



**ENCINITAS MODAL  
ALTERNATIVE PROJECT (MAP)  
ATP IMPLEMENTATION PLAN**

*FEBRUARY 2023*

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## 1.0 Introduction

### 1.1 2018 City of Encinitas Active Transportation Plan (ATP)

The City of Encinitas ATP was adopted in 2018. It established a network of biking and walking facilities throughout the City and identified needed routes, gap closures, safety considerations, and facility options for active transportation modes. The ATP updated and consolidated the City's active transportation planning efforts including the previous Bikeway Master Plan, the Safe Routes to School Plan, and the Trails Master Plan.

The intent of the Encinitas ATP was to better address not only local travel needs, but crosstown and regional bicycle and pedestrian travel as well. The ATP sought to incorporate the City of Encinitas General Plan changes and to bring this document into conformance with the latest Climate Action Plan, complete streets policies, and other local goals and objectives. An implementation plan prioritizing the projects and identifying funding opportunities was not part of the original ATP due to funding limitations.

In 2020, the City successfully applied for and received funding for this next phase – the development of an implementation plan – through the Caltrans Sustainable Communities Grant. The creation of a strategic implementation plan is the ultimate objective of the Encinitas Modal Alternatives Project (MAP) Implementation Plan.

This Plan provides the City with a prioritized list of bike and pedestrian projects that reflects the community's desires and values. It also includes conceptual plans and fact sheets for 35 of the highest priority projects, so that the City is well-positioned to apply for additional grant funding.

### 1.2 Existing and Planned Networks

The Encinitas ATP proposed to increase the existing bicycle network by about 43 miles of infrastructure, from roughly 52 existing miles of bikeways to a total of about 83 miles of bikeways. This reflects a 160% increase in the overall miles of facility at buildout of the bike network. **Table 1.1** shows existing bikeway mileage as of 2022, the planned miles of bikeways proposed in the 2018 ATP, and the total miles of bikeways across the City when the plan is built out.

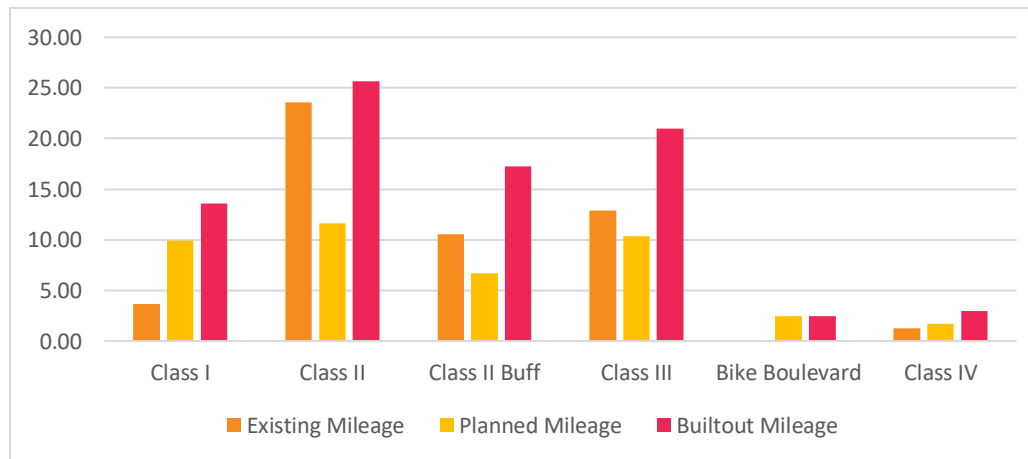
**Table 1.1** Existing (2022) and Planned Bicycle Infrastructure by Facility Type

Classification	Existing Mileage	Planned Mileage	Builtout Mileage*	Change in Mileage	Percentage Change in Mileage
Class I	3.7	9.9	13.6	9.9	270%
Class II	23.6	11.6	25.6	2.1	9%
Class II Buff	10.6	6.7	17.3	6.7	63%
Class III	12.9	10.4	21.0	8.1	63%
Bike Boulevard	0.0	2.5	2.5	2.5	N/A
Class IV	1.3	1.7	3.0	1.7	134%
<b>Total</b>	<b>52.1</b>	<b>42.8</b>	<b>82.9</b>	<b>31.0</b>	<b>160%</b>

*City of Encinitas, CR Associates (2022)*

\*Builtout mileage does not equal the summation of existing plus planned as it reflects the transitioning of some segments from one classification to another.

**Figure 1.1** shows that under existing and buildout conditions, Class II Bike Lanes are the most prevalent facility type followed by Class III Bike Routes.

**Figure 1.1** Existing and Planned Bicycle Infrastructure by Facility Type

*City of Encinitas, CR Associates (2022)*

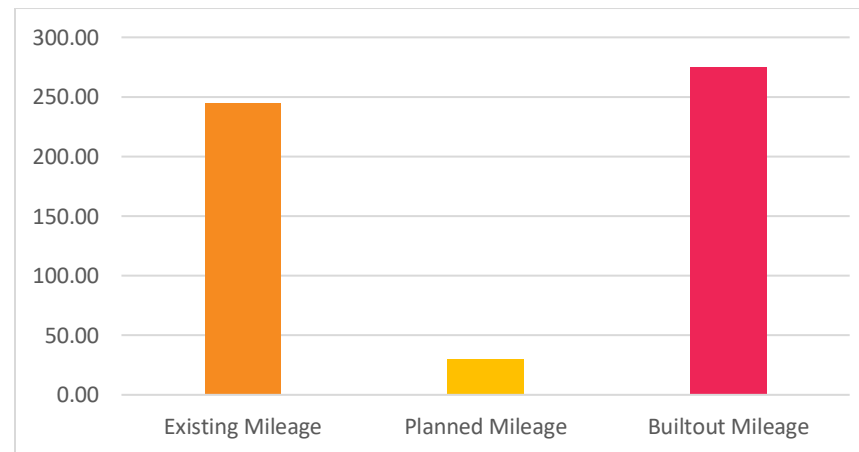
The 2018 Encinitas ATP also proposed additional sidewalks and trail facilities across the City. Specifically, an additional 30 miles of sidewalks and trails were proposed in the ATP. **Table 1.2** and **Figure 1.2** display the 2022 miles of sidewalk and trail facilities across Encinitas along with the planned mileage proposed in the 2018 ATP.

Table 1.2 Existing and Planned Pedestrian Infrastructure by Facility Type

Classification	Existing Mileage	Planned Mileage	Builtout Mileage	Change in Mileage	Percentage Change in Mileage
Sidewalk/Trail	245.0	29.9	274.9	29.9	12%

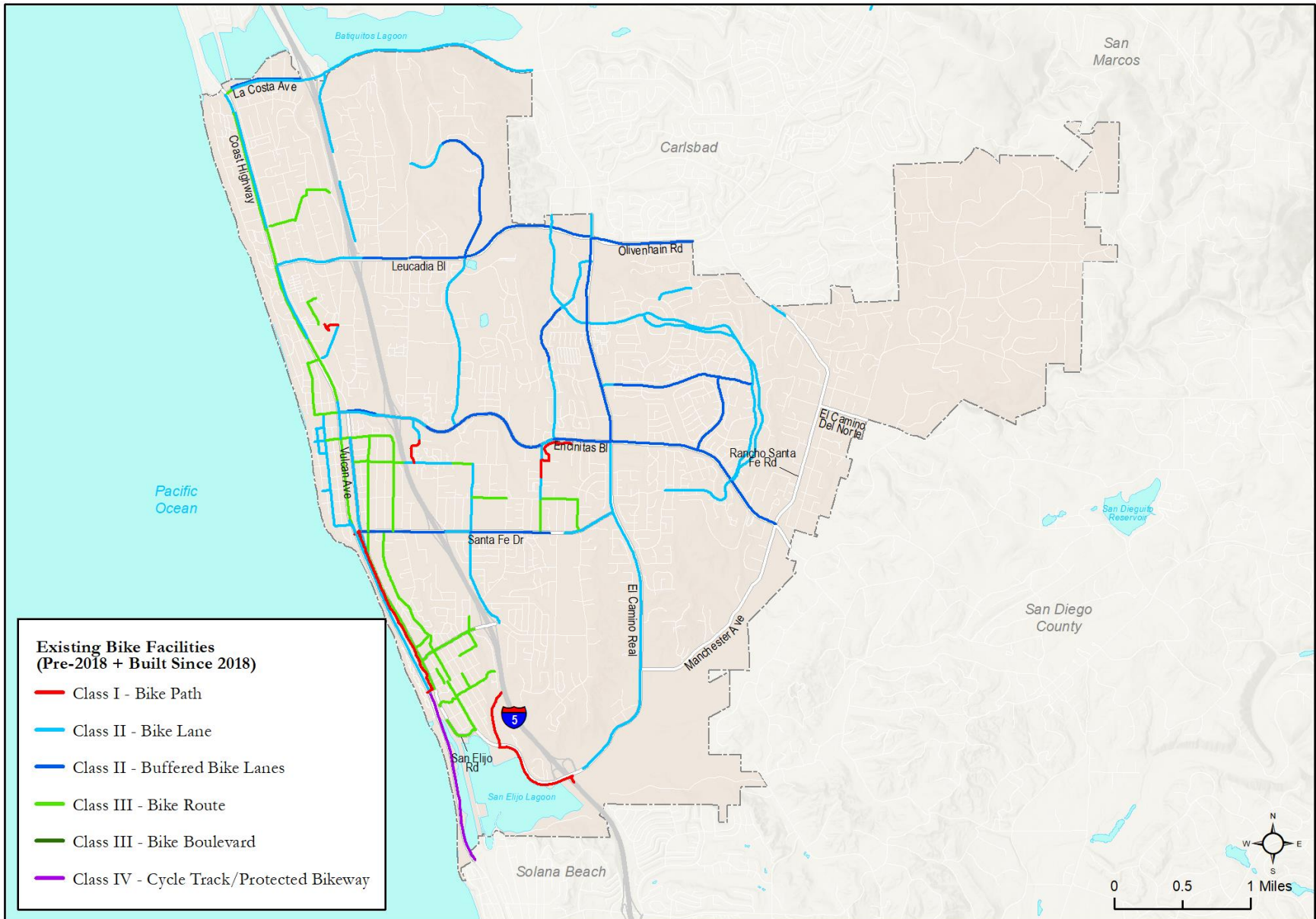
City of Encinitas, CR Associates (2022)

Figure 1.2 Existing and Planned Pedestrian Infrastructure by Facility Type



City of Encinitas, CR Associates (2022)

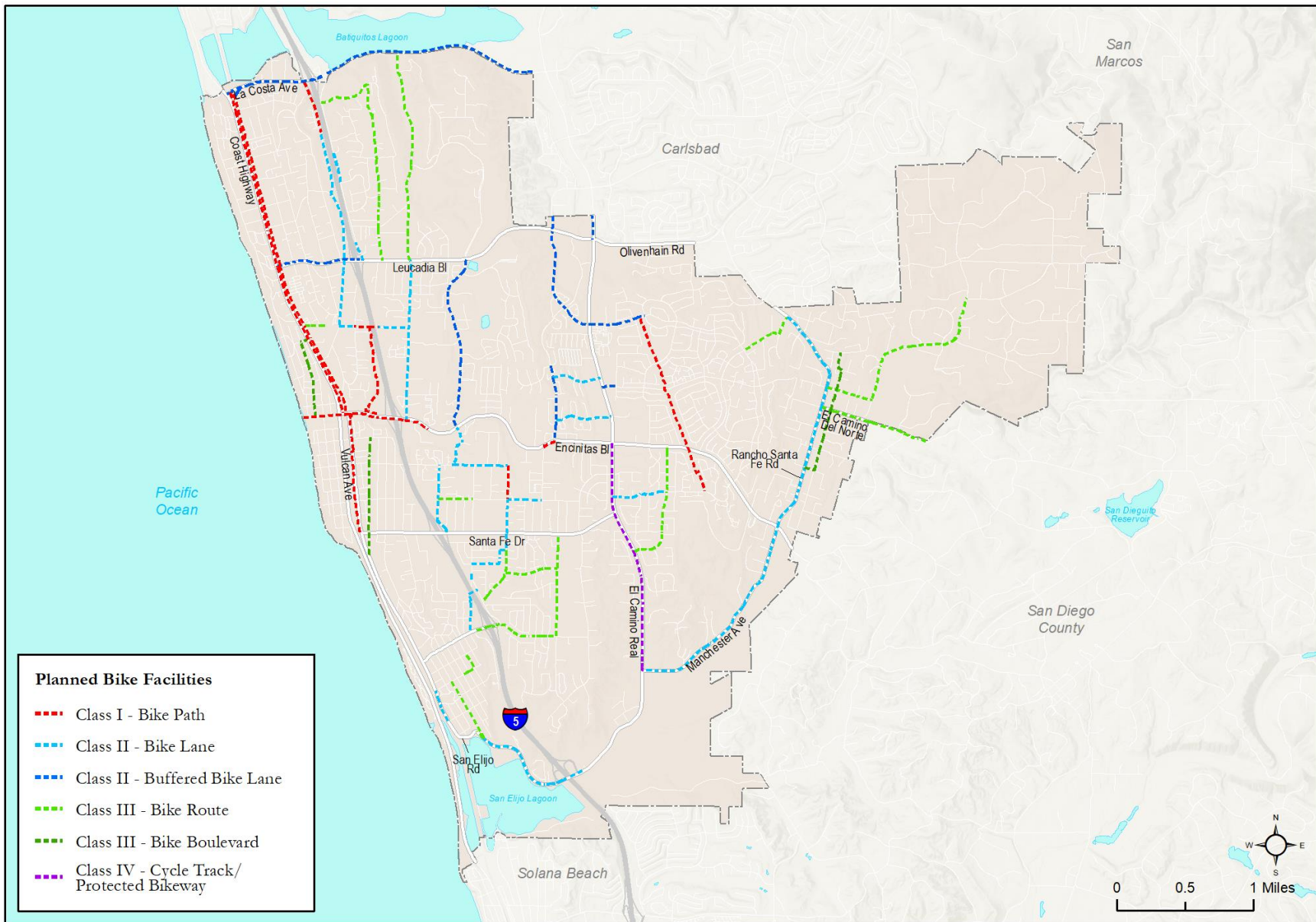
**Figures 1.3** and **1.4** show the 2022 bikeways and planned bikeways, respectively, while **Figures 1.5** and **1.6** show the 2022 pedestrian facilities and planned pedestrian facilities, respectively.



Encinitas MAP

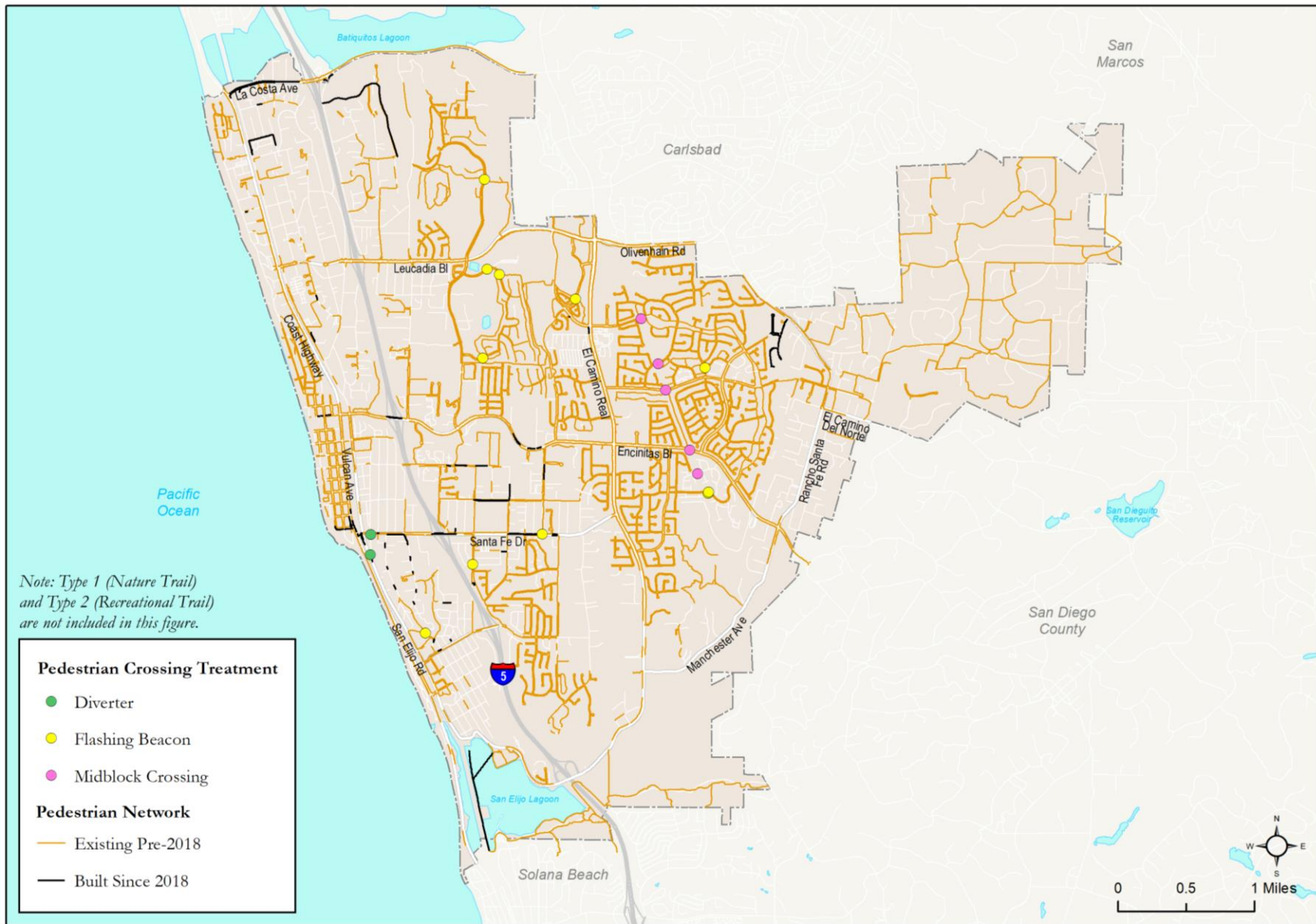
Figure 1.3  
Existing Bicycle Facilities - Citywide





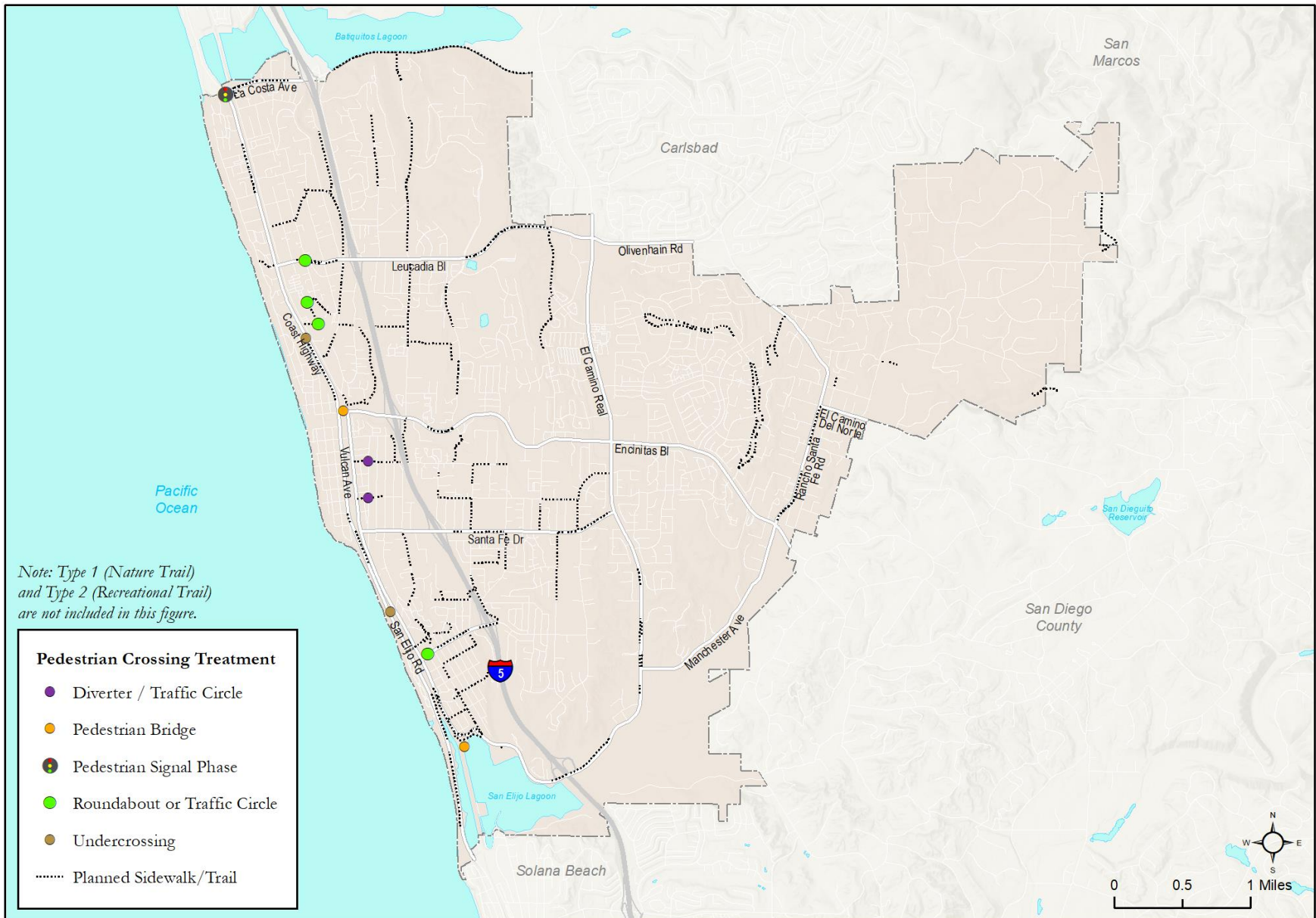
Encinitas MAP

Figure 1.4  
Planned Bicycle Facilities - Citywide



Encinitas MAP

Figure 1.5  
Existing Pedestrian Infrastructure



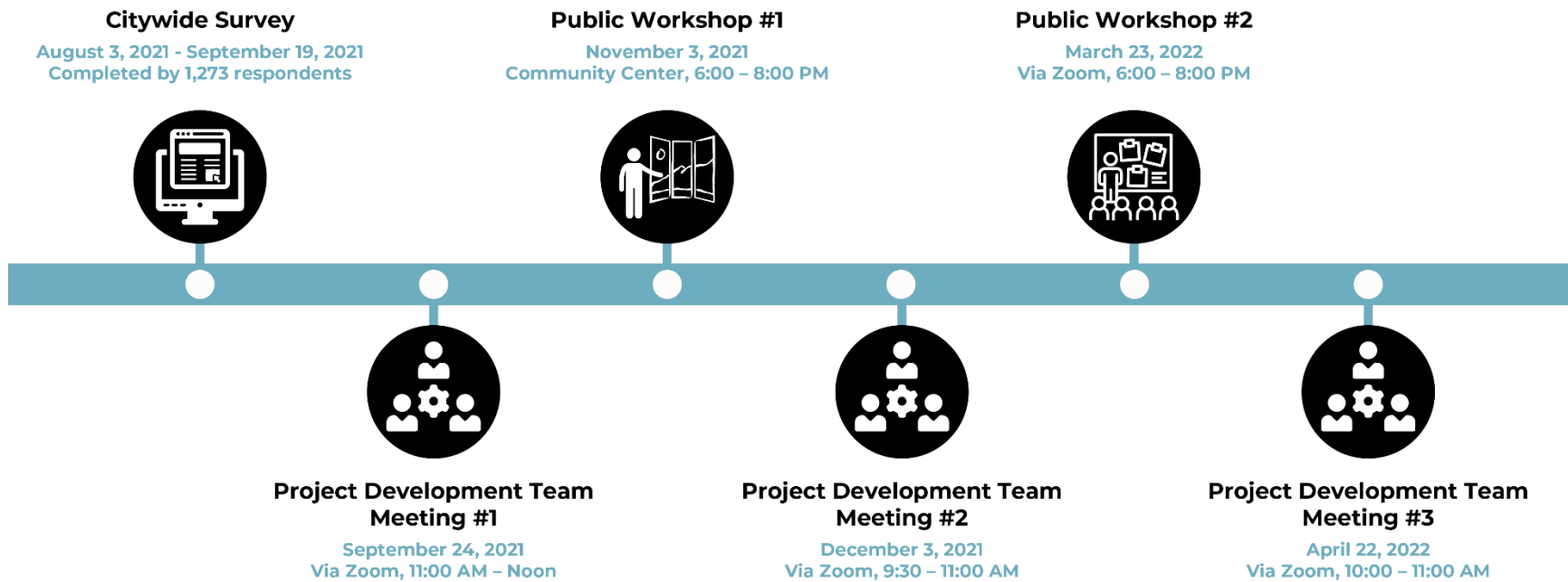
Encinitas MAP

Figure 1.6  
Planned Pedestrian Infrastructure

## 2.0 Community Outreach

Outreach to various stakeholders occurred for the duration of this planning process. The timeline below summarizes the engagement activities that were conducted as part of this plan effort including an online citywide survey, public workshops, and project development team meetings. Each of these is described in more detail in the following sections.

Figure 2.1 Outreach Summary



### Citywide Survey

August 3, 2021 - September 19, 2021

Completed by 1,273 respondents

The Citywide survey sought opinions regarding community values, public funding priorities, and various alternative transportation scenarios. A complete reporting of the survey development, administration and findings is included in **Appendix A**.

The main survey findings include:

- Most important Community Values for respondents:
  1. Ensure Safe Travel
  2. Design Neighborhoods for Walking and Bicycling
  3. Safeguard Clean Air

Figure 2.2 Citywide Survey Results – Community Values

Overall Rank	Community Values	Rank by Primary Mode of Travel			
		Drive Alone	Carpool	Bicycle	Walk
<b>1</b>	Ensure Safe Travel	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>
<b>2</b>	Design Neighborhood for Walking and Bicycling	4	<b>3</b>	<b>1</b>	<b>1</b>
<b>3</b>	Safeguard Clean Air	<b>2</b>	<b>2</b>	4	<b>3</b>
4	Promote Healthy Lifestyles	<b>3</b>	4	5	5
5	Reduce Effects of Climate Change	5	6	6	6
6	Invest in Active, Non-Motorized Transportation	9	8	<b>2</b>	4
7	Manage/Reduce Public Project Implementation Costs	6	<b>5</b>	11	8
8	Independent Mobility Options for Youth, Seniors, Disabled	7	7	8	7
9	Affordable Mobility Options for All Residents	8	9	7	9
10	Maximize Public Project Implementation Feasibility	10	10	10	10
11	Mixed Residential/Commercial within Walking Distance	11	12	9	11
12	Support Tourism/Economy with Enhanced Mobility Options	12	11	12	12

CR Associates (2022)

- Highest Funding Priorities for respondents:
  1. Repair Potholes/Maintain Streets
  2. Maintain Pedestrian Sidewalks/Walkways
  3. Reduce Traffic Congestion/Delays

Figure 2.3 Citywide Survey Results – Funding Priorities

Overall Rank	Funding Priorities	Rank by Primary Mode of Travel			
		Drive Alone	Carpool	Bicycle	Walk
<b>1</b>	Repair Potholes/Maintain Streets	<b>1</b>	<b>1</b>	6	<b>2</b>
<b>2</b>	Maintain Pedestrian Sidewalks/Walkways	<b>3</b>	<b>2</b>	4	<b>1</b>
<b>3</b>	Reduce Traffic Congestion/Delays	<b>2</b>	<b>3</b>	8	4
4	Roads Safer for Bicycles/Pedestrians	4	4	<b>1</b>	<b>3</b>
5	More Shared Walkways and Bike Paths	5	6	<b>3</b>	5
6	More Bicycle Facilities Separated from Vehicular Traffic	6	<b>5</b>	<b>5</b>	7
7	Network of Traffic Calmed Streets	7	8	7	6
8	Additional Rail Crossings	8	7	9	9
9	<b>Increase Designated/Striped Bike Lanes</b>	11	11	<b>2</b>	8
10	Technologically Innovative Driving Options	10	10	10	10
11	Increase On-Street Parking Spaces	9	9	14	14
12	Improve Local Bus Service	12	13	11	11
13	Community-Based Shuttle Service	13	12	13	12
14	More Shared Mode Transportation	14	14	12	13

CR Associates (2022)

- Highest Biking & Pedestrian Infrastructure Priority Projects for respondents:
  1. Gap Closure
  2. Proximity to Schools, Jobs, and Attractions
  3. Anticipated Demand

Figure 2.4 Citywide Survey Results – Biking &amp; Pedestrian Infrastructure Projects

Overall Rank	Priorities for Biking & Pedestrian Infrastructure Projects	Rank by Primary Mode of Travel			
		Drive Alone	Carpool	Bicycle	Walk
<b>1</b>	Gap Closure	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>2</b>	Proximity to Schools, Jobs and Attractions	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>
<b>3</b>	Anticipated Demand	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>
4	First/Last Mile Services	4	5	4	5
5	Regional Significance	6	7	7	4
6	Social Equity	5	6	5	6
7	Shovel Readiness	7	4	6	7

CR Associates (2022)

- Top 3 Factors to Promote Walking and Bicycling for respondents:
  1. More walking paths and trails
  2. Improved buffers between pedestrians/cyclists and motorists
  3. Better connectivity on walking paths

Figure 2.5 Citywide Survey Results – Factors to Promote Walking & Bicycling

**Top 3 Factors to Promote Walking & Bicycling**

	Rank by Primary Mode of Travel							
	Drive Alone		Carpool		Bicycle		Walk	
	↑	↑	↑	↑	↑	↑	↑	↑
More Walking Paths and Trails	1	2	1	2	1	2	1	1
Improved Buffers between Pedestrians/Cyclists & Motorists	3	1	2	1	2	1	-	2
Better Connectivity of Walking Paths	2	-	3	-	3	-	-	-
More Bike Lanes on Major Streets	-	-	-	-	-	3	-	3
Better Lighting	-	-	-	-	-	-	2	-
Better Access to Transit	-	-	-	-	-	-	3	-
Paved Shoulders on Narrow Roads	-	-	-	3	-	-	-	-
Better Road Maint.	-	3	-	-	-	-	-	-

- Not in top 3    ↑ Increase walking    ↑ Increase biking

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**Project Development Team Meeting (PDT) #1**

*September 24, 2021*

*Via Zoom, 11:00 AM – Noon*

This meeting sought to ensure inter-departmental collaboration, clarify City priorities, identify potential concerns, and provide feedback on project approach and deliverables. Discussion themes included the project scope and schedule, a review of the Planned Unbuilt 2018 ATP Bicycle and Pedestrian Projects, and preliminary results of the Encinitas MAP Citywide Survey.

**Public Workshop #1**

*November 3, 2021*

*Community Center, 6:00 – 8:00 PM*

This public workshop was open to the community. Seventeen people signed in for the meeting and the neighborhoods of Leucadia, Old Encinitas, New Encinitas, and Cardiff-by-the-Sea were represented. Neighborhood-specific discussions took place after a PowerPoint presentation giving an overview of the project and framing the specific input that was being solicited at the workshop.

**Project Development Team Meeting #2**

*December 3, 2021*

*Via Zoom, 9:30 – 11:00 AM*

This meeting included a discussion of the community outreach results and prioritization themes. The PDT completed a SWOT Analysis with the help of the Mentimeter word cloud platform, where strengths, weaknesses, opportunities, and threats of implementing the ATP were identified and discussed. The following were the findings of this analysis:

- “What are the City’s strengths for implementing the ATP?”
  - Answers: CAP, bike friendly, compact, successful grant applications, support for improvements, city council support, progressive, mobility-focused, reduce GHG emissions
  
- “What are the City’s weaknesses for implementing the ATP implementation?”
  - Top Answer: Funding
  - Other Answers: Scale, limited staff, limited ROW, want more than needed

- “What are the external opportunities supporting ATP?”
  - Answers: public knowledge, supportive stakeholders, pressure from residents, regional considerations, supportive community, public informed about GHG, e-bikers
  
- “What are the external threats hindering ATP Implementation?”
  - Answers: Change in politics, many priorities with low funding, population growth, fringe anti-support group

### **Public Workshop #2**

*March 23, 2022*

*Via Zoom, 6:00 – 8:00 PM*

The purpose of this public workshop was to increase awareness about the project and understand Encinitas residents’ opinions about the most important planned projects in their neighborhoods. It had approximately 25 attendees. After a project overview, the prioritization methods and results were shown, and the attendees were separated into break-out rooms to provide feedback about the community projects. An online questionnaire was opened to the public to receive input from the community members that could not attend the workshop. The survey had 128 respondents.

Findings of this questionnaire show a general level of agreement with the prioritization criteria, as well as the top 10 citywide bicycle projects and top 10 citywide pedestrian projects from the community.

