

# City of Encinitas Mobility (Circulation) Element Update

Community Open House  
July 21, 2022



ENCINITAS MOBILITY ELEMENT UPDATE

JULY/AUGUST 2022

# Agenda



# Goals of this Open House

1. Educate the community on the Mobility Element, its goals, and the overall process and schedule
2. Present the proposed street typology and multimodal networks, including sample cross-sections that illustrate what street types could look like
3. Help to inform the concurrent El Camino Real Specific Plan
4. ***Solicit community input on all topics above:***  
*Via comment cards or online: <https://encinitasca.gov/mobilityelement>*

# Ways to Provide Your Input

- Fill out paper comment cards tonight

*or*

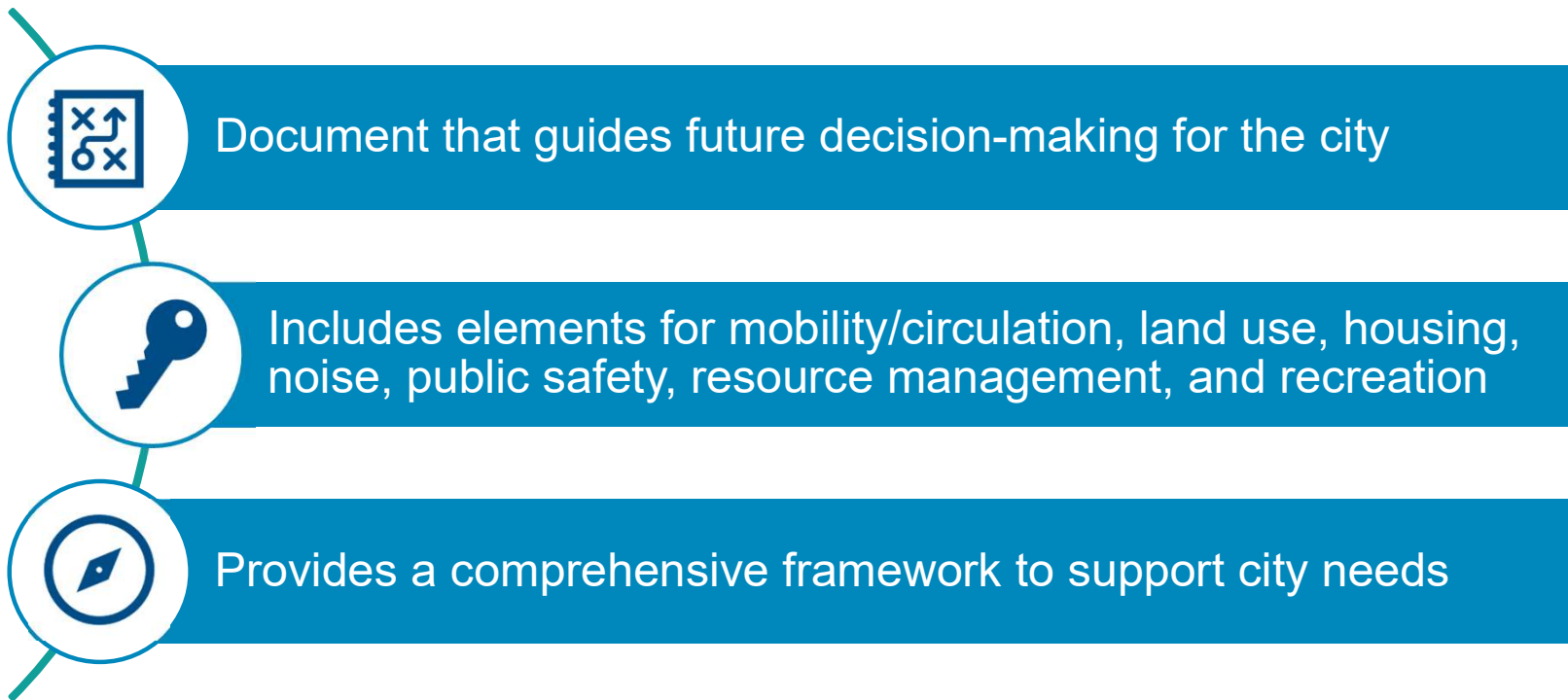
- Visit the Mobility Element website to submit comments online

