# Let's Move, Encinitas!

## Pedestrian Travel and Safe Routes to School Plan

*Submitted to the City of Encinitas*
*By Circulate San Diego*

CIRCULATE SAN DIEGO
Creating excellent mobility choices and vibrant, healthy neighborhoods

CITY OF ENCINITAS
Incorporated 1986

# Contributors

## City of Encinitas

Christy Villa, PE, Project Manager, Public Works Dept.

Ed Deane, PE, Deputy Director, Public Works Dept.

Rob Blough, PE, TE, PTOE, Senior Traffic Enginner, Public Works Dept.

Mike Strong, Associate Planner, Planning&Building Dept.

Marilee Gorham, Recreation Superintendent, Parks & Recreation Dept.

Nicholas Buck, Recreation Supervisor, Parks & Recreation Dept.

Randy Hill, Deputy Fire Marshall, Fire and Marine Safety Dept.

## Circulate San Diego

Brian Gaze, AICP, Program Manager

Michelle Luellen, Project Coordinator

Terra King, Project Coordinator

## Project Taskforce

Anita Walia, San Diego County Health and Human Services Agency

Brett Farrow, Cardiff 101 Main Street/ Cardiff Town Council

Brian Grover, Encinitas Bicycle and Pedestrian Committee

Brynn Viale, San Diego County Health and Human Services Agency

Carris Rhodes, Leucadia 101 Main Street Association

Dan Love, San Dieguito Union High School District

Dave Clark, Cardiff School District

Dave Perryman, Olivenhain Town Council

Joe Tomaiko, Traffic Sergeant, San Diego County Sheriff Dept, Encinitas Station

Kimberly Hayford, North County Transit District

Melissa Roberts, San Diego County Health and Human Services Agency

Michael Murphy, Leucadia Town Council

Mim Michelove, Encinitas Union School District

Olivia Paccione, Downtown Encinitas Main Street Association

Tess Radmill, Cardiff 101 Main Street Association

Vanessa Torres, San Diego County Health and Human Services Agency

## Caltrans

Seth Cutter, Caltrans District 11 Planning Division

Mike Kent, Associate Transportation Planner, District 11 - Multi-Modal Branch

*This project was funded through Caltrans Community-Based Transportation Grant Funding. The project team would like to thank and acknowledge the citizens of Encinitas, without whom this project would not have been possible.*

# table of contents


Chapter 1 INTRODUCTION 01

Chapter 2 PUBLIC INPUT 05

Chapter 3 COMMUNITY WORKPLANS 11

Chapter 4 IMPROVEMENT TOOLBOX 79

Chapter 5 PROGRAM EXAMPLES 87

Appendices separate cover

appendix a - public input
appendix b - outreach materials
appendix c - prioritization detail
appendix d - comments on draft plan
appendix e - traffic and public safety commission presentation - February 9, 2015

*this page intentionally left blank*

# chapter 1 - introduction

*"As people are walking all the time, in the same spot, a path appears."*

*–John Locke*

CHAPTER 1

# INTRODUCTION

## BACKGROUND

In August 2012, the California Department of Transportation awarded the City of Encinitas a Community Based Transportation Planning (CBTP) grant to conduct active public engagement that would culminate in a plan for safe pedestrian routes throughout the city.

The goal of the project was to develop the *Let's Move, Encinitas!* (LME) Pedestrian Travel and Safe Routes to School Plan. The effort focused on stakeholder collaboration and active public engagement to encourage community involvement and partnership, promote community identity and enhance the quality of life for citizens in Encinitas.

## PROJECT OVERVIEW

The project workplan utilized community input to assess and identify barriers to walkability in order to expand modal choices and connectivity and create a safe walking environment for pedestrians in the City.

In an effort to capitalize on the City's strong community character, the plan establishes a community workplan for each of the five communities within Encinitas: Cardiff, Leucadia, New Encinitas, Old Encinitas, and Olivenahain. Each community benefited from extensive community outreach to identify pedestrian deficiencies while preserving the unique elements of each individual neighborhood.

Consecutively, the project assessed and developed Safe Routes to School plans for twelve schools within the City's jurisdiction.

- Capri Elementary School
- Ada Harris Elementary School
- Cardiff Elementary School
- Diegueno Middle School
- Flora Vista Elementary School
- Oak Crest Middle School
- Ocean Knoll Elementary School
- Olivenhain Pioneer Elementary School (located in Carlsbad)
- Park Dale Lane Elementary School
- Paul Ecke Central Elementary School
- San Dieguito Academy
- Sunset High School

## PROJECT SETTING

The City of Encinitas is a coastal community located in the northern region of San Diego County. Interstate 5 bisects the city and serves as the main thoroughfare for travel to and from San Diego County. Coast Highway 101 is another highly travelled north-south route that runs through the western edge of the City. Encinitas is approximately 20 square miles in area, situated along six miles of Pacific coastline, and is characterized by coastal bluffs, beaches, flat-topped coastal areas, rolling hills, and steep mesa bluffs. It is encompassed by two coastal lagoons: Batiquitos Lagoon to the north and San Elijo Lagoon to the south.

Public infrastructure and land use patterns in neighborhoods throughout the City of Encinitas have typically favored vehicular modes of transportation that often negatively influence not only traffic circulation and speeds, but the health and safety of pedestrians, bicyclist safety, public transit, multi-modal choices, as well as community character and pride. Currently there are many areas within the City lacking pedestrian

## community-based transportation planning grant objectives

Community and key stakeholder input, collaboration, and consensus building through an active public engagement process.

Supports livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

Displays transportation and/or land use benefits.

Innovative opportunities for public participation.

*Moonlight State Beach attracts visitors and residents alike.*

infrastructure, the majority of areas are also within walking routes to schools. Yet the cost to provide these needed improvements exceeds available funding resources. This leaves many neighborhoods, new and old, deficient of a safe environment for walking residents.

The City is predominantly zoned as urban residential, with approximately 75% of its total acreage devoted to residential use. The incorporation of the City in 1986 merged five unique existing communities together: New Encinitas, located in the northern central half of the City limits; Old Encinitas, located centrally; Cardiff-by-the-Sea, located in the south western portion of the City; Leucadia, located in the north western portion of the City; and Olivenhain, located along the eastern City limits. Each community prides themselves on their unique and distinguishable identity, including location, atmosphere, and style.

Each of these communities presents current barriers and obstacles in pedestrian routes to schools, community centers, retail, and the many popular beaches in the City. The older neighborhoods of Leucadia, Cardiff, and Olivenhain were originally established with a rural feel and lack sidewalk, curb ramps, and contiguous walking routes. In the newer developed New Encinitas, roadways were designed for maximum traffic capacity and pedestrians must face high travel speeds, wide roadways, and multiple lane crossings. Old Encinitas is a mixture of long-established retail and residential frontage that often fails to meet current pedestrian-related ADA requirements and connectivity.

## KEY ELEMENTS OF THE WORKPLAN

- Taskforce Formation and Ongoing Meetings
- Community Outreach
- Neighborhood Coalitions
- Innovative Outreach and Digital Media
- Community Assessment Workshops
- Community Walk Audits
- Deficiency Mapping
- Community Work Plan Development
- Final Community Open House Workshops
- Presentation to City Council for Adoption

## who is this plan for?

***City Staff:*** The LME plan will help shape policies and practices within the organization and help facilitate pedestrian-focused collaboration among departments. Furthermore, the plan will help Staff assess and prioritize future pedestrian improvement projects and will aid in the solicitation of grant funds..

***School Officials:*** The LME plan will provide school officials with options for serving the access needs of students and parents.

***Community Groups:*** The LME plan provides information about potential improvements throughout Encinitas,to help inspire and equip local groups to advocate for and organize projects that will increase active transportation in their communities.

*Decorative tiles on the sidewalk along Coast Highway 101*

## PLANNING CONTEXT

The City of Encinitas has several adopted policies governing the placement, development, and maintenance of pedestrian and school access facilities throughout the City. The following documents were consulted to provide background and guidance on citywide goals, objectives, policies, and specific recommendations for pedestrian travel throughout the City:

- Circulation Element of City of Encinitas General Plan
- Recreation Element of City of Encinitas General Plan
- North 101 Corridor Specific Plan
- Downtown Encinitas Specific Plan
- Encinitas Ranch Specific Plan
- Home Depot Specific Plan
- Bikeway Master Plan
- Recreational Trails Master Plan

As pedestrian projects are planned for implementation, City staff will ensure that the most recently approved documents, design standards, and guidelines are utilized in the design and construction of improvements.

This *Pedestrian Travel and Safe Routes to School Plan* is intended to be included as a component of an overall Active Transportation Plan (ATP) for the City of Encinitas. The ATP is currently planned to kick-off in 2015.

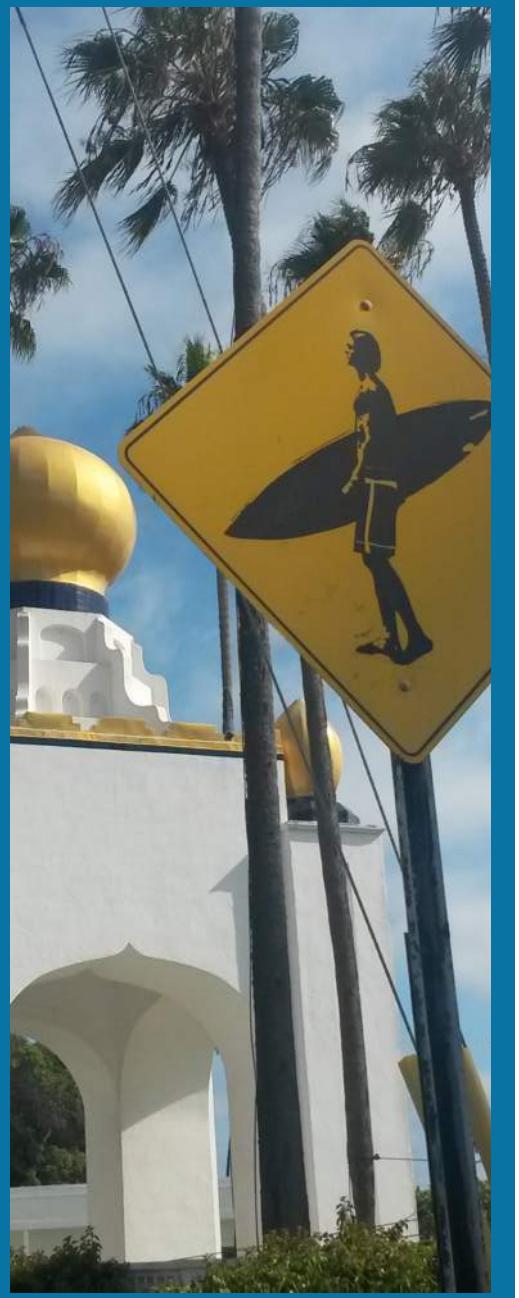
## DOCUMENT LAYOUT

Following this introduction, Chapter 2 provides additional insights into the public outreach conducted over the two years of the project.

Chapter 3 provides Community Workplans for each of the five communities, as well as the school-specific workplans and suggested routes to school for each of the schools in the respective communities.

Chapter 4 provides examples of pedestrian improvements and guidance on how to develop and implement the recommendations.

Chapter 5 illustrates examples of pedestrian encouragement, enforcement, and awareness programs designed to supplement and complement the infrastructure improvements identified in the plan.



*South Coast Highway 101 signage near Swami's Beach*

# chapter 2 - public input

*"All truly great thoughts are conceived by walking."*

*–Friedrich Nietzsche*

# PUBLIC INPUT

## OUTREACH APPROACH

A key goal of the outreach effort was to utilize tech-savvy, green ways was to relay information about the project, encourage collaboration, and consensus building.

In addtion to the traditional outreach methods described below, several innovative digital outreach methods were implemented, which allowed the Project Team to solicit feedback quickly, and in a more environmentally-friendly way.

## PROJECT TASKFORCE

Key community stakeholders were identified at the onset of the project and invited to become a member of the Project Taskforce to ensure that the multi-faceted population in Encinitas would be effectively engaged in the planning process.

The taskforce consisted of representatives from the City of Encinitas Planning and Building, Public Works and Engineering, Parks and Recreation and Fire Department, and San Diego County Sheriff's Department - Encinitas substation. Other organizations invloved include the Leucadia 101 Main Street Association,Cardiff 101 Main Street Association, Caltrans District 11, Cardiff Town Council, Olivenhain Town Council, San Diego County Health and Human Services Agency, Encinitas Union School District, Cardiff School District, San Dieguito Union School District, North County Transit District, Encinitas Bicycle and Pedestrian Committee, the Downtown Encinitas Main Street Association, Leucadia Town Council, and Circulate San Diego.

The role of the taskforce was to provide direction and guidance on the project tasks, including outreach methods, workshop scheduling, and notification of project events to their respective constituents.

The taskforce also provided review and direction for essential project documents, as well as review and comment on the Draft Plan.

*Neighborhood Coalition Outreach Flyer*

## NEIGHBORHOOD COALITIONS

Neighborhood Coalitions were assembled in each of the five community areas to promote the project. The goals of the coalition were to have members encourage other residents to attend meetings and provide comment on the workplan.

## TRADITIONAL OUTREACH

The following methods were carried out extensively and reflect the commitment toward engaging the public in the *LME* Plan. See Appendix B for examples of the traditional outreach materials utilized.

*Press Release*

## guide to the planning process

Local experts, key stakeholders and the general public were critical participants in shaping this plan. These groups identified key challenges regarding access to pedestrian and student safety, physical activity, shared information about existing plans and projects, and provided suggestions for potential strategies.

Input was solicited through stakeholder meetings and focus groups, and a survey at *letsmoveencinitas.org* and several public meetings. Through this process, the following themes emerged:

- Sidewalks and road crossings should be designed to make it easier to walk and bike to school.
- School access should be thought of in the broadest terms, encompassing people of all ages, abilities and communities.
- Encinitas has strengths in the area of active transportation and strong community support to build upon.
- Significant barriers to direct travel exist throughout the five communities, and the City should actively look to develop safer connections whenever possible.

Over the life of the project, several press releases were released to promote participation at Community Assessment Workshops, Walk Audits and in the Online Input Forms.

*Flyers/Bookmarks*

Flyers written in both English and Spanish were distributed electronically on the project webpage, on social media accounts,and through school e-newsletters. Bookmarks were distributed as hard copies to civic buildings and the Community and Senior Center and at outreach events. See the Appendix B for examples of the flyers and bookmarks.

*Neighborhood Yard Sign*

A yard sign was created to announce walk audits to neighbors of schools who do not have children in the Encinitas school system. The yard sign rotated to different school sites as needed.

*Local Newspapers*

Articles about the project were featured in the San Diego Union Tribune, Coast News, Encinitas Advocate, and North Coast Current.

*Outreach at local events*

The project team outreached at local events such as Oktoberfest and the Leucadia and Downtown Farmer's Market, Cardiff Dog Days, the Taste of Downtown, Surf Classic, the Encinitas NOW Newsletter , and various presentations at meetings with School Staff, PTAs, and take-home materials.

## COMMUNITY MEETINGS

The project featured three series of five unique community meetings at key milestons in the project.

Initial workshops were held in fall 2013 and were designed to help the project team identify pedestrian issues thoughout the project.

The second round of workshops focused on school zones and were conducted in Spring 2014.

ENCINITAS: Pedestrian safety focus of group

Heather Randall
July 27, 2013 •

ENCINITAS — Get involved in the conversation about safety in the community with Let's Move Encinitas, a neighborhood coalition dedicated to improving the safety of pedestrians going to and from school and throughout the city. The information attendees provide will be directed toward improving safety for pedestrians. More information: Kaley Lyons, 619-544-9255 or klwons@walksandiego.org.

*The North Coast Current welcomes your community news. Submit upcoming event announcements to currentevents@northcoastcurrent.com. Submit stories and photos to news@northcoastcurrent.com.*

*North Coast Current News Community Outreach*

*Walk Audit Announcement Yard Signs*

*Paul Ecke Central School Farmers Market Flyer*

*Online Community Input Form Bookmark*

The third round of workshops was conducted in Fall 2014 and allowed each of the five communities to react to the initial project rankings and recommended improvements and provide feedback. Overall, roughly 500 people in total attended the community meetings over the life of the project.

## WALK AUDITS

Over the life of the project, the project team visited each school in the study area to conduct a walk audit with community members, parents, school staff, and City representatives. This "on the ground" outreach helped verify the issues identified during online and traditional workshop outreach.

The walk audits helped to supplement additional staff field observations conducted as part of the project, and informed the school workplans.

## INNOVATIVE OUTREACH

In addition to building Neighborhood Coalitions and other forms of traditional community outreach (e.g. flyers, posters, handouts) this project conducted innovative forms of outreach to promote the project online through various avenues. See the Appendix B for examples of innovative outreach materials.

### *Project Webpage*

The project webpage is the main avenue for outreach in order to communicate project announcements and maximize attendance at neighborhood meetings. The website also allowed project staff to collect input from community members who were unable to attend community meetings through surveys and electronic commenting. Visit the project webpage at www.letsmoveencinitas.org.

The details of the project scope and work effort was also highlighted on www.encinitasenvironment.org.

### *Social Networking*

#### *Facebook*

A project Facebook page was used extensively to post project announcements, photos of events, and event invitations. Outreach through Facebook allowed a wide range of community members to be involved with the project. Postings were seen by 9,072 people.

#### *Twitter*

A Twitter account for the project was established to communicate announcements to community followers regarding workshops and other activities. The Twitter account was used to remind residents about upcoming events, promote the online community input forms, and provide pedestrian safety messages.

#### *SurveyMonkey*

In addition to participant input collected during workshops and walk audits, similar online input forms were developed utilizing Survey Monkey. This tool allowed community members to provide their input even if they were unable to attend a workshop in person. The tool also enabled workshop participants to make additional comments after the fact. The input forms were designed to facilitate identification of deficiencies and potential solutions.

### *School and Community Electronic-Newsletters*

*Let's Move Encinitas!* Taskforce and Neighborhood Coalition members distributed announcements and flyers with information regarding online surveys, workshops and walk audits in school e-packets emailed to 5,500 families.

LME Taskforce members connected with PTA groups to post on their calendars and website.

## outreach methods

## SUMMARY OF RESULTS

Prior to the Final Community Open Houses, 230 people were engaged in the project. The total attendance for the five Community Open Houses was 57 people, and combined, the traditional strategy outreached to 287 people in total.

The innovative outreach process was successful in engaging a significant portion of the community. Online surveys, administered through Survey Monkey, resulted in the following totals.

**Citywide Comment Form #1: 329 responses**

**Citywide Comment Form #2: 684 responses**

**Project Location Ranking Survey (Fall 2014):**

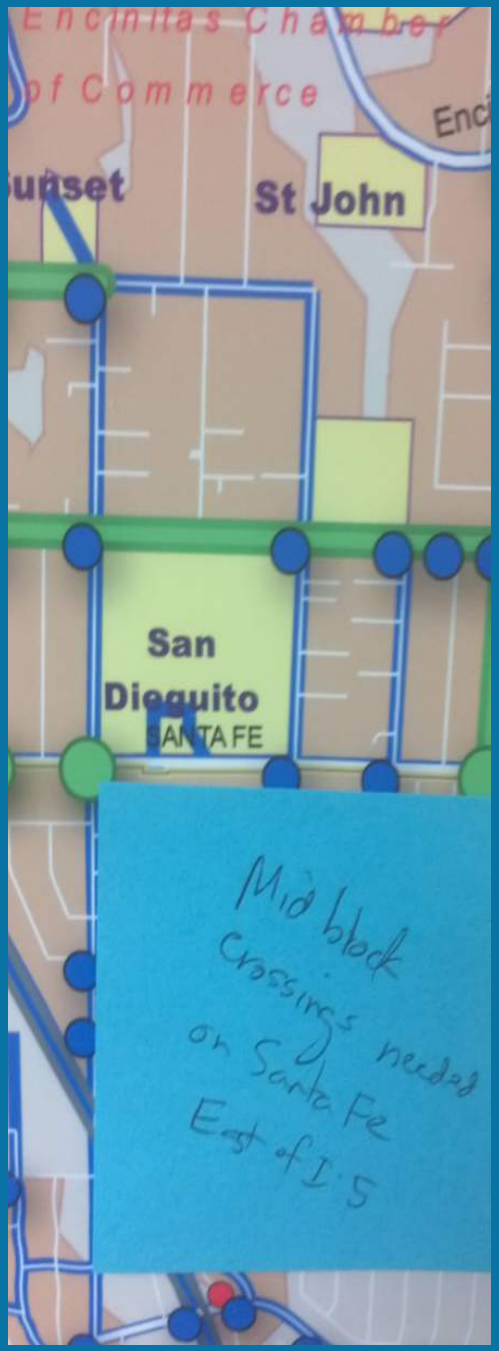
- Cardiff: 208 responses
- New Encinitas: 125 responses
- Old Encinitas: 174 responses
- Leucadia: 106 responses
- Olivenhain: 21 responses

Together, the survey effort resulted in 1,647 unique responses.

The Let's Move Encinitas Twitter account has 54 followers. The online component that reached the most people, by far, was the Facebook page. Seventy-five people "liked" the Facebook page and over the life of the Let's Move, Encinitas! Project, and a total of 9,072 people were reached through Facebook posts.

The innovative and traditional outreach methods combined engaged 11,135 people, who provided over 2,000 comments on the project's key components.

The public input gathered through the outreach process was utilized in conjunction with the collective input of the Taskforce to set the foundation for the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School. This effort guided the infrastructure, programmatic, and Suggested Route to School recommendations found in subsequent chapters of this report.




*Old Encinitas Community Workshop comment*

*this page intentionally left blank*

# chapter 3 - community workplans

*"A city that outdistances man's walking powers is a trap for man."*

*–Arnold J. Toynbee*

CHAPTER 3

# COMMUNITY WORKPLANS

## PROCESS

Circulate San Diego worked with City staff to develop a methodology to prioritize project locations identified during the public outreach efforts in order to establish top priority locations for future project implementation. The methodology drew from national and regional best practices to develop a methodology for the process.

Prioritization efforts evaluated point/intersection locations identified by the community as possessing pedestrian safety concerns based on a number of factors. In addition to the amount of public comment received, locations were evaluated using safety, land use, health and equity statistics.

This analysis provided objective, data-driven processes to identify geographic areas of high need for SRTS and general pedestrian infrastructure improvements. A conceptual graphic of the process can be seen on the following page.

Following the first round of public outreach, Circulate San Diego completed the following initial steps of the prioritization process:

- Input data - mapped and geocoded all locations of concern received via public input using GIS to analyze the distribution of locations throughout Encinitas and by individual neighborhood. Data was treated as either point files (intersections) or line files (corridors or street segments) as appropriate.

- Data coding – All data (locations of concern and deficiencies) were coded based on issue type- driver behavior issues, connectivity issues, infrastructure deficiency issues, safety issues, or other issues for summary reporting in the final report.

Key variables used in the next stage of the analysis include the following:

- Public Comment Analysis - Following one month of survey input, the locations were ranked according to number of comments received, then tiered into 3 tiers (most commonly cited improvements, commonly-cited improvements, and other improvements), and scored accordingly.

- Collision Analysis - Measured by mapping all collisions involving pedestrians in the City of Encinitas from 2007-2011. Project locations were scored based on their proximity to these collisions, with closer locations scoring better.

- Land Use and Walkability Analysis- Measured by assigning a half-mile radial buffer and a half-mile street network “walk shed” buffer to reflect physical activity barriers or inhibitors (freeway crossings, high-speed roadways). It is important to include both types of buffers to capture as large a number of potential improvement locations as possible, yet still reflect the realities of the street network and any resulting barriers. In addition to the walkability/proximity score, project locations were also scored by their proximity to key points of interest and roadway types as identified by the City of Encinitas’ GIS data.

- Health and Equity Analysis - Based on feedback from the Taskforce, two additional school-specific criteria were evaluated as part of the analysis. Reported percentage of students meeting free and reduced price meals (FRPM) eligibility criteria by school site was used as a proxy for household income, while the percentage of students falling outside of the 2011 Fitnessgram “Healthy Fitness Zone” definition was used as a proxy for health equity. HFZ is a combined measure of students’ aerobic capacity and body mass index (BMI).

For the Health and Equity Analysis, school sites were

*Locally grown fruits provides opportunities for community pride.*

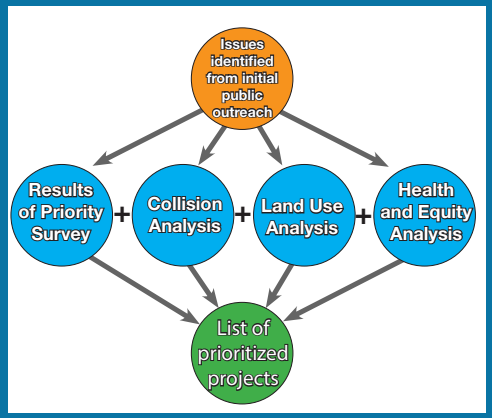
*Pedestrians walking under the railroad along South Coast Highway 101*

tiered into two tiers based on their reported scores in each respective category. The “top” tier, representing the poorer-performing schools in each category, the recommended improvements within their half-mile radial buffer received an additional weighting point used in the composite analysis.

In order to assign priority to the improvements identified by the public in the context of the above analyses, each category was weighted based on a number of factors designed to help identify improvements with the greatest potential to provide positive outcomes for residents- the most-cited locations in need of improvement, most dangerous locations based on proximity to pedestrian collisions, most walkable locations based on street connectivity, and locations designed to serve lower-income and less-healthy populations.

## table 3.1 - city-wide prioritization criteria

| Input | Proposed Criteria Weight |
|---|---|
| **Public Comment Analysis** | |
| Intersection or Segment is ranked in the top third of all prioritized comments | 4 |
| Intersection or Segment is noted in the middle third of all prioritized comments | 3 |
| Intersection or Segment is noted in the bottom third of all prioritized comments | 2 |
| **Collision Analysis** | |
| Intersection or Segment is within 100’ of 2 or more pedestrian collisions | 4 |
| Intersection or Segment is within 100’ of 1 or more pedestrian collisions | 3 |
| Intersection or Segment is within 500’ of 1 or more pedestrian collisions | 2 |
| **Land Use and Walkability Analysis** | |
| Intersection or segment is all or partially within ½ mile walking shed distance of school site | 3 |
| Intersection or segment is all or partially within ½ mile radial distance of school site | 2 |
| Intersection or segment is all or partially within ½ mile walking shed distance of point of interest (non-school) | 3 |
| Intersection or segment is all or partially within ½ mile radial distance of point of interest (non-school) | 2 |
| Intersection or segment occurs along or is within 200’ of the intersection of 2 or more arterials (major and/or prime arterials) | 3 |
| Intersection or segment occurs along or is within 200’ of the intersection of 1 arterial (major and/or prime arterial) | 2 |
| **Health and Equity Analysis** | |
| Intersection or segment is all or partially within ½ mile radial distance of top-tier school site for HFZ "areas of need"- those that fall outside of the HFZ designation | 2 |
| Intersection or segment is all or partially within ½ mile radial distance of top-tier school sites with greatest free and reduced meal participation | 2 |




*Conceptual graphic of prioritization process*

*Cardiff Mural contributes to a sense of community.*

The analysis provided a score for each unique improvement that was normalized on a scale of 0-100 for comparison purposes. Higher scores indicated higher-need areas for greater pedestrian investments. These scores were presented to the public for review and comment as part of the Fall 2014 public workshops, and can be found in Appendix C.

## PRIORITY CORRIDORS

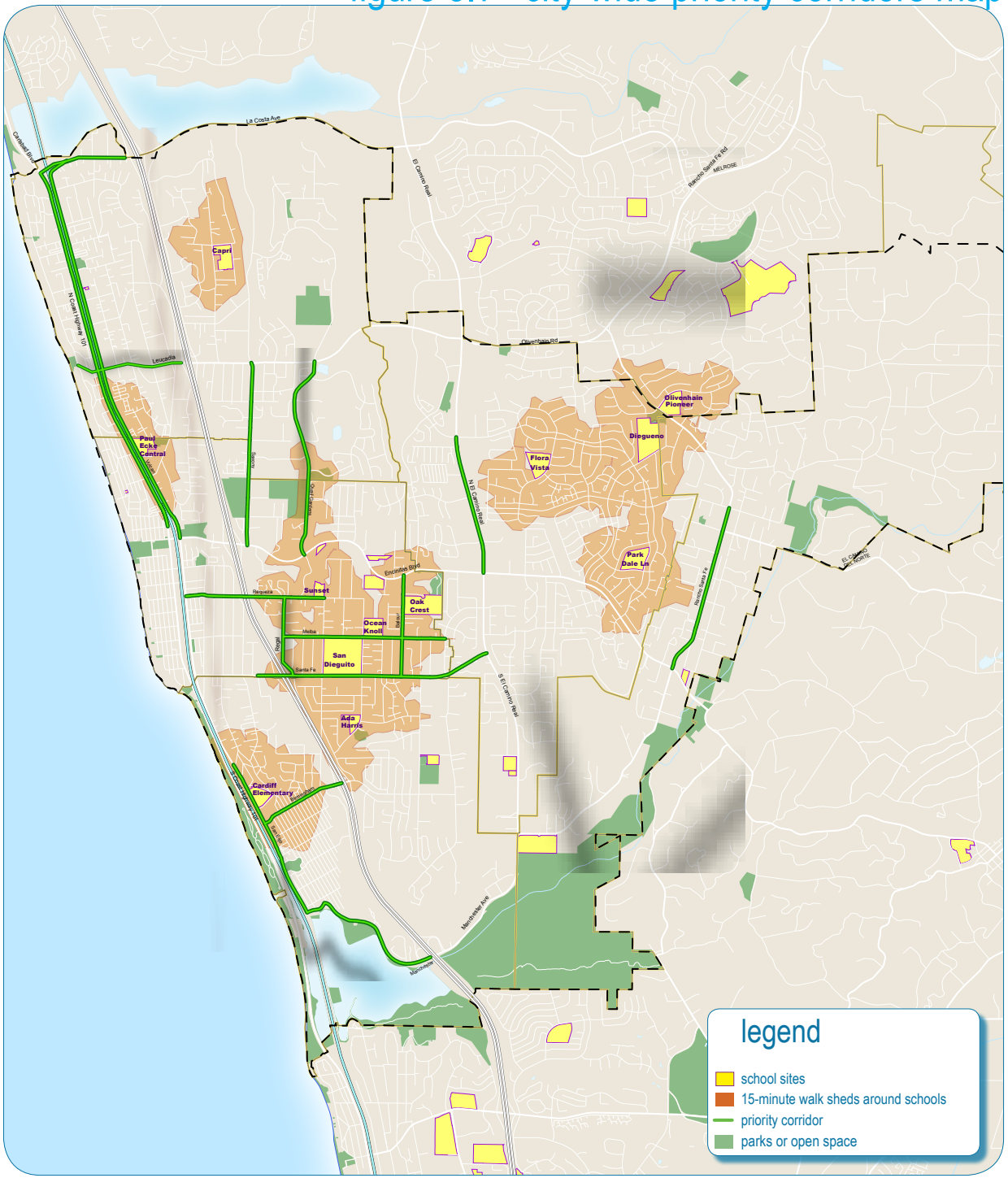
Based on input from the Project Taskforce, locations with several issues in close proximity to one another were grouped along logical routes, typically Circulation Element Roadways. These clusters of improvements are called "Priority Corridors," and represent the top pedestrian priorities in each community.

The areas and corridors identified reflect a need to study the roadway segment comprehensively in a manner that includes the entire streetscape.

The corridors are seen at right and are identified as follows:

- Leucadia Blvd from I-5 to Neptune St
- Manchester Ave to San Elijo Ave
- E F St/Requeza St from S Vulcan Ave to Nardo Rd
- Melba Rd from Regal Rd to Crest Dr
- Balour Dr from Santa Fe Dr to Encinitas Blvd
- Santa Fe Dr from I-5 to S El Camino Real
- Birmingham Dr from San Elijo Ave to I-5
- San Elijo Ave from Verdi Ave to Chesterfield Dr
- N Vulcan Ave from La Costa Ave to Encinitas Blvd
- Hwy 101 from La Costa Ave to Encinitas Blvd
- Saxony Rd from Leucadia Blvd to Encinitas Blvd
- El Camino Real from Gardenview to Encinitas Blvd
- Rancho Santa Fe Rd from 11th to Encinitas Blvd
- La Costa from 101 to I-5
- Regal Rd from Requeza to Santa Fe

## figure 3.1 - city-wide priority corridors map



## OTHER EXHIBITS

In addition to Priority Corridors for each community, the disaggregated pedestrian issues identified in closest proximity to each respective school are shown on a series of school-specific Deficiency Maps for use in the City's subsequent efforts to apply for SRTS monies to design and implement pedestrian improvements, and represent the desires of the community as identified through the public outreach process.

Following the deficiency map for each school, a companion Suggested Route to School Map is presented. These exhibits are illustrative in nature, and represent ways for students to access each school in the safest way possible using existing infrastructure (sidewalks, stop signs, crosswalks, etc.) and programmatic elements (crossing guards, future park and walk lots, etc.). A 15-minute "walkshed" is shown, illustrating the amount of distance a child can expect to cover in 15 minutes using the existing street network. This walkshed was also used in the prioritization exercise outlined above.

In addition to directing children and parents on ways to get to school, the maps serve an important purpose in the City's ongoing efforts to fund pedestrian improvements around each school. By defining routes as part of this plan, the City is better-positioned when applying for funding to close gaps in the sidewalk network, improve existing crosswalks, or implement new curb extensions, among other elements.

### table 3.2 - citywide general priority pedestrian improvements

| Location | Issues |
|---|---|
| El Camino Real and Mountain Vista Dr | Uninviting area, missing or narrow sidewalks, poor driver behavior, unsafe crossings, no designated bicycle facility |
| Requeza St and Regal Rd | Sidewalks missing and in poor condition, poor driver behavior, blocked sight lines, no designated bicycle facility, and pavement in poor condition. |
| Saxony Rd and Seacrest Way | Cracked sidewalk, unsafe crossing, blocked sight lines, poor driver behavior, inadequate pedestrian scale lighting |
| El Camino Real and Garden View Rd | Cracked sidewalk, unsafe crossings |
| N Coast Hwy 101 and Phoebe St | Dangerous left turns, poor driver behavior, no access to cross the railroad tracks |
| I-5 and Encinitas Blvd | Poor driver behavior, missing curb ramps, unsafe bicycle lanes, missing and infrequent crosswalks, blocked sight lines, signals allow insufficient time to cross on busy intersection with wide street, feels unsafe |
| Montgomery Ave and San Elijo Ave | No pedestrian crossing on railroad tracks, infrequent crossings and crosswalks, making it difficult for pedestrians to access beach |
| Requeza St and Westlake | Sidewalks narrow, obstructed, or missing sidewalks, poor driver behavior, no designated bicycle lane facility |
| Encinitas Blvd and Balour Dr | Unsafe crossing, missing or narrow sidewalks, poor driver behavior |
| San Elijo Ave and Verdi Ave | No ped crossing across railroad tracks, sidewalk obstructed by a fixed item |

### table 3.3 - citywide safe routes to school priority pedestrian improvements

| Location | Issues |
|---|---|
| MacKinnon Ave/Nardo Rd and Santa Fe Dr | Poor visibility, poor driver behavior, inadequate, missing and obstructed sidewalks, missing curb ramps, unsafe crossings and inadequate crosswalks. |
| Encinitas Blvd and Balour Dr | Unsafe crossing, missing and narrow sidewalks, poor driver behavior |
| Requeza St from Nardo Rd to Regal Rd | Poor driver behavior, narrow, missing, in poor condition and obstructed sidewalks, missing curb ramp, conflict with school parking lot, obstructed sight lines, no designated bicycle facility, and pavement in poor condition. |
| Melba Rd between Regal Road and Crest Drive | Poor driver behavior, narrow street, blocked line of sight, infrequent, low visibility crosswalks, missing curbs, sidewalk obstructed, narrow or missing, and overgrown vegetation. |
| Montgomery Ave and San Elijo Ave | No pedestrian crossing on railroad tracks, infrequent crossings and crosswalks, making it difficult for pedestrians to access beach |
| Union St and Paul Ecke-Central Parking Lot | Cars exiting lot create conflict with pedestrians on sidewalk, drivers do not yield to pedestrians and missing crosswalk |
| Balour Dr between Encinitas Blvd and Santa Fe | Poor driver behavior, blocked sight lines, missing sidewalks, unsafe crossings, lack of school zone signage, difficult to make left turn onto Santa Fe Drive from Balour |
| N Coast Hwy 101 and El Portal St | Poor driver behavior, blocked sight lines, missing and obstructed sidewalks, missing crosswalks, missing curb ramp, no designated bicycle facility, not enough time for peds to cross the street. |
| Normandy Rd and Urania Ave | Poor driver behavior, poor visibility for motorists and pedestrians |

## Citywide Improvements*

Length of New Sidewalks

**up to 32 miles**

Existing Crosswalks Improved

**up to 46**

New Crosswalks Installed

**up to 120**

See Community Plans for additional detail

# COMMUNITY WORKPLANS - CARDIFF BY THE SEA

## COMMUNITY SETTING

Cardiff is a beachfront community, home to approximately 11,000 residents and encompasses primarily single-family residential homes with limited multi-family uses just west of Interstate 5. Pedestrian and bicycle commutes in this community rate high in the City of Encinitas with bicycle commutes at an estimated 2.5% and pedestrian commutes at 2.5% of transportation commutes based on Census data. This is influenced by Coast Highway 101 connections and destinations located on San Elijo Road. Fortunately, only 11 pedestrian collisions occurred within the last five years despite the higher rates of active transportation activity.

Commercial uses are located along Coast Highway 101 and San Elijo Road at the Town Center in the midst of a pedestrian-oriented shopping center with restaurants, shopping, and services, and at the Interstate 5 off-ramp. Beaches, parks, recreation and open space span across the community's coastline, east of Interstate 5 and along the San Elijo Lagoon at the southern boundary.

Key destinations include San Elijo State Beach and Lagoon, a variety of unique shops, cafes and services located along San Elijo Road and Coast 101 Highway.

## STREET NETWORK

Cardiff has two unique block patterns influenced by the community's development history and residential character. The residential area located west of Interstate 5 and south of Birmingham Drive was historically developed in a grid system that utilized the topography to maximize coastal views. Other portions of the community reflect a curvilinear suburban-style of residential street patterns which lack connectivity due to cul-de-sacs and dead end streets.

Pedestrian facilities in the Town Center shopping district include wide sidewalks and a signalized crosswalk at the intersection of Chesterfield Drive and San Elijo Avenue that crosses the railroad and Coast Highway 101 providing access to San Elijo State Beach. East of Town Center, the older residential streets are predominately narrow, with limited sidewalk access. In contrast, newer suburban neighborhood-style streets offer wide sidewalks.

## CARDIFF | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process, schools studied were Ada Harris Elementary and Cardiff Elementary, both located adjacent to Interstate 5 in areas of the city with limited pedestrian facilities. Pedestrian and bicycle infrastructure evaluations for schools located in Cardiff by the Sea are provided in the following section.

## Community Characteristics

Estimated Population
**11,000**

Number of Pedestrian Collisions in the last 5 years
**11**

Commute by Bike
**2.5%**

Commute on Foot
**2.5%**

Schools Studied in the Community:

- Cardiff Elementary
- Ada W. Harris Elementary

## COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

### table 3.4 - cardiff general priority pedestrian improvements

| Location | Issues |
|---|---|
| San Elijo Ave and Verdi Ave, Montgomery Ave and Mozart Ave | Infrequent crosswalks, no pedestrian crossing across railroad tracks. Sidewalk obstructed. Difficult for pedestrians to access the beach. At Mozart Ave there is missing sidewalk, no buffer zone, unsafe crossing, and poor driver behavior. |
| San Elijo Ave and Norfolk Dr | Sidewalk missing, unsafe crossing, uninviting neighborhood that feels unsafe |
| Birmingham Dr from MacKinnon to the I-5 | Blocked sight lines, missing sidewalk and crosswalk, slope too great for wheelchairs and strollers, poor driver behavior, ped signal not long enough to cross the street, infrequent, faded crosswalks, blocked sight lines, railing too short, bridge too narrow for pedestrians to share with cars, no designated bicycle facility, feels unsafe. |
| Birmingham Dr, Manchester and Montgomery Ave | Sidewalks missing, narrow sidewalk, missing curb ramps, faded crosswalks, not enough time to cross, infrequent crosswalks, poor driver behavior, blocked sight lines, lack of school signage/paint, confusing crosswalk signage east of Montgomery for the westbound drivers, no buffer zone, no designated bicycle facility |
| Villa Cardiff Dr and MacKinnon Ave | Missing, narrow, or obstructed sidewalk, narrow sidewalk on bridge, no designated bicycle facility, blocked sight lines, blind curve, unsafe crossings, missing crosswalk, no crossing guard present, poor driver behavior, children ride bikes recklessly, parking in inappropriate locations |
| Hwy 101 and Chesterfield Dr | Sidewalk missing, missing curb ramps, not enough time to cross, infrequent crosswalks, high vehicular speed, poor driver behavior, lack of pedestrian crossing signage, inadequate lighting at night, uninviting neighborhood, feels unsafe, lack of destinations within walking distance |
| Birmingham Dr and San Elijo Ave | Unsafe crossing, not enough time to cross, no pedestrian crossing across railroad tracks |
| Santa Fe Dr and I-5 overpass | Missing or narrow sidewalk, slope too great for wheelchairs or strollers, no buffer zone, not enough time to cross, missing or infrequent crosswalks, unsafe crossing over I-5 ramps, poor driver behavior, feels unsafe |
| MacKinnon Ave/Nardo Rd and Santa Fe Dr | Missing, narrow or obstructed sidewalk, infrequent or faded crosswalks, unsafe crossings, high vehicle speeds, poor driver behavior, blocked sight lines, missing curb ramps on NW and SE corners, no curb on NW corner, missing sidewalk on W side of Nardo Rd, traffic lanes not designed well |
| Montgomery Ave and Rosini Dr/Stafford Ave | Sidewalks missing, unsafe crossing, not enough time to cross, missing or low visibility crosswalks, no crossing guard at intersection, parking on SE corner blocks sight lines, speeding vehicles, sidewalks missing on Montgomery Ave east of Rossini Dr/Stafford Ave and Rossini between Birmingham Dr and Montgomery Ave, narrow street, no designated bicycle lane facility |

### table 3.5 - cardiff safe routes to school priority pedestrian improvements

| Location | Issues |
|---|---|
| MacKinnon Ave/Nardo Rd and Santa Fe Dr | Missing sidewalk on West side of Nardo Rd, narrow sidewalk, obstructed sidewalk, faded crosswalks, unsafe crossings, poor driver behavior, blocked sight lines, No curb on NW corner, traffic lanes not designed well |
| Montgomery Ave and San Elijo Ave | No pedestrian crossing over railroad tracks, infrequent and missing crosswalks, unsafe crossing, no pedestrian access to the beach |
| Birmingham Dr, Mozart Ave, Liverpool and San Elijo Ave | Lack of school zone sign/ paint, missing curb ramps, narrow sidewalk, obstructed sidewalk, faded crosswalks, unsafe crossings, poor driver behavior, blocked sight lines, overgrown vegetation, no shade, no buffer zone, uninviting neighborhood, inadequate pedestrian scale lighting |
| MacKinnon Ave, Villa Cardiff Dr and Birmingham Dr | Parking in inappropriate locations, missing, narrow or obstructed sidewalk, unsafe crossings, poor driver behavior, blocked sight lines, no crossing guard, children ride bikes recklessly |
| Santa Fe Dr and I-5 overpass | Missing or narrow sidewalk, slope too great for wheelchairs or strollers, no buffer zone, missing and infrequent crosswalks. Poor driver behavior, unsafe crossing across I-5 ramps due to drivers not yielding to pedestrians, feels unsafe |
| Montgomery Ave and Rossini Dr/Stafford Ave | Sidewalk missing on Montgomery Ave East of Rossini Dr/ Stafford Ave, infrequent and low visibility crosswalks, unsafe to cross, no crossing guard at intersection, poor driver behavior, blocked sight lines, narrow street, no designated bicycle lane facility |
| Windsor Rd and Blue Sky Dr/Grange Hall Rd, Munevar Rd | Parking in inappropriate locations, unsafe crossings, poor driver behavior, at Blue Sky Dr/Grange Hall Rd sidewalk is missing, overgrown vegetation, and uncontrolled intersection. At Munevar Rd there is no pedestrian crossing signage |
| Montgomery Ave, Mozart Ave and Westminster Dr | Sidewalks missing, blocked sight lines, narrow streets, unsafe crossing, low visibility crosswalk, no designated bicycle facility, poor driver behavior, blind corner at Westminster, illegal parking at red curb on SW corner of Montgomery and Westminster |
| Westminster Dr and Liszt Ave | Poor driver behavior, blocked sight lines, overgrown vegetation, uncontrolled intersection |
| Windsor Rd and Kings Cross Dr | Infrequent crosswalks, missing school zone and ped signage, poor driver behavior |

## Cardiff Improvements*

Potential Length of New Sidewalks

**up to 4 miles**

Existing Crosswalks Improved

**up to 8**

New Crosswalks Installed

**up to 26**

Miles of High-Priority Improvement Corridors

**up to 2.0**

- San Elijo
- Birmingham
- Manchester
- Various Rail Crossings and Beach Access Points

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

# figure 3.2 - cardiff-by-the-sea community improvement map

## Santa Fe and Adjacent Old Encinitas Corridors

Potential Improvements

- Complete sidewalk network
- Improve existing crossings
- Install curb extensions when warranted
- Code compliance with landscaping
- Control speeding with enforcement and engineering measures
- Improve Santa Fe/Crest intersection
- Stop Sign at Melba/Evergreen

## San Elijo from Verdi to Chesterfield

Potential Improvements

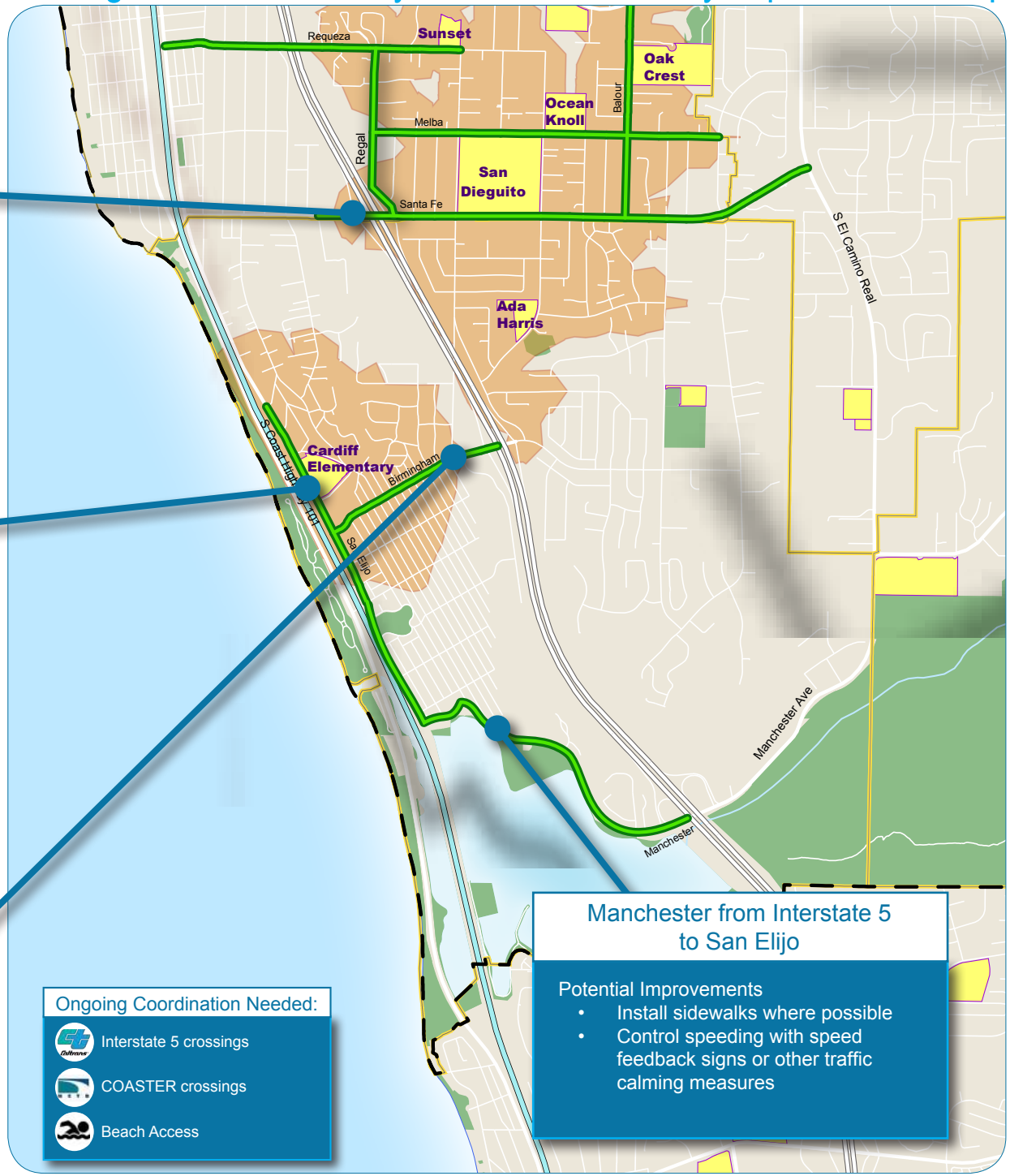
- Install more frequent crossings
- Improve existing crossings with high-visibility crosswalks
- Consider multi-use path to the west of San Elijo
- Greater police enforcement to control speeding and illegal parking

*See school-specific recommendations on the following pages*

## Birmingham from Interstate 5 to San Elijo

Potential Improvements

- Install high-visibility crosswalk at signalized intersection at MacKinnon
- Complete the sidewalk network
- Install ADA-compliant curb ramps
- Consider undergrounding utilities to create clear path of travel
- Code compliance for landscaping overgrowth
- Traffic calming as appropriate



# SCHOOL WORKPLANS - CARDIFF ELEMENTARY

## SCHOOL SETTING

Cardiff Elementary is located in the Cardiff-by-the-Sea community at 1888 Montgomery Avenue and is one of two schools that serve the Cardiff School District. Enrollment is open from Kindergarten to 3rd grade students and approximately 366 students are enrolled. Daily arrival time is 8:15 am; the playground opens at 7:55 am to accommodate early arrival. Daily departure time is 2:35 pm except for Wednesdays when early dismissal is at 12:15 pm.

The school's attendance area encompasses the entire Cardiff School District bounded by the coastline to the west, Santa Fe Drive to the north, Lake Drive, El Camino Real and Manchester Boulevard to the east, and San Elijo State Lagoon to the south.

Cardiff Elementary School is surrounded by San Elijo Avenue to the west, Montgomery Avenue to the Northeast and Mozart Avenue to the South. Access to Cardiff Elementary School is from Montgomery Avenue. The school is located in a residential neighborhood, and is surrounded by single family homes. The school is fenced along its rear and side perimeters. The roadways near the school are both high-volume, high-speed streets and low-volume, low-speed streets. San Elijo Avenue is a two lane arterial with a posted speed limit of 35mph, and is the most significant roadway near the school in terms of traffic volumes. Both Mozart Avenue and Montgomery Avenue are two-lane, suburban collector roadways.

Every Wednesday Cardiff Elementary celebrates Walk or bike to school. Parents and students on Walk|Bike to School Wednesday's join together at Cardiff and Ada Harris schools to support the Safe Routes to School movement with others from all across the world. Families who live too far away to walk or bike from home are encouraged to park nearby and walk or bike as a family to the school site. Regularly the Cardiff SEA sponsors a Walk|Bike to School Day with incentives and prizes for students.

The percentage of students who benefit from free and reduced lunches is 9.3%.

## School Characteristics

Student Population

366

Number of nearby Pedestrian Collisions in the last 5 years

10

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

N/A

Free and Reduced Meals Percentage

9%

## Summary of Recommendations for Cardiff Elementary

- Complete sidewalk network segments along San Elijo Avenue, Montgomery Avenue, Stafford Avenue and Warwick Avenue
- Enhance pedestrian crossings at key intersections along Montgomery Avenue, San Elijo Avenue, Rossini Drive, Birmingham Drive, and Mackinnon Avenue
- Implement traffic calming measures at key segments along Birmingham Drive and Windsor Drive
- Increase enforcement

figure 3.3 -

# Cardiff Elementary School Deficiency Map and Work Plan

1888 Montgomery Avenue | Cardiff-by-the Sea, CA 92007

*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*
*Walkshed distance is approximate.*

Map Created: December 2014

figure 3.4 -

# Cardiff Elementary School Suggested Route to School Map

1888 Montgomery Avenue | Cardiff-by-the Sea, CA 92007

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes. Walkshed distance is approximate.*

Map Created: October 2014

*this page intentionally left blank*

# SCHOOL WORKPLANS - ADA W. HARRIS ELEMENTARY

## SCHOOL SETTING

Ada Harris Elementary School is located in the Cardiff-by-the-Sea community at 1508 Windsor Road. It is one of two schools that serve the Cardiff School District. Enrollment is open to 3rd-6th grade students; approximately 381 students are enrolled. Daily arrival time is 8:10 am and campus opens at 7:55 am to accommodate early arrival. Daily departure time is 2:45 pm except for Wednesdays when early dismissal is at 12:30 pm.

The school's attendance area encompasses the entire Cardiff School District; bounded by the coastline to the west, Santa Fe Drive to the north, Lake Drive, El Camino Real and Manchester Boulevard to the east, and San Elijo State Lagoon to the south.

Vehicle access to Ada Harris Elementary School from the front entrance is from Windsor Road, and from the back entrance on Kings Cross Road. The school is located in a residential neighborhood, and is surrounded by single family homes and Ada Harris Park. The school is fenced along its entire perimeter. The roadways near the school are low –volume, low speed streets. Windsor road has a posted "25 mph while children are present" within the School Zone, and is a two-lane collector roadway. Kings Cross Avenue is a two lane collector roadway that terminates in a T intersection at both Windsor Road and Mackinnon Avenue.

To regularly encourage walking and biking to school, Ada Harris Elementary participates in the i-Commute School Pool program and walk and bike to school days. Approximately half of the students regularly walk, bike, or skateboard to school. Parents and students on Walk|Bike to School Wednesday's join together at Ada Harris and Cardiff schools to support the Safe Routes to School movement with others from all across the world. Families who live too far away to walk or bike from home are encouraged to park nearby and walk or bike as a family to the school site.

Enforcement is enhanced at the intersection of Windsor Road and Woodlake Drive, where the school provides a crossing guard to ensure safety for students during arrival and dismissal times.

The percentage of students who benefit from free and reduced lunches is 8.9%.

## School Characteristics

Student Population

381

Number of nearby Pedestrian Collisions in the last 5 years

6

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

54%

Free and Reduced Meals Percentage

9%

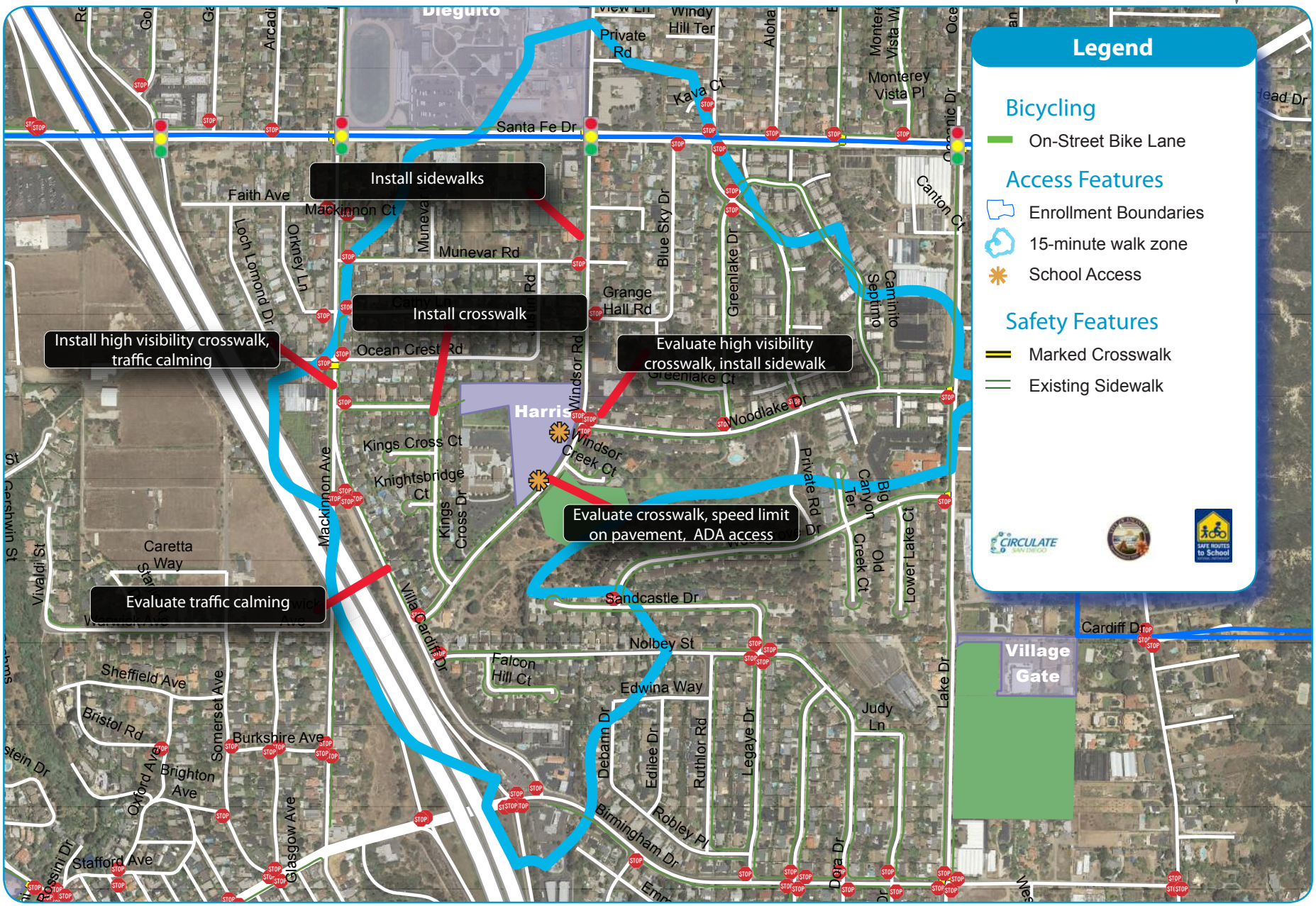
## Summary of Recommendations for Ada W. Harris Elementary

- Complete the sidewalk network along Windsor Drive
- Enhance pedestrian crossings at key intersections along Windsor Drive, Villa Cardiff Drive, and Mackinnon Avenue
- Implement traffic calming measures at key segments along Windsor Drive, Mackinnon Avenue, and Villa Cardiff Drive
- Provide connectivity to neighborhoods west of the I5.

figure 3.5 -

# Ada Harris Elementary School Deficiency Map and Work Plan

1508 Windsor Road | Cardiff-by-the-Sea, 92007




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

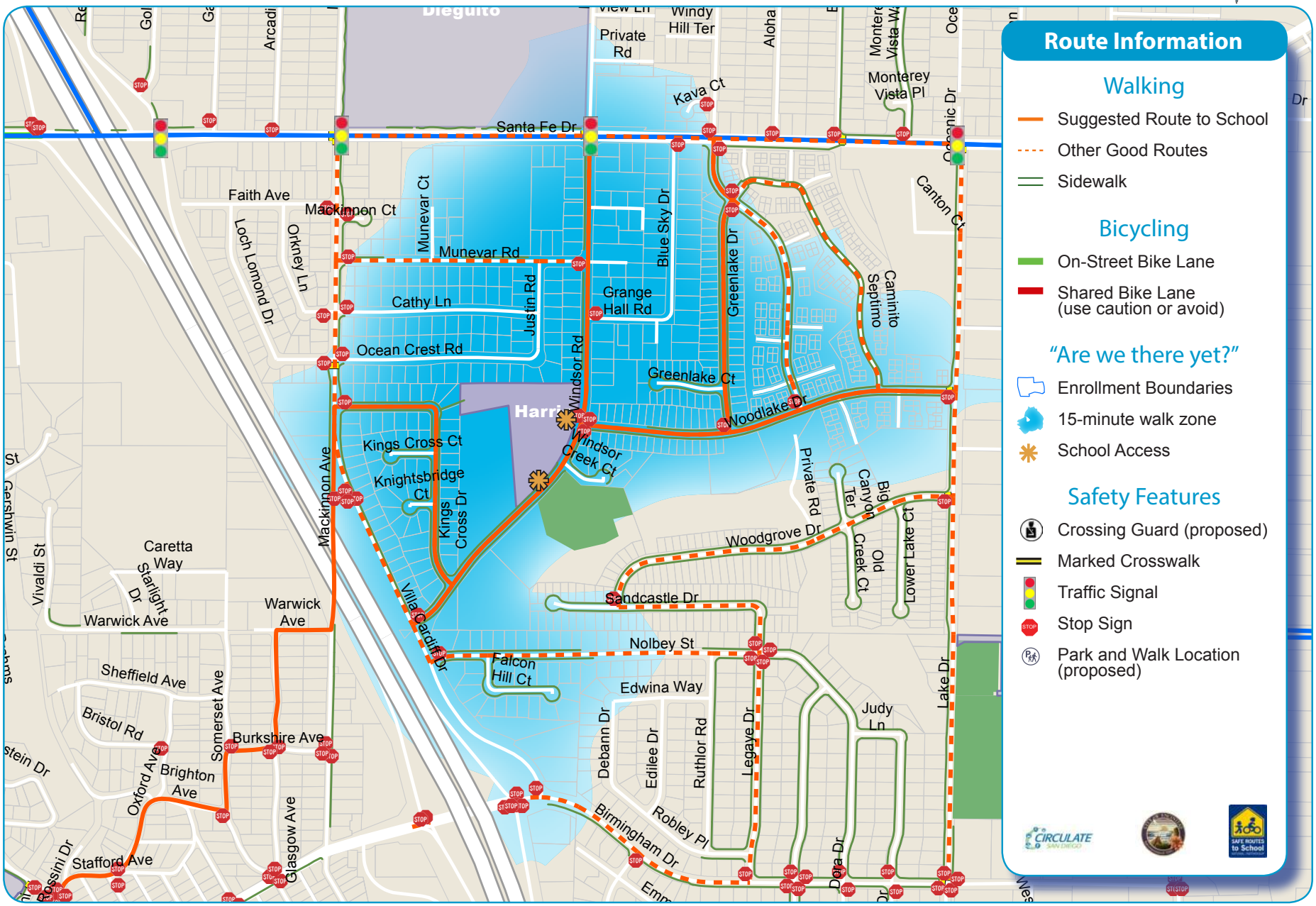
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.6 -

# Ada Harris Elementary School Suggested Route to School Map

1508 Windsor Road | Cardiff-by-the-Sea, 92007




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

# COMMUNITY WORKPLANS - LEUCADIA

## COMMUNITY SETTING

Leucadia is a beachfront community, home to approximately 13,600 residents encompassing the northern portion of the City of Encinitas. Pedestrian and bicycle commutes in this community rate high in the City of Encinitas with bicycle commutes at an estimated 2.1% and pedestrian commutes at 2.8% of total commutes based on Census data. This is influenced by Coast Highway 101 connections and destinations located on N Vulcan Avenue. Fortunately, only 6 pedestrian collisions occurred within the last five years despite the higher rates of active transportation activity.

Commercial uses are located along North Coast Highway 101 in the midst of the beach town shopping district with restaurants, shopping, and services. Beaches, parks, recreation and open space span across the community's coastal area as well as its eastern neighborhoods. Agricultural uses that remain are located in residential areas just east of Interstate 5.

The City's North 101 Corridor Specific Plan seeks to revitalize the North Coast Highway 101 commercial corridor while retaining the existing development character, scale, and identity. Key destinations include a variety of unique shops, cafes and services located along Vulcan Avenue and North Coast Highway 101.

## STREET NETWORK

Leucadia's development pattern is influenced by north and south connections, North Coast Highway 101, the railroad tracks, and Interstate 5, which divides the community into three sections. Coast Highway is a major connector to surrounding communities and serves as Leucadia's primary retail and commercial corridor. The west side of North Coast Highway 101 offers a variety of diverse commercial services oriented toward pedestrians and drivers, while the east side has a variety of both commercial and residential uses. The eastern portion also includes most of the community's lower income multi-family dwelling units.

Leucadia has diverse block patterns that span across the community into three sections which are influenced by the major roadways that divide it. West of North Coast Highway 101, the grid street network is parallel and perpendicular to the railroad and North Coast Highway 101, with a few exceptions of curvilinear streets because of existing coastal topography. Due to the varying block patterns in this portion of the community, parallel north-south streets tend to not be through streets and east-west streets tend to dead-end at Neptune Avenue or the coastal boundary.

Pedestrian facilities in the older residential neighborhoods tend to be limited, with narrow streets and inconsistent sidewalk networks. In the newer suburban areas sidewalk networks are continuous. North Coast Highway 101 offers very few pedestrian facilities; the existing condition of infrastructure and land uses directly reflects its development period.

## LEUCADIA | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process, schools studied were Capri Elementary and Paul Ecke-Central Elementary. Pedestrian and bicycle infrastructure evaluations for schools located in Leucadia are provided in the following section.

### Community Characteristics

Estimated Population

**13,600**

Number of Pedestrian Collisions in the last 5 years

**6**

Commute by Bike

**2.1%**

Commute on Foot

**2.8%**

Schools Studied in the Community:

- Capri Elementary
- Paul Ecke-Central Elementary

## COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

### table 3.6 - leucadia general priority pedestrian improvements

| Location | Issues |
|---|---|
| N Coast Hwy 101 and Phoebe St, Jason St, Leucadia Blvd and La Costa Ave | At Leucadia Blvd pedestrians have to wait too long to cross, unsafe crossing, missing sidewalk, missing crosswalk, poor driver behavior, narrow sidewalk |
| Normandy Rd and Urania Ave | Poor visibility and poor driver behavior |
| Union St and Vulcan Ave at Paul Ecke-Central Parking Lot | No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jay-walking, poor driver behavior |
| Hillcrest Dr and Vulcan Ave | Missing crosswalk, unsafe crossing |
| Hermes Ave and Leucadia Blvd | Crosswalk missing, no pedestrian scale lighting, no safe bike path for children, Hermes Ave disconnected South of Leucadia Blvd and North of Paul Ecke-Central Elementary |
| Vulcan Ave and La Costa Ave | Missing sidewalk, poor visibility, difficult to cross, no sharrows for bicyclists, feels unsafe and poor driver behavior |
| Vulcan Ave and Leucadia Blvd | Unsafe crossing, narrow sidewalk, lights not timed well for pedestrians |
| Various railroad crossings | Lack of at-grade railroad crossings, feels unsafe for pedestrians, infrequent crossings |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | Speeding, feels unsafe for pedestrians and children |

### table 3.7 - leucadia safe routes to school priority pedestrian improvements

| Location | Issues |
|---|---|
| Union St and Vulcan Ave at the Paul Ecke-Central school parking lot exit | No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jay-walking, poor driver behavior |
| Normandy Rd and Urania Ave | Poor visibility and poor driver behavior |
| Capri Rd between Burgundy Rd and Caudor St, and Caudor St between Capri Rd and Wood Dr | Difficult to cross the street, no crosswalks, no stop sign on Capri or Caudor, sidewalk missing, blind corners and blind curves, no curb or paint between asphalt sidewalk and asphalt street, no visual barrier between vehicles and pedestrians, |
| Hygeia Ave and Cereus St | Inadequate pedestrian scale lighting, cars park in inappropriate locations, poor driver behavior, sidewalks missing/inconsistent, parked cards pulling into traffic do not see bicycles or pedestrians, poor driver behavior |
| N Coast Hwy 101 and Phoebe St, Jason St, Leucadia Blvd and La Costa Ave | Pedestrians have to wait too long to cross, unsafe crossing, missing sidewalk and missing crosswalk,poor driver behavior drivers not looking for pedestrians when turning, crosswalk is missing and narrow sidewalk |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | Speeding, feels unsafe for pedestrians and children |
| Vulcan Ave and Hillcrest Dr, E Glaucus St | Missing crosswalk, unsafe crossing |
| Hermes Ave and Leucadia Blvd | Crosswalk missing, no pedestrian scale lighting, no safe bike path for children, Hermes Ave disconnected South of Leucadia Blvd and North of Paul Ecke-Central Elementary |
| North Coast Hwy 101 and Diana St | Drivers not looking for pedestrians when turning |

## Leucadia Improvements*

Potential Length of New Sidewalks
**up to 10 miles**

Existing Crosswalks Improved
**up to 4**

New Crosswalks Installed
**up to 33**

Miles of High-Priority Improvement Corridors
**up to 4.9**

- Vulcan
- El Portal Rail Crossing
- Leucadia Blvd/ Beacons Access
- Quail Gardens Dr.
- Coast Hwy
- La Costa
- Saxony

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

# figure 3.7 - leucadia community improvement map

## Coast Highway from A to La Costa

Potential Improvements
- Widen sidewalks
- Adjust signal timing at intersections
- Improve crosswalks
- Improve transit environment
- Improve rail crossings

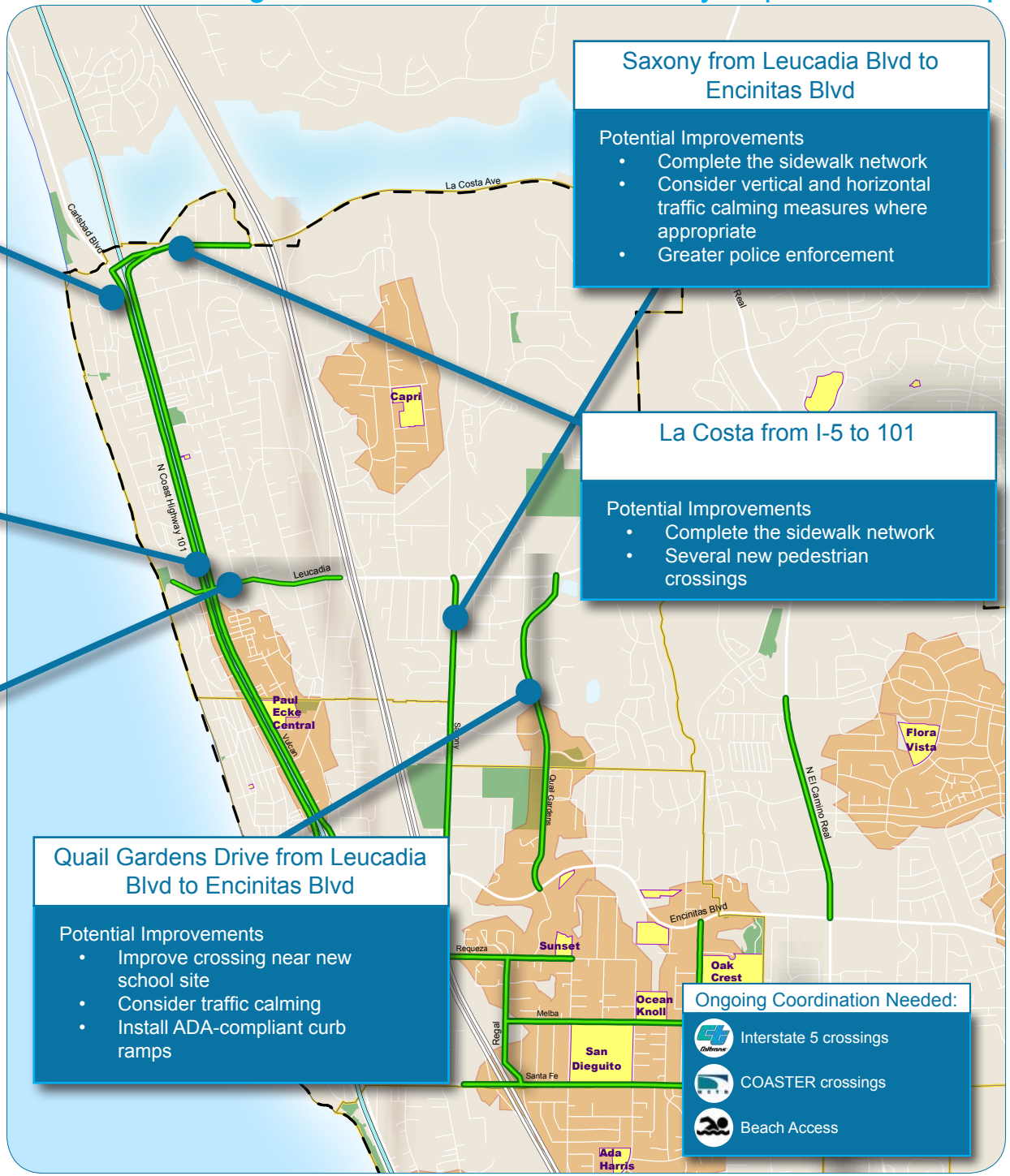
## Vulcan from La Costa to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network or install multi-use path
- Greater police enforcement
- Move midblock crossing south of Union
- Consider recommendations of 2013 traffic study at Ecke ES
- Provide rail crossing at El Portal (Old Encinitas)

## Leucadia Blvd from I-5 to Neptune

Potential Improvements
- Implement Phase II of Leucadia Blvd Improvements, including roundabout at Hygeia
- Complete the sidewalk network, install and improve crossings, including curb ramps
- Improve beach access at Beacons
- Signal timing improvements to increase pedestrian crossing times

*See school-specific recommendations on the following pages*




## Saxony from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network
- Consider vertical and horizontal traffic calming measures where appropriate
- Greater police enforcement

## La Costa from I-5 to 101

Potential Improvements
- Complete the sidewalk network
- Several new pedestrian crossings

## Quail Gardens Drive from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Improve crossing near new school site
- Consider traffic calming
- Install ADA-compliant curb ramps

## Ongoing Coordination Needed:

- Interstate 5 crossings
- COASTER crossings
- Beach Access

# SCHOOL WORKPLANS - CAPRI ELEMENTARY

## SCHOOL SETTING

Capri Elementary is located in the Leucadia community at 941 Capri Road and is one of five of the project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten through 6th grade students and approximately 675 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Wednesdays when early dismissal is at 12:45 pm.

The school's attendance area is bounded by Interstate 5 and portions of North Coast Highway 101 to the west, Stanford Street and La Costa Avenue to the north, El Camino Real to the east, and Encinitas Boulevard to the south. Capri serves several neighborhoods including Skyloft, Fox Point, Quail Gardens and Encinitas Ranch.

Capri Elementary School is bounded by Burgundy Road to the West, Capri Road to the North, Rainbow Ridge lane to the East and Sunrich Lane to the South. Access to Capri Elementary School is from Capri Road. The vehicle entrance to the school site is on Capri Road and the vehicle exit is on Rainbow Ridge Lane. The school is located in a residential neighborhood, surrounded by single family homes and open space. The roadways near the school are low-volume, low-speed streets Capri Road, Rainbow Ridge Lane and Burgundy Road are all a two-lane, residential roadways with 25mph speed limit. Rainbow Ridge lane is characterized by horizontal parking along the school site.

Approximately 11% of the students who attend Capri Elementary walk, bike or skateboard to school on a regular basis. This is a reflection of the existing street network and development patterns that surround the school site.

The percentage of students who benefit from free and reduced lunches is 21.3%.

## School Characteristics

Student Population

675

Number of nearby Pedestrian Collisions in the last 5 years

1

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

11%

Free and Reduced Meals Percentage

18%

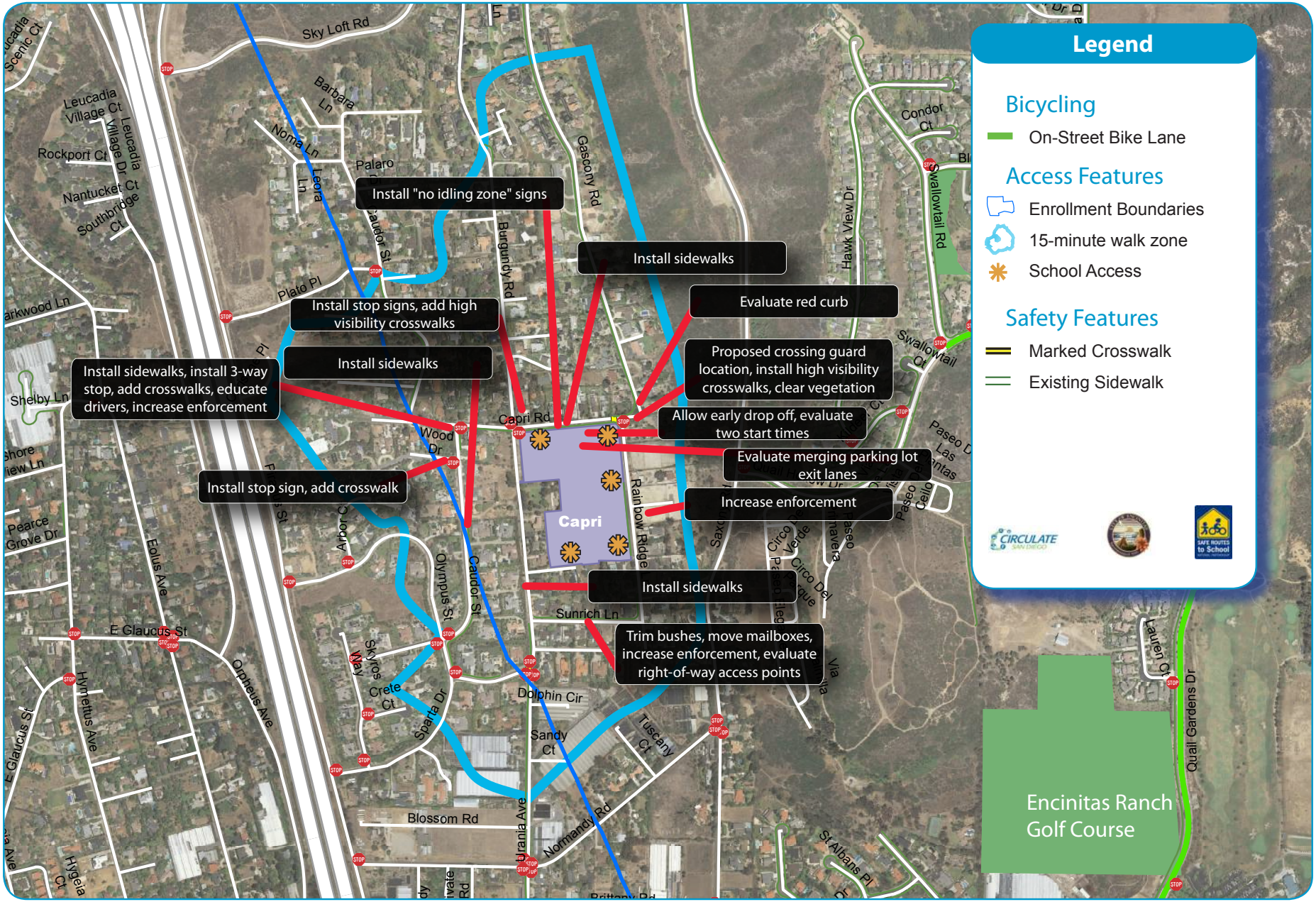
## Recommendations for Capri Elementary

- Complete sidewalk network segments along Caudor Street, Capri Road, and Urania Avenue
- Enhance pedestrian crossings at key intersections along Caudor Street, and Capri Road
- Enhance bicycle facilities
- Increase enforcement and evaluate surrounding community for code compliance
- Encourage alternative drop-off and pick-up options
- Enhance school zone signage in drop-off and pick-up zone
- Enhance connectivity from Saxony

figure 3.8 -

# Capri Elementary School Deficiency Map and Work Plan

941 Capri Road | Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

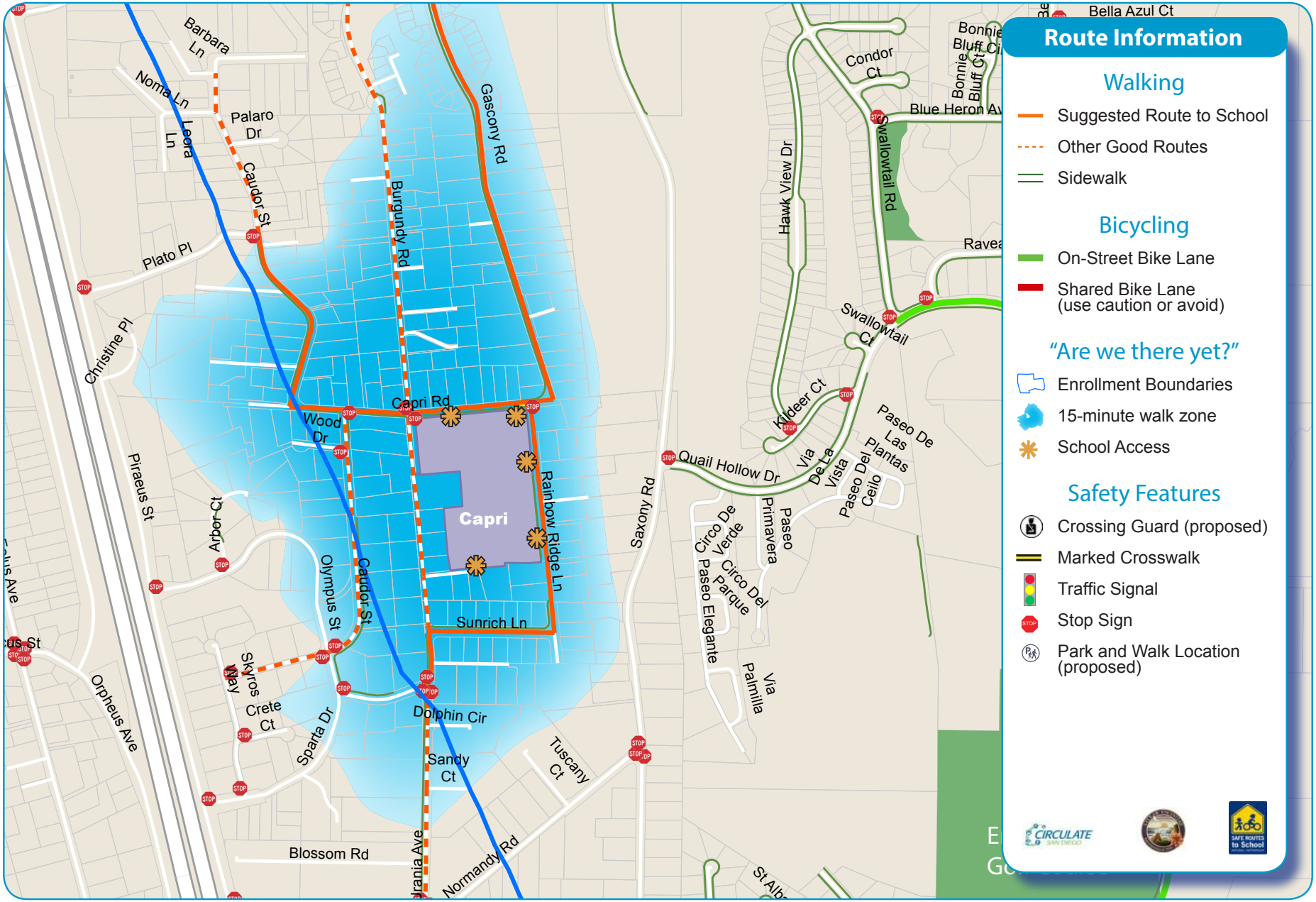
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.9 -

# Capri Elementary School Suggested Route to School Map

941 Capri Road | Encinitas, CA 92024




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - PAUL ECKE CENTRAL ELEMENTARY

## SCHOOL SETTING

Paul Ecke-Central Elementary is located in the Leucadia community at 185 Union Street and is one of four of the project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten through 6th grade students; approximately 560 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Paul Ecke serves several neighborhoods in Old Encinitas and Leucadia located west of the Interstate 5 freeway and shares attendance boundaries with Capri Elementary School and Ocean Knoll Elementary School. The attendance area is bounded by the coastline to the west, Stanford Street and Batiquitos Lagoon to the north, Interstate 5 to the east, and Santa Fe Drive to the south.

Paul Ecke Central Elementary School is located in a residential neighborhood surrounded by single family homes, apartments, manufactured home parks and Orpheus Park. The streets near the school are low-volume, low-speed roadways and high-volume, high-speed roadways. Paul Ecke-Central is bordered to the north by Union Street, which is classified as a two lane residential collector and contains the main vehicle access point to the school's front entrance. The posted speed limit is 25mph. The school is bordered to the West by North Vulcan Avenue, which is a significant roadway due to the high vehicle speed of 35mph and high traffic volumes.

To promote walking and biking to school on a regular basis, Paul-Ecke participates in the i-Commute School Pool program and Walk|Bike to School Week. A paid crossing guard is also utilized to promote safe crossing at the mid-block crossing in front of the school on Vulcan Avenue.

The percentage of students who benefit from free and reduced lunches is 21.3%.

## School Characteristics

Student Population

560

Number of nearby Pedestrian Collisions in the last 5 years

9

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

36%

Free and Reduced Meals Percentage

21%

## Summary of Recommendations for Paul Ecke-Central Elementary

- Complete sidewalk network segments along Vulcan Avenue Hygeia Avenue, and Hermes Avenue
- Enhance pedestrian crossings at key intersections along Vulcan Avenue
- Implement traffic calming measures along Hygeia Avenue
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior
- Improve traffic circulation for school pick-up and drop off, emphasizing intersection of Vulcan Avenue and Union Street

figure 3.10 -

# Paul Ecke-Central Elementary School Deficiency Map and Work Plan

185 Union Street| Encinitas, CA 92024

*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.*

Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.11 -

# Paul Ecke-Central Elementary School Suggested Route to School Map

185 Union Street| Encinitas, CA 92024

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*
*Walkshed distance is approximate.*

Map Created: October 2014

# COMMUNITY WORKPLANS - NEW ENCINITAS

## COMMUNITY SETTING

Centrally located in the City of Encinitas, New Encinitas is home to approximately 17,600 residents and encompasses a variety of auto-oriented residential and commercial developments. Pedestrian and bicycle commutes in the community rate lowest in the City of Encinitas with bicycle commutes at an estimated 0.4% and pedestrian commutes at 1.0% of total transportation ridership based on Census data. The lower percentage is influenced by "big box" developments and master planned suburban communities. Unfortunately, due to the auto-centric nature of this community 20 pedestrian collisions occurred within the last five years.

New Encinitas extends towards Via Cantebria to the west and Rancho Santa Fe Road to the east. The central commercial corridor is El Camino Real, a four to eight lane arterial, which spans from Manchester Avenue to the south and to the city limit to the north. El Camino Real bisects the community and serves as a major thoroughfare for local and regional traffic.

## STREET NETWORK

The community's residential pattern is generally characterized by lower density single-family neighborhoods, with pockets of medium-density single-family and multifamily residential. A unique characteristic of this community is the greenway that traverses through the planned residential communities, providing linear open space and connectivity.

The block pattern in New Encinitas is typical of suburban development and less walkable than other older communities within the city. Residential suburban blocks are not connected, organized in a circular fashion, and detour traffic onto major thoroughfares. Residential nodes have few through streets and many cul-de-sacs.

Although El Camino Real has continuous sidewalks on both sides of the street, the high traffic volumes and speeds, limited pedestrian crossings, and auto-centric uses create an uninviting pedestrian environment.

Additionally, the route is dense with strip mall type retail, with little to no pedestrian facilities at driveway entrances. This deters pedestrians from walking to these types of store frontages.

## NEW ENCINITAS | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process, schools studied were Flora Vista Elementary, Park Dale Lane Elementary, Diegueno Middle, and Oak Crest Middle, all located east of Interstate 5 in varying sections of the community. Pedestrian and bicycle infrastructure evaluations for schools located in New Encinitas are provided in the following section.

## Community Characteristics

Estimated Population

**17,600**

Number of Pedestrian Collisions in the last 5 years

**20**

Commute by Bike

**0.4%**

Commute on Foot

**1.0%**

Schools Studied in the Community:

- Flora Vista
- Diegueno Middle
- Park Dale Lane
- Oak Crest Middle

## COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

### table 3.8 - New Encinitas General Priority Pedestrian Improvements

| Location | Issues |
|---|---|
| El Camino Real between Encinitas Blvd and Garden View | Poor driver behavior, unsafe crossing, no designated bicycle facility, uninviting neighborhood/area, missing and narrow sidewalks, Cracked sidewalk, unsafe crossings |
| Encinitas Blvd and between Beechtree Dr and El Camino Real | Poor driver behavior, unsafe crossing to Capri Elementary, unsafe crossing to the beach, high vehicle speeds, missing crosswalk, sidewalk in poor condition in front of shopping center, no bicycle facility |
| El Camino Real and Leucadia Blvd/ Olivenhain Rd | Unsafe and infrequent crossings |
| Mountain Vista Dr and Wandering Rd | Poor driver behavior, missing, infrequent crosswalks, no pedestrian island, stop signs blocked by overgrown vegetation, high vehicle speeds, drivers not yielding to pedestrians |
| El Camino Real and Santa Fe Dr | Un-maintained, cracked and missing sidewalks, overgrown vegetation, slope too steep for wheelchair or strollers, inappropriate parking, poor driver behavior |
| Garden View Rd and Via Cantebria | Poor driver behavior and speeding vehicles |

### table 3.9 - new encinitas safe routes to school priority pedestrian improvements

| Location | Issues |
|---|---|
| Garden View Rd and Glen Arbor Dr | Poor driver behavior, missing crosswalks, unsafe crossing |
| El Camino Real and Mountain Vista Dr | Poor driver behavior, unsafe crossing, no designated bicycle facility, uninviting neighborhood/area, missing and narrow sidewalks |
| Mountain Vista Dr and Wandering Rd | Missing and infrequent crosswalks, poor driver behavior, lack of school zone signage: speed too high, overgrown vegetation, unsafe crossing |
| El Camino Real and Garden View Rd | Cracked sidewalk, unsafe crossings |
| Willowspring Dr N and Village Center Dr | Speeding vehicles downhill |
| Park Dale Ln and Willowspring Drive N | Missing stop bar on north and east side of intersection, drivers stop within the crosswalk, missing crosswalks on west and south side of intersection, missing crosswalk, unsafe crossing |
| Village Park Way and Coolngreen Way | Unsafe crossing, poor driver behavior, unsafe crossing, no designated bicycle facility |
| Encinitas Blvd from Via Cantebria to El Camino Real | Poor driver behavior, unsafe crossing, missing crosswalk, sidewalk in poor condition, no designated bicycle facility |
| Gardendale Road and Mountain Vista Dr | Unsafe crossings, missing crosswalks, blocked sight lines, poor driver behavior |

## New Encinitas Improvements*

Potential Length of New Sidewalks
**up to 0.5 mile**

Existing Crosswalks Improved
**up to 15**

New Crosswalks Installed
**up to 10**

Miles of High-Priority Improvement Corridors
**up to 1.2**

- El Camino Real
- Several adjacent corridors near Oak Crest MS

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

# figure 3.12 - new encinitas community improvement map

## El Camino Real from Encinitas Blvd to Garden View

Potential Improvements

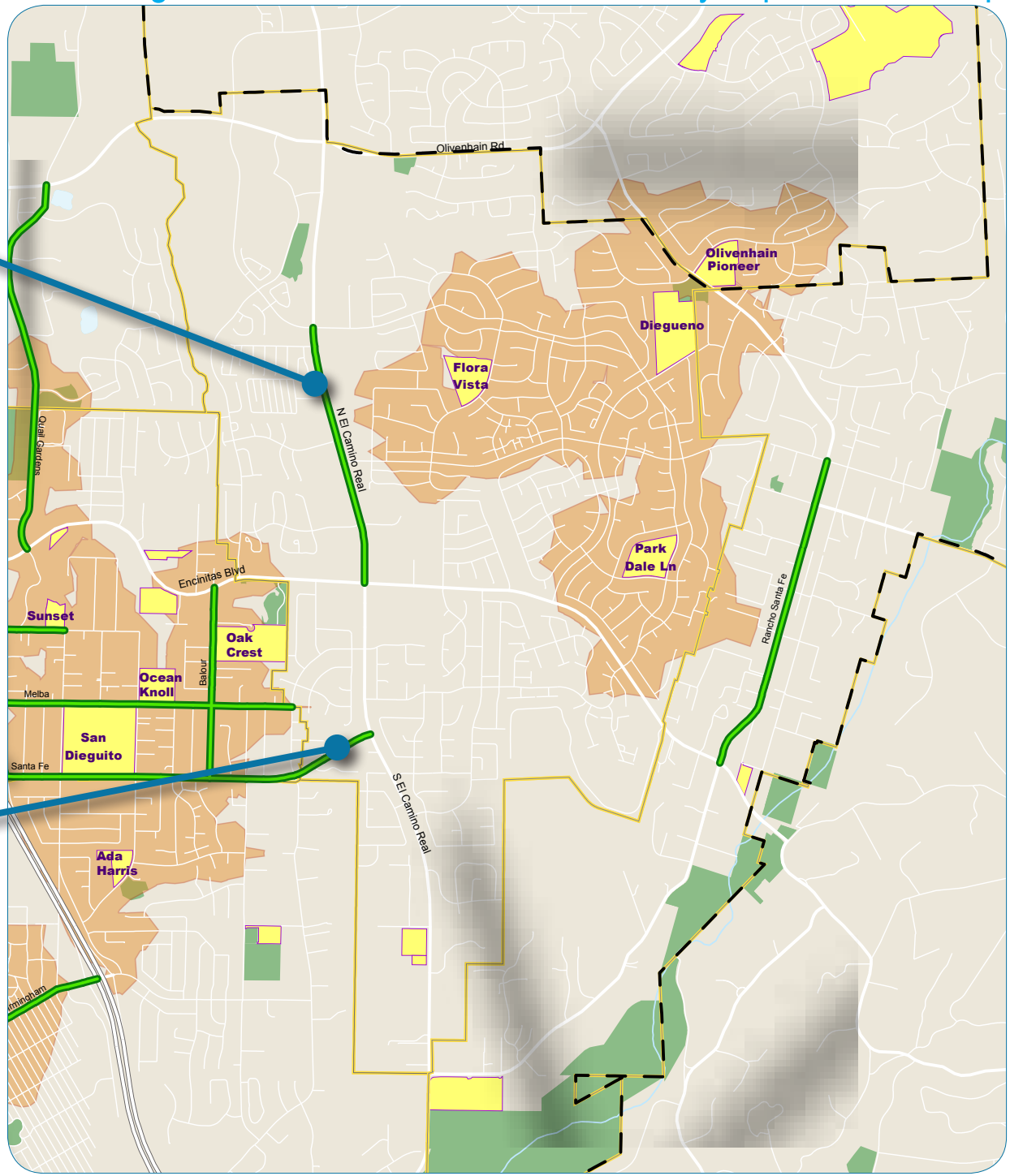
- Consider road diet or lane narrowing to calm traffic and provide wider bicycle lanes
- Complete the sidewalk network or improve existing segments
- Greater police enforcement
- Improve existing crossings with high visibility crosswalks and curb extensions
- Greater police enforcement to control speeding
- Consider changes to development standards to create more street-facing businesses instead of parking lots along El Camino Real
- Install pedestrian-scale lighting
- Install ADA-compliant curb ramps
- Improve transit environment
- Improve pedestrian accessibility to strip malls and at commercial driveway entrances

## Santa Fe and Adjacent Old Encinitas Corridors

Potential Improvements

- Complete sidewalk network
- Improve existing crossings
- Install curb extensions when warranted
- Code compliance with landscaping
- Control speeding with enforcement and engineering measures
- Improve Santa Fe/Crest intersection
- Stop Sign at Melba/Evergreen

*See school-specific recommendations on the following pages*



# SCHOOL WORKPLANS - DIEGUENO MIDDLE

## SCHOOL SETTING

Diegueno Middle School is located between the New Encinitas and Olivenhain communities at 2150 Village Park Way and is one of four project schools that serve the San Dieguito Union High School District. Enrollment is open to 7th - 8th grade students with approximately 858 students. Diegueno Middle School also serves portions of the Encinitas Elementary District for 7th and 8th grade. Daily arrival time is 7:30 am and departure time is 3:05pm.

The attendance area is East of El Camino Real; south of Olivenhain Road; north of Encinitas Boulevard; and La Costa Avenue east of Rancho Santa Fe Road. In addition, the boundary extends to the Leucadia community, South of La Costa Avenue; west of El Camino Real; north of Union Street; west of Saxony Road; north of Encinitas Boulevard to the coast; south to Cardiff State Beach and west of Highway 101.

Diegueno middle school is bounded by Avenida la Posta to the north, and Village Parkway to the south. The closest streets to the west are Summersong Court and Summerhill Drive, and the closest street to the east is Springwood Lane. These streets do not allow access to the school due to residential lots that are directly adjacent to the school site. The school is fenced along its front, rear and side perimeters.

The streets near the school are low volume, low-speed roadways. Avenida la Posta is classified as a two lane, suburban collector with a rear access point to the school site through a locked gate. Adjacent to the access point there are significant traffic calming treatments: speed bumps and a high-visibility mid block crosswalk. The speed limit is 25mph with 15mph posted near the speed bumps. Village Parkway is classified as a two lane suburban collector with the main vehicle access point to the school. It dead ends just East of Coolngreen Way and there is no pedestrian connection to Springwood lane due to a locked fire gate.

Approximately half of the students who attend Diegueno Middle School walk, bike or skateboard to school on a regular basis. Many students ride their bike as well as walk in groups with other students and families.

The percentage of students who benefit from free and reduced lunches is 7.2%.

## School Characteristics

Student Population

858

Number of nearby Pedestrian Collisions in the last 5 years

4

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

54%

Free and Reduced Meals Percentage

7%

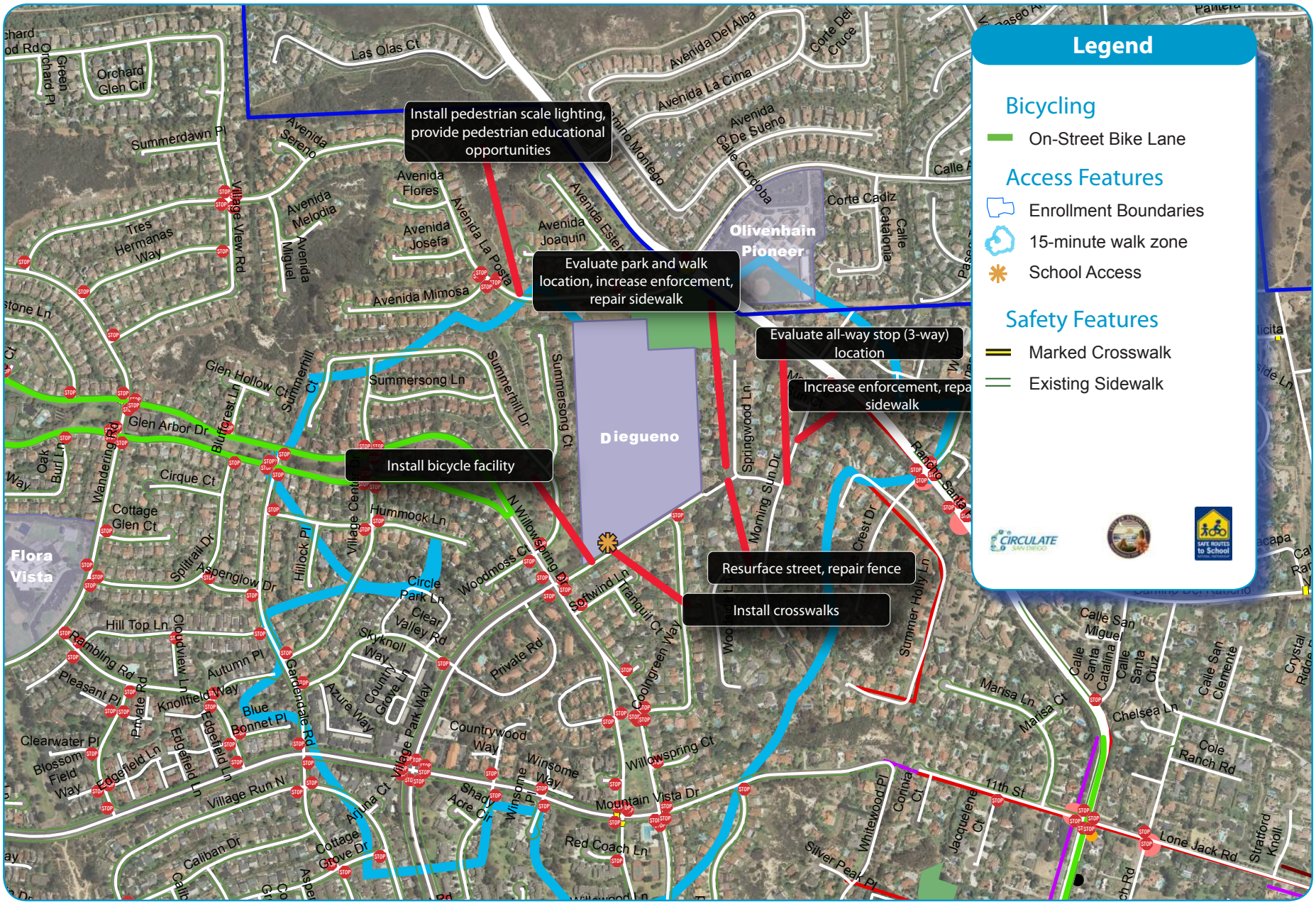
## Summary of Recommendations for Diegueno Middle

- Enhance bicycle access along Village Parkway
- Improve ADA access to the school
- Encourage alternative drop-off and pick-up options
- Increase enforcement within the surrounding neighborhood to promote safe driver behavior

figure 3.13 -

# Diegueno Middle School Deficiency Map and Work Plan

2150 Village Park Way | Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

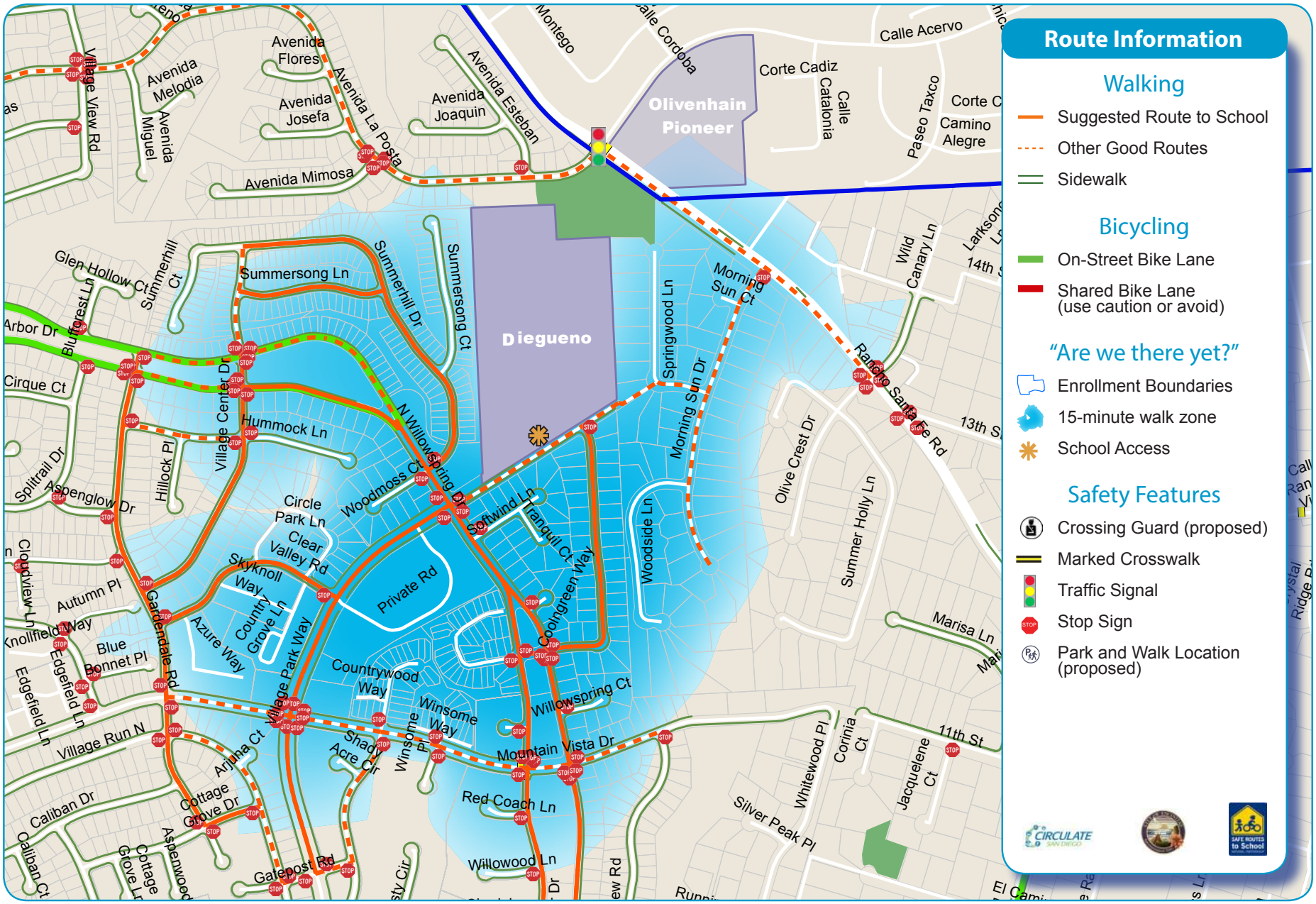
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.14 -

# Diegueno Middle School Suggested Route to School Map

2150 Village Park Way | Encinitas, CA 92024




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - FLORA VISTA ELEMENTARY

## SCHOOL SETTING

Flora Vista Elementary is located in the New Encinitas community at 1690 Wandering Road and is one of five project schools that serves the Encinitas Union School District. Enrollment is open to Kindergarten to 6th grade students and approximately 432 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Flora Vista Elementary is a neighborhood serving school, the majority of students live within walking distance and many ride their bikes to and from school. Flora Vista Elementary School serves several neighborhoods including New Village Park, Northview, Village Creek and Fieldstone Villanitas. The school's attendance area is bounded by El Camino Real to the west, open space canyons to the north, Village View Road and Coolngreen Way to the east, and Mountain View Drive and Shields Avenue to the south.

The streets near the school are low volume, low-speed roadways. Wandering Road is classified as a two lane suburban collector and contains the main vehicle access point to the school's front entrance. The vehicle entrance is at the corner of Splittrail Drive where there is also a high visibility crosswalk. The posted speed limit is 25mph. The other streets closest to the school, Rambling Road, Winding Way, and Valleda Lane do not allow pedestrian connectivity due to individual property lines directly adjacent to the school site, and a curvilinear suburban master-plan development street design.

Approximately 42% of the students who attend Flora Vista Elementary walk, bike or skateboard to school on a regular basis. Many students ride their bike as well as walk in groups with other students and families.

To promote walking and biking to school on a regular basis, Flora Vista participates in the i-Commute School Pool program and benefited from a Cycle 10 non-infrastructure Safe Route to School Program which provided incentives for walking and biking to school and pedestrian and bicycle safety trainings for the school community. Walk and bike to school days are held regularly to promote healthy lifestyles, active transportation and decreased traffic congestion in the school zone.

In addition, enforcement is enhanced at the intersection of Windsor Road and Woodlake Drive, where a crossing guard is provided to ensure student safety during arrival and dismissal times.

The percentage of students who benefit from free and reduced lunches is 1.4%.

## School Characteristics

Student Population

**432**

Number of nearby Pedestrian Collisions in the last 5 years

**6**

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

**42%**

Free and Reduced Meals Percentage

**1%**

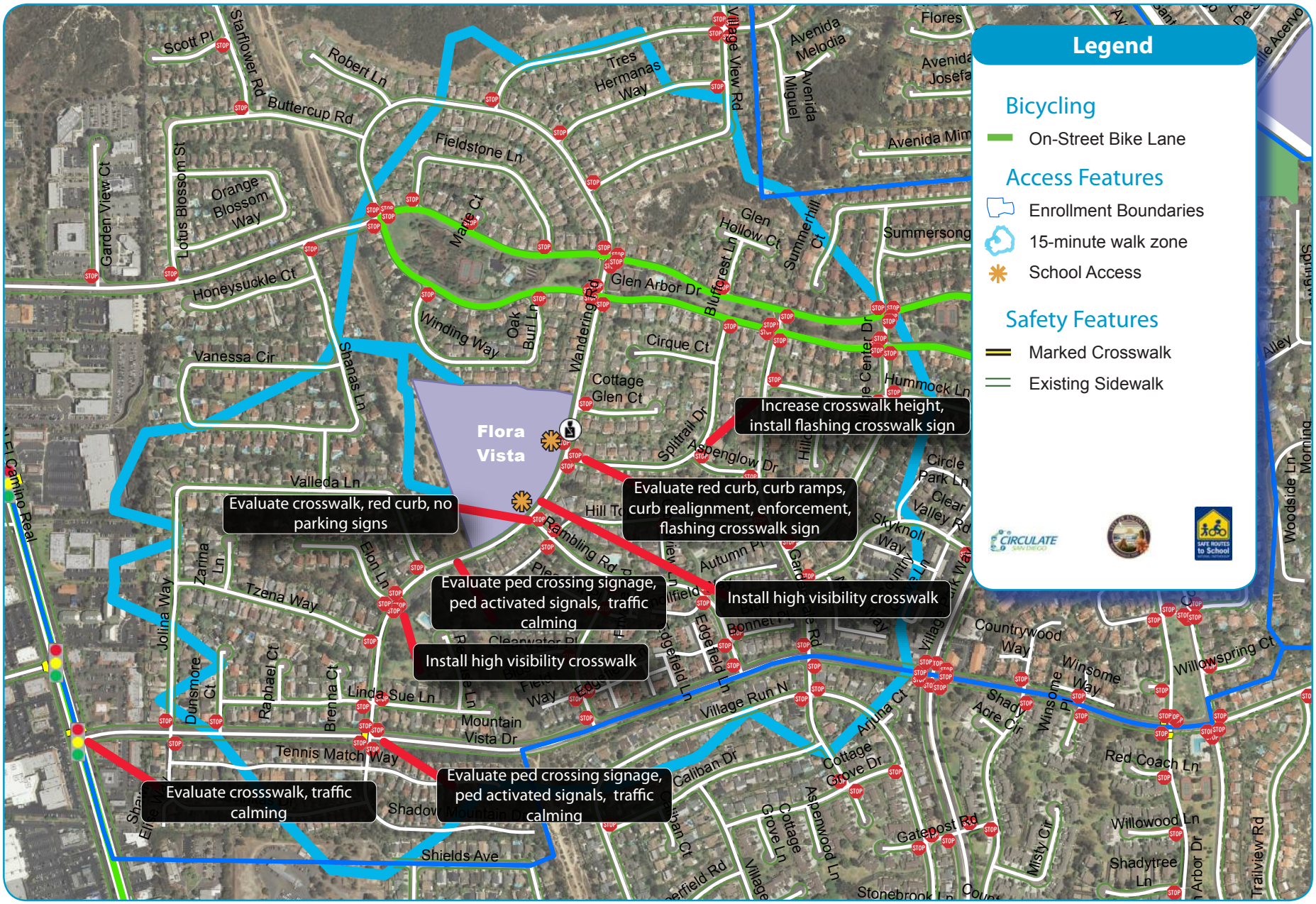
## Summary of Recommendations for Flora Vista Elementary

- Enhance pedestrian crossings at key intersections along Wandering Road
- Improve driver visibility at key intersections
- Install signage at key locations
- Implement traffic calming along Wandering Drive and Mountain Vista Drive

figure 3.15 -

# Flora Vista Elementary School Deficiency Map and Work Plan

1690 Wandering Road | Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

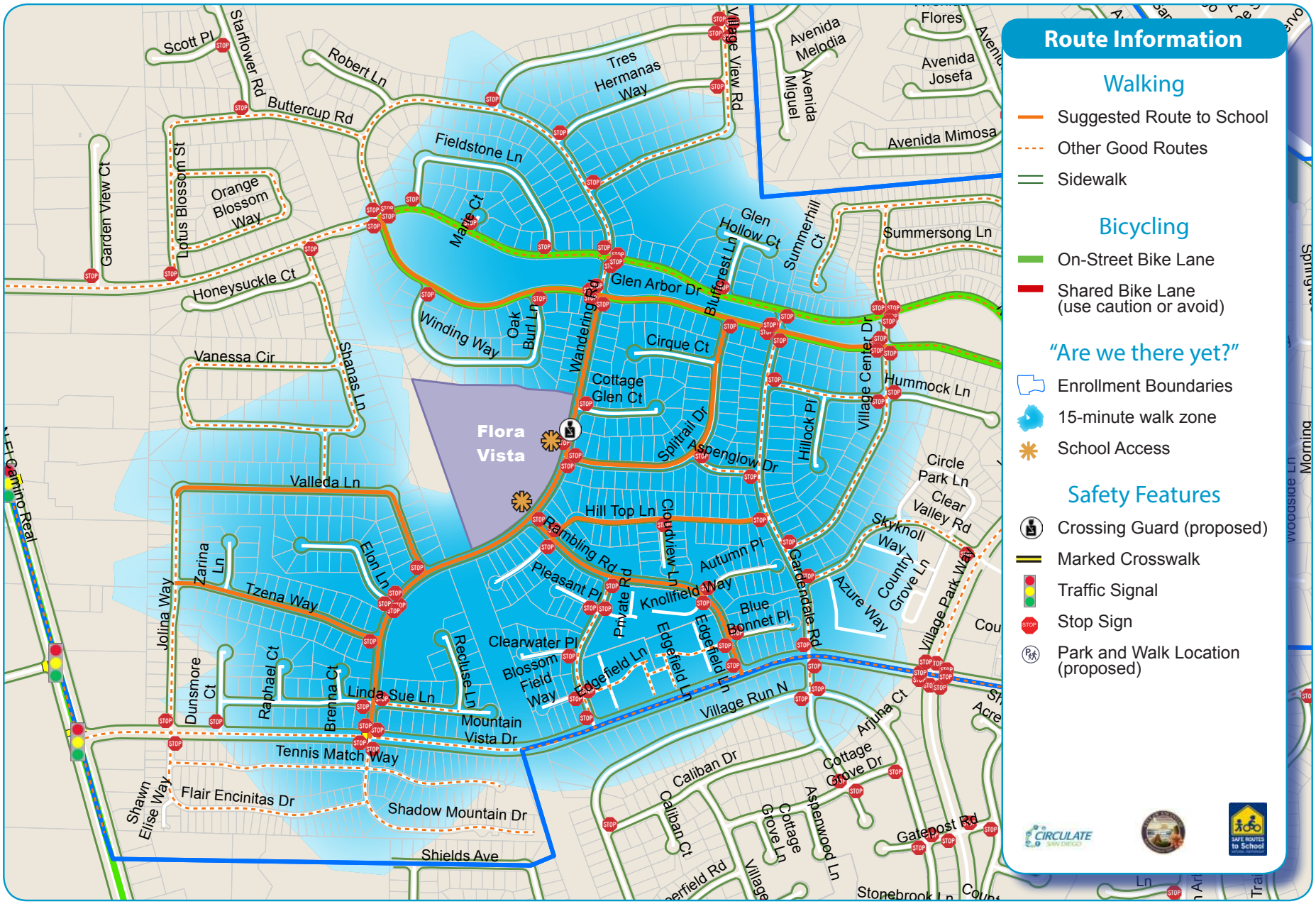
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.16 -

# Flora Vista Elementary School Suggested Route to School Map

1690 Wandering Road | Encinitas, CA 92024




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - PARK DALE LANE ELEMENTARY

## SCHOOL SETTING

Park Dale Lane Elementary is located in the New Encinitas community at 2050 Park Dale Lane and is one of five project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten to 6th grade students and approximately 536 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Friday when early dismissal is at 12:45 pm.

Park Dale Lane Elementary is a neighborhood serving school that serves several neighborhoods including Village Park, the Terraces at Cantebria, and Olivehain Road south of Encinitas Boulevard. The school shares attendance boundaries with Flora Vista, Olivenhain Pioneer, Ocean Knoll and Capri.

The majority of the streets near the school are low volume, low-speed roadways, with the exception of Encinitas Boulevard. Park Dale Lane is classified as a two lane suburban collector and offers the main vehicle access point to the school's front entrance. The vehicle entrance is near the corner of Park Dale Lane and Glen Arbor Drive where there is a three way stop with crosswalks across three legs. The posted speed limit is 25mph. The other streets closest to the school are Glen Arbor Drive which provides limited pedestrian access and Countryhaven Road which does not permit pedestrian connectivity due to individual property lines directly adjacent to the school site on the west border.

Approximately 39% of the students who attend Park Dale Lane Elementary walk, bike or skateboard to school on a regular basis.

To promote walking and biking to school, Park Dale Lane participates in the i-Commute School Pool program and promotes walk and bike to school days to regularly promote healthy lifestyles, active transportation and decreased traffic congestion in the school zone.

The percentage of students who benefit from free and reduced lunches is 12.7%.

## School Characteristics

Student Population

536

Number of nearby Pedestrian Collisions in the last 5 years

3

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

39%

Free and Reduced Meals Percentage

13%

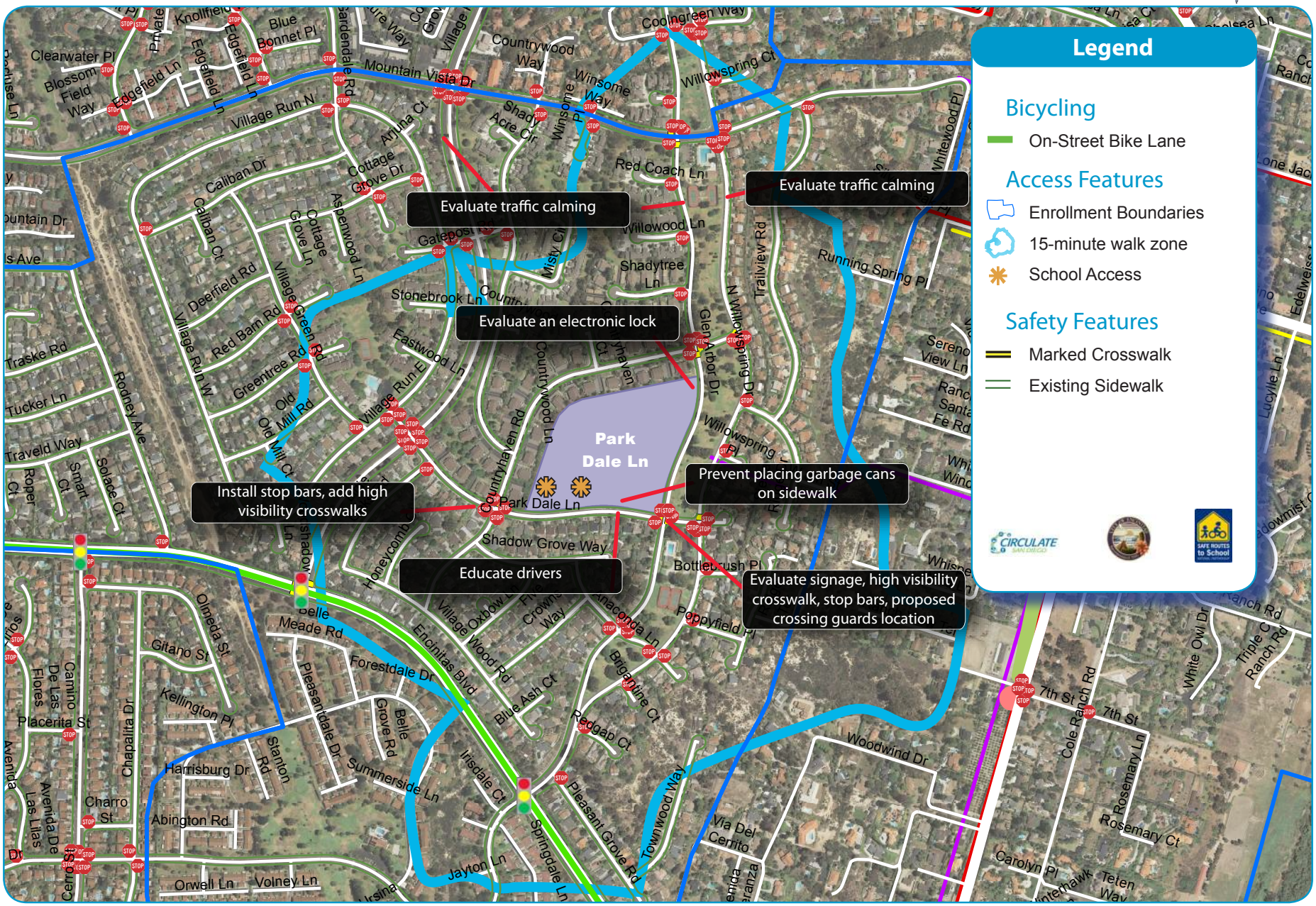
## Summary of Recommendations for Park Dale Lane Elementary

- Enhance school zone signage on Park Dale Lane
- Improve pedestrian crossings at key locations on Park Dale Lane
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior
- Traffic calming on Glen Arbor Drive & Willowspring Drive

figure 3.17 -

# Park Dale Lane Elementary School Deficiency Map and Work Plan

2050 Park Dale Lane | Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.*

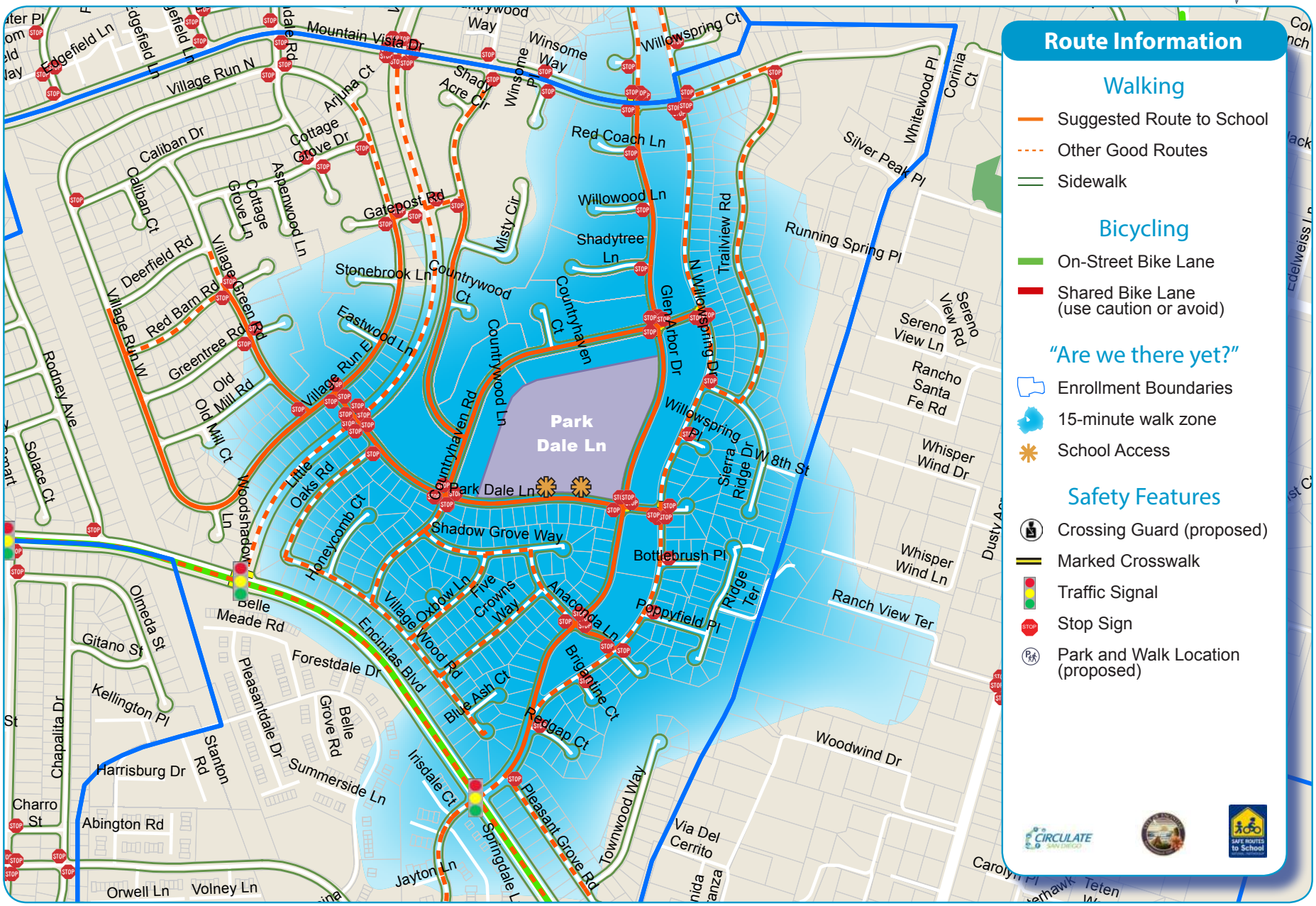
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.18 -

# Park Dale Lane Elementary School Suggested Route to School Map

2050 Park Dale Lane | Encinitas, CA 92024




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

# COMMUNITY WORKPLANS - OLD ENCINITAS

## COMMUNITY SETTING

Located in the heart of the city, Old Encinitas is a beachfront community, home to approximately 12,900 residents and encompasses a variety of key destinations within the city's downtown core. Pedestrian and bicycle commutes in this community rate highest in the City of Encinitas with bicycle commutes at an estimated 3.5% and pedestrian commutes at 1.8% based on Census data. This is influenced by South Coast Highway 101 connections and the concentration of destinations. Unfortunately, due to the high rates of active transportation activity, 31 pedestrian collisions occurred within the last five years.

The primary commercial corridor is located along South Coast Highway 101 in the midst of a pedestrian oriented shopping district with restaurants, shopping, services, entertainment, beaches and parks, all spanning across the Pacific coastline. In the eastern edge of the community, Encinitas Boulevard offers additional commercial uses that extend from South Coast Highway 101 to Quail Gardens Drive.

Key destinations include The Encinitas Coaster Station, the Encinitas Public Library, Moonlight Beach and Swamis Beach, and a variety of shops, cafes and services located in the downtown shopping district.

## STREET NETWORK

Due to the historic nature of the downtown, blocks west of Coast Highway 101 were designed in a predominately grid pattern with connecting streets and alleys. Block patterns between Interstate 5 and South Coast Highway 101 north of Encinitas Boulevard are disconnected with fewer through streets. South of Encinitas Boulevard, blocks are smaller near the railroad tracks and larger in the eastern portion near Interstate 5.

South Coast Highway between Encinitas Boulevard and West F Street is a four lane arterial that benefits from an enhanced streetscape with key design elements that include angled parking on both sides of the highway, landscaped bulb-outs, crosswalk improvements, improved street lighting and street trees. Improvements along this segment highlight the pedestrian-friendly, destination retail node. North and south of this node, street design is primarily auto-oriented and less pedestrian-friendly.

Older residential neighborhood streets have a tendency to be narrow, with inconsistent sidewalks. Newer neighborhoods streets within master planned suburban developments are wide with dedicated sidewalks.

## OLD ENCINITAS | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process, schools studied were Ocean Knoll Elementary, San Dieguito High Academy, and Sunset High, all located east of Interstate 5 in an area of the city with limited pedestrian facilities. Additionally, Paul Ecke Central Elementary was studied which is located west of interstate 5. Pedestrian and bicycle infrastructure evaluations for schools located in Old Encinitas are provided in the following section.

## Community Characteristics

Estimated Population

**12,900**

Number of Pedestrian Collisions in the last 5 years

**31**

Commute by Bike

**3.5%**

Commute on Foot

**1.8%**

Schools Studied in the Community:

- Ocean Knoll Elementary
- San Dieguito High Academy
- Sunset High
- Paul Ecke Central Elementary

## COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

### table 3.10 - old encinitas general priority pedestrian improvements

| Location | Issues |
|---|---|
| Requeza St and Regal Rd | Sidewalks missing and in poor condition, poor driver behavior, blocked sight lines, no designated bicycle facility and poor street condition |
| Saxony Rd and Seacrest Way | Cracked sidewalk, unsafe crossings, poor driver behavior, inadequate pedestrian scale lighting, blocked sight lines, uninviting neighborhood |
| I-5 and Encinitas Blvd | Unsafe crossings, high vehicle speeds, poor driver behavior, uninviting environment |
| Requeza St and Westlake | Missing and obstructed sidewalk, missing curb ramps, poor driver behavior, missing crosswalk, no designated bicycle facility |
| Encinitas Blvd and Balour Dr | Unsafe Crossing, missing and narrow sidewalks and poor driver behavior |
| Vulcan Ave and E St | Unsafe crossing |
| N Coast Hwy 101 and Encinitas Blvd | Drivers speeding and not yielding for pedestrians |
| Quail Gardens Dr between Encinitas Blvd and Leucadia Blvd | Missing, narrow, or poor condition sidewalk, overgrown vegetation, steep slope for strollers and wheelchairs, poor driver behavior, no designated bicycle facility, no bench at bus stop |
| N Coast Hwy 101 and El Portal St | Unsafe crossing, missing crosswalk |
| Melba Rd and Regal Rd | Missing, narrow, or obstructed sidewalk, poor driver behavior, illegal left hand turns, overgrown vegetation |

### table 3.11 - old encinitas safe routes to school priority pedestrian improvements

| Location | Issues |
|---|---|
| Encinitas Blvd and Balour Dr | Unsafe crossing, missing or narrow sidewalks, poor driver behavior |
| Requeza St from Nardo Rd to Regal Rd | Poor driver behavior, missing, narrow or obstructed sidewalks, lack of bicycle route signage, missing curb ramp, blocked sight lines, missing crosswalk on SW corner in front of school, sidewalks missing or in poor condition and blocked sight lines |
| Melba Rd between Regal Rd and Crest Dr | Overgrown vegetation, blind corner on NW corner, missing curbs, missing, narrow or obstructed sidewalk, poor driver behavior, narrow street, infrequent, low visibility crosswalks |
| Santa Fe Dr and Balour Dr | Unsafe crossing, missing crosswalks, poor driver behavior, difficult left turn from Balour onto Santa Fe Dr, lack of ped crossing signage, not enough time to cross |
| N Coast Hwy 101 and El Portal St | Unsafe crossing, missing crosswalk |
| Balour Dr and Oakcrest Park Dr | Unsafe crossing, no designated bicycle facility, students cut through dirt path on SE corner |
| Santa Fe Dr and Gardena Rd | Missing sidewalks, speeding vehicles and poor driver behavior |
| Quail Gardens Drive and Ecke Ranch Rd | Missing sidewalks, steep slope for pedestrians, strollers and wheelchairs, poor driver behavior |

## Old Encinitas Improvements*

Potential Length of New Sidewalks
**up to 10 miles**

Existing Crosswalks Improved
**up to 17**

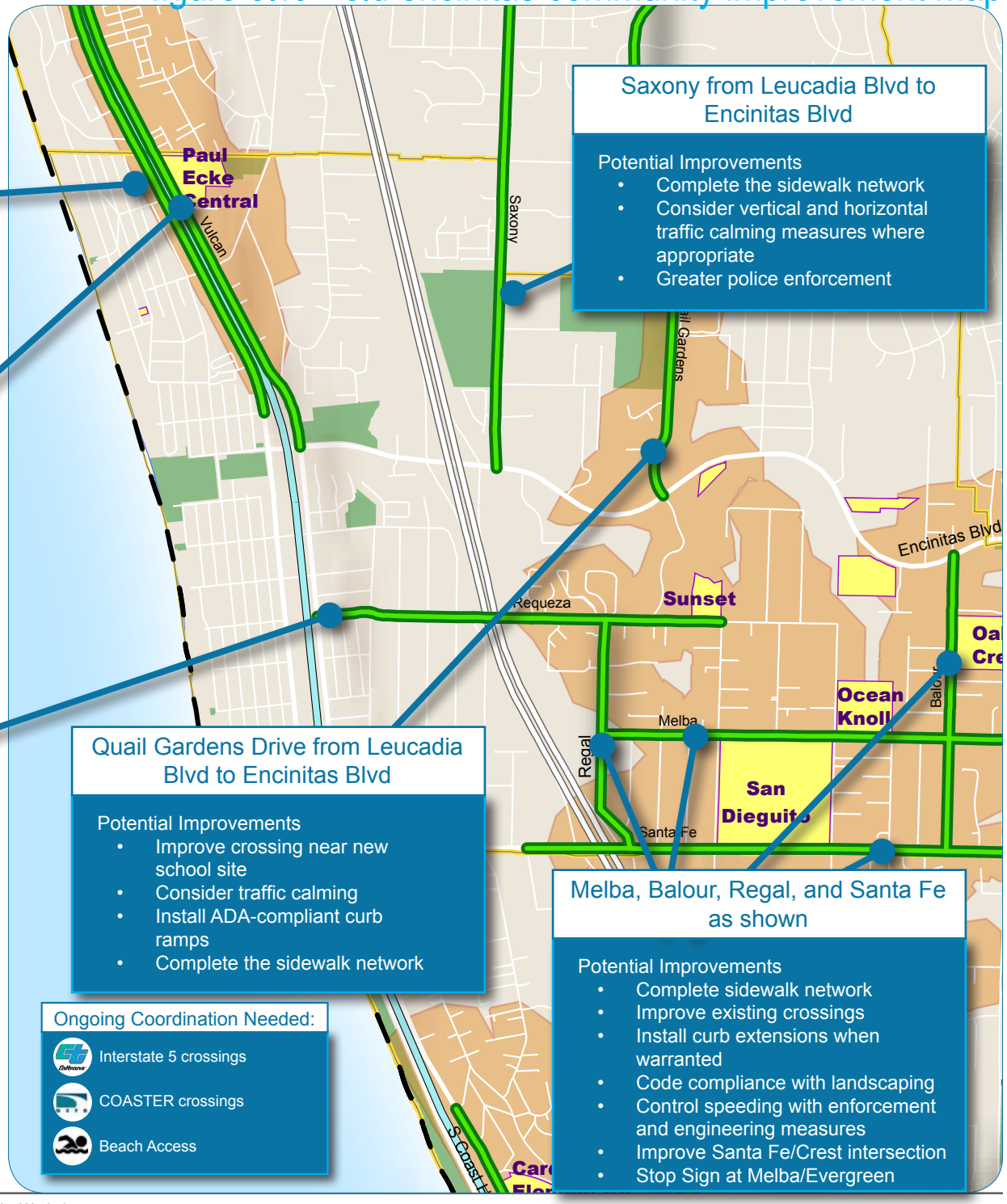
New Crosswalks Installed
**up to 47**

Miles of High-Priority Improvement Corridors
**up to 5.6**

- Saxony
- Quail Gardens Dr.
- Coast Hwy
- Vulcan
- Requeza
- Melba/Balour/ Santa Fe

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

# figure 3.19 - old encinitas community improvement map




## Coast Highway 101 from A to La Costa

Potential Improvements
- Widen sidewalks
- Adjust signal timing at intersections
- Improve crosswalks
- Improve transit environment
- Improve rail crossings

## Vulcan from La Costa to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network or install multi-use path
- Greater police enforcement
- Consider moving midblock crossing south of Union
- Consider recommendations of 2013 traffic study at Ecke ES
- Provide rail crossing at El Portal

## Requeza from Vulcan to Nardo

Potential Improvements
- Complete the sidewalk network, install and improve crossings, including curb ramps
- Install bike route signage and other bicycle amenities

*See school-specific recommendations on the following pages*

## Saxony from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Complete the sidewalk network
- Consider vertical and horizontal traffic calming measures where appropriate
- Greater police enforcement

## Quail Gardens Drive from Leucadia Blvd to Encinitas Blvd

Potential Improvements
- Improve crossing near new school site
- Consider traffic calming
- Install ADA-compliant curb ramps
- Complete the sidewalk network

## Melba, Balour, Regal, and Santa Fe as shown

Potential Improvements
- Complete sidewalk network
- Improve existing crossings
- Install curb extensions when warranted
- Code compliance with landscaping
- Control speeding with enforcement and engineering measures
- Improve Santa Fe/Crest intersection
- Stop Sign at Melba/Evergreen

## Ongoing Coordination Needed:

- Interstate 5 crossings
- COASTER crossings
- Beach Access

# SCHOOL WORKPLANS - PAUL ECKE CENTRAL ELEMENTARY

## SCHOOL SETTING

Paul Ecke-Central Elementary is located in the Leucadia community at 185 Union Street and is one of four of the project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten through 6th grade students; approximately 560 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Paul Ecke serves several neighborhoods in Old Encinitas and Leucadia located west of the Interstate 5 freeway and shares attendance boundaries with Capri Elementary School and Ocean Knoll Elementary School. The attendance area is bounded by the coastline to the west, Stanford Street and Batiquitos Lagoon to the north, Interstate 5 to the east, and Santa Fe Drive to the south.

Paul Ecke Central Elementary School is located in a residential neighborhood surrounded by single family homes, apartments, manufactured home parks and Orpheus Park. The streets near the school are low-volume, low-speed roadways and high-volume, high-speed roadways. Paul Ecke-Central is bordered to the north by Union Street, which is classified as a two lane residential collector and contains the main vehicle access point to the school's front entrance. The posted speed limit is 25mph. The school is bordered to the West by North Vulcan Avenue, which is a significant roadway due to the high vehicle speed of 35mph and high traffic volumes.

To promote walking and biking to school on a regular basis, Paul-Ecke participates in the i-Commute School Pool program and Walk|Bike to School Week. A paid crossing guard is also utilized to promote safe crossing at the mid-block crossing in front of the school on Vulcan Avenue.

The percentage of students who benefit from free and reduced lunches is 21.3%.

## School Characteristics

Student Population

560

Number of nearby Pedestrian Collisions in the last 5 years

9

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

36%

Free and Reduced Meals Percentage

21%

## Summary of Recommendations for Paul Ecke-Central Elementary

- Complete sidewalk network segments along Vulcan Avenue Hygeia Avenue, and Hermes Avenue
- Enhance pedestrian crossings at key intersections along Vulcan Avenue
- Implement traffic calming measures along Hygeia Avenue
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior
- Improve traffic circulation for school pick-up and drop off, emphasizing intersection of Vulcan Avenue and Union Street

figure 3.20 -

# Paul Ecke-Central Elementary School Deficiency Map and Work Plan

185 Union Street| Encinitas, CA 92024

*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.*

Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.21 -

# Paul Ecke-Central Elementary School Suggested Route to School Map

185 Union Street| Encinitas, CA 92024

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*
*Walkshed distance is approximate.*

Map Created: October 2014

*this page intentionally left blank*

# SCHOOL WORKPLANS - OCEAN KNOLL ELEMENTARY

## SCHOOL SETTING

Ocean Knoll Elementary is located in the Old Encinitas community at 910 Melba Road and is one of five project schools that serve within the Encinitas Union School District. Enrollment is open to Kindergarten to 6th grade students; approximately 554 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Ocean Knoll Elementary School serves several neighborhoods in the southern portion of Encinitas. The school's attendance area is bounded by Interstate 5 and Kelly Drive to the west, Encinitas Boulevard to the north, Natural Trails Park to the east, and Tennis Club Drive and Santa Fe Drive to the south.

Ocean Knoll Elementary School is located in a single-family residential neighborhood. The school is surrounded by open space on the north, Bonita Drive on the west, Melba Road on the South and Avenida de San Clemente to the East. Melba Road is a classified as a two lane suburban collector and contains the main vehicle access point to the school's front entrance. The posted speed limit is 25mph. The vehicle exit is on Bonita Drive. Bonita Drive is also classified as a two lane suburban collector with a posted speed limit of 25mph. Avenida de San Clemente does not allow pedestrian connectivity due to individual property lines directly adjacent to the school site, and a curvilinear suburban master-plan development street design.

Ocean Knoll currently participates in the i-Commute School Pool program, National Walk and Bike to School Week, and promotes Walk|Bike to school days throughout the year. Approximately half or 54% of the students who attend Ocean Knoll Elementary walk, bike or skateboard to school on a regular basis. Many students ride their bike or walk in groups with other students and families.

The percentage of students who benefit from free and reduced lunches is 30.7%, which is the highest number of students impacted in the City of Encinitas.

## School Characteristics

Student Population

554

Number of nearby Pedestrian Collisions in the last 5 years

18

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

54%

Free and Reduced Meals Percentage

31%

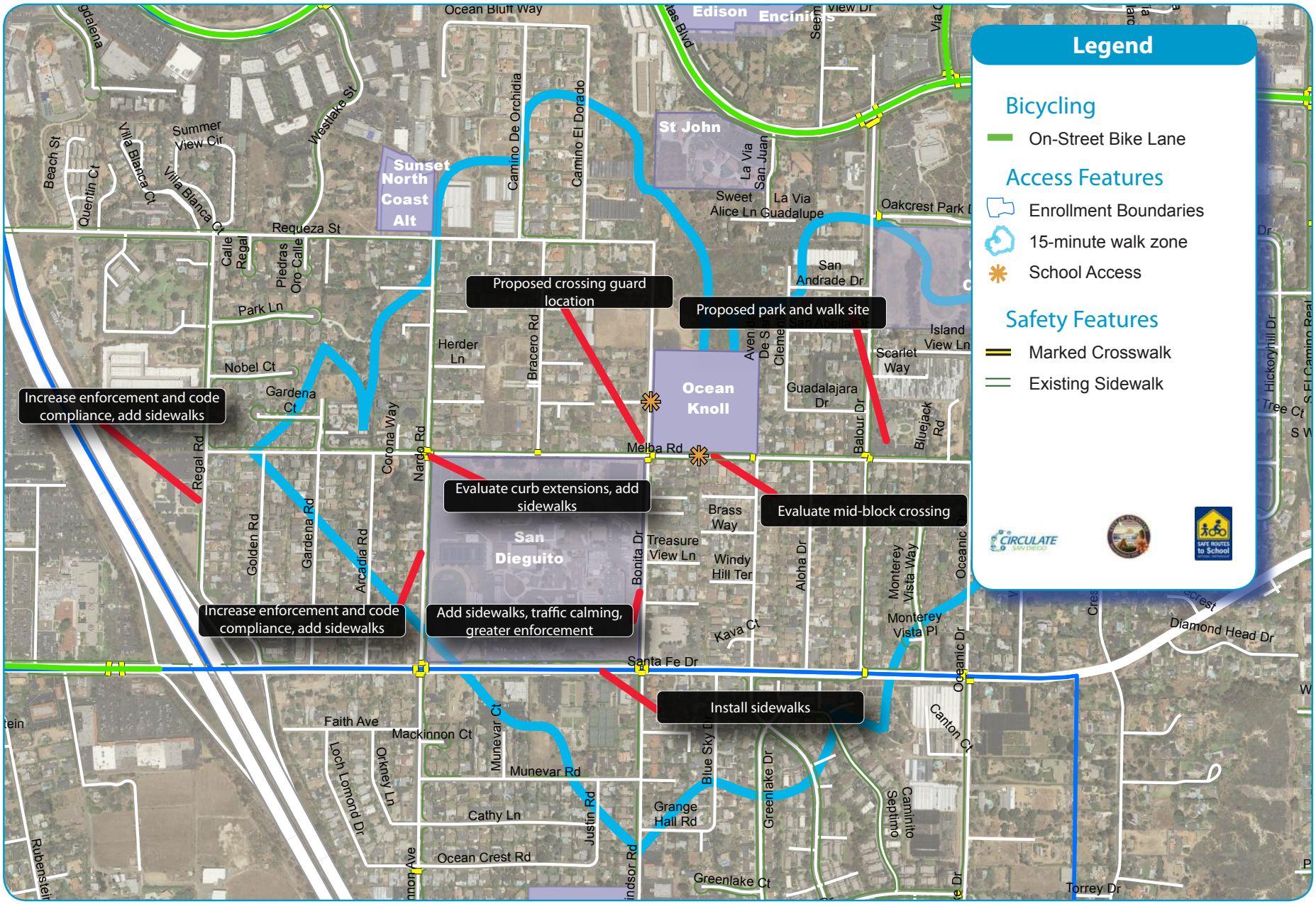
## Summary of Recommendations for Ocean Knoll Elementary

- Enhance pedestrian crossings on Melba Road
- Complete the sidewalk networks along Melba Road, Santa Fe Drive, Bonita Drive, Regal Road, and Nardo Road
- Increase enforcement within the surrounding neighborhood to promote safe driver behavior
- Evaluate surrounding community for code compliance with overgrown vegetation and sidewalk obstructions

figure 3.22 -

# Ocean Knoll Elementary School Deficiency Map and Work Plan

910 Melba Road | Encinitas, CA




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

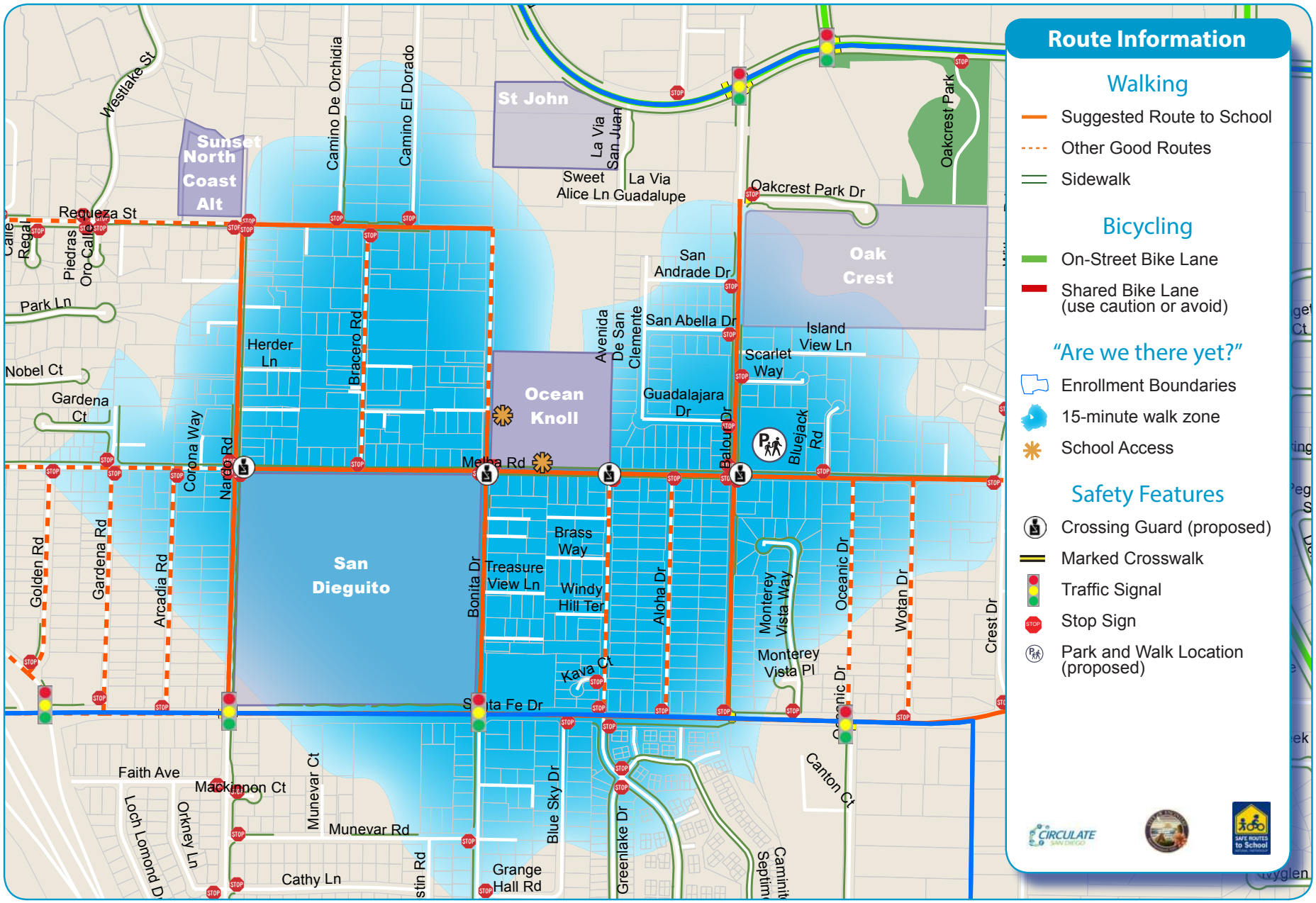
Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.23 -

# Ocean Knoll Elementary School Suggested Route to School Map

910 Melba Road | Encinitas, CA




*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - OAK CREST MIDDLE

## SCHOOL SETTING

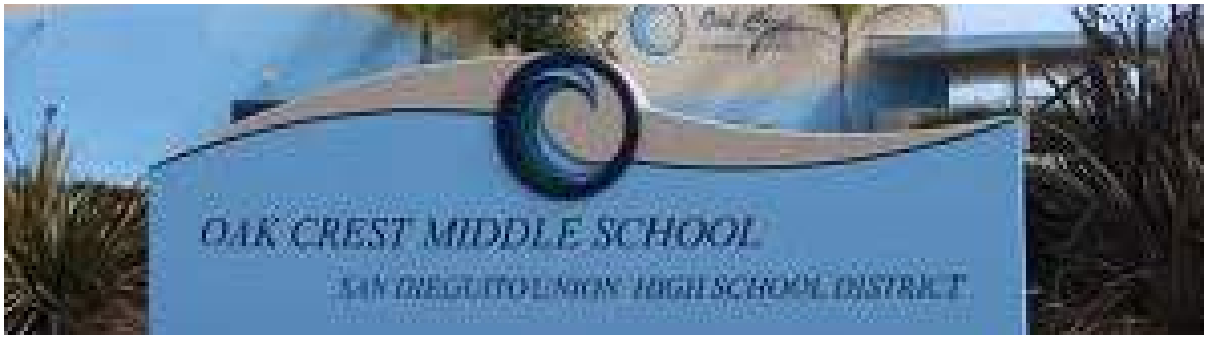
Oak Crest Middle School is located in the Old Encinitas community at 675 Balour Drive and is one of four project schools that serve the San Dieguito Union High School District. Enrollment is open to 7th and 8th grade students; approximately 928 students are enrolled. Daily arrival time is 7:45 am and departure time is 2:15 pm.

Oak Crest Middle School's attendance boundary encompasses the entire Cardiff Elementary School District boundary as well as a small portion of the Encinitas Union Elementary School District for 7th and 8th grade. The Cardiff School District's attendance boundary is the coastline to the west, Santa Fe Drive to the north, Lake Drive, El Camino Real and Manchester Boulevard to the east, and San Elijo State Lagoon to the south. The portion of the Encinitas Union School District boundary includes El Camino Real to the west, Olivenhain Road to the south, Rancho Santa Fe Road to the east, and open space to the north.

Oak Crest Middle School is has two access points. A pedestrian access point is supported with a high-visibility crosswalk at the intersection of San Abella Drive and Balour Drive. The vehicle entrance is located at Oak Crest Park Drive. The School is surrounded by the Encinitas Community Center and Oak Crest County Park to the North, Balour Drive to the West, Island View lane to the South and Witham Roads to the East. Balour Drive is the only street directly adjacent to the school site and has a 30mph posted speed limit. Island View Lane, Whitham Road, Crest Drive and Ahlrich Avenue do not allow pedestrian connectivity due to individual property lines directly adjacent to the school site, and a curvilinear suburban master-plan development street design. The school is located in a residential neighborhood; however, Encinitas Boulevard, a six-lane arterial roadway, significant due to high speeds and traffic volumes, is adjacent the northern boundary of Oakcrest County Park. Encinitas Boulevard is characterized by substantial commercial development.

Staff supervises students as they leave campus to ensure safety by providing the additional eyes on the street. A program is currently in development as part of a State Safe Routes to School grant to promote walking and biking to school.

The percentage of students who benefit from free and reduced lunches is 10.6%.




## School Characteristics

Student Population

928

Number of nearby Pedestrian Collisions in the last 5 years

13

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

43%

Free and Reduced Meals Percentage

11%

## Summary of Recommendations for Oak Crest Middle

- Educate parents and neighbors on the subject of driver and pedestrian safety to promote safe routes to school
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior
- Enhance pedestrian and cyclist environment along Oak Crest Drive and Balour Drive

figure 3.24 -

# Oak Crest Middle School Deficiency Map and Work Plan

675 Balour Drive | Encinitas, CA 92024

*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.*

Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.25 -

# Oak Crest Middle School Suggested Route to School Map

675 Balour Drive | Encinitas, CA 92024

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - SAN DIEGUITO HIGH ACADEMY

## SCHOOL SETTING

San Dieguito High School Academy School is located in the Old Encinitas community at 800 Santa Fe Drive and one of four project schools that serve within the San Dieguito Union High School District. Enrollment is open to 9th to 12th grade students; approximately 1,612 students are enrolled. Daily arrival time is 7:50 am and departure time is 3:10 pm.

San Dieguito High School Academy's attendance boundary encompasses several communities east and west of Interstate 5 spanning from Carmel Mountain Road to the south; La Costa Avenue to the north; the coastline to the west; and the County of San Diego to the east.

San Dieguito High School Academy is located in both residential and commercial neighborhoods. The streets near the school are both low volume, low speed roadways and high volume, high speed roadways. San Dieguito High School Academy is bordered to the north by Melba Road, which has a rear pedestrian access point through a locked gate. Melba Road is classified as a two lane residential collector with a posted speed limit of 25mph. The school is bordered to the West by Nardo Road, a low volume, two lane suburban collector which contains the exit from the student's parking lot. To the east is Bonita Drive, which is classified as a two-lane suburban collector and contains the entrance to the employee parking lot. The main vehicle access point to the school's front entrance to the south is Santa Fe Drive. Santa Fe Drive is classified as a two lane boulevard and is a significant roadway due to the high vehicle speed of 35mph and high traffic volumes.

The School celebrates Bike to School Day yearly in May to promote high school students to walking and biking to school.

The percentage of students who benefit from free and reduced lunch is 7.1%.

## School Characteristics

Student Population
1,612

Number of nearby Pedestrian Collisions in the last 5 years
11

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)
28%

Free and Reduced Meals Percentage
7%

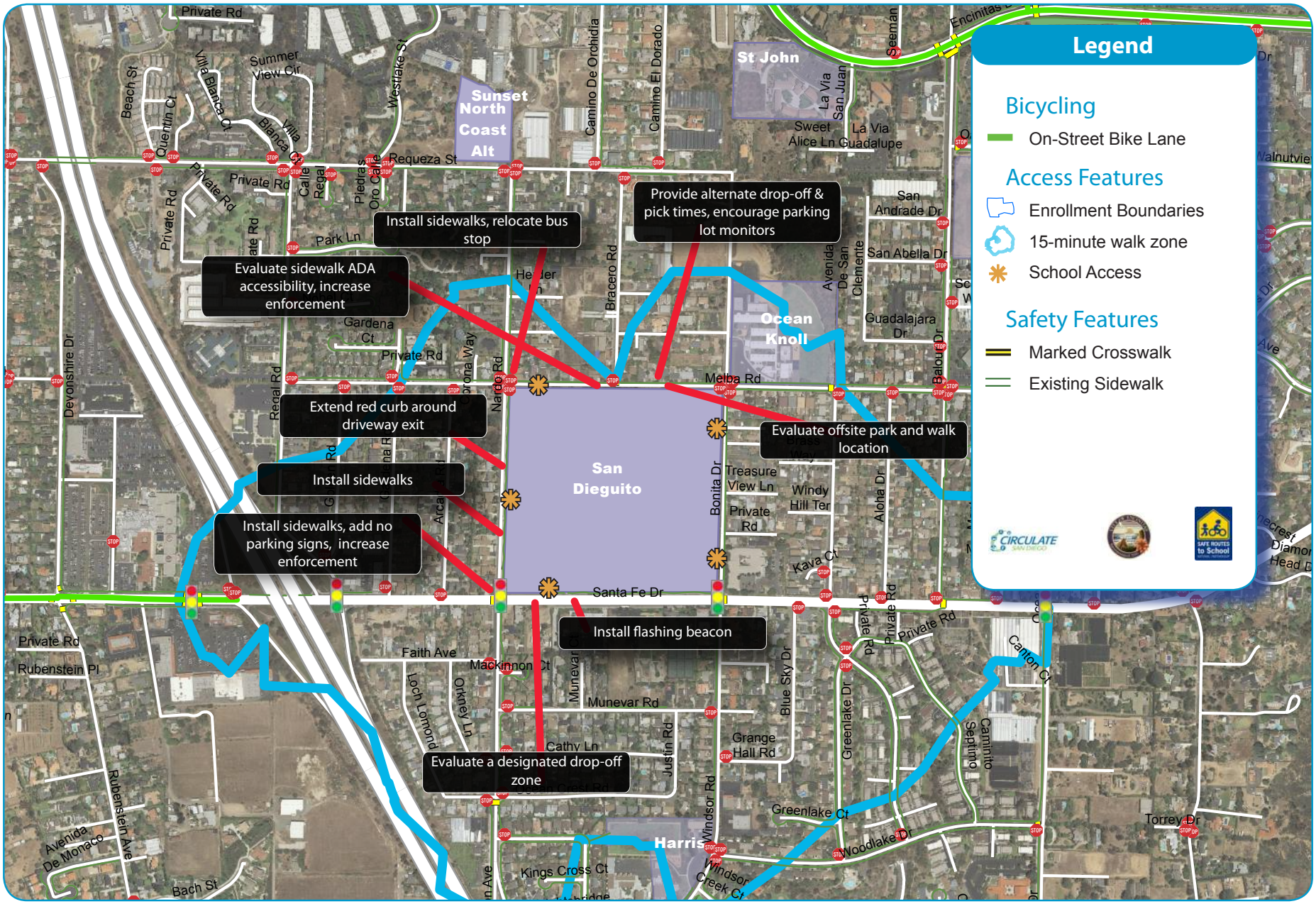
## Summary of Recommendations for San Dieguito High Academy

- Improve pedestrian environment and crossings along Santa Fe Drive
- Complete the sidewalk networks along Santa Fe Drive and Nardo Road
- Encourage alternative drop-off and pick-up options
- Increase enforcement within the surrounding neighborhood to promote safe driver behavior

figure 3.26 -

# San Dieguito High School Academy Deficiency Map and Work Plan

800 Santa Fe Drive| Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.27 -

# San Dieguito High School Academy Suggested Route to School Map

800 Santa Fe Drive| Encinitas, CA 92024

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# SCHOOL WORKPLANS - SUNSET HIGH

## SCHOOL SETTING

Sunset High School is located in the Old Encinitas community at 684 Requeza Street and is one of four project schools that serves within the San Dieguito Union High School District. Enrollment is open to 9th - 12th grade students; approximately 1,612 students are enrolled. Daily arrival time is 7:50 am and departure time is 3:10 pm.

Sunset High attendance boundary encompasses several communities east and west of Interstate 5 spanning from Carmel Mountain Road to the south; La Costa Avenue to the north; the coastline to the west; and the County of San Diego to the east.

Sunset High School is located in a residential neighborhood with a mix of diverse auto oriented businesses and greenhouses. The streets near the school are low volume, low speed roadways. Sunset High School is bordered to the south by Requeza Street, which is classified as a two lane residential collector and contains the main vehicle access point to the school's front entrance. The posted speed limit is 25mph. The school is bordered to the west by Westlake Street, also classified as a two lane residential collector, where auto-oriented commercial usage is interspersed with single-family homes and gated communities.

The school's percentage of students who benefit from free and reduced lunches is 21.4%.

## School Characteristics

Student Population

112

Number of nearby Pedestrian Collisions in the last 5 years

12

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

N/A

Free and Reduced Meals Percentage

21%

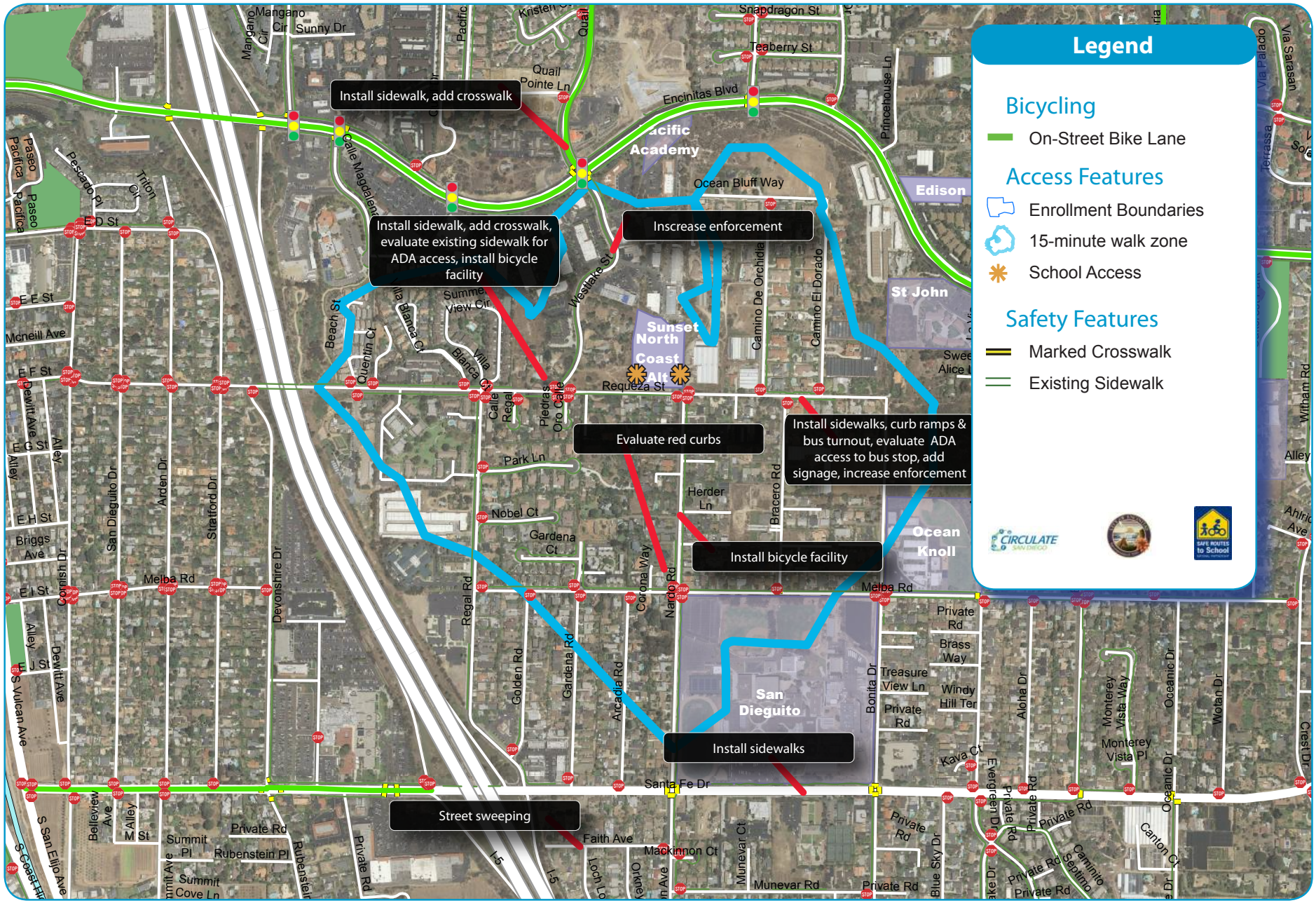
## Summary of Recommendations for Sunset High

- Complete the sidewalk networks along Requeza Street, Santa Fe Drive, and Quail Gardens Drive
- Enhance bicycle facilities along Nardo Road
- Improve the pedestrian environment in the surrounding neighborhood
- Increase enforcement within the surrounding neighborhood to promote safe driver behavior

figure 3.28 -

# Sunset High School Deficiency Map and Work Plan

624 Requeza Street| Encinitas, CA 92024




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*
*Walkshed distance is approximate.*

Map Created: December 2014

figure 3.29 -

# Sunset High School Suggested Route to School Map

624 Requeza Street| Encinitas, CA 92024

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

# COMMUNITY WORKPLANS - OLIVENHAIN

## COMMUNITY SETTING

Located in the rural portion of the city, Olivenhain is home to approximately 5,700 residents and encompasses a variety of low density residential uses on larger lots. Pedestrian and bicycle commutes in the community rate low in the City of Encinitas with bicycle commutes lowest in the city at an estimated 0.0% and pedestrian commutes at 1.3% of total transportation commutes based on Census data. The lower percentage is influenced by its rural low density character. Fortunately, due to the rural nature and low rates of pedestrian and cyclist activity only 1 pedestrian collision occurred within the last five years.

Olivenhain has very few commercial uses, the majority of which are located at the intersection of Encinitas Boulevard and South Rancho Santa Fe Road, with a few office complexes dispersed along Rancho Santa Fe Road near 11th Street.

Soft surface trails are an important aspect of community character and pedestrian circulation, and Olivenhain Pioneer is not physically located in the City of Encinitas, it is connected to the community in spirit, and physically by a network of soft surface pathways.

## STREET NETWORK

Olivenhain's main arterial is South Rancho Santa Fe Road, a three-lane roadway which extends from the city's limit to the north and to Encinitas Boulevard to the south. South of Encinitas Boulevard, Rancho Santa Fe Road's name changes to Manchester Avenue and continues south as a two-lane, rural roadway that connects to El Camino Real and Interstate 5. The general street pattern in Olivenhain is influenced by its rustic setting reflecting the hills, washes, topography, and presence of sensitive habitat of the area. The community's residential roadways are rural, private roads, with few sidewalks or pedestrian facilities.

## OLIVENHAIN | SAFE ROUTES TO SCHOOLS

As part of the *Let's Move, Encinitas!* planning process the school studied was Olivenhain Pioneer Elementary, while not physically located within the City, many routes to/from the school are established within the City limits, and the school boundary includes residents of Encinitas; for this reason, the school was included in this plan.. A pedestrian and bicycle infrastructure evaluation for this school is provided in the following section.

## Community Characteristics

Estimated Population

5,700

Number of Pedestrian Collisions in the last 5 years

1

Commute by Bike

0%

Commute on Foot

1.3%

Schools Studied in the Community:

- Olivenhain Pioneer Elementary

## COMMUNITY PRIORITIES

Based on community input, collision analyses, walking analyses, and professional judgement, the following locations were identified as high-priority locations within the community.

### table 3.12 - olivenhain combined pedestrian priority improvements

| Location | Issues |
|---|---|
| Rancho Santa Fe Rd and 7th St | Poor driver behavior, unsafe crossing, uninviting pedestrian environment |
| Rancho Santa Fe Rd and Olive Crest Dr | Unsafe crossing, no parkway, no street trees |
| Rancho Santa Fe Rd/Manchester Ave and Encinitas Blvd | Unsafe crossing, feels unsafe, nonexistent bicycle facility |
| Lone Jack Rd and Cole Ranch Rd | Unsafe crossing |
| El Camino Del Norte and Rancho Santa Fe | Unsafe crossing, uninviting pedestrian environment |
| Connection between Mountain Vista Dr and 11th St | Steep stairway, no ADA accessible ramp |
| Fire lane alley connecting Springwood Ln and Village Park Way | Potholes, ped opening in gate is too narrow, not ADA accessible |
| Gap between Cole Ranch Rd and Encinitas Blvd | Missing sidewalk/pathway, no vehicle connection |
| Rancho Santa Fe Rd and Lone Jack Rd | Poor driver behavior, unsafe crossing |

## Olivenhain Improvements*

Potential Length of New Sidewalks

**up to 1.9 miles**

Existing Crosswalks Improved

**up to 2**

New Crosswalks Installed

**up to 5**

Miles of High-Priority Improvement Corridors

**up to 1.1**

- Rancho Santa Fe

** These amounts are based on planning-level estimating only, and will likely be refined during the design phase to reflect crosswalk or stop-sign warrant policies, public right-of-way constraints, or other engineering concerns.*

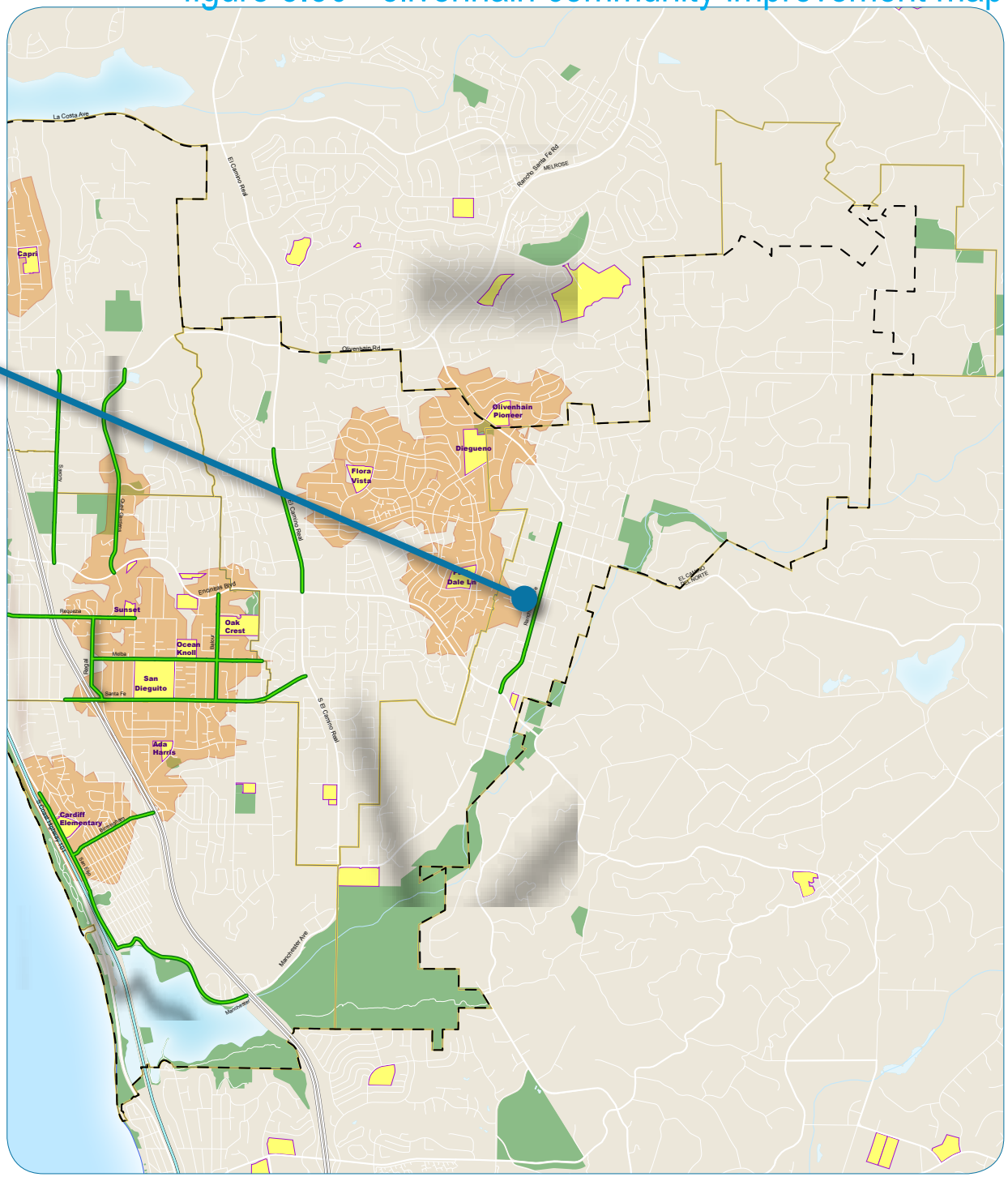
# figure 3.30 - olivenhain community improvement map

## Rancho Santa Fe Rd from Encinitas Blvd to Lone Jack

Potential Improvements

- Work with property owners to develop sidewalks or multi-use path separated from vehicular traffic
- Improve existing crossings along the corridor
- Install ADA-compliant curb ramps
- Greater police enforcement to control speeding and red curb parking violations

*See school-specific recommendations on the following pages*



# SCHOOL WORKPLANS - OLIVENHAIN PIONEER ELEMENTARY

## SCHOOL SETTING

Olivenhain Pioneer Elementary School is located just north of the Olivenhain neighborhood in Carlsbad, CA. It is located at 8000 Calle Acervo, Carlsbad, CA 92009, and is one of the five project schools that serve the Encinitas Union School District. Enrollment is open to Kindergarten to 6th grade students; approximately 689 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45 am to accommodate early arrival. Daily departure time is 2:20 pm except for Fridays when early dismissal is at 12:45 pm.

Olivenhain Pioneer Elementary School serves the Olivenhain Neighborhood of Encinitas.

The school's attendance boundary serves several neighborhoods including The Ranch, Saddle Ridge, Santa Fe Trails, Olive Crest, Morning Sun Ranch and most of Olivenhain. Olivenhain Pioneer shares attendance boundaries to the west with Flora Vista and Park Dale Lane.

Olivenhain Pioneer is located in a rural residential neighborhood of single family homes on large lot sizes. The streets near the school are both high volume, high speed roadways and low volume, low-speed roadways. Calle Acervo is classified as a two lane suburban collector and contains the main vehicle access point to the school's front entrance. Rancho Santa Fe Road is classified as a two lane boulevard and is a significant roadway due to high traffic volumes and the high speed of 40 mph. The other street closest to the school, Calle Catalonia, does not allow pedestrian connectivity due to individual property lines directly adjacent to the school site, and a curvilinear suburban master-plan development street design.

Enforcement is enhanced at the school entrance and exit on Calle Acervo, where the City of Carlsbad provides two crossing guards to ensure safety for students during arrival and dismissal times.

The percentage of students who benefit from free and reduced lunches is 2.4%.

*Olivenhain Pioneer Elementary School Marquee*

## School Characteristics

Student Population

689

Number of nearby Pedestrian Collisions in the last 5 years

7

Percent of respondents walking,biking, or skateboarding to school (from walk scorecard)

54%

Free and Reduced Meals Percentage

2%

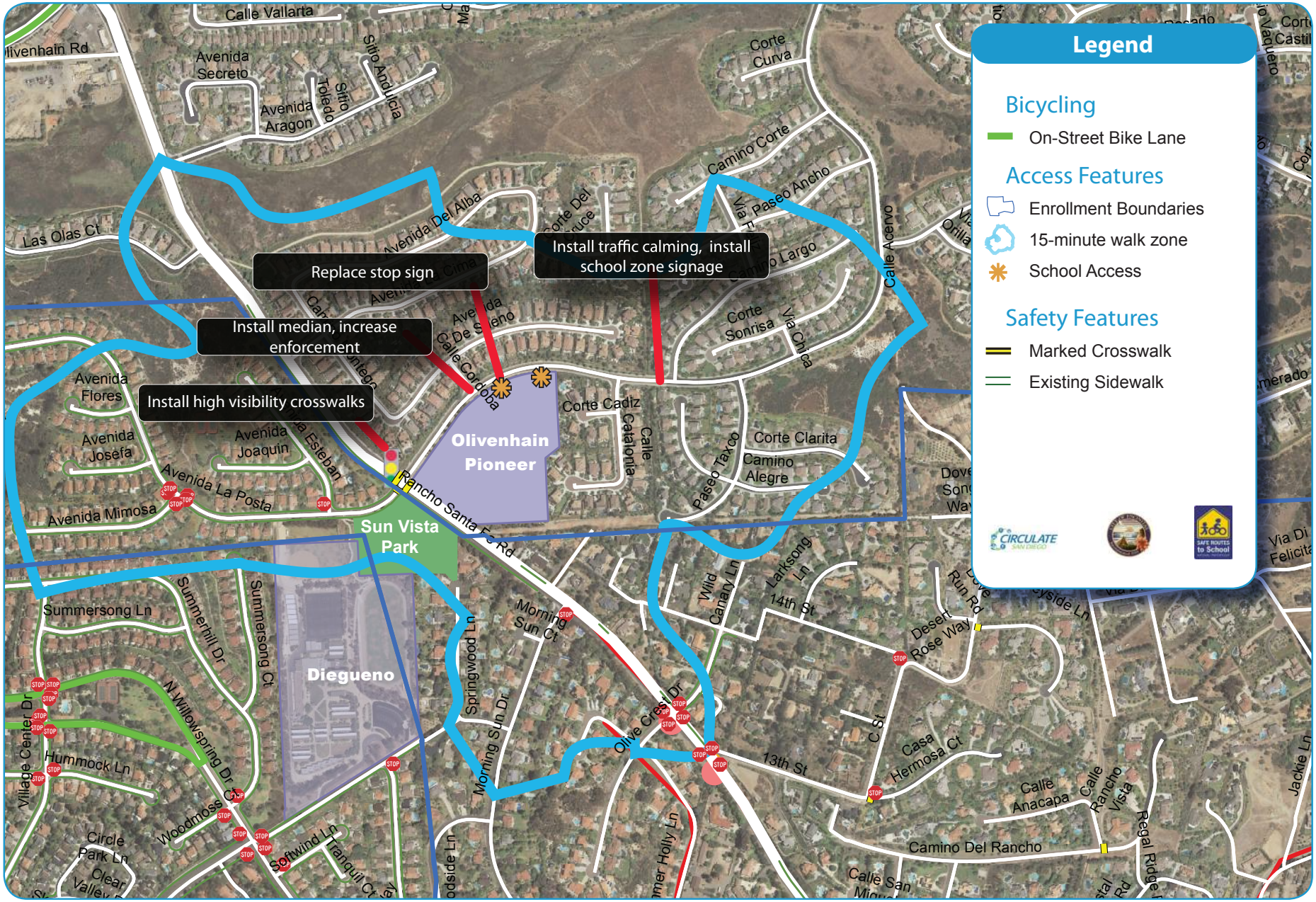
## Summary of Recommendations for Olivenhain Pioneer Elementary

- Implement traffic calming measures and enhance school zone signage on Calle Acervo
- Improve pedestrian crossings at key locations on Rancho Santa Fe Drive
- Increase enforcement to promote safe pedestrian, cyclist and driver behavior

figure 3.31 -

# Olivenhain Pioneer School Deficiency Map and Work Plan

8000 Calle Acero | Carlsbad, CA 92009




*This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction.*

Map Created: December 2014

*Walkshed distance is approximate.*

figure 3.32 -

# Olivenhain Pioneer School Suggested Route to School Map

8000 Calle Acero | Carlsbad, CA 92009

*This map is intended for information purposes only. The City of Encinitas assumes no responsibility for people using these routes.*

Map Created: October 2014

*Walkshed distance is approximate.*

*this page intentionally left blank*

# chapter 4 - improvement toolbox

*“Walking is man’s best medicine.”*

*–Hippocrates*

CHAPTER 4

# IMPROVEMENT TOOLBOX

## OVERVIEW

This chapter presents best practices designed to address operational issues and roadway geometrics to improve the attractiveness of non-motorized transportation facilities in the roadway and spaces within the public realm. The elements presented in this section seek to create environments in which bicycling and walking are convenient transportation options and where non-motorized transportation is safe and comfortable.

Typically, there is not a single solution, but a systematic approach of using several tools indicated below in combination to resolve issues.

## SIDEWALK WIDTH AND CLEAR PATHWAYS

A continuous and well-connected sidewalk network creates a safe and more comfortable environment for pedestrians. Sidewalks must be at least four feet wide, in compliance with the American Disabilities Act and wider in areas with high pedestrian volumes. Obstructions such as utility boxes and newspaper racks should be located outside of the path of travel to provide access for persons with disabilities. Sidewalks can be constructed utilizing various materials such as concrete, decorative pavers, decomposed granite (dg) or asphalt.

## MID-BLOCK CROSSING

Midblock crossing locations are generally located at an uncontrolled intersection or between two intersections where a marked crosswalk has been provided. The installation of a midblock crossing is feasible at locations with heavy pedestrian traffic to increase crossing opportunities. They are typically installed near major pedestrian destinations, such as schools, where people would otherwise cross at unmarked locations.

Midblock crossing improvements may include the following:

- A High Intensity Activated Crosswalk (HAWK) Beacon Signal is a type of traffic signal used to stop vehicular traffic and allow pedestrians to cross safely. The purpose of a HAWK beacon is to allow pedestrians who desire to cross the ability to stop traffic only as needed.

- Rectangular Rapid Flash Beacons (RRFBs) are small rectangular yellow flashing lights and pedestrian crossing warning signs. They are typically activated by a pedestrian push button and flash to signal to drivers to allow a pedestrian to cross the roadway. RRFBs act as a warning mechanism and do not legally require a vehicle to stop when they are flashing.

## FURNITURE ZONE

The furniture zone is the portion of the sidewalk that lies between the roadway and through path for the pedestrian. This zone is designed for the placement of street furniture and amenities that can include lighting, benches, newspaper kiosks, utility poles and boxes, street trees, and bicycle parking or sharing stations. Other street furniture designs may include green infrastructure elements that offer storm water management benefits. A well designed furniture zone creates an environment that accommodates ADA access by providing a path that is free of obstructions and allows wheelchair clearance.

*Sidewalks should be wider than four feet in areas with high pedestrian volumes.*

*The furniture zone on sidewalks acts as a buffer between pedestrians and vehicular traffic.*

*A High Intensity Activated Crosswalk (HAWK) Beacon Signal is a type of traffic signal used to stop vehicular traffic and allow pedestrians to cross safely.*

## INTERSECTIONS

The following section presents best practices for intersection design to improve safety and convenience for walking and bicycling city-wide.

## CROSSWALKS

Installing crosswalks helps pedestrians to identify ideal locations at which to cross a street. Marked crosswalks also indicate to motorists pedestrian right-of-way and where to yield. Crosswalks should be highly visible to both drivers and pedestrians and can be installed with basic striping or decorative pavers. The cost of striping a typical high visibility crosswalk is approximately $600 per crosswalk. The cost of installing decorative crosswalks varies by size and materials. Crosswalks can also be supplemented with in-pavement flashing lights or freestanding beacons to increase visibility, which is particularly important for mid-block crossings. Crosswalk locations will be established per the City Traffic Engineer's recommendation.

## CURB EXTENSIONS

A curb extension is a portion of the sidewalk that is extended into the parking lane at intersections. This reduces the distance that pedestrians need to walk to cross the street, makes pedestrians more visible to motor vehicles, and causes drivers to reduce speeds by narrowing the roadway. Curb extensions must be installed with curb ramps that comply with ADA standards (see following page). Curb extensions are typically constructed with concrete, but can have decorative pavers and landscaping, as well.

## CURB RAMPS

Curb ramps allow persons in wheelchairs, with walkers, with strollers, and with disabilities convenient access to the sidewalk from the street. The Americans with Disabilities Act (ADA) requires curb ramps to be installed at all locations where pedestrians cross. Curb ramps for each crossing approach are recommended rather than one curb cut per corner so that visually impaired persons have better orientation. Warning strips should be installed on all ramps.

## PEDESTRIAN REFUGE ISLANDS

Medians are elevated barricades that divide the roadway down the center. Pedestrian refuge islands can provide a protected space for pedestrians crossing the street and allow pedestrians to focus on crossing one direction of traffic at a time. They are especially recommended for wide streets and arterials that pedestrians may have trouble crossing before the end of the signal phase.

## TRIANGULAR MEDIAN ISLANDS

Installing triangular or "porkchop" median islands provides increased safety and convenience for pedestrians crossing right turn slip lanes. Pedestrians can cross the slip lane and wait in the median until they have the right-of-way to cross the street. Striping crosswalks in combination with triangular median islands increases the visibility of pedestrians to motorists. The cost to construct triangular medians depends on the size of the island.

