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Community Input

Community input into this master plan process was accomplished through workshops at City Hall in March and June of 2004, as well as Traffic Commission and Planning Commission meetings. At the first meeting, attendees were shown a PowerPoint presentation of the issues analyzed in developing a proposed bikeway system for Encinitas. The number of attendees allowed for an informal format during which attendees could ask questions and make observations. The workshop attendees were then encouraged to mark up large bikeway system maps with written comments. These observations and comments demonstrate the value of community meetings since the comments often verified consultant observations, as well as highlighted additional issues to be analyzed. Local knowledge is invaluable.

7.1 Questionnaire

Attendees were also asked to fill out a questionnaire with information such as where they lived, what types of bikeway facilities they preferred, what types of system improvements would convince them to ride more often, why and when they generally rode and any additional comments about specific issues or general comments about the city's current bikeway system. (See Figure 7-1: Questionnaire.) These comments were compiled in Section 7.2 to follow. The consultant uses similar questionnaires for all bikeway projects to gauge user opinion across the cycling population.

All but two respondents lived in Encinitas. The exceptions lived in San Marcos and Carlsbad. When asked to prioritize bikeway improvements, "provide more Class 2 facilities" ranked the highest, closely followed by "fix problems with existing streets and intersections with bike hazards." These two items were essentially tied. "Provide for a better interconnected system, filling in missing gaps" was next in importance, but also highly ranked, while "provide wider shared lanes on existing roads," "provide more Class 1 facilities," and "provide more Class 3 facilities" trailed in that order, and well behind the first three priorities.

When asked what types of improvements would convince them to commute by bicycle more often, the top choice selected by seven respondents was "provide trails separated from the road and busy traffic," followed by "increase maintenance along routes removing potholes and debris" selected by six respondents. Tied for third and selected by five respondents were four choices including "emphasize safe routes to schools and local parks," "concentrate on problem intersections and high speed on/off ramps," "improve public education with an emphasis on sharing the road," and "improve intersection bike loop detection systems." Fourth and selected by four respondents was "provide more





Figure 7-1: Questionnaire



City of Encinitas Bikeway Master Plan Update

The City of Encinitas has hired KTU+A to update the bicycle facilities master plan for all public roads. This questionnaire will be used to help gauge bike use patterns in Encinitas, determine where facilities are missing, and identify ways to improve the system. You do not have to be a resident to fill out this questionnaire, but you should be a cyclist.

1. What city do you live in? Encinitas Carlsbad Solana Beach San Marcos Oceanside Del Mar San Diego
Write in a city or county area if you are not a resident of a listed city:

2. Optional Contact Information:

If you would like to be contacted about future meetings or presentations about this project, please

E-mail Address: _____

Mailing Address: _____

3. Please prioritize the following list of bikeway improvements with "1" being the most important and "6" being the least important.

- Provide more Class 1 facilities (trails separated from road) Provide wider shared lanes on existing roads (no lane markings)
- Provide more Class 2 facilities (bike lanes painted on road) Fix problems with existing streets & intersections
- Provide more Class 3 facilities (no painted lanes, just signage) Improve signage for a better interconnected system, filling in gaps

4. What types of improvements would convince you to utilize your bike for commuting in Encinitas more often?

(If an item is not a priority, leave it blank.)

- Provide trails separated from the road and busy traffic Provide more multi-modal connections with other modes of transit
- Emphasize safe routes to schools and to local parks Insist that large employers provide showers & bike lockers
- Provide more Class 2 bike lanes on safe streets Concentrate on problem intersections & high speed streets
- Mark safe routes on low volume / low speed streets Improve public education with an emphasis on safety
- Increase maintenance along routes removing potholes Improve intersection bike loop detection systems

5. What type of activities are you most interested in? (Please check all that apply.)

Cycling for Transportation	Cycling for Exercise or Sport	Cycling for Recreation	Cycling for Social / Family Activity	Running on Multi-use Trails	Walking on Multi-use Trails
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. How often do you currently take part in these activities? (Put checkmarks only under activities checked off in Question #5)

	Cycling for Transportation	Cycling for Exercise or Sport	Cycling for Recreation	Cycling for Social / Family Activity	Running on Multi-use Trails	Walking on Multi-use Trails
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-3 Days per Week	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2-3 Times per Month	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A Few Times per Year	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. When do you like to do these activities?

