Encinitas Modal Alternatives Plan (MAP)

Infrastructure Task Force

May 22, 2023

Evan Jedynak, Senior Mobility Planner

C+R ASSOCIATES

Overview

- Adopted by City Council February 8, 2023
- Prioritizes and Implements the 2018 ATP
- Key Steps in the Planning Process
  - Identify/prioritize unbuilt ATP proposed projects
  - Develop concept plans & cost estimates for top ranked projects
  - Funding sources
  - Final Plan

Community Outreach

Citywide Survey
August 3, 2021 - September 19, 2021
Completed by 1,273 respondents

Project Development Team Meeting #1
September 24, 2021
Via Zoom, 11:00 AM – Noon

Public Workshop #1
November 3, 2021
Community Center, 6:00 – 8:00 PM

Project Development Team Meeting #2
December 3, 2021
Via Zoom, 9:30 – 11:00 AM

Public Workshop #2
March 23, 2022
Via Zoom, 6:00 – 8:00 PM

Project Development Team Meeting #3
April 22, 2022
Via Zoom, 10:00 – 11:00 AM

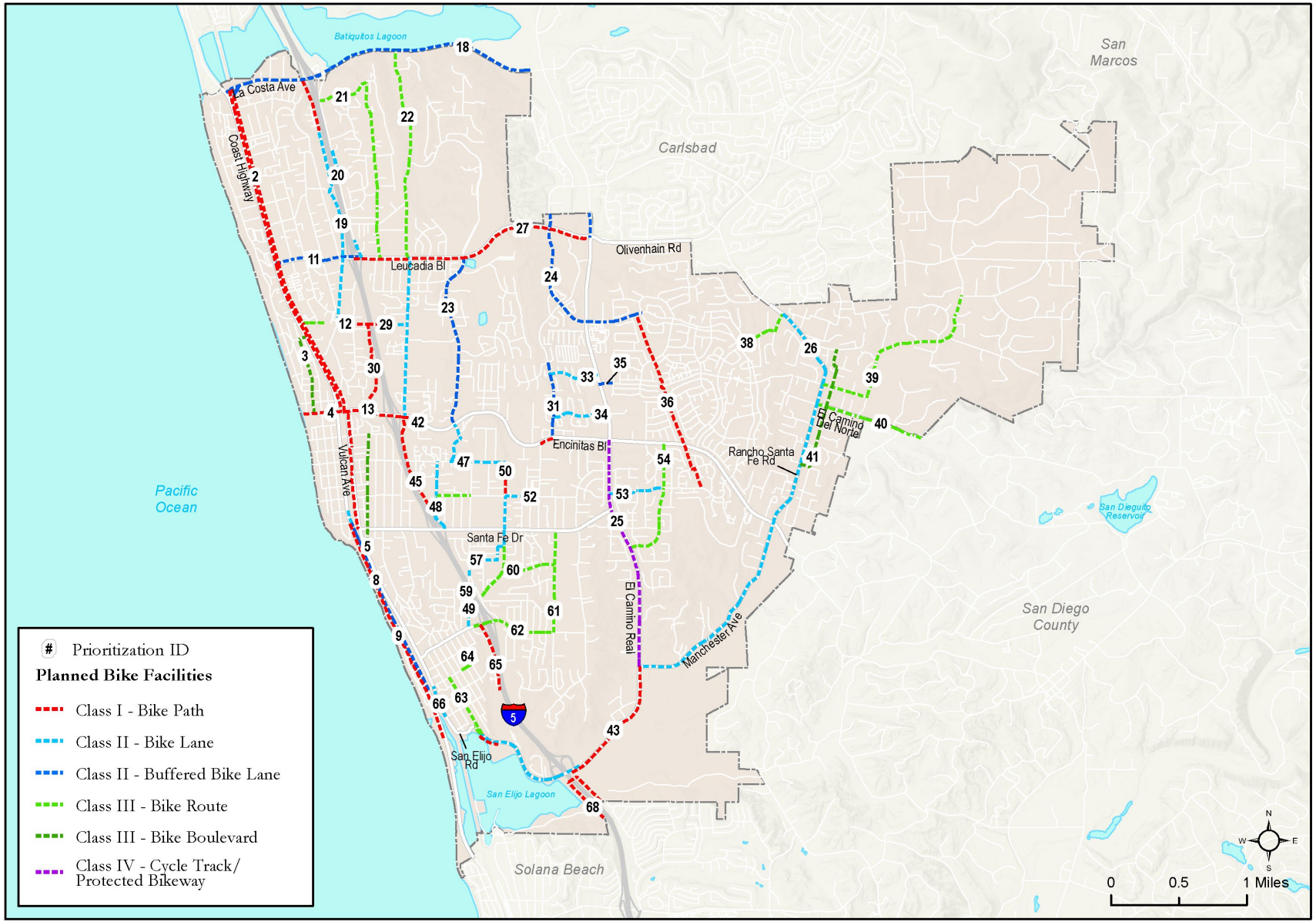
Prioritization Methodology

Six-Phase Prioritization Process

1. Define Set of Planned Projects
2. Define Prioritization Criteria
3. Operationalize Prioritization Criteria
4. Assign Point Values to Prioritization Criteria
5. Calculate Prioritization Score for each Project
6. Rank Projects

Phase 1. Define Set of Planned Bike Projects

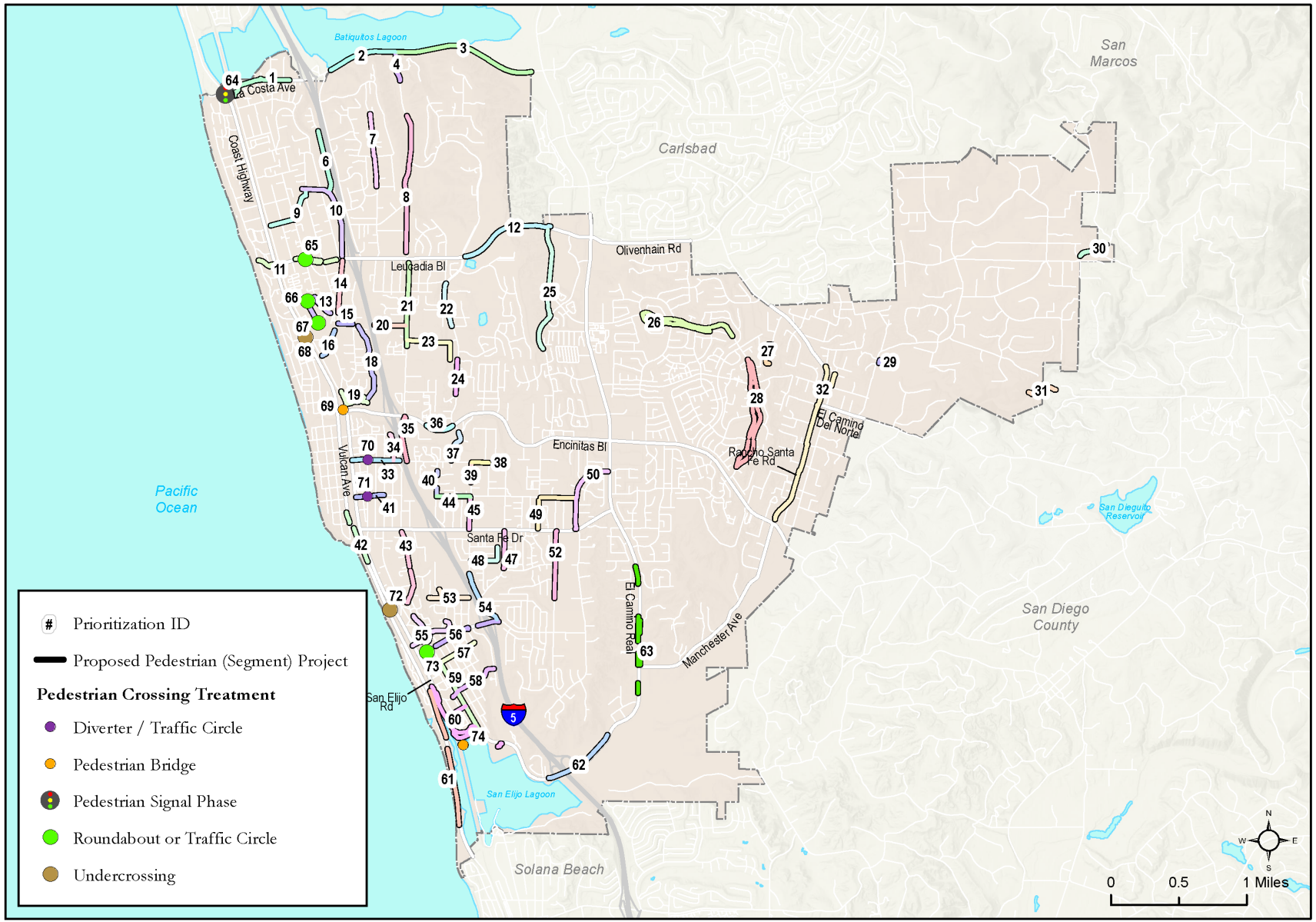
2018 ATP Bike Projects



68 unbuilt ATP bike projects

Phase 1. Define Set of Planned Ped Projects

2018 ATP Ped Projects



74 unbuilt ATP ped. projects

Phase 2. Define Prioritization Criteria

- Safety
- Network Connectivity
- Access Improvement
- GHG/VMT Reduction Potential
- Equity
- Project Cost
- Comfort
- Community Support

