

## ENCINITAS MOBILITY ELEMENT UPDATE & SB 743 IMPLEMENTATION

#	Topic	Policy
<b>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.</b>		
<b>1.1</b>	<b>Strategic Vision for Mobility</b>	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.
<b>1.2</b>	<b>Connect People to Destinations</b>	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.
<b>1.3</b>	<b>Land Use Linkages</b>	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.
<b>1.4</b>	<b>Resilient Mobility Systems</b>	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.
<b>1.4A - NEW POLICY ADDITION</b>	<b>Sustainable Mobility Systems</b>	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.
<b>1.5</b>	<b>Mode Shift</b>	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.
<b>1.6</b>	<b>Vehicle-Miles Traveled (VMT) Reduction</b>	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.
<b>1.7</b>	<b>Emissions Reduction</b>	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.
<b>1.8</b>	<b>Safe Routes to School</b>	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.
<b>1.9</b>	<b>Multimodal Development Standards</b>	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.
<b>1.10</b>	<b>Environmental Justice</b>	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.
<b>1.11</b>	<b>Equitable Access</b>	Provide equitable access between underserved areas and residential areas, schools, transit facilities, employment centers, parks, coastal resources, and commercial hubs.
<b>1.12</b>	<b>Healthy Communities</b>	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 - NEW POLICY ADDITION	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.
<b>GOAL 2: Improve and emphasize safety in all transportation modes through timely maintenance of existing infrastructure, development of new infrastructure, and expanded public education</b>		
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 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: <b>A.</b> Improvements to pedestrian warning devices at existing railroad crossings to maintain the visibility of warning devices and approaching trains. <b>B.</b> Rail safety awareness programs to educate the public about the hazards of at grade crossings. <b>C.</b> Installation of additional warning signage and/or channelization. <b>D.</b> Improvements to traffic signaling at intersections adjacent to crossings. <b>E.</b> Prohibition of parking near railroad crossings to improve the visibility of warning devices and approaching trains <b>F.</b> Collaboration with state and regional agencies to implement the planned railroad grade separation at Leucadia Boulevard. <b>G.</b> 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.
<b>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.</b>		
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.
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 - NEW POLICY ADDITION	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.
<b>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.</b>		
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 - NEW POLICY ADDITION	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.
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.
<b>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.</b>		
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.
5.10	Vertical Coastal Access	Encourage continued vertical access to coastal resources by: <b>A.</b> Investigating and identifying all acquired and/or needed access, improved and unimproved. <b>B.</b> Maintaining all City-owned, improved beach access points and overlooks and seeking to improve the unimproved access areas within the city boundaries. <b>C.</b> 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. <b>D.</b> 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 - NEW POLICY ADDITION	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.
<b>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.</b>		
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 - NEW POLICY ADDITION	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.
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<b>Acronym</b>	<b>Definition</b>
ATP	Active Transportation Plan
CAP	Climate Action Plan
CIP	Capital Improvements Program
GHG	Greenhouse Gases
I-5	Interstate 5
ITS	Intelligent Transportation Systems
LCP	Local Coastal Program
LOS	Level of Service
LRSP	Local Roadway Safety Plan
MEU	Mobility Element Updated
ROW	Right of Way
SANDAG	San Diego Association of Governments
SB 743	(California State) Senate Bill no. 743
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
VMT	Vehicle Miles Travelled

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ATP	Active Transportation Plan
CAP	Climate Action Plan
CIP	Capital Improvements Program
GHG	Greenhouse Gases
I-5	Interstate 5
ITS	Intelligent Transportation Systems
LCP	Local Coastal Program
LOS	Level of Service
LRSP	Local Roadway Safety Plan
MEU	Mobility Element Updated
ROW	Right of Way
SANDAG	San Diego Association of Governments
SB 743	(California State) Senate Bill no. 743
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
VMT	Vehicle Miles Travelled



