potential to reduce VMT/GHG, since the accessibility that each crossing provides to these locations affects mode choice, which in turn affects VMT/GHG.	2	15.4%
4: Closure of Major Gaps Between Crossings	The degree to which a proposed crossing would eliminate existing gaps between crossings. Consistent with RCVS crossing policy to close the largest gaps first.	1	7.7%
5: Quality & Proximity of Connecting Routes	Number of existing and planned east-west bikeways/trails connecting to the rail corridor within a 5-minute walk of the proposed crossing. Weighted to give priority to higher-quality facilities.	1	7.7%
6: Potential to Improve Safety	Number of documented rail corridor safety or security incidents within a 5-minute walk of the proposed crossing.	2	15.4%
7: Potential to Preserve Views or Community Character	Qualitative assessment of the proposed crossing's potential to preserve views and community character.	1	7.7%
8: Potential Cost	Qualitative assessment of the proposed crossing's potential cost, based on known conditions & constraints.	2	15.4%
9: Potential Implementation Feasibility	Qualitative assessment of the proposed crossing's implementation feasibility in terms of potential environmental, regulatory, or other challenges. Excludes cost feasibility, which is addressed in Criterion 8.	2	15.4%

Overall Results

Potential Crossing	Community	Total Weighted Score	Rank
Bishop's Gate	Leucadia	**598**	**7**
Grandview/Hillcrest	Leucadia	**828**	**2**
Sanford/Jupiter	Leucadia	**893**	**1**
Phoebe/Glaucus	Leucadia	**682**	**4**
Daphne/Basil	Leucadia	**600**	**6**
Marcheta/Orpheus	Old Encinitas	**705**	**3**
A/Sunset	Old Encinitas	**587**	**8**
H/I	Old Encinitas	**504**	**9**
Birmingham	Cardiff-by-the-Sea	**633**	**5**
Norfolk/Dublin	Cardiff-by-the-Sea	**279**	**10**

Evaluation Matrix: Results by Criterion (DRAFT)

Criterion →	1: Cross-Connect Outreach Priorities		2: CMLWG Stakeholder Priorities		3: Access Benefits & Potential VMT/GHG Reductions	
Potential Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate	30	8	11	9	58	10
Grandview/Hillcrest	77	1	44	5	134	2
Sanford/Jupiter	66	2	77	1	134	2
Phoebe/Glaucus	54	5	66	2	94	8
Daphne/Basil	35	7	33	6	98	7
Marcheta/Orpheus	56	3	55	4	109	6
A/Sunset	26	9	22	7	113	5
H/I	47	6	22	7	154	1
Birmingham	56	3	66	2	127	4
Norfolk/Dublin	20	10	11	9	66	9

Criterion →	4: Closure of Major Gaps Between Crossings		5: Quality & Proximity of Connecting Routes		6: Potential to Improve Safety	
Potential Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate	37	4	0	8	128	2
Grandview/Hillcrest	60	2	0	8	128	2
Sanford/Jupiter	77	1	0	8	154	1
Phoebe/Glaucus	42	3	15	5	26	5
Daphne/Basil	34	6	15	5	0	6
Marcheta/Orpheus	23	8	77	1	0	6
A/Sunset	15	10	77	1	0	6
H/I	36	5	15	5	51	4
Birmingham	30	7	46	3	0	6
Norfolk/Dublin	23	8	31	4	0	6

Criterion →	7: Potential to Preserve Views or Community Character		8: Potential Cost		9: Potential Implementation Feasibility	
Potential Crossing	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank
Bishop's Gate	77	1	154	1	103	7
Grandview/Hillcrest	77	1	154	1	154	1
Sanford/Jupiter	77	1	154	1	154	1
Phoebe/Glaucus	77	1	154	1	154	1
Daphne/Basil	77	1	154	1	154	1
Marcheta/Orpheus	77	1	154	1	154	1
A/Sunset	77	1	154	1	103	7
H/I	77	1	51	9	51	9
Birmingham	51	9	103	8	154	1
Norfolk/Dublin	26	10	51	9	51	9

Evaluation Criterion 1: Cross-Connect Outreach Priorities

Definition

Results of Cross-Connect public survey, workshop & online outreach campaign requesting input on prioritzation of proposed crossings.

Methodology

Survey respondents ranked their top 3 locations for potential new crossings, with the following points given to each response to generate the raw score:

3 Points: Rank #1
2 Points: Rank #2
1 Point: Rank #3

In addition to the survey responses, one comment card requested a new crossing at Glaucus St. The project team recorded this as a #1 ranking for Phoebe/Glaucus.

The majority of respondents (59%) reported living or spending the most time in Leucadia, which contributed to the high scores of Leucadia locations compared to the other communities.

Analysis Results

Criterion Weight
7.7%

Proposed Crossing	Community	Rank #1		Rank #2		Rank #3		Raw Score	Normalized Score[1]	Weighted Score	Rank
		#	Points (x3)	#	Points (x2)	#	Points (x1)				
Bishop's Gate	Leucadia	47	141	33	66	40	40	**247**	395	**30**	**8**
Grandview/Hillcrest	Leucadia	139	417	88	176	33	33	**626**	1,000	**77**	**1**
Sanford/Jupiter	Leucadia	75	225	117	234	81	81	**540**	863	**66**	**2**
Phoebe/Glaucus	Leucadia	80	240	58	116	81	81	**437**	698	**54**	**5**
Daphne/Basil	Leucadia	45	135	45	90	63	63	**288**	460	**35**	**7**
Marcheta/Orpheus	Old Encinitas	75	225	79	158	69	69	**452**	722	**56**	**3**
A/Sunset	Old Encinitas	32	96	45	90	27	27	**213**	340	**26**	**9**
H/I	Old Encinitas	68	204	59	118	57	57	**379**	605	**47**	**6**
Birmingham	Cardiff-by-the-Sea	100	300	55	110	44	44	**454**	725	**56**	**3**
Norfolk/Dublin	Cardiff-by-the-Sea	17	51	37	74	41	41	**166**	265	**20**	**10**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 2: CMLWG Stakeholder Priorities

Definition

Phasing recommended by the Coastal Mobility & Livability Working Group (CMLWG), as documented in the Rail Corridor Vision Study (RCVS) report.

Methodology

The CMLWG divided its phasing recommendations for potential crossing projects into north and south sections. To captuire these recommendations in the evaluation matrix, the project team assigned the following raw scores:

7 Points: North Phase 1A
6 Points: North Phase 1B; South Phase 1
5 Points: North Phase 1C
4 Points: North Phase 1D
3 Points: North Phase 1E
2 Points: North Phase 2; South Phase 2
1 Point: North Phase 3; South Phase 3

Analysis Results

Criterion Weight
7.7%

Proposed Crossing	Community	CMLWG Phasing Recommendation	Raw Score	Normalized Score[1]	Weighted Score	Rank
Bishop's Gate	Leucadia	North Phase 3	**1**	143	**11**	**9**
Grandview/Hillcrest	Leucadia	North Phase 1D	**4**	571	**44**	**5**
Sanford/Jupiter	Leucadia	North Phase 1A & Overall Top Priority	**7**	1,000	**77**	**1**
Phoebe/Glaucus	Leucadia	North Phase 1B	**6**	857	**66**	**2**
Daphne/Basil	Leucadia	North Phase 1E	**3**	429	**33**	**6**
Marcheta/Orpheus	Old Encinitas	North Phase 1C	**5**	714	**55**	**4**
A/Sunset	Old Encinitas	South Phase 2	**2**	286	**22**	**7**
H/I	Old Encinitas	South Phase 2	**2**	286	**22**	**7**
Birmingham	Cardiff-by-the-Sea	South Phase 1	**6**	857	**66**	**2**
Norfolk/Dublin	Cardiff-by-the-Sea	South Phase 3	**1**	143	**11**	**9**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 3: Access Benefits & Potential VMT/GHG Reductions

Definition

The number of homes, businesses, government/civic facilities, schools, parks, and beaches accessible within a 5-minute walk of the proposed crossing. Serves as a proxy for the potential to reduce VMT/GHG, since the accessibility that each crossing provides to these locations affects mode choice, which in turn affects VMT/GHG.

Methodology

Homes: The project team counted the number of existing and planned residential units within each potential crossing's 5-minute walkshed. Exisiting units were drawn from SANGIS parcel data, and planned units were drawn from the City's 2018 Housing Element Update.

Businesses/Government/Civic Facilities: The project team estimated the square footage of buildings with commercial/industrial/civic/office land uses within each potential crossing's 5-minute walkshed. Land uses and building footprints were drawn from SANGIS data. Key land uses were assumed to occupy the first story of each building (FAR 1).

Transit Stops: The project team counted the number of bus stops within each potential crossing's 5-minute walkshed.

Schools/Parks/Beaches: The project team counted the number of public, private, and charter schools within 0.5 mile of each potential crossing's 5-minute walkshed. The project team also counted the number of publicly accessible parks and beaches within each potential crossing's 5-minute walkshed. These were drawn from reviews of existing conditions as well as the City's 2018 *Active Transportation Plan.*

Total Raw Score: The results of each category were normalized (to create consistency among units of measurement) and then weighted according to the percentages above each category, yielding the total raw score. This total raw score was then normalized and weighted in the same manner as the other criteria to produce the final weighted score and rank.

Analysis Results

		Weight	Weight	Weight	Weight	Weight	Weight	Weight			Criterion Weight	
		14.3%	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%			15.4%	
Proposed Crossing	**Community**	**Residential Units**	**Commercial + Industrial (ksf)**	**Civic + Office (ksf)**	**Transit Stops**	**Schools**	**Publicly Accessible Parks**	**Publicly Accessible Beaches**	**Total Raw Score**	**Normalized Score[1]**	**Weighted Score**	**Rank**
Bishop's Gate	Leucadia	450	27.0	0.0	2	0	0	0	**207**	378	**58**	**10**
Grandview/Hillcrest	Leucadia	662	41.3	6.4	1	0	1	1	**477**	873	**134**	**2**
Sanford/Jupiter	Leucadia	523	48.1	6.4	3	1	1	0	**474**	868	**134**	**2**
Phoebe/Glaucus	Leucadia	629	57.6	0.0	2	1	0	0	**333**	609	**94**	**8**
Daphne/Basil	Leucadia	397	106.2	5.1	2	1	0	0	**349**	638	**98**	**7**
Marcheta/Orpheus	Old Encinitas	411	110.3	6.5	1	2	0	0	**388**	711	**109**	**6**
A/Sunset	Old Encinitas	305	82.5	3.7	1	1	2	0	**400**	733	**113**	**5**
H/I	Old Encinitas	347	270.5	14.5	3	0	1	0	**546**	1,000	**154**	**1**
Birmingham	Cardiff-by-the-Sea	46	71.3	18.2	1	1	0	1	**452**	828	**127**	**4**
Norfolk/Dublin	Cardiff-by-the-Sea	154	16.9	0.0	1	1	1	0	**233**	426	**66**	**9**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 4: Elimination of Major Gaps Between Crossings

Definition

The degree to which a proposed crossing would eliminate existing gaps between crossings. Consistent with RCVS crossing policy to close the largest gaps first.

Methodology

The project team measured each proposed crossing's approximate distance to the nearest existing (or in design) crossing. Larger measurements indicate a larger gap that would be closed by the proposed crossing.

Example: Sanford/Jupiter is 3,173 feet from the nearest existing crossing and H/I is 1,466 feet from the nearest existing crossing. While both projects would yield benefits, Sanford/Jupiter would do more to close the corridor's gaps, located near the middle of a 7,000-foot gap.

Analysis Results

Proposed Crossing	Community	Nearest Existing or In Design Crossing, North		Nearest Existing or In Design Crossing, South		Nearest Crossing (ft) (Raw Score)	Normalized Score[1]	Criterion Weight 7.7% Weighted Score	Rank
		Location	Distance (ft)	Location	Distance (ft)				
Bishop's Gate	Leucadia	La Costa Ave	1,519	Leucadia Blvd	5,484	**1,519**	479	37	**4**
Grandview/Hillcrest	Leucadia	La Costa Ave	2,481	Leucadia Blvd	4,514	**2,481**	782	60	**2**
Sanford/Jupiter	Leucadia	La Costa Ave	3,827	Leucadia Blvd	3,173	**3,173**	1,000	77	**1**
Phoebe/Glaucus	Leucadia	La Costa Ave	5,284	Leucadia Blvd	1,716	**1,716**	541	42	**3**
Daphne/Basil	Leucadia	Leucadia Blvd	1,400	El Portal St	1,650	**1,400**	441	34	**6**
Marcheta/Orpheus	Old Encinitas	El Portal St	964	Encinitas Blvd	2,334	**964**	304	23	**8**
A/Sunset	Old Encinitas	El Portal St	2,581	Encinitas Blvd	633	**633**	199	15	**10**
H/I	Old Encinitas	E St	1,689	Santa Fe Dr	1,466	**1,466**	462	36	**5**
Birmingham	Cardiff-by-the-Sea	Verdi Ave	2,206	Chesterfield Dr	1,240	**1,240**	391	30	**7**
Norfolk/Dublin	Cardiff-by-the-Sea	Chesterfield Dr	947	N/A	N/A	**947**	298	23	**8**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 5: Quality & Proximity of Connecting Routes

Definition

Number of existing and planned east-west bikeways/trails connecting to the rail corridor within a 5-minute walk of the proposed crossing. Weighted to give priority to higher-quality facilities.