Phases 3. Operationalize Prioritization Criteria

Prioritization Criteria	Operationalization	Possible Points
Safety	Number of bike- and ped-involved collisions per mile along project extents	10
Network Connectivity	Planned project closes gap in the network	8
Access Improvement	Planned project is within 500’ of certain key land uses (e.g., beaches, parks, schools, and transit stops)	6
GHG/VMT Reduction Potential	Improvement in comfortable travel increases access to key destinations as captured by the Accessibility Improvement Measure (AIM)	6
Equity	Planned project serves area with high racial minority population	4
Project Cost	Estimated project cost (order of magnitude only, e.g., High, Medium, Low)	4
Community Support	Planned project received strong support from PDT and community	4
Comfort	Planned project improves pedestrian or bicycling level of comfort from low (LOC 3 or 4) to high (LOC 1 or 2)	2

Phases 4 & 5. Assign Points and Calculate Prioritization Score

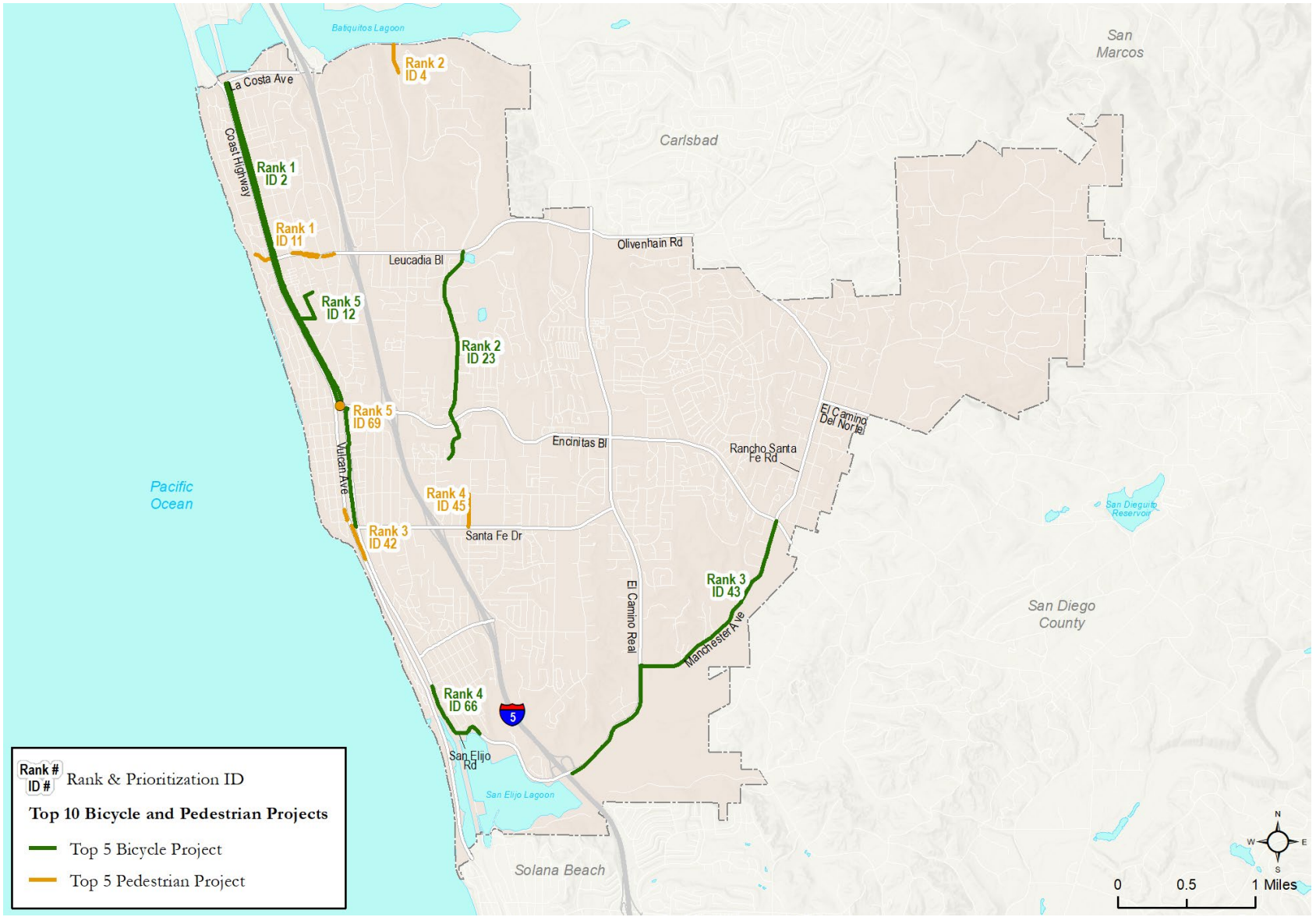
Example from **Bicycle Project Prioritization** – Input Points and Final Score

ID	Street Name	From	To	Proposed Bike Facility	Miles	Safety	Network Connect-ivity	Community Support	Access Improve-ment	GHG/VMT Reduction Potential	Project Cost	Equity	Comfort	Total Points
2	Vulcan Ave Multi-use Path	La Costa Ave	Santa Fe Dr	Class I	5.9	10	8	4	4.5	3	0	4	2	36
33	Via Montoro	Via Cantebria	El Camino Real	Class II	0.4	10	8	0	3	0	3	0	0	24

