

Policy Framework

Updated: September 26, 2016

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Policy Framework: *General Plan*

Introduction

Community Issues – Leucadia, New Encinitas, Cardiff (same text in each):

Railroad Crossings/ Right- of- Way - The limited number of railroad crossings acts as a deterrent to east-west pedestrian and vehicular movement. This obstacle to movement results in uncontrolled pedestrian crossings of the track wherever it is convenient. The right- of- way represents a significant source of noise, but is also a potentially valuable area for the establishment of a riding/ hiking/ bicycling path for north- south movement near the coast and a landscaped buffer adjacent to the major north- south streets circulation roadways, Hwy 101 and Vulcan Avenue. Enhancement of the rail corridor, including the possible depression of the track grade to address these issues, is warranted.

Land Use Element

Compatibility Between Existing and Future Development

Urban Design

POLICY 7.8: The 101 corridor from the north City boundary to Encinitas Boulevard is designated a Specific Plan area. Development shall be allowed prior to the completion of the Specific Plan.

- Establish standards and uses that compliment adjacent residential uses, enhance the appearance of Hwy 101 streetscape and railroad right of way, and create an attractive commercial district that would serve the needs of both local residents and visitors to the Community.

Environmental Sensitivity

POLICY 8.7: Non developable or constrained areas should be evaluated for possible use as open space or recreational use. (Coastal Act/30240)

Land Use Designations and Standards

Transportation Corridor

The Transportation Corridor category is applied to lands within the I-5 Freeway and the Atchison Topeka and Santa Fe railway corridors. This includes lands under the ownership of the State of California for the freeway, and lands owned or controlled by AT & SF and any subsidiary or successors. These lands are to be reserved and protected for their respective transportation purposes, and shall not allow development or encroachment of any other private use, structure or facility. Compatible public uses/facilities such as landscaping, localized street widening or realignment, development of a "linear park," public automobile parking or shared parking in a public district, and pedestrian, bicycle or trail facilities may be considered. Public support facilities for the primary transportation use such as public transit stations for AMTRAK or commuter rail service within the AT & SF corridor may be considered.

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Circulation Element

Safe, Convenient, and Efficient Transportation System

POLICY 1.4: Require, where feasible, interconnecting offstreet pedestrian and vehicular circulation between adjacent commercial and office land uses. This policy should be required along major transportation corridors to minimize traffic conflicts associated with pedestrian and vehicular movement to and from these properties. (Coastal Act/30252)

POLICY 1.15: The City will actively support an integrated transportation program that encourages and provides for mass- transit, bicycle transportation, pedestrians, equestrians, and car- pooling. (Coastal Act/ 30252) Roadway Function and Standards

POLICY 2.4: When considering circulation patterns and standards, primary consideration will be given to the reservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/ community character preservation, the latter will have first priority.

POLICY 2.7: The City will emphasize road construction projects which serve the Coast by including coastal access as criterion for prioritizing those routes identified in the multi-year capital improvement program. (Coastal Act/30252)

Alternate Modes of Transit

GOAL 3: The City of Encinitas will promote the use of other modes of transport to reduce the dependence on the personal automobile. (Coastal Act/30252)

POLICY 3.1: The needs of the handicapped will be considered in new development plans including handicapped parking, loading, etc.

POLICY 3.2: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost effective alternatives. (Coastal Act/30252)

POLICY 3.3: Create a safe and convenient circulation system for pedestrians. (Coastal Act/ 30252)

POLICY 3.4: Cooperate with San Diego County, SANDAL, and other jurisdictions to help plan and implement: a regional multi- modal transportation system that is accessible to residents in the City. (Coastal Act/ 30252)

POLICY 3.5: Encourage development of mass transit and transit access points along the existing I- 5 freeway corridor or along the railroad right- of- way. (Coastal Act/ 30252)

POLICY 3.6: The City should provide and encourage efficient links between possible rail transit service and other transportation modes, including rerouting of bus service to interface with transit stops.

POLICY 3.7: The City will carefully review plans for transit service, while encouraging such service, so as to identify and minimize any adverse visual, noise, land use, or other development and operation impacts on the City's communities.

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POLICY 3.8: A program shall be developed to install sidewalks or paths, where appropriate, around schools, churches, active parks, commercial and other areas of pedestrian activity where public safety or welfare is at issue (Coastal Act/ 30252)

POLICY 3.11: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:

- all Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.
- the provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and
- the installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/ 30252)

Scenic Highways

POLICY 4.3: Separate pedestrian, bicycle, and vehicular traffic by encouraging adequate space for walking and biking by striping roadways, excepting freeways. Coastal Act/ 30252)

POLICY 4.4: The City has adopted a Citywide Recreation Trails Master Plan to establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned. The general location and type of each trail is shown on the Recreational Trails Master Plan Map (Recreation Element, Figure 3). Any proposed modifications or additions to the Recreational Trails Master Plan or Recreational Trails Master Plan Map that may directly affect coastal zone resources shall require an LCP amendment.