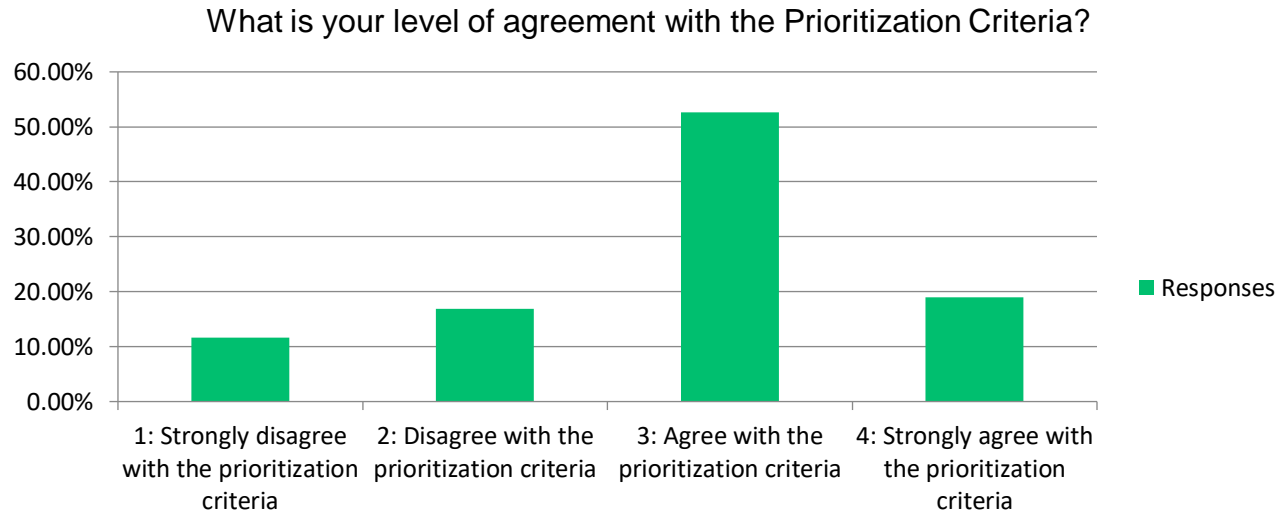
### **Project Development Team Meeting #3**

*April 22, 2022*

*Via Zoom, 10:00 – 11:00 AM*

This meeting focused on a presentation of the prioritization methodology used to rank the projects. The team reviewed the preliminary prioritization results by community and provided feedback on the project rankings.

Figure 2.6 Online Questionnaire Responses Regarding Agreement with Prioritization Criteria



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Figure 2.7 Workshop Responses Regarding Level of Agreement with Top 10 Bike Projects



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Figure 2.8 Workshop Responses Regarding Level of Agreement with Top 10 Pedestrian Projects



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## 3.0 ATP Project Prioritization

### 3.1 Approach to Prioritization

This chapter describes the prioritization process and results of the application of this methodology to the proposed bicycle and pedestrian projects from the 2018 ATP. The key goal of the prioritization process is to support the ranking and subsequent implementation of the ATP projects in a manner that reflects the values of Encinitas community members.

The six phases of the prioritization process are as follows:

- Define Set of Planned Projects
- Define Prioritization Criteria
- Operationalize Prioritization Criteria
- Assign Point Values to Prioritization Criteria
- Calculate Prioritization Score for each Project
- Rank Projects

#### 3.1.1 Defining a Set of Planned Projects

The prioritization process begins with defining the set of bicycle and pedestrian projects to be prioritized. For this planning effort, the planned projects identified in the 2018 ATP are the focus of prioritization. The consultant team reviewed the list of planned unbuilt bicycle and pedestrian projects from the 2018 ATP and compared these to current GIS shapefiles of existing bicycle and pedestrian infrastructure. Proposed projects that were constructed since adoption of the 2018 ATP were removed from the list of projects to be prioritized. City staff and PDT members reviewed the lists of projects for accuracy.

The lists were further refined during the community workshop, where residents of Encinitas were asked to confirm existing bicycle and pedestrian facilities. Community comments were reviewed by the project team and city staff and vetted using aerial photography and field reviews. The final set of prioritization candidates included 66 bicycle projects and 74 pedestrian projects. These can be found in **Appendix B**.

### 3.1.2 Defining Prioritization Criteria

Both a community survey and a public workshop were used to help inform the development of project prioritization criteria. The survey was available online from August 3, 2021, through September 19, 2021, for a total of seven weeks. The survey was completed by 1,273 respondents. The survey asked respondents to rank a set of community values and a set of funding priorities, as well as asked respondents, “What should the City prioritize when building pedestrian and bike infrastructure projects?” The full report of Citywide Survey findings is included in Appendix A.

During the public workshop attendees were asked about their opinions on the most important projects citywide and in their neighborhood, and whether these projects would encourage them to ride or walk more frequently. The responses to these questions helped inform the project team’s understanding of what priorities were important to attendees.

When the feedback from the survey responses and the public workshop was taken into consideration, a preliminary list of prioritization criteria was drafted, which included the following:

- Safety
- Comfort
- Network Connectivity
- Access improvement
- Equity
- GHG/VMT Reduction Potential
- Project Cost
- Community Support

City staff and PDT members reviewed and approved this preliminary list of prioritization criteria.

### 3.1.3 Operationalizing Prioritization Criteria

The next step in the prioritization process was to operationalize the prioritization criteria. **Table 3.1** displays the proposed operationalization of the eight preliminary criteria.

Table 3.1 Proposed Operationalization of Prioritization Criteria

Prioritization Criteria	Operationalization
Safety	Quantity of bike- and ped-involved collisions per mile along project extents
Comfort	Planned project improves pedestrian or bicycling level of comfort from low (LOC 3 or 4) to high (LOC 1 or 2)
Network Connectivity	Planned project closes gap or creates a new connection
Access Improvement	Planned project is within 500' of certain key land uses (e.g., beaches, parks, schools, and transit stops)
Equity	Planned project serves area with high racial minority population
GHG/VMT Reduction Potential	Improvement in comfortable travel increases access to key destinations and employment as captured by the Accessibility Improvement Measure (AIM)*
Project Cost	Estimated project cost (order of magnitude only, e.g., High, Medium, Low)
Community Support	Planned project received strong support from PDT and community

CR Associates (2022)

Note:

\* The AIM metric and its application in the estimation of GHG reduction associated with the Encinitas MAP is fully described in **Appendix C**

### 3.1.4 Assigning Point Values to Prioritization Criteria

**Table 3.2** displays the prioritization criteria by point value ordered high to low. The rank order of criteria was developed through information obtained from the Citywide survey, two public workshops, and review and input by the PDT.

Table 3.2 Prioritization Criteria by Point Value

Criteria	Revised Points
Safety	10
Network Connectivity	8
GHG/VMT Reduction Potential	6
Access Improvement	6
Project Cost	4
Equity	4
Community Support	4
Comfort	2
<b>Total Points Possible</b>	<b>44</b>

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Table 3.3 shows the prioritization criteria operationalized with associated point values.

Table 3.3 Proposed Point Values for Prioritization Criteria

Prioritization Criteria	Point Value
<p><u>Safety</u>: This criterion assigns points based on the number of pedestrian and bicycle collisions per mile along the project extents. For pedestrian spot improvements, a 100' buffer will be applied to determine collision frequency. The category breaks were assigned by sorting projects by collisions per mile in descending order and dividing the projects into five roughly equal categories.</p> <p>Very low collisions per mile= 2 points                      Low collisions per mile = 4 point                      Medium collisions per mile = 6 points                      High collisions per mile = 8 points                      Very high collisions per mile = 10 points</p>	2 – 10
<p><u>Network Connectivity</u>: This criterion assigns points if the planned project closes a gap or creates a connection between two existing facilities in the bicycle or pedestrian network.</p> <p>Project does not close a network gap = 0 points                      Project closes gap with no existing parallel facility on opposite side of roadway = 8 points</p>	0, 8
<p><u>Community Support</u>: Planned project received strong support from the PDT and community.</p> <p>Did not receive explicit support = 0                      Received support = 4</p>	0, 4
<p><u>GHG/VMT Reduction Potential</u>: This criterion assigns points based on the VMT/GHG reduction potential of each 2018 ATP project. The City's Climate Action Plan estimated that the implementation of the 2018 ATP would reduce GHG emissions by 254 tons. The Accessibility Improvement Measure (AIM) was used to calculate each ATP project's contribution toward the 254 tons of emission reduction. AIM assesses how walk and bike access to various destinations and services from all parts of the City is changed through implementation of each project. The emission reduction capacity of each AIM point was calculated by dividing 254 tons of emission by 366 AIM points (which reflects the total AIM value of all bicycle and pedestrian</p>	0 – 6

Prioritization Criteria	Point Value
<p>projects). In other words, each AIM point equates to 0.69 tons of emission reduction. Each project's emission reduction contribution was calculated by multiplying its AIM score by 0.69.</p> <p>The category breaks were assigned by sorting the planned projects in descending order and dividing the projects into five categories based on natural breaks.</p> <p>Very Low GHG reduction = 0 points                      Low GHG reduction = 1 point                      Medium GHG reduction = 2 points                      High GHG reduction = 3 points                      Very GHG reduction = 4 points</p>	
<p><u>Access Improvement</u>: This criterion assigns point values based on whether the project is within 500' of four categories of key land uses. The proposed project will receive one point for each land use category it is within 500' of, earning up to six points maximum if the project is within 500' of all four categories. The key land use amenity categories include:</p> <p>Project is not within 500' of any category = 0 points                      Project is within 500' of a beach or park = 1.5 points                      Project is within 500' of an elementary, middle, or high school = 1.5 points                      Project is within 500' of a transit stop = 1.5 points                      Project is within 500' of a library or government building = 1.5 points</p>	0 - 6
<p><u>Project Cost</u>: This criterion assigns points based on the project cost, estimated by planning level opinions of design and unit construction costs. Project cost is determined by multiplying the unit costs by the project length. The category breaks were assigned by sorting planned projects by estimated project cost in ascending order and dividing the projects into four categories based on natural breaks.</p> <p>Very high project cost = 0                      High project cost = 2                      Medium project cost = 3                      Low project cost = 4</p>	0 - 4

Prioritization Criteria	Point Value
<p><u>Equity</u>: Planned project serves area with high minority population.</p> <p>Project does not serve an equity area = 0</p> <p>Project serves an equity area = 4</p>	0, 4
<p><u>Comfort</u>: Planned project improves pedestrian or bicycling level of comfort from low (LOC 3 or 4) to high (LOC 1 or 2). PLOC was used for pedestrian projects, and BLOC was used for bicycle projects.</p> <p>Does not improve level of comfort = 0 points</p> <p>Improves comfort from low to high = 2 points</p>	0, 2
<p><b>Total Points Possible</b></p>	<p><b>44</b></p>

CR Associates (2022)

### 3.1.5 Calculating Prioritization Scores for Each Project

Each of the 66 proposed bicycle projects and the 74 proposed pedestrian projects was assigned a score using the criteria and point values outlined in the previous section of this report. Bicycle projects' scores ranged from 13.5 to 29 points. Pedestrian projects' scores ranged from 5.5 to 28.5 points. The value of each of the prioritization inputs for each project is also displayed in **Appendix B**.

### 3.1.6 Citywide Ranking of the 2018 ATP Projects

The final step of the prioritization process is to rank the projects. All citywide 2018 ATP projects, for bicycle and pedestrian projects respectively, were ranked from highest priority to lowest priority (see **Appendix B**). The 5 highest ranked bicycle and the 5 highest ranked pedestrian projects were selected as the Top 10 citywide priority projects.

In addition to identifying the top 10 citywide projects, the Encinitas MAP also identified the top 5 bicycle and pedestrian projects for each of the five Encinitas neighborhoods. These high-ranked neighborhood projects were identified after removing the top 10 citywide projects.

Some top 5 neighborhood projects extend across two neighborhoods. In these cases, a decision was made about where the project should be assigned.

## 3.2 Results of Project Prioritization

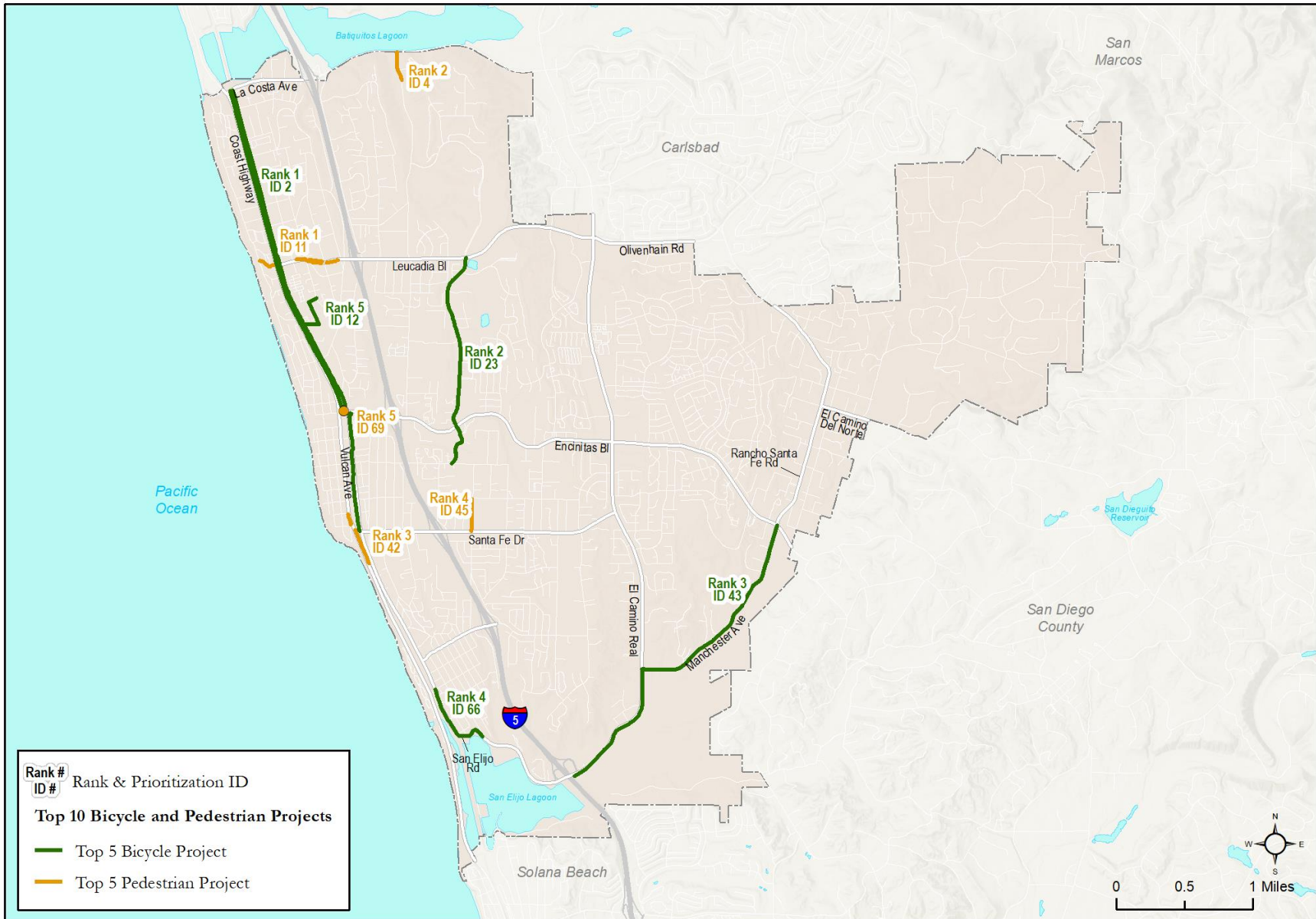
**Table 3.4** and **Figure 3.1** show the Top 10 citywide bicycle and pedestrian projects, which are the focus of more detailed conceptual design and cost estimation in the following chapter.

Table 3.4 Top 10 Citywide Bicycle and Pedestrian Priority Projects

Overall Ranking	ID	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
<b>Bicycle Projects</b>								
1	2	Vulcan Ave Multi-use Path	La Costa Ave	Santa Fe Dr	I	5.9	36	Urban Village Collector
2	23	Quail Gardens Dr	Leucadia Blvd	Encinitas Blvd	IIB	1.3	34	Suburban Collector
		Westlake St	Encinitas Blvd	Requeza St	II	0.3		
3	43	Manchester Ave	Via Poco	Encinitas Blvd	II	1.6	29	Urban Village Collector/Suburban Connector (Prime)/Rural Collector
4	66	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	II	0.2	29	Urban Village Collector
		San Elijo Ave	Kilkenny Dr	Manchester Ave	III	0.1		
5	12	Union St	Vulcan Ave	~ 200 feet east of Hermes Ave	III	0.2	28.5	Residential Local Street (Unclassified)
		Union St Multi-use Path	Union St	Orpheus Ave	III	0.1		
		Union St	Orpheus Ave	Ocean View Ave	III	0.1		

Overall Ranking	ID	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
<b>Pedestrian Projects</b>								
1	11	Leucadia Boulevard	Neptune Avenue	Eolus Avenue	Sidewalk Infill	0.5	32	Residential Neighborway/Urban Village Collector
2	4	Saxony Road	La Costa Avenue	~1,000 feet south of La Costa Avenue	Sidewalk Infill	0.2	28.5	Suburban Collector
3	42	Coast Highway 101	J Street	~1,500 feet south of K Street	Sidewalk Infill	0.3	27	Coast Highway 101 Urban Village Corridor
4	45	Nardo Road	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2	26	Suburban Collector
5	69	Pedestrian Crossing	Vulcan Avenue/Coast Highway 101	Encinitas Boulevard	Pedestrian Crossing	N/A	26	Suburban Connector (Major)

CR Associates (2022)



Encinitas MAP

Figure 3.1  
Top 10 Bicycle and Pedestrian Projects

Table 3.5 and Figure 3.2 show bicycle and pedestrian projects ranked 11 to 35. These projects are the focus of conceptual design and planning level cost estimates in the following chapter.

Table 3.5 Bicycle and Pedestrian Projects Ranked 11 to 35 by Community

Overall Rank	Neighborhood Rank	Mode	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
<b>Cardiff by the Sea</b>											
11	1	Pedestrian	52	Cardiff & Old Encinitas	Lake Drive	Santa Fe Drive	~750 feet south of Woodgrove Drive	Sidewalk Infill	0.5	24.5	Suburban Collector
15	2	Pedestrian	55	Cardiff	Mozart Avenue (south side)	~300 feet east of San Elijo Avenue	Montgomery Avenue	Sidewalk Infill	0.1	23.5	Residential Neighborway/ Residential Local Street (Unclassified)
					Westminster Drive	~300 feet south of Liszt Avenue	Montgomery Avenue	Sidewalk Infill	0.1		
					Montgomery Avenue	Westminster Drive	Mozart Avenue	Sidewalk Infill	0.0		
					Rossini Drive	Manchester Avenue	Montgomery Avenue	Sidewalk Infill	0.1		
					Stafford Avenue/Cambridge Avenue	Brighton Avenue	Rossini Drive	Sidewalk Infill	0.2		
19	3	Pedestrian	60	Cardiff	San Elijo Avenue	Chesterfield Drive	Manchester Avenue	Trail	0.7	22.5	Urban Village Collector/Residential Local Street (Unclassified)
					San Elijo Avenue	Orinda Drive	Norfolk Drive	Sidewalk Infill	0.1		
					Dublin Drive	San Elijo Avenue	Manchester Avenue	Sidewalk Infill	0.2		
					San Elijo Avenue	Kilkenny Drive	Manchester Avenue	Sidewalk Infill	0.2		
22	1	Bicycle	61	Cardiff by the Sea	Lake Dr	Santa Fe Dr	Birmingham Dr	III	0.7	21.5	Suburban Collector
24	2	Bicycle	57	Cardiff by the Sea	Ocean Crest Rd	Mackinnon Ave	Justin Rd	II	0.2	21	

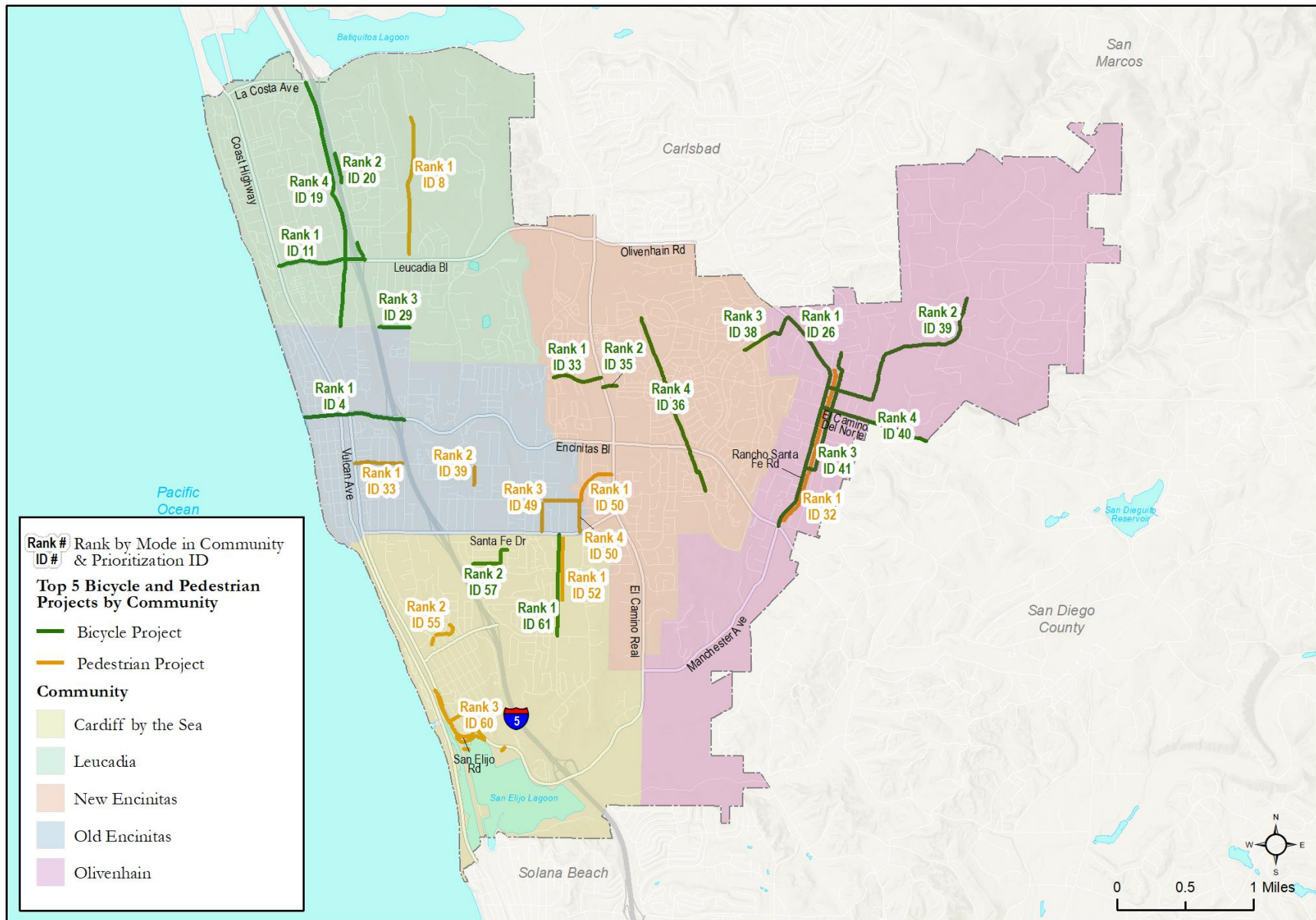


Overall Rank	Neighborhood Rank	Mode	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
				Cardiff by the Sea	Justin Rd	Ocean Crest Rd	Munevar Rd	II	0.1		Residential Local Street (Unclassified)
				Cardiff by the Sea	Munevar Rd	Justin Rd	Windsor Rd	II	0.0		
<b>Leucadia</b>											
11	1	Bicycle	11	Leucadia	Leucadia Blvd	Coast Highway 101	Piraeus St	IIB	0.6	24	Urban Village Collector/Suburban Connector (Major)
16	2	Bicycle	20	Leucadia	Piraeus St	Christine Place	Olympus Street	II	0.2	22.5	Suburban Collector
					Piraeus St	~ 500 feet north of Ocean View Avenue	Leucadia Blvd	II	0.1		
19	3	Bicycle	29	Leucadia	Union St	I-5	Saxony Rd	III	0.2	22	Residential Local Street (Unclassified)
20	4	Bicycle	19	Leucadia	Orpheus Ave Multi-use Path	La Costa Ave	Leucadia Village Dr	I	0.4	21.5	Residential Neighborway/Residential Local Street (Unclassified)
					Orpheus Ave	Leucadia Village Dr	Vulcan Ave	II	1.5		
20	1	Pedestrian	8	Leucadia	Saxony Road	~2,000 feet north of Quail Hollow Drive	Leucadia Boulevard	Sidewalk Infill	1.0	21	Suburban Collector
<b>New Encinitas</b>											
12	1	Bicycle	33	New Encinitas	Via Montoro	Via Cantabria	El Camino Real	II	0.4	24	Residential Local Street (Unclassified)
13	2	Bicycle	35	New Encinitas	Mountain Vista Dr	El Camino Real	Jolina Way	IIB	0.1	24	Suburban Collector

Overall Rank	Neighborhood Rank	Mode	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
14	3	Bicycle	38	New Encinitas / Olivenhain	Village Park Way	Willowspring Dr	Alley (~200 feet east of Coolngreen Way)	III	0.2	23.5	Residential Local Street (Unclassified)
				New Encinitas / Olivenhain	Alley (~200 feet east of Coolngreen Way)	Alley (~200 feet east of Coolngreen Way)	Springwood Ln	III	<0.1		
				New Encinitas / Olivenhain	Springwood Ln	Alley (~300 feet east of Morning Sun Dr)	Morning Sun Dr	III	0.1		
				New Encinitas / Olivenhain	Morning Sun Dr	Springwood Ln	Rancho Santa Fe Rd	III	0.1		
16	1	Pedestrian	50	New Encinitas	Crest Drive	El Camino Real	Melba Road	Trail	0.3	23	Residential Local Street (Unclassified)
21	4	Bicycle	36	New Encinitas	Power Line Multi-use Path	Garden View Rd	Willowspring Dr	I	1.4	21.5	N/A
<b>Old Encinitas</b>											
12	1	Pedestrian	33	Old Encinitas	F Street/Requeza Street	Vulcan Avenue	Devonshire Drive	Sidewalk Infill	0.3	23.5	Suburban Collector
13	2	Pedestrian	39	Old Encinitas	Nardo Road	Requeza Street	~200 feet north of Herder Lane	Sidewalk Infill	0.1	23.5	Suburban Collector
14	3	Pedestrian	49	Old Encinitas	Melba Road	Balour Drive	Crest Drive	Sidewalk Infill	0.2	23.5	Suburban Collector/Residential Neighborway
					Balour Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2		
15	1	Bicycle	4	Old Encinitas	Encinitas Blvd Multi-use Path	Moonlight Beach (near 5th St)	Class I (Between I-5 and Saxony Rd)	I	0.7	23	Urban Village Collector/Suburban Connector (Major)

Overall Rank	Neighborhood Rank	Mode	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Total Points	Mobility Element Typology
16	4	Pedestrian	50	Old Encinitas	Crest Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2	23	Residential Neighborway
<b>Olivenhain</b>											
17	1	Bicycle	26	Olivenhain	Rancho Santa Fe Rd	Morning Sun Dr	Encinitas Blvd	II	1.7	22.5	Rural Collector
17	1	Pedestrian	32	Olivenhain	Rancho Santa Fe Road	Calle Santa Catalina	Encinitas Boulevard/Rancho Santa Fe Road	Trail	1.2	22.5	Rural Collector/Residential Local Street (Unclassified)
				Olivenhain	Cole Ranch Road	Chelsea Lane	Lone Jack Road	Trail	0.1		
35	2	Bicycle	39	Olivenhain	Lone Jack Rd	Rancho Santa Fe Rd	Fortuna Ranch Rd	III	1.5	18	Residential Neighborway
37	3	Bicycle	41	Olivenhain	Calle Santa Cruz	Camino Del Rancho	Chelsea Ln	IIIB	0.1	17.5	Residential Local Street (Unclassified)
				Olivenhain	Chelsea Ln	Calle Santa Cruz	Chelsea Ln	IIIB	0.1		
				Olivenhain	Cole Ranch Rd	Chelsea Ln	7th St	IIIB	0.7		
				Olivenhain	7th St	Cole Ranch Rd	Rancho Santa Fe Rd	IIIB	0.1		
39	4	Bicycle	40	Olivenhain	El Camino Del Norte	Rancho Santa Fe Rd	City Limits	III	0.8	16	Rural Collector

CR Associates (2022)



Encinitas MAP

Figure 3.2  
 Top 5 Bicycle and Pedestrian Projects by Community

## 4.0 High Priority Bicycle and Pedestrian Projects

This chapter presents conceptual designs for the top 35 bicycle and pedestrian projects. The citywide projects reflect the top 10 projects resulting from the prioritization process, while the remaining 25 projects represent the top 5 bicycle or pedestrian projects for each of the five neighborhoods across the City.

### 4.1 Citywide

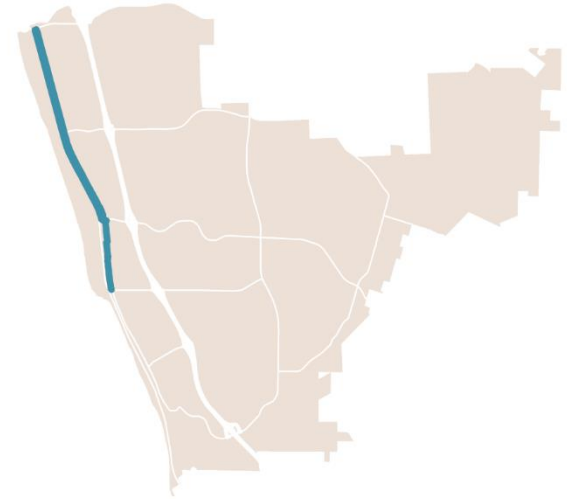
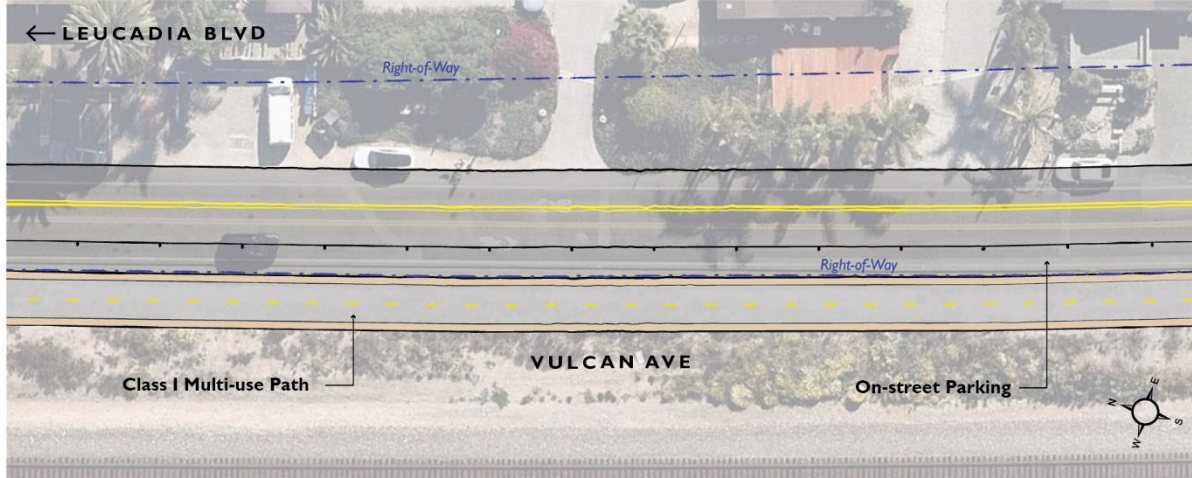
Conceptual designs were made to reflect the 2018 ATP proposed improvements. Each project extent was analyzed using Google Earth and Nearmap to review existing conditions and right-of-way dimensions. To ensure that the improvements could be implemented within the City's right-of-way along all project extents, the most constrained right-of-way dimension was identified for every project. These locations were selected to develop the conceptual plan views and cross-sections. For projects with different facility types proposed, the segments requiring more significant changes were picked first, and then the most constrained right-of-way location was selected. The improvements were shown along with the existing conditions through aerial imagery, with the intent of maintaining the same curb-to-curb and travel lane dimensions when possible.

Cost estimates were developed by conceptually laying out the project over an aerial image to quantify the construction items. Items such as retaining walls, culverts, stormwater improvements, utility relocations, and other amenities were approximated after reviewing the site through Google Street View and aerial imagery. Unit costs were gathered from recent bids with an added 30% contingency to each one. Detailed cost estimates for each of the top 10 priority projects can be found in **Appendix D**.