	Cycling for Transportation	Cycling for Exercise or Sport	Cycling for Recreation	Cycling for Social / Family Activity	Running on Multi-use Trails	Walking on Multi-use Trails
Weekday Mornings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekday Day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekday Evenings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekend Mornings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekend Day	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekend Evenings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Please provide comments on specific issues or general comments on what needs to be done in the City of Encinitas to improve bikeway facilities.

How did you hear about this workshop? Flyer Newspaper Internet Word of mouth Other _____



multi-modal connections with other transit facilities.” Sixth and selected by two respondents was “insist that large employers provide showers and bike lockers at work.” Last and selected by one respondent was “mark safe routes on low volume/low speed streets.”

When asked what type of activities they were most interested in, most respondents said that they cycled for exercise or sport, followed by cycled for transportation, recreation, social/family activity, or run or walk on multi-use trails.

When asked how often they currently take part in the activities listed in the previous question, the most common frequency by far was “two or three days a week,” which far exceeded any other frequency category.

When asked when they most often did these activities, the most common response was weekday mornings, followed by weekday evenings. This is different from other bikeway master plans completed by the consultant. In other cities, the most commonly listed time is generally weekend mornings. This probably reflects a higher level of cycling activity in Encinitas than in other cities.

7.2 Community Workshop and Questionnaire Comments

All community workshop attendees’ comments provided on the comment maps and at the end of their questionnaires were compiled and assembled into categories with minor editing as needed for clarity. Comments were initially categorized as general or location-specific. General comments were further categorized under safety, bikeway standards, signage, education, maintenance, multi-modal and connectivity. Specific location comments were grouped by the location. Note that some comments mentioned a general issue, but about a specific location. These comments were categorized under the location mentioned.

7.2.1 General Comments

Comments concerning issues other than specific locations were categorized as general comments. During analysis, these comments were further categorized as topics became evident.

Safety

Provide safe freeway crossings.

Provide bicycle-activated traffic signal sensors.

The most important issue is safety around schools, parks and the beach.

Bike lanes painted on currently narrow roads would greatly increase safety.

I live in north Leucadia and it is too dangerous to go north or south or west with my family on foot or via bikes.

Bikeway Standards

Encinitas street design manual should make bike lanes standard on arterials.

Many Encinitas bikeway facilities do not meet current standards.

Signage

Use more “Share the Road” signs. However, some drivers interpret these signs to mean that cyclists are supposed to squeeze over to the right and share whatever road space there is, safe or not, at all times. A more useful sign would show a car following behind a cyclist; not side-by-side.





Please install signs while plans for new bike facilities are discussed. We need improvements now – even signs would be a great help.

Larger/more signage alerting motorists.

Education

Driver education is important.

Third priority is instructing the public in bicyclist rights and safety.

Many drivers do not know that cyclists have rights on the road.

Cyclists need to be aware of the “rules of the road” and abide by them.

Maintenance

Sweeping bike lanes is needed.

Clean up the glass shards.

Please keep bike lanes in general in good repair and free of debris.

It would help if the city would mark the “sweet spots” of maximum traffic signal loop detector sensitivity. Even veteran cyclists often have to guess at the best place to stop.

Poor traffic signal loop detector sensitivity: My current pet peeves include Garden View Road at El Camino Real, Garden View Road at Leucadia Boulevard, and the Home Depot/ Encinitas Town Center driveway.

Better maintenance of bike lanes – removal of debris.

Connectivity

Develop a system connecting Encinitas and surrounding cities for commuters.

Connectivity is important.

Connect existing bike lanes.

Connectivity of bike trails and lanes is key to encouraging biking for transportation as well as community education and signage regarding biker right-of-way and sharing the road (for motorists AND bikers).

Multi-Modal Transit Connections

Increase the number of Coaster trains on weekends.

Other

Prioritize bike paths as a cost-effective, energy-efficient alternative to cars so people can ride/walk versus using cars and polluting.

Separate bikeways from motor vehicle traffic as much as possible.

Recreation should be secondary priority.

Include cyclists on the traffic commission.





The Traffic Commission would be more effective if it included geographically at-large representatives of bicycling and pedestrian interests and if it were empowered to act as a within-the-system advocate for citizens who raise traffic safety and access issues.

During a lane closure (due to construction) keep a bike lane open.

