

ENCINITAS

Let's Move, Encinitas!

Pedestrian Travel and Safe Routes to School Plan



Submitted to the City of Encinitas
By Circulate San Diego
February 2015





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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.



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chapter **1** - introduction

To Vulcan Avenue

“As people are walking all the time, in the same spot, a path”
appears.

—John Locke

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 Olivenhain. 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

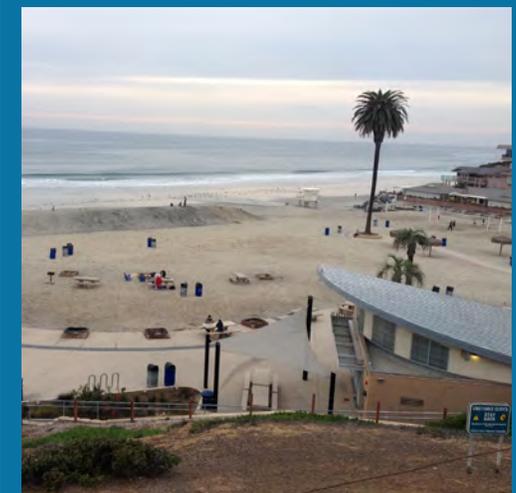
community-based transportation planning grant objectives

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

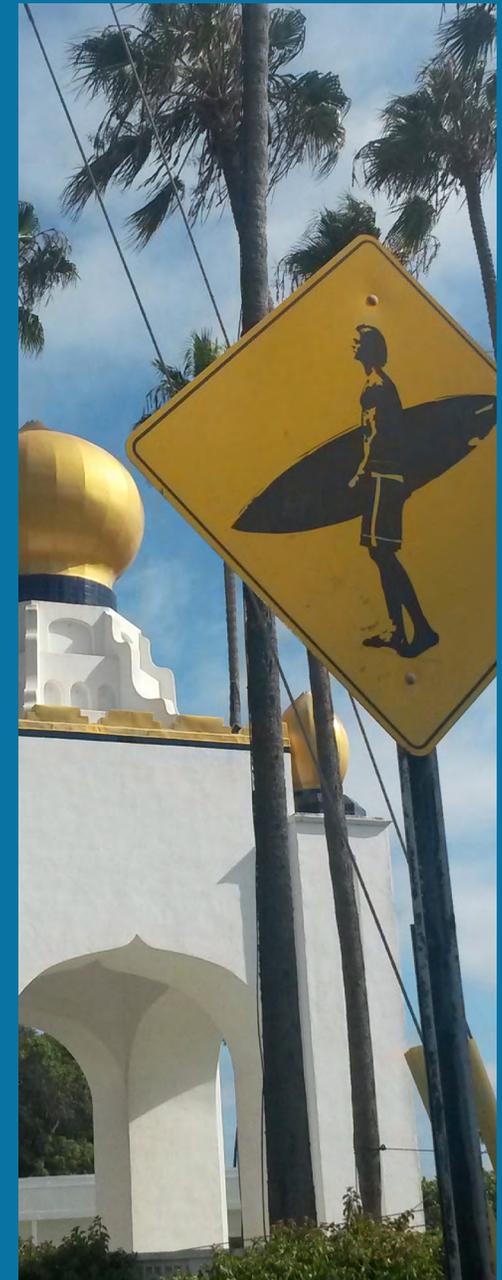
Following this introduction, Chapter 2 provides additional insights into the public outreach conducted

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 to relay information about the project, encourage collaboration, and consensus building.

In addition 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 involved 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 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.

Let's Move Encinitas!

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





**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 of Encinitas. Each of the five communities will have a Coalition to represent the community's needs and input and to encourage others to participate.



[Neighborhood Coalition Outreach Flyer](#)

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 milestones in the project.

Initial workshops were held in fall 2013 and were designed to help the project team identify pedestrian issues throughout 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 kilyons@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

SCHOOL
WALK AUDIT
COMING SOON!

Visit LetsMoveEncinitas.org
for dates and times



Walk Audit Announcement Yard Signs



Paul Ecke Central School Farmers Market Flyer

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
kilyons@walksandiego.org or 619-544-9255



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



facebook

twitter



SurveyMonkey
EncinitasPatch



San
Dieguito
Union High School District



LEUCADIA 101
THE Art and Soul of ENCINITAS

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):

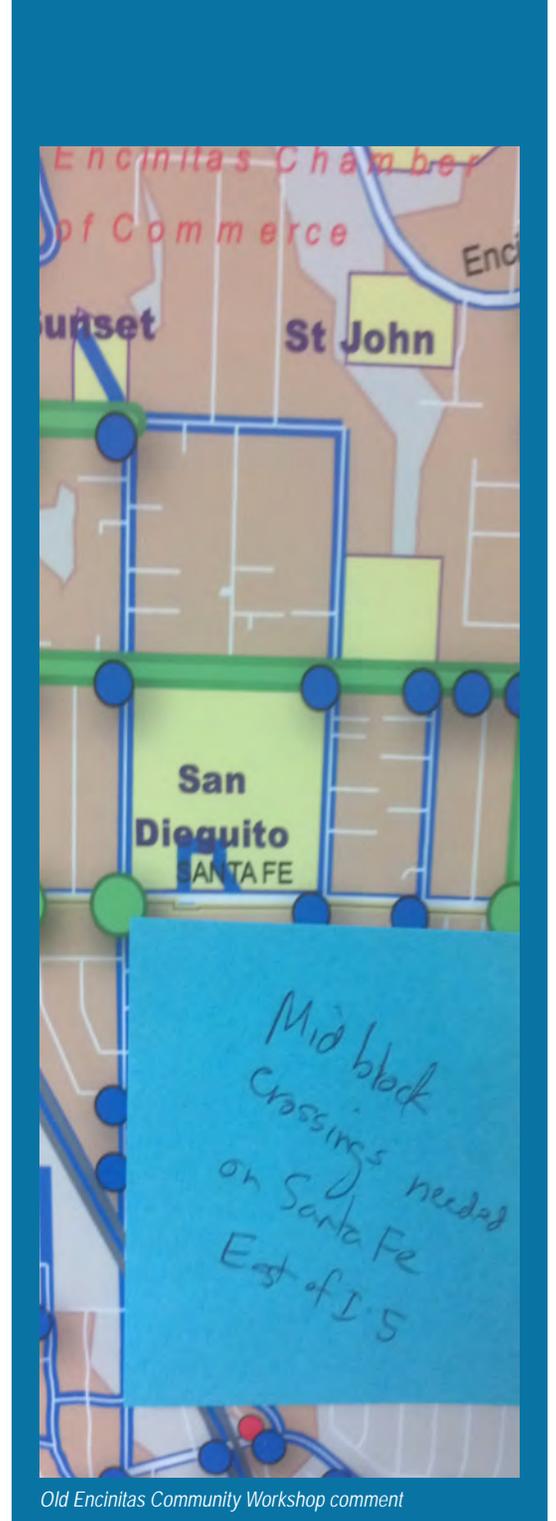
- Cardiff: 208 responses
- New Encinitas: 125 responses
- Old Encinitas: 174 responses
- Leucadia: 106 responses
- Olivenhain: 21 responses

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

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chapter 3 - community workplans



“A city that outdistances man’s walking powers is a trap for man.”

—Arnold J. Toynbee

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.
- 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).

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

For the Health and Equity Analysis, school sites were



Locally grown fruits provides opportunities for community pride.



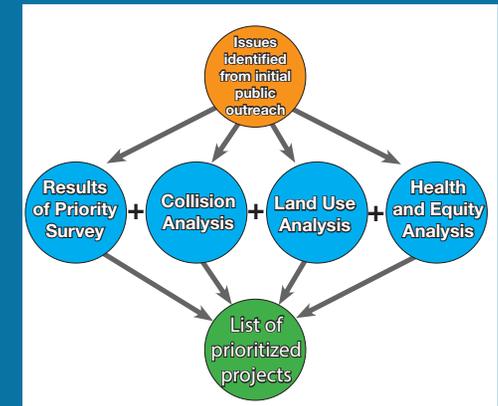
Pedestrians walking under the railroad along South Coast Highway 101

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.

figure 3.1 - city-wide priority corridors map

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.

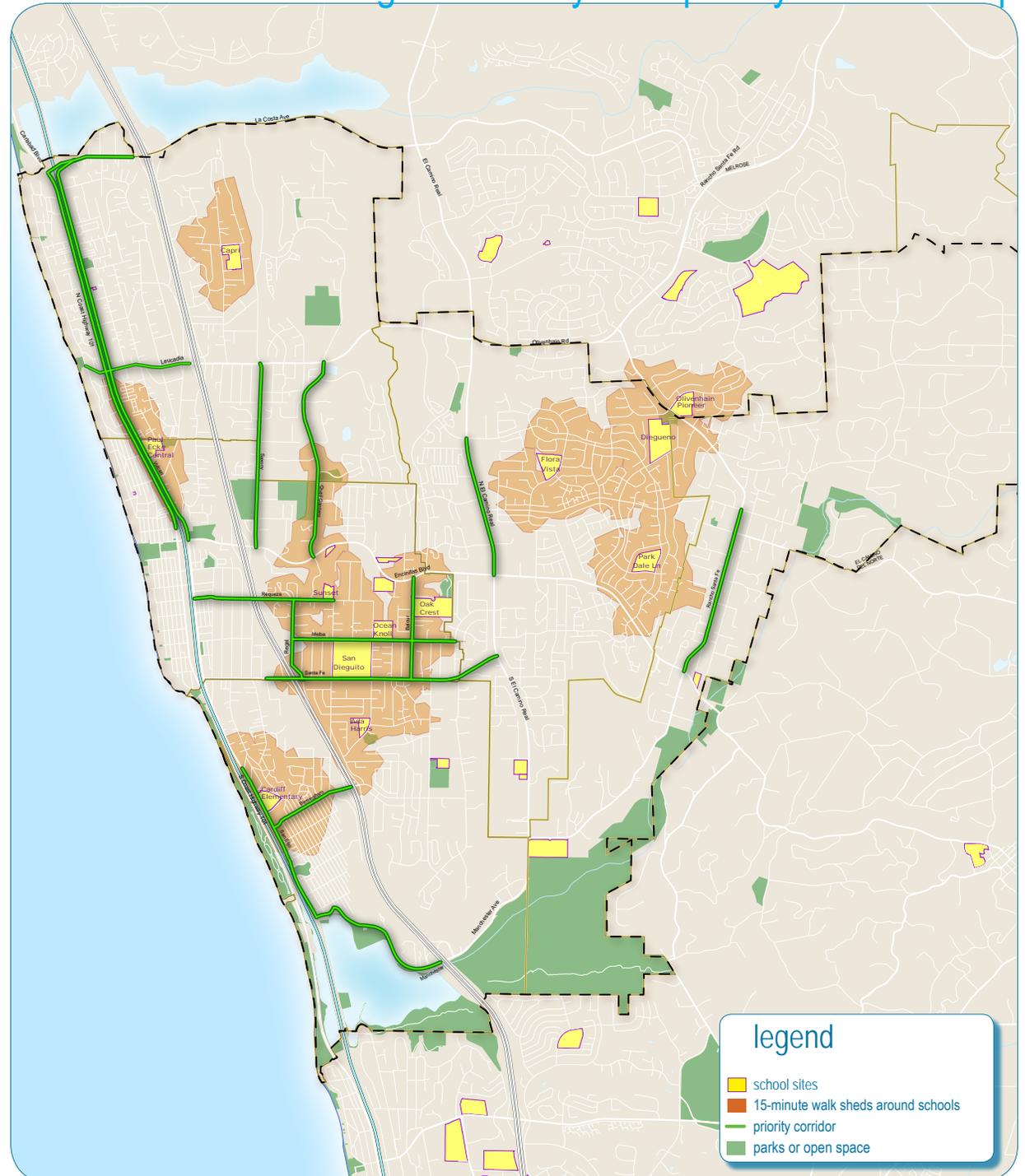
PRIORITY CORRIDORS

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 from I-5 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



