TO: Shannon Baer, Rick Engineering

FROM: Phuong Nguyen, PE; CR Associates

DATE: December 15, 2023

RE: El Camino Real Specific Plan – Transportation Impact Analysis Technical Memorandum

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This technical memorandum documents the results of the transportation impact analysis conducted for the El Camino Real Specific Plan (the "Project").

Project Description

The El Camino Real Specific Plan (ECRSP) is located within the City of Encinitas (City), which is an approximately 19.6 square mile city located along approximately 6 miles of Pacific Ocean coastline in northern San Diego County. The ECRSP Specific Plan Area (SPA) encompasses approximately 228-acres covering the geographic area along El Camino Real from roughly Encinitas Boulevard to the south, through to Olivenhain Road to the north. The segment of El Camino Real within the SPA is a wide 6- to 8-lane major arterial roadway with buffered bike lanes and sidewalks along each side. El Camino Real is an important transportation corridor, providing connections to destinations within the City, as well as the cities of Carlsbad and Oceanside to the north. It is primarily fronted by commercial and office uses, with two mobile home parks (Park Encinitas and Green Valley Mobile Estates) located along the west side of El Camino Real.

The ECRSP is intended to bring about intentional reimaging of the El Camino Real corridor through streetscape improvements and high-quality commercial development, while retaining community character and functionality. The ECRSP also establishes objective design standards for incoming residential development utilizing State housing legislation.

The ECRSP sets the foundation for how the SPA will operate, based upon identified goals and regulations relating to a range of topics, including land use, urban design, parks and open space, streetscape, transportation, and sustainable infrastructure. The intent of the ECRSP is to facilitate revitalization in the SPA through the creation of a vibrant, diverse, and pedestrian-friendly area that becomes a destination for residents and visitors to live, work and shop. This will be achieved through encouraging new development that is sensitive and compatible to the context of the surrounding residential community.

Existing development patterns have resulted in the SPA being heavily oriented towards vehicular travel, generally designed for drive-up shopping. This has resulted in adjacent parcels largely disconnected as there is a lack of circulation and access between commercial centers throughout the SPA. This is exacerbated by the high volumes of traffic that currently use El Camino Real as a main north/south thoroughfare with high levels of both through and local traffic. The high volumes of traffic, in combination with a lack of protected bicycle facilities and indirect pedestrian connections, results in a vehicle-oriented corridor that discourages multimodal transportation. It became evident during the ECRSP development process that further development could exacerbate these issues,

depending on the design approach. As such, the ECRSP prioritizes an integrated, multimodal network of streets, bike paths, sidewalks, and trails that provide connections between sites along El Camino Real.

The multimodal-oriented approach supports the community's vision of El Camino Real as a place that has enhanced pedestrian, cyclist, and transit infrastructure. Additionally, this approach will facilitate mobility connections between adjacent land parcels that have historically been disconnected and reduce a dependance on drive-up shopping. The overall intent is to make travel throughout the El Camino Real corridor safe and accessible to all users, while balancing the need to provide vehicular access and through travel.

The ECRSP offers design guidelines and parking standards but does not seek to modify the zoning or land use densities within the SPA. Therefore, the transportation impact analysis is limited to the proposed changes in the transportation network. Detailed descriptions and visuals of these improvements, categorized by travel mode, are available in Chapter 5 of the ECRSP.

For **vehicle** and roadway changes, the ECRSP suggests introducing adaptive signal controllers to better manage heavy left-turn demands and adapt to fluctuating travel patterns. This could lead to shorter or fewer left-turn lanes. Consistent with the Mobility Element update, the plan also involves reclassifying Mountain Vista Drive and Garden View Drive (east of El Camino Real) from Local Streets to Suburban Collectors (augmented) to better match their current characteristics, without increasing their capacity. Proposed roadway network classifications are shown in **Figure 1**.

