

# Chapter 2 - Planning Efforts & Considerations

The focus of the TMP is to recommend additional trail links that will help to complete the trail network that has been steadily increasing in mileage and functionality. A formal trail system did not occur prior to 1990. The 1992 OS-CRMP put the city on course for an advanced trail system. The development of much of the City of Carlsbad occurred after 1990. The inclusion of a defined plan helped direct new development and assured the inclusion of trail easements and construction as part of new housing projects. Presently, the focus of the trail program is on connecting existing trails into the complete network in coordination with the CATS program.

## 2.1 A Vision for the Future

The vision statement is shown on Figure 2.1 “Steps Needed for Reaching the Public’s Vision”. The vision was developed based on comments received from the public as part of a public outreach process for the CATS and TMP.

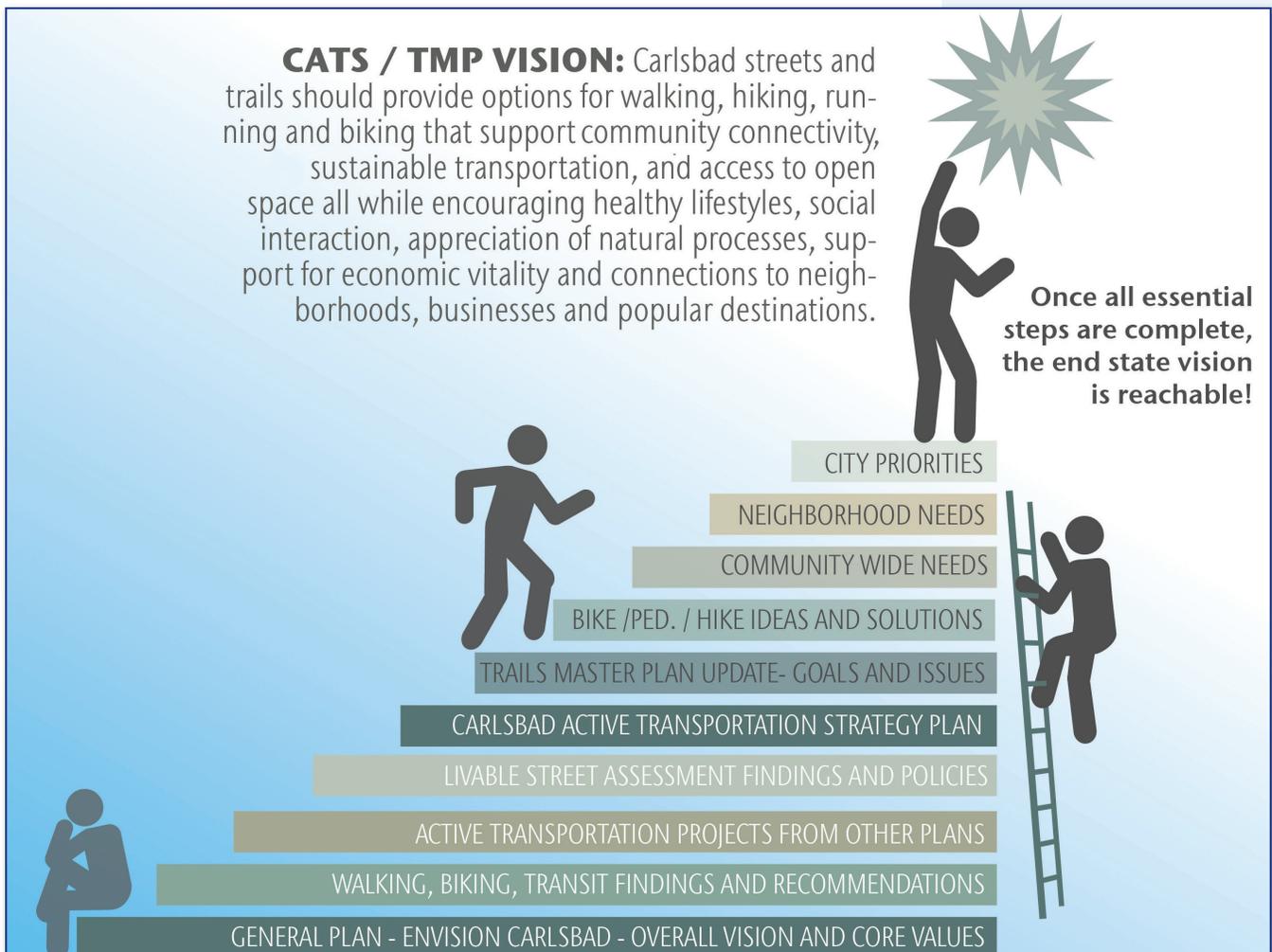


Figure 2.1: Steps Needed for Reaching the Public’s Vision

## Taking the Right Steps

The Carlsbad Community Vision identifies the community's core values and provides guiding principles for the city as it plans for the future. The Carlsbad TMP follows the city's vision and addresses several of core community values:

- Small town feel, beach community character & connectedness
- Open space & natural environment
- Access to recreation & active, healthy lifestyles
- The local economy, business diversity, & tourism
- Walking, biking, public transportation & connectivity
- Sustainability
- Neighborhood revitalization, community design & livability

The Carlsbad TMP includes a program vision and supporting goals that are intended to provide guidance for decisions related to trail development in Carlsbad. The goals are a set of overarching principles that are used to guide decision making, and together with specific objectives help to achieve the vision for the future of the Carlsbad trails system.

