



# El Camino Real

S P E C I F I C P L A N

FINAL DRAFT

Opportunities & Constraints Memorandum

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ADMINISTRATIVE DRAFT  
Opportunities & Constraints Memorandum

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Appendix A - Draft Mobility Existing Conditions Report

Appendix B - Draft Parking Study

Appendix C - Administrative Draft Market Analysis Report

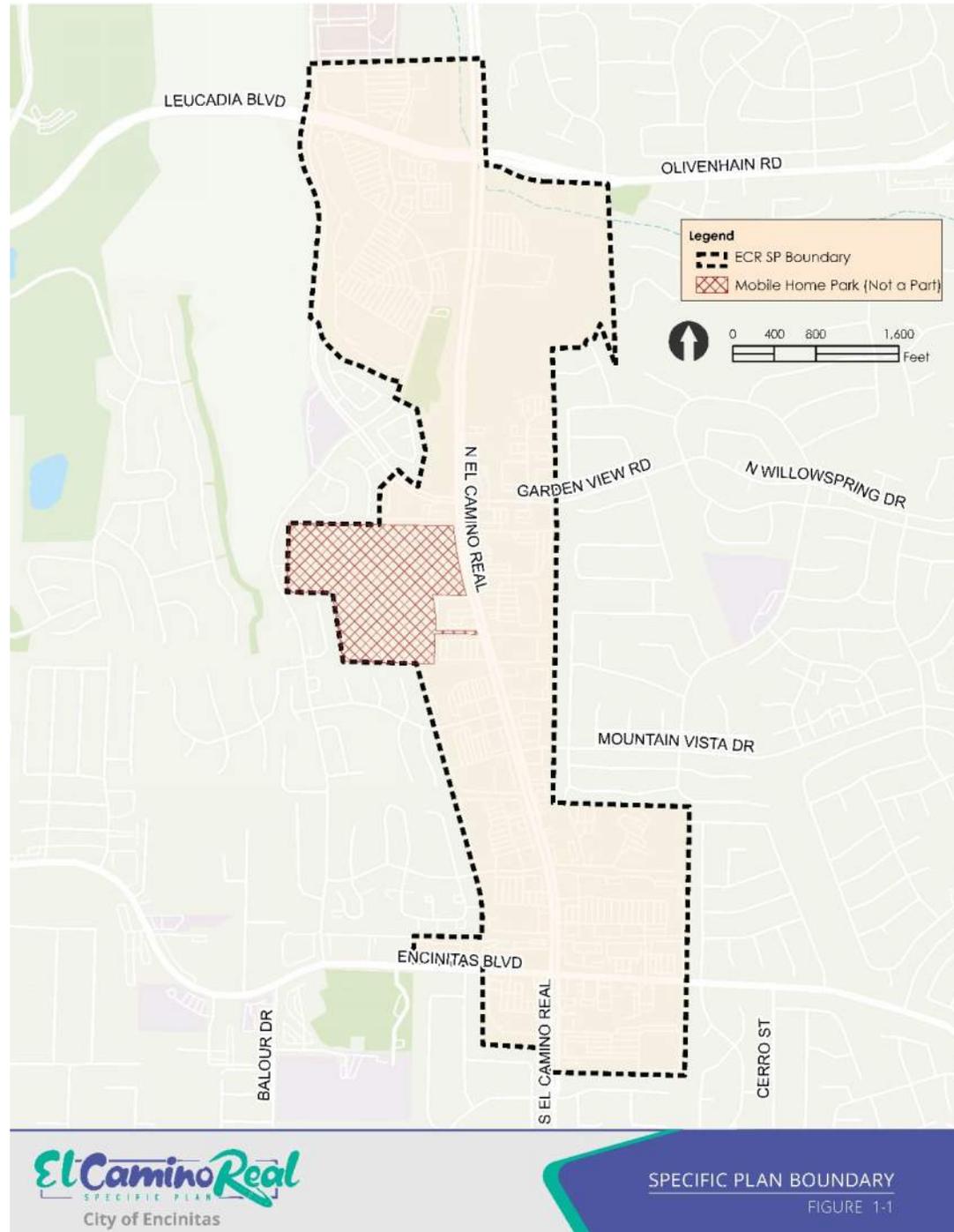
## 1. Introduction

The purpose of this Opportunities and Constraints Memorandum (Memorandum) is to provide context and a comprehensive understanding of the community characteristics that influence and define opportunities for positive change and growth in the El Camino Real Specific Plan Area (SPA) (Figure 1-1, Specific Plan Boundary). The constraint and opportunity findings in this Memorandum will inform the preparation of policy, regulatory, and design recommendations in the Specific Plan which will guide development, reinvestment, and identify potential areas for housing, jobs, transportation, and recreation in the SPA.

Additionally, this Memorandum is intended to facilitate a discussion between community stakeholders, City staff, and decisionmakers that will inform and shape recommendations for future development within the SPA. This Memorandum serves as the starting point for identifying possible design strategies and implementation tools for future programs and development projects that will be most effective in achieving the vision for the El Camino Real Specific Plan.

This Memorandum contains five sections that detail the existing conditions and an analysis of future opportunities and constraints within the SPA. The sections are as follows:

1. Introduction;
2. Methodology;
3. Background;
4. Analysis; and,
5. Summary.



## 2. Methodology

RICK Engineering Planning + Design Division (RICK) evaluated existing demographics, land uses, physical constraints, mobility, and market trends within the SPA.

The existing conditions have been compiled through extensive data collection, regulatory document research, and an analysis of past studies related to the SPA. Based on the review of the existing conditions information compiled, each section offers several opportunities, constraints, and recommendations that are intended to guide the creation of the El Camino Real Specific Plan. A comprehensive Mobility Existing Conditions Report (Appendix A) and Parking Study (Appendix B) were prepared to support the analysis and recommendations contained within Section 3.2, Mobility. A Market Analysis Report (Appendix C) was prepared to support the analysis and recommendations contained within Section 3.4, Economics, similarly, analyzed the market conditions within the SPA.

The following data sources were utilized as part of this Opportunities and Constraints Memorandum:

- Encinitas General Plan and Housing Element Environmental Assessment (EA);
- Encinitas Municipal Code;
- Encinitas Active Transportation Plan;
- Conversations with City of Encinitas Planning Division staff;
- Geographic information systems (GIS) data received from City of Encinitas Planning Division staff;
- Traffic and intersection data received from City of Encinitas Transportation Division staff;
- Leucadia Wastewater District Asset Management Plan 2018 Update;
- Olivenhain Municipal Water District 2020 Urban Water Management Plan;
- San Diego Association of Realtors;
- San Diego Association of Governments (SANDAG); and
- Site research via site visits that took place in June 2021.

### 3. Background

This section of the Memorandum describes the existing land uses, mobility and circulation, urban design, market, and utility conditions within the SPA. The existing conditions observed in the following sections establish a foundation on which opportunities and constraints are founded on. The background information provides regulatory, financial, geographical, and historical context relevant to the SPA.

As shown in Figure 1-1, Specific Plan Boundary, the SPA is bound by Olivenhain Road east of El Camino Real and extends slightly past Leucadia Boulevard, east of El Camino Real, to include the Plaza Encinitas Ranch commercial center north of Leucadia Boulevard. To the east, the SPA is bound by parcel lines along utility easements in the northeast. Moving south, the eastern boundary shifts west, around the residential communities, separating the commercial uses along Garden View Road and El Camino Real from the residential uses to the east. Further south, the eastern boundary returns west to include the commercial uses along Via Molena, the Encinitas Village north of Encinitas Boulevard, and the shopping center anchored by LA Fitness on El Camino Real. The shopping center anchored by LA Fitness establishes the southern boundary east of El Camino Real, while the Sprouts shopping center establishes the southern boundary west of El Camino Real. The

southwestern boundary includes the BMW car dealership. Moving north, the western boundary shifts east from the BMW car dealership and separates the residential communities from the Encinitas Marketplace, El Camino Promenade, and Camino Village Plaza commercial centers. Park Encinitas, the mobile home park west of El Camino Real, is included in the SPA, but the land use is not expected to change as part of this Specific Plan. The western boundary includes Park Encinitas, the US Post Office located on Garden View Road, the Encinitas Creek Trail, and the Town Center shopping center.

In total, the SPA is approximately 439 acres of land, which includes the mobile home park designated area. However, the mobile home park is excluded from any regulatory changes that may be included in the final El Camino Real Specific Plan.

### 3.1 Land Use and Zoning Designations

This section identifies the current land use and zoning within the SPA. Table 3-1 Land Use and Zoning, includes a definition of the designation, and its approximate acreage within the SPA. Figure 3-1, Existing Land Uses, and Figure 3-2, Existing Zoning, shows the existing land use and zoning conditions within the SPA, as well as the zoning of the surrounding vicinity for context. The existing land use and zoning information provides context for permitted uses within the SPA in order to regulate the general health, safety, and welfare of the community.

A majority of the SPA consists of commercial shopping centers along El Camino Real and Encinitas Boulevard. The shopping centers generally have one or two anchoring store(s) or use(s) with complementary shops nearby. The SPA includes institutional uses, such as the US Post Office and Sheriff's station, as well as medical offices scattered throughout the El Camino Real corridor.



*Commercial Shopping Center along El Camino Real*

The Encinitas Creek Trail runs along the El Camino Real segment north of Garden View Road and connects to the public Leo Mullen Sports Park. Although open space is not a General Plan land use or zoning designation that is designated within the SPA, open space occurs within the Specific Plan-1 and Specific Plan-3 land use designations, as shown in Table 3-1

Land Use and Zoning. The open space area in Specific Plan-1 occurs along its eastern edge and within areas of steep slopes, and currently does not have public trails. The open space area in Specific Plan-3 occurs along the Encinitas Creek.



*Encinitas Creek Trail west of El Camino Real*

The Encinitas Ranch Specific Plan was adopted on September 28, 1994, by the City of Encinitas City Council by Ordinance No. 94-07 to establish guidelines for a mixed-use land development plan focused on land uses such as agricultural, open space, golf course, commercial, and residential with an efficient circulation system on a total of 852.8 acres. The Encinitas Ranch Specific Plan Area has been divided into eight planning areas. The El Camino Real Specific Plan boundary overlaps with the Green Valley Planning Area and include the Encinitas Ranch Specific Plan designations of Encinitas Ranch – Open Space (ER-OS); and Encinitas Ranch – Commercial (ER-C).

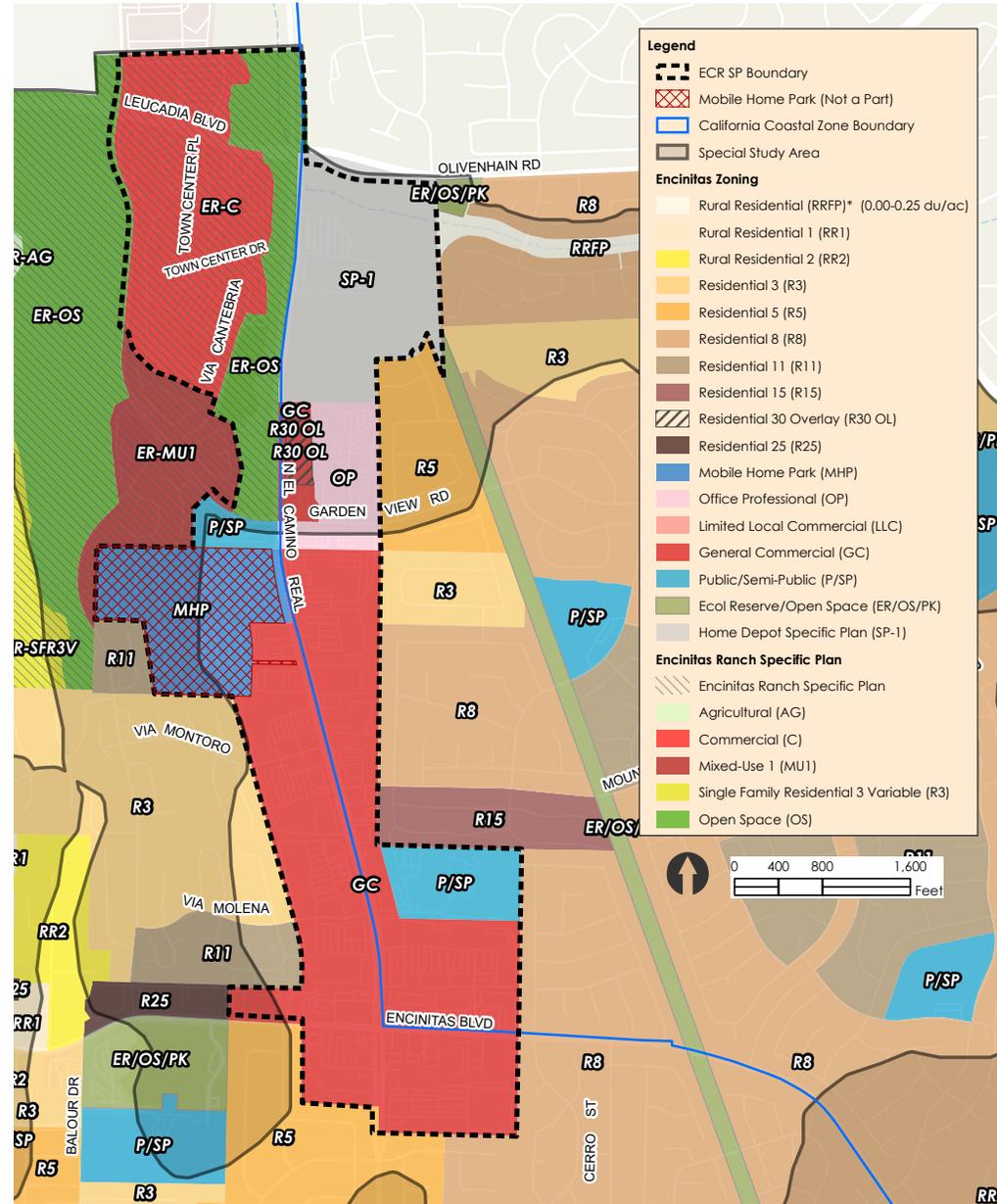
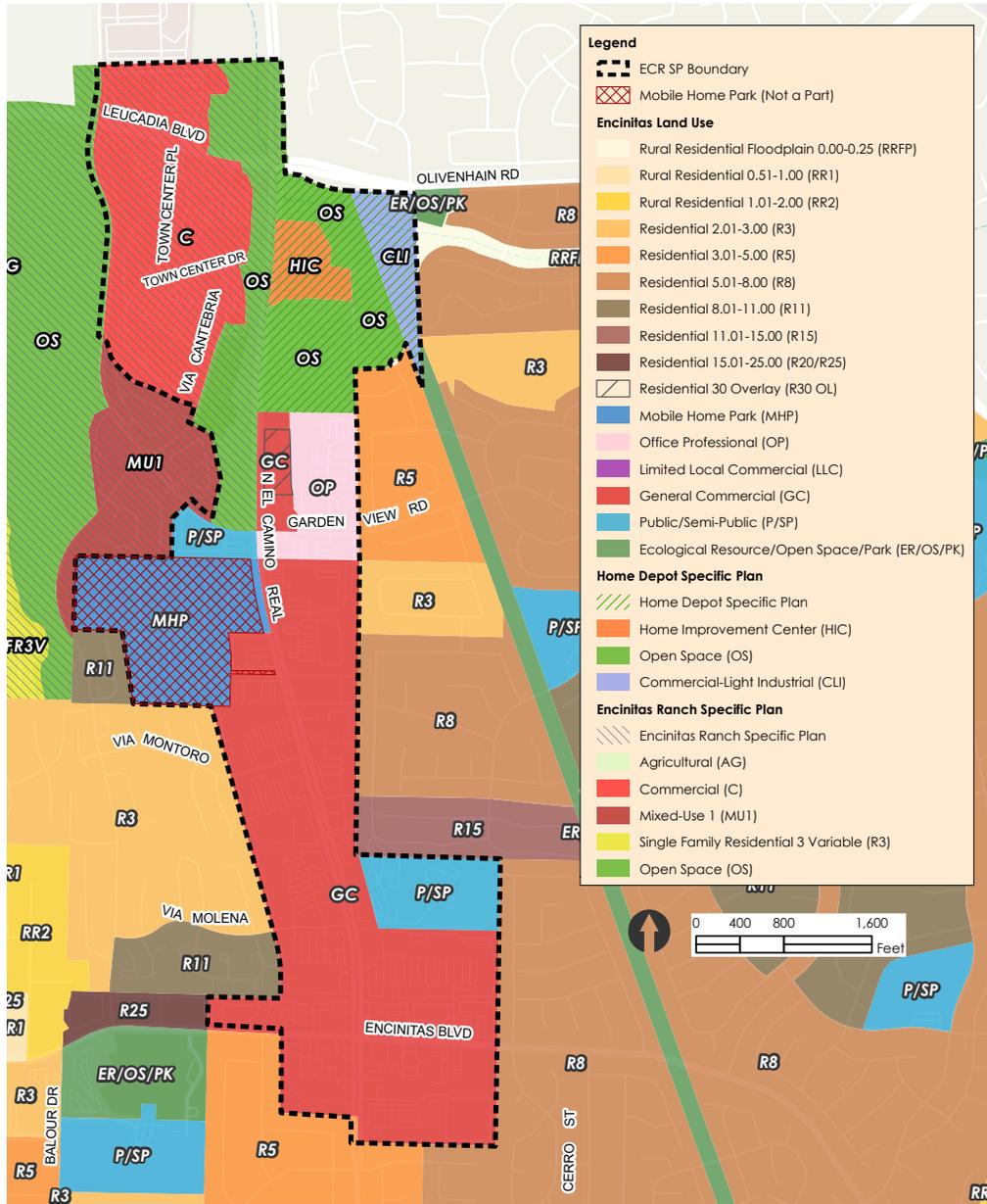
The Home Depot Specific Plan was adopted by the City of Encinitas City Council by Ordinance No. 93-17 on September 22, 1993 and encompasses approximately 58.3 acres. The Home Depot Specific Plan

area is split into four planning areas: Planning Area 1 is comprised of the Home Depot home improvement center; Planning Area 2 consists of dedicated open space for protected biological habitat (preserved for California gnatcatcher habitat); Planning Area 3 is the Encinitas Creek wetland open space area located between the Home Depot site and Olivenhain Road; Planning Area 4 includes 10.5 acres in the northeast portion of the Specific Plan area designated for Commercial-Light Industrial.

As shown in Figure 3-2, Existing Zoning, the Special Study Overlay Zone covers portions of the SPA to the north and west. The Special Study Overlay Zone indicates where site-specific analysis is required to determine if 10 percent or more of the area of a parcel of land exceeds 25 percent in slope, of which the Hillside/Inland Bluff Overlay Zone regulations shall apply. The Hillside/Inland Bluff Overlay Zone requires a slope analysis be submitted describing the present slope categories per Municipal Code Section 30.34.030.



*Facing northeast towards Planning Area 2 of the Home Depot Specific Plan*



**Table 3-1 Land Use and Zoning**

General Plan Land Use Designation	Equivalent Zoning Designation	Description	Approximate Acreage <sup>1</sup>
<b>General Commercial (GC)</b>	General Commercial (GC)	The General Commercial designation is generally used in the SPA for shopping centers with a mix of motor vehicle uses and retail uses. Permitted uses include, but are not limited to gyms and health spas, car rental agencies, restaurants, retail uses, and motor vehicle uses. Drive-thrus occur along the corridor.	176.7
<b>Office Professional (OP)</b>	Office Professional (OP)	The Office Professional designation is generally used in the SPA for offices and medical uses. Permitted uses include, but are not limited to government offices, general offices, financial institutions, and medical, dental, and veterinary offices and/or clinic.	20.1
<b>Home Depot Specific Plan-1 (SP-1)</b>	SP-1	Specific Plan-1 is designated for the Home Depot Specific Plan. Among the areas within the Home Depot Specific Plan are areas designated as Home Improvement center, Commercial – Light Industrial, and Open Space.	58.3
<b>Encinitas Ranch Specific Plan-3 (SP-3)</b>	ER-C, ER-OS	Specific Plan-3 is designated for the Encinitas Ranch Specific Plan. Among the areas within the Encinitas Ranch Specific Plan are areas designated as Residential, Mixed-use, Regional Commercial (ER-C), Open Space (ER-OS), Greenbelt/ Recreation Area, Agriculture, Community Use, School Site, Public/Semi-Public, Golf Course, and Magdalena Ecke Park.	119.9
<b>Public/Semi Public (P/SP)</b>	Public/Semi Public (P/SP)	Intended for utilities, institutional, and community-serving uses such as schools, fire, and police. The two areas within the SPA designated Public/Semi-Public are used as a United States Post Office and the Encinitas Sheriff Station.	23.7
<b>Mobile Home Park (MHP)</b>	Mobile Home Park (MHP)	The Mobile Home Park designation is a residential use intended to promote a satisfactory living environment for residents of mobile homes. The Mobile Home Park Zone is intended to permit greater diversity in the types of mobile home parks.	39.8

<sup>1</sup> Source: GIS data provided by City of Encinitas

General Plan Land Use Designation	Equivalent Zoning Designation	Description	Approximate Acreage <sup>1</sup>
R-30 OL	Residential 30 Overlay (R-30 OL)	The R-30 Overlay Zone was created to allow by-right approval on R-30-designated sites for the highest density housing allowed in the City, which has a maximum density of 30 dwelling units per net acre and a minimum of density of 25 dwelling units per net acre. Projects in R-30 zones must comply with mitigation measures included in the 2021-2029 Housing Element environmental assessment.	1.9 (two parcels)
<b>Total Approximate Acreage</b>			439

### 3.1.1 Development Standards

Development standards are regulatory requirements which development projects, such as the construction of new buildings, must abide by. Development standards are created as a planning tool to ensure the protection of the community’s health, safety, and welfare through the physical design of planned development. City staff compare development project proposals to the adopted development standards to determine consistency with the City’s adopted regulations.

Table 3-2, Existing Development Standards, provides the City of Encinitas’ key development standards that apply to the zoning designations included within the SPA. The development standards provided below are important in evaluating barriers for development and an area’s ability to transform into a different use or intensity of use, such as converting an office space into a more highly trafficked retail space.

**Table 3-2 Existing Development Standards**

Development Standard	Zoning Designation				
	GC	OP	P/SP	MHP	R-30 OL
Density	N/A	N/A	N/A	11 du/ac	25-30 du/ac
Lot Coverage (maximum percentage)	30%	40%	50%	75%	65%
Maximum Building Height	30 feet	30 feet	30 feet	30 feet	35-39 feet <sup>2</sup>
FAR Maximum	1.0	0.75	0.50	N/A	N/A
Landscaping	15%	15%	None	None	None
Front Setback	20 feet	20 feet	20 feet	5 feet <sup>3</sup>	10 feet

<sup>2</sup> May exceed the 35-foot height limit, as applicable, a maximum of five feet to accommodate necessary equipment (See 30.16.010B6)

<sup>3</sup> A setback of 50 feet from the centerline of any street along the exterior boundary of the mobile home park

Development Standard	Zoning Designation				
	GC	OP	P/SP	MHP	R-30 OL
<b>Side Yard Setback</b>	10 feet for each interior side	10 feet for each interior side	10 feet for each interior side	3 feet	10 feet
<b>Street Side Setback</b>	20 feet	20 feet	20 feet	15 feet	10 feet
<b>Rear Setback</b>	0 feet	0 feet	10 feet	3 feet	10 feet
<b>Off-Street Parking</b>	1 space/100 – 450 sq. ft. of gross floor area	1 space/200 – 500 sq. ft. of gross floor area	1 space/300 sq. ft. of gross floor area	1.5 – 2 spaces/unit	1.0 – 2.5 spaces/unit

Source: Encinitas Municipal Code Section 30.08 Zones

**Table 3-3 Home Depot Specific Plan Planning Area 1 and 4 Development Standards**

Development Standard	Planning Area 1 – Home Improvement Center	Planning Area 4 – Commercial-Light Industrial
Minimum Lot Size	9.0 acres	100,000 square ft
Minimum Lot Width	80 ft	100 ft
Building Front Yard Setback	75 ft from El Camino Real	N/A
Side Yard Setback	20 ft	N/A
Rear Yard Setback	20 ft	N/A
North Planning Area Boundary Setback	N/A	15 ft
East Planning Area Boundary Setback	N/A	10 ft
South Planning Area Boundary Setback	N/A	100 ft buffer consisting of a minimum 50-foot biological buffer and 50 feet of unstructured area which may include parking and driveways
West Planning Area Boundary Setback	N/A	150 ft <sup>4</sup>
Lot Coverage	40%	40%

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<sup>4</sup> Accessory structures, fences, walls, and open parking may be located within the 150-foot SDG&E utility easement if approved by Design Review (and by Conditional Use Permit, if required by proposed use).

Development Standard	Planning Area 1 – Home Improvement Center	Planning Area 4 – Commercial-Light Industrial
<b>Building Height</b>	39 ft <sup>5</sup>	30 ft or two stories. An additional 6 ft shall be allowed for the following projections: radio, TV and satellite dish antennas, flagpoles, chimneys, towers, hips and gables, roofs sloped at 4 and 12 or greater, and spires.
<b>FAR</b>	5.0	0.75 based upon the lot area not having environmental constraints
<b>Off-Street Parking</b>	531 parking spaces (minimum of 8 handicapped spaces) <sup>6</sup>	

Source: Encinitas Ordinance No. 93-17, Home Depot Specific Plan Chapter III, Project Design Standards, F, Land Use Regulations

<sup>5</sup> A data communications satellite antenna which extends 9 feet above the roof surface shall be allowed on the roof of the main structure. Section 7.10 of the Land Use Element of the City of Encinitas General Plan allows the City's height limit of 30 feet to be exceeded for non-residential development for designated specific sites when adopted through area specific plans, as is the case for Planning Area 1.

<sup>6</sup> The parking requirements shall be based on one parking space for each 200 square feet of gross floor area of the main building and one parking space for each 1,000 square feet of the garden center. Standard parking spaces will be 9 feet wide by 18 feet deep. Single handicap spaces will be 14 feet wide by 18 feet deep and double handicap spaces will be 23 feet wide. Minimum aisle width within the parking lot shall be 25 feet. In addition, the site plan shall include 4 loading spaces, 10 motorcycle spaces (3'6" x 7') and 10 bicycle spaces (2' x 6').

*Home Depot Specific Plan Planning Area 2 Development Standards*

Planning Area 2 has been designated as Upland Open Space by the Home Depot Specific Plan (refer to Exhibit II-1 of Chapter II, Section (B) Land Use Description, of the Home Depot Specific Plan<sup>7</sup>). This area is dedicated as natural open space easement for the purpose of preserving the native chaparral and gnatcatcher habitat. Said easement(s) shall allow for temporary construction encroachments for street improvements along El Camino Real and for hillside grading in the northern portion of the planning area adjacent to the south side of the Home Improvement Center in Planning Area 1. Public utility easements shall also be allowed within the Natural Open Space area. Any area within the Upland Open Space designation which is disturbed during the development process shall be revegetated utilizing plantings described in the plant palette for Landscape Zone 4 in Chapter III, Section C(3) Landscape Zones, of the Home Depot Specific Plan.

*Home Depot Specific Plan Planning Area 3 Development Standards*

Planning Area 3 is a dedicated biological open space. Permitted uses include borrow site, nuisance water treatment ponds and flood control facilities. Planning Area 3 has been designated as Wetland Open Space by the Home Depot Specific Plan (refer to Exhibit II-10 Chapter II, Section (B) Land Use Description, of the Home Depot Specific Plan). The area is dedicated as a natural open space easement for the purpose of preserving the wetlands habitat. Said easement(s) shall allow for temporary construction encroachments for street improvements along El Camino Real and Olivenhain Road and for grading in the southern portion of the planning area adjacent to the north side of the Home Improvement Center in Planning Area 1. Public utility easements shall also be allowed within the Open Space area. Any area within the Wetland Open Space designation which is disturbed during the development process shall be revegetated utilizing plantings described in the plant palette for Landscape Zone 1 and 2 in Chapter III, Section C(3) Landscape Zones, of the Home Depot Specific Plan.

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<sup>7</sup> City of Encinitas. Home Depot Specific Plan, Chapter II, Detailed Plan Description. <http://www.qcode.us/codes/encinitas-home-depot/>.

**Table 3-4 Encinitas Ranch Specific Plan Commercial (ER-C) Development Standards**

	Zoning Designation
Development Standard	ER-C Zone
Minimum Lot Area (net)	10,000 sf
Minimum Lot Width	80 ft
Minimum Lot Depth	90 ft
Front Yard Setback	20 ft
Street Side Yard Setback	10 ft
Interior Side Yard Setback	0 ft
Rear Yard Setback	0 ft
El Camino Real Setback	100 ft for all buildings <sup>8</sup>
Maximum Encroachments into Yards	5 ft for all yards <sup>9</sup>
Lot Coverage (Max. percentage, excluding Parking Structures)	25% <sup>10</sup>
Floor/Area Ratio (Maximum, excluding Parking Structures)	1.0
Minimum Buildings Setback from Areas Designated as Open Space without Park and Recreation Overlay	25 ft
Flag Lots	15 ft – 20 ft (min. flag width)

Source: Encinitas Ranch Zoning Ordinance 2019-16, Section 6.9 Commercial Zone (“ER-C” Zone)

<sup>8</sup> No main buildings or parking lots shall be permitted within this 100-foot-wide setback; provided, however, that accessory structures such as detention and sedimentation basins, flood control and drainage facilities, and recreational facilities (e.g., athletic playing fields, tot lots, basketball courts, tennis courts, etc.) are expressly permitted within the setback. Freestanding signs are permitted within the 100-foot-wide setback subject to Design Review and other required City approvals.

<sup>9</sup> Includes encroachments by towers, fireplaces, steps, stairs, eaves, porches, columns, balconies, decks, bay windows, planters, sidewalks, and similar features.

<sup>10</sup> Buildings may cover up to 25% of the entire area zoned as “ER-C,” exclusive of parcelization for individual businesses and tenants.

*Encinitas Ranch Specific Plan Open Space (ER-OS) Development Standards*

Unless subject to a Park and Recreation overlay, an area designated as Open Space shall be subject to the following development standards:

A. The maximum width of any trail or path located in natural open space areas shall not exceed six (6) feet in width, unless required by the City Engineer or a governmental/quasi-governmental agency for safety or access reasons.

B. Recreation trails in natural open space areas shall be sited to avoid, to the maximum extent feasible, adverse impacts to existing native plant materials and wildlife. The City shall not authorize the use of trails in natural open space areas (subject to the Open Space Zone) by horses and non-motorized bicycles unless such use is first reviewed and approved by the California Department of Fish and Game and the U.S. Fish and Wildlife Service. *Paragraph amended 8/23/95 (Reso. 95-91) and 3/18/98 (Reso. 98-17)*

C. Vertical grade of trails and paths shall not exceed twenty (20) percent, unless specific exceptions to this standard are approved by the City Engineer.

D. The cross-sectional pitch of any trail shall be one (1) percent minimum to five (5) percent maximum to ensure natural sheet flow to avoid concentration of drainage.

E. Fencing trails and paths is not desirable and shall not be required unless necessary to limit intrusion into sensitive habitats by humans and domesticated animals, or to separate users of the trails and paths from potentially hazardous conditions such as steep slopes or embankments.

F. Native vegetation shall be planted/maintained adjacent to trails within sensitive habitat areas to discourage uncontrolled access into such areas. *Paragraph amended 8/23/95 (Reso. 95-91)*

## **3.2 Mobility**

This section summarizes the current mobility network and existing conditions that are detailed in Appendix A, Draft Mobility Existing Conditions Report, and Appendix B, Draft Parking Report, both of which were prepared by the City's transportation and mobility consultant, CRA, in October 2021. The SPA mobility network is comprised of roadways, public transit, and bicycle and pedestrian facilities. In general, the existing development patterns have resulted in an auto centric corridor, with adjacent parcels largely disconnected.

### *3.2.1 Pedestrian Mobility*

Sidewalks are present along both sides of all but two roadway segments within the SPA: the west side of Garden View Road south of Leucadia Boulevard; and most of Via Molena east of El Camino Real along both sides of the street. Marked crosswalks are provided at all signalized intersections throughout the SPA, although not on all sides of the intersection. Along the approximately 1.5-mile stretch of El Camino Real, there are currently crosswalks at the following intersections: Leucadia Boulevard, Town Center Drive, Garden View Road, Via Montoro, Mountain Vista Drive, Via Molena, Encinitas Boulevard, and at the entrance to the shopping center anchored by LA Fitness. The exclusion of specific pedestrian intersection crossings may be due to vehicular operations or safety concerns. The existing crosswalks primarily consist of standard crosswalks (two parallel lines), high-visibility crosswalks, or decorative pavement.

Pedestrian counts taken for the Mobility Existing Conditions Report identified that pedestrian activity was generally higher in the southern part of the SPA where parcel sizes are smaller, and buildings are more concentrated.

Nine pedestrian-involved collisions were reported between January 2017 and December 2020. Five of the nine collisions were around Via Montoro and Mountain Vista Drive, where the greatest number of pedestrian crossings were observed.

### *3.2.2 Bicycle Mobility*

The SPA currently has good coverage and connectivity of the existing Class II Bike Lanes. Per the Mobility Existing Conditions Report, combined AM/PM peak hour bicycle volumes on an average weekday ranged from 66 bicyclists at the El Camino Real & Via Molena intersection to a high of 80 at the El Camino Real & Mountain Vista Drive intersection. Most bikeable roadways in the SPA were evaluated and determined to be a Level of Traffic Stress (LTS) 3 or 4, meaning they are high stress environments for bicyclists. A further description of LTS levels is included in Appendix A.



*Class II Bike Lane on the east side of El Camino Real*

### *3.3.3 Transit Mobility*

The North County Transit District (NCTD) provides transit service within the SPA. Bus Route 304 offers service to Downtown Encinitas to the west and Palomar College to the east. Bus Route 309 offers services to San Luis Rey Transit Center in Oceanside to the north and Downtown

Encinitas to the south. The SPA is well served by transit, with nearly all developed land accessible within a quarter-mile walk or bike ride from a transit stop, however, residential areas – where trips typically originate from – are limited within the quarter-mile distance.

See Figure 3-3, Street Classifications and Bus Stops, and Figure 3-4, Bicycle Facilities, for locations of mobility network facilities. Table 3-5 Mobility Network, below, identifies the roadway classifications, existing bikeways, and bus stop locations within the SPA.

### 3.3.4 Vehicle Mobility

Existing roadway functionality was analyzed in Appendix A using the quantitative measure Level of Service (LOS), which represents the quality of service from the driver's perspective. Appendix A finds that most of existing traffic volumes within the SPA have a LOS classification of C, which is an indication that the roadway has longer queues and travel speeds are 50% to 67% of the normal roadway travel speed without congestion. Encinitas Boulevard functions at LOS E, which indicates that the roadway has high traffic volumes and travel speeds are between 30% and 40% of the normal roadway travel speed without congestion. Posted speed limits in the SPA range from 35 – 45 miles per hour.



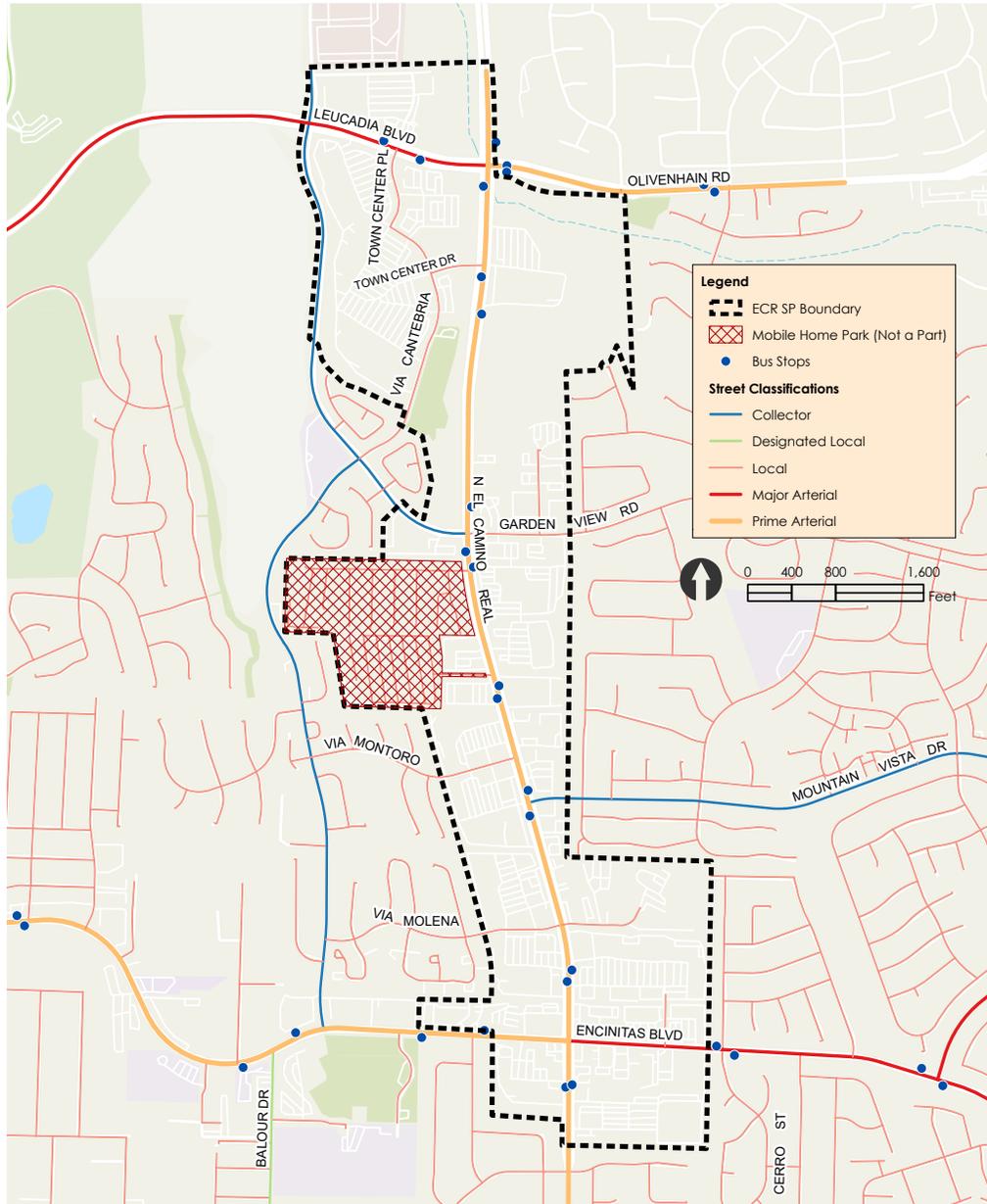
*Traffic flow and speed limit sign going south on El Camino Real*

### *3.3.5 Parking*

Vehicle parking was inventoried in Appendix B to assess the utilization of the existing parking lots within the SPA. Appendix B found that weekday evening and night (5 p.m. – 9 p.m.) parking occupancy is much lower across the SPA compared to midday as retail activity typically declines from midday to evening. Office parking demand typically conforms to standard business hours and begins to decline steeply after 5 p.m. Similarly, weekend parking demand from midday to evening and night decline significantly throughout the Specific Plan area. Midday was had the highest levels of parking occupancy with 2-5 properties with parking occupancy that reaching 85% or greater. In summary, very few of the parking lots observed reach critically high levels of occupancy during any of the observed timeframes, including the respective peak weekday and weekend times. See Appendix B for further details on peak occupancy rates.

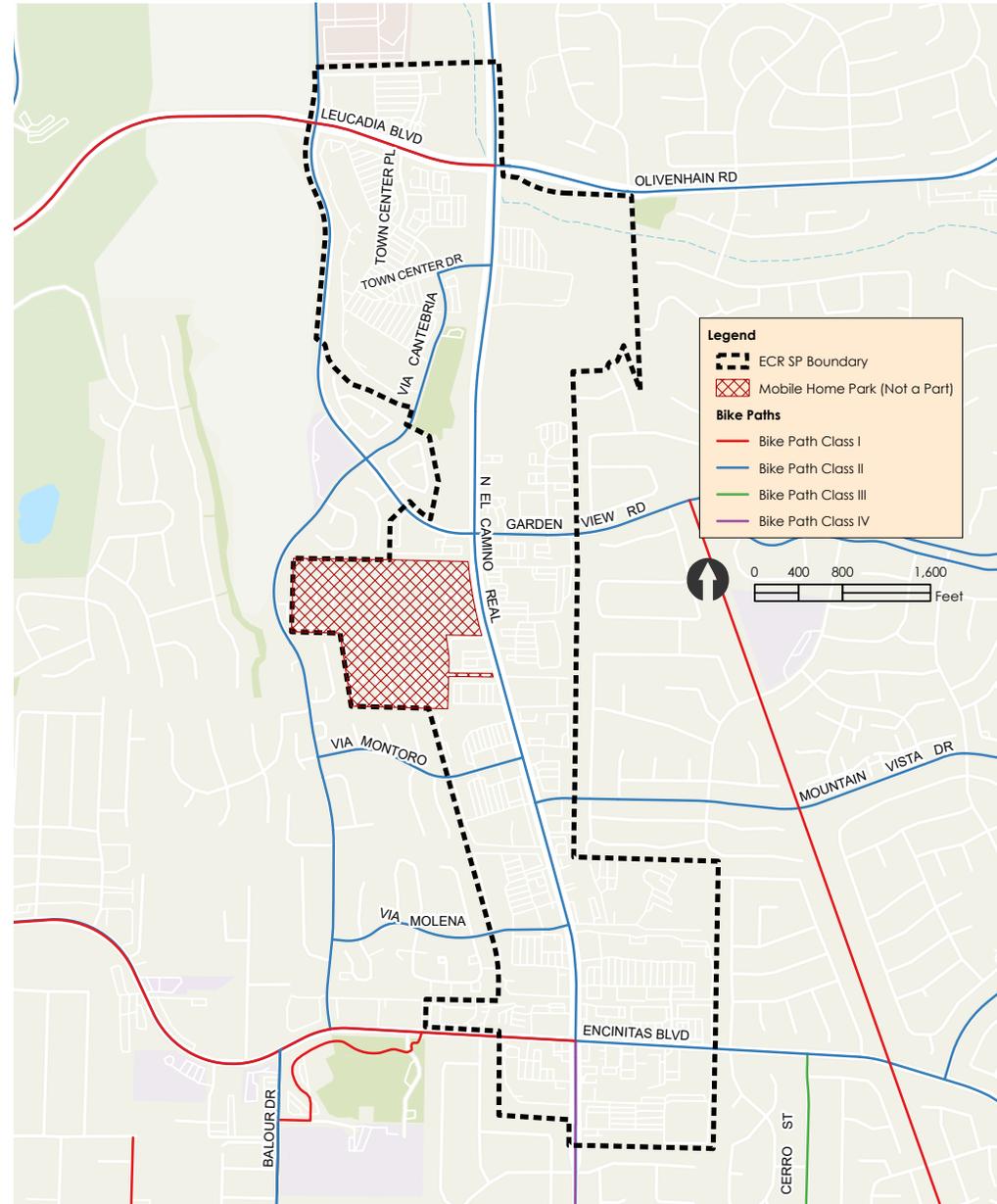
**Table 3-5 Mobility Network**

Road Name	Roadway Classification	Existing Bikeway	NCTD Bus Stops
Leucadia Boulevard	Four-Lane Major Arterial	Class II Buffered Bike Lane	Town Center Boulevard
El Camino Real	Augmented Six-Lane Prime Arterial	Class II Buffered Bike Lane	Leucadia Boulevard, Town Center Drive, Garden View Road, Via Montoro, Camino Encinitas Plaza, Mountain Vista Drive, Via Molena, Encinitas Boulevard
Town Center Place	Four-Lane Major Arterial	--	--
Via Montoro	Two-Lane Local Street	--	--
Mountain Vista Drive	Augmented Two-Lane Local Street	Class II Buffered Bike Lane	--
Via Molena	Two-Lane Local Street	--	--
Garden View Road (west of El Camino Real)	Four-Lane Major Arterial	Class II Bike Lane	--
Garden View Road (east of El Camino Real)	Two-Lane Local Street	Class II Bike Lane	--
Village Square Drive	Two-Lane Local Street	--	--
Encinitas Boulevard	Four-Lane Major Arterial	Class II Buffered Bike Lane	Beechtree Drive



**El Camino Real**  
 SPECIFIC PLAN  
 City of Encinitas

STREET CLASSIFICATIONS & BUS STOPS  
 FIGURE 3-3



**El Camino Real**  
 SPECIFIC PLAN  
 City of Encinitas

BICYCLE FACILITIES  
 FIGURE 3-4

### **3.3 Urban Design**

The visual and physical character of an area plays a large role in shaping the perception of an area sought after to live, work, and play. This section identifies the existing conditions of the public and private realm spaces within the SPA.

The visual character of the SPA generally consists of arterial roadways confined by commercial buildings and parking lots. Commercial buildings are generally one- to two-stories and backed against lot lines. The appearance of buildings varies, but in general, commercial buildings are well-maintained and lack visual blights. The age of commercial and office buildings appear newer as the corridor moves from south to north, with the use of contemporary architecture in some commercial centers.

There is a range to the size and scale of commercial centers present in the SPA. Smaller commercial centers are located on lots that include approximately one to three acres of land and have a variety of office and retail uses. The smaller commercial centers are short enough in length for visitors to comfortably walk from one store to the next. Large shopping centers are located on lots over three acres in size and that have at least one big box anchor retail store with various other big box stores and retailers. The distance between storefronts in these large shopping centers is generally too great for a visitor to walk between each store. Both types of commercial centers (small and large) are mostly contiguous, meaning there is no physical break between stores, and are setback from the street to provide drive-up parking to the storefronts.

The office buildings present in the SPA occur east of El Camino Real and north of the shopping center anchored by Michaels Stores, Inc. The office buildings appear well-maintained and use similar exterior paint colors to the surrounding landscape.

#### *3.3.1 Public Realm*

##### *Sidewalks and Streetscapes*

As previously described in Section 3.2, Mobility, the SPA provides sidewalks along all public roadways including El Camino Real, Encinitas Boulevard, Via Molena, Mountain Vista Drive, Via Montoro, Garden View Road, Town Center Drive, and Leucadia Boulevard/Olivenhain Road. These sidewalks are contiguous, meaning they are directly adjacent to the street with no landscaped separation that provides a buffer or sense of safety from the speed and noise of vehicles. Driveways that lead into the commercial centers either have no sidewalk or have a sidewalk on one side.



*Shopping center driveway without sidewalks*

The commercial building storefronts in the shopping centers generally have a 10-12 foot wide pedestrian walkway with awnings to provide shade immediately in front of the store entrance. The older, smaller commercial centers and large commercial center parking lots south of Garden View

Road generally do not have designated pedestrian crosswalks painted from the storefront to the parking lot. Additionally, most commercial buildings in the corridor are one-story with multiple retail storefronts linked together by a sidewalk and shared awning, however, direct access between commercial centers are generally unavailable.

The sidewalks and streetscapes in the SPA also include bus stops, which occur along the curb with benches and NCTD signs to indicate where the bus should stop.

Most of the medians along El Camino Real contain mature street trees. Screening trees along the parcel frontages are occasionally used for concealing buildings, buffering road noise, and to provide shade for adjacent sidewalks. However, there are long lengths of sidewalks along El Camino Real that are unshaded.

#### Signage and Placemaking

There is a City of Encinitas monument sign upon entering the northern end of the SPA at the southwest corner of Leucadia Boulevard and El Camino Real. As an element of placemaking, there are bell markers in the median of El Camino Real to recognize the corridor’s historic significance of connecting the 21 California Missions throughout the state.



*City of Encinitas Sign at northern SPA boundary*



*El Camino Real historic bell marker*

#### Public Open Space

The SPA has multiple public open space areas that offer parks and trails to the general public. The Encinitas Creek Trail runs parallel to El Camino Real north of Garden View Road and connects to the Leo Mullen Sports Park. There are areas within the Home Depot Specific Plan that are designated as Open Space, but currently do not have public trails or access.



*Encinitas Creek Trail west of El Camino Real*

### *3.3.2 Private Realm*

#### *Site Design*

In general, surface parking lots surround the commercial or office buildings where vehicles take access through driveways from El Camino Real. The drive aisles within the surface parking lots act as internal circulation routes that divides the parcels into rectangles. In addition, a majority of the commercial centers include multiple driveways that intersect with pedestrian facilities.

Along El Camino Real, most large commercial buildings are placed against the rear of the lots, abutting existing single-family residences, with the surface parking lot fronting the corridor. Rear access to commercial buildings along the rear edges of the lots is generally intended for truck access and product loading. Landscaping and shade trees lightly populate the large parking lots. The small commercial centers also have an auto-oriented design with parking lots that front El Camino Real.

Additionally, these small commercial centers have parking lots with high vehicle parking occupancy rates. The tree canopy and landscaped area ranges among the parking lots, with small parking lots offering less landscaping and tree canopy coverage than the larger parking lots that provide shade trees and landscaped pedestrian pathways. As described previously, the side lot boundaries of these shopping centers lack connections to the adjacent shopping centers and are generally blocked off with some type of fencing or landscaping.

Changes in topography occur within shopping centers and along the western and eastern boundaries of the SPA, which acts as a natural buffer to the surrounding residential uses.

#### *Landscaping and Private Open Space*

Areas zoned as General Commercial and Office Professional are required to provide landscaping for 15 percent of the property's lot area. There is no landscape requirement for areas zoned as Public/Semi-Public. There is also no requirement for private or common open space within the General Commercial, Office Professional, or Public/Semi-Public zones. Properties with long driveways or are located at higher elevations than El Camino Real include landscaped areas from the street leading to the development.

#### *Signage and Placemaking*

Most of the small and large commercial centers throughout the El Camino Real corridor have pylon signs and monument signs for advertising the businesses located in that center. The sign design varies throughout the corridor with no continuity between each commercial center.

Town Center Drive is lined with Palm trees with an adjacent water feature to act as a pronounced entry into the commercial center.



*Pylon sign along El Camino Real*

### Built Form

The buildings in the SPA generally take elements from a specific architectural style or period, such as Spanish Colonial or Contemporary Modern, but do not follow one consistent style. The commercial uses north of Garden View Road include well-maintained “big box” retail and small commercial centers. Those buildings generally use more Spanish contemporary architecture using lighter exterior paint colors and flat roofs. The commercial buildings are generally larger in bulk and scale compared to buildings south of Garden View Road.

Most of the building heights throughout the corridor reach the height limit of 30 feet with flat roofs. Per Appendix B, the shopping centers north of Garden View Road receive a steady flow of consumer-traffic, despite relatively low parking occupancy rates in parking lots that have 800 spaces.

South of Garden View Road still includes “big box” and small commercial centers. These commercial centers still feel large in scale to visitors but are generally smaller in square footage when compared to the square footage of retail stores north of Garden View Road. Building heights vary with “big box” retail reaching up to 30 feet in height and smaller commercial centers having more modest, approximately 20-foot building heights.

Building conditions vary south of Garden View Road but are generally well-maintained. Other amenities and structures such as walls, fences, and landscaping seem to be unkempt. Storefronts are short distances from each other with occasional outdoor seating areas that extend past the awnings, offering a welcoming environment for consumers to spend more time in the commercial center.

To emphasize the historic importance of El Camino Real, these commercial centers south of Garden View Road generally incorporate Mission Revival architectural elements, such as adobe-style roofing materials, tan and earth-tone exterior paint colors, smooth stucco surfacing, and decorative parapets. With many of the commercial buildings in the SPA built in the 1970's and 1980's, it is possible that structures could be found as historically significant, which is dependent upon architectural uniqueness and historical significance. Appendix B indicates a steady flow of consumer-traffic, with shopping centers like Encinitas Village reaching relatively high parking occupancy rates throughout the day.



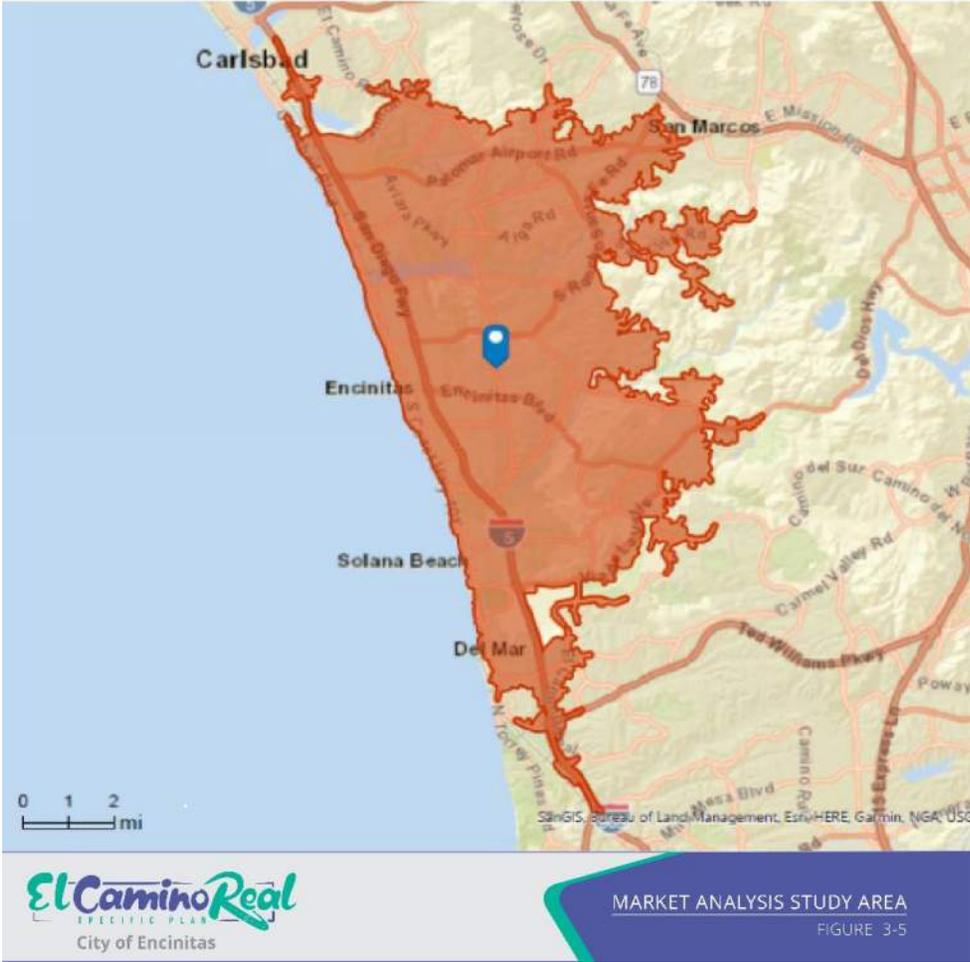
*Shopping Center with adobe-style roofing material*

Surrounding residential neighborhoods that abut the SPA use typical 1980's and 1990's architectural style. These homes are one- to two-story single-family dwellings with 15 to 30-foot front setbacks and approximately 3 to 10-foot side setbacks.

### 3.4 Economics

This section identifies the existing and possible future market trends based upon the demographic and market conditions of the SPA and surrounding trade area. The information provided in this section is sourced from the Market Analysis Report, included as Appendix C in which a more comprehensive evaluation is provided.

Considering the demographics and economics of the surrounding communities strongly influence the economic prospects of the SPA, Section 3.4, Economics, uses an expanded study area of a 15-minute drive distance. This area is referred to in this section as the “market analysis study area” and is shown in Figure 3-4, Market Analysis Study Area. The market analysis study area includes the City of Encinitas as well as adjoining areas in Carlsbad, San Marcos, and Solana Beach.



### *3.4.1 Demographic Profile*

The market analysis study area has a relatively older population and, in line with regional and national trends, the overall population is expected to age over the next five to ten years. The population of residents age 75 to 84 is projected to increase by nearly 32 percent between 2021 and 2026.

The market analysis study area is relatively affluent, well educated, and less diverse than San Diego County.

The housing market study area has a larger median household income of almost \$125,000, compared to a median household income of \$85,000 for San Diego County. Furthermore, around 60 percent of households in the market analysis study area have annual income that is greater than \$100,000, compared to approximately 43 percent in San Diego County and 40 percent in California.

As outlined in Figure 7 of Appendix C, the population of the market analysis study area has higher levels of educational attainment compared to the county and the state. Nearly 65 percent of adult residents in the market analysis study area have earned a bachelor's degree or higher, compared to 40.9 percent for San Diego County and 35.7 percent for California.

Over the next five years, ESRI indicates the Hispanic and Asian populations will each increase by approximately one percent. The relatively low increases in minority populations further indicates a predominantly white ethnic majority.

In general, Encinitas is not experiencing as large of a population increase as the San Diego region. SANDAG anticipates a population growth of slightly over 3,300 (approximately 5.5 percent) within the city limits of Encinitas between 2020 and 2050, compared to 633,000 (approximately 19 percent) in San Diego County.

### *3.4.2 Employment Profile*

The market analysis study area serves as the base for a range of employment industries, which include retail and service positions, and professional and medical positions, often associated with the medical office land uses in the area. While the El Camino Real corridor offers various employment options, SANDAG projects limited employment growth in Encinitas (2,266 positions) between 2020 and 2050. Employment in the North County area is relatively concentrated in high-tech industries near the major employment centers around the San Diego metro area, like Sorrento Valley where employment growth is expected to continue.

### *3.4.3 Housing Market Trends*

Single-family detached housing dominates the market analysis study area, and the median values of homes in this area has continued to increase significantly in recent years. Over 30 percent of homeowners in the market analysis study area currently use more than 30 percent of their income on housing expenses. As a general rule-of-thumb, a maximum of 30 percent of an individual's income should be dedicated to housing expenses such that the remaining 70 percent of the income can be used toward other necessities, entertainment, and recreation.

The for-sale residential market has been very strong over the last few years, with an increase of roughly 50 percent for the median price home in Encinitas between 2017 and 2021. Encinitas' median home sales price jumped from \$1,100,000 in December 2017 to \$2,040,000 in July 2021. Whereas the County's median home sales price went from \$612,750 in December 2017 to \$875,000 in July 2021.

The multi-family housing market in the market analysis study area initially dipped during the COVID-19 Pandemic (pandemic) but has recovered strongly in 2021, with rising rents and an increase in apartment construction across the San Diego metro area.

The regional forecasts for continued population and employment growth across the San Diego region is expected to continue to drive demand for more housing units across the county over the next 30 years.

#### *3.4.4 Retail Market Summary*

The pandemic has contributed to weakness in the retail market through the accelerating trend towards e-commerce over brick-and-mortar stores and increasing vacancy rates throughout the country. However, the retail submarket that includes the market analysis study area has remained stronger than the regional averages over the last year. While a handful of retail vacancies are present along El Camino Real, as well as in some of the smaller shopping plazas along the corridor, the corridor has been fortunate in not experiencing larger scale vacancies of major anchors or of major swaths of shopping centers.

#### *3.4.5 Office Market Summary*

The San Diego office market experienced much higher vacancies during 2020 due to the pandemic but has begun to recover as more companies have returned to the office in recent months.

The El Camino Real corridor includes several clusters of professional or medical office space, as well as a scattering of additional dental, medical, veterinary, or other professional service offices distributed throughout the length of the corridor. The local office market appears relatively stable given the presence of medical office space, which is less vulnerable to macroeconomic trends, such as a national pandemic that required most individuals to stay at home. Local brokers anticipate that the office market will continue to experience increased leasing activity in the coming months as companies make their way back to the office and rethink their return-to-office plans.

### **3.5 Utilities**

#### *3.5.1 Water*

The Olivenhain Municipal Water District (OMWD) provides potable and recycled water services to the SPA, with exception to the shopping center and BMW dealership north of Encinitas Boulevard and the Sprouts Market shopping center south of Encinitas Boulevard, which are serviced by the San Dieguito Water District. The OMWD currently serves a population of approximately 84,000 residents in northern San Diego County, including parts of the City. OMWD is currently 100 percent reliant on San Diego

County Water Authority (SDCWA) for its potable water supply. SDCWA bases their capacity needs on local land use jurisdiction's general plans and policies to project consumptive water demands for the region. According to OMWD's 2020 Urban Water Management Plan, in all normal and dry-year cases analyzed, no shortages are anticipated within SDCWA's or OMWD's service area through 2045, even in the most conservative scenario, five consecutive dry years. SDCWA retail potable water supply and demands for fiscal year 2035 are estimated to be 17,734 acre feet (AF), under the multiple consecutive dry years scenario.

#### *3.5.2 Wastewater*

The Leucadia Wastewater District (LWD) serves the SPA. The LWD provides wastewater collection, treatment, disposal, and service to a total population of approximately 60,000. Under the assumptions of the LWD 2018 Asset Management Plan, the LWD serves 28,477 equivalent dwelling units (EDUs), at 89.1% of buildout, with a buildout projection of 31,974 EDUs by 2050. This leaves a remaining capacity of 3,497 EDUs. The City's wastewater collection system is conveyed for treatment and disposal to the Encinitas Wastewater Authority (EWA). The capacity rights for the City are 1.80 million gallons per day (mgd) average daily flow for treatment.

#### *3.5.3 Stormwater*

The City's Public Works Department is responsible for maintaining the storm drain infrastructure. According to the City of Encinitas 2015 Jurisdictional Runoff Management Program, the City takes certain measures to prevent seepage from the sanitary sewer system to the separate municipal storm sewer system, including conducting flow metering throughout the City's sanitary sewer system to monitor potential capacity concerns. Hydraulics analyses are required for applicable projects to determine stormwater demands and available capacity.

## 4. Analysis

This section discusses the analysis of key opportunities and constraints to set the stage for land use, mobility, and design alternatives and policy formulation. To better evaluate the numerous opportunities within the SPA, Table 4-1 Opportunities Matrix, and Table 4-2 Constraints Matrix, provided below, explores the SPA's opportunities and constraints measured against a set of criteria. Along the left-hand column of Table 4-1 are opportunities related to land use, mobility, urban design, market conditions and utilities, along the top of the matrix are the ranking criteria which are organized into three categories: environment, economy, and community. These three categories characterize the three main pillars in which sustainability is founded on. In order to achieve sustainable development within the SPA, all three of these elements and their implications must be considered.

Of equal importance is an evaluation of the constraints related to the future development of the SPA. Table 4-2 Constraints Matrix provides a brief description of the constraints and their implications with regard to the SPA.

Opportunities are defined herein as characteristics that may encourage certain types of use or development. For example, a site that is relatively flat, close to existing services, and located away from sensitive biological factors would be best suited for new housing or recreational opportunities. Constraints are defined as those characteristics that might limit or restrict use; examples include steep slopes or sensitive wildlife habitat.

The identified opportunities are then rated against the criteria defined at the top of the matrix and designated with a 'N,' 'P,' or 'Y' as defined below:

- N = No, does not meet the criteria
- P = Partially meets the criteria
- Y = Yes, greatly meets the criteria

The opportunities identified with a greater amount of 'Y's should be considered as priorities for incorporation into the Specific Plan.

The following defines the ranking criteria by category.

### **4.1 Environment Criteria Category**

#### *4.1.1 Green Infrastructure*

This criterion refers to an opportunity's ability to incorporate environmentally-friendly features into future development or update existing developments. Green infrastructure features can include a variety of energy efficient upgrades including solar panels and modified stormwater management such as permeable hardscapes.

#### *4.1.2 Parks and Open Space Amenities*

This criterion refers to an opportunity's ability to add new parks and open spaces or enhance the existing ones. Open space not only provides recreational areas for residents and helps to improve the beauty and environmental quality of neighborhoods, but they also provide space for wildlife habitat.

#### *4.1.3 Transportation Options*

This criterion examines an opportunity's ability to improve traffic and transportation options, and thus reducing vehicle miles traveled (VMT). Reducing VMT generates benefits such as alleviating traffic congestion on the roadways, reducing air pollution, reducing greenhouse gas (GHG) emissions, reducing dependence on foreign oil, and improving public health through increased exercise by walking or biking to destinations.

### **4.2 Economy Criteria Category**

#### *4.2.1 Job Growth*

This criterion measures an opportunity's ability to increase the number of jobs or employment centers within the SPA.

#### *4.2.2 Fiscal Growth*

This criterion measures an opportunity's ability to grow the property tax and sales tax received by City due to increases in the number of property owners and sales made locally.

#### *4.2.3 Business Growth*

This criterion measures an opportunity's ability to attract businesses to locate to the El Camino Real community. In other words, this measures to what degree the opportunity will compel future business investment in the SPA.

### **4.3 Community Criteria Category**

#### *4.3.1 Housing for All*

This criterion evaluates an opportunity's ability to generate a variety of housing opportunities for all income levels. The provision of various housing types allows for residents of mixed incomes to stimulate the economy by attracting qualified workers and also increases spending in the local economy. Additionally, this strengthens the community by diversifying employment and economic opportunities.

#### *4.3.2 Accessible by All Households*

This criterion examines how available an opportunity would be to the public. For example, the proximity of a park or public space to a variety of mixed-income residents is a scenario to consider. It is important to ensure that any new changes are accessible to all community members.

#### *4.3.3 Promote Social Equity*

This criterion examines the aspects of the built environment through the lens of social equity. Since the El Camino Real Specific Plan involves redistribution of public resources and facilities, equity is an inescapable fact of this planning effort.

#### *4.3.4 Community Unity through Events and Spaces*

This criterion explores the ability of an opportunity to create a place for community members to gather. Public community events and spaces increase the sense of place that help to define the community and attract more community members.

#### *4.3.5 Mobility Safety*

This criterion assesses an opportunity's ability to generally provide safe access to amenities through sidewalks and road facilities for vehicles and, bicycles.

#### *4.3.6 Health & Wellness*

This criterion considers how an opportunity could affect residents' and visitors' physical health and mental health.

#### *4.3.7 Community Character*

This criterion considers an opportunity's ability to improve the quality of life and contribute to the surrounding community's character. Community character refers to the perceived distinct identity of a place. A community's character can directly influence the quality of one's experience in a given area and often sways one's decision on where to live, work, and recreate.

**Table 4-1 Opportunities Matrix**

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
<b>Land Use</b>															
1	Increase housing opportunities through mixed-use development. Horizontal mixed-use could be implemented in the short-term and vertical mixed-use in the long-term, or big box stores could be retrofitted to accommodate a second or third floor of housing.	P	P	N	Y	Y	Y	Y	P	P	P	Y	Y	Y	Housing would contribute to the City's and region's lacking housing stock. Development impact fees would contribute to City parks and open space, public gathering spaces, and alternative transportation facilities. Horizontal mixed-use would allow for infill development in underutilized areas, while vertical mixed-use allows for ground-floor uses that benefit the community and economy. Mixed-use development can contribute to a community character by adding a sense of life and energy to an area by incorporating and mix of housing and commercial.
2	Allow for live/work/play opportunities.	P	Y	Y	Y	Y	Y	P	P	P	Y	Y	Y	Y	Live/work/play uses would allow for residents to live in the same vicinity as their work, thus reducing vehicular commute trips, increasing job opportunities, and improving mobility safety. Live/work/play opportunities can contribute to the surrounding community character through adding a sense of energy via its residents and recreation amenities.
3	Increase housing opportunities through the R-30 zoning designation.	N	P	N	P	Y	P	Y	Y	Y	Y	N	Y	Y	The R-30 Overlay Zone in adequate locations would allow for three-story residential buildings up to 30 dwelling units per acre. This would have the potential of making units more affordable and thus more equitable for all demographics. R-30 housing opportunities can be designed to complement nearby communities.
4	As described in the General Plan, residents in New Encinitas have expressed a desire for more parks and recreational facilities. New parks and open space opportunities can be in the form of passive recreation	Y	Y	Y	N	Y	N	N	Y	Y	Y	N	Y	Y	Proximity to open space or special features often enhances the value of residential properties and produces increased tax revenues for communities. These spaces would also provide an area for the community to relax and enjoy the Encinitas scenery.

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
	uses, such as trail connections, or through active recreation uses, such as tennis courts or splash pads.															
5	Create public market, plazas, or gathering spaces.	P	Y	P	N	Y	P	N	Y	Y	Y	P	Y	Y		Public gathering space would have the ability to include green infrastructure and incentivize business growth in proximity to the gathering space. A public gathering space near existing residential communities would replace longer vehicle trips otherwise to similar uses outside the SPA, thus keeping the vehicular trips low and tax income within the corridor. These types of spaces can improve the quality of a community's character.
6	Introduce business start-up/incubator space to fill vacancies.	N	N	P	Y	Y	Y	N	N	Y	N	N	P	P		A business start-up/incubator space within the corridor would provide economy-stimulating, small-business employment options in proximity to the current and future residential communities. Offering spaces and incentives for small businesses have the potential to fill vacant commercial spaces throughout the SPA which boosts jobs and growth and overall fiscal health of the corridor. In addition to boosting the local economics, filling vacancies can activate dormant of the SPA and reduce the visual blight of empty storefronts.
<b>Mobility</b>																
7	Expand bike paths on east-west roadways like Via Montoro and Mountain Vista Drive to accommodate bicyclists that use the El Camino Real bike lane and connect to neighboring residential communities.	Y	P	Y	N	N	N	N	Y	Y	N	Y	Y	P		Expanding bike paths can ensure that a network of infrastructure is in place to make cycling or other alternative modes of transportation more accessible to nearby residents. This helps to promote safe and healthy communities that are well connected. Accessibility makes communities more equitable as it caters to people without personal vehicles.

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
8	Increase north-south roadway connections between lots.	N	N	Y	N	N	N	N	P	N	N	Y	P	N	Adding north-south mobility connections between parcels would improve circulation, safety, and accessibility for pedestrians crossing from one commercial center, or activity node, to another. For example, there is no direct access between the Camino Village Plaza and the El Camino shopping center. This concept can also be applied to the northern boundary of the SPA where there is no internal connection between the Plaza Encinitas Ranch shopping center north of Leucadia Blvd and The Forum Carlsbad directly north. This would reduce VMT while incentivizing healthier modes of transportation.
9	Increase number of mid-block crossings.	N	N	N	N	N	N	N	Y	P	N	Y	Y	N	Mid-block pedestrian crosswalks would provide a safe alternative to jaywalking when block sizes are too large. These crossings can help connect and strengthen activity centers. Mid-block crossings can serve housing communities that would otherwise lack pedestrian connections and can improve the overall health and safety of a community by providing a safe alternative to driving or jaywalking across the street.
10	Expand existing trail and pathway network to connect to destinations within the SPA. For example, including a trail along the eastern boundary of the SPA, along the slope, between the residential dwellings and the commercial uses. Additionally, gaining access easement over existing informal trails located south of the Home Depot Specific Plan area. Create public access connections to the SDG&E utility easement trail that runs north-south, where passive recreation could occur.	Y	Y	Y	N	P	N	N	Y	Y	P	Y	Y	P	Additional trails and pathways would improve the breadth of and connectivity to the SPA park and open space network. Access to new passive recreational facilities would help improve access to parks for residents of the SPA and the greater New Encinitas community. Access to trails and pathways can positively influence the character of a community as it offers nearby recreational opportunity.

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
11	Upgrade and increase the amenities at transit stops such as benches, shelters, trash cans bus schedules, and lighting	N	N	P	N	N	N	N	N	Y	N	Y	Y	P	Enhanced transit stops would make it safer and more enjoyable to take transit and thus encourages alternative modes of transit. Improving the quality of the transit experience can improve the quality of life of the routine disadvantages riders that do not have access to personal vehicles.
12	Enhance wayfinding signage throughout the SPA.	N	N	P	N	P	N	N	N	N	N	P	N	Y	Wayfinding signage assists visitors in more easily locating common destinations in the area. Wayfinding signage can reduce VMT by helping people to more efficiently locate a destination. It can also alert potential consumers of businesses – creating more of a sense of a “there-there or destination” – that would have otherwise gone unnoticed, thereby indirectly advertising business and generating tax revenue. Wayfinding signage can add a distinct identity of a place which can improve the community’s character.
13	Add bike racks that are branded with an El Camino Real logo.	N	N	P	N	N	N	N	Y	Y	N	P	Y	Y	The availability of bike racks provides an incentive to easily park a bike at a destination instead of driving and parking a personal vehicle, thus indirectly reducing VMT. Increased bike usage also promotes healthy transportation practices and keeps people from parking their bikes in unsafe places. This provides a quick, visible, and reliable place for people who rely on bicycle transport to safely leave their bike. Additionally, bike racks serve as an attractive and community-building “branding” strategy. Branded bike racks can add a distinct identity of a place which can improve the community’s character.
14	Install bike repair stations along the corridor	N	N	P	N	N	N	N	N	Y	N	Y	Y	N	Bike repair stations provide an incentive to practice alternative transportation safely and dependably, thus indirectly reducing VMT. Bike repair stations promote healthy and safe transportation practices. This also improves the

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
																reliability for commuters who rely on bicycle transportation.
15	Leverage the planned enhanced frequency to 10-minute headways for Bus Route 309 by creating more destinations and potential riders to the area.	N	N	Y	N	N	N	N	N	Y	N	Y	N	N		Planned transit service enhancements for Bus Route 309 would increase the viability and reliability of trips by bus. The decrease from 30 minute to 10 minute headways offers a lot more flexibility for riders who rely on transit for routine transportation, which promotes social equity and reduces wait times. To leverage this improvement, vehicular operational challenges at intersections and along segments can be reevaluated using future volumes to understand opportunities for signal enhancements and technologies that better address existing and future travel patterns.
16	Enhance existing roadway crossings to improve pedestrian comfort and safety through treatments such as high visibility crosswalks, advance stop bars, alternative pavement, and curb ramps with truncated domes (detectable warning surfaces)	N	N	Y	N	N	N	N	N	N	N	Y	Y	N		Enhanced roadway crossings would improve pedestrian safety and comfort, thereby attracting more pedestrian trips over vehicle trips and increases overall pedestrian safety and wellness.
17	Make large surface parking lots be more pedestrian-friendly by providing dedicated spaces, such as paseos, for people to walk and landscaping to improve user experience	N	N	Y	N	N	N	N	N	N	N	Y	Y	N		Providing designated places for pedestrians in large surface parking lots would improve the safety of pedestrians by giving them protected and designated places to walk, while encouraging a "park once and walk" strategy.
18	Relocate above-ground utilities to be underground to remove impediments along existing sidewalks	N	N	N	N	N	N	N	N	N	N	Y	N	N		By removing impediments along existing sidewalks, the full sidewalk would be accessible to pedestrians of all abilities. Removing utilities from the sidewalk may also reduce hazards that could block the street or sidewalk, thus improving safety.
19	Apply green paint to vehicle-bicycle facilities at particular conflict points	N	N	Y	N	N	N	N	N	N	N	Y	Y	N		Painted bicycle lanes in conflict points would help raise driver awareness of bicycle facility presence and thus improve mobility safety and encourage bicycle ridership.

