



# 2



## Background Information

This chapter is a compilation of applicable excerpts of reviewed documents pertaining to this bikeway master plan. Documents include the City of Encinitas General Plan, as well as regional and state bikeway references.

### 2.1 City of Encinitas General Plan • 1989

#### Issues and Opportunities

##### Railroad Right-of-Way

The limited number of railroad crossings acts as a deterrent to east-west pedestrian and vehicular movement, but is also a potentially valuable area for the establishment of a riding/walking/cycling path for north-south movement near the coast. Efforts are underway to establish this north-south alignment as the Coastal Rail Trail. Additionally, pedestrian “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.

##### Circulation Element

##### Introduction to the Circulation Element

A sound, safe and sensible circulation system that promotes the efficient movement of people and goods in around the City is the main goals of this Element. The Circulation Element is also concerned with establishing policies and programs which will ensure that all components of the system will meet the future transportation needs of the City of Encinitas.

Items of particular concern to the City of Encinitas include:

- Providing bicycle, pedestrian, equestrian and handicapped facilities.

The Circulation Element addresses the circulation improvements needed to relieve congestion, to provide mass transit services, and to lessen long-term air quality impacts related to transportation.

##### Circulation Element Goals and Policies

The following goals and policies included in this Element address a wide range of issues concerning circulation in and through the City. More efficient movement of traffic





on existing roadways, the establishment of standards for future roads, provision of other forms of transit, preservation of scenic highways, and improved coastal access are the major areas of concern of the following goals and policies.

#### Safe, Convenient, and Efficient Transportation System

The following goal and supporting policies emphasize the need to maintain a transportation system that is capable of handling the existing and projected traffic loads in the City. To achieve this end, a number of policies have been adopted that call for more efficient use of existing roadways by employing measures that improve the movement of traffic.

Goal 1: Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character. (Coastal Act/30252)

Policy 1.1: Ensure that the arterial circulation system provides adequate connections across the freeway for convenient circulation and rapid emergency access.

Policy 1.4: Require, where feasible, interconnecting off-street 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 1.9: Minimize private driveway access onto major and collector roads.

Policy 1.10: Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access, and frequent stops.

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

Policy 1.17: Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to volumes of vehicular, pedestrian and bicycle activity and potential points of conflict.

Policy 1.19: The City will provide for adequate levels of maintenance of all improved components of the circulation system, such as roadways, sidewalks, bicycle facilities, roadway drainage systems, pedestrian trails, recreational trails, bicycle trails and facilities.

#### Roadway Function and Standards

Different types of roadways have distinctly different functions and these differences need to be recognized in planning for new roadways and improvements to existing ones. The following policies provide the framework for roadway standards described in the Circulation Plan included in this Element.

Goal 2: The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character. (Coastal Act/30252/30253)

Policy 2.8: Where necessary, require acquisition of right-of-way as a condition of approval of all final subdivision maps. Encourage landscaping of rights-of-way if not being used for public roads, hiking/riding trails or beach access trails.

Policy 2.20: When major roads must pass through neighborhoods, large right-of-way widths should be acquired to allow for landscaping, trails, etc., to offset and minimize disruption to the community.





#### Alternate Modes of Transit

The private automobile will continue to be the dominant form of transportation in the Planning Area in coming years. A primary focus of the following policies is to encourage people to utilize other forms of transportation and to accommodate those households that rely on public 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 3.4: Cooperate with San Diego County, SANDAG, 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). This policy is mentioned in the context of SANDAG's forthcoming Regional Transportation Plan (RTP) and Encinitas' contribution to SANDAG's Bicycle and Pedestrian Working Group that assists in the development of the bicycle facilities portion of the RTP and recommends projects for funding under the TransNet local transportation sales tax program and other state and federal funding programs.

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

The preservation and maintenance of scenic highways is emphasized in the following policies as well as policies included in the Resource Management Element. In addition, future road improvements should include design features that enhance the communities through which they pass.

Goal 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30251)

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)





### Leucadia Boulevard East of I-5

The objectives in the design and improvement of the Leucadia Boulevard link are to provide a truly scenic roadway; to fit and reflect the community character; to mitigate all possible negative effects on surrounding neighborhoods from noise, traffic, light and visual blight by providing substantial design and landscaping amenities; and to create a visual asset to the community.

Goal 5: Leucadia Boulevard between I-5 and Olivenhain Road is planned as a Major Arterial-Augmented. Prior to any improvements of any portion of this link above the capacity (at LOS "D") of a two-lane local roadway, all of the following policies shall be satisfied:

Policy 5.3: Full design and improvement plans for the length of Leucadia Boulevard between I-5 and Olivenhain Road shall be a scenic highway, completed and adopted by the City, subject to the following:

A. Design will include full landscape/streetscape design, bicycle and pedestrian facilities, recreational trails where appropriate, and intersection improvements including left and right turning movements. Where facilities cannot be accommodated within the right-of-way, additional easements/right-of-way may be required.

### Circulation System Plan

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.

The bikeway system will consist of three types of facilities which are shown in cross sections included in Figure 6 and their locations are indicated in Figure 7. The three types of roadways include:

- **Bike Path (Class I):** This is a special type of facility that is designed for exclusive use by bicyclists. A bike path may be located adjacent to a roadway though it is physically separated from vehicular traffic by a barrier, grade separation, or open space. Cross flows by vehicles and pedestrians are allowed but minimized.
- **Bike Lane (Class II):** A bike lane consists of a paved area for preferential use of bicycles and is located between the travel lane closest to the curb and the curb. Pavement markings and signage indicate the presence of a bike lane on the roadway.
- **Shared Route (Class III):** This type of bicycle facility refers to a conventional street where bike routes are indicated by sign only. There are no special pavement walkways and bicycle traffic shares the roadway with motorized traffic.

In addition to the bikeway system, a planned pedestrian circulation system consisting of connecting sidewalks along circulation system streets and a planned Citywide system of recreational trails, will be linked together. The recreational trail system may also accommodate bicycles and equestrians. The installation of significant lengths of sidewalk along Circulation Element roads, as well as the improvement of substantial reaches of trail is planned. This system will promote pedestrian safety throughout the City by providing greater separation from vehicular traffic.

### Recreation Element

#### Preservation of Open Space Resources

The following goal and supporting policies are directly linked to corresponding policies in the Land Use, Resource Management, and Public Safety Elements. The preservation of culturally and naturally significant lands is identified as being a major priority of the City and





this objective is underscored once again in the policies below. 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.

