# 3.6 Transportation and Circulation

This section analyzes the potential for significant impacts related to transportation that could result from the implementation of the Mobility Element Update (MEU; Project). This section describes the existing transportation system within the Project area; characteristics of the Project area; and relevant federal, state, and local regulations and programs related to transportation. The analysis in this section is based on the Traffic Impact Analysis Report prepared by WSP for the City of Encinitas (City) General Plan Mobility Element Update (see Appendix E).

## 3.6.1 Existing Conditions

### 3.6.1.1 Street Network and Roadway Classifications

Streets and public rights-of-way comprise a large portion of the land in Encinitas, and their utilization has a tremendous influence on mobility, safety, economic development, and overall quality of life. A street typology defines a hierarchy of street types that incorporate not just a street's mobility function, but also its character and adjacent land uses and context. The typology provides a classification system that guides future land development, street improvements, and road design projects. **Table 3.6-1** lists the street types in Encinitas.

**Table 3.6-2** provides additional details, listing all street types in Encinitas including their contextual settings (i.e., urban village, suburban, and rural). The table also specifies each street type's vehicular function, number of lanes, median treatment, and typical right-of-way width.

| Table 3.6-1 Street Type | |
|---|---|
| **Connector (Prime & Major)** | Connects neighborhoods & destinations across longer distances (beyond typical bike/walk distance) |
| **Collector** | Provides mobility in, out & through neighborhoods & destinations |
| **Residential Neighborway** | Provides local access to residential streets. Often within walksheds of key destinations |
| **Local Street (Unclassified)** | Provides direct access to individual residences |
| **Special Designation Corridors** | Provides mobility along Coast Highway 101 and El Camino Real, often in accordance with specific plans or other focused plans |

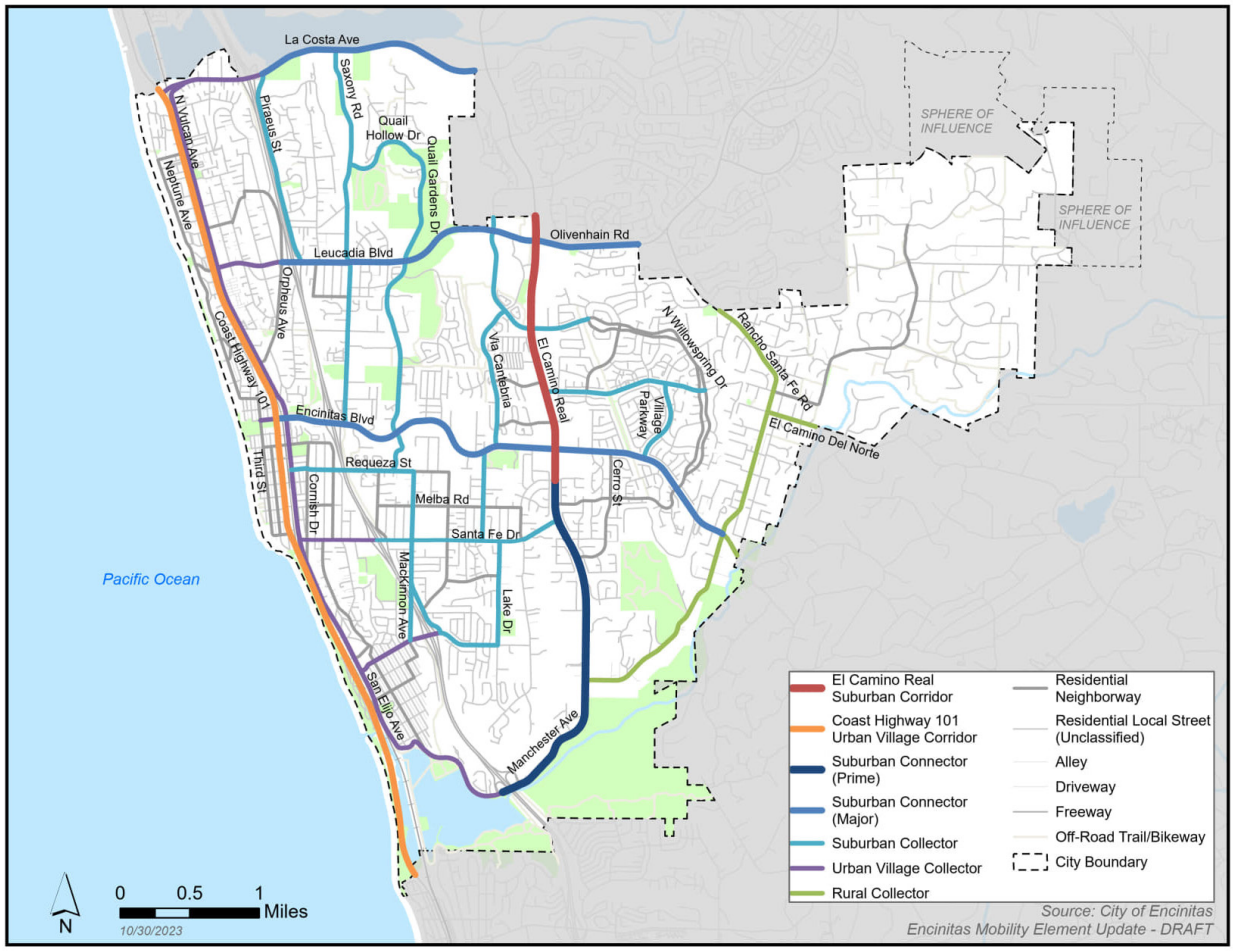
**Table 3.6-2 Detailed Street Typology**

| No. | Street Type | Vehicular Function | Lanes (number up to) [1] | Median | Preferred ROW |
|---|---|---|---|---|---|
| **Connectors Prime (CNP) and Connector Major (CNM)** connect neighborhoods and destinations across longer distances (beyond typical bike/walk distance). | | | | | |
| **CNP-6M** | Suburban Connector | Prime Arterial | 6 | Raised median | 135' |
| **CNP-4N** | Suburban Connector | Prime Arterial | 4 | None | 135' |
| **CNM-4M** | Suburban Connector | Major Arterial | 4 | Raised median | 100' |
| **CNM-4L** | Suburban Connector | Major Arterial | 4 | TWLTL | 100' |
| **Suburban Collectors (SC), Urban Village Collectors (UVC) and Rural Collectors (RC)** provide mobility in, out, and through neighborhoods and destinations. | | | | | |
| **SC-4M** | Suburban Collector | Collector | 4 | Raised median | 75' |
| **SC-4L** | Suburban Collector | Collector | 4 | TWLTL | 75' |
| **SC-2M** | Suburban Collector | Collector | 2 | Raised median | 75' |
| **SC-2L** | Suburban Collector | Collector | 2 | TWLTL | 75' |
| **SC-2N** | Suburban Collector | Collector | 2 | None | 75' |
| **SC-1N** | Suburban Collector | Collector | 1 | None | 75' |
| **UVC-2M** | Urban Village Collector | Collector | 2 | Raised median | 85' |
| **UVC-2L** | Urban Village Collector | Collector | 2 | TWLTL | 85' |
| **UVC-2N** | Urban Village Collector | Collector | 2 | None | 85' |
| **RC-2N** | Rural Collector | Collector | 2 | None | 81' |
| **Residential Neighborways (RN)** provide local access to residential streets. Often within walksheds of key destinations. | | | | | |
| **RN-2M** | Residential Neighborway | Local | 2 | Raised median | 70' |
| **RN-2L** | Residential Neighborway | Local | 2 | TWLTL | 70' |
| **RN-2N** | Residential Neighborway | Local | 2 | None | 70' |
| **RN-1N** | Residential Neighborway | Local | 1 | None | 70' |
| **Special Designation Corridors provide** mobility along Coast Highway 101 (CC) and the El Camino Real (E), often in accordance with specific plans or other focused plans. | | | | | |
| **E-6M** | El Camino Real Suburban Corridor | Prime Arterial | 6 | Raised median | 150' |
| **CCM-4M** | Coast Highway 101 Urban Village Corridor | Major Arterial | 4 | Raised median | 125' |
| **CC-4M** | Coast Highway 101 Urban Village Corridor | Collector | 4 | None | 125' |
| **CC-4L** | Coast Highway 101 Urban Village Corridor | Collector | 4 | TWLTL | 125' |
| **CC-3M** | Coast Highway 101 Urban Village Corridor | Collector | 3 | Raised Median | 125' |

Key:
ROW = right-of-way
TWLTL = two-way left-turn lane
'=feet
Note:
[1] Any lane count listed for a given roadway classification or street typology represents a notional capacity based on maximum traffic volumes. City Council retains the discretion to reduce lane counts within the classified network, and the lane count within this table is not prescriptive.

The street network is the backbone of the City's multimodal networks, comprised of most of the City's rights-of-way, and accommodates multiple modes **(Figure 3.6-1)**.