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
20	Retrofit buffered bike lanes with physical protections	N	N	Y	N	N	N	N	N	N	N	Y	Y	N	The added protection of a physical protective buffer would further improve the safety of bicyclists and thus encourage more bicyclists over vehicle users.
21	Provide identifiable trail heads and maintain the surfaces and wayfinding information	N	N	Y	N	N	N	N	N	N	N	N	Y	P	Identifying and maintaining trail heads/wayfinding information would help encourage trail use, which improves users' health and wellness and encourages alternative modes of transportation. Further, enhanced pedestrian connections/usage can increase access and the viability of pedestrian mode of transportation which promotes greater social equity.
22	Expand planned sidewalk on Garden View Road into a Multi-Use Path (Class I)	N	Y	Y	N	N	N	N	N	N	N	Y	Y	N	The expansion to a Multi-Use Path would encourage multi-modal transportation to and from the Leo Mullen Sports Park and Encinitas Creek Trail. This would also provide an off-street bicycle facility which would improve mobility safety.
<b>Urban Design</b>															
23	Increase common open space standards for multi-family development. Outdoor terraces and balconies can be oriented to face El Camino Real	P	Y	N	N	P	P	N	Y	Y	P	P	Y	Y	Increased common open space standards would have the ability to introduce additional open space and public gathering space in an area that currently lacks those features. Common open spaces encourage social interaction and pedestrian activity. Requiring common open space can guarantee equitable access to outdoor space in proximity to residential units that do not already provide such outdoor spaces. Common open space can positively influence the character of a community as it offers nearby recreational opportunity.
24	Practice adaptive reuse of buildings	Y	N	N	P	P	Y	Y	P	P	P	N	N	Y	Adaptive reuse allows for revitalization of underused/unused buildings by finding new uses for them such as office, retail, or residential space. Adaptive reuse could provide savings on development costs as opposed to constructing a building from scratch. Adaptive reuse

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
																may also provide more housing options with fewer upfront costs. Adaptive reuse of existing buildings allows for improved greener building standards such as Leadership in Energy and Environmental Design (LEED) and green infrastructure. Adaptive reuse retains and enhances the existing community character.
25	Incorporate a building frontage improvement program	N	N	N	P	Y	Y	N	N	N	N	P	N	P		Programs such as a frontage improvement program could aid in encouraging property owners and businesses to improve the exterior appearance of their buildings and storefronts. This creates an aesthetic continuity throughout the corridor and attractive spaces for community members to gather. Improving building frontages has the potential to enhance a community's character by removing visual blight.
26	Implement placemaking by way of gateway signage at key intersections, creation of plazas, seating, water features, and activating spaces between stores/buildings	N	N	N	P	Y	Y	N	N	N	N	Y	N	Y		Gateway signage and placemaking would provide a sense of place, bringing purpose and destination to the area and thereby acting as a catalyst for business investment in the SPA. Placemaking can assist in directing motorists, pedestrians, and bicyclists to their destinations. Placemaking strategies can also add a distinct identify of a place which can improve the community's character.
27	Apply consistent architectural and landscape standards. As described in the General Plan for New Encinitas, landscaping along street frontages and in parking areas has been underutilized in the past and needs to become an integral part of all further development, including public street medians. Integrate other elements of development such as signs, utilities, benches, walls, and fences that have not been	P	P	N	Y	Y	Y	N	N	N	N	N	N	Y		Consistent architectural and landscape standards would provide the area with a sense of place, fluidity, and new investment. Landscape standards can be used to ensure green infrastructure, landscape, or recreational amenities.

		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
	integrated into the overall design of the area.															
28	Bring commercial building frontages closer to the street frontage with parking in rear	N	N	P	N	P	Y	N	N	N	N	Y	P	N		Orienting buildings closer to the street would improve visibility for storefronts, which may improve economic viability and encourage new investment. Street-fronted parking lots have higher risk of accidents due to the speed of the corridor and number of access points via the commercial driveways. Relocating parking to the rear would take parking out of the high risk area. This can also provide a more pedestrian-friendly environment along the street which could encourage pedestrian trips thereby activating the street.
29	Require varying building heights, setbacks, and façades along street frontages. As described in the General Plan for New Encinitas, "The overall architectural and site design of the more recently constructed commercial centers is fairly good and should be continued as new properties develop and older properties redevelop."	N	N	N	N	P	Y	N	N	N	N	N	N	Y		A variety of building heights and building design features results in improved aesthetic value for a given corridor, which can incentivize business growth and can help generate additional consumers to the area. Visually interested buildings and development can be designed to complement and improve the community character.
30	Apply complimentary features to the historic El Camino Real bell markers that create foundation for a sense of place	N	N	N	N	N	Y	N	N	N	N	N	N	Y		A sense of place can establish pride in one's neighborhood, create destinations in which to visit, shop, or recreate. Additional historic features could be added within the shopping centers and made more prominent along El Camino Real to enhance the corridor's sense of place.

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		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
31	Recognize the hillsides along the eastern and western SPA boundaries to allow new development to maintain unobstructed views from the surrounding single-family housing	N	N	N	P	N	N	P	N	N	N	N	N	Y	Maintaining unobstructed views from surrounding single family residents will reduce or avoid aesthetic impacts of new development, thus widening the options of future development to occur along the corridor. This would help retain the existing community character.
32	Improve lighting throughout SPA through unified and increased lighting standards	N	Y	P	N	N	P	N	N	N	N	Y	Y	P	Unified lighting standards could make the SPA more appealing to residents, customers, and employers through a sense of cohesion and branding. Increased lighting standards could improve the safety and aesthetic of the SPA by providing higher quality and more frequent lighting throughout the area, which can increase foot-traffic due to an improved sense of safety.
33	Convert drive aisles and entrances to streets/primary circulation framework for new development	N	N	Y	N	N	P	N	P	N	N	Y	Y	N	The conversion of drive aisles to streets can eventually and incrementally facilitate a grid system with shorter distances between roadways, which facilitates a more welcoming pedestrian environment. As discussed in the Mobility Existing Conditions Report, pedestrian activity was generally higher in the southern part of the SPA where parcel sizes are smaller, and buildings are more concentrated.
34	Convert parking lots over time to structured parking, freeing up land for new development without displacement of existing structures and uses	N	N	N	Y	P	Y	Y	Y	N	N	N	N	N	Parking lot conversion would allow the corridor to accommodate additional housing, commercial, and employment opportunities without displacing existing parking spaces.
35	Require new housing types to be designed as mixed-use with pedestrian-oriented, active retail on the ground floor and expanded sidewalk seating for outdoor retail environment	N	Y	N	N	Y	Y	Y	N	N	N	N	N	P	Active retail on the ground floor with residential above would allow the corridor to maintain a commercial and retail focus, while creating additional dwelling units and injecting potential consumers into the corridor, which could also improve fiscal growth.

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		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character	
ID	Opportunity Description	Environment			Economy			Community							Explanation
36	Consider structured parking, wrapped with active commercial and residential uses	N	N	N	N	Y	Y	Y	Y	N	N	N	N	Y	Wrapping structured parking with active commercial and residential uses would support a walking environment and reduces a visual appearance of cars in the area. This could improve the overall impression of the El Camino Real corridor. This type of mixed-use development may contribute to a community's character by adding a sense of life and energy to an area by incorporating a mix of housing and commercial.
37	Increase tree canopy in the area	Y	N	N	N	N	Y	N	N	N	N	N	Y	P	Increased tree canopy would reduce the urban heat island effect, thus reducing energy costs to cool buildings, air pollution levels, and heat-related illness. Increasing the tree canopy may also add a sense of character to a place and provide for greater walkability, which can make the corridor more of a destination.
<b>Economics</b>															
38	Take advantage of the variety of parcel sizes and lot depths	N	N	N	N	Y	Y	Y	Y	N	Y	N	N	N	A variety of parcel sizes and lot depths increases the range of options for development or redevelopment, and provides greater area for developers to provide amenities, such as recreation and entertainment areas, as part of their projects, thus increasing their marketability.
39	Increase infill residential development with a focus on senior housing, co-living, and attached residential products	N	N	N	Y	Y	Y	Y	Y	Y	N	N	P	Y	Given the increase in the population of older adults in the Encinitas area and an ongoing trend toward smaller household sizes, developments in the SPA could feature a mixture of attached residential product types, including various types of row homes, townhomes, condominiums, or traditional apartments, to appeal to a range of potential residents from throughout the North County area. These housing types may create a more vibrant, active environment with a range of services. A more urban environment with walkable destinations that increases activity of seniors or others that would

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		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
																otherwise be sedentary or drive increases health and wellness.
40	Recruit developers and builders for apartments or attached residential units	N	N	N	Y	Y	Y	Y	Y	P	N	N	N	Y		Proactively informing developers about opportunities in the SPA could help spread awareness of the area's potential to the developer community and help steer preferred types of development. Developers and builders could introduce apartments or attached residential units into the local market as parcels become available over time. For example, the aging retail centers along El Camino Real and the disruption in the retail market may present opportunities to redevelop older or underperforming retail properties into residential or mixed-use orientations. Development standards could require development be consistent and improve a community's character.
41	Recruit high quality employers to the El Camino Real corridor	N	N	N	Y	Y	Y	N	N	N	N	N	N	N		Development concepts along El Camino Real should explore how to orient employment around mixed-use developments and various formats that integrate retail and living areas in conjunction with employment. The City should recruit employers with philosophies that align with a live-work atmosphere while also providing high quality job opportunities for the community.
42	Integrate smaller and flexible office space in the El Camino Real corridor	N	N	N	Y	Y	Y	N	N	Y	N	N	N	N		Integrating new spaces geared to start-up companies, such as incubator space could provide a central place for shared business services (such as conference rooms) along with a variety of spaces to serve the needs of newer companies. Smaller and more flexible space increases access for small business promote social equity by increasing access to employment.

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		Green Infrastructure	Park and Open Space Amenities	Transportation Options	Job Growth	Fiscal Growth	Business Growth	Housing for All	Accessibility by All Households	Promote Social Equity	Community Unity through Events and Spaces	Mobility Safety	Health & Wellness	Community Character		
ID	Opportunity Description	Environment			Economy			Community							Explanation	
43	Tailor City-led incentives for El Camino Real	N	Y	N	N	N	N	Y	Y	N	N	N	N	N		Incentives could be tied to requirements for projects to provide housing that helps to satisfy affordable housing goals, or to provide various types of amenities, such as improved trails or sidewalks or community gathering places or plazas. The City could design incentive programs that help to make desirable projects financially feasible while achieving broader community goals tied to housing, amenities, and other topics.
<b>Utilities</b>																
44	Accommodate infrastructure upgrades that allow for new development. As the Leucadia Wastewater District reaches its buildout projections, new development within the SPA may trigger upgrades to the existing infrastructure system	Y	N	N	N	N	N	Y	Y	Y	N	N	N	N		Upgrades to the SPA's wastewater infrastructure system may eventually be required as the LWD reaches full buildout. Wastewater infrastructure upgrades would improve the SPA's ability to accommodate new development and redevelopment.
45	Potentially take advantage of the proposed Infrastructure Investment and Jobs Act may direct new potential funds and grant money for water, stormwater, and wastewater infrastructure upgrades	Y	N	N	N	N	N	Y	Y	Y	N	N	Y	N		Additional funds to enhance the infrastructure system would help ensure safe and reliable future water supplies to all residents in the SPA and meet the growing demand on stormwater and wastewater infrastructure.
46	Relocate utility lines and boxes to be undergrounded	N	N	N	N	N	N	N	N	N	N	Y	Y	Y		Undergrounded utilities would reduce its susceptibility to natural disasters and outages, as well as eliminate sidewalk hazards and visual blight.

'Y' = Yes, meets criteria; 'P' = Potentially meets criteria; 'N' = No, does not meet criteria

**Table 4-2 Constraints Matrix**

ID	Constraint Description	Implication
<b>Land Use</b>		
1	Underutilization of various retail spaces	Buildings that are underutilized or vacant create zones where community members want to avoid. These buildings and areas are also prone to deterioration and crime.
2	Residents are drawn to attractions out of the SPA	Residents who travel out of the City limits for attractions, jobs, and shopping is money lost. The goal would be to reduce the commuter status of residents nearby and within the El Camino Real corridor.
3	Existing land uses (GC, OP, P/SP) do not allow residential	There is an opportunity to provide much-needed housing units and help meet the City's 2021-2029 Housing Element goals and programs.
4	Areas within the SPA are designated with the Special Study Overlay Zone. In addition, as described in the General Plan, some inland slopes in the New Encinitas community contain important biotic habitat areas which need to be preserved and buffered from development. Some of these areas also have geologic stability problems.	Development projects within the Special Study Overlay Zone require additional site-specific technical analyses which may partially inhibit streamlining of project processing.
5	The residential uses that currently border the SPA generally consist of lower density single-family residential	To maintain a cohesive and fluid transition of housing and building types, transitional zoning would need to buffer from and assimilate to the surrounding types of housing.
6	The R-30 Overlay Zone affects two parcels in the SPA	The R-30 Overlay Zone allows for a greater flexibility of uses and densities. However, a small portion of the SPA currently has this designation, which lessens the SPA's ability to transform into a more revitalized, cohesive, and vibrant community.
7	Coastal Zone and City-wide height restrictions limit development to 30 feet	The height restriction discourages new investment into the corridor as construction costs are too great to feasibly construct new housing units at a lower height/density.
8	Relatively high off-street parking requirements and low maximum lot coverage requirements. Commercial property owners may have franchise agreements with strict parking requirements and other requirements that inhibit parking reductions.	In comparison to neighboring cities, the parking standards that currently exist for the GC and OP land use designations are relatively high. This means development must use more developable space for vehicle parking than the desired use, which increases the cost of development and disincentivizes redevelopment.
9	Cultural and historic resources like the El Camino Real Historic designation, or structures that are 45 years or older	While historic-aged buildings provide a sense of place and culture, those structures require additional environmental analysis when redevelopment is proposed and thus could partially inhibit streamlining of project processing.
<b>Mobility</b>		
10	Missing sidewalks along two segments within the SPA	Missing sidewalks can deter people from walking, encourage people to illegally cross the street to an area that has a sidewalk, and can lead to other unsafe pedestrian situations.
11	Mid-block crossing at Via Cantabria lacks safety amenities	The existing mid-block crossing at Via Cantabria lacks truncated domes on the curb ramps and supplemental features that provide higher visibility to the crosswalks.
12	As described in the General Plan, circulation between commercial centers in the SPA is difficult because center-to-center driveway connections have only been provided in a few instances	This lack of internal access between shopping and office centers is a major problem along El Camino Real and Encinitas Boulevard where vehicular traffic must rely on these primary public arterials to move from one center to another. The number of driveway access points presently existing along such arterials slows traffic considerably by allowing uncontrolled entry onto and exiting from the streets.

ID	Constraint Description	Implication
13	Speed limits can get up to 45 miles per hour and Class II Bike Lanes lack a physical separation between the bike lane and vehicular travel	The existing Class II Bike Lanes provided in the SPA do not provide a physical barrier between the bike lane and vehicular travel, which discourages all but the most experienced bicyclists from using the bike lane on high speed and highly-trafficked roadways.
14	Right-of-way (ROW) acquisition for expanded bike paths, sidewalks, and amenities	An impediment to bicycle and pedestrian improvements within the SPA includes the acquisition of the necessary ROW for such improvements.
15	Of the 23 transit stops within the SPA, 21 are lacking amenities that should be required based on average boarding data. (Amenities identified as lacking include benches, shelters, ADA-accessible pads, and lighting)	Without proper amenities at transit stops (such as benches and lighting), users are discouraged from riding on public transit due to the uncomfortable waiting environments. Which, in turn, contributes to a relatively low public transit usage rate and a relatively high vehicle miles traveled (VMT) per capita.
<b>Urban Design</b>		
16	Poor Signage/Inadequate Wayfinding	Poor quality or inadequate signs can create confusion for visitors of the area and leads to a lack of a sense of place within the community.
17	Distressed Properties	Distressed properties that need aesthetic revival tend to damage the perceived value of the properties surrounding them/adjacent to them. Buildings that are underutilized or vacant create zones where community members want to avoid as they are prone to deterioration and crime.
18	Buildings lack articulation and variation in materials	A lack of visual diversity and interest may result in destinations going unnoticed, leading to underutilization.
19	Buildings are positioned behind parking lot, away from the street	Commercial uses located away from the street further leads to destinations going unnoticed, leading to underutilization.
20	Storefront sidewalks and awnings within small commercial centers are relatively narrow	There are currently no development standards for the General Commercial land use designation for the width or height of storefront activity areas in which outdoor seating and dining could occur. Currently, many small commercial centers in the SPA do not provide enough space between the storefront and the parking lot for outdoor seating.
21	Inconsistent street, pedestrian, and parking lot lighting	The lack of lighting detracts from a sense of place and creates vulnerable conflict areas between pedestrians and automobiles. Limited lighting in parking lots also detract from a pedestrian's feeling of safety due to the inability to clearly see any potential threats.
<b>Economics</b>		
22	Cost of construction and materials	The cost of construction is impacting real estate redevelopments nationwide and making it harder to deliver financially feasible projects.
23	Existing properties along El Camino Real are in varying condition and size	Several of the shopping centers along the corridor have maintained their vibrancy and report very few vacancies, while others have notable vacancies and are considerably older. The variety in the parcels along the corridor may limit the ability of a project to pursue larger scale redevelopment.
24	Commercial centers in southern portions of the SPA may be perceived as aging, traditional, suburban commercial areas	Perceptions of an aging commercial area detract from potential reinvestment opportunities. The City and developers would need to articulate the potential for revitalization along the El Camino Real corridor to successfully pursue new types of development within the SPA.
25	Lack of direct access to Interstate 5 or regional transit	Demand for office, entertainment, or dining options may not be as strong as locations along the I-5 freeway, near Downtown Encinitas, or locations with access to the COASTER commuter train.
26	Relatively limited population growth	As illustrated in the regional growth projections produced by SANDAG, Encinitas is not projected to add considerable new population over the next 30 years, as most of the vacant land in the area has already been developed. However, as mentioned above, the community has the opportunity to add residential growth, which would generate additional demand for retail and services.
<b>Utilities</b>		

ID	Constraint Description	Implication
27	Overall capacity of existing wastewater system in the SPA	If the El Camino Real Specific Plan increases the assumed projected buildout projections for the Leucadia Wastewater District, this would need to be reflected in LWD's buildout projections and in their next Asset Management Plan.
28	Overall capacity of existing potable water system in the SPA	If the El Camino Real Specific Plan increases the assumed projected consumptive water demands for the City of Encinitas, this would need to be reflected in San Diego Water District's capacity needs in the next Urban Water Management Plan.
29	Overall capacity of existing stormwater system in the SPA	If the El Camino Real Specific Plan increases the assumed impervious surface area, runoff quantities could increase, which would need to be accommodated by the existing stormwater system.
30	Above-ground utility lines create physical barriers and hazards, as well as visual blights.	Above-ground utility lines such as power lines, traffic signal boxes, and telephone cables are more susceptible to natural disasters and outages, such as high winds and fires, than underground utilities. Above-ground utilities also act as sidewalk hazards and detract from scenic views.

## 5. Summary

The following section summarizes how the opportunities fared with the criteria described in Section 4. A more detailed summary by subject (land use, mobility, etc.) is provided in Section 5.2.

### 5.1 Analysis Criteria Summary

The analysis included in Section 4 provides a qualitative approach to evaluating identified opportunities and constraints within the SPA. Table 4-1, Opportunities Matrix, and Table 4-2, Constraints Matrix, act as considerations to inform the preparation of the Specific Plan. By quantifying and comparing the opportunity ratings ('Y', 'P', and 'N'), the opportunities that meet more of the criteria can be prioritized or considered to a higher degree for incorporation into the Specific Plan.

The environment-focused criteria, include green infrastructure, park and open space amenities, and transportation options. These criteria are met by land use opportunities that offer various types of open space for groundwater infiltration, tree canopy, as well as offer access to alternative modes of transportation. Most mobility opportunities meet the transportation options criteria and most urban design opportunities have the potential to incorporate green infrastructure and park and open space amenities. The economic opportunities generally do not meet the environment-focused criteria, while utility opportunities have the ability to incorporate green infrastructure.

The economy-focused criteria include job growth, fiscal growth, and business growth. Most land use opportunities meet the economy-focused criteria as they offer new investment and development opportunities that can spur economic growth. The mobility opportunities generally do directly meet the economy-focused criteria as these opportunities may only improve or diversify access to business and employment spaces. The urban design opportunities identified in Table 4-1 have the ability to improve the overall look and feel to an area, which can entice more consumers and improve economic growth. The economic opportunities meet most all economy-focused criteria, while the utilities opportunities do not meet these criteria.

The community-focused criteria include housing for all, accessibility by all households, promote social equity, community unity through events and spaces, mobility safety, health and wellness, and community character. Most land use opportunities identified in Table 4-1 can meet or partially meet the community-focused criteria as these opportunities create spaces to address a community's needs. Similarly, most mobility opportunities meet or partially meet the community-focused criteria as they increase access to housing and community facilities as well as improve mobility safety for community members. The urban design opportunities generally promote the use of housing to open space to build community character and create welcoming environments. The economic opportunities often do not meet most of the community criteria, but they promote housing options and accessibility by all households. The utilities opportunities also support housing options and can ensure safe and reliable infrastructure of the community.

A community workshop was held on November 15, 2021, to solicit feedback on the opportunities and constraints included herein. The input received at the November 15<sup>th</sup> workshop will be incorporated into the land use plan alternatives development phase of the Project. Moving forward, the opportunities and constraints identified in this Memorandum shall act in tandem with community-identified opportunities and constraints.

The following sections provide a high-level summary of the opportunities and constraints found in this memorandum.

### 5.2 Summary by Subject

#### *5.2.1 Land Use*

The existing land uses and development standards have shaped the SPA to be an auto-centric string of shopping centers with a handful of medical offices mixed in. The City's current development standards and height regulations incur relatively high off-street parking requirements and limit buildings to 30 feet in height, thereby restricting a property's potential to reach its highest and best use. In addition, a Special Study Overlay

District covers portions of the SPA, which may trigger the need for further geological analysis in those areas.

The SPA is generally surrounded by single-family residences, which supports the retail and economic growth within the SPA while restricting the type of development that may occur adjacent to the residential uses. While the existing land uses in the SPA do not allow residential uses, with exception of the two parcels designated as R-30, there are opportunities to offer a mix of different uses that have significant economic and community advantages. By intentionally utilizing the mixed-use and R-30 overlay zoning, the corridor can offer a more cohesive and inclusive mix of commercial, office, and residential uses. Horizontal mixed-use has the potential to infill underutilized parking lots and activate the El Camino Real corridor. Vertical mixed-use may offer a long term opportunity for corridor revitalization. In addition, increased outdoor recreation and public spaces such as plazas, parks, and public markets would have considerable social and health benefits for the residents and visitors of the SPA.

### *5.2.2 Mobility*

The SPA mobility network is comprised of roadways, public transit, and bicycle and pedestrian facilities. However, the SPA is heavily oriented towards vehicular travel, generally designed for drive-up shopping. There is a lack of circulation and access between commercial centers throughout the SPA. Meshing the circulation of the commercial centers can improve overall movement, safety, and accessibility for pedestrians. Circulation within the SPA can also be improved by increasing east-west bicycle facilities and through the expansion of trail and pedestrian pathway networks.

Long travel distances due to long block patterns, high vehicle speed limits, and wide roadways discourages pedestrian activity throughout the SPA. Additionally, sidewalks with missing segments or utility obstructions and bus stops that lack most amenities make trips using alternative transportation modes in the SPA seem less appealing.

Most of the bus stops lack amenities such as benches, shelters, trash cans, bus schedules, and lighting. Providing such amenities can improve

the safety and comfort of transit riders and thus encourages alternative modes of transit. Additionally, decreasing bus route headways, or times between each bus, can improve ridership and support equitable transportation.

Vehicle circulation is generally described by longer queues with restricted and lower travel speeds on Encinitas Blvd, Garden View Road, and El Camino Real, and high traffic volumes on Encinitas Blvd. The Parking Study found that very few of the parking lots observed reach critically high levels of occupancy during any of the observed timeframes, including the respective peak weekday and weekend times.

### *5.2.3 Urban Design*

Urban design opportunities can be summarized by improving overall connectivity, appearance, and cohesion of the SPA.

The current arrangement of internally-facing retail with a lack of access between shopping centers creates redundant driveways on El Camino Real and a lack of cohesion throughout the SPA. Thoughtful building and parking placement tailored toward pedestrian walkability, such as converting underutilized parking lots' drive aisles into streets and orienting buildings to front El Camino Real rather than the parking lot, can make the SPA a more desired destination. Mixed-use development with ground floor retail has the potential to complement the existing commercial retail focus of the area while providing housing units to fulfill the City's housing goals and revitalizing the commercial centers to stimulate more economic activity.

The SPA lacks a cohesive sense of arrival or destination; as such, the implementation of placemaking strategies can be accomplished through complementary and quality façade treatments that incorporates tree canopies, public outdoor gathering spaces, and consistent landscape, signage and lighting standards throughout the SPA. Furthermore, emphasizing the historic importance of El Camino Real through adaptive reuse of historic buildings and incorporating historical features to development design and streetscape can enhance the corridor's sense of place.

Lastly, common open space standards have the ability to provide additional outdoor recreational areas that promotes equitable access to such social spaces.

#### *5.2.4 Market Analysis*

Limitations to economic growth within the region are incurred by a high cost of construction, limited population growth in the City, lack of direct access to Interstate 5 or regional transit, and a perception that parts of El Camino Real corridor are aging suburban commercial areas. Given the aging population trend, residential development suited for seniors like row homes, townhomes, condominiums, or traditional apartments would be well-suited in the SPA.

Increasing infill development and recruiting the right developers and employers to the area can boost the perception and economic success of the SPA. The variety of parcel sizes and lot depths provides a wide range of options for redevelopment. Employers can be accommodated through start-up and incubator space and spaces that serve the needs of new companies. Additionally, tailored incentive programs for development within the SPA can help to make desirable projects financially feasible while achieving broader community goals tied to housing, amenities, and other topics.

#### *5.2.5 Utilities*

Utilities are limited to the capacity in which they were designed to withstand. As the LWD approaches full buildout in 2050, new development may be subject to potential wastewater infrastructure upgrades to accommodate future demands. Site specific hydraulic studies may be required for new development to determine if there is adequate capacity for future project demands on water, wastewater, and stormwater systems.

Utility systems are currently above-ground, which are more susceptible to natural disasters and outages while also imposing on the scenic view of the corridor. Undergrounding utilities would reduce their susceptibility to natural disasters and outages, as well as eliminate sidewalk hazards and visual blight.

# El Camino Real

FINAL DRAFT

Opportunities & Constraints Memorandum

Appendix A

Mobility Existing Conditions Report

PREPARED BY:





# EL CAMINO REAL SPECIFIC PLAN

Mobility Existing Conditions Report

DECEMBER 2021

Prepared For



City of Encinitas  
505 S Vulcan Avenue  
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Prepared By



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## 1.0 Introduction

### 1.1 Report Purpose

This Mobility Existing Conditions Report is intended to provide a snapshot of current mobility conditions along El Camino Real in the City of Encinitas. This deliverable is one component that will help inform development of the El Camino Real Specific Plan. Separate project deliverables will cover existing parking inventory and utilization, market demand, and land use and urban design conditions. Public input will be collected through a variety of mechanisms to further shape the understanding of current conditions and future opportunities in the project area.

The project will result in a project specific plan for the El Camino Real Corridor commercial district. The project serves to create a vibrant destination for people to live, work, and shop that supports comfortable and convenient travel for people walking, bicycling, using transit, and driving.

This report assesses existing mobility conditions for the four core travel modes (walking, bicycling, public transit, and driving) through mode-specific metrics related to connectivity/accessibility, demand, quality, and safety. The remainder of this introductory chapter describes the study location and currently planned transportation improvements from adopted planning documents.

The remainder of this introductory chapter describes the study area and summarizes planned improvements from relevant documents. The chapters that follow are dedicated to the analysis methodology, pedestrian mobility, bicycle mobility, transit, vehicular mobility, and a concluding chapter summarizing the identified transportation opportunities and issues.

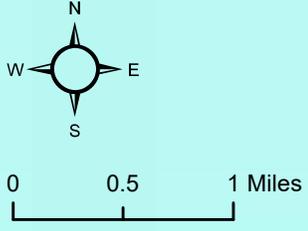
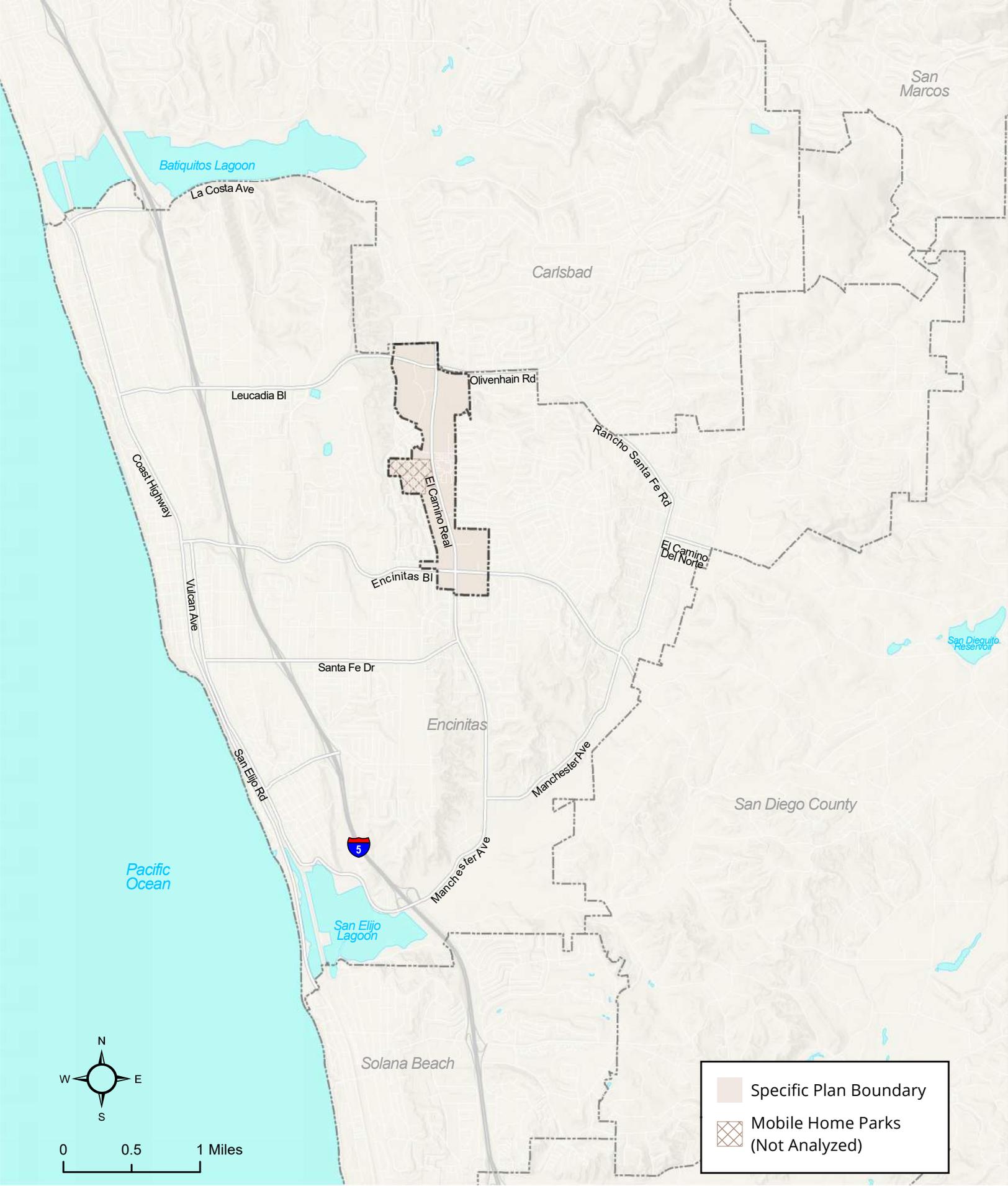
### 1.2 Study Area

The Specific Plan study area is in the inland Encinitas community of New Encinitas, encompassing El Camino Real from the northern City boundary with Carlsbad (just north of Leucadia Boulevard/Olivenhain Road) to approximately 1,000 feet south of Encinitas Boulevard, an extent of about 1.75 miles from north to south which covers 427 acres. **Figure 1.1** displays the Specific Plan area within the City of Encinitas. The Park Encinitas and Green Valley Estates mobile home parks are excluded from the land use assessment, however, transportation activity from these sites is accounted for.

Within the project extents, El Camino Real is a wide, 6- to 8-lane roadway, with buffered bike lanes and sidewalks along each side. The complete extent of El Camino Real within the study area is designated as a Truck Route. Public transit routes run along the corridor, with stops spaced approximately every quarter mile. Posted speed limits range from 35 - 45 mph.

El Camino Real is an important transportation corridor, providing connections to destinations within Encinitas, as well as the cities of Carlsbad and Oceanside to the north. South of the study area, El Camino Real continues through Encinitas, eventually being renamed as Manchester Avenue at the intersection with Manchester Avenue and provides a connection to Interstate 5.

The study area is primarily fronted by commercial and office uses. A mobile home park is located along the west side of El Camino Real, just south of Garden View Road. Additional residential uses are set behind the commercial and office uses. The existing development patterns have resulted in an auto centric corridor, with adjacent parcels largely disconnected. Buildings are generally set back from El Camino Real, with parking lots fronting the corridor. Crossing El Camino Real is limited to signalized intersections generally spaced approximately 1/5-mile apart.



	Specific Plan Boundary
	Mobile Home Parks (Not Analyzed)

The following five locations serve as study area intersections for which multimodal data was collected and vehicular operational analyses were performed:

- El Camino Real & Leucadia Boulevard/Olivenhain Road
- El Camino Real & Garden View Road
- El Camino Real & Mountain Vista Drive
- El Camino Real & Via Molena
- El Camino Real & Encinitas Boulevard

### 1.3 Currently Planned Transportation Improvements

Currently adopted planning documents were reviewed to understand planned infrastructure improvements within the study area. The review covers the following documents:

- City of Encinitas Active Transportation Plan (2018)
- City of Encinitas General Plan Circulation Element (adopted 1987; last amended 2018)
- San Diego Forward: The 2019 Federal Regional Transportation Plan (2019)
- DRAFT San Diego Forward: The 2021 Regional Plan (2021)

The City of Encinitas has ongoing projects that may include additional mobility recommendations within the Specific Plan area, including a Circulation Element Update, Local Roadway Safety Plan, and Modal Alternatives Project. These underway projects will be revisited during the Specific Plan recommendation development phase to achieve consistency, where relevant.

#### City of Encinitas Active Transportation Plan

The Active Transportation Plan (ATP) builds on the City's previously adopted Bikeway Master Plan (2005), Trails Master Plan (2002), and Pedestrian Master Plan (2015) by updating and incorporating these efforts into a single document. The intent of the ATP is to better address not only local travel needs, but crosstown and regional bicycle and pedestrian travel as well.

North of Encinitas Boulevard, El Camino Real is built out to the planned bicycle classification which consists of buffered bike lanes in each direction. Cycle tracks are proposed along El Camino Real south of Encinitas Boulevard to Manchester Avenue, which would add physical separation to the standard bike lanes present today.

Additional proposed bicycle improvements include:

- Class I Multi-Use Path
  - Leucadia Boulevard, from Interstate 5 to El Camino Real
  - Encinitas Boulevard, from Saxony Road to El Camino Real
- Class II Bike Lane
  - Via Montoro, from Via Cantebria to El Camino Real
  - Via Molena, from Via Cantebria to El Camino Real
- Class II Buffered Bike Lane
  - Garden View Road, from Leucadia Boulevard to Glen Arbor Drive (standard bike lane existing)
  - Mountain Vista Drive, from El Camino Real to Glen Arbor Drive (standard bike lane existing)
- Class IV Cycle Track
  - El Camino Real, from Encinitas Boulevard to Manchester Avenue (standard bike lane existing)

Proposed pedestrian facilities include:

- Class I Multi-Use Path (same as proposed Class I bicycle facilities)
- Recreation Trail
  - Power Line Trail, from Via Cantebria to El Camino Real
- Sidewalk
  - Garden View Road (west side), from Leucadia Boulevard to north of Via Cantebria
  - Via Cantebria (west side), from Pacifica Place to north of W Bluff Drive

### **City of Encinitas General Plan Circulation Element**

The Circulation Element addresses the improvements needed to relieve congestion, to provide mass transit services, and to lessen long-term air quality impacts related to transportation. The Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The goals and policies are designed to improve overall circulation in the Planning Area and to address pressing circulation issues in the City.

El Camino Real is designated as a Prime Arterial (6-lane). The section of El Camino Real between Encinitas Boulevard and Leucadia Boulevard/Olivenhain Road has an Augmented Facility designation as well. This roadway has been constructed to its ultimate classification.

Encinitas Boulevard, west of El Camino Real is also identified as a Prime Arterial (6-lane), however it functions as a Major Arterial (4-lane) today with the additional right-of-way allocated to buffered bike lanes.

### **San Diego Forward: The 2019 Federal Regional Transportation Plan**

SANDAG's Regional Transportation Plan (RTP) identifies multimodal improvements throughout the San Diego Region, including transit, managed lanes and highways, bike facilities, and freight. The following improvements are proposed as part of the 2050 Revenue Constrained networks that may influence the study area:

- Local Bus Routes Enhanced Frequencies (15-minute frequencies in key corridors)

### **DRAFT San Diego Forward: The Regional Plan (2021)**

SANDAG is currently in the process of updating the RTP, with adoption anticipated in Fall 2021. The Draft RTP focuses on the implementation of five key transportation strategies referred to as the 5 Big Moves, including:

- **Complete Corridors** – Smart, connected routes that provide a variety of travel choices and a balance of dedicated, safe space for everyone, including freight vehicles and people who walk, bike, drive, ride transit, and use Flexible Fleets.
- **Transit Leap** – A complete network of fast, high-capacity, high-frequency transit services that connect major residential areas with employment centers and attractions throughout the San Diego region.
- **Mobility Hubs** – Places of connectivity where an integrated suite of mobility services, amenities, and supporting technologies converge to better connect high-frequency transit to an individual's origin of destination.
- **Flexible Fleets** – Shared mobility services such as on-demand rideshare, bikeshare, or scootershare that provide a last-mile connection or fulfill a complete trip.

- **Next Operating System (OS)** – The “brain” of the entire transportation system which collectively analyzes information from sources like passenger vehicles, delivery trucks, e-bikes, and scooters to improve how transportation is planned, operated, and experienced.

The Draft RTP identifies the following improvements within the study area:

- Local Bus Route Enhanced Frequencies (10-minutes in key corridors) – Route 309

## 2.0 Analysis Methodology

This chapter outlines the various methodologies utilized to analyze the mobility network within the El Camino Real Specific Plan study area.

**Table 2.1** identifies the performance measures used to evaluate each transportation mode, while the remaining sections of this chapter further summarize the approaches employed to assess connectivity/accessibility, demand, quality, and safety associated with each of the four major modes of travel (pedestrian, bicycle, transit and auto).

**Table 2.1 - Multimodal Performance Measures**

Performance Measure	Pedestrian	Bicycle	Transit	Vehicular Systems
<b>Connectivity</b>	Sidewalk, Curb Ramp, and Marked Crosswalk Inventory	Existing Bicycle Facilities	Existing Transit Routes & Stops; Travelsheds	Functional Roadway Classification
<b>Demand</b>	AM/PM Peak Hour Intersection Counts	AM/PM Peak Hour Intersection Counts	Boardings & Alightings	AM/PM Peak Hour Intersection Counts & Daily Traffic Volumes
<b>Quality</b>	Pedestrian Environment Quality Evaluation (PEQE)	Bicycle Level of Traffic Stress (LTS)	Stop/Station Amenities; On-Time Performance	Roadway Segment & Intersection Level of Service
<b>Safety</b>	Pedestrian Collisions	Bicycle Collisions	Bicycle and Pedestrian Collisions Near Transit Stops	Auto Collisions

Source: CR Associates (2021)

### 2.1 Pedestrian

#### 2.1.1 Pedestrian Network Connectivity

The presence of existing sidewalks, curb ramps, and marked crosswalks were inventoried along all public roadways within the project study area. Quarter- and half-mile travelsheds were depicted from all transit stops within the study area to demonstrate locations that could be accessed via 5- or 10-minute walks, respectively. This information is presented within Section 5.1 Transit Connectivity.

#### 2.1.2 Pedestrian Demand

AM/PM peak hour pedestrian intersection counts were collected at the five study area intersections.

#### 2.1.3 Pedestrian Environmental Quality Evaluation (PEQE)

The quality of all roadway segments and marked crossing locations within the project study area were evaluated using the Pedestrian Environment Quality Evaluation (PEQE) methodology. This approach takes into consideration variables that may influence a pedestrian's comfort or safety, such as the separation from vehicular travel, lighting, posted speed limit, type of traffic control, curb ramps, physical obstructions, and the presence of other operational and physical features.

**Table 2.2** outlines the PEQE evaluation system. The quality of the pedestrian environment quality is categorized as High (> 6 points), Medium (4 – 6 points), or Low (< 4 points). The PEQE analysis results (score and rating) are presented in tabular and mapped formats for each facility scored.

**Table 2.2 - Pedestrian Environmental Quality Evaluation Scoring**

Facility Type	Measure	Description/Feature	Scoring
<b>Segment between two intersections</b>	Horizontal Buffer	Between the edge of auto travel way and the edge of clear pedestrian zone	0 point: < 6 feet 1 point: 6 - 14 feet 2 points: > 14 feet or vertical buffer
	Lighting		0 point: below standard/requirement 1 point: meet standard/requirement 2 points: exceed standard/requirement
	Clear Pedestrian Zone	5' minimum	0 point: has obstructions 2 points: no obstruction
	Posted Speed Limit		0 point: > 40 mph 1 point: 30 - 40 mph 2 points: < 30 mph
<b>Maximum</b>	<b>8 points</b>		
<b>Intersection by Leg</b>	Physical & Operational Features	<ul style="list-style-type: none"> <li>▪ High Visibility Crosswalk</li> <li>▪ Raised Crosswalk</li> <li>▪ Advanced Stop Bar</li> <li>▪ Curb Extension</li> <li>▪ Pedestrian Signage</li> <li>▪ No-Turn on Red Sign/Signal</li> <li>▪ Countdown Signal</li> <li>▪ Pedestrian Lead Interval</li> </ul>	0 point: 0 features 1 point: 1 feature 2 points: 2 features 3 points: 3 features 4 points: ≥ 4 features
	Curb Ramp		0 point: no ramps, no truncated domes 1 point: ramps only, no truncated domes 2 points: meet standard/requirement
	Traffic Control		0 point: no control 1 point: signalized (permissive left-turn receiving leg) / side-street stop controlled 2 points: signalized (protected left-turn receiving leg) / all-way stop / roundabout
<b>Maximum</b>	<b>8 points</b>		
<b>Mid-block Crossing</b>	Visibility		0 point: w/o high visibility crosswalk 2 points: with high visibility crosswalk
	Crossing Distance		0 point: no treatment 2 points: bulb out or median refuge
	ADA		0 point: no ramps, no truncated domes 1 point: ramps only, no truncated domes 2 points: meets standard/requirement
	Traffic Control		0 point: no control 1 point: flashing beacon 2 points: signal/hybrid beacon/HAWK
<b>Maximum</b>	<b>8 points</b>		

Source: CR Associates (2021)

### 2.1.4 Pedestrian Safety

Vehicle-pedestrian collision data was obtained from the City of Encinitas' Crossroads database for the four-year period from January 2017 to December 2020. This data was geocoded and mapped to display pedestrian-involved collision locations within the study area.

## 2.2 Bicycle

### 2.2.1 Bicycle Network Connectivity

Bicycle network connectivity was assessed by reviewing the location of existing bicycle facilities. Quarter- and half-mile travelsheds were depicted from all transit stops within the study area to demonstrate locations that could be accessed via 2- to 5-minute bike ride, respectively. This information is presented within Section 5.1 Transit Connectivity.

### 2.2.2 Bicycle Demand

Bicycle demand was evaluated by collecting AM/PM peak hour intersection counts at the five study area intersections.

### 2.2.3 Bicycle Facility Quality

The bicycle environment was assessed using the bicycle Level of Traffic Stress (LTS) methodology for characterizing cycling environments, as developed by Mekuria, et al. (2012) of the Mineta Transportation Institute and reported in [Low-Stress Bicycling and Network Connectivity](#). LTS classifies the street network into categories according to the level of stress it causes cyclists, taking into consideration a cyclist's physical separation from vehicular traffic, vehicular traffic speeds along the roadway segment, number of travel lanes, and factors related to intersection approaches with dedicated right-turn lanes and unsignalized crossings.

**Table 2.3** identifies the four LTS categories and provides a description of the traffic stress experienced by the cyclist and the environmental characteristics consistent with the category. LTS scores range from 1 (lowest stress) to 4 (highest stress) and correspond to roadways that different populations may find suitable for riding on, considering their stress tolerance.

### 2.2.4 Bicycle Safety

Vehicle-bicycle collision data was obtained from the City of Encinitas' Crossroads database for the four-year period from January 2017 to December 2020. This data was geocoded and mapped to display bicycle-involved collision locations within the study area.

**Table 2.3 - Bicycle Level of Traffic Stress Classifications and Descriptions**

LTS Category	LTS Description	Description of Environment	Comfort Level
<b>LTS 1</b>	Presenting little traffic stress and demanding little attention from cyclists; suitable for almost all cyclists, including children trained to safely cross intersections.	<p>Facility that is physically separated from traffic or an exclusive cycling zone next to a slow traffic stream with no more than one lane per direction.</p> <p>A shared roadway where cyclists only interact with the occasional motor vehicle with a low-speed differential.</p> <p>Ample space for cyclist when alongside a parking lane.</p> <p>Intersections are easy to approach and cross.</p>	Interested but Concerned – Vulnerable Populations
<b>LTS 2</b>	Presenting little traffic stress but demanding more attention that might be expected from children.	<p>Facility that is physically separated from traffic or an exclusive cycling zone next to a well-confined traffic stream with adequate clearance from parking lanes.</p> <p>A shared roadway where cyclists only interact with the occasional motor vehicle (as opposed to a stream of traffic) with a low-speed differential.</p> <p>Unambiguous priority to the cyclist where cars must cross bike lanes (ex., at dedicated right-turn lanes); design speed for right-turn lanes comparable to bicycling speeds.</p> <p>Crossings not difficult for most adults.</p>	Interested but Concerned – Mainstream Adult Populations
<b>LTS 3</b>	Presenting enough traffic stress to deter the Interested but Concerned demographic	<p>An exclusive cycling zone (lane) next to moderate-speed vehicular traffic.</p> <p>A shared roadway that is not multilane and has moderately low automobile travel speeds.</p> <p>Crossings may be longer or across higher-speed roadways than allowed by LTS 2 but are still considered acceptably safe to most adult pedestrians.</p>	Enthusied & Confident
<b>LTS 4</b>	Presenting enough traffic stress to deter all but the Strong & Fearless demographic	<p>An exclusive cycling zone (lane) next to high-speed and multilane vehicular traffic.</p> <p>A shared roadway with multiple lanes per direction with high traffic speeds.</p> <p>Cyclist must maneuver through dedicated right-turn lanes containing no dedicated bicycling space and designed for turning speeds faster than bicycling speeds.</p>	Strong & Fearless

Source: Mekuria, et al., (2012)

## 2.3 Transit

### 2.3.1 Transit Connectivity

The transit routes and stop locations within and adjacent to the study area were mapped and summarized, including a description of typical headways and the destinations served by each route. Quarter- and half-mile travelsheds were depicted from all transit stops within the study area to demonstrate locations that could be accessed via active transportation modes.

### 2.3.2 Transit Demand

Transit demand was evaluated by examining average daily boardings and alightings for each stop within the study area.

### 2.3.3 Transit Quality – Presence of Amenities

Each transit station/stop was reviewed for the presence of the following amenities:

- Shelters
- Benches
- Trash Receptacles
- Station Signs
- Maps/Wayfinding
- Lighting
- ADA accessible pad

NCTD’s Bus Stop Development Handbook (2018) identifies four transit stop types: basic stops, bench stops, shelter stops, and station stops. **Table 2.4** lists the designation criteria, required, recommended, and optional transit stop amenities for each stop type.

**Table 2.4 - Transit Stop Amenity Guidelines**

Stop Type	Designation Criteria	Required Amenities	Recommended Amenities	Optional Amenities
<b>Station Stops</b>	<ul style="list-style-type: none"> <li>▪ Sprinter Light Rail service</li> <li>▪ Breeze Rapid service</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus stop sign</li> <li>▪ ADA accessible pad</li> <li>▪ Bench</li> <li>▪ Connection to adjacent sidewalk/pathways</li> <li>▪ Trash receptacle</li> <li>▪ Single shelter or double shelter with integrated station marker</li> <li>▪ Station marker with integrated seats</li> <li>▪ Solar-powered LED lighting</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit route and schedule information</li> <li>▪ Transit system information</li> <li>▪ Wayfinding signage</li> <li>▪ Digital messaging signs</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>
<b>Shelter Stops</b>	<ul style="list-style-type: none"> <li>▪ Greater than 30 daily boardings at urban stops</li> <li>▪ Greater than 20 daily boardings at suburban stops</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus stop sign</li> <li>▪ ADA accessible pad</li> <li>▪ Bench</li> <li>▪ Connection to adjacent sidewalk/pathways</li> <li>▪ Single shelter or double shelter with integrated station marker</li> <li>▪ Trash receptacle</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lighting</li> <li>▪ Bicycle racks/lockers</li> <li>▪ Transit Route information</li> </ul>	<ul style="list-style-type: none"> <li>▪ Digital messaging signs</li> </ul>
<b>Bench Stops</b>	<ul style="list-style-type: none"> <li>▪ 20 to 30 daily boardings at urban stops</li> <li>▪ 10 to 20 daily boardings at suburban stops</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus stop sign</li> <li>▪ ADA accessible pad</li> <li>▪ Bench</li> <li>▪ Connection to adjacent sidewalk/pathways</li> <li>▪ Trash receptacle</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lighting</li> <li>▪ Bicycle racks/lockers</li> <li>▪ Transit Route information</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shading elements</li> <li>▪ Transit system information</li> </ul>
<b>Basic Stops</b>	<ul style="list-style-type: none"> <li>▪ Less than 20 daily boardings at urban stops</li> <li>▪ Less than 10 daily boardings at suburban stops</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus stop sign</li> <li>▪ ADA accessible pad</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>

Source: North County Transit District Bus Stop Development Handbook (2018)

### 2.3.4 Transit Safety

The pedestrian and bicycle collisions reported near a transit stops (< 500') served as a proxy for transit safety considering many transit users may start and end their trip as a pedestrian or bicyclist.

## 2.4 Vehicle System

### 2.4.1 Vehicular Connectivity

Study area roadway segments were depicted using the functional classification.

### 2.4.2 Vehicular Demand

AM/PM peak hour intersection turning movements and daily roadway segment volumes were collected on August 25, 2021 by Counts Unlimited, Inc. However, since current travel patterns do not reflect traffic conditions prior to COVID-19 restrictions, a count validation was conducted to verify the difference in traffic pre- and post-COVID-19 restrictions.

Historical peak hour intersection counts from December 2018 and October 2019 were observed to be approximately 26% higher during the AM peak hour and 7% higher during the PM peak hour, when compared to August 2021. Therefore, a growth of 26% and 7% was applied to all August 2021 AM and PM peak hour counts, respectively. It should be noted the 26% difference in traffic volume during the AM peak hour is likely due to the increased amount of online/virtual work and school.

Traffic counts conducted in June 2015 (while schools were in session) for the City of Encinitas Housing Element Traffic Impact Study were observed to determine the relationship between peak hour and daily traffic within the study area. Intersection peak hour traffic volumes typically reflected 7-10% of the average daily traffic along a roadway segment. Therefore, the adjusted August 2021 peak hour intersection counts described above were used to develop the adjusted August 2021 daily traffic along study roadway segments. Existing traffic counts are provided in **Appendix A** along with traffic growth calculations.

### 2.4.3 Vehicular Quality

Analysis of roadway segments and intersections was prepared for this study in accordance with the SANTEC/ITE Guidelines for Transportation Impact Studies in the San Diego Region (May 2019). Level of Service (LOS) is a quantitative measure representing the quality of service from the driver's perspective. LOS A represents free flow travel for the driver, while LOS F represents the near stand-still travel. LOS C is a stable flow and efficiently close to capacity. **Table 2.5** describes generalized definitions of auto LOS A through F.

With the adoption of Senate Bill 743 (SB-743), analyses conducted for California Environmental Quality Act (CEQA) purposes can no longer use level of service to measure transportation impacts. Vehicle miles traveled (VMT) is now the acceptable evaluation metric required for measuring a project's transportation impacts. The VMT assessment for existing conditions will be performed during the transportation modeling and travel forecasting stage of the project and is not included in this Existing Conditions Report.

**Table 2.5 - Vehicular Level of Service Definitions**

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: *Highway Capacity Manual, Transportation Research Board (2016)*

### **Roadway Segment Level of Service Standards and Thresholds**

Roadway segment level of service standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes.

**Table 2.6** presents the roadway segment capacity and LOS standards for the City of Encinitas. LOS D is the standard to maintain for Circulation Element roads, all roads within the study area should be maintained at LOS D unless the roadway right-of-way precludes improving roads beyond LOS E/F.

**Table 2.6 - Roadway Segment Daily Capacity and Level of Service Thresholds**

Facility Type	Lane Configuration	LOS C or Better	LOS D	LOS E
Prime Arterial	6 Lanes - Divided	46,000	51,200	57,000
Prime Arterial – Augmented	6 Lanes - Divided	53,000	60,000	66,000
Major Roadway	4 Lanes - Divided	28,200	31,600	35,200
Major Roadway – Augmented	4+ Lanes	36,300	41,000	45,400
Collector Roadway	4 Lanes	26,000	29,200	32,400
Local Roadway – Augmented	2+ Lanes	16,000	18,000	20,000
Local Roadway	2 Lanes	11,200	12,600	14,000

Source: *City of Encinitas Public Road Standards (April 1991)*

### **Peak-Hour Intersection Level of Service Standards and Thresholds**

The signalized intersection analysis utilized in this study conforms to the operational analysis methodology outlined in *2016 Highway Capacity Manual* (HCM 6). This method defines LOS in terms of delay, or more specifically, average control delay per vehicle (seconds/vehicle).

The HCM 6 methodology sets 1,900 passenger-cars per hour per lane (pcphpl) as the ideal saturation flow rate at signalized intersections based upon the minimum headway that can be sustained between departing vehicles at a signalized intersection. The service saturation flow rate, which reflects the saturation flow rate specific to the study facility, is determined by adjusting the ideal saturation flow rate for lane width, on-street parking, bus stops, pedestrian volume, traffic composition (or percentage of heavy vehicles), and shared lane movements (ex., through and right-turn movements sharing the same lane). The computerized analysis of intersection operations was performed utilizing the Synchro 10.0 traffic analysis software by Trafficware.

The following assumptions were utilized in conducting all intersection level of service analyses:

- Each signalized intersection assumed 10 pedestrian crossing signal activations per signal phase per hour, an estimate that is more conservative than prevailing HCM methodology.
- A 2% heavy vehicle factor is a standard assumption in HCM methodologies. However, within the study area El Camino Real and Encinitas Boulevard are designated truck routes. Therefore, 2% was applied for all study area intersection approaches, except for those along truck routes where a more conservative 3% assumption was used.
- Application of a Peak Hour Factor (PHF): Obtained from existing peak hour counts.
- Traffic signal timings were obtained from existing signal timing plans (as of June 2021), included as **Appendix B**.

**Table 2.7** presents the signalized intersection average control delay per vehicle thresholds and describes the operational characteristics of each LOS category.

**Table 2.7 - Signalized Intersection Level of Service Operations Thresholds and Characteristics**

Level of Service	Average Control Delay Per Vehicle (seconds)	Level of Service Characteristics
A	<10.0	Occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	10.1 – 20.0	Occurs when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	20.1 – 35.0	Occurs when progression is favorable or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	35.1 – 55.0	Occurs when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	55.1 – 80.0	Occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	>80.0	Occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

*Source: Highway Capacity Manual, Transportation Research Board (2016)*

#### 2.4.4 Vehicular Safety

Vehicular collision data was obtained from the City of Encinitas' Crossroads database for the four-year period from January 2017 to December 2020. This data was geocoded and mapped to display vehicular collision locations within the study area.

## 3.0 Pedestrian Mobility

### 3.1 Connectivity

Pedestrian infrastructure was inventoried to understand the existing network and connection opportunities. The review included the presence of sidewalks, marked crosswalks, curb ramps, and trails. This information was collected via aerial imagery and field reviews. Pedestrian connectivity is further discussed in terms of travelsheds in Section 5.1.

**Figure 3.1** displays the existing pedestrian infrastructure within the study area.

Sidewalks are present along both sides of all but two roadway segments within the study area. The west side of Garden View Road south of Leucadia Boulevard is lacking a sidewalk. This segment is fronted by undeveloped land, however, the lack of a sidewalk may result in out of direction travel for people walking. The City's Active Transportation Plan proposes a sidewalk along the length of this segment. The majority of Via Molona east of El Camino Real lacks sidewalks along both sides of the street. This segment provides access to the San Diego Sheriff's Department, the Solana Center, and car dealer storage yard.

The sidewalk network is supplemented by a series of unpaved trails, which offer alternative transportation connections and recreational opportunities. Providing identifiable trail heads, maintaining the surfaces, and wayfinding information can help encourage trail use.

Marked crosswalks are provided at all signalized intersections throughout the study area, although not across all legs. The exclusion of pedestrian crossings on certain legs may be due to vehicular operations or safety concerns. The existing crosswalks primarily consist of standard crosswalks (two parallel lines) or decorative pavement. In recent years, high visibility continental crosswalks have become the industry standard for enhancing crosswalk visibility and pedestrian safety. Safety can be further improved with advance stop bars which direct vehicles to stop 3' - 4' feet in advance of the crosswalk. Crosswalk design is accounted for in the Pedestrian Environmental Quality Evaluation (PEQE) presented in Section 3.3.



Trails such as the Leo Mullen Loop offer alternative connections and a scenic walk.



High visibility crosswalk with advance stop bar at the El Camino Real & Leucadia Boulevard/Olivenhain Road intersection.



Intersection crossings were also reviewed for the presence of curb ramps, distinguishing between those with and without detectable warning surfaces. Curb ramps facilitate the transition between the sidewalk and street and are critical for those with mobility assist devices or pushing strollers. Detectable warning surfaces aid those with visual impairments in detecting the presence of a street crossing. The use of bright yellow pads with truncated domes has become the standard detectable warning surface as curb ramps are retrofitted or new ramps constructed. Most curb ramps within the study area do not include truncated domes.

In addition to infrastructure, walking is influenced by the surrounding land uses and urban design of the environment. Many of the developments within the study area have buildings setback at the back of the parcel, separated from the roadway by surface parking lots. This design results in further travel distances for pedestrians and transit users, which may discourage trips by these modes. Active building frontages and infrastructure that is at the pedestrian scale can help make an area more inviting to pedestrians. Providing landscaped buffers between sidewalks and the street can improve the walking experience, particularly along high speed and high volume roadways.

## 3.2 Demand

Pedestrian counts were collected at study area intersections on a Wednesday during the AM and PM peak commute hours (7–9 AM and 4–6 PM). This information will help give an idea of crossing demand and may inform the identification of crossing enhancements.

**Figure 3.2** displays the peak hour pedestrian counts, indicating pedestrian volumes for each crossing leg during both peaks. Combined AM/PM peak hour volumes ranged from 32 pedestrians at the El Camino Real & Leucadia Boulevard/Olivenhain Road intersection to 67 pedestrians at the El Camino Real & Mountain Vista Drive intersection. Pedestrian activity was generally higher in the southern part of the study area where parcel sizes are smaller and buildings are more concentrated.



People crossing El Camino Real at Via Molena.

## 3.3 Quality

The quality of all roadway segments and marked crossing locations within the project study area were evaluated using the Pedestrian Environment Quality Evaluation (PEQE) methodology presented in Chapter 2. This approach takes into consideration variables that may influence a pedestrian's comfort or safety, such as the separation from vehicular travel, lighting, posted speed limit, type of traffic control, curb ramps, physical obstructions, and the presence of other operational and physical features.

The PEQE results are graphically presented in **Figure 3.3** for crosswalks and sidewalks. **Table 3.1** summarizes the PEQE ratings by segment mileage for each side of the roadway and intersection crossing leg.

Study Intersection  
 Crossing Movement  
 AM / PM 2-Hr Peak Period Volumes  
 \*Names of North-South cross-streets always listed first



Leucadia Bl  
Town Ctr Pl  
Town Ctr Dr

Olivenhain Rd

Garden View Rd

Leo Mullen Sports Park

El Camino Real

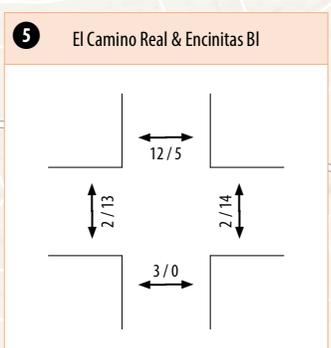
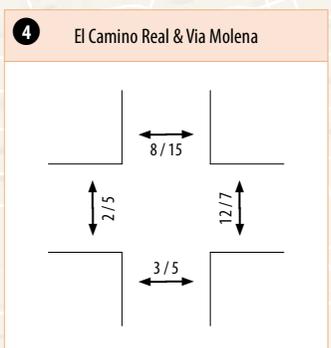
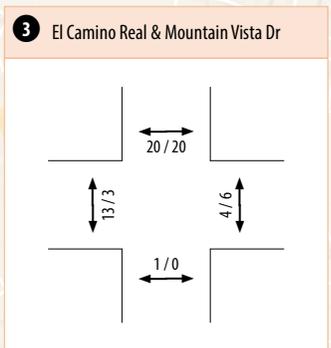
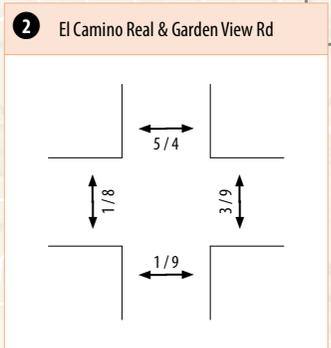
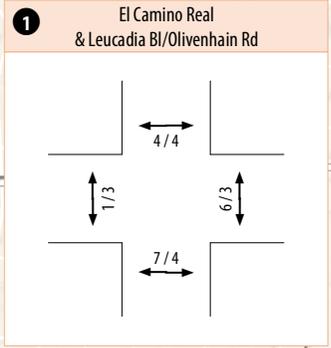
Via Montoro

Mountain Vista Dr

Via Cantabria

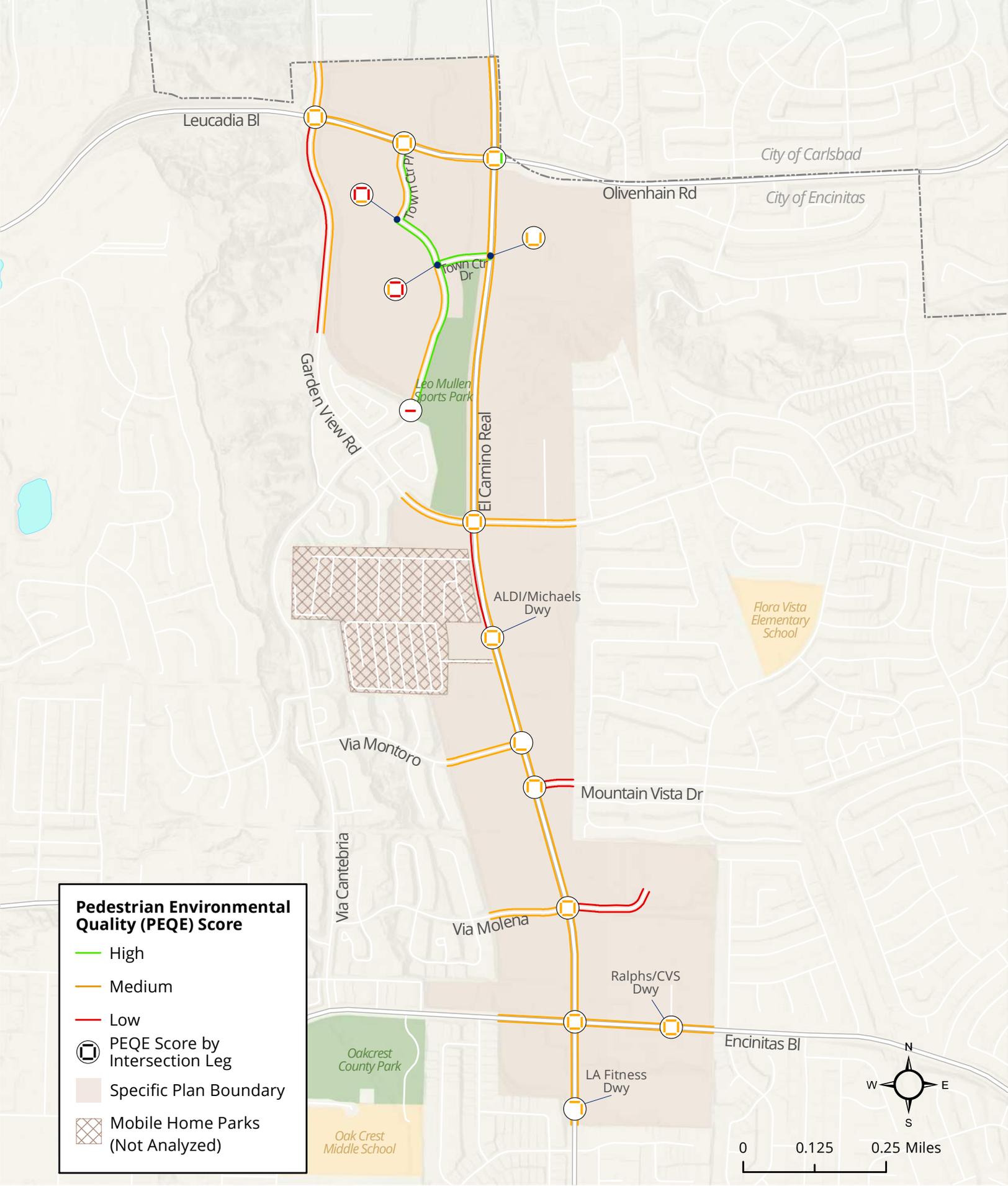
Via Molena

Encinitas Bl



**Combined Peak Period Pedestrian Counts**

- 58 - 67
- 41 - 57
- 32 - 40
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)



**Table 3.1 - Sidewalk Mileage and Intersection Crossing Legs by PEQE Rating**

Rating	Sidewalks		Crossing Legs	
	Percent	Miles	Percent	# of Legs
Low	11%	1.0	14%	7
Medium	79%	7.1	84%	43
High	9%	0.8	2%	1
<b>Total</b>	<b>100%</b>		<b>100%</b>	<b>51</b>

Most sidewalks evaluated provide an environment scored as Medium, which is suitable for areas with lower activity. The environments could be further enhanced through pedestrian scale lighting, increased buffers between the sidewalk and vehicular travel lane, and/or lower posted speed limits. Segments along Garden View Road and Via Molena received Low scores due to the absence of sidewalks. The sidewalk along the west side of El Camino Real between Garden View Road and the ALDI/Michaels driveway received a low score due to utilities obstructing the sidewalk.



Utilities and unmaintained landscaping in the sidewalk, such as this location south of Garden View Road, may impede people using mobility assistance devices (ex., wheelchair) or pushing strollers.

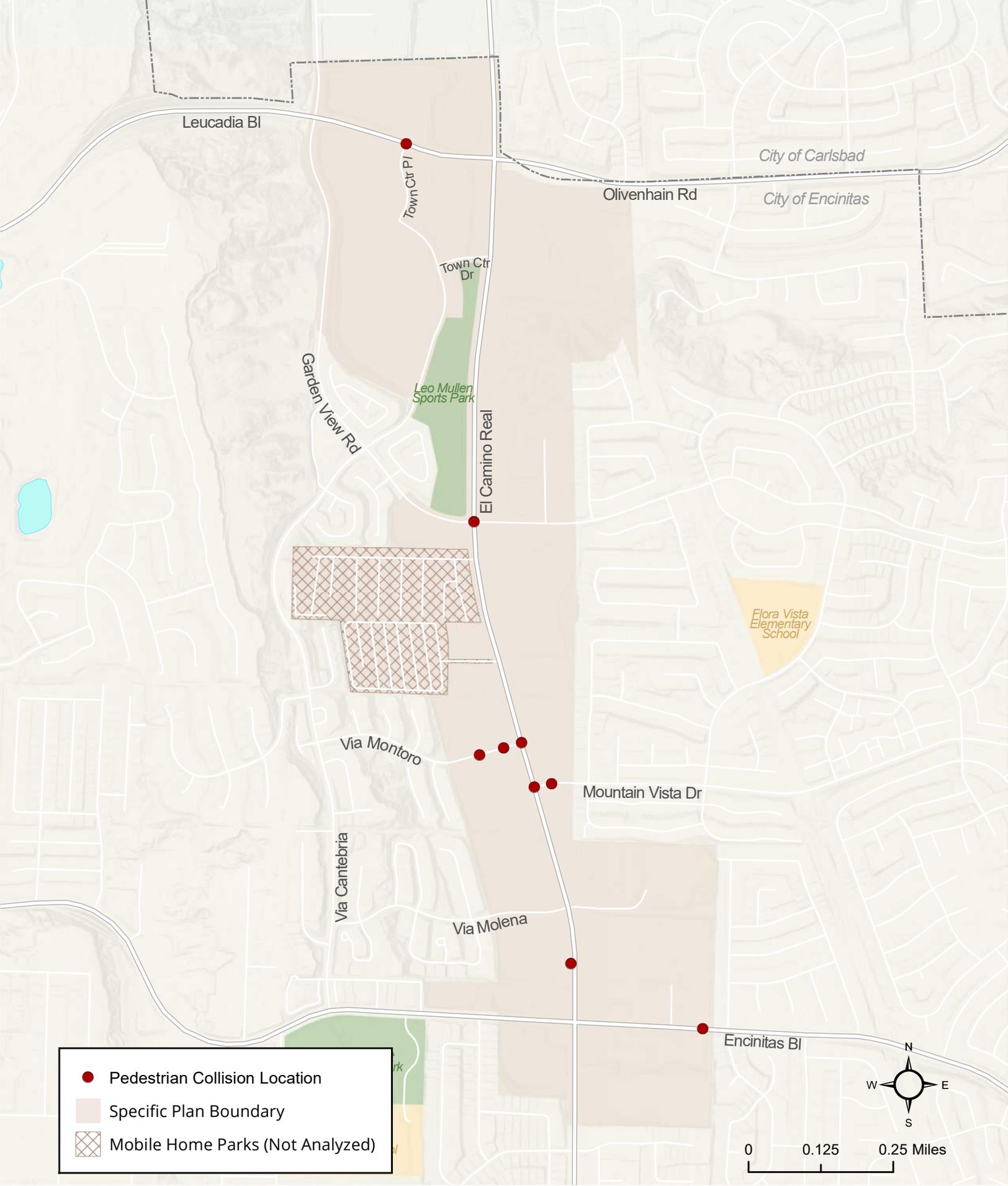
Two all-way stop-controlled intersections along Town Center Place had Low scoring legs. While these locations consist of decorative crosswalks, they are not high visibility and lack supplemental features like signage or advance stop bars, and do not have detectable warning surfaces on all curb ramps, or any curb ramps. The Via Cantabria mid-block crossing scored Low due to lacking truncated domes on the curb ramps and supplemental features. Signalized intersections have protected left-turn phases throughout the study area. They could be retrofitted with high visibility crosswalks, advance stop bars, and crosswalks with truncated domes to receive High PEQE scores.



Standard crosswalks, like at the El Camino Real & Mountain Vista Drive intersection pictured above, can be enhanced to high-visibility crosswalks with advance stop bars to improve visibility and set drivers back further.

### 3.5 Safety

**Figure 3.4** displays the nine pedestrian-involved collisions reported between January 2017 and December 2020. Five collisions are concentrated in the area around Via Montoro and Mountain Vista Drive. The greatest pedestrian crossing volumes were also observed in this area. Three of these five collisions occurred mid-block, with pedestrians crossing outside of the crosswalk. Throughout the study area, five of the nine collisions occurred outside of crosswalks. Three of the nine collisions were due to pedestrian violations. With the remaining six attributed to the driver’s failure to yield to crossing pedestrians (four collisions), failure to stop at the limit line (one collision), or unsafe backing (one collision).



## 4.0 Bicycle Mobility

### 4.1 Connectivity

**Table 4.1** provides descriptions and images of the four bicycle facility classifications as recognized by Caltrans, including Class I Bike Paths or Multi-Use Paths, Class II Bike Lanes, Class III Bike Routes, and Class IV Cycle Track.

Existing bicycle facilities are displayed in **Figure 4.1**. In addition to the Caltrans designations, the graphic also distinguishes between Bike Lanes and Buffered Bike Lanes. The study area solely consists of Class II facilities. The existing facilities are well connected within the study area and to connections outside. Planned bike lanes along Via Montoro and Via Molena will provide further connections.

While there is good coverage, the existing facilities may not be inviting to most users. El Camino Real is a 6- to 8-lane roadway with posted speed limits ranging from 35 to 45 miles per hour. This environment may discourage all but the most experienced bicyclists due to the lack of physical separation between the bike lane and vehicular travel lane.

