



Agenda

May 6, 2024, 4 p.m.

Welcome to Your Traffic Safety & Mobility Commission Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the Traffic Safety & Mobility Commission and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The Minutes Clerk is also available to answer any questions you have about Traffic Safety & Mobility Commission meeting procedures.

How to watch

In Person



City Council Chamber
1200 Carlsbad Village Drive

Online



Watch the livestream at
carlsbadca.gov/watch

How to participate

If you would like to provide comments to the Traffic Safety & Mobility Commission, please:

- Fill out a speaker request form, located in the foyer.
- Submit the form to the Minutes Clerk before the item begins.
- When it's your turn, the Chair will call your name and invite you to the podium.
- Speakers have three minutes, unless the presiding officer (usually the Chair) changes that time.
- You may not give your time to another person, but groups can select a single speaker as long as three other members of your group are present. Group representatives have 10 minutes unless that time is changed by the presiding officer or the Commission.
- **In writing:** Email comments to traffic@carlsbadca.gov. Comments received by 2 p.m. the day of the meeting will be shared with the Traffic Safety & Mobility Commission prior to the meeting. When e-mailing comments, please identify in the subject line the agenda item to which your comments relate. All comments received will be included as part of the official record.

Written comments will not be read out loud.

Reasonable Accommodations

Persons with a disability may request an agenda packet in appropriate alternative formats as required by the Americans with Disabilities Act of 1990. Reasonable accommodations and auxiliary aids will be provided to effectively allow participation in the meeting. Please contact the City Manager's Office at 442-339-2821 (voice), 711 (free relay service for TTY users), 760-720-9461 (fax) or manager@carlsbadca.gov by noon on the Monday before the meeting to make arrangements. City staff will respond to requests by 2 p.m. on Monday, the day of the meeting, and will seek to resolve requests before the start of the meeting in order to maximize accessibility.

More information about Traffic Safety & Mobility Commission meeting procedures can be found at the end of this agenda and in the Carlsbad Municipal Code chapter 1.20.

CALL TO ORDER:

ROLL CALL:

PLEDGE OF ALLEGIANCE:

APPROVAL OF MINUTES:

Minutes of the Regular Meeting held on March 4, 2024

PUBLIC COMMENT: *In conformance with the Brown Act, no Commission action can occur on items presented during Public Comment. A total of 15 minutes is provided so members of the public can address the Commissioners on items that are not listed on the Agenda. Speakers are limited to three (3) minutes each. If you desire to speak during Public Comment, fill out a SPEAKER CARD and submit it to the Minutes Clerk. If there are more than five (5) speakers, the remaining speakers will be heard at the end of the agenda just prior to Commissioners Reports.*

CONSENT CALENDAR: *The items listed under Consent Calendar are considered routine and will be enacted by one motion as listed below. There will be no separate discussion on these items prior to the time the Commission votes on the motion unless members of the Traffic Safety & Mobility Commission, the Liaison or the public request specific items be discussed and/or removed from the Consent Calendar for separate action. A request from the public to discuss an item must be submitted to the Minutes Clerk in writing prior to Traffic Safety & Mobility consideration of the Consent Calendar.*

1. **EL CAMINO REAL ROADWAY IMPROVEMENTS FROM POINSETTIA LANE TO CAMINO VIDA ROBLE, CAPITAL IMPROVEMENT PROGRAM PROJECT NO. 6072** – Support staff's recommendation to the City Council to approve the plans and specifications of the El Camino Real Roadway Improvements from Poinsettia Lane to Camino Vida Roble, Capital Improvement Program, Project No. 6072. (Staff Contact: Brandon Miles, Public Works Department).
2. **BARRIO TRAFFIC CIRCLES, CAPITAL IMPROVEMENT PROGRAM PROJECT NO. 4015 – PHASE I** – Support staff's recommendation to the City Council to approve the plans and specifications of the Barrio Traffic Circles Phase I, Capital Improvement Program, Project No. 4015. (Staff Contact: Brandon Miles, Public Works Department).

DEPARTMENTAL REPORTS:

3. **POLICE REPORT REGARDING TRAFFIC & MOBILITY-RELATED MATTERS DURING THE MONTHS OF FEBRUARY AND MARCH 2024, INCLUDING NOTABLE NEWS FOR THE MONTH OF APRIL AND APPROVAL OF QUARTERLY REPORTS** – Receive a presentation from a representative of the City of Carlsbad's Police Department that will provide an overview of traffic and mobility-related police matters during the months of February and March 2024, including notable news for the month of April and approval of quarterly reports. (Staff Contact: Lieutenant Alonso DeVelasco, Police Department).

Staff's Recommendation: Receive the presentation and approval of quarterly reports.

4. HOPE ELEMENTARY SCHOOL – SAFE ROUTES TO SCHOOL PLAN – Receive a report on the Safe Routes to School Plan for Hope Elementary School and make a recommendation to the City Council on the preferred design. (Staff Contact: Nathan Schmidt and Nick Gorman, Public Works Department).

Staff's Recommendation: Receive the presentation and provide feedback.

5. FARADAY AVENUE IMPROVEMENTS – CONCEPTUAL DESIGN, CAPITAL IMPROVEMENT PROGRAM PROJECT NO. 6099 – Receive a presentation and provide input regarding the Faraday Avenue Improvements Conceptual Design. (Staff Contact: John Kim and Nick Gorman, Public Works Department).

Staff's Recommendation: Receive the presentation and provide feedback.

6. NOMINATION AND APPOINTMENT OF CHAIR AND VICE CHAIR – Nomination and appointment of one member of the Traffic Safety & Mobility Commission to serve as Chair and one member to serve as Vice Chair, or to extend Chair Coelho and Vice Chair Fowler's term through December 2024 to coincide with the City Council reorganization that will take place on January 2025. (Staff Contact: Nick Gorman, Public Works Department).

Staff's Recommendation: Appoint a Chair and a Vice Chair.

CITY TRAFFIC ENGINEER COMMENTS:

COMMISSION COMMENTARY AND REQUESTS FOR CONSIDERATION OF MATTERS: *This portion of the agenda is for the Commission Members to make brief announcements, brief reports of their activities and requests for future agenda items.*

PUBLIC COMMENTS: Continuation of the Public Comments

This portion of the agenda is set aside for continuation of public comments, if necessary, due to exceeding the total time allotted in the first public comments section. When you are called to speak, please come forward to the podium and state your name. The remainder of the categories are for reporting purposes. In conformance with the Brown Act, no public testimony and no Commission action can occur on these items.

ADJOURNMENT:

ABOUT THE TRAFFIC SAFETY & MOBILITY COMMISSION AGENDA

Per Carlsbad Municipal Code 2.28.050 the Traffic Safety & Mobility Commission is an advisory commission to the City Council directed to study all matters referred to it concerning traffic safety and pedestrian safety and to make written recommendations to the city council regarding traffic and pedestrian safety within the city.

The Ralph M. Brown Act (commonly referred to as the "Brown Act") governs open meetings for local

government bodies in the state of California. The Brown Act guarantees the public's right to attend and participate in meetings of local legislative bodies and is contained in section 54950 et seq. of the Government Code. The Brown Act also includes requirements for the distribution of agendas for these public meetings.

TRAFFIC SAFETY & MOBILITY COMMISSION PROCEDURE

For each item on the agenda, City of Carlsbad staff will present a report to the Traffic Safety & Mobility Commission. The Traffic Safety & Mobility Commissioners may then ask clarifying questions about the staff report in advance of the public outreach. The audience will then be asked for comment. The Traffic Safety & Mobility Commission is interested to hear all persons wishing to give testimony. Please file a **"Request to Speak"** form to speak on items listed on the agenda. Persons not desiring to speak but, wishing to be recorded as proponents or protesters of record, may do so by submitting their name and address to the minutes clerk. If anyone wishes to question a Traffic Safety & Mobility Commission recommendation, they may contact the Traffic Safety & Mobility Division at 1635 Faraday Avenue, between the hours of 7:30 a. m. and 5:30 a.m., Monday through Thursday, and 8 a.m. to 5 p.m. on Friday.

Visual materials should be submitted to the Transportation Department at 1635 Faraday Avenue no later than noon the Friday before the meeting. Please label all materials with the agenda item number you are representing. All materials exhibited to the Traffic Safety & Mobility Commission during the meeting (slides, maps, photos, etc.) are part of the public record and must be kept by the Traffic Safety & Mobility Division for at least 60 days after final action on the matter. Your materials will be returned upon written request.

Video clips cannot be accommodated.

The Public Comment portion of the Agenda allows community members to speak on items that are not on the agenda. If you desire to speak about an item not listed on the agenda, a **"Request to Speak"** form should be filed with the Minutes Clerk. In conformance with the Brown Act, no action can occur on items presented during Public Comment.

Any agenda related writings or documents provided to the majority of the Traffic Safety & Mobility Commission after distribution of the Agenda packet will be available for public inspection at the Transportation Department located at 1635 Faraday Avenue, Carlsbad, CA 92008. In addition, a binder containing all agenda related writings and documents will be held by the Minutes Clerk at each Traffic Safety & Mobility Commission meeting and available for public review.

Those wishing to speak to the Traffic Safety & Mobility Commission are asked to come forward, speak into the microphone, and give their name and address for the taped record. A time limit of three minutes is allotted to each speaker. Members of the public are asked to observe order at this meeting and to conduct themselves in a courteous and respectful manner.



TRAFFIC SAFETY & MOBILITY COMMISSION

Minutes

March 4, 2024, 4 p.m.

Council Chamber
1200 Carlsbad Village Drive
Carlsbad, CA 92008

CALL TO ORDER: 4:01 p.m.

ROLL CALL: Coelho, Penseyres, Newlands, and Kohl.
Absent: Fowler, Proulx, Garcia.

PLEDGE OF ALLEGIANCE: Chair Coelho led the Pledge of Allegiance.

APPROVAL OF MINUTES:

Minutes of Regular Meeting held on Feb. 5, 2024

Motion by Commissioner Kohl, seconded by Commissioner Newlands, to approve the minutes of the Regular Meeting held on Feb. 5, 2024, as presented. Motion carried, 4/0/3 (Fowler, Proulx, Garcia – Absent).

PUBLIC COMMENT: None

CONSENT CALENDAR: None

DEPARTMENTAL REPORTS:

1. **POLICE REPORT REGARDING TRAFFIC & MOBILITY-RELATED MATTERS DURING THE MONTH OF JANUARY 2024, INCLUDING NOTABLE NEWS FOR THE MONTH OF FEBRUARY** – Receive a presentation from a representative of the City of Carlsbad's Police Department that will provide an overview of traffic and mobility-related police matters during the month of January 2024, including notable news for the month of February. (Staff Contact: Lieutenant Alonso DeVelasco, Police Department).

Staff's Recommendation: Receive the presentation.

Lieutenant Alonso DeVelasco presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

The Commission received the PowerPoint presentation by Lieutenant DeVelasco.

In response to Commissioner Kohl's inquiry regarding how many vehicles are stopped during a DUI checkpoint, Lieutenant DeVelasco explained that they stop between seven to ten vehicles at a time.

The Commission requested to agendaize an item for the next meeting to consider establishing a quarterly report instead of the current monthly report from the Police Department.

Motion by Commissioner Newlands, seconded by Commissioner Kohl, to agendaize an item for the next meeting to establish a quarterly report from the Police Department. Motion carried, 4/0/3 (Fowler, Proulx, Garcia – Absent).

2. CITY COUNCIL LEGISLATIVE SUBCOMMITTEE UPDATE – Receive a presentation regarding the Intergovernmental Affairs Program of the City of Carlsbad and the city’s recent and ongoing advocacy efforts related to traffic safety and mobility and provide feedback as appropriate. (Staff Contact: Jason Haber, Policy & Leadership City Manager; Melanie Burkholder, City Council Member).

Staff’s Recommendation: Receive the presentation and provide feedback.

Policy & Leadership City Manager Jason Haber and City Council Member Melanie Burkholder presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

The Commission received the presentation by Policy & Leadership City Manager Haber and City Council Member Burkholder.

In response to Commissioner Newlands’ inquiry as to why Policy & Leadership City Manager Haber and City Council Member Burkholder would be against the consolidation of San Diego Metropolitan Transit System (MTS) and North County Transit District (NCTD), Policy & Leadership City Manager Haber explained that consolidating the two agencies could affect the voting power and that the needs of one territory might overshadow the needs of the other, further adding that there may be benefit to preserving a separation between the agencies.

In response to Commissioner Penseyres’ inquiry regarding the program costs, Policy & Leadership City Manager Haber explained that the two lobbyist contracts are combined up to \$150,000 each year and the grant writer contract is on a time and material basis at \$100,000 each year.

In response to Commissioner Penseyres’ inquiry regarding whether the city will continue to provide training to bicyclists and e-bike riders, Policy & Leadership City Manager Haber explained that it would not be a decision made by the legislative affairs program or subcommittee.

In response to Chair Coelho’s inquiry regarding what the commission can do to make their voice heard locally, City Council Member Burkholder explained that one way is having a representative, like herself, on San Diego Association of Governments (SANDAG), further adding the importance of building a relationship and constant communication on what is most beneficial for the district and the city.