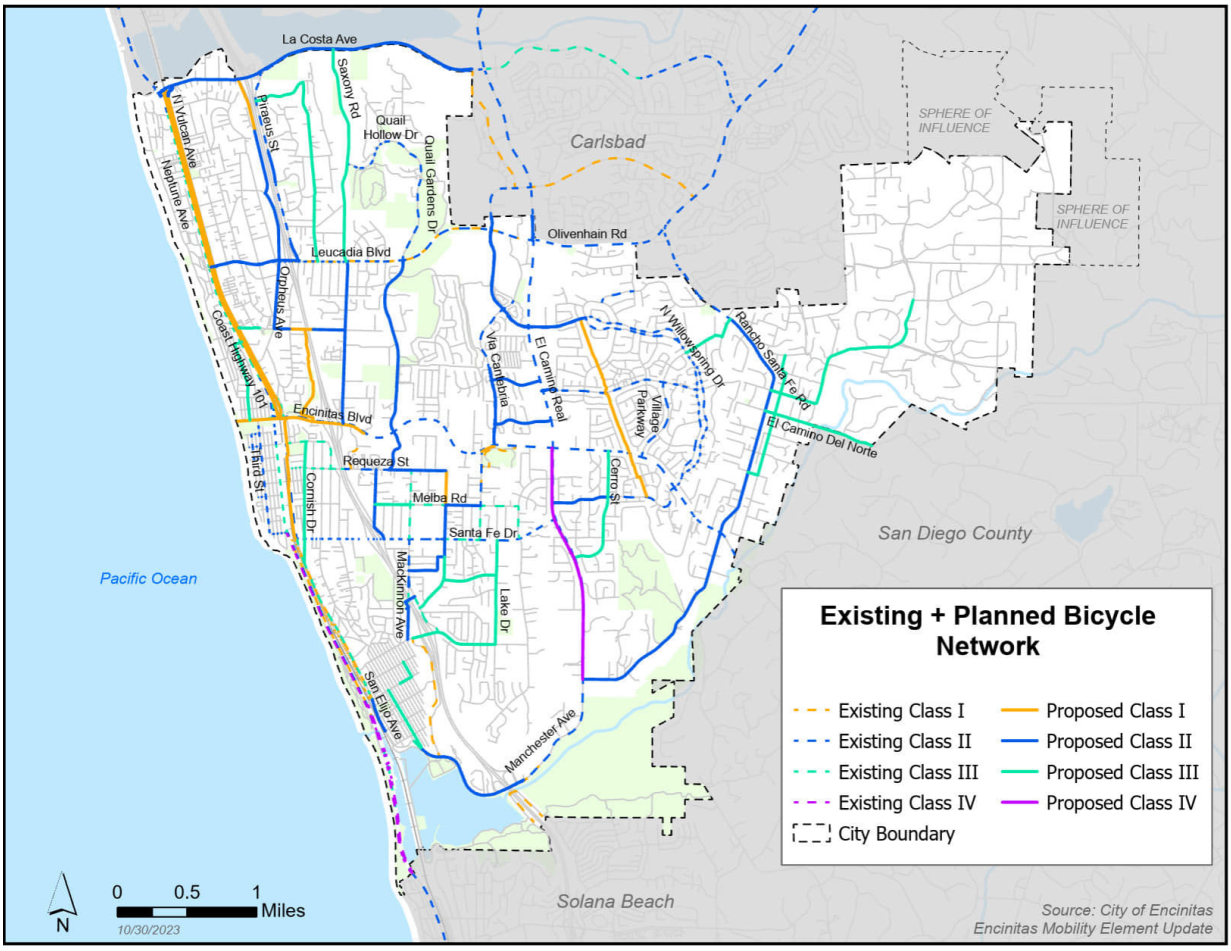
**Figure 3.6-1 Street Network**



### 3.6.1.2 Bicycle/Micromobility Network

As shown on **Figure 3.6-2**the bicycle/micromobility network facilitates active transportation for bicycles and micromobility equipment including scooters, skateboards, other wheeled, and assistive devices. Several classes of bicycle facilities are described in this subsection (City of Encinitas 2018a).

**Figure 3.6-2 Bicycle/Micromobility Network**



### Class I Multi-Use Pathway

These pathways provide exclusive rights-of-way for bicyclists and pedestrians and cross flows by motor vehicles are kept to a minimum. They are physically separated from motor vehicle routes. Most are two-way, but one-way facilities are addressed in the California Department of Transportation (Caltrans) standards.

Physical separation is recommended where a Class I facility parallels a motor vehicle route. Any separation of less than 5 feet from the pavement edge of a motor vehicle route requires a physical barrier to maintain separation from the roadway. Anywhere there is the potential for motor vehicles to encroach onto a Class I bicycle facility, a barrier should be provided. Class I routes immediately adjacent to a street are not recommended because many bicyclists find it less convenient to ride on this facility type compared to on the street, especially for utility trips such as commuting. In addition, Class I routes immediately adjacent to a street are not recommended because they can encourage wrong-way riding on the street and can create safety problems at intersection crossings.

The paths should be wide enough (10 feet minimum) to accommodate multiple user types and should include an unpaved side path (2 to 4 feet) for users who prefer a softer surface.

### Class II Bicycle Lanes

These are one-way facilities within roadways placed next to the curb or parking lane for preferential use by bicyclists within the paved area of streets. They are designated by striping, pavement markings, and signage. Class II facilities must be at least 5 feet wide where no parking occurs, and 6 feet wide where parking occurs. Class II facilities are in place throughout the eastern portion of Encinitas east of Interstate 5. Class II lanes may be used where roadway speeds and traffic volumes are fairly high, but adequate roadway width is available. Directness and number of users are significant factors.

### Class IIB Buffered Bicycle Lane

In many cases, roadway width allows typical Class II lanes to be upgraded to buffered bicycle lanes, often by repurposing a small amount of width from each vehicle travel lane during typical resurfacing and repainting operations to provide paint-demarcated buffering for the adjacent bicycle lane. The additional buffered width helps visually separate the bicycle lane from vehicle traffic lanes or parking lanes, or both, and helps direct bicyclists to ride away from potential car doors opening into their path.

### Class III Bicycle Route

These facilities are one-way routes within the street right-of-way and share the travel lane, designated by signage and shared lane markings “sharrows” only, without striping.

### Class IIIB Bicycle Boulevard

These facilities are within the street right-of-way, generally on both sides; share the travel lane; and are designated by signage and special lane markings. The facilities enhance the street to support bicycle travel by providing traffic diverters, curb extensions, and other traffic calming measures.

