



## **Appendix B**

### Online Input (PlaceSpeak)

B.1 Discussions

B.2 Poll

B.3 Place It Data



## **B.1 Discussions**

## Discussions and Noticeboard

### COASTAL MOBILITY & LIVABILITY STUDY

#### Discussions

What are the community design characteristics that you want to preserve or introduce?

██████████ - [New Encinitas](#) LK

Upated: 0 | Downrated: 0

The small town feel that was here when I moved to Encinitas 40 years ago. The town must accommodate all ages. Seniors are not going to start riding bicycles. The traffic on some of the major roads is too heavy to be safe for bicycles. The city should set out rules for riding bicycles. People are riding on the tiny two lane roads, two abreast. As children we were taught to ride single file. I've seen 3 bikes abreast riding down a 2 lane road. Also women walk 2 abreast with child strollers on these same roads. The California law says you must pass bicycles with a 3 foot bumper. With cars parked on these roads, I'd have to drive on the lawn on the other side of the street, if there is any, in order to pass them. Instead I must drive 4 miles per hour as the riders struggle to go up the hills. Make the community for ALL.

██████████ - [Old Encinitas](#) AM

Upated: 1 | Downrated: 0

We need to preserve quiet in the community. No train horns---just like they've established in Orange County. Ideally we need a long term community vision. Interest rates have never been lower. Beach access from east of train tracks is becoming more restricted due to increased enforcement. Train volume is going up and will get busier with double tracking the entire corridor. We should put forth a bond measure to bury the entire train corridor from La Costa Ave to San Elijo Lagoon. Can you imagine this as open space, parkland? Yes it's expensive but I can't think of a better improvement for our community

██████████ - [New Encinitas](#) BK

Upated: 1 | Downrated: 2

STOP trying to force biking. The poll shows 25% in favor of biking, which shows the bias of those replying, when actually only about 5% of Encinitans occasionally bike. STOP placing Shareways on PCH in downtown, restricting traffic flow and instead reroute bike groups to 2nd and 3rd streets. STOP making it difficult to park by excessive red zones. STOP trying to impose this whole ideological anti-car program that no one voted for and almost no one wants.

██████████ - [Cardiff-by-the-Sea](#) DG

Upated: 1 | Downrated: 0

I have not heard this idea before, but love the concept. It reminds me of what they did in New York City with The High Line, the elevated freight rail line which was transformed into a public park. "Once a railroad track carrying freight trains, this elevated space—running from Gansevoort Street in the Meatpacking District (at the Whitney Museum of Art) to West 34th Street—has been transformed into a wonderful retreat from the hubbub of the city. A long, landscaped "walking park" with plants, curving walkways, picnic tables and benches, public art installations, and views of the Hudson River and the Manhattan skyline, the High Line is now one of the most visited parks in New York City." An unused elevated track is not the same as a currently heavily utilized rail corridor, but the general idea of converting a negative space, getting worse all the time, to such a potentially beautiful public space for the enjoyment of everyone, is a great concept.

██████████ - [Cardiff-by-the-Sea](#) DP

Upated: 1 | Downrated: 0

Trench and Cover our railroad. No double tracking until this is done. Spending hundreds of millions of dollars on pedestrian underpasses and rail trails without trenching and covering the tracks is a waste of our tax dollars and only delays the best solution for our railroad: Trenching and Covering the railroad with a parkway on top!

██████████ - [New Encinitas](#) ES

Uprated: 0 | Downrated: 0

I agree. Just last night my husband and I were eating dinner at Solterra in Leucadia- and the sound of the train horn was deafening. Undergrounding the train tracks is a long term investment that would dramatically improve the usage and look of the corridor. Solana Beach made the investment, and Encinitas has so much more to gain by doing so.

██████████ - **New Encinitas** MvN

Uprated: 0 | Downrated: 0

Folks speak longingly about the "lost" small town atmosphere here in North County. What says "small town" the most to me is the slower paced atmosphere in small towns. With more people comes more activity whether by car, bike, or walking. While there are plenty of opinions on how to accommodate everyone, my hope is that decisions are made with the safety of all chiefly in mind. Safety can be increased by slowing everyone down a bit. Kind of like in a small town.

██████████ - **New Encinitas** LK

Uprated: 0 | Downrated: 0

Keep the small shops along main street and put the larger stores in the malls. Parking is a huge problem downtown, perhaps there has to be a city parking structure on one of the side streets to accommodate easy access to downtown. Measure T is a nightmare which seeks to put taller buildings in a dense setting downtown. We have to make a choice, do we want a modern downtown or a funky seaside downtown. The Whole Foods building and apartments look as if it was just wedged in to the street. Although Encinitas needs less than 2000 building units, this plan will allow double that. I was on one of the initial panels and was appalled that the large boxy apartments were pushed as a good solution. We don't need 3-4 story buildings built like concrete boxes. There is no end of Measure T when the correct number is reached either. There is no guarantee that affordable housing will be built under this plan. The builders will erect high price units with one or two affordable units. Who is in charge here the builders or the city. If we need affordable units, that that is what should be built in a design to compliment our city and in the amount required. Do we want to be another Del Mar or La Jolla or do we want to be known as the interesting sea side city of Encinitas? That is the first question to answer.

██████████ - **Leucadia** JC

Uprated: 2 | Downrated: 0

We need to introduce bike and walking paths or sidewalks through the residential neighborhoods connecting to the main coastal corridor. It has become more difficult to bike and walk from the homes West of the I-5 to town as our area increases in popularity. I would recommend limiting parking on some streets in residential areas to allow for protected walking and biking paths to the coastal corridor. Many of our residential roads have become overflow parking lots restricting pedestrian traffic or short cut thoroughfares for drivers looking to avoid traffic along the Coast Highway.

██████████ - **New Encinitas** BK

Uprated: 0 | Downrated: 0

Streets are for parking, and for cars. The 5% who ride bikes should not make it impossible for drivers. There are sidewalks for pedestrians, and if bike ways can be fit in, fine, but not at the expense of disadvantaging the 95%.