**Questions or  
Comments?**

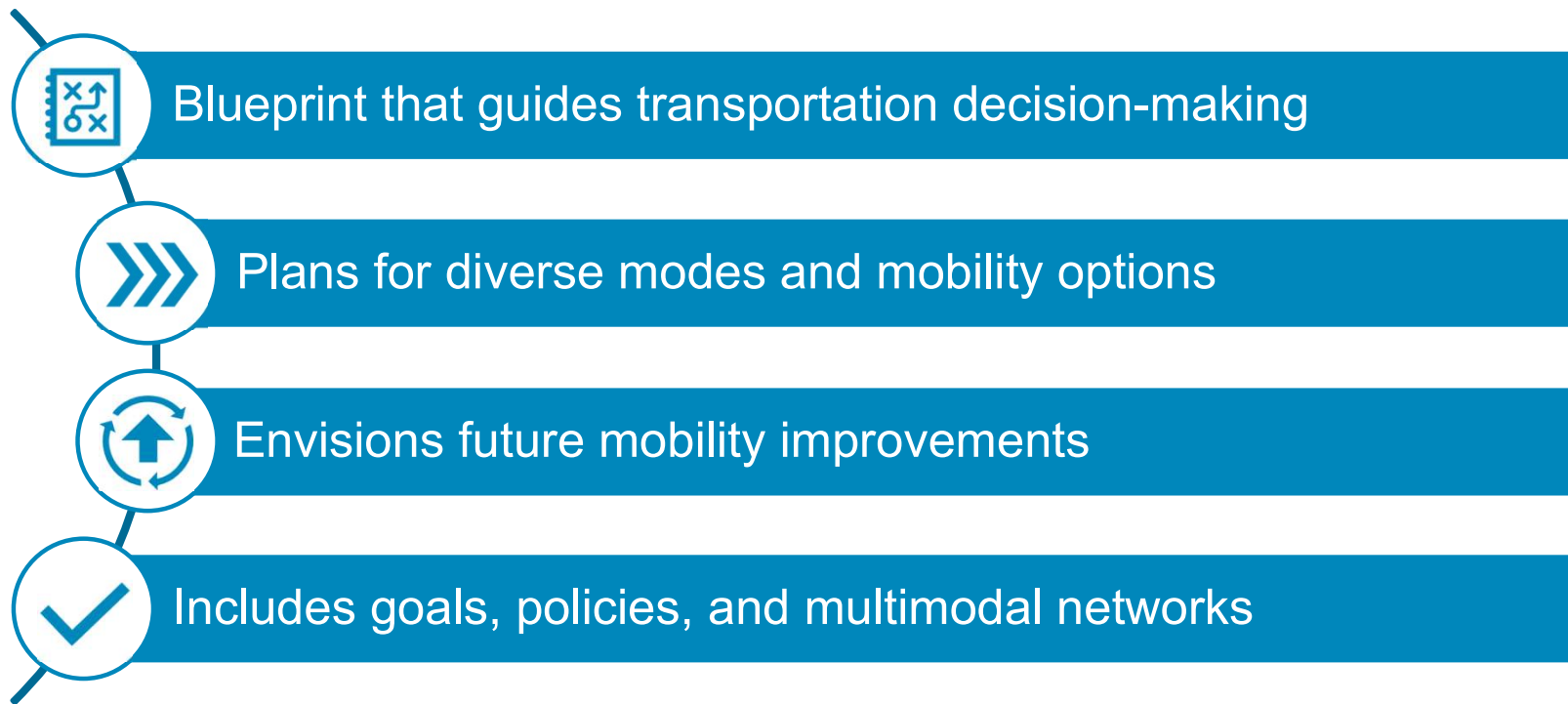


<https://encinitasca.gov/mobilityelement>

# Overview of the General Plan

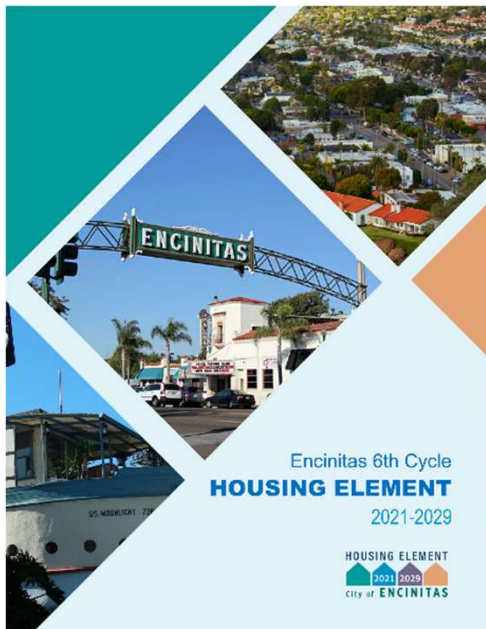


# Overview of the Mobility (Circulation) Element





# Building on Previous Work

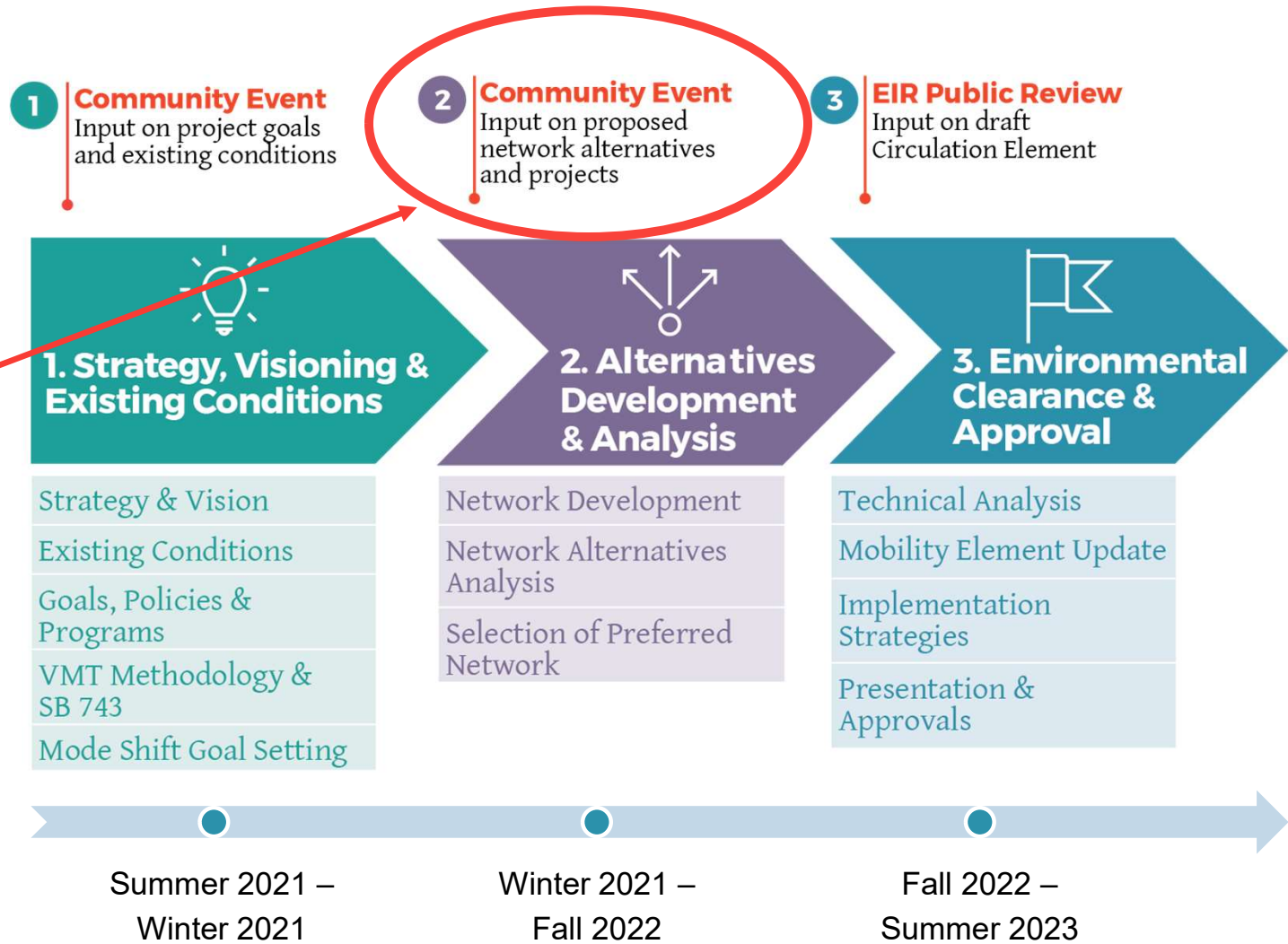


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# Mobility Element Process:

*Where We Are Today*



<https://encinitasca.gov/mobilityelement>