Methodology

The project team counted the number of existing and proposed east-west bikways/trails within each proposed crossing's 5-minute walkshed. To give higher priority to higher-quality facilities, the project team used the following point scale:

3 Points: Class I/IV protected multi-use paths and trails
2 Points: Class II bike lanes and bike boulevards
1 Point: Class III shared bike routes

Existing facilities were surveyed in June 2019. Proposed facilities were drawn from the City's 2018 *Active Transportation Plan.*

Analysis Results

Criterion Weight
7.7%

Proposed Crossing	Community	Number of Existing/Planned East-West Connecting Facilities in 5-Minute Walkshed			Connecting Routes	Total Raw Score	Normalized Score[1]	Weighted Score	Rank
		Class I/IV Paths or Trails (3 pts)	Class II Bike Lanes or Bike Blvds (2 pts)	Class III Shared Bike Routes (1 pt)					
Bishop's Gate	Leucadia	0	0	0		**0**	0	**0**	**8**
Grandview/Hillcrest	Leucadia	0	0	0		**0**	0	**0**	**8**
Sanford/Jupiter	Leucadia	0	0	0		**0**	0	**0**	**8**
Phoebe/Glaucus	Leucadia	0	0	1	*Glaucus St:* Proposed Class III	**1**	200	**15**	**5**
Daphne/Basil	Leucadia	0	0	1	*Union St:* Proposed Class III	**1**	200	**15**	**5**
Marcheta/Orpheus	Old Encinitas	1	1	0	*Union St:* Proposed Class III *Orpheus Ave:* Proposed Class II	**5**	1,000	**77**	**1**
A/Sunset	Old Encinitas	1	1	0	*Encinitas Blvd:* Proposed Class I	**5**	1,000	**77**	**1**
H/I	Old Encinitas	0	0	1	*Requeza St:* Proposed Class III	**1**	200	**15**	**5**
Birmingham	Cardiff-by-the-Sea	0	0	3	*Mozart Ave:* Proposed Class III *Birmingham Dr:* Proposed Class III *Norfolk Dr:* Proposed Class III	**3**	600	**46**	**3**
Norfolk/Dublin	Cardiff-by-the-Sea	0	0	0	*Norfolk Dr:* Proposed Class III *Manchester Ave:* Proposed Class III	**2**	400	**31**	**4**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 6: Potential to Improve Safety

Definition Number of documented rail corridor safety or security incidents within a 5-minute walk of the proposed crossing.

Methodology The project team analyzed 5 years (2014-2018) of NCTD Safety & Security Division quarterly reports, mapping all documented rail corridor safety or security incidents and counting their occurrences within each proposed crossing's 5-minute walkshed.

Analysis Results

Criterion Weight
15.4%

Proposed Crossing	Community	Number of Documented Incidents (Raw Score)	Normalized Score[1]	Weighted Score	Rank
Bishop's Gate	Leucadia	**5**	833	**128**	**2**
Grandview/Hillcrest	Leucadia	**5**	833	**128**	**2**
Sanford/Jupiter	Leucadia	**6**	1,000	**154**	**1**
Phoebe/Glaucus	Leucadia	**1**	167	**26**	**5**
Daphne/Basil	Leucadia	**0**	0	**0**	**6**
Marcheta/Orpheus	Old Encinitas	**0**	0	**0**	**6**
A/Sunset	Old Encinitas	**0**	0	**0**	**6**
H/I	Old Encinitas	**2**	333	**51**	**4**
Birmingham	Cardiff-by-the-Sea	**0**	0	**0**	**6**
Norfolk/Dublin	Cardiff-by-the-Sea	**0**	0	**0**	**6**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 7: Potential to Preserve Views & Community Character

Definition

Qualitative assessment of the proposed crossing's potential to preserve views and community character.

Methodology

The project team conducted a high-level evaluation of the potential for a new crossing to preserve views and community character at each studied location, by assessing the amount of structures, walls, pavement, and right-of-way (ROW) requirements that each location is likely to require. The projects were classified into 3 groups using the following point scale:

3 Points: Relatively low level of development; highest potential to preserve views and community character
2 Points: Relatively moderate level of development; moderate potential to preserve views and community character
1 Point: Relatively high level of development; lowest potential to preserve views and community character

Because the conceptual designs featured in this plan represent only one crossing type at each location (among several that are possible), the project team evaluated this criterion based on *the lowest-impact crossing that is feasible* at each location, rather than the specific type of crossing selected for the conceptual design.

Analysis Results

Criterion Weight
7.7%

Proposed Crossing	Community	Notes	Raw Score	Normalized Score[1]	Weighted Score	Rank
Bishop's Gate	Leucadia	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Grandview/Hillcrest	Leucadia	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Sanford/Jupiter	Leucadia	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Phoebe/Glaucus	Leucadia	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Daphne/Basil	Leucadia	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Marcheta/Orpheus	Old Encinitas	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
A/Sunset	Old Encinitas	Relative elevations are most suitable for undercrossing (lowest impact). Overcrossing also feasible.	**3**	1,000	**77**	**1**
H/I	Old Encinitas	Relatively flat conditions suitable for undercrossing (lowest impact) or overcrossing.	**3**	1,000	**77**	**1**
Birmingham	Cardiff-by-the-Sea	Relative elevations are most suitable for overcrossing. Undercrossing is feasible to limit visual impact, but requires larger ramps and retaining walls to reach required grade within available ROW.	**2**	667	**51**	**9**
Norfolk/Dublin	Cardiff-by-the-Sea	Relative elevations, including new wall built with double-track project, will require substantial vertical and horizontal development, with associated visual impacts.	**1**	333	**26**	**10**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 8: Potential Cost

Definition Qualitative assessment of the proposed crossing's potential cost, based on known conditions & constraints.

Methodology The project team conducted a high-level evaluation of the potential cost of a grade-separated crossing at each proposed location, assessing opportunities and constraints including site conditions, engineering considerations, and potential right-of-way (ROW) requirements. The projects were classified into 3 groups using the following point scale:

3 Points: Most feasible/lowest relative cost
2 Points: Moderate feasibility or cost challenges
1 Point: Least feasible/highest relative cost

Because the conceptual designs featured in this plan represent only one crossing type at each location (among several that are possible), the project team evaluated this criterion based on the *lowest-impact crossing that is feasible* at each location, rather than the specific type of crossing selected for the conceptual design.

Analysis Results

Criterion Weight
15.4%

Proposed Crossing	Community	Notes	Raw Score	Normalized Score[1]	Weighted Score	Rank
Bishop's Gate	Leucadia	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
Grandview/Hillcrest	Leucadia	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
Sanford/Jupiter	Leucadia	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
Phoebe/Glaucus	Leucadia	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
Daphne/Basil	Leucadia	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
Marcheta/Orpheus	Old Encinitas	Relatively flat conditions similar to other studied locations.	**3**	1,000	**154**	**1**
A/Sunset	Old Encinitas	Relative elevations suitable for undercrossing with similar costs as other studied locations.	**3**	1,000	**154**	**1**
H/I	Old Encinitas	Large commercial development west of rail corridor requires ROW acquisition and/or easement to complete connection to Coast Highway 101.	**1**	333	**51**	**9**
Birmingham	Cardiff-by-the-Sea	Requires new crossing of Coast Highway 101 in addition to rail crossing.	**2**	667	**103**	**8**
Norfolk/Dublin	Cardiff-by-the-Sea	Elevation constraints require significant horizontal and vertical development. Requires new crossing of Coast Highway 101 in addition to rail crossing.	**1**	333	**51**	**9**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

Evaluation Criterion 9: Potential Implementation Feasibility

Definition

Qualitative assessment of the proposed crossing's implementation feasibility in terms of potential environmental, regulatory, or other challenges. Excludes cost feasibility, which is addressed in Criterion 8.

Methodology

The project team conducted a high-level review of each location to identify potential environmental, regulatory, legal, or other challenges that may impede or delay project implementation. This includes the a project's ability to secure approvals from the National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA), the California Coastal Commission (CCC), and the California Public Utiilties Commission (CPUC), as well as potential legal or right-of-way (ROW) concerns. The projects were classified into 3 groups based on the following point scale:

3 Points: No notable implementation challenges relative to other studied locations
2 Points: Minor potential implementation challenges relative to other studied locations
1 Point: Major potential implementation challenge(s) relative to other studied locations

Analysis Results

Criterion Weight
15.4%

Proposed Crossing	Community	Notes	Raw Score	Normalized Score[1]	Weighted Score	Rank
Bishop's Gate	Leucadia	Private gated community west of Coast Highway 101 makes this location less desirable for public coastal access, which may affect CCC review.	**2**	667	**103**	**7**
Grandview/Hillcrest	Leucadia	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
Sanford/Jupiter	Leucadia	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
Phoebe/Glaucus	Leucadia	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
Daphne/Basil	Leucadia	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
Marcheta/Orpheus	Old Encinitas	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
A/Sunset	Old Encinitas	Small areas of special-status plants may require additional analysis or mitigation to achieve CEQA/NEPA and CCC approvals.	**2**	667	**103**	**7**
H/I	Old Encinitas	Large commercial development west of rail corridor requires ROW acquistion and/or easement to complete connection to Coast Highway 101, which may create challenges and/or delays in implementation.	**1**	333	**51**	**9**
Birmingham	Cardiff-by-the-Sea	No notable implementation challenges relative to other studied locations.	**3**	1,000	**154**	**1**
Norfolk/Dublin	Cardiff-by-the-Sea	Sensitive wetlands near San Elijo Lagoon including multiple special-status species may require additional analysis or mitigation. CCC permit area requires permit from full CCC (not covered by City's Local Coastal Program).	**1**	333	**51**	**9**

Note 1: To ensure consistency when summing the scores of multiple criteria, each criterion's raw scores are normalized by setting the top score at 1,000 and adjusting the other scores proportionally.

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APPENDIX D:
PROJECT COST ESTIMATES

Draft Cost Estimates

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

No.	Name	Type	Vertical Feature	Estimated Total Cost (Note 1)
1	La Costa Ave	Connector		$ 2.57 million
2	Bishop's Gate Rd	Overcrossing	Ramp	$ 15.12 million
3	Grandview St/Hillcrest Dr	Overcrossing	Elevator	$ 7.11 million
4	Stanford St/Jupiter St	Undercrossing (10' wide)	Ramp	$ 7.86 million
		Undercrossing (20' wide)	Ramp	$ 8.94 million
5	Stanford St/Jupiter St	Connector		$ 0.31 million
6	Phoebe St/Glaucus St	Overcrossing	Elevator	$ 4.36 million
7	Phoebe St/Glaucus St	Connector		$ 0.38 million
8	Leucadia Blvd	Connector		$ 2.06 million
9	Daphne St/Basil St	Overcrossing	Elevator	$ 6.59 million
10	Union St	Connector		$ 2.11 million
11	Marcheta St/Orpheus Ave	Undercrossing (10' wide)	Ramp	$ 11.03 million
		Undercrossing (20' wide)	Ramp	$ 11.76 million
12	A St/Sunset Dr	Undercrossing (10' wide)	Ramp	$ 10.24 million
		Undercrossing (20' wide)	Ramp	$ 11.45 million
13	Encinitas Blvd	Connector	Ped Bridge	$ 9.57 million
14	D St	Connector		$ 2.15 million
15	F St	Connector		$ 3.20 million
16	Santa Fe Dr	Connector		$ 2.67 million
17	Verdi Ave	Connector		$ 2.89 million
18	Birmingham Dr	Overcrossing	Ramp	$ 11.93 million
19	Birmingham Dr	Connector		$ 0.83 million
20	Norfolk Dr/Dublin Dr	Connector		$ 2.44 million

Note 1: All costs are in 2020 dollars and should assume 8% annual escalation. See individual estimates for additional details and assumptions.