██████████ - **Cardiff-by-the-Sea** DP

Uprated: 0 | Downrated: 0

It appears some that comment on coastal mobility and livability do not really live here in this coastal corridor... as they talk about using sidewalks (that do not exist) for pedestrians. As we do not have sidewalks for pedestrians... Pedestrians have to walk down the middle of our streets at great risk to speeding cars who do not want to yield to the right of way as they should to pedestrians and bikers - we do not even have crosswalks for pedestrians here in the coastal zone! Yet I bet these same anti-pedestrian and anti-biking people are the same people that cut through our neighborhoods speeding at an unsafe speed that create the problem we have for people biking and walking here in the first place! P.S. - Remember the main Cardiff District is called the Walking District for a reason... yet we have no crosswalks of sidewalks. And the City of Encinitas refuses to put in crosswalks without sidewalks (even though there are a couple of crosswalks here already without sidewalks). Making crossing streets like Birmingham very dangerous - especially for children walking or biking to school!

██████████ - **Cardiff-by-the-Sea** DP

Uprated: 1 | Downrated: 0

We need to make priorities on our neighborhood: 1) Safety, from speeding cars cutting though to a lack of crosswalks and blind corners 2) The walking district and composer districts take pride in being able to walk to and from the business districts and beaches. The safety issue is making this nearly impossible - especially for children or handicapped people. 3) Parking - when the overbuilding of the neighborhood (often with variances from the City for builders to increase square footage) our streets are often no longer able to be parked on or driven on or walked on. Two cars cannot proceed on Manchester in the walking district going opposite directions anymore without one car having to go to the side and stop to yield to the other. 4) Small town intimate

character is what makes this community unique. This needs to be preserved but with the builders wanting to overbuild and the City allowing it to happen. This intimate character is being destroyed.

██████████ - Cardiff-by-the-Sea JO

Uprated: 1 | Downrated: 0

100% agree with this comment, and have experienced the cited challenges, often while walking with my family. To go a step further, when the city did create a cross walk at the corner of Manchester and Birmingham where the signals are too far off the road for cars to see, on the opposite side of the road from the sidewalk, and the buttons are inconveniently placed in a manner that takes you away from the intersection in order to cross it. All of these reasons leave myself and many residents with little confidence that decision makers would take the time to truly understand the needs and traffic of the neighborhoods.

██████████ - Cardiff-by-the-Sea JO

Uprated: 1 | Downrated: 0

My concerns are; 1. that the current projects all seem to push parking into the residential areas surrounding 101 by providing easy access (that isn't necessary for most residents) to go between. 2. we are losing the "sleepy beach town" feel rapidly, and any changes that are done should be sure to preserve this as much as possible (if its not too late). 3. one of the biggest challenges that faces adding cycling traffic and paths to the area is not going to change the one of the main problems that this solution faces - education of riders and drivers, and accountability of cyclists in the eyes of drivers 4. please prioritize keeping the east side of the coastal corridor from being impacted by what really appears to be an initiative to raise revenue by placing a premium on parking

██████████ - Cardiff-by-the-Sea DP

Uprated: 0 | Downrated: 0

Parking is a major issue and causes our streets to be unsafe... and look at any local event like "dog days" or "Cardiff Elementary Ice Cream Social" etc... that pack in our residential neighborhoods beyond the capacity of available parking. When walking, biking or even driving on our streets becomes a hazard something is terribly wrong with the development that the City has allowed to occur here. And if handicapped or a child - the safety problem becomes much worse on our existing streets/walkways/bike paths.

██████████ - Cardiff-by-the-Sea DP

Uprated: 1 | Downrated: 0

Think of what we can do with our publicly owned railroad tracks put in a trench and covered with a parkway for pedestrians and bikers to neighborhood electric vehicles to traverse! A continuous park running the length of the railroad would make a great addition to our congested neighborhood adding parking and beach access that is desperately needed here.

██████████ - Old Encinitas DN

Uprated: 0 | Downrated: 0

Solana Beach raised the bar high in the way they did it - below grade is quieter and safer. Okay, I know it's not cheap and supposedly they got it done that way because some strings were pulled. Still, there must be some way to make it easier to get from East to West and back.

██████████ - Old Encinitas DK

Uprated: 3 | Downrated: 0

Imagine This! San Elijo Ave/ Vulcan should not be an alternate freeway! Just south of the Swami's underpass San Elijo Ave could be transformed into a community jewel. Whereby many of the community interests could achieved AND San Elijo Ave would become drastically safer for Cardiff School and as a community NORTH SOUTH corridor designed for and enticing car free transit. This is the area that would have needed an expensive retaining wall if the coastal rail trail had been implemented here. BUT.... If San Elijo Ave were to be transformed into a oneway street then all the multi-uses could be satisfied. 1. Parking would be retained. 2. Cyclists and pedestrians would have sunset view walking path or paths (west of the parked cars). 3. If engineered correctly two way traffic could be made possible for emergency vehicles or even during peak traffic times. But the point would be to make San Elijo and Vulcan a safe road separated place to walk, park (for picnics on the tailgate) and crucially important, a road separated bike path for the community. 4. All these uses could be met by designating a one or two block portion of San Elijo into a full time or part time one way road. 5. All the residents above San Elijo would still get complete transit access especially to Cardiff School because that area would not be one way traffic. But the imposition of the one way/park like area onto the small marked area of San Elijo would make using the street as a thoroughfare undesirable yet still usable. For instance if the pinch area had a 15 or 10 mph zone with roundabouts or such.

██████████ - Cardiff-by-the-Sea DP

Uprated: 0 | Downrated: 0

Some great ideas... let's hope the City and citizens are listening and thinking about what great possibilities we have making our neighborhoods not only safe but livable again after decades of unrestrained development without adequate infrastructure put in place to handle the increased congestion!

██████████ - **New Encinitas** AA

Uprated: 4 | Downrated: 0

Safe routes to school and the beaches for bikes from New Encinitas.