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

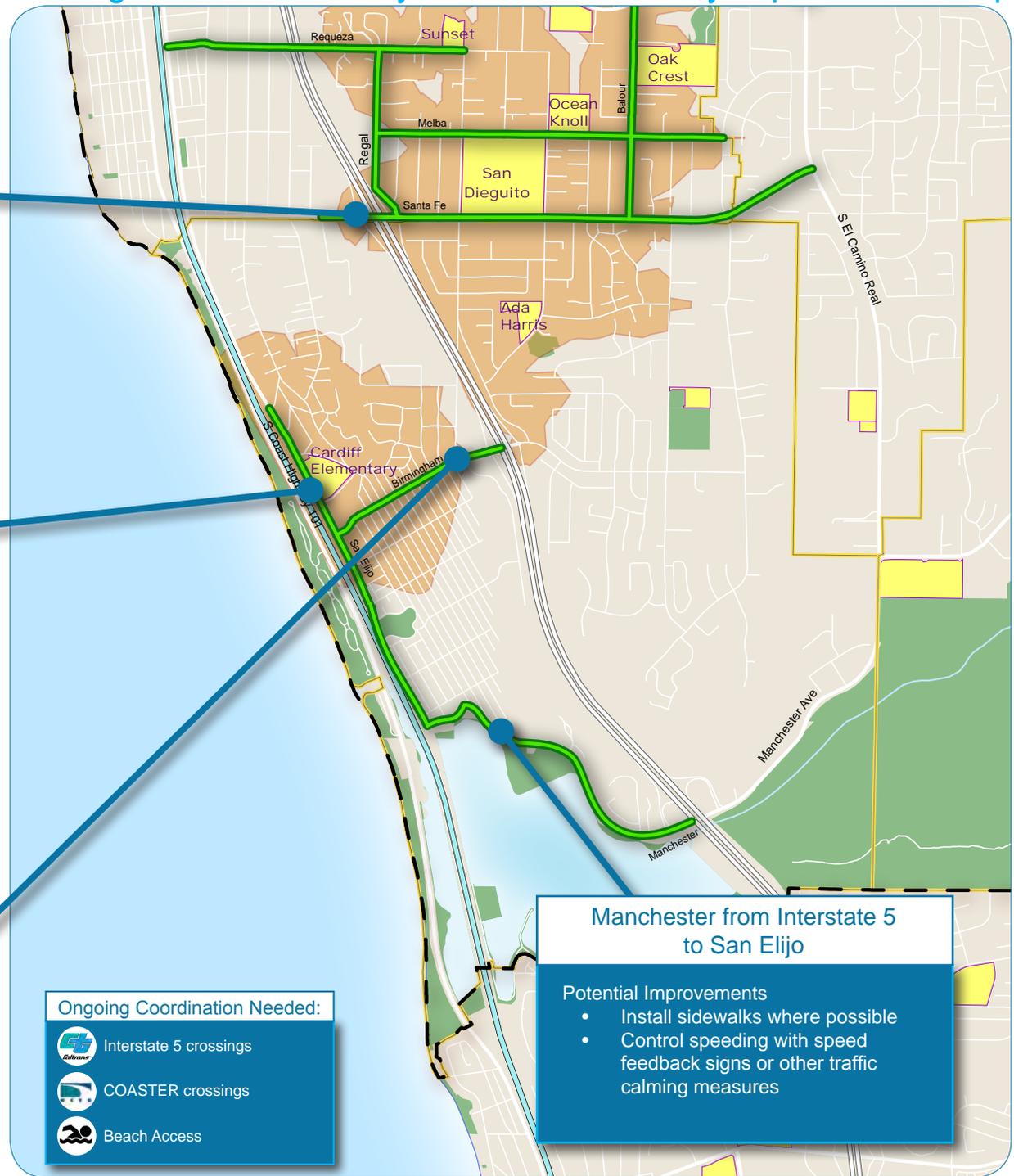
- Install more frequent crossings
- Improve existing crossings with high-visibility crosswalks
- Consider multi-use path to the west of San Elijo
- Greater police enforcement to control speeding and illegal parking

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



Manchester from Interstate 5 to San Elijo

Potential Improvements

- Install sidewalks where possible
- Control speeding with speed feedback signs or other traffic calming measures

Ongoing Coordination Needed:

- Interstate 5 crossings
- COASTER crossings
- Beach Access

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

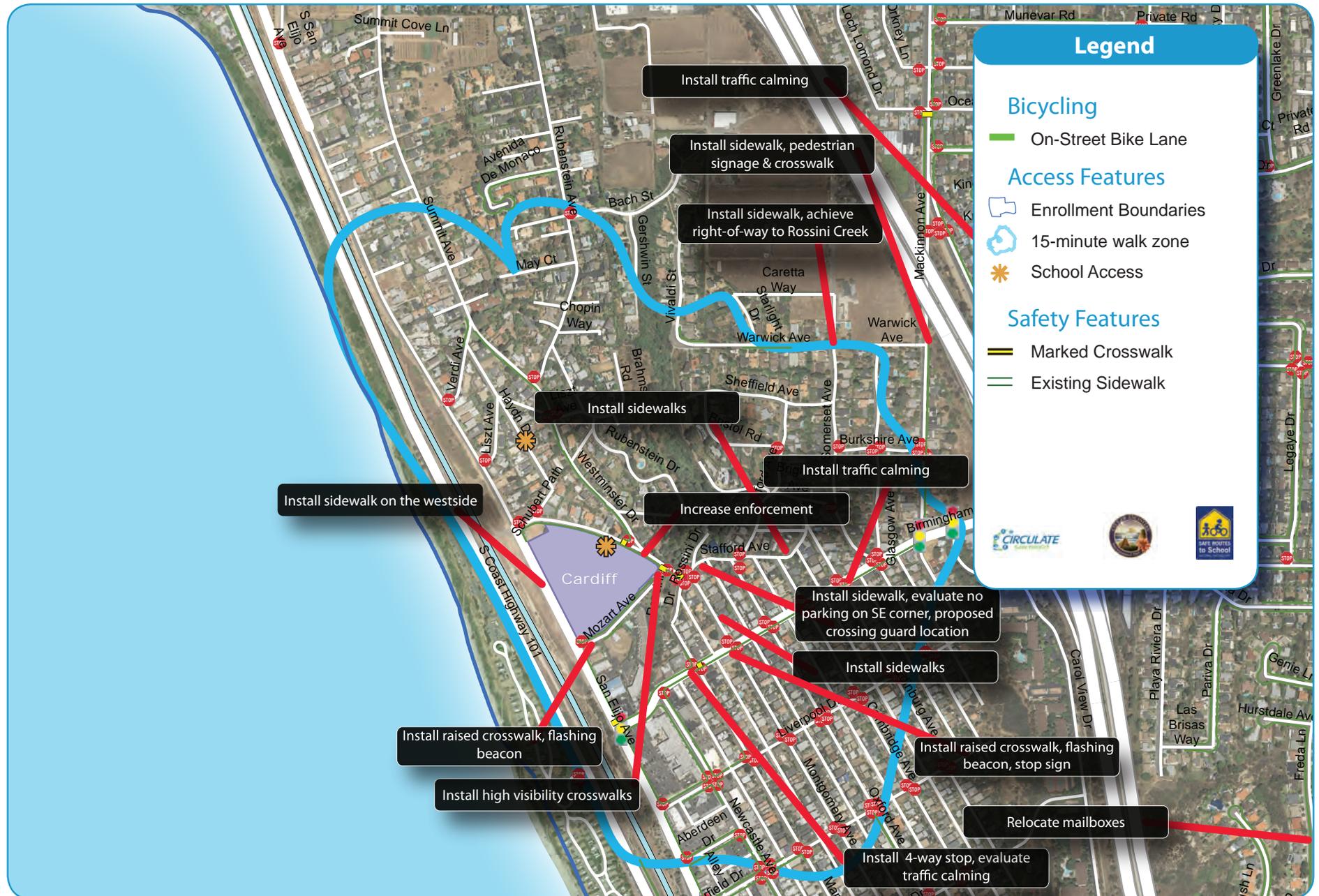
9%

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



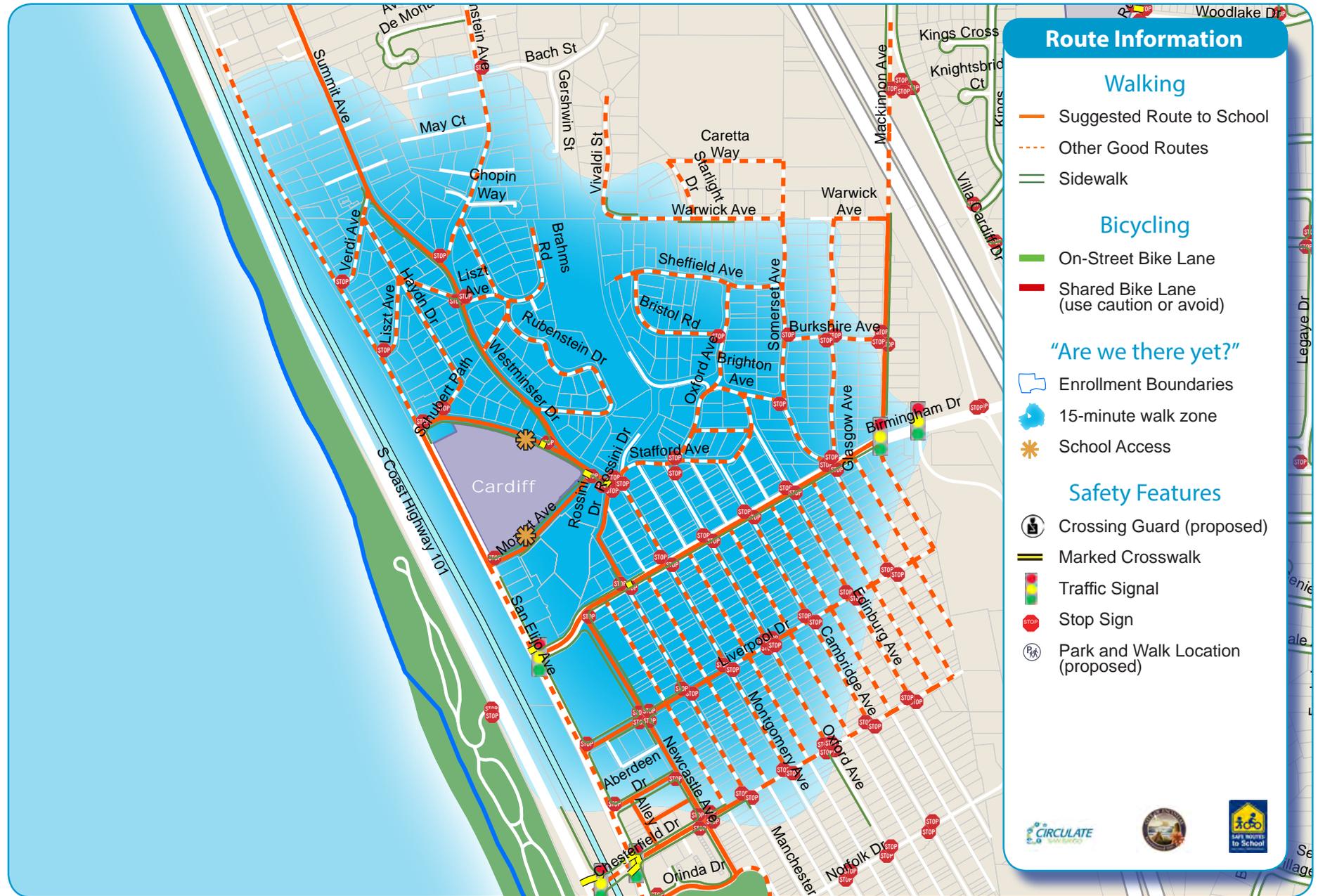
This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.

