

Encinitas Mobility Element Goals and Policy Matrix DRAFT 6/13/2022

#	Topic	Policy
GOAL 1: Develop a balanced land-use and interconnected transportation system that minimizes the need for automobile travel and maximizes the opportunity for transportation alternatives.		
1.1	Strategic Vision for Mobility	Ensure mobility decisions are consistent with the City's Strategic Plan and other guiding/implementation documents, including the overarching vision to provide effective, safe, and easy transportation for all modes of movement and all demographics.
1.2	Connect People to Destinations	Develop and maintain a mobility system that connects people to where they want to go (origins and destinations), with high-quality, multimodal connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
1.3	Land Use Linkages	Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation, to reduce vehicle-miles traveled (VMT) and associated greenhouse gas (GHG) emissions.
1.4	Resilient Mobility Systems	Develop and maintain a resilient and all-weather mobility system that helps to achieve the goals of the Climate Action Plan (CAP) and other relevant state, regional, and local climate and mobility plans, and is designed to withstand future increases in sea level temperature, and extreme heat, changes in precipitation patterns and water supply, and increased wildfire and flood risk.
1.4A	Sustainable Mobility Systems	Develop and maintain a sustainable mobility system that helps to achieve the goals of the Climate Action Plan (CAP) and other relevant state, regional, and local climate and mobility plans, and reduces the pollution, noise, and energy consumption associated with mobility activities.
1.5	Mode Shift	Support and prioritize the increased use of alternative mobility modes including public transit, bicycling, walking, and ride-sharing via both programs and facilities that support this mode shift, consistent with relevant state, regional, and local plans.
1.6	Vehicle-Miles Traveled (VMT) Reduction	Emphasize transportation projects and programs that will contribute to a reduction in VMT per capita while maintaining economic vitality and sustainability, consistent with the CAP and other relevant state, regional, and local climate and mobility plans.
1.7	Emissions Reduction	Collaborate with state and regional agencies to establish best practices to reduce emissions of GHGs and other harmful pollutants from transportation sources, consistent with the CAP and other relevant state, regional, and local climate and mobility plans.
1.8	Safe Routes to School	Provide safe routes to school for children and families walking, bicycling, and taking public transportation to schools in the community as detailed in the Mobility Element, Active Transportation Plan (ATP), Local Roadway Safety Plan (LRSP), and other relevant multimodal plans.
1.9	Multimodal Development Standards	Emphasize multimodal mobility in future development by adopting standards for site design to include facilities that encourage walking, bicycling, public transit usage, ride-sharing, and other alternative forms of transportation.
1.10	Environmental Justice	Ensure that mobility and land use decisions do not have disproportionate adverse impacts on communities which have historically faced disproportionate burdens related to access, air quality, and the provision and maintenance of public facilities.
1.11	Equitable Access	Provide equitable access between underserved areas and residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
1.12	Healthy Communities	Develop, improve, and maintain mobility facilities that encourage healthy communities and outdoor physical activity such as pedestrian and bicycle routes and multimodal connections to recreational opportunities and sources of healthy foods.
1.13	New Mobility & Future Technologies	Facilitate the implementation of new mobility-related transportation technologies and options as they develop. This could include ride-sharing, micromobility, and microtransit, as examples, and adopting implementation plans, policies, ordinances, and programs accordingly.
1.13A	Development Projects & Local Circulation Network	Development projects should minimize impacts to local circulation network. New development projects that are discretionary should be reviewed accordingly, and abide to the Traffic Impact Analysis (TIA) guidelines.