██████████ - **Cardiff-by-the-Sea** RH

Uprated: 0 | Downrated: 0

I think that leaving a natural path/ trail from chesterfield to the current point in San elijo where it meets the roadway is important. Any improvements should be made past that point. Paving, lighting and fencing are unnecessary until it meets the road

██████████ - **Cardiff-by-the-Sea** JT

Uprated: 1 | Downrated: 1

Leave the undeveloped open space along the railroad tracks untouched. It's nice to see (in some areas) how things were before people came and 'improved' it. Any additional crossings should be quiet from the start - so, only undercrossings please. San Elijo should have a sidewalk put in along the east side. The City should work hard to convince NCTD to grant us a few extra feet of their prop along San Elijo so a nice bike path can be added on the west side. We just need the right people to make this happen....

██████████ - **New Encinitas** AC

Uprated: 1 | Downrated: 0

It would be nice to think about how to use the storm/rain water to water existing and new landscaping. For now, all the runoff water is directed to the ocean nothing goes to our soil and plants. I am not saying we should have rain barrels but just directing well the water and designing correctly water overflow and landscape (type of plants, improving quality of soil...) would help a lot saving/using rainwater, and regenerating our soil. Open bare ground is more easily eroded. There is no regeneration of good top soil if there is no plants/trees while they are the only ones that can provide shade, cooler area, capture carbon and pollution. Just to name few examples of what trees can provide naturally to the inhabitants.

██████████ - **Cardiff-by-the-Sea** DP

Uprated: 0 | Downrated: 0

Indeed, we often look at our creeks/streams as a hazard. To be tunneled, piped and diverted to the nearest ocean/lake. Instead we can look at our natural resources like these as an enhancement to our environment. Using the vegetation and natural means to clean the water and a place to enjoy the plants and water features... Rossini Creek flowing into the San Elijo Lagoon is an example of this mismanagement here: Pipes, culverts and a total disregard to what could be a beautiful addition to our environment is neglected and damaged by shortsighted interests. Then again if the citizens that live here do not get involved and show there is a better way. We will be left with continued blight and mismanagement of our natural beauty.

██████████ - **Old Encinitas** KSH

Uprated: 3 | Downrated: 0

What I enjoy most about the coastal corridor of Encinitas, Cardiff and Leucadia is the small town feeling that comes with enjoying my neighborhood on foot or by bike. This year I got rid of my car and I commute almost exclusively by bike. It's enhanced my life in a lot of ways. For one, I realized how much time I spent looking for parking when I commuted by car. Although bike trips are longer, they reduce the time of finding parking. I also realized how many trips I was making by car that were within two miles of my home. I think that completing the coastal rail trail through Cardiff, Encinitas and Leucadia will encourage more connectivity between the communities by biking. That to me is an enhancement to our community that preserves the small town feeling we fear losing. To think that adding bike lanes automatically means less room for cars is misguided. Travel lanes for cars may need to be more narrow, but that's okay. Drivers will just have to pay a little closer attention while operating vehicles. :) The more bikes on the road, the fewer cars making traffic. The more bikes on the road, the more parking spots available for cars. I would like Encinitas streets to be more equitable for people who choose to walk, bike, or use public transportation. I would like to see people like my mom (who's in a wheelchair) better able to get around her community of Leucadia with connected sidewalks, accessible trails and safer intersections. By making these improvements to our streets and the rail corridor, we are preserving what we love most about Encinitas: feeling safe, connected, and part of a conscientious citizenry who considers people of all abilities when creating a vision together about how we want to live.

██████████ - **Old Encinitas** KN

Uprated: 0 | Downrated: 0

Diagonal reverse parking in the Downtown area. No meter parking!

██████████ - Leucadia DN

Uprated: 0 | Downrated: 0

Preserving the sense of community is paramount. Encinitas is made of very distinctive areas or borough's, all of which play a vital role to the vitality of the Encinitas community as a whole. The coastal area often attracts larger volumes of citizens due to its recreational nature. In order for these areas to be accessible and non-"auto-centric", a local transit system, such as a frequently running, well-branded shuttle with strategic drop off areas is suggested. This would decrease the number of cars on the road and at the same time decrease the need for parking, both issues which are becoming increasingly prominent for our town. If run efficiently, stronger core hubs in areas would evolve organically. Once these concentric hubs evolve, questions of density should be addressed. Eliminating the possibility of any future increased density may be premature and would possibly discourage densification in popular areas. Not allowing for future densification may in turn encourage the current and progressive sprawl that plagues our city with cars, traffic and congestion. Getting more cars off the roads would not only contribute ecologically but it would encourage and open up the possibility of funding for the development of more biking lanes and possibly walkable paths. More importantly, encouraging core area development in which walking is encouraged would be conducive to a stronger sense of community. One very large variable that divides our community is the railroad as it currently exists. The railroad severely bifurcates the community of Leucadia and Old Encinitas. All efforts, local, state and federal should be investigated to mitigate the presence of railroad in our corridor. Its existence in such a highly populated area is unsafe, imposing upon its population and deterring unification and access of the community to its local commerce and beach areas. With change being inevitable, constructing the landscape in which a strong sense of community is the priority is what I would like to see preserved.

██████████ - Cardiff-by-the-Sea CS

Uprated: 0 | Downrated: 0

More safe bicycle paths and rail and highway crossings. Attractive, native roadside landscaping (e.g. street trees, such as Torrey pines NOT non-native palm trees. More roundabouts and traffic calming (look at Truckee as a successful example of paid metered parking downtown and roundabouts), the local businesses did not implode but thrived with meter proceeds improving the streetscape/sidewalks. Bury all utility lines! Higher density housing downtown (3-4 stories) near rail/transit stations.

