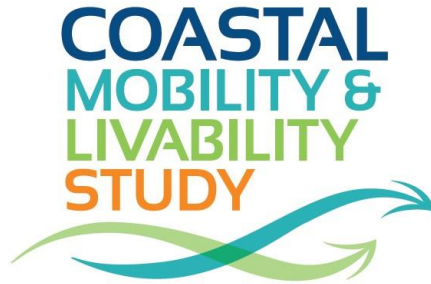




## Appendix C

### Commission and Committee Input



## **City of Encinitas Commissions and Committees: Input on Issues and Opportunities**

### **Youth Commission (October 5, 2016)**

#### *Active Transportation*

- Trail from Cottonwood Creek in Leucadia is a nice feature
- Make a bigger bike lane on Coast Highway 101
- No one walks or bikes to school because of limited time
- Nice to add trails with landscaping
- East side of Manchester is dangerous for walking/biking; a lot of accidents
  - Also scary for motorists with cars traveling fast
- Restaurants and beach access points are important locations for facilities
- It would be good to extend access through the north Leucadia for better walking

#### *Auto*

- Weekends and summer parking is really bad-provide increased parking that time of year
- How many people use Whole Foods structured parking?
- North 101 even making dirt parking legal
- Coast Highway 101 rush hour is difficult
- Walking not a big deal if you park further away from your destination, rather it's part of the scene
- Sometimes you have to search 15-20 minutes for parking
- When I came downtown I will park at the Moonlight Beach parking lot
- Hard to back out of parking on Coast Highway 101 in Downtown Encinitas
- Little to no parking on 2<sup>nd</sup> and 3<sup>rd</sup> streets in Downtown Encinitas
- Vulcan in Leucadia- move paved parking in areas on west side where people are parking and by beach access

## *Railroad*

- Vulcan in Leucadia
  - Can't cross must cross at Leucadia at 7 Eleven or Encinitas if you want to go to Pannikin; it's dangerous
  - Another crossing is needed
  - A lot of kids cross creating safety issues
  - Surfers cross tracks
    - Suggests we have a problem for people walking to beach
    - Fencing is okay if there are adequate crossings
  - If you enforce the rules, more people will cross
  - Nice to have quiet zone. Hear it at night.
  - Goat head thorns and the existing ditch are problems on Vulcan

## *Design/ATP*

- Grass for linear park along rail corridor could be a benefit if adequate access is available
- Restaurants and beach access points: important facilities and design features

## **Cultural Tourism Committee (October 6, 2016)**

### *Active Transportation*

- Trail crossings
- Safe way to move between the communities—safe routes for walkers/families
  - Walkability east-west connections on Encinitas Boulevard
- Mira Costa: Access to campus
  - Experience to locations (ex: strollers in Cardiff)
- Encinitas Chamber of Commerce: Connections important
  - Leucadia Mainstreet: Create places with access
- Leichtag: biking Encinitas Boulevard to Saxony Road is dangerous with no buffered lanes
- Leucadia Community Character: Condition of railroad tracks and issues such as the canopy
  - Accessibility to businesses with walkability
- Safe routes shall be analyzed
- Encinitas Blvd on Saxony: bikers on Saxony
  - Send visitors who ride bikes to Quail Gardens
  - Provoke thought
  - Encourage people to attend
- Historic District: bike riding on San Elijo and Vulcan not safe
- Safe way to move from one community to the next for families
- Mira Costa College: transit feasibility study: RFP was sent, but no response
  - Still talking to NCTD
  - Planned improvements?
  - Ways to get to campus with public transportation
  - Would should feel friendly
- Improved bike path under freeways (North Coast Corridor)
- Escalator or elevator back up Encinitas Blvd walking under freeway
- Encinitas Chamber: connections between the communities is important

### *Auto*

- Parking needed to visit businesses in the Cardiff and Leucadia Community areas
- Leucadia Mainstreet- More parking creates closer access but also more traffic with the parking
- Leucadia Mainstreet- Surplus with shared agreements on private lots
- Business owner:
  - Parking in Lumberyard is an issue: hourly limited parking is useful

