

## Coastal Mobility and Livability Working Group (CMLWG)

### **DRAFT** Summary Notes

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#### Meeting No. 6.3

October 10, 2017

6:00 – 8:30 pm

Poinsettia Room, Encinitas Civic Center

505 S. Vulcan Avenue

Encinitas, California 92024

*A copy of the CMLWG meeting agenda and packet may be viewed by the public in the Development Services Department lobby during normal business hours and on the City's webpage at <http://www.encinitasca.gov/index.aspx?page=529>*

#### **1. AGENDA REVIEW**

#### **2. CALL TO ORDER/ROLL CALL/ACCEPT MEETING #3 NOTES**

The CMLWG is comprised of thirteen (13) regular members. The CMLWG is also comprised of a representative from each of the City's Commissions to serve as ex-officio members.

#### **Regular Members**

1. Kellie Hinze, Leucadia 101
2. Brett Farrow, Cardiff 101
3. Tom Cozens, Encinitas 101
4. Jim Benedetti, Chamber
5. Richard Risner, Preserve Cardiff Rail Corridor
6. Jody Hubbard, Yes Rail Trail
7. Rahul Deshpande, Cardiff T.C.
8. William Morrison, Leucadia T.C.
9. Judy Berlfein, Bike/Walk Encinitas
10. Mikayla McFadden, Paul Ecke School

#### **Ex Officio Commission Members**

1. Greg Drakos, Planning
2. Peter Kohl, Traffic and Safety
3. Joy Lyndes, Environmental
4. Judy Thum, Arts
5. Gabriella Gjata, Youth
6. Kris Stewart, Senior
7. John Gjata, Parks and Recreation

11. Robert Hemphill, Engaged Citizen
12. Ron Dodge, Engaged Citizen
13. Carmen Barnard, Latino/Hispanic

At this meeting, 14 members that have been formally appointed were present. Ronnette Youmans served as an alternate for Jody Hubbard and Marty Benson served as an alternate for Carme Barnard. Six were absent, (Tom Cozens, Rahul Deshpande, Robert Hemphill, Greg Drakos Youth Commission representative and Judy Thum).

### **3. PUBLIC COMMENT (15 MINUTES)**

- Walking along Vulcan Ave between Leucadia Blvd and La Costa Ave is extremely treacherous. (Laney Carter)
- Consider cycling routes other than major thoroughfares. (Darius Degher)

### **4. CONTINUED WORKING SESSION WITH CMLWG ON ACTIVE TRANSPORTATION FIRST DRAFT**

KTUA continued presentation on first draft Active Transportation Plan maps. See attached CMLS Working Group (WG) – Notes from Meeting #6.3 (Attachment A).

### **5. NEXT STEPS**

Staff informed the group that a Council hearing was set for November 8, 2017.

### **6. PUBLIC COMMENT CONTINUED**

Commended Mobility Working Group for their work to date. Concerned with recent casualties involving pedestrians and cyclists. Sees it as a major public safety issue and would like to see swift action to make our streets safe. Made suggestion for pilot program for cyclists along Vulcan Ave., connecting back to Coast Highway at Encinitas Blvd. (Roberta Walker, sent via email)

Meeting concluded at 8:30 PM.

## CMLS Working Group (WG) – Notes from Meeting #6.3 2017-10-10

### Public Comment

- Walking along Vulcan Ave between Leucadia Blvd and La Costa Ave is extremely treacherous. (Laney Carter)
- Consider cycling routes other than major thoroughfares. (Darius Degher)

### Active Transportation Plan – KTU+A WG ATP Input

#### Revised work in Vision Corridor

1. Concerning the City Hall/Transit Center segment, Working Group members suggested that if either City Hall or the Transit Center sites were redeveloped, the opportunity for a multi-use path on the west side of Vulcan should be considered. Working Group members also suggested the west side would be preferred if the Transit Center were relocated or reconfigured. Overall, the group agreed with the east side of the street being the primary location of a two-way multi-use path north of “E” Street. South of “E” Street, the west side is preferred down to “G” Street. It was also suggested that NCTD’s dirt parking lot could be improved and expanded southward to “G” Street to compensate for any loss of parking on the east or west side of the Vulcan that may be required by the proposed alignments.
2. Most Working Group members felt that lane diets are needed on Coast Highway to provide for a safer, more comfortable, traffic calmed multi-modal roadway with adequate parking. They agreed that if a road diet is planned for Coast Highway, removing a southbound lane is best.
3. The Working Group did not support the idea of the diagonal bridge since they felt that the two bridges would look better and would add other benefits better supporting the west side connections.
4. Concerning the bikeway boulevard route, Working Group members suggested going west on B Street from 3<sup>rd</sup> to 4<sup>th</sup> Street, since its route is less steep with less traffic than the original route.
5. Some Working Group members were concerned about traffic circles or bulb-outs along 4<sup>th</sup> Street/La Veta Avenue or 3<sup>rd</sup> Street/Melrose Avenue because traffic circles do not include stop signs. They suggested installing stop signs on the opposing streets to 4<sup>th</sup> or 3<sup>rd</sup> Street to improve pedestrian safety and to make the right-of-way better understood at these intersections, and to work with City staff on these considerations.
6. Working Group members suggested consideration of demonstration projects employing only paint to test these traffic circles.
7. Working Group members found the following changes acceptable:
  - a. Making the pedestrian path on the west side of Coast Highway into a slow speed multi-use path for bikes and pedestrians, from West K Street to the State Beach parking lot near the south end of the City.
  - b. A Class 1 multi-use path on the east side of the rail line from Chesterfield to Leucadia Boulevard. This does require a special crossing point at E Street. Also, having the path connect with La Costa from the rail line to Coast Highway by way of bike lanes or a

multi-use path and walkway across the bridge into the Leucadia/Coast Highway intersection will be needed.