# Workshop #1 and Online Comment Period

- August 2021 via Zoom
- Gathered input on draft goals & multimodal priorities

Connecting Encinitas Residents to the Places They Want to Go


Commute Mode Share

Drove Alone	75.3
Worked at Home	22.3

Activity – Survey Questions

2. What are your top needs for improving personal transportation choices.

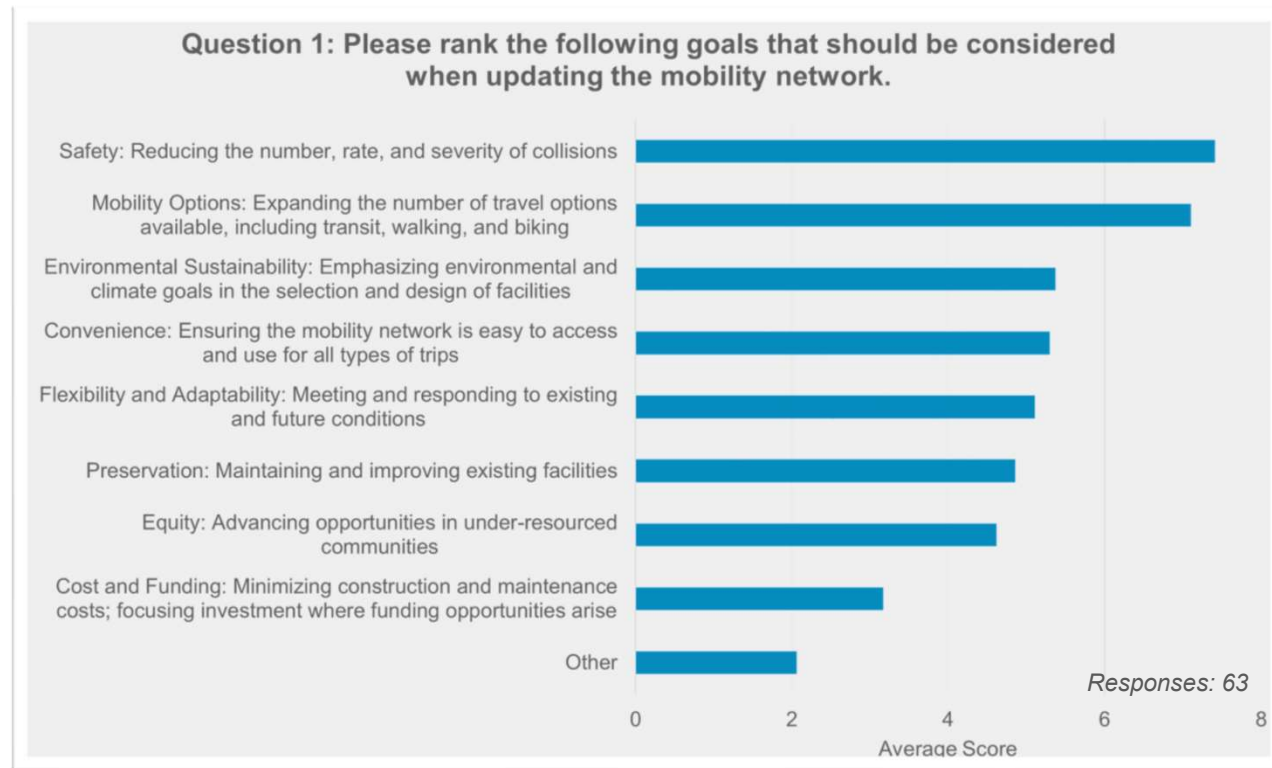
\*Note: Activity #3 will be done together in breakout rooms.

