
# Mobility Element

September 2024

CITY OF ENCINITAS

# MOBILITY ELEMENT

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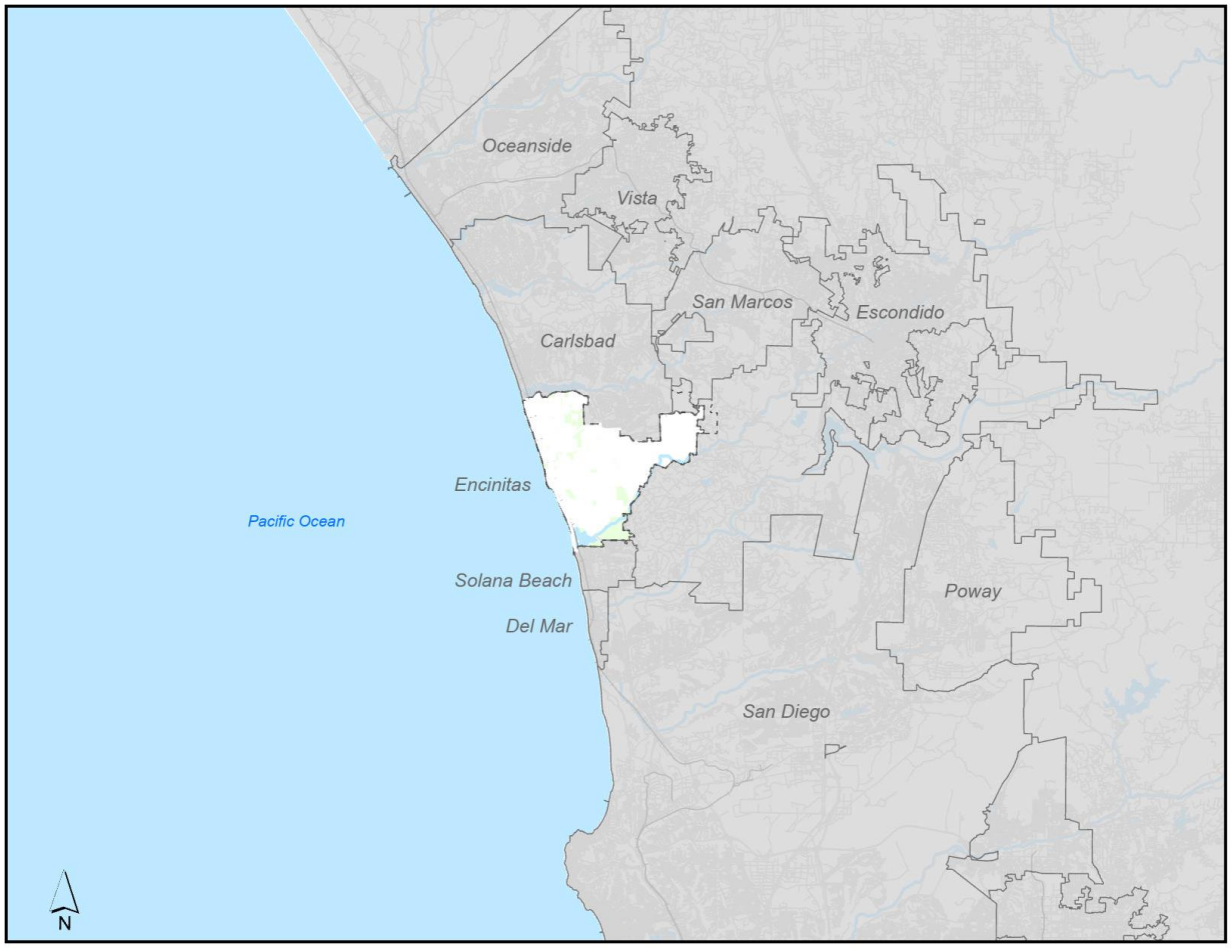
# I. PURPOSE & GOALS

This section introduces the Mobility Element by defining its purpose, reviewing its relationship to other plans, and summarizes goals for mobility in the City of Encinitas (Figure 1).

*Figure 1 City of Encinitas Map*




## PURPOSE

This Mobility Element sets a long-term vision for Encinitas through its goals and supporting policies and defined multimodal networks. It complements regional and state mobility plans and works with the other elements of the Encinitas General Plan, particularly the Land Use Element, to plan for and accommodate the City's mobility needs into the future.

The purpose of a General Plan Mobility Element is established by California Government Code Section 65302(b) which requires local jurisdictions to prepare a General Plan "Circulation Element", herein referred to as the Mobility Element.

State law requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.” It specifically defines “users of streets, roads, and highways” to mean “bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.”

# RELATIONSHIP TO STATE LAW

Under California state law (Government Code Section 65032(b)), a general plan must incorporate a circulation element. The circulation element outlines the general location and extent of existing and future major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and ensures alignment with the Land Use Element of the General Plan. The Mobility Element presented here fulfills all the necessary state requirements.

## Complete Streets Act (AB 1358)

In 2008, California enacted Assembly Bill 1358, the California Complete Streets Act to promote the development of safer and more accessible transportation networks. This legislation mandates that all circulation elements created after January 1, 2011, must incorporate a complete streets approach. This approach requires planners to consider the needs of all users, including motorists, pedestrians, cyclists, children, individuals with disabilities, seniors, commercial goods transporters, and public transportation users.

AB 1358 was designed to improve overall mobility, reduce traffic congestion, and enhance the quality of life for residents by ensuring transportation systems are inclusive and efficient. The Act supports the creation of interconnected transportation networks that accommodate diverse modes of travel, encourage active transportation, and foster healthier, more sustainable communities. By emphasizing a balanced consideration of all street users, AB 1358 aligns with statewide goals to promote smart growth, reduce greenhouse gas emissions, and develop resilient urban infrastructure.

## Vehicle Miles Traveled (SB 743)

In 2013, California enacted Senate Bill 743 (SB 743), significantly altering how transportation impacts are measured within the state. Under this legislation, the focus shifted to vehicle miles traveled (VMT) as the primary metric for assessing transportation impacts, effective July 1, 2020. This change means that traditional measures like automobile delay and Level of Service (LOS) are no longer acceptable for evaluating transportation impacts of land development projects under the California Environmental Quality Act (CEQA).

SB 743 aims to promote sustainable development and reduce greenhouse gas (GHG) emissions by prioritizing VMT, which measures the extent of automobile use rather than the delay caused by traffic. This shift aligns with California's broader environmental goals, encouraging smart growth, the development of complete streets, and the enhancement of multimodal transportation networks. By focusing on VMT, SB 743 supports the creation of more efficient and environmentally friendly transportation systems, fostering a balanced approach that benefits all users, including motorists, pedestrians, cyclists, and public transportation users.

### Environmental Justice (SB 1000)

Senate Bill 1000 (SB 1000), passed in 2016, mandates the inclusion of an Environmental Justice Element, or the integration of related goals, policies, and objectives into other elements of the General Plan for cities, counties, and cities and counties. This requirement focuses on identifying and addressing the needs of disadvantaged communities within the planning area.

"Disadvantaged communities" are defined as areas recognized by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or as low-income areas disproportionately affected by environmental pollution and other hazards leading to negative health outcomes, exposure, or environmental degradation. A "low-income area" is one where household incomes are at or below 80 percent of the statewide median income, or at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits pursuant to Section 50093.

SB 1000 also requires that the Environmental Justice Element, or integrated environmental justice goals, policies, and objectives, must:

- Identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities.
- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

By incorporating these requirements, SB 1000 aims to ensure that the voices of disadvantaged communities are heard and that their specific needs are met, leading to healthier and more equitable living environments.

# MOBILITY GOALS SUMMARY

Table 1 provides a summary of the mobility goals for the City of Encinitas Mobility Element. These broad goals are supported by the multimodal mobility networks in Section III and the policies in Section IV of this Mobility Element. Mobility goals and related policies are described in detail in Section IV.

*Table 1 Mobility Goals*

| # | Topic | 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. |
| 2 | **Multimodal Options** | Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and the movement of goods. |
| 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, walking, microtransit, and on-demand mobility services. |
| 4 | **System Connectivity** | Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and interjurisdictional travel. |
| 5 | **System Safety** | Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement. |
| 6 | **Environmental & Community Impacts** | Balance mobility benefits with minimized impacts to the environment and community. |

# RELATIONSHIP TO REGIONAL & LOCAL PLANS

The 2024 Mobility Element update integrates recommendations from recent planning efforts and General Plan future goals, ensuring cohesive and comprehensive transportation planning for the City of Encinitas. It aligns with, and builds upon, various regional and local plans noted below, creating a unified strategy to enhance mobility and accessibility across the City.

## Regional Plans

In accordance with federal and state law, the San Diego Association of Governments (SANDAG), of which Encinitas is a member jurisdiction, prepares long-range transportation plans for the San Diego region. These plans include:

- A broad regional transportation plan (RTP), currently branded as the *SANDAG Regional Plan*, that is typically updated every four years. The plan addresses regionally significant transportation facilities including highways, railroads, public transit, and active transportation, and includes input from local jurisdictions on locally focused mobility plans.

- A *Regional Transportation Improvement Program (RTIP),* containing a subset of high-priority RTP projects with major regional or state significance. The RTIP is typically updated every two years and serves as an input to the statewide planning and project development process.

## Local Plans

**Trails Master Plan (2002).** The Encinitas Trails Master Plan provides an analysis of existing trail routes to identify goals for safety, security, and comfort for all users, as well as a safety and maintenance plan for existing and newly acquired trails. The plan also describes opportunities to enhance recreational active transportation use and enhance micromobility route choices by connecting trails with citywide destinations and closing regional gaps. The plan defines trails as shared, multi-use pathways for pedestrians, cyclists, and equestrians, in addition to emergency vehicles. The plan includes a database of each of the City's existing and future trails, their Right-of-Way (ROW) status (Public, Acquisition, Developer), and implementation phasing. The plan aims to provide a network of trail connectivity between schools, parks, and other community spaces within Encinitas in alignment with the system connectivity goal of the Mobility Element. Existing trails in Encinitas serve as "soft surface" trails, solely for pedestrian use, along with several additional "hard surface" trails, for use by pedestrians, equestrians, and non-motorized vehicles such as bicycles.

**Climate Action Plan (Adopted 2018, Updated 2020).** The City of Encinitas Climate Action Plan (CAP) recommends comprehensive strategies and an implementation plan to guide reductions in greenhouse gas (GHG) emissions and address long-term climate change impacts throughout the City. The November 2020 update to the CAP includes GHG emissions forecasts and builds upon

emission reduction goals outlined in the 2011 CAP. Several of the City's local plans, along with the General Plan, including the Modal Alternative Project (MAP) Active Transportation (ATP) Implementation Plan and Trails Master Plan, were informed by emission factors and regulatory policies outlined by the CAP.

**Active Transportation Plan (ATP) (2018).** The City of Encinitas Active Transportation Plan (ATP) is an update to the Bikeway Master Plan adopted in 2005. The 2018 plan analyzed the City's network of existing pedestrian and bike facilities and consolidated the City's active transportation planning and community outreach efforts from several previous plans to address existing and future active transportation needs at the citywide and connections to regional networks. The plan also addresses conformance with the City's Climate Action Plan (2018) and pre-2018 changes to the General Plan. The plan serves as the first phase of a comprehensive three-pronged active transportation implementation strategy, leading to the Modal Alternative Project (MAP) ATP Implementation Plan which includes an identified list of prioritized projects (phase two) and implementation of the ATP (phase three).

**Modal Alternative Project (MAP) ATP Implementation Plan (2023).** The Encinitas Modal Alternative Project (MAP) ATP Implementation Plan outlines the implementation strategy for bike and pedestrian facilities recommended by the 2018 City of Encinitas ATP. The 2023 plan identifies priorities for biking and pedestrian infrastructure projects, accounting for anticipated demand, regional significance, funding availability, and several other factors. The product of this prioritization framework is a weighted scoring of several mobility element typologies spanning across five communities within the City of Encinitas. The 2023 Implementation Plan advances a multi-modal balance in citywide and regional transportation usage. In addition to creating a prioritized ranking of the projects identified in the 2018 Active Transportation Plan (ATP), the Plan identifies funding opportunities for such projects and ensures compliance with the latest City of Encinitas Climate Action Plan (2020 Update), complete streets policies, and other local goals and objectives.

**Rail Corridor Vision Study (2018).** In 2018, the City of Encinitas approved the Rail Corridor Vision Study (RCVS) which was developed to inform technical and engagement activities related to increasing east-west rail connections, improving active transportation facilities, and providing sufficient parking to enable access to the coast, Encinitas Station, and Downtown Encinitas. The study recommended 21 new rail crossings in Encinitas. Crossings that have been constructed since the adoption of the 2018 RCVS are discussed in the Public Transit Network discussion within Section III: Multimodal Mobility Network.

**Rail Corridor Cross-Connect Implementation Plan (2020).** The Rail Corridor Cross-Connect Implementation Plan (also known as "Cross Connect") builds upon the Rail Corridor Vision Study (2018) and Active Transportation Plan (2018) to document and rank 20 potential rail crossings and connectors envisioned in the City of Encinitas. Project prioritization was the first of a five-step process undertaken by the Cross Connect Implementation Plan, followed by community

engagement and outreach, draft design concepts, refined designs and rankings, and a final implementation strategy to identify key constraints, project milestones, and potential funding sources.