**San Dieguito Riders Trails Plan:** The San Dieguito Riders, an organization of local residents interested in equestrian activities, prepared a plan for a comprehensive system of trails that may be used by equestrians, hikers, and bicyclists. The plan identifies measures that can be utilized for the acquisition and/or use of rights-of-way as well as standards for the development of these trails.

**Goal 2:** The City will make every effort to preserve open space areas that represent a significant environmental resource in the community. (Coastal Act/30240)

**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 land, 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)

#### Coastal Resources

The beaches have been and will continue to be a major recreational resource in the City. A number of policies included in the Resource Management Element are concerned with the preservation and maintenance of beaches and the coastline so that future generations may also enjoy beach recreation. The following policies indicate ways access to and from the beaches can be expanded and establish standards concerning the intensity of use for individual beaches under the City's jurisdiction.

**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 5.5:** The City will adopt beach recreation facility standards, and will encourage the State to apply similar standards to its beaches, regarding the existence of bikeway facilities.

### **2.1.1 City of Encinitas Local Coastal Program**

The City of Encinitas incorporated on October 1, 1986. Approximately two-thirds of the City is comprised within the defined Coastal Zone. In the Coastal Zone, the City has authority to issue Coastal Development Permits consistent with the State's Coastal Act. However, in the Coastal Appeal Zone, located in a few areas of the Coastal Zone, the Coastal Commission retains authority to appeal project decisions made by the City. Portions of the bikeway system are located within the Coastal Appeal Zone.

Local Coastal Programs are the basic planning tools used by local governments to guide development in the coastal zone, in partnership with the Coastal Commission. The City of Encinitas LCP contains the ground rules for future development and protection of coastal resources in Encinitas. The LCPs specify appropriate location, type, and scale of new or changed uses of land and water.

If the proposed project (which may include a bike facility) is located outside of the Coastal Appeal Zone, the City's decision to either approve or deny approval for a project is final and is not an appealable action by the Coastal Commission. On the other hand, if the proposed





project (which may include a bike facility) is located in the Coastal Appeal Zone, the City's decision would be appealable to the Coastal Commission consistent with the provisions of the California Coastal Commission Code of Regulations.

### **2.1.2 General Plan and Local Coastal Program Consistency**

The Circulation Element proposes the adoption of a bikeway facility system to provide residents a safe and efficient alternative to the private automobile for travel within the city. The backshaded portions of the Circulation Element are part of the city's Local Coastal Program (LCP) Land Use Plan (LUP). The LUP consists of the "relevant portions of a local government's general plan...which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, development policies, and, where necessary, a listing of implementing actions." (LU-2a). The Bikeway Master Plan (BMP) is one of those implementation actions.

The recommended bicycle facilities system closely follows the generalized system map shown as Figure 7 of the Circulation Element of the General Plan, and promotes Circulation Element Policies 1.15, 3.11, 4.3, and 4.5. Therefore, the BMP is consistent with the City's General Plan and Local Coastal Program LUP. The BMP is also consistent with the adopted Downtown Encinitas Specific Plan, the North 101 Corridor Specific Plan, and the Encinitas Ranch Specific Plan.

## **2.2 North 101 Corridor Specific Plan • 1997**

### 4.7 Streetscape Concepts

#### 4.7.1 Introduction

The purpose of this section is to provide recommendations for the streetscape design in the North 101 Corridor Specific Plan area. The information provided in this section identifies and coordinates the streetscape design elements of paving (sidewalks and crosswalks), street trees, street furniture, lighting, median treatments, special intersection treatments, signs, and a linear park adjacent to the railroad tracks.

These recommendations will be used by the City in establishing capital improvement projects and revising streetscape standards for the area, and as a guide for informing private developers about some of their "off-site" improvement responsibilities.

All of the streetscape and right-of-way modifications identified in this section will occur within the public right-of-way and will be primarily initiated through the City's Capital Improvement Program process. However, when opportunities arise where private developments are occurring, developers may be required to install these "off-site" improvements as part of their conditions of approval.

#### 4.7.4 Streetscape Design Concepts

The overall general streetscape recommendations for the North 101 Corridor area shall include:

C. Seating Nodes - create seating nodes at Leucadia Roadside Park and along the linear park that include benches and bike racks. Avoid seating that is open and parallel to the line of sidewalk to avoid skateboard abuse.

#### 5.1 Introduction

The Circulation Plan provides directives intended to promote the efficient and safe movement of people and goods within the North 101 Corridor Specific Plan Area. In addition, it establishes policies and programs which will ensure that all components of the transportation system meet the future transportation needs of the City.

- Improvements to the bikeway system/network are identified in order to address deficiencies located throughout the specific plan area.





#### 5.4 Bicycle Facilities

The recommended bikeway system within the plan area consists of a combination of a Class 1 path and Class 2 bike lanes. The predominantly used bike route within the plan area is the North 101 Corridor.

##### Recommendations:

- Provide a multi-modal recreational path within the railroad right-of-way east of North Highway 101 (See Section 4.7 Streetscape Concepts). This facility will be designed as a Class 1 bicycle path. This bike path will replace the existing inadequately designed Class 1 facility generally located along North Highway 101 and El Portal Street.
- Provide a Class 2 bike lane along the northbound and southbound lanes of North Highway 101 (See Section 4.7 Streetscape Concepts). A bike lane will be provided along the southbound travel lanes and parallel parking will be permitted on the west side of Highway 101. A bike lane will also be provided along the northbound travel lanes and no curbside on-street parking will be permitted along the east side of North Highway 101. Note that the parking alcoves along the east side of Highway 101, which are included in the streetscape concept, will be allowed and shall be designed to accommodate the Class 1 bike path within the railroad right-of-way and the Class 2 bike lane along North Highway 101.
- Provide a Class 2 bike lane along the northbound and southbound travel lanes of Vulcan Avenue. On-street parking will be permitted on the east side of North Vulcan Avenue (See Section 4.7 Streetscape Concepts).

The recommended bikeway system within the plan area is consistent with facilities outlined in the Circulation Element of the City of Encinitas General Plan, and the Master Bikeway Plan and Engineering Feasibility Study for the City of Encinitas.