## 2.2 Trail Master Plan Goals and Objectives

As a result of the public workshop and surveys, the project team assembled the following major goals related to the project vision statement. These include:

### Goal 1: Create a Connected and Complete Trails System

#### Objectives:

- Complete trail segments that close gaps in the current trails system. It is important to not only connect a localized group of trails, but to connect different subareas in Carlsbad with each other, including the three lagoons, open space, canyons and hillsides.
- Develop trails that connect different segments together to create loops. Loops are preferred by trail users and they limit the amount of cut-through trails that can create potential environmental problems. Loop systems will require connectivity via sidewalks, roadside trails or bike lane or bike route facilities.
- Provide a well distributed trail system that serves all sub-areas of Carlsbad with close and convenient access to the centers of residential development, tourist facilities and other activity centers. A well distributed system is not only equitable but it increases the chances of residents walking or biking within the subarea.

### Goal 2: Accommodate a Variety of Trail Users in a Safe and Environmentally Sensitive Manner

#### Objectives:

- Continue to develop multi-use trails that support a variety of users.
- Identify areas of conflict between trail use and adjacent land uses or sensitive habitats and provide for design guidelines or other measures to reduce these conflicts.

- Educate trail users on the importance of trail etiquette, as well as the importance of sensitive habitat in an effort to gain respect for protection of sensitive habitat areas.

#### Goal 3: Identify Existing & Future Trail Development

##### Objectives:

- Identify future trail opportunities associated with private development early and continue developing private partnership opportunities to develop the citywide trails system.
- Continue to require major developments to dedicate public trail easements that provide the broader community connectivity for residents, tourists and visitors alike.
- For cultural and vital connections of the trail system, consider the direct purchase of important access when offers of dedication are not feasible or granted to maintain the public's access.

#### Goal 4: Integrate Transportation Related Facilities as Part of the Trails System

##### Objectives:

- Recognize and consider the use of on-road and near-road walking and bike facilities to be part of the trail system as a way to encourage, healthy activity and alternate transportation opportunities that start at the “front door” instead of the “car door”.

#### Goal 5: Manage, operate and maintain trails to encourage their proper use

##### Objectives:

- Provide resources, maintenance and monitoring programs to ensure that user safety, resource conditions, the environment, and adjacent land uses are not compromised.
- Trails management shall be consistent with the Habitat Management Plan, Management Recommendations.

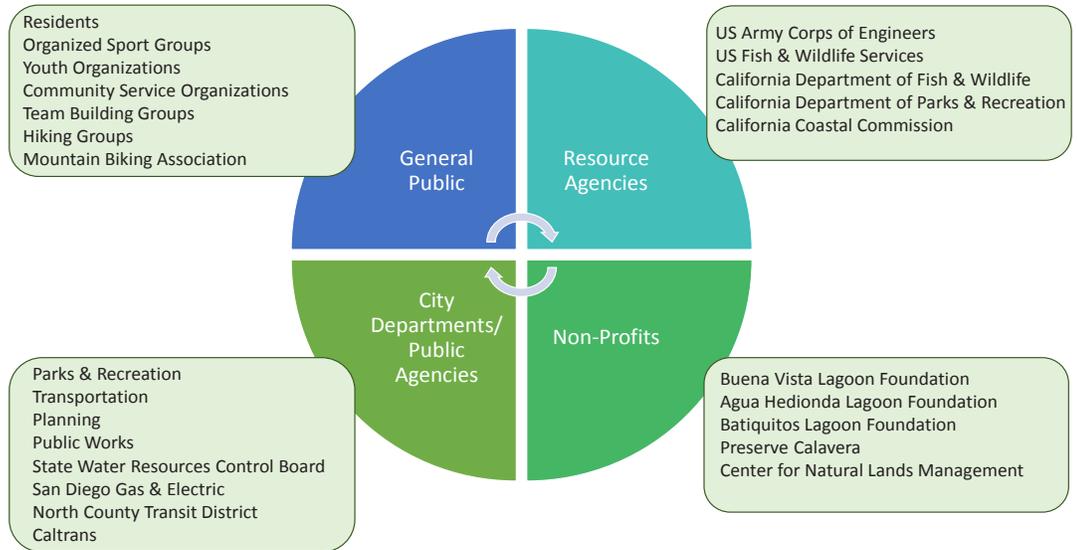
## **2.3 Citywide Trail Network Collaboration**

Citywide trail development is a complex process that involves a collaboration of city departments, public agencies, industry experts and stakeholder groups.