- c. A pre-fab, well designed bridge connecting across Encinitas Boulevard and Vulcan, with two bridges and an access path on the east side of Vulcan.
- d. Extending the Class 2 bike lanes into downtown by at least another block heading north at from K to J Streets.
- e. Where ever possible, convert existing conventional bike lanes on Coast Highway to buffered bike lanes by using any excess roadway width resulting from lane or road diets.

### Cardiff Bike and Pedestrian Improvement Discussion

- The paths around the San Elijo Lagoon Nature Center should be used to help connect through this area.
- Need to verify PWP plan obligations along San Elijo/Manchester Road. It should be at least a bike lane or a buffered bike lane and width appears to be adequate for buffering between I-5 and Manchester.
- Throughout Cardiff, vehicle speed is an issue and traffic calming is needed in many locations (same applies throughout the City).
- 85% percentile requirements are problematic for the City. Future laws and local interpretations may no longer require increasing speed limits to address the 85th percentile. Even if this does not happen, the City should consider the need for traffic calming and monitoring to reduce speed limits.
- Villa Cardiff Drive should have better bicycle facilities since it is wide enough for at least bike lanes. This is especially true since it connects with the MacKinnon Bridge crossing I-5, which is not in the PWP's Phase 1.

### Leucadia Bike and Pedestrian Improvement Discussion

- Hygeia/Orpheus/Hermes/Cereus connection to school and hills is problematic.
- Use traffic calming or traffic circle at two L segments (Cereus to Hermes and Hermes and Union) to slow traffic.
- Consider a bike and pedestrian facility along Union, Hermes, Cereus and maybe through the park. Safe routes to school issues should be looked at in this section.
- Many sidewalk issues can be found north of Union to Leucadia on Saxony. There has been push back on walkways in this community, especially in Olivenhain. If a bike facility and a walking facility is desired, but only one will fit, walking facilities are most important in this area. For ADA purposes, streets where walkways start and stop are more important than streets completely lacking walkways. This street cannot address its intended uses. It is classified as an arterial, but may need to be downgraded to a local or circulator street.
- Leucadia Boulevard west of 101 still has a lot of pedestrian use, so please add a walking facility from Coast Highway to Beacons beach. The park at Coast Highway should also have walkways.

### New Encinitas Bike and Pedestrian Improvement Discussion

- Via Cantabria is a good street to travel on by bike.
- Quail, La Costa and El Camino Real will all have improved or wider bike facilities in the future.
- Note that Via Montoro and Via Molena are both very steep street up to Via Cantabria.
- El Camino Real lanes can be reconfigured to include buffered bike lanes, traffic calming and offset median crosswalks, and conflict markings for bike and vehicles will be done in the near future as well as La Costa to Garden View along El Camino Real.

- The Working Group would like to see more shopping center to shopping center pedestrian connections and routes from neighborhoods to retail instead of them being concentrated only on El Camino Real's vehicular entrances.
- Consider multi-use paths along the powerline corridors.
- This area has many missing connections of pathways to schools.
- Trail connections along Lynwood to Sandlewood, to W. Bluff to Via Tierra to Cantebria to Encinitas Boulevard should be considered.

### Old Encinitas Bike and Pedestrian Improvement Discussions

- Westlake Street may be difficult to use as a bike lane because of the heavy traffic and the difficult hill.
- The PWP will improve the Requeza Street Bridge and a connection from Requeza to Calle Magdalena.
- Walkways are needed on both sides of Requeza in several missing segments.
- Extend connection on Crest to Melba as route or path by connection with Oakcrest Park and open it up. May require school district coordination.
- Provide pedestrian connections along community boundary using Encinitas Ranch Trails.
- Connect Oakcrest Park to Via Cantebria.
- Nardo and Bonita near the San Dieguito Academy are higher speed streets that need more traffic calming. These should be considered as Level of Traffic Comfort (LTC) problem streets. Rubenstein and Summit are also problematic streets and are missing walkways.

### Olivenhain Bike and Pedestrian Improvement Discussions

- Use Cole Ranch Road (parallel to Ranch Santa Fe Drive). This could function as a bike facility or a bike and pedestrian facility.
- Integrate pedestrian/trails plans where possible.
- Improvements along El Camino del Norte are needed for safety.
- Olivenhain schools need better walking and biking connections.
- East-west connection routes are needed connecting to the coast.

### Public Comment

- Commended Mobility Working Group for their work to date. Concerned with recent casualties involving pedestrians and cyclists. Sees it as a major public safety issue and would like to see swift action to make our streets safe. Made suggestion for pilot program for cyclists along Vulcan Ave., connecting back to Coast Highway at Encinitas Blvd. (Roberta Walker, sent via email)