## STREET LIGHTING

Street lighting improves streetscapes by increasing security for pedestrians and increasing visibility for both bicyclists and pedestrians. Streetlights should be installed on both sides of the street and the level of lighting should be consistent throughout the segment. Providing pedestrian scale lighting creates a more aesthetically pleasing and comfortable environment to walk in. Intersections often require additional lighting to enhance visibility for all modes of transportation.

*Curb ramps should be installed at each crossing approach.*

*Median crossing islands allow pedestrians to focus on crossing one direction of traffic at a time.*

*Pedestrian scale lighting creates a more comfortable walking environment.*

## PEDESTRIAN PUSH BUTTON

Installing pedestrian push buttons at signalized intersections allows pedestrians to trigger the signal when motor vehicles are not present. Push buttons are appropriate for arterial and congested streets because they can allot more time to pedestrians only when they are present and thus reduce vehicular delay. Push buttons can be enhanced with audible messages for visually impaired persons.

## PEDESTRIAN COUNTDOWN SIGNAL

Pedestrian countdown signals display to pedestrians crossing the street when they have enough time to enter the crosswalk and how much time they have left to cross the street. Countdown signals improve pedestrian safety by helping pedestrians to finish crossing before the end of the signal phase.

## INTERSECTION CROSSING MARKINGS

Pavement markings through intersections help cyclists with proper lane positioning and alert motorists to the presence and path of cyclists. Since intersection crossing markings make cyclist movements more predictable, they also have the potential to reduce collisions between bicyclists and motorists.

## ADVANCE STOP BAR / YIELD LINE

Advance stop bars or yield lines are installed up to 50 feet prior to marked crosswalks. Striping advance stop bars and yield lines helps show motorists where they should stop in relation to the crosswalk to provide pedestrians with increased safety while crossing the street. They also make pedestrians crossing more visible to drivers. Both treatments should be installed in combination with signage to make motorists more aware of crosswalks.

## PEDESTRIAN SIGNAGE

Pedestrian signage provides information to both pedestrians and/or motorists regarding approaching pedestrian facilities such as crosswalks or mid-block crossings. Signs should be installed incompliance with MUTCD (CA) design and placement standards. There are three types of pedestrian-related signs:

Regulatory Signs are rectangular and consist of pedestrians prohibited signs, pedestrian crossing signs, traffic signal signs, and in-street pedestrian crossing signs.

Warning Signs may be placed at and in advance of pedestrian crossings near schools, bus stops, playgrounds, and other pedestrian attractions.

Guide Signs are pedestrian-related signs that are oriented towards the pedestrian rather than the motorist. This type of signage is generally placed near recreational trails, transit stations, and key destinations to provide directional guidance.

## ON STREET PARKING

On-street parking serves as an effective buffer for pedestrians by separating the sidewalk from moving traffic.

*Pedestrian push buttons allow pedestrians to trigger the signal when motor vehicles are not present.*

*Pedestrian countdown signals display to pedestrians crossing the street how much time is left until the signal phase changes.*

*Advance stop bars should be installed with accompanying signage.*

## TRAFFIC CALMING

This section provides best practices in traffic calming treatments to create safer environments for bicyclists and pedestrians.

## CURB RADII REDUCTION

Wide curb radii can often result in motorists traveling at high speeds when initiating turns. Reducing the curb radius at intersections causes motorists to slow down, minimizes the distance pedestrians must cross, increases the visibility of pedestrians to drivers, and reduces the risk of right hook collisions between bicyclists and vehicles.

## LANDSCAPED MEDIANS

Medians are elevated barricades that divide the roadway down the center. They have the potential to reduce speeds by narrowing the visual width of the roadway. This effect is enhanced by the addition of landscaping, such as trees and bushes, which also creates a more aesthetically pleasing streetscape. Medians should be constructed without obstructing pedestrian and bicycle access. Costs of landscaping include additional water and maintenance, which can be a challenge for implementation. Drought tolerant plants can reduce maintenance costs because they require less water.

## ROUNDABOUTS

Roundabouts are circular islands in the center of intersections that control the flow of traffic. Drivers that enter the roundabout must travel in a counter clockwise direction around the island to get to the other side. Roundabouts slow the flow of vehicular traffic into intersections, which creates a more safe and comfortable environment for bicyclists and pedestrians. Studies have shown roundabouts improve air quality and roadway circulation by eliminating the stop-and-start movements associated with a four-way stop. The cost to construct a roundabout varies by size and materials. Landscaped roundabouts are generally more expensive because of maintenance costs.

## DRIVEWAYS

Improving the design and minimizing the frequency of driveways can reduce conflicts between vehicles and pedestrians. Reducing driveway width and tightening curb radii causes motorists to drive more slowly. Converting driveways to a “right-in right-out” design reduces the number of conflict points between automobiles and pedestrians. Providing a level sidewalk across driveways improves access for persons with disabilities.

## LANDSCAPING

Landscaping may be installed as a standalone feature of the sidewalk, or to compliment other streetscape features. Placement and design of landscaping offers several different types of benefits to the pedestrian. A landscaped buffer can refer to a landscaped segment that lies between the street and sidewalk to separate vehicular traffic from the pedestrian. Landscaping can be installed in several locations along the streetscape. Planting strips can be designed to collect, filter, and manage stormwater runoff along the curb. A landscaped buffer can also be installed along the property lines to provide a separation between the sidewalk path and residences. Landscaped medians serve as a separation between vehicular traffic traveling in opposite directions. Additionally, street trees installed adjacent to transit stops provide optimal shade for riders.

Low impact development (LID) and green street techniques offer more sustainable options for landscaping within the right of way, while also providing water quality and flood reduction elements to the project at lower costs.

*Street trees can provide shade for people walking and gathering on the sidewalk.*

*Driveways with a “right-in right-out” design reduce the number of conflict points between automobiles and pedestrians.*

*Landscaped medians lead to reduced speeds and create a more aesthetically pleasing streetscape.*

## FUNDING SOURCES

Funding for designing and constructing Safe Routes to School and general pedestrian improvements is likely to continue to remain a challenge for the City of Encinitas in the near future.

Because of this, the City will continue to actively seek funding opportunities made available through regional, state, and federal grant programs.

This section presents typical unit costs for improvements, and highlights several available funding sources for pedestrian and bicycle improvements.

City staff is encouraged to use this chapter as a starting point in developing planning-level cost estimates for grant applications, Capital Improvement Programs, and other budgeting exercises.

Costs and funding sources are current as of December 2014.

## UNIT COSTS

The table below presents typical unit costs for developing pedestrian and bicycle cost estimates. Unit costs are based on a review of construction averages for the State of California. All other unit costs are based on Southern California averages.

It should be noted that these unit costs are at the planning level and thus do not take into consideration site-specific costs, such as grading or striping removal. They are intended to provide an "order of magnitude" opinion for each project cost, so that further steps can be taken (including soliciting funding, preliminary and final design, etc.). Design, mobilization, and contingency percentages will be applied to estimated costs to account for potential increases in costs after further study.

## table 4.1 - funding sources

| FUNDING SOURCE | Maintenance | Programs | Enforcement Activities | Street Infrastructure | Special Events | Street Infrastructure |
|---|---|---|---|---|---|---|
| Charitable Foundation | | ● | | | ● | |
| Advocacy Organizations or Clubs | | ● | | | | |
| Business Improvement Districts | ● | | ● | ● | ● | |
| Business/Private Sponsorships (Health Care, Local Businesses) | ● | | ● | | ● | |
| Tax Increments from Sales/Property/Hotel Taxes or Bonds | | | | ● | | ● |
| Federal or State Improvement Plans or Competitive Grants | | ● | ● | ● | ● | ● |
| Tax Allocation or Community Based Assessment | | | | | | ● |
| Asset linked (such as parking or facility fees) | ● | | ● | ● | ● | |
| Transportation Department | ● | | | | | ● |
| Parks and/or Recreation Department | ● | | ● | ● | ● | |
| Public Health Department | | ● | | | ● | |

*Source: Circulate San Diego, 2014*

## funding success!

- The City of Encinitas has completed over **$1M** in Safe Routes to School Improvements since 2012

*Cardiff Elementary SRTS Improvements*

## table 4.2 - sample cost estimates

| IMPROVEMENT | COST | UNIT |
|---|---|---|
| Pedestrian Facilities | | |
| Bicycle/Pedestrian Overcrossing | $1,000,000 | Each |
| High Visibility Crosswalk | $600 | Each |
| Crosswalk with Decorative Concrete | $3,000 | Each |
| Curb Extensions | $50,000 | Each |
| Curb Ramp | $5,000 | Each |
| Sidewalk Installation | $90 | Linear Foot |
| Sidewalk Repair | varies | - |
| Access Gate | varies | - |
| Automatic Gate with Arm | $1M | Each |
| In-Pavement Flashers | $50,000 | Each |
| Pedestrian Amenities | | |
| Landscaping | $25 | Square Foot |
| Street Trees (plus tree grates) | $1,500 | Each |
| Trash Receptacles | $8,000 | Each |
| Benches | $1,000 | Each |
| Pedestrian Scale Lighting | $3,500 | Each |

*Source: San Bernardino Associated Governments, 2013*

*Oak Crest Middle SRTS Improvements*

*Quail Gardens Drive Pedestrian Path*

*this page intentionally left blank*

# chapter 5 - program examples

*"Walking is the best possible exercise. Habituate yourself to walk very far."*

*–Thomas Jefferson*

CHAPTER 5

# PROGRAM EXAMPLES

## OVERVIEW

This chapter presents encouragement, enforcement, and education programs designed to support the pedestrian infrastructure at the proposed project locations in Chapter 4.

Typically these programmatic improvements cost less to implement than infrastructure improvements, and can be funded as standalone projects through a variety of sources, or as part of an accompanying infrastructure improvement.

This is not an exhaustive list and reflects best practices most commonly utilized to promote pedestrian programs. Identified programs listed below should be monitored for their effectiveness and new programs should be added as appropriate in future planning updates.

## PEDESTRIAN AND BICYCLE SAFETY EDUCATION

Regular pedestrian and bicycle safety courses may be offered to educate children and adults on safe pedestrian behavior, how to ride a bicycle, complete a bicycle safety check, safe riding skills, and the rules of the road for both pedestrians and cyclist.

## SAFETY ASSEMBLY

Assemblies can be held to bring awareness to pedestrian and bicycle safety. Assembly celebrations may include the following: Bike to Work or School Day in May, Walk to Work Day in April, International Walk to School Day in October, Walkable Communities awards and Safety Patrol and Crossing Guard Recognition. An assembly not connected to a larger celebration could teach basic bicycle or pedestrian safety in an energetic atmosphere.

## SAFETY AWARENESS CAMPAIGN

To create awareness and education on a neighborhood or city-wide level schools may develop a safety awareness campaign. Students may work with their classroom teachers or in their after school programs to develop safety slogans and art while learning about better safety practices. Their artwork can then be used as signs, banners or transformed into a logo for a city-wide campaign.

*Bicycle Rodeos offer hands-on experience riding a bicycle.*

*Communities are encouraged to hold assemblies that bring awareness to pedestrian and bicycle safety.*

## community enforcement

According to the National Highway Traffic Association's Highway Safety Program Guideline No. 14, essential components of law enforcement to increase pedestrian and bicycle user safety include:

- Developing a reporting and evaluation system to better understand pedestrian and bicycle involved collisions.
- Providing communication and education support via direct outreach as well as through earned and paid media.
- Training officers in the pertinent statutes and ordinances that affect safety of bicyclists and pedestrians.
- Enforcing pedestrian and bicycle laws, as well as other laws that affect the safety of vulnerable users, such as those aimed at aggressive or distracted drivers.
- Developing creative strategies to promote safe pedestrian, bicyclist, and motorist behavior (e.g., citation diversion classes for violators).
- Using innovative enforcement strategies to increase traffic and personal safety around schools.

## INTERNATIONAL WALK TO SCHOOL DAY

International Walk to School Day (W2SD) is held annually in October. This is a celebration where millions of people around the world walk to school helping to create safe pedestrian-friendly communities, promote healthier habits and environmental conservation. W2SD is a great way to celebrate, promote and create awareness around walking and physical activity among all students.

## WALKING SCHOOL BUSES AND BIKE TRAINS

A Walking School Bus for pedestrians or a Bike Train for cyclists are activities that provide multiple community benefits. Children are picked up from their homes or along a designated Walking School Bus Route with designated "bus stops" at specific times. Parent volunteers help their neighbors who are unable to accompany their children to school. This significantly helps with safety and traffic congestion around schools, and encourages community building and physical activity. A Walking School Bus can be as informal as a few parents alternating to walk or bike with their children to school, but it can also be a well organized, PTA led effort that involves many members of the school community.

## SUGGESTED ROUTES TO SCHOOL MAP DISTRIBUTION

Suggested Route to School maps were created in a collaborative process with the City and the school community. These maps may be distributed to parents, teachers and administrators to encourage students walking and biking to school on the suggested routes. These maps are best distributed in collaboration with International Walk to School Day events sponsored by individual school sites. Suggested Routes to School Maps for each of the project schools can be found in the Community Workplan for the corresponding school.

## SAFE ROUTES TO SCHOOL (SRTS) CONTESTS

SRTS contests are an interactive tool to engage students and highlight their creativity in order to promote SRTS activities. Some examples include:

- Artwork that shows why a student walks/bikes to school
- Artwork that promotes what students have learned about pedestrian/bike safety
- a map of the route a student takes to get to school
- a logo or mural design for a city-wide campaign
- a skateboard contest that teaches skate safety while allowing the students to express themselves
- Social Media outlets are another tool that can be utilized for competitions

*To create awareness and education on a neighborhood or city-wide level schools may develop a safety awareness campaign.*

*W2SD is a great way to celebrate, promote and create awareness around walking and physical activity among all students.*

*Bike trains provide multiple community benefits.*

## recommendations for safer routes to school

- Increase opportunities for walking, and bicycling to schools and throughout the community with the design and construction of complete streets that are safe and attractive for people of all ages and abilities.
- Give pedestrians and bicyclists the highest priority, especially near schools.
- Adjust signal timing to allow for greater pedestrian intervals.
- Create and maintain high level pedestrian, cycling and transit ingress and egress from the roadway and surrounding community to schools.
- Work with NCTD to locate transit stops as close as practicable to entry points of a school, with direct paths of travel when feasible.
- Consider street redesign projects that repurpose the right-of-way in areas that are underserved by pedestrian infrastructure.
- Conduct regular active transportation audits around schools.

## PARK AND WALK SITES

Parents looking to avoid traffic congestion around the school may choose to utilize the park and walk site identified on the Suggested Route to School Map or use another alternative site for drop-off and pick-up or walking to school. Park and walks significantly help with safety and traffic congestion around schools, while at the same time encouraging physical activity.

## STUDENT SAFETY PATROL

Student safety patrols can assist with drop-off and pick-up procedures and crossing families. Students who participate learn safety and leadership skills they can use in their everyday lives. School who do not have an existing Student Safety Patrol may work with the school district to adopt the program and educate students to assist with crossing students at arrival and departure times.

## SCHOOL CROSSING GUARDS

Adult school crossing guards can be a major asset in promoting safety within the school zone, specifically at school crossings. They are there to ensure students safety while crossing and their presence reminds drivers and pedestrians to behave safely.  Adult school crossing guard programs can be put into practice by parent volunteers, school staff or paid personnel.

Crossing Guard locations are determined through a comprehensive review of safety factors by implementing departments at the city and school district. Placement is subject to review by staff if other locations are more feasible due to incurred safety benefits.

Crossing Guard programs can often be funded through intergenerational grant sources, which serve to empower seniors and benefit the school community simultaneously.

*Park and walks significantly help with safety and traffic congestion around schools, while at the same time encouraging physical activity.*

*Student safety patrols can assist with drop-off and pick-up procedures and crossing families.*

*Adult school crossing guards can be a major asset in promoting safety within the school zone*

## how to activate public spaces

Develop and/or support events that use the public right of way for active transportation and play for residents and visitors of all ages, abilities and backgrounds. Examples include:

- Open Streets/Ciclovias
- Play Streets
- Block Parties
- Mobile playgrounds
- Private running and cycling events
- Support temporary or permanent driving restrictions to increase space and opportunities for active transportation
- Car free zones or charge for vehicle entries to discourage driving
- Restricted vehicle access to streets near schools such as closing streets to car traffic on weekends
- Reallocate on-street parking for parklets, bicycle parking, or other non-vehicular uses
- Simplify and publicize permitting and other requirements for programs and events in the public right-of-way

## MODE SHARE EVALUATION | PARENT SURVEY AND STUDENT TRAVEL TALLIES

The SRTS parent survey is a suggested evaluation measure given to identify current student walking and bicycling rates and parent attitudes toward children walking or bicycling. In addition, the student travel tally is a suggested evaluation measure administered by the classroom teacher who asks the students how they arrived to school on a number of sequential days in a week. Surveys should be administered to acquire baseline data and evaluate programmatic impacts.

## OTHER PROGRAM EXAMPLES

The following section presents program examples that encourage physical activity and healthy lifestyles for residents and visitors. Active transportation programming is a relatively simple and inexpensive way for cities to engage their constituencies in active living. Below are program example best practices that cities across the United States have implemented as demonstration projects and City-sponsored multi-year initiatives.

## OPEN STREETS EVENTS

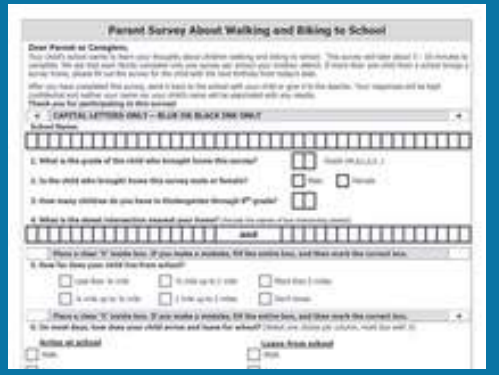
Open Streets events temporarily open a series of city streets exclusively to walking, jogging, bicycling, rollerblading, and other fun, engaging activities. These events encourage people to spend time outside walking, bicycling and getting to know their neighbors in a fun and exciting environment.

Complimenting activities include exercise classes, dance classes, yoga, aerobics, sports, and family-friendly games and activities. Open Streets events promote community pride, local businesses, and physical activity, while regaining the use of streets as a public space for the community to gather and share.

## INTERGENERATIONAL CROSSING GUARD PROGRAMS

Developing an intergenerational crossing guard program is a great asset to a community. The first step in creating a successful program is bringing together the right community members. The school administration, teachers, local traffic engineers, law enforcement officers, school parents and grandparents are the key decision makers in developing a strategy for the program.

Implementing an intergenerational crossing guard program presents many benefits to a community. The program provides opportunities for seniors and grandparents to volunteer their time to assist with crossing children safely at key locations during peak drop-off and pick-up times. Not only does this promote a safer school zone it provides opportunities for fulfilling intergenerational experiences between the youth and elderly.




*The SRTS parent survey identifies current student walking and bicycling rates and parent attitudes toward children walking or bicycling.*

*Park(ing) Day 2014 Street Scrabble*

*Open Streets events promote community pride, local business, and physical activity.*

## PARKLETS

Parklets transform vehicular zones such as parking lots or parking spaces in front of commercial frontages for the public's use in the form of benches, tables, and greenery. Parklets provide pedestrian amenities and green space for people using the streets.

They can be temporary spaces set up as a demonstration project or can be a permanent fixture in a city's streetscape in front of a restaurant or in an under-utilized parking lot. Parklets can be as small as a parking space in front of a commercial frontage, or could be as large as a pocket park.

## JOINT USE AGREEMENTS

Joint use agreements are formal agreements between school districts and municipalities; setting forth the terms and conditions for which the community can access school district outdoor facilities when the schools are not in session. Joint use agreements are especially valuable in park-deficient neighborhoods or municipalities where the existing built environment has no available space to build new park facilities.

Joint use agreements are also a relatively inexpensive way for municipalities to create access to new park space while saving the extensive construction and maintenance costs for new park facilities. Joint use agreements can bring physical activity back into the lives of children who previously had no access to a safe, outdoor place to play.

## EMPLOYER ACTIVE TRANSPORTATION & HEALTHY LIVING PROGRAMS

To encourage healthier workplaces employers may provide incentives to employees who are willing to commute by transit or non-motorized transportation.

Other ways may include flex time to encourage exercise, on-site exercise and showering facilities to support employees who choose to exercise at lunch as well as those who bike, run, or walk to work, and participation in regional commuter choice programs.

## WAYFINDING SIGNAGE, MAP AND APPLICATIONS

Wayfinding refers to the user experience of orientation within the built environment. There are many different possibilities and strategies that a municipality can utilize to improve the pedestrian's wayfinding experience.

A simple pedestrian aid could be a paper map of a specific commercial corridor or urban village. Another wayfinding aid could be whimsical wayfinding signs navigating pedestrians to key destinations such as City Hall, a park or a beach. More recently, municipalities can develop applications that pedestrians can download to their smartphones or tablets that can utilize the most recent technology to guide pedestrians to their desired destination in real time.

## IN CLOSING

The *Let's Move, Encinitas Pedestrian Travel and Safe Routes to School Plan* was completed in February 2015, and will serve as a foundational document for the City as it develops its upcoming Active Transportation Plan, and the recommendations contained within will provide critical direction to City staff as they develop a funding strategy to address pedestrian improvements throughout the City.

*Parklets provide pedestrian amenities for people using the streets.*

*Community use of designated school district outdoor facilities when the schools are not in session.*

*East Village Pedestrian Way-finding Signage offers visitors and residents directional guidances.*

# Let's Move, Encinitas!

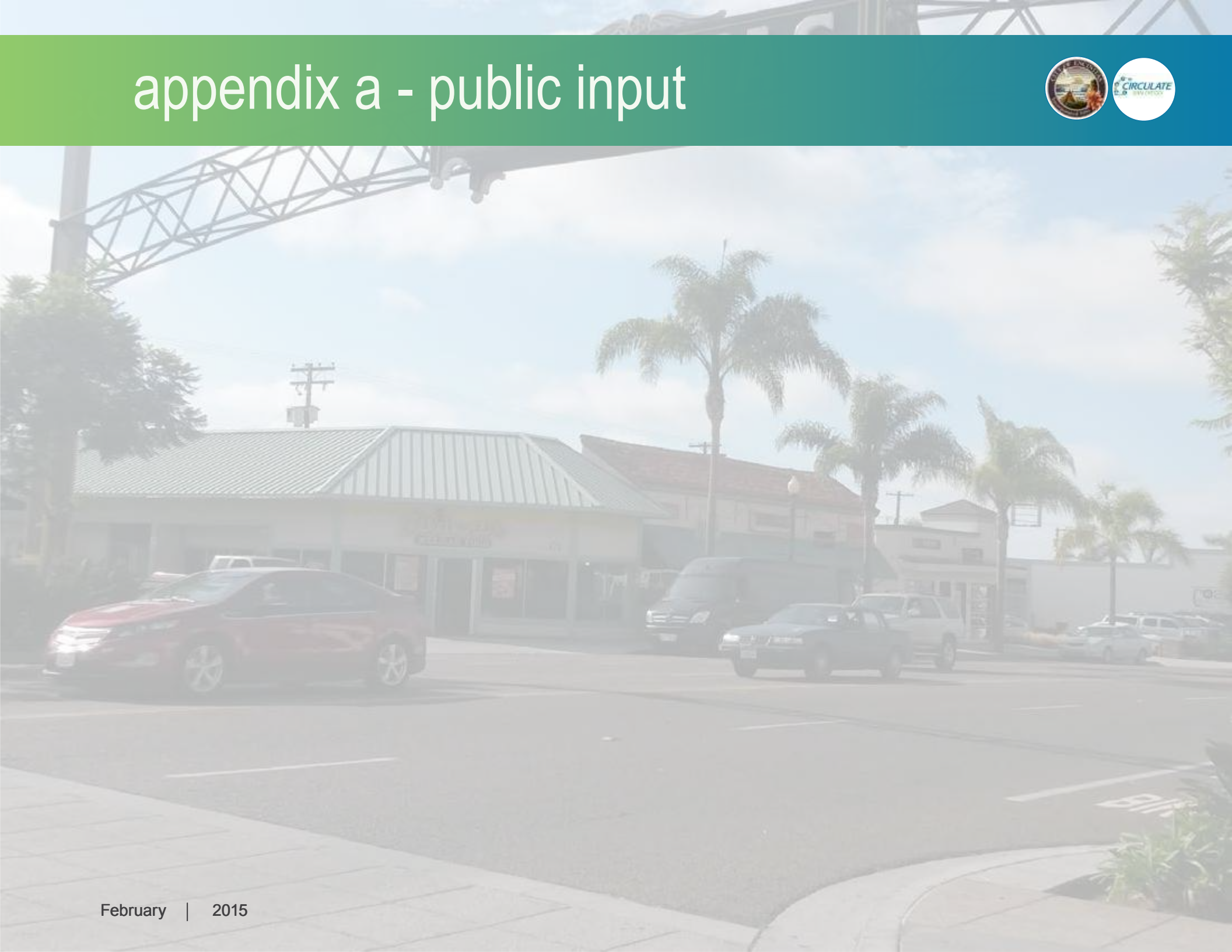
## Pedestrian Travel and Safe Routes to School Plan

## Technical Appendix

CIRCULATE SAN DIEGO

CITY OF ENCINITAS

# appendix a - public input



February | 2015

*Let's Move, Encinitas!*

**FINAL COMMENTS ADA HARRIS ELEMENTARY SCHOOL**

**Pedestrian & Bicyclist Issues**

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Windsor Drive and Villa Cardiff Drive** | | |
| No crosswalk, heavy car congestion, crossing difficult, stop sign obstructed, overgrown bushes and brush, traffic back up onto Windsor Dr, drivers on Windsor Dr pull out on left turn into 35 mph Villa Cardiff Dr traffic. | Install crosswalk, trim vegetation, install traffic calming and provide police presence to prevent poor driver behavior. | |
| **Via Cardiff North of Windsor Drive** | | |
| Speed limit sign covered by tree. | Trim vegetation | |
| **Windsor Drive** | | |
| No crosswalk, cars pulling into drop off from east to west causing conflict, speeding, cars making U-turns to park, speed limit not clearly marked, mailbox obstruction, if cars are parked on right side drivers pull into crossing traffic to pass. | Install high visibility crosswalk, provide police presence to prevent poor driver behavior, install speed limit on pavement, move mailboxes to provide ADA access. | Evaluate crosswalk, speed limit on pavement, ADA access |
| **Kings Cross Drive** | | |
| Traffic congestion, narrow sidewalk, overgrown vegetation, no crosswalk. | Install crosswalk | Install crosswalk |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Villa Cardiff Drive and Mackinnon Avenue** | | |
| Unsafe Crossing. | Provide crosswalk, install traffic calming | Install high visibility crosswalk, traffic calming |
| **Windsor Drive and Woodlake Drive** | | |
| Unsafe crossing, missing sidewalks. | Install high visibility crosswalk, complete the sidewalk network. | Evaluate high visibility crosswalk, install sidewalk |
| **Drop Off Area** | | |
| Tripping, insufficient parking. | Repair trip hazards, provide incentives to parents who carpool or walk their children to school. | Repair trip hazards, provide incentives to parents who carpool or walk their children to school. |
| **Windsor Drive to Santa Fe Drive** | | |
| Missing sidewalks | Complete the sidewalk network. | Install sidewalk |
| **Villa Cardiff Drive** | | |
| Speeding, wide and unmarked street, no buffer on east side of the street. | Install traffic calming. | Evaluate traffic calming |

## *Let's Move, Encinitas!*

## FINAL COMMENTS CAPRI ELEMENTARY SCHOOL

## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Caudor Street South of Capri Road** | | |
| Speeding, no sidewalk on west side of street. | Complete the sidewalk network. | Install sidewalk |
| **Intersection at Caudor Street and Wood Drive** | | |
| No crosswalk, unsafe crossing to east side of street, no stop sign. | Install stop sign and crosswalk. | Install stop sign, crosswalk |
| **Capri Road** | | |
| No sidewalk on south side of the street. | Complete the sidewalk network. | Install sidewalk |
| **Capri Road and Burgundy Street** | | |
| No stop signs or crosswalks, parking on red curbs. | Install stop signs and high visibility crosswalks. | Install stop signs, add high visibility crosswalks |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Capri Road and Caudor Street** | | |
| Intermittent sidewalks, blind corners and blind curves. No curb or paint between sidewalk and street so cars drive too close to pedestrians, poor driver behavior. | Complete the sidewalk network, Provide educational opportunities to improve driver behavior. Police enforcement for poor driver behavior. Install 3-way stop and add crosswalks. | Install sidewalk, educate drivers, increase enforcement, install 3-way stop, add crosswalks |
| **Urania Avenue** | | |
| Incomplete sidewalks, narrow road does not allow space for cyclists, mailboxes obstruct sidewalk especially on SW side. | Complete the sidewalk network. | Install sidewalk |
| **Capri Road in Front of School Site** | | |
| Too congested with about 700 students and one start time. | Allow early drop off, have two start times. | Allow early drop off, have two start times. |
| **Sunrich Lane** | | |
| Overgrown bushes and mailboxes in sidewalk, children cannot bike on sidewalk, need additional ped access points. | Trim bushes and move mailboxes to provide ADA compliance, do not allow students to ride on sidewalk, communicate with residents to see if they would allow right-of-way access through their properties. | Trim bushes, move mailboxes, increase enforcement, evaluate right-of-way access points |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Rainbow Ridge Road, Gate to Field** | | |
| Drivers turn around at the end of the street and don't look out for pedestrians. Drivers park or wait and block entrance to gate. | Provide police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Capri Road and Rainbow Ridge** | | |
| Crosswalk not aligned with ramp and sidewalk and is not used, uncontrolled crossing, north side of Capri Rd is covered with vegetation that impedes sidewalk. | Provide crossing guard at this location. Install high visibility crosswalks. Clear vegetation to ensure ADA sidewalk compliance. | Proposed crossing guard location, install high visibility crosswalks, clear vegetation |
| **Parking Lot Exit onto Rainbow Ridge** | | |
| Currently two lanes at exit. | Reverse lanes down hill inside parking lot, merge lanes at exit. | Evaluate merging parking lot exit lanes |
| **Gascony Onto Capri Road** | | |
| Sidewalk and street both asphalt with no physical or visual barrier, lack of awareness about intersection/pedestrian crossing, blind crosswalk. | Paint curb to separate sidewalk and street, need visual barrier. | Evaluate red curb |
| **Urania Avenue and Leucadia Boulevard** | | |
| Cyclists heading north on Urania across Leucadia are unable to activate light change. | Provide instructions/signs/painted box on road for cyclists. | Enhance bicycle facilities |
| **Drop off Zone in front of Capri Elementary School** | | |
| No signage in drop off zone. | Provide "no idling zone" signs in school drop off area like Paul Ecke-Central elementary School. | Install "no idling zone" signs |

*Let's Move, Encinitas!*

**FINAL COMMENTS CARDIFF ELEMENTARY SCHOOL**

**Pedestrian & Bicyclist Issues**

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **San Elijo Avenue Between Montgomery Avenue and Birmingham Drive** | | |
| Missing sidewalk on east side of San Elijo Ave, missing crosswalk. | Complete the sidewalk network | Install sidewalk |
| **Montgomery Avenue and Westminster Drive** | | |
| Cars park illegally in red curb on SW corner, blocked sight lines. | Provide Police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Montgomery Avenue between Mozart Avenue and Westminster Drive** | | |
| Cars park in red curb and on sidewalk, pedestrians jaywalking. | Provide Police enforcement to prevent poor driver behavior. | Increase enforcement (Duplicate) |
| **Mozart Avenue and Montgomery Avenue** | | |
| Low visibility crosswalk. | Install high visibility crosswalk. | Install high visibility crosswalk |
| **San Elijo Avenue and Mozart Avenue** | | |
| Missing crosswalk. | Install raised crosswalk, flashing beacon. | Install raised crosswalk, flashing beacon |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Montgomery Avenue and Rossini Drive/Stafford Avenue** | | |
| Sidewalks missing on Montgomery Ave east of Rossini Dr/Stafford Ave, sidewalks missing on Rossini between Birmingham Dr and Montgomery Ave. Narrow street; no bike lane facility. Parking on SE corner blocks sight lines, poor driver behavior, no crossing guard at intersection, drivers block intersection from queue from westbound traffic. Missing crosswalks. | Complete the sidewalk network. No Parking on SE corner. Provide crossing guard. | Install sidewalk, evaluate no parking on SE corner, proposed crossing guard location |
| **Montgomery Avenue Between Rossini Drive/Stafford Avenue and Birmingham Drive** | | |
| Missing sidewalk. | Complete the sidewalk network. | Install sidewalks |
| **Montgomery Avenue and Birmingham Drive** | | |
| Missing crosswalk, speeding vehicles | Install raised crosswalk, flashing beacons, stop sign. | Install raised crosswalk, flashing beacons, stop sign |
| **Rossini Drive and Birmingham Drive** | | |
| Speeding vehicles down Birmingham Dr, missing curb ramps on NW and SW corners, speeding vehicles down Birmingham Dr, difficult to make left hand turn from southbound Rossini Dr onto eastbound Birmingham Dr due to heavy traffic. | Install 4-way stop, install traffic calming | Install 4-way stop, install traffic calming |
| **Birmingham Drive between Mackinnon Avenue and San Elijo Avenue** | | |
| Speeding vehicles, no clear place for students and their families to cross the street from the west side. | Install traffic calming, school zone. | Install traffic calming |
| **Stafford Avenue** | | |
| Missing sidewalk | Complete the sidewalk network. | Install sidewalk |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Warwick Avenue and Summerset Avenue** | | |
| Missing sidewalk, gate to dirt path would help pedestrians get to school. | Complete the sidewalk network, achieve right-of-way to Rossini Creek and allow pedestrian access by installing a gate. | Install sidewalk, achieve right-of-way to Rossini Creek |
| **MacKinnon Avenue** | | |
| **At King's Cross:** No pedestrian crossing signs or crosswalk.<br>**At Villa Cardiff**: no sidewalk from proposed park location to the school | Install pedestrian signage and crosswalk. Install sidewalk before proposed park opens. | Install sidewalk, pedestrian signage & crosswalk |
| **Windsor Road** | | |
| Speeding traffic. | Install traffic calming. | Install traffic calming |
| **South Freda Lane** | | |
| Private mailboxes impede pedestrian travel on public sidewalk space | Remove mailboxes from sidewalk to ensure ADA compliance. | Relocate mailboxes |
| **South on Manchester Avenue to Nature's Center** | | |
| Difficult to access Nature's Center by walking south on Manchester due to high vehicle speeds and lack of direct path | Evaluate the feasibility to install a pedestrian path. | Evaluate the feasibility to install a pedestrian path |

*Let's Move, Encinitas!*

# FINAL COMMENTS DIEGUENO MIDDLE SCHOOL
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Alley Connecting Village Parkway and Springwood Lane** | | |
| Pot holes, opening in fence is too narrow, not ADA accessible. | Repair street, repair fence to allow ADA accessibility. | Resurface street, repair fence |
| **Village Park Way Between Willowspring Dr and Diegueno Middle School** | | |
| Missing bike lane, drivers not looking for bicyclists turning left into staff parking lot, cyclists on sidewalk create conflict with pedestrians. | Install bicycle facility on street to prevent ped and cyclist conflicts. | Install bicycle facility |
| **Village Park Way and Entrance to Diegueno Middle School Drop off** | | |
| Missing crosswalks, drivers not looking for cyclists turning left into staff parking lot. | Install crosswalks. | Install crosswalks |
| **Intersection of Morning Sun Drive and Springwood Lane** | | |
| Drivers not looking for pedestrians crossing. | Possible all-way stop (3-way) location. | Evaluate all-way stop (3-way) location. |

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Springwood Lane in front of alley/gate to Village Parkway** | | |
| Drivers make U-turn and block oncoming traffic and sidewalk, sidewalks cracked and narrow, drivers stop in front of "No Stopping" signs and in red curbs, street in poor condition, many pot holes. Parents drop off their students in the morning block residents driveways. Sidewalks in poor condition due to tree roots, creating severe trip hazards. | Provide a park and walk location for families dropping off their children through the fire gate entrance to the school. Provide police enforcement to prevent poor driver behavior. Repair sidewalk network to allow for ADA compliance. | Evaluate park and walk location, increase enforcement, repair sidewalk |
| **Morning Sun Drive** | | |
| Poor driver behavior, sidewalks in poor condition due to tree roots, creating severe trip hazards. | Provide police enforcement to prevent poor driver behavior. Repair sidewalk network to allow for ADA compliance. | Increase enforcement, repair sidewalk |
| **Avenida La Posta** | | |
| Inadequate pedestrian scale lighting, pedestrians do not use crosswalk. | Install pedestrian scale lighting. Provide pedestrian educational opportunities. | Install pedestrian scale lighting, provide pedestrian educational opportunities |
| | | |

*Let's Move, Encinitas!*

# FINAL COMMENTS SUNSET HIGH SCHOOL
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Requeza Street and Nardo Rd** | | |
| Crosswalk missing from SW corner to school. Curb ramp missing on SW corner, awkward sight lines for motorists, poor driver behavior. Jaywalking from SE corner diagonally across intersection to school. East school parking lot driveway not aligned with intersection; conflict points with left and right turns. | Install signage. | Install signage |
| **Requeza Street East of Regal Road** | | |
| Sidewalks missing, bus stops on street with no ADA access, speeding vehicles, sidewalk obstructed by mailboxes, no room for cyclists on sidewalk, north side of street, fire hydrant in middle of pathway where after sidewalk ends on school property. Crosswalk missing west of Sunset High School, no bike path signage, parents drop off students in traffic lane. | Complete the sidewalk network. Install curb ramps and bus turnout. Move bus stop to an ADA accessible location, add signage, enforcement activities to prevent poor driver behavior. | Install sidewalks, curb ramps & bus turnout, evaluate ADA access to bus stop, add signage, increase enforcement |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Requeza Street and Westlake Street** | | |
| Sidewalk missing, crosswalk missing, sidewalk obstructed by mailboxes, no bike path. | Complete the sidewalk network, install crosswalk, move mailboxes to allow ADA access, install bicycle facility. | Install sidewalk, add crosswalk, evaluate existing sidewalk for ADA access, |
| **Westlake Street** | | |
| Speeding vehicles | Provide Police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Nardo Road between Requeza Street and Melba Road** | | |
| No bike lanes | Provide bicycle facility. | Install bicycle facility |
| **Orpheus Street** | | |
| Missing sidewalk on each side of the street | Complete the sidewalk network. | Install sidewalk |
| **Santa Fe Drive** | | |
| Missing sidewalks | Complete the sidewalk network. | Install sidewalk |
| **Faith Avenue** | | |
| Rocks on street | Street cleaning to clear debris on street. | street sweeping |
| **Quail Gardens Drive** | | |
| Missing crosswalks, missing sidewalk on west side. | Install sidewalks and crosswalks. | install sidewalk, add crosswalks |
| **Melba Road and Nardo Road** | | |
| Blocked sight lines, cars park near intersection or on sidewalk. | Install red curb. | paint curbs red |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Requeza Street** | | |
| Missing sidewalks from Sunset High School to tracks, In front of Sunset High, narrow street and not enough space to share street with pedestrians/cyclists. | Complete the sidewalk network. | install sidewalk (Duplicate) |
| **Village Park** | | |
| Very secluded. | Promote placemaking activities to bring attention to this area. | Encourage placemaking activities (Doesn't exist?) |

*Let's Move, Encinitas!*

## FINAL COMMENTS SAN DIEGUITO ACADEMY HIGH SCHOOL
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **School Driveway Exit onto Santa Fe Drive** | | |
| School exit crosswalk - students have to walk between cars exiting, students walk in exit lanes of driveway, cars back up onto Santa Fe Dr, students jaywalk across Santa Fe Dr, students walking in parking area do not observe pedestrian walkway. | Allow for more than one entrance and exit time to prevent thousands of students entering and exiting the school at the same time. Provide staff and volunteers to help direct the flow of pedestrian traffic before and after school time. | Provide alternate drop-ff & pick times, encourage parking lot monitors |
| **School Driveway Entrance from Santa Fe Drive** | | |
| Students jaywalk across Santa Fe Dr, cars back up onto Santa Fe Dr. | Install crosswalk and flashing beacon. | Install flashing beacon |

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Santa Fe Drive and Nardo Road** | | |
| Sidewalk missing, missing curb ramps on NW and SE corners, no curb on NW corner to separate pedestrians from cars, sidewalk missing on west side of Nardo Rd and SW corner, narrow sidewalks, illegal parking, drivers stop in crosswalks, poor driver behavior, NW corner is blind/blocked for motorists heading south on Nardo onto Santa Fe | Install no parking signs; eliminate parking in inappropriate places by adding sidewalk, provide police enforcement to prevent poor driver behavior. | Install sidewalk, add no parking signs, increase enforcement |
| **Nardo Road and Melba Road** | | |
| Missing sidewalks, unsafe parking options, school bus from LCC stops at NW corner. | Move bus stop location; install sidewalks. | Install sidewalks, relocate bus stop |
| **Santa Fe Drive between Bonita Drive and Nardo Road** | | |
| Drivers pass traffic by driving into oncoming traffic lane. No drop off lane in front of San Dieguito Academy. | Created a designated drop-off zone for San Dieguito Academy. | Evaluate a designated drop-off zone |
| **Melba Road between Bonita Drive and Regal Road** | | |
| Parents picking up students in traffic lane, garbage cans block parking spots on Wednesdays | Provide an offsite park and walk location. | Evaluate offsite park and walk location |
| **Nardo Road between Requeza Street and Melba Road** | | |
| Sidewalk obstructed by mailboxes, garbage cans block parking spots on Wednesdays, drivers waiting/parked in red zones. | Remove mailboxes to provide sidewalk ADA access. Provide police enforcement to prevent poor driver behavior. | Evaluate sidewalk ADA accessibility, increase enforcement |
| **Exit of San Dieguito Academy Student Parking Lot on Nardo Road** | | |
| Blocked sight lines from the north. | Extend red curb around driveway exit. | Extend red curb around driveway exit. |

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Nardo Road between Santa Fe Drive and Melba Road** | | |
| Sidewalk missing on west side of Nardo Rd, unsafe parking options. | Complete the sidewalk network. | Install sidewalk |
| **San Elijo Avenue between Montgomery Avenue and Birmingham Drive** | | |
| Missing sidewalk on east side of San Elijo Ave, missing crosswalk. | Complete the sidewalk network, install crosswalk. | Install sidewalk, add crosswalk |
| **Montgomery Avenue and Westminster Drive** | | |
| Cars park illegally in red curb on SW corner, blocked sight lines. | Provide police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Montgomery Avenue between Mozart Avenue and Westminster Drive** | | |
| Cars park in red curb and on sidewalk, pedestrians jaywalking | Provide police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Mozart Avenue and Montgomery Avenue** | | |
| Low visibility crosswalk | Install high visibility crosswalk | Install high visibility crosswalk |

*Let's Move, Encinitas!*

## FINAL COMMENTS PAUL ECKE-CENTRAL ELEMENTARY
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Intersection of Union Street and Hermes Avenue** | | |
| Illegal U-Turns, park in red curb zone on Hermes Ave, southbound lane on Hermes is narrow--conflict with left turn from Union Street. | Install delineator. | Install delineator |
| **Vulcan Avenue between Union St and Leucadia Boulevard** | | |
| Sidewalk missing on east side of Vulcan Ave. | Complete the sidewalk network. | Install sidewalk |
| **Hermes Avenue between Hygeia Avenue and Union Street** | | |
| No sidewalk on west side of street; many students walking and biking, feels unsafe for pedestrians and cyclists. | Complete the sidewalk network. | Install sidewalk |
| **Hygeia Avenue** | | |
| Missing sidewalk segments on east side, speeding vehicles. | Complete sidewalk network, install traffic calming. | Install sidewalk, evaluate traffic calming |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Hygeia Avenue between Cereus Street and Orpheus Avenue** | | |
| Sidewalk missing on east and west sides of street. | Complete the sidewalk network. | Install sidewalk (Duplicate) |
| **East Parking Lot of Paul Ecke-Central Elementary School at Union Street** | | |
| Cars entering parking lot create conflict with pedestrians on sidewalk, parents double-parking, poor driver behavior. | Provide Police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Hygeia Avenue between Cereus Street and Orpheus Avenue** | | |
| Sidewalk missing on east and west sides of street | Complete the sidewalk network. | Install sidewalk (Duplicate) |
| **Vulcan Avenue between School parking lot exit and Orpheus Avenue** | | |
| Sidewalk missing on east side; cars park on dirt shoulder creating no safe place for families living along Orpheus and South of Orpheus to walk. | Complete the sidewalk network. | Install sidewalk |
| **Vulcan Avenue and Union Street** | | |
| No right turn lane from northbound Vulcan onto Union St causes significant queue. Parked cars on NE corner of intersection block sight line. Southbound on Vulcan drivers not observing traffic laws/signs by turning left. | Paint curb red | Paint curb red |
| **Mid-Block crossing on Vulcan Street outside of Paul Ecke Central Elementary** | | |
| No right turn lane from northbound Vulcan onto Union St, cars back up and block sight line for pedestrians waiting to cross. No stop signs. Drivers not yielding to pedestrians in crosswalk | Install curb extension; paint portions of street red to improve sight lines. | Install curb extension, paint curb red |
| **Leucadia Boulevard and Vulcan Avenue** | | |
| Signal does not prioritize pedestrians. Peds wait very long at the intersection. | Change signal length to prioritize pedestrians. | Change signal length to prioritize pedestrians |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Vulcan Avenue between Leucadia Boulevard and Encinitas Boulevard** | | |
| Sidewalk/pathway on west side of Vulcan feels unsafe. Curb could be higher, cars often swerve over curb, Parents pick up students in traffic lane, no benches. | Install a curb/barrier/cement median. | Install a barrier to separate ped & moving traffic |
| **School Parking Spaces Along Union Street** | | |
| Residents park in school spots over night; do not observe signage. | Provide Police enforcement to prevent poor driver behavior. | Increase enforcement |
| **Paul Ecke-Central to Highway 101** | | |
| Underpass needed | Study the plausibility of an underpass | Study the plausibility of an underpass |
| | | |

*Let's Move, Encinitas!*

# FINAL COMMENTS PARK DALE LANE ELEMENTARY
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Park Dale Lane and Glen Arbor Drive** | | |
| Unsafe crossing, speeding. | Install school crossing signs, high visibility crosswalk, stop bars, watch for children signs, signage with school hours. Provide school crosing guards at this location. | Evaluate signage, high visibility crosswalk, stop bars, proposed crossing guards location |
| **Park Dale Lane** | | |
| Narrow, no room for cyclists, narrow sidewalks, in front of school students and parents cut out between cars to jaywalk. | Provide educational opportunities to improve driver behavior. | Educate drivers |
| **Back Gate Onto School Property** | | |
| Gate is soldered shut no access here for students or little league groups on weekends/week nights | Install electronic lock to allow entrance while school is in session. | Evaluate an electronic lock |
| **North Side of School Parking Lot Exit** | | |
| School garbage cans in sidewalk, blocking pathway | Move garbage cans to provide ADA access on sidewalk. | Prevent placing garbage cans on sidewalk |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Intersection of Park Dale Lane and Countryhaven Road** | | |
| Unsafe crossing, no stop bars, no high visibility crosswalks | Install stop bars and high visibility crosswalks. | Install stop bars and high visibility crosswalks. |

*Let's Move, Encinitas!*

## FINAL COMMENTS OlIVENHAIN PIONEER ELEMENTARY SCHOOL
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community

| Issues Identified by Residents | Request | City Recommendation |
|---|---|---|
| **Calle Acervo from Rancho Santa Fe Road to Avenida Pantera** | | |
| Parking on red curbs/no parking zones. Speeding vehicles, need speed limit sign east of Olivenhain Pioneer Elementary. Parking lot entrance is 30mph not 25mph as in a school zone. No places to sit and rest. | Install traffic calming on the hill; install school zone signage. | Install traffic calming; install school zone signage |
| **Calle Acervo and Entrance to school parking lot** | | |
| Drivers exit out of the entrance, cars don't make complete stops, or run stop sign completely, cars in queue to entrance of school lot block crosswalks, low visibility crosswalks, drivers drive into oncoming traffic lane to pass intersection, need crossing guard. | Provide Police enforcement to prevent poor driver behavior. Install median. | Install median, increase enforcement |
| **Exit of School Parking Lot** | | |
| Stop sign very faded | Replace stop sign | Replace stop sign |

| Issues Identified by Residents | Request | City Recommendation |
|---|---|---|
| **Rancho Santa Fe and Avenida La Posta/ Calle Acervo** | | |
| Low visibility crosswalks, wood chips on sidewalk | Install high-visibility crosswalks | Install high-visibility crosswalks |

*Let's Move, Encinitas!*

**FINAL COMMENTS OCEAN KNOLL ELEMENTARY**

**Pedestrian & Bicyclist Issues**

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Melba Road and Regal Road** | | |
| Bushes overgrown, illegal left hand turns into oncoming traffic to pass cars, drivers cut left hand turns too short | Trim bushes. Install curb bulb outs. | |
| **Regal Road between Santa Fe Drive and Requeza Street** | | |
| No sidewalk on east side, speeding vehicles | Complete the sidewalk network. Install traffic calming. Police enforcement for poor driver behavior. | |
| **Requeza Street from Nardo Road to Bracero Road** | | |
| Sidewalks missing | Complete the sidewalk network. | |
| **Bonita Drive** | | |
| Sidewalks missing, feels unsafe, many cars making U-turns | Complete sidewalk network. Install traffic calming. Provide Police enforcement for poor driver behavior. | |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Melba Road and Nardo Road** | | |
| SW corner missing curb ramp, NW corner is set back behind stop bar of traffic heading south, drivers cannot see pedestrians waiting to cross, NW, SW and NE corners all have blocked sight lines at corner, NW, SW and NE corners all have blocked sight lines at corner, very long queues of cars (16 cars waiting on southbound Nardo Rd), no sidewalk on south side of street. | Install ADA compliant curb ramps. Install curb popouts. Complete the sidewalk network. | |
| **Melba Road and Bonita Drive** | | |
| NW corner blocked sight line, blind corner, Cars cut corner on sidewalk because there is no curb, Low visibility crosswalks | Block westbound traffic on Melba Rd by bollards (to allow bikes and emergency vehicles) traffic to flow out of Ocean Knoll parking lot down to Santa Fe Dr. Install high visibility crosswalks. | |
| **Melba Road between Crest Drive and Nardo Road** | | |
| Lack of school zone signs, speeding vehicles (flagged up to 47mph), blocked sight lines into Ocean Knoll parking lot from parked cars east of lot entrance. | Install speed zone signs, provide radar speed signs for speed enforcement. | |
| **Nardo Rd between Santa Fe Drive and Requeza Street** | | |
| Sidewalk obstructed by mailboxes. Speeding vehicles. No contiguous sidewalk. | Move mailboxes to allow for ADA compliance. Provide Police presence to prevent poor driver behavior. Complete the sidewalk network. | |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Mid-Block Crossing across Melba Road in front of Ocean Knoll Elementary** | | |
| Low visibility crosswalk | Install high visibility crosswalk; install pedestrian crossing signs and ped activated lights. | |

*Let's Move, Encinitas!*

# FINAL COMMENTS OAKCREST MIDDLE SCHOOL

## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Oakcrest Park Drive** | | |
| Significant Speeding leaving school toward Balour Dr, cars making left turn conflict with Balour left turn. | Provide driver education to prevent poor driver behavior. Install signage and traffic calming. | Educate drivers, install signage and traffic calming |
| **Balour Drive and Oak Crest Drive** | | |
| Significant speeding leaving school site toward Balour Dr. | Provide Police enforcement for poor driver behavior. | Increase enforcement, install traffic circle/roundabout |
| **Balour Drive** | | |
| Speeding northbound traffic, 30- 45 mph | Provide Police enforcement for poor driver behavior. | Increase enforcement |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Intersection of Balour Drive and Oak Crest Drive** | | |
| On SE corner, students cut through dirt path - shorter distance than sidewalk curb return, on Oak Crest Dr, cars fail to come to a complete stop at crosswalk. It is difficult for peds to cross with left turn. Left turn on Balour Dr onto Oak Crest Dr. SE Corner, no bike lane, little room for students on bikes, lack of turn signal use which backs up traffic. Few drivers observe stop sign, many students are jaywalking. | Install traffic calming: traffic circle/roundabout | Increase enforcement, install traffic circle/roundabout |

*Let's Move, Encinitas!*

**FINAL COMMENTS FLORA VISTA ELEMENTARY**

**Pedestrian & Bicyclist Issues**

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Splitrail Drive and Wandering Road** | | |
| Cars roll through stop sign, block sight lines from cars parking too close to intersection, no ADA curb ramp at crossing, no crosswalk across Splitrail Dr, cars are parking and pulling out along Splitrail Dr into the path of kids on bikes. | increase red curb to clear line of sight, until 2nd or 3rd tree, install curb ramps on both sides of street, enforcement, curb alignment, post lighted crosswalk sign. | Evaluate red curb, curb ramps, curb realignment, enforcement, flashing crosswalk sign. |
| **Splitrail Drive and Apenflow Street** | | |
| Cars speeding, raised crosswalk is too slanted and does not slow cars down, raised crosswalk does not prevent speeding at the corner, not enough vertical deflection. | Raise height of crosswalk, install lights or lighted crosswalk sign. | Increase crosswalk height, install flashing crosswalk sign |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Intersection of Wandering Road and Rambling Road** | | |
| No crossing to school, visibility issue on NE curb, people park in front of curb ramp on NE corner in the afternoon, curb not painted red, cars park on corners, blocking the view of drivers and pedestrians, mid-block u-turns, speeding and poor driver behavior, blocked sight line for drivers and pedestrians on NW corner. | Install crosswalk on south side of Rambling Rd across Wandering Rd paint corner and curb red, install no parking signs. | Evaluate crosswalk, red curb, no parking signs |
| **Wandering Road** | | |
| People parking in red zones, speeding, distracted drivers, drivers not looking for pedestrians, drivers not yielding to pedestrians, no buffers along sidewalks (east and west side), sidewalk narrow, drivers do not use blinkers when pulling out into traffic from parking lane. | Install visible ped crossing signage, ped activated lights, and slow down Mountain Vista Dr through traffic calming. | Evaluate ped crossing signage, ped activated signals, traffic calming |
| **Mountain Vista Drive and Wandering Road** | | |
| At the 4-way stop, lack of stopping and yielding to pedestrians; speeding vehicles, speed limit 45 mph, very wide road, no school zone signage. | Install visible ped crossing signage, ped activated lights, slow down Mountain Vista Dr through traffic calming. | Evaluate ped crossing signage, ped activated signals, traffic calming |
| **Elon Lane and Wandering Road** | | |
| Low visibility school crosswalk, drivers roll through stop signs. | Install high visibility crosswalk. | Install high visibility crosswalk. |
| **Wandering Road Between School Parking Lot Entrance and Exit** | | |
| Significant jaywalking, no crosswalk at T- intersection. | Install high visibility crosswalk. | Install high visibility crosswalk. |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **El Camino Real and Mountain Vista Drive** | | |
| Difficult for families to cross El Camino Real due to lack of crosswalk on South side of Mountain Vista Drive and high traffic speeds. | Install crossswalk, install traffic calming | Evaluate crossswalk, traffic calming |

*Let's Move, Encinitas!*

## FINAL COMMENTS THE LAB - AGRICULTURAL EDUCATION CENTER

## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Saxony Road** | | |
| See corridor study | | |
| **Quail Garden Drive and Kristen Court** | | |
| Semi trucks drive in bike lane, median is too narrow to be a pedestrian refuge. No sidewalk on west side north of Kristen Ct and no crosswalk. | Provide police enforcement to prevent poor driver behavior, install crosswalks and complete the sidewalk network. Install school zone while field trips are in session. | |
| **Quail Gardens Drive and Paseo de Los Verdes** | | |
| No sidewalk access. | Add high visibility crosswalk or traffic circle. | |

| Issues Identified by Residents | Request | City Comments |
|---|---|---|
| **Quail Garden Drive between Encinitas Boulevard and Leucadia Boulevard** | | |
| Split appearance between West and East side of QGD; west side is shady/green, water element, landscaped buffer while east side is a narrow path without any green/plantings. | West side of street needs to be replicated on east side of street to meet new design standards, comprehensive design. | |
| **Quail Garden Drive at Trail Access south of Ecke Ranch Road** | | |
| No obvious trail access between street and trail. | Link sidewalk to trail to show access: install raised crosswalk, or lighted access. | |
| **Quail Gardens Drive and Ecke Ranch Road** | | |
| Uncontrolled intersection, no crosswalks, unsafe crossing, speeding, center median not wide enough to serve as pedestrian refuge island, no school zone signs. | Designate this area a school zone. Install neighborhood traffic circle with crosswalks, create controlled intersection, 4-way stop, install raised crosswalk, widen median, install instant relay speed monitor with posted speed limit and adjust by school hours. | |
| **Park on Paseo de Las Verdes behind the Farm School** | | |
| No connection from school site to park. | Install trail to connect site to park. | |

*Let's Move, Encinitas!*

# FINAL COMMENTS DIEGUENO MIDDLE SCHOOL
## Pedestrian & Bicyclist Issues

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns.

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Alley Connecting Village Parkway and Springwood Lane** | | |
| Pot holes, opening in fence is too narrow, not ADA accessible. | Repair street, repair fence to allow ADA accessibility. | Resurface street, repair fence |
| **Village Park Way Between Willowspring Dr and Diegueno Middle School** | | |
| Missing bike lane, drivers not looking for bicyclists turning left into staff parking lot, cyclists on sidewalk create conflict with pedestrians. | Install bicycle facility on street to prevent ped and cyclist conflicts. | Install bicycle facility |
| **Village Park Way and Entrance to Diegueno Middle School Drop off** | | |
| Missing crosswalks, drivers not looking for cyclists turning left into staff parking lot. | Install crosswalks. | Install crosswalks |
| **Intersection of Morning Sun Drive and Springwood Lane** | | |
| Drivers not looking for pedestrians crossing. | Possible all-way stop (3-way) location. | Evaluate all-way stop (3-way) location. |

| Issues Identified by Residents | Request | City Comment |
|---|---|---|
| **Springwood Lane in front of alley/gate to Village Parkway** | | |
| Drivers make U-turn and block oncoming traffic and sidewalk, sidewalks cracked and narrow, drivers stop in front of "No Stopping" signs and in red curbs, street in poor condition, many pot holes. Parents drop off their students in the morning block residents driveways. Sidewalks in poor condition due to tree roots, creating severe trip hazards. | Provide a park and walk location for families dropping off their children through the fire gate entrance to the school. Provide police enforcement to prevent poor driver behavior. Repair sidewalk network to allow for ADA compliance. | Evaluate park and walk location, increase enforcement, repair sidewalk |
| **Morning Sun Drive** | | |
| Poor driver behavior, sidewalks in poor condition due to tree roots, creating severe trip hazards. | Provide police enforcement to prevent poor driver behavior. Repair sidewalk network to allow for ADA compliance. | Increase enforcement, repair sidewalk |
| **Avenida La Posta** | | |
| Inadequate pedestrian scale lighting, pedestrians do not use crosswalk. | Install pedestrian scale lighting. Provide pedestrian educational opportunities. | Install pedestrian scale lighting, provide pedestrian educational opportunities |
| | | |

*Let's Move, Encinitas!*
**CITY-WIDE CORRIDORS**
**Pedestrian & Bicyclist Issues**

Circulate San Diego, in partnership with the City of Encinitas, the Encinitas Union, Cardiff-by-the-Sea, and San Dieguito Union High School Districts conducted a series of community events to collect the following input. Community members reported the following pedestrian issues and possible solutions for improving each of these pedestrian issues. Prioritization was determined as a combination of online community input, pedestrian collision rates, proximity to pedestrian-friendly land uses, as well as health and equity concerns. The following list of corridors was developed by using a clustering analysis to identify issues along adjacent

| Issues Identified by Residents | Request |
|---|---|
| **Rancho Santa Fe Rd from Encinitas Blvd to Lone Jack Road** | |
| Parking on red curbs, speeding vehicles, no school signage at intersectionat key intersections, low visibility crosswalks, poor driver behavior. | Enforcement for speeding and parking infractions, install school signage and high visibility crosswalks. |
| **Santa Fe Drive from I-5 to El Camino Real** | |
| Lack of buffer zone, missing and infrequent crosswalks, poor driver behavior, unsafe crossing across I-5 ramps due to drivers not yielding to pedestrians.<br>**At Gardena Rd**: Missing sidewalks.<br>**At El Camino Real**: Un- maintained, cracked and missing sidewalks, overgrown vegetation, slope too steep for wheelchair or strollers, inappropriate parking, poor driver behavior, mid-block crossings needed due to long distances between signals. | Install crosswalks and improve pedestrian experience at I-5 on-ramps. Install and repair sidewalks, trim vegetation, enforcement for parking infractions. Install bicycle facilities east of Interstate 5. Provide Police enforcement to prevent poor driver behavior. |
| **Birmingham Drive from San Elijo Avenue to Interstate 5** | |
| Missing sidewalk on east side of San Elijo, missing crosswalks, cars double parked , speeding vehicles, unsafe crossings | Install sidewalks, crosswalks and curb bulb outs, enforcement for parking infractions. |
| **North Coast Highway 101 from La Costa Avenue to A Street** | |
| Pedestrians have to wait too long to cross, unsafe crossing, missing sidewalk and missing crosswalk, poor driver behavior, drivers not looking for pedestrians while turning and narrow sidewalk. | Install crosswalks, widen sidewalks and improve pedestrian wait times at intersections. |
| **Melba Road from Regal Street to Crest Drive (Ocean Knoll Elementary)** | |
| Overgrown bushes, illegal left hand turns into oncoming traffic, cars not yielding to pedestrians in the crosswalk,<br>**SW corner of Nardo Rd and Melba Rd:** missing curb ramp.<br>**At Melba Rd and Nardo Rd**: blocked sight lines at corner, midblock crosswalk in front of Ocean Knoll Elementary is low visibility.<br>**Between Crest Dr and Nardo Rd**: Lack of School zone signs, speeding vehicles, sidewalk obstructed by mailboxes, parked cars block street, many kids skateboard along the street, long ques of traffic, need better traffic flow. | Install curb bulb outs , high visibility crosswalk installed in front of Ocean Knoll, ped activated lights, add curb at corner of Melba Rd and Bonita Dr, install school zone signage. Add pedestrian bulb outs at intersection of Melba Rd and Nardo Rd. Underground utilities to provide better ADA access. Provide a crossing guard at Melba Rd and Bonita Dr and Melba Rd and Balour Ave. |
| **Balour Drive from Encinitas Boulevard to Santa Fe Drive** | |
| Speeding northbound traffic, students cut through dirt path, little room for bikes, difficult for peds to cross street at intersection of Oak Crest Dr | Make the path a parkway, install signage, and traffic calming. Provide police enforcement for traffic infractions and educational activities to address poor driver behavior. |

| Issues Identified by Residents | Request |
|---|---|
| **Vulcan Avenue from La Costa Boulevard to Encinitas Boulevard** | |
| No at grade crossing across railroad tracks, lack of school zone signage, flooding issues, missing and narrow sidewalks, parking in inappropriate locations, parked cars block sight lines, overgrown vegetation, no buffer zone, pedestrians jaywalking, and poor driver behavior, unlighted dirt path on west side of Vulcan. | Complete the sidewalk network. Provide Police enforcement for poor driver behavior, install pedestrian oriented street lighting. |
| **Requeza Street from Vulcan Avenue to Nardo Road** | |
| **Requeza St and Nardo Rd:** missing crosswalk, curb ramp missing, awkward sight lines, poor driver behavior, east school parking lot driveway not aligned with intersection, difficult to make left turn out of the lot.<br>**Requeza St east of Regal Rd:** crosswalk missing, parents drop off children in traffic lane, no bike path signage, missing and obstructed sidewalks.<br>**SE corner of Requeza and Nardo:** bus stops have no ADA access, jaywalking from across intersection to school site | Install crosswalk and curb ramp at Requeza St and Nardo Rd. Install sidewalk, crosswalk and bike route signage at Requeza St and Westlake St. |
| **Saxony Road from Leucadia Boulevard to Encinitas Boulevard** | |
| **Saxony by the YMCA:** No sidewalk on the east side and portions of the west side, YMCA left turns out of the parking lot are dangerous, no reduction of speed limit outside of YMCA.<br>**Bus stop in front of Silver Berry:** lack of space for waiting passengers, no bicycle facility. | Complete the sidewalk network, provide traffic calming measures. |
| **San Elijo Avenue from Verdi Avenue to Chesterfield Drive** | |
| Missing sidewalk and crosswalk on east side of San Elijo Ave between Montgomery Ave and Birmingham Dr. Unsafe crossings at several intersections. | Complete sidewalk network; create multi-use parking (as part of Coastal Trail) closer to shopping center for trailhead, shopping, school and beach; install bike lane, raised crosswalk and flashing beacon. |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 1 | 10-11-14 Old Encinitas Community Open House | Vulcan Ave between Leucadia and La Costa | an accident or tragedy waiting to happen. In the winter when it is dark early and large puddles for days after a rain, kids on bikes or walking to Ecke school are hard to see as the dodge puddles into traffic. Please put in sidewalks to save these kids and families from tragedy. |
| 2 | 10-11-14 Old Encinitas Community Open House | Saxony needs to be a corridor | The foot and bike traffic to YMCA from the north at 600 North Saxony the new painted lane lines prohibit bike traffic and new law 3 Ft safe distance when a vehicle passes a bike. (Pedestrians too!) A scenario: A bike going north from the "Y" must ride in the narrow lane with cars traveling 40 mph +. It is also uphill. This YMCA corridor services many children who will only be safe with bike lanes and sidewalks. |
| 3 | 10-11-14 Old Encinitas Community Open House | Quail Gardens Dr | Traffic calming on Quail Gardens Dr is the first and highest priority to improve public safety on this corridor |
| 4 | 10-11-14 Old Encinitas Community Open House | Orpheus-Sunset Dr and Sunset to Ocean View | This intersection is over paved and too wide (130') encouraging cars to speed between the two streets and encouraging drivers to use Sunset as a short cut. The City traffic engineering 20 years ago recommended narrowing this intersection to reduce speeds, thereby making Sunset safer for pedestrians and residents. Sunset residents have presented traffic calming petitions to the City council and the Traffic Engineers for decades with no results. Narrowing the Sunset/Vulcan intersection, or introducing chicanes at this intersection at the Sunset/Oceanview intersection could slow traffic, making Sunset safety for the may pedestrians who use Sunset to walk to and from downtown. |
| 5 | 10-11-14 Old Encinitas Community Open House | Paul Ecke-Central to 101 | Underpass needed |
| 6 | 10-11-14 Old Encinitas Community Open House | I-5 and Encinitas Blvd | Schedule improvements with I-5 widening and Encinitas Blvd. widening similar to what Solana Beach did |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 7 | 10-11-14 Old Encinitas Community Open House | Santa Fe Dr. between San Dieguito and I-5 | Sideways? (maybe sidewalks?) |
| 8 | 10-11-14 Old Encinitas Community Open House | Vulcan north of Encinitas Blvd | This is a dangerous street for pedestrians because there are no sidewalks on the East side of Vulcan (except for a stub from Encinitas Blvd to the Park entrance) |
| 9 | 10-11-14 Old Encinitas Community Open House | Vulcan between Encinitas Blvd and Sunset Dr | Only an unlighted dirt path exists on the West side of Vulcan. This path is dangerous after dark for pedestrians and seems problematic for children walking to and from Paul Ecke because the path is not visible from the road and homeless people live or spend time in the bushes lining the path. The pathway is usually littered with abandoned belongings in the bushes which apparently is also where people relieve themselves. |
| 10 | 10-11-14 Old Encinitas Community Open House | Via Cantebria at Target and Leo Mullen Sports Park | Drivers don't obey speed limit. Pedestrians take their lives in the hands trying to cross the street, especially when cars are parked at the curb during park activities. Solution: Install pedestrian controlled crossing lights, maybe something similar to 101 in Del Mar |
| 11 | 10-11-14 Old Encinitas Community Open House | Saxony | Saxony is a corridor to the North of YMCA too! Bike Lanes and Sidewalks please! |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 12 | 10-11-14 Old Encinitas Community Open House | Santa Fe Dr. East of I-5 | Mid-Block Crossings needed on Santa Fe East of I-5 |
| 13 | 10-11-14 Old Encinitas Community Open House | Ocean Knoll-SDA Length of Melba | Safer crossings and better traffic flow |
| 14 | 10-11-14 Old Encinitas Community Open House | Quail Gardens Dr/ Ecke-Central | Need safe crossing. Slowed speeds at Quail/Ecke |
| 15 | 10-11-14 Old Encinitas Community Open House | Vulcan Ave between Leucadia and La Costa | No sidewalks on East Side unlighted dirt path on West side Vulcan to Sunset |
| 16 | 10-11-14 Old Encinitas Community Open House | Saxony Ave | No sidewalks |
| 17 | 10-11-14 Old Encinitas Community Open House | Requeza and Nardo | Alignment of parking lot and intersection of Requeza and Nardo |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 18 | 10-11-14 Old Encinitas Community Open House | Melba and Nardo | Add bulbout to NY corner to increase sightlines and shorten crossing distance |
| 19 | 10-11-14 Old Encinitas Community Open House | Melba and Bonita | Raise curb at NW corner push North crosswalk a few feet south to increase visibility and sightlines (need to move power pole) |
| 20 | 10-11-14 Old Encinitas Community Open House | Melba Rd | Make Melba Rd. One way eastbound Add Westbound bike lane increases buffer to sidewalk |
| 21 | 10-11-14 Old Encinitas Community Open House | Melba and Bonita | Crossing guard location for elementary school kids |
| 22 | 10-11-14 Old Encinitas Community Open House | Melba and Balour | Crossing guard location for elementary school kids |
| 23 | 10-11-14 Old Encinitas Community Open House | Balour and Melba | Proposed location for a park and walk location |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 24 | 10-11-14 Old Encinitas Community Open House | Santa Fe Drive | Bike lanes under freeway |
| 25 | 10-11-14 Old Encinitas Community Open House | Santa Fe Drive East of I-5 | need bike lanes at the very least on Santa Fe (east of I-5) sidewalks throughout too |
| 26 | 10-11-14 Old Encinitas Community Open House | Vulcan N of Encinitas Blvd | unlighted dirt path  West side of Vulcan to Sunset. No Sidewalk East Side of Vulcan |
| 27 | 10-11-14 Old Encinitas Community Open House | N Vulcan Dr | Sidewalk and safety crossing to Park (Cottonwood) better access along N Vulcan Dr. |
| 28 | 10-13-14 Olivenhain Community Open House | South of Rancho Santa Fe, close to Diegueno middle school, by Springwood lane and morning sun drive is called Morning Sun Ranch neighborhood | Morning sun ranch sidewalks are not safe for kids to walk on (safe routes to school) the sidewalks are lifted by roots! City of Encinitas came out years ago and drew arrows with pain but never did anything. Finally the paint wore off. |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 29 | 10-13-14 Olivenhain Community Open House | South of Rancho Santa Fe, close to Diegueno middle school, by Springwood lane and morning sun drive is called Morning Sun Ranch neighborhood | Traffic is terrible because parents drop off at gate in morning sun causing difficulty for residents to leave their own neighborhood to go to work |
| 30 | 10-13-14 Olivenhain Community Open House | South of Rancho Santa Fe, close to Diegueno middle school, by Springwood lane and morning sun drive is called Morning Sun Ranch neighborhood | many potholes on sidewalks. Dangerous to walk!! We have called the City, they have come out to repair but there are still many areas needing repair! Very difficult to pull out of driveway during morning and afternoon drop off! |
| 31 | 10-13-14 Olivenhain Community Open House | Springwood drive | Sidewalks bad--can't ride bikes or skateboard |
| 32 | 10-13-14 Olivenhain Community Open House | Rancho Santa Fe and Calle Acero | Crossing guard location |
| 33 | 10-13-14 Olivenhain Community Open House | Morning Sun Ranch | Sidewalks bad in Morning sun Ranch |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 34 | 10-13-14 Olivenhain Community Open House | Calle Acero and Rancho Santa Fe | Crosswalk/Police Location |
| 35 | 10-13-14 Olivenhain Community Open House | | Springwood, not morning sun, (this is on top of Rancho Santa Fe Blvd.) |
| 36 | 10-15-14 New Encinitas Community Open House | bike loop detection/stencil installation to adjust bike recognition | |
| 37 | 10-15-14 New Encinitas Community Open House | Requeza and Westlake | Terrible intersection--Needs sidewalk on north side, same side as the school. |
| 38 | 10-15-14 New Encinitas Community Open House | Between HS and Camino de Orchidia | Between HS and Camino de Orchidia, there needs to be sidewalk on the north side of the street. |
| 39 | 10-15-14 New Encinitas Community Open House | Nardo and Melba | Parking problem here. Too many students and parents are trying to get to school at the same time, clogging up the street, effectively making it a one lane street |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 40 | 10-15-14 New Encinitas Community Open House | Melba St | Many kids skateboard on the street |
| 41 | 10-15-14 New Encinitas Community Open House | Nardo Road from Melba to Requeza | No contiguous sidewalk |
| 42 | 10-15-14 New Encinitas Community Open House | Melba Rd | Would like mid-block crossing for students to cross to area where there is sidewalk. |
| 43 | 10-15-14 New Encinitas Community Open House | El Camino Real and Mountain Vista Dr | Very difficult for families to cross El Camino Real due to high traffic and lack of crosswalk on the south side of Mountain Vista Dr |
| 44 | 10-20-14 Leucadia Community Open House | Vulcan between La Costa and Leucadia Boulevard | Please make Vulcan between La Costa and Leucadia Boulevard a corridor consideration, not just intersection improvements. |
| 45 | 10-20-14 Leucadia Community Open House | Vulcan ave to Ponto Beach | There is no contiguous path from northern Vulcan to Ponto Bch. Not when you cross the tracks nor when you don't. |
| 46 | 10-20-14 Leucadia Community Open House | SAXONY!!! | |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 47 | 10-20-14 Leucadia Community Open House | N side of Capri at Rainbow Ridge | Would appreciate vegetation cleared. It impedes the school crosswalk |
| 48 | 10-20-14 Leucadia Community Open House | S/B Orpheus to E/B Levi Blvd | No green walk while S/B Orpheus to E/B Levi Blvd. Should allow peds to cross on this phase refers to number 10 |
| 49 | 10-20-14 Leucadia Community Open House | La Costa Ave and 101 | refers to number 1 blind right turn W/B La Costa to 101 Need Sidewalk or shoulder |
| 50 | 10-20-14 Leucadia Community Open House | Vulcan Ave from Leucadia Blvd to La Costa Blvd | Entire corridor--no sidewalks, no bike lanes, no crossings, ( to newly legal parking on track area) |
| 51 | 10-20-14 Leucadia Community Open House | RAILROAD CROSSINGS!!!!! | |
| 52 | 10-20-14 Leucadia Community Open House | La Costa Ave and Vulcan | Absolutely no safe place on either side of Vulcan to walk. On sharp curve-- someone is going to die there! Can't believe its not highlighted! |
| 53 | 10-20-14 Leucadia Community Open House | Trail projects | Would LOVE if the various trail projects (CRR coast trail, HWY 5 "bike trail," etc.) would be combined into one holistic project!! |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 54 | 10-20-14 Leucadia Community Open House | West of RR tracks | Access to west of RR tracks needs to be addressed. Underpasses will underserved the community. Please consider this. Need at grade crossings. |
| 55 | 10-20-14 Leucadia Community Open House | North Vulcan | It would be great if another asphalt path (rolled curb to allow parking) should be built on North Vulcan |
| 56 | 10-20-14 Leucadia Community Open House | La Costa Ave 5 to the Beach | La Costa Ave needs help from 5 to the beach ped/bike path |
| 57 | 10-20-14 Leucadia Community Open House | RR crossings and sidewalks | and a sidewalk westbound under I-5 at Encinitas Boulevard and a crossing over Encinitas at Saxony Calle Magdalena is too far out of the way |
| 58 | 10-20-14 Leucadia Community Open House | Encinitas Blvd and Santa Fe Rd (across 5 freeway) | I can't believe that Encinitas Blvd and Santa Fe Rd (across 5 fwy) is not considered CRITICAL!! |
| 59 | 10-20-14 Leucadia Community Open House | W/B Encinitas blvd to N/B I-5 | RT Lane too wide carve bike lane out of N/B lane |
| 60 | 10-20-14 Leucadia Community Open House | in drop-off zone in front of Capri Elementary School | Would love "no idling zone" signs on Capri (just like they have here at Ecke) in school driveway |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 61 | 10-20-14 Leucadia Community Open House | Walk path from Saxony West | Looking for a walk path from Saxony West through one or two cooperative properties-light green two story is known to Capri office as the family that has a dog who gets loose on campus. We have to return it. When I asked about their dirt path/driveway along left side, he DID NOT say no! |
| 62 | 10-20-14 Leucadia Community Open House | North of Leucadia Blvd | Children North of Leucadia Blvd walk to school |
| 63 | 10-20-14 Leucadia Community Open House | Capri Rd between Burgundy Rd and Gascony Rd | Comment provided about this intersection |
| 64 | 10-20-14 Leucadia Community Open House | | Sunrich lane between Urania Ave and Rainbow Ridge lane additional ped access points noted |
| 65 | 10-23-14 Cardiff Community Open house | | Thank you for doing this. I think sidewalks are most important in Old Encinitas for walkability. Barbara Vilardo 454 Riqueza Street |
| 66 | 10-23-14 Cardiff Open house | HWY 101 | no left turn on 101 in Encinitas |
| 67 | 10-23-14 Cardiff Open house | | Close off access to 320 Encinitas Blvd on Encinitas Blvd |
| 68 | 10-23-14 Cardiff Open house | Requeza St/F Street to Vulcan Ave | Need Sidewalks! I want to see sidewalks on Requeza St/F Street all the way to Vulcan. Sorry to see it is only going in direction of Regal Rd. I live in Encinitas Terrace Apts and walk downtown every day. |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 69 | 10-23-14 Cardiff Open house | Requeza St/F Street to Vulcan Ave | |
| 70 | 10-23-14 Cardiff Open house | I-5/Encinitas | Include turn lanes into Saxony and sidewalks |
| 71 | 10-23-14 Cardiff Open house | End of Nardo next to Sunset High | Light north end of Nardo next to Sunset High |
| 72 | 10-23-14 Cardiff Open house | | Bike facilities needed |
| 73 | 10-23-14 Cardiff Open house | Santa Fe from Lake to Crest | I am surprised that Santa Fe from Lake to Crest is not shown. I cycle this daily as well as Balour to Encinitas and Santa Fe is by far the most dangerous for me. |
| 74 | 10-23-14 Cardiff Open house | Crest at Santa Fe | The intersection at Crest and Santa Fe is extremely dangerous. Walkers, kids, cyclists frequently try to cross in morning traffic. Thanks. |
| 75 | 10-23-14 Cardiff Open house | South of Birmingham to Dublin | Access to proposed bike path for South of Birmingham to Dublin |
| 76 | 10-23-14 Cardiff Open house | | Crosswalks for kids at all crossings with lights! (warning lights fine) |
| 77 | 10-23-14 Cardiff Open house | Birmingham and MacKinnon | How do you walk to school from west side of freeway? Crossing Birmingham on Mackinnon is crazy/dangerous! |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 78 | 10-23-14 Cardiff Open house | South of Birmingham | Need access to proposed bike path from West Cardiff, South of Birmingham |
| 79 | 10-23-14 Cardiff Open house | Warwick | City right of way at Warwick is another ped only opportunity |
| 80 | 10-23-14 Cardiff Open house | Rossini Canyon | Rossini Canyon is ped only and should be used. |
| 81 | 10-23-14 Cardiff Open house | Rossini Creek and Warwick | Rossini Creek and Warwick is best route but is not city right of way? |
| 82 | 10-23-14 Cardiff Open house | Warwick Ave and Somerset Ave | Gate to dirt path would really help bring kids to school in the AM, but presently covered with a fence |
| 83 | 10-23-14 Cardiff Open house | Crossing MacKinnon | Walking school bus has problem crossing MacKinnon from South to North |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| **84** | 10-23-14 Cardiff Open house | Windsor Creek | Traffic calming needed on Windsor Rd |
| **85** | 10-23-14 Cardiff Open house | MacKinnon and King's Cross | Ped signs and crosswalk at MacKinnon and King's Cross needed |
| **86** | 10-23-14 Cardiff Open house | MacKinnon | Commuters on MacKinnon don't pay attention to kids walking |
| **87** | 10-23-14 Cardiff Open house | Birmingham | Slow speed limit to 25 mph on Birmingham |
| **88** | 10-23-14 Cardiff Open house | chesterfield and 101 | Need rail between sidewalk and street. Super busy with Peds, bikes, cars, pushing to make green light. |
| **89** | 10-23-14 Cardiff Open house | Chesterfield/HWY 101 and the Train | Lane management for Chesterfield/HWY 101 and THE TRAIN. Widen sidewalks |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| **90** | 10-23-14 Cardiff Open house | South on Manchester | Difficult to access nature center by walking south on Manchester. |
| **91** | 10-23-14 Cardiff Open house | Liverpool: full length | Make it easier and safer to walk! |
| **92** | 10-23-14 Cardiff Open house | Chesterfield | Make it easier and safer to walk! |
| **93** | 10-23-14 Cardiff Open house | Manchester-Chesterfield to Lagoon | Make it easier and safer to walk! |
| **94** | 10-23-14 Cardiff Open house | | Lots of dirt running trails |
| **95** | 10-23-14 Cardiff Open house | Birmingham from I-5 West | Fix sidewalk on Birmingham from I-5 West |
| **96** | 10-23-14 Cardiff Open house | South Freda | Private mailboxes impede pedestrian travel on public sidewalk space on South Freda |
| **97** | 10-23-14 Cardiff Open house | Faith Ave | Put speed bumps on Faith Ave. No parking on MacKinnon next to Faith Ave |
| **98** | 10-23-14 Cardiff Open house | MacKinnon/Villa Cardiff | MacKinnon/Villa Cardiff will be even more of an issue once park opens! |

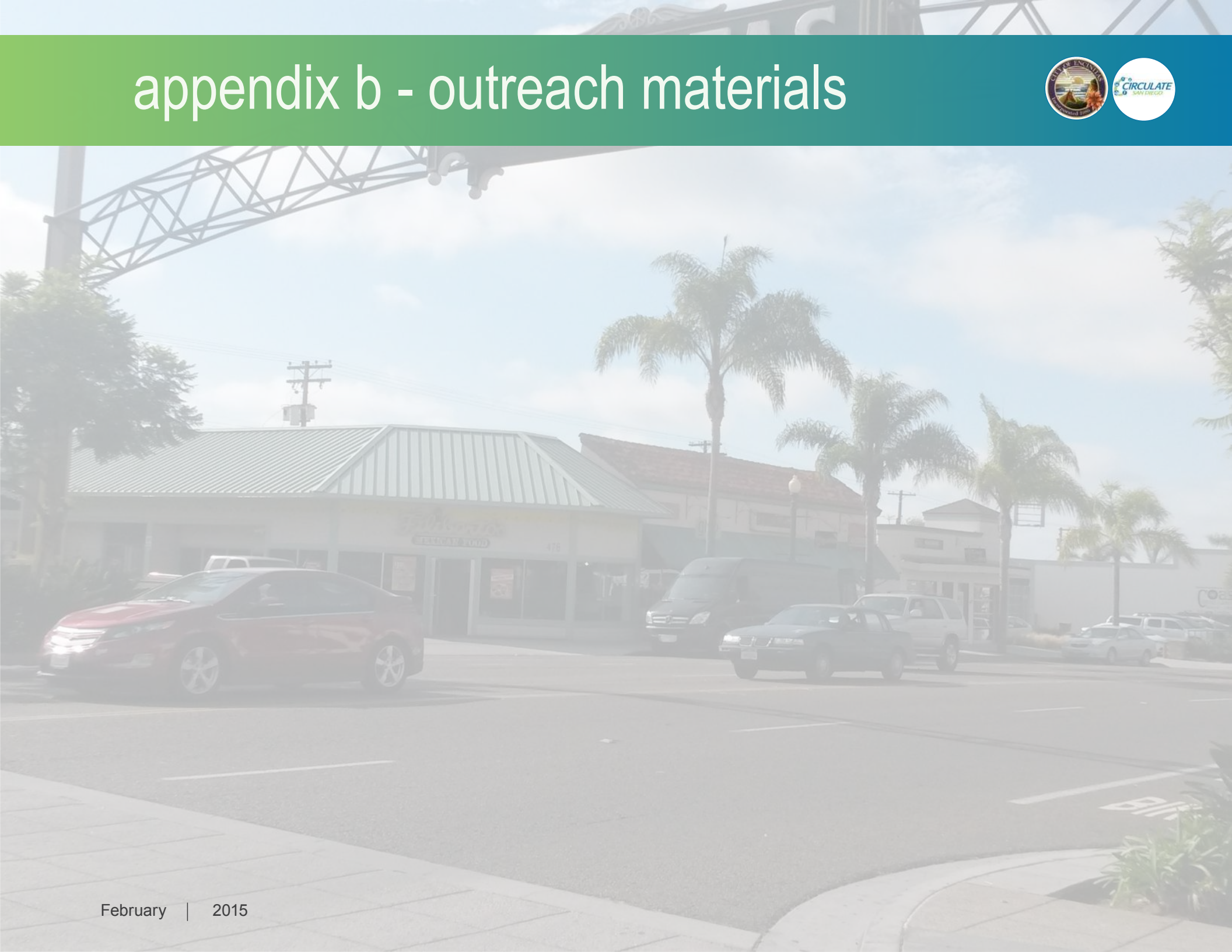
| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 99 | 10-23-14 Cardiff Open house | MacKinnon/Villa Cardiff | I second MacKinnon/Villa Cardiff will be even more of an issue once park opens, MacKinnon gets TONS of kids going to school. |
| 100 | 10-23-14 Cardiff Open house | Vulcan Ave-Park to Cardiff Elementary | Put in a sidewalk from the park to Cardiff Elementary on East Side |
| 101 | 10-20-14 E-mail | 1. w/b Encinitas Bl. to n/b I-5 -- | Narrow the RTO lane by carving a bike lane out of its left side. This bike lane segment would reinforce the expectation of motorists and bicyclists that the latter belong between through and right-turning motor traffic, and it would line up nicely with the existing bike lane on the other side of the intersection. It would also calm right-turning traffic, which would be helpful to pedestrians trying to cross the mouth of the onramp. |
| 102 | 10-20-14 E-mail | 2. w/b Leucadia Bl. at s/b I-5 ramps -- | When traffic on Orpheus has the green light, pedestrians along the south side of Leucadia Bl. should be able to get a walk signal to cross the freeway, since motor traffic has a green to do so at that time. It takes too many LONG traffic light cycles to walk across the freeway ramps and then across Orpheus. |
| 103 | 10-20-14 E-mail | 3. Leucadia Bl. at Highway 101 -- | Provide for pedestrian crossing of 101 on the south side of the intersection. In general, provide pedestrian crossing on all 4 sides of every intersection and in all 3 directions on every T intersection. The trend lately has been to inconvenience pedestrians for the sake of moving more cars through the intersection. |
| 104 | 10-20-14 E-mail | 4. Encinitas Bl. at Vulcan -- | The advance pedestrian walk signal for north/south pedestrians crossing Encinitas Bl. is a nice idea, except motorists trying to turn right on red do not expect the advance walk signal. I have had a few near conflicts in which I start across on the walk/red combination and a motorist starts a right-on-red at the same time. Perhaps more "turning traffic must yield to pedestrians" would be helpful, or a big right red arrow, such as on n/b Rancho Santa Fe Rd. to e/b San Marcos Bl. |
| 105 | 10-20-14 E-mail | 5. La Costa Av. at 101 -- | s/b pedestrians on the E side of 101 face a blind curve with no sidewalk or other refuge, no crosswalk, and free right turning traffic. This one begs for traffic calming, which is in the works with the Streetscape plan, but in the meantime the hazard continues year after year. |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| **106** | 10-27-14 Email Leucadia resident | Vegetation | We spoke about the L101 Streetscape, etc. at the Let's Move open house in Leucadia. No need to remember me, I just wanted to add something about traffic safety issues in Encinitas. There are a number of locations where trimming back vegetation more, and more often, would be beneficial. It would be great if Encinitas can appropriate more funding and staffing for this. Over the years, I have called a few times about the vegetation at Vulcan and La Costa Ave., for example. But the weeds grow back, 2 feet tall and uphill from north-bound Vulcan, and the truck that inspects the removal must sit high enough that they don't realize the bougainvillea to the west hangs over the fence, still blocking the last little bit of helpful visibility area from any car not sitting real high. On the positive side, the bougainvillea on Vulcan at Sanford became notably too large, impairing visibility, and was trimmed considerably, not just enough to see past for the time being. Leucadia has quite a lot of intersections with issues of this nature. Can you please add this concern to public input? |
| **107** | 9-6-2014 Email Leucadia resident | Bike Paths and Pedestrian paths at railroad crossings | When I visit my friend in San Clemente, I see how mixed use within the train track property works. Pedestrian paths are literally right next to the tracks - a "security gate" (as you see in street intersections when a train goes through an intersection) goes up and down, restricting people from crossing the tracks as a train passes. A nice rope "fence" separates the pedestrians and bikers from the tracks. People don't freak, but co-exist with the moving trains. I still don't understand why we can't have bike paths or walking paths along the perimeter of the train tracks, like San Clemente. How did that community do that when it seems so difficult for us? NOTE: The tunnel at the end of Santa Fe is beautiful but so much more expensive than a moving gate. I live close to Vulcan smack between La Costa and Leucadia Blvd. It is so frustrating to hear of people getting ticketed $1,000 for crossing the tracks rather than walking all the way to either cross street! |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| **108** | 9-6-2014 Email Leucadia resident | Under freeway at Encinitas Blvd towards Moonlight beach Safe Sidewalks | I walk with the YMCA walkers on occasion and get terrified when walking under the freeway at Encinitas Blvd towards Moonlight Beach. The sidewalk at the freeway at Santa Fe was placed there as a result of a death. Will it take another death at the location under Encinitas Blvd. to get a safe passage built there? Thank you for the opportunity to vent! Please let us know when the next workshop is. I look forward to participating! |
| **109** | 10/12/2014 Phone call | Melba St between Aloha and Bonita | Phone call from woman whose child goes to Ocean Knoll. She wanted to say that she is upset by the large work trucks that are parked on Melba Street between Aloha and Bonita. These work trucks have not been moved for over a year and it makes it slow down the traffic to less than 5 miles an hour because of the three schools that all feed into this one location at the same time. It has been particularly bad this year because the high school has opened up even more parking space for the high school students and the students are not carpooling like they used to. She does not want anyone to get deported, but alternating parking or making it so that people could not park on this street would greatly improve the flow of traffic. |
| **110** | 3/27/2014 Facebook Comment | Birmingham Dr | Thank you for raising awareness. I have been a Cardiff-by-the-Sea resident for over 17 years. In that time, I have never been able to travel down Birmingham because there are sparse and rather inaccessible walkways. I also use a wheelchair (and have completed Ironman Canada and the Beijing Paralympics as well a large amount of endurance events). I want to be able to "walk" to Seaside Market without being hit by a car as I travel down the Birmingham hill. How do we get the City of Cardiff to obey a law of accessibility (the ADA) that has been in place for over 20 years? I search for your help. Thank you. |

| Number | Comment received | Intersection/Corridor | Comment |
|---|---|---|---|
| 111 | 10/23/2014 Facebook comment | Frida drive, south of Birmingham Dr | Thank you for commenting. I roll (use a wheelchair and have been a CBS resident for 20 years) with my dogs on Freda Drive, South of Birmingham. Located on both sides (East & West) of the street are many PRIVATE mailboxes protruding into the PUBLIC sidewalk space and discouraging pedestrian travel. Is the sidewalk not PUBLIC property? If so, there is NO REASON WHATSOEVER for a PRIVATE mailbox on PUBLIC property. How is this legally possible? I am all for public agreement on the issue and would like it tried. Please support my premise tonight at Cardiff Elementary. Thank you. |
| 112 | 10/24/2014 Facebook comment | Seacrest/Saxony | Great to see that the Seacrest/Saxony intersection by the Y made the top ten priority list |
| 113 | 10/29/14 Facebook comment | Santa Fe Dr from El Camino to SDA | I was interested in Santa Fe Drive from El Camino to SDA. Will there be a sidewalk there or is it scheduled? Thank you. |
| 114 | 10/11/2014 Old Encinitas Community Open House comment card | | Thank you for your efforts in making streets safer for our children to walk and bike to school! |
| 115 | 10/31/2014 comment card | Warwick Ave | Interested in seeing how to create a pedestrian access point into Rossini Creek from Warwick Ave. |

# appendix b - outreach materials



February | 2015

Attend the workshop in your community:

## February 25th
## Old Encinitas
Tuesday • 6:30-8:00pm
@ OCEAN KNOLL ELEMENTARY
MULTI-PURPOSE ROOM
Schools to be discussed:
Paul Ecke Central Elementary
Oak Crest Middle School
Ocean Knoll Elementary
San Dieguito Academy

## March 6th
## Cardiff
Thursday • 6:30-8:00pm
@ ADA HARRIS ELEMENTARY
AUDITORIUM
Schools to be discussed:
Cardiff Elementary
Ada Harris Elementary

## March 11th
## New Encinitas
Tuesday • 6:30-8:00pm
@ PARK DALE LANE ELEMENTARY
MULTI-PURPOSE ROOM
Schools to be discussed:
Flora Vista Elementary
Park Dale Lane Elementary
Diegueno Middle School

## March 18th
## Leucadia
Tuesday • 6:30-8:00pm
@ CAPRI ELEMENTARY
MULTI-PURPOSE ROOM
Schools to be discussed:
Capri Elementary
Paul Ecke Central Elementary

## March 25th
## Olivenhain
Tuesday • 6:30-8:00pm
@ DIEGUENO MIDDLE SCHOOL
ROOM B-2
Schools to be discussed:
Diegueno Middle School
Olivenhain Pioneer Elementary

**Can't attend?** Complete the survey at letsmoveencinitas.org to provide your input. Thank you!

# *Let's Move, Encinitas!*
# PEDESTRIAN PLANNING WORKSHOPS!

Attend an upcoming workshop about walking to, from, and around schools in your community! Your input can help develop a Pedestrian Travel and Safe Routes to School Plan that will:

- Examine walking routes at public schools in your community
- Identify solutions to help address concerns
- Recommend street improvements
- Encourage people to walk more often
- Identify future funding sources for walking and Safe Routes to School projects

**EACH WORKSHOP WILL EXAMINE EVERY PUBLIC SCHOOL WITHIN THE NEIGHBORHOOD BOUNDARY**

For more information, visit LetsMoveEncinitas.org or contact Kaley Lyons at 619-544-9255 or klyons@walksandiego.org

## LetsMoveEncinitas.org

*Connect with us!*

Promoting Walkable Communities
WALK SanDiego
www.walksandiego.org

# ¡Let's Move, Encinitas!

# ¡TALLER DE PLANEACIÓN PEATONAL!

Asiste al próximo taller que tratará la planeación peatonal hacia, desde y alrededor de la escuela. Su participación puede ayudar a desarrollar un Plan de Transporte Peatonal y de Rutas Seguras a la Escuela que:

- Examinará las rutas peatonales a las escuelas públicas de su comunidad
- Identificará soluciones para ayudaran a abordar sus preocupaciones
- Hará recomendaciones para mejorar las calles
- Motivará a que la gente camine de manera más seguida
- Identificará futuras fuentes de financiamiento para proyectos peatonales y de Rutas Seguras a la Escuela

**Asiste al taller en tu comunidad:**

## 25 de Febrero
## Old Encinitas
Martes • 6:30-8:00pm
En el SALON MULTIUSOS
DE OCEAN KNOLL ELEMENTARY
Escuelas que se tratarán:
Paul Ecke Central Elementary
Oak Crest Middle School
Ocean Knoll Elementary
San Dieguito Academy

## 6 de Marzo
## Cardiff
Jueves • 6:30-8:00pm
En el AUDITORIO
DE ADA HARRIS ELEMENTARY
Escuelas que se tratarán:
Cardiff Elementary
Ada Harris Elementary

## 11 de Marzo
## New Encinitas
Martes • 6:30-8:00pm
En el SALON MULTIUSOS
DE PARK DALE LANE ELEMENTARY
Escuelas que se tratarán:
Flora Vista Elementary
Park Dale Lane Elementary
Diegueno Middle School

## 18 de Marzo
## Leucadia
Martes • 6:30-8:00pm
En el SALON MULTIUSOS
DE CAPRI ELEMENTARY
Escuelas que se tratarán:
Capri Elementary
Paul Ecke Central Elementary

## 25 de Marzo
## Olivenhain
Martes • 6:30-8:00pm
En un SALON POR DETERMINAR
DE DIEGUENO MIDDLE
Escuelas que se tratarán:
Diegueno Middle School
Olivenhain Pioneer Elementary

**¿No puede asistir?** Llene la encuesta en la pagina web letsmoveencinitas.org para que ingrese su opinión. ¡Gracias!

**CADA TALLER EXAMINARA TODAS LAS ESCUELAS PÚBLICAS DENTRO DEL LÍMITE DEL VECINDARIO**

Para más información, contacte a Kaley Lyons
al 619.544.9255 o klyons@walksandiego.org

**LetsMoveEncinitas.org**

*¡Contáctenos en!*

Promoting Walkable Communities
WALK SanDiego
www.walksandiego.org

# Let's Move, Encinitas!

## *Rethinking our streets with our feet*

Are your neighborhood streets safe for walking?

Can you get where you need to go by foot?

**IMPROVE THE WAY YOU MOVE!**

## Provide input at a workshop in your community to help develop a Pedestrian Travel Plan that will:

• Examine walking in your community • Identify solutions to help address concerns •
• Recommend street improvements • Identify future funding sources for walking projects •
• Encourage people to walk more often •

**Cardiff**
Tuesday, September 10
6:00pm-7:30pm
Cardiff Library

**Old Encinitas**
Thursday, September 12
6:00pm-7:30pm
Encinitas City Hall

**Leucadia**
Thursday, September 26
6:00pm-7:30pm
Paul Ecke Central Elementary

**New Encinitas**
Wednesday, October 2
6:00pm-7:30pm
Encinitas Community and Senior Center

**Olivenhain**
Tuesday, November 5
6:00pm-7:30pm
Olivenhain Meeting Hall

For more information, contact Kaley Lyons at 619-544-9255 or klyons@walksandiego.org
www.cityofencinitas.org/LetsMoveEncinitas

***Visit the Let's Move, Encinitas Webpage!***

***Connect with us!***

WALK SanDiego
Promoting walkable communities

CITY OF ENCINITAS
Incorporated 1986

# ¡Encinitas en Movimiento!

## *Repensando en nuestras calles para mover nuestros pies*

¿Son seguras las calles de tu barrio para caminar?

¿Puedes ir caminando a donde quieres?

**Mejorar la manera en que te mueve**

## Proporciona información en un taller que se harán en tu comunidad para que ayudes a desarrollar un plan de transporte peatonal que:

• Examinará la actividad de caminata en tu comunidad • Ientificará soluciones para ayudar a abordar las preocupaciones • Recomendara mejoras en las calles • Identificara futuras fuentes de financiamiento para proyectos peatonales • Animará a la gente para que camine más a menudo •

**Cardiff**
Martes 10 de Septiembre
6:00pm-7:30pm
La biblioteca de Cardiff

**Old Encinitas**
Jueves 12 de Septiembre
6:00pm-7:30pm
Ayuntamiento de la ciudad Encinitas

**Leucadia**
Jueves, 26 de Septiembre
6:00pm-7:30pm
Paul Ecke Central Elementary

**New Encinitas**
Miercoles, 2 de Octubre
6:00pm-7:30pm
En el Centro Comunitario y de la tercera edad de Encinitas

**Olivenhain**
Martes, 5 de Noviembre
6:00pm-7:30pm
Olivenhain en la sala de reuniones

Para más información contacte a Kaley Lyons en klyons@walksandiego.org o al 619.544.9255
www.cityofencinitas.org/LetsMoveEncinitas

***Ve la página web del proyecto y aporta información en linea***

***Póngase en contacto con nosotros***

WALK SanDiego
Promoting walkable communities

CITY OF ENCINITAS
Incorporated 1986

# Please Join Us!

# FINAL OPEN HOUSES

## *Let's Move, Encinitas!*

## Pedestrian Travel and Safe Routes to School Plan

**Attend one of five final open houses to review the draft Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School plan! You will have the opportunity to comment on recommended pedestrian policy and infrastructure improvements.**

**LetsMoveEncinitas.org**

**Old Encinitas**
Saturday, October 11th at 10-11:30AM
Encinitas Library

**Olivenhain**
Monday, October 13th at 6-7:30PM
Olivenhain Meeting Hall

**New Encinitas**
Wednesday, October 15th, at 6-7:30PM
Encinitas Senior Center,
142 B Banquet Hall

**Leucadia**
Monday, October 20th at 6-7:30PM
Paul Ecke-Central Elementary,
Multi-Purpose Room

**Cardiff-by-the-Sea**
Thursday October 23rd at 6-7:30PM
Cardiff Elementary,
Multi-Purpose Room

***Connect with us!***

For more information, visit LetsMoveEncinitas.org or contact Brian Gaze at 619-544-9255 or bgaze@circulatesd.org

# ¡Por Favor Acompáñanos!

## Ultimos Eventos a Puertas Abiertas

## *¡Vamos a Mover, Encinitas!*

### Plan de Recorrido Peatonal
### y Rutas Seguras a las Escuelas

**Participe en uno de los últimos cinco eventos a puertas abiertas para revisar el ante-proyecto de *¡Vamos a Mover, Encinitas! Plan de Recorrido Peatonal y Rutas Seguras para las Escuelas!* Usted tendrá la oportunidad de opinar y dar recomendaciones para la implementación de políticas y mejoras de infraestructura peatonal en su vecindario.**

**LetsMoveEncinitas.org**

**Old Encinitas**
sabado, 11 de octubre 10-11:30AM
Biblioteca de Encinitas
540 Cornish Dr

**Olivenhain**
lunes, 13 de octubre 6-7:30PM
Olivenhain Meeting Hall
423 Rancho Santa Fe Rd.

**New Encinitas**
miercoles, 15 de octubre 6-7:30PM
Encinitas Senior Center
1140 Oakcrest Park Dr.

**Leucadia**
lunes, 20 de octubre 6-7:30PM
Escuela Primaria Paul Ecke-Central
185 Union St.

**Cardiff-by-the-Sea**
jueves. 23 de octubre 6-7:30PM
Escuela Primaria Cardiff,
1888 Montgomery Ave.

***Connect with us!***

Para mayor información, visítanos a LetsMoveEncinitas.org or comuníquese con Michelle Luellen (619) 544-9255

**Encinitas Advocate**
**http://www.encinitasadvocate.com/news/2014/jun/16/Encinitas-safe-school-routes/2/?#article-copy**

# Encinitas moving on plan for safe walking routes

By Joe Tash2:44 P.M.JUNE 16, 2014

Encinitas residents at one of the workshop sessions for the Let's Move Encinitas project. — *Courtesy photo*

Making the city's streets safer for pedestrians — around schools and throughout the community — is the goal of Let's Move Encinitas, a project that has been under way since 2012 and is nearing completion.

The end product of Let's Move Encinitas will be a comprehensive plan for safe walking routes that includes community priorities for safety improvements around schools and popular walking routes.

That plan is scheduled to be presented to the City Council for review in January, said Christy Villa, an associate civil engineer with the city's Engineering and Public Works Department, who is project manager for Let's Move Encinitas.

By the end of June, a "ranking tool" will be put up on the project's website, letsmoveencinitas.org, where residents can prioritize a list of infrastructure improvements identified during a series of workshops last fall and this spring, as well as "walk audits" around neighborhood schools.

The draft plan will be presented to residents this fall during workshop sessions. It will include prioritized lists of projects — customized for specific schools and neighborhoods — designed to make pedestrians safer. The lists could include such improvements as enhanced crosswalks, signs, pedestrian underpasses, sidewalks and traffic-calming devices such as roundabouts.

“It’s not just students who want to walk to school, but people want to walk downtown, to the beach, parks, the post office,” said Villa. “A comprehensive plan will benefit not only students, but people of all ages who want to get to the great destinations in our city.”

The city worked with the nonprofit group Circulate San Diego in a successful application for a $183,000 grant from the California Department of Transportation to fund the project, along with a $27,000 contribution from the city, for a total project budget of $210,000.

The effort was launched in 2012, and the program includes a task force made up of representatives from city neighborhoods and public agencies, said Villa. The task force meets monthly.

Along with the workshops and walking tours around schools, the project has a strong social media presence through its Facebook page and Twitter feed, Villa said. Some 800 people contributed online suggestions for safety improvements after the fall and spring workshops.

“We see that as really good participation,” Villa said. “We’re seeing a lot of people being actively engaged online.”

Each community and school has different goals and needs when it comes to safe walking routes, and the plan will seek to accommodate that diversity, Villa said.

While the plan doesn’t include funding for infrastructure projects, it should help the city seek grant money for such work, according to project organizers.

“Really, what it does is position the city... it makes the grant applications more competitive,” said Leah Stender, a former program manager with Circulate San Diego who worked on the Encinitas project since its inception. “It will give them a leg up over another community that hasn’t done the extensive outreach that we have.”

Stender, who has worked on a number of similar projects around San Diego County, said Encinitas residents participated at a high level.

“Out of all the projects I’ve done, I’ve definitely gotten the most community input for this particular plan,” she said. “There’s just a huge community involvement … it’s absolutely fantastic.”

Other cities have had success in using their safe-routes plans to obtain grants, said Stender. La Mesa, for example, has received about $3.5 million in grants over the past four or five years after completing its own plan.

Along with the practical purpose of providing a blueprint for the city in prioritizing pedestrian safety projects and obtaining grants, the process of compiling Encinitas' plan also allowed city residents to have a say on an important issue, said Mim Michelove. She is participating in Let's Move Encinitas both as a representative of the Encinitas Union School District, and as a resident of "new Encinitas," which is centered on the El Camino Real corridor.

Encinitas students and parents are already using alternative means of getting to school, from walking and biking to skateboarding and car-pooling, said Michelove. District schools placed first and second for two years in a row in the countywide "Walk, Ride and Roll to School Challenge," put on by iCommute and the Safe Routes to School Initiative, said Michelove.

"I'm hopeful the city will take this data and pursue more grant funds and put them into action to meet the needs of the community," Michelove said.

"I thought it was a very positive experience. These people made me feel like anybody can be part of the process and the process can work."

**https://thecoastnews.com/blog/2014/10/open-house-series-begins-for-safe-pedestrian-school-routes/**

## The Coast News

# Open House Series Begins for Safe Pedestrian School Routes

By Promise Yee

**Oct 14, 2014 • 378 views • 1 comments**

Brian Gaze, Circulate San Diego program manager, on left, answers residents' questions about proposed improvements. The Pedestrian Travel and Safe Routes to School open house shares recommended citywide street and sidewalk changes. Photo by Promise Yee

ENCINITAS — The first of a monthlong series of final open houses was held on Oct. 11 for the citywide Pedestrian Travel and Safe Routes to School Plan.

The goal of the plan is to make walking safer for school children and residents, and encourage people to get out and move.

Eighteen residents attended the workshop held at the Encinitas Library to review 10 prioritized citywide improvements. Ten additional improvements were reviewed for Old Encinitas in the neighborhood bound by Via Cantebria and Crest Drive to the east, West Bluff and Union Street to the north, the ocean, and Santa Fe Drive to the south.

Workshop organizers said the turnout was high. Most community input throughout the two-year planning process has been received through the city website.

Brian Gaze, Circulate San Diego program manager, said prior feedback commented on speeding drivers, and lack of sidewalks and crosswalks in the city.

At the Oct. 11 workshop display boards and an interactive game station were set up to collect further input on infrastructure changes that will be presented to city commissions after November and City Council in January or February.

Take-home maps of safe routes to 12 Encinitas public school were also available. The maps marked recommended walking routes within 15 minutes of schools, and other good routes outside those zones.

“There’s a high level of kids walking to school in areas that don’t have sidewalks or have railroad crossings,” Gaze said.

If draft plan recommendations are approved by City Council, they will serve as a guide to future street and sidewalk improvements.

Recommended improvements consider collision history, points of interest, community input and health of residents.

Areas where residents have poor health and would benefit by walking are given priority.

Christa Villa, city associate civil engineer and project manager, said health benefits are based on the concept “build it, and they will walk.” She said improvements would prompt more walking by increasing safety and beautifying areas.

Providing pedestrians access to schools, recreation centers, libraries and transit stops also received precedence.

Each improvement recommended in the plan will still go through engineering, have funding determined and require City Council final approval. Depending on the size and scope of the project, improvements may need to go through a public review process.

Workshop organizers stressed the draft plan is not the final say in identifying top priorities or needed changes.

“What we’re hoping to get from the workshops is to hear if we’re on the right track,” Gaze said.

Public comments will continue to be collected through the final workshop series and be presented to the city along with the draft plan. The plan will continue to be revised every five years.

Villa said the intention is to keep the pedestrian plan relevant. She added the previous plan was made well over five years ago, and without a lot of community input.

The Pedestrian Travel and Safe Routes to School Plan is funded by an $183,000 Caltrans Community-Based Transportation Planning Grant, and $27,450 in city funds.

Upcoming October workshops will address the top 10 citywide improvements, and 10 specific community improvements for the neighborhood in which the workshop is held.

Workshops will be held at 6 p.m. on Oct. 13 at Olivenhain Town Meeting Hall, Oct. 15 at Encinitas Community and Senior Center, Oct. 20 at Paul Ecke Central Elementary School and Oct. 23 at Cardiff

# Let's Move, Encinitas!

*Rethink our streets with our feet*

Join the City of Encinitas, in partnership with WalkSanDiego, to develop a City-wide Pedestrian Travel and Safe Routes to School Plan based on community input! Check out the project webpage and provide input online!

**Online Input Form at:**
**LetsMoveEncinitas.org**

*Have questions?* Contact Kaley Lyons at klyons@walksandiego.org or 619-544-9255

---

Let's Move, Encinitas
February 20

The school-focused workshops have been scheduled! The first one is coming up QUICK - next Tuesday, February 25 at Ocean Knoll Elementary to discuss Ocean Knoll, Paul Ecke Central, Oak Crest Middle School, and San Dieguito High School Academy!

Like · Comment · Share 13 1 25 Shares

1,204 people reached Boost Post

---

MAGDALENA ECKE FAMILY YMCA

FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

# CITY OF ENCINITAS

## Brief Survey on Pedestrian Improvements

DEAR YMCA MEMBERS,

**The City of Encinitas** is working on a community pedestrian planning effort for future pedestrian-related improvements. An area of focus for feedback are busy corridors in Encinitas, and **Saxony Road** has been identified within this busy corridor category.

**As users of our YMCA and commuters of Saxony Road**, the City is asking for your feedback on pedestrian activities that might improve the safety and experience of YMCA and Encinitas constituents.

Some ideas for improvement we'd like to see the City explore are:

1. **Improved sidewalks on Saxony Road** in addition to Encinitas Blvd under I-5 Overpass (benefiting our Y walking groups and members/participants traveling to the Y by foot)
2. **Pedestrian crosswalks on Saxony Road** to cross safely to the Y.

If you'd like to include these items above or any additional thoughts you might have for pedestrian improvements, please share in the City survey link attached:

https://www.surveymonkey.com/s/LetsMoveEncinitas_SRTS

**Thank you! Your voice could make a difference!**

*The YMCA is helping to spread the word about this survey as a friend to the City of Encinitas. The YMCA is not affiliated with the survey questions, feedback and/or result processing. Please direct all questions to the City of Encinitas.*

---

Let's Move, Encinitas
February 25

It's TONIGHT! The first of 5 Safe Routes to School/Pedestrian Planning workshops! We'll see you in the Ocean Knoll Elementary Multipurpose Room at 6:30pm!

Like · Comment · Share 2 1 Share

353 people reached Boost Post

---

Let's Move, Encinitas
March 18

How many of you walked to school as a child? How many allow your children to walk?

Like · Comment · Share 4 3

104 people reached Boost Post

---

Let's Move, Encinitas
Posted by Andrea Kate [?] · May 6

Be sure to join us for a 45 minute walk audit at Park Dale Lane Elementary this Thursday morning to assess the barriers of walking to school! Meet outside the school at 7:30AM; materials will be supplied. RSVP to Andrea Hammann at ahammann@circulatesd.org

Like · Comment · Share 1 2 Shares

137 people reached Boost Post

# Let's Move Encinitas!

Do you walk in Encinitas?
Do your children walk to school?

Make a video about why you love your neighborhood & we'll put it on the Let's Move, Encinitas YouTube channel!

## Join a Neighborhood Coalition!

You are invited to participate on a Neighborhood Coalition for the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School planning project. The input you provide will be vital to improving pedestrian safety and mobility throughout the City. Each of the five communities will have a Coalition to represent the community's needs while participating in activities and community contests!

***Visit the Let's Move Encinitas Webpage!***

***Connect with us!***

For more information or to sign up as a Neighborhood Coalition member, contact Kaley Lyons at 619-544-9255 or klyons@walksandiego.org

# Let's Move, Encinitas!

*Rethink our streets with our feet*

***Too much traffic near your child's school?***

***Would you like a better walking route?***

**Help create a safe, healthy, and walkable community!**

Join the City of Encinitas, in partnership with WalkSanDiego, to develop a City-wide Pedestrian Travel and Safe Routes to School Plan based on community input! Check out the project webpage and provide your comments online by April 25th!

## Online Input Form

**LetsMoveEncinitas.org**

*Have questions?*
Contact Kaley Lyons at
klyons@walksandiego.org or 619-544-9255

# ¡Encinitas en Movimiento!

## *Repensando en nuestras calles para mover nuestros pies*

¿Son seguras las calles de tu barrio para caminar?

¿Puedes ir caminando a donde quieres?

**Mejorar la manera en que te mueve**

**Proporciona información en un taller que se harán en tu comunidad para que ayudes a desarrollar un plan de transporte peatonal que:**

• Examinará la actividad de caminata en tu comunidad • Identificará soluciones para ayudar a abordar las preocupaciones • Recomendara mejoras en las calles • Identificara futuras fuentes de financiamiento para proyectos peatonales • Animará a la gente para que camine más a menudo •

**Cardiff**
Martes 10 de Septiembre
6:00pm-7:30pm
La biblioteca de Cardiff

**Old Encinitas**
Jueves 12 de Septiembre
6:00pm-7:30pm
Ayuntamiento de la ciudad Encinitas

**Leucadia**
Jueves, 26 de Septiembre
6:00pm-7:30pm
Paul Ecke Central Elementary

**New Encinitas**
Miercoles, 2 de Octubre
6:00pm-7:30pm
En el Centro Comunitario y de la tercera edad de Encinitas

**Olivenhain**
Martes, 5 de Noviembre
6:00pm-7:30pm
Olivenhain en la sala de reuniones

Para más información contacte a Kaley Lyons en klyons@walksandiego.org o al 619.544.9255
www.cityofencinitas.org/LetsMoveEncinitas

*Ve la página web del proyecto y aporta información en linea*

*Póngase en contacto con nosotros*

WALK SanDiego
Promoting walkable communities

# SCHOOL WALK AUDIT COMING SOON!

**Visit LetsMoveEncinitas.org for dates and times**

CIRCULATE SAN DIEGO

# LetsMoveEncinitas

@Move_Encinitas

Let's Move Encinitas is a program focused on developing a Pedestrian Travel and Safe Routes to School Plan for the City of Encinitas based on community input!

Encinitas, CA

cityofencinitas.org/letsmoveencini...

1 Photo or video

**LetsMoveEncinitas** @Move_Encinitas · Sep 26

Community Workshop tonight at PEC @PECPTA at 6pm! Come tell us about walking in Leucadia! @Leucadia101

**LetsMoveEncinitas** @Move_Encinitas · Jul 12

Most members so far: New Encinitas Nhood Coalition! Email klyons@walksandiego.org if interested in improving walkability in your community!

**LetsMoveEncinitas** @Move_Encinitas · 28 Feb 2013

We are so excited to kick off #LetsMove Encinitas! Read about it here: encinitasca.gov/index.aspx?rec...

**Events** | Government,Schools

# Community Workshop: Let's Move, Encinitas!

Posted by Circulate San Diego , February 18, 2014 at 01:57 PM

Comment 0 More

Thursday, March 6, 2014, 6:30 PM **Add to calendar**

Ada Harris Elementary, Auditorium **See map**

Free

PROVIDE YOUR INPUT!

**Do you have comments or concerns about walking to, from, or around schools in Encinitas? Click here to provide your input! Your information will be used to help develop the** Let's Move Encinitas Pedestrian Travel and Safe Routes to School Plan.

**The second round of workshops have been scheduled! Don't miss out on these important interactions:**

**Old Encinitas:** Tuesday, February 25th, 6:30-8p
Location: Ocean Knoll Elementary, Multi-Purpose Room
*Schools: Paul Ecke Central Elementary, Oak Crest Middle School, Ocean Knoll Elementary, San Dieguito Academy*

**Cardiff:** Thursday, March 6th, 6:30-8p
Location: Ada Harris Elementary, Auditorium
*Schools: Ada Harris Elementary, Cardiff Elementary*

**New Encinitas:** Tuesday, March 11th, 6:30-8p
Location: Park Dale Lane Elementary, Multi-Purpose Room
*Schools: Flora Vista Elementary, Park Dale Lane Elementary, Diegueno Middle School*

**Leucadia:** Tuesday, March 18th, 6:30-8p
Capri Elementary, Multi-Purpose Room
Schools: Capri Elementary, Paul Ecke Central Elementary

**Olivenhain:** Tues. March 25th, 6:30-8p
Diegueno Middle School, Room TBD
*Schools: Diegueno Middle School, Olivenhain Pioneer Elementary*

**Let's Move, Encinitas**
Posted by Andrea Kate [?] · May 21 · Edited

Thanks to everyone for participating yesterday at the Quail Gardens and San Dieguito Academy walk audits! We will be assessing Paul Ecke Central today at 1:50PM. Meet outside the front of the school. See you there!

Like · Comment · Share 6

105 people reached **Boost Post**

# City of Encinitas Monthly Calendar



## Let's Move, Encinitas! Cardiff Elementary School Walk Audit!

**Date:** 5/29/2014 2:15 PM - 3:15 PM
**Cost:** Free
**Location:** Cardiff Elementary School
1888 Montgomery Ave
Encinitas, California 92024

Add to my Calendar

Join in a walk audit at **Cardiff Elementary School** on **Thursday, May 29th!** We will meet at **2:15pm** in front of the school - look for the team member wearing a bright orange vest. Bring your walking shoes and any ideas you have for improving the pedestrian environment adjacent to the school. These efforts will be included in the development of the Let's Move, Encinitas pedestrian planning efforts currently underway. We look forward to seeing you there! For questions or to RSVP (not required) email ahammann@circulatesd.org.

For more information about the ***Let's Move, Encinitas Pedestrian and Safe Routes to School Plan***, click here: http://letsmoveencinitas.org/

More Events »

# *Lets Move, Encinitas!*

**The City of Encinitas and Circulate San Diego** have developed a series of online surveys, to allow citizens to rank Encinitas locations based on safety concerns for those areas.

The online surveys are available August 20th, 2014 and will be open until September 20, 2014.

To access the survey go to: www.letsmoveencinitas.org or scan the QR code below:

CIRCULATE SAN DIEGO

LetsMoveEncinitas @Move_Encinitas · Feb 20

School wkshps scheduled! 1st one is Feb 25 @ Ocean Knoll to discuss OKE, @PECPTA, Oak Crest, & San Dieguito Academy!

View more photos and videos

https://sites.google.com/site/dnoptsa/

# Diegueño Middle School PTSA

Search this site

**I Want To See**

- WELCOME TO THE DIEGUENO MIDDLE SCHOOL'S PTSA WEBSITE
- Activities
- Band Boosters
- Calendar
- Donations
- Downloadable Forms
- Finances
- Meeting Schedule
- Merchant Programs
- Spirit Wear
- Teachers Wish List
- Technology Updates
- The Board
- We Need You!

**School**

- DMS
- District
- Facebook
- CA PTA
- National PTA

**For Teachers**

- PTSA Mini Grant Spending Report

## Welcome to Parent, Teacher, Student Association

**Important Dates:**

4/22/2014 5 - 9 p.m. FUN-Raiser at Flippin Pizza for DNO Band.

4/17/2014 8:00am - "Walk Audit" at DNO, assess the built environment of the school by Circulate San Diego. All parents are invited to participate!

4/16/2014 6:00 - 7:30pm How to set positive Digital Boundries? By Cyber Education Consulting

4/14/2014 Get your tickets for the 11th Annual Encinitas Rotary Wine & Food Festival on 6/7/2014 5:00-8:00pm and support our own DNO Band! Remember to select Beneficiary - Diegueno Middle School Band!!

4/7/2014 Happy Spring Break Week!

**Are You A Member?**

I want to make a donation!

Get Corporate Matching

Room B-2

5/6/2014 8:30 AM 9:00 AM General PTSA Meeting "Election of 2014 - 2015 Officers"

4/1/2014 8:30 AM 9:00 AM General PTSA Meeting

**PTSA Needs You!**

# ENCINITAS: Pedestrian safety focus of group

ENCINITAS — Get involved in the conversation about safety in the community with Let's Move Encinitas, a neighborhood coalition dedicated to improving the safety of pedestrians going to and from school and throughout the city. The information attendees provide will be directed toward improving safety for pedestrians. More information: Kaley Lyons, 619-544-9255 or klwons@walksandiego.org.

*The North Coast Current welcomes your community news. Submit upcoming event announcements to currentevents@northcoastcurrent.com. Submit stories and photos to news@northcoastcurrent.com.*

# Encinitas moving on plan for safe walking routes

By Joe Tash 2:44 p.m. June 16, 2014

Encinitas residents at one of the workshop sessions for the Let's Move Encinitas project. — *Courtesy photo*

Making the city's streets safer for pedestrians — around schools and throughout the community — is the goal of Let's Move Encinitas, a project that has been under way since 2012 and is nearing completion.

The end product of Let's Move Encinitas will be a comprehensive plan for safe walking routes that includes community priorities for safety improvements around schools and popular walking routes.

That plan is scheduled to be presented to the City Council for review in January, said Christy Villa, an associate civil engineer with the city's Engineering and Public Works Department, who is project manager for Let's Move Encinitas.

By the end of June, a "ranking tool" will be put up on the project's website, letsmoveencinitas.org, where residents can prioritize a list of infrastructure improvements identified during a series of workshops last fall and this spring, as well as "walk audits" around neighborhood schools.

The draft plan will be presented to residents this fall during workshop sessions. It will include prioritized lists of projects — customized for specific schools and neighborhoods — designed to make pedestrians safer. The lists could include such improvements as enhanced crosswalks, signs, pedestrian underpasses, sidewalks and traffic-calming devi-ces such as roundabouts.

"It's not just students who want to walk to school, but people want to walk downtown, to the beach, parks, the post office," said Villa. "A comprehensive plan will benefit not only students, but people of all ages who want to get to the great destinations in our city."

The city worked with the nonprofit group Circulate San Diego in a successful application for a $183,000 grant from the California Department of Transportation to fund the project, along with a $27,000 contribution from the city, for a total project budget of $210,000.

The effort was launched in 2012, and the program includes a task force made up of representatives from city neighborhoods and public agencies, said Villa. The task force meets monthly.

Along with the workshops and walking tours around schools, the project has a strong social media presence through its Facebook page and Twitter feed, Villa said. Some 800 people contributed online suggestions for safety improvements after the fall and spring workshops.

"We see that as really good participation," Villa said. "We're seeing a lot of people being actively engaged online."

Each community and school has different goals and needs when it comes to safe walking routes, and the plan will seek to accommodate that diversity, Villa said.

While the plan doesn't include funding for infrastructure projects, it should help the city seek grant money for such work, according to project organizers.

"Really, what it does is position the city... it makes the grant applications more competitive," said Leah Stender, a former program manager with Circulate San Diego who worked on the Encinitas project since its inception. "It will give them a leg up over another community that hasn't done the extensive outreach that we have."

Stender, who has worked on a number of similar projects around San Diego County, said Encinitas residents participated at a high level.

"Out of all the projects I've done, I've definitely gotten the most community input for this particular plan," she said. "There's just a huge community involvement … it's absolutely fantastic."

Other cities have had success in using their safe-routes plans to obtain grants, said Stender. La Mesa, for example, has received about $3.5 million in grants over the past four or five years after completing its own plan.

Along with the practical purpose of providing a blueprint for the city in prioritizing pedestrian safety projects and obtaining grants, the process of compiling Encinitas' plan also allowed city residents to have a say on an important issue, said Mim Michelove. She is participating in Let's Move Encinitas both as a representative of the Encinitas Union School District, and as a resident of "new Encinitas," which is centered on the El Camino Real corridor.

Encinitas students and parents are already using alternative means of getting to school, from walking and biking to skateboarding and car-pooling, said Michelove. District schools placed first and second for two years in a row in the countywide "Walk, Ride and Roll to School Challenge," put on by iCommute and the Safe Routes to School Initiative, said Michelove.

"I'm hopeful the city will take this data and pursue more grant funds and put them into action to meet the needs of the community," Michelove said.

"I thought it was a very positive experience. These people made me feel like anybody can be part of the process and the process can work."

© Copyright 2014 The San Diego Union-Tribune, LLC. An MLIM LLC Company. All rights reserved.

# News

## “Let’s Move” Represents a Big Step Forward in Safe Walkability

**Posted Date:** 1/16/2013

On December 19, 2012, the Encinitas City Council took an ambitious step forward in promoting the health, fitness and safety of our community’s youth and other residents. The Council unanimously approved a contract with WalkSanDiego to conduct public outreach activities and prepare an Encinitas “Let’s Move” Pedestrian Travel and Safe Routes to School (SRTS) Plan.

The $210,450 contract is funded by a federal Community-Based Transportation Planning (CBTP) grant of $183,000, augmented by the City’s matching funds of $27,450.The two-year project is being conducted under the auspices of the City’s Public Works/Engineering Services Department.

### A Community-Wide Effort

The Plan features a community-wide effort. In addition to City staff and WalkSanDiego, it involves local schools within the City, neighborhood coalitions of each of the five Encinitas communities, a taskforce of stakeholders, including representatives from CalTrans and the Sheriff’s Department, and the general public. The goal is to promote active public engagement that will lead to a Plan that identifies infrastructure improvements needed throughout Encinitas, with an emphasis on school zones.

Encinitas Senior Civil Engineer Ed Deane reports, “The project has two major components: infrastructure and outreach.” The Plan will:

1. Identify infrastructure improvements that enhance safety for students and other residents who walk to schools, recreation centers, libraries, transit stops and other destinations throughout Encinitas.
2. Educate, advocate for and celebrate a walkable/bikable community.

Deane says, “As a nonprofit acclaimed for its active role in making communities more walkable, and its demonstrated success in other communities in the region, WalkSanDiego will be an exceptional partner and consultant for our ambitious endeavor.” The organization has created and implemented similar large-scale projects in Imperial Beach and La Mesa. It also provided educational and encouragement activities at Cardiff Elementary School when the City of Encinitas installed SRTS traffic-

calming infrastructure improvements in 2011.

"Our Cardiff program, culminating in a 'Walk or Bike to School Celebration Day,' was enthusiastically embraced by students, families and staff," recounts WalkSanDiego Program Director Leah Stender. Full bike racks attest to the program's success, she says.

**Walkability is a Weighty Need**

One primary impetus for the Encinitas-wide program is health. Over the past several decades, physical activity among children in the U.S. has decreased while obesity and related diseases such as Type 2 diabetes have increased.

According to the national Centers for Disease Control and Prevention, today approximately 17% (or 12.5 million) of children and adolescents ages 2-19 are obese; nearly triple the number of 1980. In 1969, 50% of children walked or biked to school. Today, only 15% do so.

Lack of exercise also contributes to poor health in adults. WalkSanDiego promotes safe and healthy travel for people of all ages and walks of life. Information on the group's Safe Routes for Seniors, apps for residents to rate the walkability of their streets and other programs are on its website.

**Next Steps**

The two-year Let's Move project is getting off the ground in January 2013. Workshops and other outreach activities, including a project web page, will be coming soon. Details on the project can be found here.

More information will be available on the City's website and in future issues of this newsletter over the next several months. For specific questions, please contact Associate Civil Engineer Christy Villa at cvilla@encinitasca.gov.

On your mark. Get set. **Let's Move!**

More News »

# *Let's Move, Encinitas!*

## *Do you walk?*

Would you like to,
but have concerns?

## *Help create a safe, healthy, and walkable community!*

Join the City of Encinitas, in partnership with WalkSanDiego, to develop a City-wide Pedestrian Travel and Safe Routes to School Plan based on community input!

**Your contribution is needed at a local workshop (schedule on back).**

Check out the project webpage and provide input online!

*Have questions?*
Contact Kaley Lyons at
klyons@walksandiego.org or 619.544.9255

*Find us on:*

# *Let's Move, Encinitas!*

Attend a workshop
Provide your input
Create community change

## Cardiff
Tuesday, September 10
6:00pm-7:30pm
Cardiff Library

## Old Encinitas
Thursday, September 12
6:00pm-7:30pm
Encinitas City Hall

## Leucadia
Thursday, September 26
6:00pm-7:30pm
Paul Ecke Central Elementary

## New Encinitas
Wednesday, October 2
6:00pm-7:30pm
Encinitas Community and
Senior Center

## Olivenhain
Tuesday, November 5
6:00pm-7:30pm
Olivenhain Meeting Hall

WALK SanDiego
Promoting Walkable Communities
www.walksandiego.org

CITY OF ENCINITAS
Incorporated 1986

# Let's Move, Encinitas!

*Rethink our streets with our feet*

***Too much traffic near your child's school?***

***Would you like a better walking route?***

**Help create a safe, healthy, and walkable community!**

Join the City of Encinitas, in partnership with Circulate San Diego, to develop a City-wide Pedestrian Travel and Safe Routes to School Plan based on community input! Check out the project webpage and provide your comments online by April 25th!

## Online Input Form

**LetsMoveEncinitas.org**

*Have questions?*
Contact Andrea Hammann at 619-544-9255 or ahammann@circulatesd.org

WALK SanDiego
Promoting Walkable Communities
www.walksandiego.org

# Let's Move, Encinitas!

*Rethink our streets with our feet*

## Walk Audit

### Tuesday, 4/29 @ 8AM
### Sunset High School

A 45 minute Walk Audit will be conducted at Sunset High School to assess the walking environment of the streets, school environment, and neighborhood. Parents, residents, school staff and students are invited to participate. **We will begin on the sidewalk near the entrance of the school parking lot at 8:00 am.**

For more information or to participate, contact Andrea Hammann at ahammann@circulatesd.org or 619-544-9255

**LetsMoveEncinitas.org**

Check out the project webpage and provide input online!

***Find us on:***

See other side for additional details.

# Let's Move, Encinitas!

*Rethink our streets with our feet*

***Too much traffic near your child's school?***

***Would you like a better walking route?***

**Help create a safe, healthy, and walkable community!**

Join the City of Encinitas, in partnership with WalkSanDiego, to develop a City-wide Pedestrian Travel and Safe Routes to School Plan based on community input! Check out the project webpage and provide your comments online by April 25th!

## Online Input Form

**LetsMoveEncinitas.org**

*Have questions?*
Contact Kaley Lyons at 619-544-9255
or klyons@walksandiego.org

# Let's Move, Encinitas!

*Rethink our streets with our feet*

## Walk Audit

### Thursday, 4/17 @ 8AM
### Diegueno Middle School

A 45 minute Walk Audit will be conducted at Diegueno Middle School to assess the walking environment of the streets, school environment, and neighborhood. Parents, residents, school staff and students are invited to participate. **We will begin on the sidewalk near the entrance of the school parking lot at 8:00 am.**

For more information or to participate, contact Kaley Lyons at 619-544-9255 or klyons@walksandiego.org

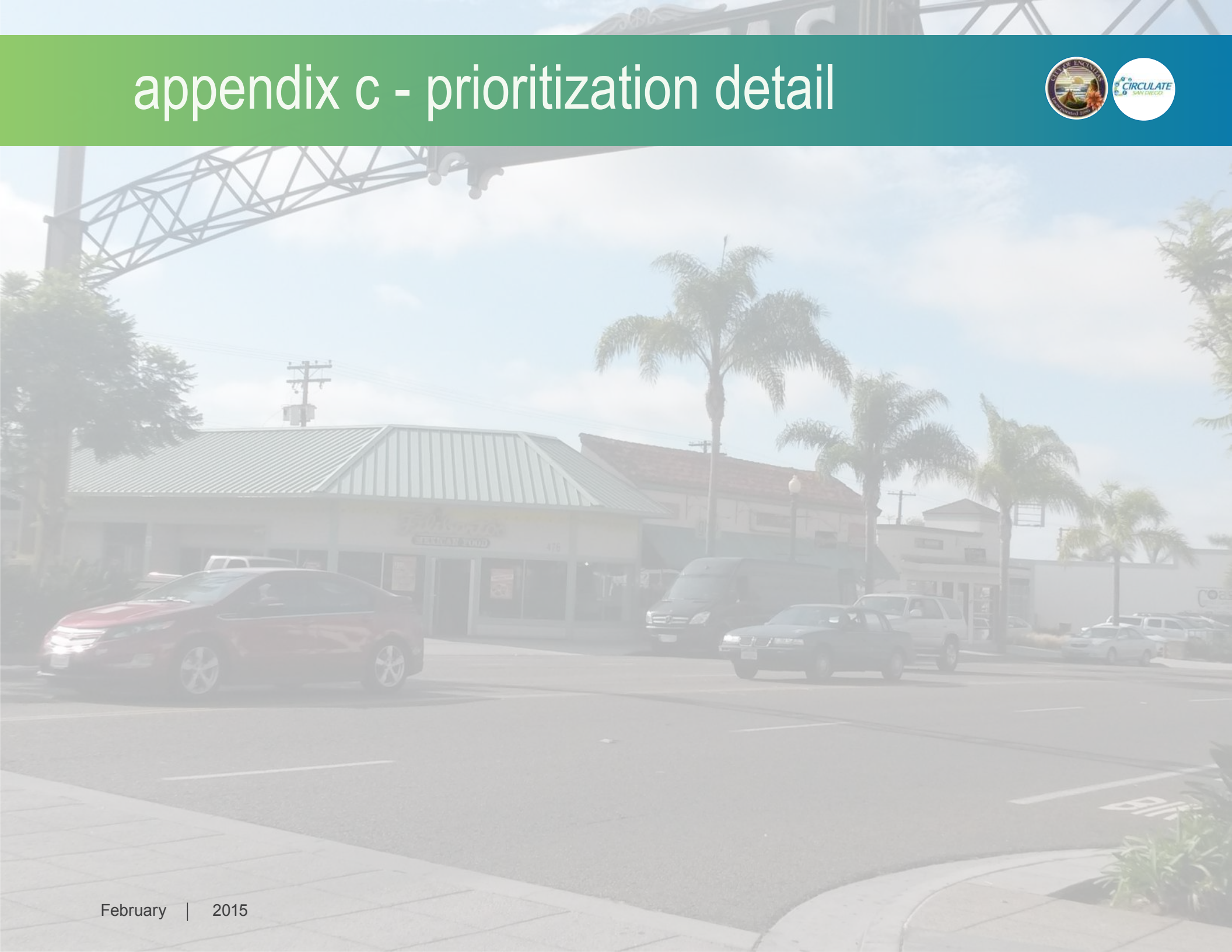
**LetsMoveEncinitas.org**

Check out the project webpage and provide input online!

***Find us on:***

See other side for additional details.

# appendix c - prioritization detail



February | 2015

### Table 1: Draft Project Prioritization Weighting[1]

| Input | Proposed Criteria Weight |
|---|---|
| Public Comment Analysis | |
| Intersection or Segment is ranked in the top third of all prioritized comments | 4 |
| Intersection or Segment is noted in the middle third of all prioritized comments | 3 |
| Intersection or Segment is noted in the bottom third of all prioritized comments | 2 |
| Collision Analysis | |
| Intersection or Segment is within 100' of 2 or more pedestrian collisions | 4 |
| Intersection or Segment is within 100' of 1 or more pedestrian collisions | 3 |
| Intersection or Segment is within 500' of 1 or more pedestrian collisions | 2 |
| Land Use and Walkability Analysis | |
| Intersection or segment is all or partially within ½ mile walking shed distance of school site | 3 |
| Intersection or segment is all or partially within ½ mile radial distance of school site | 2 |
| Intersection or segment is all or partially within ½ mile walking shed distance of point of interest (non-school) | 3 |
| Intersection or segment is all or partially within ½ mile radial distance of point of interest (non-school) | 2 |
| Intersection or segment occurs along or is within 200' of the intersection of 2 or more arterials (major and/or prime arterials) | 3 |
| Intersection or segment occurs along or is within 200' of the intersection of 1 arterial (major and/or prime arterial) | 2 |
| Health and Equity Analysis | |
| Intersection or segment is all or partially within ½ mile radial distance of top-tier school site for HFZ "areas of need"- those that fall outside of the HFZ designation | 2 |
| Intersection or segment is all or partially within ½ mile radial distance of top-tier school sites with greatest free and reduced meal participation | 2 |

## Tiering and Prioritization

The above analyses will provide a score by improvement (intersection or segment) that will be normalized on a scale of 0-100 for comparison purposes. Higher scores indicate higher-need areas for greater pedestrian investments.

[1] Note: All projects not assigned additional weights will receive a weight of "1" in each category of analysis, as appropriate.

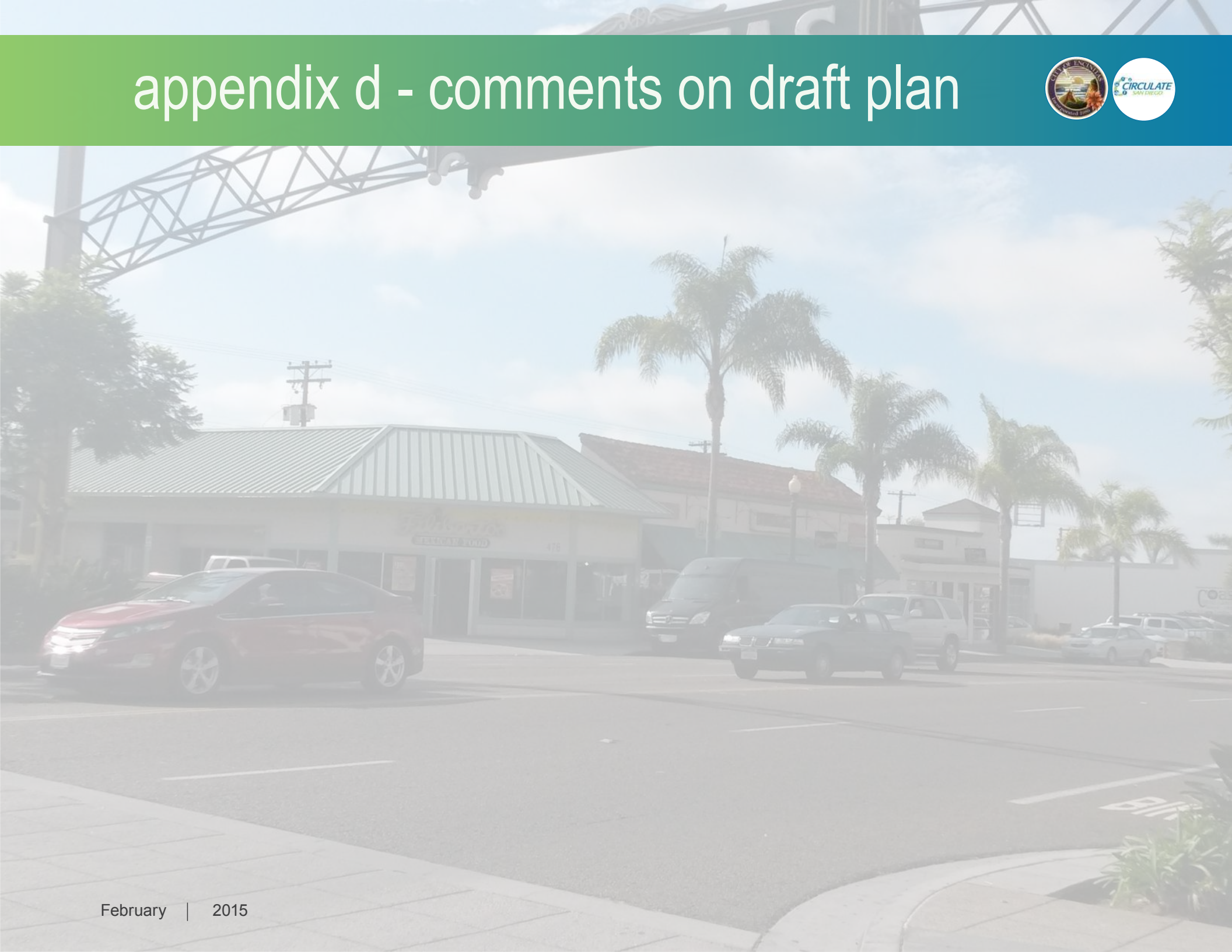
| Intersection | Comment Count | Neighborhood | Normalized Public Input Score | Weighted Score | Collision Score | Walk Shed | FRM | Health | POI | Total | SRTS Normalized (top=13.09) | Citywide Score | Citywide Normalized (top=9.39) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MacKinnon Ave/Nardo Rd and Santa Fe Dr | 6 | Cardiff | 0.09 | 4.09 | 2.00 | 3.00 | 2.00 | 2.00 | | 13.09 | 100.0 | 6.09 | 64.9 |
| Encinitas Blvd and Balour Dr | 4 | Old Encinitas | 0.06 | 4.06 | 2.00 | 3.00 | 2.00 | | 2.00 | 13.06 | 99.8 | 8.06 | 85.8 |
| Requeza St and Nardo Rd | 1 | Old Encinitas | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | 2.00 | 13.02 | 99.4 | 6.02 | 64.1 |
| Requeza St and Regal Rd | 9 | Old Encinitas | 0.14 | 4.14 | 3.00 | 3.00 | | | 2.00 | 12.14 | 92.7 | 9.14 | 97.3 |
| Melba Rd and Bonita Dr | 66 | Old Encinitas | 1.00 | 5.00 | | 3.00 | 2.00 | 2.00 | | 12.00 | 91.7 | 5.00 | 53.2 |
| Melba Rd and Balour Dr | 51 | Old Encinitas | 0.77 | 4.77 | | 3.00 | 2.00 | 2.00 | | 11.77 | 89.9 | 4.77 | 50.8 |
| Montgomery Ave and San Elijo Ave | 13 | Cardiff | 0.20 | 4.20 | 2.00 | 3.00 | | | 2.00 | 11.20 | 85.5 | 8.20 | 87.3 |
| Santa Fe Dr and Balour Dr | 13 | Old Encinitas | 0.20 | 4.20 | | 3.00 | 2.00 | 2.00 | | 11.20 | 85.5 | 4.20 | 44.7 |
| Melba Rd and Nardo Rd | 10 | Old Encinitas | 0.15 | 4.15 | | 3.00 | 2.00 | 2.00 | | 11.15 | 85.2 | 4.15 | 44.2 |
| N Coast Hwy 101 and El Portal St | 6 | Old Encinitas | 0.09 | 4.09 | | 3.00 | 2.00 | | 2.00 | 11.09 | 84.7 | 6.09 | 64.9 |
| Union St and Paul Ecke-Central school parking lot exit | 2 | Leucadia | 0.03 | 4.03 | | 3.00 | | 2.00 | 2.00 | 11.03 | 84.3 | 6.03 | 64.2 |
| Balour Dr and Oakcrest Park Dr | 2 | Old Encinitas | 0.03 | 4.03 | | 3.00 | 2.00 | | 2.00 | 11.03 | 84.3 | 6.03 | 64.2 |
| Melba Rd and Aloha Dr | 2 | Old Encinitas | 0.03 | 4.03 | | 3.00 | 2.00 | 2.00 | | 11.03 | 84.3 | 4.03 | 42.9 |
| Melba Rd and Crest Dr | 2 | Old Encinitas | 0.03 | 4.03 | | 3.00 | 2.00 | 2.00 | | 11.03 | 84.3 | 4.03 | 42.9 |
| Normandy Rd and Urania Ave | 1 | Leucadia | 0.02 | 4.02 | 3.00 | | 2.00 | 2.00 | | 11.02 | 84.1 | 7.02 | 74.7 |
| Capri Rd and Burgundy Rd | 1 | Leucadia | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Capri Rd and Caudor St | 1 | Leucadia | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Caudor St and Wood Dr | 1 | Leucadia | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Hygeia Ave and Cereus St | 1 | Leucadia | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Melba Rd and Gardena Rd | 1 | Old Encinitas | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Santa Fe Dr and Gardena Rd | 1 | Old Encinitas | 0.02 | 4.02 | | 3.00 | 2.00 | 2.00 | | 11.02 | 84.1 | 4.02 | 42.8 |
| Garden View Rd and Glen Arbor Dr | 1 | New Encinitas | 0.02 | 4.02 | 3.00 | 3.00 | | | | 10.02 | 76.5 | 7.02 | 74.7 |
| El Camino Real and Mountain Vista Dr | 26 | New Encinitas | 0.39 | 4.39 | 3.00 | | | | 2.00 | 9.39 | 71.8 | 9.39 | 100.0 |
| Birmingham Dr and Montgomery Ave | 26 | Cardiff | 0.39 | 4.39 | | 3.00 | | | 2.00 | 9.39 | 71.8 | 6.39 | 68.1 |
| Birmingham Dr and Manchester Ave | 22 | Cardiff | 0.33 | 4.33 | | 3.00 | | | 2.00 | 9.33 | 71.3 | 6.33 | 67.4 |
| MacKinnon Ave and Villa Cardiff Dr | 22 | Cardiff | 0.33 | 4.33 | 2.00 | 3.00 | | | | 9.33 | 71.3 | 6.33 | 67.4 |
| Birmingham Dr and MacKinnon Ave | 16 | Cardiff | 0.24 | 4.24 | | 3.00 | | | 2.00 | 9.24 | 70.6 | 6.24 | 66.5 |
| Mountain Vista Dr and Wandering Rd | 16 | New Encinitas | 0.24 | 4.24 | | 3.00 | | | 2.00 | 9.24 | 70.6 | 6.24 | 66.5 |
| Encinitas Blvd and Quail Gardens Dr/Westlake St | 12 | Old Encinitas | 0.18 | 4.18 | | 3.00 | 2.00 | | | 9.18 | 70.1 | 4.18 | 44.5 |
| Birmingham Dr and San Elijo Ave | 9 | Cardiff | 0.14 | 4.14 | | 3.00 | | | 2.00 | 9.14 | 69.8 | 6.14 | 65.3 |
| Santa Fe Dr and I-5 overpass | 9 | Cardiff | 0.14 | 4.14 | | 3.00 | | | 2.00 | 9.14 | 69.8 | 6.14 | 65.3 |
| Evergreen Dr and Melba Rd | 8 | Old Encinitas | 0.12 | 4.12 | | 3.00 | 2.00 | | | 9.12 | 69.7 | 4.12 | 43.9 |
| Quail Gardens Dr and Ecke Ranch Rd | 7 | Old Encinitas | 0.11 | 4.11 | | 3.00 | | | 2.00 | 9.11 | 69.6 | 6.11 | 65.0 |
| Montgomery Ave and Rosini Dr/Stafford Ave | 6 | Cardiff | 0.09 | 4.09 | | 3.00 | | | 2.00 | 9.09 | 69.4 | 6.09 | 64.9 |
| Union St and Vulcan Ave | 5 | Leucadia | 0.08 | 4.08 | | 3.00 | | | 2.00 | 9.08 | 69.3 | 6.08 | 64.7 |
| Saxony Rd and Seacrest Way | 4 | Old Encinitas | 0.06 | 4.06 | 3.00 | | | | 2.00 | 9.06 | 69.2 | 9.06 | 96.5 |
| El Camino Real and Garden View Rd | 3 | New Encinitas | 0.05 | 4.05 | 3.00 | | | | 2.00 | 9.05 | 69.1 | 9.05 | 96.3 |
| San Elijo Ave and Liverpool Dr | 2 | Cardiff | 0.03 | 4.03 | | 3.00 | | | 2.00 | 9.03 | 69.0 | 6.03 | 64.2 |
| Willowspring Dr N and Village Center Dr | 2 | New Encinitas | 0.03 | 4.03 | 2.00 | 3.00 | | | | 9.03 | 69.0 | 6.03 | 64.2 |
| Windsor Rd and Blue Sky Dr/Grange Hall Rd | 2 | Cardiff | 0.03 | 4.03 | | 3.00 | | 2.00 | | 9.03 | 69.0 | 4.03 | 42.9 |
| Windsor Rd and Munevar Rd | 2 | Cardiff | 0.03 | 4.03 | | 3.00 | | 2.00 | | 9.03 | 69.0 | 4.03 | 42.9 |
| Park Dale Ln and Countryhaven Rd | 2 | New Encinitas | 0.03 | 4.03 | | 3.00 | | 2.00 | | 9.03 | 69.0 | 4.03 | 42.9 |
| N Coast Hwy 101 and Phoebe St | 1 | Leucadia | 0.02 | 4.02 | 3.00 | | | | 2.00 | 9.02 | 68.9 | 9.02 | 96.0 |
| Montgomery Ave and Mozart Ave | 1 | Cardiff | 0.02 | 4.02 | | 3.00 | | | 2.00 | 9.02 | 68.9 | 6.02 | 64.1 |
| Montgomery Ave and Westminster Dr | 1 | Cardiff | 0.02 | 4.02 | | 3.00 | | | 2.00 | 9.02 | 68.9 | 6.02 | 64.1 |
| Westminster Dr and Liszt Ave | 1 | Cardiff | 0.02 | 4.02 | | 3.00 | | | 2.00 | 9.02 | 68.9 | 6.02 | 64.1 |
| Park Dale Ln and Willowspring Dr N | 1 | New Encinitas | 0.02 | 4.02 | | 3.00 | | 2.00 | | 9.02 | 68.9 | 4.02 | 42.8 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Windsor Rd and Kings Cross Dr | 0 | Cardiff | 0.00 | 4.00 | | 3.00 | | | 2.00 | 9.00 | 68.8 | 6.00 | 63.9 |
| Village Park Way and Coolngreen Way (in front of Diegueno Middle School) | 0 | New Encinitas | 0.00 | 4.00 | | 3.00 | | 2.00 | | 9.00 | 68.8 | 4.00 | 42.6 |
| Melba Rd and Evergreen Dr | 42 | Old Encinitas | 0.64 | 4.64 | | | 2.00 | 2.00 | | 8.64 | 66.0 | 4.64 | 49.4 |
| I-5 and Encinitas Blvd | 26 | Old Encinitas | 0.39 | 4.39 | 2.00 | | | | 2.00 | 8.39 | 64.1 | 8.39 | 89.4 |
| Requeza St and Westlake | 5 | Old Encinitas | 0.08 | 4.08 | 2.00 | | | | 2.00 | 8.08 | 61.7 | 8.08 | 86.0 |
| San Elijo Ave and Verdi Ave | 3 | Cardiff | 0.05 | 4.05 | 2.00 | | | | 2.00 | 8.05 | 61.5 | 8.05 | 85.7 |
| Vulcan Ave and E St | 3 | Old Encinitas | 0.05 | 4.05 | 2.00 | | | | 2.00 | 8.05 | 61.5 | 8.05 | 85.7 |
| Melba Rd and Regal Rd | 3 | Old Encinitas | 0.05 | 4.05 | | | 2.00 | | 2.00 | 8.05 | 61.5 | 6.05 | 64.4 |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | 3 | Leucadia | 0.05 | 4.05 | | | 2.00 | 2.00 | | 8.05 | 61.5 | 4.05 | 43.1 |
| San Elijo Ave and Norfolk Dr | 1 | Cardiff | 0.02 | 4.02 | 2.00 | | | | 2.00 | 8.02 | 61.2 | 8.02 | 85.4 |
| N Coast Hwy 101 and W Jason St | 1 | Leucadia | 0.02 | 4.02 | 2.00 | | | | 2.00 | 8.02 | 61.2 | 8.02 | 85.4 |
| Rancho Santa Fe Rd and 7th St | 1 | Olivenhain | 0.02 | 4.02 | | | | 2.00 | 2.00 | 8.02 | 61.2 | 6.02 | 64.1 |
| Encintias Blvd and El Camino Real | 33 | New Encinitas | 0.50 | 4.50 | 3.00 | | | | | 7.50 | 57.3 | 7.50 | 79.9 |
| Encinitas Blvd and Via Cantebria | 23 | New Encinitas | 0.35 | 4.35 | | 3.00 | | | | 7.35 | 56.1 | 4.35 | 46.3 |
| El Camino Real and Leucadia Blvd/Olivenhain Rd | 15 | New Encinitas | 0.23 | 4.23 | 3.00 | | | | | 7.23 | 55.2 | 7.23 | 77.0 |
| Birmingham Dr and Glasgow Ave | 6 | Cardiff | 0.09 | 4.09 | | 3.00 | | | | 7.09 | 54.2 | 4.09 | 43.6 |
| Glen Arbor Dr and Wandering Rd | 6 | New Encinitas | 0.09 | 4.09 | | 3.00 | | | | 7.09 | 54.2 | 4.09 | 43.6 |
| Windsor Rd and Woodlake Dr | 5 | Cardiff | 0.08 | 4.08 | | 3.00 | | | | 7.08 | 54.1 | 4.08 | 43.4 |
| MacKinnon Ave and Ocean Crest Rd | 4 | Cardiff | 0.06 | 4.06 | | 3.00 | | | | 7.06 | 53.9 | 4.06 | 43.2 |
| Santa Fe Dr and Windsor Rd/Bonita Rd | 4 | Cardiff | 0.06 | 4.06 | | 3.00 | | | | 7.06 | 53.9 | 4.06 | 43.2 |
| Gardendale Rd and Mountain Vista Dr | 3 | New Encinitas | 0.05 | 4.05 | | 3.00 | | | | 7.05 | 53.8 | 4.05 | 43.1 |
| Wandering Rd and Glen Arbor Dr | 3 | New Encinitas | 0.05 | 4.05 | | 3.00 | | | | 7.05 | 53.8 | 4.05 | 43.1 |
| El Camino Real and Via Montoro | 2 | New Encinitas | 0.03 | 4.03 | 3.00 | | | | | 7.03 | 53.7 | 7.03 | 74.9 |
| Clear Valley Rd and Gardendale Rd | 2 | New Encinitas | 0.03 | 4.03 | | 3.00 | | | | 7.03 | 53.7 | 4.03 | 42.9 |
| Glen Arbor Dr and Park Dale Ln | 2 | New Encinitas | 0.03 | 4.03 | | 3.00 | | | | 7.03 | 53.7 | 4.03 | 42.9 |
| Village Park Way and Park Dale Ln | 2 | New Encinitas | 0.03 | 4.03 | | 3.00 | | | | 7.03 | 53.7 | 4.03 | 42.9 |
| Rancho Santa Fe Rd and Olive Crest Dr | 2 | Olivenhain | 0.03 | 4.03 | | 3.00 | | | | 7.03 | 53.7 | 4.03 | 42.9 |
| Summit Ave and Rubenstein Ave | 1 | Cardiff | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Woodlake Dr and Greenlake Dr | 1 | Cardiff | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Gardendale Rd and Hill Top Ln | 1 | New Encinitas | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Wandering Rd and Elon Ln | 1 | New Encinitas | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Wandering Rd and Valleda Ln | 1 | New Encinitas | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Willowspring Dr N and Park Dale Ln | 1 | New Encinitas | 0.02 | 4.02 | | 3.00 | | | | 7.02 | 53.6 | 4.02 | 42.8 |
| Westlake St and Requeza St | 0 | Old Encinitas | 0.00 | 4.00 | | 3.00 | | | | 7.00 | 53.5 | 4.00 | 42.6 |
| Birmingham Dr and I-5 | 38 | Cardiff | 0.58 | 4.58 | | | | | 2.00 | 6.58 | 50.2 | 6.58 | 70.0 |
| N Coast Hwy 101 and Leucadia Blvd | 25 | Leucadia | 0.38 | 4.38 | | | | | 2.00 | 6.38 | 48.7 | 6.38 | 67.9 |
| San Elijo Ave and Mozart Ave | 21 | Cardiff | 0.32 | 4.32 | | | | | 2.00 | 6.32 | 48.3 | 6.32 | 67.3 |
| N Coast Hwy 101 and Chesterfield Dr | 16 | Cardiff | 0.24 | 4.24 | | | | | 2.00 | 6.24 | 47.7 | 6.24 | 66.5 |
| N Coast Hwy 101 and La Costa Ave | 14 | Leucadia | 0.21 | 4.21 | | | | | 2.00 | 6.21 | 47.5 | 6.21 | 66.2 |
| Mid-block crossing on Vulcan Ave outside Paul Ecke-Central Elementary | 14 | Leucadia | 0.21 | 4.21 | | | | 2.00 | | 6.21 | 47.5 | 4.21 | 44.9 |
| Midblock crosswalk across Melba Rd in front of Ocean Knoll Elementary | 14 | Old Encinitas | 0.21 | 4.21 | | | | 2.00 | | 6.21 | 47.5 | 4.21 | 44.9 |
| N Coast Hwy 101 and Encinitas Blvd | 10 | Old Encinitas | 0.15 | 4.15 | | | | | 2.00 | 6.15 | 47.0 | 6.15 | 65.5 |
| El Camino Real and Santa Fe Dr | 6 | New Encinitas | 0.09 | 4.09 | 2.00 | | | | | 6.09 | 46.5 | 6.09 | 64.9 |
| Quail Gardens Dr and Kristen Ct | 6 | Old Encinitas | 0.09 | 4.09 | | | 2.00 | | | 6.09 | 46.5 | 4.09 | 43.6 |
| Birmingham Dr and Lake Dr | 5 | Cardiff | 0.08 | 4.08 | 2.00 | | | | | 6.08 | 46.4 | 6.08 | 64.7 |
| Hillcrest Dr and Vulcan Ave | 5 | Leucadia | 0.08 | 4.08 | 2.00 | | | | | 6.08 | 46.4 | 6.08 | 64.7 |
| El Camino Real and Via Molena | 5 | New Encinitas | 0.08 | 4.08 | | | | | 2.00 | 6.08 | 46.4 | 6.08 | 64.7 |
| MacKinnon Ave and Liverpool Dr | 4 | Cardiff | 0.06 | 4.06 | | | | | 2.00 | 6.06 | 46.3 | 6.06 | 64.5 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Encinitas Blvd and Beechtree Dr | 4 | New Encinitas | 0.06 | 4.06 | | | | | 2.00 | 6.06 | 46.3 | 6.06 | 64.5 |
| San Elijo Ave and Chesterfield Dr | 3 | Cardiff | 0.05 | 4.05 | 2.00 | | | | | 6.05 | 46.2 | 6.05 | 64.4 |
| San Elijo Ave/Vulcan Ave and Santa Fe Dr | 3 | Cardiff | 0.05 | 4.05 | | | | | 2.00 | 6.05 | 46.2 | 6.05 | 64.4 |
| Villa Cardiff Dr and Windsor Rd | 3 | Cardiff | 0.05 | 4.05 | | | | | 2.00 | 6.05 | 46.2 | 6.05 | 64.4 |
| Vulcan Ave and E Glaucus St | 3 | Leucadia | 0.05 | 4.05 | | | | | 2.00 | 6.05 | 46.2 | 6.05 | 64.4 |
| Garden View Rd and Via Cantebria | 3 | New Encinitas | 0.05 | 4.05 | | | | | 2.00 | 6.05 | 46.2 | 6.05 | 64.4 |
| Encinitas Blvd and Vulcan Ave | 3 | Old Encinitas | 0.05 | 4.05 | 2.00 | | | | | 6.05 | 46.2 | 6.05 | 64.4 |
| Hermes Ave and Leucadia Blvd | 2 | Leucadia | 0.03 | 4.03 | 2.00 | | | | | 6.03 | 46.1 | 6.03 | 64.2 |
| Via Molena and El Camino Real | 2 | New Encinitas | 0.03 | 4.03 | | | | | 2.00 | 6.03 | 46.1 | 6.03 | 64.2 |
| Requeza St and Vulcan Ave | 2 | Old Encinitas | 0.03 | 4.03 | | | | | 2.00 | 6.03 | 46.1 | 6.03 | 64.2 |
| Park Dale Ln and Village Park Way | 2 | New Encinitas | 0.03 | 4.03 | | | | 2.00 | | 6.03 | 46.1 | 4.03 | 42.9 |
| Midblock crossing on Vulcan Ave outside Paul EckeCentral Elementary | 2 | Old Encinitas | 0.03 | 4.03 | | | | 2.00 | | 6.03 | 46.1 | 4.03 | 42.9 |
| N Coast Hwy 101 and Diana St | 1 | Leucadia | 0.02 | 4.02 | | | | | 2.00 | 6.02 | 46.0 | 6.02 | 64.1 |
| N Coast Hwy 101 and Moorgate Rd | 1 | Leucadia | 0.02 | 4.02 | | | | | 2.00 | 6.02 | 46.0 | 6.02 | 64.1 |
| Crest Dr and El Camino Real | 1 | New Encinitas | 0.02 | 4.02 | | | | | 2.00 | 6.02 | 46.0 | 6.02 | 64.1 |
| Hermes Ave between Union St and Cereus St | 1 | Leucadia | 0.02 | 4.02 | | | | 2.00 | | 6.02 | 46.0 | 4.02 | 42.8 |
| El Camino Real and Encinitas Blvd | 0 | New Encinitas | 0.00 | 4.00 | | | | | 2.00 | 6.00 | 45.8 | 6.00 | 63.9 |
| Crest Dr and Santa Fe Dr | 26 | New Encinitas | 0.39 | 4.39 | | | | | | 4.39 | 33.6 | 4.39 | 46.8 |
| Vulcan Ave and La Costa Ave | 25 | Leucadia | 0.38 | 4.38 | | | | | | 4.38 | 33.5 | 4.38 | 46.6 |
| Vulcan Ave and Leucadia Blvd | 20 | Leucadia | 0.30 | 4.30 | | | | | | 4.30 | 32.9 | 4.30 | 45.8 |
| Railroad Crossings | 17 | Leucadia | 0.26 | 4.26 | | | | | | 4.26 | 32.5 | 4.26 | 45.3 |
| Birmingham Ave and Villa Cardiff Dr | 12 | Cardiff | 0.18 | 4.18 | | | | | | 4.18 | 31.9 | 4.18 | 44.5 |
| Santa Fe Dr and Crest Dr | 11 | Old Encinitas | 0.17 | 4.17 | | | | | | 4.17 | 31.8 | 4.17 | 44.4 |
| Wandering Rd and Willowspring Dr | 9 | New Encinitas | 0.14 | 4.14 | | | | | | 4.14 | 31.6 | 4.14 | 44.1 |
| Wandering Rd and Rambling Rd | 8 | New Encinitas | 0.12 | 4.12 | | | | | | 4.12 | 31.5 | 4.12 | 43.9 |
| N Coast Hwy 101 across from George Berkich Park | 7 | Cardiff | 0.11 | 4.11 | | | | | | 4.11 | 31.4 | 4.11 | 43.7 |
| Lake Dr and Cardiff Sports Park | 6 | Cardiff | 0.09 | 4.09 | | | | | | 4.09 | 31.3 | 4.09 | 43.6 |
| Via Cantebria and Encinitas Blvd | 6 | New Encinitas | 0.09 | 4.09 | | | | | | 4.09 | 31.3 | 4.09 | 43.6 |
| I-5 and Santa Fe Dr | 6 | Old Encinitas | 0.09 | 4.09 | | | | | | 4.09 | 31.3 | 4.09 | 43.6 |
| Rancho Santa Fe Rd/Manchester Ave and Encinitas Blvd | 6 | Olivenhain | 0.09 | 4.09 | | | | | | 4.09 | 31.3 | 4.09 | 43.6 |
| Santa Fe Dr and Bonita Dr/Windsor Rd | 5 | Old Encinitas | 0.08 | 4.08 | | | | | | 4.08 | 31.1 | 4.08 | 43.4 |
| Santa Fe Dr and Summit Ave | 4 | Cardiff | 0.06 | 4.06 | | | | | | 4.06 | 31.0 | 4.06 | 43.2 |
| Requeza St and F St | 4 | Old Encinitas | 0.06 | 4.06 | | | | | | 4.06 | 31.0 | 4.06 | 43.2 |
| Santa Fe Dr and Nardo Rd/MacKinnon Ave | 4 | Old Encinitas | 0.06 | 4.06 | | | | | | 4.06 | 31.0 | 4.06 | 43.2 |
| Exit of San Dieguito Academy student parking lot on Nardo Rd | 4 | Old Encinitas | 0.06 | 4.06 | | | | | | 4.06 | 31.0 | 4.06 | 43.2 |
| Birmingham Ave and Playa Riviera Dr | 3 | Cardiff | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Summit Ave and Santa Fe Dr | 3 | Cardiff | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Leucadia Blvd and I-5 | 3 | Leucadia | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Connection of Saxony Rd to Capri Rd | 3 | Leucadia | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Avienda La Posta/Calle Acervo and Rancho Santa Fe | 3 | New Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Mountain Vista Dr and Gardendale Rd | 3 | New Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Via Molena and the driveway for El Camino Promenade | 3 | New Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Wandering Rd and Splitrail Dr | 3 | New Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Encinitas Blvd and N Coast Hwy 101 | 3 | Old Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Vulcan Ave and F St | 3 | Old Encinitas | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Lone Jack Rd and Cole Ranch Rd | 3 | Olivenhain | 0.05 | 4.05 | | | | | | 4.05 | 30.9 | 4.05 | 43.1 |
| Liverpool Dr and Glasgow Ave | 2 | Cardiff | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Somerset Ave and Warwick (to MacKinnon Ave) | 2 | Cardiff | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Windsor Rd and Villa Cardiff Dr | 2 | Cardiff | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Liverpool Dr between San Elijo Ave and MacKinnon Ave | 2 | Cardiff | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Hygeia Ave and Jason St | 2 | Leucadia | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Ave/Orpheus Ave | 2 | Leucadia | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Leucadia Blvd and Hygeia Ave | 2 | Leucadia | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Leucadia Blvd and Saxony Rd | 2 | Leucadia | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Piraeus St and Leucadia Blvd | 2 | Leucadia | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Village View Rd and Summerdawn Pl | 2 | New Encinitas | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Village View Rd and Wandering Rd | 2 | New Encinitas | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | 2 | New Encinitas | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Requeza St and D St | 2 | Old Encinitas | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Santa Fe Dr and Oceanic Dr | 2 | Old Encinitas | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| El Camino Del Norte and Rancho Santa Fe | 2 | Olivenhain | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Connection between Mountain Vista Dr and 11th St | 2 | Olivenhain | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Fire lane alley connecting Springwood Ln and Village Park Way | 2 | Olivenhain | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Gap between Cole Ranch Rd and Encinitas Blvd | 2 | Olivenhain | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Vulcan Ave and Andrew Ave | 2 | | 0.03 | 4.03 | | | | | | 4.03 | 30.8 | 4.03 | 42.9 |
| Santa Fe Dr and Rubenstein Ave/Devonshire Ave | 1 | Cardiff | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Santa Fe Dr and San Elijo Ave/Vulcan Ave | 1 | Cardiff | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Eolus Ave and Andrew Ave | 1 | Leucadia | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Hymettus Ave and Leucadia Blvd | 1 | Leucadia | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Saxony Rd and Hawk View Dr | 1 | Leucadia | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Crossing between Orpheus Ave and Marcheta St | 1 | Leucadia | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Fulvia St between Leucadia Blvd and Orpheus Ave | 1 | Leucadia | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Avenida La Posta and Avenida Miguel | 1 | New Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Park Dale Ln Glen Arbor Dr | 1 | New Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Via Cantebria and Garden View Rd | 1 | New Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Wandering Rd and Mountain Vista Dr | 1 | New Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Santa Fe Dr and Vulcan Ave/San Elijo Ave | 1 | Old Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Vulcan Ave/San Elijo Ave and Santa Fe Dr | 1 | Old Encinitas | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Encinitas Blvd and Manchester Ave/Rancho Santa Fe Rd | 1 | Olivenhain | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Rancho Santa Fe Rd and Lone Jack Rd | 1 | Olivenhain | 0.02 | 4.02 | | | | | | 4.02 | 30.7 | 4.02 | 42.8 |
| Birmingham Dr and Freda Ln | 0 | Cardiff | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Santa Fe Dr and Balour Dr | | Cardiff | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Santa Fe Dr and Crest Dr | 0 | Cardiff | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Santa Fe Dr and Gardena Rd | 0 | Cardiff | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Quail Gardens Dr and Ecke Ranch Rd | 0 | Leucadia | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Leucadia Blvd/Olivenhain Rd and El Camino Real | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Mountain Vista Dr and El Camino Real | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Santa Fe Dr and Crest Dr | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Santa Fe Dr and El Camino Real | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Willowspring Dr N and Wandering Rd | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Ln | 0 | New Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Bonita Dr and Melba Rd | 0 | Old Encinitas | 0.00 | 4.00 | | 0.00 | | | 0.00 | 4.00 | 30.6 | 4.00 | 42.6 |
| Crest Dr and Santa Fe Dr | 0 | Old Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |
| Vulcan Ave and Union St | 0 | Old Encinitas | 0.00 | 4.00 | | | | | | 4.00 | 30.6 | 4.00 | 42.6 |

# appendix d - comments on draft plan



February | 2015

Final Draft Plan Review Period – January 2015
Comments Received between January – February 2015

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 1 | Thanks for sending out the link and all of the work. What I don't see addressed (or maybe I missed) is the ability to cross east- west under I-5; Currently the City of Encinitas doesn't offer ANY SAFE Way to get under the I-5; specifically I am concerned with both the Santa Fe and Encinitas BLVD areas. Both of these underpasses have had pedestrian fatalities that involved children.<br><br>Is this concern addressed somewhere in the overview/plan; if so where?<br><br>We need safe, separate designated pedestrian & potentially bike cross walks!!! An example is what Solana Beach Built at the Loma Santa Fe I-5 Underpass. Can you please address this? | Thank you for your input. We do intend to include these locations in the pedestrian plan, as they serve as important links in the east-west pedestrian movement throughout our city. We will make sure these locations are more apparent in the plan and maps.<br><br>I understand your frustration – the goal of secured to construct such necessary facilities. This plan is to identify and prioritize these improvements so that funding can be<br><br>Your time and input on this plan is very much appreciated! | Callout added for coordination with Caltrans within Caltrans ROW |
| 2 | 1. There should absolutely not be any "road diet or lane narrowing" or "wider bicycle lanes" on El Camino Real. -- Traffic is already congested there, and there is no alternative N-S route along the shopping route or to connect New Encinitas with the rest of Encinitas and other coastal cities.<br><br>2. There should not be any reduction of commercial parking lots. To do so would harm the businesses as there is no friendly parking otherwise.<br><br>3. To turn Encinitas' auto traffic upside down to less lanes to accommodate the tiny percentage of bicyclists, many or most from outside Encinitas, is insane. And to expect the tiny percentage of bicyclists to increase to a substantial percentage is a delusion.<br><br>4. The street that runs from Wandering to the Diegueno Middle School should be opened in both directions, to ease traffic in front of DMS and on Garden View.<br><br>5. The percentages of respondents from the various schools is HIGHLY unrepresentative of Encinitas.<br><br>6. The survey that was emailed out was unduly restrictive of the alternatives, and thus was also unrepresentative of Encinitas.<br><br>7. The respondents were in effect self-selected traffic activists, and thus also unrepresentative of Encinitas. | Thank you for taking the time to review the plan and provide feedback. Please note that the public outreach process consisted of 18 months of interaction through social media, workshops, and on-line surveys, and the plan was founded on the results of that public input.<br><br>The goal of the plan is to enhance walking throughout the City, with an emphasis on public input. The maps and locations identified are a result of that process. Your comments will be included into the plan as part of the public outreach component. | Comment included in Appendix |

Final Draft Plan Review Period – January 2015
Comments Received between January – February 2015

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 3 | I am a resident on Somerset Avenue in Cardiff and have just reviewed the draft for the "Let's Move" project. While I am excited that the city is trying to make our streets safer for our kids to walk/bike to school, I am concerned about how one of the proposals will affect my street in particular. We have fought very hard to keep the Encinitas Community Park traffic off Somerset Avenue, and my concern is with page 12 of the Draft Let's Move, Encinitas Appendix Part 1, where the city comments with regards to Somerset and Warwick Ave are to "Install sidewalk, achieve right-of-way to Rossini Creek."<br><br>If you install a sidewalk to connect Warwick all the way through to MacKinnon and open up that Warwick thoroughfare to bikes and pedestrians - you will also be encouraging drivers to park their cars on Somerset and walk over to Park on busy days when parking is tough. We have VERY narrow streets and no sidewalks as it is - this is exactly what we were trying to avoid.<br><br>My neighbors and I are very concerned and interested to know the city's plans with regards to this specific section of the draft. Please let me know what the next steps are and what I can do to voice our concerns to the people in charge of making this decision. | Thank you for your comments. This area was identified with recommendation from Cardiff Town Council and Main Street Association – we will meet with them to determine a resolution that will accommodate your concerns while still providing the pedestrian access at this location that was identified as a need throughout this process. I will keep you updated on that discussion.<br><br>Your time and input is very much appreciated. | Segment Removed and will be reassessed during next plan cycle update. |
| 4 | This is a lot of information to digest, but in general, I think most people in Leucadia live here because we like it the way it is. No one likely objects to pedestrian improvements, but many of do not want to convert Leucadia into downtown San Diego or Orange County yuppieville.<br><br>In other words, think walking paths, not concrete, minimize street lighting, etc. The City also needs to work on getting the North County Transit District to be more responsive to the needs and desires of people living along the RR corridor.<br><br>For example, sharing the right of way with pedestrian and bike paths and putting in at-grade crossings in Cardiff, by Paul Ecke School, and in Leucadia. We all know that heavier rail traffic is being planned, but that doesn't mean that the trains have to go through our neighborhoods at freeway speeds. If the NCTD is really concerned about safety, the best thing they can do is to slow down when going through highly populated areas. | I apologize for the delay in this response but wanted to let you know your comments will be included in the pedestrian plan and we have noted that preserving community character is a key goal when planning for infrastructure improvements.<br><br>Also, the City is currently working with NCTD on a myriad of issues that will hopefully transit to multi-modal and active transportation usages within the corridor in the future.<br><br>Thanks for taking the time to review the plan and provide your input! | Comment included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 5 | …We met at the Let's Move, Encinitas meeting at the Community Center in October; we talked a bit about painting symbols on signal trigger loops so cyclists know where to position a bike to trigger the traffic signal. I just looked through the LME! Draft Plans for SRTS. Are these for pedestrian-only travel? Because they do seem to give occasional and passing acknowledgement of cycling to schools, but it's never in depth. If these plans are for only concerned with walking to school, why is that? Is bicycling not considered a viable component in SRTS? As you know, bicycling is by far the most efficient means of transportation, and vastly increases the viable radius in which students can commute to school under their own power. If these plans are for bicycling as well, why is there only token mention of it, and why are there no projected improvements suggested in Part 2 (there's quite a bit of room for improvements)? Thanks for your hard work | Thanks for taking the time to review the draft plan and provide comment! To respond to your question, yes, this plan is intended to focus on pedestrian travel. The City has a separate Bikeway Master Plan, and the goal is to eventually wrap both the ped plan and the bike plan (once updated) into an overarching Active Transportation Plan. We anticipate getting that planning effort kicked off once this pedestrian plan component is complete. The occasional mention of bike-related issues in the pedestrian plan is more for background and to provide acknowledgement that biking is another mode of transportation that may utilize pedestrian facilities. Biking is definitely considered a viable option for getting to and from school, but we feel it can be more comprehensively addressed in the Bikeway Master Plan and Active Transportation Plan that will be coming down the line soon.Thanks again for your active participation in this project! We will keep you in the loop as we move forward with bikeway planning. | Comment included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 6 | I have lived in Encinitas at XXXX since 2002 and I have been a North County resident since 1988.<br><br>I recently became aware of the Let's Move program and was thrilled to see this type of planning in our community. Over the years I have written the city a few times to complain about the deterioration of pedestrian safety on Nardo, but never received a response. From time to time, years ago, there would be a sheriff parked on Herder to nab offenders, but I haven't seen this in 5-6 years.<br><br>As I read the draft documents I was pleased to see the acknowledgement that the Sunset, Ocean Knoll and San Dieguito zone needed major improvements.<br><br>However, I was disappointed at the omission of any specific action related to Nardo Rd. Over the last 10 years we have watched Nardo become a popular "cut through" for drivers going North to Encinitas or South to Birmingham - at all hours, not only during school start and end. Every night, every week, we see and hear cars and motorcycles speeding aggressively between the stop signs at Melba and Requeza. We do not allow our children to walk Nardo alone on their way to Ocean Knoll as they have had too many close calls over the years. We have seen accidents, fights, yelling and numerous close calls due to speeding and inappropriate driving. I have personally been threatened by drivers for slowing down in front of my house to pull in the driveway.<br><br>Without a doubt, this is a school zone (three schools) and a residential street, not a main thoroughfare of Encinitas. Nearly every driver on Nardo is violating the speed limit (albeit poorly marked). Signage, enforcement, sidewalks and measures to reduce speed will improve our ability to move in the neighborhood on foot, bike or skate and would dramatically improve the safety of our area. If drivers were slowed by narrowing or speed bumps, I imagine traffic would spread to Regal and Balour, which are mixed use and much more appropriate for heavy traffic.<br><br>I would be happy to discuss and further share my point of view.<br><br>I fear that someday something terrible will happen on our street and am thankful that this project is providing a way for me to raise my concern and request action and focus on Nardo. | We will be including your concerns regarding Nardo Rd into the pedestrian plan as a documented comment, and shown on the neighborhood deficiency map. The plan will then be presented to the Traffic and Public Safety Commission on February 9th, and to City Council on February 25th. The document will be utilized to assess and prioritize capital improvement projects moving forward in the City (upon Council's adoption), so the first step is getting your comments into the plan – which we are in the process of doing!<br><br>Thank you so much for taking the time to participate in this process and provide input. | Recommendations included in work plan. |

Final Draft Plan Review Period – January 2015
Comments Received between January – February 2015