Regarding **transit**, the Project does not specify alterations to the existing network or its connections. Nevertheless, future development within the SPA might necessitate an expanded public transit system with increased frequency and connectivity. The plan advocates for improved transit facilities across the SPA, including enhanced bus stops with amenities such as signage, benches, shelters, ADA-compliant pads, unobstructed sidewalks, trash cans, and lighting. Proposed improvements to transit stops are shown in **Figure 2.**

For **bicycles**, the Project plans to install cycle tracks along El Camino Real, from Leucadia Boulevard/Olivenhain Road to south of Encinitas Boulevard. These separated facilities would be implemented by placing physical separations within the existing marked buffer zone of the bicycle lane. Additional lane narrowing may be considered to increase separation from vehicular traffic and further improve bicyclist comfort and safety. The design phase should focus on minimizing conflicts between cyclists and motorists at driveways, right-turn lanes, and intersections. Other planned bicycle infrastructure includes buffered bike lanes on Garden View Road and Mountain Vista Drive, bike lanes on Via Montoro and Via Molena, and multi-use paths along the south side of Encinitas Boulevard to the west of El Camino Real and along the south side of Leucadia Boulevard also to the west of El Camino Real. Proposed bicycle network recommendations are shown in **Figure 3.**

For **pedestrians**, the Project aims to enhance intersection safety and accessibility. This includes upgrading crosswalks to high-visibility designs, adding advanced stop bars, curb extensions, pedestrian countdown signals, and ADA-compliant surfaces. Trailheads are also set to be improved with clearer entrances and signage. Proposed pedestrian improvements are shown in **Figure 4**.