██████████ - Cardiff-by-the-Sea GD

Uprated: 0 | Downrated: 0

Great to see all the community feedback here! I believe that the appropriate "low-friction" infrastructure will encourage more, local, non-auto circulation, which will likely lead to increased economic benefit for our local businesses and reduced stress on existing parking infrastructure, (not to mention the personal health and environmental benefits). We need more non-auto focused infrastructure such as: 1. North-south, natural (i.e. dirt or similar, pervious material) bike & walking paths, separated from vehicle traffic, to connect downtown Cardiff, Encinitas and Leucadia (as well as Solana Beach). 2. East-west bike & walking infrastructure should be considered to more effectively connect the El Camino Real corridor with the coastal corridor as well as New Encinitas with the El Camino corridor 3. East-west rail crossings should be under-crossings in as many locations as feasible (e.g. Verdi in Cardiff) and quiet zones should be pursued where crossings must be at-grade 4. Landscaping shall be left natural. However, in areas where improvements are unavoidable, landscaping should be comprised of native species 5. Requirements for public art should be incorporated into all hardscape elements

██████████ - Cardiff-by-the-Sea MV

Uprated: 0 | Downrated: 0

While the east-side alignment of the Coastal Rail Trail through Cardiff was shot down, there are still acute needs along San Elijo that must be addressed at some point. First of all, there is a chokepoint for pedestrians and cyclists just south of the Santa Fe rail undercrossing. With cars parked haphazardly, walkers and bikers face an obstacle course and are pushed out into traffic. Second, the bluff top between the undercrossing and Verdi is difficult for cyclists to ride on because of the chaotic parking situation and the uneven surface. The adjoining roadway - which is the alternative for cyclists - is just flat out dangerous. Third, the natural trail from Verdi to Chesterfield is not accessible for people of all ages and abilities. The current trail favors fit walkers and mountain bikers and is not welcoming to anybody else. The bad news is that NCTD stubbornly insists on fencing the rail corridor with any capital project built on NCTD right of way. This is not acceptable to the Cardiff community because a fence impedes access to the beach and there are not enough current or planned safe/legal crossings to make up for the loss of access. Suggestions: Continue pushing to find a compromise with NCTD on fencing. If/when improvements in the corridor ever become feasible - because NCTD builds the fence anyway, relaxes their requirement for one, or we get enough legal/safe pedestrian RR crossings to render the fence issue moot - then the City should improve the trail along San Elijo between Santa Fe and Chesterfield. Let's fix the chokepoint south of the Santa Fe crossing with a



delineated trail and more structured parking, add a separated DG walking/biking trail along the bluff top to Verdi, and make modest improvements to the current dirt trail south of Verdi (slight widening, flattening, addition of DG surface). We can connect Cardiff to Encinitas and make the rail corridor accessible to walkers and cyclists of all ages and abilities without destroying the natural terrain/features. With a little bit of work and money, we'd have a huge level up for the community. The impasse with NCTD is the show-stopper here. NCTD refuses to acknowledge the current informal crossings over the tracks while legal/safe crossings are few and far between. There is no forward movement here AT ALL. NCTD is in an adversarial position with the Cardiff community. The near term prospects for a compromise with NCTD are grim. But I refuse to lose hope... and would happily volunteer my time and energy to facilitate and help push this forward if and when there is some reasonable expectation for a compromise. Until NCTD compromises, we're stuck - and the rail corridor will be off limits to a lot of people who would love to walk/bike there.

██████████ - Leucadia KD

Uprated: 0 | Downrated: 0

I'd love to see the traffic slowed along Saxony Rd, with sidewalks and bike lanes that span the length of the road between encinitas blvd and leucadia blvd. We would much rather walk or ride bikes along here but end up driving because it's not safe for our family.

██████████ - Cardiff-by-the-Sea JT

Uprated: 0 | Downrated: 0

(1) All open space areas should be left alone and untouched. We have enough pavement & landscaping. The Cardiff Rail Corridor is a natural filter for water drainage into our lagoon and should forever be left untouched. (2) Any landscaping should always take community views into account and only trees that stay under 15-20 feet should be planted.

Have more to tell us about parking in the coastal corridor?

**Thank you for taking the parking survey. If you would like to tell us more that wasn't included in the parking survey, please do so here.**

██████████ - Cardiff-by-the-Sea DP

Uprated: 0 | Downrated: 0

Parking is certainly an issue in the Coastal Corridor. In the summer many visitors want to come to our beaches and business districts. Special events from Dog Days to Cardiff Elementary Ice Cream Social or Halloween events pack in the parking. There is no sidewalks, Handicapped parking available along the corridor. Often residents need to park on the corridor during these peak times just to get to our homes. A solution is needed as this often ends up with neighbors fighting neighbors over legal parking spots. Many have made signs stating some public parking spots are reserved for private purposes. And it is not just the parking. Getting to and from the parking is also an issue. Speeding cars, no crosswalks and railroad tracks and fences often make it difficult to get to and from your car from where you are going.

██████████ - Cardiff-by-the-Sea KK

Uprated: 0 | Downrated: 0

P.S. When planning public transit please make transportation available to people with pets. I have to drive alone most places when I take my dog. If I put the dog in a carrier and take the bus, I have no where to put the carrier. Suggestions: Allow pets on public transportation without carriers, or place lockers at the bus stops for all to use for free (we can bring our own locks).....Kathy

██████████ - Leucadia AB

Uprated: 0 | Downrated: 0

North 101 Specific Plan allows developers in Leucadia do count the street parking as part of their required on site parking. If they increase the property use like changing their retail shop to a bar. They do not have to provide the increase in parking it goes on to the street. This is why the train tracks are filled with cars.

## Noticeboard

██████████ - Leucadia ES

Uprated: 0 | Downrated: 0

Rail Trial segment along the I5 corridor unsatisfactory due to exposure to carbon dioxide release from 10s of thousands of vehicles per day.



- ██████████ - Cardiff-by-the-Sea JW
- ██████████ - Cardiff-by-the-Sea JW
- ██████████ - Cardiff-by-the-Sea JW
- ██████████ - Cardiff-by-the-Sea JW
- ██████████ - Cardiff-by-the-Sea JW

Upated: 0 | Downrated: 0

Many sensors for traffic signals do not sense bikes, which means the light only changes if a car shows up. Bicycles should be able to trigger signal changes by themselves and not depend on a car to show up. There are two reasons causes of this problem: 1) the sensor loops may not be adjusted properly to sense a bicycle, and 2) it is often impossible to tell where the sensor loop is located so the cyclist can properly position the bicycle. The detector sensitivity is required under CAMUTCD Section 4D-105. It probably requires only a simple adjustment. The MUTCD also recommends as painted symbol to indicate the proper bicycle placement in Section 9C.05. Only paint is required. I've contacted Public Works about unresponsive signal since 2012 with no apparent fix. These are simple, low-cost changes that would make a big difference - it's really frustrating to wait for a red light and it ignores you. Since these low-cost easy fixes are not getting done, the message is that the city does not care about bikes. Whether or not that's true, that is the message.