## ***Citywide Bicycle Projects***

# Bicycle Project #2 – Vulcan Avenue Multi-Use Path

## CONCEPTUAL PLAN VIEW



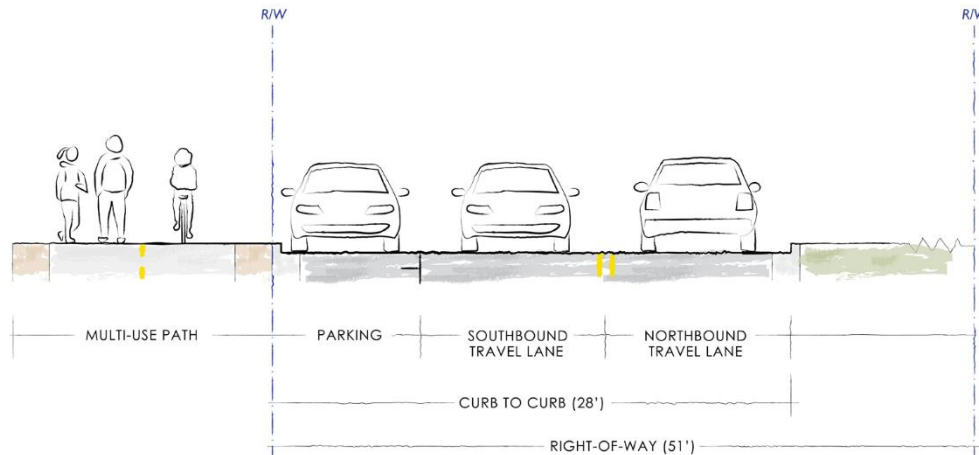
**Project Description:** A Class I path allowing for pedestrian and bicycle travel is planned along Vulcan Avenue from La Costa Avenue to Santa Fe Drive. This facility will provide coastal north-south connectivity from the northern city limit to the heart of Encinitas and will connect to multiple adjacent bikeways, key destinations, and residential neighborhoods.

The Mobility Element Street Typology identifies Vulcan Avenue as an Urban Village Collector.

**Project Goal:** To provide greater north-south coastal connectivity.

Construction Cost	\$11,700,000
Contingency	\$3,500,000
Engineering	\$3,000,000
Construction Management	\$3,800,000
<b>Total Estimated Cost</b>	<b>\$22,000,000</b>

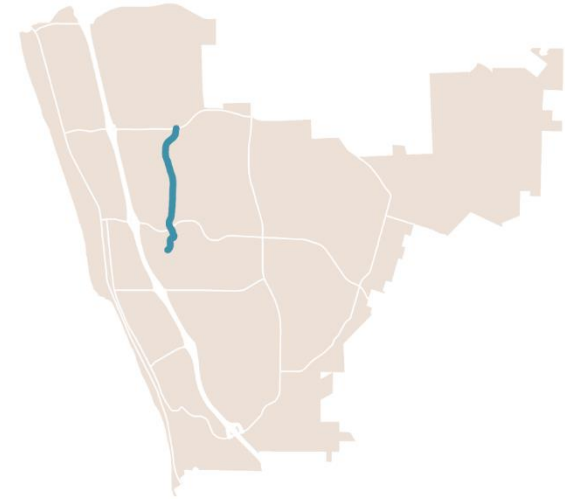
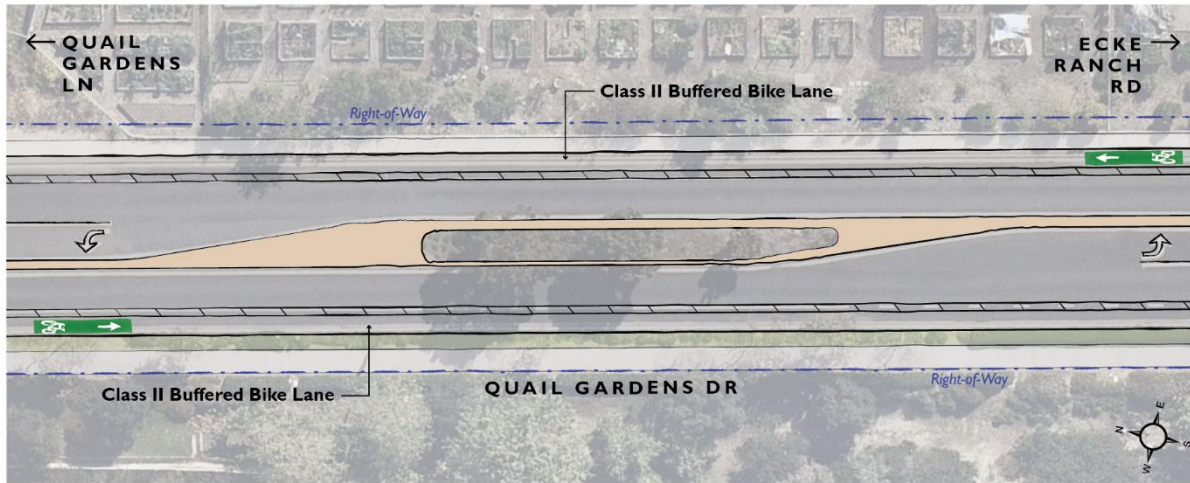
## CONCEPTUAL CROSS-SECTION



Extents	La Costa Avenue to Santa Fe Drive
Mileage	5.0
Features	Class I Multi-Use Path
Rank / Score	#1 / 36 points
AIM Score	13.6
GHG Reduction	9.4 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Bicycle Project #23 – Quail Gardens Drive/Westlake Street Bike Lanes

## CONCEPTUAL PLAN VIEW

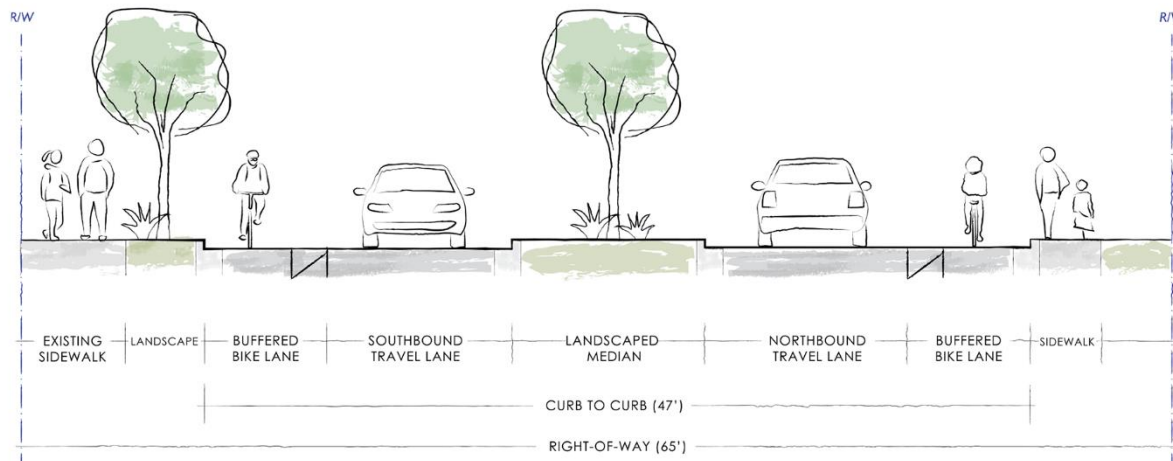


**Project Description:** A Class IIB (bicycle lane with buffer) facility on Quail Gardens Drive from Leucadia Boulevard to Encinitas Boulevard and a Class II (bicycle lane) on Westlake Street from Encinitas Boulevard to Requeza Street will result in a 1.6-mile dedicated bicycle facility. This will provide north-south bicycle connectivity east of I-5 and will connect to residential neighborhoods and multiple adjacent planned bikeways.

The Mobility Element Street Typology identifies Quail Gardens Drive and Westlake Street as Suburban Collectors.

**Project Goal:** To create north-south connectivity east of I-5.

## CONCEPTUAL CROSS-SECTION



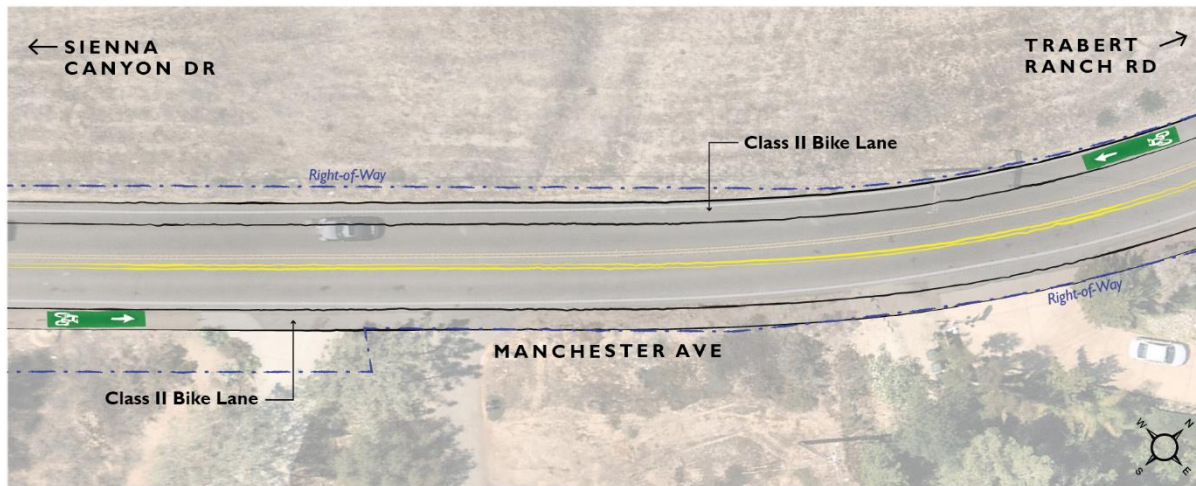
Construction Cost	\$3,800,000
Contingency	\$1,200,000
Engineering	\$1,000,000
Construction Management	\$1,200,000
<b>Total Estimated Cost</b>	<b>\$7,200,000</b>

Extents	Leucadia Boulevard to Requeza Street
Mileage	1.6
Features	Class II Bike Lane, Class II Buffered Bike Lane
Rank / Score	#2 / 34 points
AIM Score	5.3
GHG Reduction	3.7 Tons
Potential Funding Source(s)	Grants, CIP, General Fund



# Bicycle Project #43 – Manchester Avenue Bike Lanes

## CONCEPTUAL PLAN VIEW



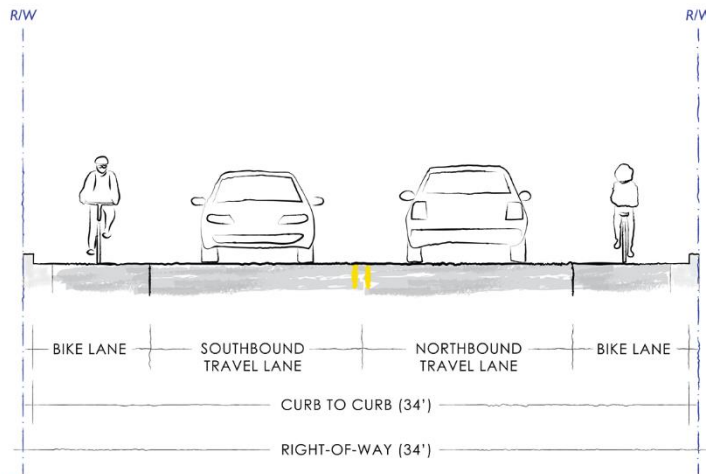
**Project Description:** A Class II bike lane on Manchester Avenue from Via Poco to Encinitas Boulevard will provide north-south connectivity for the eastern portion of the City, and will connect to residential neighborhoods, a commercial node, and hiking trails.

The Mobility Element Street Typology identifies Manchester Avenue from the I-5 to El Camino Real as a Suburban Connector (Major), and as Rural Collector from El Camino real to Encinitas Boulevard.

**Project Goal:** Provide safer connectivity on Manchester Avenue.

Construction Cost	\$3,100,000
Contingency	\$900,000
Engineering	\$800,000
Construction Management	\$1,000,000
<b>Total Estimated Cost</b>	<b>\$5,800,000</b>

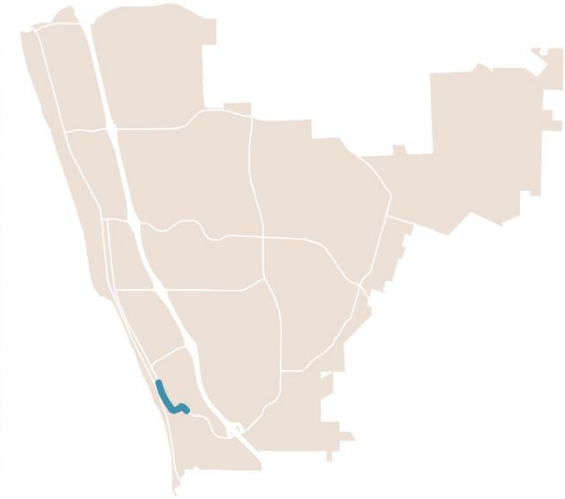
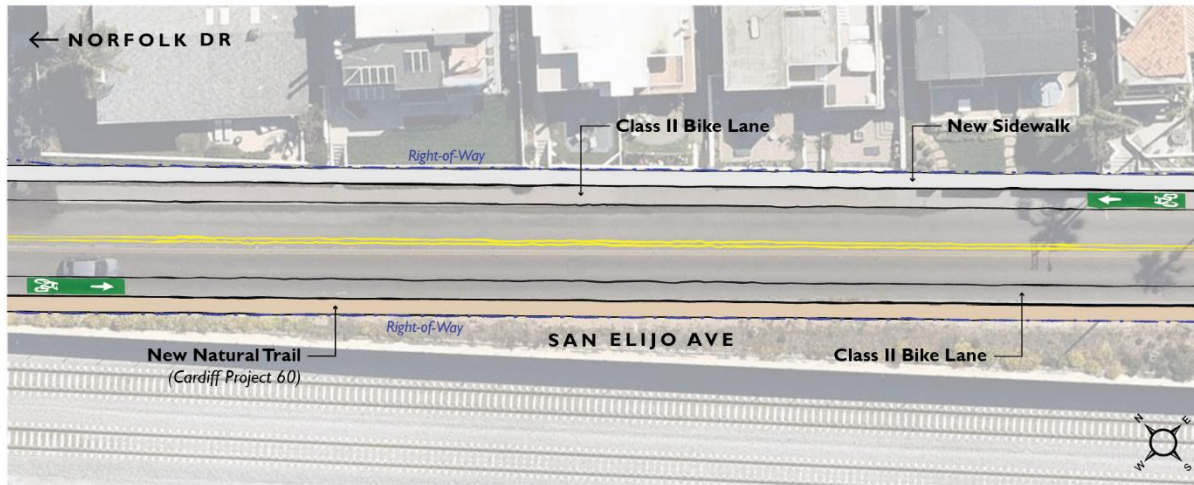
## CONCEPTUAL CROSS-SECTION



Extents	Via Poco to Encinitas Boulevard
Mileage	1.6
Features	Class II Bike Lane
Rank / Score	#3 / 29 points
AIM Score	15.6
GHG Reduction	10.8 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Bicycle Project #66 – San Elijo Avenue Bike Lanes and Bike Route

## CONCEPTUAL PLAN VIEW

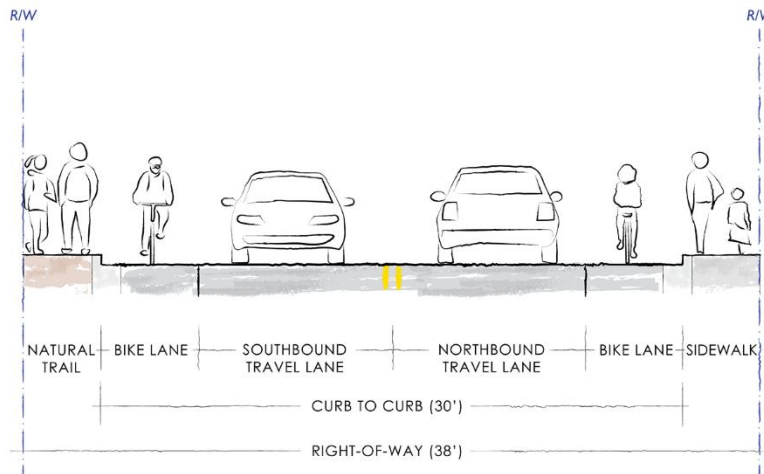


**Project Description:** A Class II bicycle lane on San Elijo Avenue from Chesterfield Drive to Kilkenny Drive and sharrows from Kilkenny Drive to Manchester Avenue will improve safety for cyclists by giving them dedicated space in the roadway.

The Mobility Element Street Typology identifies San Elijo Avenue as a Residential Neighborway.

**Project Goal:** To formalize the presence of bicycles in the roadway and improve safety for this stretch of San Elijo Avenue.

## CONCEPTUAL CROSS-SECTION

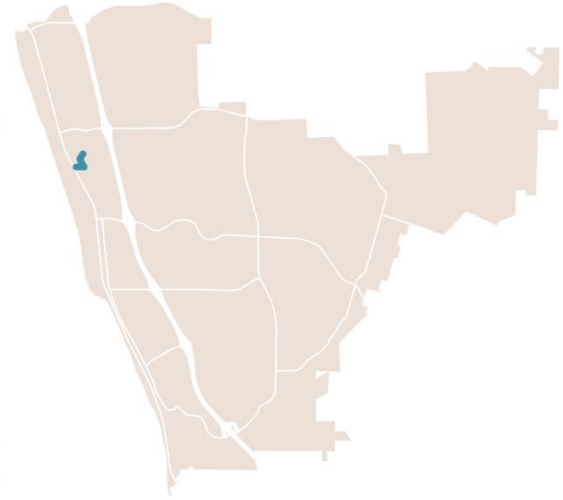
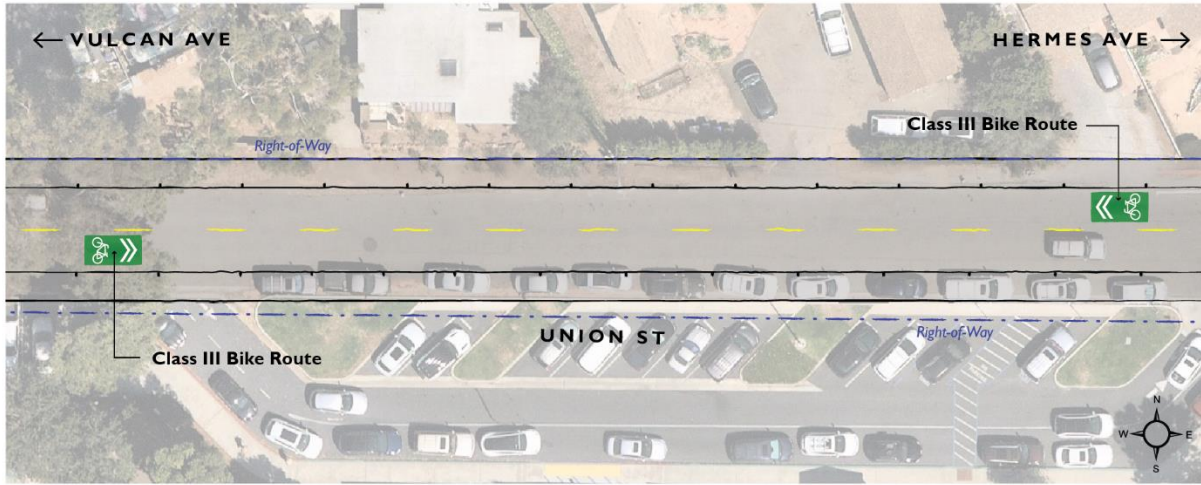


Construction Cost	\$2,000,000
Contingency	\$600,000
Engineering	\$600,000
Construction Management	\$700,000
<b>Total Estimated Cost</b>	<b>\$3,900,000</b> <i>(Does not include natural trail)</i>

Extents	Chesterfield Drive to Manchester Avenue
Mileage	0.3
Features	Class II Bike Lane, Class III Bike Route (Sharrows)
Rank / Score	#4 / 29 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Bicycle Project #12 – Union Street, Hermes Avenue, and Cereus Avenue Bike Routes

## CONCEPTUAL PLAN VIEW

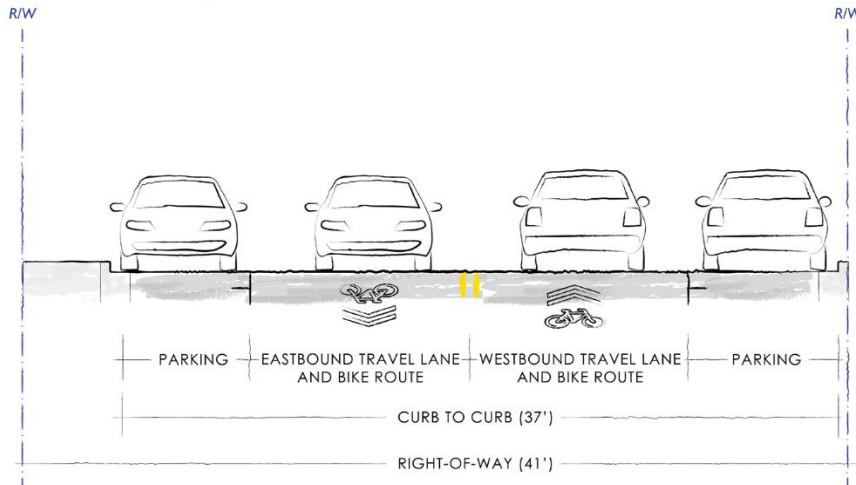


**Project Description:** This project provides a half-mile of continuous connectivity from Vulcan Avenue to Hygeia Avenue, where there currently are disjointed roadway segments. This Class III facility will tie into a network of planned bicycle facilities.

The Mobility Element Street Typology identifies Union Street as a Residential Local Street (Unclassified).

**Project Goals:** Provide safer connectivity to the Paul Ecke School and connection to the planned Vulcan Avenue Multi-Use Path, as well as other planned bicycle facilities.

## CONCEPTUAL CROSS-SECTION



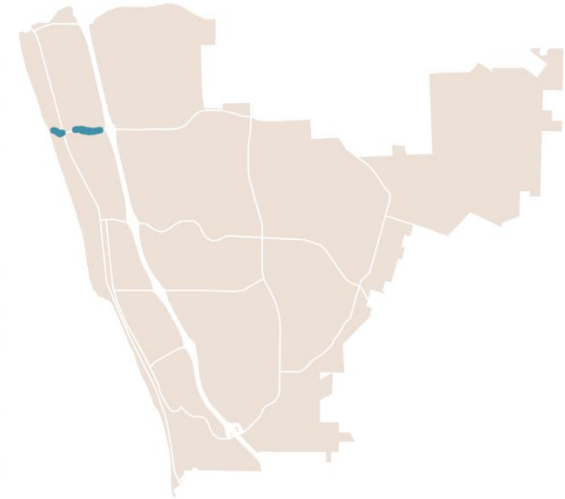
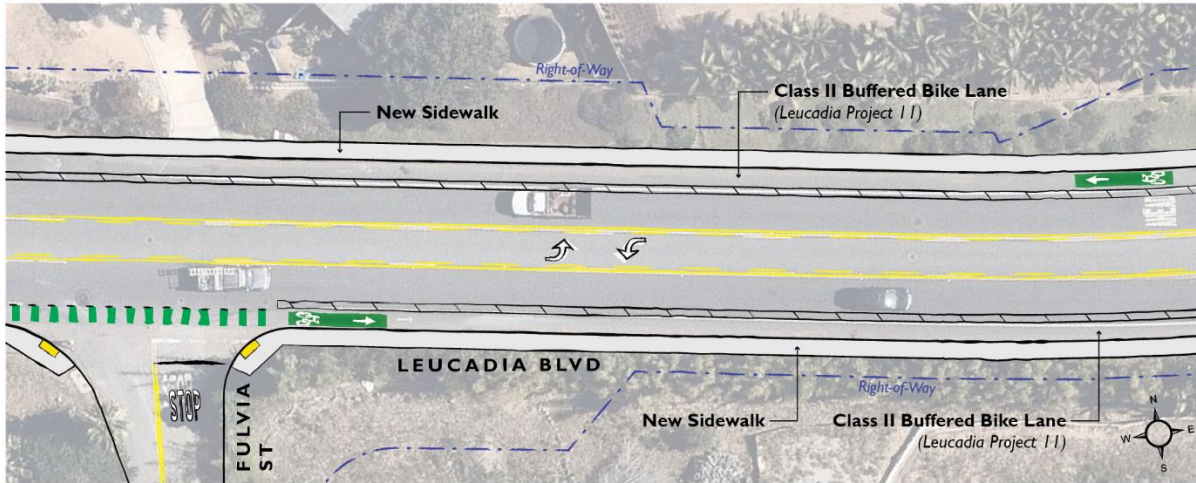
Construction Cost	\$27,000
Contingency	\$8,100
Engineering	\$5,500
Construction Management	\$5,500
<b>Total Estimated Cost</b>	<b>\$46,100</b>

Extents	Vulcan Avenue to Hygeia Avenue
Mileage	0.5
Features	Class III Bike Route
Rank / Score	#5 / 28.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

***Citywide Pedestrian Projects***

# Pedestrian Project #11 – Leucadia Boulevard Sidewalk Infill

## CONCEPTUAL PLAN VIEW



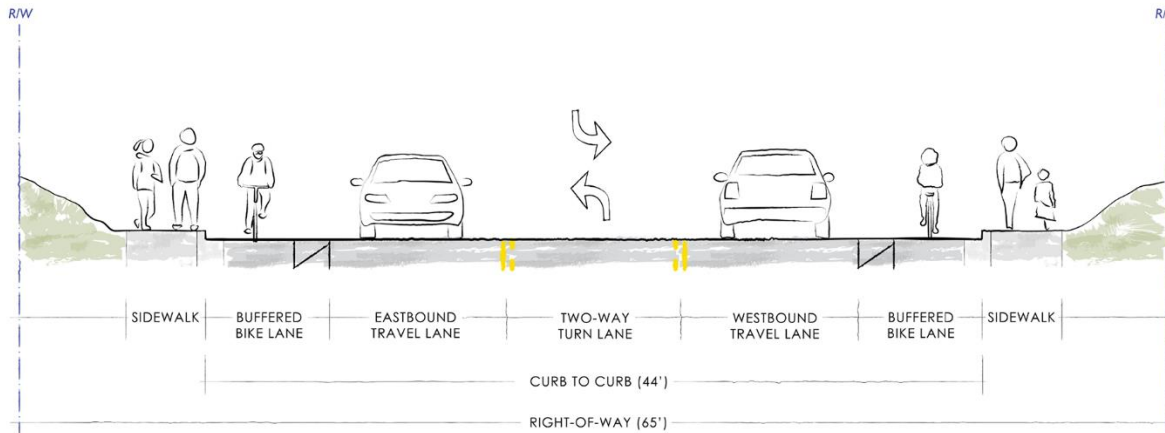
**Project Description:** The western terminus of this project is about 100 feet from beach access to Leucadia State Beach, also known as Beacons. The sidewalk infill project will create recreational beach access to communities west of the Interstate 5.

The Mobility Element Street Typology identifies Leucadia Boulevard as an Urban Village Collector.

**Project Goals:** To create pedestrian access to the beach.

Construction Cost	\$1,600,000
Contingency	\$500,000
Engineering	\$450,000
Construction Management	\$550,000
<b>Total Estimated Cost</b>	<b>\$3,100,000</b> <i>(Does not include bike lanes)</i>

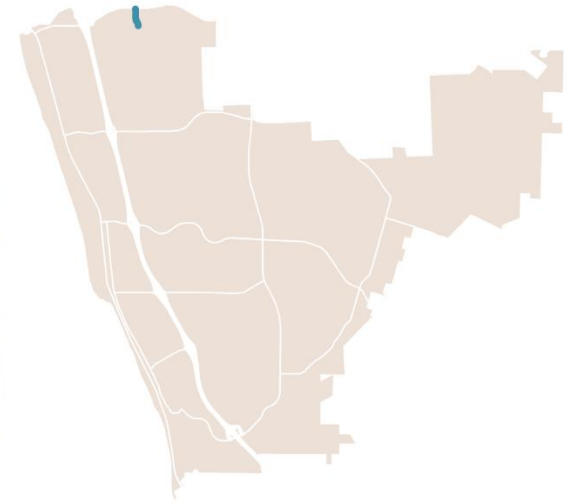
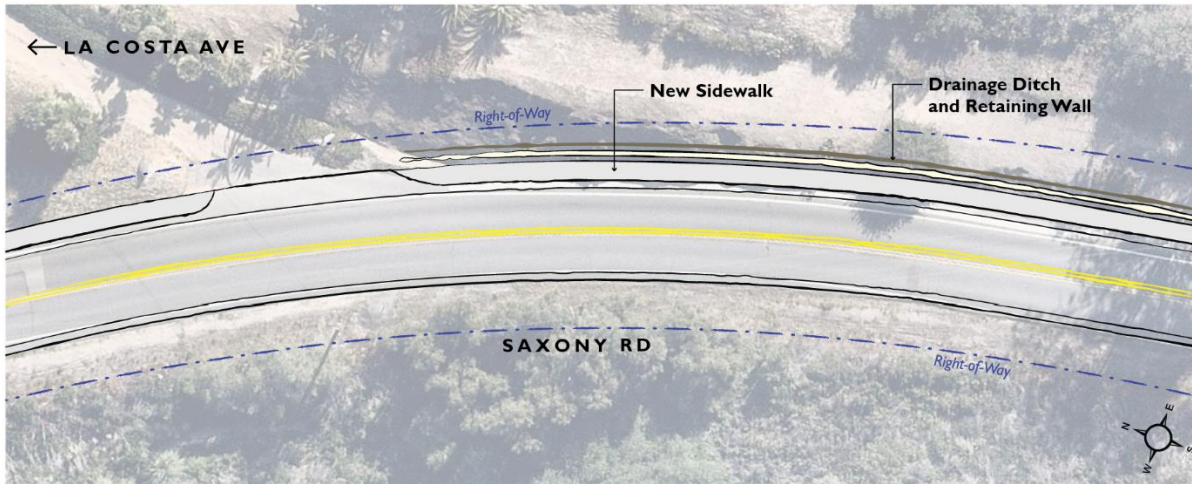
## CONCEPTUAL CROSS-SECTION



Extents	Neptune Avenue to Eolus Avenue
Mileage	0.5
Features	Sidewalk Infill
Rank / Score	#1 / 32 points
AIM Score	0.3
GHG Reduction	0.2 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Pedestrian Project #4 – Saxony Road Sidewalk Infill

## CONCEPTUAL PLAN VIEW

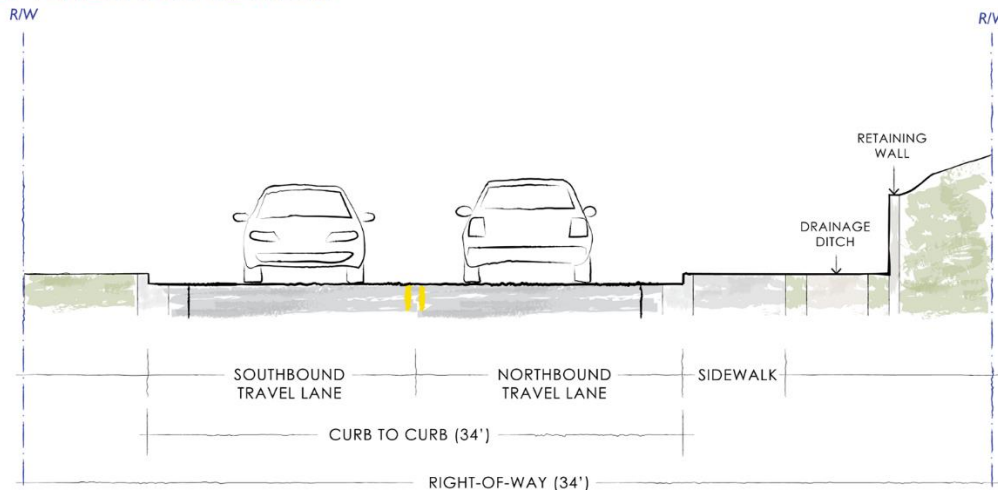


**Project Description:** This project will add a missing sidewalk on the east side of Saxony Road for approximately 1,000 feet south of La Costa Avenue. La Costa Avenue has sidewalks from the intersection with Saxony Road to just west of Interstate 5, as well as east to the intersection with El Camino Real and beyond. Saxony Road also has a sidewalk which begins at the southern terminus of this project.

The Mobility Element Street Typology identifies Saxony Road as a Suburban Collector.