In response to Chair Coelho’s inquiry regarding what the Traffic Safety & Mobility Commission could do to assist in their efforts, Policy & Leadership City Manager Haber suggested sharing any issues that they recognize with staff.

CITY TRAFFIC ENGINEER COMMENTS:

Transportation Director/City Engineer Tom Frank spoke about an inquiry regarding what the Transportation Department does to further the city’s efforts on the Regional Plan and explained that staff met with the Acting-Director of North County Transit District (NCTD) last week to discuss safety enhancements at pedestrian and road crossings on the railroad.

He further explained that several directors are on working groups and will meet with NCTD to discuss city comments on the update to the Regional Plan.

COMMISSION COMMENTARY AND REQUESTS FOR CONSIDERATION OF MATTERS: None

ADJOURNMENT: Chair Coelho adjourned the Traffic Safety & Mobility Commission Regular Meeting on March 4, 2024, at 4:46 p.m.

Eliane Paiva
Secretary



Staff Report

Meeting Date: May 6, 2024
To: Traffic Safety & Mobility Commission
Staff Contact: Brandon Miles, Associate Engineer
Brandon.Miles@carlsbadca.gov, 442-339-2745
Subject: El Camino Real Roadway Improvements from Poinsettia Lane to Camino Vida Roble, Capital Improvement Program Project No. 6072

Recommended Action

Support staff's recommendation to the City Council to approve the plans and specifications of the El Camino Real Roadway Improvements from Poinsettia Lane to Camino Vida Roble, Capital Improvement Program, Project No. 6072.

Background

The project will widen the northbound segment of El Camino Real for approximately 1,500 feet from Cinnabar Way to Camino Vida Roble. The project will also include re-striping northbound El Camino Real between Poinsettia Lane to Cinnabar Way from two vehicle travel lanes to three through vehicle travel lanes and enhancement of existing bike lanes, consistent with the Mobility Element of the City of Carlsbad's General Plan.

Northbound El Camino Real, from Cinnabar Way to Camino Vida Roble, will be physically widened to incorporate several enhancements:

- An additional through lane will be added for increased vehicle capacity enhance the existing buffered bike lane by widening the bike lane and adding green paint in the bicycle-vehicle conflict zones
- Install a new contiguous and non-contiguous sidewalk that will vary from five to six feet wide in the northbound direction to accommodate a biofiltration system for stormwater treatment along the northbound side of the roadway

Currently, the sidewalk terminates in the northbound direction at Cinnabar Way. A portion of the widening segment, north of Cinnabar Way, will require about 200 feet of retaining wall on the east side to minimize the impacts associated with the project to the adjacent private properties.

Northbound El Camino Real, from Poinsettia Lane to Cinnabar Way, will be re-striping to include three 11-foot-wide through vehicle lanes and a buffered bike lane. The bike lane will feature eight-foot-wide lanes and three-foot-wide buffers. Approximately 900 feet south of Camino Vida Roble, the median will receive streetscape and landscape improvements to match the existing segments.

This improved roadway segment will include buffered bike lanes with green dashed paint in the conflict zone at bus stops. In addition, four new streetlights will be added for safety on the east side of El Camino Real from Cinnabar Way to Camino Vida Roble.

On Nov. 2, 2020, the Traffic & Mobility Commission unanimously supported staff's recommendation to implement the project as it provided operational improvements consistent with the city's General Plan Mobility Element. Staff received and noted comments from the Commission on the improvement plans. The approved minutes of this meeting are attached as Exhibit 3.

Additionally, on Oct. 3, 2022, the Traffic & Mobility Commission unanimously supported staff's recommendation to approve the project plans and specifications. The approved minutes of this meeting are attached as Exhibit 4.

Next Steps

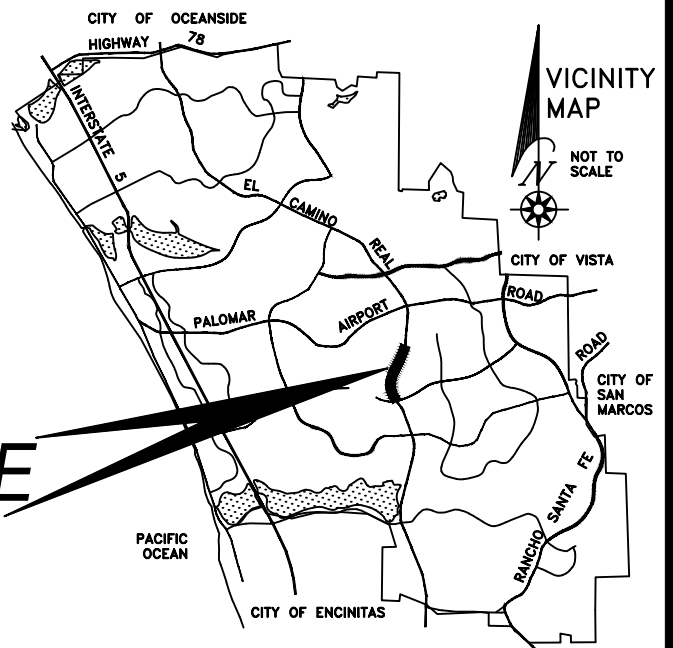
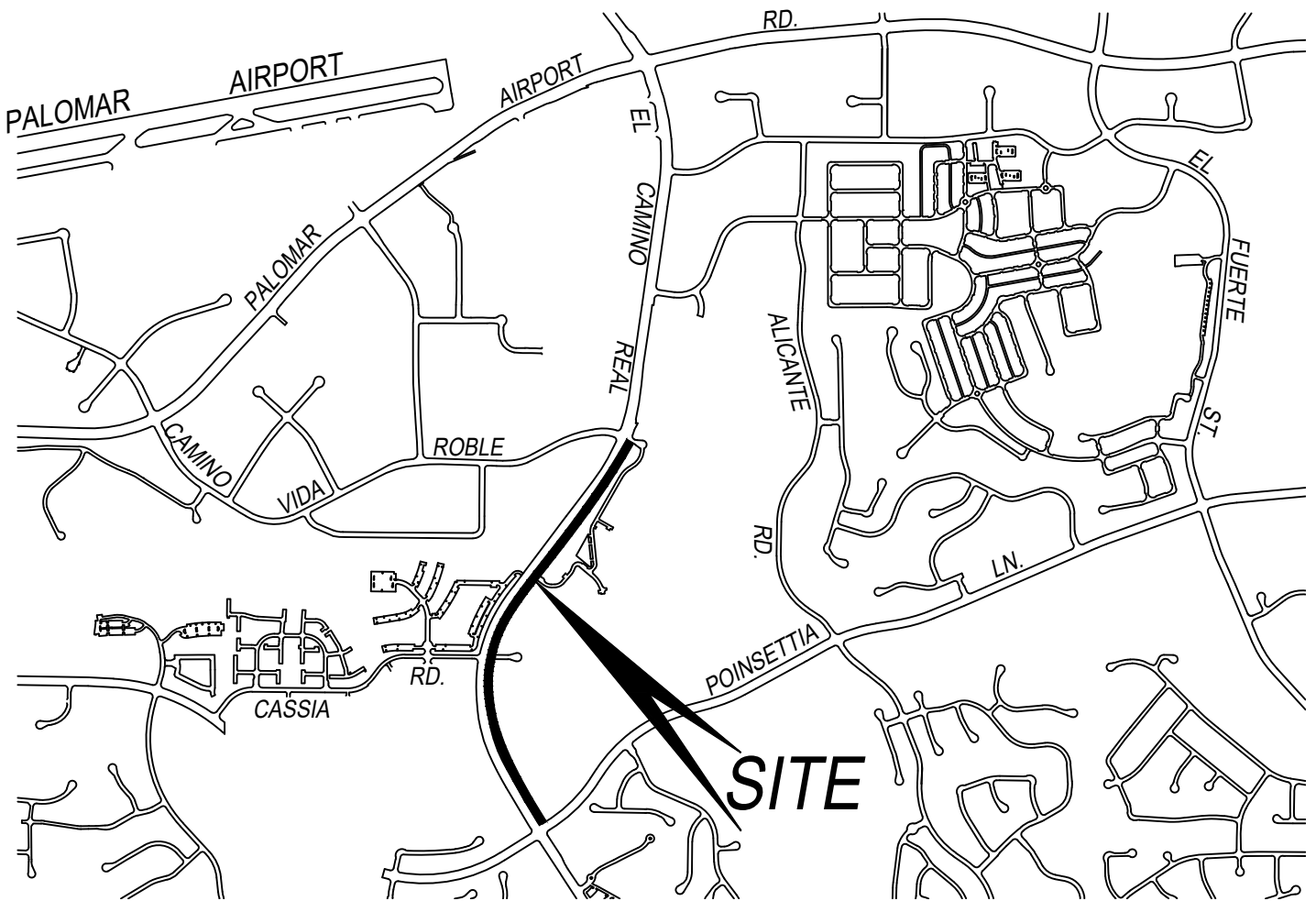
Following the Traffic Safety & Mobility Commission's review, staff will finalize the project plans and bring a staff report to the City Council in summer of 2024 with a recommendation to approve the plans, specifications, and contract documents, and authorize the City Clerk to advertise for construction bids for the project.

After the bidding process is complete, staff will return to the City Council with a request to award a construction contract to the lowest responsive and responsible bidder. The construction is targeted to start in late-2024, with completion expected in late 2025.

Exhibits

1. Location map
2. Improvement plans
3. Meeting Minutes from Traffic and Mobility Commission on Nov. 2, 2020
4. Meeting Minutes from Traffic and Mobility Commission on Oct. 3, 2022

LOCATION MAP



PROJECT NAME
**EL CAMINO REAL ROADWAY IMPROVEMENTS
FROM POINSETTIA LANE TO CAMINO VIDA ROBLE**

PROJECT
NUMBER
6072

EXHIBIT
1

GENERAL NOTES:

- 1. THIS PLAN SUPERSEDES ALL OTHER PLANS PREVIOUSLY APPROVED BY THE CITY OF CARLSBAD REGARDING IMPROVEMENTS SHOWN ON THIS SET OF PLANS.
2. APPROVAL OF THIS PLAN DOES NOT LESSEN OR WAIVE ANY PORTION OF THE CARLSBAD MUNICIPAL CODE, RESOLUTION OF CONDITIONAL APPROVAL, CITY STANDARDS OR OTHER ADDITIONAL DOCUMENTS LISTED HEREON AS THEY MAY PERTAIN TO THIS PROJECT. THE ENGINEER IN RESPONSIBLE CHARGE SHALL REVISE THESE PLANS WHEN NON-COMFORMANCE IS DISCOVERED.
3. NO WORK SHALL BE COMMENCED UNTIL ALL PERMITS HAVE BEEN OBTAINED FROM THE CITY AND OTHER APPROPRIATE AGENCIES.
4. THE ORIGINAL DRAWING SHALL BE REVISED TO REFLECT AS-BUILT CONDITIONS BY THE ENGINEER-OF-WORK PRIOR TO FINAL ACCEPTANCE OF THE WORK BY THE CITY.
5. ACCESS FOR FIRE AND OTHER EMERGENCY VEHICLES SHALL BE MAINTAINED TO THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.
6. ALL INSPECTION REQUESTS OTHER THAN FOR PRECONSTRUCTION MEETING WILL BE MADE BY CALLING THE ENGINEERING 24-HOUR INSPECTION REQUEST LINE AT (760) 439-3891. INSPECTION REQUESTS MUST BE RECEIVED PRIOR TO 2:00 P.M. ON THE DAY BEFORE THE INSPECTION IS NEEDED. INSPECTIONS WILL BE MADE THE NEXT WORK DAY UNLESS YOU REQUEST OTHERWISE. REQUESTS MADE AFTER 2:00 P.M. WILL BE SCHEDULED FOR TWO FULL WORK DAYS LATER.
7. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
8. THE CONTRACTOR SHALL CONFORM TO LABOR CODE SECTION 6705 BY SUBMITTING A DETAIL PLAN TO THE CITY ENGINEER AND/OR CONCERNED AGENCY SHOWING THE DESIGN OF SHORING, BRACING, SLOPE OR OTHER PROVISIONS TO BE MADE FOR WORKER PROTECTION FROM THE HAZARD OF CAVING GROUND DURING THE EXCAVATION OF SUCH TRENCH OR TRENCHES OR DURING THE PIPE INSTALLATION THEREIN. THIS PLAN MUST BE PREPARED FOR ALL TRENCHES FIVE FEET (5') OR MORE IN DEPTH AND APPROVED BY THE CITY ENGINEER AND/OR CONCERNED AGENCY PRIOR TO EXCAVATION. IF THE PLAN VARIES FROM THE SHORING SYSTEM STANDARDS ESTABLISHED BY THE CONSTRUCTION SAFETY ORDERS, TITLE 8, CALIFORNIA ADMINISTRATIVE CODE, THE PLAN SHALL BE PREPARED BY A REGISTERED ENGINEER AT THE CONTRACTOR'S EXPENSE. A COPY OF THE OSHA EXCAVATION PERMIT MUST BE SUBMITTED TO THE INSPECTOR PRIOR TO EXCAVATION.
9. IF ANY ARCHAEOLOGICAL RESOURCES ARE DISCOVERED WITHIN ANY WORK ZONE DURING CONSTRUCTION, OPERATIONS WILL CEASE IMMEDIATELY, AND THE PERMITTEE WILL NOTIFY THE CITY ENGINEER. OPERATIONS WILL NOT RESTART UNTIL THE PERMITTEE HAS RECEIVED WRITTEN AUTHORITY FROM THE CITY ENGINEER TO DO SO.
10. ALL OFF-SITE HAUL ROUTES SHALL BE SUBMITTED BY THE CONTRACTOR TO THE CITY ENGINEER FOR APPROVAL TWO FULL WORKING DAYS PRIOR TO BEGINNING OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DEBRIS OR DAMAGE OCCURRING ALONG THE HAUL ROUTE OR ADJACENT STREETS AS A RESULT OF THE GRADING OPERATION.
11. THE EXISTENCE AND LOCATION OF UTILITY STRUCTURES AND FACILITIES SHOWN ON THE CONSTRUCTION PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS. ATTENTION IS CALLED TO THE POSSIBLE EXISTENCE OF OTHER UTILITY FACILITIES OR STRUCTURES NOT SHOWN OR IN A LOCATION DIFFERENT FROM THAT SHOWN ON THE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES SHOWN ON THE PLANS AND ANY OTHER EXISTING FACILITIES OR STRUCTURES NOT SHOWN.
12. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING FACILITIES (ABOVEGROUND AND UNDERGROUND) WITHIN THE PROJECT SITE SUFFICIENTLY AHEAD OF THE CONSTRUCTION TO PERMIT THE REVISIONS OF THE CONSTRUCTION PLANS IF IT IS FOUND THAT THE ACTUAL LOCATIONS ARE IN CONFLICT WITH THE PROPOSED WORK.
13. THE CONTRACTOR SHALL NOTIFY AFFECTED UTILITY COMPANIES (SEE BELOW) AT LEAST TWO FULL WORKING DAYS PRIOR TO STARTING CONSTRUCTION NEAR THEIR FACILITIES AND SHALL COORDINATE WORK WITH A COMPANY REPRESENTATIVE. UNDERGROUND SERVICE ALERT (DIG ALERT)
811 (800)411-7343
SDC&E (619)237-2787
AT&T (800)227-2600
SPECTRUM CABLE (619)262-1122
COX COMMUNICATIONS (760)434-2980
CITY OF CARLSBAD (STREETS AND STORM DRAIN) (760)438-2722
* CITY OF CARLSBAD (SEWER, WATER & RECLAIMED WATER) (760)633-2650
* SAN DIEGUITO WATER DISTRICT (760)753-0155
* LEUCADIA WASTEWATER DISTRICT (760)744-0460
* VALLECITOS WATER DISTRICT (760)753-6466
* OLIVENHAIN WATER DISTRICT (760)726-1340
* BUENA SANITATION DISTRICT (760)726-1340 x1330
**AS APPROPRIATE