Category: Safe, Convenient and Efficient Transportation System		Relation to Mobility Element Update (MEU)
<b>Goal 1</b>	Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character. (Coastal Act/30252)	See MEU Policies 1.1 and Goal 3
<b>Policy 1.1</b>	Ensure that the arterial circulation system provides adequate connections across the freeway for convenient circulation and rapid emergency access.	See MEU Policies 1.2 and 2.3
<b>Policy 1.2</b>	Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.	To be included in Traffic Impact Analysis (TIA) guidelines for automobile metrics (Vehicle Miles Travelled (VMT) per SB743 will be the primary metric in which automobile standards will be measured; TIA guidelines will continue to consider Level of Service (LOS) standards and other metrics).
<b>Policy 1.3</b>	Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.	See MEU Policy 1.13A. To be included in Traffic Impact Analysis (TIA) guidelines for automobile metrics (Vehicle Miles Travelled (VMT) per SB743 will be the primary metric in which automobile standards will be measured; TIA guidelines will continue to consider Level of Service (LOS) standards and other metrics).
<b>Policy 1.4</b>	Require, where feasible, interconnecting offstreet pedestrian and vehicular circulation between adjacent commercial and office land uses. This policy should be required along major transportation corridors to minimize traffic conflicts associated with pedestrian and vehicular movement to and from these properties. (Coastal Act/30252)	See MEU Policies 1.2 and 5.3
<b>Policy 1.5</b>	Promote maximum utilization or expansion of existing freeways and prime arterials as an alternative to new freeway or highway construction. Encourage new and/or proposed freeway construction to be outside the Encinitas sphere of influence boundaries.	See MEU Policies 1.13A and 4.13.
<b>Policy 1.6</b>	Minimize freeway, prime arterial, major, collector, and augmented local access to encourage their use as throughways rather than as access to adjacent properties.	See MEU Policy 2.5. Also relates to MEU Policy 3.8A regarding goods movement.
<b>Policy 1.7</b>	Encourage adjacent properties to use common access points to access prime arterials, major roads, collectors and augmented local streets.	
<b>Policy 1.8</b>	Locate major roads and prime arterials where they will bypass rather than divide residential neighborhoods.	See MEU Policy 1.13A
<b>Policy 1.9</b>	Minimize private driveway access onto both major and collector roads.	
<b>Policy 1.10</b>	Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access, and frequent stops.	See MEU Policies 2.4 and 2.5.
<b>Policy 1.11</b>	Construct roads following the natural contours to minimize cuts and fills; avoid grid street patterns when feasible.	See MEU Policy 4.2
<b>Policy 1.12</b>	The City will require increased off street parking for expansions and additions to existing and future commercial and residential uses in the near coast area, will minimize curb cuts for new development in the vicinity of beach access points in order that the maximum amount of curb parking will be available to beach users, and will encourage remote parking/shuttle service and park and ride facilities in the Coastal Zone. The City will require that all commercial, industrial and residential uses be designed and constructed with sufficient off street parking and loading facilities to assure adequate parking is provided with new development such that no adverse impacts on coastal access are documented. Parking ratios shall be utilized as specified and detailed in the City's Zoning Code and in implementing Specific Plans which provide sufficient parking spaces so as not to require patrons/employees/ residents to utilize parking which is necessary/required for other approved uses or street and other public parking that should otherwise be available for public use. (Coastal Act/30252) Policy 1.12 amended 5/11/95 (Reso. 95-32)	See MEU Policy 4.7A