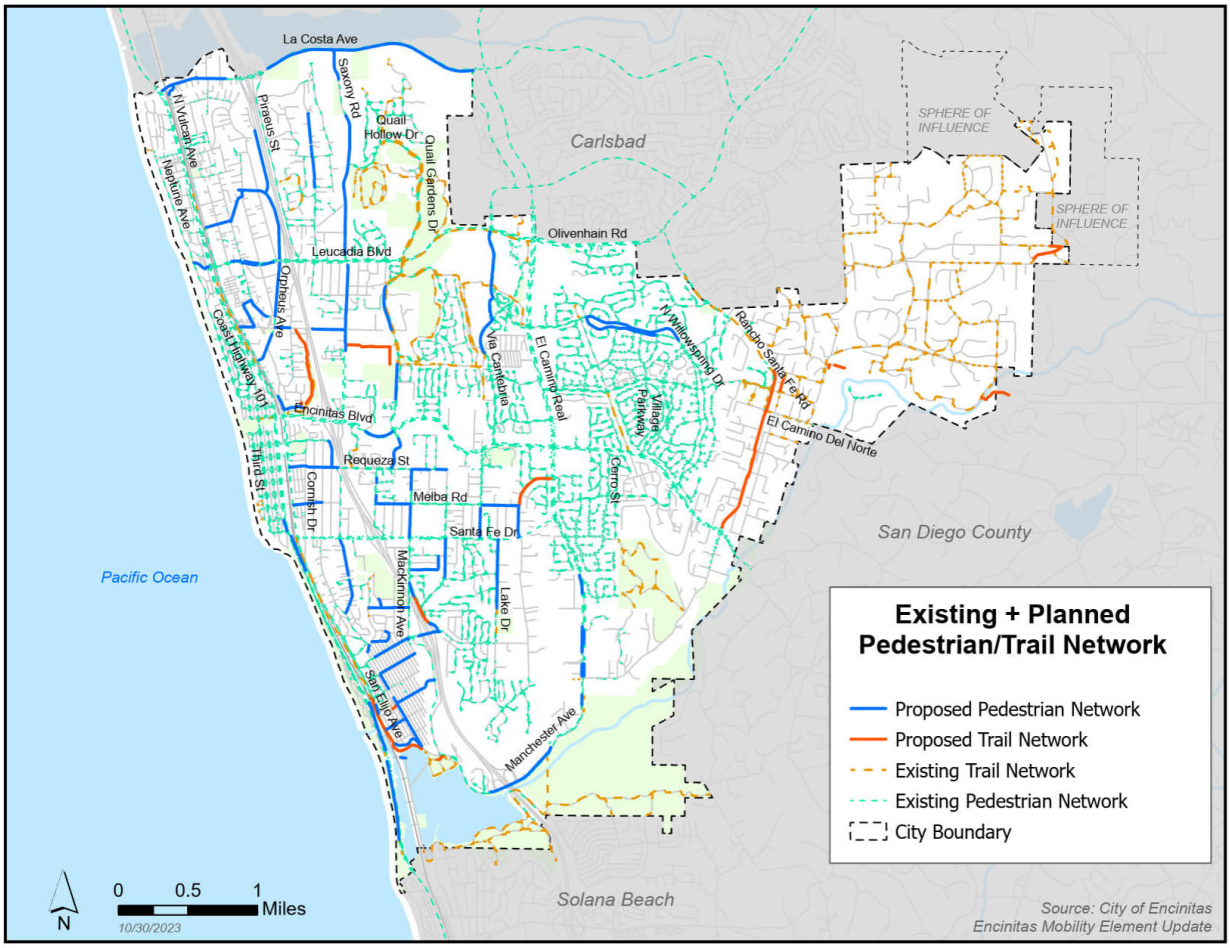
### Class IV Cycletrack

These facilities are within the street right-of-way along the curb; physically separated from vehicular traffic by barriers, or vehicle parking, or both; and intended specifically for bicyclist use. They may be one- or two-way.

### 3.6.1.3 Trail Network

Shown on **Figure 3.6-3**, the trail network facilitates active transportation for pedestrians and, in many cases, for bicycles and micromobility including scooters, skateboards, and assistive devices.

**Figure 3.6-3 Trail Network**



In addition to the Class I multi-use paths that are shared with bicyclists and other users, noted in Section 3.6.1.2, Bicycle/Micromobility Network, there are also five other categories of walking facilities described in this subsection (City of Encinitas 2018a). Not all neighborhoods have sidewalks, especially the older, single-family residential neighborhoods with substantial slopes.

### Type 1: Nature Trail

A natural trail uses only native soils or natural materials for the surface. The walking area is generally from 1 to 4 feet wide. This trail type is not normally Americans with Disabilities Act (ADA) accessible due to the surface and more abrupt changes in elevation and surface treatments. This pedestrian facility is normally used for recreation but can be used as a shortcut for pedestrians en route to a destination.

### Type 2: Recreation Trail

A recreation trail is a natural trail surface but is more compact than a nature trail. By definition, it must meet ADA requirements on a firm surface and maximum slopes and barriers. The trail could be made with decomposed granite that has been heavily compacted or stabilized through emulsifiers or other concrete or natural products. The trail surface should be a minimum of 4 feet wide and a maximum of 8 feet wide.

### Type 3: Street Edge Enhancement

This walking route type intends to provide a continuous firm surface for people walking along streets where sidewalks are not available, such as in neighborhoods where standard sidewalks do not exist and are either not wanted or difficult to incorporate due to a limited right-of-way. Because these facilities are attached to the roadway edge whose grade is exempt from ADA requirements, this facility, as part of the roadway, can be considered ADA compatible if it is a minimum of 30 inches wide and has a firm surface. The area should be identified by a solid white stripe or other edge treatment. The surface can be existing asphalt, concrete or well compacted decomposed granite, or chip seal material, as long as it is flat and easy to walk on. Signage is suggested for wayfinding as a City walking route and to communicate to drivers to be aware of pedestrians, as well as "No Parking on Road Shoulder - Walking Route."

### Type 4: Sidewalk

This is the standard type curb, curb and gutter, or raised walkway that is typically concrete or asphalt. These walkways should be no less than 4 feet wide and must meet ADA cross pitch limitations and corner ramp requirements.

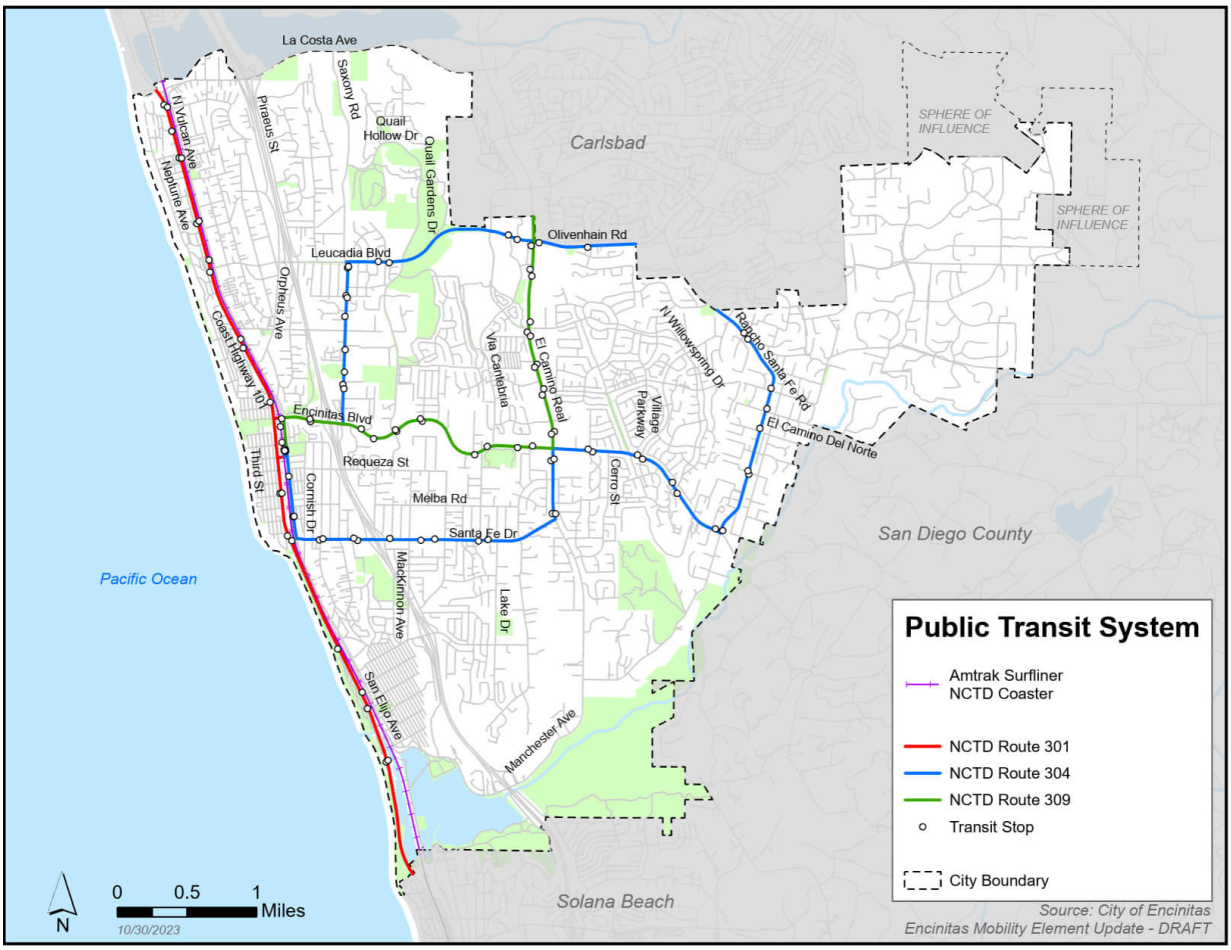
### Type 5: Multi-use Pathway (Class I Multi-use Path)

This facility type is described in Section 3.6.1.2 Bicycle/Micromobility Network, since it also serves that use. It must be firmly surfaced and meet all ADA requirements. These pathways should be at least 8 feet wide where bicyclist or pedestrian volumes are expected to be relatively low (plus 2-foot-wide, level graded edges, along each side of the path). If volumes are likely to be high, the minimum width needs to be 10 feet, and more preferably 12 feet with parallel 2-foot firm surface side trails. The path surface must be firm and can consist of asphalt, concrete, permeable asphalt or concrete, chip seal compacted material, emulsified and stabilized decomposed granite, or another surface capable of supporting moderately skinny bicycle and wheelchair wheels without deforming.

### 3.6.1.4 Public Transit Network

**Figure 3.6-4**shows the fixed-route public transit network that provides mobility services via railroad and bus modes. Public transit service is provided by North County Transit District in accordance with long-term plans adopted by the San Diego Association of Governments (SANDAG), of which the City of Encinitas is a member agency.

**Figure 3.6-4 Public Transit Network**



## 3.6.2 Regulatory Framework

This section discusses the federal, state, and local plans and regulations most applicable to the MEU.

### 3.6.2.1 State

#### California Public Utilities Commission

The California Public Utilities Commission regulates privately owned railroad and rail transit. California Public Utilities Commission staff ensures that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch engineers investigate and evaluate requests to construct new rail crossings or modify existing crossings.

#### California Department of Transportation

Caltrans is the primary state agency responsible for the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive No.13-01).