#1 La Costa Ave Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 203,806	
Engineering	25	%	CCE	$ 254,758	
				Design Total	$ 458,564
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo & Reconstruction					
Curb and Gutter Removal	1395	SF	$ 5	$ 6,975	
Clearing and Grubbing	0.24	AC	$ 9,000	$ 2,138	
Remove Guardrail	70	LF	$ 15	$ 1,050	
Remove Tree	1	EA	$ 880	$ 880	
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Demo Subtotal	$ 111,043
Civil Improvements					
Embankment	3833	CY	$ 40	$ 153,333	
6" Curb & Gutter (Type G)	1130	LF	$ 22	$ 24,860	
4" PCC Sidewalk (G-7)	4650	SF	$ 15	$ 69,750	
Curb Ramps	4	EA	$ 2,750	$ 11,000	
				Civil Improvements Subtotal	$ 258,943
Traffic					
Crosswalk Improvements	1344	SF	$ 4	$ 5,376	
				Traffic Subtotal	$ 5,376
Misc					
Street Lighting	4	EA	$ 8,000	$ 32,000	
6' Chain-Link Fence (Fall Protection)	140	LF	$ 22	$ 3,080	
Midwest Guardrail System	250	LF	$ 55	$ 13,750	
				Misc Subtotal	$ 48,830
Base Construction Cost (BCE)				**Total**	$ 849,193
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 63,689	
Contractor Demobilization	2.5	%	BCE	$ 21,230	
Contingency	10	%	BCE	$ 84,919	
				Mobilization and Contingency Subtotal	$ 169,839
Construction Contract Estimate (CCE)				**Total**	$ 1,019,031
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 101,903	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 50,952	
CM&I	23	%	Const. Total	$ 234,377	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 61,142	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 95,037	
				Ancillary Construction Costs Subtotal	$ 1,045,411
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,573,007**
					$2.57 million

*Assumed the following are protected in place:
  -Existing powerline poles
  -Existing drainage ditch
*Assumed estimate excludes costs of easements or ROW acquisitions from private property surrounding intersection.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#2 Bishop's Gate Rd Overcrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 1,421,794	
Engineering	25	%	CCE	$ 1,777,242	
				Design Total	$ 3,199,036
Base Construction Cost (BCE)					
Site Civil					
Excavation	47	CY	$ 120	$ 5,582	
Embankment	6	CY	$ 40	$ 240	
Haul Offsite	41	CY	$ 20	$ 810	
Decomposed Granite Trail	9500	SF	$ 8	$ 76,000	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 30,000	$ 30,000	
Clearing and Grubbing	0.6	AC	$ 9,000	$ 5,165	
Minor Concrete (4" Integral Color Walkay Sidewalk)	2600	SF	$ 15	$ 39,000	
				Site Civil Subtotal	$ 156,798
Demo & Reconstruction West side					
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
Remove Trees	1	EA	$ 880	$ 880	
				Demo Subtotal	$ 100,880
Architectural & Lighting					
Trash/Recycle Receptacle	4	EA	$ 2,900	$ 11,600	
Galvanized Handrails	1840	LF	$ 90	$ 165,600	
IPE Post and Cable Fence (48" HT)	2000	LF	$ 80	$ 160,000	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	4	EA	$ 550	$ 2,200	
				Architectural & Lighting Subtotal	$ 340,500
Structures					
Structural Backfill	23	CY	$ 90	$ 2,093	
Retaining Wall-around the fill	390	SF	$ 145	$ 56,550	
Pedestrian Bridge	11600	SF	$ 400	$ 4,640,000	
Staircase	2	LS	$ 100,000	$ 200,000	
				Structures Subtotal	$ 4,898,643
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	580	SF	$ 4	$ 2,320	
				Traffic Subtotal	$ 2,320
Base Construction Cost (BCE)				**Total**	$ 5,924,141
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 444,311	
Contractor Demobilization	2.5	%	BCE	$ 148,104	
Contingency	10	%	BCE	$ 592,414	
				Mobilization and Contingency Subtotal	$ 1,184,828
Construction Contract Estimate (CCE)				**Total**	$ 7,108,969
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 710,897	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 355,448	
CM&I	23	%	Const. Total	$ 1,635,063	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 426,538	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 432,995	
				Ancillary Construction Costs Subtotal	$ 4,762,941
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 15,120,947**
					$ 15.12 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.

#3 Grandview St / Hillcrest Dr Overcrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 593,002	
Engineering	25	%	CCE	$ 741,252	
				Design Total	$ 1,334,254
Base Construction Cost (BCE)					
Site Civil					
Excavation	148	CY	$ 120	$ 17,778	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	148	CY	$ 20	$ 2,963	
Decomposed Granite Trail	2700	SF	$ 8	$ 21,600	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 30,000	$ 30,000	
Clearing and Grubbing	0.14	AC	$ 9,000	$ 1,291	
				Site Civil Subtotal	$ 73,632
Demo & Reconstruction West side					
Remove Trees	1	EA	$ 880	$ 880	
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Demo & Reconstruction West side	$ 100,880
Architectural & Lighting					
Trash/Recycle Receptacle	4	EA	$ 2,900	$ 11,600	
Galvanized Handrails	453	LF	$ 90	$ 40,729	
IPE Post and Cable Fence (48" HT)	130	LF	$ 80	$ 10,400	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	4	EA	$ 550	$ 2,200	
Elevator Unit & Installation	2	EA	$ 300,000	$ 600,000	
				Architectural & Lighting	$ 667,129
Structures					
Structural Backfill	900	CY	$ 90	$ 81,000	
Pedestrian Bridge	1800	SF	$ 400	$ 720,000	
Staircase	4	LS	$ 100,000	$ 400,000	
				Structures Subtotal	$ 1,201,000
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	800	SF	$ 4	$ 3,200	
				Traffic Subtotal	$ 3,200
Base Construction Cost (BCE)				**Total**	$ 2,470,841
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 185,313	
Contractor Demobilization	2.5	%	BCE	$ 61,771	
Contingency	10	%	BCE	$ 247,084	
				Mobilization and Contingency Subtotal	$ 494,168
Construction Contract Estimate (CCE)				**Total**	$ 2,965,010
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 296,501	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 148,250	
CM&I	23	%	Const. Total	$ 681,952	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 177,901	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 250,660	
				Ancillary Construction Costs Subtotal	$ 2,757,265
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 7,106,529**
					$ 7.11 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.

#4 Sanford St / Jupiter St Undercrossing

Option 1: 10-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 670,426	
Engineering	25	%	CCE	$ 838,032	
				Design Total	$ 1,508,458
Base Construction Cost (BCE)					
Site Civil					
Excavation	1800	CY	$ 120	$ 216,000	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	1800	CY	$ 20	$ 36,000	
Decomposed Granite Trail	4000	SF	$ 8	$ 32,000	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.2	AC	$ 9,000	$ 1,800	
				Site Civil Subtotal	$ 376,100
Demo & Reconstruction West side					
Remove DG Path	2000	SF	$ 2	$ 4,000	
Remove Landscape/Irrigation	1000	SF	$ 2	$ 2,000	
Remove Trees	6	EA	$ 880	$ 5,280	
Remove Guard Rail	450	LF	$ 15	$ 6,750	
Relocate SD system 24"	150	LF	$ 200	$ 30,000	
Replace inlet	2	EA	$ 4,000	$ 8,000	
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Roadway Subtotal	$ 156,030
Track					
Remove and Reinstall Track	68	TF	$ 400	$ 27,200	
				Track Subtotal	$ 27,200
Architectural & Lighting					
Trash/Recycle Receptacle	6	EA	$ 2,900	$ 17,400	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	800	LF	$ 90	$ 72,000	
IPE Post and Cable Fence (48" HT)	1500	LF	$ 80	$ 120,000	
IPE Post and Cable Fence (42" HT)	800	LF	$ 80	$ 64,000	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
Lighting	1	LS	$ 260,000	$ 260,000	
				Railroad Signals Subtotal	$ 617,600
Structures					
50-ft Long Concrete for Box Culvert 10'x10'	71	CY	$ 1,900	$ 134,900	
Reinforcement for Box Culvert 10'x10'	14100	LB	$ 2	$ 23,970	
Structural Backfill	696	CY	$ 90	$ 62,640	
Retaining Wall - Adjacent to Track	6000	SF	$ 145	$ 870,000	
Stairs	1	LS	$ 100,000	$ 100,000	
				Structures Subtotal	$ 1,191,510
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Base Construction Cost (BCE)				**Total**	$ 2,793,440
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 209,508	
Contractor Demobilization	2.5	%	BCE	$ 69,836	
Contingency	10	%	BCE	$ 279,344	
				Mobilization and Contingency Subtotal	$ 558,688
Construction Contract Estimate (CCE)				**Total**	$ 3,352,128
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 335,213	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 167,606	
CM&I	23	%	Const. Total	$ 770,989	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 201,128	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 267,694	
				Ancillary Construction Costs Subtotal	$ 2,944,630
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 7,855,216**
					$ 7.86 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.

*Pathways on east side of Vulcan Ave. are concrete.

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.

*Excludes costs for traffic signals and/or modifications.

*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.

*Excludes Landscape and Irrigation costs.

#4 Sanford St/Jupiter St Undercrossing

Option 2: 20-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des., ROW, Permitting)	20	%	CCE	$ 782,843	
Engineering	25	%	CCE	$ 978,554	
				Design Total	$ 1,761,396
Base Construction Cost (BCE)					
Site Civil					
Excavation	3450	CY	$ 120	$ 414,000	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	3450	CY	$ 20	$ 69,000	
Decomposed Granite Trail	5700	SF	$ 8	$ 45,600	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.30	AC	$ 9,000	$ 2,700	
				Site Civil Subtotal	$ 621,600
Demo & Reconstruction					
Remove DG Path	2000	SF	$ 2	$ 4,000	
Remove Landscape/Irrigation	1000	SF	$ 2	$ 2,000	
Remove Trees	6	EA	$ 880	$ 5,280	
Remove Guard Rail	450	LF	$ 15	$ 6,750	
Relocate SD system 24"	150	LF	$ 200	$ 30,000	
Replace inlet	2	EA	$ 4,000	$ 8,000	
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Demo & Reconstruction	$ 156,030
Track					
Remove and Reinstall Track	80	TF	$ 400	$ 32,000	
				Track Subtotal	$ 32,000
Architectural & Lighting					
Trash/Recycle Receptacle	6	EA	$ 2,900	$ 17,400	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	800	LF	$ 90	$ 72,000	
IPE Post and Cable Fence (48" HT)	2300	LF	$ 80	$ 184,000	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
Lighting	1	LS	$ 260,000	$ 260,000	
				Architectural & Lighting	$ 617,600
Structures					
50-ft Long Concrete for Box Culvert 20'w x 10'h	142	CY	$ 1,900	$ 269,800	
Reinforcement for Box Culvert 20'w x 10'h	28200	LB	$ 2	$ 47,940	
Structural Backfill	750	CY	$ 90	$ 67,500	
Retaining Wall - both sides of ramps/underpass/stairs	6375	SF	$ 145	$ 924,375	
Stairs	1	LS	$ 100,000	$ 100,000	
				Structures Subtotal	$ 1,409,615
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Base Construction Cost (BCE)				**Total**	$ 3,261,845
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 244,638	
Contractor Demobilization	2.5	%	BCE	$ 81,546	
Contingency	10	%	BCE	$ 326,185	
				Mobilization and Contingency Subtotal	$ 652,369
Construction Contract Estimate (CCE)				**Total**	$ 3,914,214
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 391,421	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 195,711	
CM&I	23	%	Const. Total	$ 900,269	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 234,853	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 292,425	
				Ancillary Construction Costs Subtotal	$ 3,216,680
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 8,942,290**
					$8.94 million

*Assumed the undercrossing structure dimension is a 10' x10' culvert which is 100' long.
*Ramps and pathways on West side of Vulcan Ave., are DG, not concrete.
*Pathways on East side of Vulcan Ave., are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.

#5 Sanford St / Jupiter St Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 2,638	
Engineering	25	%	CCE	$ 3,297	
				Design Total	$ 5,935
Base Construction Cost (BCE)					
Site Civil					
Decomposed Granite Trail	450	SF	$ 8	$ 3,600	
Clearing and Grubbing	0.07	AC	$ 9,000	$ 651	
				Site Civil Subtotal	$ 4,251
Architectural & Lighting					
Trash/Recycle Receptacle	1	EA	$ 2,900	$ 2,900	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
				Architectural & Lighting	$ 5,100
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	410	SF	$ 4	$ 1,640	
				Traffic	$ 1,640
Base Construction Cost (BCE)				**Total**	$ 10,991
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 824	
Contractor Demobilization	2.5	%	BCE	$ 275	
Contingency	10	%	BCE	$ 1,099	
				Mobilization and Contingency Subtotal	$ 2,198
Construction Contract Estimate (CCE)				**Total**	$ 13,189
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 1,319	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 659	
CM&I	23	%	Const. Total	$ 3,033	
SANDAG (6%)	6	%	Const. Total	$ 791	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 22,080	
				Ancillary Construction Costs Subtotal	$ 242,883
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 312,008**
					$ 0.31 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.
*Existing HP Gas line - assumes project design will avoid relocation of this gas line.
*Crosswalk and Pavement Marking costs are obtained from Encintas Coastal Rail Project.