**Local Roadway Safety Plan (2022).** Adopted in 2022, the Local Roadway Safety Plan (LRSP) assesses collision data and infrastructural deficiencies to establish a set of roadway enhancing safety solutions throughout the City of Encinitas. This plan encompasses technical aspects of safety modifications through the identification of roadway engineering improvements. It also analyzes existing education services, emergency services, and traffic enforcement to make recommendations that bolster safety on roadways throughout the City for all transportation mode users.

**Electric Vehicle Charging Stations Master Plan (2023).** The City of Encinitas Electric Vehicle Charging Station (EVCS) Master Plan conducted a needs assessment based on an evaluation of existing public electric vehicle charging stations within the City and within a five-mile radius of the City, in accordance with the Climate Action Plan's goal of increasing citywide electric vehicle usage. The plan recommends strategies for public EVCS installations at city-owned facilities as well as at publicly accessible commercial properties, and recommends actions for the City to facilitate a cohesive, community-wide transition to electric vehicles (EVs). The study recommends installing at least 280 public charging stations by 2030 to meet the anticipated future demand for EV charging, align with state EV charging guidance, and adhere to the goals set in the City's 2020 Climate Action Plan.

## General Plan Elements

The Mobility Element responds to goals and policies of several 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 these other General Plan elements.

**Land Use Element (Amended 2019).** The Encinitas Land Use Element informs all land use-related decisions within Encinitas. The Land Use Element establishes a balanced and functional mix of development, provides guidance regarding new development, identifies land use opportunities and constraints, and includes recommendations to guide the preservation of valuable undeveloped portions of the City. It includes citywide and community-specific goals and policies, zoning, and several overlays and Specific Plans. The Land Use Element is an important consideration when classifying a circulation network, as land uses and siting of key destinations determines where and how bicycles, pedestrians, transit, and automobiles move throughout Encinitas.

**Housing Element (2021).** The Housing Element identifies and analyzes the City's existing and projected housing needs and contains a detailed outline and work program needed to achieve City's goals, policies, and quantified housing objectives and programs for the preservation,

improvement, and development of housing for a sustainable future. 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 the affordability and density of housing is a significant factor in the effectiveness of a successful public transportation system (and vice versa).

**Public Safety Element (Amended 1995).** The Public Safety Element identifies goals and policies to minimize the risks associated with natural and human-made hazards. The Public Safety Element also identifies the appropriate actions that are needed to respond to a crisis, and ways that hazards can be avoided through prudent planning. 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.

**Resource Management Element (Amended 2011).** The Resource Management Element identifies goals and policies designed to support the preservation significant natural resources within the City. This includes protecting cultural, archeological, and/or found paleontological resources, as well as ensuring clean air and a healthy environment for all Encinitas residents and visitors. The Mobility Element works with the Resource Management Element to support active transportation to improve air quality and prioritize maintenance and improvements to existing roads over the construction of new roads.

**Recreation Element (Amended 2003).** The Recreation Element addresses the state of the City's existing and future recreational resources, including parks, beaches and more. The Element also includes goals and policies related to the development of new facilities, preservation of open space, sustainable coastal development and recreational access, and the broadening of the range of services the City's recreational assets can provide. The Mobility Element supports the Recreation Element to ensure that City of Encinitas residents and visitors can reliably access key recreational destinations and resources using the circulation network.

**Noise Element (Amended 1994).** The Noise Element quantified the community noise environment in terms of noise exposure contours. These contours serve as guidelines for development outlined in the Land Use, Housing, and Mobility Elements to achieve noise-compatible land uses. The quantified noise contours are particularly relevant to the Mobility Element as traffic-related noise is one of the principal disturbances listed in the Noise Element. The Mobility Element considers land use context when classifying the circulation network in Encinitas and ensures responsiveness to sensitive receptors who might be impacted by traffic noise.

# II. LAND USE CONTEXT

Land use context, including the types and intensity of surrounding land uses, is the core driver of mobility demand.

## LAND USE TYPES

The Land Use Element describes the City's land uses in detail. Taken broadly to help understand overall mobility patterns, Encinitas contains three general categories of land uses:

- **Residential:** Homes, both single-family and multifamily, are located throughout Encinitas in a variety of diverse neighborhoods. These often serve as the "origins" of trips made by Encinitas residents.
- **Commercial & Mixed Use:** Retail and office facilities, as well as institutional uses such as schools, religious facilities, and government offices, are located throughout Encinitas with many concentrated in a handful of commercial corridors. These are common destinations of trips by both residents and visitors.
- **Other:** Existing at significantly smaller scales than residential and commercial, other land uses in Encinitas include parks and beaches; agricultural areas; industrial facilities; and preservation areas such as open space and wetlands. These are common destinations of trips by both residents and visitors.

## CONTEXTUAL SETTINGS

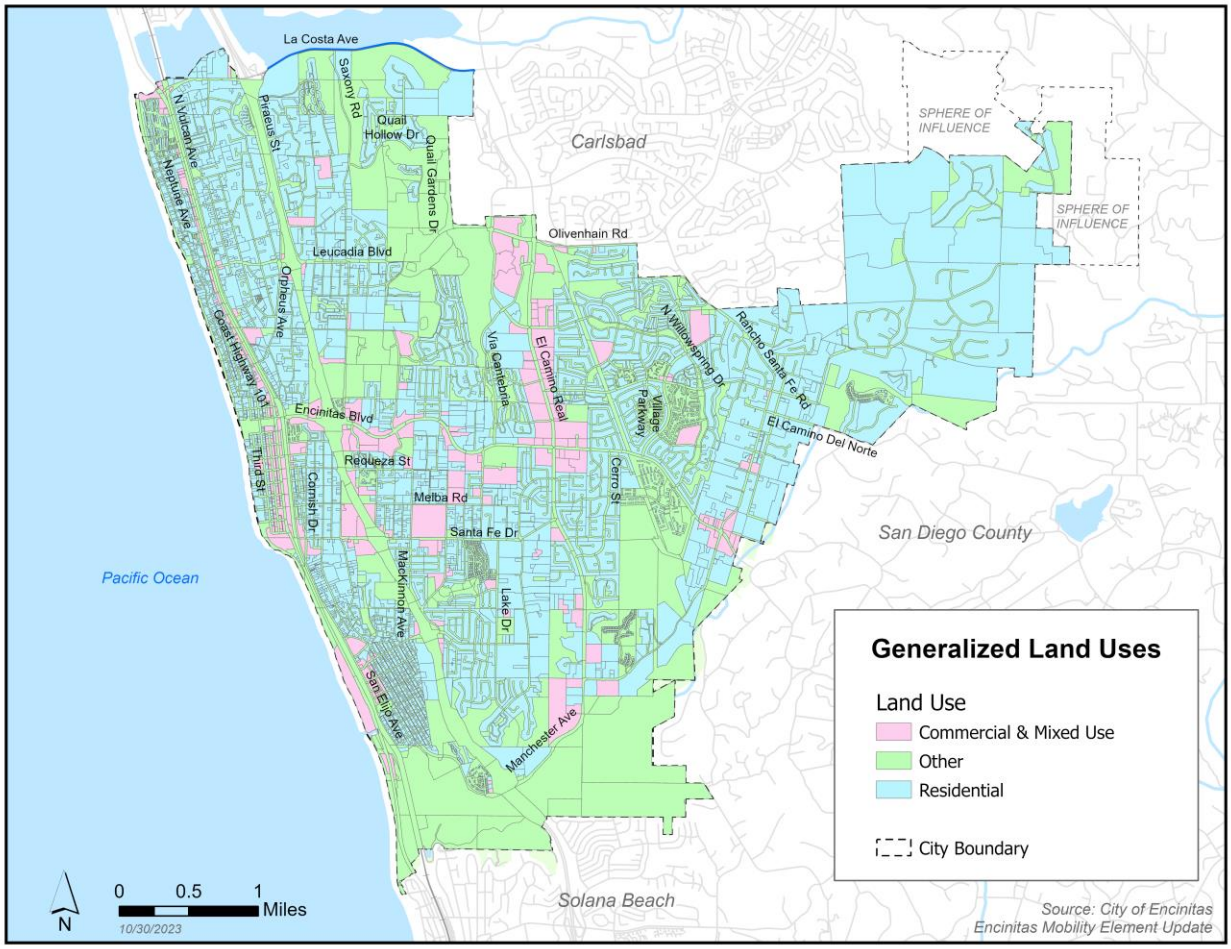
When grouping the City of Encinitas' various zoning types into the broadest categories, three major land use contexts emerge: the urban village context, the suburban context, and the rural context. As described in Table 2 and mapped in Figure 2, these contextual settings are defined by characteristics including density, lot size, setbacks, and parking—all of which combine to lend a distinct "look and feel" to each context.

The street typologies defined in Section III include contextual labels indicating the land use context of that street type. This encourages consideration of the street's surrounding context—rather than just its mobility function and vehicle throughput—when setting mobility priorities.

*Table 2 Land Use Contextual Settings*

| Context | Predominant Land Uses | Typical Characteristics | Mobility Considerations |
|---|---|---|---|
| **Urban Village** | Residential & commercial/ mixed use | Higher density; smaller lot sizes with minimal setbacks; limited on- and off-street parking; close proximity of residential & commercial uses | Higher density & land use diversity encourage travel by walking, bicycling & micromobility |
| **Suburban** | Residential & commercial | Medium-to-low density; larger lot sizes with larger setbacks; large off-street parking lots; larger separation between residential & commercial uses | Lower density & land use diversity encourage travel by bicycling, micromobility, public transit & automobiles |
| **Rural** | Residential & agricultural | Lowest density; largest lot size with largest setbacks; largest separation between residential & other uses | Lowest density & land use diversity encourages travel by public transit & automobiles |

*Figure 2 Generalized Land Use & Context Map*



# III. MULTIMODAL MOBILITY NETWORK

This section presents the City's multimodal mobility network composed of pedestrian, bicycle and micromobility, public transit, vehicle circulation, and freight facilities. Each modal network is summarized and mapped in this section. For further details and guidance, refer to the *Mobility Analysis Guidelines, Active Transportation Plan, Local Roadway Safety Plan,* and other adopted multimodal plans and standards.

## PEDESTRIAN NETWORK

The following goals and policies guide the City of Encinitas' Pedestrian Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 3 Pedestrian Network Key Goals and Policies*

| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.1 Strategic Vision for Mobility<br>1.2 Accommodation of Diverse Land Uses<br>1.4 Street Typology & Classifications<br>1.5 Street Right-of-Way |
| **Goal 2** | Multimodal Options | 2.1 Equitable Access for All Modes, Ages & Abilities<br>2.2 Safe Routes to School<br>2.3 Lateral Coastal Access<br>2.4 Vertical Coastal Access |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.1 Time Competitive Mobility Options<br>3.6 Pedestrian Network<br>3.11 Railroad Corridor Multi-Use Paths |
| **Goal 4** | System Connectivity | 4.1 Multimodal "Complete Streets" Design Standards<br>4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians<br>4.4 Pedestrian Crossings<br>4.9 Regional Connectivity for Pedestrian, Bicycle & Micromobility Modes<br>4.12 Inter-Connectivity |
| **Goal 5** | System Safety | 5.1 Safety for All Users<br>5.4 Traffic Calming Design<br>5.5 Railroad Safety<br>5.6 Community Outreach and Education Strategies |

| | | |
|---|---|---|
| **Goal 6** | Environmental & Community Impacts | 6.2 Resilient Mobility Systems<br>6.3 Sustainable Mobility Systems<br>6.7 Healthy Communities |

**Existing Setting:** The City of Encinitas' 2018 Active Transportation Plan (ATP) consolidated recommendations for pedestrian and bicycle facility networks throughout the city.

Pedestrian facilities were organized into four sub-categories:

1. **Type 1 Nature Trails**: Natural-surface, non-Americans with Disabilities Act (ADA)-Compliant Pedestrian facilities used for recreation purposes that can also serve as shortcuts between activity centers.
2. **Type 2 Recreation Trails:** Natural surface trails with compacted surface types such as decomposed granite, ranging from a minimum of four feet in width to a maximum of eight feet. These trails satisfy ADA requirements.
3. **Type 3 Street Edge Enhancements:** Walking routes that provide a continuous firm surface along streets where sidewalks are not available. This facility type is ADA compliant and includes signage communicating to drivers to be aware of pedestrians.
4. **Type 4 Sidewalk:** Standard raised walkways, typically concrete or asphalt. These sidewalks must adhere to ADA cross pitch limitations and corner ramp requirements.

The trail network in the City of Encinitas is extensive and includes connections to parallel roadways and major destinations. Especially in the eastern half of the city, the trail network allows bicyclists to choose whether to ride on the unpaved trail or the adjacent paved street. Figure 3 illustrates the trail network serving pedestrians, bicycles and micromobility, including scooters, skateboards, and other wheeled and assistive devices.