The existing bike lanes can be made more visible to drivers through the application of green paint. This treatment is common throughout Encinitas both in conflict areas – locations where drivers cross over the bike lane to make a right-turn or enter a driveway – and along the length of the bike lane. Leucadia Boulevard west of El Camino Real uses green paint in both of these applications.

Bicycle connectivity is further discussed in terms of travelsheds in Section 5.1.

### 4.2 Demand

Bicycle counts were collected at study area intersections on a Wednesday during the AM and PM peak commute hours (7–9 AM and 4–6 PM).

**Figure 4.2** displays the peak hour bicycle counts, indicating bicycle volumes for each crossing leg during both peaks. Combined AM/PM peak hour volumes ranged from 66 bicyclists at the El Camino Real & Via Molena intersection to a high of 80 at the El Camino Real & Mountain Vista Drive intersection.



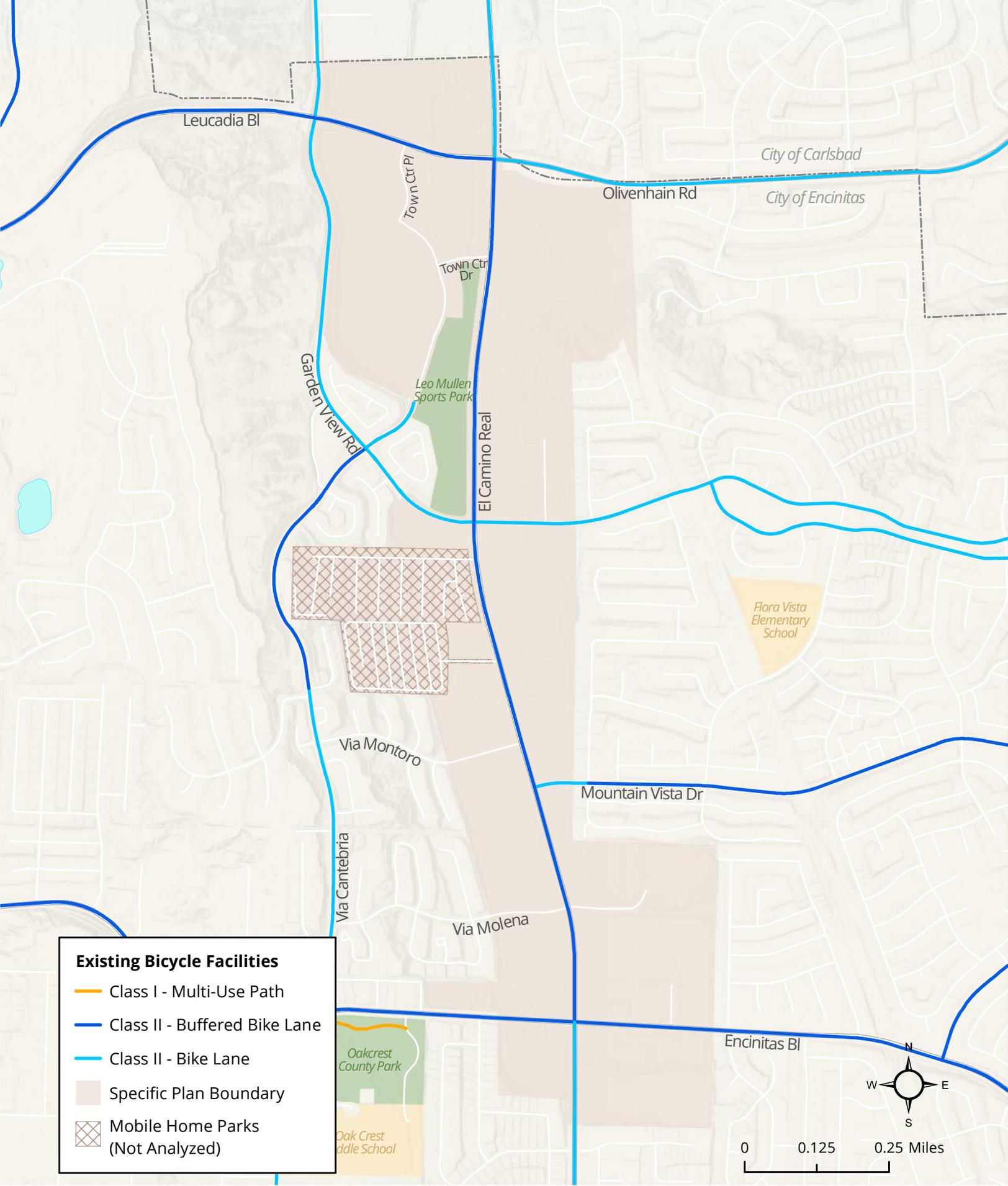
The buffered bike lane along Leucadia Boulevard includes green paint to help alert drivers to anticipate bicyclists as they transition over the bike lane into the right-turn lane.



Bicyclists queue to turn onto Olivenhain Road from El Camino Real.

**Table 4.1 - Bicycle Facility Classifications**

Image	Description
	<p><b>Class I Bike Path</b> – Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot wide graded area adjacent to each side of the pavement.</p>
	<p><b>Class II Bike Lane</b> – Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour. Bike lanes can also have striped buffer areas a few feet in width to provide separation from vehicles.</p>
	<p><b>Class III Bike Route</b> – Provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and/or street markings such as “sharrows”. Bike routes are best suited for low-speed, low-volume roadways. Bike routes provide network continuity or designate preferred routes through corridors with high demand.</p>
	<p><b>Class IV Cycle Track</b> – Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.</p>



**Existing Bicycle Facilities**

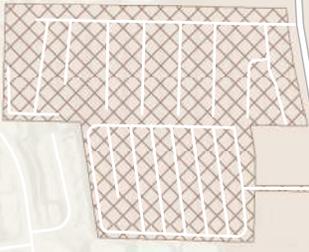
- Class I - Multi-Use Path
- Class II - Buffered Bike Lane
- Class II - Bike Lane
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

N  
W — 0 — E  
S

0      0.125      0.25 Miles

Study Intersection  
 Turn Movements  
 AM / PM Peak Hour Volumes  
  
 \*Names of North-South cross-streets always listed first

0 0.1 0.2 Miles



**Combined Peak Period Bicycle Counts**

- 76 - 80
- 70 - 75
- 66 - 69
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

**1 El Camino Real & Leucadia Bl/Olivenhain Rd**

2/1 6/6 4/1	1/0 10/3 1/1
0/0 5/10 0/7	0/0 3/7 4/3

**2 El Camino Real & Garden View Rd**

0/0 5/9 0/3	2/0 6/6 0/3
0/0 5/3 2/4	1/1 4/11 1/3

**3 El Camino Real & Mountain Vista Dr**

0/1 5/6 0/0	2/5 1/3 15/6
0/0 2/7 2/2	0/0 5/8 1/9

**4 El Camino Real & Via Molena**

1/7 14/6 0/0	0/5 0/1 0/1
3/3 0/2 0/2	0/1 4/16 0/0

**5 El Camino Real & Encinitas Bl**

3/2 15/3 0/0	1/3 15/1 0/0
1/2 4/5 0/3	1/0 1/9 3/2

### 4.3 Quality

All bikeable roadways were evaluated using the bicycle level of traffic stress (LTS) methodology, where LTS 1-2 indicate the most comfortable environments and LTS 4 indicating the most stressful. **Figure 4.3** displays the results of the LTS analysis. The LTS results are summarized by centerline mileage for each score category in **Table 4.2**.

Nearly all roads connecting residential neighborhoods to shopping centers and destinations within the study area exhibit LTS 3 or 4 conditions, meaning they are high stress environments for the general public and only the most experienced bicyclists would feel comfortable. The low score is attributed to the posted speed limits and lack of physical separation between bicyclists and vehicular travel lanes. The wide roadway width (6 to 8 lanes) also makes accessing destinations somewhat challenging, especially for destination along the opposite side of the road as bicyclists would be required to cross a minimum of three travel lanes to reach a left-turn pocket and then an additional three lanes of opposing traffic. Bicyclists have the alternative option of crossing the roadway at signalized intersections like pedestrians, which may result in out of direction travel. Combined, these conditions may deter people from considering short trips by bicycle within the study area.

The environment may also result in people bicycling on the sidewalk rather than the bike lane, which can pose conflicts with people walking. Sidewalk riding also puts bicyclists in locations where drivers may not anticipate them. Bicycle use within the area could be encouraged by providing physically protected bicycle facilities that connect residential areas to destinations such as commercial shopping districts, and recreational and educational uses. Implementing protective barriers within the existing and planned buffered bike lanes could be one solution to consider.



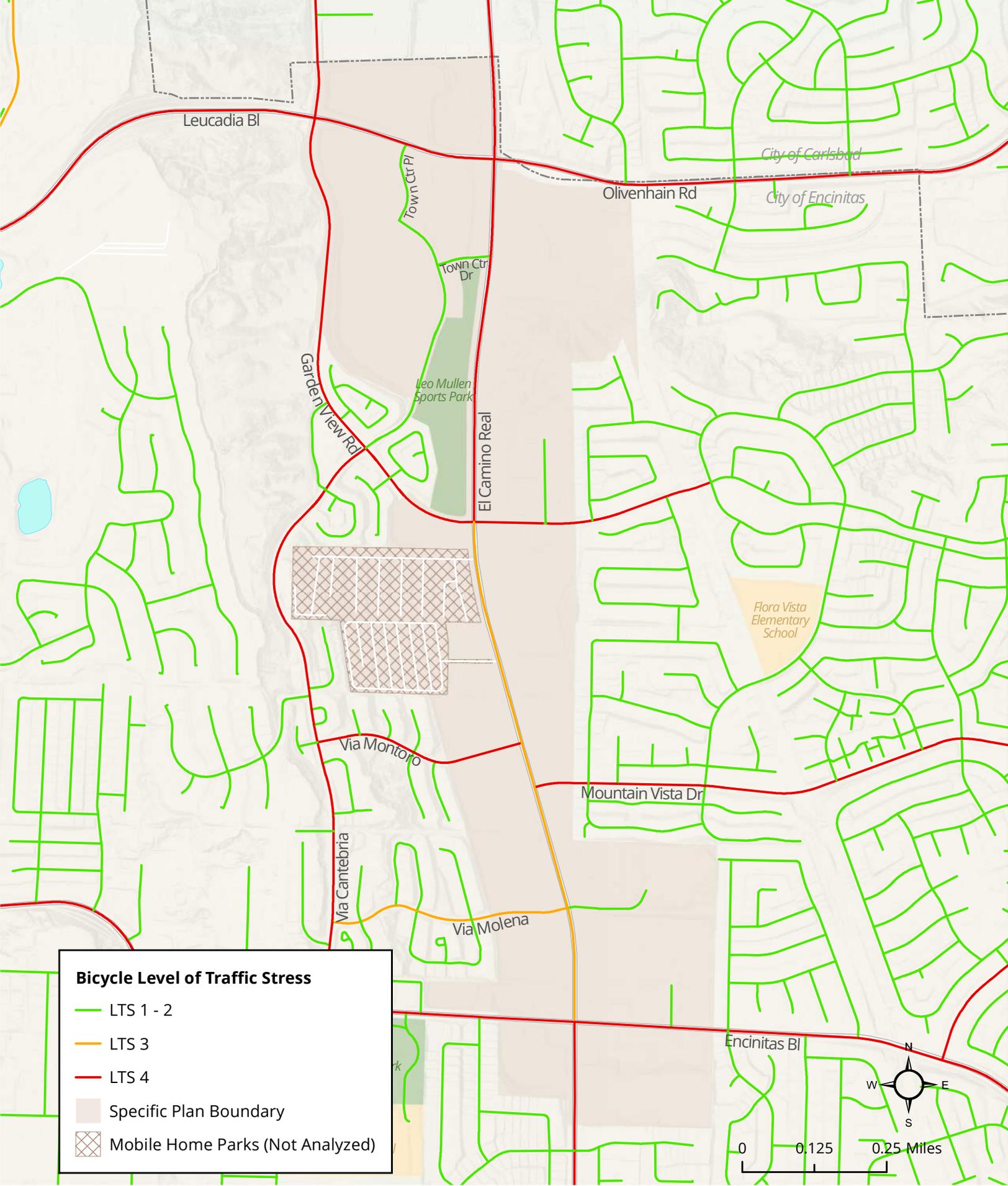
A bicyclist transitions from the buffered bike lane across three lanes of traffic to make a left-turn.



Adding physical protections to the existing buffers may help people feel more comfortable riding along the high-speed roads prevalent throughout the study area.

**Table 4.2 - Bicycle Level of Traffic Stress**

Level of Traffic Stress	Centerline Miles
LTS 1 - 2	1.0
LTS 3	1.0
LTS 4	2.7
<b>Total</b>	<b>4.7</b>



## 4.4 Safety

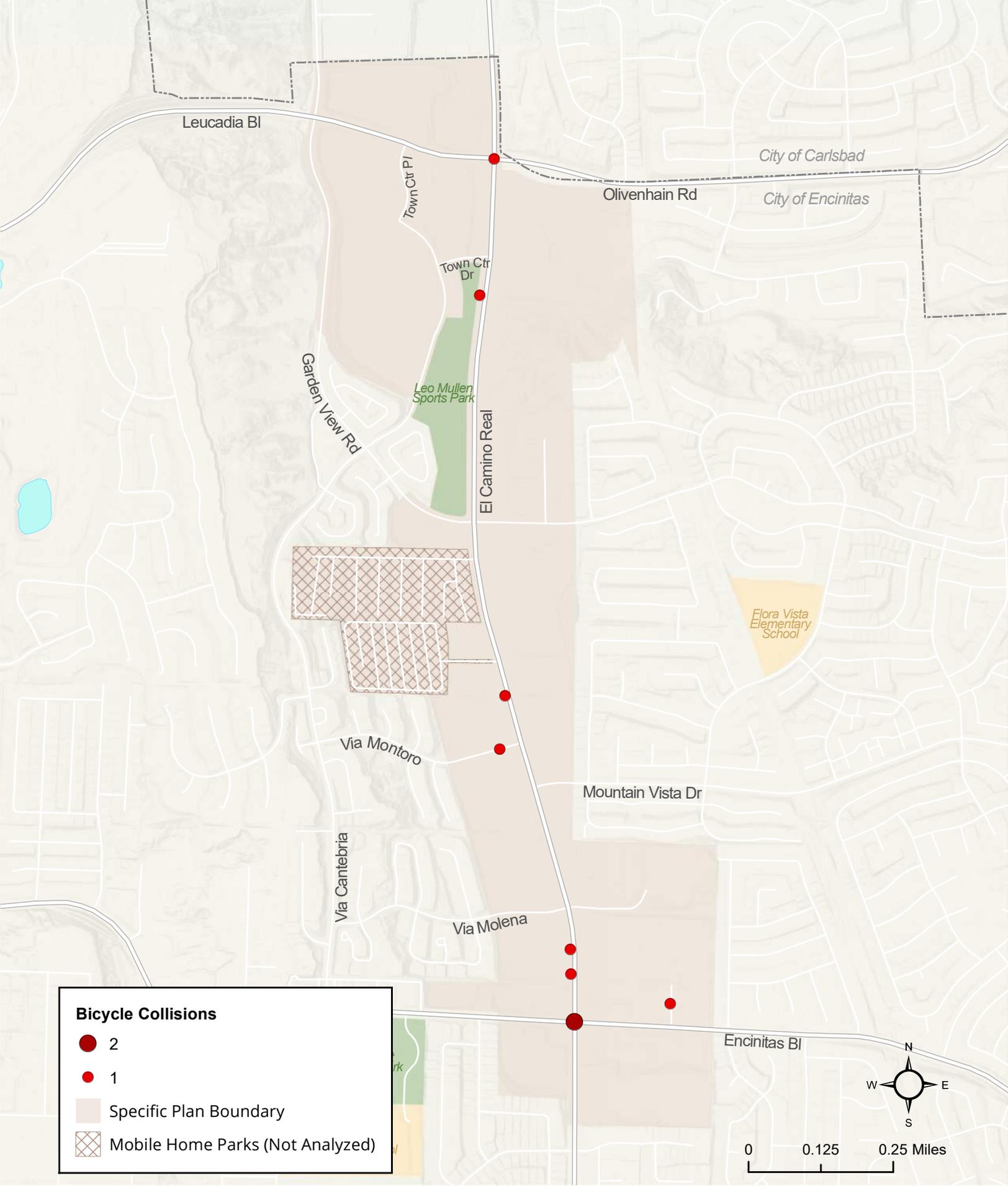
**Figure 4.4** displays the nine bicycle-involved collisions reported between January 2017 and December 2020. Seven of the nine collisions were reported along El Camino Real or at intersections with El Camino Real. Six of the nine collisions were reported at mid-block locations. Two bicycle collisions were reported near the intersection of El Camino Real and Via Montoro where a concentration of pedestrian-involved collisions was also identified. An additional concentration of bicycle collisions occurred at – and near – the intersection of El Camino Real and Encinitas Boulevard.

Of the nine collisions, four were due to right-of-way violations when entering or exiting private property. Signage and or green conflict paint at driveway locations may help address collisions at these locations by reminding drivers they are about to cross a bicycle facility.

Three collisions were due to unsafe lane changes. A single collision was bicycling while under the influence and one additional collision was due to failure to stop at the limit line.



In addition to physically separating bicyclists from vehicular traffic, improving driver awareness or visibility of bicyclists and bicycle facilities can help improve safety. Green conflict paint is a common tool used to achieve this.



## 5.0 Transit

### 5.1 Connectivity

The North County Transit District (NCTD) provides transit service within the study area. Study area transit routes and stop locations were mapped and summarized, including a description of typical headways and the destinations served by each route. **Figure 5.1** displays the existing transit routes and stops. Two BREEZE Bus Routes (304 and 309) traverse the study area with stops along El Camino Real, Leucadia Boulevard, Olivenhain Road, and Encinitas Boulevard.

Figure 5.1 also depicts quarter- and half-mile travelsheds from each transit stop, to demonstrate distances that could potentially be reached via walking or bicycling. The active transportation environments surrounding transit stops are important considerations as transit users typically walk or ride bicycles to and from stops.

The study area is well served by transit, with nearly all developed land accessible within a quarter-mile walk or bike ride from a transit stop, however, residential areas – where trips typically originate from – are limited within the quarter-mile distance. Expanding the travelshed distance to a half-mile captures much greater portions of the surrounding residential neighborhoods

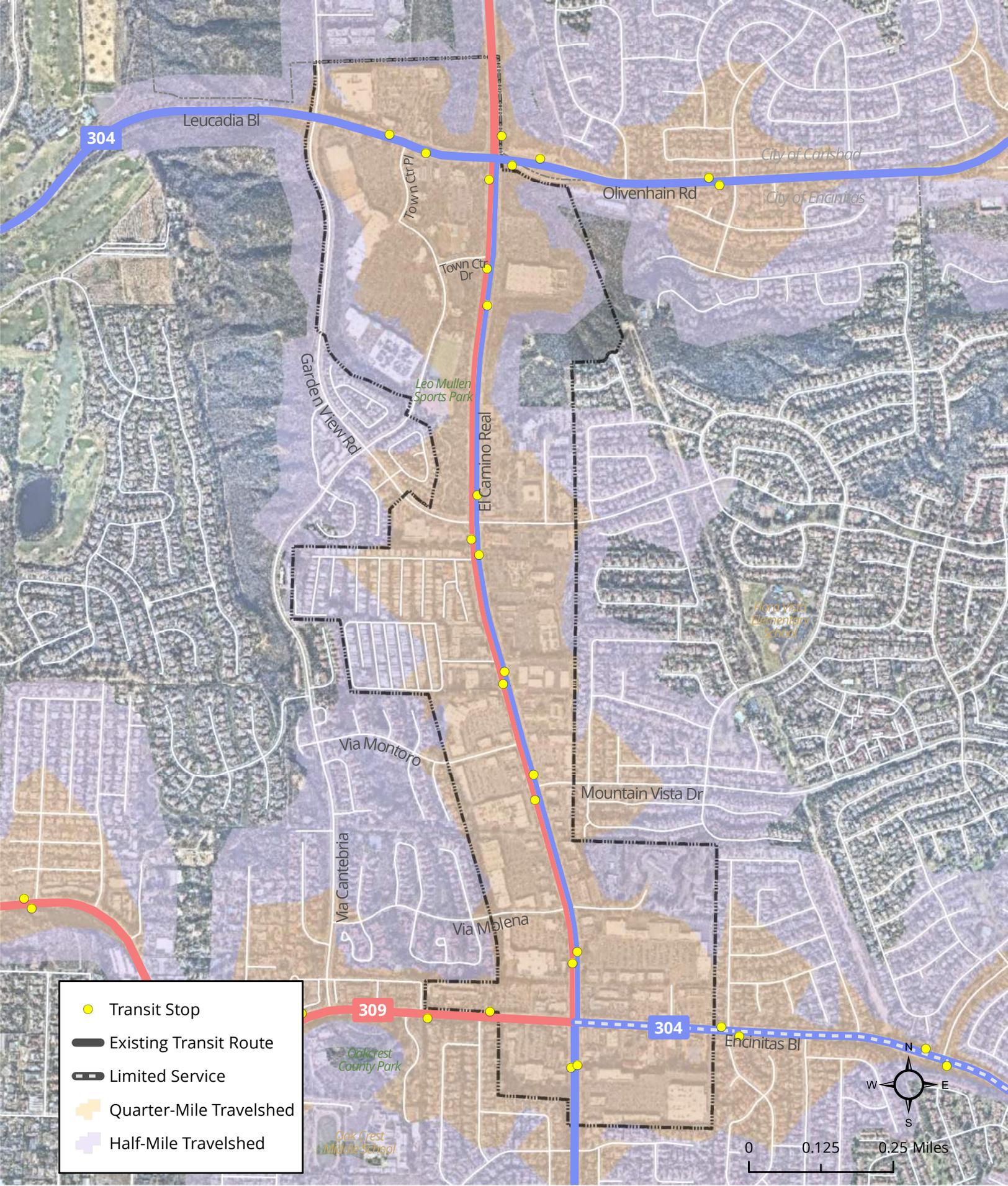
Aside from distance, the roadway environment may also influence travel behaviors and mode selection. The PEQE results previously shown in Figure 3.3 demonstrate the corridor provides a sufficient environment for people to walk within, however the distances in between controlled crossings of El Camino Real may exacerbate travel distances by foot. Improvements to intersection crossings, the removal of sidewalk obstructions, and completion of missing sidewalks could further improve the pedestrian experience and encourage transit use and/or trips by walking.

Figure 4.3 depicted the bicycle level of traffic stress results, indicating El Camino Real and nearly all roadways connecting the surrounding residential neighborhoods to transit stops and destinations within the study area exhibit conditions that may only be tolerated by the most experienced bicyclists. People may not consider a half-mile walk feasible for errands, similarly the uninviting bicycling environment may also be discouraging.

A description and route map for the two bus routes serving the study area is provided in the remainder of this section.



A bus rider disembarks from Route 309.

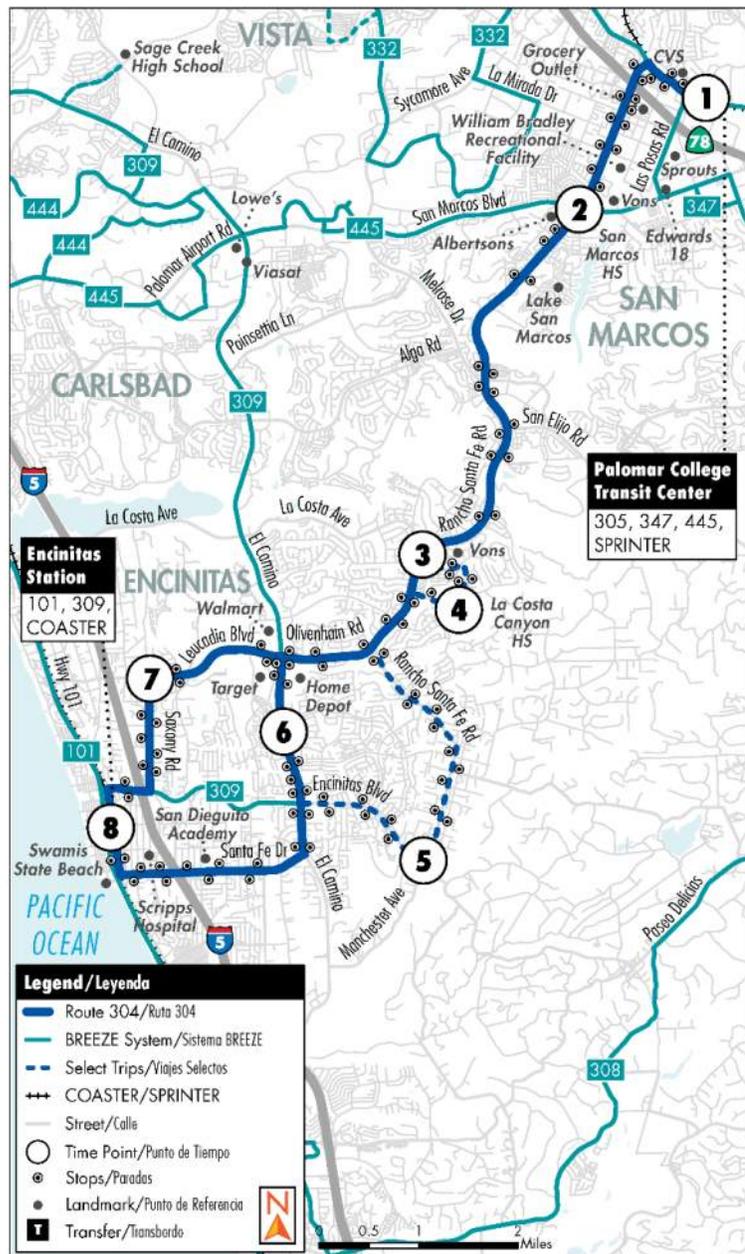


**Bus Route 304**

Figure 5.2 provides the route map for Bus Route 304. NCTD Bus Route 304 provides service between Encinitas Station in Downtown Encinitas and Palomar College Transit Station in the San Marcos. The route runs along Rancho Santa Fe Road, Olivenhain Road, Leucadia Boulevard, Saxony Road, Highway 101, Santa Fe Drive, and El Camino Real. There are seven northbound stops and six southbound stops on El Camino Real within the project corridor, spaced roughly one-third of a mile apart.

Route 304 provides weekday and Saturday service. During the weekday, westbound service is provided within the study area ten times throughout the day on irregular intervals, running between approximately 5:45AM and 8:45PM. Weekday eastbound service runs is also provided ten times a day on irregular intervals between approximately 6:00AM and 8:40am. Saturday service runs on two-hour headways from approximately at 7:20AM to 8:00PM in the westbound direction and from approximately 7:30AM to 7:40PM in the eastbound direction.

**Figure 5.2 - Bus Route 304 Route Map**



## Bus Route 309

Figure 5.3 provides the route map for Bus Route 309. NCTD Bus Route 309 provides service between Encinitas Station in Downtown Encinitas and the San Luis Rey Transit Center in Oceanside. The route generally runs along North River Road, El Camino Real, and Encinitas Boulevard. There are 5 northbound stops and 6 southbound stops on El Camino Real within the project corridor, spaced roughly one-third of a mile apart.

Route 309 provides service seven days a week. During the weekday, southbound service runs on 30-minute headways, from approximately 4AM and until to 8:30PM, while northbound service begins at 5:45AM and runs to about 9:45PM. Service hours on the weekend are shortened slightly and have approximately one-hour headways.

## 5.2 Demand

Transit ridership information was obtained from NCTD and is an average of Fiscal Year 2019 ridership. Figure 5.4 displays boarding and alighting data combined by stop in.

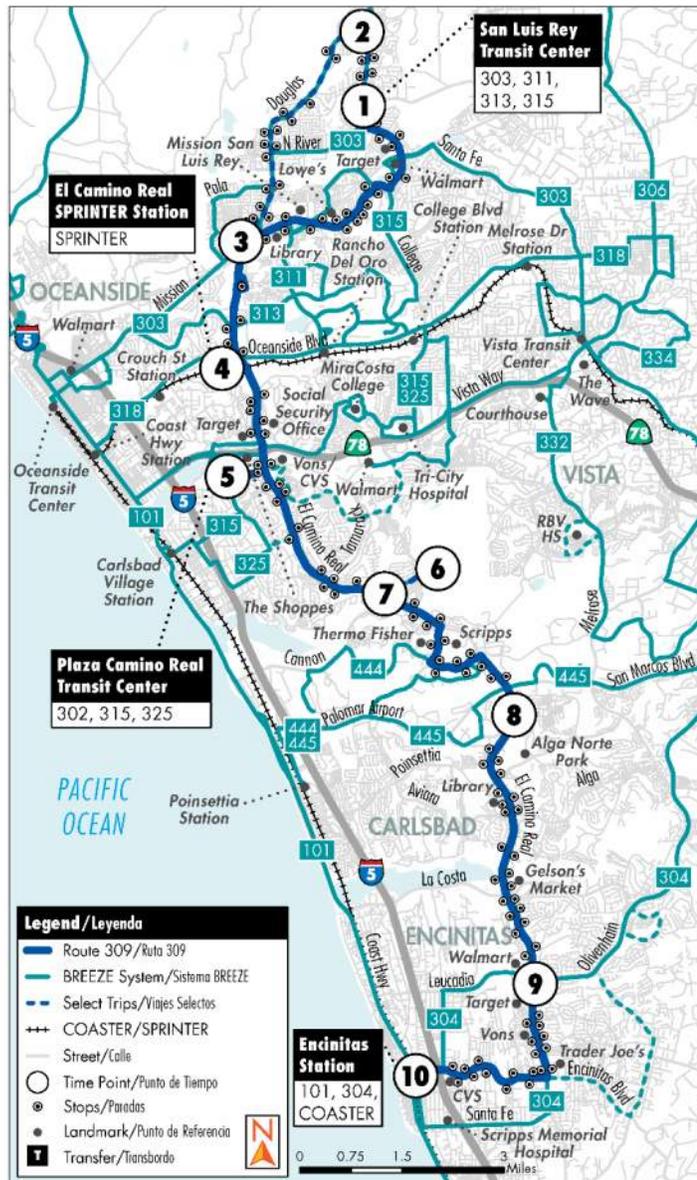
Table 5.1 displays boardings and alightings by stop. Daily ridership ranges from a low of one at the westbound Encinitas Boulevard & Cam Delas Flores stop – a limited service route stop – to a high of 76 at the northbound El Camino Real & Leucadia Boulevard stop.

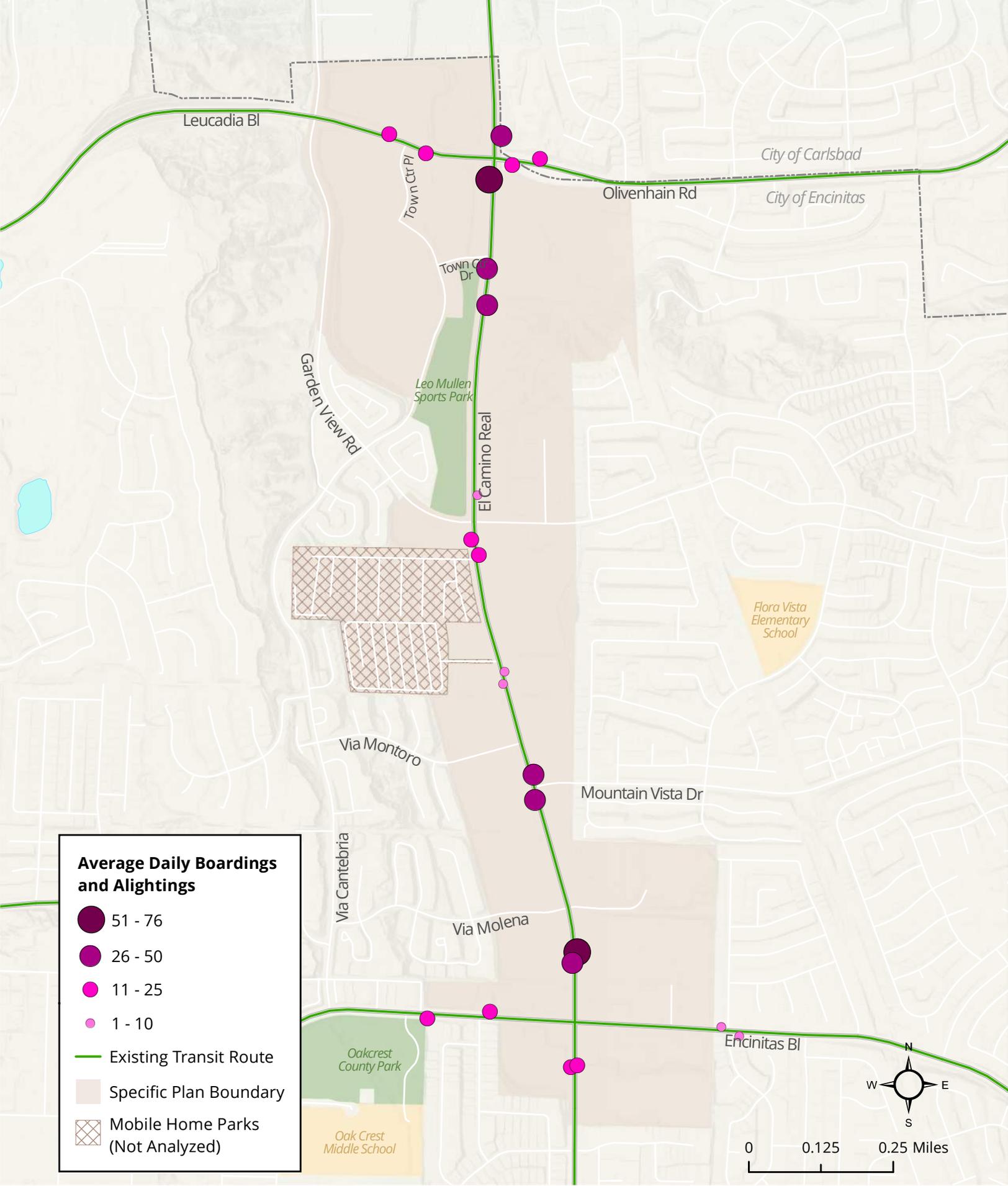
## 5.3 Quality

### 5.3.1 Transit Quality – Presence of Amenities

An inventory of amenities present at each transit stop was undertaken to better understand existing stop quality. Table 5.2 categorizes each stop type as a Station, Shelter Stop, or Bench Stop, based on the average daily boardings and criteria set forth by NCTD as previously summarized in Table 2.6. Each stop’s amenities were then identified as either present, lacking and required, or lacking and optional based on the criteria for the respective stop type. Of the 23 stops within the study area, 21 are lacking amenities that should be required based on average boarding data. Amenities identified as lacking include Benches, Shelters, ADA Accessible Pads, and Lighting.

Figure 5.3 - Bus Route 309 Route Map





**Table 5.1 - Average Daily Boardings and Alightings by Transit Stop (Fiscal Year 2019)**

ID	Intersection	Direction	Route(s)	Boardings <sup>1</sup>	Alightings <sup>1</sup>	Total <sup>1</sup>
22488	El Camino Real & Leucadia Boulevard	SB	304, 309	28	48	76
21644	El Camino Real & Encinitas Boulevard	NB	304, 309	47	26	73
21642	El Camino Real & Olivenhain Road	NB	309	31	15	46
96030	El Camino Real & Encinitas Boulevard	SB	304, 309	18	26	44
21643	El Camino Real & Mountain Vista Drive	NB	304, 309	18	15	33
21151	El Camino Real & Mountain Vista Drive	SB	304, 309	14	18	32
21149	El Camino Real & Town Center Drive	SB	304, 309	15	15	30
22205	El Camino Real & Town Center Drive	NB	304, 309	11	19	30
22837	Olivenhain Road & El Camino Real	EB	304	20	3	23
21949	El Camino Real & Garden View Road	SB	304, 309	9	13	22
22835	Leucadia Boulevard & Town Center Place	EB	304	9	9	18
22836	Leucadia Boulevard & Town Center Place	WB	304	5	13	18
20248	Encinitas Boulevard & Beechtree Drive	EB	309	6	11	17
21876	Encinitas Boulevard & Beechtree Drive	WB	309	6	8	14
20910	El Camino Real & Encinitas Boulevard	SB	304	4	10	14
22371	El Camino Real & Garden View Road	NB	304, 309	5	8	13
96011	El Camino Real & Encinitas Boulevard	NB	304	7	4	11
22807	Olivenhain Road & El Camino Real	WB	304	0	11	11
21402	El Camino Real & Via Montoro	NB	304, 309	6	3	9
21950	El Camino Real & Camino Encinitas Plaza	SB	304, 309	3	6	9
21640	El Camino Real & Garden View Road	NB	304, 309	6	2	8
20669	Encinitas Boulevard & Turner Avenue	WB	304 <sup>2</sup>	0	2	2
20258	Encinitas Boulevard & Cam Delas Flores	EB	304 <sup>2</sup>	1	0	1

Source: NCTD (2021)

## Notes:

<sup>1</sup> Average boardings and alightings rounded to nearest whole number

<sup>2</sup> Limited service route

**Table 5.2 - Amenities by Transit Stop**

ID	Stop Name	Average Boardings <sup>1</sup>	Bus Stop Sign	Bench	Shelter / Shading	ADA Accessible Pad	Sidewalk Connections	Trash Receptacle	Lighting	Bicycle Parking	Route Information	Wayfinding	Transit System Information
<b>Shelter Stops:</b> (Greater than 20 daily boardings in suburban areas)													
21644	El Camino Real & Encinitas Boulevard	47	●	●	X	X	●	●	●	-	-	-	-
21642	El Camino Real & Olivenhain Road	31	●	●	X	X	●	●	X	-	-	-	-
22488	El Camino Real & Leucadia Boulevard	28	●	●	X	X	●	●	●	-	-	-	-
<b>Bench Stops:</b> (10 to 20 daily boardings in suburban areas)													
22837	Olivenhain Road & El Camino Real	20	●	●	-	X	●	●	-	-	-	-	-
96030	El Camino Real & Encinitas Boulevard	18	●	X	-	X	●	X	●	-	-	-	-
21643	El Camino Real & Mountain Vista Drive	18	●	●	-	X	●	●	●	-	-	-	-
21149	El Camino Real & Town Center Drive	15	●	●	-	X	●	●	●	-	-	-	-
21151	El Camino Real & Mountain Vista Drive	14	●	●	-	X	●	●	-	-	-	-	-
22205	El Camino Real & Town Center Drive	11	●	●	-	X	●	●	●	-	-	-	-
<b>Basic Stops:</b> (Less than 10 daily boardings in suburban areas)													
21949	El Camino Real & Garden View Road	9	●	●	-	X	X	●	●	-	-	-	-
22835	Leucadia Boulevard & Town Center Place	9	●	●	-	●	●	●	●	-	-	-	-
96011	El Camino Real & Encinitas Boulevard	7	●	●	-	X	●	-	●	-	-	-	-
21876	Encinitas Boulevard & Beechtree Drive	6	●	-	-	X	●	●	●	-	-	-	-
21402	El Camino Real & Via Montoro	6	●	●	-	X	●	-	●	-	-	-	-
21640	El Camino Real & Garden View Road	6	●	●	-	X	●	●	●	-	-	-	-
20248	Encinitas Boulevard & Beechtree Drive	6	●	-	-	X	●	●	●	-	-	-	-
22371	El Camino Real & Garden View Road	5	●	●	-	X	●	●	●	-	-	-	-
22836	Leucadia Boulevard & Town Center Place	5	●	●	-	●	●	-	●	-	-	-	-
20910	El Camino Real & Encinitas Boulevard	4	●	-	-	X	●	-	●	-	-	-	-
21950	El Camino Real & Camino Encinitas Plaza	3	●	-	-	X	●	-	●	-	-	-	-
20258	Encinitas Boulevard & Cam Delas Flores	1	●	●	-	X	●	●	●	-	-	-	-
22807	Olivenhain Road & El Camino Real	<1	●	-	-	X	●	-	●	-	-	-	-
20669	Encinitas Boulevard & Turner Avenue	<1	●	-	-	X	●	●	●	-	-	-	-

Source: NCTD Bus Stop Development Handbook (2018); NCTD (2021)

Notes:

<sup>1</sup> Average boardings reflect averaged Fiscal Year 2019 ridership data, rounded to nearest whole number

● Amenity is present

X Amenity is required and absent

- Amenity is optional/not applicable and absent

### 5.3.2 Transit Quality – On-Time Performance

**Table 5.3** displays average on-time performance (OTP) for NCTD BREEZE Bus Route 304 and 309. The average OTP includes the dates between November 2020 and April 2021.

On-time performance is an important factor for people that depend on public transit for transportation to work, school, or other time sensitive matters. NCTD has an on-time performance standard of 90% for BREEZE Bus. On-time performance was approximately 93% for Route 304, meeting its goal. Route 309 fell just short of the 90% target goal. This data indicates the routes serving the study area are generally reliable travel options.

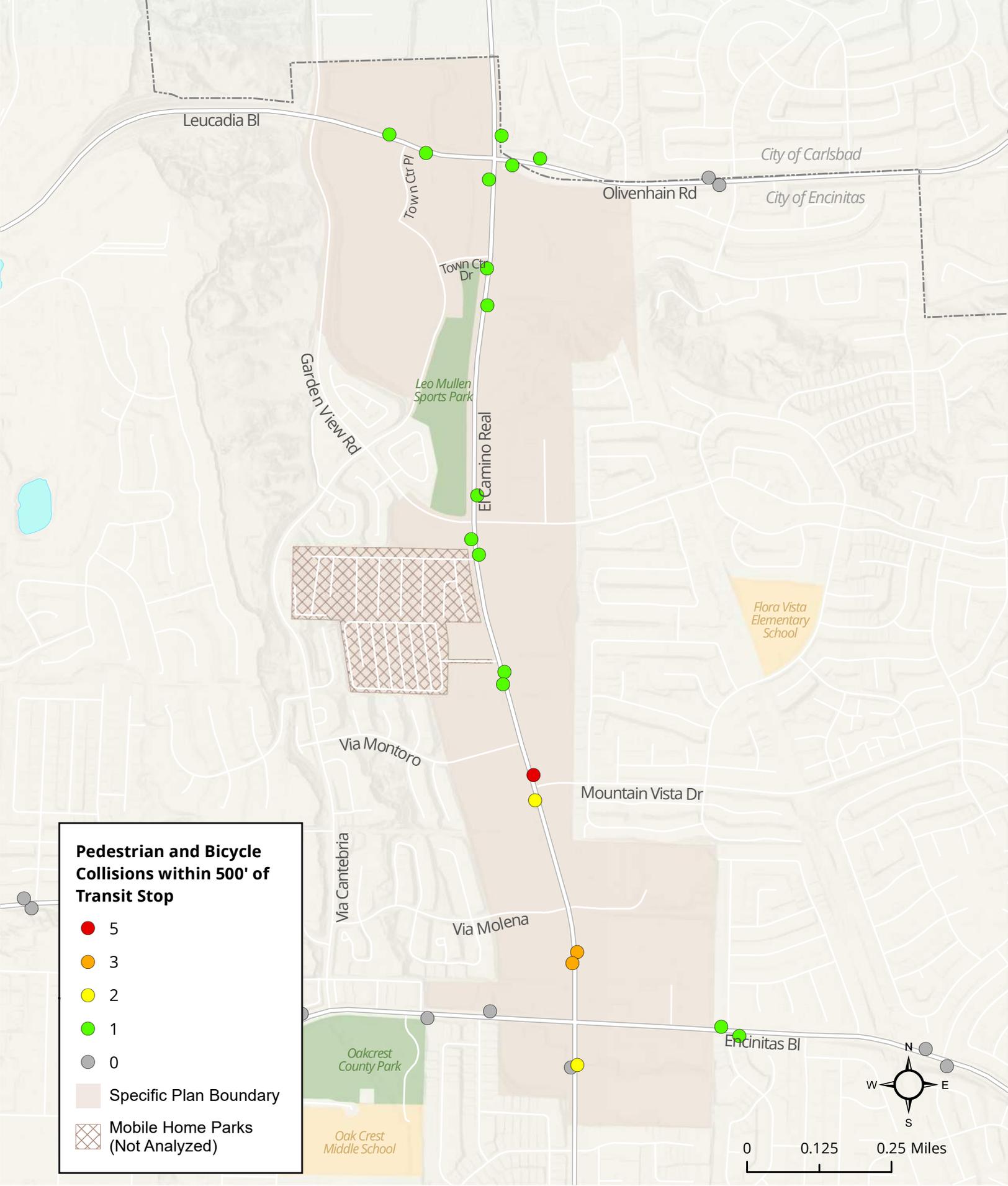
**Table 5.3 - Transit On-Time Performance by Route**

Route	Peak Weekday Headway	On-Time Performance	Target	Met Target?
Bus Route 304	30	92.6%	90%	Yes
Bus Route 309	30	89.9%	90%	No

Source: NCTD (2021)

## 5.4 Safety

Pedestrian- and bicycle-involved collisions near transit stops were used as a proxy for transit safety. **Figure 5.5** identifies the number of collisions involving pedestrians or bicyclists within 500' of each transit stop. Five collisions were reported within the vicinity of the transit stop on northbound El Camino Real, just north of Mountain Vista Drive. The two stops on El Camino Real north of Encinitas Boulevard experienced three reported collisions in the vicinity – these locations also experienced some of the greatest transit ridership in the study area.



## 6.0 Vehicular Mobility

### 6.1 Connectivity

Existing roadway characteristics were documented to identify how the existing right-of-way is currently being utilized. This information, combined with the vehicular demand, quality and safety evaluations, will be used to determine vehicular needs, opportunities, and limitations for multimodal enhancements.

**Figure 6.1** displays the existing roadway functional classifications and intersection geometry for the study area. The functional classifications were identified using the number of lanes and median presence type.

**Table 6.1** presents the existing roadway characteristics for study area roadways, including segment extents, functional classification, median presence/type, posted speed limit, and the presence of on-street parking, sidewalks, and bicycle facilities.



Vehicles crossing Garden View Road along El Camino Real.

### 6.2 Demand

Vehicular roadway segment volumes and AM/PM peak hour intersection turning movement volumes were collected to understand vehicular demand. The vehicular count volumes are presented in the Section 6.3 with the level of service analysis results.



El Camino Real is an important connection to destinations within and outside of the study area, resulting in high vehicular demand.

### 6.3 Quality

Vehicular quality was determined through the operational evaluation of study area roadway segments and intersections. The analyses were conducted using the methodologies presented in Section 2.4.3.

#### 6.3.1 Roadway Segment Level of Service

**Figure 6.2** displays the existing traffic volumes and level of service results for study area segments. **Table 6.2** identifies the existing ADT, classification, LOS threshold, volume to capacity (V/C) ratio, and resulting LOS for study area segments.

● Study Intersection  
 Lane Geometry  
 Signalized Intersection

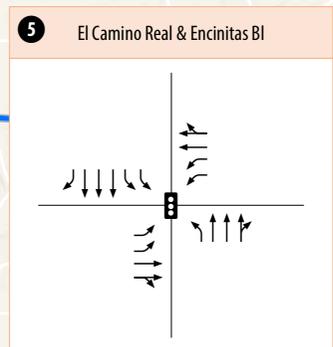
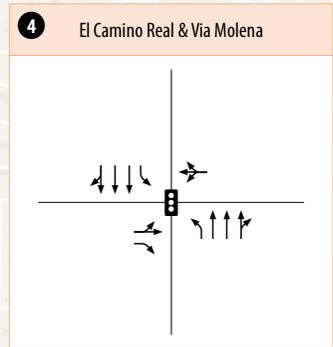
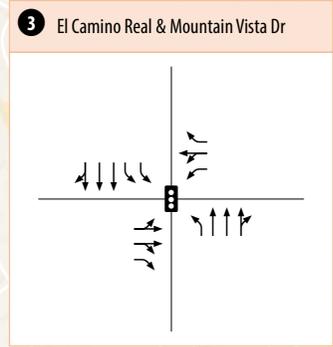
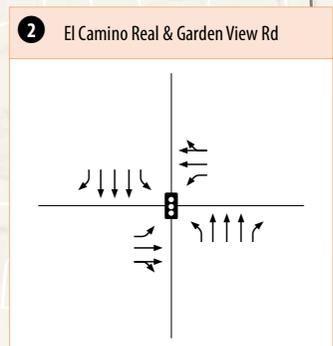
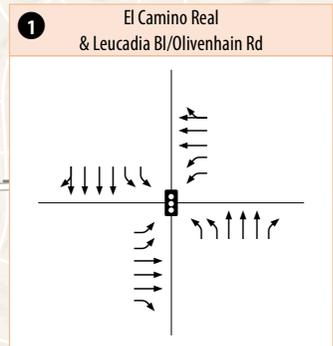
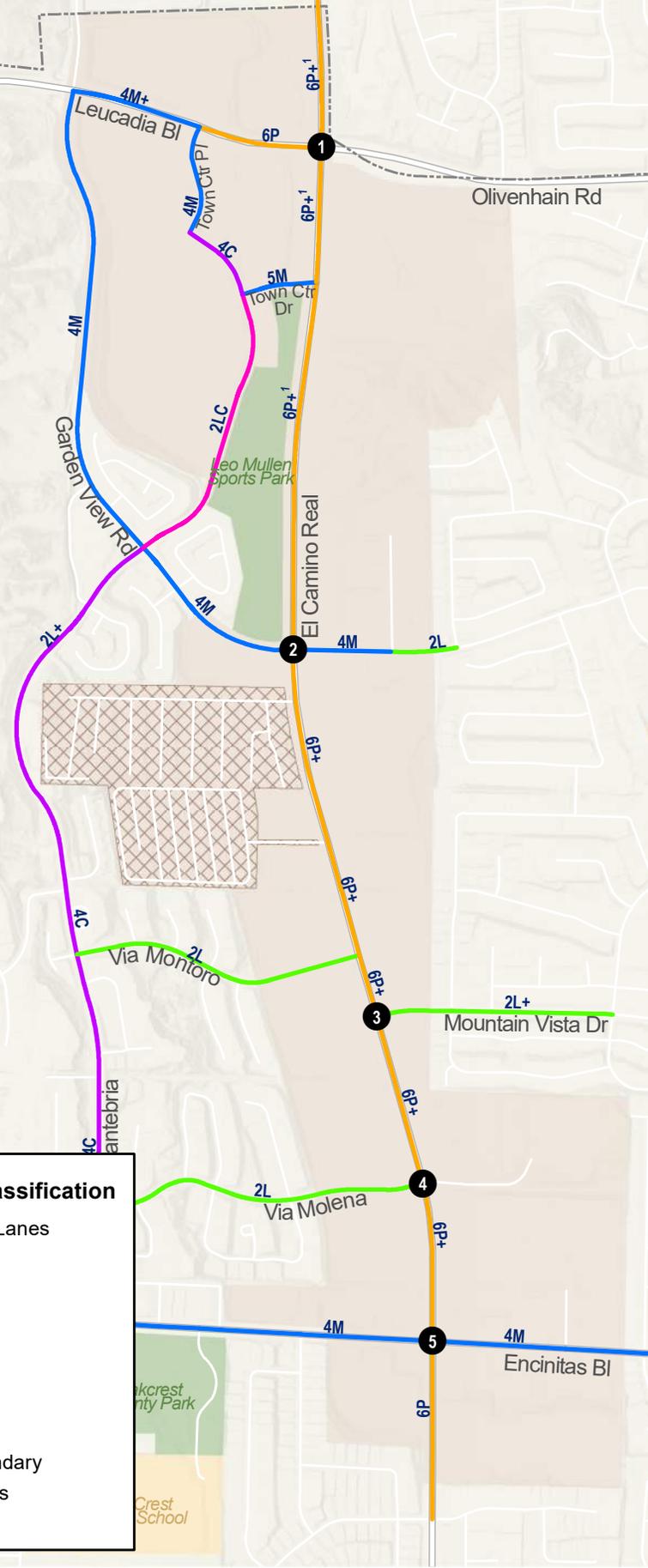
Segment consists of 8-lanes (4 NB/4 SB). However, the City of Encinitas Public Road Standards does not include a functional classification for an 8-lane roadway. Therefore, for a conservative approach, the study assumes this segment as a 6-lane Prime Arterial – Augmented.

0 0.125 0.25 Miles



**Roadway Functional Classification**

- # Number of Travel Lanes
- P Prime
- M Major
- C Collector
- LC Local Collector
- L Local
- + Augmented
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

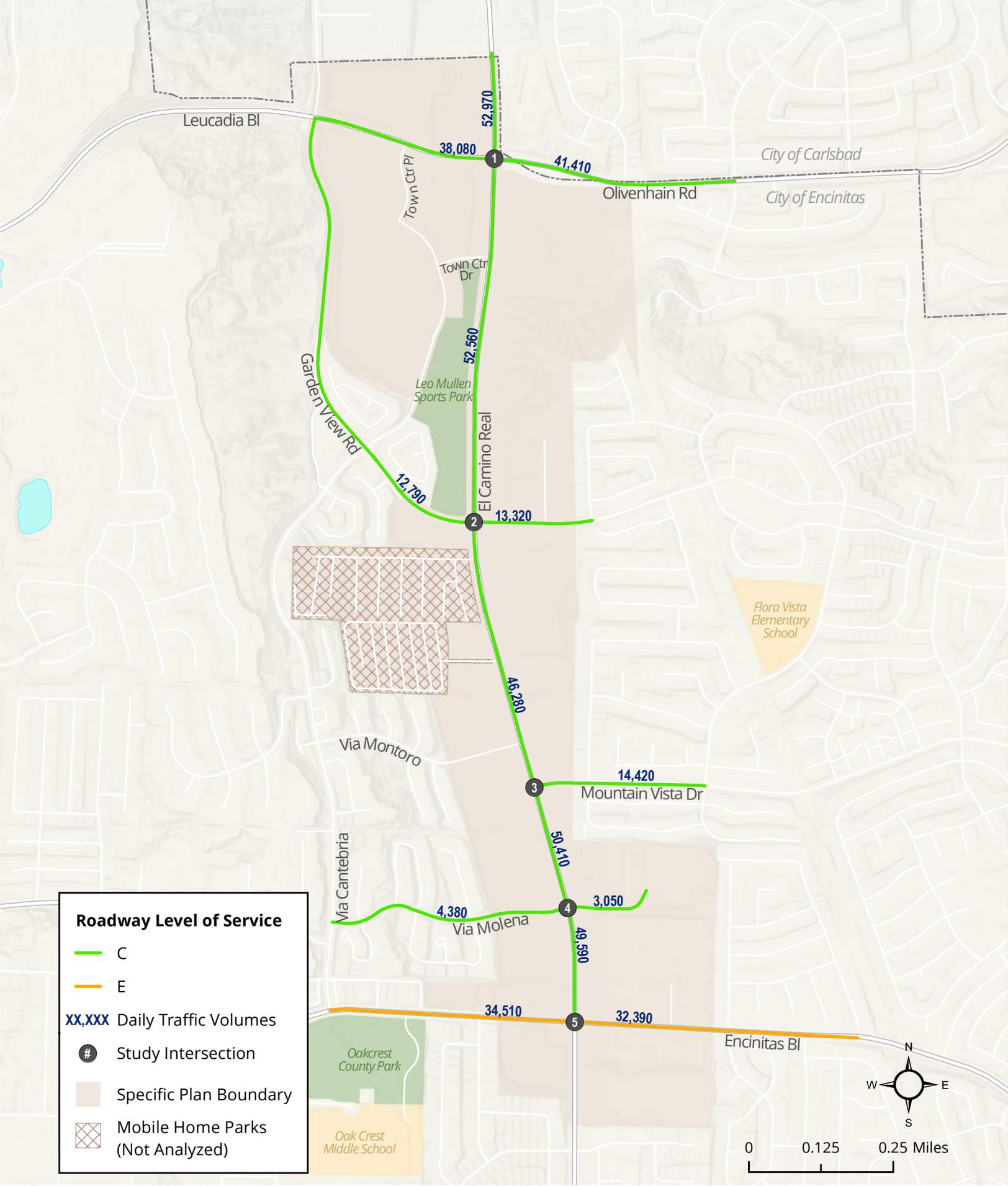


**Table 6.1 - Existing Roadway Characteristics**

Roadway	Segment	Functional Classification	Median Type	Posted Speed Limit (mph)	On-Street Parking	Sidewalks	Bicycle Facility
El Camino Real	North of Leucadia Boulevard/Olivenhain Road to Garden View Road	6-Lane Prime Arterial – Augmented <sup>1</sup>	Raised	45	Prohibited	Contiguous	Class II
El Camino Real	Garden View Road to Encinitas Boulevard	6-Lane Prime Arterial – Augmented	Raised	35	Prohibited	Contiguous	Class II
Leucadia Boulevard	West of El Camino Real to El Camino Real	6-Lane Prime Arterial	Raised	45	Prohibited	Contiguous/ Non-Contiguous	Class II
Olivenhain Road	East of El Camino Real	6-Lane Prime Arterial	Raised	50	Prohibited	North Side: Contiguous South Side: Contiguous/ Non-Contiguous	Class II
Garden View Road	West of El Camino Real	4-Lane Major Roadway	Raised	40	Prohibited	Non-Contiguous	Class II
Garden View Road	East of El Camino Real	4-Lane Major Roadway	TWLTL	40	Prohibited	Contiguous	Class II
Mountain Vista Drive	East of El Camino Real	2-Lane Local Roadway – Augmented	TWLTL	45	Prohibited	Contiguous	Class II
Via Molena	West of El Camino Real	2-Lane Local Roadway	None	30	Prohibited	Contiguous	Class II
Via Molena	East of El Camino Real	2-Lane Local Roadway	None	30	Prohibited	North Side: Contiguous South Side: None	None
Encinitas Boulevard	West of El Camino Real	4-Lane Major Roadway	TWLTL	45	Prohibited	Contiguous	Class II
Encinitas Boulevard	East of El Camino Real	4-Lane Major Roadway	TWLTL	45	Prohibited	Contiguous	Class II

**Note:**

<sup>1</sup> Segment consists of 8-lanes (4 NB/4 SB). However, the City of Encinitas Public Road Standards does not include a functional classification for an 8-lane roadway. Therefore, for a conservative approach, the study assumes this segment as a 6-lane Prime Arterial – Augmented.



**Table 6.2 - Daily Traffic Volumes and Roadway Segment Level of Service**

Roadway	Segment	Functional Classification	Roadway Capacity (LOS E)	ADT	V/C	LOS
El Camino Real	Northern City Limit to Leucadia Boulevard/Olivenhain Road	6-Lane Prime Arterial – Augmented <sup>1</sup>	66,000	52,970	0.803	C or better
El Camino Real	Leucadia Boulevard/Olivenhain Road to Garden View Road	6-Lane Prime Arterial – Augmented <sup>1</sup>	66,000	52,560	0.796	C or better
El Camino Real	Garden View Road to Mountain Vista Drive	6-Lane Prime Arterial – Augmented	66,000	46,280	0.701	C or better
El Camino Real	Mountain Vista Drive to Via Molena	6-Lane Prime Arterial – Augmented	66,000	50,410	0.764	C or better
El Camino Real	Via Molena to Encinitas Boulevard	6-Lane Prime Arterial – Augmented	66,000	49,590	0.751	C or better
Leucadia Boulevard	West of El Camino Real to El Camino Real	6-Lane Prime Arterial	57,000	38,080	0.668	C or better
Olivenhain Road	East of El Camino Real	6-Lane Prime Arterial	57,000	41,410	0.726	C or better
Garden View Road	West of El Camino Real	4-Lane Major Roadway	35,200	12,790	0.363	C or better
Garden View Road	East of El Camino Real	4-Lane Major Roadway	35,200	13,320	0.378	C or better
Mountain Vista Drive	East of El Camino Real	2-Lane Local Roadway – Augmented	20,000	14,420	0.721	C or better
Via Molena	West of El Camino Real	2-Lane Local Roadway	14,000	4,380	0.313	C or better
Via Molena	East of El Camino Real	2-Lane Local Roadway	14,000	3,050	0.218	C or better
Encinitas Boulevard	West of El Camino Real	4-Lane Major Roadway	35,200	34,510	0.980	<b>E</b>
Encinitas Boulevard	East of El Camino Real	4-Lane Major Roadway	35,200	32,390	0.920	<b>E</b>

## Notes:

**Bold** letter indicates substandard LOS E or F.

<sup>1</sup> Segment consists of 8-lanes (4 NB/4 SB). However, the City of Encinitas Public Road Standards does not include a functional classification for an 8-lane roadway. Therefore, for a conservative approach, the study assumes this segment as a 6-lane Prime Arterial – Augmented.

As shown in Figure 6.2 and Table 6.2, the following two (2) study roadway segments currently operate at a substandard level of service:

- Encinitas Boulevard, west of El Camino Real (LOS E)
- Encinitas Boulevard, east of El Camino Real (LOS E)

### 6.3.2 Peak Hour Intersection Level of Service

**Figure 6.3** displays the AM/PM peak hour intersection turning movements and LOS results. **Table 6.3** identifies the traffic control, average intersection delay, and intersection level of service results during the AM and PM peak hours for all study area intersections. Intersection level of service calculation worksheets are provided in **Appendix C**. As shown, the following intersections were found to operate at a substandard level of service (LOS E or F):

- El Camino Real and Leucadia Boulevard/Olivenhain Road – PM peak hour (LOS E)
- El Camino Real and Garden View Road – PM peak hour (LOS E)
- El Camino Real and Encinitas Boulevard – PM peak hour (LOS F)

**Table 6.3 - AM/PM Peak Hour Intersection Level of Service Analysis Results**

ID	Intersection	Traffic Control	Peak Hour	Delay (sec/veh)	LOS
1	El Camino Real & Leucadia Boulevard/Olivenhain Road	Signal	AM	52.7	D
			PM	<b>79.3</b>	<b>E</b>
2	El Camino Real & Garden View Road	Signal	AM	36.6	D
			PM	<b>69.3</b>	<b>E</b>
3	El Camino Real & Mountain Vista Drive	Signal	AM	30.8	C
			PM	42.5	D
4	El Camino Real & Via Molena	Signal	AM	18.6	B
			PM	29.7	C
5	El Camino Real & Encinitas Boulevard	Signal	AM	54.8	D
			PM	<b>118.8</b>	<b>F</b>

Note: **Bold** letter indicates substandard LOS E or F.

## 6.4 Safety

**Figure 6.4** displays the 75 vehicle-only collisions reported within the study area between January 2017 and December 2020. None of the vehicle-only collisions resulted in a severe injury or fatality. Rear end (30 collisions) and broadside (29 collisions) were the most frequent crash types reported.

The leading three violation categories include unsafe speed for prevailing conditions (25 collisions), were due to unsafe speed violations, automobile right-of-way violations (17 collisions), and violations related to traffic signals – such as failure to stop at the limit line (10 collisions).

The El Camino Real & Leucadia Boulevard/Olivenhain Road intersection experienced nine collisions, the most of any intersection. Clusters of mid-block collisions are shown along El Camino Real between Town Center Drive and Garden View Road, and between the mobile home park driveway just north of Via Montoro to Via Molena.

Study Intersection  
 Turn Movements  
 AM / PM Peak Hour Volumes  
  
 \*Names of North-South cross-streets always listed first

0 0.125 0.25 Miles



AM / PM Intersection Level of Service  
 A - C  
 D  
 E  
 F  
 Specific Plan Boundary  
 Mobile Home Parks (Not Analyzed)

**1** El Camino Real & Leucadia Bl/Olivenhain Rd

144 / 172	1,431 / 919	197 / 144
129 / 300	672 / 1,241	155 / 156
		1,442 / 824
		1,160 / 935
		123 / 353
		653 / 1,484
		639 / 1,061

**2** El Camino Real & Garden View Rd

70 / 99	2,288 / 1,462	317 / 358
58 / 114	280 / 199	173 / 254
		90 / 221
		791 / 1,830
		162 / 119
		224 / 232
		143 / 174

**3** El Camino Real & Mountain Vista Dr

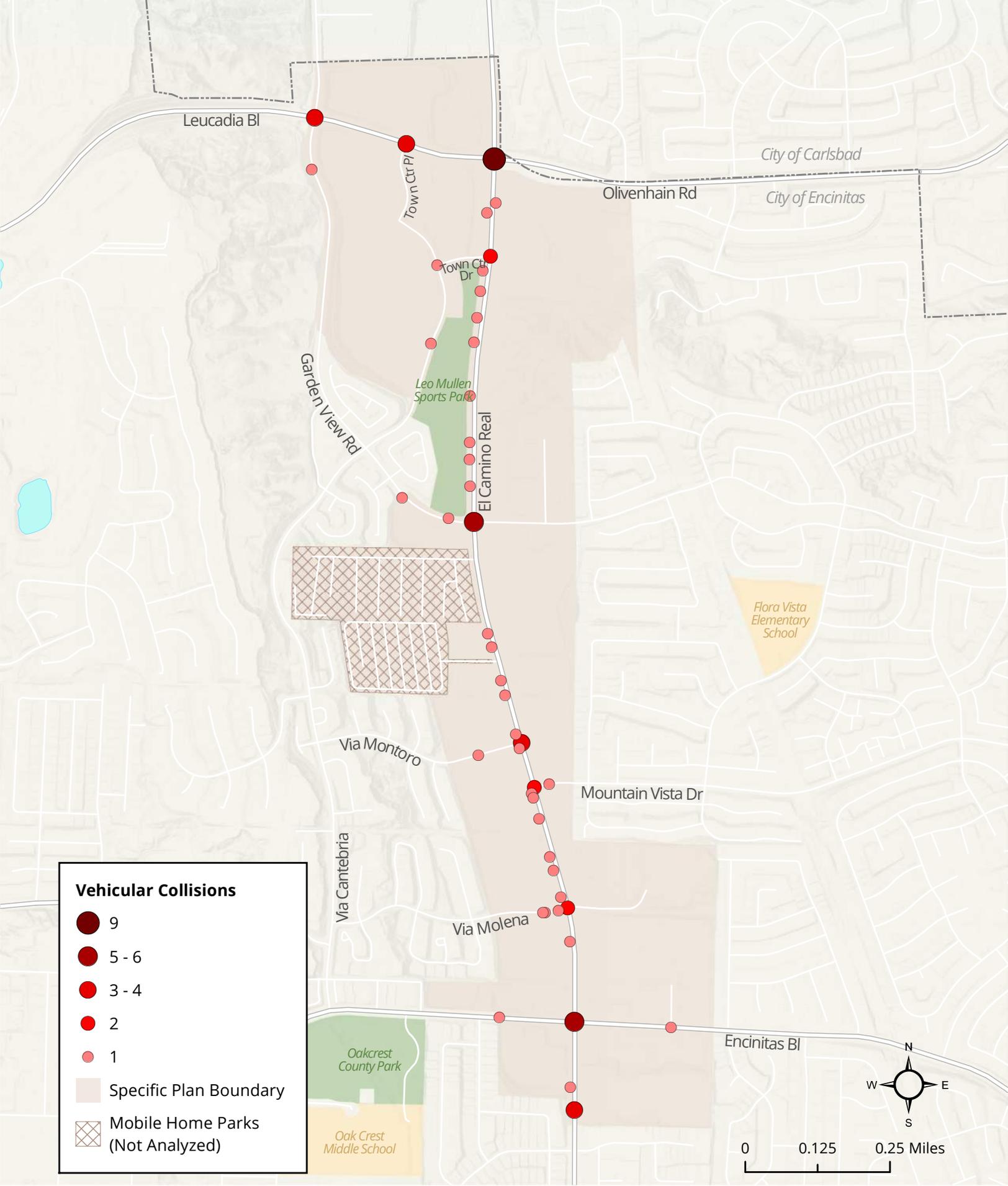
73 / 78	1,938 / 1,892	227 / 231
26 / 31	45 / 70	91 / 73
		123 / 156
		982 / 1,725
		148 / 286
		77 / 66
		307 / 288

**4** El Camino Real & Via Molena

72 / 108	2,057 / 1,558	34 / 67
89 / 232	9 / 6	77 / 123
		51 / 131
		1,187 / 1,828
		36 / 29
		8 / 17
		42 / 60

**5** El Camino Real & Encinitas Bl

252 / 282	1,499 / 932	316 / 350
336 / 408	637 / 591	168 / 146
		143 / 186
		779 / 1,050
		221 / 250
		603 / 674
		399 / 319



## 7.0 Issues and Opportunities

The El Camino Real Specific Plan study area contains a diverse assortment of commercial retail business, such as grocery, restaurant, and retail stores that are well visited. Office uses, park space and trails are also located within the area. These uses are likely destinations that community members regularly visit. The area is surrounded by residential uses yet accessing destinations along the corridor by means other than personal automobile may not be considered. Trips via alternative transportation modes may be less appealing due to the perception of long travel distances from the surrounding residential neighborhoods and a vehicle focused environment.

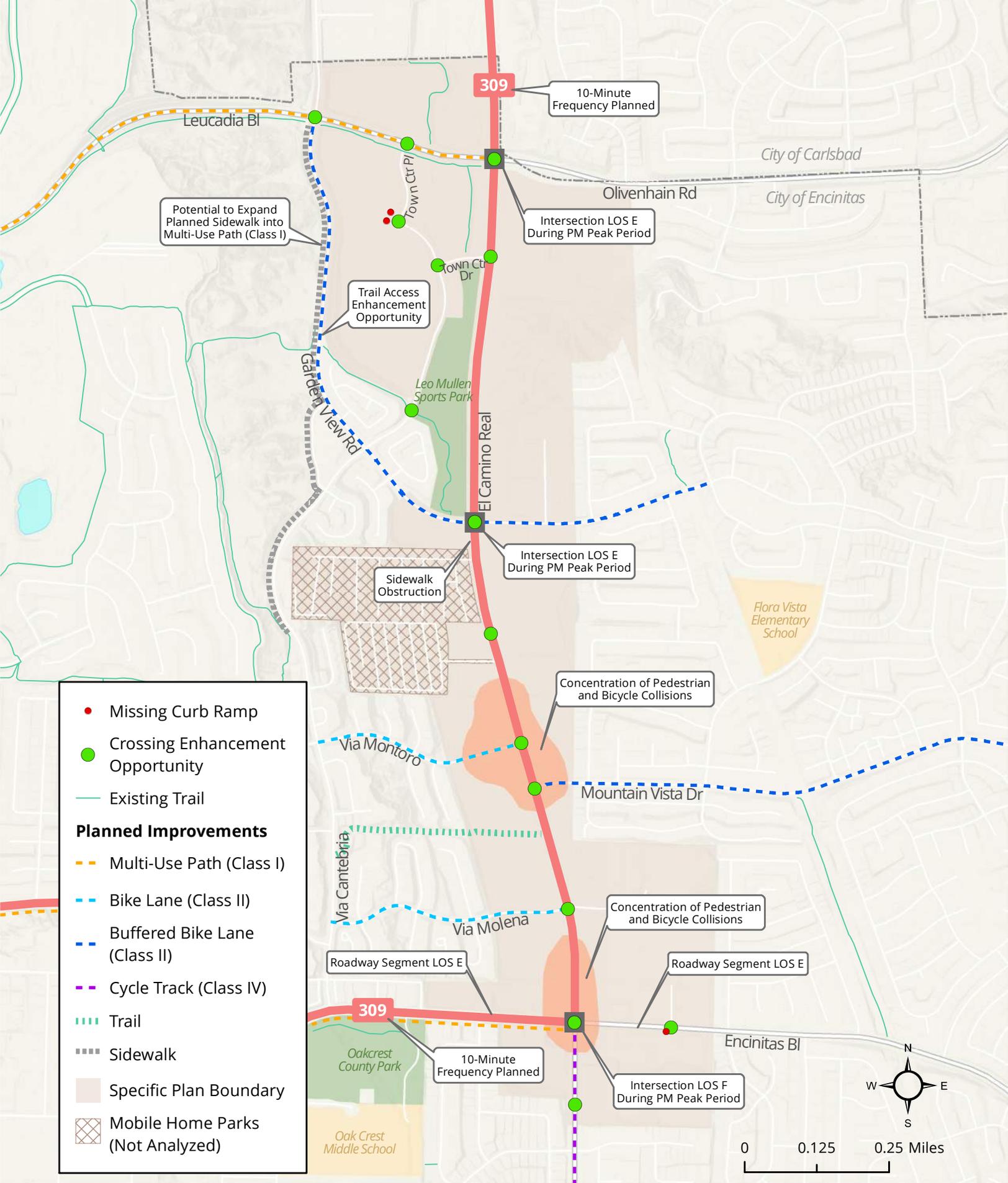
**Figure 7.1** identifies some of the mobility opportunities and existing issues within the study area. Planned bicycle and pedestrian facilities will expand active transportation connectivity. Planned transit service enhancements for Bus Route 309 will increase the viability and reliability of trips by bus. Vehicular operational challenges at intersections and along segments can be reevaluated using future volumes to understand opportunities for signal enhancements and technologies that better address existing and future travel patterns.

Existing roadway crossings can be enhanced to improve pedestrian comfort and safety through treatments such as high visibility crosswalks, advance stop bars, and curb ramps with truncated domes (detectable warning surfaces). Large surface parking lots can be made more pedestrian friendly by providing dedicated spaces such as paseos for people to walk. The undergrounding of utilities could remove potential impediments along existing sidewalks. Applying green conflict paint to vehicle-bicycle conflict points within could help raise driver awareness of bicycle facility presence. Existing buffered bike lanes could be retrofitted with physical protections. Improving the provision of amenities at transit stops would improve the experience for transit riders, potentially making it a more appealing travel mode.

In addition to improvements within the public right-of-way, the El Camino Real Specific Plan provides a unique opportunity to re-envision the environment's urban design in a manner that is better scaled for people over vehicles. Providing more housing within the area would put people closer to destinations, increasing the potential for walking and bicycling trips. Urban design standards that encourage developments to locate and front buildings towards the street would create a livelier corridor where destinations feel closer. Limiting driveway access off El Camino Real would also improve pedestrian and bicyclist safety by removing potential conflicts. Improving connectivity between adjacent parcels may also shorten trips or enable "park once" strategies for people driving within the area.



