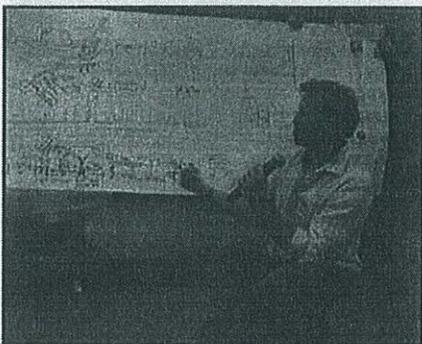




The "walking audit" explored many issues, including accessible design



Workshop attendees provided design concepts and ideas for the team to consider in developing the plans



Each group presented their ideas to the entire workshop audience

and safety; bicycle-friendly street design; on-street parking and traffic patterns. Streetscape design and compliance with the Americans with Disabilities Act (ADA) was also a point of discussion. Each group also brought a wheelchair along on their "walking audit" so group members could experience first-hand the difficulties using a wheelchair under certain circumstances. This gave participants a better understanding and appreciation for accessibility issues along the corridor.

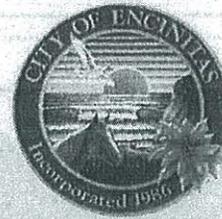
After each group finished their "walking audit", everyone reconvened at City Hall for a recap of Thursday night's presentation and a design charrette. For the design charrette, workshop participants broke into small groups according to which section of the corridor they walked. Each group received base maps, aerial photographs, and enlargement plans corresponding to their "walking audit" area. The groups were given 45 minutes to make sketches and notes on the base maps. Afterwards, each group presented their ideas to the entire audience. After the final group made their presentation, all of the plans, notes, and sketches were collected for the consultant team to record.

The most enthusiastically supported design concepts presented by the public at the end of Workshop #1 were the following:

1. Ten foot drive lanes
2. One Northbound Lane
3. Walkable
4. Roundabout at Grandview
5. Landscaping
6. Pop-outs
7. Trees

The following pages contain summaries of the information gathered during both parts of Workshop #1.

**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



PART 1: Project Orientation, Brainstorming and Priority Setting

Workshop Date / Time: Thursday, February 21, 2008 6pm-8pm

Location: Oak Crest Middle School, Encinitas

Attendance:

Head Count = 130 – 150 people present

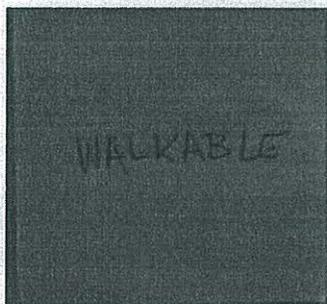
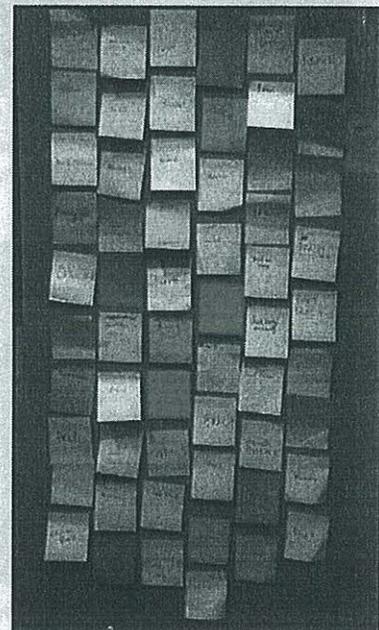
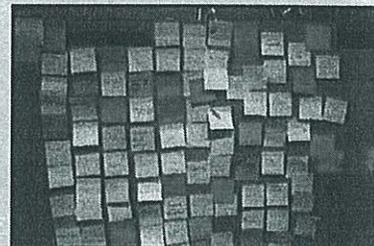
Sign-In Sheet Counts = 99 people

Summary of "Values"

Each workshop participant is given (5) 3"x3" Post-It notes and asked to write down their opinion of community "Values" that should be incorporated into the project

Categories listed in order of most-occurring themes:

1. Coastal / Beach / Ocean
2. Neighborly / Friendly / Community
3. Peaceful / Safe / Quiet / Quaint
4. Artsy / Funky
5. Laid-Back / Mello / Informal / Rural
6. Eclectic / Unique
7. Diverse
8. Vegetation / Canopy / Plants (Native)
9. Pedestrian / Walkable
10. Outdoor / Open Space / Green (Environment)
11. Exercise / Bikes
12. Climate / Weather
13. Traffic / Parking



Examples of Post-It notes and Community "Values"

**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**

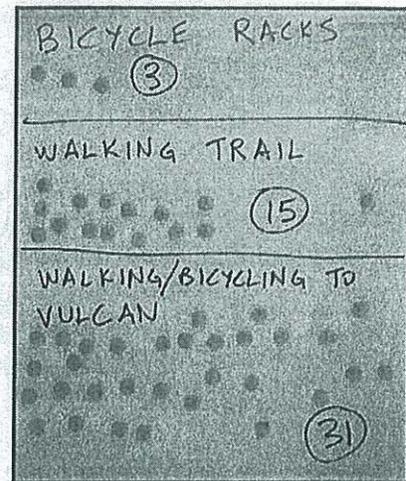


Summary of "Priorities"

Participants took turns providing input regarding various project-related issues needs. These comments were transcribed onto large newsprint pages, which were then posted to the walls of the workshop auditorium. Participants were each given (7) orange dot stickers to place next to the priorities they felt were most important. Below is a summary of the topics raised by participants and the corresponding number of dots provided for each item:

Listed in order of popularity (Number of votes in parentheses)

1. Restore the Tree Canopy (47)
2. Fewer Drive Lanes (35)
3. Walking / Bicycling to Vulcan (31)
Lower Speeds (31)
4. Fix Drainage Problems (30)
5. Continuous Bike Lanes (29)
6. Native Landscaping (28)
7. Bury the RR Tracks / Provide a Park on Top (26)
8. Environmental Sustainability (25)
9. Planting Strip Buffer next to Sidewalks (20)
10. Use Local Artists (16)
Use Solar Power / "Green" Design (16)
11. Walking Trail (15)
Keep Corridor Funky, Not Junky (15)
Don't Forget the East Side (15)
12. Roundabouts (14)
13. Eliminate Cut-Through Traffic (13)
14. Fix Leucadia Blvd at Vulcan Ave Intersection (12)
Additional parking (12)
Places to Hang-Out (12)
15. No Roundabouts (11)
Preserve Existing Trees (11)
16. Sensitive to Businesses during Construction (10)
17. Improve Architectural Quality of Buildings (9)
Rural Character (9)
18. Left Turn Pocket at Leucadia (8)
19. Keep Dark Skies (7)
Landscape Pop-Outs (Both Sides) (7)
20. Ornamental Lighting (6)
Minimize Barrier Created by Railroad Tracks (6)
Sidewalk Cafes (6)
U-Turn Locations (6)
Buffer Lane (West Side) (6)
Economic Sustainability (6)

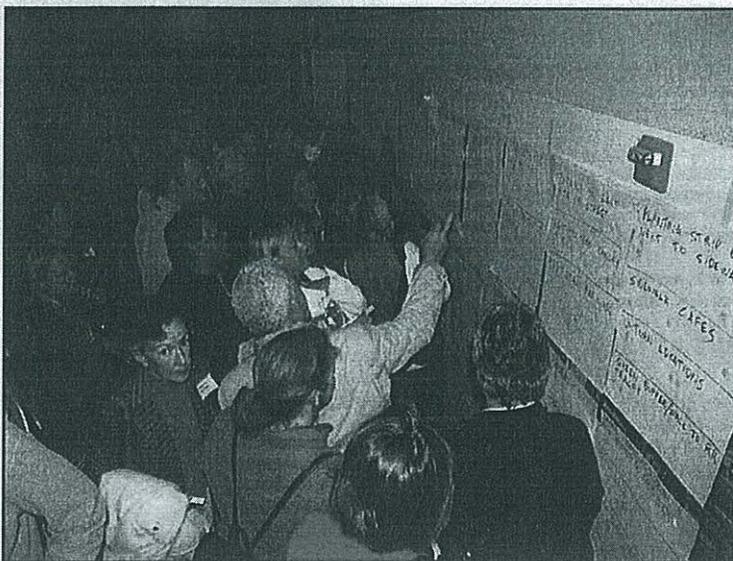
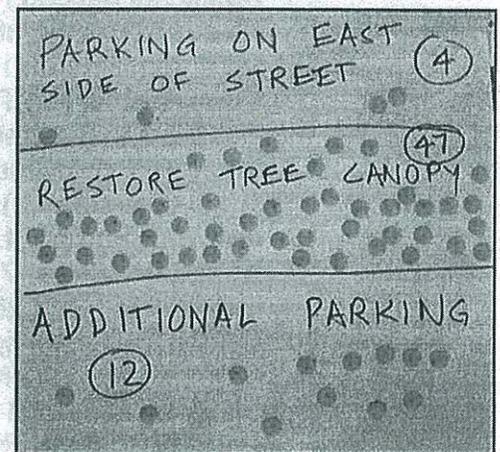
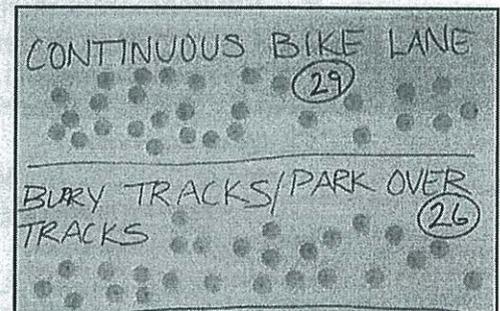
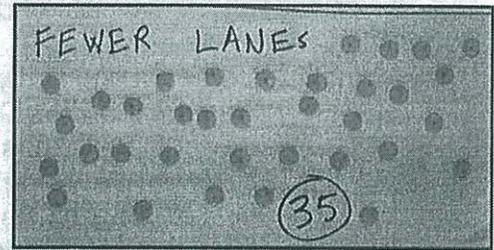


**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



(Summary of "Priorities", Continued)

- 21. Safer Crossings from Bus Stops on the East Side (5)
- 22. Improve Circulation between Leucadia and Beacons (4)
 - Green Buffer / Screening (Wall) at Railroad Tracks (4)
 - Parking on the East Side of the Street (4)
- 23. Architectural Theme for Corridor (3)
 - Electric Trolley (3)
 - Bike Racks (3)
 - Turn Pocket at La Costa (Make Longer) (3)
 - Flowers / Hanging Baskets (3)
 - Enhance Roadside Park (3)
- 24. Street Elevations to Match Door Elevations (2)
 - No Cell Phone Towers (2)
 - Doggie Trash Stations (2)
 - Coordinate with Carlsbad at La Costa Avenue (2)
 - "Free" Bicycle Program (2)
 - Attractive, Covered Bus Stops (2)
 - Trash Cans / Recycle Bins (2)
- 25. Diversity of Materials (1)
 - Beach Access (1)



**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



Participants provided input on project "Priorities" by casting votes with orange dots; each participant received (7) votes.