STREET NOTES:

- 1. STREET LIGHTS SHALL BE INSTALLED AS SHOWN ON THESE PLANS, UNDERGROUND CONDUIT RUNS, SERVICE POINTS AND HAND-HOLES SHALL BE SHOWN ON THE "AS-BUILT" PLANS. NO DIRECT BURIAL STREET LIGHT FOUNDATIONS WILL BE ALLOWED. ALL LUMINAIRES SHALL BE "CUT OFF" TYPE.
2. ALL UNDERGROUND UTILITIES AND LATERALS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF CURBS, CROSS GUTTERS OR SURFACING OF STREETS.
3. WHERE AN EXISTING PIPE LINE IS TO BE ABANDONED IT SHALL BE REMOVED WITHIN TWENTY FEET OF BUILDING OR STREET AREAS AND REPLACED WITH PROPERLY COMPACTED SOILS. IN OTHER AREAS THE PIPE WILL BE PLUGGED WITH CONCRETE OR REMOVED AS APPROVED BY THE CITY ENGINEER.
4. WHEELCHAIR RAMPS SHALL BE INSTALLED PER REQUIREMENTS OF TITLE 24, CALIFORNIA ADMINISTRATIVE CODE.
5. STREET TREES SHALL BE INSTALLED PER SECTION VI OF THE CITY OF CARLSBAD LANDSCAPE MANUAL.
6. FIRE HYDRANT MARKERS SHALL BE PLACED IN THE STREET WITHIN THE LIMITS OF WORK OF THIS PLAN PER SDRS DWG M19.
7. ALL SURVEY MONUMENTS AND POINTS THAT ARE DISTURBED BY THIS WORK SHALL BE REESTABLISHED, PERPETUATED, AND DOCUMENTED BY THE PROFESSIONAL LAND SURVEYORS ACT.
8. TWO (2) SETS OF SURVEY (CUT) SHEETS SHALL BE PROVIDED TO THE CITY ENGINEERING INSPECTOR.
9. STREET LIGHTS SHALL BE 13,600 LUMENS LED LIGHTS.

SEWER NOTES:

- 1. SEWER MAIN AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "CITY OF CARLSBAD ENGINEERING STANDARDS (LATEST EDITION), VOLUME 1- GENERAL DESIGN STANDARDS, CHAPTER 6-DESIGN CRITERIA FOR GRAVITY SEWER LINES AND APPURTENANCES, AND VOLUME 3 - STANDARD DRAWINGS AND NOTES AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION (GREENBOOK).
2. BEFORE ANY CONNECTION TO THE CITY'S EXISTING SYSTEM, A PERMIT SHALL BE OBTAINED FROM THE CITY. IT MUST BE SIGNED AND APPROVED BY THE CITY ENGINEER AND SUPERINTENDENT.
3. BEFORE CONSTRUCTION BEGINS IN ANY PUBLIC RIGHT OF WAY, A CITY RIGHT OF WAY PERMIT SHALL BE REQUIRED.

WATER NOTES:

- 1. WATER & RECYCLED WATER MAIN AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "CITY OF CARLSBAD ENGINEERING STANDARDS" (LATEST EDITION) VOLUMES 2 & 3.
2. BEFORE ANY CONNECTION OR SHUT DOWN OF VALVES ON EXISTING C.M.W.D. LINES, A PERMIT SHALL BE OBTAINED FROM THE C.M.W.D. OFFICE AND MUST BE SIGNED AND APPROVED BY THE CITY OF CARLSBAD'S DEPUTY CITY ENGINEER AND THE UTILITY OPERATIONS' PUBLIC WORKS MANAGER.
3. THE CONTRACTOR SHALL NOTIFY THE CITY OF CARLSBAD ENGINEERING INSPECTION DEPARTMENT 48 HOURS PRIOR TO STARTING WORK SO THAT INSPECTION MAY BE PROVIDED - TELEPHONE NO. (760)438-3891.
4. NO TREES OR STRUCTURES SHALL BE ALLOWED IN THE WATER LINE EASEMENT. ALL EXISTING TREES AND STRUCTURES SHALL BE REMOVED PRIOR TO COMMENCEMENT OF WORK - ANY EXCEPTIONS SHALL REQUIRE WRITTEN PERMISSION FROM THE DISTRICT ENGINEER.
5. ALL POTABLE WATER SERVICES SHALL BE 1" AND ALL METERS SHALL BE 1" (UNLESS OTHERWISE NOTED ON PLANS).
6. ALL WATER METER BOXES SHALL BE 17" X 30" X 12" POLYMER CONCRETE AS MANUFACTURED BY ARMORCAST OR EQUAL (UNLESS OTHERWISE NOTED ON PLANS).
7. MINIMUM SPACING BETWEEN POTABLE WATER SERVICES AND SEWER LATERALS SHALL BE 10 FEET.
8. THE TOP OF WATER METER BOXES SHALL BE FLUSH WITH THE FINISHED SURFACE GRADE.
9. CONSTRUCTION OF WATER MAINS AND RECYCLED WATER MAINS SHALL ADHERE TO THE "CRITERIA FOR THE SEPARATION OF WATER MAINS AND SANITARY SEWERS" PUBLISHED BY THE STATE OF CALIFORNIA'S DEPARTMENT OF HEALTH SERVICES.
10. AXIAL DEFLECTION AT THE PIPE JOINTS IS NOT ALLOWED. THE USE OF A HIGH-DEFLECTION COUPLING AT A PIPE JOINT MAY BE PERMITTED BY THE INSPECTOR ON A CASE BY CASE BASIS NOT TO EXCEED 4 DEGREES TOTAL DEFLECTION PER COUPLING (2 DEGREES/EACH GASKET). USE CERTAINTED "VINYL-IRON" H.D. FOR C900.
11. BEFORE CONSTRUCTION BEGINS IN ANY PUBLIC RIGHT OF WAY, A CITY RIGHT OF WAY PERMIT SHALL BE REQUIRED.
12. NO CUTTING OF ASBESTOS CEMENT PIPE (ACP) IS PERMITTED. CONTRACTOR SHALL REMOVE ACP TO NEAREST COUPLING AND INSTALL ACP X PVC ADAPTORS AND THE NECESSARY PVC SIZE AND CLASS PIPE TO INSTALL THE TEE AT THE STATION.
13. PRIOR TO BACKFILL, INSTALL TRACER WIRE ON TOP OF PIPE AND SECURE IN PLACE WITH 2-INCH WIDE PLASTIC ADHESIVE TAPE AT MAXIMUM 10-FOOT INTERVALS. WIRE TO ENTER VALVE STANDS BY MEANS OF DRILLED HOLE IN PIPE STAND WALL JUST BELOW 4TTBOX. WIRE IS NOT TO INTERFERE WITH VALVE NUT OPERATION. RUN TRACER WIRE CONTINUOUSLY ALONG PIPE AND TERMINATE IN ADJACENT VALVE BOXES FOR BURIED ASSEMBLIES OR BURIED VALVES. WHERE BURIED SPLICES OCCUR, USE AN ELECTRICAL EPOXY RESIN SUCH AS SCOTCHCAST, OR APPROVED EQUAL. PROVIDE 24 INCHES OF COILED WIRE AT ACCESS POINTS FOR ATTACHMENTS OF PIPE LOCATING EQUIPMENT. EACH INSTALLED RUN OF PIPE SHALL BE CAPABLE OF BEING LOCATED USING THE TRACER WIRE. PROTECT WIRE INSULATION FROM DAMAGE DURING INSTALLATION AND BACKFILLING. WIRE INSULATION THAT IS BROKEN, CUT, OR DAMAGED SHALL BE REPLACED. TRACER WIRE SHALL BE AWG NO. 8 STRANDED COPPER WIRE WITH HIGH MOLECULAR WEIGHT POLYETHYLENE (HMW/PE) INSULATION SPECIFICALLY DESIGNED FOR DIRECT BURIAL IN CORROSIVE SOIL OR WATER. POLYETHYLENE INSULATION SHALL CONFORM TO ASTM D 1248, TYPE 1, CLASS C. WIRES WITH CUT OR DAMAGED INSULATION ARE NOT ACCEPTABLE AND REPLACEMENT OF THE ENTIRE WIRE WHICH HAS BEEN DAMAGED WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE.