Painted walkways and contrasting surface materials provide dedicated spaces for people to walk through parking lots (top). Physical barriers could be applied to existing and planned buffered bike lanes, to improve cyclist comfort and safety while also making the facilities more visible to drivers (bottom).



- Missing Curb Ramp
- Crossing Enhancement Opportunity
- Existing Trail
- Planned Improvements**
- - - Multi-Use Path (Class I)
- - - Bike Lane (Class II)
- - - Buffered Bike Lane (Class II)
- - - Cycle Track (Class IV)
- - - Trail
- - - Sidewalk
- ▭ Specific Plan Boundary
- ▭ Mobile Home Parks (Not Analyzed)

## Appendix A - Traffic Counts and Growth Calculations

City of Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd  
 Weather: Clear

File Name : 01\_ECN\_El Cam\_Leuc AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

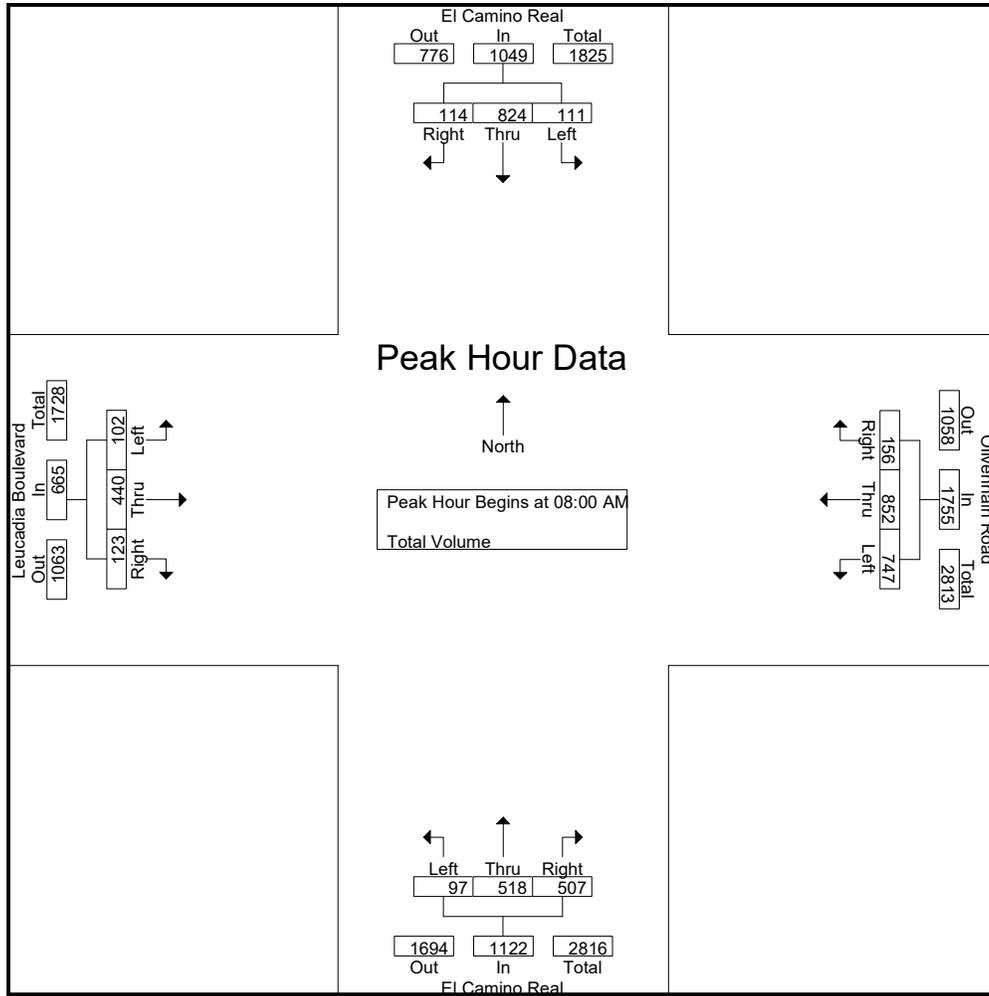
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Olivenhain Road Westbound				El Camino Real Northbound				Leucadia Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	20	88	15	123	158	179	23	360	11	56	93	160	19	153	20	192	835
07:15 AM	13	138	17	168	176	248	23	447	17	82	134	233	27	149	16	192	1040
07:30 AM	19	175	16	210	220	252	34	506	15	95	88	198	20	120	27	167	1081
07:45 AM	30	243	21	294	172	260	44	476	23	123	85	231	15	113	30	158	1159
Total	82	644	69	795	726	939	124	1789	66	356	400	822	81	535	93	709	4115
08:00 AM	31	184	39	254	204	203	48	455	13	125	143	281	28	129	31	188	1178
08:15 AM	31	202	25	258	176	204	32	412	26	132	141	299	30	115	29	174	1143
08:30 AM	27	192	27	246	187	204	35	426	26	144	112	282	19	97	31	147	1101
08:45 AM	22	246	23	291	180	241	41	462	32	117	111	260	25	99	32	156	1169
Total	111	824	114	1049	747	852	156	1755	97	518	507	1122	102	440	123	665	4591
Grand Total	193	1468	183	1844	1473	1791	280	3544	163	874	907	1944	183	975	216	1374	8706
Apprch %	10.5	79.6	9.9		41.6	50.5	7.9		8.4	45	46.7		13.3	71	15.7		
Total %	2.2	16.9	2.1	21.2	16.9	20.6	3.2	40.7	1.9	10	10.4	22.3	2.1	11.2	2.5	15.8	

Start Time	El Camino Real Southbound				Olivenhain Road Westbound				El Camino Real Northbound				Leucadia Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	<b>31</b>	184	<b>39</b>	254	<b>204</b>	203	<b>48</b>	455	13	125	<b>143</b>	281	28	<b>129</b>	31	<b>188</b>	<b>1178</b>
08:15 AM	31	202	25	258	176	204	32	412	26	132	141	<b>299</b>	<b>30</b>	115	29	174	1143
08:30 AM	27	192	27	246	187	204	35	426	26	<b>144</b>	112	282	19	97	31	147	1101
08:45 AM	22	<b>246</b>	23	<b>291</b>	180	<b>241</b>	41	<b>462</b>	<b>32</b>	117	111	260	25	99	<b>32</b>	156	1169
Total Volume	111	824	114	1049	747	852	156	1755	97	518	507	1122	102	440	123	665	4591
% App. Total	10.6	78.6	10.9		42.6	48.5	8.9		8.6	46.2	45.2		15.3	66.2	18.5		
PHF	.895	.837	.731	.901	.915	.884	.813	.950	.758	.899	.886	.938	.850	.853	.961	.884	.974

City of Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd  
 Weather: Clear

File Name : 01\_ECN\_El Cam\_Leuc AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	30	<b>243</b>	21	<b>294</b>	176	248	23	447	13	125	<b>143</b>	281	19	<b>153</b>	20	<b>192</b>
+15 mins.	<b>31</b>	184	<b>39</b>	254	<b>220</b>	252	34	<b>506</b>	26	132	141	<b>299</b>	<b>27</b>	149	16	192
+30 mins.	31	202	25	258	172	<b>260</b>	44	476	26	<b>144</b>	112	282	20	120	27	167
+45 mins.	27	192	27	246	204	203	<b>48</b>	455	<b>32</b>	117	111	260	15	113	<b>30</b>	158
Total Volume	119	821	112	1052	772	963	149	1884	97	518	507	1122	81	535	93	709
% App. Total	11.3	78	10.6		41	51.1	7.9		8.6	46.2	45.2		11.4	75.5	13.1	
PHF	.960	.845	.718	.895	.877	.926	.776	.931	.758	.899	.886	.938	.750	.874	.775	.923

City of Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd  
 Weather: Clear

File Name : 01\_ECN\_El Cam\_Leuc PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

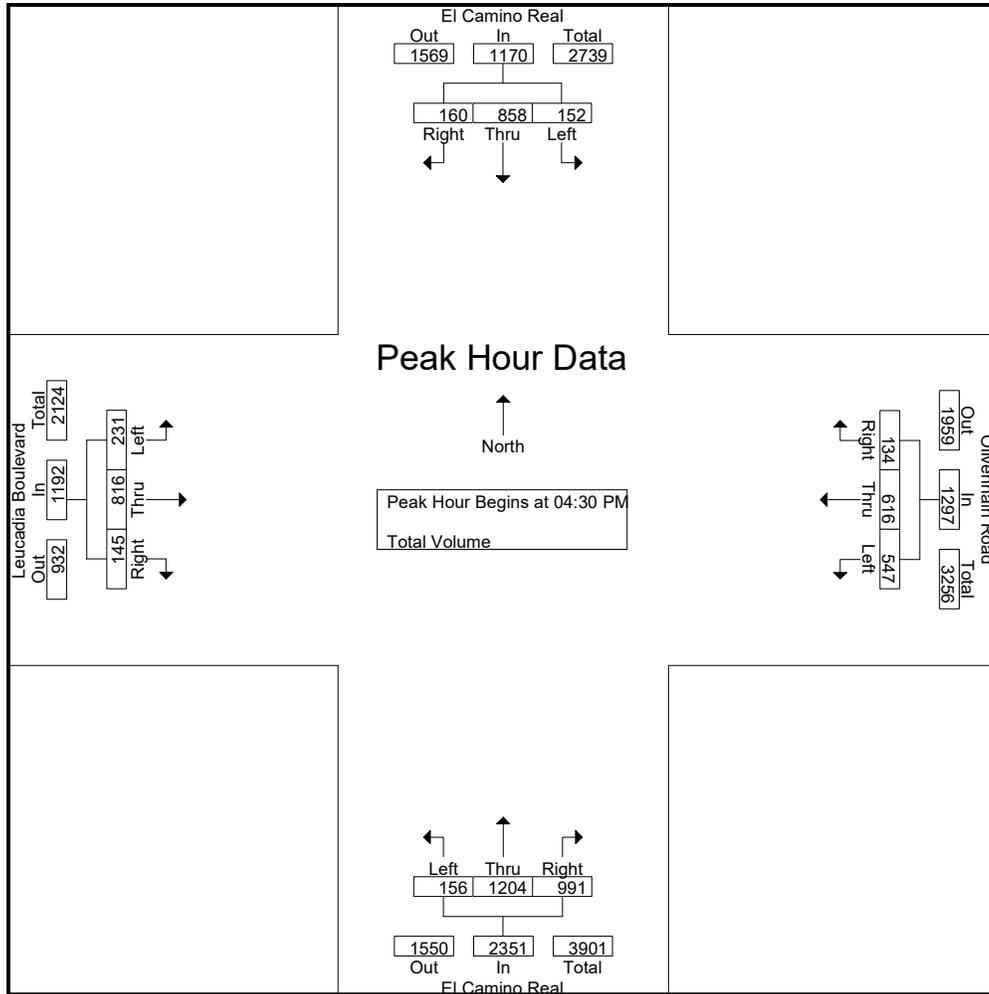
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Olivenhain Road Westbound				El Camino Real Northbound				Leucadia Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	41	183	22	246	133	151	40	324	36	259	246	541	78	206	38	322	1433
04:15 PM	41	209	27	277	134	145	32	311	51	305	267	623	42	189	40	271	1482
04:30 PM	42	213	42	297	143	163	28	334	36	284	253	573	61	192	43	296	1500
04:45 PM	42	211	41	294	123	154	33	310	44	275	223	542	75	206	42	323	1469
Total	166	816	132	1114	533	613	133	1279	167	1123	989	2279	256	793	163	1212	5884
05:00 PM	38	226	38	302	140	143	35	318	50	319	258	627	46	199	28	273	1520
05:15 PM	30	208	39	277	141	156	38	335	26	326	257	609	49	219	32	300	1521
05:30 PM	49	202	36	287	122	141	28	291	39	279	226	544	66	228	26	320	1442
05:45 PM	28	175	35	238	129	146	27	302	40	263	243	546	54	178	22	254	1340
Total	145	811	148	1104	532	586	128	1246	155	1187	984	2326	215	824	108	1147	5823
Grand Total	311	1627	280	2218	1065	1199	261	2525	322	2310	1973	4605	471	1617	271	2359	11707
Apprch %	14	73.4	12.6		42.2	47.5	10.3		7	50.2	42.8		20	68.5	11.5		
Total %	2.7	13.9	2.4	18.9	9.1	10.2	2.2	21.6	2.8	19.7	16.9	39.3	4	13.8	2.3	20.2	

Start Time	El Camino Real Southbound				Olivenhain Road Westbound				El Camino Real Northbound				Leucadia Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	<b>42</b>	213	<b>42</b>	297	<b>143</b>	<b>163</b>	28	334	36	284	253	573	61	192	<b>43</b>	296	1500
04:45 PM	42	211	41	294	123	154	33	310	44	275	223	542	<b>75</b>	206	42	<b>323</b>	1469
05:00 PM	38	<b>226</b>	38	<b>302</b>	140	143	35	318	<b>50</b>	319	<b>258</b>	<b>627</b>	46	199	28	273	1520
05:15 PM	30	208	39	277	141	156	<b>38</b>	<b>335</b>	26	<b>326</b>	257	609	49	<b>219</b>	32	300	<b>1521</b>
Total Volume	152	858	160	1170	547	616	134	1297	156	1204	991	2351	231	816	145	1192	6010
% App. Total	13	73.3	13.7		42.2	47.5	10.3		6.6	51.2	42.2		19.4	68.5	12.2		
PHF	.905	.949	.952	.969	.956	.945	.882	.968	.780	.923	.960	.937	.770	.932	.843	.923	.988

City of Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd  
 Weather: Clear

File Name : 01\_ECN\_El Cam\_Leuc PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	41	209	27	277	<b>143</b>	<b>163</b>	28	334	<b>51</b>	305	<b>267</b>	623	<b>75</b>	206	<b>42</b>	<b>323</b>
+15 mins.	<b>42</b>	213	<b>42</b>	297	123	154	33	310	36	284	253	573	46	199	28	273
+30 mins.	42	211	41	294	140	143	35	318	44	275	223	542	49	219	32	300
+45 mins.	38	<b>226</b>	38	<b>302</b>	141	156	<b>38</b>	<b>335</b>	50	<b>319</b>	258	<b>627</b>	66	<b>228</b>	26	320
Total Volume	163	859	148	1170	547	616	134	1297	181	1183	1001	2365	236	852	128	1216
% App. Total	13.9	73.4	12.6		42.2	47.5	10.3		7.7	50	42.3		19.4	70.1	10.5	
PHF	.970	.950	.881	.969	.956	.945	.882	.968	.887	.927	.937	.943	.787	.934	.762	.941

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd



Date: 8/25/2021  
 Day: Wednesday

**PEDESTRIANS**

	North Leg El Camino Real	East Leg Olivenhain Road	South Leg El Camino Real	West Leg Leucadia Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	2	0	3
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	2	0	2
8:15 AM	0	2	3	0	5
8:30 AM	1	2	0	0	3
8:45 AM	2	1	0	1	4
<b>TOTAL VOLUMES:</b>	4	6	7	1	18

	North Leg El Camino Real	East Leg Olivenhain Road	South Leg El Camino Real	West Leg Leucadia Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	2
4:45 PM	1	2	3	1	7
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1
5:45 PM	1	1	0	1	3
<b>TOTAL VOLUMES:</b>	4	3	4	3	14

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Leucadia Blvd/Olivenhaid Rd



Date: 8/25/2021  
 Day: Wednesday

BICYCLES

	Southbound El Camino Real			Westbound Olivenhain Road			Northbound El Camino Real			Eastbound Leucadia Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
7:30 AM	1	0	1	0	3	0	0	0	0	0	0	0	5
7:45 AM	2	2	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
8:15 AM	0	0	0	0	1	1	0	1	1	0	0	0	4
8:30 AM	0	2	1	1	4	0	0	1	1	0	1	0	11
8:45 AM	1	2	0	0	1	0	0	0	0	0	0	0	4
TOTAL VOLUMES:	4	6	2	1	10	1	0	3	4	0	5	0	36

	Southbound El Camino Real			Westbound Olivenhain Road			Northbound El Camino Real			Eastbound Leucadia Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
4:30 PM	0	0	0	1	1	0	0	1	0	0	2	3	8
4:45 PM	0	1	0	0	0	0	0	1	1	0	1	0	4
5:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:15 PM	1	3	0	0	0	0	0	1	0	0	1	1	7
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:45 PM	0	0	1	0	0	0	0	1	2	0	4	2	10
TOTAL VOLUMES:	1	6	1	1	3	0	0	7	3	0	10	7	39

City of Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road  
 Weather: Clear

File Name : 02\_ECN\_El Cam\_Garden AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Garden View Road Westbound				El Camino Real Northbound				Garden View Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	36	190	6	232	14	11	53	78	8	97	14	119	4	16	12	32	461
07:15 AM	38	256	11	305	12	26	48	86	10	123	13	146	5	28	9	42	579
07:30 AM	53	287	14	354	23	37	37	97	12	117	25	154	6	44	28	78	683
07:45 AM	79	370	19	468	20	40	39	99	15	157	34	206	4	54	33	91	864
Total	206	1103	50	1359	69	114	177	360	45	494	86	625	19	142	82	243	2587
08:00 AM	69	309	10	388	26	47	69	142	19	155	34	208	11	91	39	141	879
08:15 AM	67	335	16	418	31	57	78	166	17	165	28	210	4	51	30	85	879
08:30 AM	46	326	10	382	22	33	65	120	20	150	32	202	10	26	35	71	775
08:45 AM	47	365	16	428	25	40	48	113	20	163	22	205	8	43	50	101	847
Total	229	1335	52	1616	104	177	260	541	76	633	116	825	33	211	154	398	3380
Grand Total	435	2438	102	2975	173	291	437	901	121	1127	202	1450	52	353	236	641	5967
Apprch %	14.6	81.9	3.4		19.2	32.3	48.5		8.3	77.7	13.9		8.1	55.1	36.8		
Total %	7.3	40.9	1.7	49.9	2.9	4.9	7.3	15.1	2	18.9	3.4	24.3	0.9	5.9	4	10.7	

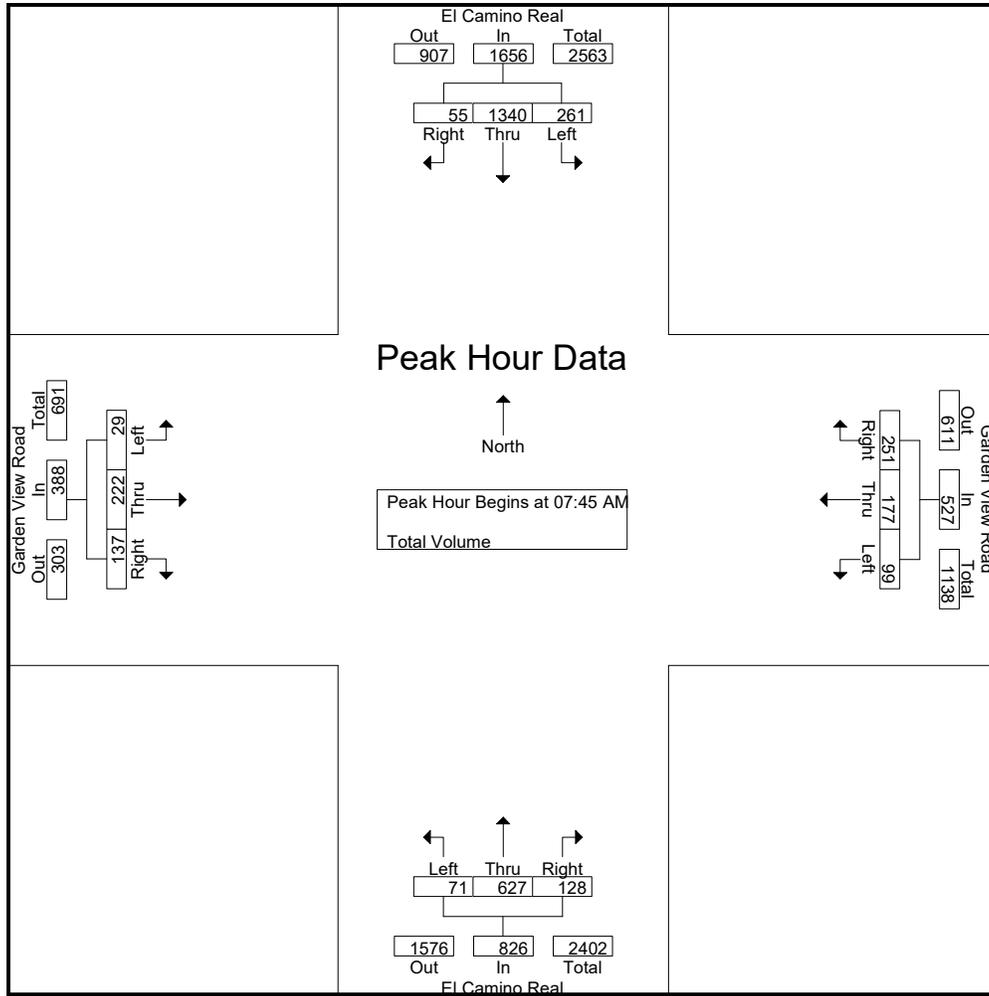
Start Time	El Camino Real Southbound				Garden View Road Westbound				El Camino Real Northbound				Garden View Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	<b>79</b>	<b>370</b>	<b>19</b>	<b>468</b>	20	40	39	99	15	157	<b>34</b>	206	4	54	33	91	864
08:00 AM	69	309	10	388	26	47	69	142	19	155	34	208	<b>11</b>	<b>91</b>	<b>39</b>	<b>141</b>	<b>879</b>
08:15 AM	67	335	16	418	<b>31</b>	<b>57</b>	<b>78</b>	<b>166</b>	17	<b>165</b>	28	<b>210</b>	4	51	30	85	879
08:30 AM	46	326	10	382	22	33	65	120	<b>20</b>	150	32	202	10	26	35	71	775
Total Volume	261	1340	55	1656	99	177	251	527	71	627	128	826	29	222	137	388	3397
% App. Total	15.8	80.9	3.3		18.8	33.6	47.6		8.6	75.9	15.5		7.5	57.2	35.3		
PHF	.826	.905	.724	.885	.798	.776	.804	.794	.888	.950	.941	.983	.659	.610	.878	.688	.966

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road  
 Weather: Clear

File Name : 02\_EC\_N\_El Cam\_Garden AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	<b>79</b>	<b>370</b>	<b>19</b>	<b>468</b>	26	47	69	142	15	157	<b>34</b>	206	<b>11</b>	<b>91</b>	39	<b>141</b>
+15 mins.	69	309	10	388	<b>31</b>	<b>57</b>	<b>78</b>	<b>166</b>	19	155	34	208	4	51	30	85
+30 mins.	67	335	16	418	22	33	65	120	17	<b>165</b>	28	<b>210</b>	10	26	35	71
+45 mins.	46	326	10	382	25	40	48	113	<b>20</b>	150	32	202	8	43	<b>50</b>	101
Total Volume	261	1340	55	1656	104	177	260	541	71	627	128	826	33	211	154	398
% App. Total	15.8	80.9	3.3		19.2	32.7	48.1		8.6	75.9	15.5		8.3	53	38.7	
PHF	.826	.905	.724	.885	.839	.776	.833	.815	.888	.950	.941	.983	.750	.580	.770	.706

City of Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road  
 Weather: Clear

File Name : 02\_ECN\_El Cam\_Garden PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

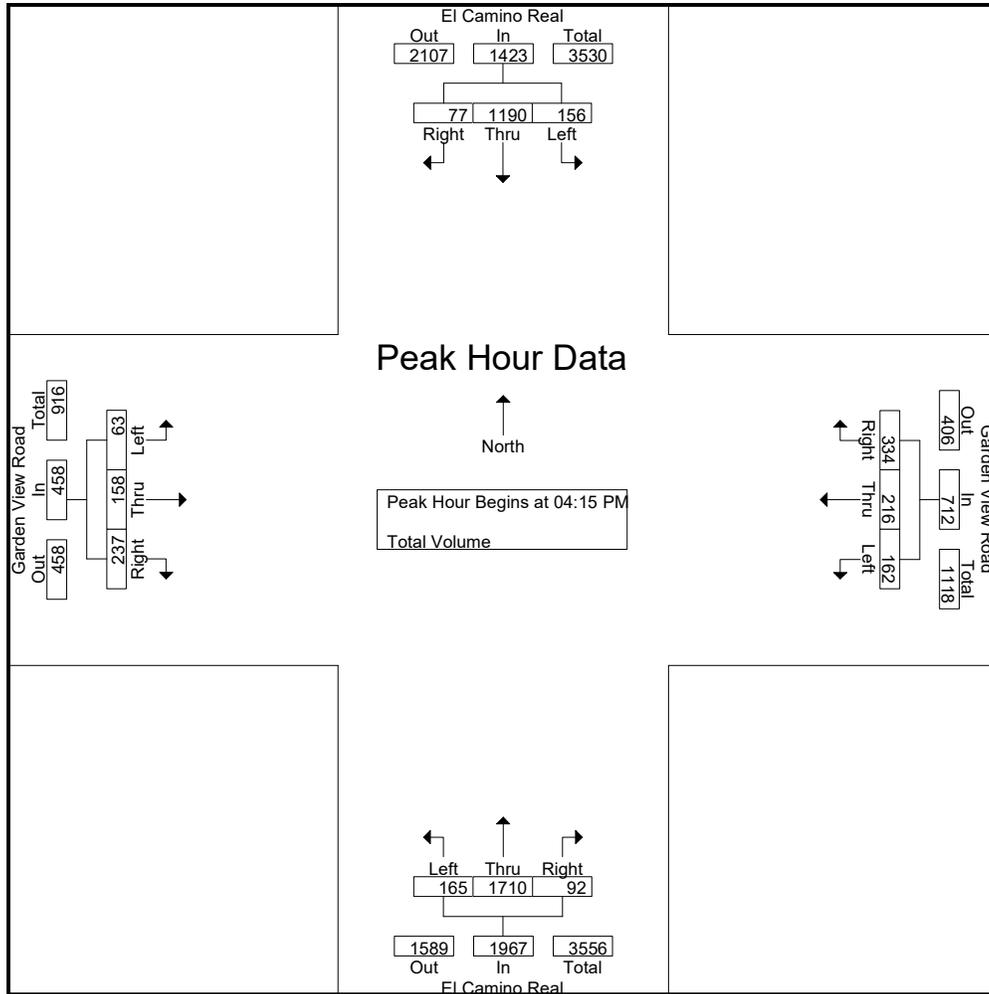
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Garden View Road Westbound				El Camino Real Northbound				Garden View Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	54	288	15	357	43	62	77	182	32	360	23	415	11	52	60	123	1077
04:15 PM	35	320	25	380	32	47	81	160	52	430	25	507	17	43	63	123	1170
04:30 PM	49	309	19	377	49	45	81	175	43	400	29	472	23	30	61	114	1138
04:45 PM	35	305	23	363	39	55	86	180	24	435	15	474	11	48	60	119	1136
Total	173	1222	82	1477	163	209	325	697	151	1625	92	1868	62	173	244	479	4521
05:00 PM	37	256	10	303	42	69	86	197	46	445	23	514	12	37	53	102	1116
05:15 PM	44	295	8	347	31	33	65	129	33	522	20	575	17	31	54	102	1153
05:30 PM	38	287	18	343	32	33	66	131	26	430	19	475	10	41	38	89	1038
05:45 PM	36	276	14	326	27	24	55	106	31	396	13	440	7	30	31	68	940
Total	155	1114	50	1319	132	159	272	563	136	1793	75	2004	46	139	176	361	4247
Grand Total	328	2336	132	2796	295	368	597	1260	287	3418	167	3872	108	312	420	840	8768
Apprch %	11.7	83.5	4.7		23.4	29.2	47.4		7.4	88.3	4.3		12.9	37.1	50		
Total %	3.7	26.6	1.5	31.9	3.4	4.2	6.8	14.4	3.3	39	1.9	44.2	1.2	3.6	4.8	9.6	

Start Time	El Camino Real Southbound				Garden View Road Westbound				El Camino Real Northbound				Garden View Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	35	<b>320</b>	<b>25</b>	<b>380</b>	32	47	81	160	<b>52</b>	430	25	507	17	43	<b>63</b>	<b>123</b>	<b>1170</b>
04:30 PM	<b>49</b>	309	19	377	<b>49</b>	45	81	175	43	400	<b>29</b>	472	<b>23</b>	30	61	114	1138
04:45 PM	35	305	23	363	39	55	<b>86</b>	180	24	435	15	474	11	<b>48</b>	60	119	1136
05:00 PM	37	256	10	303	42	<b>69</b>	86	<b>197</b>	46	<b>445</b>	23	<b>514</b>	12	37	53	102	1116
Total Volume	156	1190	77	1423	162	216	334	712	165	1710	92	1967	63	158	237	458	4560
% App. Total	11	83.6	5.4		22.8	30.3	46.9		8.4	86.9	4.7		13.8	34.5	51.7		
PHF	.796	.930	.770	.936	.827	.783	.971	.904	.793	.961	.793	.957	.685	.823	.940	.931	.974

City of Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road  
 Weather: Clear

File Name : 02\_ECN\_El Cam\_Garden PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	54	288	15	357	32	47	81	160	24	435	15	474	11	52	60	123
+15 mins.	35	320	25	380	49	45	81	175	46	445	23	514	17	43	63	123
+30 mins.	49	309	19	377	39	55	86	180	33	522	20	575	23	30	61	114
+45 mins.	35	305	23	363	42	69	86	197	26	430	19	475	11	48	60	119
Total Volume	173	1222	82	1477	162	216	334	712	129	1832	77	2038	62	173	244	479
% App. Total	11.7	82.7	5.6		22.8	30.3	46.9		6.3	89.9	3.8		12.9	36.1	50.9	
PHF	.801	.955	.820	.972	.827	.783	.971	.904	.701	.877	.837	.886	.674	.832	.968	.974

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road



Date: 8/25/2021  
 Day: Wednesday

**PEDESTRIANS**

	North Leg El Camino Real	East Leg Garden View Road	South Leg El Camino Real	West Leg Garden View Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	2	1	0	3
8:45 AM	4	1	0	0	5
<b>TOTAL VOLUMES:</b>	5	3	1	1	10

	North Leg El Camino Real	East Leg Garden View Road	South Leg El Camino Real	West Leg Garden View Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	2	3
4:15 PM	1	6	1	1	9
4:30 PM	0	0	1	0	1
4:45 PM	1	2	3	2	8
5:00 PM	2	0	0	2	4
5:15 PM	0	0	1	0	1
5:30 PM	0	0	3	1	4
5:45 PM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	4	9	9	8	30

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Garden View Road



Date: 8/25/2021  
 Day: Wednesday

BICYCLES

	Southbound El Camino Real			Westbound Garden View Road			Northbound El Camino Real			Eastbound Garden View Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	0	1	0	0	1	0	4
8:00 AM	0	0	0	0	1	0	0	1	0	0	4	0	6
8:15 AM	0	0	0	0	1	0	1	0	1	0	0	0	3
8:30 AM	0	2	0	0	1	1	0	1	0	0	0	0	5
8:45 AM	0	1	0	0	3	1	0	0	0	0	0	1	6
TOTAL VOLUMES:	0	5	0	0	6	2	1	4	1	0	5	2	26

	Southbound El Camino Real			Westbound Garden View Road			Northbound El Camino Real			Eastbound Garden View Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	2	0	0	4	0	1	2	1	0	0	0	10
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
4:30 PM	0	4	0	0	1	0	0	1	0	0	0	0	6
4:45 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:15 PM	0	1	0	1	0	0	0	1	1	0	0	1	5
5:30 PM	3	0	0	0	0	0	0	2	0	0	0	3	8
5:45 PM	0	1	0	2	0	0	0	1	0	0	1	0	5
TOTAL VOLUMES:	3	9	0	3	6	0	1	11	3	0	3	4	43

City of Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive  
 Weather: Clear

File Name : 03\_EC\_N\_El Cam\_Mt V AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Mountain Vista Drive Westbound				El Camino Real Northbound				Mountain Vista Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	175	6	198	32	4	27	63	11	109	19	139	3	1	8	12	412
07:15 AM	19	119	8	146	42	6	36	84	16	123	15	154	5	7	16	28	412
07:30 AM	28	243	12	283	51	7	32	90	21	158	17	196	5	6	15	26	595
07:45 AM	43	246	5	294	67	16	44	127	22	183	24	229	6	6	20	32	682
Total	107	783	31	921	192	33	139	364	70	573	75	718	19	20	59	98	2101
08:00 AM	19	292	11	322	48	16	41	105	21	209	26	256	3	10	13	26	709
08:15 AM	31	259	10	300	65	14	42	121	26	175	27	228	7	11	21	39	688
08:30 AM	28	291	8	327	44	9	37	90	23	186	23	232	2	9	18	29	678
08:45 AM	24	300	13	337	86	1	39	126	27	209	41	277	8	5	20	33	773
Total	102	1142	42	1286	243	40	159	442	97	779	117	993	20	35	72	127	2848
Grand Total	209	1925	73	2207	435	73	298	806	167	1352	192	1711	39	55	131	225	4949
Apprch %	9.5	87.2	3.3		54	9.1	37		9.8	79	11.2		17.3	24.4	58.2		
Total %	4.2	38.9	1.5	44.6	8.8	1.5	6	16.3	3.4	27.3	3.9	34.6	0.8	1.1	2.6	4.5	

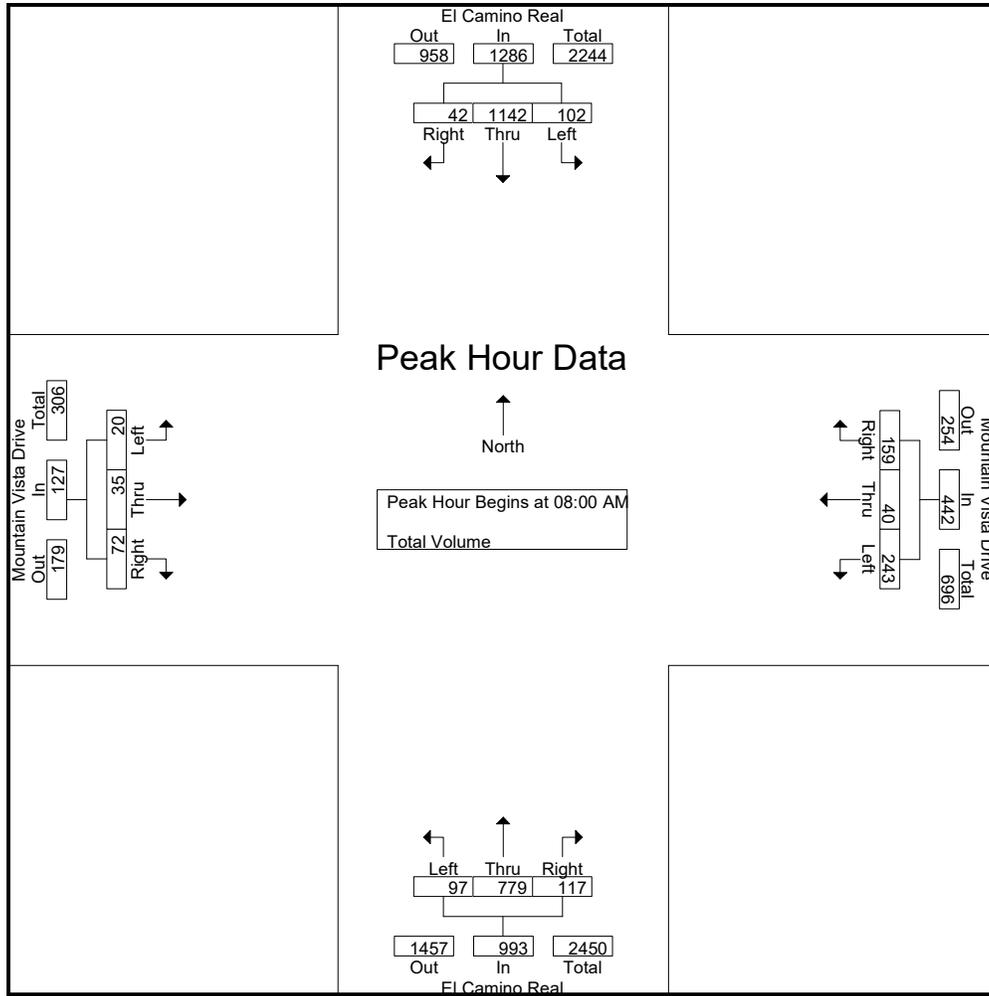
Start Time	El Camino Real Southbound				Mountain Vista Drive Westbound				El Camino Real Northbound				Mountain Vista Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	19	292	11	322	48	<b>16</b>	41	105	21	<b>209</b>	26	256	3	10	13	26	709
08:15 AM	<b>31</b>	259	10	300	65	14	<b>42</b>	121	26	175	27	228	7	<b>11</b>	<b>21</b>	<b>39</b>	688
08:30 AM	28	291	8	327	44	9	37	90	23	186	23	232	2	9	18	29	678
08:45 AM	24	<b>300</b>	<b>13</b>	<b>337</b>	<b>86</b>	1	39	<b>126</b>	<b>27</b>	209	<b>41</b>	<b>277</b>	<b>8</b>	5	20	33	<b>773</b>
Total Volume	102	1142	42	1286	243	40	159	442	97	779	117	993	20	35	72	127	2848
% App. Total	7.9	88.8	3.3		55	9	36		9.8	78.4	11.8		15.7	27.6	56.7		
PHF	.823	.952	.808	.954	.706	.625	.946	.877	.898	.932	.713	.896	.625	.795	.857	.814	.921

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive  
 Weather: Clear

File Name : 03\_EC\_N\_El Cam\_Mt V AM  
 Site Code : 16621387  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	19	292	11	322	51	7	32	90	21	<b>209</b>	26	256	3	10	13	26
+15 mins.	<b>31</b>	259	10	300	<b>67</b>	<b>16</b>	<b>44</b>	<b>127</b>	26	175	27	228	7	<b>11</b>	<b>21</b>	<b>39</b>
+30 mins.	28	291	8	327	48	16	41	105	23	186	23	232	2	9	18	29
+45 mins.	24	<b>300</b>	<b>13</b>	<b>337</b>	65	14	42	121	<b>27</b>	209	<b>41</b>	<b>277</b>	<b>8</b>	5	20	33
Total Volume	102	1142	42	1286	231	53	159	443	97	779	117	993	20	35	72	127
% App. Total	7.9	88.8	3.3		52.1	12	35.9		9.8	78.4	11.8		15.7	27.6	56.7	
PHF	.823	.952	.808	.954	.862	.828	.903	.872	.898	.932	.713	.896	.625	.795	.857	.814

City of Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive  
 Weather: Clear

File Name : 03\_ECN\_El Cam\_Mt V PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

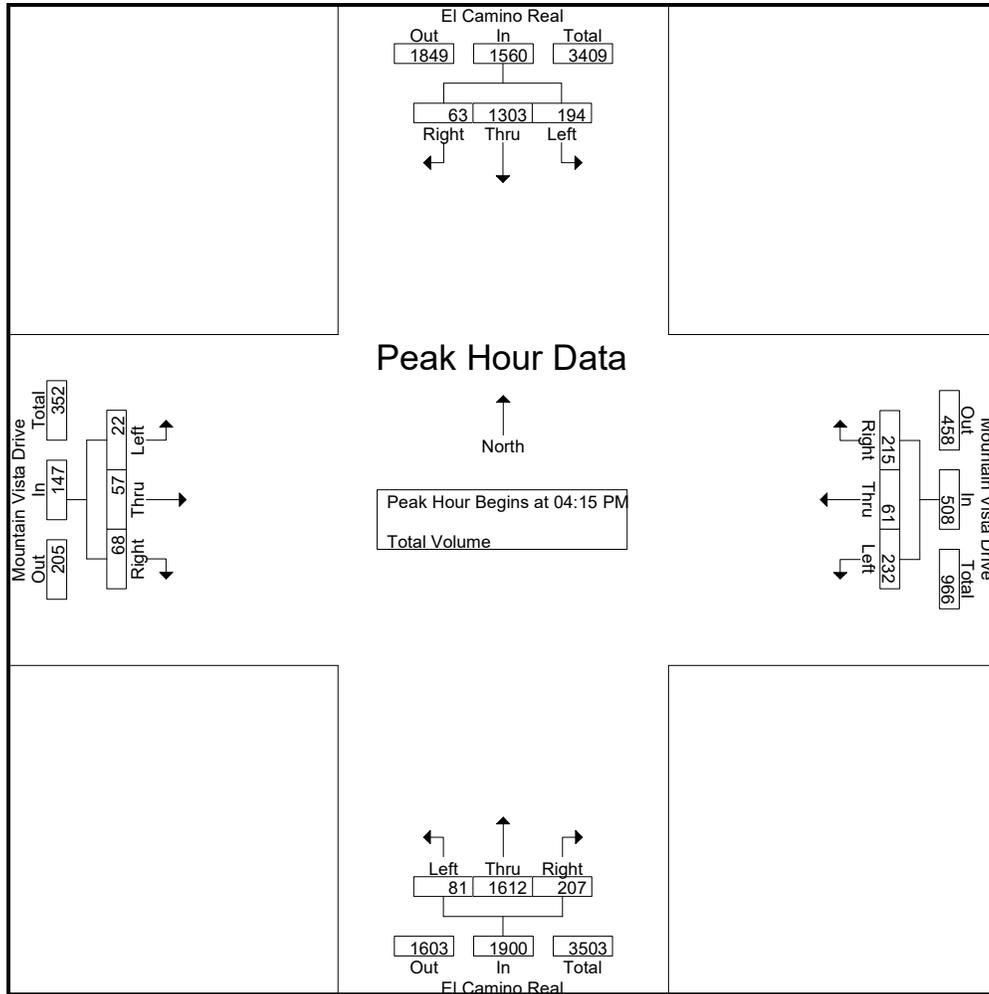
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Mountain Vista Drive Westbound				El Camino Real Northbound				Mountain Vista Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	56	266	11	333	40	13	55	108	26	389	58	473	13	20	14	47	961
04:15 PM	56	333	17	406	60	15	63	138	26	395	50	471	6	15	20	41	1056
04:30 PM	40	357	13	410	47	18	51	116	17	417	52	486	2	12	18	32	1044
04:45 PM	39	309	16	364	61	14	51	126	24	431	50	505	6	16	15	37	1032
Total	191	1265	57	1513	208	60	220	488	93	1632	210	1935	27	63	67	157	4093
05:00 PM	59	304	17	380	64	14	50	128	14	369	55	438	8	14	15	37	983
05:15 PM	51	332	17	400	34	12	48	94	30	433	44	507	8	18	16	42	1043
05:30 PM	42	258	9	309	44	12	39	95	23	408	55	486	6	11	19	36	926
05:45 PM	40	249	10	299	35	6	47	88	20	360	40	420	5	15	16	36	843
Total	192	1143	53	1388	177	44	184	405	87	1570	194	1851	27	58	66	151	3795
Grand Total	383	2408	110	2901	385	104	404	893	180	3202	404	3786	54	121	133	308	7888
Apprch %	13.2	83	3.8		43.1	11.6	45.2		4.8	84.6	10.7		17.5	39.3	43.2		
Total %	4.9	30.5	1.4	36.8	4.9	1.3	5.1	11.3	2.3	40.6	5.1	48	0.7	1.5	1.7	3.9	

Start Time	El Camino Real Southbound				Mountain Vista Drive Westbound				El Camino Real Northbound				Mountain Vista Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	56	333	17	406	60	15	63	138	26	395	50	471	6	15	20	41	1056
04:30 PM	40	357	13	410	47	18	51	116	17	417	52	486	2	12	18	32	1044
04:45 PM	39	309	16	364	61	14	51	126	24	431	50	505	6	16	15	37	1032
05:00 PM	59	304	17	380	64	14	50	128	14	369	55	438	8	14	15	37	983
Total Volume	194	1303	63	1560	232	61	215	508	81	1612	207	1900	22	57	68	147	4115
% App. Total	12.4	83.5	4		45.7	12	42.3		4.3	84.8	10.9		15	38.8	46.3		
PHF	.822	.912	.926	.951	.906	.847	.853	.920	.779	.935	.941	.941	.688	.891	.850	.896	.974

City of Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive  
 Weather: Clear

File Name : 03\_ECN\_El Cam\_Mt V PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	56	333	17	406	60	15	63	138	17	417	52	486	13	20	14	47
+15 mins.	40	357	13	410	47	18	51	116	24	431	50	505	6	15	20	41
+30 mins.	39	309	16	364	61	14	51	126	14	369	55	438	2	12	18	32
+45 mins.	59	304	17	380	64	14	50	128	30	433	44	507	6	16	15	37
Total Volume	194	1303	63	1560	232	61	215	508	85	1650	201	1936	27	63	67	157
% App. Total	12.4	83.5	4		45.7	12	42.3		4.4	85.2	10.4		17.2	40.1	42.7	
PHF	.822	.912	.926	.951	.906	.847	.853	.920	.708	.953	.914	.955	.519	.788	.838	.835

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive



Date: 8/25/2021  
 Day: Wednesday

PEDESTRIANS

	North Leg El Camino Real	East Leg Mountain Vista Drive	South Leg El Camino Real	West Leg Mountain Vista Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	1	0	2	5
7:15 AM	4	0	0	4	8
7:30 AM	1	0	0	0	1
7:45 AM	7	1	0	2	10
8:00 AM	1	1	0	0	2
8:15 AM	4	0	1	2	7
8:30 AM	1	1	0	3	5
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	20	4	1	13	38

	North Leg El Camino Real	East Leg Mountain Vista Drive	South Leg El Camino Real	West Leg Mountain Vista Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	0	1
4:15 PM	6	1	0	1	8
4:30 PM	2	1	0	0	3
4:45 PM	3	0	0	1	4
5:00 PM	4	3	0	0	7
5:15 PM	1	0	0	0	1
5:30 PM	4	0	0	0	4
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	20	6	0	3	29

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Mountain Vista Drive



Date: 8/25/2021  
 Day: Wednesday

BICYCLES

	Southbound El Camino Real			Westbound Mountain Vista Drive			Northbound El Camino Real			Eastbound Mountain Vista Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	1	0	0	1	0	0	0	0	4
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	3	0	0	0	1	1	0	0	0	6
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	2
8:30 AM	0	1	0	2	0	1	0	2	0	0	2	2	10
8:45 AM	0	1	0	8	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES:	0	5	0	15	1	2	0	5	1	0	2	2	33

	Southbound El Camino Real			Westbound Mountain Vista Drive			Northbound El Camino Real			Eastbound Mountain Vista Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	4	0	3	0	0	1	0	0	0	9
4:15 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
4:30 PM	0	1	1	0	0	0	0	3	2	0	2	0	9
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:00 PM	0	0	0	0	3	1	0	0	0	0	0	2	6
5:15 PM	0	1	0	0	0	0	0	2	1	0	2	0	6
5:30 PM	0	2	0	0	0	1	0	1	4	0	0	0	8
5:45 PM	0	1	0	1	0	0	0	1	0	0	1	0	4
TOTAL VOLUMES:	0	6	1	6	3	5	0	8	9	0	7	2	47

City of Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena  
 Weather: Clear

File Name : 05\_ECN\_El Cam\_Via M AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
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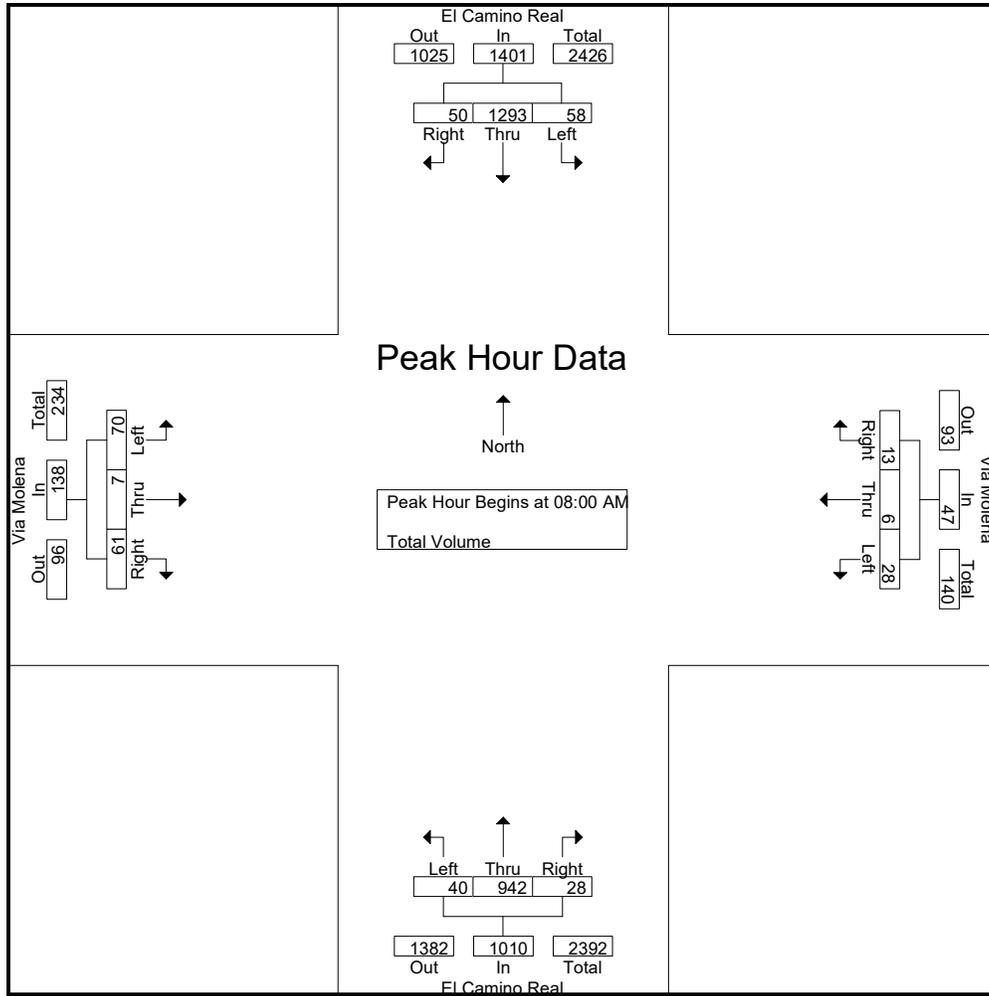
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Via Molena Westbound				El Camino Real Northbound				Via Molena Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	193	6	208	2	3	4	9	3	127	3	133	13	0	9	22	372
07:15 AM	14	233	8	255	8	2	2	12	7	142	5	154	19	1	17	37	458
07:30 AM	11	262	8	281	4	0	5	9	11	180	2	193	13	0	19	32	515
07:45 AM	11	314	18	343	6	1	6	13	10	227	6	243	16	1	21	38	637
Total	45	1002	40	1087	20	6	17	43	31	676	16	723	61	2	66	129	1982
08:00 AM	10	311	12	333	7	2	3	12	12	237	8	257	18	3	13	34	636
08:15 AM	16	322	17	355	6	2	4	12	9	223	6	238	19	0	15	34	639
08:30 AM	13	306	9	328	9	1	3	13	11	217	6	234	9	1	16	26	601
08:45 AM	19	354	12	385	6	1	3	10	8	265	8	281	24	3	17	44	720
Total	58	1293	50	1401	28	6	13	47	40	942	28	1010	70	7	61	138	2596
Grand Total	103	2295	90	2488	48	12	30	90	71	1618	44	1733	131	9	127	267	4578
Apprch %	4.1	92.2	3.6		53.3	13.3	33.3		4.1	93.4	2.5		49.1	3.4	47.6		
Total %	2.2	50.1	2	54.3	1	0.3	0.7	2	1.6	35.3	1	37.9	2.9	0.2	2.8	5.8	

Start Time	El Camino Real Southbound				Via Molena Westbound				El Camino Real Northbound				Via Molena Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	10	311	12	333	7	2	3	12	12	237	8	257	18	3	13	34	636
08:15 AM	16	322	17	355	6	2	4	12	9	223	6	238	19	0	15	34	639
08:30 AM	13	306	9	328	9	1	3	13	11	217	6	234	9	1	16	26	601
08:45 AM	19	354	12	385	6	1	3	10	8	265	8	281	24	3	17	44	720
Total Volume	58	1293	50	1401	28	6	13	47	40	942	28	1010	70	7	61	138	2596
% App. Total	4.1	92.3	3.6		59.6	12.8	27.7		4	93.3	2.8		50.7	5.1	44.2		
PHF	.763	.913	.735	.910	.778	.750	.813	.904	.833	.889	.875	.899	.729	.583	.897	.784	.901

City of Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena  
 Weather: Clear

File Name : 05\_EC\_N\_El Cam\_Via M AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				07:15 AM			
+0 mins.	10	311	12	333	6	1	6	13	12	237	8	257	19	1	17	37
+15 mins.	16	322	17	355	7	2	3	12	9	223	6	238	13	0	19	32
+30 mins.	13	306	9	328	6	2	4	12	11	217	6	234	16	1	21	38
+45 mins.	19	354	12	385	9	1	3	13	8	265	8	281	18	3	13	34
Total Volume	58	1293	50	1401	28	6	16	50	40	942	28	1010	66	5	70	141
% App. Total	4.1	92.3	3.6		56	12	32		4	93.3	2.8		46.8	3.5	49.6	
PHF	.763	.913	.735	.910	.778	.750	.667	.962	.833	.889	.875	.899	.868	.417	.833	.928

City of Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena  
 Weather: Clear

File Name : 05\_ECN\_El Cam\_Via M PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

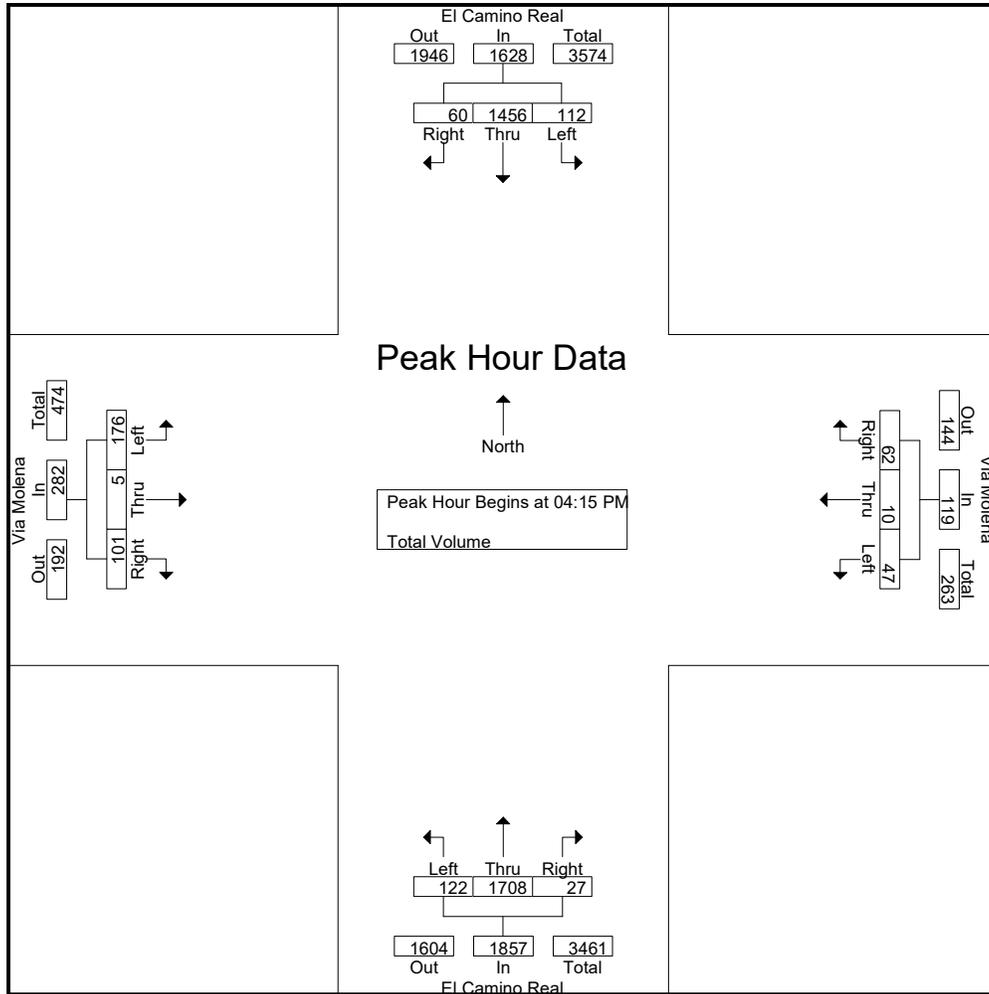
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Via Molena Westbound				El Camino Real Northbound				Via Molena Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	31	302	18	351	19	5	18	42	31	437	9	477	45	3	29	77	947
04:15 PM	24	380	15	419	10	4	19	33	34	444	5	483	44	4	23	71	1006
04:30 PM	31	377	27	435	12	3	16	31	26	399	8	433	42	1	18	61	960
04:45 PM	30	329	2	361	13	1	10	24	35	430	5	470	52	0	35	87	942
Total	116	1388	62	1566	54	13	63	130	126	1710	27	1863	183	8	105	296	3855
05:00 PM	27	370	16	413	12	2	17	31	27	435	9	471	38	0	25	63	978
05:15 PM	24	340	25	389	8	1	11	20	21	440	7	468	47	0	19	66	943
05:30 PM	22	288	18	328	12	2	8	22	20	409	9	438	51	0	23	74	862
05:45 PM	20	261	16	297	6	1	14	21	22	403	10	435	41	2	20	63	816
Total	93	1259	75	1427	38	6	50	94	90	1687	35	1812	177	2	87	266	3599
Grand Total	209	2647	137	2993	92	19	113	224	216	3397	62	3675	360	10	192	562	7454
Apprch %	7	88.4	4.6		41.1	8.5	50.4		5.9	92.4	1.7		64.1	1.8	34.2		
Total %	2.8	35.5	1.8	40.2	1.2	0.3	1.5	3	2.9	45.6	0.8	49.3	4.8	0.1	2.6	7.5	

Start Time	El Camino Real Southbound				Via Molena Westbound				El Camino Real Northbound				Via Molena Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	24	<b>380</b>	15	419	10	<b>4</b>	<b>19</b>	<b>33</b>	34	<b>444</b>	5	<b>483</b>	44	<b>4</b>	23	71	<b>1006</b>
04:30 PM	<b>31</b>	377	<b>27</b>	<b>435</b>	12	3	16	31	26	399	8	433	42	1	18	61	960
04:45 PM	30	329	2	361	<b>13</b>	1	10	24	<b>35</b>	430	5	470	<b>52</b>	0	<b>35</b>	<b>87</b>	942
05:00 PM	27	370	16	413	12	2	17	31	27	435	<b>9</b>	471	38	0	25	63	978
Total Volume	112	1456	60	1628	47	10	62	119	122	1708	27	1857	176	5	101	282	3886
% App. Total	6.9	89.4	3.7		39.5	8.4	52.1		6.6	92	1.5		62.4	1.8	35.8		
PHF	.903	.958	.556	.936	.904	.625	.816	.902	.871	.962	.750	.961	.846	.313	.721	.810	.966

City of Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena  
 Weather: Clear

File Name : 05\_ECN\_El Cam\_Via M PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	24	<b>380</b>	15	419	<b>19</b>	<b>5</b>	18	<b>42</b>	31	437	<b>9</b>	477	45	3	29	77
+15 mins.	<b>31</b>	377	<b>27</b>	<b>435</b>	10	4	<b>19</b>	33	34	<b>444</b>	5	<b>483</b>	44	<b>4</b>	23	71
+30 mins.	30	329	2	361	12	3	16	31	26	399	8	433	42	1	18	61
+45 mins.	27	370	16	413	13	1	10	24	<b>35</b>	430	5	470	<b>52</b>	0	<b>35</b>	<b>87</b>
Total Volume	112	1456	60	1628	54	13	63	130	126	1710	27	1863	183	8	105	296
% App. Total	6.9	89.4	3.7		41.5	10	48.5		6.8	91.8	1.4		61.8	2.7	35.5	
PHF	.903	.958	.556	.936	.711	.650	.829	.774	.900	.963	.750	.964	.880	.500	.750	.851

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena



Date: 8/25/2021  
 Day: Wednesday

PEDESTRIANS

	North Leg El Camino Real	East Leg Via Molena	South Leg El Camino Real	West Leg Via Molena	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	1	1	0	0	2
7:30 AM	0	4	0	0	4
7:45 AM	1	0	1	0	2
8:00 AM	0	0	0	0	0
8:15 AM	2	3	0	0	5
8:30 AM	2	3	0	2	7
8:45 AM	1	1	2	0	4
TOTAL VOLUMES:	8	12	3	2	25

	North Leg El Camino Real	East Leg Via Molena	South Leg El Camino Real	West Leg Via Molena	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	2	1	2	6
4:15 PM	1	1	3	1	6
4:30 PM	5	0	0	0	5
4:45 PM	1	1	0	0	2
5:00 PM	4	1	0	1	6
5:15 PM	1	1	1	0	3
5:30 PM	1	1	0	0	2
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	15	7	5	5	32

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Via Molena



Date: 8/25/2021  
 Day: Wednesday

BICYCLES

	Southbound El Camino Real			Westbound Via Molena			Northbound El Camino Real			Eastbound Via Molena			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	3
7:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
7:45 AM	0	4	0	0	0	0	0	1	0	1	0	0	6
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	5	0	0	0	0	0	2	0	0	0	0	7
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	14	1	0	0	0	0	4	0	3	0	0	22

	Southbound El Camino Real			Westbound Via Molena			Northbound El Camino Real			Eastbound Via Molena			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	2	0	0	1	0	0	0	0	1	0	5
4:15 PM	0	1	0	0	0	0	0	3	0	1	0	0	5
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	0	5	1	0	0	0	2	0	0	0	0	8
5:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	4
5:15 PM	0	1	0	0	0	0	0	1	0	1	1	1	5
5:30 PM	0	1	0	0	1	3	0	3	0	1	0	1	10
5:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
TOTAL VOLUMES:	0	6	7	1	1	5	1	16	0	3	2	2	44

City of Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard  
 Weather: Clear

File Name : 04\_ECN\_El Cam\_Encinitas AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

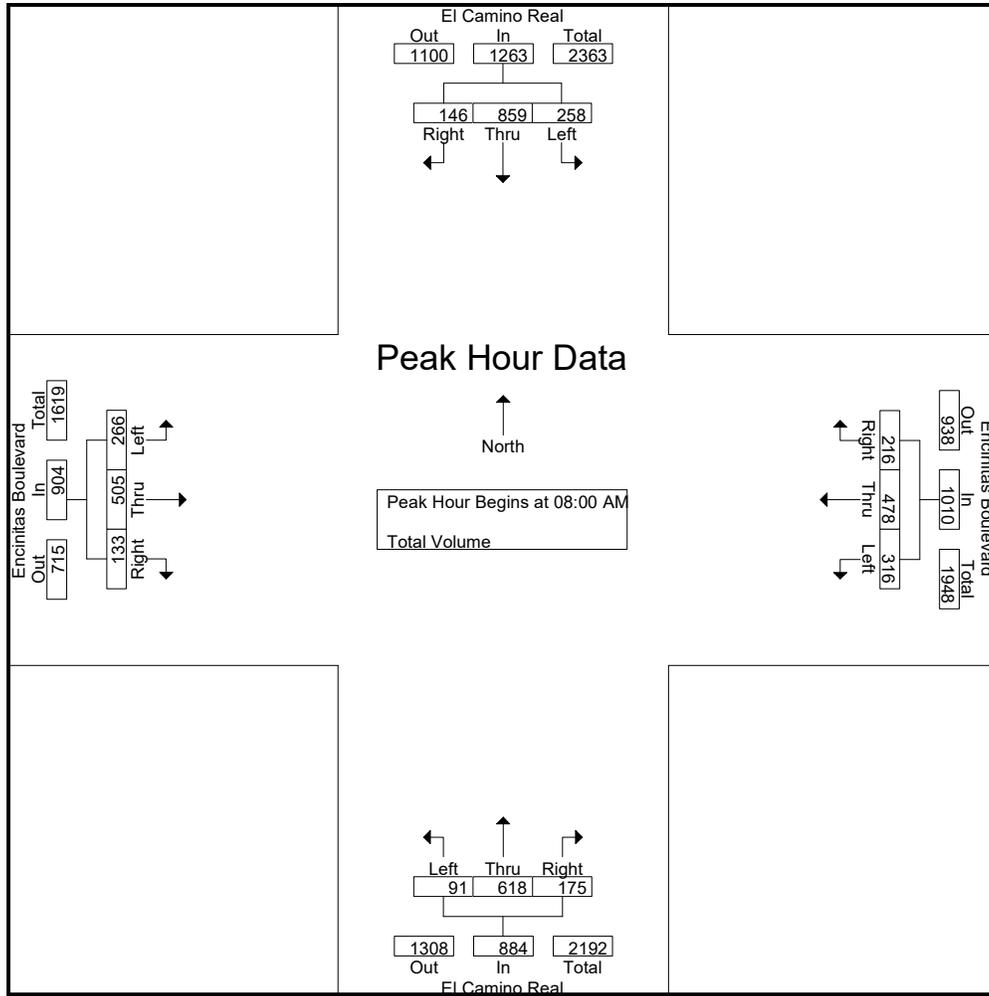
Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Encinitas Boulevard Westbound				El Camino Real Northbound				Encinitas Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	27	140	18	185	38	57	23	118	8	91	21	120	29	72	7	108	531
07:15 AM	56	160	24	240	44	97	30	171	17	106	25	148	34	89	11	134	693
07:30 AM	66	171	22	259	34	82	42	158	18	110	22	150	40	81	15	136	703
07:45 AM	68	223	40	331	54	142	56	252	28	150	38	216	72	142	37	251	1050
Total	217	694	104	1015	170	378	151	699	71	457	106	634	175	384	70	629	2977
08:00 AM	66	173	32	271	70	126	63	259	20	123	45	188	78	169	47	294	1012
08:15 AM	68	223	37	328	61	129	45	235	18	142	37	197	65	106	30	201	961
08:30 AM	56	219	37	312	80	102	50	232	30	135	41	206	62	124	32	218	968
08:45 AM	68	244	40	352	105	121	58	284	23	218	52	293	61	106	24	191	1120
Total	258	859	146	1263	316	478	216	1010	91	618	175	884	266	505	133	904	4061
Grand Total	475	1553	250	2278	486	856	367	1709	162	1075	281	1518	441	889	203	1533	7038
Apprch %	20.9	68.2	11		28.4	50.1	21.5		10.7	70.8	18.5		28.8	58	13.2		
Total %	6.7	22.1	3.6	32.4	6.9	12.2	5.2	24.3	2.3	15.3	4	21.6	6.3	12.6	2.9	21.8	

Start Time	El Camino Real Southbound				Encinitas Boulevard Westbound				El Camino Real Northbound				Encinitas Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	66	173	32	271	70	126	<b>63</b>	259	20	123	45	188	<b>78</b>	<b>169</b>	<b>47</b>	<b>294</b>	1012
08:15 AM	<b>68</b>	223	37	328	61	<b>129</b>	45	235	18	142	37	197	65	106	30	201	961
08:30 AM	56	219	37	312	80	102	50	232	<b>30</b>	135	41	206	62	124	32	218	968
08:45 AM	68	<b>244</b>	<b>40</b>	<b>352</b>	<b>105</b>	121	58	<b>284</b>	23	<b>218</b>	<b>52</b>	<b>293</b>	61	106	24	191	<b>1120</b>
Total Volume	258	859	146	1263	316	478	216	1010	91	618	175	884	266	505	133	904	4061
% App. Total	20.4	68	11.6		31.3	47.3	21.4		10.3	69.9	19.8		29.4	55.9	14.7		
PHF	.949	.880	.913	.897	.752	.926	.857	.889	.758	.709	.841	.754	.853	.747	.707	.769	.906

City of Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard  
 Weather: Clear

File Name : 04\_ECN\_El Cam\_Encinitas AM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	66	173	32	271	70	126	<b>63</b>	259	20	123	45	188	72	142	37	251
+15 mins.	<b>68</b>	223	37	328	61	<b>129</b>	45	235	18	142	37	197	<b>78</b>	<b>169</b>	<b>47</b>	<b>294</b>
+30 mins.	56	219	37	312	80	102	50	232	<b>30</b>	135	41	206	65	106	30	201
+45 mins.	68	<b>244</b>	<b>40</b>	<b>352</b>	<b>105</b>	121	58	<b>284</b>	23	<b>218</b>	<b>52</b>	<b>293</b>	62	124	32	218
Total Volume	258	859	146	1263	316	478	216	1010	91	618	175	884	277	541	146	964
% App. Total	20.4	68	11.6		31.3	47.3	21.4		10.3	69.9	19.8		28.7	56.1	15.1	
PHF	.949	.880	.913	.897	.752	.926	.857	.889	.758	.709	.841	.754	.888	.800	.777	.820

City of Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard  
 Weather: Clear

File Name : 04\_EC\_N\_El Cam\_Encinitas PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 1

Groups Printed- Total Volume

Start Time	El Camino Real Southbound				Encinitas Boulevard Westbound				El Camino Real Northbound				Encinitas Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	101	200	50	351	76	147	114	337	33	276	42	351	95	103	31	229	1268
04:15 PM	101	233	43	377	61	119	89	269	41	279	42	362	77	147	25	249	1257
04:30 PM	93	192	56	341	73	150	96	319	24	250	47	321	91	127	36	254	1235
04:45 PM	81	246	48	375	88	133	90	311	31	286	44	361	77	92	21	190	1237
Total	376	871	197	1444	298	549	389	1236	129	1091	175	1395	340	469	113	922	4997
05:00 PM	83	251	46	380	68	116	98	282	44	282	41	367	86	117	28	231	1260
05:15 PM	82	199	33	314	80	143	97	320	26	263	47	336	96	132	27	255	1225
05:30 PM	82	210	40	332	73	128	93	294	38	295	50	383	72	103	23	198	1207
05:45 PM	61	176	35	272	57	122	84	263	28	272	59	359	72	103	24	199	1093
Total	308	836	154	1298	278	509	372	1159	136	1112	197	1445	326	455	102	883	4785
Grand Total	684	1707	351	2742	576	1058	761	2395	265	2203	372	2840	666	924	215	1805	9782
Apprch %	24.9	62.3	12.8		24.1	44.2	31.8		9.3	77.6	13.1		36.9	51.2	11.9		
Total %	7	17.5	3.6	28	5.9	10.8	7.8	24.5	2.7	22.5	3.8	29	6.8	9.4	2.2	18.5	

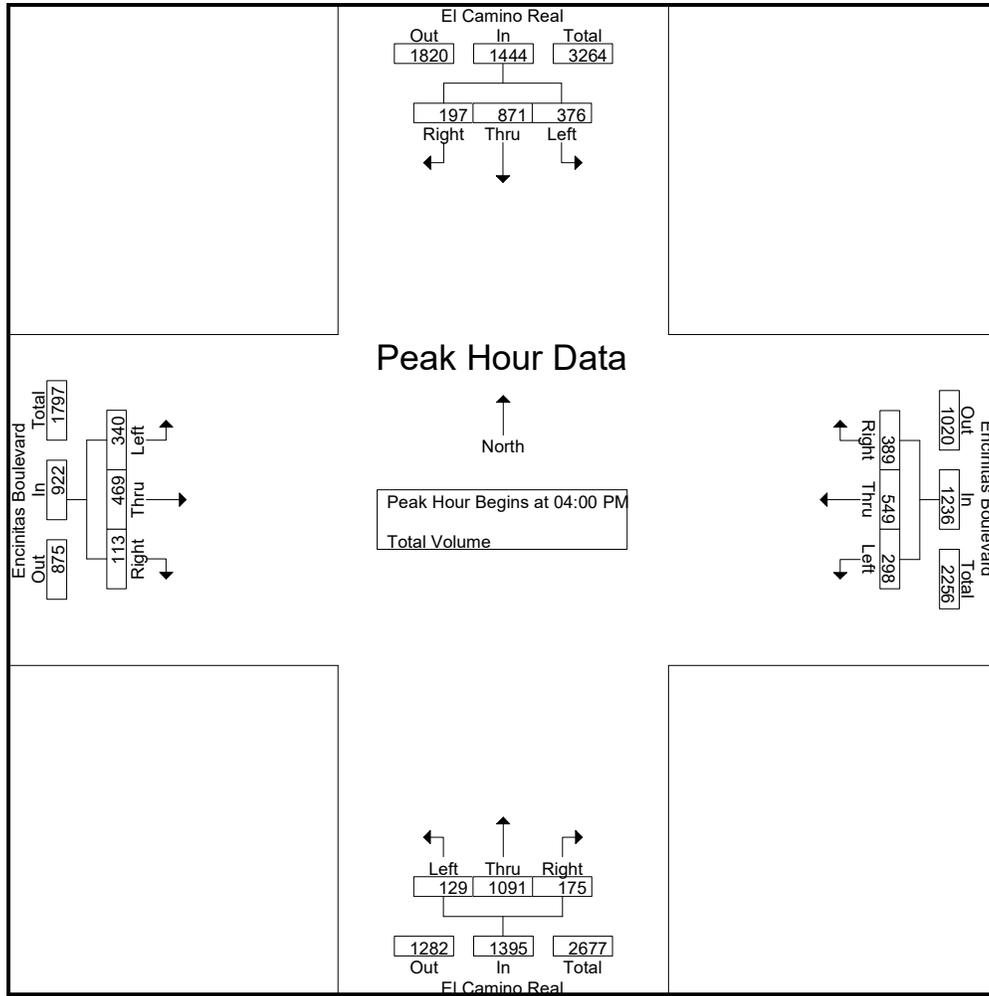
Start Time	El Camino Real Southbound				Encinitas Boulevard Westbound				El Camino Real Northbound				Encinitas Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	<b>101</b>	200	50	351	76	147	<b>114</b>	<b>337</b>	33	276	42	351	<b>95</b>	103	31	229	<b>1268</b>
04:15 PM	101	233	43	<b>377</b>	61	119	89	269	<b>41</b>	279	42	<b>362</b>	77	<b>147</b>	25	249	1257
04:30 PM	93	192	<b>56</b>	341	73	<b>150</b>	96	319	24	250	<b>47</b>	321	91	127	<b>36</b>	<b>254</b>	1235
04:45 PM	81	<b>246</b>	48	375	<b>88</b>	133	90	311	31	<b>286</b>	44	361	77	92	21	190	1237
Total Volume	376	871	197	1444	298	549	389	1236	129	1091	175	1395	340	469	113	922	4997
% App. Total	26	60.3	13.6		24.1	44.4	31.5		9.2	78.2	12.5		36.9	50.9	12.3		
PHF	.931	.885	.879	.958	.847	.915	.853	.917	.787	.954	.931	.963	.895	.798	.785	.907	.985