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 7 | My family and I live at XXXXX. Our home is adjacent to the Paul Eke school. I have two issues with the Paul Ecke school that I am hoping you can assist me in resolving<br>I would like to paraphrase the first issue for you below.<br><br>We have a major traffic safety issue with cars coming to the school and farmers market and parking in the posted no parking zone. Although my neighbor went thru the process with the city several years ago to get the no parking signs installed on Vulcan both north, and south, of Halcyon. These no parking signs are ignored and cars park here and block any reasonable view of oncoming traffic exiting our property. This is a major hazard, and only a matter of time until there is a very bad accident here at this intersection. This is also a hazard for pedestrians and students walking on Vulcan, forced to walk in the roadway when cars are blocking the walkway in the no parking zone.<br><br>We have constantly contacted the sheriff dept for increased traffic ticket patrol, this does nothing but create revenue for the city, when and if the sheriff does come, and write a ticket , this does nothing for the safety issue, as a ticketed car will continue to block the view and when car is finally moved another takes its place. A solution for this would be placement of hardscape to block cars from parking, and a " no parking tow away zone" sign so that at least we can call the tow truck and have them continually tow offending cars, until word gets out to obey the current no parking posted signs.<br><br>The second issue, is equally dangerous in a different way, and affects me more than my neighbors. Approximately 2 years after I purchased my home, the school installed a large play structure for the children, no less than 15 feet from my property line. The play structure enables all of the children to look directly into my backyard, and my home. My privacy has been destroyed. During the school day, children are constantly on the structure and, if I am in the back yard, they yell obscenities and make profane comments towards me. Common wisdom would suggest that this issue only occurs during the school day. However, the issue persists after school as it is common for people to use the school facilities once school is out. It occurs on Saturdays, and always during the Farmers market hours.<br><br>Unfortunately, the problem does not end there. At night, it is very common for teenagers to party on the play structure, smoke, and drink. On multiple occasions, I have had to call the police to remove vagrants that have sought shelter under the structure. In one instance, two vagrants used the structure to look into my home, jumped the fence to the property, and attempted to come into my home. You can imagine my terror, given that I am a single parent with two small children. I have tried to address this issue with the school numerous times. At one point, I offered to pay part of the cost of having the play structure moved and a farming area installed. Instead, I have installed trees to block out the noise in ingress. Unfortunately, without warning, the school cut down the tress at the fence line, again exposing my property.<br><br>The school has refused any cooperation with my on this issue. They have taken the attitude that since I moved behind a school, it is my problem. My position is that since I have moved to this home, they built a structure, without any environmental impact report, that materially affected my property and the safety of my family. They also have increasingly “rented out” the school facilities during non-school hours.<br><br>I am a strong believer in education and our local school system. I want our schools to thrive and our children to have a wonderful experience in their education process. However, I also think that schools and their leadership, should by example show respect, kindness, and consideration to the neighbors around them. That would be the kind of values I hope our children are getting from our local schools. The play gym, which threatens my family safety, could have been built very easily on the Vulcan side of the school. The school could work with us to create a safe environment for drivers and pedestrians. I am hopeful that with this letter you can intervene and help me with this issue. | I understand your concerns. Your first issue involves a short-term enforcement issue, which I will discuss with our Traffic Engineer to determine the whether additional signage can be installed, or if further coordination with the Sheriff’s Department is an option.<br><br>The long-term proposed solution for additional hardscape or features to prevent parking in order to preserve the pedestrian route can be included in our pedestrian planning effort, Let’s Move, Encinitas! – which identifies locations for pedestrian improvement and helps the City prioritize projects for funding. We are currently in the final draft review for the project, and it is slated to go to Council on February 28th. There were over 400 locations initially identified for improvement as part of this 18 month public outreach process – and it is important to have locations identified and prioritized for each community, as there is limited funding for | Several of the recommended improvements were included in the Paul Ecke site plan and Vulcan Ave list of improvements |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 8 | I think it's important to expand the walk zone to Oak Crest middle school. The fact of the matter is there is a large community in Cardiff of children that will be of age that will likely walk to/from Oakcrest, namely Park Place and neighboring areas off Lake and Santa Fe. I'm extremely concerned of the cross walk at Balour and Santa Fe where my child will cross to walk to school. Cars fly past this intersection if they see the light is green ahead at Lake and Santa Fe heading east. They don't even notice there is a crosswalk. There needs to be an installation of a "flashing light" cross walk warning oncoming traffic that pedestrians are crossing | These are excellent comments – we will incorporate into the pedestrian plan.Thanks for taking the time to review and provide feedback. | Walk shed maintained to ensure consistent methodology, however, disclaimer added |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 9 | Per the email sent to me I'm responding to this email. Another email address is listed on the "let's move" draft document, but I trust this is the correct one.*<br><br>Can someone please help me with a couple things on the report, as reading it on the computer is difficult.<br><br>In Chapter six (the second document) a description of each of the five areas of Encinitas is presented. Each area has its unique and specific attributes presented in paragraph form. Next to this are bullets. The bullets seem to match the paragraph, but not exactly. examples are:<br><br>The population numbers given do not match, and it seems as when all the 5 areas of Encinitas are added together they do not match the actual population of around 60,000 people. The populations list in the paragraph section is low at about 35,000 "residents" and the bullet section is too high at about 96,000 people.<br><br>The "pedestrian collision" numbers seem not to foot too. Adding up the incidents from each school gives a greater number than those in the summary.<br><br>Also, it seems as this report (as were the on-line questions) is only concerned with the traffic and walking concerns around schools. School traffic issues and children's safety are certain very important, but walking and biking occurs in other areas too.<br><br>Admittedly, I have not been able to read, study, and analyze the document all the way through, but it seems as if the overwhelming concern of responses from all five areas of the city, involved speeding traffic. Can't we get the Sheriff involved in policing the hot spot areas. | Thank you for taking the time to review the document and provide comment. We will be correcting the information so that the population breakdowns and incidents are accurate and equal to the total values for each item.<br><br>The report is focused on pedestrian planning with an emphasis on safe routes to school. However, we did take a holistic approach to addressing pedestrian barriers city-wide, and these areas are represented in the community maps that have been created for each of the 5 communities of Encinitas. In addition to the community-wide maps, we have specific locations identified for each of the schools in Encinitas. If there are specific locations you feel are missing from these maps, please let me know.<br><br>Once this plan is complete, we will be initiating work on the Active Transportation Plan, which will combine this pedestrian plan with the Bikeway Master Plan and provide direction for all modes of active transportation.<br><br>Finally, enforcement is a large component to pedestrian safety. The Sheriff Department has been involved in the creation of this plan, and we will be relaying the results of these comments to their representative.<br><br>Thanks again for taking time to provide this valuable input | Population figures updated, comment included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 10 | I would like to submit my comments to the Let's Move Transportation plan.<br><br>I have been a resident of Leucadia for 15 years. The primary road which intersects our community is Hwy 101. The citizens of Leucadia still do not have safe and passable sidewalk for pedestrians/children for the entire length of this major corridor from La Costa Ave to Encinitas Road. Every other City in North County provides sidewalks for pedestrians on Hwy 101. How many years/decades must pass before the residents of Leucadia can walk down Hwy 101 safely?<br><br>---SUBSEQUENT COMMENT---<br>Thank you for the email. Your email just highlighted the problems (which are not your personal fault) with the current state of affairs of the Pedestrian Plan. Most of the area between A Street and North Court has sidewalk. The City plans start construction on the new pedestrian area for that LIMITED section of HWY 101 several years from now. Meaning that the rest of the sidewalk for 101 is probably a decade away or more. The residents of Encinitas will have wait many years for a sidewalk on the busiest street in our community. Are we supposed to celebrate that a future plan as good news?<br><br>It's time for the City Council to stop coming up with catching names for transportation plans and actually pour a little cement.<br><br>Please share my thoughts with the Council.<br><br>Thank you for your efforts. | I understand your concern. Not only is the Hwy 101 corridor identified in the Pedestrian Plan, but I am also the project manager for the Streetscape Improvement project that is currently underway for this area. We are currently in 30% design, and construction for Phase I improvements (A Street to North Court and La Costa Avenue) will begin in 2017. We still need to go through the environmental process, which also involves Coastal Commission, and this phase of work typically takes up to 18 months. But the good news is that Phase I is funded for construction, and it will be happening in the nearer future!<br><br>Thanks for taking the time to provide input. | Comment included in Appendix |
| 11 | Ocean Knoll Elementary is located in the New Encinitas community at 1690 Wandering Road and is one of five project schools that serve within the Encinitas Union School District. Enrollment is open to Kindergarten to 6th grade students; approximately 432 students are enrolled. Daily arrival time is 8:00 am; campus opens at 7:45am to accommodate early arrival. Daily departure time is 2:20 pm except for Wednesdays when early dismissal is at 12:45 pm.<br><br>Ocean Knoll is on 910 Melba Rd. in Old Encinitas. Ocean Knoll's early dismissal day is Friday. | Thank you so much for reviewing the document and catching these errors. We will be updating for the final draft | Corrections made |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 12 | Thank you for putting together the Let's Move, Encinitas! Citywide Pedestrian Plan - it's obvious that a lot of effort and though went into creating these plans and overall the proposed changes will be beneficial and improve the walkability of our city as a whole.<br><br>However, as a resident with two children who currently attend Park Dale Lane (and in the future, Diegueno Middle School) who walk every day, I'm disappointed in the lack of proposed traffic calming measures like curb extensions on the primary walking routes towards the school especially along Glen Arbor, Willowspring, Park Dale Ln and Village Park Way.<br><br>Traffic speeds on these roads often far exceeds the posted speed limit creating unsafe conditions for pedestrians.<br><br>Walking in general is already common on these streets so I do believe that additional traffic calming features in the neighborhood would improve safety and walkability in general for all residents.<br><br>Thank you for your consideration | Thank you for taking the time to review the plan and provide input. We'll ensure that those streets are incorporated into the school specific plans and identified for potential traffic calming elements.<br><br>Your time and input is very much appreciated | Callouts recommending traffic calming at cited locations added |
| 13 | 1) Leucadia map (p. 87(53/66)) incorrectly refers to Requeza from Vulcan to Nardo while pointing to Orpheus near Leucadia Bl.<br>2) Why no mention of the suggested signal phasing changes to improve pedestrian mobility on Leucadia Bl. across I-5? | Thank you for taking the time to review the plan and provide comment. We will revise the incorrect callout to Requeza - thanks for catching that. Also, we can add proposed signal phasing changes to improve ped mobility at the Leucadia Blvd on I-5 for that location on the deficiency map. | Correction made, callout included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 14 | I am a resident of Leucadia (Hermes Ave) and a parent of a 5th grader at Paul Ecke Central. We deal with significant traffic during the week in the mornings and afternoons during school pick-up and drop-off. The neighborhood surrounding Paul Ecke is unsafe for walkers and bikers and is in desperate need of improvements. The following are well within reason: 1. A pedestrian signal at the Vulcan Crosswalk. 2. Construct a real share pathway free of goat heads on Vulcan Avenue. The current one is not very functional given the utility boxes that block users and the nasty thorns (goat heads) that almost guarantee any rider multiple flat tires. I myself have had several flats from using this path over the years. At minimum, the city needs to find a solution to eliminate the goat heads. The goat heads make the path unusable. 3. Sharrows on safe route to school on Hygiea, Cerus, Hermes, and Union to educate the drivers that bicyclists have equal legal rights to the roadway. Every day I see parents driving to school tailgating children and bikes and getting frustrated and there are limited sidewalks which makes for hazardous walking and biking. 4. The corner where Union becomes Hermes is blind and very dangerous. Parents do illegal turns and turning around with lots of children about. Pylons or some other type of traffic control cones should be utilized in the center stripe to prevent cars from doing u-turns and ensure that cars enter and exit PEC in the appropriate manner. 5. Vulcan, Hermes, and Hygeia need School Area road signs with speed limit postings. 6. Pedestrian crossing near junction of Union/Hermes to allow for safer crossing and traffic control 7. City should advise EUSD to fund crossing guards on Vulcan, Union, and Hygeia to help with traffic control and ensure safer walking and biking for the children. | Thank you for taking the time to review the pedestrian plan and provide your comments. Your input will be included in the pedestrian plan for the Leucadia workplan. | Several of the recommended improvements were included in the Paul Ecke site plan and Vulcan Ave list of improvements |
| 15 | Please consider the basic established homogeneous nature of our infrastructure that support the older established neighborhoods of this part of our city, such as Leucadia. Demolishing our history by taking away is not the same as improving or making it better. Leucadia or really any other neighborhood does have its limits. Allowing visitors more attention than the residents needs is short sided. To allow parking on “private property” to support an overwhelming demand for use of this area is wrong. To put more attention and support on local businesses that are located in this residential community is wrong. It sends the wrong message to businesses, visitors and area residents. Most of all it does and will build bad will for everyone.<br><br>Leucadia should and is really a pedestrian friendly neighborhood which is under attack by the on slot of progress both good and bad. Demand for this area use far out weights this area safe recreational and residential uses. This means that our coastal neighborhoods need strong defining guidelines for everyone. Remembering that this is a residential community first and foremost. Morphing of businesses to non-residential friendly types of businesses is taking away the peaceful quiet and safe enjoyment of our residential neighborhoods.<br><br>We are all hoping that first of all everyone realizes that there are limits to use. The circulation plan can help manage this neighborhood. When we are full we are full. Don't change what we have keep it, preserve it and make it better for all. Please do not take from us in Leucadia but add to its preservation, improvement and future for others. | Thank you for taking the time to provide input on this pedestrian plan. Your comments are noted and will be included. One of the main project objectives is to maintain community character within each of the five unique areas of Encinitas. | Comment included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 16 | I went to and spoke at a few meetings where the traffic committee approved unanimously adjusting the lane size and street layout between 5 and 101 on La Costa Ave to improve pedestrian and biker safety. I noted that wasn't included here.<br><br>Curious, do you know why? maybe I overlooked.<br><br>Thank you for what you are doing! | I apologize for my delay in responding to your comment below. This segment of La Costa will be included on the plan to include recommendations for pedestrian improvements. The bikeway improvement recommendations will be further assessed when we look to update the Bikeway Master Plan in the future.<br><br>Also, please note that there is an item on the City Council agenda tonight, Item 10F for the La Costa Avenue Buffered Bike Lane project. Please follow the link below for agenda and staff report details: http://encinitas.granicus.com/GeneratedAgendaViewer.php?view_id=7&event_id=592<br><br>Thanks again for providing your input! | La Costa Avenue corridor indicated on map |
| 17 | Maybe I missed something, but there is still no safe way to walk to the beach, or 101 business district by way of Encinitas Blvd from Rosebay.<br>There is a real emphasis on students walking to schools, and bike lanes, which is great.<br><br>But what about the MANY folks who are middle aged and want to WALK Encinitas Blvd?<br><br>I am a homeowner paying taxes. What happened to us? | I apologize for the delay in responding, but wanted to let you know that Encinitas Blvd is identified as a priority corridor and the location below is included in the pedestrian plan.<br><br>Thank you for taking the time to review the plan and provide comments. | Beach access callouts added |
| 18 | The 15 minute walk zone as delineated around Paul Ecke Central needs to be adjusted to take into account the access through Orpheus Park. I live at the intersection of Orpheus and Hygeia and can walk to school in 5 minutes. Many students walk and ride their bike who live down Orpheus, Hymettus, and Ocean View Avenue and travel down through Orpheus Park to school. Additionally, traffic calming along Orpheus Avenue should be considered as this street is heavily used by morning commuters and has many drivers exceeding the speed limit and endangering our students. | These are excellent points - we will revise accordingly. Thanks for taking the time to review the document and provide input! | Additional callouts along Orpheus added. Walk shed maintained to ensure consistent methodology, however, disclaimer added |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 19 | My feedback is as follows:<br><br>City Wide Corridors Specific:<br><br>· All of Vulcan and San Elijo Ave- Sharrows, both ways, prioritizing southbound.<br>· Lower the railway, drop it down<br>· In advance of lowering the railway, spend no money building bridges. Create at grade crossings where bridges are envisioned, until the railway is lowered prior to double tracking.<br>· Highway 101<br>a. La Costa to Leucadia Blvd<br>i. Cross walk at La Costa x 101 (temporary until Streetscape is in), a second cross walk at Leucadia Blvd x 101 and Vulcan (south)<br>ii. Road diet, eliminate one south bound lane, install a bike lane<br>iii. Complete sidewalks on all of Hwy 101<br>iv. Further traffic calming- monitoring with solar signs<br>b. In Cardiff<br>i. Sharrows from SRF to Solana Beach, north and south bound<br>ii. Lane diet-all lanes (this can easily be achieved)<br>iii. Wider multi-use bike lane, both directions<br>c. Leucadia Blvd-better signal timing and additional crosswalk at Leucadia Blvd x 101 for more options to cross<br>5. Vulcan multi-use path needs cleaning!!! Filthy and dangerous. | Thank you so much for providing comment. We will be adding this information to the pedestrian plan, which will be going to City Council on February 25th for adoption. | Pedestrian recommendations included; bike-related comments documented for future assessment in future Bikeway Master Plan update. |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 20 | Greetings,<br>I'm a long time homeowner on Glasgow Avenue in Cardiff and am writing to express my concern about one part of the draft Let's Move, Encinitas plan. I'm sending this in advance of your deadline for comments of today at 5 PM.<br><br>Specifically, my notes related to the "Walking Encinitas Draft Report 1.14.2015 Part 2" related to the Warwick Avenue and Somerset Avenue area, also identified in the Appendix 1.<br><br>The request is to "Complete the sidewalk network, achieve right-of-way to Rossini Creek and allow pedestrian access by installing a gate". The City Comments are to "install sidewalk, achieve right of way to Rossini Creek".<br><br>My comments:<br>· The maps on pages 81 and 85 of Part 2 don't show the Warwick segment which is described in the text and are therefore really misleading.<br>· There was only one (1) person who requested this in your Survey Monkey (Appendix 2).<br>· There is no existing "sidewalk" network in that part of Cardiff and probably never will be because of the narrow streets.<br>· This would interfere with the life of the family at 1600 Glasgow Avenue, with speeding bikers down a driveway towards a house with young children.<br>· It wouldn't affect very many students going to Cardiff Elementary or Ada Harris. For the few that it would affect, it would save them having to walk 2 ½ blocks.<br>· There is no "need" to access Rossini Creek. I doubt that most people in the neighborhood even know what that means.<br>· When the new Encinitas Community Park's parking lots are full with major sports events, it would encourage people to park on Somerset Avenue and cut through to access the Park. Thus, it could potentially have a lot more impact than just school access to/from Ada Harris or Cardiff Elementary.<br>· The cost would be way out of proportion to the benefit. Not only would a sidewalk be costly, there would also be the need to create a drainage culvert in that location.<br><br>The existing fence was installed as part of the Park's construction and I think it should stay as it is.<br><br>All of the parents and students who would benefit from this must now walk by my house to use the existing Warwick Alley. There are such small numbers of people that it shouldn't even be on the radar screen. I'll be glad to do random counts during the morning and afternoon school commutes to back this up.<br><br>Please remove this item from your list of potential "improvements". Thank you for your consideration. I would be glad to discuss this with you in person at any time. | Thank you for taking the time to review the plan and provide your comments. We will be incorporating your comments and removing the suggested route associated from the planning document. This suggested route was provided by another citizen in Cardiff, and after considering your input and others, we will be removing the proposed route from the workplan at this time, and suggesting to the other citizen that additional community input be received before this is incorporated into a planning document. | Segment Removed and will be reassessed during next plan cycle update. |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 21 | Hi,<br>I live at XXXXX in Cardiff which is the residence that would be directly affected by the proposed pedestrian access/sidewalk installment connecting Warwick Ave to Somerset Ave.<br><br>Since this plan would largely affect our family, we were alarmed to learn that it has been publicly proposed without our knowledge and were notified by a neighbor instead. A portion of Warwick Ave is being used exclusively as our driveway and has been at this property for more than 30 years. Our garage is located on the Southwest corner where the only way to come and go with a vehicle is to drive on this piece of pavement.<br><br>When the work was recently done on the water line beneath the pavement and the property to the West of us in conjunction with the park construction, the property fences were temporarily taken down. Ada Harris school traffic consisting of almost all bike traffic began coming through the empty lot and our driveway to avoid the extra 2.5 blocks around. The result was not only invasive to the privacy of our property but proved very dangerous. Particularly when the bikers would travel West in the afternoons, coming down the steep grade of Warwick Ave from Mackinnon Ave, the speed would take them blindly down the driveway and when reaching the end nearly colliding at times with our young daughter playing outside.<br><br>Besides our main concern for our now two young children, of course there is the concern of the safety and liability of others as there is no room for an actual sidewalk. This is where all water flows from Glasgow Ave and beyond so the previous owners of our property worked with the city to install a large drainage culvert.<br><br>If you have any questions, we would be happy to discuss. Otherwise, please remove this plan from the proposal as it is unsafe and unfeasible. | Thank you for taking the time to review the plan and provide your input. This suggested route was provided by another citizen in Cardiff, and after considering your input, we will be removing the proposed route from the workplan at this time, and suggesting to the other citizen that additional community input be received before this is incorporated into a planning document. | Segment Removed and will be reassessed during next plan cycle update. |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 22 | I have reviewed the Let's Move draft document and have listed my comments below. I live in the Leucadia area and am concerned with the section dedicated to Paul Ecke Central Elementary School ("PEC") where my two young children attend.<br><br>Leucadia is an unincorporated coastal community created without the benefit of master planning; therefore it has a myriad of master improvement issues that need to be addressed. In reviewing the proposed plan the Paul Ecke Central movement recommendations are comparatively smaller than the other schools in your document. In addition, the street widths in Leucadia are smaller than many of the (other) school arterials studied in the report.<br><br>The traffic volumes on Coast Hwy, Vulcan Avenue, Leucadia Blvd, La Costa Blvd and Encinitas Blvd are all at elevated levels of service during the morning. I have requested the Traffic Study that was prepared in July 2013, however was unable to obtain a copy prior to submitting this letter.<br><br>Many drivers use Vulcan Avenue as a southbound alternative to I-5 and Highway 101 for their daily commute. These volumes, coupled with those generated during peak school times create difficult access to PEC for pedestrians, bikes, and cars alike. Traffic calming measures need to be put in place on Vulcan Avenue as recommended on page 93 of your study. A three-way stop should also be installed given the path on the western side of Vulcan Avenue from Leucadia Blvd south, to the school's only crosswalk at Union Street.<br><br>Parking is also a huge issue at the school, which only exacerbates the circulation and safety during peak school times. There are not nearly enough parking spaces for the parents and faculty. There are approximately 40 parking spaces for the 560 students and additional faculty!! That is 7%.<br><br>There are several ways to alleviate the circulation and parking problems mentioned above:<br><br>1. Install an underpass under the railroad tracks at El Portal Street with a crossing on Highway 101. A large majority of our school population lives on the west side of the railroad tracks making walking or biking to school infeasible. By creating this underpass and crosswalk the parents and students could walk or bike to school and avoid using a vehicle freeing up traffic around the community and school. Additionally, it works toward alleviating the parking challenge at PEC. The same can be said for the Leucadia Farmers Market that is hosted at PEC most Sunday's from 10am-2pm. This underpass is mentioned on page 94 of the study and should be prioritized and strongly considered for completion.<br><br>2. Extend the bike path from La Costa Avenue south, to Leucadia Blvd and provide crossings to this path from the east side of Vulcan Avenue. These improvements need to be made in addition to augmenting and accommodating a North/South crossing at Leucadia Blvd and Vulcan Avenue.<br><br>3. Install a consistent network of sidewalks on Hygeia Avenue (north of Leucadia Blvd) and implement traffic calming measures as this route is also used as a cut through threatening the health and safety of our pedestrian traffic. The sidewalks that are installed on Hygeia (south of Leucadia Blvd) do not adequately accommodate a bicycle or stroller as mailboxes and power poles also occupy this space. This will alleviate the parking issue further as it will allow those students to safely walk or ride to school. I worry about myself and kids each time we walk through our neighborhood.<br><br>In closing, the July 2013 traffic report needs to be reviewed in concert with your study so that traffic counts during peak school intervals (morning and afternoon) can be accurately considered to improve the current situation. Thank you in advance for your time and consideration of this letter. | Thank you for taking the time to review the draft pedestrian plan and provide comments. Please note that Vulcan Ave is identified as a priority in the plan, as is Luecadia & Hygeia, and the El Portal underpass. We will be including additional notes in the plan to address the recommendations you've made below. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 23 | As a lifetime resident of Leucadia, I reviewed the Let's Move draft document and have listed my comments below. I am concerned with the section dedicated to Paul Ecke Central Elementary School ("PEC") where my children attend. I grew up in Leucadia and attended Paul Ecke myself. It amazes me with the increased traffic in North County, specifically in Leucadia along Vulcan and PCH, and the increased population at PEC that we still only have the same few parking spaces and lack of sidewalks that we had when I was a student many years ago.<br><br>Leucadia is an unincorporated coastal community created without the benefit of master planning; therefore it has a myriad of master improvement issues that need to be addressed. In reviewing the proposed plan the Paul Ecke Central movement recommendations are comparatively smaller than the other schools in your document. In addition, the street widths in Leucadia are smaller than many of the (other) school arterials studied in the report.<br>The traffic volumes on Coast Hwy, Vulcan Avenue, Leucadia Blvd, La Costa Blvd and Encinitas Blvd are all at elevated levels of service during the morning. I have requested the Traffic Study that was prepared in July 2013, however was unable to obtain a copy prior to submitting this letter.<br><br>Many drivers use Vulcan Avenue as a southbound alternative to I-5 and Highway 101 for their daily commute. These volumes, coupled with those generated during peak school times create difficult access to PEC for pedestrians, bikes, and cars alike. Traffic calming measures need to be put in place on Vulcan Avenue as recommended on page 93 of your study. A three-way stop should also be installed given the path on the western side of Vulcan Avenue from Leucadia Blvd south, to the school's only crosswalk at Union Street.Parking is also a huge issue at the school, which only exacerbates the circulation and safety during peak school times. There are not nearly enough parking spaces for the parents and faculty.<br><br>There are approximately 40 parking spaces for the 560 students and additional faculty!! That is 7%. Just in the last few years, the school has grown by well over 100 students and we have not had any increase in parking or change to traffic flow and safety of children. Also, due to the Dual Immersion program at the school, MANY of our students are transferred in from other parts of Encinitas and therefore must drive to school. This further creates more traffic and more parking problems.<br><br>There are several ways to alleviate the circulation and parking problems mentioned above:<br>1. Install an underpass under the railroad tracks at El Portal Street with a crossing on Highway 101. A large majority of our school population lives on the west side of the railroad tracks making walking or biking to school infeasible. By creating this underpass and crosswalk the parents and students could walk or bike to school and avoid using a vehicle freeing up traffic around the community and school. Additionally, it works toward alleviating the parking challenge at PEC. The same can be said for the Leucadia Farmers Market that is hosted at PEC most Sunday's from 10am-2pm. This underpass is mentioned on page 94 of the study and should be prioritized and strongly considered for completion.<br>2. Extend the bike path from La Costa Avenue south, to Leucadia Blvd and provide crossings to this path from the east side of Vulcan Avenue. These improvements need to be made in addition to augmenting and accommodating a North/South crossing at Leucadia Blvd and Vulcan Avenue.<br>3. Install a consistent network of sidewalks on Hygeia Avenue (north of Leucadia Blvd) and implement traffic calming measures as this route is also used as a cut through threatening the health and safety of our pedestrian traffic. The sidewalks that are installed on Hygeia (south of Leucadia Blvd) do not adequately accommodate a bicycle or stroller as mailboxes and power poles also occupy this space. This will alleviate the parking issue further as it will allow those students to safely walk or ride to school.<br><br>In closing, the July 2013 traffic report needs to be reviewed in concert with your study so that traffic counts during peak school intervals (morning and afternoon) can be accurately considered to improve the current situation. Thank you in advance for your time and consideration of this letter and the safety of the children and families at PEC. | Thank you for taking the time to review the draft pedestrian plan and provide comments. Please note that Vulcan Ave is identified as a priority in the plan, as is Luecadia & Hygeia, and the El Portal underpass. We will be including additional notes in the plan to address the recommendations you've made below. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 24 | Thank you for the opportunity to comment on the Let's Move Encinitas plan. As a third generation Encinitas resident and bicycling enthusiast, I welcome the opportunity to provide feedback on the report. Currently there is no way for families west of the 101 to walk or bike with our kids to school.<br><br>Obviously the safest and most financially feasible option for getting our kids to school, would be a rail crossing (either at-grade or underpass as at Swamis). This appears to be absent from the report and presents an important opportunity of a safe route to school. This should be addressed fully in the report.<br><br>However, in the absence of a rail crossing for the foreseeable future, I would like the City of Encinitas to highly prioritize a few improvements that would make a dramatic difference for our and our children's safety:<br><br>-A real multi-use path from La Costa to Encinitas Blvd. on Vulcan Ave. This appeared generally but not specifically on the Paul Ecke Central plan. The most immediate concern is to continue current pedestrian path on the west side of Vulcan from Sunset to Encinitas Blvd. Right now it is a dirt hill absolutely causing safety concerns for our families west of the 101 A multi-use path from La Costa to Encinitas Blvd. on the 101. It is not safe to expect children to bike on the 101 and from the plan it is not clear how children should use the 101. Of immediate concern is to extend the bike path from Bull Taco to Encinitas Blvd. This is not listed on the plan anywhere that I could find and currently presents one of the greatest dangers for getting our kids to school along the 101.<br><br>- Greater police enforcement of all routes to school but especially for illegal passing on Vulcan Ave and safe traffic behavior at the stop sign at Marcheta and the 101. Enhance pedestrian crossings to Paul Ecke Central. It is absolutely unacceptable how unsafe drivers' behaviors are on Vulcan Avenue even with the current cross walk and crossing guard. Without these measures there is absolutely no way for any of the families west of the 101 to safely get our kids to school. This must be a priority for the City of Encinitas.<br><br>If you have any questions, please feel free to contact me. | Thank you for taking the time to review the pedestrian plan and provide input. With regards to the pedestrian rail crossing, we have noted each proposed rail crossing within each community along the corridor, including the El Portal underpass. We will insure that this improvement is clearly identified in the plan. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 25 | Good Afternoon-<br><br>Upon reviewing the plan suggestions for Paul Ecke Central, I'd like to point out a few error. We do not dismiss Wednesday's at 12:45, it's Friday's. As well, we have to pay crossing guards, this is not a volunteer position, as it is dangerous.<br><br>On multiple occasions, our crossing guard on Vulcan has had her toes run over, almost hit and daily gets hurled insults as she stops traffic for crossing.<br><br>There is minimal enforcement of the no left turn in to Union, creating traffic jams daily.<br><br>The fact that no one has been injured is amazing as I have pulled kids out of the way of cars not looking or turning illegally. Not to mention the crossing of railroad tracks. There are cheaper ways to create safe rail crossings, other than expensive underground crossings. Please see what Sam Clemente and San Juan Capistrano have done.<br><br>I'd really encourage members of the city to try and bike safely to our school. There is one sidewalk for the kids to ride/walk on,that is littered with mail boxes cemented into the middle of the sidewalks. Bikes are forced on to the streets, most streets off Vulcan are not wide enough for parked cars and 2 lanes of traffic.<br><br>If you don't want to give the challenge of biking from say, Leucadia and Hygia, then I suggest you spend time standing in front of the marquee and watch what parents do, illegal parking/turns/open doors and have kids run across the road/pull up on sidewalk over the red curb to let kids out. This doesn't address the kids walking on the east side of Vulcan where there is no barrier between traffic and pedestrians.<br><br>While you take this under consideration, I'd also like to remind you that this school serves kids as young as 5. This plan needs to address them getting to school. Five year olds on bikes, crossing streets, walking across streets or driveways where illegal turns are being made.<br><br>Many of the schools listed before ours have older students with somewhat better judgment of safety. To really place us last is an insult to our community. Why does everything happen in Cardiff? Railroad crossing, sidewalks, traffic calming?<br><br>I know many residents don't want sidewalks. That's not the issue. The main arteries to Paul Ecke Central need to be walkable, bike-able, easily parked on and to include barriers to force traffic behavior of those reckless drivers that ignore posted traffic signs. Less traveled streets don't have these issues.<br><br>We look forward to seeing this work done in our community. | Thank you so much for taking the time to review the pedestrian plan and provide input. Your suggestions below will be revised and added to the plan. Please note that while the North Coast Transit District does not currently allow the City to install new at-grade pedestrian crossings, the issue is one that we are continuing to work on with NCTD. I personally attended the walk audit that was conducted at PEC as part of this project, and have walked the site several times (although not biked it) and completely understand your frustration. The first step to implementing construction improvements is to comprehensively plan and prioritize projects - your input and participation in this project is helping us do just that.<br><br>Please also note that the order of the schools is not in any way a ranking of the schools. Each school zone is intended to be looked at separately, and the plan allows City officials and staff to look at proposed project locations holistically in order to further develop CIP projects. I will make sure the document clarifies that the schools are not ranked against one another. The listing will most likely be alphabetical. | Corrections made |

Final Draft Plan Review Period – January 2015
Comments Received between January – February 2015

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 26 | I have reviewed the Let's Move draft document and have listed my comments below. I have lived in Leucadia for over 40 years and I am concerned with the section dedicated to Paul Ecke Central Elementary School ("PEC") where my two young children attend.<br><br>Leucadia is an unincorporated coastal community created without the benefit of master planning; therefore it has a myriad of master improvement issues that need to be addressed. In reviewing the proposed plan the Paul Ecke Central movement recommendations are comparatively smaller than the other schools in your document. In addition, the street widths in Leucadia are smaller than many of the (other) school arterials studied in the report.<br><br>The traffic volumes on Coast Hwy, Vulcan Avenue, Leucadia Blvd, La Costa Blvd and Encinitas Blvd are all at elevated levels of service during the morning. I have requested the Traffic Study that was prepared in July 2013, however was unable to obtain a copy prior to submitting this letter.<br><br>Many drivers use Vulcan Avenue as a southbound alternative to I-5 and Highway 101 for their daily commute. These volumes, coupled with those generated during peak school times create difficult access to PEC for pedestrians, bikes, and cars alike. Traffic calming measures need to be put in place on Vulcan Avenue as recommended on page 93 of your study. A three-way stop should also be installed given the path on the western side of Vulcan Avenue from Leucadia Blvd south, to the school's only crosswalk at Union Street.<br><br>Parking is also a huge issue at the school, which only exacerbates the circulation and safety during peak school times. There are not nearly enough parking spaces for the parents and faculty. There are approximately 40 parking spaces for the 560 students and additional faculty!! That is 7%.<br><br>There are several ways to alleviate the circulation and parking problems mentioned above:<br><br>1. Install an underpass under the railroad tracks at El Portal Street with a crossing on Highway 101. A large majority of our school population lives on the west side of the railroad tracks making walking or biking to school infeasible. By creating this underpass and crosswalk the parents and students could walk or bike to school and avoid using a vehicle freeing up traffic around the community and school. Additionally, it works toward alleviating the parking challenge at PEC. The same can be said for the Leucadia Farmers Market that is hosted at PEC most Sunday's from 10am-2pm. This underpass is mentioned on page 94 of the study and should be prioritized and strongly considered for completion.<br>2. Extend the bike path from La Costa Avenue south, to Leucadia Blvd and provide crossings to this path from the east side of Vulcan Avenue. These improvements need to be made in addition to augmenting and accommodating a North/South crossing at Leucadia Blvd and Vulcan Avenue.<br><br>3.Install a consistent network of sidewalks on Hygeia Avenue (north of Leucadia Blvd) and implement traffic calming measures as this route is also used as a cut through threatening the health and safety of our pedestrian traffic. The sidewalks that are installed on Hygeia (south of Leucadia Blvd) do not adequately accommodate a bicycle or stroller as mailboxes and power poles also occupy this space. This will alleviate the parking issue further as it will allow those students to safely walk or ride to school. I worry about myself and kids each time we walk through our neighborhood.<br><br>In closing, the July 2013 traffic report needs to be reviewed in concert with your study so that traffic counts during peak school intervals (morning and afternoon) can be accurately considered to improve the current situation. Thank you in advance for your time and consideration of this letter. | Your additional four comments listed below will also be included in the plan, as the corridors you identified have already been established as top priorities for the Leucadia community. The additional recommendations made below can be added to the document. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 27 | I am a current resident of Leucadia and I am extremely concerned with the lack of movement recommendations for PEC (Paul Ecke Central) where my two young kids attend school.<br><br>Upon reading the movement recommendations for PEC, I notice that they are not as significant as they are for other school mentioned in the document.<br><br>I have fear every time I have to walk my 2 young kids even a few blocks (because you have to park that far to even find a spot) to school because the traffic is horrendous and the streets are so narrow. There have been plenty of times that I have witnessed near accidents- which could be avoided if we could put more of an emphasis on improving the traffic situation, street widths and parking. The situation is so severe that I will not let anyone drop off or pick up my kids other then myself. I have to leave work to pick them up and go back. It is very sad that it has to be this way.<br>It would be a great solution to have an underpass under the railroad tracks as is mentioned on pg 94 of the study. This would allow anyone living West of the 5 to safely walk their kids to school and help to alleviate some of the traffic (and eliminate the number of people who still cross their kids across the tracks)!<br><br>I am hoping that you could appreciate the fear that we have for our kids safety. I appreciate your time and hoping you consider the thoughts above. | Thank you for taking the time to review the pedestrian plan and provide comments. We will be including additional detail in the plan for the Leucadia community and the Paul Ecke School workplans to address your comments below, including providing additional detail for potential improvements at each location. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 28 | It appears there're no safety enhancements proposed for Santa Fe and Crest Dr. I ask you to reconsider as this intersection is an accident waiting to happen (I don't know the statistics for this intersection and how many accidents may have occurred in the past). This is a very popular pedestrian/stroller and bicycle route for people from a variety of neighborhoods. It is also a popular alternate route to Birmingham for many vehicles during the morning rush adding to the danger factor. Some of the cars far exceed the speed limit on Santa Fe, and the crest of the hill is a particularly dangerous place to speed due to the limited visibility and the many people of all ages who cross Santa Fe at Crest all day long.<br><br>Additional considerations:<br>It was difficult to view the maps for this intersection because it is on a boundary line between two of your study zones. I wonder if part of the reason Crest Dr was overlooked is because of this boundary issue.<br><br>Regarding SRTS, there are many families with school-aged children that live on Crest in addition to children who are not yet school-aged, but will be enrolling in the coming years.<br><br>Regarding general pedestrian infrastructure improvements, Crest provides a route for pedestrian to access El Camino Real and Melba (and Requeza for safer beach and downtown access).<br><br>I believe your study represents a bias in the number of comments received because the schools sent emails and told parents what to list as the top priorities. An example of this is the fact that a crossing guard might be assigned where there is already a cross-walk and high driver awareness of the potential to encounter a pedestrian instead of an area that is lacking even a crosswalk.<br><br>Was any analysis done based on mapping where students live and the routes they would take to school?<br><br>Was a matrix or table created as part of the prioritization analysis? If so, I would be interested in seeing this.<br><br>Was there any cross-check of the results for common sense?<br><br>Thank you very much for your consideration. | No problem, we will incorporate your comments into the plan. | Comment included in Final Plan |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 29 | Good Afternoon,<br><br>I am a long time Encinitas resident, my Daughter is a student at Ocean Knoll Elementary and will soon be moving to Oak Crest next year. It is of great importance that walking routes/ sidewalks are made and maintained for the safety of the public.<br><br>My Family first moved here to Encinitas over 90 years ago, sidewalks, street signs, street lights were not important or needed. With every square inch of Encinitas being built up with houses and strip-malls the population has risen so high that Encinitas has become almost unattainable for many to live. Our beautiful little paradise north of San Diego, is now a place where most can only dream of living.<br><br>We live on Evergreen Drive, north of our street is crossroads Melba Road and south of our street is Santa Fe Drive. Our street is used to get to the Elementary school, to bypass traffic on Melba during the start and end of a school day, to avoid using the turning lane at Bonita, to Balour Drive and it's 4 way stop and the students that may be using the crosswalk. Our street gets it's fair use of traffic (cars and walking).<br><br>However, to exit our street is next to impossible. People driving on Santa Fe going West, see the green light at Bonita, they don't want to stop, so they accelerate, this makes it dangerous for all who use this street ( this is a blind hill, can't see the cars coming from Nursing Rehab Center, cars cannot exit Evergreen safely even city construction workers are at risk because of this behavior). North on Evergreen Drive turning on to Melba Road (west). Cars don't stop. Period. You can stand in the crosswalk and the zip by. Having a city volunteer there only solves the problem around 8am and 2:20pm. We need a stop sign here to keep the community safe.<br><br>Pick and drop off the students at Ocean Knoll is a WHOLE other issue. It seems to be that they violate this "stopping at the crosswalk a lot). I have witnessed Parents and children nearing getting hit and have almost been hit myself. This last crosswalk before children and the community arrive at school should be protected. A three-way stop is a must for this intersection. Attached is a picture of a car. During pick up time at the school. This person parked IN the crosswalk, on a red painted sidewalk, in front of a driveway. Red curbs mean nothing. They get painted over and people still park here as if It was not meant for them.<br><br>Encinitas City... Please help us keep our city/community safe. It is worth placing a stop sign on a busy corner.<br><br>We don't want an Adult or Child to be injured or WORSE, all because someone didn't want to put a stop sign up. DON'T let something happen before you do something. We already know this is a problem area, Please help us. | Thank you for taking the time to review the plan and provide input. Your comments will be included in the plan and I've cc'd our Traffic Engineer, Rob Blough, as installation of Stop Signs must first be reviewed and approved by our Traffic Division and the Traffic and Public Safety Commission.<br><br>Thanks again for taking the time to comment | Callout for stop sign included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 30 | We received the comment below from a resident regarding an issue on Somerset. We'd love to get your thoughts on potential resolution or next steps. If email is not preferred, I'm happy to set up a call this week.<br><br>-----SUBSEQUENT EMAIL-----<br>I guess it would be good to know if the park is impacting them, meaning, are people overflowing from the park and parking on their street or on Glasgow? I don't know, but, I don't think so. I see more people walking now in the areas around the park but to me that is a good thing and the point of this whole effort.<br><br>The other main entrance for our neighborhood to the park is Bach Street which does not seem overwhelmed. There is no signage for the park at that entry and I do not imagine we would have signage at the path on Windsor that says "park your car here, park that away". You'd need to know about it, and, it's a decent hill to the park.<br><br>And, we're talking about a way for school kids to ride bikes or walk between Ada Harris and Cardiff Elementary. I think that this path would be almost entirely for residents and children of Cardiff. Ideally not a sidewalk but a simple, natural looking, dg path. The impact, if any, would be very low. If it did become a nuisance we could close it down. | Due to the comments we've received in opposition to this suggested route to school, coupled with the public input which did not indicate this as a high or even significant priority in Cardiff, we won't be including the route on the workplan at this time. I believe we will need to conduct further community outreach and discussion to determine the best resolution for this route. | Segment Removed and will be reassessed during next plan cycle update. |
| 31 | For the safety of our community and children. Please consider making the Paul Ecke Central traffic situation, a high priority. Some one is going to get hurt and that is unfortunate. See you on Monday, February 9th at the traffic committee meeting. | Thank you for taking the time to provide input on this important project. The plan includes a specific work plan for Paul Ecke Central, and we will be incorporating the additional comments into the plan that were received at the traffic commission. Your time and comment is very much appreciated. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 32 | Please make the Coastal Rail Trail the first priority. Although I attended 2 of the outreach meetings, this was not permitted on the agenda. They had pre-identified areas for improvement. | I apologize if you got the impression that project locations were predetermined. This planning project was an 18-month long process to collect public input that resulted in over 400 identified locations for pedestrian improvement. Of those locations, residents were then asked to prioritize top 3 locations in each school and each community. We can include a discussion of the proposed Coastal Rail Trail improvements; however based on the input received it was not considered a priority. But please note that the Coastal Rail Trail is an on-going effort between City staff and SANDAG and we continue to move that project forward. The first phase of the project is planned for the Cardiff community. | Comment included in Appendix |
| 33 | There needs to be a lighted blinking sign on cross walk on Santa Fe and Balour like the one on Birmingham and Manchester. You can not see kids at corner on Balour till you pass crosswalk going both ways. Flashing lights are needed for safety | Thank you for your input; your comments will be incorporated into the plan. | Recommendation Included |
| 34 | I am a parent of two children that attend PEC and I chose to live a sustainable lifestyle and walk or bike or scooter to school and we've almost been hit twice! It's sad and I'm disappointed that Encinitas isn't a leader when it comes to pedestrian traffic. Much of this could be alleviated by speed bumps on Hermes ave north of Leucadia blvd. additionally an underpass so everyone west of the 101 could walk their kids to school vs drive because it's so far to walk around to cross at Leucadia. Our Children deserve safety! And the right to bike to school. | Thank you for taking the time to provide your input! The first step in implementing construction projects that will make Encinitas more walkable is by creating the planning and framework that serve as a foundation for improvements - and your input, along with your neighbors, over the past 18 months is helping us do just that. The underpass at El Portal is included in the plan, and your comments on Hermes Ave, north of Leucadia will be included as well. Your time and comments are much appreciated. | Recommendation Included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 35 | Regarding chapter 6, Regarding the community work plan for Leucadia, I offer the following comments:<br><br>1. Although I posted a comment at the workshop and wrote a note on the plans with a marker, I see no mention of lack of safe route to Beacons Beach Access. This issue should be a high priority.<br>2. Although I posted a comment at the workshop and wrote a note on the plans with a marker, I see no mention of the missing sidewalk on south side of Leucadia making for a 20 minute waite to get from walkway on Vulcan to the southwest corner of Leucadia Blvd. and Hwy 101 intersection. Many people cross with no sidewalk causing a congested shared lane. This unsafe condition needs to be addressed by creating the missing walkway and installing a pedestrian crosswalk on the south side of Leucadia Blvd./Hwy101 intersection. This issue should be a high priority.<br>3. Although I posted a comment at the workshop and wrote a note on the plans with a marker, I see no mention of no roundabout at Leucadia blvd and Hygiea, and about finishing the pedestrian and bike infrastructure improvements along Leucadia Blvd. between I5 and Hermes Avenue that was started in 2001 and never completed.<br>4. Although I posted a comment at the workshop and wrote a note on the plans with a marker, I see no discussion about the Vulcan walkway/shared path being unusable do to 90% of users getting flats and needing to avoid utility boxes in the middle of path. These issues alone make the path unusable. This should be a high priority.<br>5. No mention of no real sidewalks on Leucadia Blvd between HYmettus and Hermes Avenue.<br>6. Although I posted a comment at the workshop and wrote a note on the plans with a marker,No mention of moving the mid block crosswalk to union with an all way stop or the installation of a ped signal or HAWK pedestrian signal at PEC.<br><br>I look forward to your response and the opportunity to review selection criteria and matrix on project rankings. I also appreciate your consideration of the above comments to help re-prioritize the projects in the draft report and including Leucadia's high priority projects in the community work plans.<br><br>I would like to see the selection criteria and matrix on how the projects were ranked and prioritized. I have no idea why Leucadia projects would currently rank so low. | I apologize for the delay in responding to your email. I'm hoping that your questions below were addressed at our presentation and discussion at the Traffic & Public Safety Commission on Feb. 9th.<br><br>To summarize a response, Leucadia projects were not ranked lower that other communities in the City – I'm guessing that this may have been assumed due to its placement within the document. Please note that the work plans for each community and school zone are stand alone, and simply show the top projects within each respective area – they are not meant to be ranked against other communities or schools. We will make sure this is more apparent in the final version of the plan.<br><br>Your additional items 1-6 and as mentioned at the TPS meeting will be included in the workplans for Leucadia.<br><br>Thank you so much for taking the time to review the plan and provide this input. | All comments incorporated into the plan |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 36 | I am hoping to get a comment letter out from BikeWalk Encinitas, but we aren't quite there yet so I wanted to pass along input I've received from two residents that I was recently put in touch with. Please consider their comments (they both made the same comments) in the revisions to the pedestrian plan.<br><br>[Comment Letter attached to email (2 residents, same letter)]:<br><br>I would like to submit my comments regarding the draft report of the *Let's Move, Encinitas! City-wide Pedestrian Travel and Safe Routes to School Plan* to BikeWalk Encinitas in support of their ongoing travel to schools in the city of Encinitas. The plan has successfully identified and prioritized many key areas for improvement to create safe pedestrian routes to school which is a<br>good start to the planning process. However, the plan has some specific gaps that I would like to put on record:<br>1) The plan and city staff refer to the Encinitas Master Bike Plan (MBP) repeatedly as a reference document for bicycle transportation planning in Encinitas. In the report, it should be noted that the BMP is outdated and has many unsafe designs that would be hazardous to children, teachers and parents if it were incorporated into this report. As a specific example, the BMP lists Melba Avenue between Balour and Requeza as a class III bike route. Class III bike routes are recommended only for expert cyclists. Class I bike facilities are recommended for children. Thus, please reference that a new BMP or equivalent document should be used along with this report for planning safe routes to school<br>2) The report does not accurately identify that one of the routes with the highest or second highest usage to the school is Bonita Ave. north of Melba. The private street which is used as part of the city streets is a strong candidate for the worst, most unsafe street in Encinitas. The report needs to identify that the City, school district and local residents who own this private<br>road must work together to develop a plan to replace the road and install sidewalks on the Eastern section of the road as part of a safe route to school for the Ocean Knoll school.<br>3) The draft plan needs to report that it does not address bicycle and other wheeled forms of transportation and thus is deficient in presenting a full analysis of safe routes to school for moving Encinitas. The report needs to recommend that its findings be integrated into the city's "Active Transportation Plan" so that a comprehensive [end of letter]. | Sorry for the delay in responding, but wanted to let you know these comments have been received and we will be making the suggested revisions as noted in the letters by [redacted] | Plan updated to reflect comments, and included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 37 | I'm a long time homeowner on Glasgow Avenue in Cardiff and am writing to express my concern about one part of the draft Let's Move, Encinitas plan. I'm sending this in advance of your deadline for comments of today at 5 PM.<br><br>Specifically, my notes related to the "Walking Encinitas Draft Report 1.14.2015 Part 2" related to the Warwick Avenue and Somerset Avenue area, also identified in the Appendix 1.<br><br>The request is to "Complete the sidewalk network, achieve right-of-way to Rossini Creek and allow pedestrian access by installing a gate". The City Comments are to "install sidewalk, achieve right of way to Rossini Creek".<br><br>My comments:<br>• The maps on pages 81 and 85 of Part 2 don't show the Warwick segment which is described in the text and are therefore really misleading.<br>• There was only one (1) person who requested this in your Survey Monkey (Appendix 2).<br>• There is no existing "sidewalk" network in that part of Cardiff and probably never will be because of the narrow streets.<br>• This would interfere with the life of the family at 1600 Glasgow Avenue, with speeding bikers down a driveway towards a house with young children.<br>• It wouldn't affect very many students going to Cardiff Elementary or Ada Harris. For the few that it would affect, it would save them having to walk 2 ½ blocks.<br>• There is no "need" to access Rossini Creek. I doubt that most people in the neighborhood even know what that means.<br>• When the new Encinitas Community Park's parking lots are full with major sports events, it would encourage people to park on Somerset Avenue and cut through to access the Park. Thus, it could potentially have a lot more impact than just school access to/from Ada Harris or Cardiff Elementary.<br>• The cost would be way out of proportion to the benefit. Not only would a sidewalk be costly, there would also be the need to create a drainage culvert in that location.<br><br>The existing fence was installed as part of the Park's construction and I think it should stay as it is.<br><br>All of the parents and students who would benefit from this must now walk by my house to use the existing Warwick Alley. There are such small numbers of people that it shouldn't even be on the radar screen. I'll be glad to do random counts during the morning and afternoon school commutes to back this up.<br><br>Please remove this item from your list of potential "improvements". Thank you for your consideration. I would be glad to discuss this with you in person at any time. | Thank you for taking the time to review the plan and provide your comments. We will be incorporating your comments and removing the suggested route associated from the planning document. This suggested route was provided by another citizen in Cardiff, and after considering your input and others, we will be removing the proposed route from the workplan at this time, and suggesting to the other citizen that additional community input be received before this is incorporated into a planning document.<br><br>Thanks again for your time and comment on this project! | Segment Removed and will be reassessed during next plan cycle update. |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 38 | Hello! I am a resident of Cardiff/Encinitas, and I have reviewed the pedestrian safety plan put forth by the City. I am not sure whether this is already being addressed, but I wish to call your attention to the crosswalk at the intersection of Santa Fe Drive and Balour. This is a popular place for children to cross the street as they are walking to and from Oakcrest Middle School. I live near this intersection and have observed children nearly being hit by cars that come speeding down Santa Fe Drive. I'm wondering if a traffic light or stop sign or at least flashing lights, etc., could be installed at this crosswalk to make it more obvious to cars and safer for the many children who are crossing there during the school week? If such improvements are in the works, what is the approximate timeframe for completing these changes?<br><br>Thank you for your time and attention to this matter. I appreciate all you are doing to improve the safety of pedestrians in Encinitas | Thank you for reviewing the plan and providing comments. While the plan doesn't include funding for installation of improvements at this point, we will add your suggested solutions to the intersection of Santa Fe Drive and Balour Drive so that when that intersection/corridor is programmed for funding this type of solution will be assessed. | Recommendation Included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 39 | Hi, I've read thru all sections of the appendix that apply to my street of residence and direct surrounding neighborhood. I completed the survey and would first like to say how impressed I am by the city's genuine efforts to improve Encinitas! I live on Nardo Rd. We bought our home in 2002. There are high schools at both ends of my street (San Dieguito Academy and Sunset High School). I have two boys ages 4 and 6. My six year old is a kindergartener at Ocean Knoll Elementary, two blocks from our home. My youngest will attend next year. We walk to and from school every day. After reading the 'City Comments' column for the Sunset High School and San Dieguito Academny, my comments and concerns are as follows: 1) The City will 'install bicycle facility' and 'evaluate sidewalk ADA accessibility, increase enforcement' for Nardo Rd between Requeza St and Melba Rd. I believe this does NOT address the most pressing concern of cars driving WAY WAY too fast. A speed limit sign, a School sign and Speed bumps should be the first priority.<br><br>It's hard to believe that we would not work to slow traffic between two stop signs on a short residential street supporting access to three schools! The street has become a short cut for commuters avoiding traffic north and south on other streets. I can no longer let my children ride their bicycles (even when I'm with them!) on our street as I feel it is unsafe. 2) I am happy to hear the city will 'install sidewalk' on Nardo Rd between Santa Fe Drive and Melba Rd. I believe this is imperative. I hope that the sidewalk will also include a red curb so San Dieguito Academy students are NOT allowed to park there. Parked cars on the west side of that street is very dangerous and it's done everyday by high schoolers who park half way in the road. Here are my comments from the Ocean Knoll Elementary portion of the appendix: I'm extremely disappointed that the City has not commented on any of the issues identified by residents in this section. 3) Residents have identified missing sidewalks on Reqeuza Street from Nardo Rd to Bracero Rd. The city has issued no comments which I assume means there are no plans to fix this. Many, many children (elementary to high school) travel this road. A sidewalk is absolutely necessary here - at least on one side of the street! 4) Residents have identified missing sidewalks and unsafe area for Bonita Drive.<br><br>The City Comments are left blank, which I assume the City doesn't see this as a priority? Bonita drive houses the back parking lot for Ocean Knoll. There are NO SIDEWALKS on this street! It's so dangerous. PLEASE install sidewalks on the north side of Bonita. There have also been several times that I am walking my boys to school, heading east on Melba approaching the intersection of Bonita. Cars coming out of Ocean Knoll parking lots on Bonita and turning west on Melba often cut the corner, driving on the sidewalk. We have nearly been hit several times. This is unacceptable. There needs to be some kind of barrier that does not allow cars to drive on this short piece of sidewalk. 5) The multiple issues identified and requests made from Residents for 1) Melba Rd and Nardo Rd as well as 2) Melba Rd and Bonita Dr are all very valid and I'm concerned for the safety of my young children. The city has not addressed these concerns. Why? Thank you for your time and attention to these very important matters. I truly appreciate it. | Thank you very much for taking the time to participate in the pedestrian travel plan process and provide your input. You raise pertinent issues for improving pedestrian accessibility within Encinitas, especially within your neighborhood. Your comments will be added to the community and school work plans. Please note this is the first step in the process to improve walkability. This document lays the foundation for future improvement, but there are not infrastructure projects funded directly through this plan. I understand your concern and the need for infrastructure improvements. With this plan, City officials will be able to take a holistic approach to addressing pedestrians concerns throughout the City, as priority locations have been identified. | Recommendation Included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 40 | Good Afternoon,<br>I am a long time Encinitas resident, my Daughter is a student at Ocean Knoll Elementary and will soon be moving to Oak Crest next year. It is of great importance that walking routes/ sidewalks are made and maintained for the safety of the public.<br><br>My Family first moved here to Encinitas over 90 years ago, sidewalks, street signs, street lights were not important or needed. With every square inch of Encinitas being built up with houses and strip-malls the population has risen so high that Encinitas has become almost unattainable for many to live. Our beautiful little paradise north of San Diego, is now a place where most can only dream of living.<br><br>We live on Evergreen Drive, north of our street is crossroads Melba Road and south of our street is Santa Fe Drive. Our street is used to get to the Elementary school, to by pass traffic on Melba during the start and end of a school day, to avoid using the turning lane at Bonita, to Balour Drive and it's 4 way stop and the students that may be using the crosswalk. Our street gets it's fair use of traffic (cars and walking).<br>However, to exit our street is next to impossible. People driving on Santa Fe going West, see the green light at Bonita, they don't want to stop, so they accelerate, this makes it dangerous for all who use this street ( this is a blind hill, can't see the cars coming from Nursing Rehab Center, cars can not exit Evergreen safely even city construction workers are at risk because of this behavior). North on Evergreen Drive turning on to Melba Road (west). Cars don't stop. Period. You can stand in the crosswalk and the zip by. Having a city volunteer there only solves the problem around 8 am and 2:20pm. We need a stop sign here to keep the community safe. Pick and drop off the the students at Ocean Knoll is a WHOLE other issue. It seems to be that they violate this "stopping at the crosswalk alot). I have witnessed Parents and children nearing getting hit and have almost been hit myself. This last crosswalk before children and the community arrive at school should be protected. A three-way stop is a must for this intersection. Attached is a picture of a car. During pick up time at the school. This person parked IN the crosswalk,on a red painted sidewalk, in front of a driveway. Red curbs mean nothing. They get painted over and people still park here as if It was not meant for them.<br><br>Encinitas City... Please help us keep our city/community safe. It is worth placing a stop sign on a buy corner.<br>We don't want an Adult or Child to be injured or WORSE, all because someone didn't want to put a stop sign up.<br>DON'T let something happen before you do something. We already know this is a problem area, Please help us | Thank you for taking the time to review the plan and provide input. Your comments will be included in the plan and I've cc'd our Traffic Engineer, Rob Blough, as installation of Stop Signs must first be reviewed and approved by our Traffic Division and the Traffic and Public Safety Commission. | Recommendations Included |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 41 | You really need to get the big oversized trucks off the street during the busy morning and afternoon time. They park so on considerate parking on the street they take the whole block up and they extend into the street which also slows the flow of traffic. Please do something. | Thank you for your input. I will forward this input to our Code Enforcement section, as this is more of an enforcement issue and not a long-term solution that would be handled by our pedestrian travel plan.<br><br>Thanks for taking the time to provide your comments. | Comment included in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 42 | I am the homeowner of XXXX Halcyon Road. My two oldest children attend Paul Ecke Central Elementary school. I participated in the Leucadia community meetings held at PEC to gather feedback, and I also completed the online feedback tools for the "Let's Move" program.You have also recently heard from all my Halcyon Road neighbors. We know that resources are tight, so we hope that through our comments we can help steer the priorities toward the Paul Ecke Elementary school neighborhood as plans are set for the first round of improvements.As a parent and a neighbor of the school, I offer the following comments on the recently released "Let's Move Encinitas/Safe Routes to School" proposal.1. There is a huge issue with traffic and public safety around the Paul Ecke Central elementary school at drop off and pick up times. There is not enough parking or parking lot area in the "lower Vulcan school parking lot" for a properly functioning car line, therefore cars back up onto Vulcan. In the morning, Vulcan is used by many commuters as a "high speed" alternative to the clogged 5 freeway, and a backed up 101. That volume adds to the chaos of approximately 550 students arriving on campus between 7:45-8:00am.Although these commuters are not present at school pick up at 2:20pm, this traffic congestion issue is still there. This afternoon at pick up for example, the back up in the north bound lane of Vulcan reached toward the intersection of Orpheus and Vulcan. Cars are honking, double parking, making illegal u-turns and crossing the double yellow to pass or try and short cut the lines. It's a mess.Why not encourage families to leave their cars behind and walk to school? Well, PEC has approx 140 students on transfers from other EUSD elementary schools, so those families live too far to walk. What about the neighborhood kids? Many neighborhood children, including my two, do walk to school. However this sadly is also unsafe. Even with a parent accompanying the students. There are no sidewalks on the east side of Vulcan south of the school, therefore leaving all the walking kids from south of the school to either jaywalk and cross Vulcan without benefit of crossing guard or cross walk to the west side of Vulcan and use the only sidewalk, then use the only cross walk found directly in front of the school; or staying on the east side of Vulcan and bobbing and weaving between illegally parked cars on the dirt shoulder of Vulcan; or walking on Vulcan itself and dodging traffic when the parked cars are too close to the school's chain link fence therefore making it impossible to "hug the fence line" and walk to school along the east side of Vulcan.I was pleased to see page 94 on the "community work plans" segment of the "Let's Move Encinitas" proposal that "install curb extensions, paint red " and "install sidewalk" areas are indicated for the east side of Vulcan south of the school. We need a safe way to walk on the east side of Vulcan, which leads me to my second point...2. As a resident of Halcyon Road, which borders the school's southern property line, we struggle with illegally parked cars in our posted and signed "no parking - any time" zone which encompasses approx 100 feet to the north and to the south of the intersection of Halcyon and Vulcan.When cars park in this zone, it severely limits or completely blocks our ability to see and judge cross-traffic on Vulcan--- both as a pedestrian and when driving our vehicles from our homes. This is a critical issue and truly an accident waiting to happen. The liability potential for the city is huge!As I mentioned, the lack of appropriate, safe pedestrian rights of way leads to adults and children bobbing and weaving through illegally parked cars and even into traffic on Vulcan in an attempt to get to school. If we as Halcyon residents/our package and mail delivery drivers such as USPS and UPS/household service and maintenance people/friends and relatives of residents... If we all can't see as we leave Halcyon turning either way onto Vulcan... I shudder to think of the horrible accident that is possible twice a day, every school day.In addition, the lack of adherence to our existing "no parking - any time" zone leads to a serious concern in case Fire or EMS services are needed. If there is no way for our small passenger cars or SUVs to gain access to or from our street due to being blocked by illegally parked cars, there is no way emergency vehicles would be able to either. We have infants/children and elderly residents here. If assistance is needed, it can't wait for cars to be moved.Calls to the Sheriff dispatch to ask for help with enforcement are sometimes responded to, and we are thankful for that. However we realize there may be other pressing needs which relegate our parking enforcement calls to the bottom of the call priority. By the time they can get to us, it's after drop off or pick up time and the offending cars are gone. Or, as we also face this issue on Sundays during the 10am-2pm Leucadia farmers market, the Sheriff might not make it until after the market closes.***We need to have this zone re-signed as a "no parking - tow away zone" so we can call the tow service directly and have the cars quickly and efficiently removed. This is for the safety of us as residents, for pedestrians, for cyclists- everyone who uses Vulcan.Both these issues are directly related --- Help the PEC traffic issues and help pedestrians have safe ways to walk or bike to school, the number of cars decreases and therefore people stop parking in no parking zones. Re-sign our zone as a "no parking - tow away" zone and give us the power to handle the situation for cars who blatantly block our road, and put us in a dangerous situation, and reserve the Sheriff deputies to address serious crime and issues in our city, not parking enforcement.Thank you to the "Let's Move Encinitas" and "Safe Routes to School" team for working on this project for two years. Please realize this issue with Paul Ecke Elementary and its neighbors is critical. There are some immediate quick hits such as posting the Vulcan/Halcyon area as a "tow away" zone; and there are some short term, relatively small budget projects for curbs and painting and sidewalks that will help keep the kids safe.We thank you for including our comments during this initial feedback period until 1/30/15 and we look forward to addressing the 2/9/15 Traffic and Public Safety Committee and also the City Council at their late February meeting. | Thank you for taking the time to review the pedestrian plan and provide your comments. We have heard from your neighbors on Halcyon, and throughout the PEC neighborhood and will be addressing the concerns you've raised through incorporation of more detailed workplans for the PEC school zone and the Leucadia area.Furthermore, the Sheriff's Department was a participant on the project taskforce, and will be notified of the issues you've raised with regards to enforcement. Finally, the additional signage requests will be assessed by our Traffic Engineering department. Thanks you again for your valuable time and input. Please note that the plan is now scheduled for the City Council meeting on March 18th. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 43 | Rancho Santa Fe Road between Encinitas Blvd and El Camino del Norte needs to be a higher priority for a Pedestrian walk way as people are walking in the street with traffic going by at +40 miles per hour. A pedestrian has an 85 percent chance of death when involved in a motor/vehicle collision at 40 mph, a 45 percent chance of death at 30 mph, and a 5 percent chance of death at 20 mph. In 2005, 78 percent of pedestrian deaths in rural areas occurred on roads with speed limits of 40 mph or higher. Because of the hazards, many pedestrians in our community drive to the local schools and shopping center instead of walking. | Thank you for your comment. Please note that this area along Rancho Santa Fe Rd is the top priority for the Olivenhain workplan. The community workplans are not intended to be ranked against each other, but are to stand alone; therefore this project area is a high priority in the Olivenhain neighborhood. We will strive to make that apparent in the final document. | Comment included in Appendix |
| 44 | There is great concern over the current state of our street safety surrounding the PEC Elementary School. The proposed plan offers excellent ideas to improve safety and cycling or walkability for school families and local residents. We absolutely need to remedy to goathead situation and make bike riding a safe option in the area. Please listen to this concernt and address it as top need in our community. | Thank you for taking the time to comment; your concern is noted and will be reflected in the pedestrian plan. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 45 | I am a resident of Leucadia (Hermes Ave) and a parent of a 5th grader at Paul Ecke Central. We deal with significant traffic during the week in the mornings and afternoons during school pick-up and drop-off.<br><br>The neighborhood surrounding Paul Ecke is unsafe for walkers and bikers and is in desperate need of improvements. The following are well within reason:<br><br>1. A pedestrian signal at the Vulcan Crosswalk.<br>2. Construct a real share pathway free of goat heads on Vulcan Avenue. The current one is not very functional given the utility boxes that block users and the nasty thorns (goat heads) that almost guarantee any rider multiple flat tires. I myself have had several flats from using this path over the years. At minimum, the city needs to find a solution to eliminate the goat heads. The goat heads make the path unusable.<br>3. Sharrows on safe route to school on Hygiea, Cerus, Hermes, and Union to educate the drivers that bicyclists have equal legal rights to the roadway. Every day I see parents driving to school tailgating children and bikes and getting frustrated and there is limited sidewalks which makes for hazardous walking and biking.<br>4. The corner where Union becomes Hermes is blind and very dangerous. Parents do illegal turns and turning around with lots of children about. Pylons or some other type of traffic control cones should be utilized in the center stripe to prevent cars from doing u-turns and ensure that cars enter and exit PEC in the appropriate manner.<br>5. Vulcan, Hermes, and Hygeia need School Area road signs with speed limit postings.<br>6. Pedestrian crossing near junction of Union/Hermes to allow for safer crossing and traffic control<br>7. City should advise EUSD to fund crossing guards on Vulcan, Union, and Hygeia to help with traffic control and ensure safer walking and biking for the children. | Thank you for taking the time to review the pedestrian plan and provide your comments. Your input will be included in the pedestrian plan for the Leucadia workplan. | Several improvements included in and around Paul Ecke |
| 46 | I just reviewed the plan to help pedestrians around Encinitas (Let's move). As a pedestrian who walks with five neighborhood children to Paul Ecke Central through the neighborhood on Hygeia, I've often wondered if it would be possible to install a speed hump (like the one near Orpheus Park) between Leucadia Blvd and Cerius. I'm constantly amazed at the high speeds people go on Hygeia with lots of Children walking around. (In fact I will not let the kids bike because of it.) The children have had a few close calls on the way to school and back. I think having something that forces cars to slow down would make our walk safer. A friend of mine recently totaled her car coming out of our culdesac (Calle De Madera) - I am also certain that if the car driving on Hygeia were moving slower this would have been avoided. A speed hump would be helpful to neighborhood drivers as well as walkers. Also, another helpful tool would be a "children crossing" sign on Hygeia before it intersects with Cerius. | Thank you so much for taking the time to provide your input. We will include your suggestion for speed hum/traffic calming on Hygeia Avenue, as this is a primary route to PEC school. | Several improvements included in and around Paul Ecke |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 47 | Please consider the basic established homogeneous nature of our infrastructure that support the older established neighborhoods of this part of our city, such as Leucadia. Demolishing our history by taking away is not the same as improving or making it better. Leucadia or really any other neighborhood does have its limits. Allowing visitors more attention than the residents needs is short sided. To allow parking on "private property" to support an overwhelming demand for use of this area is wrong. To put more attention and support on local businesses that are located in this residential community is wrong. It sends the wrong message to businesses, visitors and area residents. Most of all it does and will build bad will for everyone.<br>Leucadia should and is really a pedestrian friendly neighborhood which is under attack by the on slot of progress both good and bad. Demand for this area use far out weights this area safe recreational and residential uses. This means that our coastal neighborhoods need strong defining guidelines for everyone. Remembering that this is a residential community first and foremost. Morphing of businesses to non residential friendly types of businesses is taking away the peaceful quite and safe enjoyment of our residential neighborhoods.<br>We are all hoping that first of all everyone realizes that there are limits to use. The circulation plan can help manage this neighborhood. When we are full we are full. Don't change what we have keep it, preserve it and make it better for all. Please do not take from us in Leucadia but add to its preservation, improvement and future for others. | Thank you for taking the time to provide input on this pedestrian plan. Your comments are noted and will be included. One of the main project objectives is to maintain community character within each of the five unique areas of Encinitas. | Comment noted in Appendix |

| Comment Number | Comment | City Response | Action Taken in Final Plan |
|---|---|---|---|
| 48 | I'm a grandparent at PEC, and I actually find the traffic movement at PEC, FAR superior to other elementary schools in the area---in particular our former school, Lake elementary in Vista. There it could take as much as an hour and a half to have access to your student, with locked in positioned cars waiting in line, no one able to pass once they got their kid because all would park in the roadway blocing traffic.<br><br>At PEC the staff that directs traffic is excellent, especially Julie !<br><br>However, the disabled parking is a problem because there is no enforcement of the law regarding the general public using the four spots that are on campus. An occasional check by those who can issue tickets would be effective--there are people without (and even with) disabled stickers or placards parking in the striped loading zone of a DP spot, there are those using the spots "for just a minute" w/o DP status, and on two occasions District personnel used the DP spot "It was an emergency" which was not the case, I was there and asked why they were in the spot. Whis is a daily occurence on the three days I am there to pick up my 1st grade grandson who waits with Mr. Morales until a parent comes----2nd grade he'll be able to walk out to the line of cars.<br><br>Julie and the others must and do direct the traffic and look out for the kids crossing and parents and grandparents leaving in an orderly manner and they do a terrific job---but they do not have any power to issue tickets or even warnings--and if they did, that would take them away from their most important job, the safety of students.<br><br>In my experience, the answer is not more DP parking places (though 2 in front and 2 in back may not equal the population's needs---many grandparents are picking up kids)---an occasional enforcement is necessary, since it is actually the LAW, and people forget that there are fines involved. They are also not aware that there are some who cannot get to their kid without a reasonable close walk. I've paid for an emergency day at ASPIRE because I could not get in in a timely fashion.<br><br>Thanks for allowing comment. | Thank you for taking the time to provide comment on this important project. While parking is not within the realm of the pedestrian travel plan document, your safety concerns are noted and will be included, especially as your comments relate to enforcement. The Sheriff's department is a part of the project Taskforce and will be notified of these issues. | Comment noted in Appendix |

# appendix e - traffic and public safety commission presentation - February 9, 2015

**CITY OF ENCINITAS**
**TRAFFIC AND PUBLIC SAFETY COMMISSION AGENDA**
**Council Chambers**
**505 S. Vulcan Avenue, Encinitas, CA 92024**
**Meeting Date: February 9, 2015, 5:30 p.m.**

The City of Encinitas is an equal opportunity public entity and does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of service. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please notify the City Clerk at (760) 633-2601. Notification 48 hours prior to the meeting will enable the City Clerk to make reasonable arrangements to ensure accessibility to this meeting.

***Members of the Traffic and Public Safety Commission***

***Chair: Peter Kohl***
***Vice-Chair: Arnold Lewin***

***Commissioners: Maryam Babaki, James Lindsay, and***
***"At Large" Commissioners Brian Grover and Dave Hutchinson***

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PLEDGE OF ALLEGIANCE**

**4. SPECIAL PRESENTATIONS, PROCLAMATIONS, AND ANNOUNCEMENTS**

Next meeting: Monday, March 9, 2015

**5. ORAL COMMUNICATIONS**

Oral comments (maximum of 3 minutes) will be heard from people who submit a WHITE speaker's slip to the Commission Secretary. Time donations are not permitted during Oral Communications. No discussion or action may legally be taken on such non-agenda items. If at least two Commissioners agree, direction may be given to staff to put an item on a future agenda or provide additional information to answer a question.

**6. APPROVAL OF MINUTES**

**6A. Approval of the Minutes from December 8, 2014.**

***Recommended Action:*** Approve the Minutes

6B. Approval of the Minutes from January 12, 2015 Special Joint Meeting with the City Council.

*Recommended Action:* Approve the Minutes

7. ACTION ITEMS

7A. Presentation of the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School Plan

7B. Presentation from Fire Department

7C. Presentation from Marine Safety

7D. Consideration of an All-Way Stop at Mountain Vista Drive and Gardendale Road

7E. Flashing Yellow Arrow (FYA) Traffic Signal Operation and Implementation

8. FUTURE AGENDA ITEMS ADDED BY COMMISSIONERS/FOLLOW-UP LOG
(Adding an Item requires concurrence by 2 other additional Commissioners)

9. COMMISSIONER CORNER

10. ADJOURNMENT

I, Trish Douglas, certify that I caused this agenda to be posted on the City of Encinitas website, www.encinitasca.gov and on the City Hall outside bulletin board on February 4, 2015, 72 hours before this meeting.

Trish Douglas

Trish Douglas, Commission Secretary

# AGENDA REPORT

## Traffic & Public Safety Commission

**MEETING DATE:** February 9, 2015

**PREPARED BY:** Christy Villa, Associate Civil Engineer

**DEPUTY DIRECTOR:** Ed Deane

**DEPARTMENT:** Public Works

**SUBJECT:**

**PRESENTATION OF THE *LET'S MOVE, ENCINITAS!* PEDESTRIAN TRAVEL AND SAFE ROUTES TO SCHOOL PLAN**

**RECOMMENDED ACTION:**

Staff recommends that the Traffic and Public Safety Commission receive staff's presentation and recommend to City Council that the *Let's Move, Encinitas!* Pedestrian Travel and Safe Route to School Plan be adopted through resolution for implementation.

**BACKGROUND:**

In 2012, City Council authorized staff to submit an application to the State of California's Community-Based Transportation Planning Grant Program for the *Let's Move, Encinitas!* Pedestrian Travel and Safe Routes to School Plan. The City was awarded grant funds for the project and on December 19, 2012, Council authorized a contract with WalkSanDiego, now known as Circulate San Diego, to conduct public outreach and prepare the plan.

This report discusses the active public engagement process that was implemented over a two-year period that has culminated in the development of the *Let's Move, Encinitas!* Pedestrian and Safe Routes to School Plan, presented herein.

**DISCUSSION:**

The goal of the *Let's Move, Encinitas!* project is to promote public engagement through stakeholder collaboration that guides the development of a plan for providing safe pedestrian routes throughout the city, with an emphasis on school zones. The completed plan identifies and prioritizes locations for needed pedestrian infrastructure improvements that will enhance safety for the walking community in Encinitas. Furthermore, the City-wide pedestrian plan can serve as a conduit for future grant opportunities, as funding sources typically require community-based planning efforts prior to award of infrastructure grant funds. The plan will also become a component of the City's future Active Transportation Plan, which is scheduled for development beginning in Spring 2015.

The project workplan established a comprehensive approach to engage citizens from all five unique communities within the City of Encinitas, utilizing the following key components:

- Taskforce Formation and Meetings
- Community Outreach for each of the five communities of Encinitas

- Neighborhood Coaltion Participation
- Innovative Outreach focused on social and digital media
- Community Assessment Workshops (5 Total, September-October, 2013)
- School Zone Assessment Workshops (5 Total, February-March, 2014)
- School Zone Walk Audits (13 Total, May-June, 2014)
- Community Mapping
- Final Community Open Houses (5 Total, October 2014)
- Review/Comment Period for Draft Document (January 15 – January 30, 2015)

Taskforce Formation, Roles, and Responsibilities

The project was initiated in February 2013 with the creation of a project Taskforce consisting of the following identified key stakeholders: Cadiff 101 Main Street Association, Cardiff Town Council, Leucadia 101 Main Street Association, Leucadia Town Council, Downtown Encinitas Main Street Association, Olivenhain Town Council, Encinitas Bicycle and Pedestrian Committee, Cardiff School District, Encinitas Union School District, San Dieguito Union High School District, San Diego County Sheriff Department – Encinitas Substation, Sab Diego County Health and Human Services, North County Transit District, Caltrans District 11 Planning Department. The Taskforce also consisted of City Department representatives: Public Works, Planning and Building, Parks and Recreation, and Fire and Marine Safety.

The Taskforce met monthly over the first year of the project, providing guidance and direction as the outreach methods and workshop schedules were developed. In the second year, the Taskforce met bi-monthly and continued to support the outreach distribution methods and to provide input for the project prioritization methodology, on-line ranking, and the draft mapping efforts. Members of the Taskforce were active participants throughout the process and were essential to preparing the document within the schedule and budget established by the grant parameters.

Active Public Engagement and Community Outreach

The project consisted of a significant outreach component focused on innovative and social media-based strategies in addition to more traditional methods of communication. The project schedule identified ten public workshops to be conducted over a 1-year period with a goal to document pedestrian deficiencies city-wide, specifically emphasizing each unique community in Encintas. The first five workshops were conducted September-October 2013, with each one held in a separate community. Citizens were encouraged to attend and document barriers to walkability in their neighborhood through interactive mapping exercises and visioning activities. The second round of workshops were conducted February-March 2014, and were focused on pedestrian issues in school zones. Each of these workshops was held at a separate school in the five communities of Encinitas, and all 12 schools within the City were discussed.

For each of these workshops, the project team conducted face-to-face outreach at community events (including Farmer's Markets, Oktoberfest, and street fairs), attended community meetings to promote project activities, and created paper bookmarks, flyers, and posters for distribution. Additionally, the project team utilized on-line and social media techniques to garner public input. This included the creation of project Facebook and Twitter accounts, and a project webpage on the City's website (www.letsmoveencinitas.org) . In order to make the process as accessible as possible, the project team also developed a series of on-line comment forms that coincided with the ten workshops, to ensure that citizens who did not attend the events would not be precluded from the process.

In addition to community workshops, a series of thirteen walk audits were conducted at all of the school sites city-wide. Citizens were encouraged to put on walking shoes and actively document barriers to walkability at each site, including missing infrastructure, speeding and traffic issues, and other pedestrian concerns.

The resulting data indicates that over two hundred (200) people attended the workshops in person, and more than one thousand (1,000) participated in the on-line comment forms. It was also noted that over nine thousand (9,000) people have viewed the project Facebook page. The input gathered from theses workshops and comment forms was utilized to establish deficiency maps for each of the communities and for all twelve school zones. Over four hundred (400) locations were identified throughout this process. Based on this raw data, a final on-line survey was created to allow citizens to rank their top three locations for each community and each school. This public input ranking became the basis for prioritizing project locations both city-wide and within each community and school zone.

Project Prioritization Methodology

Circulate San Diego developed a methodology to prioritize pedestrian improvement locations based on national and regional best practices. A GIS-based Suitability Index was initially utilized to conduct the prioritization based on the public input ranking as well as safety, land use, health and equity criteria. This data-driven process led to the identification of geographic areas that are in high need for pedestrian infrastructure improvements. Figure 1 below illustrates the prioritization criteria.

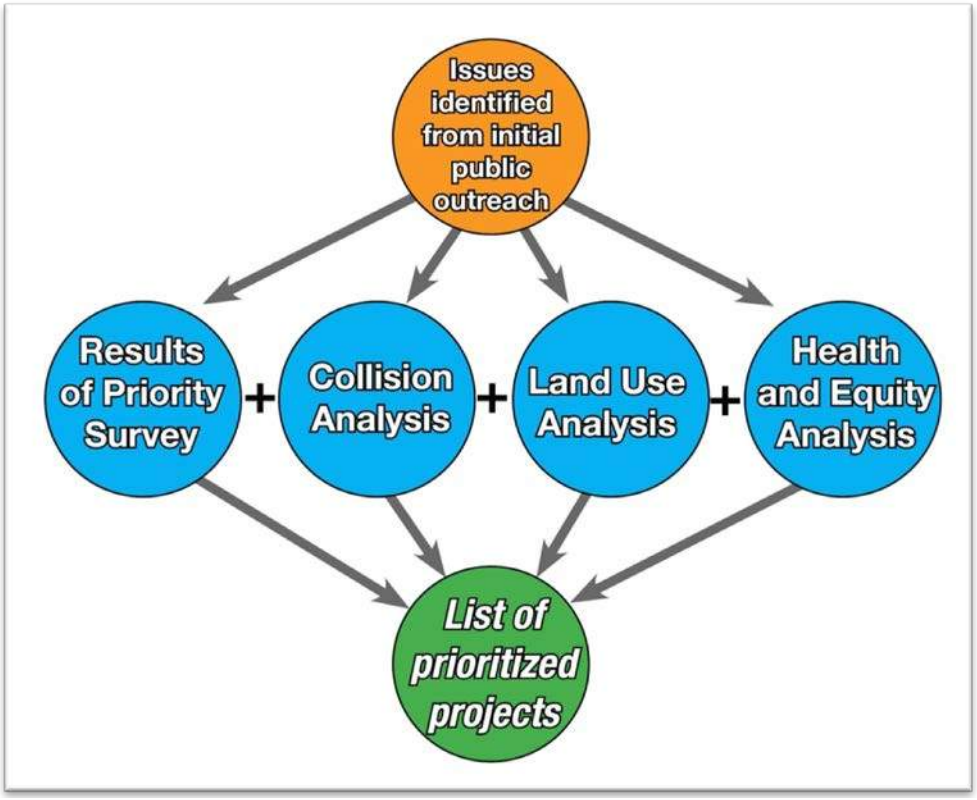



**Figure 1- Conceptual Graphic of Prioritization Process**

The analysis was based on the following variables:

- Public Comment Analysis - Following one month of survey input, the project locations were ranked according to number of comments received, then tiered into 3 tiers (most commonly cited improvements, commonly-cited improvements, and other improvements), and scored accordingly.

- Collision Analysis - Measured by mapping all collisions involving pedestrians in the City of Encinitas from 2001-2011. Locations were scored based on their proximity to these collisions, with closer projects scoring better.

- Land Use and Walkability Analysis- Measured by assigning a half-mile radial buffer and a half-mile street network "walk shed" buffer to reflect physical activity barriers or inhibitors (freeway crossings, high-speed roadways). It is important to include both types of buffers to capture as large a number of potential improvements as possible, yet still reflect the realities of the street network and any resulting barriers.

  In addition to the walkability/proximity score, locations were scored according to proximity to key points of interest and roadway types as identified by the City of Encinitas' GIS data.

- Health and Equity Analysis - Reported percentage of students meeting free and reduced price meals (FRPM) eligibility criteria by school site will be used as a proxy for household income, while the percentage of students falling outside of the 2011 Fitnessgram "Healthy Fitness Zone" definition will be used as a proxy for health equity. HFZ is a combined measure of students' aerobic capacity and body mass index (BMI).

A point systems was assigned for each factor above, and projects were ranked accordingly. The highest ranking locations were mapped for each community and school zone, and a final series of open-house style workshops were conducted to present the draft maps to the community.

Draft Pedestrian Plan

In October 2014, final workshops were conducted throughout the city in order to display the draft maps for each community and school zone. The events were hosted in an open-house style format and residents were encouraged to review the draft maps to ensure that identified project locations were accurate. It also provided an opportunity for citizens that had been involved from the start to verify that their input had been appropriately included. The comments received were compiled and presented at the final Taskforce meeting in November 2014. Based on Taskforce input and direction, Circulate San Diego produced the initial draft of the *Let's Move, Encinitas!* Pedestrian Travel and Safe Routes to School Plan (Attachment A; please note, the Appendix to the draft plan may be viewed on-line at www.letsmoveencinitas.org) and it was made available for review January 12th-30th, 2015. Comments are currently being compiled and addressed in the plan.

In conclusion, the extensive outreach conducted for this project has lead to a community-driven pedestrian plan for the City of Encinitas that identifies not only top priority locations city-wide, but also establishes Safe Routes to School maps that will improve connectivity for children and parents as well. The document can be utilized by City staff for Capital Improvement Program recommendations and will be an essential tool in seeking grant funding opportunities. The plan can also be utilized by School officials to promote active transportation methods at each school, and ultimately, by residents seeking walkable routes throughout the city. In order to complete the planning process, and with this Committee's input and recommendation, City staff is proposing that City Council adopt a resolution to accept the plan for future implementation at their February 25th regular meeting, in order to meet the grant funding schedule requirements. A final copy of the approved document is due to Caltrans on February 27, 2015.

**ENVIRONMENTAL CONSIDERATIONS**:

The action being considered by the Traffic and Public Safety Commission is exempt from the California Environmental Quality Act (CEQA) because it is not a "project" per Section 15378(b)(5) of the CEQA Guidelines.

**ATTACHMENTS:**

A. Draft *Let's Move, Encinitas!* Pedestrian Travel and Safe Routes to School Plan (Plan only; Appendix may be viewed on-line at www.letsmoveencinitas.org)

**CITY OF ENCINITAS**
**TRAFFIC AND PUBLIC SAFETY COMMISSION MINUTES**

**Meeting Date: February 9, 2015, 5:30 p.m.**

1. **CALL TO ORDER (called to order 5:34 p.m.)**

2. **ROLL CALL**

| | |
|---|---|
| Present: | Chairperson Peter Kohl and Commissioners Maryam Babaki, Brian Grover, Dave Hutchinson, and James Lindsay |
| Absent: | Vice-Chairperson Arnold Lewin. |
| Also Present: | Rob Blough, Traffic Engineer<br>Ed Deane, Deputy Director of PW/Engineering<br>Christy Villa, Associate Civil Engineer<br>Brian Gaze, Program Manager, Circulate San Diego<br>Mark Moreno, Lt., Encinitas Sheriff's Dept.<br>Larry Giles, Marine Safety Captain<br>Michael Spaulding, Battalion Chief, Encinitas Fire Dept.<br>Thomas Castillo, First Transit (representing NCTD)<br>Trish Douglas, Traffic Engineering Program Assistant |

3. **PLEDGE OF ALLEGIANCE**

Kohl led the Pledge of Allegiance.

4. **SPECIAL PRESENTATIONS, PROCLAMATONS, AND ANNOUNCEMENTS**

Blough introduced and welcomed our newly appointed commissioner, Brian Grover. Battalion Chief Mike Spaulding is here from the Fire Dept.

Chairperson Kohl announced that the next Traffic and Public Safety Commission meeting is Monday, March 9, 2015.

5. **ORAL COMMUNICATIONS (5:36 p.m.)**

Glen Johnson: crosswalk improvements on Saxony Rd. and Quail Gardens Dr.; Judy Frankel: Santa Fe restriping and pedestrian and bicycle safety; Reyes Gonzalez: Requeza speed limit; Marlene Schorle: Gardendale speeding south of Mountain Vista Dr.

Three commissioners agree to add two issues to the Commission's Follow-Up Log: Requeza speed limit; and Santa Fe restriping and to make it more pedestrian and bike friendly.

6. **APPROVAL OF MINUTES (5:52 p.m.)**

**6A. Approval of the Minutes from December 8, 2014**

**Lindsay moved to accept the minutes; Babaki seconded. Approved: 4-0. Grover abstained as he did not attend this meeting.**

**6B. Approval of the Minutes from January 12, 2015 (Joint Meeting with City Council and Traffic and Public Safety Commission)**

**These minutes have already been approved by the City Council, therefore the Commission just voted to approve them. Approved: 5-0 .**

**7. ACTION ITEMS (5:54 p.m.)**

**7A. Presentation of the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School Plan**

**Christy Villa presented the report and introduced consultant Brian Gaze of Circulate San Diego.**

**Recommended Action:** Staff recommends that the Traffic and Public Safety Commission receive staff's presentation and recommend to City Council that the *Let's Move, Encinitas!* Pedestrian Travel and Safe Route to School Plan be adopted through resolution for implementation.

Speakers: Gary Sirota, Carter Sirota, Adriana Chavarin, Amy Flicker, Sascha Fielder, Art Schmidt, Tasha Horvath, Chris Ryan, Tracy McMillan, Lori Goulet, Geoff Hanson, Christine Andrade, Tom Frank, Mary O'Neil.

All but one speaker addressed concerns regarding traffic and safety at Paul Ecke School; Ms. O'Neal brought up Cardiff and suggested that students in her area might walk in the alleys for safety.

Lt. Moreno stated he would work with motor officers regarding speeding and parking issues around Paul Ecke Central School. Speakers were concerned with children's safety whether walking or biking to school.

Christy Villa, Consultant Brian Gaze, and Ed Deane addressed the queries regarding how the projects were prioritized.

**Motion:** Grover moved that the Traffic and Public Safety Commission accept the plan and bring it to City Council for possible recommendation for approval.

Kohl: would Grover want to amend the motion to include the concerns brought up by the speaker's this evening? Grover would like to be sure to include the information in the report's comment matrix; Villa will provide this along with how the projects were ranked. Villa stated that all comments from this evening would be incorporated into her report to City Council.

**Motion: Grover moved that the Traffic and Public Safety Commission approve the *Let's Move, Encinitas!* Plan and move it to City Council with a positive recommendation. Babaki seconded. Approved: 5-0.**

**The Commission recessed at 7:19 p.m.; reconvened at 7:28 p.m.**

**7B. Presentation from Fire Department (7:28 p.m.)**

Battalion Chief Spaulding gave the presentation.

Spaulding covered the Fire Dept. stats from 2014. Encinitas just received a brand new brush engine which replaces one at Fire Station #4. That engine will go to Fire Station #6 in Olivenhain and be their primary engine. The engine being replaced at #6 will be sold.

**7C. Presentation from Marine Safety (7:39 p.m.)**

Captain Giles presented the report.

Giles presented the 4th Quarter stats (Oct-Dec. 2014). Due to the extent of warm weather and warm water temperatures experienced in 2014, it was a busy year. The Moonlight Beach improvements have helped to draw many more people to our beaches. The Marine Safety Center is still on track for 2016.

**7D. Consideration of an All-Way Stop at Mountain Vista Drive and Gardendale Road (7:52 p.m.)**

**Recommended Action:** Staff is recommending the Commission adopt Resolution No. TC 15-01 recommending to City Council that an all-way stop be installed at the intersection of Mountain Vista Drive and Gardendale Road.

Speakers: John Haugen, Mark Johnson, Michelle Mann, Julie McCarthy

**Motion: Grover moved to accept staff's recommendation with the addition of crosswalks on all four sides. Hutchinson seconded. Approved 5-0.**

This issue will now go to City Council for approval.

**7E. Flashing Yellow Arrow (FYA) Traffic Signal Operation and Implementation (8:31 p.m.)**

Kohl suggested that Blough not represent this issue to the Commission as all that was needed was a more specific cost estimate; which has been provided.

**Recommended Action:** Staff recommends that the Traffic and Public Safety Commission recommend to Council that the traffic signal at the intersection of Vulcan Avenue and D Street be converted from Protected-Permissive Left Turn (PPLT) to Flashing Yellow Arrow (FYA). The cost estimate of $8,900 plus tax and contingency is attached. The FYA signal operation will be monitored at this intersection for a period of one year and staff will present the findings to the Commission on its effectiveness and whether additional traffic signals should be considered for FYA implementation. In addition, staff recommends that during this one year period, public outreach be undertaken to educate and inform the public of this new type of signal operation.

**Motion: Babaki moved to approve staff's recommendation. Hutchinson seconded. Approved: 5-0.**

**8. <u>FUTURE AGENDA ITEMS ADDED BY COMMISIONERS/FOLLOW-UP LOG</u> (8:33 p.m.)**

(Adding an Item requires concurrence by 2 other additional Commissioners)
Blough summarized the items being added to the Follow-Up Log that were determined earlier this evening. Being added is a review of the bike lane along Santa Fe and

coordination with Caltrans when the road is restriped or repaved. This item will come back to the Commission. Also added is an examination of the speed limit on Requeza between Devonshire and Regal.

Grover: would like Sandag invited to address the Traffic and Public Safety Commission at the next meeting (March 9th). On February 25th, Sandag is presenting an update on the Coastal Rail Trail through Cardiff to the Encinitas City Council.

Kohl: in the December 8th meeting, there was discussion regarding changing the priorities of some of the issues on the Follow-Up Log. The next Log will indicate that the stop sign at 4th and B will be moved up. Kohl: what about the Santa Fe and Crest roundabout petition? This could be moved up as well.

Babaki: asked staff to recommend priority ranking for Commission to review and evaluate.

**9. COMMISSIONER CORNER** (Reminder: Discussion, action or response to statements or questions is illegal.) **(8:49 p.m.)**

**9A.** Hutchinson: good job to staff moving forward with crosswalk on Saxony. Also, he is happy with the red curbing that was placed at N/E corner of Santa Fe/San Elijo.

**9B.** Hutchinson: concerned about the alley entrance into the new Encinitas Community Park. People are speeding in that alley; kids are skateboarding there, and there is a blind spot at the wall. He thinks the City will need to address this with the owner of the shopping center as the City only has an easement to use the private alley. Blough will bring this to the CIP group and determine what action they may be planning for this issue. Blough will report back at the next meeting.

**9C.** Kohl: at Encinitas Blvd and Village Square, what has been done to provide a pedestrian signal across the driveway on the south side of Encinitas Blvd? Blough stated that our Traffic Specialist, Luke Baker, is looking into this issue.

**10. ADJOURNMENT**

**Lindsay moved and Babaki seconded the motion to adjourn. Approved: 5-0.** Meeting adjourned at 8:58 p.m.

Peter Kohl, Chairperson

Trish Douglas, Commission Secretary

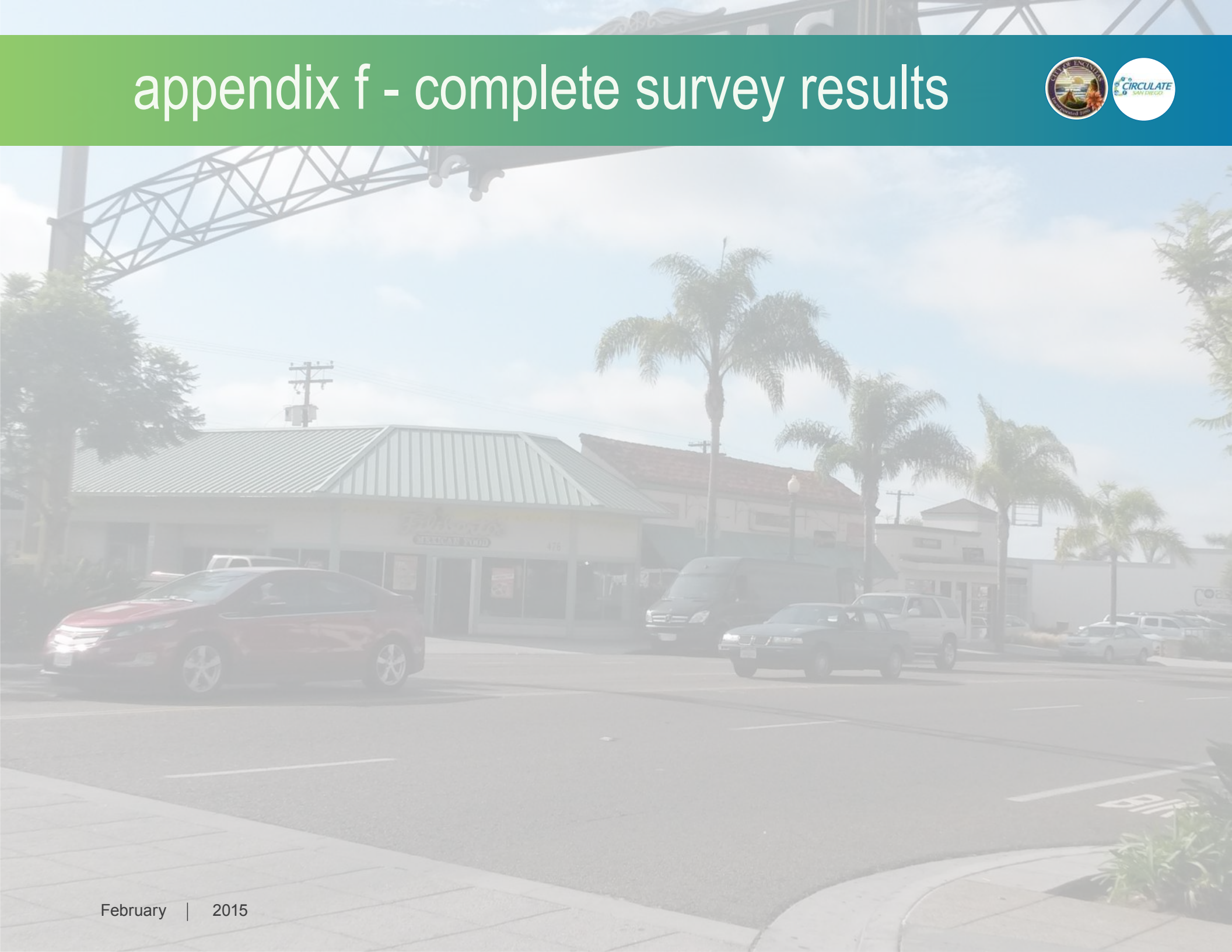
| Comment Number | Oral Communication – Traffic & Public Safety Commission Meeting – February 9, 2015 | City Response |
|---|---|---|
| **1** | Resident on N. Vulcan, south of PEC. Improvements are needed at Vulcan Ave, Union St, and the parking lot entrances to PEC on Vulcan Ave and Union St. There are safety issues associated with pick-up and drop-off at the school, and parking along Vulcan presents a problem. A solution to resolve this would be the installation of a sidewalk on the east side of Vulcan Ave. | Noted – this proposed solution will be included in the Let's Move Encinitas workplan for Leucadia. |
| **2** | Student at PEC, has made over 2800 trips to/from school. Walks on the west side of Vulcan, then crosses at the crosswalk at PEC; it's dangerous and doesn't feel safe. Propose a sign with blinking lights and a raised crosswalk to slow drivers down and make it safer for students. | Noted – this proposed solution will be included in the Let's Move Encinitas workplan for Leucadia. |
| **3** | As principal at PEC and participant of the PEC Traffic Committee, stated the need for traffic calming and improvements to alleviate the traffic situation. There are over 600 students at PEC and 30% are transfers who do not have the option to walk/bike to school and must commute. | Noted – the need for traffic calming improvements will be included in the Let's Move Encinitas workplan for Leucadia. |
| **4** | Current PTA president representing PEC. Stated need for traffic calming and pedestrian improvements at PEC. Would like to know how projects are prioritized; is it based only on community input, or other? | Noted – the need for traffic calming improvements will be included in the Let's Move Encinitas workplan for Leucadia.<br><br>Projects were prioritized based on 5 factors: community input, community ranking survey, safety (proximity to ped collisions), land use (proximity to ped destinations), and health & equity (proximity to schools with high percentage of free & reduced priced meals). The highest ranked projects in each community and at each school site are then depicted on a map. |
| **5** | Student; stated it is not safe to walk to school; she does not feel safe walking to school because cars drive very fast. | Noted – the need for traffic calming improvements will be included in the |

| Comment Number | Oral Communication – Traffic & Public Safety Commission Meeting – February 9, 2015 | City Response |
|---|---|---|
| | | Let's Move Encinitas workplan for Leucadia. |
| **6** | Resident in Encinitas - Has students that attend PEC because of its dual language immersion program; they are located outside of the normal attendance boundaries and therefore commutes to school every day, creating more traffic. No stop signs on Vulcan create a speeding problem; Streetscape plans will exacerbate the situation. The intersection of Vulcan & Union needs improvements. | Noted – the need for traffic calming improvements will be included in the Let's Move Encinitas workplan for Leucadia. |
| **7** | What is the solution for families located west of Coast Highway 101? What Safe Routes to School options are available to them? Proposed options: Bike lane on 101 between Encinitas Boulevard and Leucadia Blvd; Improvements on west side of Vulcan. | Noted – the proposed options will be included in the Let's Move Encinitas workplan for Leucadia. |
| **8** | Encinitas resident - Has students at several schools in Encinitas, including PEC. Leucadia, Hygeia, and Cereus Streets all need safe routes to school improvements to facilitate walking to PEC. At Hygeia & Cereus, a stop sign is needed. There are too many parked cars on Hygeia & Cereus, making it difficult for pedestrians to cross. The crosswalk on Cereus at Hygeia is on a downslope grade, making it difficult for cars to see pedestrians. Access to Beacons Beach should be considered in this plan. | Noted – the need for improvements on Leucadia, Hygeia, and Cereus will be included in the Let's Move Encinitas workplan for Leucadia. Beacon's Beach access will be added to the plan as well. |
| **9** | Lives on Hygeia Avenue – National Safe Routes to School expert and parent of student at PEC. Offering input and guidance; wanted a more detailed explanation of how project ranking was established. | Description of project ranking provided in powerpoint presentation at Traffic and Public Safety Commission; will be included as an appendix to the plan. |
| **10** | Parent of student at PEC; resides on Halcyon Rd. There is a lack of sidewalk on east side of Vulcan Avenue. Plan should have additional focus on PEC. | Noted – the sidewalk improvements and emphasis on PEC will be included in the Let's Move Encinitas workplan for Leucadia. |
| **11** | Resident on Halcyon Rd – it's a T-intersection and people constantly park and block the ingress/egress to Halcyon. Sidewalk is need on Vulcan to prevent parking and provide path for pedestrians. "No Parking" signs are ineffective. | Noted – the sidewalk improvements will be included in the Let's Move Encinitas workplan for Leucadia. |
| **12** | School safety officer for PEC – the main issues at the school site are:<br>1. Speeding vehicles<br>2. Bike path/walkway on Vulcan Avenue is non ADA compliant<br>3. Goatheads are present on the bike path/walkway on Vulcan – constant source of problems and needs more maintenance. | Noted – improvements to install ADA compliant pedestrian improvements on Vulcan Ave will be included in the plan, along with traffic calming measure recommendations to address speeding |

| Comment Number | Oral Communication – Traffic & Public Safety Commission Meeting – February 9, 2015 | City Response |
|---|---|---|
| | | concerns. The issue with goathead thorns along Vulcan is an issue the City is working with NCTD on to eradicate, as the species is primarily located on NCTD property. |
| **13** | PEC parent – the plan is a good starting point, but recommends using the plan to build off of; recommends seeking more community involvement. Staff needs to further define how rankings were done. Plan should include recommendations for Beacon's beach access. Improvements for the Leucadia corridor should be a high priority, including the intersection of Leucadia & Hygeia. | Noted – additional plan updates would include further community involvement. Staff provided ranking establishment in presentation to Traffic & Public Safety Commission – ranking was based on 5 factors:<br>1. Initial public input<br>2. Public ranking survey<br>3. Safety factors (proximity to ped/vehicle collisions)<br>4. Land use criteria – proximity to pedestrian destinations<br>5. Health & Equity indicator – proximity to schools with higher percentage of students on free & reduced priced meals.<br>The project rankings criteria will be included in the final plan. The ranking was utilized to establish top priority projects for each community and each school site.<br><br>Beacon's beach access will be included in the Leucadia workplan.<br><br>Leucadia corridor improvements will be included in the Leucadia workplan, and |

| Comment Number | Oral Communication – Traffic & Public Safety Commission Meeting – February 9, 2015 | City Response |
|---|---|---|
| | | will include recommendation for roundabout at Leucadia/Hygeia. |
| **14** | Cardiff resident located on Birmingham – recommends an alternate route to school along the alley parallel to Montgomery Ave. Suggests traffic calming on Birmingham; improved pedestrian access on Birmingham. In general, suggests looking at alleys as alternatives to busier corridors. | Note – traffic calming recommendations will be included on Birmingham in the Cardiff workplan. And suggestions for assessments of alleys as alternative pathways will be included in the plan. |

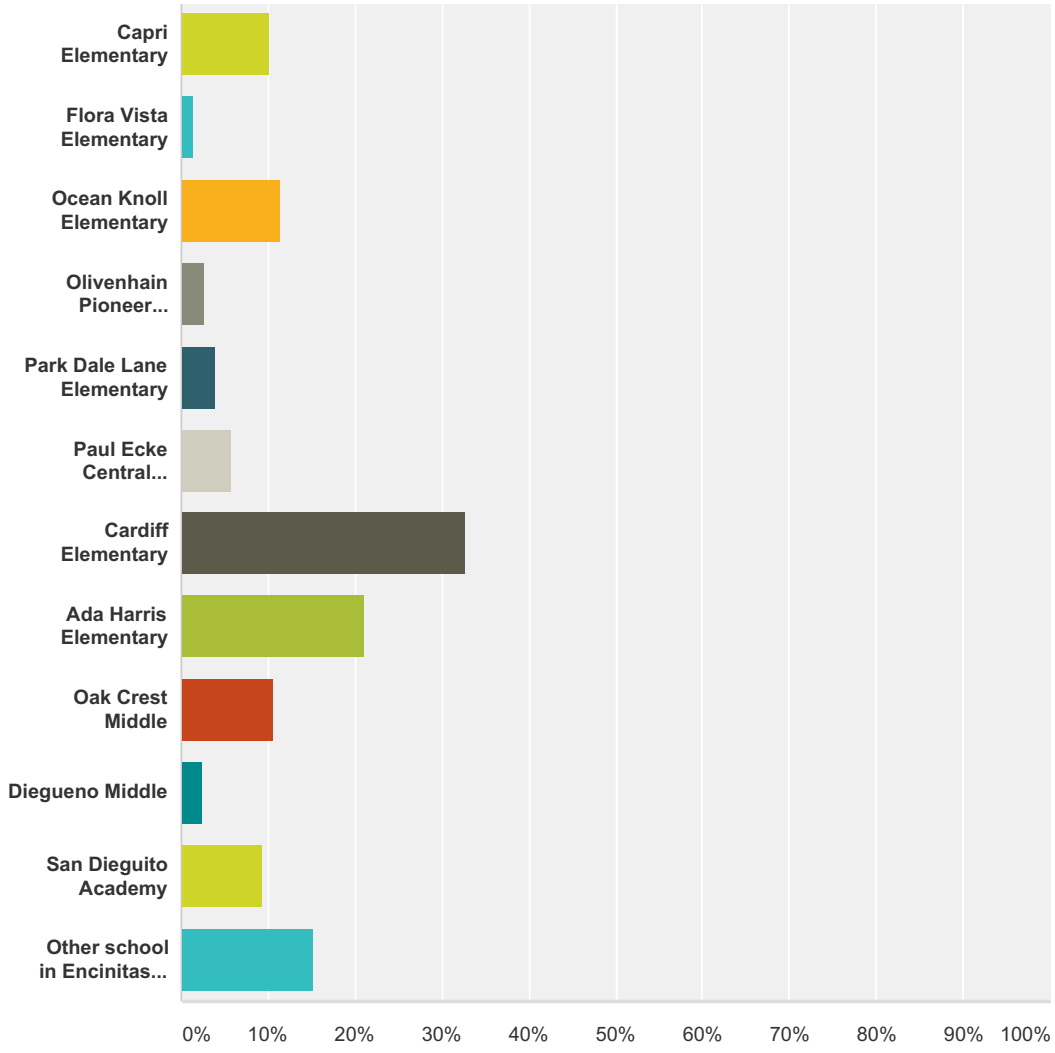
# appendix f - complete survey results



February | 2015

## Q14 Which school(s) do you currently have child(ren) attending?

Answered: 321 Skipped: 367

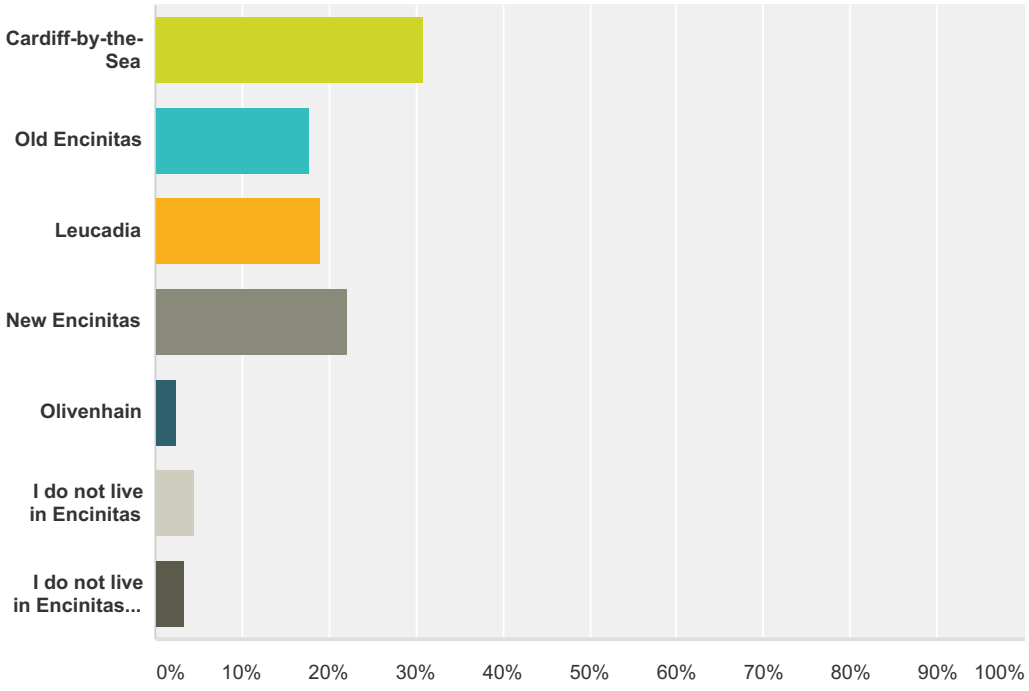



| Answer Choices | Responses | |
|---|---|---|
| Capri Elementary | **10.28%** | 33 |
| Flora Vista Elementary | **1.56%** | 5 |
| Ocean Knoll Elementary | **11.53%** | 37 |
| Olivenhain Pioneer Elementary | **2.80%** | 9 |
| Park Dale Lane Elementary | **4.05%** | 13 |
| Paul Ecke Central Elementary | **5.92%** | 19 |
| Cardiff Elementary | **32.71%** | 105 |
| Ada Harris Elementary | **21.18%** | 68 |

| | | |
|---|---|---|
| Oak Crest Middle | **10.59%** | 34 |
| Diegueno Middle | **2.49%** | 8 |
| San Dieguito Academy | **9.35%** | 30 |
| Other school in Encinitas (please specify) | **15.26%** | 49 |
| **Total Respondents: 321** | | |

## Q15 In what neighborhood do you live?

Answered: 548 Skipped: 140



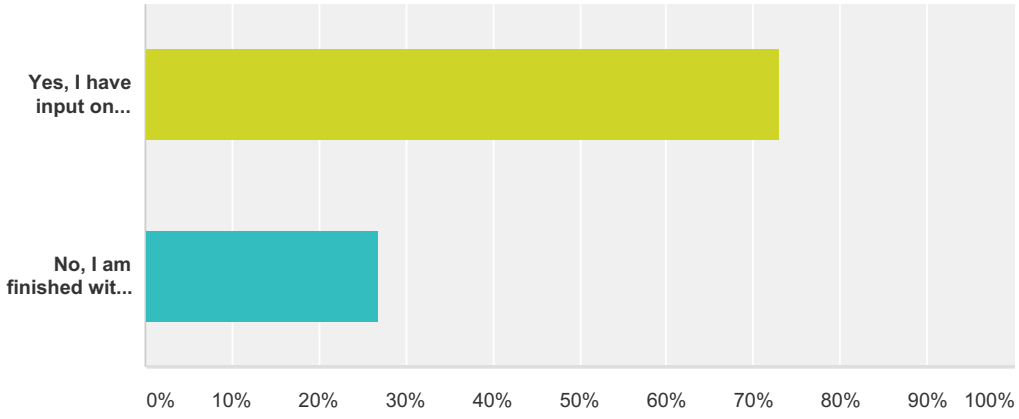

| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **30.84%** | 169 |
| Old Encinitas | **17.70%** | 97 |
| Leucadia | **18.98%** | 104 |
| New Encinitas | **22.08%** | 121 |
| Olivenhain | **2.55%** | 14 |
| I do not live in Encinitas | **4.56%** | 25 |
| I do not live in Encinitas but I have a child(ren) who attend(s) school in Encinitas | **3.28%** | 18 |
| **Total** | | **548** |

## Q16 Please share your general vision/comments regarding transportation to school that are not tied to a specific intersection/corridor. Examples:"I would like more children to walk together to school from my neighborhood." "I would like a safer route to my child's school from my neighborhood."

Answered: 402 Skipped: 286

## Q17 Do you have input on specific locations?

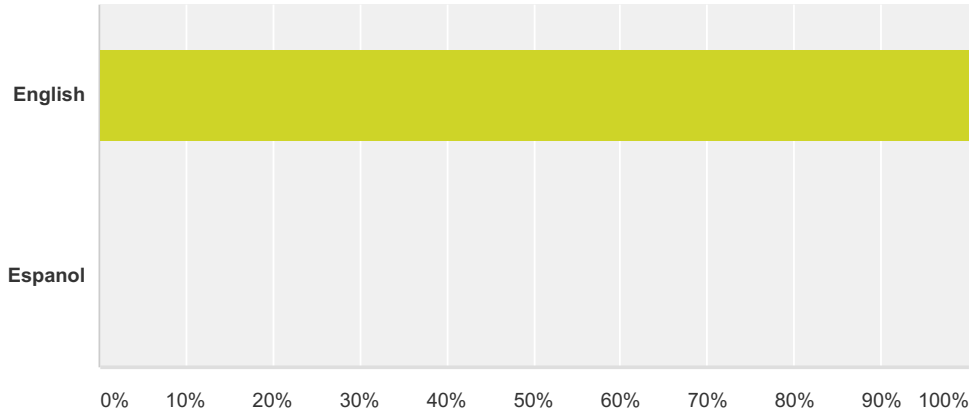
Answered: 548 Skipped: 140




| Answer Choices | Responses | |
|---|---|---|
| Yes, I have input on specific locations | **72.99%** | 400 |
| No, I am finished with my input | **27.01%** | 148 |
| **Total** | | **548** |

## Q1 Select a language

Answered: 329 Skipped: 0



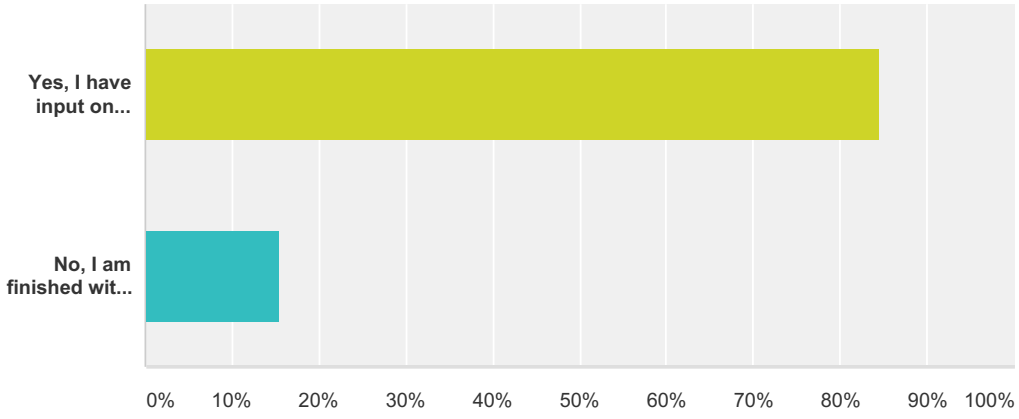

| Answer Choices | Responses | |
|---|---|---|
| English | **100.00%** | 329 |
| Espanol | **0.00%** | 0 |
| **Total** | | **329** |

## Q2 Please share your general vision/comments that are not tied to a specific intersection/corridor. Examples:"I would like more destinations to walk to in my community of New Encinitas." "I would like a safer route to the beach from my neighborhood."

Answered: 222 Skipped: 107

## Q3 Do you have input on specific locations?

Answered: 258 Skipped: 71



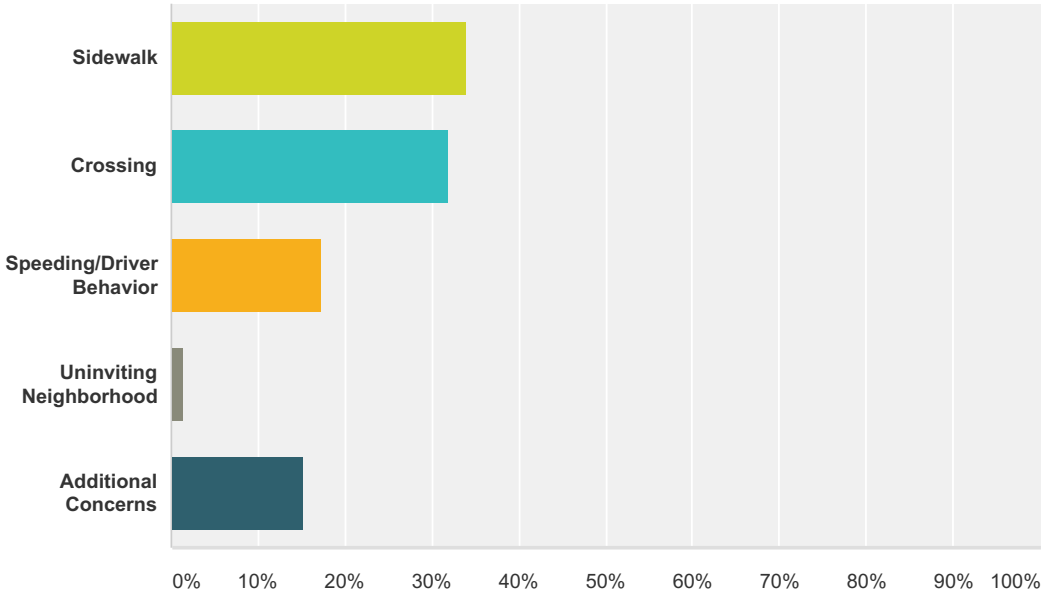

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have input on specific locations | **84.50%** | 218 |
| No, I am finished with my input | **15.50%** | 40 |
| **Total** | | **258** |

## Q4 Your 1st Location of Concern: For an intersection, please provide the cross streetsFor a corridor, please provide the cross streets at the beginning and end of the corridor of concernExamples: Intersection of Anywhere Ave. & C StreetCorridor of Anywhere Ave. from A Street to C Street

Answered: 203 Skipped: 126

## Q5 What concerns do you have about this location? (If you have multiple categories of concern, you will be able to address each as you move through this survey, one at a time.)

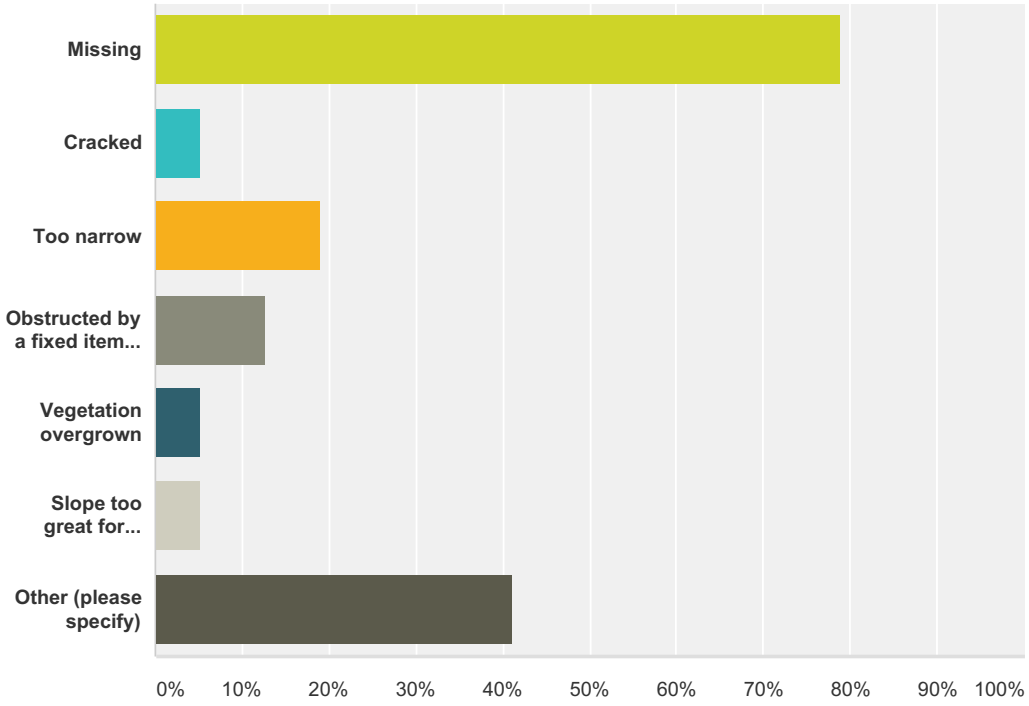
Answered: 203 Skipped: 126




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **33.99%** | 69 |
| Crossing | **32.02%** | 65 |
| Speeding/Driver Behavior | **17.24%** | 35 |
| Uninviting Neighborhood | **1.48%** | 3 |
| Additional Concerns | **15.27%** | 31 |
| **Total** | | **203** |

## Q6 What concerns do you have about sidewalks at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

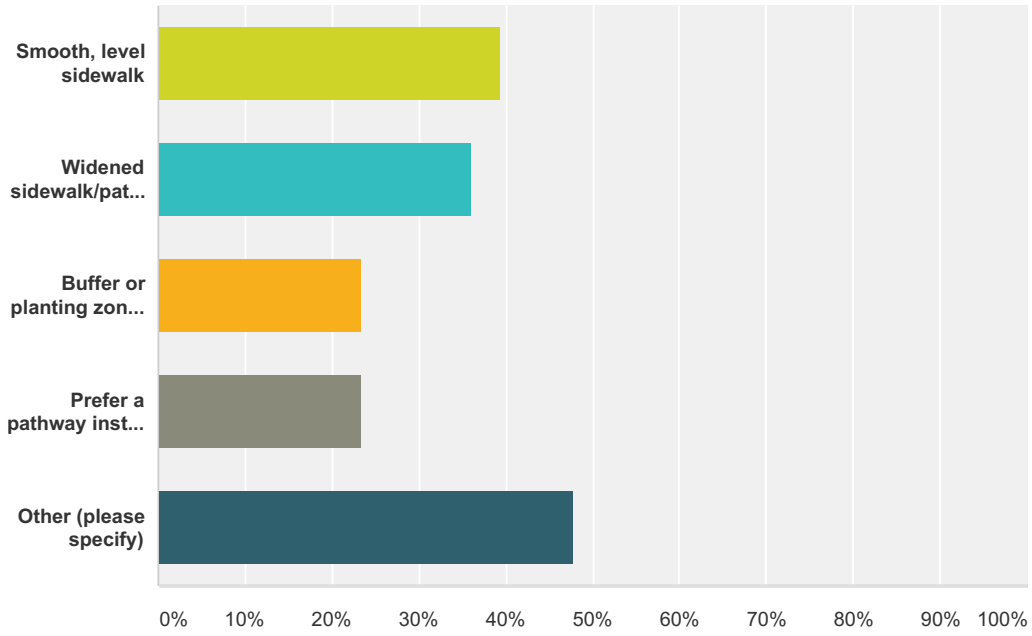
Answered: 95 Skipped: 234




| Answer Choices | Responses | |
|---|---|---|
| Missing | **78.95%** | 75 |
| Cracked | **5.26%** | 5 |
| Too narrow | **18.95%** | 18 |
| Obstructed by a fixed item (sign post/tree) | **12.63%** | 12 |
| Vegetation overgrown | **5.26%** | 5 |
| Slope too great for wheelchairs or strollers (such as at a driveway or vehicle entrance into a parking lot) | **5.26%** | 5 |
| Other (please specify) | **41.05%** | 39 |
| **Total Respondents: 95** | | |

## Q7 What would you like to see as a potential solution for your sidewalk concerns at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

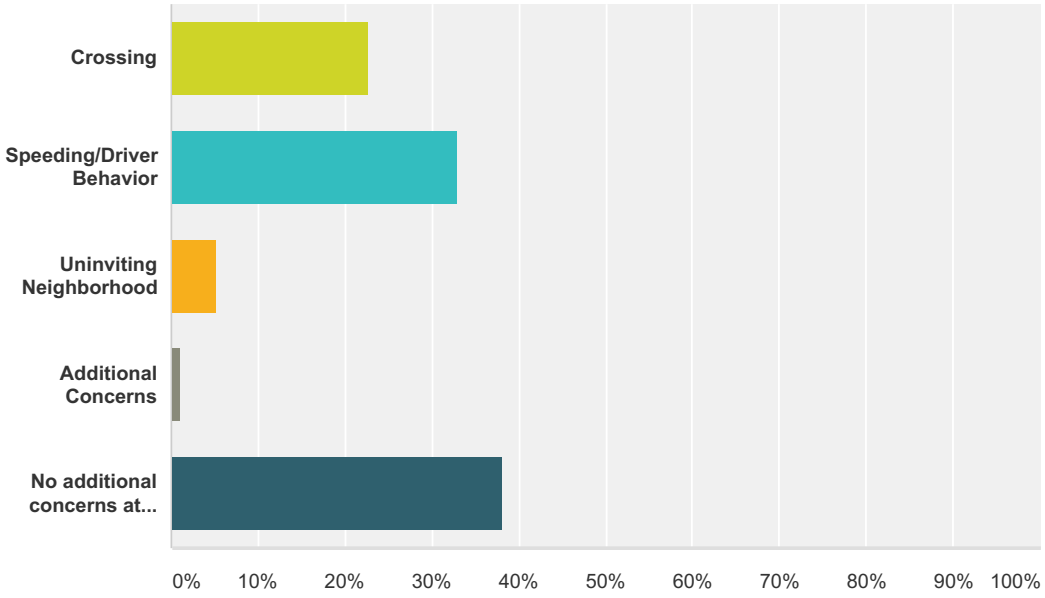
Answered: 94 Skipped: 235




| Answer Choices | Responses | |
|---|---|---|
| Smooth, level sidewalk | 39.36% | 37 |
| Widened sidewalk/pathway | 36.17% | 34 |
| Buffer or planting zone between street and sidewalk/pathway | 23.40% | 22 |
| Prefer a pathway instead of a concrete sidewalk | 23.40% | 22 |
| Other (please specify) | 47.87% | 45 |
| Total Respondents: 94 | | |

## Q8 What other CATEGORY OF CONCERN do you have about this location?

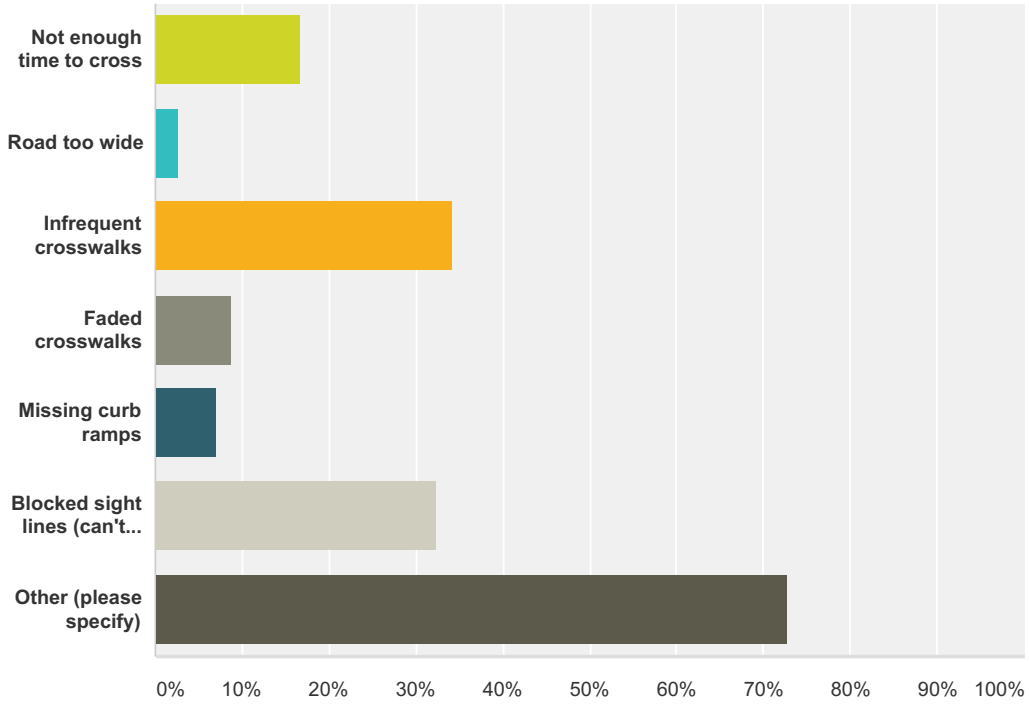
Answered: 97 Skipped: 232




| Answer Choices | Responses | |
|---|---|---|
| Crossing | **22.68%** | 22 |
| Speeding/Driver Behavior | **32.99%** | 32 |
| Uninviting Neighborhood | **5.15%** | 5 |
| Additional Concerns | **1.03%** | 1 |
| No additional concerns at this location | **38.14%** | 37 |
| **Total** | | **97** |

## Q9 What concerns about crossing do you have at this location? Check all that apply. (Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

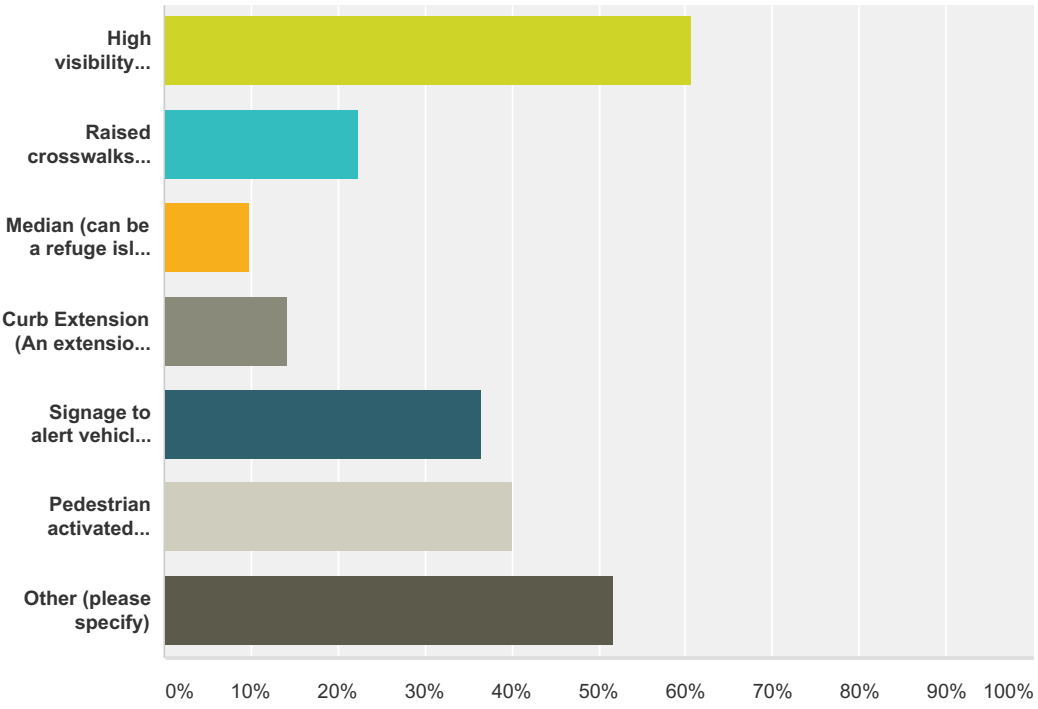
Answered: 114 Skipped: 215




| Answer Choices | Responses | |
|---|---|---|
| Not enough time to cross | **16.67%** | 19 |
| Road too wide | **2.63%** | 3 |
| Infrequent crosswalks | **34.21%** | 39 |
| Faded crosswalks | **8.77%** | 10 |
| Missing curb ramps | **7.02%** | 8 |
| Blocked sight lines (can't see vehicles approaching in order to cross safely) | **32.46%** | 37 |
| Other (please specify) | **72.81%** | 83 |
| **Total Respondents: 114** | | |

## Q10 What would you like to see as potential solutions for crossing concerns at this location? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

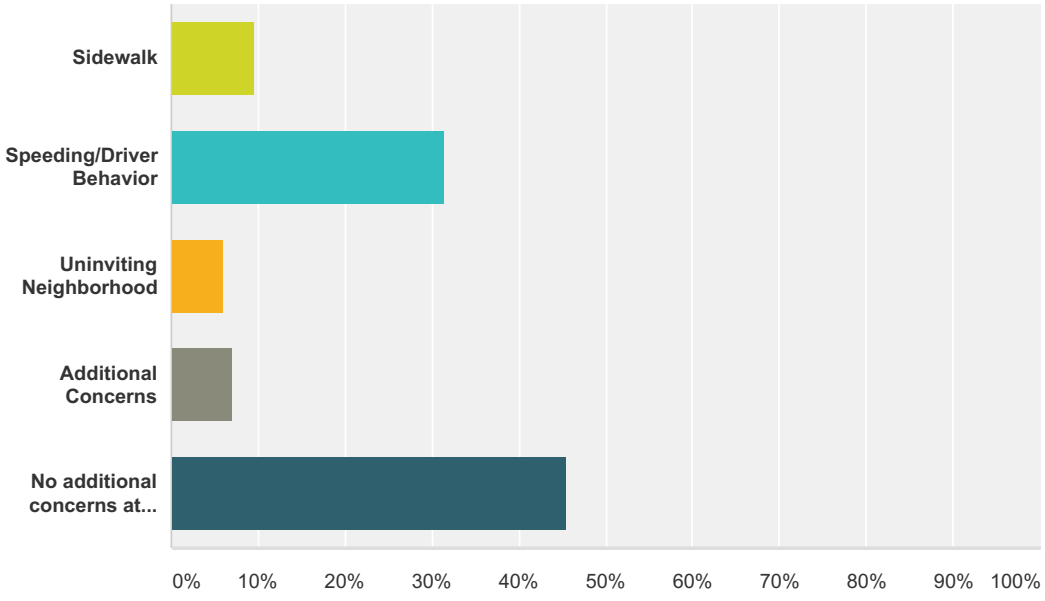
Answered: 112 Skipped: 217




| Answer Choices | Responses | |
|---|---|---|
| High visibility crosswalks | **60.71%** | 68 |
| Raised crosswalks (crosswalk is level with sidewalk) | **22.32%** | 25 |
| Median (can be a refuge island for pedestrians) | **9.82%** | 11 |
| Curb Extension (An extension of the curb to allow for more sidewalk space, greater pedestrian visibility, and slower vehicular turns) | **14.29%** | 16 |
| Signage to alert vehicles about pedestrians | **36.61%** | 41 |
| Pedestrian activated lights in the crosswalk | **40.18%** | 45 |
| Other (please specify) | **51.79%** | 58 |
| **Total Respondents: 112** | | |

## Q11 What other CATEGORY OF CONCERN do you have about this location?

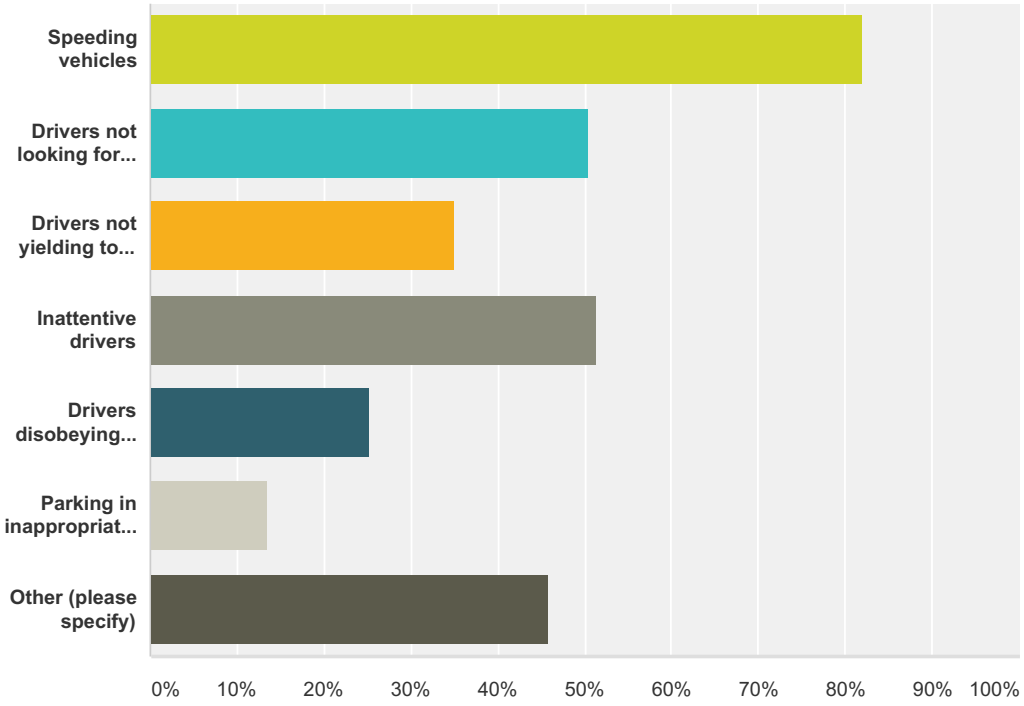
Answered: 114 Skipped: 215




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **9.65%** | 11 |
| Speeding/Driver Behavior | **31.58%** | 36 |
| Uninviting Neighborhood | **6.14%** | 7 |
| Additional Concerns | **7.02%** | 8 |
| No additional concerns at this location | **45.61%** | 52 |
| **Total** | | **114** |

## Q12 What concerns do you have about speeding/driver behavior at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

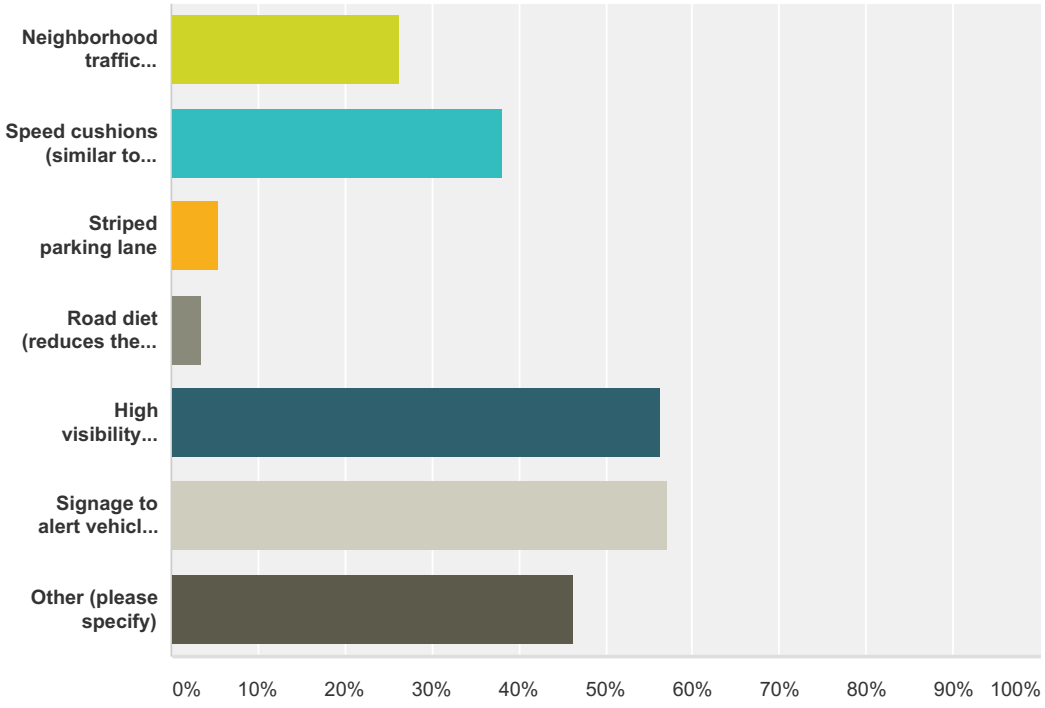
Answered: 111 Skipped: 218




| Answer Choices | Responses | |
|---|---|---|
| Speeding vehicles | 81.98% | 91 |
| Drivers not looking for pedestrians when turning | 50.45% | 56 |
| Drivers not yielding to pedestrians in the crosswalk | 35.14% | 39 |
| Inattentive drivers | 51.35% | 57 |
| Drivers disobeying signage | 25.23% | 28 |
| Parking in inappropriate locations (such as on sidewalks) | 13.51% | 15 |
| Other (please specify) | 45.95% | 51 |
| Total Respondents: 111 | | |

## Q13 What would you like to see as potential solutions for speeding/driver behavior at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

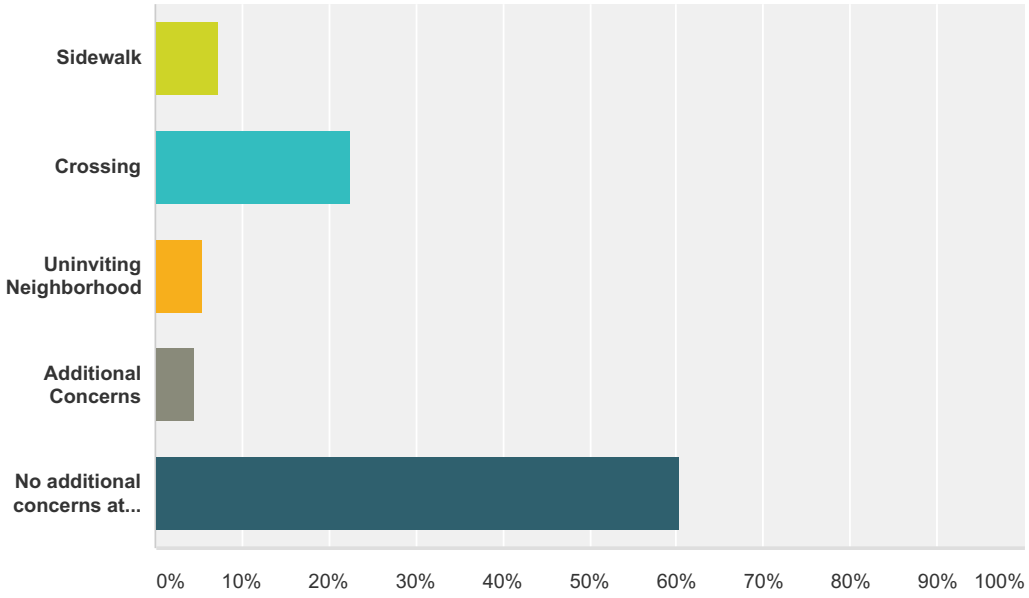
Answered: 110 Skipped: 219




| Answer Choices | Responses |
|---|---|
| Neighborhood traffic circle/Roundabout | **26.36%** 29 |
| Speed cushions (similar to speed bumps, but provide better access for emergency vehicles) | **38.18%** 42 |
| Striped parking lane | **5.45%** 6 |
| Road diet (reduces the number of through travel lanes and adds a center turn lane - typically turns a four lane road into a three lane road with two travel lanes and one center turn lane) | **3.64%** 4 |
| High visibility crosswalks | **56.36%** 62 |
| Signage to alert vehicles about pedestrians | **57.27%** 63 |
| Other (please specify) | **46.36%** 51 |
| **Total Respondents: 110** | |

## Q14 What other CATEGORY OF CONCERN do you have about this location?

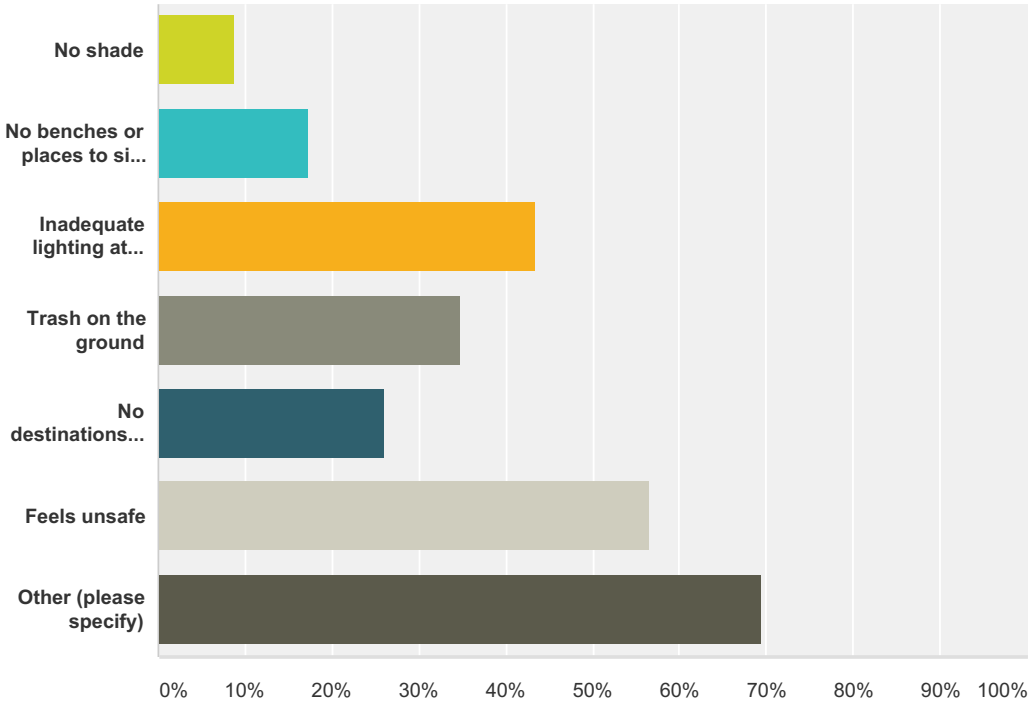
Answered: 111 Skipped: 218




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **7.21%** | 8 |
| Crossing | **22.52%** | 25 |
| Uninviting Neighborhood | **5.41%** | 6 |
| Additional Concerns | **4.50%** | 5 |
| No additional concerns at this location | **60.36%** | 67 |
| **Total** | | **111** |

## Q15 What makes this location uninviting to walk? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

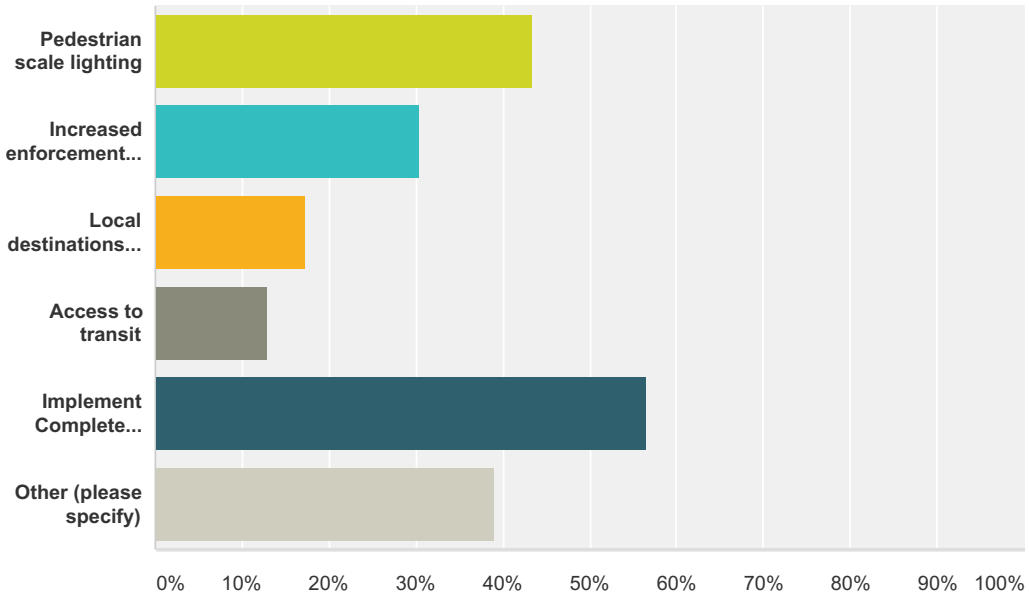
Answered: 23 Skipped: 306




| Answer Choices | Responses | |
|---|---|---|
| No shade | **8.70%** | 2 |
| No benches or places to sit and rest | **17.39%** | 4 |
| Inadequate lighting at night | **43.48%** | 10 |
| Trash on the ground | **34.78%** | 8 |
| No destinations within walking distance | **26.09%** | 6 |
| Feels unsafe | **56.52%** | 13 |
| Other (please specify) | **69.57%** | 16 |
| **Total Respondents: 23** | | |

## Q16 What would you like to see as potential solutions for making this location more inviting to walk? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

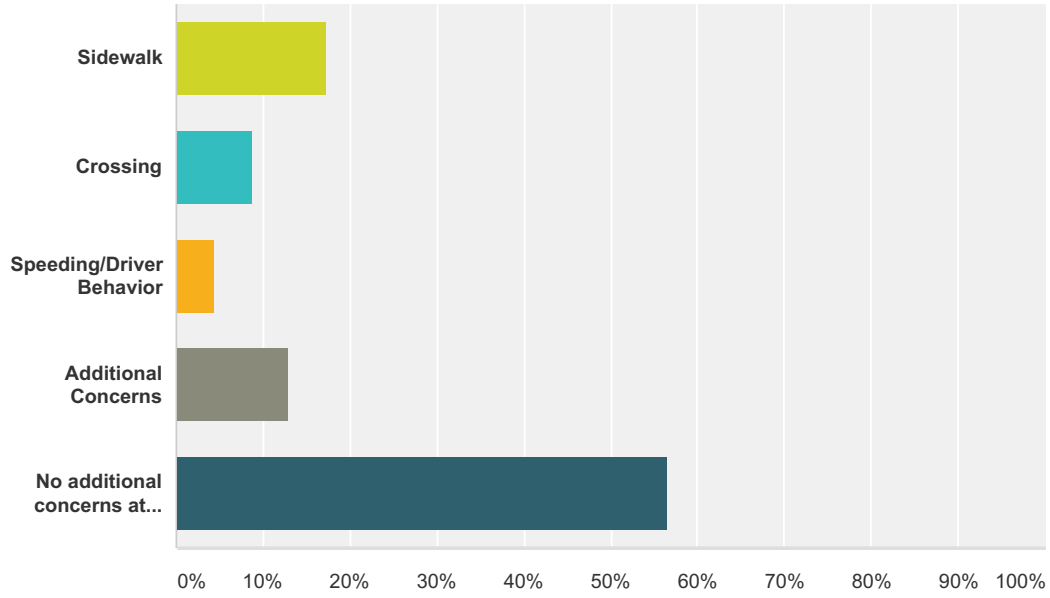
Answered: 23 Skipped: 306




| Answer Choices | Responses |
|---|---|
| Pedestrian scale lighting | 43.48% 10 |
| Increased enforcement presence (officers, mobile speed trailers, others) | 30.43% 7 |
| Local destinations nearby | 17.39% 4 |
| Access to transit | 13.04% 3 |
| Implement Complete Streets (planning for all modes of transportation within one corridor; walking, biking, cars, and public transportation) | 56.52% 13 |
| Other (please specify) | 39.13% 9 |
| **Total Respondents: 23** | |

## Q17 What other CATEGORY OF CONCERN do you have about this location?

Answered: 23 Skipped: 306



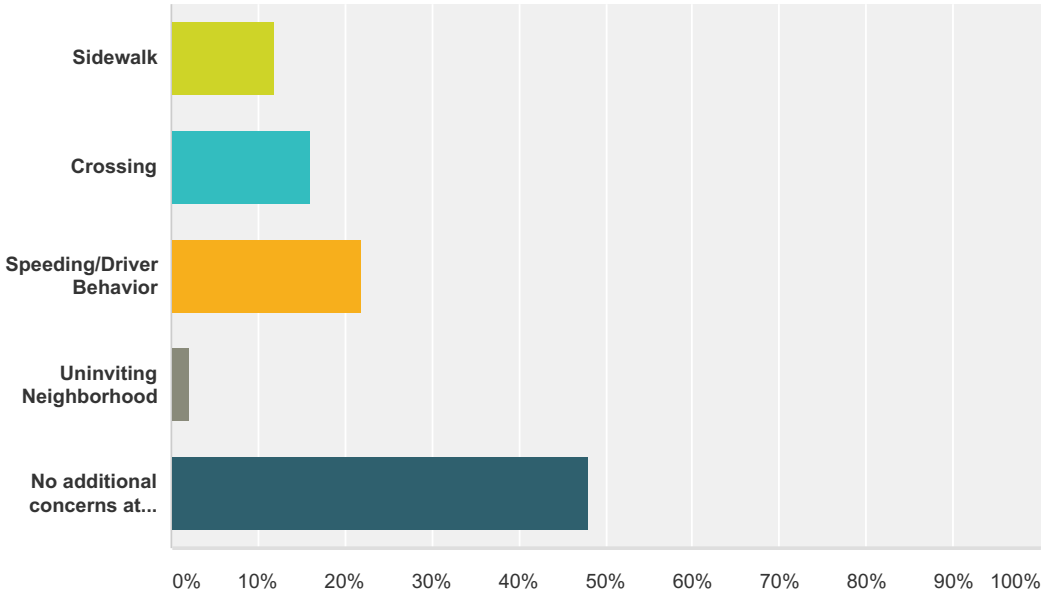

| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **17.39%** | 4 |
| Crossing | **8.70%** | 2 |
| Speeding/Driver Behavior | **4.35%** | 1 |
| Additional Concerns | **13.04%** | 3 |
| No additional concerns at this location | **56.52%** | 13 |
| **Total** | | **23** |

## Q18 What additional concerns do you have that do not fit into the categories provided?

Answered: 48 Skipped: 281

## Q19 What other CATEGORY OF CONCERN do you have about this location?

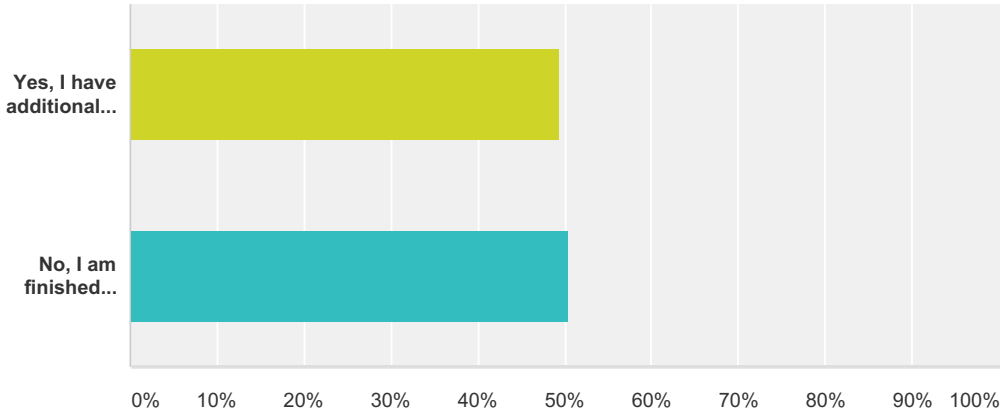
Answered: 50 Skipped: 279




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **12.00%** | 6 |
| Crossing | **16.00%** | 8 |
| Speeding/Driver Behavior | **22.00%** | 11 |
| Uninviting Neighborhood | **2.00%** | 1 |
| No additional concerns at this location | **48.00%** | 24 |
| **Total** | | **50** |

## Q20 Do you have additional locations for which you would like to provide input?

Answered: 192 Skipped: 137



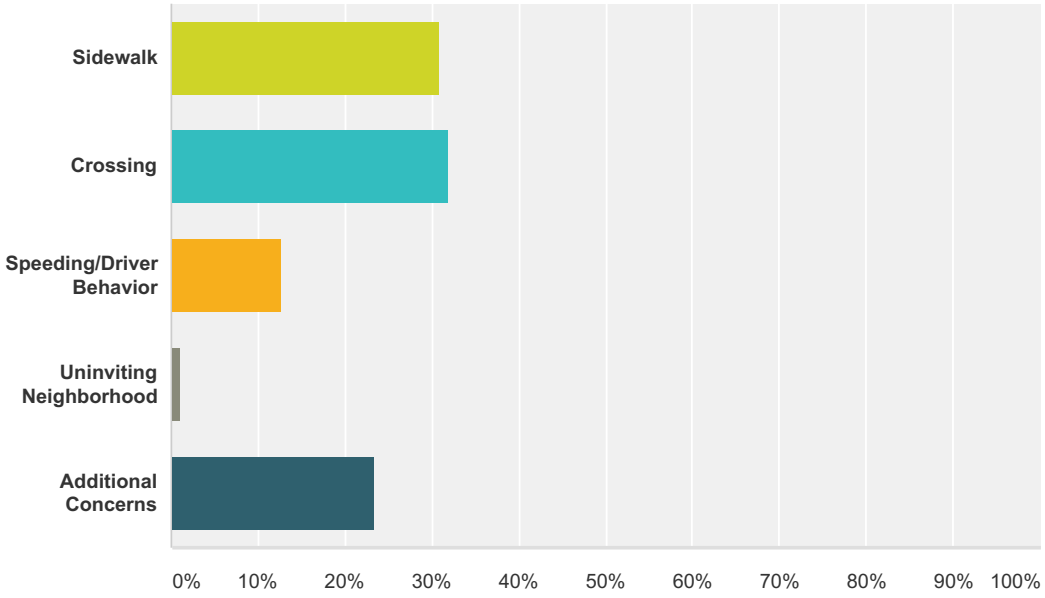

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have additional locations | **49.48%** | 95 |
| No, I am finished providing input | **50.52%** | 97 |
| **Total** | | **192** |

## Q21 Your 2nd Location of Concern: For an intersection, please provide the cross streetsFor a corridor, please provide the cross streets at the beginning and end of the corridor of concernExamples: Intersection of Anywhere Ave. & C StreetCorridor of Anywhere Ave. from A Street to C Street

Answered: 94 Skipped: 235

## Q22 What concerns do you have about this location? (If you have multiple categories of concern, you will be able to address each as you move through this survey, one at a time.)

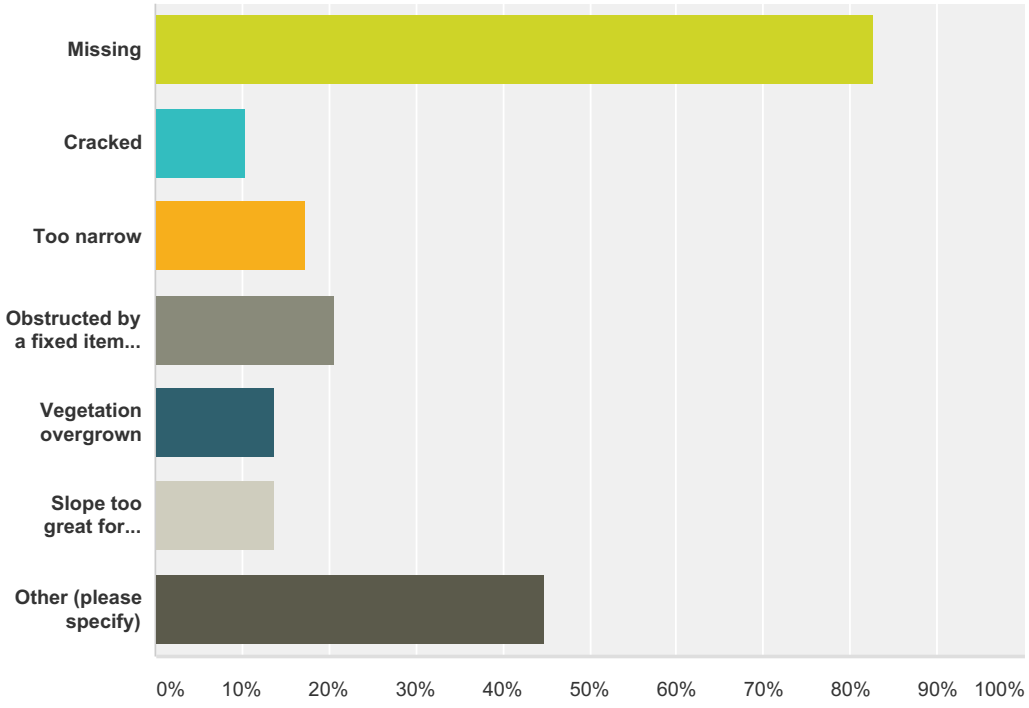
Answered: 94 Skipped: 235




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **30.85%** | 29 |
| Crossing | **31.91%** | 30 |
| Speeding/Driver Behavior | **12.77%** | 12 |
| Uninviting Neighborhood | **1.06%** | 1 |
| Additional Concerns | **23.40%** | 22 |
| **Total** | | **94** |

## Q23 What concerns do you have about sidewalks at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

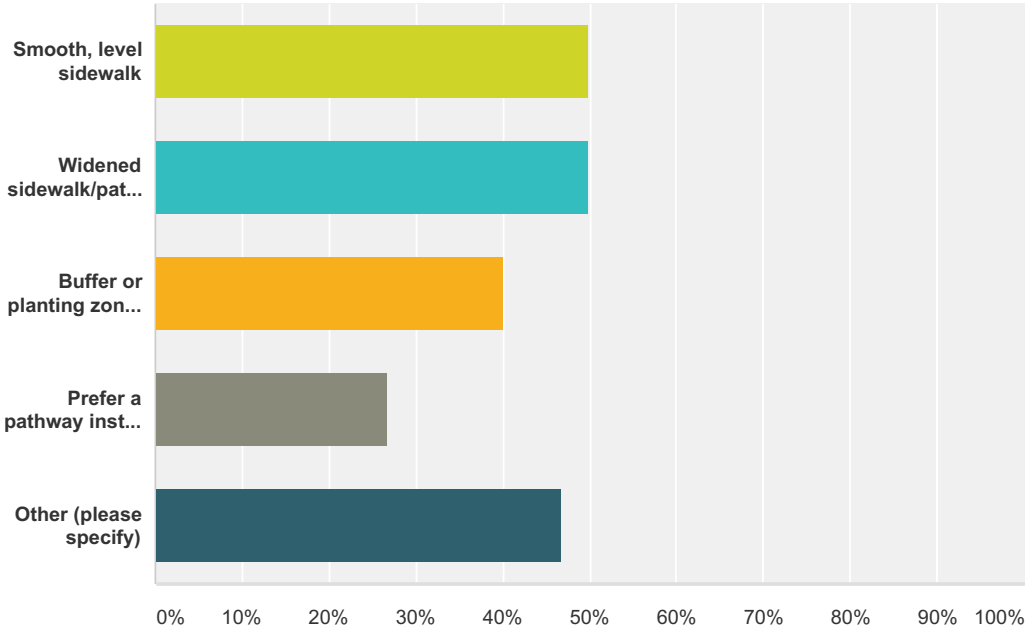
Answered: 29 Skipped: 300




| Answer Choices | Responses | |
|---|---|---|
| Missing | **82.76%** | 24 |
| Cracked | **10.34%** | 3 |
| Too narrow | **17.24%** | 5 |
| Obstructed by a fixed item (sign post/tree) | **20.69%** | 6 |
| Vegetation overgrown | **13.79%** | 4 |
| Slope too great for wheelchairs or strollers (such as at a driveway or vehicle entrance into a parking lot) | **13.79%** | 4 |
| Other (please specify) | **44.83%** | 13 |
| **Total Respondents: 29** | | |

## Q24 What would you like to see as a potential solution for your sidewalk concerns at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

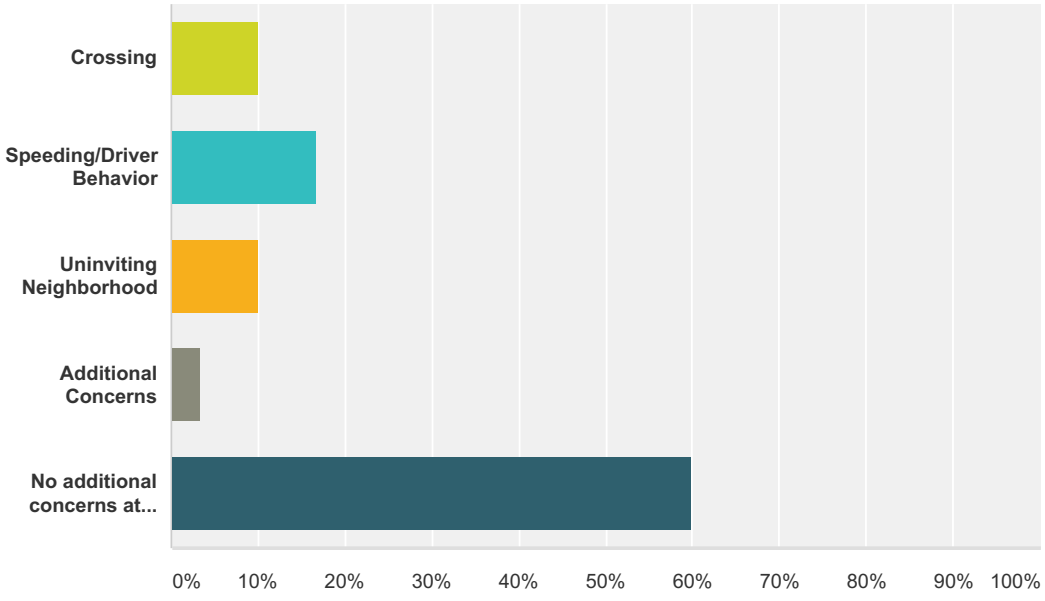
Answered: 30 Skipped: 299




| Answer Choices | Responses | |
|---|---|---|
| Smooth, level sidewalk | 50.00% | 15 |
| Widened sidewalk/pathway | 50.00% | 15 |
| Buffer or planting zone between street and sidewalk/pathway | 40.00% | 12 |
| Prefer a pathway instead of a concrete sidewalk | 26.67% | 8 |
| Other (please specify) | 46.67% | 14 |
| Total Respondents: 30 | | |

## Q25 What other CATEGORY OF CONCERN do you have about this location?

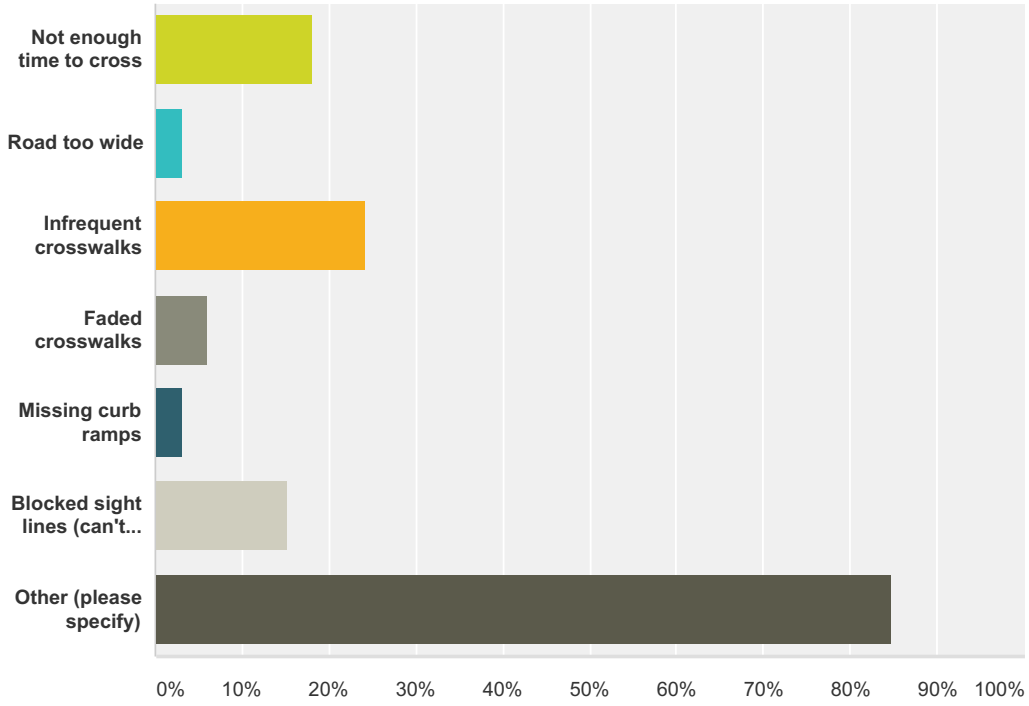
Answered: 30 Skipped: 299




| Answer Choices | Responses | |
|---|---|---|
| Crossing | **10.00%** | 3 |
| Speeding/Driver Behavior | **16.67%** | 5 |
| Uninviting Neighborhood | **10.00%** | 3 |
| Additional Concerns | **3.33%** | 1 |
| No additional concerns at this location | **60.00%** | 18 |
| **Total** | | **30** |

## Q26 What concerns about crossing do you have at this location? Check all that apply. (Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

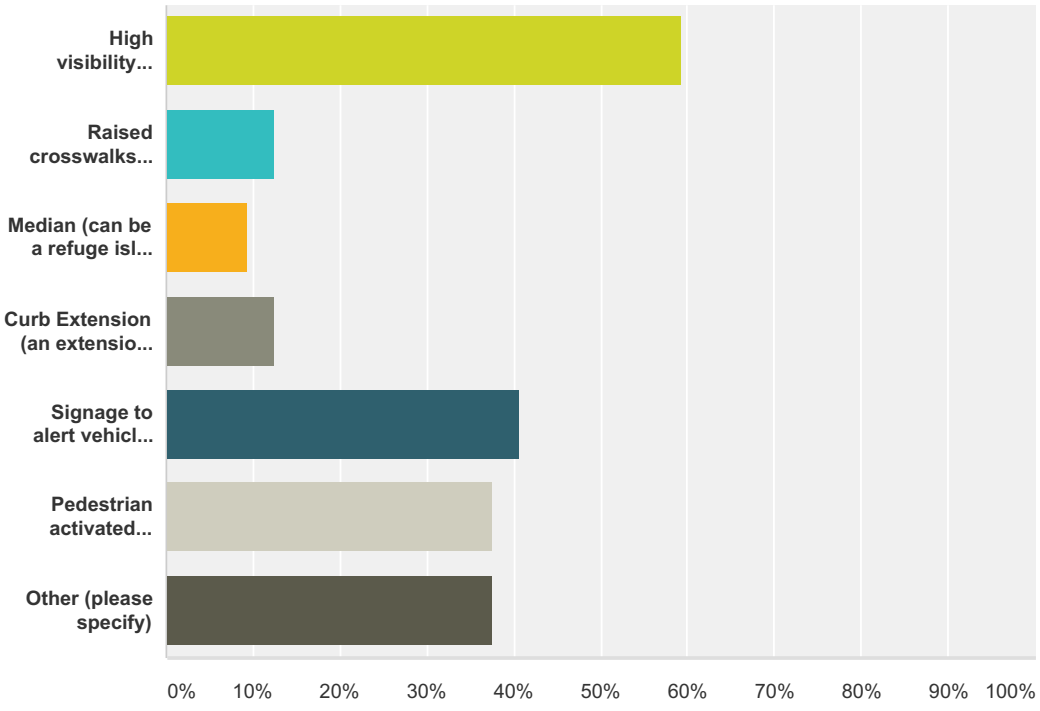
Answered: 33 Skipped: 296




| Answer Choices | Responses | |
|---|---|---|
| Not enough time to cross | 18.18% | 6 |
| Road too wide | 3.03% | 1 |
| Infrequent crosswalks | 24.24% | 8 |
| Faded crosswalks | 6.06% | 2 |
| Missing curb ramps | 3.03% | 1 |
| Blocked sight lines (can't see vehicles approaching in order to cross safely) | 15.15% | 5 |
| Other (please specify) | 84.85% | 28 |
| Total Respondents: 33 | | |

## Q27 What would you like to see as potential solutions for crossing concerns at this location? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

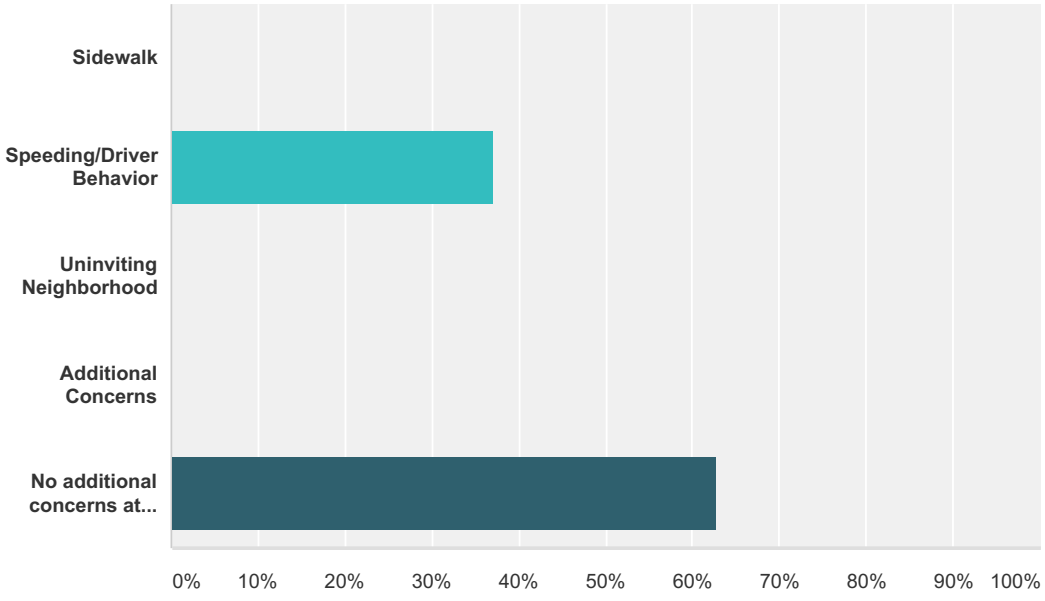
Answered: 32 Skipped: 297




| Answer Choices | Responses | |
|---|---|---|
| High visibility crosswalks | 59.38% | 19 |
| Raised crosswalks (crosswalk is level with sidewalk) | 12.50% | 4 |
| Median (can be a refuge island for pedestrians) | 9.38% | 3 |
| Curb Extension (an extension of the curb to allow for more sidewalk space, greater pedestrian visibility, and slower vehicular turns) | 12.50% | 4 |
| Signage to alert vehicles about pedestrians | 40.63% | 13 |
| Pedestrian activated lights in the crosswalk | 37.50% | 12 |
| Other (please specify) | 37.50% | 12 |
| **Total Respondents: 32** | | |

## Q28 What other CATEGORY OF CONCERN do you have about this location?

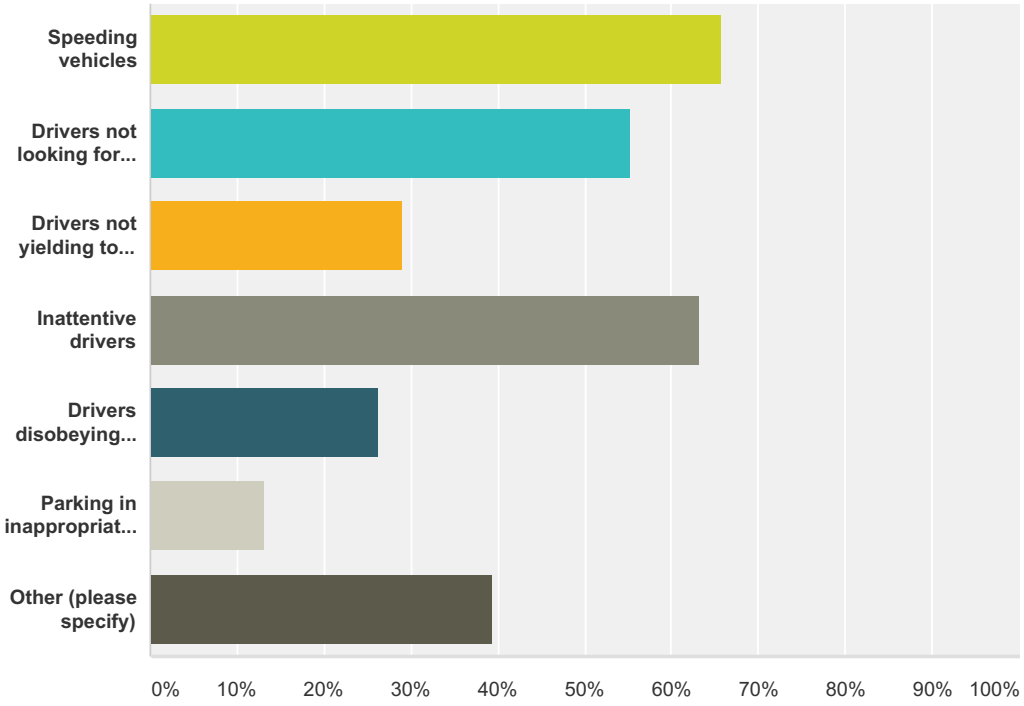
Answered: 35 Skipped: 294




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Speeding/Driver Behavior | **37.14%** | 13 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **62.86%** | 22 |
| **Total** | | **35** |

## Q29 What concerns do you have about speeding/driver behavior at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

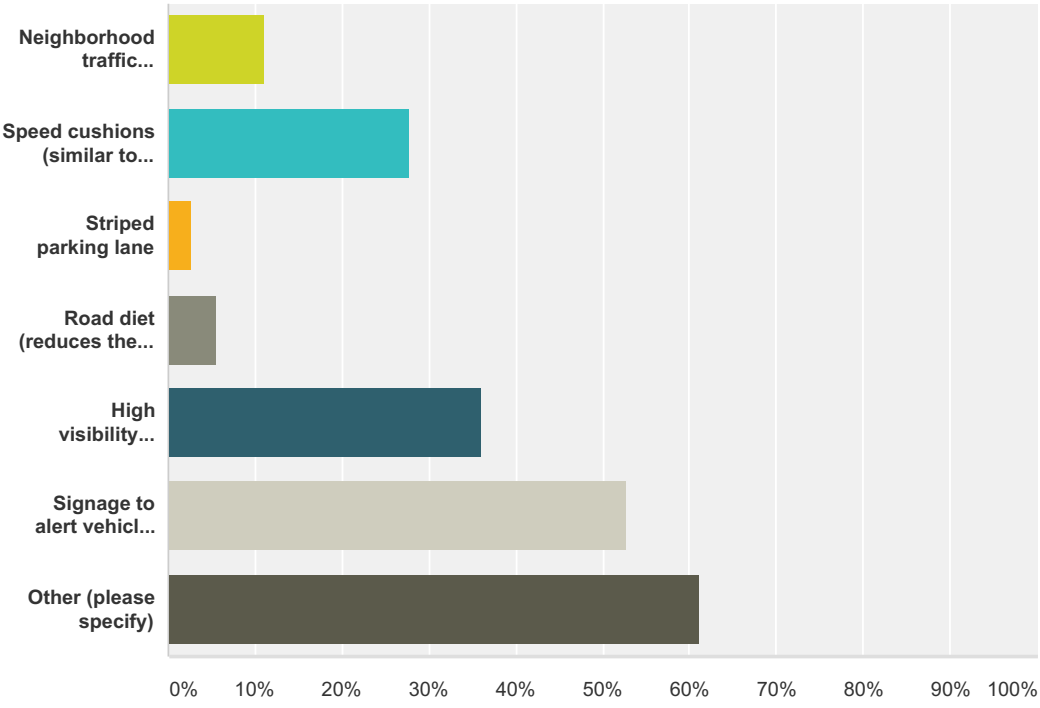
Answered: 38 Skipped: 291




| Answer Choices | Responses | |
|---|---|---|
| Speeding vehicles | 65.79% | 25 |
| Drivers not looking for pedestrians when turning | 55.26% | 21 |
| Drivers not yielding to pedestrians in the crosswalk | 28.95% | 11 |
| Inattentive drivers | 63.16% | 24 |
| Drivers disobeying signage | 26.32% | 10 |
| Parking in inappropriate locations (such as on sidewalks) | 13.16% | 5 |
| Other (please specify) | 39.47% | 15 |
| Total Respondents: 38 | | |

## Q30 What would you like to see as potential solutions for speeding/driver behavior at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

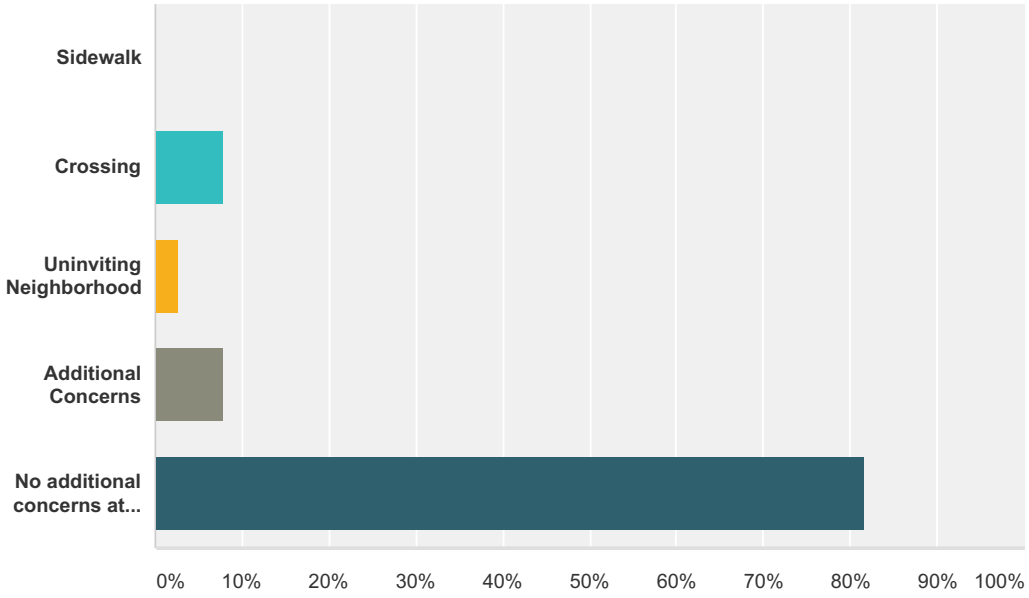
Answered: 36 Skipped: 293




| Answer Choices | Responses |
|---|---|
| Neighborhood traffic circle/Roundabout | 11.11% 4 |
| Speed cushions (similar to speed bumps, but provide better access for emergency vehicles) | 27.78% 10 |
| Striped parking lane | 2.78% 1 |
| Road diet (reduces the number of through travel lanes and adds a center turn lane - typically turns a four lane road into a three lane road with two travel lanes and one center turn lane) | 5.56% 2 |
| High visibility crosswalks | 36.11% 13 |
| Signage to alert vehicles about pedestrians | 52.78% 19 |
| Other (please specify) | 61.11% 22 |
| **Total Respondents: 36** | |

## Q31 What other CATEGORY OF CONCERN do you have about this location?

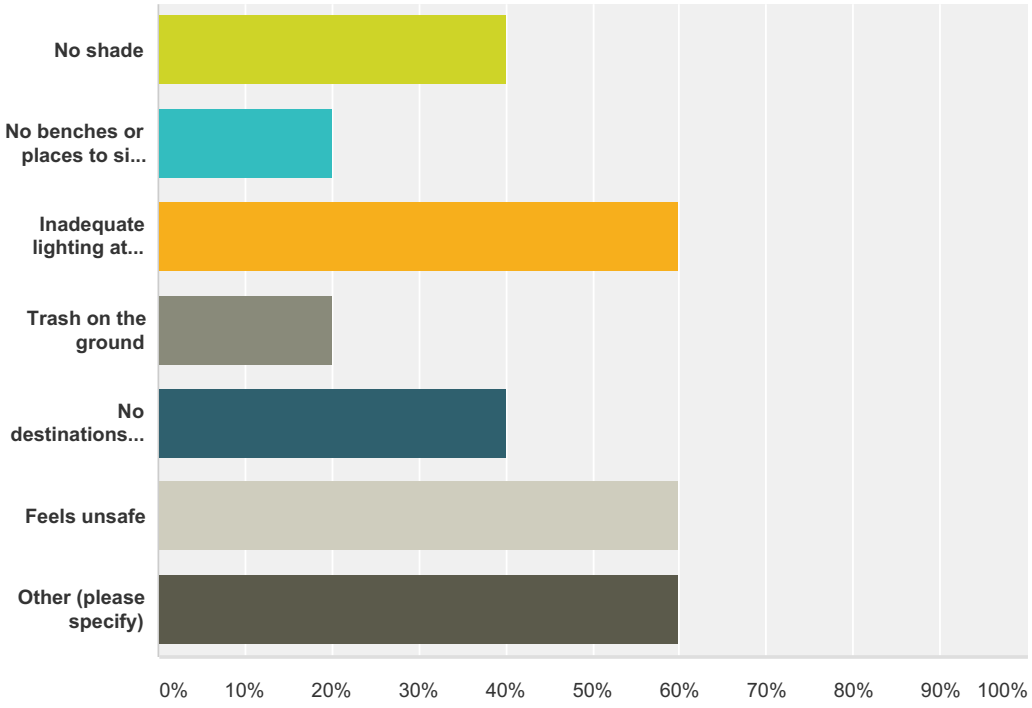
Answered: 38 Skipped: 291




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **7.89%** | 3 |
| Uninviting Neighborhood | **2.63%** | 1 |
| Additional Concerns | **7.89%** | 3 |
| No additional concerns at this location | **81.58%** | 31 |
| **Total** | | **38** |

## Q32 What makes this location uninviting to walk? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

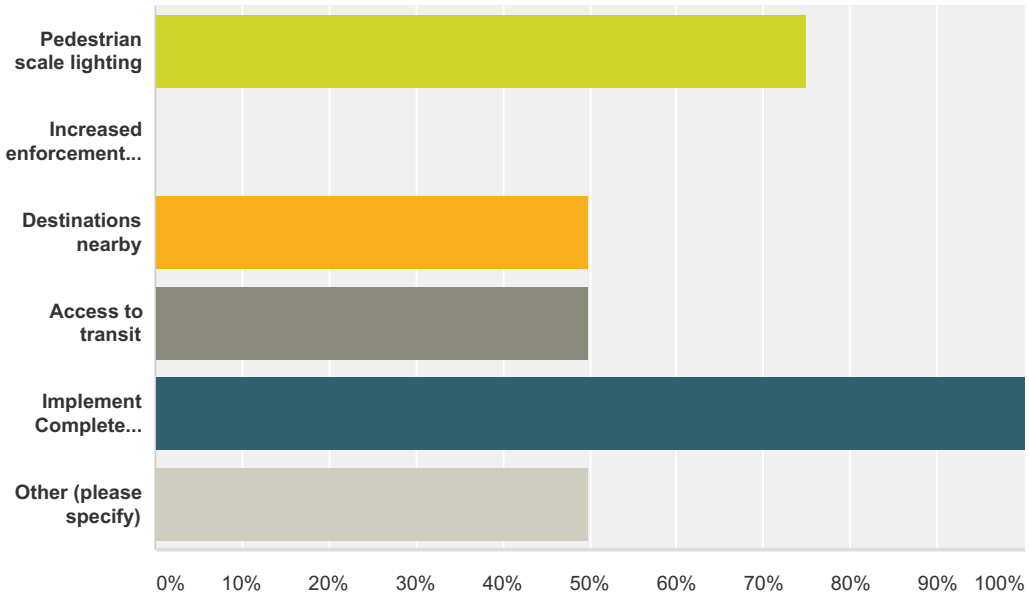
Answered: 5 Skipped: 324




| Answer Choices | Responses | |
|---|---|---|
| No shade | **40.00%** | 2 |
| No benches or places to sit and rest | **20.00%** | 1 |
| Inadequate lighting at night | **60.00%** | 3 |
| Trash on the ground | **20.00%** | 1 |
| No destinations within walking distance | **40.00%** | 2 |
| Feels unsafe | **60.00%** | 3 |
| Other (please specify) | **60.00%** | 3 |
| **Total Respondents: 5** | | |

## Q33 What would you like to see as potential solutions for making this location more inviting to walk? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

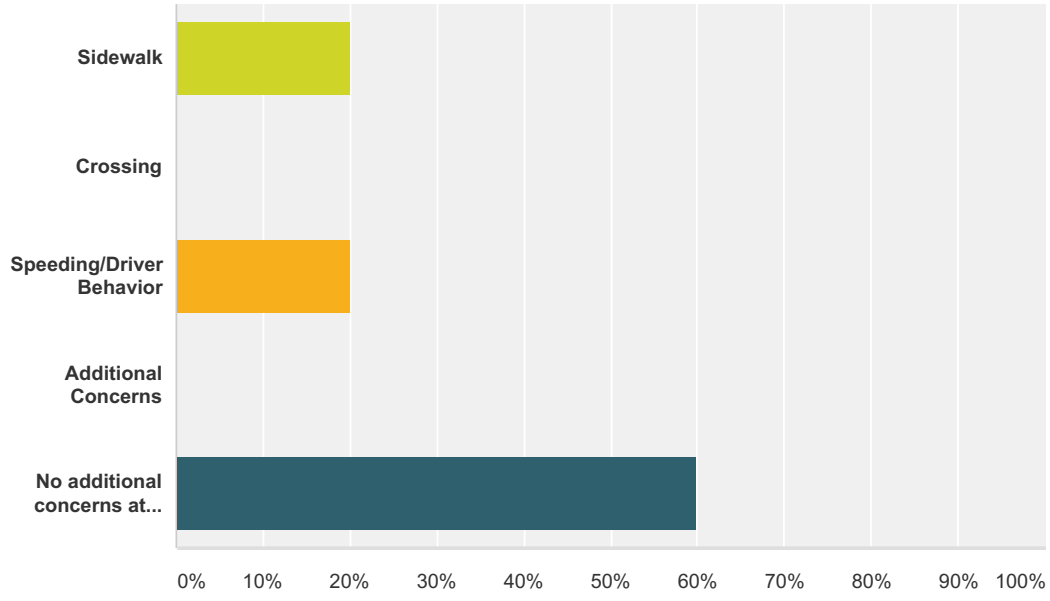
Answered: 4 Skipped: 325




| Answer Choices | Responses | |
|---|---|---|
| Pedestrian scale lighting | 75.00% | 3 |
| Increased enforcement presence (officers, mobile speed trailers, others) | 0.00% | 0 |
| Destinations nearby | 50.00% | 2 |
| Access to transit | 50.00% | 2 |
| Implement Complete Streets (planning for all modes of transportation within one corridor, walking, biking, cars, public transportation) | 100.00% | 4 |
| Other (please specify) | 50.00% | 2 |
| **Total Respondents: 4** | | |

## Q34 What other CATEGORY OF CONCERN do you have about this location?

Answered: 5 Skipped: 324



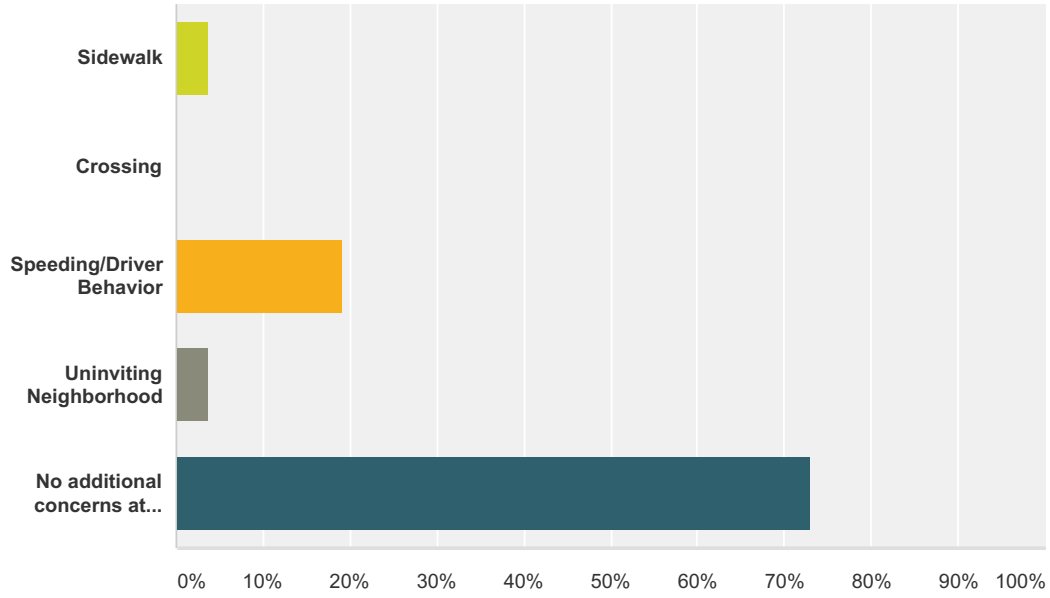

| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **20.00%** | 1 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **20.00%** | 1 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **60.00%** | 3 |
| **Total** | | **5** |

## Q35 What additional concerns do you have that do not fit into the categories provided?

Answered: 25 Skipped: 304

## Q36 What additional CATEGORY OF CONCERN do you have about this location?

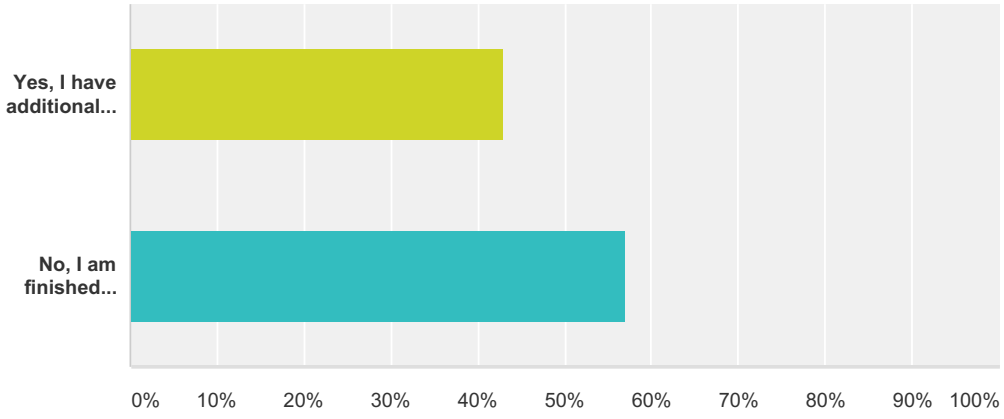
Answered: 26 Skipped: 303




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **3.85%** | 1 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **19.23%** | 5 |
| Uninviting Neighborhood | **3.85%** | 1 |
| No additional concerns at this location | **73.08%** | 19 |
| **Total** | | **26** |

## Q37 Do you have additional locations for which you would like to provide input?

Answered: 93 Skipped: 236



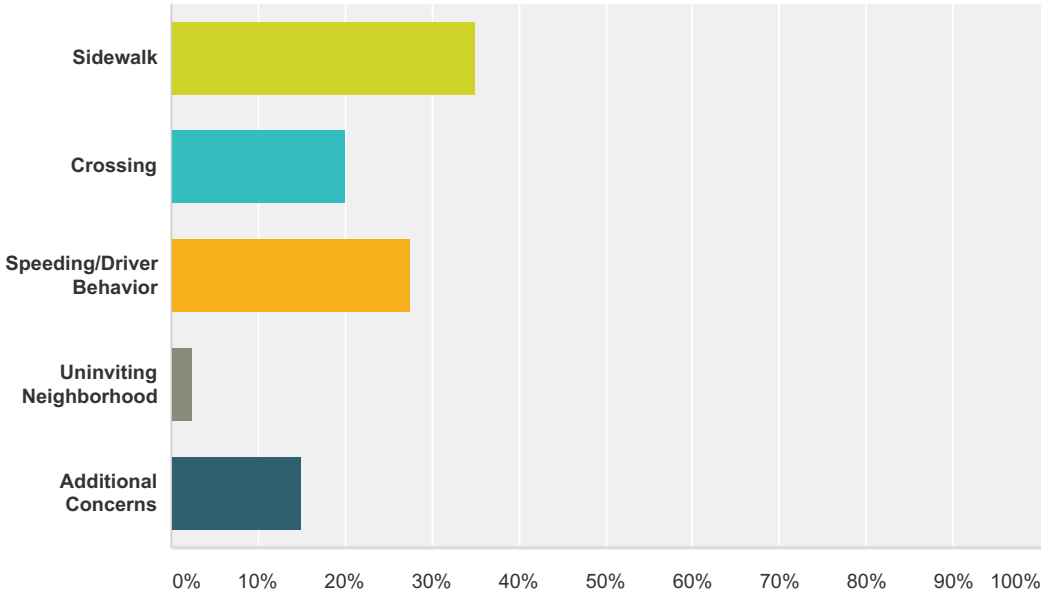

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have additional locations | **43.01%** | 40 |
| No, I am finished providing input | **56.99%** | 53 |
| **Total** | | **93** |

## Q38 Your 3rd Location of Concern: For an Intersection, please provide the cross streetsFor a corridor, please provide the cross streets at the beginning and end of the corridor of concernExamples: Intersection of Anywhere Ave. & C StreetCorridor of Anywhere Ave. from A Street to C Street

Answered: 40 Skipped: 289

## Q39 What concerns do you have about this location? (If you have multiple categories of concern, you will be able to address each as you move through this survey, one at a time.)