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

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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%

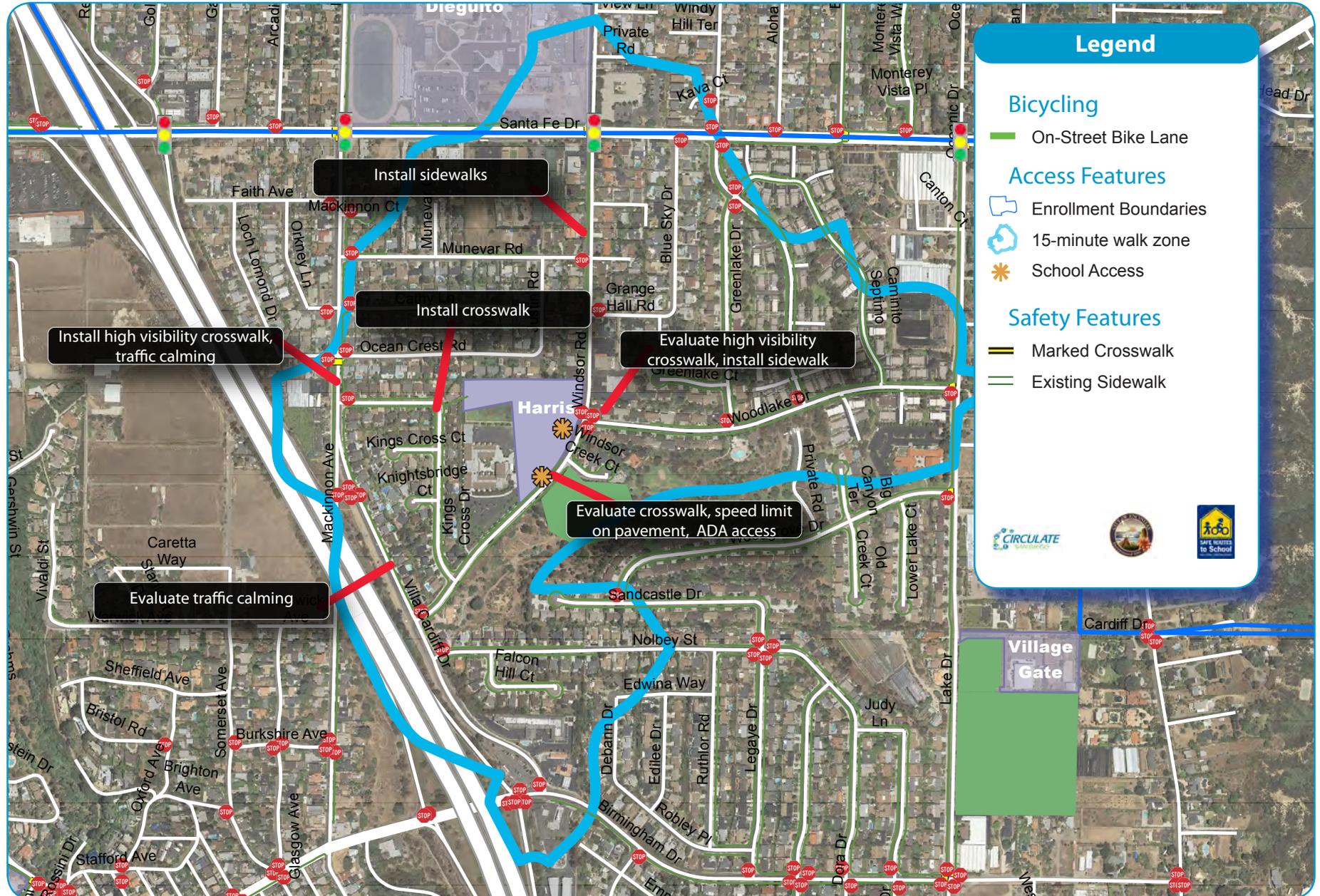
Summary of Recommendations for Ada W. Harris Elementary

- 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.

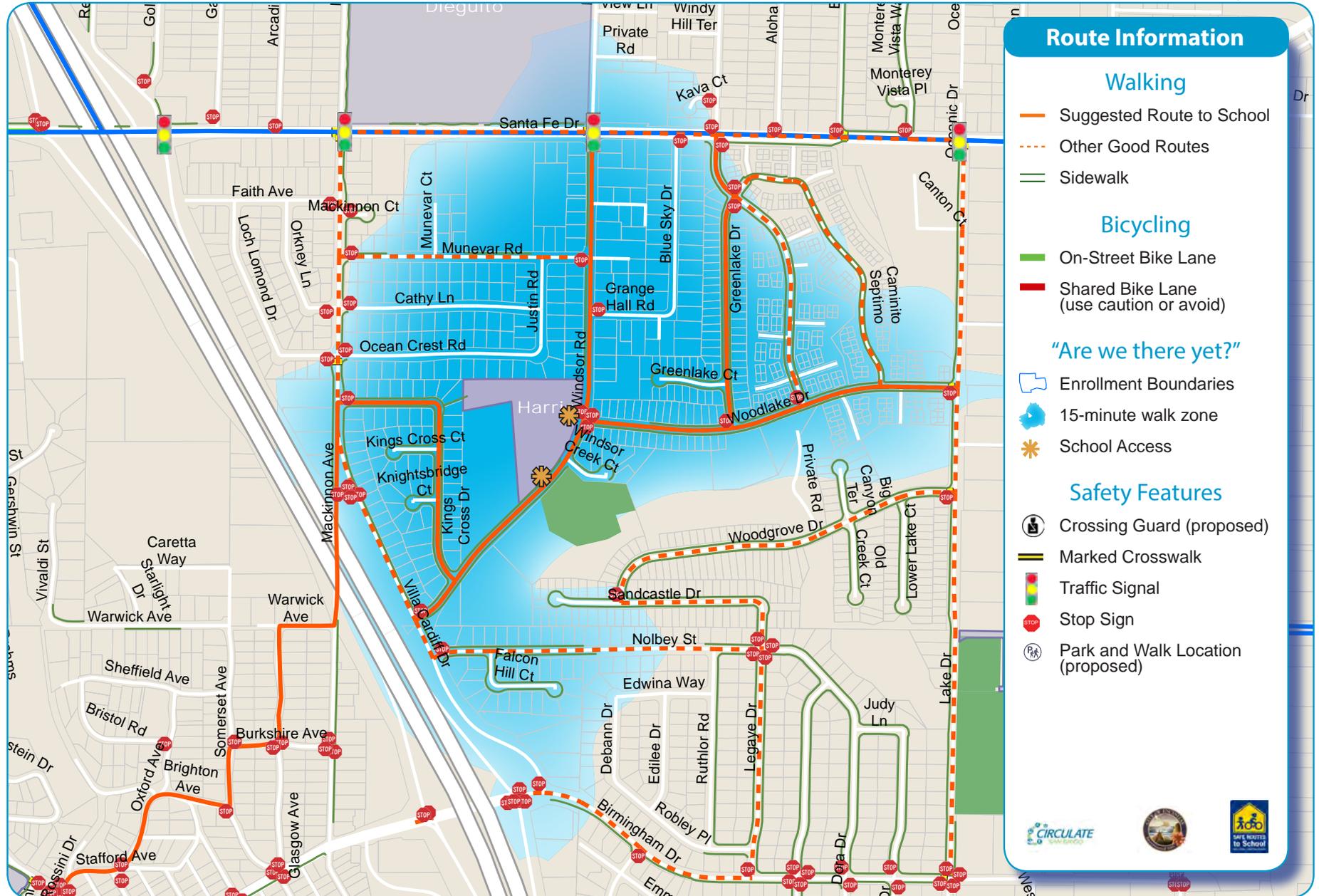
Map Created: December 2014

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 101 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
Hygeia 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 cars 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
Hygeia 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 Encinitas Blvd to La Costa Ave

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

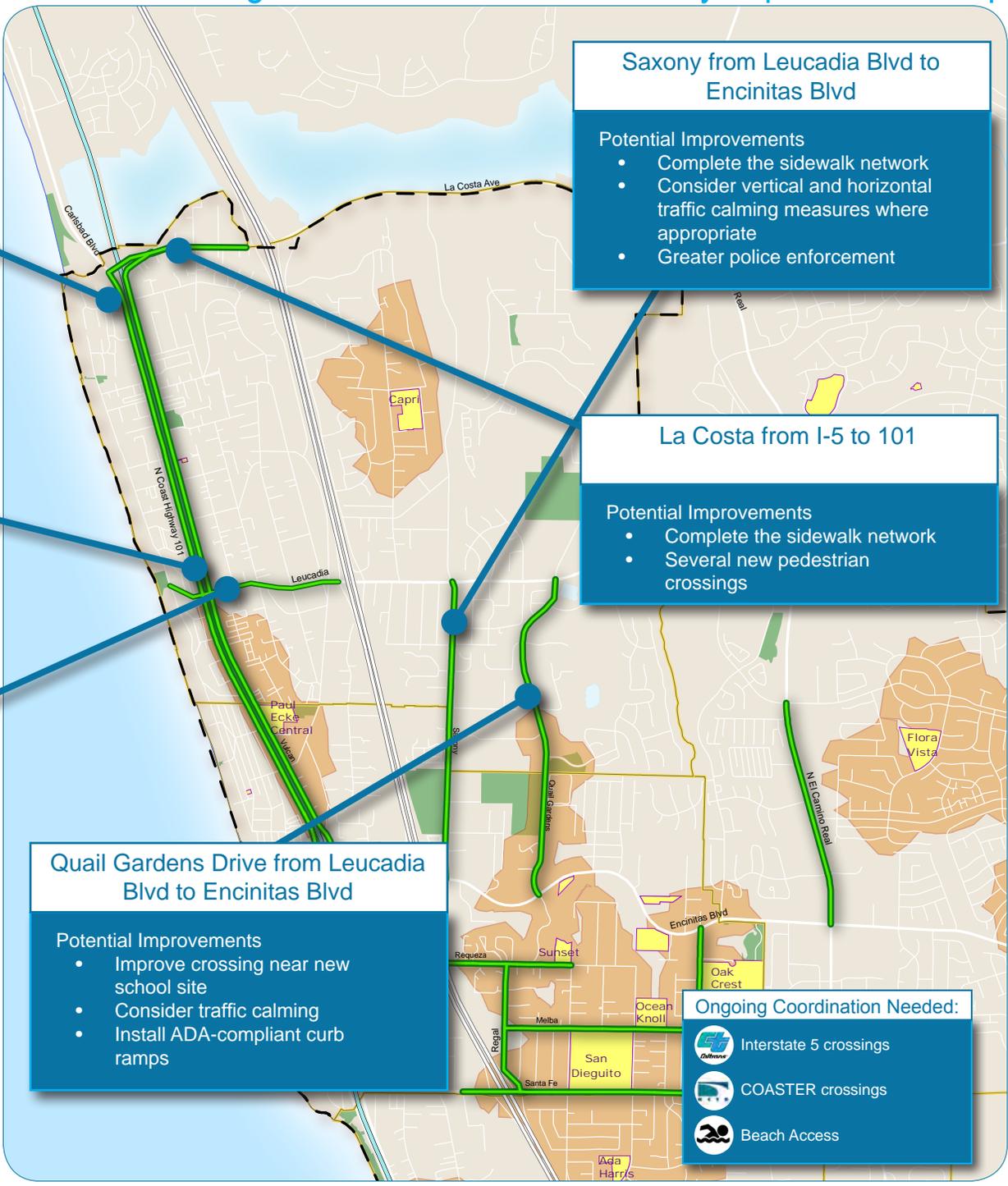
- Complete the sidewalk network or install multi-use path
- Greater police enforcement
- Move midblock crossing south of Union
- Consider recommendations of 2013 traffic study at Ecke ES
- Provide rail crossing at El Portal (Old Encinitas)

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%

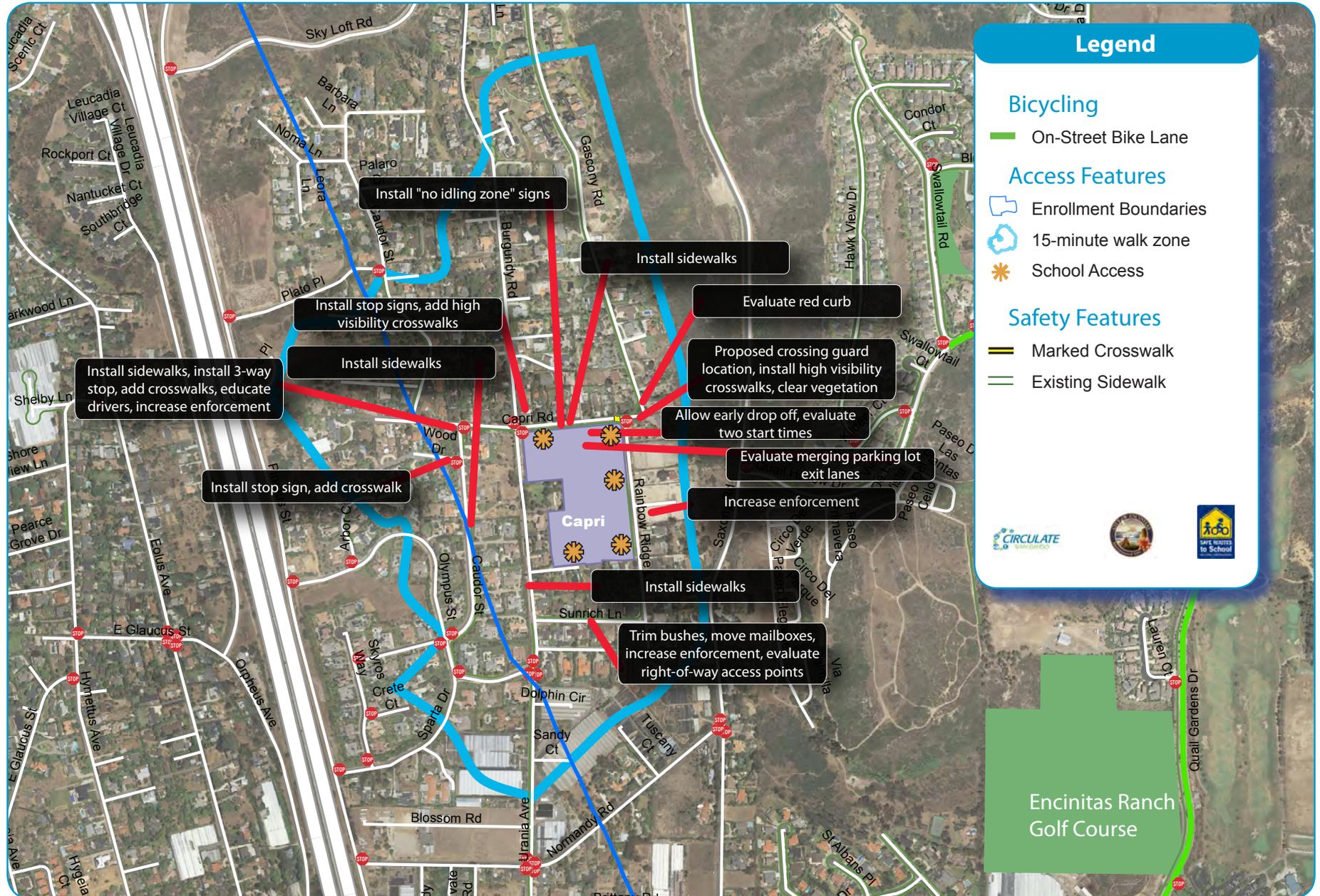
Recommendations for Capri Elementary

- 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.