PART 2: Walking Audit / Charrette

Workshop Date / Time: Saturday, February 23, 2008, 8:30am – 2:00pm

Location: Encinitas City Hall and Walking Tour of Project Corridor

Head Count = 100-120 people present

Sign-In Sheet Counts = 49 people

"Walking Audit" (8:30am – 11:00am)

Participants walked corridor with the project designers and engineers to discuss project-related issues, problems and possible solutions. The walk also involved participants in recording existing conditions of the project area and surrounding neighborhoods, such as: pedestrian behaviors and barriers; the operations of the streets and intersections; parks, open spaces and public areas; security and safety issues.



**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



Design Charrette (11:00am – 2:00pm)

Participants returned to City Hall and reviewed the findings and observations of the walk. Afterwards, they were divided into small groups of 10-12 people, seated at tables with large maps of the project area. Each table was given approximately 45 minutes to draw their vision and provide comments on the plans. Each table was provided an opportunity to present their designs and comments to the entire group. Below is a summary of the items presented and discussed during this portion of the Workshop.

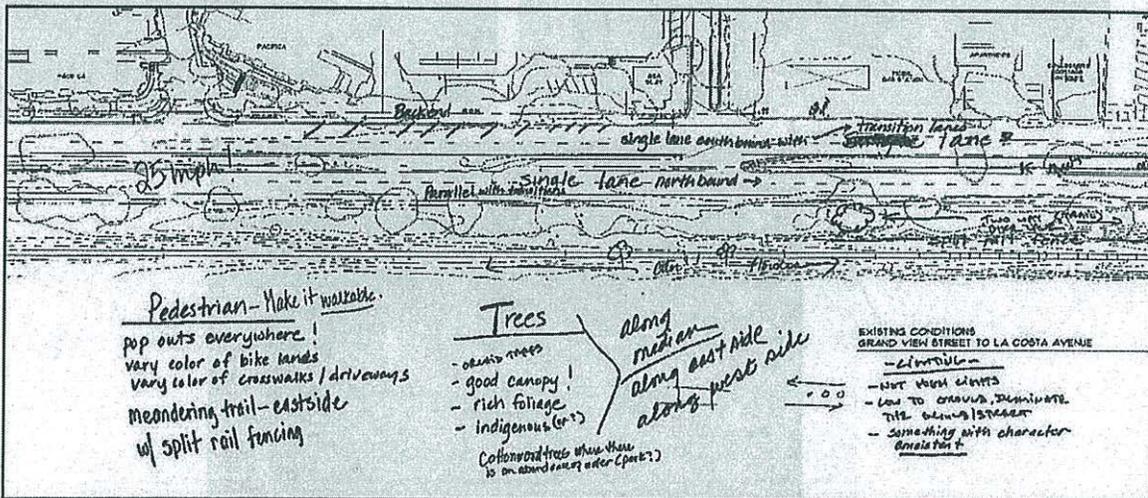
Summary of the Workshop Plans Presented by the Community

Grouped in categories in order of most strongly supported design concepts / themes:

Category 1

These items were most enthusiastically supported.

- 10' Drive Lanes
- One Northbound Lane
- Walkable
- Roundabout at Grandview
- Landscaping
- Pop-outs
- Trees



Examples of Plans Created by Workshop Participants



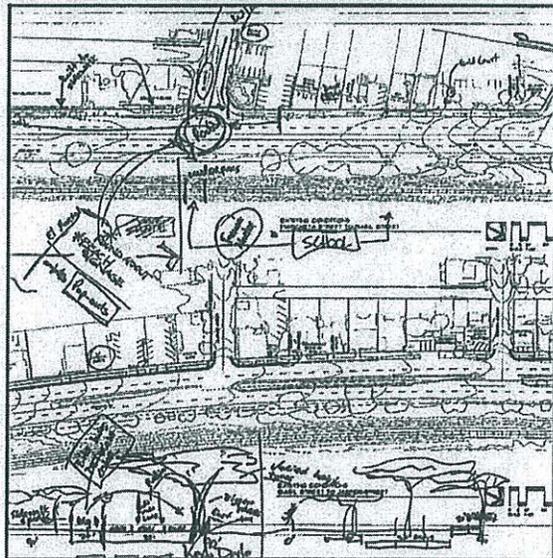
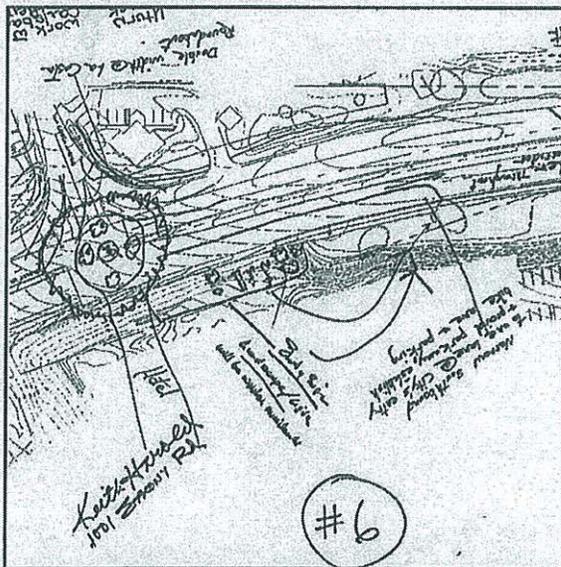
**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



Category 2

These items received strong support.

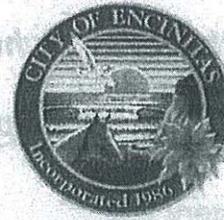
- 25 mph Speed Limit
- 7' Bike Lanes in Each Direction
- Meandering Rail Trail
- Safe Pedestrian Crossings Across Tracks
- One Southbound Lane
- Back-in Diagonal Parking
- Elliptical Roundabout at Sea Bluff
- Drop Train Tracks
- Roundabout at La Costa
- Flood Control / Permeable Concrete
- Pocket Park at La Costa
- Public Art at La Costa



**Workshop #1 Summary
Page 6 of 7**



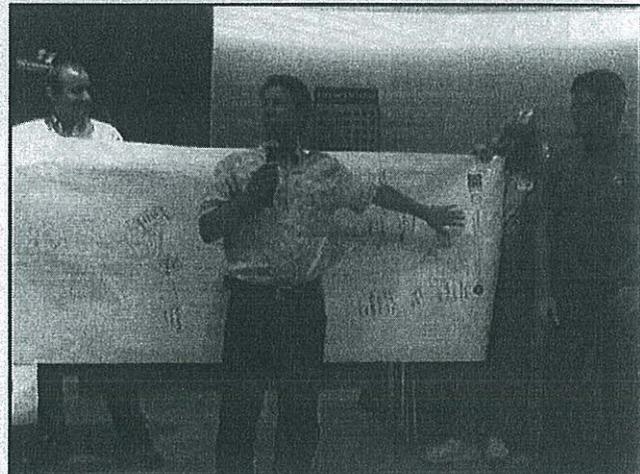
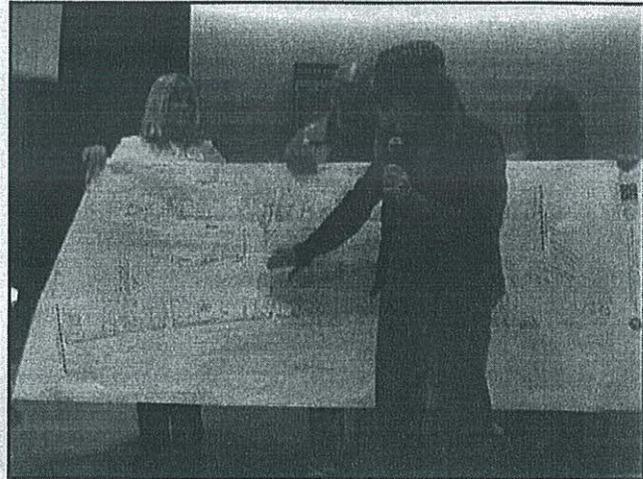
**North Coast Highway 101 Streetscape
Workshop #1
Summary of Responses to Workshop Handout**



Category 3

These items were discussed and supported.

- Roundabout at A St.
- Roundabout at Marcheta
- Two Southbound Lanes
- Front-in Diagonal Parking
- Roundabout at Jupiter Street
- U-turn at La Costa Ave.
- No Stop Sign at Marcheta
- Roundabout at El Portal
- No Median Parking
- Back-in Diagonal Parking in Median
- 9' Drive Lanes
- Parallel Parking East Side
- Increase Parking
- 8' Sidewalk
- Electric Tram
- Narrow Jupiter Street
- Beautify Royal Motel Property
- Pocket Park at Jason Street
- Dimpled Bike Lane Striping
- Outdoor Seating
- Split-rail Fence on East Side
- Meandering Sidewalk
- Artistic Sidewalk Paving
- Crosswalks
- Street Lights
- Flashing Crosswalk Markers
- Hanging Baskets
- Sandwich Shop at Grandview
- Trash Cans
- Double Wide Bike Lane
- Beach Signage
- Narrow El Portal
- Limit New Building Heights to Two Floors
- Make Gold Coast a Community Gathering Spot
- Different Colors for Bike Lanes, Driveways and Crosswalks



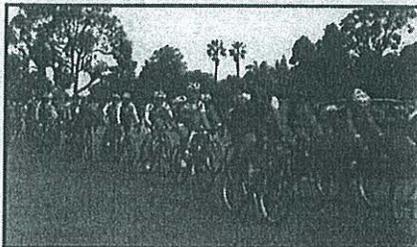
Workshop #2

Workshop #2 (March 29, 2008)

The community's enthusiasm during Workshop #1 generated many good ideas and helpful comments for the design team to build upon. In the months immediately following the first workshop, the design team compiled all the comments they received from the various stakeholder meetings and Workshop #1, conducted a preliminary traffic analysis and additional field surveys and began creating three alternative plans for the corridor.