**Examples of Completed Projects:** A number of sidewalk additions have been completed following the release of the 2018 ATP, including:

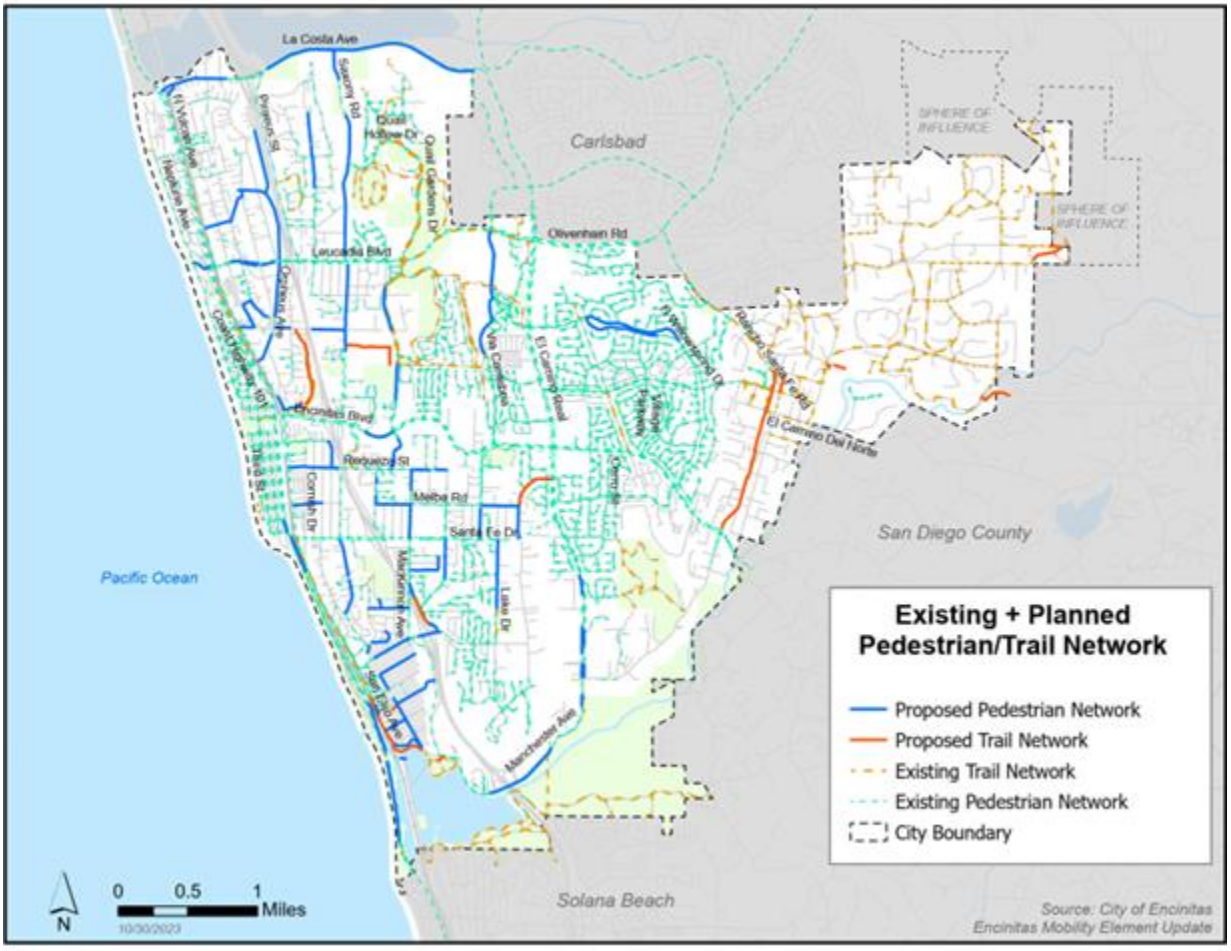
- Type 4 Sidewalk along Requeza Street;
- Type 4 Sidewalk sections along Santa Fe Drive and along Burgundy Road;
- Along the LOSSAN Corridor Right-of-Way, a portion of the Encinitas Rail Trail multi-use path has been completed between Santa Fe Drive in Old Encinitas and Chesterfield Drive in Cardiff-By-The-Sea.

**Future Improvements:** The 2018 ATP recommended additional 11.08 miles of Type 1, Type 2, and Type 3 Pedestrian Facilities which were Pedestrian Prioritization Candidate Projects in the Encinitas Modal Alternatives Project ATP Implementation Plan (MAP Encinitas). Each of the recommended projects was scored on several prioritization categories, which included safety, network connectivity, GHG reduction potential, access improvement, cost, equity, community

support, and comfort. The prioritization process identified the top 10 pedestrian projects that are most significant to Encinitas' defined needs. The 2018 ATP recommends future Type 4 sidewalks to be added to several residential street segments, including Lake Drive, Windsor Road, Saxony Road, and Manchester Avenue.

The ATP also identifies future Type 1 and Type 2 pedestrian trails along arterials, including a section of Villa Cardiff Drive, Rancho Santa Fe Road, and the San Elijo lagoon, parallel to the LOSSAN Right-of-Way. Type 3 Street Edge Enhancements were recommended near Orpheus Avenue in Leucadia, Stratford Drive (south of Santa Fe Drive), and Glaucus Street (Leucadia).

*Figure 3 Trail Network*




## BICYCLE AND MICROMOBILITY NETWORK

The following goals and policies guide the City's Bicycle and Micromobility Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 4 Bicycle and Micromobility Network Key Goals and Policies*

| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.1 Strategic Vision for Mobility<br>1.2 Accommodation of Diverse Land Uses<br>1.4 Street Typology & Classifications<br>1.5 Street Right-of-Way |
| **Goal 2** | Multimodal Options | 2.1 Equitable Access for All Modes, Ages & Abilities<br>2.2 Safe Routes to School |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.1 Time-Competitive Mobility Options<br>3.2 Transportation Demand Management (TDM) Programs<br>3.5 Curb Management Strategy<br>3.7 Bicycle & Micromobility Network<br>3.8 Bicycle & Micromobility Parking & Support<br>3.9 Bicycle & Micromobility Sharing Program |
| **Goal 4** | System Connectivity | 4.1 Multimodal “Complete Streets” Design Standards<br>4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians<br>4.3 Street & Intersection Operations<br>4.5 Coastal Circulation Network<br>4.8 Regional Mobility Planning<br>4.9 Regional Connectivity for Pedestrian, Bicycle & Micromobility modes<br>4.12 Inter-Connectivity |
| **Goal 5** | System Safety | 5.1 Safety for All users<br>5.4 Traffic Calming Design<br>5.6 Community Outreach and Education Strategies |
| **Goal 6** | Environmental & Community Impacts | 6.1 Development Project Review<br>6.3 Sustainable Mobility Systems<br>6.4 Emissions Reduction<br>6.7 Healthy Communities |

**Existing Setting.** Residential areas served by existing bike facilities generate some bicycling and walking journeys that originate and terminate within the residential areas. Residential areas also generate trips for the citywide active transportation system. Major bicycle destinations include community activity centers, including schools, libraries, athletic centers, and other community-based facilities. The 2018 City of Encinitas Active Transportation Plan consolidates bicycle facility types into several classes:

1. **Class I Multi-Use Pathway:** Facilities with physical separation from motor vehicle routes through either a series of bollards parallel to the track, a separation of over five feet from the roadway, or another physical barrier. Class I Multi-Use Pathways would be at least ten feet in width and include an unpaved side path, two to four feet in width, for users who prefer a softer surface.

2. **Class II:**
    a. **Class II Bicycle Lanes:** One-way facilities placed next to the curb or parking lane of a roadway, with striping, pavement markings, and signage denoting preferential use by bicyclists. These lanes must be five feet in width where parking spaces exist, or six feet in width where parking spaces do not exist.
    b. **Class II Buffered Bicycle Lane:** An upgraded Class II Bicycle Lane facility that repurposes vehicle lane width to provide a striped buffer that separates the bicycle lane from the parallel roadway and parking lanes.
3. **Class III:**
    a. **Class III Bicycle Route:** One-way cycling routes with street right-of-way and a shared travel lane designated by signage and shared lane markings (sharrows). Class III Bicycle Routes are not striped and do not include physical barriers.
    b. **Class IIIB Bicycle Boulevard:** Two-way facilities that share the travel lane with motorized vehicles. Class III Bicycle Boulevards are designated by signage and special lane markings, such as sharrows. Other street enhancements might include traffic diverters, curb extensions, and other traffic calming measures.
4. **Class IV Cycletrack:** One-way or two-way facilities within the street right-of-way along the curb, physically separated from vehicular traffic by barriers and/or vehicle parking. Class IV Cycletracks are intended specifically for bicyclist use.

Per the ATP, the majority of bicycle facilities in the City of Encinitas are Class II Bicycle Lanes, followed by some shorter Class III Bicycle Route segments. There is a segment of Class IIB Buffered Bicycle Lane on La Costa Avenue between North Vulcan Avenue and Interstate 5.

Shown in Figure 4, the Bicycle and Micromobility Network serves bicycles and micromobility devices, including scooters, skateboards, and other wheeled and assistive devices. For further details—including guidance on specific types of facilities—refer to the *Mobility Analysis Guidelines, Active Transportation Plan,* and other adopted multimodal plans and standards.

**Examples of Completed Projects:**

- Sections of the North Coast Bike Trail connects pedestrians and bicyclists to the San Elijo Lagoon, Vista Point, and Birmingham Drive;
- Several bike facilities have been upgraded with automobile-separating buffers including on Encinitas Boulevard, Leucadia Boulevard, and Mountain Vista Drive.

**Future Improvements:** The 2018 ATP recommends the following projects:

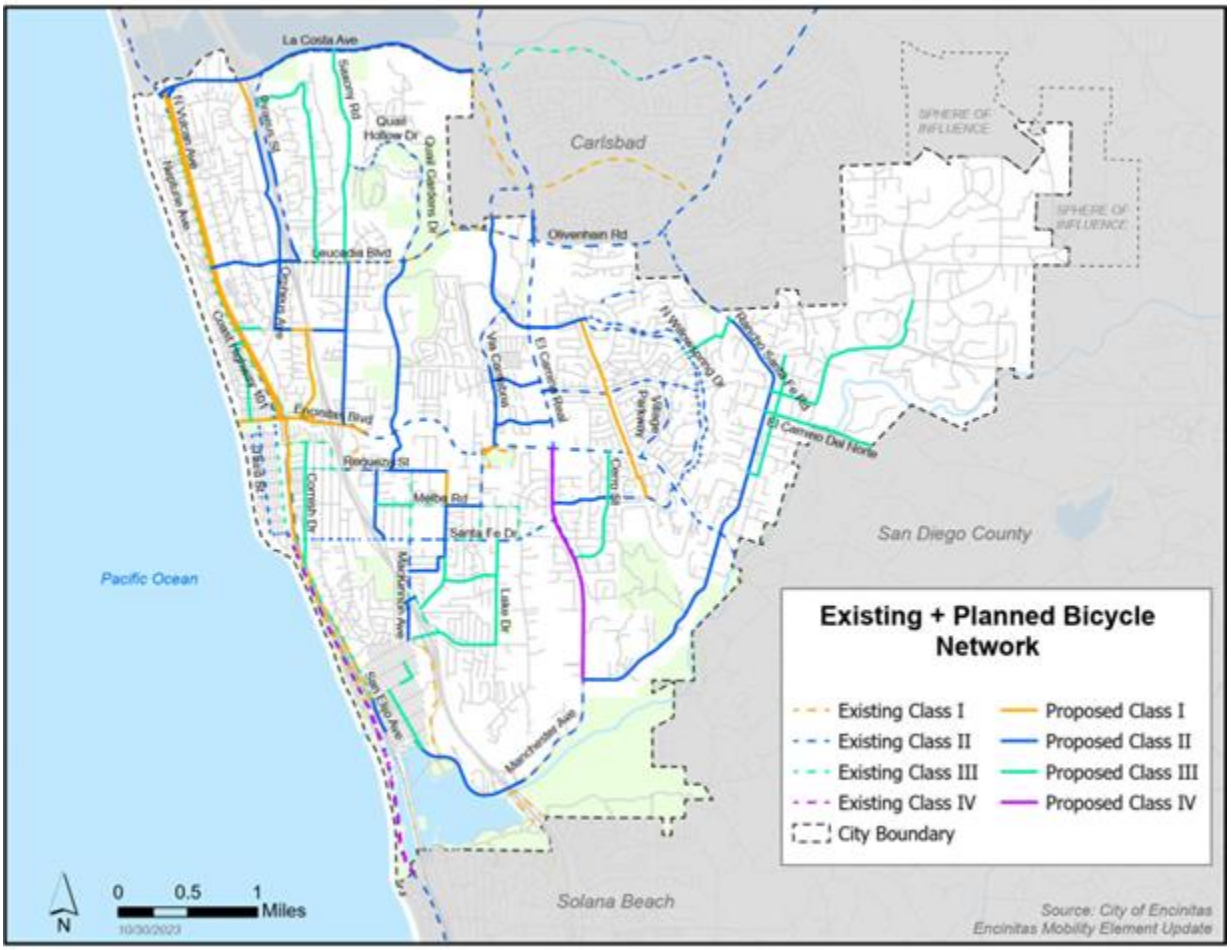
- Class 1 Multi-Use Pathways along:
    - LOSSAN corridor from La Costa Avenue in Leucadia to the North end of the San Elijo Lagoon;
    - Encinitas Boulevard (from the coast to N El Camino Real);
    - Leucadia Boulevard (from Piraeus Street to N El Camino Real); and

- Manchester Avenue (from Birmingham Drive to El Camino Real).