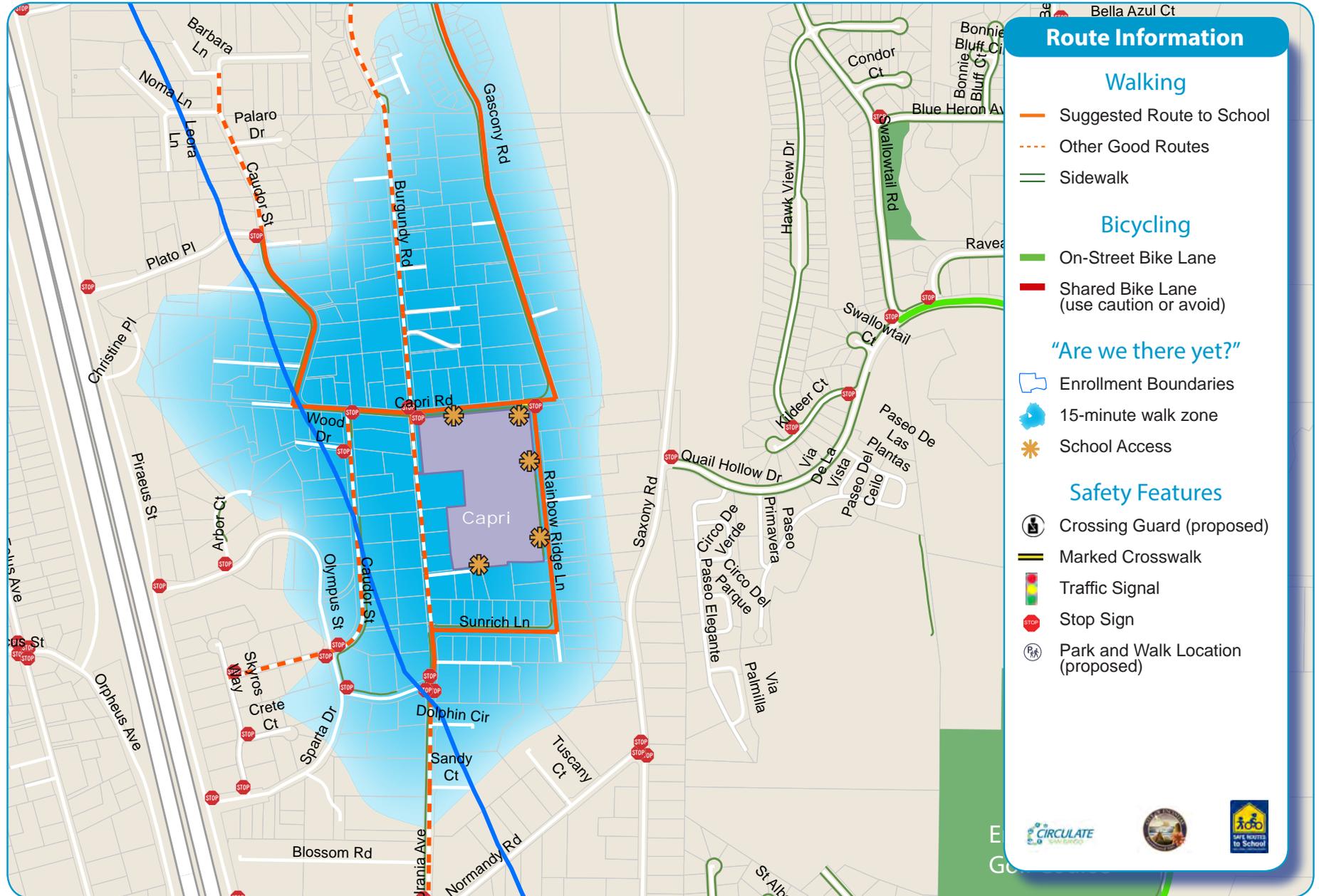
Map Created: December 2014

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.

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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

figure 3.11 -

Paul Ecke-Central Elementary School Suggested Route to School Map

185 Union Street | Encinitas, CA 92024



Route Information

Walking

- Suggested Route to School
- Other Good Routes
- Sidewalk

Bicycling

- On-Street Bike Lane
- Shared Bike Lane (use caution or avoid)

"Are we there yet?"

- Enrollment Boundaries
- 15-minute walk zone
- School Access

Safety Features

- Crossing Guard (proposed)
- Marked Crosswalk
- Traffic Signal
- Stop Sign
- Park and Walk Location (proposed)



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 Cantabria 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 Coolgreen 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

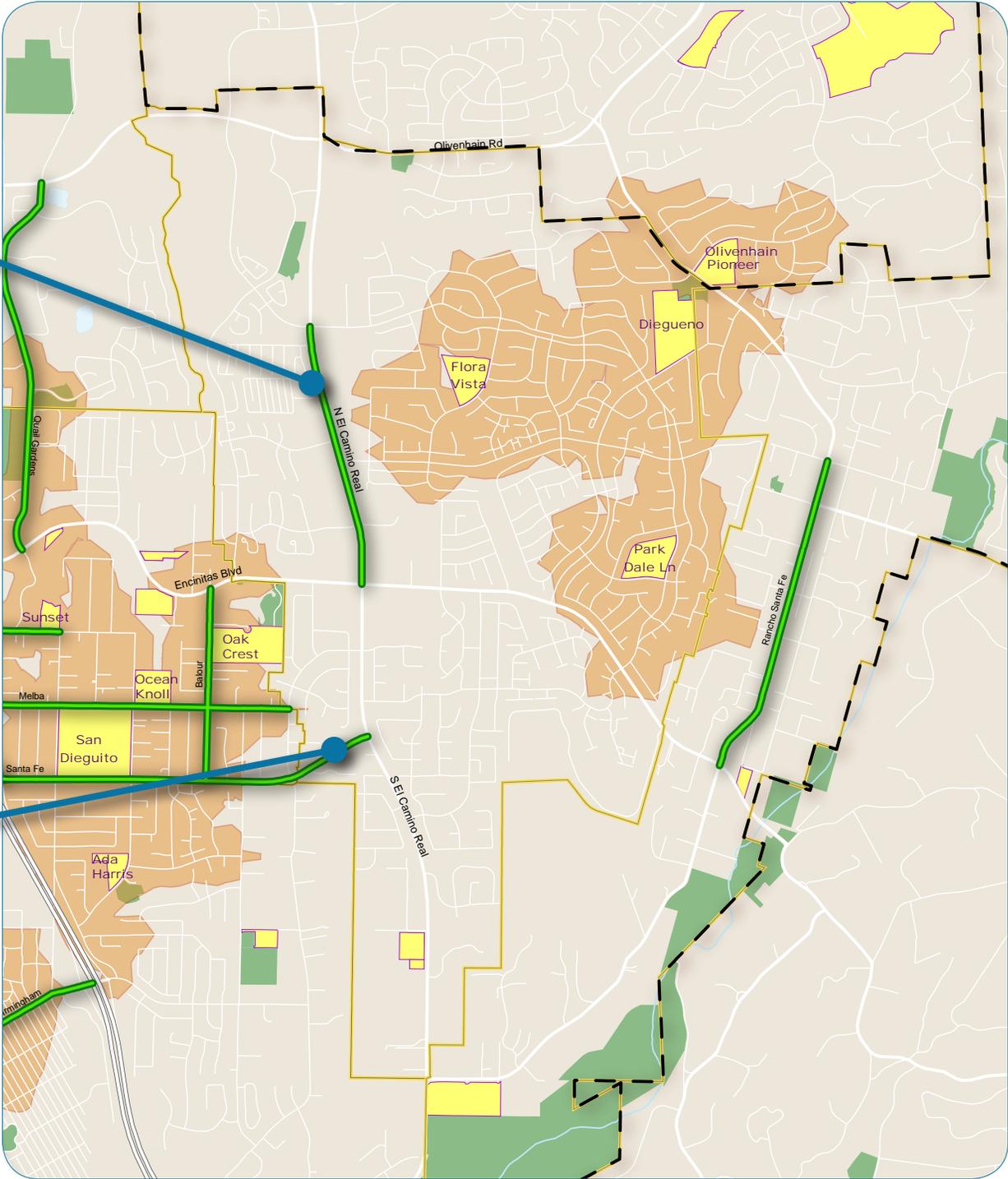
El Camino Real from Encinitas Blvd to Garden View

- 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 Coolgreen 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%

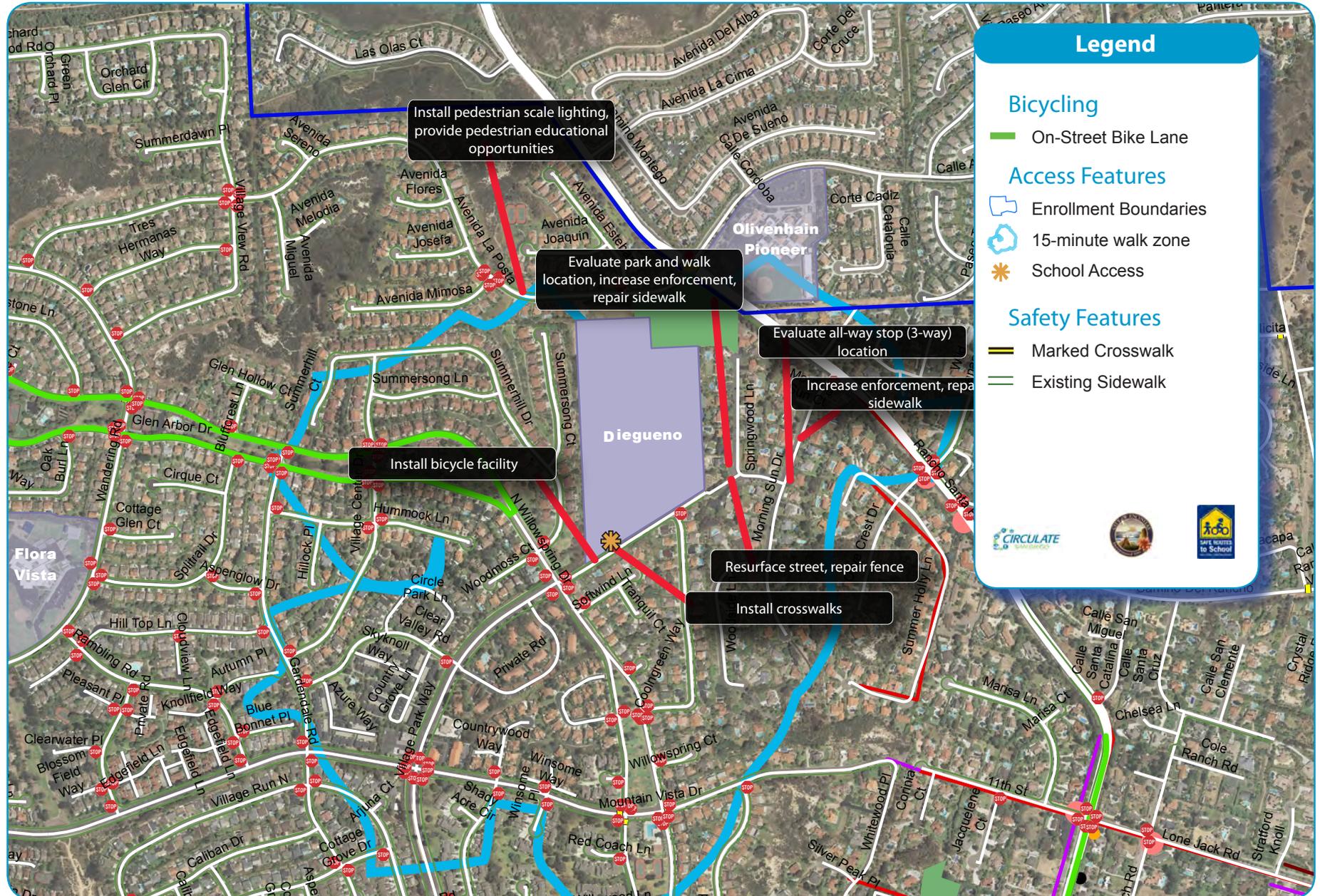
Summary of Recommendations for Diegueno Middle

- 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.