POLICY 4.5: Design and construct attractive bike paths and pedestrian ways along existing freeway overpasses and underpasses. Discourage separate pedestrian overpasses. (Coastal Act/30252)

POLICY 4.14: Where feasible, minimize the dependence on private motor vehicles. (Coastal Act/30252)

Coastal access

GOAL 6: The City will make every effort to provide public access and circulation to the shoreline, through private dedications, easements or other methods, and public transportation or other facilities. Coastal Act/ 30211/ 30212/ 30212. 5/ 30221)

POLICY 6.1: The City will continue to defend the public' s constitutionally guaranteed right of safe physical access to the shoreline. Coastal Act/ 30211/ 30212/ 30214)

POLICY 6.3: The City will encourage continued public vertical access by:

- Investigating and identifying all acquired access, improved and unimproved;
- Maintaining all City- owned improved access and view points and seeking to improve the unimproved access and view points within the City boundaries;
- Cooperating with the State in planning for the Cardiff and San Elijo State Beach areas and the South Carlsbad State Beach area to increase the external accessibility and usability of these beaches, as well as enhancing their visitor- serving potential; and

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- Supporting continued use of the existing public sea level beach and bluff-backed beach accessways and the establishment of additional accessways, as determined appropriate to maintain adequate public access to public beaches. Coastal Act/ 30211/ 30212/ 30212.5/ 30214/ 30220/ 30223)

POLICY 6.5: The City will seek additional funding for transit service in the Coastal Zone, including a consideration of light rail transit and other forms of public transportation. (Coastal Act/30252)

POLICY 6.6: The City will consider- improved pedestrian crossings of Pacific Coast. Highway. Coastal Act/ 30252)

POLICY 6.7: Discourage and phase out private access to the beach over the bluffs. New private accessways shall be prohibited.

Alternate Modes of Transit

The development of a comprehensive network of bikeways is proposed in this plan. This system will serve a dual purpose in that its function is to provide residents a safe and efficient alternative to the private automobile for travel within the city as well as providing for recreation.

Resource Management Element

Related Plans and Programs

California Coastal Plan: This plan was prepared in response to a public mandate (Coastal Initiative - Proposition 20, 1972) that underscored citizen desires that the State's coastal resources be protected. A regional plan was prepared for the Encinitas Planning Area by the County of San Diego. This plan included the following policies, a number of which have been implemented or are included in this General Plan:

- Acquire additional sites to provide access to the shoreline;

Preservation of Trees and Habitat

POLICY 3.2: Mature trees shall not be removed or disturbed to provide public right of way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resource paths for the public good, or with the preservation of views.

Community Views, Vistas and Aesthetic Qualities

POLICY 4.4: The system of Vista Points will provide for the differing needs of automobile, bicycle, and pedestrian users, and will recognize as a recreational resource, the function of Vista Points as facilities for the passive, and occasionally remote enjoyment of the coastal and inland view. (Coastal Act/30251/30212.5/30210)

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Policy Framework: General Plan

Recreation Element

Development of New Park & Recreational Facilities

POLICY 1.4: Establish a balance of natural open space and "improved" recreational open space and implement measures to preserve, and maintain the natural environment. (Coastal Act/ 30252)

POLICY 1.11: Develop an open space program that will link the various communities together with parks, recreation/ pedestrian access and natural visual corridors.

POLICY 1.14: The City shall attempt to acquire the Santa Fe railroad right-of-way, should it become available, for the development of recreational facilities and landscaping as well as transportation and other public needs.

POLICY 1.16: The City has adopted a City-wide Recreational Trails Master Plan to establish a recreational trails system. The proposed trail system is shown on the Recreational Trails Master Plan Map (Figure 3). Future trails, in addition to those planned for in the Recreational Trails Master Plan, may be added to the existing systems to enhance the recreational opportunities of the City. Within the coastal zone, all proposed trails and trail alignments shall be consistent with the requirements of Policy 10.5 of the Resource Management Element, and the Multiple Habitat Conservation Program (MHCP) subarea plan for the City of Encinitas, if adopted. Any proposed modifications or additions to the Recreational Trails Master Plan or Recreational Trails Master Plan map that would directly affect coastal zone resources shall require an LCP amendment.

Preservation of Open Space Resources

Many of the open space areas lie within flood plains, have steep topography or are otherwise constrained and provide the City with a unique opportunity to develop a system of trails, bikeways, and establish new parks for both passive and active recreation.