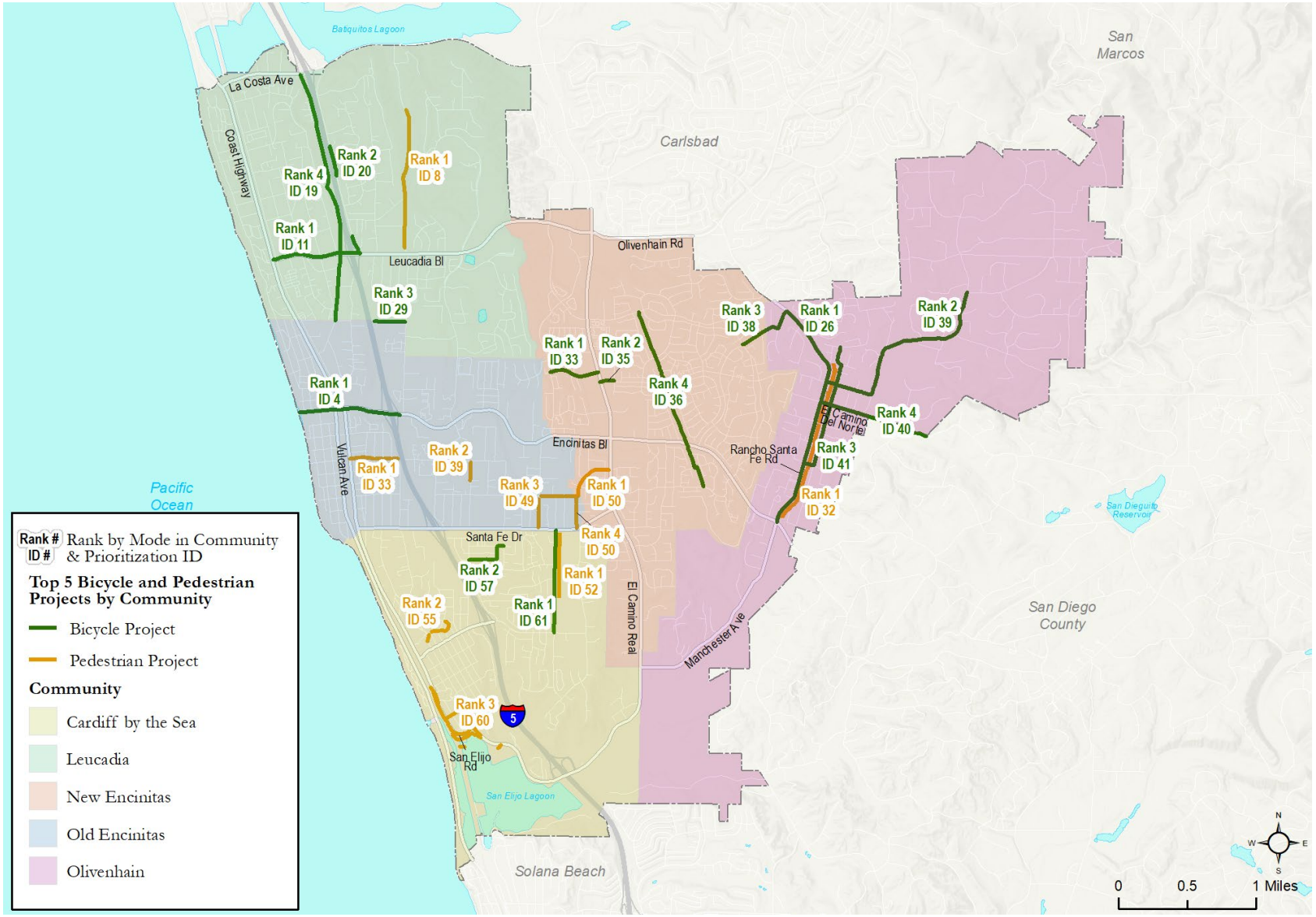
Example from **Pedestrian Project Prioritization** – Input Points and Final Score

ID	Street Name	From	To	Proposed Ped Facility	Miles	Safety	Network Connect-ivity	Community Support	Access Improve-ment	GHG/VMT Reduction Potential	Project Cost	Equity	Comfort	Total Points
11	Leucadia Boulevard	Neptune Avenue	Eolus Avenue	Sidewalk Infill	0.5	8	8	4	3	1	2	4	2	32
52	Lake Drive	Santa Fe Drive	-750 feet south of Woodgrove Drive	Sidewalk Infill	0.5	2	8	4	4.5	2	2	0	2	24.5

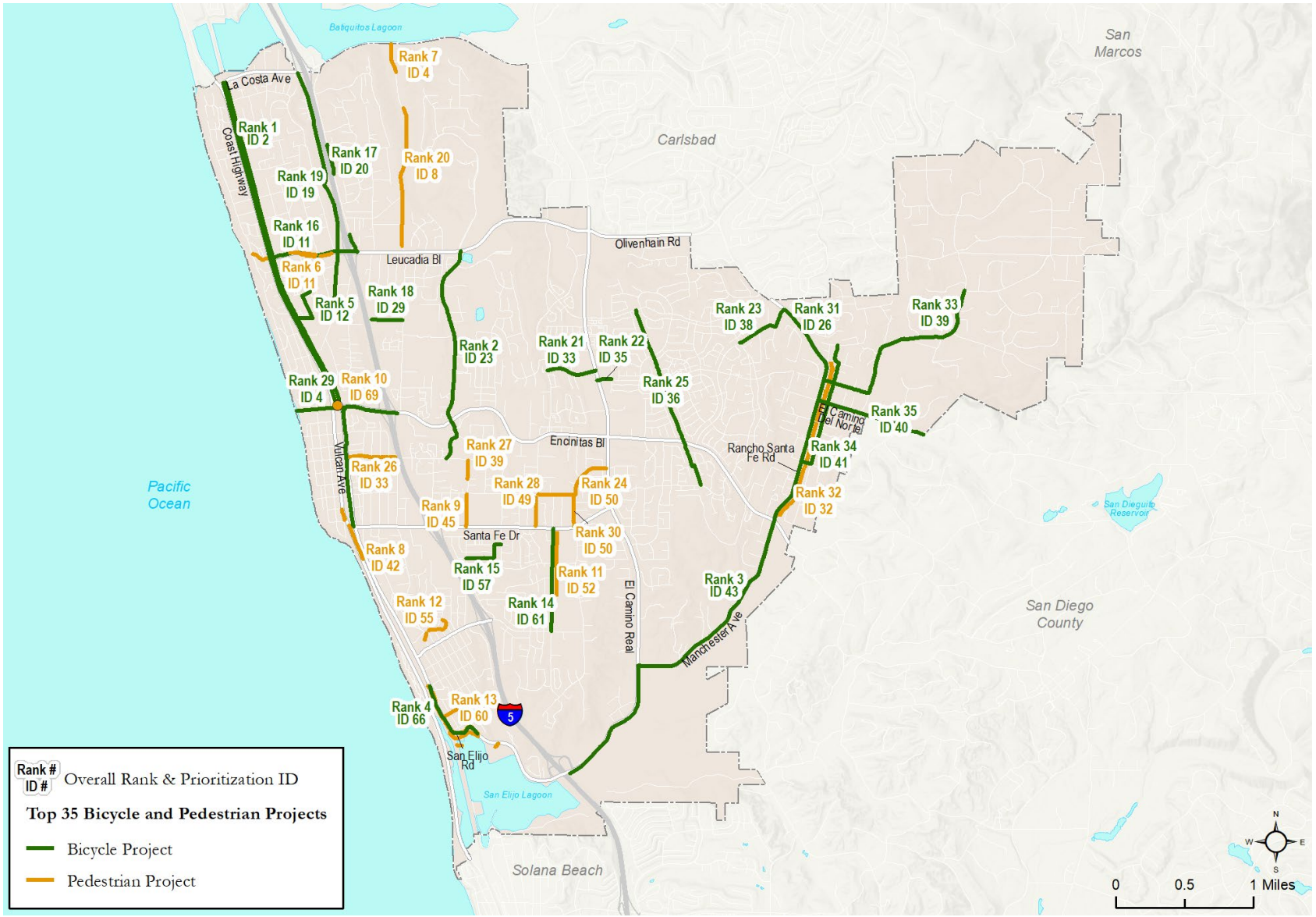
Final Top 10 Citywide Projects



Final Top 5 Projects for each Neighborhood



Final Top 35 Ranked Bicycle and Pedestrian Projects



Top 10 Citywide Projects
Conceptual Designs and Cost Estimates

Top 10 Projects - Conceptual Design

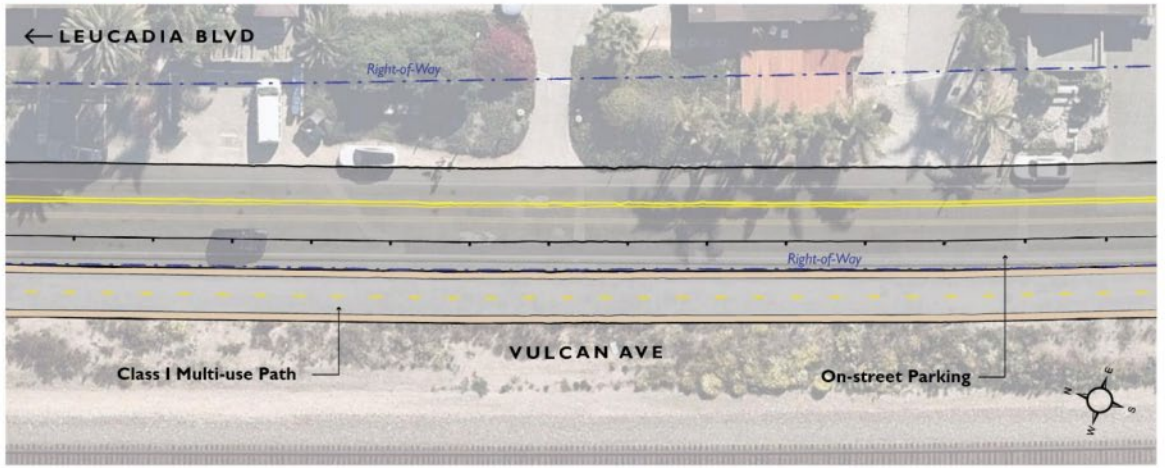
- Existing conditions/right-of-way dimensions - Google Earth and Nearmap
- Plan views and cross sections at most constrained right-of-way dimension
- When possible, the improvements were incorporated by maintaining the existing curb-to-curb and travel lane dimensions