Encinitas Mobility Element Goals and Policy Matrix DRAFT 6/13/2022

#	Topic	Policy
GOAL 2: Improve and emphasize safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, and expanded public education and awareness.		
2.1	Safety for All Users	Prioritize safety for all users of the mobility system through a combination of design, enforcement, and education. Minimize harm through the development and implementation of the LRSP and strategies from the <i>Vision Zero Initiative</i> , and other relevant plans.
2.2	Accessibility Design	Create and maintain mobility facilities and services that are accessible to persons with disabilities, including ensuring that both public and private development projects address accessibility and universal design concepts.
2.3	Emergency Response	Manage the transportation system to balance emergency response time and evacuation needs with community character and traffic calming.
2.4	Traffic Calming	Continuously evaluate the operation of the transportation system to manage the speed of travel at or below the speed limit, manage queues at intersections, and develop improvements to increase the safety of all mobility modes. Focus particularly on streets with the highest traffic volumes and/or speeds such as El Camino Real, Manchester Avenue, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, and Coast Highway 101.
2.5	Traffic Calming Design	Where feasible, reduce curb-to-curb street widths and employ design features intended to calm traffic and encourage alternative modes. Examples include curb extensions (bulbouts), medians, speed humps, pedestrian refuges, raised crosswalks, and mid-block crossings.
2.6	Railroad Safety	Promote safety at railroad crossings through the following measures, as necessary: A. Improvements to pedestrian warning devices at existing railroad crossings to maintain the visibility of warning devices and approaching trains. B. Rail safety awareness programs to educate the public about the hazards of at grade crossings. C. Installation of additional warning signage and/or channelization. D. Improvements to traffic signaling at intersections adjacent to crossings. E. Prohibition of parking near railroad crossings to improve the visibility of warning devices and approaching trains F. Collaboration with state and regional agencies to implement the planned railroad grade separation at Leucadia Boulevard. G. Improve the safety and increase the number of legal bicycle and pedestrians crossings of the railroad.
2.7	Maintenance and State of Good Repair	Regularly inspect and maintain public rights-of-way and infrastructure in a manner that provides safe conditions; keeps paved areas clear for all modes; minimizes long-term rehabilitation costs; and generally maintains a state of good infrastructure repair. Proactively reduce incompatible uses, for example, the use of e-bikes on decomposed granite paths.
GOAL 3: Provide for, expand, and sustain a mix of transportation modes that meets the existing and future transportation needs of all Encinitas residents, visitors, goods movement and minimizes impacts to the community and environmental character.		
3.1	Access for All Users	Design public rights-of-way to include adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities. Prioritize multi-lingual communications. Ensure all-weather accessibility for all uses.
3.2	Public Transit Service	Continue coordination efforts with public transit providers to increase the accessibility of key destinations via public transit and improve its availability to underserved populations, consistent with the CAP and other relevant state, regional, and local climate plans. This may include adding new routes and increasing the hours or frequency of existing services.
3.3	Transit Shuttle	Investigate the feasibility of designing, funding, and operating transit shuttle service to complement existing service and improve access to key destinations, consistent with the CAP and other relevant state, regional, and local climate plans. Prioritize services that provide connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
3.4	Senior, Low-Income, and Disabled Transit	Provide appropriate and cost-effective transit services for those unable to drive or who do not have access to a car by partnering with regional transit providers, non-profit service providers, private services, and community-based services.