- Class II Buffered Bike Lanes along several arterial roadways, including Rancho Santa Fe Road, Via Cantebria, La Costa Avenue, and Quail Gardens Drive;
- Class III Bike Routes (sharrows) on various local streets throughout the City;
- Class IV Cycle Tracks along El Camino Real (from Encinitas Boulevard to Manchester Avenue)

A map of the bicycle and micromobility network within the City of Encinitas can be seen in Figure 4 .

*Figure 4 Bicycle and Micromobility Network*




# PUBLIC TRANSIT NETWORK

The following goals and policies guide the City's Public Transit Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 5 Public Transit Network Key Goals and Policies*

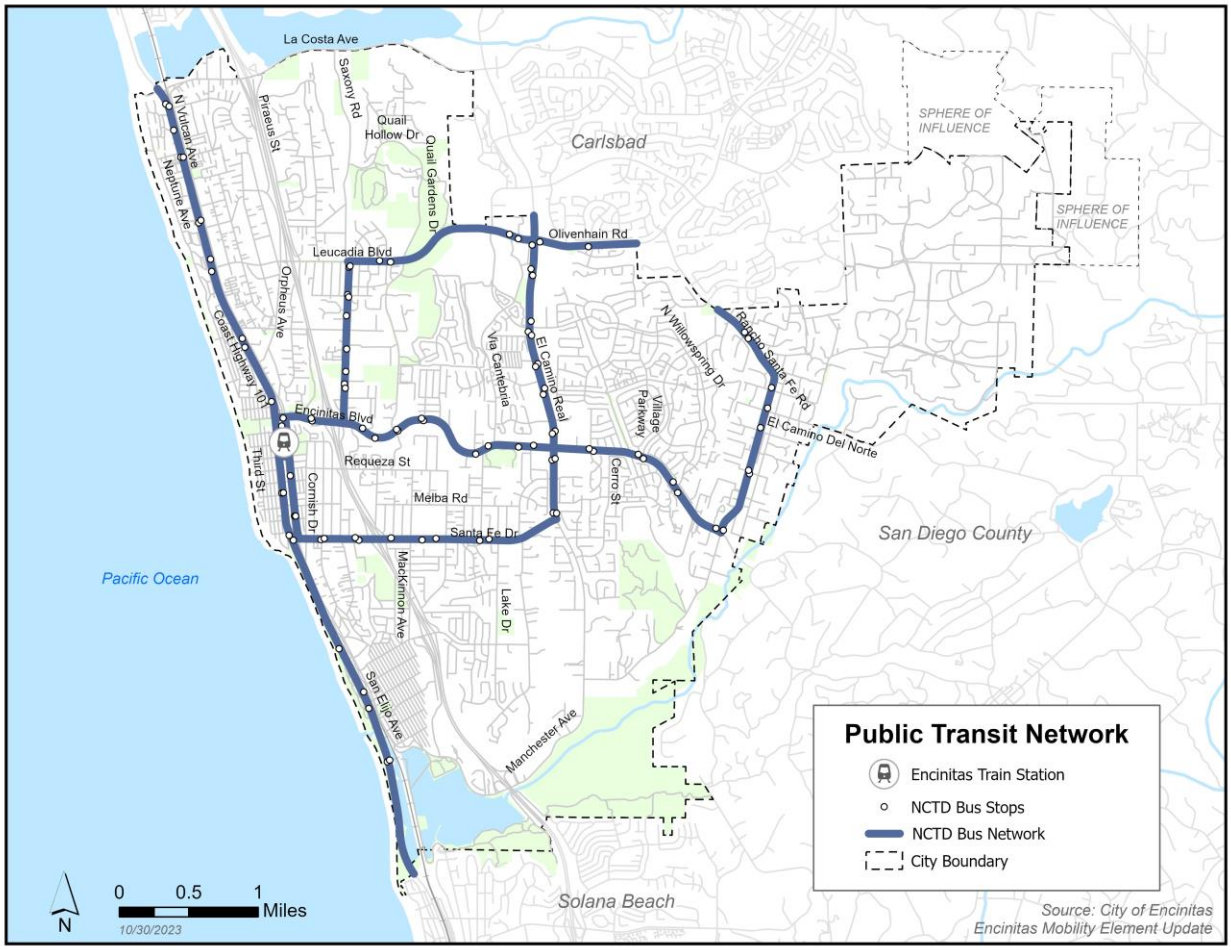
| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.1 Strategic Vision for Mobility<br>1.2 Accommodation of Diverse Land Uses<br>1.3 Accommodation of Planned Growth |
| **Goal 2** | Multimodal Options | 2.1 Equitable Access for All Modes, Ages & Abilities<br>2.2 Safe Routes to School |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.1 Time-Competitive Mobility Options<br>3.2 Transportation Demand Management (TDM) Programs<br>3.3 Regional Transit Service<br>3.4 Citywide Microtransit Service<br>3.5 Curb Management Strategy |
| **Goal 4** | System Connectivity | 4.1 Multimodal “Complete Streets” Design Standards<br>4.3 Street & Intersection Operations<br>4.5 Coastal Circulation Network<br>4.8 Regional Mobility Planning<br>4.11 Regional Connectivity for Transit Priority<br>4.12 Inter-Connectivity |
| **Goal 5** | System Safety | 5.1 Safety for All users<br>5.5 Railroad Safety<br>5.6 Community Outreach and Education Strategies |
| **Goal 6** | Environmental & Community Impacts | 6.1 Development Project Review<br>6.2 Resilient Mobility Systems<br>6.3 Sustainable Mobility Systems<br>6.4 Emissions Reduction<br>6.7 Healthy Communities |

**Existing Setting.** North County Transit District (NCTD) public transportation serves multiple communities within the City of Encinitas, offering daily service through commuter trains and buses. The Coaster commuter rail service includes a stop at the Encinitas Train Station, operating at a frequency of 15 daily trains per direction, Monday through Thursday. Several additional Encinitas neighborhoods are served by fixed-route buses operated by NCTD.

Shown in Figure 5, the fixed-route public transit network provides mobility services via railroad and bus modes. Public transit service is provided by North County Transit District (NCTD) 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.

A map of the passenger rail network within the City of Encinitas can be seen in Figure 6.

*Figure 5 Public Transit Network*




## Passenger Rail

**Existing Setting.** The NCTD-owned coastal rail corridor is approximately six miles long, from its northern border at Batiquitos Lagoon to the southern shore of San Elijo Lagoon, stretching across three coastal Encinitas communities: Leucadia, Old Encinitas, and Cardiff-by-the-Sea (Cardiff). Located east of Coast Highway 101, the corridor supports daily passenger service from Amtrak (Pacific Surfliner) and NCTD (COASTER). Figure 5 demonstrates that the Encinitas Train Station includes connections to the bicycle facility network and local transit routes.

The 2018 Rail Corridor Vision Study (See Local Plans) identified the creation of a citywide Quiet Zone as the next step in rail project development and implementation. Encinitas envisions crossings as a significant aid to implementing the Citywide Rail Corridor Quiet Zone (CS23B), as the purpose of a quiet zone is to reduce noise around rail grade crossings by eliminating the need for non-emergency train horn sounding. In 2023, the City installed data collection equipment at multiple envisioned crossings, including D Street, E Street, Encinitas Train Station, and Leucadia

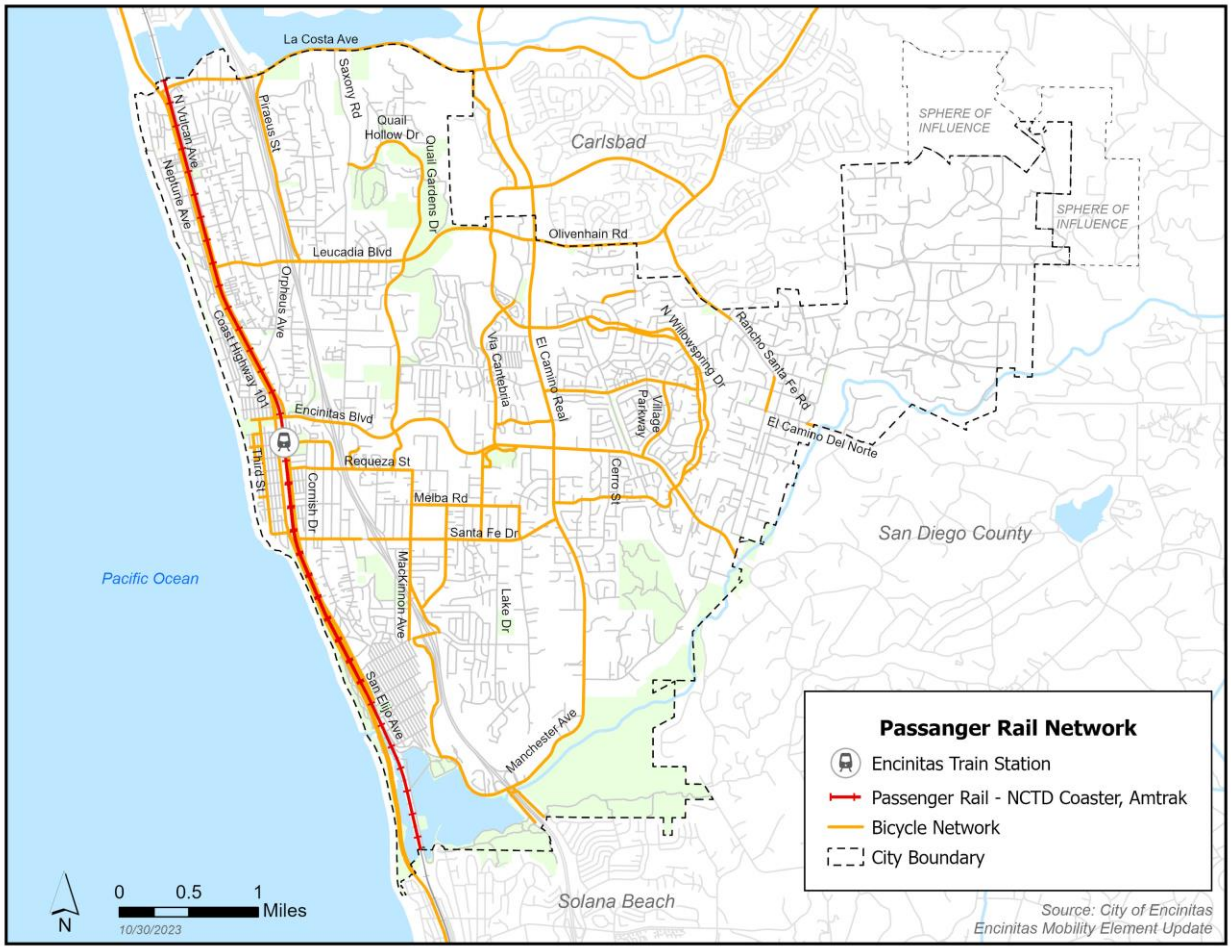
Boulevard, to enumerate pedestrian crossing counts and patterns and ultimately inform the crossings' conceptual engineering and design plans.

**Examples of Completed Rail Projects:** The Rail Corridor Cross-Connect Implementation Plan (also known as "Cross Connect") documents and ranks 20 potential rail crossings and connectors. Since the adoption of this plan in 2020 one project has been completed, the El Portal undercrossing.

## Other Modes

**LIFT/FLEX Service.** North County Transit District (NCTD) provides a paratransit shuttle service, LIFT, which is available to North County passengers requiring mobility assistance. The service provides connections throughout Encinitas and nearby coastal cities with proximal transit services, including an additional on-demand shuttle service operated by NCTD, known as FLEX. The FLEX service runs along several semi-fixed routes across North San Diego County, enabling regional mobility by strengthening the capacity for throughput, especially for riders connecting to alternate transit modes from the Oceanside Transit Center.

*Figure 6 Passenger Rail*




# VEHICULAR CIRCULATION NETWORK

The following goals and policies guide the City's Vehicular Circulation Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 6 Vehicular Circulation Network Key Goals and Policies*

| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.1 Strategic Vision for Mobility<br>1.2 **Accommodation of Planned** Growth<br>**1.4 Street Typology & Classifications** Street Typology & Classifications<br>1.5 Street Right-of-Way |

| | | |
|---|---|---|
| **Goal 2** | Multimodal Options | 2.1 Equitable Access for All Modes, Ages & Abilities<br>2.5 Parking Management |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.2 Transportation Demand Management (TDM) Programs<br>3.5 Curb Management Strategy<br>3.10 Car Sharing Program |
| **Goal 4** | System Connectivity | 4.1 Multimodal "Complete Streets" Design Standards<br>4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians<br>4.3 Street & Intersection Operations<br>4.5 Coastal Circulation Network<br>4.6 Connectivity at Piraeus Street & Leucadia Boulevard |
| **Goal 5** | System Safety | 5.1 Safety for All Users<br>5.2 Maintenance & State of Good Repair<br>5.3 Traffic Calming & Speed Management<br>5.4 Traffic Calming Design<br>5.6 Community Outreach and Education Strategies |
| **Goal 6** | Environmental & Community Impacts | 6.1 Development Project Review<br>6.2 Resilient Mobility Systems<br>6.3 Sustainable Mobility Systems<br>6.4 Emissions Reduction<br>6.5 Charging and Fueling for Electric & Alternative-Energy Vehicles<br>6.6 Electric Vehicle Transition<br>6.7 Healthy Communities |

**Existing Setting.** The City of Encinitas maintains a comprehensive network of paved local streets, residential neighborways, collectors, and major freeways. The main regional freeway system in the City is Interstate 5, which travels North and South, providing connections to Encinitas from the greater San Diego region, and Orange County and the greater Los Angeles region in the north. South Coast Hwy 101 travels parallel to I-5, providing facilities such as sharrows and striped bike lanes throughout a significant portion of the road's central stretch in Downtown Encinitas and Leucadia.