As a “serious” transportation and recreation bicyclist, I favor wide curb lanes for prime arterials and other fast, heavily-traveled streets. Where on-street parking is permitted, I dislike bike lanes positioned to imply that we should ride in the “door zone,” instead of at least a meter to the left of the parked cars. This is a genuine public education issue, as the CHP/AAA-sponsored defeat of AB1408, which would have defined the door zone, so dramatically illustrates.

7.2.2 Specific Roadway Locations

Highway 101

Highway 101 needs continuous Class 2 lanes, particularly downtown. Most cyclists are on this route.

Northbound Highway 101 has major root and debris problems.

Prioritize Highway 101 for transportation and sports use.

Highway 101 near Swami’s is incorrectly marked as a bike lane. The separating barrier is made of asphalt and has caused several accidents.

We need to eliminate the asphalt berm on Highway 101.

Highway 101 between Encinitas Boulevard and Marcheta Street is incorrectly marked as a bike lane. This “lane” does not meet recognized standards.

Require contractors to sweep the shoulders of northbound Highway 101 (east side) from Leucadia Boulevard to La Costa Boulevard.

Reduce the number of parking spots on Highway 101.

Coast Highway and Vulcan need dedicated barrier-protected, wide, multi-use bike and walk-ing paths so people can connect to Carlsbad and to the beach without having to drive.

We need (a) bridge over the railroad tracks and Coast Highway at Grandview.

Vulcan Avenue

Roadway width was added along the southern half, but it is not usable due to sloppy uneven asphalt patches. Harassment of cyclists has increased greatly along this stretch of road.

We need wider smoother bike lanes on Vulcan.

Vulcan Avenue definitely needs Class 2 lanes.

I am very impressed that the city spent the money to remove the berm and to rebuild it two feet farther west, thereby restoring some of the shoulder, but it would have been far better to do it right the first time.

Now, if we can only get the debris and sand removed...



**Encinitas Boulevard**

Encinitas Boulevard bike lane between Vulcan Avenue and Interstate 5 is only four feet wide, including gutter.

We need a bike lane at Encinitas Boulevard and Interstate 5.

Bike lane disappears between Saxony and Interstate 5, forcing us to cross two lanes of traffic to get to the beach.

Manchester Avenue

Manchester Avenue between El Camino Real and Encinitas Boulevard is dangerous due to blind curves and poor road conditions.

Fast traffic entering the Interstate 5 on-ramp makes this a dangerous location. Cyclists have to cross two lanes of traffic to get to the coast.

Rancho Santa Fe Road

Rancho Santa Fe Road needs Class 2 lanes.

El Camino Real

A secondary priority is improving safety on El Camino Real from Leucadia to Encinitas Boulevard with signage.

Westlake Street

The Westlake Street bike lane north of Requeza Street is in poor condition.

San Elijo Avenue

This route is narrow and in bad condition. It needs striping and signs.

Birmingham Drive at Interstate 5

This is a dangerous intersection with two gas stations.

Village Park Way

Provide a Class 2 or 3 bike facility between Rancho Santa Fe Road and Encinitas Boulevard.

Lake Drive

Lake Drive is wide enough for a Class 2 lane, but it has a lot of speeding traffic.

Union Street

Connect Union Street over Interstate 5.

Provide a tunnel under the rail line at Union Street.

Leucadia Boulevard

Westbound curb cuts just west of Interstate 5 make riding dangerous.

El Camino del Norte

Continue the bike lane into San Marcos.

This is a highly used bicycle route. Perhaps Class 2 would be appropriate.





7.2.3 Other Specific Locations

Rail Line

Make this the top (bikeway) priority.

Tunnel under the tracks near Ecke Elementary School to connect to Highway 101.

We need bridge over the railroad tracks and Coast Highway at Grandview

Encinitas Ranch Town Center

This is a major destination for kids and teens, but there is no easy access and no way to safely bike from one store to another.

Mira Costa College

Is there a way to connect Mira Costa College to the Crest Drive area?

Escondido Creek

Create separate bike trail/horse trail through Escondido Creek from Coast Highway 101 at San Elijo Lagoon to Lone Jack Road/Wildflower. Would be a flat east-west connection, no traffic, no lights, would be an incentive to use bikes to go to work or beach on weekends. Trail would eventually be connected to Elfin Forest trail system.