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard  
 Weather: Clear

File Name : 04\_ECN\_El Cam\_Encinitas PM  
 Site Code : 16621387  
 Start Date : 8/25/2021  
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:45 PM				04:30 PM			
+0 mins.	101	233	43	377	76	147	114	337	31	286	44	361	91	127	36	254
+15 mins.	93	192	56	341	61	119	89	269	44	282	41	367	77	92	21	190
+30 mins.	81	246	48	375	73	150	96	319	26	263	47	336	86	117	28	231
+45 mins.	83	251	46	380	88	133	90	311	38	295	50	383	96	132	27	255
Total Volume	358	922	193	1473	298	549	389	1236	139	1126	182	1447	350	468	112	930
% App. Total	24.3	62.6	13.1		24.1	44.4	31.5		9.6	77.8	12.6		37.6	50.3	12	
PHF	.886	.918	.862	.969	.847	.915	.853	.917	.790	.954	.910	.945	.911	.886	.778	.912

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard



Date: 8/25/2021  
 Day: Wednesday

**PEDESTRIANS**

	North Leg El Camino Real	East Leg Encinitas Boulevard	South Leg El Camino Real	West Leg Encinitas Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	2	1	1	0	4
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	4	1	0	0	5
8:15 AM	1	0	0	0	1
8:30 AM	5	0	2	1	8
8:45 AM	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	12	2	3	2	19

	North Leg El Camino Real	East Leg Encinitas Boulevard	South Leg El Camino Real	West Leg Encinitas Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	1	0	4	5
4:15 PM	0	3	0	4	7
4:30 PM	1	0	0	0	1
4:45 PM	1	2	0	1	4
5:00 PM	0	3	0	0	3
5:15 PM	0	3	0	1	4
5:30 PM	2	2	0	1	5
5:45 PM	1	0	0	2	3
<b>TOTAL VOLUMES:</b>	5	14	0	13	32

Location: Encinitas  
 N/S: El Camino Real  
 E/W: Encinitas Boulevard



Date: 8/25/2021  
 Day: Wednesday

BICYCLES

	Southbound El Camino Real			Westbound Encinitas Boulevard			Northbound El Camino Real			Eastbound Encinitas Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	4	0	0	2	1	0	0	0	0	1	0	8
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	1	0	0	0	2	0	0	0	5
8:30 AM	0	5	0	0	5	0	1	1	0	1	0	0	13
8:45 AM	0	4	3	0	4	0	0	0	0	0	1	0	12
TOTAL VOLUMES:	0	15	3	0	15	1	1	1	3	1	4	0	44

	Southbound El Camino Real			Westbound Encinitas Boulevard			Northbound El Camino Real			Eastbound Encinitas Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	1	0	0	1	0	1	1	4
4:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	0	0	1	0	3	0	1	0	2	8
4:45 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	1	0	0	2	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	2	0	1	1	0	5
5:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
TOTAL VOLUMES:	0	3	2	0	1	3	0	9	2	2	5	3	30

# Counts Unlimited, Inc.

City of Encinitas  
 El Camino Real  
 B/ Garden View Road - Mountain Vista Road  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN007  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	369			7	345				
12:15		12	335			4	374				
12:30		10	385			4	320				
12:45		12	328	53	1417	7	369	22	1408	75	2825
01:00		12	301			8	412				
01:15		2	375			3	343				
01:30		7	367			3	374				
01:45		9	378	30	1421	4	447	18	1576	48	2997
02:00		5	354			8	360				
02:15		8	387			1	372				
02:30		4	322			4	<b>429</b>				
02:45		4	341	21	1404	3	<b>384</b>	16	1545	37	2949
03:00		6	517			2	<b>410</b>				
03:15		3	439			3	<b>408</b>				
03:30		3	456			5	355				
03:45		6	478	18	1890	7	381	17	1554	35	3444
04:00		4	415			10	391				
04:15		6	507			13	415				
04:30		11	472			11	419				
04:45		18	<b>474</b>	39	1868	30	404	64	1629	103	3497
05:00		16	<b>514</b>			27	351				
05:15		20	<b>575</b>			24	380				
05:30		22	<b>475</b>			49	357				
05:45		32	440	90	2004	74	334	174	1422	264	3426
06:00		47	395			78	255				
06:15		53	329			116	286				
06:30		57	275			170	259				
06:45		84	234	241	1233	221	228	585	1028	826	2261
07:00		119	240			216	190				
07:15		146	212			277	210				
07:30		154	202			338	162				
07:45		206	188	625	842	423	153	1254	715	1879	1557
08:00		208	154			374	113				
08:15		210	153			396	113				
08:30		202	115			383	111				
08:45		205	130	825	552	440	83	1593	420	2418	972
09:00		221	119			359	72				
09:15		270	105			348	78				
09:30		202	71			333	74				
09:45		272	58	965	353	377	55	1417	279	2382	632
10:00		270	59			329	46				
10:15		268	42			313	35				
10:30		304	31			372	18				
10:45		320	30	1162	162	<b>443</b>	19	1457	118	2619	280
11:00		<b>359</b>	29			<b>339</b>	20				
11:15		<b>365</b>	12			<b>406</b>	17				
11:30		<b>359</b>	26			<b>461</b>	12				
11:45		<b>335</b>	22	1418	89	377	18	1583	67	3001	156
<b>Total</b>		5487	13235	5487	13235	8200	11761	8200	11761	13687	24996
<b>Combined Total</b>		18722		18722		19961		19961		38683	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	1418	-	-	-	1649	-	-	-	-	-
P.H.F.	-	0.971	-	-	-	0.894	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	2038	-	-	-	1631	-	-	-	-
P.H.F.	-	-	0.886	-	-	-	0.950	-	-	-	-
Percentage		29.3%	70.7%			41.1%	58.9%				
ADT/AADT		ADT 38,683		AADT 38,683							

# Counts Unlimited, Inc.

City of Encinitas  
 El Camino Real  
 B/ Leucadia Boulevard - Garden View Road  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN004  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	389			12	313				
12:15		18	405			3	361				
12:30		18	428			3	362				
12:45		9	339	68	1561	6	354	24	1390	92	2951
01:00		7	367			7	382				
01:15		8	413			2	335				
01:30		7	482			3	373				
01:45		5	385	27	1647	6	357	18	1447	45	3094
02:00		8	454			7	369				
02:15		7	443			3	382				
02:30		5	414			7	445				
02:45		5	417	25	1728	3	389	20	1585	45	3313
03:00		4	518			4	403				
03:15		5	545			3	370				
03:30		4	574			13	375				
03:45		9	532	22	2169	20	367	40	1515	62	3684
04:00		6	541			12	354				
04:15		7	623			16	383				
04:30		16	573			19	399				
04:45		17	542	46	2279	47	376	94	1512	140	3791
05:00		9	627			32	394				
05:15		10	609			37	381				
05:30		25	544			55	350				
05:45		27	546	71	2326	102	326	226	1451	297	3777
06:00		46	476			83	239				
06:15		60	462			136	289				
06:30		85	365			197	244				
06:45		104	308	295	1611	233	253	649	1025	944	2636
07:00		160	286			266	199				
07:15		233	265			330	177				
07:30		198	225			422	166				
07:45		231	248	822	1024	445	154	1463	696	2285	1720
08:00		281	208			419	116				
08:15		299	201			407	105				
08:30		282	149			410	119				
08:45		260	168	1122	726	458	83	1694	423	2816	1149
09:00		262	137			378	83				
09:15		315	125			359	75				
09:30		312	102			371	67				
09:45		321	71	1210	435	348	56	1456	281	2666	716
10:00		269	108			337	39				
10:15		341	46			368	28				
10:30		308	47			356	21				
10:45		335	32	1253	233	384	20	1445	108	2698	341
11:00		446	35			395	17				
11:15		335	27			422	21				
11:30		435	23			360	10				
11:45		429	20	1645	105	377	14	1554	62	3199	167
<b>Total</b>		<b>6606</b>	<b>15844</b>	<b>6606</b>	<b>15844</b>	<b>8683</b>	<b>11495</b>	<b>8683</b>	<b>11495</b>	<b>15289</b>	<b>27339</b>
<b>Combined Total</b>		<b>22450</b>		<b>22450</b>		<b>20178</b>		<b>20178</b>		<b>42628</b>	
AM Peak	-	11:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	1645	-	-	-	1694	-	-	-	-	-
P.H.F.	-	0.922	-	-	-	0.925	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	2365	-	-	-	1619	-	-	-	-
P.H.F.	-	-	0.943	-	-	-	0.910	-	-	-	-
Percentage		29.4%	70.6%			43.0%	57.0%				
ADT/AADT		ADT 42,628		AADT 42,628							



# Counts Unlimited, Inc.

City of Encinitas  
 El Camino Real  
 B/ Via Molena - Encinitas Boulevard  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN012  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	316			11	342				
12:15		17	332			6	326				
12:30		14	360			5	339				
12:45		8	321	57	1329	4	356	26	1363	83	2692
01:00		9	312			6	319				
01:15		6	374			4	334				
01:30		12	326			8	312				
01:45		5	356	32	1368	2	340	20	1305	52	2673
02:00		2	350			7	348				
02:15		8	337			3	331				
02:30		5	324			5	352				
02:45		4	418	19	1429	5	362	20	1393	39	2822
03:00		1	443			2	366				
03:15		4	441			5	315				
03:30		3	418			7	352				
03:45		5	377	13	1679	9	383	23	1416	36	3095
04:00		7	<b>476</b>			8	350				
04:15		7	<b>481</b>			9	<b>413</b>				
04:30		10	<b>430</b>			13	<b>407</b>				
04:45		16	<b>464</b>	40	1851	23	<b>377</b>	53	1547	93	3398
05:00		15	466			33	<b>407</b>				
05:15		18	465			34	367				
05:30		35	434			39	323				
05:45		33	433	101	1798	57	287	163	1384	264	3182
06:00		42	354			73	339				
06:15		49	298			106	291				
06:30		85	229			168	305				
06:45		98	211	274	1092	206	253	553	1188	827	2280
07:00		133	204			204	214				
07:15		151	170			258	199				
07:30		192	178			285	168				
07:45		243	173	719	725	341	160	1088	741	1807	1466
08:00		256	174			<b>331</b>	155				
08:15		236	136			<b>343</b>	124				
08:30		233	107			<b>331</b>	105				
08:45		281	108	1006	525	<b>377</b>	97	1382	481	2388	1006
09:00		279	96			299	75				
09:15		267	96			279	82				
09:30		226	57			246	79				
09:45		270	67	1042	316	293	50	1117	286	2159	602
10:00		275	60			254	50				
10:15		286	48			257	45				
10:30		282	33			303	27				
10:45		319	34	1162	175	275	13	1089	135	2251	310
11:00		<b>316</b>	29			333	20				
11:15		<b>293</b>	14			319	19				
11:30		<b>310</b>	35			309	16				
11:45		<b>338</b>	19	1257	97	319	9	1280	64	2537	161
<b>Total</b>		5722	12384	5722	12384	6814	11303	6814	11303	12536	23687
<b>Combined Total</b>		18106		18106		18117		18117		36223	
AM Peak	-	11:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	1257	-	-	-	1382	-	-	-	-	-
P.H.F.	-	0.930	-	-	-	0.916	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	04:15	-	-	-	-
Vol.	-	-	1851	-	-	-	1604	-	-	-	-
P.H.F.	-	-	0.962	-	-	-	0.971	-	-	-	-
Percentage		31.6%	68.4%			37.6%	62.4%				
ADT/AADT		ADT 36,223		AADT 36,223							



# Counts Unlimited, Inc.

City of Encinitas  
 Encinitas Boulevard  
 E/ El Camino Real  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN014  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	230			7	284				
12:15		7	246			11	255				
12:30		8	223			5	186				
12:45		4	243	34	942	2	285	25	1010	59	1952
01:00		3	255			2	280				
01:15		3	236			1	216				
01:30		1	259			2	245				
01:45		4	223	11	973	0	282	5	1023	16	1996
02:00		2	244			0	216				
02:15		0	236			2	265				
02:30		2	250			4	307				
02:45		5	239	9	969	3	254	9	1042	18	2011
03:00		2	<b>274</b>			1	286				
03:15		3	<b>268</b>			3	297				
03:30		1	<b>256</b>			1	248				
03:45		4	<b>265</b>	10	1063	3	307	8	1138	18	2201
04:00		4	226			8	<b>337</b>				
04:15		7	273			9	<b>269</b>				
04:30		4	258			5	<b>319</b>				
04:45		13	209	28	966	7	<b>311</b>	29	1236	57	2202
05:00		11	236			15	282				
05:15		14	253			21	320				
05:30		33	231			30	294				
05:45		40	217	98	937	39	263	105	1159	203	2096
06:00		45	193			53	249				
06:15		89	199			63	234				
06:30		120	154			94	176				
06:45		165	157	419	703	114	156	324	815	743	1518
07:00		120	163			118	185				
07:15		168	132			171	132				
07:30		168	136			158	133				
07:45		<b>246</b>	143	702	574	252	119	699	569	1401	1143
08:00		<b>277</b>	123			<b>259</b>	92				
08:15		<b>208</b>	129			<b>235</b>	74				
08:30		<b>217</b>	88			<b>232</b>	75				
08:45		223	77	925	417	<b>283</b>	62	1009	303	1934	720
09:00		220	77			226	58				
09:15		199	53			188	55				
09:30		168	61			214	27				
09:45		211	55	798	246	239	37	867	177	1665	423
10:00		188	54			234	34				
10:15		156	41			217	33				
10:30		204	35			216	22				
10:45		237	32	785	162	237	17	904	106	1689	268
11:00		222	32			224	16				
11:15		230	20			238	17				
11:30		215	14			276	20				
11:45		203	12	870	78	257	16	995	69	1865	147
<b>Total</b>		4689	8030	4689	8030	4979	8647	4979	8647	9668	16677
<b>Combined Total</b>		12719		12719		13626		13626		26345	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	948	-	-	-	1009	-	-	-	-	-
P.H.F.	-	0.856	-	-	-	0.891	-	-	-	-	-
PM Peak	-	-	03:00	-	-	-	04:00	-	-	-	-
Vol.	-	-	1063	-	-	-	1236	-	-	-	-
P.H.F.	-	-	0.970	-	-	-	0.917	-	-	-	-
Percentage		36.9%	63.1%			36.5%	63.5%				
ADT/AADT		ADT 26,345		AADT 26,345							



# Counts Unlimited, Inc.

City of Encinitas  
Garden View Road  
E/ El Camino Real  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECN006  
Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	94			2	153				
12:15		2	128			4	136				
12:30		6	100			2	114				
12:45		6	110	16	432	3	116	11	519	27	951
01:00		4	126			1	100				
01:15		0	<b>145</b>			2	123				
01:30		1	<b>107</b>			0	115				
01:45		2	<b>163</b>	7	541	0	148	3	486	10	1027
02:00		0	<b>130</b>			0	158				
02:15		0	118			0	110				
02:30		1	124			0	170				
02:45		0	125	1	497	0	142	0	580	1	1077
03:00		2	148			0	138				
03:15		0	110			1	212				
03:30		0	110			0	160				
03:45		1	116	3	484	2	148	3	658	6	1142
04:00		3	129			1	182				
04:15		1	103			3	<b>160</b>				
04:30		9	108			8	<b>175</b>				
04:45		9	98	22	438	3	<b>180</b>	15	697	37	1135
05:00		18	97			6	<b>197</b>				
05:15		17	95			9	129				
05:30		8	98			9	131				
05:45		16	79	59	369	22	106	46	563	105	932
06:00		14	68			22	107				
06:15		25	70			31	87				
06:30		23	73			47	81				
06:45		46	46	108	257	52	55	152	330	260	587
07:00		66	49			78	57				
07:15		79	40			86	50				
07:30		<b>122</b>	49			97	52				
07:45		<b>167</b>	40	434	178	99	36	360	195	794	373
08:00		<b>194</b>	47			142	38				
08:15		<b>146</b>	28			166	32				
08:30		104	33			120	35				
08:45		112	24	556	132	113	25	541	130	1097	262
09:00		119	34			125	21				
09:15		107	23			87	26				
09:30		101	22			134	24				
09:45		120	19	447	98	129	21	475	92	922	190
10:00		97	11			117	26				
10:15		114	11			110	9				
10:30		111	7			126	3				
10:45		117	6	439	35	115	4	468	42	907	77
11:00		103	5			<b>153</b>	4				
11:15		111	4			<b>132</b>	5				
11:30		96	2			<b>169</b>	2				
11:45		124	2	434	13	<b>145</b>	2	599	13	1033	26
<b>Total</b>		2526	3474	2526	3474	2673	4305	2673	4305	5199	7779
<b>Combined Total</b>		6000		6000		6978		6978		12978	
AM Peak	-	07:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	629	-	-	-	599	-	-	-	-	-
P.H.F.	-	0.811	-	-	-	0.886	-	-	-	-	-
PM Peak	-	-	01:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	545	-	-	-	712	-	-	-	-
P.H.F.	-	-	0.836	-	-	-	0.904	-	-	-	-
Percentage		42.1%	57.9%			38.3%	61.7%				
ADT/AADT		ADT 12,978		AADT 12,978							



# Counts Unlimited, Inc.

City of Encinitas  
 Leucadia Boulevard  
 W/ El Camino Real  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN002  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		22	235			9	218				
12:15		14	242			15	225				
12:30		14	217			3	298				
12:45		7	244	57	938	7	221	34	962	91	1900
01:00		9	238			5	232				
01:15		4	266			6	225				
01:30		6	218			5	199				
01:45		4	270	23	992	4	216	20	872	43	1864
02:00		7	257			6	218				
02:15		5	253			3	197				
02:30		2	296			6	<b>277</b>				
02:45		2	293	16	1099	5	<b>240</b>	20	932	36	2031
03:00		4	275			8	<b>296</b>				
03:15		3	315			7	<b>256</b>				
03:30		4	276			9	213				
03:45		3	265	14	1131	11	243	35	1008	49	2139
04:00		4	322			12	209				
04:15		3	271			21	223				
04:30		4	296			14	241				
04:45		16	<b>323</b>	27	1212	31	239	78	912	105	2124
05:00		16	<b>273</b>			26	231				
05:15		13	<b>300</b>			46	221				
05:30		22	<b>320</b>			69	216				
05:45		36	254	87	1147	83	221	224	889	311	2036
06:00		41	269			91	168				
06:15		64	217			135	166				
06:30		90	250			185	203				
06:45		98	183	293	919	202	172	613	709	906	1628
07:00		192	212			205	150				
07:15		192	165			<b>282</b>	135				
07:30		167	196			<b>283</b>	119				
07:45		158	184	709	757	<b>304</b>	102	1074	506	1783	1263
08:00		188	174			<b>255</b>	89				
08:15		174	169			255	77				
08:30		147	128			257	72				
08:45		156	91	665	562	296	75	1063	313	1728	875
09:00		169	121			221	63				
09:15		170	99			211	52				
09:30		199	98			215	48				
09:45		179	83	717	401	222	40	869	203	1586	604
10:00		191	78			208	35				
10:15		155	57			193	25				
10:30		185	53			203	20				
10:45		207	35	738	223	246	20	850	100	1588	323
11:00		<b>194</b>	49			214	12				
11:15		<b>197</b>	43			268	14				
11:30		<b>248</b>	34			262	9				
11:45		<b>218</b>	29	857	155	248	6	992	41	1849	196
Total		4203	9536	4203	9536	5872	7447	5872	7447	10075	16983
Combined Total		13739		13739		13319		13319		27058	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	857	-	-	-	1124	-	-	-	-	-
P.H.F.	-	0.864	-	-	-	0.924	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1216	-	-	-	1069	-	-	-	-
P.H.F.	-	-	0.941	-	-	-	0.903	-	-	-	-
Percentage		30.6%	69.4%			44.1%	55.9%				
ADT/AADT		ADT 27,058		AADT 27,058							

# Counts Unlimited, Inc.

City of Encinitas  
 Mountain Vista Road  
 E/ El Camino Real  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN008  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	77			3	85				
12:15		3	86			2	100				
12:30		7	99			3	84				
12:45		2	104	15	366	0	77	8	346	23	712
01:00		4	78			2	87				
01:15		3	95			0	96				
01:30		2	88			2	110				
01:45		1	78	10	339	2	87	6	380	16	719
02:00		0	91			0	90				
02:15		2	71			1	100				
02:30		0	73			2	117				
02:45		0	98	2	333	4	93	7	400	9	733
03:00		1	105			2	88				
03:15		1	109			1	141				
03:30		0	97			3	120				
03:45		0	85	2	396	5	98	11	447	13	843
04:00		1	<b>134</b>			2	108				
04:15		0	<b>121</b>			1	<b>138</b>				
04:30		2	<b>104</b>			10	<b>116</b>				
04:45		2	<b>105</b>	5	464	8	<b>126</b>	21	488	26	952
05:00		1	128			10	<b>128</b>				
05:15		1	113			12	94				
05:30		4	108			16	95				
05:45		2	95	8	444	30	88	68	405	76	849
06:00		4	83			32	82				
06:15		13	78			29	97				
06:30		19	79			42	65				
06:45		45	99	81	339	48	60	151	304	232	643
07:00		37	66			63	62				
07:15		41	65			84	54				
07:30		51	68			<b>90</b>	41				
07:45		73	83	202	282	<b>127</b>	52	364	209	566	491
08:00		55	49			<b>105</b>	39				
08:15		69	43			<b>121</b>	25				
08:30		60	52			90	30				
08:45		70	35	254	179	126	26	442	120	696	299
09:00		72	25			72	24				
09:15		97	27			87	20				
09:30		60	36			83	19				
09:45		52	23	281	111	83	11	325	74	606	185
10:00		58	25			77	9				
10:15		55	13			83	7				
10:30		70	6			73	8				
10:45		<b>77</b>	8	260	52	87	6	320	30	580	82
11:00		<b>83</b>	9			107	6				
11:15		<b>91</b>	11			92	8				
11:30		<b>77</b>	6			98	5				
11:45		69	12	320	38	90	9	387	28	707	66
<b>Total</b>		1440	3343	1440	3343	2110	3231	2110	3231	3550	6574
<b>Combined Total</b>		4783		4783		5341		5341		10124	
AM Peak	-	10:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	328	-	-	-	443	-	-	-	-	-
P.H.F.	-	0.901	-	-	-	0.872	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	04:15	-	-	-	-
Vol.	-	-	464	-	-	-	508	-	-	-	-
P.H.F.	-	-	0.866	-	-	-	0.920	-	-	-	-
Percentage		30.1%	69.9%			39.5%	60.5%				
ADT/AADT		ADT 10,124		AADT 10,124							

# Counts Unlimited, Inc.

City of Encinitas  
 Olivenhain Road  
 E/ El Camino Real  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

ECN003  
 Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		37	331			12	284				
12:15		16	324			11	291				
12:30		24	339			3	340				
12:45		11	319	88	1313	6	322	32	1237	120	2550
01:00		9	338			8	305				
01:15		9	364			6	283				
01:30		9	337			6	255				
01:45		8	349	35	1388	4	320	24	1163	59	2551
02:00		5	368			6	290				
02:15		9	390			4	257				
02:30		3	440			8	<b>400</b>				
02:45		7	409	24	1607	6	<b>345</b>	24	1292	48	2899
03:00		2	433			9	<b>413</b>				
03:15		4	492			5	<b>355</b>				
03:30		5	463			17	295				
03:45		6	462	17	1850	21	297	52	1360	69	3210
04:00		5	493			17	324				
04:15		6	497			27	311				
04:30		13	487			23	334				
04:45		18	<b>471</b>	42	1948	49	310	116	1279	158	3227
05:00		14	<b>495</b>			42	318				
05:15		16	<b>506</b>			76	335				
05:30		29	<b>503</b>			99	291				
05:45		45	449	104	1953	137	302	354	1246	458	3199
06:00		52	426			127	217				
06:15		75	365			196	240				
06:30		119	368			272	235				
06:45		133	283	379	1442	286	232	881	924	1260	2366
07:00		266	322			360	205				
07:15		296	269			<b>447</b>	184				
07:30		227	268			<b>506</b>	147				
07:45		228	257	1017	1116	<b>476</b>	137	1789	673	2806	1789
08:00		303	247			<b>455</b>	98				
08:15		287	252			412	112				
08:30		236	196			426	109				
08:45		232	163	1058	858	462	90	1755	409	2813	1267
09:00		256	168			352	78				
09:15		262	147			312	63				
09:30		261	123			307	64				
09:45		264	105	1043	543	335	55	1306	260	2349	803
10:00		244	121			295	40				
10:15		239	72			308	36				
10:30		243	74			313	23				
10:45		278	50	1004	317	325	29	1241	128	2245	445
11:00		<b>305</b>	57			257	19				
11:15		<b>258</b>	51			377	25				
11:30		<b>349</b>	42			320	11				
11:45		<b>303</b>	32	1215	182	290	10	1244	65	2459	247
Total		6026	14517	6026	14517	8818	10036	8818	10036	14844	24553
Combined Total		20543		20543		18854		18854		39397	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	1215	-	-	-	1884	-	-	-	-	-
P.H.F.	-	0.870	-	-	-	0.931	-	-	-	-	-
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1975	-	-	-	1513	-	-	-	-
P.H.F.	-	-	0.976	-	-	-	0.916	-	-	-	-
Percentage		29.3%	70.7%			46.8%	53.2%				
ADT/AADT		ADT 39,397		AADT 39,397							

# Counts Unlimited, Inc.

City of Encinitas  
Via Molena  
E/ El Camino Real  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

ECN011  
Site Code: 229-21387

Start Time	25-Aug-21 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	15			2	31				
12:15		1	10			0	22				
12:30		1	18			1	22				
12:45		1	15	3	58	0	24	3	99	6	157
01:00		1	12			0	30				
01:15		2	9			1	26				
01:30		1	17			2	25				
01:45		2	17	6	55	1	28	4	109	10	164
02:00		0	17			1	19				
02:15		0	17			0	22				
02:30		0	14			1	27				
02:45		1	18	1	66	0	20	2	88	3	154
03:00		0	11			1	30				
03:15		1	9			1	19				
03:30		0	16			1	24				
03:45		1	11	2	47	0	23	3	96	5	143
04:00		2	19			1	42				
04:15		1	15			1	33				
04:30		0	15			2	31				
04:45		1	9	4	58	0	24	4	130	8	188
05:00		2	10			3	31				
05:15		4	8			4	20				
05:30		8	9			2	22				
05:45		7	13	21	40	3	21	12	94	33	134
06:00		10	3			3	20				
06:15		4	5			4	29				
06:30		4	2			5	9				
06:45		6	4	24	14	6	21	18	79	42	93
07:00		6	7			9	17				
07:15		10	5			12	21				
07:30		4	5			9	15				
07:45		10	2	30	19	13	17	43	70	73	89
08:00		15	6			12	10				
08:15		11	1			12	5				
08:30		9	4			13	8				
08:45		16	4	51	15	10	8	47	31	98	46
09:00		19	1			16	6				
09:15		13	2			16	3				
09:30		16	2			17	6				
09:45		15	0	63	5	8	2	57	17	120	22
10:00		10	1			20	1				
10:15		13	0			14	1				
10:30		14	1			22	1				
10:45		13	0	50	2	22	0	78	3	128	5
11:00		16	0			21	0				
11:15		17	1			23	0				
11:30		10	0			21	1				
11:45		17	1	60	2	26	0	91	1	151	3
<b>Total</b>		<b>315</b>	<b>381</b>	<b>315</b>	<b>381</b>	<b>362</b>	<b>817</b>	<b>362</b>	<b>817</b>	<b>677</b>	<b>1198</b>
<b>Combined Total</b>		<b>696</b>		<b>696</b>		<b>1179</b>		<b>1179</b>		<b>1875</b>	
AM Peak	-	08:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	64	-	-	-	91	-	-	-	-	-
P.H.F.	-	0.842	-	-	-	0.875	-	-	-	-	-
PM Peak	-	-	01:30	-	-	-	04:00	-	-	-	-
Vol.	-	-	68	-	-	-	130	-	-	-	-
P.H.F.	-	-	1.000	-	-	-	0.774	-	-	-	-
Percentage		45.3%	54.7%			30.7%	69.3%				
ADT/AADT		ADT 1,875		AADT 1,875							



## Count Validation

El Camino Real & Leucadia Boulevard													
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
<b>2021</b>													
AM	97	518	507	111	824	114	102	440	123	747	852	156	4591
PM	156	1204	991	152	858	160	231	816	145	547	616	134	6010
<b>2019</b>													
AM	67	577	414	100	1585	132	105	422	100	983	1146	111	5742
PM	165	1415	969	157	849	159	230	895	144	502	652	140	6277

Percent Difference	
2019-2021	
AM	-20.0%
PM	-4.3%

Average Percent Difference	
AM	-26.0%
PM	-7.0%

El Camino Real & Via Molena													
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
<b>2021</b>													
AM	40	942	28	58	1293	50	70	7	61	28	6	13	2596
PM	122	1708	27	112	1456	60	176	5	101	47	10	62	3886
<b>2018</b>													
AM	36	1076	25	90	2324	78	92	8	74	33	11	23	3870
PM	98	1894	26	82	1538	58	195	5	104	42	11	69	4122

Percent Difference	
2018-2021	
AM	-32.9%
PM	-5.7%

El Camino Real & Encinitas Boulevard													
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
<b>2021</b>													
AM	91	618	175	258	859	146	266	505	133	316	478	216	4061
PM	129	1091	175	376	871	197	340	469	113	298	549	389	4997
<b>2018</b>													
AM	126	627	152	568	1567	197	209	559	147	276	577	277	5282
PM	159	1127	187	418	940	236	355	580	132	308	666	427	5535

Percent Difference	
2018-2021	
AM	-23.1%
PM	-9.7%

## Intersection Traffic Volume Development

	Unadjusted 2021												2015 Housing Element											
	Raw counts conducted August 2021												Raw counts conducted in June 2015											
AM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	97	518	507	111	824	114	102	440	123	747	852	156	109	550	373	151	1277	103	88	600	135	1035	1287	91
	71	627	128	261	1340	55	29	222	137	99	177	251	81	740	129	238	2042	67	51	164	132	127	181	217
	97	779	117	102	1142	42	20	35	72	243	40	159	89	779	104	183	1730	65	22	21	35	251	68	202
	40	942	28	58	1293	50	70	7	61	28	6	13	40	934	26	75	1836	64	68	7	60	37	3	30
	91	618	175	258	859	146	266	505	133	316	478	216	127	592	137	461	1338	225	233	536	136	282	531	282
PM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	156	1204	991	152	858	160	231	816	145	547	616	134	315	1325	753	222	711	167	267	1108	147	834	735	132
	165	1710	92	156	1190	77	63	158	237	162	216	334	197	1759	106	183	1305	88	101	177	241	156	225	278
	81	1612	207	194	1303	63	22	57	68	232	61	215	139	1404	255	346	1689	69	27	62	68	257	65	194
	122	1708	27	112	1456	60	176	5	101	47	10	62	112	1518	21	96	1474	96	207	4	109	53	15	45
	129	1091	175	376	871	197	340	469	113	298	549	389	166	938	223	458	927	251	364	527	130	301	601	300

	Adjusted 2021												Final 2021											
	Raw 2021 counts adjusted based on adjustment factor calculated through historical counts (+26% AM Peak Hour, +7% PM Peak Hour). Conditional formatting applied to identify movements with volumes less than those in 2015.												"Adjusted 2021" counts further modified to ensure 2021 traffic volumes exceed 2015 Housing Element traffic volumes (minimum 12% or 2% annually since 2015)											
AM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	123	653	639	140	1039	144	129	555	155	942	1074	197	123	653	639	170	1431	144	129	672	155	1160	1442	197
	90	791	162	329	1689	70	37	280	173	125	224	317	90	791	162	329	2288	70	58	280	173	143	224	317
	123	982	148	129	1439	53	26	45	91	307	51	201	123	982	148	205	1938	73	26	45	91	307	77	227
	51	1187	36	74	1630	63	89	9	77	36	8	17	51	1187	36	84	2057	72	89	9	77	42	8	34
	115	779	221	326	1083	184	336	637	168	399	603	273	143	779	221	517	1499	252	336	637	168	399	603	316
PM PEAK HOUR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	167	1289	1061	163	919	172	248	874	156	586	660	144	353	1484	1061	249	919	172	300	1241	156	935	824	144
	177	1830	99	167	1274	83	68	170	254	174	232	358	221	1830	119	205	1462	99	114	199	254	174	232	358
	87	1725	222	208	1395	68	24	61	73	249	66	231	156	1725	286	388	1892	78	31	70	73	288	66	231
	131	1828	29	120	1558	65	189	6	109	51	11	67	131	1828	29	120	1558	108	232	6	123	60	17	67
	139	1168	188	403	932	211	364	502	121	319	588	417	186	1168	250	513	932	282	408	591	146	319	674	417

### ADT Development

		2015												Peak Hour ADT				ADT				Peak Hour ADT / ADT				
INTID	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	North	South	East	West	North	South	East	West	
		Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	
1	El Camino Real & Leucadia Boulevard	109	550	373	151	1277	103	88	600	135	1035	1287	91	2260	3479	3537	2322	43939	43939	34214			0.05	0.08	0.10	0.07
2	El Camino Real & Garden View Road	81	740	129	238	2042	67	51	164	132	127	181	217	3355	3251	1056	676	43939	39969	9663			0.08	0.08	0.11	0.07
3	El Camino Real & Mountain Vista Drive	89	779	104	183	1730	65	22	21	35	251	68	202	2981	2988	829	300	39969	41968		11478		0.07	0.07	0.07	0.03
4	El Camino Real & Via Molena	40	934	26	75	1836	64	68	7	60	37	3	30	3007	2933	178	242	41968	41968				0.07	0.07	0.07	0.07
5	El Camino Real & Encinitas Boulevard	127	592	137	461	1338	225	233	536	136	282	531	282	3131	2612	2229	1788	41968	33151	26806	28841		0.07	0.08	0.08	0.06

		2021 Adjusted												Peak Hour ADT				Peak Hour ADT / ADT				ADT			
INTID	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	North	South	East	West	North	South	East	West
		Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg
1	El Camino Real & Leucadia Boulevard	123	653	639	170	1431	144	129	672	155	1160	1442	197	2724	4161	4280	2665	0.05	0.08	0.10	0.07	52970	52560	41410	38080
2	El Camino Real & Garden View Road	90	791	162	329	2288	70	58	280	173	143	224	317	3853	3647	1455	895	0.08	0.08	0.11	0.07	50470	44840	13320	12790
3	El Camino Real & Mountain Vista Drive	123	982	148	205	1938	73	26	45	91	307	77	227	3451	3589	1009	435	0.07	0.07	0.07	0.03	46280	50410	14420	16650
4	El Camino Real & Via Molena	51	1187	36	84	2057	72	89	9	77	42	8	34	3523	3450	213	306	0.07	0.07	0.07	0.07	49170	49370	3050	4380
5	El Camino Real & Encinitas Boulevard	143	779	221	517	1499	252	336	637	168	399	603	316	3699	3209	2693	2139	0.07	0.08	0.08	0.06	49590	40730	32390	34510

		2015												Peak Hour ADT				ADT				Peak Hour ADT / ADT				
INTID	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	North	South	East	West	North	South	East	West	
		Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	
1	El Camino Real & Leucadia Boulevard	315	1325	753	222	711	167	267	1108	147	834	735	132	2824	4085	3784	2739	43939	43939	34214			0.06	0.09	0.11	0.09
2	El Camino Real & Garden View Road	197	1759	106	183	1305	88	101	177	241	156	225	278	3714	3764	1125	1029	43939	39969	9663			0.08	0.09	0.12	0.09
3	El Camino Real & Mountain Vista Drive	139	1404	255	346	1689	69	27	62	68	257	65	194	3729	3812	1179	430	39969	41968		11478		0.09	0.09	0.09	0.04
4	El Camino Real & Via Molena	112	1518	21	96	1474	96	207	4	109	53	15	45	3436	3287	234	543	41968	41968				0.08	0.08	0.09	0.09
5	El Camino Real & Encinitas Boulevard	166	938	223	458	927	251	364	527	130	301	601	300	3238	2685	2410	2039	41968	33151	26806	28841		0.08	0.08	0.09	0.07

		2021 Adjusted												Peak Hour ADT				Peak Hour ADT / ADT				ADT			
INTID	Name	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	North	South	East	West	North	South	East	West
		Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg	Leg
1	El Camino Real & Leucadia Boulevard	353	1484	1061	249	919	172	300	1241	156	935	824	144	3268	4908	4454	3046	0.06	0.09	0.11	0.09	50850	52800	40280	33850
2	El Camino Real & Garden View Road	221	1830	119	205	1462	99	114	199	254	174	232	358	4068	4060	1287	1119	0.08	0.09	0.12	0.09	48130	43120	11060	12440
3	El Camino Real & Mountain Vista Drive	156	1725	286	388	1892	78	31	70	73	288	66	231	4345	4420	1329	474	0.09	0.09	0.09	0.04	46580	48670	14770	12660
4	El Camino Real & Via Molena	131	1828	29	120	1558	108	232	6	123	60	17	67	3913	3729	299	617	0.08	0.08	0.09	0.09	47800	47620	3330	6860
5	El Camino Real & Encinitas Boulevard	186	1168	250	513	932	282	408	591	146	319	674	417	3720	3001	2764	2287	0.08	0.08	0.09	0.07	48220	37060	30750	32350

## Appendix B - Signal Timing Plans

**INTERSECTION: ENC- ECR at Leucadia**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **181**

N/S Street Name: **Not Assigned**  
 E/W Street Name: **Not Assigned**

Last Database Change: **7/30/21 12:09**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Drop Number	<b>10</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>2</b>	<C+0+2>
Area Address	<b>23</b>	<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Manual Plan	<b>14</b>	<C+A+1>
Manual Offset		<C+B+1>

Max Initial	<b>4</b>	<F+0+E>
Red Revert	<b>2.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	4	0	5	0	5	0	5
1	Ped FDW	0	34	0	31	0	30	0	34
2	Min Green	8	10	8	10	8	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
6	Max Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
7	Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
8	Max Limit	40	35	25	40	40	30	30	39
9	Max Limit 2	25	30	20	30	25	25	40	39
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5
D	Reduce Every	0.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0
E	Yellow Change	3.7	4.8	3.7	5.5	3.7	5.2	3.7	4.8
F	Red Clear	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	12345678
RR-1 Clear	10	Red Lock	_____
EV-A Delay	0	Yellow Lock	23 6
EV-A Clear	1	Min Recall	1 4 8
EV-B Delay	0	Ped Recall	2 4 8
EV-B Clear	1	View Set Peds	-----
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	1	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	1	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	10	Max 2	_____
View EV Delay	---	Cond. Service	_____
View EV Clear	---	Man Cntrl Calls	_____
View RR Delay	---	Yellow Start	3 7
View RR Clear	---	First Phases	4 8

**Preempt Timing** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	135	130	140	140	0	0	0	140	140	0
1	Phase 1 - ForceOff	100	62	102	71	0	0	0	9	71	1
2	Phase 2 - ForceOff	64	90	65	95	0	0	0	60	95	2
3	Phase 3 - ForceOff	26	113	28	118	0	0	0	27	118	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	54	44	55	95	0	0	0	54	95	5
6	Phase 6 - ForceOff	100	90	102	77	0	0	0	99	77	6
7	Phase 7 - ForceOff	117	26	125	25	0	0	0	121	25	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	122	99	0	0	0	25	99	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	33	0	0	0	30	30	D
E	Hold Release	255	120	145	135	0	0	0	140	135	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
		0
Plan 1 - Sync	4 8	1
Plan 2 - Sync	4 8	2
Plan 3 - Sync	4 8	3
Plan 4 - Sync	4 8	4
Plan 5 - Sync	4 8	5
Plan 6 - Sync	4 8	6
Plan 7 - Sync	4 8	7
Plan 8 - Sync	4 8	8
Plan 9 - Sync	4 8	9
Coord Ped *		A
NEMA Hold		B
		C
		D
		E
		F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	8
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <E Page>

Row	F
RR Overlap A - Phases	
RR Overlap B - Phases	
RR Overlap C - Phases	
RR Overlap D - Phases	
Ped 2P	2
Ped 6P	6
Ped 4P	4
Ped 8P	8
Yellow Flash Phases	
Overlap A - Phases	1 8
Overlap B - Phases	
Overlap C - Phases	
Overlap D - Phases	
Restricted Phases	
Assign 5 Outputs	1

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pre-timed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	8
------------------	---

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	1
-----------------	---

**TBC Transition** <C+D+D>

**Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	2 4 6 8	0
Plan 1 - Lag	1 3 6 8	1
Plan 2 - Lag	2 4 6 7	2
Plan 3 - Lag	1 3 6 8	3
Plan 4 - Lag	2 4 5 7	4
Plan 5 - Lag	2 4 6 8	5
Plan 6 - Lag	2 4 6 8	6
Plan 7 - Lag	2 4 6 8	7
Plan 8 - Lag	1 3 6 8	8
Plan 9 - Lag	2 4 5 7	9
Coord Max *		A
Coord Lag *		B
		C
		D
		E
		F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:28	E	A	23456
2	07:12	E	A	23456
3	08:58	E	A	23456
4	10:58	1	A	1234567
5	15:42	1	A	23456
6	18:00	1	A	23456
7	19:00	E	A	1234567
8	08:00	E	A	1 7
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination**  
<9 Key with C+D+9=0>

Time	Funct	Day of Week
05:00	E	1234567
15:45	9	23456
17:30	9	23456
18:00	B	1234567
07:00	B	1234567
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function**  
<7 Key>

Column F
Phases/Bits
78
3
12345678

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
Bit 2 - Phase Bank 2  
Bit 3 - Phase Bank 3  
Bit 4 - Disable Detector  
OFF Monitor  
Bit 7 - Detector Count Monitor  
Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

Row	Day	Year	Month	Day of Week
A	0	0	0	
B	0	0	0	
C	0	0	0	

**Holiday Dates**  
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

**Advance Warning Beacon - Sign 1**

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

**Advance Warning Beacon - Sign 2**

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

**Power Cycle Correction** (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

**Dial-Up Telephone Communications**  
(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Row	Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk	15	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase								Row
	Phase Names ---->	1	2	3	4	5	6	7	8	
	Ped Walk	0	7	0	7	0	7	0	7	0
	Ped FDW	0	10	0	10	0	10	0	10	1
	Min Green	3	7	3	7	3	7	3	7	2
	Type 3 Limit	0	0	0	0	0	0	0	0	3
	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
	Max Limit	17	40	17	40	17	40	17	40	8
	Max Limit 2	30	70	30	70	30	70	30	70	9
	-----	0	0	0	0	0	0	0	0	A
	Call To Phase	0	0	0	0	0	0	0	0	B
	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	---	---	---	---	---	---	---	1
2		0	0	---	---	---	---	---	---	---	2
3		0	0	---	---	---	---	---	---	---	3
4		0	0	---	---	---	---	---	---	---	4
5		0	0	---	---	---	---	---	---	---	5
6		0	0	---	---	---	---	---	---	---	6
7		0	0	---	---	---	---	---	---	---	7
8		0	0	---	---	---	---	---	---	---	8
9	Limited Service Int. ---->	0	0	---	---	---	---	---	---	---	9
A		---	0	---	---	---	---	---	---	---	A
B		0	0	---	---	---	---	---	---	---	B
C		0	0	---	---	---	---	---	---	---	C
D		0	0	---	---	---	---	---	---	---	D
E		0	0	---	---	---	---	---	---	---	E
F		0	0	---	---	---	---	---	---	---	F

Special Event Schedule <C Page with F+9+F=22>

← Limited Service Interval (Set Dwell = 255)

**INTERSECTION: ECR & Garden View Rd**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **226**

N/S Street Name: **Not Assigned**  
 E/W Street Name: **Not Assigned**

Last Database Change: **7/28/2021 14:48**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Drop Number	1	<C+0+0>
Zone Number		<C+0+1>
Area Number	0	<C+0+2>
Area Address	1	<C+0+3>
QuicNet Channel	Unknown	(QuicNet)

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Max Initial	5	<F+0+E>
Red Revert	1.2	<F+0+F>
All Red Start	5.0	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	5	0	5	0	5	0	5
1	Ped FDW	0	22	0	31	0	24	0	35
2	Min Green	4	30	4	4	4	10	4	4
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	4.5	3.0	2.5	3.0	3.5	3.0	2.0
6	Max Gap	4.0	5.0	4.0	2.5	4.0	5.0	4.0	2.5
7	Min Gap	2.0	2.0	1.5	2.5	2.0	2.0	1.5	2.5
8	Max Limit	25	45	25	20	25	45	25	20
9	Max Limit 2	20	60	35	50	6	60	35	50
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.5	0.1	0.0	0.1	0.5	0.1	0.0
D	Reduce Every	0.3	10.0	0.5	0.0	0.3	10.0	0.5	3.9
E	Yellow Change	3.0	4.3	3.0	3.9	3.0	1.0	3.0	1.0
F	Red Clear	0.5	1.0	0.5	1.0	0.5	4.3	0.5	3.9

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	12345678
RR-1 Clear	10	Red Lock	8
EV-A Delay	0	Yellow Lock	3
EV-A Clear	5	Min Recall	2 6
EV-B Delay	0	Ped Recall	
EV-B Clear	5	View Set Peds	-----
EV-C Delay	0	Rest In Walk	
EV-C Clear	5	Red Rest	
EV-D Delay	0	Dual Entry	
EV-D Clear	5	Max Recall	
RR-2 Delay	0	Soft Recall	
RR-2 Clear	10	Max 2	
View EV Delay	---	Cond. Service	
View EV Clear	---	Man Cntrl Calls	
View RR Delay	---	Yellow Start	4 8
View RR Clear	---	First Phases	2 6

**Preempt Timing** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	135	130	140	140	0	120	0	0	0	0
1	Phase 1 - ForceOff	108	34	109	112	0	76	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	57	58	59	58	0	0	0	0	0	3
4	Phase 4 - ForceOff	76	79	78	81	0	0	0	0	0	4
5	Phase 5 - ForceOff	31	101	32	31	0	20	0	0	0	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	51	48	53	52	0	0	0	0	0	7
8	Phase 8 - ForceOff	76	79	78	81	0	46	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	50	51	55	85	0	87	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	12	0	0	0	D
E	Hold Release	130	130	135	135	0	120	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

(\* = Coordination Recall)

Row	E	Row
Plan 1 - Sync	<u>2_6</u>	1
Plan 2 - Sync	<u>2_6</u>	2
Plan 3 - Sync	<u>2_6</u>	3
Plan 4 - Sync	<u>2_6</u>	4
Plan 5 - Sync	<u>2_6</u>	5
Plan 6 - Sync	<u>2_6</u>	6
Plan 7 - Sync	<u>2_6</u>	7
Plan 8 - Sync	<u>2_6</u>	8
Plan 9 - Sync	<u>2_6</u>	9
Coord Ped *	_____	A
NEMA Hold	_____	B
	_____	C
	_____	D
	_____	E
	_____	F

Coordination <C Page>

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	_____
1	RR-1 Clear Phases	_____
2	RR-2 Clear Phases	_____
3	RR-2 Limited Service	_____
4	Prot / Perm Phases	_____
5	Overlap A - Green Omit	_____
6	Overlap B - Green Omit	_____
7	Overlap C - Green Omit	_____
8	Overlap D - Green Omit	_____
9	Overlap Yellow Flash	_____
A	EV-A Phases	<u>2_5</u>
B	EV-B Phases	<u>4_7</u>
C	EV-C Phases	<u>1_6</u>
D	EV-D Phases	<u>3_8</u>
E	Extra 1 Config. Bits	<u>1_3_5</u>
F	IC Select (Interconnect)	<u>2</u>

Configuration <E Page>

Row	F
RR Overlap A - Phases	_____
RR Overlap B - Phases	_____
RR Overlap C - Phases	_____
RR Overlap D - Phases	_____
Ped 2P	<u>2</u>
Ped 6P	<u>6</u>
Ped 4P	<u>4</u>
Ped 8P	<u>8</u>
Yellow Flash Phases	_____
Overlap A - Phases	_____
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	_____

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	15
------------------	----

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

**Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	<u>2_4_6_8</u>	0
Plan 1 - Lag	<u>2_45_8</u>	1
Plan 2 - Lag	<u>1_4_6_8</u>	2
Plan 3 - Lag	<u>2_45_8</u>	3
Plan 4 - Lag	<u>2_45_8</u>	4
Plan 5 - Lag	<u>2_4_6_8</u>	5
Plan 6 - Lag	<u>2_45_8</u>	6
Plan 7 - Lag	<u>2_4_6_8</u>	7
Plan 8 - Lag	<u>2_4_6_8</u>	8
Plan 9 - Lag	<u>2_4_6_8</u>	9
Coord Max *	_____	A
Coord Lag *	_____	B
	_____	C
	_____	D
	_____	E
	_____	F

Lag Phases <C Page>



Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	15.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	15.0	0.0		J-6L	8
9	10.0	0.0		J-7U	24
A	10.0	0.0		J-7L	28
B	10.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load- Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

<D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

Advance Warning Beacon - Sign 1

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

Advance Warning Beacon - Sign 2

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

Power Cycle Correction (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

Dial-Up Telephone Communications

(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Row	Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk	10	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	20	0	10
2	Min Green	5	10	5	10	5	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0
8	Max Limit	5	40	5	40	5	40	5	40
9	Max Limit 2	30	70	30	70	30	69	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	1	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase								Row
	Phase Names ---->	1	2	3	4	5	6	7	8	
	Ped Walk	0	7	0	7	0	7	0	7	0
	Ped FDW	0	10	0	10	0	245	0	10	1
	Min Green	5	10	5	10	5	10	5	10	2
	Type 3 Limit	0	0	0	0	0	0	0	0	3
	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
	Veh Extension	0.5	3.5	0.5	3.5	0.5	1.7	0.5	3.5	5
	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
	Min Gap	0.5	2.0	0.5	2.0	0.5	4.0	0.5	2.0	7
	Max Limit	5	40	5	40	5	40	5	40	8
	Max Limit 2	30	70	30	70	30	69	30	70	9
	-----	0	0	0	0	0	0	0	0	A
	Call To Phase	0	0	0	0	0	1	0	0	B
	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	---	---	---	---	---	---	---	1
2		0	0	---	---	---	---	---	---	---	2
3		0	0	---	---	---	---	---	---	---	3
4		0	0	---	---	---	---	---	---	---	4
5		0	0	---	---	---	---	---	---	---	5
6		0	0	---	---	---	---	---	---	---	6
7		0	0	---	---	---	---	---	---	---	7
8		0	0	---	---	---	---	---	---	---	8
9	Limited Service Int. ---->	0	0	---	---	---	---	---	---	---	9
A		---	0	---	---	---	---	---	---	---	A
B		0	0	---	---	---	---	---	---	---	B
C		0	0	---	---	---	---	---	---	---	C
D		0	0	---	---	---	---	---	---	---	D
E		0	0	---	---	---	---	---	---	---	E
F		0	0	---	---	---	---	---	---	---	F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval (Set Dwell = 255)

**INTERSECTION: ENC ECR & Mountain Vista**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **1029**

N/S Street Name: **Not Assigned**  
 E/W Street Name: **Not Assigned**

Last Database Change: **7/28/2021 14:48**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Drop Number	<b>3</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>1</b>	<C+0+2>
Area Address	<b>3</b>	<C+0+3>
QuicNet Channel	<b>DP:8011:10.245.1</b>	(QuicNet)

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Max Initial	<b>20</b>	<F+0+E>
Red Revert	<b>5.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	0	0	5	0	5	0	5
1	Ped FDW	0	0	0	24	0	28	0	24
2	Min Green	4	0	4	10	4	6	4	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	0.5	3.5	2.0	5.0	4.0	2.0	2.0	5.0
6	Max Gap	0.5	5.0	4.0	5.0	4.0	2.0	2.0	5.0
7	Min Gap	0.5	2.0	1.0	5.0	4.0	2.0	2.0	5.0
8	Max Limit	0	0	25	50	29	30	25	30
9	Max Limit 2	30	0	32	16	40	40	32	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.5
D	Reduce Every	1.0	1.0	0.5	5.0	3.0	3.0	3.0	5.0
E	Yellow Change	3.0	4.0	3.0	4.5	3.0	3.5	3.0	4.5
F	Red Clear	0.0	0.5	0.5	1.0	0.5	1.5	0.5	1.0

**Phase Timing - Bank 1** <F Page>

Row	Phase Names	E	F
		RR-1 Delay	0
RR-1 Clear	0	Red Lock	_____
EV-A Delay	0	Yellow Lock	<u>5</u>
EV-A Clear	5	Min Recall	<u>34 8</u>
EV-B Delay	0	Ped Recall	_____
EV-B Clear	5	View Set Peds	- - - - -
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	5	Red Rest	_____
EV-D Delay	0	Dual Entry	<u>4 8</u>
EV-D Clear	5	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	0	Max 2	_____
View EV Delay	- - -	Cond. Service	_____
View EV Clear	- - -	Man Cntrl Calls	_____
View RR Delay	- - -	Yellow Start	<u>3 7</u>
View RR Clear	- - -	First Phases	<u>4 8</u>

**Preempt Timing** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	135	130	140	140	0	0	0	0	0	0
1	Phase 1 - ForceOff	0	0	0	0	0	0	0	0	0	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	104	23	107	110	0	0	0	0	0	3
4	Phase 4 - ForceOff	0	0	0	0	0	0	0	0	0	4
5	Phase 5 - ForceOff	43	37	45	48	0	0	0	0	0	5
6	Phase 6 - ForceOff	75	68	77	80	0	0	0	0	0	6
7	Phase 7 - ForceOff	27	89	28	30	0	0	0	0	0	7
8	Phase 8 - ForceOff	0	0	0	0	0	0	0	0	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	58	5	52	100	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	0	0	0	0	0	0	0	D
E	Hold Release	135	130	135	135	0	0	0	0	0	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
Plan 1 - Sync	<u>4</u> <u>8</u>	1
Plan 2 - Sync	<u>4</u> <u>8</u>	2
Plan 3 - Sync	<u>4</u> <u>8</u>	3
Plan 4 - Sync	<u>4</u> <u>8</u>	4
Plan 5 - Sync	<u>4</u> <u>8</u>	5
Plan 6 - Sync	<u>4</u> <u>8</u>	6
Plan 7 - Sync	<u>4</u> <u>8</u>	7
Plan 8 - Sync	<u>4</u> <u>8</u>	8
Plan 9 - Sync	<u>4</u> <u>8</u>	9
Coord Ped *	_____	A
NEMA Hold	_____	B
	_____	C
	_____	D
	_____	E
	_____	F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	_____
1	RR-1 Clear Phases	_____
2	RR-2 Clear Phases	_____
3	RR-2 Limited Service	_____
4	Prot / Perm Phases	_____
5	Overlap A - Green Omit	_____
6	Overlap B - Green Omit	_____
7	Overlap C - Green Omit	_____
8	Overlap D - Green Omit	_____
9	Overlap Yellow Flash	_____
A	EV-A Phases	_____
B	EV-B Phases	<u>3</u> <u>8</u>
C	EV-C Phases	<u>6</u>
D	EV-D Phases	<u>4</u> <u>7</u>
E	Extra 1 Config. Bits	<u>1</u> <u>3</u> <u>5</u>
F	IC Select (Interconnect)	<u>2</u>

Configuration <E Page>

Row	F
RR Overlap A - Phases	_____
RR Overlap B - Phases	_____
RR Overlap C - Phases	_____
RR Overlap D - Phases	_____
Ped 2P	_____
Ped 6P	<u>6</u>
Ped 4P	<u>4</u>
Ped 8P	<u>8</u>
Yellow Flash Phases	_____
Overlap A - Phases	_____
Overlap B - Phases	_____
Overlap C - Phases	_____
Overlap D - Phases	_____
Restricted Phases	_____
Assign 5 Outputs	_____

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pretimed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	0
------------------	---

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

**Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
Free Lag	<u>2</u> <u>4</u> <u>6</u> <u>8</u>	0
Plan 1 - Lag	<u>1</u> <u>4</u> <u>6</u> <u>7</u>	1
Plan 2 - Lag	<u>1</u> <u>3</u> <u>6</u> <u>8</u>	2
Plan 3 - Lag	<u>1</u> <u>4</u> <u>6</u> <u>7</u>	3
Plan 4 - Lag	<u>1</u> <u>4</u> <u>6</u> <u>7</u>	4
Plan 5 - Lag	<u>2</u> <u>4</u> <u>6</u> <u>8</u>	5
Plan 6 - Lag	<u>2</u> <u>4</u> <u>6</u> <u>7</u>	6
Plan 7 - Lag	<u>2</u> <u>4</u> <u>6</u> <u>8</u>	7
Plan 8 - Lag	<u>2</u> <u>4</u> <u>6</u> <u>8</u>	8
Plan 9 - Lag	<u>2</u> <u>4</u> <u>6</u> <u>8</u>	9
Coord Max *	_____	A
Coord Lag *	_____	B
	_____	C
	_____	D
	_____	E
	_____	F

Lag Phases <C Page>

Row	Time	Plan	Offset	Day of Week
0	00:00	E	A	1234567
1	06:30	E	A	23456
2	07:15	E	A	23456
3	09:00	E	A	23456
4	11:00	1	A	1234567
5	15:44	1	A	23456
6	18:00	1	A	23456
7	19:00	E	A	1234567
8	08:00	E	A	1 7
9	00:00	0	0	
A	00:00	0	0	
B	00:00	0	0	
C	00:00	0	0	
D	00:00	0	0	
E	00:00	0	0	
F	00:00	0	0	

**TOD Coordination**  
<9 Key with C+D+9=0>

Time	Funct	Day of Week
05:00	E	1234567
07:30	3	23456
09:00	3	23456
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	
00:00	0	

**TOD Function**  
<7 Key>

Column F	Phases/Bits
	78
	34 78
	34 8

<D Page>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 1**  
**TOD Coordination**  
<9 Key with C+D+9=1>

Time	Plan	Offset	Day of Week
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	
00:00	0	0	

**Holiday # 2**  
**TOD Coordination**  
<9 Key with C+D+9=2>

Time	Plan	Offset	Day of Week	Row
00:00	0	0		0
00:00	0	0		1
00:00	0	0		2
00:00	0	0		3
00:00	0	0		4
00:00	0	0		5
00:00	0	0		6
00:00	0	0		7
00:00	0	0		8
00:00	0	0		9
00:00	0	0		A
00:00	0	0		B
00:00	0	0		C
00:00	0	0		D
00:00	0	0		E
00:00	0	0		F

**Holiday # 3**  
**TOD Coordination**  
<9 Key with C+D+9=3>

Plan Select  
1 thru 9 = Coordination  
Plan 1 thru 9  
14 or E = Free  
15 or F = Flash

Offset Select  
A = Offset A  
B = Offset B  
C = Offset C

T.O.D. Functions  
0 = Permitted Phases  
1 = Red Lock  
2 = Yellow Lock  
3 = Veh Min Recall  
4 = Ped Recall  
5 =  
6 = Rest In Walk  
7 = Red Rest  
8 = Double Entry  
9 = Veh Max Recall  
A = Veh Soft Recall  
B = Maximum 2  
C = Conditional Service  
D = Free Lag Phases  
E = Bit 1 - Local Override  
    Bit 2 - Phase Bank 2  
    Bit 3 - Phase Bank 3  
    Bit 4 - Disable Detector  
    OFF Monitor  
    Bit 7 - Detector Count Monitor  
    Bit 8 - Real Time Split Monitor  
F = Output Bits 1 thru 4

Month Select  
1 = January  
2 = February  
3 = March  
4 = April  
5 = May  
6 = June  
7 = July  
8 = August  
9 = September  
A = October  
B = November  
C = December

Row	Day	Year	Month	Day of Week
A	0	0	0	
B	0	0	0	
C	0	0	0	

**Holiday Dates**  
<8 Key>

Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	0.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	3.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load- Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

<D Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

**Advance Warning Beacon - Sign 1**

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

**Advance Warning Beacon - Sign 2**

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

**Power Cycle Correction** (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

**Dial-Up Telephone Communications**  
(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Row	Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase								Row
	Phase Names ---->	1	2	3	4	5	6	7	8	
	Ped Walk	0	7	0	7	0	7	0	7	0
	Ped FDW	0	10	0	10	0	10	0	10	1
	Min Green	3	7	3	7	3	7	3	7	2
	Type 3 Limit	0	0	0	0	0	0	0	0	3
	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
	Max Limit	17	40	17	40	17	40	17	40	8
	Max Limit 2	30	70	30	70	30	70	30	70	9
	-----	0	0	0	0	0	0	0	0	A
	Call To Phase	0	0	0	0	0	0	0	0	B
	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	---	---	---	---	---	---	---	1
2		0	0	---	---	---	---	---	---	---	2
3		0	0	---	---	---	---	---	---	---	3
4		0	0	---	---	---	---	---	---	---	4
5		0	0	---	---	---	---	---	---	---	5
6		0	0	---	---	---	---	---	---	---	6
7		0	0	---	---	---	---	---	---	---	7
8		0	0	---	---	---	---	---	---	---	8
9	Limited Service Int. ---->	0	0	---	---	---	---	---	---	---	9
A		---	0	---	---	---	---	---	---	---	A
B		0	0	---	---	---	---	---	---	---	B
C		0	0	---	---	---	---	---	---	---	C
D		0	0	---	---	---	---	---	---	---	D
E		0	0	---	---	---	---	---	---	---	E
F		0	0	---	---	---	---	---	---	---	F

Special Event Schedule <C Page with F+9+F=22>

<--- Limited Service Interval (Set Dwell = 255)

**INTERSECTION: ECR & Via Molena**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **73**

N/S Street Name: **Not Assigned**  
 E/W Street Name: **Not Assigned**

Last Database Change: **8/3/2021 14:09**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Drop Number	<b>14</b>	<C+0+0>
Zone Number		<C+0+1>
Area Number	<b>2</b>	<C+0+2>
Area Address	<b>14</b>	<C+0+3>
QuicNet Channel	<b>COM20:</b>	(QuicNet)

Manual Plan		<C+A+1>
Manual Offset		<C+B+1>

Max Initial	<b>20</b>	<F+0+E>
Red Revert	<b>5.0</b>	<F+0+F>
All Red Start	<b>5.0</b>	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	5	4	4	0	5	0	7
1	Ped FDW	0	12	28	28	0	12	0	10
2	Min Green	4	10	4	4	4	10	5	10
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	3.0	3.5	2.5	2.0	3.0	3.5	2.0	3.5
6	Max Gap	3.0	5.0	2.5	4.0	3.0	5.0	2.0	5.0
7	Min Gap	3.0	2.0	2.5	1.0	3.0	2.0	2.0	2.0
8	Max Limit	25	40	25	25	20	40	30	40
9	Max Limit 2	25	40	25	25	30	40	30	40
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.5
D	Reduce Every	1.0	1.0	0.0	0.5	1.0	1.0	1.0	5.0
E	Yellow Change	3.0	4.3	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.5

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	123456
RR-1 Clear	10	Red Lock	_____
EV-A Delay	0	Yellow Lock	<b>3</b>
EV-A Clear	7	Min Recall	<b>2 6</b>
EV-B Delay	0	Ped Recall	_____
EV-B Clear	7	View Set Peds	- - - - -
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	7	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	7	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	10	Max 2	_____
View EV Delay	- - -	Cond. Service	_____
View EV Clear	- - -	Man Cntrl Calls	_____
View RR Delay	- - -	Yellow Start	<b>4</b>
View RR Clear	- - -	First Phases	<b>2 6</b>

**Preempt Timing** <F Page>

**Manual Plan**  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

**Manual Offset**  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Column Numbers ---->		Plan									
Row	Plan Name ---->	1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	135	130	140	140	100	100	100	100	135	0
1	Phase 1 - ForceOff	96	83	99	91	60	61	65	65	24	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	46	40	48	45	20	25	25	25	46	3
4	Phase 4 - ForceOff	73	60	75	67	40	40	40	40	73	4
5	Phase 5 - ForceOff	24	22	25	25	60	63	65	65	96	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	0	0	0	0	20	25	25	25	0	7
8	Phase 8 - ForceOff	0	0	0	0	40	40	40	40	0	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	118	40	3	5	0	0	0	0	133	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Permissive	0	0	12	12	12	12	12	12	12	D
E	Hold Release	135	130	255	140	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination <C Page>

(\* = Coordination Recall)

Row	E	Row
0		0
1	Plan 1 - Sync <u>2 6</u>	1
2	Plan 2 - Sync <u>2 6</u>	2
3	Plan 3 - Sync <u>2 6</u>	3
4	Plan 4 - Sync <u>2 6</u>	4
5	Plan 5 - Sync <u>2 6</u>	5
6	Plan 6 - Sync <u>2 6</u>	6
7	Plan 7 - Sync <u>2 6</u>	7
8	Plan 8 - Sync <u>2 6</u>	8
9	Plan 9 - Sync <u>2 6</u>	9
A	Coord Ped *	A
B	NEMA Hold	B
C		C
D		D
E		E
F		F

Sync Phases <C Page>

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Overlap A - Green Omit	
6	Overlap B - Green Omit	
7	Overlap C - Green Omit	
8	Overlap D - Green Omit	
9	Overlap Yellow Flash	
A	EV-A Phases	<u>2 5</u>
B	EV-B Phases	<u>4</u>
C	EV-C Phases	<u>1 6</u>
D	EV-D Phases	<u>3</u>
E	Extra 1 Config. Bits	<u>1 3 5</u>
F	IC Select (Interconnect)	<u>2</u>

Configuration <E Page>

Row	F	
0		
1	RR Overlap A - Phases	
2	RR Overlap B - Phases	
3	RR Overlap C - Phases	
4	RR Overlap D - Phases	
5	Ped 2P	<u>2</u>
6	Ped 6P	<u>6</u>
7	Ped 4P	<u>4</u>
8	Ped 8P	<u>3</u>
9	Yellow Flash Phases	
A	Overlap A - Phases	
B	Overlap B - Phases	
C	Overlap C - Phases	
D	Overlap D - Phases	
E	Restricted Phases	
F	Assign 5 Outputs	

Configuration <E Page>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = EV Advance  
 5 =  
 6 = Special Event  
 7 = Pre-timed Operation  
 8 = Split Ring Operation

- Assign 5 Outputs**  
 (Ped Loadswitch Yellows)  
 1 = Right Turn Overlap  
 2 = TOD Outputs  
 3 = EV Beacon - Steady  
 4 = EV Beacon - Flashing  
 5 = Special Event Outputs  
 6 = Phase 3 & 7 Ped  
 7 = Advanced Warning Sign  
 8 =

Force-Off Adjust	12
------------------	----

**Coord Force-Off Adjust for Ped Service** <C+D+F>

Transition Type	0
-----------------	---

**TBC Transition** <C+D+D>

**Transition Type**  
 0 = Shortway  
 Non-zero = Lengthen

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

Row	F	Row
0		0
1	Free Lag <u>2 4 6 8</u>	1
2	Plan 1 - Lag <u>2 45 8</u>	2
3	Plan 2 - Lag <u>2 45 8</u>	3
4	Plan 3 - Lag <u>2 45 8</u>	4
5	Plan 4 - Lag <u>2 45 8</u>	5
6	Plan 5 - Lag <u>2 4 6 8</u>	6
7	Plan 6 - Lag <u>2 45 8</u>	7
8	Plan 7 - Lag <u>2 4 6 8</u>	8
9	Plan 8 - Lag <u>2 4 6 8</u>	9
A	Plan 9 - Lag <u>1 4 6 8</u>	A
B	Coord Max *	B
C	Coord Lag *	C
D		D
E		E
F		F

Lag Phases <C Page>



Row	1 Delay	3 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		I-1	14
1	0.0	0.0		I-2U	1
2	0.0	0.0		I-2L	5
3	8.0	0.0		I-3U	21
4	0.0	0.0		I-3L	25
5	0.0	0.0		I-4	9
6	0.0	0.0		I-5	16
7	0.0	0.0		I-6U	3
8	0.0	0.0		I-6L	7
9	0.0	0.0		I-7U	23
A	0.0	0.0		I-7L	27
B	0.0	0.0		I-8	11
C	0.0	0.0		I-9U	18
D	0.0	0.0		I-9L	20
E	---	---	---	---	---
F	---	---	---	---	---

Row	2 Delay	4 Carry-over	Detector Name	332 Input File	Detector Number
0	0.0	0.0		J-1	13
1	0.0	0.0		J-2U	2
2	0.0	0.0		J-2L	6
3	0.0	0.0		J-3U	22
4	0.0	0.0		J-3L	26
5	0.0	0.0		J-4	10
6	0.0	0.0		J-5	15
7	0.0	0.0		J-6U	4
8	0.0	0.0		J-6L	8
9	0.0	0.0		J-7U	24
A	0.0	0.0		J-7L	28
B	0.0	0.0		J-8	12
C	0.0	0.0		J-9U	17
D	0.0	0.0		J-9L	19
E	---	---	---	---	---
F	---	---	---	---	---

Detector Delay & Carryover <D Page>

Row	9 Green Clear	C Yellow Change	D Red Clear	0 Load-Switch #
A	0.0	0.0	0.0	0
B	0.0	0.0	0.0	0
C	0.0	0.0	0.0	0
D	0.0	0.0	0.0	0

Overlap Timing <F Page>

Row	Detector Numbers	E
A	1 2 3 4 5 6 7 8	12345678
B	9 10 11 12 -- -- -- --	1234
C	13 14 15 16 17 18 19 20	12345678
D	-- -- -- -- 21 22 23 24	5678
E	-- -- -- -- -- -- -- --	1234
F	-- 25 26 27 28 -- -- --	2345

Active Detectors <D Page>

Note: Initialized data is for all detectors to be active (ie, all flag bits set). A Detector which is "not flagged", will not be active as a Phase Detector, and WILL NOT call or extend its associated phase. It will still function as a System Detector.