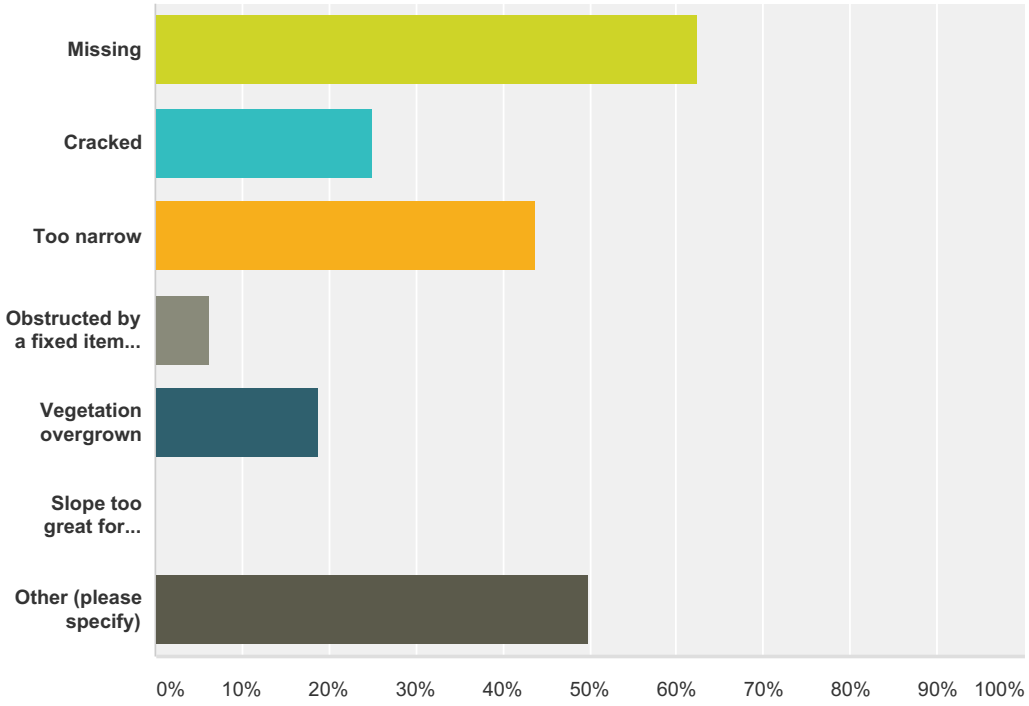
Answered: 40 Skipped: 289




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **35.00%** | 14 |
| Crossing | **20.00%** | 8 |
| Speeding/Driver Behavior | **27.50%** | 11 |
| Uninviting Neighborhood | **2.50%** | 1 |
| Additional Concerns | **15.00%** | 6 |
| **Total** | | **40** |

## Q40 What concerns do you have about sidewalks at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

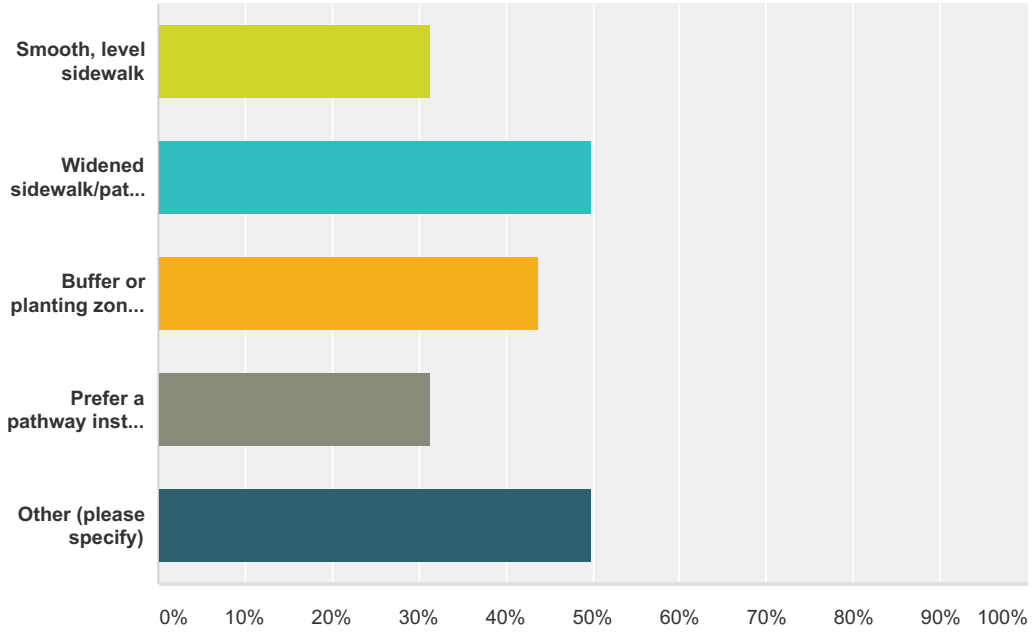
Answered: 16 Skipped: 313




| Answer Choices | Responses | |
|---|---|---|
| Missing | **62.50%** | 10 |
| Cracked | **25.00%** | 4 |
| Too narrow | **43.75%** | 7 |
| Obstructed by a fixed item (sign post/tree) | **6.25%** | 1 |
| Vegetation overgrown | **18.75%** | 3 |
| Slope too great for wheelchairs or strollers (such as at a driveway or vehicle entrance into a parking lot) | **0.00%** | 0 |
| Other (please specify) | **50.00%** | 8 |
| **Total Respondents: 16** | | |

## Q41 What would you like to see as a potential solution for your sidewalk concerns at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

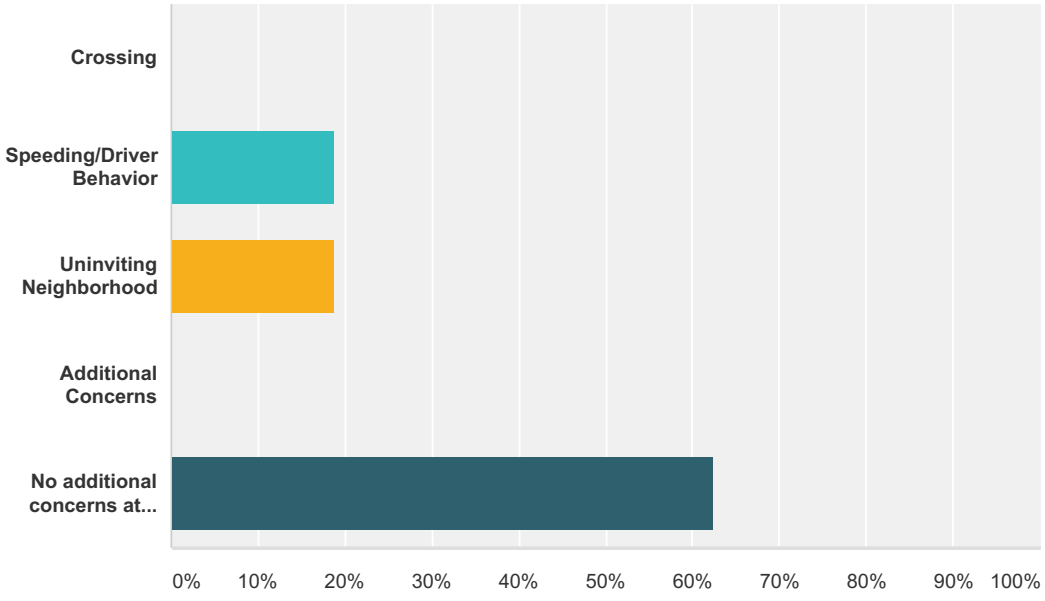
Answered: 16 Skipped: 313




| Answer Choices | Responses | |
|---|---|---|
| Smooth, level sidewalk | 31.25% | 5 |
| Widened sidewalk/pathway | 50.00% | 8 |
| Buffer or planting zone between street and sidewalk/pathway | 43.75% | 7 |
| Prefer a pathway instead of a concrete sidewalk | 31.25% | 5 |
| Other (please specify) | 50.00% | 8 |
| Total Respondents: 16 | | |

## Q42 What other CATEGORY OF CONCERN do you have about this location?

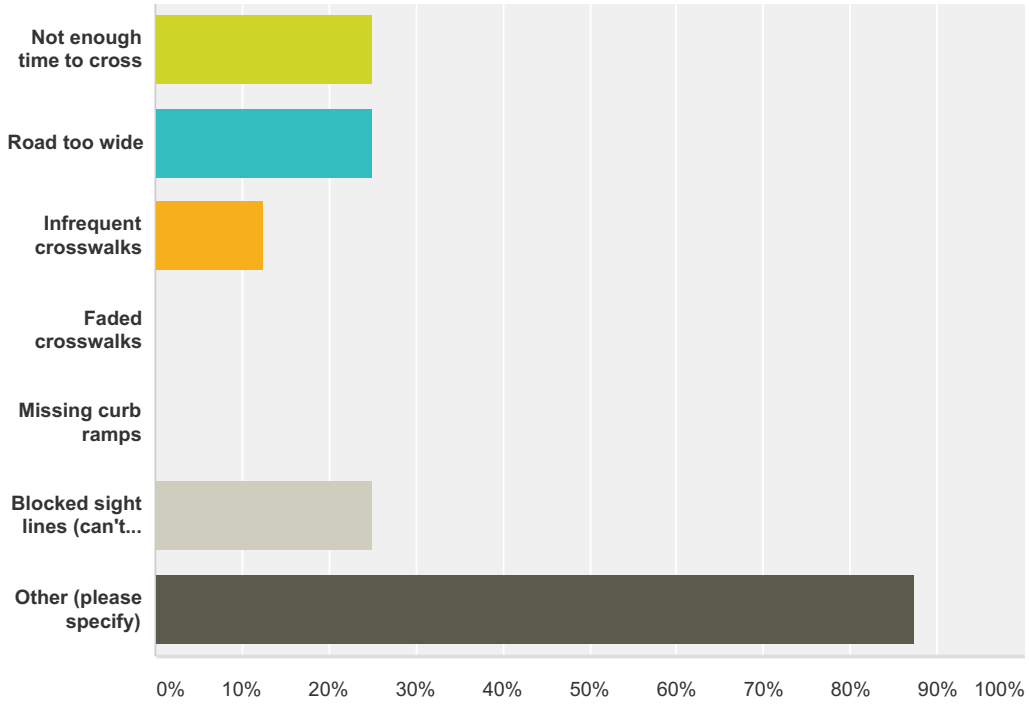
Answered: 16 Skipped: 313




| Answer Choices | Responses | |
|---|---|---|
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **18.75%** | 3 |
| Uninviting Neighborhood | **18.75%** | 3 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **62.50%** | 10 |
| **Total** | | **16** |

## Q43 What concerns about crossing do you have at this location? Check all that apply. (Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

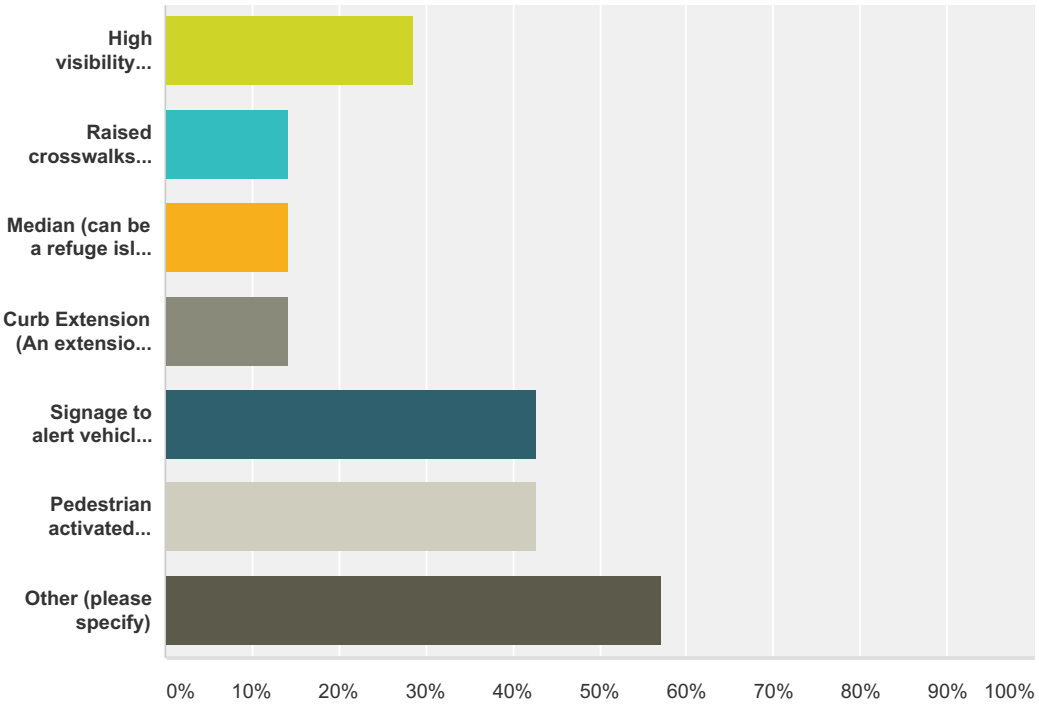
Answered: 8 Skipped: 321




| Answer Choices | Responses | |
|---|---|---|
| Not enough time to cross | 25.00% | 2 |
| Road too wide | 25.00% | 2 |
| Infrequent crosswalks | 12.50% | 1 |
| Faded crosswalks | 0.00% | 0 |
| Missing curb ramps | 0.00% | 0 |
| Blocked sight lines (can't see vehicles approaching in order to cross safely) | 25.00% | 2 |
| Other (please specify) | 87.50% | 7 |
| Total Respondents: 8 | | |

## Q44 What would you like to see as potential solutions for crossing concerns at this location? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

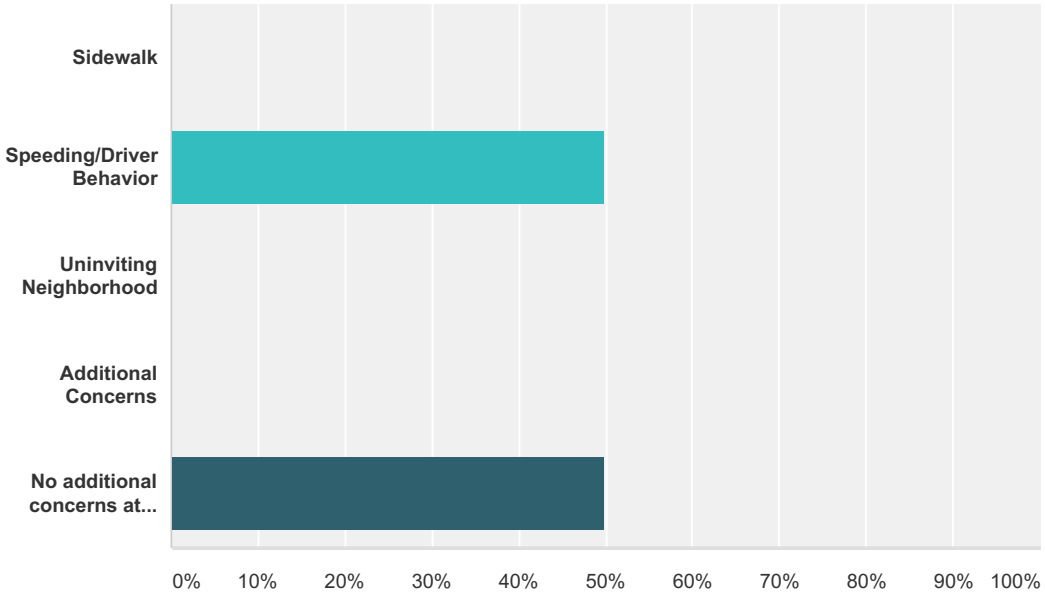
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| High visibility crosswalks | 28.57% | 2 |
| Raised crosswalks (crosswalk is level with sidewalk) | 14.29% | 1 |
| Median (can be a refuge island for pedestrians) | 14.29% | 1 |
| Curb Extension (An extension of the curb to allow for more sidewalk space, greater pedestrian visibility, and slower vehicular turns) | 14.29% | 1 |
| Signage to alert vehicles about pedestrians | 42.86% | 3 |
| Pedestrian activated lights in the crosswalk | 42.86% | 3 |
| Other (please specify) | 57.14% | 4 |
| **Total Respondents: 7** | | |

## Q45 What other CATEGORY OF CONCERN do you have about this location?

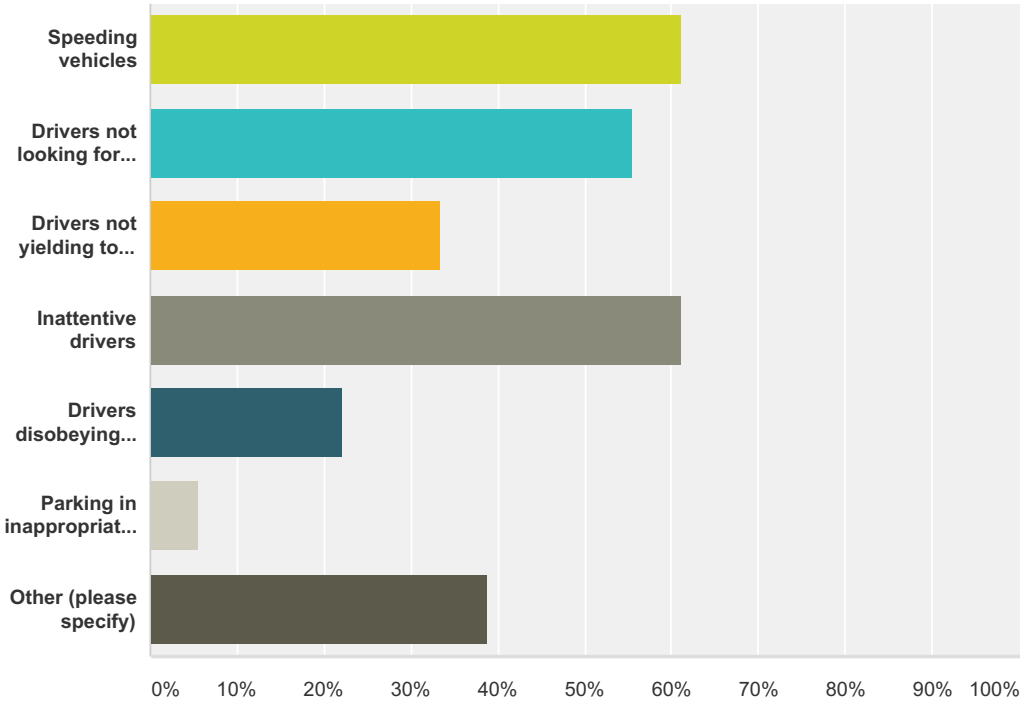
Answered: 8 Skipped: 321




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Speeding/Driver Behavior | **50.00%** | 4 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **50.00%** | 4 |
| **Total** | | **8** |

## Q46 What concerns do you have about speeding/driver behavior at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

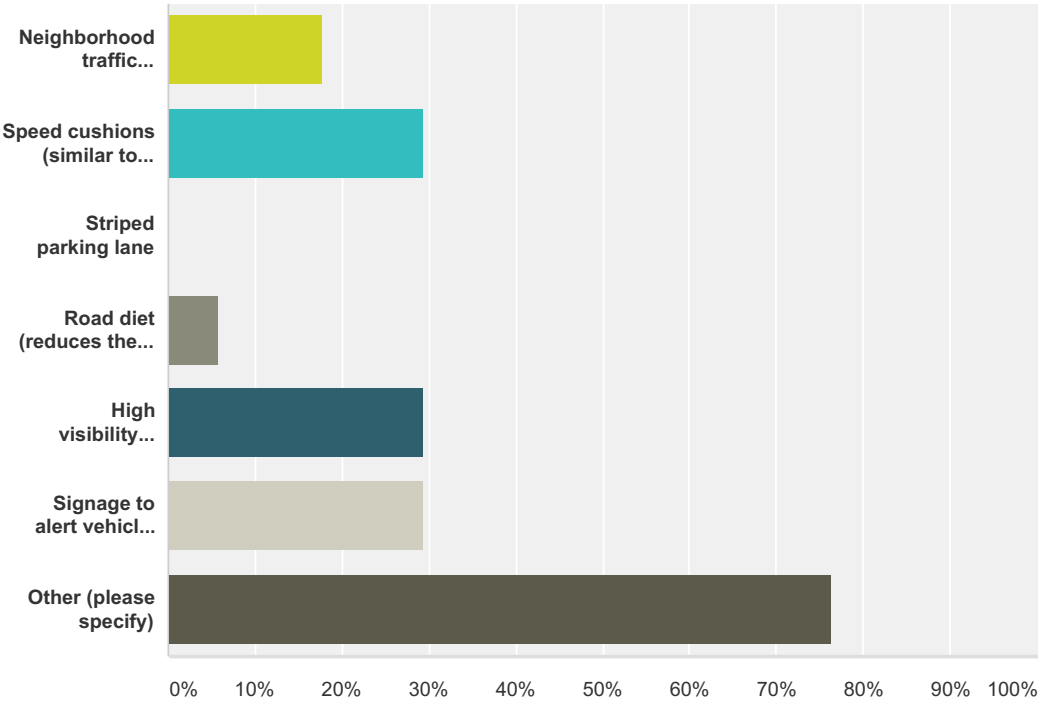
Answered: 18 Skipped: 311




| Answer Choices | Responses | |
|---|---|---|
| Speeding vehicles | 61.11% | 11 |
| Drivers not looking for pedestrians when turning | 55.56% | 10 |
| Drivers not yielding to pedestrians in the crosswalk | 33.33% | 6 |
| Inattentive drivers | 61.11% | 11 |
| Drivers disobeying signage | 22.22% | 4 |
| Parking in inappropriate locations (such as on sidewalks) | 5.56% | 1 |
| Other (please specify) | 38.89% | 7 |
| Total Respondents: 18 | | |

## Q47 What would you like to see as potential solutions for speeding/driver behavior at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

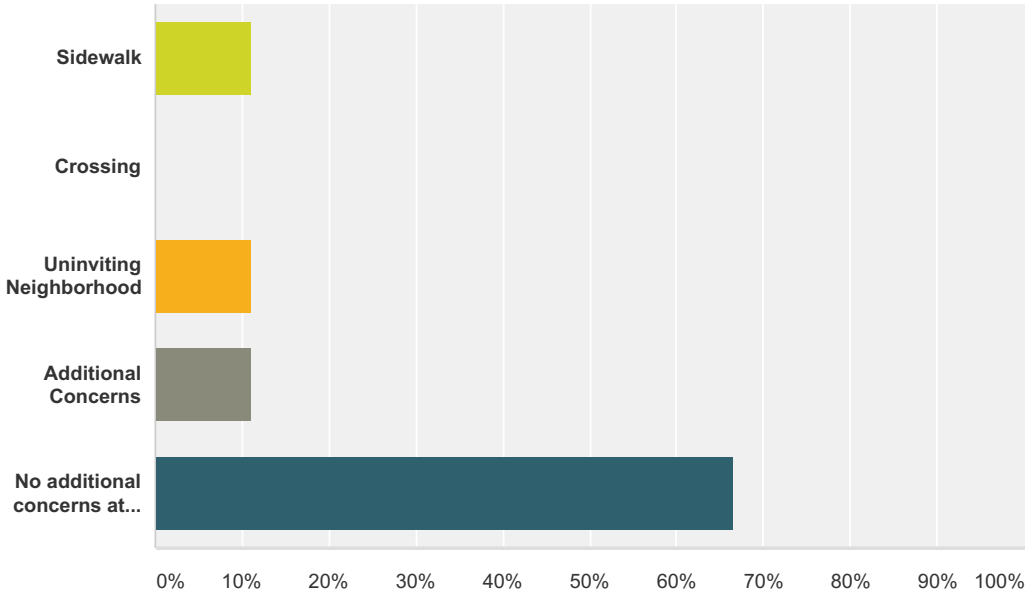
Answered: 17 Skipped: 312




| Answer Choices | Responses |
|---|---|
| Neighborhood traffic circle/Roundabout | 17.65% 3 |
| Speed cushions (similar to speed bumps, but provide better access for emergency vehicles) | 29.41% 5 |
| Striped parking lane | 0.00% 0 |
| Road diet (reduces the number of through travel lanes and adds a center turn lane - typically turns a four lane road into a three lane road with two travel lanes and one center turn lane) | 5.88% 1 |
| High visibility crosswalks | 29.41% 5 |
| Signage to alert vehicles about pedestrians | 29.41% 5 |
| Other (please specify) | 76.47% 13 |
| **Total Respondents: 17** | |

## Q48 What other CATEGORY OF CONCERN do you have about this location?

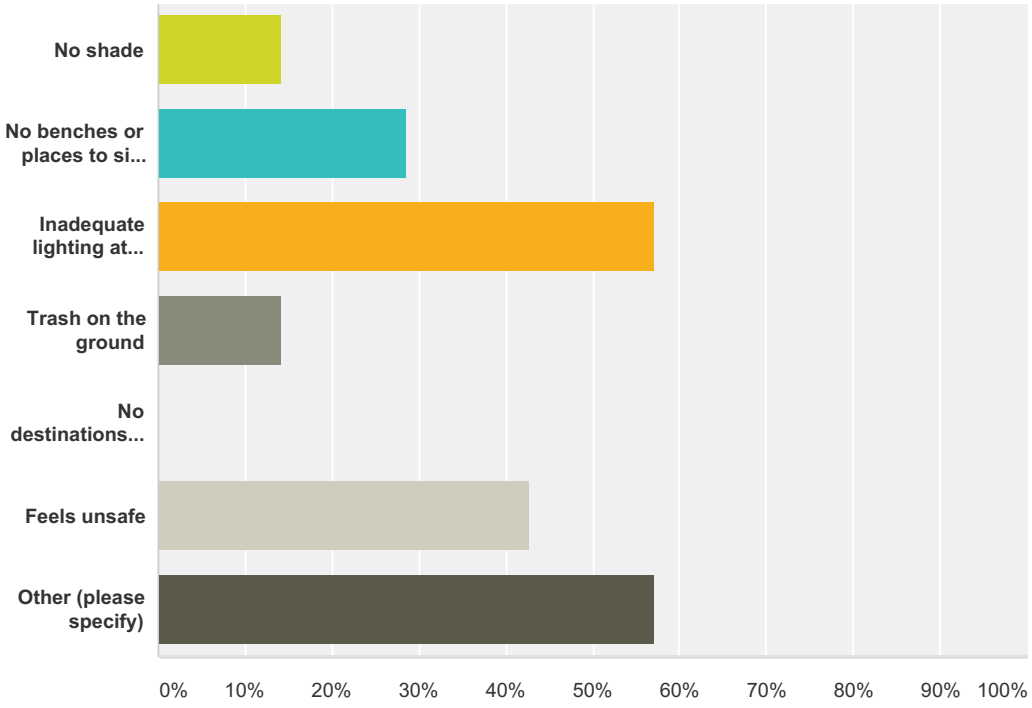
Answered: 18 Skipped: 311




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **11.11%** | 2 |
| Crossing | **0.00%** | 0 |
| Uninviting Neighborhood | **11.11%** | 2 |
| Additional Concerns | **11.11%** | 2 |
| No additional concerns at this location | **66.67%** | 12 |
| **Total** | | **18** |

## Q49 What makes this location uninviting to walk? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

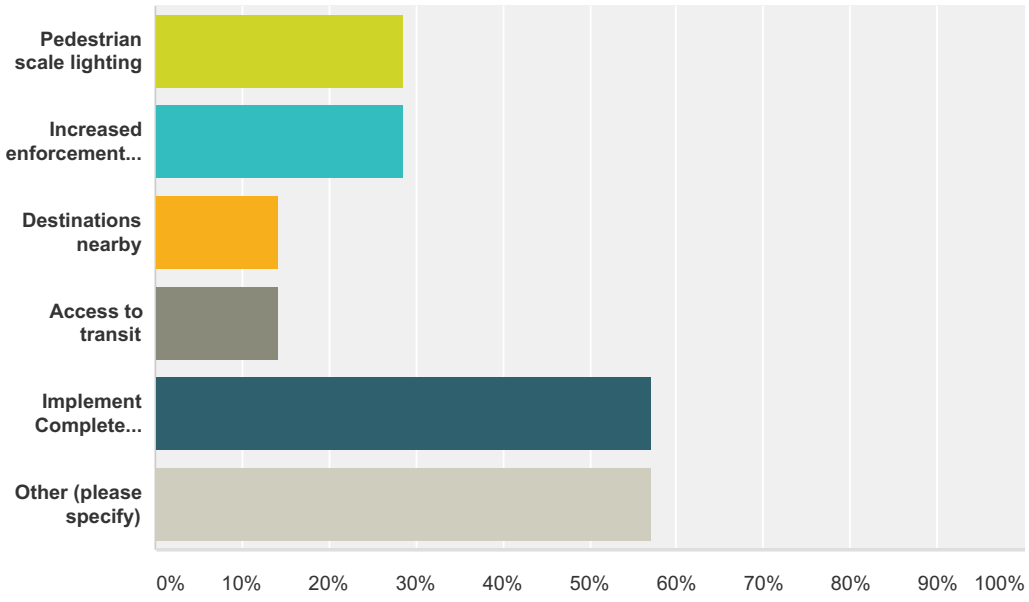
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| No shade | **14.29%** | 1 |
| No benches or places to sit and rest | **28.57%** | 2 |
| Inadequate lighting at night | **57.14%** | 4 |
| Trash on the ground | **14.29%** | 1 |
| No destinations within walking distance | **0.00%** | 0 |
| Feels unsafe | **42.86%** | 3 |
| Other (please specify) | **57.14%** | 4 |
| **Total Respondents: 7** | | |

## Q50 What would you like to see as potential solutions for making this location more inviting to walk? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

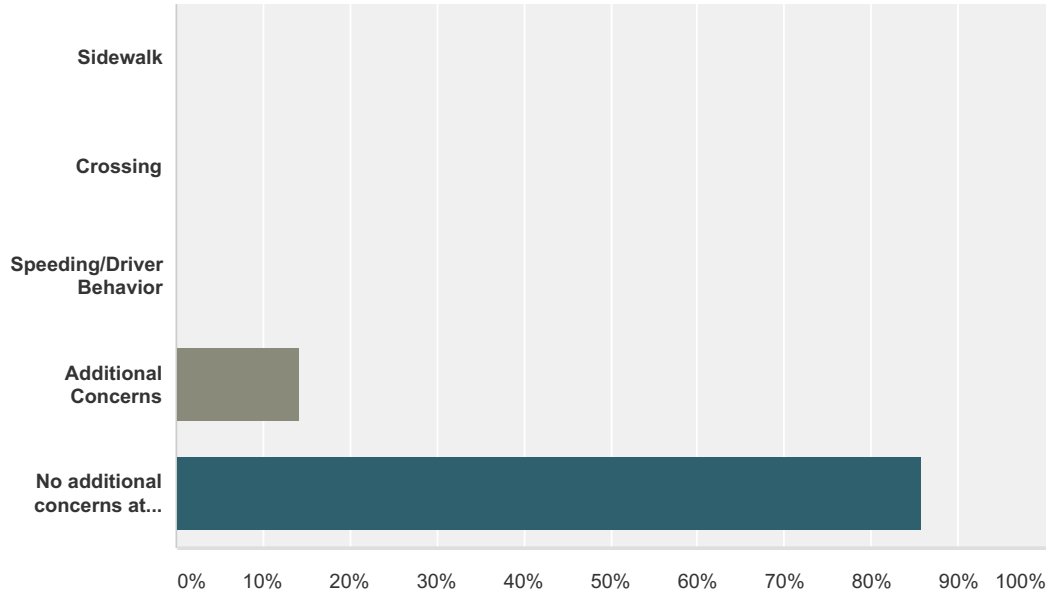
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| Pedestrian scale lighting | 28.57% | 2 |
| Increased enforcement presence (officers, mobile speed trailers, others) | 28.57% | 2 |
| Destinations nearby | 14.29% | 1 |
| Access to transit | 14.29% | 1 |
| Implement Complete Streets (planning for all modes of transportation within one corridor, walking, biking, cars, public transportation) | 57.14% | 4 |
| Other (please specify) | 57.14% | 4 |
| **Total Respondents: 7** | | |

## Q51 What other CATEGORY OF CONCERN do you have about this location?

Answered: 7 Skipped: 322



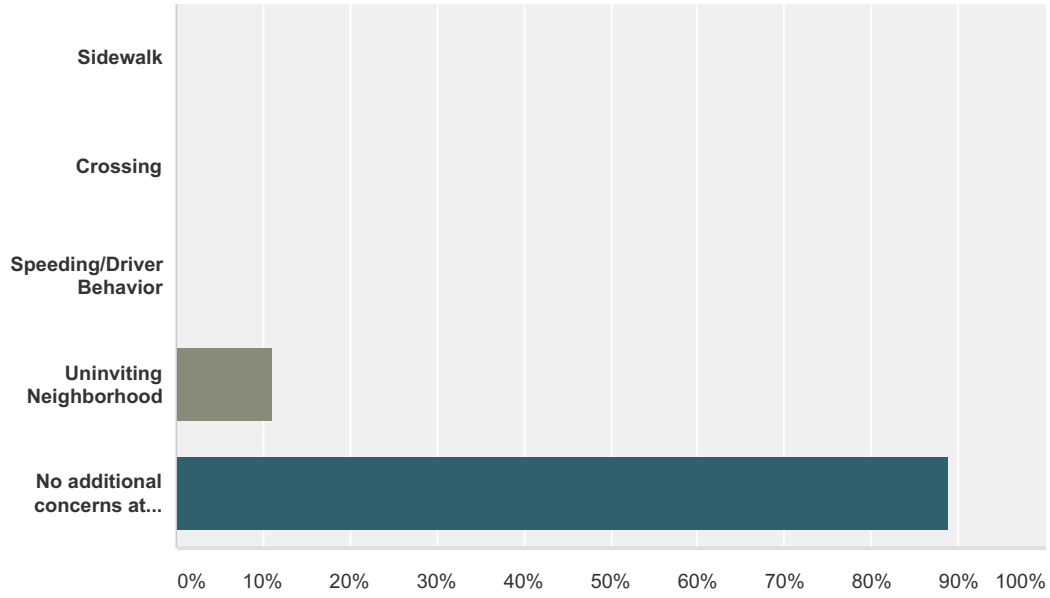

| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Additional Concerns | **14.29%** | 1 |
| No additional concerns at this location | **85.71%** | 6 |
| **Total** | | **7** |

## Q52 What additional concerns do you have that do not fit into the categories provided?

Answered: 9 Skipped: 320

## Q53 What additional CATEGORY OF CONCERN do you have about this location?

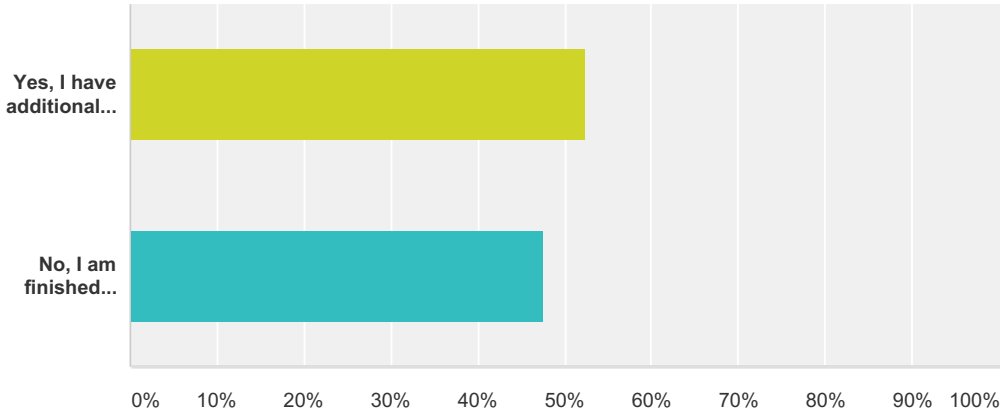
Answered: 9 Skipped: 320




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **11.11%** | 1 |
| No additional concerns at this location | **88.89%** | 8 |
| **Total** | | **9** |

## Q54 Do you have additional locations for which you would like to provide input?

Answered: 40 Skipped: 289



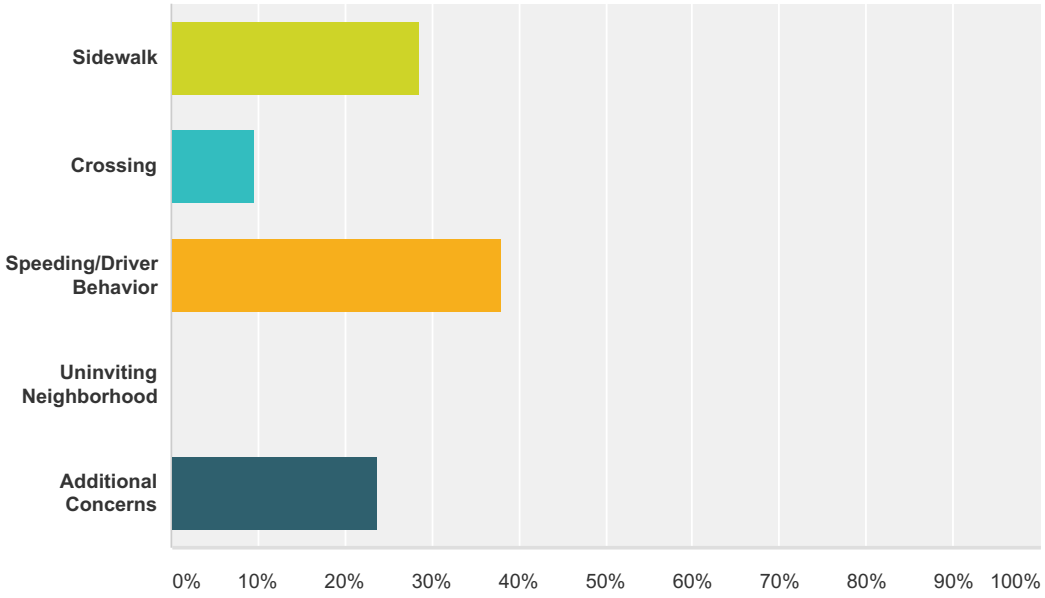

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have additional locations | **52.50%** | 21 |
| No, I am finished providing input | **47.50%** | 19 |
| **Total** | | **40** |

## Q55 Your 4th Location of Concern: For an Intersection, please provide the cross streetsFor a corridor, please provide the cross streets at the beginning and end of the corridor of concernExamples: Intersection of Anywhere Ave. & C StreetCorridor of Anywhere Ave. from A Street to C Street

Answered: 21 Skipped: 308

## Q56 What concerns do you have about this location? (If you have multiple categories of concern, you will be able to address each as you move through this survey, one at a time.)

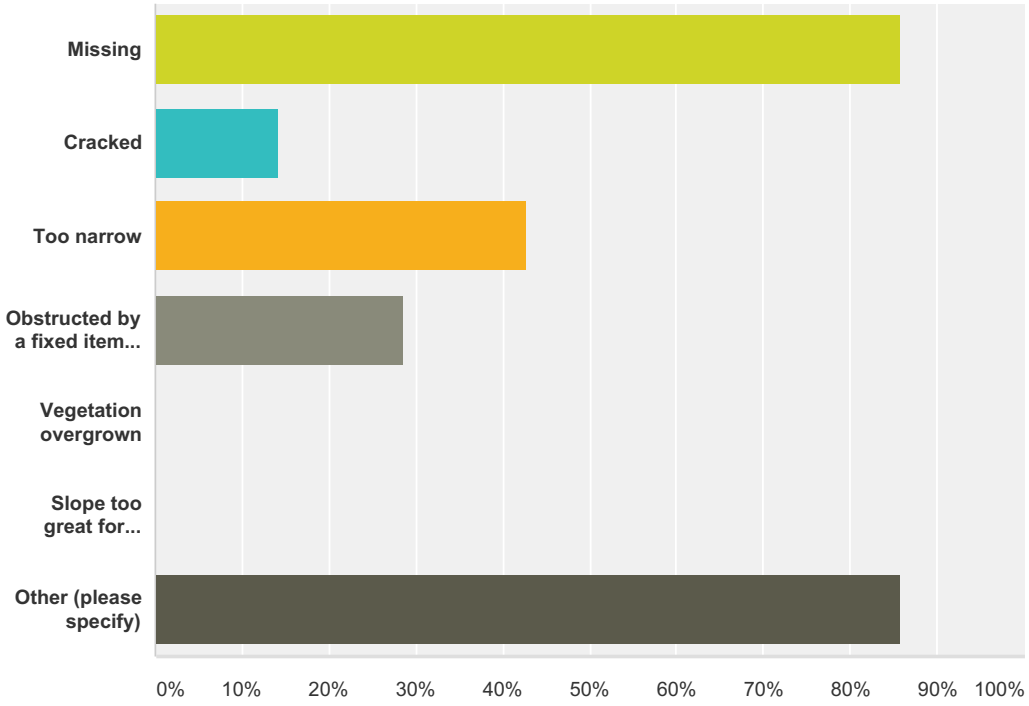
Answered: 21 Skipped: 308




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **28.57%** | 6 |
| Crossing | **9.52%** | 2 |
| Speeding/Driver Behavior | **38.10%** | 8 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **23.81%** | 5 |
| **Total** | | **21** |

## Q57 What concerns do you have about sidewalks at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

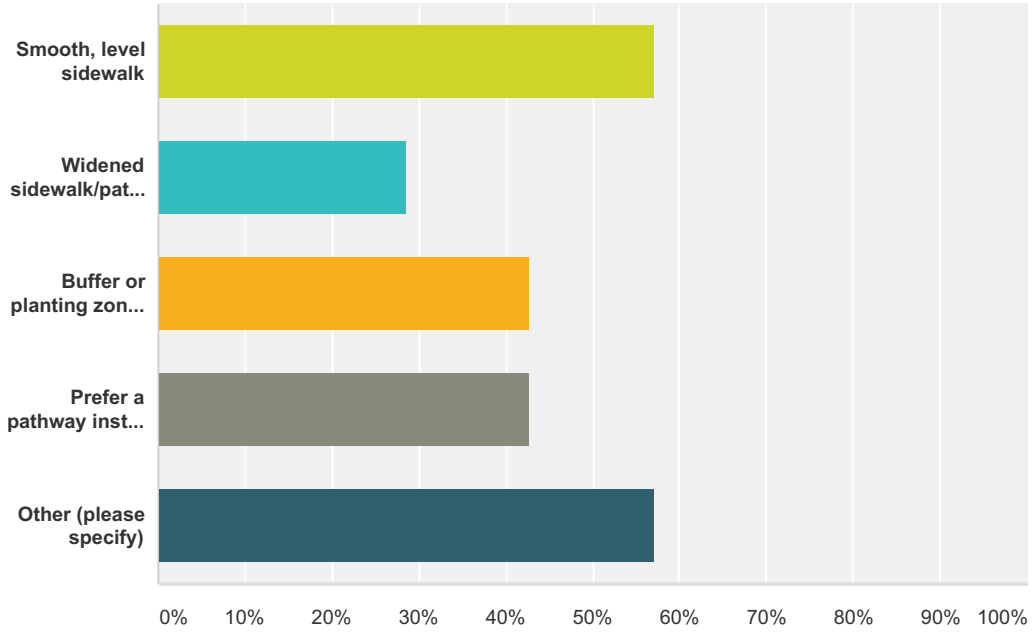
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| Missing | **85.71%** | 6 |
| Cracked | **14.29%** | 1 |
| Too narrow | **42.86%** | 3 |
| Obstructed by a fixed item (sign post/tree) | **28.57%** | 2 |
| Vegetation overgrown | **0.00%** | 0 |
| Slope too great for wheelchairs or strollers (such as at a driveway or vehicle entrance into a parking lot) | **0.00%** | 0 |
| Other (please specify) | **85.71%** | 6 |
| **Total Respondents: 7** | | |

## Q58 What would you like to see as a potential solution for your sidewalk concerns at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

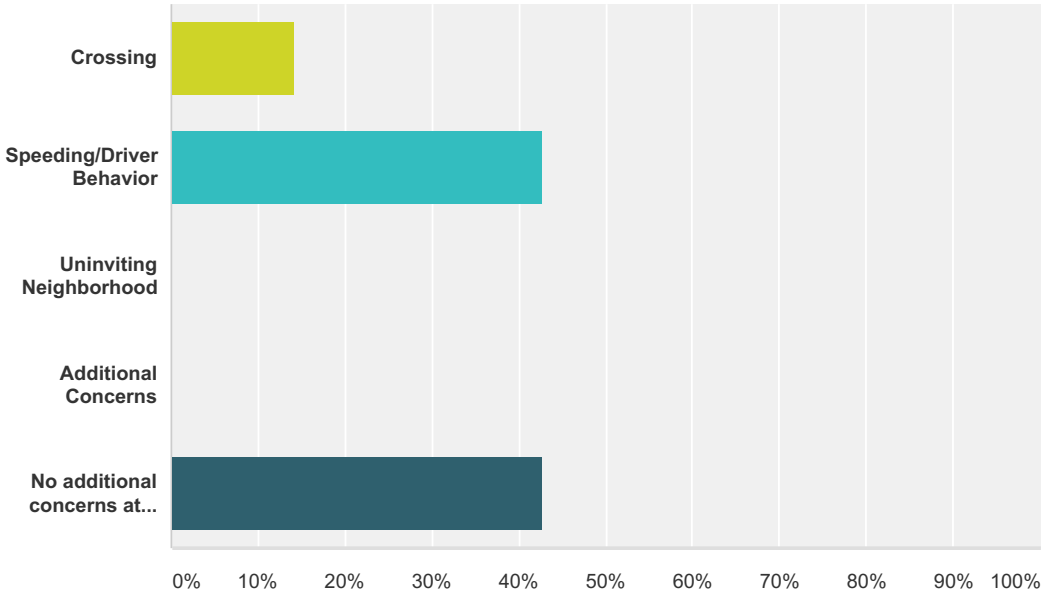
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| Smooth, level sidewalk | 57.14% | 4 |
| Widened sidewalk/pathway | 28.57% | 2 |
| Buffer or planting zone between street and sidewalk/pathway | 42.86% | 3 |
| Prefer a pathway instead of a concrete sidewalk | 42.86% | 3 |
| Other (please specify) | 57.14% | 4 |
| Total Respondents: 7 | | |

## Q59 What other CATEGORY OF CONCERN do you have about this location?

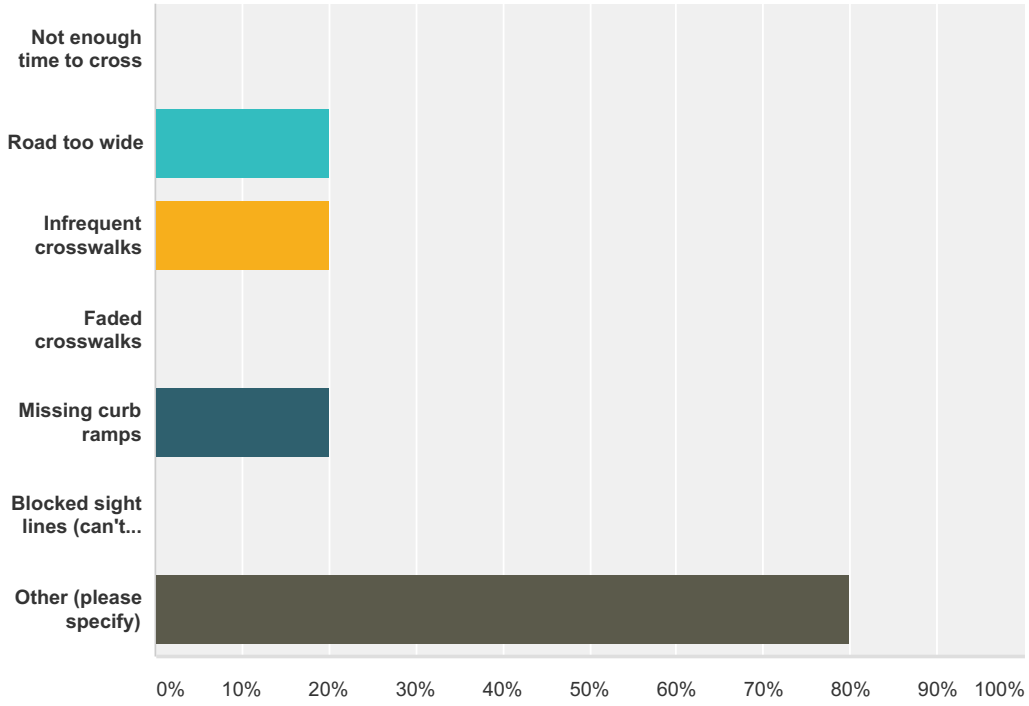
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| Crossing | **14.29%** | 1 |
| Speeding/Driver Behavior | **42.86%** | 3 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **42.86%** | 3 |
| **Total** | | **7** |

## Q60 What concerns about crossing do you have at this location? Check all that apply. (Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

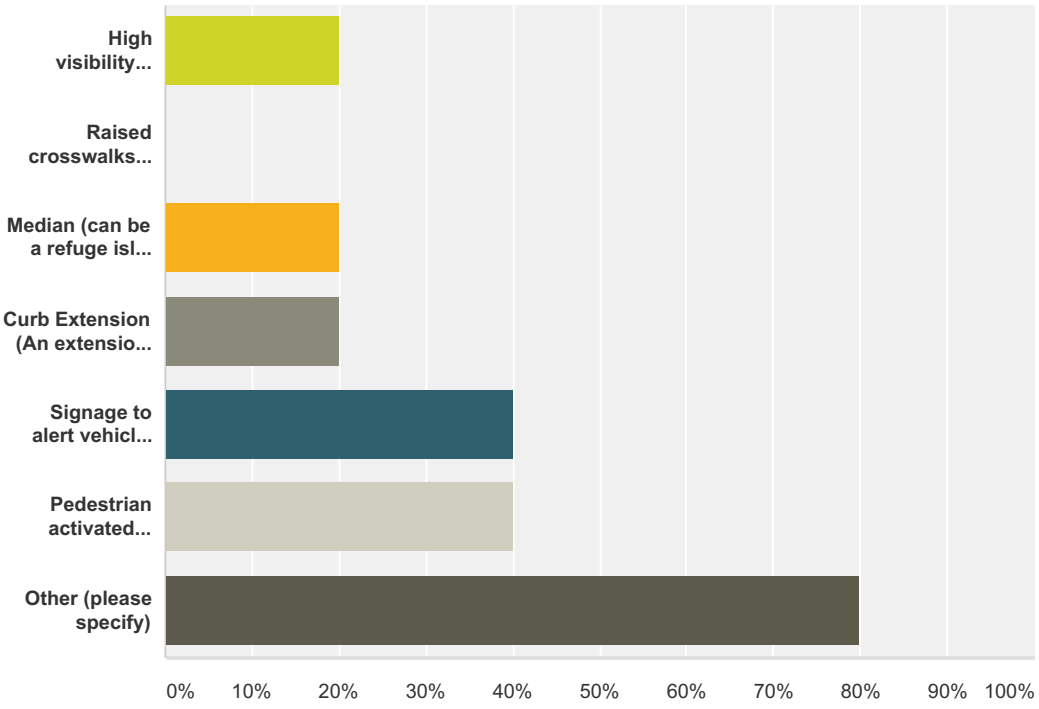
Answered: 5 Skipped: 324




| Answer Choices | Responses | |
|---|---|---|
| Not enough time to cross | 0.00% | 0 |
| Road too wide | 20.00% | 1 |
| Infrequent crosswalks | 20.00% | 1 |
| Faded crosswalks | 0.00% | 0 |
| Missing curb ramps | 20.00% | 1 |
| Blocked sight lines (can't see vehicles approaching in order to cross safely) | 0.00% | 0 |
| Other (please specify) | 80.00% | 4 |
| Total Respondents: 5 | | |

## Q61 What would you like to see as potential solutions for crossing concerns at this location? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

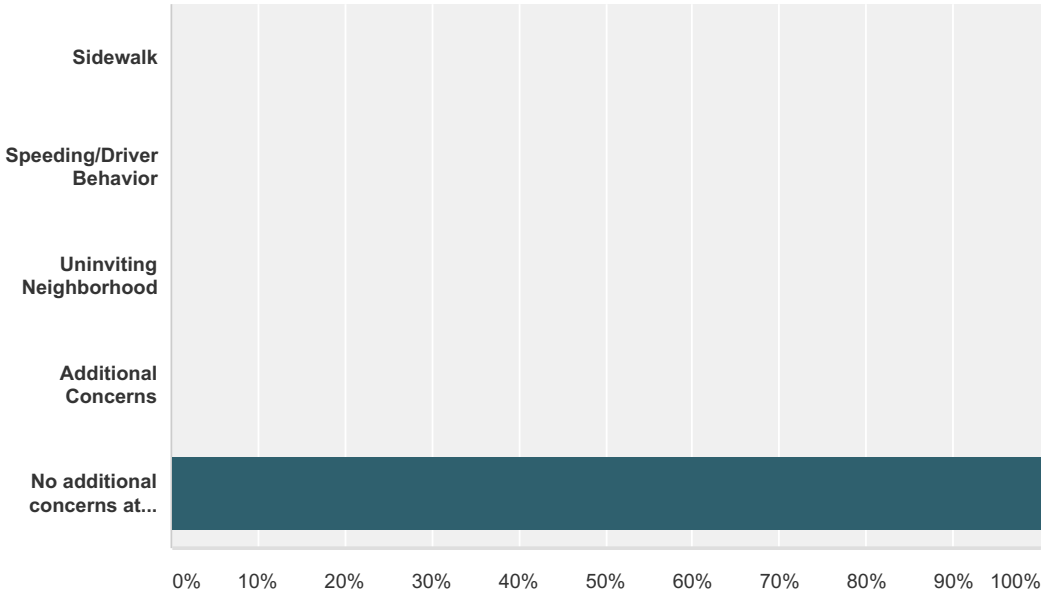
Answered: 5 Skipped: 324




| Answer Choices | Responses | |
|---|---|---|
| High visibility crosswalks | 20.00% | 1 |
| Raised crosswalks (crosswalk is level with sidewalk) | 0.00% | 0 |
| Median (can be a refuge island for pedestrians) | 20.00% | 1 |
| Curb Extension (An extension of the curb to allow for more sidewalk space, greater pedestrian visibility, and slower vehicular turns) | 20.00% | 1 |
| Signage to alert vehicles about pedestrians | 40.00% | 2 |
| Pedestrian activated lights in the crosswalk | 40.00% | 2 |
| Other (please specify) | 80.00% | 4 |
| **Total Respondents: 5** | | |

## Q62 What other CATEGORY OF CONCERN do you have about this location?

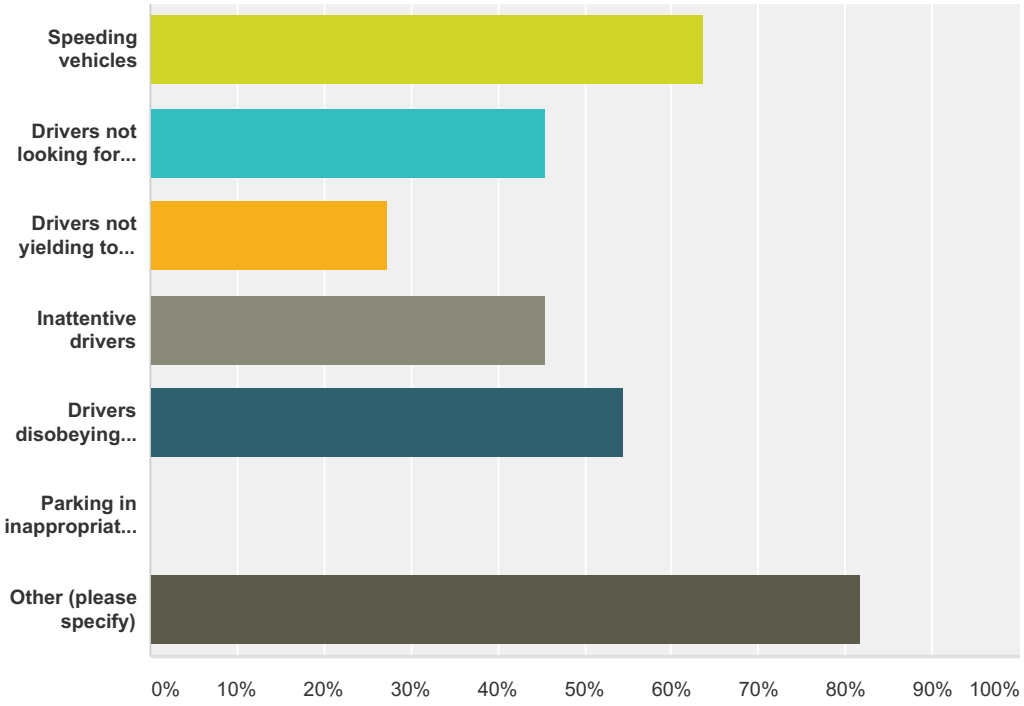
Answered: 5 Skipped: 324




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **100.00%** | 5 |
| **Total** | | **5** |

## Q63 What concerns do you have about speeding/driver behavior at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

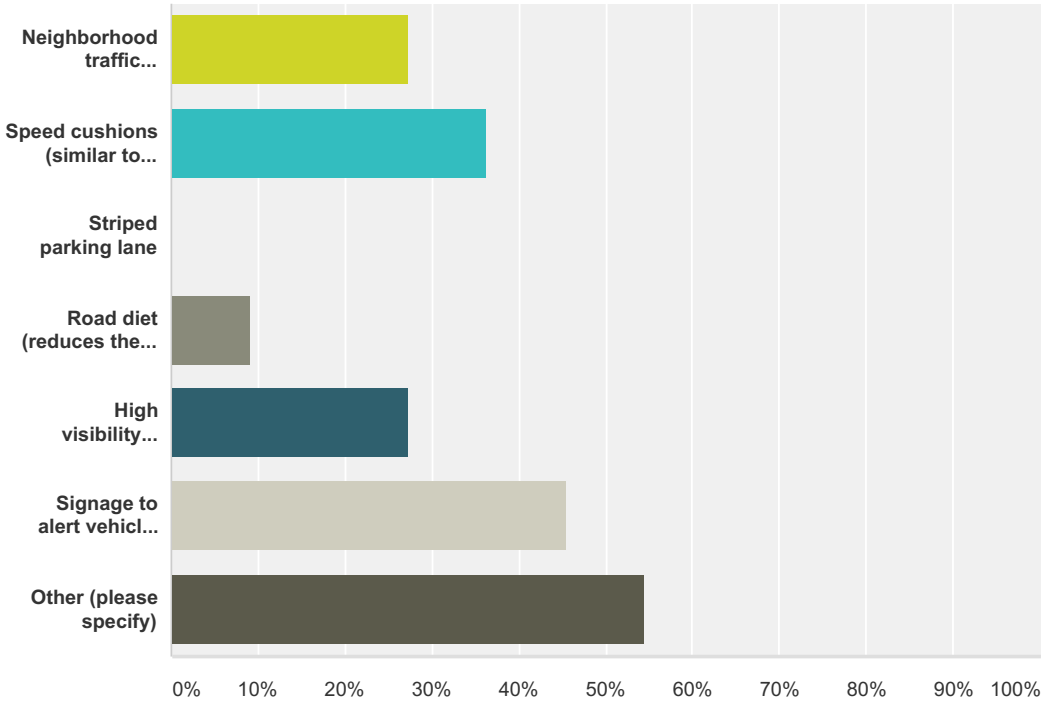
Answered: 11 Skipped: 318




| Answer Choices | Responses | |
|---|---|---|
| Speeding vehicles | 63.64% | 7 |
| Drivers not looking for pedestrians when turning | 45.45% | 5 |
| Drivers not yielding to pedestrians in the crosswalk | 27.27% | 3 |
| Inattentive drivers | 45.45% | 5 |
| Drivers disobeying signage | 54.55% | 6 |
| Parking in inappropriate locations (such as on sidewalks) | 0.00% | 0 |
| Other (please specify) | 81.82% | 9 |
| Total Respondents: 11 | | |

## Q64 What would you like to see as potential solutions for speeding/driver behavior at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

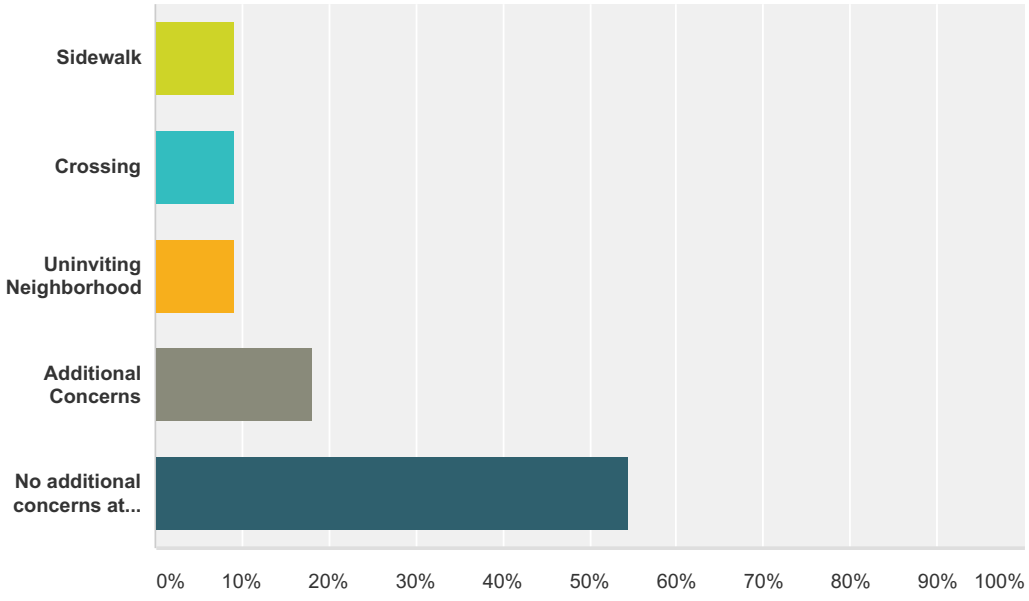
Answered: 11 Skipped: 318




| Answer Choices | Responses |
|---|---|
| Neighborhood traffic circle/Roundabout | 27.27% 3 |
| Speed cushions (similar to speed bumps, but provide better access for emergency vehicles) | 36.36% 4 |
| Striped parking lane | 0.00% 0 |
| Road diet (reduces the number of through travel lanes and adds a center turn lane - typically turns a four lane road into a three lane road with two travel lanes and one center turn lane) | 9.09% 1 |
| High visibility crosswalks | 27.27% 3 |
| Signage to alert vehicles about pedestrians | 45.45% 5 |
| Other (please specify) | 54.55% 6 |
| **Total Respondents: 11** | |

## Q65 What other CATEGORY OF CONCERN do you have about this location?

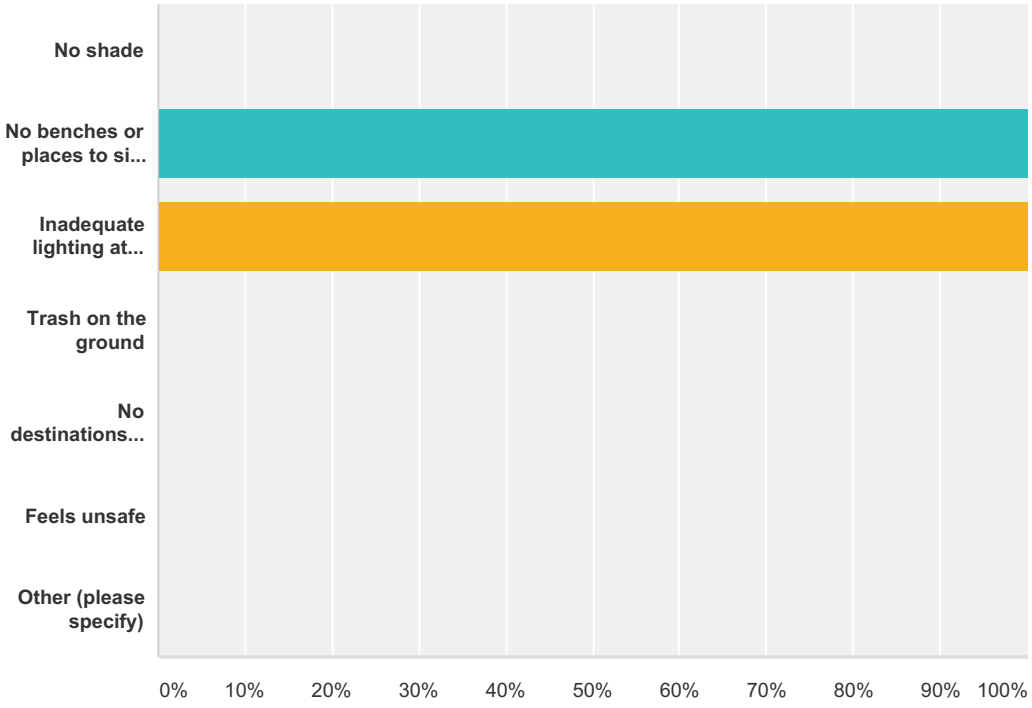
Answered: 11 Skipped: 318




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **9.09%** | 1 |
| Crossing | **9.09%** | 1 |
| Uninviting Neighborhood | **9.09%** | 1 |
| Additional Concerns | **18.18%** | 2 |
| No additional concerns at this location | **54.55%** | 6 |
| **Total** | | **11** |

## Q66 What makes this location uninviting to walk? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

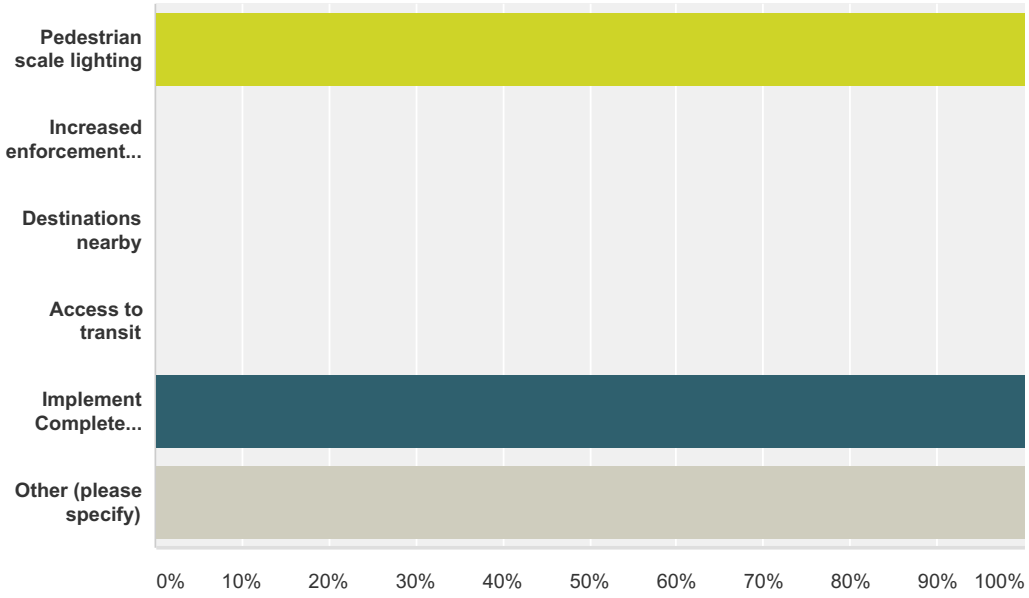
Answered: 1 Skipped: 328




| Answer Choices | Responses | |
|---|---|---|
| No shade | **0.00%** | 0 |
| No benches or places to sit and rest | **100.00%** | 1 |
| Inadequate lighting at night | **100.00%** | 1 |
| Trash on the ground | **0.00%** | 0 |
| No destinations within walking distance | **0.00%** | 0 |
| Feels unsafe | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 1** | | |

## Q67 What would you like to see as potential solutions for making this location more inviting to walk? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

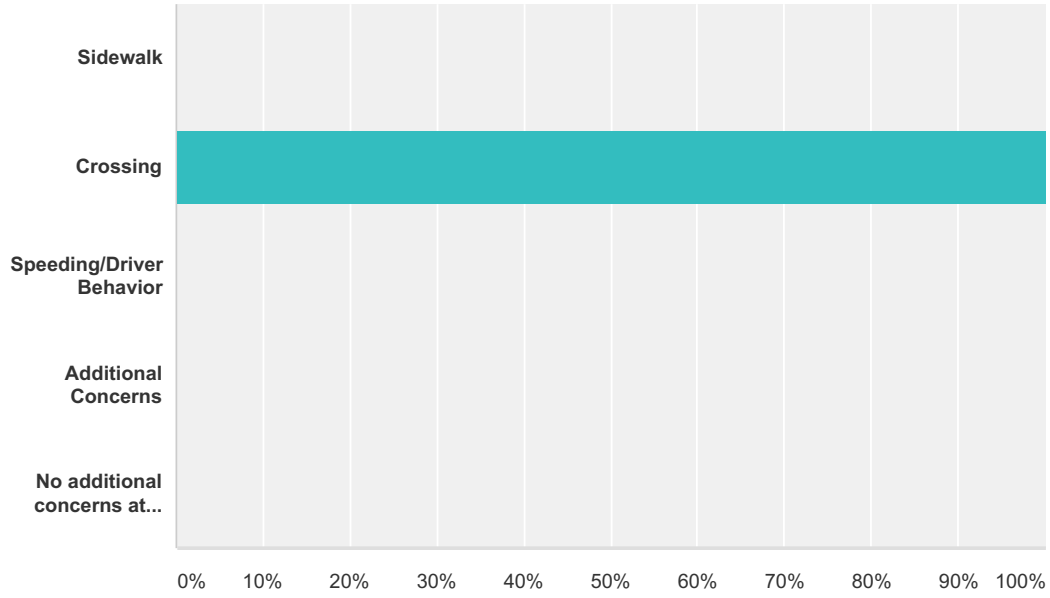
Answered: 1 Skipped: 328




| Answer Choices | Responses |
|---|---|
| Pedestrian scale lighting | 100.00% 1 |
| Increased enforcement presence (officers, mobile speed trailers, others) | 0.00% 0 |
| Destinations nearby | 0.00% 0 |
| Access to transit | 0.00% 0 |
| Implement Complete Streets (planning for all modes of transportation within one corridor, walking, biking, cars, public transportation) | 100.00% 1 |
| Other (please specify) | 100.00% 1 |
| **Total Respondents: 1** | |

## Q68 What other CATEGORY OF CONCERN do you have about this location?

Answered: 1 Skipped: 328



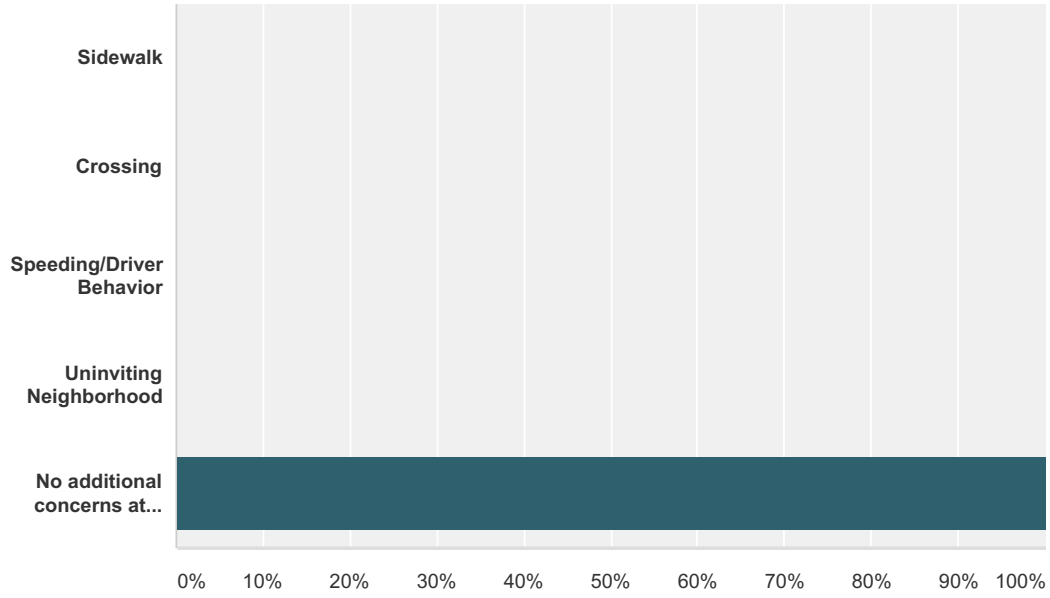

| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **100.00%** | 1 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **0.00%** | 0 |
| **Total** | | **1** |

## Q69 What additional concerns do you have that do not fit into the categories provided?

Answered: 7 Skipped: 322

## Q70 What additional CATEGORY OF CONCERN do you have about this location?

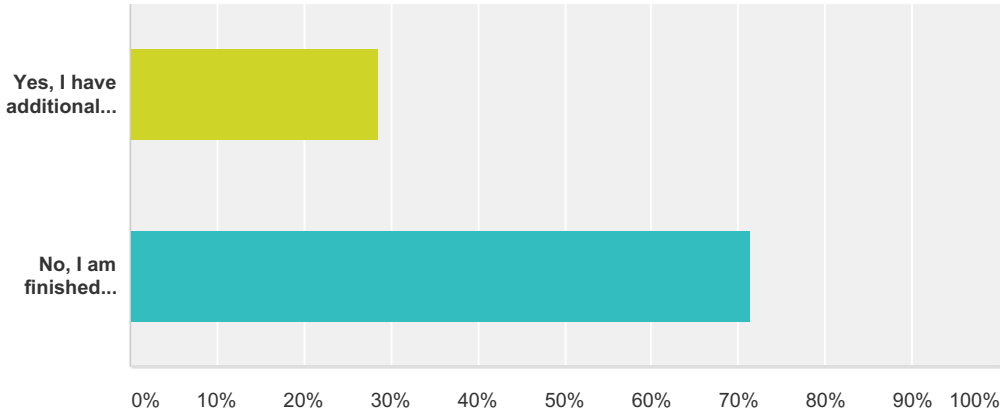
Answered: 7 Skipped: 322




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| No additional concerns at this location | **100.00%** | 7 |
| **Total** | | **7** |

## Q71 Do you have additional locations for which you would like to provide input?

Answered: 21 Skipped: 308



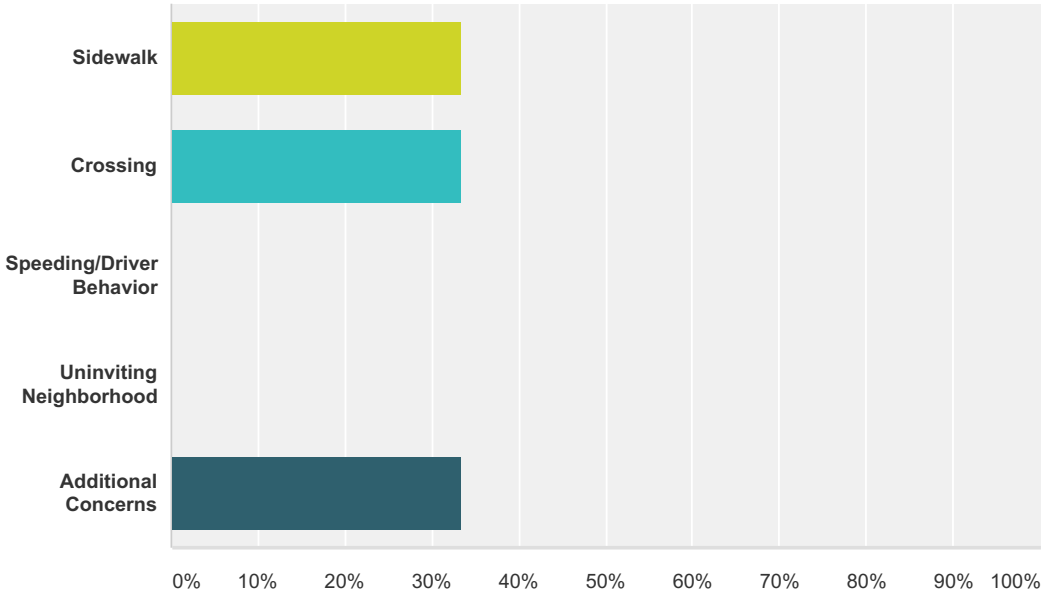

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have additional locations | **28.57%** | 6 |
| No, I am finished providing input | **71.43%** | 15 |
| **Total** | | **21** |

## Q72 Your 5th Location of Concern: For an Intersection, please provide the cross streetsFor a corridor, please provide the cross streets at the beginning and end of the corridor of concernExamples: Intersection of Anywhere Ave. & C StreetCorridor of Anywhere Ave. from A Street to C Street

Answered: 6 Skipped: 323

## Q73 What concerns do you have about this location? (If you have multiple categories of concern, you will be able to address each as you move through this survey, one at a time.)

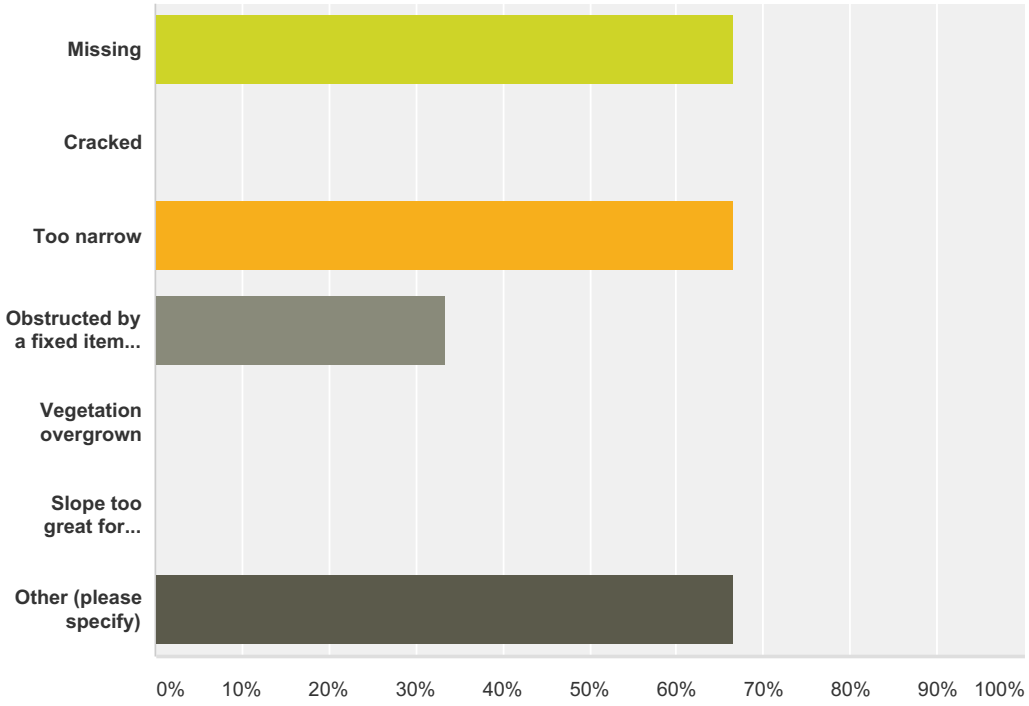
Answered: 6 Skipped: 323




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | 33.33% | 2 |
| Crossing | 33.33% | 2 |
| Speeding/Driver Behavior | 0.00% | 0 |
| Uninviting Neighborhood | 0.00% | 0 |
| Additional Concerns | 33.33% | 2 |
| Total | | 6 |

## Q74 What concerns do you have about sidewalks at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

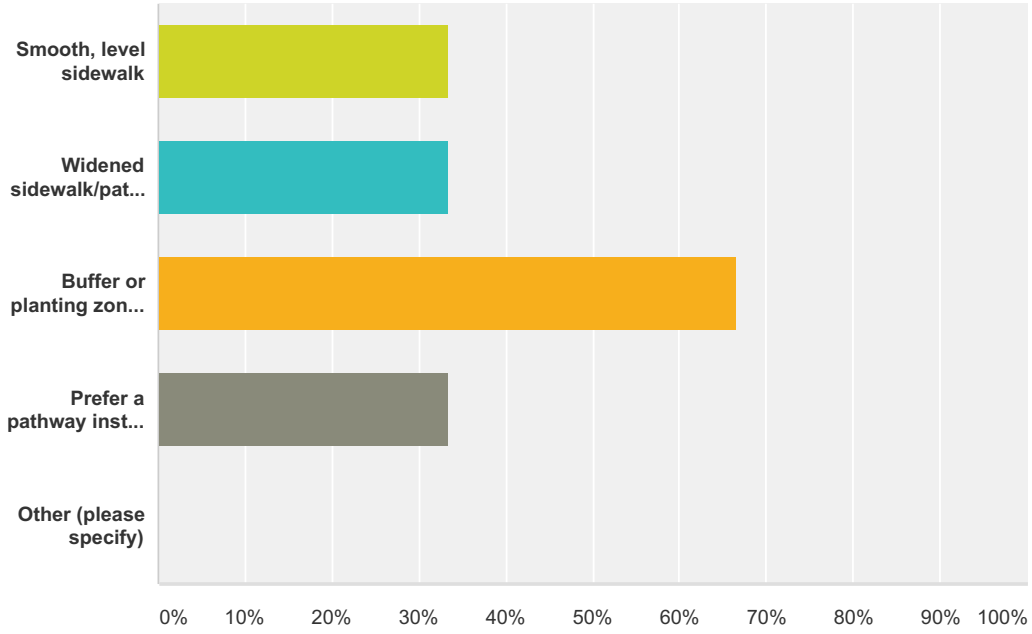
Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| Missing | **66.67%** | 2 |
| Cracked | **0.00%** | 0 |
| Too narrow | **66.67%** | 2 |
| Obstructed by a fixed item (sign post/tree) | **33.33%** | 1 |
| Vegetation overgrown | **0.00%** | 0 |
| Slope too great for wheelchairs or strollers (such as at a driveway or vehicle entrance into a parking lot) | **0.00%** | 0 |
| Other (please specify) | **66.67%** | 2 |
| **Total Respondents: 3** | | |

## Q75 What would you like to see as a potential solution for your sidewalk concerns at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

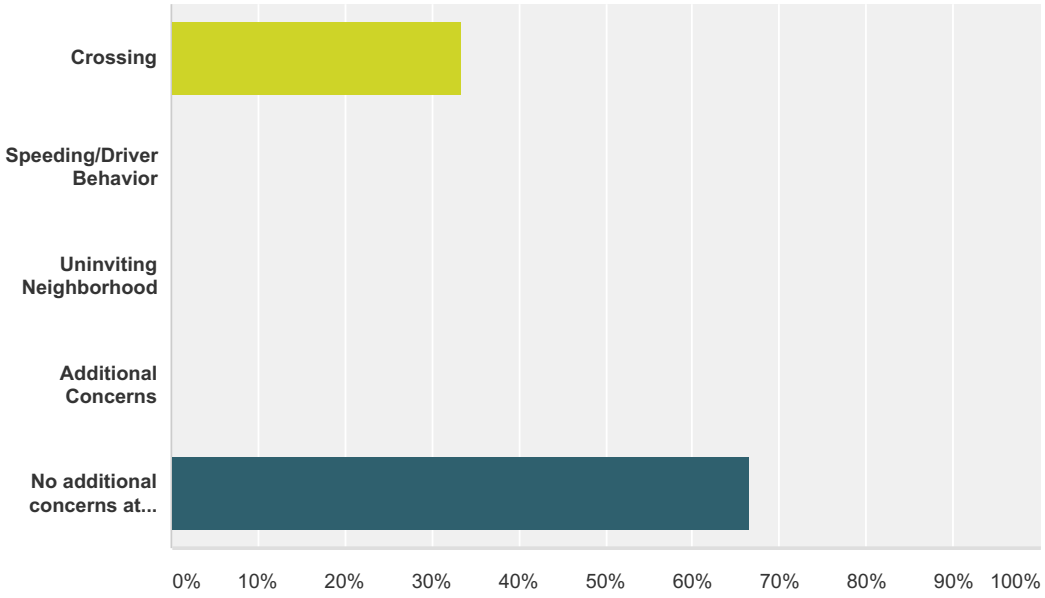
Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| Smooth, level sidewalk | 33.33% | 1 |
| Widened sidewalk/pathway | 33.33% | 1 |
| Buffer or planting zone between street and sidewalk/pathway | 66.67% | 2 |
| Prefer a pathway instead of a concrete sidewalk | 33.33% | 1 |
| Other (please specify) | 0.00% | 0 |
| Total Respondents: 3 | | |

## Q76 What other CATEGORY OF CONCERN do you have about this location?

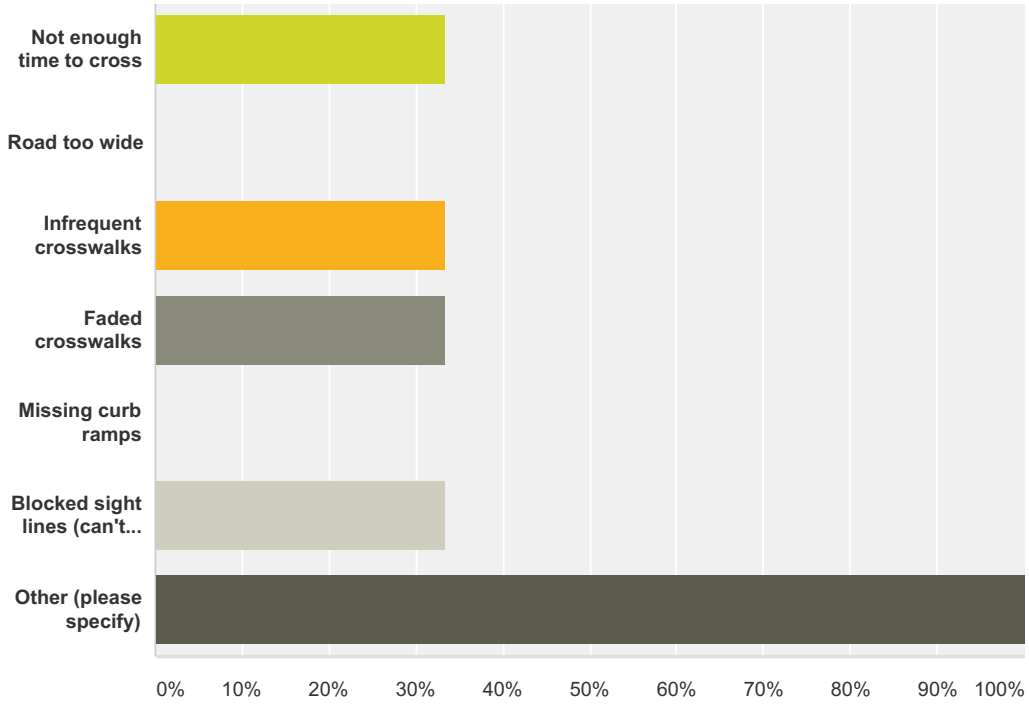
Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| Crossing | **33.33%** | 1 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **66.67%** | 2 |
| **Total** | | **3** |

## Q77 What concerns about crossing do you have at this location? Check all that apply. (Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

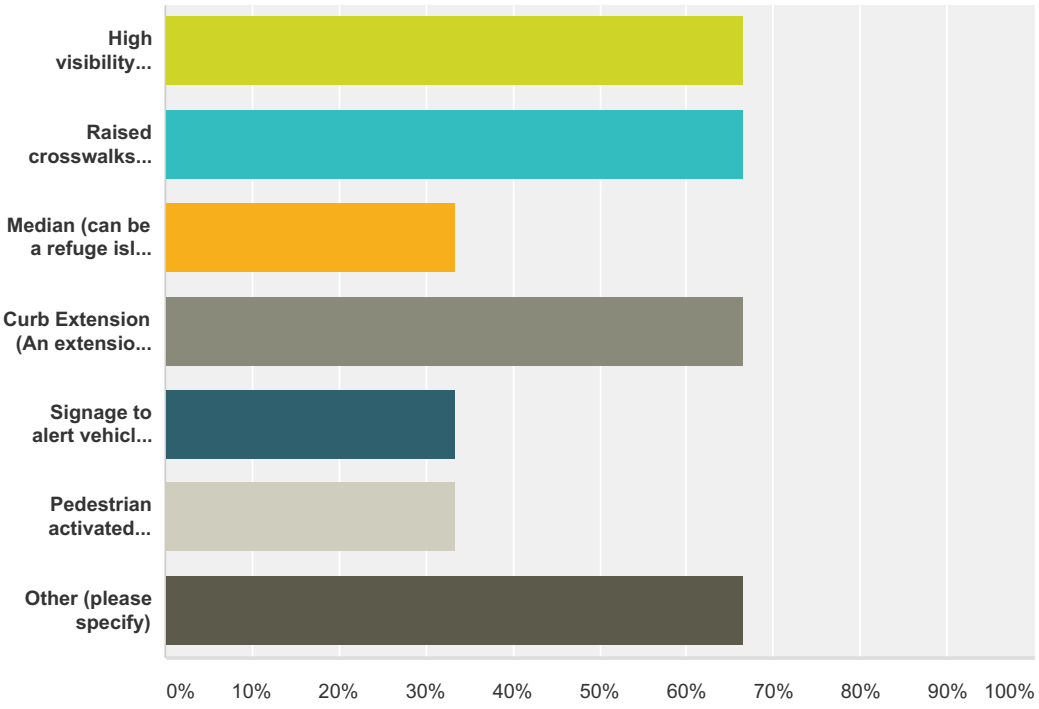
Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| Not enough time to cross | 33.33% | 1 |
| Road too wide | 0.00% | 0 |
| Infrequent crosswalks | 33.33% | 1 |
| Faded crosswalks | 33.33% | 1 |
| Missing curb ramps | 0.00% | 0 |
| Blocked sight lines (can't see vehicles approaching in order to cross safely) | 33.33% | 1 |
| Other (please specify) | 100.00% | 3 |
| Total Respondents: 3 | | |

## Q78 What would you like to see as potential solutions for crossing concerns at this location? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

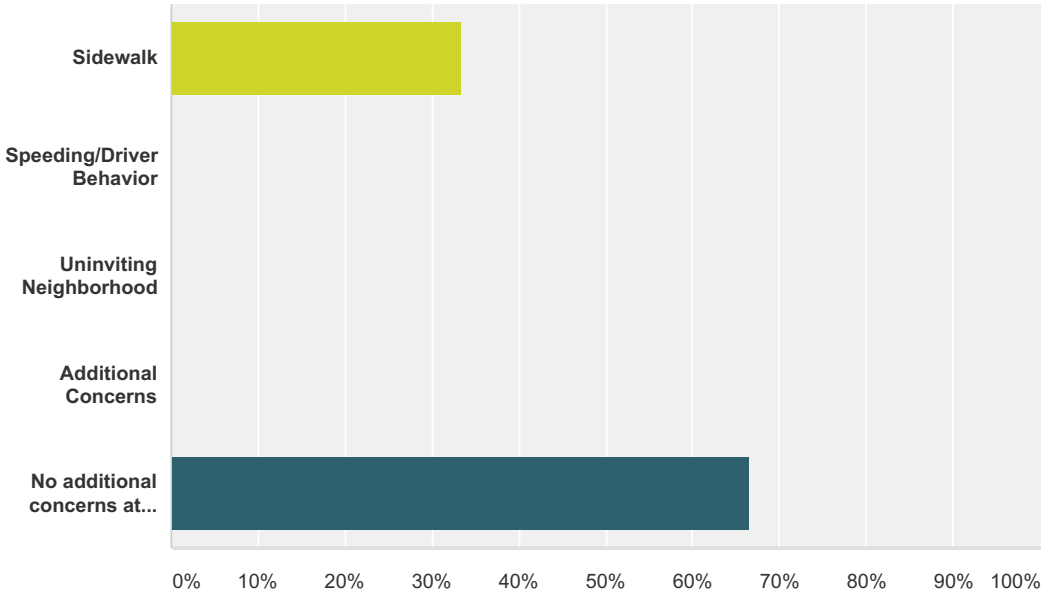
Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| High visibility crosswalks | 66.67% | 2 |
| Raised crosswalks (crosswalk is level with sidewalk) | 66.67% | 2 |
| Median (can be a refuge island for pedestrians) | 33.33% | 1 |
| Curb Extension (An extension of the curb to allow for more sidewalk space, greater pedestrian visibility, and slower vehicular turns) | 66.67% | 2 |
| Signage to alert vehicles about pedestrians | 33.33% | 1 |
| Pedestrian activated lights in the crosswalk | 33.33% | 1 |
| Other (please specify) | 66.67% | 2 |
| **Total Respondents: 3** | | |

## Q79 What other CATEGORY OF CONCERN do you have about this location?

Answered: 3 Skipped: 326




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **33.33%** | 1 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **66.67%** | 2 |
| **Total** | | **3** |

## Q80 What concerns do you have about speeding/driver behavior at this location? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Speeding vehicles | **0.00%** | 0 |
| Drivers not looking for pedestrians when turning | **0.00%** | 0 |
| Drivers not yielding to pedestrians in the crosswalk | **0.00%** | 0 |
| Inattentive drivers | **0.00%** | 0 |
| Drivers disobeying signage | **0.00%** | 0 |
| Parking in inappropriate locations (such as on sidewalks) | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q81 What would you like to see as potential solutions for speeding/driver behavior at this location? Check all that apply.(Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Neighborhood traffic circle/Roundabout | **0.00%** 0 |
| Speed cushions (similar to speed bumps, but provide better access for emergency vehicles) | **0.00%** 0 |
| Striped parking lane | **0.00%** 0 |
| Road diet (reduces the number of through travel lanes and adds a center turn lane - typically turns a four lane road into a three lane road with two travel lanes and one center turn lane) | **0.00%** 0 |
| High visibility crosswalks | **0.00%** 0 |
| Signage to alert vehicles about pedestrians | **0.00%** 0 |
| Other (please specify) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q82 What other CATEGORY OF CONCERN do you have about this location?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **0.00%** | 0 |
| **Total** | | **0** |

## Q83 What makes this location uninviting to walk? Check all that apply.(Below are some common concerns to get you started. Add your own in the 'Other' text box below.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No shade | **0.00%** | 0 |
| No benches or places to sit and rest | **0.00%** | 0 |
| Inadequate lighting at night | **0.00%** | 0 |
| Trash on the ground | **0.00%** | 0 |
| No destinations within walking distance | **0.00%** | 0 |
| Feels unsafe | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q84 What would you like to see as potential solutions for making this location more inviting to walk? Check all that apply. (Below are some potential solutions to get you started. Not all ideas will work in all situations. Add your own in the 'Other' text box below.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Pedestrian scale lighting | **0.00%** | 0 |
| Increased enforcement presence (officers, mobile speed trailers, others) | **0.00%** | 0 |
| Destinations nearby | **0.00%** | 0 |
| Access to transit | **0.00%** | 0 |
| Implement Complete Streets (planning for all modes of transportation within one corridor, walking, biking, cars, public transportation) | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q85 What other CATEGORY OF CONCERN do you have about this location?

**Answered: 0 Skipped: 329**

! No matching responses.

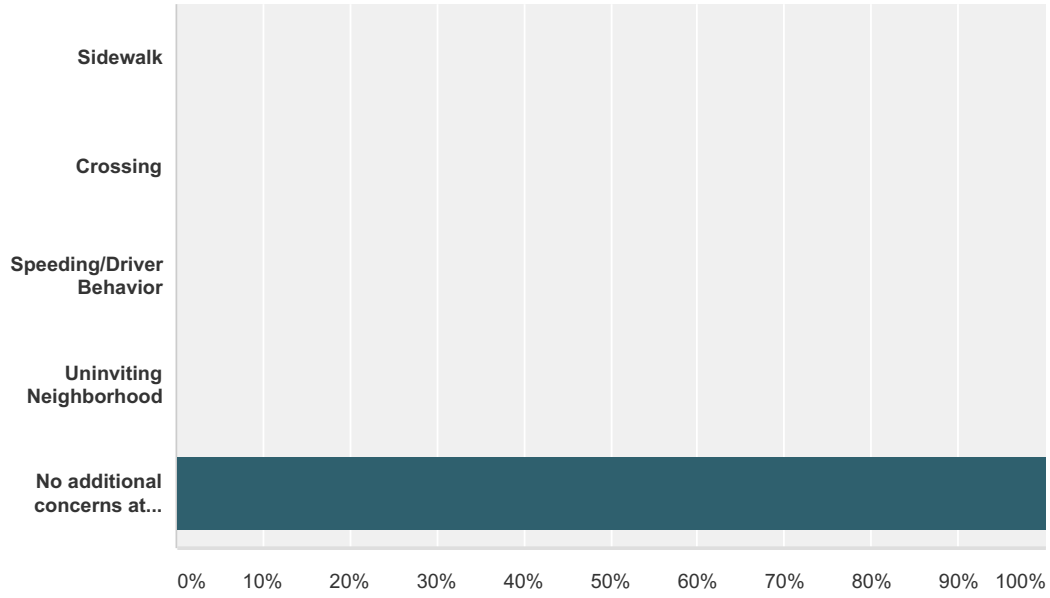
| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Additional Concerns | **0.00%** | 0 |
| No additional concerns at this location | **0.00%** | 0 |
| **Total** | | **0** |

## Q86 What additional concerns do you have that do not fit into the categories provided?

Answered: 2 Skipped: 327

## Q87 What additional CATEGORY OF CONCERN do you have about this location?

Answered: 2 Skipped: 327




| Answer Choices | Responses | |
|---|---|---|
| Sidewalk | **0.00%** | 0 |
| Crossing | **0.00%** | 0 |
| Speeding/Driver Behavior | **0.00%** | 0 |
| Uninviting Neighborhood | **0.00%** | 0 |
| No additional concerns at this location | **100.00%** | 2 |
| **Total** | | **2** |

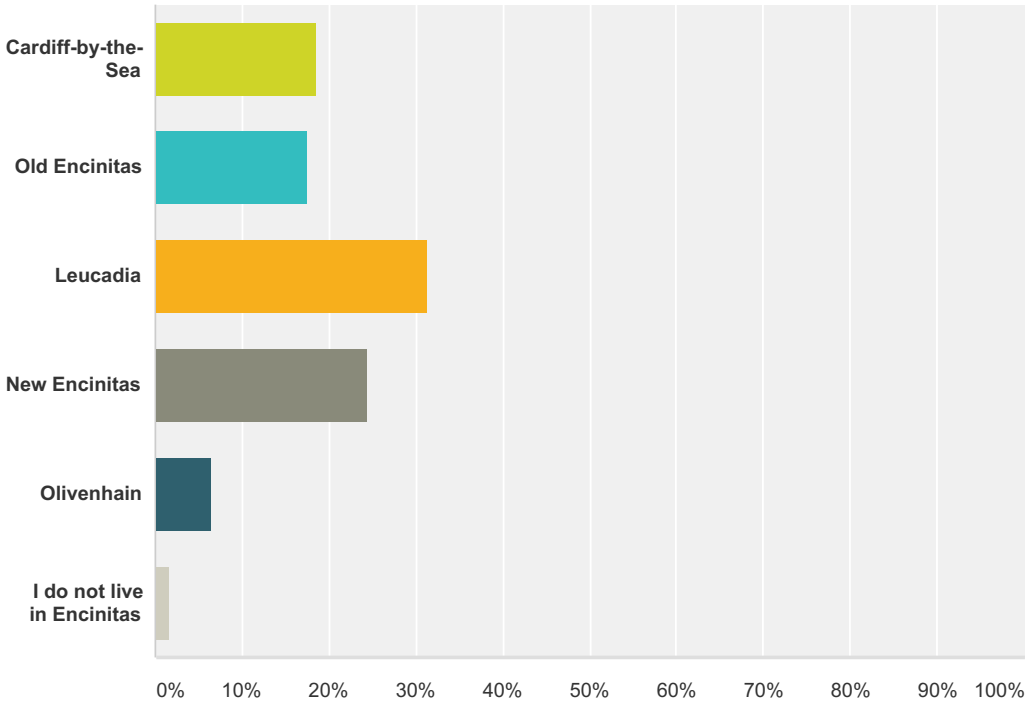
## Q88 Your Contact Information:

Answered: 188 Skipped: 141

| Answer Choices | Responses | |
|---|---|---|
| Name: | 100.00% | 188 |
| Company: | 0.00% | 0 |
| Address: | 100.00% | 188 |
| Address 2: | 0.00% | 0 |
| City/Town: | 100.00% | 188 |
| State: | 0.00% | 0 |
| ZIP: | 100.00% | 188 |
| Country: | 0.00% | 0 |
| Email Address: | 100.00% | 188 |
| Phone Number: | 82.45% | 155 |

## Q89 In what neighborhood do you live?

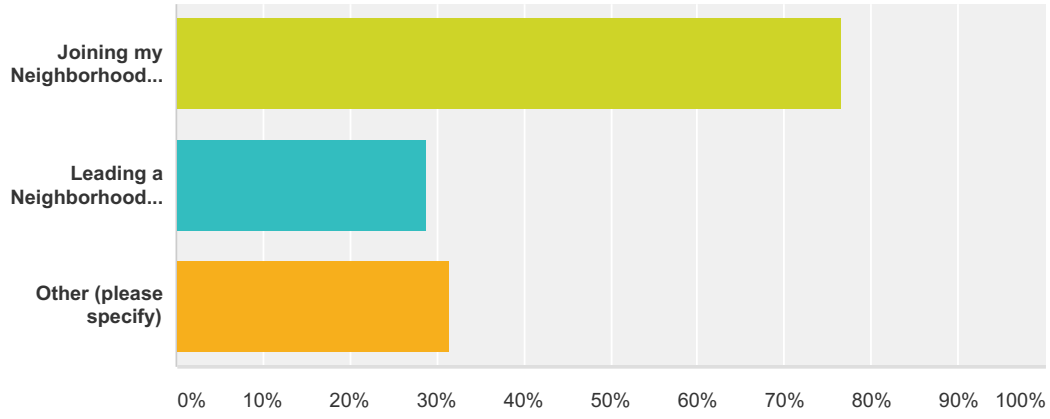
Answered: 188 Skipped: 141




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **18.62%** | 35 |
| Old Encinitas | **17.55%** | 33 |
| Leucadia | **31.38%** | 59 |
| New Encinitas | **24.47%** | 46 |
| Olivenhain | **6.38%** | 12 |
| I do not live in Encinitas | **1.60%** | 3 |
| **Total** | | **188** |

## Q90 Yes! I would like to get more involved with the project by:

Answered: 73 Skipped: 256




| Answer Choices | Responses |
|---|---|
| Joining my Neighborhood Coalition to be directly involved in advancing my neighborhood's concerns and getting more residents involved | **76.71%** 56 |
| Leading a Neighborhood Walk Audit using BestWalk (Phone Application) | **28.77%** 21 |
| Other (please specify) | **31.51%** 23 |
| **Total Respondents: 73** | |

## Q91 Lo sentimos, parece que este formulario todavía esta en construcción. ¡Por favor vuelva a revisar en otro momento!Si desea recibir un correo electrónico o una llamada por teléfono en el momento en que el formulario esté listo, por favor déjenos su información de contacto en la parte de abajo.

Answered: 0 Skipped: 329

| Answer Choices | Responses | |
|---|---|---|
| Nombre: | 0.00% | 0 |
| Company: | 0.00% | 0 |
| Address 1: | 0.00% | 0 |
| Address 2: | 0.00% | 0 |
| City/Town: | 0.00% | 0 |
| State/Province: | 0.00% | 0 |
| ZIP/Postal Code: | 0.00% | 0 |
| Country: | 0.00% | 0 |
| Correo Electrónico: | 0.00% | 0 |
| Teléfono: | 0.00% | 0 |

## Q92 (3.) Do you have input on specific locations?

Answered: 0 Skipped: 329

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Yes, I have additional locations | 0.00% | 0 |
| No, I am finished providing input | 0.00% | 0 |
| Total | | 0 |

## Q93 (4.) Tu lugar de preocapación:Para una intersección, por favor proporcionar la calle de cruza. Para un corredor, por favor proporcionar la calle de cruza donde impieza y termina el corredor de preocupación.Por ejemplo:La intersección de Calle A y Calle DEl corredor de Calle A de Calle D a Calle E

Answered: 0 Skipped: 329

## Q94 (5.) Que preocupaciones tienes sobre este lugar?(Si tienes varios categorias de preocupación (será capaz de dirigirse a cada uno cuando se mueve a través de esta revisión, uno por uno.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| **Total** | | **0** |

## Q95 (6.) Que preocupaciones tienes sobre las banquetas en este lugar? Marque todas las que apliquen.(Abajo hay algunas preocupaciones comunes para empezar. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Perdido | 0.00% 0 |
| Rajado | 0.00% 0 |
| Demasiado estrecho | 0.00% 0 |
| Obstruida por un elemento fijo (señal post/árbol) | 0.00% 0 |
| Vegetación crecida demasiado | 0.00% 0 |
| Pendiente demasiado grande para sillas de ruedas o cochecitos (como por ejemplo, en una entrada o Entrada de vehículos en un aparcamiento) | 0.00% 0 |
| Otros (por favor, especifique) | 0.00% 0 |
| **Total Respondents: 0** | |

## Q96 (7.) Que gustaria ver para un potencial solucion para tus preocupaciones de banqueta en este lugar. Marque todas las que apliquen (Abajo hay potencial soluciones para empezar. No todas las ideas funcionará en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta lisa | **0.00%** | 0 |
| Ensanchar banqueta | **0.00%** | 0 |
| Zona tampón o siembra entre calles y aceras/ruta | **0.00%** | 0 |
| Prefieren un camino concreto en lugar de una acera | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q97 (8.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q98 (9.) Qual preocupaciones tienes sobre cruzando la calle en este lugar? Marque todas las que apliquen.(Abajo son algunas preocupaciones comunes para que usted consiga comenzados. Añade tu propia en el 'otro' recuadro más abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No hay suficiente tiempo para cruzar | **0.00%** | 0 |
| Carretera demasiado ancho | **0.00%** | 0 |
| Cruces peatonales infrecuentes | **0.00%** | 0 |
| Cruces peatonales descoloridos | **0.00%** | 0 |
| Falta rampa de acera | **0.00%** | 0 |
| Línea de visión bloqueada (no puedo ver los vehículos que se acercan para poder cruzar sin peligro) | **0.00%** | 0 |
| Otro (por favor especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q99 (10.) Que gustaria ver como posibles soluciones para problemas de travesía en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo. )

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Cruce peatonal de alta visibilidad | **0.00%** 0 |
| Los cruces peatonales levantados (el cruce peatonal es el nivel con la acera) | **0.00%** 0 |
| Media isla de refugio para los peatones | **0.00%** 0 |
| Extensión de freno (Una extensión del freno para tener más acera en cuenta visibilidad de peatones espacial, mayor, y más despacio vehicular vueltas) | **0.00%** 0 |
| Carteles y señales para alertar los vehículos sobre los peatones | **0.00%** 0 |
| Activa las luces peatonal en el cruce para peatones | **0.00%** 0 |
| Otro (por favor especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q100 (11.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q101 (12.) Que precupaciones sobre exceso de velocidad y comportamiento de conductors en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Exceso de velocidad de los vehículos | **0.00%** | 0 |
| Los conductores que no busca los peatones al girar | **0.00%** | 0 |
| Controladores no ceder a los peatones en el cruce de peatones | **0.00%** | 0 |
| Conductores distraídos | **0.00%** | 0 |
| Controladores desobedecer señalización | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q102 (13.) ¿Qué le gustaría ver como posibles soluciones para la aceleración/comportamiento del conductor en este lugar? Marque todo lo que aplique. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Barrio glorietta | **0.00%** 0 |
| Cojines de velocidad | **0.00%** 0 |
| Estacionamiento ángulo inverso | **0.00%** 0 |
| La dieta del camino (reduce el número de a través de veredas de viajes y añade una vereda de la vuelta del centro - típicamente convierte cuatro lane road en tres lane road con dos veredas de viajes y una vereda de la vuelta del centro) | **0.00%** 0 |
| Cruces peatonales de visibilidad altos | **0.00%** 0 |
| Otro (por favor especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q103 (14.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q104 (15.) ¿Qué hace esta posición poco atractiva para andar? Compruebe todo que se aplican.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sin sombra | **0.00%** | 0 |
| Ningunos bancos o sitios para sentarse y descansar | **0.00%** | 0 |
| Iluminación inadecuada en la noche | **0.00%** | 0 |
| Basura en el suelo | **0.00%** | 0 |
| Ningunos destinos dentro de distancia a pie | **0.00%** | 0 |
| Se siente inseguro | **0.00%** | 0 |
| Otro (por favor especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q105 (16.) ¿Qué le gustaría ver como posibles soluciones para que esta situación sea más amena para caminar? Marque todo lo que aplique.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo. )

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Iluminación escala peatonal | **0.00%** 0 |
| Incrementó la presencia de la aplicación (oficiales, velocidad móvil trailers, otros) | **0.00%** 0 |
| Destinos locales cerca | **0.00%** 0 |
| Acceso al tránsito | **0.00%** 0 |
| Implementar las calles completas (planificación para todos los modos de transporte dentro de un corredor, caminar, ciclismo, coches y transporte público) | **0.00%** 0 |
| Otro (por favor especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q106 (17.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q107 (18.) ¿Qué preocupaciones adicionales que no encajan en las categorías siempre tienes?

Answered: 0 Skipped: 329

## Q108 (19.) ¿Qué otra categoría de preocupación ¿tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q109 (20.) ¿Tienes otras ubicaciones en las que desea proporcionar insumos?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Si tengo otros lugares | **0.00%** | 0 |
| No, no tengo mas que decir | **0.00%** | 0 |
| **Total** | | **0** |

## Q110 (21.) Tu lugar de preocapacion (2nd location): Para una interseccion, por favor proporcionar la calle de cruza. Para un corredor, por favor proporcionar la calle de cruza donde empieza y termina el corredor de preocupación.Por ejemplo: La intersección de Calle A y Calle DEl corredor de Calle A de Calle D a Calle E

Answered: 0 Skipped: 329

## Q111 (22.) Que preocupaciones tienes sobre este lugar?(Si tienes varios categorias de preocupación (será capaz de dirigirse a cada uno cuando se mueve a través de esta revisión, uno por uno.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| **Total** | | **0** |

## Q112 (23.) Que preocupaciones tienes sobre las banquetas en este lugar? Marque todas las que apliquen(Abajo hay algunas preocupaciones comunes para empezar. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Perdido | 0.00% 0 |
| Rajado | 0.00% 0 |
| Demasiado estrecho | 0.00% 0 |
| Obstruida por un elemento fijo (señal post/árbol) | 0.00% 0 |
| Vegetación crecida demasiado | 0.00% 0 |
| Pendiente demasiado grande para sillas de ruedas o cochecitos (como por ejemplo, en una entrada o Entrada de vehículos en un aparcamiento) | 0.00% 0 |
| **Total Respondents: 0** | |

## Q113 (24.) Que gustaria ver para un potencial solucion para tus preocupaciones de banqueta en este lugar. Marque todas las que apliquen.(Abajo hay potencial soluciones para empezar. No todas las ideas funcionará en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta lisa | **0.00%** | 0 |
| Ensanchar banqueta | **0.00%** | 0 |
| Zona tampón o siembra entre calles y aceras/ruta | **0.00%** | 0 |
| Prefieren un camino concreto en lugar de una acera | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q114 (25.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q115 (26.) Qual preocupaciones tienes sobre cruzando la calle en este lugar? Marque todas las que apliquen (Abajo son algunas preocupaciones comunes para que usted consiga comenzados. Añade tu propia en el 'otro' recuadro más abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No hay suficiente tiempo para cruzar | **0.00%** | 0 |
| Carretera demasiado ancho | **0.00%** | 0 |
| Cruces peatonales infrecuentes | **0.00%** | 0 |
| Cruces peatonales descoloridos | **0.00%** | 0 |
| Falta rampa de acera | **0.00%** | 0 |
| Línea de visión bloqueada (no puedo ver los vehículos que se acercan para poder cruzar sin peligro) | **0.00%** | 0 |
| Otro (por favor especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q116 (27.) Que gustaria ver como posibles soluciones para problemas de travesía en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Cruce peatonal de alta visibilidad | **0.00%** 0 |
| Los cruces peatonales levantados (el cruce peatonal es el nivel con la acera) | **0.00%** 0 |
| Media isla de refugio para los peatones | **0.00%** 0 |
| Extensión de freno (Una extensión del freno para tener más acera en cuenta visibilidad de peatones espacial, mayor, y más despacio vehicular vueltas) | **0.00%** 0 |
| Carteles y señales para alertar los vehículos sobre los peatones | **0.00%** 0 |
| Activa las luces peatonal en el cruce para peatones | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q117 (28.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q118 (29.) Que precupaciones sobre exceso de velocidad y comportamiento de conductors en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Exceso de velocidad de los vehículos | **0.00%** | 0 |
| Los conductores que no busca los peatones al girar | **0.00%** | 0 |
| Controladores no ceder a los peatones en el cruce de peatones | **0.00%** | 0 |
| Conductores distraídos | **0.00%** | 0 |
| Controladores desobedecer señalización | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q119 (30.) ¿Qué le gustaría ver como posibles soluciones para la aceleración/comportamiento del conductor en este lugar? Marque todo lo que aplique. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Barrio glorietta | 0.00% 0 |
| Cojines de velocidad | 0.00% 0 |
| Estacionamiento ángulo inverso | 0.00% 0 |
| La dieta del camino (reduce el número de a través de veredas de viajes y añade una vereda de la vuelta del centro - típicamente convierte cuatro lane road en tres lane road con dos veredas de viajes y una vereda de la vuelta del centro) | 0.00% 0 |
| Cruces peatonales de visibilidad altos | 0.00% 0 |
| **Total Respondents: 0** | |

## Q120 (31.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q121 (32.) ¿Qué hace esta posición poco atractiva para andar? Compruebe todo que se aplican.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sin sombra | **0.00%** | 0 |
| Ningunos bancos o sitios para sentarse y descansar | **0.00%** | 0 |
| Iluminación inadecuada en la noche | **0.00%** | 0 |
| Basura en el suelo | **0.00%** | 0 |
| Ningunos destinos dentro de distancia a pie | **0.00%** | 0 |
| Se siente inseguro | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q122 (33.) ¿Qué le gustaría ver como posibles soluciones para que esta situación sea más amena para caminar? Marque todo lo que aplique.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Iluminación escala peatonal | **0.00%** 0 |
| Incrementó la presencia de la aplicación (oficiales, velocidad móvil trailers, otros) | **0.00%** 0 |
| Destinos locales cerca | **0.00%** 0 |
| Acceso al tránsito | **0.00%** 0 |
| Implementar las calles completas (planificación para todos los modos de transporte dentro de un corredor, caminar, ciclismo, coches y transporte público) | **0.00%** 0 |
| Otro (por favor, especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q123 (34.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q124 (35.) ¿Qué preocupaciones adicionales que no encajan en las categorías siempre tienes?

Answered: 0 Skipped: 329

## Q125 (36.) ¿Qué otra categoría de preocupación ¿tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q126 (37.) ¿Tienes otras ubicaciones en las que desea proporcionar insumos?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Si tengo otros lugares | **0.00%** | 0 |
| No, no tengo mas que decir | **0.00%** | 0 |
| **Total** | | **0** |

## Q127 (38.) Tu lugar de preocapacion (3rd location): Para una interseccion, por favor proporcionar la calle de cruza. Para un corredor, por favor proporcionar la calle de cruza donde empieza y termina el corredor de preocupación.Por ejemplo: La intersección de Calle A y Calle DEl corredor de Calle A de Calle D a Calle E

Answered: 0 Skipped: 329

## Q128 (39.) Que preocupaciones tienes sobre este lugar?(Si tienes varios categorias de preocupación (será capaz de dirigirse a cada uno cuando se mueve a través de esta revisión, uno por uno.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| **Total** | | **0** |

## Q129 (40.) Que preocupaciones tienes sobre las banquetas en este lugar? Marque todas las que apliquen(Abajo hay algunas preocupaciones comunes para empezar. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Perdido | 0.00% 0 |
| Rajado | 0.00% 0 |
| Demasiado estrecho | 0.00% 0 |
| Obstruida por un elemento fijo (señal post/árbol) | 0.00% 0 |
| Vegetación crecida demasiado | 0.00% 0 |
| Pendiente demasiado grande para sillas de ruedas o cochecitos (como por ejemplo, en una entrada o Entrada de vehículos en un aparcamiento) | 0.00% 0 |
| **Total Respondents: 0** | |

## Q130 (41.) Que gustaria ver para un potencial solucion para tus preocupaciones de banqueta en este lugar. Marque todas las que apliquen.(Abajo hay potencial soluciones para empezar. No todas las ideas funcionará en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta lisa | **0.00%** | 0 |
| Ensanchar banqueta | **0.00%** | 0 |
| Zona tampón o siembra entre calles y aceras/ruta | **0.00%** | 0 |
| Prefieren un camino concreto en lugar de una acera | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q131 (42.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q132 (43.) Qual preocupaciones tienes sobre cruzando la calle en este lugar? Marque todas las que apliquen (Abajo son algunas preocupaciones comunes para que usted consiga comenzados. Añade tu propia en el 'otro' recuadro más abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No hay suficiente tiempo para cruzar | **0.00%** | 0 |
| Carretera demasiado ancho | **0.00%** | 0 |
| Cruces peatonales infrecuentes | **0.00%** | 0 |
| Cruces peatonales descoloridos | **0.00%** | 0 |
| Falta rampa de acera | **0.00%** | 0 |
| Línea de visión bloqueada (no puedo ver los vehículos que se acercan para poder cruzar sin peligro) | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q133 (44.) Que gustaria ver como posibles soluciones para problemas de travesía en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Cruce peatonal de alta visibilidad | **0.00%** 0 |
| Los cruces peatonales levantados (el cruce peatonal es el nivel con la acera) | **0.00%** 0 |
| Media isla de refugio para los peatones | **0.00%** 0 |
| Extensión de freno (Una extensión del freno para tener más acera en cuenta visibilidad de peatones espacial, mayor, y más despacio vehicular vueltas) | **0.00%** 0 |
| Carteles y señales para alertar los vehículos sobre los peatones | **0.00%** 0 |
| Activa las luces peatonal en el cruce para peatones | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q134 (45.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q135 (46.) Que precupaciones sobre exceso de velocidad y comportamiento de conductors en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Exceso de velocidad de los vehículos | **0.00%** | 0 |
| Los conductores que no busca los peatones al girar | **0.00%** | 0 |
| Controladores no ceder a los peatones en el cruce de peatones | **0.00%** | 0 |
| Conductores distraídos | **0.00%** | 0 |
| Controladores desobedecer señalización | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q136 (47.) ¿Qué le gustaría ver como posibles soluciones para la aceleración/comportamiento del conductor en este lugar? Marque todo lo que aplique. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Barrio glorietta | 0.00% 0 |
| Cojines de velocidad | 0.00% 0 |
| Estacionamiento ángulo inverso | 0.00% 0 |
| La dieta del camino (reduce el número de a través de veredas de viajes y añade una vereda de la vuelta del centro - típicamente convierte cuatro lane road en tres lane road con dos veredas de viajes y una vereda de la vuelta del centro) | 0.00% 0 |
| Cruces peatonales de visibilidad altos | 0.00% 0 |
| **Total Respondents: 0** | |

## Q137 (48.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q138 (49.) ¿Qué hace esta posición poco atractiva para andar? Compruebe todo que se aplican.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sin sombra | **0.00%** | 0 |
| Ningunos bancos o sitios para sentarse y descansar | **0.00%** | 0 |
| Iluminación inadecuada en la noche | **0.00%** | 0 |
| Basura en el suelo | **0.00%** | 0 |
| Ningunos destinos dentro de distancia a pie | **0.00%** | 0 |
| Se siente inseguro | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q139 (50.) ¿Qué le gustaría ver como posibles soluciones para que esta situación sea más amena para caminar? Marque todo lo que aplique.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Iluminación escala peatonal | **0.00%** 0 |
| Incrementó la presencia de la aplicación (oficiales, velocidad móvil trailers, otros) | **0.00%** 0 |
| Destinos locales cerca | **0.00%** 0 |
| Acceso al tránsito | **0.00%** 0 |
| Implementar las calles completas (planificación para todos los modos de transporte dentro de un corredor, caminar, ciclismo, coches y transporte público) | **0.00%** 0 |
| Otro (por favor, especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q140 (51.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q141 (52.) ¿Qué preocupaciones adicionales que no encajan en las categorías siempre tienes?

Answered: 0 Skipped: 329

## Q142 (53.) Qué otra categoría de preocupación ¿tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q143 (54.) ¿Tienes otras ubicaciones en las que desea proporcionar insumos?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Si tengo otros lugares | **0.00%** | 0 |
| No, no tengo mas que decir | **0.00%** | 0 |
| **Total** | | **0** |

## Q144 (55.) Tu lugar de preocapacion (4th location): Para una interseccion, por favor proporcionar la calle de cruza. Para un corredor, por favor proporciona la calle de cruza donde empieza y termina el corredor de preocupación.Por ejemplo: La intersección de Calle A y Calle DEl corredor de Calle A de Calle D a Calle E

Answered: 0 Skipped: 329

## Q145 (56.) Que preocupaciones tienes sobre este lugar?(Si tienes varios categorias de preocupación (será capaz de dirigirse a cada uno cuando se mueve a través de esta revisión, uno por uno.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| **Total** | | **0** |

## Q146 (57.) Que preocupaciones tienes sobre las banquetas en este lugar? Marque todas las que apliquen(Abajo hay algunas preocupaciones comunes para empezar. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Rajado | 0.00% 0 |
| Demasiado estrecho | 0.00% 0 |
| Obstruida por un elemento fijo (señal post/árbol) | 0.00% 0 |
| Vegetación crecida demasiado | 0.00% 0 |
| Pendiente demasiado grande para sillas de ruedas o cochecitos (como por ejemplo, en una entrada o Entrada de vehículos en un aparcamiento) | 0.00% 0 |
| **Total Respondents: 0** | |

## Q147 (58.) Que gustaria ver para un potencial solucion para tus preocupaciones de banqueta en este lugar. Marque todas las que apliquen.(Abajo hay potencial soluciones para empezar. No todas las ideas funcionará en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta lisa | **0.00%** | 0 |
| Ensanchar banqueta | **0.00%** | 0 |
| Zona tampón o siembra entre calles y aceras/ruta | **0.00%** | 0 |
| Prefieren un camino concreto en lugar de una acera | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q148 (59.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q149 (60.) Qual preocupaciones tienes sobre cruzando la calle en este lugar? Marque todas las que apliquen (Abajo son algunas preocupaciones comunes para que usted consiga comenzados. Añade tu propia en el 'otro' recuadro más abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No hay suficiente tiempo para cruzar | **0.00%** | 0 |
| Carretera demasiado ancho | **0.00%** | 0 |
| Cruces peatonales infrecuentes | **0.00%** | 0 |
| Cruces peatonales descoloridos | **0.00%** | 0 |
| Falta rampa de acera | **0.00%** | 0 |
| Línea de visión bloqueada (no puedo ver los vehículos que se acercan para poder cruzar sin peligro) | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q150 (61.) Que gustaria ver como posibles soluciones para problemas de travesía en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Cruce peatonal de alta visibilidad | **0.00%** 0 |
| Los cruces peatonales levantados (el cruce peatonal es el nivel con la acera) | **0.00%** 0 |
| Media isla de refugio para los peatones | **0.00%** 0 |
| Extensión de freno (Una extensión del freno para tener más acera en cuenta visibilidad de peatones espacial, mayor, y más despacio vehicular vueltas) | **0.00%** 0 |
| Carteles y señales para alertar los vehículos sobre los peatones | **0.00%** 0 |
| Activa las luces peatonal en el cruce para peatones | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q151 (62.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q152 (63.) Que precupaciones sobre exceso de velocidad y comportamiento de conductors en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Exceso de velocidad de los vehículos | **0.00%** | 0 |
| Los conductores que no busca los peatones al girar | **0.00%** | 0 |
| Controladores no ceder a los peatones en el cruce de peatones | **0.00%** | 0 |
| Conductores distraídos | **0.00%** | 0 |
| Controladores desobedecer señalización | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q153 (64.) ¿Qué le gustaría ver como posibles soluciones para la aceleración/comportamiento del conductor en este lugar? Marque todo lo que aplique. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Barrio glorietta | **0.00%** 0 |
| Cojines de velocidad | **0.00%** 0 |
| Estacionamiento ángulo inverso | **0.00%** 0 |
| La dieta del camino (reduce el número de a través de veredas de viajes y añade una vereda de la vuelta del centro - típicamente convierte cuatro lane road en tres lane road con dos veredas de viajes y una vereda de la vuelta del centro) | **0.00%** 0 |
| Cruces peatonales de visibilidad altos | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q154 (65.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q155 (66.) ¿Qué hace esta posición poco atractiva para andar? Compruebe todo que se aplican.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sin sombra | **0.00%** | 0 |
| Ningunos bancos o sitios para sentarse y descansar | **0.00%** | 0 |
| Iluminación inadecuada en la noche | **0.00%** | 0 |
| Basura en el suelo | **0.00%** | 0 |
| Ningunos destinos dentro de distancia a pie | **0.00%** | 0 |
| Se siente inseguro | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q156 (67.) ¿Qué le gustaría ver como posibles soluciones para que esta situación sea más amena para caminar? Marque todo lo que aplique.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Iluminación escala peatonal | **0.00%** 0 |
| Incrementó la presencia de la aplicación (oficiales, velocidad móvil trailers, otros) | **0.00%** 0 |
| Destinos locales cerca | **0.00%** 0 |
| Acceso al tránsito | **0.00%** 0 |
| Implementar las calles completas (planificación para todos los modos de transporte dentro de un corredor, caminar, ciclismo, coches y transporte público) | **0.00%** 0 |
| Otro (por favor, especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q157 (68.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q158 (69.) ¿Qué preocupaciones adicionales que no encajan en las categorías siempre tienes?

Answered: 0 Skipped: 329

## Q159 (70.) Qué otra categoría de preocupación ¿tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q160 (71.) ¿Tienes otras ubicaciones en las que desea proporcionar insumos?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Si tengo otros lugares | **0.00%** | 0 |
| No, no tengo mas que decir | **0.00%** | 0 |
| **Total** | | **0** |

## Q161 (72.) Tu lugar de preocapacion (5th location): Para una interseccion, por favor proporcionar la calle de cruza. Para un corredor, por favor proporciona la calle de cruza donde empieza y termina el corredor de preocupación.Por ejemplo: La intersección de Calle A y Calle DEl corredor de Calle A de Calle D a Calle E

Answered: 0 Skipped: 329

## Q162 (73.) Que preocupaciones tienes sobre este lugar?(Si tienes varios categorias de preocupación (será capaz de dirigirse a cada uno cuando se mueve a través de esta revisión, uno por uno.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| **Total** | | **0** |

## Q163 (74.) Que preocupaciones tienes sobre las banquetas en este lugar? Marque todas las que apliquen(Abajo hay algunas preocupaciones comunes para empezar. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Rajado | 0.00% 0 |
| Demasiado estrecho | 0.00% 0 |
| Obstruida por un elemento fijo (señal post/árbol) | 0.00% 0 |
| Vegetación crecida demasiado | 0.00% 0 |
| Pendiente demasiado grande para sillas de ruedas o cochecitos (como por ejemplo, en una entrada o Entrada de vehículos en un aparcamiento) | 0.00% 0 |
| **Total Respondents: 0** | |

## Q164 (75.) Que gustaria ver para un potencial solucion para tus preocupaciones de banqueta en este lugar. Marque todas las que apliquen.(Abajo hay potencial soluciones para empezar. No todas las ideas funcionará en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta lisa | **0.00%** | 0 |
| Ensanchar banqueta | **0.00%** | 0 |
| Zona tampón o siembra entre calles y aceras/ruta | **0.00%** | 0 |
| Prefieren un camino concreto en lugar de una acera | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q165 (76.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q166 (77.) Qual preocupaciones tienes sobre cruzando la calle en este lugar? Marque todas las que apliquen (Abajo son algunas preocupaciones comunes para que usted consiga comenzados. Añade tu propia en el 'otro' recuadro más abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| No hay suficiente tiempo para cruzar | **0.00%** | 0 |
| Carretera demasiado ancho | **0.00%** | 0 |
| Cruces peatonales infrecuentes | **0.00%** | 0 |
| Cruces peatonales descoloridos | **0.00%** | 0 |
| Falta rampa de acera | **0.00%** | 0 |
| Línea de visión bloqueada (no puedo ver los vehículos que se acercan para poder cruzar sin peligro) | **0.00%** | 0 |
| Otro (por favor, especifique) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q167 (78.) Que gustaria ver como posibles soluciones para problemas de travesía en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Cruce peatonal de alta visibilidad | **0.00%** 0 |
| Los cruces peatonales levantados (el cruce peatonal es el nivel con la acera) | **0.00%** 0 |
| Media isla de refugio para los peatones | **0.00%** 0 |
| Extensión de freno (Una extensión del freno para tener más acera en cuenta visibilidad de peatones espacial, mayor, y más despacio vehicular vueltas) | **0.00%** 0 |
| Carteles y señales para alertar los vehículos sobre los peatones | **0.00%** 0 |
| Activa las luces peatonal en el cruce para peatones | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q168 (79.) Tienes otro preocupaciones sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q169 (80.) Que precupaciones sobre exceso de velocidad y comportamiento de conductors en este lugar? Marque todos los que se aplican. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Exceso de velocidad de los vehículos | **0.00%** | 0 |
| Los conductores que no busca los peatones al girar | **0.00%** | 0 |
| Controladores no ceder a los peatones en el cruce de peatones | **0.00%** | 0 |
| Conductores distraídos | **0.00%** | 0 |
| Controladores desobedecer señalización | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q170 (81.) ¿Qué le gustaría ver como posibles soluciones para la aceleración/comportamiento del conductor en este lugar? Marque todo lo que aplique. (Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Barrio glorietta | 0.00% 0 |
| Cojines de velocidad | 0.00% 0 |
| Estacionamiento ángulo inverso | 0.00% 0 |
| La dieta del camino (reduce el número de a través de veredas de viajes y añade una vereda de la vuelta del centro - típicamente convierte cuatro lane road en tres lane road con dos veredas de viajes y una vereda de la vuelta del centro) | 0.00% 0 |
| Cruces peatonales de visibilidad altos | 0.00% 0 |
| **Total Respondents: 0** | |

## Q171 (82.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q172 (83.) ¿Qué hace esta posición poco atractiva para andar? Compruebe todo que se aplican.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Sin sombra | **0.00%** | 0 |
| Ningunos bancos o sitios para sentarse y descansar | **0.00%** | 0 |
| Iluminación inadecuada en la noche | **0.00%** | 0 |
| Basura en el suelo | **0.00%** | 0 |
| Ningunos destinos dentro de distancia a pie | **0.00%** | 0 |
| Se siente inseguro | **0.00%** | 0 |
| Other (please specify) | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q173 (84.) ¿Qué le gustaría ver como posibles soluciones para que esta situación sea más amena para caminar? Marque todo lo que aplique.(Abajo son algunas soluciones potenciales de comenzarle. No todas las ideas trabajarán en todas las situaciones. Añada su propio en el 'Otro' cuadro de texto abajo.)

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Iluminación escala peatonal | **0.00%** 0 |
| Incrementó la presencia de la aplicación (oficiales, velocidad móvil trailers, otros) | **0.00%** 0 |
| Destinos locales cerca | **0.00%** 0 |
| Acceso al tránsito | **0.00%** 0 |
| Implementar las calles completas (planificación para todos los modos de transporte dentro de un corredor, caminar, ciclismo, coches y transporte público) | **0.00%** 0 |
| Otro (por favor, especifique) | **0.00%** 0 |
| **Total Respondents: 0** | |

## Q174 (85.) Que preocupaciones tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Preocupaciones adicionales | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q175 (86.) ¿Qué preocupaciones adicionales que no encajan en las categorías siempre tienes?

Answered: 0 Skipped: 329

## Q176 (87.) Qué otra categoría de preocupación ¿tienes sobre este lugar?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Banqueta | **0.00%** | 0 |
| Paso | **0.00%** | 0 |
| Comportamiento del conductor | **0.00%** | 0 |
| Poco atractivo barrio | **0.00%** | 0 |
| No hay preocupaciones adicionales en este lugar | **0.00%** | 0 |
| **Total** | | **0** |

## Q177 (88.) Your Contact Information:

Answered: 0 Skipped: 329

| Answer Choices | Responses | |
|---|---|---|
| Name: | 0.00% | 0 |
| Company: | 0.00% | 0 |
| Address: | 0.00% | 0 |
| Address 2: | 0.00% | 0 |
| City/Town: | 0.00% | 0 |
| State: | 0.00% | 0 |
| ZIP: | 0.00% | 0 |
| Country: | 0.00% | 0 |
| Email Address: | 0.00% | 0 |
| Phone Number: | 0.00% | 0 |

## Q178 (89.) In what neighborhood do you live?

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **0.00%** | 0 |
| Old Encinitas | **0.00%** | 0 |
| Leucadia | **0.00%** | 0 |
| New Encinitas | **0.00%** | 0 |
| Olivenhain | **0.00%** | 0 |
| I do not live in Encinitas | **0.00%** | 0 |
| **Total** | | **0** |

## Q179 (90.) Yes! I would like to get more involved with the project by:

**Answered: 0 Skipped: 329**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Joining my Neighborhood Coalition to be directly involved in advancing my neighborhood's concerns and getting more residents involved | **0.00%** 0 |
| Leading a Neighborhood Walk Audit using BestWalk (Phone Application) | **0.00%** 0 |
| Other (please specify) | **0.00%** 0 |
| **Total Respondents: 0** | |

# appendix c- community survey results

December | 2014

*this page intentionally left blank*

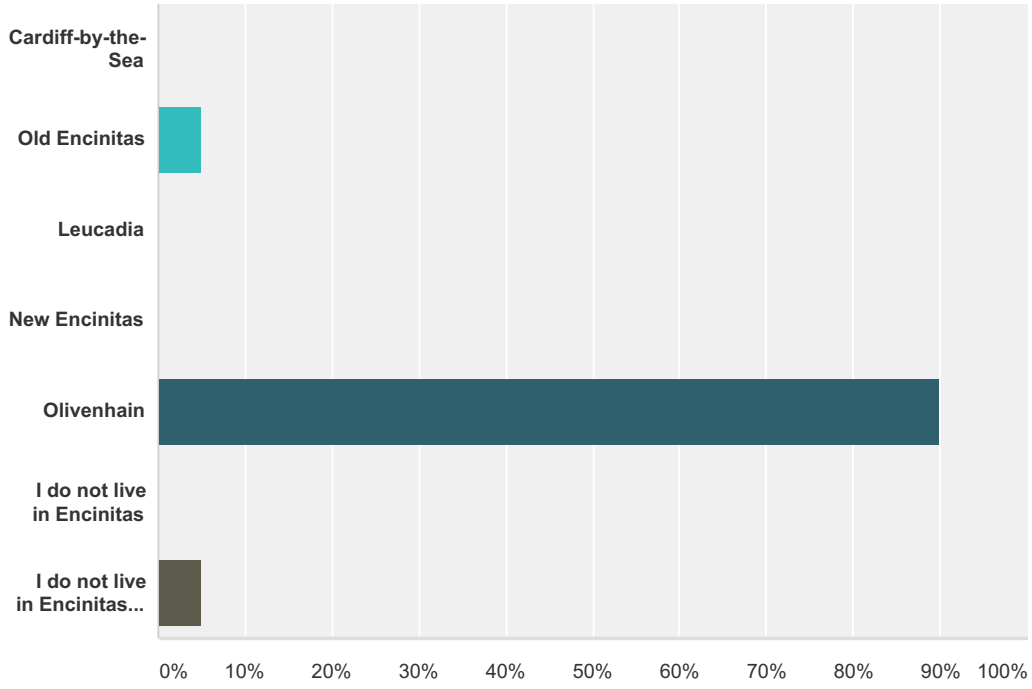
## Q1 Your contact information:

Answered: 20 Skipped: 1

| Answer Choices | Responses | |
|---|---|---|
| Name: | 100.00% | 20 |
| Address: | 100.00% | 20 |
| City/Town: | 100.00% | 20 |
| ZIP: | 100.00% | 20 |
| Email Address: | 100.00% | 20 |
| Phone Number: | 50.00% | 10 |

## Q2 In which neighborhood do you live? Copy and paste this map into your browser to see the neighborhood boundaries. https://mapsengine.google.com/map/u/0/edit?mid=zewB8vqq618k.kq6EwDzWO5xQ

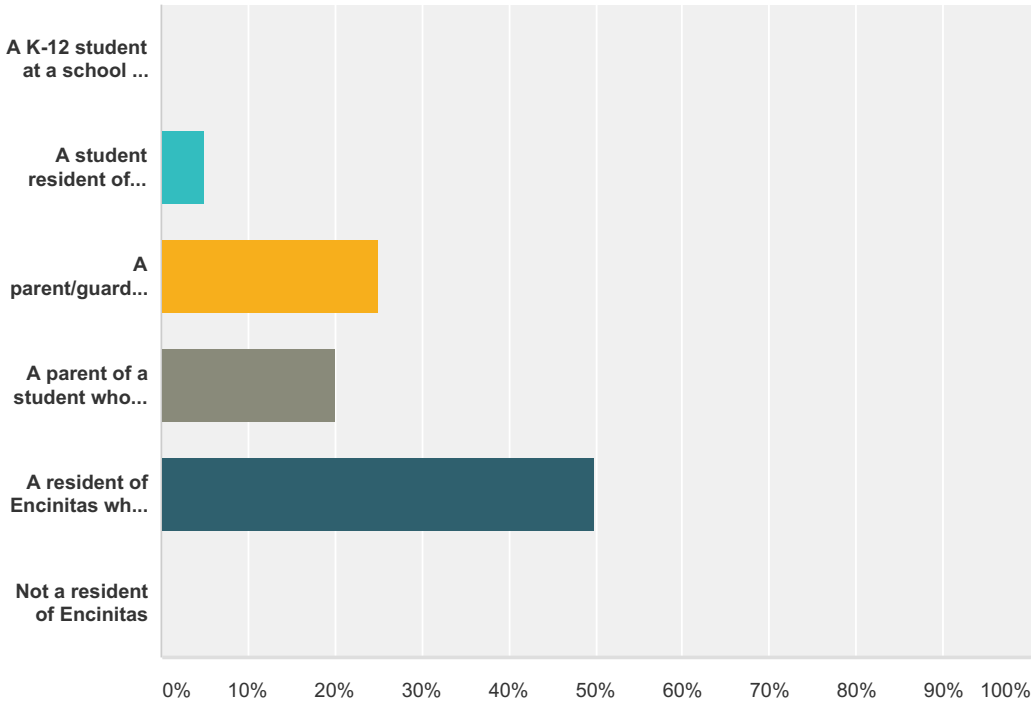
Answered: 20 Skipped: 1




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **0.00%** | 0 |
| Old Encinitas | **5.00%** | 1 |
| Leucadia | **0.00%** | 0 |
| New Encinitas | **0.00%** | 0 |
| Olivenhain | **90.00%** | 18 |
| I do not live in Encinitas | **0.00%** | 0 |
| I do not live in Encinitas but I have child(ren) who attend(s) school in Encinitas | **5.00%** | 1 |
| **Total** | | **20** |

## Q3 I am a:

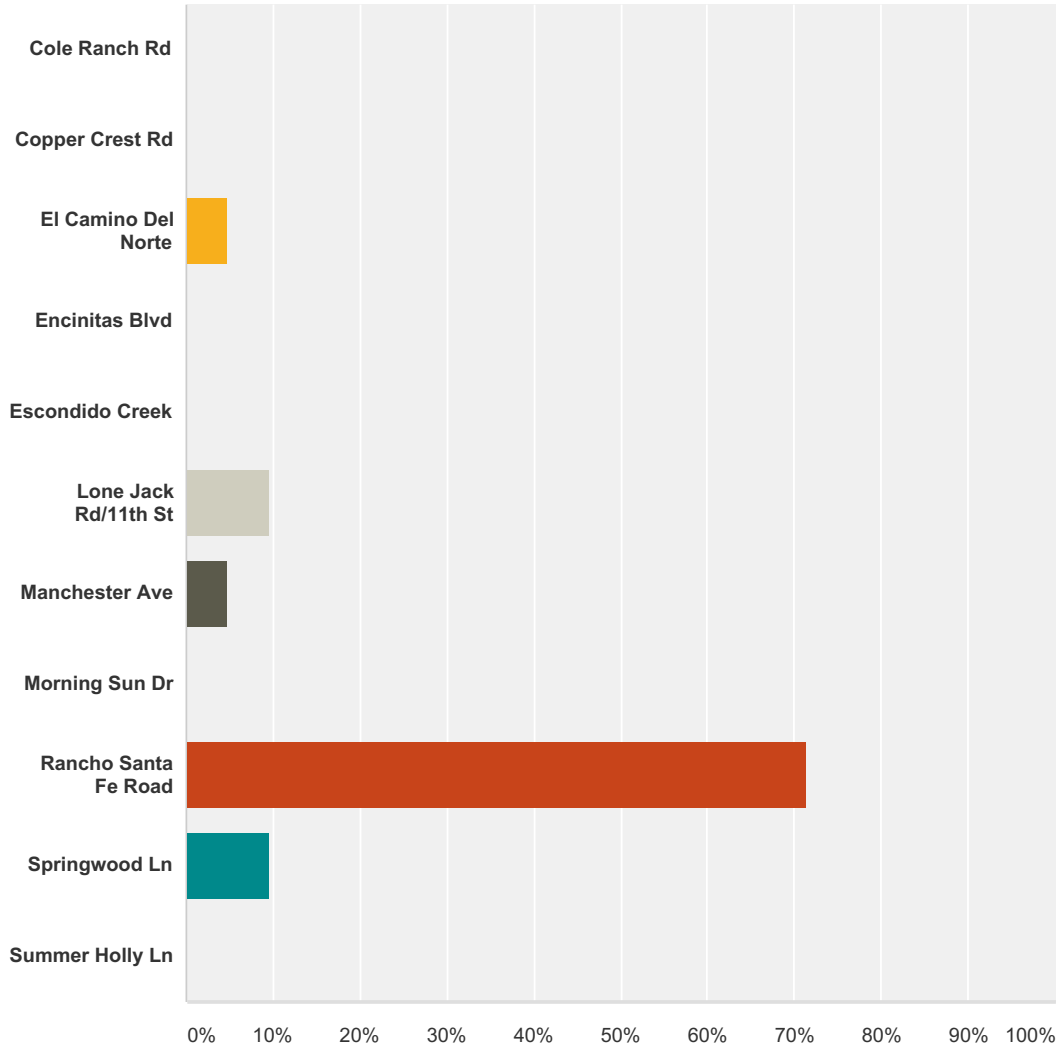
Answered: 20 Skipped: 1




| Answer Choices | Responses | |
|---|---|---|
| A K-12 student at a school in Encinitas | **0.00%** | 0 |
| A student resident of Encinitas, who attends a school outside of Encinitas | **5.00%** | 1 |
| A parent/guardian of K-12 student(s) at school(s) in Encinitas | **25.00%** | 5 |
| A parent of a student who attends a school outside of Encinitas | **20.00%** | 4 |
| A resident of Encinitas who does not have K-12 children residing in the home | **50.00%** | 10 |
| Not a resident of Encinitas | **0.00%** | 0 |
| **Total** | | **20** |

## Q4 Major Thoroughfares Olivenhain

Answered: 21 Skipped: 0




| Answer Choices | Responses | |
|---|---|---|
| Cole Ranch Rd | 0.00% | 0 |
| Copper Crest Rd | 0.00% | 0 |
| El Camino Del Norte | 4.76% | 1 |
| Encinitas Blvd | 0.00% | 0 |
| Escondido Creek | 0.00% | 0 |
| Lone Jack Rd/11th St | 9.52% | 2 |
| Manchester Ave | 4.76% | 1 |
| Morning Sun Dr | 0.00% | 0 |
| Rancho Santa Fe Road | 71.43% | 15 |

| | | |
|---|---|---|
| Springwood Ln | **9.52%** | 2 |
| Summer Holly Ln | **0.00%** | 0 |
| **Total** | | **21** |

## Q5 Cole Ranch RdSelect the intersection or street segment of greatest concern.

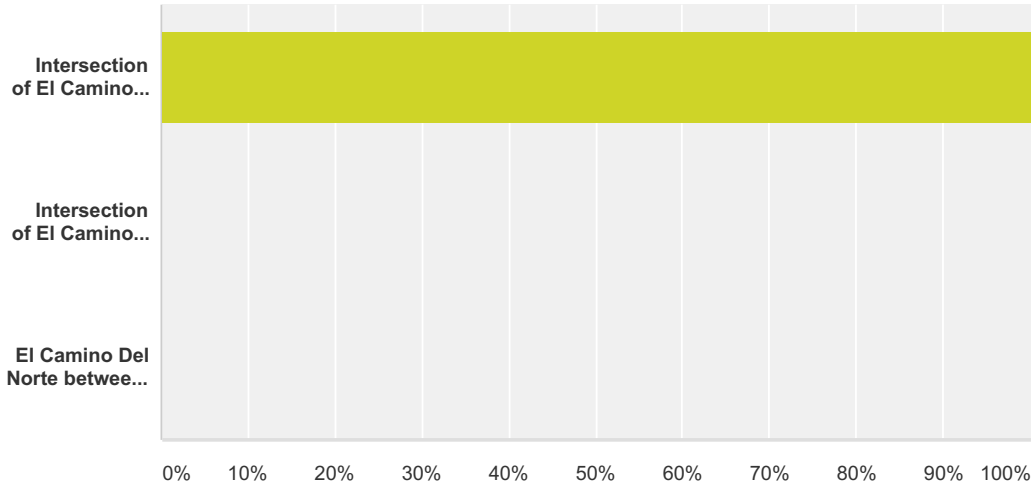
**Answered: 0 Skipped: 21**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Cole Ranch Rd and Rancho Santa Fe Rd | **0.00%** | 0 |
| Intersection of Cole Ranch Rd and Lone Jack Rd | **0.00%** | 0 |
| Cole Ranch Rd between 7th St and 5th St | **0.00%** | 0 |
| Cole Ranch Rd between 8th St and 9th St | **0.00%** | 0 |
| Gap between Cole Ranch Rd and Peppertree Ln | **0.00%** | 0 |
| Gap between Cole Ranch Rd and Encinitas Blvd | **0.00%** | 0 |
| **Total** | | **0** |

## Q7 El Camino Del NorteSelect the intersection or road segment of greatest concern.

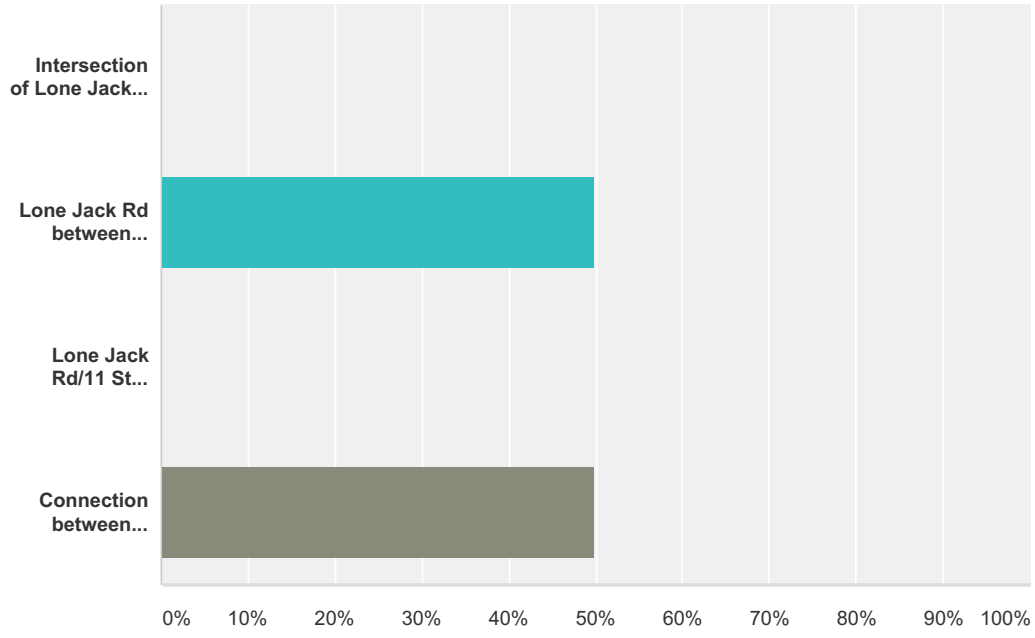
Answered: 1 Skipped: 20




| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Del Norte and Rancho Santa Fe | **100.00%** | 1 |
| Intersection of El Camino Del Norte and Cole Ranch Rd | **0.00%** | 0 |
| El Camino Del Norte between Rancho Santa Fe Rd and Flores De Oro (and East) | **0.00%** | 0 |
| **Total** | | **1** |

## Q10 Lone Jack Rd/11th StSelect the intersection or road segment of greatest concern.

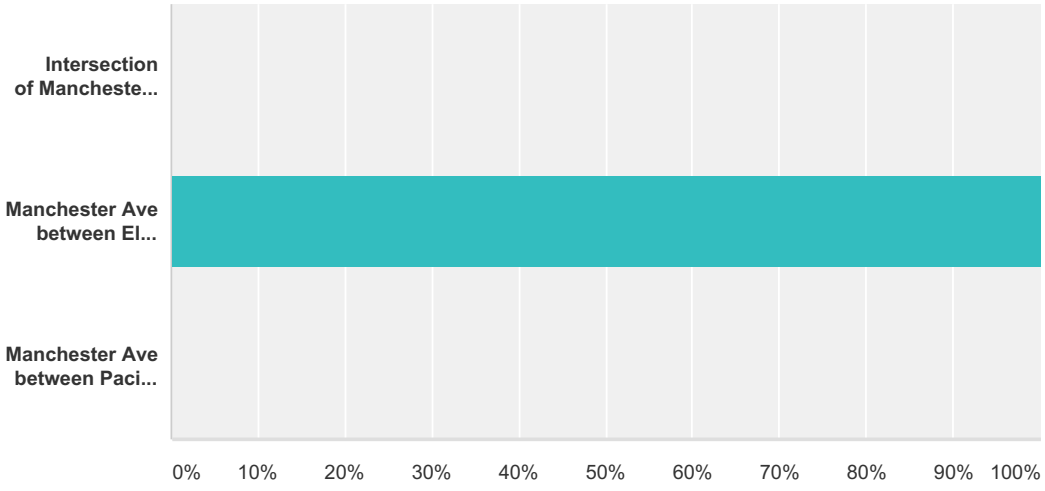
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lone Jack Rd and Cole Ranch Rd | **0.00%** | 0 |
| Lone Jack Rd between Stratford Knoll and Santa Fe Vista Court (around corner) | **50.00%** | 1 |
| Lone Jack Rd/11 St between Corinia Ct and Rancho Encinitas Dr | **0.00%** | 0 |
| Connection between Mountain Vista Dr and 11th St | **50.00%** | 1 |
| **Total** | | **2** |

## Q11 Manchester AveSelect the intersection or road segment of greatest concern.

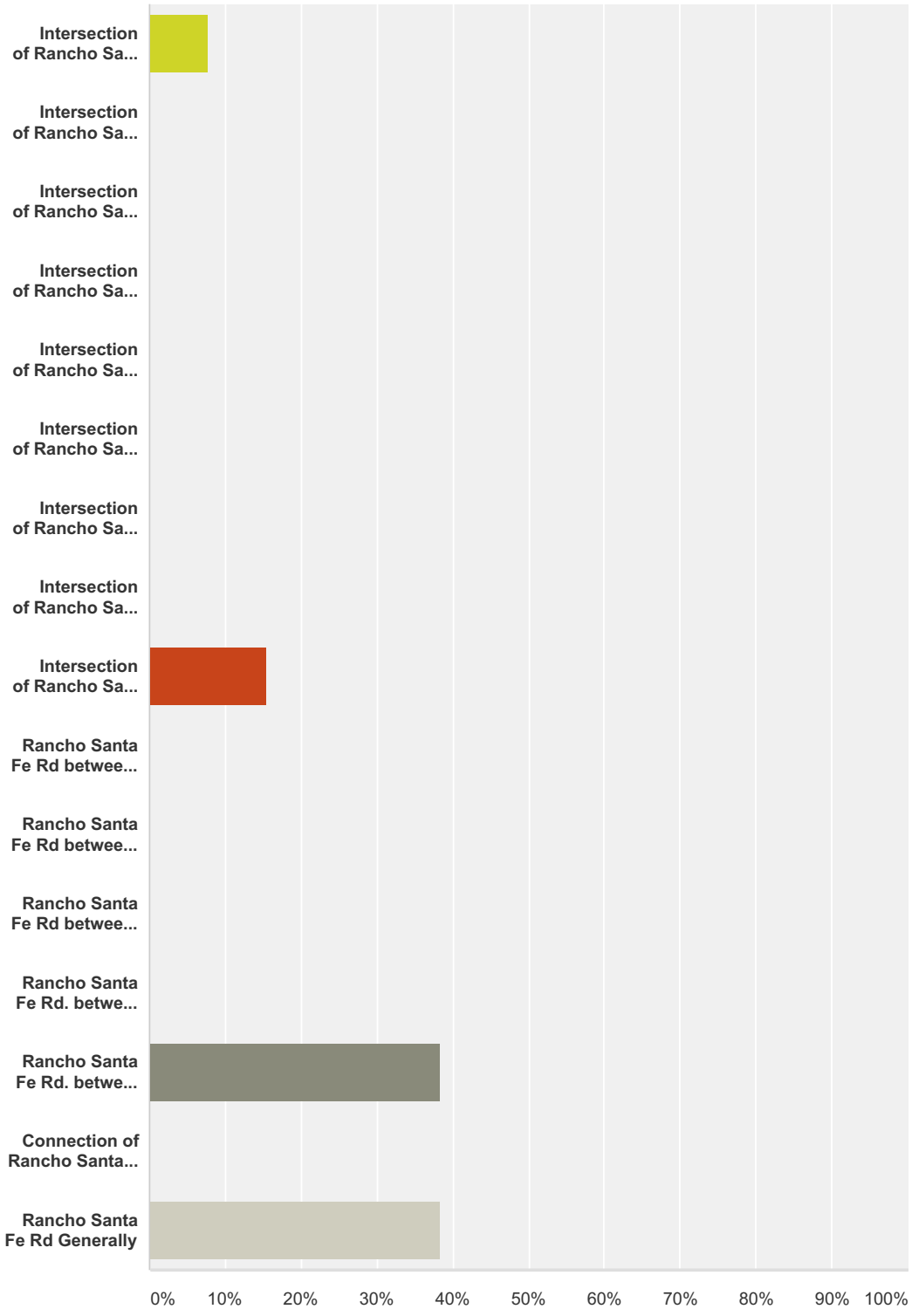
Answered: 1 Skipped: 20




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rancho Santa Fe Rd and Encinitas Blvd | **0.00%** | 0 |
| Manchester Ave between El Camino Real and Encinitas Blvd | **100.00%** | 1 |
| Manchester Ave between Pacific Ranch Dr and Pepper Tree Ln | **0.00%** | 0 |
| **Total** | | **1** |

## Q13 Rancho Santa Fe RdSelect the intersection or street segment of greatest concern.

Answered: 13 Skipped: 8

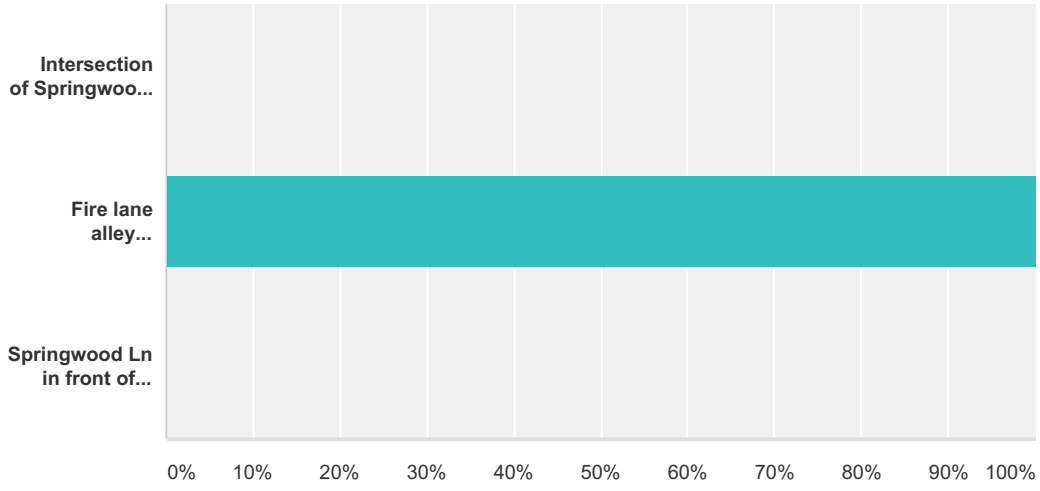



| Answer Choices | Responses |
|---|---|

| | | |
|---|---|---|
| Intersection of Rancho Santa Fe Rd/Manchester Ave and Encinitas Blvd | **7.69%** | 1 |
| Intersection of Rancho Santa Fe Rd and 7th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 8th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 9th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 13th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe and El Camino Del Norte | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Lone Jack Rd | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Calle Santa Catalina | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Olive Crest Dr | **15.38%** | 2 |
| Rancho Santa Fe Rd between El Camino Del Norte and Jone Jack Rd | **0.00%** | 0 |
| Rancho Santa Fe Rd between El Camino Del Norte and 8th St | **0.00%** | 0 |
| Rancho Santa Fe Rd between 8th St and 7th St | **0.00%** | 0 |
| Rancho Santa Fe Rd. between 11th and 13th St | **0.00%** | 0 |
| Rancho Santa Fe Rd. between Encinitas Blvd. to 7th St | **38.46%** | 5 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **0.00%** | 0 |
| Rancho Santa Fe Rd Generally | **38.46%** | 5 |
| **Total** | | **13** |

## Q14 Springwood LnSelect the intersection or road segment of greatest concern.

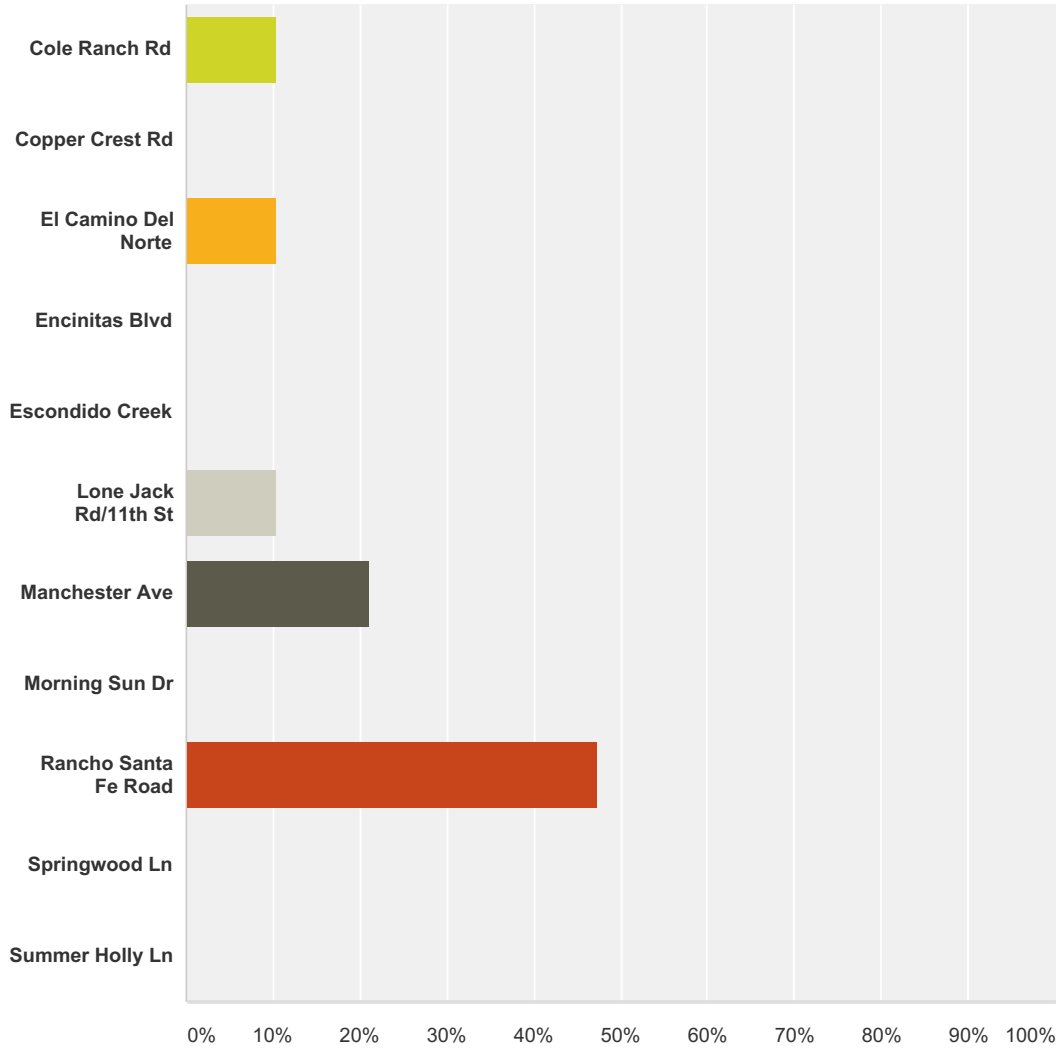
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Springwood Ln and Morning Sun Dr | **0.00%** | 0 |
| Fire lane alley connecting Springwood Ln and Village Park Way | **100.00%** | 2 |
| Springwood Ln in front of fire lane alley/gate to Village Park Way | **0.00%** | 0 |
| **Total** | | **2** |

## Q16 Major Thoroughfares Olivenhain

Answered: 19 Skipped: 2

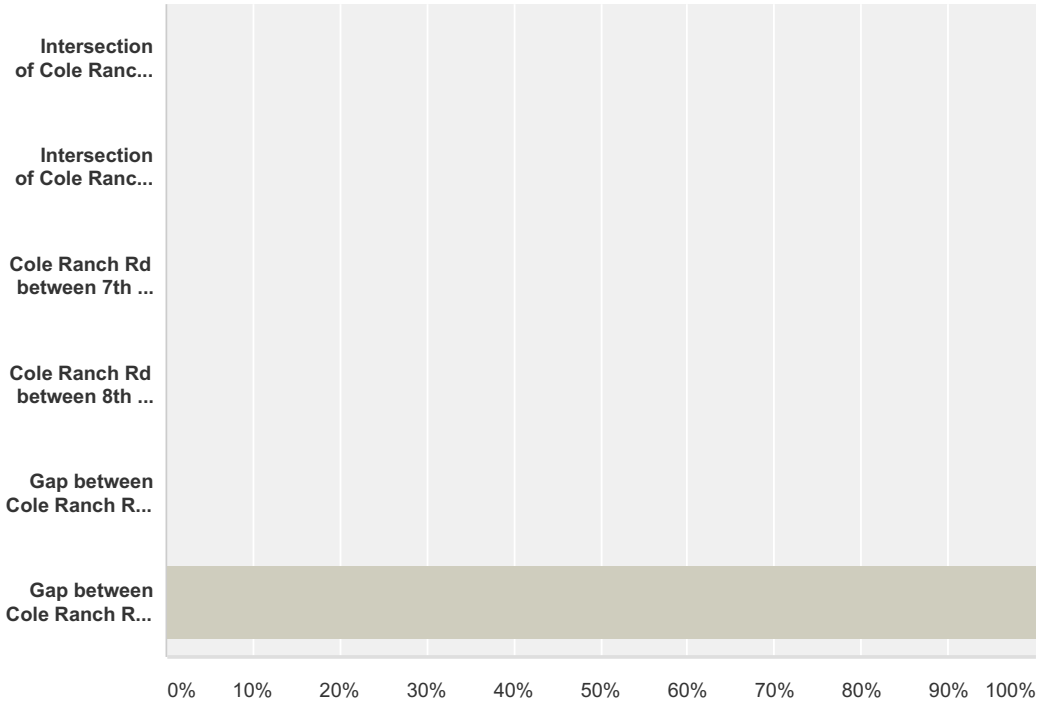



| Answer Choices | Responses | |
|---|---|---|
| Cole Ranch Rd | 10.53% | 2 |
| Copper Crest Rd | 0.00% | 0 |
| El Camino Del Norte | 10.53% | 2 |
| Encinitas Blvd | 0.00% | 0 |
| Escondido Creek | 0.00% | 0 |
| Lone Jack Rd/11th St | 10.53% | 2 |
| Manchester Ave | 21.05% | 4 |
| Morning Sun Dr | 0.00% | 0 |
| Rancho Santa Fe Road | 47.37% | 9 |

| | | |
|---|---|---|
| Springwood Ln | **0.00%** | 0 |
| Summer Holly Ln | **0.00%** | 0 |
| **Total** | | **19** |

## Q17 Cole Ranch RdSelect the intersection or street segment of greatest concern.

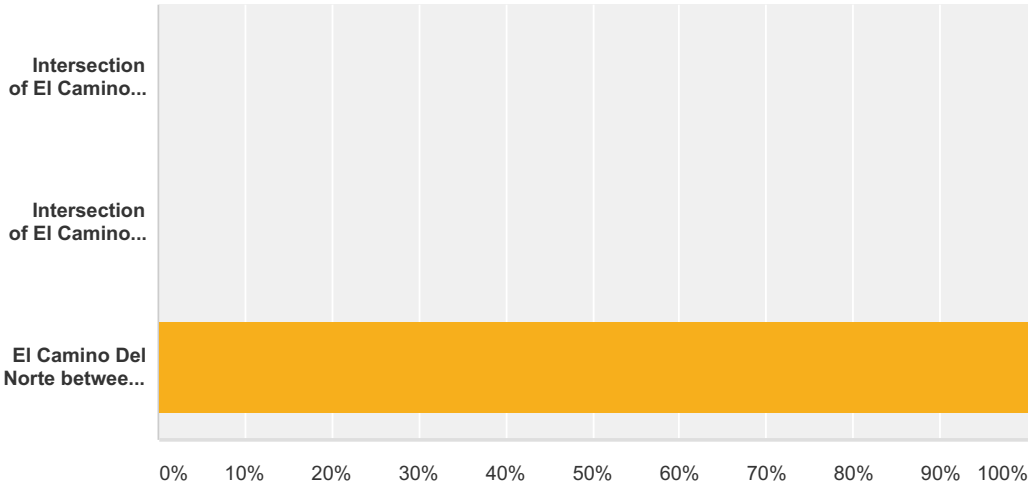
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Cole Ranch Rd and Rancho Santa Fe Rd | 0.00% | 0 |
| Intersection of Cole Ranch Rd and Lone Jack Rd | 0.00% | 0 |
| Cole Ranch Rd between 7th St and 5th St | 0.00% | 0 |
| Cole Ranch Rd between 8th St and 9th St | 0.00% | 0 |
| Gap between Cole Ranch Rd and Peppertree Ln | 0.00% | 0 |
| Gap between Cole Ranch Rd and Encinitas Blvd | 100.00% | 2 |
| **Total** | | **2** |

## Q19 El Camino Del NorteSelect the intersection or road segment of greatest concern.

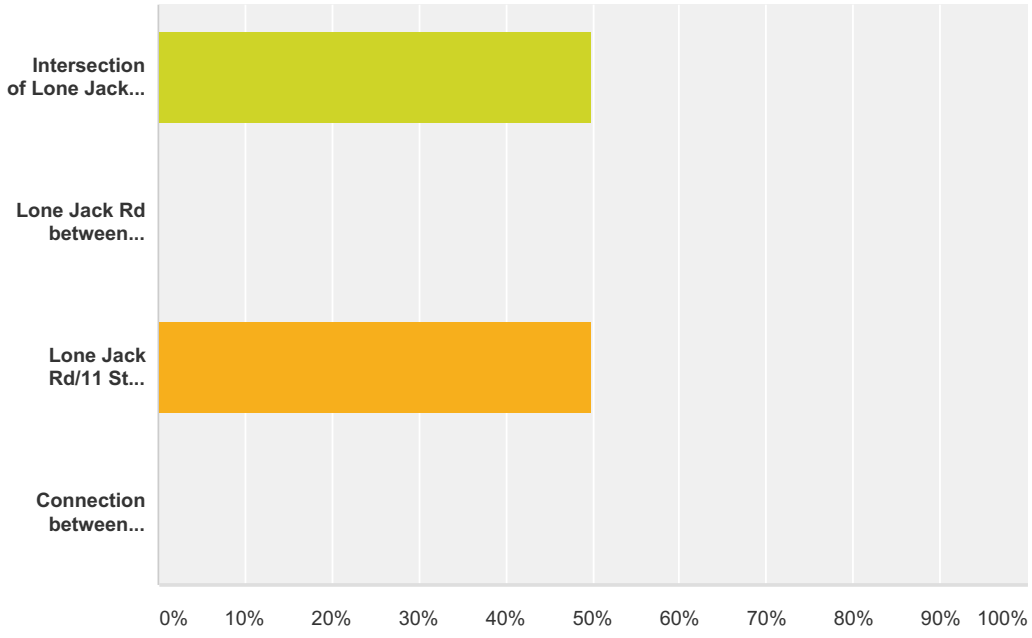
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Del Norte and Rancho Santa Fe | **0.00%** | 0 |
| Intersection of El Camino Del Norte and Cole Ranch Rd | **0.00%** | 0 |
| El Camino Del Norte between Rancho Santa Fe Rd and Flores De Oro (and East) | **100.00%** | 2 |
| **Total** | | **2** |

## Q22 Lone Jack Rd/11th StSelect the intersection or road segment of greatest concern.

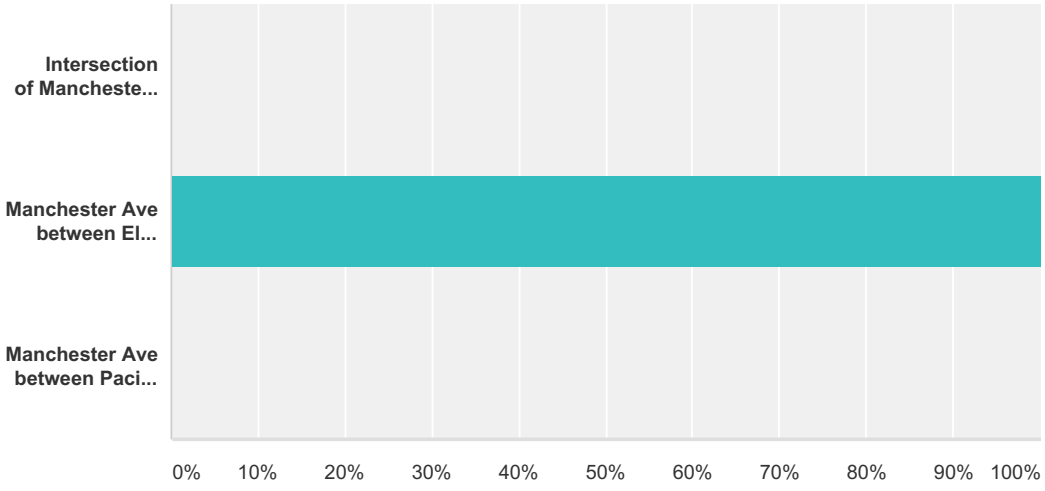
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lone Jack Rd and Cole Ranch Rd | **50.00%** | 1 |
| Lone Jack Rd between Stratford Knoll and Santa Fe Vista Court (around corner) | **0.00%** | 0 |
| Lone Jack Rd/11 St between Corinia Ct and Rancho Encinitas Dr | **50.00%** | 1 |
| Connection between Mountain Vista Dr and 11th St | **0.00%** | 0 |
| **Total** | | **2** |