#### 9.0 General Plan and Local Coastal Program Compliance

##### 9.3 Circulation

Goal 1: Encinitas should have a transportation system that is safe, convenient and efficient and sensitive to and compatible with surrounding community character. (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)

Policy 1.19: The City will provide for adequate levels of maintenance of all improved components of the circulation system, such as roadways, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreation trails, bicycle trails and facilities.

Goal 2: The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character. (Coastal Act/30252/30253)

Specific Plan Compliance: Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities and create a safer pedestrian environment.

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 3.4: Cooperate with San Diego County, SANDAG and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents of the City. (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 3.11: 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)

Specific Plan Compliance: Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will improve bicycle facilities and create a safer pedestrian environment.

Goal 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30252)

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: Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned.

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

Specific Plan Compliance: As mentioned above, a linear park with a multi-modal recreational path extending from La Costa Avenue to Encinitas Boulevard is proposed within the railroad right-of-way.

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities and create a safer pedestrian environment.

The proposed mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This will help reduce dependence on the private motor vehicle.

## 9.6 Recreation

Goal 1: The maintenance of the open space resources in the planning area will continue to be emphasized. (Coastal Act/30240)

Policy 1.16: Future trails in addition to those planned for in this element may be added to the existing systems to enhance the recreational opportunities of the City.

Specific Plan Compliance: The proposed linear park within the railroad right-of-way will provide an opportunity to provide needed open space and some active and passive recreational activity such as jogging, bicycling and walking.





Goal 2: The City will make every effort to preserve open space areas that represent a significant environmental resource in the community. (Coastal Act/30240)

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)

Specific Plan Compliance: The proposed linear park within the railroad right-of-way will provide an opportunity to provide needed open space and some active and passive recreational activity such as jogging, bicycling and walking. The multi-modal recreational path within the linear park will provide linkage to a regional trail system both to the north and to the south of Encinitas as well as provide linkage to other recreational destinations within the surrounding area such as beacon access points and Moonlight State Beach and Park.

## **2.3 Encinitas Ranch Specific Plan • 1998**

### 2.0 Community Participation

#### 2.2 Community Issues

##### 2.2.2 Circulation

- Expand the City's existing network of bicycle trails and lanes and implement the City's Circulation Plan for bicycle facilities.

##### 2.2.5 Community Facilities and Services

- Expand the city and regional bicycle and pedestrian trail systems.

### 2.3 Community Goals and Objectives

#### 2.3.2 Circulation

Goal 7: Construct and maintain an adequate community circulation network that is compatible with the regional transportation system.

Policy 7.2: Accommodate alternative modes of transportation through the incorporation of bicycle, equestrian and pedestrian trails and walkways into the project.

Goal 10: Develop a system of bikeways and accompanying bicycle storage areas within the project, tying into the regional bicycle network.

Policy 10.1: Accommodate the needs of bicyclists by developing a plan for safe bicycle facilities including on-street painted bike lanes and off-street bike paths.

Policy 10.2: Encourage businesses and public agencies to provide bicycle storage areas for their employees and customers.

Goal 12: Provide trail systems which will encourage and provide for the on-site use of alternate modes of transportation (e.g., bicycles, pedestrian, equestrian).

Policy 12.2: Provide recreational trail connections to the City's and County's regional trail network within the project area.

Goal 17: Minimize land use conflicts with existing nearby residential development; design sufficient buffers.





Policy 17.3: Linkages should be created from existing roads including cul-de-sac roads that end at the project perimeter, as a means of linking nearby residential development with development occurring within the project.

### 2.3.4 Community Facilities and Services

Goal 18: Provide the necessary infrastructure and services suitable to the needs of the project.

Policy 18.1: Require that new developments size their improvements to adequately serve the long-term infrastructure needs of future projects and City residents.

Policy 18.2: Require that the project contribute its fair-share of funds and/or improvements to meet minimum levels of service for public infrastructure and services as established by the City.

## 3.0 Specific Land Use Plan

### 3.3 Planning Areas)

#### 3.3.1 Green Valley Planning Area

##### Mixed-Use Zone

Residential densities up to 25 dwelling units per acre are permitted for free-standing residential structures in order to minimize reliance on the automobile since residents will be able to walk or bike to a variety of other uses....

The commercial/office development in a mixed-use concept is intended to provide retail and office uses which serve area residents, while maintaining compatibility with a residential environment. The free-standing residential development shall not exceed an overall density of 25 dwelling units per acre. Up to 40 percent of the building footprint for all free-standing residential buildings may exceed two stories in height, although no free-standing residential structure shall exceed three stories in height. The two-story buildings should be concentrated along the greenbelt/recreation area that abuts El Camino Real and adjacent to natural open space areas. Three-story buildings should be concentrated internal to individual parcels and along project area roadways. In no case shall buildings exceed three (3) stories in height.

#### C. General Planning Standards – Green Valley

The following recreation trail standards shall apply:

b. Recreation trails in natural open space areas shall be sited to avoid, to the maximum extent feasible, adverse impacts to existing native plant materials and wildlife. The City shall not authorize the use of trails in natural open space areas (subject to the open space zone) by horses and non-motorized bicycles unless such use is first reviewed and approved by the California Department of Fish and Game and the U.S. Fish and Wildlife Service.

c. A meandering recreation trail will continue parallel to Leucadia Boulevard within the planned Landscape Development Zone. The trail shall be a minimum of eight (8) feet in width to allow simultaneous use by both bicycles and pedestrians.

#### 3.3.5 Sidonia East Planning Area

##### General Planning Standards – Sidonia East

5. A pedestrian and bicycle accessway shall be created between Sidonia Street and Quail Gardens Drive, south of Leucadia Boulevard, at the location depicted in Figure 13. This accessway shall be located within an open space/greenbelt area which will provide a view





corridor to the golf course and may include limited park or recreation facilities which encourage pedestrian use. No automobile or motorized vehicle access or parking shall be permitted at this location.

### 3.3.8 Quail Gardens East Planning Area

## 3.0 Circulation Plans

### 4.1.1 Leucadia Boulevard Improvements

On-street eight (8) foot wide lanes in both directions will be provided along the full length of Leucadia Boulevard within Encinitas Ranch and will function as dual purpose breakdown and bicycle lanes.