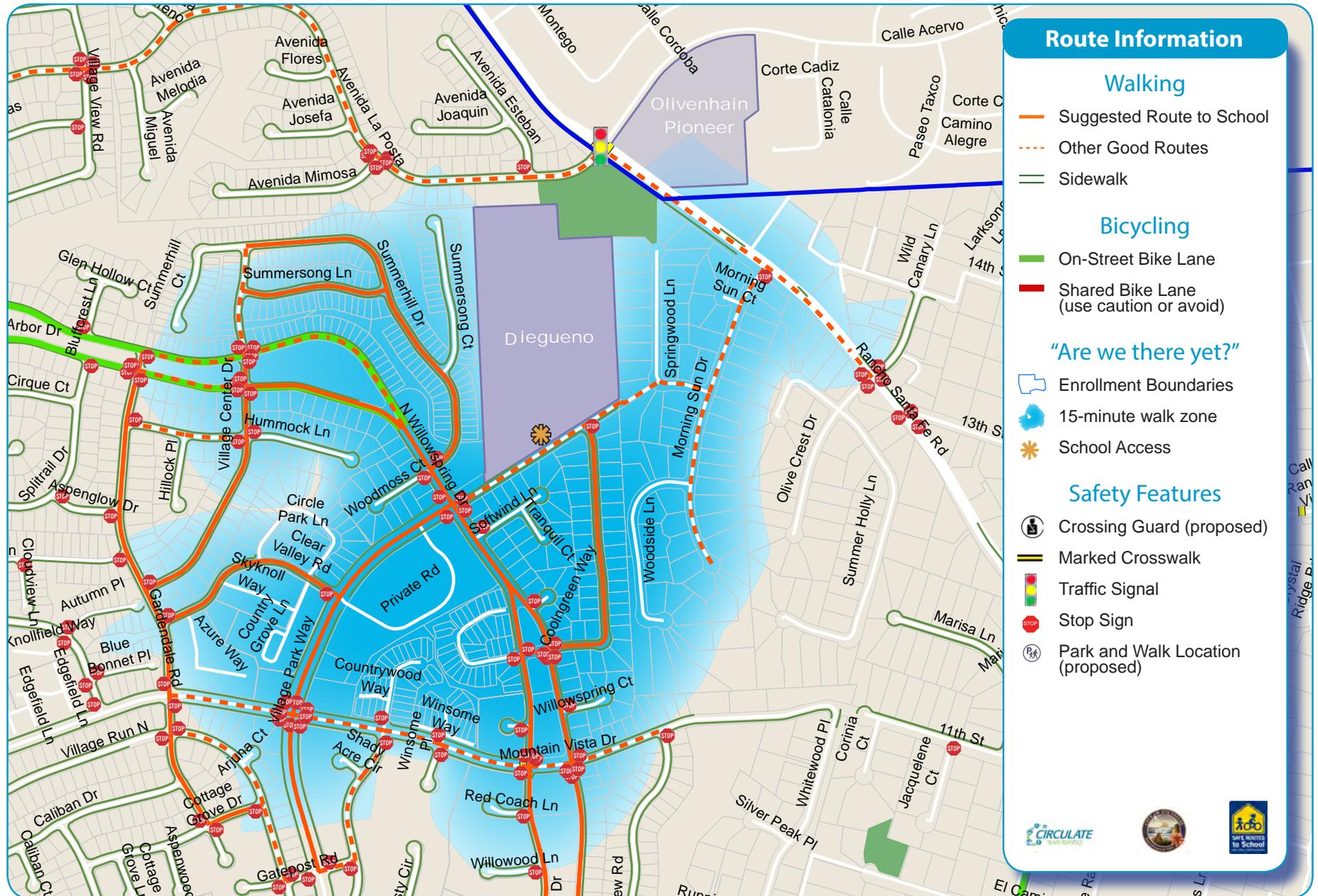
Map Created: December 2014

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.

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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%

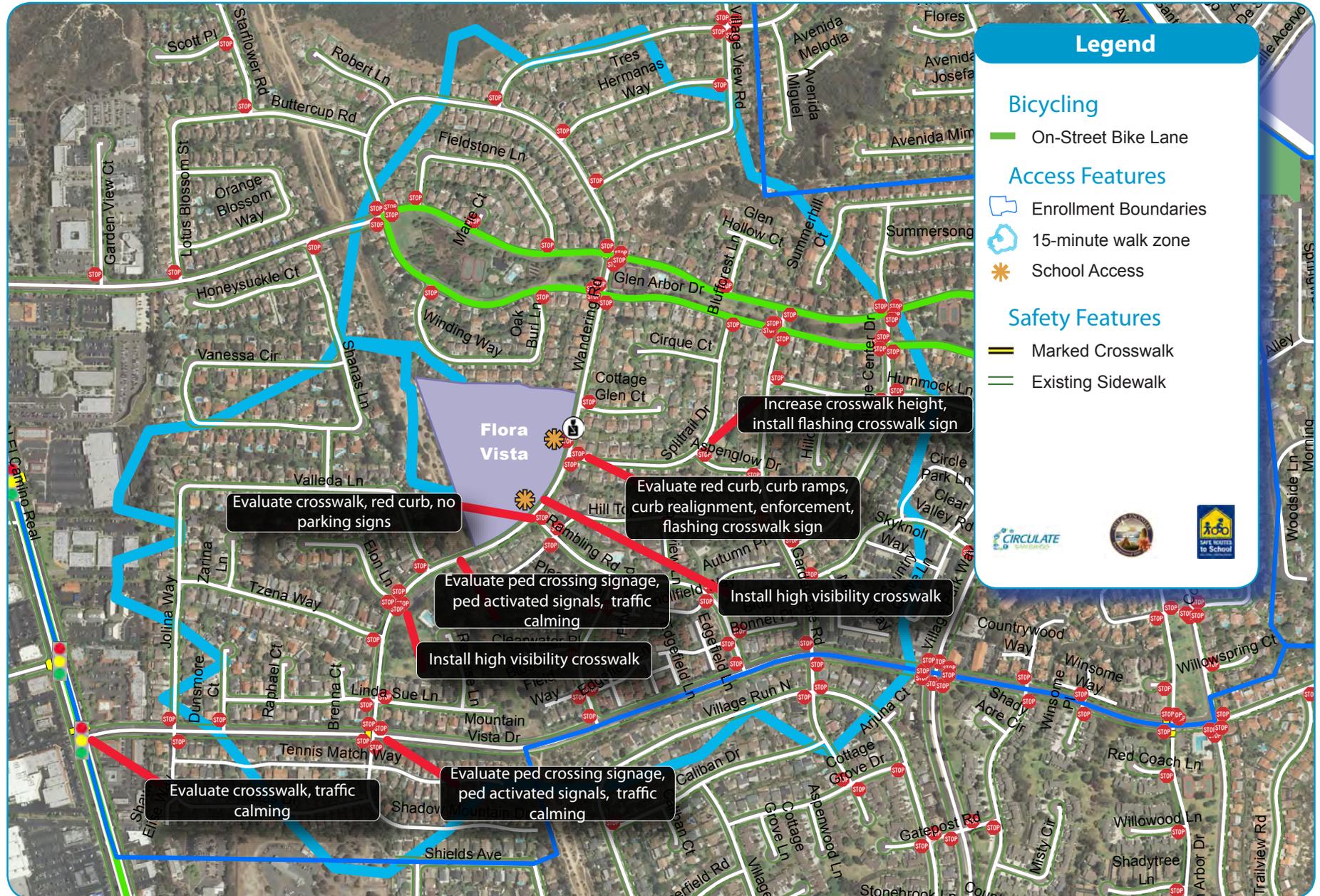
Summary of Recommendations for Flora Vista Elementary

- 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.

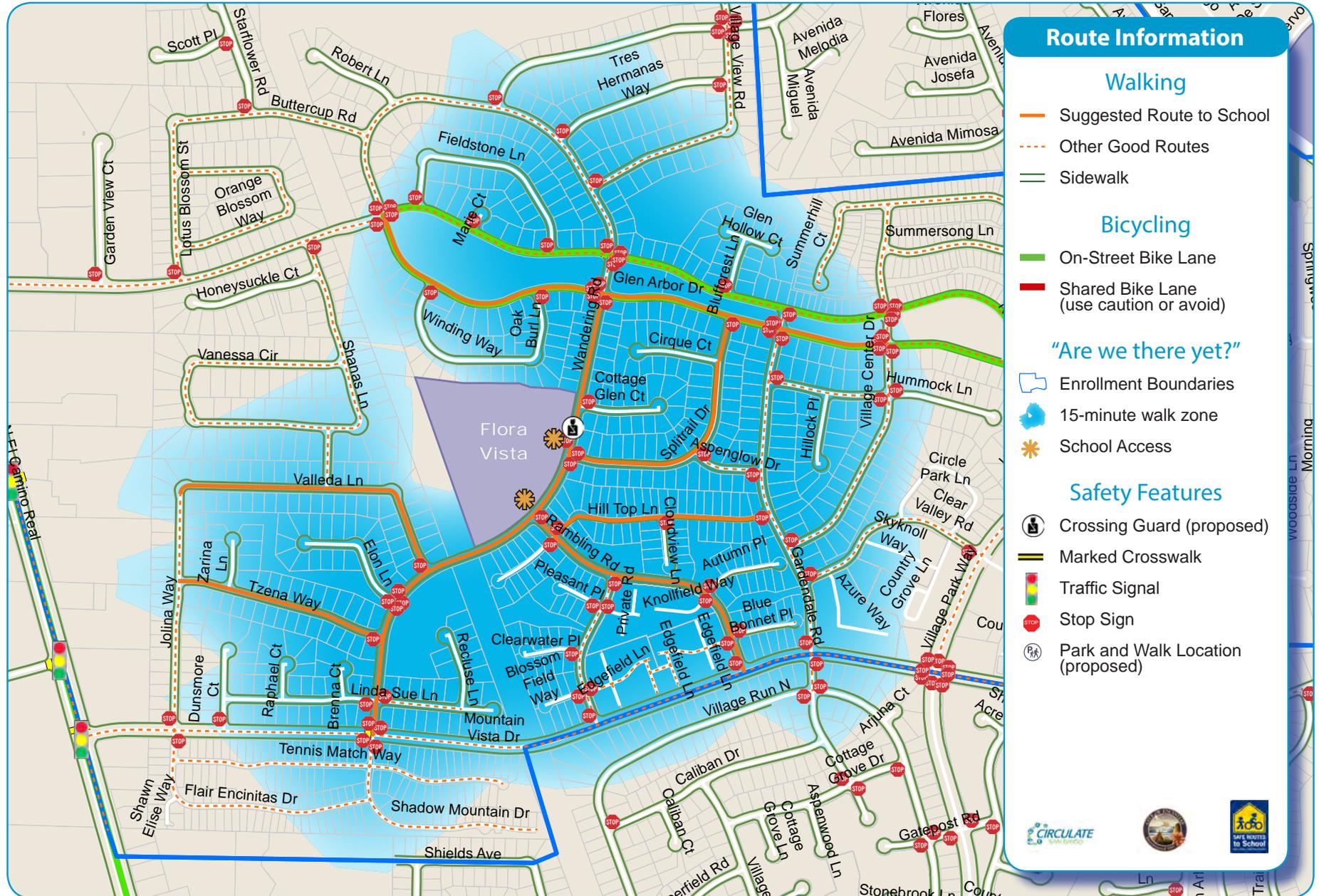
Map Created: December 2014

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.