It was imperative to the design team that the community's priorities set during Workshop #1 be incorporated into the three alternatives presented at Workshop #2. Those priorities included reducing traffic speeds, addressing the tree canopy, accommodating pedestrians and cyclists as well as vehicles, and improving the aesthetics of the corridor using sustainable design principles. The community also made it clear that all of these priorities should be accomplished while retaining the unique, "funky" character of Leucadia. The design team felt that meeting each of these requirements could be possible and would result in a plan that would be acceptable to the community and also create a more walkable community with a strong sense of place.

Workshop #2 was held on March 29, 2008 at the Encinitas City Hall, from 6pm to 8pm. The format for the second workshop began with a restating of the values, priorities and the discussions from the stakeholder meetings and the previous workshop. The first part of the workshop also included a brief presentation of the preliminary traffic study, which is summarized on the following page. A complete copy of the Traffic Impact Analysis is provided as an attachment to this report.



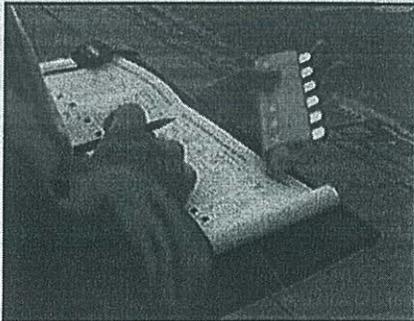
Public input from Workshop #1 indicated a strong desire to accommodate pedestrians and bicyclists and to maintain the existing tree canopy and "funky" character of the community in the proposed design for the streetscape

Progress Report to City Council

North Coast Highway 101 Streetscape
Encinitas, California



Workshop #2 Narrative
119

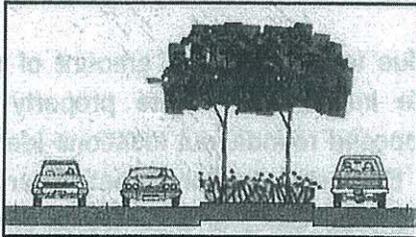


The preliminary traffic study performed tube counts and intersection turning movement counts to provide a base line for the project

A preliminary traffic study was conducted prior to Workshop #2, which involved conducting tube counts for daily traffic volumes along the corridor and intersection counts during the peak hours. The findings from the preliminary study presented at the workshop examined traffic volumes and projected level of service (LOS) based on the City's current roadway classification system in the General Plan.

1. Projected traffic volumes for the corridor in the near-term (2010) are 22,000 ADT.
2. At 22,000 ADT, the current roadway design with 4-lanes would be classified with a LOS "C".
3. At 22,000 ADT, a redesigned roadway with 3-lanes of traffic would be classified with a LOS "D".
4. At 22,000 ADT, a redesigned roadway with 2-lanes of traffic would be classified with a LOS "F".

This information was useful in determining the effectiveness of different intersection treatments to facilitate the anticipated traffic volumes. The design team considered the use of traffic signals, stop signs and roundabouts as potential intersection controls. It was determined that stop signs would not effectively manage traffic along the corridor, but traffic signals and roundabouts could work. It was also determined that single lane roundabouts with a minimum inside (curb-to-curb) diameter of 100' would be acceptable for all proposed intersections indicated on the plans generated by the public at Workshop #1, except at La Costa Avenue. Due to higher traffic volumes at the Highway 101 and La Costa Avenue intersection, a two lane roundabout with a minimum 150' inside diameter would be required.



The workshop continued with a presentation by Dan Burden on the effectiveness and design characteristics of roundabouts and reverse (or back-in) angle parking. Dan shared examples of projects that successfully incorporated these two design elements and created more walkable communities. Increased safety for pedestrians, bicyclist and motorists were discussed in detail, with specific case studies provided for reference.

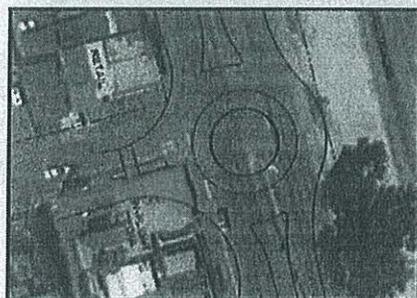
Next, the three alternative designs were presented to the workshop attendees. The three plans met several of the goals established by the Community in the previous workshop. Common to all three plans were:

1. 10' Drive Lanes
2. 1 Northbound Traffic Lane
3. 2 Southbound Traffic Lanes
4. 25 MPH Speed Limit
5. Bike Lanes
6. Improved Walkability
7. Added Parking (parallel and reverse angle parking)
8. Added Trees and Landscaping
9. Pedestrian path along the east side of the street
10. Improved Sidewalks on the West side of the Street
11. Public Art opportunities

The following page contains a summary of each of the three plans presented at Workshop #2.



Studies found that the existing grades at Marchetta Street are too steep to accommodate a roundabout



Studies regarding the proposed roundabout at Grandview Street indicate impacts to adjacent private properties on the west side of the street, if no encroachment into the railroad right-of-way is permitted

The discussions regarding roundabouts were clear to point out that in some cases, roundabouts would not work at the desired locations identified at Workshop #1. Specifically, the intersections of Highway 101 at both A Street and Marchetta Street would not accommodate a roundabout due to the existing grades on the adjacent streets, which were deemed too steep per the engineering design standards.

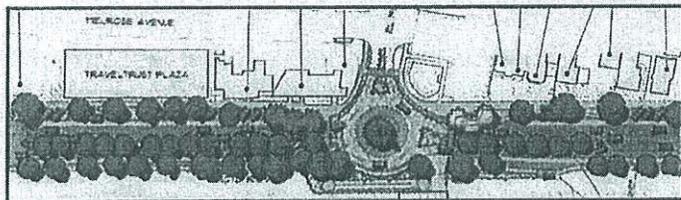
In addition, due to the available amount of public right-of-way, possible impacts to private property were discussed for the proposed roundabout locations identified at Workshop #1 at El Portal, Jupiter Street, Grandview Street, Bishop's Gate (Sea Bluff) and La Costa Avenue. Studies regarding the intersection of El Portal and Highway 101 indicated that a roundabout at this location would not affect private property; however the other four proposed roundabouts had a varying degree of impact to private property.

In all cases, except at Grandview Avenue, the impacts to private property were minor and did not affect the existing business operations. At Grandview Avenue, if a roundabout were to be utilized, the impact would significantly affect the existing business. It was also determined that encroachments into the adjacent North County Transit District (NCTD) right-of-way, located along the east side of Highway 101, could alleviate impacts to the private properties on the west side of Highway 101. The amount of NCTD right-of-way required to eliminate impacts to private property would vary at each intersection depending on existing conditions, but is estimated to be no greater than 15'.

To date, discussions with NCTD have not generated any progress towards allowing encroachment of roundabouts into the railroad right-of-way. However, discussions will continue in hopes of providing a compromise that will reduce impacts to the private properties on the west side of Highway 101.

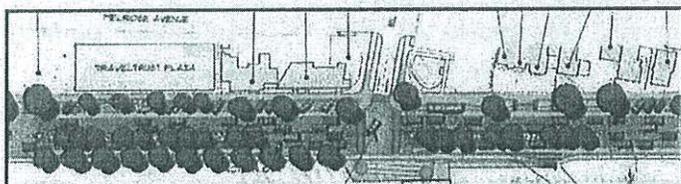


Alternative #1:



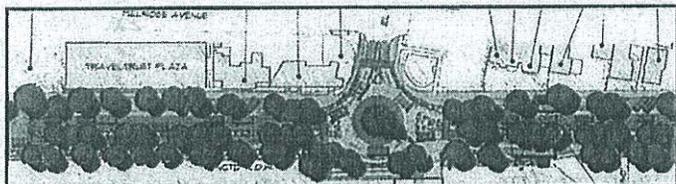
Maintained relatively "straight" / current roadway layout and utilized (5) Roundabouts and (1) Traffic Signal to manage intersections; "Restored" or reforestation of the tree canopy; Maximized the amount of added parking (added 88 spaces).

Alternative #2:

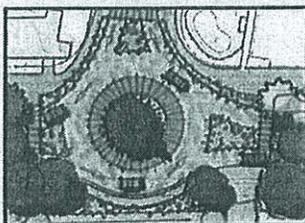


Maintained relatively "straight" / current roadway layout and utilized Traffic Signals to manage intersections; "Restored" or reforestation of the tree canopy; Maximized the amount of added parking (added 110 spaces).

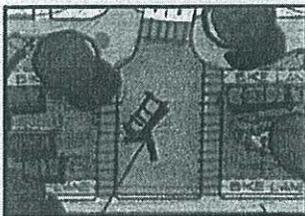
Alternative #3:



Provided a "meandering" roadway layout as needed to preserve existing trees and utilized (5) roundabouts and (1) traffic signal to manage intersections; Preserved the existing tree canopy; Added parking spaces where possible (added 21 spaces).



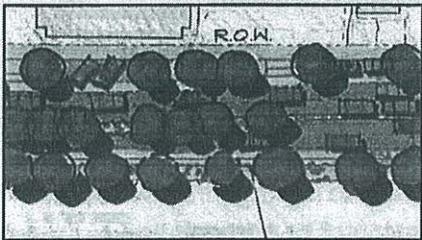
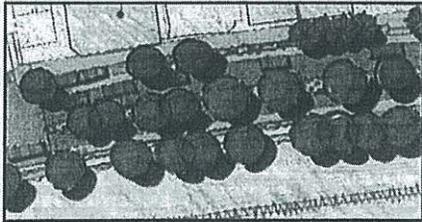
Alternative #1



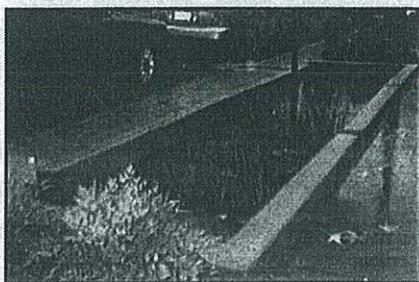
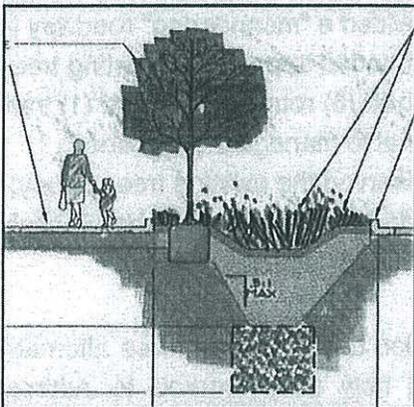
Alternative #2

The presentation described the three alternatives in detail and explained how each worked to address the community's priorities, through their differing ways. Of notable importance were the similarities and differences between Alternatives #1 and #2. Both plans increased parking and provided for the restoration of the tree canopy. But these plans differed greatly since Alternative #1 utilized roundabouts and Alternative #2 utilized traffic signals. Because of the different spatial requirements between the design of intersections with roundabouts and traffic signals (roundabouts require more area), Alternative #2 did not have any conflicts or impacts to private property and can accommodate a greater number of parking spaces.