The street network is the backbone of the City's multimodal networks, comprising most of the City's right-of-way and accommodating multiple modes. In the following maps, the street network is visualized with pedestrian, bicycle, transit, and goods movement facilities.

## Street Typology

Streets and public rights-of-way comprise a large portion of the land in Encinitas, and how they are utilized has 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 the street's mobility function, but also its character and adjacent land uses and context. This typology provides a classification system that will help guide future land development, street

improvements, and road design projects. Table 7 lists the basic street types in Encinitas.

*Table 7 Street Typology*

| Street Type | Mobility Function |
|---|---|
| **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 |

*Figure 7 Street Typology Diagrams*

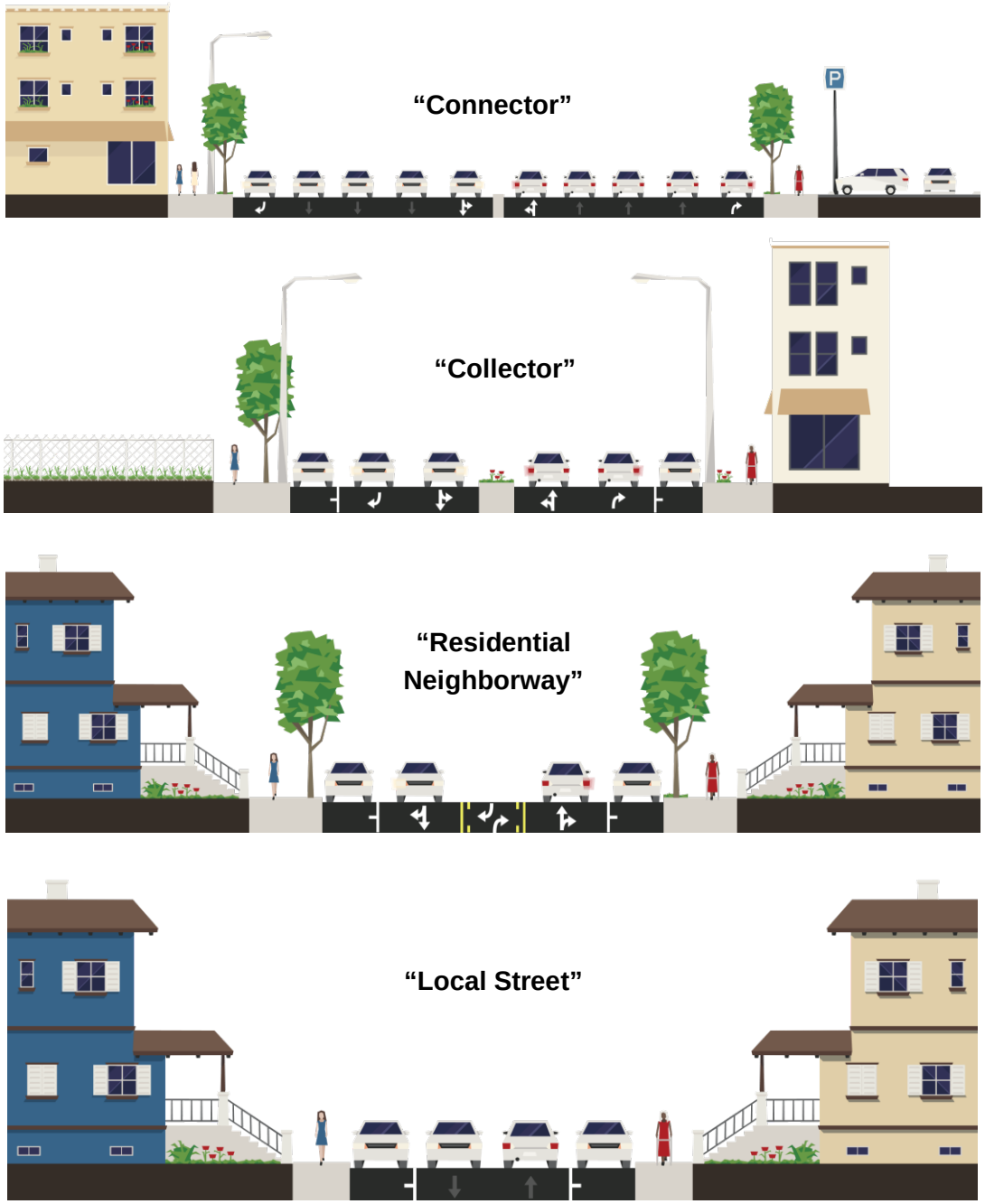


*Figure 8 Street Typology*

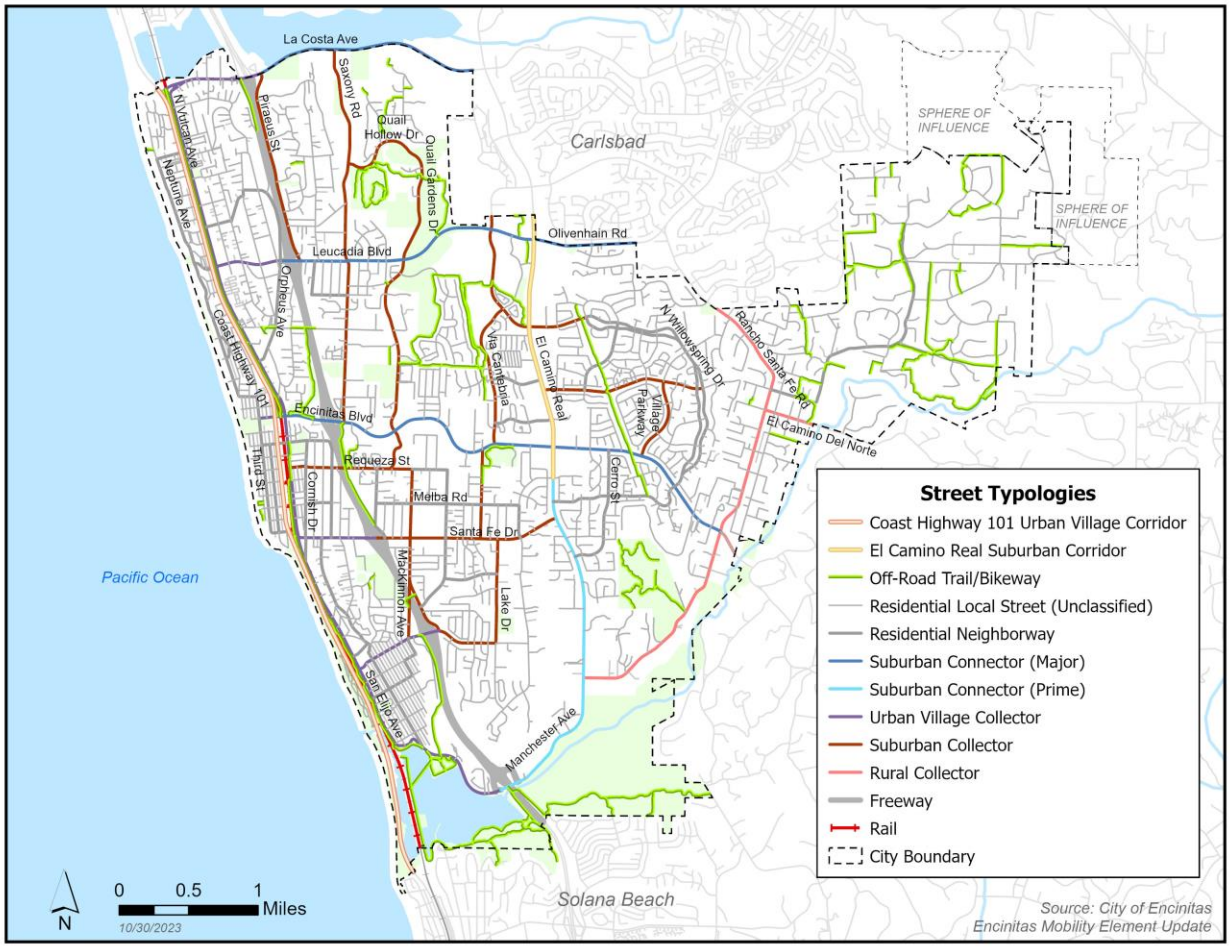



Table 8 contains additional details, listing all street types in Encinitas including their vehicular functions. The table also specifies each street type's number of lanes, median treatment, and typical right-of-way (ROW) width. Two-way left turn lane median treatments are shown in the table as "TWLTL." Refer to the City of Encinitas *Mobility Analysis Guidelines* for additional details including typical cross-sections and multimodal quality standards.

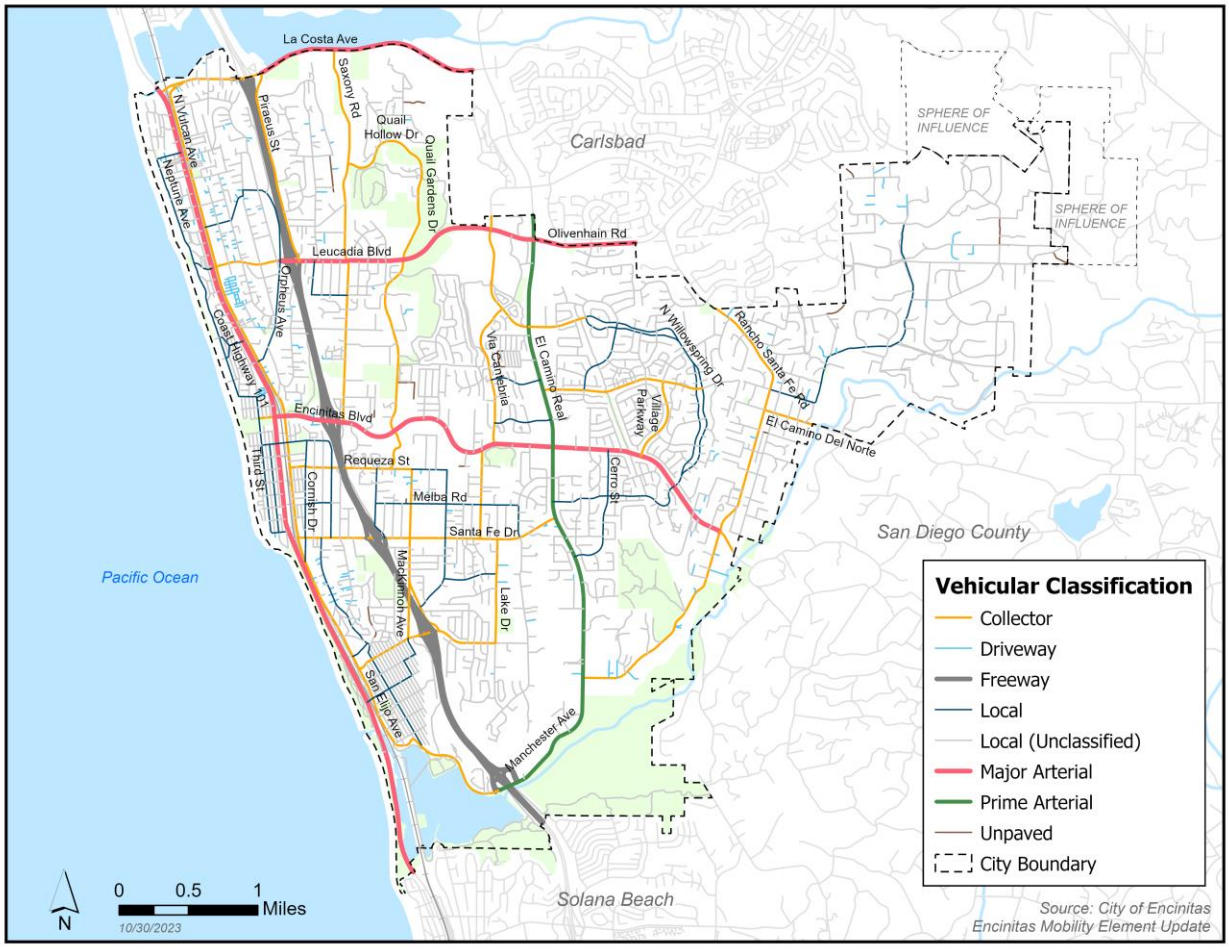
*Table 8 Detailed Street Typology*

| ID | Street Type | Vehicular Function | Lanes (# up to) [1] | Median | Preferred ROW |
|---|---|---|---|---|---|
| **Connectors Prime (CNP) and Connector Major (CNM)** connect neighborhoods & destinations across longer distances (beyond typical bike/walk distance). | | | | | |
| **CNP-6M** | Suburban Connector | Prime Arterial | 6 | Raised median | 135' |

[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.

| ID | Street Type | Vehicular Function | Lanes (# up to) [1] | Median | Preferred ROW |
|---|---|---|---|---|---|
| **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 & through neighborhoods & 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’ |