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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%

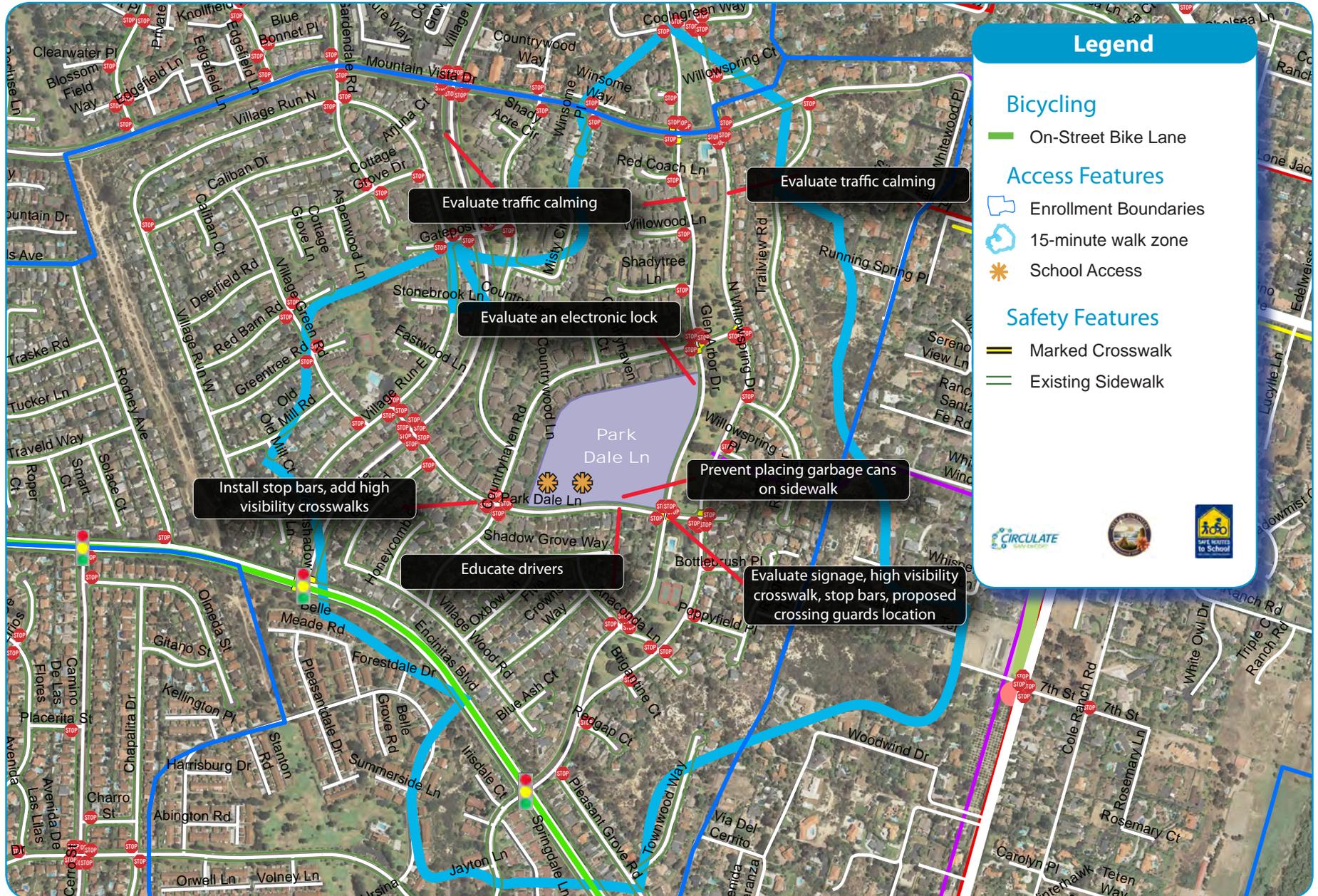
Summary of Recommendations for Park Dale Lane Elementary

- 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.

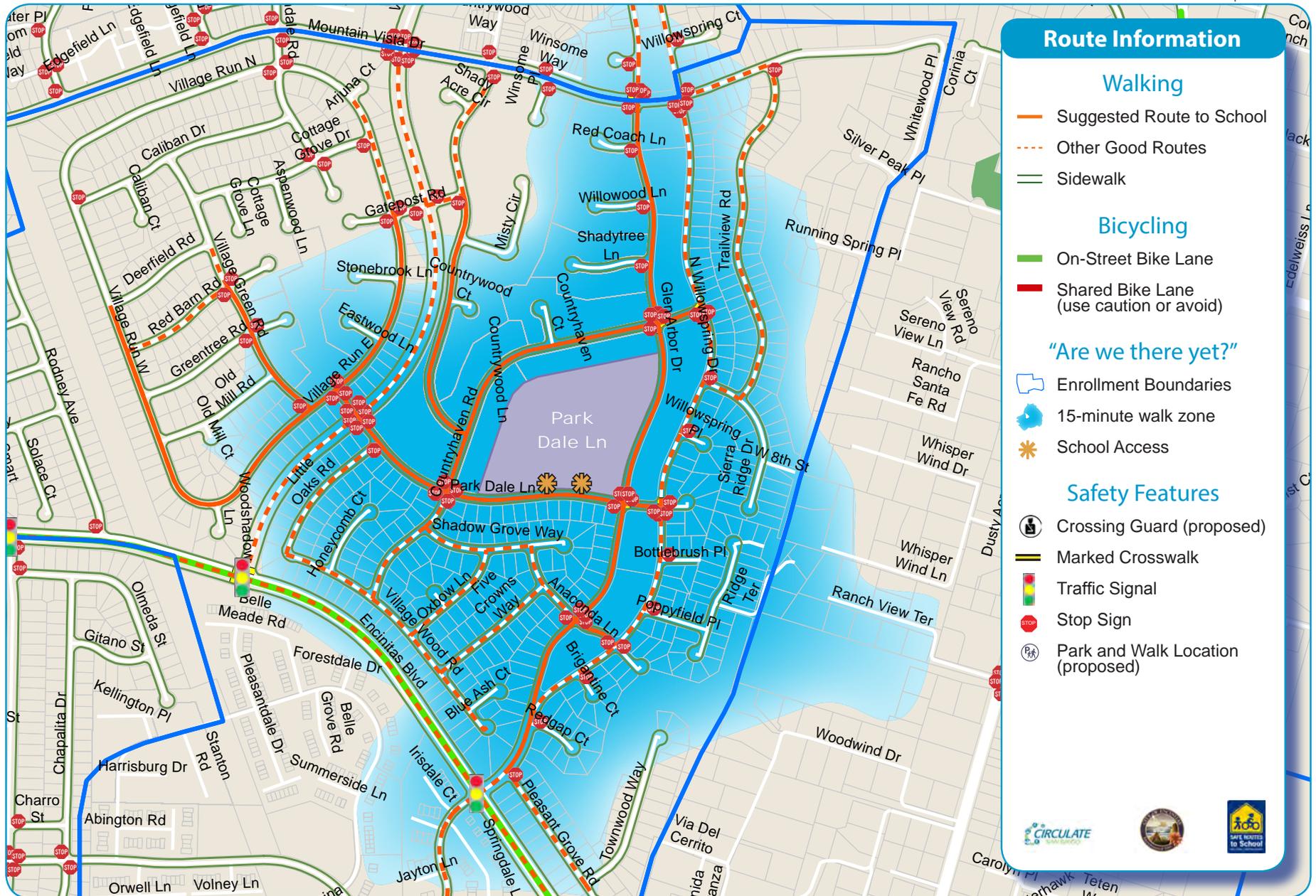
Map Created: December 2014

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

Walked 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

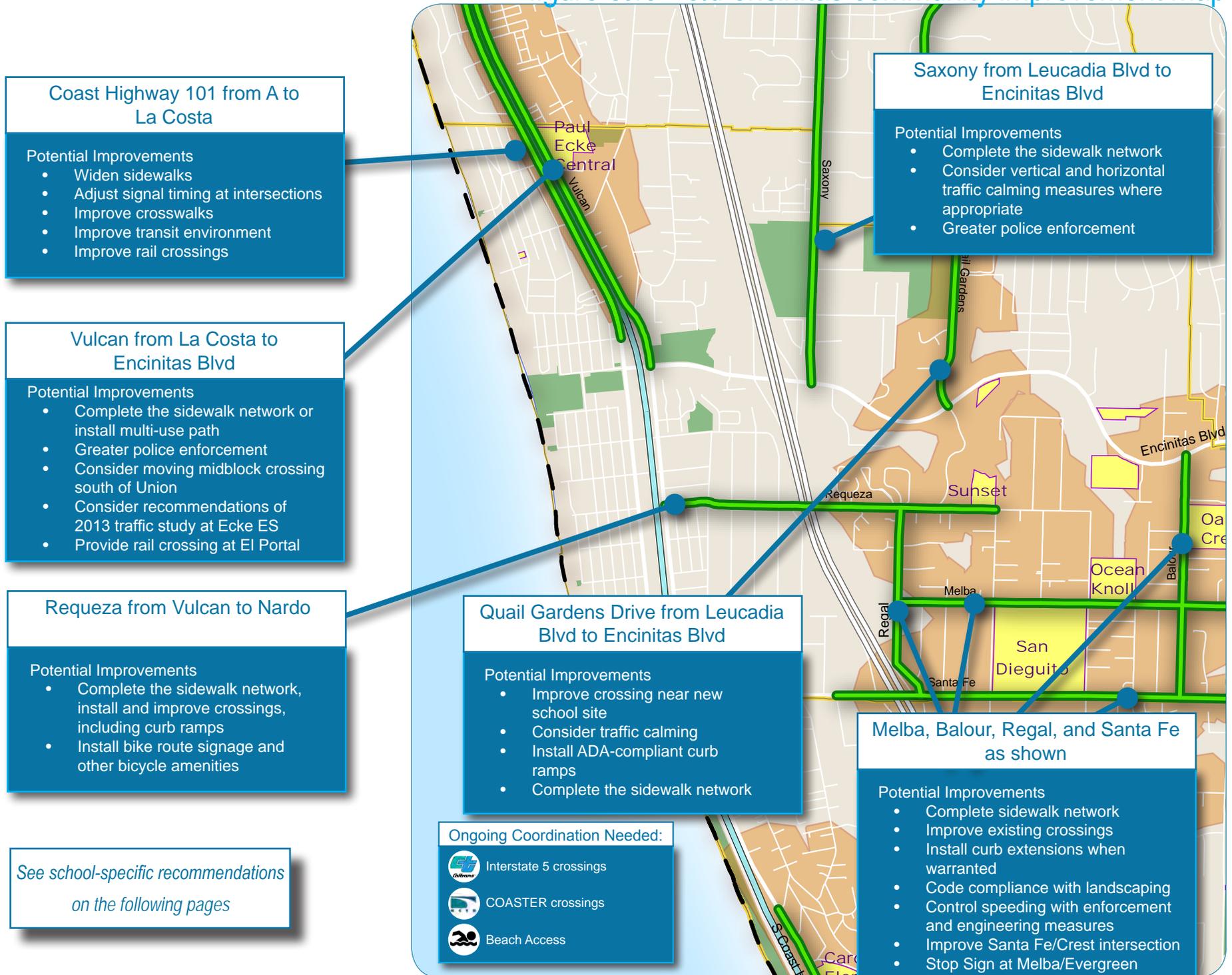
New Crosswalks Installed
up to 47

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



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

figure 3.21 -

Paul Ecke-Central Elementary School Suggested Route to School Map

185 Union Street | Encinitas, CA 92024



Route Information

Walking

- Suggested Route to School
- Other Good Routes
- Sidewalk

Bicycling

- On-Street Bike Lane
- Shared Bike Lane (use caution or avoid)

"Are we there yet?"

- Enrollment Boundaries
- 15-minute walk zone
- School Access

Safety Features

- Crossing Guard (proposed)
- Marked Crosswalk
- Traffic Signal
- Stop Sign
- Park and Walk Location (proposed)

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

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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 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%

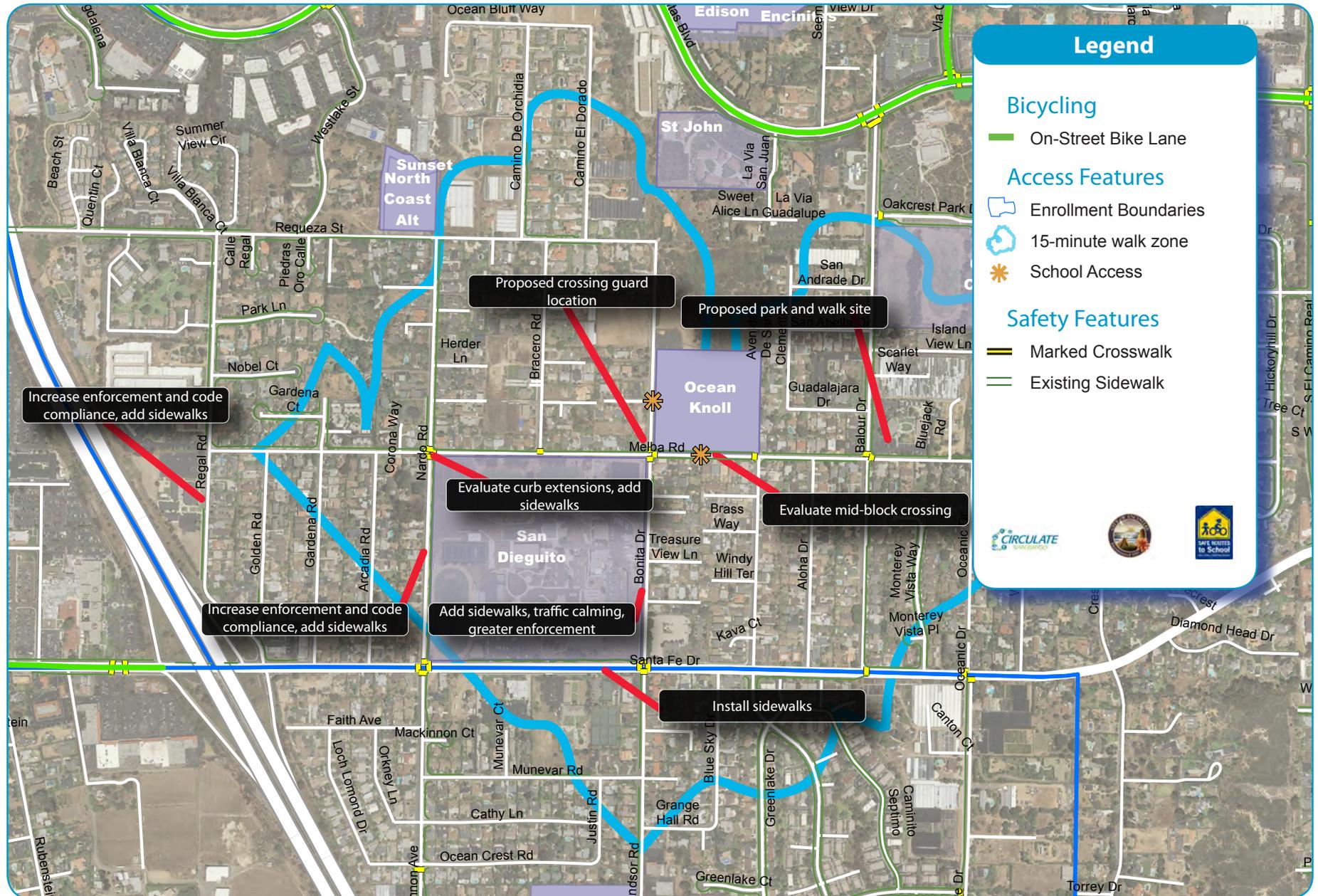
Summary of Recommendations for Ocean Knoll Elementary

- 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.