Row	0 Detector Number
0	
1	System Det. # 1
2	System Det. # 2
3	System Det. # 3
4	System Det. # 4
5	System Det. # 5
6	System Det. # 6
7	System Det. # 7
8	System Det. # 8

System Detectors <D Page>

Max ON (minutes)	5	<D+A+E>
Max OFF (minutes)	60	<D+A+F>

Detector Failure Monitor

Phase Number	0	<F+C+1>
Time Before Yellow	0.0	<F+C+3>

**Advance Warning Beacon - Sign 1**

Phase Number	0	<F+D+1>
Time Before Yellow	0.0	<F+D+3>

**Advance Warning Beacon - Sign 2**

Long Failure	0.0	<F+0+6>
Short Failure	0.0	<F+0+7>

**Power Cycle Correction** (Default = 0.5)

Disable Parity	0	<D+B+0>
----------------	---	---------

**Dial-Up Telephone Communications**  
(If set to a non-zero value, parity will be disabled)

Column Numbers ---->		Phase							
Row	Phase Names ---->	1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	10	0	10	0	10	0	10
2	Min Green	3	7	3	7	3	7	3	7
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2
5	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5
6	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0
7	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0
8	Max Limit	17	40	17	40	17	40	17	40
9	Max Limit 2	30	70	30	70	30	70	30	70
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
F	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0

Phase Timing - Bank 2 <F Page>

Column Numbers ---->		Phase								Row
	Phase Names ---->	1	2	3	4	5	6	7	8	
	Ped Walk	0	7	0	7	0	7	0	7	0
	Ped FDW	0	10	0	10	0	10	0	10	1
	Min Green	3	7	3	7	3	7	3	7	2
	Type 3 Limit	0	0	0	0	0	0	0	0	3
	Added Initial	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	4
	Veh Extension	0.5	3.5	0.5	3.5	0.5	3.5	0.5	3.5	5
	Max Gap	0.5	5.0	0.5	5.0	0.5	5.0	0.5	5.0	6
	Min Gap	0.5	2.0	0.5	2.0	0.5	2.0	0.5	2.0	7
	Max Limit	17	40	17	40	17	40	17	40	8
	Max Limit 2	30	70	30	70	30	70	30	70	9
	-----	0	0	0	0	0	0	0	0	A
	Call To Phase	0	0	0	0	0	0	0	0	B
	Reduce By	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	C
	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	D
	Yellow Change	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0	E
	Red Clear	0.0	0.5	0.0	1.0	0.0	0.5	0.0	1.0	F

Phase Timing - Bank 3 <F Page>

Row	Delay Only ---->	7	8	9	A	B	C	D	E	F	Row
		Time	Dwell	Hold	Advance	Force Off	Vehicle Call	Permit Phases	Ped Omit	Output	
0		0	---	---	---	---	---	---	---	---	0
1		0	0	---	---	---	---	---	---	---	1
2		0	0	---	---	---	---	---	---	---	2
3		0	0	---	---	---	---	---	---	---	3
4		0	0	---	---	---	---	---	---	---	4
5		0	0	---	---	---	---	---	---	---	5
6		0	0	---	---	---	---	---	---	---	6
7		0	0	---	---	---	---	---	---	---	7
8		0	0	---	---	---	---	---	---	---	8
9	Limited Service Int. ---->	0	0	---	---	---	---	---	---	---	9
A		---	0	---	---	---	---	---	---	---	A
B		0	0	---	---	---	---	---	---	---	B
C		0	0	---	---	---	---	---	---	---	C
D		0	0	---	---	---	---	---	---	---	D
E		0	0	---	---	---	---	---	---	---	E
F		0	0	---	---	---	---	---	---	---	F

Special Event Schedule <C Page with F+9+F=22>

← Limited Service Interval (Set Dwell = 255)

**INTERSECTION: ENC ECR & Encinitas Blvd**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **1031**

N/S Street Name: **Not Assigned**  
 E/W Street Name: **Not Assigned**

Last Database Change: **7/28/2021 14:48**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Manual Plan**  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

**Manual Offset**  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Drop Number	<b>5</b>	<C/0+0+0>
Zone Number	<b>0</b>	<C/0+0+1>
Area Number	<b>1</b>	<C/0+0+2>
Area Address	<b>5</b>	<C/0+0+3>
QuicNet Channel	<b>PP:8011:10.245.0</b>	(QuicNet)

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Flash Start	<b>0</b>	<F/1+0+E>
Red Revert	<b>5.0</b>	<F/1+0+F>
All Red Start	<b>5.0</b>	<F/1+C+0>

Exclusive Walk	<b>0</b>	<F/1+0+0>
Exclusive FDW	<b>0</b>	<F/1+0+1>
All Red Clear	<b>0.0</b>	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	4	0	4	0	4	0	4
1	Ped FDW	0	20	0	28	0	24	0	31
2	Min Green	4	10	4	10	4	10	4	10
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.5	2.0	3.5	2.0	3.5	2.0	3.5
6	Max Gap	4.0	5.0	4.0	5.0	4.0	5.0	5.0	5.0
7	Min Gap	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
8	Max Limit	25	40	29	40	29	40	30	40
9	Max Limit 2	30	70	40	20	30	70	40	30
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	0	0	0	0	0	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0
E	Yellow Change	3.2	4.3	3.2	4.7	3.2	4.3	3.2	4.7
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

**Phase Timing - Bank 1** <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
 Alternate Walk  
 Alternate FDW  
 Alternate Initial  
 Alternate Extension

**Alternate Timing** <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

**Preempt Timing**

	F	Row
Permit	<b>12345678</b>	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	<u>  2  </u> <u>  6  </u>	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_____	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	<u>  2  </u> <u>  6  </u>	E
First Phases	<u>  4  </u> <u>  8  </u>	F

**Phase Functions** <C+0+F=1>

		Overlap							
Column Numbers ---->		1	2	3	4	5	6	7	8
Row	Overlap Name ---->								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Overlap Assignments** <C+0+E=29>

- Extra 1 Flags**  
 1 = TBC Type 1  
 2 = NEMA Ext. Coord  
 3 = Auto Daylight Savings  
 4 = Solid FDW on EV  
 5 = Extended Status  
 6 = International Ped  
 7 = Flash - Clear Outputs  
 8 = Split Ring

- Extra 2 Flags**  
 1 = AWB During Initial  
 2 = LMU Installed  
 3 = Disable Min Walk  
 4 = QuicNet/4 System  
 5 = Ignore P/P on EV  
 6 =  
 7 = Allow QuicNet PE  
 8 =

	C	Row
EV-A	0	0
EV-B	0	1
EV-C	0	2
EV-D	0	3
RR-1 *	---	4
RR-2 *	---	5
SE-1	0	6
SE-2	0	7

**Preempt Priority**  
 <C+0+E=125>  
 (\* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers ---->	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

**Configuration** <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	12345678
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	4 7

**Configuration** <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	12345678
Sequential Timing	
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	
Inhibit Ped Reserve	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	12345678

**Specials** <C+0+F=2>

- Flash to PE & PE Non-Lock**  
 1 = EV A 5 = RR 1  
 2 = EV B 6 = RR 2  
 3 = EV C 7 = SE 1  
 4 = EV D 8 = SE 2

- IC Select Flags**  
 1 =  
 2 = Modem  
 3 = 7-Wire Slave  
 4 = Flash / Free  
 5 =  
 6 = Simplex Master  
 7 = 7-Wire Master  
 8 = Offset Interrupter

	2	Row
Phase 1	20	1
Phase 2	40	2
Phase 3	20	3
Phase 4	40	4
Phase 5	20	5
Phase 6	40	6
Phase 7	20	7
Phase 8	40	8

**Coordination Transition Minims**  
 <C+0+C=5>

Row	Column Numbers ---->	Plan								
		1	2	3	4	5	6	7	8	9
0	Cycle Length	135	130	140	140	100	120	100	100	135
1	Phase 1 - ForceOff	31	28	32	31	55	90	55	55	31
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0
3	Phase 3 - ForceOff	60	90	108	97	20	30	20	20	98
4	Phase 4 - ForceOff	98	63	82	67	40	64	40	40	61
5	Phase 5 - ForceOff	124	115	129	123	55	90	55	55	124
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0
7	Phase 7 - ForceOff	98	56	69	60	20	30	20	20	60
8	Phase 8 - ForceOff	61	90	103	97	40	64	40	40	98
9	Ring Offset	0	0	0	0	0	0	0	0	0
A	Offset 1	113	15	139	128	0	117	0	0	113
B	Offset 2	0	0	0	0	0	0	0	0	0
C	Offset 3	0	0	0	0	0	0	0	0	0
D	Perm 1 - End	34	31	37	35	15	12	15	15	34
E	Hold Release	255	130	255	255	255	120	255	255	255
F	Zone Offset	0	0	0	0	0	0	0	0	0

Coordination - Bank 1 <C+0+C=1>

0	Ped Adjustment	3	5	0	0	0	0	0	0	3
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0
2	Perm 2 - End	0	0	0	0	0	0	0	0	0
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0
4	Perm 3 - End	0	0	0	0	0	0	0	0	0
5	Reservice Time	0	0	0	0	0	0	0	0	0
6	Reservice Phases									
7										
8	Pretimed Phases									
9	Max Recall									
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678
B	Perm 1 Ped Phase	2_4_6_8	2_4_6_8	12345678	12345678	12345678	12345678	12345678	12345678	12345678
C	Perm 2 Veh Phase									
D	Perm 2 Ped Phase									
E	Perm 3 Veh Phase									
F	Perm 3 Ped Phase									

Coordination - Bank 2 <C+0+C=2>

Coord Extra  
 1 = Programmed WALK Time for Sync Phases  
 2 = Always Terminate Sync Phase Peds

Row	E	Row
0		0
1	Plan 1 - Sync	1
2	Plan 2 - Sync	2
3	Plan 3 - Sync	3
4	Plan 4 - Sync	4
5	Plan 5 - Sync	5
6	Plan 6 - Sync	6
7	Plan 7 - Sync	7
8	Plan 8 - Sync	8
9	Plan 9 - Sync	9
A	NEMA Sync	A
B	NEMA Hold	B
C		C
D		D
E	Coord Extra	E
F		F

Sync Phases <C+0+C=1>

Row	F	Row
0	Free Lag	0
1	Plan 1 - Lag	1
2	Plan 2 - Lag	2
3	Plan 3 - Lag	3
4	Plan 4 - Lag	4
5	Plan 5 - Lag	5
6	Plan 6 - Lag	6
7	Plan 7 - Lag	7
8	Plan 8 - Lag	8
9	Plan 9 - Lag	9
A	External Lag	A
B		B
C		C
D		D
E		E
F		F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	39	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	40	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	41	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	45	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	43	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	44	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	63	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	64	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	75	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	200	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs

<C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	200	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs

<C+0+E=127>

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
Alternate Walk  
Alternate FDW  
Alternate Initial  
Alternate Extension

Alternate Timing

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
Alternate Walk  
Alternate FDW  
Alternate Initial  
Alternate Extension

Alternate Timing

Transition Type  
0.X = Shortway  
1.X = Lengthen  
X.1 thru X.4 =  
Number of  
cycles when  
lengthing

Transition Type | 0.3 <C/5+1+9>  
**TBC Transition**

Lag Hold Phases | \_\_\_\_\_ <C/5+1+A>  
**Coordinated Lag Hold Phases**

Daylight Savings  
Date  
If set to all zeros,  
standard dates  
will be used.

Begin Month | 4 <C/5+2+A>  
Begin Week | 1 <C/5+2+B>  
End Month | 10 <C/5+2+C>  
End Week | 5 <C/5+2+D>

**Daylight Savings Time**

Time B4 Yellow | 0.0 <F/1+C+E>  
Phase Number | 0 <F/1+C+F>

**Advance Warning Beacon - Sign 1**

Time B4 Yellow | 0.0 <F/1+D+E>  
Phase Number | 0 <F/1+D+F>

**Advance Warning Beacon - Sign 2**

Column Numbers ---->		0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		39	45_7	2	123_8	0.0	0.0
1		40	45_7	6	1_8	0.0	0.0
2		41	45_7	4	123_8	0.0	0.0
3		42	45_7	8	123_8	0.0	0.0
4		43	45_7	2	123_8	0.0	0.0
5		44	45_7	6	123_8	0.0	0.0
6		45	45_7	4	123_8	0.0	0.0
7		46	45_7	8	123_8	0.0	0.0
8		47	67	2	123_8	0.0	0.0
9		48	67	6	123_8	0.0	0.0
A		49	67	4	123_8	0.0	0.0
B		50	67	8	123_8	0.0	0.0
C		55	45_7	5	123_8	0.0	0.0
D		56	45_7	1	123_8	0.0	0.0
E		57	45_7	7	123_8	0.0	0.0
F		58	45_7	3	123_8	0.0	0.0

Column Numbers ---->		Ped / Phase / Overlap								Row
		1	2	3	4	5	6	7	8	
Walk		0	0	0	0	0	0	0	0	0
Don't Walk		0	0	0	0	0	0	0	0	1
Phase Green		0	0	0	0	0	0	0	0	2
Phase Yellow		0	0	0	0	0	0	0	0	3
Phase Red		0	0	0	0	0	0	0	0	4
Overlap Green		0	0	0	0	0	0	0	0	5
Overlap Yellow		0	0	0	0	0	0	0	0	6
Overlap Red		0	0	0	0	0	0	0	0	7

**Redirect Phase Outputs** <C+0+E=127>

Cabinet Type || 0 <E/125+D+0>

**Enable Redirection**  
(Enable Redirection = 30)

Max OFF (minutes) || 20 <D/0+0+1>

Max ON (minutes) || 7 <D/0+0+2>

**Detector Failure Monitor**

Column Numbers ---->		4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0		59	45_7	5	123_8	0.0	0.0
1		40	45_7	1_6	2_8	0.0	0.0
2		61	45_7	7	123_8	0.0	0.0
3		62	45_7	3	123_8	0.0	0.0
4		63	45_7	2	123_8	0.0	0.0
5		64	45_7	6	123_8	0.0	0.0
6		65	45_7	4	123_8	0.0	0.0
7		66	45_7	8	123_8	0.0	0.0
8		67	2	2	123_8	0.0	0.0
9		68	2	6	123_8	0.0	0.0
A		69	2	4	123_8	0.0	0.0
B		70	2	8	123_8	0.0	0.0
C		76	45_7	2	123_8	0.0	0.0
D		77	45_7	6	123_8	0.0	0.0
E		78	45_7	4	123_8	0.0	0.0
F		79	45_7	8	123_8	0.0	0.0

**Detector Attributes**

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

**Det. Assignments**

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

**Detector Assignments** <C+0+E=126>

<C+0+D=0>

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

**Delay Logic Times**  
<C+0+D=0> (seconds)

**Disable Alarms**

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

Omit Alarm || \_\_\_\_\_ <C/5+F+0>

**Disable Alarm Reporting**



Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1

<C+0+E=27>

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

0 <E/27+5+F>  
**Limited Service Interval**

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2

<C+0+E=28>

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

0 <E/28+5+F>  
**Limited Service Interval**

Min Time (seconds) | 0 | <F/1+0+8>  
**Min Green Before PE Force Off**

Max Time (minutes) | 255 | <F/1+0+9>  
**Max Preempt Time Before Failure**

Min Time (seconds) | 0 | <F/1+0+A>  
**Min Time Between Same Preempts**  
 (Does Not Apply To Railroad Preempt)

Low Pri. Channel | | <E/125+C+8>  
**Disable Low Priority Channel**

- Low Priority  
 1 = Channel A  
 2 = Channel B  
 3 = Channel C  
 4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>  
**Bus Delay**

Max Time (seconds) | 0 | <F/1+A+E>  
**Max Early Green**

Max Time (seconds) | 0 | <F/1+A+F>  
**Max Green Extension**

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

- Headway Time  
 (minutes)  
 1 thru 9 = 1 thru 9  
 A = 10  
 B = 11  
 C = 12  
 D = 13  
 E = 14  
 F = 15

**Headway** <C+0+9=2.1>

**Low Priority Preemption (Bus Priority)**

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

## Appendix C - Intersection Level of Service Calculation Worksheets

HCM 6th Signalized Intersection Summary  
 1: El Camino Real & Leucadia Boulevard/Olivenhain Road

Existing Conditions  
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	672	155	1160	1442	197	123	653	639	170	1431	144
Future Volume (veh/h)	129	672	155	1160	1442	197	123	653	639	170	1431	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	133	693	114	1196	1487	172	127	673	453	175	1475	122
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	236	1018	313	1065	2049	237	233	1529	937	190	1781	147
Arrive On Green	0.07	0.20	0.20	0.31	0.44	0.42	0.07	0.30	0.29	0.06	0.29	0.27
Sat Flow, veh/h	3456	5106	1568	3456	4630	535	3428	5066	1563	3428	6043	499
Grp Volume(v), veh/h	133	693	114	1196	1093	566	127	673	453	175	1168	429
Grp Sat Flow(s),veh/h/ln	1728	1702	1568	1728	1702	1761	1714	1689	1563	1714	1596	1755
Q Serve(g_s), s	4.7	15.9	7.9	39.0	33.3	33.6	4.5	13.5	20.8	6.4	28.8	28.9
Cycle Q Clear(g_c), s	4.7	15.9	7.9	39.0	33.3	33.6	4.5	13.5	20.8	6.4	28.8	28.9
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	236	1018	313	1065	1507	780	233	1529	937	190	1411	517
V/C Ratio(X)	0.56	0.68	0.36	1.12	0.73	0.73	0.54	0.44	0.48	0.92	0.83	0.83
Avail Cap(c_a), veh/h	281	1683	517	1065	1894	980	236	1654	975	190	1498	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.1	46.9	43.7	43.8	28.9	29.3	57.1	35.6	14.4	59.5	41.6	42.1
Incr Delay (d2), s/veh	0.8	0.3	0.3	67.8	0.7	1.4	1.4	0.1	0.1	43.3	3.5	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	6.6	3.0	25.8	12.9	13.6	2.0	5.4	6.8	3.9	11.4	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	47.2	44.0	111.6	29.6	30.7	58.4	35.6	14.6	102.8	45.1	51.1
LnGrp LOS	E	D	D	F	C	C	E	D	B	F	D	D
Approach Vol, veh/h		940			2855			1253			1772	
Approach Delay, s/veh		48.3			64.2			30.3			52.3	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	43.0	29.6	12.6	41.3	12.6	60.0	11.0	42.9				
Change Period (Y+Rc), s	* 4.7	* 6.7	* 4.7	7.0	* 4.7	6.7	* 4.7	* 7				
Max Green Setting (Gmax), s	* 38	* 39	* 8	36.6	* 9.6	67.7	* 6.3	* 39				
Max Q Clear Time (g_c+I1), s	41.0	17.9	6.5	30.9	6.7	35.6	8.4	22.8				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.3	0.1	8.0	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
2: El Camino Real & Garden View Road

Existing Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	280	173	143	224	317	90	791	162	329	2288	70
Future Volume (veh/h)	58	280	173	143	224	317	90	791	162	329	2288	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	60	289	152	147	231	281	93	815	110	339	2359	46
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	70	382	195	167	396	345	109	2008	622	367	2749	853
Arrive On Green	0.04	0.17	0.16	0.09	0.22	0.22	0.06	0.40	0.40	0.21	0.54	0.54
Sat Flow, veh/h	1781	2258	1153	1781	1777	1546	1767	5066	1569	1767	5066	1572
Grp Volume(v), veh/h	60	225	216	147	231	281	93	815	110	339	2359	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1634	1781	1777	1546	1767	1689	1569	1767	1689	1572
Q Serve(g_s), s	4.0	14.5	15.2	9.8	13.9	20.8	6.3	13.9	5.5	22.6	47.8	1.7
Cycle Q Clear(g_c), s	4.0	14.5	15.2	9.8	13.9	20.8	6.3	13.9	5.5	22.6	47.8	1.7
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	300	276	167	396	345	109	2008	622	367	2749	853
V/C Ratio(X)	0.86	0.75	0.78	0.88	0.58	0.81	0.85	0.41	0.18	0.92	0.86	0.05
Avail Cap(c_a), veh/h	111	546	502	178	613	533	119	2008	622	587	2828	877
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	47.5	48.1	53.7	41.6	44.7	55.8	26.0	23.5	46.6	23.5	12.9
Incr Delay (d2), s/veh	29.3	2.8	3.6	35.3	0.5	2.9	39.6	0.2	0.2	14.1	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	6.5	6.4	5.9	6.0	8.1	4.0	5.6	2.0	11.0	17.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.6	50.3	51.6	89.1	42.1	47.6	95.4	26.3	23.7	60.7	26.4	13.0
LnGrp LOS	F	D	D	F	D	D	F	C	C	E	C	B
Approach Vol, veh/h		501		659		1018		2744				
Approach Delay, s/veh		55.2		54.9		32.3		30.4				
Approach LOS		E		D		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.9	51.6	15.2	24.3	11.4	69.1	8.7	30.8				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	3.5	* 5.3	3.5	* 4.9				
Max Green Setting (Gmax), s	40.4	33.9	12.5	36.0	8.6	* 66	8.0	* 41				
Max Q Clear Time (g_c+Y), s	24.6	15.9	11.8	17.2	8.3	49.8	6.0	22.8				
Green Ext Time (p_c), s	0.9	8.4	0.0	1.9	0.0	14.0	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			36.6									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 3: El Camino Real & Mountain Vista Drive

Existing Conditions  
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↖	↔	↗	↖	↑	↗	↖	↔	↗
Traffic Volume (veh/h)	26	45	91	307	77	227	123	982	148	205	1938	73
Future Volume (veh/h)	26	45	91	307	77	227	123	982	148	205	1938	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	53	69	209	259	182	134	1067	134	223	2107	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	59	122	76	384	403	327	160	2214	278	279	2404	77
Arrive On Green	0.05	0.05	0.05	0.22	0.22	0.22	0.09	0.49	0.47	0.08	0.48	0.46
Sat Flow, veh/h	1201	2480	1542	1781	1870	1521	1767	4548	570	3428	5034	162
Grp Volume(v), veh/h	42	39	69	209	259	182	134	792	409	223	1411	764
Grp Sat Flow(s),veh/h/ln	1810	1870	1542	1781	1870	1521	1767	1689	1741	1714	1689	1819
Q Serve(g_s), s	2.2	1.9	4.3	10.0	12.0	10.2	7.1	15.0	15.2	6.1	35.8	36.1
Cycle Q Clear(g_c), s	2.2	1.9	4.3	10.0	12.0	10.2	7.1	15.0	15.2	6.1	35.8	36.1
Prop In Lane	0.66		1.00	1.00		1.00	1.00		0.33	1.00		0.09
Lane Grp Cap(c), veh/h	89	92	76	384	403	327	160	1644	847	279	1613	869
V/C Ratio(X)	0.47	0.42	0.91	0.54	0.64	0.56	0.84	0.48	0.48	0.80	0.88	0.88
Avail Cap(c_a), veh/h	89	92	76	634	666	541	176	1644	847	452	1619	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	44.1	45.2	33.3	34.1	33.4	42.7	16.4	16.6	43.1	22.4	22.5
Incr Delay (d2), s/veh	5.5	4.3	73.9	0.5	0.6	0.6	24.5	0.5	0.9	2.0	6.1	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	3.2	4.1	5.3	3.7	4.1	5.6	5.9	2.6	14.4	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	48.4	119.1	33.8	34.8	34.0	67.3	16.9	17.6	45.1	28.5	33.4
LnGrp LOS	D	D	F	C	C	C	E	B	B	D	C	C
Approach Vol, veh/h		150		650		1335		2398				
Approach Delay, s/veh		81.3		34.2		22.2		31.6				
Approach LOS		F		C		C		C				
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		8.7	12.6	49.6		24.6	11.8	50.5				
Change Period (Y+Rc), s		3.5	3.5	5.5		5.0	3.5	5.5				
Max Green Setting (Gmax), s		5.2	10.0	44.3		33.0	13.1	41.2				
Max Q Clear Time (g_c+I1), s		6.3	9.1	38.1		14.0	8.1	17.2				
Green Ext Time (p_c), s		0.0	0.0	6.0		1.3	0.2	14.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				30.8								
HCM 6th LOS				C								
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
4: El Camino Real & Via Molena

Existing Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↕	↗	
Traffic Volume (veh/h)	89	9	77	42	8	34	51	1187	36	84	2057	72
Future Volume (veh/h)	89	9	77	42	8	34	51	1187	36	84	2057	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	99	10	58	47	9	32	57	1319	29	93	2286	63
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	168	17	163	99	19	68	73	2887	63	119	2984	82
Arrive On Green	0.10	0.10	0.10	0.11	0.11	0.09	0.04	0.57	0.55	0.07	0.59	0.58
Sat Flow, veh/h	1625	164	1571	905	173	616	1767	5096	112	1767	5063	139
Grp Volume(v), veh/h	109	0	58	88	0	0	57	874	474	93	1522	827
Grp Sat Flow(s),veh/h/ln	1789	0	1571	1695	0	0	1767	1689	1831	1767	1689	1825
Q Serve(g_s), s	5.5	0.0	3.3	4.6	0.0	0.0	3.0	14.4	14.4	4.9	32.0	32.4
Cycle Q Clear(g_c), s	5.5	0.0	3.3	4.6	0.0	0.0	3.0	14.4	14.4	4.9	32.0	32.4
Prop In Lane	0.91		1.00	0.53		0.36	1.00		0.06	1.00		0.08
Lane Grp Cap(c), veh/h	185	0	163	186	0	0	73	1913	1037	119	1990	1076
V/C Ratio(X)	0.59	0.00	0.36	0.47	0.00	0.00	0.78	0.46	0.46	0.78	0.76	0.77
Avail Cap(c_a), veh/h	622	0	546	598	0	0	74	1913	1037	205	2134	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	39.6	39.9	0.0	0.0	45.1	12.0	12.1	43.6	14.6	14.7
Incr Delay (d2), s/veh	1.1	0.0	0.5	1.4	0.0	0.0	39.9	0.2	0.4	10.7	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.3	2.0	0.0	0.0	2.1	5.0	5.5	2.5	11.1	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	40.1	41.3	0.0	0.0	85.0	12.2	12.4	54.3	16.2	17.8
LnGrp LOS	D	A	D	D	A	A	F	B	B	D	B	B
Approach Vol, veh/h		167			88			1405			2442	
Approach Delay, s/veh		41.2			41.3			15.3			18.2	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	57.8			13.8	7.9	60.3		12.9				
Change Period (Y+Rc), s	4.0	5.3		5.0	4.0	* 5.3		4.0				
Max Green Setting (Gmax), s	51.7			32.0	4.0	* 59		32.0				
Max Q Clear Time (g_c+1/3), s	16.4			7.5	5.0	34.4		6.6				
Green Ext Time (p_c), s	0.1	14.0		0.5	0.0	20.6		0.4				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
5: El Camino Real & Encinitas Boulevard

Existing Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↓		↖↗	↑↓		↖↑↑↓			↖↗	↑↑↑	↗
Traffic Volume (veh/h)	336	637	168	399	603	316	143	779	221	517	1499	252
Future Volume (veh/h)	336	637	168	399	603	316	143	779	221	517	1499	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	369	700	141	438	663	270	157	856	199	568	1647	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	393	834	168	486	758	309	140	1009	233	633	1780	552
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.08	0.25	0.23	0.18	0.35	0.35
Sat Flow, veh/h	3428	2913	586	3428	2416	984	1767	4098	947	3428	5066	1570
Grp Volume(v), veh/h	369	423	418	438	484	449	157	704	351	568	1647	200
Grp Sat Flow(s),veh/h/ln	1714	1763	1737	1714	1763	1637	1767	1689	1668	1714	1689	1570
Q Serve(g_s), s	12.1	25.6	25.7	14.3	29.5	29.5	9.0	22.5	22.8	18.4	35.5	10.7
Cycle Q Clear(g_c), s	12.1	25.6	25.7	14.3	29.5	29.5	9.0	22.5	22.8	18.4	35.5	10.7
Prop In Lane	1.00		0.34	1.00		0.60	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	393	505	497	486	553	513	140	831	411	633	1780	552
V/C Ratio(X)	0.94	0.84	0.84	0.90	0.87	0.88	1.12	0.85	0.85	0.90	0.93	0.36
Avail Cap(c_a), veh/h	393	527	519	486	575	534	140	831	411	695	1786	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	38.0	38.3	47.9	36.8	37.3	52.2	40.7	41.2	45.2	35.4	27.3
Incr Delay (d2), s/veh	30.1	11.4	11.6	19.2	14.0	14.9	111.9	8.3	16.1	12.9	8.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	12.1	12.1	7.2	14.2	13.4	8.3	10.0	11.0	8.8	15.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	49.4	49.9	67.1	50.8	52.2	164.2	49.0	57.3	58.1	44.1	27.8
LnGrp LOS	E	D	D	E	D	D	F	D	E	E	D	C
Approach Vol, veh/h		1210			1371			1212			2415	
Approach Delay, s/veh		58.9			56.5			66.3			46.1	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.9	31.9	20.1	36.5	13.0	43.9	17.0	39.6				
Change Period (Y+Rc), s	4.2	5.3	* 4.2	5.7	* 4.2	5.3	* 4.2	5.7				
Max Green Setting (Gmax), s	23	24.7	* 16	32.2	* 8.8	38.7	* 13	35.3				
Max Q Clear Time (g_c+Y), s	20.4	24.8	16.3	27.7	11.0	37.5	14.1	31.5				
Green Ext Time (p_c), s	0.4	0.0	0.0	2.2	0.0	1.1	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 1: El Camino Real & Leucadia Boulevard/Olivenhain Road

Existing Conditions  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (veh/h)	300	1241	156	935	824	144	353	1484	1061	249	919	172
Future Volume (veh/h)	300	1241	156	935	824	144	353	1484	1061	249	919	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	303	1254	107	944	832	120	357	1499	769	252	928	149
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	360	1138	352	842	1685	242	508	1355	802	302	1062	168
Arrive On Green	0.10	0.22	0.22	0.24	0.37	0.37	0.15	0.27	0.27	0.09	0.19	0.19
Sat Flow, veh/h	3456	5106	1577	3456	4500	645	3428	5066	1567	3428	5579	881
Grp Volume(v), veh/h	303	1254	107	944	628	324	357	1499	769	252	794	283
Grp Sat Flow(s),veh/h/ln	1728	1702	1577	1728	1702	1741	1714	1689	1567	1714	1596	1672
Q Serve(g_s), s	11.6	30.1	7.6	32.9	19.1	19.3	13.4	36.1	17.9	9.8	21.7	22.3
Cycle Q Clear(g_c), s	11.6	30.1	7.6	32.9	19.1	19.3	13.4	36.1	17.9	9.8	21.7	22.3
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	360	1138	352	842	1275	652	508	1355	802	302	911	318
V/C Ratio(X)	0.84	1.10	0.30	1.12	0.49	0.50	0.70	1.11	0.96	0.83	0.87	0.89
Avail Cap(c_a), veh/h	648	1138	352	842	1275	652	599	1355	802	363	911	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	52.4	43.7	51.0	32.4	32.5	54.7	49.4	12.1	60.6	53.0	53.3
Incr Delay (d2), s/veh	2.1	59.0	0.2	69.8	0.1	0.2	1.1	53.9	14.5	11.4	11.2	28.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	18.7	3.0	21.9	7.6	7.9	5.7	21.5	13.1	4.6	9.4	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	111.4	43.9	120.9	32.5	32.7	55.7	103.4	26.6	72.0	64.3	82.0
LnGrp LOS	E	F	D	F	C	C	E	F	C	E	E	F
Approach Vol, veh/h		1664			1896			2625			1329	
Approach Delay, s/veh		98.0			76.5			74.4			69.5	
Approach LOS		F			E			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.6	36.4	26.3	32.7	18.7	57.3	16.6	42.4				
Change Period (Y+Rc), s	6.7	* 6.3	6.3	* 7	* 4.7	6.7	* 4.7	6.3				
Max Green Setting (Gmax), s	32.9	* 30	23.6	* 26	* 25	37.3	* 14	35.7				
Max Q Clear Time (g_c+I1), s	34.9	32.1	15.4	24.3	13.6	21.3	11.8	38.1				
Green Ext Time (p_c), s	0.0	0.0	0.4	0.7	0.4	3.3	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				79.3								
HCM 6th LOS				E								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
2: El Camino Real & Garden View Road

Existing Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗		↘	↗	↘	↗	↘	↗
Traffic Volume (veh/h)	114	199	254	174	232	358	221	1830	119	205	1462	99
Future Volume (veh/h)	114	199	254	174	232	358	221	1830	119	205	1462	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	118	205	221	179	239	317	228	1887	92	211	1507	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	142	183	156	206	246	213	435	2629	812	239	2000	617
Arrive On Green	0.08	0.10	0.10	0.12	0.14	0.14	0.25	0.52	0.52	0.14	0.39	0.39
Sat Flow, veh/h	1781	1777	1516	1781	1777	1538	1767	5066	1564	1767	5066	1563
Grp Volume(v), veh/h	118	205	221	179	239	317	228	1887	92	211	1507	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1516	1781	1777	1538	1767	1689	1564	1767	1689	1563
Q Serve(g_s), s	8.8	13.9	13.9	13.3	18.1	18.7	15.1	38.6	4.1	15.8	34.6	3.2
Cycle Q Clear(g_c), s	8.8	13.9	13.9	13.3	18.1	18.7	15.1	38.6	4.1	15.8	34.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	183	156	206	246	213	435	2629	812	239	2000	617
V/C Ratio(X)	0.83	1.12	1.41	0.87	0.97	1.49	0.52	0.72	0.11	0.88	0.75	0.12
Avail Cap(c_a), veh/h	218	183	156	297	246	213	435	2629	812	391	2000	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.35	0.35	0.35	0.17	0.17	0.17
Uniform Delay (d), s/veh	61.2	60.5	60.5	58.7	57.9	58.2	44.1	24.9	16.6	57.3	35.2	15.0
Incr Delay (d2), s/veh	14.5	102.0	219.7	17.2	48.9	243.1	0.4	0.6	0.1	2.6	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	11.4	14.8	6.9	11.3	21.5	6.6	15.1	1.5	7.1	13.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.7	162.5	280.2	75.9	106.8	301.2	44.5	25.5	16.7	59.9	35.7	15.1
LnGrp LOS	E	F	F	E	F	F	D	C	B	E	D	B
Approach Vol, veh/h		544		735		2207		1794				
Approach Delay, s/veh		191.5		183.1		27.1		37.6				
Approach LOS		F		F		C		D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.8	75.4	19.1	18.8	38.5	58.6	14.3	23.6				
Change Period (Y+Rc), s	3.5	5.3	3.5	4.9	* 5.3	* 5.3	3.5	* 4.9				
Max Green Setting (Gmax), s	29.9	52.7	22.5	12.7	* 29	* 53	16.5	* 19				
Max Q Clear Time (g_c+11), s	11.7	40.6	15.3	15.9	17.1	36.6	10.8	20.7				
Green Ext Time (p_c), s	0.4	11.0	0.3	0.0	0.5	10.6	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	69.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.  
\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
 3: El Camino Real & Mountain Vista Drive

Existing Conditions  
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↘	↖	↗	↘	↖	↖	↗	↖	↗
Traffic Volume (veh/h)	31	70	73	288	66	231	156	1725	286	388	1892	78
Future Volume (veh/h)	31	70	73	288	66	231	156	1725	286	388	1892	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.94	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	32	113	22	346	0	161	161	1778	254	400	1951	65
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	45	171	89	514	0	216	188	1788	253	867	2822	94
Arrive On Green	0.06	0.06	0.06	0.14	0.00	0.14	0.04	0.13	0.13	0.51	1.00	1.00
Sat Flow, veh/h	775	2927	1524	3563	0	1495	1767	4469	633	3428	5030	167
Grp Volume(v), veh/h	76	69	22	346	0	161	161	1340	692	400	1309	707
Grp Sat Flow(s),veh/h/ln	1832	1870	1524	1781	0	1495	1767	1689	1726	1714	1689	1820
Q Serve(g_s), s	5.5	4.9	1.9	12.4	0.0	13.9	12.2	53.5	54.0	10.2	0.0	0.0
Cycle Q Clear(g_c), s	5.5	4.9	1.9	12.4	0.0	13.9	12.2	53.5	54.0	10.2	0.0	0.0
Prop In Lane	0.42		1.00	1.00		1.00	1.00		0.37	1.00		0.09
Lane Grp Cap(c), veh/h	107	109	89	514	0	216	188	1351	690	867	1894	1021
V/C Ratio(X)	0.71	0.63	0.25	0.67	0.00	0.75	0.85	0.99	1.00	0.46	0.69	0.69
Avail Cap(c_a), veh/h	170	173	141	673	0	282	353	1351	690	867	1894	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.55	0.55	0.55	0.59	0.59	0.59
Uniform Delay (d), s/veh	62.4	62.1	60.7	54.7	0.0	55.4	64.1	58.4	58.6	27.5	0.0	0.0
Incr Delay (d2), s/veh	11.4	8.3	2.0	0.8	0.0	4.9	2.4	16.4	26.1	0.1	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.6	0.8	5.5	0.0	5.5	6.0	27.4	30.1	3.6	0.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	70.5	62.7	55.5	0.0	60.3	66.5	74.7	84.6	27.5	1.2	2.3
LnGrp LOS	E	E	E	E	A	E	E	E	F	C	A	A
Approach Vol, veh/h		167		507			2193			2416		
Approach Delay, s/veh		71.0		57.0			77.2			5.9		
Approach LOS		E		E			E			A		
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	17.9	81.2		24.5	39.6	59.5				
Change Period (Y+Rc), s		3.5	3.5	5.5		5.0	5.5	* 5.5				
Max Green Setting (Gmax), s		12.5	27.0	52.5		25.5	25.5	* 54				
Max Q Clear Time (g_c+I1), s		7.5	14.2	2.0		15.9	12.2	56.0				
Green Ext Time (p_c), s		0.4	0.2	40.8		0.7	0.7	0.0				

Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 4: El Camino Real & Via Molena

Existing Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↕		↖	↗	↘	↙	↕	↘
Traffic Volume (veh/h)	232	6	123	60	17	67	131	1828	29	120	1558	108
Future Volume (veh/h)	232	6	123	60	17	67	131	1828	29	120	1558	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.94	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No										
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	239	6	96	62	18	54	135	1885	25	124	1606	96
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	3	3	3
Cap, veh/h	263	7	234	80	23	70	317	2700	36	150	2060	123
Arrive On Green	0.15	0.15	0.15	0.10	0.10	0.10	0.36	1.00	1.00	0.06	0.28	0.28
Sat Flow, veh/h	1740	44	1546	770	224	671	1767	5149	68	1767	4878	291
Grp Volume(v), veh/h	245	0	96	134	0	0	135	1236	674	124	1112	590
Grp Sat Flow(s),veh/h/ln	1783	0	1546	1664	0	0	1767	1689	1840	1767	1689	1792
Q Serve(g_s), s	18.2	0.0	7.6	10.6	0.0	0.0	7.8	0.0	0.0	9.4	40.9	40.9
Cycle Q Clear(g_c), s	18.2	0.0	7.6	10.6	0.0	0.0	7.8	0.0	0.0	9.4	40.9	40.9
Prop In Lane	0.98		1.00	0.46		0.40	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	270	0	234	173	0	0	317	1771	965	150	1426	757
V/C Ratio(X)	0.91	0.00	0.41	0.77	0.00	0.00	0.43	0.70	0.70	0.83	0.78	0.78
Avail Cap(c_a), veh/h	277	0	240	222	0	0	317	1771	965	262	1426	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.43	0.43	0.43	0.56	0.56	0.56
Uniform Delay (d), s/veh	56.4	0.0	51.9	58.9	0.0	0.0	38.0	0.0	0.0	62.7	42.6	42.6
Incr Delay (d2), s/veh	30.1	0.0	0.4	10.8	0.0	0.0	0.4	1.0	1.8	6.5	2.4	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.0	5.0	0.0	0.0	3.1	0.2	0.5	4.6	18.2	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	0.0	52.3	69.7	0.0	0.0	38.4	1.0	1.8	69.2	45.1	47.2
LnGrp LOS	F	A	D	E	A	A	D	A	A	E	D	D
Approach Vol, veh/h		341		134			2045			1826		
Approach Delay, s/veh		76.9		69.7			3.7			47.4		
Approach LOS		E		E			A			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	76.1		25.4	29.5	62.0		18.1				
Change Period (Y+Rc), s	4.0	5.3		5.0	5.3	* 5		4.0				
Max Green Setting (Gmax), s	20.0	57.7		21.0	21.0	* 57		18.0				
Max Q Clear Time (g_c+I1), s	11.4	2.0		20.2	9.8	42.9		12.6				
Green Ext Time (p_c), s	0.2	28.6		0.1	0.2	10.3		0.2				

### Intersection Summary

HCM 6th Ctrl Delay	29.8
HCM 6th LOS	C

### Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary  
5: El Camino Real & Encinitas Boulevard

Existing Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶↷	↶↷		↶↷	↶↷		↶↷↶↷	↶↷↶↷		↶↷	↶↷↶↷	↶↷
Traffic Volume (veh/h)	408	591	146	319	674	350	186	1050	250	513	932	282
Future Volume (veh/h)	408	591	146	319	674	350	186	1050	250	513	932	282
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.96	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	412	597	127	322	681	288	188	1061	218	518	941	209
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	564	643	137	378	378	160	213	994	204	950	2039	627
Arrive On Green	0.16	0.22	0.22	0.11	0.16	0.16	0.12	0.24	0.24	0.55	0.81	0.81
Sat Flow, veh/h	3428	2884	612	3428	2395	1013	1767	4181	858	3428	5066	1557
Grp Volume(v), veh/h	412	364	360	322	501	468	188	857	422	518	941	209
Grp Sat Flow(s),veh/h/ln	1714	1763	1733	1714	1763	1645	1767	1689	1662	1714	1689	1557
Q Serve(g_s), s	15.4	27.3	27.5	12.5	21.3	21.3	14.1	32.1	32.1	13.0	7.8	2.8
Cycle Q Clear(g_c), s	15.4	27.3	27.5	12.5	21.3	21.3	14.1	32.1	32.1	13.0	7.8	2.8
Prop In Lane	1.00		0.35	1.00		0.62	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	564	393	387	378	278	260	213	803	395	950	2039	627
V/C Ratio(X)	0.73	0.93	0.93	0.85	1.80	1.80	0.88	1.07	1.07	0.55	0.46	0.33
Avail Cap(c_a), veh/h	871	402	395	630	278	260	285	803	395	950	2039	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	53.6	51.4	51.4	59.0	56.9	56.9	58.5	51.4	51.5	24.7	8.6	2.9
Incr Delay (d2), s/veh	0.7	27.2	28.3	2.7	374.9	375.9	17.9	51.2	64.7	0.2	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	14.7	14.7	5.4	38.2	35.7	7.3	19.0	20.2	4.3	2.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.2	78.6	79.7	61.6	431.7	432.7	76.4	102.6	116.2	24.9	9.1	3.7
LnGrp LOS	D	E	E	E	F	F	E	F	F	C	A	A
Approach Vol, veh/h		1136			1291			1467			1668	
Approach Delay, s/veh		70.1			339.8			103.2			13.3	
Approach LOS		E			F			F			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.7	37.4	19.1	35.8	20.4	59.7	27.9	27.0				
Change Period (Y+Rc), s	5.3	* 5.3	* 4.2	5.7	* 4.2	5.3	5.7	* 5.7				
Max Green Setting (Gmax), s	37.9	* 32	* 25	30.8	* 22	38.2	34.3	* 21				
Max Q Clear Time (g_c+115), s	115.0	34.1	14.5	29.5	16.1	9.8	17.4	23.3				
Green Ext Time (p_c), s	0.9	0.0	0.4	0.6	0.1	9.9	0.7	0.0				

Intersection Summary

HCM 6th Ctrl Delay	124.4
HCM 6th LOS	F

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# El Camino Real

FINAL DRAFT

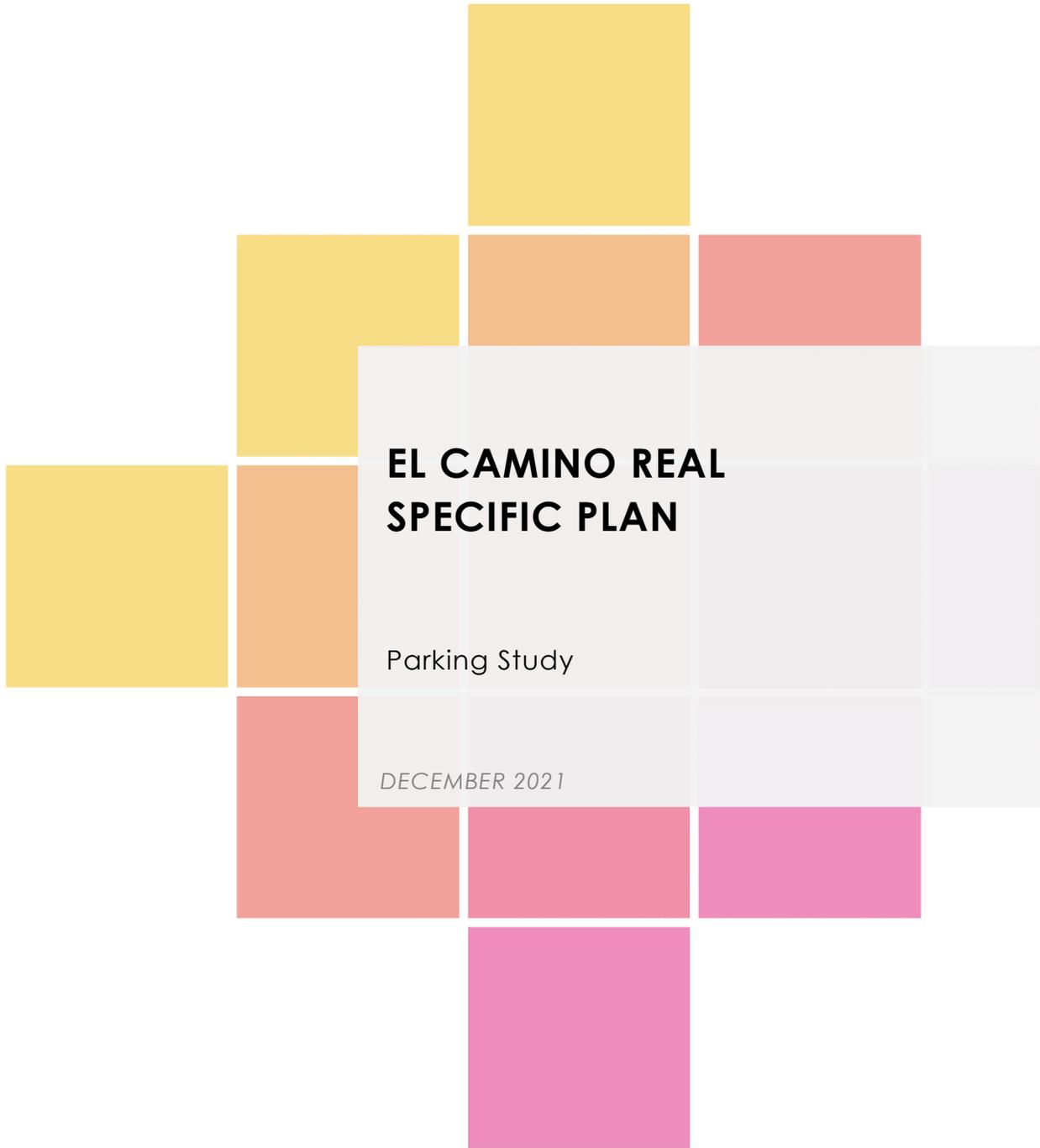
Opportunities & Constraints Memorandum

Appendix B

Parking Study

PREPARED BY:





# EL CAMINO REAL SPECIFIC PLAN

Parking Study

DECEMBER 2021

Prepared For



City of Encinitas  
505 S Vulcan Avenue  
Encinitas, CA 92024

Prepared By



CR Associates  
3900 Fifth Avenue, Suite 310  
San Diego, CA 92103

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## 1.0 Introduction

### 1.1 Report Purpose

Parking supply and parking occupancy within the El Camino Specific Plan area of Encinitas was analyzed in August of 2021 to establish a baseline for estimating existing parking demand. This information will be used to determine parking elasticity under future (build out) land use conditions and to formulate recommendations to manage parking demand in the future.

### 1.2 Study Location

**Figure 1.1** shows the geographic extent of the El Camino Real Specific Plan area (Specific Plan area). The Specific Plan area is in the inland Encinitas community of New Encinitas, encompassing the properties adjoining El Camino Real from the northern City boundary with Carlsbad (just north of Leucadia Boulevard/Olivenhain Road) to approximately 1,000 feet south of Encinitas Boulevard, an extent of about 1.75 miles from north to south which covers 427 acres.

There are 46 properties within the Specific Plan area where parking occupancy was analyzed, and one section of on-street public parking along Via Cantabria between Town Center Drive and Garden View Road. Most properties analyzed within the Specific Plan area are retail or office centers, many with multiple business occupants. Each has its own off-street parking supply, typically for the private use of visitors and employees. Where multiple occupants are located on a property, they share the same parking supply. All but a few of the properties analyzed were separated physically from neighboring properties, with no internal roadway or walkway circulation routes connecting between.

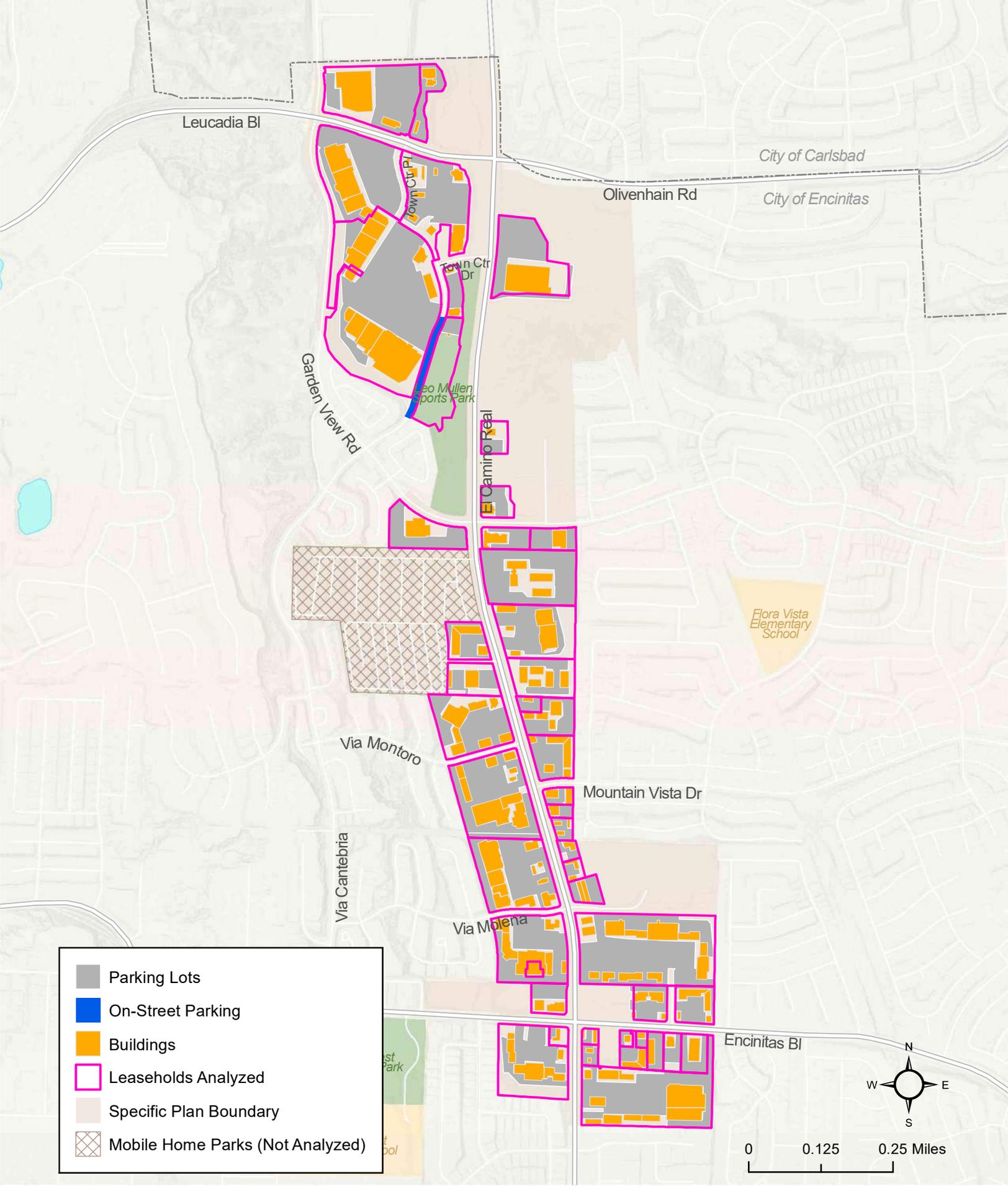
Some Specific Plan area properties were excluded from the parking analysis, including the Park Encinitas and Green Valley Estates mobile home parks, the San Diego County Sheriff's Department station, and the Ford and Volkswagen dealerships. The mobile home parks and Sheriff's station were excluded due to unanticipated land uses changes and associated property sensitivities, while auto dealerships were excluded to avoid conflating parked vehicles with their merchandise inventory.

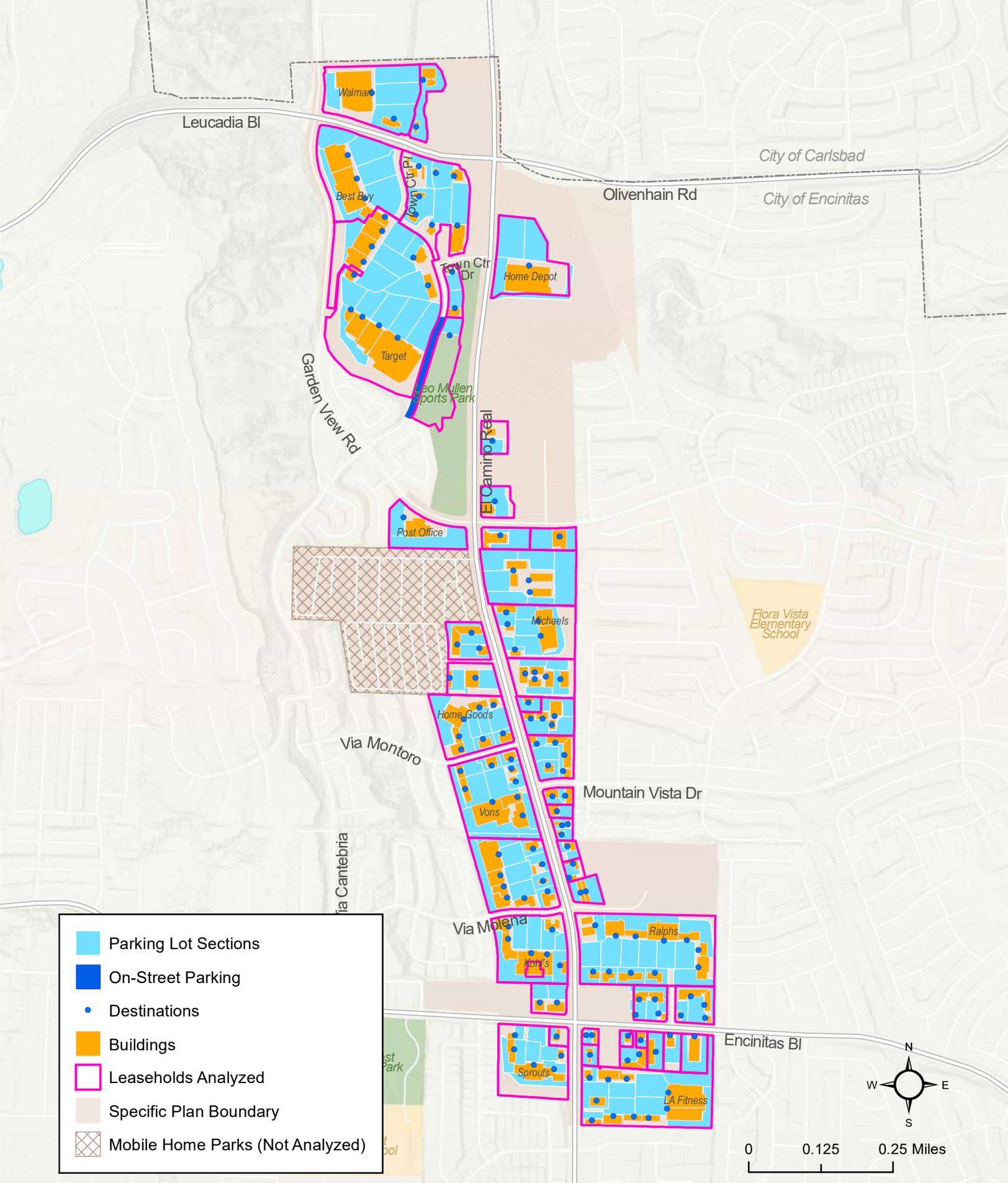
### 1.3 Parking Inventory and Data Collection Methods

Parking was inventoried using a combination of aerial imagery and field data collection. To maintain quality control and to better assess conditions at a finer grain, many of the parking lots were divided into smaller areas for parking occupancy data collection.

**Figure 1.2** shows how parking lots were divided into smaller units within the Specific Plan area. Point locations are also shown, approximating building points of entry or "destinations" (these were typically anchor businesses, individual buildings, or wings of larger buildings) within each property. These destination points were used to help divide larger parking lots into rational sections approximating those buildings' parking sphere of influence. Parking lots were also divided where it made logical sense based on the lot's design contours and subareas. The destination points were also used to analyze parking supply and occupancy within a 1/8th of a mile network distance.

To collect parking occupancy, a field technician used a manually operated drone in multiple locations to photograph the parking areas from elevated vantage points. The parked vehicles captured in the photography were counted and recorded. Parking occupancy was collected on one weekday (Wednesday, August 25th) and one weekend day (Saturday, August 28th) during three different periods: morning (11am to 1pm), evening (5pm to 7pm) and night (7pm to 9pm).





## 2.0 Parking Supply and Occupancy

This section quantifies and describes the parking supply within the properties analyzed in the Specific Plan area and reports their occupancy conditions observed during the weekday and weekend for the three time periods. The peak conditions, when and where parking demand is at its highest throughout the Specific Plan area, are also presented and interpreted.

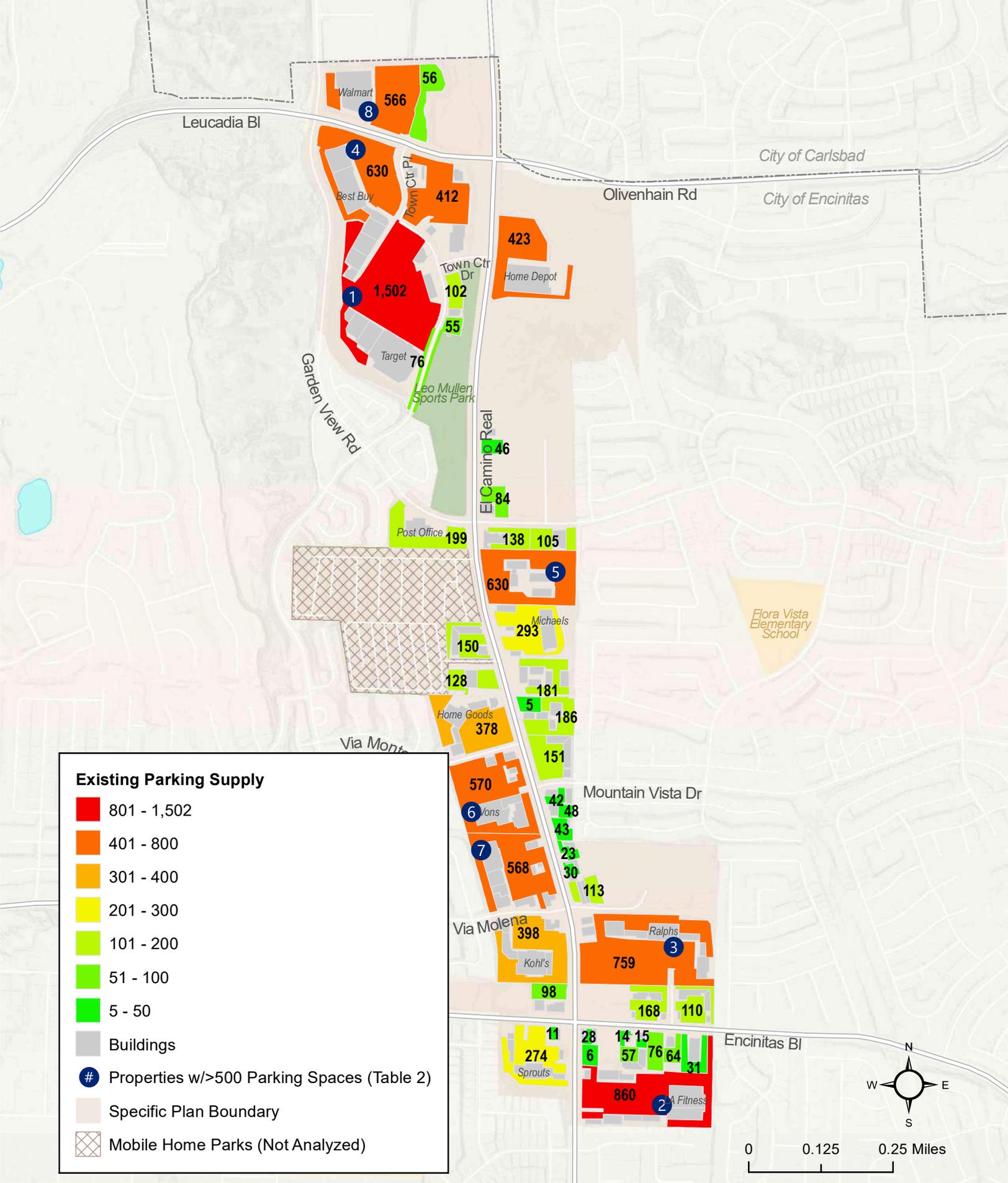
### 2.1 Existing Parking Supply

**Figure 2.1** shows the existing parking supply of each property. Within the entire Specific Plan area, there were 10,902 parking spaces consisting of 10,826 private off-street parking spaces and an estimated 76 on-street public parking spaces<sup>1</sup>. **Table 2.1** shows the size distribution of parking areas by the 46 properties. Over half of Specific Plan area’s parking supply is contained in the properties with the eight largest parking facilities.

**Table 2.1 - Distribution of Sizes of Off-Street Parking by Property**

Size of Parking	Number of Properties	Combined Parking Supply	Percent of All Off-Street Parking
500 to 1,502	8	6,085	56.2%
250 to 499	6	2,178	20.1%
100 to 249	12	1,731	16.0%
50 to 99	7	490	4.5%
Less than 50	13	342	3.2%

<sup>1</sup> A length of 20' per parking space was assumed for on-street parallel parking. The parking estimate in the one on-street section of parking in the study area along Via Cantabria was generated by dividing 20' into the combined linear foot length of the street's curbsides (1,535').



**Table 2.2** lists each of the eight properties with over 500 parking spaces. Encinitas Ranch Town Center, divided into three properties on the map, has the largest supply of parking in the study area with a combined 2,500 parking spaces. The southern part of the Town Center (anchored by Target) has over 1,500 parking spaces alone. The 141-215 S. El Camino Real (anchored by L.A. Fitness) has the second largest standalone parking supply in the study area, with 860 parking spaces. The locations of the eight largest parking facilities are labeled on Figure 2.1.

**Table 2.2 - Properties with More than 500 Parking Spaces**

Figure 2.1 Label	Property Name	Anchor Business	Parking Supply
1	Encinitas Ranch Town Center (south)	Target	1,502
2	141-215 S. El Camino Real	L.A. Fitness	860
3	Encinitas Village	Ralphs	759
4	Encinitas Ranch Town Center (north)	Stater Bros.	630
5	North Coast Health Center	n/a	630
6	Camino Village Plaza	Vons	570
7	El Camino Promenade	Staples, T.J. Maxx	568
8	Plaza Encinitas Ranch (west)	Walmart	566

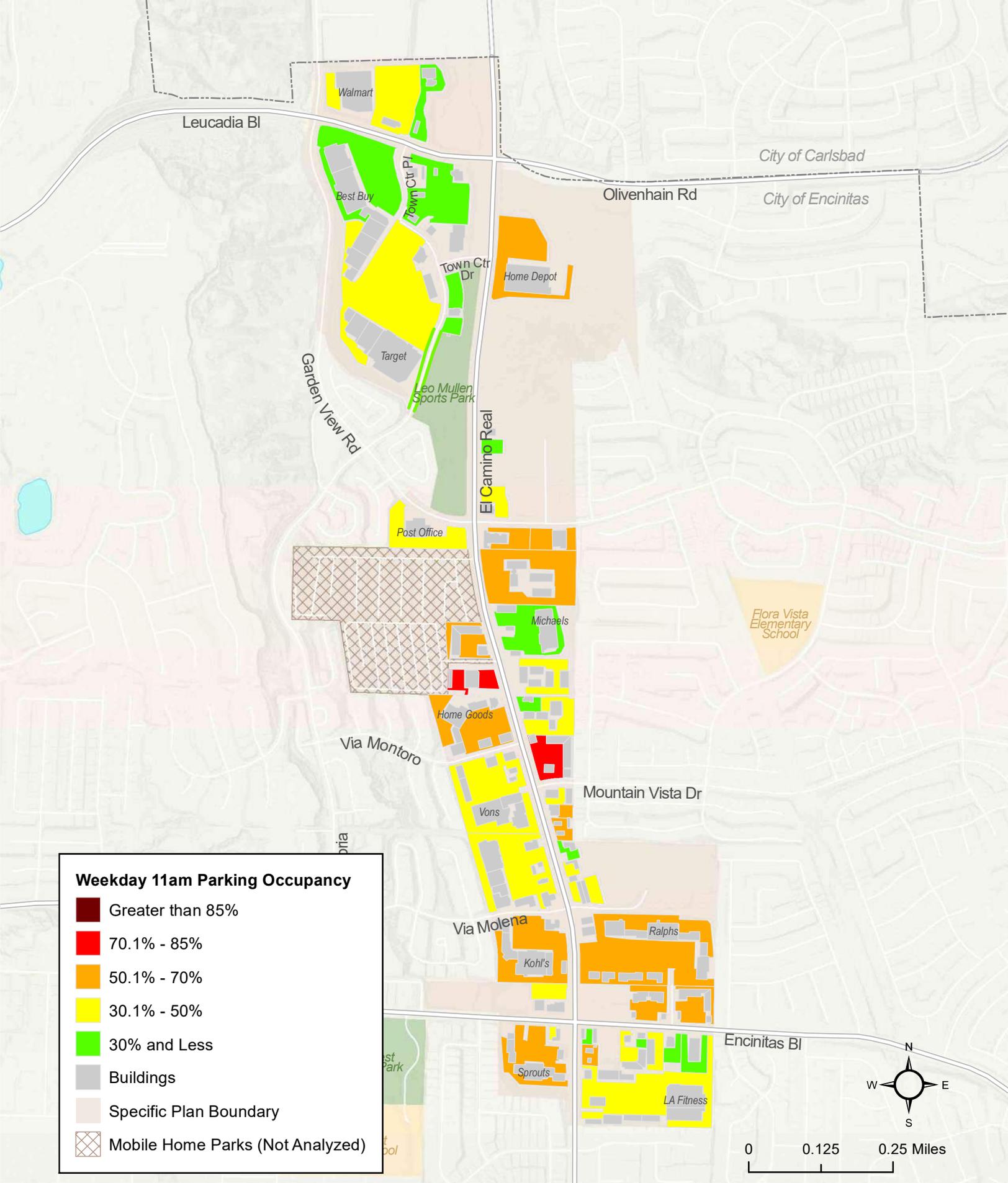
## 2.2 Existing Weekday Parking Occupancy

### 2.2.1 Midday (11am – 1pm)

**Figure 2.2** shows weekday midday (between 11am and 1pm) parking occupancy summarized by property with the Specific Plan area. During this period, no properties reached an occupancy threshold of 85%<sup>2</sup> or greater. Two properties reached an occupancy of at least 70%, including Camino Encinitas Plaza (82%) and 251-277 S. El Camino Real (anchored by Envie Fitness) (72%). The midday was the peak period for 39 of the 46 properties in the Specific Plan area (accounting for 95% of the Specific Plan area parking supply analyzed).

Parking occupancy within the larger properties is generally not uniformly distributed, instead most parking demand clusters in certain areas, next to entrances of major businesses. A partial rationale for segmenting parking within each property into smaller areas was to observe these characteristics. Many big box retail centers also contain parking behind the building. While these parking areas are included in a property’s total parking supply, they are rarely used by visitors because of their remote and hidden location, away from the main building entrances. Some businesses also use these areas for non-parking purposes like equipment storage or merchandise staging.

<sup>2</sup> 85% of total capacity is considered within parking industry practice to be the threshold for when parking is being utilized most efficiently, with the number striking a balance between maximizing usage and having some spare capacity



**Figure 2.3** shows how the parking occupancy is distributed within the smaller segmented parking areas for the same weekday midday time period. As shown, some sections of parking do reach well utilized occupancies of 85% or greater, even if utilization of all parking within a property is generally lower. For example, within Encinitas Village which has a 63% occupancy overall during this period (symbolized by the orange category in Figure 2.2), there are sections of this property where the occupancy ranges between 75% and 93% (symbolized by red and dark red in Figure 2.3), and other sections with much lower utilization. While this insight has value for understanding the dynamics of parking demand and could help identify under-utilized parking areas which could be development opportunities within some of the larger centers, this study approach favors the reporting and analyzing the occupancy of the total parking supply of each property. The parking occupancy by smaller sectioned parking areas for the other time periods are provided in **Appendix A**.

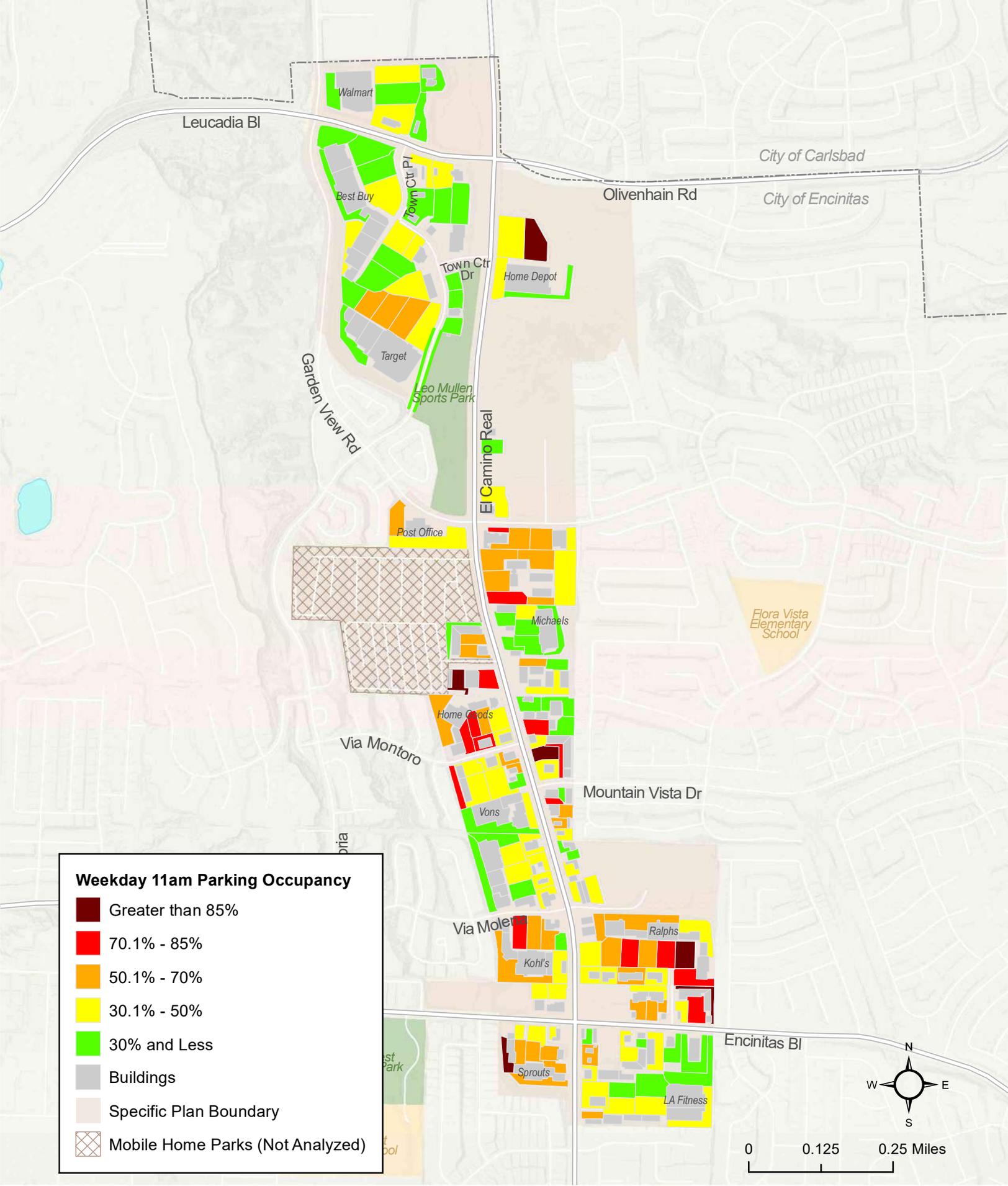
**Figure 2.4** shows parking occupancy summarized to within 1/8 of a mile (660 feet) network distance of each examined destination point in the Specific Plan area. This estimate, enabled by the occupancies collected at the finer grained parking areas, provides another way of conceptualizing the general quantity of parking available from key destinations within a short distance. This information however is only distance based and does not factor in private parking restrictions which may be related to any leasing agreements. The parking supply and occupancy summarized to within an 1/8 of a mile of destinations is provided in **Appendix B**.

### 2.2.2 Evening (5pm – 7pm)

**Figure 2.5** shows weekday evening (between 5pm and 7pm) parking occupancy summarized by property within the Specific Plan area. Only five properties of the 46 analyzed are at over half occupancy. None of the eight properties with more than 500 parking spaces reach over 50% occupancy. Two properties reached approximately 66% occupancy: Camino Encinitas Plaza and Park Place Car Wash and Detail. Evening parking occupancy is much lower across the Specific Plan area compared to midday as retail activity typically declines from midday to evening. Office parking demand typically conforms to standard business hours and begins to decline steeply after 5pm. Only five of the 46 properties experienced peak parking conditions in the evening period.

### 2.2.3 Night (7pm – 9pm)

**Figure 2.6** shows weekday night (between 7pm and 9pm) parking occupancy summarized by property within the Specific Plan area. Occupancies during this period are the lowest of the three weekday time periods observed. This finding was expected as most businesses within the Specific Plan area are retail and office, which primarily operate during traditional business hours. During this period, only two properties are over half occupancy: Camino Encinitas Plaza and 251-277 S. El Camino Real (anchored by Envie Fitness), both reaching an occupancy of about 55%. None of the eight properties with more than 500 parking spaces reach over 30% occupancy. During this time office parking demand is non-existent and retail activity declines substantially from the earlier periods.