- City Lot: escalation; parking and accessibility
- Vulcan Avenue/San Elijo Avenue dangerous
- Parking—proponent of trains
  - Connections: ex-access and impediments (train to library)
- Cardiff parking in summer is difficult
- Downtown parking meters: support
- Paid parking should be paid only for tourists, not residents
- Underground parking structure at City Hall with SANDAG or other sources
- Regional Transportation Plan estimated 600 parking spaces at Town Station by 2030
- Leucadia Mainstreet; meters are difficult situation with businesses
- Transit study: we should access all modes of active transportation and look into potential shuttle services
- Library parking is an issue: Train access, up a steep hill on D Street: Can anything be done?
- If more parking will draw people? What is our max capacity?
  - Think about peak hours for parking

### *Railroad*

- Rail Trail: Is the location unknown?
- Rail pollution: Paid parking only for visitors
- Where is the rail trail going to be? If east, takes up parking

### *Design/ATP*

- Leucadia Community Character: Condition of railroad tracks and issues such as the canopy
  - Accessibility to businesses with walkability
  - Pedestrian feel to want to walk
- Leucadia community character: Famous for canopy of trees. Return the character. Accessibility across the tracks. Parking with a lot of trees. Feel that people want to walk.
- How to connect people while placemaking experience lacks high quality experience

### *Other*

- Is PlaceSpeak anonymous?
- Surveys—intercept; online; mail out
- Pop out
- Email Kathleen Lees list of questions so she can send to 101

## **Commission for the Arts (October 10, 2016)**

### *Active Transportation*

- Additional walking opportunities should be incorporated along trails and include areas for congregating and places
- Close off Coast Highway 101 at D and F with Plaza for walking and biking
- Locations for rental bikes opportunities should be utilized throughout the City
- Stop signs should be incorporated along Birmingham Drive and Mackinnon for safe routes to Schools

### *Railroad*

- Additional railroad crossings are needed across the rail corridor

### *Auto*

- Support parking garages options – City Hall/Pacific View

### *Design/ATP*

- Public Art should be utilized along roadways (mosaics, pavements/crosswalks, etc.)
- Bus stops should include potential artwork
- Third Street Promenade in Santa Monica should be looked as potential opportunity to employ in Encinitas
- Fountains should be incorporated in place making areas
- Incorporate abundant landscape design and design on amenities (trash cans with tiles or artwork, artistic benches, murals on walls or freestanding features along rail right of way etc.)
- Artwork into places should incorporate wind and water for art activation

### *Other*

- Coaster Transit – Coordinate with NCTD for better scheduling and timing
- Charging stations and sustainability should be critical components of study
- Streets should be temporary closed in community areas for community event opportunities (street fairs and fairs; farmers markets, etc.)

## **Environmental Commission (October 13, 2016)**

### Active Transportation

- Biking – traffic lights that don't turn for bikes; sensors and paints
- Provide clear identification where a pedestrian/bike loop system is (paint or signage on poles)
- Bike parking – limited; increase number
- Biking on El Camino Real – Safety issue – crossing points; reduction of lanes; buffered lanes; reduction of access to commercial sites
- Bike lanes not option
  - Trash and signs prohibited
- Small changes help a lot
- Physical buffer posts
- Biking for Tour de France - easy for people who are not pro bikers (kids)
- Buffers stay solid over driveways – incorrect
  - Cars supposed to merge into bike lane
- Right turn lane – bike lane disappears
  - West bound Encinitas Blvd on Saxony
  - West on Manchester east to west
    - Sharrows not that desired: but if no room, okay
    - Bike parking need more
    - Library bike rack fills up too fast
- Mark Wisneski: Public Comment
  - Santa Monica example
  - Train/bus apps
  - Self-fund bus service
  - Car free Fridays
- Buffered bike lane
- Easy for recreational bikers
- Bike lanes (missing on turns – Encinitas and Saxony)
- If going for easiest solution, may not be best/safest long run
  - Controlled devices for crossing
  - Traffic lights that don't turn for bikes
  - Circular loops acceptable only takes paint
  - Santa Monica example
- Use private owners to connect property internally – General Plan 1988
- San Dieguito School ridership; timing with school system
- Speed is an issue for bicyclist and pedestrians
- Village Park residents lack access to safe bicycle and pedestrian facilities

- No sharrows
- Dedicated buffered bike lanes
- Driveways a concern

### *Auto*

- Contracting with Uber and Lyft
- Land on El Camino Real should be utilized for public parking
- Balance mobility improvements with community character
  - Business district in residential neighborhoods – spillover; residential permits; additional parking
  - Complete code changes to address commercial and residential parking conflicts
- Bus routes, walking – children to school; DC transit website; NCTD – training for schools
- Coast Highway Character important – business district for parking
  - Parking permits
  - Don't encourage parking
  - Rules not enforced
    - Use ways to measure impact on character when looking at parking
    - Change parking requirements
- Add into city run bus stops/shuttles/trolley
- Parking - think long term – movement through corridor - park and ride shuttle El Camino Real
- Utilize Possible separate bus system or system with shuttle/Lyft

### *Railroad*

- Push for more bus stops
- Knowledge of our city and the under crossings
- Triple track?
- More crossing points

### *Other*

- Why do we have to push NCTD?
- Transit feasibility services
- Pop outreach – utilize electronic signs similar to workshops
- Park and ride along El Camino Real
- Measure A – How does that affect
  - SDA high school – La Costa High School



- Bus routes are not timed so the kids can take the bus to make it to school
- Schools cooperative agreement with Transit District
  - Feasibility of this?
- AC Transit – San Francisco
  - San Dieguito – looking at ridership because timing is not favorable
    - 3:05 exit but 4pm sports, getting dark
- Working team is up to date on issues
- Mini-training session
- Educate ahead of time
- PlaceIt Map – all combined online?
- Results online
- Name was criticized
- Coffee shop or Harvest Ranch Market should be utilized for pop up workshops
- Statistically significant results – representative coffee shops Peet’s at El Camino Real
- Olivenhein Town Council - They have a database
- Chief Information Officer – ways to interact with people
- Messaging properly but also locations
- Meeting goals in such a short timeline – don’t know if we will do it justice
- Working group members need enough time to digest the information
- Timing: Commission draft letter to request extend in which they are
- Why timing? Grant? More meetings instead? Educate working ground members
- Contracted with NCTD?
  - Transit Feasibility Study? Diane
  - Get RFP
- Implementation issues of future improvements should be filtered and decided through the CMLS process

## **Parks and Recreation Commission (October 18, 2016)**

### *Active Transportation*

- A Citywide survey of the ATP/Rail Corridor should be utilized

### *Railroad*

- A Citywide survey of the ATP/Rail Corridor should be utilized

### *Auto*

- Statistically significant survey – Representative of group

### *Other*

- Input from reps/data results – how will it be presented?
- Need to understand the scope of project
- Input should be gathered at Harvest Ranch, Peet's Coffee (New Encinitas)
- Go to Harvest Ranch for pop out efforts
- Olivenhein Town Council has a database with contacts to be utilized for input on the study
- Messaging and venue
- Working Group
  - Maps lacking
  - Lack of understanding of facilities
  - Concerns with goals of working group in such a short time frame
  - Concern with digestion of comments – extending timeline – draft letter from Parks and Rec to Council
  - More meetings per month for working group ex officio
  - Misinformation not in public removal of parking space
  - Training sessions

## **Traffic Commission (October 10, 2016)**

### *Active Transportation*

- Hygeia – unsafe/only way to get to Paul Ecke/increased density is the issue
- Santa Fe/Hospital – traveling eastbound no continuous bike lane; any action taken here?
  - CalTrans: 2<sup>nd</sup> thru lane/sidewalks and bike lanes
- Goldberg: Entrance to mall – curb not cut here “continental marking” all crosswalks at least near schools
  - Schools: midblock crossings
- Vulcan Ave striping
  - Too wide but not wide enough to add a bike lane
  - Continental striping where trail comes out Via Cantabria
  - El Camino Real – sand blasting
- Cardiff State Beach along 101
  - Dangerous area Rancho Santa Fe/Manchester Ave toward El Camino Real – bicyclists slow because of hill
  - Add signage
  - Eastern Birmingham – one sided bike lane and sharrows on another direction
    - Requires eliminating parking on north side
  - East of Santa Fe and Crest: volume is too heavy
    - Data better for bike lanes rather than sharrows
- Peter Kohl: ask City Council for more money
  - Concerned giving cyclist false sense of security: need barriers
  - Bicycle safety at intersections
  - Separate signals/timing
  - Solana Beach type of painting for sharrows and bike lines
- Grover: Motion
  - No thermoplastic sharrows
  - Use painted sharrows 160’ instead of the thermoplastic at every 250’.
  - Leucadia Blvd to El Portal
    - Add bike lanes
    - Coordinate with NCTD?
    - Physical barriers
- Elena Thompson: Bike/Walk Encinitas
  - Highway 101 corridor
  - Bike lanes on north side of 101 to paint them green
  - L101: 2’ buffer east/west on Leucadia Blvd beneficial
  - Leucadia/Encinitas Blvd use paint to narrow San Elijo and Vulcan

- Paint vs transdermal
- Tap into CalTrans fund for sharrows?
- Traffic mitigation fee – should be used for bike/pedestrian interim improvements for the benefit of public safety
- Santa Fe – happy about buffered areas
- La Costa Avenue accident, create buffer from bike lanes
- Look into Bicycle sharrows sponsors?
- North on Hygeia to Sanford-Hymettus traffic calming

#### *Railroad*

- Grandview/101 – only beach access and should 3 way stop sign please/roundabout
- Undercrossing cleared environmentally? At Hillcrest

## Planning Commission (November 17, 2016)

### Active Transportation

- Glen:
  - East/west connection is as much a barrier than rail improvements
- Multi-use path at Paul Ecke – Doesn't continue
- Bus stops are on east side of 101 – no safe way for people to get to them
- Make our bike lanes to be safer
- Bike lanes are on thoroughfare – too unsafe
- Easier route to beach from El Camino Real to Beach – connectivity is lacking
- New Encinitas – view this as a glue and take a good hard look at it
- Leucadia/101 intersection unsafe for bicycle
  - Lighting is triggered by cars – should also be triggered by bicycle too
- Residential neighborhoods are not as safe then get into intersections it's a mess
  - Curbed buffer preferred
  - Create buffer on large roads
- What are we doing with the planning underpass on each side to make the connection?
- Buffered bike lanes
- Connectivity with (e) biking facilities
- People and places through intersections
- Signalized pedestrian crossings
- New Encinitas – not safe for biking
- Wider striping and larger buffer/separated curb
- Pursue overpasses on I-5
- Path from Paul Ecke
- Bike racks – need to be increased
- Google bike vision plan
- Connections through passes at I-5 improvements/connections from east by bike/trail
- Key connections across rail corridor-pedestrian corridors
- Nodes across intersections for safety

### Railroad

- Glen:
  - Removing at grade crossing created a division: north/south; east/west
  - Safety - the more nodes to connect east/west then the less people will cross illegally

- Need more Leucadia undercrossing
- Trenching the tracks
- Working group to prioritize – trenching a priority? Interstate over/underpasses?

#### Auto

- East side of 101 – find more areas for parking structure
- Look at self-driving cars and future impacts on parking
- Encourage people to use cars less
- Walk to destination or park away
- Parking should be provided in Leucadia along the east side of Coast Highway 101
- Uber locations should be provided
- Change in infrastructure with other modes

#### Design/ATP

- Need sun protection at bus stops
  - How do we serve all income levels? Ex: more public transportation
- Maintain individual community character of communities

#### Other

- Things are done piecemeal along the corridor - create a conceptual idea of Cardiff to Leucadia while also considering each community character
- Staff updates on regular workshops
- Film from dirt of train impacts nearby properties