- ██████████ - Leucadia SM

Upated: 3 | Downrated: 0

My family and I live in Leucadia and I would love us to be able to walk or bike to the 101 corridor and then get a train or bus along the corridor to our destination. Currently I drive most places, but I drive reluctantly - I only drive as there are not enough/frequent and reliable public transport options.

- ██████████ - Cardiff-by-the-Sea DP

Upated: 0 | Downrated: 0

Our publicly owned railroad tracks through Encinitas need to be trenched and covered with a parkway put on top. Any money spent on underpassings, rail trails etc... is a long term waste as the end all goal needs to be Trenching and Covering our Railroad. The sooner we start the planning and engineering of this task the sooner it can get done. Think of the safety and environmental issues we currently have with our railroad. Think of the beauty and access we will gain with a landscape architecture, walkways, bikeways, neighborhood electric vehicle pathways, parks, playgrounds, parking, and access to beaches and business districts we can put in place with with our railroad Trenched and Covered!

- ██████████ - Leucadia SM

Upated: 0 | Downrated: 0

Agreed, but when this is done, there need to be railway stations/stops added along the way, so that we can benefit from having this fantastic infrastructure at our door steps.

Resources - Non-resident

Upated: 0 | Downrated: 0

[3F Parking Study](#)



## B.2 Poll



## Polls

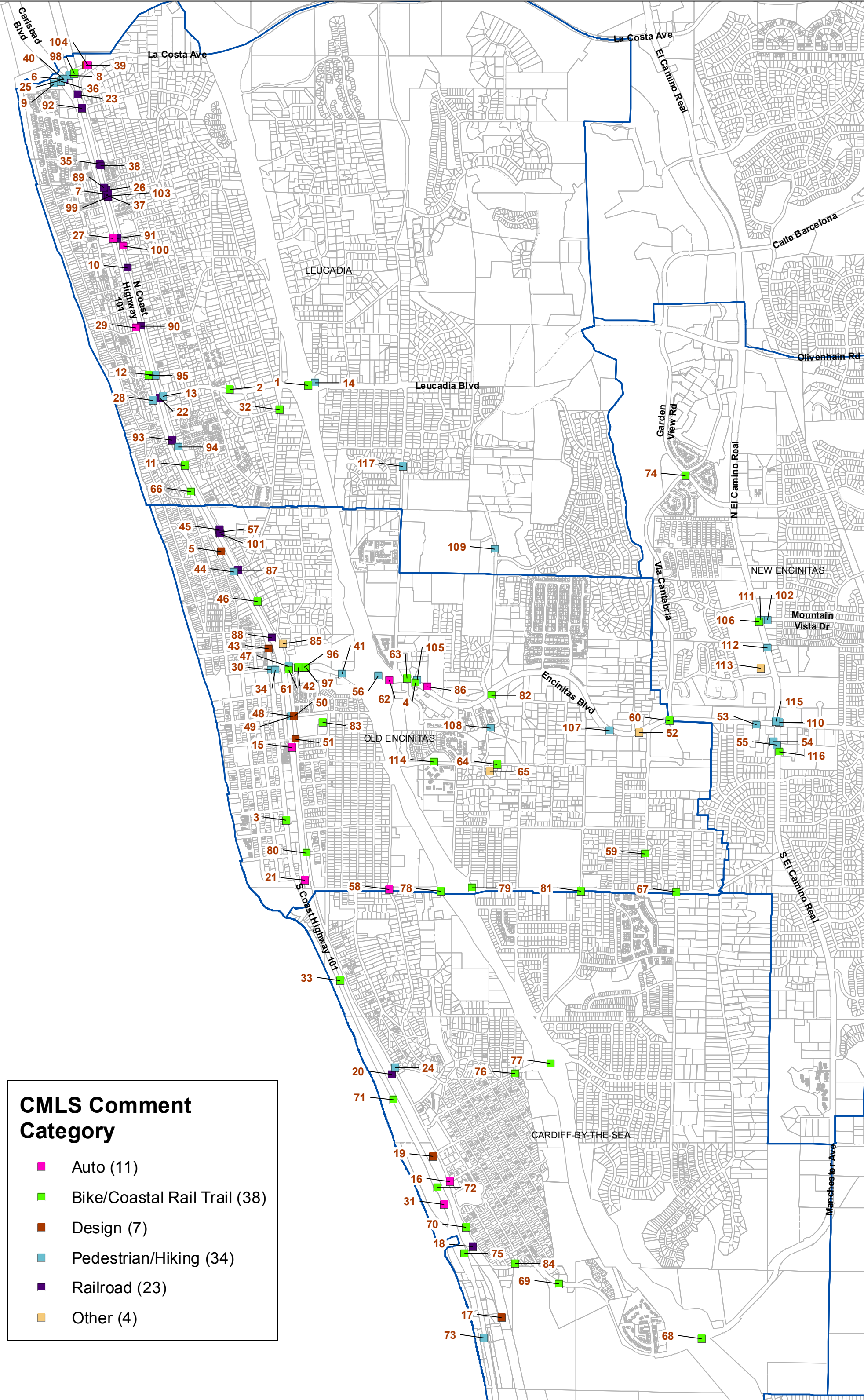
### COASTAL MOBILITY & LIVABILITY STUDY

If you had to pick one, what mode of travel do you most often utilize to access different destinations within the Coastal Corridor? - Total responses: 82

Choice	Number of responses
Carpool	3
Drive Alone	34
Biking	19
Walking	19
Transit	7



### **B.3 Place It Data**



### CMLS Comment Category

- Auto (11)
- Bike/Coastal Rail Trail (38)
- Design (7)
- Pedestrian/Hiking (34)
- Railroad (23)
- Other (4)

Map labels include: Carlsbad Blvd, La Costa Ave, El Camino Real, Calle Barcelona, Olivenhain Rd, N Coast Highway 101, Leucadia Blvd, Garden View Rd, N El Camino Real, Via Carlsbad, Encinitas Blvd, S Coast Highway 101, Mountain Vista Dr, Old Encinitas, Cardiff-by-the-Sea, and Manchester Ave.