*Figure 9 Vehicular Classification*

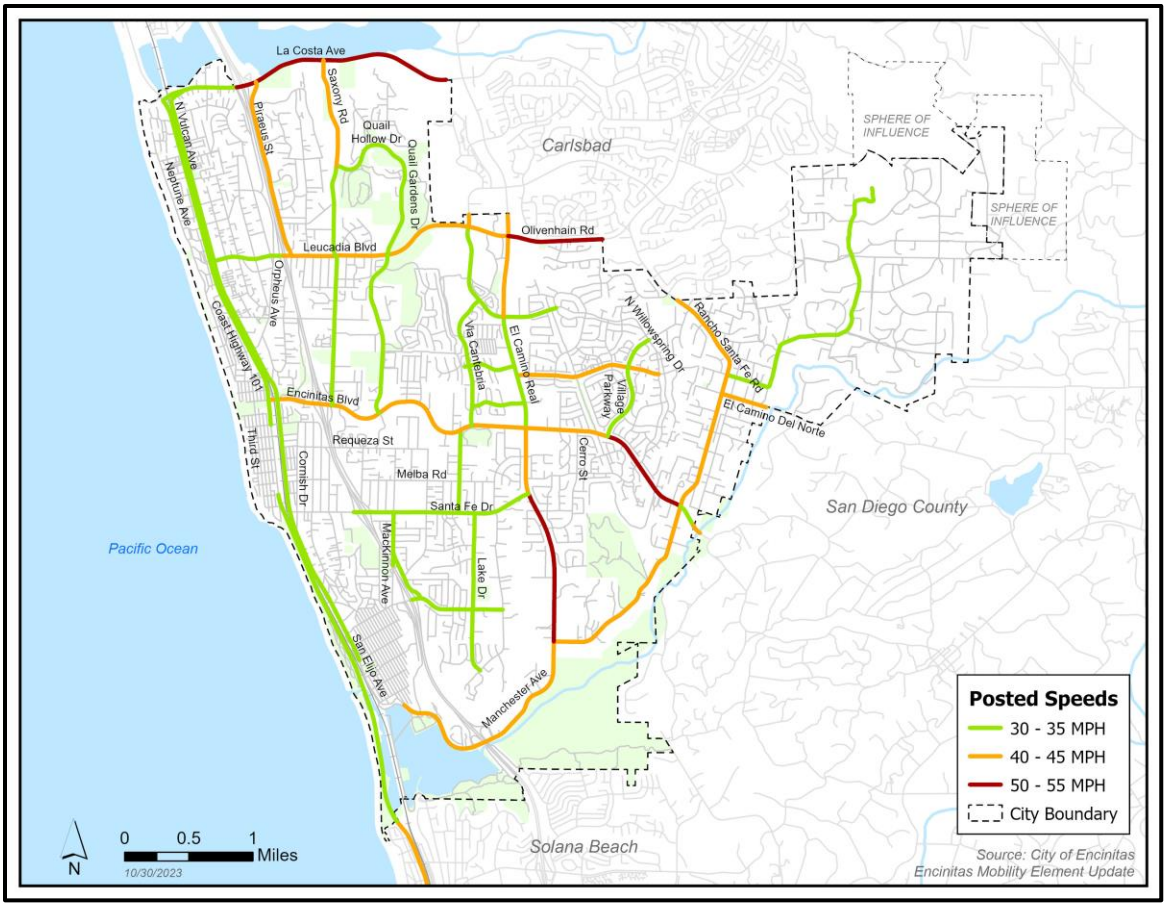


## Speeds

**Existing Setting:** Each of the City's roads include posted speed limits that are enforceable by the California Vehicle Code. Figure 10 Posted Speed Limits below shows existing posted traffic speeds, which indicate how fast automobiles may travel on each of the City's major roads.

The 2018 Encinitas Active Transportation Plan notes that traffic calming, speed education campaigns, and safety cameras have been effective measures for reducing speed reductions and speed limit adherence among automobiles in the past. Therefore, of any of these remediations along Encinitas' main roads would continue to act as useful speed-inhibiting and traffic calming methods.

*Figure 10 Posted Speed Limits*



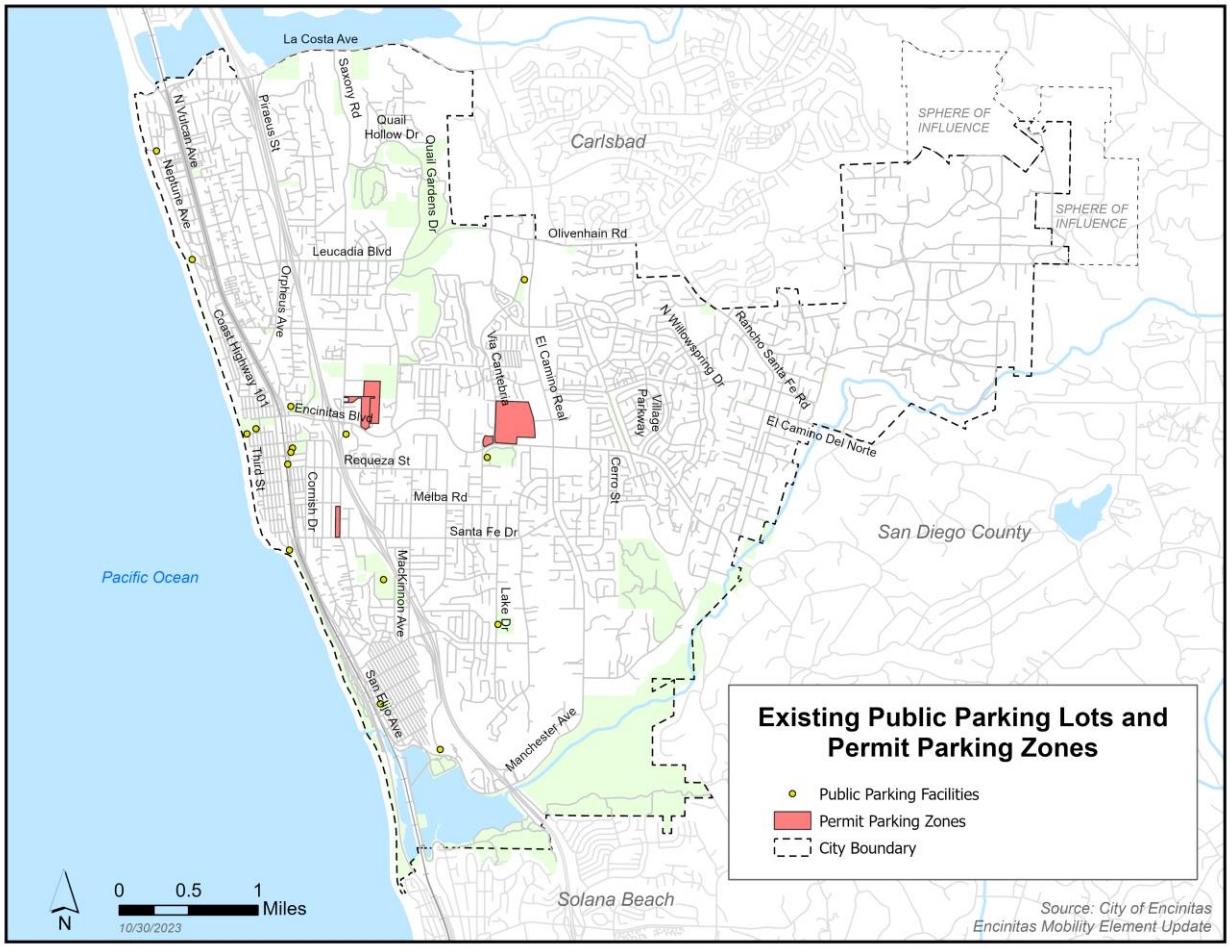

## Parking

**Existing Setting.** Encinitas provides a variety of parking options such as on-street parking, citywide public parking lots, privately owned parking spaces, as well as garages, driveways, etc. Shown in Figure 11, the city currently operates and maintains 16 public parking facilities. Seven of these facilities are located less than 0.5 miles from the Encinitas Train Station. For on-street

parking, the City designates four residential parking permit areas. Three permit zones are located off Encinitas Boulevard, and one is located on Santa Fe Drive.

**Future Improvements.** The passing of AB 2097 and the City's outdoor dining ordinance have allowed restaurants to use the public roadway and private parking lots for restaurant seating. In accordance with AB 2097, curb management strategy implementations are being considered in the Downtown Encinitas area to diversify the existing uses of parking spaces and parking lots within the City. AB 2097 and its implications for the future of the City's parking network are discussed at length in the New Mobility/Emerging Technologies section.

*Figure 11 Public Parking and Permit Parking Zones*



# FREIGHT NETWORK

The following goals and policies guide the City's Freight Network. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 9 Freight Network Key Goals and Policies*

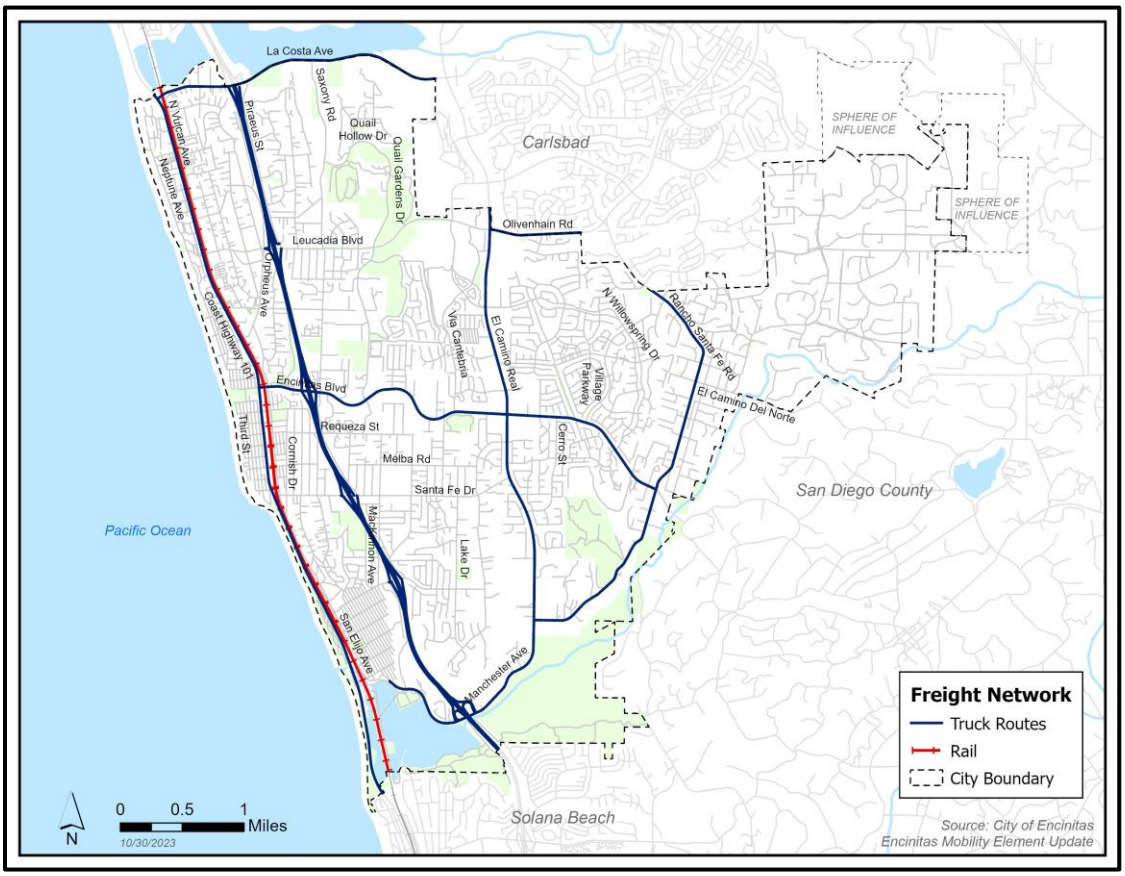
| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.3 Strategic Vision for Mobility<br>1.4 **Accommodation of Planned** Growth<br>**1.4 Street Typology & Classifications** Street Typology & Classifications<br>1.5 Street Right-of-Way |
| **Goal 2** | Multimodal Options | 2.6 Goods Movement<br>2.7 Truck Routes |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.2 Transportation Demand Management (TDM) Programs<br>3.5 Curb Management Strategy |
| **Goal 4** | System Connectivity | 4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians<br>4.3 Street & Intersection Operations<br>4.5 Coastal Circulation Network<br>4.6 Connectivity at Piraeus Street & Leucadia Boulevard |
| **Goal 5** | System Safety | 5.1 Safety for All Users<br>5.2 Maintenance & State of Good Repair<br>5.3 Traffic Calming & Speed Management<br>5.6 Community Outreach and Education Strategies |
| **Goal 6** | Environmental & Community Impacts | 6.1 Development Project Review<br>6.2 Resilient Mobility Systems<br>6.3 Sustainable Mobility Systems<br>6.4 Emissions Reduction<br>6.7 Healthy Communities |

**Existing Setting.** Several routes within the City of Encinitas are designated for the use of trucks. These routes include Interstate 5, which travels north-south through the City, South Coast Highway 101, which also travels north-south parallel to the existing rail corridor, Encinitas Boulevard, El Camino Real, Rancho Santa Fe Road/Manchester Avenue, La Costa Avenue, and a section of Olivenhain Road, from El Camino Real to Rancho Santa Fe Road. The truck routes map below shows the locations of existing designated truck routes, along with the freight rail corridor (BNSF service) that passes through Encinitas, parallel to South Coast Highway 101.