#6 Pheobe St / Glacus St Overcrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 411,704	
Engineering	25	%	CCE	$ 514,630	
				Design Total	$ 926,334
Base Construction Cost (BCE)					
Site Civil					
Excavation	107	CY	$ 120	$ 12,800	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	107	CY	$ 20	$ 2,133	
Decomposed Granite Trail	820	SF	$ 8	$ 6,560	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 30,000	$ 30,000	
Clearing and Grubbing	0.1	AC	$ 9,000	$ 475	
				Site Civil Subtotal	$ 51,969
Demo & Reconstruction					
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Demo Subtotal	$ 100,000
Architectural & Lighting					
Trash/Recycle Receptacle	2	EA	$ 2,900	$ 5,800	
Galvanized Handrails	226	LF	$ 90	$ 20,365	
IPE Post and Cable Fence (48" HT)	100	LF	$ 80	$ 8,000	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
Elevator Unit & Installation	2	EA	$ 300,000	$ 600,000	
				Architectural & Lighting	$ 635,265
Structures					
Structural Backfill	36	CY	$ 90	$ 3,200	
Pedestrian Bridge	1000	SF	$ 400	$ 400,000	
Staircase	2	LS	$ 100,000	$ 200,000	
				Structures Subtotal	$ 603,200
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Base Construction Cost (BCE)				**Total**	$ 1,715,433
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 128,657	
Contractor Demobilization	2.5	%	BCE	$ 42,886	
Contingency	10	%	BCE	$ 171,543	
				Mobilization and Contingency Subtotal	$ 343,087
Construction Contract Estimate (CCE)				**Total**	$ 2,058,520
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ -	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ -	
CM&I	23	%	Const. Total	$ -	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ -	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 120,200	
				Ancillary Construction Costs Subtotal	$ 1,322,200
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 4,357,054**
					$ 4.36 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.

#7 Phoebe St / Glacus St Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 9,931	
Engineering	25	%	CCE	$ 12,414	
				Design Total	$ 22,346
Base Construction Cost (BCE)					
Site Civil					
Decomposed Granite Trail	1400	SF	$ 8	$ 11,200	
Clearing and Grubbing	0.14	AC	$ 9,000	$ 1,281	
Minor Concrete (4" Integral Color Walkay Sidewalk)	1300	SF	$ 15	$ 19,500	
				Site Civil Subtotal	$ 31,981
Architectural & Lighting					
Trash/Recycle Receptacle	2	EA	$ 2,900	$ 5,800	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
				Architectural & Lighting	$ 8,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	350	SF	$ 4	$ 1,400	
				Traffic	$ 1,400
Base Construction Cost (BCE)				**Total**	$ 41,381
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 3,104	
Contractor Demobilization	2.5	%	BCE	$ 1,035	
Contingency	10	%	BCE	$ 4,138	
				Mobilization and Contingency Subtotal	$ 8,276
Construction Contract Estimate (CCE)				**Total**	$ 49,657
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 4,966	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 2,483	
CM&I	23	%	Const. Total	$ 11,421	
SANDAG (6%)	6	%	Const. Total	$ 2,979	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 23,685	
				Ancillary Construction Costs Subtotal	$ 260,534
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 382,537**
					$ 0.38 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.
*Existing HP Gas line - assumes project design will avoid relocation of this gas line.
*Crosswalk and Pavement Marking costs are obtained from Encintas Coastal Rail Project.

#8 Leucadia Blvd Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 150,352	
Engineering	25	%	CCE	$ 187,941	
				Design Total	$ 338,293
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Sidewalk Removal	1760	SF	$ 4	$ 7,040	
Remove Striping	2240	LF	$ 1	$ 1,120	
Clearing and Grubbing	0.04	AC	$ 9,000	$ 364	
Relocate HP Gas Main North of Leucadia Blvd	1	LS	$ 100,000	$ 100,000	
				Demo Subtotal	$ 108,524
Civil Improvements					
6" Curb & Gutter (Type G)	250	LF	$ 22	$ 5,500	
4" PCC Sidewalk (G-7)	1760	SF	$ 15	$ 26,400	
				Civil Improvements Subtotal	$ 31,900
Traffic					
Pavement Marker (Retroreflective)	4	EA	$ 1	$ 5	
Class IV Bike Lane Striping	6320	SF	$ 8	$ 50,560	
Paint Traffic Stripes	2240	LF	$ 1	$ 1,120	
Crosswalk Improvements	2340	SF	$ 4	$ 9,360	
				Traffic Subtotal	$ 61,045
Base Construction Cost (BCE)				**Total**	$ 626,469
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 46,985	
Contractor Demobilization	2.5	%	BCE	$ 15,662	
Contingency	10	%	BCE	$ 62,647	
				Mobilization and Contingency Subtotal	$ 125,294
Construction Contract Estimate (CCE)				**Total**	$ 751,762
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 75,176	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 37,588	
CM&I	23	%	Const. Total	$ 172,905	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 45,106	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 83,278	
				Ancillary Construction Costs Subtotal	$ 916,053
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,056,108**
					$ 2.06 million

*Assumed road diet along Leucadia. In crossing: assumed reduction of lane width to 10' in order to allow for 4' bikelane on both sides.
*Assumed length of sidewalks from length to connection to CRT limit.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#9 Daphne St / Basil St Overcrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 540,045	
Engineering	25	%	CCE	$ 675,056	
				Design Total	$ 1,215,101
Base Construction Cost (BCE)					
Site Civil					
Excavation	185	CY	$ 120	$ 22,222	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	185	CY	$ 20	$ 3,704	
Decomposed Granite Trail	4780	SF	$ 8	$ 38,240	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 30,000	$ 30,000	
Clearing and Grubbing	0.2	AC	$ 9,000	$ 1,545	
				Site Civil Subtotal	$ 95,711
Architectural & Lighting					
Trash/Recycle Receptacle	2	EA	$ 2,900	$ 5,800	
Galvanized Handrails	260	LF	$ 90	$ 23,400	
IPE Post and Cable Fence (48" HT)	124	LF	$ 80	$ 9,920	
Lodge Pole Bollard	2	EA	$ 550	$ 1,100	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
Elevator Unit & Installation	2	EA	$ 300,000	$ 600,000	
				Architectural & Lighting Subtotal	$ 641,320
Structures					
Structural Backfill	62	CY	$ 90	$ 5,556	
Pedestrian Bridge	2200	SF	$ 400	$ 880,000	
Staircase	2	LS	$ 100,000	$ 200,000	
				Structures Subtotal	$ 1,085,556
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	650	SF	$ 4	$ 2,600	
				Traffic Subtotal	$ 2,600
Base Construction Cost (BCE)				**Total**	$ 2,250,187
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 168,764	
Contractor Demobilization	2.5	%	BCE	$ 56,255	
Contingency	10	%	BCE	$ 225,019	
				Mobilization and Contingency Subtotal	$ 450,037
Construction Contract Estimate (CCE)				**Total**	$ 2,700,224
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 270,022	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 135,011	
CM&I	23	%	Const. Total	$ 621,052	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 162,013	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 239,010	
				Ancillary Construction Costs Subtotal	$ 2,629,109
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 6,594,434**
					$ 6.59 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.
*Existing HP Gas line - assumes project design will avoid relocation of this gas line.

#10 Union St Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 156,199	
Engineering	25	%	CCE	$ 195,249	
				Design Total	$ 351,449
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Sidewalk Removal	3400	SF	$ 4	$ 13,600	
Curb and Gutter Removal	188	SF	$ 5	$ 938	
Clearing and Grubbing	0.14	AC	$ 9,000	$ 1,219	
				Demo Subtotal	$ 15,757
Civil Improvements					
6" Curb & Gutter (Type G)	750	LF	$ 22	$ 16,500	
4" PCC Sidewalk (G-7)	1300	SF	$ 15	$ 19,500	
Curb Ramps	4	EA	$ 2,750	$ 11,000	
				Civil Improvements Subtotal	$ 47,000
Traffic					
Crosswalk Improvements	768	SF	$ 4	$ 3,072	
Bike Lane Pavement Marker	2	EA	$ 1	$ 3	
Crosswalk Signs	2	LS	$ 80,000	$ 160,000	
				Traffic Subtotal	$ 163,075
Base Construction Cost (BCE)				**Total**	$ 650,831
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 48,812	
Contractor Demobilization	2.5	%	BCE	$ 16,271	
Contingency	10	%	BCE	$ 65,083	
				Mobilization and Contingency Subtotal	$ 130,166
Construction Contract Estimate (CCE)				**Total**	$ 780,997
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 78,100	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 39,050	
CM&I	23	%	Const. Total	$ 179,629	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 46,860	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 84,564	
				Ancillary Construction Costs Subtotal	$ 930,203
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,112,649**
					$2.11 million

*Assummed El Portal underpass connects at proposed curb return on west side.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#11 Marcheta St / Orpheus Ave Undercrossing

Option 1: 10-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 998,721	
Engineering	25	%	CCE	$ 1,248,402	
				Design Total	$ 2,247,123
Base Construction Cost (BCE)					
Site Civil					
Excavation	2000	CY	$ 120	$ 240,000	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	2000	CY	$ 20	$ 40,000	
Decomposed Granite Trail	9400	SF	$ 8	$ 75,200	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.28	AC	$ 9,000	$ 2,479	
Minor Concrete (4" Integral Color Walkay Sidewalk)	1870	SF	$ 15	$ 28,050	
				Site Civil Subtotal	$ 476,029
Demo & Reconstruction West side					
Remove Wooden Fence	400	LF	$ 10	$ 4,000	
				Demo & Reconstruction West side	$ 4,000
Track					
Remove and Reinstall Track	50	TF	$ 400	$ 20,000	
				Track Subtotal	$ 20,000
Architectural & Lighting					
Trash/Recycle Receptacle	5	EA	$ 2,900	$ 14,500	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	1400	LF	$ 90	$ 126,000	
IPE Post and Cable Fence (48" HT)	1250	LF	$ 80	$ 100,000	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	4	EA	$ 550	$ 2,200	
Lighting	1	LS	$ 260,000	$ 260,000	
				Architectural & Lighting	$ 586,900
Structures					
50-ft Long Concrete for Box Culvert 10'w x 10'h	71	CY	$ 1,900	$ 134,900	
Reinforcement for Box Culvert 10'w x 10'h	14100	LB	$ 2	$ 23,970	
Structural Backfill	1546	CY	$ 90	$ 139,140	
Retaining Wall - both sides of ramps	16200	SF	$ 145	$ 2,349,000	
				Structures Subtotal	$ 2,647,010
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	600	SF	$ 4	$ 2,400	
				Traffic Subtotal	$ 2,400
Base Construction Cost (BCE)				**Total**	$ 4,161,339
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 312,100	
Contractor Demobilization	2.5	%	BCE	$ 104,033	
Contingency	10	%	BCE	$ 416,134	
				Mobilization and Contingency Subtotal	$ 832,268
Construction Contract Estimate (CCE)				**Total**	$ 4,993,607
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 499,361	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 249,680	
CM&I	23	%	Const. Total	$ 1,148,530	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 299,616	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 339,919	
				Ancillary Construction Costs Subtotal	$ 3,739,106
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 11,029,836**
					$11.03 million

* The access ramps on the east side of undercrossing is only ADA from south.

*There is an existing drainage channel on West side of Vulcan Ave., which will affect the construction of under pass and could cause flooding issues.

*Ramps and pathways on West side of Vulcan Ave., are DG, not concrete.

*Pathways on East side of Vulcan Ave., are concrete.

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.

*Excludes costs for traffic signals and/or modifications.

*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.

*Excludes Landscape and Irrigation costs.

#11 Marcheta St / Orpheus Ave Undercrossing

Option 2: 20-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 1,074,401	
Engineering	25	%	CCE	$ 1,343,002	
				Design Total	$ 2,417,403
Base Construction Cost (BCE)					
Site Civil					
Excavation	2620	CY	$ 120	$ 314,400	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	2620	CY	$ 20	$ 52,400	
Decomposed Granite Trail	10380	SF	$ 8	$ 83,040	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.29	AC	$ 9,000	$ 2,583	
Minor Concrete (4" Integral Color Walkay Sidewalk)	1870	SF	$ 15	$ 28,050	
				Site Civil Subtotal	$ 570,773
Demo & Reconstruction West side					
Remove Wooden Fence	400	LF	$ 10	$ 4,000	
				Demo & Reconstruction West side	$ 4,000
Track					
Remove and Reinstall Track	60	TF	$ 400	$ 24,000	
				Track Subtotal	$ 24,000
Architectural & Lighting					
Trash/Recycle Receptacle	5	EA	$ 2,900	$ 14,500	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	1400	LF	$ 90	$ 126,000	
IPE Post and Cable Fence (48" HT)	1250	LF	$ 80	$ 100,000	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	4	EA	$ 550	$ 2,200	
Lighting	1	LS	$ 260,000	$ 260,000	
				Architectural & Lighting	$ 586,900
Structures					
50-ft Long Concrete for Box Culvert 20'w x 10'h	142	CY	$ 1,900	$ 269,800	
Reinforcement for Box Culvert 20'w x 10'h	28200	LB	$ 2	$ 47,940	
Structural Backfill	1704	CY	$ 90	$ 153,360	
Retaining Wall - both sides of ramps	16500	SF	$ 145	$ 2,392,500	
				Structures Subtotal	$ 2,863,600
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	600	SF	$ 4	$ 2,400	
				Traffic Subtotal	$ 2,400
Base Construction Cost (BCE)				**Total**	$ 4,476,673
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 335,750	
Contractor Demobilization	2.5	%	BCE	$ 111,917	
Contingency	10	%	BCE	$ 447,667	
				Mobilization and Contingency Subtotal	$ 895,335
Construction Contract Estimate (CCE)				**Total**	$ 5,372,007
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 537,201	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 268,600	
CM&I	23	%	Const. Total	$ 1,235,562	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 322,320	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 356,568	
				Ancillary Construction Costs Subtotal	$ 3,922,251
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 11,761,662**
					$11.76 million

* The access ramps on the east side of undercrossing is only ADA from south.