POLICY 2.2: Provide and maintain an inter-linking network of trails for horseback riding, hiking, and bicycling; and minimize the cost of the trail system by encouraging the use of drainage channels, flood plains, existing trails, public lands, excess street rights-of-way, and major utility rights-of-way. (Coastal Act/ 30212.5/ 30252)

POLICY 2.3: Encourage the preservation and protection of areas for the recreational activities characteristic of Encinitas such as horseback riding, surfing, skin diving, bicycling, walking, and jogging. (Coastal Act/ 30212.5/ 30252)

POLICY 2.4: Leave appropriate areas of neighborhood and community parks in a natural state, retaining natural topography and vegetation where preservation is feasible. (Coastal Act/ 30240)

POLICY 2.6: Encourage the provision of a full range of recreational facilities distributed throughout the area. (Coastal Act/30212.5)

POLICY 2.7: Encourage the use of appropriate public lands and facilities for park and recreation purposes to the maximum extent feasible consistent with the maintenance of natural resources. (Coastal Act/ 30212.5)

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Policy Framework: General Plan

Coastal Resources

GOAL 5: The City will continue to provide or coordinate with the State to provide for coastal/ shoreline recreation areas, with effective access, including signing; and will designate various beach areas for high, medium and low intensity levels of use based upon the characteristics of the beach resource and support facilities, and character of adjacent neighborhood. Coastal Act/ 30211/ 30212/ 30212.5/ 30214)

POLICY 5.1: The City recognizes Cardiff Beach State Park, San Elijo Beach State Park, South Carlsbad Beach State Park and Moonlight Beach (future City) State Park, as the major visitor destination beaches in the Encinitas area. The City will work with the State to upgrade and promote access to these State beaches, and will act to upgrade and promote access to Moonlight Beach, in order that they may receive an increased proportion of visitor uses. (Coastal Act/ 30219:)

POLICY 5.4: The City will classify the beach areas related to the following access points for a Medium Intensity use level:

- Beacons
- Grandview
- Swami' s Park
- D Street (access to Moonlight Beach)

And the City will classify the beach areas related to the following access points for a Low Intensity use level:

- North Sea Bluff Village (no current access)
- Encinitas Beach (Athena - no current access)
- I" Street Vicinity (Vista Point)
- Stone Steps access (Coastal Act/ 30212.5)

POLICY 5.5: The City will adopt beach recreation facility standards.... In addition, the City shall assure that existing public parking lots for public beach access points are maintained and that no reduction in the number of existing public. parking spaces shall be permitted. (Coastal Act/ 30212.5/ 30223) Policy 5.5 amended 5111195 (Reso. 95- 32)

Future Park Site Selection Standards

Beach Access/ Vista Points

Policies in the Resource Management Element indicate sites for future access and Vista Points as well as existing facilities that will be maintained and improved.

The following Vista Points, some of which have already been acquired, will be developed, as feasible:

- San Elijo & Kilkenny (overlooking lagoon & coast)
- Highway 101, north of La Costa Avenue
- Northeast corner of I- 5 and La Costa Avenue
- Encinitas View Point Neighborhood Park site
- South end of Via Tiempo
- Orpheus Street Park site
- Oak Crest Park site

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- West end of " D" Street
- West end of " F" Street
- West end of " J" Street (Coastal Act/ 30212/ 30251)

The following Vista Points will be maintained as needed, and upgraded as necessary:

- Leucadia Beach State Park
- Moonlight Beach State Park (future City Park)
- Swami' s Park
- Existing Vista Point on southbound I- 5 between
- Birmingham and Manchester exits
- Cardiff Beach State Park (south parking lot)
- West end of " H" Street
- West end of " I" Street (Coastal Act/ 30212/ 30251)

Development of a Trail System

A number of policies included in both this element and the Circulation Element are concerned with the development of a City wide system of hiking, biking, and equestrian trails in the City. The Recreational Trails Master Plan will provide the planning guidance for the development of a City-wide recreational trails system. The Recreational Trails Master Plan addresses hiking, biking, and equestrian trails and includes a detailed trails map (Figure 3), trail standards and an implementation and maintenance plan.

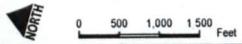
Within the coastal zone, design standards for recreational trails shall, at a minimum, comply with the requirements of the Resource Management Element of the certified LUP and any applicable implementing ordinances. Proposed trail alignments within or adjacent to environmentally sensitive habitat areas shall avoid significant disruption, and be compatible with the continuance of those habitat areas. In order to avoid impacts to sensitive areas, placement of recreational trails shall be located within the outer 15 feet of any required buffer area for wetlands, riparian areas and/or other environmentally sensitive habitat, unless it is not feasible to do so. Existing trails are not required to be relocated in order to meet this standard. Use of native, non-invasive plant species shall be required in any landscaping or revegetation associated with trail construction. Additionally, all proposed trails and trail alignments within the coastal zone shall be consistent with the requirements of the Multiple Habitat Conservation Program (MHCP) subarea plan for the City of Encinitas, if adopted, and shall not impact the MHCP's ability to create an effective biological core and linkage area. Any trail development or activities, including clearing, grading, construction, recreational uses or maintenance inconsistent with these requirements shall require an LCP amendment.