## 4.3 Trails System

In addition to a comprehensive network of vehicular roads, the Encinitas Ranch project will also provide a network of recreation trails for pedestrians, bicycles and horses. These trails allow the public to move freely within the Encinitas Ranch property and allow access to both the natural open space and recreational amenities provided. The system identifies specific trails for pedestrian and combination bicycle and pedestrian use. Horses and non-motorized bicycles may be permitted anywhere on the trail system subject to approval by the City, taking into consideration trail width, surface, maintenance and natural habitat; provided the City shall assume any additional costs of maintenance associated with the allowance of horses and non-motorized bicycles. In addition, the City shall not authorize the use of trails in natural open space areas (subject to the Open Space Zone) by horses and non-motorized bicycles unless such use is first reviewed and approved by the California Department of Fish and Game and the U.S. Fish and Wildlife Service.

An off-street recreation trail shall be located on the west side of Quail Gardens Drive. The trail shall be a minimum of eight (8) foot wide AC (asphalt concrete) surface trail that meanders and provides a linkage to the staging area (parking and trailhead) for the Magdalena Ecke Park.

On-street bicycle lanes will be constructed along Leucadia Boulevard and the extension of Garden View Road.

## 6.3 Park and Recreation Overlay

### 6.3.2 Development Standards

#### D. Bicycle Parking Requirements

1. Bicycle parking shall be stationary storage racks or devices designed to secure the frame and wheel of the bicycle.

2. One (1) space shall be provided for each 33 required automobile spaces, or portion thereof.

## 6.4 Open Space Zone ("OS" Zone)

### 6.4.1 Uses Permitted

#### B. Minor Use Permit

The following uses are permitted provided a Minor Use Permit had been granted pursuant to the Municipal Code.

Bicycle trails and paths for non-motorized equipment and vehicles.

### 6.4.2 Development Standards

Unless subject to a Park and Recreation overlay, an area designated as Open Space shall be subject to the following development standards:





A. The maximum width of any trail or path located in natural open space areas shall not exceed six (6) feet in width, unless required by the City Engineer or a governmental/quasi-governmental agency for safety or access reasons.

B. Recreation trails in natural open space areas shall be sited to avoid, to the maximum extent feasible, adverse impacts to existing native plant materials and wildlife. The City shall not authorize the use of trails in natural open space areas (subject to the Open Space Zone) by horses and non-motorized bicycles unless such use is first reviewed and approved by the California Department of Fish and Game and the U.S. Fish and Wildlife Service.

C. Vertical grade of trails and paths shall not exceed twenty (20) percent, unless specific exceptions to this standard are approved by the City Engineer.

D. The cross-sectional pitch of any trail shall be one (1) percent minimum to five (5) percent maximum to ensure natural sheet flow to avoid concentration of drainage.

E. Fencing of trails and paths is not desirable and shall not be required unless necessary to limit intrusion into sensitive habitats by humans and domesticated animals, or to separate users of the trails and paths from potentially hazardous conditions such as steep slopes or embankments.

F. Native vegetation shall be planted/maintained adjacent to trails within sensitive habitat areas to discourage uncontrolled access into such areas.

## 6.8 Commercial Zone ("ER-C" Zone)

### 6.8.2 Development Standards

#### F. Off-Street Parking Requirements

8. Bicycle parking shall be provided at one (1) space per fifty required automobile spaces or portion thereof.

## 7.0 Design Guidelines

### 7.5.3 General Landscape Guidelines

#### E. Circulation/Streetscenes

##### Major Streetscene with Landscape Development Zone (Leucadia Boulevard)

The Leucadia Boulevard streetscape will consist of a Landscape Development Zone (LDZ) which will include a meandering pedestrian/bicycle path. On-street bicycle lanes will be provided on both sides of Leucadia Boulevard. The LDZ along Leucadia Boulevard will vary from thirty (30) feet in width between Sidonia Street, east to the Garden View Road extension, to a thirty-five (35) foot width between the Garden View Road extension and El Camino Real. Paragraph amended 3/18/98 (Reso. 98-17)

## 8.1 Land Use

Goal 1: Encinitas will strive to be a unique seaside community providing a balance of housing, commercial, light industrial/office development, recreation, agriculture and open space compatible with the predominant residential character of the community.

Project Conformance: In conformance with Land Use Policy 1.7, the Green Valley Regional Commercial Center will be served by El Camino Real and Leucadia Boulevard, two major thoroughfares in the City of Encinitas which will provide convenient access to the Center. The West Saxony mixed-use zone will be easily accessible from Interstate 5, Encinitas Boulevard, and Leucadia Boulevard via Saxony Road. As required by Land Use Policy 1.15, the easy and safe circulation and movement of bicy-clists, pedestrians and the handicapped will be ensured in Encinitas Ranch through the provision of off-street bike paths, pedestrian crosswalks, sidewalks, pedestrian trails, and wheelchair ramps. Paragraph amended 3/18/98 (Reso. 98-17)





Goal 2: The City will make every effort to preserve open space areas that represent a significant environmental resource in the community. (Coastal act/30240)

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 right-of-way, and major utility right-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)

Goal 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30251)

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)

#### 8.6 Recreation

Goal 1: The maintenance of the open space resources in the planning area will continue to be emphasized. (Coastal Act/30240)

Project Conformance: The Specific Plan responds to the need for additional recreational facilities within the project area by developing a variety of recreational opportunities for residents of the Specific Plan Area and the City of Encinitas as a whole. An expansive, 18-hole municipal golf course on the mesa will provide golfing opportunities to City residents and attract players from surrounding regions. A public recreation area which includes athletic playing fields is proposed in the eastern section of the Green Valley Planning Area within the 25.6-acre greenbelt/recreation area along El Camino Real. This recreation area will be easily accessible from the adjacent mixed-use and multi-family residential development. A public hiking and biking trail will be incorporated into a linear greenbelt adjacent to the recreation area; the trails in the greenbelt will connect with the project-wide system of trails, on-street bicycle lanes, and sidewalks.

## 2.4 Downtown Encinitas Specific Plan • 1994

### 2.2 Issues

#### Circulation

##### Pedestrian/Bicycle:

- Bicycle lanes – non-existent or poorly maintained, resulting in interference of traffic flow
- Change existing bikeway location

### 2.3 Goals and Objectives

#### Circulation Goals

- Promote a pedestrian oriented circulation system in the specific plan area.

Objective: Provide more hiking/bicycle trails that link major destination points within the specific plan area as well as connect to citywide and regional trail systems.

- Provide for safer pedestrian and bicycle circulation.

Objective: Maintain the existing bikeway on Third Street and establish additional alternate bike routes within the specific plan area.