SIGNING AND STRIPING NOTES:

- 1. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL SIGNING AND STRIPING.
2. SIGNING, STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA'S MUTCD 2014 REVISION 5, AS AMENDED FOR USE IN CALIFORNIA), CALTRANS STANDARD SPECIFICATIONS (2018 EDITION OR LATEST VERSION THEREOF), THESE PLANS AND THE SPECIAL PROVISIONS.
3. ALL SIGNING AND STRIPING IS SUBJECT TO THE APPROVAL OF THE TRANSPORTATION DIRECTOR OR REPRESENTATIVE, PRIOR TO INSTALLATION.
4. ANY DEVIATION FROM THESE SIGNING AND STRIPING PLANS SHALL BE APPROVED BY THE ENGINEER OF WORK AND PUBLIC WORKS DIRECTOR PRIOR TO ANY CHANGE IN THE FIELD.
5. ALL SIGNING AND STRIPING SHALL BE REFLECTIVE PER CALTRANS SPECIFICATIONS. STRIPING SHALL BE REPAINTED TWO WEEKS AFTER INITIAL PAINTING. SIGNING SHALL USE ENCAPSULATED LENS REFLECTIVE SHEETING (HIGH INTENSITY OR EQUAL).
6. CONTRACTOR SHALL REMOVE ALL CONFLICTING PAINTED LINES, MARKINGS AND PAVEMENT LEGENDS BY GRINDING. DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
7. ALL PAVEMENT LEGENDS SHALL BE THE LATEST VERSION OF THE CALTRANS ENGLISH STENCILS.
8. LIMIT LINES AND CROSSWALKS SHALL BE FIELD LOCATED. CROSSWALKS SHALL HAVE 10' INSIDE DIMENSION UNLESS OTHERWISE SPECIFIED.
9. ALL CROSSWALKS, LIMIT LINES, STOP BARS, PAVEMENT ARROWS AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
10. FIRE HYDRANT PAVEMENT MARKERS SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA'S MUTCD 2014 REVISION 5, AS AMENDED FOR USE IN CALIFORNIA) AND SAN DIEGO REGIONAL STANDARD DRAWING M-19.
11. ALL MEDIAN NOSES AND FLARES SHALL BE PAINTED YELLOW.
12. ALL SIGNS SHALL BE STANDARD SIZE AS SHOWN IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA'S MUTCD 2003 REVISION1, AS AMENDED FOR USE IN CALIFORNIA) UNLESS OTHERWISE SPECIFIED.
13. SIGN POSTS SHALL BE SQUARE PERFORATED STEEL TUBING WITH BREAKAWAY BASE PER SAN DIEGO REGIONAL STANDARD DRAWING M-45.
14. WHEN A SIGN IS ATTACHED TO A POLE, IT SHALL BE MOUNTED USING A STANDARD CITY OF CARLSBAD MOUNTING BRACKET WITH STRAPS.
15. EXISTING SIGNS REMOVED BY THE CONTRACTOR SHALL BE DELIVERED BY THE CONTRACTOR TO THE CITY OF CARLSBAD PUBLIC WORKS YARD AT 405 OAK AVENUE.
16. ALL SIGNS SHOWN ON THESE PLANS SHALL BE NEW SIGNS PROVIDED AND INSTALLED BY THE CONTRACTOR EXCEPT THOSE SIGNS SPECIFICALLY SHOWN AS EXISTING TO BE RELOCATED OR TO REMAIN.
17. (IF NECESSARY) WHERE R4-7 SIGN AND OM1-3 OBJECT MARKER ARE TO BE INSTALLED IN A 2-FOOT WIDE MEDIAN NOSE, THE R4-7 SIGN SHALL BE 18"x24" AND THE OM1-3 OBJECT MARKER SHALL BE 12"x12".
18. ALL NEW SIGNS SHALL ALL BE CLEARLY VISIBLE, NOT BLOCKED BY ANY OBSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO TRIM OR REMOVE ANY VEGETATION BLOCKING NEW SIGNS.

PROJECT STANDARD PLANS:

SAN DIEGO REGIONAL STANDARD DRAWINGS (SDRS), 2018

- C-9 GRAVITY RETAINING WALLS
D-03A CURB INLET - TYPE C
D-11A INLETS AND CLEANOUTS NOTES AND DETAILS
D-11B INLETS AND CLEANOUTS NOTES AND DETAILS
D-12 CURB INLET OPENING
D-13 WELDED STEEL GRATE FRAME
D-15 DRAINAGE STRUCTURE GRATE
D-34 WING AND U TYPE HEADWALL FOR 18" TO 36" PIPES
D-60 PIPE BEDDING AND TRENCH BACKFILL FOR STORM DRAINS
D-61 ROUNDED PIPE ENDS IN DRAINAGE STRUCTURES
D-62 PIPE COLLAR
G-2 CURBS AND GUTTER - COMBINED
G-7 SIDEWALKS - TYPICAL SECTIONS
G-9 SIDEWALK JOINT LOCATIONS
G-10 CONCRETE JOINT DETAILS
G-14D CONCRETE DRIVEWAY (FOR CONFINED RIGHT-OF-WAY)
TCP-10A SIDE OF ROAD WORK AREA - MULTILANE TRAFFIC CONTROL WITH CENTERLINE
TCP-12A - RIGHT LANE TRAFFIC CLOSURE - ONE LANE
- SIDE OF ROAD WORK AREA - MULTILANE TRAFFIC CONTROL WITH CENTERLINE
- LEFT TRAFFIC LANE CLOSURE - ONE LANE CLOSED

CALTRANS STANDARD PLANS (CTSP), 2018

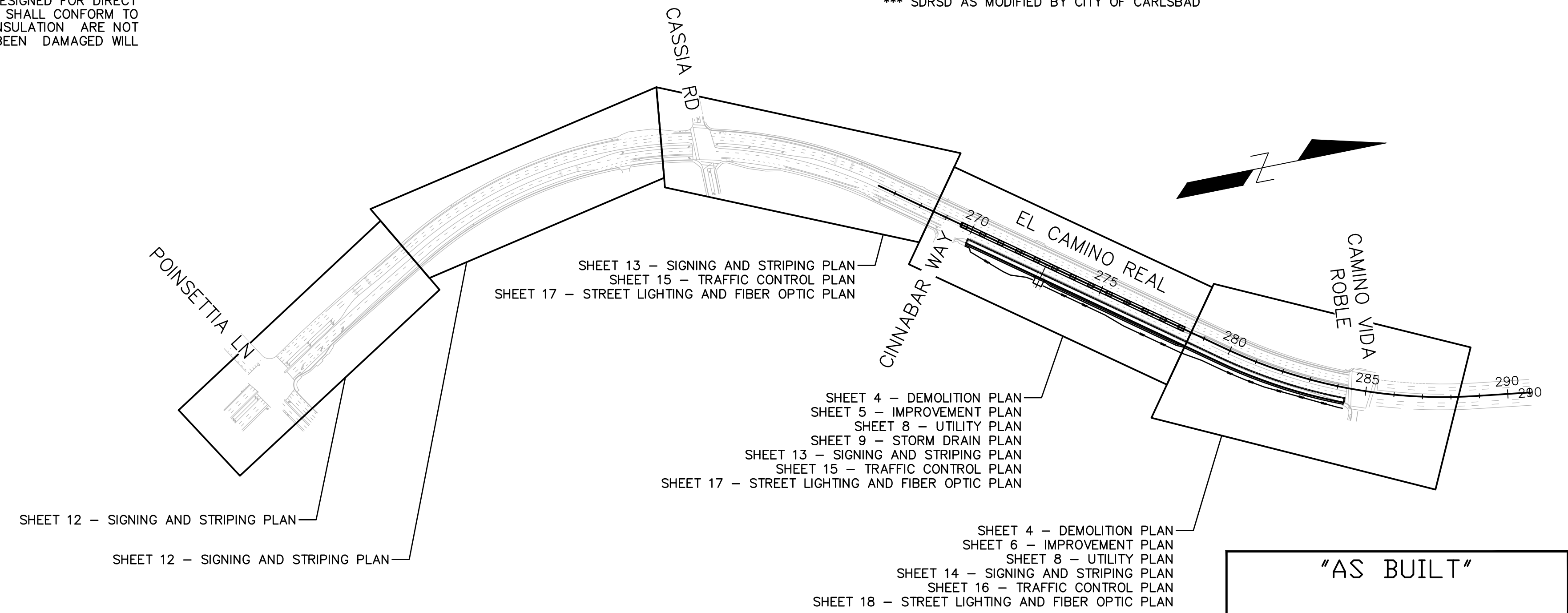
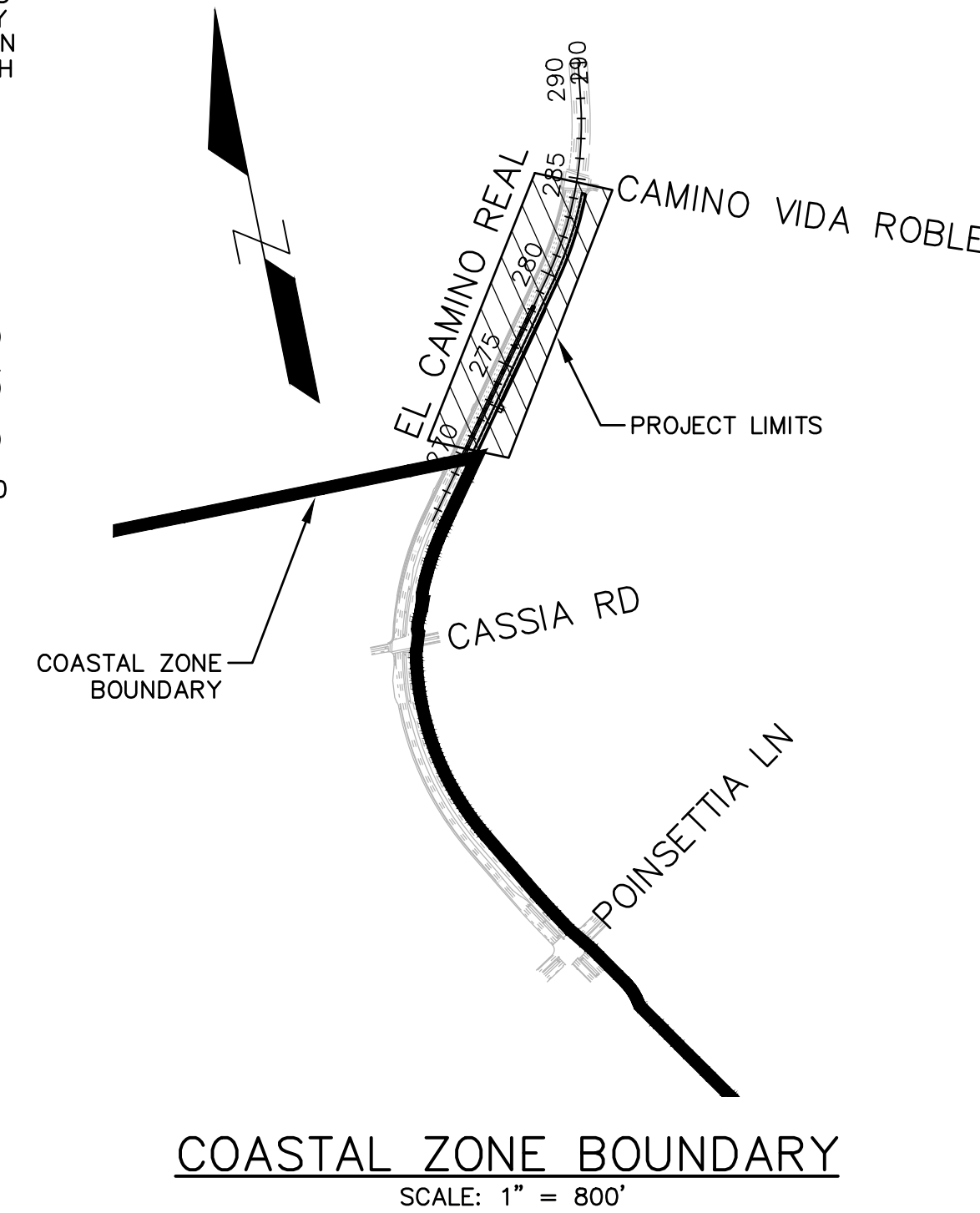
- D71 DRAINAGE INLET MARKERS (NO DUMPING)
T3A TEMPORARY RAILING (TYPE K)
T56 TEMPORARY FIBER ROLL
T58 TEMPORARY CONSTRUCTION ENTRANCE
T62 TEMPORARY DRAINAGE INLET PROTECTION
T65 TEMPORARY WATER POLLUTION CONTROL DETAILS (TEMPORARY HIGH-VISIBILITY FENCE)

CARLSBAD MUNICIPAL WATER DISTRICT STANDARD DRAWINGS, 2012

- W-4 2" WATER SERVICE CONNECTION FOR 1 1/2" & 2" METERS
W-12 FIRE HYDRANT ASSEMBLY

ALL STANDARD DRAWINGS ARE SAN DIEGO REGIONAL STANDARD DRAWINGS (SDRS) UNLESS NOTED OTHERWISE:

- * CITY OF CARLSBAD STANDARD
** CARLSBAD MUNICIPAL WATER DISTRICT STANDARD DRAWING
*** SDRS AS MODIFIED BY CITY OF CARLSBAD



INDEX MAP NOT TO SCALE

"AS BUILT" P.E. EXP. DATE REVIEWED BY: INSPECTOR DATE

SHEET 2 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

GENERAL NOTES AND INDEX MAP FOR EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: HOSSAIN AJUDEH ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE

DWN BY: CHKD BY: RVWD BY: PROJECT NO. 6072 DRAWING NO. DWG 523-2

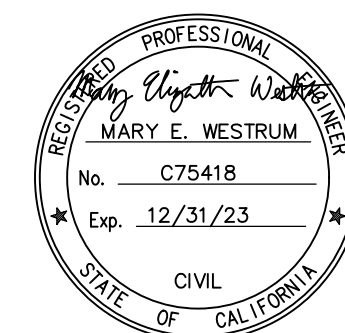
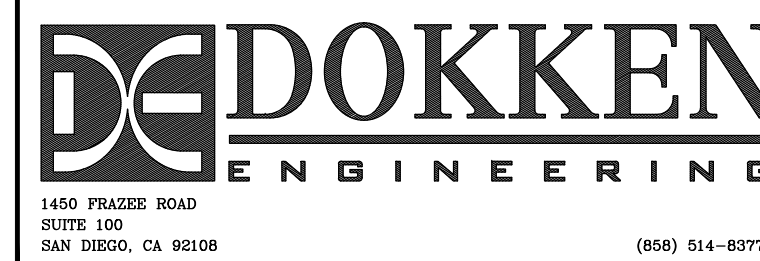
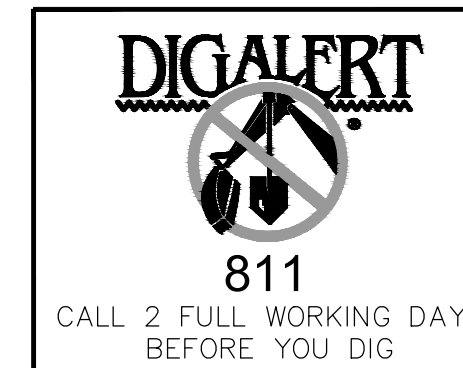
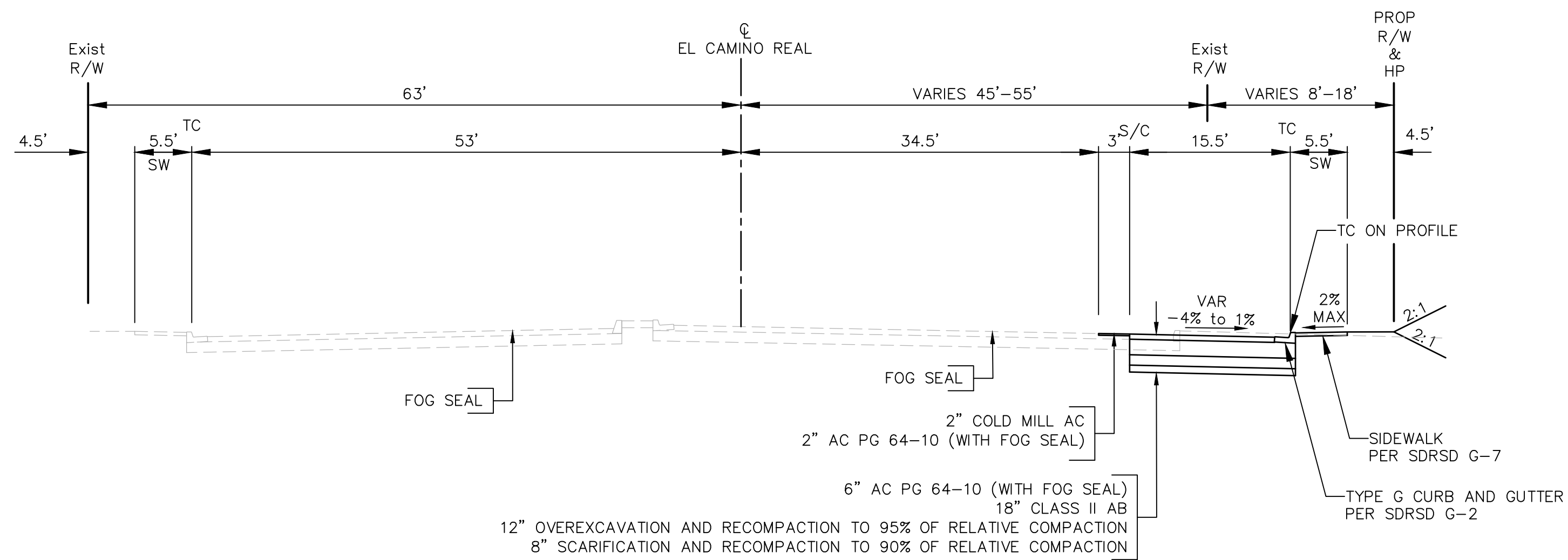
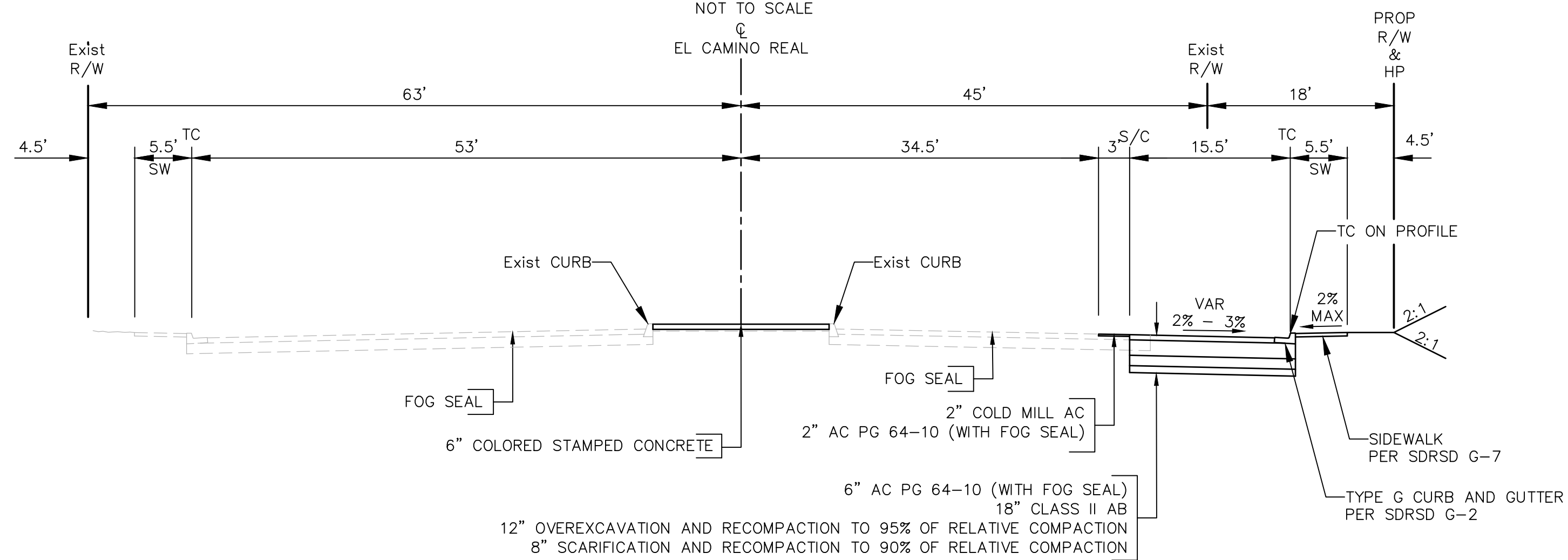


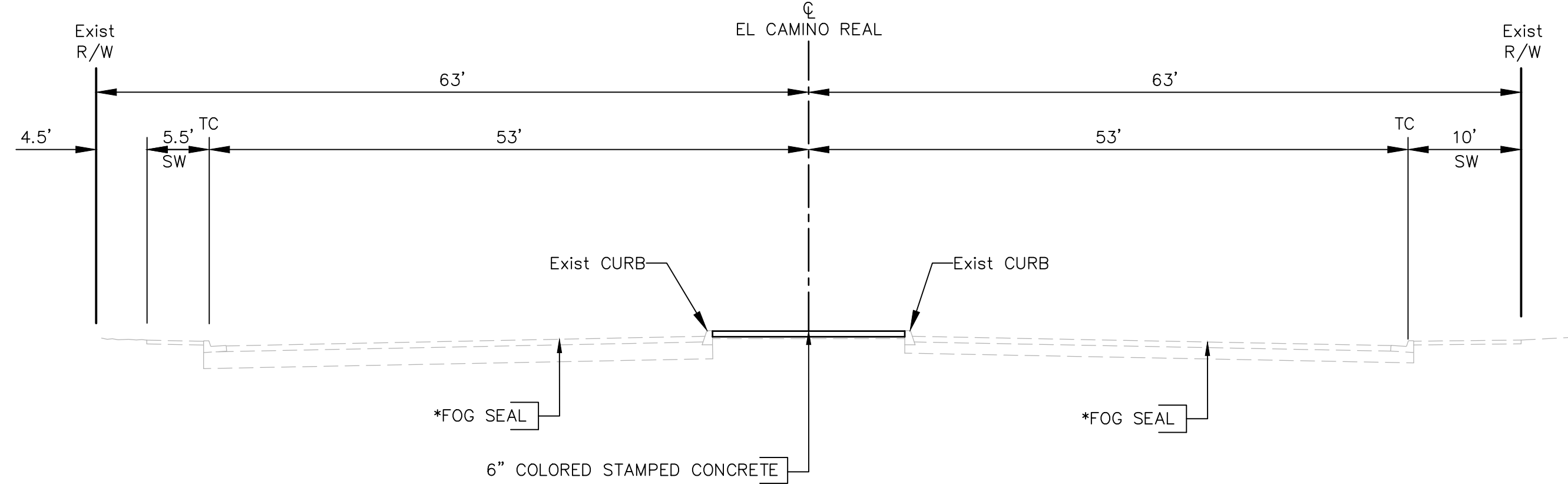
Table with columns: DATE, INITIAL, ENGINEER OF WORK, REVISION DESCRIPTION, DATE, INITIAL, OTHER APPROVAL, DATE, INITIAL, CITY APPROVAL



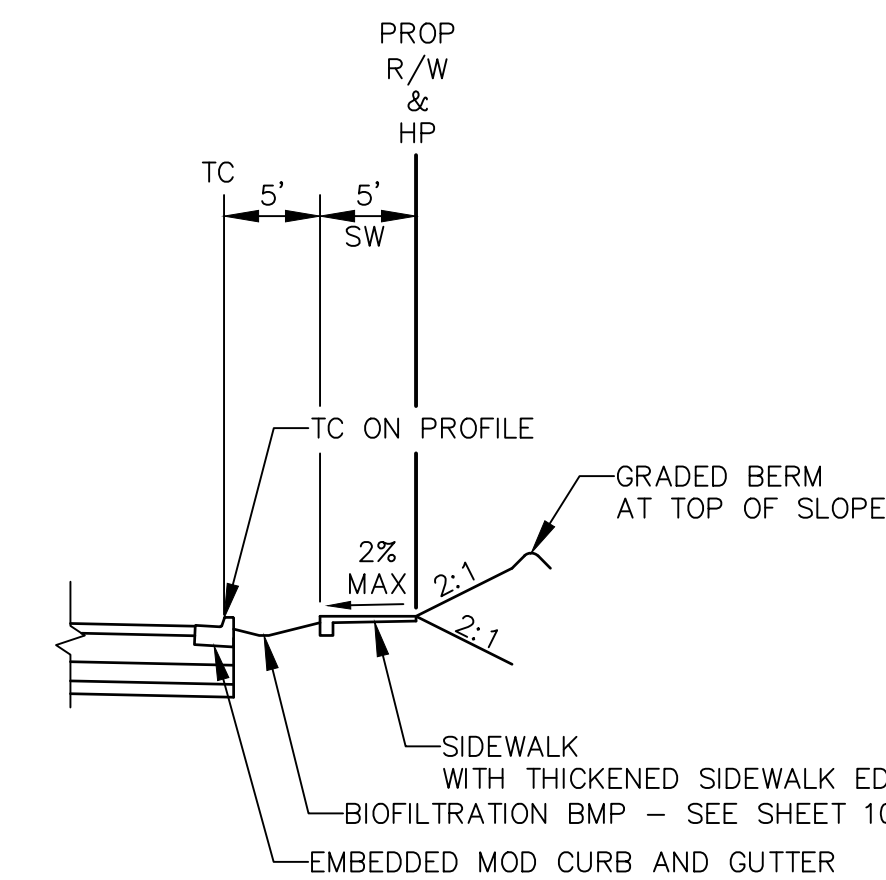
"EL CAMINO REAL" 278+22.98 TO 284+29.96
 BETWEEN DWY AND CAMINO VIDA ROBLE INTERSECTION
 NOT TO SCALE



"EL CAMINO REAL" 270+01.56 TO 278+22.98
 BETWEEN CINNABAR WAY AND CAMINO VIDA ROBLE INTERSECTION
 NOT TO SCALE



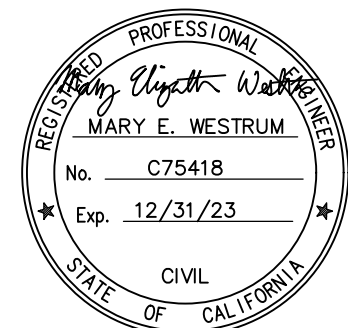
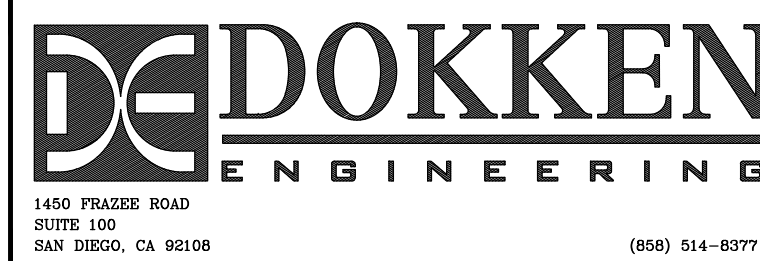
"EL CAMINO REAL" 269+56.58 TO 270+01.56
 NEAR INTERSECTION OF CINNABAR WAY
 NOT TO SCALE



273+37.03 TO 278+19.00
 BETWEEN DWY AND CAMINO VIDA ROBLE INTERSECTION
 NOT TO SCALE

*FOG SEAL FINISH TO BEGIN ON EL CAMINO REAL AT INTERSECTION OF POINSETTIA LN

"AS BUILT"
 P.E. _____ EXP. _____ DATE _____
 REVIEWED BY: _____
 INSPECTOR _____ DATE _____



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 3 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