Map Depicting Coastal Rail Trail

Recreation Element contains PWP/TREP map showing CRT in LOSSAN ROW, east of tracks south of Leucadia Blvd. (See next page.)



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|--|---|--|---|
| <ul style="list-style-type: none"> I-5 NCC Project Overlay Mitigation Site Secured I-5 NCC Project Improvements Bioswale (Type and Location Subject to Final Design) | <ul style="list-style-type: none"> LOSSAN Projects Not Subject to LCP Review/Amendment LOSSAN Track Capacity Project LOSSAN Track Capacity Project Option Existing/Approved Track LOSSAN Non-Track Projects | <ul style="list-style-type: none"> I-5 North Coast Bike Trail (I-5 ROW) I-5 North Coast Bike Trail (Outside I-5 ROW) Community Enhancement Coastal Rail Trail (Proposed) | <ul style="list-style-type: none"> Coastal Zone Permit Areas Coastal Commission Permit Jurisdiction City Boundary |
|--|---|--|---|



DATA SOURCES: Caltrans, California Coastal Commission, Local Jurisdictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

The Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map are for planning and engineering study purposes only. Data are derived from multiple sources. The digital Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map have not been adopted by the Coastal Commission, and do not supersede the official version certified by the Coastal Commission as may be amended from time to time.

Disclaimer: The State of California makes no representation or warranties regarding the accuracy or completeness of the data or the data from which they were derived. The State shall not be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim or any third party or any person or entity arising from the use of these Coastal Zone boundary, jurisdiction and Local Coastal Program data or the data from which they were derived. Because the Coastal Zone boundary, jurisdiction and Local Coastal Program data files are merely representative, they and the data from which they were derived are not binding and may be revised at any time.

Policy Framework: *Community Specific Plans*

North 101 Corridor Specific Plan (1997)

2.0 Community Vision and Specific Plan Goals

2.1 Community Vision

- Establish a streetscape enhancement program along the North 101 corridor
- Provide for safe pedestrian and traffic circulation

2.2 Specific Plan Goals

Circulation:

- Provide for safe pedestrian circulation
- Improve parking opportunities
- Improve vehicular traffic circulation
- Promote and encourage the use of public transportation

4.0 Design Recommendations

4.7 Streetscape Concepts

Goals:

- To strengthen and enhance an eclectic, scenic highway environment
- To beautify the North 101 Corridor in order to improve the overall visual “image” of the Specific Plan area
- To enhance the motorist’s “sense of travel” into the North 101 Corridor Specific Plan area
- To improve pedestrian safety through appropriate streetscape design
- To consider the need for “long term maintenance” and durability in the selection and design of streetscape elements.

5.0 Circulation Plan

5.4 Bicycle Facilities

Recommendations:

- Provide a multi-modal recreational path within the railroad right-of-way east of North Highway 101
- Provide a Class II bike lane along the northbound and southbound lanes of North Highway 101
- Provide a Class II bike lane along the northbound and southbound travel lanes of North Vulcan Avenue

5.5 Pedestrian Facilities

Recommendations:

- Create a safe, convenient circulation network
- Ensure sensitivity to the needs of the handicapped
- Accommodate safe pedestrian facilities adjacent to and crossing the railroad

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Policy Framework: Community Specific Plans

- Provide adequate spacing between pedestrian and vehicular facilities
- Promote pedestrian access to coastal areas

Downtown Encinitas Specific Plan (1994)

2.0 Community Participation

2.3 Goals & Objectives

Goal – Enhance the streetscapes within the Specific Plan area.

- Objective – Strengthen and promote pedestrian linkages within the plan area through comprehensive circulation planning and streetscape design.

Goal – Coordinate and interface with adjacent Specific Plan areas.

- Objective – Coordinate bike facilities with existing/proposed north-south trails.

Goal – Promote a pedestrian oriented circulation system in the Specific Plan area.

- Objective – Provide more neighborhood serving uses within walking distance of the surrounding residential neighborhoods.
- Objective – Minimize conflicts between pedestrians and other transportation modes, and protect the pedestrian orientation of the plan area.
- Objective – Provide more hiking/biking trails that link major destination points within the Specific Plan area as well as connect to citywide and regional trail systems.

Goal – Provide for safer pedestrian and bicycle circulation.

- Objective – Provide safer crossings for school children at major intersections and identify safe routes to school.
- Objective – Maintain the existing bikeway along Third Street and establish additional alternate bike routes within the Specific Plan area.

Goal – Provide bicycle/hiking trail linkages to regional trail systems.

- Objective - Coordinate with NCTD and other cities in developing a hiking/bicycle trail along the commuter rail corridor connecting Escondido to Oceanside and Oceanside to San Diego.