**Project Goals:** To fill the missing gap in the sidewalk network.

## CONCEPTUAL CROSS-SECTION

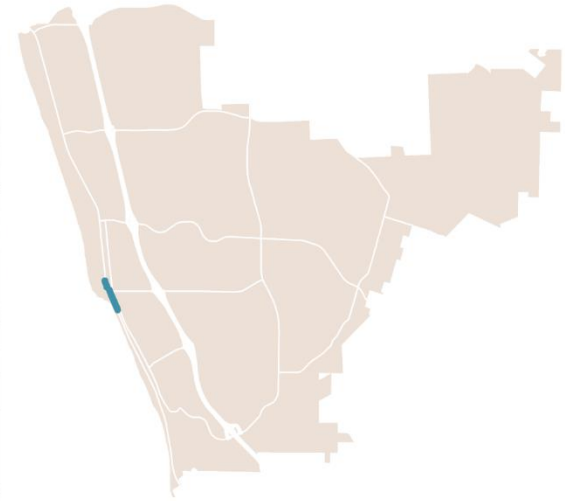
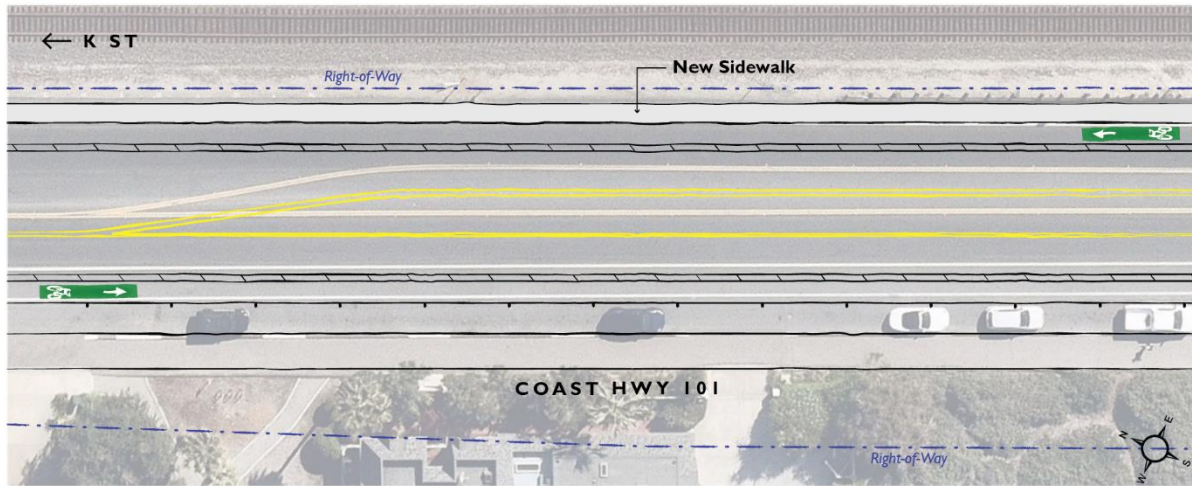


Construction Cost	\$500,000
Contingency	\$150,000
Engineering	\$130,000
Construction Management	\$170,000
<b>Total Estimated Cost</b>	<b>\$950,000</b>

Extents	La Costa Avenue to ~1,000 feet south of La Costa Avenue
Mileage	0.2
Features	Sidewalk Infill
Rank / Score	#2 / 28.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Pedestrian Project #42 – Coast Highway 101 Sidewalk Infill

## CONCEPTUAL PLAN VIEW



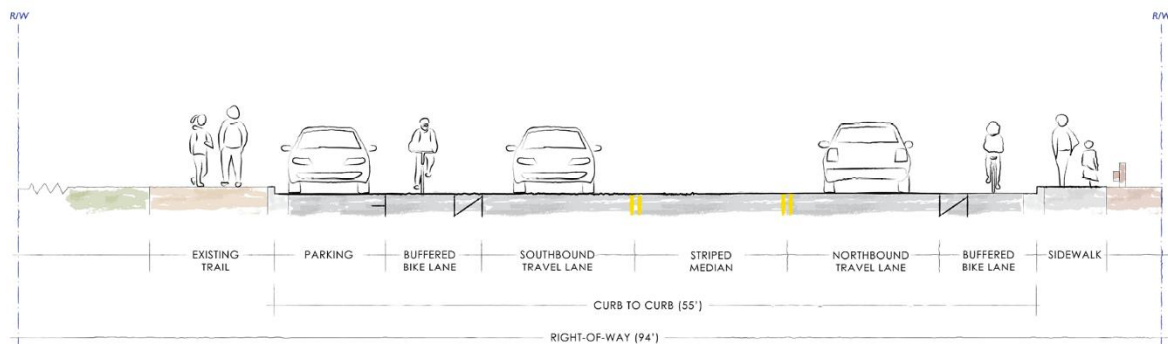
**Project Description:** The project would fill a missing section of sidewalk in an area of high pedestrian activity.

The Mobility Element Street Typology identifies Coast Highway as an Urban Village Collector.

**Project Goals:** To fill the missing gap in the sidewalk network in an area that has a high volume of pedestrian activity.

Construction Cost	\$320,000
Contingency	\$90,000
Engineering	\$90,000
Construction Management	\$100,000
<b>Total Estimated Cost</b>	<b>\$600,000</b>

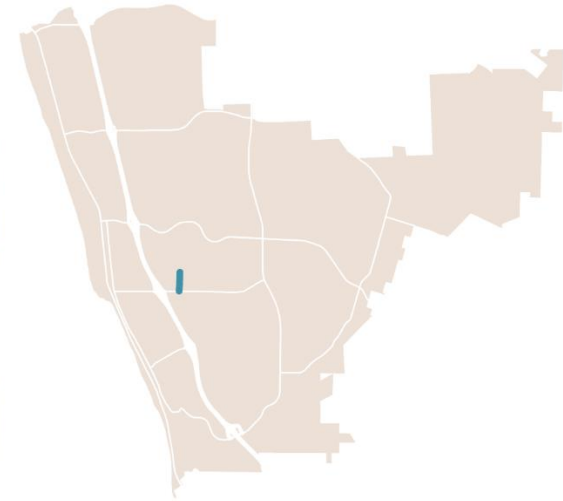
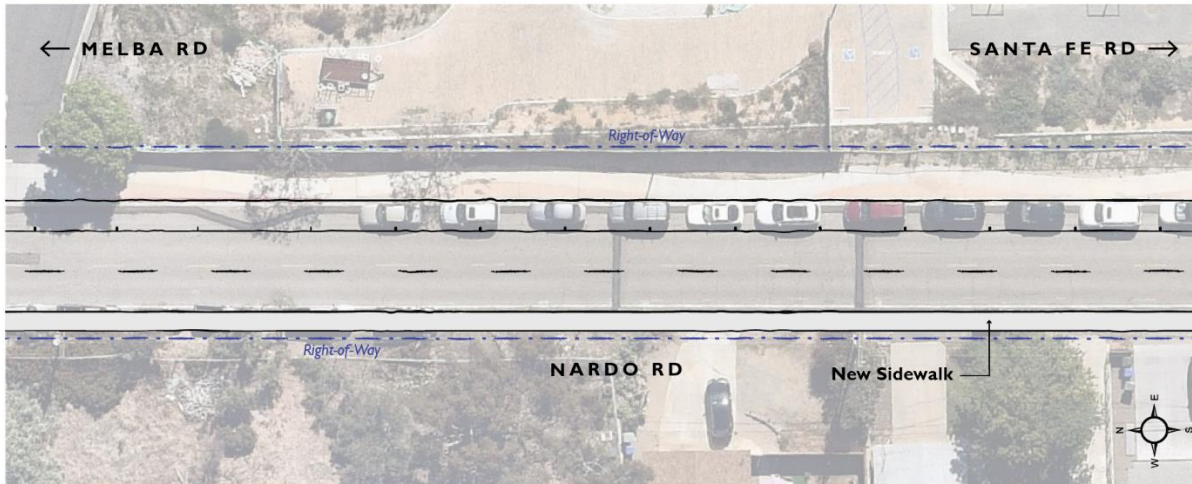
## CONCEPTUAL CROSS-SECTION



Extents	J Street to ~1,500 feet south of K Street
Mileage	0.3
Features	Sidewalk Infill
Rank / Score	#3 / 27 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Pedestrian Project #45 – Nardo Road Sidewalk Infill

## CONCEPTUAL PLAN VIEW



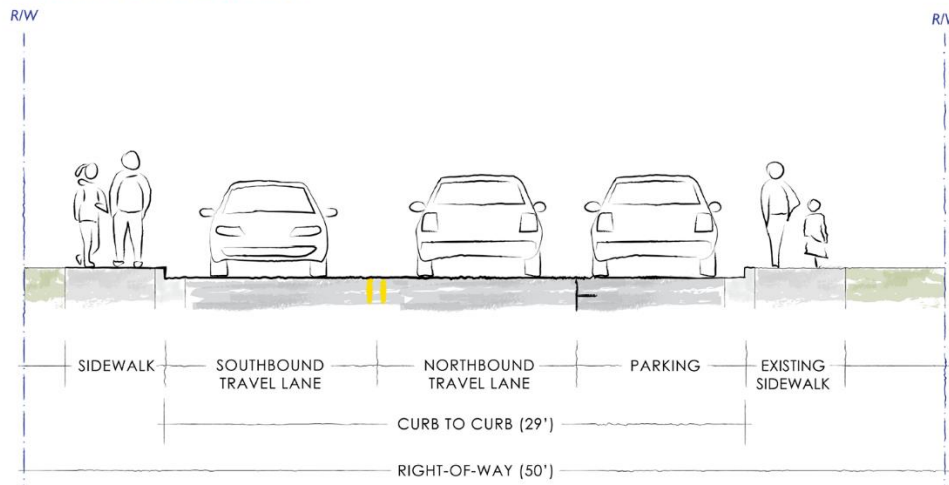
**Project Description:** The western side of Nardo Road currently does not have a sidewalk. This project would install this missing sidewalk. Given that Nardo Road abuts San Dieguito Academy High School, this is an area with a significant amount of pedestrian activity.

The Mobility Element Street Typology identifies Nardo Road as a Suburban Collector.

**Project Goals:** To fill the missing gap in the sidewalk network in an area that has a high volume of pedestrian activity.

Construction Cost	\$420,000
Contingency	\$130,000
Engineering	\$110,000
Construction Management	\$140,000
<b>Total Estimated Cost</b>	<b>\$800,000</b>

## CONCEPTUAL CROSS-SECTION

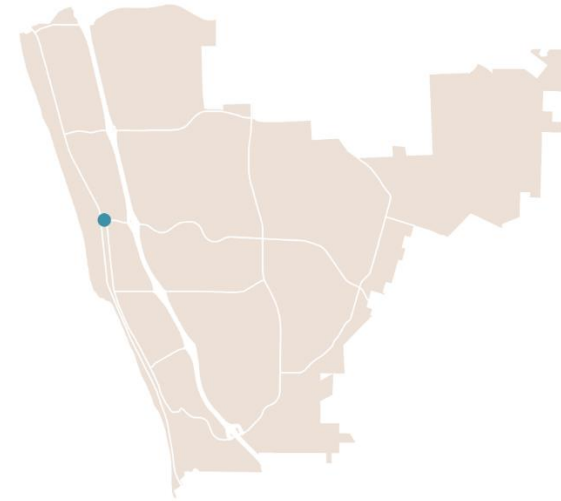


Extents	Melba Road to Santa Fe Drive
Mileage	0.2
Features	Sidewalk Infill
Rank / Score	#4 / 26 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund



# Pedestrian Project #69 – Pedestrian Crossing

## CONCEPTUAL PLAN VIEW



**Project Description:** This project would install a pedestrian crossing at the intersection of Vulcan Avenue/Coast Highway 101 and Encinitas Boulevard.

**Project Goals:** To create a safer pedestrian crossing.

Construction Cost	\$590,000
Contingency	\$180,000
Engineering	\$160,000
Construction Management	\$190,000
<b>Total Estimated Cost</b>	<b>\$1,120,000</b>

## CONCEPTUAL CROSS-SECTION



ALBERTA MOTOR ASSOCIATION



GLOBAL DESIGNING CITIES INITIATIVE

Extents	Vulcan Avenue/Coast Highway 101 to Encinitas Boulevard
Mileage	N/A
Features	Pedestrian Crossing
Rank / Score	#5 / 26 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

## 4.2 Community

The approach to identifying the locations for depicting the neighborhood-level conceptual designs was similar to that employed for the Top 10 priority projects. The most constrained right-of-way dimension segments were considered the most challenging. Cost estimates for the neighborhood-level projects were developed using unit costs provided by the City of Encinitas, based on construction of previous projects. These costs are in 2022 dollar values and will need to be adjusted for inflation in future use. **Table 4.1** shows these unit costs.

Table 4.1 Improvements Unit Costs

Improvement Description	Units	Unit Cost
<b>Bicycle Project Improvements</b>		
Class I Bike Path (10' wide)	mile	\$ 2,500,000
Class II Bike Lanes (no buffer)	mile	\$ 32,636
Class II with Buffer	mile	\$ 65,272
Class III Bike Route Sharrow Marking <sup>1</sup>	each	\$ 300
Class III Bike Route Vertical Sign/Pole <sup>2</sup>	each	\$ 200
Class IV One-Way Cycle Track <sup>3</sup>	mile	\$ 750,000
Class IV 1 way Cycle Track w/ K72	mile	\$ 500,000
Class IV 2-way Cycle Track w/ concrete median	mile	\$ 1,000,000
Class IV 2-way Cycle Track w/ K72	mile	\$ 550,000
<b>Pedestrian Project Improvements</b>		
6' Sidewalk + Curb and Gutter	lin. ft.	\$ 70
Road Edge Enhancements (2' paint)	lin. ft.	\$ 3
Pedestrian Signal	Design	\$ 100,000
Roundabout	Design	\$ 500,000
Diverter / Traffic Circle	Temp	\$ 5,000 -7,000
Undercrossing	Design	\$ 1-2 million

City of Encinitas (2022)

1 Sharrows were assumed every 200' in each direction

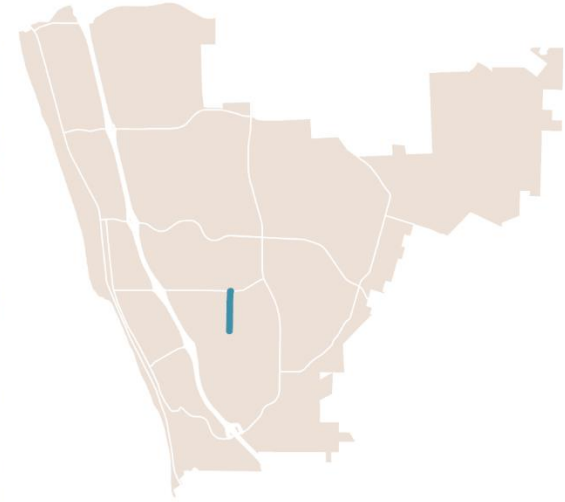
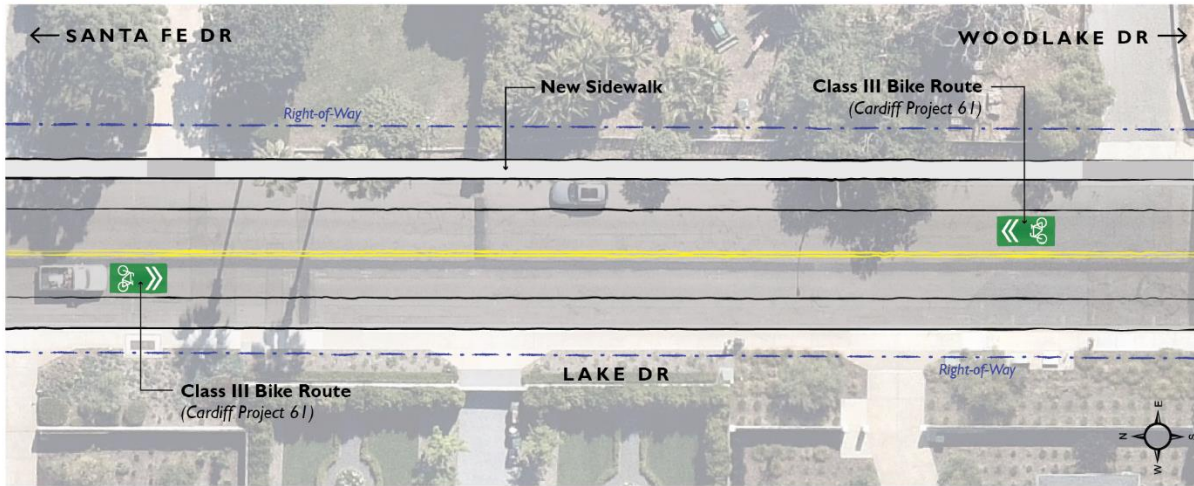
2 Vertical sign/pole assumed at each intersecting bike facility in each direction

3 Unit cost conservatively developed for widest cross-section and assumes resurfacing/restriping (from El Cajon ATP)

## ***Cardiff Projects***

# Cardiff Project #52 – Lake Drive Sidewalk Infill

## CONCEPTUAL PLAN VIEW

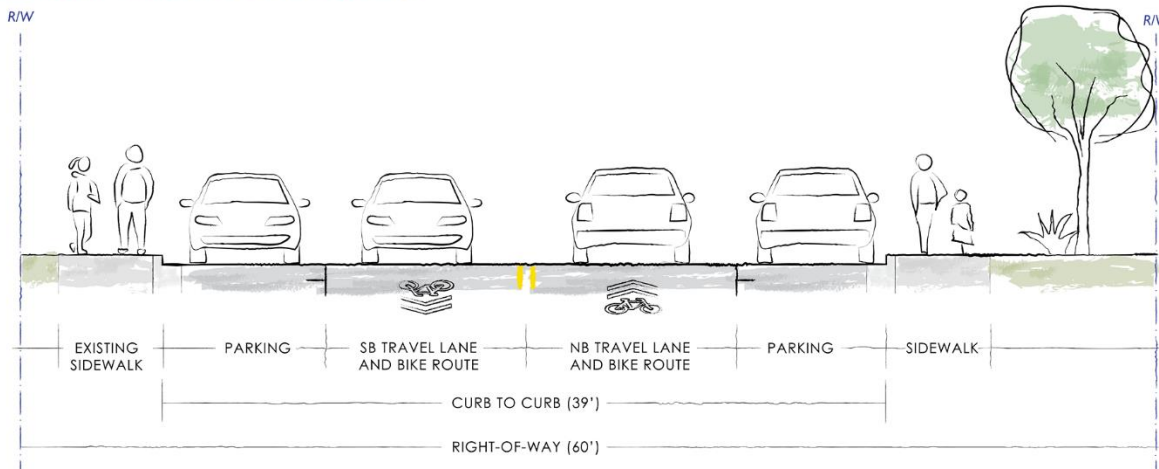


**Project Description:** This project will construct a sidewalk on the east side of Lake Drive, which currently does not have any sidewalk. The northern terminus of the project is about a half-mile east of San Dieguito High School, while the southern terminus is about a quarter-mile north of the Cardiff Sports Park.

The Mobility Element Street Typology identifies Lake Drive as a Suburban Collector.

**Project Goals:** Improve intra-Cardiff community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$201,600 (Does not include bike route markings)

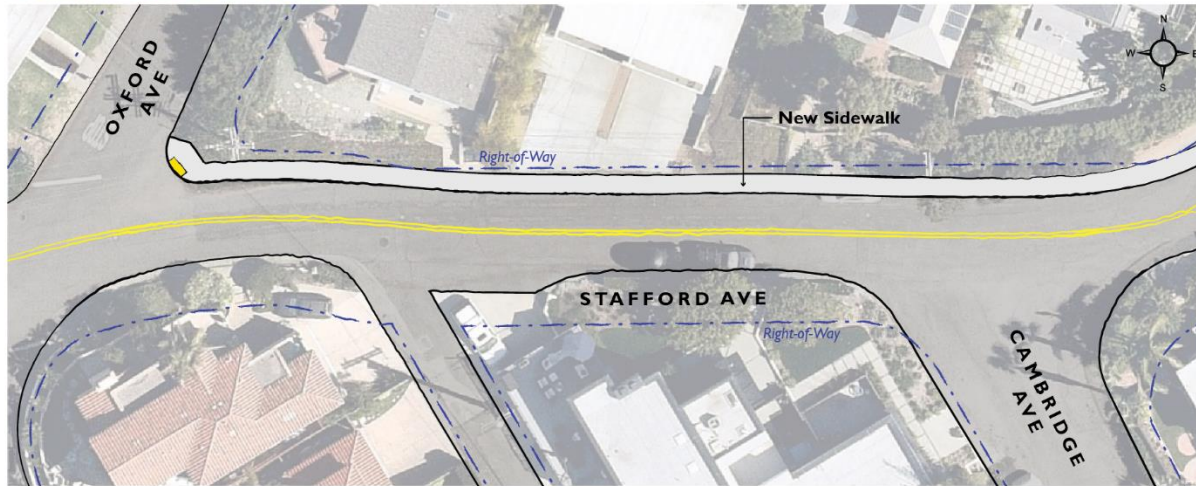
### Additional Considerations

This project could require some grading as well as relocation of utilities in order to construct the sidewalk.

Extents	Santa Fe Drive to ~750 feet south of Woodgrove Drive
Mileage	0.5
Features	Sidewalk Infill
Rank / Score	#1 (Ped Cardiff) / 24.5 points
AIM Score	1.3
GHG Reduction	0.9 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Cardiff Project #55 – Mozart Avenue Sidewalk Infill

## CONCEPTUAL PLAN VIEW

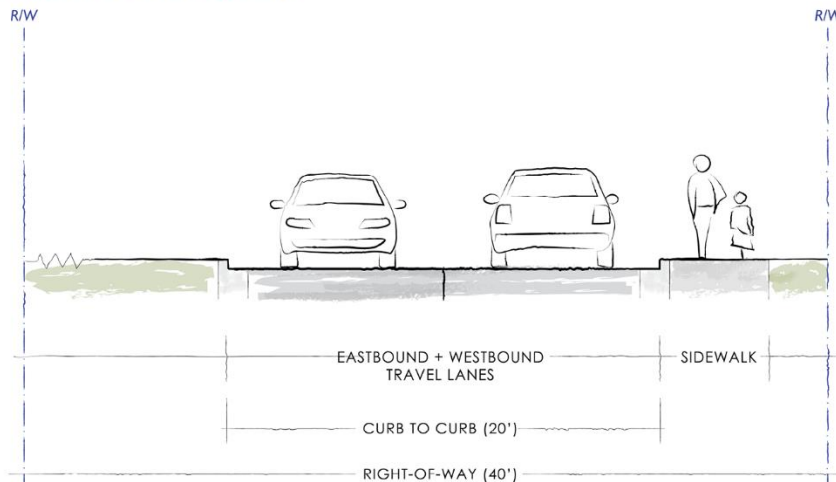


**Project Description:** This project is in proximity of Cardiff Elementary School/George Berkich Park and Playfield and will construct sidewalks along Mozart Avenue, Westminster Drive, Montgomery Avenue, Rossini Drive, Stafford Avenue and Cambridge Avenue.

The Mobility Element Street Typology identifies Mozart Avenue, Montgomery Avenue, Rossini Drive, and Stafford Avenue as Residential Local Streets and Westminster Drive is identified as a Residential Neighborway.

**Project Goals:** Improve intra-Cardiff community connectivity.

## CONCEPTUAL CROSS-SECTION

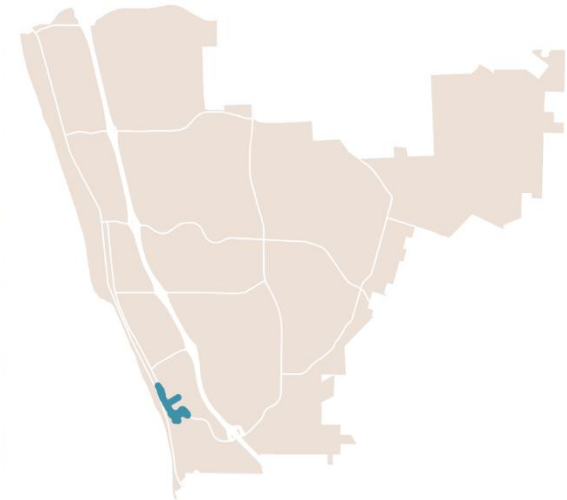
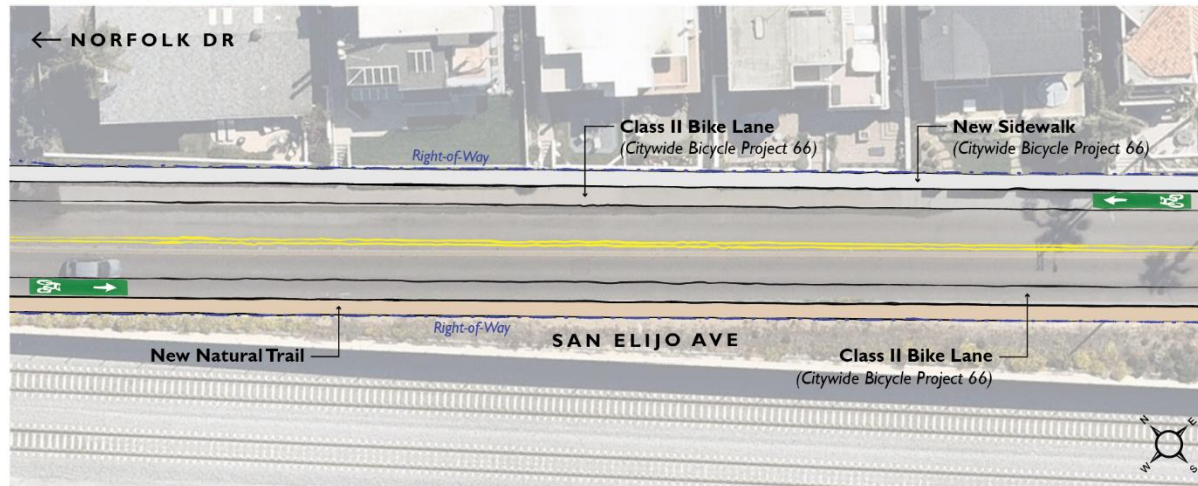


Estimated Project Cost	
	\$214,400
Additional Considerations	
	This project could require removal of existing private landscaping, relocation of utilities, as well as grading or a retaining wall along Stafford Avenue/Cambridge Avenue.

<b>Extents</b>	Manchester Avenue to Brighton Avenue
<b>Mileage</b>	0.6
<b>Features</b>	Sidewalk Infill
<b>Rank / Score</b>	#2 (Ped Cardiff) / 23.5 points
<b>AIM Score</b>	0.1
<b>GHG Reduction</b>	0.1 Tons
<b>Potential Funding Source(s)</b>	Grants, CIP, General Fund

# Cardiff Project #60 – San Elijo Avenue Sidewalk Infill & Trail

## CONCEPTUAL PLAN VIEW

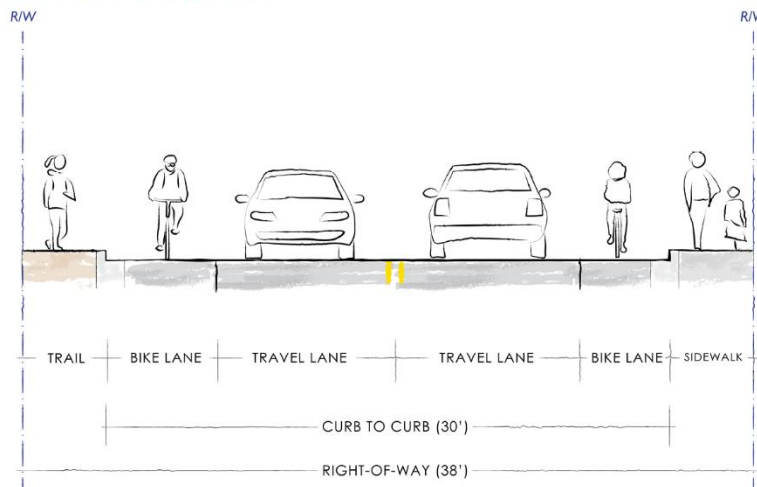


**Project Description:** The project seeks to build a sidewalk and trail along San Elijo Avenue and Dublin Drive. The project seeks to be context sensitive along the different roadway segments.

The Mobility Element Street Typology identifies San Elijo Avenue as an Urban Village Collector and Dublin Drive as a Residential Local Street.

**Project Goals:** Improve intra-Cardiff community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$282,800 (Does not include striping or sidewalk replacement)

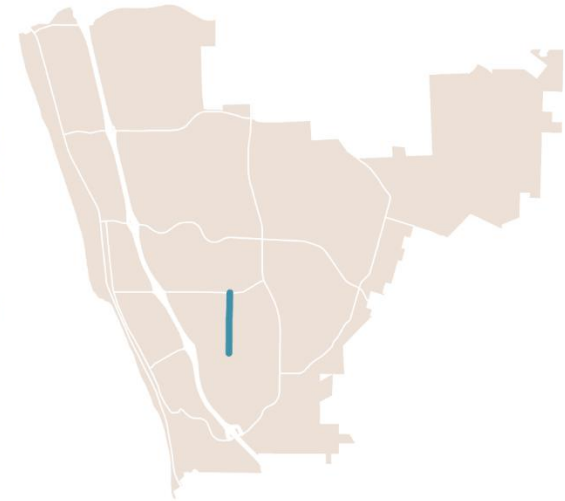
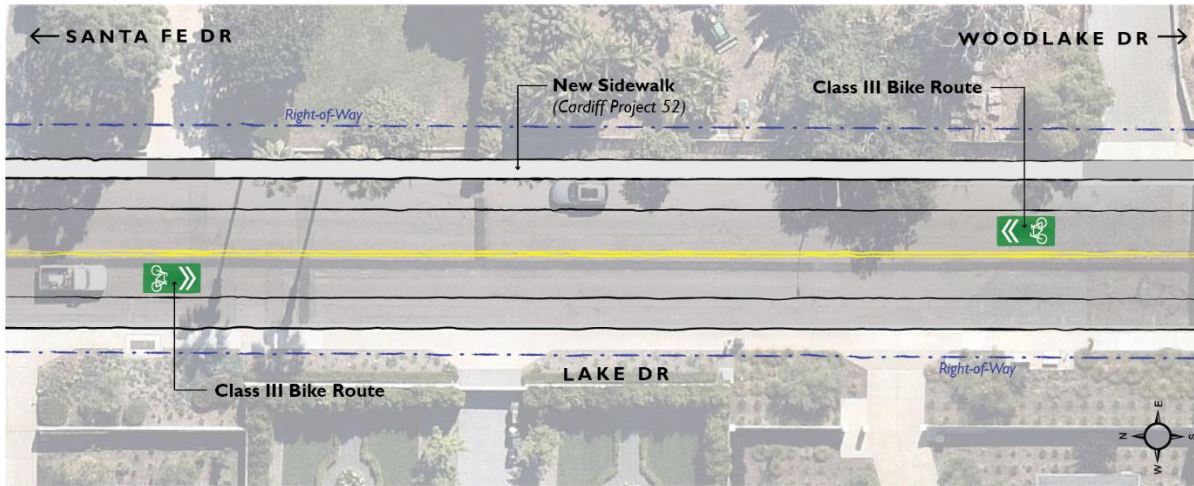
### Additional Considerations

This project will require verification of the City's right-of-way, possible relocation or removal of private improvements, relocation of utilities, as well as an easement from the railroad.

Extents	Chesterfield to Manchester Avenue
Mileage	1.2
Features	Sidewalk Infill, Trail
Rank / Score	#3 (Ped Cardiff) / 22.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Cardiff Project #61 – Lake Drive Bike Route

## CONCEPTUAL PLAN VIEW



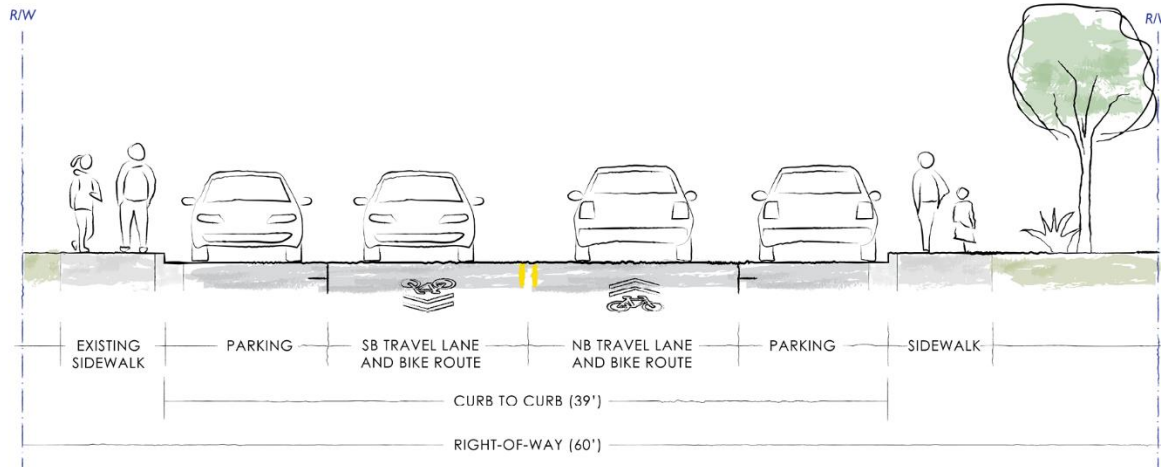
**Project Description:** The Class III bicycle route on Lake Drive from Santa Fe Drive to Birmingham Drive will formalize bicycle access to the Cardiff Sports Park. This is the number one project priority for the Community of Cardiff.

The Mobility Element Street Typology identifies Lake Drive as a Suburban Collector.

**Project Goal:** Improve intra-Cardiff community connectivity.

<b>Estimated Project Cost</b>	\$12,600 (Does not include new sidewalk)
<b>Additional Considerations</b>	No additional cost or design considerations.