Figure 1 Roadway Network

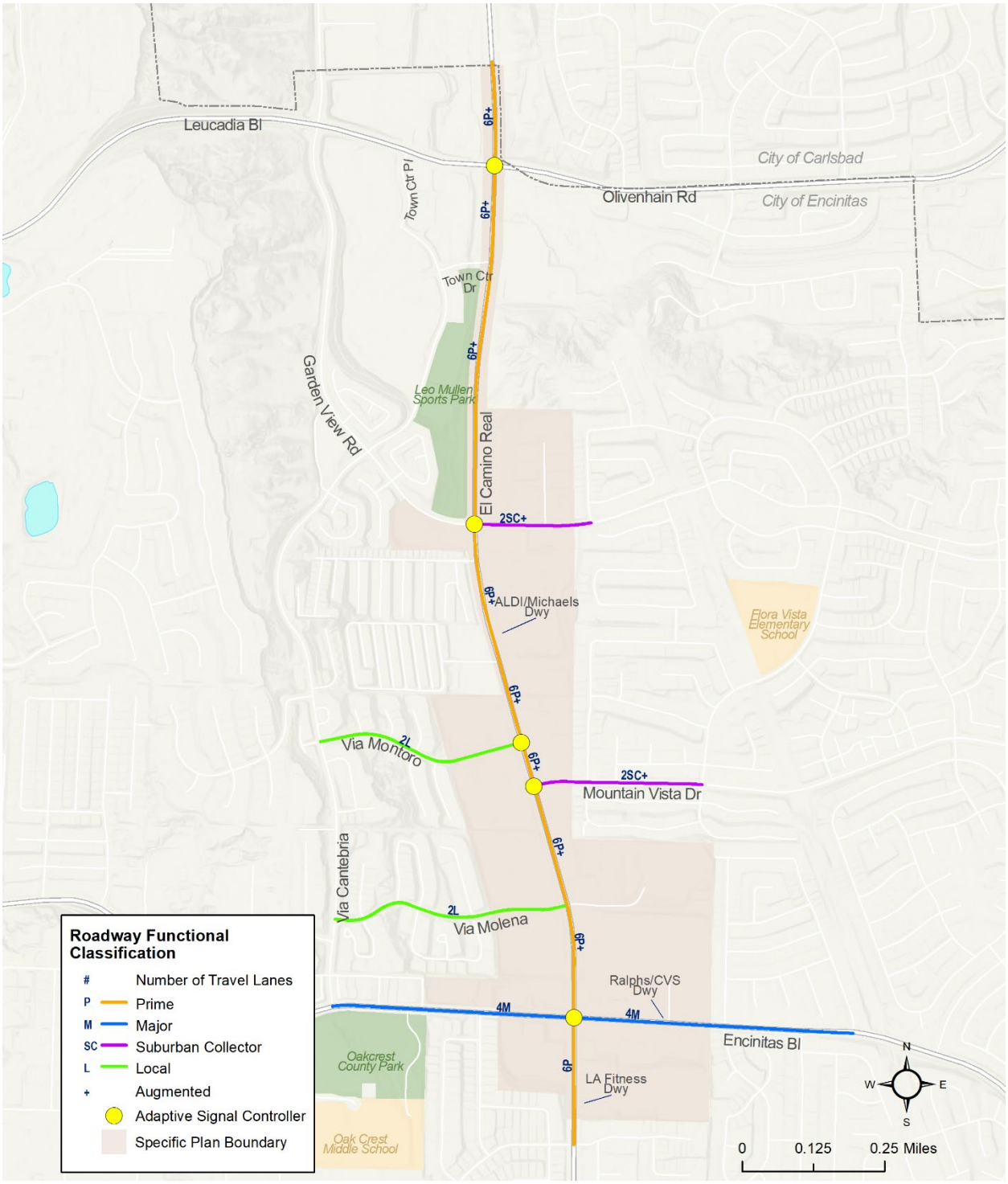


Figure 2 Transit Network