Subtle shifts were incorporated into Alternative #3 layout to preserve existing mature trees



Landscaped areas designed to accept storm water runoff provide natural means to address drainage problems along the corridor

At first glance, Alternatives #1 and #3 appeared to be very similar, mainly because both plans utilized roundabouts as intersection controls. But, the design team explained to the workshop attendees that Alternative #3 was designed with a meandering alignment to preserve in place a large majority of the existing mature trees. Given the meandering road and proposed median configurations to accommodate the existing trees, not as many parking spaces can be provided in comparison to the other two plans. Alternative #3 only increases the number of on-street parking spaces by 21, opposed to 88 additional parking spaces with Alternative #1 and 110 additional parking spaces with Alternative #2.

Finally, the design team presented several design options that were developed to address the Community's desires. Examples of using sustainable design principals for the corridor to address drainage problems were included in the presentation. By incorporating bio-swales in the design of landscaped areas, the design team explained how storm water run-off can be collected, filtered and allowed to infiltrate back into the ground; rather than allowed to run-off and puddle along the side of the road. In addition, thoughts were shared about incorporating solar panels on bus shelters and shade structures to provide a source for street lighting along the corridor, and using a planting pallet of native, naturalized and drought resistant species would greatly help reduce the water demands for the proposed landscaping.

A comment form/handout was given to the community participants at Workshop #2 to address many of the issues associated with the project and to solicit direction for moving forward. The majority of those in attendance at Workshop #2 selected Alternative #1 as the preferred design. A copy of the comment form/handout and a summary of comments received from Workshop #2 are provided on the following pages, followed by copies of all three alternative plans and support graphics presented at the workshop.



**North Coast Highway 101 Streetscape
Workshop #2 Handout - March 29, 2008**



Name: _____

Please provide us with your thoughts regarding the design ideas presented during tonight's workshop. Your input is greatly valued and will help us to better develop the future vision for the North Coast Highway 101 corridor.

Project Priorities

The most popular "priorities" identified by the participants of the first workshop series included:

- | | | | |
|------------------------------|--------------------------|--|---------------------|
| <i>Restore Tree Canopy</i> | <i>Fewer Drive Lanes</i> | <i>Walkability</i> | <i>Lower Speeds</i> |
| <i>Fix Drainage Problems</i> | <i>Bike Lanes</i> | <i>Native Landscaping</i> | |
| <i>Bury Railroad Tracks</i> | <i>Use Local Artists</i> | <i>Sustainability / "Green Design"</i> | |

In your opinion, do you feel these accurately represent the project priorities?
Please feel free to circle (to emphasize) or cross-out (to disagree) with any items listed above and add more if you'd like: _____

Traffic

The traffic analyses concluded that a reduction of drive lanes is possible, but will decrease the level of service (LOS) that the current roadway provides.

This means slower vehicle speeds and potentially increased traffic congestion. Are you willing to accept a decreased level of service in order to achieve the project priorities established during the first public workshop?

Existing Trees

Alternatives #1 and #2 re-align the existing roadway to provide additional parking on the west side of HWY 101, and establishes a new tree canopy.

Alternative #3 focuses on preserving a majority of the existing trees and provides less parking (67 to 89 fewer parking spaces) than alternatives #1 and #2.

What are your thoughts regarding the preservation of the existing tree canopy with fewer parking spaces, compared to a replacement of tree canopy with a higher number of parking spaces?

(Please see other side of page for additional information)

**Workshop #2 Handout
Page 1 of 2**



Alternative #1

Tell us what you liked, didn't like or would change about the ideas and layouts presented in Alternative #1 - Key Elements in Alternative #1 include:

- 1 northbound and 2 southbound drive lanes
 - 5 Roundabouts (La Costa, Sea Bluff, Grandview, Jupiter and El Portal)
 - 1 Stop Light (Leucadia Blvd.)
 - 328 Parking Spaces
 - Replant majority of tree canopy
-
-

Alternative #2

Tell us what you liked, didn't like or would change about the ideas and layouts presented in Alternative #2 - Key Elements in Alternative #2 include:

- 1 northbound and 2 southbound drive lanes
 - 0 Roundabouts
 - 4 Stop Lights (La Costa, Grandview, Leucadia Blvd and El Portal)
 - 350 Parking Spaces
 - Replant majority of tree canopy
-
-

Alternative #3

Tell us what you liked, didn't like or would change about the ideas and layouts presented in Alternative #3- Key Elements in Alternative #3 include:

- 1 northbound and 2 southbound drive lanes
 - 5 Roundabouts (La Costa, Sea Bluff, Grandview, Jupiter and El Portal)
 - 1 Stop Light (Leucadia Blvd)
 - 261 Parking Spaces
 - Preserve majority of existing tree canopy
-
-

Alternative Ideas

Please provide us with your thoughts on any of the alternative ideas presented and discussed tonight – or, if you have any other ideas that you'd like to share with us.

Thank you very much for participating in tonight's workshop and sharing your opinions with us!

**Workshop #2 Handout
Page 2 of 2**



**North Coast Highway 101 Streetscape
Workshop #2
Summary of Responses to Workshop Handout**



Workshop Date / Time: Thursday, May 29, 2008 / 6pm-8pm
Workshop Location: Encinitas City Hall

Attendance:

Head Count = 88
Sign-in Sheet Counts = 66
Handout Responses = 61

Project Priorities (18 Responses)

In your opinion, do you feel the project priorities are accurately represented?

Yes	17	(94% of respondents)
No	1	(6%)

Added Priorities

Infrastructure
Connections to Beach Access
Lighting
Landscaping
Limit Cut-Through Traffic
Provide for Runners
No Right Turn Southbound 101 onto El Portal
Maintain Low Traffic Flow on Marcheta and Melrose
At Grade Crossings
Parking
Crosswalks
Stormwater Management
Bump-outs that Create Ambiance

Traffic (43 Responses)

Are you willing to accept a decreased level of service in order to achieve the project priorities established during the first public workshop?

Yes	39	(91%)
No	4	(9%)



**Workshop #2 Summary
Page 1 of 5**

127

**North Coast Highway 101 Streetscape
Workshop #2
Summary of Responses to Workshop Handout**



Existing Trees (54 Responses)

What are your thoughts regarding the preservation of the existing tree canopy with fewer parking spaces, compared to a replacement of tree canopy with a higher number of parking spaces?

Replace the Tree Canopy, Creating More Parking Spaces	40	(74%)
Protect the Existing Tree Canopy, Sacrificing Some Parking Spaces	7	(13%)
Trees Should Be Saved Based on Individual Evaluation	7	(13%)

Preferred Alternative (53 Responses)

Alternative #1	41	(77%)
1 Northbound, 2 Southbound Drive Lanes		
5 Roundabouts		
1 Stop Light		
328 Parking Spaces		
Alternative #2	2	(4%)
1 Northbound, 2 Southbound Drive Lanes		
0 Roundabouts		
4 Stop Lights		
350 Parking Spaces		
Alternative #3	10	(19%)
1 Northbound, 2 Southbound Drive Lanes		
5 Roundabouts		
1 Stop Light		
261 Parking Spaces		



**North Coast Highway 101 Streetscape
Workshop #2
Summary of Responses to Workshop Handout**



Additional Comments / Themes Received from Workshop Participants

Trees / Existing Tree Canopy

- Existing trees should be replaced with near-mature trees
- Existing trees should be replaced with native trees / trees that require less water
- Even though replacing tree canopy is preferred, try to preserve as many existing trees as possible
- Concerned older trees may fall
- Want trees that will grow 100' and create a tunnel
- Most trees in the median are not at the end of their life cycle
- No double tree canopy in median. One large tree better
- Oleanders shouldn't be included as existing tree canopy
- Need more data on trees (type, age)
- Color code trees that are to remain and include a legend
- Would like to see a more expressed meandering of roadway while preserving existing trees
- Replace tree canopy with wider pathways

Traffic / Circulation

- Concerned whether 1 lane northbound will be sufficient
- Further investigate removing stop light at Leucadia Blvd. and installing roundabouts at Jasper Street and Europa Street
- Consider replacing stop lights with stop signs
- One-way circulation around Leucadia Roadside Park a good idea
- Pedestrian crossing at La Costa needed
- Keep stop light at Leucadia Blvd.
- Please address increase in traffic on Vulcan due to construction and slower speeds
- Consider eliminating roundabout at Sea Bluff
- Add roundabout at Shamrock Trailer Park
- 3 roundabouts from La Costa Ave. to Grandview Street are close together
- Need clear line of sight for pedestrian crossings at roundabouts
- Cut-through commuter traffic should be diverted to I-5 at La Costa Ave.
- Work with Carlsbad to get at least a few U-turns near La Costa Ave.
- Eliminate all roads at Leucadia Roadside Park. Residents can use existing alley
- Consider eliminating Leucadia Blvd. between Highway 101 and the alley
Keep Leucadia Blvd. between Neptune and alley
- Don't need more traffic lights or roundabouts to calm traffic -- narrow lanes, pinch corners, etc...
- Alternative #3 preferred with fewer roundabouts



**Workshop #2 Summary
Page 3 of 5**

**North Coast Highway 101 Streetscape
Workshop #2
Summary of Responses to Workshop Handout**



(Traffic / Circulation Cont.)