Take Survey 

<https://arcg.is/1e9aiW>

# Workshop #1 and Online Comment Period

- Top priorities included:
  - Improving safety
  - Expanding mobility options



# Mobility Element Draft Goals & Policies



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# Draft Goals

**GOAL 1:** Develop a balanced land-use and interconnected transportation system that minimizes the need for automobile travel and maximizes the opportunity for transportation alternatives.

**GOAL 2:** Improve and emphasize safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, and expanded public education and awareness.

**GOAL 3:** Provide for, expand, and sustain a mix of transportation modes that meets the existing and future transportation needs of all Encinitas residents, visitors, goods movement and minimizes impacts to the community and environmental character.

# Draft Goals

**GOAL 4:** Promote a long-term, coordinated program that provides standards and/or direction for improvements to the public-right of-way to enhance the identity of specific areas and create street design solutions to accommodate all modes of travel.

**GOAL 5:** Create, support, and maintain an interconnected pedestrian network that provides a safe, accessible, and comfortable environment for pedestrians of all ages and abilities.

**GOAL 6:** Develop, support, and maintain a complete interconnected and convenient bicycle network that is safe, accessible, and comfortable for people of all ages and abilities.



# Proposed Street Typology & Classifications



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# Framework for Classifying Street Types

- **Old Framework:**

- Emphasizes vehicular travel
- Focuses on curb-to-curb width (rather than full right-of-way)
- Does not consider land use & context
- Prioritizes auto mobility, often at the cost of multimodal options & safety

- **New Framework:**

- Prioritizes movement of *people* – safely & across all modes
- Focuses on full right-of-way width – parkways, sidewalks, etc.
- Considers land use & context

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# Framework for Classifying Street Types

