

Mobility Element Update August 10, 2021 Workshop Comments
Traffic and fire safety
Hi I notice that the speed on lake is way too fast
Pedestrian and bike connection from I-5 to the coastal rail trail along San Elijo
There is a current project to add sidewalks along Santa Fe - plans made, need \$\$\$
NO! NO! NO!!! No new sidewalks!!!!
It's perfect as it is. We live right there and it's never been a problem
Our kids walk to school along the side street.
It's super uncomfortable for pedestrians. Drivers are just moving way too fast for the neighborhood. These are our neighbors and people in work trucks. The speeds seem like the fastest from Santa Fe/ Lake southward. A calming circle is needed at Wood Lake and Lake area.
I agree, Lisa! The 309 bus from downtown Encinitas gets pretty close but not quite there and the road is kind of scary.
The answer is, don't walk on Santa Fe! Take a side street with less traffic. Santa Fe is for cars.
Santa Fe and Lake intersection southward
I would second the Lake speeding issue.
El Camino Real from Encinitas Blvd all the way to Manchester and to I-5 needs traffic calming, more significant bike facilities, slower speeds. Such a large arterial roadway with lots of opportunity for more complete streets please.
We have some great bike and ped facilities planned for near I-5 and San Elijo - but we need to connect those along San Elijo to downtown Cardiff at the rail trail
I agree with problems for biking on Vulcan - no rail trail for portion
Lake @ Santa Fe Drive is close to El Camino Real
Caltrans is improving the I-5 interchange and with added bike + ped improvements with NCC Build and now City of Encinitas needs to make key connections to support more active transportation.
Yes, Susan. NCTD needs to invest in their bus stops. Bench, cover, garbage/recycling, and light. Yes please.
I'm concerned about traffic speeds on all of the arterials, and to be clear, I do not mean speeding - I mean the design speeds are out of sync with the adjacent land uses. Encinitas Blvd and El Camino Real are especially bad. 100% agree with Kristine's comment above. These streets need substantial redesign and traffic calming. Reducing speeds through design changes would not substantially affect travel times given that most of the delay is at the signals anyway, and would have a tremendous impact on improving multimodal
I wonder if SDA high school and Mira Costa parking lots could be regularly used to move people to the beach using shuttles to the beach for a fee.
All good points. Requeza and Vulcan are both unsafe for peds and bikes
Yes, please remove the signals from El Camino! There must be a better way to have traffic flow through that corridor. It's a nightmare.
Access to target.
Encinitas Blvd does not need to be as high as it is now. Traffic calming please. I and others ride this roadway. Addition of buffered bike lanes has been good. More please !!! Narrow travel lanes to 10 or 11' whenever possible please.
The San Elijo Ave/Chesterfield intersection is worse now with the quiet RR crossing. I get it's better for noise, but it now gets backed up in all directions.
Would it be possible to add a pedestrian crossing with an RB across Encinitas Blvd at Oak Crest Park or not a good idea?