- Leucadia Blvd. is the #1 problem spot and is the key to the whole thing working out
- Leucadia Blvd. needs to be safer for pedestrians and bikers crossing the 101
- Convert Roadside Park to one lane in the middle and eliminate signal
- Don't eliminate left turn onto southbound 101 from westbound Leucadia Blvd.
- Consider 1 lane southbound – adds more parking and decreases cut-through traffic
- Need left turn for northbound traffic into Mobil station
- Provide traffic signal at Sea Bluff
- Maximize U-turn
- Maintain low traffic flow on Melrose and Marcheta
- What about traffic from So. Carlsbad?
- Provide walkable access from the East to 101 over the tracks

Parking

- Supportive of reverse angle parking
- Consider more parking on East side
- Parking should be parallel only
- Don't need that much parking
- Add diagonal parking to side streets

Bike Traffic

- Separate bicyclists to keep them from accessing drive lanes
- Be aware of dangers in putting bicycle traffic on the sidewalks at roundabouts
- Like the idea of coloring the bike lane
- Would like a scientific bike count
- At the roundabouts, make all bike entries and exits parallel to traffic lanes

Design

- Emphasize public gathering spaces / plazas / pocket parks
- Bioswales, permeable paving, solar lighting good ideas
- Would like open, safe seating areas
- Combine signage on fewer posts
- Include embellishments at the Gold Coast
- Maintain character
- Artsy attractions are cool
- Bigger planter area needed between sidewalk and parking
- Try sidewalk / parking / buffer lane / bike lane / traffic lane
- Nice walkable sidewalk with tables



**North Coast Highway 101 Streetscape
Workshop #2
Summary of Responses to Workshop Handout**



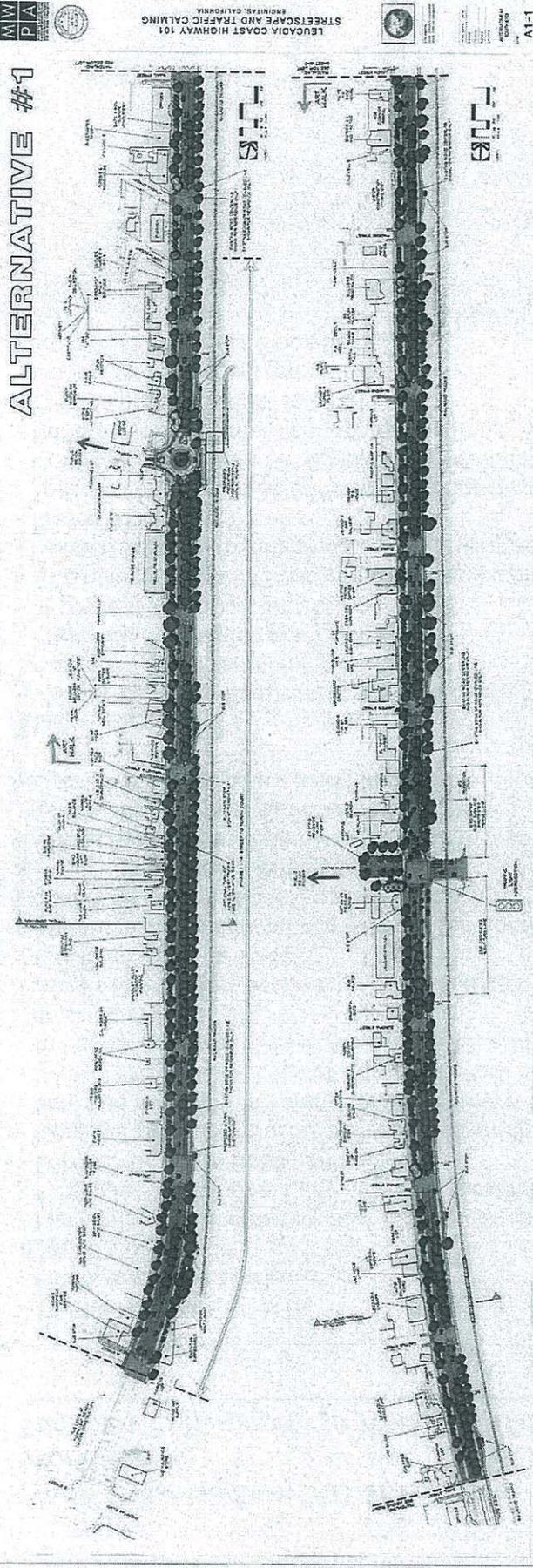
- Don't need wide rail trail
- Depress median as a bioswale
- (Design Cont.)
- Have tall and full greenery near bioswales, need more vertical variability
- Bioswales a good possibility at certain locations
- Less hardscape in public art areas
- Consider hedges or bushes instead of covering walls in the centers of roundabouts
- Stay true to Leucadia's lush, mature greenery
- Would like to make Leucadia Roadside Park bigger and more green
- In Leucadia Roadside Park Alternative #3, address refuge area for pedestrians crossing HWY 101
- Alt. #1 is preferred but perhaps all 5 roundabouts are not needed
- Combine Alt. #1 and #2
- Minimize visual appearance of increased concrete by utilizing color concrete, enhanced paving, stones, cobbles, etc...
- Do not like circular seating areas
- Create hybrid plan. Combine Alt. #1 with a traffic light at La Costa Ave.
- Green design – treat stormwater
- Great that bus stops are being improved!

Miscellaneous

- Shifting Leucadia Roadside Park to the North is a good idea
- Address issue of removing billboards
- Interested in a façade grant program
- Improve walkway to Beacons
- Alternatives #1 and #3 are best to enhance community character and traffic flow
- Concerned about taking private property for roundabouts
- Preserve dark skies
- Specific Plan should be updated in conjunction with design of Master Plan
- Continue dialog with NCTD over R.O.W. encroachment issues
- Build pressure for more cooperation with NCTD
- Provide lights for night safety
- Does proposal reflect growth?
- No forced Imminent Domain



ALTERNATIVE #1



Alternative #1 Summary

Road Configuration / Traffic Control

- One 10' Wide Northbound Drive Lane
- Two 10' Wide Southbound Drive Lanes
- Five Roundabouts:
 El Portal
 Jupiter Street
 Grand View Street
 Bishop's Gate (Sea Bluff)
 La Costa Blvd.
- One Traffic Signal:
 Leucadia Blvd.

Parking Spaces

- 328 Parking Spaces Proposed
- Mix of Parallel and Reverse Angle Parking

Bike Lanes

- 7' Wide Northbound
- 7' Wide Southbound

Traffic Design Speed

25 MPH

Tree Canopy

The approach to designing the improvements in Alternative #1 was to maximize the efficiencies of the available right-of-way for parking, bike lanes, and sidewalks and to maintain a relatively straight roadway throughout the corridor.

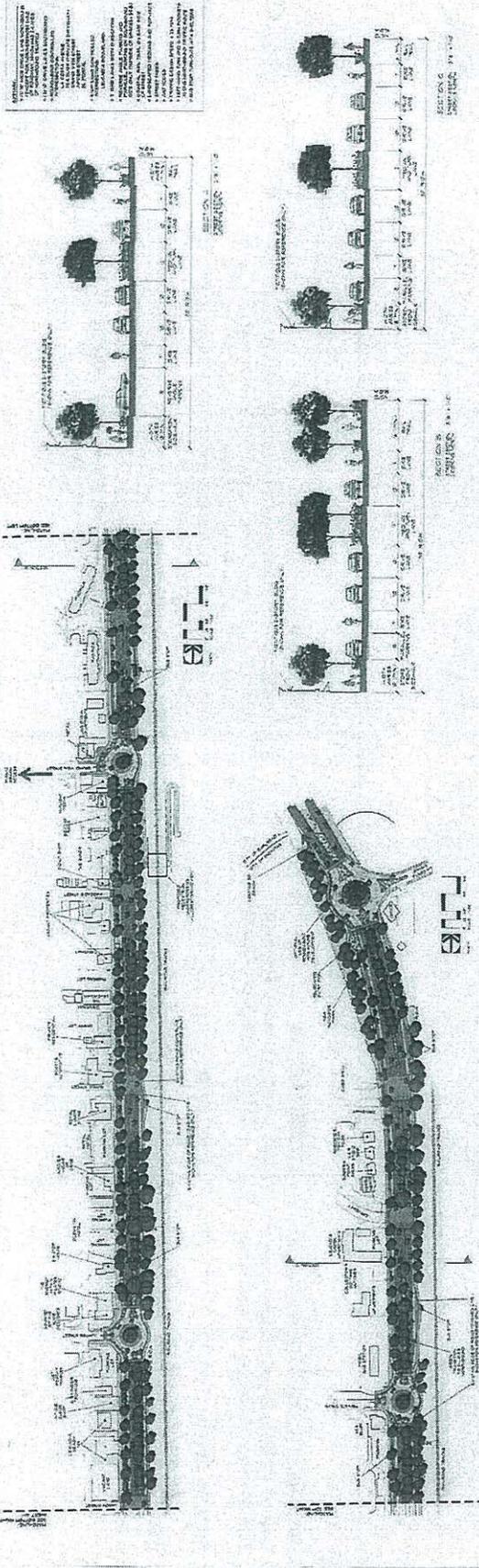
This approach would have impact on some of the mature tree plantings along the corridor. Therefore, the emphasis for Alternative #1 was to plan for a restored / replaced tree canopy.

Alternative #1
Sheet 1 of 2

ALTERNATIVE #1



LEUCADIA COAST HIGHWAY 101
STREETSCAPE AND TRAFFIC CALMING
FRONTIER, CALIFORNIA



SECTION 1
1. 10' WIDE NORTHBOUND DRIVE LANE
2. 10' WIDE SOUTHBOUND DRIVE LANE
3. 7' WIDE NORTHBOUND BIKE LANE
4. 7' WIDE SOUTHBOUND BIKE LANE
5. 10' WIDE PARKING SPACE
6. 10' WIDE SIDEWALK
7. 10' WIDE PLANTING STRIP
8. 10' WIDE TRUCK STOP
9. 10' WIDE TRUCK STOP
10. 10' WIDE TRUCK STOP
11. 10' WIDE TRUCK STOP
12. 10' WIDE TRUCK STOP
13. 10' WIDE TRUCK STOP
14. 10' WIDE TRUCK STOP
15. 10' WIDE TRUCK STOP
16. 10' WIDE TRUCK STOP
17. 10' WIDE TRUCK STOP
18. 10' WIDE TRUCK STOP
19. 10' WIDE TRUCK STOP
20. 10' WIDE TRUCK STOP

Road Configuration / Traffic Control
One 10' Wide Northbound Drive Lane
Two 10' Wide Southbound Drive Lanes
Five Roundabouts:
El Portal
Jupiter Street
Grand View Street
Bishop's Gate (Sea Bluff)
La Costa Blvd.
One Traffic Signal:
Leucadia Blvd.