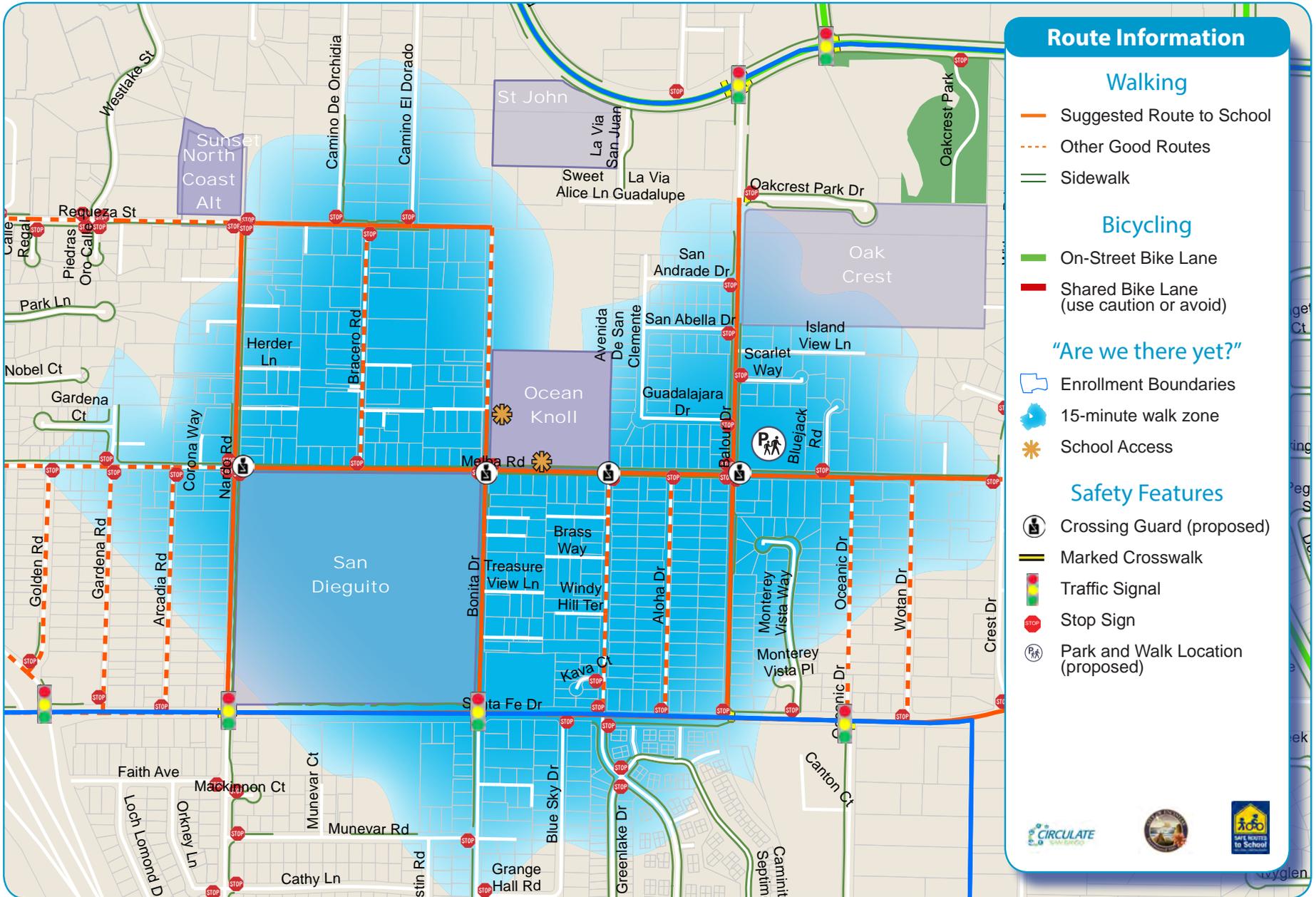
Map Created: December 2014

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.

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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%

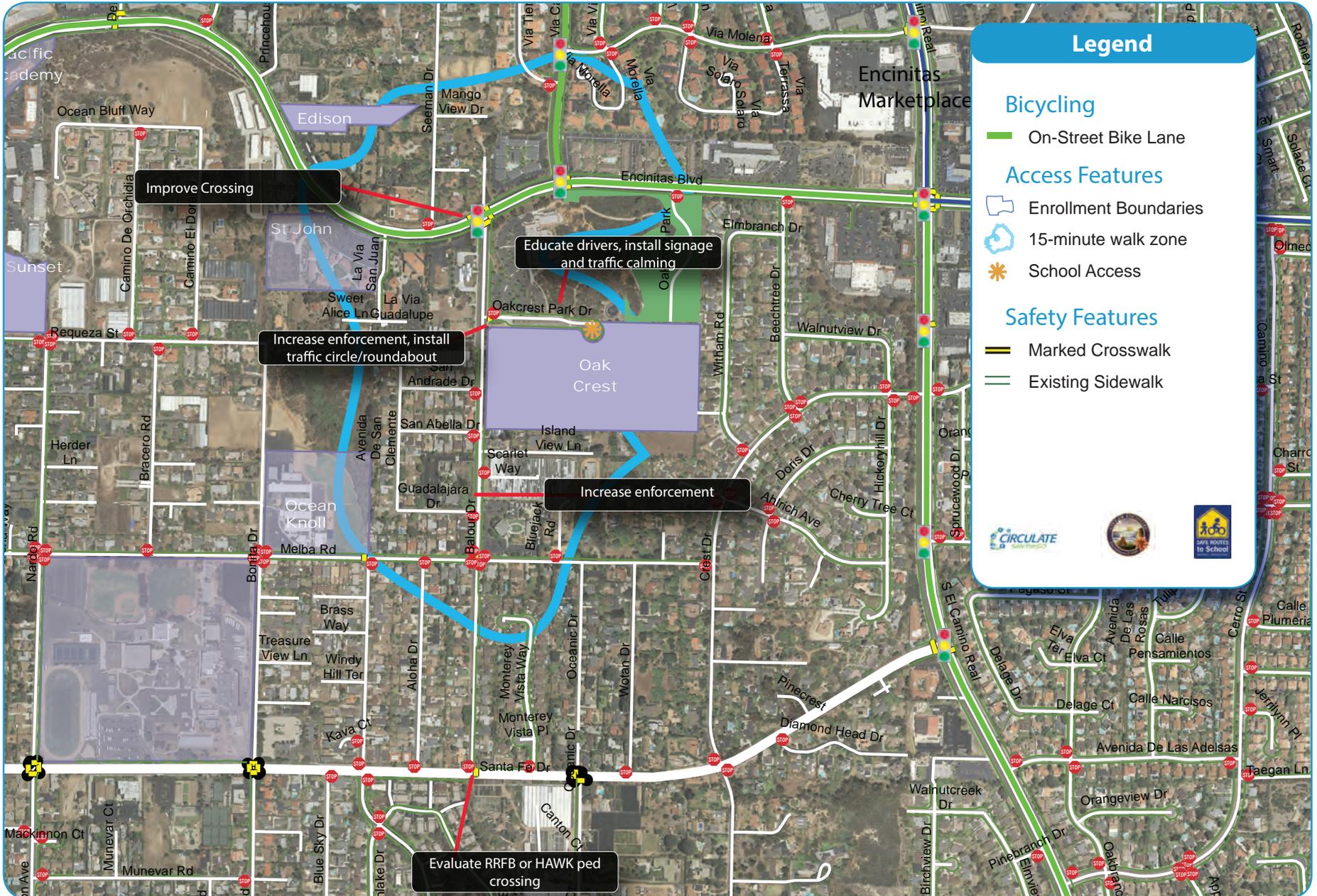
Summary of Recommendations for Oak Crest Middle

- 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



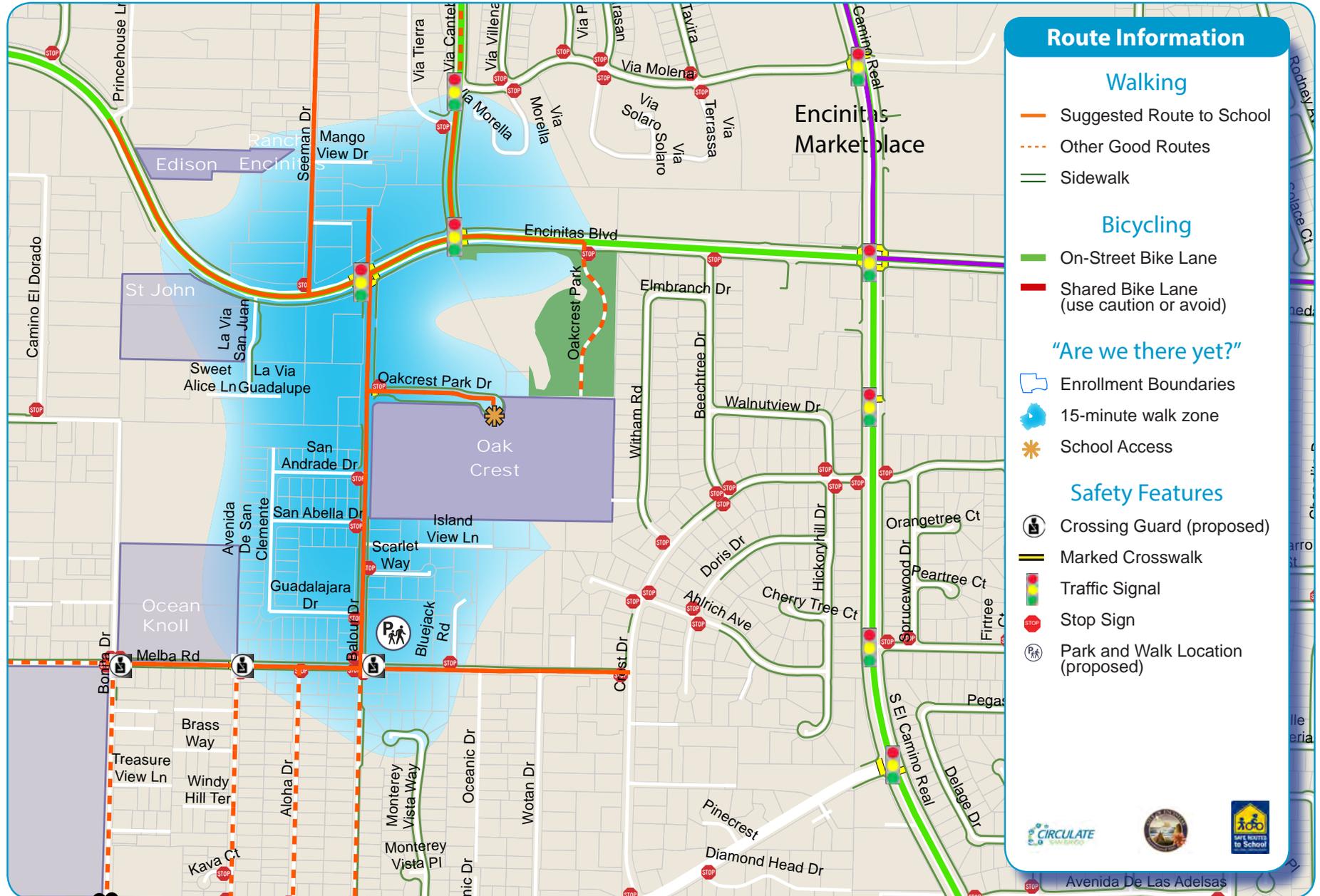
This map is intended for information purposes only. Recommendations will require additional evaluation to determine feasibility of construction. Walkshed distance is approximate.

Map Created: December 2014

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.

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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%

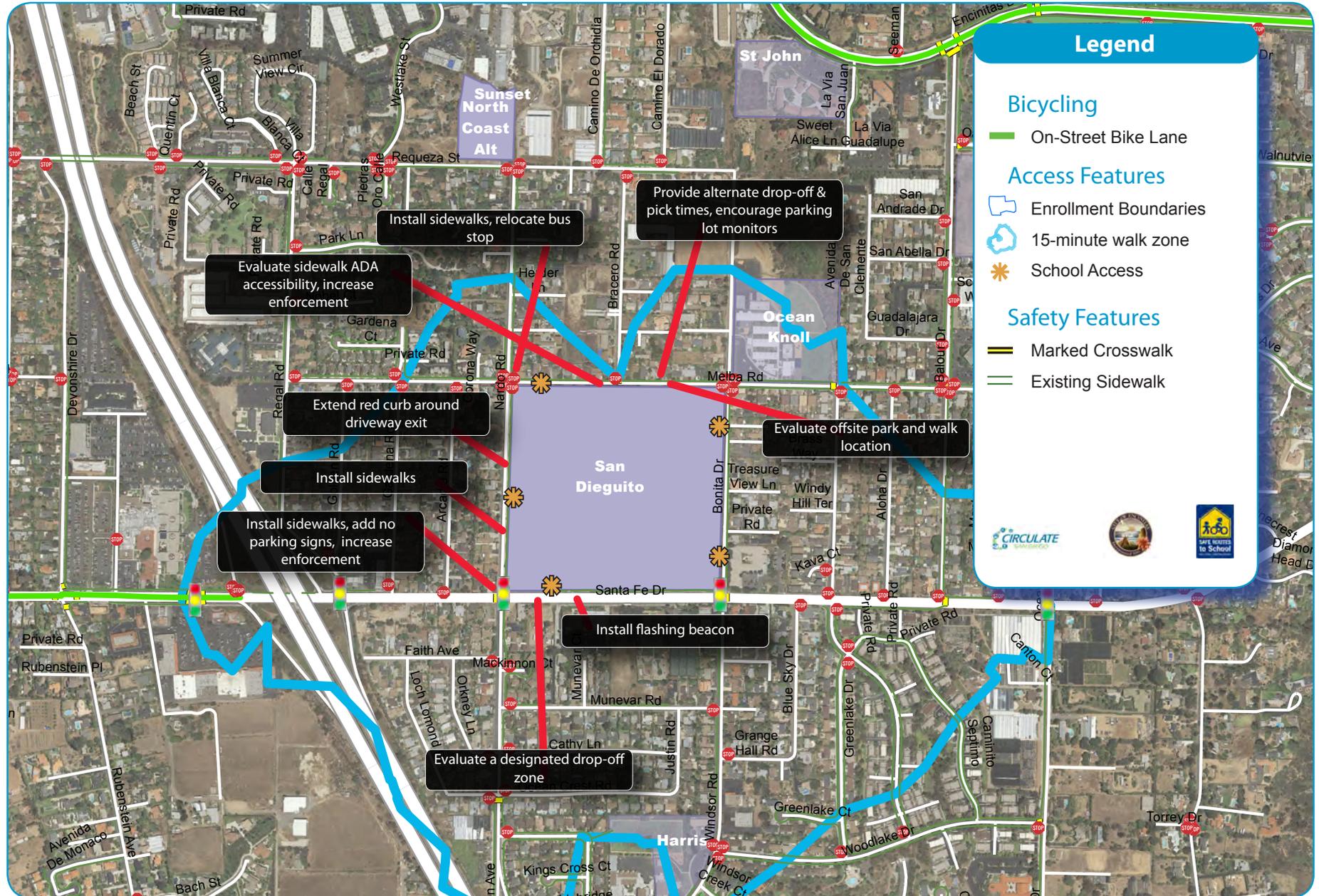
Summary of Recommendations for San Dieguito High Academy

- 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.

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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.

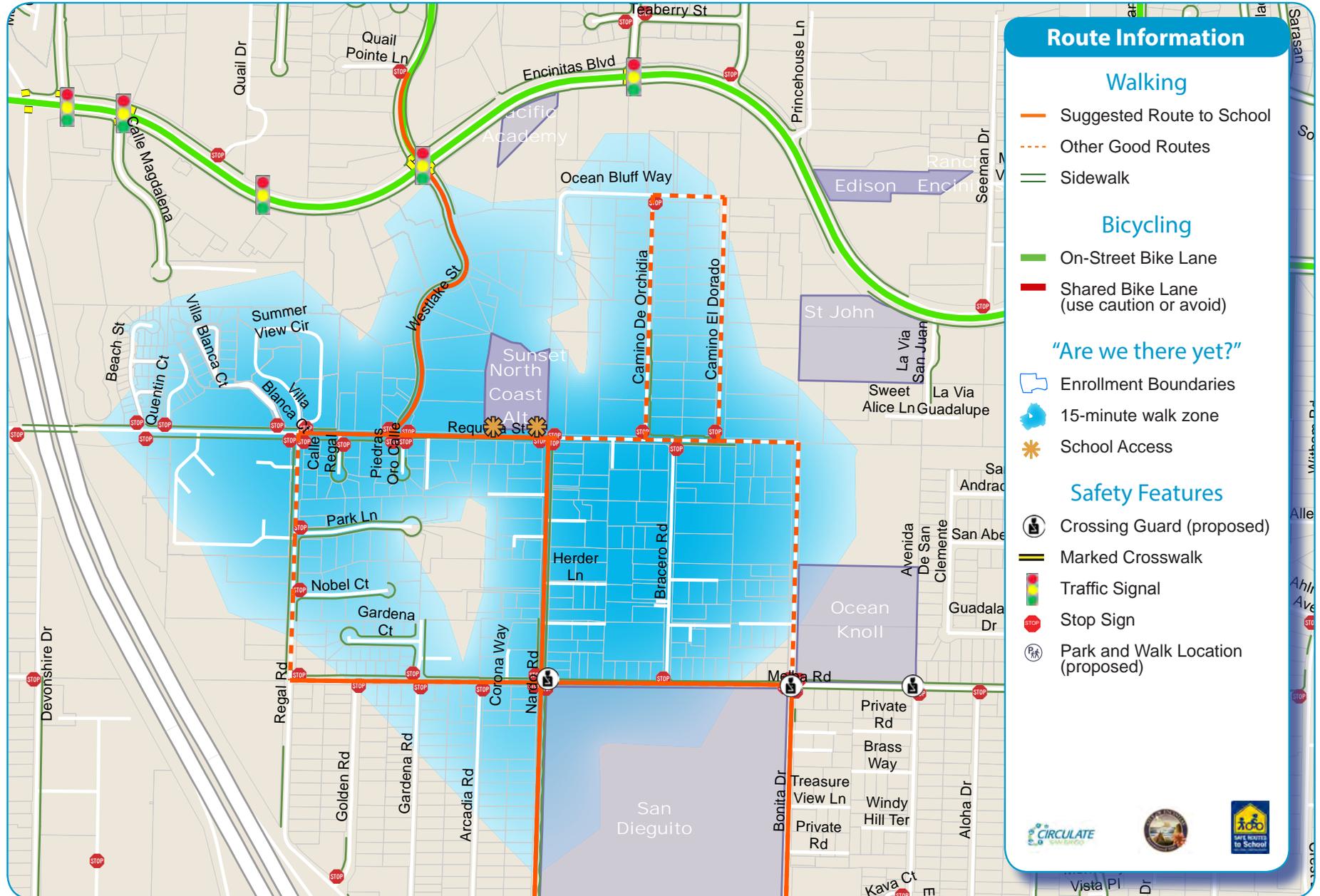
Walkshed distance is approximate.

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.*

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%

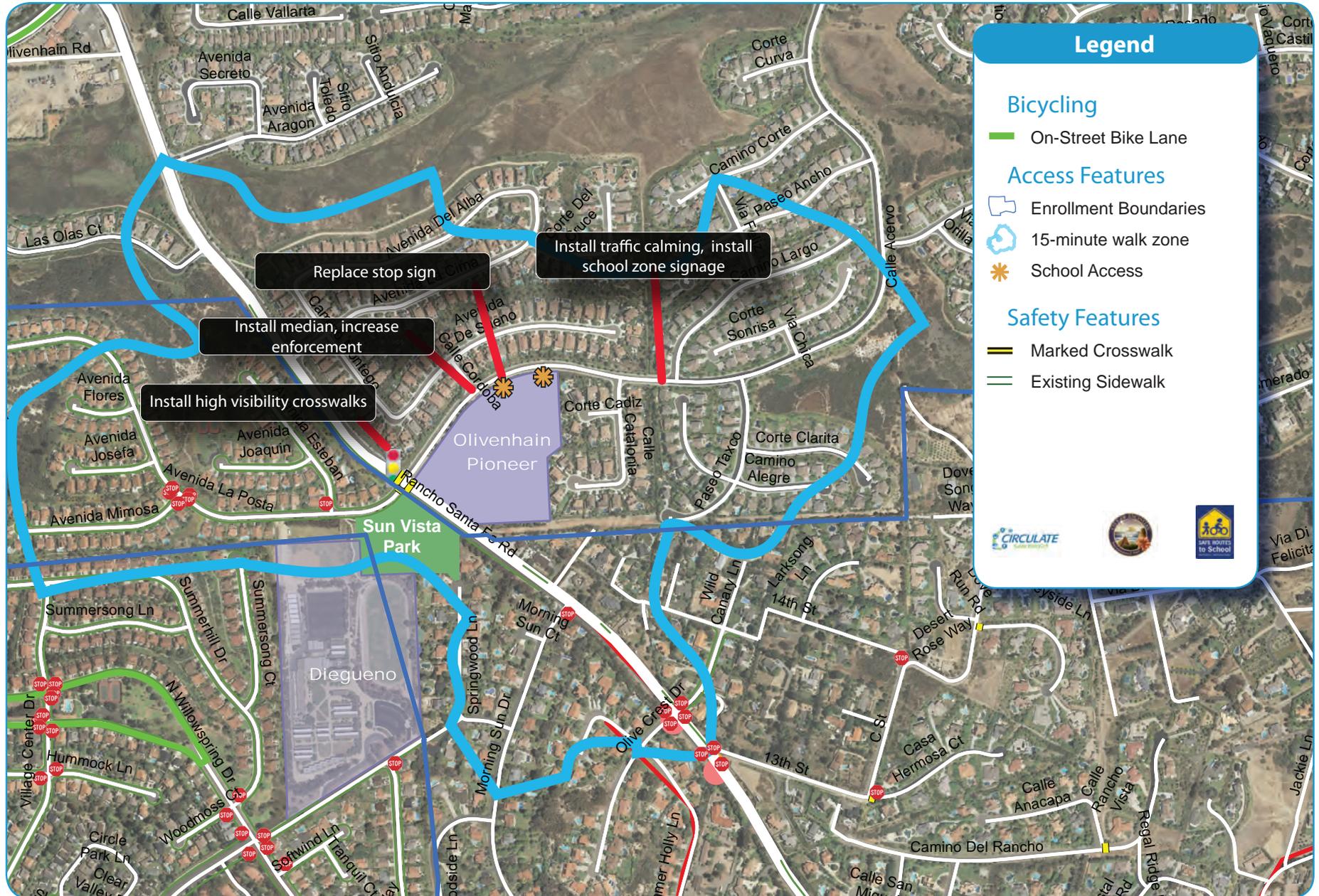
Summary of Recommendations for Olivenhain Pioneer Elementary

- 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.

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chapter 4 - improvement toolbox



“ Walking is man’s best medicine. ”

–Hippocrates

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 in compliance 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.

ROUNDBABOUTS

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.

funding success!

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

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



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

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chapter 5 - program examples



“Walking is the best possible exercise. Habituate yourself to walk very far.”

—Thomas Jefferson

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. Schools 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.

A screenshot of a survey form titled "Parent Survey About Walking and Biking to School". The form includes sections for "Parental Attitudes", "Walking and Biking to School", and "School Safety". It contains various checkboxes and radio buttons for parents to indicate their responses to questions about their child's mode of transportation and their attitudes towards walking and biking.

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.

ENCINITAS