<b>Policy 1.13</b>	Emergency response routes shall be identified as a basis for implementing an Opticon or other traffic signal control system designed to reduce emergency vehicle response time.	See MEU Policy 2.3
<b>Policy 1.14</b>	A coordinated traffic signal system shall be developed and implemented.	See MEU Policy 2.4
<b>Policy 1.15</b>	The City will actively support an integrated transportation program that encourages and provides for mass transit, bicycle transportation, pedestrians, equestrians, and car pooling. (Coastal Act/30252)	See MEU Policies 1.1 and 1.2
<b>Policy 1.16</b>	In areas where street patterns and extensions are not complete and significant lands remain for development which do not have direct street access, neighborhood street/access plans shall be required prior to any further land division or development. The preferred system would be a trunk and branch system.	See MEU Policy 4.10, although this MEU Policy is more explicit about neighborhood street/access plans
<b>Policy 1.17</b>	Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to volumes of vehicular, pedestrian and bicycle activity and potential points of conflict. Such standards shall be designed to respect different community and neighborhood needs for lighting, different community standards for design and special attention given to preservation of dark sky.	
<b>Policy 1.18</b>	Standards shall be established and implemented to provide for a comprehensive system of traffic control devices and signing, based on sound traffic engineering principals, to assure traffic safety and preservation of community character.	See MEU Policy 2.1
<b>Policy 1.19</b>	The City will provide for adequate levels of maintenance of all improved components of the circulation system, such as roadways, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreational trails, bicycle trails and facilities.	See MEU Policies 2.7, 5.6, and 6.6
<b>Policy 1.20</b>	No street shall be closed without prior analysis including environmental review which addresses increases in traffic on other streets which would be created by the closure. Generally, it is undesirable that any closure increase traffic levels beyond the limits specified in this Plan for any street included in the General Plan computerized traffic model.	See MEU Policies 1.13A and 4.14

Category: Roadway Function and Standards		Relation to Mobility Element Update (MEU)
<b>Goal 2</b>	The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character. (Coastal Act/30252/30253)	See MEU Policies 1.1, 1.4, and 1.4A
<b>Policy 2.1</b>	Adopt and implement standards for rural, semi rural, and urban roadways within the City consistent with community character.	See MEU Policy 4.2
<b>Policy 2.2</b>	Require new residential development to have roadways constructed to City standards before the roads can be dedicated to the City	See MEU Policy 4.2
<b>Policy 2.3</b>	Design the circulation system serving new development in such a way to minimize through traffic in all residential neighborhoods.	See MEU Policy 1.13A
<b>Policy 2.4</b>	When considering circulation patterns and standards, primary consideration will be given to the reservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will have first priority.	See MEU Policy 2.1
<b>Policy 2.5</b>	Route major thoroughfares and plan future road construction so that development pressure on undeveloped areas is minimized.	See MEU Policy 1.13A
<b>Policy 2.6</b>	Periodically evaluate traffic circulation patterns of all roads in Encinitas.	See MEU Policy 2.4
<b>Policy 2.7</b>	The City will emphasize road construction projects which serve the Coast by including coastal access as criterion for prioritizing those routes identified in the multi year capital improvement program. (Coastal Act/30252)	See MEU Policy 5.9
<b>Policy 2.8</b>	Where necessary, require acquisition of right of way as a condition of approval of all final subdivision maps. Encourage landscaping of rights of way if not being used for public roads, hiking/riding trails or beach access trails.	First sentence related to ROW Second sentence related to landscaping: See MEU Policy 4.1
<b>Policy 2.9</b>	Develop new alternate road and intersection standards to promote retention of existing neighborhood atmosphere.	See MEU Policy 4.2
<b>Policy 2.10</b>	Establish landscaping buffer and building setback requirements along all roads which are local augmented status or larger, except where inappropriate. (Coastal Act 30252)	
<b>Policy 2.11</b>	Encourage landscaping of freeway medians and freeway unpaved rights of way adjacent to the freeway using reclaimed water where available.	Slightly similar to MEU Policy 2.7, but this MEU policy is more specific regarding water usage and sustainability.
<b>Policy 2.12</b>	Encourage unique characteristic community design standards for traffic signals and intersection signing and other street improvements, structures and furniture.	See MEU Policy 1.13A
<b>Policy 2.13</b>	Encourage landscaped medians and parkways on all roadways where practical.	See MEU Policy 4.1
<b>Policy 2.14</b>	Develop rural, semi rural, and urban standards and criteria for private streets including a mechanism for on going maintenance.	See MEU Policy 4.2
<b>Policy 2.15</b>	Establish neighborhood specific standards for streetlights including lighting levels, spacing and uniformity in appearance while recognizing that street lighting is not appropriate in dark sky areas.	
<b>Policy 2.16</b>	Develop a program to improve alleyways with paving and drainage improvements.	
<b>Policy 2.17</b>	New City road standards shall be established to reflect the character and image of each community.	See MEU Goal 3
<b>Policy 2.18</b>	Where possible, functioning of the street system should be improved by the installation of intersection improvements.	See MEU Policies 2.4 and 2.5
<b>Policy 2.19</b>	Minimize road widths in rural and semi rural areas. (Rural defined as ½ acre and above; and semi rural defined as having a feeling of country even if lot sizes are less than ½ acre)	See MEU Policy 4.13
<b>Policy 2.20</b>	When major roads must pass through neighborhoods, large right of way widths should be acquired to allow for landscaping, trails, etc. to offset and minimize disruption to the community.	See MEU Policy 2.7