## Q23 Manchester AveSelect the intersection or road segment of greatest concern.

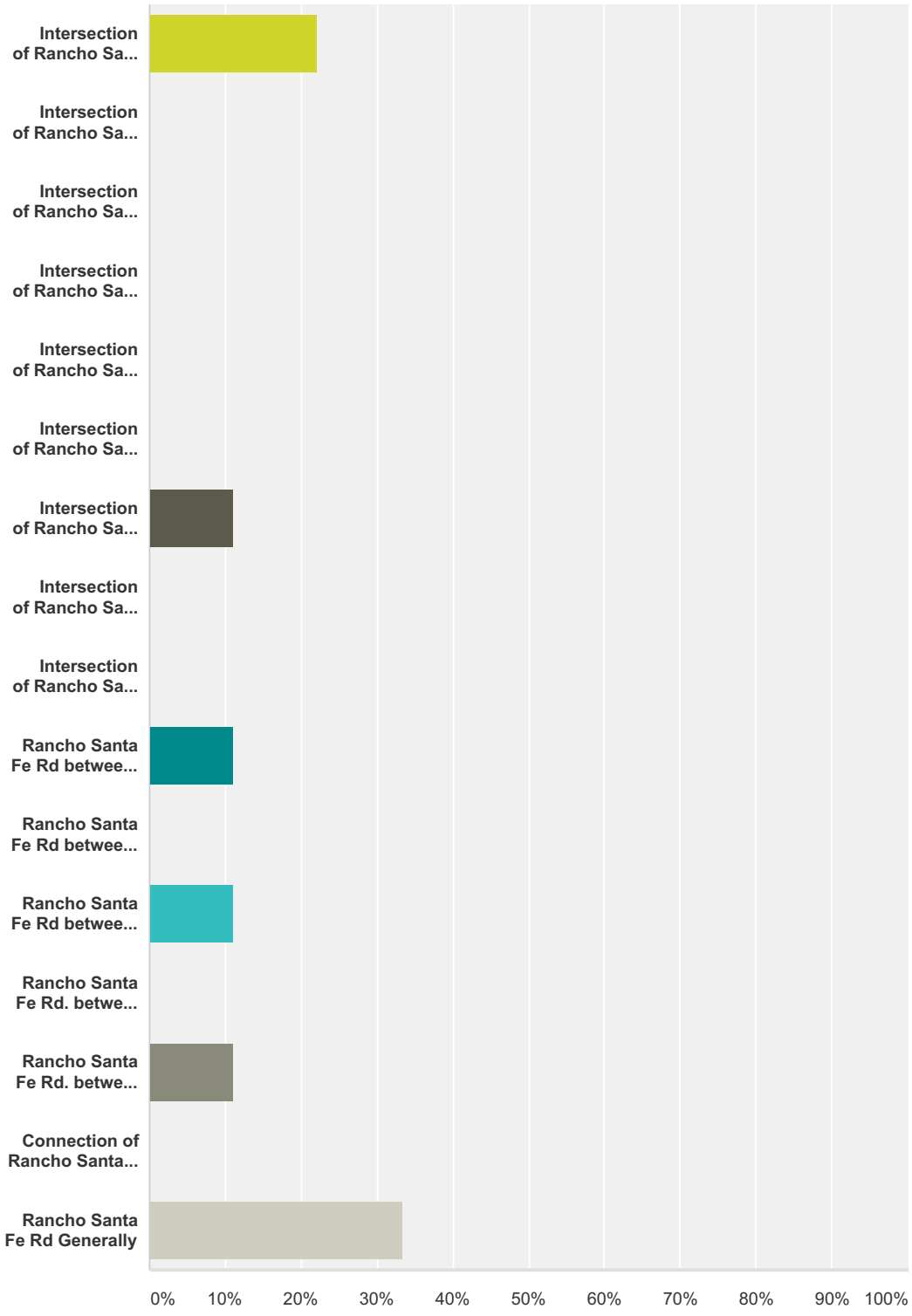
Answered: 4 Skipped: 17




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rancho Santa Fe Rd and Encinitas Blvd | **0.00%** | 0 |
| Manchester Ave between El Camino Real and Encinitas Blvd | **100.00%** | 4 |
| Manchester Ave between Pacific Ranch Dr and Pepper Tree Ln | **0.00%** | 0 |
| **Total** | | **4** |

## Q25 Rancho Santa Fe RdSelect the intersection or street segment of greatest concern.

Answered: 9 Skipped: 12

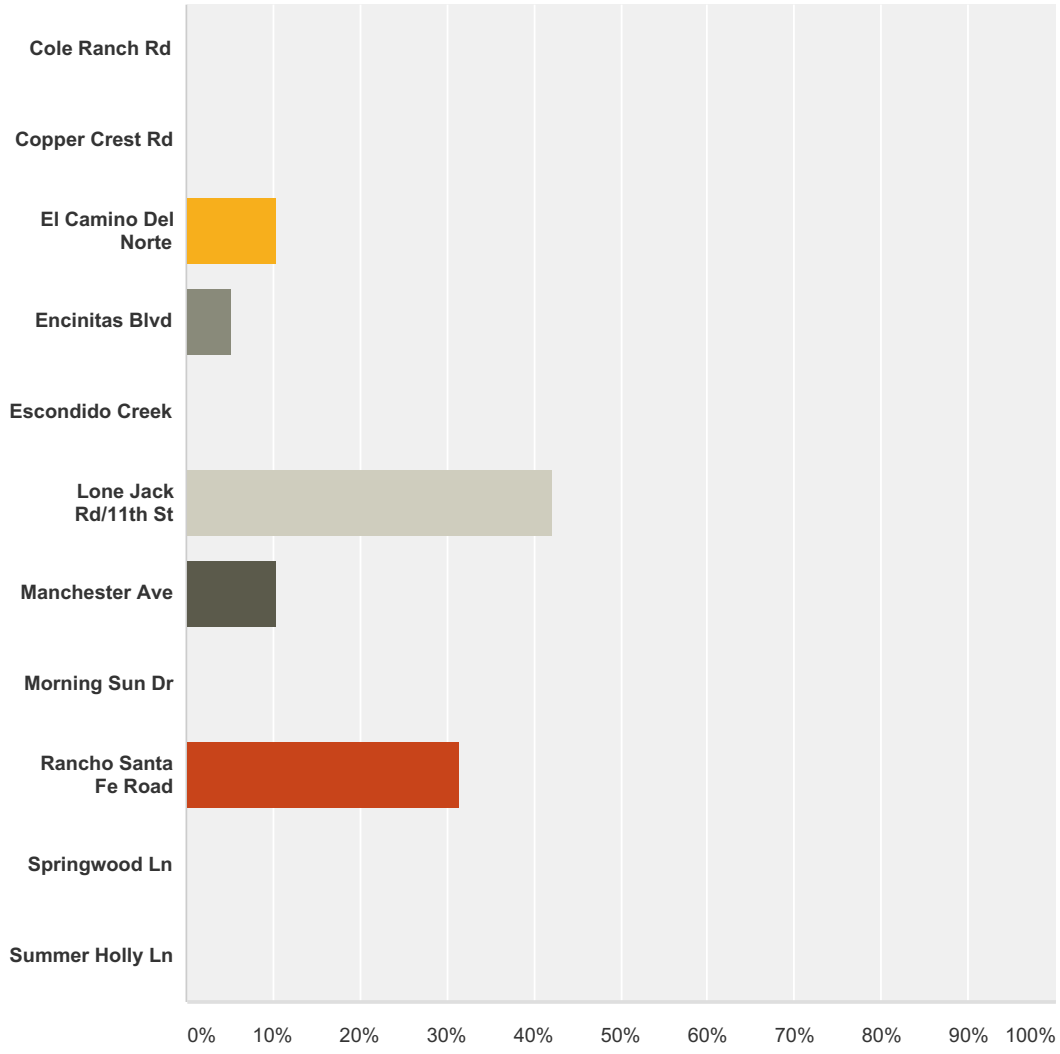



| Answer Choices | Responses |
|---|---|

| | | |
|---|---|---|
| Intersection of Rancho Santa Fe Rd/Manchester Ave and Encinitas Blvd | **22.22%** | 2 |
| Intersection of Rancho Santa Fe Rd and 7th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 8th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 9th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 13th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe and El Camino Del Norte | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Lone Jack Rd | **11.11%** | 1 |
| Intersection of Rancho Santa Fe Rd and Calle Santa Catalina | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Olive Crest Dr | **0.00%** | 0 |
| Rancho Santa Fe Rd between El Camino Del Norte and Jone Jack Rd | **11.11%** | 1 |
| Rancho Santa Fe Rd between El Camino Del Norte and 8th St | **0.00%** | 0 |
| Rancho Santa Fe Rd between 8th St and 7th St | **11.11%** | 1 |
| Rancho Santa Fe Rd. between 11th and 13th St | **0.00%** | 0 |
| Rancho Santa Fe Rd. between Encinitas Blvd. to 7th St | **11.11%** | 1 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **0.00%** | 0 |
| Rancho Santa Fe Rd Generally | **33.33%** | 3 |
| **Total** | | **9** |

## Q28 Major Thoroughfares Olivenhain

Answered: 19 Skipped: 2

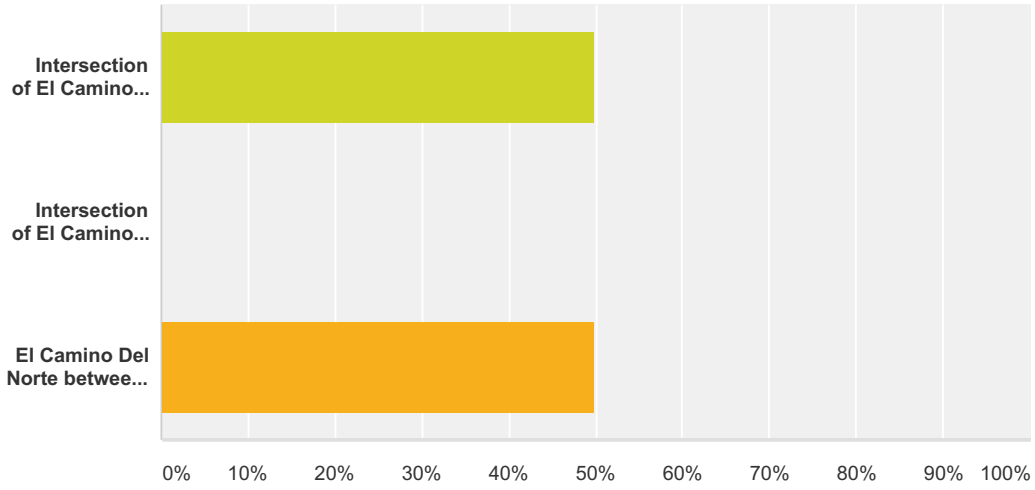



| Answer Choices | Responses | |
|---|---|---|
| Cole Ranch Rd | 0.00% | 0 |
| Copper Crest Rd | 0.00% | 0 |
| El Camino Del Norte | 10.53% | 2 |
| Encinitas Blvd | 5.26% | 1 |
| Escondido Creek | 0.00% | 0 |
| Lone Jack Rd/11th St | 42.11% | 8 |
| Manchester Ave | 10.53% | 2 |
| Morning Sun Dr | 0.00% | 0 |
| Rancho Santa Fe Road | 31.58% | 6 |

| | | |
|---|---|---|
| Springwood Ln | **0.00%** | 0 |
| Summer Holly Ln | **0.00%** | 0 |
| **Total** | | **19** |

## Q31 El Camino Del NorteSelect the intersection or road segment of greatest concern.

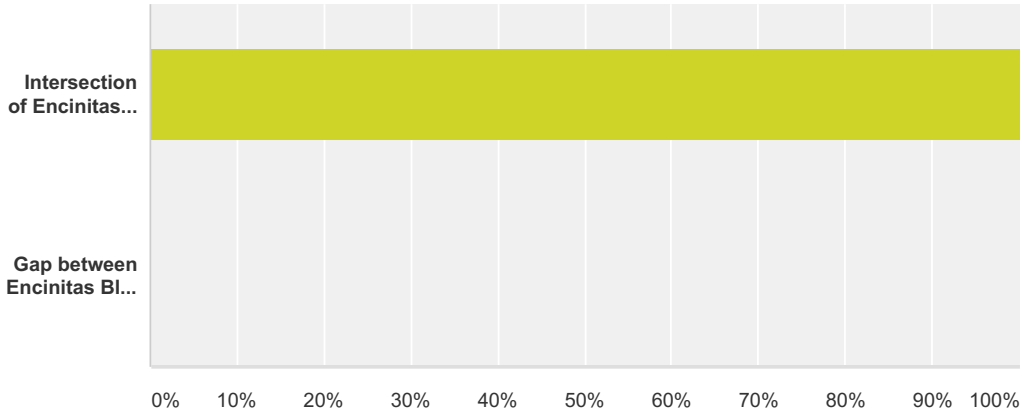
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Del Norte and Rancho Santa Fe | **50.00%** | 1 |
| Intersection of El Camino Del Norte and Cole Ranch Rd | **0.00%** | 0 |
| El Camino Del Norte between Rancho Santa Fe Rd and Flores De Oro (and East) | **50.00%** | 1 |
| **Total** | | **2** |

## Q32 Encinitas BlvdSelect the intersection or street segment of greatest concern.

Answered: 1 Skipped: 20




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and Manchester Ave/Rancho Santa Fe Rd | **100.00%** | 1 |
| Gap between Encinitas Blvd and Peppertree Ln | **0.00%** | 0 |
| **Total** | | **1** |

## Q34 Escondido CreekSelect all that apply.

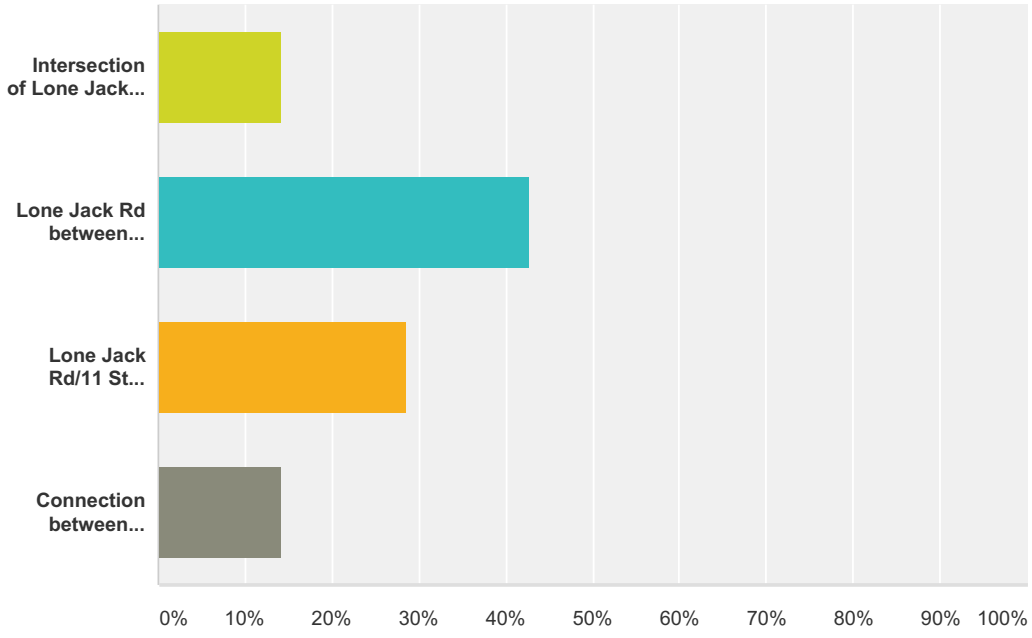
**Answered: 0 Skipped: 21**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Trail missing along Escondido Creek to the beach | **0.00%** | 0 |
| **Total Respondents: 0** | | |

## Q35 Lone Jack Rd/11th StSelect the intersection or road segment of greatest concern.

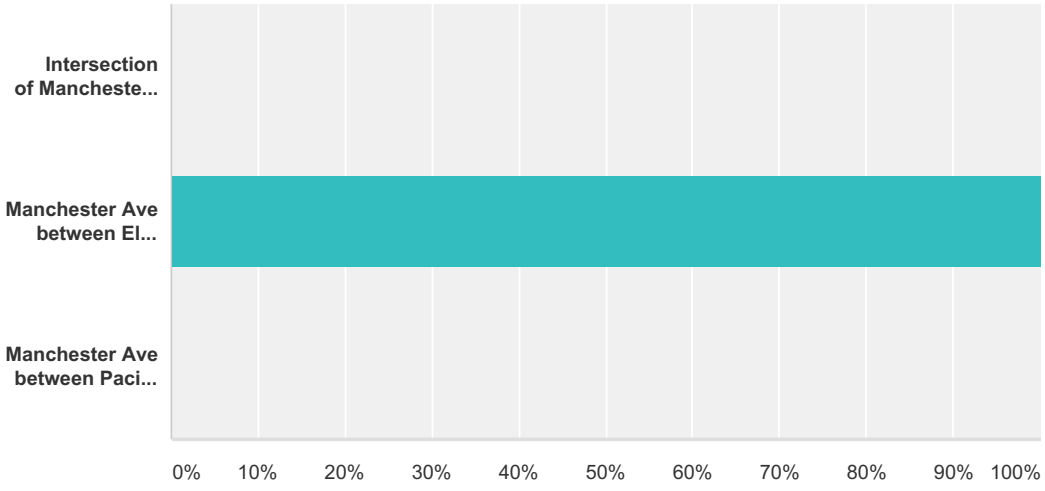
Answered: 7 Skipped: 14




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lone Jack Rd and Cole Ranch Rd | 14.29% | 1 |
| Lone Jack Rd between Stratford Knoll and Santa Fe Vista Court (around corner) | 42.86% | 3 |
| Lone Jack Rd/11 St between Corinia Ct and Rancho Encinitas Dr | 28.57% | 2 |
| Connection between Mountain Vista Dr and 11th St | 14.29% | 1 |
| Total | | 7 |

## Q36 Manchester AveSelect the intersection or road segment of greatest concern.

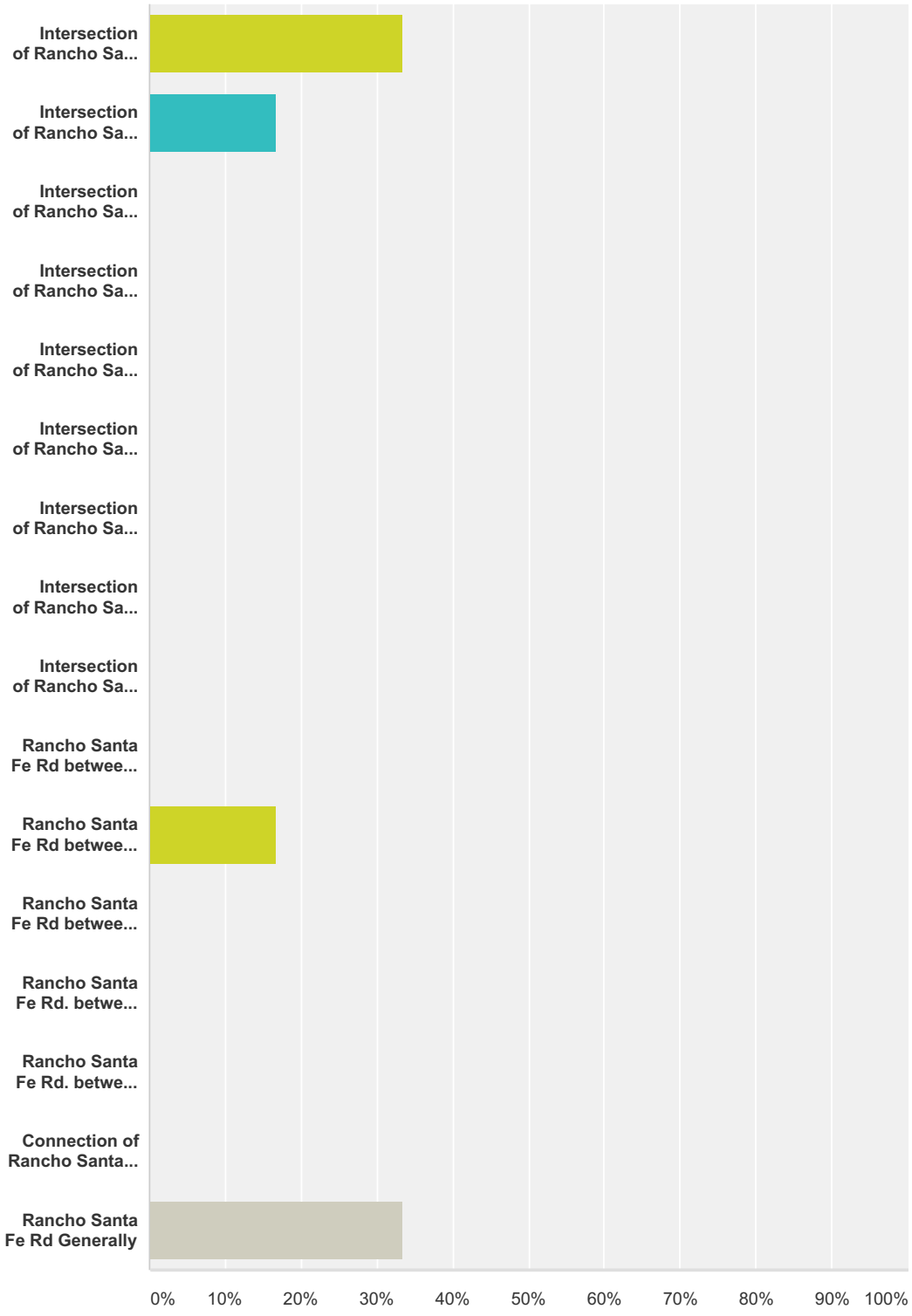
Answered: 2 Skipped: 19




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rancho Santa Fe Rd and Encinitas Blvd | **0.00%** | 0 |
| Manchester Ave between El Camino Real and Encinitas Blvd | **100.00%** | 2 |
| Manchester Ave between Pacific Ranch Dr and Pepper Tree Ln | **0.00%** | 0 |
| **Total** | | **2** |

## Q38 Rancho Santa Fe RdSelect the intersection or street segment of greatest concern.

Answered: 6 Skipped: 15




| Answer Choices | Responses |
|---|---|

| | | |
|---|---|---|
| Intersection of Rancho Santa Fe Rd/Manchester Ave and Encinitas Blvd | **33.33%** | 2 |
| Intersection of Rancho Santa Fe Rd and 7th St | **16.67%** | 1 |
| Intersection of Rancho Santa Fe Rd and 8th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 9th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and 13th St | **0.00%** | 0 |
| Intersection of Rancho Santa Fe and El Camino Del Norte | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Lone Jack Rd | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Calle Santa Catalina | **0.00%** | 0 |
| Intersection of Rancho Santa Fe Rd and Olive Crest Dr | **0.00%** | 0 |
| Rancho Santa Fe Rd between El Camino Del Norte and Jone Jack Rd | **0.00%** | 0 |
| Rancho Santa Fe Rd between El Camino Del Norte and 8th St | **16.67%** | 1 |
| Rancho Santa Fe Rd between 8th St and 7th St | **0.00%** | 0 |
| Rancho Santa Fe Rd. between 11th and 13th St | **0.00%** | 0 |
| Rancho Santa Fe Rd. between Encinitas Blvd. to 7th St | **0.00%** | 0 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **0.00%** | 0 |
| Rancho Santa Fe Rd Generally | **33.33%** | 2 |
| **Total** | | **6** |

## Q40 Summer Holly LnSelect the intersection or road segment of greatest concern.

**Answered: 0 Skipped: 21**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Summer Holly Ln | **0.00%** | 0 |
| **Total** | | **0** |

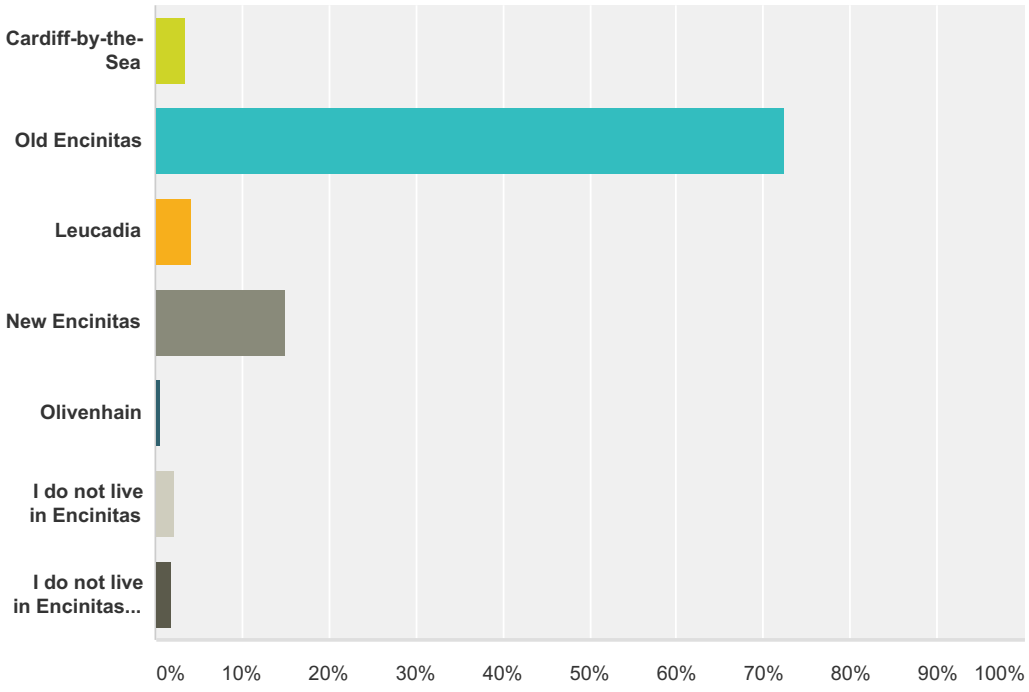
## Q1 Your contact information:

Answered: 150 Skipped: 24

| Answer Choices | Responses | |
|---|---|---|
| Name: | **99.33%** | 149 |
| Address: | **96.67%** | 145 |
| City/Town: | **97.33%** | 146 |
| ZIP: | **97.33%** | 146 |
| Email Address: | **98.00%** | 147 |
| Phone Number: | **82.00%** | 123 |

## Q2 In which neighborhood do you live? Copy and paste this map in your browser to see the Encinitas neighborhood boundaries. https://mapsengine.google.com/map/u/0/edit?mid=zewB8vqq618k.kq6EwDzWO5xQ

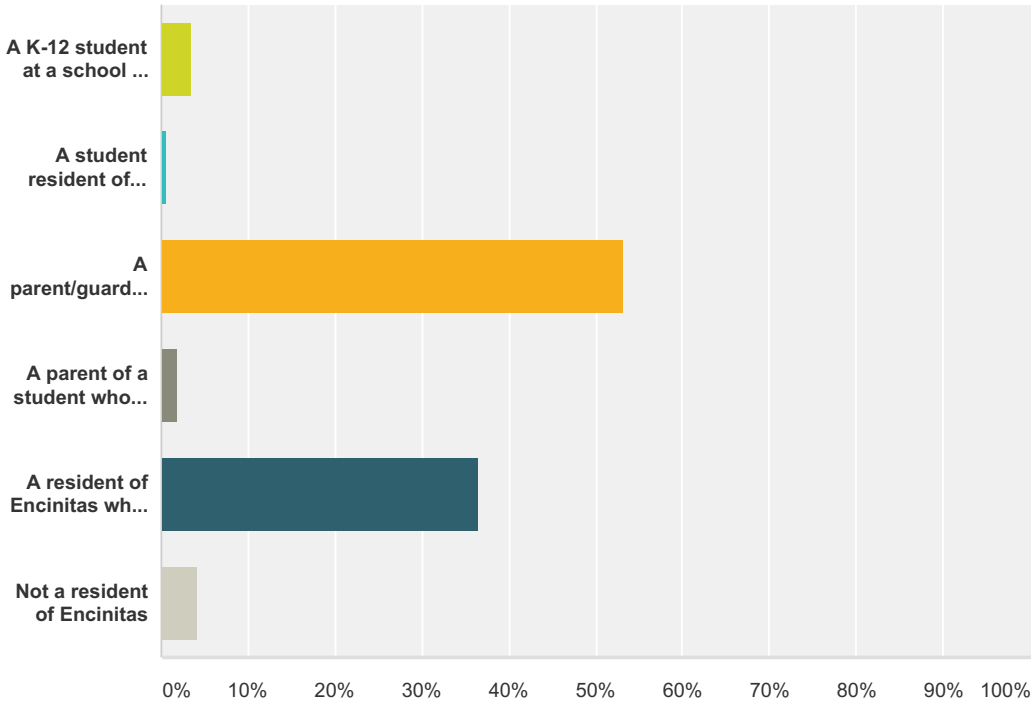
Answered: 167 Skipped: 7




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **3.59%** | 6 |
| Old Encinitas | **72.46%** | 121 |
| Leucadia | **4.19%** | 7 |
| New Encinitas | **14.97%** | 25 |
| Olivenhain | **0.60%** | 1 |
| I do not live in Encinitas | **2.40%** | 4 |
| I do not live in Encinitas but I have child(ren) who attend(s) school in Encinitas | **1.80%** | 3 |
| **Total** | | **167** |

## Q3 I am a:

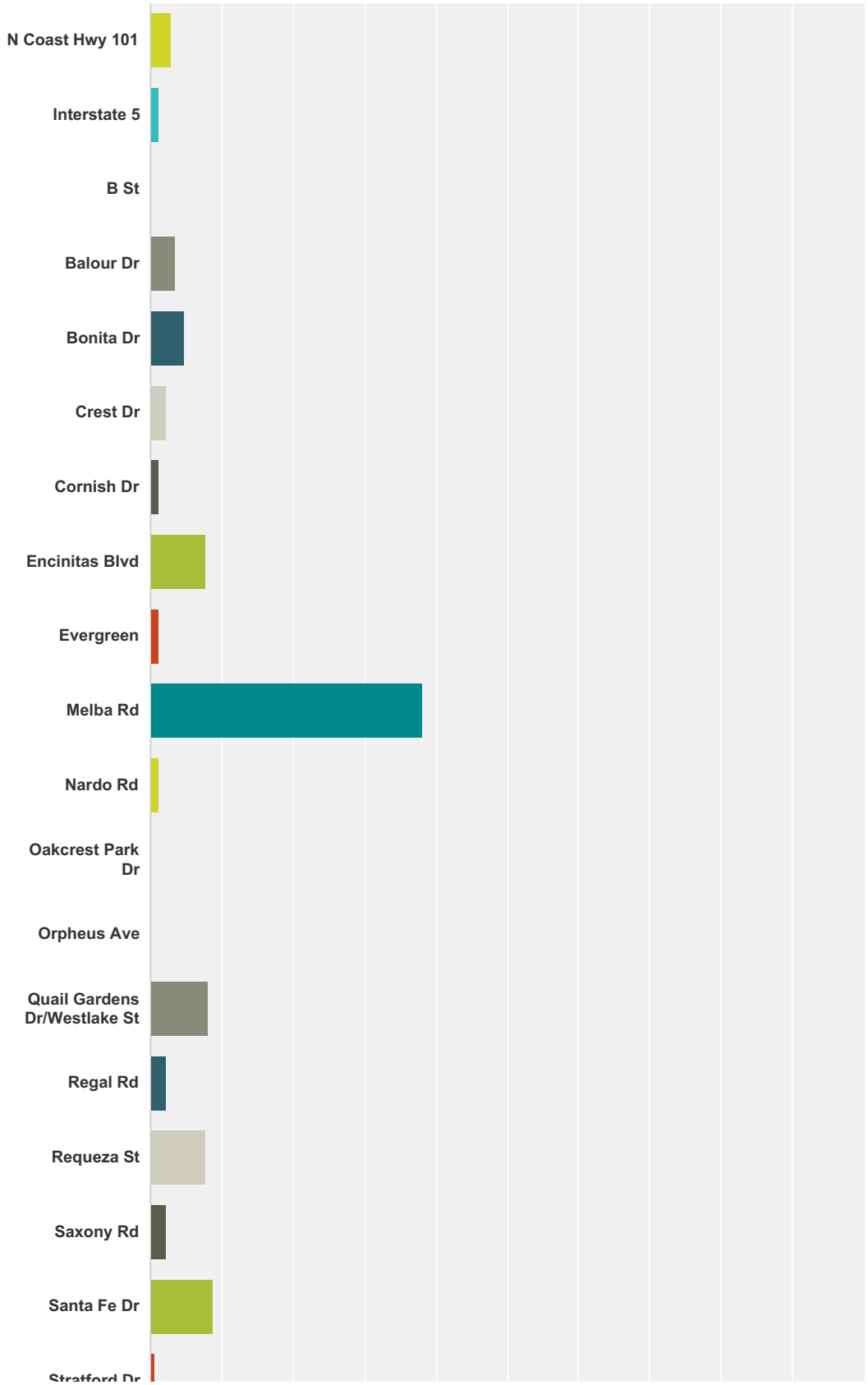
Answered: 167 Skipped: 7

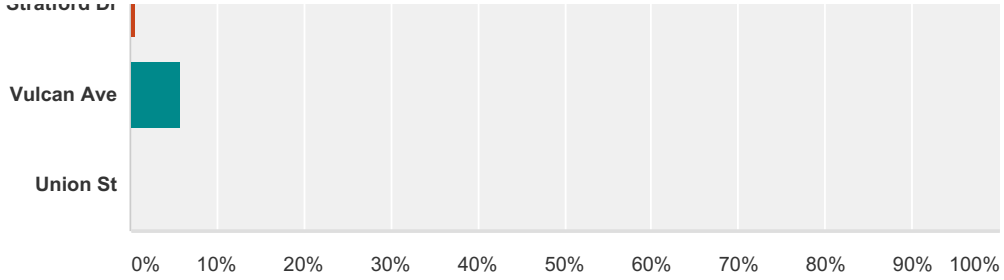



| Answer Choices | Responses | |
|---|---|---|
| A K-12 student at a school in Encinitas | **3.59%** | 6 |
| A student resident of Encinitas, who attends a school outside of Encinitas | **0.60%** | 1 |
| A parent/guardian of K-12 student(s) at school(s) in Encinitas | **53.29%** | 89 |
| A parent of a student who attends a school outside of Encinitas | **1.80%** | 3 |
| A resident of Encinitas who does not have K-12 children residing in the home | **36.53%** | 61 |
| Not a resident of Encinitas | **4.19%** | 7 |
| **Total** | | **167** |

## Q4 Old Encinitas Major Thoroughfares:(As provided during the public input period)

Answered: 170 Skipped: 4

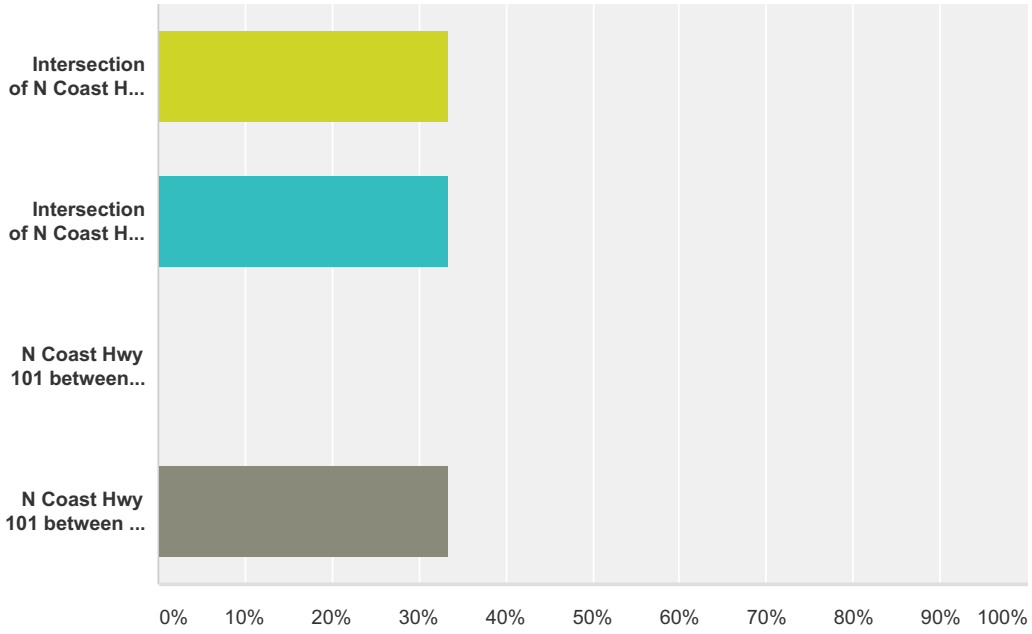





| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **2.94%** | 5 |
| Interstate 5 | **1.18%** | 2 |
| B St | **0.00%** | 0 |
| Balour Dr | **3.53%** | 6 |
| Bonita Dr | **4.71%** | 8 |
| Crest Dr | **2.35%** | 4 |
| Cornish Dr | **1.18%** | 2 |
| Encinitas Blvd | **7.65%** | 13 |
| Evergreen | **1.18%** | 2 |
| Melba Rd | **38.24%** | 65 |
| Nardo Rd | **1.18%** | 2 |
| Oakcrest Park Dr | **0.00%** | 0 |
| Orpheus Ave | **0.00%** | 0 |
| Quail Gardens Dr/Westlake St | **8.24%** | 14 |
| Regal Rd | **2.35%** | 4 |
| Requeza St | **7.65%** | 13 |
| Saxony Rd | **2.35%** | 4 |
| Santa Fe Dr | **8.82%** | 15 |
| Stratford Dr | **0.59%** | 1 |
| Vulcan Ave | **5.88%** | 10 |
| Union St | **0.00%** | 0 |
| **Total** | | **170** |

## Q5 N Coast Hwy 101Select the intersection or road segment of greatest concern.

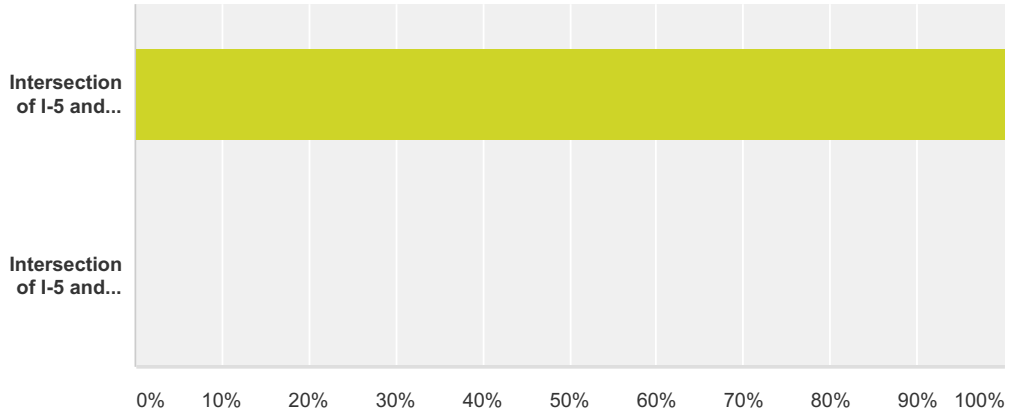
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and El Portal St | **33.33%** | 2 |
| Intersection of N Coast Hwy 101 and Encinitas Blvd | **33.33%** | 2 |
| N Coast Hwy 101 between Union St and Encinitas Blvd | **0.00%** | 0 |
| N Coast Hwy 101 between D St and E St | **33.33%** | 2 |
| **Total** | | **6** |

## Q6 Interstate 5Select the intersection or road segment of greatest concern.

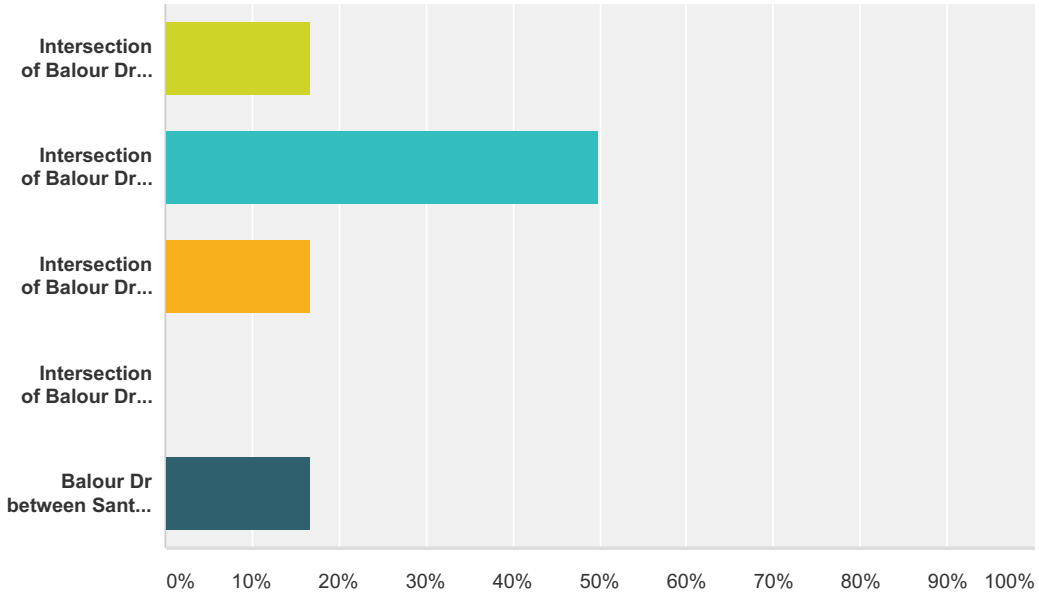
Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of I-5 and Encinitas Blvd | **100.00%** | 2 |
| Intersection of I-5 and Santa Fe Dr | **0.00%** | 0 |
| **Total** | | **2** |

## Q8 Balour DrSelect the intersection or road segment of greatest concern.

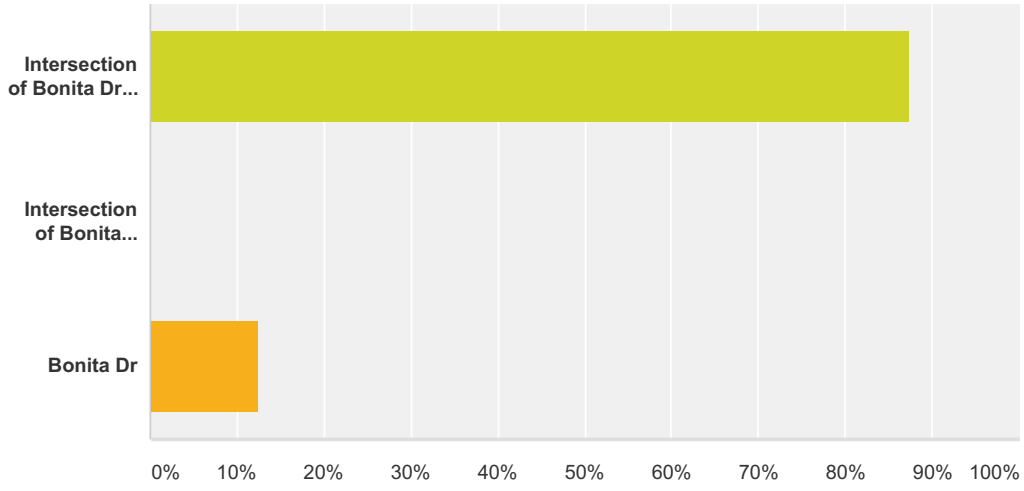
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Balour Dr and Santa Fe Dr | **16.67%** | 1 |
| Intersection of Balour Dr and Melba Rd | **50.00%** | 3 |
| Intersection of Balour Dr and Oakcrest Park Dr | **16.67%** | 1 |
| Intersection of Balour Dr and Encinitas Blvd | **0.00%** | 0 |
| Balour Dr between Santa Fe Dr and Encinitas Blvd | **16.67%** | 1 |
| **Total** | | **6** |

## Q9 Bonita DrSelect the intersection or street segment of greatest concern.

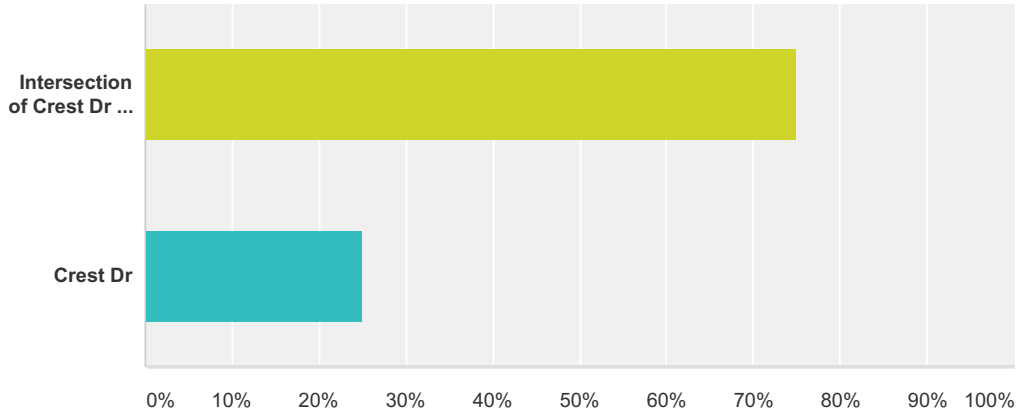
Answered: 8 Skipped: 166




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Bonita Dr and Melba Rd | **87.50%** | 7 |
| Intersection of Bonita Dr/Windsor Rd and Santa Fe Dr | **0.00%** | 0 |
| Bonita Dr | **12.50%** | 1 |
| **Total** | | **8** |

## Q10 Crest DrSelect the intersection or road segment of greatest concern.

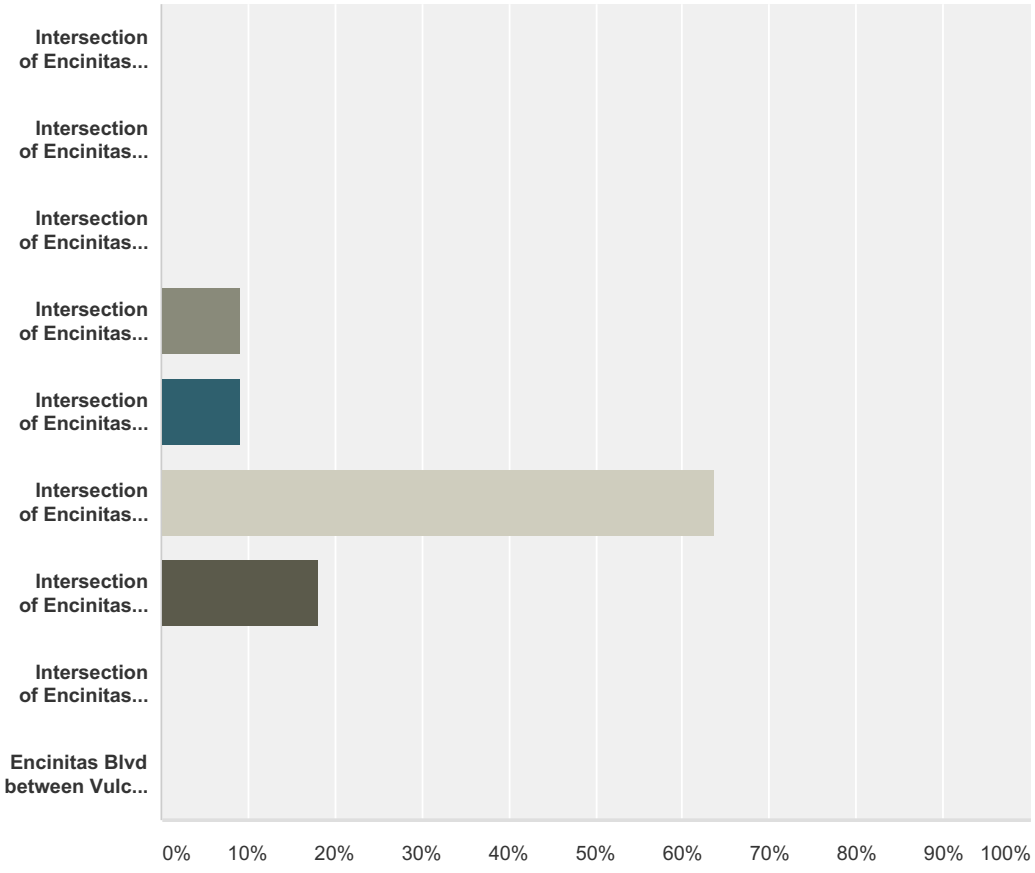
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **75.00%** | 3 |
| Crest Dr | **25.00%** | 1 |
| **Total** | | **4** |

## Q11 Encinitas BlvdSelect the intersection or road segment of greatest concern.

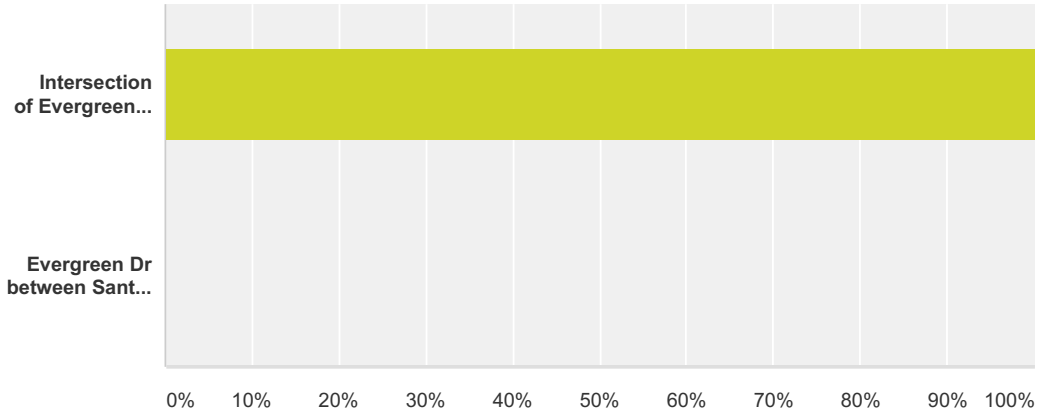
Answered: 11 Skipped: 163




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and 4th St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 3rd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 2nd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and N Coast Hwy 101 | 9.09% | 1 |
| Intersection of Encinitas Blvd and Vulcan Ave | 9.09% | 1 |
| Intersection of Encinitas Blvd and I-5 | 63.64% | 7 |
| Intersection of Encinitas Blvd and Quail Gardens Dr/Westlake St | 18.18% | 2 |
| Intersection of Encinitas Blvd and Balour Dr | 0.00% | 0 |
| Encinitas Blvd between Vulcan Ave and I-5 | 0.00% | 0 |
| **Total** | | **11** |

## Q12 Evergreen DrSelect the intersection or road segment of greatest concern.

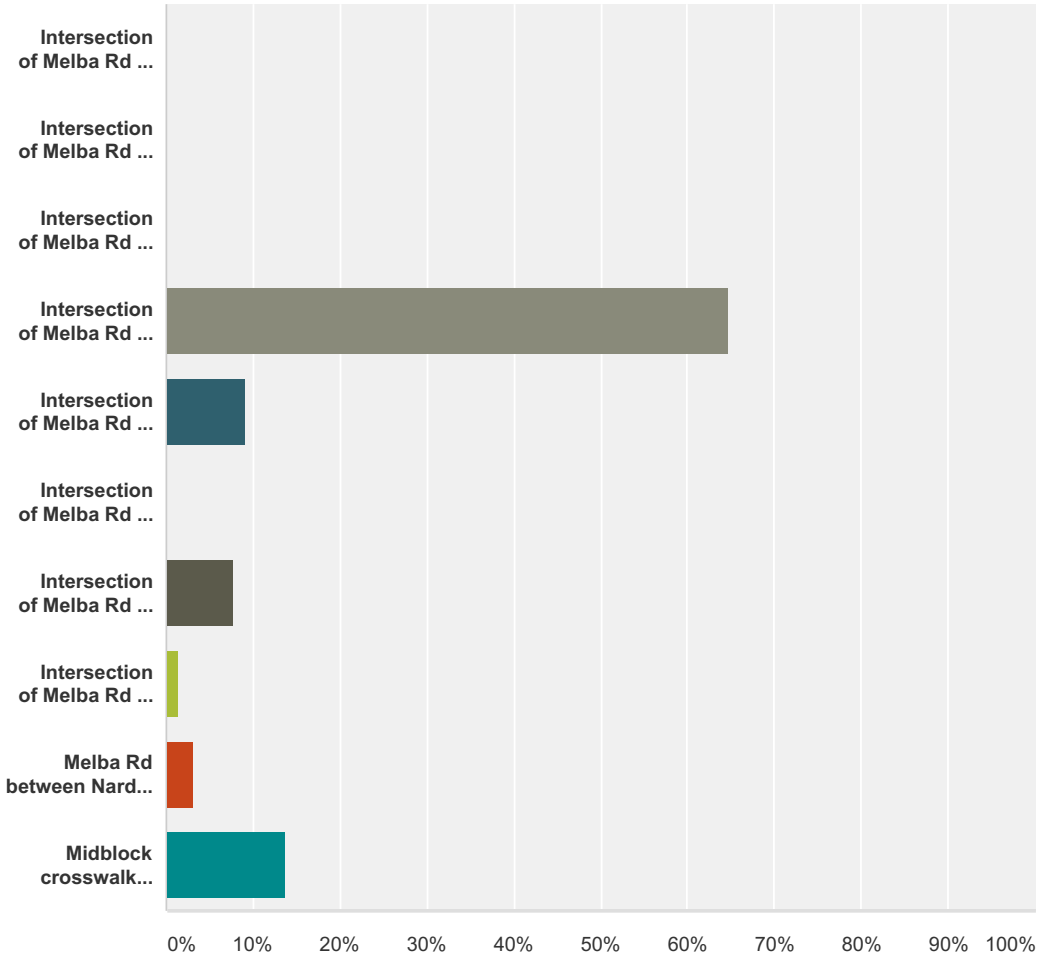
Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Evergreen Dr and Melba Rd | **100.00%** | 2 |
| Evergreen Dr between Santa Fe Dr and Melba Rd | **0.00%** | 0 |
| **Total** | | **2** |

## Q13 Melba RdSelect the intersection or road segment of greatest concern.

Answered: 65 Skipped: 109

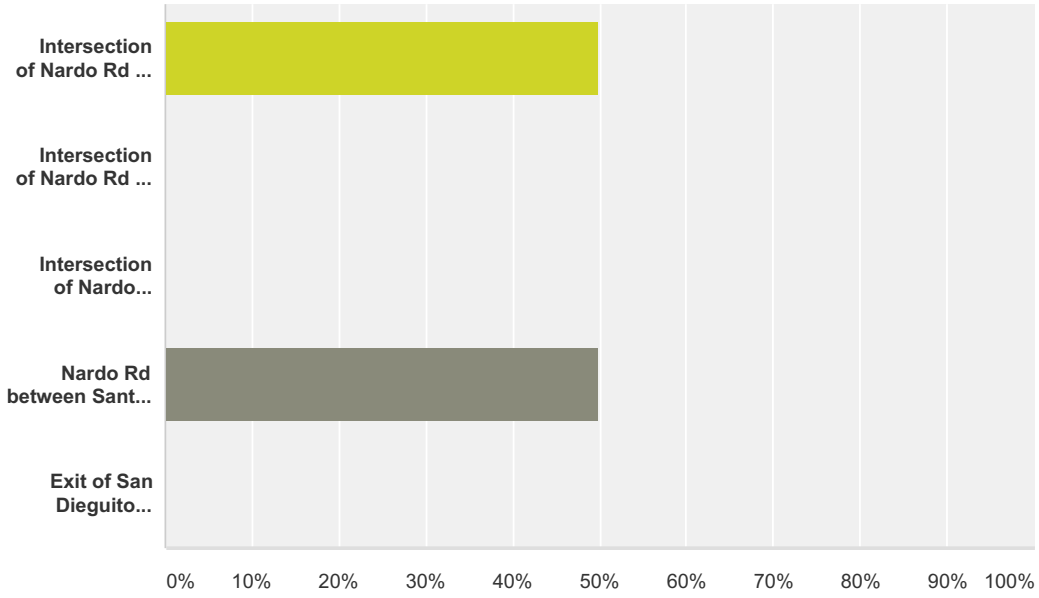



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Melba Rd and Regal Rd | **0.00%** | 0 |
| Intersection of Melba Rd and Gardena Rd | **0.00%** | 0 |
| Intersection of Melba Rd and Nardo Rd | **0.00%** | 0 |
| Intersection of Melba Rd and Bonita Dr | **64.62%** | 42 |
| Intersection of Melba Rd and Evergreen Dr | **9.23%** | 6 |
| Intersection of Melba Rd and Aloha Dr | **0.00%** | 0 |
| Intersection of Melba Rd and Balour Dr | **7.69%** | 5 |
| Intersection of Melba Rd and Crest Dr | **1.54%** | 1 |
| Melba Rd between Nardo Rd and Balour Dr | **3.08%** | 2 |

| | | |
|---|---|---|
| Midblock crosswalk across Melba Rd in front of Ocean Knoll Elementary | **13.85%** | 9 |
| **Total** | | **65** |

## Q14 Nardo RdSelect the intersection or street segment of greatest concern.

Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Nardo Rd and Melba Rd | **50.00%** | 1 |
| Intersection of Nardo Rd and Requeza St | **0.00%** | 0 |
| Intersection of Nardo Rd/MacKinnon Ave and Santa Fe Dr | **0.00%** | 0 |
| Nardo Rd between Santa Fe Dr and Requeza St | **50.00%** | 1 |
| Exit of San Dieguito Academy student parking lot on Nardo Rd | **0.00%** | 0 |
| **Total** | | **2** |

## Q15 Oakcrest Park DrSelect the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Oakcrest Park Dr and Balour Dr | **0.00%** | 0 |
| Oakcrest Park Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q16 Orpheus AveSelect the intersection or street segment of greatest concern.

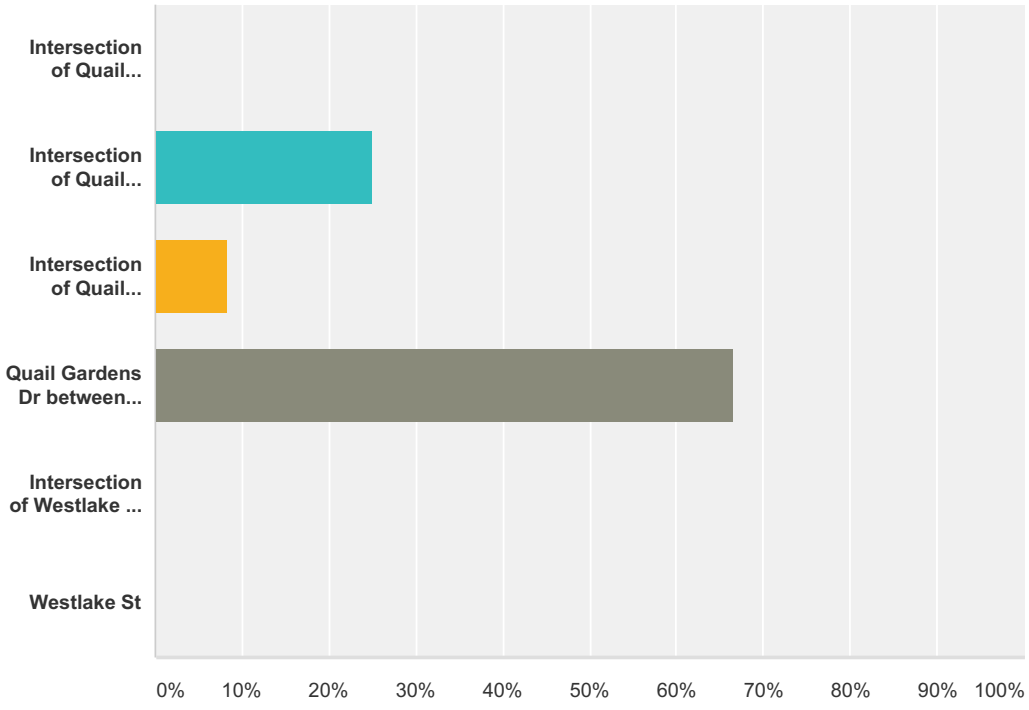
**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Orpheus Ave between Vulcan Ave and Union St | **0.00%** | 0 |
| **Total** | | **0** |

## Q17 Quail Gardens Dr/Westlake StSelect the intersection or street segment of greatest concern.

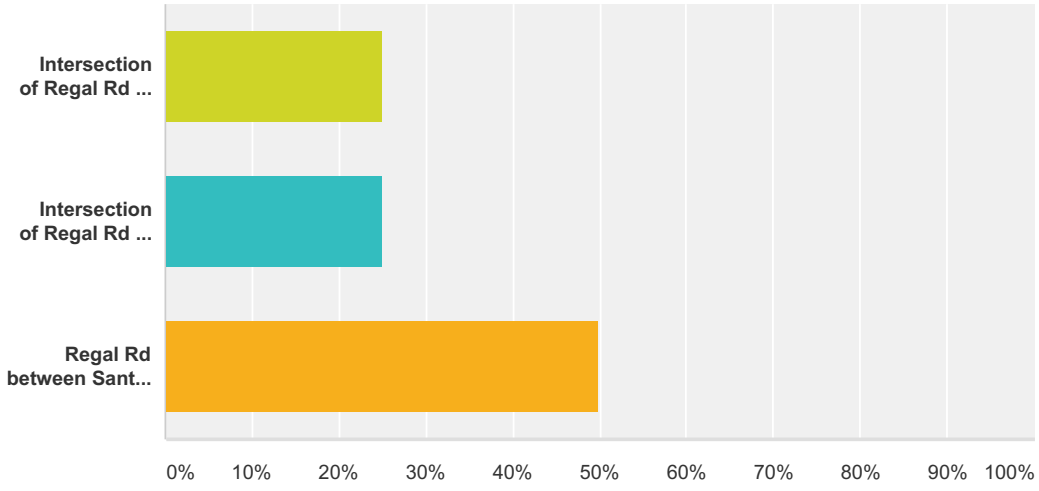
Answered: 12 Skipped: 162




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Westlake St and Encinitas Blvd | **0.00%** | 0 |
| Intersection of Quail Gardens Dr and Kristen Ct | **25.00%** | 3 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **8.33%** | 1 |
| Quail Gardens Dr between Encinitas Blvd and Leucadia Blvd | **66.67%** | 8 |
| Intersection of Westlake St and Requeza St | **0.00%** | 0 |
| Westlake St | **0.00%** | 0 |
| **Total** | | **12** |

## Q18 Regal RdSelect the intersection or street segment of greatest concern.

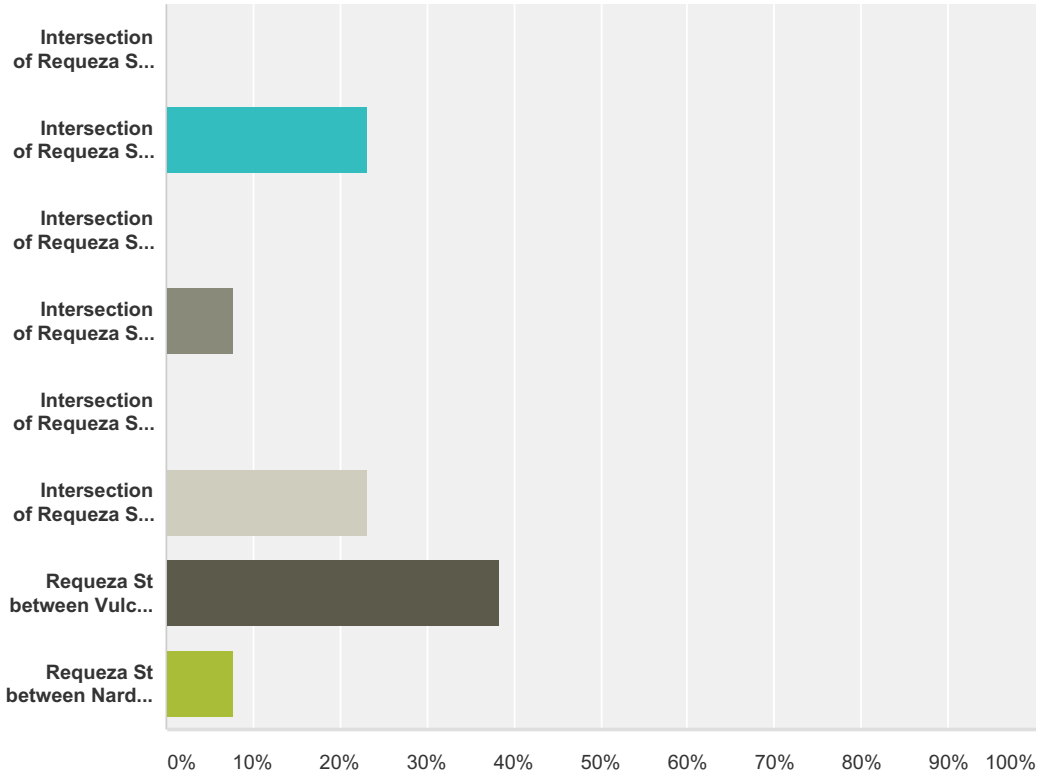
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Regal Rd and Melba Rd | **25.00%** | 1 |
| Intersection of Regal Rd and Requeza St | **25.00%** | 1 |
| Regal Rd between Santa Fe Dr and Requeza St | **50.00%** | 2 |
| **Total** | | **4** |

## Q19 Requeza StSelect the intersection or street segment of greatest concern.

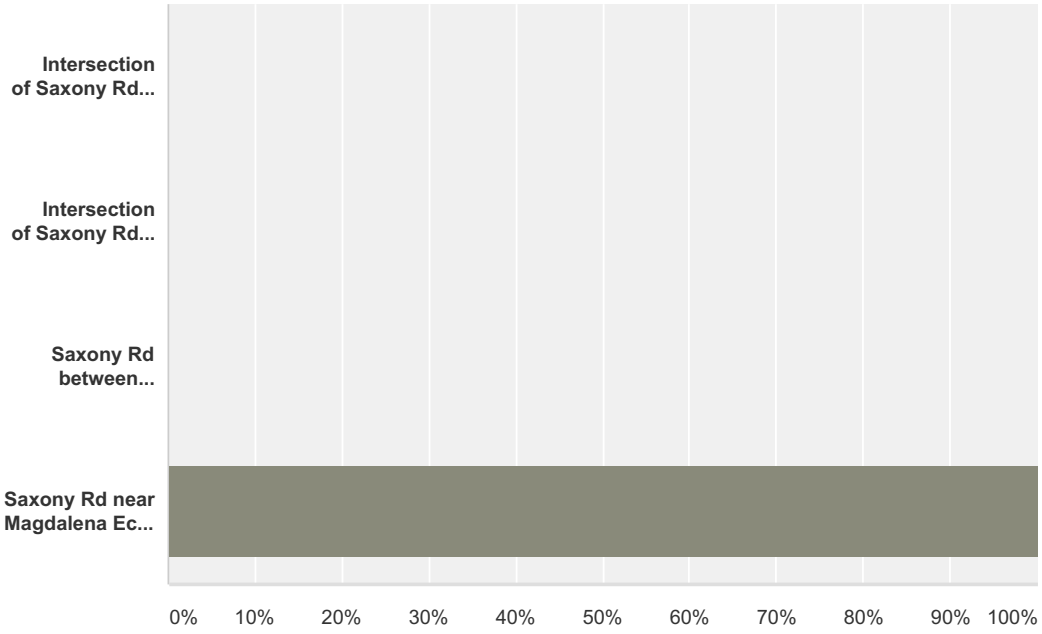
Answered: 13 Skipped: 161




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Requeza St and Vulvan Ave | **0.00%** | 0 |
| Intersection of Requeza St and F St | **23.08%** | 3 |
| Intersection of Requeza St and D St | **0.00%** | 0 |
| Intersection of Requeza St and Westlake | **7.69%** | 1 |
| Intersection of Requeza St and Nardo Rd | **0.00%** | 0 |
| Intersection of Requeza St and Regal Rd | **23.08%** | 3 |
| Requeza St between Vulcan Ave and Nardo Rd | **38.46%** | 5 |
| Requeza St between Nardo Rd and Bracero Rd | **7.69%** | 1 |
| **Total** | | **13** |

## Q20 Saxony RdSelect the intersection or street segment of greatest concern.

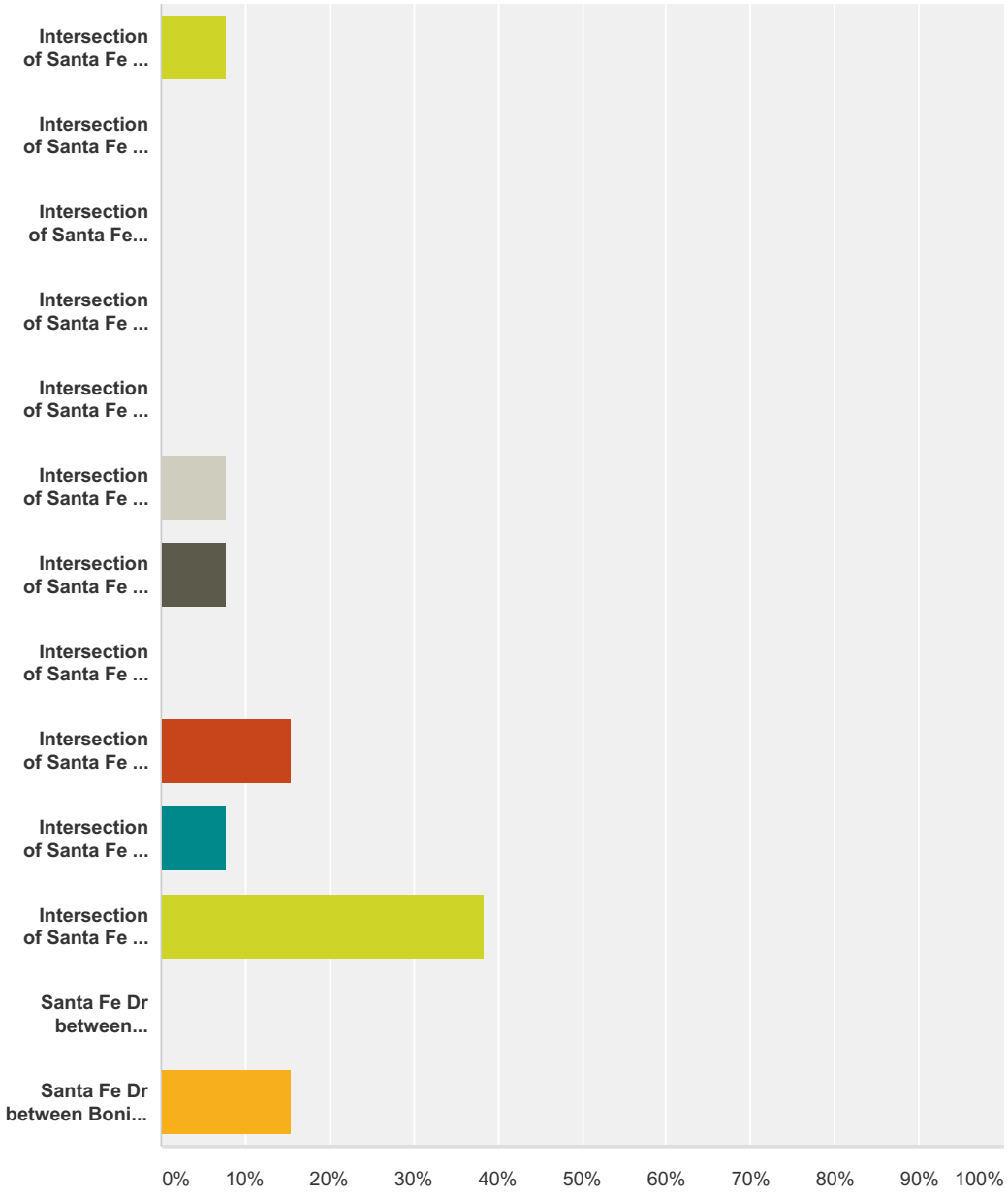
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Mangano Circle | **0.00%** | 0 |
| Intersection of Saxony Rd and Seacrest Way | **0.00%** | 0 |
| Saxony Rd between Encinitas Blvd and Union St | **0.00%** | 0 |
| Saxony Rd near Magdalena Ecke Family YMCA | **100.00%** | 4 |
| **Total** | | **4** |

## Q21 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 13 Skipped: 161

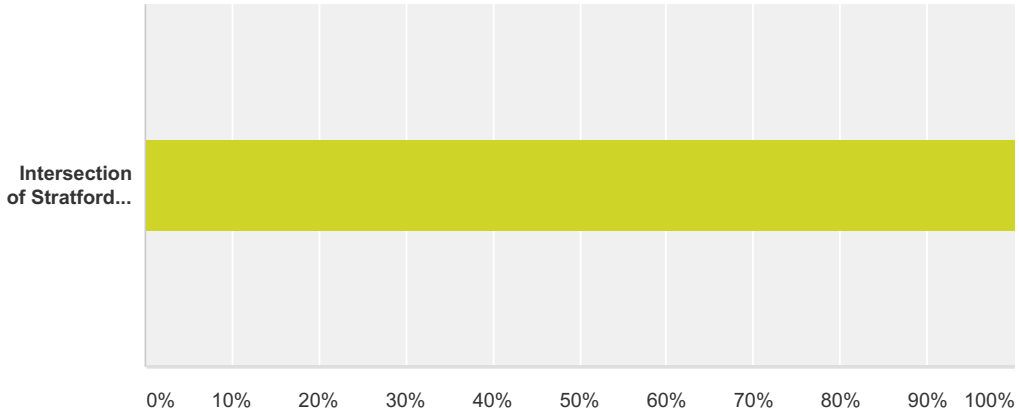



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Vulcan Ave/San Elijo Ave | 7.69% | 1 |
| Intersection of Santa Fe Dr and Summit Ave | 0.00% | 0 |
| Intersection of Santa Fe Drive and Devonshire Dr/Rubenstein Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and I-5 | 0.00% | 0 |
| Intersection of Santa Fe Dr and Gardena Rd | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and Nardo Rd/MacKinnon Ave | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Bonita Dr/Windsor Rd | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Balour Dr | **15.38%** | 2 |
| Intersection of Santa Fe Dr and Oceanic Dr | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **38.46%** | 5 |
| Santa Fe Dr between Devonshire Dr and Bonita Dr | **0.00%** | 0 |
| Santa Fe Dr between Bonita Dr and Crest Dr | **15.38%** | 2 |
| **Total** | | **13** |

## Q22 Stratford DrSelect the intersection or street segment of greatest concern.

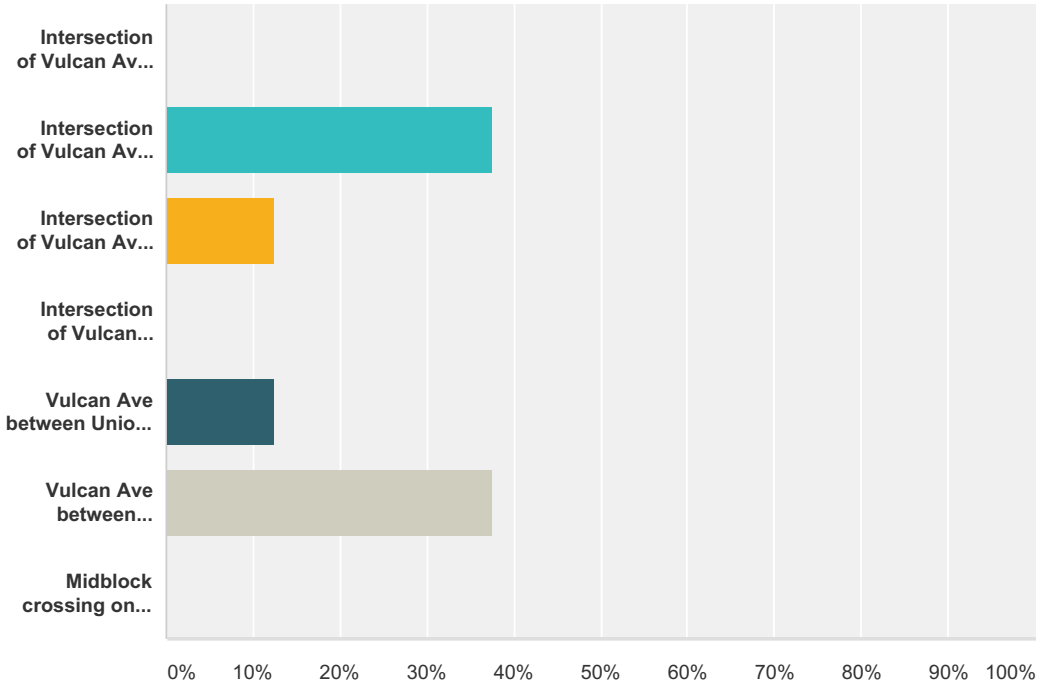
Answered: 1 Skipped: 173




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stratford Dr and D St | 100.00% | 1 |
| Total | | 1 |

## Q23 Vulcan AveSelect the intersection or street segment of greatest concern.

Answered: 8 Skipped: 166




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Union St | 0.00% | 0 |
| Intersection of Vulcan Ave and E St | 37.50% | 3 |
| Intersection of Vulcan Ave and F St | 12.50% | 1 |
| Intersection of Vulcan Ave/San Elijo Ave and Santa Fe Dr | 0.00% | 0 |
| Vulcan Ave between Union St and Encinitas Blvd | 12.50% | 1 |
| Vulcan Ave between Encinitas Blvd and Santa Fe Dr | 37.50% | 3 |
| Midblock crossing on Vulcan Ave outside Paul Ecke-Central Elementary | 0.00% | 0 |
| **Total** | | **8** |

## Q24 Union StSelect the intersection or street segment of greatest concern.

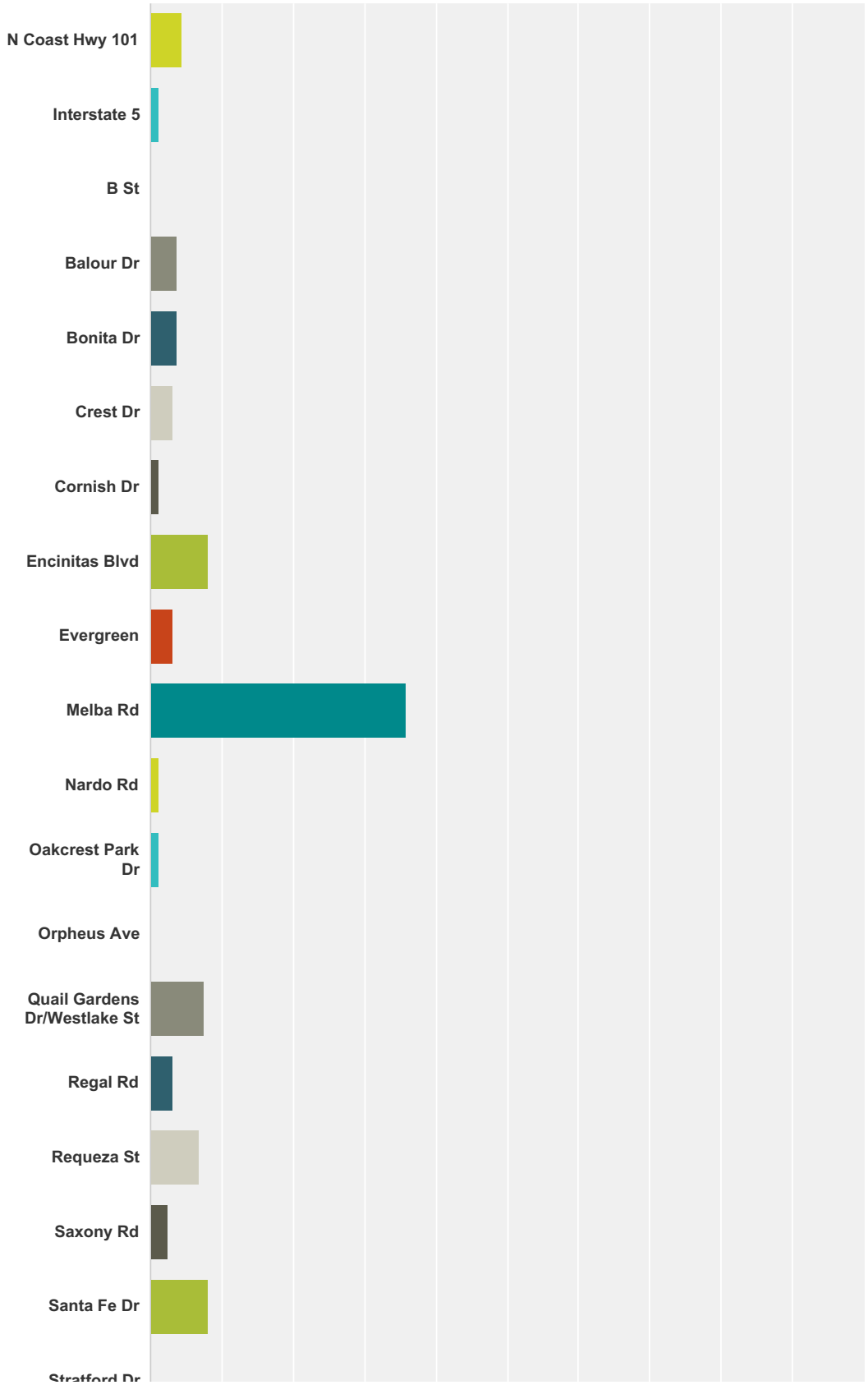
**Answered: 0 Skipped: 174**

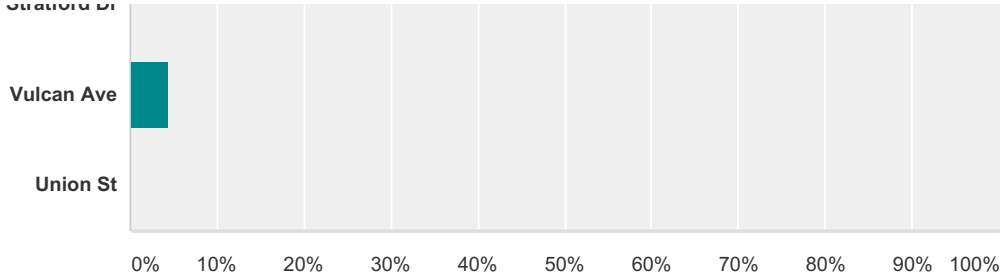
! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Union St and Hermes Ave | **0.00%** | 0 |
| Intersection of Union St and Vulcan Ave | **0.00%** | 0 |
| Intersection of Union St and Orpheus Ave | **0.00%** | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | **0.00%** | 0 |
| East parking lot of Paul Ecke-Central | **0.00%** | 0 |
| Elementary off of Union St | **0.00%** | 0 |
| Union St between Orpheus Ave and Ocean View Ave | **0.00%** | 0 |
| Union St between Vulcan Ave and Orpheus Ave | **0.00%** | 0 |
| **Total** | | **0** |

## Q25 Old Encinitas Major Thoroughfares:(As provided during the public input period)

Answered: 159 Skipped: 15

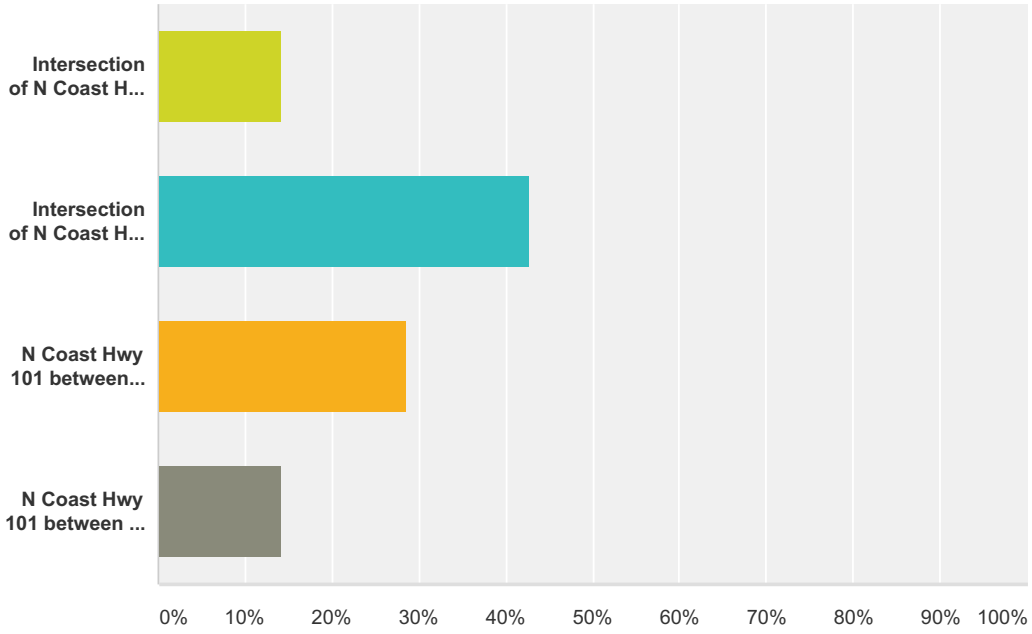





| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | 4.40% | 7 |
| Interstate 5 | 1.26% | 2 |
| B St | 0.00% | 0 |
| Balour Dr | 3.77% | 6 |
| Bonita Dr | 3.77% | 6 |
| Crest Dr | 3.14% | 5 |
| Cornish Dr | 1.26% | 2 |
| Encinitas Blvd | 8.18% | 13 |
| Evergreen | 3.14% | 5 |
| Melba Rd | 35.85% | 57 |
| Nardo Rd | 1.26% | 2 |
| Oakcrest Park Dr | 1.26% | 2 |
| Orpheus Ave | 0.00% | 0 |
| Quail Gardens Dr/Westlake St | 7.55% | 12 |
| Regal Rd | 3.14% | 5 |
| Requeza St | 6.92% | 11 |
| Saxony Rd | 2.52% | 4 |
| Santa Fe Dr | 8.18% | 13 |
| Stratford Dr | 0.00% | 0 |
| Vulcan Ave | 4.40% | 7 |
| Union St | 0.00% | 0 |
| **Total** | | **159** |

## Q26 N Coast Hwy 101Select the intersection or road segment of greatest concern.

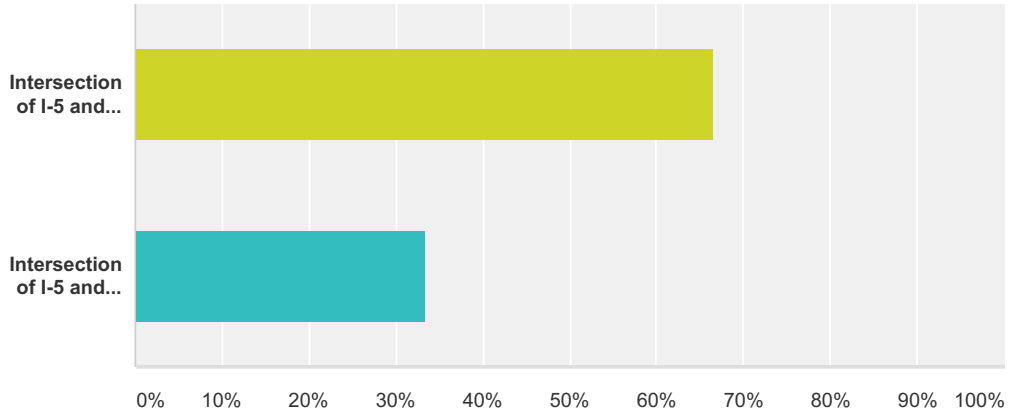
Answered: 7 Skipped: 167




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and El Portal St | **14.29%** | 1 |
| Intersection of N Coast Hwy 101 and Encinitas Blvd | **42.86%** | 3 |
| N Coast Hwy 101 between Union St and Encinitas Blvd | **28.57%** | 2 |
| N Coast Hwy 101 between D St and E St | **14.29%** | 1 |
| **Total** | | **7** |

## Q27 Interstate 5Select the intersection or road segment of greatest concern.

Answered: 3 Skipped: 171




| Answer Choices | Responses | |
|---|---|---|
| Intersection of I-5 and Encinitas Blvd | **66.67%** | 2 |
| Intersection of I-5 and Santa Fe Dr | **33.33%** | 1 |
| **Total** | | **3** |

## Q28 B StSelect the intersection or road segment of greatest concern.

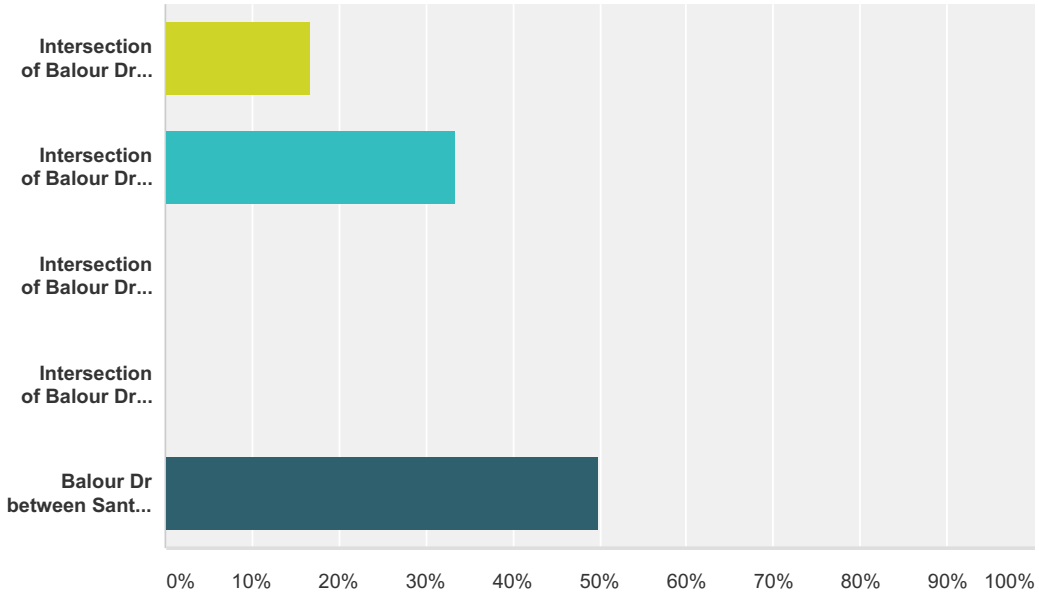
Answered: 0 Skipped: 174

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| B St | 0.00% | 0 |
| Total | | 0 |

## Q29 Balour DrSelect the intersection or road segment of greatest concern.

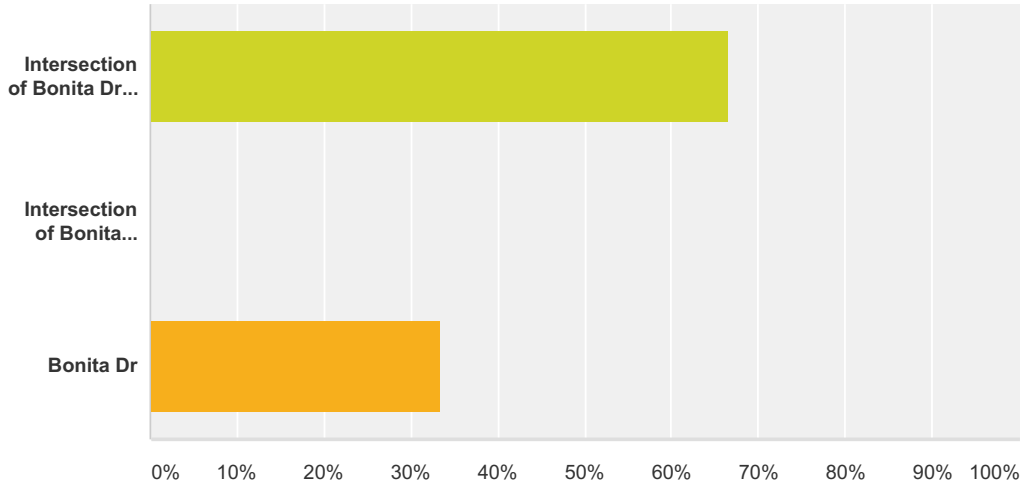
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Balour Dr and Santa Fe Dr | **16.67%** | 1 |
| Intersection of Balour Dr and Melba Rd | **33.33%** | 2 |
| Intersection of Balour Dr and Oakcrest Park Dr | **0.00%** | 0 |
| Intersection of Balour Dr and Encinitas Blvd | **0.00%** | 0 |
| Balour Dr between Santa Fe Dr and Encinitas Blvd | **50.00%** | 3 |
| **Total** | | **6** |

## Q30 Bonita DrSelect the intersection or street segment of greatest concern.

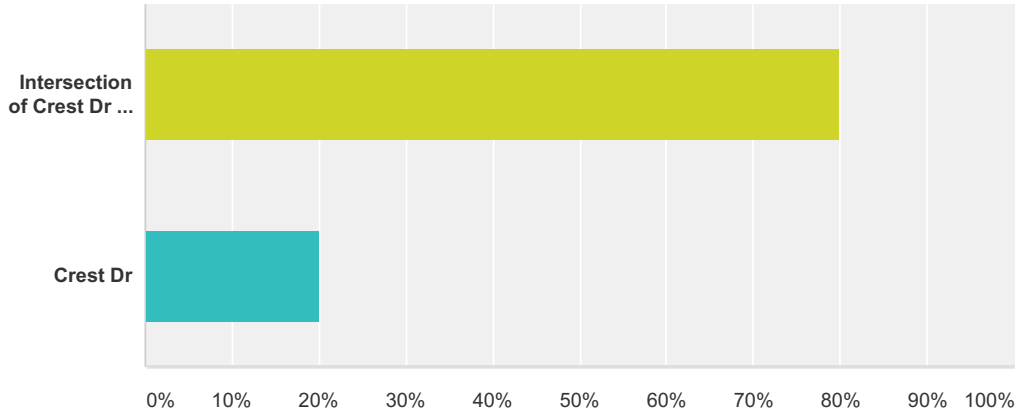
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Bonita Dr and Melba Rd | **66.67%** | 4 |
| Intersection of Bonita Dr/Windsor Rd and Santa Fe Dr | **0.00%** | 0 |
| Bonita Dr | **33.33%** | 2 |
| **Total** | | **6** |

## Q31 Crest DrSelect the intersection or road segment of greatest concern.

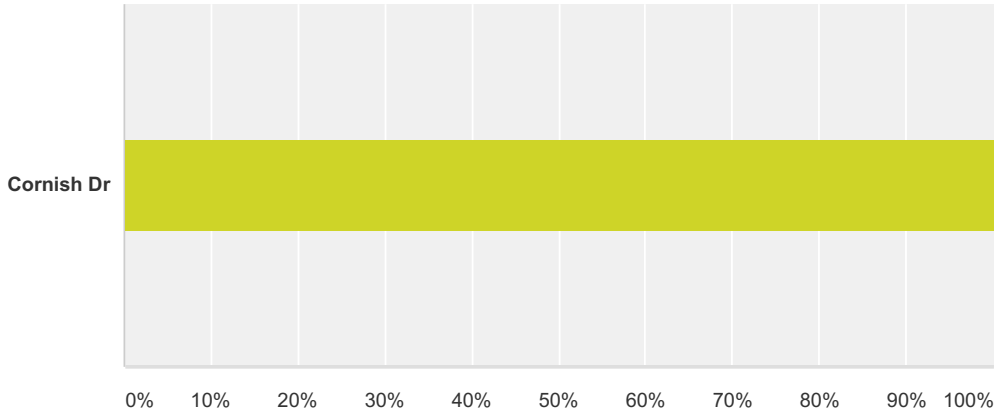
Answered: 5 Skipped: 169




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **80.00%** | 4 |
| Crest Dr | **20.00%** | 1 |
| **Total** | | **5** |

## Q32 Cornish DrSelect the intersection or road segment of greatest concern.

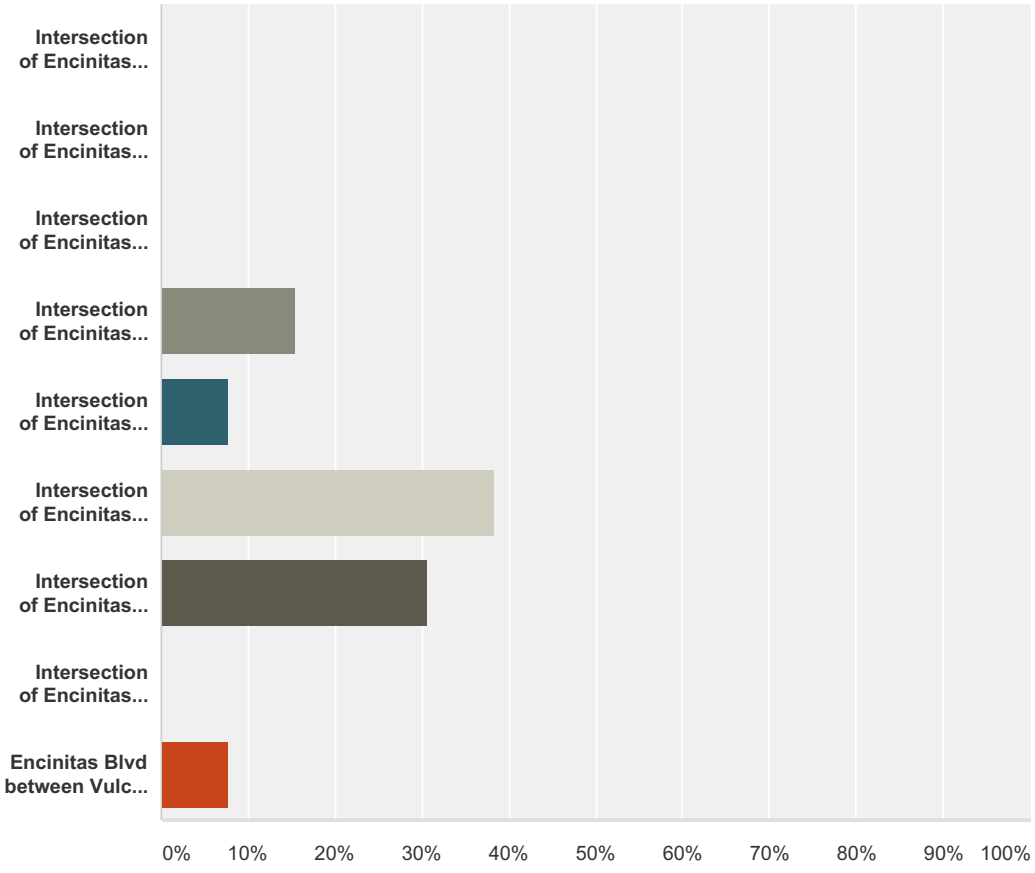
Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Cornish Dr | 100.00% | 2 |
| Total | | 2 |

## Q33 Encinitas BlvdSelect the intersection or road segment of greatest concern.

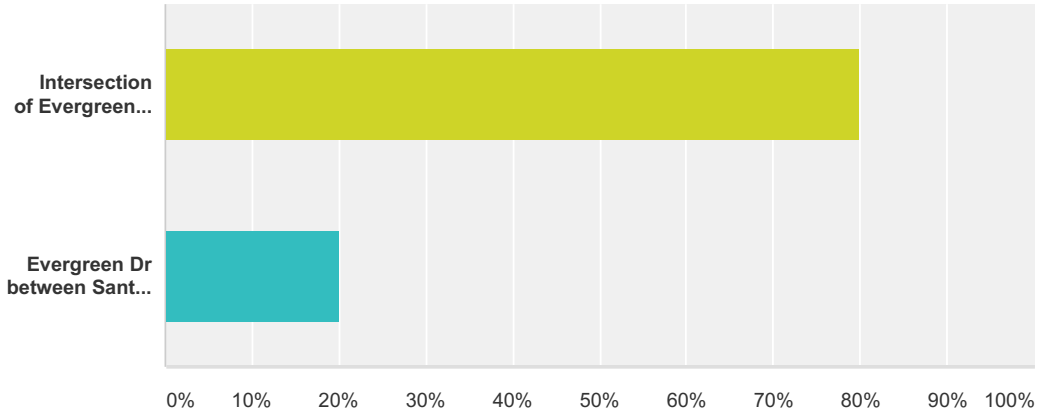
Answered: 13 Skipped: 161




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and 4th St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 3rd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 2nd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and N Coast Hwy 101 | 15.38% | 2 |
| Intersection of Encinitas Blvd and Vulcan Ave | 7.69% | 1 |
| Intersection of Encinitas Blvd and I-5 | 38.46% | 5 |
| Intersection of Encinitas Blvd and Quail Gardens Dr/Westlake St | 30.77% | 4 |
| Intersection of Encinitas Blvd and Balour Dr | 0.00% | 0 |
| Encinitas Blvd between Vulcan Ave and I-5 | 7.69% | 1 |
| **Total** | | **13** |

## Q34 Evergreen DrSelect the intersection or road segment of greatest concern.

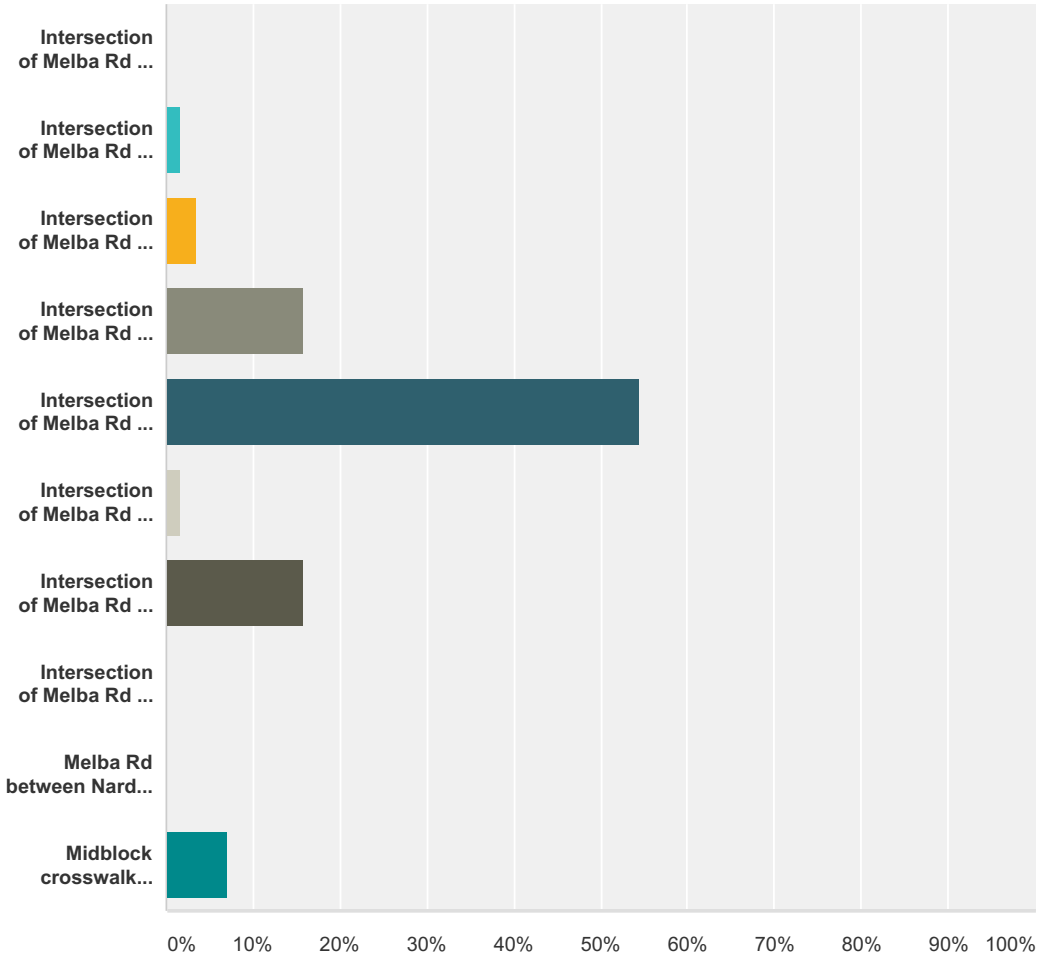
Answered: 5 Skipped: 169




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Evergreen Dr and Melba Rd | **80.00%** | 4 |
| Evergreen Dr between Santa Fe Dr and Melba Rd | **20.00%** | 1 |
| **Total** | | **5** |

## Q35 Melba RdSelect the intersection or road segment of greatest concern.

Answered: 57 Skipped: 117

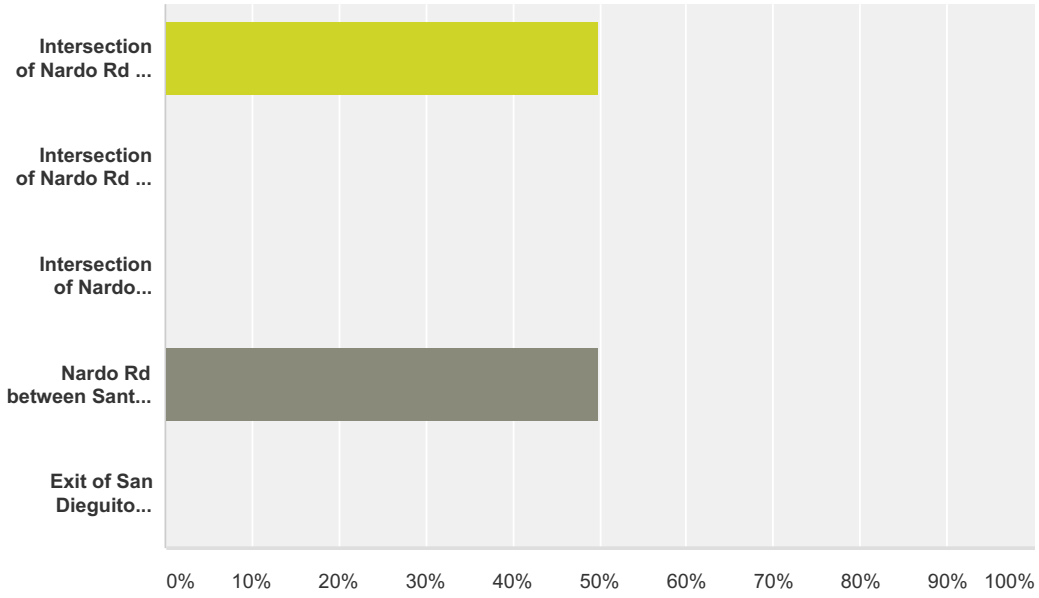



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Melba Rd and Regal Rd | **0.00%** | 0 |
| Intersection of Melba Rd and Gardena Rd | **1.75%** | 1 |
| Intersection of Melba Rd and Nardo Rd | **3.51%** | 2 |
| Intersection of Melba Rd and Bonita Dr | **15.79%** | 9 |
| Intersection of Melba Rd and Evergreen Dr | **54.39%** | 31 |
| Intersection of Melba Rd and Aloha Dr | **1.75%** | 1 |
| Intersection of Melba Rd and Balour Dr | **15.79%** | 9 |
| Intersection of Melba Rd and Crest Dr | **0.00%** | 0 |
| Melba Rd between Nardo Rd and Balour Dr | **0.00%** | 0 |

| | | |
|---|---|---|
| Midblock crosswalk across Melba Rd in front of Ocean Knoll Elementary | **7.02%** | 4 |
| **Total** | | **57** |

## Q36 Nardo RdSelect the intersection or street segment of greatest concern.

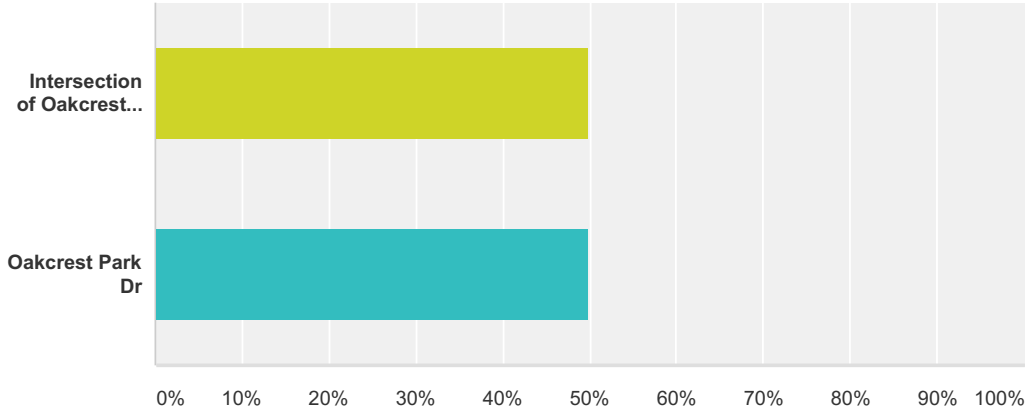
Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Nardo Rd and Melba Rd | **50.00%** | 1 |
| Intersection of Nardo Rd and Requeza St | **0.00%** | 0 |
| Intersection of Nardo Rd/MacKinnon Ave and Santa Fe Dr | **0.00%** | 0 |
| Nardo Rd between Santa Fe Dr and Requeza St | **50.00%** | 1 |
| Exit of San Dieguito Academy student parking lot on Nardo Rd | **0.00%** | 0 |
| **Total** | | **2** |

## Q37 Oakcrest Park DrSelect the intersection or street segment of greatest concern.

Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Oakcrest Park Dr and Balour Dr | **50.00%** | 1 |
| Oakcrest Park Dr | **50.00%** | 1 |
| **Total** | | **2** |

## Q38 Orpheus AveSelect the intersection or street segment of greatest concern.

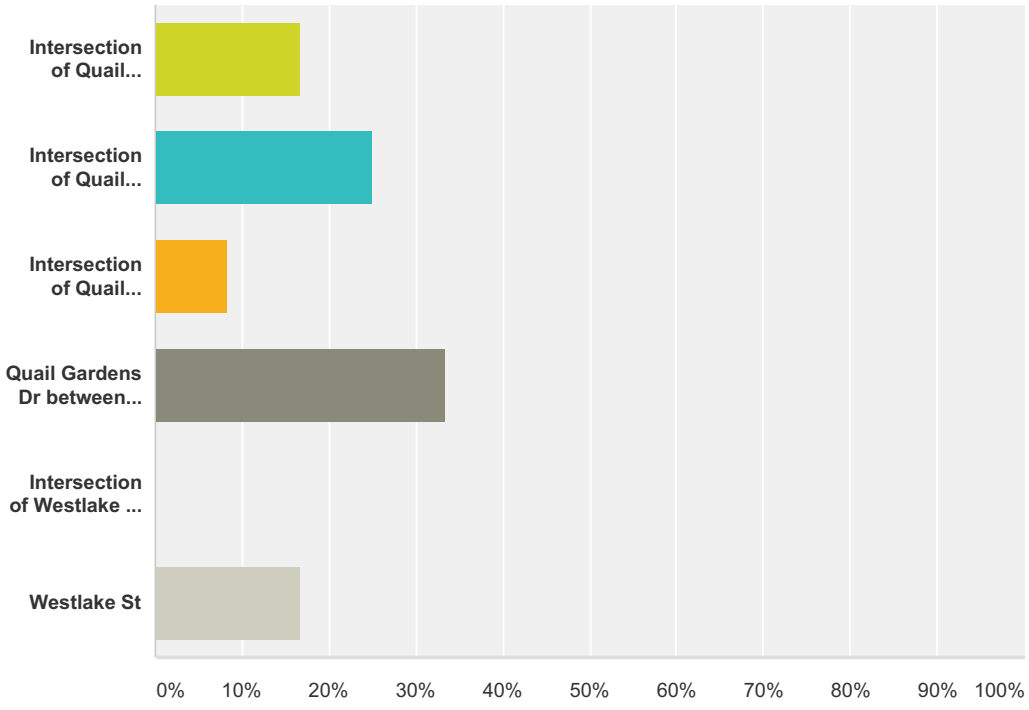
**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Orpheus Ave between Vulcan Ave and Union St | **0.00%** | 0 |
| **Total** | | **0** |

## Q39 Quail Gardens Dr/Westlake StSelect the intersection or street segment of greatest concern.

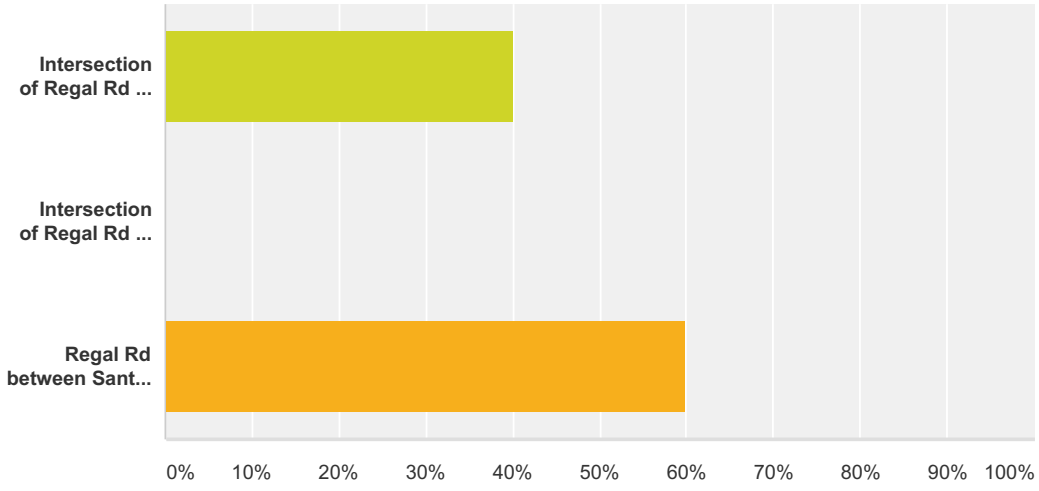
Answered: 12 Skipped: 162




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Westlake St and Encinitas Blvd | **16.67%** | 2 |
| Intersection of Quail Gardens Dr and Kristen Ct | **25.00%** | 3 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **8.33%** | 1 |
| Quail Gardens Dr between Encinitas Blvd and Leucadia Blvd | **33.33%** | 4 |
| Intersection of Westlake St and Requeza St | **0.00%** | 0 |
| Westlake St | **16.67%** | 2 |
| **Total** | | **12** |

## Q40 Regal RdSelect the intersection or street segment of greatest concern.

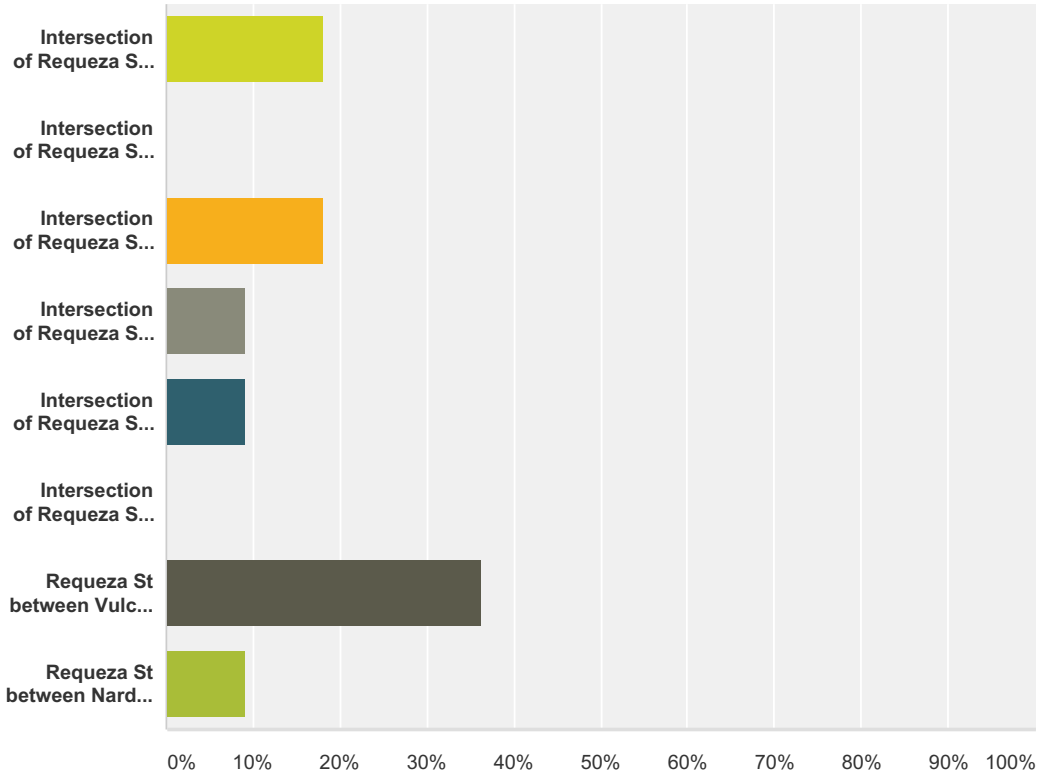
Answered: 5 Skipped: 169




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Regal Rd and Melba Rd | **40.00%** | 2 |
| Intersection of Regal Rd and Requeza St | **0.00%** | 0 |
| Regal Rd between Santa Fe Dr and Requeza St | **60.00%** | 3 |
| **Total** | | **5** |

## Q41 Requeza StSelect the intersection or street segment of greatest concern.

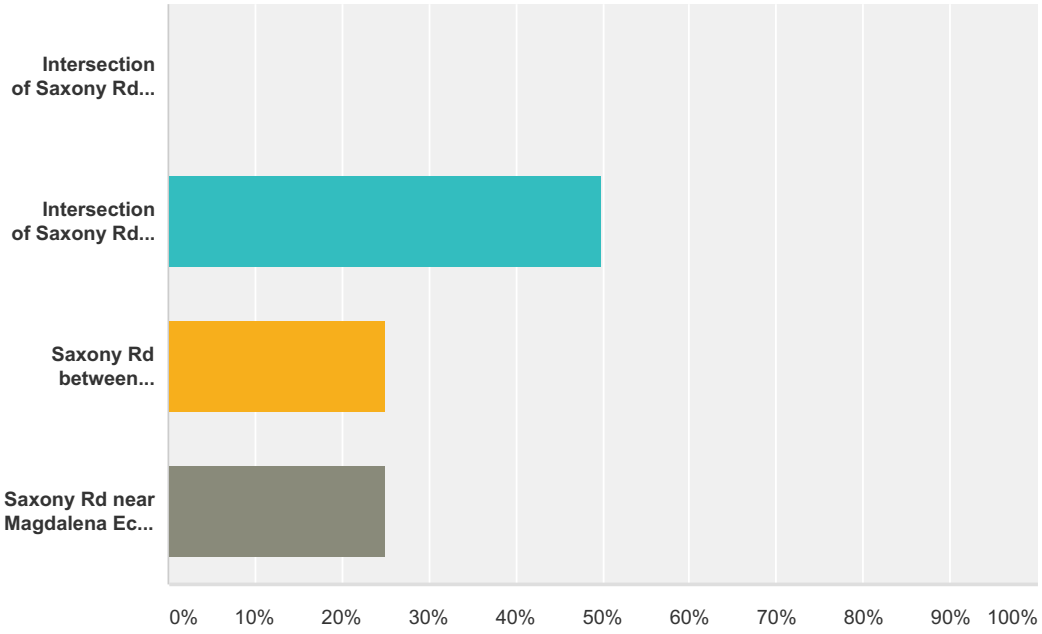
Answered: 11 Skipped: 163




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Requeza St and Vulvan Ave | **18.18%** | 2 |
| Intersection of Requeza St and F St | **0.00%** | 0 |
| Intersection of Requeza St and D St | **18.18%** | 2 |
| Intersection of Requeza St and Westlake | **9.09%** | 1 |
| Intersection of Requeza St and Nardo Rd | **9.09%** | 1 |
| Intersection of Requeza St and Regal Rd | **0.00%** | 0 |
| Requeza St between Vulcan Ave and Nardo Rd | **36.36%** | 4 |
| Requeza St between Nardo Rd and Bracero Rd | **9.09%** | 1 |
| **Total** | | **11** |

## Q42 Saxony RdSelect the intersection or street segment of greatest concern.

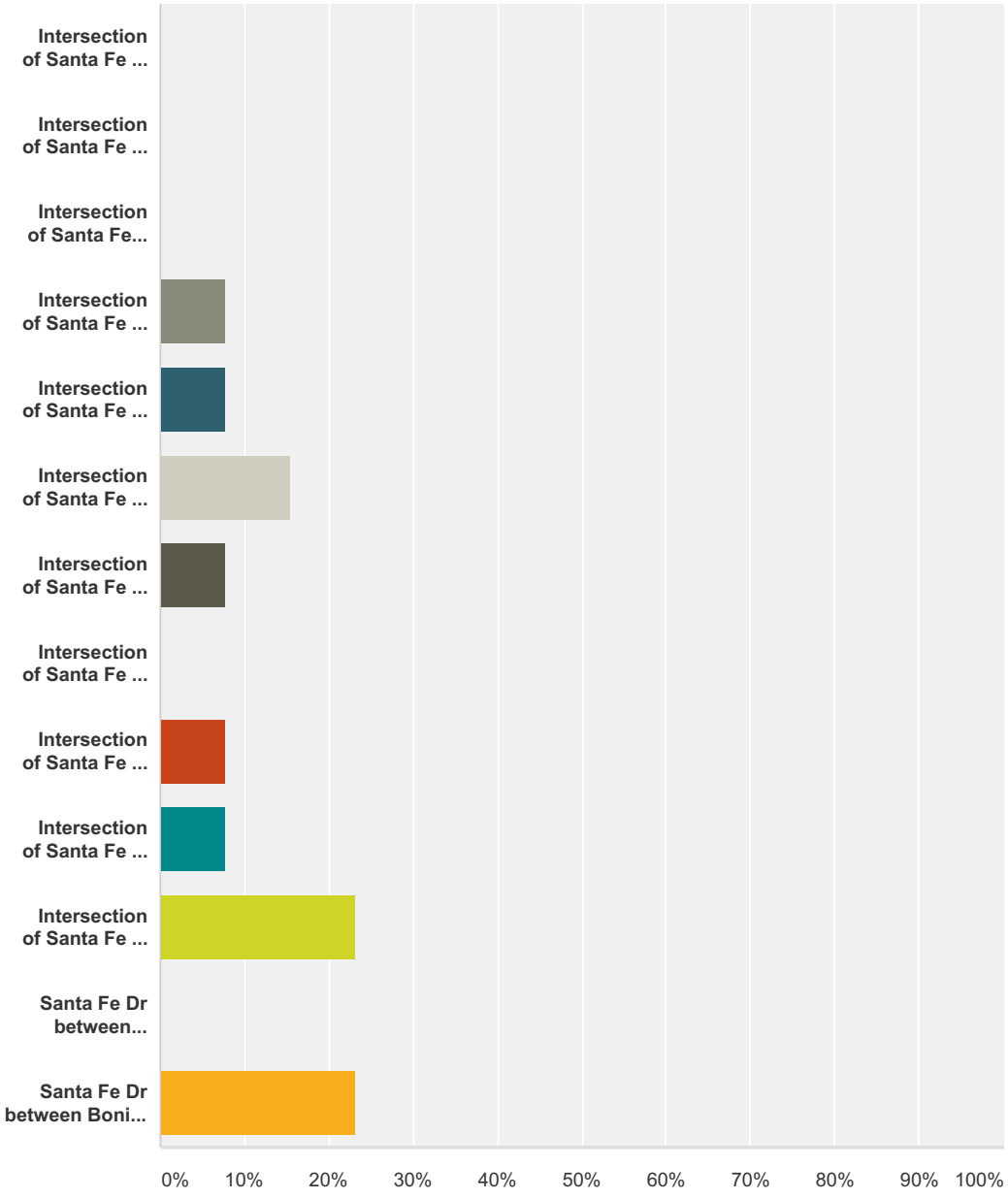
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Mangano Circle | **0.00%** | 0 |
| Intersection of Saxony Rd and Seacrest Way | **50.00%** | 2 |
| Saxony Rd between Encinitas Blvd and Union St | **25.00%** | 1 |
| Saxony Rd near Magdalena Ecke Family YMCA | **25.00%** | 1 |
| **Total** | | **4** |

## Q43 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 13 Skipped: 161




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Vulcan Ave/San Elijo Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and Summit Ave | 0.00% | 0 |
| Intersection of Santa Fe Drive and Devonshire Dr/Rubenstein Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and I-5 | 7.69% | 1 |
| Intersection of Santa Fe Dr and Gardena Rd | 7.69% | 1 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and Nardo Rd/MacKinnon Ave | **15.38%** | 2 |
| Intersection of Santa Fe Dr and Bonita Dr/Windsor Rd | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Balour Dr | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Oceanic Dr | **7.69%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **23.08%** | 3 |
| Santa Fe Dr between Devonshire Dr and Bonita Dr | **0.00%** | 0 |
| Santa Fe Dr between Bonita Dr and Crest Dr | **23.08%** | 3 |
| **Total** | | **13** |

## Q44 Stratford DrSelect the intersection or street segment of greatest concern.

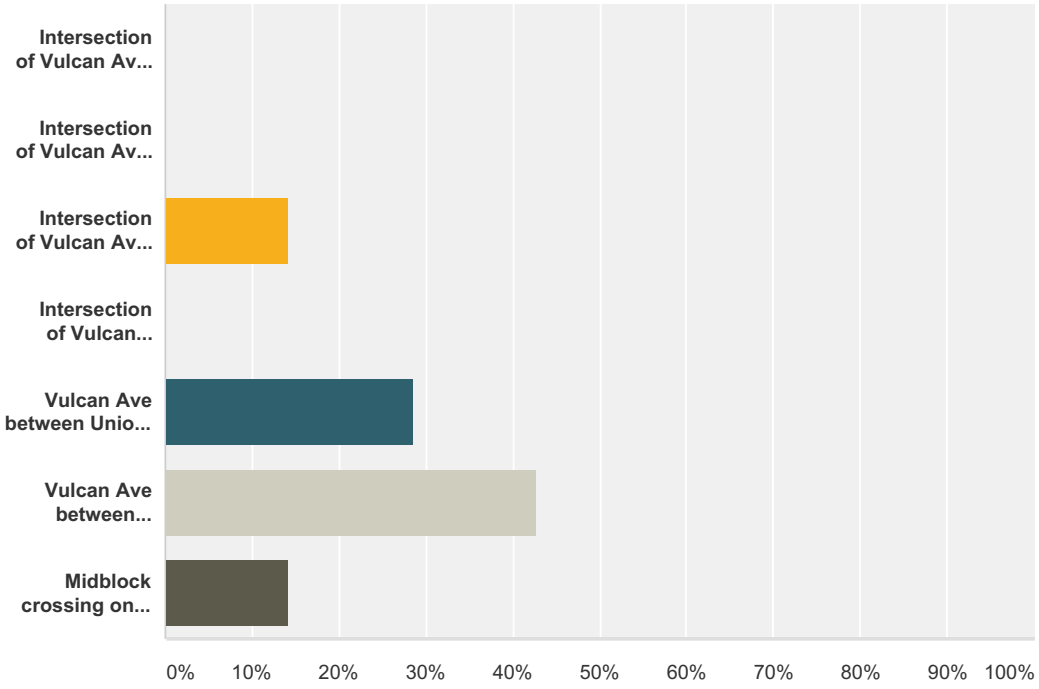
**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stratford Dr and D St | **0.00%** | 0 |
| **Total** | | **0** |

## Q45 Vulcan AveSelect the intersection or street segment of greatest concern.

Answered: 7 Skipped: 167




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Union St | 0.00% | 0 |
| Intersection of Vulcan Ave and E St | 0.00% | 0 |
| Intersection of Vulcan Ave and F St | 14.29% | 1 |
| Intersection of Vulcan Ave/San Elijo Ave and Santa Fe Dr | 0.00% | 0 |
| Vulcan Ave between Union St and Encinitas Blvd | 28.57% | 2 |
| Vulcan Ave between Encinitas Blvd and Santa Fe Dr | 42.86% | 3 |
| Midblock crossing on Vulcan Ave outside Paul EckeCentral Elementary | 14.29% | 1 |
| **Total** | | **7** |

## Q46 Union StSelect the intersection or street segment of greatest concern.

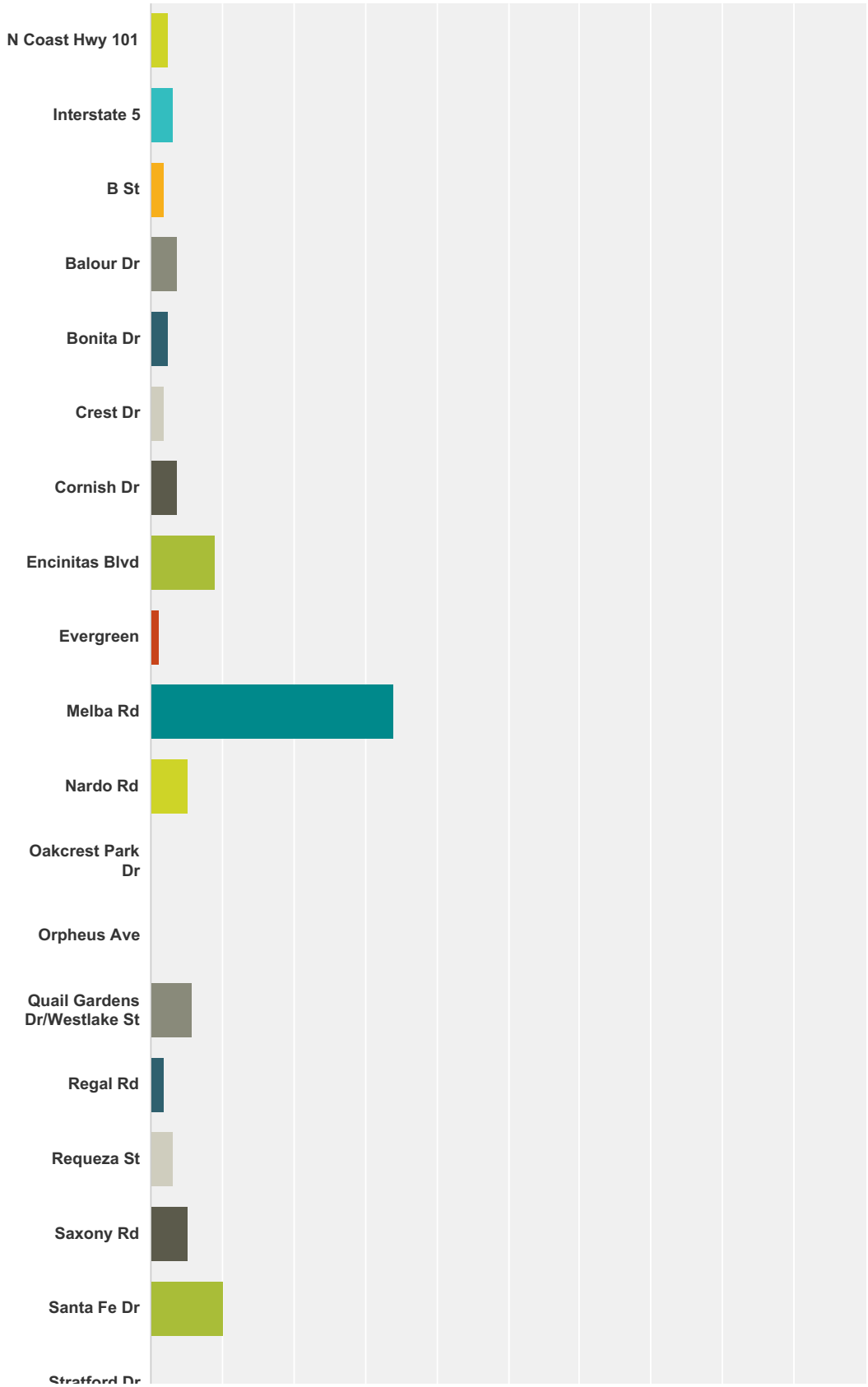
**Answered: 0 Skipped: 174**

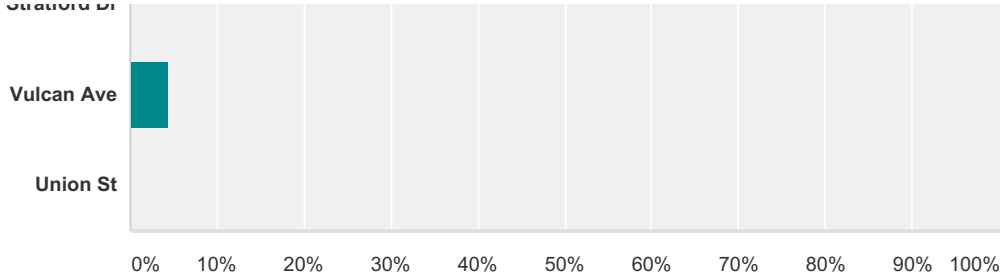
! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Union St and Hermes Ave | **0.00%** | 0 |
| Intersection of Union St and Vulcan Ave | **0.00%** | 0 |
| Intersection of Union St and Orpheus Ave | **0.00%** | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | **0.00%** | 0 |
| East parking lot of Paul Ecke-Central | **0.00%** | 0 |
| Elementary off of Union St | **0.00%** | 0 |
| Union St between Orpheus Ave and Ocean View Ave | **0.00%** | 0 |
| Union St between Vulcan Ave and Orpheus Ave | **0.00%** | 0 |
| **Total** | | **0** |

## Q47 Old Encinitas Major Thoroughfares:(As provided during the public input period)

Answered: 156 Skipped: 18

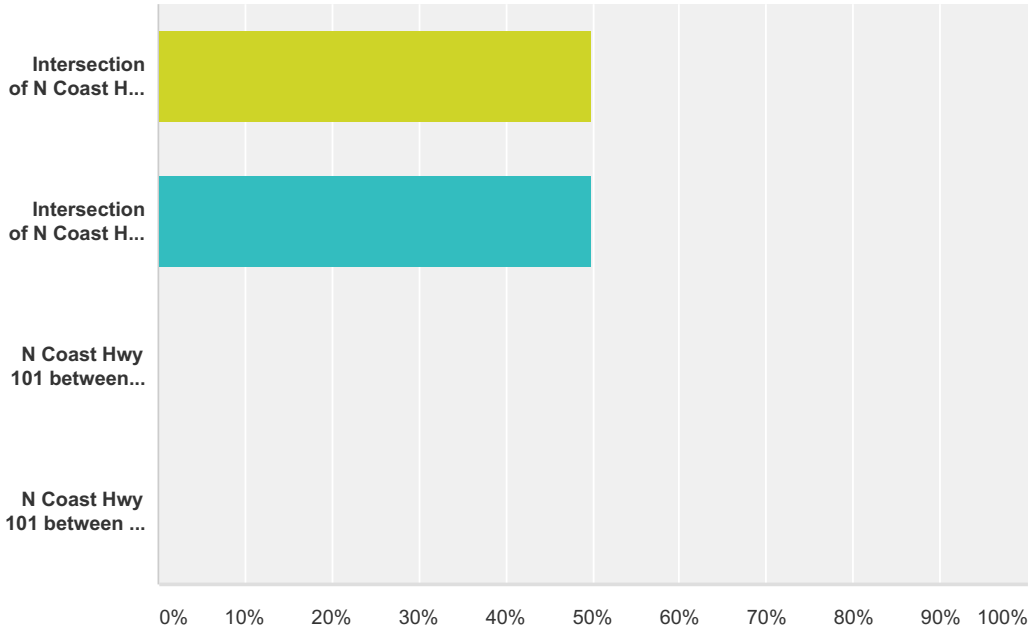





| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **2.56%** | 4 |
| Interstate 5 | **3.21%** | 5 |
| B St | **1.92%** | 3 |
| Balour Dr | **3.85%** | 6 |
| Bonita Dr | **2.56%** | 4 |
| Crest Dr | **1.92%** | 3 |
| Cornish Dr | **3.85%** | 6 |
| Encinitas Blvd | **8.97%** | 14 |
| Evergreen | **1.28%** | 2 |
| Melba Rd | **33.97%** | 53 |
| Nardo Rd | **5.13%** | 8 |
| Oakcrest Park Dr | **0.00%** | 0 |
| Orpheus Ave | **0.00%** | 0 |
| Quail Gardens Dr/Westlake St | **5.77%** | 9 |
| Regal Rd | **1.92%** | 3 |
| Requeza St | **3.21%** | 5 |
| Saxony Rd | **5.13%** | 8 |
| Santa Fe Dr | **10.26%** | 16 |
| Stratford Dr | **0.00%** | 0 |
| Vulcan Ave | **4.49%** | 7 |
| Union St | **0.00%** | 0 |
| **Total** | | **156** |

## Q48 N Coast Hwy 101Select the intersection or road segment of greatest concern.

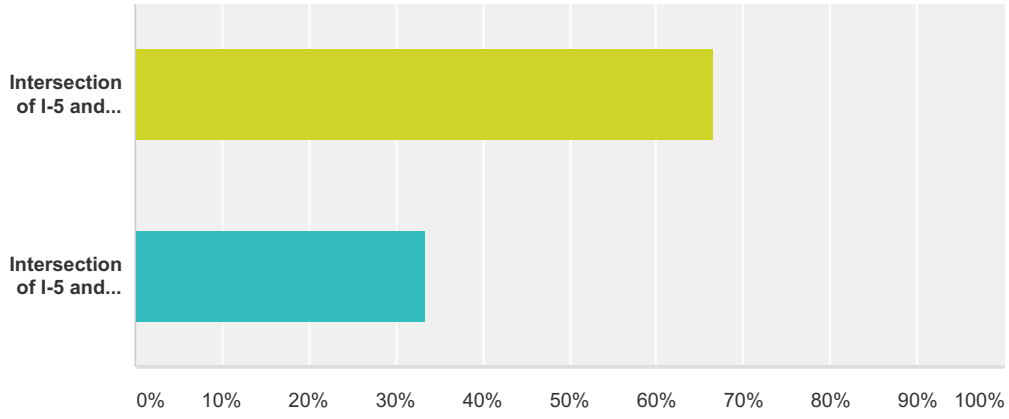
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and El Portal St | **50.00%** | 2 |
| Intersection of N Coast Hwy 101 and Encinitas Blvd | **50.00%** | 2 |
| N Coast Hwy 101 between Union St and Encinitas Blvd | **0.00%** | 0 |
| N Coast Hwy 101 between D St and E St | **0.00%** | 0 |
| **Total** | | **4** |

## Q49 Interstate 5Select the intersection or road segment of greatest concern.

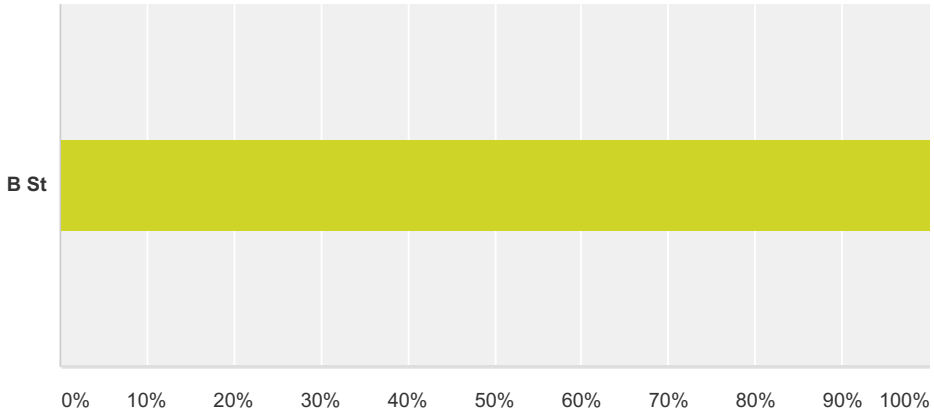
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of I-5 and Encinitas Blvd | **66.67%** | 4 |
| Intersection of I-5 and Santa Fe Dr | **33.33%** | 2 |
| **Total** | | **6** |

## Q50 B StSelect the intersection or road segment of greatest concern.

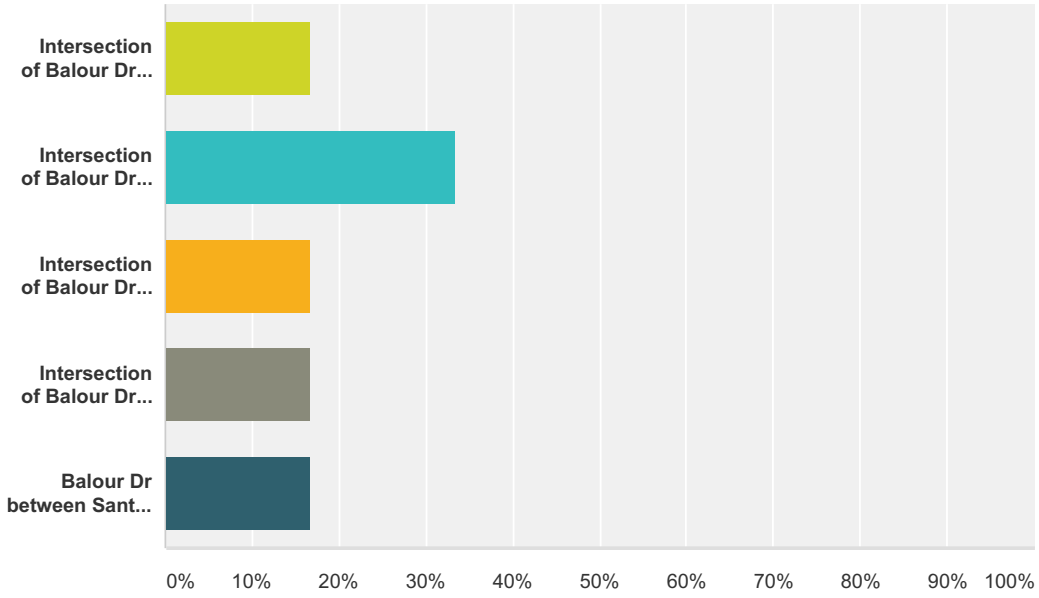
Answered: 3 Skipped: 171




| Answer Choices | Responses | |
|---|---|---|
| B St | 100.00% | 3 |
| Total | | 3 |

## Q51 Balour DrSelect the intersection or road segment of greatest concern.

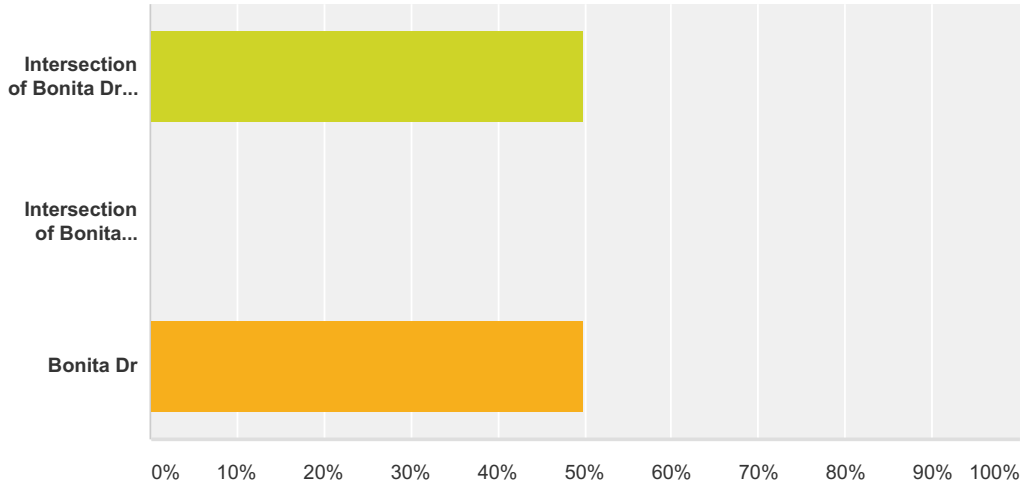
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Balour Dr and Santa Fe Dr | **16.67%** | 1 |
| Intersection of Balour Dr and Melba Rd | **33.33%** | 2 |
| Intersection of Balour Dr and Oakcrest Park Dr | **16.67%** | 1 |
| Intersection of Balour Dr and Encinitas Blvd | **16.67%** | 1 |
| Balour Dr between Santa Fe Dr and Encinitas Blvd | **16.67%** | 1 |
| **Total** | | **6** |

## Q52 Bonita DrSelect the intersection or street segment of greatest concern.

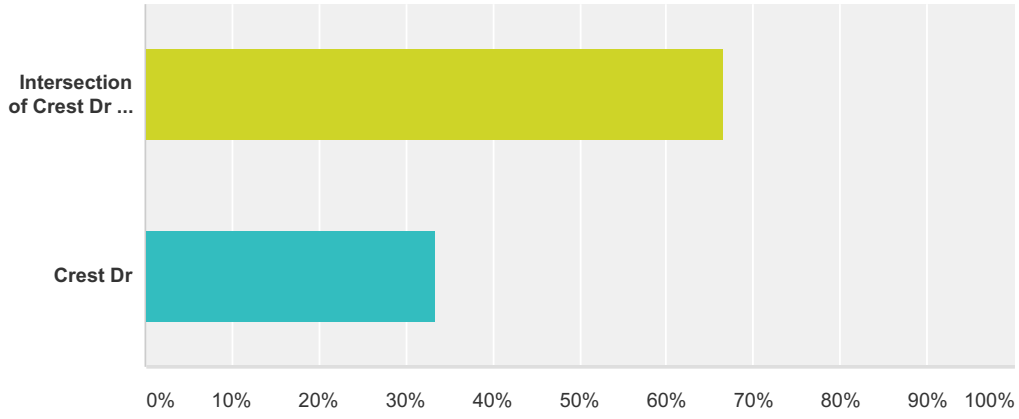
Answered: 4 Skipped: 170




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Bonita Dr and Melba Rd | **50.00%** | 2 |
| Intersection of Bonita Dr/Windsor Rd and Santa Fe Dr | **0.00%** | 0 |
| Bonita Dr | **50.00%** | 2 |
| **Total** | | **4** |

## Q53 Crest DrSelect the intersection or road segment of greatest concern.

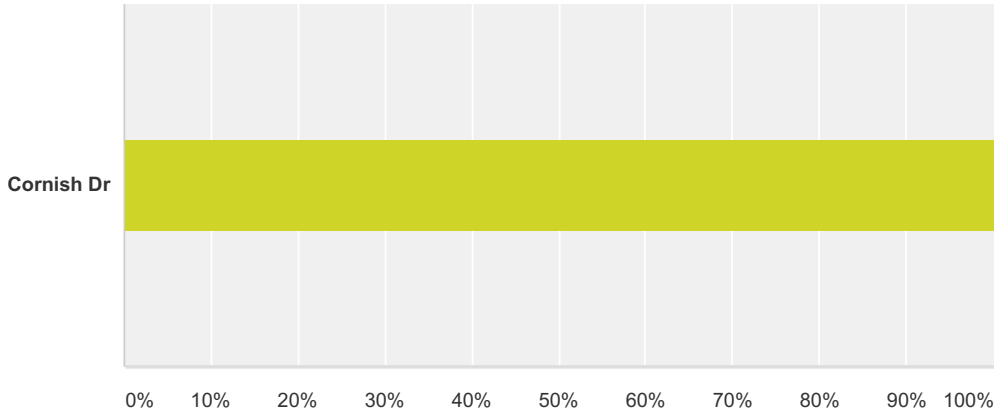
Answered: 3 Skipped: 171




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **66.67%** | 2 |
| Crest Dr | **33.33%** | 1 |
| **Total** | | **3** |

## Q54 Cornish DrSelect the intersection or road segment of greatest concern.

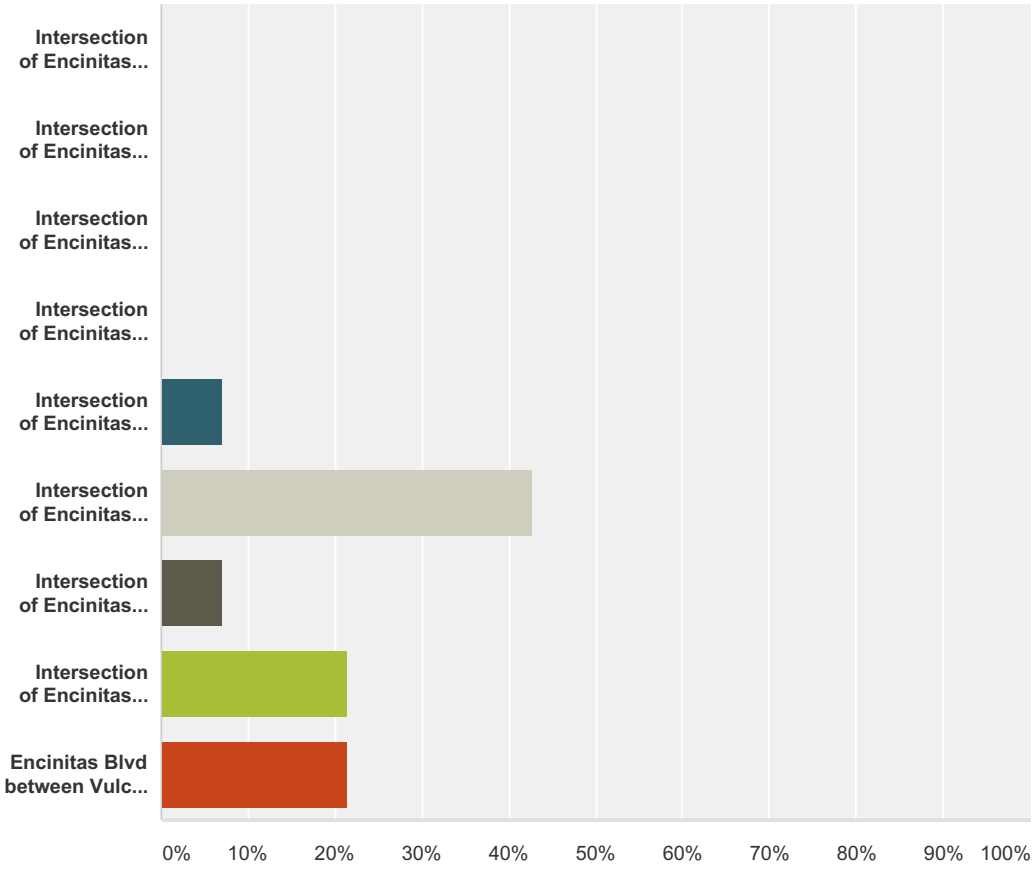
Answered: 6 Skipped: 168




| Answer Choices | Responses | |
|---|---|---|
| Cornish Dr | 100.00% | 6 |
| Total | | 6 |

## Q55 Encinitas BlvdSelect the intersection or road segment of greatest concern.

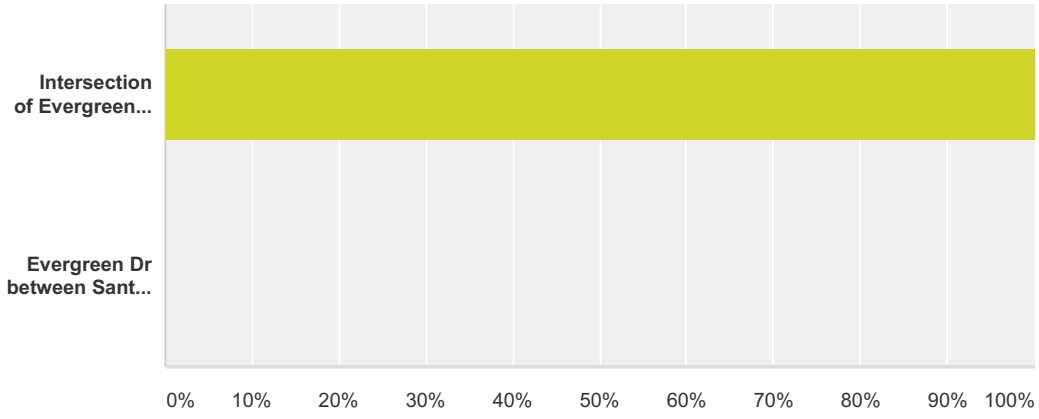
Answered: 14 Skipped: 160




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and 4th St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 3rd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and 2nd St | 0.00% | 0 |
| Intersection of Encinitas Blvd and N Coast Hwy 101 | 0.00% | 0 |
| Intersection of Encinitas Blvd and Vulcan Ave | 7.14% | 1 |
| Intersection of Encinitas Blvd and I-5 | 42.86% | 6 |
| Intersection of Encinitas Blvd and Quail Gardens Dr/Westlake St | 7.14% | 1 |
| Intersection of Encinitas Blvd and Balour Dr | 21.43% | 3 |
| Encinitas Blvd between Vulcan Ave and I-5 | 21.43% | 3 |
| **Total** | | **14** |

## Q56 Evergreen DrSelect the intersection or road segment of greatest concern.

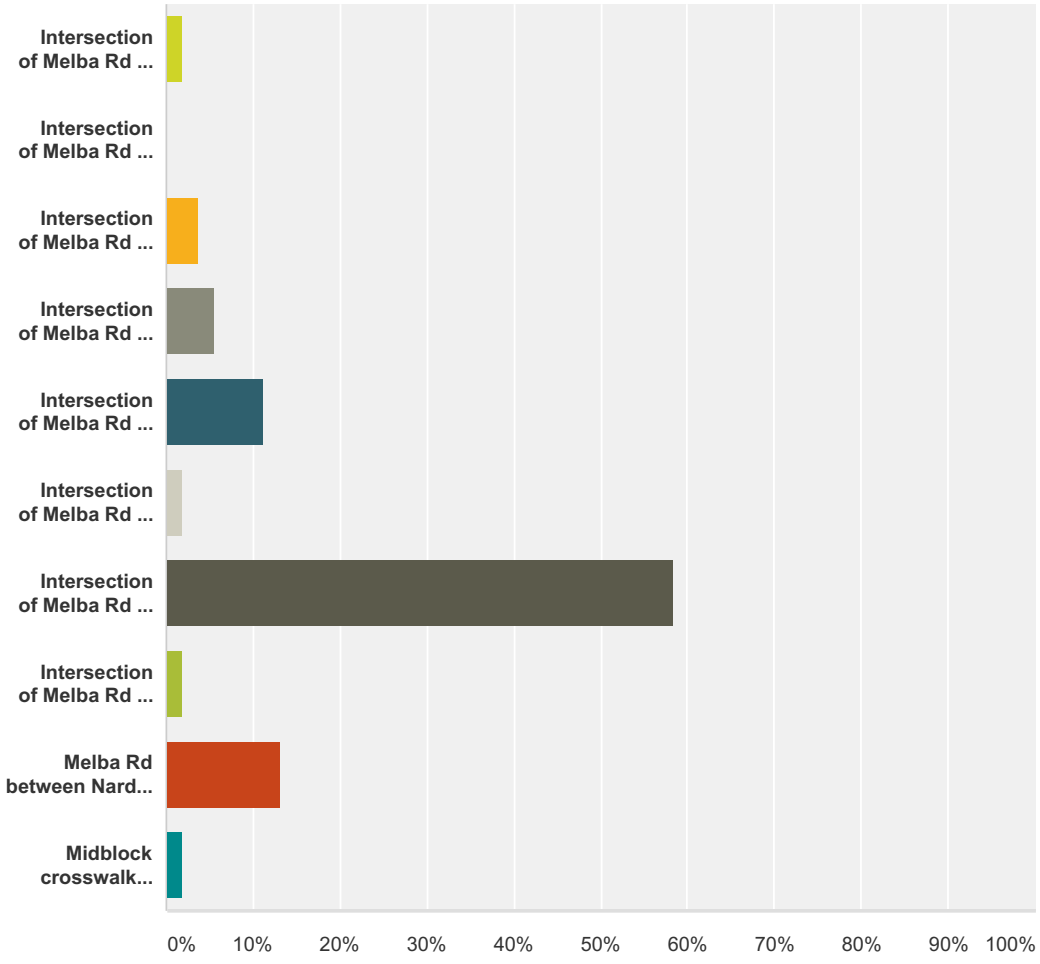
Answered: 2 Skipped: 172




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Evergreen Dr and Melba Rd | **100.00%** | 2 |
| Evergreen Dr between Santa Fe Dr and Melba Rd | **0.00%** | 0 |
| **Total** | | **2** |

## Q57 Melba RdSelect the intersection or road segment of greatest concern.

Answered: 53 Skipped: 121

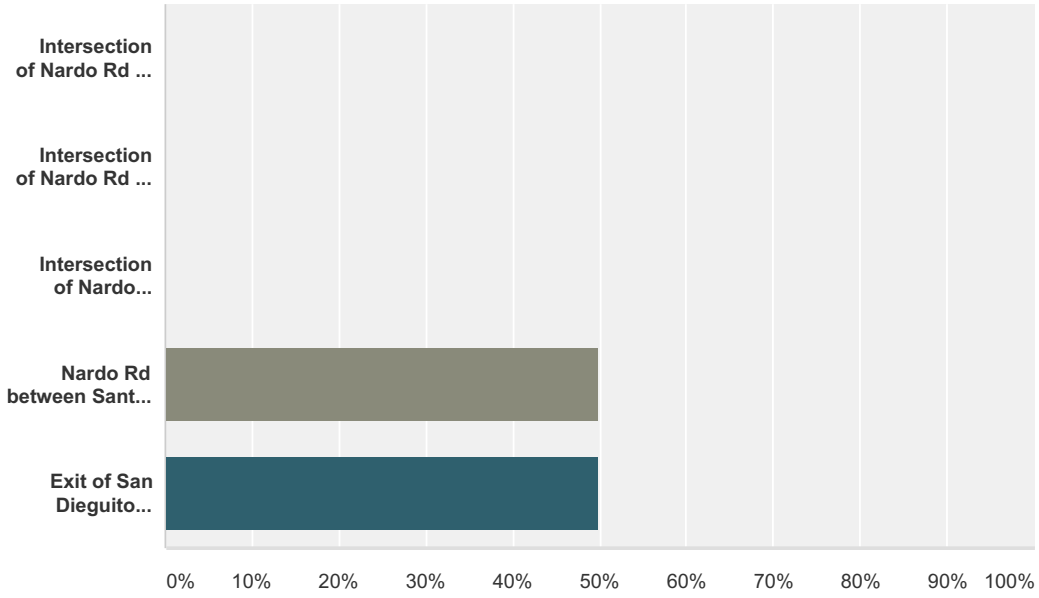



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Melba Rd and Regal Rd | 1.89% | 1 |
| Intersection of Melba Rd and Gardena Rd | 0.00% | 0 |
| Intersection of Melba Rd and Nardo Rd | 3.77% | 2 |
| Intersection of Melba Rd and Bonita Dr | 5.66% | 3 |
| Intersection of Melba Rd and Evergreen Dr | 11.32% | 6 |
| Intersection of Melba Rd and Aloha Dr | 1.89% | 1 |
| Intersection of Melba Rd and Balour Dr | 58.49% | 31 |
| Intersection of Melba Rd and Crest Dr | 1.89% | 1 |
| Melba Rd between Nardo Rd and Balour Dr | 13.21% | 7 |

| | | |
|---|---|---|
| Midblock crosswalk across Melba Rd in front of Ocean Knoll Elementary | **1.89%** | 1 |
| **Total** | | **53** |

## Q58 Nardo RdSelect the intersection or street segment of greatest concern.

Answered: 8 Skipped: 166




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Nardo Rd and Melba Rd | **0.00%** | 0 |
| Intersection of Nardo Rd and Requeza St | **0.00%** | 0 |
| Intersection of Nardo Rd/MacKinnon Ave and Santa Fe Dr | **0.00%** | 0 |
| Nardo Rd between Santa Fe Dr and Requeza St | **50.00%** | 4 |
| Exit of San Dieguito Academy student parking lot on Nardo Rd | **50.00%** | 4 |
| **Total** | | **8** |

## Q59 Oakcrest Park DrSelect the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Oakcrest Park Dr and Balour Dr | **0.00%** | 0 |
| Oakcrest Park Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q60 Orpheus AveSelect the intersection or street segment of greatest concern.

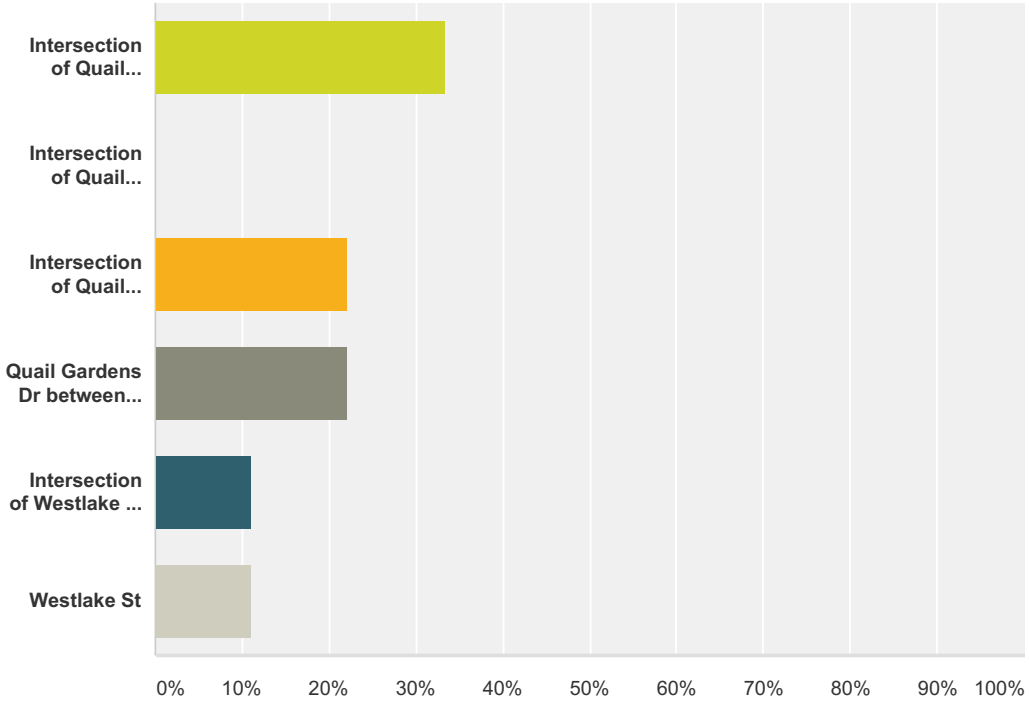
**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Orpheus Ave between Vulcan Ave and Union St | **0.00%** | 0 |
| **Total** | | **0** |

## Q61 Quail Gardens Dr/Westlake StSelect the intersection or street segment of greatest concern.

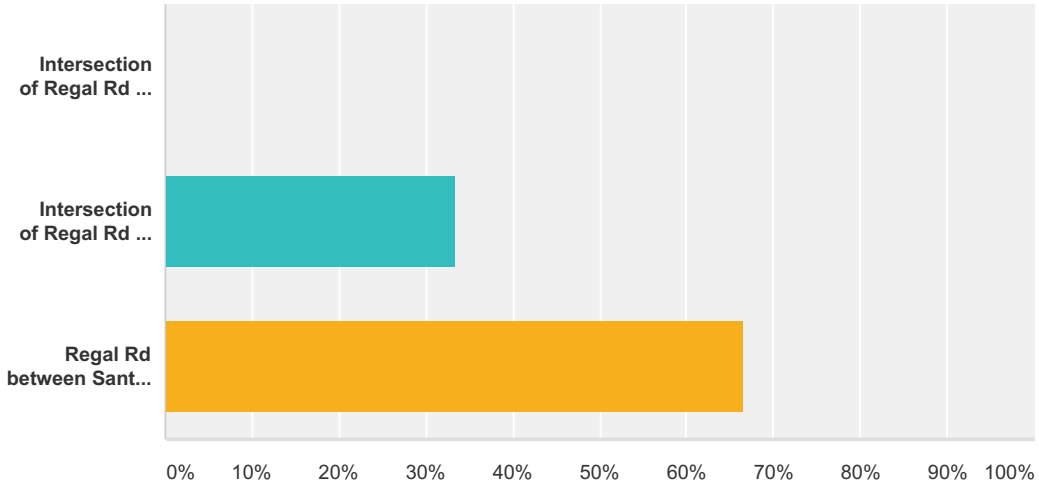
Answered: 9 Skipped: 165




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Westlake St and Encinitas Blvd | **33.33%** | 3 |
| Intersection of Quail Gardens Dr and Kristen Ct | **0.00%** | 0 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **22.22%** | 2 |
| Quail Gardens Dr between Encinitas Blvd and Leucadia Blvd | **22.22%** | 2 |
| Intersection of Westlake St and Requeza St | **11.11%** | 1 |
| Westlake St | **11.11%** | 1 |
| **Total** | | **9** |

## Q62 Regal RdSelect the intersection or street segment of greatest concern.

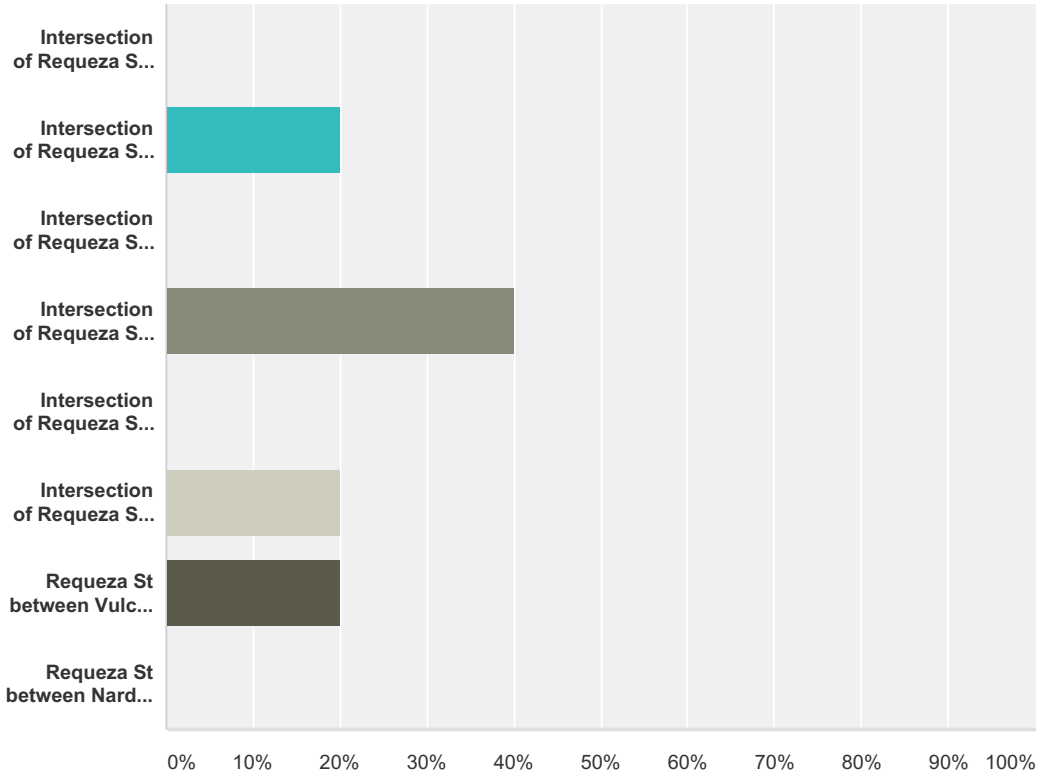
Answered: 3 Skipped: 171




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Regal Rd and Melba Rd | **0.00%** | 0 |
| Intersection of Regal Rd and Requeza St | **33.33%** | 1 |
| Regal Rd between Santa Fe Dr and Requeza St | **66.67%** | 2 |
| **Total** | | **3** |

## Q63 Requeza StSelect the intersection or street segment of greatest concern.

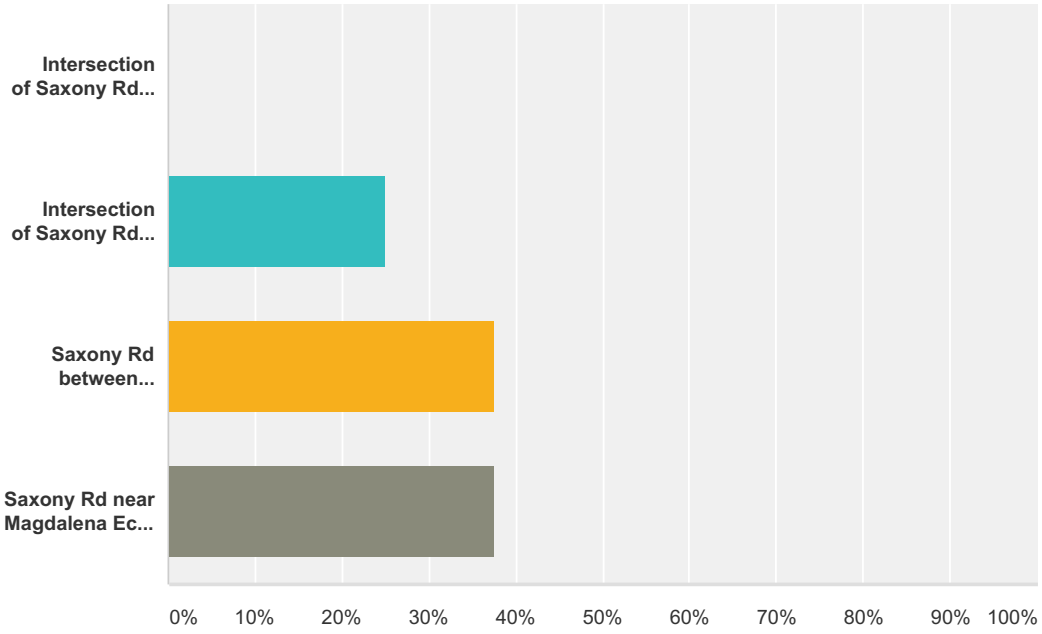
Answered: 5 Skipped: 169




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Requeza St and Vulvan Ave | 0.00% | 0 |
| Intersection of Requeza St and F St | 20.00% | 1 |
| Intersection of Requeza St and D St | 0.00% | 0 |
| Intersection of Requeza St and Westlake | 40.00% | 2 |
| Intersection of Requeza St and Nardo Rd | 0.00% | 0 |
| Intersection of Requeza St and Regal Rd | 20.00% | 1 |
| Requeza St between Vulcan Ave and Nardo Rd | 20.00% | 1 |
| Requeza St between Nardo Rd and Bracero Rd | 0.00% | 0 |
| **Total** | | **5** |

## Q64 Saxony RdSelect the intersection or street segment of greatest concern.

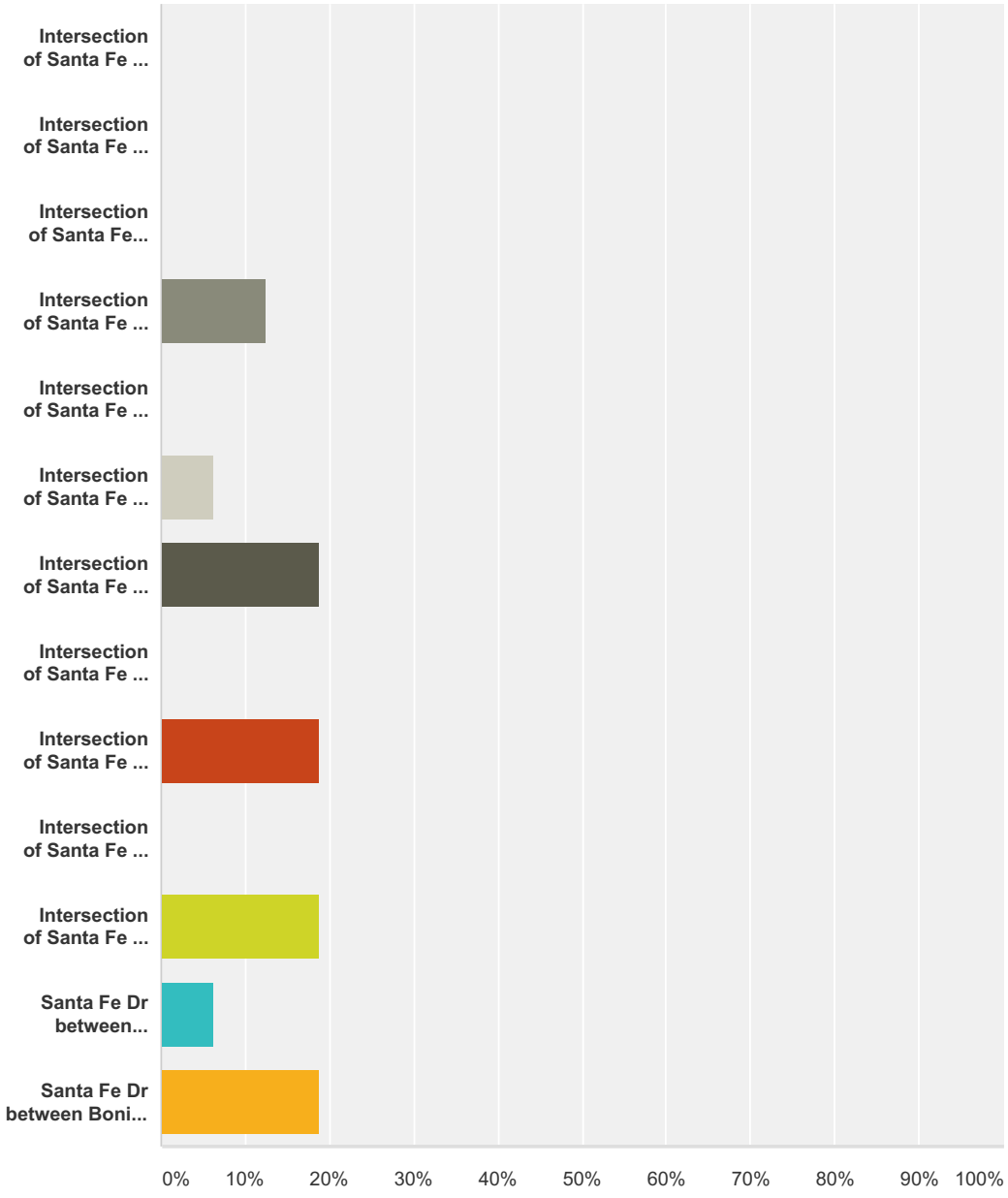
Answered: 8 Skipped: 166




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Mangano Circle | **0.00%** | 0 |
| Intersection of Saxony Rd and Seacrest Way | **25.00%** | 2 |
| Saxony Rd between Encinitas Blvd and Union St | **37.50%** | 3 |
| Saxony Rd near Magdalena Ecke Family YMCA | **37.50%** | 3 |
| **Total** | | **8** |

## Q65 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 16 Skipped: 158




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Vulcan Ave/San Elijo Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and Summit Ave | 0.00% | 0 |
| Intersection of Santa Fe Drive and Devonshire Dr/Rubenstein Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and I-5 | 12.50% | 2 |
| Intersection of Santa Fe Dr and Gardena Rd | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and Nardo Rd/MacKinnon Ave | **6.25%** | 1 |
| Intersection of Santa Fe Dr and Bonita Dr/Windsor Rd | **18.75%** | 3 |
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Balour Dr | **18.75%** | 3 |
| Intersection of Santa Fe Dr and Oceanic Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Crest Dr | **18.75%** | 3 |
| Santa Fe Dr between Devonshire Dr and Bonita Dr | **6.25%** | 1 |
| Santa Fe Dr between Bonita Dr and Crest Dr | **18.75%** | 3 |
| **Total** | | **16** |

## Q66 Stratford DrSelect the intersection or street segment of greatest concern.

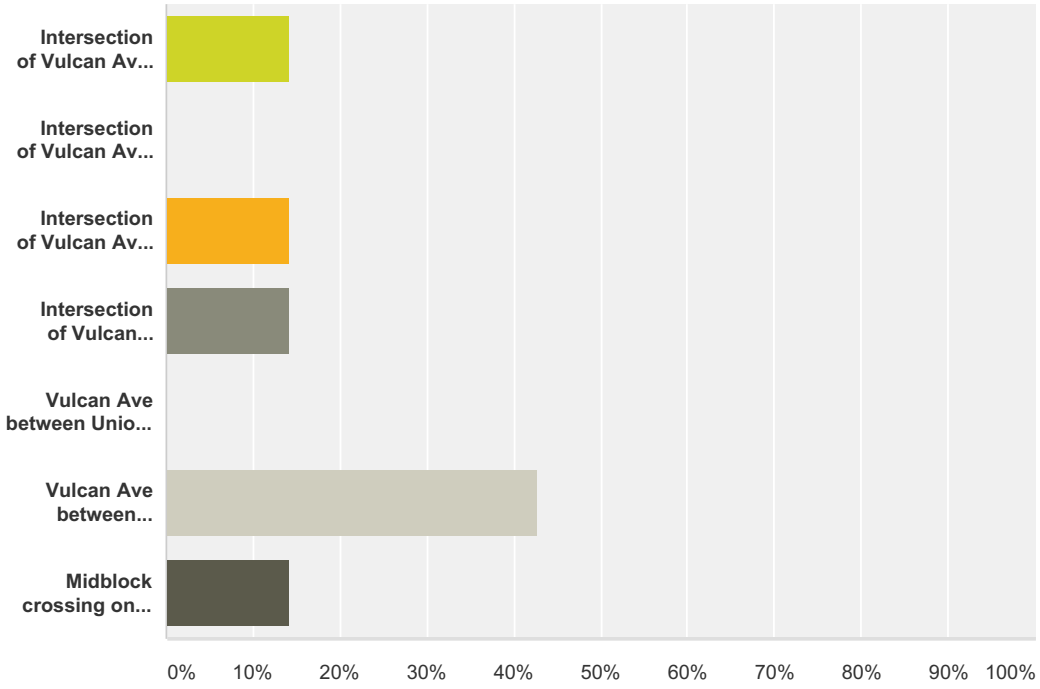
**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stratford Dr and D St | **0.00%** | 0 |
| **Total** | | **0** |

## Q67 Vulcan AveSelect the intersection or street segment of greatest concern.

Answered: 7 Skipped: 167




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Union St | 14.29% | 1 |
| Intersection of Vulcan Ave and E St | 0.00% | 0 |
| Intersection of Vulcan Ave and F St | 14.29% | 1 |
| Intersection of Vulcan Ave/San Elijo Ave and Santa Fe Dr | 14.29% | 1 |
| Vulcan Ave between Union St and Encinitas Blvd | 0.00% | 0 |
| Vulcan Ave between Encinitas Blvd and Santa Fe Dr | 42.86% | 3 |
| Midblock crossing on Vulcan Ave outside Paul EckeCentral Elementary | 14.29% | 1 |
| **Total** | | **7** |

## Q68 Union StSelect the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 174**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| .Intersection of Union St and Hermes Ave | **0.00%** | 0 |
| Intersection of Union St and Vulcan Ave | **0.00%** | 0 |
| Intersection of Union St and Orpheus Ave | **0.00%** | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | **0.00%** | 0 |
| East parking lot of Paul Ecke-Central | **0.00%** | 0 |
| Elementary off of Union St | **0.00%** | 0 |
| Union St between Orpheus Ave and Ocean View Ave | **0.00%** | 0 |
| Union St between Vulcan Ave and Orpheus Ave | **0.00%** | 0 |
| **Total** | | **0** |

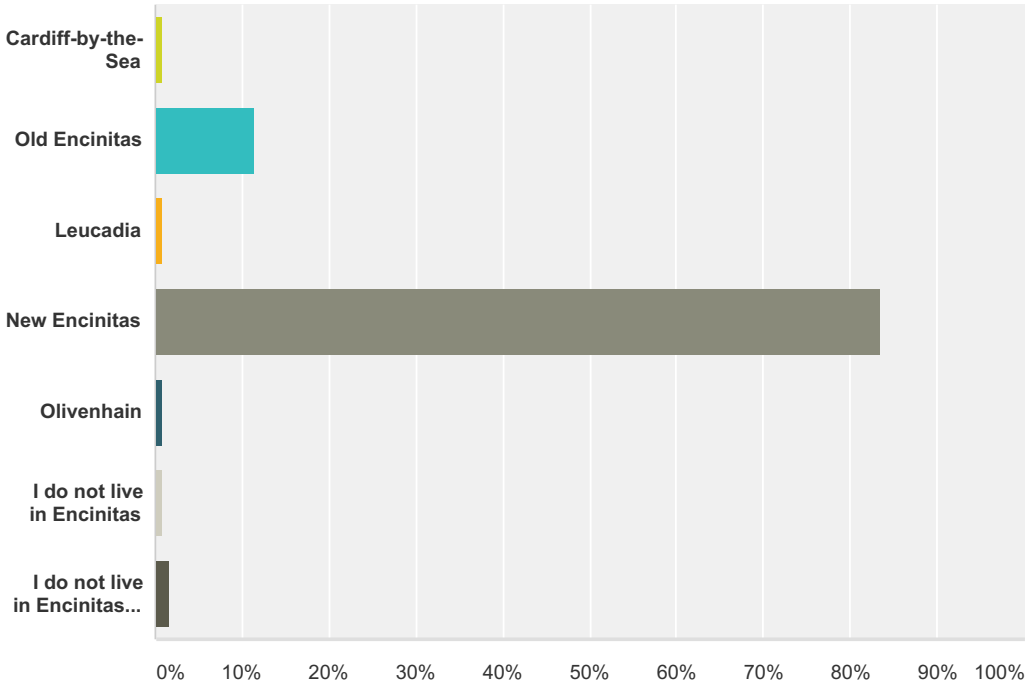
## Q1 Your contact information:

Answered: 113 Skipped: 12

| Answer Choices | Responses | |
|---|---|---|
| Name: | 100.00% | 113 |
| Address: | 98.23% | 111 |
| City/Town: | 98.23% | 111 |
| ZIP: | 99.12% | 112 |
| Email Address: | 96.46% | 109 |
| Phone Number: | 77.88% | 88 |

## Q2 In which neighborhood do you live?

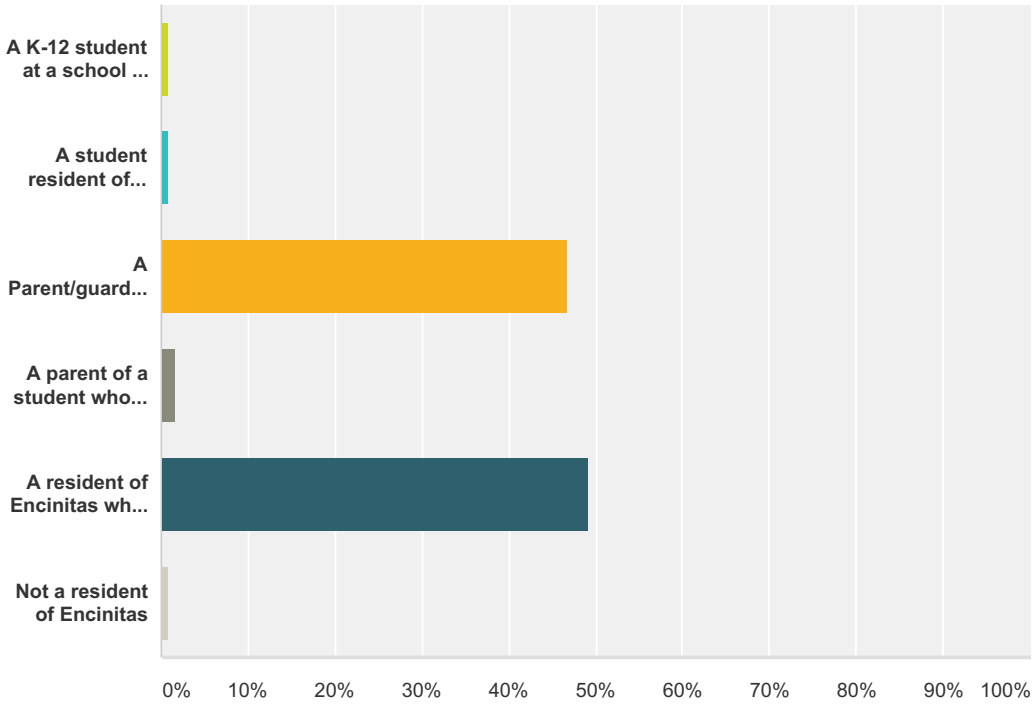
Answered: 121 Skipped: 4




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **0.83%** | 1 |
| Old Encinitas | **11.57%** | 14 |
| Leucadia | **0.83%** | 1 |
| New Encinitas | **83.47%** | 101 |
| Olivenhain | **0.83%** | 1 |
| I do not live in Encinitas | **0.83%** | 1 |
| I do not live in Encinitas but I have child(ren) who attend(s) school in Encinitas | **1.65%** | 2 |
| **Total** | | **121** |

## Q3 I am a

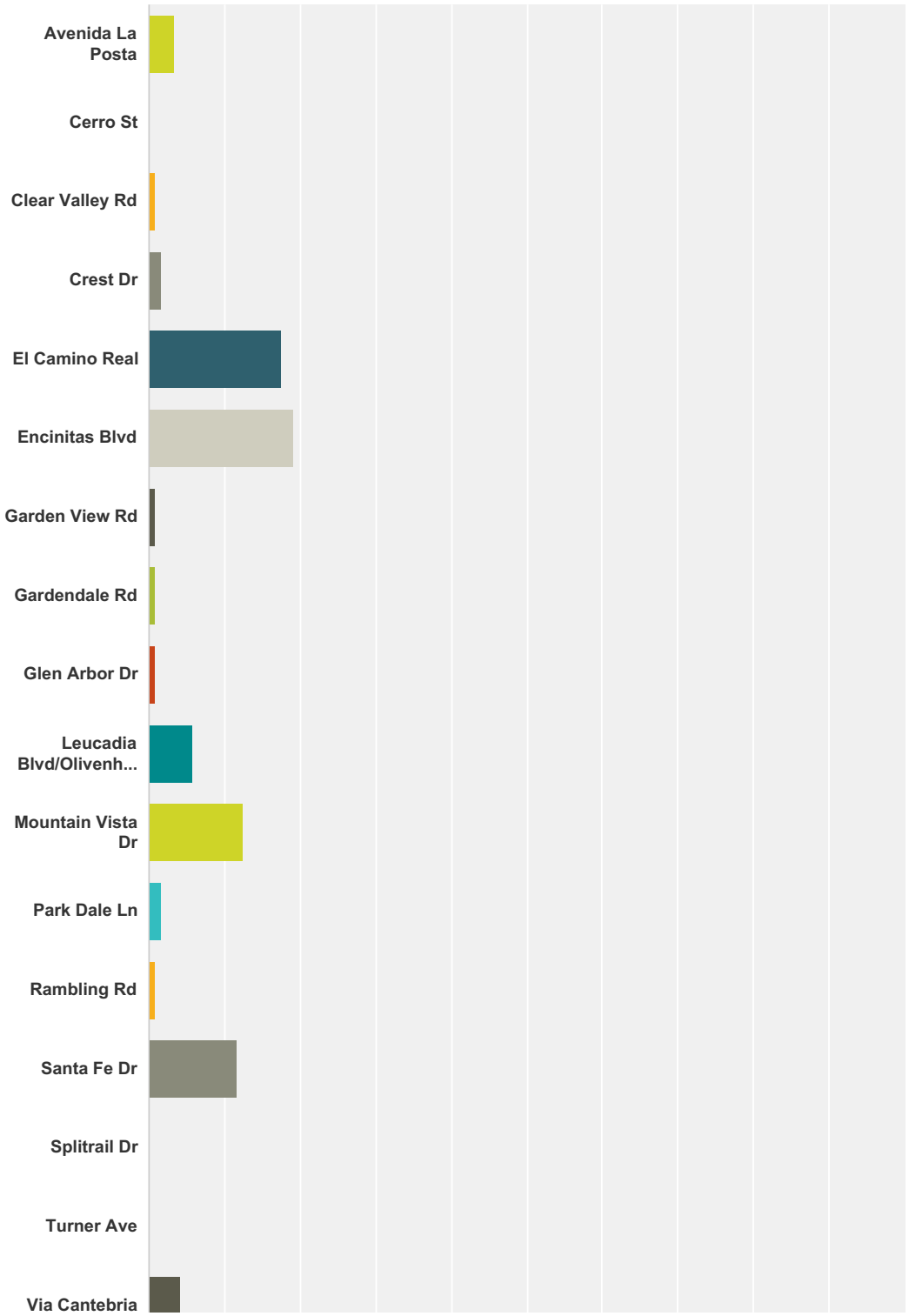
Answered: 120 Skipped: 5

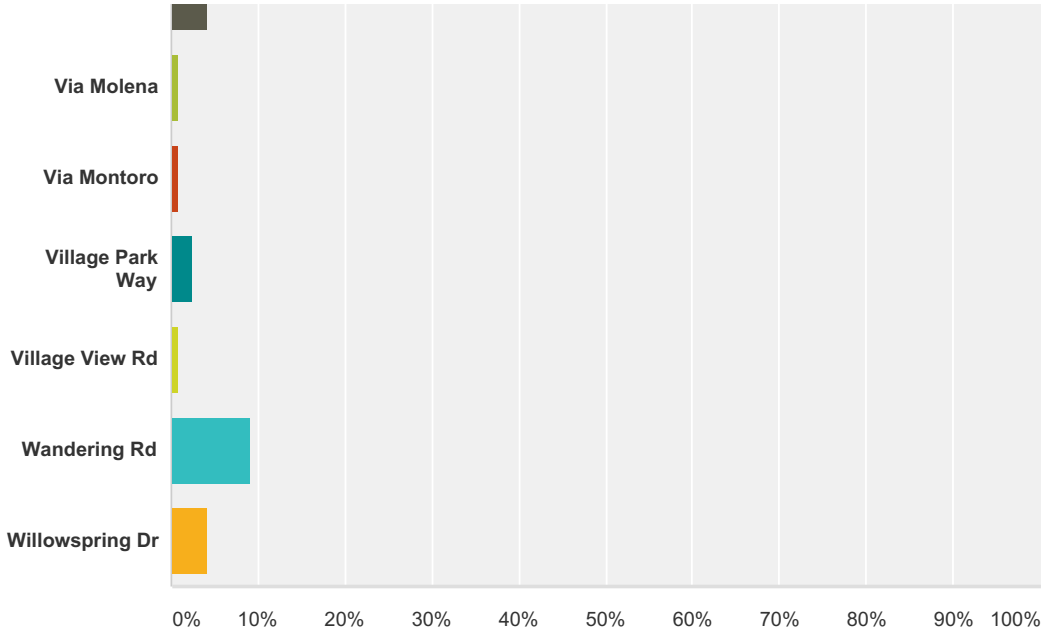



| Answer Choices | Responses | |
|---|---|---|
| A K-12 student at a school in Encinitas | **0.83%** | 1 |
| A student resident of Encinitas, who attends a school outside of Encinitas | **0.83%** | 1 |
| A Parent/guardian of K-12 student(s) at school(s) in Encinitas | **46.67%** | 56 |
| A parent of a student who attends a school outside of Encinitas | **1.67%** | 2 |
| A resident of Encinitas who does not have K-12 children residing in the home | **49.17%** | 59 |
| Not a resident of Encinitas | **0.83%** | 1 |
| **Total** | | **120** |

## Q4 Please chose from the following possible major thoroughfares for your FIRST priority. Although these are not all of the major thoroughfares in New Encinitas, these streets were prioritized in community meetings and community walk audits.