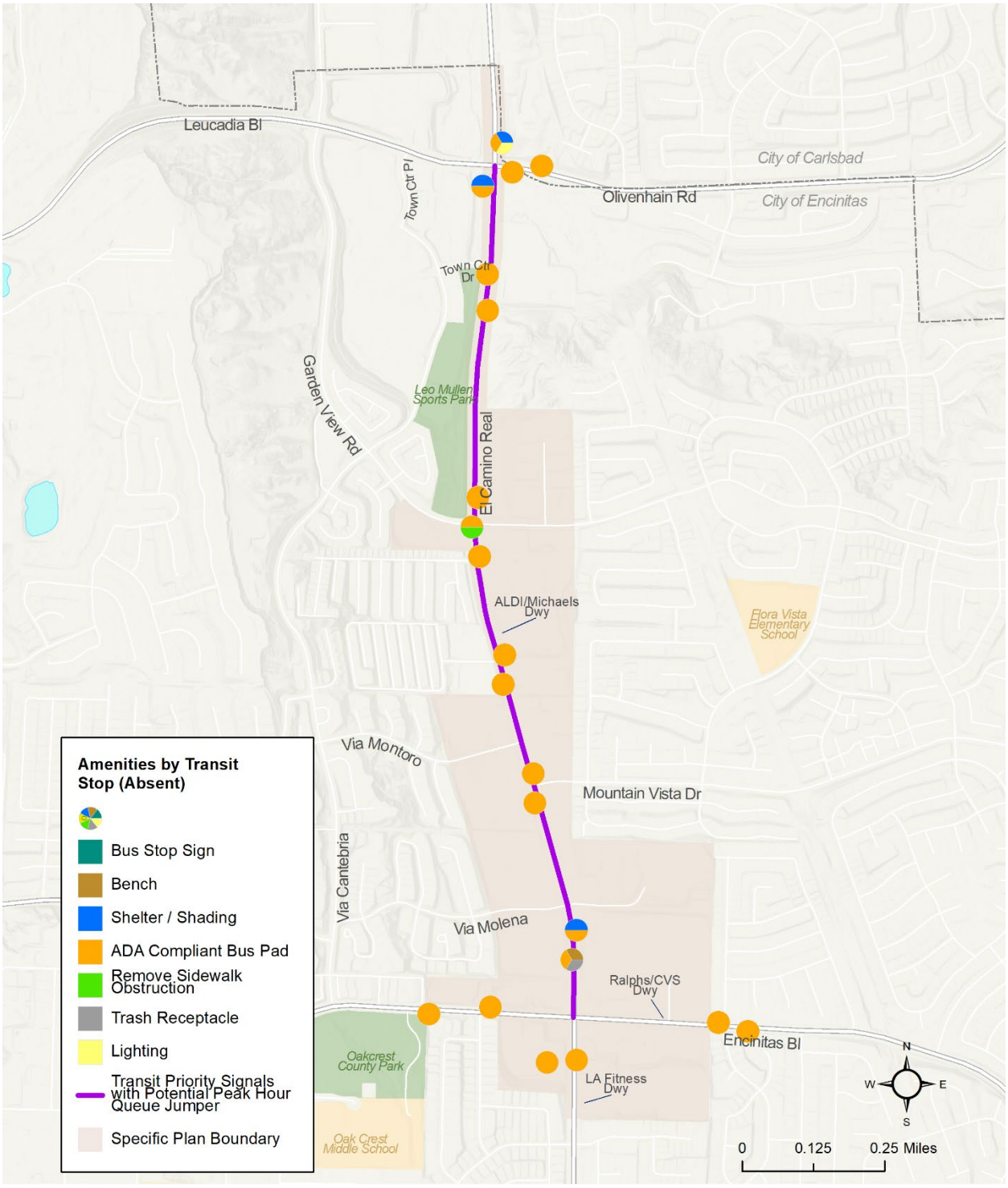


Figure 3 Bicycle Network