- Provide bicycle/hiking trail linkages to regional trail systems.





Objective: Coordinate with North County Transit District and other cities in developing a hiking/bicycle trail along the commuter rail corridor connecting Escondido to Oceanside to San Diego.

#### 4.7 Streetscape Concepts

##### 4.7.4 Streetscape Design Concepts

The overall general streetscape guidelines for the downtown Encinitas area shall include:

Theme Colors - select bright or dark blue or green colors for accents such as trash receptacles, tree grates, bike racks, etc.

Seating Nodes - create seating nodes at intersection locations that include benches and bike racks. Avoid seating that is open and parallel to the line of sidewalk to avoid damage by skateboarders.

#### 5.0 Circulation Plan

##### 5.1 Introduction

This Circulation Element provides improvement standards intended to promote the efficient and safe movement of people and goods within the Downtown Encinitas Specific Plan area of the City of Encinitas. In addition, it establishes policies and programs which will ensure that all components of the transportation system meet the future transportation needs for the City.

The Circulation Element addresses several aspects of circulation throughout the Plan Area.

- Streets and highways
- Transit facilities
- Bicycle facilities planning
- Pedestrian circulation

The Circulation Element examines the current condition of the bikeway system/network located throughout the plan area and identifies deficiencies and improvements.

##### 5.2.2 Street Improvements

###### A. Downtown Area

Street improvements from Vulcan Avenue west, including the commercial core and the Residential West sub-district, should be consistent with the character of the existing residential and commercial neighborhoods. Improvements should provide optimal circulation of traffic, pedestrians, and bicycles. On-street parking should be provided where existing curb-to-curb dimensions allow.

###### 1. Vulcan Avenue

Improvements to Vulcan Avenue between Encinitas Boulevard and "E" Street are indicated in the streetscape section of the Specific Plan (Section 4.7). Improvement standards for the remainder of Vulcan Avenue are described below. These standards describe five distinct "sections" of Vulcan Avenue going southerly from "E" Street. Engineering improvement plans and striping must transition from section to section.

The section of Vulcan Avenue located between "E" Street and McNeill Avenue is contained within an existing 65-foot right-of-way. Concrete curb and gutter and sidewalk are currently installed along the eastern edge, with a 9 foot parkway from back of sidewalk to the east property line. The existing roadway (curb-to-curb) width equals 50 feet. Future improvements





should expand the curb-to-curb width, provide four travel lanes, bike lanes, and concrete curb and gutter along the western edge. The extra roadway width is to be achieved by reconstructing curb and sidewalk on the eastern side further east.

The portion of Vulcan Avenue located between McNeill Avenue and East “F” Street is also currently contained within a 65-foot right-of-way. Ultimate improvements here will transition, from three travel lanes (two northbound) at F Street, to four travel lanes to match the section north of McNeill Avenue. Concrete curbing and bicycle lanes on each side, and sidewalk along the eastern edge will be provided. Excess right-of-way width on the eastern side north of F Street is planned to be vacated, to protect existing private facilities related to the historic “Derby House”.

The improvements to the portion of Vulcan Avenue from East F Street southward to East I Street, and from East J Street south, shall be contained within the existing 50-foot right-of-way width. The improvements should include two travel lanes, parallel parking along the eastern edge, bike lanes, concrete curb and gutter on both sides, and concrete sidewalk along the eastern edge. At the northerly portion of this section, improvements will “flare” out to match the section north of East F Street.

The section of Vulcan Avenue from East I Street to East J Street has recently been improved to a 50-foot roadway cross section which includes concrete curb and gutter and sidewalk along the eastern edge. These improvements were installed in conjunction with the development of Mildred MacPherson Neighborhood Park. The ultimate configuration will include two travel lanes, bike lanes, parking along the eastern edge, and concrete curb and gutter on both sides. The space available for curbside parking along the eastern is wide enough to consider diagonal parking, to increase parking availability for the park; however, safety of traffic flow along Vulcan Avenue must be considered before such parking is provided.

### 2. Third Street

Improvements to Third Street shall be contained within the existing 80-foot right-of-way. The existing curb to curb width equals 51 feet. The existing curb and gutter and concrete sidewalk shall remain in place. The striping improvements should include two travel lanes, bike lanes, and parallel parking (Figure 7-f).

These standards largely keep in place the existing improvements on Third Street. The retention of bicycle lanes from “K” Street to “E” Street, and their extension from “B” Street to “E” Street, will ensure a “safe route to school” and complete this recreation bypass of First Street. The established pattern of sidewalks behind broad parkways is a significant element of neighborhood character; it is interrupted only where Third street crosses Cottonwood Creek (south of “B” Street) to minimize the impact on the Creek. On the east side of Third Street between “J” and “K”, if the opportunity arises to relocate sidewalk behind a parkway per these standards, it shall be required.

### 3. Fourth Street

Improvements to Fourth Street shall be contained within the existing 80-foot right-of-way. The existing roadway width equals 51 feet. The improvements should include two travel lanes, parallel parking, bike lanes, and concrete curb and gutter (Figure 7-g).

Improvements per these standards already exist and shall be retained between “C” and “E” streets. From “H” to “F” Street, past street closings have narrowed the right-of-way intermittently, and sidewalks, when built, have been placed directly behind the curb, with no parkway. Bicycle lanes on Fourth Street, between “F” and “H” streets, may be sacrificed, but future development and redevelopment shall maintain a minimum of 70 feet of right-of-way and provide parkway and sidewalk per these standards.





## B. Eastern Residential Area

The street improvement standards established for the Residential East subdistrict are unique among the standards of this specific plan, reflecting the unique identity of this neighborhood. The residential portion of this neighborhood is, in certain aspects of character, a westerly extension of the Encinitas Highlands neighborhood to the east. As such, the intent of these standards is to maintain much the same informal, “semi-rural” character of the internal streets of this neighborhood, characterized by minimal and informal street improvements. Specified streets called out below provide key connections as part of a “safe routes” network, and are designed to formal pedestrian and bicycle facilities. Otherwise, neighborhood street standards are minimized.

### 1. East “F” Street

East “F” Street provides vehicular and pedestrian access to Vulcan Avenue/downtown via Requeza Street from points east. For this reason, it is important to provide formal pedestrian and bicycle facilities. On-street parking, however, may be eliminated, as a narrower street section will allow driveway parking for adjacent properties to be retained. The improvements shall include two travel lanes, bicycle lanes, concrete rolled curb, and concrete sidewalk, on the north side (Figure 7-p).