ID	COMMENT	RESIDENCY	CATEGORY
1	Full buffered bike lane on Leucadia Blvd	Old Encinitas	Bike/Coastal Rail Trail
2	Full Buffered Bike Lane on Leucadia Blvd	Old Encinitas	Bike/Coastal Rail Trail
3	A bicycle path connecting La Costa Ave to Chesterfield	Leucadia	Bike/Coastal Rail Trail
4	Full Bffered Bike Lane on Encinitas Blvd	Old Encinitas	Bike/Coastal Rail Trail
5	Complete the N Coast Hwy 101 Streetscape	Old Encinitas	Design
6	Desperately need a safe way to cross tracks between leucadia Blvd and la Costa, current situation is extremely unsafe for children. Especially since no safe way to cross at la Costa either	Leucadia	Railroad
7	I would like to see a crossing here as soon as possible, there it too much risk for kids crossing the track and they have no other choices	Leucadia	Railroad
8	Crosswalk at la Costa ave	Old Encinitas	Pedestrian/Hiking
9	Finish sidewalk to ponto	Old Encinitas	Pedestrian/Hiking
10	At grade crossings along the rail corridor throughout Leucadia	Old Encinitas	Railroad
11	Complete Coastal Rail Trail in Leucadia	Old Encinitas	Bike/Coastal Rail Trail
12	Create completed system connecting bicyclist and pedestrians to the beach access points an points of interest in Encinitas	Old Encinitas	Pedestrian/Hiking
13	Paint clearer and brighter intersections at Leucadia Blvd and Vulcan and Leucadia Blvd and Hwy 101	Old Encinitas	Pedestrian/Hiking
14	Make this pedestrian crossing at Leucadia and Piraeus St more visible to avoid pedestrian injuries!	Leucadia	Pedestrian/Hiking
15	Multi level parking garage in the Encinitas downtown area	Cardiff-by-the-Sea	Auto

16	Congestion at this intersection is becoming too heavy. Hold ups on the 101 in both directions.	Cardiff-by-the-Sea	Auto
17	Bridge over lagoon for Highway 101 and Railroad. Move Campgrounds to this part of Strand.	Cardiff-by-the-Sea	Design
18	Start trench and cover of railroad tracks here.	Cardiff-by-the-Sea	Railroad
19	Landscape architecture with Trenched Railroad tracks putting park in at this junction of Rossini Creek. Connecting Parkway on top of railroad for access of Neighborhood Electric Vehicles, walking and bike paths. Picnic tables and barbecues and benches.	Cardiff-by-the-Sea	Design
20	Continued Trench and cover of railroad with parkway on top here.	Cardiff-by-the-Sea	Railroad
21	Trenched and covered railroad tracks could have parking for business district starting here and expansion of business district to help pay for costs of re-developent.	Cardiff-by-the-Sea	Auto
22	Trenched and covered railroad tracks with overpass on Leucadia Blvd. Continuation of Parkway with lessening of business district expansion here.	Cardiff-by-the-Sea	Railroad
23	End of Trench and Covered railroad and parkway here.	Cardiff-by-the-Sea	Railroad
24	Prioritize a safe walking path from Montgomery to Santa Fe on which a baby stroller can be pushed and on which an adult and child could walk hand in hand.	Cardiff-by-the-Sea	Pedestrian/Hiking
25	cross walks-scramble-at La Costa	Leucadia	Pedestrian/Hiking
26	At grade crossings in Leucadia (no need for costly bridges/underpasses)-other towns do this!	Leucadia	Railroad
27	Traffic calming measures for high speed 101, bike lanes, sidewalk, Leucadia Streetscape.	Leucadia	Auto
28	Pedestrian scramble cross walks at Leucadia Blvd. for all way crossing.	Leucadia	Pedestrian/Hiking
29	Rapid flash beacons on 101 (calm traffic, make for safer crossing, ped friendly.)	Leucadia	Auto
30	4-way crosswalks- Pedestrian scramble at 101 and Vulcan x Encinitas Blvd. Wider bike lanes on Encinitas Blvd.	Leucadia	Pedestrian/Hiking



31	Vehicle lane narrowing to 11' along 101 and Bike lanes along the entire 101 corridor. Road too car centric, not bike/ped friendly.	Leucadia	Auto
32	A full buffered bike lane on Orpheus even if it means reducing parking to one side of the street.	Leucadia	Bike/Coastal Rail Trail
33	<p>This is the choke point. This is the area that would have needed an expensive retaining wall if the coastal rail trail had been implemented here. BUT.... If San Elijo Ave were to be transformed into a one street then all the multi-uses could be satisfied.</p> <ol style="list-style-type: none"> <li>1. Parking would be retained.</li> <li>2. Cyclists and pedestrians would have sunset view walking path or paths.</li> <li>3. If engineered correctly two way traffic could be made possible for emergency vehicles or even during peak traffic times. But the point would be to make San Elijo and Vulcan a safe road separated place to walk, park (for picnics on the tailgate) and crucially important, a road separated bike path for the community.</li> <li>4. All these uses could be met by designating a one or two block portion of San Elijo into a full time or part time one way road.</li> <li>5. All the residents above San Elijo would still get complete transit access especially to Cardiff School because that area would not be one way traffic. But the imposition of the one way/park like area onto the small marked area of San Elijo would make using the street as a thoroughfare undesirable yet still usable. For instance if the pinch area had a 15 or 10 mph zone with roundabouts or such.</li> </ol>	Old Encinitas	Bike/Coastal Rail Trail
34	Pedestrian Scramble at Encinitas Blvd.	Old Encinitas	Pedestrian/Hiking