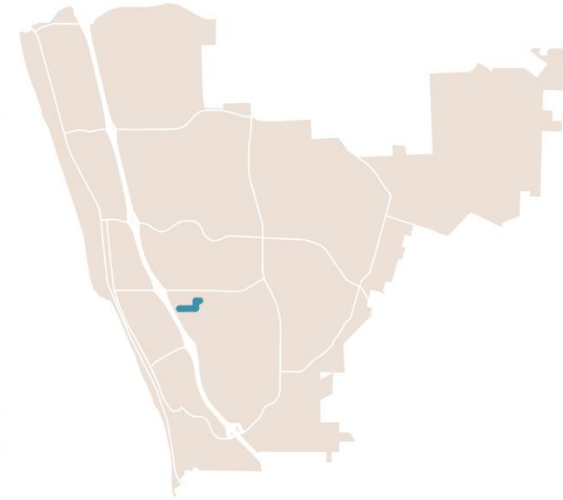
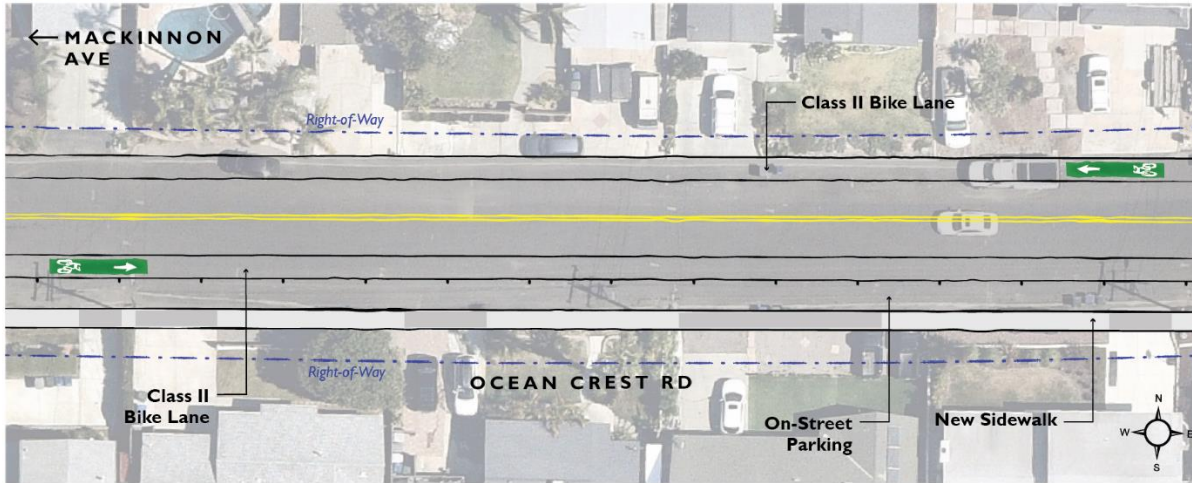
## CONCEPTUAL CROSS-SECTION



<b>Extents</b>	Santa Fe Drive to Birmingham Drive
<b>Mileage</b>	0.7
<b>Features</b>	Class III Bike Route (Sharrows)
<b>Rank / Score</b>	#1 (Bike Cardiff) / 21.5 points
<b>AIM Score</b>	N/A
<b>GHG Reduction</b>	N/A
<b>Potential Funding Source(s)</b>	Grants, CIP, General Fund

# Cardiff Project #57 – Ocean Crest Road Bike Lanes

## CONCEPTUAL PLAN VIEW

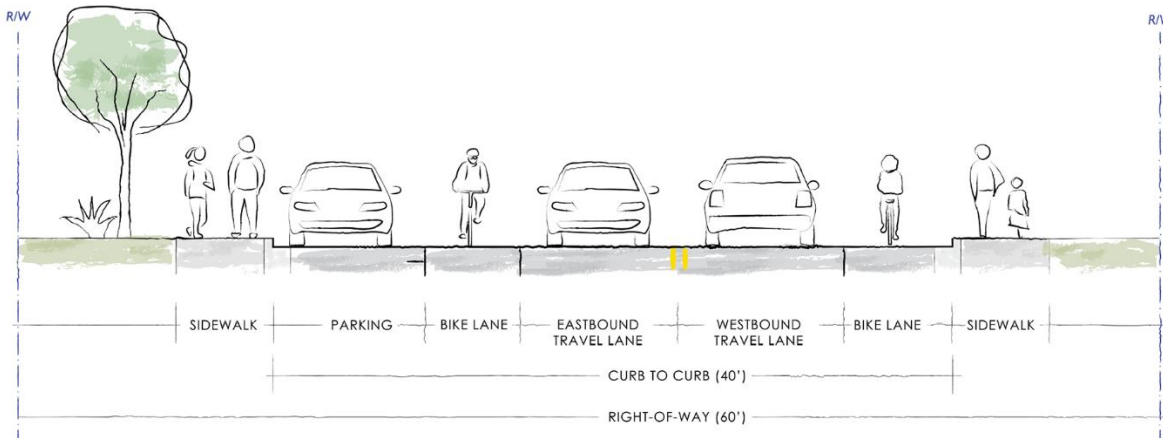


**Project Description:** The Class II bike lane along Ocean Crest Road, Justin Road, and Munevar Road will formalize the presence of bicycles in this part of the Cardiff community.

The Mobility Element Street Typology identifies Ocean Crest Road, Justin Road, and Munevar Road as Residential Local Street (Unclassified).

**Project Goals:** Improve intra-Cardiff community connectivity.

## CONCEPTUAL CROSS-SECTION



Estimated Project Cost	
	\$7,000
Additional Considerations	
	A design consideration is adding a raised curb to prevent cars from parking in the bicycle lane.

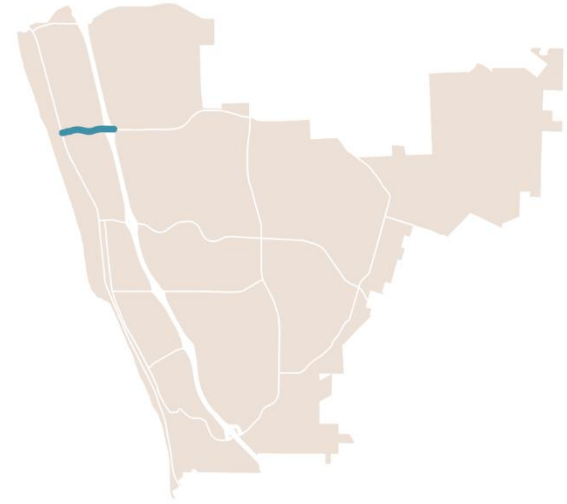
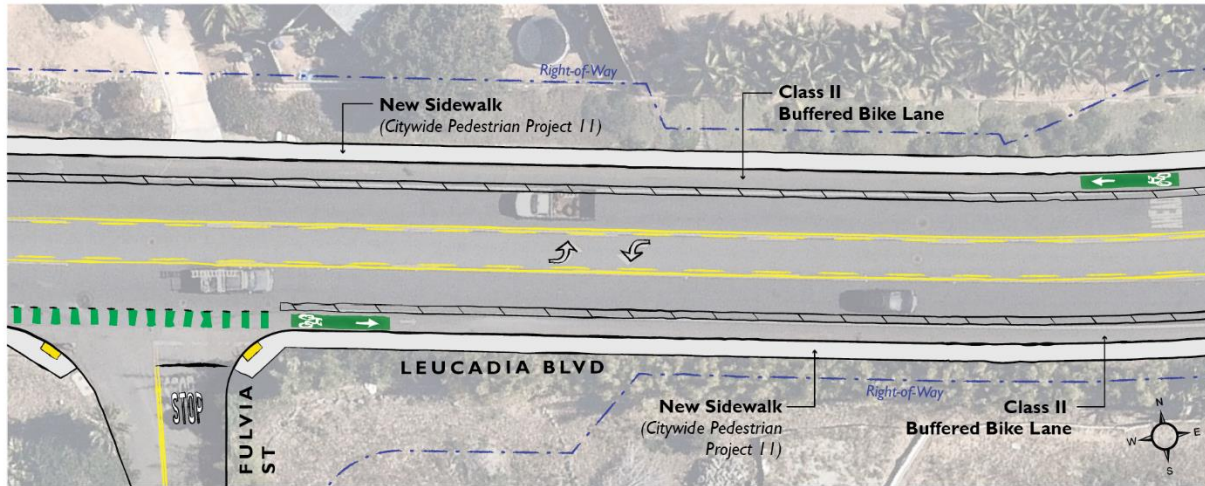
Extents	Mackinnon Avenue to Windsor Road
Mileage	0.3
Features	Class II Bike Lane
Rank / Score	#2 (Bike Cardiff) / 21 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund



## *Leucadia Projects*

# Leucadia Project #11 – Leucadia Boulevard Buffered Bike Lanes

## CONCEPTUAL PLAN VIEW

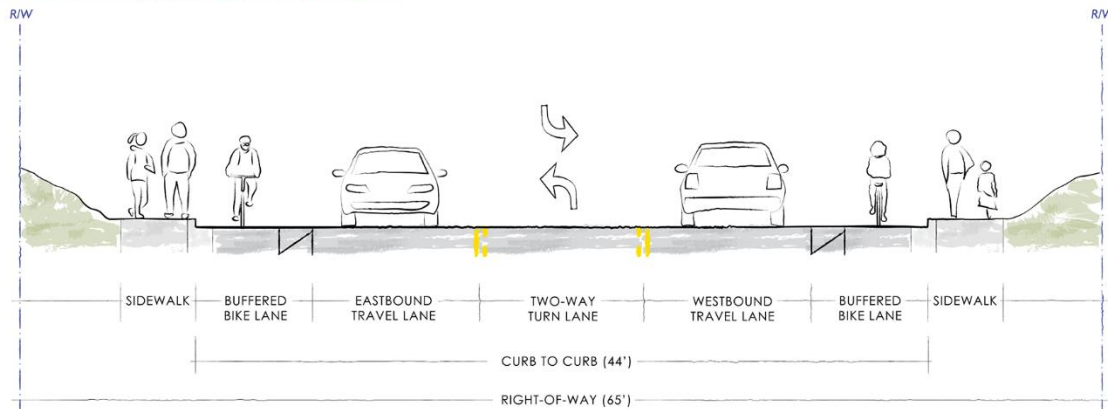


**Project Description:** A Class II buffered bicycle lane on Leucadia Boulevard from Coast Highway 101 to Piraeus Street will provide access from east of the I-5 to within one-tenth of a mile from Beacons aka Leucadia State Beach. This facility will also connect the planned Vulcan Avenue Multi-Use Path and the planned Orpheus Ave Multi-Use Path, and will connect residential neighborhoods to restaurants and retail along Coast Highway 101.

The Mobility Element Street Typology identifies Leucadia Boulevard from N. Coast Highway 101 to Orpheus Avenue as an Urban Village Collector, and from Orpheus Avenue to Piraeus Street as a Suburban Connector.

**Project Goals:** Improve bicycle access to the coast from east of the Interstate 5.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$42,200 (Does not include new sidewalks)

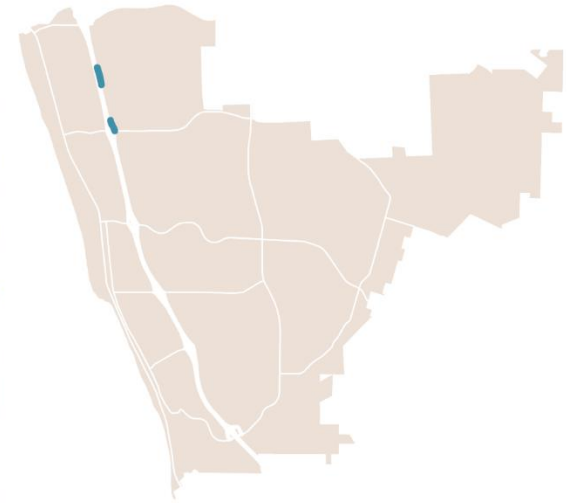
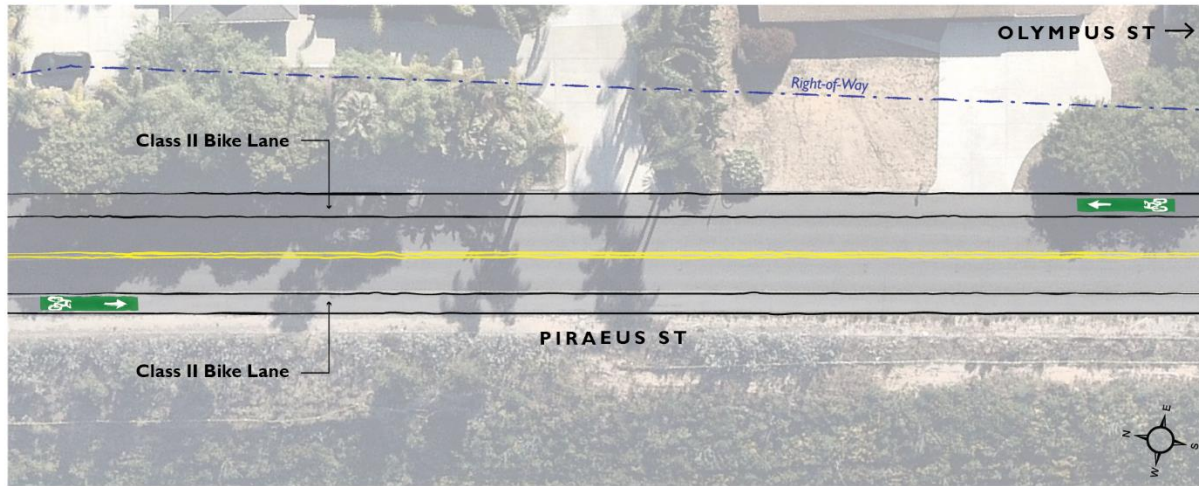
### Additional Considerations

There are no additional considerations for this project.

Extents	Coast Highway 101 to Piraeus Street
Mileage	0.6
Features	Class II Buffered Bike Lane
Rank / Score	#1 (Bike Leucadia) / 24 points
AIM Score	1.3
GHG Reduction	0.9 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Leucadia Project #20 – Piraeus Street Bike Lanes

## CONCEPTUAL PLAN VIEW

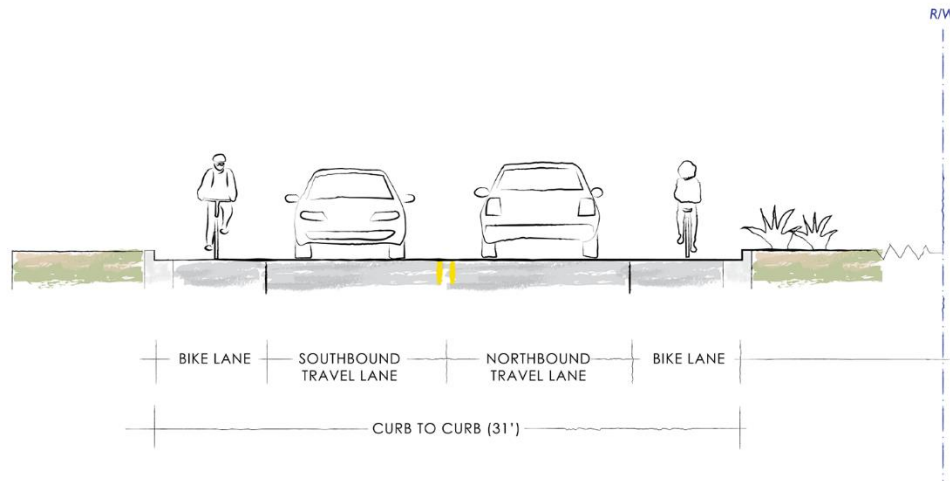


**Project Description:** The southern section of Class II bicycle lane will improve safety by providing a dedicated bicycle facility on Piraeus Street from Leucadia Boulevard to just north of Ocean View, the location where motor vehicles are navigating the freeway on-ramps to the Interstate 5. The northern section of Class II bicycle lane on Piraeus Street from Olympus Street to Christine Place will improve safety by replacing the existing sharrow with a dedicated bicycle lane.

The Mobility Element Street Typology identifies Piraeus Street as a Suburban Collector.

**Project Goals:** Improve safety on Piraeus Street.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$12,000

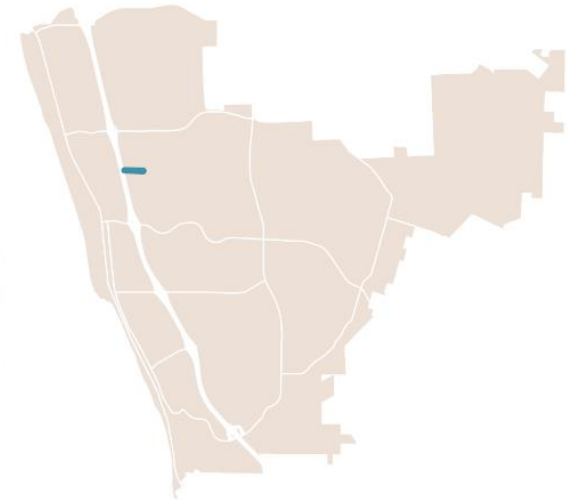
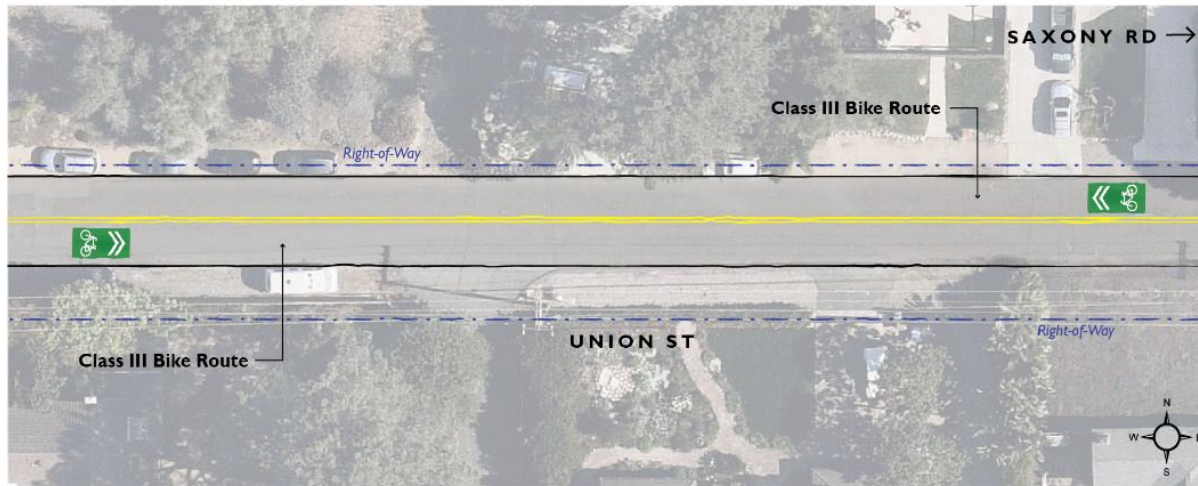
### Additional Considerations

The width of the motor vehicle travel lanes may have to be reduced along the second segment, additionally the City's right of way may need to be reclaimed.

Extents	Leucadia Boulevard to Christine Place
Mileage	0.3
Features	Class II Bike Lane
Rank / Score	#2 (Bike Leucadia) / 22.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Leucadia Project #29 – Union Street Bike Route

## CONCEPTUAL PLAN VIEW



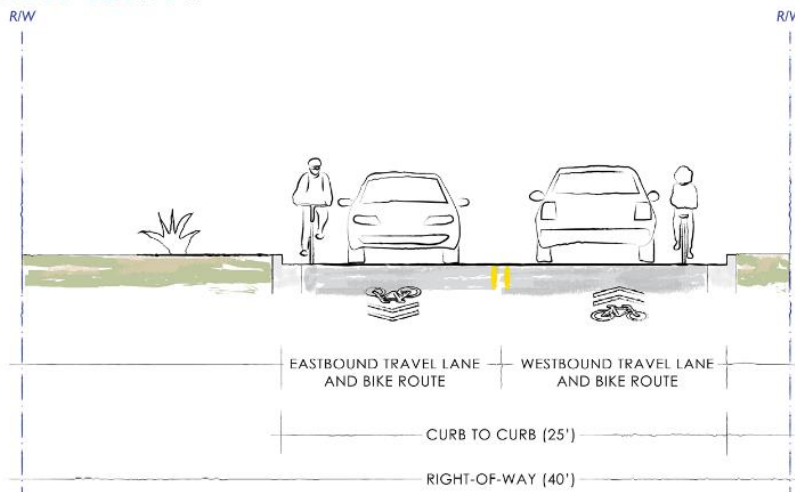
**Project Description:** The Class III bicycle route on Union St will be an important connector to the north-south Class II facility on Saxony Road.

The Mobility Element Street Typology identifies Union Street as a Residential Local Street (Unclassified).

**Project Goals:** To link the planned bicycle network segments to the overall bicycle network.

Estimated Project Cost	
	\$3,800
Additional Considerations	
	There are no additional considerations for this project.

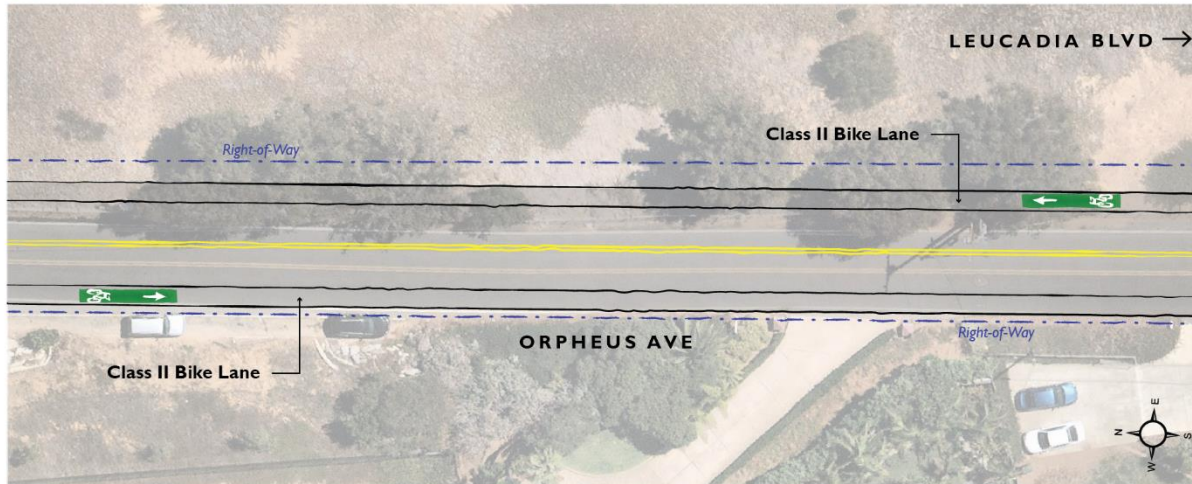
## CONCEPTUAL CROSS-SECTION



Extents	I-5 to Saxony Road
Mileage	0.2
Features	Class III Bike Route
Rank / Score	#3 (Bike Leucadia) / 22 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Leucadia Project #19 – Orpheus Avenue Multi-Use Path and Bike Lanes

## CONCEPTUAL PLAN VIEW

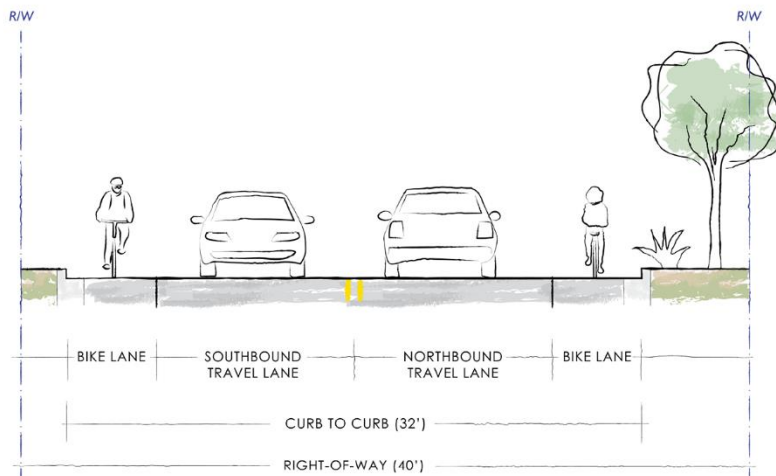


**Project Description:** The Class I multi-use path/Class II bicycle lane facility on Orpheus Avenue from La Costa Avenue to Vulcan Avenue will provide a critical 1.9 mile north-south facility creating intra-community connectivity.

The Mobility Element Street Typology identifies Orpheus Avenue as a Residential Neighborway.

**Project Goals:** To create greater north-south intra-community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$2,136,500

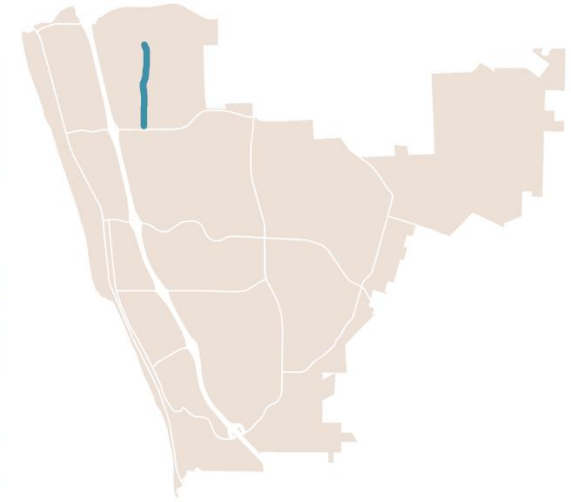
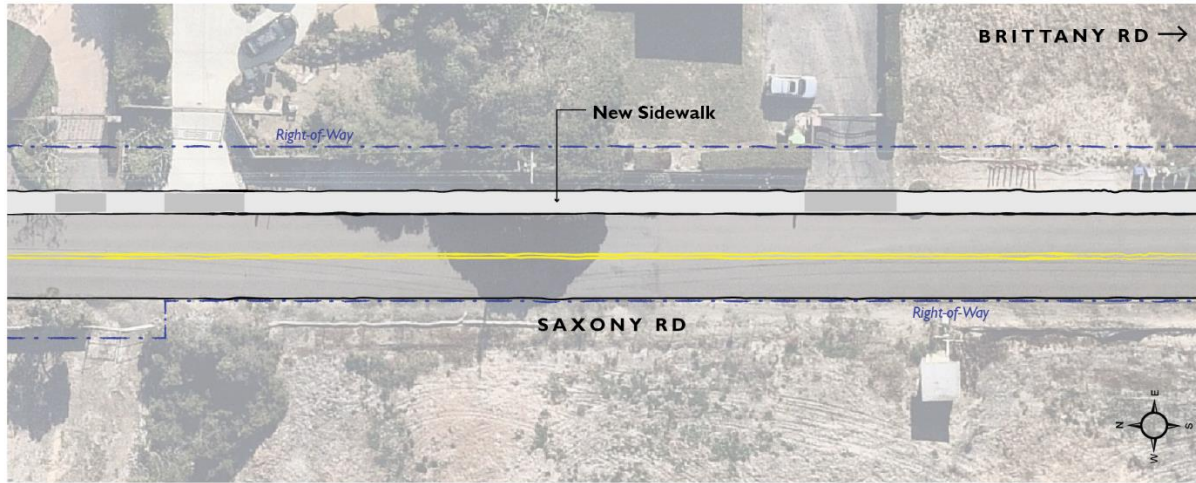
### Additional Considerations

Right-of-way may need to be verified, it is possible that part of this project may be located on Caltrans right-of-way, if this is the case an easement may need to be negotiated.

Extents	La Costa Avenue to Vulcan Avenue
Mileage	1.8
Features	Class I Multi-Use Path, Class II Bike Lane
Rank / Score	#4 (Bike Leucadia) / 21.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Leucadia Project #8 – Saxony Road Sidewalk Infill

## CONCEPTUAL PLAN VIEW

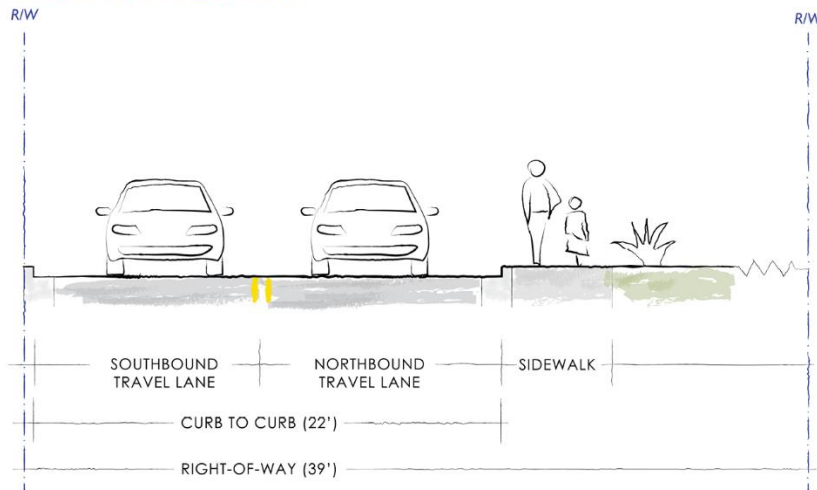


**Project Description:** This project would build a sidewalk on Saxony Road from just north of Quail Hollow Drive to Leucadia Boulevard. This project, when coupled with Project ID 4 (one of the Citywide top 5 pedestrian projects) and the existing sidewalk, would create a continuous sidewalk from La Costa Avenue to Leucadia Boulevard.

The Mobility Element Street Typology identifies Saxony Road as a Suburban Collector.

**Project Goals:** To create greater north-south intra-community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$405,900

### Additional Considerations

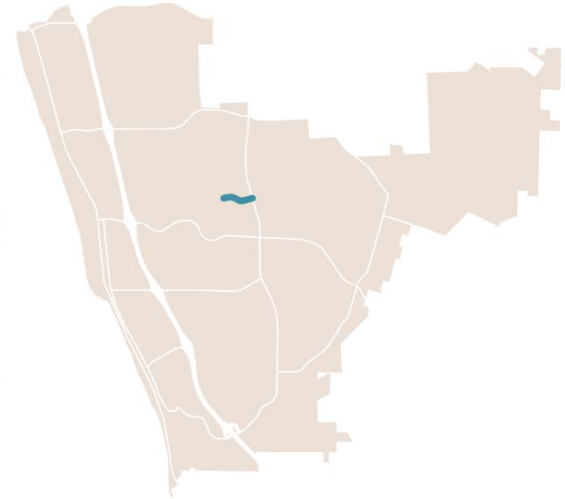
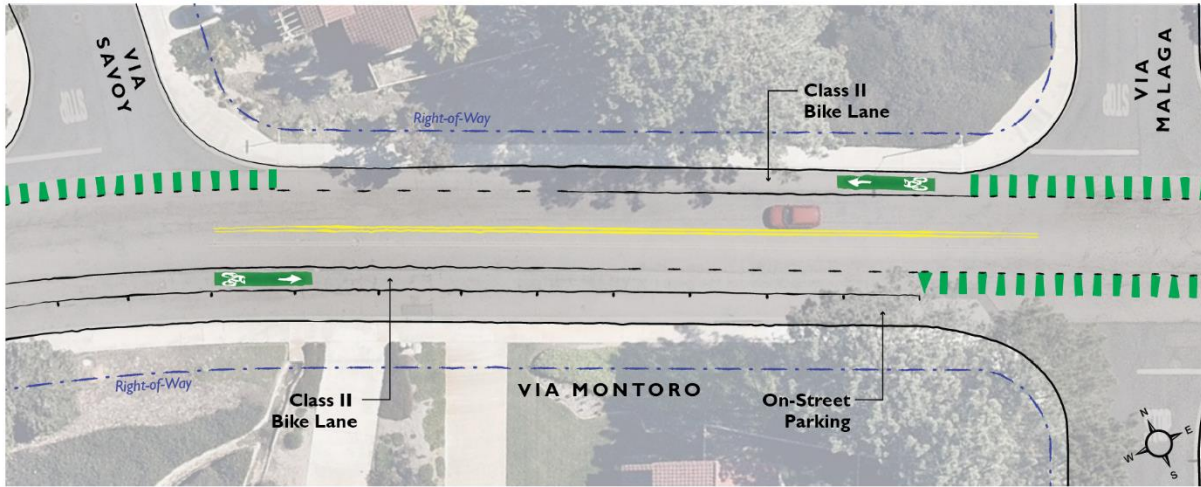
Grading or a retaining wall will be needed for the length of the sidewalk, and utilities will need to be relocated.