*There is an existing drainage channel on West side of Vulcan Ave., which will affect the construction of under pass and could cause flooding issues.

*Ramps and pathways on West side of Vulcan Ave., are DG, not concrete.

*Pathways on East side of Vulcan Ave., are concrete.

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.

*Excludes costs for traffic signals and/or modifications.

*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.

*Excludes Landscape and Irrigation costs.

#12 A St / Sunset Dr Undercrossing

Option 1: 10-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 917,164	
Engineering	25	%	CCE	$ 1,146,454	
				Design Total	$ 2,063,618
Base Construction Cost (BCE)					
Site Civil					
Excavation	2926	CY	$ 120	$ 351,120	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	2926	CY	$ 20	$ 58,520	
Decomposed Granite Trail	10550	SF	$ 8	$ 84,400	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.45	AC	$ 9,000	$ 4,050	
Minor Concrete (4" Integral Color Walkay Sidewalk)	1850	SF	$ 15	$ 27,750	
				Site Civil Subtotal	$ 616,140
Demo & Reconstruction					
Remove Asphalt/Concrete Pavement	600	SY	$ 3	$ 1,800	
Remove Trees	7	EA	$ 880	$ 6,160	
				Demo & Reconstruction	$ 7,960
Track					
Remove and Reinstall Track	40	TF	$ 400	$ 16,000	
				Track Subtotal	$ 16,000
Architectural & Lighting					
Trash/Recycle Receptacle	5	EA	$ 2,900	$ 14,500	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	1400	LF	$ 90	$ 126,000	
IPE Post and Cable Fence (48" HT)	1250	LF	$ 80	$ 100,000	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	3	EA	$ 550	$ 1,650	
Lighting	1	LS	$ 260,000	$ 260,000	
				Architectural & Lighting	$ 586,350
Structures					
100-ft Long Concrete for Box Culvert 10'w x 10'h	142	CY	$ 1,900	$ 269,800	
Reinforcement for Box Culvert 10'w x 10'h	28200	LB	$ 2	$ 47,940	
Structural Backfill	1572	CY	$ 90	$ 141,480	
Retaining Wall - both sides of ramps/underpass/stairs	11085	SF	$ 145	$ 1,607,325	
Stairs	1	LS	$ 100,000	$ 100,000	
				Structures Subtotal	$ 2,166,545
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	880	SF	$ 4	$ 3,520	
				Traffic Subtotal	$ 3,520
Base Construction Cost (BCE)				**Total**	$ 3,821,515
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 286,614	
Contractor Demobilization	2.5	%	BCE	$ 95,538	
Contingency	10	%	BCE	$ 382,151	
				Mobilization and Contingency Subtotal	$ 764,303
Construction Contract Estimate (CCE)				**Total**	$ 4,585,818
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 458,582	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 229,291	
CM&I	23	%	Const. Total	$ 1,054,738	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 275,149	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 321,976	
				Ancillary Construction Costs Subtotal	$ 3,541,736
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 10,241,171**
					$10.24 million

*Assumed the undercrossing structure dimension is a 10' x10' culvert which is 100' long.

*Ramps and pathways on West side of Vulcan Ave., are DG, not concrete.

*Pathways on East side of Vulcan Ave., are concrete.

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.

*Excludes costs for traffic signals and/or modifications.

*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.

*Excludes Landscape and Irrigation costs.

#12 A St / Sunset Dr Undercrossing

Option 2: 20-ft wide undercrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 1,041,686	
Engineering	25	%	CCE	$ 1,302,108	
				Design Total	$ 2,343,794
Base Construction Cost (BCE)					
Site Civil					
Excavation	3760	CY	$ 120	$ 451,200	
Embankment	0	CY	$ 40	$ -	
Haul Offsite	3760	CY	$ 20	$ 75,200	
Decomposed Granite Trail	11700	SF	$ 8	$ 93,600	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 50,000	$ 50,000	
Drainage Pumping Equipment & Sump MH	1	LS	$ 40,300	$ 40,300	
Clearing and Grubbing	0.45	AC	$ 9,000	$ 4,050	
Minor Concrete (4" Integral Color Walkay Sidewalk)	1850	SF	$ 15	$ 27,750	
				Site Civil Subtotal	$ 742,100
Demo & Reconstruction					
Remove Asphalt/Concrete Pavement	600	SY	$ 3	$ 1,800	
Remove Trees	7	EA	$ 880	$ 6,160	
				Demo & Reconstruction	$ 7,960
Track					
Remove and Reinstall Track	50	TF	$ 400	$ 20,000	
				Track Subtotal	$ 20,000
Architectural & Lighting					
Trash/Recycle Receptacle	5	EA	$ 2,900	$ 14,500	
Grating at Undercrossing	1	LS	$ 82,000	$ 82,000	
Galvanized Handrails	1400	LF	$ 90	$ 126,000	
IPE Post and Cable Fence (48" HT)	1250	LF	$ 80	$ 100,000	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	3	EA	$ 550	$ 1,650	
Lighting	1	LS	$ 260,000	$ 260,000	
				Architectural & Lighting	$ 586,350
Structures					
100-ft Long Concrete for Box Culvert 20'w x 10'h	284	CY	$ 1,900	$ 539,600	
Reinforcement for Box Culvert 20'w x 10'h	56400	LB	$ 2	$ 95,880	
Structural Backfill	2000	CY	$ 90	$ 180,000	
Retaining Wall - both sides of ramps/underpass/stairs	11310	SF	$ 145	$ 1,639,950	
Stairs	1	LS	$ 100,000	$ 100,000	
				Structures Subtotal	$ 2,555,430
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	880	SF	$ 4	$ 3,520	
				Traffic Subtotal	$ 3,520
Base Construction Cost (BCE)				**Total**	$ 4,340,360
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 325,527	
Contractor Demobilization	2.5	%	BCE	$ 108,509	
Contingency	10	%	BCE	$ 434,036	
				Mobilization and Contingency Subtotal	$ 868,072
Construction Contract Estimate (CCE)				**Total**	$ 5,208,432
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 520,843	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 260,422	
CM&I	23	%	Const. Total	$ 1,197,939	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 312,506	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 349,371	
				Ancillary Construction Costs Subtotal	$ 3,843,081
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 11,445,307**
					$11.45 million

*Assumed the undercrossing structure dimension is a 10' x10' culvert which is 100' long.

*Ramps and pathways on West side of Vulcan Ave., are DG, not concrete.

*Pathways on East side of Vulcan Ave., are concrete.

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.

*Excludes costs for traffic signals and/or modifications.

*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.

*Excludes Landscape and Irrigation costs.

#13 Encinitas Blvd Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 927,604	
Engineering	25	%	CCE	$ 1,159,504	
				Design Total	$ 2,087,108
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Sidewalk Removal	20400	SF	$ 4	$ 81,600	
Remove Striping	3400	LF	$ 1	$ 3,400	
Curb and Gutter Removal	5100	SF	$ 5	$ 25,500	
Tree Removal	6	EA	$ 880	$ 5,280	
Clearing and Grubbing	1	LS	$ 20,000	$ 20,000	
				Demo Subtotal	$ 135,780
Civil Improvements					
6" Curb & Gutter (Type G)	3600	LF	$ 22	$ 79,200	
4" PCC Sidewalk (G-7)	10200	SF	$ 15	$ 153,000	
DG Path (Class I Bike Facility)	20400	SF	$ 8	$ 163,200	
Curb Ramps	4	EA	$ 2,750	$ 11,000	
Excavation (Bridge Columns)	182	CY	$ 120	$ 21,867	
				Civil Improvements Subtotal	$ 428,267
Traffic					
Crosswalk Improvements	2592	SF	$ 4	$ 10,368	
Bike Lane Striping	6800	SF	$ 8	$ 54,400	
				Traffic Subtotal	$ 64,768
Structural					
Pedestrian Bridge (Vulcan Ave)	1800	SF	$ 400	$ 720,000	
Pedestrian Bridge (Encinitas Blvd)	3600	SF	$ 400	$ 1,440,000	
Pedestrian Platform (connection)	1100	SF	$ 400	$ 440,000	
Retaining Walls (along Encinitas Blvd)	1920	SF	$ 110	$ 211,200	
				Structural Subtotal	$ 2,811,200
Base Construction Cost (BCE)				**Total**	$ 3,865,015
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 289,876	
Contractor Demobilization	2.5	%	BCE	$ 96,625	
Contingency	10	%	BCE	$ 386,501	
				Mobilization and Contingency Subtotal	$ 773,003
Construction Contract Estimate (CCE)				**Total**	$ 4,638,018
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 463,802	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 231,901	
CM&I	23	%	Const. Total	$ 1,066,744	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 278,281	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 254,273	
				Ancillary Construction Costs Subtotal	$ 2,797,001
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 9,572,126**
					$ 9.57 million

*Assume existing railroad bridge not moved from bike facility construction.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#14 D St Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 159,785	
Engineering	25	%	CCE	$ 199,731	
				Design Total	$ 359,516
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Remove Striping	1400	LF	$ 1	$ 1,400	
Remove AC Pavement	1867	SY	$ 3	$ 5,600	
Curb and Gutter Removal	323	SF	$ 5	$ 1,613	
				Demo Subtotal	$ 8,613
Civil Improvements					
Landscaping/ Planting (in Median)	1310	SF	$ 1	$ 1,310	
Irrigation (in Median)	1310	SF	$ 1	$ 1,310	
6" Curb and Gutter	4330	SF	$ 7	$ 30,310	
Class 2 Aggregate Base	363	CY	$ 115	$ 41,741	
PCC Paving (Type 1)	104	CY	$ 660	$ 68,444	
4" PCC Sidewalk	400	SF	$ 15	$ 6,000	
Curb Ramps	8	EA	$ 2,750	$ 22,000	
				Civil Improvements Subtotal	$ 171,115
Traffic					
Street Striping	5600	LF	$ 1	$ 2,800	
Class I Bike Lane Striping (Vulcan Ave)	5600	SF	$ 8	$ 44,800	
Class III Bike Lane Striping (D Street)	2	EA	$ 1	$ 3	
Improved Crosswalks	3360	SF	$ 4	$ 13,440	
				Traffic Subtotal	$ 61,043
Base Construction Cost (BCE)				**Total**	$ 665,770
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 49,933	
Contractor Demobilization	2.5	%	BCE	$ 16,644	
Contingency	10	%	BCE	$ 66,577	
				Mobilization and Contingency Subtotal	$ 133,154
Construction Contract Estimate (CCE)				**Total**	$ 798,924
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 79,892	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 39,946	
CM&I	23	%	Const. Total	$ 183,753	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 47,935	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 85,353	
				Ancillary Construction Costs Subtotal	$ 938,879
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,147,319**
					$2.15 million

*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#15 F St Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 269,109	
Engineering	25	%	CCE	$ 336,387	
				Design Total	$ 605,496
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Remove AC Pavement	293	SY	$ 3	$ 880	
Clearing and Grubbing	0.31	AC	$ 9,000	$ 2,777	
				Demo Subtotal	$ 3,657
Civil Improvements					
6" Curb & Gutter (Type G)	1750	LF	$ 22	$ 38,500	
4" PCC Sidewalk	7750	SF	$ 15	$ 116,250	
Curb Ramps	8	EA	$ 2,750	$ 22,000	
				Civil Improvements Subtotal	$ 176,750
Traffic					
Crosswalk Signs	6	LS	$ 80,000	$ 480,000	
Crosswalk Improvements	4620	SF	$ 4	$ 18,480	
Bike Lane Pavement Marker	2	EA	$ 1	$ 3	
				Traffic Subtotal	$ 498,483
Misc					
Trash/Recycle Bins	6	EA	$ 2,900	$ 17,400	
				Misc Subtotal	$ 17,400
Base Construction Cost (BCE)				**Total**	$ 1,121,289
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 84,097	
Contractor Demobilization	2.5	%	BCE	$ 28,032	
Contingency	10	%	BCE	$ 112,129	
				Mobilization and Contingency Subtotal	$ 224,258
Construction Contract Estimate (CCE)				**Total**	$ 1,345,547
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 134,555	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 67,277	
CM&I	23	%	Const. Total	$ 309,476	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 80,733	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 109,404	
				Ancillary Construction Costs Subtotal	$ 1,203,445
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 3,204,488**
					$ 3.20 million