The initial outline of the trail network is reviewed for the benefits of:

- recreation
- connectivity
- environmental impact
- accessibility
- safety and welfare
- funding

Often, trail projects are built as an integral part of the larger, public or private development. Cross-departmental collaboration is vital to determine implementation prerequisites. On the regional scale, proposed projects, such as I-5 Widening or I-5 North Coast Bike Trail, cross-agency collaboration helps to identify



**Figure 2.2:** Carlsbad Citywide Trail Network Collaboration

and minimize connectivity gaps between city and regional trail systems, and also addresses funding and trail implementation timelines.

In many cases, proposed trail corridors lead through lands or easements owned by entities other than the City of Carlsbad. These groups may include private owners, SDG&E and resource agencies. Close cooperation with these stakeholder groups ensure that proposed trail connections are vetted, constructed and maintained. Figure 2.2 “Carlsbad Citywide Trail Network Collaboration” illustrates relationships among trail network stakeholders.

Non-profit organizations play an important role in the development and maintenance of trail. The City of Carlsbad partners with these organizations to fulfill habitat preservation goals and to address public recreation needs. Strategic placement of trails guide the public through the open space while minimizing disturbance to sensitive habitats. It is achieved by providing educational signage along the trails, closing illegal trails, and providing ongoing maintenance, fencing and signage.

### 2.4 Synergy between TMP and CATS

The Carlsbad Active Transportation Strategy (CATS) provides a strategy for the development of an active transportation system that will facilitate the use of non-vehicular modes of transportation. The CATS was developed in coordination with the trails system so that the facilities located within the roadway right of way could work in concert with existing and future trails. The CATS document includes the following sections:

- An overview of the various City of Carlsbad transportation plans and policies with a focus on how they relate to the development of an active transportation system.
- An assessment of physical and operational gaps within and between the roadway and trail components of the system.
- A process to evaluate and coordinate future projects and a listing of po-



tential funding sources for the various types of facilities

- A set of pilot priority projects to include in the city’s Capital Improvement Program.

## 2.5 Public Outreach Summary

This section summarizes the public input that was collected for the City of Carlsbad’s TMP and CATS program. The reviewer should note that some of this input is specific to the CATS projects, but has been included here to determine if there are parts of the comments that may also apply to the TMP.

The public outreach summary chapter is arranged into four sections; the information contained in each section is described below:

1. **Overview:** Provides an overview of the public workshop and on-line survey, including the format of the meetings and ways that input was provided. Meeting attendance and number of comments shared through on-line survey are also described.
2. **Geographic Area Summary:** Identifies areas and specific locations that were frequently recognized during the public workshop and on-line survey. A summary map of geographic-specific comments is included.
3. **Major Themes:** Provides a list of general themes that were identified through the public workshop and on-line survey. These themes are not related to a specific geographic location, but are general comments that are applicable throughout the city.
4. **Summarized Results of the Survey:** Presents key findings of the on-line survey.

### Overview

Public input for the City of Carlsbad’s TMP and CATS projects was collected through a comprehensive public engagement process that included a public workshop and on-line survey. The public workshop was held at the City of Carlsbad’s Faraday Center on February 26, 2014 from 6:00 to 8:00 pm and on-line survey was conducted from November 27, 2013 to February 28, 2014 includ-

### The CATS & TMP

*About the Comprehensive Active Transportation Strategy (CATS)*

The Comprehensive Active Transportation Strategy (CATS) aims to enhance infrastructure connections to promote travel choices for people who walk and bike in Carlsbad.

*About the Trails Master Plan (TMP)*

The Carlsbad Trails Master Plan (TMP) update will provide recommendations for completing and enhancing the trail network in the city for a variety of users with a focus on enhancing access to trails and open space.



Together, the CATS & TMP aim to maximize opportunities for active, healthy lifestyles.

Making the roadways safer and more efficient for people who walk and bike in Carlsbad can also increase access to trails and open space.



ing an interactive map that was available on the City of Carlsbad’s website.

### **Public Outreach Purpose and Objectives**

The purpose of the public workshop and on-line survey was to provide information to the public and stakeholders about the TMP and CATS projects, and to solicit feedback and comments to be considered when finalizing recommendations included in both plans. The meetings and on-line survey provided a forum for the public to share ideas, comments and concerns, and to identify geographic areas where improvements are desired. Specific objectives of the public workshop and on-line survey included:

- Providing an overview of the purpose, process, outcomes, and next steps for the TMP/CATS projects, including why the CATS and TMP are being coordinated.
- Working with the public to identify specific locations where physical improvements may be able to improve the safety, conditions, and experience for people who walk, bike, and hike in Carlsbad.

### **Workshop Attendance and Participation**

A total of 34 people attended the public workshop, 332 partial and completed surveys were collected; and 272 comments were shared on the interactive map. Table 2.1 “Comments Received” provides a summary of comments received.

### **Public Workshop Format**

The public workshop utilized an open house format with a presentation integrated into the meeting. The open house included display boards on different topics related to the TMP and CATS projects with maps and other activities designed to collect input from those who attended. Workshop participants had an opportunity to talk directly to city staff and consultants about the TMP and CATS projects, to view display boards, maps, fact sheets, and additional information. All display boards that were included in the open house are available for viewing upon request at the Parks and Recreation Department.

At the beginning of the open house, the project team gave a presentation followed by a brief question and answer period. Although many people were able to provide comments on the open house boards prior to the presentation and talk with staff, workshop participants were able to participate in the open house process and provide comments following the presentation as well.

There were several ways that the public was able to provide input during the public workshop, including commenting on maps, comment cards, using sticky notes to comment on a vision statement for the TMP and CATS projects, and using colored stars to indicate items or topics the attendee liked. Notes were solicited to help prioritize suggested ideas for different bicycle and trail facilities and improvements. A record of the comments that were collected during the public workshop is available for viewing upon request at the Parks and Recreation Department.

In addition, each person who attended the public workshop was given a comment card when they signed in to the meeting. The comment cards provided a way for the public to provide written comments and share ideas related to the

TMP and CATS. All the comment cards and written comments that were submitted during the public workshop are available for viewing upon request at the Parks and Recreation Department.

**Online Engagement: Survey & Interactive Maps**

The survey included 15 questions (multiple-choice, rating scale, open ended) related to walking, biking, and trail use in the City of Carlsbad. The survey also included demographic questions. Three interactive maps were also available for the public to provide comments on biking, walking, and hiking/trails in Carlsbad and their specific location within the city. The survey questions are available for viewing upon request at the Parks and Recreation Department.

**Geographic Area Summary**

There were several specific areas in the city that received a large number of comments during the public workshop and on-line survey process. Figure 2.3 “Geographic Locations of Notes and Comments” provides a summary of major inputs based on geographic areas. Note the numbers below are keyed with Figure 2.3 to emphasize the geographic concentration of comments. Also to note on this Figure 2.3, the higher the number of comments, the darker red areas on the map will be shown.

Public Input Method	Number of Comments
<b>Public Workshop</b>	
Map Comments	53
Vision	22
Bike Facility Stars	84
Trail User Stars	101
Trail Type Stars	81
Comment Cards	26
<b>Online Survey</b>	
Partial Surveys	31
Completed Surveys	301
<b>Online Interactive Maps</b>	
Walking Map	107
Biking Map	130
Hiking/Trails Map	35

Table 2.1: Comments Received

- 1** **Carlsbad Boulevard:** Many people shared a vision of Carlsbad Boulevard as a great place for walking, biking, running, pushing a stroller, using a wheelchair, or walking a dog along the entire length of the city’s coastline. However, many people identified existing conflicts between different users on Carlsbad Boulevard that often create unsafe conditions for pedestrians and bicyclists. A large number of the comments addressed improving the segment of Carlsbad Boulevard from Cannon Road to La Costa Avenue. Other comments included suggestions to extend the seawall and other user facilities such as restrooms and parking.
- 2** **Interstate 5 and Railroad Corridor:** Chestnut Avenue and the Coastal Rail Trail: The freeway and railroad tracks were identified as barriers to accessing the coastal area of the city. There were many suggestions for improved crossings, particularly over the railroad tracks at Chestnut Avenue. Other suggestions included freeway crossings at Batiquitos Lagoon, Agua Hedionda Lagoon, and Buena Vista Lagoon. Improvements at Palomar Airport Road, Carlsbad Village Drive, and Tamarack Avenue were also commonly suggested. There was also support for completing the Coastal Rail Trail throughout the length of the city as a way to travel on a bike or by foot.
- 3** **Lake Calavera:** Lake Calavera was identified as an important open space area. Some comments identified it as a place with valuable recreational opportunities for bikers and hikers, while other comments described it as an important habitat area. Although different strategies for balancing recreation and conservation were suggested (including trail closures, trail maintenance, fencing, signage, enforcement, and new trails), many of the comments supported both recreation and conservation. Some comments expressed a strong desire to expand mountain biking, including areas to the west and south of Lake Calavera. Another suggestion included the “Waves to Waterfall” trail from the beach eastward along

Buena Vista Creek to El Salto Falls.

**4** **Batiquitos Lagoon, Agua Hedionda Lagoon, and Buena Vista Lagoon:** There was strong support for loop trails that create new recreational opportunities and increase access to these valuable open space areas. However, other comments identified the need to protect sensitive habitat. Many noted the safety and beauty of the lagoons as reasons why they are great places for a variety of recreational opportunities. Comments also described how improving crossings under Interstate 5 would enhance recreation at the lagoons.

**5** **Carlsbad Village:** As one of the most popular destinations for walking and biking, Carlsbad Village received a large number of comments about different ways to enhance the safety in the area and make it more enjoyable. Prioritizing parallel streets to Carlsbad Village Drive for bicyclists, such as Grand Avenue and Oak Avenue, was suggested in multiple comments. Improvements to crossings and lighting were also recommended. Some comments suggested closing part of State Street permanently or temporarily (like the farmers market does now). Improving the crossing over the railroad tracks and under Interstate 5 on Carlsbad Village Drive was also identified as a priority.

**6** **La Costa Avenue:** People identified the need for increased safety for bicyclists and pedestrians along La Costa Avenue. Recommendations ranged from completing the existing sidewalk system to creating new bike lanes/cycle tracks that separate bicycles and pedestrians from traffic. These comments were suggested along La Costa Avenue from Santa Fe Road west to the coast.

**7** **El Camino Real:** There were a number of comments related to increasing safety for bicyclists and pedestrians along El Camino Real. Comments included recommendations to complete the existing sidewalk system, lower speed limits along El Camino Real, improve the safety for existing bicycle lanes, and install new bicycle lanes that separate bicyclists from cars.

**8** **Highland Drive:** Comments focused on upgrading the sidewalks and bike paths along this segment of road. Several comments recommended completing or upgrading the existing sidewalk system to create safer routes to school. Additional comments suggested creating more bike lanes and increasing the safety for existing lanes.

### Major Themes

The discussion below provide a list of reoccurring ideas or topics that were identified through the public workshop and on-line engagement process. Unlike the Focus Areas discussed in the previous section, the major themes can apply to multiple locations throughout the city, broad areas within the city, or general concepts that apply to the whole city.

#### Focus on Pedestrians - Upgrade sidewalks, intersections and street crossings:

A variety of improvements to street intersections, crossings and sidewalks were recommended. Many comments identified a specific location where improvements are needed to improve the safety and experience of walking in neighborhoods, especially to provide safe routes for children to walk to school.



Comments included identification of missing segments of sidewalk, crosswalk improvements (e.g., marked crosswalks and flashing lights in high-traffic areas), and traffic calming elements (e.g., speed bumps, stop signs, traffic signals).

**Improve safety and experience for bicyclists:** A large number of comments identified the need to increase the number of bike facilities (paths, on-street bike lanes, etc.), as well as improve the safety of existing facilities. There were many comments regarding more separation between cars and bicycle lanes to increase safety and decrease conflicts. Several comments addressed the need to educate drivers on the proper etiquette for sharing the road with bicyclists. Additionally, increased signage and warning signs were recommended throughout Carlsbad.

**Access to open spaces and balancing recreation and habitat conservation:** There were many comments that related to access to open spaces in the city and the sometimes conflicting need to protect habitat. Many comments suggested that the city needs to continue to prioritize the management of the current open spaces and some comments recommended acquisition of land for new open space areas.

**Connect existing trails and develop new trails:** Many comments identified a need to create more connections between existing trails and open spaces throughout the city. Some comments expressed support for accommodating a wider variety of uses in open spaces, such as biking or dog walking. There were also many comments that expressed support for expanding opportunities for mountain biking throughout the city. Other comments suggested the need to manage conflicts between different users such as joggers and bicyclists. Other recommendations included adding different types of on-street facilities and different trail types such as nature trails.

**Physical and service improvement for trails:** There were a variety of service improvements suggested for the existing trail system to create a safer and more convenient trail system. Comments identified the need for amenities including trash cans, pet waste receptacles, and bathroom facilities. Other comments identified the need to make trails safer through elements such as increased lighting or increasing enforcement.

**Support for improvements that have already been completed:** Many comments expressed approval for the existing walking and biking facilities in Carlsbad and acknowledged the city's efforts for creating a walkable and bikeable community. According to the comments, these improvements have helped to create safe and efficient walking paths throughout the city that allows residents to get around to various locations throughout the city. Other comments expressed concern about the application of sharrows, a shared-lane marking placed in the travel lane to indicate where people should preferably cycle.

### **Summarized Results of the Survey**

The format and questions of the survey are shown on the following pages, Table 2.2 "Online Survey Results" and on Figure 2.4 "Note Summary of Comments". Below are key findings from the survey, with some categories combined for simplification.

#### Question 1 – Recreation and Exercise Activities

1. 62% of people said that they walk for fun or for exercise daily (29%) or several days a week (33%). It is also the most popular daily activity. Another 23% said they do it at least once a week.
2. Other activities that people do frequently (daily, several times a week, and weekly combined) include: hiking or going for nature walks 58%, bike riding (52%), and running or jogging (46%).

#### Question 2 – Walking for Transportation

1. 35.7% of people said that they regularly walk for transportation (at least weekly).
2. In total, 57.5% of people said that they do walk for transportation at least seasonally; 41.9% of people do not at all.

#### Question 3 – Reasons for Not Walking for Transportation

1. 69.7% of people said that it is “too far to walk where I want.”
2. 25.6% of people said that they “feel unsafe based on the speed of nearby cars.”
3. Feeling unsafe because of darkness (12.8%), feeling unsafe when crossing the street (10.2%), and there are no sidewalks to where I want to walk (15.8%) were also common responses.

#### Question 4 – Biking for Transportation

1. 33.2% of people said that they regularly bike for transportation (at least weekly).
2. In total, 51.4% of people said that they do bike for transportation (at least seasonally); 46.8% of people do not at all.

#### Question 5 – Reasons for Not Biking for Transportation

1. 53.7% of people said that they “feel unsafe based on the speed or number of cars.”
2. 38.6% of people said that they do not ride a bike for transportation because of “missing bike trail, path, or route between the places I want to ride.”
3. 26.6% said that the “hills are too steep for me to ride.”
4. “Too far to ride where I need to go” (17.0%) and “I do not own a bike” (16%) were also common responses.

#### Question 6 – Opinion on Services and Facilities Offered

1. 63% of people said they were satisfied (very or somewhat) with trails in natural areas; 17% said that they were not satisfied (very or somewhat).
2. 60% of people said they were satisfied (very or somewhat) with trails in developed parks; 12% said that they were not satisfied (very or somewhat).
3. 41% of people said they were not satisfied (very or somewhat) with safe biking routes to school, transit, or work; 23% of people said they were satisfied (very or somewhat).

#### Question 7 – Live in Carlsbad

1. 12.1% of respondents do not live in Carlsbad;
2. 33.7% of respondents live in Northwest Carlsbad.

#### Question 8 – Zip Code Where you Live

#### Question 9 – Work in Carlsbad

1. 41% of respondents do not work in Carlsbad;
2. 24.3% of respondents work in Northwest Carlsbad.

#### Question 10 – Use of Transportation Options

1. 56% regularly (5 days a week or almost every day) drive to work alone.
2. For discretionary trips (to non-work or non-school locations), 21% regularly walk and 14% regularly ride a bike (5 days a week or almost every day); 44% irregularly walk and 40% irregularly ride a bike (at least once a week or at least once a month).
3. 20% irregularly ride the coaster, Amtrak, or sprinter (at least once a week or at least once a month).
4. 9% regularly (5 days a week or almost every day) ride a bike to work; 17% irregularly ride a bike to work (at least once a week or at least once a month).

#### Question 11 – Prioritizing Transportation Improvements

1. 42% of people responded that they thought it was most important that the city should add more pathways that are separated from cars. This was also the improvement with the ranking score that showed it has the most support.
2. There was also support for adding more on-street bike paths, lanes, or routes, and adding more sidewalks and crosswalks to improve walking.

#### Question 12 – Prioritizing Recreation Improvements (Order of Ranked Score):

1. The city should add more trails in parks and open space areas (22.5).
2. More near-street walkways for recreational users are needed (3.1).
3. More on-street bike lanes, routes, and paths are needed (2.9).
4. More trails where I can hike or run without fear of high-speed cyclists (3.4).
5. More mountain biking options on existing and future trails are needed (3.6).
6. More equestrian trails and supporting facilities are needed (5.4)

#### Question 13 – Gender

1. 45.4% Male
2. 42.2% Female (remainder did not respond)

#### Question 14 – Age

1. 24 or less = <2%
2. 25-34 = 7.2%
3. 35-44 = 22.1%
4. 45-54 = 24.9%
5. 55-64 = 23.4%
6. 65+ = 9.7%

**1** How often do you do the following for recreation or exercise?  
 1 = Daily, 2 = Several days a week, 3 = Weekly, 4 = Monthly, 5 = Seasonally, 6 = Not at all

Answer	1	2	3	4	5	6	Number of Response(s)	Rating Score <sup>a</sup>
Hike or nature walk							296	3.2
Horseback riding							260	5.8
Nature observation or birding							268	4.5
Running or jogging							284	4.0
Walk for fun or for exercise							303	2.3
Mountain biking							287	4.4
Bike ride for fun or exercise							302	3.3
Skateboarding, in-line skating, roller skating, or ElliptiGO®							260	5.5

<sup>a</sup>The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**2** \* How often do you walk for transportation? For example, walking to get to work or school, to go shopping, or to get to the bus or the train.

Answer	0%	100%	Number of Response(s)	Response Ratio
Daily			21	6.3 %
Several days a week			38	11.5 %
Weekly			59	17.9 %
Monthly			42	12.7 %
Seasonally			30	9.1 %
Not at All			138	41.9 %
No Response(s)			1	<1 %
<b>Totals</b>			<b>329</b>	<b>100 %</b>

**3** Please indicate the reasons why you might not walk in Carlsbad (check all that apply):

Answer	0%	100%	Number of Response(s)	Response Ratio
Too far to walk to where I want to walk			136	69.7 %
Feel unsafe based on the speed of nearby cars			50	25.6 %
Feel unsafe when crossing the street			20	10.2 %
There are no sidewalks to where I want to walk			31	15.8 %
There are no crosswalks to where I want to walk			5	2.5 %
Feel unsafe because of darkness			25	12.8 %
Feel unsafe because of crime			7	3.5 %
Not physically able to walk much of a distance at all			2	1.0 %
I do not enjoy walking			8	4.1 %
Other			25	12.8 %
<b>Totals</b>			<b>195</b>	<b>100%</b>

**4\*** How often do you ride a bike for transportation? For example, biking to get to work or school, to go shopping, or to get to the bus or the train.

Answer	0%	100%	Number of Response(s)	Response Ratio
Daily			23	6.9 %
Several days a week			37	11.2 %
Weekly			50	15.1 %
Monthly			30	9.1 %
Seasonally			30	9.1 %
Not at All			154	46.8 %
No Response(s)			5	1.5 %
<b>Totals</b>			<b>329</b>	<b>100%</b>

**5** Please indicate the reasons why you might not ride a bike in Carlsbad (check all that apply):

Answer	0%	100%	Number of Response(s)	Response Ratio
Missing bike trail, path, or route between the places I want to ride			77	38.6 %
Too far to ride to where I need to go			34	17.0 %
Feel unsafe based on the speed or number of cars			107	53.7 %
Hills are too steep for me to ride			53	26.6 %
I am not physically able to ride a bike much of a distance at all			4	2.0 %
I do not own a bike			32	16.0 %
I do not enjoy biking			16	8.0 %
<b>Totals</b>			<b>199</b>	<b>100%</b>

**6** What best describes your opinion on the services and facilities that the City of Carlsbad offers:

1 = Very satisfied, 2 = Somewhat satisfied, 3 = Neutral, 4 = Somewhat not satisfied, 5 = Not satisfied, 6 = Not sure

Answer	1	2	3	4	5	6	Number of Response(s)	Rating Score*
Trails in natural areas							305	2.6
Trails in developed parks							300	2.6
Walkways connecting developed areas to open space							295	3.1
Walkways connecting to places of work, shopping, etc.							297	3.2
Safe walking routes to school, transit, or work							297	3.4
Bike paths through open space or parkland							300	3.7
Bike paths, routes, or lanes connecting open space and parkland							299	3.7
Bike paths, routes, or lanes that connect with places of work, shopping, etc.							300	3.7
Safe biking routes to school, transit, or work							303	3.7

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**7\*** Do you live in Carlsbad?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes. I live in Northwest Carlsbad (92008).			111	33.7 %
Yes. I live in Northeast Carlsbad (92010).			50	15.1 %
Yes. I live in Southeast Carlsbad (92009).			54	16.4 %
Yes. I live in Southwest Carlsbad (92011).			58	17.6 %
No. I do not live in Carlsbad			40	12.1 %
No Response(s)			16	4.8 %
<b>Totals</b>			<b>329</b>	<b>100%</b>

**8** Please enter the 5 digit zip code for where you live:

34 Response(s)

**9 \*Do you work or go to school in Carlsbad?**

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, I work or go to school in Northwest Carlsbad (92008).			80	24.3 %
Yes, I work or go to school in Northeast Carlsbad (92010).			16	4.8 %
Yes, I work or go to school in Southeast Carlsbad (92009).			23	6.9 %
Yes, I work or go to school in Southwest Carlsbad (92011).			26	7.9 %
No, I do not work or go to school in Carlsbad.			135	41.0 %
Other			33	10.0 %
No Response(s)			16	4.8 %
<b>Totals</b>			<b>329</b>	<b>100%</b>

**10 How often do you use the following transportation options? Choose all that apply.**  
 1 = At least 5 days a week, 2 = Almost every day, 3 = At least once a week, 4 = At least once a month, 5 = Very infrequently, 6 = Never

Answer	1	2	3	4	5	6	Number of Response(s)	Rating Score*
Drive alone to work							275	2.9
Drive in a carpool or vanpool							263	5.4
Take a train (Coaster, Amtrak, or Sprinter)							269	5.1
Take a public bus							264	5.7
Ride a bike to work or school							268	5.0
Ride a bike to non-work or non-school locations							276	4.2
Walk to work or school							266	5.5
Walk to non-work or non-school locations							274	3.8

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

**11 Please rank the following transportation related improvements:**  
 1 = Most Important

Answer	1	2	3	4	5	6	7	Number of Response(s)	Ranking Score*
The city should add more sidewalks and crosswalks to improve walking								278	3.7
The city should add more on-street bike paths, lanes, or routes								278	3.3
The city should add more pathways that are separated from cars								278	2.3
The city should concentrate on reducing the speed and number of vehicles in certain areas								278	4.1
The city should concentrate on improving public transit facilities and making transit more accessible								278	4.5
The city should concentrate on relieving car traffic on city streets								278	4.6
The city should focus on other ways of improving transportation								278	5.5

\*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

**12 Please rank the following recreation related trail improvements:**  
 1 = Most Important

Answer	1	2	3	4	5	6	Number of Response(s)	Ranking Score*
More equestrian trails and supporting facilities are needed							280	5.4
More mountain biking options on existing and future trails are needed							280	3.6
More trails where I can hike or run without fear of high-speed cyclists are needed							280	3.4
More near-street walkways for recreational users are needed							280	2.9
More on-street bike lanes, routes, and paths are needed							280	3.1
The city should add more trails in parks and open space areas							280	2.5

\*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

Please provide your contact information below. We will only use this information to keep you updated about the project. This information will be kept private and will not be distributed for purposes that are not related to this project.

Answers	Number of Response(s)
First Name	231
Last Name	230
Email Address	228

**13** What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Male			149	45.2 %
Female			139	42.2 %
No Response(s)			41	12.4 %
<b>Totals</b>			<b>329</b>	<b>100%</b>

**14** What is your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
17 years or younger			1	<1 %
18 - 24			3	<1 %
25 - 34			24	7.2 %
35 - 44			73	22.1 %
45 - 54			82	24.9 %
55 - 64			77	23.4 %
65+			32	9.7 %
No Response(s)			37	11.2 %
<b>Totals</b>			<b>329</b>	<b>100%</b>

Table 2.2: Online Survey Results

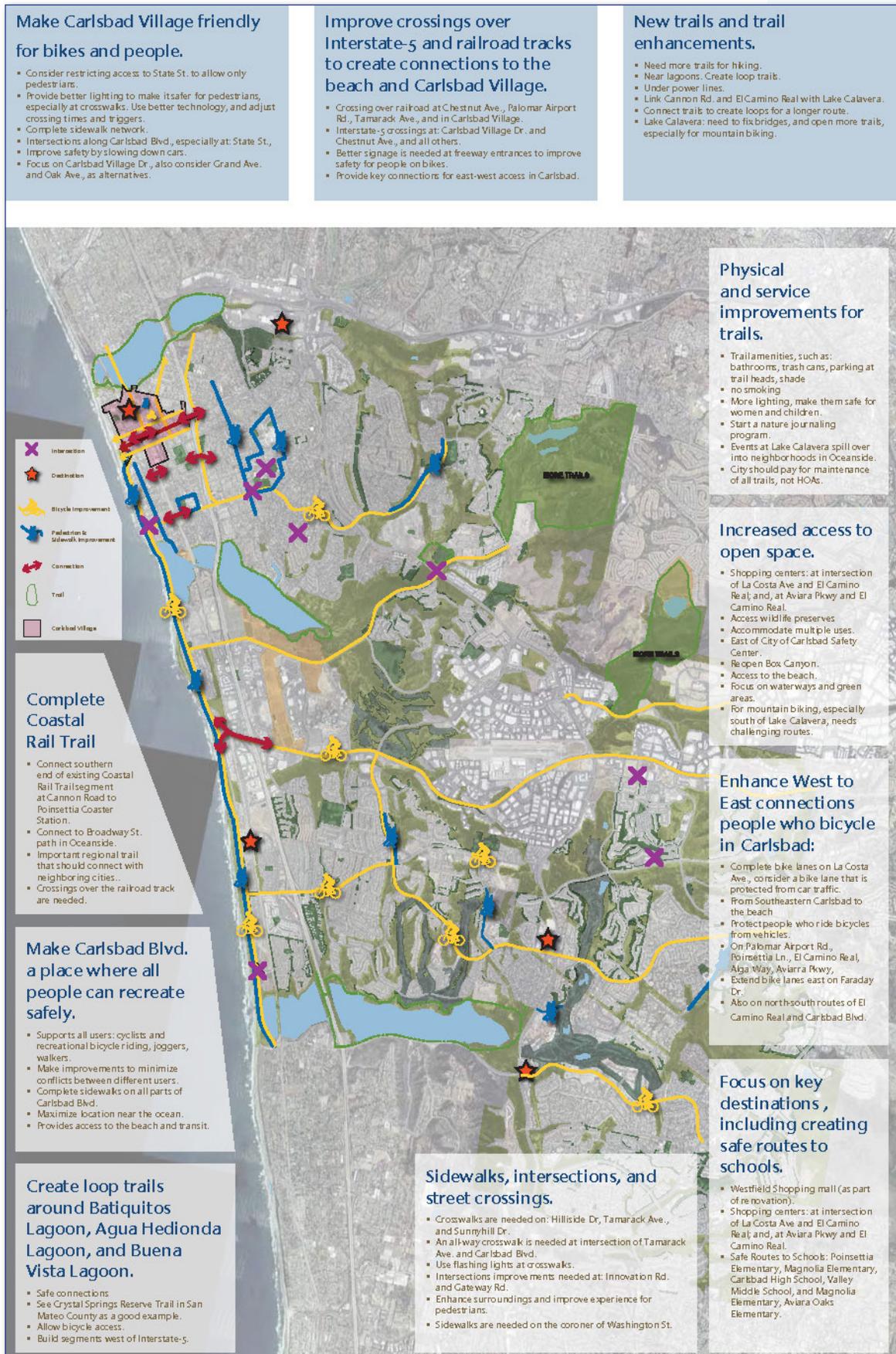


Figure 2.4: Note Summary of Comments

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