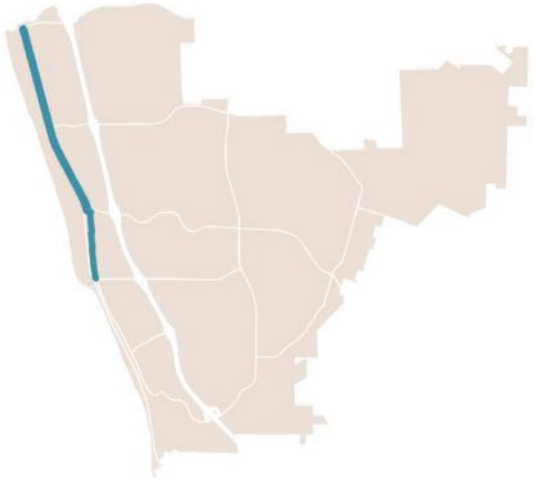
Top 10 Projects - Cost Estimation

- Construction items were quantified based on the project extents
- Retaining walls, culverts, stormwater improvements, and utility relocations were approximated
- Unit costs were gathered from recent bids with a 30% contingency added

#1 Ranked Bike Project – Vulcan Avenue Multi-Use Path

CONCEPTUAL PLAN VIEW





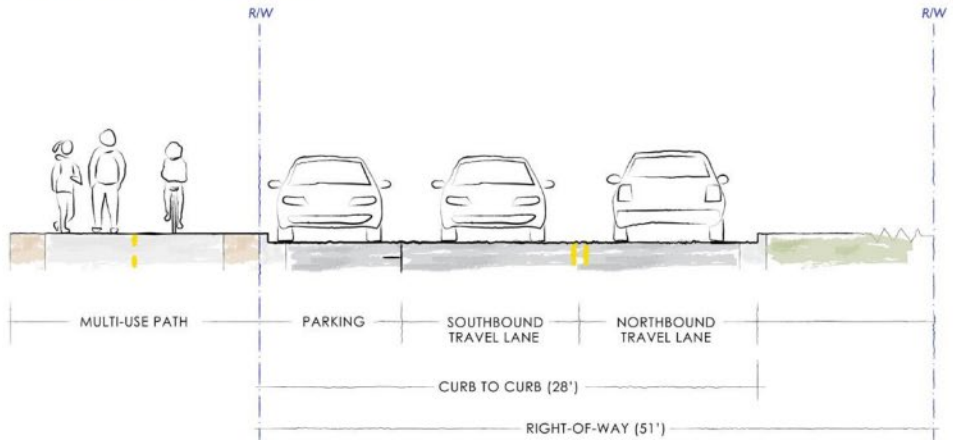
Project Description: A Class I path allowing for pedestrian and bicycle travel is planned along Vulcan Avenue from La Costa Avenue to Santa Fe Drive. This facility will provide coastal north-south connectivity from the northern city limit to the heart of Encinitas and will connect to multiple adjacent bikeways, key destinations, and residential neighborhoods.

The Mobility Element Street Typology identifies Vulcan Avenue as an Urban Village Collector.

Project Goal: To provide greater north-south coastal connectivity.

Construction Cost	$11,700,000
Contingency	$3,500,000
Engineering	$3,000,000
Construction Management	$3,800,000
Total Estimated Cost	**$22,000,000**

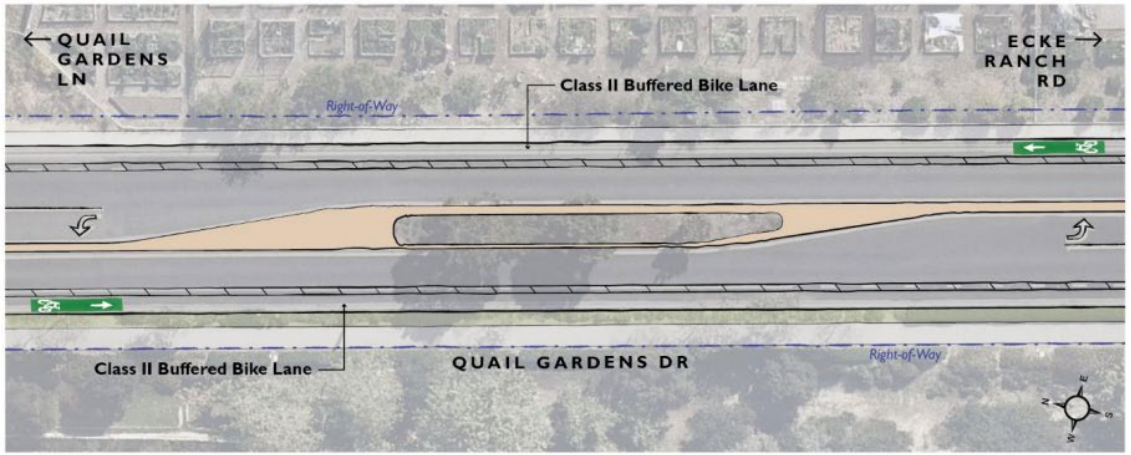
CONCEPTUAL CROSS-SECTION



Extents	La Costa Avenue to Santa Fe Drive
Mileage	5.0
Features	Class I Multi-Use Path
Rank / Score	#1 / 36 points
AIM Score	13.6
GHG Reduction	9.4 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

#2 Ranked Bike Project – Quail Gardens Drive/Westlake Street Bike Lanes

CONCEPTUAL PLAN VIEW



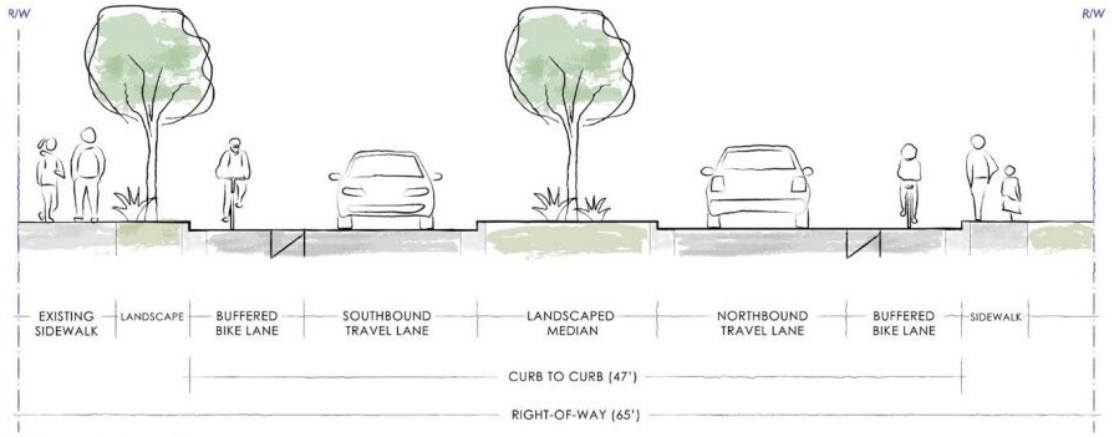
Project Description: A Class IIB (bicycle lane with buffer) facility on Quail Gardens Drive from Leucadia Boulevard to Encinitas Boulevard and a Class II (bicycle lane) on Westlake Street from Encinitas Boulevard to Requeza Street will result in a 1.6-mile dedicated bicycle facility. This will provide north-south bicycle connectivity east of I-5 and will connect to residential neighborhoods and multiple adjacent planned bikeways.

The Mobility Element Street Typology identifies Quail Gardens Drive and Westlake Street as Suburban Collectors.

Project Goal: To create north-south connectivity east of I-5.