Encinitas Mobility Element Goals and Policy Matrix DRAFT 6/13/2022

#	Topic	Policy
3.5	Multi-Jurisdictional Transit Priority Measures	Collaborate with public transit providers and adjacent jurisdictions to implement transit priority measures.
3.6	Transit-Supportive Development	Emphasize public transportation in future development by adopting standards for transit-supportive site design such as bus turnouts, passenger shelters, managed curbs, and transportation kiosks.
3.7	Transit-Supportive Infrastructure	Collaborate with public transit providers to improve and maintain transit-supportive infrastructure such as bus stops, shelters, furniture, landscaping, and technology amenities.
3.8	Goods Movement	Accommodate goods movement considerations into roadway design, parking plans, curb management plans, and private development.
3.8A	Truck Routes	Designate and periodically review truck routes that avoid residential areas and sensitive land uses to the greatest extent feasible, in combination with adequate signage and enforcement.
GOAL 4: Promote a long-term, coordinated program that provides standards and/or direction for improvements to the public-right-of-way to enhance the identity of specific areas and create street design solutions to accommodate all modes of travel.		
4.1	Complete Streets Design	Include "Complete Streets" considerations in the design of all mobility improvement projects. These design elements may include bikeways, sidewalks, pedestrian crossings, street furniture, landscaping, parking, public transit facilities, managed curb space, or other features aimed at serving all users and modes.
4.2	Typology and Roadway Classifications	Develop and maintain a street classification system that integrates multiple modes and considers surrounding land uses.
4.3	Transportation Demand Management (TDM) Programs	Develop and maintain programs to help increase multimodal mode share, reduce peak-hour traffic congestion, and reduce VMTs. Encourage or require major employers, employment centers, and residential developments to provide facilities and TDM programs that support alternative transportation modes, such as parking cash-out programs, bicycle parking, locker room facilities, telecommuting, and/or flexible schedules. These programs may apply to existing employers as well as to new development.
4.4	Intelligent Transportation Systems (ITS)	Collaborate with state, regional, and other agencies to conduct ITS studies and seek funding to implement ITS improvements to increase the safety and efficiency of the mobility system.
4.5A	Quality Standards for Automobiles, Bicycles and Pedestrians	Transportation facilities <i>shall</i> operate efficiently across all modes, and obtain benchmarks as identified in TIA guidelines.
4.6	Curb Management Strategy	Develop a curb management strategy that recognizes curb spaces as flexible zones that can shift based on time-sensitive needs. In peak times and in areas of peak demand, curb space should prioritize public transit facilities, bicycling infrastructure, and ride-sharing services, followed by other important uses of the curb including, goods delivery, green stormwater infrastructure, public spaces such as parklets, and managed parking.
4.7	Parking Supply	Provide and manage parking resources to be reasonably available when and where it is needed, including commercial hubs, down town districts and other visitor-serving land uses. Preserve the existing public parking supply for continued public use. Efficiently use public parking supply for continued public use, utilizing proper TDM and TSM measures, as needed.
4.7A	Coastal Zone Parking Supply	Ensure adequate car and bike parking supply in coastal areas for public use, while continuing to offer coastal access via existing public transportation routes.
4.8	Parking for Electric and Alternative-Energy Vehicles	Develop standards and incentives for the incorporation of electric and alternative-energy vehicle parking and charging/fueling facilities in public and private development projects.

Encinitas Mobility Element Goals and Policy Matrix DRAFT 6/13/2022

#	Topic	Policy
4.9	Parking Pricing	Evaluate the feasibility of parking pricing and/or parking demand-management programs as a means to manage supply in high-demand areas, with revenues funding the operation of shuttles or other multimodal facilities or services.
4.10	Regional Connectivity & Coordination	Collaborate with federal, state, regional, and local agencies to help plan and implement a regional, multimodal mobility system that is accessible to all potential users and achieves state and regional goals. Share information regarding mobility plans and studies with other agencies to support regional planning and coordination.
4.11	Project Financing	Identify and prioritize mobility improvement projects for inclusion in the City's annual Capital Improvements Program (CIP) to guide applications for regional, state, or federal funds. Create strategies to leverage City funding for grant matches.
4.12	Funding from Development	Pursue funding opportunities such as impact fees and fair-share contributions from development to implement programs and projects that contribute to Mobility Element goals and objectives.
4.13	Street Width	Avoid widening existing curb-to-curb street widths or constructing major roadways without first considering other ways to improve the mobility system's function for all modes of travel.
4.14	Operations	Regularly evaluate the operations of streets and intersections (to include striping, signalization, timing, etc.) and adjust as needed to best accommodate the safe and efficient integration of all mobility modes.
GOAL 5: Create, support, and maintain an interconnected pedestrian network that provides a safe, accessible, and comfortable environment for pedestrians of all ages and abilities.		
5.1	Interconnected Pedestrian Network	Maintain and implement the pedestrian network in the Mobility Element, the ATP, and other relevant mobility plans to close gaps and achieve an interconnected system of pedestrian facilities, including nature trails, recreational trails, road edge enhancements, sidewalks, multi-use paths, and crossings.
5.2	Connectivity to Regional Pedestrian Facilities	Collaborate with state and regional agencies to plan and develop regional pedestrian facilities and trails (Coastal Rail Trail, California Coastal Trail, Inland Rail Trail, etc.) and associated connections to local pedestrian facilities.
5.3	Prioritization of Pedestrian Connections	When evaluating potential pedestrian improvements, prioritize facilities that provide connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
5.4	Pedestrian Design Elements	Routinely consider the needs of pedestrians, and include pedestrian facilities and amenities in all public and private development projects.
5.5	Pedestrian-Supportive Development Standards	Emphasize pedestrian mobility in future development by adopting standards for pedestrian-supportive site design such as sidewalks, paths, plazas, furniture, signage, and other amenities.
5.6	Pedestrian Facility Maintenance	Provide regular sweeping, repairs, and other required maintenance along pedestrian facilities.
5.7	Pedestrian Crossings	Develop, improve, and maintain pedestrian crossings of major mobility corridors such as El Camino Real, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, Manchester Avenue, Coast Highway 101, and the coastal railroad corridor.
5.8	Railroad Corridor Multi-Use Paths	Collaborate with state and regional agencies to develop, improve, and maintain multi-use paths on both the east and west sides of the coastal railroad corridor.
5.9	Lateral Coastal Access	Cooperate with state and regional agencies to ensure that lateral beach access is protected and enhanced to the maximum degree feasible, and continue to formalize shoreline prescriptive rights. Require irrevocable offers of dedication for lateral accessways between the mean high tide line and the base of the coastal bluffs in new development.