Goal – Promote mass transit and multi-transportation systems and minimize impacts of these systems on the community.

- Objective – Encourage a local motor trolley system which services the community, visitors, and the commuter rail station.
- Objective – Encourage and coordinate with future public transportation systems that are consistent with community character.

Goal – Improve pedestrian access to the beach.

- Objective – Provide trail linkages from Moonlight Beach to citywide and regional trail systems.

5.0 Circulation Plan

5.5 Pedestrian Facilities

- Create a safe, convenient pedestrian circulation network
- Make facilities sensitive to the needs of the handicapped
- Accommodate safe pedestrian facilities adjacent to and crossing the railroad
- Provide adequate spacing between pedestrian and vehicular facilities

Encinitas Coastal Mobility & Livability Study

Policy Framework: Community Specific Plans

- Promote pedestrian access to coastal areas

5.6 Recreational Path

Even with the future addition of a second rail track, enough railway width will exist for this recreational path use to continue. As part of this Specific Plan, the City shall pursue in cooperation with the NCTD the maintenance and improvement of this recreational path.

Cardiff-by-the-Sea Specific Plan (2010)

5.0 Circulation and Parking

5.5 Pedestrian Facilities

Enhance pedestrian orientation in the Specific Plan area. Major considerations in creating a pedestrian-oriented environment include:

- Creating safe pedestrian facilities at all pathways and while crossing intersections
- Providing adequate separation between pedestrian and vehicular facilities
- Remaining sensitive to the needs of persons with physical challenges
- Completing missing pedestrian linkages within and in immediately adjacent areas outside the Specific Plan to create connectivity to the from the Specific Plan area.

Policy Framework: *Pedestrian Travel and Safe Routes to School Plan (2015)*

Chapter 2 – Public Input

Guide to the Planning Process

Input was solicited through stakeholder meetings and focus groups, and a survey at letsmoveencinitas.org and several public meetings. Through this process, the following themes emerged:

- Sidewalks and road crossings should be designed to make it easier to walk and bike to school.
- School access should be thought of in the broadest terms, encompassing people of all ages, abilities and communities.
- Encinitas has strengths in the area of active transportation and strong community support to build upon.
- Significant barriers to direct travel exist throughout the five communities, and the City should actively look to develop safer connections whenever possible.

Chapter 3 – Community Workplans

Table 3.2 - Citywide General Priority Pedestrian Improvements

N Coast Hwy 101 and Phoebe St

Dangerous left turns, poor driver behavior, no access to cross the railroad tracks

Montgomery Ave and San Elijo Ave

No pedestrian crossing on railroad tracks, infrequent crossings and crosswalks, making it difficult for pedestrians to access beach

San Elijo Ave and Verdi Ave

No ped crossing across railroad tracks, sidewalk obstructed by a fixed item

Table 3.3 - Citywide Safe Routes To School Priority Pedestrian Improvements

N Coast Hwy 101 and El Portal St

Poor driver behavior, blocked sight lines, missing and obstructed sidewalks, missing crosswalks, missing curb ramp, no designated bicycle facility, not enough time for peds to cross the street.

Encinitas Coastal Mobility & Livability Study

Policy Framework: Pedestrian Travel and Safe Routes to School Plan (2015)

Community Workplans – Cardiff

Table 3.4 - Cardiff General Priority Pedestrian Improvements

San Elijo Ave and Verdi Ave, Montgomery Ave and Mozart Ave

Infrequent crosswalks, no pedestrian crossing across railroad tracks. Sidewalk obstructed. Difficult for pedestrians to access the beach. At Mozart Ave there is missing sidewalk, no buffer zone, unsafe crossing, and poor driver behavior.

Hwy 101 and Chesterfield Dr

Sidewalk missing, missing curb ramps, not enough time to cross, infrequent crosswalks, high vehicular speed, poor driver behavior, lack of pedestrian crossing signage, inadequate lighting at night, uninviting neighborhood, feels unsafe, lack of destinations within walking distance

Birmingham Dr and San Elijo Ave

Unsafe crossing, not enough time to cross, no pedestrian crossing across railroad tracks

Figure 3.2 - Cardiff-By-The-Sea Community Improvement Map

San Elijo from Verdi to Chesterfield - Potential Improvements

- Install more frequent crossings
- Improve existing crossings with high-visibility crosswalks
- Consider multi-use path to the west of San Elijo
- Greater police enforcement to control speeding and illegal parking

Community Workplans – Leucadia

Table 3.6 - Leucadia General Priority Pedestrian Improvements

Union St and Vulcan Ave at Paul Ecke-Central Parking Lot

No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jaywalking, poor driver behavior

Various railroad crossings

Lack of at-grade railroad crossings, feels unsafe for pedestrians, infrequent crossings

Figure 3.7 - Leucadia Community Improvement Map

Vulcan from La Costa to Encinitas Blvd Potential Improvements

- Complete the sidewalk network or install multi-use path
- Greater police enforcement
- Move midblock crossing south of Union
- Consider recommendations of 2013 traffic study at Ecke ES
- Provide rail crossing at El Portal (Old Encinitas)

Policy Framework: *Bikeway Master Plan (2005)*

Project Approach

Bikeway Continuity

Many existing systems receive less use than projected because the potential users view them as too piecemeal in configuration, and therefore inefficient and unsafe. The creation of an effective bikeway system may be achieved with steps as relatively simple and cheap as re-stripping roadways and installing signage, but it will probably also require more costly measures such as the establishment of easements, removal of encroachments, or even the outright purchase of land.