Answered: 120 Skipped: 5



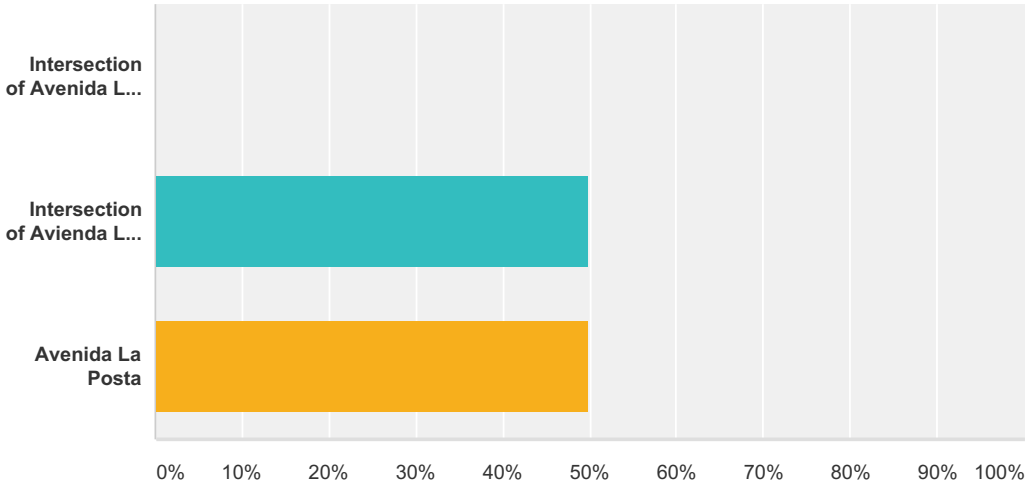



| Answer Choices | Responses | |
|---|---|---|
| Avenida La Posta | **3.33%** | 4 |
| Cerro St | **0.00%** | 0 |
| Clear Valley Rd | **0.83%** | 1 |
| Crest Dr | **1.67%** | 2 |
| El Camino Real | **17.50%** | 21 |
| Encinitas Blvd | **19.17%** | 23 |
| Garden View Rd | **0.83%** | 1 |
| Gardendale Rd | **0.83%** | 1 |
| Glen Arbor Dr | **0.83%** | 1 |
| Leucadia Blvd/Olivenhain Rd | **5.83%** | 7 |
| Mountain Vista Dr | **12.50%** | 15 |
| Park Dale Ln | **1.67%** | 2 |
| Rambling Rd | **0.83%** | 1 |
| Santa Fe Dr | **11.67%** | 14 |
| Splitrail Dr | **0.00%** | 0 |
| Turner Ave | **0.00%** | 0 |
| Via Cantebria | **4.17%** | 5 |
| Via Molena | **0.83%** | 1 |
| Via Montoro | **0.83%** | 1 |

| | | |
|---|---|---|
| Village Park Way | **2.50%** | 3 |
| Village View Rd | **0.83%** | 1 |
| Wandering Rd | **9.17%** | 11 |
| Willowspring Dr | **4.17%** | 5 |
| **Total** | | **120** |

## Q5 Avenida La PostaSelect the intersection or street segment of greatest concern.

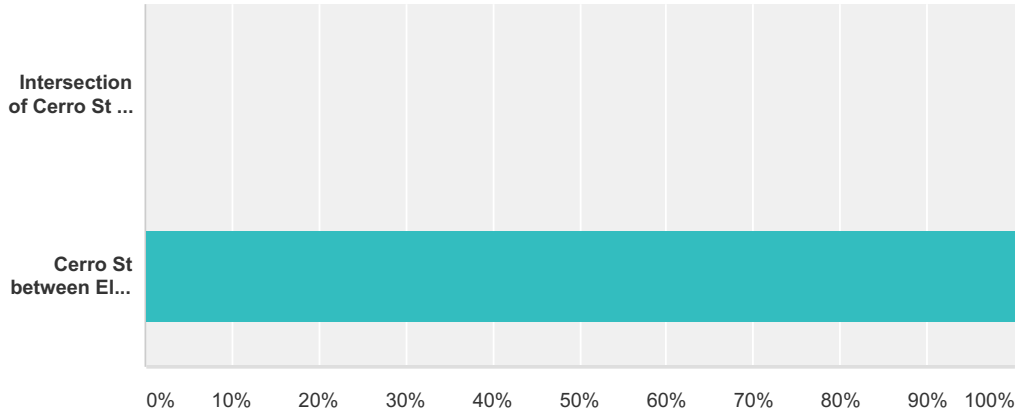
Answered: 4 Skipped: 121




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Avenida La Posta and Avenida Miguel | **0.00%** | 0 |
| Intersection of Avienda La Postsa/Calle Acervo and Rancho Santa Fe | **50.00%** | 2 |
| Avenida La Posta | **50.00%** | 2 |
| **Total** | | **4** |

## Q6 Cerro StSelect the intersection or road segment of greatest concern.

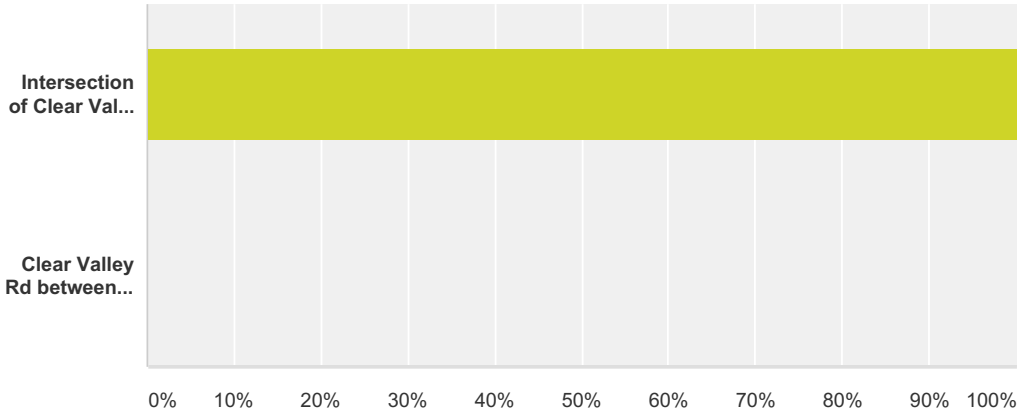
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Cerro St and Olmeda St | **0.00%** | 0 |
| Cerro St between El Camino Real and Encinitas Blvd | **100.00%** | 1 |
| **Total** | | **1** |

## Q7 Clear Valley RdSelect the intersection or street segment of greatest concern.

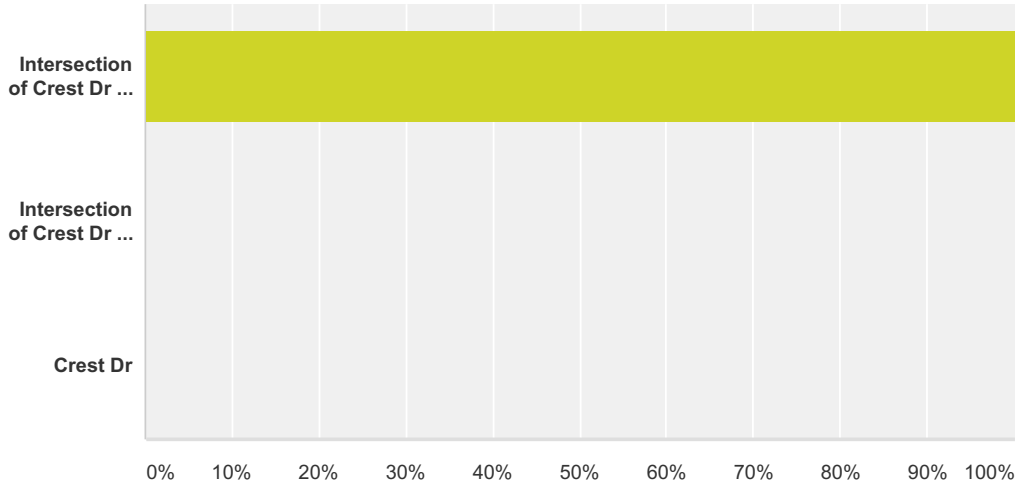
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Clear Valley Rd and Gardendale Rd | **100.00%** | 1 |
| Clear Valley Rd between Gardendale Rd and Village Park Way | **0.00%** | 0 |
| **Total** | | **1** |

## Q8 Crest DrSelect the intersection or street segment of greatest concern.

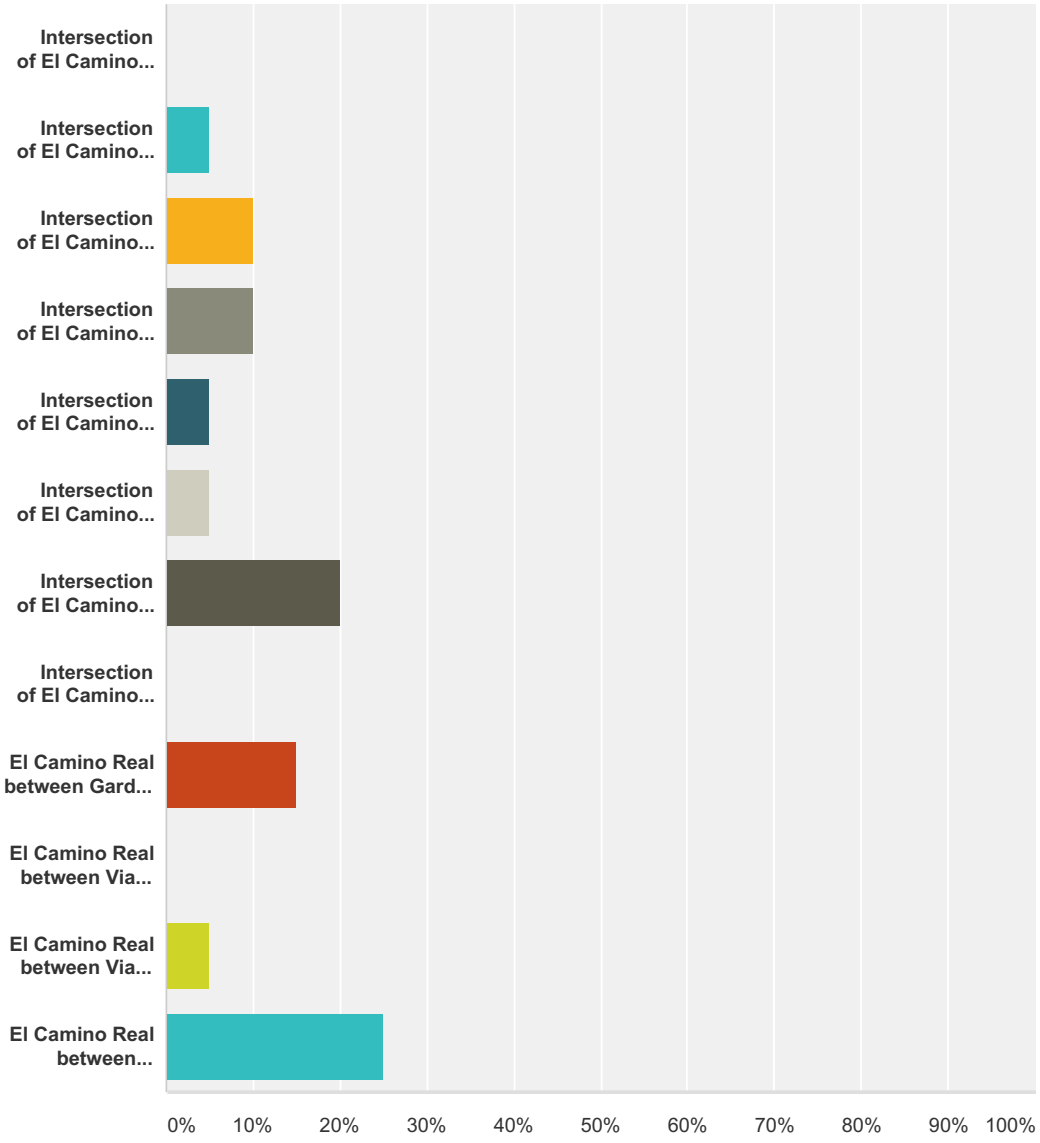
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **100.00%** | 2 |
| Intersection of Crest Dr and El Camino Real | **0.00%** | 0 |
| Crest Dr | **0.00%** | 0 |
| **Total** | | **2** |

## Q9 El Camino RealSelect the intersection or road segment of greatest concern.

Answered: 20 Skipped: 105

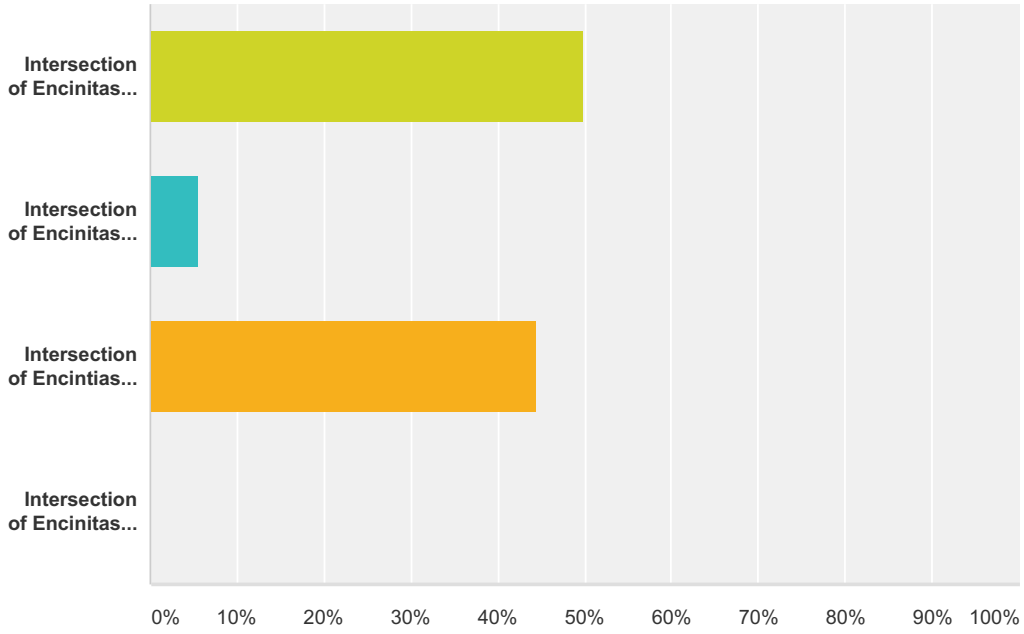



| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Real and Crest Dr | 0.00% | 0 |
| Intersection of El Camino Real and Santa Fe Dr | 5.00% | 1 |
| Intersection of El Camino Real and Encinitas Blvd | 10.00% | 2 |
| Intersection of El Camino Real and Via Molena | 10.00% | 2 |
| Intersection of El Camino Real and Via Montoro | 5.00% | 1 |
| Intersection of El Camino Real and Garden View Rd | 5.00% | 1 |

| | | |
|---|---|---|
| Intersection of El Camino Real and Mountain Vista Dr | **20.00%** | 4 |
| Intersection of El Camino Real and Leucadia Blvd/Olivenhain Rd | **0.00%** | 0 |
| El Camino Real between Garden View Rd and Crest Dr | **15.00%** | 3 |
| El Camino Real between Via Molena and Via Montoro | **0.00%** | 0 |
| El Camino Real between Via Montoro and Encinitas Blvd | **5.00%** | 1 |
| El Camino Real between Manchester Ave and Leucadia Blvd/Olivenhain Rd | **25.00%** | 5 |
| **Total** | | **20** |

## Q10 Encinitas BlvdSelect the intersection or road segment of greatest concern.

Answered: 18 Skipped: 107




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and Via Cantebria | **50.00%** | 9 |
| Intersection of Encinitas Blvd and Beechtree Dr | **5.56%** | 1 |
| Intersection of Encintias Blvd and El Camino Real | **44.44%** | 8 |
| Intersection of Encinitas Blvd and Turner Ave | **0.00%** | 0 |
| **Total** | | **18** |

## Q11 Garden View RdSelect the intersection or street segment of greatest concern.

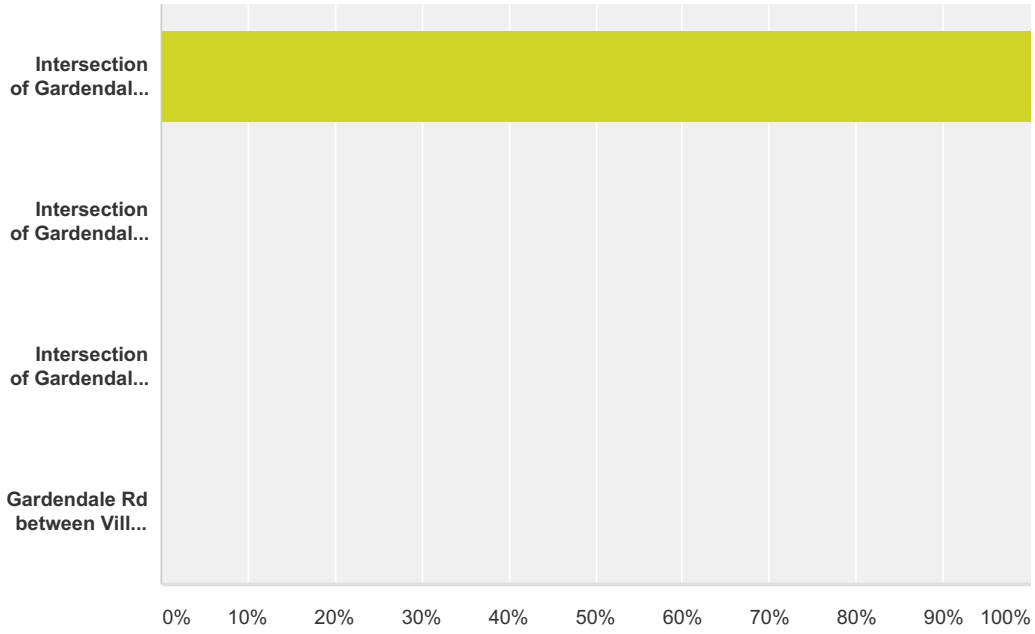
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Garden View Rd and Glen Arbor Dr | **0.00%** | 0 |
| Intersection of Garden View Rd and Via Cantebria | **0.00%** | 0 |
| Garden View Rd between Via Cantebria and El Camino Real | **0.00%** | 0 |
| Garden View Rd between Lotus Blossom St and Glen Arbor Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q12 Gardendale RdSelect the intersection or road segment of greatest concern.

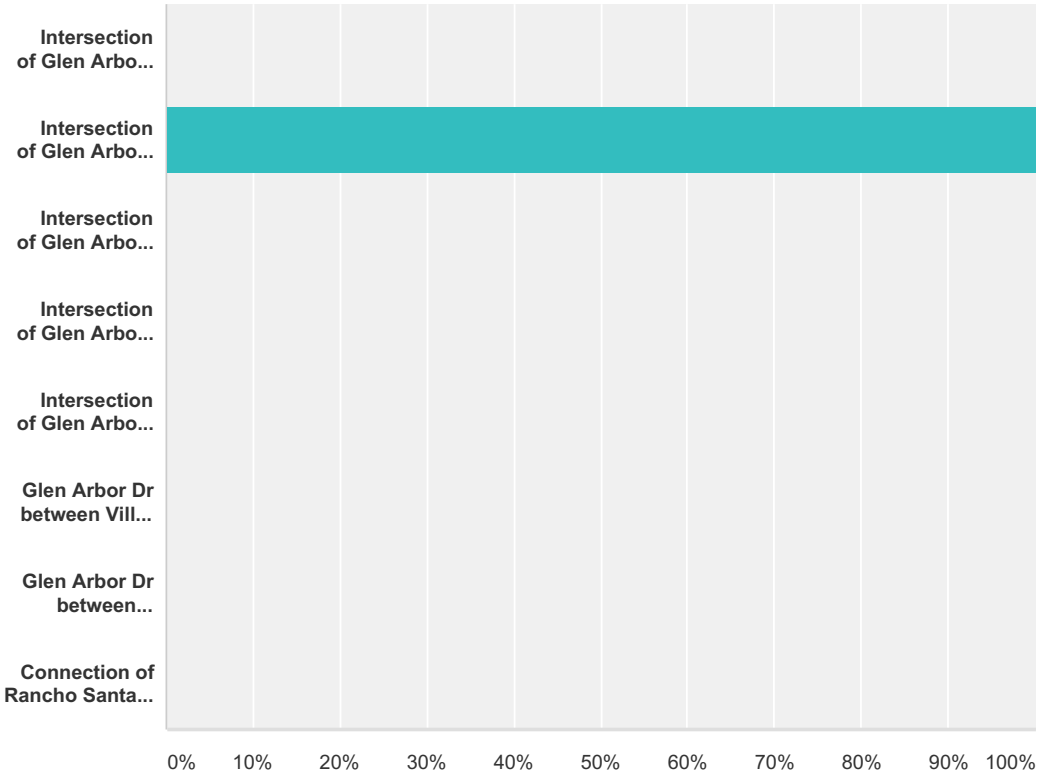
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Gardendale Rd and Mountain Vista Dr | **100.00%** | 1 |
| Intersection of Gardendale Rd and Hill Top Ln | **0.00%** | 0 |
| Intersection of Gardendale Rd and Clear Valley Rd | **0.00%** | 0 |
| Gardendale Rd between Village Center Dr and Glen Arbor Dr | **0.00%** | 0 |
| **Total** | | **1** |

## Q13 Glen Arbor DrSelect the intersection or street segment of greatest concern.

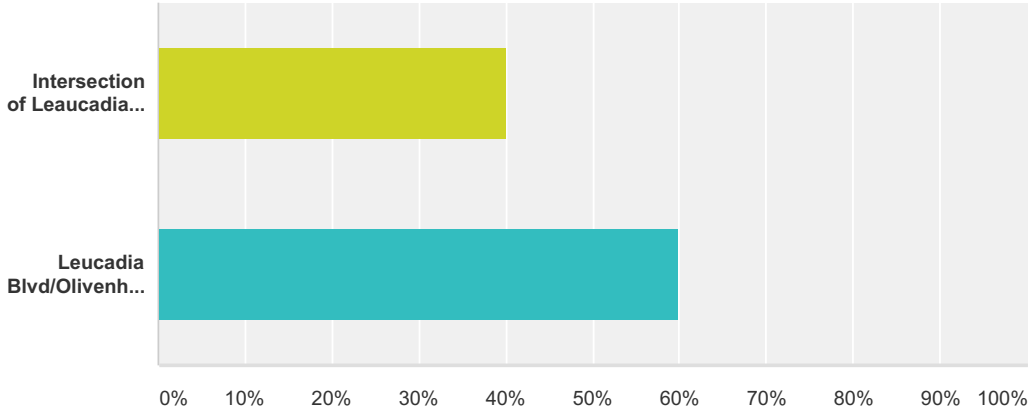
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Glen Arbor Dr and Garden View Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Wandering Rd | 100.00% | 1 |
| Intersection of Glen Arbor Dr and Willowspring Dr | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Countryhaven Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Park Dale Ln | 0.00% | 0 |
| Glen Arbor Dr between Village Center Dr and Village Park Way | 0.00% | 0 |
| Glen Arbor Dr between Countryhaven Rd and Encinitas Blvd | 0.00% | 0 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | 0.00% | 0 |
| **Total** | | **1** |

## Q14 Leucadia Blvd/Olivenhain RdSelect the intersection or road segment of greatest concern.

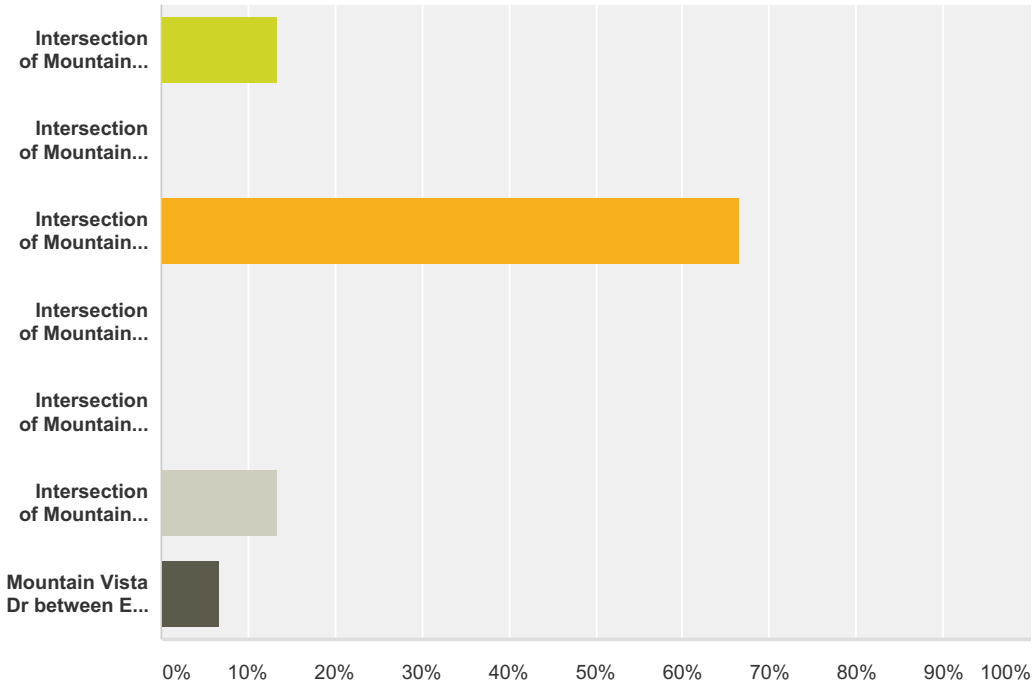
Answered: 5 Skipped: 120




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leaucadia Blvd/Olivenhain Rd and El Camino Real | **40.00%** | 2 |
| Leucadia Blvd/Olivenhain Rd | **60.00%** | 3 |
| **Total** | | **5** |

## Q15 Mountain Vista DrSelect the intersection or road segment of greatest concern.

Answered: 15 Skipped: 110




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mountain Vista Dr and El Camino Real | 13.33% | 2 |
| Intersection of Mountain Vista Dr and Dunsmore Ct | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Wandering Rd | 66.67% | 10 |
| Intersection of Mountain Vista Dr and SDGE Trail | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Rambling Rd | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Gardendale Rd | 13.33% | 2 |
| Mountain Vista Dr between El Camino Real and Willowspring Dr N | 6.67% | 1 |
| **Total** | | **15** |

## Q16 Olivenhain RdSelect the intersection or road segment of greatest concern.

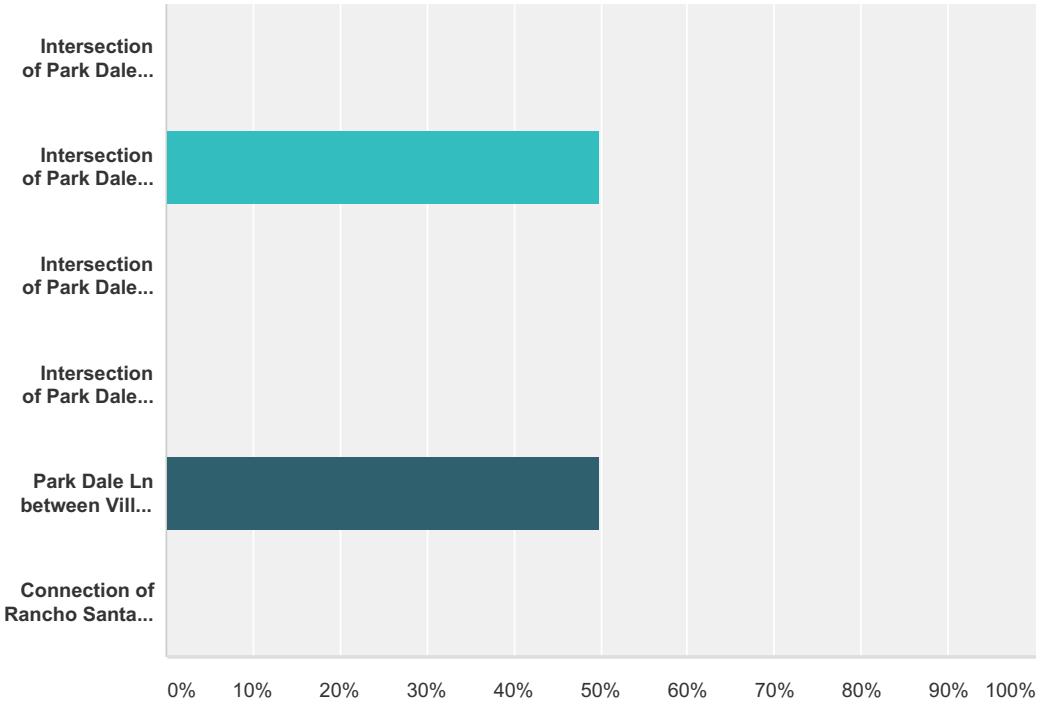
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Olivenhain Rd/Leaucadia Blvd and El Camino Real | **0.00%** | 0 |
| Olivenhain Rd | **0.00%** | 0 |
| **Total** | | **0** |

## Q17 Park Dale LnSelect the intersection or road segment of greatest concern.

Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Park Dale Ln and Village Park Way | 0.00% | 0 |
| Intersection of Park Dale Ln and Countryhaven Rd | 50.00% | 1 |
| Intersection of Park Dale Ln Glen Arbor Dr | 0.00% | 0 |
| Intersection of Park Dale Ln and Willowspring Dr N | 0.00% | 0 |
| Park Dale Ln between Village Park Way and Willowspring Dr N | 50.00% | 1 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Ln | 0.00% | 0 |
| **Total** | | **2** |

## Q18 Rambling RdSelect the intersection or road segment of greatest concern.

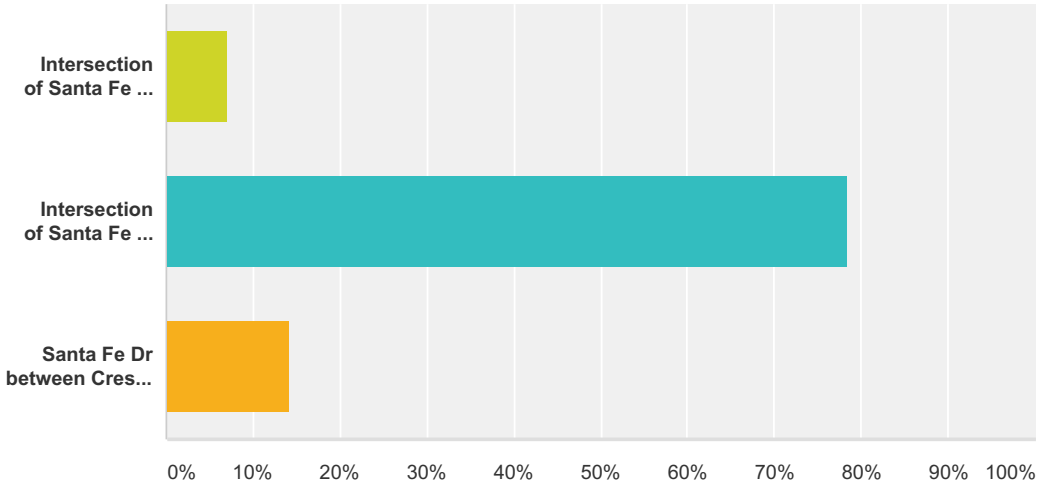
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rambling Rd and Hill Top Ln | **0.00%** | 0 |
| Intersection of Rambling Rd and Wandering Rd | **0.00%** | 0 |
| Intersection of Rambling Rd and Mountain Vista Dr | **0.00%** | 0 |
| Rambling Rd between Wandering Rd and Mountain Vista Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q19 Santa Fe DrSelect the intersection or road segment of greatest concern.

Answered: 14 Skipped: 111




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and El Camino Real | **7.14%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **78.57%** | 11 |
| Santa Fe Dr between Crest Dr and El Camino Real | **14.29%** | 2 |
| **Total** | | **14** |

## Q20 Splitrail DrSelect the intersection or road segment of greatest concern.

**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Splitrail Dr and Aspenglow Dr | **0.00%** | 0 |
| Intersection of Splitrail Dr and Wandering Rd | **0.00%** | 0 |
| Splitrail Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q21 Turner AveSelect the intersection or street segment of greatest concern.

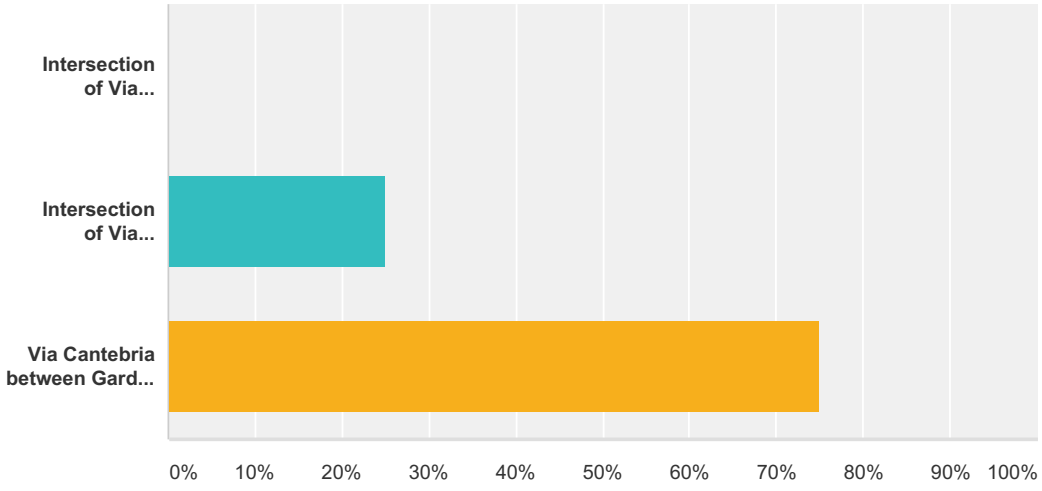
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Turner Ave and Encinitas Blvd | **0.00%** | 0 |
| Turner Ave between Shields Ave and Encinitas Blvd | **0.00%** | 0 |
| **Total** | | **0** |

## Q22 Via CantebriaSelect the intersection or road segment of greatest concern.

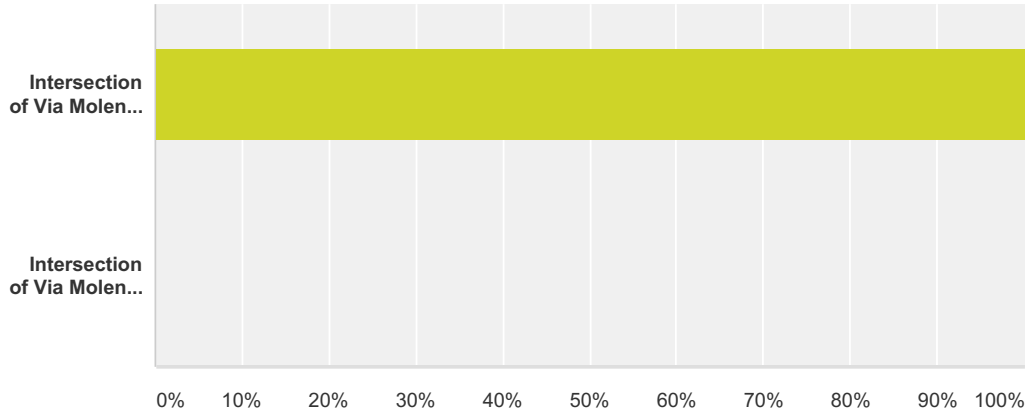
Answered: 4 Skipped: 121




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Cantebria and Garden View Rd | **0.00%** | 0 |
| Intersection of Via Cantebria and Encinitas Blvd | **25.00%** | 1 |
| Via Cantebria between Garden View Rd and Town Center Dr | **75.00%** | 3 |
| **Total** | | **4** |

## Q23 Via MolenaSelect the intersection or road segment of greatest concern.

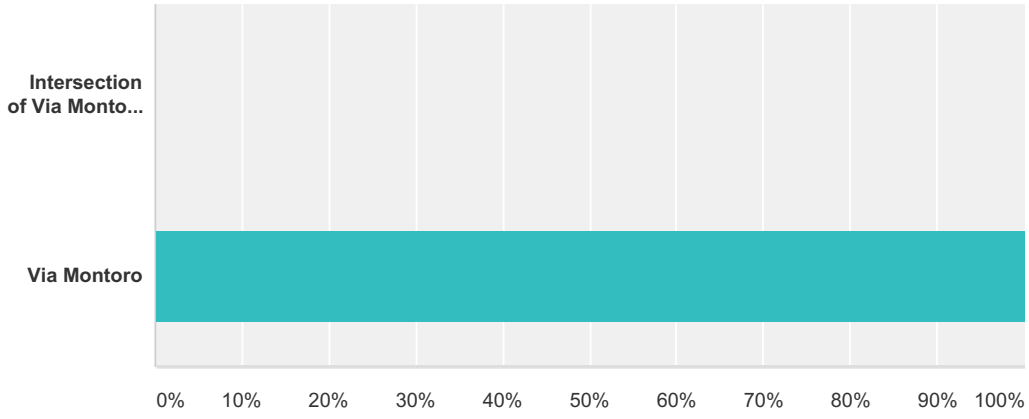
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Molena and the driveway for El Camino Promenade | **100.00%** | 1 |
| Intersection of Via Molena and El Camino Real | **0.00%** | 0 |
| **Total** | | **1** |

## Q24 Via MontoroSelect the intersection or road segment of greatest concern.

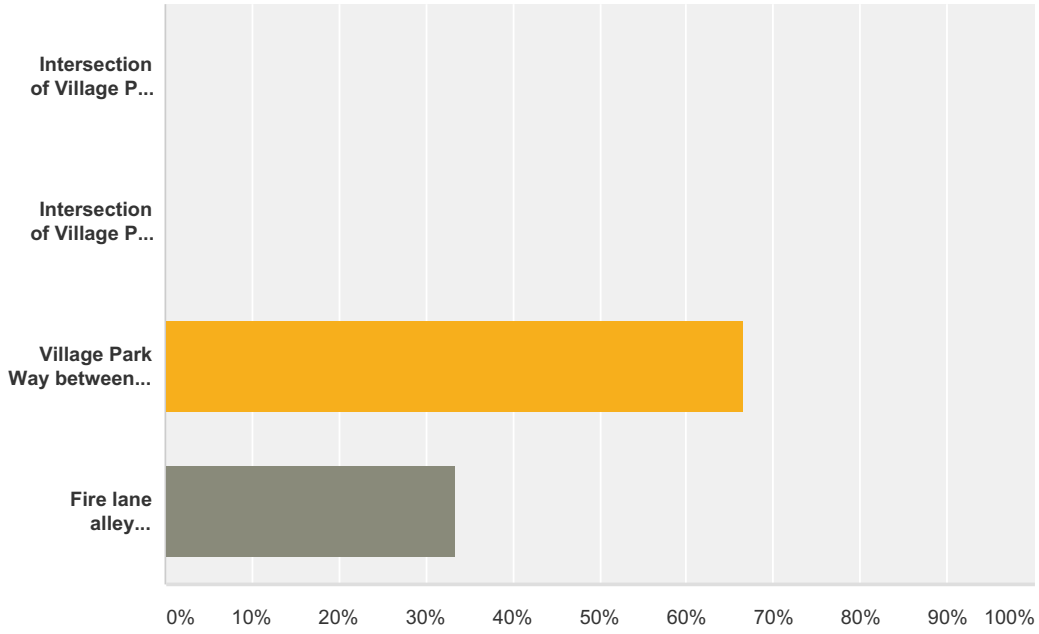
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Montoro and El Camino Real | **0.00%** | 0 |
| Via Montoro | **100.00%** | 1 |
| **Total** | | **1** |

## Q25 Village Park WaySelect the intersection or road segment of greatest concern.

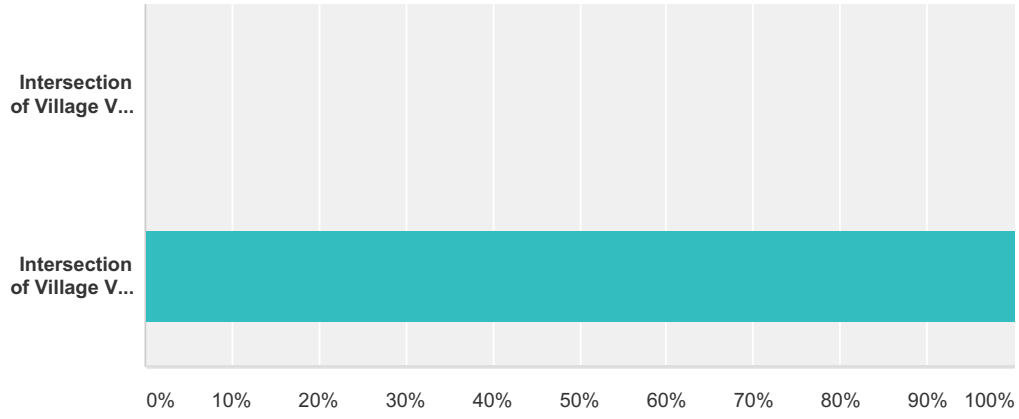
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village Park Way and Coolngreen Way (in front of Diegueno Middle School) | 0.00% | 0 |
| Intersection of Village Park Way and Park Dale Ln | 0.00% | 0 |
| Village Park Way between Encinitas Blvd and Willowspring Dr | 66.67% | 2 |
| Fire lane alley connecting Village Park Way and Springwood Ln | 33.33% | 1 |
| **Total** | | **3** |

## Q26 Village View RdSelect the intersection or road segment of greatest concern.

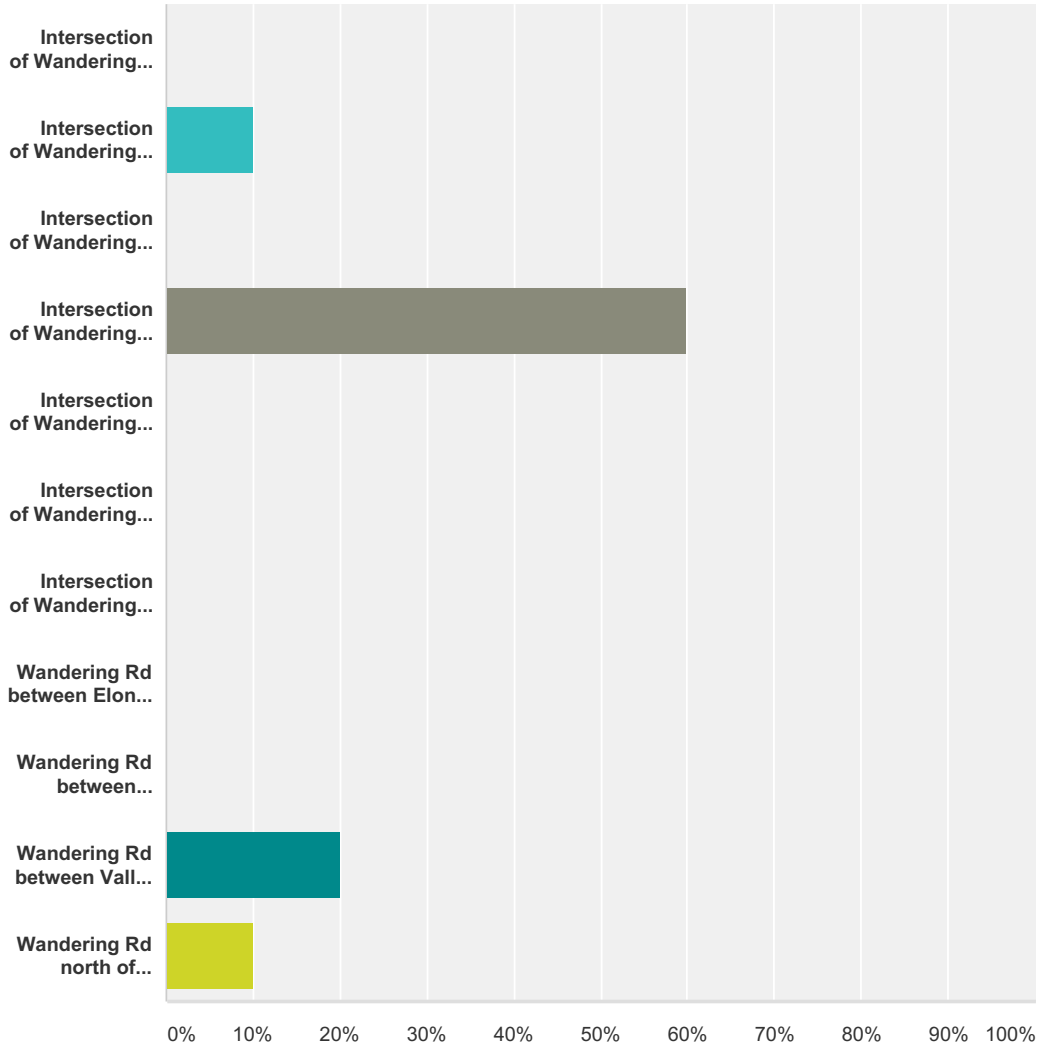
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village View Rd and Summerdawn Pl | 0.00% | 0 |
| Intersection of Village View Rd and Wandering Rd | 100.00% | 1 |
| Total | | 1 |

## Q27 Wandering RdSelect the intersection or road segment of greatest concern.

Answered: 10 Skipped: 115

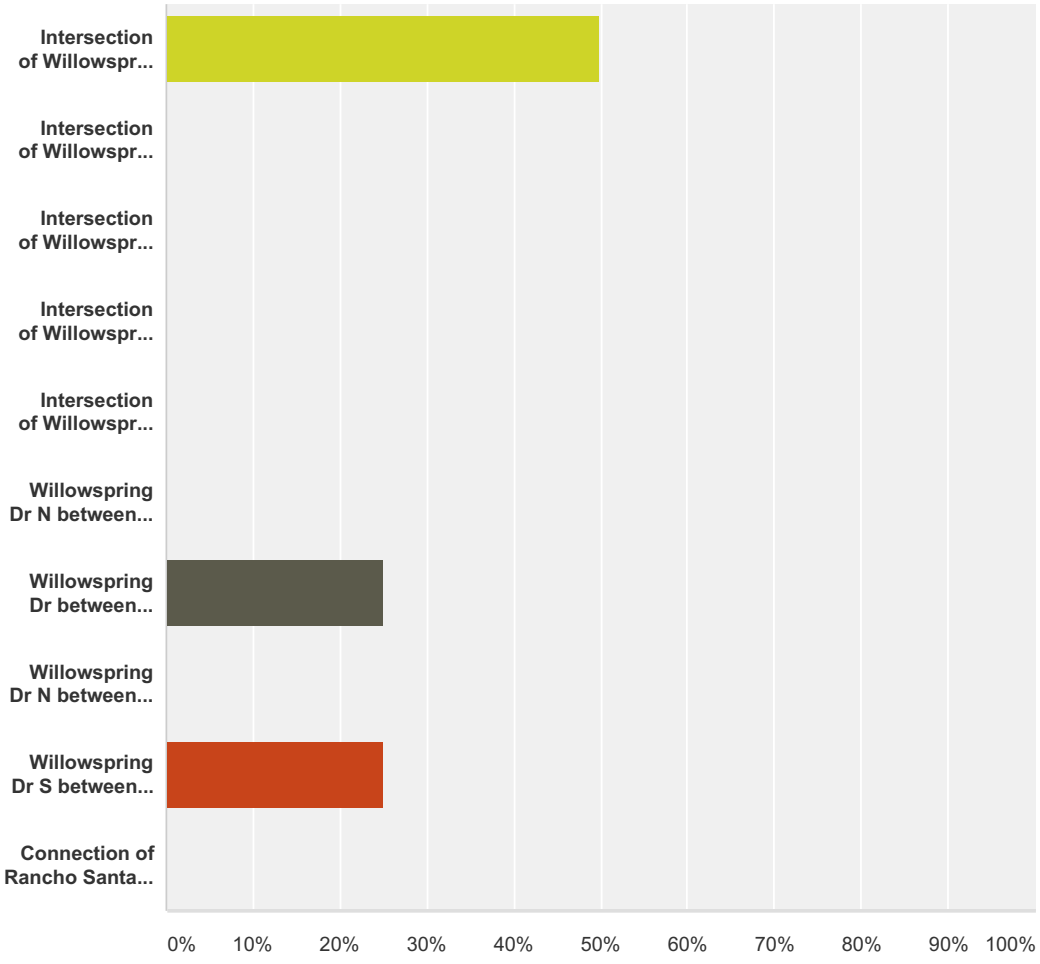



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Wandering Rd and Willowspring Dr | 0.00% | 0 |
| Intersection of Wandering Rd and Glen Arbor Dr | 10.00% | 1 |
| Intersection of Wandering Rd and Splitrail Dr | 0.00% | 0 |
| Intersection of Wandering Rd and Rambling Rd | 60.00% | 6 |
| Intersection of Wandering Rd and Valleda Ln | 0.00% | 0 |
| Intersection of Wandering Rd and Elon Ln | 0.00% | 0 |
| Intersection of Wandering Rd and Mountain Vista Dr | 0.00% | 0 |
| Wandering Rd between Elon Ln and Valleda Ln | 0.00% | 0 |

| | | |
|---|---|---|
| Wandering Rd between Mountain Vista Dr and Glen Arbor Dr | **0.00%** | 0 |
| Wandering Rd between Valleda Ln and Rambling Rd (in front of Flora Vista Elementary) | **20.00%** | 2 |
| Wandering Rd north of Cottage Glen Ct | **10.00%** | 1 |
| **Total** | | **10** |

## Q28 Willowspring DrSelect the intersection or road segment of greatest concern.

Answered: 4 Skipped: 121

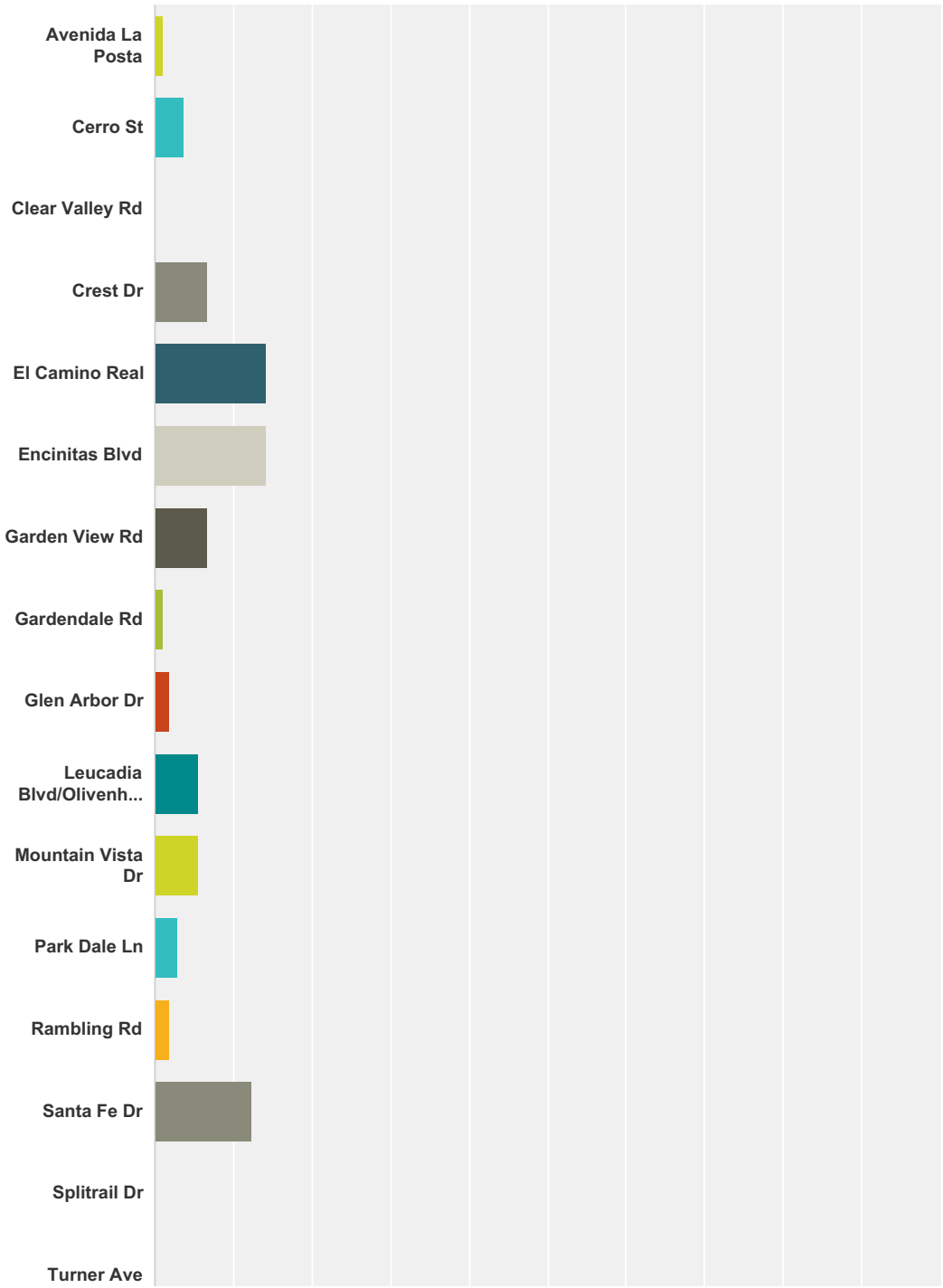


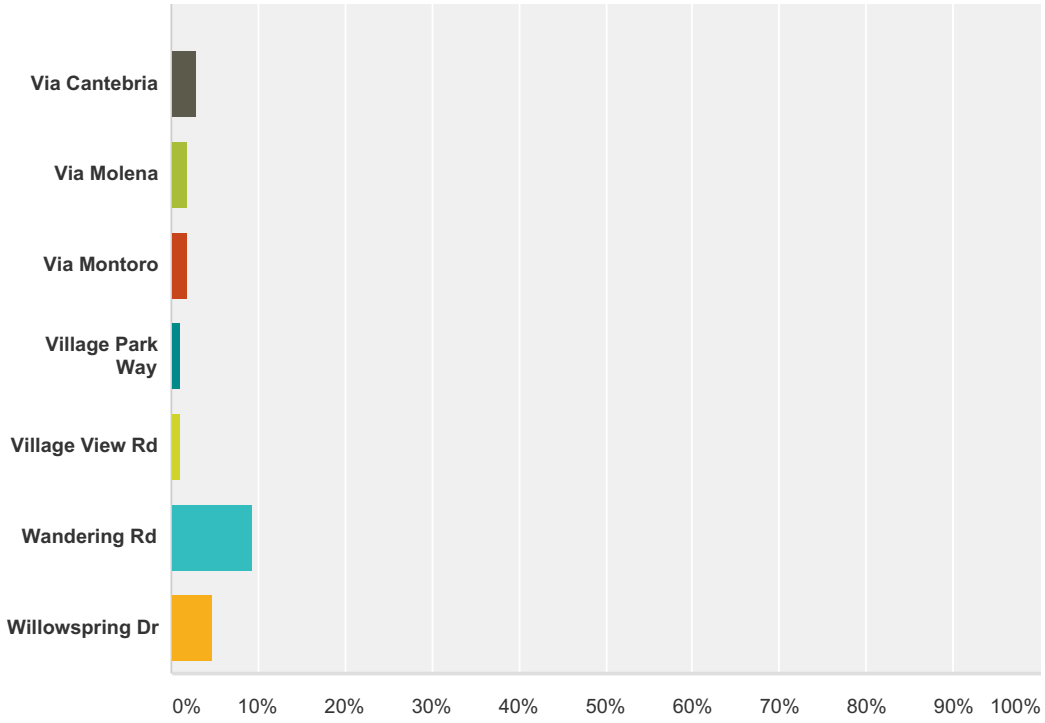

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Willowspring Dr N and Wandering Rd | **50.00%** | 2 |
| Intersection of Willowspring Dr N and Village Center Dr | **0.00%** | 0 |
| Intersection of Willowspring Dr N and Park Dale Ln | **0.00%** | 0 |
| Intersection of Willowspring Dr N and Sierra Ridge Dr | **0.00%** | 0 |
| Intersection of Willowspring Dr S and Chapalita Dr | **0.00%** | 0 |
| Willowspring Dr N between Village Center Dr and Village Park Way | **0.00%** | 0 |
| Willowspring Dr between Countryhaven Rd and Park Dale Ln | **25.00%** | 1 |
| Willowspring Dr N between Encinitas Blvd and El Camino Real | **0.00%** | 0 |
| Willowspring Dr S between El Camino Real and Cerro St | **25.00%** | 1 |

| | | |
|---|---|---|
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **0.00%** | 0 |
| **Total** | | **4** |

## Q29 Thank you for sharing your opinion for your first priority. Please choose from the following possible major thoroughfares for your SECOND priority. Although these are not all of the major thoroughfares in New Encinitas, these streets were prioritized in community meetings and community walk audits.

Answered: 106 Skipped: 19



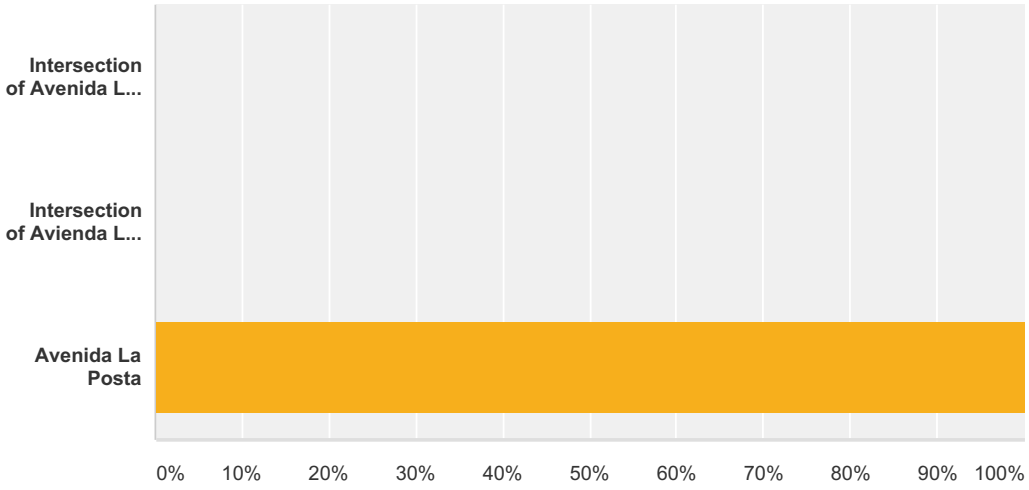



| Answer Choices | Responses | |
|---|---|---|
| Avenida La Posta | **0.94%** | 1 |
| Cerro St | **3.77%** | 4 |
| Clear Valley Rd | **0.00%** | 0 |
| Crest Dr | **6.60%** | 7 |
| El Camino Real | **14.15%** | 15 |
| Encinitas Blvd | **14.15%** | 15 |
| Garden View Rd | **6.60%** | 7 |
| Gardendale Rd | **0.94%** | 1 |
| Glen Arbor Dr | **1.89%** | 2 |
| Leucadia Blvd/Olivenhain Rd | **5.66%** | 6 |
| Mountain Vista Dr | **5.66%** | 6 |
| Park Dale Ln | **2.83%** | 3 |
| Rambling Rd | **1.89%** | 2 |
| Santa Fe Dr | **12.26%** | 13 |
| Splitrail Dr | **0.00%** | 0 |
| Turner Ave | **0.00%** | 0 |
| Via Cantebria | **2.83%** | 3 |

| | | |
|---|---|---|
| Via Molena | **1.89%** | 2 |
| Via Montoro | **1.89%** | 2 |
| Village Park Way | **0.94%** | 1 |
| Village View Rd | **0.94%** | 1 |
| Wandering Rd | **9.43%** | 10 |
| Willowspring Dr | **4.72%** | 5 |
| **Total** | | **106** |

## Q30 Avenida La PostaSelect the intersection or street segment of greatest concern.

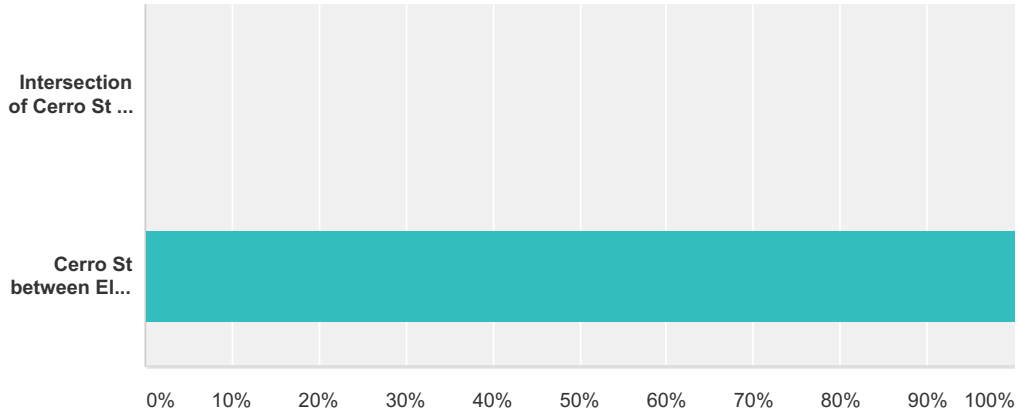
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Avenida La Posta and Avenida Miguel | **0.00%** | 0 |
| Intersection of Avienda La Postsa/Calle Acervo and Rancho Santa Fe | **0.00%** | 0 |
| Avenida La Posta | **100.00%** | 1 |
| **Total** | | **1** |

## Q31 Cerro StSelect the intersection or road segment of greatest concern.

Answered: 4 Skipped: 121




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Cerro St and Olmeda St | **0.00%** | 0 |
| Cerro St between El Camino Real and Encinitas Blvd | **100.00%** | 4 |
| **Total** | | **4** |

## Q32 Clear Valley RdSelect the intersection or street segment of greatest concern.

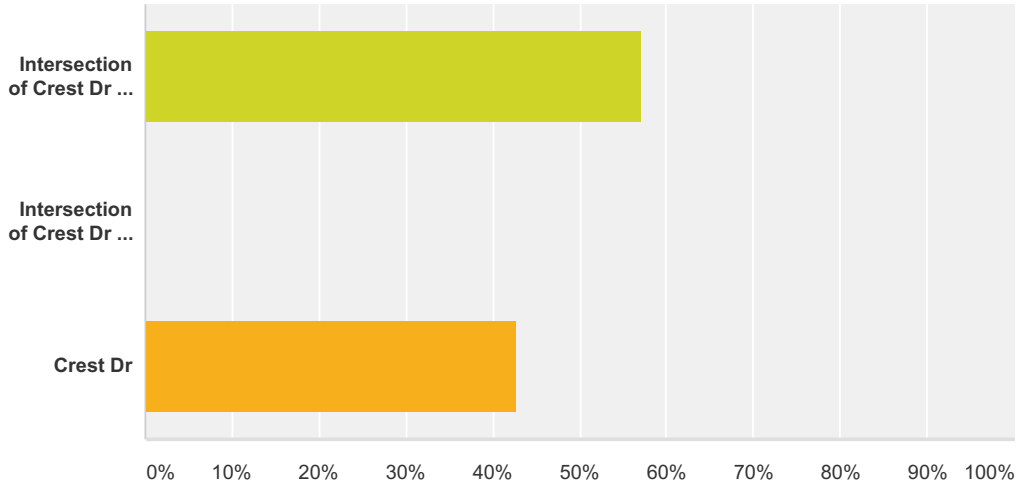
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Clear Valley Rd and Gardendale Rd | **0.00%** | 0 |
| Clear Valley Rd between Gardendale Rd and Village Park Way | **0.00%** | 0 |
| **Total** | | **0** |

## Q33 Crest DrSelect the intersection or street segment of greatest concern.

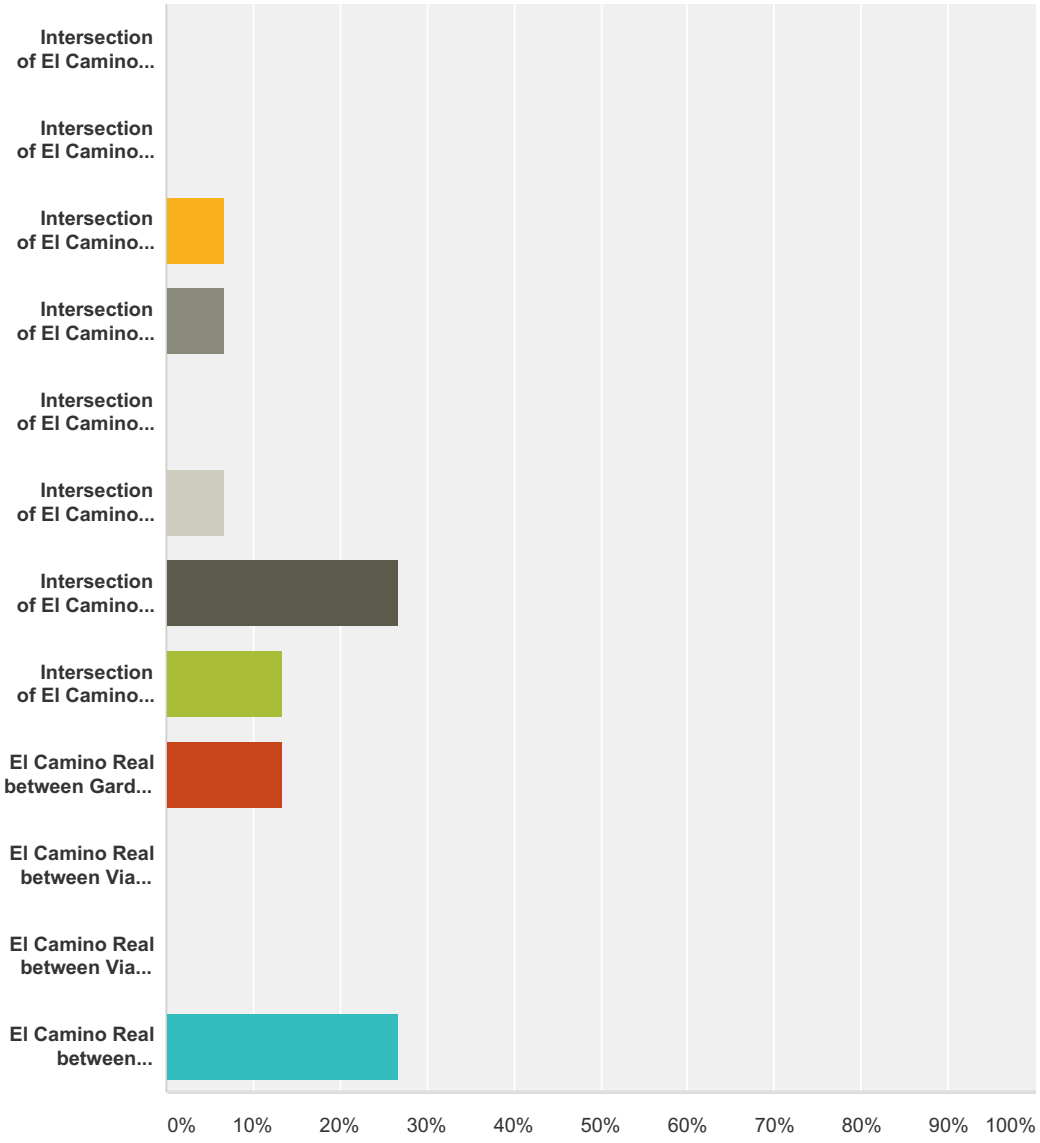
Answered: 7 Skipped: 118




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **57.14%** | 4 |
| Intersection of Crest Dr and El Camino Real | **0.00%** | 0 |
| Crest Dr | **42.86%** | 3 |
| **Total** | | **7** |

## Q34 El Camino RealSelect the intersection or road segment of greatest concern.

Answered: 15 Skipped: 110

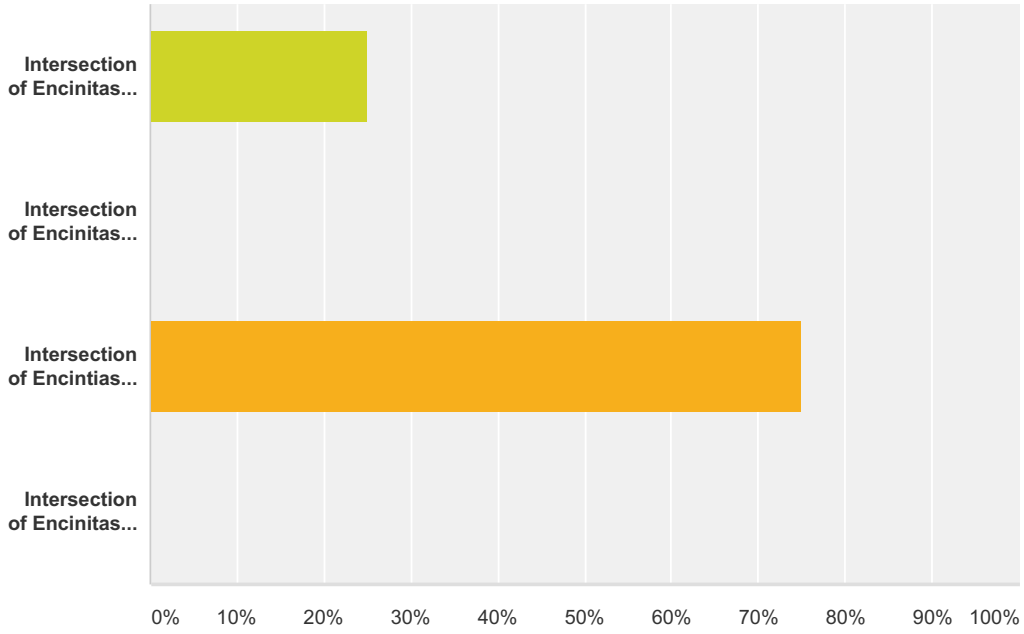



| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Real and Crest Dr | 0.00% | 0 |
| Intersection of El Camino Real and Santa Fe Dr | 0.00% | 0 |
| Intersection of El Camino Real and Encinitas Blvd | 6.67% | 1 |
| Intersection of El Camino Real and Via Molena | 6.67% | 1 |
| Intersection of El Camino Real and Via Montoro | 0.00% | 0 |
| Intersection of El Camino Real and Garden View Rd | 6.67% | 1 |

| | | |
|---|---|---|
| Intersection of El Camino Real and Mountain Vista Dr | **26.67%** | 4 |
| Intersection of El Camino Real and Leucadia Blvd/Olivenhain Rd | **13.33%** | 2 |
| El Camino Real between Garden View Rd and Crest Dr | **13.33%** | 2 |
| El Camino Real between Via Molena and Via Montoro | **0.00%** | 0 |
| El Camino Real between Via Montoro and Encinitas Blvd | **0.00%** | 0 |
| El Camino Real between Manchester Ave and Leucadia Blvd/Olivenhain Rd | **26.67%** | 4 |
| **Total** | | **15** |

## Q35 Encinitas BlvdSelect the intersection or road segment of greatest concern.

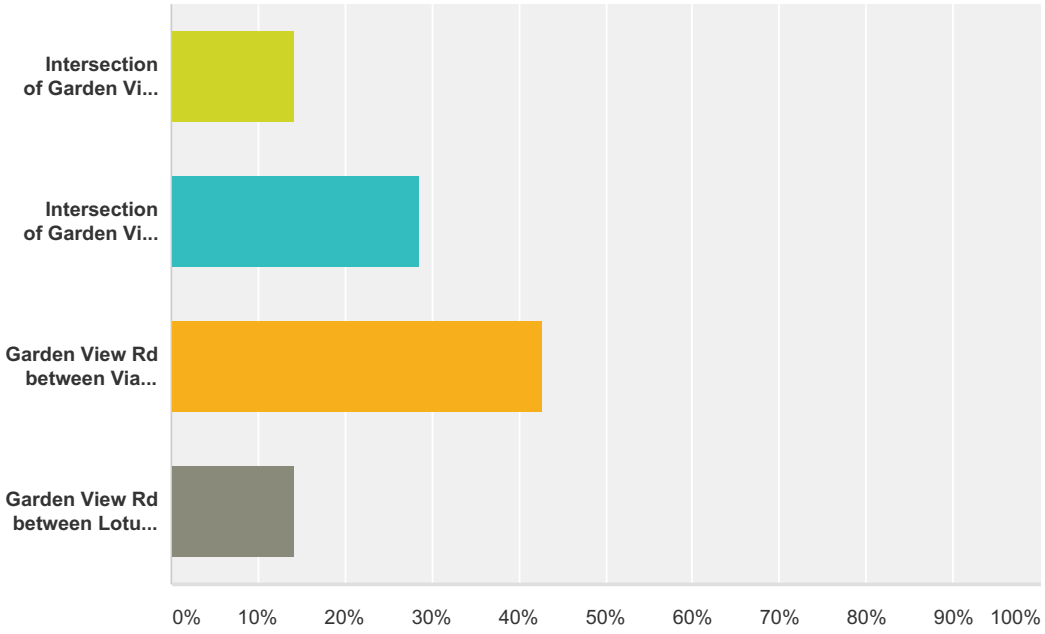
Answered: 12 Skipped: 113




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and Via Cantebria | **25.00%** | 3 |
| Intersection of Encinitas Blvd and Beechtree Dr | **0.00%** | 0 |
| Intersection of Encintias Blvd and El Camino Real | **75.00%** | 9 |
| Intersection of Encinitas Blvd and Turner Ave | **0.00%** | 0 |
| **Total** | | **12** |

## Q36 Garden View RdSelect the intersection or street segment of greatest concern.

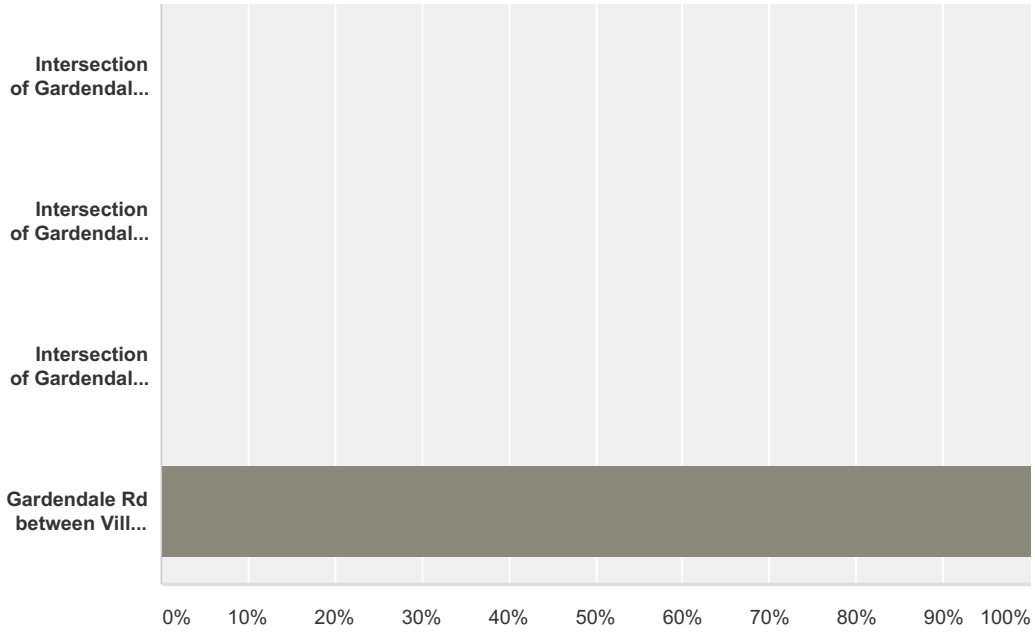
Answered: 7 Skipped: 118




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Garden View Rd and Glen Arbor Dr | **14.29%** | 1 |
| Intersection of Garden View Rd and Via Cantebria | **28.57%** | 2 |
| Garden View Rd between Via Cantebria and El Camino Real | **42.86%** | 3 |
| Garden View Rd between Lotus Blossom St and Glen Arbor Dr | **14.29%** | 1 |
| **Total** | | **7** |

## Q37 Gardendale RdSelect the intersection or road segment of greatest concern.

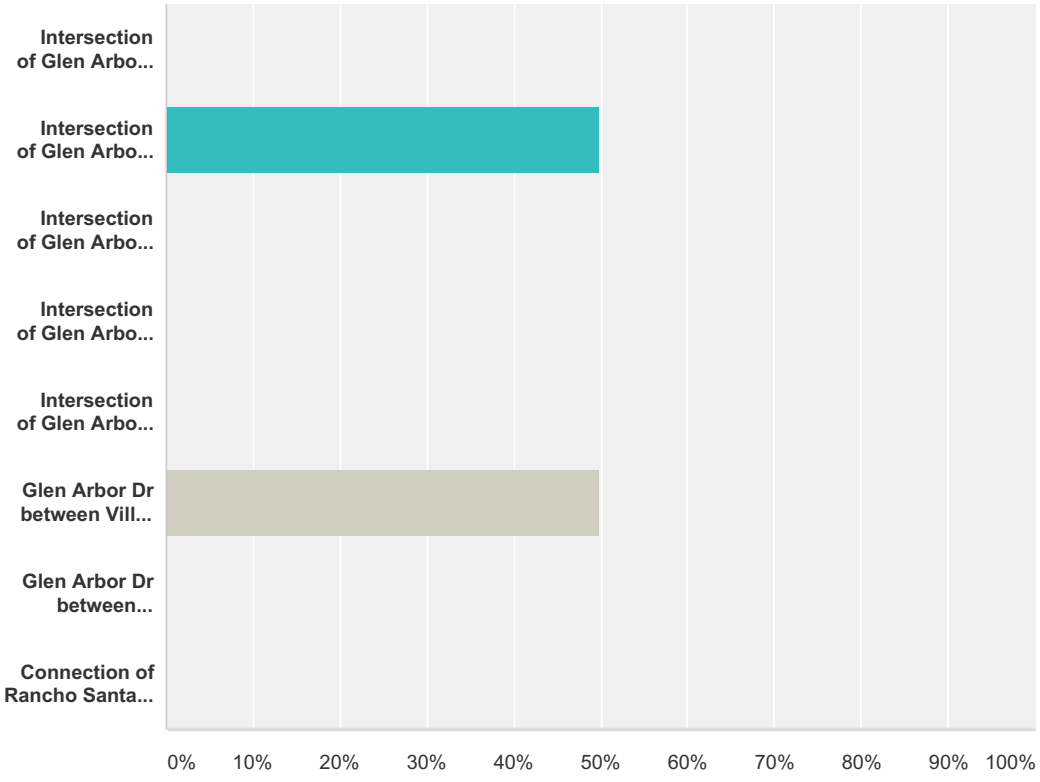
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Gardendale Rd and Mountain Vista Dr | **0.00%** | 0 |
| Intersection of Gardendale Rd and Hill Top Ln | **0.00%** | 0 |
| Intersection of Gardendale Rd and Clear Valley Rd | **0.00%** | 0 |
| Gardendale Rd between Village Center Dr and Glen Arbor Dr | **100.00%** | 1 |
| **Total** | | **1** |

## Q38 Glen Arbor DrSelect the intersection or street segment of greatest concern.

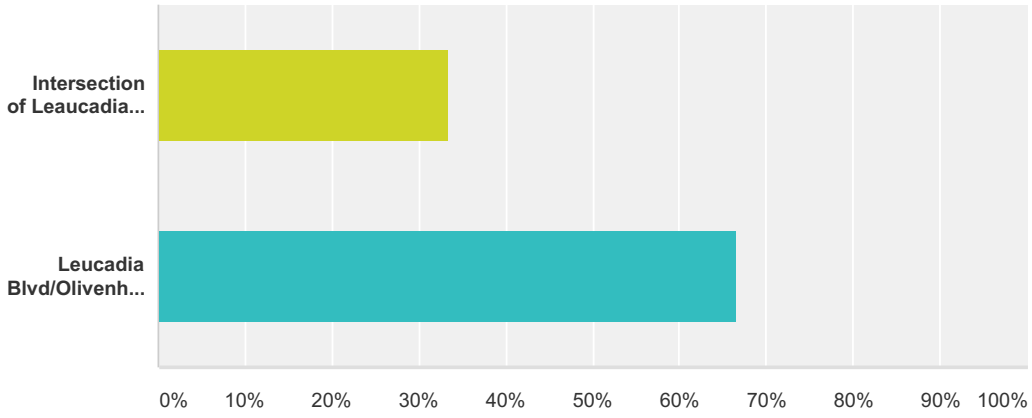
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Glen Arbor Dr and Garden View Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Wandering Rd | 50.00% | 1 |
| Intersection of Glen Arbor Dr and Willowspring Dr | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Countryhaven Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Park Dale Ln | 0.00% | 0 |
| Glen Arbor Dr between Village Center Dr and Village Park Way | 50.00% | 1 |
| Glen Arbor Dr between Countryhaven Rd and Encinitas Blvd | 0.00% | 0 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | 0.00% | 0 |
| **Total** | | **2** |

## Q39 Leucadia Blvd/Olivenhain RdSelect the intersection or road segment of greatest concern.

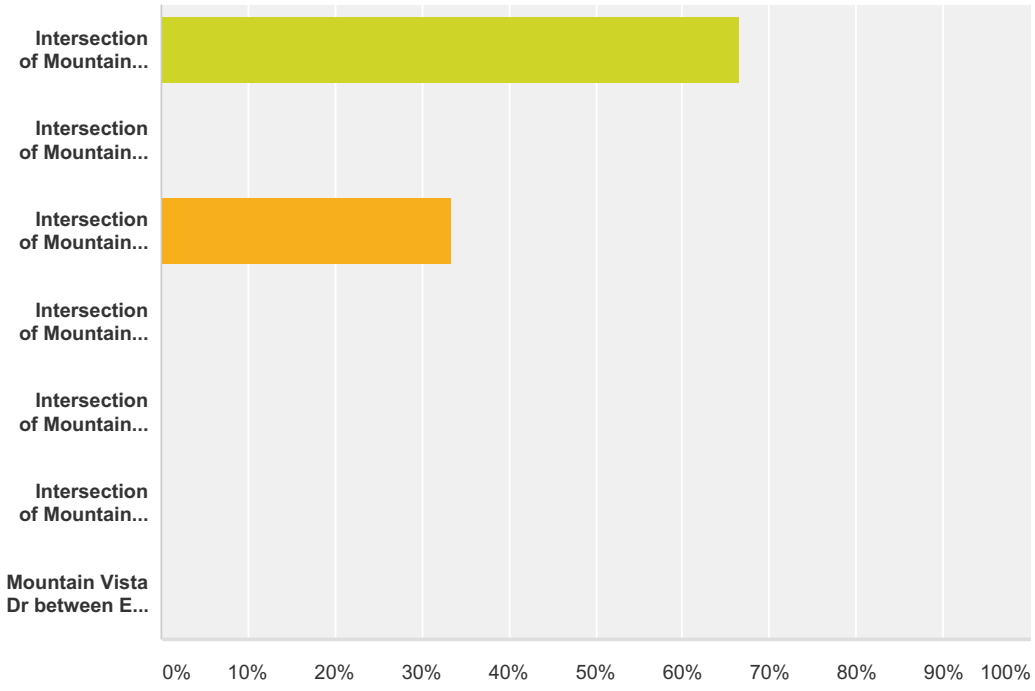
Answered: 6 Skipped: 119




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leaucadia Blvd/Olivenhain Rd and El Camino Real | **33.33%** | 2 |
| Leucadia Blvd/Olivenhain Rd | **66.67%** | 4 |
| **Total** | | **6** |

## Q40 Mountain Vista DrSelect the intersection or road segment of greatest concern.

Answered: 6 Skipped: 119




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mountain Vista Dr and El Camino Real | 66.67% | 4 |
| Intersection of Mountain Vista Dr and Dunsmore Ct | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Wandering Rd | 33.33% | 2 |
| Intersection of Mountain Vista Dr and SDGE Trail | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Rambling Rd | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Gardendale Rd | 0.00% | 0 |
| Mountain Vista Dr between El Camino Real and Willowspring Dr N | 0.00% | 0 |
| **Total** | | **6** |

## Q41 Olivenhain RdSelect the intersection or road segment of greatest concern.

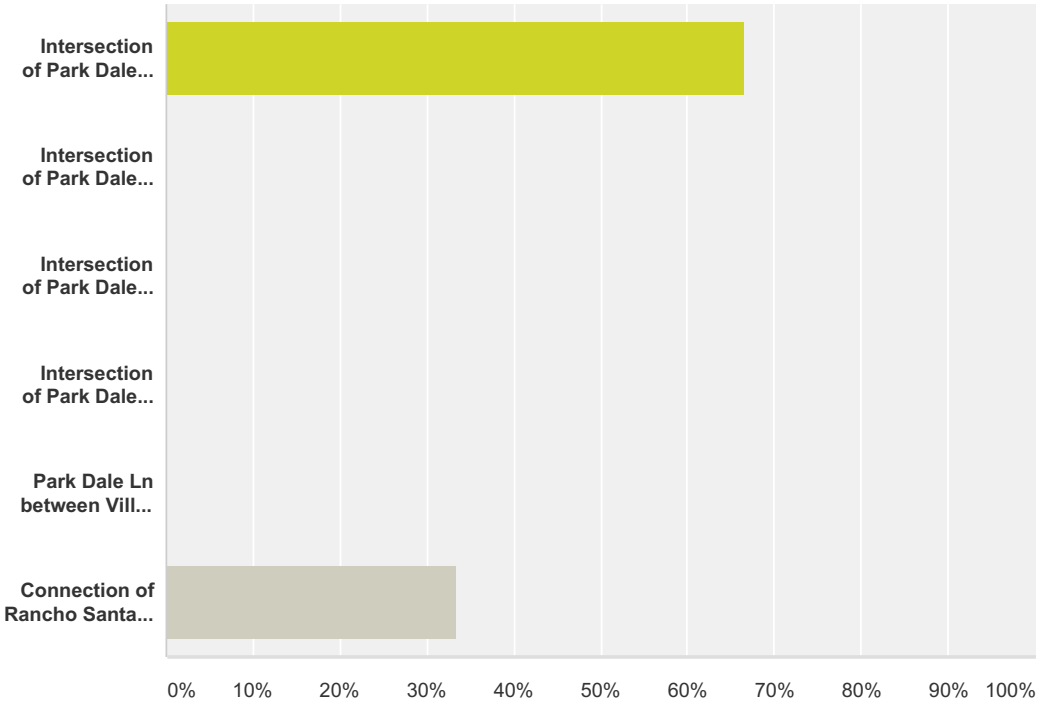
Answered: 0 Skipped: 125

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Olivenhain Rd/Leaucadia Blvd and El Camino Real | 0.00% | 0 |
| Olivenhain Rd | 0.00% | 0 |
| Total | | 0 |

## Q42 Park Dale LnSelect the intersection or road segment of greatest concern.

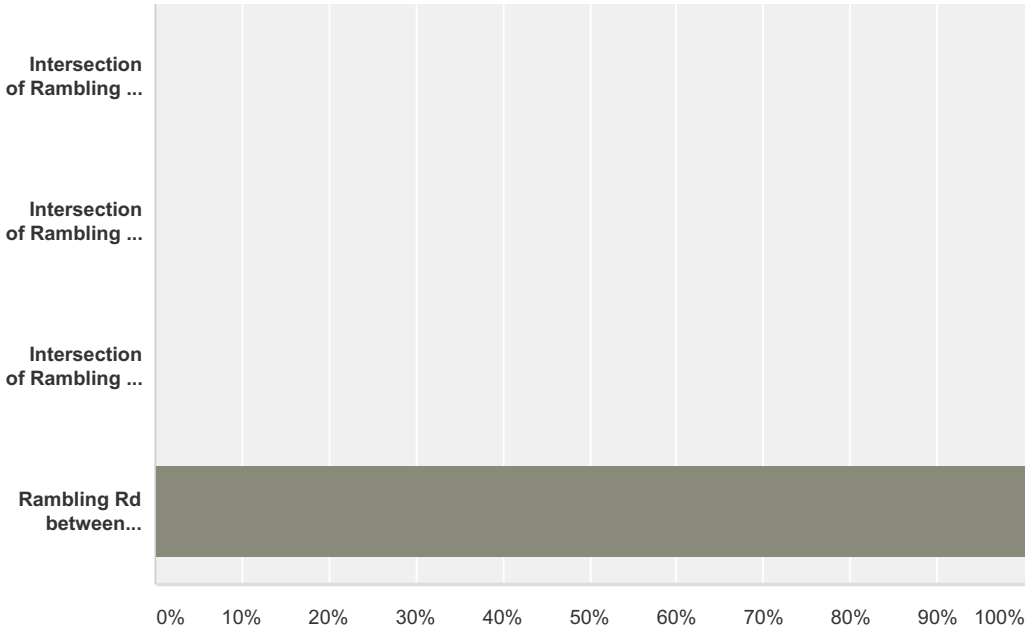
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Park Dale Ln and Village Park Way | **66.67%** | 2 |
| Intersection of Park Dale Ln and Countryhaven Rd | **0.00%** | 0 |
| Intersection of Park Dale Ln Glen Arbor Dr | **0.00%** | 0 |
| Intersection of Park Dale Ln and Willowspring Dr N | **0.00%** | 0 |
| Park Dale Ln between Village Park Way and Willowspring Dr N | **0.00%** | 0 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Ln | **33.33%** | 1 |
| **Total** | | **3** |

## Q43 Rambling RdSelect the intersection or road segment of greatest concern.

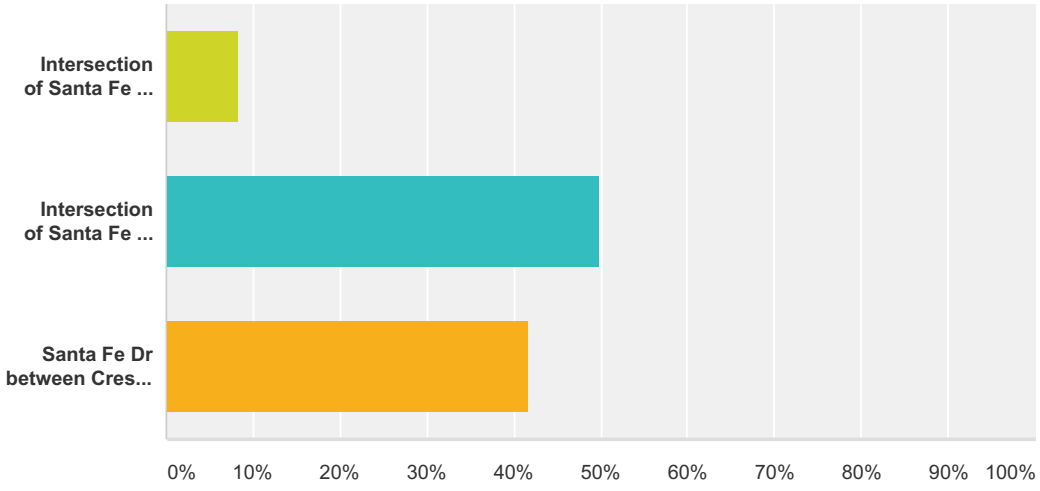
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rambling Rd and Hill Top Ln | **0.00%** | 0 |
| Intersection of Rambling Rd and Wandering Rd | **0.00%** | 0 |
| Intersection of Rambling Rd and Mountain Vista Dr | **0.00%** | 0 |
| Rambling Rd between Wandering Rd and Mountain Vista Dr | **100.00%** | 2 |
| **Total** | | **2** |

## Q44 Santa Fe DrSelect the intersection or road segment of greatest concern.

Answered: 12 Skipped: 113




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and El Camino Real | **8.33%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **50.00%** | 6 |
| Santa Fe Dr between Crest Dr and El Camino Real | **41.67%** | 5 |
| **Total** | | **12** |

## Q45 Splitrail DrSelect the intersection or road segment of greatest concern.

**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Splitrail Dr and Aspenglow Dr | **0.00%** | 0 |
| Intersection of Splitrail Dr and Wandering Rd | **0.00%** | 0 |
| Splitrail Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q46 Turner AveSelect the intersection or street segment of greatest concern.

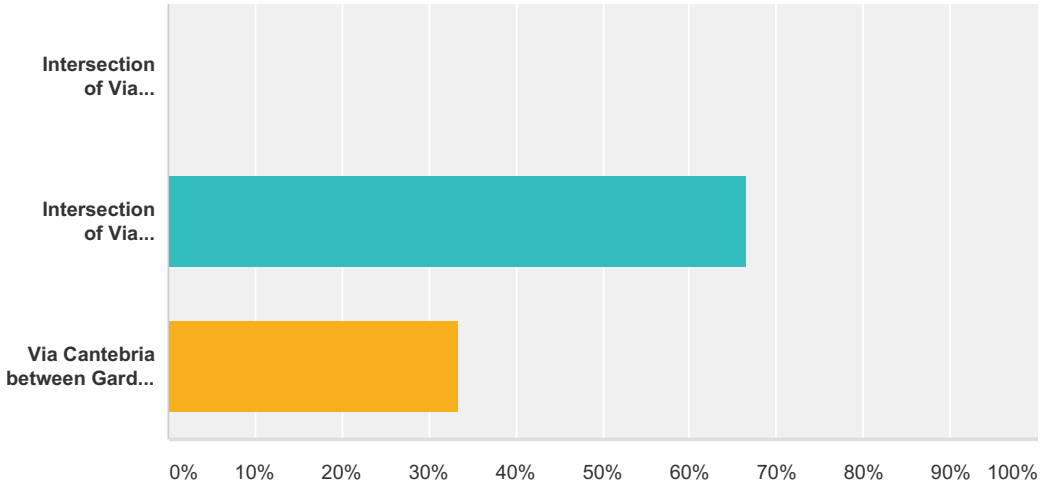
Answered: 0 Skipped: 125

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Turner Ave and Encinitas Blvd | 0.00% | 0 |
| Turner Ave between Shields Ave and Encinitas Blvd | 0.00% | 0 |
| Total | | 0 |

## Q47 Via CantebriaSelect the intersection or road segment of greatest concern.

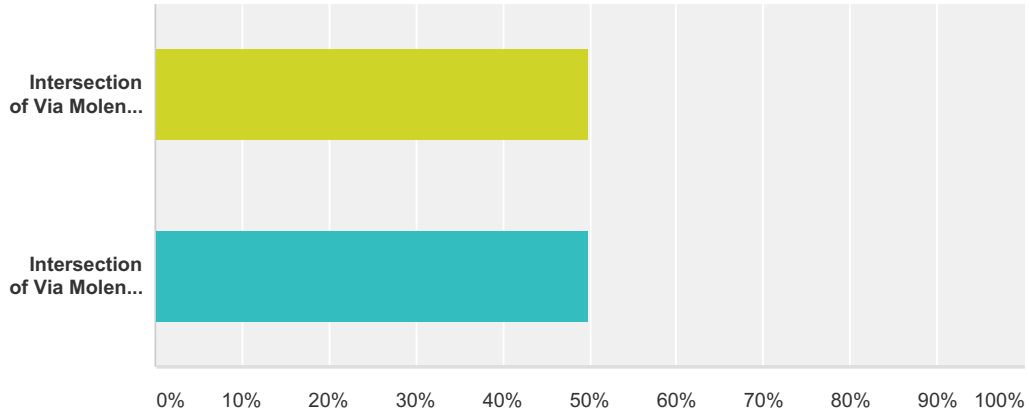
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Cantebria and Garden View Rd | **0.00%** | 0 |
| Intersection of Via Cantebria and Encinitas Blvd | **66.67%** | 2 |
| Via Cantebria between Garden View Rd and Town Center Dr | **33.33%** | 1 |
| **Total** | | **3** |

## Q48 Via MolenaSelect the intersection or road segment of greatest concern.

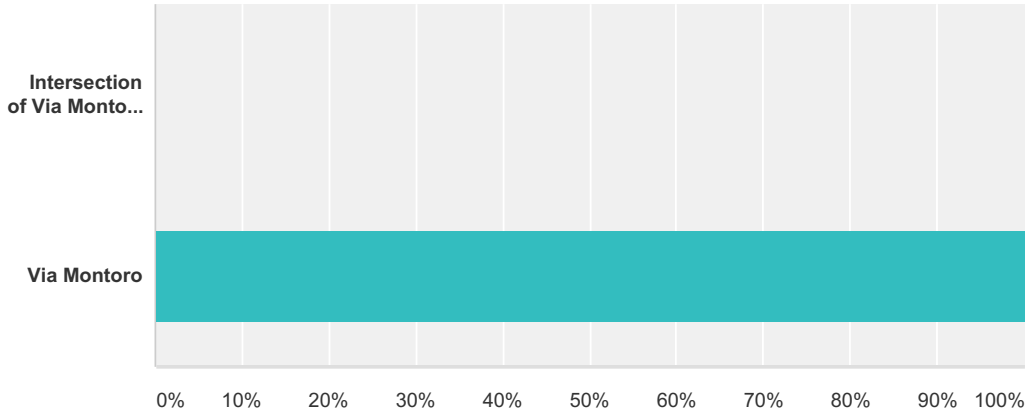
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Molena and the driveway for El Camino Promenade | 50.00% | 1 |
| Intersection of Via Molena and El Camino Real | 50.00% | 1 |
| Total | | 2 |

## Q49 Via MontoroSelect the intersection or road segment of greatest concern.

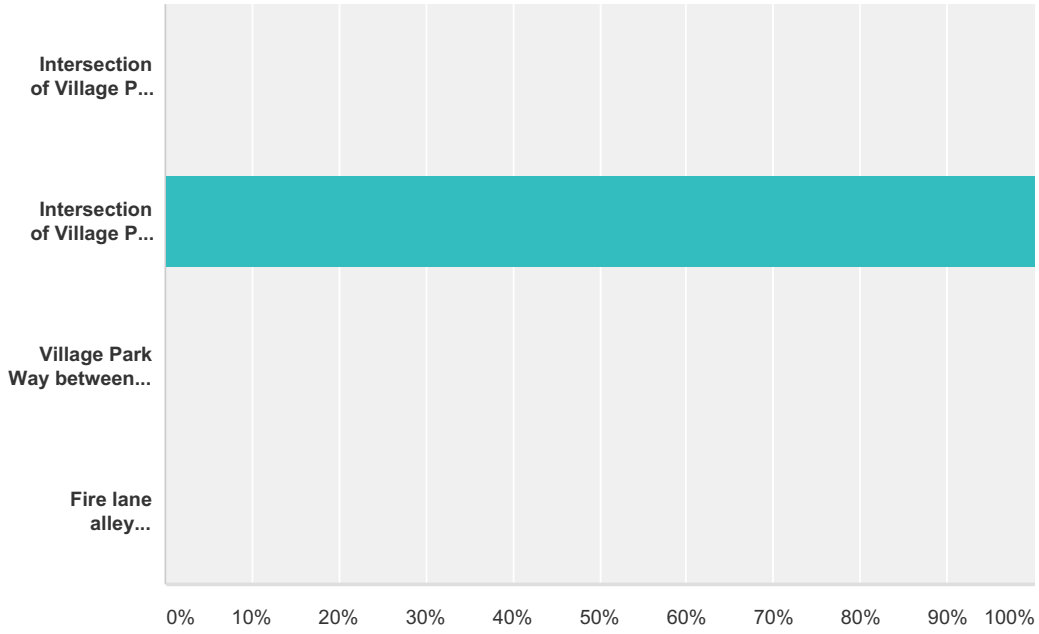
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Montoro and El Camino Real | **0.00%** | 0 |
| Via Montoro | **100.00%** | 2 |
| **Total** | | **2** |

## Q50 Village Park WaySelect the intersection or road segment of greatest concern.

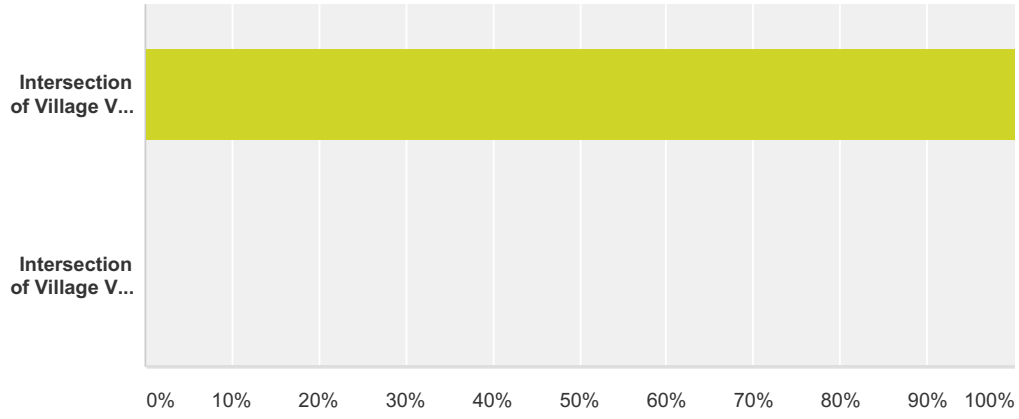
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village Park Way and Coolngreen Way (in front of Diegueno Middle School) | 0.00% | 0 |
| Intersection of Village Park Way and Park Dale Ln | 100.00% | 1 |
| Village Park Way between Encinitas Blvd and Willowspring Dr | 0.00% | 0 |
| Fire lane alley connecting Village Park Way and Springwood Ln | 0.00% | 0 |
| Total | | 1 |

## Q51 Village View RdSelect the intersection or road segment of greatest concern.

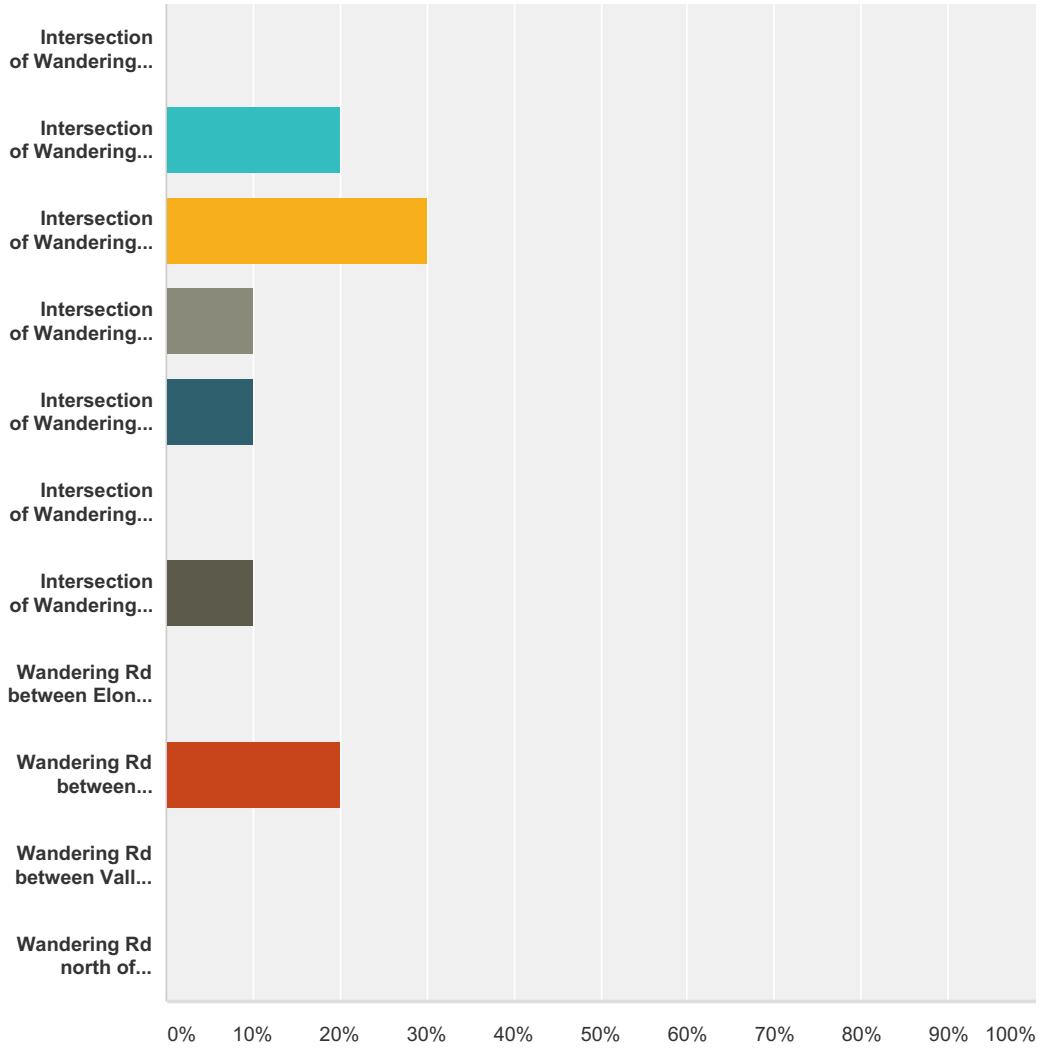
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village View Rd and Summerdawn Pl | **100.00%** | 1 |
| Intersection of Village View Rd and Wandering Rd | **0.00%** | 0 |
| **Total** | | **1** |

## Q52 Wandering RdSelect the intersection or road segment of greatest concern.

Answered: 10 Skipped: 115

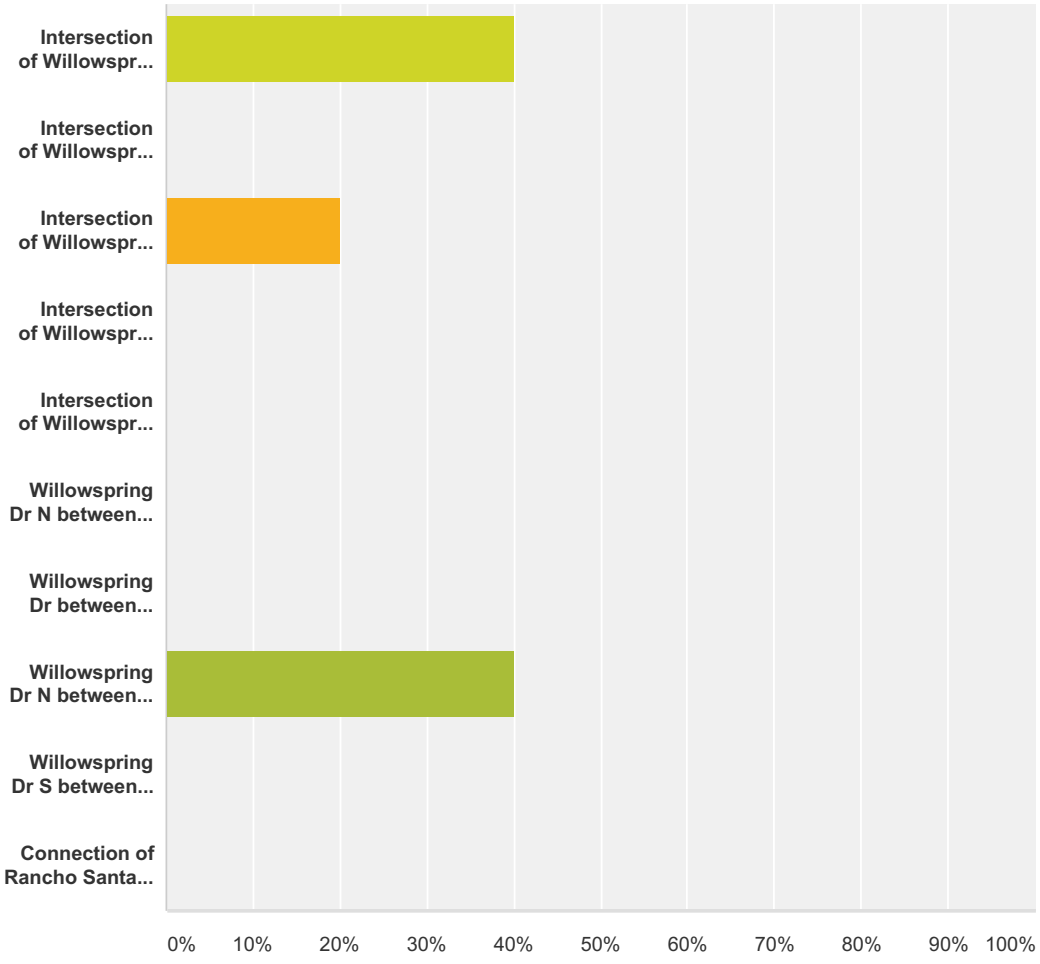



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Wandering Rd and Willowspring Dr | 0.00% | 0 |
| Intersection of Wandering Rd and Glen Arbor Dr | 20.00% | 2 |
| Intersection of Wandering Rd and Splitrail Dr | 30.00% | 3 |
| Intersection of Wandering Rd and Rambling Rd | 10.00% | 1 |
| Intersection of Wandering Rd and Valleda Ln | 10.00% | 1 |
| Intersection of Wandering Rd and Elon Ln | 0.00% | 0 |
| Intersection of Wandering Rd and Mountain Vista Dr | 10.00% | 1 |
| Wandering Rd between Elon Ln and Valleda Ln | 0.00% | 0 |

| | | |
|---|---|---|
| Wandering Rd between Mountain Vista Dr and Glen Arbor Dr | **20.00%** | 2 |
| Wandering Rd between Valleda Ln and Rambling Rd (in front of Flora Vista Elementary) | **0.00%** | 0 |
| Wandering Rd north of Cottage Glen Ct | **0.00%** | 0 |
| **Total** | | **10** |

## Q53 Willowspring DrSelect the intersection or road segment of greatest concern.

Answered: 5 Skipped: 120

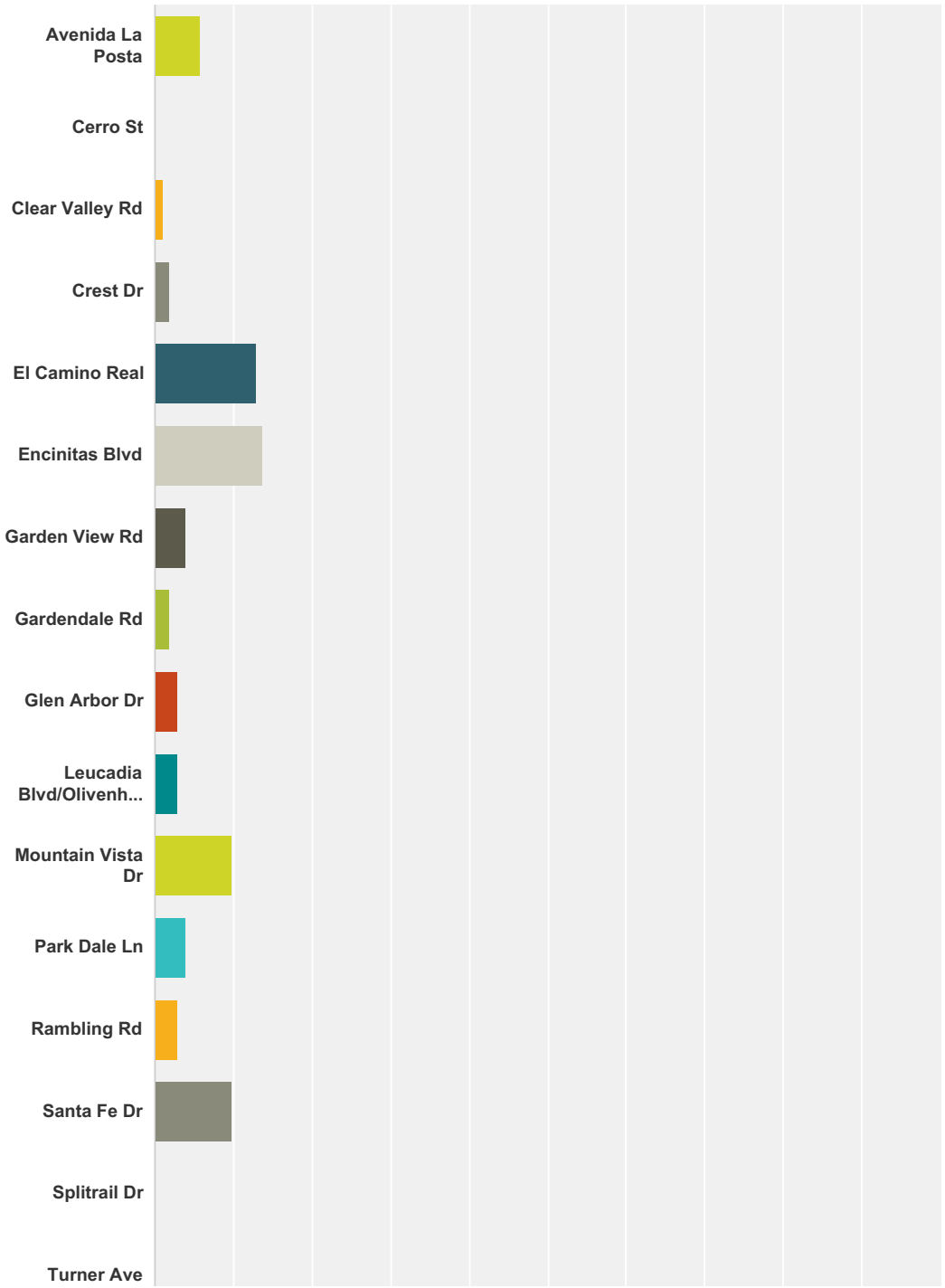


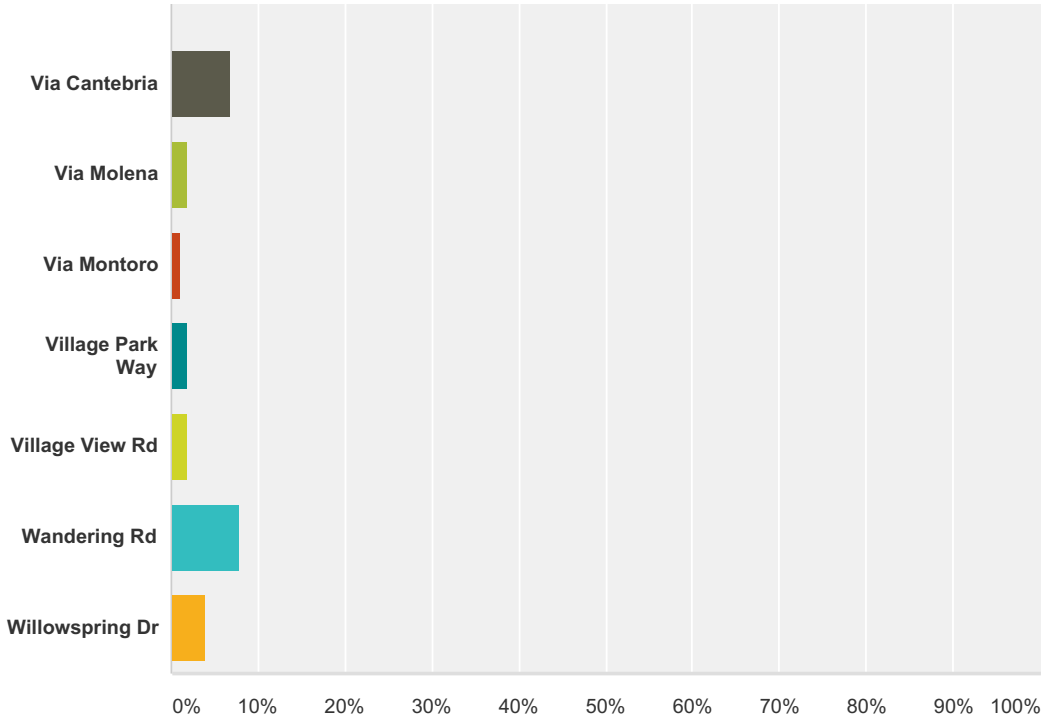

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Willowspring Dr N and Wandering Rd | **40.00%** | 2 |
| Intersection of Willowspring Dr N and Village Center Dr | **0.00%** | 0 |
| Intersection of Willowspring Dr N and Park Dale Ln | **20.00%** | 1 |
| Intersection of Willowspring Dr N and Sierra Ridge Dr | **0.00%** | 0 |
| Intersection of Willowspring Dr S and Chapalita Dr | **0.00%** | 0 |
| Willowspring Dr N between Village Center Dr and Village Park Way | **0.00%** | 0 |
| Willowspring Dr between Countryhaven Rd and Park Dale Ln | **0.00%** | 0 |
| Willowspring Dr N between Encinitas Blvd and El Camino Real | **40.00%** | 2 |
| Willowspring Dr S between El Camino Real and Cerro St | **0.00%** | 0 |

| | | |
|---|---|---|
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **0.00%** | 0 |
| **Total** | | **5** |

## Q54 Thank you for sharing your opinion for your second priority. Please choose from the following possible major thoroughfares for your THIRD priority. Although these are not all of the major thoroughfares in New Encinitas, these streets were prioritized in community meetings and community walk audits.

Answered: 101 Skipped: 24



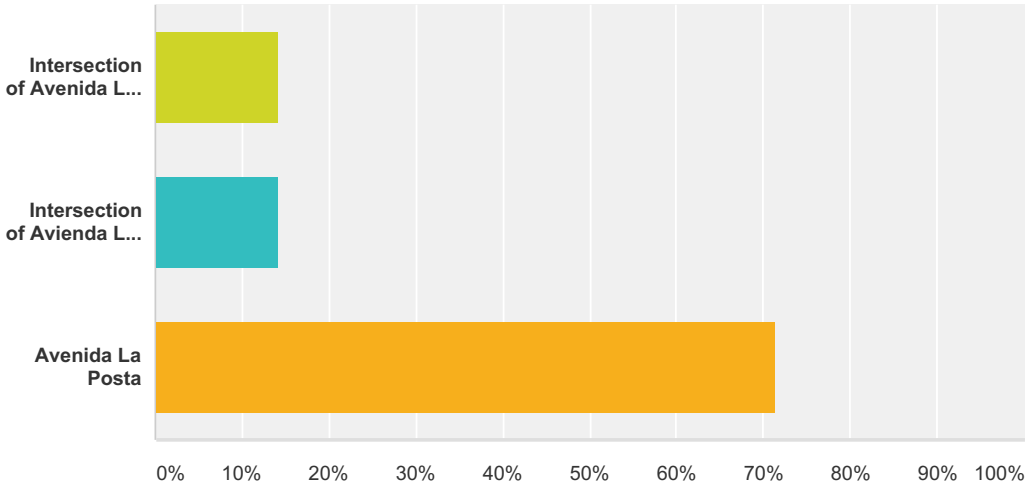



| Answer Choices | Responses | |
|---|---|---|
| Avenida La Posta | **5.94%** | 6 |
| Cerro St | **0.00%** | 0 |
| Clear Valley Rd | **0.99%** | 1 |
| Crest Dr | **1.98%** | 2 |
| El Camino Real | **12.87%** | 13 |
| Encinitas Blvd | **13.86%** | 14 |
| Garden View Rd | **3.96%** | 4 |
| Gardendale Rd | **1.98%** | 2 |
| Glen Arbor Dr | **2.97%** | 3 |
| Leucadia Blvd/Olivenhain Rd | **2.97%** | 3 |
| Mountain Vista Dr | **9.90%** | 10 |
| Park Dale Ln | **3.96%** | 4 |
| Rambling Rd | **2.97%** | 3 |
| Santa Fe Dr | **9.90%** | 10 |
| Splitrail Dr | **0.00%** | 0 |
| Turner Ave | **0.00%** | 0 |
| Via Cantebria | **6.93%** | 7 |

| | | |
|---|---|---|
| Via Molena | **1.98%** | 2 |
| Via Montoro | **0.99%** | 1 |
| Village Park Way | **1.98%** | 2 |
| Village View Rd | **1.98%** | 2 |
| Wandering Rd | **7.92%** | 8 |
| Willowspring Dr | **3.96%** | 4 |
| **Total** | | **101** |

## Q55 Avenida La PostaSelect the intersection or street segment of greatest concern.

Answered: 7 Skipped: 118




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Avenida La Posta and Avenida Miguel | **14.29%** | 1 |
| Intersection of Avienda La Postsa/Calle Acervo and Rancho Santa Fe | **14.29%** | 1 |
| Avenida La Posta | **71.43%** | 5 |
| **Total** | | **7** |

## Q56 Cerro StSelect the intersection or road segment of greatest concern.

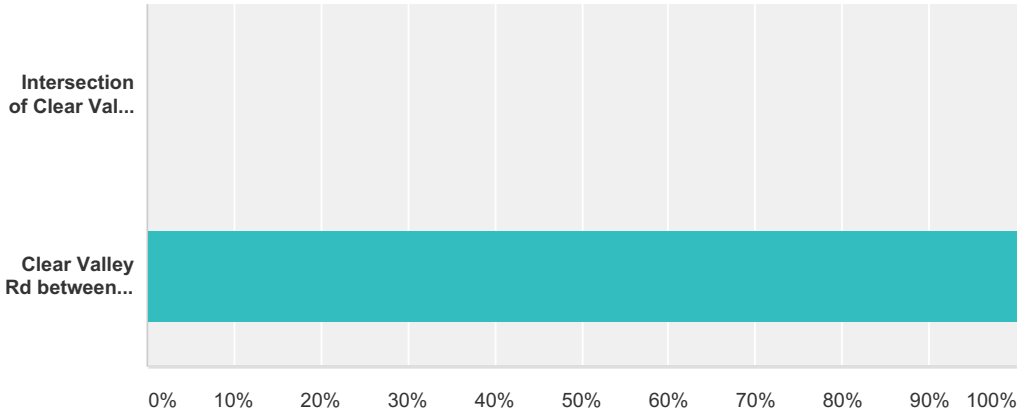
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Cerro St and Olmeda St | **0.00%** | 0 |
| Cerro St between El Camino Real and Encinitas Blvd | **0.00%** | 0 |
| **Total** | | **0** |

## Q57 Clear Valley RdSelect the intersection or street segment of greatest concern.

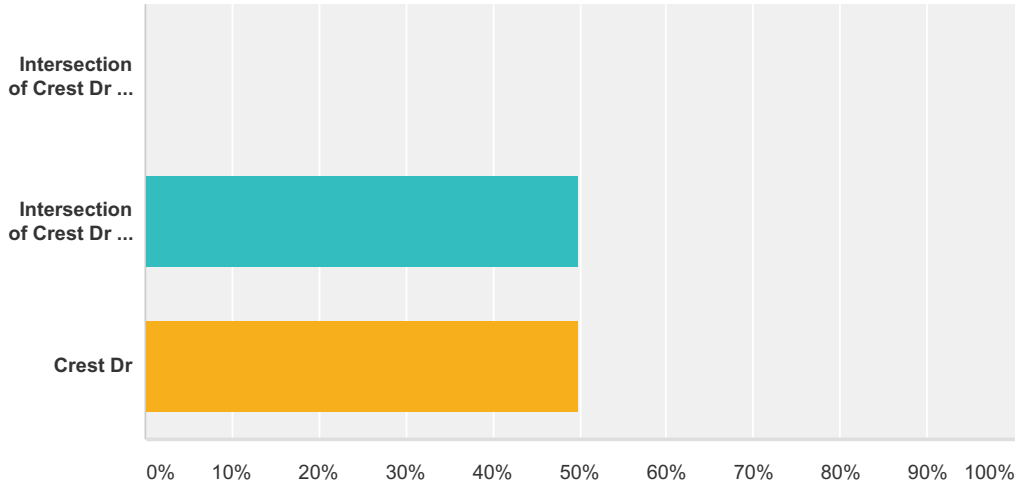
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Clear Valley Rd and Gardendale Rd | **0.00%** | 0 |
| Clear Valley Rd between Gardendale Rd and Village Park Way | **100.00%** | 1 |
| **Total** | | **1** |

## Q58 Crest DrSelect the intersection or street segment of greatest concern.

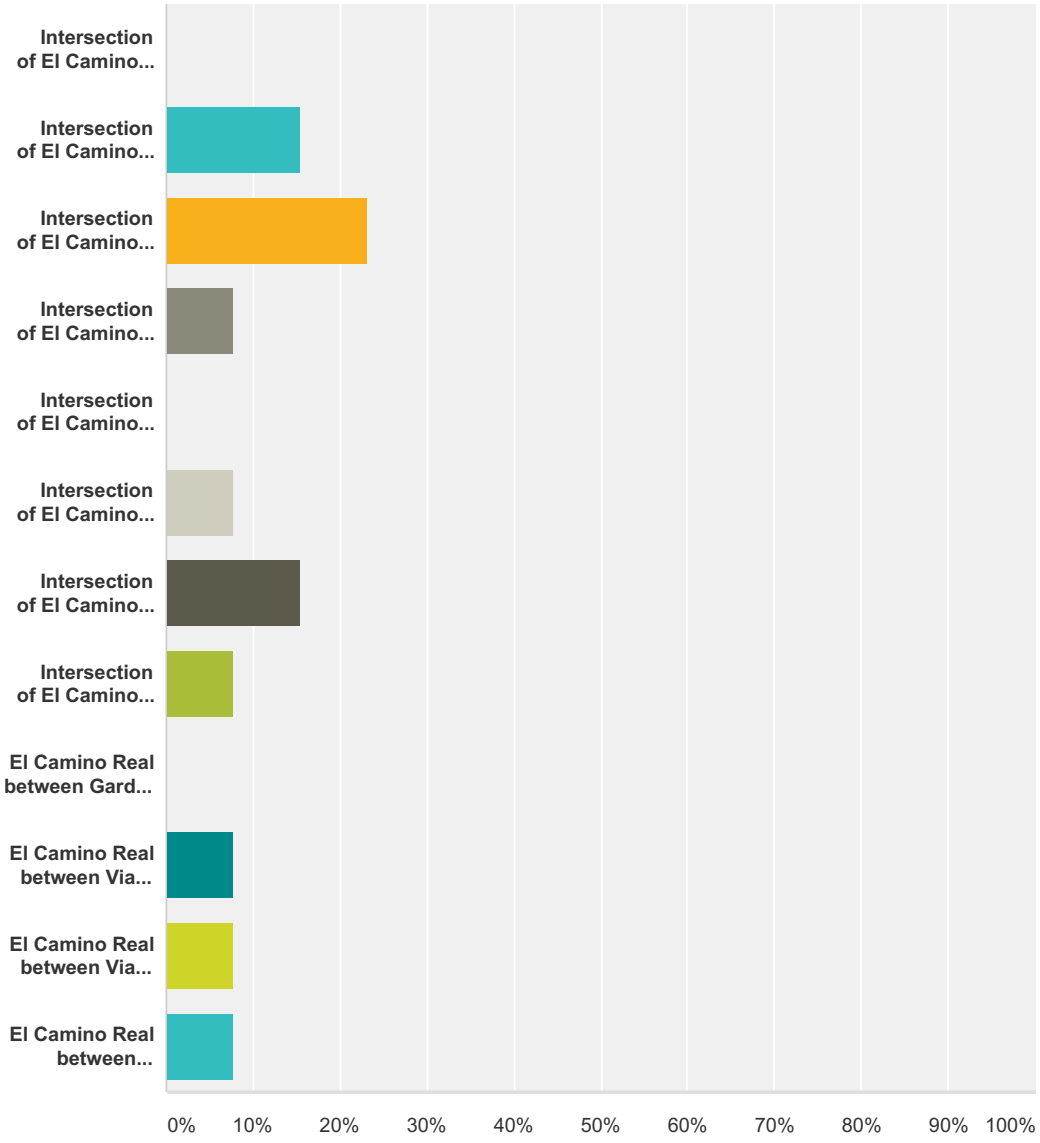
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Crest Dr and Santa Fe Dr | **0.00%** | 0 |
| Intersection of Crest Dr and El Camino Real | **50.00%** | 1 |
| Crest Dr | **50.00%** | 1 |
| **Total** | | **2** |

## Q59 El Camino RealSelect the intersection or road segment of greatest concern.

Answered: 13 Skipped: 112

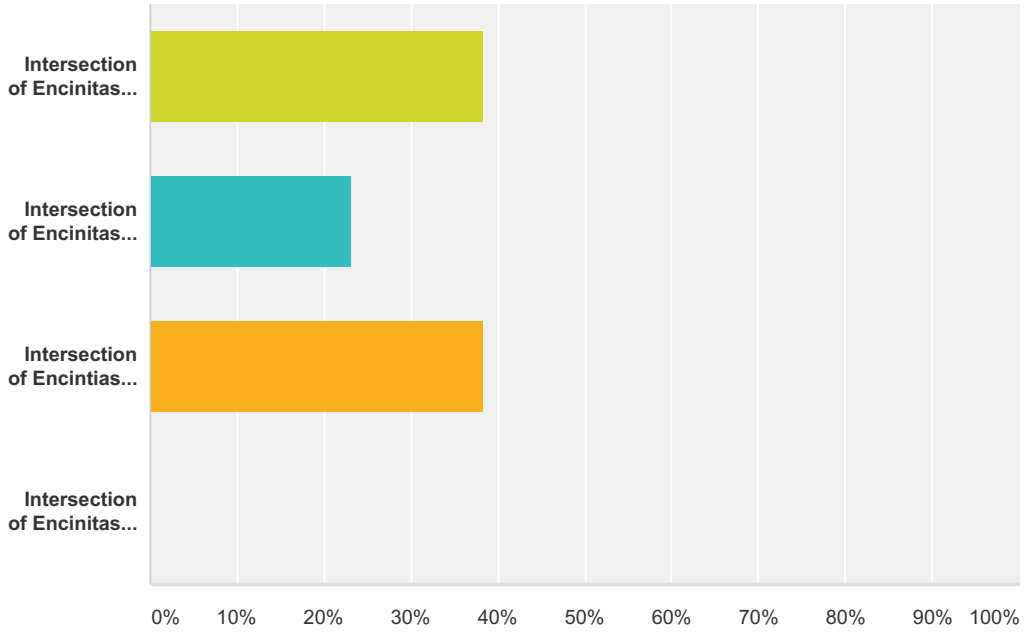



| Answer Choices | Responses | |
|---|---|---|
| Intersection of El Camino Real and Crest Dr | 0.00% | 0 |
| Intersection of El Camino Real and Santa Fe Dr | 15.38% | 2 |
| Intersection of El Camino Real and Encinitas Blvd | 23.08% | 3 |
| Intersection of El Camino Real and Via Molena | 7.69% | 1 |
| Intersection of El Camino Real and Via Montoro | 0.00% | 0 |
| Intersection of El Camino Real and Garden View Rd | 7.69% | 1 |

| | | |
|---|---|---|
| Intersection of El Camino Real and Mountain Vista Dr | **15.38%** | 2 |
| Intersection of El Camino Real and Leucadia Blvd/Olivenhain Rd | **7.69%** | 1 |
| El Camino Real between Garden View Rd and Crest Dr | **0.00%** | 0 |
| El Camino Real between Via Molena and Via Montoro | **7.69%** | 1 |
| El Camino Real between Via Montoro and Encinitas Blvd | **7.69%** | 1 |
| El Camino Real between Manchester Ave and Leucadia Blvd/Olivenhain Rd | **7.69%** | 1 |
| **Total** | | **13** |

## Q60 Encinitas BlvdSelect the intersection or road segment of greatest concern.

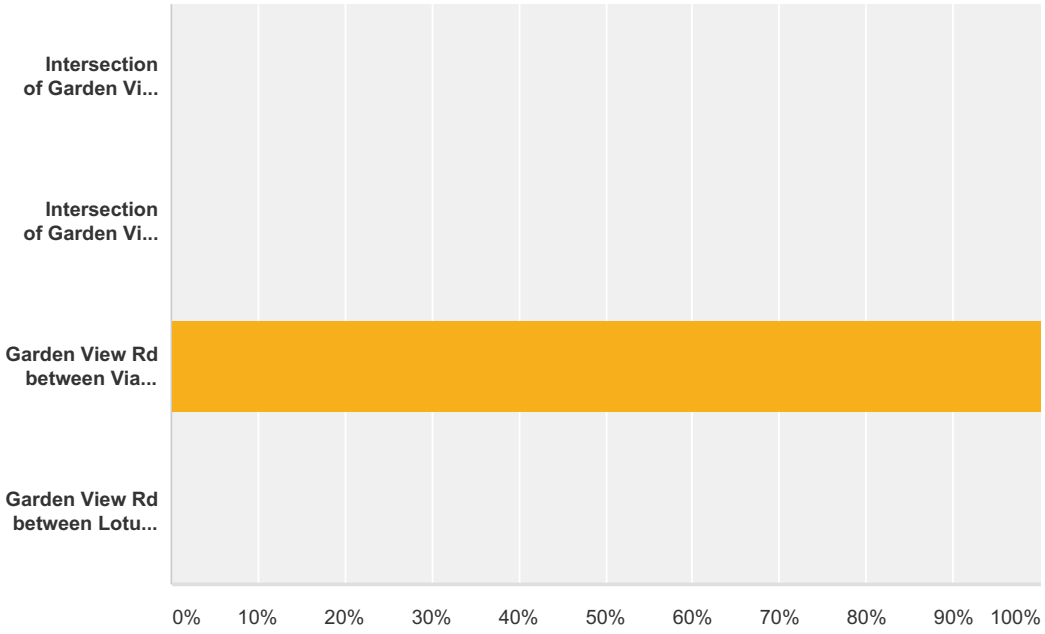
Answered: 13 Skipped: 112




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Encinitas Blvd and Via Cantebria | **38.46%** | 5 |
| Intersection of Encinitas Blvd and Beechtree Dr | **23.08%** | 3 |
| Intersection of Encintias Blvd and El Camino Real | **38.46%** | 5 |
| Intersection of Encinitas Blvd and Turner Ave | **0.00%** | 0 |
| **Total** | | **13** |

## Q61 Garden View RdSelect the intersection or street segment of greatest concern.

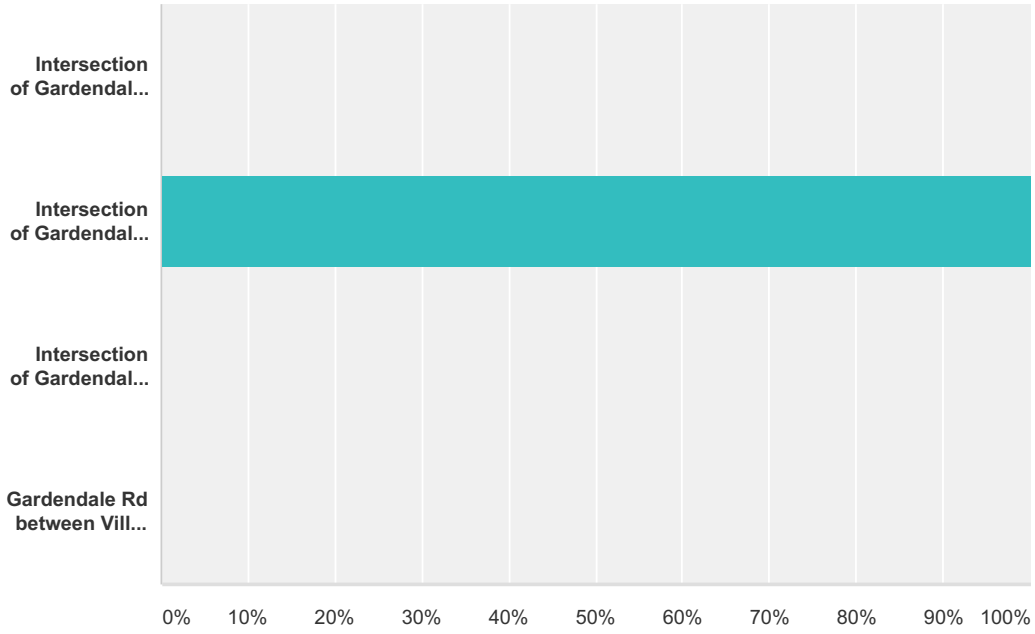
Answered: 4 Skipped: 121




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Garden View Rd and Glen Arbor Dr | **0.00%** | 0 |
| Intersection of Garden View Rd and Via Cantebria | **0.00%** | 0 |
| Garden View Rd between Via Cantebria and El Camino Real | **100.00%** | 4 |
| Garden View Rd between Lotus Blossom St and Glen Arbor Dr | **0.00%** | 0 |
| **Total** | | **4** |

## Q62 Gardendale RdSelect the intersection or road segment of greatest concern.

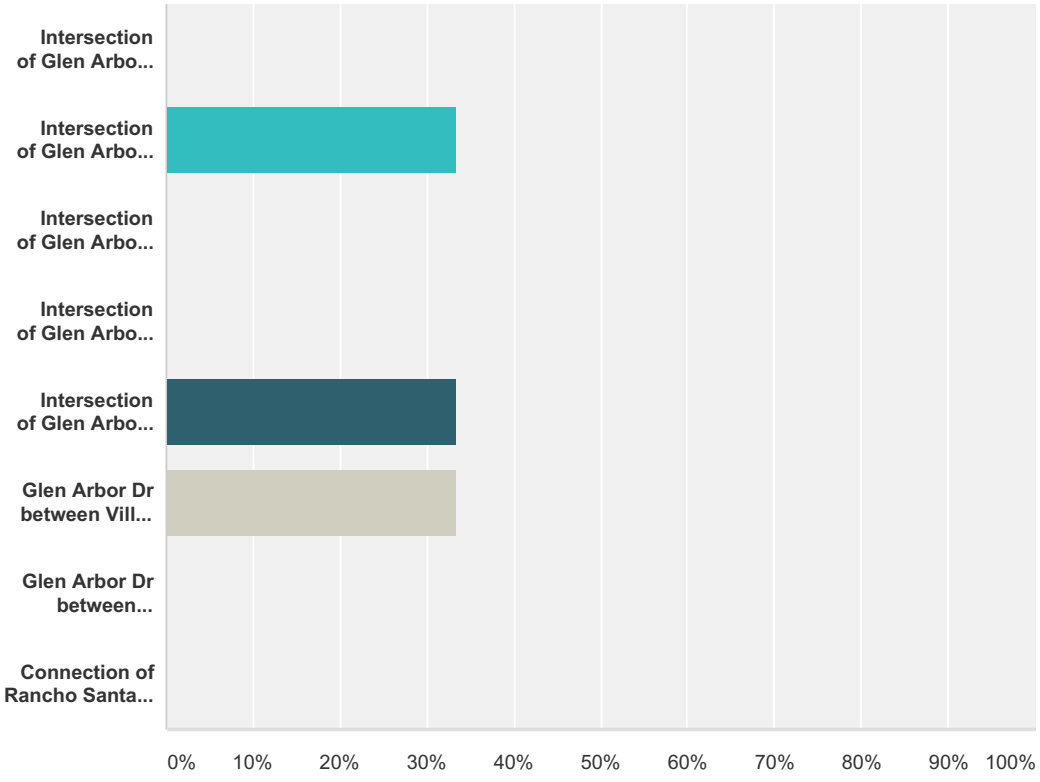
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Gardendale Rd and Mountain Vista Dr | **0.00%** | 0 |
| Intersection of Gardendale Rd and Hill Top Ln | **100.00%** | 1 |
| Intersection of Gardendale Rd and Clear Valley Rd | **0.00%** | 0 |
| Gardendale Rd between Village Center Dr and Glen Arbor Dr | **0.00%** | 0 |
| **Total** | | **1** |

## Q63 Glen Arbor DrSelect the intersection or street segment of greatest concern.

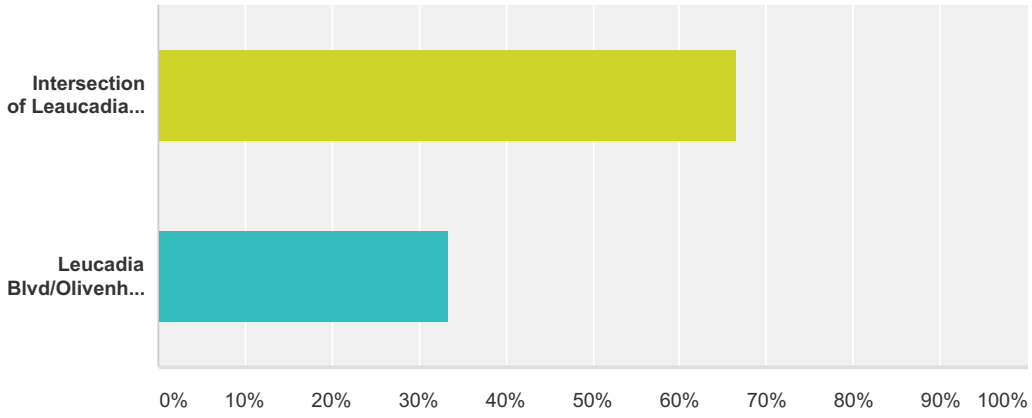
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Glen Arbor Dr and Garden View Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Wandering Rd | 33.33% | 1 |
| Intersection of Glen Arbor Dr and Willowspring Dr | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Countryhaven Rd | 0.00% | 0 |
| Intersection of Glen Arbor Dr and Park Dale Ln | 33.33% | 1 |
| Glen Arbor Dr between Village Center Dr and Village Park Way | 33.33% | 1 |
| Glen Arbor Dr between Countryhaven Rd and Encinitas Blvd | 0.00% | 0 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | 0.00% | 0 |
| **Total** | | **3** |

## Q64 Leucadia Blvd/Olivenhain RdSelect the intersection or road segment of greatest concern.

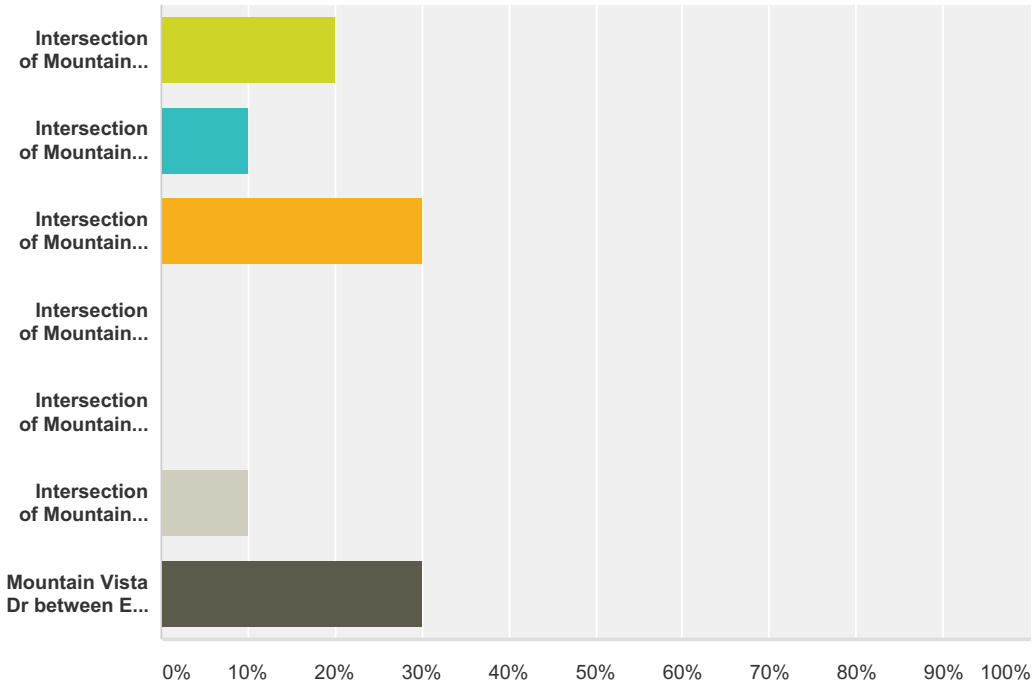
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leaucadia Blvd/Olivenhain Rd and El Camino Real | **66.67%** | 2 |
| Leucadia Blvd/Olivenhain Rd | **33.33%** | 1 |
| **Total** | | **3** |

## Q65 Mountain Vista DrSelect the intersection or road segment of greatest concern.

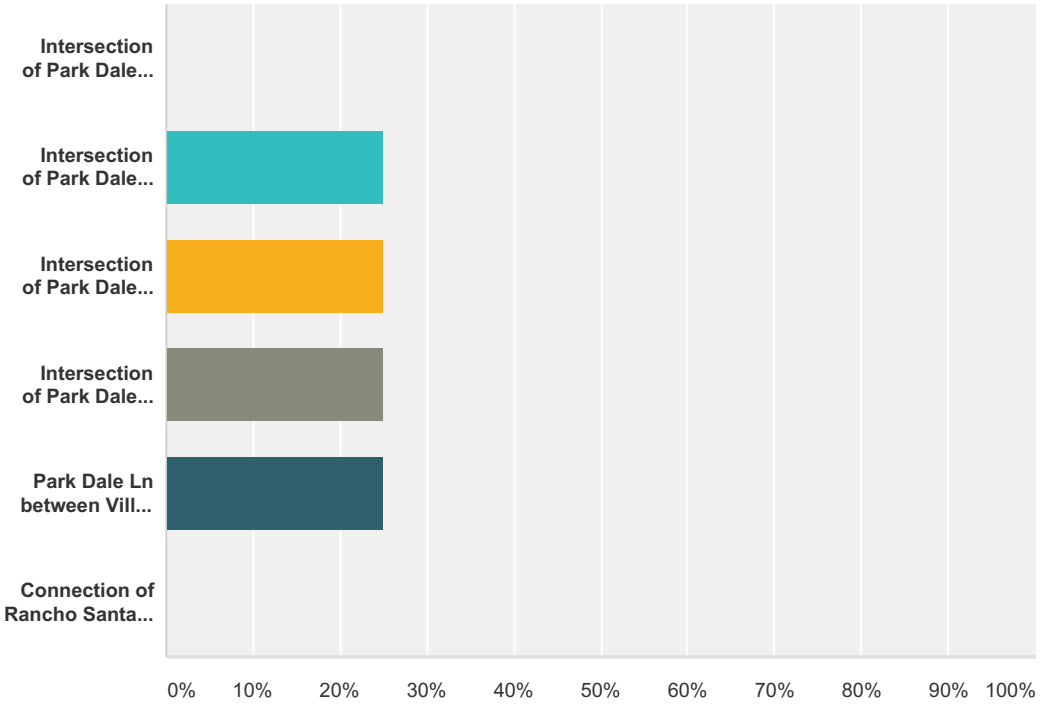
Answered: 10 Skipped: 115




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mountain Vista Dr and El Camino Real | 20.00% | 2 |
| Intersection of Mountain Vista Dr and Dunsmore Ct | 10.00% | 1 |
| Intersection of Mountain Vista Dr and Wandering Rd | 30.00% | 3 |
| Intersection of Mountain Vista Dr and SDGE Trail | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Rambling Rd | 0.00% | 0 |
| Intersection of Mountain Vista Dr and Gardendale Rd | 10.00% | 1 |
| Mountain Vista Dr between El Camino Real and Willowspring Dr N | 30.00% | 3 |
| **Total** | | **10** |

## Q66 Park Dale LnSelect the intersection or road segment of greatest concern.

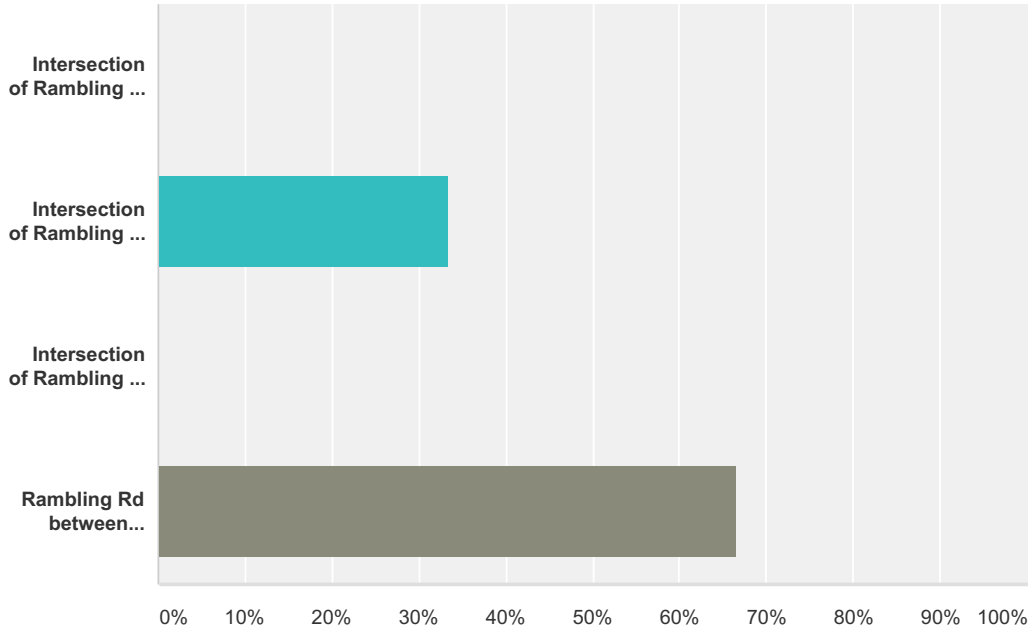
Answered: 4 Skipped: 121




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Park Dale Ln and Village Park Way | 0.00% | 0 |
| Intersection of Park Dale Ln and Countryhaven Rd | 25.00% | 1 |
| Intersection of Park Dale Ln Glen Arbor Dr | 25.00% | 1 |
| Intersection of Park Dale Ln and Willowspring Dr N | 25.00% | 1 |
| Park Dale Ln between Village Park Way and Willowspring Dr N | 25.00% | 1 |
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Ln | 0.00% | 0 |
| **Total** | | **4** |

## Q67 Rambling RdSelect the intersection or road segment of greatest concern.

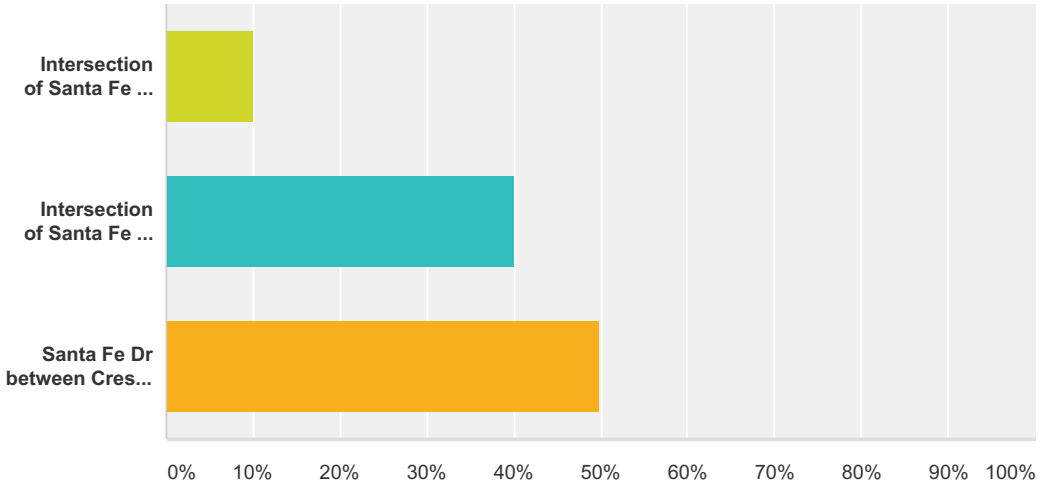
Answered: 3 Skipped: 122




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rambling Rd and Hill Top Ln | 0.00% | 0 |
| Intersection of Rambling Rd and Wandering Rd | 33.33% | 1 |
| Intersection of Rambling Rd and Mountain Vista Dr | 0.00% | 0 |
| Rambling Rd between Wandering Rd and Mountain Vista Dr | 66.67% | 2 |
| Total | | 3 |

## Q68 Santa Fe DrSelect the intersection or road segment of greatest concern.

Answered: 10 Skipped: 115




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and El Camino Real | **10.00%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **40.00%** | 4 |
| Santa Fe Dr between Crest Dr and El Camino Real | **50.00%** | 5 |
| **Total** | | **10** |

## Q69 Splitrail DrSelect the intersection or road segment of greatest concern.

**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Splitrail Dr and Aspenglow Dr | **0.00%** | 0 |
| Intersection of Splitrail Dr and Wandering Rd | **0.00%** | 0 |
| Splitrail Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q70 Turner AveSelect the intersection or street segment of greatest concern.