Parking Spaces
328 Parking Spaces Proposed
Mix of Parallel and Reverse Angle Parking

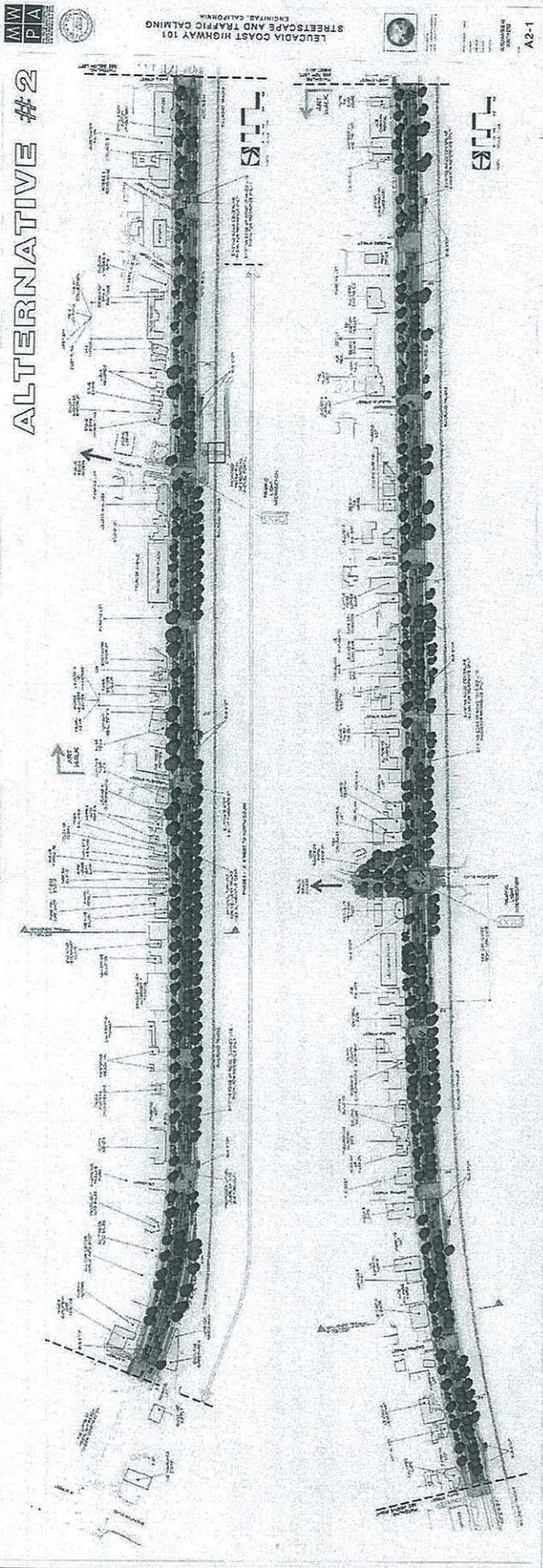
Bike Lanes
7' Wide Northbound
7' Wide Southbound

Traffic Design Speed
25 MPH

Tree Canopy
The approach to designing the improvements in Alternative #1 was to maximize the efficiencies of the available right-of-way for parking, bike lanes, and sidewalks and to maintain a relatively straight roadway throughout the corridor.
This approach would have impact on some of the mature tree plantings along the corridor. Therefore, the emphasis for Alternative #1 was to plan for a restored / replaced tree canopy.

Alternative #1
Sheet 2 of 2

ALTERNATIVE #2



Alternative #2
Sheet 1 of 2

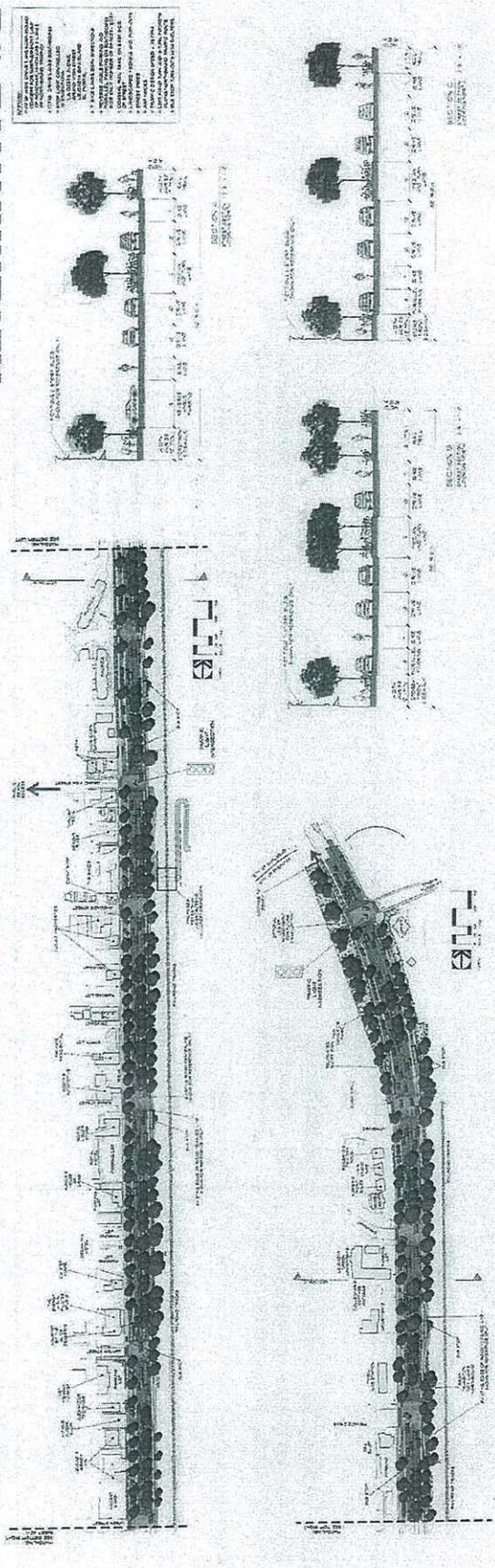
Alternative #2 Summary		
<p>Road Configuration / Traffic Control</p> <ul style="list-style-type: none"> One 10' Wide Northbound Drive Lane Two 10' Wide Southbound Drive Lanes <p>No Roundabouts</p> <p>Four Traffic Signals:</p> <ul style="list-style-type: none"> El Portal Leucadia Blvd. Grand View Street La Costa Blvd. 	<p>Parking Spaces</p> <ul style="list-style-type: none"> 350 Parking Spaces Proposed Mix of Parallel and Reverse Angle Parking <p>Bike Lanes</p> <ul style="list-style-type: none"> 7' Wide Northbound 7' Wide Southbound <p>Traffic Design Speed</p> <ul style="list-style-type: none"> 25 MPH 	<p>Tree Canopy</p> <p>The approach to designing the improvements in Alternative #2 was to maximize the efficiencies of the available right-of-way for parking, bike lanes, and sidewalks and to maintain a relatively straight roadway throughout the corridor.</p> <p>This approach would have impact on some of the mature tree plantings along the corridor. Therefore, the emphasis for Alternative #1 was to plan for a restored / replaced tree canopy.</p>

ALTERNATIVE #2



LEUCADIA COAST HIGHWAY 101
STREETSCAPE AND TRAFFIC CALMING
ENGINEERS, CALIFORNIA

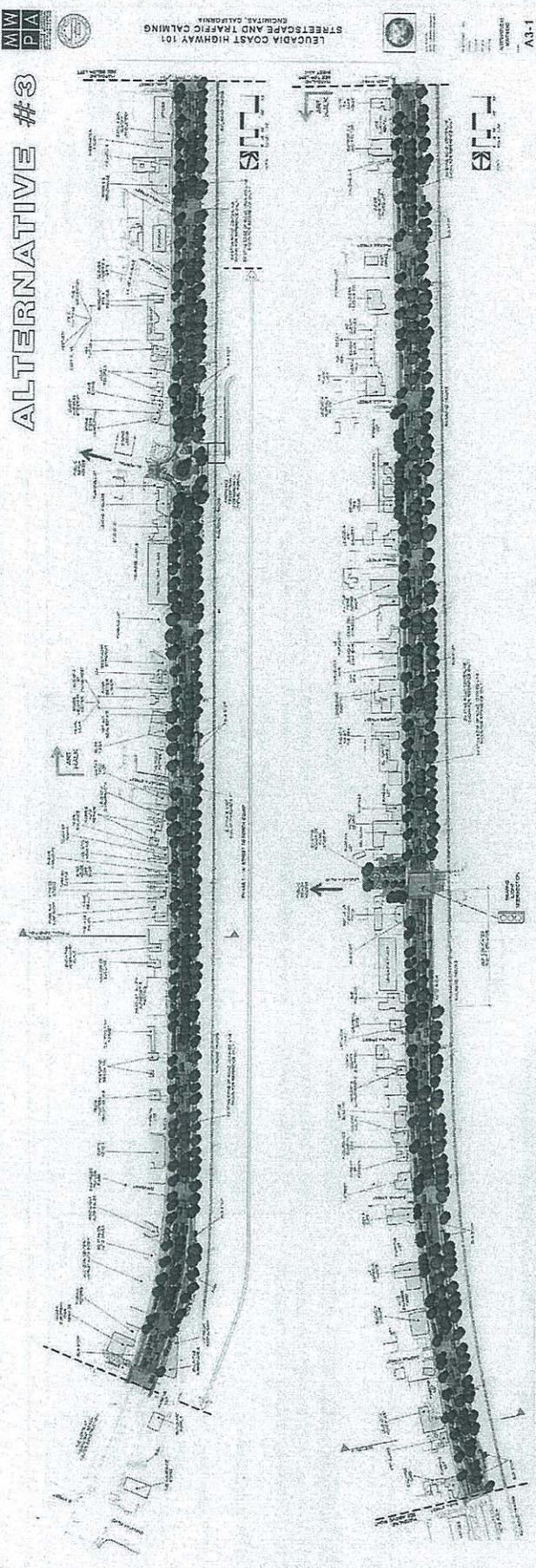
A2-2



GENERAL NOTES:
 1. ALL TREE PLANTINGS SHALL BE MATURE TREES (MINIMUM 12" DBH) UNLESS OTHERWISE NOTED.
 2. TREE PLANTINGS SHALL BE SPACED AT 30' ON CENTER.
 3. TREE PLANTINGS SHALL BE PLANTED AT THE END OF THE DRIVEWAY OR SIDEWALK.
 4. TREE PLANTINGS SHALL BE PLANTED AT THE END OF THE DRIVEWAY OR SIDEWALK.
 5. TREE PLANTINGS SHALL BE PLANTED AT THE END OF THE DRIVEWAY OR SIDEWALK.