west of the 5 requeza is scary
So, Joy, do you want to add more bikes to the rail trail? I'm not sure this would be a good thing.
RSF road is the only way for many of us to go west! Not just north or south.
There is a current project to add sidewalks along Santa Fe - plans made, need \$\$\$\$
I also wonder about the Birmingham/ villa Cardiff/ Valero intersection is really stressful when people are trying to get to the freeway in the morning
Also, please be aware that Birmingham is a very steep street and not really accessible to the average cyclist.
I see many more kids on ebikes
Physical barrios: Birmingham, Liverpool, Chesterfield.
The rail trail ext would help with the Vulcan bike lane request.
I am a senior and handicaped I went down to the beach to meet with my grand children. I had to pay \$20 on Sunday to park for 2 hours I know there is a discount in the fall but it
I also don't think that there should be lanes for both bicycle and car use on 101. Now that the bicycle lanes are built, please keep the bicycles out of the car lanes on the 101. Thank you.
Need to have stop signs
Electronic speed feedback signs for traffic calming - please purchase more so that there is not a long list of roadways waiting for these signs please.
Birmingham feels disrespectful to pedestrians.
If it is proposed to put traffic circles at Lone Jack and El Camino del Norte, I do not think this will work / provide sufficient access to these roads. As Dennis said, a traffic circle doesn't help where the road is entirely backed up.
If not retail space, then trees and landscape!
cool idea! i love the idea of retail space on a bridge
Jill Bankston - the city did a CPP during COVID. please ask the City to re do that community meeting before continuing.
Westlake needs help, too. Very unsafe.
Bikes should be allowed in traffic. The roads are for ever.
Where possible, paths are great. This could be possible on El Camino Real and Manchester from Encinitas Blvd to I-5.
Need to sink the track like Solana Beach did. Then more RR crossing needed.
Totally agree. Westlake is nuts!
Be sure that where separated paths are considered maintain bike lanes on the roadway as well to service more types of riders - road, recreational, family, youth.
Westlake is the only north-south access between Encinitas Blvd. and San Dieguito HS
I agree with Emma regarding bicycles on the rail trail. The trail is heavily used, not only by adults but also families with small children and young mothers pushing strollers. The proliferation of e-bike riding youth on the rail trail is unsafe. I think the bikes should use the San Elijo street.
in terms of an overall city solution, i would love to see some roads closed to cars and some open only to bikes and vice versa, like in the netherlands.
My question was about pedestrian access to the lagoon via Manchester....not bike lanes but more safety for pedestrians.
I love the one-way street idea with linear parks alongside.
Speed Kills!
I'm sorry to hear about the sharrows staying on 101 in Cardiff. I slowed behind a bicycler and was almost rear ended because the person driving behind me didn't see the bike riders.
Accidents still happening in the sharrow lane. Please re-visit this projet.

https://www.youtube.com/watch?v=5aNtsWvNYKE&list=WL&index=24&t=410s
Not everyone can afford an ebike :(
ebikes are coming down on price and manual/old fashioned bikes are more affordable.
Thank you for bringing up senior mobility needs. Yes.
Access to transit and NCTD spend to improve bus stops with shelter, benches, light, and trash/recycling. Perhaps they will score some federal infrastructure funding.
North end of Vulcan is a crucial link, but a disaster for pedestrians.
Lower the RR tracks - it would solve EVERYTHING. Solana Beach did it. Carlsbad is doing it. Encinitas is so behind the 8-ball :(
La Costa is a key east/west corridor that is going to get substantially more motor vehicle traffic with development projects going in. What to do ?!?!?!?
yes, kristine!! team bus!
Encinitas is getting hammered by the Housing Element.
Would love it if we could put the tracks in a trench.
Solana Beach got the RR trench in exchange to hosting the Coaster station.
Yay to protected lanes. Not bicycle gutters.
Why not have sante fe and birmingham be one way then there would be room for safe protected bike lane
Julie - the State is imposing housing requirements on us. We need a mobility plan that acknowledges the reality that the housing will happen, and make sensible plans around that.
Traffic impact fees from new developments should be used for alternative transportation and not just roads for cars.
even without an increase in population, there are still problems for those of us trying to get around town on alternative transit- lack of sidewalks, public transit infrastructure, protected bike lanes, etc
https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/
Do pedestrians use the protected bike lines that have curbs? That seems dangerous for pedestrians if a bike is going too fast and cannot move into the street to pass the pedestrian due to the curb. I also understand that this curb can protect the bike from cars! In addition, some streets such as Santa Fe Dr. and Birmingham are not very wide and may not be able to include a separate bike and pedestrian lane. There is a lot to consider, and I appreciate you delving into these issues with us.
They just approved 66 billion for Railways today. Lets ask for what we want.
Thanks Seth, but, Carlsbad is lowering their tracks. We will ve the city in the middle who wouldn't do it :(
If you look into the 2021 Regional Plan in Appendix A you can see a lot of the SANDAG plans for the region. One is grade separation at Leucadia in 2050: https://www.sdforward.com/mobility-planning/2021-regional-plan-draft
How come our main transportation center is nearly impossible to use? It would serve us better if it were located on El Camino?
I mean no RR xings needed.
rampant upzoning