Encinitas Mobility Element Goals and Policy Matrix DRAFT 6/13/2022

#	Topic	Policy
5.10	Vertical Coastal Access	Encourage continued vertical access to coastal resources by: A. Investigating and identifying all acquired and/or needed access, improved and unimproved. B. Maintaining all City-owned, improved beach access points and overlooks and seeking to improve the unimproved access areas within the city boundaries. C. Cooperating with state and regional agencies in planning for the Cardiff, Moonlight, Leucadia and San Elijo State beach areas and the South Carlsbad State Beach area to increase the external accessibility and usability of these beaches, as well as enhancing their visitor-serving potential. D. Supporting continued use of the existing public sea level beach and bluff-backed beach accessways and the establishment of additional accessways, as determined appropriate to maintain adequate public access to public beaches.
5.10A	Coastal Access Safety	Encourage safe access to coastal resources by continuously assessing vertical coastal access points for bluff stability, particularly as sea level rise impacts the bluffs and coastal zone. Ensure all staircases down bluffs are maintained.
GOAL 6: Develop, support, and maintain a complete interconnected and convenient bicycle network that is safe, accessible, and comfortable for people of all ages and abilities.		
6.1	Interconnected Bicycle Network	Maintain and implement the bicycle network in the Mobility Element, the ATP, and other relevant mobility plans to close gaps and achieve an interconnected system of bicycle facilities, including multi-use paths, bicycle lanes, shared bicycle routes, bicycle boulevards, cycletracks, and crossings.
6.2	Connectivity to Regional Bikeways	Collaborate with state and regional agencies to plan and develop regional bikeways and associated connections to local bikeways.
6.3	Prioritization of Bicycle Connections	When evaluating potential bicycle improvements, prioritize facilities that provide connections between residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
6.4	Bicycle Design Elements	Consider the needs of bicyclists and include bicycle facilities and amenities in all roadway construction and renovation projects, including protected bikeways on streets with the highest traffic volumes and/or speeds. Consider development of bicycle standards in future public and private road standards updates.
6.5	Bicycle-Supportive Development Standards	Emphasize bicycle mobility in future development by adopting standards for bicycle-supportive site design such as bicycle routes, signals, operational improvements, parking, and other infrastructure and amenities.
6.6	Bicycle Facility Maintenance	Provide regular sweeping, pavement repairs, striping, signage, and other required maintenance of bicycle routes and facilities.
6.7	Bicycle Infrastructure and Support Facilities	Provide safe and accessible bicycle infrastructure and support facilities where feasible, which may include the employment of traffic control devices (e.g. bicycle detector loops at high-volume intersections), engineering treatments (e.g. bicycle boxes to prevent "right-hook" collisions), bike parking at major activity centers, and/or other bicycle amenities such as maintenance or charging facilities for electric bicycles.
6.8	Bicycle Parking	Provide adequate bicycle parking such as racks, lockers, corrals, and/or bike valet services. Require that new development and special events provide bicycle storage areas within their site plan or for their event.
6.8A	Bike and Micromobility Parking Supply	Efficiently utilize public right-of-way for bicycle parking. Promote the replacement of extraneous individual car parking stalls with bike/micromobility parking where there is surplus car parking or high demand for bike parking. Where replacement is not feasible, encourage bike parking opportunities to supplement existing car parking.
6.9	Bicycle Sharing Program	Develop and implement a bicycle sharing program for conventional and electric bicycles, scooters, and similar modes. Explore both public and private options.