Alternative #2 Summary		
<p>Road Configuration / Traffic Control One 10' Wide Northbound Drive Lane Two 10' Wide Southbound Drive Lanes No Roundabouts Four Traffic Signals: El Portal Leucadia Blvd. Grand View Street La Costa Blvd.</p>	<p>Parking Spaces 350 Parking Spaces Proposed Mix of Parallel and Reverse Angle Parking Bike Lanes 7' Wide Northbound 7' Wide Southbound Traffic Design Speed 25 MPH</p>	<p>Tree Canopy The approach to designing the improvements in Alternative #2 was to maximize the efficiencies of the available right-of-way for parking, bike lanes, and sidewalks and to maintain a relatively straight roadway throughout the corridor. This approach would have impact on some of the mature tree plantings along the corridor. Therefore, the emphasis for Alternative #1 was to plan for a restored / replaced tree canopy.</p>

Alternative #2
Sheet 2 of 2



ALTERNATIVE #3

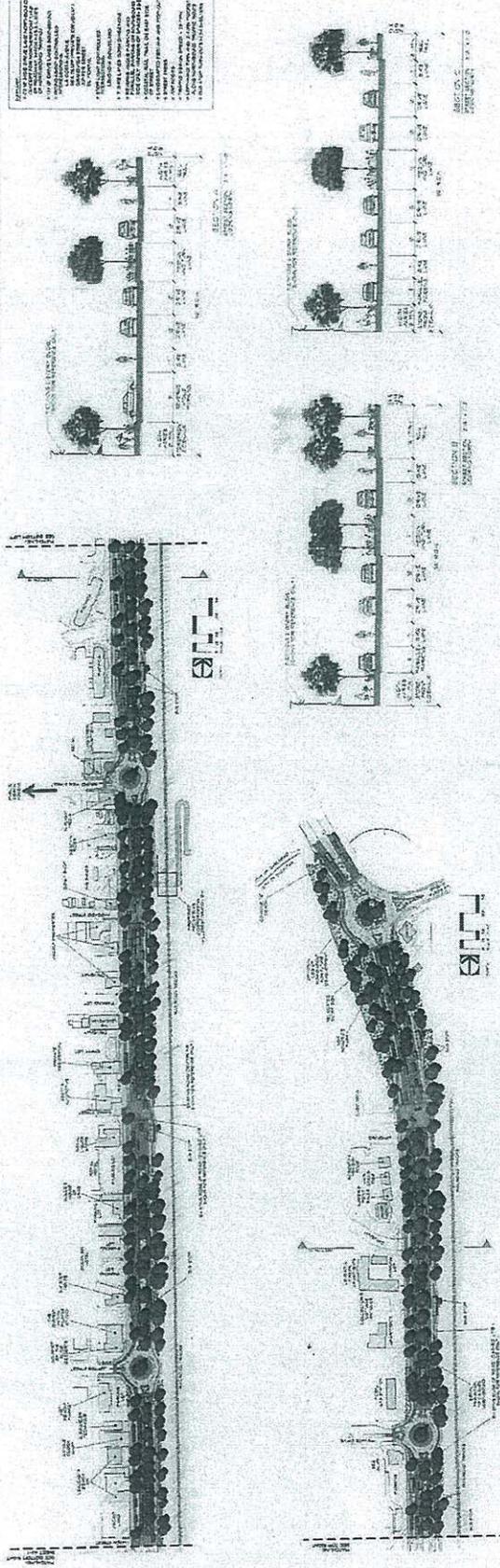
Alternative #3 Summary		
<p>Road Configuration / Traffic Control One 10' Wide Northbound Drive Lane Two 10' Wide Southbound Drive Lanes</p> <p>Five Roundabouts El Portal Jupiter Street Grand View Street Bishop's Gate (Sea Bluff) La Costa Blvd.</p> <p>One Traffic Signal: Leucadia Blvd.</p>	<p>Parking Spaces 261 Parking Spaces Proposed Mix of Parallel and Reverse Angle Parking</p> <p>Bike Lanes 7' Wide Northbound 7' Wide Southbound</p> <p>Traffic Design Speed 25 MPH</p>	<p>Tree Canopy The approach to designing the improvements in Alternative #3 was to prioritize the preservation of the existing tree canopy, and provide the proposed parking, bike lanes, and sidewalks improvements around these locations.</p> <p>This approach created a meandering affect along portions of the proposed roadway alignment in order to protect in place mature trees. The result of the meandering roadway provided fewer parking spaces than Alternatives #1 and #2.</p>

Alternative #3
 Sheet 1 of 2

ALTERNATIVE #3



LEUCADIA COAST HIGHWAY 101
STREETSCAPE AND TRAFFIC CALMING
ENGINEER: CALSTRIP



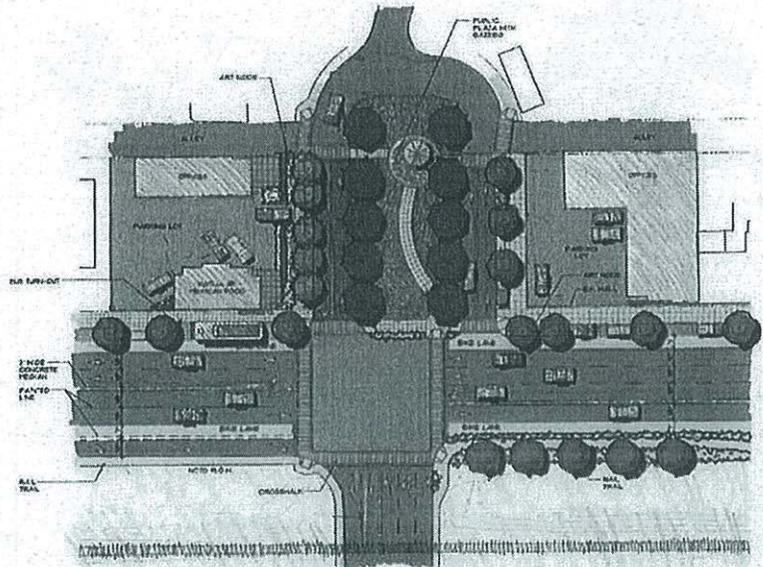
- 1. 10' WIDE NORTHBOUND DRIVE LANE
- 2. 10' WIDE SOUTHBOUND DRIVE LANES
- 3. 7' WIDE NORTHBOUND BIKE LANE
- 4. 7' WIDE SOUTHBOUND BIKE LANE
- 5. 25 MPH TRAFFIC DESIGN SPEED
- 6. 261 PARKING SPACES (130 NORTHBOUND, 131 SOUTHBOUND)
- 7. 10' WIDE NORTHBOUND DRIVE LANE
- 8. 10' WIDE SOUTHBOUND DRIVE LANES
- 9. 7' WIDE NORTHBOUND BIKE LANE
- 10. 7' WIDE SOUTHBOUND BIKE LANE
- 11. 25 MPH TRAFFIC DESIGN SPEED
- 12. 261 PARKING SPACES (130 NORTHBOUND, 131 SOUTHBOUND)

Alternative #3 Summary		
<p>Road Configuration / Traffic Control</p> <ul style="list-style-type: none"> One 10' Wide Northbound Drive Lane Two 10' Wide Southbound Drive Lanes <p>Five Roundabouts El Portal Jupiter Street Grand View Street Bishop's Gate (Sea Bluff) La Costa Blvd.</p> <p>One Traffic Signal: Leucadia Blvd.</p>	<p>Parking Spaces</p> <p>261 Parking Spaces Proposed Mix of Parallel and Reverse Angle Parking</p> <p>Bike Lanes</p> <p>7' Wide Northbound 7' Wide Southbound</p> <p>Traffic Design Speed</p> <p>25 MPH</p>	<p>Tree Canopy</p> <p>The approach to designing the improvements in Alternative #3 was to prioritize the preservation of the existing tree canopy, and provide the proposed parking, bike lanes, and sidewalks improvements around these locations.</p> <p>This approach created a meandering affect along portions of the proposed roadway alignment in order to protect in place mature trees. The result of the meandering roadway provided fewer parking spaces than Alternatives #1 and #2.</p>

Alternative #3
Sheet 2 of 2



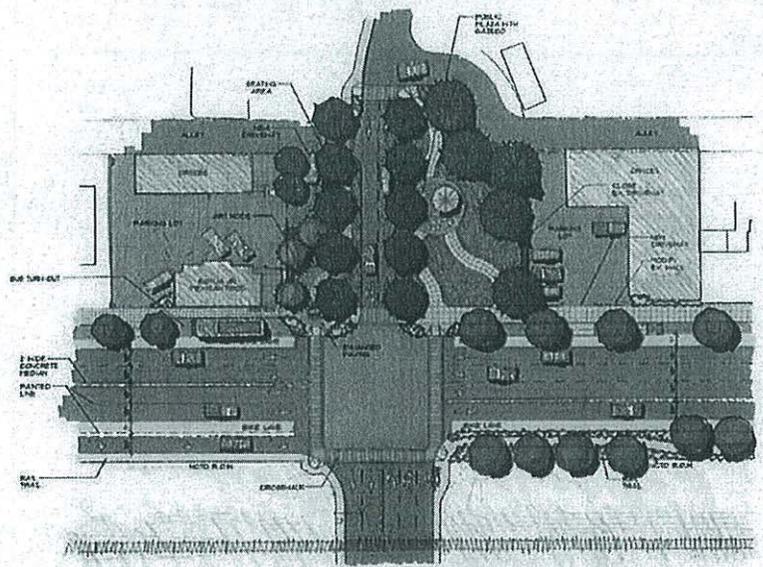
LEUCADIA COAST HIGHWAY 101 STREETSCAPE AND TRAFFIC CALMING
ENCINITAS, CALIFORNIA