#### California Transportation Commission

The California Transportation Commission (CTC) consists of nine members appointed by the governor. The CTC is responsible for the programming and allocation of funds for the construction of highways, passenger rail, and transit improvements throughout the state. The CTC is also responsible for adopting the state Transportation Improvement Program and the state Highway Operation and Protection Program.

#### California Complete Streets Act of 2008

Supporting some of the previously referenced regulations/requirements, the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multimodal perspective, including public transit and walking and biking, which have traditionally been marginalized in comparison to automobiles in contemporary American urban planning. The act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit."

#### Senate Bill 743

Senate Bill (SB) 743 was passed by the legislature and signed into law in the fall of 2013. This law changed the way transportation impact analyses are conducted under the California Environmental Quality Act (CEQA). Within the State's CEQA Guidelines, these changes include elimination of auto delay, level of service, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, new CEQA Guidelines implementing

SB 743 (CEQA Guidelines Section 15064.3), along with the Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts for CEQA were finalized. The requirement for CEQA transportation analysis to use VMT as the required metric went into effect on July 1, 2020. CEQA Guidelines Section 15064.3 provides requirements for determining the significance of transportation impacts and states, "This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita or VMT/employee).

#### Coastal Act

The California Coastal Act (Public Resources Code Division 20) prioritizes the public's right to access the shoreline. Public Resources Code 30210 to 30214 states, "[M]aximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse." The Coastal Act requires that development not impede existing rights of access and encourages new public access to coastal resources.

### 3.6.2.2 Regional

#### The Regional Plan

SANDAG is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have land use authority. SANDAG's San Diego Forward: The 2021 Regional Plan (SANDAG 2021a) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The Regional Plan is intended to provide a plan for future growth through the year 2050 based on principles of sustainability and smart growth. It is intended to result in more compact development patterns with greater emphasis on use of transit and less need to rely on private vehicle travel. The Regional Plan contains the following required elements: Policy Element, Sustainable Communities Strategy, Financial Element, and Action Element. Relevant objectives of the Regional Plan include:

- Promote healthy and complete communities.
- Create great places for everyone to live, work, and play.
- Connect communities through transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types–affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

#### SANDAG Regional Bike Plan

The Riding to 2050, the San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan would help San Diego meet its goals to reduce greenhouse gas (GHG) emissions and improve mobility. The goals of the Regional Bike Plan include increasing levels of

bicycling; improving bicycling safety; encouraging the development of Complete Streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. The Regional Bike Plan is currently being updated as part of SANDAG's Active Transportation Program.

### 3.6.2.3 Local

#### General Plan/ Local Coastal Program

The General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the city. The General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contribute to a proper balance of land uses within the community. The relevant goals and policies of the MEU are described in Section 3.6.5, Proposed MEU Policies. The MEU accounts for the goals and policies of several other General Plan elements to produce a forward-thinking and well-balanced plan for the City's transportation network. Goals and policies in the Mobility Element are designed to support and complement those of other elements (City of Encinitas 1989).

**Land Use Element**

The Land Use Element is an important consideration when classifying a circulation network, as land uses and siting of key destinations determine where and how bikes, pedestrians, transit, and automobiles move throughout the city. The following policies within the Land Use Element that pertain to transportation impacts include:

- 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.
    - Policy 1.7: Provide regional shopping centers only when a demonstrated need exists; and locate them in areas adjacent to major highways to provide convenient access.

**Housing Element**

The Housing Element works in conjunction with the Land Use Element, which establishes the type, intensity, and distribution of land uses, including housing, throughout the city. In turn, the Housing Element also plays a key role in developing a circulation network, as housing and an effective transportation system are imperative to the vitality of the other.

**Public Safety Element**

This Mobility Element works in conjunction with the Public Safety Element by ensuring that emergency services can move through the city on the circulation network efficiently. The following policies within the Public Safety Element that pertain to transportation impacts include:

- Goal S-1B: A Community that can easily evacuate.
  - Policy S-1.7: Ensure adequate evacuation capacity and infrastructure is available for existing and new development.
    - S-1.7a – Implement evacuation measures locally as outlined within the San Diego County Emergency Operations Plan (EOP) Annex Q titled, Evacuations.
    - S-1.7b – Develop Evacuation Master Plan that identifies routes, potential hazard incidents, and criteria regarding capacity, safety, and viability.
  - Policy S-1.8: In areas with inadequate access or without at least two evacuation routes, provide adequate mitigation actions to address the deficiencies required by the Fire Code and State law.
  - Policy S-1.9: For residential developments in hazard areas that do not have at least two emergency evacuation routes, identify alternate evacuation options, implement earlier evacuation notifications, and develop protocols for future evacuations that consider the constraints associated with these areas.
- Goal S-4A: Reduced threat from wildland and urban fire hazards for Encinitas residents, businesses, and Visitors.
  - Policy S-4.8: Require new developments, and existing non-conforming development, to conform to contemporary fire safe standards related to road standards and vegetative hazards.
    - S-4.8a - Develop, implement, and maintain a public outreach program educating the community about contemporary fire safe standards, and wildland fire preparedness.
    - S-4.8b - Support the identification and use of potential funding opportunities that assist with retrofitting existing structures threatened by wildfires.
  - Policy S-4.9: Require all redevelopment after a fire to meet current Fire Code requirements.
  - Policy S-4.11: Maintain access (ingress and egress) for fire apparatus vehicles along public streets in very high fire hazard severity zones for emergency equipment and evacuation.
- Goal S-4D: A community that maintains adequate levels of emergency services.
  - Policy S-4.24: Require and maintain adequate setbacks, easements, and accesses, to ensure that emergency services can function.
  - Policy S-4.31: Coordinate and ensure adequate infrastructure for new development related to:

    d) Evacuation and emergency vehicle access.

- Goal S-5: A community protected from exposure to hazardous materials and wastes.
    - Policy S-5.2: Restrict the transport of hazardous materials to identified truck routes throughout the City.
    - Policy S-5.3: Coordinate with railroad operators to ensure hazardous materials are transported through the City safely and do not present a threat to life or property.
- Goal S-8: Public health and safety will be considered in future land use planning (Coastal Act/ 30253).
- LCP Goals and Policies
    - Policy S-8.10: Ensure planning, preparedness, and emergency response capabilities can accommodate tsunami hazard events.

**Resource Management Element**

The Mobility Element works with the Resource Management Element by promoting active transportation and cleaner air and ensuring that the circulation network prioritizes improvements on existing roads rather than constructing new roads. The following policies within the Resource Management Element that pertain to transportation impacts include:

- Goal 4: The City, with the assistance of the State, Federal and Regional Agencies, shall provide the maximum visual access to coastal and inland views through the acquisition and development of a system of coastal and inland vista points. (Coastal Act/ 30251)
    - Policy 4.4: The system of Vista Points will provide for the differing needs of automobile, bicycle, and pedestrian users, and will recognize as a recreational resource, the function of Vista Points as facilities for the passive, and occasionally remote enjoyment of the coastal and inland view. (Coastal Act/ 30251/ 30212. 5/ 30210)

**Recreation Element**

This Mobility Element would ensure that residents and visitors to Encinitas would be able to utilize the mobility network to access key destinations, including a variety of recreational resources. The following policies within the Recreation Element that pertain to transportation impacts include:

- Goal 1: The maintenance of the open space resources in the Planning Area will continue to be emphasized. (Coastal Act/30240)
    - Policy 1.11: Develop an open space program that will link the various communities together with parks, recreation/pedestrian access and natural visual corridors.
    - Policy 1.16: The City has adopted a City-wide Recreational Trails Master Plan to establish a recreational trails system. The proposed trail system is shown on the Recreational Trails Master Plan Map (Figure 3 [of the Recreation Element]). Future trails, in addition to those planned for in the Recreational Trails Master Plan, may be added to the existing systems to enhance the recreational opportunities of the City. Within the coastal zone, all proposed trails and trail alignments shall be consistent with the requirements of Policy 10. 5 of the Resource Management Element, and the Multiple Habitat Conservation Program (MHCP) subarea plan for the City of Encinitas, if adopted. Any proposed modifications or additions

to the Recreational Trails Master Plan or Recreational Trails Master Plan map that would directly affect coastal zone resources shall require an LCP amendment.

