

San Clemente Coastal Rail Trail Construction



Conservancy Program(s)

System of Public Accessways

Project Type(s)

Access
Coast Trail

City(s)

San Clemente

County(s)

Orange

Region(s)

South Coast

Trail Miles

3 Miles

Conservancy Contribution

\$500,000

Matching Funds

\$7,402,608

Total Project Cost

\$7,902,608

Partner(s)

California Department of Transportation (TEA funds)
City of San Clemente
Federal Highway Administration

Assembly District(s)

73

State Senate District(s)

38

Congressional District(s)

44

**CALIFORNIA COASTAL
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Description

The Conservancy granted \$500,000 to the City of San Clemente to assist the City in completing the initial construction phase for a three-mile section of the California Coastal Trail in the City of San Clemente (known locally as the "San Clemente Railroad Corridor Pedestrian Beach Trail"). The City completed the construction in December, 2006 and plans to commence construction on the second phase in May of 2007.

The trail runs along the San Clemente shoreline from North Beach to Calafia State Beach and is located entirely in the railroad right-of-way owned by the Orange County Transit Authority (OCTA). The trail has been set back as far from the tracks as possible in order to provide adequate separation of pedestrians from the railroad tracks. Rustic fencing and landscaping with native vegetation provide a clear visual and physical separation from the tracks along the entire length of the trail. The trail is approximately six feet in width on average and composed of a natural surface of decomposed granite in most places. Foot bridges were also constructed across two eroded gullies. The first phase of trail construction included the installation of two at-grade, signalized track crossings to allow the public to safely access the trail and the beach from the neighborhoods and public parking lots located just inland from the railroad corridor.

The City received a \$3,937,500 grant from the Federal Transportation Enhancement Activities (TEA) grant program for construction of the trail and used the Conservancy grant to provide a portion of the non-federal matching funds required by the TEA grant program. The City provided the remainder of the first phase construction costs from local sources.



Conservancy Staff: Prentiss Williams