35	<p>The railroad crossing at Grandview is badly needed as there is currently no safe way to cross the tracks in the most northern part of Leucadia. Either you illegally walk across the tracks and risk a \$500 ticket or you risk your life by walking north along Vulcan through the "S" curve to La Costa Ave, where cars speed through the curve and could easily jump the small curb and hit you as you walk on the very narrow dirt path that is usually blocked with tumble weeds. Trying to walk south along Vulcan to the legal crossing at Leucadia is equally dangerous and difficult, walking through dirt and over coarse gravel while cars zoom past you. The crossing at Grandview needs to be made a priority!</p> <p>I would also like to add that the stepped-up sheriff patrolling of RR crossers actually makes it MORE dangerous for RR pedestrian crossers as we spend more time looking for the sheriffs to avoid a \$500 ticket than we do looking for the train itself. The vast majority of us are not looking to kill ourselves on the tracks; we simply want to cross the tracks in able to enjoy shopping and dining on 101 or getting to the beach.</p>	Leucadia	Railroad
36	<p>This intersection needs improved bike and pedestrian crossing from La Costa Ave to West side of 101 to improve beach access</p>	Leucadia	Pedestrian/Hiking
37	<p>It would be great to have an at grade rail crossing here.</p>	Leucadia	Railroad
38	<p>There needs to be some sort of rail crossing to get onto coast high way between la costa and leucadia...people cross this section daily myself included sometimes up to 6 times a day. Driving would be absurd especially cause there isn't any where to park my car half the time and walking on vulcan up to la costa is way more dangerous than crossing the tracks. And riding my bike on vulcan is easily just as dangerous as crossing the tracks if i wanted to bike down to leucadia blvd. And every time i try to do that i end up in the dirt for fear that ill get hit by a car and than my tire gets one of those sticker things in it and i end up with a flat tire and walking my bike. So yes please get a crossing somewhere near grandview in leucadia and soon so i don't have to worry about a \$500 ticket when i know the train isn't coming and i know I'm not at risk.</p>	Leucadia	Railroad
39	<p>Unsafe Intersection here, more visual markers need to be installed to let E/W traffic see it's an intersection.</p>	Old Encinitas	Design

40	This intersections need designated pedestrian crossings.	Old Encinitas	Pedestrian/Hiking
41	Add pedestrian crosswalk at this four-way intersection. There is more foot traffic now with Lazy Acres here.	Old Encinitas	Pedestrian/Hiking
42	Buffered bike lane at Encinitas Blvd. to connect Old & New Encinitas with bike lanes.	Old Encinitas	Bike/Coastal Rail Trail
43	Unsafe intersection. Complete N. Coast Hwy 101 Streetscape to improve safety throughout all of Leucadia's intersections.	Old Encinitas	Design
44	Stop sign is inefficient and the pedestrian crossing is unsafe, especially for people in wheel chairs who are under the line of sight for cars. Complete N. Coast Hwy 101 Streetscape to make crossings like this accessible for kids, elders and people using mobility devices.	Old Encinitas	Pedestrian/Hiking
45	Complete the under crossing as soon as possible.	Old Encinitas	Railroad
46	Complete the Coastal Rail Trail through Leucadia. East-side orientation (on the railroad right of way) would be ideal because N. Coast Hwy 101 Streetscape will create improved bike accessibility on the west-side of the tracks.	Old Encinitas	Bike/Coastal Rail Trail
47	Scramble intersection at Vulcan and Encinitas for pedestrian and bike crossing	Old Encinitas	Pedestrian/Hiking
48	Scramble intersection at E Street and Vulcan bikers and walkers	Old Encinitas	Pedestrian/Hiking
49	Better painted crosswalks for visibility	Old Encinitas	Pedestrian/Hiking
50	Create an art piece at this intersection, posibly a mural right in the middle of the intersection like this one <a href="http://volumeone.org/articles/2014/09/17/8088_taking_art_to_the_streets">http://volumeone.org/articles/2014/09/17/8088_taking_art_to_the_streets</a>	Old Encinitas	Design

51	Create an art piece at this intersection, possibly a mural right in the middle of the intersection like this one <a href="http://volumeone.org/articles/2014/09/17/8088_taking_art_to_the_streets">http://volumeone.org/articles/2014/09/17/8088_taking_art_to_the_streets</a>	Old Encinitas	Design
52	Please keep the bus line along Encinitas Blvd and add real bus stops with shade	New Encinitas	Other
53	Sidewalks from Encinitas Blvd to Commercial area would be nice	New Encinitas	Pedestrian/Hiking
54	Sidewalks from Encinitas Blvd to Commercial area would be nice, here also	New Encinitas	Pedestrian/Hiking
55	Unsafe to cross for pedestrian From Spouts mall to the other side	New Encinitas	Pedestrian/Hiking
56	Safer routes including sidewalks running under the freeway for bikers and walkers to get from east of the freeway to Downtown Encinitas.	Old Encinitas	Pedestrian/Hiking
57	Please complete the under-crossing ASAP.	Old Encinitas	Railroad
58	Roundabouts should have instructions for bicycle users. This map does not indicate where the roundabout on Santa Fe is, so please place this comment there	Old Encinitas	Auto
59	Bike Lane need on Balour - between Santa Fe and Encinitas Blvd. Expected it for safe route to Oakcrest Middle School	Old Encinitas	Bike/Coastal Rail Trail
60	Left turn signal from EB Encinitas Blvd to Via Cantabria fails to turn for bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
61	Signals fail to respond to bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
62	Curb bulge-out cuts out bike lane	Cardiff-by-the-Sea	Auto
63	Bike lane disappears where it's most needed	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
64	Two-lane road too narrow for bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
65	This road does not exist	Cardiff-by-the-Sea	Other

66	Sharrows on SB 101 help but are a poor substitute for a real bike lane ... drivers get angry about bikes in "their" lane	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
67	Traffic light does not turn for bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
68	Bike lane disappears where it's most needed	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
69	Bike lane disappears	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
70	No bike lane	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
71	No bike lane on SB 101, and there's plenty of room because the lanes are really really wide	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
72	Why is there no bike lane along this critical and very popular corridor?	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
73	The bike lane along this stretch is used by runners, walkers, cars parked taking half or more of the bike lane. There should be a separate sidewalk for pedestrians.	Cardiff-by-the-Sea	Pedestrian/Hiking
74	Traffic signal fails to sense bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
75	Cars often use NB bike lane for free beach parking	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
76	Traffic signal fails to detect bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
77	This bridge is really hazardous on a bike	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
78	EB bike lane disappears	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
79	WB bike lane disappears	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
80	The traffic lanes are really wide here, but no bike lanes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
81	Traffic light fails to sense bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail

82	Traffic signal fails to sense bikes	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
83	Bike rack often fills up at Library - why devote so much space to car parking and so little to bikes?	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
84	No bike lane for this important E-W connector	Cardiff-by-the-Sea	Bike/Coastal Rail Trail
85	This section of Vulcan, between Sunset Dr to Encinitas Blvd (including crossing) is a choke point for biking or walking from Leucadia into downtown. No streetlights, no shoulder, no bike lane, no sidewalk. Many times I drive instead of biking or walking just to avoid this short section.	Leucadia	Other
86	Reduce vehicle speeds. 40 mph posted is 50 mph actual. Bike/pedestrian interactions should not be at freeway speeds. Reduce to 30 mph for safety and creation of a peaceful community zone, not. racetrack. People may even want to walk if vehicles are driving slowly.	Old Encinitas	Auto
87	At-grade pedestrian rail crossing at Orpheus/Marcheta.	Old Encinitas	Railroad
88	At-grade pedestrian crossing at Sunset/Vulcan. Bypass the treacherous Encinitas Blvd 4' sidewalk!	Old Encinitas	Railroad
89	At-grade pedestrian rail crossing at Grandview.	Old Encinitas	Railroad
90	At-grade pedestrian rail crossing at Glaucus St.	Old Encinitas	Railroad
91	At-grade pedestrian rail crossing at Sanford St.	Old Encinitas	Railroad
92	At-grade pedestrian rail crossing at Andrew Ave.	Old Encinitas	Railroad
93	At-grade pedestrian rail crossing at Daphne St.	Old Encinitas	Railroad
94	pedestrian RR crossing. Also, It is currently not safe for Paul Ecke Central School students to walk or bike to and from school along Vulcan Ave.. Particularly in the AM when overflow commuter traffic uses Vulcan. I finally gave up on biking with my kids to school when one of them almost got hit along the Coast highway. I ended up walking across the RR and then finally gave into driving them . Now my kids are grown but I still see children go to and from the school and it looks as dangerous as it was 10 years ago.	Old Encinitas	Pedestrian/Hiking
95	A lane just for bikes all the way down the Coast highway through Leucadia. Along with pedestrian and bike crossings over the RR.	Old Encinitas	Bike/Coastal Rail Trail

96	A designated bike lane for the entire length of Encinitas Blvd connecting old and new Encinitas. Also a sidewalk under the freeway(currently very unsafe).	Old Encinitas	Pedestrian/Hiking
97	As a clarification to my last "place it" bubble: The current Encinitas Blvd. bike lane is quite narrow and unsafe for such a busy thoroughfare. It should be wider and have some kind of definition separating the car lane and bike lane. Currently, in certain areas it appears as though it is an afterthought & extension of the gutter run off area. A more pronounced and better designed bike lane would encourage its use and get more cars off of the already too busy Encinitas Blvd.	Old Encinitas	Bike/Coastal Rail Trail
98	Reroute Rail Trail Bike Path back to No. Coast Hwy at La Costa Avenue.	Leucadia	Bike/Coastal Rail Trail
99	Advocating for rail cross at Hillcrest Drive.	Leucadia	Railroad
100	Provide regulated parking along this corridor whether it be timed or assigned. Widen Vulcan so it can safely accomodate autos/bikes and pedestrians.	Leucadia	Auto
101	Provide pedestrian crossing over train tracks as soon possible	Leucadia	Railroad
102	It'd be great to be able to walk to more things in my neighborhood. Even though Mountain Vista has a bike lane cars drive very fast and I do not feel safe crossing almost anywhere over El Camino Real.	New Encinitas	Pedestrian/Hiking
103	We need a railroad crossing in this area! We need a safe walking path/bike lane on Vulcan. The entire area is not safe for walking or biking. I can't tell you how many times I've almost hit someone at night who was crossing Vulcan. Such a dangerous area.	Leucadia	Railroad
104	Unsafe intersection. Need traffic light and redirected roadway here.	Leucadia	Auto
105	Make sidewalk continuous on both sides of Encinitas Blvd	New Encinitas	Pedestrian/Hiking
106	Mtn Vista/ECR traffic signal does not sense bikes	New Encinitas	Bike/Coastal Rail Trail
107	Sidewalk discontinuous	New Encinitas	Pedestrian/Hiking
108	Should be sidewalks on both sides of Westlake. This area is near two schools and is used heavily by students.	New Encinitas	Pedestrian/Hiking



109	Run sidewalk all the way through on west side of Quail Gardens Dr	Leucadia	Pedestrian/Hiking
110	Pedestrian o/c would be make this safer for pedestrians.	New Encinitas	Pedestrian/Hiking
111	Pedestrian o/c would be make this safer for pedestrians.	New Encinitas	Pedestrian/Hiking
112	Wider sidewalks on both sides of ECR.	New Encinitas	Pedestrian/Hiking
113	Eliminate some of the driveways into shopping areas by using side street entrances (Via Montoro, Via Molena).	New Encinitas	Other
114	Requeza is a main connection street between east & west of I-5. Street is narrow and it is unsafe to walk or ride a bike along this stretch. Sidewalk and/or bike lane?	New Encinitas	Bike/Coastal Rail Trail
115	An alternative: when pedestrian signal is green, lighted crosswalks for pedestrians	New Encinitas	Pedestrian/Hiking
116	Like the buffer lanes between traffic and the bike lane!	New Encinitas	Bike/Coastal Rail Trail
117	Would like to see a continuous sidewalk on Saxony between Encinitas & Leucadia Blvd.	Leucadia	Pedestrian/Hiking