

**SOLANA BEACH**  
**BICYCLE TRANSPORTATION PLAN**  
**SECOND ADDENDUM**



**Prepared by the  
City of Solana Beach**

**January 2005**

## **Introduction**

In June of 1993, the Solana Beach City Council adopted a Bikeway Master Plan as directed by the Circulation Element of the City's General Plan. The Solana Beach Bikeway Master Plan was prepared to provide a framework for the planning and development of bicycle programs and facilities through the year 1999. The document was again reviewed by the City Council on November 13, 1996 and readopted for relevancy and consistency to the City's General Plan and community needs. **The purpose of this second addendum is to update the Bikeway Master Plan and first addendum and rename the document as the Bicycle Transportation Plan.** All future references to the Bicycle Transportation Plan in this document should be interpreted to refer to the Bikeway Master Plan, dated June 1993, the Bikeway Master Plan Addendum, dated June 1996 and this Bicycle Transportation Plan, dated January 2005.

California Government Code Section 891.4 contains provisions for local agencies to prepare a bicycle transportation plan. The California Department of Transportation (Caltrans) requires that the bicycle transportation plan must be adopted by the local agency after January 2001. The regional transportation planning agency (San Diego Association of Governments or SANDAG) and the Caltrans Bicycle Facilities Unit must also approve the plan.

SANDAG reviewed and approved the Bicycle Transportation Plan in January 2005. A copy of the Bicycle Transportation Plan will be forwarded to the Caltrans Bicycle Facilities Unit for review and approval as part of the grant application submittal for the Fiscal Year 2005/2006 Bicycle Transportation Account program.

## **Background**

The City of Solana Beach is a small coastal community located along the San Diego coast. The City is bisected by the scenic coast Highway 101 and the parallel coastal freeway, Interstate 5. Lomas Santa Fe Drive provides direct access from the freeway to the commercial core of Solana Beach and coastal beach access. Also paralleling Highway 101 is an active rail corridor providing commuter rail service, the Coaster, from Oceanside to San Diego, Amtrak services to Los Angeles and along the western coast, and freight service. A transit station at the northeast corner of Lomas Santa Fe Drive and Highway 101 provides local and regional rail and bus services to the community.

There are two main bicycle facilities in Solana Beach. One is located along Highway 101 paralleling the tracks, and the other is located along Lomas Santa Fe Drive. Parallel to Highway 101, there is a Class 2 bike lane and a Class 1 bike path. The Class 1 bike path is the recently completed Solana Beach portion of the Coastal Rail Trail, which runs the entire length of the city. The three coastal cities to the north of Solana Beach

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(Encinitas, Carlsbad and Oceanside) are in varying stages of design and construction of additional portions of the Coastal Rail Trail. Once completed, the Coastal Rail Trail will provide a direct bicycle corridor from Oceanside to downtown San Diego. Currently, a bicycle commute to downtown San Diego is approximately 30 miles long, from Solana Beach, using a combination of Class 1, Class 2 and Class 3 bike paths/lanes. The San Diego County coast is an active bicycle corridor for cyclists bicycling along the coast and with such destination points as Torrey Pines state park, beach access points, shops and restaurants.

Lomas Santa Fe Drive provides access to the beach from the inland communities of Rancho Santa Fe, Escondido and Rancho Bernardo along the Del Dios Highway bicycle lanes. The intersection at Lomas Santa Fe Drive and the coast Highway 101 has been documented as having the second highest number of bicyclists, Bicycle Counts at Selected Intersections in San Diego County, SANDAG 1990.

## **Bikeway Facilities**

The City of Solana Beach completed a Bikeway Master Plan in 1993. The first addendum to the plan was completed in 1996 and the second addendum, which renamed the entire document to the Bicycle Transportation Plan, was completed in January 2005. The original Bikeway Master Plan was funded by TransNet (Proposition A) funds. The Bicycle Transportation Plan identifies two designated Class 2 bikeways in Solana Beach. The two Class 1 facilities were constructed in the 1970's by the County of San Diego, prior to the city's incorporation. The Class 1 bike path was completed in 2004. The funds to maintain the bicycle facilities have been allocated through the General Fund.