*Assumed shoulder retained from F St south to I Street, but shoulder used for proposed sidewalk north of F St.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#16 Santa Fe Dr Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 213,506	
Engineering	25	%	CCE	$ 266,882	
				Design Total	$ 480,388
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Clearing and Grubbing	0.26	AC	$ 9,000	$ 2,314	
Remove AC Pavement	311	SY	$ 3	$ 933	
				Demo Subtotal	$ 3,247
Civil Improvements					
6" Curb & Gutter (Type G)	1500	LF	$ 22	$ 33,000	
4" PCC Sidewalk	3800	SF	$ 15	$ 57,000	
Curb Ramps	4	EA	$ 2,750	$ 11,000	
DG Path	7000	SF	$ 8	$ 56,000	
				Civil Improvements Subtotal	$ 157,000
Traffic					
Crosswalk Signs	2	LS	$ 80,000	$ 160,000	
Crosswalk Improvements	2640	SF	$ 4	$ 10,560	
				Traffic Subtotal	$ 170,560
Misc					
Palm Trees (8)	8	EA	$ 4,000	$ 32,000	
Street Lights	12	EA	$ 8,000	$ 96,000	
Trash/Recycle Bins	2	EA	$ 2,900	$ 5,800	
				Misc Subtotal	$ 133,800
Base Construction Cost (BCE)				**Total**	$ 889,607
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 66,721	
Contractor Demobilization	2.5	%	BCE	$ 22,240	
Contingency	10	%	BCE	$ 88,961	
				Mobilization and Contingency Subtotal	$ 177,921
Construction Contract Estimate (CCE)				**Total**	$ 1,067,529
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 106,753	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 53,376	
CM&I	23	%	Const. Total	$ 245,532	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 64,052	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 97,171	
				Ancillary Construction Costs Subtotal	$ 1,068,884
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,666,801**
					$2.67 million

*Assumed shoulder removed for new sidewalk on east side.
*Assumed west side brought to grade of road via CRT.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#17 Verdi Ave Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 236,370	
Engineering	25	%	CCE	$ 295,462	
				Design Total	$ 531,832
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Remove AC Pavement	533	SY	$ 3	$ 1,600	
Excavation	444	CY	$ 120	$ 53,333	
Haul Offsite	444	CY	$ 20	$ 8,889	
Clearing and Grubbing	0.11	AC	$ 9,000	$ 992	
				Demo Subtotal	$ 64,814
Civil Improvements					
6" Curb & Gutter (Type G)	800	LF	$ 22	$ 17,600	
4" PCC Sidewalk (G-7)	4940	SF	$ 15	$ 74,100	
Curb Ramps	8	EA	$ 2,750	$ 22,000	
DG Path	5500	SF	$ 8	$ 44,000	
				Civil Improvements Subtotal	$ 157,700
Traffic					
Improved Crosswalks	1440	SF	$ 4	$ 5,760	
Crosswalk Signs	4	LS	$ 80,000	$ 320,000	
				Traffic Subtotal	$ 325,760
Misc					
Trash/ Recycle Bins	4	EA	$ 2,900	$ 11,600	
				Misc Subtotal	$ 11,600
Base Construction Cost (BCE)				**Total**	$ 984,874
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 73,866	
Contractor Demobilization	2.5	%	BCE	$ 24,622	
Contingency	10	%	BCE	$ 98,487	
				Mobilization and Contingency Subtotal	$ 196,975
Construction Contract Estimate (CCE)				**Total**	$ 1,181,849
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 118,185	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 59,092	
CM&I	23	%	Const. Total	$ 271,825	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 70,911	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 102,201	
				Ancillary Construction Costs Subtotal	$ 1,124,215
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,887,895**
					$2.89 million

*Assumed no parking on east side of San Elijo as existing shoulder to be replaced with proposed sidewalk.
*Physical grade restraints prohibits parking along east side.
*Assumed dry utilities on east side of San Elijo would not need to move for proposed sidewalk.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

#18 Birmingham Dr Overcrossing

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 1,091,670	
Engineering	25	%	CCE	$ 1,364,588	
				Design Total	$ 2,456,258
Base Construction Cost (BCE)					
Site Civil					
Excavation	47	CY	$ 120	$ 5,582	
Embankment	18	CY	$ 40	$ 720	
Haul Offsite	29	CY	$ 20	$ 570	
Site Drainage allowance (CB, CO, pipe)	1	LS	$ 30,000	$ 30,000	
Clearing and Grubbing	0.22	AC	$ 9,000	$ 1,963	
				Site Civil Subtotal	$ 38,835
Demo & Reconstruction					
Remove Trees	1	EA	$ 880	$ 880	
Remove Landscape/Irrigation	4000	SF	$ 2	$ 8,000	
				Demo & Reconstruction	$ 8,880
Architectural & Lighting					
Trash/Recycle Receptacle	2	EA	$ 2,900	$ 5,800	
Galvanized Handrails	1640	LF	$ 90	$ 147,600	
IPE Post and Cable Fence (48" HT)	80	LF	$ 80	$ 6,400	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	4	EA	$ 550	$ 2,200	
				Architectural & Lighting	$ 164,200
Structures					
Structural Backfill	16	CY	$ 90	$ 1,396	
Pedestrian Bridge	9400	SF	$ 400	$ 3,760,000	
Staircase	1	LS	$ 100,000	$ 100,000	
Retaining Wall - Around the ramp fill	347	SF	$ 145	$ 50,315	
				Structures Subtotal	$ 3,911,711
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				Site Mitigation Subtotal	$ 425,000
Base Construction Cost (BCE)				**Total**	$ 4,548,626
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 341,147	
Contractor Demobilization	2.5	%	BCE	$ 113,716	
Contingency	10	%	BCE	$ 454,863	
				Mobilization and Contingency Subtotal	$ 909,725
Construction Contract Estimate (CCE)				**Total**	$ 5,458,351
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 545,835	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 272,918	
CM&I	23	%	Const. Total	$ 1,255,421	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 327,501	
NCTD	1	LS	$ 215,000	$ 215,000	
RR Flagging Service	10000	Hr	$ 70	$ 700,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 360,367	
				Ancillary Construction Costs Subtotal	$ 3,964,042
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 11,928,651**
					$11.93 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.
*Existing HP Gas line - assumes project design will avoid relocation of this gas line.

#19 Birmingham Dr Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 23,160	
Engineering	25	%	CCE	$ 28,949	
				Design Total	$ 52,109
Base Construction Cost (BCE)					
Site Civil					
Decomposed Granite Trail	3675	SF	$ 8	$ 29,400	
Clearing and Grubbing	0.10	AC	$ 9,000	$ 909	
				Site Civil Subtotal	$ 30,309
Architectural & Lighting					
Trash/Recycle Receptacle	2	EA	$ 2,900	$ 5,800	
Lodge Pole Bollard	4	EA	$ 550	$ 2,200	
Stainless Steel In-Lay ADA Directional Signage	2	EA	$ 550	$ 1,100	
				Architectural & Lighting Subtotal	$ 9,100
Structures					
Retaining Wall-on sides of stairs	120	SF	$ 145	$ 17,400	
Minor Concrete (Stairs)	400	CF	$ 92	$ 36,889	
				Structures Subtotal	$ 54,289
Traffic					
Thermo Crosswalk and Pavement Marking (EWNV)	700	SF	$ 4	$ 2,800	
				Traffic	$ 2,800
Base Construction Cost (BCE)				**Total**	$ 96,498
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 7,237	
Contractor Demobilization	2.5	%	BCE	$ 2,412	
Contingency	10	%	BCE	$ 9,650	
				Mobilization and Contingency Subtotal	$ 19,300
Construction Contract Estimate (CCE)				**Total**	$ 115,798
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 11,580	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 5,790	
CM&I	23	%	Const. Total	$ 26,633	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 6,948	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 55,295	
				Ancillary Construction Costs Subtotal	$ 608,246
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 826,153**
					$0.83 million

*Ramps and pathways on west side of Vulcan Ave. are DG, not concrete.
*Pathways on east side of Vulcan Ave. are concrete.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes Landscape and Irrigation costs.
*Existing HP Gas line - assumes project design will avoid relocation of this gas line.
*Crosswalk and Pavement Marking costs are obtained from Encintas Coastal Rail Project.

#20 Norfolk Dr / Dublin Dr Connector

Conceptual Cost Estimate

Rail Corridor Cross-Connect Implementation Plan

Revised: 9/1/2020

Item	Quantity	Unit	Unit Price	Amount	Subtotal
Design					
Pre-Construction (Planning, Des. ROW, Permitting)	20	%	CCE	$ 190,514	
Engineering	25	%	CCE	$ 238,143	
				Design Total	$ 428,657
Base Construction Cost (BCE)					
Site Mitigation					
SWPPP	1	LS	$ 325,000	$ 325,000	
Construction Noise Mitigation	1	LS	$ 100,000	$ 100,000	
				BMP Subtotal	$ 425,000
Demo					
Clearing and Grubbing	0.11	AC	$ 9,000	$ 1,017	
				Demo Subtotal	$ 1,017
Civil Improvements					
6" Curb and Gutter (Type G)	500	LF	$ 22	$ 11,000	
Curb Ramps	10	EA	$ 2,750	$ 27,500	
DG Path	18900	SF	$ 8	$ 151,200	
				Civil Improvements Subtotal	$ 189,700
Traffic					
Crosswalk Improvements	3072	SF	$ 4	$ 12,288	
Bike Lane Pavement Marker	4	EA	$ 1	$ 5	
Crosswalk Signs	2	LS	$ 80,000	$ 160,000	
				Traffic Subtotal	$ 172,293
Misc					
Trash/Recylce Bins	2	EA	$ 2,900	$ 5,800	
				Misc Subtotal	$ 5,800
Base Construction Cost (BCE)				**Total**	$ 793,810
Mobilization and Contingency					
Contractor Mobilization	7.5	%	BCE	$ 59,536	
Contractor Demobilization	2.5	%	BCE	$ 19,845	
Contingency	10	%	BCE	$ 79,381	
				Mobilization and Contingency Subtotal	$ 158,762
Construction Contract Estimate (CCE)				**Total**	$ 952,571
Ancillary Construction Costs					
Pre-Construction Administration	10	%	Const. Total	$ 95,257	
Construction Outreach	1	LS	$ 185,000	$ 185,000	
Design Support During Construction (5%)	5	%	Const. Total	$ 47,629	
CM&I	23	%	Const. Total	$ 219,091	
Construction Office	1	LS	$ 72,000	$ 72,000	
SANDAG (6%)	6	%	Const. Total	$ 57,154	
NCTD	1	LS	$ 215,000	$ 215,000	
Traffic Control	30	Day	$ 1,000	$ 30,000	
Construction Support Contingency (10%)	10	%	Ancillary Costs	$ 92,113	
				Ancillary Construction Costs Subtotal	$ 1,013,245
Education & Outreach					
				Education & Outreach	$ 50,000
Total Project Cost Estimate				**Total**	**$ 2,444,473**
					$2.44 million

*Assume west side brought to grade from CRT improvements.
*Excludes costs associated with the Coastal Rail Trail or the City of Encinitas Bike Trail projects.
*Excludes costs for traffic signals and/or modifications.
*Assumes CEQA/NEPA exemption or minimal permitting required for pedestrian project.
*Excludes landscape and irrigation costs.
*Assumes project design will avoid any utility relocation.

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APPENDIX E:
FUNDING AND FINANCING OPTIONS

FUNDING AND FINANCING OPTIONS

This section provides an overview of several funding and financing options that are available at the federal, state, and local level. While crossing projects will greatly enhance the quality of life for Encinitas residents, it will be challenging to compete for non-local funding sources. Many discretionary grant programs require a benefit-cost analysis (BCA). Due to the size and scale of a crossing project, it will be hard to quantify the benefits – aside from the safety enhancements – that these projects provide. Financing will also be a challenge since the crossings will not generate revenue from user fees.

There are several strategies, however, the City can implement to best maximize potential investment in the various crossing projects. These include:

- **Pursue the highest priority crossings that will produce the most benefits**. Showing funding partners that the City has thought carefully about where to direct resources can inspire confidence from regional, state, or federal entities. Tables 2 and 3 (in Section 04. Evaluation and Prioritization) provide a prioritized list of crossings based on several distinct criteria. When pursuing discretionary grants, the City can reference this list and also consider which crossings will best align with funding program criteria (i.e. highest safety benefits, highest user projections, multi-model connectivity, etc.).
- **Pursue multiple worthwhile funding sources.** Federally, there is a low likelihood of securing funding through discretionary grant programs. *Cross-Connect* projects, however, may be competitive in the active transportation-related grant programs administered at the state and regional levels. City should also consider working closely with SANDAG to determine if it is possible to access regional funding programmed through the Regional Improvement Transportation Program (RTIP) in order to access state funding from Caltrans programmed through the State Transportation Improvement Program (STIP).
- **Leverage local funds.** The City should identity local funding to complete each crossing and should aim to provide close to 50 percent of total project costs from local funds. This type of commitment will increase competitiveness when securing discretionary funds at the region, state, or federal level.
- **Partner with Stakeholder agencies.** Multiple agencies are active within the LOSSAN corridor. Similar to previous crossing projects implemented along the project corridor, the City could explore formalizing agreements with one or more agencies to share the costs of planning, design, construction, or operations. Potential partners could include SANDAG (already a partner on similar crossings at Santa Fe Drive and El Portal Street), NCTD, Caltrans, or the LOSSAN Rail Corridor Agency.
- **Consider value capture.** Value Capture surrounding the corridor can raise project-specific revenue and secure financing if the surrounding land uses and appetite for development allow.