Level 1: Land Use & Context

Level 2: + Mobility Function

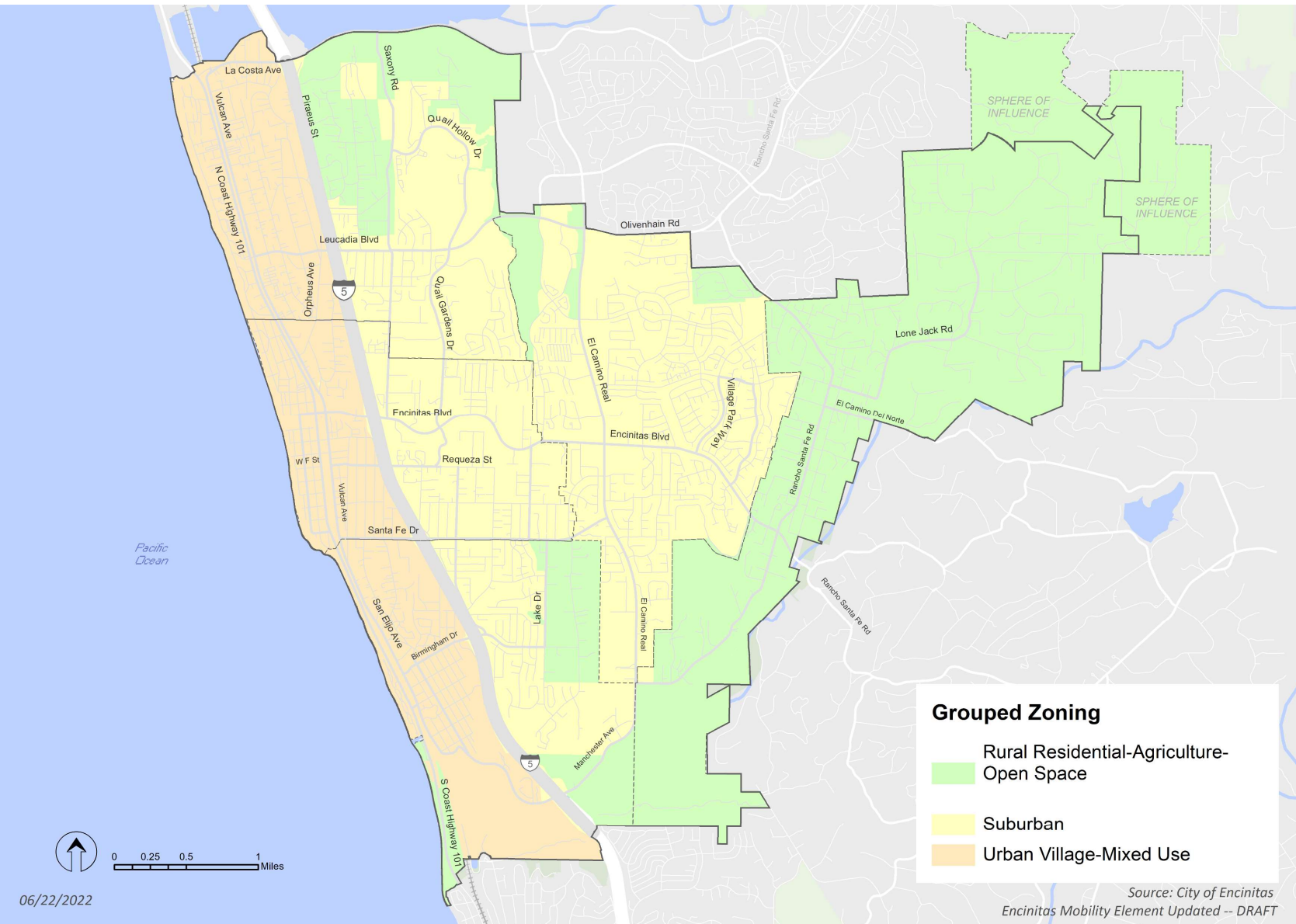
Level 3: + Accommodations for All Modes

**= Street Type & Classification**



# Level 1: Land Use & Context

# Land Use & Context



# Land Use & Context

## Urban Village:

- Higher density; small lot sizes; minimal setbacks; limited on- & off-street parking; mostly residential & commercial

## Suburban & Semi-Rural:

- Medium/low density; larger lot sizes; large setbacks; off-street parking lots; mostly residential & commercial



# Residential Contexts

## Urban Village



*Higher density; smaller lot sizes, minimal setbacks; limited on- & off-street parking*

## Suburban



*Medium/low density; larger lot sizes; large setbacks; ample off-street parking*

# Commercial Contexts

## Urban Village



*Higher density; small lot sizes, minimal setbacks; limited on- & off-street parking*

## Suburban



*Medium/low density; larger lot sizes; large setbacks; ample off-street parking*



# Level 2: Mobility Function



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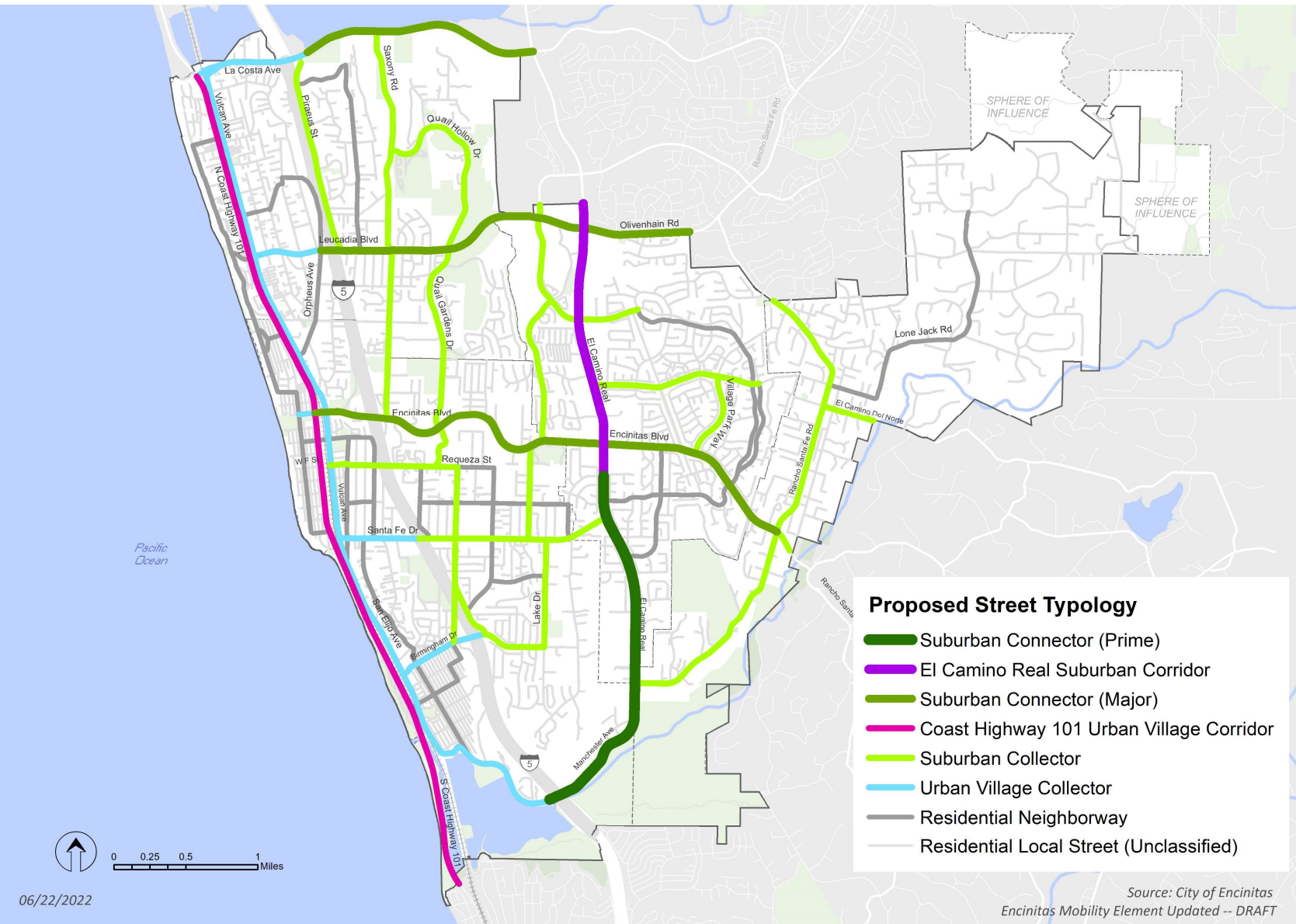
# Proposed Street Types