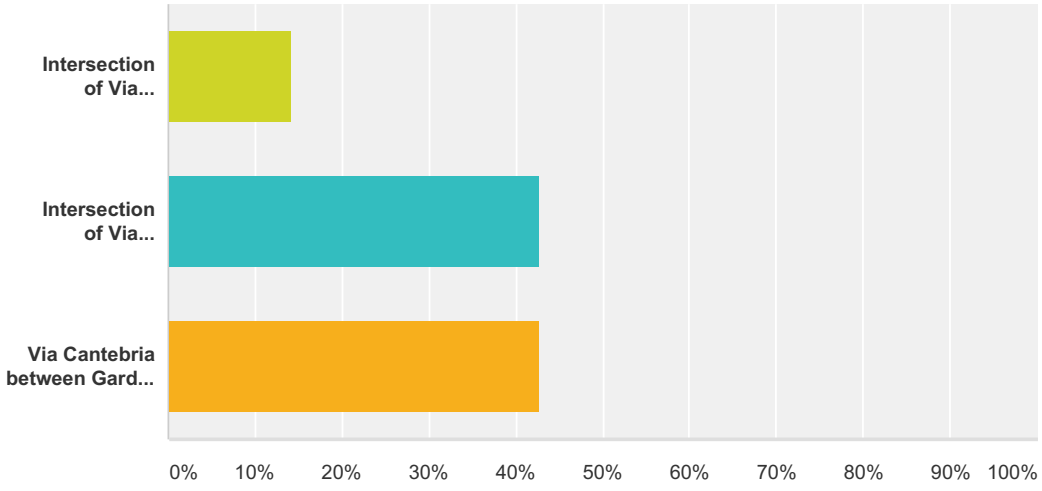
**Answered: 0 Skipped: 125**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Turner Ave and Encinitas Blvd | **0.00%** | 0 |
| Turner Ave between Shields Ave and Encinitas Blvd | **0.00%** | 0 |
| **Total** | | **0** |

## Q71 Via CantebriaSelect the intersection or road segment of greatest concern.

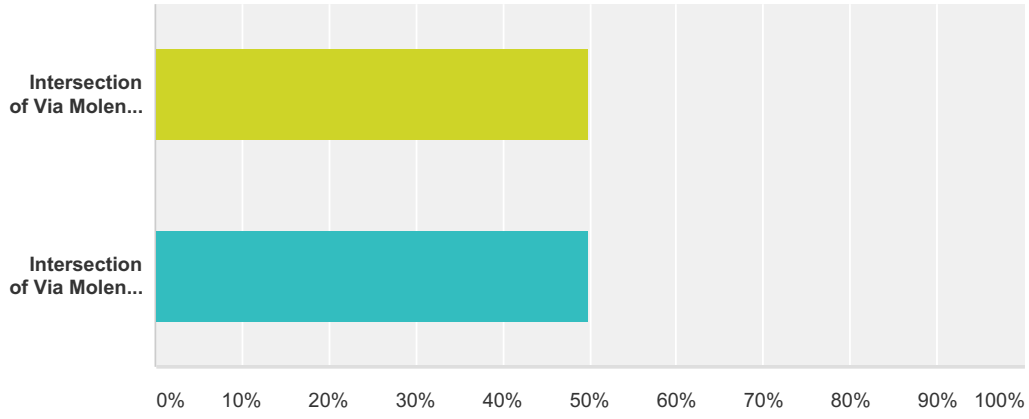
Answered: 7 Skipped: 118




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Cantebria and Garden View Rd | **14.29%** | 1 |
| Intersection of Via Cantebria and Encinitas Blvd | **42.86%** | 3 |
| Via Cantebria between Garden View Rd and Town Center Dr | **42.86%** | 3 |
| **Total** | | **7** |

## Q72 Via MolenaSelect the intersection or road segment of greatest concern.

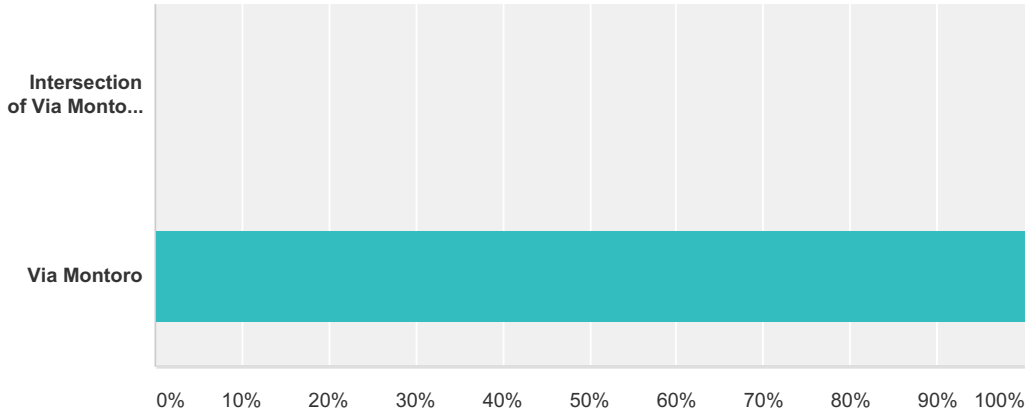
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Molena and the driveway for El Camino Promenade | 50.00% | 1 |
| Intersection of Via Molena and El Camino Real | 50.00% | 1 |
| Total | | 2 |

## Q73 Via MontoroSelect the intersection or road segment of greatest concern.

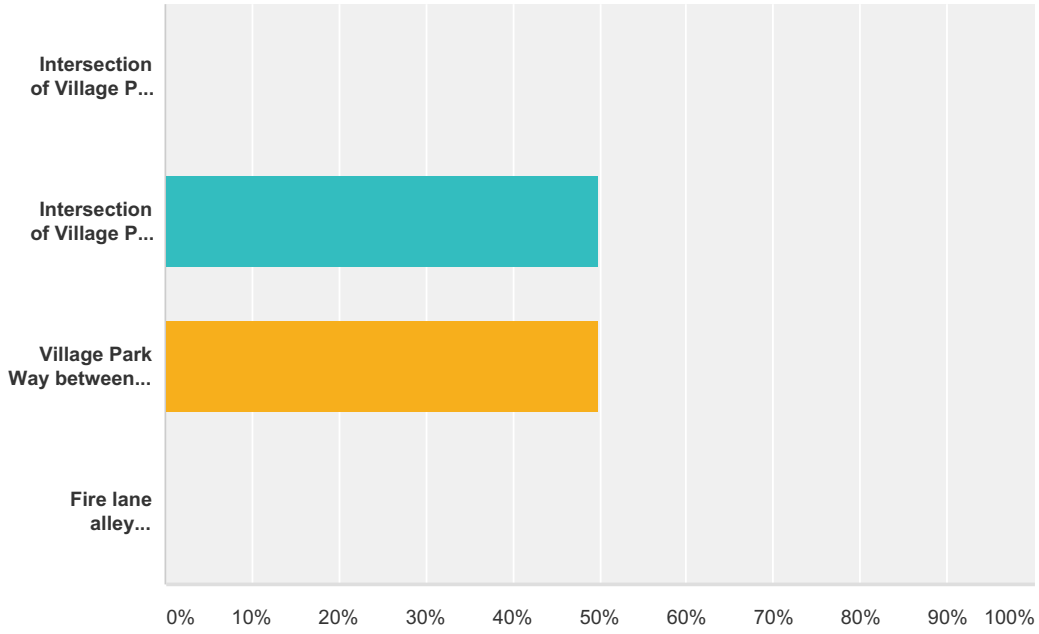
Answered: 1 Skipped: 124




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Via Montoro and El Camino Real | **0.00%** | 0 |
| Via Montoro | **100.00%** | 1 |
| **Total** | | **1** |

## Q74 Village Park WaySelect the intersection or road segment of greatest concern.

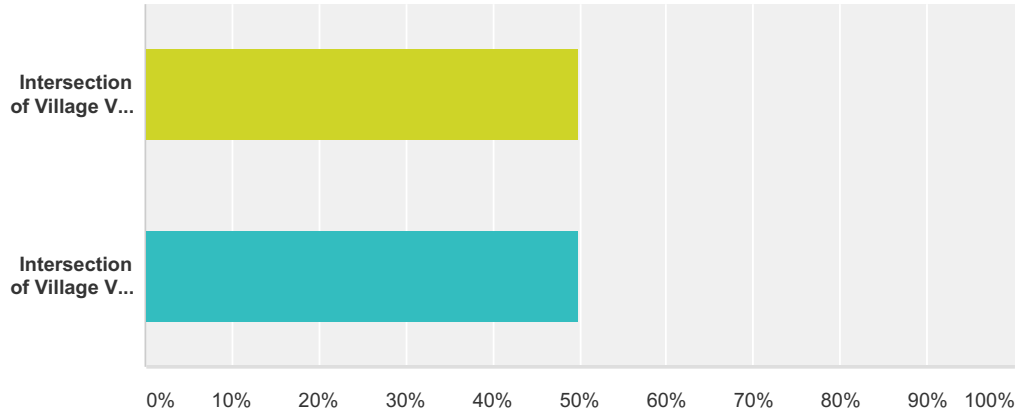
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village Park Way and Coolngreen Way (in front of Diegueno Middle School) | 0.00% | 0 |
| Intersection of Village Park Way and Park Dale Ln | 50.00% | 1 |
| Village Park Way between Encinitas Blvd and Willowspring Dr | 50.00% | 1 |
| Fire lane alley connecting Village Park Way and Springwood Ln | 0.00% | 0 |
| **Total** | | **2** |

## Q75 Village View RdSelect the intersection or road segment of greatest concern.

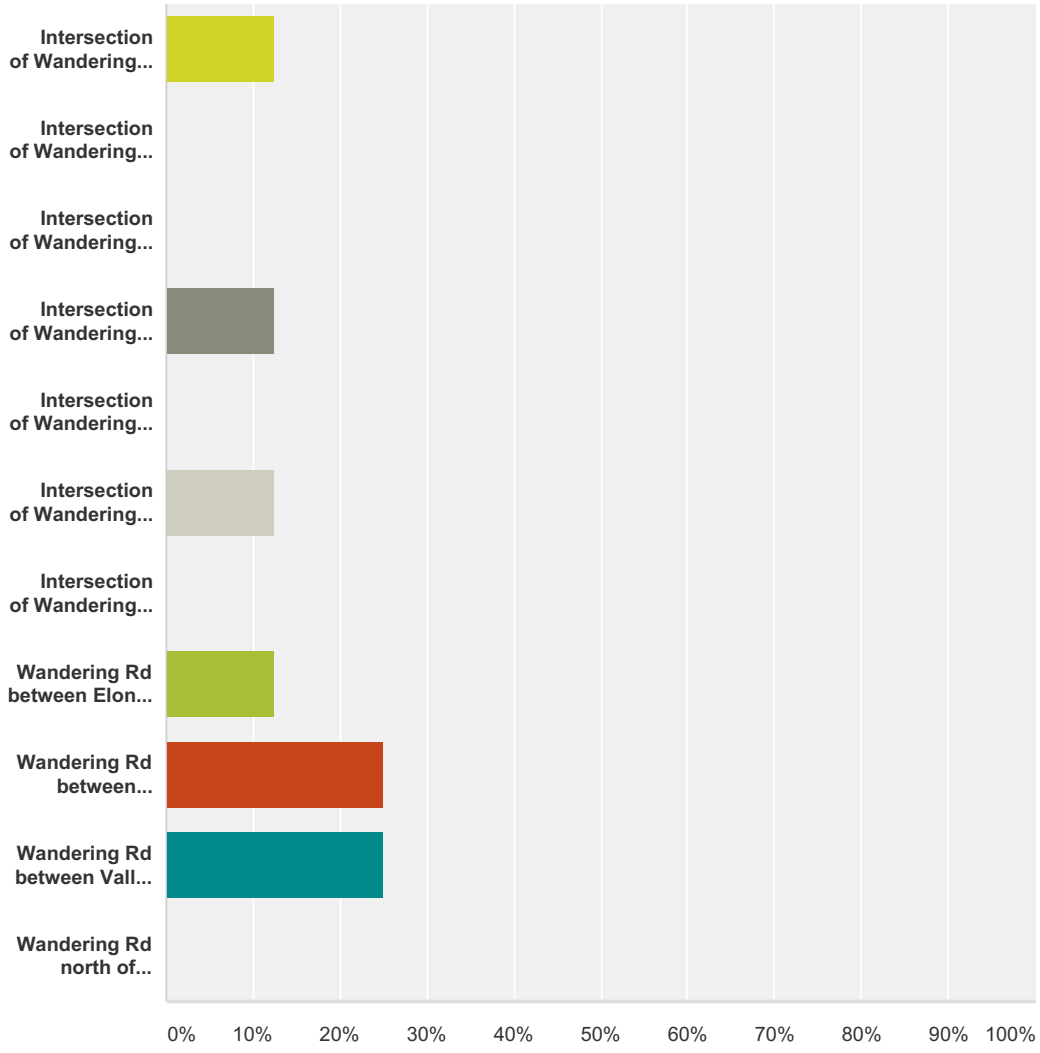
Answered: 2 Skipped: 123




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Village View Rd and Summerdawn Pl | 50.00% | 1 |
| Intersection of Village View Rd and Wandering Rd | 50.00% | 1 |
| Total | | 2 |

## Q76 Wandering RdSelect the intersection or road segment of greatest concern.

Answered: 8 Skipped: 117

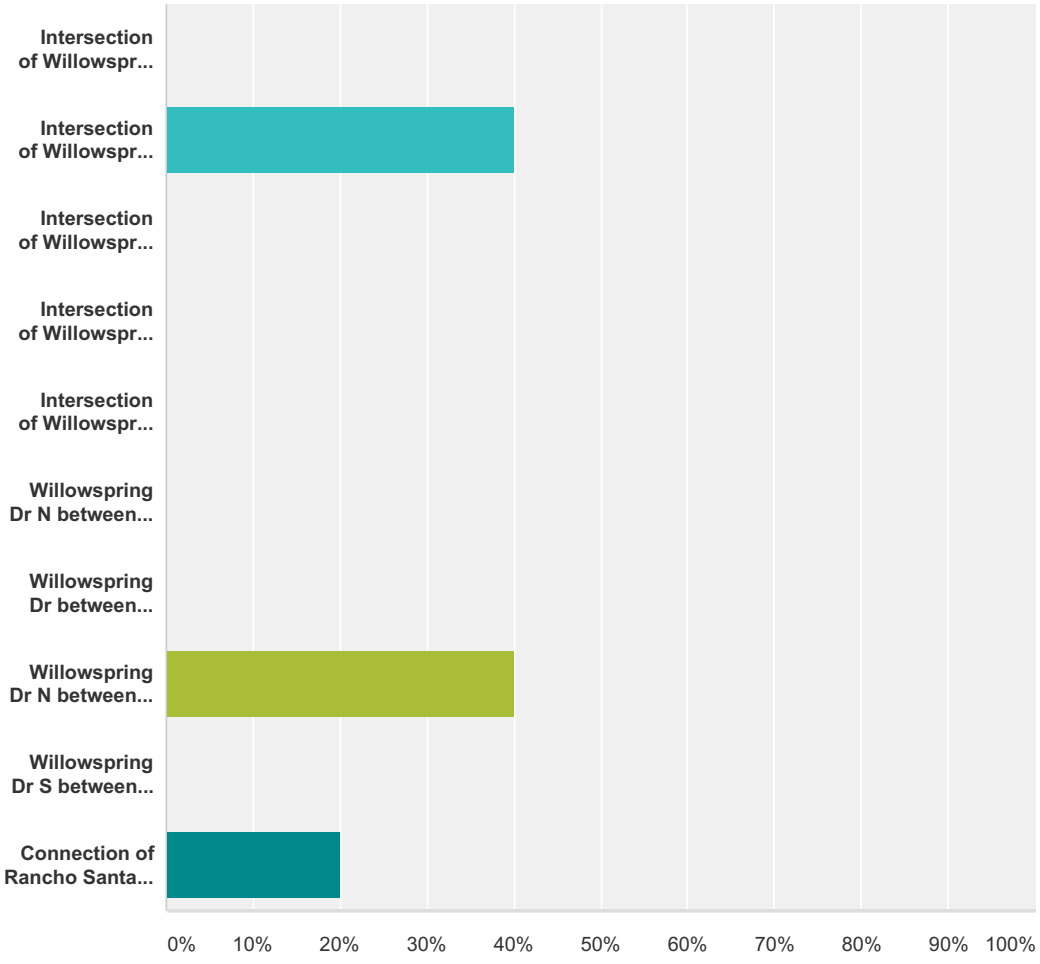



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Wandering Rd and Willowspring Dr | 12.50% | 1 |
| Intersection of Wandering Rd and Glen Arbor Dr | 0.00% | 0 |
| Intersection of Wandering Rd and Splitrail Dr | 0.00% | 0 |
| Intersection of Wandering Rd and Rambling Rd | 12.50% | 1 |
| Intersection of Wandering Rd and Valleda Ln | 0.00% | 0 |
| Intersection of Wandering Rd and Elon Ln | 12.50% | 1 |
| Intersection of Wandering Rd and Mountain Vista Dr | 0.00% | 0 |
| Wandering Rd between Elon Ln and Valleda Ln | 12.50% | 1 |

| | | |
|---|---|---|
| Wandering Rd between Mountain Vista Dr and Glen Arbor Dr | **25.00%** | 2 |
| Wandering Rd between Valleda Ln and Rambling Rd (in front of Flora Vista Elementary) | **25.00%** | 2 |
| Wandering Rd north of Cottage Glen Ct | **0.00%** | 0 |
| **Total** | | **8** |

## Q77 Willowspring DrSelect the intersection or road segment of greatest concern.

Answered: 5 Skipped: 120




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Willowspring Dr N and Wandering Rd | 0.00% | 0 |
| Intersection of Willowspring Dr N and Village Center Dr | 40.00% | 2 |
| Intersection of Willowspring Dr N and Park Dale Ln | 0.00% | 0 |
| Intersection of Willowspring Dr N and Sierra Ridge Dr | 0.00% | 0 |
| Intersection of Willowspring Dr S and Chapalita Dr | 0.00% | 0 |
| Willowspring Dr N between Village Center Dr and Village Park Way | 0.00% | 0 |
| Willowspring Dr between Countryhaven Rd and Park Dale Ln | 0.00% | 0 |
| Willowspring Dr N between Encinitas Blvd and El Camino Real | 40.00% | 2 |
| Willowspring Dr S between El Camino Real and Cerro St | 0.00% | 0 |

| | | |
|---|---|---|
| Connection of Rancho Santa Fe Rd and 8th St intersection with Park Dale Lane | **20.00%** | 1 |
| **Total** | | **5** |

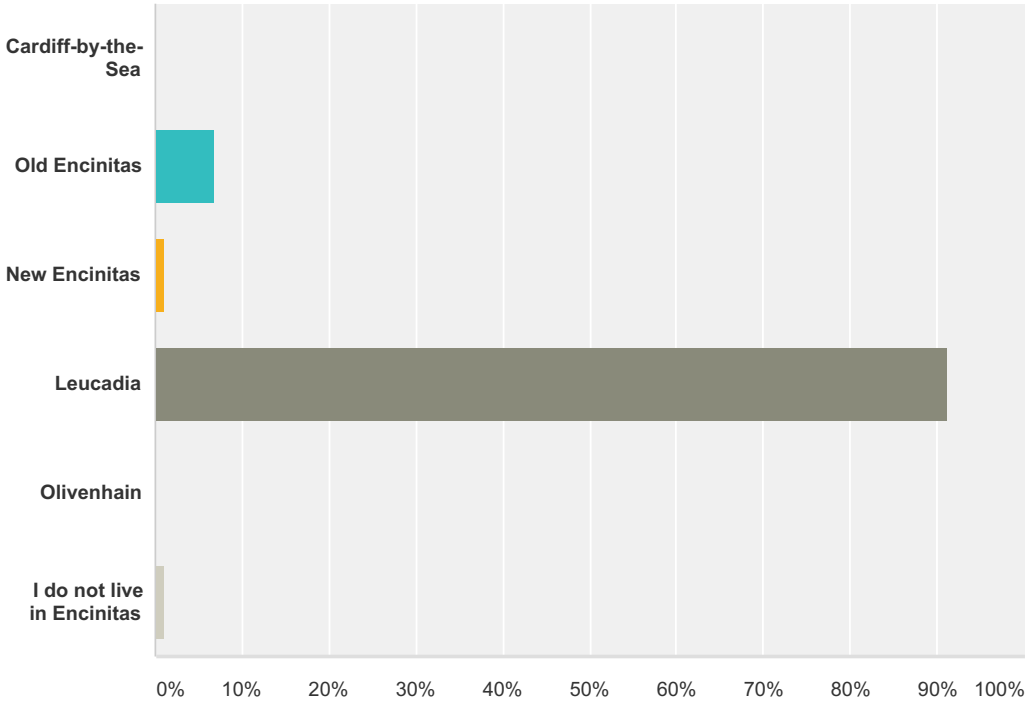
## Q1 Your contact Information

Answered: 96 Skipped: 10

| Answer Choices | Responses | |
|---|---|---|
| Name | 100.00% | 96 |
| Address | 97.92% | 94 |
| City | 98.96% | 95 |
| Zip | 98.96% | 95 |
| Email address | 96.88% | 93 |
| Phone number | 77.08% | 74 |

## Q2 Which neighborhood do you live? Paste this map into your browser to see the neighborhood boundaries. https://mapsengine.google.com/map/u/0/edit?mid=zewB8vqq618k.kq6EwDzWO5xQ

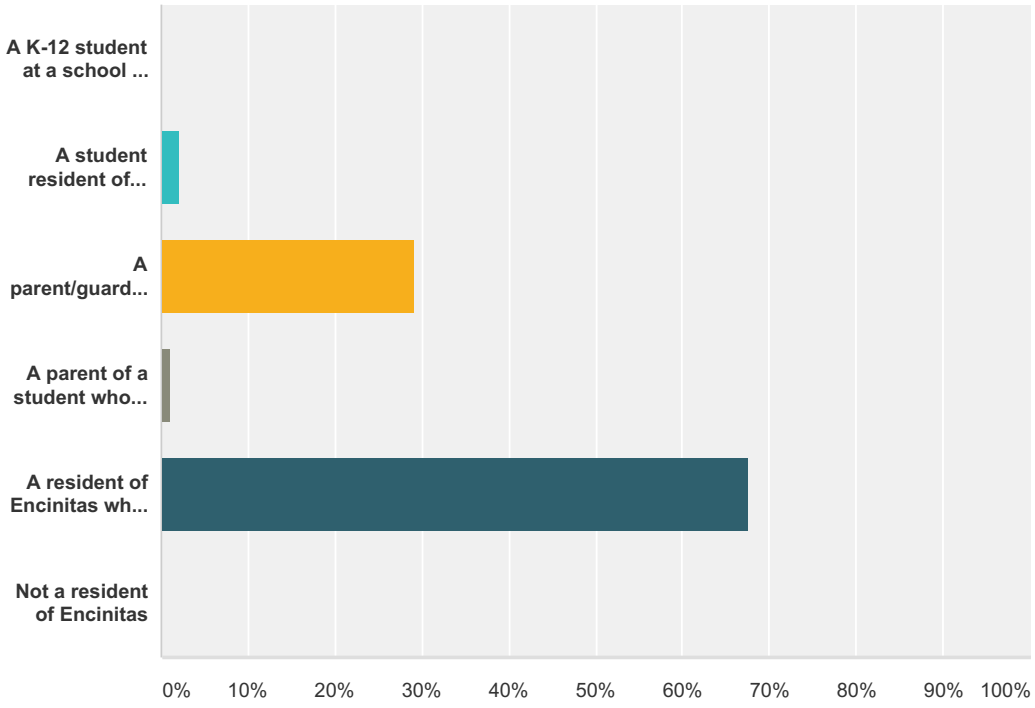
Answered: 103 Skipped: 3




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | 0.00% | 0 |
| Old Encinitas | 6.80% | 7 |
| New Encinitas | 0.97% | 1 |
| Leucadia | 91.26% | 94 |
| Olivenhain | 0.00% | 0 |
| I do not live in Encinitas | 0.97% | 1 |
| Total | | 103 |

## Q3 I am a...

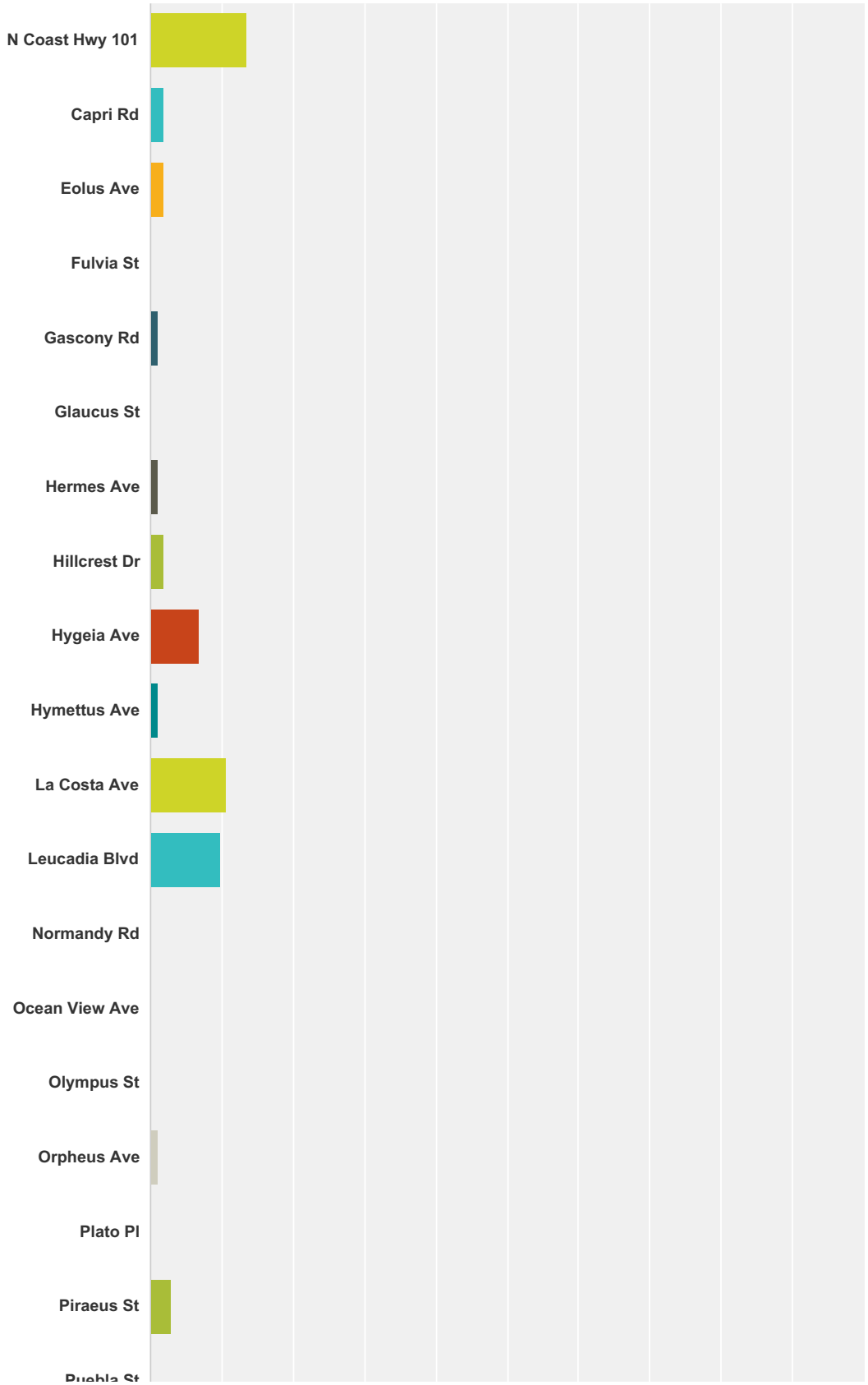
Answered: 99 Skipped: 7

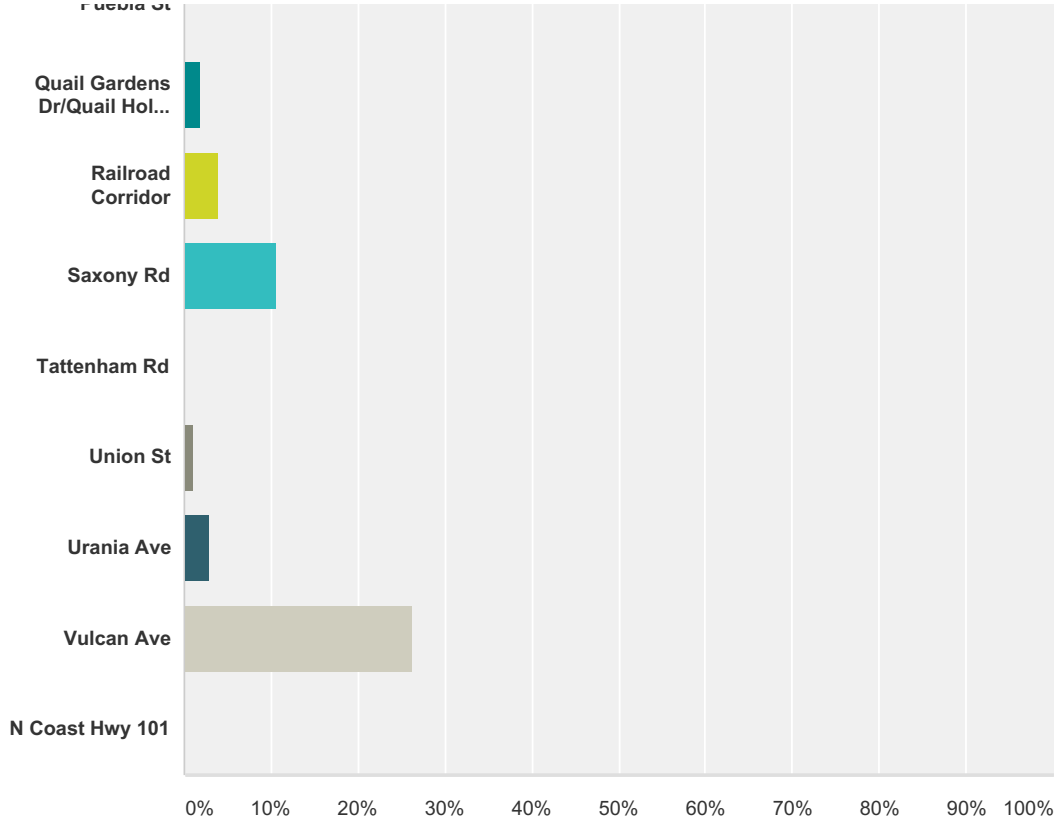



| Answer Choices | Responses | |
|---|---|---|
| A K-12 student at a school in Encinitas | **0.00%** | 0 |
| A student resident of Encinitas, who attends a school outside of Encinitas | **2.02%** | 2 |
| A parent/guardian of K-12 student(s) at school(s) in Encinitas | **29.29%** | 29 |
| A parent of a student who attends a school outside of Encinitas | **1.01%** | 1 |
| A resident of Encinitas who does not have K-12 children residing in the home | **67.68%** | 67 |
| Not a resident of Encinitas | **0.00%** | 0 |
| **Total** | | **99** |

## Q4 Priority #1 Please choose which major thoroughfare is your first priority

Answered: 103 Skipped: 3



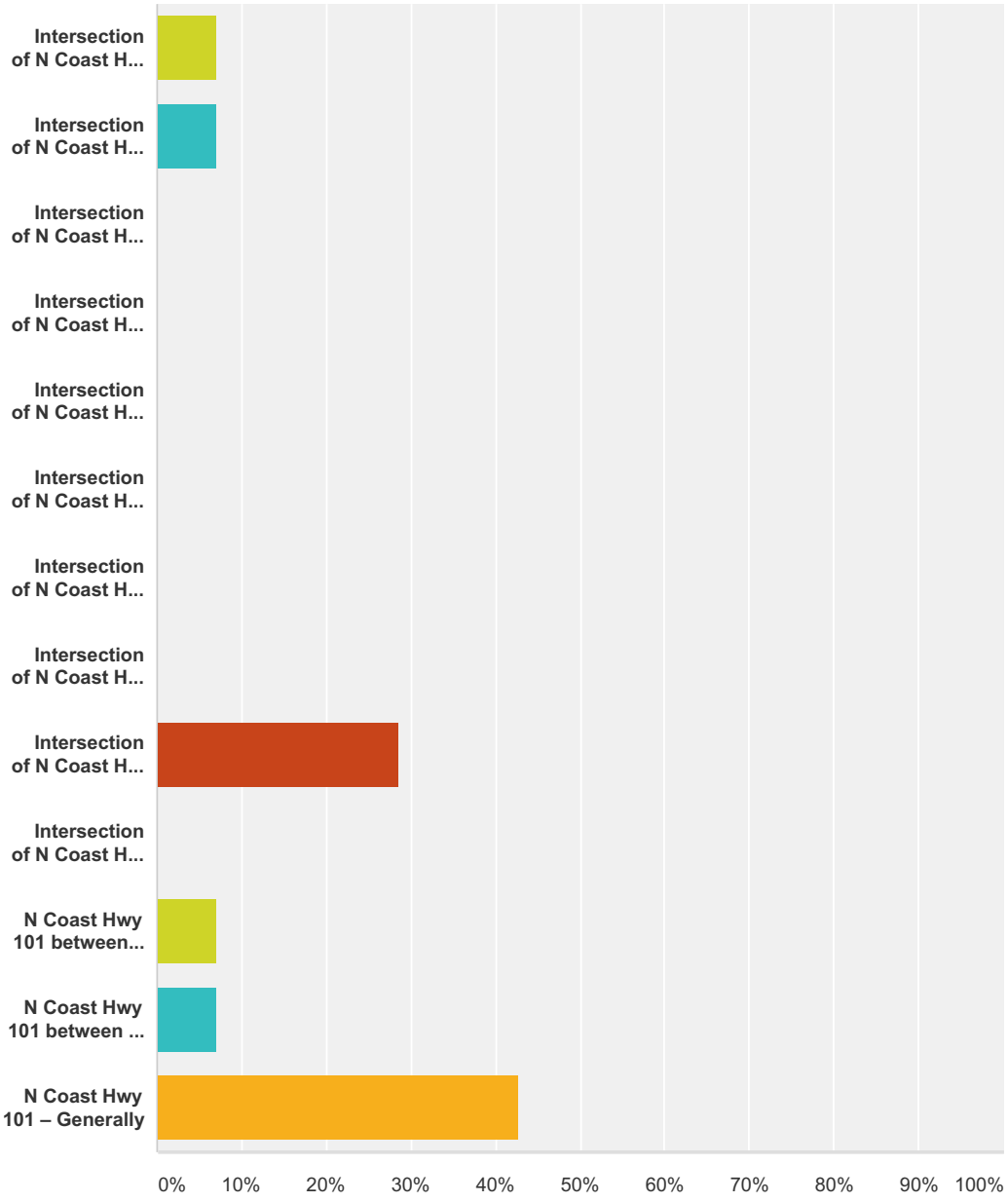



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **13.59%** | 14 |
| Capri Rd | **1.94%** | 2 |
| Eolus Ave | **1.94%** | 2 |
| Fulvia St | **0.00%** | 0 |
| Gascony Rd | **0.97%** | 1 |
| Glaucus St | **0.00%** | 0 |
| Hermes Ave | **0.97%** | 1 |
| Hillcrest Dr | **1.94%** | 2 |
| Hygeia Ave | **6.80%** | 7 |
| Hymettus Ave | **0.97%** | 1 |
| La Costa Ave | **10.68%** | 11 |
| Leucadia Blvd | **9.71%** | 10 |
| Normandy Rd | **0.00%** | 0 |
| Ocean View Ave | **0.00%** | 0 |
| Olympus St | **0.00%** | 0 |

| | | |
|---|---|---|
| Orpheus Ave | **0.97%** | 1 |
| Plato Pl | **0.00%** | 0 |
| Piraeus St | **2.91%** | 3 |
| Puebla St | **0.00%** | 0 |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **1.94%** | 2 |
| Railroad Corridor | **3.88%** | 4 |
| Saxony Rd | **10.68%** | 11 |
| Tattenham Rd | **0.00%** | 0 |
| Union St | **0.97%** | 1 |
| Urania Ave | **2.91%** | 3 |
| Vulcan Ave | **26.21%** | 27 |
| N Coast Hwy 101 | **0.00%** | 0 |
| **Total** | | **103** |

## Q5 Select the intersection or street segment of greatest concern.

Answered: 14 Skipped: 92

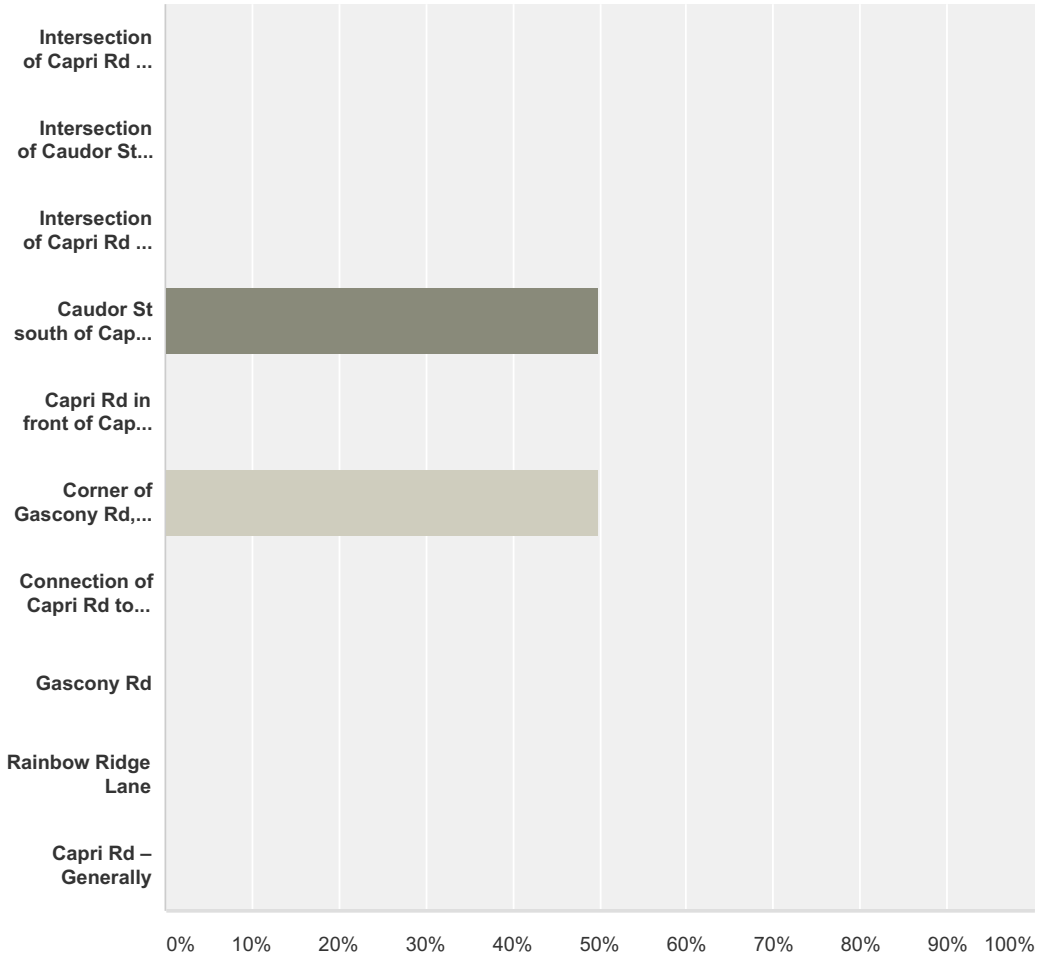



| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and La Costa Ave | 7.14% | 1 |
| Intersection of N Coast Hwy 101 and Moorgate Rd | 7.14% | 1 |
| Intersection of N Coast Hwy 101 and Edgeburt Dr | 0.00% | 0 |
| Intersection of N Coast Hwy 101 and W Jason St | 0.00% | 0 |
| Intersection of N Coast Hwy 101 and Phoebe St | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of N Coast Hwy 101 and W Glaucus St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Diana St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Jasper St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Leucadia Blvd | **28.57%** | 4 |
| Intersection of N Coast Hwy 101 and Athena St | **0.00%** | 0 |
| N Coast Hwy 101 between Jasper St and Leucadia Blvd | **7.14%** | 1 |
| N Coast Hwy 101 between La Costa Ave and Jupiter St | **7.14%** | 1 |
| N Coast Hwy 101 – Generally | **42.86%** | 6 |
| **Total** | | **14** |

## Q6 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104

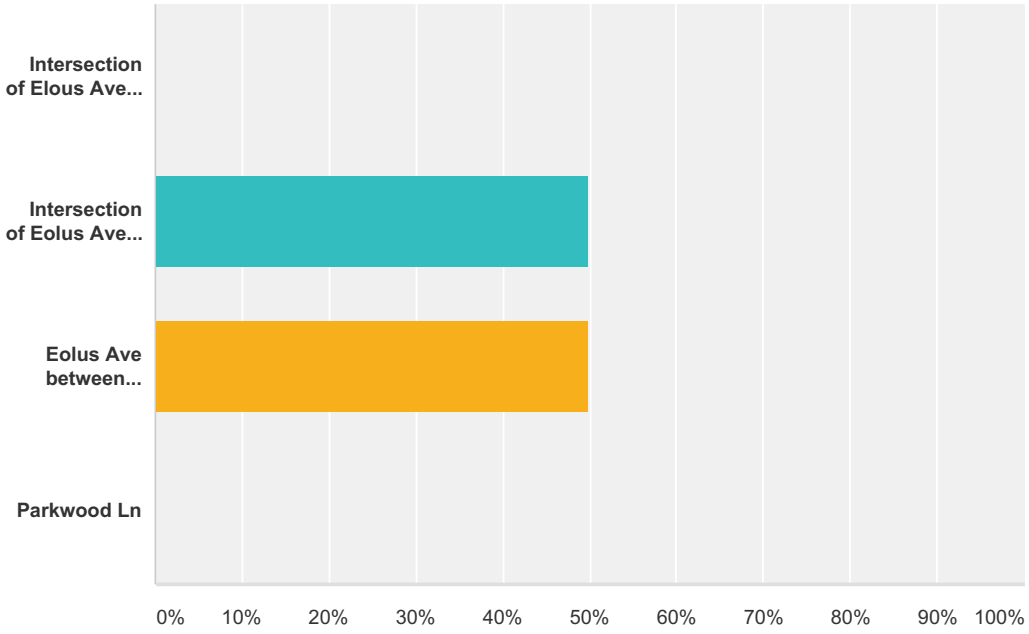



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Capri Rd and Burgundy Rd | **0.00%** | 0 |
| Intersection of Caudor St and Wood Dr | **0.00%** | 0 |
| Intersection of Capri Rd and Caudor St | **0.00%** | 0 |
| Caudor St south of Capri Rd | **50.00%** | 1 |
| Capri Rd in front of Capri Elementary School parking lot entrance | **0.00%** | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | **50.00%** | 1 |
| Connection of Capri Rd to Saxony | **0.00%** | 0 |
| Gascony Rd | **0.00%** | 0 |
| Rainbow Ridge Lane | **0.00%** | 0 |

| | | |
|---|---|---|
| Capri Rd – Generally | **0.00%** | 0 |
| **Total** | | **2** |

## Q7 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Elous Ave and E Glaucus St | **0.00%** | 0 |
| Intersection of Eolus Ave and Andrew Ave | **50.00%** | 1 |
| Eolus Ave between Leucadia Blvd and Sheridan Rd | **50.00%** | 1 |
| Parkwood Ln | **0.00%** | 0 |
| **Total** | | **2** |

## Q8 Select the intersection or street segment of greatest concern.

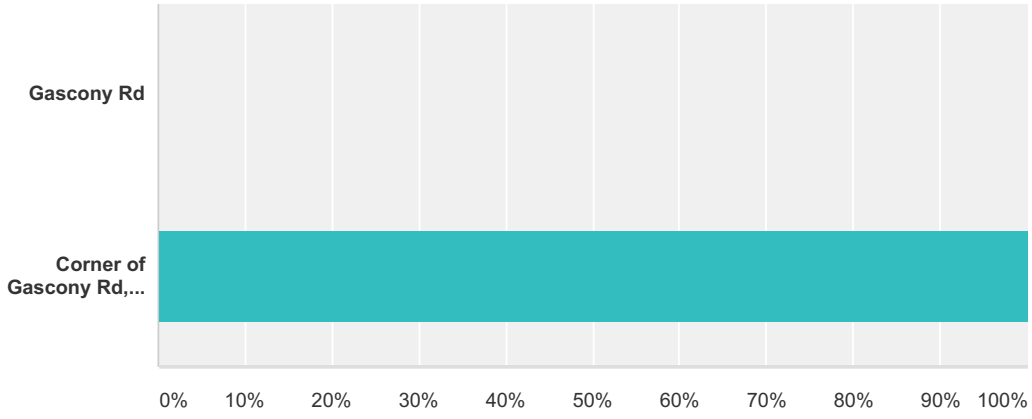
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Fulvia St between Leucadia Blvd and Orpheus Ave | 0.00% | 0 |
| Total | | 0 |

## Q9 Select the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Gascony Rd | 0.00% | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | 100.00% | 1 |
| Total | | 1 |

## Q10 Select the intersection or street segment of greatest concern.

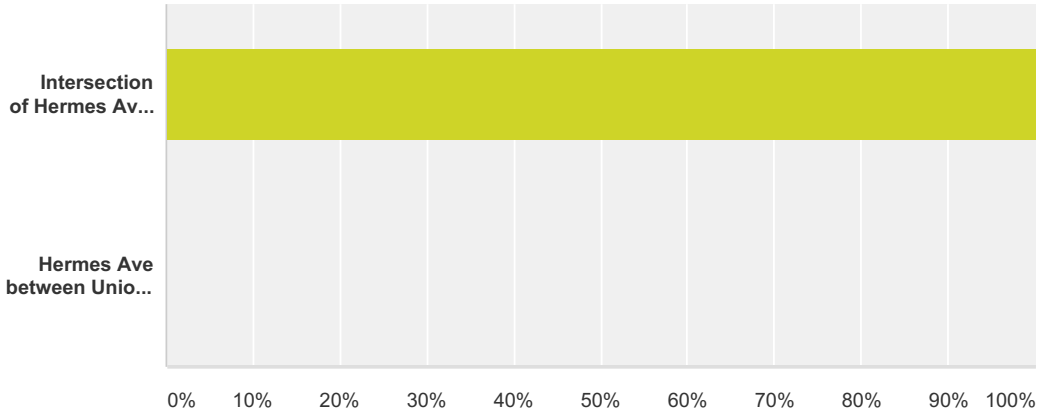
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of W Glaucus St and N Coast Hwy 101 | **0.00%** | 0 |
| Intersection of E Glaucus St and Vulcan Ave | **0.00%** | 0 |
| Intersection of E Glacus St and Hymettus Ave | **0.00%** | 0 |
| Intersection of E Glaucus St and Eolus Ave | **0.00%** | 0 |
| E Glaucus St between Vulcan Ave and Hygeia Ave | **0.00%** | 0 |
| **Total** | | **0** |

## Q11 Select the intersection or street segment of greatest concern.

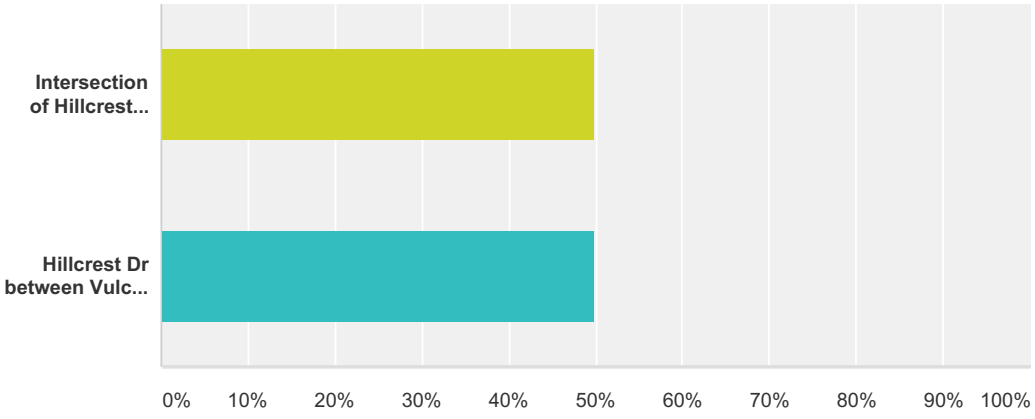
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hermes Ave and Leucadia Blvd | **100.00%** | 1 |
| Hermes Ave between Union St and Cereus St | **0.00%** | 0 |
| **Total** | | **1** |

## Q12 Select the intersection or street segment of greatest concern.

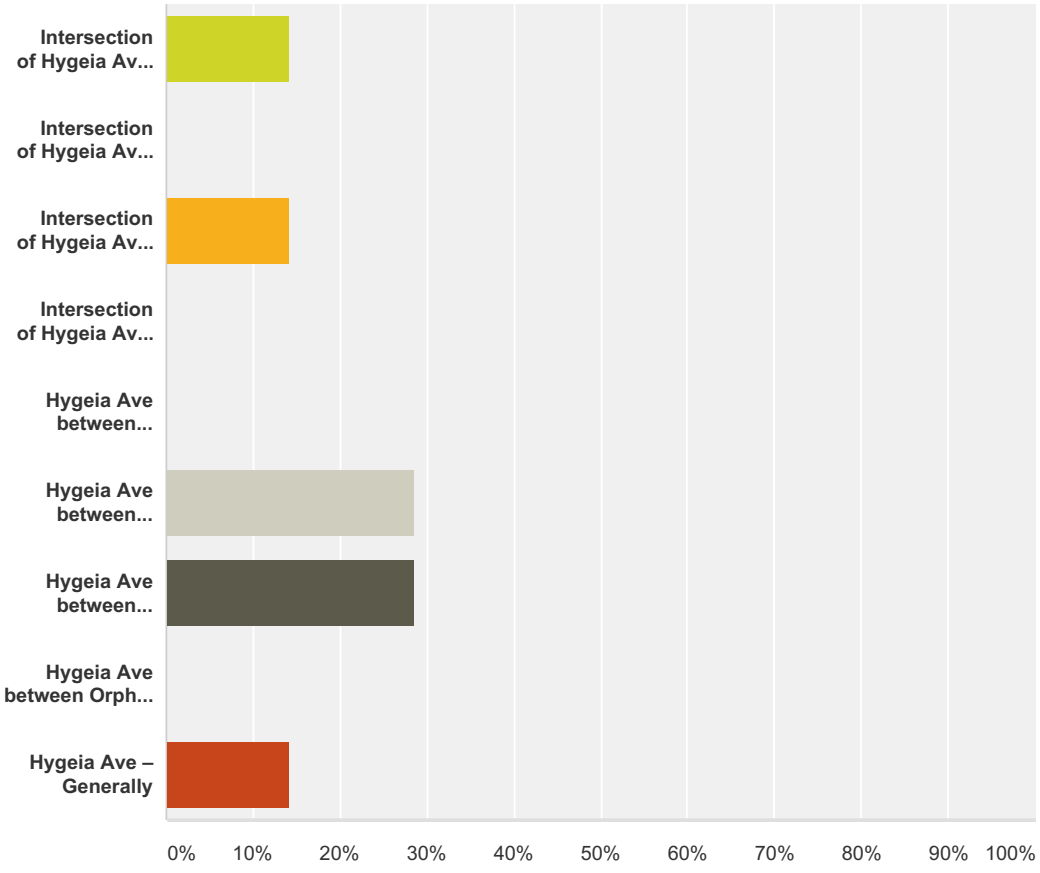
Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hillcrest Dr and Vulcan Ave | **50.00%** | 1 |
| Hillcrest Dr between Vulcan Ave and Eolus Ave | **50.00%** | 1 |
| **Total** | | **2** |

## Q13 Select the intersection or street segment of greatest concern.

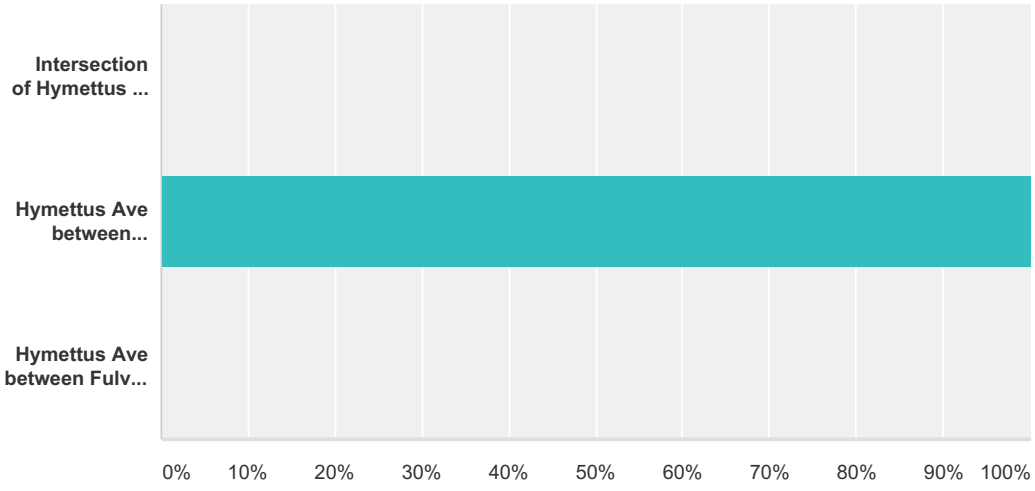
Answered: 7 Skipped: 99




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hygeia Ave and Jason St | 14.29% | 1 |
| Intersection of Hygeia Ave and Leucadia Blvd | 0.00% | 0 |
| Intersection of Hygeia Ave and Cereus St | 14.29% | 1 |
| Intersection of Hygeia Ave and Orpheus Ave | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Jason St | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Orpheus Ave | 28.57% | 2 |
| Hygeia Ave between Leucadia Blvd and Sanford St | 28.57% | 2 |
| Hygeia Ave between Orpheus Ave and Cereus St | 0.00% | 0 |
| Hygeia Ave – Generally | 14.29% | 1 |
| **Total** | | **7** |

## Q14 Select the intersection or street segment of greatest concern

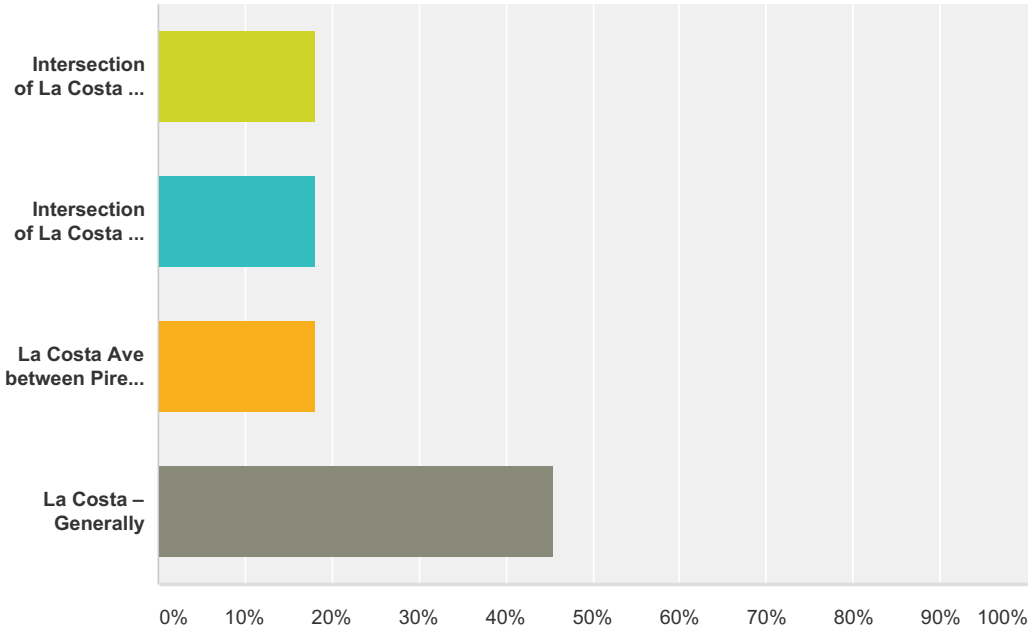
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hymettus Ave and Leucadia Blvd | **0.00%** | 0 |
| Hymettus Ave between Leucadia Blvd and Eolus Ave | **100.00%** | 1 |
| Hymettus Ave between Fulvia St and Hygeia Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q15 Select the intersection or street segment of greatest concern.

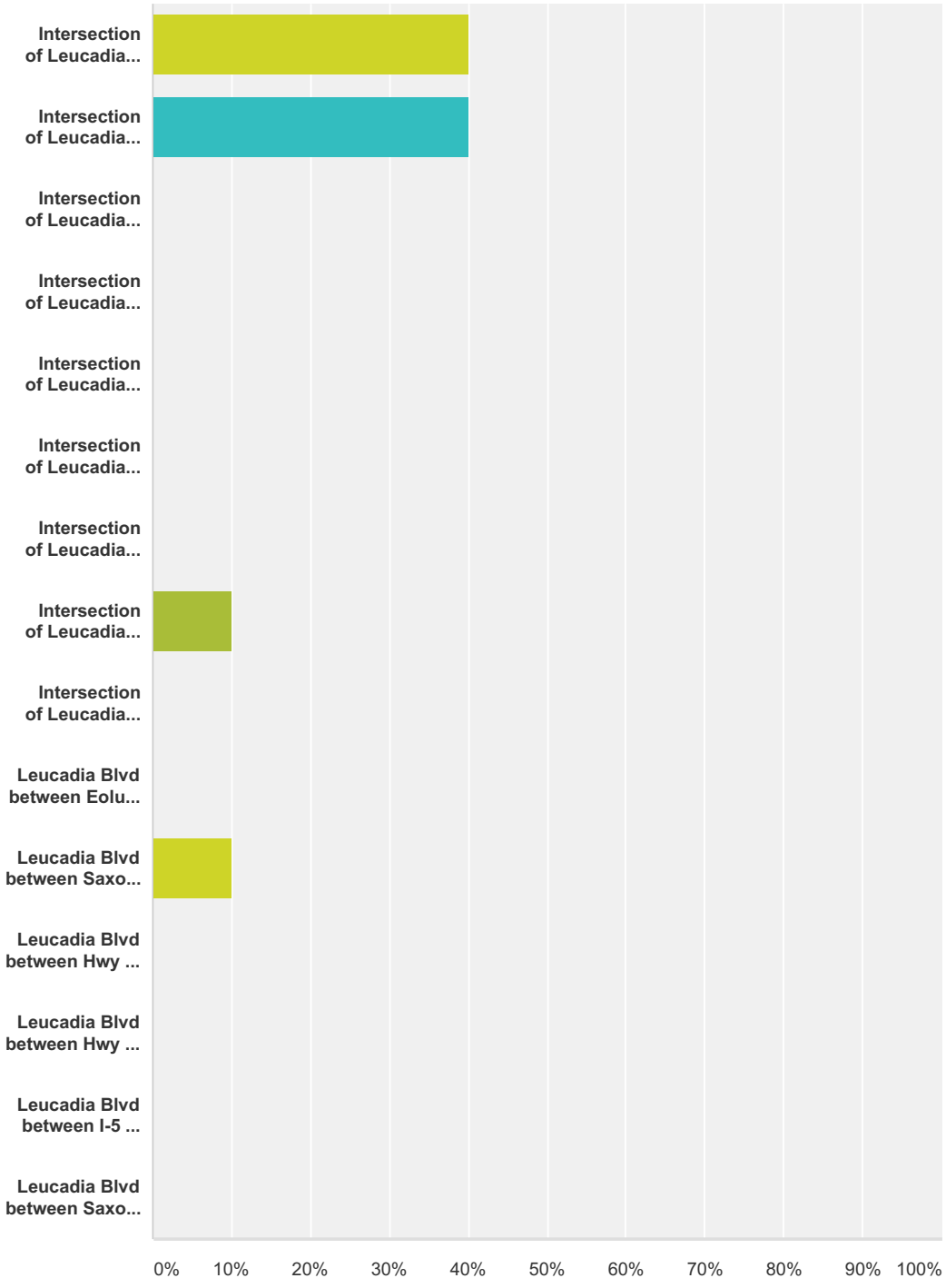
Answered: 11 Skipped: 95




| Answer Choices | Responses | |
|---|---|---|
| Intersection of La Costa Ave and Vulcan Ave | 18.18% | 2 |
| Intersection of La Costa Ave and N Coast Hwy 101 | 18.18% | 2 |
| La Costa Ave between Pireaus St and the beach | 18.18% | 2 |
| La Costa – Generally | 45.45% | 5 |
| Total | | 11 |

## Q16 Select the intersection or street segment of greatest concern.

Answered: 10 Skipped: 96




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leucadia Blvd and N Coast Hwy 101 | **40.00%** | 4 |
| Intersection of Leucadia Blvd and Vulcan Ave | **40.00%** | 4 |

| | | |
|---|---|---|
| Intersection of Leucadia Blvd and Hygeia Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Hermes Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Eolus Ave/Orpheus Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Saxony Rd | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Pireaus St | **0.00%** | 0 |
| Intersection of Leucadia Blvd and I-5 | **10.00%** | 1 |
| Intersection of Leucadia Blvd and Urania Ave/Clark Ave | **0.00%** | 0 |
| Leucadia Blvd between Eolus Ave and Hymettus Ave | **0.00%** | 0 |
| Leucadia Blvd between Saxony Rd and Quail Gardens Dr | **10.00%** | 1 |
| Leucadia Blvd between Hwy 101 and Neptune Ave | **0.00%** | 0 |
| Leucadia Blvd between Hwy 101 and Saxony Rd | **0.00%** | 0 |
| Leucadia Blvd between I-5 and the beach | **0.00%** | 0 |
| Leucadia Blvd between Saxony Rd and Sidonia St | **0.00%** | 0 |
| **Total** | | **10** |

## Q17 Select the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Normandy Rd and Urania Ave | **0.00%** | 0 |
| Normandy Rd between Urania Ave and Piraeus St | **0.00%** | 0 |
| Normandy Rd between Urania Ave and Saxony Rd | **0.00%** | 0 |
| **Total** | | **0** |

## Q18 Ocean View AveSelect the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Ocean View Ave between Puebla and Union St | **0.00%** | 0 |
| **Total** | | **0** |

## Q19 Select the intersection or street segment of greatest concern.

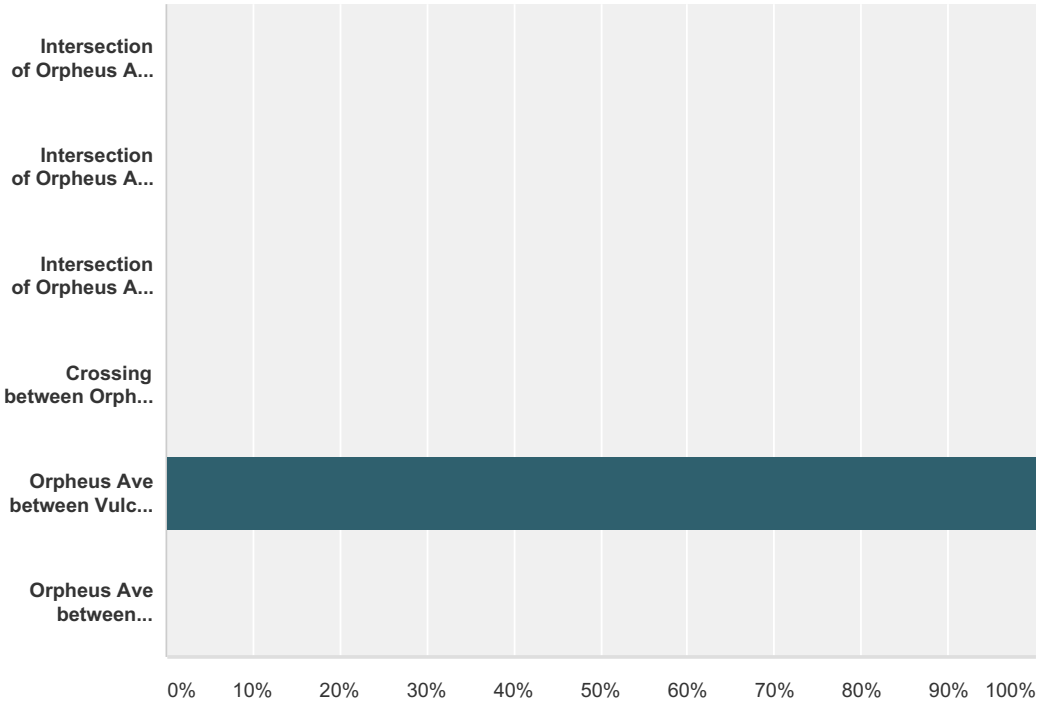
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Olympus St between Piraeus St and Caudor St | 0.00% | 0 |
| Intersection of Olympus St and Caudor St | 0.00% | 0 |
| Total | | 0 |

## Q20 Select the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Leucadia Blvd | **0.00%** | 0 |
| Intersection of Orpheus Ave and Hygeia Ave | **0.00%** | 0 |
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Crossing between Orpheus Ave and Marcheta St | **0.00%** | 0 |
| Orpheus Ave between Vulcan Ave and Leucadia Blvd | **100.00%** | 1 |
| Orpheus Ave between Leucadia Blvd and Eolus Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q21 Plato PlaceSelect the intersection or street segment of greatest concern.

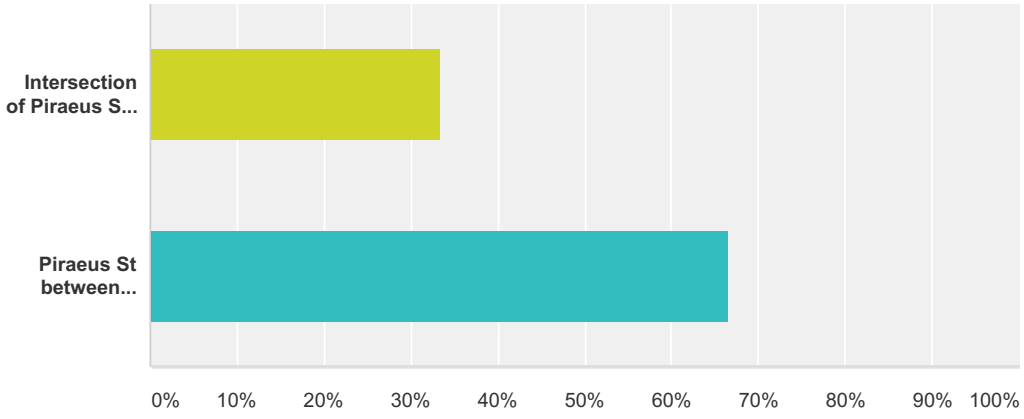
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Plato Pl | **0.00%** 0 |
| **Total** | **0** |

## Q22 Select the intersection or street segment of greatest concern.

Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Piraeus St and Leucadia Blvd | 33.33% | 1 |
| Piraeus St between Leucadia Blvd and Plato Pl | 66.67% | 2 |
| Total | | 3 |

## Q23 Puebla StSelect the intersection or road segment of greatest concern.

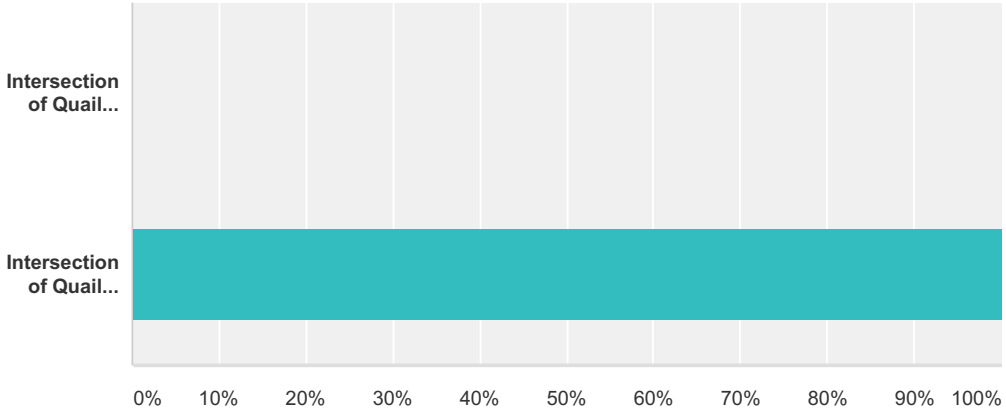
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Puebla St--generally | **0.00%** | 0 |
| **Total** | | **0** |

## Q24 Quail Gardens DrSelect the intersection or street segment of greatest concern.

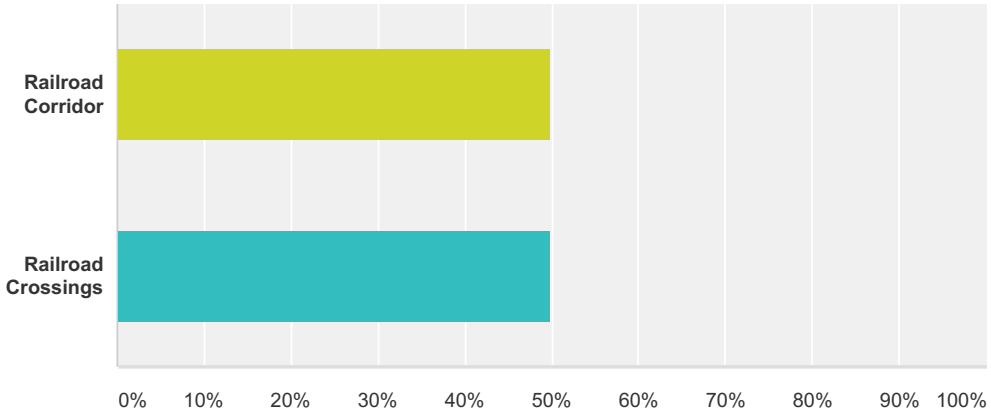
Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **0.00%** | 0 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **100.00%** | 2 |
| **Total** | | **2** |

## Q25 Select the intersection or street segment of greatest concern.

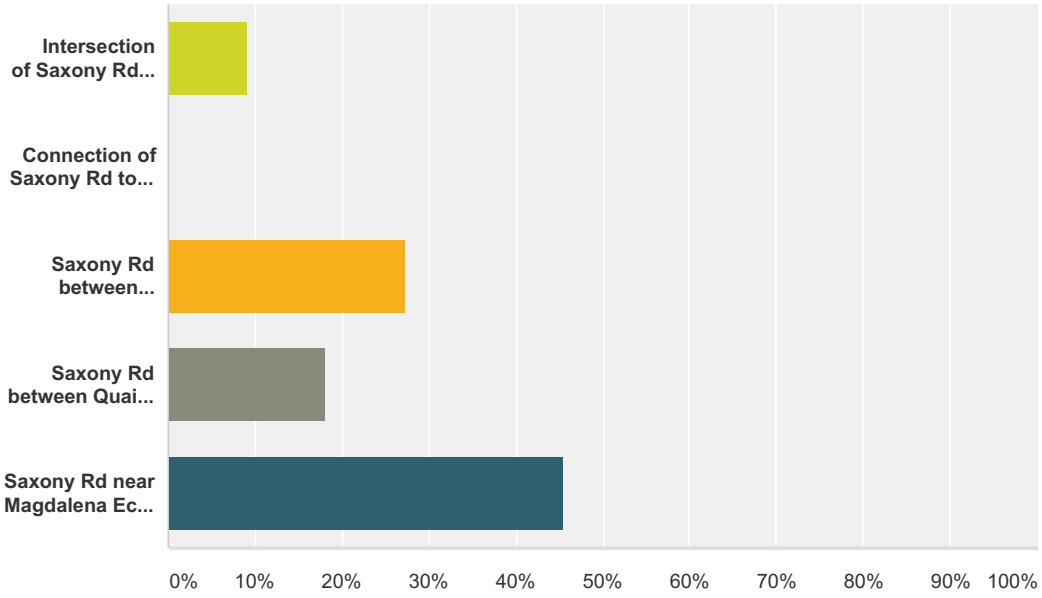
Answered: 4 Skipped: 102




| Answer Choices | Responses | |
|---|---|---|
| Railroad Corridor | **50.00%** | 2 |
| Railroad Crossings | **50.00%** | 2 |
| **Total** | | **4** |

## Q26 Select the intersection or street segment of greatest concern.

Answered: 11 Skipped: 95




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Hawk View Dr | **9.09%** | 1 |
| Connection of Saxony Rd to Capri Rd | **0.00%** | 0 |
| Saxony Rd between Leucadia Blvd and La Costa Ave | **27.27%** | 3 |
| Saxony Rd between Quail Gardens Dr and Encinitas Blvd | **18.18%** | 2 |
| Saxony Rd near Magdalena Ecke Family YMCA | **45.45%** | 5 |
| **Total** | | **11** |

## Q27 Select the intersection or street segment of greatest concern.

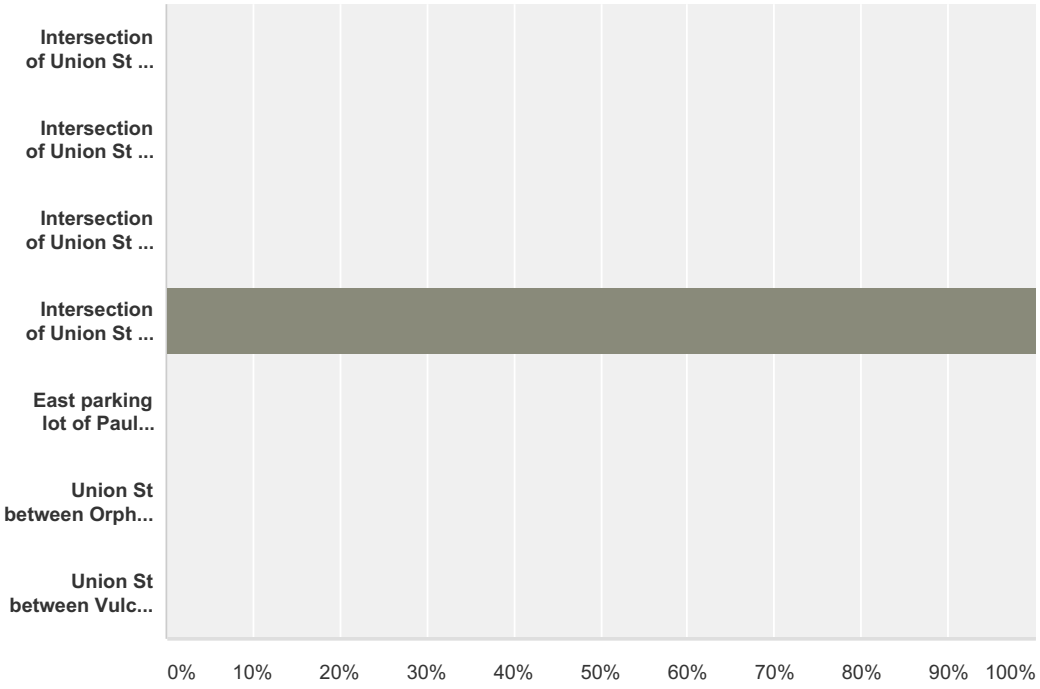
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Tattenham Rd | 0.00% | 0 |
| Total | | 0 |

## Q28 Select the intersection or road segment of greatest concern.

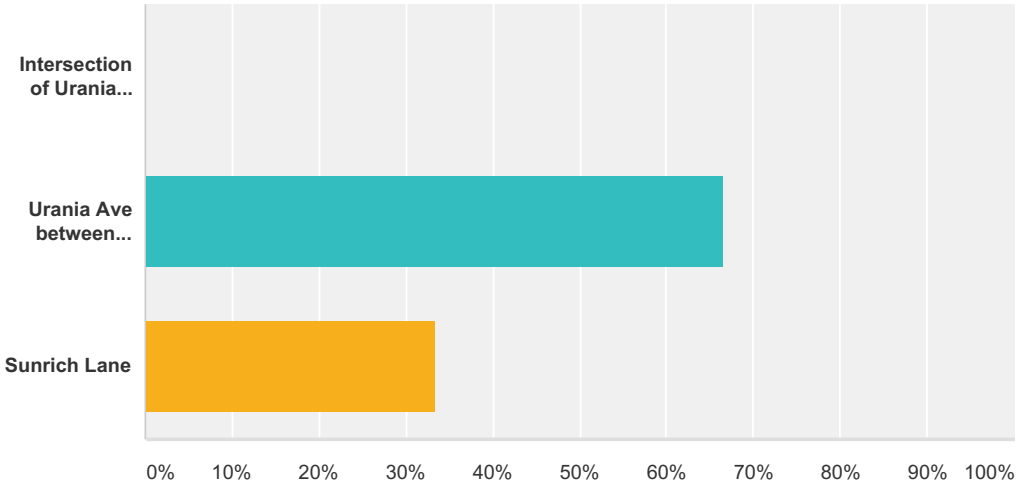
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Union St and Hermes Ave | **0.00%** | 0 |
| Intersection of Union St and Vulcan Ave | **0.00%** | 0 |
| Intersection of Union St and Orpheus Ave | **0.00%** | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | **100.00%** | 1 |
| East parking lot of Paul Ecke-Central Elementary off of Union St | **0.00%** | 0 |
| Union St between Orpheus Ave and Ocean View Ave | **0.00%** | 0 |
| Union St between Vulcan Ave and Orpheus Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q29 Select the intersection or road segment of greatest concern.

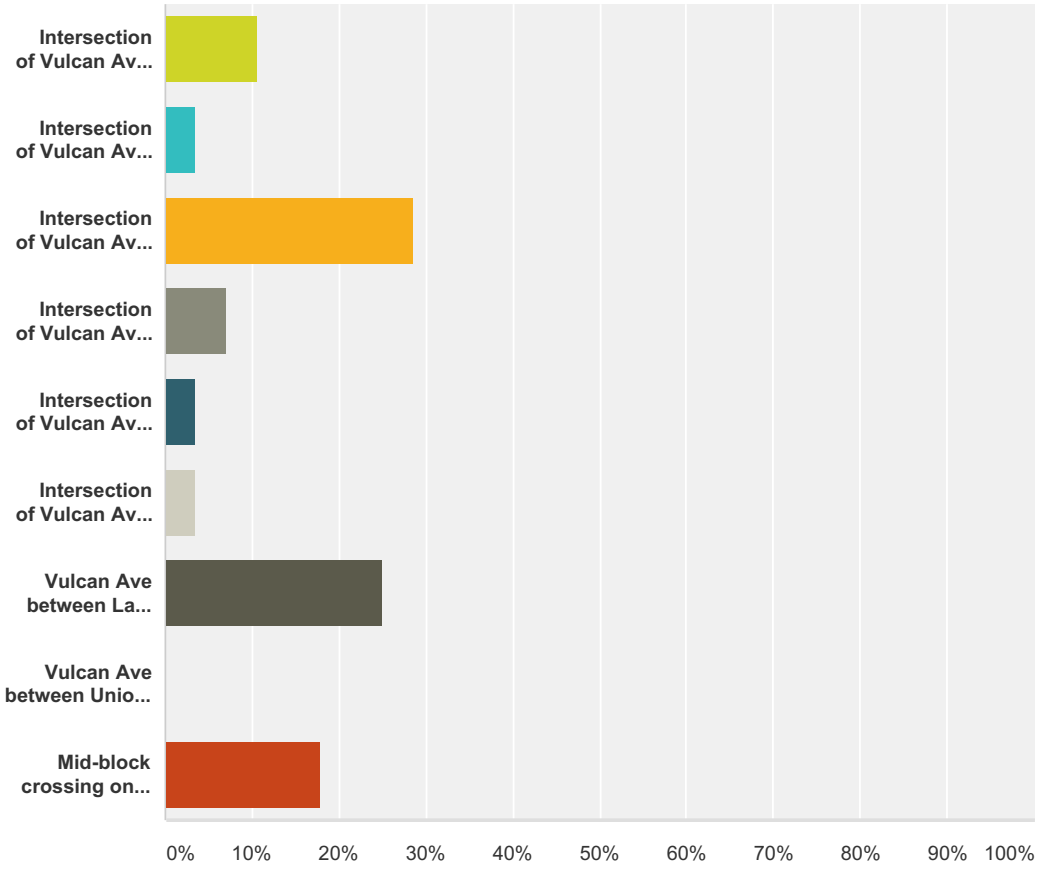
Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Urania Ave/Clark Ave and Leucadia Blvd | **0.00%** | 0 |
| Urania Ave between Leucadia Blvd and Sparta Dr | **66.67%** | 2 |
| Sunrich Lane | **33.33%** | 1 |
| **Total** | | **3** |

## Q30 Select the intersection or road segment of greatest concern.

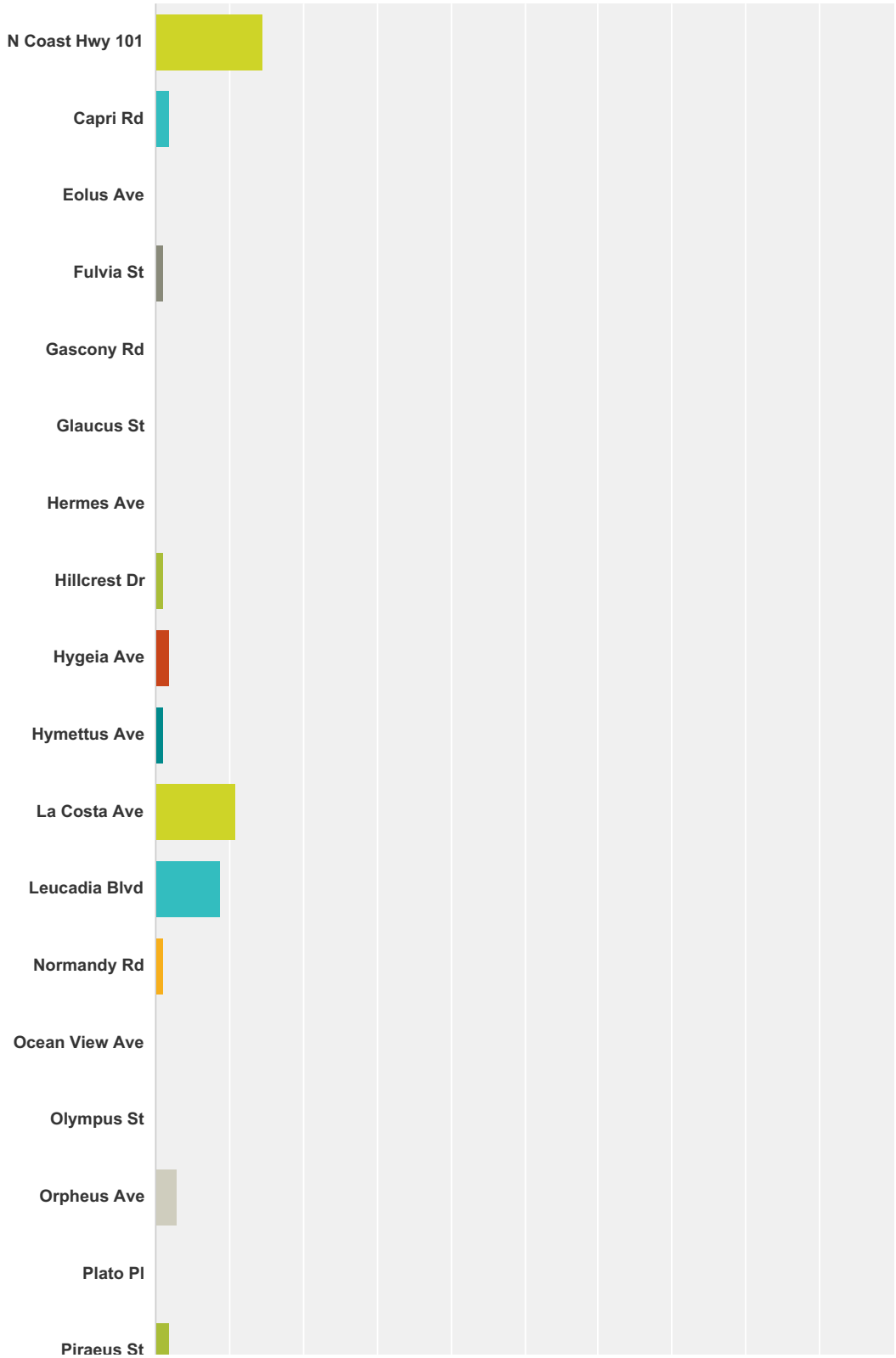
Answered: 28 Skipped: 78

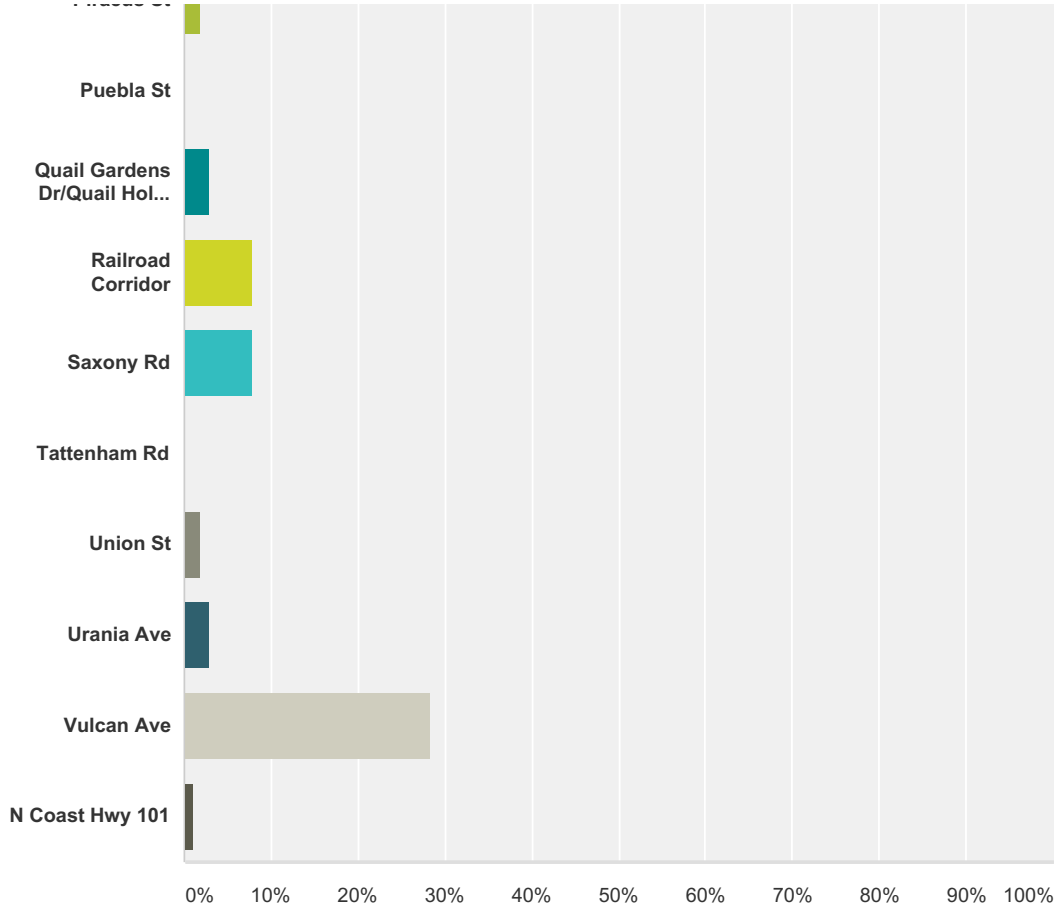



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Leucadia Blvd | 10.71% | 3 |
| Intersection of Vulcan Ave and Union St | 3.57% | 1 |
| Intersection of Vulcan Ave and La Costa Ave | 28.57% | 8 |
| Intersection of Vulcan Ave and Hillcrest Dr | 7.14% | 2 |
| Intersection of Vulcan Ave and Andrew Ave | 3.57% | 1 |
| Intersection of Vulcan Ave and E Glaucus St | 3.57% | 1 |
| Vulcan Ave between La Costa Ave and Leucadia Blvd | 25.00% | 7 |
| Vulcan Ave between Union St and Encinitas Blvd | 0.00% | 0 |
| Mid-block crossing on Vulcan Ave outside Paul Ecke-Central Elementary | 17.86% | 5 |
| **Total** | | **28** |

## Q31 Priority #2 Thank you very much for sharing your opinion for your first priority. Please feel free to share your opinion for your SECOND Leucadia priority.

Answered: 102 Skipped: 4



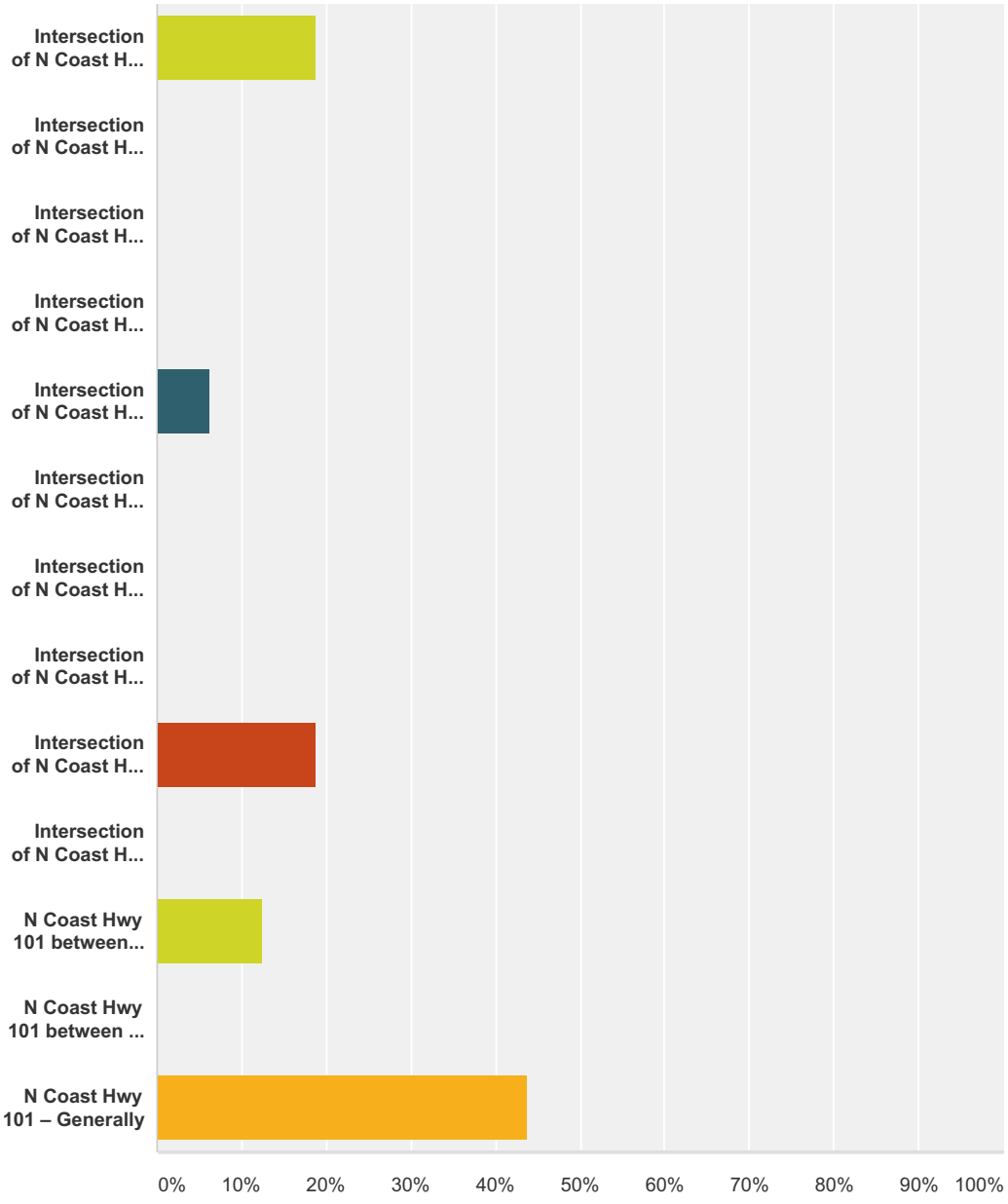



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **14.71%** | 15 |
| Capri Rd | **1.96%** | 2 |
| Eolus Ave | **0.00%** | 0 |
| Fulvia St | **0.98%** | 1 |
| Gascony Rd | **0.00%** | 0 |
| Glaucus St | **0.00%** | 0 |
| Hermes Ave | **0.00%** | 0 |
| Hillcrest Dr | **0.98%** | 1 |
| Hygeia Ave | **1.96%** | 2 |
| Hymettus Ave | **0.98%** | 1 |
| La Costa Ave | **10.78%** | 11 |
| Leucadia Blvd | **8.82%** | 9 |
| Normandy Rd | **0.98%** | 1 |
| Ocean View Ave | **0.00%** | 0 |

| | | |
|---|---|---|
| Olympus St | **0.00%** | 0 |
| Orpheus Ave | **2.94%** | 3 |
| Plato Pl | **0.00%** | 0 |
| Piraeus St | **1.96%** | 2 |
| Puebla St | **0.00%** | 0 |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **2.94%** | 3 |
| Railroad Corridor | **7.84%** | 8 |
| Saxony Rd | **7.84%** | 8 |
| Tattenham Rd | **0.00%** | 0 |
| Union St | **1.96%** | 2 |
| Urania Ave | **2.94%** | 3 |
| Vulcan Ave | **28.43%** | 29 |
| N Coast Hwy 101 | **0.98%** | 1 |
| **Total** | | **102** |

## Q32 Select the intersection or street segment of greatest concern.

Answered: 16 Skipped: 90

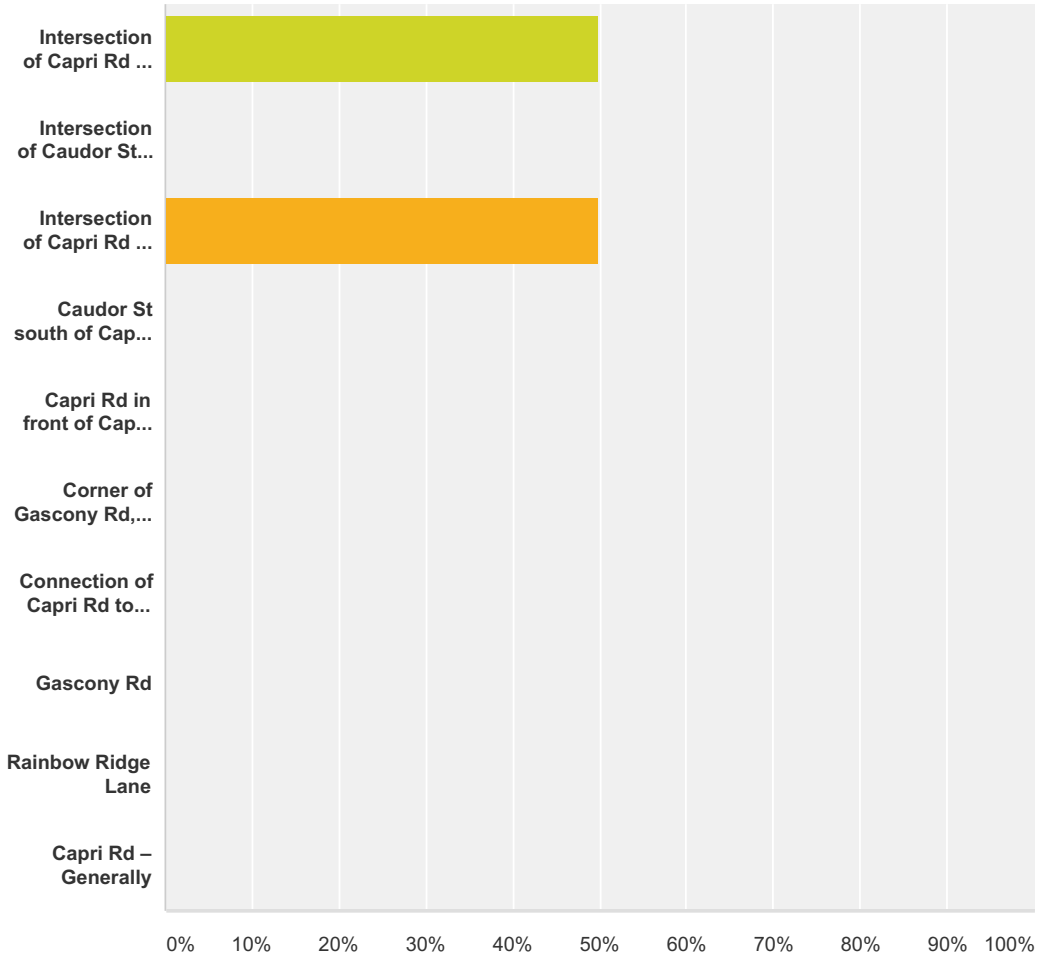



| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and La Costa Ave | **18.75%** | 3 |
| Intersection of N Coast Hwy 101 and Moorgate Rd | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Edgeburt Dr | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and W Jason St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Phoebe St | **6.25%** | 1 |

| | | |
|---|---|---|
| Intersection of N Coast Hwy 101 and W Glaucus St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Diana St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Jasper St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Leucadia Blvd | **18.75%** | 3 |
| Intersection of N Coast Hwy 101 and Athena St | **0.00%** | 0 |
| N Coast Hwy 101 between Jasper St and Leucadia Blvd | **12.50%** | 2 |
| N Coast Hwy 101 between La Costa Ave and Jupiter St | **0.00%** | 0 |
| N Coast Hwy 101 – Generally | **43.75%** | 7 |
| **Total** | | **16** |

## Q33 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Capri Rd and Burgundy Rd | 50.00% | 1 |
| Intersection of Caudor St and Wood Dr | 0.00% | 0 |
| Intersection of Capri Rd and Caudor St | 50.00% | 1 |
| Caudor St south of Capri Rd | 0.00% | 0 |
| Capri Rd in front of Capri Elementary School parking lot entrance | 0.00% | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | 0.00% | 0 |
| Connection of Capri Rd to Saxony | 0.00% | 0 |
| Gascony Rd | 0.00% | 0 |
| Rainbow Ridge Lane | 0.00% | 0 |

| | | |
|---|---|---|
| Capri Rd – Generally | **0.00%** | 0 |
| **Total** | | **2** |

## Q34 Select the intersection or street segment of greatest concern.

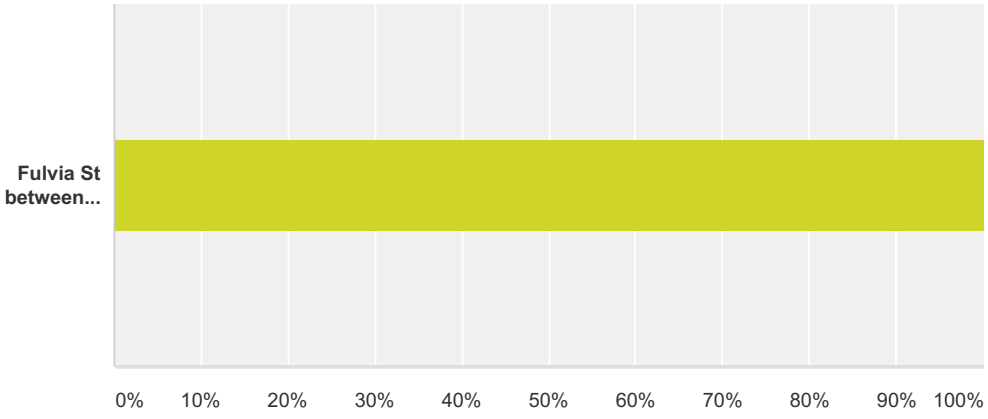
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Elous Ave and E Glaucus St | **0.00%** | 0 |
| Intersection of Eolus Ave and Andrew Ave | **0.00%** | 0 |
| Eolus Ave between Leucadia Blvd and Sheridan Rd | **0.00%** | 0 |
| Parkwood Ln | **0.00%** | 0 |
| **Total** | | **0** |

## Q35 Select the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Fulvia St between Leucadia Blvd and Orpheus Ave | 100.00% | 1 |
| Total | | 1 |

## Q36 Select the intersection or street segment of greatest concern.

Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Gascony Rd | 0.00% | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | 0.00% | 0 |
| Total | | 0 |

## Q37 Select the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of W Glaucus St and N Coast Hwy 101 | **0.00%** | 0 |
| Intersection of E Glaucus St and Vulcan Ave | **0.00%** | 0 |
| Intersection of E Glacus St and Hymettus Ave | **0.00%** | 0 |
| Intersection of E Glaucus St and Eolus Ave | **0.00%** | 0 |
| E Glaucus St between Vulcan Ave and Hygeia Ave | **0.00%** | 0 |
| **Total** | | **0** |

## Q38 Select the intersection or street segment of greatest concern.

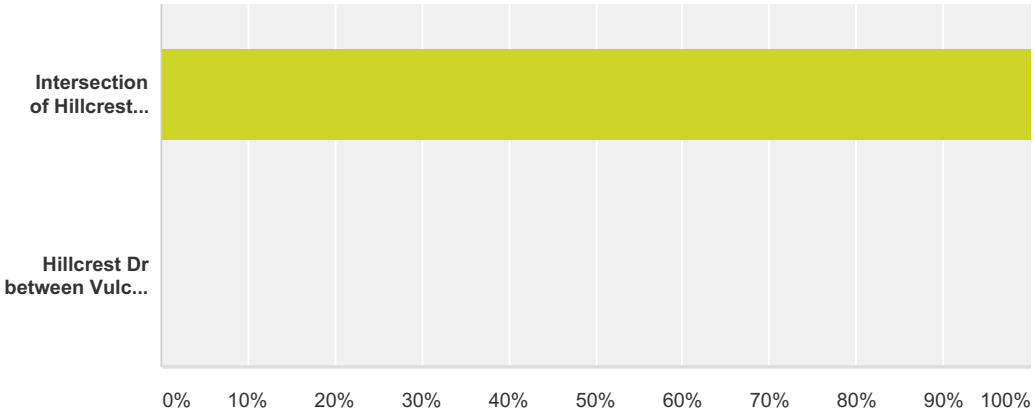
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hermes Ave and Leucadia Blvd | **0.00%** | 0 |
| Hermes Ave between Union St and Cereus St | **0.00%** | 0 |
| **Total** | | **0** |

## Q39 Select the intersection or street segment of greatest concern.

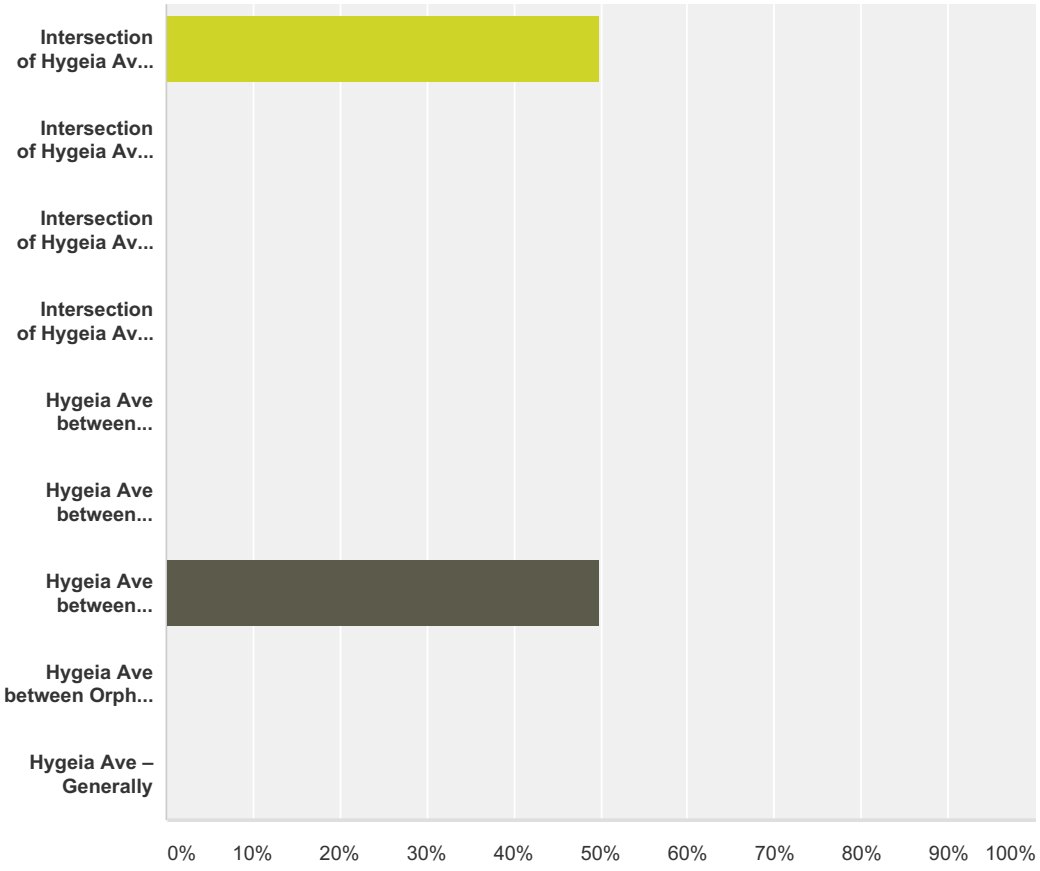
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hillcrest Dr and Vulcan Ave | **100.00%** | 1 |
| Hillcrest Dr between Vulcan Ave and Eolus Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q40 Select the intersection or street segment of greatest concern.

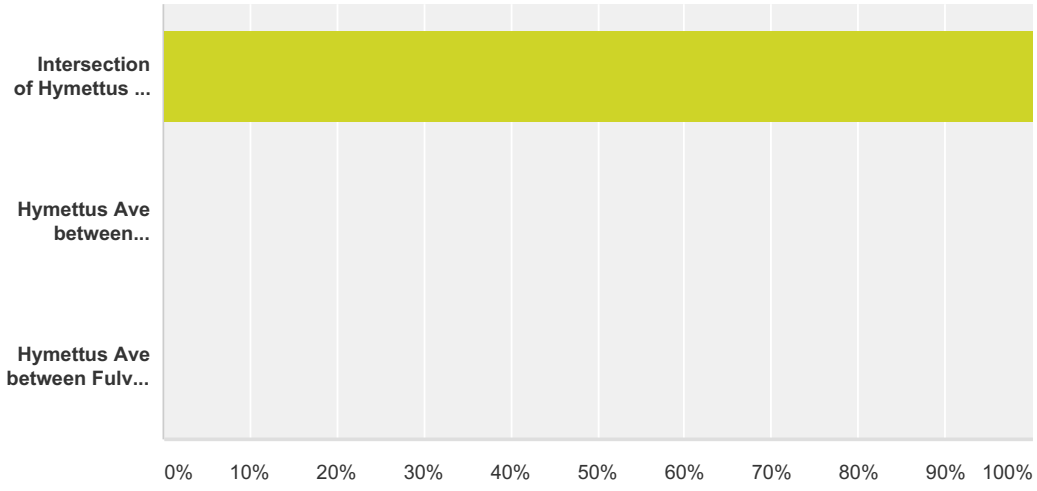
Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hygeia Ave and Jason St | 50.00% | 1 |
| Intersection of Hygeia Ave and Leucadia Blvd | 0.00% | 0 |
| Intersection of Hygeia Ave and Cereus St | 0.00% | 0 |
| Intersection of Hygeia Ave and Orpheus Ave | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Jason St | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Orpheus Ave | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Sanford St | 50.00% | 1 |
| Hygeia Ave between Orpheus Ave and Cereus St | 0.00% | 0 |
| Hygeia Ave – Generally | 0.00% | 0 |
| **Total** | | **2** |

## Q41 Select the intersection or street segment of greatest concern

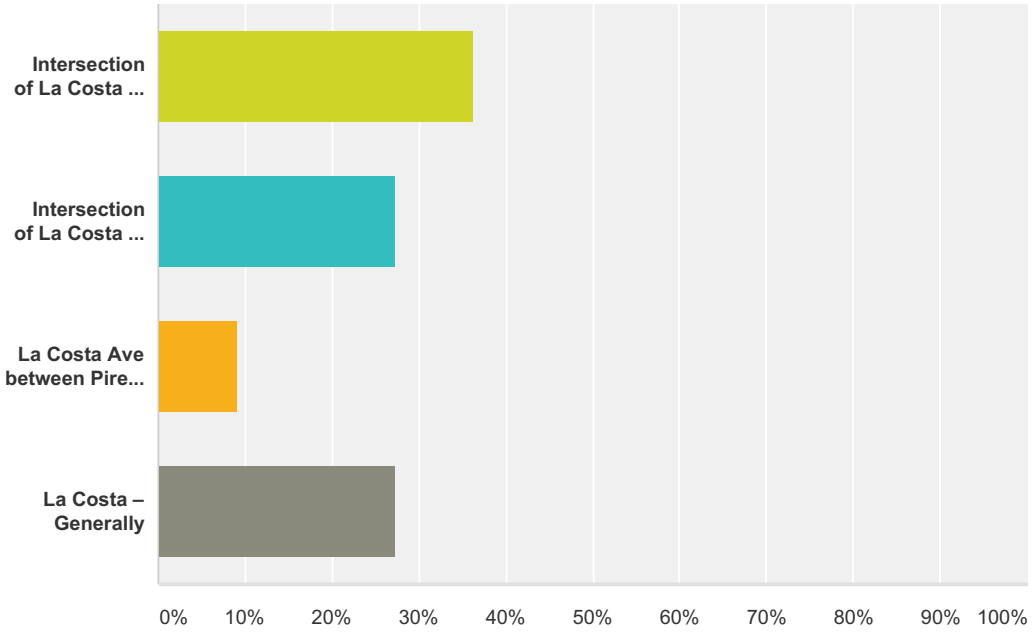
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hymettus Ave and Leucadia Blvd | **100.00%** | 1 |
| Hymettus Ave between Leucadia Blvd and Eolus Ave | **0.00%** | 0 |
| Hymettus Ave between Fulvia St and Hygeia Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q42 Select the intersection or street segment of greatest concern.

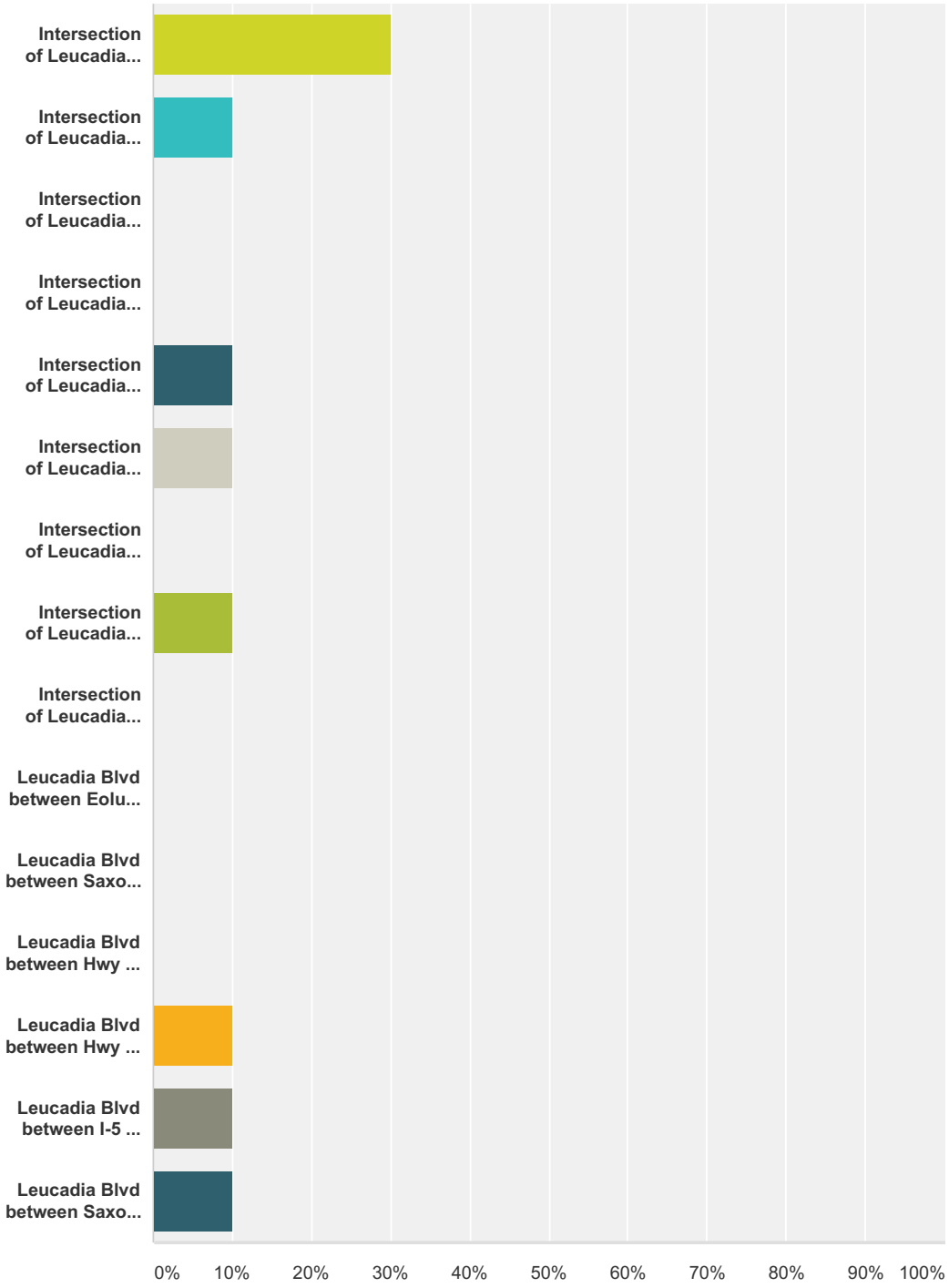
Answered: 11 Skipped: 95




| Answer Choices | Responses | |
|---|---|---|
| Intersection of La Costa Ave and Vulcan Ave | **36.36%** | 4 |
| Intersection of La Costa Ave and N Coast Hwy 101 | **27.27%** | 3 |
| La Costa Ave between Pireaus St and the beach | **9.09%** | 1 |
| La Costa – Generally | **27.27%** | 3 |
| **Total** | | **11** |

## Q43 Select the intersection or street segment of greatest concern.

Answered: 10 Skipped: 96

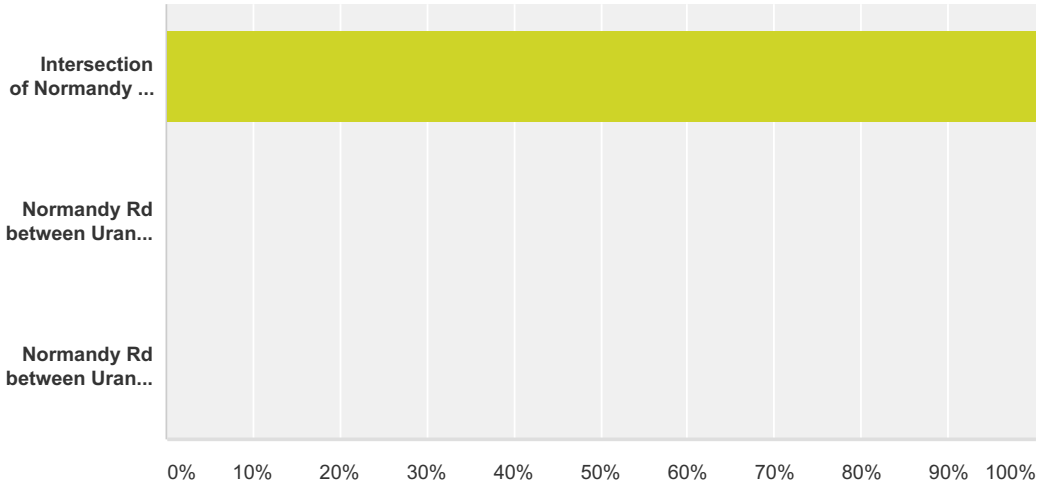



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leucadia Blvd and N Coast Hwy 101 | **30.00%** | 3 |
| Intersection of Leucadia Blvd and Vulcan Ave | **10.00%** | 1 |

| | | |
|---|---|---|
| Intersection of Leucadia Blvd and Hygeia Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Hermes Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Eolus Ave/Orpheus Ave | **10.00%** | 1 |
| Intersection of Leucadia Blvd and Saxony Rd | **10.00%** | 1 |
| Intersection of Leucadia Blvd and Pireaus St | **0.00%** | 0 |
| Intersection of Leucadia Blvd and I-5 | **10.00%** | 1 |
| Intersection of Leucadia Blvd and Urania Ave/Clark Ave | **0.00%** | 0 |
| Leucadia Blvd between Eolus Ave and Hymettus Ave | **0.00%** | 0 |
| Leucadia Blvd between Saxony Rd and Quail Gardens Dr | **0.00%** | 0 |
| Leucadia Blvd between Hwy 101 and Neptune Ave | **0.00%** | 0 |
| Leucadia Blvd between Hwy 101 and Saxony Rd | **10.00%** | 1 |
| Leucadia Blvd between I-5 and the beach | **10.00%** | 1 |
| Leucadia Blvd between Saxony Rd and Sidonia St | **10.00%** | 1 |
| **Total** | | **10** |

## Q44 Normandy RdSelect the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Normandy Rd and Urania Ave | **100.00%** | 1 |
| Normandy Rd between Urania Ave and Piraeus St | **0.00%** | 0 |
| Normandy Rd between Urania Ave and Saxony Rd | **0.00%** | 0 |
| **Total** | | **1** |

## Q45 Ocean View AveSelect the intersection or street segment of greatest concern.

Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Ocean View Ave between Puebla and Union St | 0.00% | 0 |
| Total | | 0 |

## Q46 Olympus AveSelect the intersection or street segment of greatest concern.

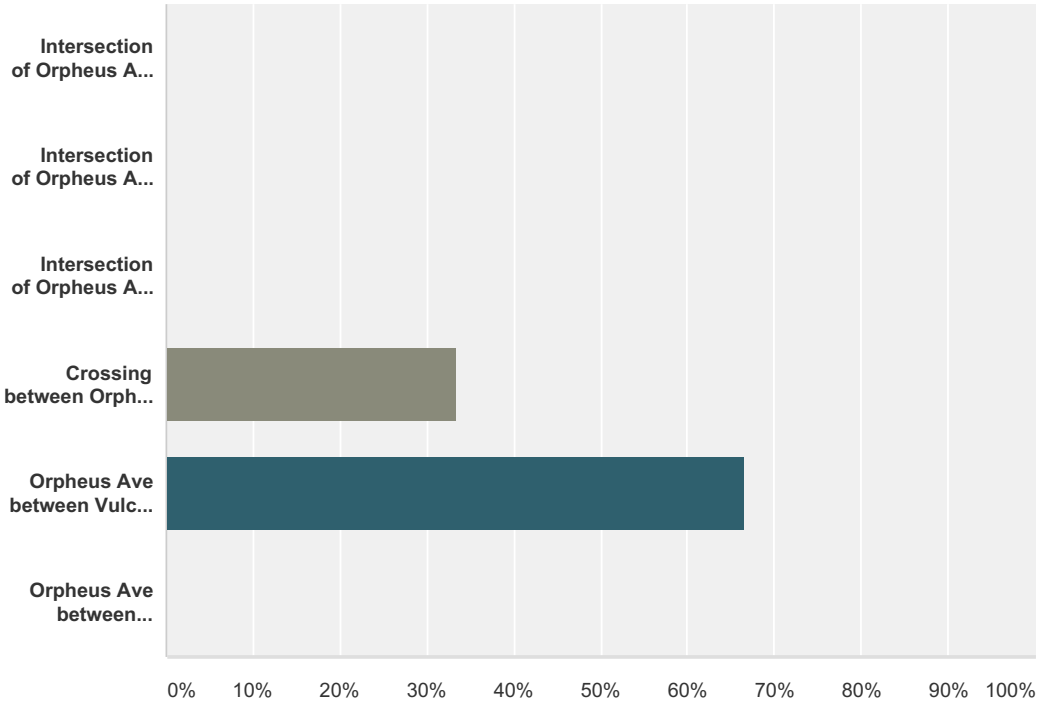
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Olympus St between Piraeus St and Caudor St | **0.00%** | 0 |
| Intersection of Olympus St and Caudor St | **0.00%** | 0 |
| **Total** | | **0** |

## Q47 Select the intersection or street segment of greatest concern.

Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Leucadia Blvd | **0.00%** | 0 |
| Intersection of Orpheus Ave and Hygeia Ave | **0.00%** | 0 |
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Crossing between Orpheus Ave and Marcheta St | **33.33%** | 1 |
| Orpheus Ave between Vulcan Ave and Leucadia Blvd | **66.67%** | 2 |
| Orpheus Ave between Leucadia Blvd and Eolus Ave | **0.00%** | 0 |
| **Total** | | **3** |

## Q48 Plato PlaceSelect the intersection or street segment of greatest concern.

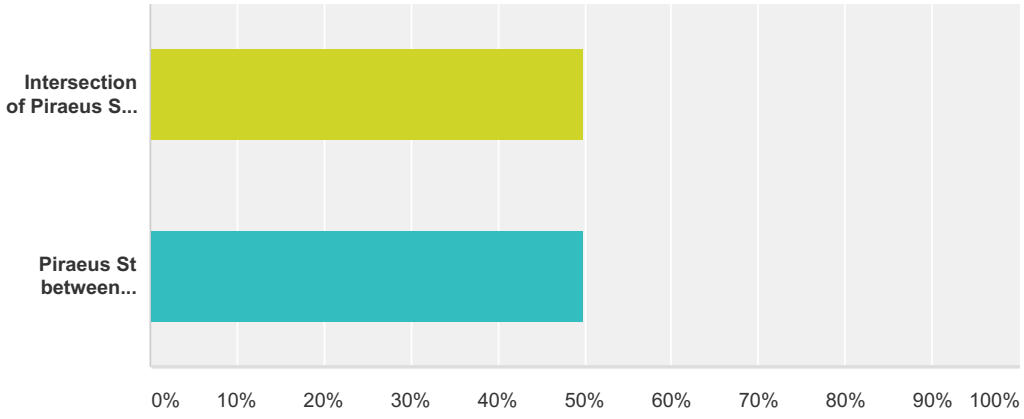
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Plato Pl--generally | 0.00% | 0 |
| Total | | 0 |

## Q49 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Piraeus St and Leucadia Blvd | 50.00% | 1 |
| Piraeus St between Leucadia Blvd and Plato Pl | 50.00% | 1 |
| Total | | 2 |

## Q50 Select the intersection or road segment of greatest concern.

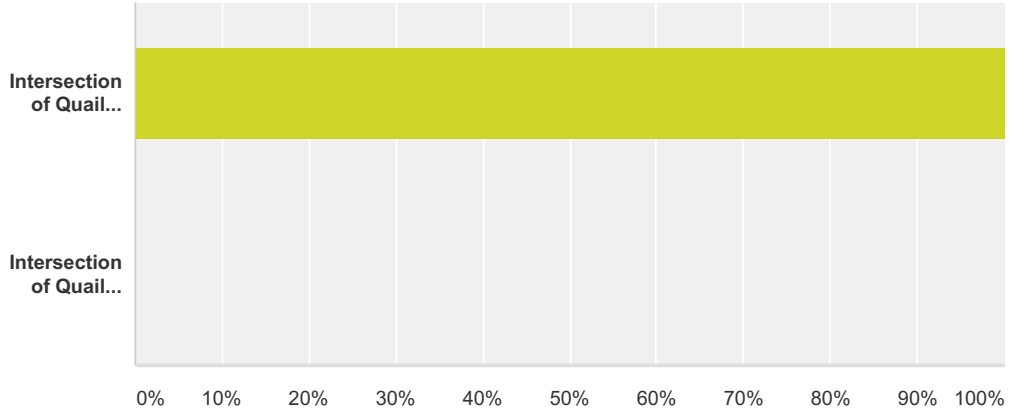
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Puebla St--generally | 0.00% 0 |
| Total | 0 |

## Q51 Quail Gardens DrSelect the intersection or street segment of greatest concern.

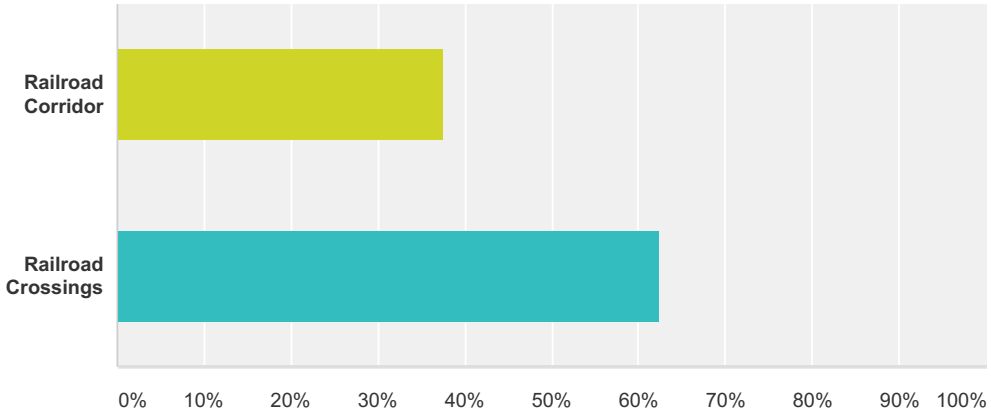
Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **100.00%** | 3 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **0.00%** | 0 |
| **Total** | | **3** |

## Q52 Select the intersection or street segment of greatest concern.

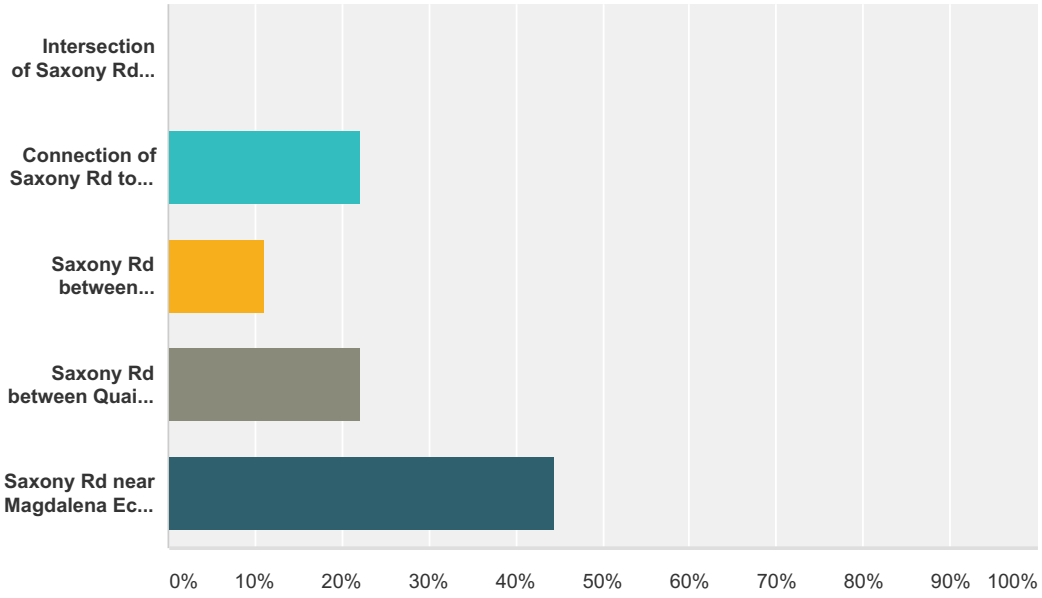
Answered: 8 Skipped: 98




| Answer Choices | Responses | |
|---|---|---|
| Railroad Corridor | **37.50%** | 3 |
| Railroad Crossings | **62.50%** | 5 |
| **Total** | | **8** |

## Q53 Select the intersection or street segment of greatest concern.

Answered: 9 Skipped: 97




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Hawk View Dr | **0.00%** | 0 |
| Connection of Saxony Rd to Capri Rd | **22.22%** | 2 |
| Saxony Rd between Leucadia Blvd and La Costa Ave | **11.11%** | 1 |
| Saxony Rd between Quail Gardens Dr and Encinitas Blvd | **22.22%** | 2 |
| Saxony Rd near Magdalena Ecke Family YMCA | **44.44%** | 4 |
| **Total** | | **9** |

## Q54 Select the intersection or street segment of greatest concern.

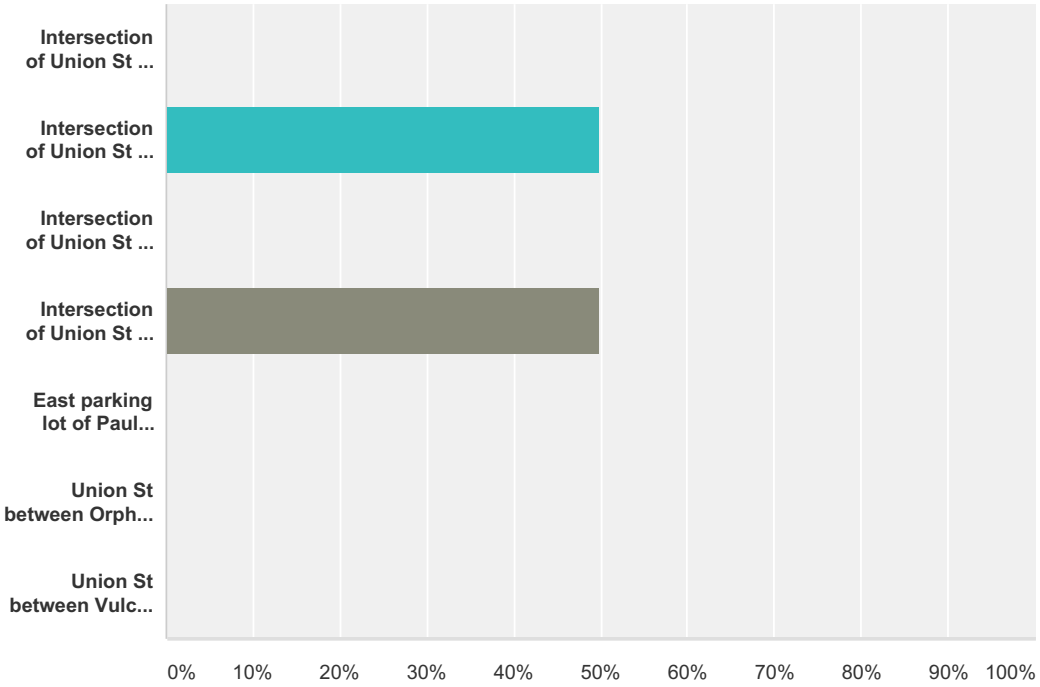
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Tattenham Rd--Generally | 0.00% | 0 |
| Total | | 0 |

## Q55 Select the intersection or road segment of greatest concern.

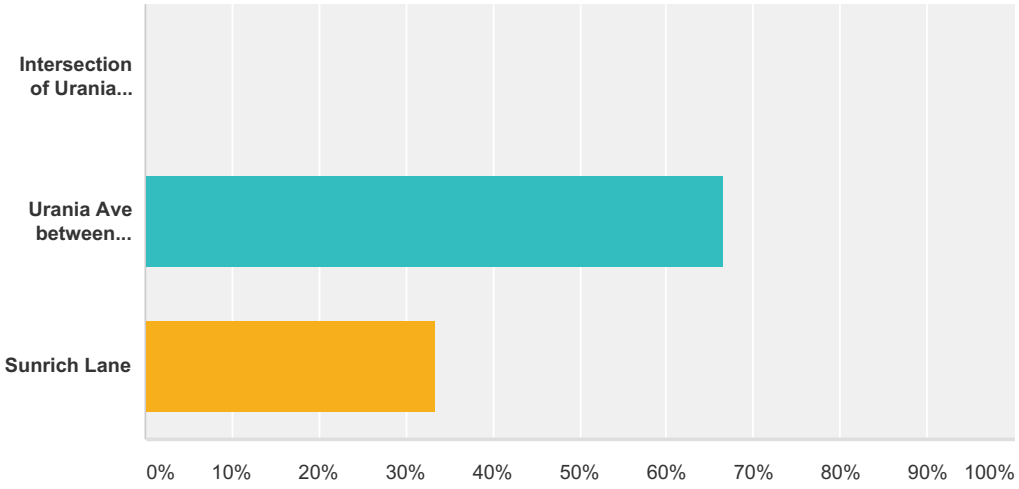
Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Union St and Hermes Ave | 0.00% | 0 |
| Intersection of Union St and Vulcan Ave | 50.00% | 1 |
| Intersection of Union St and Orpheus Ave | 0.00% | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | 50.00% | 1 |
| East parking lot of Paul Ecke-Central Elementary off of Union St | 0.00% | 0 |
| Union St between Orpheus Ave and Ocean View Ave | 0.00% | 0 |
| Union St between Vulcan Ave and Orpheus Ave | 0.00% | 0 |
| **Total** | | **2** |

## Q56 Select the intersection or road segment of greatest concern.

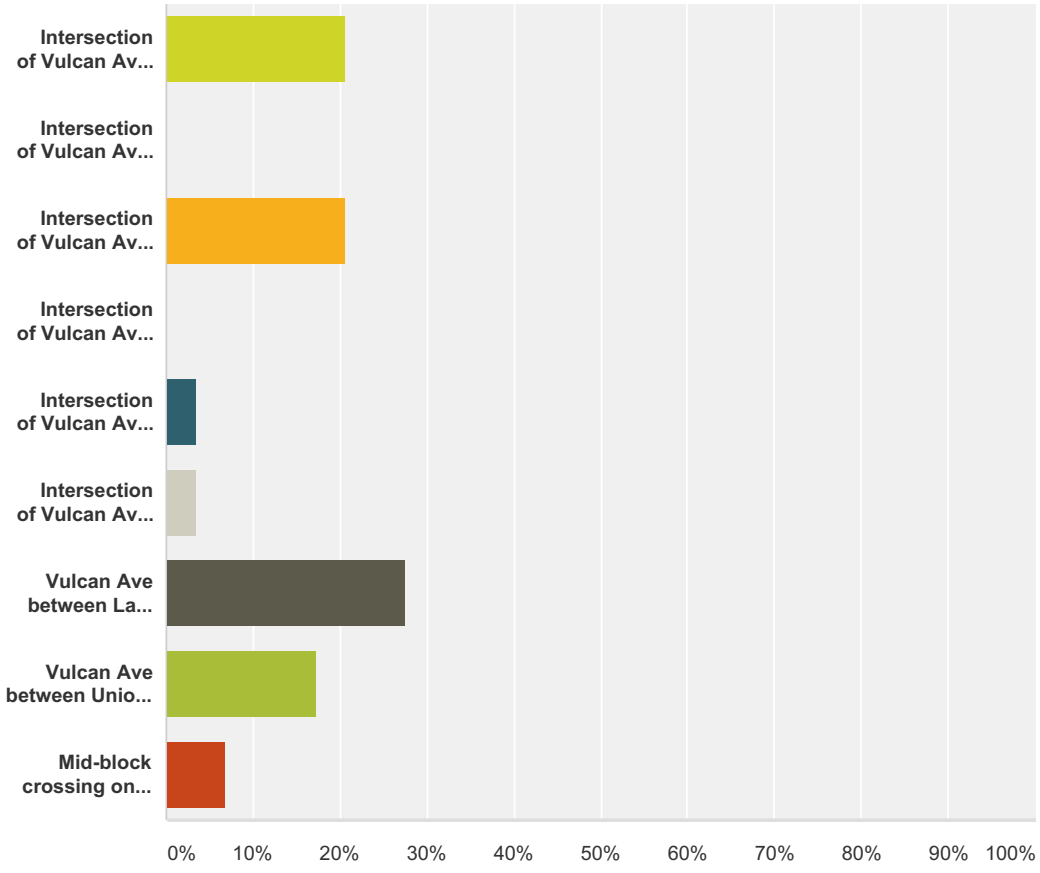
Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Urania Ave/Clark Ave and Leucadia Blvd | **0.00%** | 0 |
| Urania Ave between Leucadia Blvd and Sparta Dr | **66.67%** | 2 |
| Sunrich Lane | **33.33%** | 1 |
| **Total** | | **3** |

## Q57 Select the intersection or road segment of greatest concern.

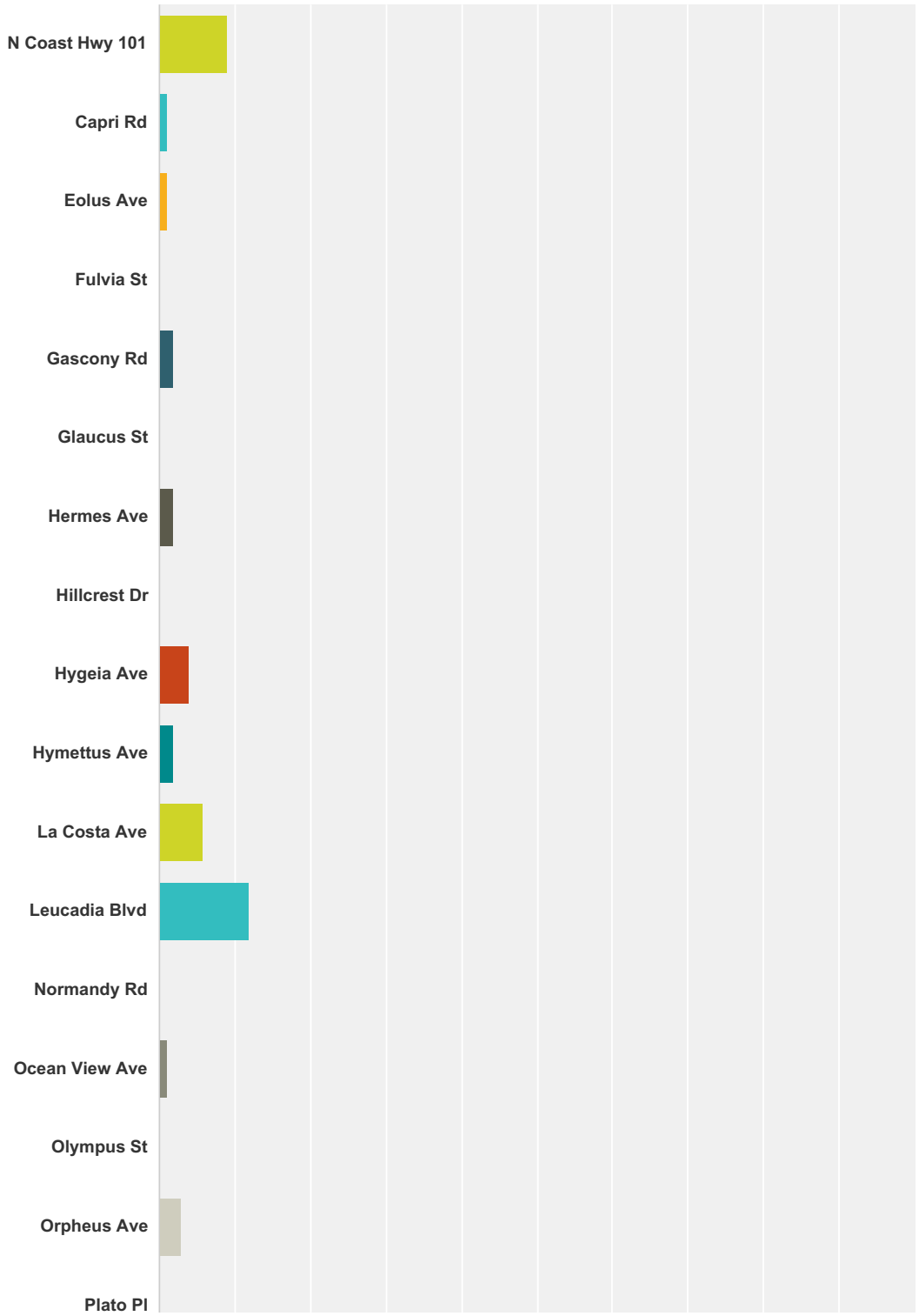
Answered: 29 Skipped: 77

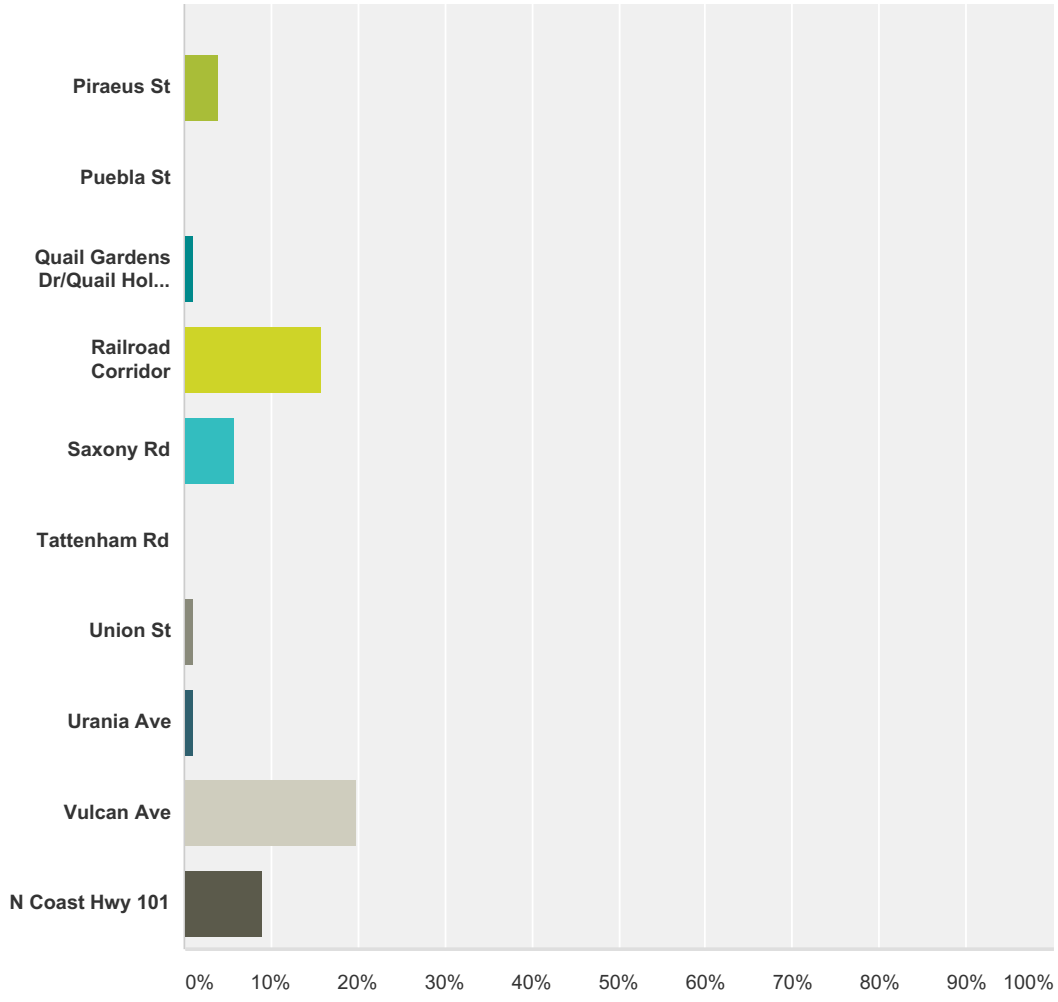



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Leucadia Blvd | **20.69%** | 6 |
| Intersection of Vulcan Ave and Union St | **0.00%** | 0 |
| Intersection of Vulcan Ave and La Costa Ave | **20.69%** | 6 |
| Intersection of Vulcan Ave and Hillcrest Dr | **0.00%** | 0 |
| Intersection of Vulcan Ave and Andrew Ave | **3.45%** | 1 |
| Intersection of Vulcan Ave and E Glaucus St | **3.45%** | 1 |
| Vulcan Ave between La Costa Ave and Leucadia Blvd | **27.59%** | 8 |
| Vulcan Ave between Union St and Encinitas Blvd | **17.24%** | 5 |
| Mid-block crossing on Vulcan Ave outside Paul Ecke-Central Elementary | **6.90%** | 2 |
| **Total** | | **29** |

## Q58 Priority #3 Thank you very much for sharing your opinion for your first and second priorities. Please feel free to share your opinion for your THIRD Leucadia priority. Please choose which major thoroughfare is your first priority

Answered: 101 Skipped: 5



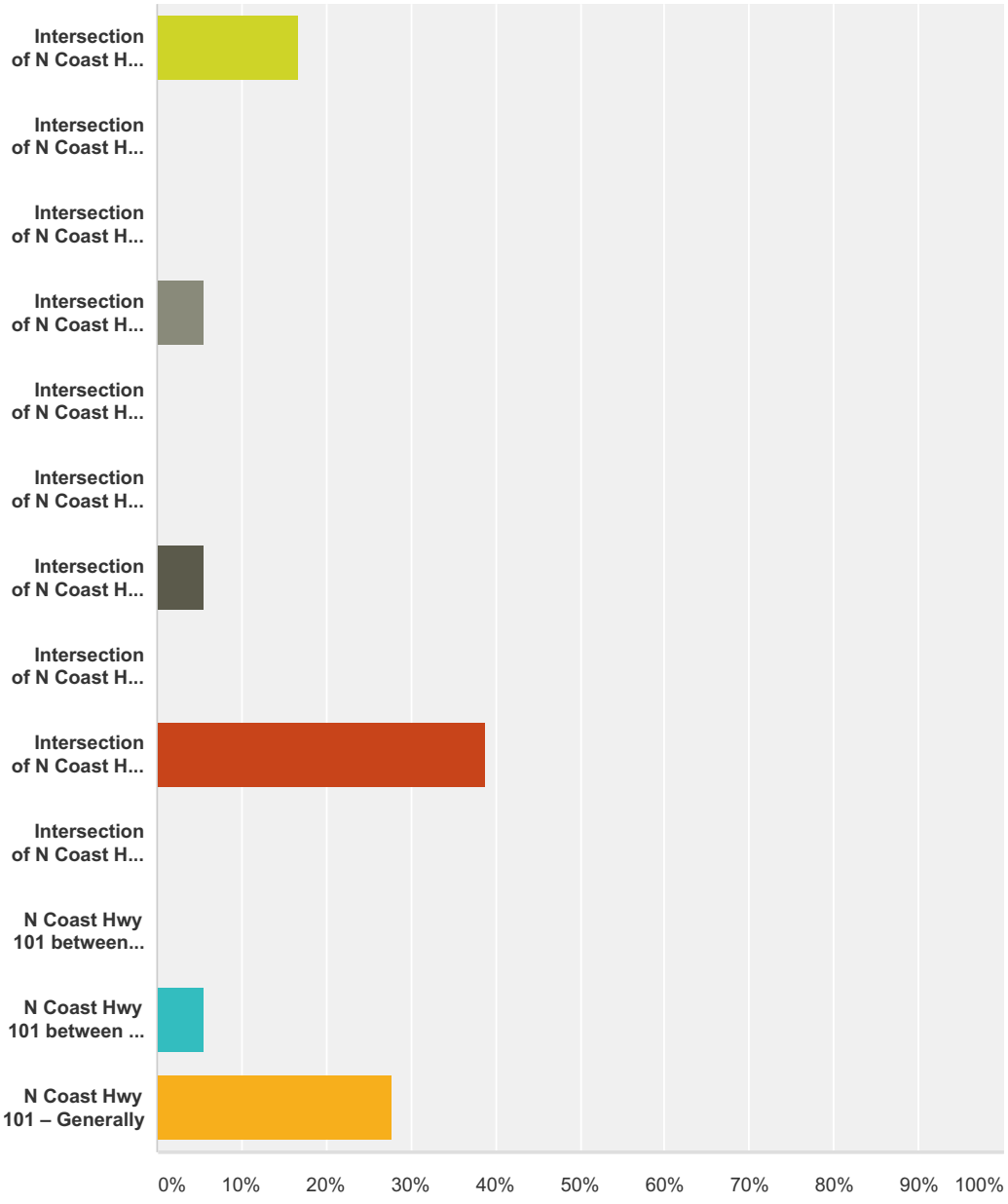



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **8.91%** | 9 |
| Capri Rd | **0.99%** | 1 |
| Eolus Ave | **0.99%** | 1 |
| Fulvia St | **0.00%** | 0 |
| Gascony Rd | **1.98%** | 2 |
| Glaucus St | **0.00%** | 0 |
| Hermes Ave | **1.98%** | 2 |
| Hillcrest Dr | **0.00%** | 0 |
| Hygeia Ave | **3.96%** | 4 |
| Hymettus Ave | **1.98%** | 2 |
| La Costa Ave | **5.94%** | 6 |
| Leucadia Blvd | **11.88%** | 12 |

| | | |
|---|---|---|
| Normandy Rd | **0.00%** | 0 |
| Ocean View Ave | **0.99%** | 1 |
| Olympus St | **0.00%** | 0 |
| Orpheus Ave | **2.97%** | 3 |
| Plato Pl | **0.00%** | 0 |
| Piraeus St | **3.96%** | 4 |
| Puebla St | **0.00%** | 0 |
| Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **0.99%** | 1 |
| Railroad Corridor | **15.84%** | 16 |
| Saxony Rd | **5.94%** | 6 |
| Tattenham Rd | **0.00%** | 0 |
| Union St | **0.99%** | 1 |
| Urania Ave | **0.99%** | 1 |
| Vulcan Ave | **19.80%** | 20 |
| N Coast Hwy 101 | **8.91%** | 9 |
| **Total** | | **101** |

## Q59 Select the intersection or street segment of greatest concern.

Answered: 18 Skipped: 88

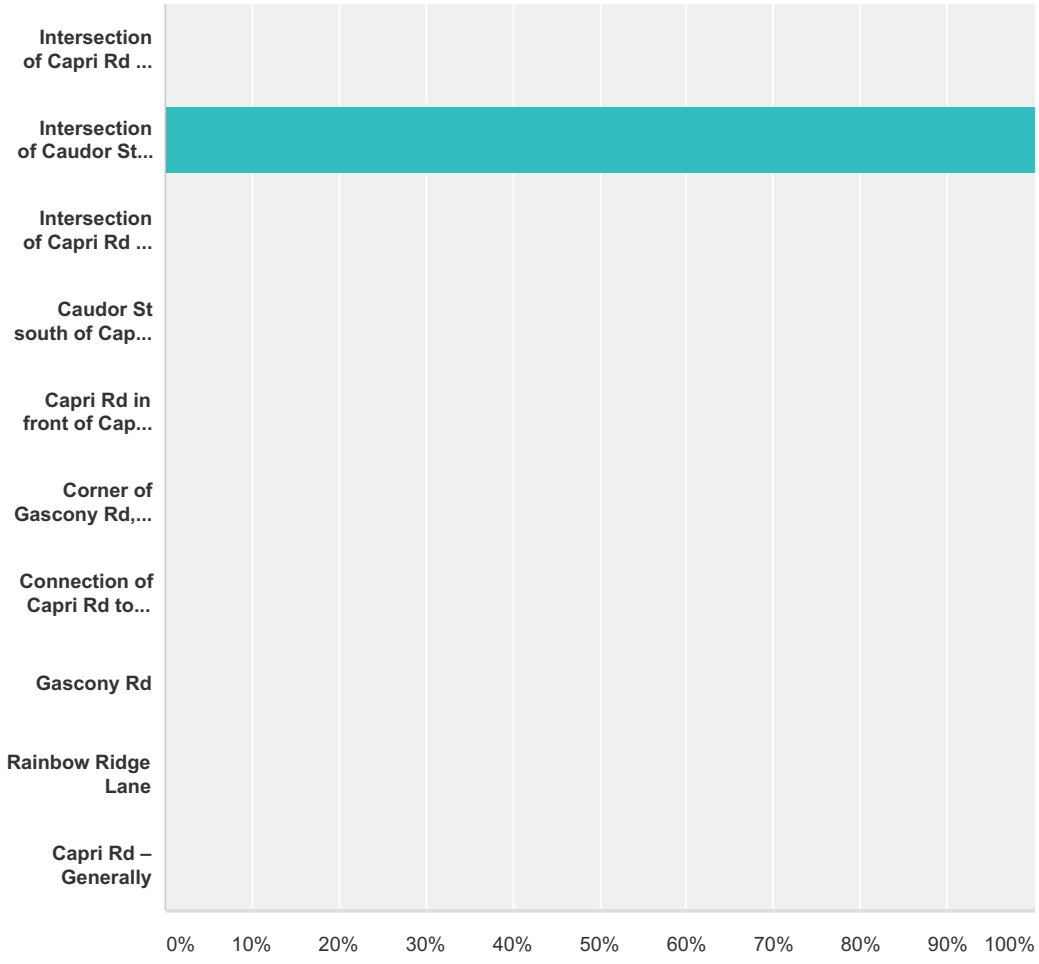



| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and La Costa Ave | **16.67%** | 3 |
| Intersection of N Coast Hwy 101 and Moorgate Rd | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Edgeburt Dr | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and W Jason St | **5.56%** | 1 |
| Intersection of N Coast Hwy 101 and Phoebe St | **0.00%** | 0 |

| | | |
|---|---|---|
| Intersection of N Coast Hwy 101 and W Glaucus St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Diana St | **5.56%** | 1 |
| Intersection of N Coast Hwy 101 and Jasper St | **0.00%** | 0 |
| Intersection of N Coast Hwy 101 and Leucadia Blvd | **38.89%** | 7 |
| Intersection of N Coast Hwy 101 and Athena St | **0.00%** | 0 |
| N Coast Hwy 101 between Jasper St and Leucadia Blvd | **0.00%** | 0 |
| N Coast Hwy 101 between La Costa Ave and Jupiter St | **5.56%** | 1 |
| N Coast Hwy 101 – Generally | **27.78%** | 5 |
| **Total** | | **18** |

## Q60 Select the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105

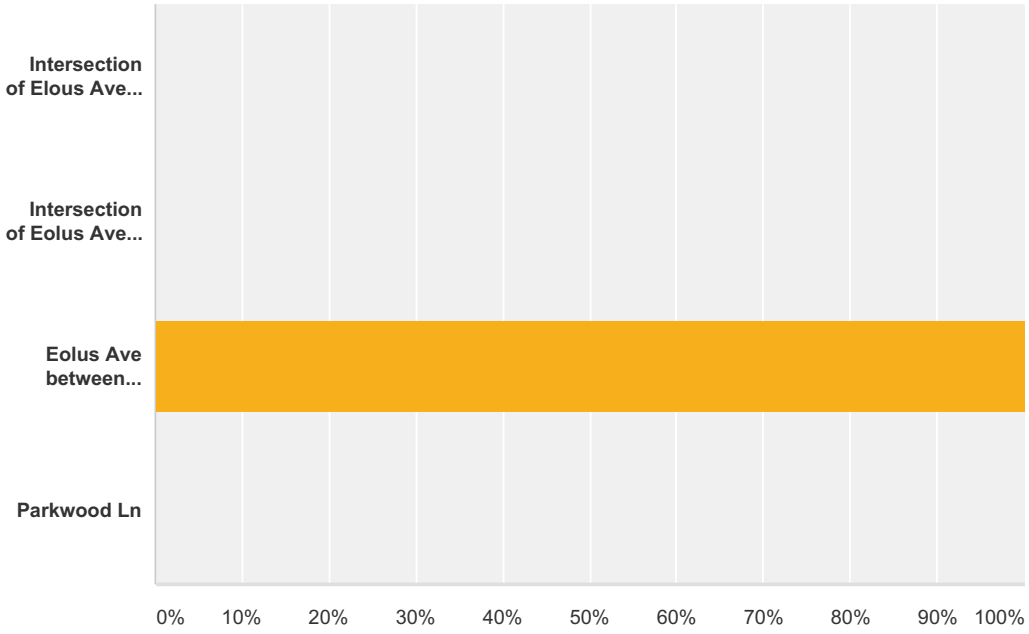



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Capri Rd and Burgundy Rd | 0.00% | 0 |
| Intersection of Caudor St and Wood Dr | 100.00% | 1 |
| Intersection of Capri Rd and Caudor St | 0.00% | 0 |
| Caudor St south of Capri Rd | 0.00% | 0 |
| Capri Rd in front of Capri Elementary School parking lot entrance | 0.00% | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | 0.00% | 0 |
| Connection of Capri Rd to Saxony | 0.00% | 0 |
| Gascony Rd | 0.00% | 0 |
| Rainbow Ridge Lane | 0.00% | 0 |

| | | |
|---|---|---|
| Capri Rd – Generally | **0.00%** | 0 |
| **Total** | | **1** |

## Q61 Select the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Elous Ave and E Glaucus St | **0.00%** | 0 |
| Intersection of Eolus Ave and Andrew Ave | **0.00%** | 0 |
| Eolus Ave between Leucadia Blvd and Sheridan Rd | **100.00%** | 1 |
| Parkwood Ln | **0.00%** | 0 |
| **Total** | | **1** |

## Q62 Select the intersection or street segment of greatest concern.

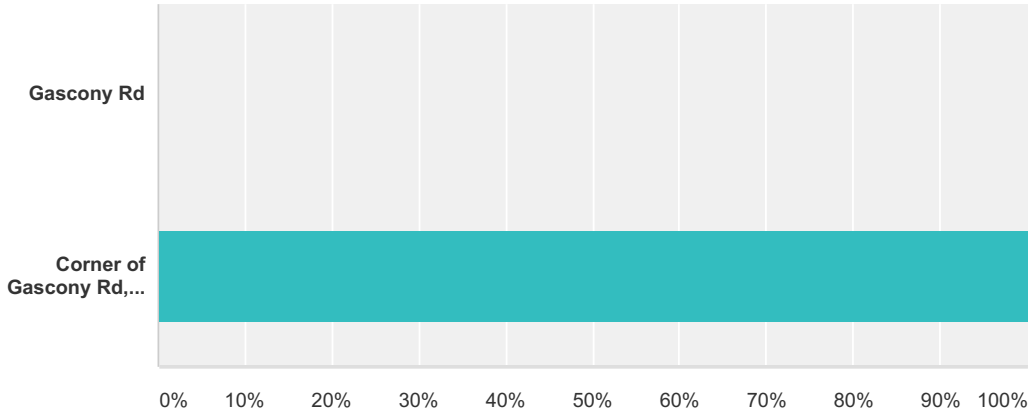
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Fulvia St between Leucadia Blvd and Orpheus Ave | 0.00% | 0 |
| Total | | 0 |

## Q63 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Gascony Rd | 0.00% | 0 |
| Corner of Gascony Rd, Capri Rd and Rainbow Ridge Ln | 100.00% | 2 |
| Total | | 2 |

## Q64 Select the intersection or street segment of greatest concern.

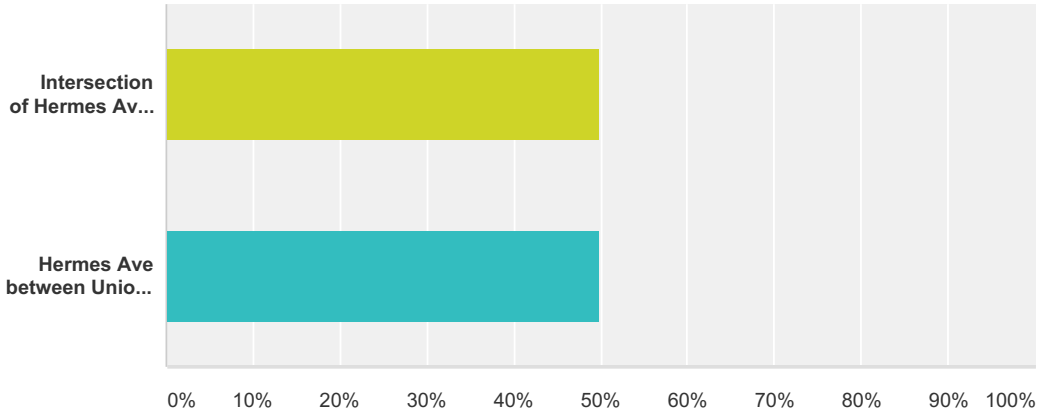
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of W Glaucus St and N Coast Hwy 101 | 0.00% | 0 |
| Intersection of E Glaucus St and Vulcan Ave | 0.00% | 0 |
| Intersection of E Glacus St and Hymettus Ave | 0.00% | 0 |
| Intersection of E Glaucus St and Eolus Ave | 0.00% | 0 |
| E Glaucus St between Vulcan Ave and Hygeia Ave | 0.00% | 0 |
| **Total** | | **0** |

## Q65 Select the intersection or street segment of greatest concern.

Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hermes Ave and Leucadia Blvd | **50.00%** | 1 |
| Hermes Ave between Union St and Cereus St | **50.00%** | 1 |
| **Total** | | **2** |

## Q66 Select the intersection or street segment of greatest concern.

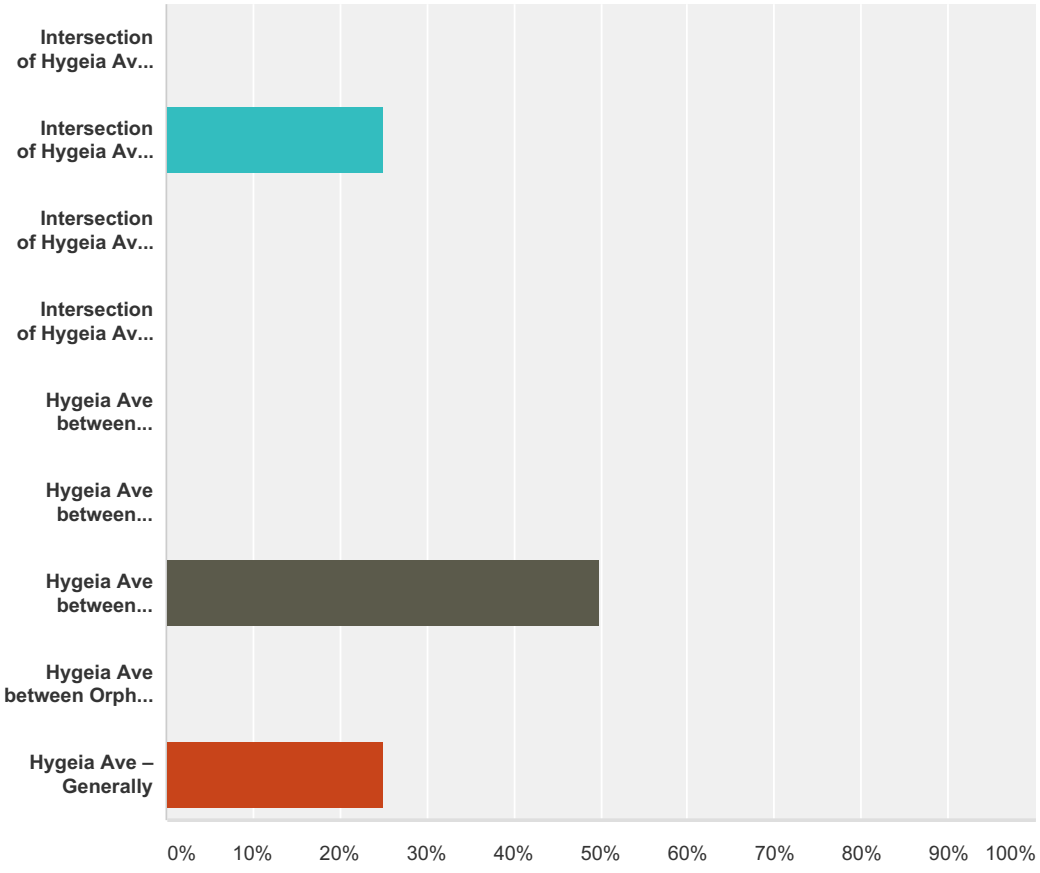
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hillcrest Dr and Vulcan Ave | 0.00% | 0 |
| Hillcrest Dr between Vulcan Ave and Eolus Ave | 0.00% | 0 |
| Total | | 0 |

## Q67 Select the intersection or street segment of greatest concern.

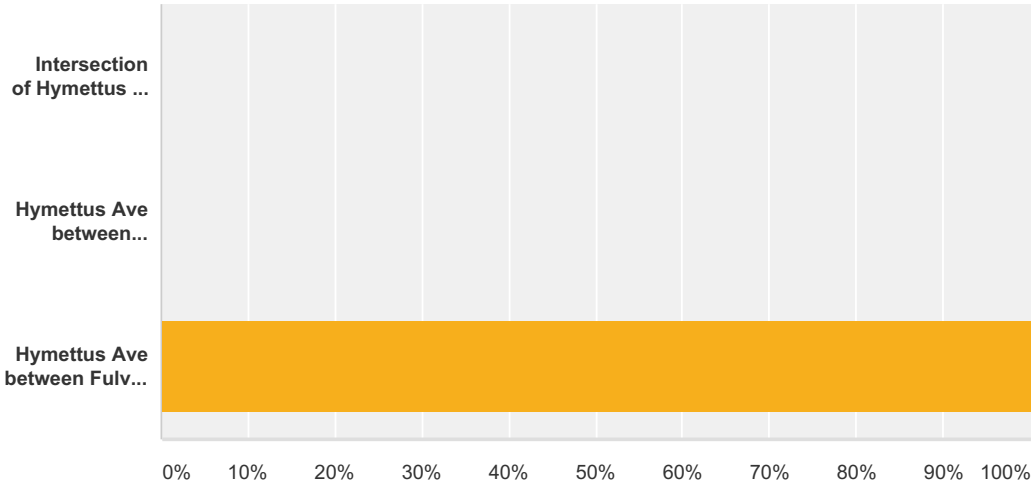
Answered: 4 Skipped: 102




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hygeia Ave and Jason St | 0.00% | 0 |
| Intersection of Hygeia Ave and Leucadia Blvd | 25.00% | 1 |
| Intersection of Hygeia Ave and Cereus St | 0.00% | 0 |
| Intersection of Hygeia Ave and Orpheus Ave | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Jason St | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Orpheus Ave | 0.00% | 0 |
| Hygeia Ave between Leucadia Blvd and Sanford St | 50.00% | 2 |
| Hygeia Ave between Orpheus Ave and Cereus St | 0.00% | 0 |
| Hygeia Ave – Generally | 25.00% | 1 |
| **Total** | | **4** |

## Q68 Select the intersection or street segment of greatest concern

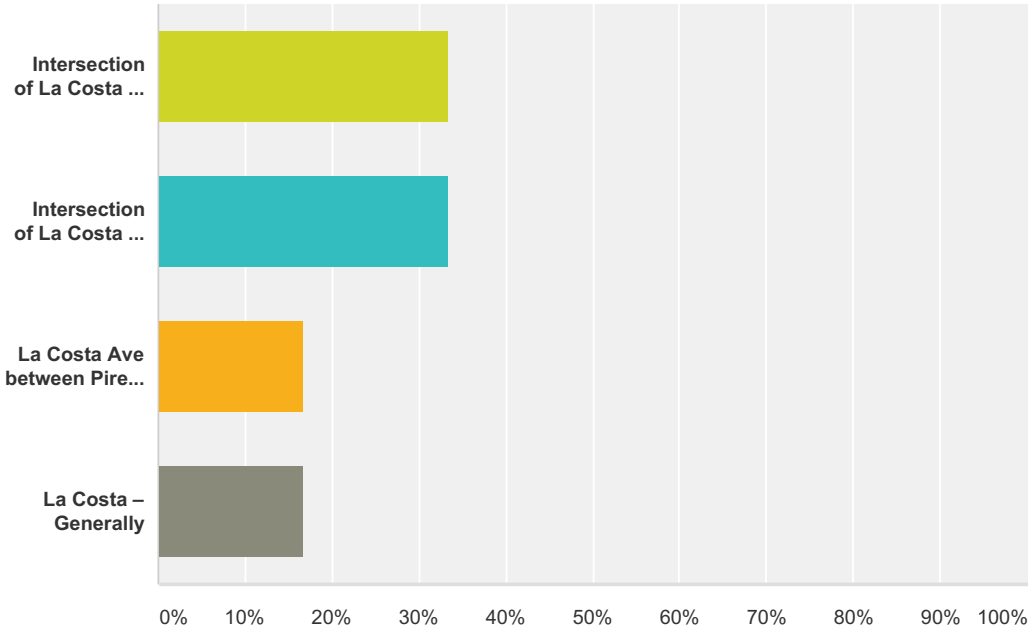
Answered: 2 Skipped: 104




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Hymettus Ave and Leucadia Blvd | **0.00%** | 0 |
| Hymettus Ave between Leucadia Blvd and Eolus Ave | **0.00%** | 0 |
| Hymettus Ave between Fulvia St and Hygeia Ave | **100.00%** | 2 |
| **Total** | | **2** |

## Q69 Select the intersection or street segment of greatest concern.

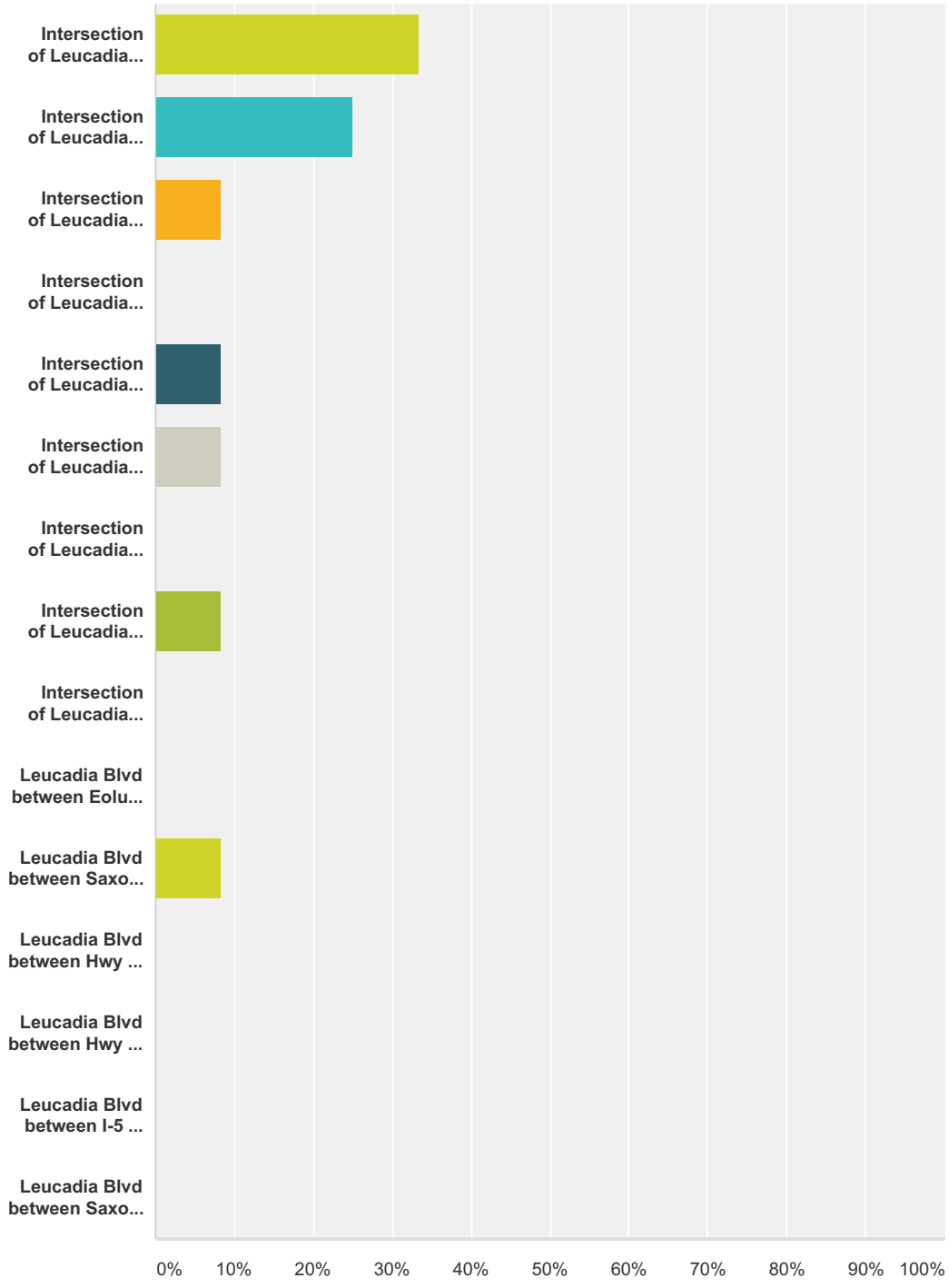
Answered: 6 Skipped: 100




| Answer Choices | Responses | |
|---|---|---|
| Intersection of La Costa Ave and Vulcan Ave | 33.33% | 2 |
| Intersection of La Costa Ave and N Coast Hwy 101 | 33.33% | 2 |
| La Costa Ave between Pireaus St and the beach | 16.67% | 1 |
| La Costa – Generally | 16.67% | 1 |
| Total | | 6 |

## Q70 Select the intersection or street segment of greatest concern.

Answered: 12 Skipped: 94




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Leucadia Blvd and N Coast Hwy 101 | 33.33% | 4 |
| Intersection of Leucadia Blvd and Vulcan Ave | 25.00% | 3 |

| | | |
|---|---|---|
| Intersection of Leucadia Blvd and Hygeia Ave | **8.33%** | 1 |
| Intersection of Leucadia Blvd and Hermes Ave | **0.00%** | 0 |
| Intersection of Leucadia Blvd and Eolus Ave/Orpheus Ave | **8.33%** | 1 |
| Intersection of Leucadia Blvd and Saxony Rd | **8.33%** | 1 |
| Intersection of Leucadia Blvd and Pireaus St | **0.00%** | 0 |
| Intersection of Leucadia Blvd and I-5 | **8.33%** | 1 |
| Intersection of Leucadia Blvd and Urania Ave/Clark Ave | **0.00%** | 0 |
| Leucadia Blvd between Eolus Ave and Hymettus Ave | **0.00%** | 0 |
| Leucadia Blvd between Saxony Rd and Quail Gardens Dr | **8.33%** | 1 |
| Leucadia Blvd between Hwy 101 and Neptune Ave | **0.00%** | 0 |
| Leucadia Blvd between Hwy 101 and Saxony Rd | **0.00%** | 0 |
| Leucadia Blvd between I-5 and the beach | **0.00%** | 0 |
| Leucadia Blvd between Saxony Rd and Sidonia St | **0.00%** | 0 |
| **Total** | | **12** |

## Q71 Select the intersection or street segment of greatest concern.

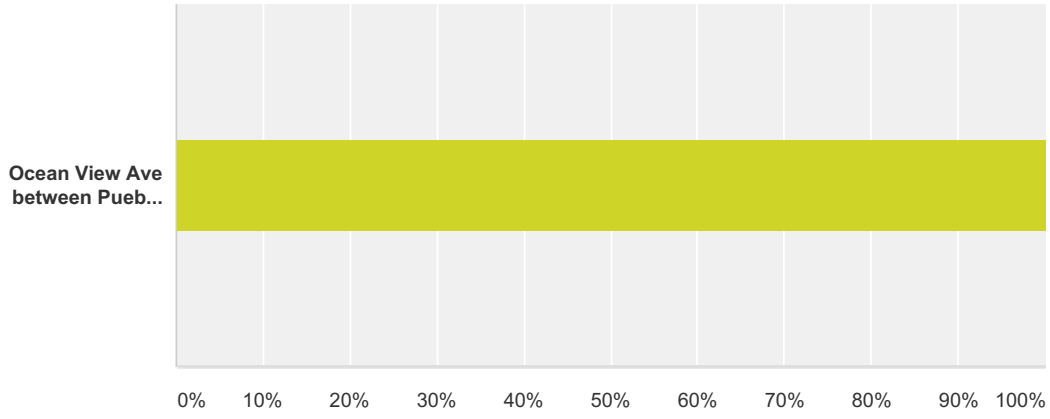
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Normandy Rd and Urania Ave | 0.00% | 0 |
| Normandy Rd between Urania Ave and Piraeus St | 0.00% | 0 |
| Normandy Rd between Urania Ave and Saxony Rd | 0.00% | 0 |
| Total | | 0 |

## Q72 Ocean View AveSelect the intersection or street segment of greatest concern.

Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Ocean View Ave between Puebla and Union St | 100.00% | 1 |
| Total | | 1 |

## Q73 Select the intersection or street segment of greatest concern.

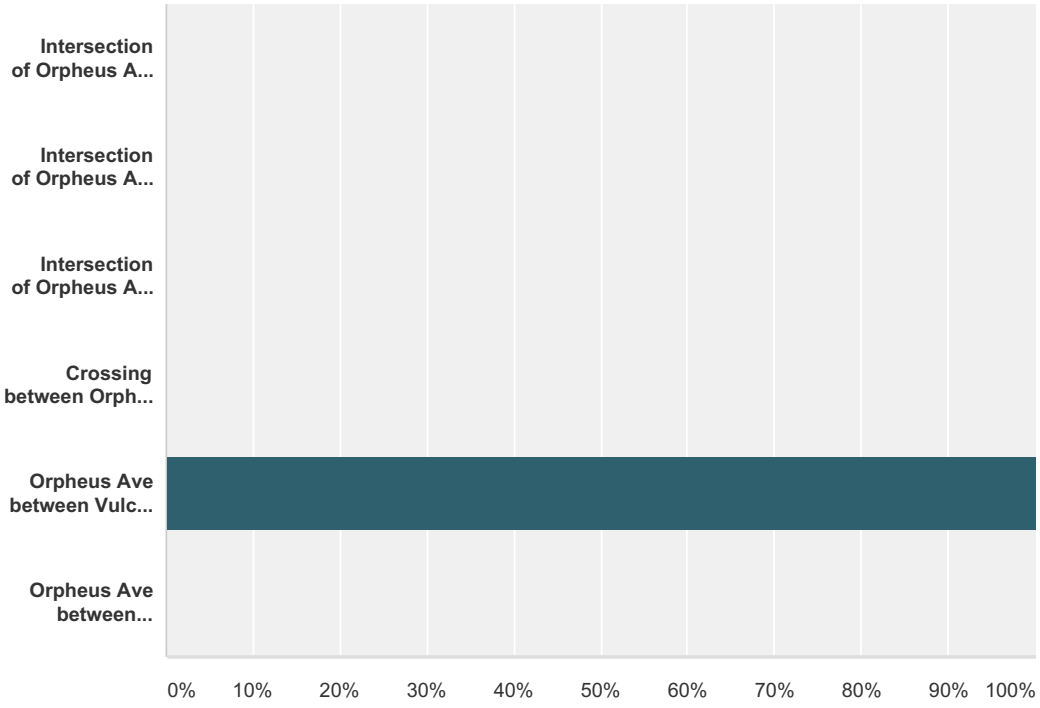
**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Olympus St between Piraeus St and Caudor St | **0.00%** | 0 |
| Intersection of Olympus St and Caudor St | **0.00%** | 0 |
| **Total** | | **0** |

## Q74 Select the intersection or street segment of greatest concern.

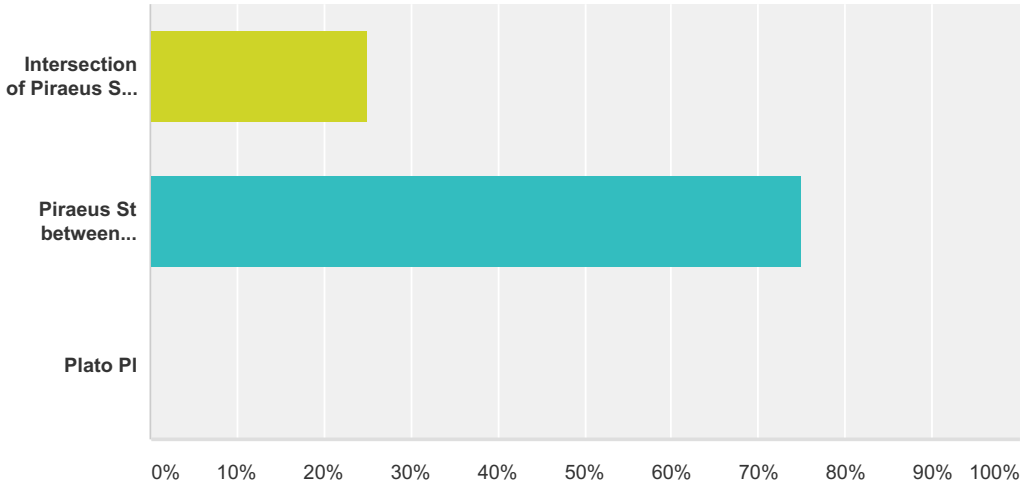
Answered: 3 Skipped: 103




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Orpheus Ave and Leucadia Blvd | **0.00%** | 0 |
| Intersection of Orpheus Ave and Hygeia Ave | **0.00%** | 0 |
| Intersection of Orpheus Ave and Union St | **0.00%** | 0 |
| Crossing between Orpheus Ave and Marcheta St | **0.00%** | 0 |
| Orpheus Ave between Vulcan Ave and Leucadia Blvd | **100.00%** | 3 |
| Orpheus Ave between Leucadia Blvd and Eolus Ave | **0.00%** | 0 |
| **Total** | | **3** |

## Q75 Select the intersection or street segment of greatest concern.

Answered: 4 Skipped: 102




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Piraeus St and Leucadia Blvd | **25.00%** | 1 |
| Piraeus St between Leucadia Blvd and Plato Pl | **75.00%** | 3 |
| Plato Pl | **0.00%** | 0 |
| **Total** | | **4** |

## Q76 Plato Place Select the intersection or street segment of greatest concern.

**Answered: 0 Skipped: 106**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Plato Place--generally | **0.00%** | 0 |
| **Total** | | **0** |

## Q77 Select the intersection or road segment of greatest concern.

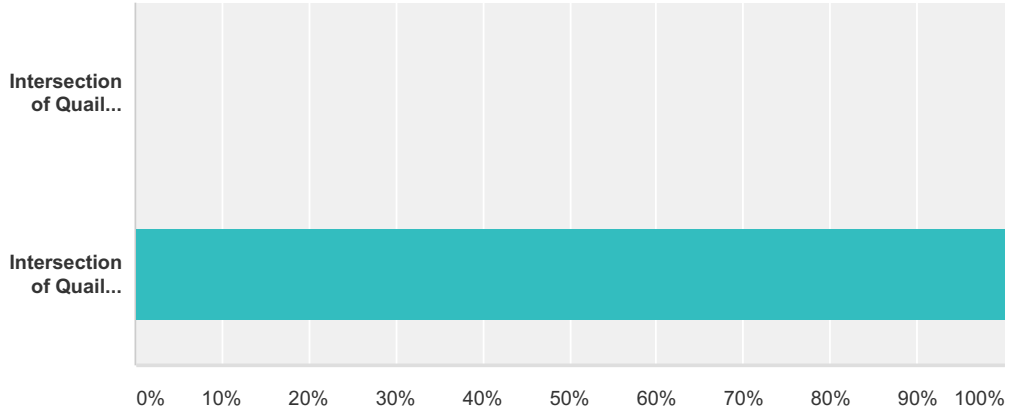
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Puebla St--generally | 0.00% | 0 |
| Total | | 0 |

## Q78 Quail Gardens DrSelect the intersection or street segment of greatest concern.

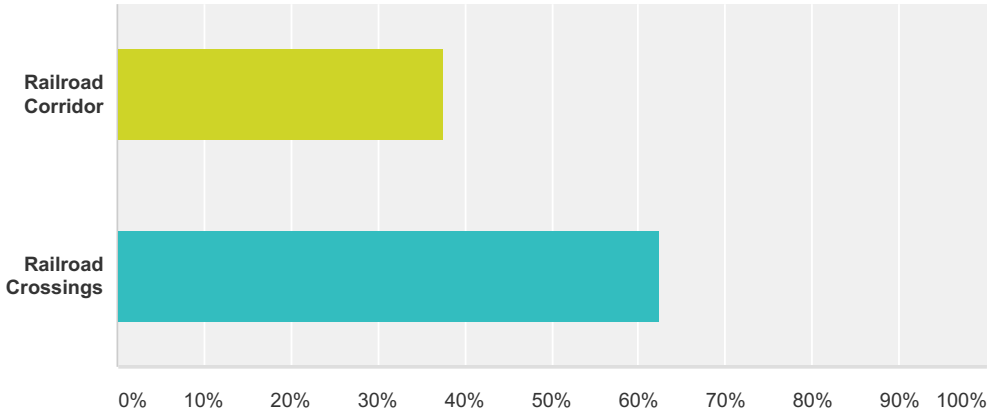
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Quail Gardens Dr/Quail Hollow Dr and Swallowtail Rd | **0.00%** | 0 |
| Intersection of Quail Gardens Dr and Ecke Ranch Rd | **100.00%** | 1 |
| **Total** | | **1** |

## Q79 Select the intersection or street segment of greatest concern.

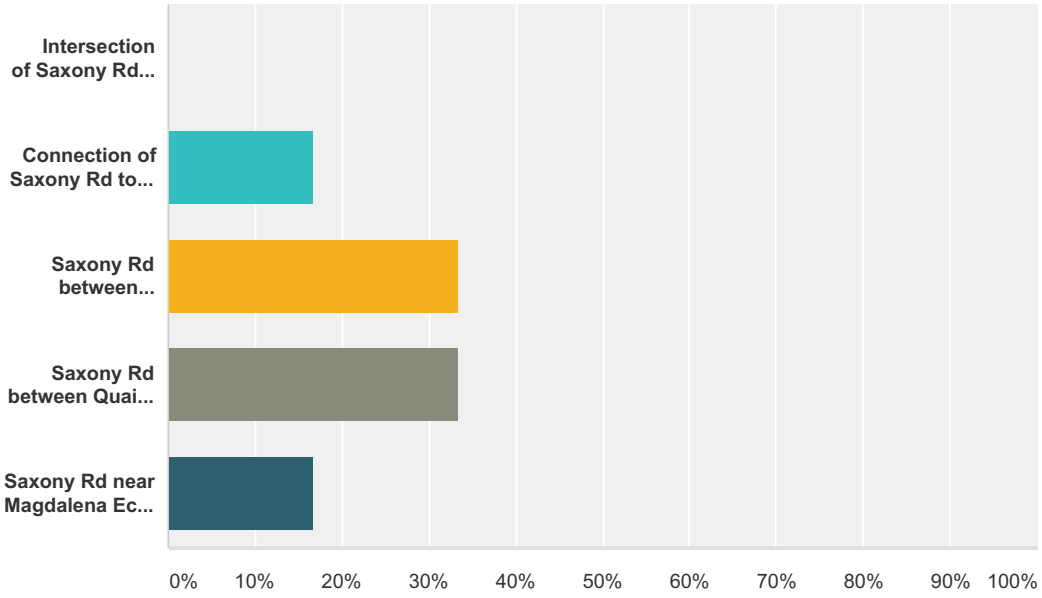
Answered: 16 Skipped: 90




| Answer Choices | Responses | |
|---|---|---|
| Railroad Corridor | **37.50%** | 6 |
| Railroad Crossings | **62.50%** | 10 |
| **Total** | | **16** |

## Q80 Select the intersection or street segment of greatest concern.

Answered: 6 Skipped: 100




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Saxony Rd and Hawk View Dr | **0.00%** | 0 |
| Connection of Saxony Rd to Capri Rd | **16.67%** | 1 |
| Saxony Rd between Leucadia Blvd and La Costa Ave | **33.33%** | 2 |
| Saxony Rd between Quail Gardens Dr and Encinitas Blvd | **33.33%** | 2 |
| Saxony Rd near Magdalena Ecke Family YMCA | **16.67%** | 1 |
| **Total** | | **6** |

## Q81 Select the intersection or street segment of greatest concern.

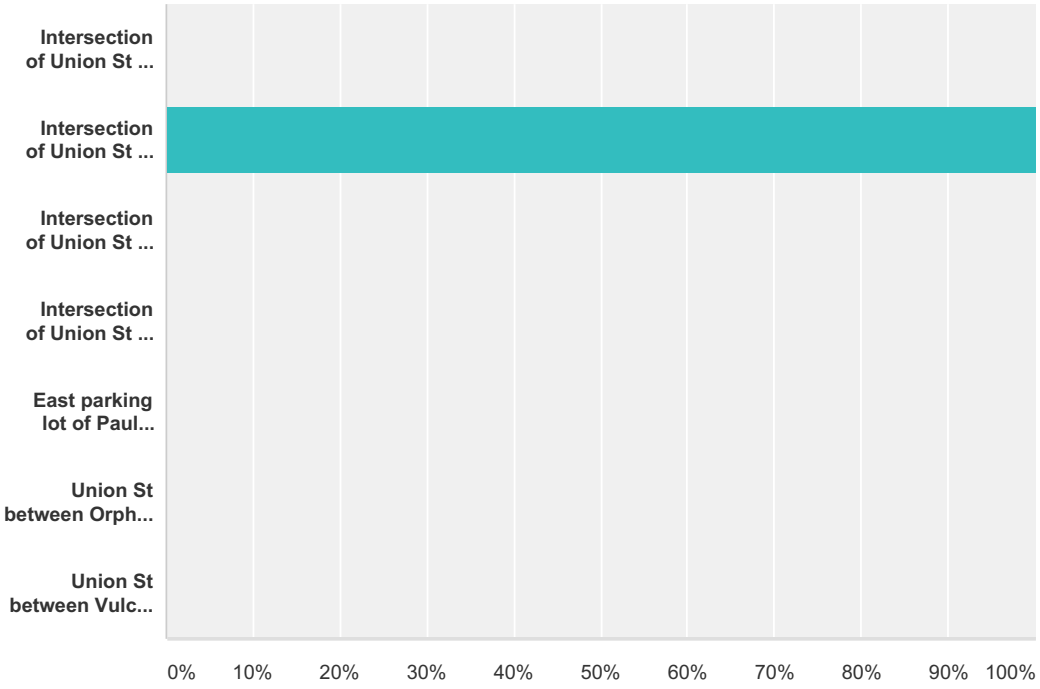
Answered: 0 Skipped: 106

! No matching responses.

| Answer Choices | Responses |
|---|---|
| Tattenham Rd | 0.00% 0 |
| Total | 0 |

## Q82 Select the intersection or road segment of greatest concern.

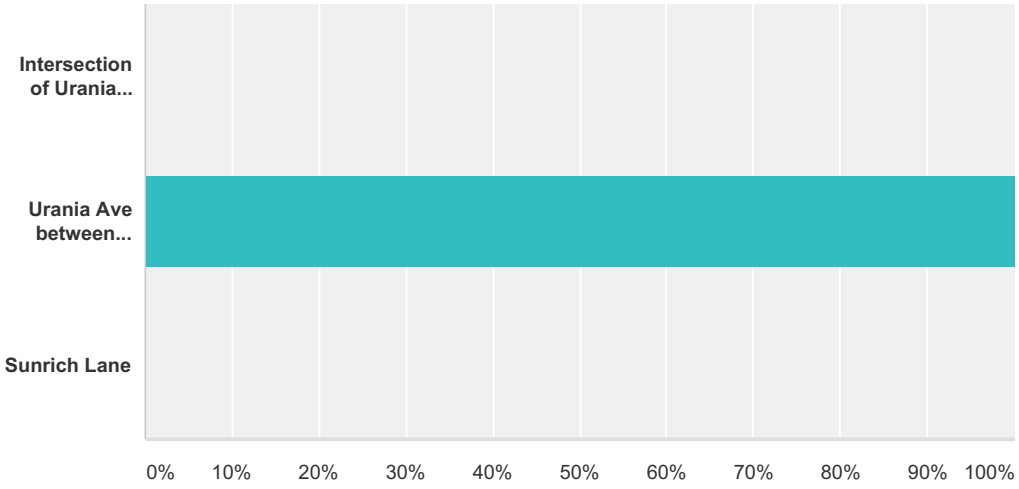
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Union St and Hermes Ave | **0.00%** | 0 |
| Intersection of Union St and Vulcan Ave | **100.00%** | 1 |
| Intersection of Union St and Orpheus Ave | **0.00%** | 0 |
| Intersection of Union St and Paul Ecke-Central school parking lot exit | **0.00%** | 0 |
| East parking lot of Paul Ecke-Central Elementary off of Union St | **0.00%** | 0 |
| Union St between Orpheus Ave and Ocean View Ave | **0.00%** | 0 |
| Union St between Vulcan Ave and Orpheus Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q83 Select the intersection or road segment of greatest concern.

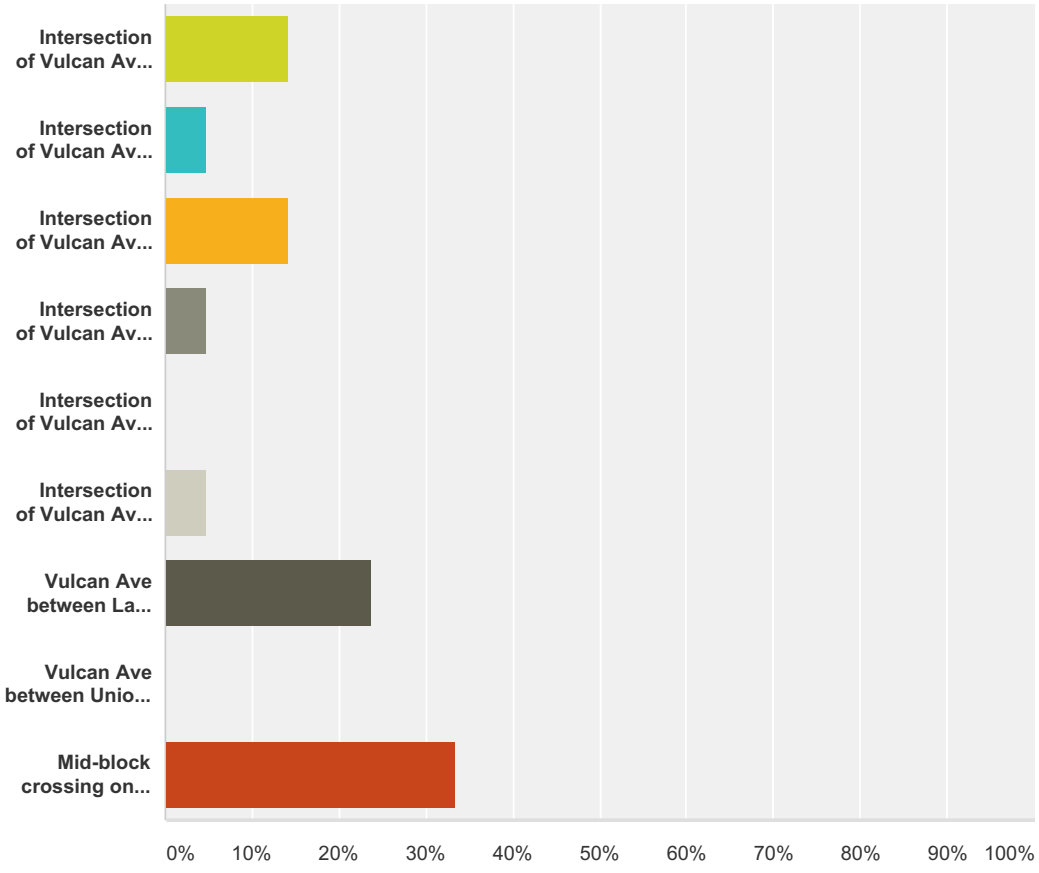
Answered: 1 Skipped: 105




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Urania Ave/Clark Ave and Leucadia Blvd | **0.00%** | 0 |
| Urania Ave between Leucadia Blvd and Sparta Dr | **100.00%** | 1 |
| Sunrich Lane | **0.00%** | 0 |
| **Total** | | **1** |

## Q84 Select the intersection or road segment of greatest concern.

Answered: 21 Skipped: 85




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Vulcan Ave and Leucadia Blvd | 14.29% | 3 |
| Intersection of Vulcan Ave and Union St | 4.76% | 1 |
| Intersection of Vulcan Ave and La Costa Ave | 14.29% | 3 |
| Intersection of Vulcan Ave and Hillcrest Dr | 4.76% | 1 |
| Intersection of Vulcan Ave and Andrew Ave | 0.00% | 0 |
| Intersection of Vulcan Ave and E Glaucus St | 4.76% | 1 |
| Vulcan Ave between La Costa Ave and Leucadia Blvd | 23.81% | 5 |
| Vulcan Ave between Union St and Encinitas Blvd | 0.00% | 0 |
| Mid-block crossing on Vulcan Ave outside Paul Ecke-Central Elementary | 33.33% | 7 |
| **Total** | | **21** |

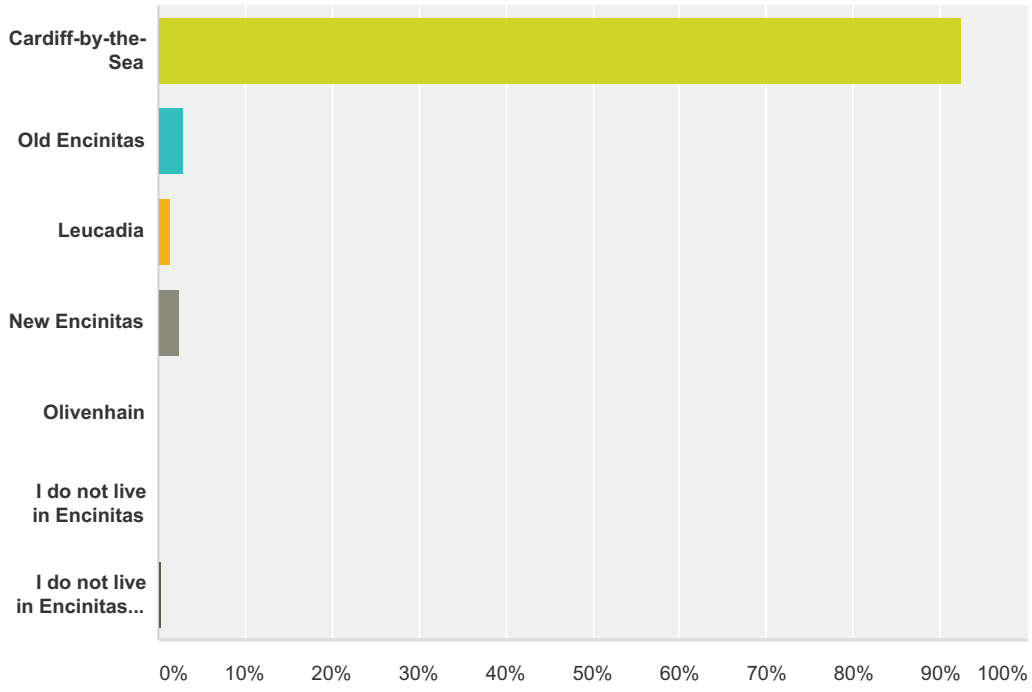
## Q1 Your contact information:

Answered: 183 Skipped: 25

| Answer Choices | Responses | |
|---|---|---|
| Name: | 100.00% | 183 |
| Address: | 98.91% | 181 |
| City/Town: | 99.45% | 182 |
| ZIP: | 100.00% | 183 |
| Email Address: | 95.08% | 174 |
| Phone Number: | 83.06% | 152 |

## Q2 In which neighborhood do you live? Please copy and paste this map into your browser to see the Encinitas neighborhood boundaries. https://mapsengine.google.com/map/u/0/edit?mid=zewB8vqq618k.kq6EwDzWO5xQ

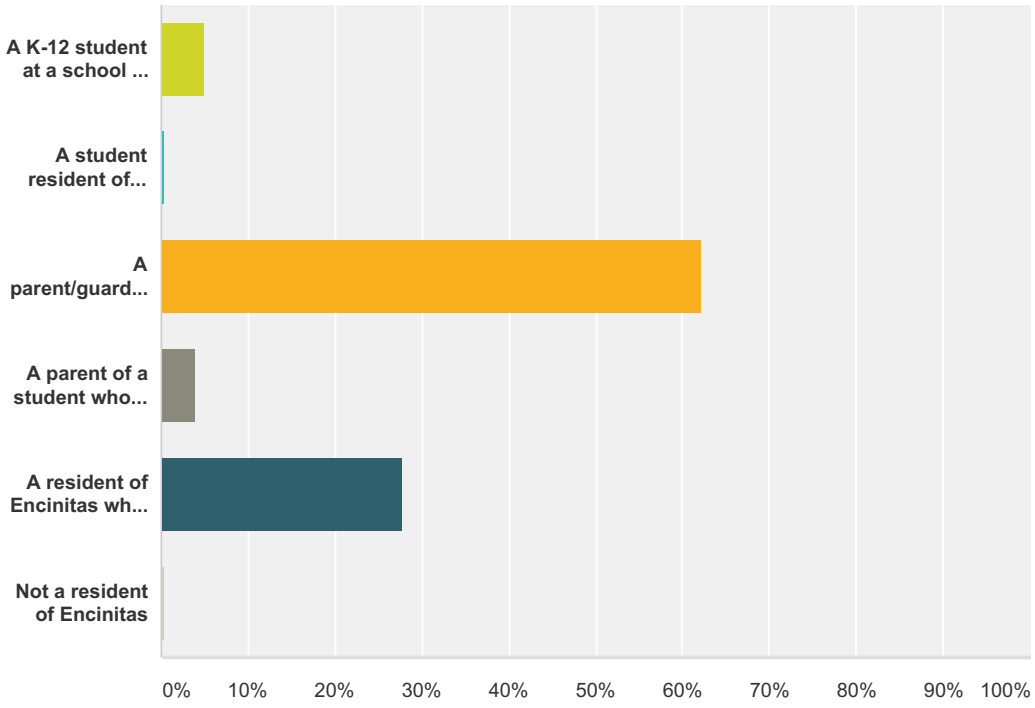
Answered: 200 Skipped: 8




| Answer Choices | Responses | |
|---|---|---|
| Cardiff-by-the-Sea | **92.50%** | 185 |
| Old Encinitas | **3.00%** | 6 |
| Leucadia | **1.50%** | 3 |
| New Encinitas | **2.50%** | 5 |
| Olivenhain | **0.00%** | 0 |
| I do not live in Encinitas | **0.00%** | 0 |
| I do not live in Encinitas but I have child(ren) who attend(s) school in Encinitas | **0.50%** | 1 |
| **Total** | | **200** |

## Q3 I am a:

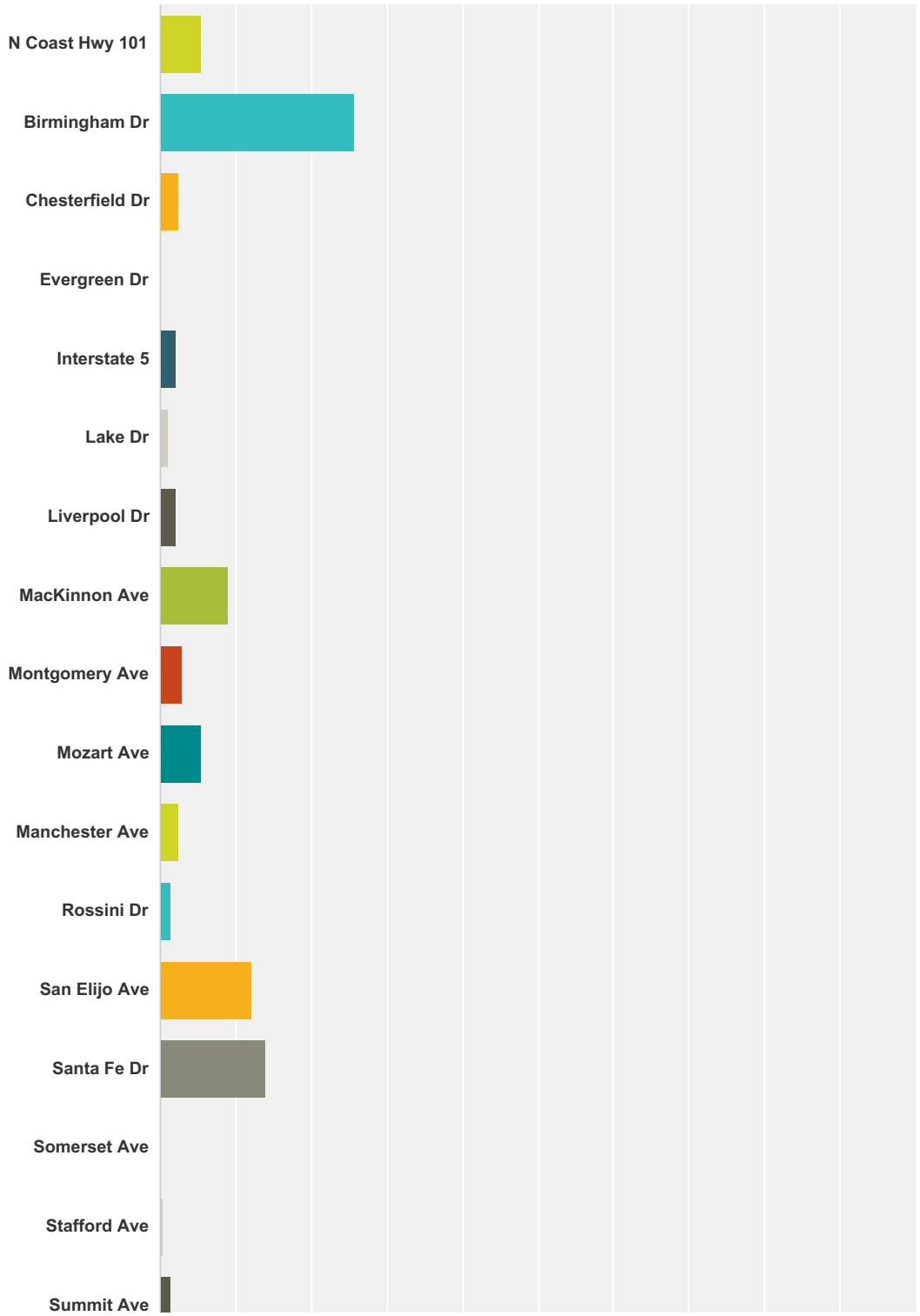
Answered: 198 Skipped: 10

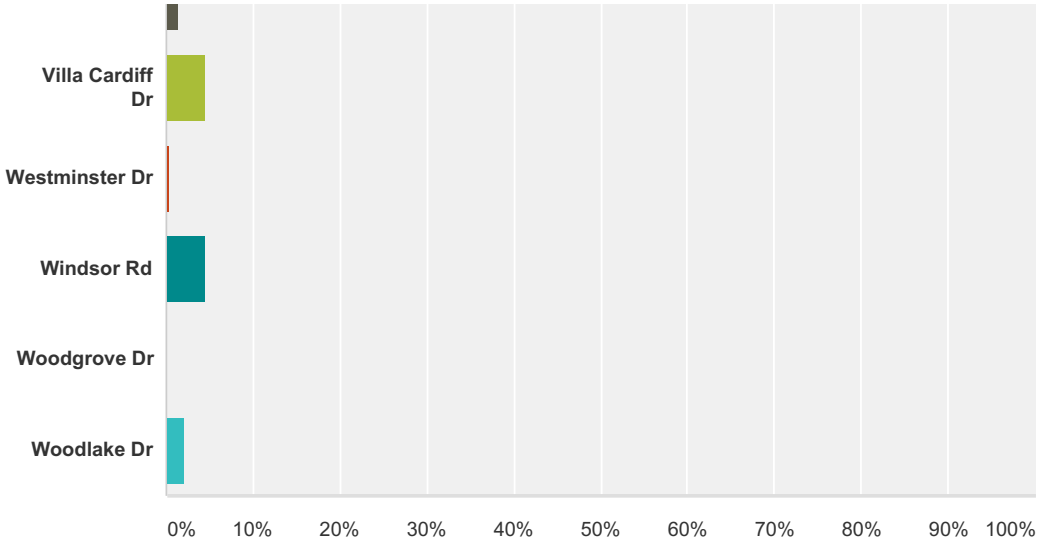



| Answer Choices | Responses | |
|---|---|---|
| A K-12 student at a school in Encinitas | **5.05%** | 10 |
| A student resident of Encinitas, who attends a school outside of Encinitas | **0.51%** | 1 |
| A parent/guardian of K-12 student(s) at school(s) in Encinitas | **62.12%** | 123 |
| A parent of a student who attends a school outside of Encinitas | **4.04%** | 8 |
| A resident of Encinitas who does not have K-12 children residing in the home | **27.78%** | 55 |
| Not a resident of Encinitas | **0.51%** | 1 |
| **Total** | | **198** |

## Q4 Priority #1 Select the nearest street to your specific location of concern from the list below. This list was developed from feedback provided by the public and does not include all locations within Cardiff-by-the-Sea.