The subsequent sections review various federal, state, and local programs and tools and assess the potential competitiveness of *Cross-Connect* projects.

A. Federal Programs

FAST Act

Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests. The current authorization, Fixing America's Surface Transportation Act (FAST Act), is a five-year legislation intended to improve the nation's surface transportation infrastructure, including roads, bridges, transit systems, and rail. The FAST Act is authorized through the end of FY 2020 but has been extended through the end of FY 2021 while a new transportation bill is being negotiated. The City's proposed crossing projects are eligible for the following federal programs; however, it is not certain that the programs included in the FAST Act will be available past FY 2021.

Federal Railroad Administration (FRA)'s Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$311 million (FY 2021); No max or min per project.	Low	Most recent round of applications closed on 6/19/2020 ,FY 2021 round of application is TBD	Federal share no greater than 80% of total project costs; minimum of 20% non-Federal match may be public and/or private sector funding	Preparation of regional rail and corridor service development plans, environmental, construction	CRISI - Info link

Federal Railroad Administration (FRA)'s Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program: Provides funding for rail improvements that address safety, reliability, and efficiency, with a set-aside focused on positive train control (PTC). In the past, eligible applicants included only passenger and freight rail; however, the FY 2018 omnibus spending bill expanded the pool of eligible applicants to also include commuter rail. The bill appropriated $593 million to the CRISI program, of which $250 million is dedicated to PTC improvements, leaving $343 million available for other rail improvements. For FY 2020, the enacted appropriation is $311 million to the CRISI program.

Cross-Connect Competitiveness - The City is an eligible applicant for this program. A crossing project may be eligible as a safety program; however, crossings would be competing against capital rail projects that directly impact railroad service and align more closely with the intent of the program. If the City were to apply, it may consider bundling multiple crossings into one application to enhance the safety benefits along the corridor. These applications require a benefit-cost analysis (BCA). It will, however, be difficult to reach a benefit-cost ratio (BCR) of 1 using safety benefits alone.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$33 M in FY21 to SANDAG	Medium	Formula based program, states receive funding based on annual appropriations. Programmed through the RTIP.	Federal share must not exceed 80% of total project costs; minimum of 20% non-Federal match may be public or private sector funding. 2% set-aside for State Planning and Research	Construction, planning, research	CMAQ - Info Link

Federal Highway Administration (FHWA)'s Congestion Mitigation and Air Quality (CMAQ) Improvement Program: Provides funding to transportation projects and programs to reduce congestion and improve air quality in designated air quality maintenance or non-attainment areas for carbon monoxide and/or ozone. Eligible uses for CMAQ funding include capital costs of transit projects and up to three years of operations and maintenance (O&M) costs of new transit service. The program focuses on transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution

Federal funding for the CMAQ programs is apportioned by the states and sent from Caltrans to the San Diego region by formula. SANDAG is responsible for selecting projects and programming these funds through the Regional Transportation Improvement Program (RTIP).

Cross-Connect Competitiveness - To receive these funds, projects must show an emission reduction benefit using the California Air Resources Boards' (CARB) cost effective tool and apply for funding through SANDAG's RTIP process. These funds have currently been programed through FY 21, and it is unknown how much CMAQ funding will be available under a new transportation bill. While crossing projects do classify as eligible projects, it may be difficult to show significant emission reductions using CARB's tool.

Better Utilizing Investments to Leverage Development (BUILD) grants

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$1 B – FY 20 (maximum $25 M award) FY 21 amount TBD	Low	In previous round, grant notice was announced in February 2020 with applications due May 20.	For urban projects, federal share does not exceed 80% of total project costs; minimum of 20% non-Federal match may be public and/or private sector funding	Planning, environmental, final design, construction	BUILD - Info Link

U.S. Department of Transportation (USDOT)'s Better Utilizing Investments to Leverage Development (BUILD) Program: Formerly known as TIGER, BUILD is a highly competitive grant program which supports the capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area. The maximum award per project was $25 million, and total awarded amounts per state cannot exceed $150 million.

Because the BUILD program was not authorized under the FAST Act, further rounds cannot be administered without specific Congressional appropriations for the program. It is likely but not certain this program will return in FY 2021.

Cross-Connect Competitiveness - The City is an eligible applicant for this program. Crossings are eligible projects; however, these will likely have a difficult time achieving a benefit-cost ratio (BCR) over 1 for the required benefit-cost analysis (BCA) due to the difficulty quantifying benefits associated with crossing projects. To secure a BUILD award, the City will also need to closely coordinate at the regional and state level to secure stakeholder buy-in for the project as a showcased candidate for California BUILD projects. In the FY 2019 round, two projects were awarded in California: 1) a $10.5 million award on a $71 million roadway project in Fresno; and 2) a $8.7 million award on a $14 million electric bus fleet expansion program for the Antelope Valley Transit Authority. It is very rare that more than two urban projects per state are selected. States typically submit a limited number of applications to enhance a project's likelihood of success.

Federal Emergency Management Agency (FEMA)'s Building Resilient Infrastructure and Communities (BRIC)

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$446.4 million in FY20	Low	The FY20 application is due January 29, 2021.	Federal share does not exceed 75% of total project costs; minimum of 25% non-Federal match may be public and/or private sector funding	Planning, environmental, final design, construction	BRIC – Info Link

Federal Emergency Management Agency (FEMA)'s Building Resilient Infrastructure and Communities (BRIC) Program: Aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. FEMA anticipates BRIC funding projects that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design. For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector stakeholders or offer multiple benefits to a community in addition to the benefit of risk reduction.

Cross-Connect Competitiveness – The City of Encinitas must have a FEMA-approved Hazard Mitigation Plan at the time of application to receive these funds, and must have received a major disaster declaration under the Stafford Act in the seven years prior to award.

Coronavirus Aid, Relief, and Economic Security (CARES) Act and future COVID Relief: The CARES Act provided over $344 million to San Diego County for cities other than the City of San Diego (which received a designated $248 million), and the State of California received $9.5 billion in relief funds. The City of Encinitas may request funds from the County and use those funds for any expense it chooses to prioritize.

The potential future COVID Relief bill - the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act - would provide $500 billion to states and $375 billion to local governments. These funds could be used by the City of Encinitas to fund the crossing

projects, but it is unknown what will be available until the bill is actually passed by the House and Senate.

Cross-Connect Competitiveness – If the City of Encinitas receives CARES Act relief through the County of San Diego, it may choose to use those funds for other immediate and currently budgeted needs, which can free General Fund dollars to be used towards *Cross-Connect* projects.

B. State Programs

California offers a wide range of funding opportunities for transportation, some of those may be used for the crossing projects.

Senate Bill 1 (SB 1) Programs

SB 1, the Transportation Infrastructure and Economic Investment Act, enacted in April 2017, is a $6 billion funding package to improve the State's roads and transportation infrastructure. The revenues come from the elimination of the Board of Equalization's annual adjustment of the gas excise tax, restoration of the price-based gas excise tax rate to 17.3 cents, increasing and indexing the base gas excise tax by an additional 12 cents over three years, increasing the diesel excise tax by 20 cents and sales tax by 4 percent, an annual $100 fee for zero-emission vehicles, a vehicle registration adjustment of $38 per vehicle, restoration of existing weight fees, increasing the Cap and Trade allocation for transit, CalTrans efficiency improvements, and acceleration of General Fund loan repayment obligations.

SB 1 created a range the programs administered by the CTC that may this Project. Programs the City is eligible to apply for to fund crossing projects are discussed below.

Trade Corridors Enhancement Program (TCEP)

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$300 M annually	Medium	Next funding cycle would be open in 2023	30% local match for local projects (none for Caltrans projects)	Panning, Design, Construction	TCEP – Info Link

Trade Corridors Enhancement Program (TCEP): Funds infrastructure improvements on federally-designated Trade Corridors of National and Regional Significance, the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The LOSSAN is an eligible freight corridor and grade separation projects are eligible expenses. The Program builds on the 2007 Proposition 1B Trade Corridors Improvement Fund program, as well as the 2014 California Freight Mobility Plan and the 2015 California Sustainable Freight Action Plan. In January 2018, the California Transportation Commission (CTC) received 42 project nominations consisting of 55 individual projects seeking over $1.96 billion. In May 2018, it awarded $1.39 billion in federal and state freight funds for the initial 2018 TCEP round to 28 projects valued at more than $4 billion. The 2020 application round closed in August, which will determine funding through FY2023.

The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability;

- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology;
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth;
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner;
- Demonstration of the required 30% matching funds;
- The leveraging and coordination of funds from multiple sources; and
- Jointly nominated and/or jointly funded.

Cross-Connect Competitiveness - The proposed crossing projects can secure TCEP funds if the City can demonstrate that these improvements align well with program criteria. During the 2018 funding cycle, several rail grade-separation projects secured funding, including a $13 million overcrossing at the Port of Stockton. The City may have difficulty, however, quantifying non-safety benefits of the project.

Solutions for Congested Corridors Program (SCCP)

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$250 M annually	Low	Next cycle will be open in FY 22.	NA	Design, Construction	SCCP – Info Link

Solutions for Congested Corridors Program (SCCP): The primary objective of this program is to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Funding is available to projects that make specific performance improvements and are a part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

Eligible projects include: new or existing transit infrastructure; new or existing rail infrastructure; acquisition of rail cars, locomotives, or other rolling stock; and operational improvements (such as railroad at-grade crossings improvements or separations).

CTC established an initial funding cycle for SCCP as a 4-year (FY 2017-18 to FY 2020-21). The 2020 application round closed in July 2020, which will program funds through FY 2023.

Cross-Connect Competitiveness - Projects may be eligible if included as a part of a larger multimodal corridor plan that is prepared in accordance with the Comprehensive Multimodal Corridor Plan Guidelines adopted by the California Transportation Commission (CTC) in 2018. Furthermore, the funding request would need to come from a regional transportation agency or county transportation commission or authority responsible for preparing regional transportation improvement plan.

Local Streets and Roads Program

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
Varies by year	Medium-High	Next funding cycle would be open in 2021	NA	Panning, Design, Construction	LSRP – Info Link

Local Streets and Roads: SB 1 dedicated approximately $1.5 billion per year in new formula revenues apportioned by the State Controller (Controller) to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Grade sperate railroad crossing are an eligible expense for these funds.

During the first year in which the Local Streets and Roads Funding Program received new SB 1 revenue, 537 cities and counties received eligibility to receive their share of roughly $386 million to be distributed by formula and disbursed by the Controller on a monthly basis.

Cross-Connect Competitiveness - This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects, with this program particularly well suited for the "connector" projects. The City of Encinitas has successfully secured these funds for past projects to rehabilitate and repair streets. The City is familiar with the application process and can make a case that the crossings will address a critical safety need.

Active Transportation Program (ATP)

The state's Active Transportation Program (ATP) was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013). Millions of federal and state dollars are allocated to the ATP each year.

This program funds safe routes to school, pedestrian, bicycle, and trail projects and could potentially fund the bike/pedestrian path or other bike/pedestrian improvements similar to the crossings the City of Encinitas is considering. Funding from the ATP may be used to fund infrastructure projects (environmental, design, right-of-way, and construction phases of a capital project), non-infrastructure projects (education, encouragement, and enforcement activities that further the goals of the ATP), and planning (development of community-wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans). Furthermore, disadvantaged communities must receive at least 25 percent of the program's funding.

The application deadline for Cycle of the ATP program (Cycle 5) closed in July 31, 2018, making $440 million available for the through FY 2023. The most recently Cycle 5 call-for-projects will close in September 2020, which will program funds through FY 2025.

Cross-Connect Competitiveness - This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects. The next round of funding for the statewide ATP program will likely be available within two years (2022) to program funds from FY2025 and beyond. The amount that will be available during the next call-for-projects is currently unknown. The City should reach out to Caltrans and related partners to understand the best approach to compete for future ATP funds for these proposed crossing projects.

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees. The CTC must approve each County's STIP in its entirety. CTC allocation is required by the end of the fiscal year that the project is listed in the STIP.

Effective 2019-20, SB 1 resets the price based excise tax to 17.3 cents with the provision to adjust the tax annually for inflation. This will stabilize the funding in the State Highway Account that is directed to fund the STIP.

STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by CTC adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepare the ITIP and regional agencies prepare RTIPs. Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years). Local agencies work through their RTPA, County Transportation Commission, or MPO to nominate projects for inclusion in the STIP. The schedule for development of the 2018 STIP is provided below.

Cross-Connect Competitiveness – The City of Encinitas should work closely with SANDAG to understand if and how *Cross-Connect* projects can be recommended for inclusion in the STIP.

C. Regional Funding Options

The City of Encinitas may apply for discretionary funding from SANDAG. SANDAG programs funding through its five-year Regional Transportation Improvement Program (RTIP). In 2018, SANDAG completed its plan through FY 2023. Regional funds are dedicated through that period. SANDAG offers limited competitive funding from the county's TransNet program.

TransNet Active Transportation Grant Program

Funding Availability	Potential of Funding	Funding Timeline	Matching Requirements	Eligible Phases	Source
$22 million in Cycle 4 (2018) $280 million over 40 years.	Medium-High	Next funding cycle would be open in 2023	NA	Panning, Design, Construction	ATGP – Info Link

TransNet Active Transportation Grant Program: The goal of the Active Transportation Grant Program (ATGP) is to encourage local jurisdictions to plan and build facilities that promote multiple travel choices and increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places. The grant program also encourages local jurisdictions to provide bike parking, education, encouragement, and awareness programs that support pedestrian and bike infrastructure. SANDAG makes available the grant applications of projects funded through the ATGP.

Cross-Connect Competitiveness – This and other active transportation funding programs are likely the best fit for *Cross-Connect* projects. Funding amounts through the ATGP, however, are typically smaller; the largest award from the most recent cycle (2018) was $2.5 million. Proposed projects must be consistent with the guidance provided in *Riding to 2050: The San Diego Regional Bike Plan* and *Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region*.

D. Financing Options

There are several financing mechanisms that could be used to borrow money for the project if the City of Encinitas can identify a revenue stream to repay a loan. Due to the nature of the project as a grade-separated crossing, it is unlikely this project will generate revenue through user fees. The City could choose to enact a new tax or impart new fees on future developments surrounding the rail corridor to create a viable revenue stream to repay financing. These options are discussed in the Alternative Revenue Options section of this chapter. If these revenues can be identified, the following debt financing options may be used for proposed crossing projects.

Transportation Infrastructure Finance and innovation Act (TIFIA)

The U.S. Dept. of Transportation (USDOT)'s TIFIA program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA leverages federal funds by attracting private and non-federal investment to projects that critically improve the nation's surface transportation program. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA financing enables the applicant to receive more favorable interest rates for the project's share of non-federal borrowing due to lowered investment risk.

TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects (i.e., highway, transit, railroad, intermodal freight, and port access) are eligible for assistance. Each dollar of federal funding applied to TIFIA (as the subsidy amount) can provide approximately $10 in credit assistance and leverages approximately $30 in transportation infrastructure investment.

Up to 50 percent of the capital cost of an eligible project may be financed through TIFIA, although in practice USDOT lends no more than 33 percent of costs to a single project. The combined share of TIFIA proceeds and other federal funding for a given project may not exceed 80 percent of the total project cost.

TIFIA extends loan rates effectively equivalent to the prevailing 30-year U.S. Treasury Bond rate at financial close plus one basis point. The program permits repayment over a term of up to 35 years after a project's substantial completion and gives borrowers the flexibility to defer principal and capitalize interest payments for up to 5 years. Principal payments may be structured to ramp up with projected growth in revenues pledged to service TIFIA debt. Projects must meet all federal funding eligibility requirements (including NEPA, Buy America, Davis-Bacon, and others). Loans may be prepaid in whole or in part at any time without penalty.

TIFIA is flexible and cost-effective. The limited pool of financial capacity and the cap on the percentage of TIFIA financing by project are the program's biggest disadvantages.

Cross-Connect Competitiveness To-date, TIFIA has not financed any bicycle and pedestrian projects similar to the proposed Cross-Connect projects. These loans are typically used for projects much larger and scope and more expensive than crossings, typically for large-scale highway projects. The City of Encinitas would also need to identify a revenue stream to repay the loan. Because of these factors, it is unlikely TIFIA financing would be accessed for this project.

California Infrastructure and Economic Development Bank (IBank)

The California Infrastructure and Economic Development Bank (IBank) is California's only general purpose financing authority. As of July 2018, IBank has financed over $40 billion in infrastructure and economic development projects. IBank has broad statutory authority to issue tax-exempt and taxable revenue bonds, provide loans to state and local governments for public infrastructure and economic expansion projects and loan guarantees to help small businesses. IBank's has a variety of programs, many which are not designed to fund this type of project. Two possible options are discussed below.

- The Infrastructure State Revolving Fund (ISRF) Program. This program provides financing to public agencies for a wide variety of infrastructure projects in amounts ranging from $50,000 to $25 million, with loan terms for the useful life of the project up to a maximum of 30 years. During 2018-2019, IBank approved $103 in ISRF financing. There is not matching requirements for these loans and applications are accepted on a rolling basis.

- Pubic Agency Revenue Bonds. These bonds can be used to finance a public facility onward by a governmental unit. These bonds can be used on a variety of projects, including the City's crossings project.

Cross-Connect Competitiveness - The City of Encinitas is eligible to apply for these loan or bond programs but will need to identify a source of revenue for repayment.

E. Alternative Revenue Options

To secure financing, the City of Encinitas will need to identify a dedicated revenue stream for the proposed project. The crossings are not likely candidates to generate revenue though user fees, and to avoid developing a new voter approved tax, the City may consider potential value capture mechanisms to fund the crossing projects.

Value capture refers to an approach that can be used to help pay for infrastructure project's capital or maintenance costs by monetizing the revenues from development that the infrastructure project creates and channeling them into a project fund. The most common revenue tools available for value capture tend to fall into three general categories: tax-increment financing (TIF), special tax assessments, and development-impact based fees. Each of these general categories has a different type of tax/fee structure, each resulting in a unique financial profile in terms revenue stream stability, predictability, growth over time, and overall risk and return.

Special Assessment District

A special assessment district is an officially designated area from which additional property taxes are collected for a specific use. The properties (or subset of properties) located within the district boundary would be assessed with a higher tax rate or at a fee expressly to fund the Project. The benefit of a special assessment district – in addition to the revenue raised from the new tax – is that the revenue stream would exist outside of Metros' or other government entities' existing budget structures, allowing for greater flexibility and independence in decisions about how the funds are used for the Project.

Special assessment districts can be organized in a variety of ways, depending on the intent of the revenue raised from the district. A special assessment district may levy the additional taxes or fees based on distance from the project, type of land use, total acreage, or frontage. Special assessment districts are typically structured to generate either a specified level of revenue or to last a set number of years. The most commonly used assessment district in California is the community facilities district (CFD) or Mello-Roos district, where self-imposed taxes on property owners finance public services and improvements surrounding a particular development or development area. Where a site is publicly owned, the CFD can be created with a calculation of the appropriate assessments. Subsequent private development is subject to the established assessments.

Since special assessment districts are a distinct legal entity, such districts can serve as a vehicle to accept more state and federal funds for transportation needs. Some examples of special assessment districts are:

- (1) Public transit assessment districts (governed by SB 142, enables assessments within a half-mile of transit stations);
- (2) Business-based improvement districts (which levy a tax on participating businesses within a geographic area); and
- (3) Property-based business improvement districts (a self-governed district to augment services).

Cross-Connect Competitiveness - The City of Encinitas can consider creating a Special Assessment District surrounding the corridor. This would require property owner approval to levy additional taxes or fees. Owners may be willing to do if the City can show these crossing will significantly increase property values.

Tax Increment Financing (TIF)

Tax increment financing (TIF) is a way of applying the additional property tax revenue generated by the surrounding land after a project is completed. TIF is commonly used in real estate redevelopment projects where the assessed value of a parcel will increase substantially and a portion of that increase is diverted to associated infrastructure or project uses. TIF typically involves local governments financing infrastructure projects within a discrete, defined TIF district through debt that is serviced by the incremental property tax revenue generated by surrounding land after a project is completed. Unlike special tax assessment districts, TIF does not involve a tax rate increase. Instead, the rise in property values resulting from the transportation project generates additional revenues that are dedicated to making payments on bonds that finance the projects. Local governments are typically cautious about TIF financing because it obligates

bonding capacity and future property taxes, but are more willing to approve TIF financing if projects will stimulate economic growth in the near-term that would not materialize without it.

In California, concerns over the State's budgetary obligation to backfill diverted property tax funds for local school districts led to the dissolution of Redevelopment Agencies in 2011. As a result, cities and counties were left without a means of utilizing TIF. However, new forms of TIF have emerged to give local jurisdictions options to finance infrastructure and economic development projects:

- **Enhanced Infrastructure Financing Districts (EIFDs)** - Provide broad authority for local agencies to use tax increment to finance a wide variety of projects, including road Infrastructure. No public vote is required to establish an authority, and though a 55 percent vote is required to issue bonds, other financing alternatives exist. Unlike former redevelopment, this tool imposes no geographic limitations on where it can be used, and no blight findings are required. An EIFD can be used on a single street, in a neighborhood or throughout an entire city. It can also cross jurisdictional boundaries and involve multiple cities and a county. While an individual city can form an EIFD without participation from other local governments, the flexibility of this tool and the enhanced financial capacity created by partnerships will require creative discussions between local agencies on how the tool can be used to fund common priorities. The statute explicitly exempts the property taxes allocated to school districts. That is significant, as school district typically make up at least 50 percent of the property taxes.

  EIFDS were created under Senate Bill SB 628 as a financing solution as a new governmental entity created by a city, county, or special district to fund the construction, improvement, and/or rehabilitation of a defined area, essentially restoring tax increment financing district powers that has been eliminated in 2012 in California. EIFD's can finance traditional public infrastructure projects, such as transportation, parks, water and sewer facilities, storm water and draining improvement, in particular, legislation emphasized projects that support sustainability community goals and reducing the carbon footprint of California's economy. The Bill notes it may be used for brownfield restoration and environmental mitigation, transit priority project, and project that implement a sustainable communities strategy. EIFDs do not result in additional taxes of fees to property owners.

  EIFDs are individual governmental entities, created through joint powers agreement between the cooperating cities, counties, and special districts (if applicable). The EIFD must create a sustainable financing plan for the targeted projects that include a range of possible funding sources, including tax increment funds, that will be the responsibilities of all participants of the joint power agreement.

  The City of LaVerne established a EIFD surrounding the future Gold Line light rail station at E Street and Arrow Highway with a subarea near Wheeler Avenue within LA County, which will finance 14 projects and will redirect approximately $33 million in property tax increment to fund them.

- **Community Revitalization and Investment Authorities (CRIAs)** - Focus on assisting with the revitalization of poorer neighborhoods and former military bases. While similar to redevelopment, a CRIA is more streamlined. Accountability measures are included to ensure that the use of the CRIA remains consistent with community priorities, and a 25 percent set-aside is included for affordable housing. Although an initial protest opportunity exists, no public vote is required to establish an authority, and bonds and other debt can be issued after a CRIA is established.

- **Annexation Development Plans (ADP)** - Allow TIF to be adopted by consenting local agencies to improve or upgrade infrastructure as part of annexing a disadvantaged unincorporated community. An ADP can be implemented by a special district either formed for this purpose or incorporated into the duties of an existing special district. After the Local Agency Formation Commission (LAFCO) approves the annexation, the special district can issue debt without an additional vote.

Cross-Connect Competitiveness - Of these new tools, EIFDs and CRIAs authorize the broadest uses of TIF allowed in California. However, EIFDs and CRIAs are more limited than their Redevelopment Agency predecessors. Effective use of these tools will require integrated and innovative financing approaches and cooperation among local government agencies, which poses a large challenge for using TIF as a potential revenue stream for the project. Creating a TIF require significant legal and administrative effort from the City. Based on the location of the project and the existing strong property values in the City of Encinitas, a TIF may not be the appropriate tool to use to fund these projects.

Public-Private Partnerships

Public-Private Partnership (P3) is a strategy for procurement which involves a long-term contractual agreement between the government and a private firm targeted towards financing, designing, constructing, maintaining and operating infrastructure facilities and services that were traditionally provided by the public sector. P3 addresses limited funding resources for infrastructure or development projects of the public sector, thereby allowing the allocation of public funds for other local priorities.

Two general forms of P3 structures are common: availability payment- and concession-based P3s. In availability payment-based P3s, the public authority contracts with a private sector entity to provide a public good, service or product at a constant capacity for a given payment (capacity fee) and a separate charge for usage of the public good, product or service (usage fee). In concession-based P3s, the government grants the private sector the right to build, operate and charge public users of the public good, infrastructure or service, a fee or tariff which is regulated by public regulators and the concession contract.

Cross-Connect Competitiveness - P3 projects are best suited for large, complex efforts that harness the power of project finance and risk transfer. As a result, the P3 delivery method requires a different approach to program management, planning and procurement processes to ensure project success. Additionally, P3s are associated with projects that generate some type of revenue for the private partner.