Project Goals

The following project goals were developed in close cooperation with City staff. These goals are the fundamental criteria for the City of Encinitas' planned bikeway system.

1. Popular: Bikeway system design and layout will consider all segments of the cycling population.
2. Systemic: The bikeway system will endeavor to be a complete system emphasizing local and regional continuity and connectivity.

Current Constraints to Cycling

Lack of Connectivity

Most of Encinitas is served by a logical system of arterial roadways befitting the local topography, both in the hilly eastern portion and the flatter western portion of the City. As new development occurs, especially in the eastern area, this arterial pattern is expected to continue. City policy is to include Class 2 bikeway facilities on all major roadways.

The interstate highway and rail line present significant problems in terms of connectivity. The distances between crossing points forces cyclists to plan east/west trips based on their locations. Even then, where underpasses and overpasses do provide access, the passageway is often narrow and cyclists are confronted with motor vehicles making their way to and from high speed vehicular off and on-ramps, often multi-lane. Like other issues, this was originally brought to light in questionnaire respondent comments and reviewed during field work.

High Motor Vehicle Speeds

Many of Encinitas' existing Class 2 bikeway facilities are on arterial roadways with relatively high posted motor vehicle speeds. Experienced cyclists are generally not concerned with adjacent motor vehicle speeds, especially when they can rely on the relative safety of their own Class 2 lane or a wide curb lane. However, less experienced cyclists are more likely to find such conditions uncomfortable and may be less likely to use these high speed roadways.

Encinitas Coastal Mobility & Livability Study

Policy Framework: Bikeway Master Plan (2005)

Recommendations

Class 1 Facilities (CIP Segment 1 only)

CIP Segment 1 - Coastal Rail Trail (CIP Segment 1): Completion of the Class 1 portions of the Coastal Rail Trail along the entire length of the City of Encinitas between the Cities of Carlsbad and Solana Beach would be a boon to local and regional cyclists. The facility will be a paved, multi-use, regional route connecting the coastal cities of San Diego County within the rights-of-way of the existing rail line and within roadways where the rail line access does not exist, such as over lagoons.

Class 2 Facilities (CIP Segments 2-21)

CIP Segment 2 - Coast Highway 101 between K Street and Cardiff State Beach: This segment upgrades the southernmost section of Coast Highway 101, which is made up of an unorganized arrangement of official and “unofficial” bikeway facilities. This is the only bikeway connection between Encinitas and Solana Beach.

CIP Segment 3 - Coast Highway 101 between D Street and La Costa Avenue: This segment upgrades the northern section of Coast Highway 101 from a Class 3 route to a Class 2 lane. This is a very heavily used bicycling route, for commuting, recreation and training. This Class 2 installation is also called for in the North 101 Corridor Specific Plan.

Opportunities & Constraints

6.1.2 Coastal Rail Trail

As the sole Class 1 facility proposed within Encinitas, the planned Coastal Rail Trail should provide an attractive alternative to the adjacent roadways for many recreational cyclists. It is anticipated that this will be a highly desirable recreational route because it capitalizes on the flat terrain and scenic character of the coastal zone, as well as much of its route being free of motor vehicle traffic. Since it is a portion of a long-range, truly regional bikeway route connecting all the coastal cities of San Diego County from Oceanside to San Diego, it should be attractive to many commuting cyclists as well. It is likely, however, that “serious” cyclists will continue to use adjacent roadways such as Coast Highway 101 for training and conditioning riding.

6.2.2 Interstate 5 and Rail Line

An issue common to developing bikeway systems along coastal San Diego County is the obstacles to east-west travel created by Interstate 5 and the rail line. Available crossing points are limited, which forces cyclists to travel out of their desired way to access them.

The existing roadway crossings are all major arterials under and over Interstate 5. Cyclists proceeding straight through are required to cross heavily used motor vehicle turn lanes entering the freeway and then cross motor vehicle traffic exiting the freeway from high speed merge lanes.