## 5.4 Bicycle Facilities

The development of bikeway systems within the plan area is consistent with facilities outlined in the Circulation Element of the City of Encinitas General Plan, and the Master Bikeway Plan (MBP) and Engineering Feasibility Study for the City of Encinitas, November 1990.

The MBP states that approximately 80 percent of all bicycle trips are for exercise purposes and that most cyclists use a bicycle at least two days per week. A wide variety of types of bicycles are used, including racing types, “mountain” bikes, BMX types and beach cruisers. Problems reported range from glass and debris to poor lane markings and inadequate space. Not unexpectedly, most bicyclists surveyed would prefer separated bicycle paths or lanes, and quiet streets for travel.

The existing bikeway system within and around the plan area consists of a combination of Class I bike paths, Class II bike lanes and Class III shared bike routes. The predominantly used bike route with the plan area is First Street.

In response to the statistical data previously mentioned, the following recommendations are made:

- The existing Class I bike path located on First Street south of “K” Street is to remain.
- Provide a Class III bike route on First Street from “C” Street to “K” Street, on “D” Street eastward to Cornish Drive, on Cornish Drive southward to Requeza Street, and on Second Street from “D” Street south.
- Provide Class II bike lanes along Vulcan Avenue, Encinitas Boulevard/“B” Street, Santa Fe Drive, Third Street, Fourth Street, from “C” Street to “E” Street, “E” Street from Fourth Street to Third Street, and “K” Street from Third Street to First Street.

Each of the above recommendations is consistent with the proposals outlined by the MBP and the policies identified in the Circulation Element of the City of Encinitas General Plan.

## 6.0 Public Facilities/Services and Infrastructure

### 6.1 Summary





Perhaps the greatest challenge for public services and facilities is providing funding for needed improvements. Beyond the capital facilities noted above, substantial capital costs will be involved in needed street, alley, pedestrian sidewalk/path, bicycle facilities, and streetscape improvements. The specific plan provides preliminary cost estimates for all capital improvements and surveys all potential funding sources to enable subsequent detailed capital facility programming to choose and carry out the best options, as discussed in Section 11.1.

### 10.3 Circulation

Goal 1: Encinitas should have a transportation system that is safe, convenient and efficient and sensitive to and compatible with surrounding community character. (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)

Policy 1.17: Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to volumes of vehicular, pedestrian and bicycle activity and potential points of conflict. Such standards shall be designed to respect different community and neighborhood needs for lighting, different community standards for design and special attention given to preservation of dark sky.

Goal 2: The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character. (Coastal Act/30252/30253)

Proposal: Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safe pedestrian environment. In addition, specific street standards are proposed for the plan area streets which are more reflective of the neighborhood characteristics.

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 3.4: Cooperate with San Diego County, SANDAG and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents of the City. (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 3.11: 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)





Proposal: Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will improve bicycle facilities and create a safer pedestrian environment. A proposed transit center which will feature a commuter rail station and bus interface also is planned for the downtown area, however, this project is not a part of the specific plan process. The specific plan anticipates the transit center and the streetscape concept plan provides coordination between concept plans for the transit center and proposed specific plan area streetscape plans.

Goal 4: The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30252)

Policy 4.4: Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned.

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

Proposal: As mention above, if feasible, every effort should be made to develop a multi-purpose trail along the railroad right-of-way.

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safer pedestrian environment. In addition, specific street standards are proposed for plan area streets, which are more reflective of the neighborhood characteristics.

First Street, Encinitas Boulevard, and Vulcan Avenue have been identified as streets within the specific plan area that require the undergrounding of utilities (see Chapter 11.0).

The proposed mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This may help reduce dependence on the private motor vehicle.

## 11.0 Implementation

### 11.2 Financing Strategies

#### Surface Transportation Program (STP) Funds

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 provided \$155 billion over six years to strengthen the national transportation system with approximately \$3 billion of the funds to be used for “enhancement” projects. Transportation enhancement activities include: pedestrian and bicycle facilities, acquisition of scenic and historic sites, scenic and historic highway programs, landscaping, rehabilitation of historic transportation facilities, preservation of abandoned transportation corridors, archeological planning and research, control and removal of outdoor advertising, and mitigation of water quality impacts from roadway runoff. Funding can be obtained through San Diego Association of Governments (SANDAG) on a regional basis and also directly through the State.

## 2.5 Recreational Trails Master Plan • 2002

The City’s General Plan was adopted in 1989 and contains goals, policies and programs to guide development. In the Recreation Element of the General Plan a generalized trail system was provided as part of the Recreation Facilities Plan (Figure 4, Recreation Element of the General Plan). The Recreation Facilities Plan identified generalized routes for hiking, bicycling and pedestrian recreation as well as general standards for the trail system. However, the trails were not fully articulated due to the general nature of the document. In August of 1997, the City, recognizing the need to take the planning process one step further, began formulation of a more detailed plan for trails using the General Plan as a starting point.





The following goals and policies set forth by the Circulation and Recreation Elements of the General Plan have been further developed in this Recreational Trails Master Plan:

#### Circulation Element

Policy 4.4: Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned.

#### Recreation Element

Policy 1.16: Future trails in addition to those planned for in this element may be added to the existing system to enhance the recreational opportunities of the City.

Policy 2.2: Provide and maintain an inter-linking network of trails for horseback riding, hiking, and bicycling; minimizing 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.

The generalized trails defined in the Recreation Facilities Plan were analyzed as a first step in the planning process, followed by a comprehensive field analysis to identify new trail segments which could fill gaps that existed in the original plan and to expand and enrich the recreational opportunities of the trail system. This analysis also included trails requested for inclusion by members of the community.

The Recreational Trails Master Plan provides a comprehensive long-range planning document that provides flexibility. Trail alignments and standards have been developed based on current information and known future conditions with the idea that as circumstances change, the plan can accommodate changing conditions and still remain effective. For instance, trail alignments on private parcels that have no current development plans have been designated based on existing topography and alignment of proposed streets. When development occurs in these areas, the City will work closely with the developer to adjust the alignment based on the proposed plans in order to maintain community character, meet the needs of the City's recreational users, avoid or minimize environmental impacts, and maintain the viability of the development project.