**Noise Element**

This Mobility Element would consider the context when classifying the circulation network in Encinitas and would consider sensitive receptors that might be impacted by traffic noise. Quantified noise contours provided in this element are particularly relevant to this Mobility Element, as traffic-related noise is one of the principal disturbances listed in the Noise Element. The following policies within the Noise Element that pertain to transportation impacts include:

- Goal 1: Provide an acceptable noise environment for existing and future residents of the City of Encinitas.
    - Policy 1.1: Review actions or projects that may have noise generation potential to determine what impact they may have on existing land uses. If a project would cause an increase in traffic noise levels, the policy of the City of Encinitas is to accept an increase up to an Ldn of 55 dB in outdoor residential use areas without mitigation. If a project would increase the traffic noise level by more than 5 dB and the resulting Ldn would be over 55 dB, then mitigation measures must be evaluated. If the project, or action, would increase traffic noise levels by 3 dB or more and the resulting Ldn would exceed 60 dB in outdoor use areas in residential development, noise mitigation must generally be evaluated on a case-by-case basis. The following guidelines will aid in evaluating the impacts of commercial and industrial projects.
        a) Performance Standards Adjacent to Residential Areas. New Commercial construction adjacent to residential areas should not increase noise levels in a residential area by more than 3 dB (Ldn) or create noise impacts which would increase noise levels to more than an Ldn of 60 dB at the boundary of the nearest residential area, whichever is more restrictive.
        b) Performance Standards Adjacent to Commercial and Industrial Areas. New commercial projects should not increase noise levels in a commercial area by more than 5 dB (Ldn) or increase noise levels to an Ldn in excess of 70 dB (office buildings, business and professional) or an Ldn of 75 dB industrial) at the property line of an adjacent commercial/ industrial use, whichever is more restrictive.

      These criteria may be waived if, as determined by a noise analysis, there are mitigating circumstances (such as higher existing noise levels) and/or no uses would be adversely affected. Where conditions are unusual or where backgrounds are unusually low and the characteristics of a new noise source are not adequately described by using the Ldn noise descriptor, additional acoustical analysis is encouraged, and the conclusions of such analysis will be considered by the City.
    - Policy 1.6: Include noise mitigation measures in the design of new roadway projects recognizing that driveways, street openings, and other existing site conditions make noise mitigation impossible.

- Goal 2: Require that new development be designed to provide acceptable indoor and outdoor noise environments.
    - Policy 2.1: Figure 2 [of the Noise Element], the Noise and Land Use Compatibility Guidelines, and the accompanying discussion set forth the criteria for siting new development in the City of Encinitas. Any project which would be located in a normally unacceptable noise exposure area, based on the Land Use Compatibility Guidelines, shall require an acoustical analysis. Noise mitigation in the future shall be incorporated in the project as needed. As a condition of approval of a project, the City may require post-construction noise monitoring and sign off by an acoustician to ensure that City requirements have been met.

The City has also adopted a Local Coastal Program (LCP) that is comprised of a Land Use Plan and an Implementation Plan (City of Encinitas 1995). The Land Use Plan includes issues and policies related to the requirements of the Coastal Act. The Implementation Plan consists of portions of the City's Municipal Code and the City's various specific plan areas including the Cardiff-by-the-Sea Specific Plan, Encinitas Downtown Specific Plan, Encinitas North 101 Corridor Specific Plan, and Encinitas Ranch Specific Plan. The specific plans refer to the General Plan's goals and policies.

### Encinitas Climate Action Plan (CAP)

Encinitas adopted its CAP in January 2018, with an interim revision in November 2020 (City of Encinitas 2020a). The CAP contains GHG emissions inventory, projections, goals, reduction measures, and actions to reduce citywide GHG emissions and achieve the City's 2020 and 2035 reduction targets. The CAP sets targets to reduce emissions 13% below 2012 levels by 2020 and 41% below 2012 levels by 2030. Refer to Section 3.2 of this PEIR detailed CAP reduction strategies and goals.

### Encinitas Coastal Mobility and Livability Study

The Coastal Mobility and Livability Study links together three separate mobility studies including the Rail Corridor Vision Study, the Coastal Corridor Parking Study, and the Active Transportation Plan to provide a long-term vision for potential projects within and adjacent to the rail corridor. This study creates a work program to ensure activities and tasks are managed in a coordinated way with effective public outreach and community engagement.

### Rail Corridor Vision Study

The purpose of the Rail Corridor Vision Study is to develop an organized plan for multimodal access throughout the Encinitas coastal railroad corridor, which is centered around the Los Angeles-San Diego-San Luis Obispo Rail Corridor and parallel roads Coast Highway 101 and Vulcan Avenue/San Elijo Avenue (City of Encinitas 2018b). Refer to Cross-Connect Implementation Plan below which evaluates how to link Encinitas across the railroad tracks.

### Active Transportation Plan

The City of Encinitas Active Transportation Plan (ATP) was adopted in 2018. It established a network of biking and walking facilities throughout the city and identified needed routes, gap closures, safety considerations, and facility options for active transportation modes. The ATP updated and consolidated the City's active transportation planning efforts including the previous Bikeway Master Plan, the Safe Routes to School Plan, and the Trails Master Plan. Plan objectives included establishing bicycling and

walking facility types and identifying connections between the City's bikeway system and the regional system (City of Encinitas 2018a).

### Encinitas Modal Alternatives Project Implementation Plan

The Encinitas Modal Alternatives Project (MAP) Implementation Plan is an implementation plan for the ATP. This plan provides the City with a prioritized list of bike and pedestrian projects from the 2018 ATP that reflect the community's desires and values. It also includes conceptual plans and fact sheets for 35 of the highest-priority projects, so that the City is well-positioned to apply for additional grant funding (City of Encinitas 2023a).

### El Camino Real Specific Plan

The City is developing the El Camino Real Specific Plan, a plan that will reimagine possible future development within the El Camino Real corridor in the city. The plan will include development standards to guide development along the corridor in addition to corridor-specific streetscape policies supporting enhanced streetscape amenities within this area of the city. The draft El Camino Real Specific Plan is anticipated to be considered by decision-makers in 2024.

### City of Encinitas Senate Bill 743 Vehicle Miles Traveled Analysis Guidelines.

The City's SB 743 Vehicle Miles Traveled Analysis Guidelines (VMT Guidelines) provide guidance for evaluating transportation impacts under CEQA related to VMT in addition to guidance for discretionary/entitlement non-CEQA Local Mobility Analysis. As detailed in the City's VMT guidelines, certain types of projects are screened out from further VMT analysis including projects generating less than 110 ADT, projects within a half-mile radius of an existing major transit stop or high-quality transit corridor, projects in a VMT-efficient area, locally serving retail or public facility projects, redevelopment projects with less total VMT than existing uses, and affordable housing projects.

Projects that do not meet one of the screening criteria must include a detailed evaluation of the VMT produced by the project. The significance thresholds and specific VMT metrics used to measure VMT are described by land use type including:

- Residential: 15% below the existing Citywide average.
- Employment (i.e., all employment types including office, commercial, hotel, and industrial): At or below the regional average.
- Mixed-Use: Each Project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail).
- Regional Retail, Regional Recreational, or Regional Public Facilities: A net increase in total regional VMT using the boundary method (City of Encinitas 2023b).

### City of Encinitas Local Roadway Safety Plan

In 2016, California established the Systematic Safety Analysis Report Program (SSARP) in response to a growing need to address transportation safety at a Citywide level. The objective of the SSARP was to identify low-cost, systemic countermeasures that could be incorporated into an overall master plan of improvements. The Local Roadway Safety Plan is a safety plan prepared to identify strategies that would lead to a reduction in collisions.

The Local Roadway Safety Plan was adopted in 2022 and analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The Local Roadway Safety Plan also addresses other safety improvements in other areas such as enforcement, education, and emergency services (City of Encinitas 2022).

#### Institute of Traffic Engineers Guidelines

In May 2019, members of the Institute of Transportation Engineers (ITE) SB 743 subcommittee San Diego Section outlined and published a technical paper providing methodology guidance for VMT calculation. The recommended methodology for conducting a VMT analysis for community plans and general plans is to compare the existing VMT per capita for the community plan or general plan area with the expected horizon year VMT per capita. The recommended target is to achieve a lower VMT per capita in the horizon year with the proposed plan than occurs for existing conditions.

#### Rail Corridor Cross-Connect Implementation Plan

The Rail Corridor Cross-Connect Implementation Plan builds upon the recommendations of the recently completed Rail Corridor Vision Study (refer to Rail Corridor Vision Study above) and Coastal Mobility and Livability Study (refer to "Coastal Mobility and Livability Study" above) ), which broadly examined multimodal access issues and opportunities along the multimodal coastal corridor in the City. The overarching goal of the Rail Corridor Cross-Connect Implementation Plan is to provide a prioritized list of implementable projects that can improve access across the Los Angeles-San Diego-San Luis Obispo Rail Corridor as funding opportunities arise (City of Encinitas 2020b).

## 3.6.3 Significance Determination Thresholds

Thresholds used to evaluate impacts related to transportation are based on applicable criteria in the CEQA Guidelines Appendix G. The following issue questions are addressed in this section:

1. Would the Project conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
2. Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?
3. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Would the Project result in inadequate emergency access?