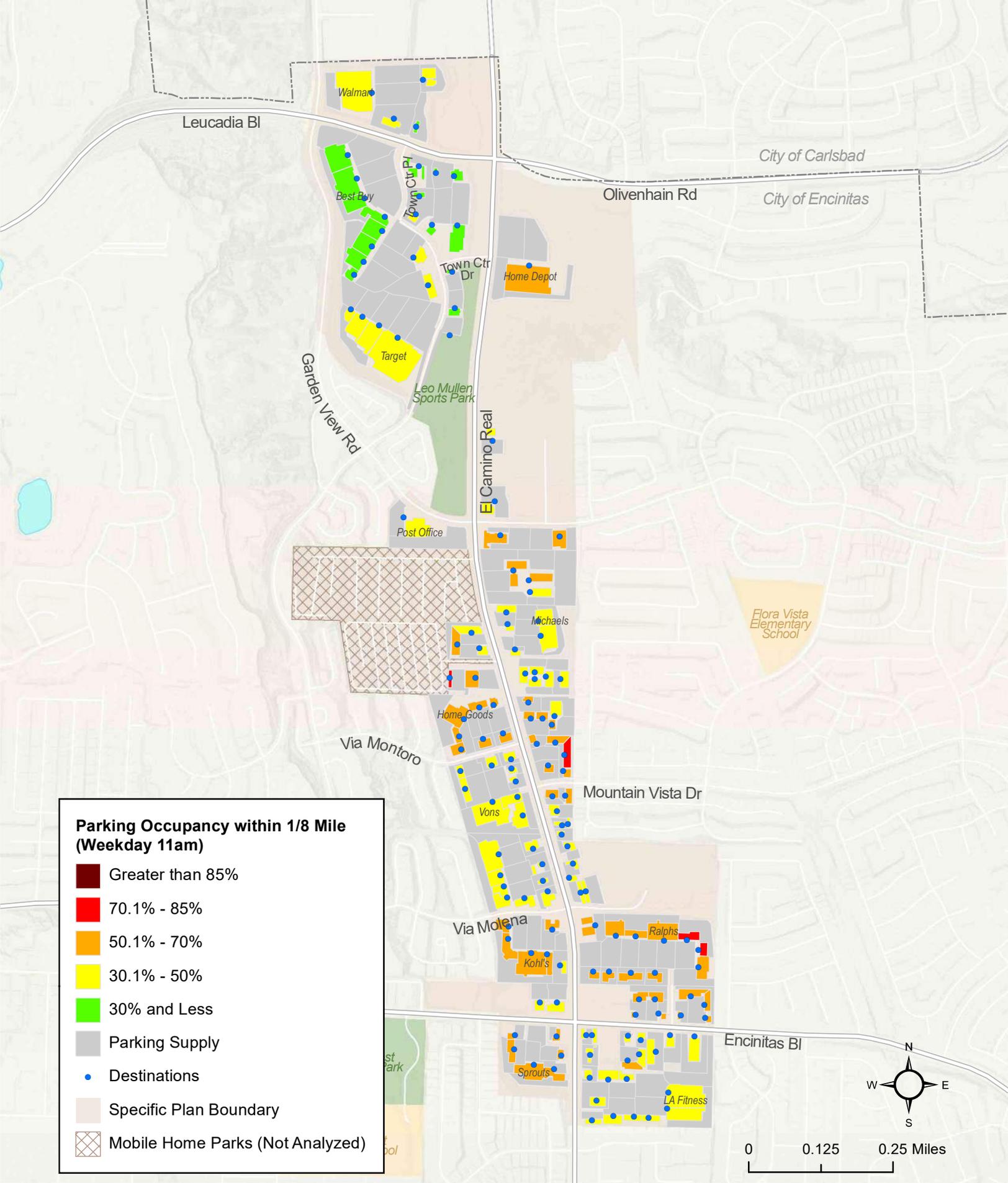


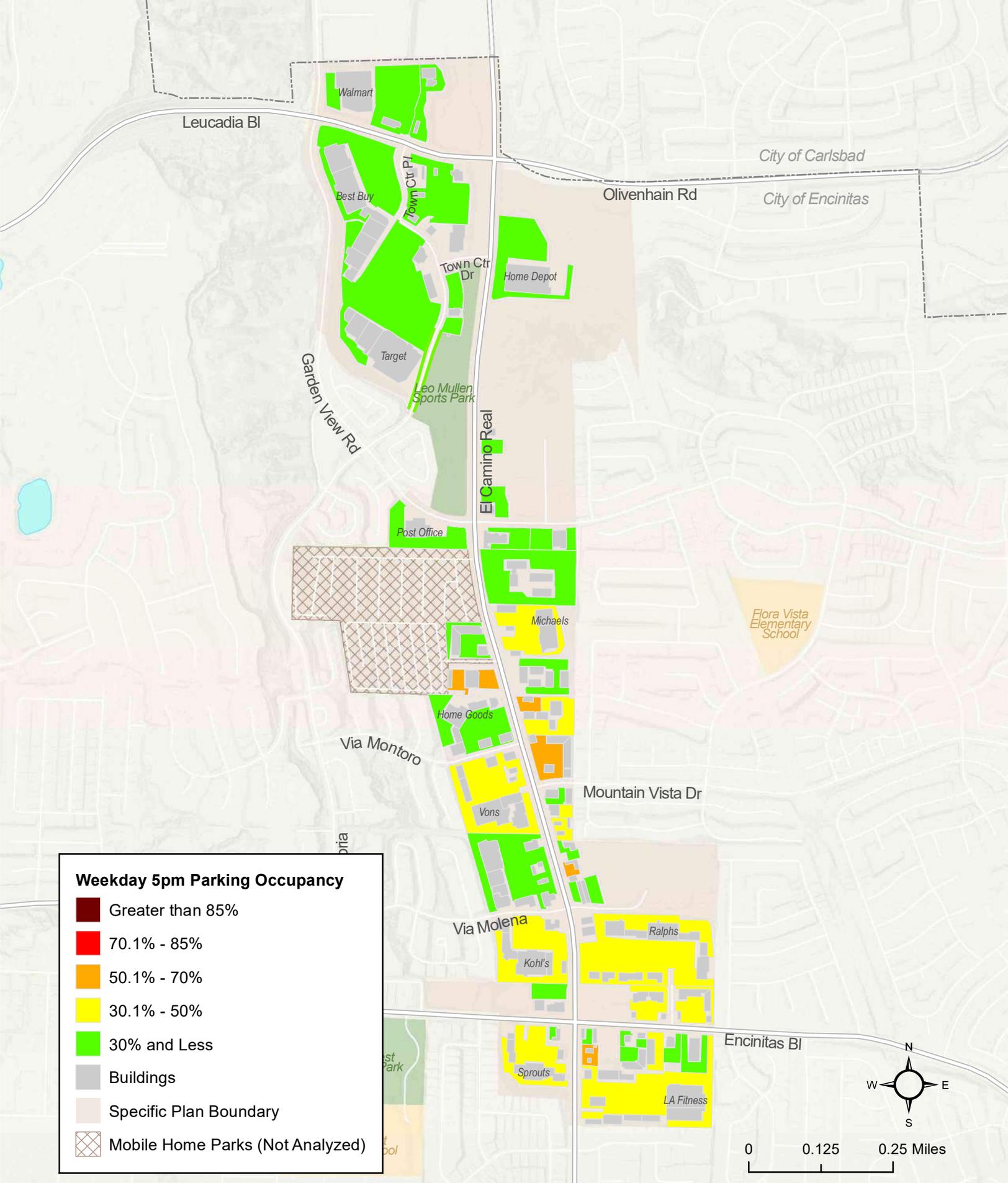
**Weekday 11am Parking Occupancy**

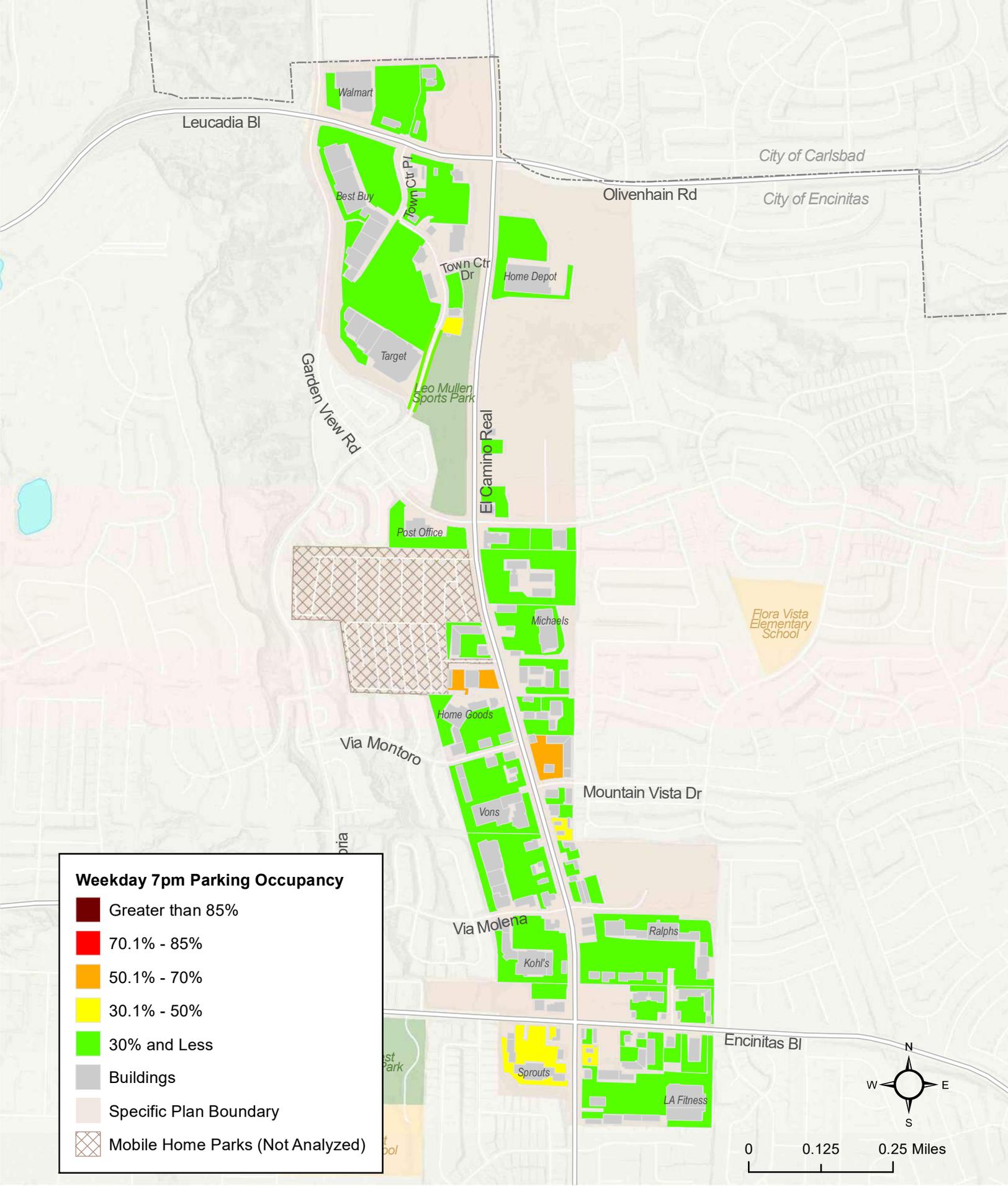
- Greater than 85%
- 70.1% - 85%
- 50.1% - 70%
- 30.1% - 50%
- 30% and Less
- Buildings
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

Occupancy by Parking Lot Sections (Weekday 11am)

Figure 2.3







## 2.3 Existing Weekend Parking Occupancy

### 2.3.1 Midday (11am – 1pm)

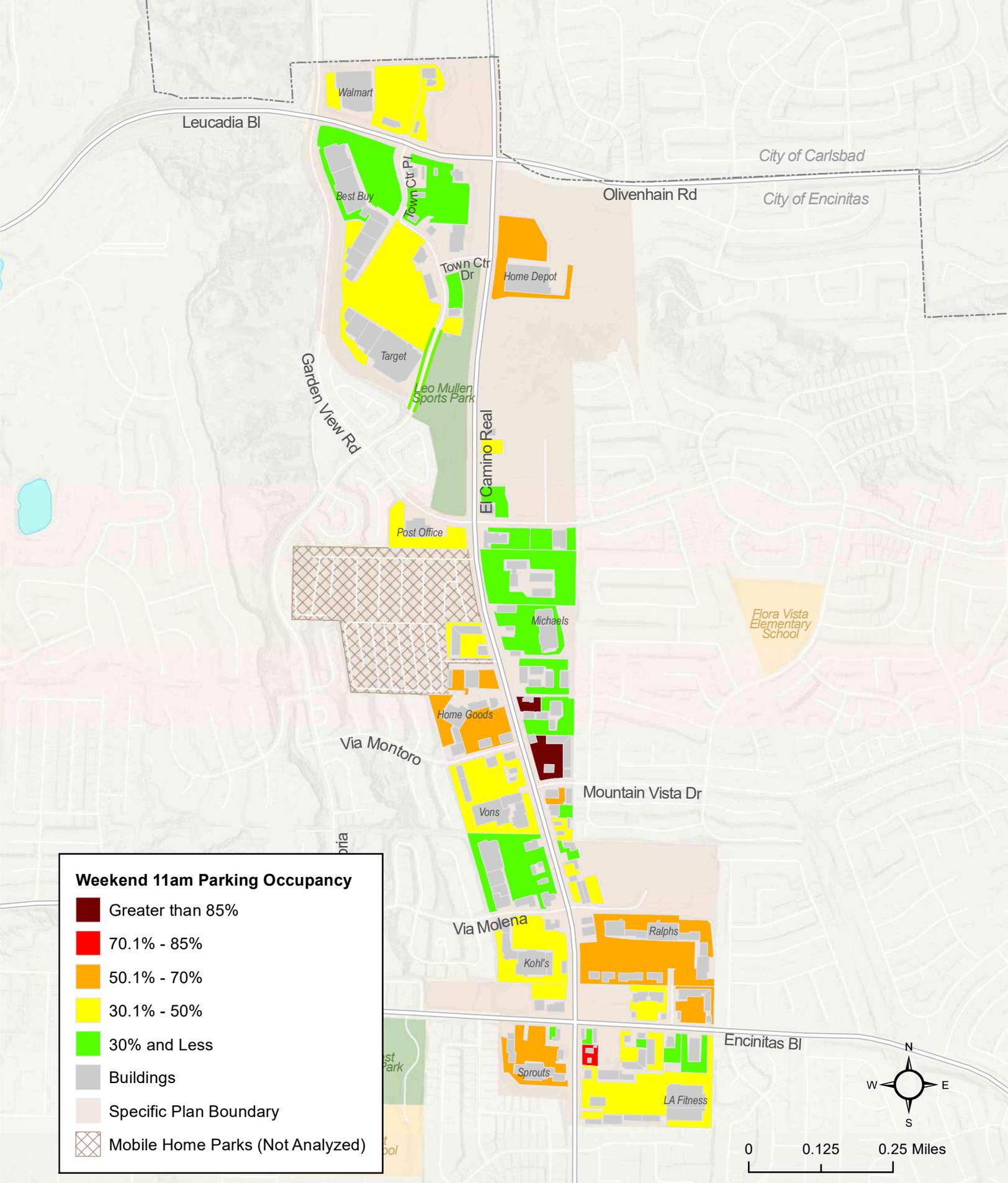
**Figure 2.7** shows weekend midday (between 11am and 1pm) parking occupancy summarized by property within the Specific Plan area. During this period, two properties reach an occupancy threshold of 85% or greater: 251-277 S. El Camino Real (anchored by Envie Fitness) and Encinitas Car Wash, a standalone business with only five parking spaces. Those are the only two properties with parking occupancy that reaches 85% or greater during any of the six data collection periods observed. The midday period is the peak period for the weekend, albeit it with generally lower occupancies throughout the Specific Plan area compared to weekday midday.

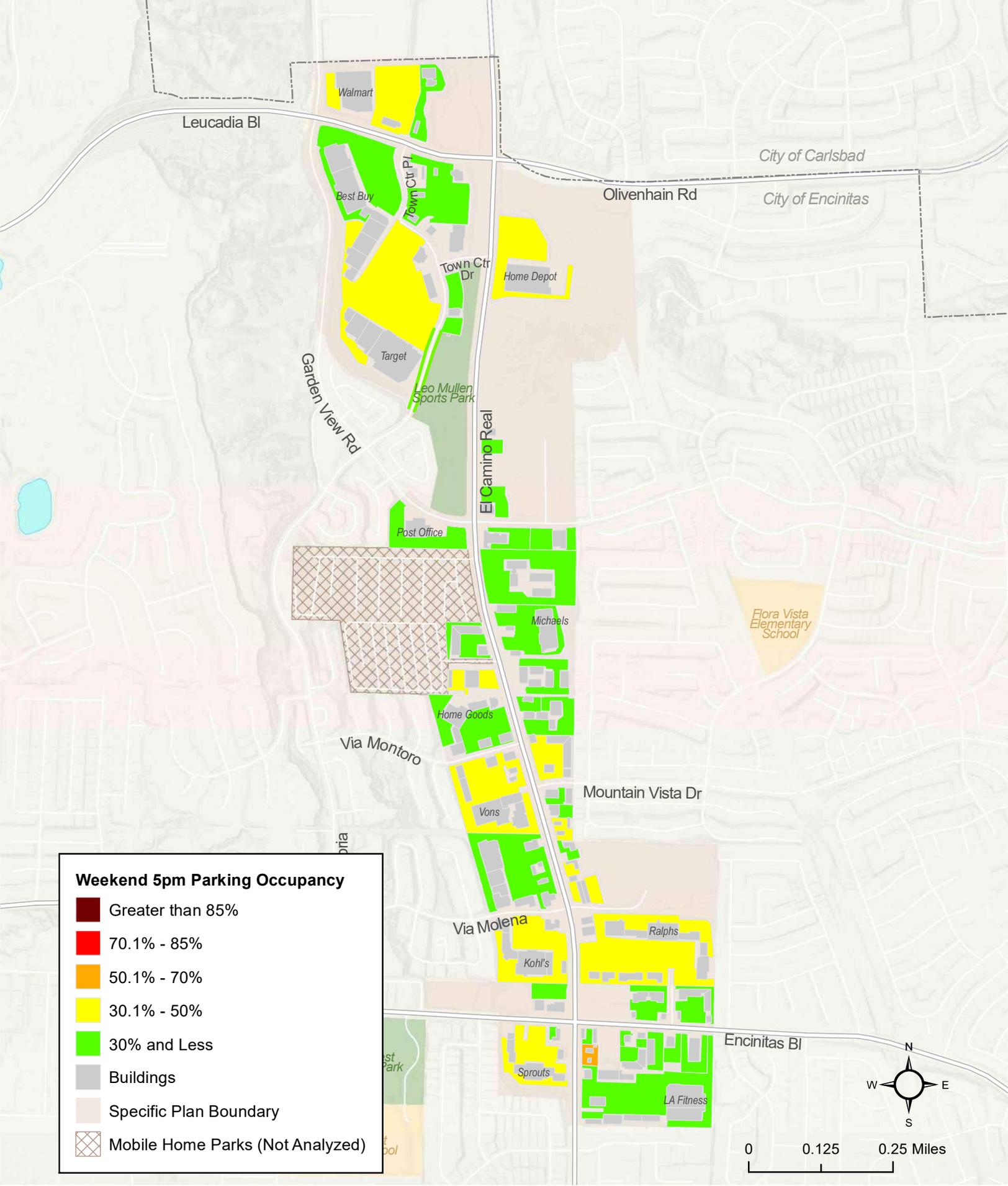
### 2.3.2 Evening (5pm – 7pm)

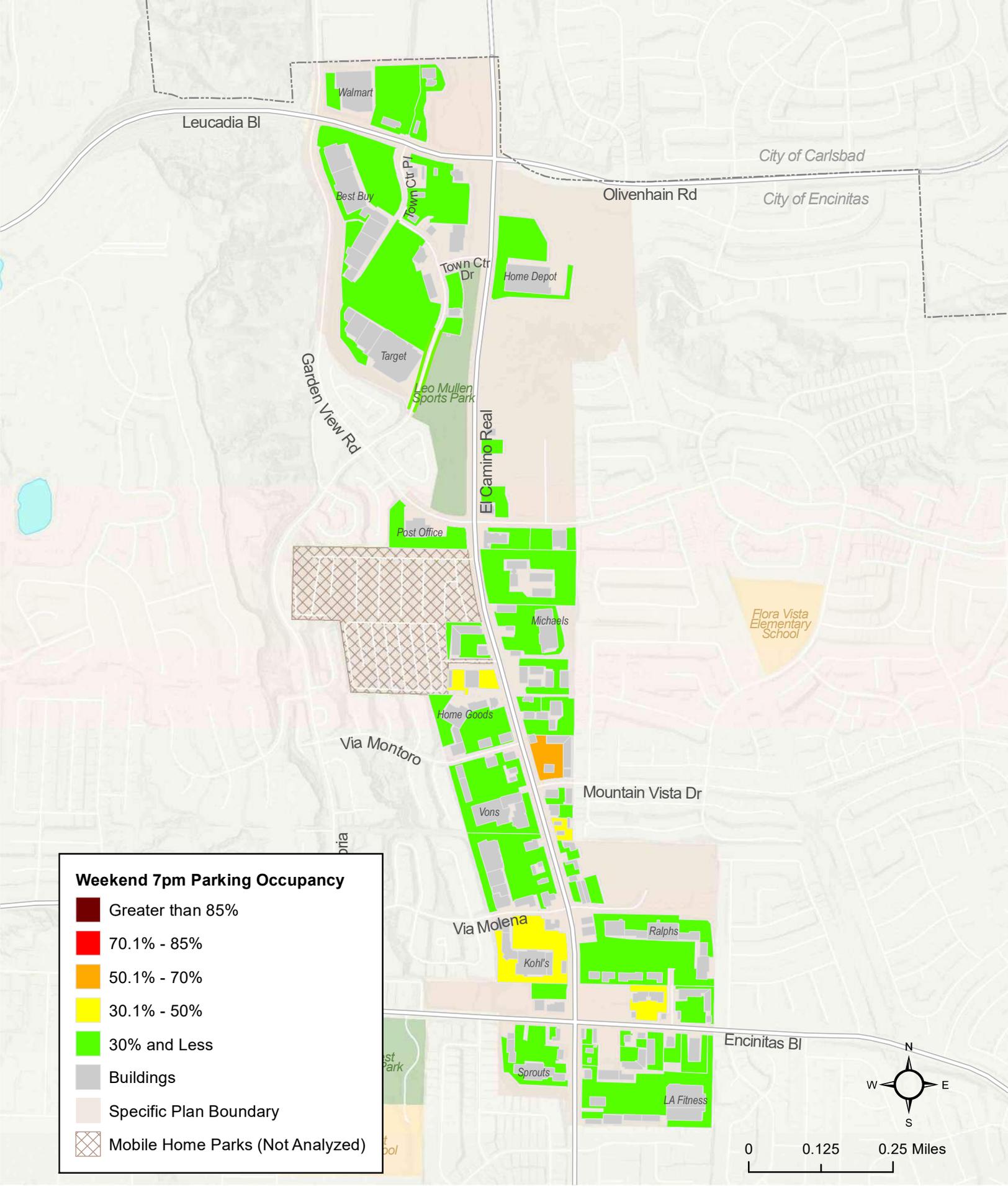
**Figure 2.8** shows weekend evening (between 5pm and 7pm) parking occupancy summarized by property within the Specific Plan area. Parking demand from midday to evening on weekend declines significantly throughout the Specific Plan area on the weekend. Only one property, a standalone business with six off-street parking spaces (Park Place Car Wash and Detail) reaches over half occupancy. None of the eight properties with more than 500 parking spaces reach over 33% occupancy.

### 2.3.3 Night (7pm – 9pm)

**Figure 2.9** shows weekend night (between 7pm and 9pm) parking occupancy summarized by property within the Specific Plan area. Occupancies during this period are the lowest of the any of the six time periods observed. Only five properties reached over 30% occupancy during this period. The highest parking demand during this period was at 251-277 S. El Camino Real (anchored by Envie Fitness) and was the only property to surpass over half occupancy (55%) in the Specific Plan area. None of the eight properties with more than 500 parking spaces reach over 25% occupancy.







## 2.4 Peak Parking Occupancy

Peak parking occupancy represents when parking demand is the highest and, if at high occupancy levels, would approximate the degree to which an area’s parking capacity is at its most strained. The peak occupancy and when it occurs are crucial for assessing and managing parking demand. Different land uses and destinations peak at different times, which creates opportunities to pair certain high parking demand land uses with a common parking supply if their peak periods are complementary. Study areas with a variety of land use types throughout may have sub-regions which peak at different times. The Specific Plan area is predominantly retail and office, whose land uses typically peak during the middle of the day and decline sharply in the evening and later.

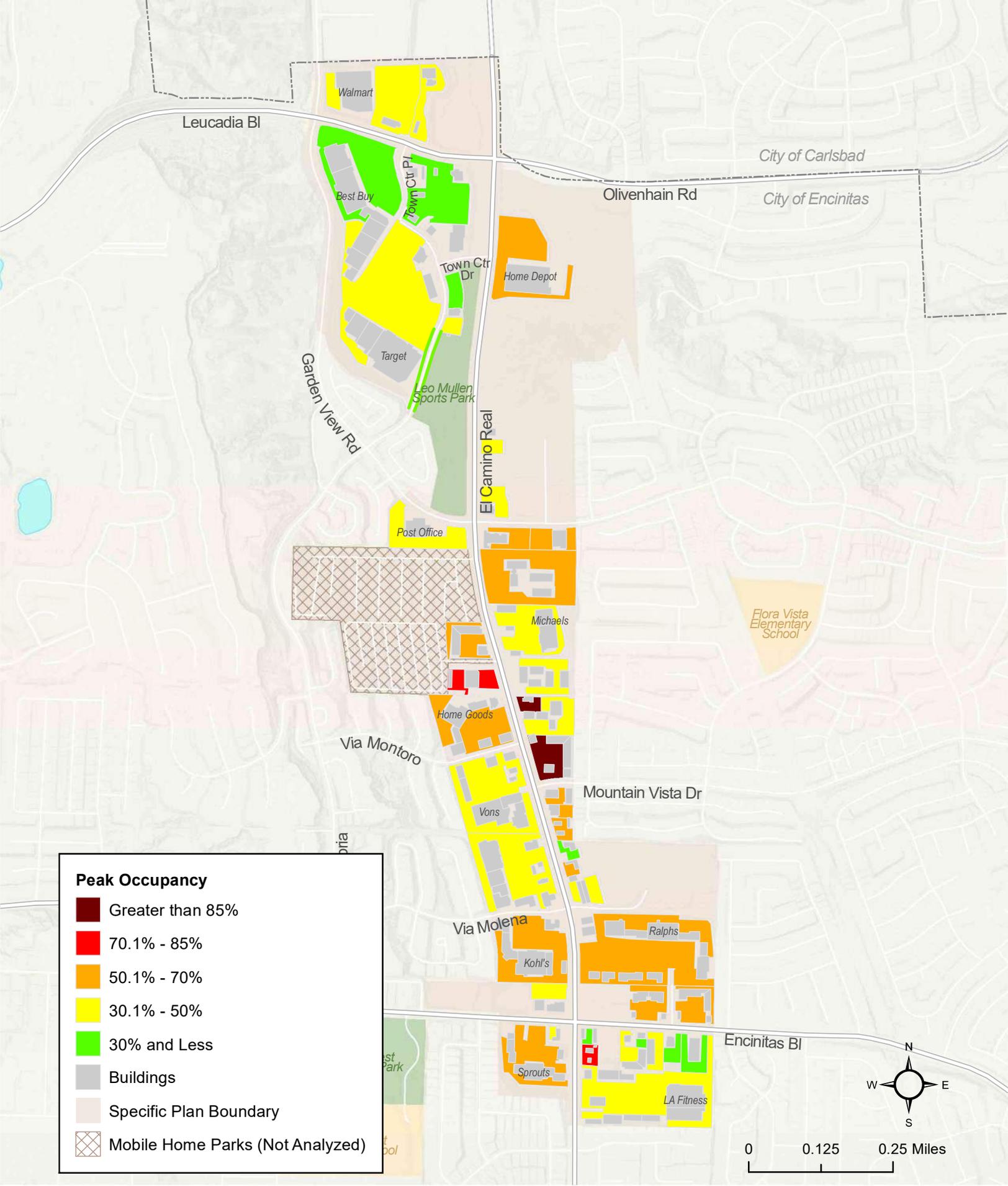
**Figure 2.10** shows the peak occupancy of each property’s parking supply during any of the weekday or weekend time periods studied. The peak period for 39 of the 46 properties (accounting for 95% of the Specific Plan area parking supply analyzed) was the midday 11am to 1pm period.

**Table 2.3** shows the occupancies by each period for the entire Specific Plan area. The peak occurred during the weekday midday with 42%. Throughout the Specific Plan area, the midday period was the most active period for parking demand on both weekdays and weekends by a large margin. Parking demand follows the same pattern on the weekend as weekday albeit at lower intensities: where the peak occurs in the midday (11am to 1pm) period, the evening (5pm to 7pm) period is significantly lower than the midday period, and the night period is the lowest demand period by a significant margin.

These findings were expected given the primarily retail and office land use characteristics of the study area. Office employment parking demand closely conforms to typical business hours and drops significantly after business hours, when most offices close. Retail land uses generally have parking demand throughout the day, with the peak occurring from midday to late afternoon, and decreasing parking demand in the evening. Some types of retail do peak in the evening period, typically drinking and dining establishments. 251-277 S. El Camino Real (anchored by Envie Fitness) was one retail center which maintained some degree of parking demand in the evening and night observation periods.

**Table 2.3 - Specific Plan Areawide Parking Occupancy by Data Collection Period**

Data Collection Period	Total Weekday Occupancy	Total Weekend Occupancy
Midday (11am to 1pm)	42.2%	35.5%
Evening (5pm to 7pm)	29.2%	23.9%
Night (7pm to 9pm)	18.9%	16.7%



As previously documented in Table 2.1, the parking locations analyzed in this study vary in size. **Table 2.4** shows what proportion of the parking in the Specific Plan area is at each of the occupancy categories for every data collection period within the Specific Plan area by weighting the quantity of parking in each of the parking locations. About 36% of the parking in Specific Plan area is over half occupied during the weekday peak period, while about 21% of the parking supply is over half occupied during the weekend peak period. Very few of the parking sources observed reach critically high levels of occupancy during any of the periods, including the respective weekday and weekend peak periods.

**Table 2.4 - Weighted Parking Occupancy by Data Collection Period**

Occupancy Range	Percentage of Specific Plan Area Parking Supply					
	Weekday Midday	Weekday Evening	Weekday Night	Weekend Midday	Weekend Evening	Weekend Night
Greater than 85%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%
70.1% to 85%	2.6%	0.0%	0.0%	0.1%	0.0%	0.0%
50.1% to 70%	33.3%	2.9%	2.6%	19.4%	0.1%	1.4%
30.1% to 50%	47.3%	34.7%	3.6%	45.9%	45.5%	6.8%
30% and Less	16.8%	62.3%	93.9%	33.3%	54.5%	91.9%

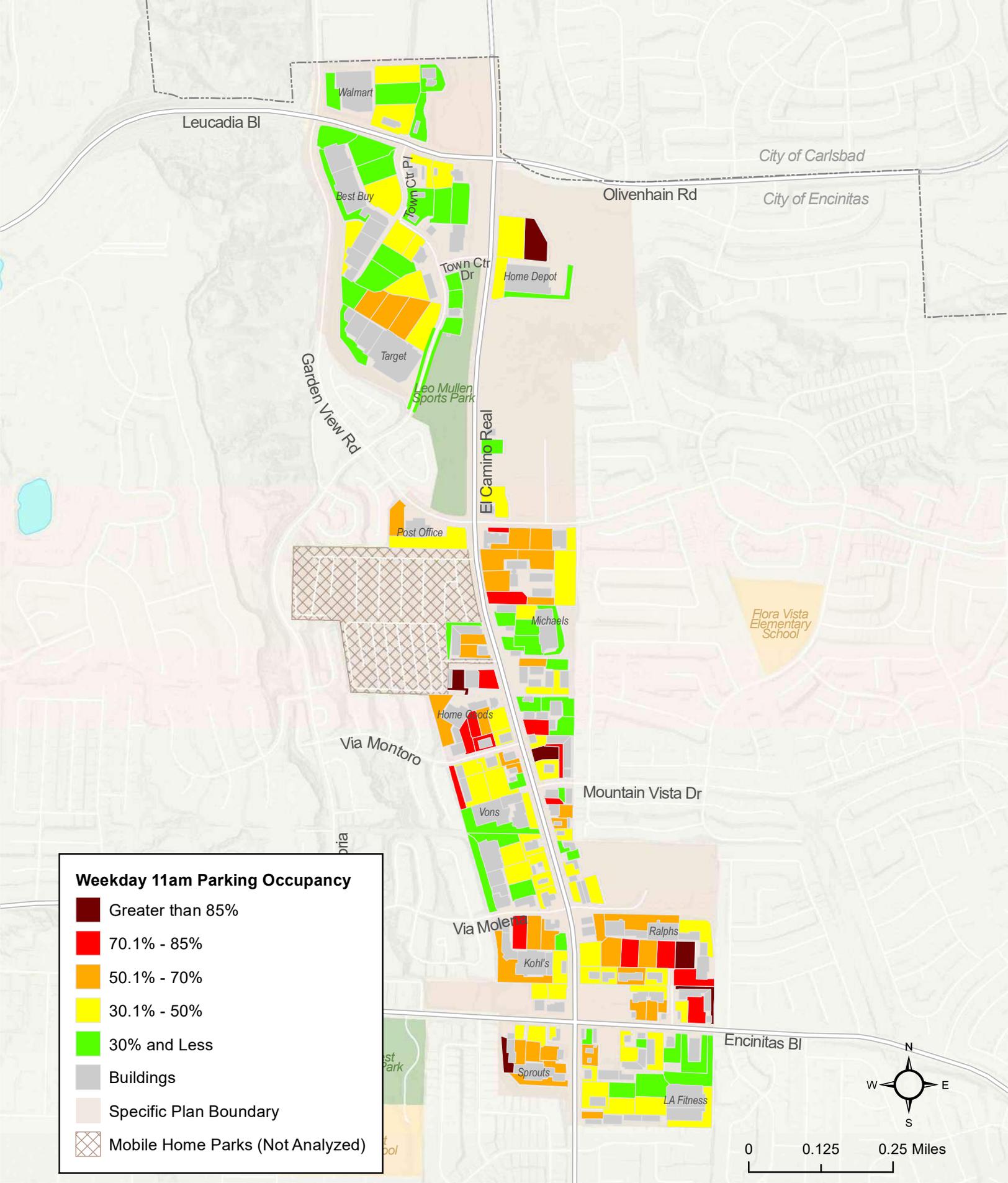
## 3.0 Conclusion and Next Steps

The existing parking conditions observed demonstrate a significant surplus of parking in the study area. Areawide parking occupancy at the peak period did not exceed over half of the total supply (42%). Finer grained assessments (Figures 2.3 and 2.4) of the peak period also confirm there are no Specific Plan sub-regions, individual properties or destinations experiencing a parking supply shortage based on the 85% occupancy threshold. Peak conditions in the Specific Plan area occurred during the midday observation period during both the weekday and weekend (albeit at lower intensities). This is explained by the area's land uses, predominantly retail and office, which peak midday and generally conform to typical business hours.

The addition of residential land uses to the Specific Plan area would complement the current parking demand patterns well because it primarily peaks at night and overnight when office and retail parking demand are non-existent. The Specific Plan area could also accommodate other types of attractions which peak at later times, such as dining and drinking establishments. New commercial development incorporating those types of destinations could adequately accommodate parking demand with an existing or reduced parking supply using shared parking arrangements.

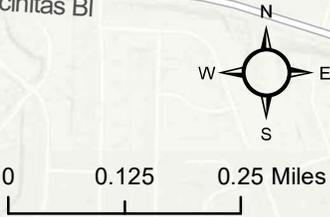
The next steps will examine the how recommended land use and parking supply changes will impact future parking conditions within the Specific Plan area. Future parking demand by time period will be estimated based on anticipated new development characteristics of the Specific Plan area using Institute of Traffic Engineers Parking General Manual and Urban Land Institute's Shared Parking Manual. Recommendations to ensure parking demand is managed without externalities will be made based on the findings of the future conditions assessments.

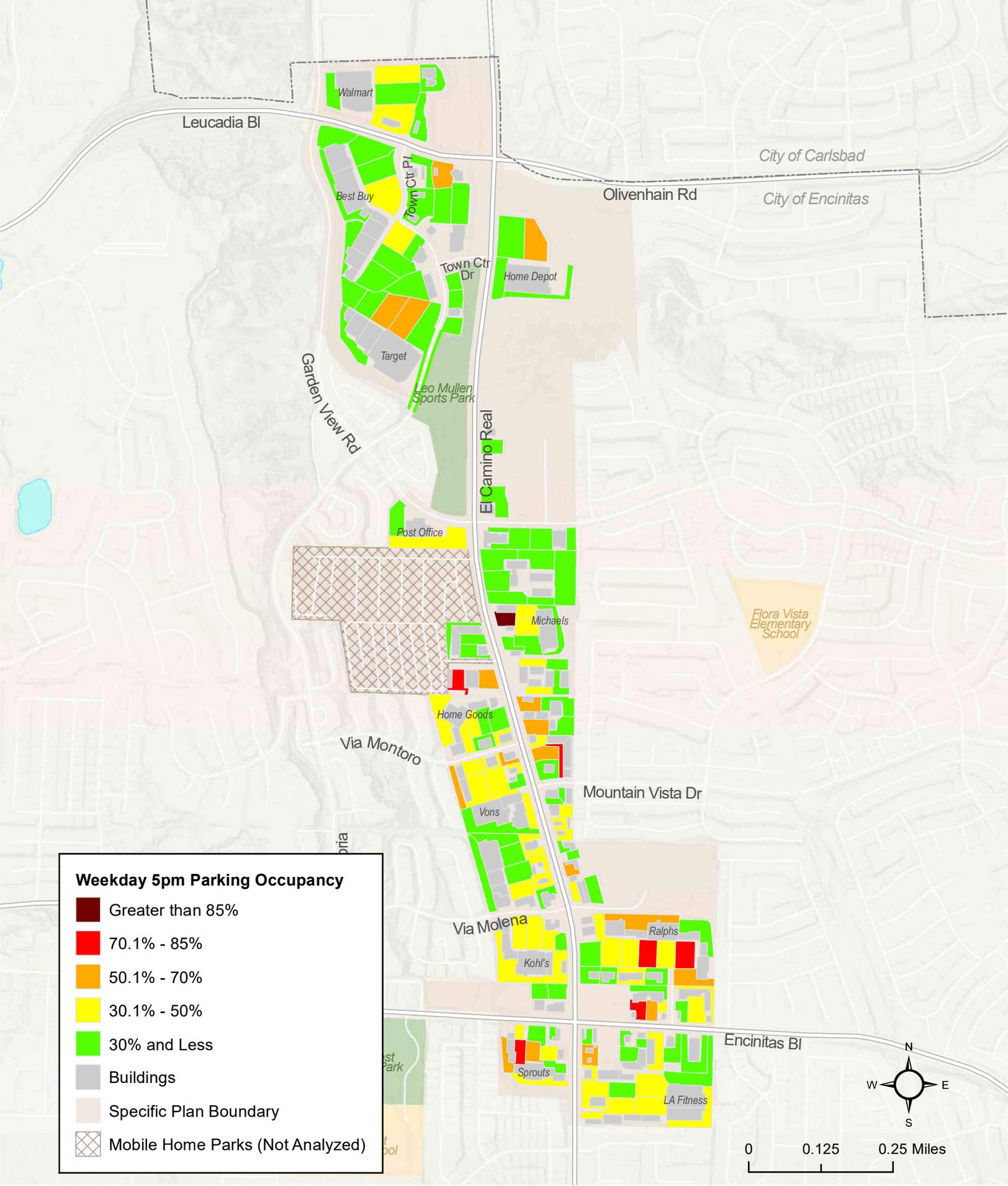
## Appendix A - Occupancy by Parking Lot Sections



**Weekday 11am Parking Occupancy**

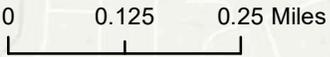
- Greater than 85%
- 70.1% - 85%
- 50.1% - 70%
- 30.1% - 50%
- 30% and Less
- Buildings
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

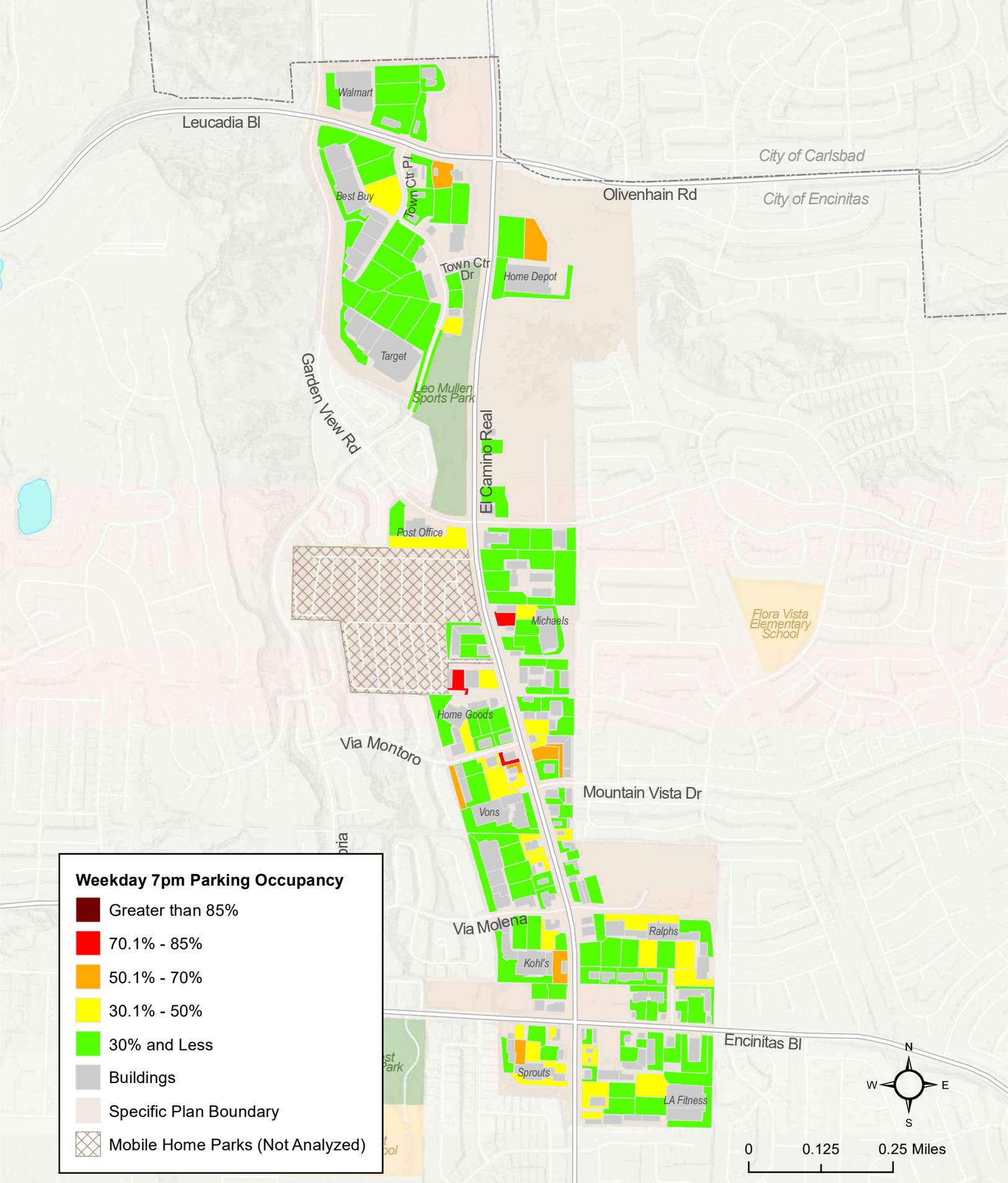


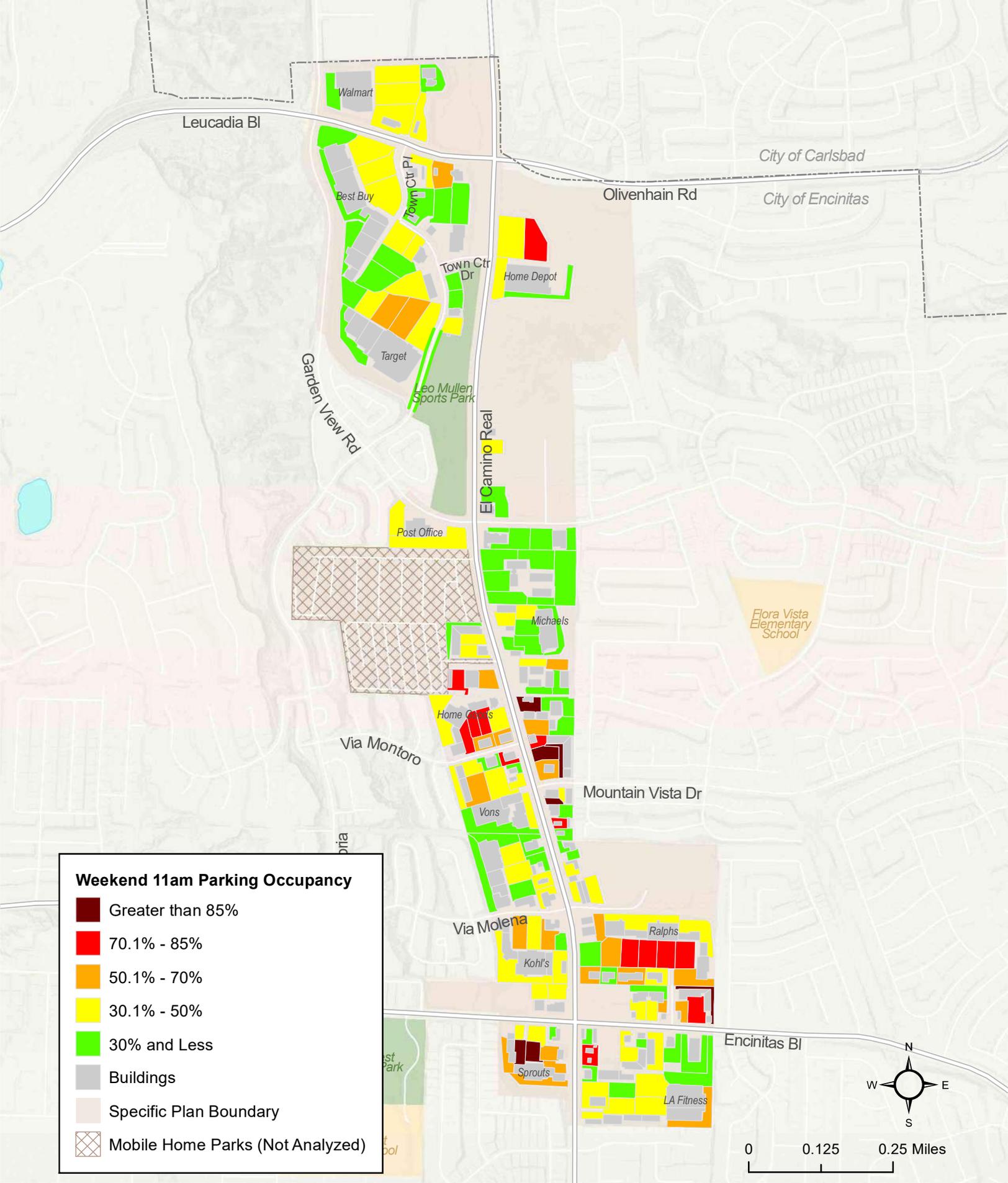


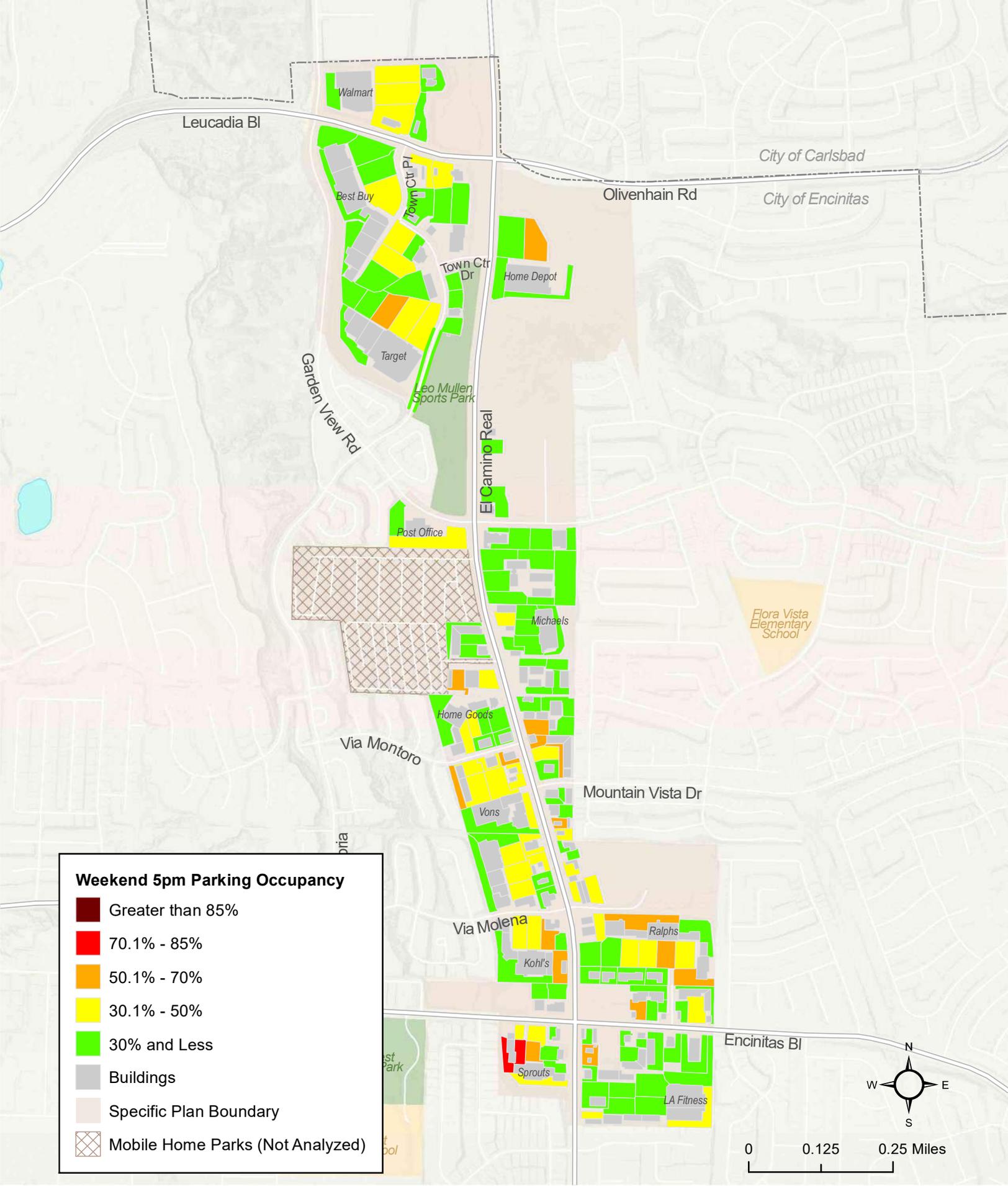
**Weekday 5pm Parking Occupancy**

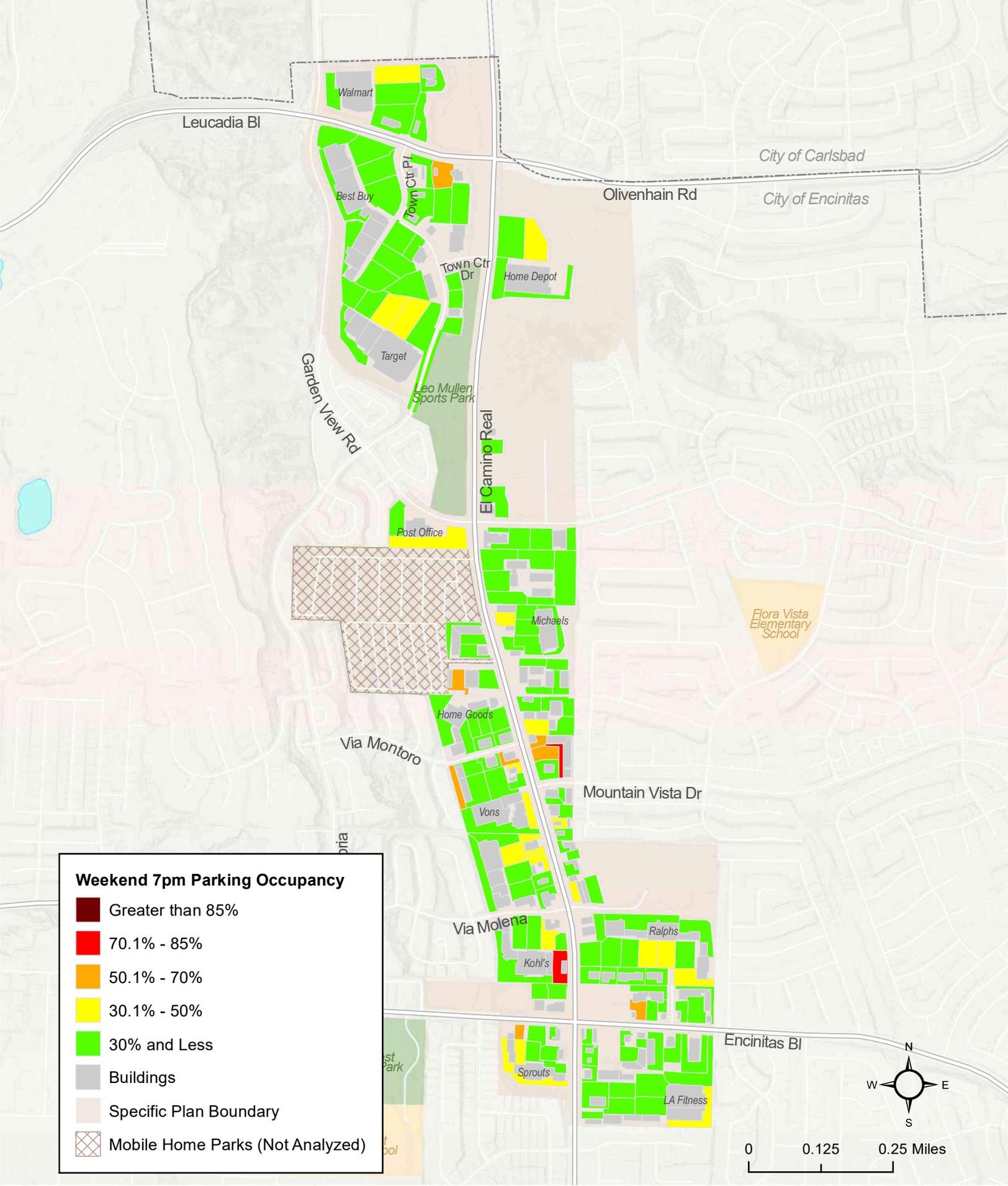
- Greater than 85%
- 70.1% - 85%
- 50.1% - 70%
- 30.1% - 50%
- 30% and Less
- Buildings
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)



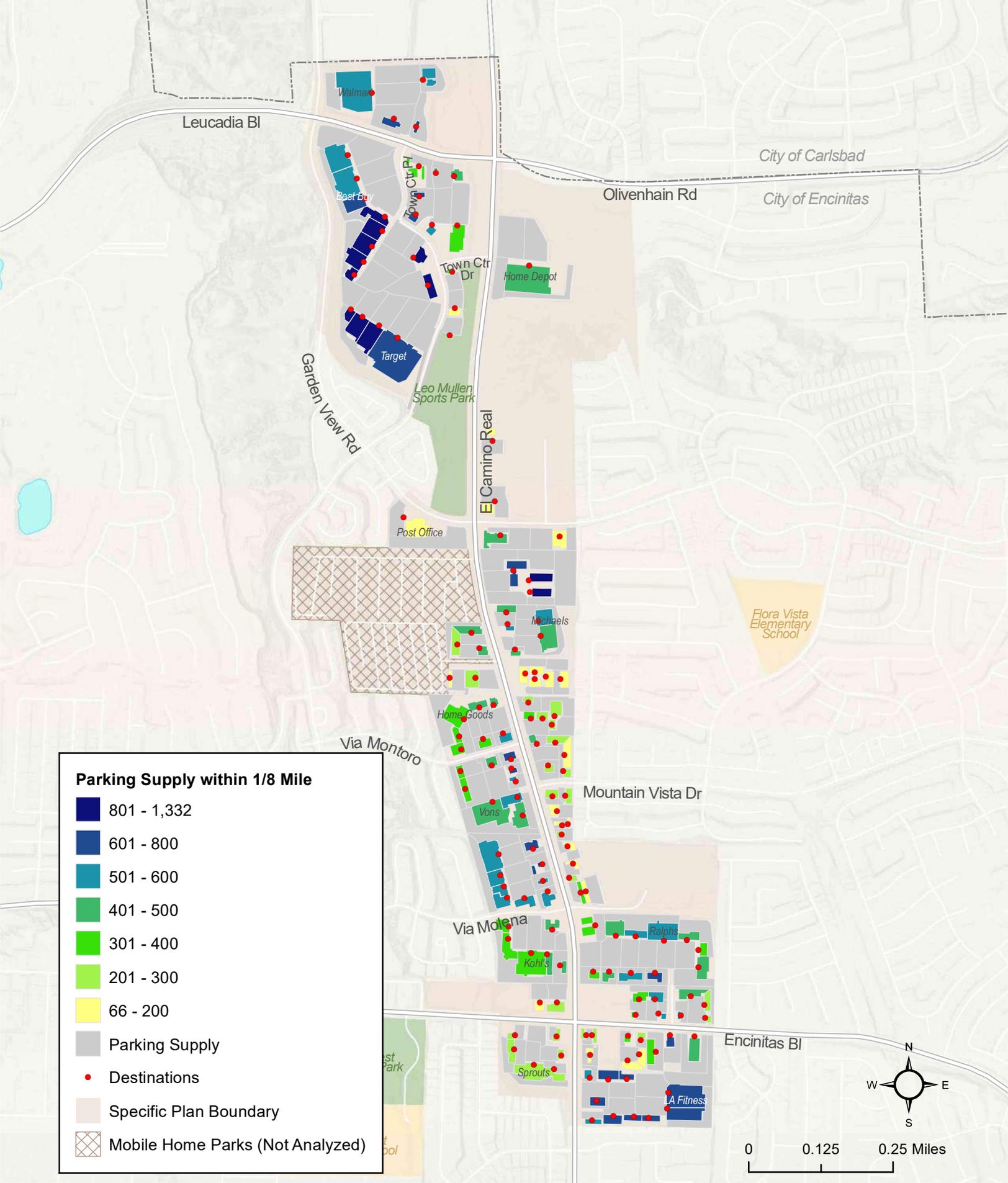






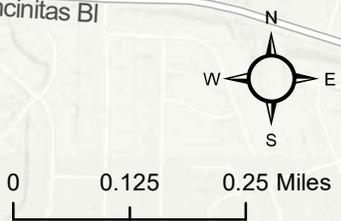


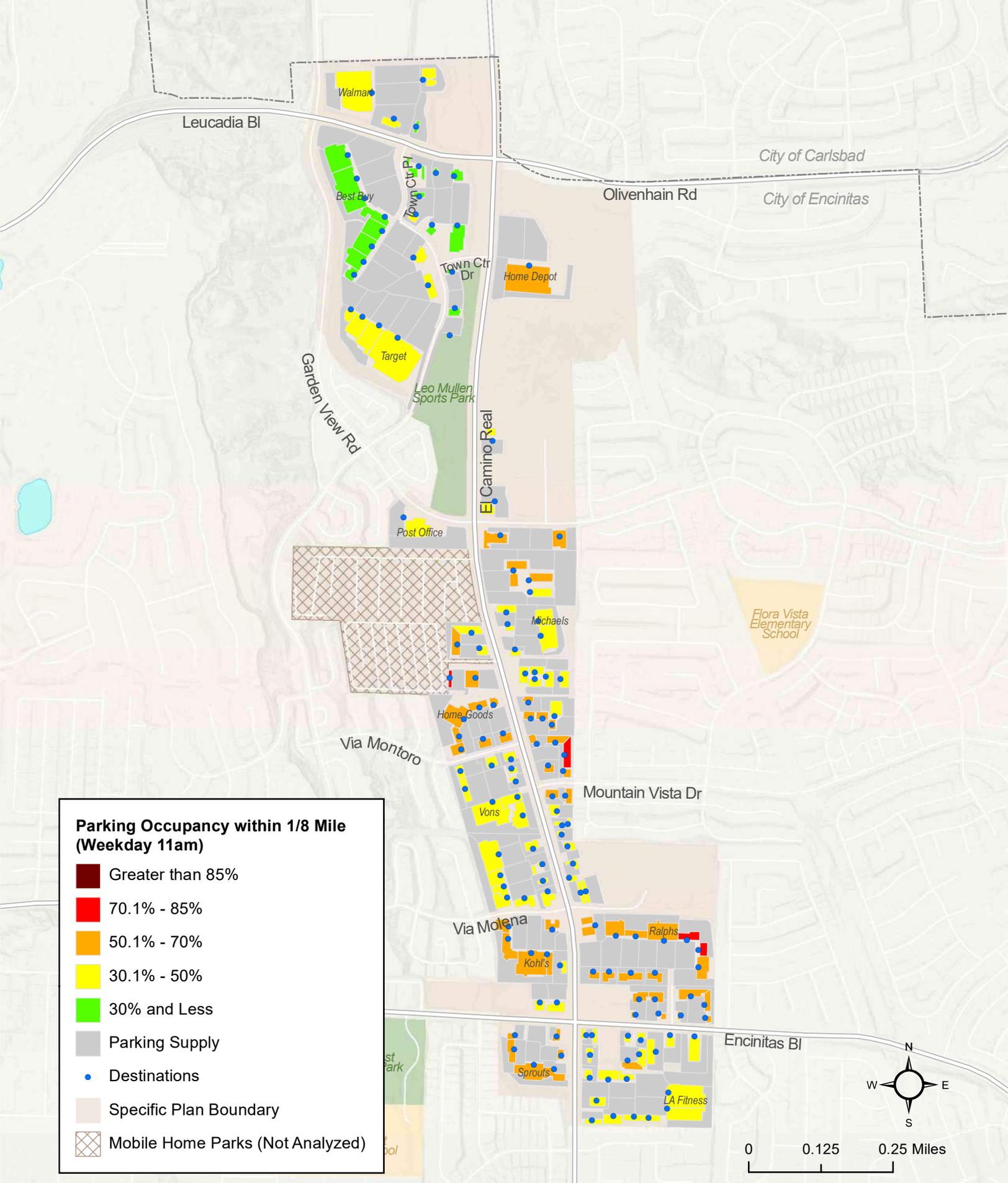
## Appendix B - Parking Occupancy within 1/8 Mile of Destinations

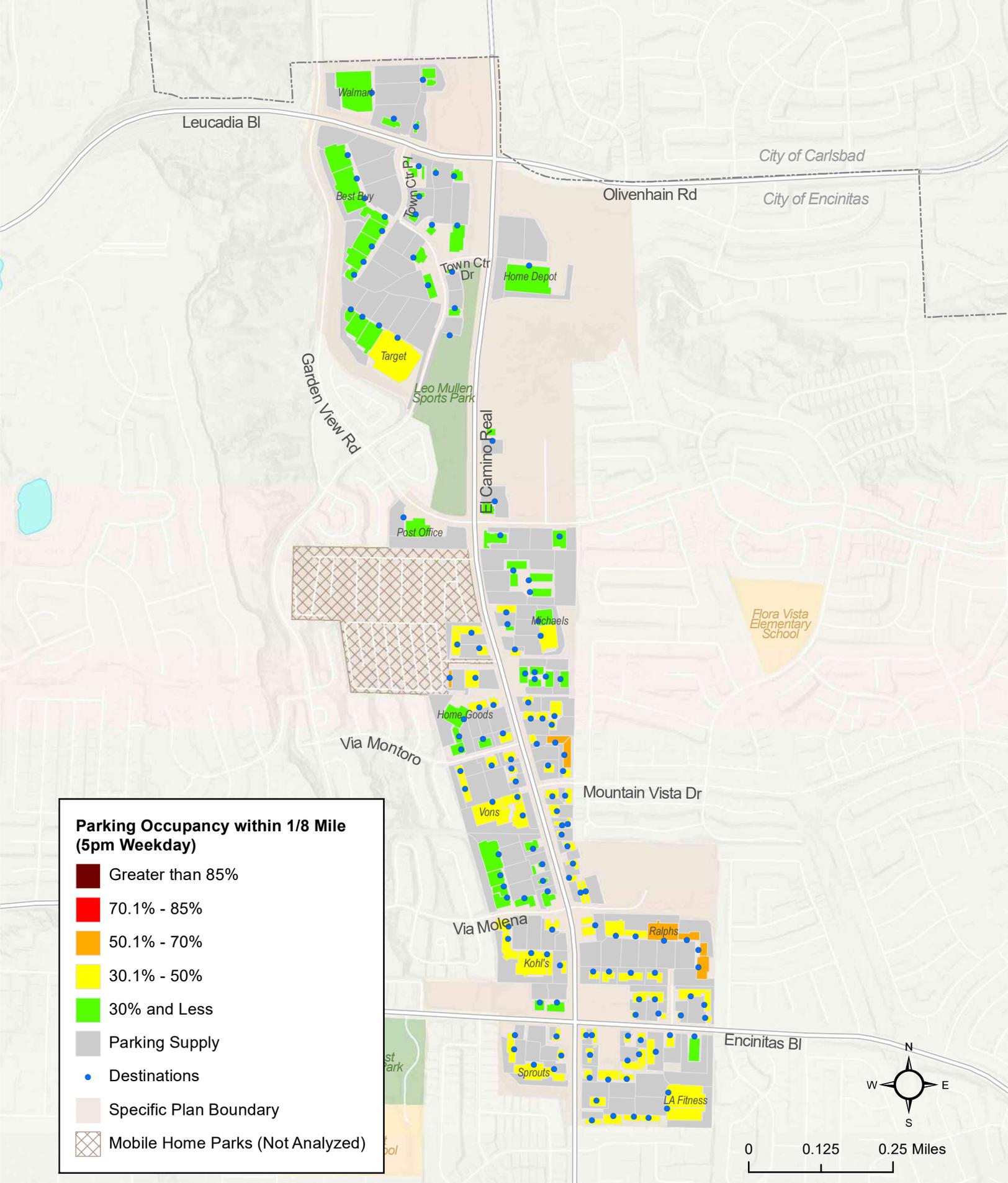


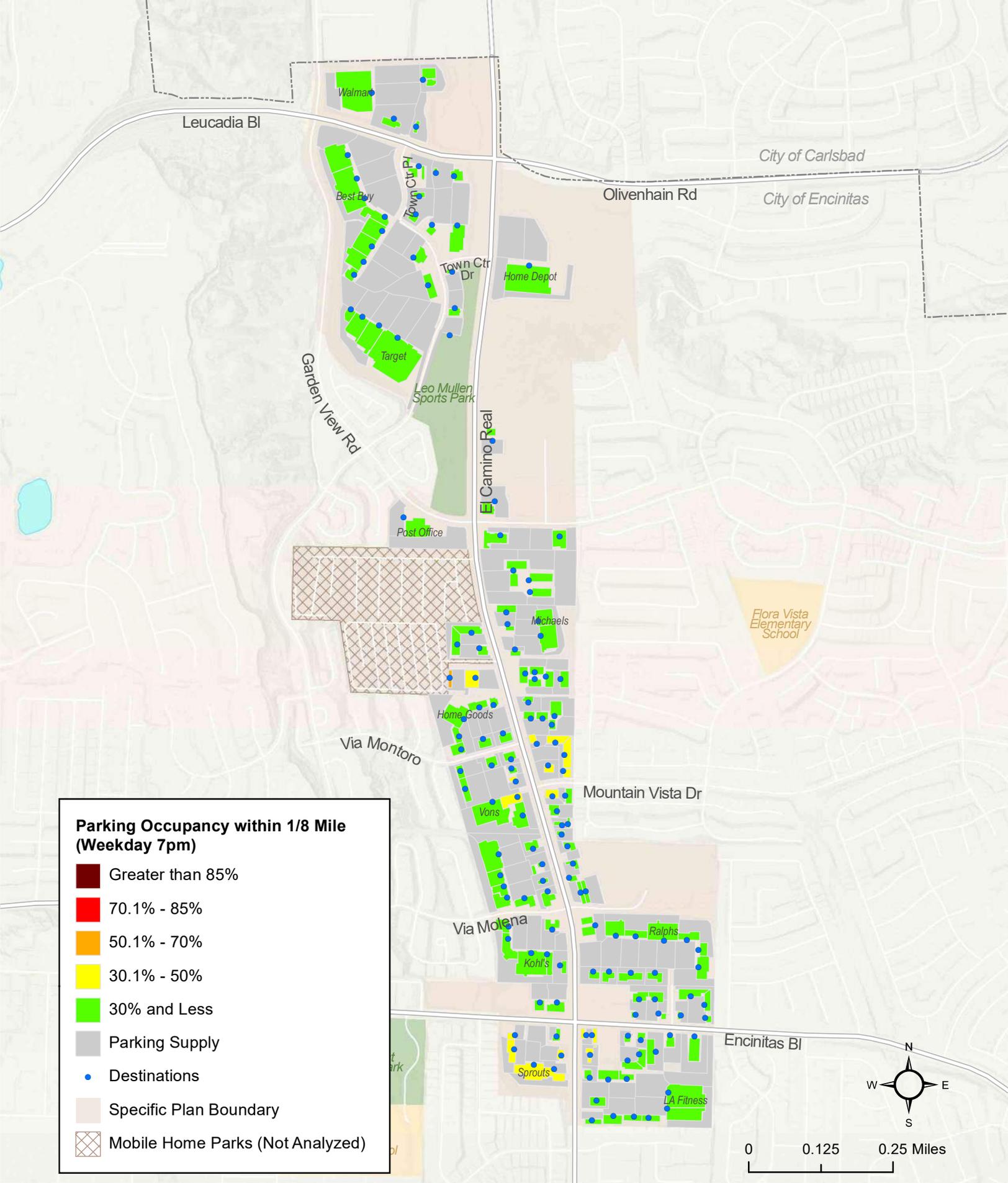
**Parking Supply within 1/8 Mile**

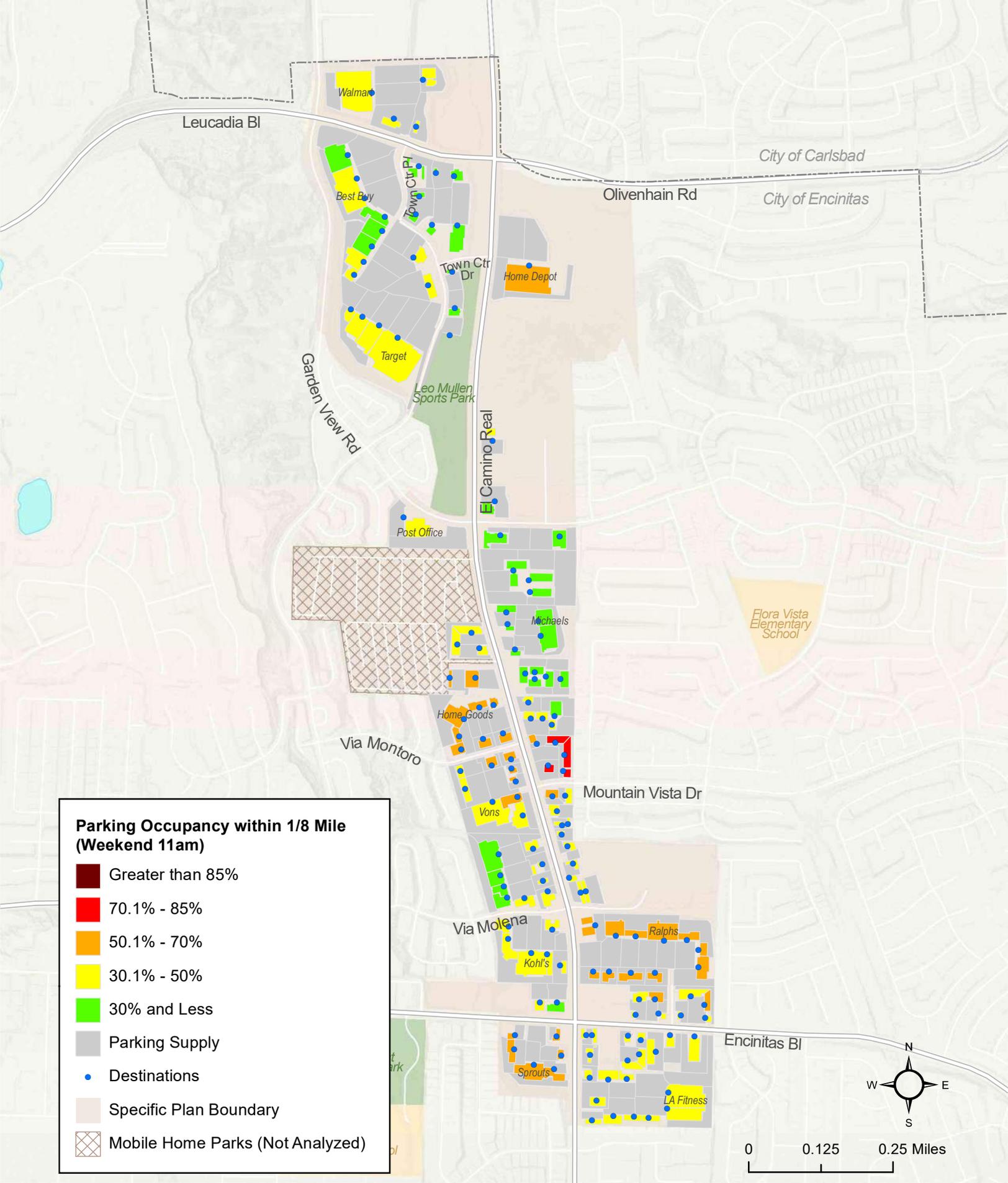
- 801 - 1,332
- 601 - 800
- 501 - 600
- 401 - 500
- 301 - 400
- 201 - 300
- 66 - 200
- Parking Supply
- Destinations
- Specific Plan Boundary
- Mobile Home Parks (Not Analyzed)

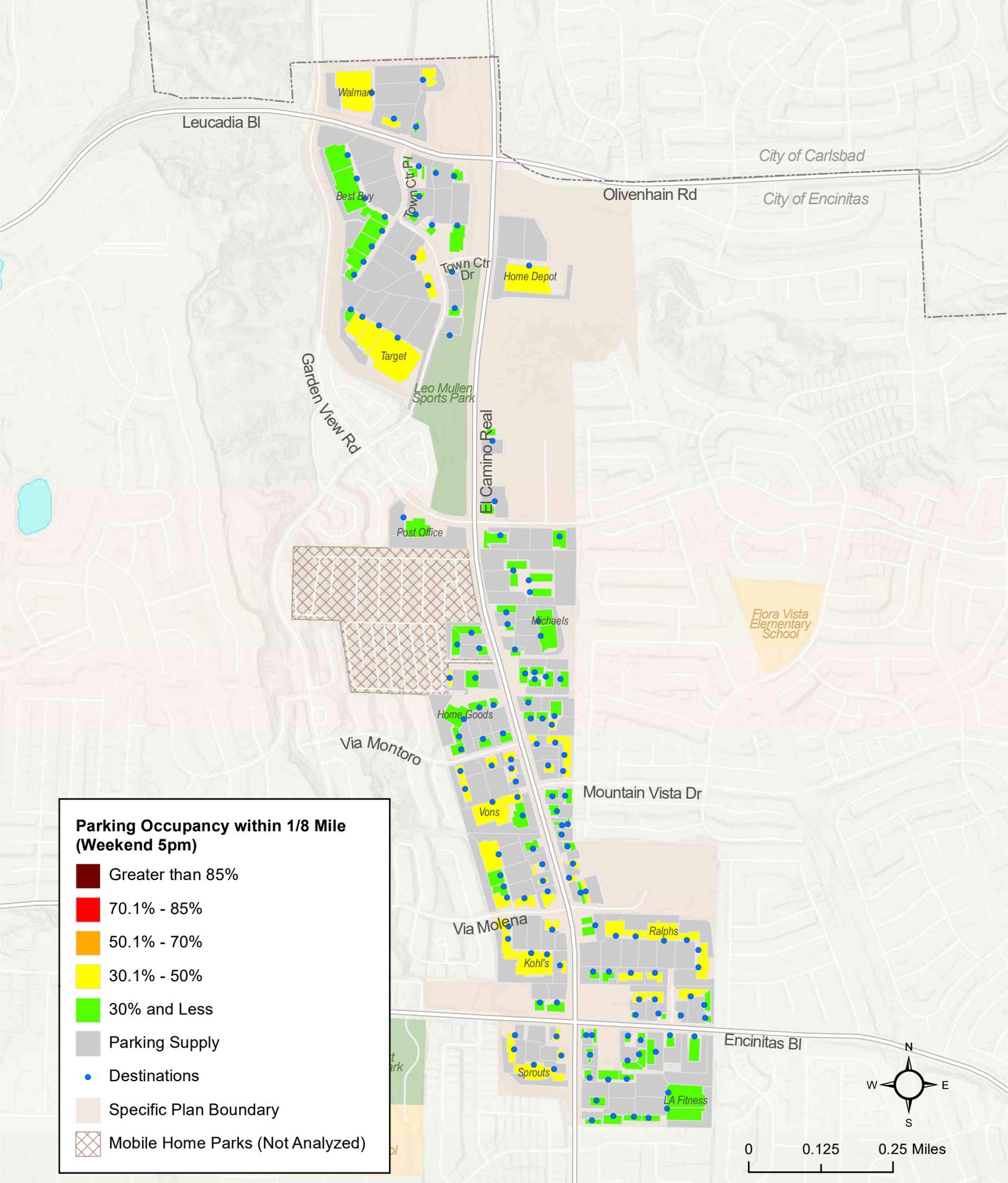


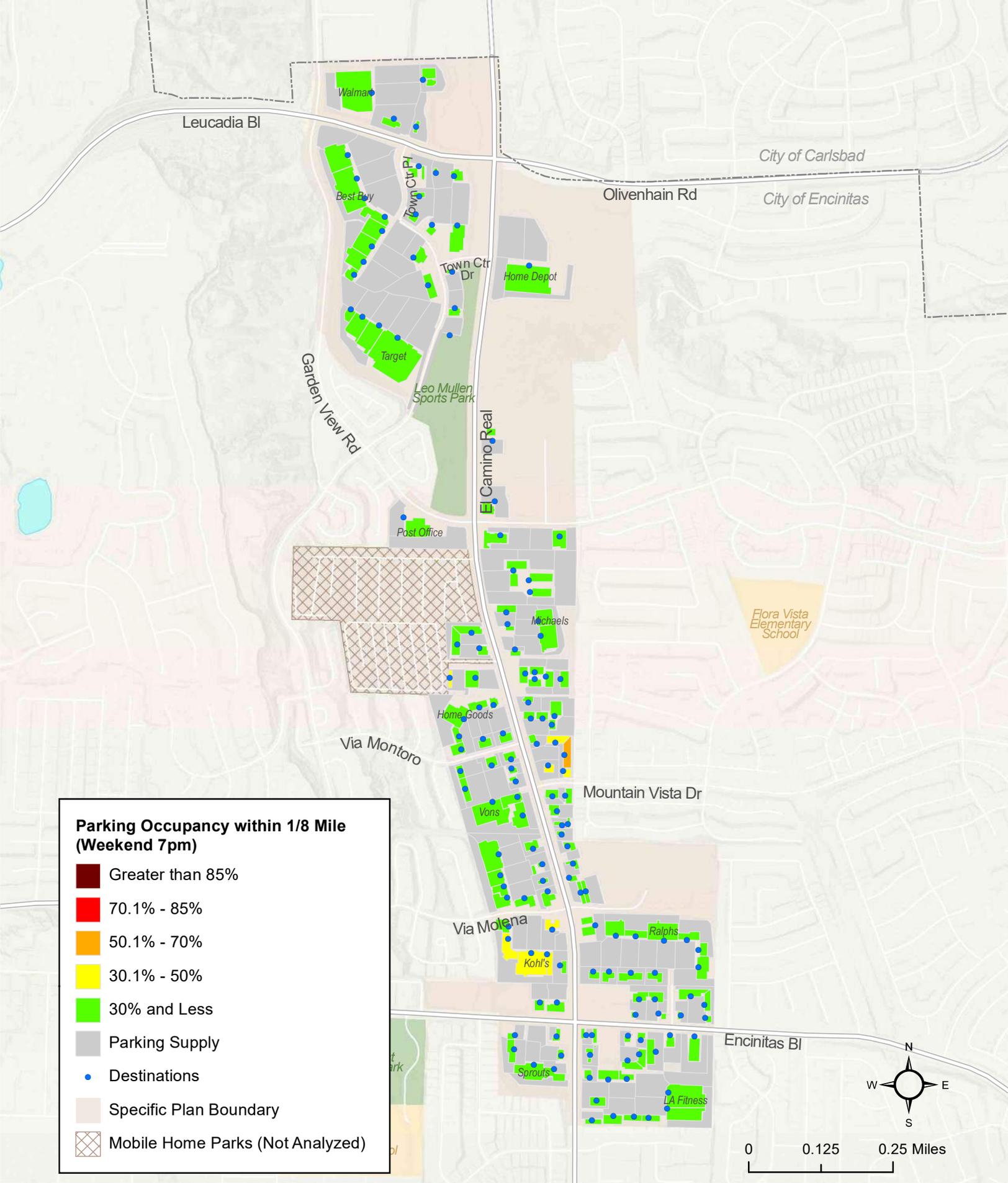












# El Camino Real

FINAL DRAFT

Opportunities & Constraints Memorandum

Appendix C

Market Analysis Report

PREPARED BY:



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## Introduction

Rick Engineering Company – Planning + Design Division (RICK) has prepared this report for the City of Encinitas (City) to provide baseline information for demographics and economic and market factors that may influence the El Camino Real Specific Plan in the City of Encinitas. This report provides statistical demographic and economic data, such as population, ethnicity, educational attainment, household income, and housing occupancy information, for the areas surrounding the El Camino Real corridor and the broader San Diego County region. These topics provide pertinent information concerning the economic position of households in the immediate area, and this information in turn provides the basis for recommendations for potential land uses to be included in the El Camino Real Specific Plan.