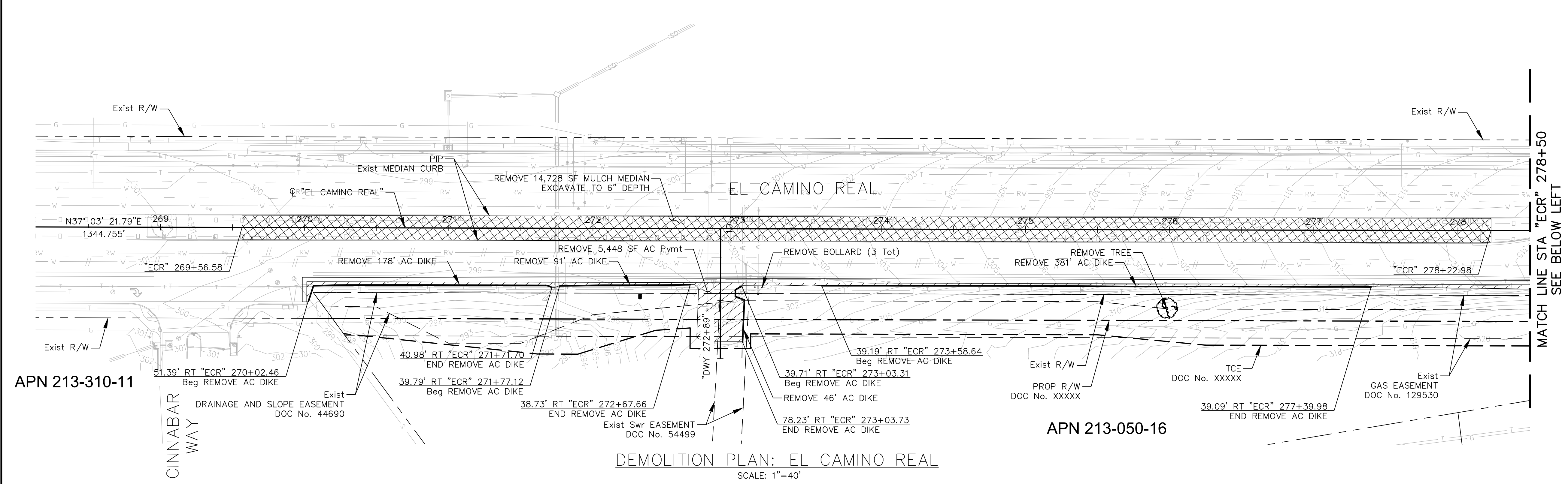
TYPICAL CROSS SECTIONS FOR:
 EL CAMINO REAL
 ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJUDEH
 ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

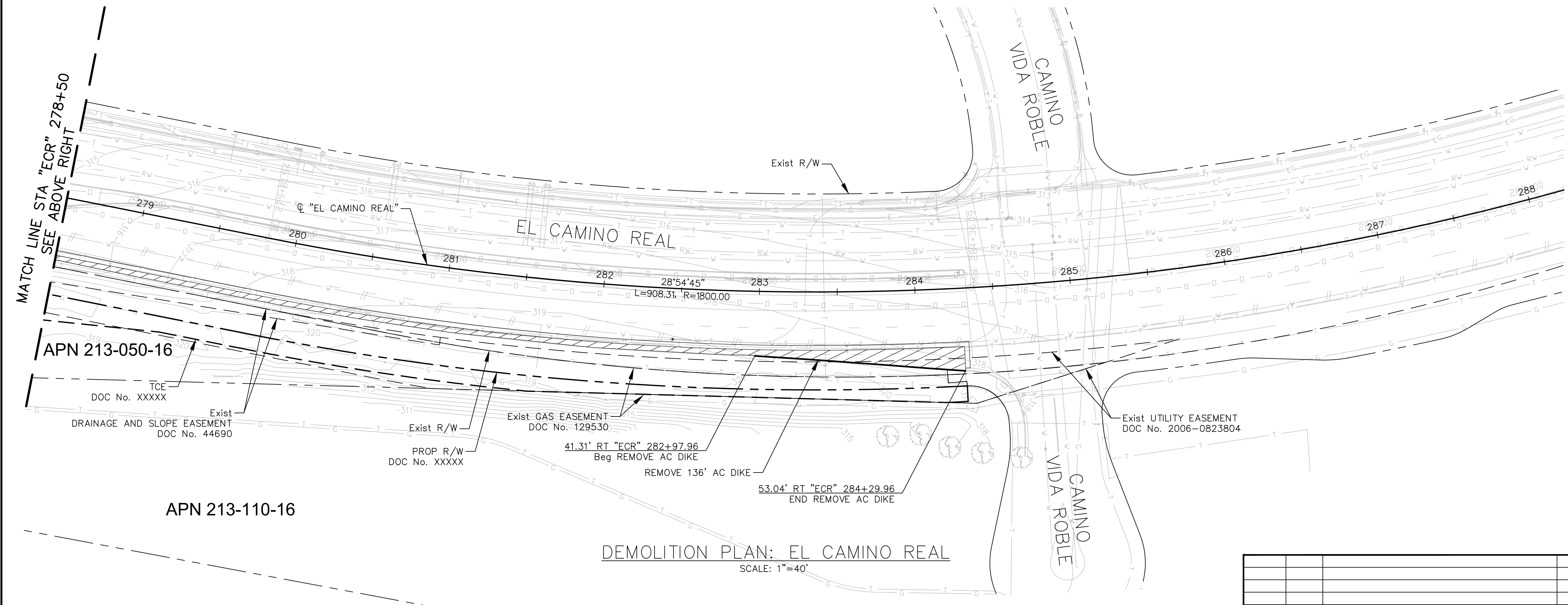
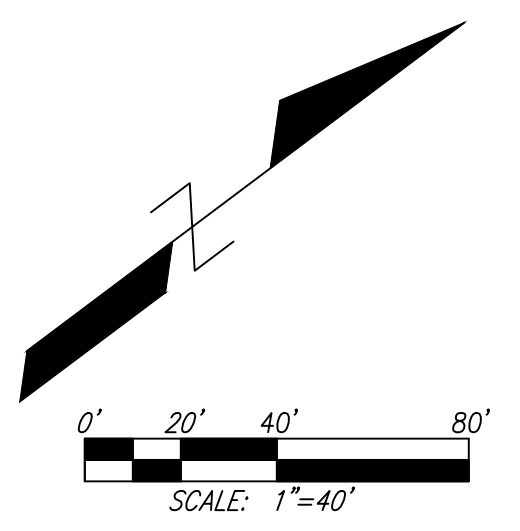
DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
 CHKD BY: _____
 RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

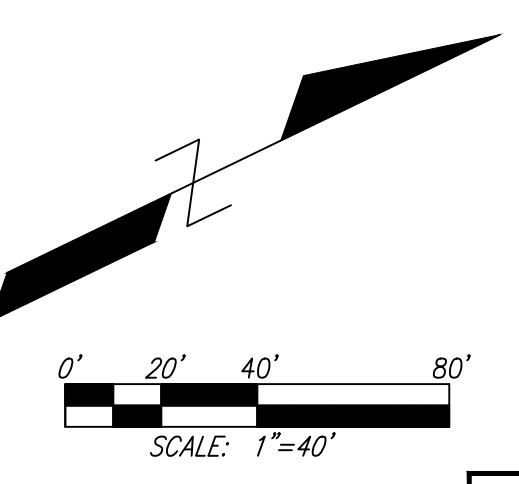
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)



DEMOLITION PLAN: EL CAMINO REAL
SCALE: 1"=40'



DEMOLITION PLAN: EL CAMINO REAL
SCALE: 1"=40'



LEGEND:

- AC Pmnt REMOVAL
- MULCH MEDIAN REMOVAL

"AS BUILT"

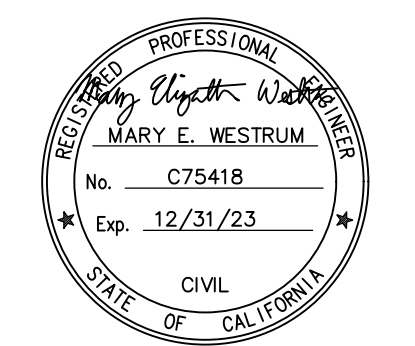
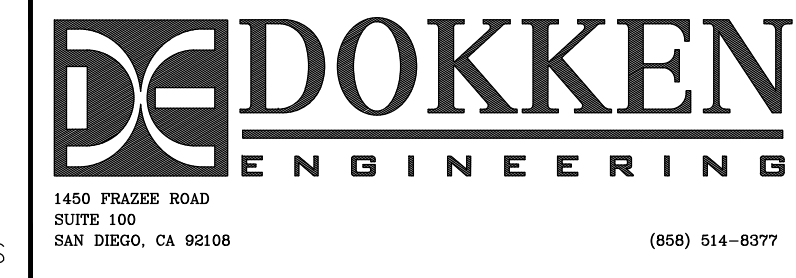
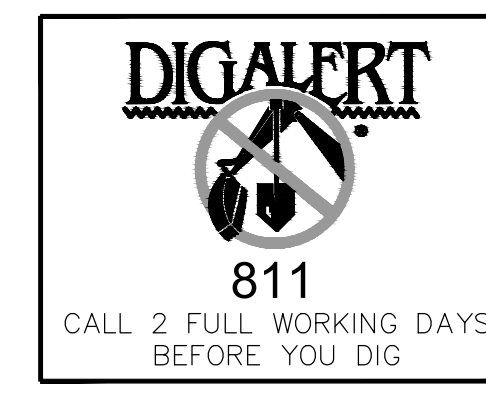
P.E. _____ EXP. _____ DATE _____

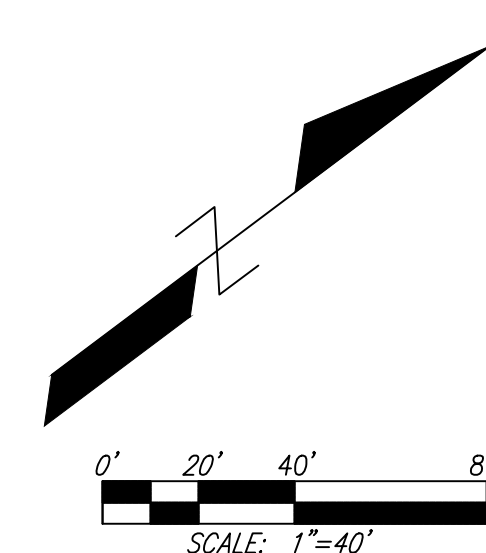
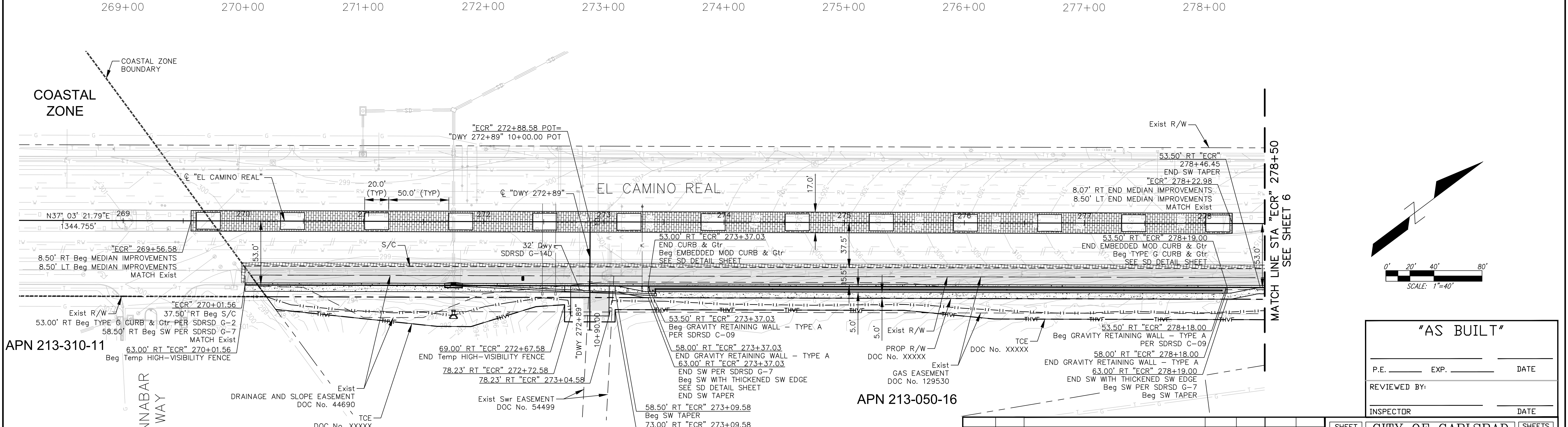
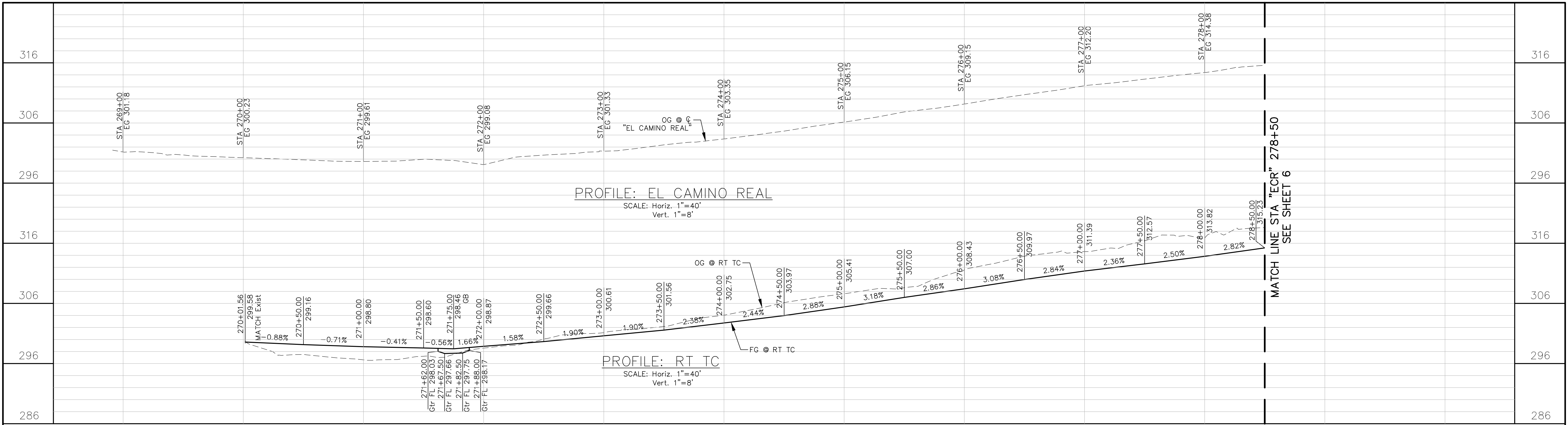
REVIEWED BY: _____