## 3.6.4 Methodology

### 3.6.4.1 VMT Reporting and Institute of Transportation Engineers Guidelines

As described in Section 3.6.2.1, automobile delay and level of service are no longer used as the performance measure to determine the transportation impacts of projects under CEQA. Instead, the VMT metric is used in CEQA analysis to support the goals of the SB 743 legislation. VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. The City adopted VMT Guidelines which define appropriate methodology for measuring

impacts to the transportation system based on VMT. The City's VMT guidelines identify the methodology recommended by ITE Guidelines as the appropriate methodology for conducting a VMT analysis for community plans and general plans (see Section 3.6.2.3). The ITE Guidelines methodology for conducting a VMT analysis for community plans and general plans is to compare the existing VMT per capita for the community plan or general plan area with the expected horizon year VMT per capita. The recommended target is to achieve a lower VMT per capita in the horizon year with the proposed plan than occurs for existing conditions.

Because the Project includes changes to the transportation network in the horizon year, it is unreasonable to compare the VMT generated by the MEU to existing conditions due to land use growth independent of the Project. Therefore, for the purposes of this analysis, VMT associated with the buildout of the MEU network is compared to VMT associated with the buildout of the adopted 1989 Circulation Element network. If the VMT per service population at the buildout of the MEU network is less than or equal to the VMT at the buildout of the adopted 1989 Circulation Element, the impacts of the Project would be less than significant. If VMT would increase with the Project, impacts would be considered significant.

### 3.6.4.2 Model Runs and Data Sources

Population and employment data was obtained from the SANDAG Series 15 Activity Based Model (ABM2+), which was customized for the City's MEU. The ABM2+ is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics to match residents to employment and forecasts the daily travel on the regional transportation network. In addition, the model can estimate the daily travel of individuals in the simulated population, including origins, destinations, travel distances, and mode choices.

For the City's MEU, the baseline year of 2016 was used for existing conditions input data and VMT was calculated with the 2050 forecast. The network properties (e.g., functional classification of roadways, number of lanes, roadway speed, and types of median) were checked against and modified to match the currently adopted 1989 Circulation Element and 2021 SANDAG Regional Plan before running the 2050 Adopted (Without Project) scenario. The 2050 Adopted scenario also included the land use assumptions for the City including the recently adopted Housing Element. Then Project-specific network modifications were applied to develop the With Project model run. Separate model runs were conducted for Without Project and With Project scenarios and VMT for both were extracted from the model runs.

## 3.6.5 Proposed MEU Policies

The MEU contains policies intended to reduce potential adverse environmental impacts resulting from the buildout of the regional plans. Future public and private projects, including capital projects would be required to demonstrate consistency with the MEU and/or implement components of the MEU as applicable. The policy framework would be implemented by the City during future discretionary and/or ministerial project reviews to ensure impact minimization. The analysis of potential impacts considers how the implementation of these policies at the project level would serve to reduce the

significance of potential adverse impacts. For the purposes of this analysis, this document only includes applicable MEU policies, which address potential impacts to transportation.

- Goal 1: Mobility System Purpose & Guiding Principles – Develop and maintain a mobility system that accommodates the City's diverse needs and land uses, including planned growth.
    - Policy ME1.1: Strategic Vision for Mobility – Ensure mobility decisions are consistent with the City's General Plan and other guiding documents, including the overarching vision to provide safe, accessible, and comfortable transportation for all modes of movement and all demographics.
    - Policy ME 1.2: Accommodation of Diverse Land Uses - Develop and maintain a mobility system that connects people to where they want to go with high-quality, multimodal connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
    - Policy ME 1.4: Develop and maintain a street typology and classification system that integrates multiple modes and is sensitive to surrounding land uses.
- Goal 2: Multimodal Options – Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and goods movement.
    - Policy ME 2.1: Equitable Access for All Modes, Ages & Abilities - Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and goods movement.
    - Policy ME 2.2: Provide safe routes for children and families to access schools, with an emphasis on accommodating pedestrian, bicycle, micromobility, and public transportation modes. Refer to the Mobility Element, Active Transportation Plan, Local Roadway Safety Plan, and other adopted multimodal plans for further guidance.
- Goal 3: Vehicle Miles Traveled & Mode Share – Reduce automobile vehicle miles traveled and related impacts to air quality and congestion by providing time-competitive alternatives to automobile travel, including public transit, cycling, micromobility, walking, and on-demand mobility services.
    - Policy ME 3.1: Time-Competitive Mobility Options - Develop and support both facilities and programs that provide time-competitive alternatives to automobile travel, including public transit, cycling, micromobility, walking, and on-demand mobility services.
    - Policy ME 3.3: Regional Transit Service - Continue coordination efforts with public transit providers to increase the accessibility of key destinations via public transit and improve its availability to underserved populations, consistent with the Climate Action Plan and other relevant state, regional, and local climate plans. This may include adding new routes and increasing the hours or frequency of existing services.
    - Policy ME 3.4: Citywide Microtransit Service - Investigate the feasibility of designing, funding, and operating a microtransit service to complement existing regional transit service and improve access to key destinations, consistent with the Climate Action Plan and other relevant state, regional, and local climate plans. Prioritize services that provide

connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.

- Policy ME 3.6: Pedestrian Network - Maintain and implement the pedestrian network in the Mobility Element, the Active Transportation Plan (ATP), and other relevant mobility plans to achieve an interconnected system of pedestrian facilities, including nature trails, recreational trails, road edge enhancements, sidewalks, multi-use paths, intersection treatments, and crossings. Refer to the ATP or other adopted multimodal plans for further guidance on the pedestrian network.
- Policy ME 3.7: Bicycle & Micromobility Network - Maintain and implement the bicycle/micromobility network in the Mobility Element, the Active Transportation Plan (ATP), and other relevant mobility plans to achieve an interconnected system of bicycle/micromobility facilities, including multi-use paths, lanes, shared routes, bicycle boulevards, cycle tracks, intersection treatments, and crossing facilities. Refer to the ATP or other adopted multimodal plans for further guidance on the bicycle/micromobility network.
- Policy ME 3.11: Railroad Corridor Mult-use Paths - Collaborate with state and regional agencies to develop, improve, and maintain multi-use paths on both the east and west sides of the coastal railroad corridor. Refer to the Active Transportation Plan or other adopted multimodal plans for further guidance.

- Goal 4: Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and multi-jurisdictional travel.
  - Policy ME 4.1: Multimodal "Complete Streets" Design Standards - Incorporate "Complete Streets" elements in all development and mobility projects by adopting multimodal street and site design standards that encourage travel by all modes. As guided by the Mobility Element, Mobility Analysis Guidelines, Public Road Standards, Active Transportation Plan, and other relevant multimodal plans, potential design elements may include:
    a) Facilities to support public transit such as bus lanes, transit priority signal systems, managed curb space, passenger shelters, and transportation kiosks.
    b) Facilities to support bicycle and micromobility such as multi-use paths, lanes, signals, loop detectors, parking, and other infrastructure and operational accommodations.
    c) Facilities to support pedestrian travel such as crossings, signals, sidewalks, paths, plazas, furniture, signage, and landscaping.
  - Policy ME 4.2: Quality Standards for Automobiles, Bicycles/Micromobility & Pedestrians - Transportation facilities shall operate efficiently across all modes and shall adhere to the cross-section requirements and quality standards detailed in the Mobility Analysis Guidelines (MAG) and supporting adopted multimodal plans. The MAG and supporting multimodal plans may be modified by the City of Encinitas without amending the Mobility Element provided they remain consistent with Mobility Element goals, policies, and networks.
  - Policy ME 4.3: Street & Intersection Operations - Regularly evaluate the operations of streets and intersections to include striping, signalization, timing, and other operational characteristics. Encourage features such as bicycle loop signal detectors, two-way bike

boxes, and others as outlined in the MAGs. Adjust as needed to best accommodate the safe and efficient integration of all mobility modes.

- Policy ME 4.4: Pedestrian Crossings - Develop, improve, and maintain pedestrian crossings of major mobility corridors such as El Camino Real, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, Manchester Avenue, Coast Highway 101, and the coastal railroad corridor, or crossings near schools or other pedestrian destinations consistent with the ATP and other implementation plans.
- Policy ME 4.5: Coastal Circulation Network - To foster access to shoreline recreation areas, while maintaining adequate circulation on major coastal access roadways, development shall target equity among all modes of travel, including automobile, bicycle, micromobility, microtransit, pedestrian, and public transportation. Modification to major coastal access roadways shall be accompanied by public access benefit enhancements promoting multi-modal access which may include, but are not limited to, increased public transportation services; improved bicycle and pedestrian access; and increased public parking. Major coastal access roadways include Coast Highway 101 and the portions of the following roadways that are located west of Interstate 5: Manchester Avenue, Birmingham Drive, Santa Fe Drive, Encinitas Boulevard, Leucadia Boulevard, and La Costa Avenue.
- Policy ME 4.8: Regional Mobility Planning - Collaborate with federal, state, regional, and local agencies to help plan and implement a regional, multimodal mobility system that is accessible to all potential users and achieves state and regional goals. Share information regarding mobility plans and studies with other agencies to support regional planning and coordination.
- Policy ME 4.9: Regional Connectivity for Pedestrian, Bicycle & Micromobility Modes - Collaborate with regional and state agencies to plan and develop multi-jurisdictional facilities for pedestrian, bicycle, and micromobility modes (such as the Coastal Rail Trail, California Coastal Trail, and Inland Rail Trail) and associated connections to local facilities. Refer to the Active Transportation Plan and other relevant mobility plans for detailed guidance.
- Policy ME 4.10: Regional Connectivity for Intelligent Transportation Systems (ITS) - Collaborate with state, regional, and other agencies to conduct ITS studies and seek funding to implement ITS improvements to increase the safety and efficiency of the mobility system.
- Policy ME 4.11: Regional Connectivity for Transit Priority - Collaborate with public transit providers and adjacent jurisdictions to implement transit priority measures on existing and planned bus corridors.
- Policy ME 4.12: Inter-Connectivity - Interconnecting pedestrian and bicycle access shall be provided between adjacent neighborhoods and land uses to the extent feasible, which shall include but not be limited to the dedication of easements for future connectivity and circulation, as further outlined in Ordinance No. 2019-24.