Street Type	Mobility Function	Traditional Vehicular Function
<b>Connector (Prime &amp; Major)</b>	<u>Connect</u> neighborhoods & destinations across longer distances (beyond typical bike/walk distance)	Arterial (Prime & Major)
<b>Collector</b>	Provide mobility <u>in, out &amp; through</u> neighborhoods & destinations	Collector
<b>Residential Neighborway</b>	Provide <u>local access to residential streets</u> . Often within walksheds of key destinations	Local
<b>Local Street (Unclassified)</b>	Provide <u>direct access to individual residences</u>	Local (Unclassified)
<b>Special Designation Corridors</b>	Provide mobility along <u>Coast Highway 101</u> and the <u>El Camino Real Commercial Corridor</u>	Varies

# Special Designation Corridors

	Coast Highway 101 Urban Village Corridor	El Camino Real Suburban Corridor
<b>Context</b>	Urban Village	Suburban
<b>Mobility Function</b>	Provide multimodal mobility for both local and regional travel	
<b>Priority Modes</b>	All modes (context dependent)	
<b>Vehicular Function</b>	Major Arterial	Prime Arterial
<b>Notes</b>	To be developed consistent with plans for each coastal community	To be developed consistent with <i>El Camino Real Specific Plan (in progress)</i>

# Proposed Street Typology



Source: City of Encinitas  
Encinitas Mobility Element Updated -- DRAFT

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# Level 3: Accommodations for All Modes



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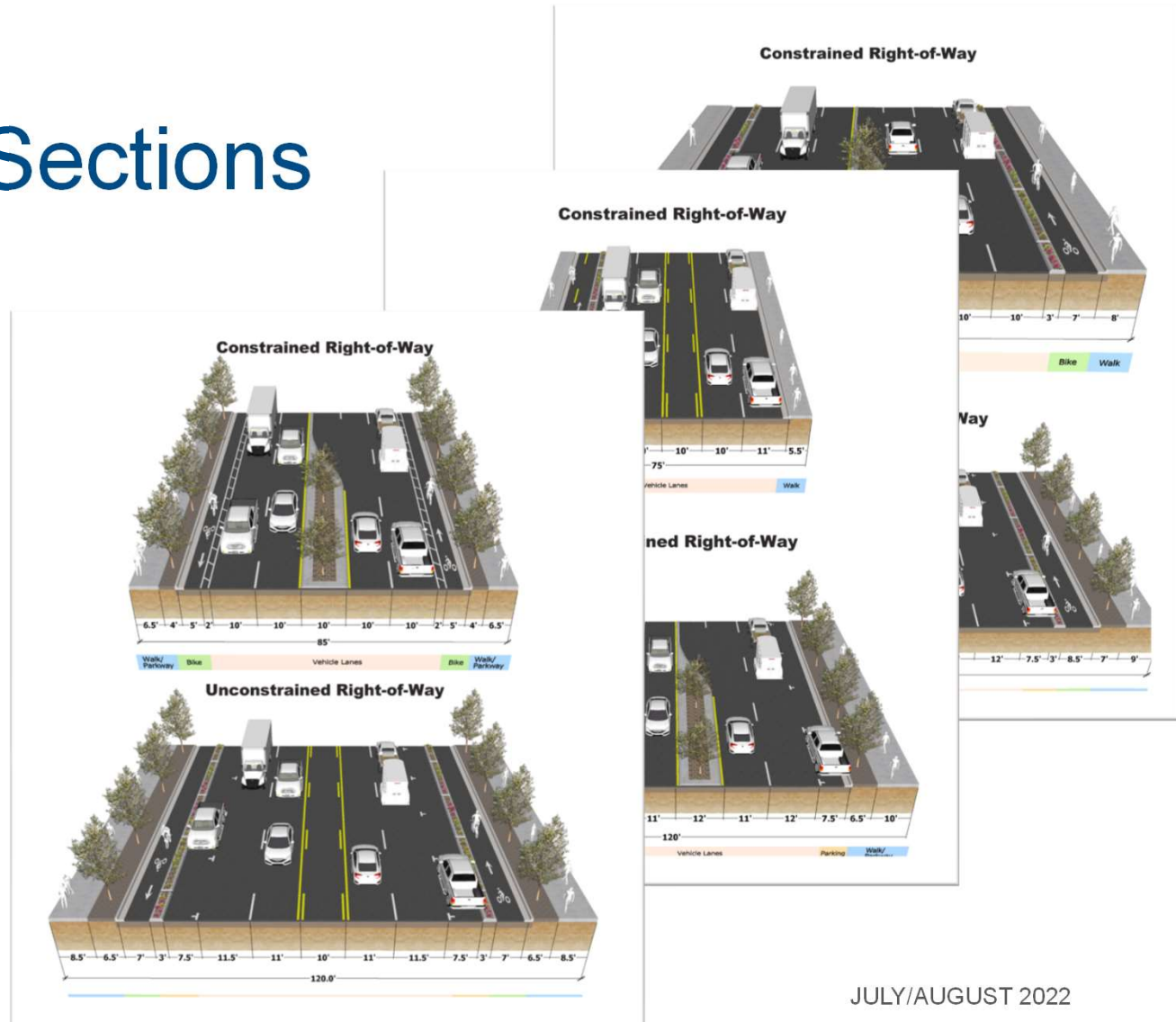
# Sample Cross-Sections