Construction Cost	$3,800,000
Contingency	$1,200,000
Engineering	$1,000,000
Construction Management	$1,200,000
Total Estimated Cost	**$7,200,000**

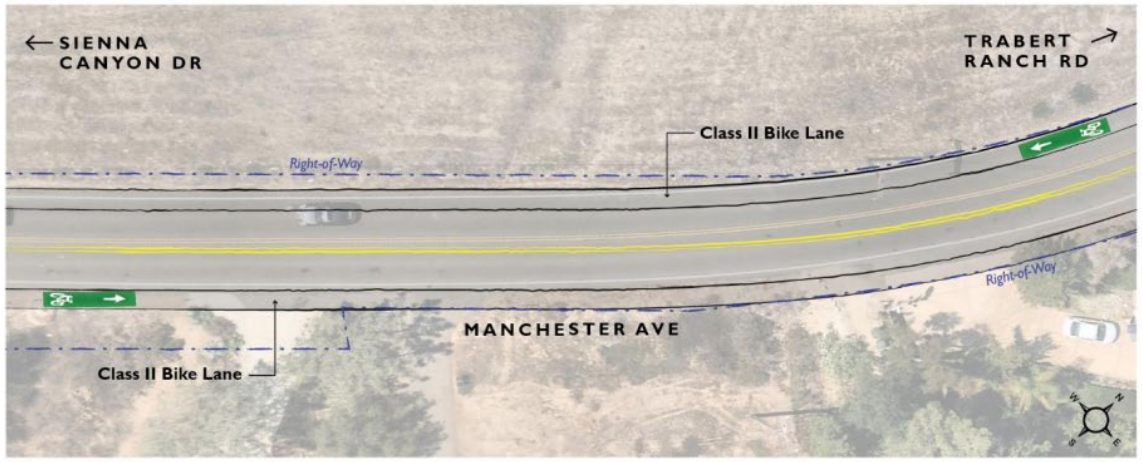
CONCEPTUAL CROSS-SECTION



Extents	Leucadia Boulevard to Requeza Street
Mileage	1.6
Features	Class II Bike Lane, Class II Buffered Bike Lane
Rank / Score	#2 / 34 points
AIM Score	5.3
GHG Reduction	3.7 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

#3 Ranked Bike Project – Manchester Avenue Bike Lanes

CONCEPTUAL PLAN VIEW



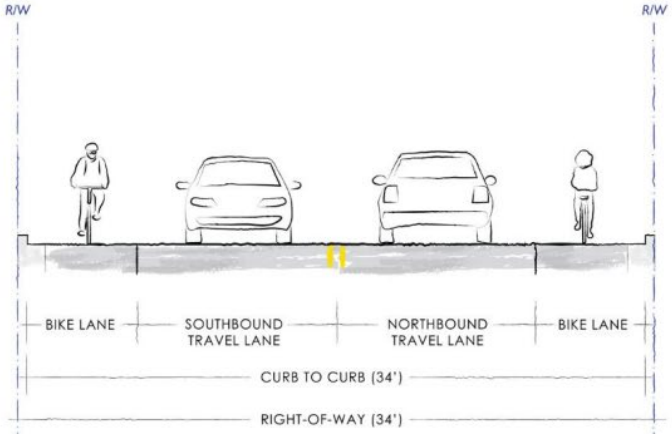
Project Description: A Class II bike lane on Manchester Avenue from Via Poco to Encinitas Boulevard will provide north-south connectivity for the eastern portion of the City, and will connect to residential neighborhoods, a commercial node, and hiking trails.

The Mobility Element Street Typology identifies Manchester Avenue from the I-5 to El Camino Real as a Suburban Connector (Major), and as Rural Collector from El Camino real to Encinitas Boulevard.

Project Goal: Provide safer connectivity on Manchester Avenue.

Construction Cost	$3,100,000
Contingency	$900,000
Engineering	$800,000
Construction Management	$1,000,000
Total Estimated Cost	**$5,800,000**

CONCEPTUAL CROSS-SECTION



Extents	Via Poco to Encinitas Boulevard
Mileage	1.6
Features	Class II Bike Lane
Rank / Score	#3 / 29 points
AIM Score	15.6
GHG Reduction	10.8 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

#4 Ranked Bike Project – San Elijo Avenue Bike Lanes and Bike Route

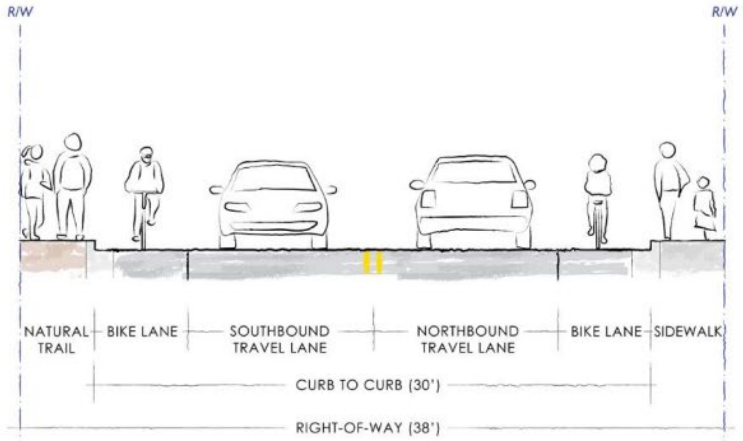
CONCEPTUAL PLAN VIEW

Project Description: A Class II bicycle lane on San Elijo Avenue from Chesterfield Drive to Kilkenny Drive and sharrows from Kilkenny Drive to Manchester Avenue will improve safety for cyclists by giving them dedicated space in the roadway.

The Mobility Element Street Typology identifies San Elijo Avenue as a Residential Neighborway.

Project Goal: To formalize the presence of bicycles in the roadway and improve safety for this stretch of San Elijo Avenue.

CONCEPTUAL CROSS-SECTION

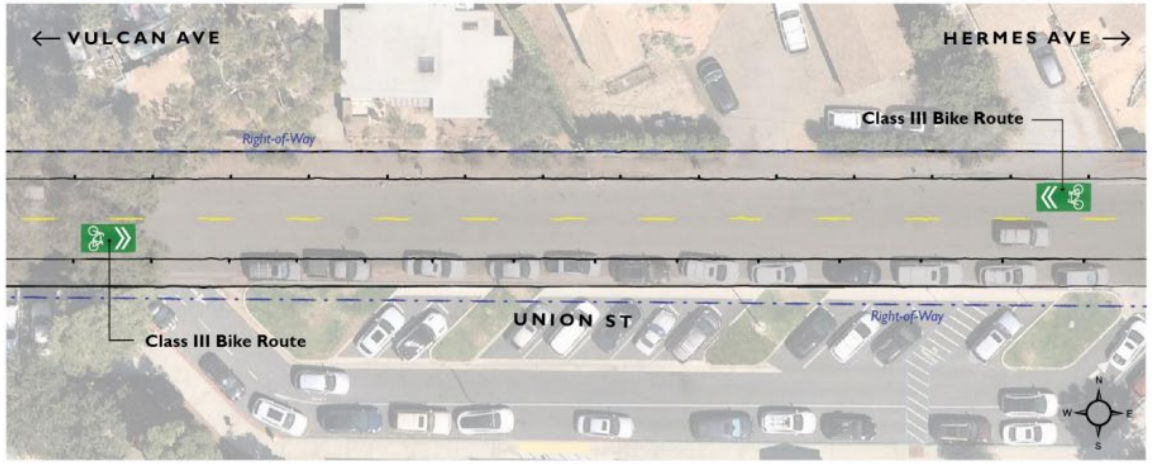


Construction Cost	$2,000,000
Contingency	$600,000
Engineering	$600,000
Construction Management	$700,000
Total Estimated Cost	**$3,900,000** *(Does not include natural trail)*

Extents	Chesterfield Drive to Manchester Avenue
Mileage	0.3
Features	Class II Bike Lane, Class III Bike Route (Sharrows)
Rank / Score	#4 / 29 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

#5 Ranked Bike Project – Union St, Hermes Ave, and Cereus Ave Bike Routes

CONCEPTUAL PLAN VIEW

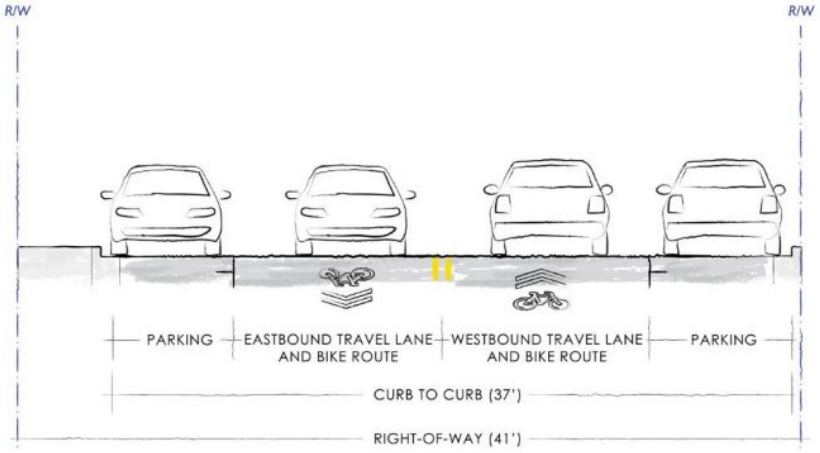


Project Description: This project provides a half-mile of continuous connectivity from Vulcan Avenue to Hygeia Avenue, where there currently are disjointed roadway segments. This Class III facility will tie into a network of planned bicycle facilities.