This document provides data and insight concerning the local real estate markets, including residential (for-sale and for-lease), office, and retail, with data concerning occupancies, rents, and the pipeline of potential projects. This market information outlines the current conditions for various types of land uses in the areas surrounding the El Camino Real corridor and helps support the projections for demand for various land use types and market opportunities in the Specific Plan Area (SPA). The demographic and economic data is then distilled into a series of key takeaways concerning the economic and market opportunities and constraints present in the El Camino Real corridor.

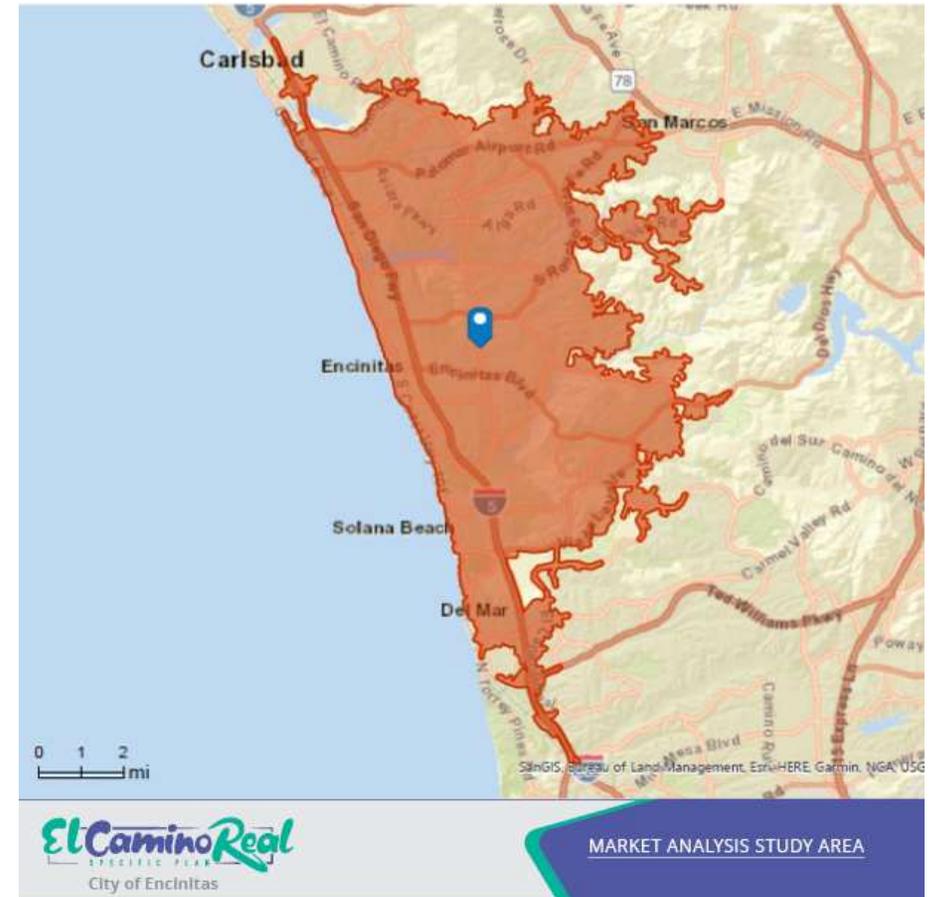
## Methodology

RICK has compiled information and reached conclusions outlined in this report based upon publicly available information from the U.S. Census, the County of San Diego, the San Diego Association of Governments (SANDAG), and the City. RICK has analyzed data from ESRI Business Solutions (ESRI), a national database of economic and market data derived from U.S. Census data, along with national database information concerning retail and consumer spending, living patterns, and related metrics. Information from CoStar and LoopNet, which provide data nationwide concerning commercial properties, has also informed this report. The team has also used data gleaned from periodical research, physical site research, and discussions with brokers and others in the real estate and development fields.

Due to the limited geographic size of the El Camino Real area (defined for the Specific Plan) and because the demographics and economics of the surrounding community strongly influence the economic prospects of El Camino Real, this report considers demographic and economic data based upon a larger study area, shown in Figure 1 Market Analysis Study Area. This study area encompasses an area within a 15-minute drive time from the midpoint of the corridor (between Encinitas Blvd and Leucadia Blvd).

This study area (abbreviated hereafter as “ECR Study Area”) includes the City of Encinitas as well as adjoining areas in Carlsbad and Solana Beach. The ECR Study Area includes geographies within a 15-minute drive time, as this travel time represents a typical limit for how far individuals are often willing to travel to conduct their everyday business (including shopping and errands). The area encompassed within the 15-minute drive time area represents a good proxy for the local market context surrounding the El Camino Real Specific Plan Area.

Figure 1: Market Analysis Study Area



Source: ESRI

## Executive Summary of Findings

The following summarizes the key findings of the report by section.

### Demographic Profile

The population of the ECR Study Area is anticipated to grow slowly over the next thirty years and continue to age over the next several years. The ECR Study Area is relatively affluent, well educated, and less diverse than San Diego County as a whole.

### Employment Profile

SANDAG projects limited employment growth in Encinitas (of roughly ten percent total) between 2020 and 2050. Employment in the North County area is relatively concentrated in high tech industries.

### Housing Market Trends

Single-family detached housing dominates the ECR Study Area, and the median values of homes in the ECR Study Area has continued to increase significantly in recent years. Over 30 percent of homeowners in the ECR Study Area currently pay more than 30 percent of their income on housing expenses.

The for-sale residential market has been very strong over the last few years, with an increase of roughly 50 percent for the median price home in Encinitas between 2017 and 2021.

The multi-family market in the ECR Study Area cooled during the pandemic but has recovered strongly in 2021, with rising rents and an increase in apartment construction across the San Diego metro area.

### Retail Market Summary

The retail market in San Diego weakened during 2020 due to the pandemic and its lingering effects, along with the ongoing shift to online commerce. However, the retail submarket that includes the Encinitas area has remained stronger than the regional averages over the last year.

### Office Market Summary

The San Diego office market experienced much higher vacancies during 2020 due to the pandemic but has begun to recover as more companies have returned to the office in recent months.

## Opportunities and Constraints

The following summarizes the main opportunities and constraints impacting the El Camino Real Specific Plan Area from an economic and market perspective.

### Opportunities

- The size and variety of parcels in the Specific Plan Area provides potential investors with a range of potential development possibilities
- The Specific Plan area has an opportunity to promote an increase in infill residential development along the corridor.
- The City has an opportunity to recruit more developers and builders to pursue apartments or attached residential projects in the Specific Plan area.
- Opportunity to re-use or repurpose parking areas along the corridor
- Opportunity to integrate smaller and / or more flexible office space into the El Camino Real corridor.
- The City has an opportunity to tailor incentives for the El Camino Real Specific Plan area.

### Constraints

- While opportunities exist to pursue residential growth in the Specific Plan area, SANDAG projects relatively limited population growth for Encinitas and surrounding communities over the next 30 years.
- The high cost of construction and materials continues to challenge developers and builders.
- The El Camino Real corridor does not have direct access to the Interstate 5 freeway or regional transit lines.
- The existing properties along the ECR Specific Plan Area contain a variety of conditions, in terms of the buildings and overall appearance.
- This stretch of El Camino Real is perceived as a primarily shopping center and retail area and developers would have to change this perception over time, in order to pursue non-retail land uses.

## Demographic Profile

The ECR Study Area has a current population of roughly 194,000 residents, with a median age of 44.0 years. ESRI projects relatively modest population growth of 4,726 residents over the next five years, to a projected population of just over 198,000 residents. The ECR Study Area has a relatively older population and, in line with regional and national trends, the overall population is expected to age over the next five to ten years. The population of residents age 75 to 84 is projected to increase by nearly 32 percent between 2021 and 2026 and the population of residents age 65 to 74 is projected to increase approximately 6.4 percent. The population of adults age 25 to 34 is also projected to increase by a total of over 2,300 people through 2026.

The San Diego Association of Governments (SANDAG) has provided long term projections for population growth for Encinitas and other jurisdictions in San Diego County through 2050. As illustrated in Figure 3 Population Projections – Encinitas, Neighboring Cities, and San Diego County, SANDAG anticipates overall population growth of just over 3,300 within the city limits of Encinitas between 2020 and 2050, compared to total population growth for San Diego County of 633,000 residents during the same timeframe. SANDAG anticipates similar rates of population growth for the neighboring communities of Carlsbad and Solana Beach. Overall, given that most of the greenfield lands in Encinitas were developed in past decades, SANDAG anticipates slower population growth for Carlsbad and Encinitas compared to San Diego County over the next thirty years. The projections anticipate that the populations of Carlsbad and Encinitas will increase by 5.0 and 5.5 percent, respectively, between 2020 and 2050, compared to an anticipated population increase of over 19 percent for San Diego County during the same period.

Figure 2: ECR Study Area Population and Age Breakdown

15 Minute Drive Time	2021 (Estimated)		2026 (Projected)		2021 - 2026 Change (Projected)	
	Number	Percentage	Number	Percentage	Number	Percentage
Age						
0 - 4	9,824	5.1%	10,192	5.1%	368	3.7%
5 - 9	11,159	5.8%	11,356	5.7%	197	1.8%
10 - 14	12,388	6.4%	11,594	5.8%	(794)	-6.4%
15 - 19	10,940	5.7%	10,370	5.2%	(570)	-5.2%
20 - 24	8,935	4.6%	8,272	4.2%	(663)	-7.4%
25 - 34	20,910	10.8%	23,225	11.7%	2,315	11.1%
35 - 44	25,159	13.0%	25,799	13.0%	640	2.5%
45 - 54	25,798	13.3%	25,171	12.7%	(627)	-2.4%
55 - 64	28,115	14.5%	26,340	13.3%	(1,775)	-6.3%
65 - 74	22,867	11.8%	24,322	12.3%	1,455	6.4%
75 - 84	11,619	6.0%	15,325	7.7%	3,706	31.9%
85 +	5,881	3.0%	6,355	3.2%	474	8.1%
<b>Total</b>	<b>193,595</b>		<b>198,321</b>		<b>4,726</b>	<b>2.4%</b>
<b>Median Age</b>	<b>44.0</b>		<b>44.4</b>			

Source: ESRI

Figure 3: Population Projections – Encinitas, Neighboring Cities, and San Diego County

Population Projections	2020 (ESRI Estimate)	2020 (SANDAG Projection)	2035 (SANDAG Projection)	2050 (SANDAG Projection)	Projected Growth, 2020 - 2050	Percentage Increase, 2020 - 2050
Carlsbad	112,941	118,241	123,634	123,942	5,701	5.0%
Encinitas	61,347	62,829	64,718	66,178	3,349	5.5%
Solana Beach	13,050	13,409	14,311	14,941	1,532	11.7%
<b>San Diego County</b>	<b>3,287,244</b>	<b>3,435,713</b>	<b>3,853,698</b>	<b>4,068,759</b>	<b>633,046</b>	<b>19.3%</b>

Sources: ESRI, SANDAG

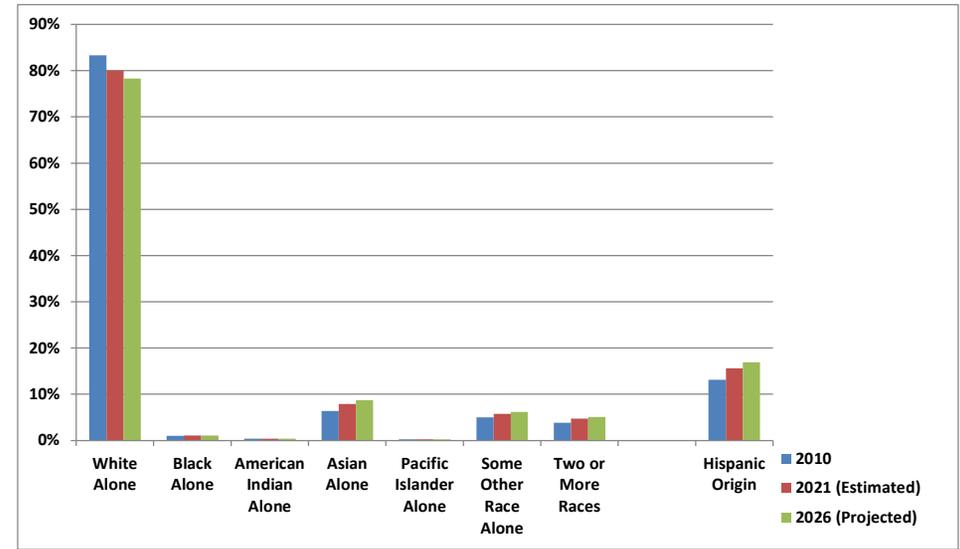
## Ethnic Diversity

The ECR Study Area is less diverse than San Diego County as a whole, but projections from ESRI indicate that the area will become more diverse over the next five years.

Residents of Hispanic origin comprised nearly 16 percent of the population in the ECR Study Area in 2021 and should represent nearly 17 percent of the population by 2026. The ECR Study Area has relatively small populations of Black, American Indian, and Asian residents.

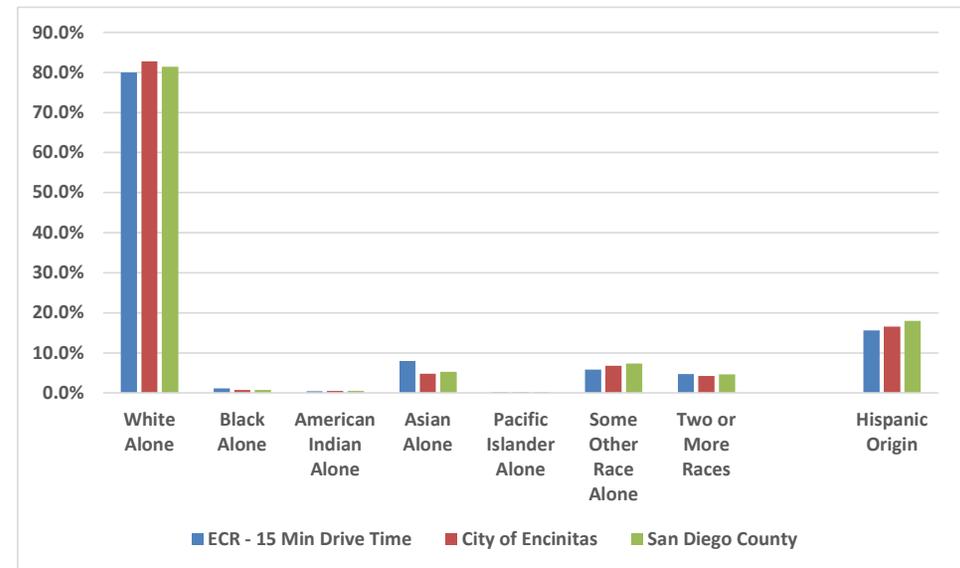
San Diego County, overall, is slightly more diverse than the City of Encinitas, with Hispanic residents representing over 18 percent of all county residents in 2021.

Figure 4: ECR Study Area – Race/Ethnicity Breakdown



Source: ESRI

Figure 5: ECR Study Area versus San Diego County – Estimated Race/Ethnicity Breakdown (2021)



Source: ESRI

## Income

The ECR Study Area is relatively more affluent than San Diego County and California. The ECR Study Area has a median household income of almost \$125,000, compared to a median household income of \$85,000 for San Diego County and \$80,000 for California. The per capita income in the City of Encinitas is around \$67,000 annually. Around 60 percent of households in the ECR Study Area report annual incomes greater than \$100,000 compared to just under 43 percent in San Diego County and just under 40 percent in California.

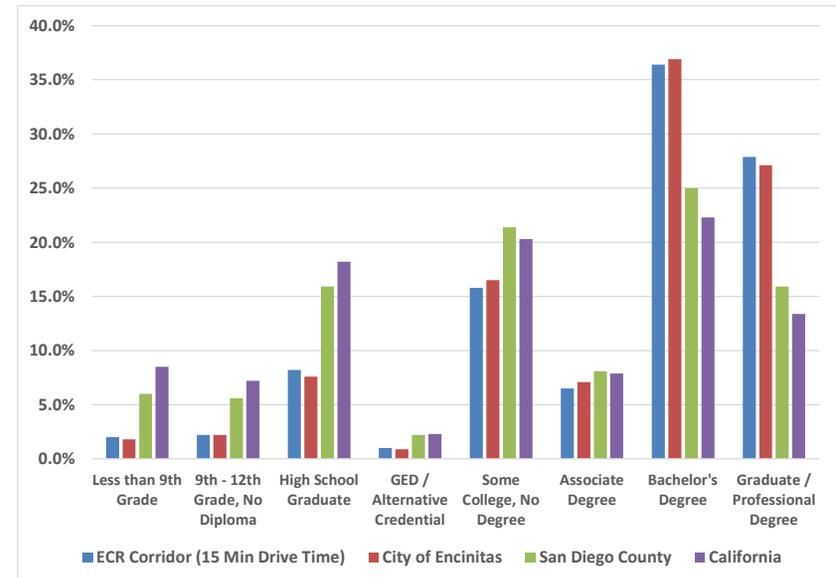
The population of the ECR Study Area also has higher levels of educational attainment compared to the county and the state, as outlined in Figure 7 2021 Population, Age 25-Plus, by Educational Attainment. Nearly 65 percent of adult residents in the ECR Study Area have earned a bachelor's degree or higher, compared to 40.9 percent for San Diego County and 35.7 percent for California. Approximately 4.2 percent of adult residents in the ECR Study Area do not have a high school diploma, compared to 11.6 percent in San Diego County and 15.7 percent statewide

Figure 6: Encinitas versus County and State – Breakdown of Households by Income

	ECR Corridor (15 Min Drive Time)	City of Encinitas	San Diego County	California
Less than \$15,000	4.6%	5.5%	7.3%	8.3%
\$15,000 - \$24,999	4.0%	4.5%	5.9%	6.6%
\$25,000 - \$34,999	4.1%	4.1%	6.4%	6.8%
\$35,000 - \$49,999	6.0%	5.9%	10.0%	9.9%
\$50,000 - \$74,999	10.3%	11.1%	14.6%	15.3%
\$75,000 - \$99,999	9.7%	9.5%	12.4%	12.5%
\$100,000 - \$149,999	19.1%	18.5%	20.0%	17.4%
\$150,000 - \$199,999	14.3%	14.1%	10.8%	9.5%
\$200,000 - Plus	27.9%	27.0%	12.6%	13.7%
Median Household Income	\$124,837	\$120,893	\$84,989	\$80,044
Average Household Income	\$168,204	\$164,423	\$113,225	\$113,468
Per Capita Income	\$66,794	\$67,168	\$40,045	\$38,272

Source: ESRI

Figure 7: 2021 Population, Age 25-Plus, by Educational Attainment



Source: ESRI

## Employment Profile

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The ECR Study Area serves as a bedroom community to various other areas within the San Diego metro area. However, areas within the ECR Study Area serve as the base for a range of employment, which include retail and service positions, and professional and medical positions, often associated with the medical office land uses in the area.

SANDAG has projected employment growth for the various municipalities in San Diego County over the next thirty years. The agency projects that Encinitas will gain an additional 2,266 positions over the next thirty years, compared to almost 8,300 for the City of Carlsbad and over 287,000 for San Diego County.

The majority of employment growth in San Diego County will likely continue to occur near the major employment centers around the metro area, and the Encinitas area will continue to operate largely as a bedroom community in San Diego County.

Figure 8: San Diego County Employment Projections

Employment Projections	2020 (ESRI Estimate)	2020 (SANDAG Projection)	2035 (SANDAG Projection)	2050 (SANDAG Projection)	Projected Growth, 2020 - 2050
<b>Carlsbad</b>	81,257	77,431	83,938	85,718	8,287
<b>Encinitas</b>	29,656	27,276	28,364	29,542	2,266
<b>Solana Beach</b>	10,101	8,156	8,509	8,802	646
<b>San Diego County</b>	1,579,455	1,624,124	1,769,938	1,911,405	287,281

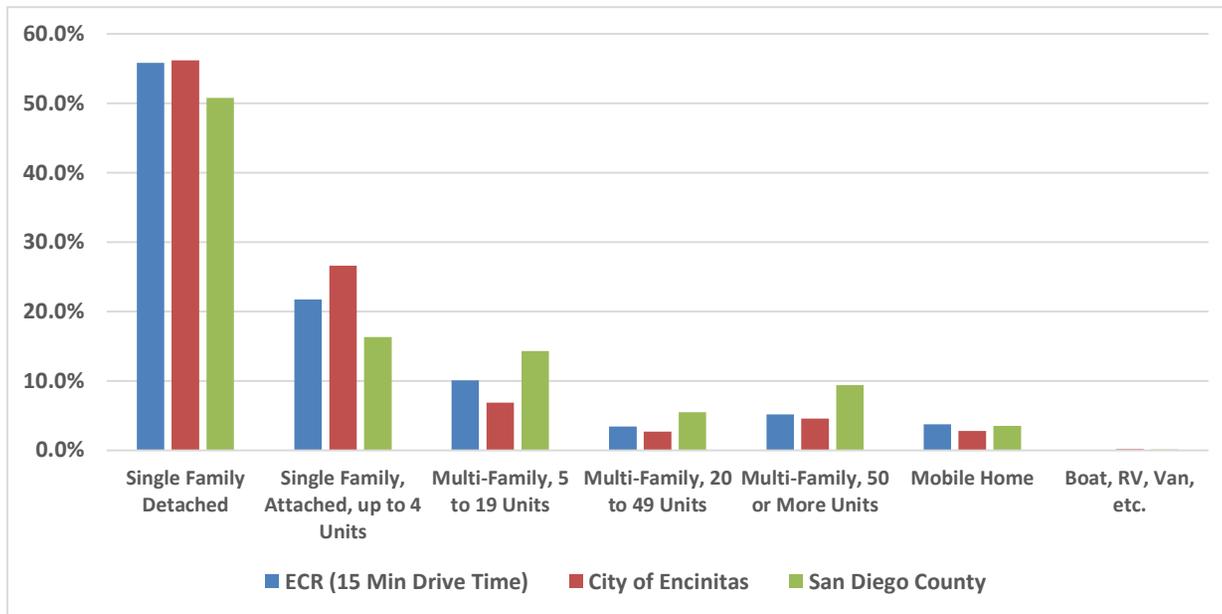
Sources: ESRI, SANDAG

## Housing Market Trends

The ECR Study Area has a housing mix focused largely on single-family detached homes, with this category accounting for over 55 percent of all homes in the ECR Study Area. Attached homes (including up to four units attached) account for nearly 22 percent of all homes, and smaller multi-family developments (with five to 19 units) represent ten percent of all units.

The ECR Study Area has just over 3,000 mobile home units, including a mobile home community located close to the El Camino Real Specific Plan area, but has relatively fewer larger multi-family developments (50 units or more) compared to San Diego County. The areas near the El Camino Real corridor have greater concentrations of single detached and single-family attached homes compared to San Diego County but a greater concentration of mobile homes compared to the county.

Figure 9: ECR Study Area versus Encinitas and San Diego County – Housing Units by Units in Structure



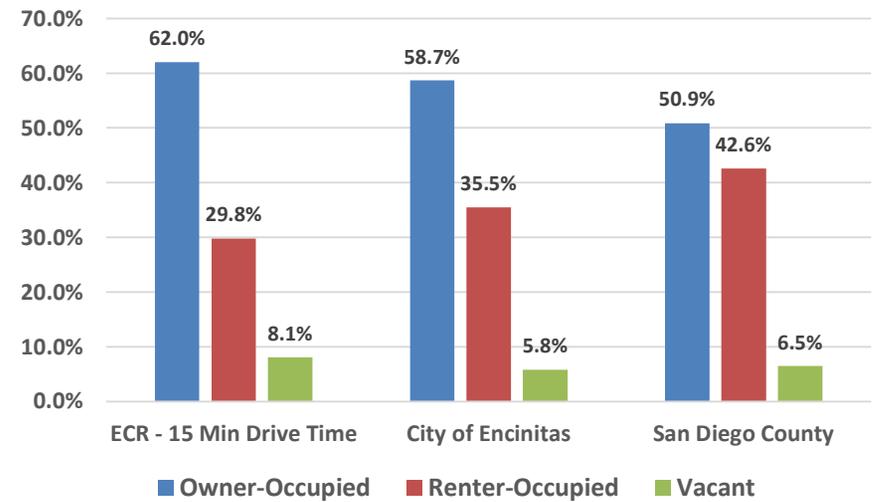
Source: ESRI 2015-2019 ACS Estimate (2021)

## Housing Occupancy

Whereas approximately 51 percent of residential units are owner-occupied in San Diego County, 62 percent of all residential units in the ECR Study Area, which includes a 15-minute drive time of the El Camino Real corridor, are owner-occupied. In addition, data from ESRI indicate that over 8 percent of units in the ECR Study Area are vacant, compared to around 6.5 percent county-wide.

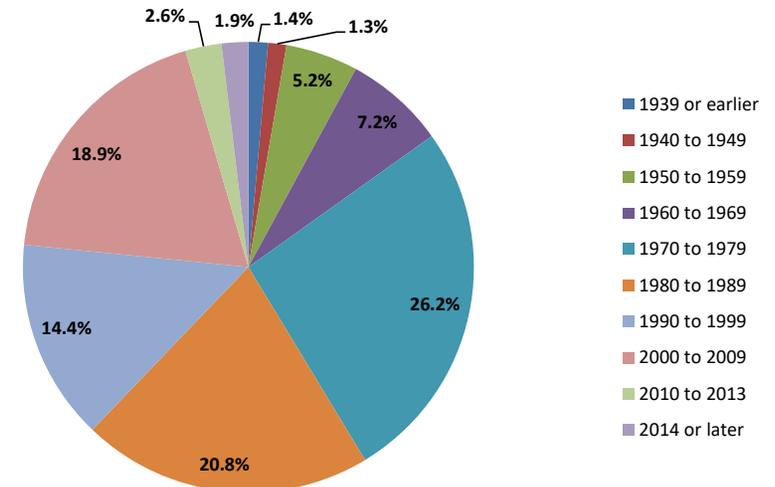
The ECR Study Area exhibited its greatest periods of growth between 1970 and 2010, with over 80 percent of units constructed during this time period. Only 4.5 percent of all units in the ECR Study Area have been constructed in the last ten years, reflecting the largely “built out” nature of this part of North County.

Figure 10: Housing Occupancy Data



Source: ESRI

Figure 11: Housing Units by Year Built



Source: ESRI 2015-2019 ACS Estimate (2021)

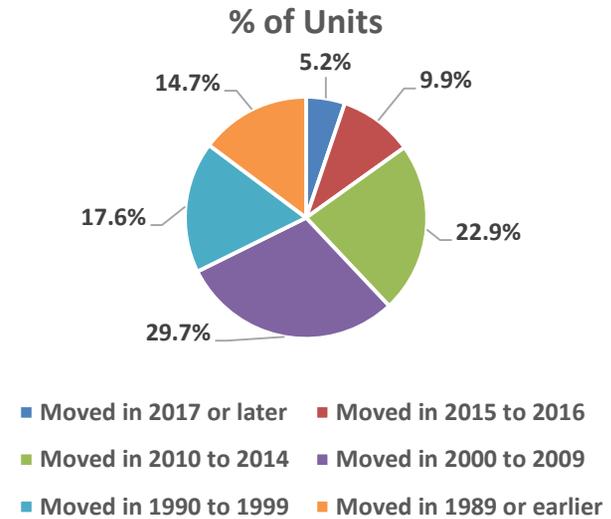
## Owner-Occupied Housing

Data from ESRI indicates that the majority of renters in the ECR Study Area moved into their current unit between 2010 and 2017, while the majority of owners in the ECR Study Area moved to their current unit prior to 2010.

## Renter-Occupied Housing

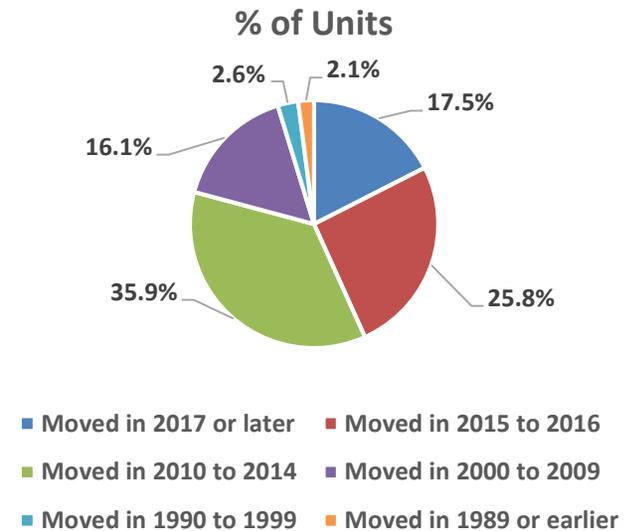
Data from ESRI (derived from the American Community Survey) indicates that most renters in the ECR Study Area paid monthly rents above the average monthly contract rent for California of \$1,487. Approximately 24.5 percent of residents in the ECR Study Area paid less than \$1,500 monthly, according to the most recently available data from the U.S. Census Bureau.

Figure 12: Owner-Occupied Housing Units by Year of Move In



Source: ESRI

Figure 13: Renter-Occupied Housing Units by Year of Move In

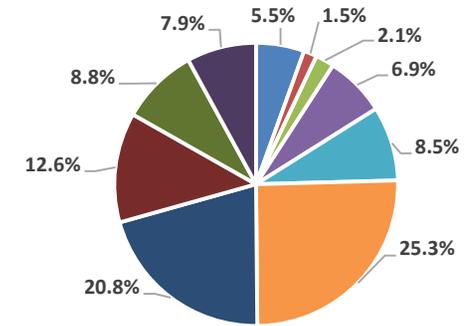


Source: ESRI

## Residential Costs

Among residents who own their home, monthly residential costs, as a percentage of income, remain high compared to communities outside of California and other states with higher costs of living. National housing experts typically advise against spending more than 30 percent of monthly income on housing costs. Over 30 percent of residential owners, with, or without, a mortgage, report monthly housing costs exceeding 30 percent of their income.

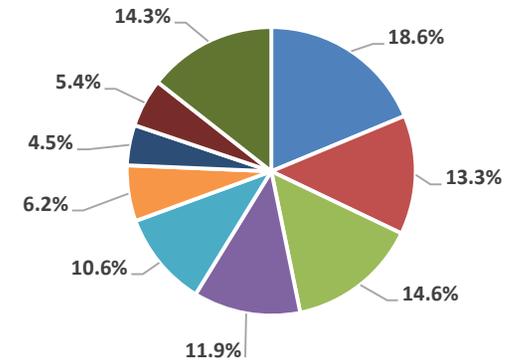
Figure 14: Renter-Occupied Housing Units by Contract Rent



- Less than \$800   ■ \$800 to \$899   ■ \$900 to \$999   ■ \$1,000 to \$1,249
- \$1,250 to \$1,499   ■ \$1,500 to \$1,999   ■ \$2,000 to \$2,499   ■ \$2,500 to \$2,999
- \$3,000 to \$3,499   ■ \$3,500 or more

Source: ESRI 2015-2019 ACS Estimate (2021)

Figure 15: Housing Costs as a Percentage of Income



- Less than 10.0 percent   ■ 10.0 to 14.9 percent   ■ 15.0 to 19.9 percent
- 20.0 to 24.9 percent   ■ 25.0 to 29.9 percent   ■ 30.0 to 34.9 percent
- 35.0 to 39.9 percent   ■ 40.0 to 49.9 percent   ■ 50 percent or more

Source: ESRI

## Median Home Price

Data from ESRI indicates that the median price of a home in the ECR Study Area is slightly over \$1 million. The average housing price in the city is much greater than the average for San Diego County. However, the price of homes across San Diego County has continued to escalate rapidly over the last few years. A significant portion of the current homeowners in the Encinitas area purchased their home ten or more years ago, when the cost of housing was lower, thus enabling them to remain in their homes more easily as the housing market has appreciated.

## For Sale Residential Housing Market

Data from the San Diego Association of Realtors (SDAR) illustrate the rapid increase in home prices across the Encinitas submarket (which represents the submarket calculated by SDAR that most closely ties to the ECR Study Area). Between 2017 and July 2021, the median sales price for single-family homes has increased from around \$1.2 million to \$1.8 million, or roughly 50 percent. During the same time period, the median sales price for townhouses and condos in Encinitas has increased from \$615,000 to \$815,000, or roughly 33 percent.

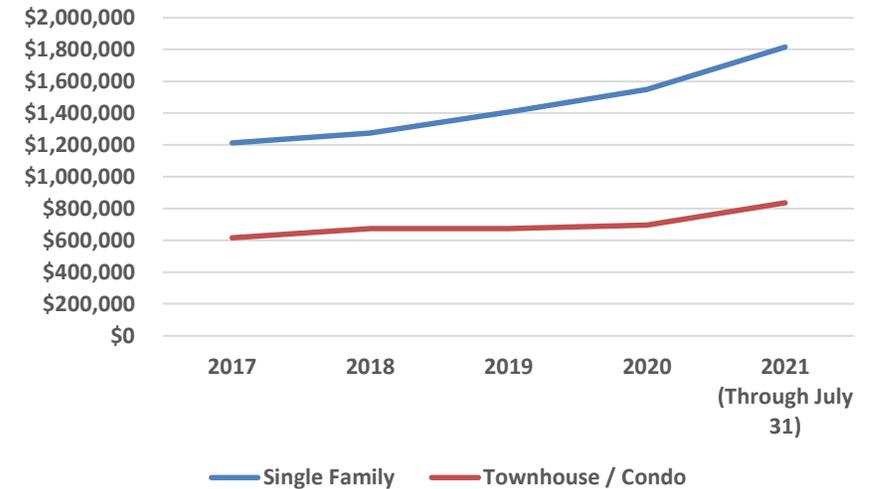
The average months of supply of inventory for both single family and townhouse/condo units in Encinitas has remained exceptionally low over the last four years. Realtors typically consider a market to be “in balance” between sellers and buyers when a market has an average supply of homes for approximately six months. Around 1.0 months of single-family home inventory was on the market in Encinitas in July 2017, and around 0.8 months of inventory was available for townhouses and condos.

Figure 16: Owner Occupied Housing Units by Value

	2021 (Estimated)		2026 (Projected)	
	Number	Percentage	Number	Percentage
<b>Less than \$50,000</b>	149	0.3%	3	0.0%
<b>\$50,000 - \$99,999</b>	215	0.4%	3	0.0%
<b>\$100,000 - \$149,999</b>	30	0.1%	0	0.0%
<b>\$150,000 - \$199,999</b>	63	0.1%	0	0.0%
<b>\$200,000 - \$249,999</b>	244	0.5%	27	0.0%
<b>\$250,000 - \$299,999</b>	435	0.8%	185	0.3%
<b>\$300,000 - \$399,999</b>	538	1.0%	207	0.4%
<b>\$400,000 - \$499,999</b>	1,496	2.8%	825	1.5%
<b>\$500,000 - \$749,999</b>	7,377	14.0%	4,882	9.0%
<b>\$750,000 - \$999,999</b>	15,002	28.5%	12,820	23.7%
<b>\$1,000,000 - \$1,499,999</b>	15,878	30.2%	21,876	40.5%
<b>\$1,500,000 - \$1,999,999</b>	4,871	9.3%	5,893	10.9%
<b>\$2,000,000 or greater</b>	6,339	12.0%	7,327	13.6%
<b>Median Value</b>	\$1,024,232		\$1,184,494	
<b>Average Value</b>	\$1,167,288		\$1,275,037	

Source: ESRI

Figure 17: City of Encinitas – Median Listing Sales Price

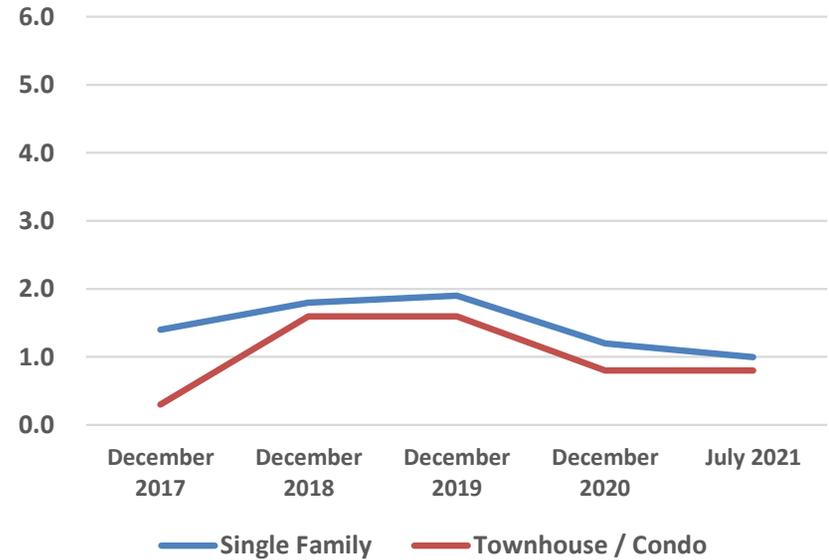


Source: San Diego Association of Realtors

Regional housing observers believe the residential market will remain robust into the foreseeable future given the lack of homes on the market in San Diego County and continued strong demand. Like most parts of the country, supply in San Diego County has not kept pace with demand since the Great Recession. This under-supply, coupled with record low interest rates, has fueled remarkable price increases and increased sales activity.

While the cost of housing nationally may impede some sales activity over time, the lack of materials supply, labor, and land available for development has resulted in increased costs of construction, causing further upward pressure on prices. While economic downturns will affect the local housing market in San Diego County periodically, the regional forecasts for continued population and employment growth across the San Diego region should continue to drive demand for more housing units across the county over the next thirty years.

Figure 18: City of Encinitas – Months' Supply of Housing Inventory



Source: San Diego Association of Realtors

## Multi-Family Market

Following several years of strong growth, the pandemic year of 2020 contributed to weakness in the San Diego multi-family market. More expensive apartment submarkets across the region, including Encinitas and other coastal communities, exhibited the most significant rent decreases in 2020. However, the local rental market has stabilized during the first part of 2021, with asking rents across the entire San Diego region ending the first quarter at \$1,859 per month, representing a decrease of 1.9 percent from the first quarter of 2020.

The overall vacancy rate for apartments in the San Diego region currently stands at 4.1 percent, one of the lowest rates in the country. However, an increase in apartment construction over the next few quarters is likely to increase vacancy rates by around half a point through the rest of 2021.<sup>1</sup>

Local industry observers forecast that the improving economy, post-pandemic, will result in modest rent increases across the multi-family market in San Diego. A multi-family report by Northmarq anticipates that asking rents in the market will increase around 2.5 percent for 2021, ending the year with a regional average rent of around \$1,900 per month.<sup>2</sup>

Following a slower period of multi-family construction during the pandemic, apartment construction in the San Diego market is anticipated to increase through the end of 2021. Developers are planning a total of 3,300 multi-family units to be delivered to the San Diego market this year, doubling the number of multi-family units that came online in 2020.<sup>3</sup>

An improving employment situation is also contributing to a stronger apartment market in San Diego throughout 2021, as more companies reopen offices. The most significant economic development impacting the multi-family market during the first part of 2021 was Apple's announcement that it will add 5,000 new jobs to its existing base of 1,000 positions in the San Diego market over the next five years.

The overall San Diego employment market is recovering incrementally. During the first quarter of 2021, employers in the county added 17,500 positions to payrolls, nearly doubling the employment gains during the fourth quarter of 2020. However, due to the overall impacts of the pandemic, local employment in the San Diego region remains 7.2 percent lower than during the first quarter of 2020. The professional and business services sector, which tends to have higher paying jobs, has demonstrated strength in recovering from the pandemic over the last several months. Regional real estate reports anticipate that the San Diego market will continue to recover in 2021, with the region adding around 50,000 additional workers during the course of the year.<sup>4</sup>

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<sup>1</sup> San Diego Multifamily Market Report, 1<sup>st</sup> Quarter 2021. Northmarq Investment Sales.

<sup>2</sup> See note 1.

<sup>3</sup> See note 1.

<sup>4</sup> See note 1.

# Retail Market Summary

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## North County and San Diego Retail Market

The COVID-19 pandemic has accelerated trends in the local and national retail markets toward e-commerce versus spending in brick and mortar stores. The economic downturn spurred by the pandemic also has contributed to weakness in the retail market. Across the San Diego metro area, vacancy rates are now much higher than pre-pandemic levels. Local retail observers note that well-located retail properties have a better chance of recovering post-pandemic, but that many less favorable retail locations may eventually become obsolete and redevelop into other uses. The overall retail vacancy rate in the San Diego region was 5.49 percent at the end of the second quarter 2021, representing a 1.27 percentage point increase from the vacancy rate a year earlier of 4.22 percent. However, the vacancy rate may continue to climb in coming quarters as a commercial eviction moratorium, which had been in place by the federal government, expires at the end of the second quarter and additional space becomes listed as officially “vacant” in real estate metrics. The average lease rate for retail in the San Diego market decreased over 6 percent from the second quarter of 2020 to the second quarter of 2021 and now stands at a monthly rate of \$2.34 per square foot (or around \$28 per square foot on an annual basis).

As of the second quarter of 2021, the “Central North” submarket (which includes Encinitas as well as Miramar, La Jolla, Del Mar Heights, and University Town Centre) reported a vacancy rate of 6.7 percent, compared to the regional average of 5.49 percent. The average monthly lease rate for retail in the local area was \$2.42 per square foot, compared to \$2.32 across the San Diego region. The Central North submarket had around 84,000 square feet of retail space under construction as of the second quarter and around 375,000 square feet of retail space planned, compared to a total of 17 million square feet of retail space for the submarket during the second quarter of 2021. The Central North submarket has reported positive net absorption of 88,000 square feet for 2021, year to date, representing the only submarket in San Diego to enjoy positive absorption for 2021.<sup>5</sup>

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<sup>5</sup> San Diego Retail, Second Quarter 2021 Market Report, Voit Real Estate Services

Overall, although the retail market in San Diego is facing many of the same issues facing retail nationwide, the local submarket in the ECR Study Area has performed relatively well over the last year and remains more stable than other markets in the region.<sup>5</sup>

## Retail in the El Camino Real Specific Plan Area

According to data obtained from SANDAG’s GIS records, the area within the El Camino Real Specific Plan boundaries contain around 1.4 million square feet of retail space, representing one of the core areas of retail in Encinitas and surrounding communities in North County. Key retail centers along El Camino Real, between Encinitas Blvd. and Leucadia Blvd., include the following:

- Encinitas Village Shopping Mall at Encinitas Blvd. and El Camino Real, and its anchor tenants Ralph’s and Trader Joe’s;
- Encinitas Marketplace at Via Molena and El Camino Real, and its anchor tenant Kohl’s;
- El Camino Promenade, also at Via Molena and El Camino Real, and its anchor tenants BevMo, TJ Maxx, and Dollar Tree;
- Camino Village Plaza at Mountain Vista Dr. and El Camino Real, and its anchor tenants Von’s and Pep Boys;
- The shopping center at 333 N. El Camino Real, including Aldi and Michael’s as anchor tenants;
- The Home Depot at 1001 N. El Camino Real; and
- Encinitas Ranch Town Center, at Leucadia Blvd. and El Camino Real, with Target, Office Depot, Ross, Barnes & Noble, Pet Smart, Best Buy, Dick’s Sporting Goods, and Stater Bros. Markets as anchors.

Retail data compiled for a “retail gap analysis,” outlined in Figure 19, ECR Study Area – Retail Gap Analysis, reflect the status of the retail market (including areas within a 15-minute drive of the middle of the El Camino Real Specific Plan Area). Although the areas within a 15-minute drive of El Camino include a variety of shopping centers and retail uses, the overall area leaks retail spending to outside

areas in San Diego County. The retail categories with the greatest leakage<sup>6</sup> include Furniture and Home Furnishings Stores, General Merchandise, and Non Store Retailers. The ECR Study Area draws more retail spending from outside the area than the residents generate (reflecting a “trade surplus”) for Health and Personal Care Stores, Sporting Goods, Hobby, Book and Music Stores, and Miscellaneous Store Retailers. However, as reflected in the following figure, the area within a 15-minute drive of El Camino Real does not exhibit significant leakage (as measured by the “leakage/surplus factor”) across a wide range of retail categories (as evidenced by the relatively small leakage factors).

Although a handful of junior box vacancies are present along El Camino Real, as well as in some of the smaller shopping plazas along the corridor, the corridor has been fortunate in not experiencing larger scale vacancies (of major anchors, or of major swaths of shopping centers), as has been evident in various suburban communities across the region and across the country over the last few years. Brokers operating in the area indicate that the retail market along the El Camino Real corridor remains one of the strongest in north San Diego County, with no major areas of weakness in terms of vacancies or rental rates for retail space.

Figure 19: ECR Study Area – Retail Gap Analysis

Retail Category	Retail Potential (Based upon Population) - 2017 Data	Retail Sales - 2017 Data	Leakage or Surplus	Leakage / Surplus Factor
Motor Vehicle & Parts Dealers	\$931,095,874	\$748,392,477	Leakage	10.9
Furniture & Home Furnishings Stores	\$174,474,431	\$95,109,413	Leakage	29.4
Electronics & Appliance Stores	\$171,287,989	\$156,988,137	Leakage	4.4
Building Materials, Garden Equipment & Supply Stores	\$287,090,042	\$240,607,942	Leakage	8.8
Food & Beverage Stores	\$722,349,253	\$623,628,475	Leakage	7.3
Health & Personal Care Stores	\$311,883,714	\$343,671,137	Surplus	-4.8
Gasoline Stations	\$383,204,440	\$269,240,237	Leakage	17.5
Clothing & Clothing Accessories Stores	\$338,310,830	\$266,614,595	Leakage	11.9
Sporting Goods, Hobby, Book & Music Stores	\$146,866,725	\$165,180,768	Surplus	-5.9
General Merchandise Stores	\$753,968,920	\$408,890,045	Leakage	29.7
Miscellaneous Store Retailers	\$169,794,950	\$239,632,946	Surplus	-17.1
Nonstore Retailers	\$137,442,689	\$61,206,226	Leakage	38.4
Food Services & Drinking Places	\$507,408,392	\$468,811,161	Leakage	4.0

Source: ESRI

<sup>6</sup> Leakage in an area represents a condition in which demand exceeds supply. In other words, retailers outside the market study area are fulfilling the demand for retail products; therefore, demand is leaking out of the trade area (ESRI 2017).

## Office Market Summary

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The ECR Study Area contains between 300,000 and 350,000 square feet of leaseable office space and space dedicated to various services. The ECR Study Area contains a significant number of medical office and related uses, including various dental or medical offices. The corridor includes several clusters of professional or medical office space, including a complex of primarily medical-oriented uses across the street from Camino Encinitas Plaza, a complex of medical office space surrounding the Scripps Coastal Encinitas Laboratory, and a cluster of medical office space at the northeast quadrant of El Camino Real and Garden View Road. The corridor also includes a scattering of additional dental, medical, veterinary, or other professional services offices, distributed throughout the length of the corridor.

The ECR Study Area also does not appear to have any office projects on the horizon, and data from CoStar indicates that vacancies are in the 10 to 15 percent range for the overall ECR Study Area. Data from CoStar also indicates that office rents vary based upon the age and quality of the space, but that rents for medical office and related professional office space range from around \$30 per square foot to nearly \$45 per square foot. The local office market appears relatively stable given the presence of medical office space, which is less vulnerable to macroeconomic trends.

Around the San Diego metro area, the office market has weathered the impacts of the COVID-19 pandemic relatively well and began showing signs of recovery during the second quarter of 2021. The San Diego market reported positive net absorption of office space in the second quarter of 2021, for the first time since the first quarter of 2020.

With companies and their employees returning to offices in 2021, the fundamentals of the local office market have improved. Employment in the technology-related fields has contributed to the positive performance of the San Diego office market this year. Class A office rents in the San Diego metro area have increased 3.2 percent year over year and stood at \$3.25 per square foot during the second quarter. The overall vacancy in the San Diego market stood at 14.3 percent in the second quarter, representing the highest vacancy level since 2013. Local office specialists anticipate that the office market will continue to experience increased leasing activity in the coming months, as companies make their way back to the office and rethink their return to office plans.<sup>7</sup>

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<sup>7</sup> JLL San Diego Office Insight, 2<sup>nd</sup> Quarter 2021.

## Demand Forecasts

As outlined in Figure 20 ECR Study Area – Demand Forecasts by Land Use Category (2020-2050), the ECR Study Area has the potential to add various types of real estate product over the next thirty years based upon the continued growth of the San Diego region and projections issued by SANDAG for Encinitas and surrounding communities in San Diego County.

Figure 20: ECR Study Area – Demand Forecasts by Land Use Category (2020-2050)

	Scenario 1	Scenario 1 General Assumptions	Scenario 2	Scenario 2 General Assumptions	Scenario 3	Scenario 3 General Assumptions
<b>Office (Square Feet)</b>	29,663	The ECR Specific Plan area captures 15 percent of SANDAG-forecasted employment growth through 2050.	39,550	The ECR Specific Plan area captures 20 percent of SANDAG-forecasted employment growth through 2050.	49,438	The ECR Specific Plan area captures 25 percent of SANDAG-forecasted employment growth through 2050.
<b>Retail (Square Feet)</b>	104,978	The ECR Specific Plan captures roughly a 15 percent lower capture rate of additional retail generated by projected population growth for the Encinitas area, tied to SANDAG projections	135,751	The ECR Specific Plan captures roughly the same capture rate of additional retail generated by projected population growth for the Encinitas area, tied to SANDAG projections	166,013	The ECR Specific Plan captures roughly a 15 percent higher capture rate of additional retail generated by projected population growth for the Encinitas area, tied to SANDAG projections
<b>Single Family Attached Residential (Units)</b>	154	The ECR Specific Plan area captures 50 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.	307	The ECR Specific Plan area captures 100 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.	461	The ECR Specific Plan area captures 150 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.
<b>Multi Family Residential (Units)</b>	614	The ECR Specific Plan area captures 50 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.	1,229	The ECR Specific Plan area captures 100 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.	1,843	The ECR Specific Plan area captures 150 percent of SANDAG projected housing growth through 2050. Assumes that multi-family units would account for 80 percent of residential growth in the Specific Plan area, and Single Family Attached for 20 percent.

Source: RICK Planning + Design

## Office Demand

The ECR Study Area has the potential to add a relatively small amount of office space (between 30,000 and 50,000 square feet), based upon projected employment growth. The presence of a number of medical office and professional office buildings along the corridor provides a foundation of stability for ongoing growth in employment along the corridor. The ECR Study Area has the potential to add more professional services offices, given the growth in high tech employment in this part of San Diego County and the overall levels of education and professional backgrounds in the city.

## Retail Demand

Based upon the prominence of this portion of the El Camino Real corridor in the local retail market and the projected growth in population (by SANDAG) for Encinitas and surrounding communities, the ECR Study Area has the potential to add a relatively limited amount of retail from around 100,000 square feet to around 165,000 square feet of space over the next thirty years. These projections, however, draw from historic trends in terms of capture rate for retail. The retail landscape across the El Camino Real corridor is fairly typical for corridors developed between the 1970s and 2000s, with an assortment of big box retail anchors, some junior box stores, and supporting in-line retail and pad restaurants. As consumers continue to shift to e-commerce, the viability of the retail types present along El Camino Real may continue to diminish, and the corridor may not have the ability to add any more retail over the next thirty years. As the shopping centers along the corridor continue to age, opportunities to redevelop these centers into other land uses may arise instead.

## Residential Demand

Based upon regional projections for continued population growth throughout San Diego County, the three scenarios produced by SANDAG assume that the El Camino Real corridor could absorb varying shares of regional residential growth. Given the context of the corridor, the projections assume that developments would include either single-family attached or multi-family units, as opposed to single-family detached units. The projections anticipate that the corridor could absorb between 150 and 450 single-family attached units over the next thirty years, and between 600 and 1,850 multi-family units during the same time frame. Given that an average suburban apartment complex often includes 300 to 400 units, the projections anticipate that several new apartment developments could be completed along the corridor over the next few decades. While SANDAG is not projecting significant growth in population for the city, the overall projections for population and employment growth across the San Diego region translate into the potential for the El Camino Real corridor to exceed the projections made by SANDAG for population growth in the ECR Study Area.

## Opportunities and Constraints from Market Analysis

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The review of demographic and market information in the ECR Study Area and the broader San Diego region suggests the following as key opportunities and constraints for the El Camino Real Specific Plan. Research of other comparable suburban corridors around the country also informed the following list of opportunities and constraints.

### Opportunities

#### Size and Variety of Parcels Provides Variety of Opportunities

The Specific Plan Area, between Encinitas Blvd. and Leucadia Blvd., features some of the deepest and varied sets of parcels along a commercial corridor in the city. While opportunities to pursue adaptive reuse or redevelopment of existing commercial parcels may arise along other corridors in the city, such as the Coast Highway, Encinitas Blvd., Leucadia Blvd., and others, many of these other corridors feature properties that are relatively shallow in depth. While existing commercial parcels along the Coast Highway could move forward with redevelopment, it would be difficult to redevelop sizeable acreage along this highway into a variety of land uses. Because the Specific Plan Area includes a variety of sizes and depths of parcels, it presents some of the most likely potential redevelopment areas that would provide the greatest degree of flexibility for a developer. A deeper parcel along El Camino Real could, for example, accommodate a larger multi-family or attached residential project footprint, or a larger employer's operations. The larger parcel sizes along the Specific Plan Area increases the range of options for development or redevelopment, given the corridor's location in the heart of Encinitas and access to the broader North County area. The larger parcel sizes also provide greater area for developers to provide amenities, such as recreation and entertainment areas, as part of their projects, thus increasing their marketability.

A number of developers across the state have pursued the redevelopment of portions of shopping centers for residential projects. In Spring 2021, for example, development firm DJM announced that it would demolish approximately 245,000 square feet of its Bella Terra shopping center in Huntington Beach, containing a Burlington Coat Factory store and other in-line tenants. DJM plans to construct a five story residential tower with 300 apartment units, as well as 25,000 square feet of ground floor shops and restaurants. The project calls for 15 percent of the residential units to be constructed as deed-restricted affordable housing units. As brick and mortar retail sites in southern California continue to face challenging times, and as the value of residential properties continues to soar, the development of portions of retail shopping centers into housing space is now producing superior returns on investment.

#### Opportunity for Increased Infill Residential Development

While the city has not experienced significant population growth over the last ten years, San Diego County is expected to add considerable population over the next thirty years, including a continued increase in the number of older individuals, above age 65. Encinitas has an opportunity to create developments and environments along the corridor that would appeal to seniors, young professionals, and other individuals seeking a more vibrant, active environment with a range of services. This strategy would aim to attract a larger share of the region's population growth to El Camino Real and the city.

Potential residential development within the Specific Plan Area may focus on the following product types (senior housing, co-living, and attached products):

#### *Senior Housing*

New senior housing developments have enjoyed success across Southern California as the region's population of Baby Boomers has continued to age. Senior living communities may include independent living options (developed as condos or apartments) or may provide living options with increased levels of service and medical care. Senior housing projects typically locate on sufficiently large parcels of land to provide for a range of living options and therefore are better suited for a corridor like El Camino Real, which has parcels of varying depths and contains several potentially sizeable parcels (in excess of five acres in size). Developing a senior housing project could represent a market

opportunity for a range of property owners within the ECR Study Area who seek to diversify away from retail or office development options.

A number of redevelopment projects around the country have converted former retail shopping centers or spaces into senior housing ventures. The satellite parking lot of Northgate Mall in the Seattle area, one of the country's oldest malls dating to 1950, was redeveloped into a senior housing project, called Alijoia Thornton Place. The project provides an "urban village" geared to seniors who desire the energy of urban life, but in a suburban setting. Whereas senior housing projects of 20 or 30 years ago were developed like isolated campuses, often in bucolic settings, today senior citizens have a greater desire to live near urban amenities and close to where they formerly resided. The American Association of Retired Persons (AARP) has noted that by 2034, there will be more people over age 65 nationally than under age 18 for the first time ever, and that this has created a backlog of demand for senior housing. In the Denver suburb of Wheat Ridge, Colorado, city leaders used federal affordable housing tax credits to help complete 138 senior apartments on the site of an eight-acre strip commercial center. The city also helped the project, known as the Wheat Ridge Town Center senior apartments, by approving zoning changes from retail to a classification that allows for high-density, low-income housing, and by funding the project's infrastructure, including new streets, curbs, sidewalks, and newly developed roads. The project features senior housing units geared for middle and low income residents in the local area.

In the affluent Silicon Valley suburb of Cupertino, California, developers KT Urban and Related Companies partnered to develop a senior housing campus including 88 townhomes and 206 senior living apartments on the site of The Oaks Center, an older strip retail center in the community. The development features a library, lounge, roof deck, dining venues, and health and wellness facilities, and is located within walking distance of a senior center, park, restaurants, and other amenities. A total of 20 percent of units in the project are designated as affordable. In return for meeting affordable housing goals, the City of Cupertino provided various concessions on development regulations, including providing greater flexibility on building height limits and other design parameters. The developers noted that it was easier to gain approvals for this senior housing project, as opposed to other

types of housing, given that senior citizen populations result in reduced traffic impacts and less burden on local school systems, compared to other residential projects.

### *Co-Living*

Co-living product types are designed to provide an increased level of shared amenities and facilities for residents, along with greater flexibility. These product types have emerged as an attractive residential development option over the last few years. According to CBRE Group, co-living companies plan to open more than 55,000 beds in the next few years and have raised hundreds of millions of dollars of equity nationally to meet expansion targets.<sup>8</sup> Cushman and Wakefield estimates that co-living could grow to a \$550 billion market, between the United States and Europe, over the next ten years.<sup>9</sup> Co-living represents a less expensive housing alternative for young adults (typically from 25 to 35 years in age). Co-living provides upscale amenities at lower lease rates (compared to traditional apartments), with greater flexibility in lease terms, facilitating more frequent moves. Co-living also emphasizes greater levels of community and social interaction, resembling the communal feel of college dormitories. Southern California is viewed as a "gateway" co-living market given the very high cost of living for young adults. Further, co-living is viewed in the real estate community as a viable product to serve people through all life stages, providing greater levels of amenities and community features at lower costs than traditional multi-family communities. Potential redevelopments of parcels within the Specific Plan Area could potentially include co-living components, paired with nearby entertainment, dining, and convenience options for residents.

A number of startup companies, including Starcity, Bungalow, Common, and WeLive, have been pursuing co-living projects across the country over the last few years. The largest co-living project to date developed is an 18-story, 803 unit co-living project by Starcity, in Downtown San Jose, California. Starcity already has seven co-living developments underway in the Los Angeles and San Francisco markets and pursued San Jose given the extreme housing crisis in the Silicon Valley area. The project includes bedroom units ranging from 130 to 220 square feet in size, along with communal kitchens and communal living spaces. Starcity indicates that it normally allocates 20 percent of the total square footage

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<sup>8</sup> Innovation Watch: The Rise of Co-Living, CBRE, February 2020.

<sup>9</sup> "Why Co-Living's Future is Still Bright," Hospitality RE, June 4, 2020.

within co-living projects to common spaces and kitchens, with bedroom space accounting for 65 percent of total square footage. In order to make the San Jose project work, Starcity worked with city staff to create an entirely new land use category, geared specifically to co-living units. In the past, co-living units occupied an undefined space in the city's development code, between hotels and multi-family apartment units. This zoning change allowed the project to gain approvals from local officials in San Jose.

#### *Attached Products (of various sizes and types)*

Given the increase in the population of older adults in the ECR Study Area and an ongoing trend toward smaller household sizes, developments along the El Camino Real corridor could feature a mixture of attached residential product types, including various types of row homes, townhomes, condominiums, or traditional apartments, to appeal to a range of potential residents from throughout the North County area.

#### **Recruitment of Developers and Builders for Apartments or Attached Residential Units**

The housing analysis indicated that the housing stock in the ECR Study Area is heavily weighted toward single-family detached homes. However, apartments, duplexes, townhomes, and similar housing units are well suited to Empty Nesters and retirees, as well as young adults who cannot afford a traditional detached home. The Specific Plan Area has an opportunity to introduce these varying housing types into the local market as part of redevelopment efforts for various parcels, as they potentially become available over time. The aging of retail centers along El Camino Real and the disruption in the retail market may present opportunities to redevelop older or underperforming retail properties into residential or mixed-use orientations.

#### **Re-Use or Repurposing of Parking Areas Along the Corridor**

Several properties along the Specific Plan Area appear to have excess or underutilized parking areas. While most of the properties along the corridor developed under older development codes or practices that called for a higher number of parking spaces to serve retail, this practice has led to the presence of

parking areas that are not used on a regular basis. From a land use and real estate perspective, unused parking areas or parking areas that are too large for the surrounding development represent inefficient use of land and wasted opportunities to maximize revenue. Even without complete redevelopment of various parcels in the ECR Study Area, individual property owners could pursue redevelopment of excess parking areas. These parking areas could be developed into additional residential space or to office or other retail uses. Developing excess parking areas would increase the value of these properties while also enhancing the vitality of the corridor and its aesthetic appearance.

Around California and nationwide, developers have increasingly viewed parking lots, or uses that have significant portions of their acreage dedicated to parking, as opportunities for redevelopment and enhancement of real estate value. The number of sales of parking lots nationally in 2016 nearly doubled from the yearly rate from 2006 through 2014. Throughout the Bay Area, car washes and gas stations have become prime opportunities for conversion to housing. These transformations have been moving forward because the income streams from development into housing outpace those from continuing to operate parking lots in particular locations, given the value of housing in markets around California<sup>10</sup>.

In Provo, Utah, the Woodbury Corporation (a Utah-based developer), transformed part of the parking lot surrounding the University Mall into a multi-phase housing complex geared to students and faculty at nearby Brigham Young University. The developer has also integrated office space, entertainment, and outdoor green space on parts of the parking lot surrounding the mall, illustrating that excess parking lots can be developed into a variety of uses and amenities.

Developers cite the following “lessons learned” from efforts to reposition parking and other underutilized areas within shopping centers into housing and other uses:

- While communities often envision “mixed use” redevelopments of parking lots involving the vertical orientation of uses, with residential uses above ground floor retail, horizontal mixed-use is often easier to execute in various markets. Developers have encountered increased vacancies for ground floor retail spaces, constructed as part of residential projects,

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<sup>10</sup> “Are Parking Lots the Answer to the Housing Shortage,” JLL Trends and Insights, January 21, 2020.

and have encountered fewer difficulties in securing credit approvals for horizontally-oriented projects.

- Developments of portions of parking areas within shopping centers often encounter difficulties in navigating various master declarations, covenants, conditions and restrictions, and other project government documents that govern particular parking areas. These types of documents and encumbrances can restrict or govern matters such as access and cross access, lighting, utilities, allowed uses, common area maintenance and other operational considerations. Various easements may also complicate efforts to redevelop parking areas into housing. Successful redevelopments of excess parking areas have begun the process of untangling these types of encumbrances early on in the development process to avoid delays.
- In particular, agreements governing shopping centers may include parking lot no-build restrictions (which may prohibit construction of new uses on parking fields), restrictions that assign particular areas of parking to particular tenants, restrictions on allowed uses, and similar requirements. The presence of encumbrances that typically govern larger shopping center properties may mean that the redevelopment of smaller acreages along the El Camino Real corridor may be easier to execute.

### Recruitment of a High Quality Employers to the El Camino Real Corridor

Encinitas and its neighboring communities in the North County area boast very highly educated populations well suited to attracting employment from major firms, from both San Diego and across the country. The recent announcement that Apple is adding around 5,000 jobs in the San Diego region indicates that the region is highly desirable to tech firms and other companies providing professional employment opportunities. Given the attractiveness of Encinitas and neighboring cities, the community has the opportunity to recreate El Camino Real into an environment well suited to new employers. Importantly, companies today are seeking out office environments that provide access to shopping and amenities and enjoy good access to nearby residential areas. Therefore, development concepts along El Camino Real should explore how to orient

employment around mixed use developments and various formats that integrate retail and living areas, along with employment.

### Integration of Smaller/Flexible Office Space

In addition to attracting a high quality employer or office user to the Specific Plan Area, the potential exists to integrate smaller office or commercial spaces geared to a variety of users. Co-working centers, for example, have gained considerable interest over the last year, given the move to remote working caused by the pandemic and the desire of employees to have greater flexibility in where they work on a daily basis. With both companies and workers expressing a desire to move to a hybrid work model (combining in-person and remote work), the coworking market worldwide is expected to grow from \$8 billion in 2020 to \$13 billion by 2025.<sup>11</sup> The ECR Study Area could also integrate new space geared to start-up companies, such as incubator space that would provide a central place for shared business services (such as conference rooms) along with a variety of spaces to serve the needs of newer companies.

### Tailor City-led incentives for the ECR Study Area

Many cities across California and nationally provide incentives to new development on the edges of communities. Encinitas could design a program of incentives specifically geared to the El Camino Real Specific Plan Area, including incentive zoning. Incentive zoning offers rights to a developer in exchange for providing public benefits or amenities to a community. Applicable public benefits could include public plazas, bike facilities, affordable housing, or other amenities. Incentive zoning provisions could include flexibility in setback allowances, reduced parking standards, and reduced floor area ratio (FAR) requirements. Incentive zoning also includes density bonuses, which allow a developer to construct a greater number of residential units than otherwise would be allowed, in exchange for providing community benefits such as affordable housing. This incentive tool provides a clear path that a developer may choose to gain advantages for a particular project. These types of incentives do not involve any direct financial contribution or cost from the municipality.

The City of Mountain View, California adopted the El Camino Real Precise Plan in 2014, which provides for development density and height bonuses within that

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<sup>11</sup> “Why is Coworking Booming?” D Magazine, August 4, 2021.

commercial corridor in exchange for providing community benefits, such as affordable housing. The Plan lists several public benefits that can be provided to meet the incentive requirements, including affordable housing, bike and pedestrian amenities, public parking facilities, and public parks and open space. Mountain View has gained several lessons learned from the Precise Plan process, including the importance of ensuring the local program for El Camino Real is consistent with the State Density Bonus Law and that public benefit requirements should be aligned with a range of development types, such as hotels, apartments, row houses, offices, and ground floor residential. The City of Mountainview has also learned that it must develop a clear methodology for calculating public benefits and provide clear direction on the public benefits that should be provided in order to earn the incentive. The City of Mountain View has also adopted a process to periodically update its public benefits priorities for the El Camino Real corridor.

## **Constraints**

Based upon analysis of market and demographic data and discussions with real estate industry representatives, the following present potential constraints or limitations on El Camino Real in the implementation of the Specific Plan.

### **Relatively Limited Population Growth**

As illustrated in the regional growth projections produced by SANDAG, Encinitas is not projected to add considerable new population over the next 30 years, as most of the vacant land in the area has already been developed. However, as mentioned above, the community has the opportunity to add residential growth, which would generate additional demand for retail and services, by adding somewhat more dense forms of residential development along El Camino Real.

### **Cost of Construction and Materials**

The cost of construction is impacting real estate redevelopments nationwide and making it harder to deliver financially feasible projects. While Encinitas cannot control the larger cost issues impacting the real estate industry, it can look for opportunities to help individual projects minimize costs through incentive programs (described previously).

### **Perception of the El Camino Real Corridor**

Today, the Specific Plan Area is known largely as an aging, traditional, suburban commercial area. The City and developers would need to overcome any negative perceptions of this part of the El Camino Real corridor in order to successfully pursue new types of development within the Specific Plan Area.

### **Lack of Direct Access to Interstate 5 (I-5) or Regional Transit**

While the varied sizes and types of parcels along El Camino Real and the favorable demographics of the ECR Study Area favor development of various residential and commercial land uses, demand for office, entertainment, or dining options may not be as strong as locations along the I-5 freeway, near Downtown Encinitas, or locations with access to the COASTER commuter train.

### **Variety of Property Conditions along El Camino Real**

The various conditions of the commercial properties along El Camino Real likely means that the redevelopment or reimagining of the corridor may evolve in stages. Several of the shopping centers along the corridor have maintained their vibrancy and report very few vacancies, while others have notable vacancies and are considerably older. The variety in the parcels along the corridor may limit the ability of a project to pursue larger scale redevelopment. However, as mentioned previously, the overall nature of the corridor positions the Specific Plan Area well to accommodate a variety of real estate development possibilities.