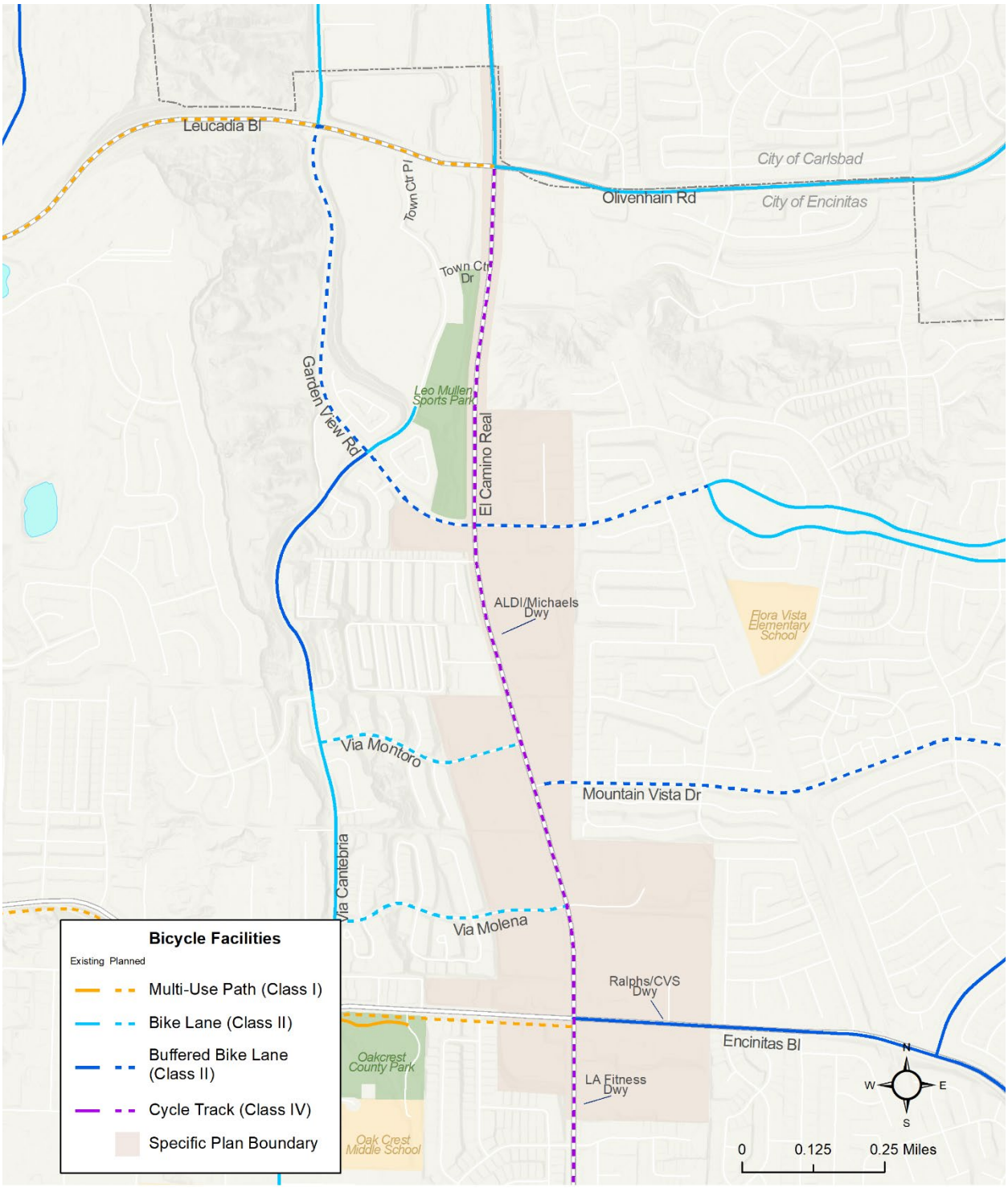
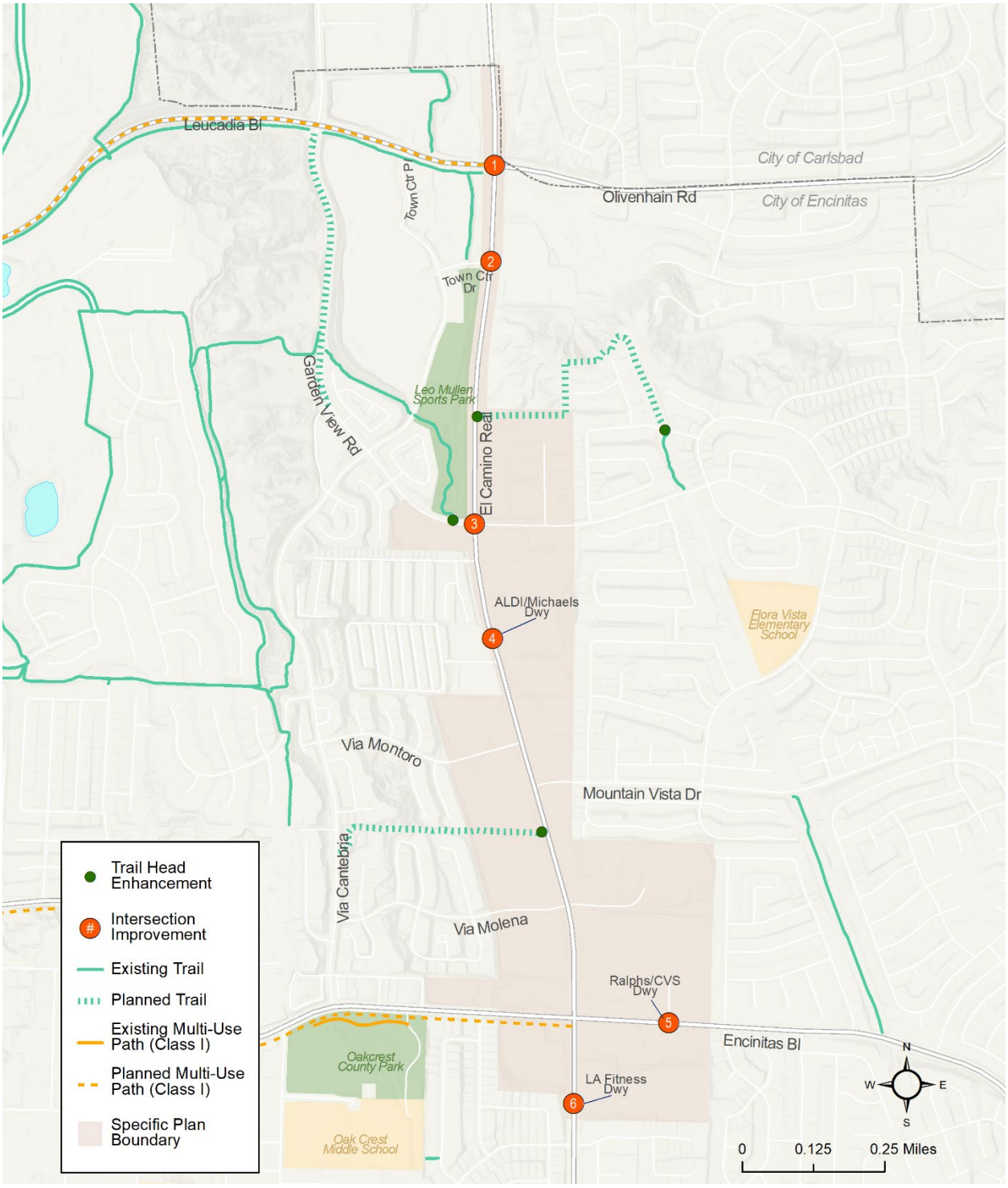