<b>Policy 2.21</b>	Work with Caltrans to study the need for additional right of way along I 5 to allow for future expansion and widening.	
<b>Policy 2.22</b>	To avoid impacts of the expansion and improvement of Manchester Avenue on the San Elijo Lagoon and its environmental resources, right of way dedication and widening shall occur to the north, away from the lagoon, rather than toward the lagoon; and the use of fill shall be prohibited. The design of the Manchester/I 5 interchange shall also avoid the use of fill and locate structures as far north as possible to avoid impacts on the lagoon. When design and improvement of Manchester Avenue and the interchange are undertaken, the County Department of Parks and Recreation, the State Department of Fish and Game, the Coastal Commission and others will be notified and given the opportunity to participate in the design and environmental review process.	
<b>Policy 2.23</b>	No roadway link established by this Plan shall be re classified to a greater capacity category and no new link shall be added without the affirmative vote of a majority of those voting in an election to approve such change.	

Category: Alternate Modes of Transit		Relation to Mobility Element Update (MEU)
<b>Goal 3</b>	The City of Encinitas will promote the use of other modes of transport to reduce the dependence on the personal automobile. (Coastal Act/30252)	See MEU Policies 1.5, 3.1, and 3.2
<b>Policy 3.1</b>	The needs of the handicapped will be considered in new development plans including handicapped parking, loading, etc.	See MEU Policies 2.2 and 3.4
<b>Policy 3.2</b>	Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost effective alternatives. (Coastal Act/30252)	See MEU Policies 3.2, 3.4, and 3.5
<b>Policy 3.3</b>	Create a safe and convenient circulation system for pedestrians. (Coastal Act/30252)	See Goal 5 and MEU Policies 5.1 and 5.3
<b>Policy 3.4</b>	Cooperate with San Diego County, SANDAG, and other jurisdictions to help plan and implement a regional multi modal transportation system that is accessible to residents in the City. (Coastal Act/30252)	See MEU Policy 3.5
<b>Policy 3.5</b>	Encourage development of mass transit and transit access points along the existing I 5 freeway corridor or along the railroad right of way. (Coastal Act/30252)	See MEU Policies 2.6 and 5.8
<b>Policy 3.6</b>	The City should provide and encourage efficient links between possible rail transit service and other transportation modes, including rerouting of bus service to interface with transit stops.	See MEU Policies 3.2, 4.10, and 4.14
<b>Policy 3.7</b>	The City will carefully review plans for transit service, while encouraging such service, so as to identify and minimize any adverse visual, noise, land use, or other development and operation impacts on the City's communities.	See MEU Policies 1.10 and 1.13A
<b>Policy 3.8</b>	A program shall be developed to install sidewalks or paths, where appropriate, around schools, churches, active parks, commercial and other areas of pedestrian activity where public safety or welfare is at issue (Coastal Act/30252)	See MEU Policies 5.3 and 5.4
<b>Policy 3.9</b>	A program to install handicapped access ramps at all corners with sidewalks shall be developed.	See MEU Policies 2.2
<b>Policy 3.10</b>	Standards shall be established for the location and design of newsracks, signs, walls and other improvements which encroach into the public right of way. (Coastal Act/30251)	See MEU Policies 5.4, although this MEU policy focuses on non-pedestrian amenity related aspects
<b>Policy 3.11</b>	The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:	See MEU Policies 6.1 and 6.2
<b>Policy 3.11A</b>	All Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.	See MEU Policy 6.3
<b>Policy 3.11B</b>	The provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and	See MEU Policies 6.8 and 6.8A
<b>Policy 3.11C</b>	The installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/30252)	See MEU Policy 6.7, though this does not include surfboard racks