#### Unique Opportunity

The City of Encinitas has many unique aspects which enable the development of an exceptional trail system including:

- Over 10 miles of existing City-maintained trails;
- Approximately 5 miles of existing trails in the San Elijo Lagoon managed by the County of San Diego;
- Over 17 miles of easements dedicated for trails that are pending implementation;
- Numerous city parks, schools, beaches, and lagoons which provide natural destination points, staging areas and rest areas;
- Adjacency to a well developed trail system in Rancho Santa Fe, which provides recreational opportunities and linkages to regional connections; and,
- A dedicated, well informed and highly organized group of trail activists who are willing to devote their time and economic resources to preserving and enhancing current trails, and to developing and maintaining new trail opportunities.





### **2.5.1 Relationship to the Recreational Trails Master Plan**

The Recreational Trails Master Plan (RTMP) and the Bikeway Master Plan (BMP) are intended not only to be consistent, but also complementary with each other by reinforcing the goals, policies and intent of the General Plan. Where the BMP provides for an “on-street” transportation system, the RTMP provides for an “off-street” transportation system. Though functionally similar, the difference is that the RTMP relies upon local standards rather than the Streets and Highways Code. Moreover, while the RTMP is recreational in orientation, the BMP’s focus is to provide a safe, convenient and efficient transportation system and an alternative to driving a motor vehicle.

### **2.6 Master Bikeway Plan and Engineering Feasibility Study for the City of Encinitas • 1990**

This plan dates to 1990, presumably prior to the availability of GIS or any other digital mapping. There is no known date concerning the City’s existing bikeway facilities. Therefore, the existence of such facilities required field verification.

The document maps numerous “recommended bikeways,” including eight Class 1 bike path segments, 26 Class 2 bike lane segments and six Class 3 bike route segments.

According to the plan: “The existing bikeway system in Encinitas was inherited from San Diego County when the City was incorporated in 1986. It consists primarily of:

- Striped and posted bike lanes along Encinitas Boulevard and El Camino Real within City boundaries;
- A shoulder bike lane (substandard by today’s standards in parts) along La Costa;
- A striped and posted bike lane from Second and J Streets via J, Third, E and Fourth Streets to Moonlight (Beach) State Park;
- A short segment of striped and posted bike lane along Santa Fe Avenue from EL Camino Real to Wotan Drive; and
- A discontinuous combination of bike lanes and roadside bike paths along Old Route 101 (First Street/Pacific Coast Highway) from Solana Beach north to the Carlsbad city limits.

In addition to these designated bikeways, in the General Plan are proposed bikeways (illustrated in Figure 15) along Manchester Avenue/Rancho Santa Fe Road, Olivenhain Road, Vulcan Avenue, Leucadia Boulevard, Santa Fe Avenue, Balour Avenue, Birmingham Drive/Lake Drive, and the Garden View Road/Willowspring Drive/Glen Arbor Drive, Cerro Street, Westlake Street, and Requeza Street/Nardo Road. These proposals will be reviewed for feasibility and appropriate timing.”

### **2.7 Neighborhood Traffic Management Program**

This is a draft document recommended for approval to the City Council by the Traffic Commission in April, 2004 and scheduled for review by the Council in late 2004. However, policies noted are consistent with various City planning policies and documents.

Mission Statement: Develop and oversee a program that will encourage vehicles to use Circulation Element streets; reduce impact of vehicular traffic in neighborhoods; and improve pedestrian, bicyclist and equestrian safety within and around the City of Encinitas.

#### **1.0 Introduction**

Safe, pleasant residential streets that allow Encinitas residents to walk, bicycle, and socialize have been a City priority for many years.





## 2.4 Street Types

Streets and sidewalks provide a network of routes that allow access to destinations via foot, bicycle, or motorized vehicles. The Neighborhood Traffic Management Program was developed to address neighborhood streets that primarily serve residential areas.

### Collector Streets

Collector streets provide connections between arterial streets and residential streets. Wide collector streets can create a barrier to pedestrian and bicycle movements across a neighborhood.

## 2.6 Bikeways

Bicyclists' needs and concerns are important and must be considered during the development of neighborhood traffic plans. Two types of bikeway facilities that should be considered when preparing Neighborhood Traffic Management plans are described below.

### Bike Paths (Multi-Use Trails)

Paths and trails that are separated from streets can provide a quiet, comfortable bicycling and walking environment. Multi-use trails add value to adjacent properties and can often provide short-cuts that link together areas that are less accessible to motorized vehicles. Trails are problematic when they parallel streets in areas with many driveways and cross streets because there is a potential conflict at each driveway and intersection. For this reason, multi-use trails are best when located in corridors away from streets. On-street bicycle facilities may be more practical when routes are adjacent to a street.

### Bike Lanes

Bike lanes consist of two stripes that define the space on the street for riding bicycles. The stripe can narrow the travel lanes and give the overall street a more narrow appearance. They provide many other benefits to bicyclists and pedestrians, but because they do not deflect the vehicle travel path their impact on speeds may not be significant.

Bike lanes designate travel space for bicyclists, which increases rider comfort and the predictability of bicyclist movements. This added travel space also makes it feasible for motorists to encroach into the space designated for bicyclists and travel faster through or around traffic calming treatments. Limiting bike lanes to streets with more than 1,500 vehicles per day prevents this adverse impact in residential areas.

## 2.8 City of Carlsbad Bikeway Master Plan • 2001

The City of Carlsbad Bikeway Master Plan was completed in 2001 by KTU+A. It lists four Class 2 bike lane facilities connecting the City of Encinitas and the City of Carlsbad. They are Highway 101, La Costa Avenue, El Camino Real and Olivenhain Road/Leucadia Boulevard. One other Class 2 bike lane facility was proposed for Rancho Santa Fe Road.

A proposed Class 1 bike path connection is the planned Coastal Rail Trail.

## 2.9 City of San Marcos Bikeway Master Plan • 2001

The City of San Marcos is located just outside the northern limits of Encinitas' Sphere of Influence. The city adopted a bikeway master plan in 2001. There are no paved roadway connections between the two cities primarily due to topographic conditions and the area's rural character.





## 2.10 City of Solana Beach Bikeway Master Plan • 1993

The City of Solana Beach adopted a bikeway master plan in 1993 and an addendum was completed in 1996.

The City of Encinitas shares a significant length of city limit with the City of Solana Beach to the south, but the intervening San Elijo Lagoon limits connections other than the existing Class 2 bike lane facility on Highway 101.