Figure 4 Pedestrian Network



Analysis Methodology

This memorandum was prepared in accordance with the City of Encinitas SB-743 VMT Analysis Guidelines (November 2023) and in compliance with California Code of Regulations Title 14 Section 15064.3.

Appendix E of the VMT Analysis Guidelines provides a list of transportation projects that are presumed to have a less than significant impact on transportation. Transportation projects that are not presumed to have a less than significant impact on transportation are required to conduct a VMT analysis. A significant transportation impact occurs if the project results in a net increase in VMT. Relevant excerpt of the VMT Analysis Guidelines is provided in **Attachment A.**

Note that the ECRSP is a project that is presumed to have a less than significant impact due to it not proposing a change or intensity in land use and providing multi-modal and streetscape improvements, supporting analysis are provided in the next section.

Transportation Impact Analysis

The findings regarding the Project, based on its features, recommendations, and the screening checklist in Appendix E of the VMT Analysis Guidelines, are as follows:

The Project is consistent with the City of Encinitas Mobility Element and proposes additional enhancements to the multimodal transportation network. Consequently, it does not conflict with any existing program, plan, ordinance, or policy related to the circulation system, including transit, roadways, and bicycle and pedestrian facilities.

In light of the VMT Analysis Guidelines' screening criteria for transportation projects, the Project's focus on improving traffic signal operations through adaptive signal controllers at six intersections within the SPA suggests it is unlikely to cause a notable increase in vehicle travel. Therefore, the Project is not expected to have a significant impact on transportation. Furthermore, the Project's emphasis on enhancing multimodal environments may reduce VMT by promoting the use of alternative transportation modes. All of the Project's features met the screening criteria in Appendix E of the VMT Analysis Guideline, as such the Project would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis. Hence, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The Project does not include the construction of new roadways within the SPA. Multi-modal and roadway recommendations are provided at the programmatic level, with no actual designs proposed. All recommended improvements will be evaluated during the design phase and will adhere to prevailing standards, such as those in the California Manual of Uniform Traffic Control Devices (CA-MUTCD) and any applicable environmental review. As such, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). For the same reasons as above, the Project would not result in inadequate emergency access.

Based on these considerations, it can be concluded that the (ECRSP would not result in significant transportation-related impacts under the California Environmental Quality Act (CEQA).

Attachment A - VMT Analysis Guidelines Screening Criteria

Transportation Project Screening Criteria

The following complete list is provided in the OPR Technical Advisory (December 2018, Pages 20-21) and refined for the City of Encinitas for transportation projects that, "would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis."

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation, such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Closing gaps in the transportation network in conformance with the Circulation Element of the General Plan where the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts, or traffic circles
- Traffic signal modifications and new traffic signals where warrants are met by existing levels of traffic and the project improves accessibility for active transportation.
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor