

August 24, 2022

To: Carlsbad Tomorrow Committee

From: Committee Member Steve Linke (Traffic & Mobility Commission)

Re: GMP circulation performance standards

This first page describes a flow diagram on the second page, intended to help simplify and visualize three parallel/complementary pathways of traffic impact analysis. These pathways apply to development reviews and the city's annual Growth Management Plan (GMP) monitoring, consistent with the GMP and General Plan Mobility Element. The third page contains my initial recommendations for committee consideration.

State of California environmental impact assessment (VMT)

On the left of the flow diagram is the State's **Environmental** pathway, which is intended to reduce greenhouse gas (GHG) emissions. A "vehicle miles traveled" (VMT) method is used for this pathway. If a project's calculated VMT exceeds a certain threshold, the developer is supposed to create a Transportation Demand Management (TDM) plan to reduce GHGs. In practice, though, the City Planner either exempts or screens out almost every project from VMT analysis, and the few that require a more detailed analysis are typically found to have little or no impact and/or implement minimal TDM measures. Further, the VMT approach is very general and does not directly address congestion/quality of life in specific problem areas of the city. The other two pathways, which are based on level of service (LOS), address that.

City of Carlsbad growth management/direct mitigation (LOS)

For the **Direct Mitigation** pathway (in the middle of the diagram), when the city or a developer proposes a project, they conduct a Local Mobility Analysis, which includes LOS calculations for each mode of travel prioritized on the streets in their project area (vehicle, pedestrian, bicycle, and/or transit). If LOS is E or F (GMP-deficient), the developer is supposed to either construct, or make a "fair share contribution" towards the construction of, improvements that overcome any deficiencies. Unfortunately, vehicle LOS deficiencies have become largely irrelevant, because the city just exempts any deficient segments from the GMP. And the non-vehicle LOS systems have been designed to require only installation of a few sidewalk segments and small transit stop benches to get passing grades.

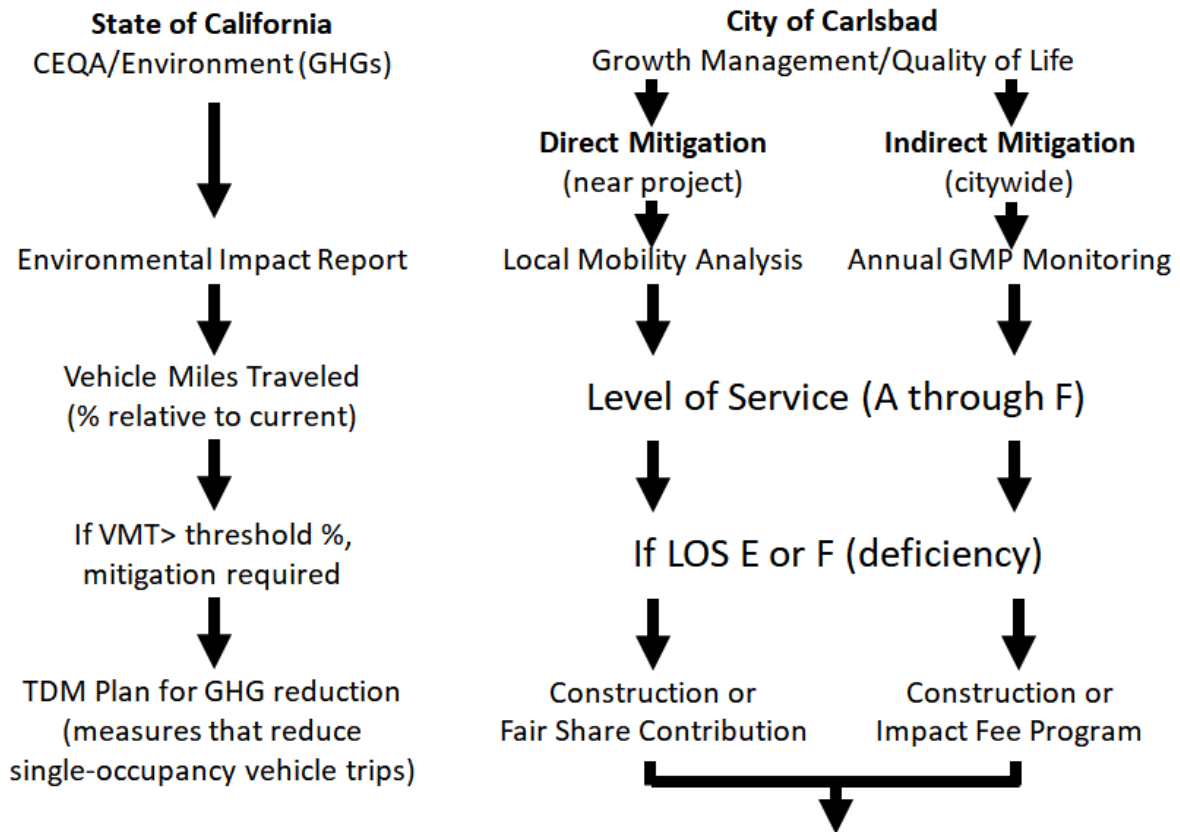
City of Carlsbad growth management/indirect mitigation (LOS)

The **Indirect Mitigation** pathway (on the right) relates to annual GMP monitoring. Similar to Direct Mitigation, LOS is supposed to be calculated for each prioritized mode of travel—but annually, and on a citywide basis. Theoretically, the GMP requires the shutdown of development in any zones that have LOS deficiencies, unless there is a planning and financial commitment to complete projects that resolve the deficiencies. Also, a list of projects that address deficiencies should be included in the Traffic Impact Fee program, into which developers make uniform contributions based on the number of vehicle trips they generate. This mitigates indirect impacts (independent of the location of the project or how congested the adjacent streets are).

In practice, though, the city just exempts the vehicle LOS deficiencies, and they have begun claiming that they never intended to enforce the LOS performance standard for the pedestrian, bicycle, and transit modes in areas of the city that were already built (which is almost the entire city). In fact, in the six years since the

requirement to monitor non-vehicle LOS went into effect, none has ever been reported. Further, the failure to keep the Traffic Impact Fee program updated means that critical projects like the city’s portion of the College Boulevard extension and any non-vehicle projects have missed out on years of funding.

GMP and General Plan Mobility Element: Three complementary review pathways



<p>Vehicle improvements before exemption:</p> <ul style="list-style-type: none"> • Build-out through lanes • Turn lane extensions/additions • Traffic signal timing improvements 	<p>Pedestrian improvements:</p> <ul style="list-style-type: none"> • Complete missing sidewalks • Upgrade substandard sidewalks • Enhance crosswalks • Install pedestrian countdown signals • Improve signage/markings
<p>Vehicle improvements, if streets exempted:</p> <ul style="list-style-type: none"> • TDM Plan for congestion • TSM, including transit improvements 	<p>Bicycle improvements:</p> <ul style="list-style-type: none"> • Adding and improving bike lanes
	<p>Transit/rideshare improvements:</p> <ul style="list-style-type: none"> • Stops well lit with shelters and seating • Meaningful service/alternatives

Initial Suggestions

Strengthen pedestrian, bicycle, and transit LOS methods

Make these more stringent, in order to require more than just completion of missing sidewalks and bus stop benches to get a passing LOS “D” grade (e.g., see the list of improvements on the right side of the box at the bottom of the flow diagram). In addition, do not allow staff to unilaterally change the methods without public review/adoption. Also, actually do the monitoring and report it, as required by our General Plan.

Direct Mitigation

For larger developments that add significant vehicles, pedestrians, bicyclists, and/or transit users to the transportation network, require construction of more local improvements. For smaller developments, set up a system to collect fair-share contributions for local improvements, and then the city should fund its portion.

Vehicle LOS GMP exemption prerequisites

When the GMP exemption power was introduced by staff, they promised that segments would not be exempted until build-out, and that intersection and traffic signal timing improvements still would be made. And they promised that exempted segments “would not be forgotten,” because aggressive TDM measures would be implemented. Accordingly, street segments should not be exempted unless they are built-out and analyses have been done to determine whether additional turn lanes and/or extensions of existing turn lanes and/or signal timing optimization would help improve LOS. Also, already-exempted street segments that have not been analyzed, as described above, should have their exemptions lifted, if appropriate, or be analyzed.

Post vehicle LOS GMP exemption

For street segments that still do not meet the vehicle LOS standard after the above prerequisites are met, require meaningful TDM, Transportation Systems Management (TSM), and transit/ridesharing measures that directly address the local congestion problem (as prescribed in the General Plan). It is insufficient to cite a minimal plan from the anemic Climate Action Plan TDM Program, which was not designed to address exempted street congestion. If TDM is insufficient, then a different approach needs to be identified.

Indirect Mitigation/Traffic Impact Fee Program

Include in the TIF Program projects encompassing all of the improvement types in the box above, including vehicle through and turn lanes, traffic signal timing projects, sidewalk/crosswalk enhancements, countdown signals, bike lane enhancements, transit/rideshare stop improvements, and TDM measures, such as ridesharing. Also, update the program every few years rather than waiting 15 years each time.

Strengthen Transportation Impact Analysis (TIA) and VMT Analysis guidelines

Update the guidelines to enhance analytic consistency. Reduce the ability to avoid mitigation by minimizing staff discretion to waive or change rules, or to allow custom methods for each separate development.

FINALLY, DO NOT INTRODUCE ANOTHER UNPROVEN, UNMEASURABLE BLEEDING EDGE SCHEME TO REPLACE OUR CURRENT SYSTEM—ONLY TO FAIL TO IMPLEMENT THAT ONE, AS WELL, OVER THE NEXT DECADE.

From: [Sharon Jewell](#)
To: [Growth Management Committee](#)
Subject: Parks
Date: Wednesday, August 17, 2022 1:39:43 PM

I am pleased we finally got the Poinsettia dog park opened. It would be nice if there were shade sail areas actually inside the fencing so that those using the park are not standing in full sunlight- and only people who are not using the dog park have a nice shaded area with tables. This part of the design is confusing.

Carlsbad needs to rethink their dictates on dogs walking on leash within our park. Surrounding cities allow dogs on leash in parks and have for years. I am all for enforcing CA state and local laws requiring picking up poop and walking dogs on leash outside the dog park.

Why does Carlsbad forbid responsible dog owners who keep their dogs on leash and pick up the poop from enjoying the parks fully. Other cities have signs with animal control phone # so offenders can be reported.

I believe anyone not abiding by the rules should be ticketed and repeat offenders banned.

Parks are for the entire community, - not just pickle ball Tennis and parents who aren't supervising their kids and to be honest I see lots of kids misbehaving without any supervision in all the parks in carlsbad, and adults who dump the dogs at alga Norte dog park while they play sports, or let them off leash- by the batting cage area and even on playing fields without repercussions.

Please reconsider allowing people with dogs on leash who are responsible and carry doggie bags with them to take a nice walk in Carlsbad Parks without fear of being ticketed - we have rights too!

Sincerely
Sharon Corrigan
Carlsbad homeowner since 1996

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From: [Michael Fidler](#)
To: [Growth Management Committee](#)
Subject: Traffic issues
Date: Sunday, August 21, 2022 12:49:39 PM

I think everyone living in Carlsbad has noticed the increased level of flagrant violations of posted speed and reckless behavior. The increased level of traffic has spread to side streets as well as overall increased speed on main thoroughfares.

I have lived in Carlsbad for over 20 years and have definitely seen a lack of police enforcement for traffic related issues. Speeding is so prevalent through all residential areas with excess speed and dangerous driving conditions. With faster vehicles, distractions from mobile phones, increase of e-bikes, lack of civility and little or no police to curtail these dangerous conditions continue unabated.

We need alternative methods to address these issues given the constraints of available enforcement. The consideration should be given to the use of speed bumps, traffic roundabouts, capturing license plates with capture of excess speed and running red lights, and higher police presence.

We have seen increasing fatalities, unsafe conditions and flagrant violations of traffic laws, it is time to aggressively protect citizens and reinforce Carlsbad's commitment to safer communities.

Time to take definitive action as our population continues to grow and our quality of life is severely impacted.

Mike & Tricia Fidler
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Carlsbad

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