- Goal 5: Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement.
    - Policy ME 5.1: Safety for All Users - Prioritize safety for all users of the mobility system through a combination of design, enforcement, and education. Minimize harm through the development and implementation of the Local Roadway Safety Plan, strategies from the Vision Zero Initiative, and other relevant plans.
    - Policy ME 5.2: Maintenance & State of Good Repair - Regularly inspect and maintain public rights-of-way and infrastructure in a manner that provides safe conditions, keeps paved areas clear for all modes, minimizes long-term rehabilitation costs, and generally maintains a state of good infrastructure repair.
    - Policy ME 5.3: Traffic Calming & Speed Management – In conformance with the Manual on Uniform Traffic Control Devices (MUTDC) standards for setting speed limits, continuously evaluate the operation of the transportation system to maintain and enforce safe speed limits and provide for the safety of all mobility modes. Focus particularly on streets with the highest traffic volumes and/or speeds such as El Camino Real, Manchester Avenue, Leucadia Boulevard, Encinitas Boulevard, and Coast Highway 101. New traffic calming measures require approval of the City Traffic Engineer and City Fire Chief to ensure adequate emergency response pursuant to Fire Code Requirements.
    - Policy ME 5.4: Traffic Calming Design - Where feasible, reduce curb-to-curb street widths and employ design features intended to calm traffic and encourage alternative modes. Examples include curb extensions (bulb outs), medians, speed humps, pedestrian refuges, raised crosswalks, and mid-block crossings.
    - Policy ME 5.5: Railroad Safety - Promote safety at railroad crossings through a combination of design, education, and enforcement. Follow the latest guidance and best practices in railroad safety from relevant federal, state, and regional agencies, including the development of facilities and programs such as new pedestrian crossings and channelization; warning devices and signage; traffic signal improvements; visibility improvements; parking enforcement; enforcement of traffic and safety laws; and railroad safety awareness programs. Collaborate with state and regional agencies to implement the planned railroad grade separation at Leucadia Boulevard.
- Goal 6: Environmental & Community Impacts – Balance mobility benefits with impacts to the environment and community.
    - Policy ME 6.1: Development Project Review - New development projects requiring discretionary approval should be reviewed in accordance with the Mobility Analysis Guidelines, and supporting multimodal plans and standards, the Climate Action Plan (CAP), and the California Environmental Quality Act (CEQA) to evaluate and disclose potential impacts to the environment and community.
    - Policy ME 6.2: Resilient Mobility Systems - Develop and maintain a resilient and all-weather mobility system that helps to achieve the goals of the Climate Action Plan (CAP) and other relevant state, regional, and local climate and mobility plans, and is designed to withstand future increases in sea levels and sea temperatures; extreme heat; changes in precipitation patterns and water supply; and increased wildfire and flood risk.

- Policy ME 6.3: Sustainable Mobility Systems - Develop and maintain a sustainable mobility system that helps to achieve the goals of the Climate Action Plan (CAP) and other relevant state, regional, and local climate and mobility plans, and reduces the pollution, noise, and energy consumption associated with mobility activities.
- Policy ME 6.4: Emissions Reduction - Collaborate with state and regional agencies to establish best practices to reduce emissions of greenhouse gases and other harmful pollutants from transportation sources, consistent with the CAP and other relevant state, regional, and local climate and mobility plans.

## 3.6.6 Issue 1: Transportation Policy Consistency

### 3.6.6.1 Impacts

The MEU sets a long-term vision for Encinitas through the establishment of goals, multimodal networks, and supporting policies to accommodate the City's mobility needs into the future. The MEU would guide transportation decision making including plans for diverse modes and mobility options and future mobility improvements. The MEU was developed with consideration to the current local and state policy framework addressing the transportation system. Proposed changes to the City's existing Circulation Element policies account for VMT thresholds per SB 743 and metrics such as safety, bicycle, and pedestrian level of comfort, and trips-by-mode share. Relevant plans are discussed in this subsection with a description of how the proposed MEU would be consistent with key goals and policies of the respective plans.

#### Complete Streets

Consistent with the Complete Streets Act of 2008, the MEU incorporates updated goals and policies supporting a transportation network that can accommodate all users including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. Goal 2 of the proposed MEU supports multimodal mobility options that are safe, accessible, and comfortable for all types of users and supporting policies address accessibility for all consistent with the Complete Streets Act. Policy 4.1 specifically addresses the requirement for the implementation of Complete Street design standards.

#### Senate Bill 743

The MEU is consistent with the legislative intent of SB 743. The MEU includes Goal 3 that supports reduced automobile VMT and congestion by providing competitive alternatives to automobile travel including transit, cycling, micromobility, walking, and on-demand mobility services. A number of City policies are identified to support the goal of reduced automobile VMT. As detailed in Section 3.6.5, Mobility Element Policies 3.1 through 3.4 support reduced automobile vehicle miles through improved transit services, including potential microtransit services. Policy ME 3.6 supports improvements to the pedestrian network and implementation of the ATP, Policy ME 3.7 supports enhanced bicycle and micromobility networks, and Policy ME 3.11 supports multi-use paths along rail corridors.

An evaluation was conducted to analyze the potential effects of the buildout of the Mobility Element in terms of mode share. Mode share refers to the various modes that people use to move around in the City, including driving, biking, walking, and other modes described in **Table 3.6-2**; and the percentage that each mode is used in an area. A City with a low single occupancy vehicle mode share would likely

have lower VMT per capita than a City with a high mode share for single occupancy vehicle use. As detailed in **Table 3.6-3**, implementation of the Mobility Element at buildout would have minimal effect on mode share choices in the City. Despite policies supporting shifts in mode share away from single occupancy vehicles, the City is anticipated to be dominated by single occupancy vehicle modes in 2050, similar to the 2016 baseline year. Some slight increases were noted in the mode share for persons who would walk to transit, kiss and ride to transit, and park and ride to transit. The mode share data is based on SANDAG's ABM2+. The 2016 Base Year model includes updated housing data to reflect current housing units accounting for recently constructed and approved units between 2016 and 2022. The 2050 With Project model run includes the adopted Housing Element, other future development expected to be completed by 2050, and the Mobility Element (which includes reductions in speed limits and travel lanes for select City roadways). The SANDAG model is not sensitive to changes in bicycle facilities due to the model treating all roads as having bicycle access, but not accounting for upgraded bicycle facilities that may affect usage. Overall, despite minimal anticipated changes in mode share, the Mobility Element includes policies supporting the legislative intent of SB 743.

**Table 3.6-3 Mode Share Comparison between Existing Conditions and Buildout of the 2050 Mobility Element**

| Modes | 2016 | 2050 Mobility Element | Delta |
|---|---|---|---|
| Drive Alone | 51.52% | 51.25% | -0.27% |
| Drive Alone | 51.52% | 51.25% | -0.27% |
| Shared Ride 2 (two riders) | 21.04% | 21.30% | 0.27% |
| Shared Ride 3+ (three or more riders) | 17.14% | 17.06% | -0.08% |
| Bike | 2.54% | 2.43% | -0.10% |
| Walk | 5.49% | 5.47% | -0.03% |
| Micromobility | 0.01% | 0.01% | 0.00% |
| Transportation Network Companies (TNC) | 0.58% | 0.60% | 0.02% |
| School Bus | 0.94% | 1.01% | 0.07% |
| Taxi | 0.02% | 0.01% | -0.01% |
| Walk to Transit | 0.49% | 0.52% | 0.03% |
| TNC to Transit | 0.00% | 0.00% | 0.00% |
| Kiss and Ride to Transit | 0.13% | 0.17% | 0.04% |
| Park and Ride to Transit | 0.09% | 0.15% | 0.06% |

Notes: TNC =Transportation network companies such as Uber and Lyft.
Kiss and Ride to Transit is when people are dropped off at a transit station versus Park and Ride to Transit where the users park at the transit station and then ride.