INSPECTOR _____ DATE _____

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 4	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
DEMOLITION PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____		HOSSEIN AJUDEH
ENGINEERING MANAGER RCE 75991		EXPIRES 6/20/22 DATE _____
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2





IMPROVEMENT PLAN: EL CAMINO REAL
SCALE: 1"=40'

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

APN 213-310-11

63.00' RT "ECR" 270+01.56
Beg Temp HIGH-VISIBILITY FENCE

53.00' RT Beg TYPE G CURB & Gtr PER SDRSD G-2
58.50' RT Beg SW PER SDRSD G-7
MATCH Exist

37.50' RT Beg S/C

32' DWY SDRSD G-14D

69.00' RT "ECR" 272+67.58
END Temp HIGH-VISIBILITY FENCE

78.23' RT "ECR" 272+72.58
78.23' RT "ECR" 273+04.58

Exist Swr EASEMENT
DOC No. 54499

Exist DRAINAGE AND SLOPE EASEMENT
DOC No. 44690

Exist Gas EASEMENT
DOC No. XXXXX

EL CAMINO REAL

53.50' RT "ECR" 273+37.03
END CURB & Gtr
Beg EMBEDDED MOD CURB & Gtr
SEE SD DETAIL SHEET

58.00' RT "ECR" 273+37.03
END GRAVITY RETAINING WALL - TYPE A
Beg SW WITH THICKENED SW EDGE
SEE SD DETAIL SHEET
END SW TAPER

73.00' RT "ECR" 273+09.58
Beg Temp HIGH-VISIBILITY FENCE

58.50' RT "ECR" 273+09.58
Beg SW TAPER

Exist R/W

53.50' RT "ECR" 278+18.00
END EMBEDDED MOD CURB & Gtr
Beg TYPE G CURB & Gtr
SEE SD DETAIL SHEET

58.00' RT "ECR" 278+18.00
END GRAVITY RETAINING WALL - TYPE A
PER SDRSD C-09

63.00' RT "ECR" 278+19.00
END SW WITH THICKENED SW EDGE
Beg SW PER SDRSD G-7
Beg SW TAPER

8.00' RT END MEDIAN IMPROVEMENTS
8.50' LT END MEDIAN IMPROVEMENTS
MATCH Exist

53.50' RT "ECR" 278+22.98
END SW TAPER

53.50' RT "ECR" 278+46.45
END SW TAPER

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

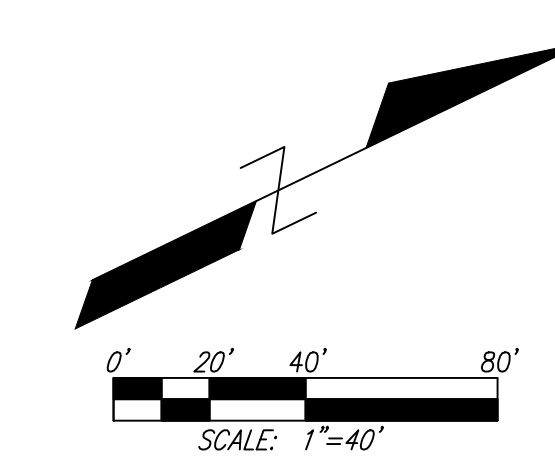
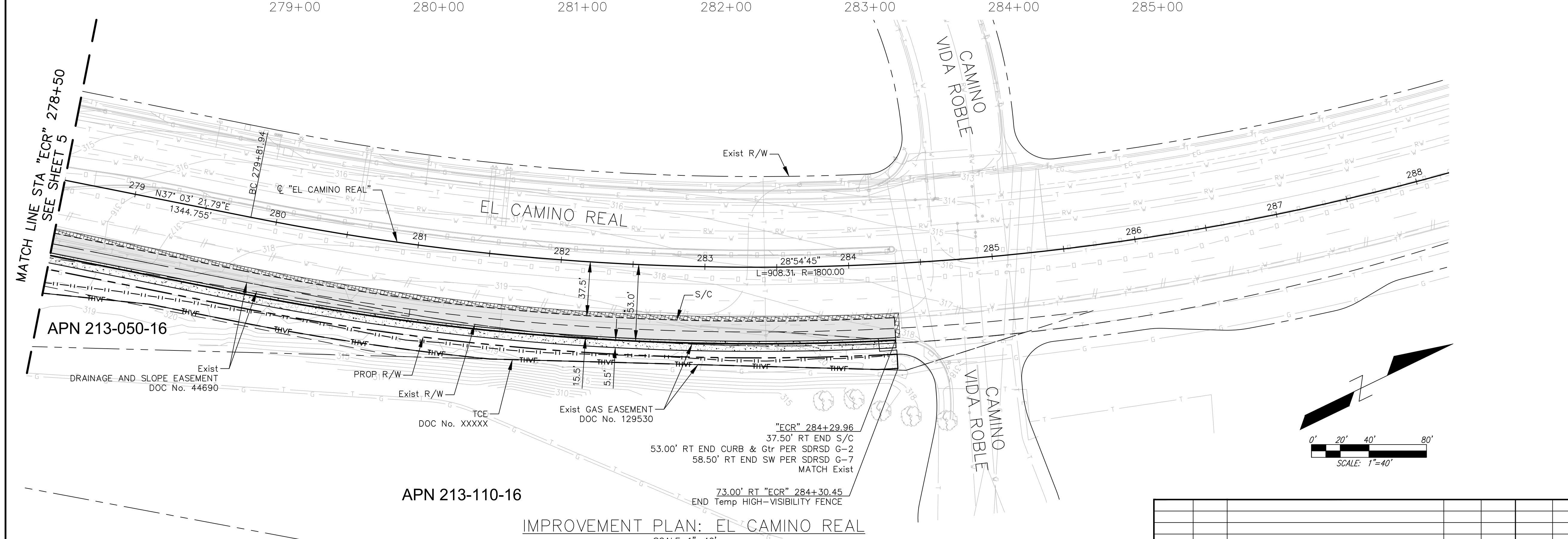
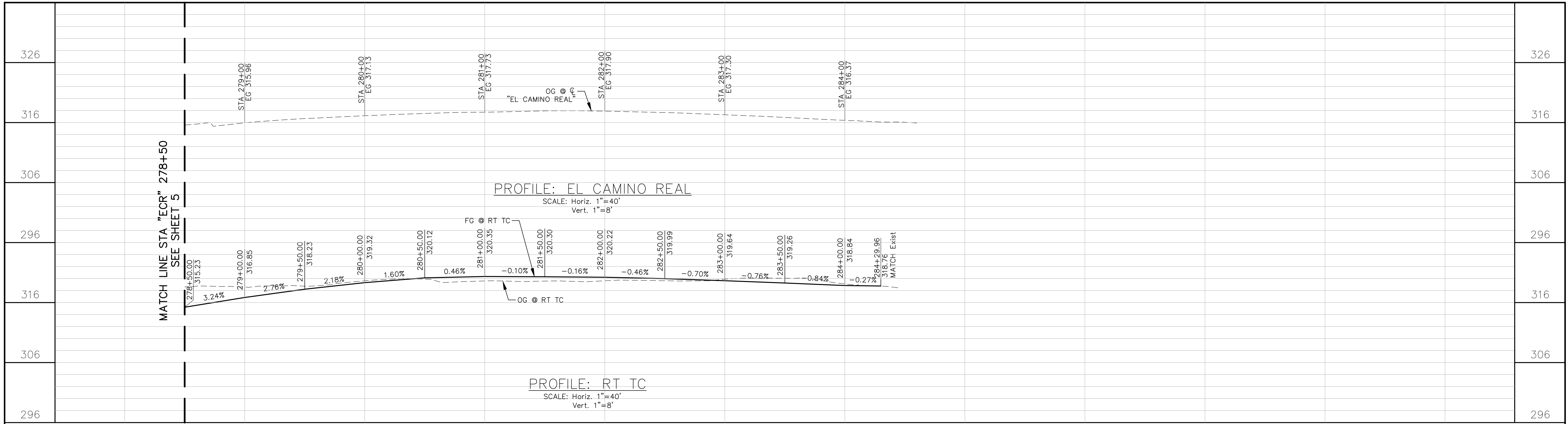
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 5	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
IMPROVEMENT PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSEIN AJUDEH		
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

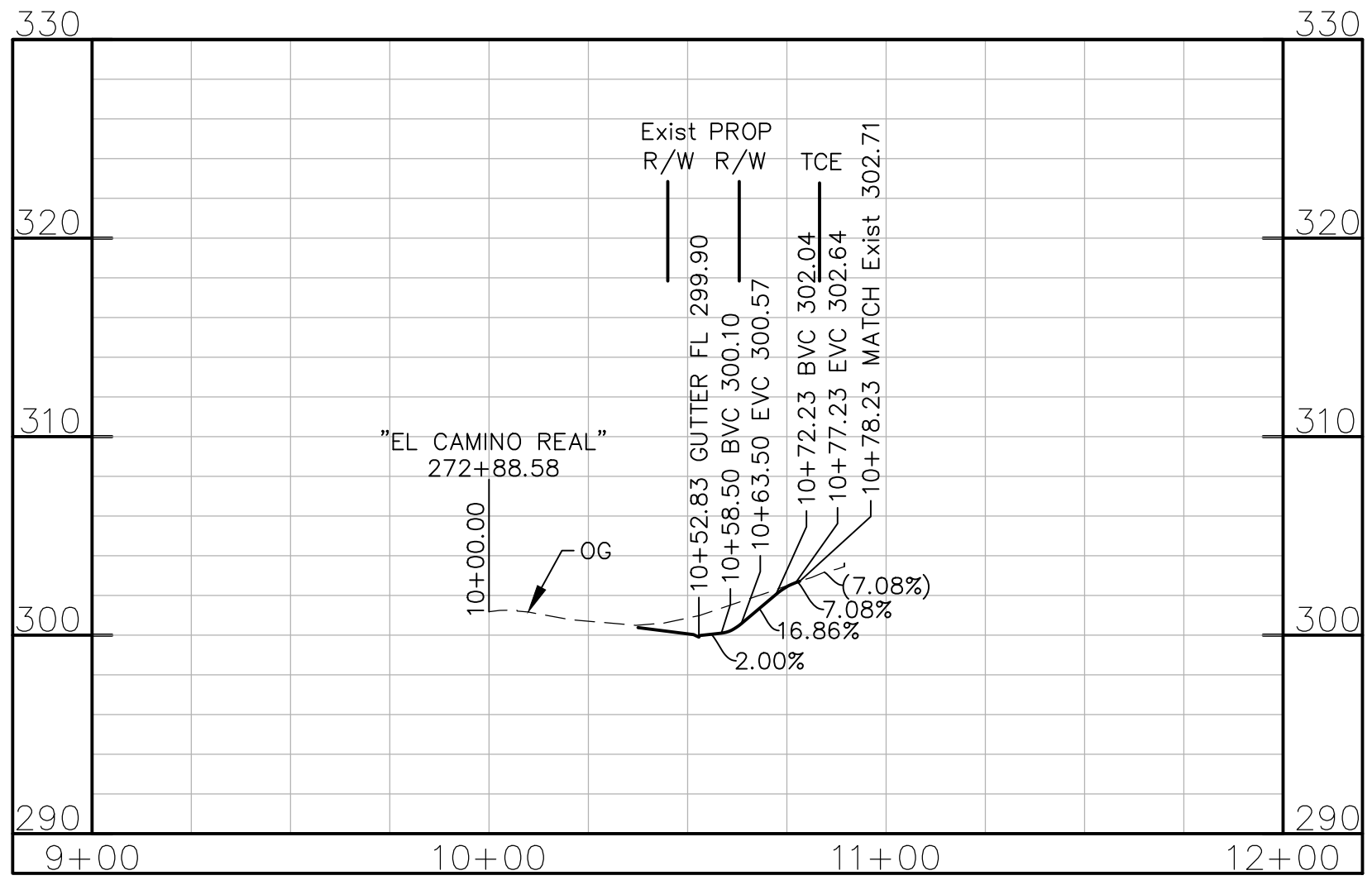
811
CALL 2 FULL WORKING DAYS
BEFORE YOU DIG