Category: Scenic Highways		Relation to Mobility Element Update (MEU)
<b>Goal 4</b>	The City should make every effort to develop a circulation system that highlights the environmental and scenic amenities of the area. (Coastal Act/30251)	could be incorporated into MEU Policy 5.10 <i>Vertical Coastal Access</i> .
<b>Policy 4.1</b>	Design roads to enhance scenic areas. (Coastal Act/30251)	
<b>Policy 4.2</b>	Promote and encourage roadside and median landscaping. (Coastal Act/30251)	See MEU Policy 4.1
<b>Policy 4.3</b>	Separate pedestrian, bicycle, and vehicular traffic by encouraging adequate space for walking and biking by striping roadways, excepting freeways. Coastal Act/30252)	See MEU Policy 4.1, 4.2, and 4.13
<b>Policy 4.4</b>	The City has adopted a Citywide Recreation Trails Master Plan to establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned. The general location and type of each trail is shown on the Recreational Trails Master Plan Map (Recreation Element, Figure 3). Any proposed modifications or additions to the Recreational Trails Master Plan or Recreational Trails Master Plan Map that may directly affect coastal zone resources shall require an LCP amendment.	See MEU Policy 5.2
<b>Policy 4.5</b>	Design and construct attractive bike paths and pedestrian ways along existing freeway overpasses and underpasses. Discourage separate pedestrian overpasses. (Coastal Act/30252)	See MEU Policy 5.7
<b>Policy 4.6</b>	Enforce existing laws prohibiting offroad motorized vehicles from traveling on public roads. Prohibit off road motorized vehicles from operating within city limits.	
<b>Policy 4.7</b>	Encourage consistent signing throughout the city using international sign standards when appropriate. (Coastal Act/30251)	
<b>Policy 4.8</b>	Develop and enforce a system of truck routes which discourages truck traffic on residential streets and roads.	See MEU Policy 3.8A
<b>Policy 4.9</b>	Prohibit whenever legally possible, or strictly regulate billboards on city streets, roads, freeways, railroad rights of way, and lagoons. (Coastal Act/30251/30253)	
<b>Policy 4.10</b>	Develop street lighting standards, where appropriate, consistent with neighborhood/community character and night sky viewing.	
<b>Policy 4.11</b>	Keep street lighting, curbs, and gutter requirements consistent with individual neighborhood character.	See MEU Policy 4.1
<b>Policy 4.12</b>	Encourage undergrounding of utilities within street rights of way and transportation corridors. (Coastal Act/30251)	
<b>Policy 4.13</b>	Encourage utilization of reflective devices and road striping where useful for safety.	See MEU Policy 2.1 and 2.2
<b>Policy 4.14</b>	Where feasible, minimize the dependence on private motor vehicles. (Coastal Act/30252)	See MEU Policy 1.5 and 1.6