ALTERNATIVE #1
PLAN



HWY 101 INTERSECTION AT LEUCADIA BLVD. / ROADSIDE PARK



ALTERNATIVE #2
PLAN



HWY 101 INTERSECTION AT LEUCADIA BLVD. / ROADSIDE PARK



DATE: 10/15/10

PROJECT AREA: 2000
SHEET NO.: 00001
SHEET TITLE: ALTERNATIVE IDEAS

ALTERNATIVE IDEAS

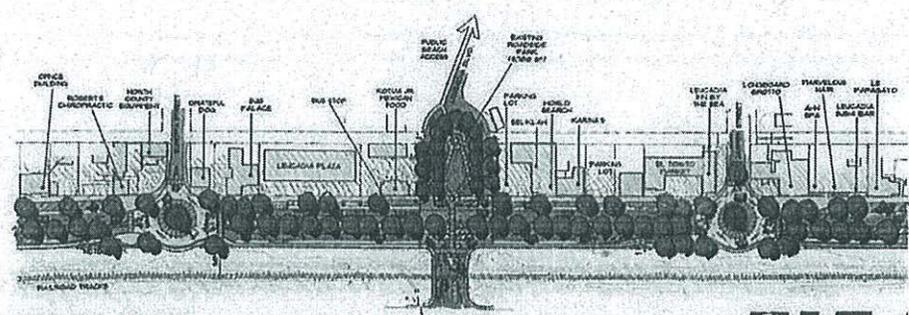
3

Exhibit #3

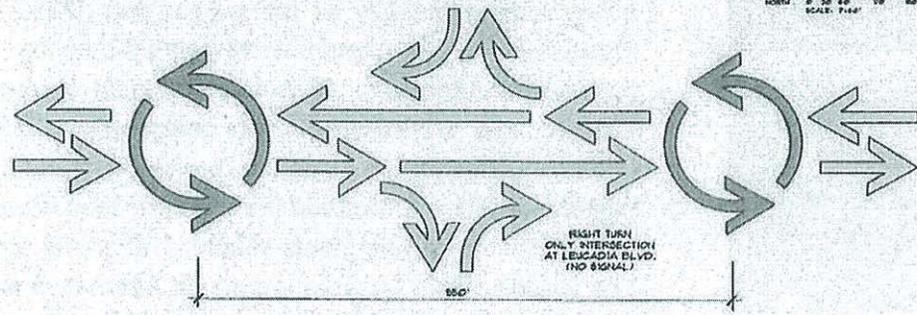
North Coast Highway 101 Streetscape
Workshop #2 Exhibits
140



LEUCADIA COAST HIGHWAY 101 STREETSCAPE AND TRAFFIC CALMING
ENCINITAS, CALIFORNIA



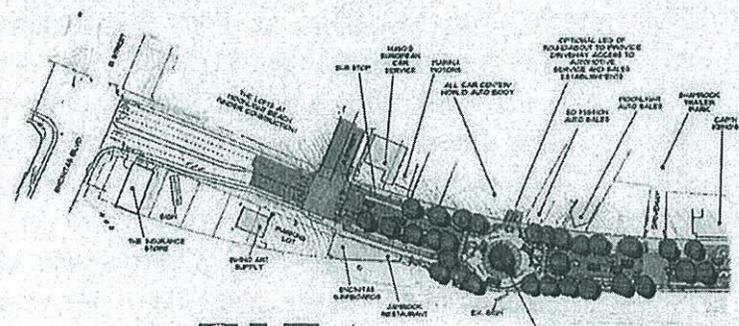
LEUCADIA BLVD. / HIGHWAY 101
ALTERNATIVE PLAN



LEUCADIA BLVD. / HIGHWAY 101
CONCEPTUAL DIAGRAM

NO SCALE

LEUCADIA BLVD. / HWY 101 INTERSECTION - ALTERNATIVE PLAN

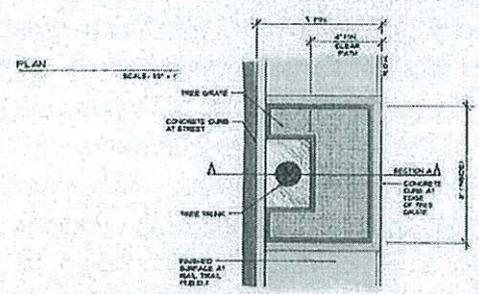


ROUNDABOUT
ALTERNATIVE PLAN

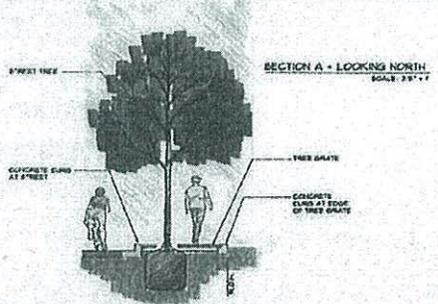


ROUNDABOUT TO PROVIDE S-TURN OPPORTUNITY FOR OVERLAPped TRAFFIC PRIOR TO ENCLITA BLVD. INTERSECTION AND PROTECT DRIVE FOR THROUGH TRAFFIC

ROUNDABOUT - ALTERNATIVE PLAN AT SOUTHERN PROJECT BOUNDARY



TREE PLANTING WITH GRATE AT RAIL TRAIL



DATE: 06/15/2011
BY: [signature]

PROJECT: 101
SHEET: 4
SCALE: 1/8" = 1'-0"

ALTERNATIVE IDEAS

4

Exhibit #4

North Coast Highway 101 Streetscape Workshop #2 Exhibits

Workshop #3

Workshop #3 (November 13, 2008)

The consensus from Workshop #2 indicated that an overwhelming majority of the participants (77%) favored Alternative #1, with Alternative #3 being the second favored (19%) and Alternative #3 being the least favored (4%). Heading into Workshop #3, the design team focused on fine-tuning Alternative #1 as the "preferred alternative" plan based on feedback received from the previous workshop as well as follow-up comments received after the workshop. The resulting plan became known as Alternative #4, which was presented at Workshop #3.



A large crowd of over 200 gathered for Workshop #3, filling the Council Chambers and spilling into the adjacent Carnation and Poinsettia Rooms

Workshop #3 was held at City Hall in Encinitas on Thursday November 13, 2008 from 6:00pm to 10:00pm. The format for the third workshop was divided into three parts. Part one included an overview of the process to date and a review of the previous two workshops. This was followed by a brief presentation of the Preliminary Traffic Analysis for the project. Part two of the workshop presented in detail the design refinements of the new plan, Alternative #4. Lastly, part three of the workshop involved the public participation through a questionnaire handout and discussion regarding the proposed Alternative #4.

The turn-out for Workshop #3 was much larger than the previous two workshops, and estimated at over 200 attendees. At the beginning of the workshop, all those attendees who had not been to a previous workshop for this project were asked to raise their hand. This showing of hands indicated that approximately 2/3 of the audience was new to the project; an observation that would be later confirmed through the public's responses to the questionnaire handout. After acknowledging the number of new participants, the design team began the workshop by summarizing the process from the previous two workshops.



- Workshop #1**
Most Re-Occurring Community Values
1. Coastal / Ocean / Beach
 2. Neighborly / Friendly / Community
 3. Peaceful / Safe / Quiet / Quaint
 4. Artsy / Funky
 5. "Laid-Back" / "Mellow" / "Informal" / "Rural"

- Workshop #1**
Top 10 Community Priorities
1. Restore Tree Canopy
 2. Fewer Drive Lanes
 3. Improved Walkability & Bicycling
 4. Fix Drainage Problems
 5. Continuous Bike Lanes
 6. Native Landscaping
 7. Bury the Railroad Tracks
 8. Environmental Sustainability
 9. Planting along Sidewalks
 10. Incorporate Art / Local Artists

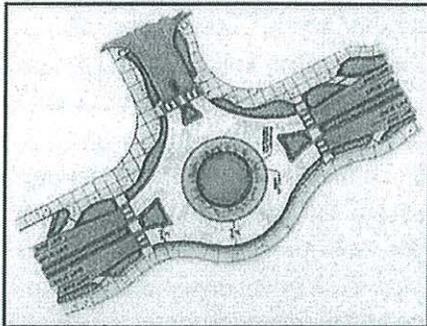
The recap of the Public Participation conducted throughout the workshop process included a re-stating of the community's "Values" and "Priorities"

Part one of the workshop started with an overview of the public participation process, which included a summary of the community's visioning and goal setting exercises that were conducted at Workshop #1 on February 19 and 23, 2008. These exercises transpired over the two-day workshop and established the top community values and the project priorities. It was this process that established the framework for the three alternative designs that were presented on May 29, 2008 at Workshop #2.

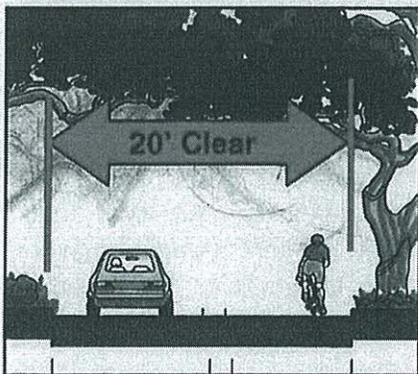
Next, the design team briefly reviewed all three of the previous alternative designs from Workshop #2 to refresh the memories of the past participants, and to inform the new participants of the design work that had already taken place prior to the workshop taking place that evening. In addition, a review of the public participation process that occurred between the previous Workshop #2 and the current Workshop #3 was presented. This included a display of the plans at the community's Art Walk 2008 event, a presentation at the City's Planning Commission on September 18, 2008, and an Informational Open House held at the Encinitas Public Library on October 1, 2008.

After the participants were brought back up-to-speed on the process leading up to Workshop #3, the traffic engineering consultant gave an overview of the Preliminary Traffic Analysis. The traffic analysis conducted to this point involved performing traffic counts for segment volumes and intersection movements throughout the project area. The data collected was utilized to check the various design scenarios against near-term traffic projections, to see if anticipated traffic patterns would function properly with the proposed designs. The traffic engineering consultant analyzed nine different traffic configuration scenarios, which were developed based on feedback from the community, the city and the design team. A detailed reporting of the process and findings from the preliminary traffic study conducted in 2008 can be found in the project's Traffic Impact Analysis report attached to the end of this document.





Characteristics of roundabouts were further explained to the workshop attendees by the traffic engineering consultant



Alternative #4 incorporated a 20' minimum clearance from curb-to-curb along all one-way traffic lanes

The traffic engineer also presented a brief overview regarding the use of roundabouts as an option for controlling intersections on this project. This portion of the presentation described the physical characteristics and functions of a roundabout to control traffic flows, reduce speeds and provide for greater pedestrian safety. The use of roundabouts was compared and contrasted with the use of traffic signals and stop signs.

Finally, between Workshop #2 and Workshop #3, additional feedback regarding the traffic lane widths was provided by the Encinitas Fire Department. After review of the proposed Alternative 4, the Fire Department concluded that it would accept a 20' minimum distance from curb-to-curb for one-way traffic flow on the northbound lanes. The design team made adjustments to the drawings to accommodate this condition.

Part two of the workshop involved a detailed exploration of Alternative #4. This plan was produced by incorporating public comments and further refinement of the preferred alternative plan from Workshop #2. This portion of the presentation began with a broad overview of the design process employed to develop a project theme that would embrace the community character and history. Once the design context and background was presented, the design team walked the workshop participants through a detailed explanation of the proposed plan.

The rich history and community character of Leucadia and the Highway 101 corridor played a very influential role in developing the design for Alternative #4. The design team examined the history of the area in three distinctly different periods: "Early Leucadia", "Mid-1900's Leucadia" and "Leucadia Today".