Extents	~2,000 feet north of Quail Hollow Drive to Leucadia Boulevard
Mileage	1.0
Features	Sidewalk Infill
Rank / Score	#1 (Ped Leucadia) / 21 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

## ***New Encinitas Projects***

# New Encinitas Project #33 - Via Montoro Bike Lanes

## CONCEPTUAL PLAN VIEW

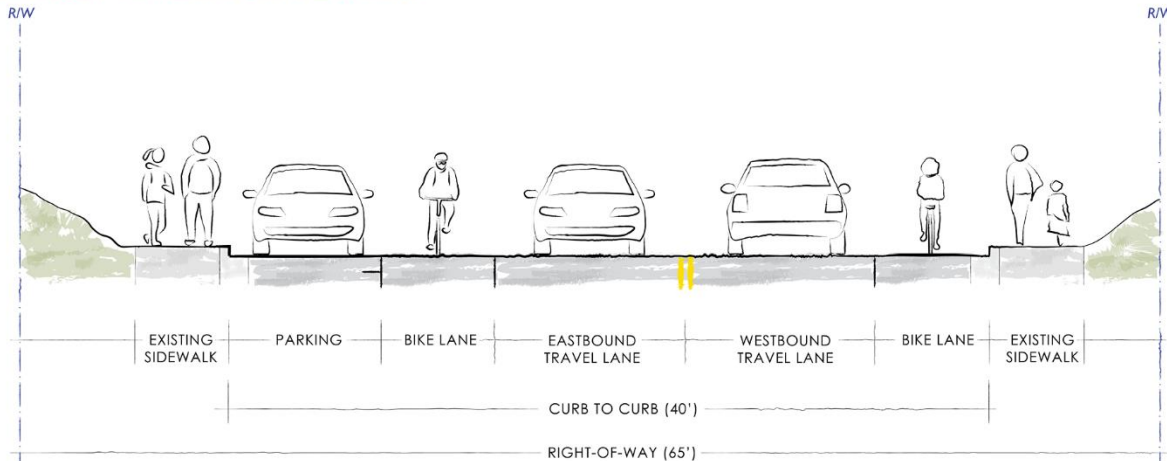


**Project Description:** A Class II bicycle lane on Via Montoro from Via Cantebria to El Camino Real will connect residential neighborhoods to restaurants and retail. Additionally, this facility will connect the existing bicycle lanes on Via Cantebria and El Camino Real to each other, providing greater intra-community connectivity.

The Mobility Element Street Typology identifies Via Montoro as a Residential Local Street (Unclassified).

**Project Goals:** To create greater intra-community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$12,100

### Additional Considerations

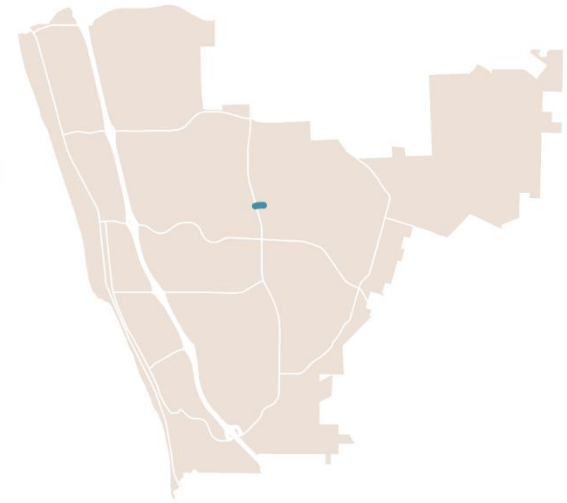
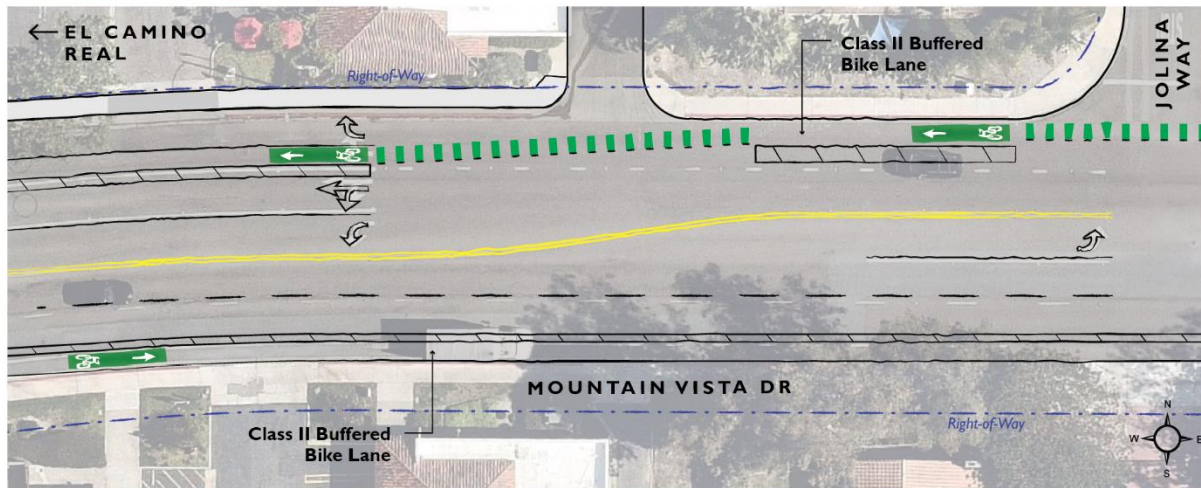
Vehicle travel lanes will have to be narrowed to 10 feet.

Extents	Via Cantebria to El Camino Real
Mileage	0.4
Features	Class II Bike Lane
Rank / Score	#1 (Bike New Encinitas) / 24 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund



# New Encinitas Project #35 - Mountain Vista Drive Buffered Bike Lanes

## CONCEPTUAL PLAN VIEW

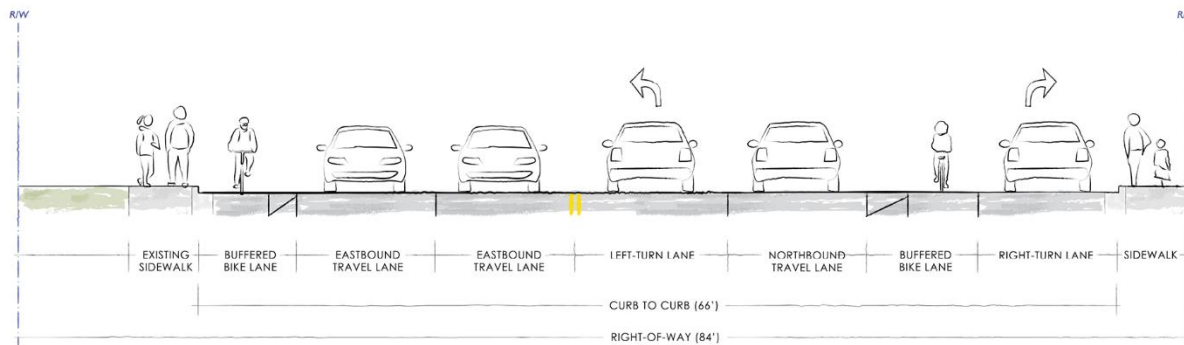


**Project Description:** A Class II buffered bicycle lane will replace the existing bicycle lane on Mountain Vista Drive from El Camino Real to Jolina Way, this will provide greater safety and protection to bicyclists in an area with a lot of vehicular movement.

The Mobility Element Street Typology identifies Mountain Vista Drive as a Suburban Collector.

**Project Goals:** To provide a safer bicycle facility.

## CONCEPTUAL CROSS-SECTION

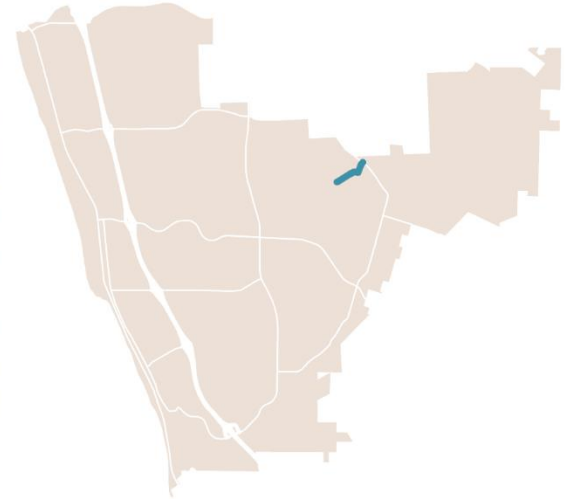
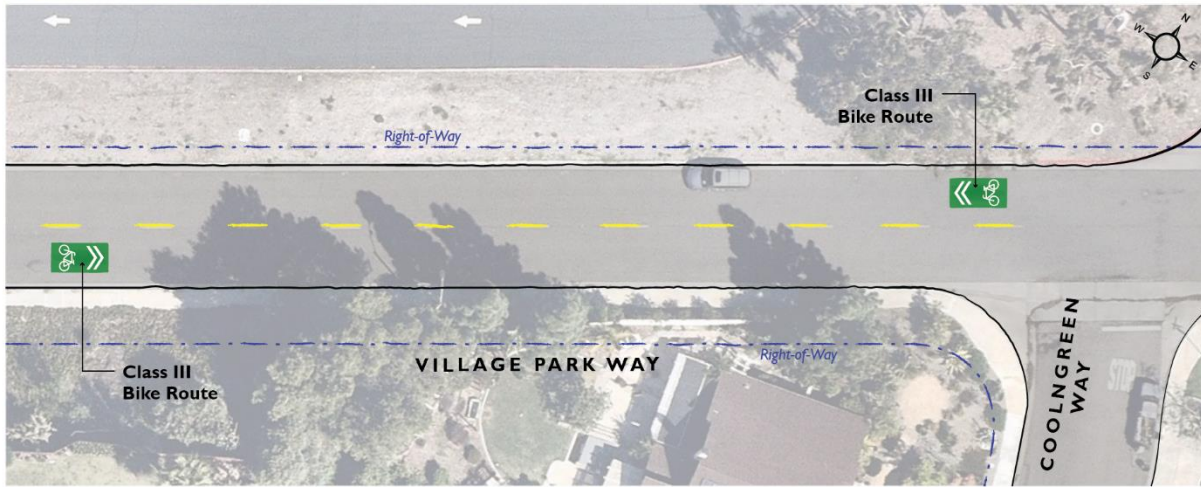


Estimated Project Cost	
	\$7,000
Additional Considerations	
	One westbound turning lane may need to be removed.

Extents	El Camino Real to Jolina Way
Mileage	0.1
Features	Class II Buffered Bike Lane
Rank / Score	#2 (Bike New Encinitas) / 24 points
AIM Score	4.0
GHG Reduction	2.8 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# New Encinitas Project #38 - Village Park Way Bike Route

## CONCEPTUAL PLAN VIEW



**Project Description:** A Class III bicycle route will formalize the presence of bicycles from Willowspring Drive to Rancho Santa Fe Road past Diegueno Middle School.

The Mobility Element Street Typology identifies Village Park Way as a Suburban Collector. Springwood Lane and Morning Sun Drive are identified as Residential Local Streets (Unclassified).

**Project Goals:** To alert drivers to the presence of bicycles in the roadway in proximity to the school and park.

## CONCEPTUAL CROSS-SECTION

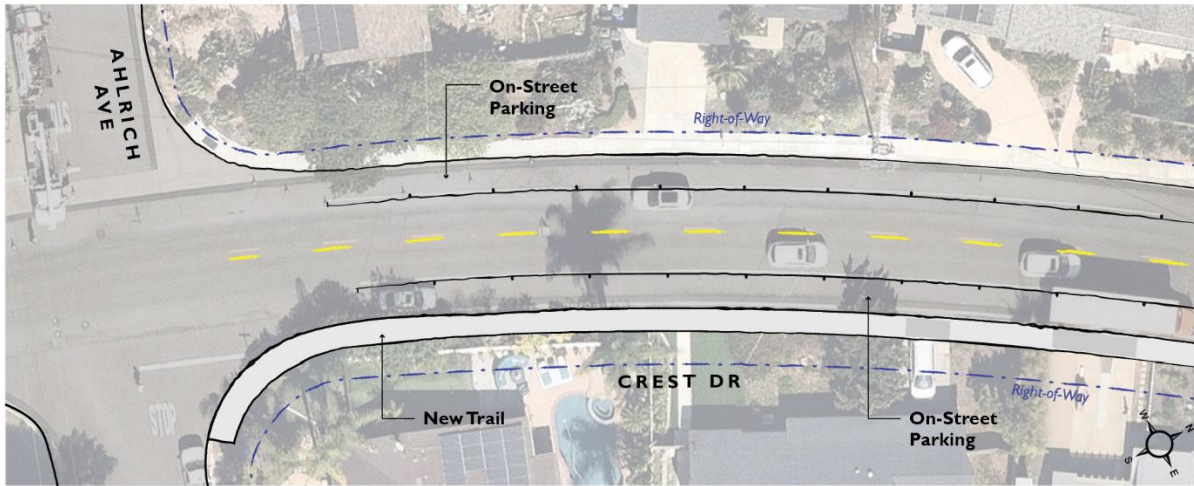


Estimated Project Cost	
	\$7,600
Additional Considerations	
	The entrance/exit of the alley will need to be improved.

Extents	Willowspring Drive to Rancho Santa Fe Road
Mileage	0.4
Features	Class III Bike Route
Rank / Score	#3 (Bike New Encinitas) / 23.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# New Encinitas Project #50 - Crest Drive Trail

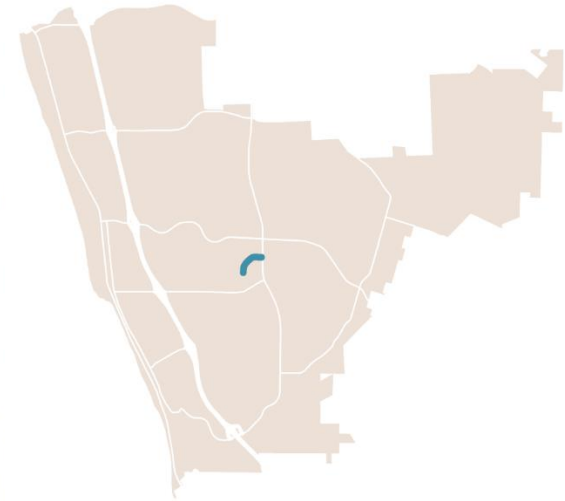
## CONCEPTUAL PLAN VIEW



**Project Description:** A trail connection is planned on Crest Drive from El Camino Real to Melba Road. This will continue to build greater connectivity within the community of New Encinitas and provide a shorter alternative than taking El Camino Real.

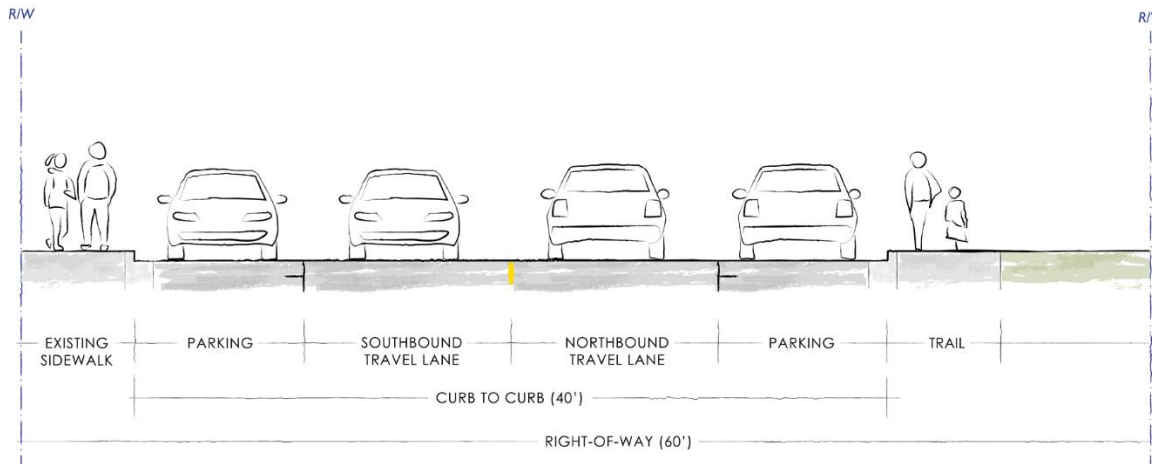
Crest Drive is identified as a Local Residential Street in the Mobility Element Street Typology.

**Project Goals:** To provide greater connectivity within New Encinitas.



<b>Estimated Project Cost</b>
\$51,800
<b>Additional Considerations</b>
Utilities may need to be relocated.

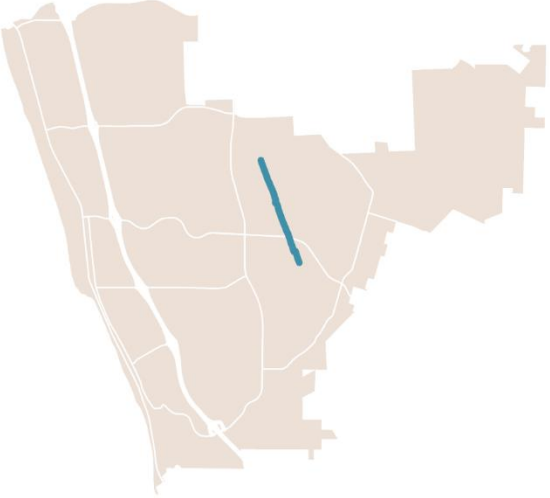
## CONCEPTUAL CROSS-SECTION



<b>Extents</b>	El Camino Real to Melba Road
<b>Mileage</b>	0.3
<b>Features</b>	Trail
<b>Rank / Score</b>	#1 (Ped New Encinitas) / 23 points
<b>AIM Score</b>	N/A
<b>GHG Reduction</b>	N/A
<b>Potential Funding Source(s)</b>	Grants, CIP, General Fund

# New Encinitas Project #36 - Power Line Multi-Use Path

## CONCEPTUAL PLAN VIEW

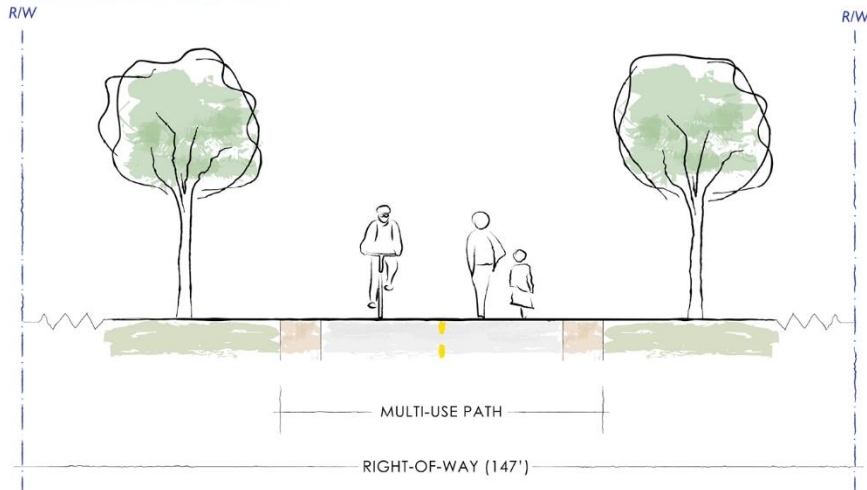


**Project Description:** A Class I multi-use path under the power lines from Garden View Road to Willowspring Drive will create greater north-south connectivity in the New Encinitas Community by providing access to the existing bicycle lanes on Encinitas Boulevard and the planned buffered bike lane on Garden View Road.

The power line multi-use path is an off-road facility and therefore not addressed in the Mobility Element Street Typology.

**Project Goals:** To provide greater connectivity within New Encinitas.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$7,451,000

### Additional Considerations

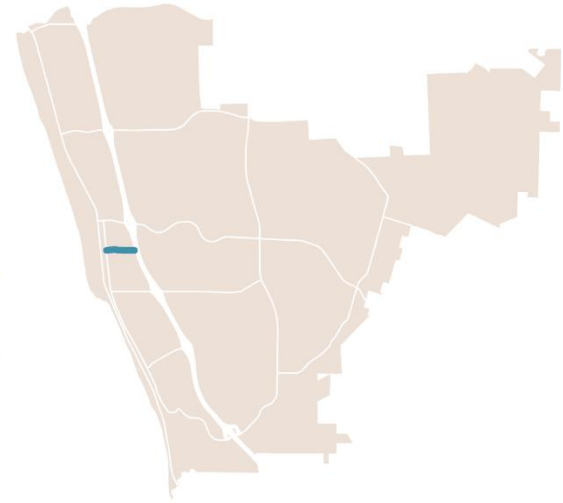
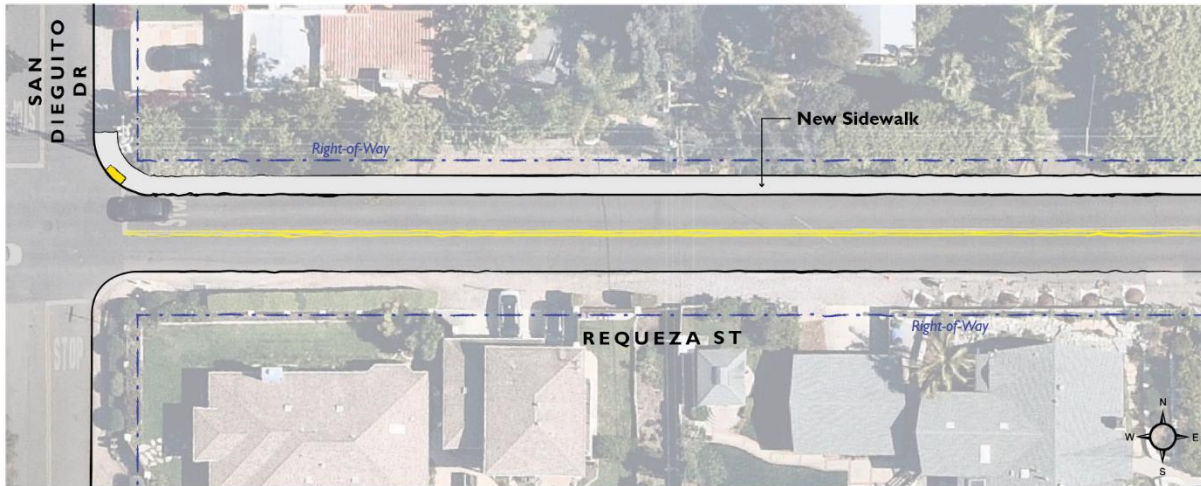
The crossing at each of the main streets will need to be improved.

Extents	Garden View Road to Willowspring Drive
Mileage	1.4
Features	Class I Multi-Use Path
Rank / Score	#4 (Bike New Encinitas) / 21.5 points
AIM Score	1.4
GHG Reduction	1.0 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

## ***Old Encinitas Projects***

# Old Encinitas Project #33 - Requeza Street Sidewalk Infill

## CONCEPTUAL PLAN VIEW

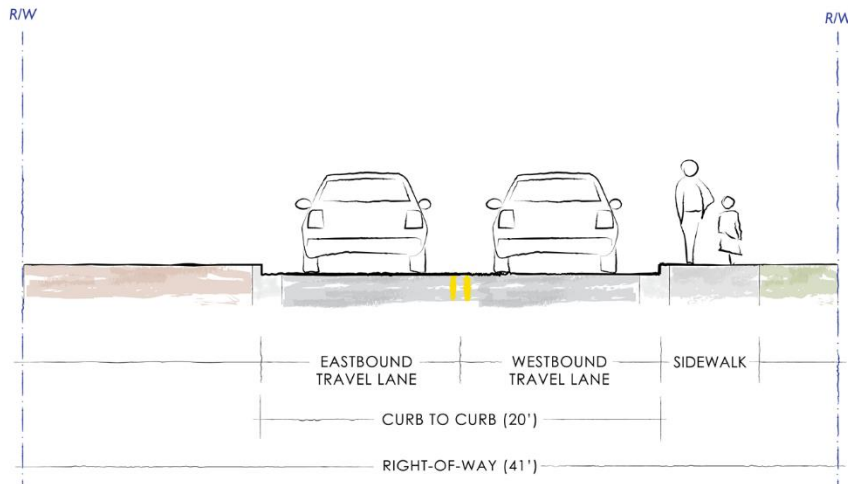


**Project Description:** This project will add a missing segment of sidewalk on F Street/Requeza Street. The western terminus of this project is a few hundred feet south of East E Street, which is central to the urban walkable core of Encinitas.

The Mobility Element Street Typology identifies both F and Requeza Streets as Suburban Collectors.

**Project Goals:** To create greater inter-community connectivity.

## CONCEPTUAL CROSS-SECTION

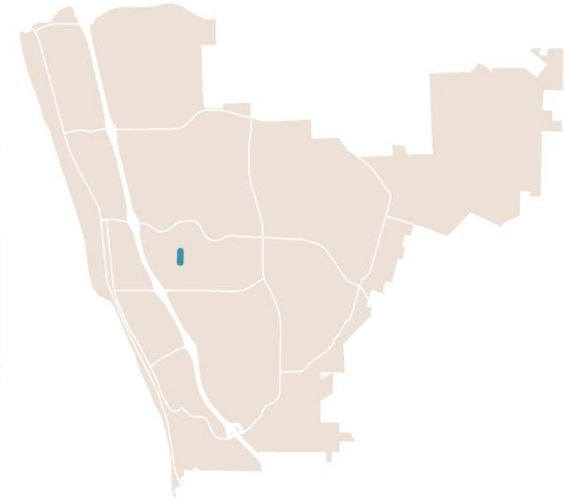
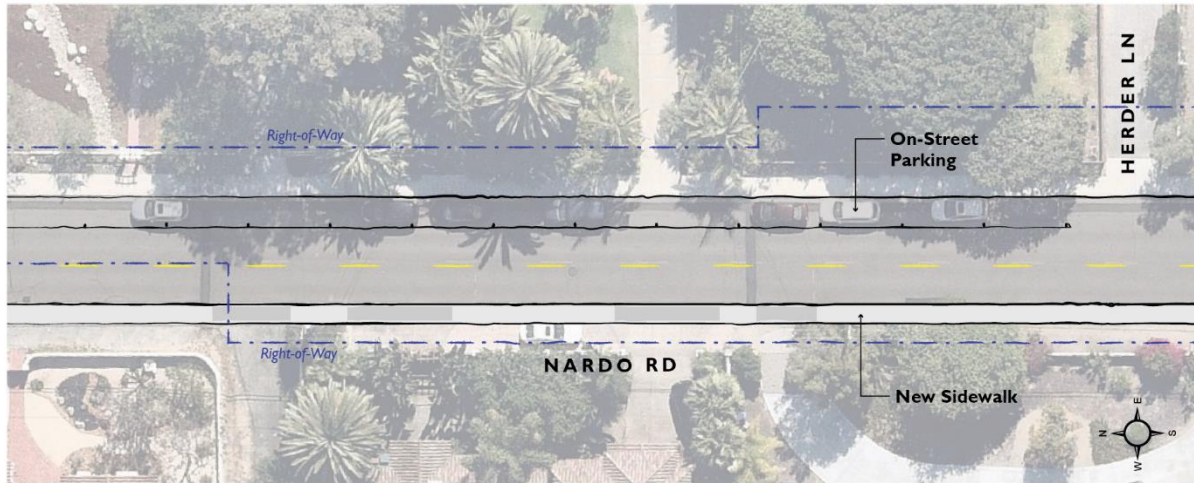


Estimated Project Cost	
	\$133,000
Additional Considerations	
	This project may require the verification of the City's right-of-way and the removal or relocation of private improvements and utilities.

Extents	Vulcan Avenue to Devonshire Drive
Mileage	0.3
Features	Sidewalk Infill
Rank / Score	#1 (Ped Old Encinitas) / 23.5 points
AIM Score	0.1
GHG Reduction	0.1 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Old Encinitas Project #39 - Nardo Road Sidewalk Infill

## CONCEPTUAL PLAN VIEW



**Project Description:** This project will add a missing segment of sidewalk on the west side of Nardo Road, between Requeza Street and approximately 200 feet north of Herder Lane. The northern terminus of this project (Nardo Road and Requeza Street) is at the entry and exit point of Sunset Academy's parking lot.

The Mobility Element Street Typology identifies Nardo Road as a Suburban Collector.

**Project Goals:** To create greater inter-community connectivity.

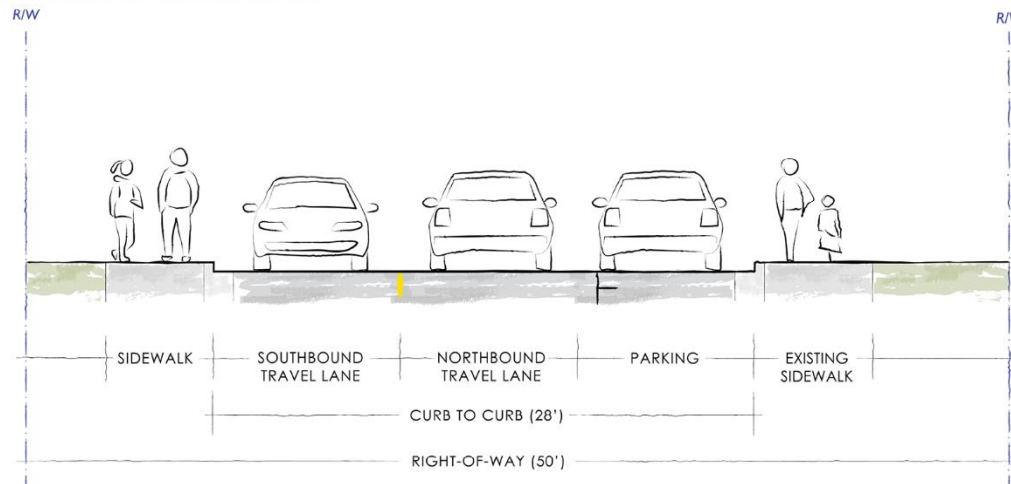
### Estimated Project Cost

\$56,300

### Additional Considerations

This project may require the verification of the City's right-of-way and the removal or relocation of private improvements and utilities.

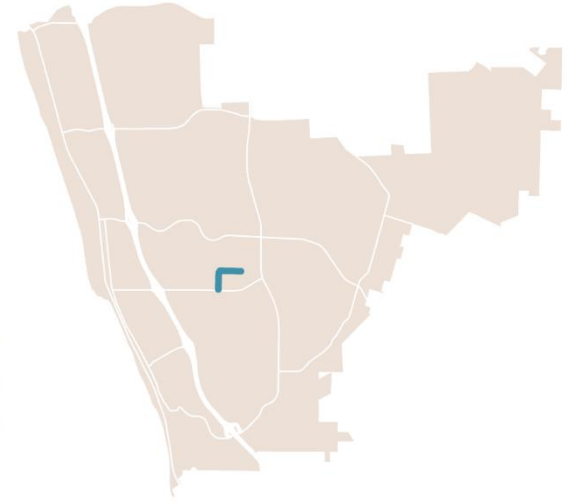
## CONCEPTUAL CROSS-SECTION



Extents	Requeza Street to ~200 feet north of Herder Lane
Mileage	0.1
Features	Sidewalk Infill
Rank / Score	#2 (Ped Old Encinitas) / 23.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Old Encinitas Project #49 - Melba Road Sidewalk Infill

## CONCEPTUAL PLAN VIEW

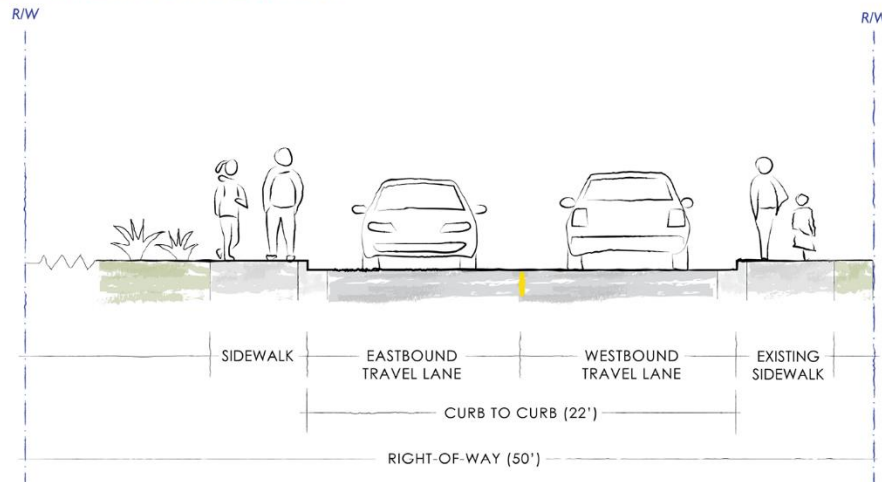


**Project Description:** The intersection of Melba Road and Balour Drive is about a quarter-mile from Ocean Knoll Elementary. The intersection of Balour Drive and Santa Fe Drive is about a half-mile from San Dieguito Academy High School. Given this project's proximity to nearby schools and the potential as serving as a school route, ensuring a complete sidewalk network is important.

The Mobility Element Street Typology identifies Melba Road as a Residential Neighborway and Balour Drive as a Suburban Collector.