Category: Leucadia East of I-5		Relation to Mobility Element Update (MEU)
<b>Goal 5</b>	Leucadia Boulevard between I-5 and Olivenhain Road is planned as a Major Arterial-Augmented. Prior to any improvements of any portion of this link above the capacity (at LOS "D") of a two lane local roadway, all of the following policies shall be satisfied:	To be included in Traffic Impact Analysis (TIA) guidelines for automobile metrics (Vehicle Miles Travelled (VMT) per SB743 will be the primary metric in which automobile standards will be measured; TIA guidelines will continue to consider Level of Service (LOS) standards and other metrics).
<b>Policy 5.1</b>	The specific plan required by the Land Use Element for the unincorporated sphere area through which the Leucadia Boulevard alignment passes shall be adopted by the City.	
<b>Policy 5.2</b>	The annexation of the sphere area to the City of Encinitas shall have been accomplished.	
<b>Policy 5.3</b>	Full design and improvement plans for the length of Leucadia Boulevard between I-5 and Olivenhain Road shall be a scenic roadway, completed and adopted by the City, subject to the following:	
<b>Policy 5.3A</b>	Design will include full landscape/street-scape design, bicycle and pedestrian facilities, recreational trails where appropriate, and intersection improvements including left and right turning movements. Where facilities cannot be accommodated within the right-of-way, additional easements/right-of-way may be required.	See MEU Policy 4.1 and 5.2
<b>Policy 5.3B</b>	The design of the Leucadia Boulevard extension will include landscaped medians and/or parkways which will be integrated with pedestrian facilities.	See MEU Policy 5.4
<b>Policy 5.3C</b>	Buffers such as earth berms, vegetation, broad parkways and other landscape features will be provided to protect adjacent land uses from undesirable effects of traffic, noise, pollution and light along Leucadia Boulevard.	See MEU Policy 3.7
<b>Policy 5.3D</b>	The extension of Leucadia Boulevard across the bluff facing Green Valley shall be aligned and developed so as to minimize grading impacts to the bluff along Green Valley.	See MEU Policy 5.10
<b>Policy 5.3E</b>	Wildlife corridors across the alignment of Leucadia Boulevard at the Green Valley bluff and elsewhere as warranted shall be provided to facilitate wildlife passage and provide continuous areas of habitat.	
<b>Policy 5.3F</b>	The connection of Leucadia Boulevard to Olivenhain Road shall bridge over Encinitas Creek rather than use pipes or culverts to minimize impacts to the drainage area.	
<b>Policy 5.3G</b>	With street design, detailed noise impact analysis shall be provided to identify where noise walls or other attenuation measures may be required. Such analysis shall assume ultimate "build out" traffic volumes. The installation of noise walls/other measures shall be provided prior to or in conjunction with street improvement recognizing that driveways, street openings, and other existing site conditions make noise mitigation impossible.	See MEU Policy 1.4A
<b>Policy 5.3H</b>	Where it is necessary or desirable to construct retaining or noise attenuation walls along the Leucadia Boulevard corridor, they shall be constructed with natural appearing materials and generously landscaped with vines, trees, and shrubbery, reflecting local community character.	See MEU Policy 1.4A
<b>Policy 5.3I</b>	The design and improvement of Leucadia Boulevard may be considered as a two stage project: Stage I being a two lane highway and Stage II providing additional lanes and improvements as needed to accommodate ultimate projected traffic.	
<b>Policy 5.3J</b>	A maximum of four through travel lanes shall be designed and improved. The additional right of way for physical or visual mitigation shall not be used for through lanes, however, additional right-of-way can be obtained for left and right turning improvements.	

<b>Policy 5.3K</b>	A high priority shall be given to implement these standards in areas where 126 feet of right of way presently exists.	
<b>Policy 5.3L</b>	No truck routes shall be permitted along Leucadia Boulevard from I 5 to Sidonia Street.	See MEU Policy 3.8A
<b>Policy 5.3M</b>	The City will consider purchasing any land within the right of way when it is offered for sale along Leucadia Boulevard from I-5 to Sidonia Street.	



