



COASTAL MOBILITY AND LIVABILITY STUDY



Circulation Element
Rail Corridor Vision Study
Active Transportation Plan
Coastal Corridor Parking Study



2016-2018

WORK PROJECT SUMMARIES

ATP

The City adopted a Bikeway Master Plan in 2005, a Trails Master Plan in 2002, and a Pedestrian Master Plan in 2015. The Active Transportation Plan (ATP) builds on the work that has already been completed and incorporates these planning efforts into a single action plan. It provides a good opportunity to re-examine and establish more focused priorities for multi-modal transportation. The ATP effort is intended to focus on developing an overall citywide strategy to make it safer, more convenient, and more enjoyable for people to get around on a bike or walking.

Parking Study

The Coastal Corridor Parking Study will help determine the current parking utilization and short-term and long-term parking management strategies of the Highway 101 Corridor, Vulcan Ave., and San Elijo Ave. These areas include Swamis parking lot, Moonlight Beach parking lot, Beacons parking lot, and parking within the LOSSAN rail right-of-way. The parking study will consider both winter and summer parking demand in order to develop various policies and programs that result in more efficient use of parking resources.

RCVS

Within the rail corridor NCTD, there are a number of rail corridor improvements planned over the next few decades. Some of the projects are in the early design or development stages. Because there is a need to coordinate rail corridor projects and address local access improvements, the City is studying the LOSSAN Rail Corridor for community enhancement-related issues and opportunities. The goal of the Rail Corridor Vision Study (RCVS) is develop a future vision on how we manage and enhance safety, access, and security of people, goods and services within the corridor.

C.E. Update

The Circulation Element is a policy document of the General Plan that establishes a long-term vision framework for accommodating the movement of people and goods within and through the City. It addresses the needs of all modes of travel, including bicyclists, pedestrians, transit and rail users, and determines the transportation system necessary to accommodate planned land use and development. Therefore, the circulation element is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities. The three mobility studies referenced above will feed into a future update of the Circulation Element, which will establish goals and policy framework for how we travel in Encinitas for the next 20+ years.

WHAT IS “COASTAL MOBILITY AND LIVABILITY?”

To achieve success for the Active Transportation Plan (ATP), Parking Study, and Rail Corridor Vision Study (RCVS), the City needs to have a well-thought out planning process. Since the studies are related to each other, consolidating the work program in terms of project management will help ensure that activities and tasks are grouped to be more efficient. This in turn will also lead to more effective public outreach and community engagement activities.

These three mobility studies will be linked together, through a common work program theme, called the “Coastal Mobility and Livability Study.” The Coastal Mobility and Livability Study (CMLS), as a theme, helps convey a common goal. It also helps distinguish it from other City activities and projects. The phrase **Mobility** represents movement - and strikes a chord of association with the transport of people or goods, freely and easily. **Livability** conveys suitability. It helps measure both negative and positive features in our lives.

Many of the key reasons why we choose to live or work in Encinitas as we raise our children, work for a living, recreate, and/or age in place is based on how we access housing, jobs, parks, and other important things. The CMLS is a work program to re-examine how we coordinate future investment, tying the quality and location of transportation facilities to our daily lives. We need to provide smarter transportation choices, while supporting existing communities and placing a higher value on our quality of life.



CMLS SCHEDULE