Due to its location, Encinitas plays a significant role in transporting goods from the San Diego Region and south of the U.S.-Mexico border, to Orange County, Los Angeles, and beyond. In February 2024, San Diego County and Imperial County developed a Sustainable Freight Implementation Strategy for the County of San Diego to advance freight transportation

technology, innovation, and sustainability. For Encinitas, the purpose of this strategy is to help implement best practices for any future improvements to its existing goods movement network.

*Figure 12 Truck Routes*




# NEW MOBILITY/EMERGING TECHNOLOGIES

New Mobility and Emerging Technologies in the City of Encinitas are applicable to the following key goals and policies listed in Table 10 below. A full discussion of each goal and the policies defined within each goal can be found in Section IV: Mobility Goals & Policies.

*Table 10 New Mobility/Emerging Technologies Key Goals and Policies*

| Related Goal | Description | Related Policy Topics |
|---|---|---|
| **Goal 1** | Mobility System Purpose & Guiding Principles | 1.1 Strategic Vision for Mobility<br>1.2 **Accommodation of Diverse** Land Uses<br>1.3 Accommodation of Planned Growth<br>1.4 Street Typology & Classifications<br>1.5 Street Right-of-Way<br>1.6 Project Financing |

| | | |
|---|---|---|
| | | **1.7 Funding from Development** Street Typology & Classifications |
| **Goal 2** | Multimodal Options | 2.1 Equitable Access for All Modes, Ages & Abilities |
| **Goal 3** | Vehicle Miles Traveled & Mode Share | 3.1 Time-Competitive Mobility Options<br>3.2 Transportation Demand Management (TDM) Programs<br>3.4 Citywide Microtransit Service<br>3.5 Curb Management Strategy |
| **Goal 4** | System Connectivity | 4.1 Multimodal "Complete Streets" Design Standards<br>4.2 Quality Standards for Automobiles, Bicycles/Micromobility, & Pedestrians<br>4.3 Street & Intersection Operations<br>4.5 Coastal Circulation Network<br>4.7 New Mobility & Future Technologies<br>4.10 Regional Connectivity for Intelligent Transportation Systems (ITS) |
| **Goal 5** | System Safety | 5.1 Safety for All Users<br>5.2 Maintenance & State of Good Repair<br>5.3 Traffic Calming & Speed Management<br>5.6 Community Outreach and Education Strategies |
| **Goal 6** | Environmental & Community Impacts | 6.1 Development Project Review<br>6.2 Resilient Mobility Systems<br>6.3 Sustainable Mobility Systems<br>6.4 Emissions Reduction<br>6.5 Charging and Fueling for Electric & Alternative-Energy Vehicles<br>6.6 Electric Vehicle Transition<br>6.7 Healthy Communities<br>6.8 Community Character |

**Curb Management.** In September 2022, California State legislature passed AB 2097, which restricts cities from imposing minimum automobile parking requirement on most development projects located within 0.5 miles from a major transit stop. The bill is intended to help cities provide more space to produce affordable housing units while also encouraging the implementation of climate-resilient strategies in densely populated and transit-accessible areas. In accordance with AB 2097 and the City's outdoor dining ordinance, which permanently allows restaurants to use the public roadway and private parking lots for restaurant seating, Encinitas is likely to evaluate a variety of curb management strategies in the downtown area. These strategies would help introduce permanent outdoor dining spaces, while increasing the multi-modal efficiency and climate resiliency of its roadways.

**Electric Vehicle (EV) Charging Infrastructure.** In response to the City's CAP Goal 4.3, to increase the use of alternative fuels, Encinitas adopted the Electric Vehicle Charging Station (EVCS) Master Plan in 2023, which recommends installing at least 280 public charging stations by 2030 to meet the needs of the projected 15,000 electric vehicles expected to be owned by City residents by 2030. The plan provides recommendations to address the growing number of electric vehicles by identifying existing public charging facilities within the City and within five miles of the

City, assessing future public charging infrastructure need, and forming a plan for the deployment of publicly accessible electric vehicle charging stations throughout the City.

**Automated Vehicles (AV).** In concurrence with the development of EV charging infrastructure, the City is considering Automated Vehicles as part of a new citywide microtransit study, which will also evaluate shuttles, on-demand services, and other emerging transportation modes that could help develop a cohesive microtransit system throughout Encinitas. This study offers a first-step framework toward fulfilling CAP Measure CET-2, which requires the City to implement a local shuttle system to increase use of public transportation and reduce GHG emissions.

**Travel Demand Management (TDM).** In November 2023, the City adopted a set of SB743 vehicle miles traveled (VMT) Guidelines to be used as a framework for implementing VMT analyses in the California Environmental Quality Act (CEQA). Additionally, local Mobility Analysis Guidelines (MAGs) were adopted by the City in 2024. The MAGs are intended to place requirements on developers to implement future network features.

# IV. MOBILITY GOALS & POLICIES

This section provides a series of policies that support the mobility goals established in Section I.

An Asterisk* next to a policy topic indicates it is part of the City's certified Local Coastal Program (LCP).

## GOAL 1: MOBILITY SYSTEM PURPOSE & GUIDING PRINCIPLES

Table 11 lists Goal 1 and its supporting policies.

*Table 11 Goal 1 Policies*

| Goal 1 Topic | | Description |
|---|---|---|
| **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** | **Topic** | **Description** |
| **1.1** | **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. |
| **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. |
| **1.3** | **Accommodation of Planned Growth** | Provide a mobility system that accommodates planned growth including areas identified in the Land Use Element, Housing Element, and adopted specific plans. |
| **1.4** | **Street Typology & Classifications** | Develop and maintain a street typology and classification system that integrates multiple modes and is sensitive to surrounding land uses. |
| **1.5** | **Street Right-of-Way** | Utilize the full public street right-of-way to accommodate all modes and other amenities for the public realm. |
| **1.6** | **Project Financing** | Identify mobility improvement projects for inclusion in the City's annual Capital Improvements Program (CIP). Create strategies to leverage City funding for grant matches and maximize eligibility for regional, state, and federal funding opportunities. |

| | | |
|---|---|---|
| **1.7** | **Funding from Development** | Pursue new funding opportunities such as additional impact fees, fair-share contributions, or similar funding mechanisms from development to implement multi-modal programs and projects that contribute to Mobility Element and coastal access goals, policies, and networks. |

# GOAL 2: MULTIMODAL OPTIONS

Table 12 lists Goal 2 and its supporting policies.

*Table 12 Goal 2 Policies*

| Goal 2 Topic | | Description |
|---|---|---|
| **Multimodal Options** | | Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and goods movement. |
| **Policy** | **Topic** | **Description** |
| **2.1** | **Equitable Access for All Modes, Ages & Abilities*** | Provide equitable access for all users across all modes, ages, and abilities. This includes accommodations for senior, youth, disabled, low-income, minority, and multi-lingual populations. |
| **2.2** | **Safe Routes to School** | 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 Analysis Guidelines, Active Transportation Plan, Local Roadway Safety Plan, and other adopted multimodal plans for further guidance. |
| **2.3** | **Lateral Coastal Access*** | Cooperate with state and regional agencies to ensure that lateral beach access is protected and enhanced to the maximum degree feasible and continue to formalize shoreline prescriptive rights. Require irrevocable offers of dedication for lateral accessways between the mean high tide line and the base of the coastal bluffs in new development. |
| **2.4** | **Vertical Coastal Access*** | Encourage continued vertical access to coastal resources by:<br>A. Maintaining all City-owned, improved beach access points and overlooks and seeking to improve the unimproved access areas within the City boundaries.<br>B. Cooperating with state and regional agencies in planning for the Cardiff, Moonlight, Leucadia, and San Elijo State beach areas and the South Carlsbad State Beach area to increase the external accessibility and usability of these beaches, as well as enhancing their visitor-serving potential.<br>C. Supporting continued use of the existing public sea level beach and bluff-backed beach accessways and the establishment of additional accessways, as determined appropriate to maintain adequate public access to public beaches. |

| | | |
|---|---|---|
| **2.5** | **Parking Management*** | Provide and manage parking resources in high-demand locations including coastal and recreational areas, commercial districts, and other activity centers. Evaluate the feasibility of measures to address parking needs including:<br>A. Strategies to increase the capacity and efficiency of parking areas, such as dynamic curb management and the establishment of a parking management district.<br>B. Strategies to reduce the need for parking, such as dynamic pricing and transportation demand management (TDM).<br>C. Private development utilizing state law parking reliefs shall promote coastal access by implementing microtransit or micromobility options and project-specific TDM programs, such as but not limited to, requiring public use easements for improving alternative modes, and/or bike storage in locations accessible to the public.<br>D. Minimize curb cuts in order to provide the maximum amount of on-street parking, and to provide safety for alternative modes of transportation for all road users. Minimizing curb cuts promotes safety for alternative modes by creating an environment with less vehicle interface at driveway openings. |
| **2.6** | **Goods Movement** | Accommodate goods movement considerations into roadway design, parking plans, curb management plans, and off-street accommodations for private development projects. |
| **2.7** | **Truck Routes** | Designate and periodically review truck routes that avoid residential areas and sensitive land uses to the greatest extent feasible, in combination with adequate signage and enforcement. |

## GOAL 3: VEHICLE-MILES TRAVELED & MODE SHARE

Table 13 lists Goal 3 and its supporting policies.

*Table 13 Goal 3 Policies*

| Goal 3 Topic | | Description |
|---|---|---|
| **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** | **Topic** | **Description** |
| **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. |

| | | |
|---|---|---|
| **3.2** | **Transportation Demand Management (TDM) Programs** | Develop and maintain programs to help manage demand for transportation and increase non-automobile mode share. These may include collaboration with major employers, employment centers, and residential developments to provide facilities and programs that support reductions in vehicle-miles traveled such as, but not limited to, parking cash-out programs, bicycle/micromobility parking, locker room facilities, remote work, or flexible schedules. |
| **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. |
| **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. |
| **3.5** | **Curb Management Strategy** | Develop a curb management strategy that recognizes curb spaces as flexible zones that can shift based on time-sensitive needs as approved by the City Engineer. In peak times and in areas of peak demand, some curb space may be evaluated to prioritize public transit facilities, bicycling infrastructure, and ride-sharing services, followed by other important uses of the curb including, goods delivery, green stormwater infrastructure, public spaces such as parklets, and managed parking. Refer to the Mobility Analysis Guidelines (MAGs), Active Transportation Plan (ATP), or adopted multimodal plans for further guidance on specific roadway treatments and priorities. |
| **3.6** | **Pedestrian Network*** | Maintain and implement the pedestrian network in the Mobility Element, the ATP, and other relevant mobility plans to achieve an interconnected system of pedestrian facilities, including 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. |

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| **3.7** | **Bicycle & Micromobility Network*** | Maintain and implement the bicycle/micromobility network in the Mobility Element, the ATP, and other relevant mobility plans to achieve an interconnected system of bicycle/micromobility facilities, including multi-use paths, recreational trails, 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. |
| **3.8** | **Bicycle & Micromobility Parking & Support Facilities*** | Provide dedicated parking and support facilities to complement the bicycle and micromobility network throughout the City. Facilities should include racks, lockers, corrals, bike valet services (and/or replacement of existing automobile parking stalls), and bicycle/micromobility maintenance kiosks near major routes such as the Coastal Rail Trail. Require that new development and special events provide bicycle parking and storage areas within their sites and event plans. Refer to the ATP or other adopted multimodal plans for further guidance on the bicycle/micromobility network. Bicycle parking should adhere to the Association of Pedestrian and Bicycle Professionals *Essentials of Bike Parking* Handbook or similar nationally recognized guidance. |
| **3.9** | **Bicycle & Micromobility Sharing Program*** | Consider public electric bicycle, and other micromobility device sharing programs, and encourage local retailer rentals and sales of bicycles. Consider including additional micromobility modes to the program. Encourage local employers and developments to establish private micromobility sharing options in addition to the public option. |
| **3.10** | **Car Sharing Program** | Encourage the use of local peer-to-peer car sharing/rental platforms to provide a convenient and affordable alternative to owning a personal vehicle. Educate the public on local car sharing/rental platforms and expand upon such programs where possible. |
| **3.11** | **Railroad Corridor Multi-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 ATP or other adopted multimodal plans for further guidance. |

# GOAL 4: SYSTEM CONNECTIVITY

Table 14 lists Goal 4 and its supporting policies.