Category: Coastal Access		Relation to Mobility Element Update (MEU)
<b>Goal 6</b>	The City will make every effort to provide public access and circulation to the shoreline, through private dedications, easements or other methods, and public transportation or other facilities. (Coastal Act/30211/30212/30212.5/30221)	See MEU Policies 4.7A, 5.9, and 5.10
<b>Policy 6.1</b>	The City will continue to defend the public's constitutionally guaranteed right of safe physical access to the shoreline. (Coastal Act/30211/ 30212/30214)	No relation to other goals or policies, although slightly similar to MEU Policies 5.9 and 5.10
<b>Policy 6.2</b>	The City will cooperate with the State to insure that lateral beach access is protected and enhanced to the maximum degree feasible, and will continue to formalize shoreline prescriptive rights. Irrevocable offers of dedication for lateral accessways between the mean high tide line and the base of the Coastal bluffs shall be required in new development consistent with Section 30212 of the California of the California Coastal Act of 1976. (Coastal Act/30212/30214)	See MEU Policies 5.9 and 5.10A
<b>Policy 6.3</b>	The City will encourage continued public vertical access by:	See MEU Policy 5.10
<b>Policy 6.3A</b>	Investigating and identifying all acquired access, improved and unimproved;	See MEU Policies 5.9 and 5.10
<b>Policy 6.3B</b>	Maintaining all City owned improved access and view points and seeking to improve the unimproved access and view points within the City boundaries;	No relation to other goals or policies. Slight relation to environmental impact goals of Goal 3. Generally under the umbrella of vertical coastal access (MEU Policy 5.10)
<b>Policy 6.3C</b>	Cooperating with the State in planning for the Cardiff 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; and	See MEU Policy 5.10
<b>Policy 6.3D</b>	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. (Coastal Act/30211/30212/30212.5/30214/30220/30223)	See MEU Policies 5.9 and 5.10
<b>Policy 6.4</b>	The City will support increased public transportation service to shoreline recreational areas designated for increased visitation, including the following:	See MEU Policy 4.7A
<b>Policy 6.4A</b>	Supporting existing and increased levels of service where needed by the North County Transit District.	See MEU Policy 3.2.
<b>Policy 6.4B</b>	Supporting low cost transfers between all transit operators in the Coastal Zone; and	See MEU Policies 3.4 and 3.5
<b>Policy 6.4C</b>	Encouraging the provision of safe transit stops and crosswalks at all major beaches.(Coastal Act/30252)	See MEU Policies 3.7 and 5.3
<b>Policy 6.4D</b>	When bus transportation to beaches is deemed feasible, inset bus bays at major beach transit stops shall be considered to provide safer passenger embarkation/debarkation.	See MEU Policies 3.6 and 3.7
<b>Policy 6.5</b>	The City will seek additional funding for transit service in the Coastal Zone, including a consideration of light rail transit and other forms of public transportation.(Coastal Act/30252)	See MEU Policies 1.13 and 3.2
<b>Policy 6.6</b>	The City will consider improved pedestrian crossings of Pacific Coast Highway.(Coastal Act/30252)	See MEU Policy 5.3
<b>Policy 6.7</b>	Discourage and phase out private access to the beach over the bluffs. New private accessways shall be prohibited.	See MEU Policies 5.10 and 5.10A
<b>Policy 6.8</b>	To foster access to shoreline recreation areas, while maintaining adequate circulation on major coastal access roadways, development shall target equity among all modes of travel, including, by vehicle, biking, walking, and public transportation. Major coastal access roadways include Coast Highway 101 and the portions of the following roadways that are located west of Interstate 5: Manchester Avenue, Birmingham Drive, Santa Fe Drive, Encinitas Boulevard, Leucadia Boulevard, and La Costa Avenue.	See MEU Policies 1.11 and 5.9.

Category: Funding the Circulation System		Relation to Mobility Element Update (MEU)
Goal 7	Every effort will be made to have new development, both in the City and in the region, provide for all costs of the incremental expansion of the circulation system necessary to accommodate that development. Costs include, but are not limited to, costs of right of way and construction, including costs of moving utilities and structures, and costs for landscaping and intersection improvement.	See MEU Policy 4.11
Policy 7.1	The City shall seek to recover circulation system expansion costs from all available sources, without limitations, including development fees for projects both inside and outside the City limits.	See MEU Policies 1.13A, 4.9, 4.11