•**Standard Accommodations:** Minimum standards on all facilities, optimized for constrained street widths

•**Enhanced Accommodations:** Ideal standards based on modal priorities and available unconstrained street widths

*NOTE: These sample treatments are not binding and are highly dependent upon surrounding context. They could be part of a future Street Design Manual.*

Full set of sample cross-sections in adjacent display boards and online:  
<https://encinitasca.gov/mobilityelement>



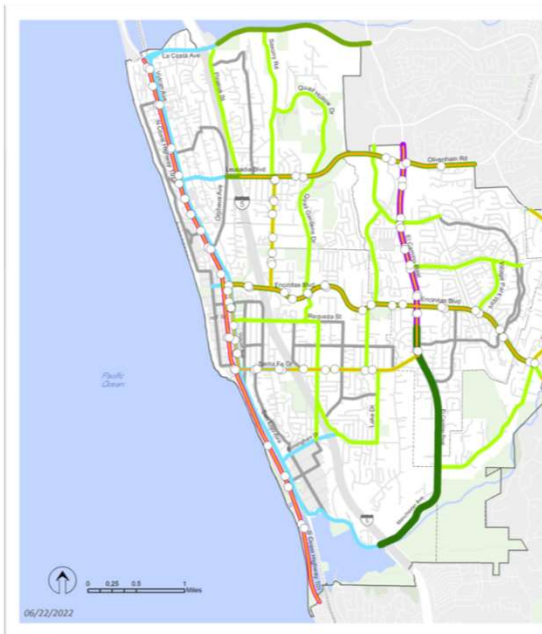
# Overlays for Multimodal Networks

- Multimodal networks for public transit, pedestrians & bicycles
- Fits within the proposed street typology
- Drawn from several predecessor plans:
  - SANDAG Regional Plan (2021)
  - City of Encinitas Active Transportation Plan (2018)
  - City of Encinitas Modal Alternatives Project (*ongoing*)

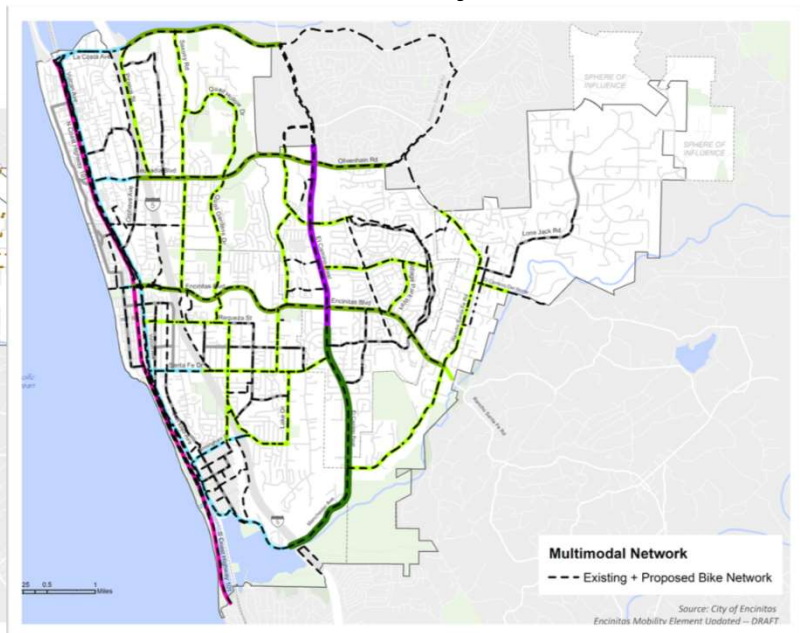
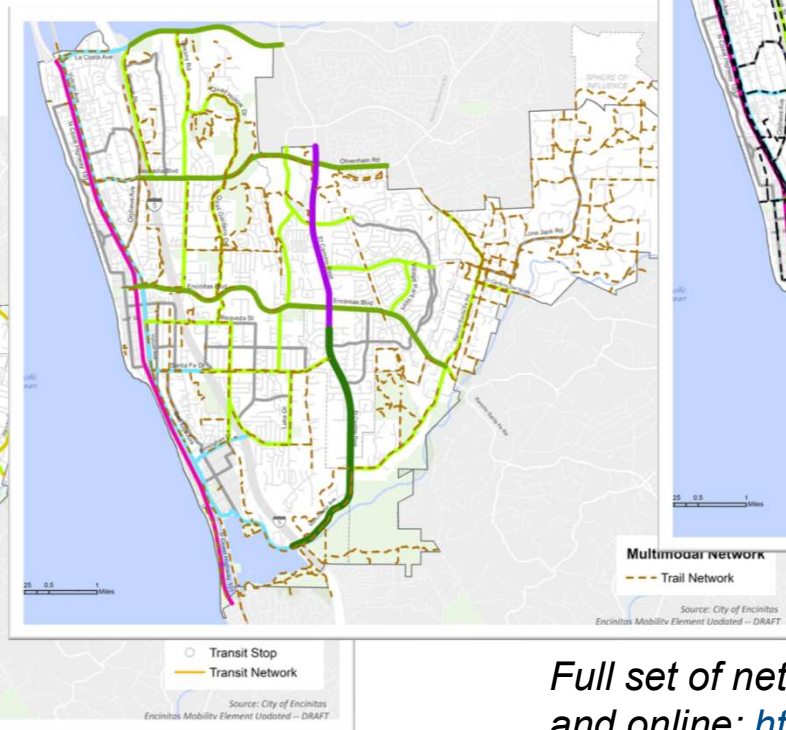
# Overlays for Multimodal Networks