The Mobility Element Street Typology identifies Union Street as a Residential Local Street (Unclassified).

Project Goals: Provide safer connectivity to the Paul Ecke School and connection to the planned Vulcan Avenue Multi-Use Path, as well as other planned bicycle facilities.

CONCEPTUAL CROSS-SECTION

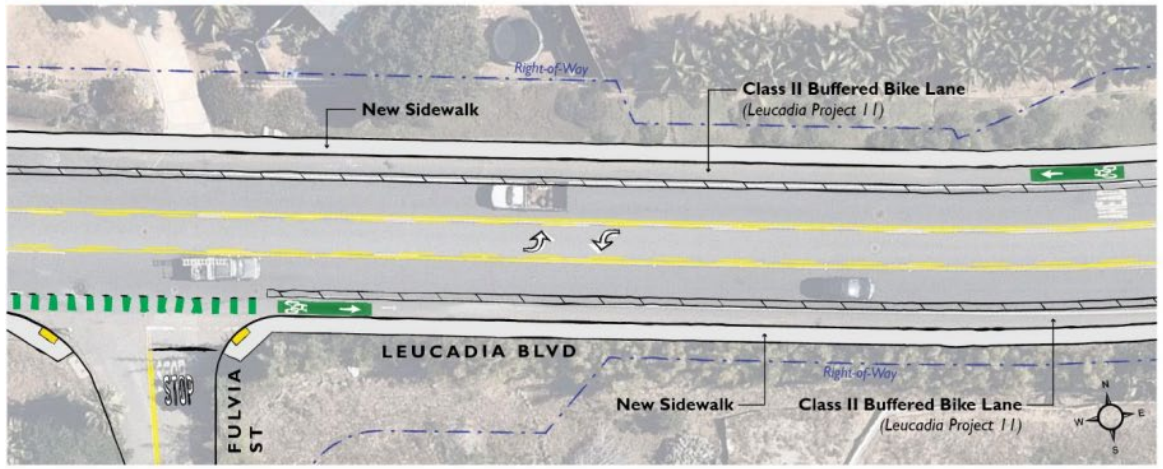


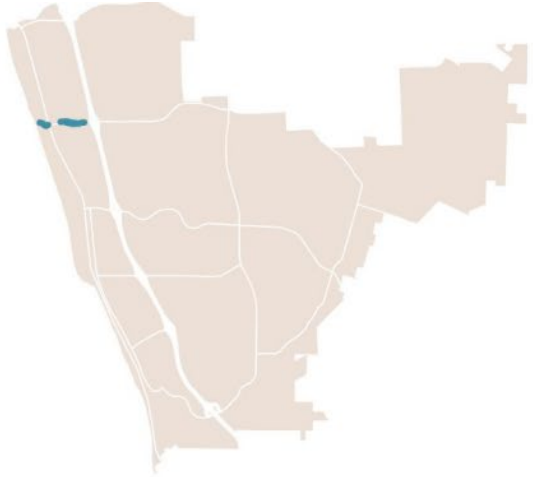
Construction Cost	$27,000
Contingency	$8,100
Engineering	$5,500
Construction Management	$5,500
Total Estimated Cost	**$46,100**

Extents	Vulcan Avenue to Hygeia Avenue
Mileage	0.5
Features	Class III Bike Route
Rank / Score	#5 / 28.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

#1 Ranked Pedestrian Project – Leucadia Boulevard Sidewalk Infill

CONCEPTUAL PLAN VIEW





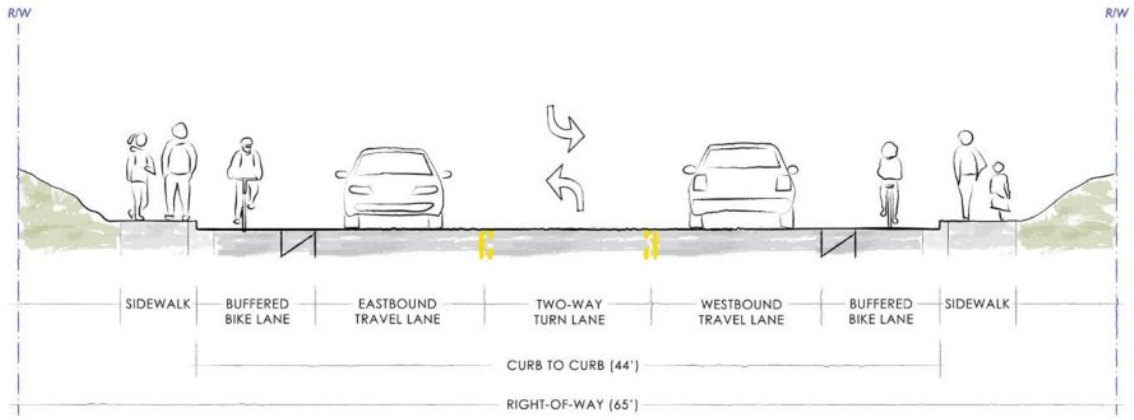
Project Description: The western terminus of this project is about 100 feet from beach access to Leucadia State Beach, also known as Beacons. The sidewalk infill project will create recreational beach access to communities west of the Interstate 5.

The Mobility Element Street Typology identifies Leucadia Boulevard as an Urban Village Collector.

Project Goals: To create pedestrian access to the beach.

Construction Cost	$1,600,000
Contingency	$500,000
Engineering	$450,000
Construction Management	$550,000
Total Estimated Cost	**$3,100,000** *(Does not include bike lanes)*

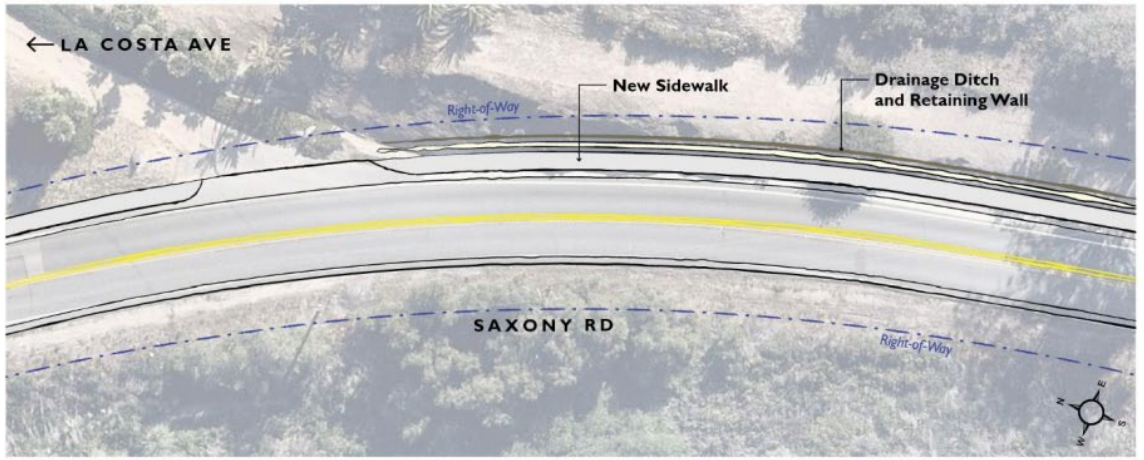
CONCEPTUAL CROSS-SECTION



Extents	Neptune Avenue to Eolus Avenue
Mileage	0.5
Features	Sidewalk Infill
Rank / Score	#1 / 32 points
AIM Score	0.3
GHG Reduction	0.2 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