A proposed Class 1 bike path connection is the planned Coastal Rail Trail.

## 2.11 County of San Diego Bikeway Master Plan • 2004

No bikeway facilities currently exist between the unincorporated areas of the County of San Diego and the City of Encinitas.

Class 2 bike lanes are proposed for a very short segment of Rancho Santa Fe Road from the city limit to La Bajada within the unincorporated County. This segment is coded as “high priority.” The only other proposed segment that connects with the City of Encinitas is a Class 3 bike route on El Camino del Norte from the city limits to Paseo Delicias that becomes Del Dios Highway. This segment is coded as “other priority.”

One other proposed bikeway facility is worth noting because, even though it falls wholly within the County’s unincorporated area, it would pass very close to the City of Encinitas city limits. This is a proposed Class 3 bike route on El Camino Real and La Noria from Via del la Valle to La Bajada. This segment is coded as “other priority.”

## 2.12 San Diego Association of Governments (SANDAG) San Diego Region Bike Map • 2002

The most comprehensive portrayal of current bicycle facilities within Encinitas is probably the SANDAG San Diego Region Bike Map, dated 2002. However, field verification of the revealed that none of the Class 1 facilities shown on the SANDAG map actually meet Caltrans Class 1 standards. They were generally too narrow and did not provide sufficient horizontal clearance from adjacent roadways or obstacles. (See Chapter 1: Introduction.) The map shows the following facilities:

### Trails (Shown as Class 1)

- Segment adjacent to a large portion of Quail Gardens Drive, located north of Encinitas Boulevard and passing northbound through Leucadia Boulevard.
- Segment adjacent to Leucadia Boulevard between Quail Gardens Drive and Garden View Road.
- Segment just north of a short section of Encinitas Boulevard west of Highway 101.
- Several discontinuous segments along Highway 101 between roughly El Portal Street and near the mouth of the San Elijo Lagoon. This segment south of K Street is undergoing evaluation by KTU+A under a City of Encinitas contract to determine how best to accommodate bicycle and pedestrian traffic on this highly popular coastal route.

### Class 2 (bike lanes)

- Facility on the entire length of La Costa Avenue within the city limits.
- Facility on the entire length of Leucadia Boulevard within the city limits.





- Facility on the entire length of Encinitas Boulevard within the city limits.
- Facility on the entire length of El Camino Real except for an undesignated segment between Tennis Club Drive and Manchester Avenue.
- Facility on Manchester Avenue between Interstate 5 and El Camino Real.
- Facility segments on Santa Fe Drive, between Vulcan Avenue and Interstate 5 and between Lake Drive and El Camino Real.
- In the downtown area, Facility segments on West K Street connecting with 3rd Street north to Encinitas Boulevard, as well as a loop formed by facilities on E Street, 4th Street and C Street.
- Facility on Via Cantabria from Encinitas Boulevard to Leo Mullens Sports Park.
- Facility on Garden View Road between Leucadia Boulevard and El Camino Real.

#### Class 3 (bike routes)

- One bike route on Highway 101 from La Costa Avenue to C Street. This segment is questionable because of difficulties in determining intended color coding due to map overprinting at such a small scale. This will be field verified.

#### Other Suggested Routes

Several segments are coded on the SANDAG map under the category of "Other Suggested Routes." These segments occur primarily on otherwise undesignated segments of El Camino Real, Highway 101, Manchester Avenue and Rancho Santa Fe Road.

## 2.13 San Diego County Bicycle Use and Attitude Survey • 1994

3,800 telephone interviews were conducted in early 1994 and the survey results published in May, 1994. Areas of interest were:

- San Diego residents' current bicycle ownership,
- Frequency of bicycle and bicycle safety equipment usage,
- Types of bicycling activities,
- Bicycle organization membership,
- Bicycle accident experience,
- Reasons for not bicycling to work,
- Preferred types of bikeways,
- Attitudes about enforcing traffic laws among bicyclists,
- Awareness of and attitudes about helmet laws,
- Awareness of existing bicycling programs and services,
- Preferred bicycle facility improvements,
- Support of various facility improvement financing tools, and
- Standard demographic profile.

Conclusions concerning specific municipalities are limited, but the overall survey findings are informative. For example, the primary reason for not riding a bicycle to work was that the work location was "too far/distance is too great" (81 percent).

Though most respondents were satisfied with bikeway maintenance, the top reason for dissatisfaction was "bikeways are dirty/littered."





The primary complaints about motorists were “motorists need to be more aware,” “motorists do not stay in their portion of road” and “motorists cut cyclists off at intersections.” The primary complaints about cyclists were “bicyclists don’t obey traffic laws” and “bicycles do not stay in their lane.”

Less than six percent of cyclist respondents reported having an injury accident in the past year and more than half of those said no others were involved in the most serious of their reported accidents. When others were involved, the most common other participant was a motor vehicle. The top two accident locations were “street intersection” and “bike lane.”

Of six choices, only two bicycle facility improvements (“build more bike paths” and “build more bike lanes”) were desired by more than half of the respondents. Among those who cycled the least, the most preferred bikeway type by a wide margin was Class 1 bicycle paths. Frequent cyclists also preferred Class 1 facilities, but their preference was not as strong. Many also preferred Class 2 lanes.

Encinitas respondents reported one of the highest rates of bus bike rack use and the highest interest in building more bicycle paths. Encinitas motorists were the most likely to state that “bicyclists do not stay in their lane,” yet they also most strongly disagreed that “most bike/car accidents are the fault of the bicyclist.”

These survey results are now ten years old and should be regarded with that in mind.

## 2.14 CEQA/Negative Declaration

As required by the California Environmental Quality Act (CEQA), the City of Encinitas completed an Environmental Initial Assessment (EIA) to determine whether the Bikeway Master Plan would have a significant effect on the environment. It was determined from the EIA that the project would not have a significant effect on the environment and a Negative Declaration was prepared.

The Negative Declaration was circulated for public review period from October 7, 2004 through October 28, 2004. The Negative Declaration found that although the project could have significant effects on the environment related to geological problems, water, biological resources, cultural resources and mandatory findings of significance, there would not be a significant effect in this case because of the impact controls consistent with the City’s adopted development regulations and processes incorporated into the project.

The Negative Declaration was adopted by the City Council with the adoption of the Bikeway Master Plan. The Negative Declaration is on file with the City of Encinitas Planning and Building Department.