Recommendations

8.3.1 Freeway & Rail Line Crossings

Rail Line: There are five relatively widely spaced rail line crossings with spans of more than a mile between some of them:

Encinitas Coastal Mobility & Livability Study

Policy Framework: Bikeway Master Plan (2005)

- La Costa Avenue (within City of Carlsbad): Existing Class 2 overcrossing
- Leucadia Boulevard: Proposed Class 2 at-grade crossing
- D Street: Proposed Class 3 at-grade crossing
- Chesterfield Drive: Proposed Class 3 at-grade crossing
- Encinitas Boulevard: Existing Class 2 undercrossing

Undercrossings are seriously being considered at Santa Fe and Montgomery Avenues in Cardiff-by-the-Sea, and near Paul Ecke Central Elementary School in Leucadia. (Source: City of Encinitas)

Questionnaire and community meeting comments suggested two crossings. One is already under consideration that would connect Paul Ecke Central Elementary School with Coast Highway 101. The second suggestion was an overcrossing of the rail line and highway to connect north coastal Encinitas and Vulcan Avenue.

8.3.5 Urban Access Pathways

In some cases, opportunities to increase intermodal transit use may be available simply by providing convenient access between transit centers and bikeways where none yet exists. Where these urban access paths may prove useful, they would require development of multi-use pathways for non-motorized use because they would naturally attract pedestrian use as well. Therefore, multi-use standards should be implemented in the design of these access paths. The Coastal Rail Trail will serve this function by providing a direct access to the commuter rail station from any point along coastal Encinitas.

Design Guidelines

10.1.4 Primary Planning Considerations

The safety, efficiency and enjoyment of the bike facility by expected users should be the primary considerations employed in the planning of new bicycle facilities. More specifically, such considerations should include the following:

- Direct and convenient alignment to serve trip origins and destinations;
- Access to and from existing and planned bicycle facilities;
- Avoiding abrupt facility discontinuity;

10.2.15 Railroad Crossings

As with other surface irregularities, railroad grade crossings are a potential hazard to bicycle traffic. To minimize this hazard, railroad grade crossings should, ideally, be at a right angle to the rails. This minimizes the possibility of a cyclist's wheels being trapped in the rail flangeway, causing loss of control. Where this is not feasible, the shoulder (or wide outside lane) should be widened, or "bumped out" to permit cyclists to cross at right angles. (See Section 1003.6 of the Caltrans Highway Design Manual.)

It is important that the railroad grade crossing be as smooth as possible and that pavement surfaces adjacent to the rail be at the same elevation as the rail. Pavement should be maintained so that ridge buildup does not occur next to the rails.

Options to provide a smooth grade crossing include removal of abandoned tracks, use of compressible flangeway fillers, timber plank crossings or rubber grade crossing systems. These improvements should be included in any applicable project.

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Policy Framework: Bikeway Master Plan (2005)

10.2.18 Access Control

Frequent access driveways, especially commercial access driveways, tend to convert the right lane of a roadway and its shoulder area into an extended auxiliary acceleration and deceleration lane. Frequent turning movements, merging movements and vehicle occupancy of the shoulder can severely limit the ability of cyclists to utilize the roadway and are the primary causes of motor vehicle-bicycle collisions. As a result, access control measures should be employed to minimize the number of entrances and exits onto roadways.

Policy Framework: *Recreational Trails Master Plan (2002)*

Goals & Objectives

4. Will link recreational opportunities within the City of Encinitas providing for connections between parks, open space, schools, community facilities, and trail systems in adjacent jurisdictions.

5. Will be designated with safety as a paramount concern and will:

- minimize vehicular crossings,
- maximize the separation between roads and trails (with plantings and distance)

8. Will, whenever possible, be designated in locations that will provide the community with recreational trails, yet minimize the financial burden to the City of Encinitas through:

- location of trails along existing paths, roads and utility easements;

Policy Framework: *California Coastal Act*

Section 30210: Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (Amended by Ch. 1075, Stats. 1978.)

Section 30211: Development not to interfere with access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5: Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area

Section 30530: Legislative intent

It is the intent of the Legislature, consistent with the provisions of Chapter 9 (commencing with Section 31400) of Division 21, that a program to maximize public access to and along the coastline be prepared and implemented in a manner that ensures coordination among and the most efficient use of limited fiscal resources by federal, state, and local agencies responsible for acquisition, development, and maintenance of public coastal accessways. There is a need to coordinate public access programs so as to minimize costly duplication and conflicts and to assure that, to the extent practicable, different access programs complement one another and are incorporated within an integrated system of public accessways to and along the state's coastline. The Legislature recognizes that different public agencies are currently implementing public access programs and encourages such agencies to strengthen those programs in order to provide yet greater public benefits. (Added by Ch. 840, Stats. 1979.)

Section 30531: Preparation of program; elements; procedure

The commission shall be responsible for the preparation of a public coastal access program which includes the elements set forth in this section and which, to the maximum extent practicable, is incorporated into the local coastal programs prepared, approved, and implemented pursuant to this division.