**Project Goals:** To create greater inter-community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$179,200

### Additional Considerations

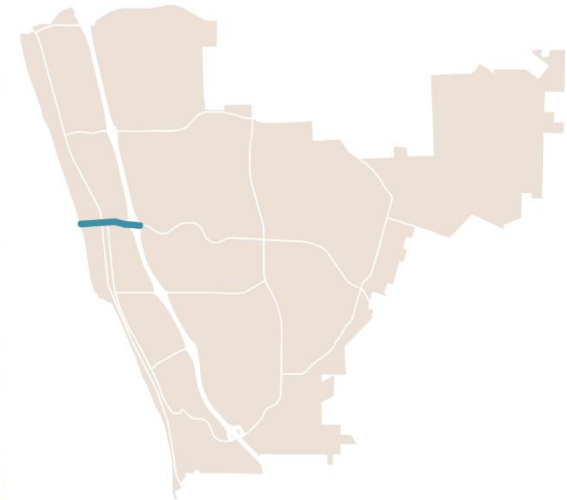
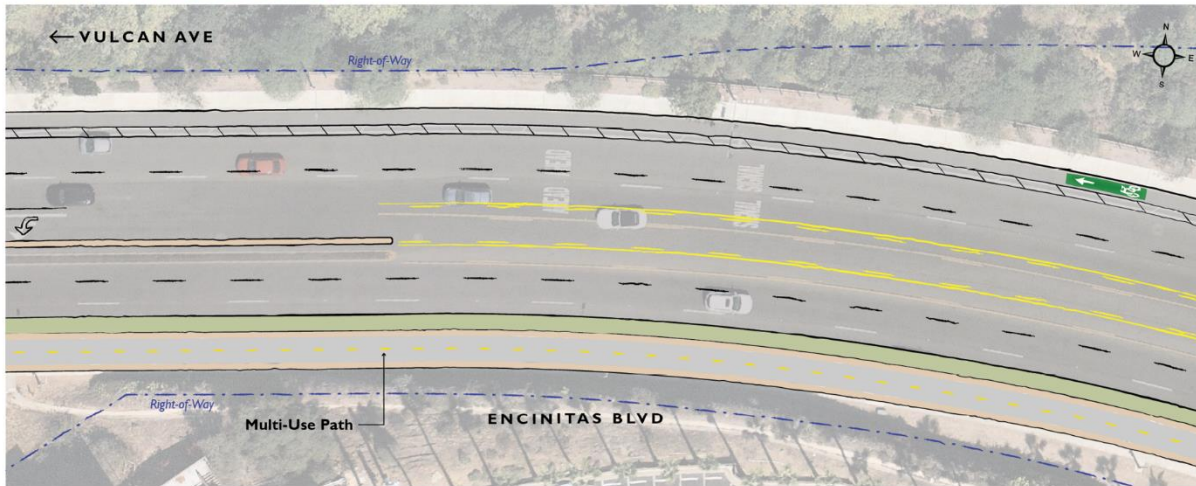
This project may require the verification of the City's right-of-way and the removal or relocation of private improvements and utilities.

Extents	Balour Drive to Santa Fe Drive
Mileage	0.4
Features	Sidewalk Infill
Rank / Score	#3 (Ped Old Encinitas) / 23.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund



# Old Encinitas Project #4 - Encinitas Boulevard Multi-Use Path

## CONCEPTUAL PLAN VIEW

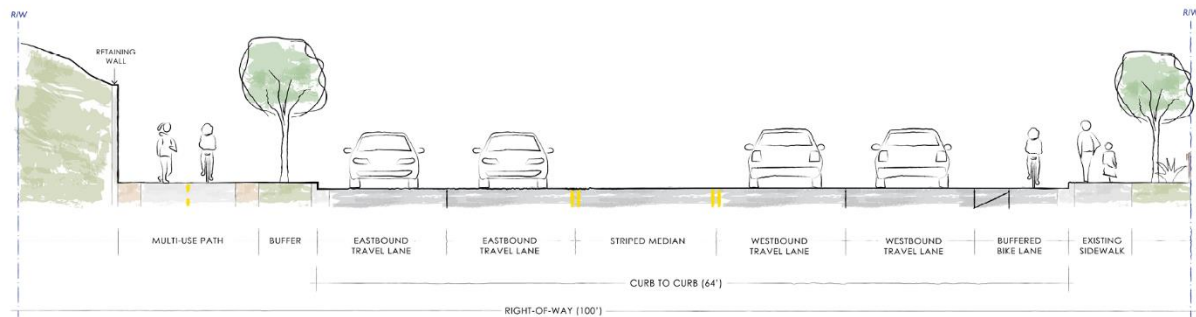


**Project Description:** A Class I multi-use path on Encinitas Boulevard from Moonlight Beach to Saxony Road will fill the current gap by providing dedicated bicycle access from Coast Highway to Moonlight Beach, as well as providing infrastructure for all skill levels along Encinitas Boulevard, which carries a high volume of vehicular traffic.

The proposed facility would not occur in the curb-to-curb roadway, though the Mobility Element Street Typology identifies Encinitas Boulevard as an Urban Village Collector from the beach to N. Coast Highway, and then as a Suburban Connector (Major) from N. Coast Highway to Saxony Road.

**Project Goals:** To provide greater active beach access.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$3,954,600

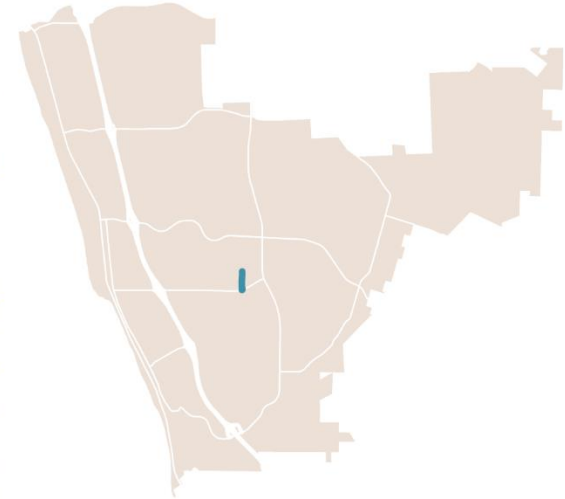
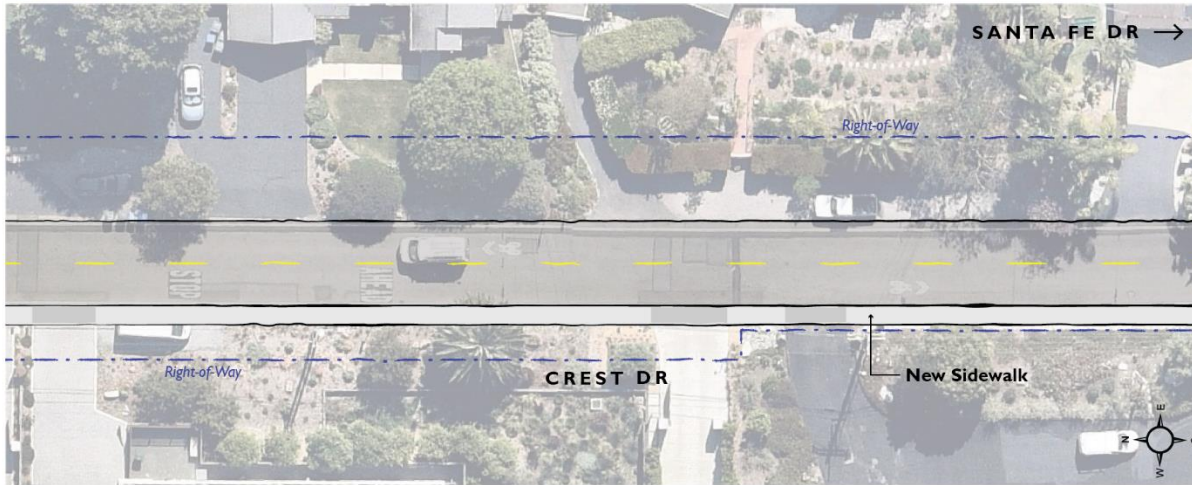
### Additional Considerations

The area under and adjacent to I-5 is Caltrans right-of-way, so an easement may need to be granted. Additionally, west of Third Street the City's right-of-way will have to be verified and private improvements may need to be moved.

Extents	Moonlight Beach (near 5th Street) to Saxony Road
Mileage	0.7
Features	Class I Multi-Use Path
Rank / Score	#1 (Bike Old Encinitas) / 23 points
AIM Score	48.0
GHG Reduction	33.3 Tons
Potential Funding Source(s)	Grants, CIP, General Fund

# Old Encinitas Project #50 - Crest Drive Sidewalk Infill

## CONCEPTUAL PLAN VIEW

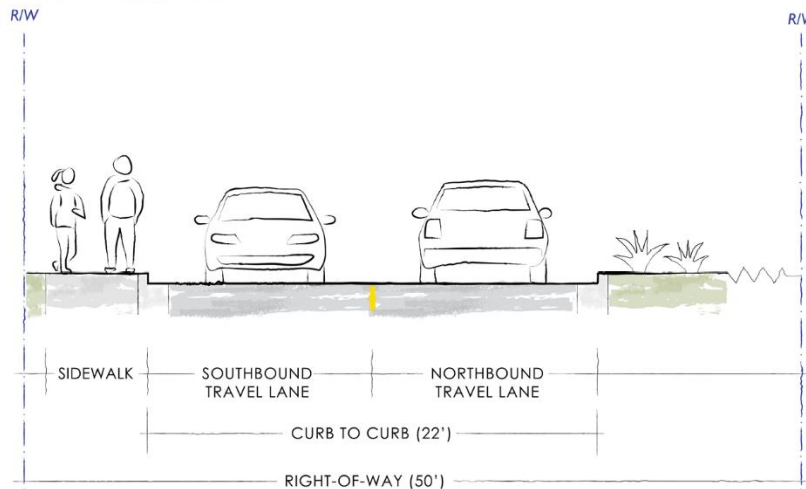


**Project Description:** This project would carry the connectivity created by the proposed trail on Crest Drive from El Camino Real to Melba Road further south to Santa Fe Drive.

The Mobility Element Street Typology identifies Crest Drive as a Residential Local Street.

**Project Goals:** To create greater inter-community connectivity.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$94,800

### Additional Considerations

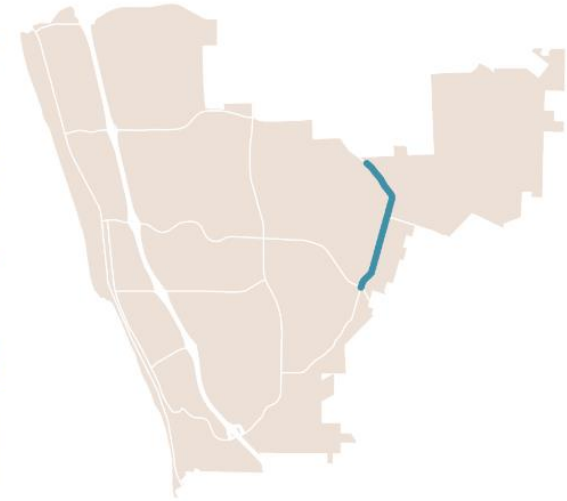
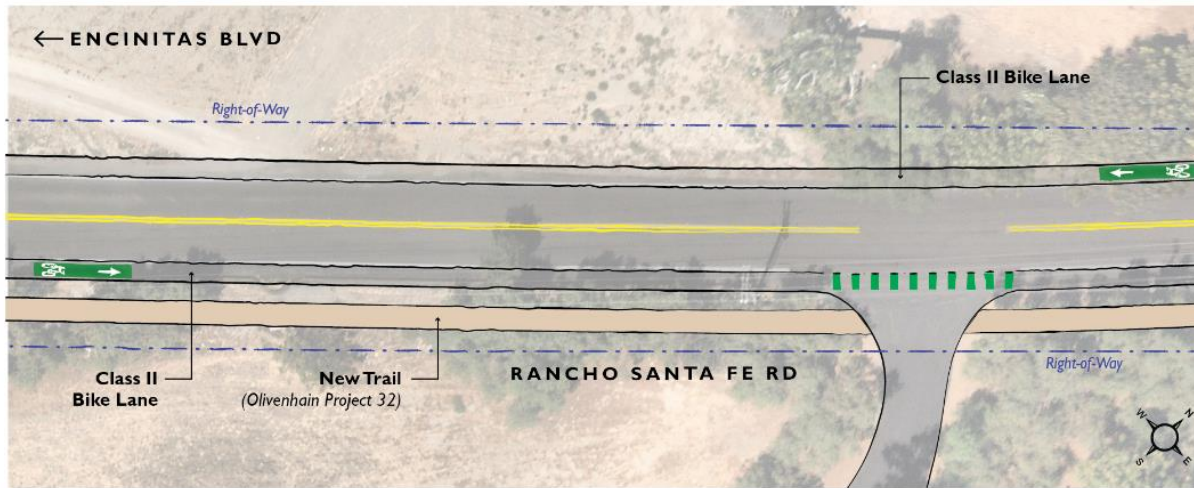
This project may require a retaining wall behind the sidewalk for the length of the project. Additionally, the City's right-of-way should be verified, which could lead to the relocation/removal of private improvements and landscaping.

Extents	Melba Road to Santa Fe Drive
Mileage	0.2
Features	Sidewalk Infill
Rank / Score	#4 (Ped Old Encinitas) / 23 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

## *Olivenhain Projects*

# Olivenhain Project #26 - Rancho Santa Fe Road Bike Lanes

## CONCEPTUAL PLAN VIEW

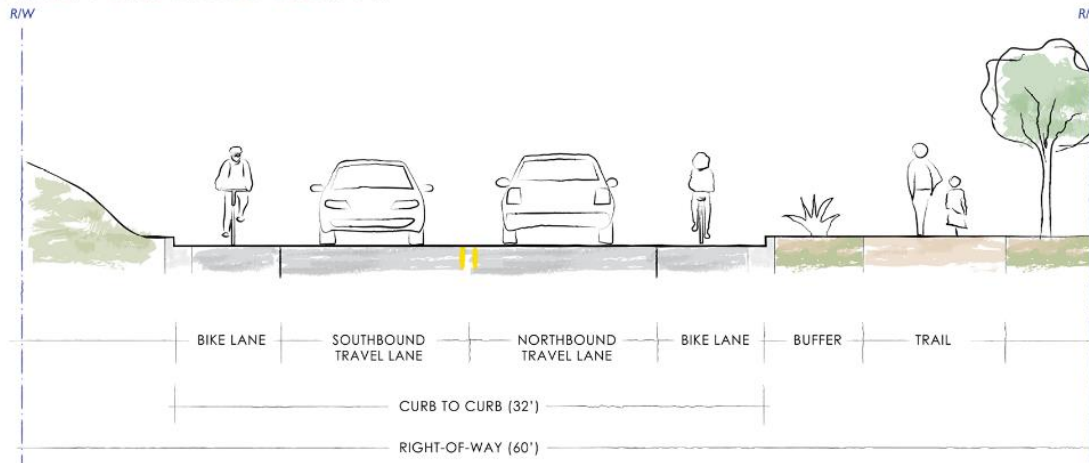


**Project Description:** A Class II bicycle lane on Rancho Santa Fe Road from Morning Sun Drive to Encinitas Boulevard will tie into and provide connections to the existing bicycle network, as well as provide access to parks and residential neighborhoods.

The Mobility Element Street Typology identifies Rancho Santa Fe Road as a Rural Collector.

**Project Goals:** Increase connectivity in the bicycle network.

## CONCEPTUAL CROSS-SECTION



### Estimated Project Cost

\$56,200 (Does not include new trail)

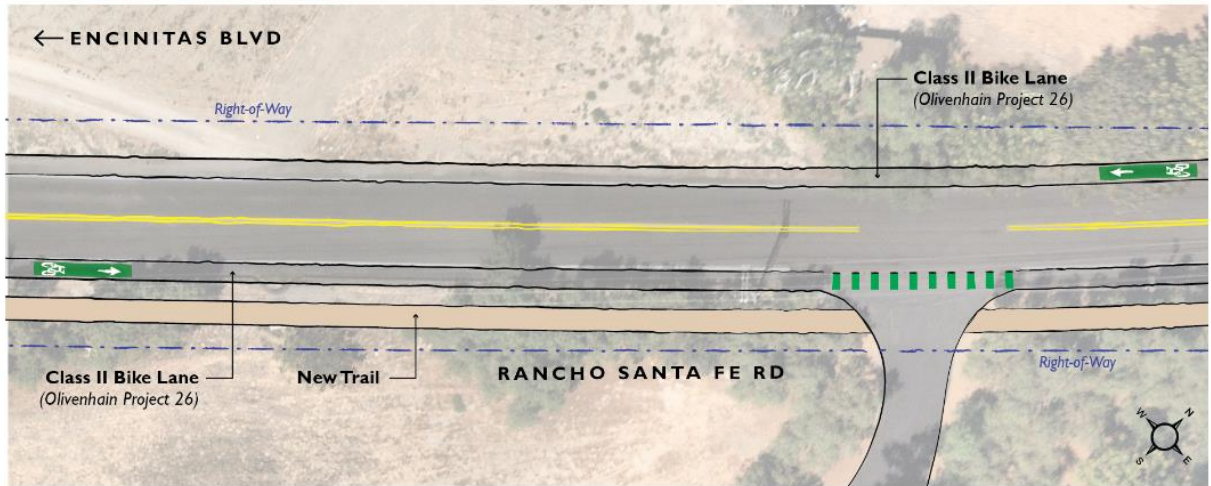
### Additional Considerations

An additional consideration is to move the asphalt raised curb from the west side of the roadway.

Extents	Morning Sun Drive to Encinitas Boulevard
Mileage	1.7
Features	Class II Bike Lane
Rank / Score	#1 (Bike Olivenhain) / 22.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Olivenhain Project #32 - Rancho Santa Fe Road Trail

## CONCEPTUAL PLAN VIEW

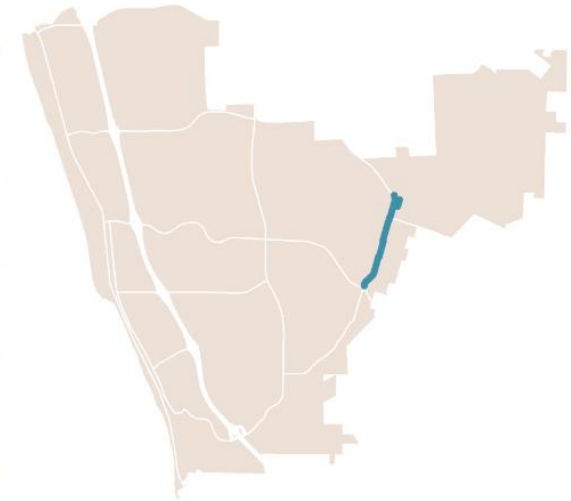
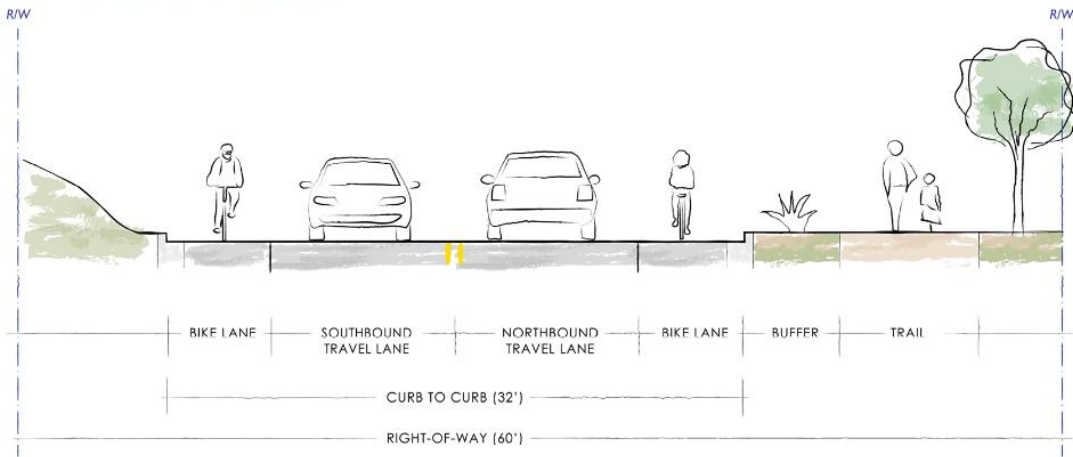


**Project Description:** This project will create active transportation opportunities and inter-community connectivity by creating a trail from the commercial node at Rancho Santa Fe Road and Encinitas Boulevard to the surrounding residential neighborhoods.

The Mobility Element Street Typology identifies Rancho Santa Fe Road as a Rural Collector and Cole Ranch Road as a Residential Local Street.

**Project Goals:** To create inter-community connectivity.

## CONCEPTUAL CROSS-SECTION

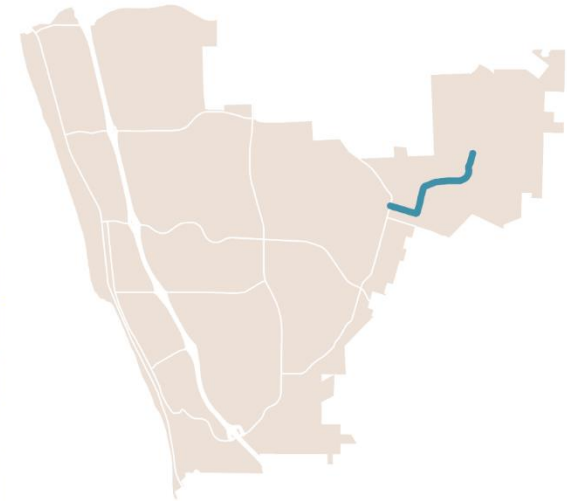
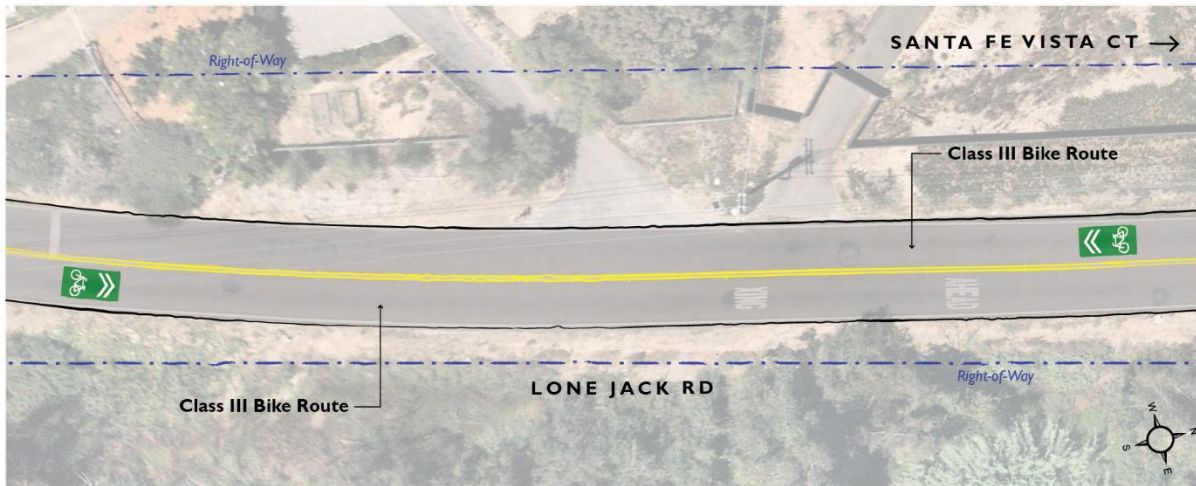


Estimated Project Cost	
\$192,900 (Does not include bike lanes)	
Additional Considerations	
The construction of this project may call for the relocation/removal of private improvements in the City's right-of-way.	

Extents	Calle Santa Catalina to Lone Jack Road
Mileage	1.3
Features	Trail
Rank / Score	#1 (Ped Olivenhain) / 22.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Olivenhain Project #39 - Lone Jack Road Bike Route

## CONCEPTUAL PLAN VIEW



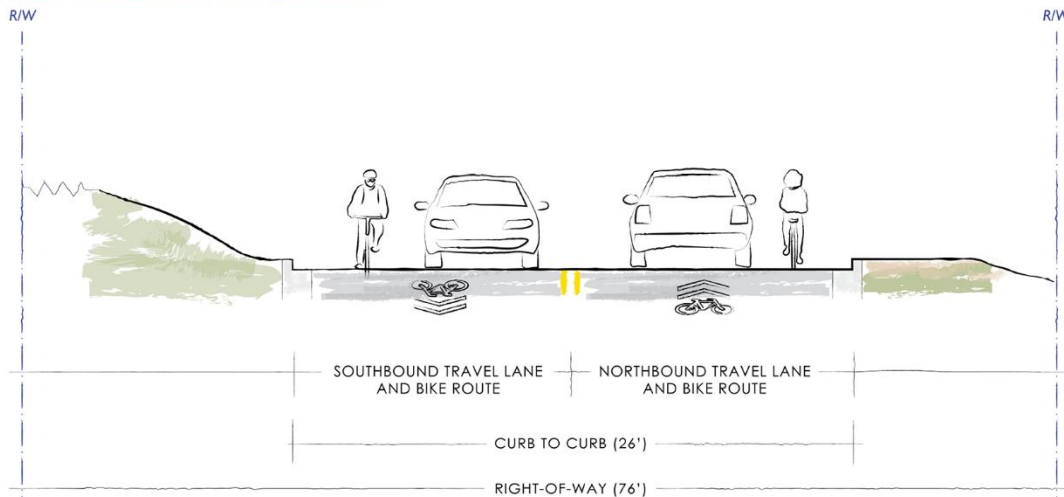
**Project Description:** A Class III bicycle route will create greater bicycle access into the residential neighborhoods of Olivenhain and tie into the planned bicycle lane on Rancho Santa Fe Road.

The Mobility Element Street Typology identifies Lone Jack Road as a Residential Neighborway.

**Project Goals:** To provide greater access to Olivenhain.

Estimated Project Cost	
	\$24,400
Additional Considerations	
	There are no additional considerations for this project.

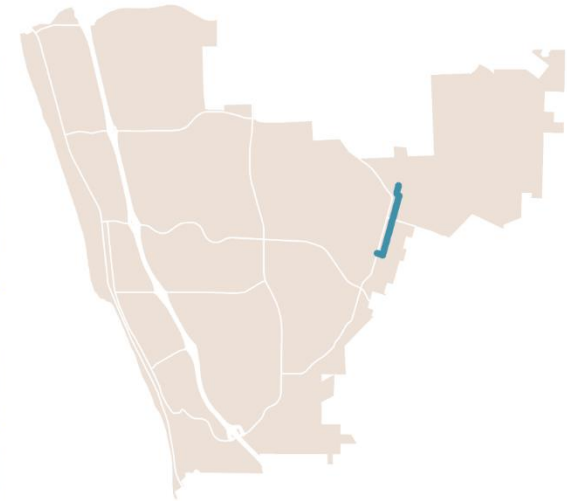
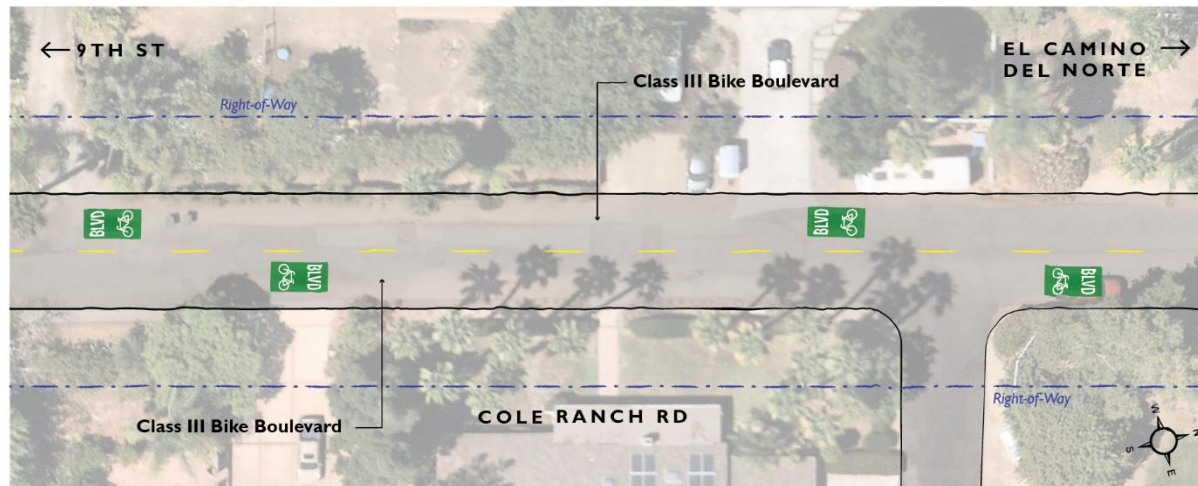
## CONCEPTUAL CROSS-SECTION



<b>Extents</b>	Rancho Santa Fe Road to Fortuna Ranch Road
<b>Mileage</b>	1.5
<b>Features</b>	Class III Bike Route
<b>Rank / Score</b>	#2 (Bike Olivenhain) / 18 points
<b>AIM Score</b>	N/A
<b>GHG Reduction</b>	N/A
<b>Potential Funding Source(s)</b>	Grants, CIP, General Fund

# Olivenhain Project #41 - Cole Ranch Road Bike Boulevard

## CONCEPTUAL PLAN VIEW

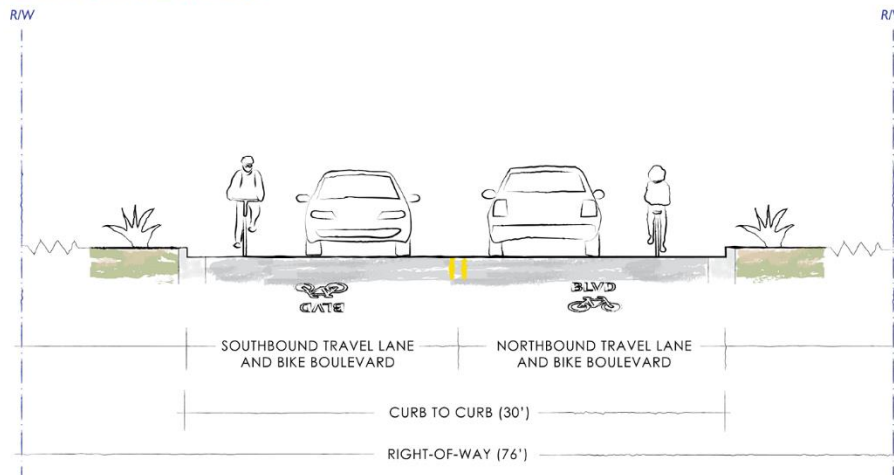


**Project Description:** A Class III bicycle boulevard is recommended for this segment to create greater intra-community connectivity. The Class III facility type includes not only signage and “sharrow” roadway markings, but also specific enhancements to the street to support bicycle travel, such as traffic diverters, curb extensions, and other traffic calming measures.

The Mobility Element Street Typology identifies Calle Santa Cruz, Chelsea Lane, Cole Ranch Road, and 7th Street as Residential Local Streets (Unclassified).

**Project Goals:** To create greater intra-community connectivity.

## CONCEPTUAL CROSS-SECTION

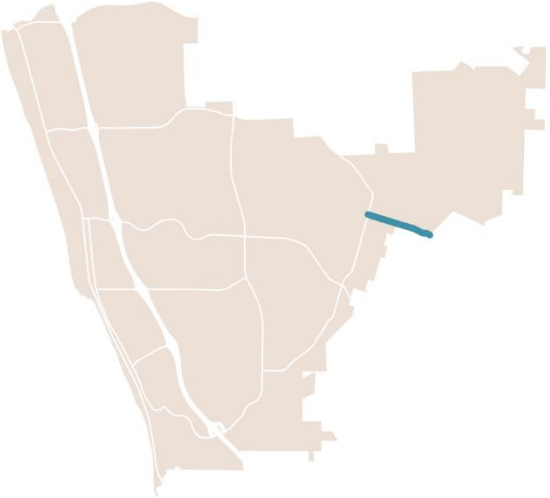
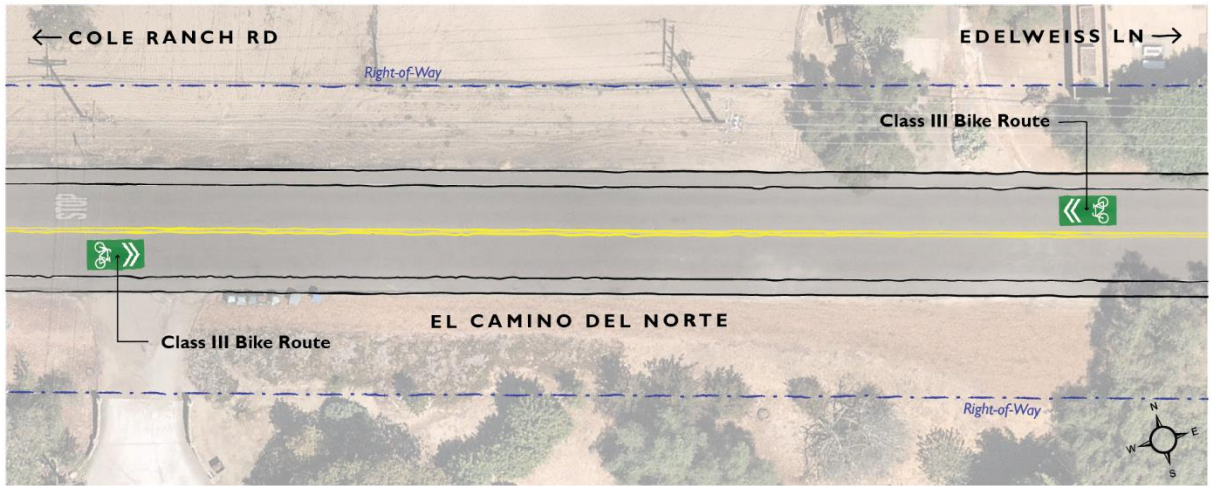


Estimated Project Cost	
	\$16,200
Additional Considerations	
	To improve pavement between 8th and 7th Streets and to improve the crossings at the main roadways.