## Coastal Act

Consistent with the access provisions of the Coastal Act, the MEU includes policies supporting lateral and vertical coastal access. MEU Policy 2.3 includes a policy to cooperate with state and regional agencies to ensure that lateral beach access is protected and enhanced, including requirements for the dedication of lateral accessways between the mean high tide line and the base of the coastal bluffs in new developments. Similarly, Policy 2.4 encourages continued vertical access to coastal resources,

supporting maintaining improved beach access, managing parking resources in high-demand coastal locations, and identifying strategies to increase capacity and efficiency of coastal access.

#### Regional Plan

The MEU incorporates policies that seek to ensure that the City is consistent with regional transportation planning. Policy ME 4.8 supports regional mobility planning including collaboration with local and regional agencies. Consistent with the Regional Plan goal to connect communities through a variety of transportation choices including walking and bicycling, the MEU includes Policy ME 4.9, which supports collaboration to develop multijurisdictional facilities for pedestrian, bicycle, and micromobility modes.

#### Active Transportation Plan

The MEU supports the implementation of the City's ATP by providing policies and plans supporting the implementation of biking and walking facilities consistent with the ATP.

#### City of Encinitas Climate Action Plan

Revisions to the MEU would support the implementation of the City's CAP. As discussed in Section 3.6.7, Issue 2, implementation of the MEU would not increase VMT at buildout. Further, Policy ME 6.2, Policy ME 6.3, and Policy ME 6.4 identify policies that would be supportive of the implementation of the City's CAP.

The Project would not conflict with adopted transportation policies, plans, and programs including those supporting transit, bicycle, and pedestrian facilities. Impacts would be less than significant.

### 3.6.6.2 Significance of Impacts

The Project would not conflict with any adopted transportation policies, plans, and programs including those supporting transit, bicycle, and pedestrian facilities. Impacts would be less than significant.

### 3.6.6.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

## 3.6.7 Issue 2: Vehicle Miles Traveled

### 3.6.7.1 Impacts

As detailed in Section 3.6.4.1, a significant transportation impact would occur if buildout of the MEU network would generate higher VMT per capita than the adopted 1989 Circulation Element. As detailed in Section 3.6.4.2, SANDAG's ABM2+ was used to calculate the VMT projections based on projected regional growth with the MEU network.

**Table 3.6-4** presents the VMT per capita results for Base Year (2016) conditions. As shown, as of 2016, the City is anticipated to generate 12.4 VMT per capita while the region generates 18.8 VMT per capita.

**Table 3.6-4 Encinitas Base Year VMT Metric**

| VMT Metric | Base Year (2016) | |
|---|---|---|
| | Regional | Encinitas |
| VMT per capita | 18.8 | 12.4 |

**Table 3.6-5** outlines the City VMT per capita with implementation of the proposed MEU. As shown, the VMT per capita in the City is projected to be the same under the buildout of both the existing and proposed mobility network, with an estimated 21.6 VMT per capita for both scenarios. In addition, the VMT per capita for the region would also remain the same in both scenarios at 18.5 VMT per capita. Due to the VMT per capita with the proposed MEU not increasing above the projected VMT per capita for the existing mobility network, a significant VMT impact would not occur.

**Table 3.6-5 VMT Impact Determination**

| VMT per capita | 2050 Without Project | 2050 With Project | Significant Impact? |
|---|---|---|---|
| Encinitas | 21.6 | 21.6 | No |
| Regional | 18.5 | 18.5 | No |
| Source: Appendix E | | | |

Based on the results of the VMT analysis (see Appendix E), implementation of the MEU would result in a less than significant VMT impact. Future capital projects anticipated to be implemented consistent with the MEU would similarly be found to result in less than significant VMT impacts based on the VMT analysis, which accounts for the buildout of MEU components.

As detailed in the City's VMT guidelines, the existing options to reduce VMT include modifying the Project's built environment characteristics to reduce VMT generated by the Project or implementing Transportation Demand Management measures to reduce VMT generated by the Project. As growth occurs in the City, individual development projects would require evaluation under the City's VMT guidelines. On a project-by-project basis, it is anticipated that individual development projects have the potential to exceed the City's VMT thresholds of significance.

### 3.6.7.2 Significance of Impacts

Implementation of the Project would result in less than significant impacts related to VMT due to VMT per capita not increasing at buildout compared to buildout of the existing mobility network.

### 3.6.7.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

## 3.6.8 Issue 3: Design Feature

### 3.6.8.1 Impacts

The Project would not substantially increase hazards due to design features. The Project incorporates policies and findings from the City's Local Roadway Safety Plan, Active Transportation Plan, and the Coastal Mobility and Livability Study, which make recommendations on circulation design improvements to increase user safety for all modes of transportation. Furthermore, the Project supports improvements to existing transportation deficiencies through policy support for high-quality bicycle facilities and improved pedestrian connectivity by eliminating gaps in the pedestrian network. The MEU supports the implementation of leading pedestrian intervals, protected intersections, separated bicycle facilities, and flexible lanes. These multimodal enhancements are intended to improve safety for all users of the roadway. The Project is not associated with incompatible uses that could increase hazards. As future development and capital projects are proposed, individual projects may be required to implement improvements consistent with the MEU. As applicable, future project-specific improvements would be determined through the preparation of a Local Mobility Analysis, approved by the City engineer.

As future development occurs or publicly initiated roadway improvements are proposed, the design of roadways and implementation of roadway modifications would be required to conform with applicable State and City design criteria which contain provisions to minimize roadway hazards. Compliance with applicable standards would be ensured through the review of design plans to the satisfaction of the City Engineer. The MEU contains goals and policies to incorporate multimodal design standards that encourage safe travel by all modes of transportation, including Goal 4, Policy ME 4.1, Policy ME 4.3, Policy ME 4.4, Goal 5, Policy ME 5.1, Policy ME 5.2, Policy ME 5.3, Policy ME 5.4, and Policy ME 5.5, as described in Section 3.6.5. Additionally, the implementation of the City's Local Roadway Safety Plan supports the elimination of traffic fatalities and injuries associated with transportation. As detailed in Section 3.6.2.3, the Local Roadway Safety Plan is a safety plan that analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The plan also addresses safety improvements through enforcement, education, and emergency services (City of Encinitas 2022). Therefore, with required policy compliance, implementation of the Local Roadway Safety Plan, and City engineer review of specific design plans, impacts related to hazardous design features would be less than significant.

### 3.6.8.2 Significance of Impacts

Impacts related to hazardous design features would be less than significant.

### 3.6.8.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

## 3.6.9 Issue 4: Emergency Access

### 3.6.9.1 Impacts

The MEU includes policies to address emergency access and does not include any requirements that would result in inadequate emergency access. The MEU includes Policy ME 1.1, which ensures mobility decisions are consistent with the City's General Plan and other guiding documents, including the overarching vision to provide safe, accessible, and comfortable transportation for all modes of movement and all demographics. The MEU also includes several policies to be implemented by the City, which support the viability of multimodal transportation– thus supporting reductions in congestion supporting emergency access. These policies include Policy ME 3.6, Policy ME 3.7, Policy ME 4.3, and Policy ME 4.4, which support improvements to the City's pedestrian, bicycle, and micromobility network. The MEU also includes policies to be implemented by the City that encourage increased connectivity of multimodal transportation systems, such as Policy ME 4.12.

Future development in the City would be required to comply with all applicable City regulations related to emergency access including the California Fire Code, and MEU policies, and would require review by the City Fire Marshal to ensure that emergency access is provided. Future development in the City would implement the MEU with improvements potentially including traffic calming devices. While traffic calming can slow traffic down, the design and location of such features would be balanced with the need for emergency response. For example, General Plan Mobility Element Policy ME 5.3 contains a provision stating, "New traffic calming measures require approval of the City Traffic Engineer and City Fire Chief to ensure adequate emergency response pursuant to Fire Code Requirements." Therefore, the MEU includes an adequate policy framework to ensure mobility network improvements are balanced with emergency response needs. Therefore, impacts on emergency access would be less than significant.

### 3.6.9.2 Significance of Impacts

Impacts related to emergency access would be less than significant.

### 3.6.9.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

## 3.6.10 Conclusion

Implementation of the MEU would be consistent with state, regional, and local policies regarding the transportation system and would support the implementation of Complete Streets, VMT reductions, coastal access, and active transportation. No policy inconsistencies have been identified; therefore, impacts related to transportation policy consistency would be less than significant.

Implementation of the MEU would result in less than significant impacts related to VMT due to VMT per capita not increasing at buildout compared to buildout of the existing mobility network. Furthermore, future implementation of capital projects consistent with the MEU is anticipated to be implemented by the City and/or a combination of public and private investments. Mobility improvements consistent with the MEU would be consistent with the City's policy framework and would result in less than significant impacts related to VMT.

Impacts related to hazards due to a design feature and emergency access would be less than significant due to the implementation of the MEU policy framework; City engineer review of future improvements proposed for consistency with the MEU; and required compliance with the Fire Code, General Plan, and City policies and guidelines.