Encinitas Coastal Mobility & Livability Study

Policy Framework: California Coastal Act

(a) On or before January 1, 1981, the commission shall prepare a coastal access inventory. The coastal access inventory shall be updated on a continuing basis and shall include, but not be limited to, the following information:

(1) A list identifying lands held or operated for the purpose of providing public access to or along the coast. Each listing shall include a brief description of the type of access provided, access constraints, access facility ownership, and resources or uses for which access is provided or suitable.

(2) A list of known offers to dedicate, accepted dedications, and any other legally binding actions taken that provide opportunities for any type of public use of or access to or along the coast. Each listing shall include a brief description of the legal status of the instrument granting or otherwise providing public access, whether public access is physically available, and if not, what action is necessary to be taken to accomplish actual public use.

(3) A map showing the precise location of the listings included pursuant to paragraphs (1) and (2) of this subdivision.

(b) On or before June 1, 1980, the commission shall, in consultation with the Department of Parks and Recreation, the State Coastal Conservancy, and other appropriate public agencies, make recommendations to guide state, local, and to the extent permitted by law federal public agencies in the identification, development, and management of public accessways to and along the coast. The recommendations made pursuant to this section shall be consistent with the public access policies of this division and, with respect to recommendations relating to development of public accessways, consistent with the policy of protecting coastal resources.

Policy Framework: North Coast Corridor PWP/TREP (2014)

Chapter 4: Scope of Planned Improvements

4.1.3 Roadway Grade Separations

Grade separations at crossing points between rail tracks and roadways improve safety and performance for all modes. The following roadway grade separations are planned for the corridor and identified in the “Unconstrained Vision” phase in Chapter 6:

- Leucadia Boulevard Grade Separation (Encinitas): An undercrossing of Leucadia Boulevard (MP 236.5) in Encinitas.
- Two Additional Roadway Grade Separations [NOTE: Regional, not specific to Encinitas]: Two additional grade separations between surface streets and the LOSSAN rail corridor are planned in the San Diego Association of Governments (SANDAG) 2050 Regional Transportation Plan (2050 RTP). The locations of these grade separations will be determined as part of the regional planning process and may be in the NCC. As discussed in Chapter 6A, additional project review would be required once more project details become available.

4.4.3 LOSSAN Crossings

- Hillcrest Drive Pedestrian Undercrossing (Encinitas): Construct a new grade-separated crossing of the LOSSAN rail corridor at Hillcrest Drive in Encinitas. This crossing would provide connections to the Coast Highway local bicycle and pedestrian routes, the California Coastal Trail, and the planned Coastal Rail Trail segment from La Costa Avenue to Chesterfield Drive as proposed in the city’s Bikeway Master Plan (Section 4.4.1.2). It would also provide a safe access route between residential areas and the beach, as it is located in the middle of a 1.3- mile stretch of the rail corridor (between Leucadia Boulevard and La Costa Avenue) that contains no designated (formal or Public Utilities Commission approved) crossings. This is one of four grade-separated LOSSAN crossings being constructed in Encinitas, with the other three permitted prior to the PWP/TREP.

Section 5.3: Public Access & Recreation

5.3.3.2 PWP/TREP Policies

Policy 5.3.1: Maximum public access to and along coastal and inland recreational resources in the PWP/TREP planning area shall be protected and enhanced, consistent with public safety and sensitive coastal resource needs.

5.3.3.3 PWP/TREP Design/Development Strategies

To the extent feasible, all new/improved rail and highway facility pedestrian crossings shall be designed and constructed in compliance with applicable state and federal standards, including the Americans with

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Policy Framework: North Coast Corridor PWP/TREP (2014)

Disabilities Act, and in consultation with the relevant local and state stakeholders, in order to include available safety upgrades at affected pedestrian crossings.

5.3.5.1 Local Coastal Program Consistency Analysis Summary

The City has implemented the following LCP policies to facilitate public access and circulation to the shoreline:

- The City will encourage continued public vertical access by:
 - Cooperating with the State in planning for the Cardiff and San Elijo State Beach areas and the South Carlsbad State Beach area to increase the external accessibility and usability of these beaches, as well as enhancing their visitor-serving potential
- Establish a balance of natural open space and “improved” recreational open space and implement measures to preserve, and maintain the natural environment.
- Leave appropriate areas of neighborhood and community parks in a natural state, retaining natural topography and vegetation where preservation is feasible.

As the City strives to have coastal areas continue to play a dominant role in providing residents with open spaces for recreation, the LCP also contains the following policies:

- The City recognizes Cardiff Beach State Park, San Elijo Beach State Park, South Carlsbad Beach State Park and Moonlight Beach (future City) State Park, as the major visitor destination beaches in the Encinitas area. The City will work with the State to upgrade and promote access to and along these State beaches, and will act to upgrade and promote access to Moonlight Beach, in order that they may receive an increased proportion of visitor uses.