*Table 14 Goal 4 Policies*

| Goal 4 Topic | | Description |
|---|---|---|
| **System Connectivity** | | Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and multi-jurisdictional travel. |
| **Policy** | **Topic** | **Description** |
| **4.1** | **Multimodal "Complete Streets" Design Standards*** | Incorporate “Complete Streets” elements in 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:<br>A. Facilities to support public transit such as bus lanes, transit priority signal systems, managed curb space, passenger shelters, and transportation kiosks.<br>B. Facilities to support bicycle and micromobility such as multi-use paths, lanes, signals, loop detectors, parking, and other infrastructure and operational accommodations.<br>C. Facilities to support pedestrian travel such as crossings, signals, sidewalks, paths, plazas, furniture, signage, and landscaping. |
| **4.2** | **Quality Standards for Automobiles, Bicycles/Micro mobility, & 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 (MAGs) and supporting adopted multimodal plans. The MAGs 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. |
| **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, cross-bikes, bike boxes, and others as outlined in the MAGs. Adjust as needed to best accommodate the safe and efficient integration of all mobility modes. |

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| **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. |
| **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. |
| **4.6** | **Connectivity at Piraeus Street & Leucadia Boulevard** | Collaborate with Caltrans to modify Piraeus Street and the adjacent freeway ramp to provide bi-directional traffic flow to and from Leucadia Boulevard. |
| **4.7** | **New Mobility & Future Technologies** | Facilitate the implementation of new mobility-related transportation technologies and options as they develop. This could include ride-sharing, micromobility, and microtransit, as examples, and adopting implementation plans, policies, ordinances, and programs accordingly. |
| **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. |
| **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. |
| **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. |

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| **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. |
| **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: SYSTEM SAFETY

Table 15 lists Goal 5 and its supporting policies.

*Table 15 Goal 5 Policies*

| Goal 5 Topic | | Description |
|---|---|---|
| **System Safety** | | Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement. |
| **Policy** | **Topic** | **Description** |
| **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. |
| **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. |
| **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, La Costa 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. |
| **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 (bulbouts), medians, speed humps, pedestrian refuges, raised crosswalks, and mid-block crossings. |

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| **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. |
| **5.6** | **Community Outreach and Education Strategies** | Utilize multiple channels and media formats (digital, print, events, workshops, etc.) to educate diverse audiences about safe use of micromobility devices and improve both active transportation user and driver understanding of roadway infrastructure and bicycle and pedestrian facilities. Collaborate with community partners such as schools, advocacy organizations and businesses to amplify outreach efforts. |

# GOAL 6: ENVIRONMENTAL & COMMUNITY IMPACTS

Table 16 lists Goal 6 and its supporting policies.

*Table 16 Goal 6 Policies*

| Goal 6 Topic | Description |
|---|---|
| **Environmental & Community Impacts** | Balance mobility benefits with impacts to the environment and community. |

| Policy | Topic | Description |
|---|---|---|
| **6.1** | **Development Project Review** | New development projects requiring discretionary approval should be reviewed in accordance with the Mobility Analysis Guidelines, 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. |
| **6.2** | **Resilient Mobility Systems** | Develop and maintain a resilient mobility system that helps to achieve the goals of the 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. |
| **6.3** | **Sustainable Mobility Systems** | Develop and maintain a sustainable mobility system that helps to achieve the goals of the CAP and other relevant state, regional, and local climate and mobility plans, and reduces the pollution, noise, and energy consumption associated with mobility activities. |
| **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. |
| **6.5** | **Charging and Fueling for Electric & Alternative-Energy Vehicles*** | Incorporate electric and alternative-energy vehicle charging stations/fueling facilities in public and private development projects in accordance with state and local building codes and the Electric Vehicle Charging Station Master Plan. |

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| **6.6** | **Electric Vehicle Transition** | In accordance with the Electric Vehicle Charging Station Master Plan and to support the state's goal to phase out internal combustion vehicles and transition to electric vehicles, encourage, incentivize and partner with employers, commercial property owners, and multi-family property owners to provide convenient and reliable electric vehicle charging stations for employees, residents, visitors, and the general public. |
| **6.7** | **Healthy Communities*** | Develop, improve, and maintain mobility facilities that encourage healthy communities and outdoor physical activity, such as pedestrian and bicycle routes and multimodal connections to recreational opportunities and sources of healthy foods. |
| **6.8** | **Community Character** | When considering new development, primary consideration will be given to the preservation and evolution of character of existing residential neighborhoods while managing growth and promoting accessibility and connectivity. Where conflicts arise between convenience of motorists and community character preservation, the latter will have first priority. Community character means managing growth while maintaining an accessible, innovative, and welcoming unique beach city; ensuring that diversity of the community includes a great mix of businesses, people, housing and open space that results in a high quality of life. |

# V. APPENDIX: IMPLEMENTATION PLAN

**City of Encinitas Mobility Element Update**
Mobility Goals and Policies Phasing & Timeframe Methodology
Last Updated: 9/25/24

**Context**
As the City of Encinitas updates the Mobility Element of its General Plan, the City seeks to understand the implications of implementing each goal and policy. Understanding the likely timeframe in which each policy could be implemented will also support organization and prioritization of City budget to achieve its mobility goals. This methodology describes how a timeframe is identified for each mobility goal policy identified in the City of Encinitas Mobility Element as described in Section IV Mobility Goals & Policies of that document, and rates those timeframes for each policy.

**Methodology and Criteria**
Timeframes for the implementation of projects and programs, and/or associated construction and maintenance of infrastructure, are typically measured in ranges of years considered "near," "medium," or "long" term timeframes. Jurisdictions often consider near-term ranges to be zero to three years, or zero to five years; medium-term ranges to be three to five, or five to 10 years; and long-term to be greater than five years, or greater than 10 years. Given the types of policies identified in this Mobility Element, timeframes for the City of Encinitas will consist of the following:

| Implementation Timeframe | Year Range |
|---|---|
| Near-Term | 0 to 5 |
| Medium-Term | 6 to 10 |
| Long-Term | > 10 |

Several criteria contribute to whether a policy is likely to be implemented in the near, medium, or long-term. These include:

- City Control: The proportion of implementation that is within the City's control and jurisdiction, such as publicly owned right-of-way, and actions which only require City permits as opposed to permits from other parties.
- Regulatory Process: The extent to which coordination is required with outside parties, whether public or private, such as coordination with other agencies, environmental review, or third-party permits such as those from the California Coastal Commission, the California Public Utilities Commission, Caltrans, San Diego Association of Governments, the Federal Railroad Administration, or other agencies.

- Community Engagement: The extent to which community engagement is required, which may be affected by the type of action to be implemented, as well as the geographic scale of the action, and therefore the scale of communities who would need to be engaged (and how often).
- Implementation: Ease of implementation post-approval related to construction timeframes, cost considerations, funding availability, intensity of infrastructure required, or availability of technology required (e.g. infrastructure needed for conversion to electric or autonomous vehicle usage).

Each criterion is rated on its own near, medium, or long-term timeframe per policy. The overall time frame for implementing the policy is then identified based on the greatest timeframe identified from among the individual criteria.

**Goals and Policies Timeframes**
The timeframe ratings for the policies are shown in the matrices below.

*Table 1: Timeframes for Policies of Goal 1: Mobility System Purpose & Guiding Principles*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 1.1 | Strategic Vision for Mobility | Near | Near | Near | Near | Near | Internal City action |
| 1.2 | Accommodation of Diverse Land Uses | Medium | Long | Long | Near | Long | Citywide program |
| 1.3 | Accommodation of Planned Growth | Medium | Long | Long | Near | Long | Citywide program |
| 1.4 | Street Typology & Classifications | Near | Near | Near | Near | Near | Internal City action |
| 1.5 | Street Right-of-Way | Near | Medium | Medium | Near | Medium | Existing aspiration, but tied to other policies' timeframes |
| 1.6 | Project Financing | Near | Near | Near | Near | Near | Internal City action |
| 1.7 | Funding from Development | Near | Near | Near | Near | Near | Only policy approval needed |

*Table 2: Timeframes for Policies of Goal 2: Multimodal Options*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 2.1 | Equitable Access for All Modes, Ages, & Abilities | Medium | Medium | Long | Long | Long | Citywide program, general aspiration |
| 2.2 | Safe Routes to School | Near | Near | Medium | Medium | Medium | Engagement with multiple schools required |
| 2.3 | Lateral Coastal Access | Medium | Medium | Medium | Near | Medium | Agency coordination & public engagement |
| 2.4 | Vertical Coastal Access | Medium | Medium | Medium | Near | Medium | Agency coordination & public engagement |
| 2.5 | Parking Management | Near | Medium | Medium | Medium | Medium | Citywide program, iterative process |
| 2.6 | Goods Movement | Near | Near | Near | Near | Near | Internal City action |
| 2.7 | Truck Routes | Near | Near | Near | Near | Near | Internal City action |

*Table 3: Timeframes for Policies of Goal 3: Vehicle-Miles Traveled & Mode Share*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 3.1 | Time-Competitive Mobility Options | Medium | Long | Long | Long | Long | Citywide program of new routes and mobility systems |
| 3.2 | Transportation Demand Management Programs | Medium | Medium | Medium | Medium | Medium | Focused engagement |
| 3.3 | Regional Transit Service | Medium | Medium | Medium | Medium | Medium | Transit provider coordination |
| 3.4 | Citywide Microtransit Service | Near | Medium | Medium | Near | Medium | Microtransit provider coordination, public engagement |
| 3.5 | Curb Management Strategy | Near | Near | Near | Near | Near | Internal City action |
| 3.6 | Pedestrian Network | Near | Near | Medium | Medium | Medium | In City control, but ongoing updates and engagement needed |
| 3.7 | Bicycle & Micromobility Network | Near | Near | Long | Long | Long | Citywide program, bike lane projects can have long engagement times |
| 3.8 | Bicycle & Micromobility Parking & Support Facilities | Near | Near | Near | Near | Near | Low-intensity infrastructure |

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 3.9 | Bicycle & Micromobility Sharing Program | Near | Near | Near | Near | Near | Micromobility vendors available |
| 3.10 | Car Sharing Program | Near | Near | Near | Near | Near | Awareness campaign |
| 3.11 | Railroad Corridor Multi-Use Paths | Medium | Medium | Medium | Medium | Medium | Agency coordination, construction |

*Table 4: Timeframes for Policies of Goal 4: System Connectivity*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 4.1 | Multimodal "Complete Streets" Design Standards | Near | Near | Near | Near | Near | Internal City action |
| 4.2 | Quality Standards for Automobiles, Bicycles/ Micromobility, & Pedestrians | Near | Near | Near | Near | Near | Internal City action |
| 4.3 | Street & Intersection Operations | Near | Near | Medium | Long | Long | Citywide program, ongoing updates |
| 4.4 | Pedestrian Crossings | Medium | Medium | Near | Medium | Medium | Agency coordination, multiple construction sites |

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 4.5 | Coastal Circulation Network | Medium | Medium | Near | Medium | Medium | Agency coordination, multi-modal coordination |
| 4.6 | Connectivity at Piraeus Street & Leucadia Boulevard | Near | Near | Near | Near | Near | Agency coordination, but only one location |
| 4.7 | New Mobility & Future Technologies | Near | Medium | Medium | Medium | Medium | Citywide program, evolving technology |
| 4.8 | Regional Mobility Planning | Near | Long | Near | Long | Long | Ongoing agency coordination |
| 4.9 | Regional Connectivity for Pedestrian, Bicycle, & Micromobility Modes | Medium | Long | Long | Long | Long | Agency coordination, multi-jurisdictional construction |
| 4.10 | Regional Connectivity for Intelligent Transportation Systems (ITS) | Medium | Medium | Medium | Medium | Medium | Agency coordination, study-focused |
| 4.11 | Regional Connectivity for Transit Priority | Medium | Medium | Medium | Medium | Medium | Agency coordination, potential medium-intensity construction |
| 4.12 | Inter-Connectivity | Near | Near | Near | Medium | Medium | Dedication of easements |

*Table 5: Timeframes for Policies of Goal 5: System Safety*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 5.1 | Safety for All Users | Near | Near | Medium | Long | Long | Ongoing enforcement & education |
| 5.2 | Maintenance & State of Good Repair | Near | Near | Near | Long | Long | Ongoing maintenance required |
| 5.3 | Traffic Calming & Speed Management | Near | Near | Near | Near | Near | Focus on key locations |
| 5.4 | Traffic Calming Design | Near | Near | Medium | Medium | Medium | Citywide program, public engagement |
| 5.5 | Railroad Safety | Near | Medium | Medium | Long | Long | Agency coordination, grade separation construction |
| 5.6 | Community Outreach and Education Strategies | Near | Near | Medium | Medium | Medium | Awareness campaign, but tied to micromobility implementation timeframe |

*Table 6: Timeframes for Policies of Goal 6: Environmental & Community Impacts*

| Goal/ Policy # | Goal/ Policy Name | City Control | Regulatory Process | Community Engagement | Implementation | Overall Timeframe | Justification |
|---|---|---|---|---|---|---|---|
| 6.1 | Development Project Review | Near | Near | Near | Near | Near | Internal City action |
| 6.2 | Resilient Mobility Systems | Medium | Medium | Long | Long | Long | Agency coordination, long-term climate risks |
| 6.3 | Sustainable Mobility Systems | Medium | Medium | Long | Long | Long | Agency coordination, citywide program |
| 6.4 | Emissions Reduction | Medium | Medium | Medium | Medium | Medium | Focus on best practices and institutionalization |
| 6.5 | Charging and Fueling for Electric & Alternative-Energy Vehicles | Near | Near | Medium | Medium | Medium | Potential developer engagement affecting implementation |
| 6.6 | Electric Vehicle Transition | Medium | Long | Long | Long | Long | Comprehensive transportation overhaul |
| 6.7 | Healthy Communities | Medium | Medium | Long | Long | Long | Citywide program, multi-disciplinary outcomes |
| 6.8 | Community Character | Near | Near | Long | Long | Long | Ongoing policy |