Extents	Camino Del Rancho to 7th Street
Mileage	1.0
Features	Class III Bike Boulevard
Rank / Score	#3 (Bike Olivenhain) / 17.5 points
AIM Score	N/A
GHG Reduction	N/A
Potential Funding Source(s)	Grants, CIP, General Fund

# Olivenhain Project #40 - El Camino Del Norte Bike Route

## CONCEPTUAL PLAN VIEW



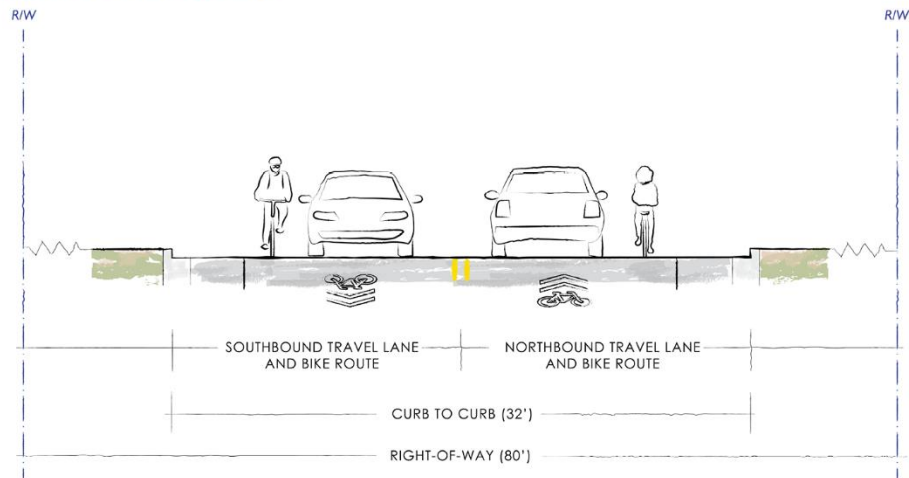
**Project Description:** A Class III bicycle route on El Camino Del Norte from Rancho Santa Fe Road to the City limit will add signage and sharrow road markings.

The Mobility Element Street Typology identifies El Camino Del Norte as a Rural Collector.

**Project Goals:** To create inter-community connectivity.

Estimated Project Cost
\$13,000
Additional Considerations
There are no additional considerations.

## CONCEPTUAL CROSS-SECTION



<b>Extents</b>	Rancho Santa Fe Road to City Limits
<b>Mileage</b>	0.8
<b>Features</b>	Class III Bike Route
<b>Rank / Score</b>	#4 (Bike Olivenhain) / 16 points
<b>AIM Score</b>	N/A
<b>GHG Reduction</b>	N/A
<b>Potential Funding Source(s)</b>	Grants, CIP, General Fund



### 4.3 Project Benefits

Benefits were identified for each project in different categories: safety, traffic calming, complete streets, GHG/VMT reduction, recreation, and transportation linkages. These categories were selected to assess the potential positive impacts of project implementation. A matrix of benefits was created to assist with tracking potential grant sources for each project. Benefits were identified based on the definitions listed below.

Table 4.2 Benefits Definition

Benefit	Definition	Metric
Safety	<p>Project would be identified as providing a safety benefit if it provides safer infrastructure: Multi-Use Path; Yes</p> <p>Buffered Bicycle Lane; Yes</p> <p>Bicycle Lane: Yes</p> <p>Sharrow: No</p> <p>Sidewalk: Yes</p> <p>DG Path: No</p>	<p>Multi-Use Path, Buffered Bicycle Lane, Bicycle Lane, Sidewalk</p>
Traffic calming	<p>This benefit would be applied to the pedestrian spot improvements which install either a traffic circle or a roundabout.</p> <p>While bike projects could have a traffic calming effect, they do not fall into the traditional Traffic Calming toolbox such as diagonal parking, one-way to two-way street conversion, narrowing of travel lanes, bulb-outs/chokers, chicanes, raised medians, tightening corner radii, diverters, and speed bumps/cushions/tables.</p> <p>Bike projects could be identified as having a traffic calming effect, if it is a Bike Boulevard that implements more than just signs and pavement marking. In other words, if it adds speed humps and if it moves stop signs from the boulevard to the side streets.</p>	<p>Traffic Circles, Roundabouts, Bicycle Boulevards+</p>
Complete Streets	<p>According to the National Complete Streets Coalition, “Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.</p>	<p>All Projects</p>

Benefit	Definition	Metric
	<p>Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”</p> <p>This benefit could arguably be assigned to all the prioritized projects which “complete a street”</p> <p>Sidewalk Infill</p> <p>DG Path which fulfills the role of a sidewalk</p> <p>Bicycle Lane, buffered or standard</p> <p>Multi-Use Path</p>	
Recreation	A project would be deemed to have a recreational benefit if it provides access to the beach or a park or if it is a trail.	Beach or Park Access
Transportation Linkages	A transportation linkage benefit would be applied to projects that received a high score on the Network Connectivity criteria during the prioritization exercise.	Network Connectivity
GHG/VMT reduction	A project would be noted as having a GHG/VMT reduction benefit if it received a high score on the GHG/VMT reduction criteria during the prioritization exercise.	High Score on GHG/VMT Reduction Criteria

CR Associates (2022)

**Table 4.3** shows the likely benefits associated with the 20 bicycle projects that fall within the top ranked 35 bicycle and pedestrian projects, both at the citywide and neighborhood levels.

Table 4.3 Bicycle Projects Benefits

Overall Rank	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Safety	Complete Streets	GHG/VMT Reduction	Recreation
1	2	Citywide	Vulcan Ave Multi-use Path	La Costa Ave	Santa Fe Dr	I	5.9	X	X	X	X
2	23	Citywide	Quail Gardens Dr	Leucadia Blvd	Encinitas Blvd	IIB	1.3	X	X		
			Westlake St	Encinitas Blvd	Requeza St	II	0.3				
3	43	Citywide	Manchester Ave	Via Poco	Encinitas Blvd	II	1.6	X	X		
4	66	Citywide	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	II	0.2	X	X		
			San Elijo Ave	Kilkenny Dr	Manchester Ave	III	0.1				
5	12	Citywide	Union St	Vulcan Ave	~ 200 feet east of Hermes Ave	III	0.2		X		
			Union St Multi-use Path	Union St	Orpheus Ave	III	0.1				
			Union St	Orpheus Ave	Ocean View Ave	III	0.1				
22	61	Cardiff by the Sea	Lake Dr	Santa Fe Dr	Birmingham Dr	III	0.7		X		
24	57	Cardiff by the Sea	Ocean Crest Rd	Mackinnon Ave	Justin Rd	II	0.2	X	X		

Overall Rank	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Safety	Complete Streets	GHG/VMT Reduction	Recreation
		Cardiff by the Sea	Justin Rd	Ocean Crest Rd	Munevar Rd	II	0.1				
		Cardiff by the Sea	Munevar Rd	Justin Rd	Windsor Rd	II	0.0				
11	11	Leucadia	Leucadia Blvd	Coast Highway 101	Piraeus St	IIB	0.6	X	X		
16	20	Leucadia	Piraeus St	Christine Place	Olympus Street	II	0.2	X	X		
			Piraeus St	~ 500 feet north of Ocean View Avenue	Leucadia Blvd	II	0.1				
19	29	Leucadia	Union St	I-5	Saxony Rd	III	0.2	X	X		
20	19	Leucadia	Orpheus Ave Multi-use Path	La Costa Ave	Leucadia Village Dr	I	0.4	X	X		X
			Orpheus Ave	Leucadia Village Dr	Vulcan Ave	II	1.5				
12	33	New Encinitas	Via Montoro	Via Cantebria	El Camino Real	II	0.4	X	X		
13	35	New Encinitas	Mountain Vista Dr	El Camino Real	Jolina Way	IIB	0.1	X	X		
14	38	New Encinitas / Olivenhain	Village Park Way	Willowspring Dr	Alley (~200 feet east of Coolngreen Way)	III	0.2		X		
		New Encinitas / Olivenhain	Alley (~200 feet east of Coolngreen Way)	Alley (~200 feet east of Coolngreen Way)	Springwood Ln	III	<0.1				

Overall Rank	ID	Community	Street Name	From	To	Proposed Facility Type (from 2018 ATP)	Miles	Safety	Complete Streets	GHG/VMT Reduction	Recreation
		New Encinitas / Olivenhain	Springwood Ln	Alley (~300 feet east of Morning Sun Dr)	Morning Sun Dr	III	0.1				
		New Encinitas / Olivenhain	Morning Sun Dr	Springwood Ln	Rancho Santa Fe Rd	III	0.1				
21	36	New Encinitas	Power Line Multi-use Path	Garden View Rd	Willowspring Dr	I	1.4	X	X		X
15	4	Old Encinitas	Encinitas Blvd Multi-use Path	Moonlight Beach (near 5th St)	Class I (Between I-5 and Saxony Rd)	I	0.7	X	X	X	X
17	26	Olivenhain	Rancho Santa Fe Rd	Morning Sun Dr	Encinitas Blvd	II	1.7	X	X		
35	39	Olivenhain	Lone Jack Rd	Rancho Santa Fe Rd	Fortuna Ranch Rd	III	1.5		X		
37	41	Olivenhain	Calle Santa Cruz	Camino Del Rancho	Chelsea Ln	IIIB	0.1		X		
		Olivenhain	Chelsea Ln	Calle Santa Cruz	Chelsea Ln	IIIB	0.1				
		Olivenhain	Cole Ranch Rd	Chelsea Ln	7th St	IIIB	0.7				
		Olivenhain	7th St	Cole Ranch Rd	Rancho Santa Fe Rd	IIIB	0.1				
39	40	Olivenhain	El Camino Del Norte	Rancho Santa Fe Rd	City Limits	III	0.8		X		

CR Associates (2022)

**Table 4.4** shows the likely benefits associated with the 15 pedestrian projects that fall within the top ranked 35 bicycle and pedestrian projects, both at the citywide and neighborhood levels.

Table 4.4 Pedestrian Projects Benefits

Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Miles	Safety	Traffic Calming	Complete Streets	Transportation Linkages	Recreation
1	11	Citywide	Leucadia Boulevard	Neptune Avenue	Eolus Avenue	Sidewalk Infill	0.5	X		X	X	
2	4	Citywide	Saxony Road	La Costa Avenue	~1,000 feet south of La Costa Avenue	Sidewalk Infill	0.2	X		X	X	
3	42	Citywide	Coast Highway 101	J Street	~1,500 feet south of K Street	Sidewalk Infill	0.3	X		X	X	
4	45	Citywide	Nardo Road	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2	X		X	X	
5	69	Citywide	Pedestrian Crossing	Vulcan Avenue/Coast Highway 101	Encinitas Boulevard	Pedestrian Crossing	N/A	X		X		
11	52	Cardiff & Old Encinitas	Lake Drive	Santa Fe Drive	~750 feet south of Woodgrove Drive	Sidewalk Infill	0.5	X		X	X	
15	55	Cardiff	Mozart Avenue (south side)	~300 feet east of San Elijo Avenue	Montgomery Avenue	Sidewalk Infill	0.1	X		X	X	
			Westminster Drive	~300 feet south of Liszt Avenue	Montgomery Avenue	Sidewalk Infill	0.1					
			Montgomery Avenue	Westminster Drive	Mozart Avenue	Sidewalk Infill	0.0					
			Rossini Drive	Manchester Avenue	Montgomery Avenue	Sidewalk Infill	0.1					
			Stafford Avenue/Cambridge Avenue	Brighton Avenue	Rossini Drive	Sidewalk Infill	0.2					

Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Miles	Safety	Traffic Calming	Complete Streets	Transportation Linkages	Recreation
19	60	Cardiff	San Elijo Avenue	Chesterfield Drive	Manchester Avenue	Trail	0.7	X		X	X	X
			San Elijo Avenue	Orinda Drive	Norfolk Drive	Sidewalk Infill	0.1					
			Dublin Drive	San Elijo Avenue	Manchester Avenue	Sidewalk Infill	0.2					
			San Elijo Avenue	Kilkenny Drive	Manchester Avenue	Sidewalk Infill	0.2					
20	8	Leucadia	Saxony Road	~2,000 feet north of Quail Hollow Drive	Leucadia Boulevard	Sidewalk Infill	1.0	X		X	X	
16	50	New Encinitas	Crest Drive	El Camino Real	Melba Road	Trail	0.3	X		X	X	X
12	33	Old Encinitas	F Street / Requeza Street	Vulcan Avenue	Devonshire Drive	Sidewalk Infill	0.3	X		X	X	
13	39	Old Encinitas	Nardo Road	Requeza Street	~200 feet north of Herder Lane	Sidewalk Infill	0.1	X		X	X	
14	49	Old Encinitas	Melba Road	Balour Drive	Crest Drive	Sidewalk Infill	0.2	X		X	X	
			Balour Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2					
16	50	Old Encinitas	Crest Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	0.2	X		X	X	
17	32	Olivenhain	Rancho Santa Fe Road	Calle Santa Catalina	Encinitas Boulevard/Rancho Santa Fe Road	Trail	1.2	X		X	X	X
		Olivenhain	Cole Ranch Road	Chelsea Lane	Lone Jack Road	Trail	0.1					

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## 5.0 Project Phasing and Funding

### 5.1 Project Phasing

The final stage of the Encinitas MAP planning process is to phase the top ranked 35 projects in order to provide a path forward for project implementation. Project phasing is based upon the prioritization analysis and divides the 35 top ranked projects into three implementation tiers. As seen in Table 5.1, the Top 10 citywide projects are included as tier 1 and should be the focus of early implementation. Tier 2 includes projects ranked 11 to 23, and tier 3 contains projects ranked 24 to 35. Initial estimated construction costs for each project are displayed along with the overall estimated construction costs for each tier.

Table 5.1 Project Phasing

Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
<b>Tier 1 -Top 10 Priority Projects</b>								
Bicycle	1	2	Citywide	Vulcan Ave Multi-use Path	La Costa Ave	Santa Fe Dr	I	\$ 22,000,000
Bicycle	2	23	Citywide	Quail Gardens Dr	Leucadia Blvd	Encinitas Blvd	IIB	\$ 7,200,000
				Westlake St	Encinitas Blvd	Requeza St	II	
Bicycle	3	43	Citywide	Manchester Ave	Via Poco	Encinitas Blvd	II	\$ 5,800,000
Bicycle	4	66	Citywide	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	II	\$ 3,900,000
				San Elijo Ave	Kilkenny Dr	Manchester Ave	III	
Bicycle	5	12	Citywide	Union St	Vulcan Ave	~ 200 feet east of Hermes Ave	III	\$ 46,100



Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
				Union St Multi-use Path	Union St	Orpheus Ave	III	
				Union St	Orpheus Ave	Ocean View Ave	III	
Pedestrian	1	11	Citywide	Leucadia Boulevard	Neptune Avenue	Eolus Avenue	Sidewalk Infill	\$ 3,100,000
Pedestrian	2	4	Citywide	Saxony Road	La Costa Avenue	~1,000 feet south of La Costa Avenue	Sidewalk Infill	\$ 950,000
Pedestrian	3	42	Citywide	Coast Highway 101	J Street	~1,500 feet south of K Street	Sidewalk Infill	\$ 600,000
Pedestrian	4	45	Citywide	Nardo Road	Melba Road	Santa Fe Drive	Sidewalk Infill	\$ 800,000
Pedestrian	5	69	Citywide	Pedestrian Crossing	Vulcan Avenue / Coast Highway 101	Encinitas Boulevard	Pedestrian Crossing	\$ 1,120,000
							<b>Tier 1 Estimated Cost</b>	<b>\$ 45,516,100</b>
<b>Tier 2 - Projects Ranked 11 to 23</b>								
Bicycle	11	11	Leucadia	Leucadia Blvd	Coast Highway 101	Piraeus St	IIB	\$42,200
Pedestrian	11	52	Cardiff & Old Encinitas	Lake Drive	Santa Fe Drive	~750 feet south of Woodgrove Drive	Sidewalk Infill	\$201,600.00
Bicycle	12	33	New Encinitas	Via Montoro	Via Cantebria	El Camino Real	II	\$12,100

Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
Pedestrian	12	33	Old Encinitas	F Street / Requeza Street	Vulcan Avenue	Devonshire Drive	Sidewalk Infill	\$133,000.00
Bicycle	13	35	New Encinitas	Mountain Vista Dr	El Camino Real	Jolina Way	IIB	\$7,000
Pedestrian	13	39	Old Encinitas	Nardo Road	Requeza Street	~200 feet north of Herder Lane	Sidewalk Infill	\$56,300.00
Bicycle	14	38	New Encinitas / Olivenhain	Village Park Way	Willowspring Dr	Alley (~200 feet east of Coolngreen Way)	III	\$ 7,600
			New Encinitas / Olivenhain	Alley (~200 feet east of Coolngreen Way)	Alley (~200 feet east of Coolngreen Way)	Springwood Ln	III	
			New Encinitas / Olivenhain	Springwood Ln	Alley (~300 feet east of Morning Sun Dr)	Morning Sun Dr	III	
			New Encinitas / Olivenhain	Morning Sun Dr	Springwood Ln	Rancho Santa Fe Rd	III	
Pedestrian	14	49	Old Encinitas	Melba Road	Balour Drive	Crest Drive	Sidewalk Infill	\$ 179,200
				Balour Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	
Bicycle	15	4	Old Encinitas	Encinitas Blvd Multi-use Path	Moonlight Beach (near 5th St)	Class I (Between I-5 and Saxony Rd)	I	\$ 3,954,600

Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
Pedestrian	15	55	Cardiff	Mozart Avenue (south side)	~300 feet east of San Elijo Avenue	Montgomery Avenue	Sidewalk Infill	\$ 214,400
				Westminster Drive	~300 feet south of Liszt Avenue	Montgomery Avenue	Sidewalk Infill	
				Montgomery Avenue	Westminster Drive	Mozart Avenue	Sidewalk Infill	
				Rossini Drive	Manchester Avenue	Montgomery Avenue	Sidewalk Infill	
				Stafford Avenue / Cambridge Avenue	Brighton Avenue	Rossini Drive	Sidewalk Infill	
Bicycle	16	20	Leucadia	Piraeus St	Christine Place	Olympus Street	II	\$ 12,000
				Piraeus St	~ 500 feet north of Ocean View Avenue	Leucadia Blvd	II	
Pedestrian	16	50	New Encinitas	Crest Drive	El Camino Real	Melba Road	Trail	\$ 51,800
Pedestrian	16	50	Old Encinitas	Crest Drive	Melba Road	Santa Fe Drive	Sidewalk Infill	\$ 94,800
							<b>Tier 2 Estimated Cost</b>	<b>\$ 4,966,600</b>
<b>Tier 3 - Projects Ranked 24 to 35</b>								
Bicycle	17	26	Olivenhain	Rancho Santa Fe Rd	Morning Sun Dr	Encinitas Blvd	II	\$ 56,200

Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
Pedestrian	17	32	Olivenhain	Rancho Santa Fe Road	Calle Santa Catalina	Encinitas Boulevard / Rancho Santa Fe Road	Trail	\$ 192,900
			Olivenhain	Cole Ranch Road	Chelsea Lane	Lone Jack Road	Trail	
Bicycle	19	29	Leucadia	Union St	I-5	Saxony Rd	III	\$ 3,800
Pedestrian	19	60	Cardiff	San Elijo Avenue	Chesterfield Drive	Manchester Avenue	Trail	\$ 282,800
				San Elijo Avenue	Orinda Drive	Norfolk Drive	Sidewalk Infill	
				Dublin Drive	San Elijo Avenue	Manchester Avenue	Sidewalk Infill	
				San Elijo Avenue	Kilkenny Drive	Manchester Avenue	Sidewalk Infill	
Bicycle	20	19	Leucadia	Orpheus Ave Multi-use Path	La Costa Ave	Leucadia Village Dr	I	\$ 2,136,500
				Orpheus Ave	Leucadia Village Dr	Vulcan Ave	II	
Pedestrian	20	8	Leucadia	Saxony Road	~2,000 feet north of Quail Hollow Drive	Leucadia Boulevard	Sidewalk Infill	\$ 405,900
Bicycle	21	36	New Encinitas	Power Line Multi-use Path	Garden View Rd	Willowspring Dr	I	\$ 7,451,000
Bicycle	22	61	Cardiff by the Sea	Lake Dr	Santa Fe Dr	Birmingham Dr	III	\$ 12,600

Mode	Overall Rank	ID	Community	Street Name	From	To	Proposed Ped Facility (2018 ATP)	Estimated Cost
Bicycle	24	57	Cardiff by the Sea	Ocean Crest Rd	Mackinnon Ave	Justin Rd	II	\$ 7,000
			Cardiff by the Sea	Justin Rd	Ocean Crest Rd	Munevar Rd	II	
			Cardiff by the Sea	Munevar Rd	Justin Rd	Windsor Rd	II	
Bicycle	35	39	Olivenhain	Lone Jack Rd	Rancho Santa Fe Rd	Fortuna Ranch Rd	III	\$ 24,400
Bicycle	37	41	Olivenhain	Calle Santa Cruz	Camino Del Rancho	Chelsea Ln	IIIB	\$ 16,200
			Olivenhain	Chelsea Ln	Calle Santa Cruz	Chelsea Ln	IIIB	
			Olivenhain	Cole Ranch Rd	Chelsea Ln	7th St	IIIB	
			Olivenhain	7th St	Cole Ranch Rd	Rancho Santa Fe Rd	IIIB	
Bicycle	39	40	Olivenhain	El Camino Del Norte	Rancho Santa Fe Rd	City Limits	III	\$ 13,000
							<b>Tier 3 Estimated Cost</b>	<b>\$ 10,602,300</b>

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## 5.2 Project Funding

The City of Encinitas, like other public agencies, is tasked with allocating scarce General Fund budgets towards a variety of services, projects, and maintenance efforts. A variety of competitive grant sources are available to help fund additional desired projects and programs that may not be covered through traditional revenue streams.

As shown, there are multiple avenues to secure funding for different aspects of bikeway and pedestrian planning, engineering, and construction. It should be noted, however, that grant funds are competitive, and regional, State, and Federal authorities receive more applications for funding each year than there are funding dollars available. Therefore, it is recommended that a City staff member stay current on funding sources and eligibility criteria to effectively pursue potential funding sources.

The following tables outline relevant grant programs for the City of Encinitas to consider pursuing. A brief description of each program, the eligible projects, and funding cycles is provided.

### Regional Funding

Regionally, SANDAG distributes grant funds for transportation projects.

Table 5.2 Regional Grant Funds

Funding Program	Relevant Eligible Projects	Notes
<p><b>Active Transportation Grant Program (ATGP) – SANDAG</b></p> <p>The goal of the ATGP is to encourage local jurisdictions to plan and build facilities that promote multiple travel choices and build connectivity.</p>	<ul style="list-style-type: none"> <li>• Capital Projects</li> <li>• Non-Capital Projects: Planning, Education, Encouragement, and Awareness, &amp; Bike Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Originally on a three-year funding cycle</li> <li>• Last funded project cycle was 2018</li> <li>• Monitor for future funding opportunities</li> </ul>
<p><b>Smart Growth Incentive Program (SGIP) – SANDAG</b></p> <p>The SGIP provides funding for transportation-related infrastructure improvements that are within Smart Growth Opportunity Areas as shown in SANDAG’s Smart Growth Concept Map. The goal is to fund public</p>	<ul style="list-style-type: none"> <li>• Climate Action Planning</li> <li>• Capital &amp; Planning Projects</li> </ul>	<ul style="list-style-type: none"> <li>• Initially on a four-year cycle, recently on a three-year cycle.</li> <li>• The fifth project cycle closed its application period in February 2022</li> </ul>

Funding Program	Relevant Eligible Projects	Notes
infrastructure projects and planning activities that facilitate or support compact, mixed-use, transit oriented development and transportation choices.		<ul style="list-style-type: none"> <li>The Smart Growth Concept Map designates an existing Town Center between Union Street and Santa Fe Drive, west of the Coast Highway 101, with some activity abutting Highway 101 to the east.</li> </ul>
<p><b>Specialized Transportation Grant Program (STGP) – SANDAG</b></p> The STGP funds projects and programs that expand mobility options for older adults and individuals with disabilities.	<ul style="list-style-type: none"> <li>Projects may include transit travel training</li> </ul>	<ul style="list-style-type: none"> <li>Approximately every two years</li> <li>Cycle 12 closed October 5, 2022</li> </ul>

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## Statewide Funding

On a statewide level there are several agencies that have grant funding available. Listed below amongst the transportation-specific grant funding opportunities are those that have a slightly different focus, but which could be used for some of the recommendations contained in the MAP.

Table 5.3 Statewide Grant Funds

Funding Program	Relevant Eligible Projects	Notes
<p><b>Active Transportation Program (ATP) – Caltrans</b></p> <p>Caltrans’ ATP was created to encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health, and provide a broad spectrum of projects to benefit many types of active transportation users while ensuring disadvantages communities share in the benefits.</p>	<ul style="list-style-type: none"> <li>• Capital Projects: Environmental, design, right-of-way, and construction phases of a capital project.</li> <li>• Plans: Community-wide bicycle, pedestrian, safe routes to school, or active transportation plan.</li> <li>• Non-Infrastructure (NI) Projects: Education, Encouragement, and Enforcement activities</li> </ul>	<ul style="list-style-type: none"> <li>• The application cycle is on a two-year schedule. Cycle 6 Call for Projects closed June 2022.</li> <li>• Minimum request for infrastructure projects is \$250,000, however, the minimum does not apply to Safe Routes to Schools projects or Recreational Trail projects</li> </ul>
<p><b>Affordable Housing and Sustainable Communities Program (AHSC) – CA Department of Housing and Community Development</b></p> <p>Funds land-use, housing, transportation, and preservation projects to support infill and compact development that reduces GHG emissions.</p>	<ul style="list-style-type: none"> <li>• Bike facilities</li> <li>• Pedestrian facilities</li> <li>• Connections to transit</li> <li>• Connections to affordable housing</li> </ul>	<ul style="list-style-type: none"> <li>• Must benefit Disadvantaged Communities, Low-Income Communities, and/or Low-Income Households</li> <li>• Project Area must contain at least one transit stop</li> <li>• Project must include an affordable housing development or housing related infrastructure</li> <li>• NOFA set to be released January 2023</li> </ul>



Funding Program	Relevant Eligible Projects	Notes
<p><b>Solutions for Congested Corridors Program</b> – statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.</p>	<ul style="list-style-type: none"> <li>• Projects must be in an adopted plan</li> <li>• Project may include improvements to local streets and roads, public transit facilities, bicycle and pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Applications due to the Commission by December 2, 2022 at 11:59 PM</li> <li>• Annual Program</li> </ul>
<p><b>Highway Safety Improvement Program (HSIP) – Caltrans</b> Serves to reduce traffic fatalities and serious injuries on all public roads.</p>	<ul style="list-style-type: none"> <li>• HSIP funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail that improves the safety for its users</li> </ul>	<ul style="list-style-type: none"> <li>• Cycle 11 applications closed September 2022</li> <li>• Usually two calls for projects in the calendar year</li> </ul>
<p><b>Local Streets and Roads Program (LSRP) – Caltrans</b> Funding dedication for cities and counties to perform basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads systems.</p>	<ul style="list-style-type: none"> <li>• Safety Projects</li> <li>• Complete Streets Components</li> <li>• Traffic Control Devices</li> <li>• Maintenance and Rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Annual call for projects since 2019</li> <li>• To be eligible, cities must submit an adopted proposed project list to the California Transportation Commission.</li> </ul>
<p><b>Office of Traffic Safety (OTS) Grant Program</b> – Office of Traffic Safety Funds to prevent serious injury and death resulting from motor vehicle crashes so all roadway users arrive at their destination safely.</p>	<ul style="list-style-type: none"> <li>• Non-infrastructure programs</li> <li>• Safety education programs</li> <li>• Encouragement programs</li> <li>• SRTS programs</li> </ul>	<ul style="list-style-type: none"> <li>• Grants available annually with applications typically due at the end of January</li> <li>• OTS grants may only be applied to non-infrastructure projects</li> </ul>
<p><b>Public Access Program – California Wildlife Conservation Board</b> Program funding is focused on creating opportunities for meaningful wildlife-oriented recreation experience.</p>	<ul style="list-style-type: none"> <li>• Planning, preliminary design, environmental review, permitting, final design and construction costs for facilities or the enhancement of existing facilities that will provide</li> </ul>	<ul style="list-style-type: none"> <li>• Generally available annually with a call for projects open in the spring</li> </ul>

Funding Program	Relevant Eligible Projects	Notes
	for public access to wildlife-oriented activities	<ul style="list-style-type: none"> <li>This could be used for some of the trails along the San Elijo Lagoon</li> </ul>
<p><b>Regional Trails Program (RTP) – California Parks Department</b> Administered by the California Department of Parks and Recreation. Provides funds for recreational trails and trails-related projects.</p>	<ul style="list-style-type: none"> <li>Development and rehabilitation of trails, trailside and trailhead facilities</li> <li>Construction of new trails</li> <li>Acquisition of easements and simple title to property for recreational trails</li> </ul>	<ul style="list-style-type: none"> <li>Annual funding cycle</li> <li>Applications for the most recent funding cycle were due April 2022</li> </ul>
<p><b>Sustainable Communities Grants – Caltrans</b> Funds intended to further the region’s RTP SCS, help achieve the State’s GHG reduction targets, and directly benefit the multi-modal transportation system.</p>	<ul style="list-style-type: none"> <li>Safe Routes to School Plan</li> <li>Active Transportation Project Feasibility Study</li> <li>First-/Last-Mile Connectivity Plan</li> <li>Active Transportation Plans</li> </ul>	<ul style="list-style-type: none"> <li>11.47% minimum local match required (cash or in-kind)</li> <li>FY 2023 – 24 Grant Schedule: Applications were due October 2022</li> <li>Annual funding cycle, kick-off workshops are typically held in the Spring.</li> </ul>
<p><b>Transformative Climate Communities – California Strategic Growth Council</b> Funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities.</p>	<ul style="list-style-type: none"> <li>Bike facilities</li> <li>Pedestrian facilities</li> <li>Urban greening for pedestrian facilities</li> <li>Bike share program</li> </ul>	<ul style="list-style-type: none"> <li>Most recent cycle call for projects closed July 2022, grant awards were adopted October 2022</li> <li>Future grant solicitations expected. Monitor for future funding cycles.</li> </ul>
<p><b>Urban Greening Program – California Natural Resources Agency</b> Supports the development of green infrastructure projects that reduce GHG</p>	<ul style="list-style-type: none"> <li>Non-motorized urban trails</li> <li>Projects that expand or improve the usability of existing active</li> </ul>	<ul style="list-style-type: none"> <li>Last set of projects funded in 2019</li> <li>Future grant solicitations expected</li> </ul>

Funding Program	Relevant Eligible Projects	Notes
emissions and provide multiple benefits, such as reducing commute VMT by constructing bicycle or pedestrian facilities that provide safe routes for travel.	transportation routes or create new active transportation routes <ul style="list-style-type: none"> <li>Complete Green Streets</li> </ul>	<ul style="list-style-type: none"> <li>All projects must expand park or green space or use natural systems - or mimic natural systems - to achieve multiple benefits</li> </ul>

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### Federal Funding

Federal funding opportunities usually allow applicants to compete for larger dollar amounts. This is also an area to watch since the Biden-Harris administration has announced, and will presumably continue to announce, new grant programs.

Table 5.4 Federal Grant Funds

Funding Program	Relevant Eligible Projects	Notes
<b>Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – USDOT</b> grant program is intended to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	<ul style="list-style-type: none"> <li>For capital investments with a significant local or regional impact</li> <li>Projects should reduce greenhouse gas emissions and should have elements that address climate change impacts</li> <li>50% of funds reserved for urbanized areas</li> <li>80% federal share except areas of persistent poverty or rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>Grant has set aside for projects located in historically disadvantaged communities or areas of persistent poverty</li> <li>Maximum Grant request may not exceed \$25M</li> <li>Monitor for future funding cycles</li> </ul>
<b>Reconnecting Communities Pilot Program – USDOT</b> program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction	<ul style="list-style-type: none"> <li>Planning grants up to \$2M</li> <li>Capital construction grants \$5M minimum</li> <li>80% federal share</li> </ul>	<ul style="list-style-type: none"> <li>Application deadline was October 13, 2022</li> <li>2022 is the first year.</li> <li>Monitor for future funding cycles</li> </ul>

Funding Program	Relevant Eligible Projects	Notes
grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.		

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Two other resources are the following websites which help find grant funding opportunities.

California Funding Wizard is a searchable database to locate funding across state and federal agencies. More information can be found here: <https://fundingwizard.arb.ca.gov/web/>

The California Grants Portal allows one to select the applicant type, the funding category, and the amount of time until the application deadline. Based on these inputs funding opportunities will be generated. More information can be found here: <https://www.grants.ca.gov/>

## Appendix A: Citywide Survey Summary

## Appendix B: Prioritization Memo

## Appendix C: AIM Metric and GHG Reduction Estimation Memo

## Appendix D: Top 10 Project Cost Estimate Detail