#2 Ranked Pedestrian Project – Saxony Road Sidewalk Infill

CONCEPTUAL PLAN VIEW

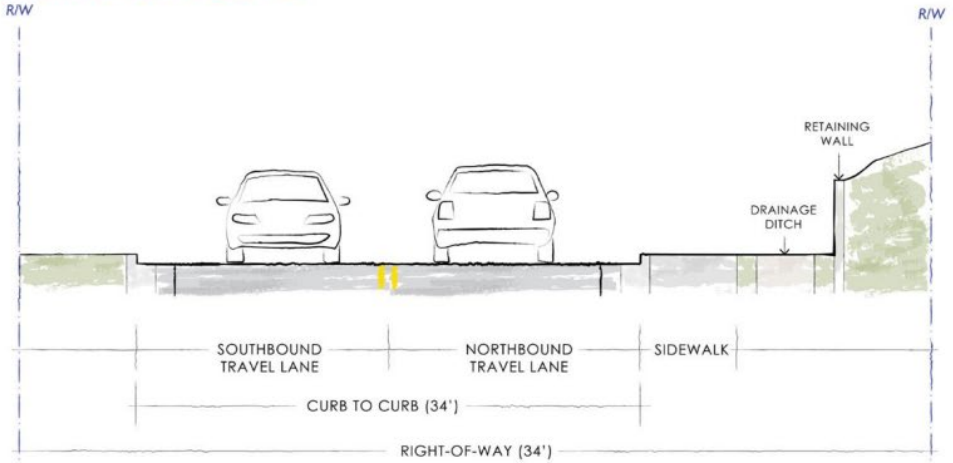


Project Description: This project will add a missing sidewalk on the east side of Saxony Road for approximately 1,000 feet south of La Costa Avenue. La Costa Avenue has sidewalks from the intersection with Saxony Road to just west of Interstate 5, as well as east to the intersection with El Camino Real and beyond. Saxony Road also has a sidewalk which begins at the southern terminus of this project.

The Mobility Element Street Typology identifies Saxony Road as a Suburban Collector.

Project Goals: To fill the missing gap in the sidewalk network.

CONCEPTUAL CROSS-SECTION

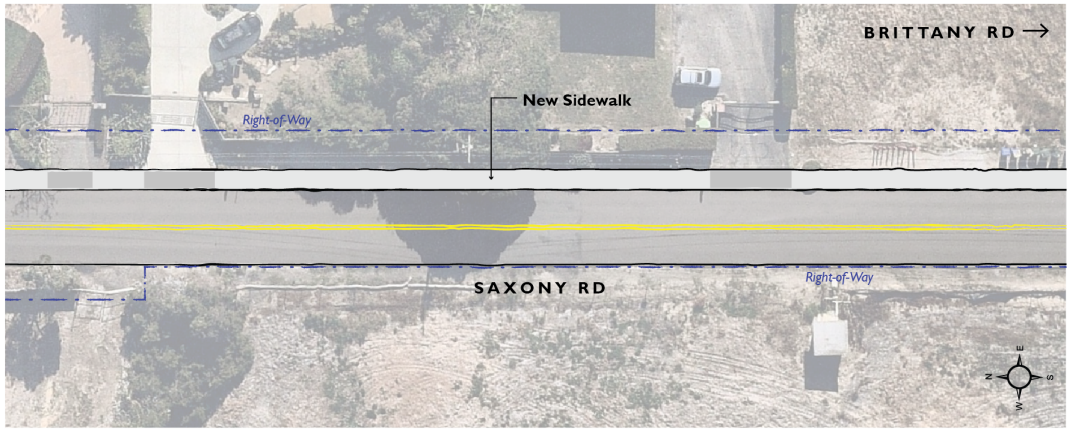


Construction Cost	$500,000
Contingency	$150,000
Engineering	$130,000
Construction Management	$170,000
Total Estimated Cost	**$950,000**

Extents	La Costa Avenue to ~1,000 feet south of La Costa Avenue
Mileage	0.2
Features	Sidewalk Infill
Rank / Score	#2 / 28.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

*Top 5 Leucadia Projects – #5 Ranked – Saxony Road Sidewalk Infill (could be combined with last slide)

CONCEPTUAL PLAN VIEW

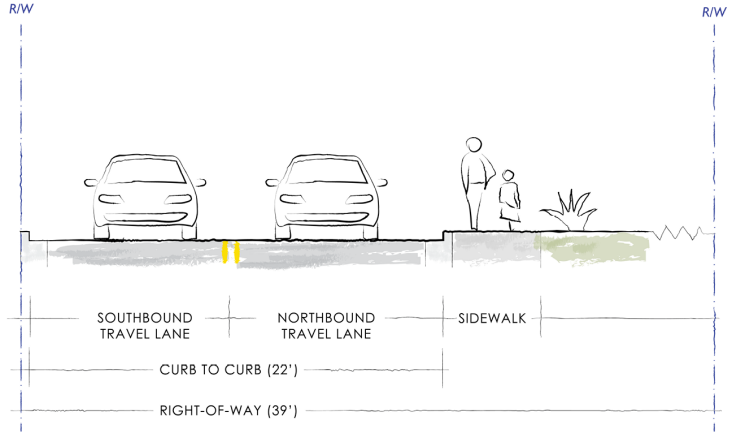


Project Description: This project would build a sidewalk on Saxony Road from just north of Quail Hollow Drive to Leucadia Boulevard. This project, when coupled with Project ID 4 (one of the Citywide top 5 pedestrian projects) and the existing sidewalk, would create a continuous sidewalk from La Costa Avenue to Leucadia Boulevard.

The Mobility Element Street Typology identifies Saxony Road as a Suburban Collector.

Project Goals: To create greater north-south intra-community connectivity.

CONCEPTUAL CROSS-SECTION



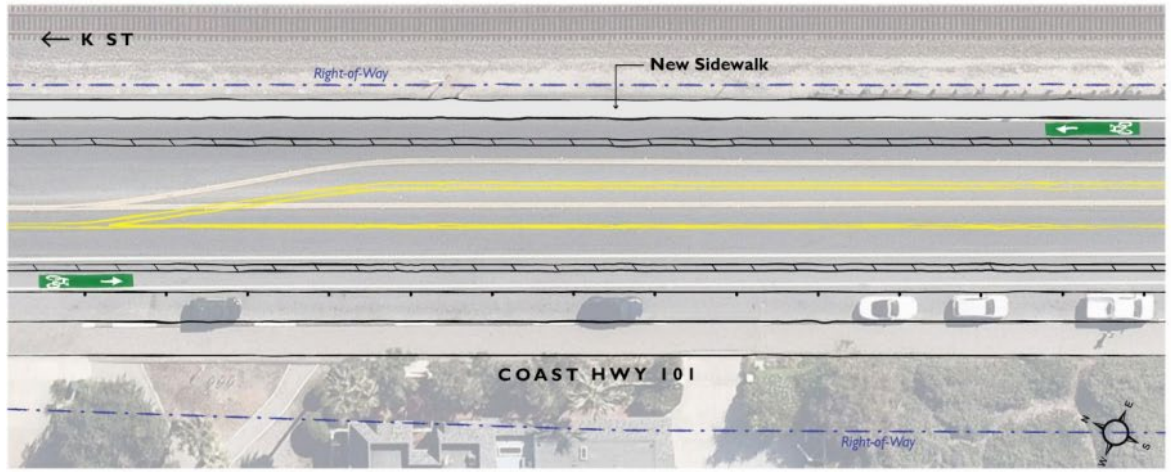
Estimated Project Cost
$369,000

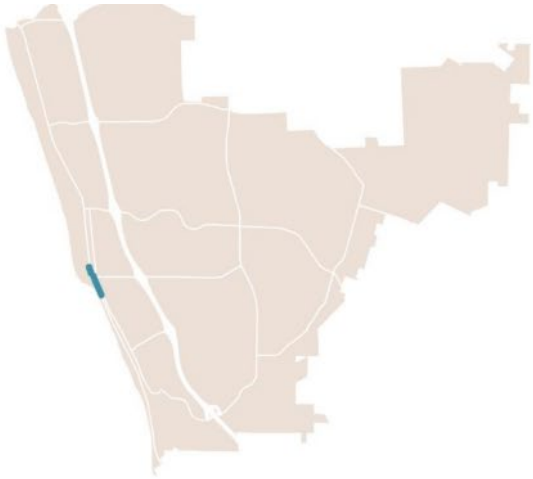
Additional Considerations
Grading or a retaining wall will be needed for the length of the sidewalk, and utilities will need to be relocated.