Lomas Santa Fe Drive provides Class 2 bike lanes in both east and west directions linking the coast to inland communities of Rancho Santa Fe, Rancho Bernardo, and Escondido. The width of the lanes vary from 5' to 7' and is reduced at the Interstate 5 undercrossing to approximately 4'. Once the Interstate 5/Lomas Santa Fe Drive interchange is rebuilt (construction anticipated to begin in 2006), the bike lane under Interstate 5 will be increased to 7' wide and will be separated from vehicles.

The Highway 101 corridor is a Class 2 facility in both north and south directions on either side of the road. In addition, the recently completed Solana Beach portion of the Coastal Rail Trail constructed a Class 1 bike path for both the north and southbound directions. At the end of the Coastal Rail Trail, bicyclists are directed onto the Class 2 bikeways along Highway 101 at traffic signals.

Additional bicycle facilities located within the City include the installation of a standard Class 3 bikeway along Highland Avenue and San Andres Drive funded with Transportation Development Act (TDA) funds. The City installed loop detectors at the

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intersection of North Highway 101 and Solana Vista Drive through the use of TDA funds as well. Installation of loop detectors at the intersection of Lomas Santa Fe Drive and Highway 101 was funded through a \$14,000 grant from the TransNet fund.

Operating and maintenance costs for Class 2 bike lanes are minimal and generally included in the annual budget for the roadways themselves, Class 1 bike paths require additional maintenance and enforcement as do bicycle storage facilities, such as bike racks and lockers. The estimated annual maintenance costs for the Class 1 facility is \$18,000 (based on \$10,000 a mile annual maintenance). This maintenance cost only includes maintenance of the bike path and not any adjacent facilities such as landscaping.

The city is also pursuing two bicycle/pedestrian bridges to connect the portion of the city east of the railroad tracks with the area west of the railroad tracks. The first bridge will cross the railroad tracks between extensions of Rosa Street (on the east side) and Dahlia Drive (on the west side). The Rosa Street Bridge is currently under construction. It is anticipated that construction will be complete in the Spring of 2005. The second bridge will cross the railroad tracks along the alignment of East and West Cliff Street. The Cliff Street Bridge is currently in design. Construction should begin in late 2005.

The following is a summary of the funding programs for which the City has applied for or has received an award of grant funds and the status of the project:

Program	Purpose	Status	Amount
TransNet	Bikeway Master Plan (June 1993)	Complete	\$20,000
TransNet	Linear Park Master Plan	Complete	\$35,000
TDA	Loop Detectors – Highway 101/Solana Vista Drive	Complete	\$2,000
TDA	Highland Drive – Class 3 Bikeway	Complete	\$2,000
AB 2766 APCD Funding	Rough Grading Design	Complete	\$54,000
TDA and TransNet (Prop A)	Bicycle Path Design	Complete	\$45,000
TransNet (Prop A 96/97)	Linear Park Bikeway	Complete	\$267,000
TDA and TransNet (Prop A)	Class 2 Bikeway – Lomas Santa Fe near Rios Avenue	Complete	\$15,200
TDA and TransNet (Prop A)	Rosa Street Bicycle/Pedestrian Bridge	Under Construction	\$907,000
TDA	Loop Detectors – Highway 101/Lomas Santa Fe Drive	Complete	\$14,000
Various Local, State and Federal Funding Sources	Coastal Rail Trail	Complete	\$3,658,900
Bicycle Transportation Account*	Cliff Street Bicycle/Pedestrian Bridge	In Design	\$1,556,300

\* - city to submit application for construction grant funding in February 2005

## **Conclusion**

The intent of the Bicycle Transportation Plan is to provide a comprehensive document for planning for bicycle facilities. Additionally, it is the intent of the bicycle plan to provide facilities that will be used by the community and visitors. Overall, the use of bicycle facilities is based on the quality and type of facility provided, bicycle awareness, personal goals and physical limitations. In order to increase bicycle ridership and frequency, which ultimately benefits the community, the air quality and the individual, it is recommended that the City consider a commitment to improve the number of persons who cycle.

The city strives to improve the existing bikeway facilities and to offer additional types of facilities which will encourage the use of bicycling for commuting and recreation. This is done by maintaining existing Class 1 and Class 2 facilities in Solana Beach and providing alternative routes when existing routes are being altered or under construction. Additionally, the city will periodically review existing bicycle facilities to ensure that the facility provides a safe alternative transportation corridor for the cycling community.