Answered: 199 Skipped: 9



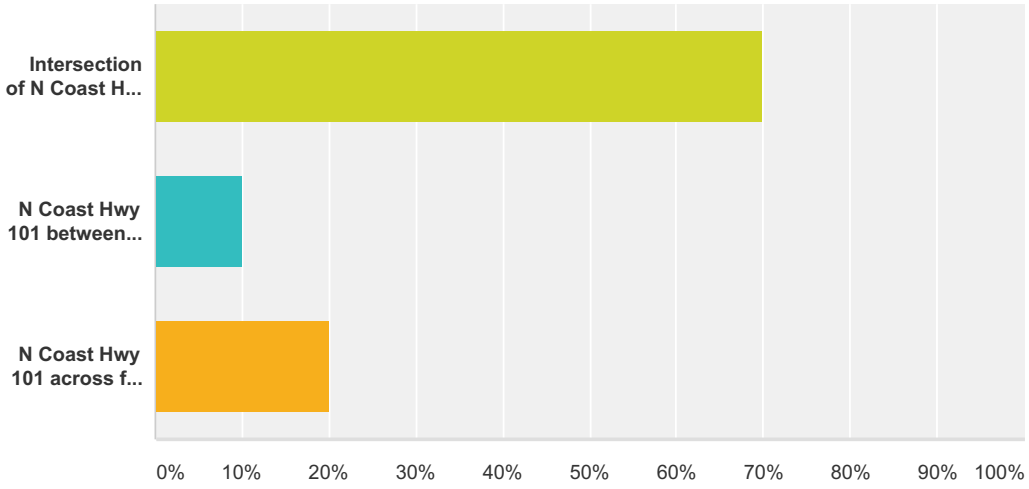



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **5.53%** | 11 |
| Birmingham Dr | **25.63%** | 51 |
| Chesterfield Dr | **2.51%** | 5 |
| Evergreen Dr | **0.00%** | 0 |
| Interstate 5 | **2.01%** | 4 |
| Lake Dr | **1.01%** | 2 |
| Liverpool Dr | **2.01%** | 4 |
| MacKinnon Ave | **9.05%** | 18 |
| Montgomery Ave | **3.02%** | 6 |
| Mozart Ave | **5.53%** | 11 |
| Manchester Ave | **2.51%** | 5 |
| Rossini Dr | **1.51%** | 3 |
| San Elijo Ave | **12.06%** | 24 |
| Santa Fe Dr | **14.07%** | 28 |
| Somerset Ave | **0.00%** | 0 |
| Stafford Ave | **0.50%** | 1 |
| Summit Ave | **1.51%** | 3 |
| Villa Cardiff Dr | **4.52%** | 9 |
| Westminster Dr | **0.50%** | 1 |
| Windsor Rd | **4.52%** | 9 |

| | | |
|---|---|---|
| Woodgrove Dr | **0.00%** | 0 |
| Woodlake Dr | **2.01%** | 4 |
| **Total** | | **199** |

## Q5 N Coast Hwy 101Select the intersection or street segment of greatest concern.

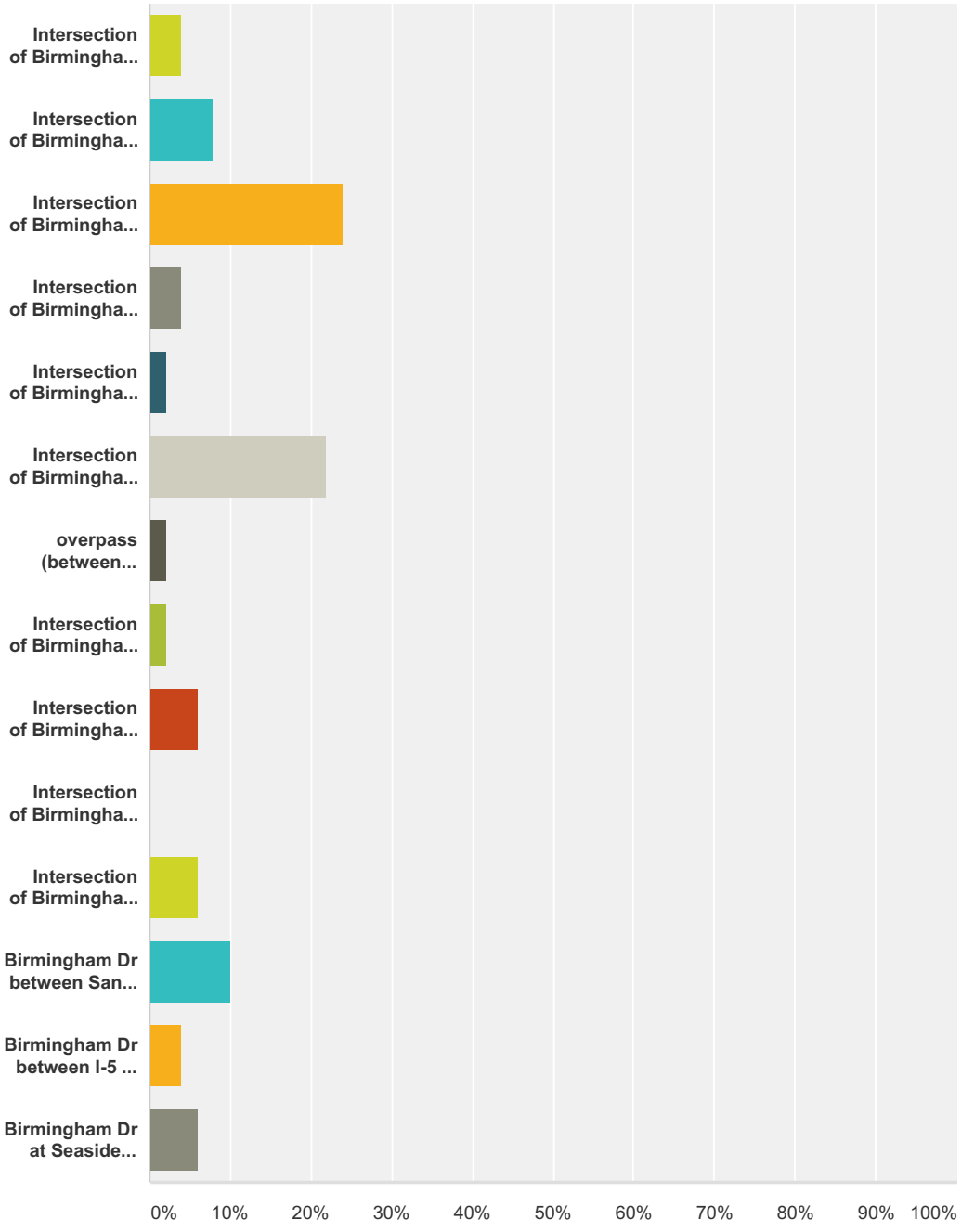
Answered: 10 Skipped: 198




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and Chesterfield Dr | **70.00%** | 7 |
| N Coast Hwy 101 between Santa Fe Dr and Chesterfield Dr | **10.00%** | 1 |
| N Coast Hwy 101 across from George Berkich Park | **20.00%** | 2 |
| **Total** | | **10** |

## Q6 Birmingham DrSelect the intersection or street segment of greatest concern.

Answered: 50 Skipped: 158

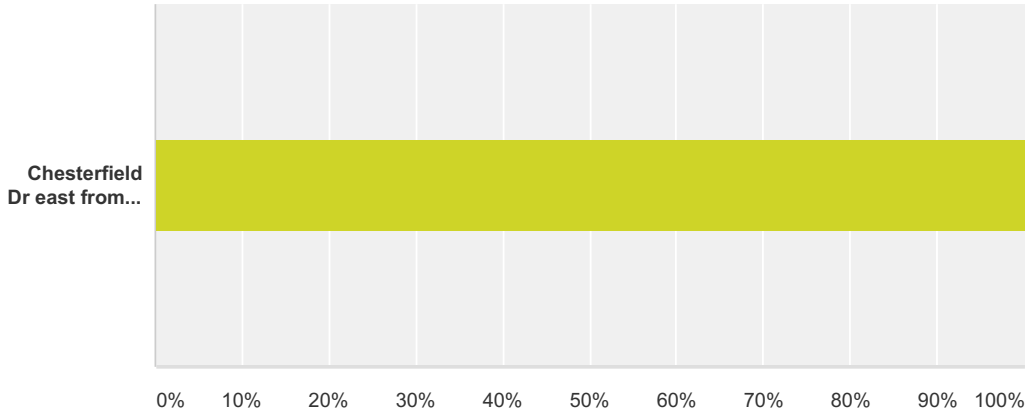



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Birmingham Dr and San Elijo Ave | 4.00% | 2 |
| Intersection of Birmingham Dr and Manchester Ave | 8.00% | 4 |
| Intersection of Birmingham Dr and Montgomery Ave | 24.00% | 12 |

| | | |
|---|---|---|
| Intersection of Birmingham Dr and Glasgow Ave | **4.00%** | 2 |
| Intersection of Birmingham Dr and MacKinnon Ave | **2.00%** | 1 |
| Intersection of Birmingham Dr and I-5 | **22.00%** | 11 |
| overpass (between MacKinnon Ave and Playa Riviera Dr) | **2.00%** | 1 |
| Intersection of Birmingham Ave and Playa Riviera Dr | **2.00%** | 1 |
| Intersection of Birmingham Ave and Villa Cardiff Dr | **6.00%** | 3 |
| Intersection of Birmingham Dr and Freda Ln | **0.00%** | 0 |
| Intersection of Birmingham Dr and Lake Dr | **6.00%** | 3 |
| Birmingham Dr between San Elijo Ave/Vulcan Ave and I-5 | **10.00%** | 5 |
| Birmingham Dr between I-5 and Crest Dr | **4.00%** | 2 |
| Birmingham Dr at Seaside Market | **6.00%** | 3 |
| **Total** | | **50** |

## Q7 Chesterfield DrSelect the intersection or street segment of greatest concern.

Answered: 7 Skipped: 201




| Answer Choices | Responses | |
|---|---|---|
| Chesterfield Dr east from San Elijo Ave | 100.00% | 7 |
| Total | | 7 |

## Q8 Evergreen DrSelect the intersection or street segment of greatest concern.

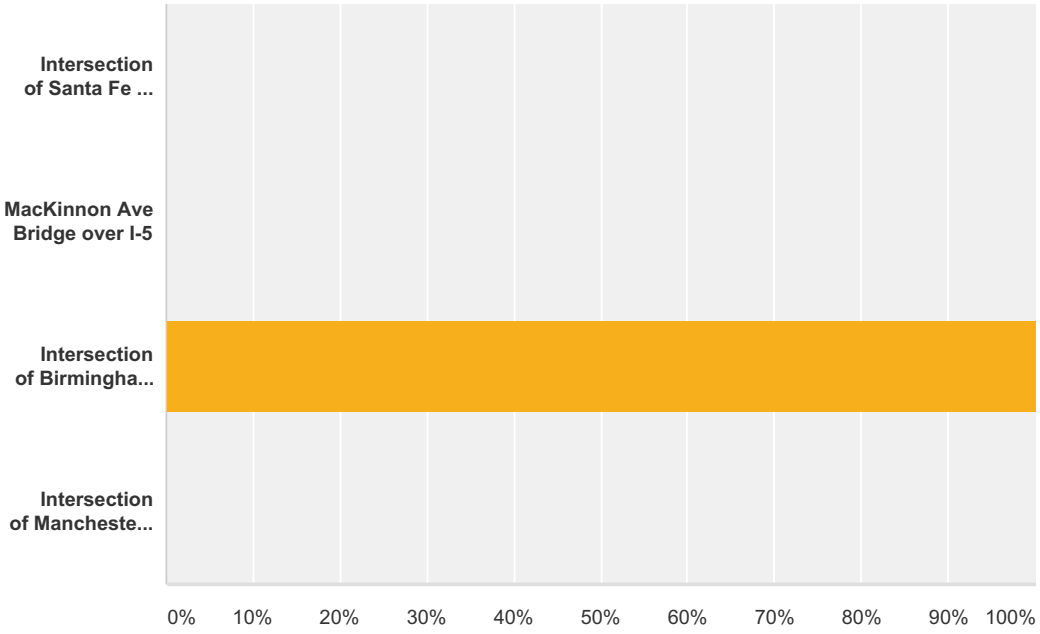
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Evergreen Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q9 Interstate 5Select the intersection or street segment of greatest concern.

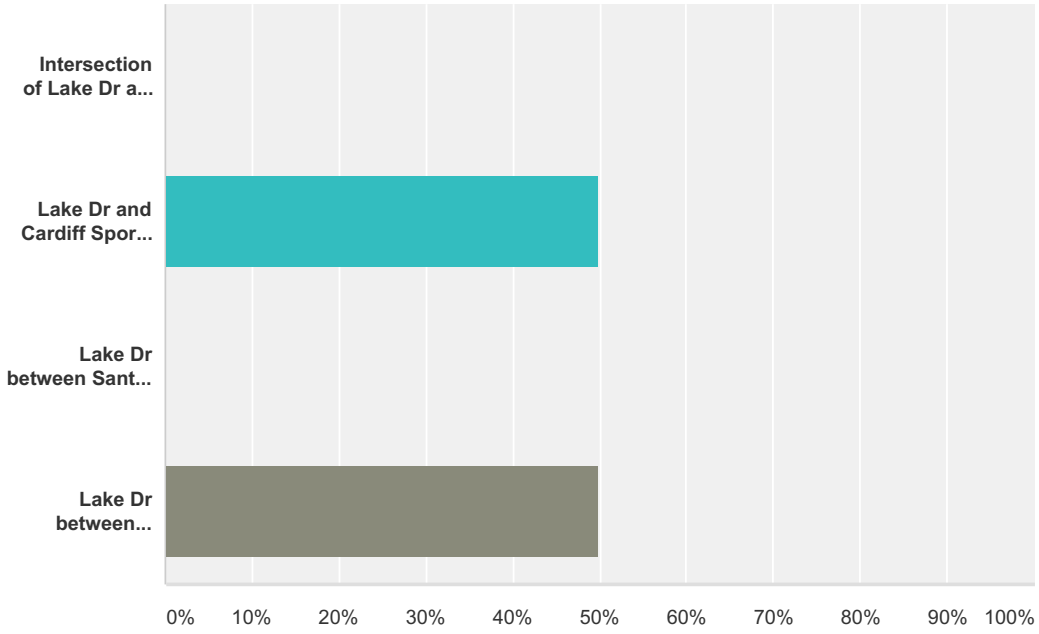
Answered: 3 Skipped: 205




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and I-5 overpass | **0.00%** | 0 |
| MacKinnon Ave Bridge over I-5 | **0.00%** | 0 |
| Intersection of Birmingham Dr and I-5 overpass | **100.00%** | 3 |
| Intersection of Manchester Ave and I-5 | **0.00%** | 0 |
| **Total** | | **3** |

## Q10 Lake DrSelect the intersection or street segment of greatest concern.

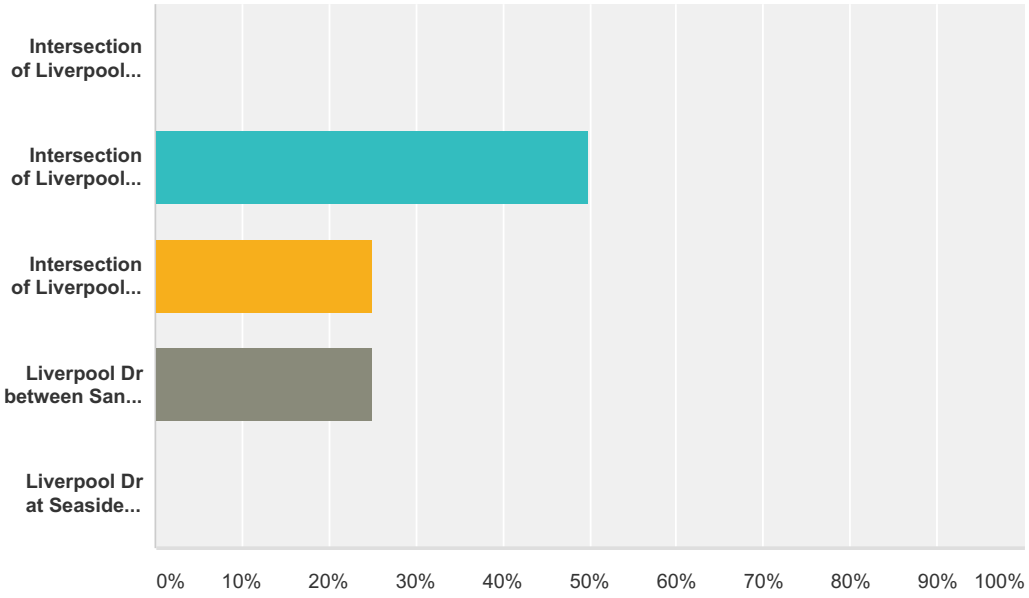
Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lake Dr and Birmingham Dr | **0.00%** | 0 |
| Lake Dr and Cardiff Sports Park | **50.00%** | 1 |
| Lake Dr between Santa Fe Dr and Birmingham Dr | **0.00%** | 0 |
| Lake Dr between Birmingham Dr and Wales Dr | **50.00%** | 1 |
| **Total** | | **2** |

## Q11 Liverpool DrSelect the intersection or street segment of greatest concern.

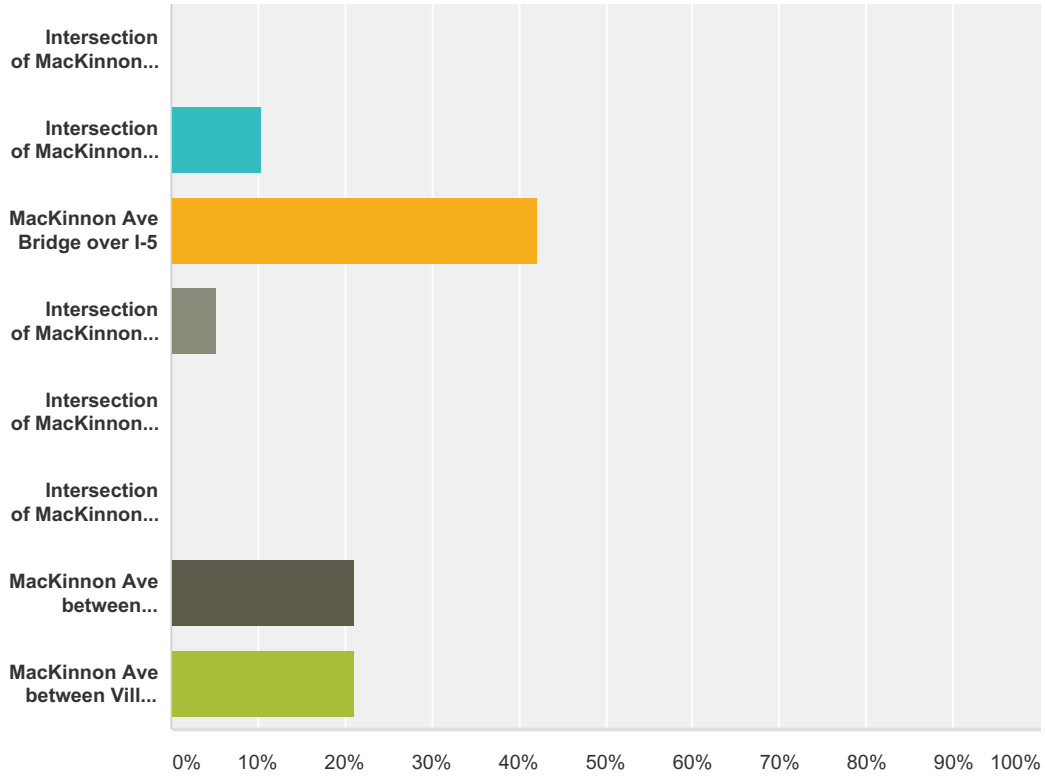
Answered: 4 Skipped: 204




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Liverpool Dr and San Elijo Ave | **0.00%** | 0 |
| Intersection of Liverpool Dr and Glasgow Ave | **50.00%** | 2 |
| Intersection of Liverpool Dr and MacKinnon Ave | **25.00%** | 1 |
| Liverpool Dr between San Elijo Ave and MacKinnon Ave | **25.00%** | 1 |
| Liverpool Dr at Seaside Market | **0.00%** | 0 |
| **Total** | | **4** |

## Q12 MacKinnon AveSelect the intersection or street segment of greatest concern.

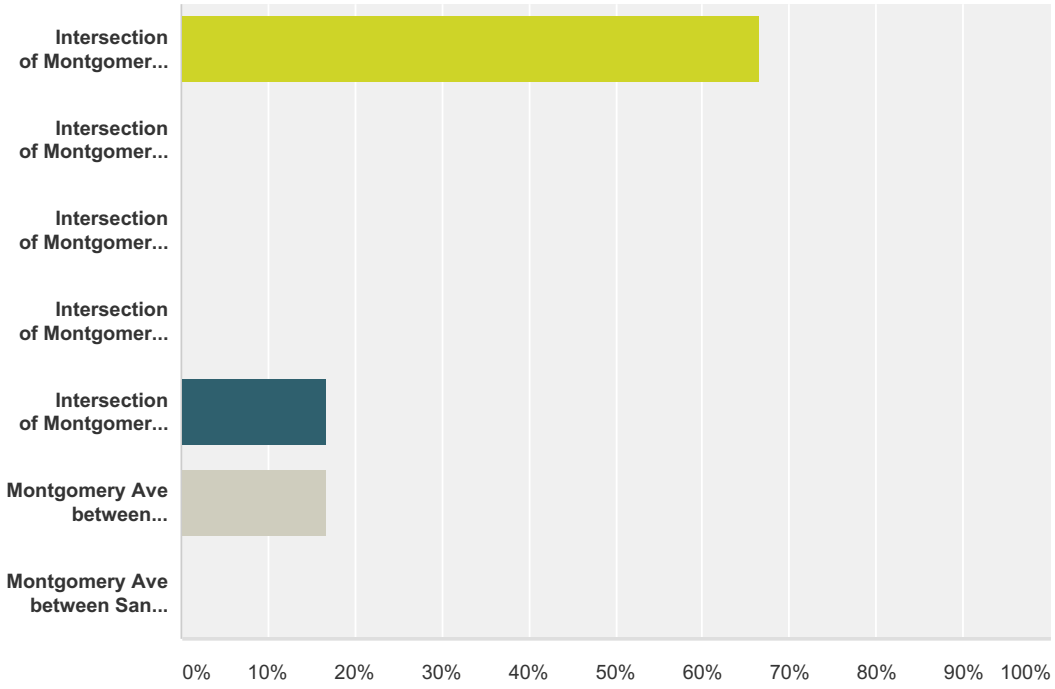
Answered: 19 Skipped: 189




| Answer Choices | Responses | |
|---|---|---|
| Intersection of MacKinnon Ave and Liverpool Dr | 0.00% | 0 |
| Intersection of MacKinnon Ave and Birmingham Dr | 10.53% | 2 |
| MacKinnon Ave Bridge over I-5 | 42.11% | 8 |
| Intersection of MacKinnon Ave and Villa Cardiff Dr | 5.26% | 1 |
| Intersection of MacKinnon Ave and Ocean Crest Rd | 0.00% | 0 |
| Intersection of MacKinnon Ave/Nardo Rd and Santa Fe Dr | 0.00% | 0 |
| MacKinnon Ave between Birmingham Dr and Villa Cardiff Dr | 21.05% | 4 |
| MacKinnon Ave between Villa Cardiff Dr and Santa Fe | 21.05% | 4 |
| **Total** | | **19** |

## Q13 Montgomery AveSelect the intersection or street segment of greatest concern.

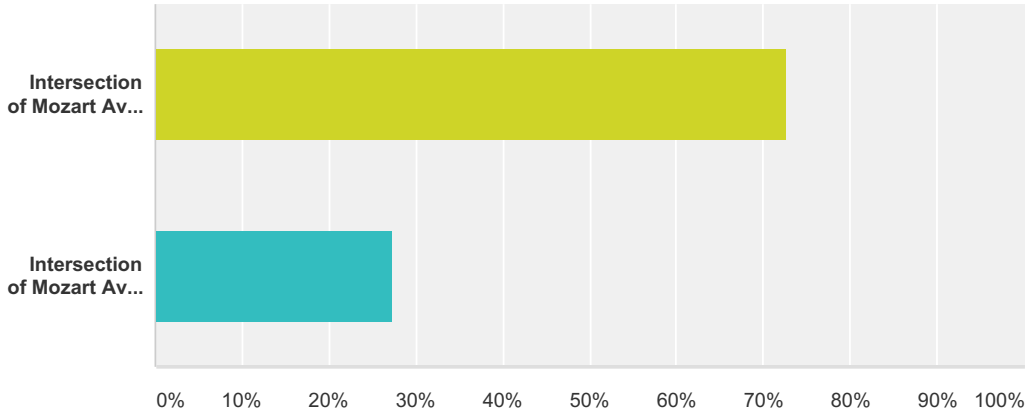
Answered: 6 Skipped: 202




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Montgomery Ave and San Elijo Ave | 66.67% | 4 |
| Intersection of Montgomery Ave and Westminster Dr | 0.00% | 0 |
| Intersection of Montgomery Ave and Mozart Ave | 0.00% | 0 |
| Intersection of Montgomery Ave and Rosini Dr/Stafford Ave | 0.00% | 0 |
| Intersection of Montgomery Ave and Birmingham Dr | 16.67% | 1 |
| Montgomery Ave between Westminister Dr and Mozart Ave | 16.67% | 1 |
| Montgomery Ave between San Elijo Ave and Birmingham Dr | 0.00% | 0 |
| **Total** | | **6** |

## Q14 Mozart AveSelect the intersection or street segment of greatest concern.

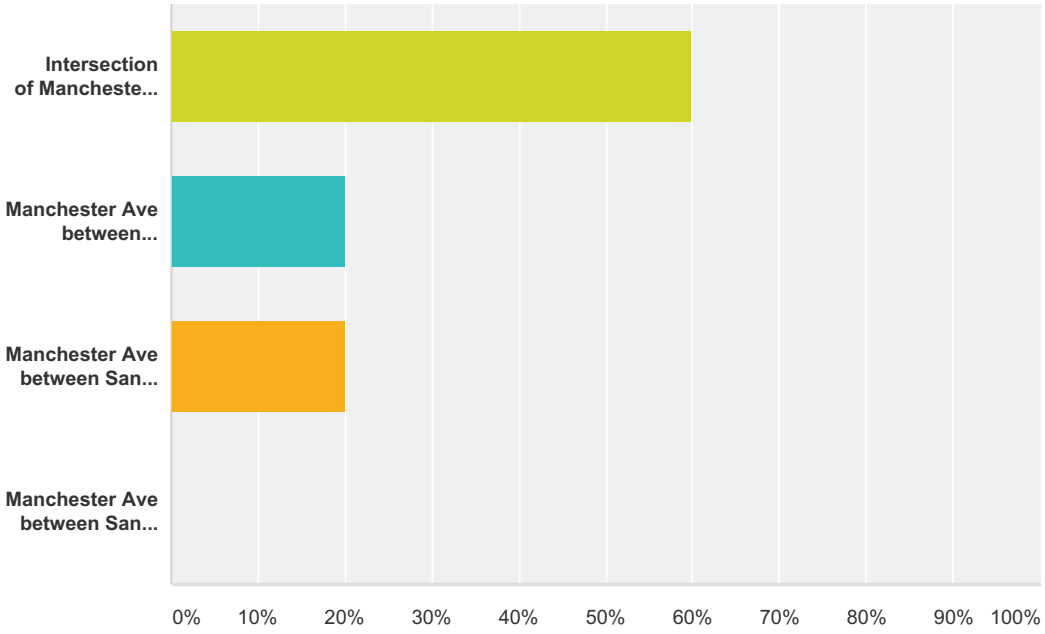
Answered: 11 Skipped: 197




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mozart Ave and San Elijo Ave | 72.73% | 8 |
| Intersection of Mozart Ave and Montgomery Ave | 27.27% | 3 |
| Total | | 11 |

## Q15 Manchester AveSelect the intersection or street segment of greatest concern.

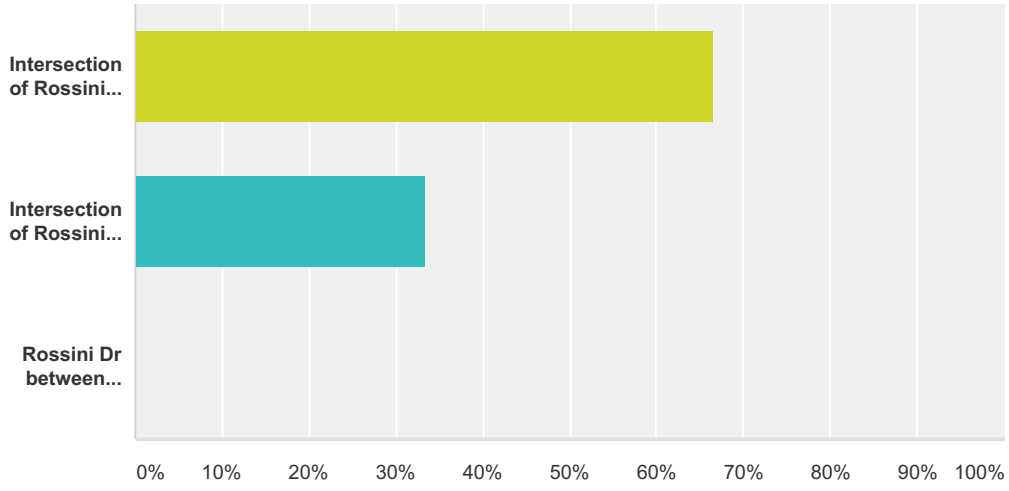
Answered: 5 Skipped: 203




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rossini Dr and Birmingham Dr | **60.00%** | 3 |
| Manchester Ave between Birmingham Dr and San Elijo Ave | **20.00%** | 1 |
| Manchester Ave between San Elijo Ave and San Elijo Lagoon Nature Center | **20.00%** | 1 |
| Manchester Ave between San Elijo Lagoon Nature Center and I5 | **0.00%** | 0 |
| **Total** | | **5** |

## Q16 Rossini DrSelect the intersection or street segment of greatest concern.

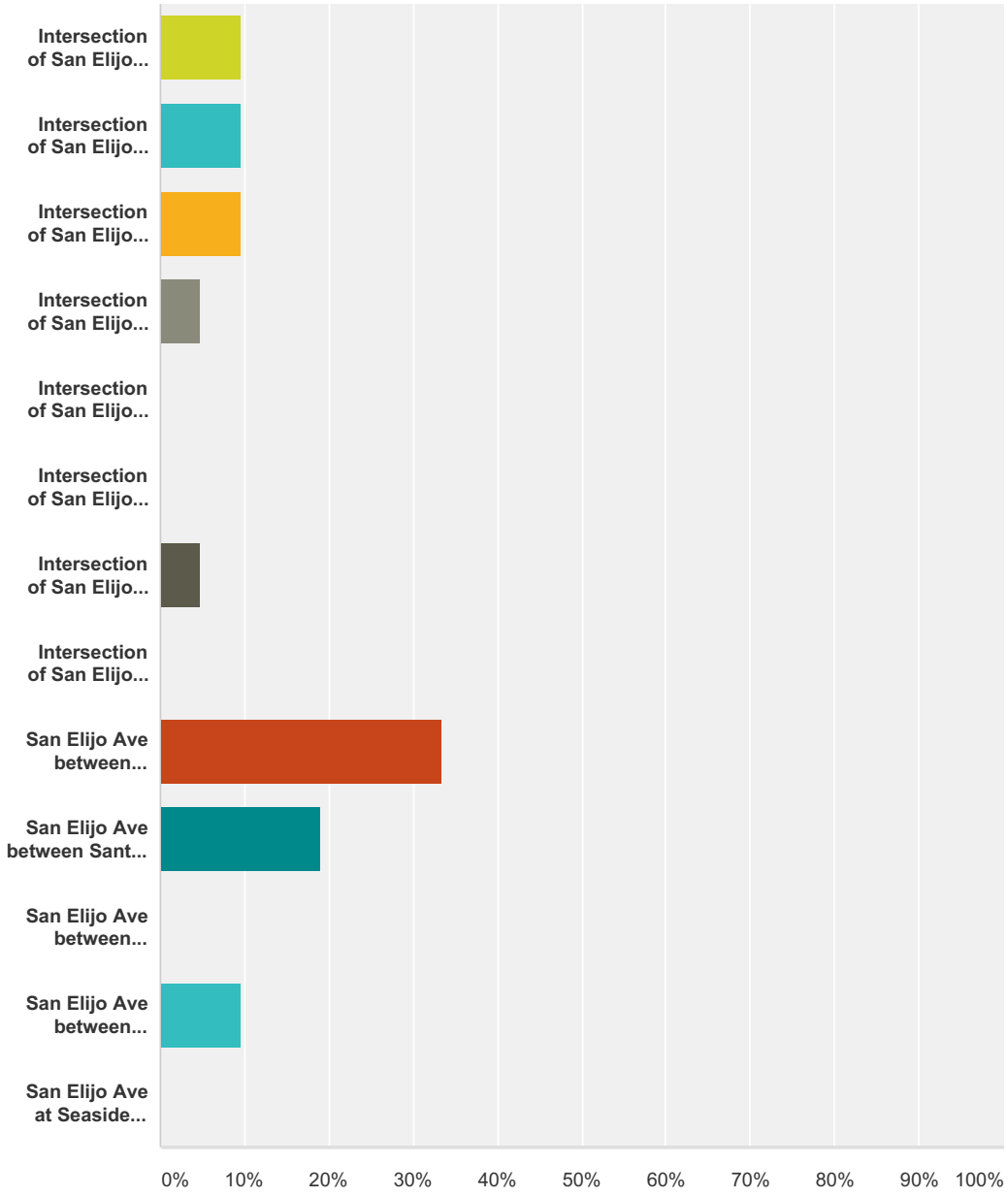
Answered: 3 Skipped: 205




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rossini Dr/Stafford Ave and Montgomery Ave | **66.67%** | 2 |
| Intersection of Rossini Dr/Manchester Ave and Birmingham Dr | **33.33%** | 1 |
| Rossini Dr between Montgomery Ave and Birmingham Dr | **0.00%** | 0 |
| **Total** | | **3** |

## Q17 San Elijo AveSelect the intersection or street segment of greatest concern.

Answered: 21 Skipped: 187

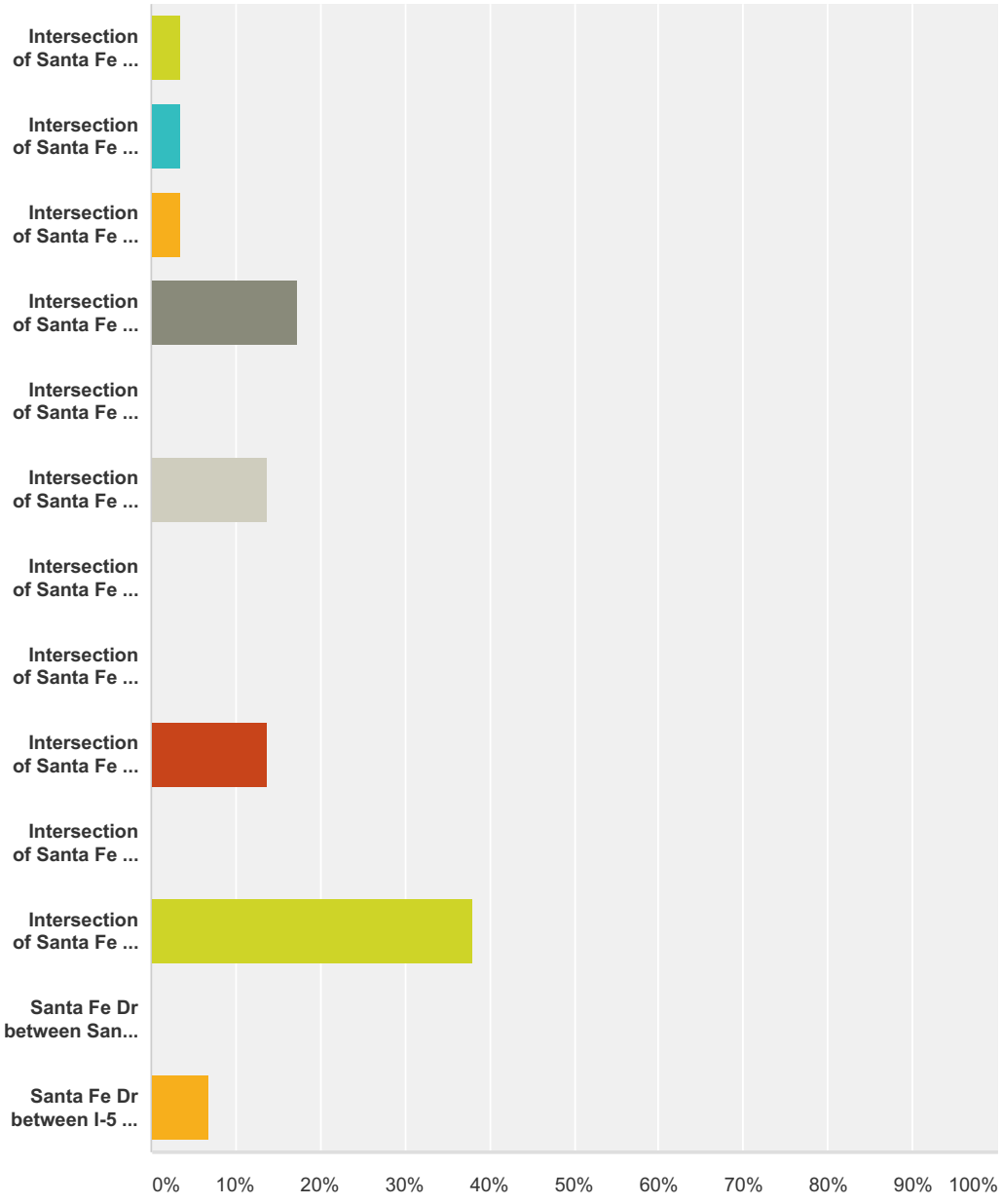



| Answer Choices | Responses | |
|---|---|---|
| Intersection of San Elijo Ave/Vulcan Ave and Santa Fe Dr | 9.52% | 2 |
| Intersection of San Elijo Ave and Verdi Ave | 9.52% | 2 |
| Intersection of San Elijo Ave and Montgomery Ave | 9.52% | 2 |
| Intersection of San Elijo Ave and Mozart Ave | 4.76% | 1 |
| Intersection of San Elijo Ave and Birmingham Dr | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of San Elijo Ave and Liverpool Dr | **0.00%** | 0 |
| Intersection of San Elijo Ave and Chesterfield Dr | **4.76%** | 1 |
| Intersection of San Elijo Ave and Norfolk Dr | **0.00%** | 0 |
| San Elijo Ave between Montgomery Ave and Mozart Ave (Across from Cardiff Elementary) | **33.33%** | 7 |
| San Elijo Ave between Santa Fe Dr and Birmingham Dr | **19.05%** | 4 |
| San Elijo Ave between Liverpool Dr and Chesterfield Dr | **0.00%** | 0 |
| San Elijo Ave between Birmingham Dr and Manchester Ave | **9.52%** | 2 |
| San Elijo Ave at Seaside Market | **0.00%** | 0 |
| **Total** | | **21** |

## Q18 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 29 Skipped: 179

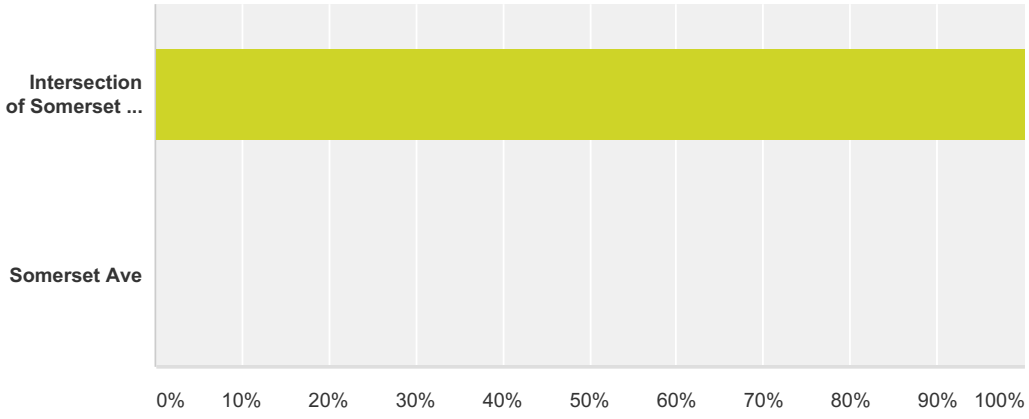



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and San Elijo Ave/Vulcan Ave | 3.45% | 1 |
| Intersection of Santa Fe Dr and Summit Ave | 3.45% | 1 |
| Intersection of Santa Fe Dr and Rubenstein Ave/Devonshire Ave | 3.45% | 1 |
| Intersection of Santa Fe Dr and I-5 overpass | 17.24% | 5 |
| Intersection of Santa Fe Dr and Gardena Rd | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and MacKinnon Ave/Nardo Rd | **13.79%** | 4 |
| Intersection of Santa Fe Dr and Windsor Rd/Bonita Rd | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Balour Dr | **13.79%** | 4 |
| Intersection of Santa Fe Dr and Oceanic Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Crest Dr | **37.93%** | 11 |
| Santa Fe Dr between San Elijo Ave/Vulcan Ave and I-5 | **0.00%** | 0 |
| Santa Fe Dr between I-5 and Lake Dr | **6.90%** | 2 |
| **Total** | | **29** |

## Q19 Somerset AveSelect the intersection or street segment of greatest concern.

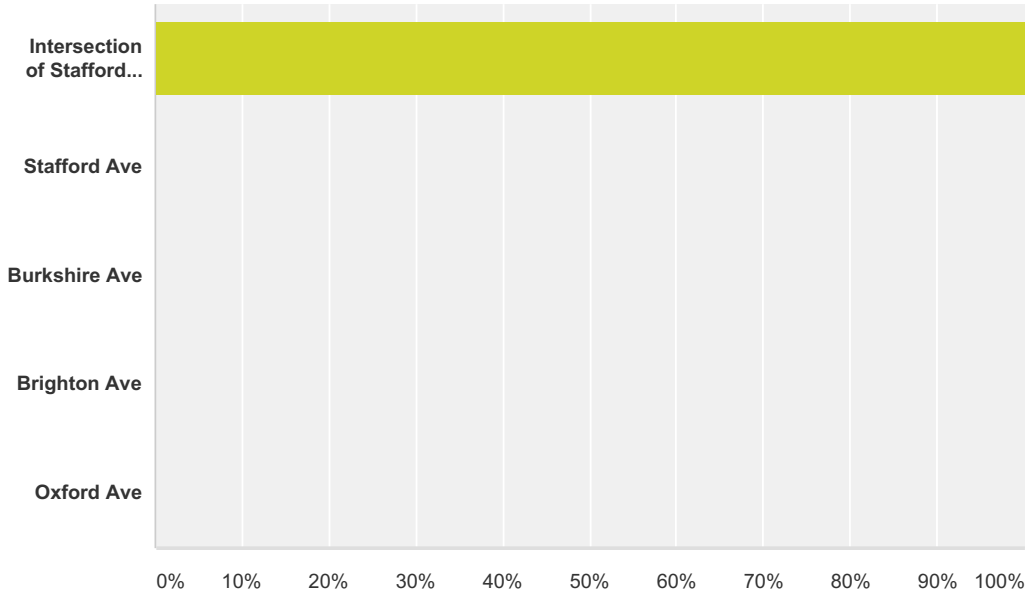
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Somerset Ave and Warwick (to MacKinnon Ave) | **100.00%** | 1 |
| Somerset Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q20 Stafford AveSelect the intersection or street segment of greatest concern.

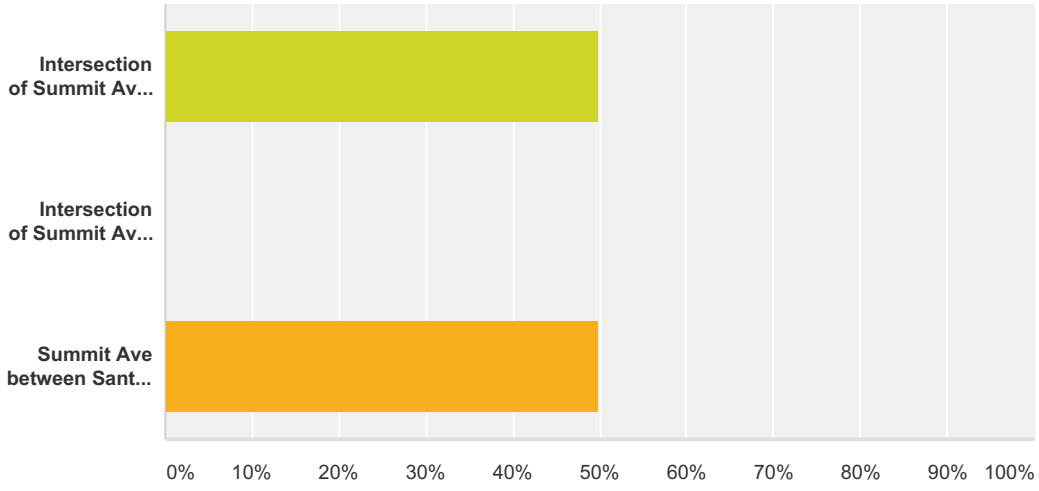
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stafford Ave/Rossini Dr and Montgomery Ave | **100.00%** | 1 |
| Stafford Ave | **0.00%** | 0 |
| Burkshire Ave | **0.00%** | 0 |
| Brighton Ave | **0.00%** | 0 |
| Oxford Ave | **0.00%** | 0 |
| **Total** | | **1** |

## Q21 Summit AveSelect the intersection or street segment of greatest concern.

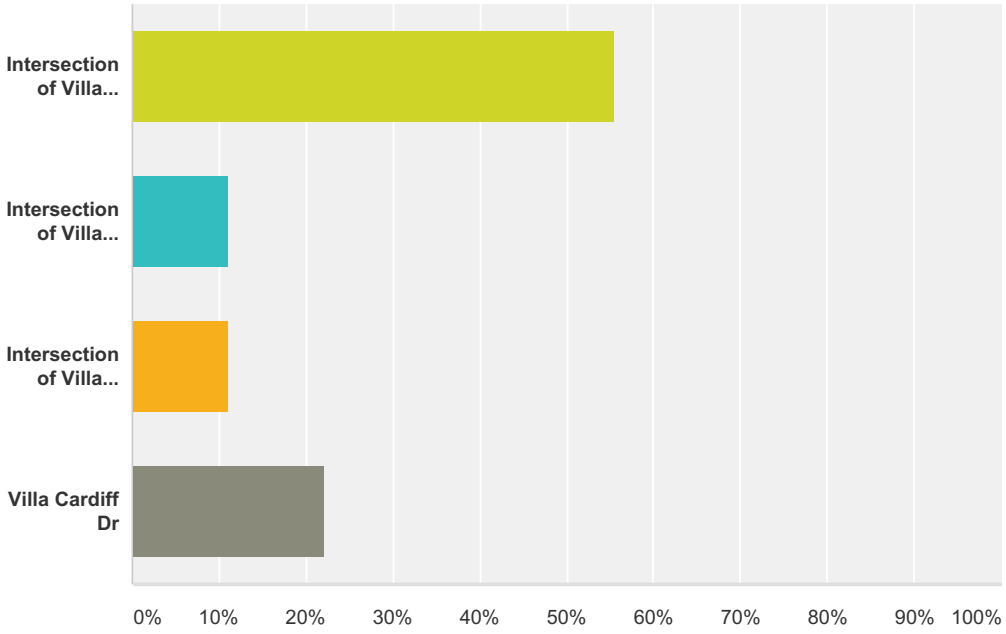
Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Summit Ave and Santa Fe Dr | **50.00%** | 1 |
| Intersection of Summit Ave and Rubenstein Ave | **0.00%** | 0 |
| Summit Ave between Santa Fe Dr and Rubenstein Ave | **50.00%** | 1 |
| **Total** | | **2** |

## Q22 Villa Cardiff DrSelect the intersection or street segment of greatest concern.

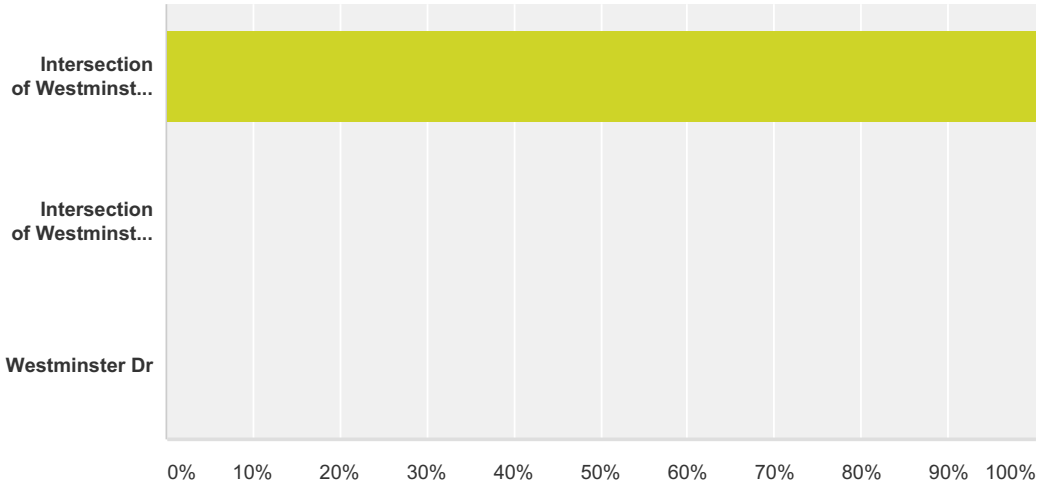
Answered: 9 Skipped: 199




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Villa Cardiff Dr and MacKinnon Ave | **55.56%** | 5 |
| Intersection of Villa Cardiff Dr and Windsor Rd | **11.11%** | 1 |
| Intersection of Villa Cardiff Dr and Birmingham Dr | **11.11%** | 1 |
| Villa Cardiff Dr | **22.22%** | 2 |
| **Total** | | **9** |

## Q23 Westminster DrSelect the intersection or street segment of greatest concern.

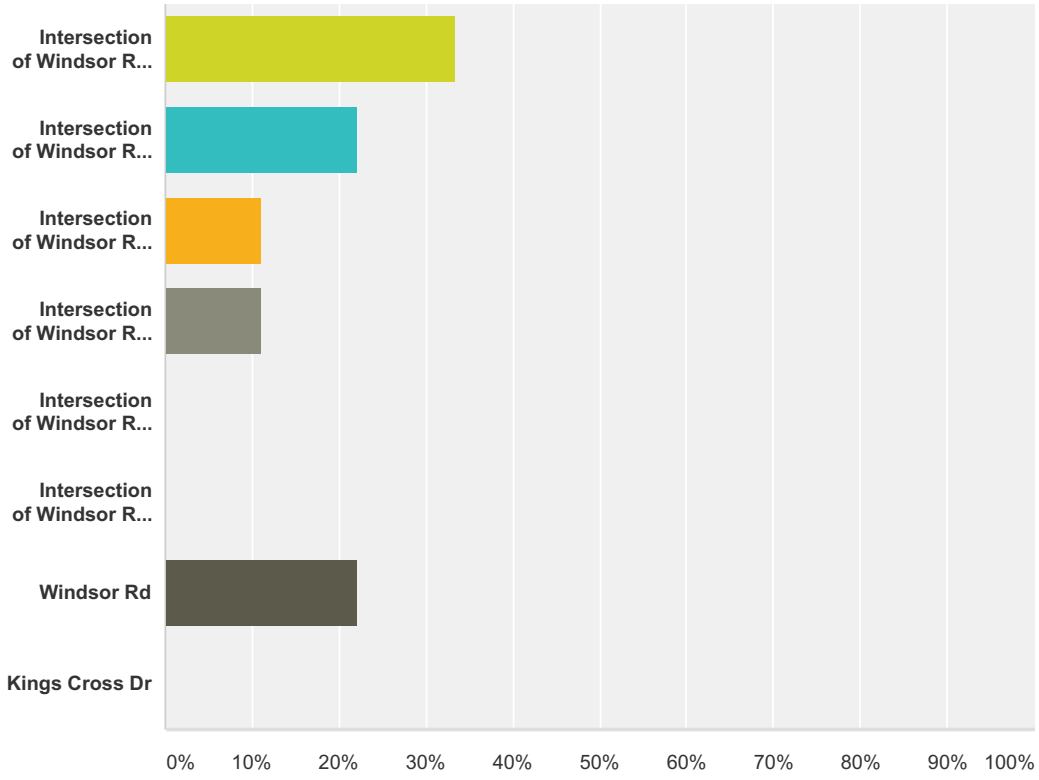
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Westminster Dr and Liszt Ave | **100.00%** | 1 |
| Intersection of Westminster Dr and Montgomery Ave | **0.00%** | 0 |
| Westminster Dr | **0.00%** | 0 |
| **Total** | | **1** |

## Q24 Windsor RdSelect the intersection or street segment of greatest concern.

Answered: 9 Skipped: 199




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Windsor Rd and Santa Fe Dr | **33.33%** | 3 |
| Intersection of Windsor Rd and Munevar Rd | **22.22%** | 2 |
| Intersection of Windsor Rd and Blue Sky Dr/Grange Hall Rd | **11.11%** | 1 |
| Intersection of Windsor Rd and Woodlake Dr | **11.11%** | 1 |
| Intersection of Windsor Rd and Kings Cross Dr | **0.00%** | 0 |
| Intersection of Windsor Rd and Villa Cardiff Dr | **0.00%** | 0 |
| Windsor Rd | **22.22%** | 2 |
| Kings Cross Dr | **0.00%** | 0 |
| **Total** | | **9** |

## Q25 Woodgrove DrSelect the intersection or street segment of greatest concern.

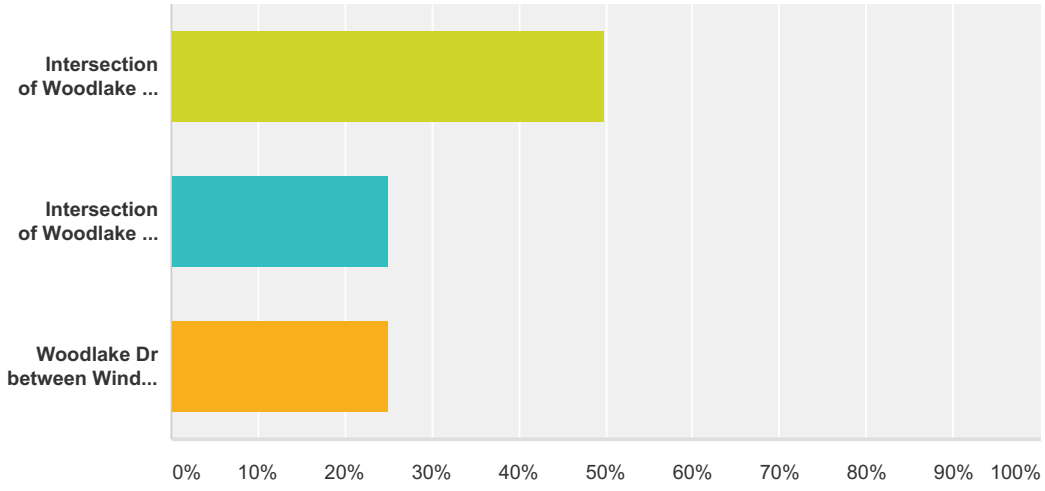
Answered: 0 Skipped: 208

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Woodgrove Dr between Sandcastle Dr and Lake Dr | 0.00% | 0 |
| Total | | 0 |

## Q26 Woodlake DrSelect the intersection or street segment of greatest concern.

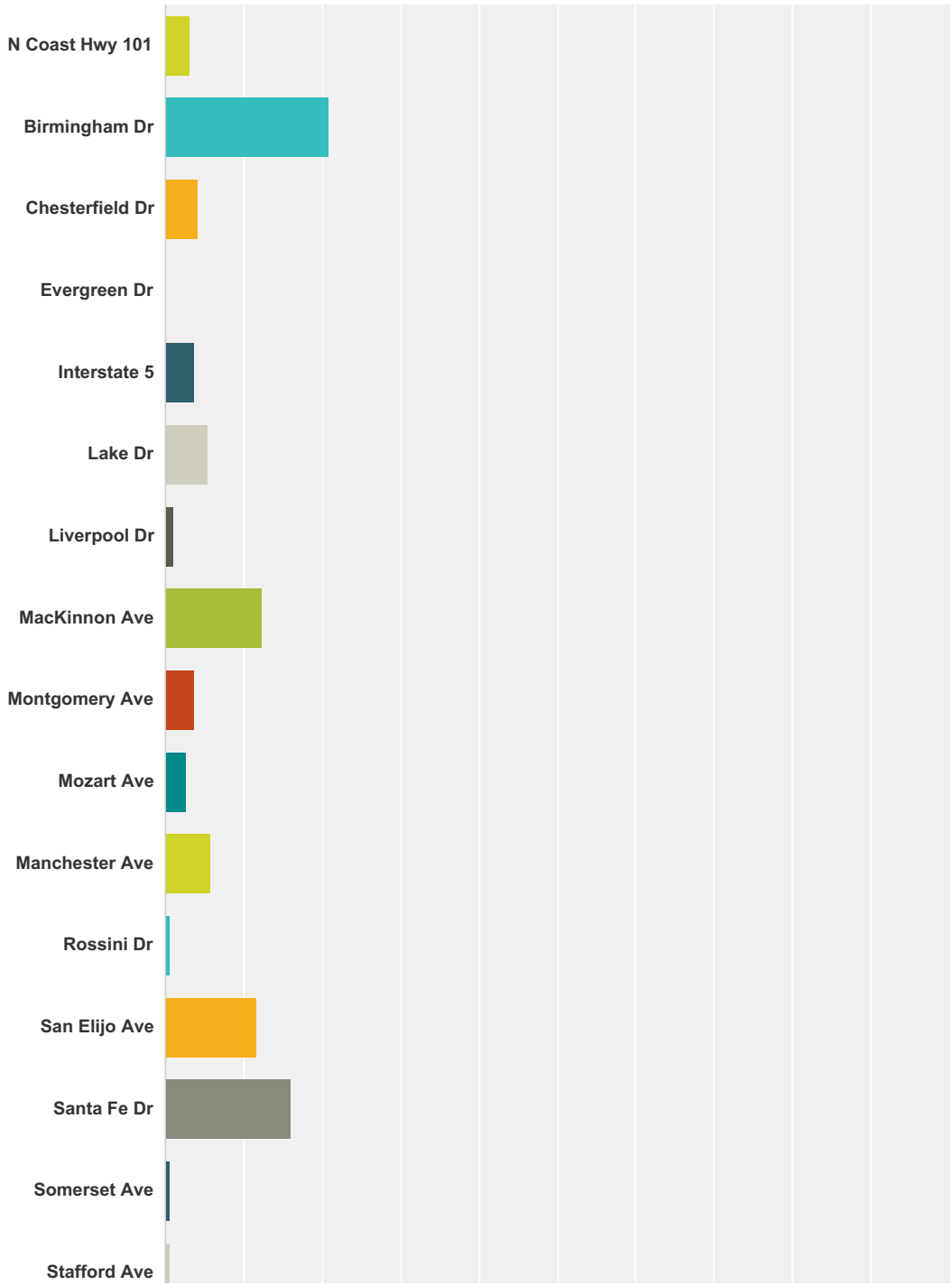
Answered: 4 Skipped: 204

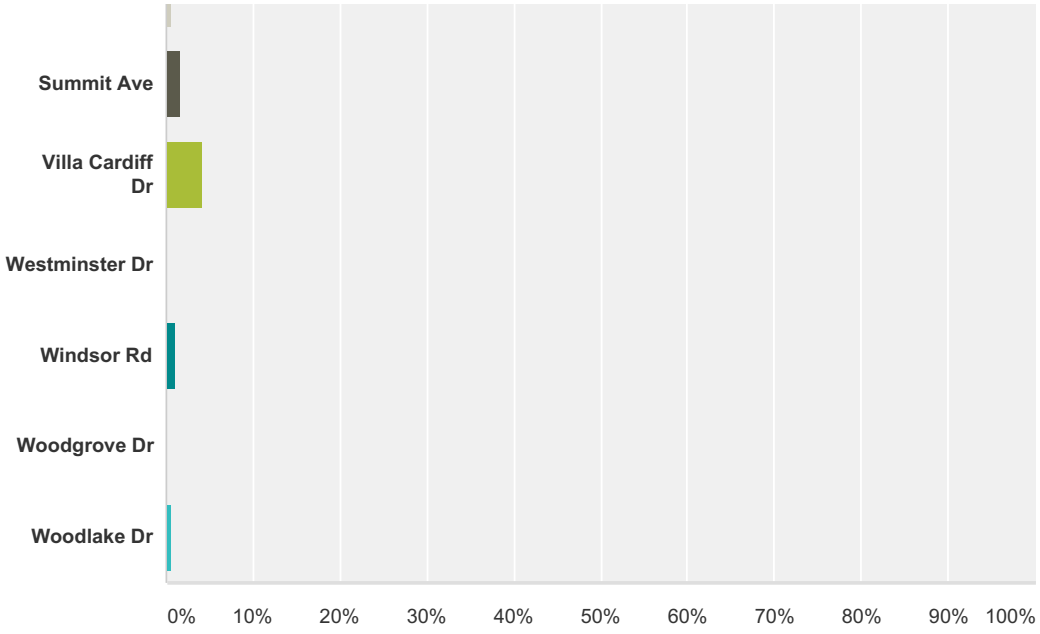



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Woodlake Dr and Windsor Rd | **50.00%** | 2 |
| Intersection of Woodlake Dr and Greenlake Dr | **25.00%** | 1 |
| Woodlake Dr between Windsor Rd and Lake Dr | **25.00%** | 1 |
| **Total** | | **4** |

## Q27 Priority #2 Thank you very much for sharing your opinion on your first priority. For your SECOND priority, please select the nearest street to your specific location of concern from the list below. This list was developed from feedback provided by the public and does not include all locations within Cardiff-by-the-Sea.

Answered: 187 Skipped: 21



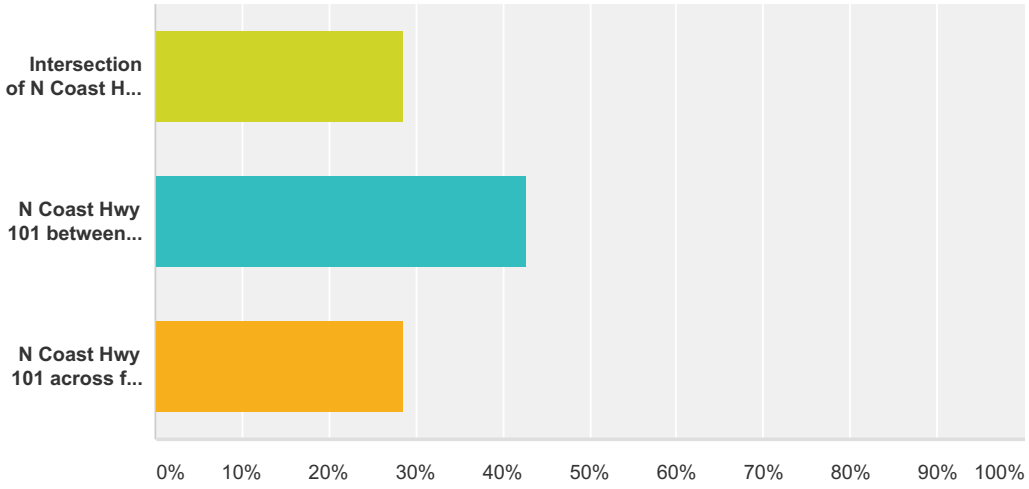



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **3.21%** | 6 |
| Birmingham Dr | **20.86%** | 39 |
| Chesterfield Dr | **4.28%** | 8 |
| Evergreen Dr | **0.00%** | 0 |
| Interstate 5 | **3.74%** | 7 |
| Lake Dr | **5.35%** | 10 |
| Liverpool Dr | **1.07%** | 2 |
| MacKinnon Ave | **12.30%** | 23 |
| Montgomery Ave | **3.74%** | 7 |
| Mozart Ave | **2.67%** | 5 |
| Manchester Ave | **5.88%** | 11 |
| Rossini Dr | **0.53%** | 1 |
| San Elijo Ave | **11.76%** | 22 |
| Santa Fe Dr | **16.04%** | 30 |
| Somerset Ave | **0.53%** | 1 |
| Stafford Ave | **0.53%** | 1 |
| Summit Ave | **1.60%** | 3 |
| Villa Cardiff Dr | **4.28%** | 8 |
| Westminster Dr | **0.00%** | 0 |

| | | |
|---|---|---|
| Windsor Rd | **1.07%** | 2 |
| Woodgrove Dr | **0.00%** | 0 |
| Woodlake Dr | **0.53%** | 1 |
| **Total** | | **187** |

## Q28 N Coast Hwy 101Select the intersection or street segment of greatest concern.

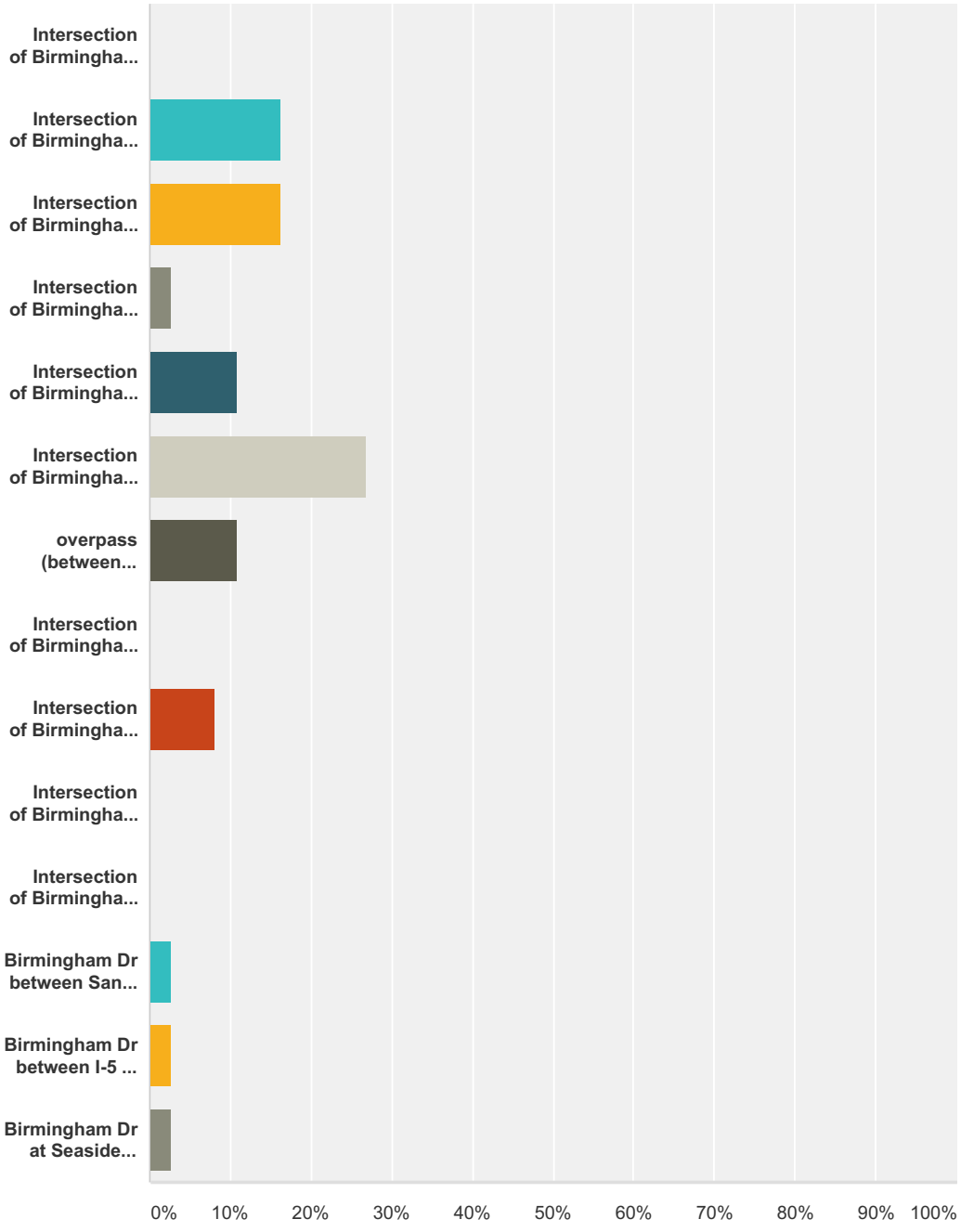
Answered: 7 Skipped: 201




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and Chesterfield Dr | **28.57%** | 2 |
| N Coast Hwy 101 between Santa Fe Dr and Chesterfield Dr | **42.86%** | 3 |
| N Coast Hwy 101 across from George Berkich Park | **28.57%** | 2 |
| **Total** | | **7** |

## Q29 Birmingham DrSelect the intersection or street segment of greatest concern.

Answered: 37 Skipped: 171

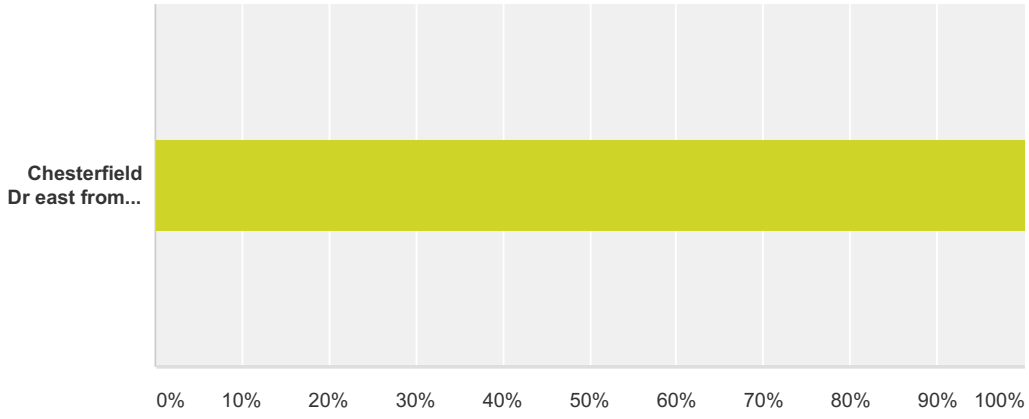



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Birmingham Dr and San Elijo Ave | 0.00% | 0 |
| Intersection of Birmingham Dr and Manchester Ave | 16.22% | 6 |
| Intersection of Birmingham Dr and Montgomery Ave | 16.22% | 6 |

| | | |
|---|---|---|
| Intersection of Birmingham Dr and Glasgow Ave | **2.70%** | 1 |
| Intersection of Birmingham Dr and MacKinnon Ave | **10.81%** | 4 |
| Intersection of Birmingham Dr and I-5 | **27.03%** | 10 |
| overpass (between MacKinnon Ave and Playa Riviera Dr) | **10.81%** | 4 |
| Intersection of Birmingham Ave and Playa Riviera Dr | **0.00%** | 0 |
| Intersection of Birmingham Ave and Villa Cardiff Dr | **8.11%** | 3 |
| Intersection of Birmingham Dr and Freda Ln | **0.00%** | 0 |
| Intersection of Birmingham Dr and Lake Dr | **0.00%** | 0 |
| Birmingham Dr between San Elijo Ave/Vulcan Ave and I-5 | **2.70%** | 1 |
| Birmingham Dr between I-5 and Crest Dr | **2.70%** | 1 |
| Birmingham Dr at Seaside Market | **2.70%** | 1 |
| **Total** | | **37** |

## Q30 Chesterfield DrSelect the intersection or street segment of greatest concern.

Answered: 8 Skipped: 200




| Answer Choices | Responses | |
|---|---|---|
| Chesterfield Dr east from San Elijo Ave | 100.00% | 8 |
| Total | | 8 |

## Q31 Evergreen DrSelect the intersection or street segment of greatest concern.

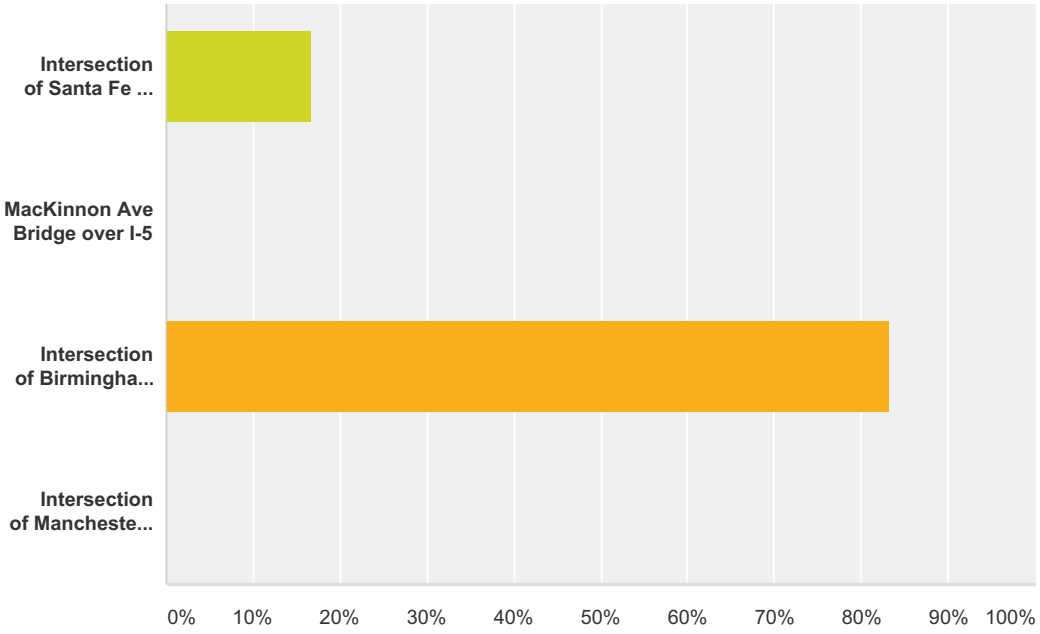
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Evergreen Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q32 Interstate 5Select the intersection or street segment of greatest concern.

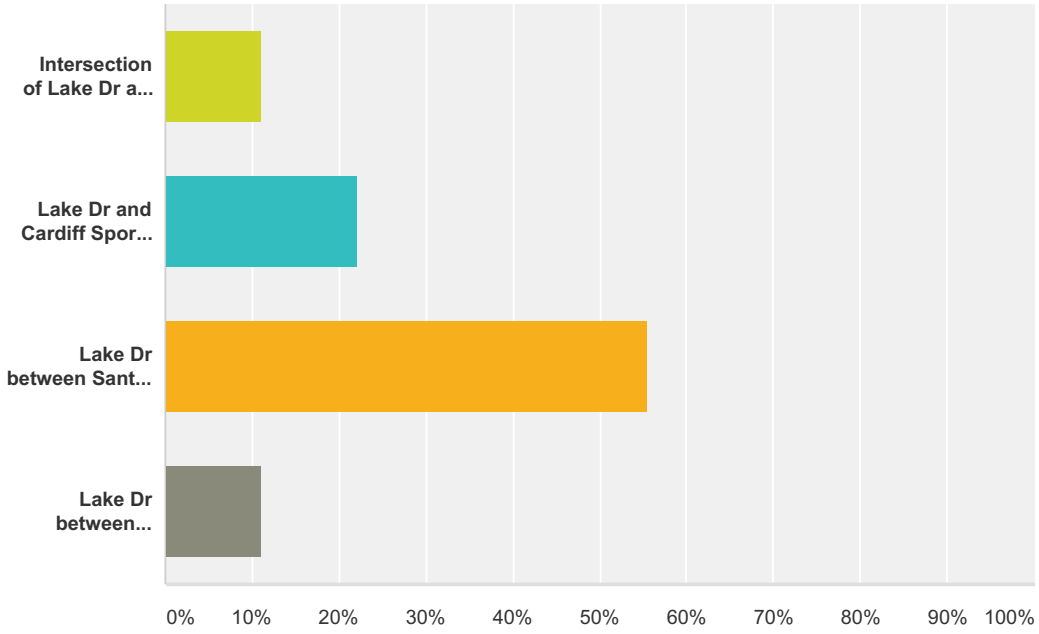
Answered: 6 Skipped: 202




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and I-5 overpass | **16.67%** | 1 |
| MacKinnon Ave Bridge over I-5 | **0.00%** | 0 |
| Intersection of Birmingham Dr and I-5 overpass | **83.33%** | 5 |
| Intersection of Manchester Ave and I-5 | **0.00%** | 0 |
| **Total** | | **6** |

## Q33 Lake DrSelect the intersection or street segment of greatest concern.

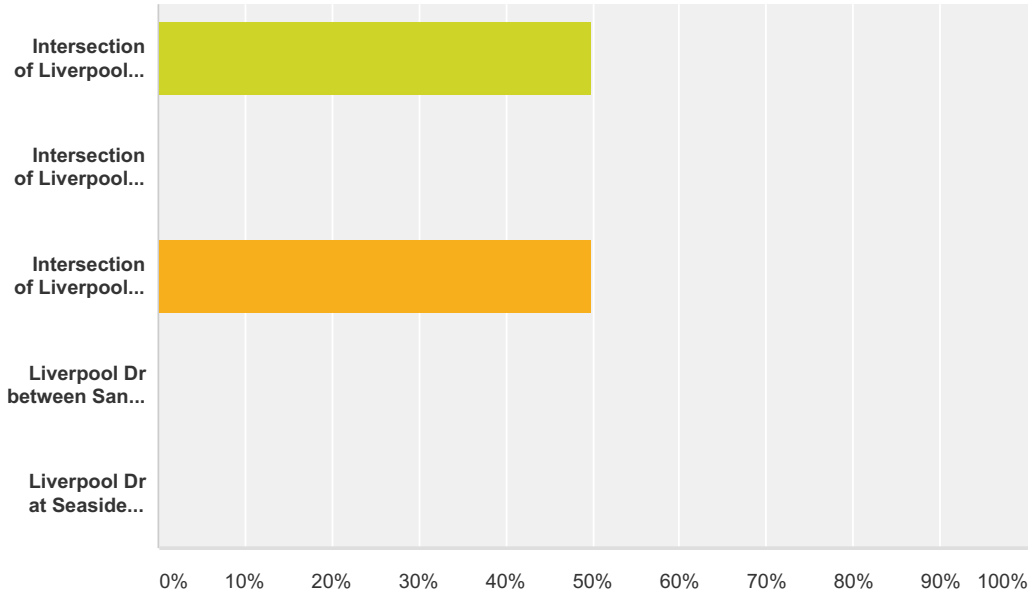
Answered: 9 Skipped: 199




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lake Dr and Birmingham Dr | 11.11% | 1 |
| Lake Dr and Cardiff Sports Park | 22.22% | 2 |
| Lake Dr between Santa Fe Dr and Birmingham Dr | 55.56% | 5 |
| Lake Dr between Birmingham Dr and Wales Dr | 11.11% | 1 |
| Total | | 9 |

## Q34 Liverpool DrSelect the intersection or street segment of greatest concern.

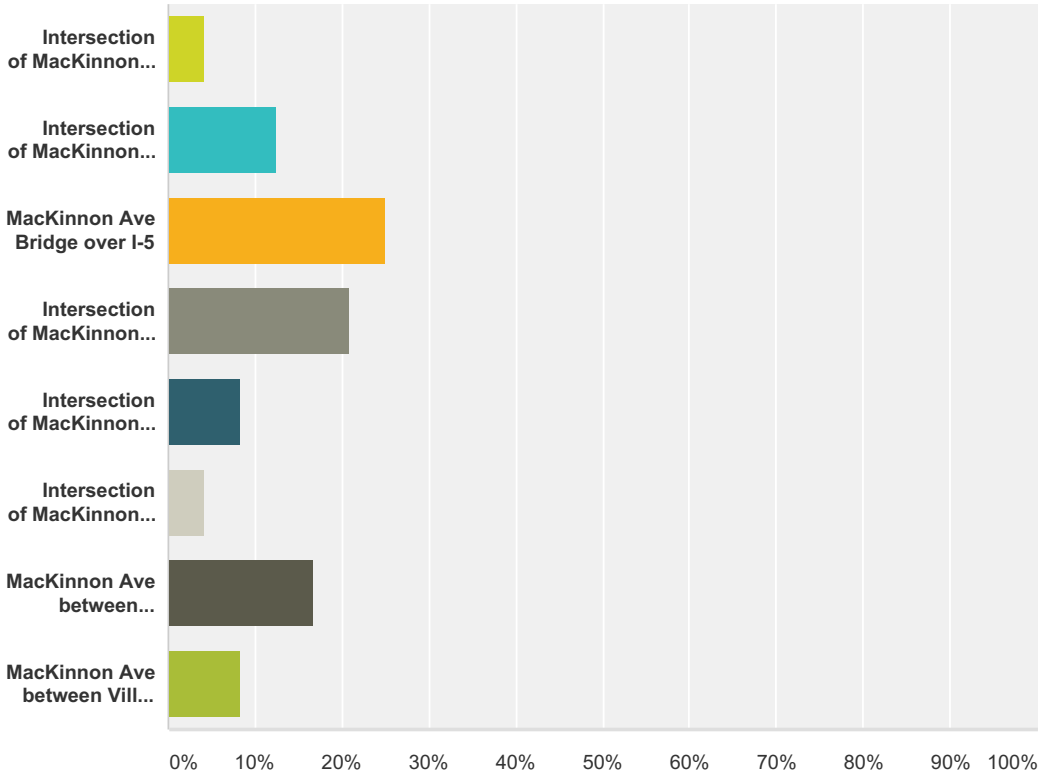
Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Liverpool Dr and San Elijo Ave | **50.00%** | 1 |
| Intersection of Liverpool Dr and Glasgow Ave | **0.00%** | 0 |
| Intersection of Liverpool Dr and MacKinnon Ave | **50.00%** | 1 |
| Liverpool Dr between San Elijo Ave and MacKinnon Ave | **0.00%** | 0 |
| Liverpool Dr at Seaside Market | **0.00%** | 0 |
| **Total** | | **2** |

## Q35 MacKinnon AveSelect the intersection or street segment of greatest concern.

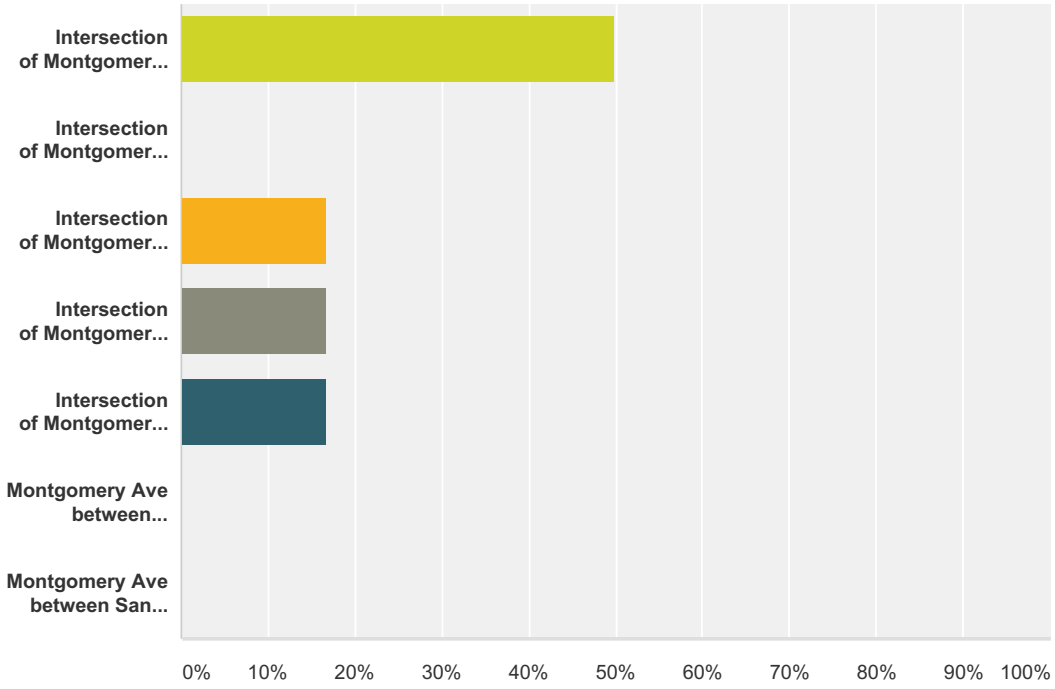
Answered: 24 Skipped: 184




| Answer Choices | Responses | |
|---|---|---|
| Intersection of MacKinnon Ave and Liverpool Dr | 4.17% | 1 |
| Intersection of MacKinnon Ave and Birmingham Dr | 12.50% | 3 |
| MacKinnon Ave Bridge over I-5 | 25.00% | 6 |
| Intersection of MacKinnon Ave and Villa Cardiff Dr | 20.83% | 5 |
| Intersection of MacKinnon Ave and Ocean Crest Rd | 8.33% | 2 |
| Intersection of MacKinnon Ave/Nardo Rd and Santa Fe Dr | 4.17% | 1 |
| MacKinnon Ave between Birmingham Dr and Villa Cardiff Dr | 16.67% | 4 |
| MacKinnon Ave between Villa Cardiff Dr and Santa Fe | 8.33% | 2 |
| **Total** | | **24** |

## Q36 Montgomery AveSelect the intersection or street segment of greatest concern.

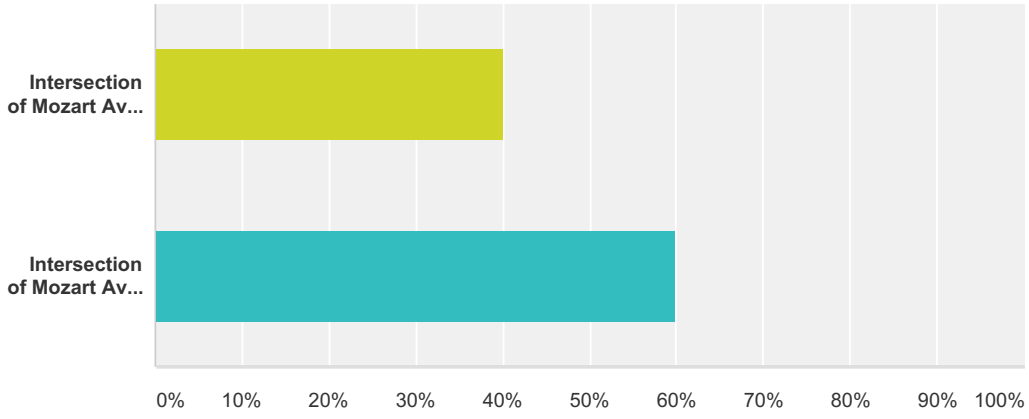
Answered: 6 Skipped: 202




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Montgomery Ave and San Elijo Ave | 50.00% | 3 |
| Intersection of Montgomery Ave and Westminster Dr | 0.00% | 0 |
| Intersection of Montgomery Ave and Mozart Ave | 16.67% | 1 |
| Intersection of Montgomery Ave and Rosini Dr/Stafford Ave | 16.67% | 1 |
| Intersection of Montgomery Ave and Birmingham Dr | 16.67% | 1 |
| Montgomery Ave between Westminister Dr and Mozart Ave | 0.00% | 0 |
| Montgomery Ave between San Elijo Ave and Birmingham Dr | 0.00% | 0 |
| **Total** | | **6** |

## Q37 Mozart AveSelect the intersection or street segment of greatest concern.

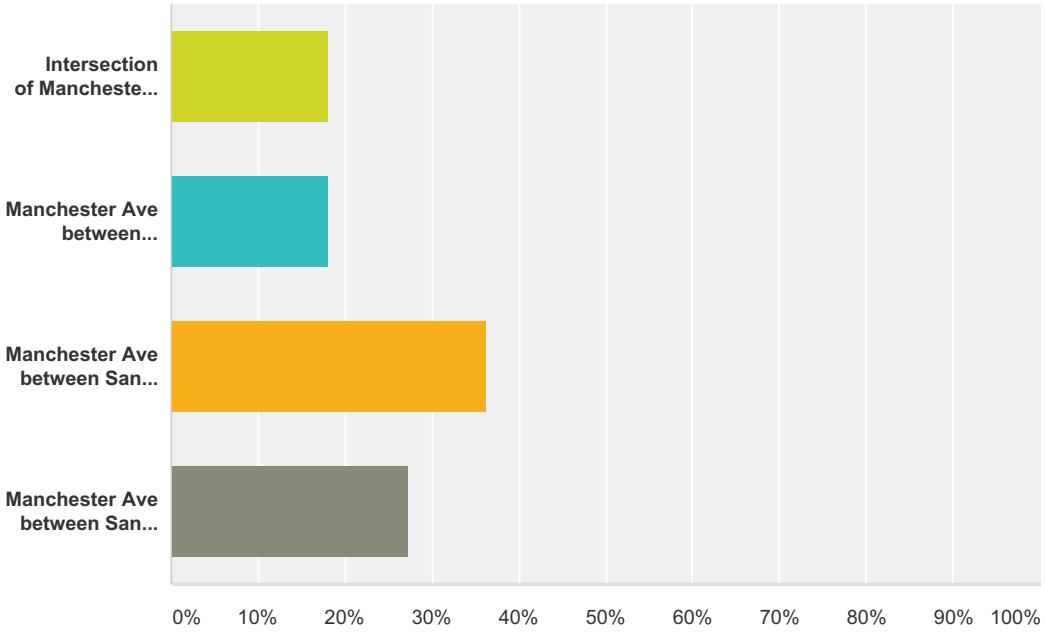
Answered: 5 Skipped: 203




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mozart Ave and San Elijo Ave | **40.00%** | 2 |
| Intersection of Mozart Ave and Montgomery Ave | **60.00%** | 3 |
| **Total** | | **5** |

## Q38 Manchester AveSelect the intersection or street segment of greatest concern.

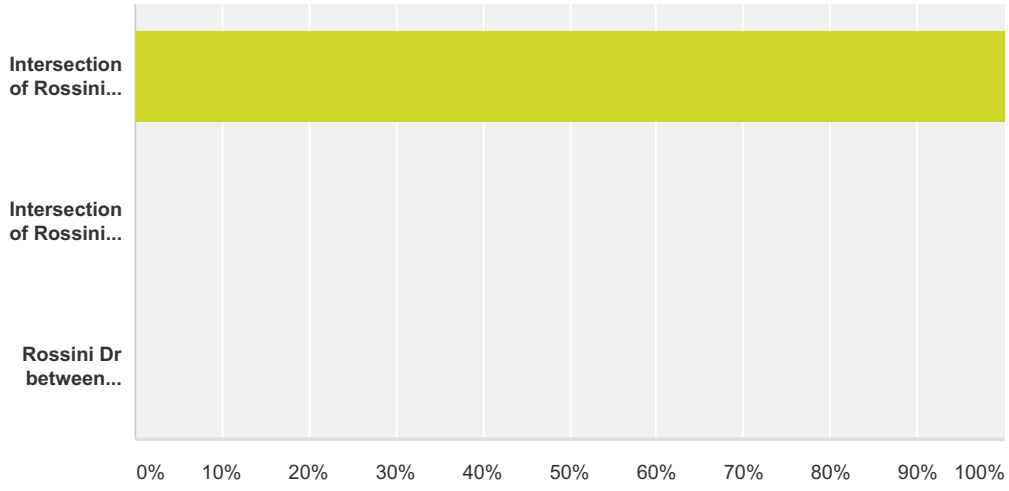
Answered: 11 Skipped: 197




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rossini Dr and Birmingham Dr | 18.18% | 2 |
| Manchester Ave between Birmingham Dr and San Elijo Ave | 18.18% | 2 |
| Manchester Ave between San Elijo Ave and San Elijo Lagoon Nature Center | 36.36% | 4 |
| Manchester Ave between San Elijo Lagoon Nature Center and I5 | 27.27% | 3 |
| Total | | 11 |

## Q39 Rossini DrSelect the intersection or street segment of greatest concern.

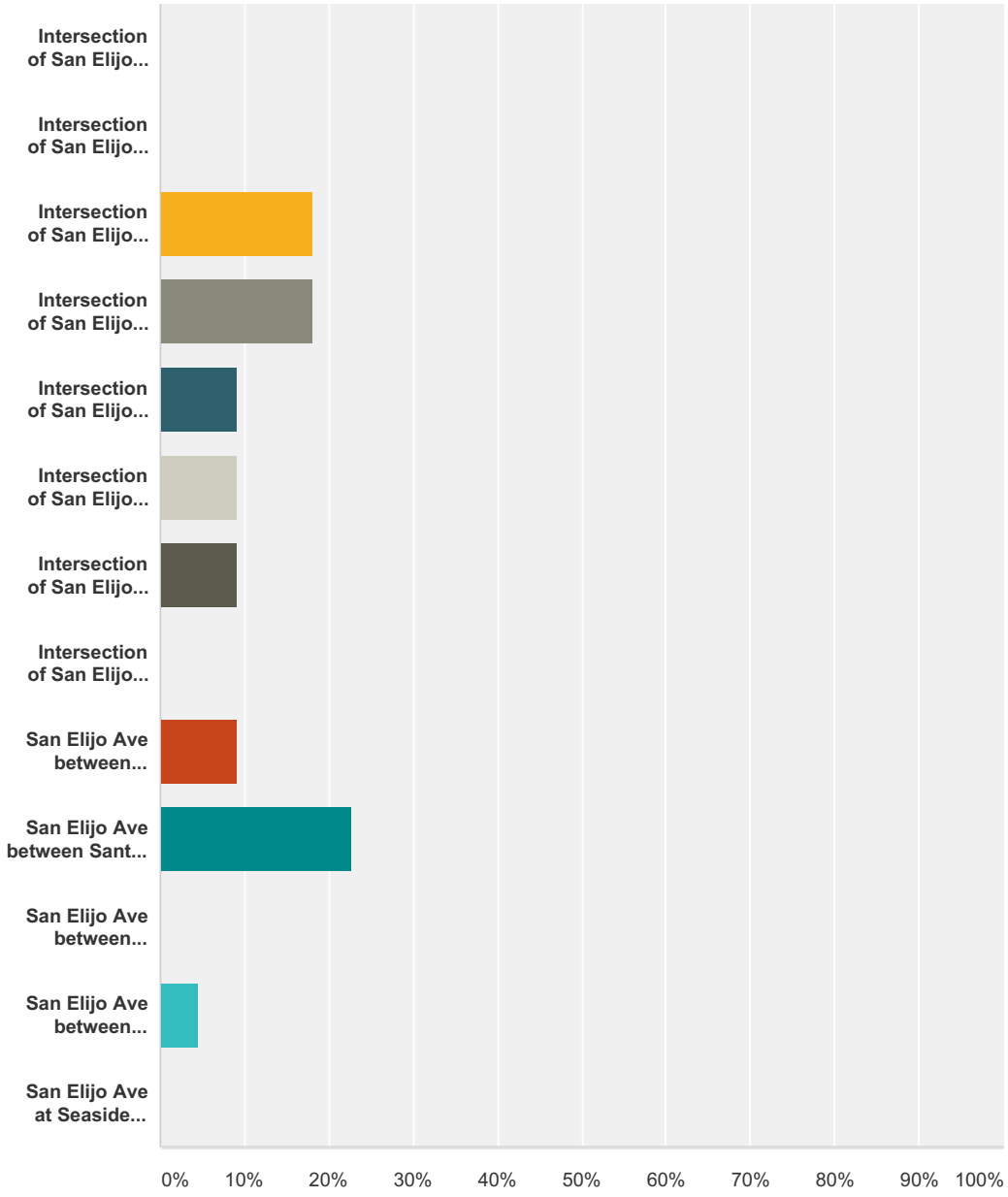
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rossini Dr/Stafford Ave and Montgomery Ave | **100.00%** | 1 |
| Intersection of Rossini Dr/Manchester Ave and Birmingham Dr | **0.00%** | 0 |
| Rossini Dr between Montgomery Ave and Birmingham Dr | **0.00%** | 0 |
| **Total** | | **1** |

## Q40 San Elijo AveSelect the intersection or street segment of greatest concern.

Answered: 22 Skipped: 186

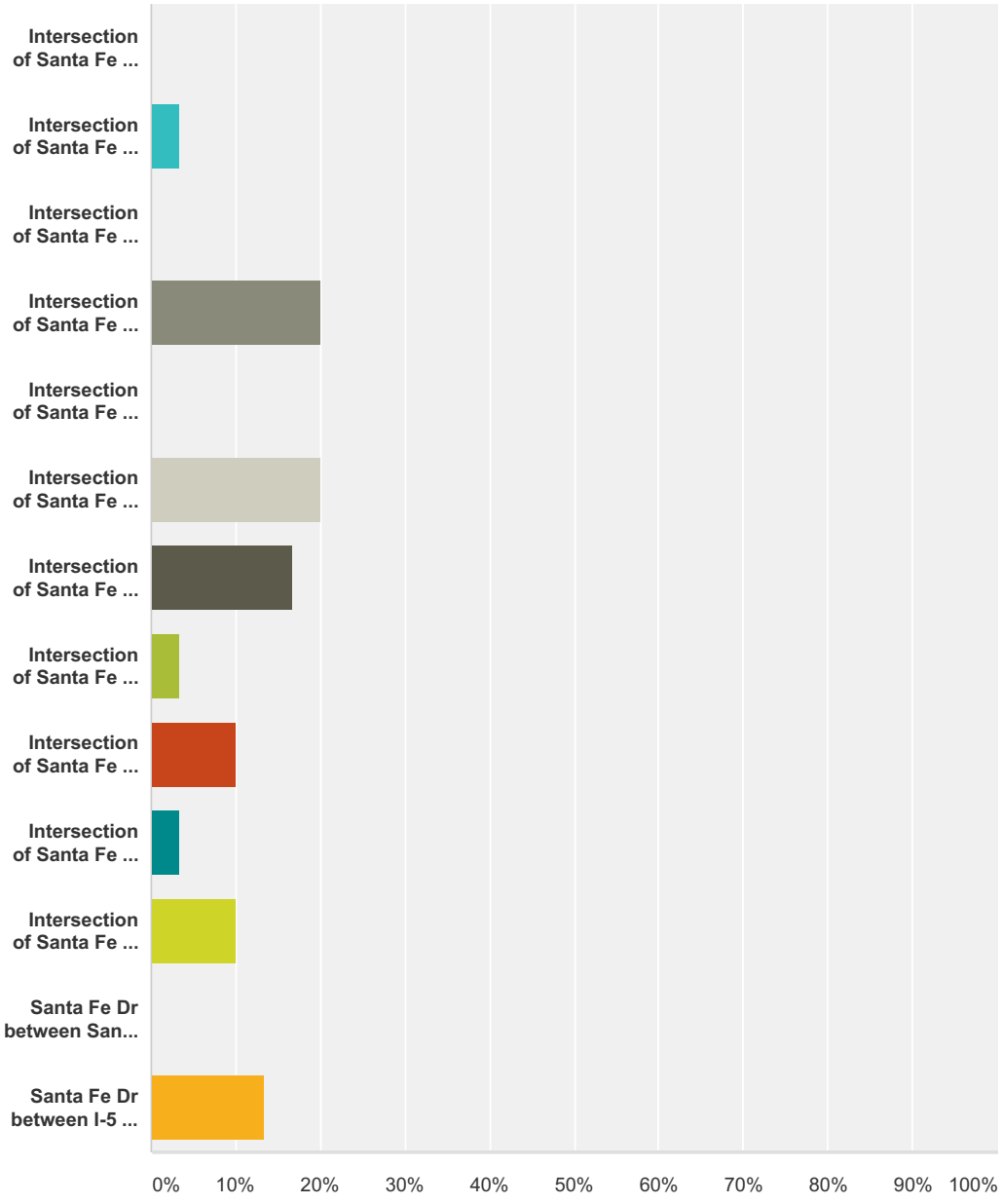



| Answer Choices | Responses | |
|---|---|---|
| Intersection of San Elijo Ave/Vulcan Ave and Santa Fe Dr | 0.00% | 0 |
| Intersection of San Elijo Ave and Verdi Ave | 0.00% | 0 |
| Intersection of San Elijo Ave and Montgomery Ave | 18.18% | 4 |
| Intersection of San Elijo Ave and Mozart Ave | 18.18% | 4 |
| Intersection of San Elijo Ave and Birmingham Dr | 9.09% | 2 |

| | | |
|---|---|---|
| Intersection of San Elijo Ave and Liverpool Dr | **9.09%** | 2 |
| Intersection of San Elijo Ave and Chesterfield Dr | **9.09%** | 2 |
| Intersection of San Elijo Ave and Norfolk Dr | **0.00%** | 0 |
| San Elijo Ave between Montgomery Ave and Mozart Ave (Across from Cardiff Elementary) | **9.09%** | 2 |
| San Elijo Ave between Santa Fe Dr and Birmingham Dr | **22.73%** | 5 |
| San Elijo Ave between Liverpool Dr and Chesterfield Dr | **0.00%** | 0 |
| San Elijo Ave between Birmingham Dr and Manchester Ave | **4.55%** | 1 |
| San Elijo Ave at Seaside Market | **0.00%** | 0 |
| **Total** | | **22** |

## Q41 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 30 Skipped: 178

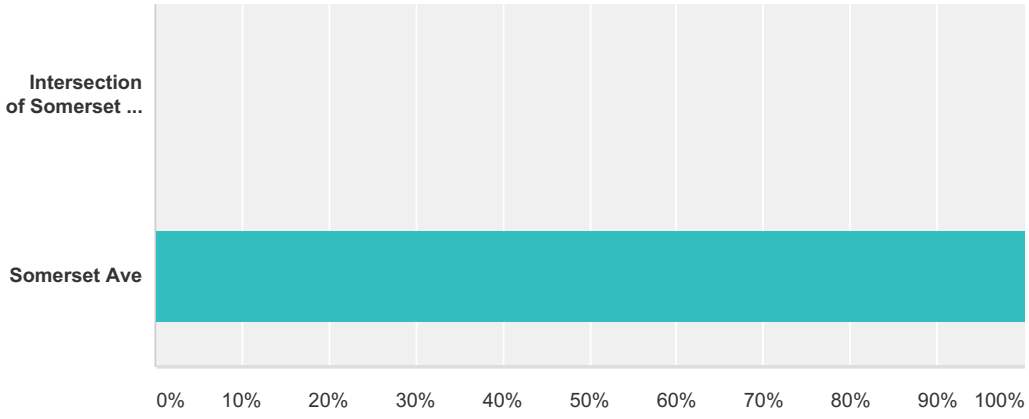



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and San Elijo Ave/Vulcan Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and Summit Ave | 3.33% | 1 |
| Intersection of Santa Fe Dr and Rubenstein Ave/Devonshire Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and I-5 overpass | 20.00% | 6 |
| Intersection of Santa Fe Dr and Gardena Rd | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and MacKinnon Ave/Nardo Rd | **20.00%** | 6 |
| Intersection of Santa Fe Dr and Windsor Rd/Bonita Rd | **16.67%** | 5 |
| Intersection of Santa Fe Dr and Evergreen Dr | **3.33%** | 1 |
| Intersection of Santa Fe Dr and Balour Dr | **10.00%** | 3 |
| Intersection of Santa Fe Dr and Oceanic Dr | **3.33%** | 1 |
| Intersection of Santa Fe Dr and Crest Dr | **10.00%** | 3 |
| Santa Fe Dr between San Elijo Ave/Vulcan Ave and I-5 | **0.00%** | 0 |
| Santa Fe Dr between I-5 and Lake Dr | **13.33%** | 4 |
| **Total** | | **30** |

## Q42 Somerset AveSelect the intersection or street segment of greatest concern.

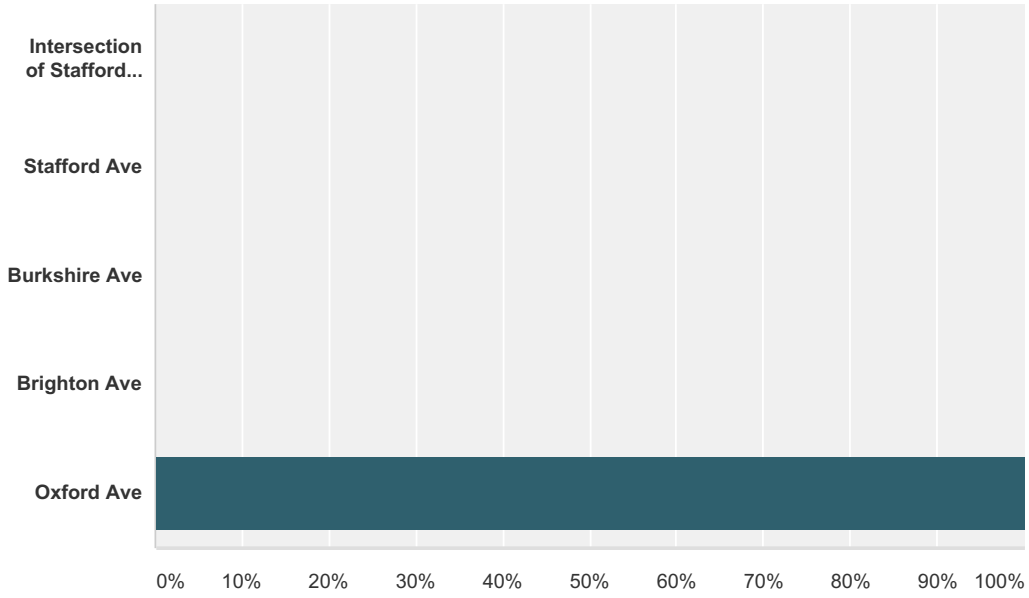
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Somerset Ave and Warwick (to MacKinnon Ave) | 0.00% | 0 |
| Somerset Ave | 100.00% | 1 |
| Total | | 1 |

## Q43 Stafford AveSelect the intersection or street segment of greatest concern.

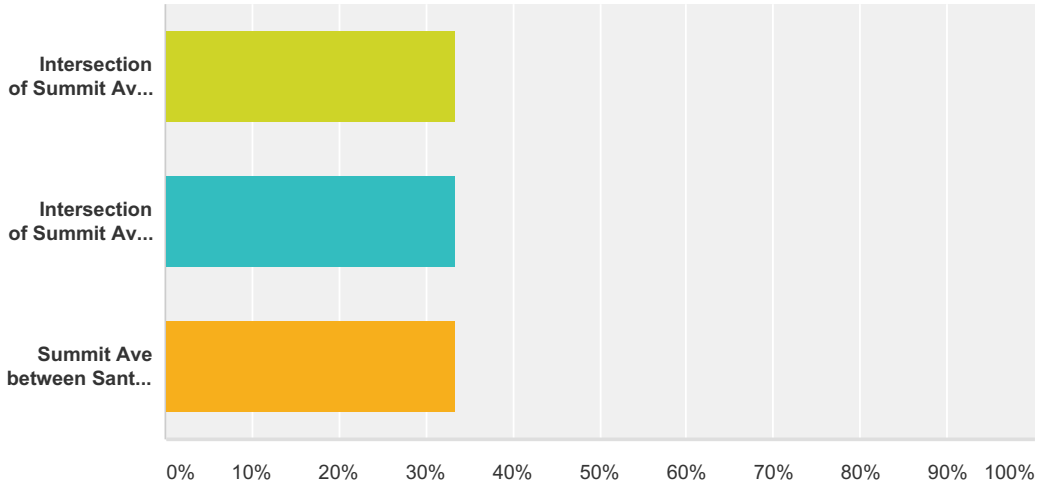
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stafford Ave/Rossini Dr and Montgomery Ave | **0.00%** | 0 |
| Stafford Ave | **0.00%** | 0 |
| Burkshire Ave | **0.00%** | 0 |
| Brighton Ave | **0.00%** | 0 |
| Oxford Ave | **100.00%** | 1 |
| **Total** | | **1** |

## Q44 Summit AveSelect the intersection or street segment of greatest concern.

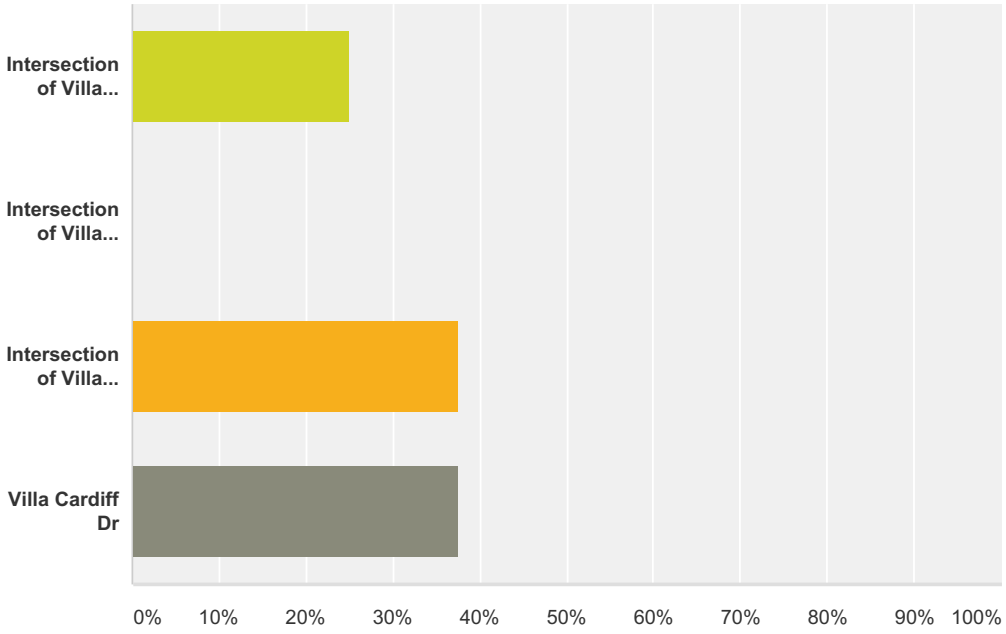
Answered: 3 Skipped: 205




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Summit Ave and Santa Fe Dr | 33.33% | 1 |
| Intersection of Summit Ave and Rubenstein Ave | 33.33% | 1 |
| Summit Ave between Santa Fe Dr and Rubenstein Ave | 33.33% | 1 |
| **Total** | | **3** |

## Q45 Villa Cardiff DrSelect the intersection or street segment of greatest concern.

Answered: 8 Skipped: 200




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Villa Cardiff Dr and MacKinnon Ave | **25.00%** | 2 |
| Intersection of Villa Cardiff Dr and Windsor Rd | **0.00%** | 0 |
| Intersection of Villa Cardiff Dr and Birmingham Dr | **37.50%** | 3 |
| Villa Cardiff Dr | **37.50%** | 3 |
| **Total** | | **8** |

## Q46 Westminster DrSelect the intersection or street segment of greatest concern.

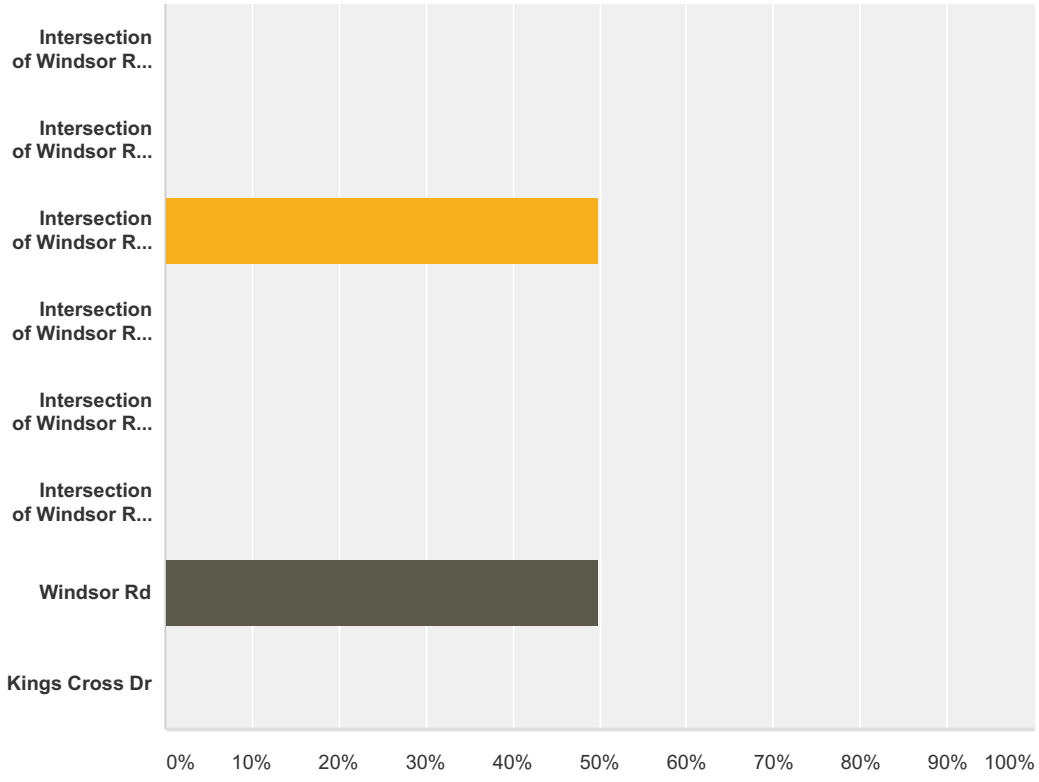
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Westminster Dr and Liszt Ave | **0.00%** | 0 |
| Intersection of Westminster Dr and Montgomery Ave | **0.00%** | 0 |
| Westminster Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q47 Windsor RdSelect the intersection or street segment of greatest concern.

Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Windsor Rd and Santa Fe Dr | **0.00%** | 0 |
| Intersection of Windsor Rd and Munevar Rd | **0.00%** | 0 |
| Intersection of Windsor Rd and Blue Sky Dr/Grange Hall Rd | **50.00%** | 1 |
| Intersection of Windsor Rd and Woodlake Dr | **0.00%** | 0 |
| Intersection of Windsor Rd and Kings Cross Dr | **0.00%** | 0 |
| Intersection of Windsor Rd and Villa Cardiff Dr | **0.00%** | 0 |
| Windsor Rd | **50.00%** | 1 |
| Kings Cross Dr | **0.00%** | 0 |
| **Total** | | **2** |

## Q48 Woodgrove DrSelect the intersection or street segment of greatest concern.

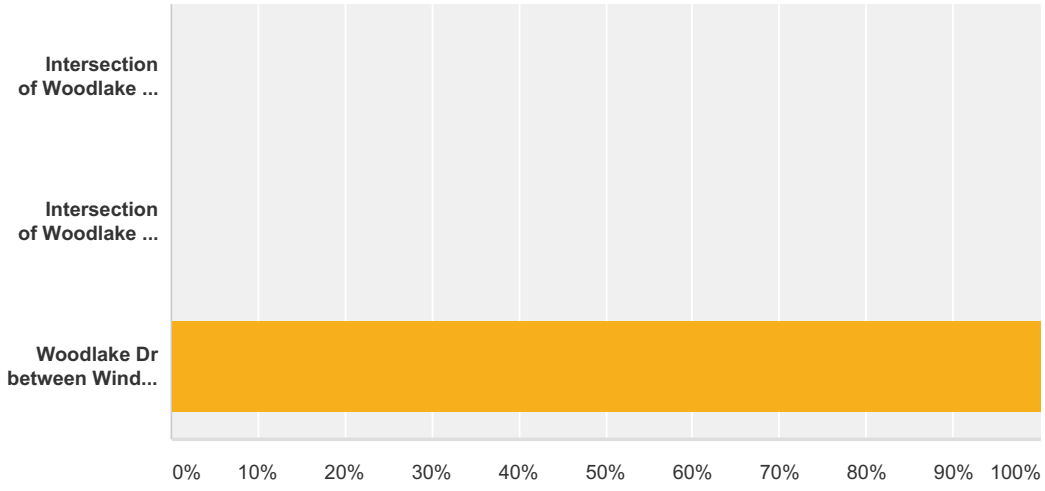
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Woodgrove Dr between Sandcastle Dr and Lake Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q49 Woodlake DrSelect the intersection or street segment of greatest concern.

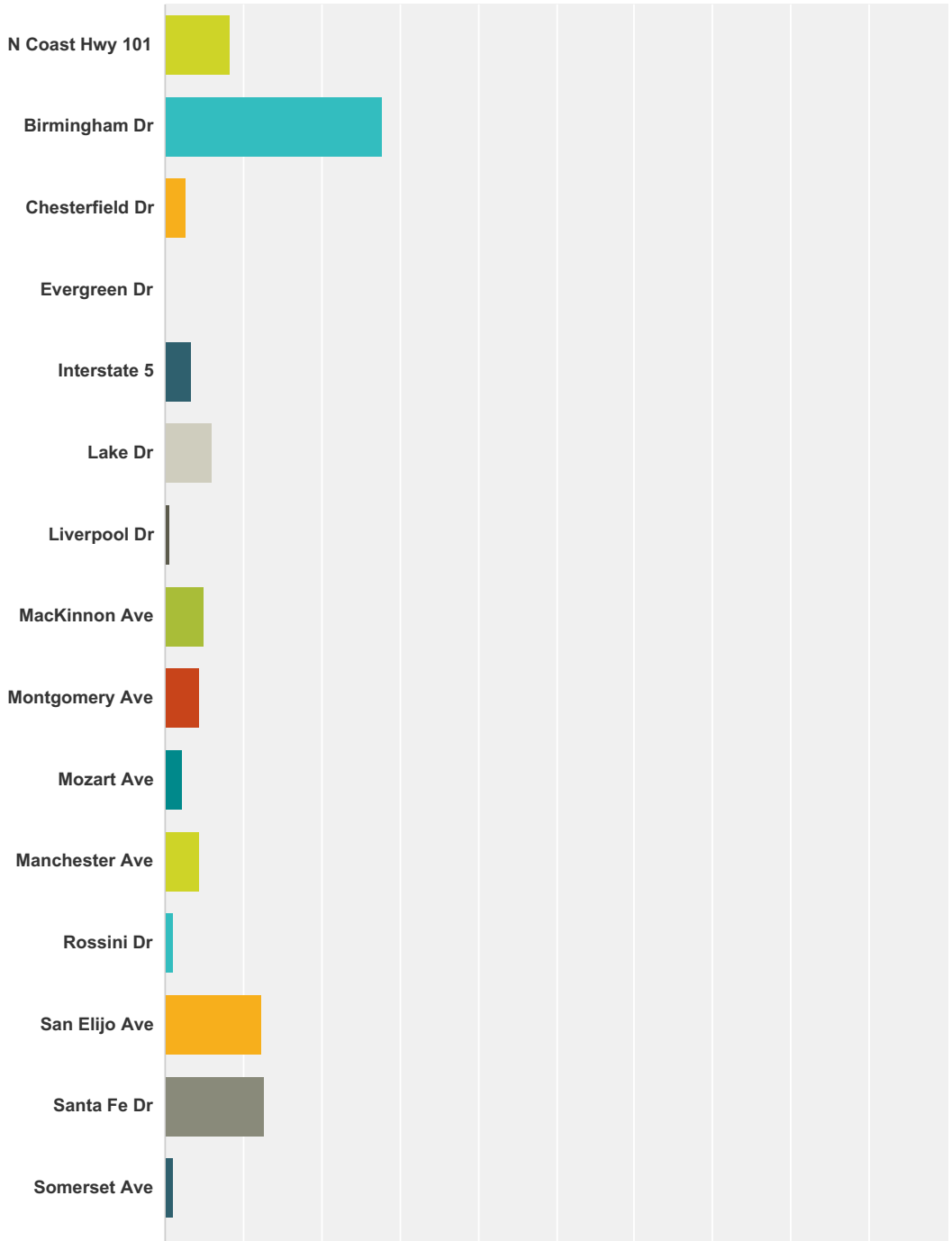
Answered: 1 Skipped: 207

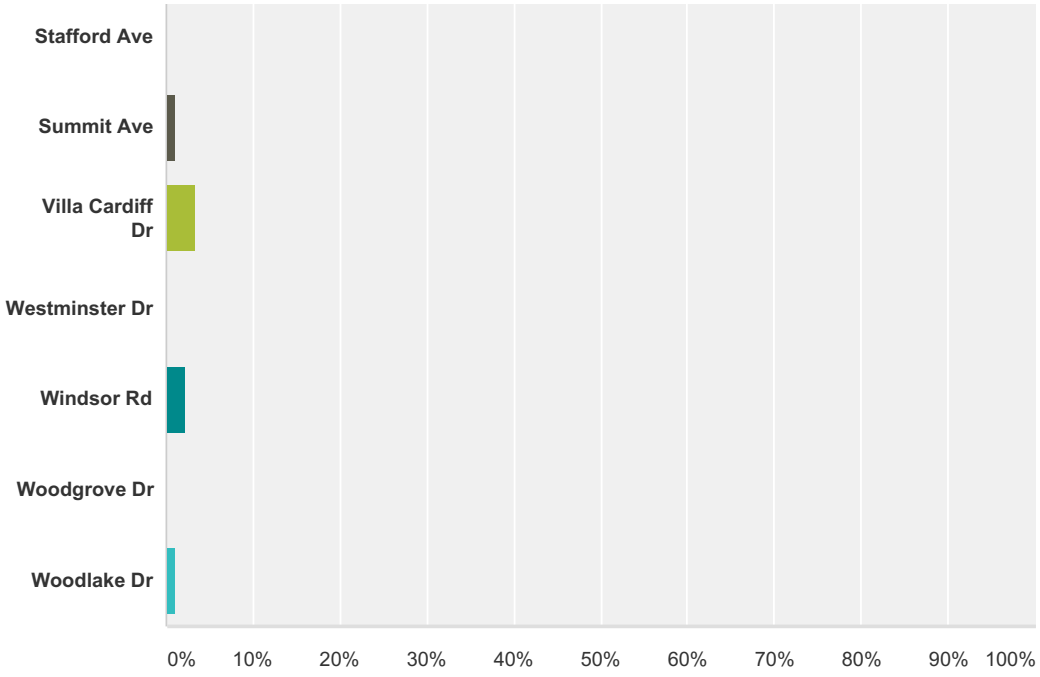



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Woodlake Dr and Windsor Rd | **0.00%** | 0 |
| Intersection of Woodlake Dr and Greenlake Dr | **0.00%** | 0 |
| Woodlake Dr between Windsor Rd and Lake Dr | **100.00%** | 1 |
| **Total** | | **1** |

## Q50 Priority #3 Thank you very much for sharing your opinion for your first and second priorities. For your THIRD priority, please select the nearest street to your specific location of concern from the list below. This list was developed from feedback provided by the public and does not include all locations within Cardiff-by-the-Sea.

Answered: 180 Skipped: 28



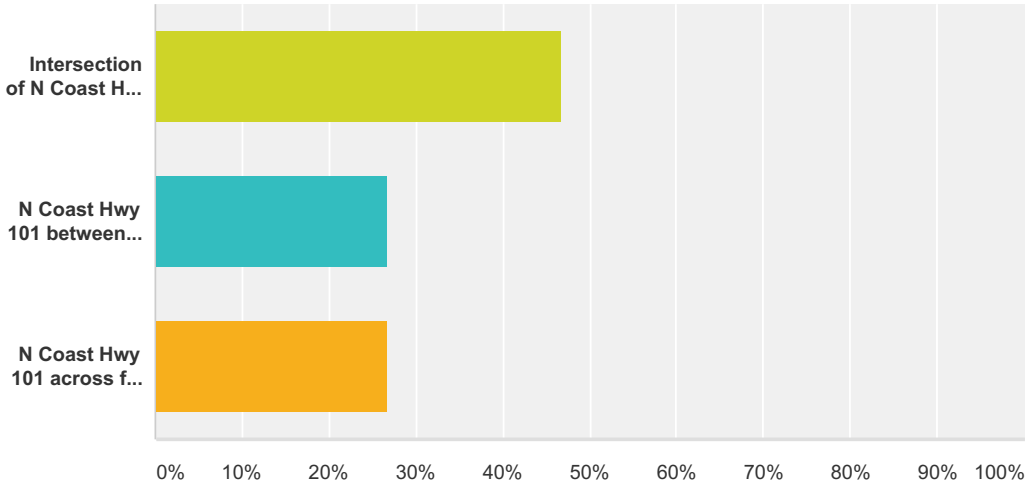



| Answer Choices | Responses | |
|---|---|---|
| N Coast Hwy 101 | **8.33%** | 15 |
| Birmingham Dr | **27.78%** | 50 |
| Chesterfield Dr | **2.78%** | 5 |
| Evergreen Dr | **0.00%** | 0 |
| Interstate 5 | **3.33%** | 6 |
| Lake Dr | **6.11%** | 11 |
| Liverpool Dr | **0.56%** | 1 |
| MacKinnon Ave | **5.00%** | 9 |
| Montgomery Ave | **4.44%** | 8 |
| Mozart Ave | **2.22%** | 4 |
| Manchester Ave | **4.44%** | 8 |
| Rossini Dr | **1.11%** | 2 |
| San Elijo Ave | **12.22%** | 22 |
| Santa Fe Dr | **12.78%** | 23 |
| Somerset Ave | **1.11%** | 2 |
| Stafford Ave | **0.00%** | 0 |
| Summit Ave | **1.11%** | 2 |
| Villa Cardiff Dr | **3.33%** | 6 |

| | | |
|---|---|---|
| Westminster Dr | **0.00%** | 0 |
| Windsor Rd | **2.22%** | 4 |
| Woodgrove Dr | **0.00%** | 0 |
| Woodlake Dr | **1.11%** | 2 |
| **Total** | | **180** |

## Q51 N Coast Hwy 101Select the intersection or street segment of greatest concern.

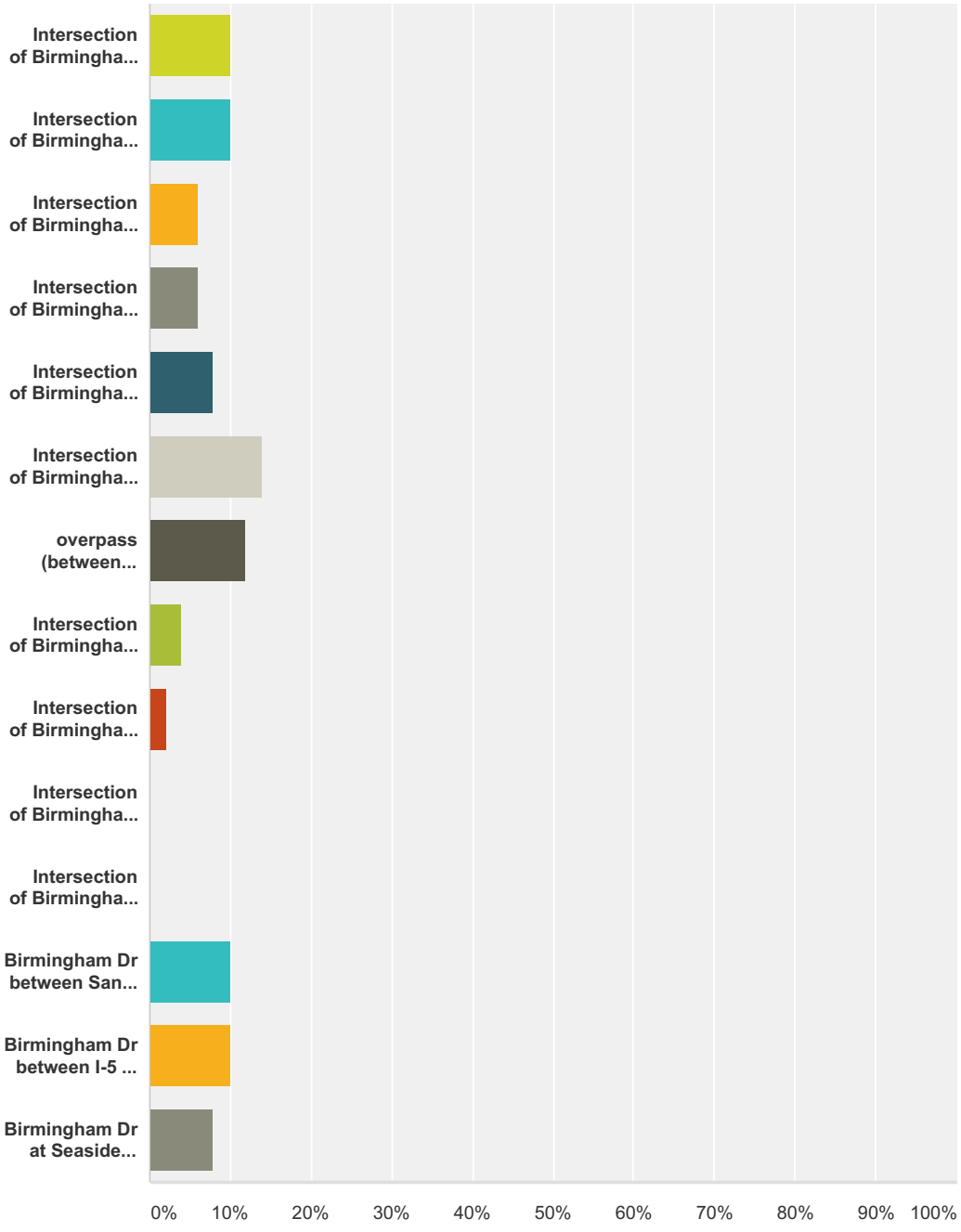
Answered: 15 Skipped: 193




| Answer Choices | Responses | |
|---|---|---|
| Intersection of N Coast Hwy 101 and Chesterfield Dr | **46.67%** | 7 |
| N Coast Hwy 101 between Santa Fe Dr and Chesterfield Dr | **26.67%** | 4 |
| N Coast Hwy 101 across from George Berkich Park | **26.67%** | 4 |
| **Total** | | **15** |

## Q52 Birmingham DrSelect the intersection or street segment of greatest concern.

Answered: 50 Skipped: 158

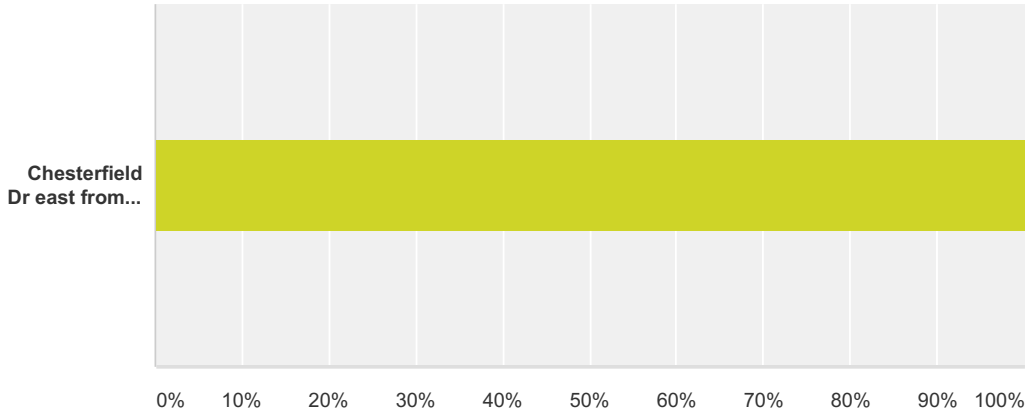



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Birmingham Dr and San Elijo Ave | 10.00% | 5 |
| Intersection of Birmingham Dr and Manchester Ave | 10.00% | 5 |
| Intersection of Birmingham Dr and Montgomery Ave | 6.00% | 3 |

| | | |
|---|---|---|
| Intersection of Birmingham Dr and Glasgow Ave | **6.00%** | 3 |
| Intersection of Birmingham Dr and MacKinnon Ave | **8.00%** | 4 |
| Intersection of Birmingham Dr and I-5 | **14.00%** | 7 |
| overpass (between MacKinnon Ave and Playa Riviera Dr) | **12.00%** | 6 |
| Intersection of Birmingham Ave and Playa Riviera Dr | **4.00%** | 2 |
| Intersection of Birmingham Ave and Villa Cardiff Dr | **2.00%** | 1 |
| Intersection of Birmingham Dr and Freda Ln | **0.00%** | 0 |
| Intersection of Birmingham Dr and Lake Dr | **0.00%** | 0 |
| Birmingham Dr between San Elijo Ave/Vulcan Ave and I-5 | **10.00%** | 5 |
| Birmingham Dr between I-5 and Crest Dr | **10.00%** | 5 |
| Birmingham Dr at Seaside Market | **8.00%** | 4 |
| **Total** | | **50** |

## Q53 Chesterfield DrSelect the intersection or street segment of greatest concern.

Answered: 5 Skipped: 203




| Answer Choices | Responses | |
|---|---|---|
| Chesterfield Dr east from San Elijo Ave | 100.00% | 5 |
| Total | | 5 |

## Q54 Evergreen DrSelect the intersection or street segment of greatest concern.

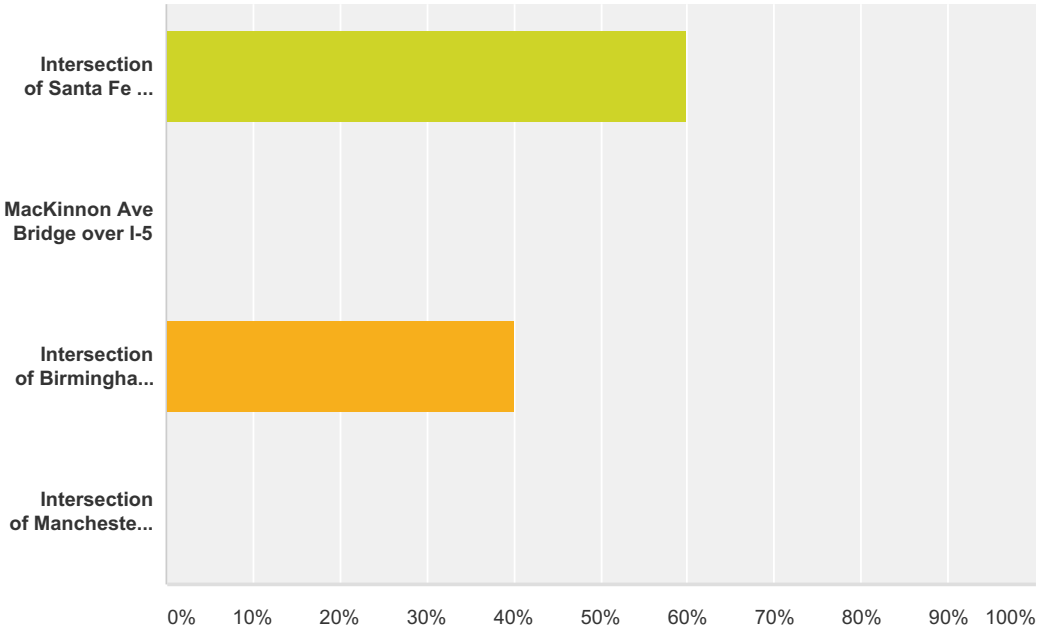
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and Evergreen Dr | **0.00%** | 0 |
| Evergreen Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q55 Interstate 5Select the intersection or street segment of greatest concern.

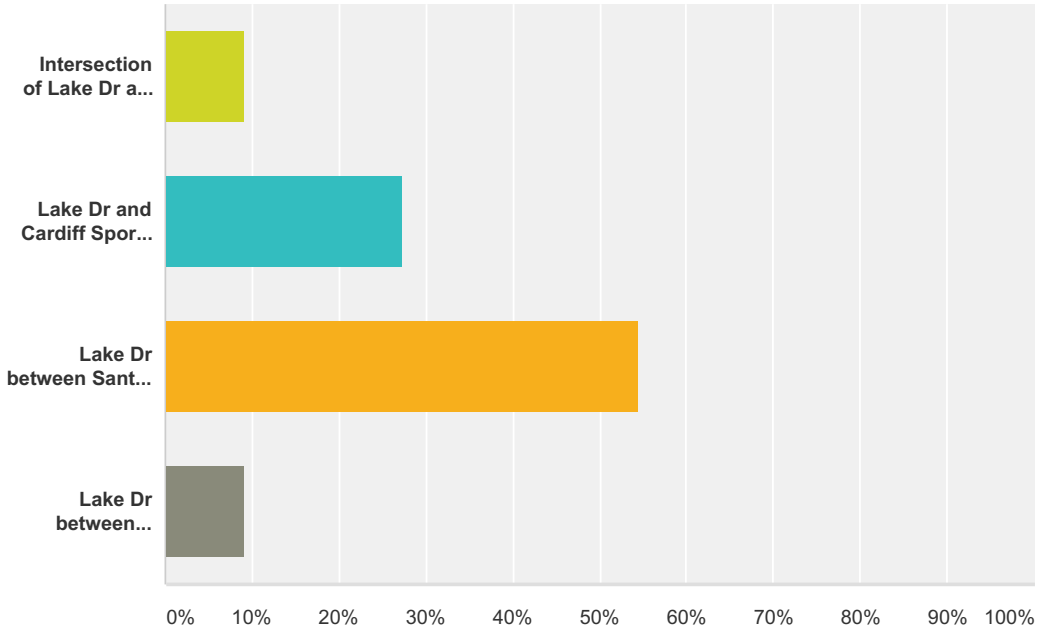
Answered: 5 Skipped: 203




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and I-5 overpass | **60.00%** | 3 |
| MacKinnon Ave Bridge over I-5 | **0.00%** | 0 |
| Intersection of Birmingham Dr and I-5 overpass | **40.00%** | 2 |
| Intersection of Manchester Ave and I-5 | **0.00%** | 0 |
| **Total** | | **5** |

## Q56 Lake DrSelect the intersection or street segment of greatest concern.

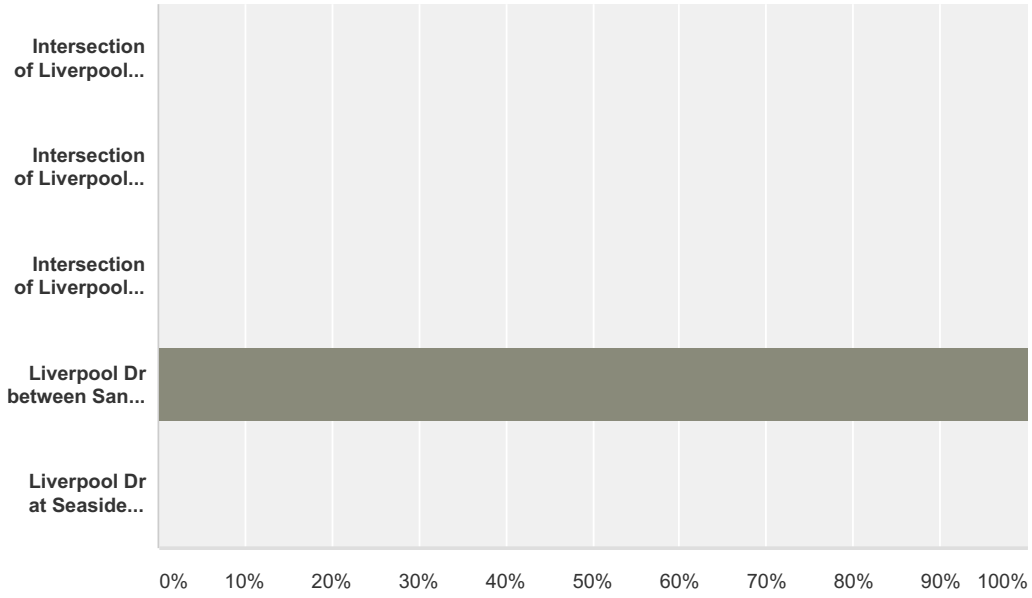
Answered: 11 Skipped: 197




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Lake Dr and Birmingham Dr | 9.09% | 1 |
| Lake Dr and Cardiff Sports Park | 27.27% | 3 |
| Lake Dr between Santa Fe Dr and Birmingham Dr | 54.55% | 6 |
| Lake Dr between Birmingham Dr and Wales Dr | 9.09% | 1 |
| Total | | 11 |

## Q57 Liverpool DrSelect the intersection or street segment of greatest concern.

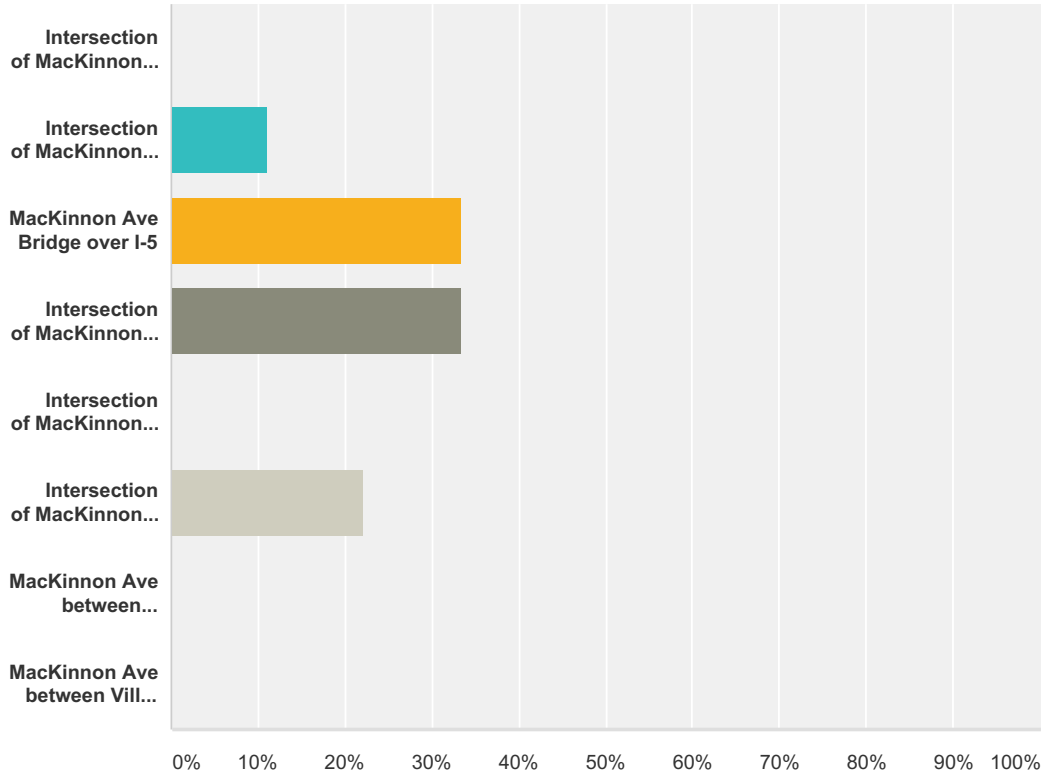
Answered: 1 Skipped: 207




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Liverpool Dr and San Elijo Ave | **0.00%** | 0 |
| Intersection of Liverpool Dr and Glasgow Ave | **0.00%** | 0 |
| Intersection of Liverpool Dr and MacKinnon Ave | **0.00%** | 0 |
| Liverpool Dr between San Elijo Ave and MacKinnon Ave | **100.00%** | 1 |
| Liverpool Dr at Seaside Market | **0.00%** | 0 |
| **Total** | | **1** |

## Q58 MacKinnon AveSelect the intersection or street segment of greatest concern.

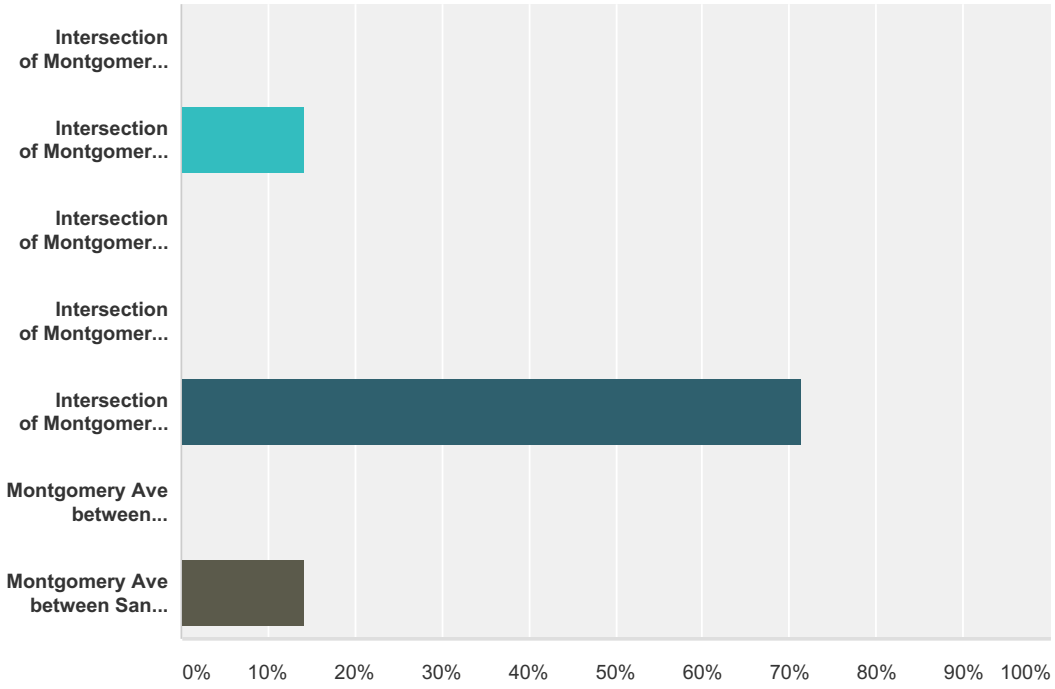
Answered: 9 Skipped: 199




| Answer Choices | Responses | |
|---|---|---|
| Intersection of MacKinnon Ave and Liverpool Dr | 0.00% | 0 |
| Intersection of MacKinnon Ave and Birmingham Dr | 11.11% | 1 |
| MacKinnon Ave Bridge over I-5 | 33.33% | 3 |
| Intersection of MacKinnon Ave and Villa Cardiff Dr | 33.33% | 3 |
| Intersection of MacKinnon Ave and Ocean Crest Rd | 0.00% | 0 |
| Intersection of MacKinnon Ave/Nardo Rd and Santa Fe Dr | 22.22% | 2 |
| MacKinnon Ave between Birmingham Dr and Villa Cardiff Dr | 0.00% | 0 |
| MacKinnon Ave between Villa Cardiff Dr and Santa Fe | 0.00% | 0 |
| **Total** | | **9** |

## Q59 Montgomery AveSelect the intersection or street segment of greatest concern.

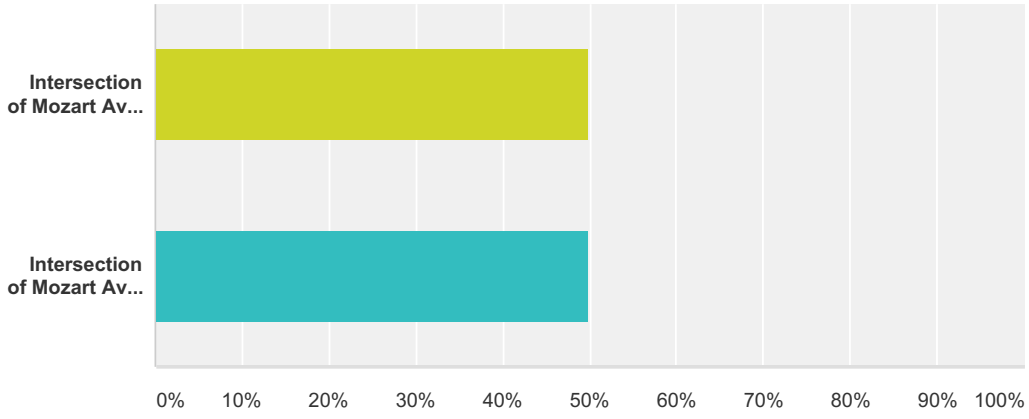
Answered: 7 Skipped: 201




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Montgomery Ave and San Elijo Ave | 0.00% | 0 |
| Intersection of Montgomery Ave and Westminster Dr | 14.29% | 1 |
| Intersection of Montgomery Ave and Mozart Ave | 0.00% | 0 |
| Intersection of Montgomery Ave and Rosini Dr/Stafford Ave | 0.00% | 0 |
| Intersection of Montgomery Ave and Birmingham Dr | 71.43% | 5 |
| Montgomery Ave between Westminister Dr and Mozart Ave | 0.00% | 0 |
| Montgomery Ave between San Elijo Ave and Birmingham Dr | 14.29% | 1 |
| **Total** | | **7** |

## Q60 Mozart AveSelect the intersection or street segment of greatest concern.

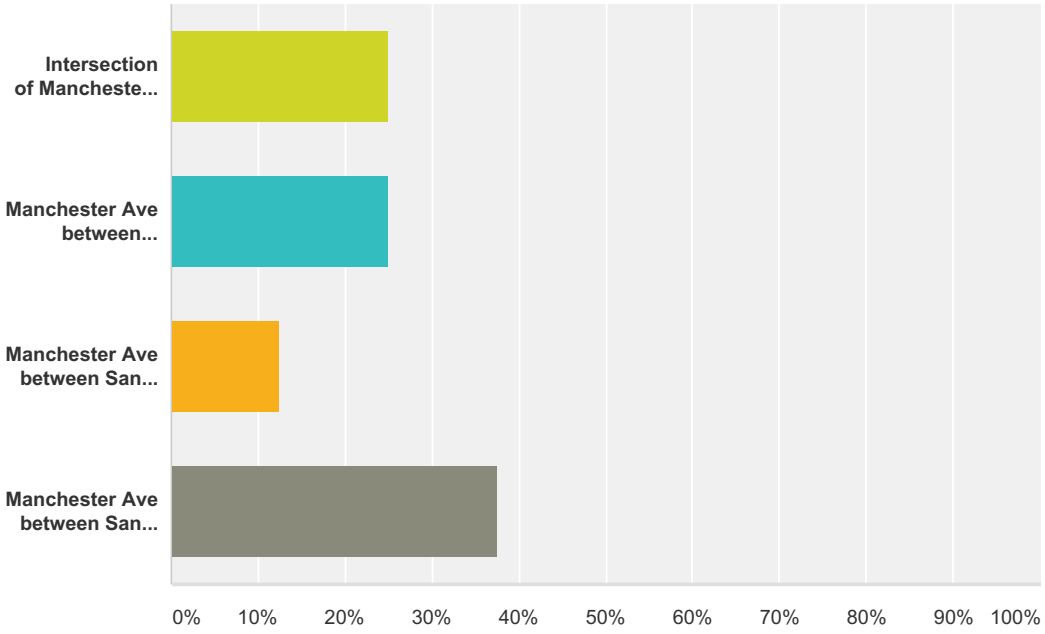
Answered: 4 Skipped: 204




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Mozart Ave and San Elijo Ave | **50.00%** | 2 |
| Intersection of Mozart Ave and Montgomery Ave | **50.00%** | 2 |
| **Total** | | **4** |

## Q61 Manchester AveSelect the intersection or street segment of greatest concern.

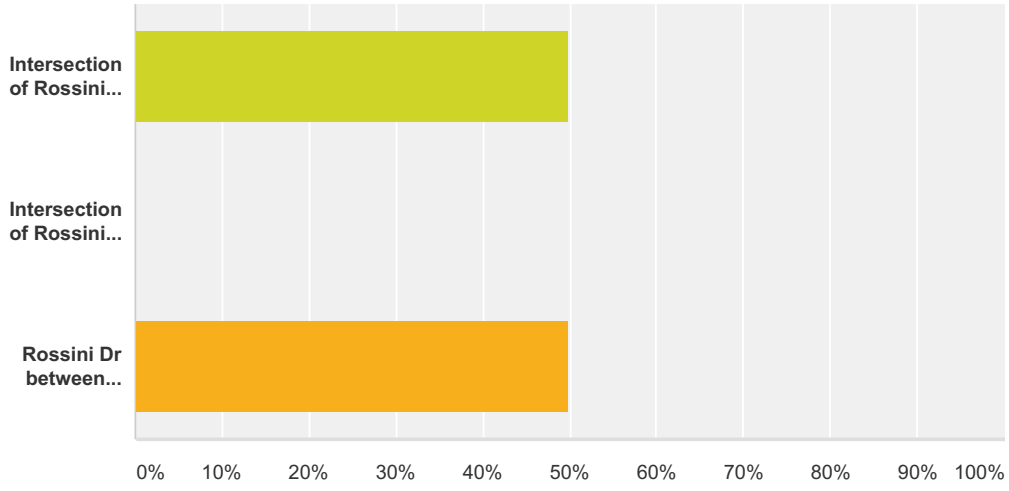
Answered: 8 Skipped: 200




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Manchester Ave/Rossini Dr and Birmingham Dr | 25.00% | 2 |
| Manchester Ave between Birmingham Dr and San Elijo Ave | 25.00% | 2 |
| Manchester Ave between San Elijo Ave and San Elijo Lagoon Nature Center | 12.50% | 1 |
| Manchester Ave between San Elijo Lagoon Nature Center and I5 | 37.50% | 3 |
| Total | | 8 |

## Q62 Rossini DrSelect the intersection or street segment of greatest concern.

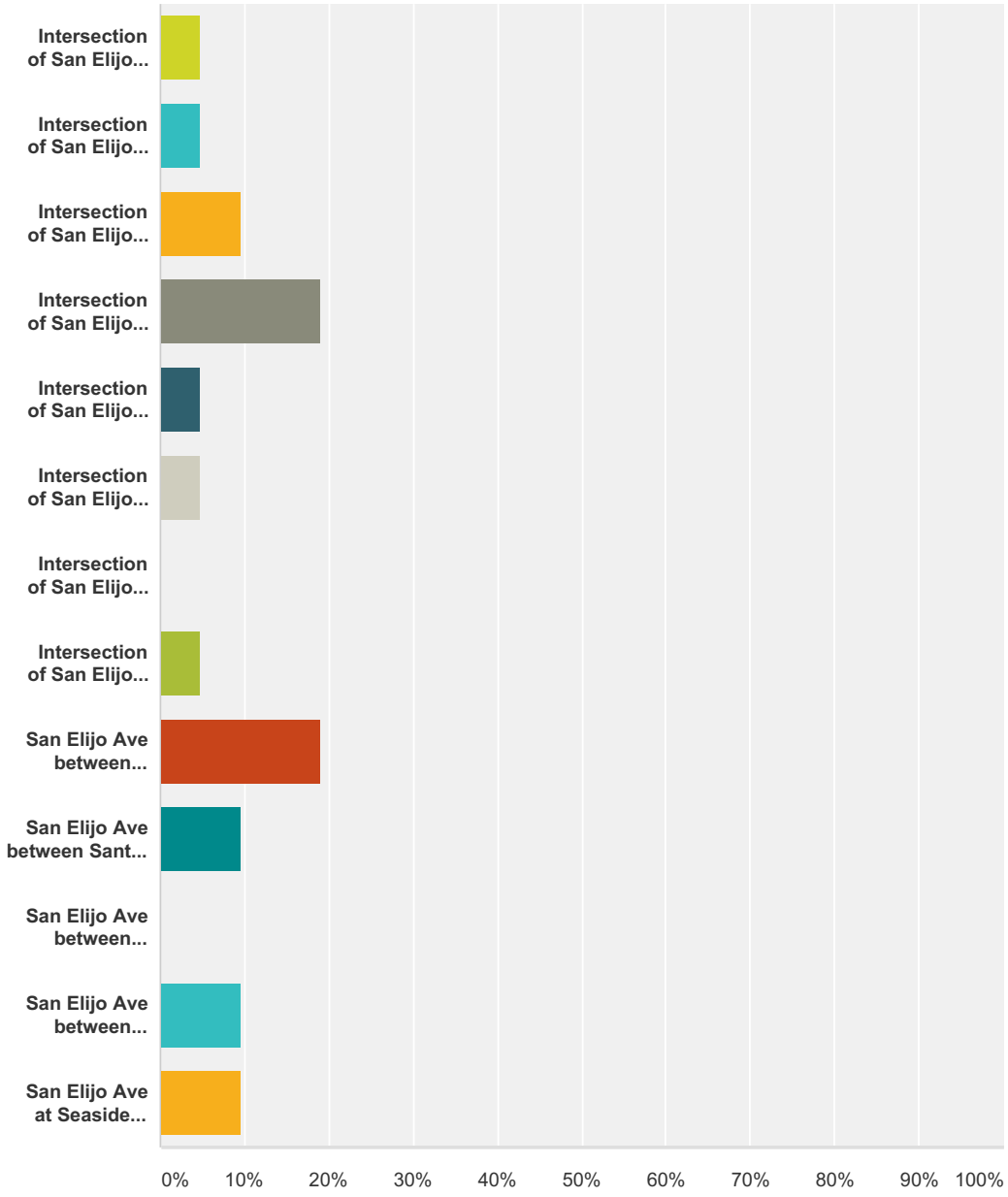
Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Rossini Dr/Stafford Ave and Montgomery Ave | **50.00%** | 1 |
| Intersection of Rossini Dr/Manchester Ave and Birmingham Dr | **0.00%** | 0 |
| Rossini Dr between Montgomery Ave and Birmingham Dr | **50.00%** | 1 |
| **Total** | | **2** |

## Q63 San Elijo AveSelect the intersection or street segment of greatest concern.

Answered: 21 Skipped: 187

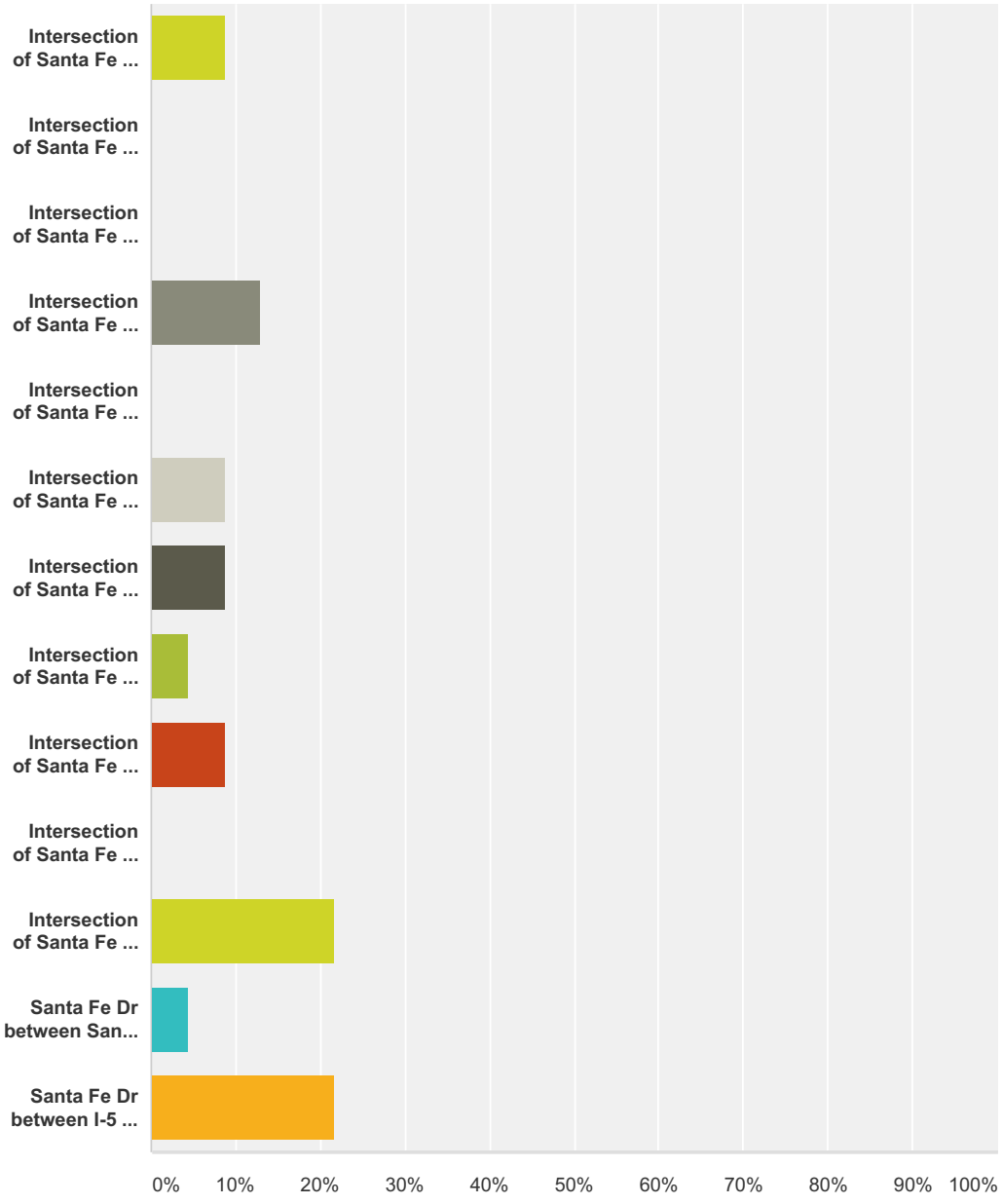



| Answer Choices | Responses | |
|---|---|---|
| Intersection of San Elijo Ave/Vulcan Ave and Santa Fe Dr | 4.76% | 1 |
| Intersection of San Elijo Ave and Verdi Ave | 4.76% | 1 |
| Intersection of San Elijo Ave and Montgomery Ave | 9.52% | 2 |
| Intersection of San Elijo Ave and Mozart Ave | 19.05% | 4 |
| Intersection of San Elijo Ave and Birmingham Dr | 4.76% | 1 |

| | | |
|---|---|---|
| Intersection of San Elijo Ave and Liverpool Dr | **4.76%** | 1 |
| Intersection of San Elijo Ave and Chesterfield Dr | **0.00%** | 0 |
| Intersection of San Elijo Ave and Norfolk Dr | **4.76%** | 1 |
| San Elijo Ave between Montgomery Ave and Mozart Ave (Across from Cardiff Elementary) | **19.05%** | 4 |
| San Elijo Ave between Santa Fe Dr and Birmingham Dr | **9.52%** | 2 |
| San Elijo Ave between Liverpool Dr and Chesterfield Dr | **0.00%** | 0 |
| San Elijo Ave between Birmingham Dr and Manchester Ave | **9.52%** | 2 |
| San Elijo Ave at Seaside Market | **9.52%** | 2 |
| **Total** | | **21** |

## Q64 Santa Fe DrSelect the intersection or street segment of greatest concern.

Answered: 23 Skipped: 185

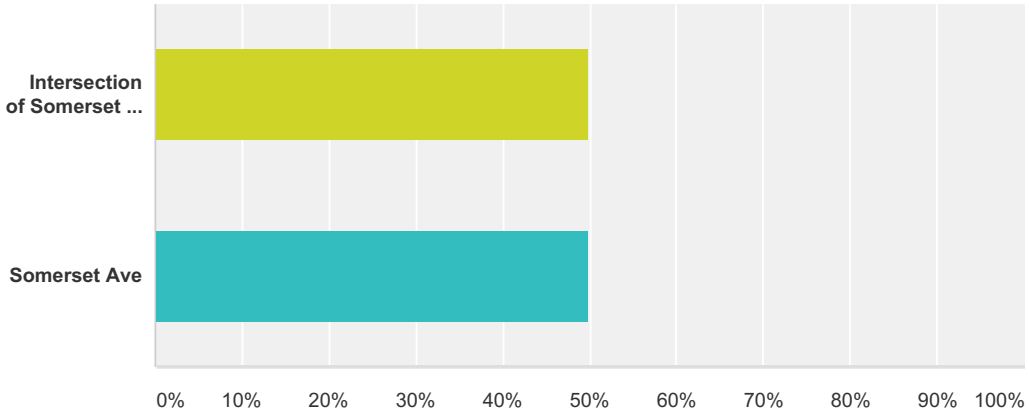



| Answer Choices | Responses | |
|---|---|---|
| Intersection of Santa Fe Dr and San Elijo Ave/Vulcan Ave | 8.70% | 2 |
| Intersection of Santa Fe Dr and Summit Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and Rubenstein Ave/Devonshire Ave | 0.00% | 0 |
| Intersection of Santa Fe Dr and I-5 overpass | 13.04% | 3 |
| Intersection of Santa Fe Dr and Gardena Rd | 0.00% | 0 |

| | | |
|---|---|---|
| Intersection of Santa Fe Dr and MacKinnon Ave/Nardo Rd | **8.70%** | 2 |
| Intersection of Santa Fe Dr and Windsor Rd/Bonita Rd | **8.70%** | 2 |
| Intersection of Santa Fe Dr and Evergreen Dr | **4.35%** | 1 |
| Intersection of Santa Fe Dr and Balour Dr | **8.70%** | 2 |
| Intersection of Santa Fe Dr and Oceanic Dr | **0.00%** | 0 |
| Intersection of Santa Fe Dr and Crest Dr | **21.74%** | 5 |
| Santa Fe Dr between San Elijo Ave/Vulcan Ave and I-5 | **4.35%** | 1 |
| Santa Fe Dr between I-5 and Lake Dr | **21.74%** | 5 |
| **Total** | | **23** |

## Q65 Somerset AveSelect the intersection or street segment of greatest concern.

Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Somerset Ave and Warwick (to MacKinnon Ave) | 50.00% | 1 |
| Somerset Ave | 50.00% | 1 |
| Total | | 2 |

## Q66 Stafford AveSelect the intersection or street segment of greatest concern.

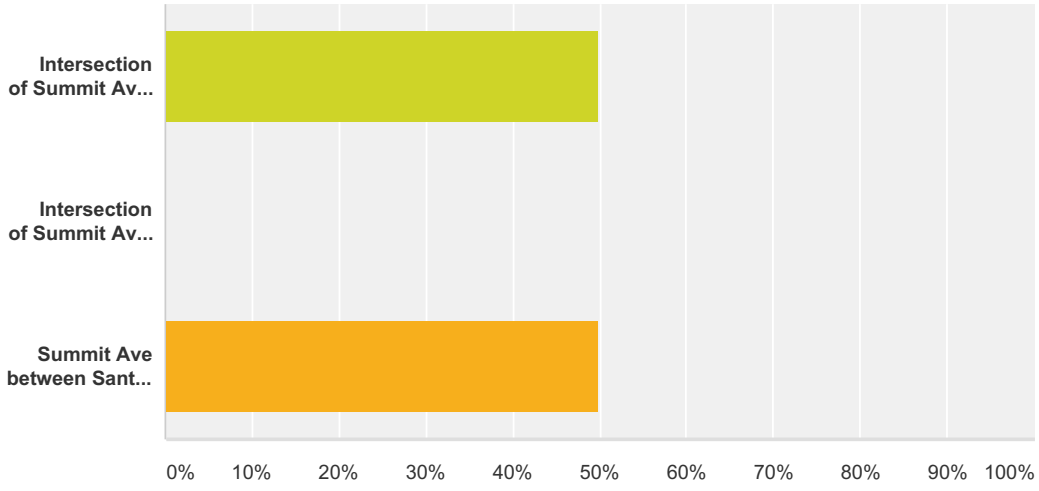
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Stafford Ave/Rossini Dr and Montgomery Ave | **0.00%** | 0 |
| Stafford Ave | **0.00%** | 0 |
| Burkshire Ave | **0.00%** | 0 |
| Brighton Ave | **0.00%** | 0 |
| Oxford Ave | **0.00%** | 0 |
| **Total** | | **0** |

## Q67 Summit AveSelect the intersection or street segment of greatest concern.

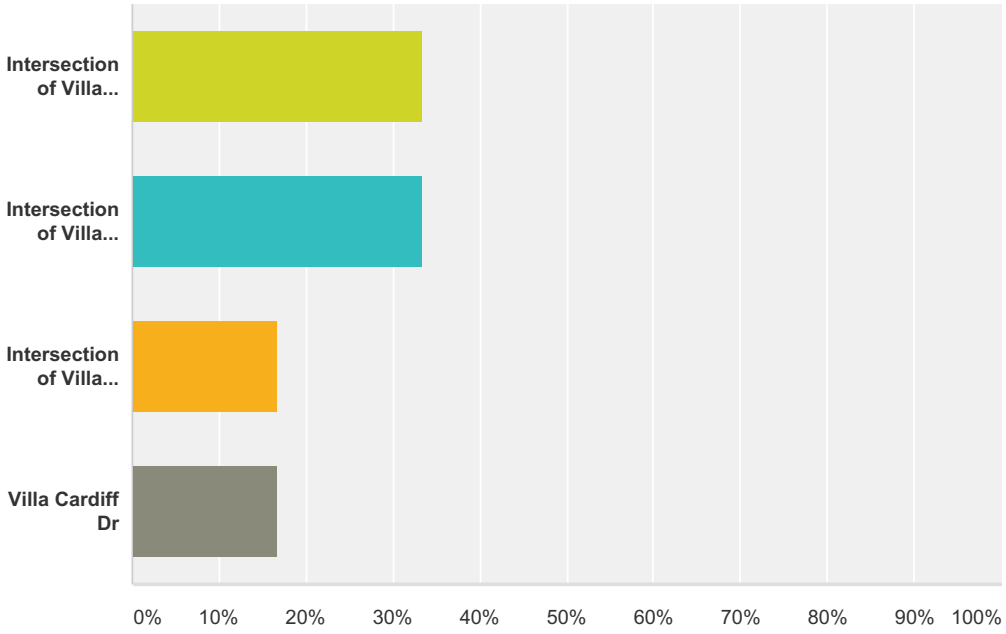
Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Summit Ave and Santa Fe Dr | **50.00%** | 1 |
| Intersection of Summit Ave and Rubenstein Ave | **0.00%** | 0 |
| Summit Ave between Santa Fe Dr and Rubenstein Ave | **50.00%** | 1 |
| **Total** | | **2** |

## Q68 Villa Cardiff DrSelect the intersection or street segment of greatest concern.

Answered: 6 Skipped: 202




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Villa Cardiff Dr and MacKinnon Ave | 33.33% | 2 |
| Intersection of Villa Cardiff Dr and Windsor Rd | 33.33% | 2 |
| Intersection of Villa Cardiff Dr and Birmingham Dr | 16.67% | 1 |
| Villa Cardiff Dr | 16.67% | 1 |
| Total | | 6 |

## Q69 Westminster DrSelect the intersection or street segment of greatest concern.

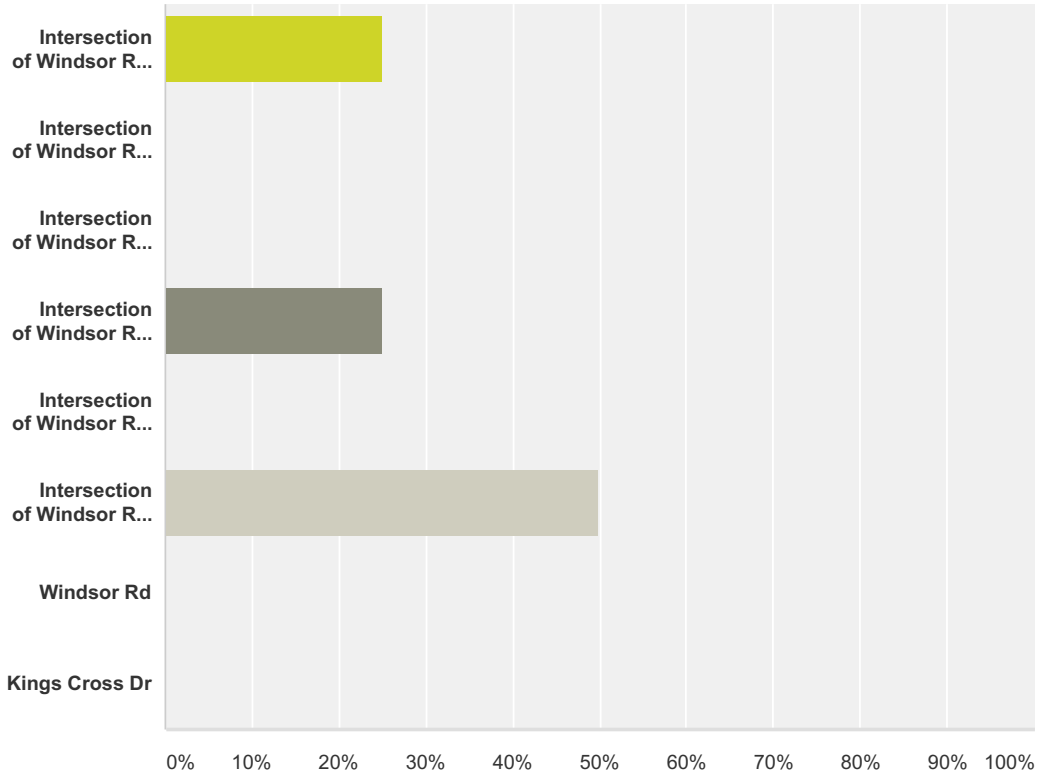
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Intersection of Westminster Dr and Liszt Ave | **0.00%** | 0 |
| Intersection of Westminster Dr and Montgomery Ave | **0.00%** | 0 |
| Westminster Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q70 Windsor RdSelect the intersection or street segment of greatest concern.

Answered: 4 Skipped: 204




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Windsor Rd and Santa Fe Dr | **25.00%** | 1 |
| Intersection of Windsor Rd and Munevar Rd | **0.00%** | 0 |
| Intersection of Windsor Rd and Blue Sky Dr/Grange Hall Rd | **0.00%** | 0 |
| Intersection of Windsor Rd and Woodlake Dr | **25.00%** | 1 |
| Intersection of Windsor Rd and Kings Cross Dr | **0.00%** | 0 |
| Intersection of Windsor Rd and Villa Cardiff Dr | **50.00%** | 2 |
| Windsor Rd | **0.00%** | 0 |
| Kings Cross Dr | **0.00%** | 0 |
| **Total** | | **4** |

## Q71 Woodgrove DrSelect the intersection or street segment of greatest concern.

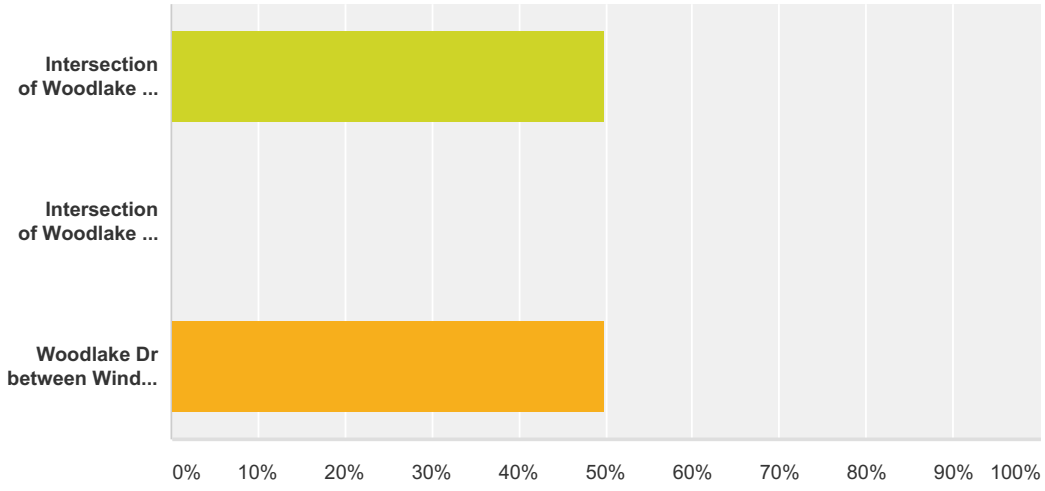
**Answered: 0 Skipped: 208**

! No matching responses.

| Answer Choices | Responses | |
|---|---|---|
| Woodgrove Dr between Sandcastle Dr and Lake Dr | **0.00%** | 0 |
| **Total** | | **0** |

## Q72 Woodlake DrSelect the intersection or street segment of greatest concern.

Answered: 2 Skipped: 206




| Answer Choices | Responses | |
|---|---|---|
| Intersection of Woodlake Dr and Windsor Rd | **50.00%** | 1 |
| Intersection of Woodlake Dr and Greenlake Dr | **0.00%** | 0 |
| Woodlake Dr between Windsor Rd and Lake Dr | **50.00%** | 1 |
| **Total** | | **2** |

**CITY OF ENCINITAS**
**TRAFFIC AND PUBLIC SAFETY COMMISSION MINUTES**

**Meeting Date: February 9, 2015, 5:30 p.m.**

1. **CALL TO ORDER (called to order 5:34 p.m.)**

2. **ROLL CALL**

| | |
|---|---|
| Present: | Chairperson Peter Kohl and Commissioners Maryam Babaki, Brian Grover, Dave Hutchinson, and James Lindsay |
| Absent: | Vice-Chairperson Arnold Lewin. |
| Also Present: | Rob Blough, Traffic Engineer<br>Ed Deane, Deputy Director of PW/Engineering<br>Christy Villa, Associate Civil Engineer<br>Brian Gaze, Program Manager, Circulate San Diego<br>Mark Moreno, Lt., Encinitas Sheriff's Dept.<br>Larry Giles, Marine Safety Captain<br>Michael Spaulding, Battalion Chief, Encinitas Fire Dept.<br>Thomas Castillo, First Transit (representing NCTD)<br>Trish Douglas, Traffic Engineering Program Assistant |

3. **PLEDGE OF ALLEGIANCE**

Kohl led the Pledge of Allegiance.

4. **SPECIAL PRESENTATIONS, PROCLAMATONS, AND ANNOUNCEMENTS**

Blough introduced and welcomed our newly appointed commissioner, Brian Grover. Battalion Chief Mike Spaulding is here from the Fire Dept.

Chairperson Kohl announced that the next Traffic and Public Safety Commission meeting is Monday, March 9, 2015.

5. **ORAL COMMUNICATIONS (5:36 p.m.)**

Glen Johnson: crosswalk improvements on Saxony Rd. and Quail Gardens Dr.; Judy Frankel: Santa Fe restriping and pedestrian and bicycle safety; Reyes Gonzalez: Requeza speed limit; Marlene Schorle: Gardendale speeding south of Mountain Vista Dr.

Three commissioners agree to add two issues to the Commission's Follow-Up Log: Requeza speed limit; and Santa Fe restriping and to make it more pedestrian and bike friendly.

6. **APPROVAL OF MINUTES (5:52 p.m.)**

**6A. Approval of the Minutes from December 8, 2014**

**Lindsay moved to accept the minutes; Babaki seconded. Approved: 4-0. Grover abstained as he did not attend this meeting.**

**6B. Approval of the Minutes from January 12, 2015 (Joint Meeting with City Council and Traffic and Public Safety Commission)**

**These minutes have already been approved by the City Council, therefore the Commission just voted to approve them. Approved: 5-0 .**

**7. ACTION ITEMS (5:54 p.m.)**

**7A. Presentation of the Let's Move, Encinitas! Pedestrian Travel and Safe Routes to School Plan**

**Christy Villa presented the report and introduced consultant Brian Gaze of Circulate San Diego.**

**Recommended Action:** Staff recommends that the Traffic and Public Safety Commission receive staff's presentation and recommend to City Council that the *Let's Move, Encinitas!* Pedestrian Travel and Safe Route to School Plan be adopted through resolution for implementation.

Speakers: Gary Sirota, Carter Sirota, Adriana Chavarin, Amy Flicker, Sascha Fielder, Art Schmidt, Tasha Horvath, Chris Ryan, Tracy McMillan, Lori Goulet, Geoff Hanson, Christine Andrade, Tom Frank, Mary O'Neil.

All but one speaker addressed concerns regarding traffic and safety at Paul Ecke School; Ms. O'Neal brought up Cardiff and suggested that students in her area might walk in the alleys for safety.

Lt. Moreno stated he would work with motor officers regarding speeding and parking issues around Paul Ecke Central School. Speakers were concerned with children's safety whether walking or biking to school.

Christy Villa, Consultant Brian Gaze, and Ed Deane addressed the queries regarding how the projects were prioritized.

**Motion:** Grover moved that the Traffic and Public Safety Commission accept the plan and bring it to City Council for possible recommendation for approval.

Kohl: would Grover want to amend the motion to include the concerns brought up by the speaker's this evening? Grover would like to be sure to include the information in the report's comment matrix; Villa will provide this along with how the projects were ranked. Villa stated that all comments from this evening would be incorporated into her report to City Council.

**Motion: Grover moved that the Traffic and Public Safety Commission approve the *Let's Move, Encinitas!* Plan and move it to City Council with a positive recommendation. Babaki seconded. Approved: 5-0.**

**The Commission recessed at 7:19 p.m.; reconvened at 7:28 p.m.**

**7B. Presentation from Fire Department (7:28 p.m.)**

Battalion Chief Spaulding gave the presentation.

Spaulding covered the Fire Dept. stats from 2014. Encinitas just received a brand new brush engine which replaces one at Fire Station #4. That engine will go to Fire Station #6 in Olivenhain and be their primary engine. The engine being replaced at #6 will be sold.

**7C. Presentation from Marine Safety (7:39 p.m.)**

Captain Giles presented the report.

Giles presented the 4th Quarter stats (Oct-Dec. 2014). Due to the extent of warm weather and warm water temperatures experienced in 2014, it was a busy year. The Moonlight Beach improvements have helped to draw many more people to our beaches. The Marine Safety Center is still on track for 2016.

**7D. Consideration of an All-Way Stop at Mountain Vista Drive and Gardendale Road (7:52 p.m.)**

**Recommended Action:** Staff is recommending the Commission adopt Resolution No. TC 15-01 recommending to City Council that an all-way stop be installed at the intersection of Mountain Vista Drive and Gardendale Road.

Speakers: John Haugen, Mark Johnson, Michelle Mann, Julie McCarthy

**Motion: Grover moved to accept staff's recommendation with the addition of crosswalks on all four sides. Hutchinson seconded. Approved 5-0.**

This issue will now go to City Council for approval.

**7E. Flashing Yellow Arrow (FYA) Traffic Signal Operation and Implementation (8:31 p.m.)**

Kohl suggested that Blough not represent this issue to the Commission as all that was needed was a more specific cost estimate; which has been provided.

**Recommended Action:** Staff recommends that the Traffic and Public Safety Commission recommend to Council that the traffic signal at the intersection of Vulcan Avenue and D Street be converted from Protected-Permissive Left Turn (PPLT) to Flashing Yellow Arrow (FYA). The cost estimate of $8,900 plus tax and contingency is attached. The FYA signal operation will be monitored at this intersection for a period of one year and staff will present the findings to the Commission on its effectiveness and whether additional traffic signals should be considered for FYA implementation. In addition, staff recommends that during this one year period, public outreach be undertaken to educate and inform the public of this new type of signal operation.

**Motion: Babaki moved to approve staff's recommendation. Hutchinson seconded. Approved: 5-0.**

**8. <u>FUTURE AGENDA ITEMS ADDED BY COMMISIONERS/FOLLOW-UP LOG</u> (8:33 p.m.)**

(Adding an Item requires concurrence by 2 other additional Commissioners)
Blough summarized the items being added to the Follow-Up Log that were determined earlier this evening. Being added is a review of the bike lane along Santa Fe and

coordination with Caltrans when the road is restriped or repaved. This item will come back to the Commission. Also added is an examination of the speed limit on Requeza between Devonshire and Regal.

Grover: would like Sandag invited to address the Traffic and Public Safety Commission at the next meeting (March 9th). On February 25th, Sandag is presenting an update on the Coastal Rail Trail through Cardiff to the Encinitas City Council.

Kohl: in the December 8th meeting, there was discussion regarding changing the priorities of some of the issues on the Follow-Up Log. The next Log will indicate that the stop sign at 4th and B will be moved up. Kohl: what about the Santa Fe and Crest roundabout petition? This could be moved up as well.

Babaki: asked staff to recommend priority ranking for Commission to review and evaluate.

**9. COMMISSIONER CORNER** (Reminder: Discussion, action or response to statements or questions is illegal.) **(8:49 p.m.)**

**9A.** Hutchinson: good job to staff moving forward with crosswalk on Saxony. Also, he is happy with the red curbing that was placed at N/E corner of Santa Fe/San Elijo.

**9B.** Hutchinson: concerned about the alley entrance into the new Encinitas Community Park. People are speeding in that alley; kids are skateboarding there, and there is a blind spot at the wall. He thinks the City will need to address this with the owner of the shopping center as the City only has an easement to use the private alley. Blough will bring this to the CIP group and determine what action they may be planning for this issue. Blough will report back at the next meeting.

**9C.** Kohl: at Encinitas Blvd and Village Square, what has been done to provide a pedestrian signal across the driveway on the south side of Encinitas Blvd? Blough stated that our Traffic Specialist, Luke Baker, is looking into this issue.

**10. ADJOURNMENT**

**Lindsay moved and Babaki seconded the motion to adjourn. Approved: 5-0.** Meeting adjourned at 8:58 p.m.

Peter Kohl, Chairperson

Trish Douglas, Commission Secretary