Extents	~2,000 feet north of Quail Hollow Drive to Leucadia Boulevard
Mileage	1.0
Features	Sidewalk Infill
Rank / Score	#1 (Ped Leucadia) / 21 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

#3 Ranked Pedestrian Project – Coast Highway 101 Sidewalk Infill

CONCEPTUAL PLAN VIEW





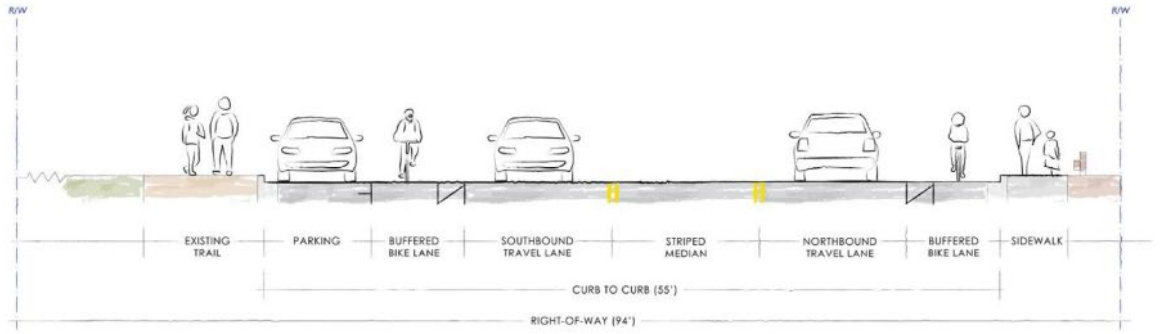
Project Description: The project would fill a missing section of sidewalk in an area of high pedestrian activity.

The Mobility Element Street Typology identifies Coast Highway as an Urban Village Collector.

Project Goals: To fill the missing gap in the sidewalk network in an area that has a high volume of pedestrian activity.

Construction Cost	$320,000
Contingency	$90,000
Engineering	$90,000
Construction Management	$100,000
Total Estimated Cost	**$600,000**

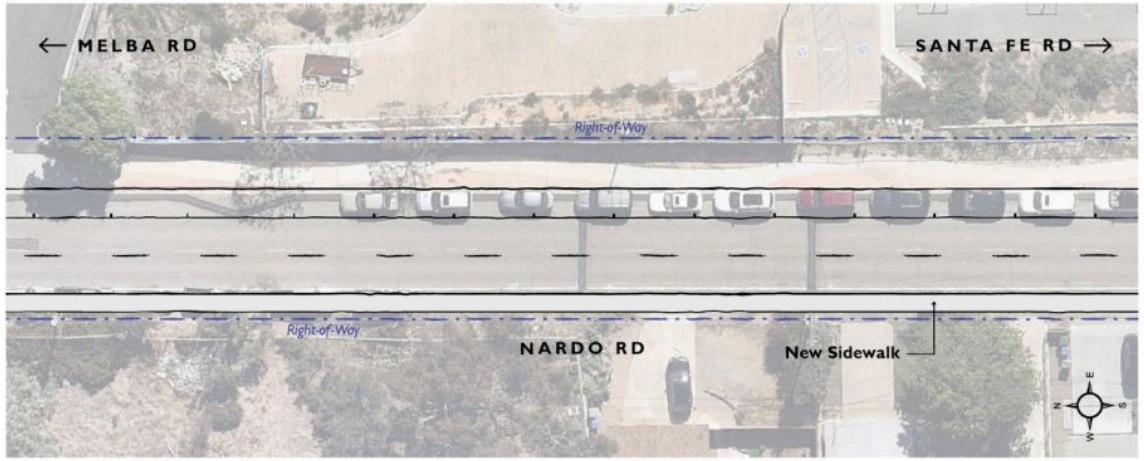
CONCEPTUAL CROSS-SECTION



Extents	J Street to ~1,500 feet south of K Street
Mileage	0.3
Features	Sidewalk Infill
Rank / Score	#3 / 27 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

#4 Ranked Pedestrian Project – Nardo Road Sidewalk Infill

CONCEPTUAL PLAN VIEW



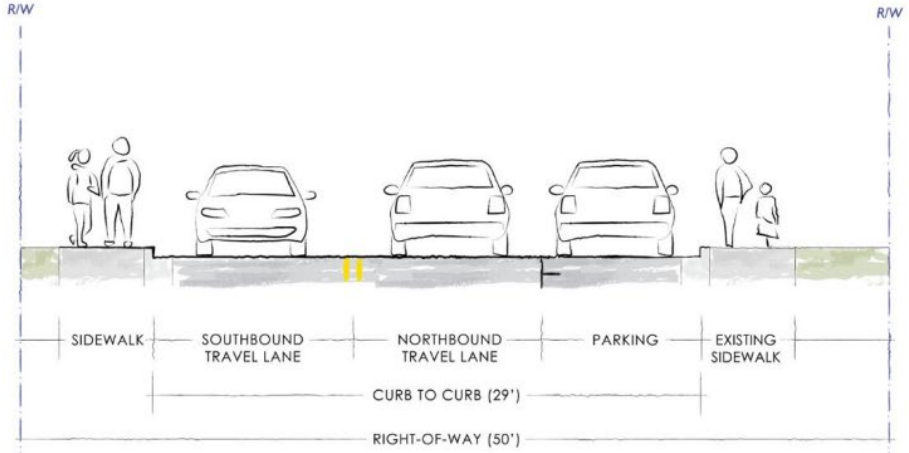
Project Description: The western side of Nardo Road currently does not have a sidewalk. This project would install this missing sidewalk. Given that Nardo Road abuts San Dieguito Academy High School, this is an area with a significant amount of pedestrian activity.

The Mobility Element Street Typology identifies Nardo Road as a Suburban Collector.

Project Goals: To fill the missing gap in the sidewalk network in an area that has a high volume of pedestrian activity.

Construction Cost	$420,000
Contingency	$130,000
Engineering	$110,000
Construction Management	$140,000
Total Estimated Cost	**$800,000**

CONCEPTUAL CROSS-SECTION



Extents	Melba Road to Santa Fe Drive
Mileage	0.2
Features	Sidewalk Infill
Rank / Score	#4 / 26 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

#5 Ranked Pedestrian Project – Encinitas Boulevard & Vulcan Ave Pedestrian Crossing

CONCEPTUAL PLAN VIEW

Project Description: This project would install a pedestrian crossing at the intersection of Vulcan Avenue/Coast Highway 101 and Encinitas Boulevard.

Project Goals: To create a safer pedestrian crossing.

Construction Cost	$590,000
Contingency	$180,000
Engineering	$160,000
Construction Management	$190,000
Total Estimated Cost	**$1,120,000**

CONCEPTUAL CROSS-SECTION

ALBERTA MOTOR ASSOCIATION

GLOBAL DESIGNING CITIES INITIATIVE

Extents	Vulcan Avenue/Coast Highway 101 to Encinitas Boulevard
Mileage	N/A
Features	Pedestrian Crossing
Rank / Score	#5 / 26 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

Funding

Funding Opportunities

Regional Funding

- Active Transportation Grant Program (ATGP) – SANDAG
- Smart Growth Incentive Program (SGIP) – SANDAG
- Specialized Transportation Grant Program (STGP) – SANDAG

Federal Funding

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – USDOT
- Reconnecting Communities Pilot Program – USDOT

Statewide Funding

- Active Transportation Program (ATP) – Caltrans
- Affordable Housing and Sustainable Communities Program (AHSC)
- Solutions for Congested Corridors Program
- Highway Safety Improvement Program (HSIP) – Caltrans
- Local Streets and Roads Program (LSRP) – Caltrans
- Office of Traffic Safety (OTS) Grant Program
- Public Access Program – California Wildlife Conservation Board
- Regional Trails Program (RTP) – California Parks Department
- Sustainable Communities Grants – Caltrans
- Transformative Climate Communities – California Strategic Growth Council
- Urban Greening Program – California Natural Resources Agency

Q&A

Thank you

encinitasca.gov/MAPEncinitas

CONTACT
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ejedynak@encinitasca.gov