Bicycle

Public Transit



Pedestrian & Trails



Full set of network maps in adjacent display boards  
and online: <https://encinitasca.gov/mobilityelement>



# Overlays for “Safe Routes” to Destinations

- Opportunities for additional safety & mobility treatments based on distance to key destinations:
  - Schools, parks, beaches, commercial centers, civic facilities, etc.
- Potential treatments may include:
  - High-visibility crosswalks & striping
  - Pedestrian signals
  - Curb extensions (“bulb-outs”)
  - Speed humps & traffic calming
  - Etc.

# El Camino Real Specific Plan



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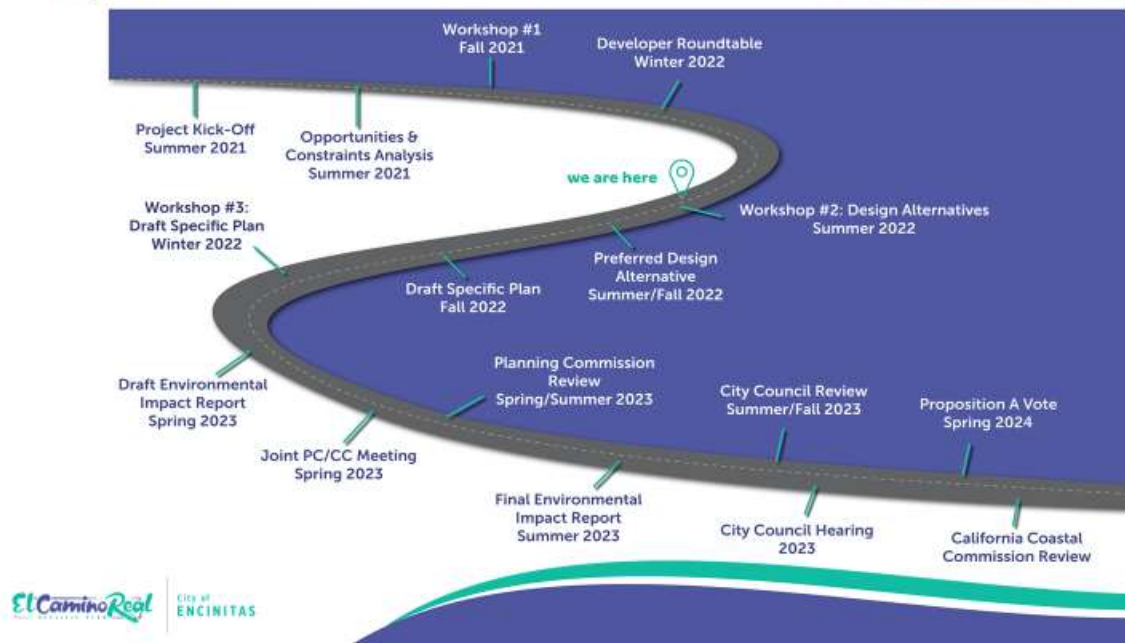
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# El Camino Real: Mobility Comments

- Pedestrian Safety and walkability for all
- Bike safety along the corridor
- Improve traffic flow and consider commuter route
- Transit improvements

## Project Process



# Open House



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# Recap: Goals of this Open House

1. Educate the community on the Mobility Element, its goals, and the overall process and schedule
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3. Help to inform the concurrent El Camino Real Specific Plan
4. ***Solicit community input on all topics above:***  
*Via comment cards or online: <https://encinitasca.gov/mobilityelement>*

# Key Questions for Your Consideration

1. Does the proposed street network reflect the way you move around the City?
2. Do you recommend any changes to the street types or sample cross-sections? Please provide street type and proposed change.
3. Which streets and/or trails do you use the most for driving, biking, and/or walking?
4. Are there any streets you believe should have a different typology? Please explain.
5. Any additional comments?

*Submit input via comment cards **or** online: <https://encinitasca.gov/mobilityelement>*



# Stay Involved

Provide additional feedback and sign up for the project mailing list:

<https://encinitasca.gov/mobilityelement>

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[ejedynak@encinitasca.gov](mailto:ejedynak@encinitasca.gov)