1450 PRAIRIE ROAD
SUITE 100
SAN DIEGO, CA 92108
(658) 514-8377

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 6	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
IMPROVEMENT PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____		HOSSEIN AJUDEH
ENGINEERING MANAGER RCE 75991		EXPIRES 6/20/22 DATE _____
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)



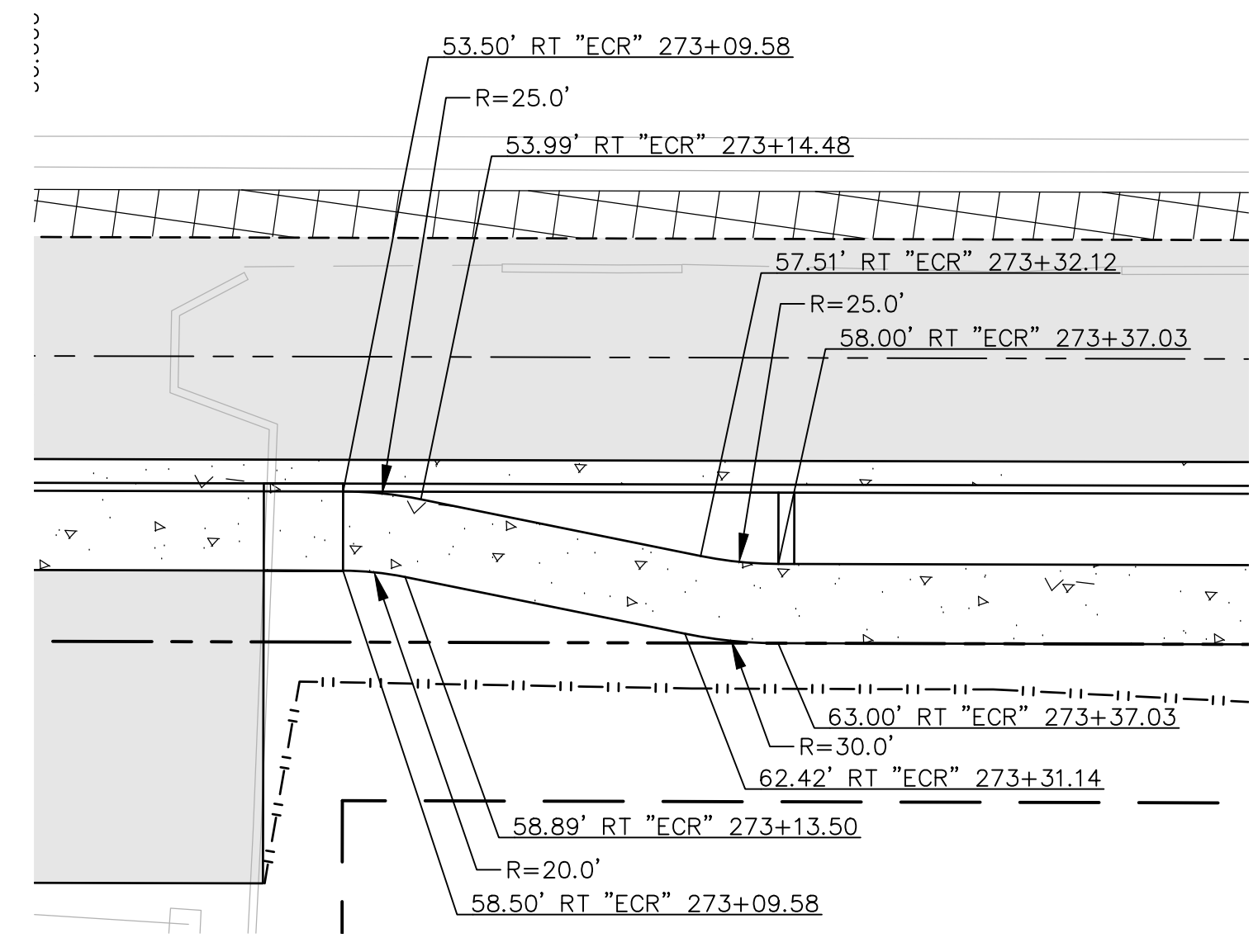
PROFILE: "DWY 272+89"

SCALE: Horiz. 1"=40'
Vert. 1"=8'

DWY SCHEDULE

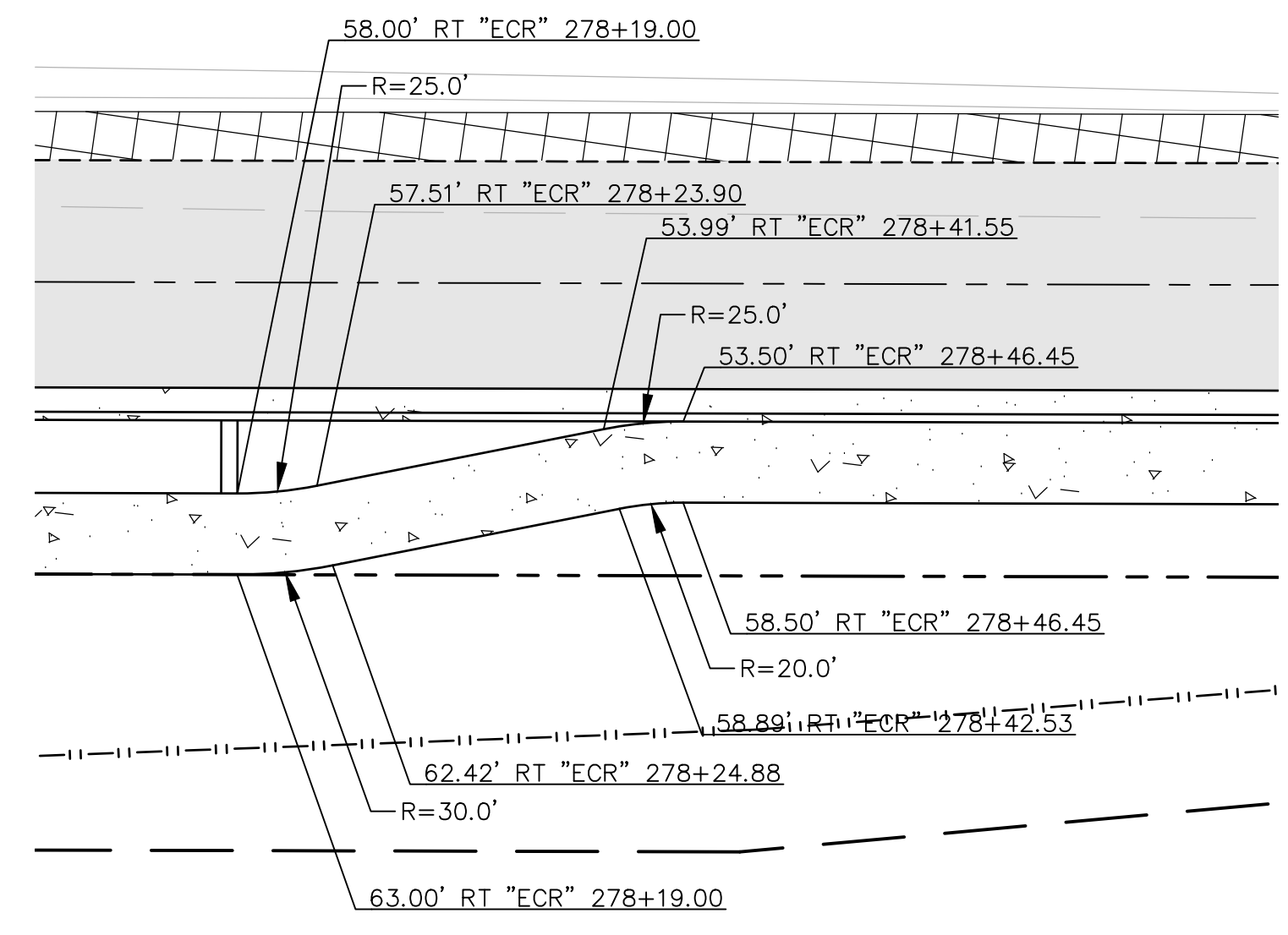
STATION	L/R	SURFACE	WIDTH (FT.)	LENGTH (FT.)	DRIVEWAY TYPE
272+89	R	AC	32.0'	15.23'	G-14D

- NOTE:
- AC DWY SHALL BE 3" AC/6" AB OVER 6" NATIVE SUBGRADE COMPACTED TO 95% RC.
 - DWY LENGTH SHALL BE MEASURED FROM R/W.



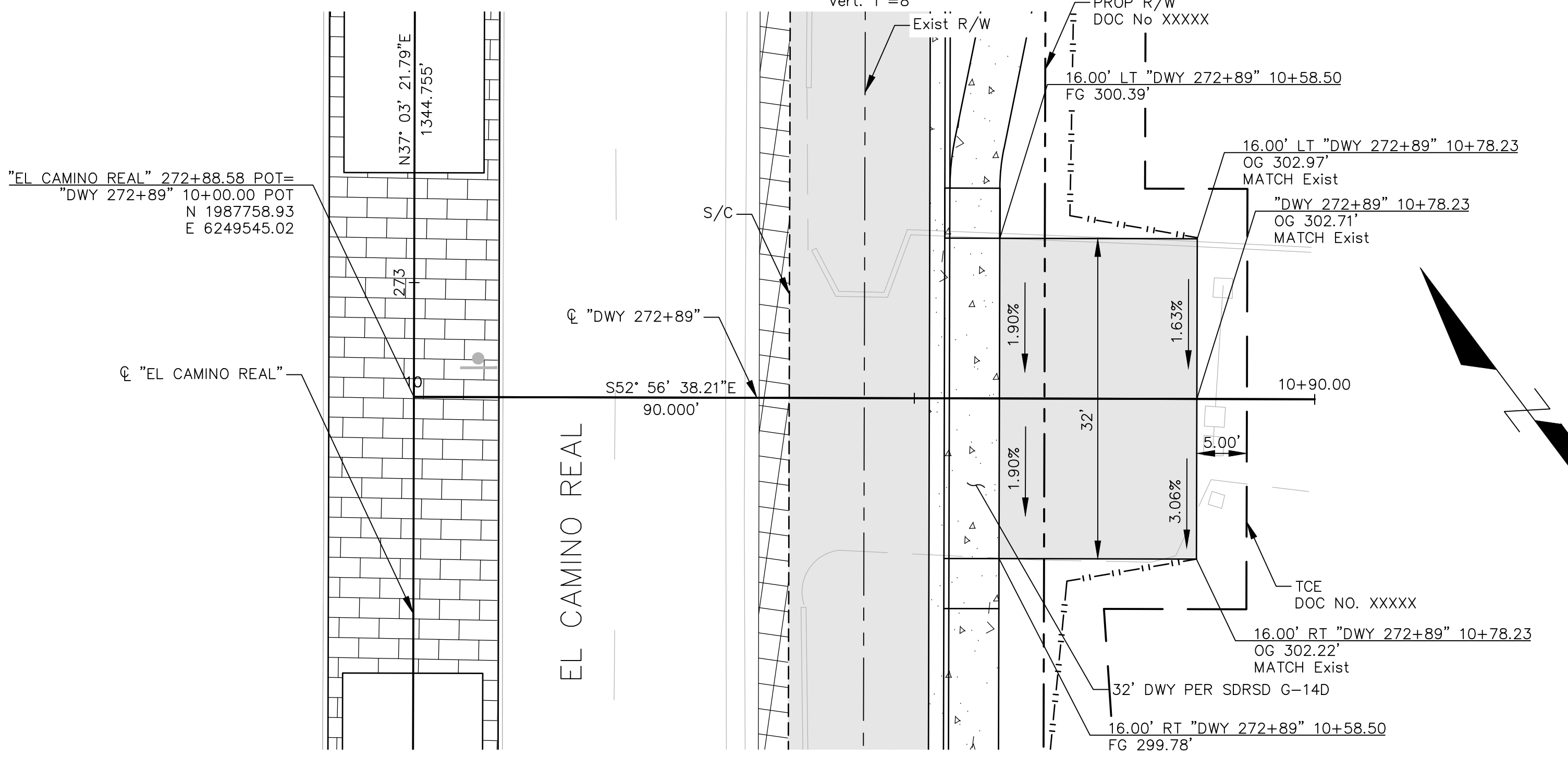
PLAN: SW TAPER STA 273

SCALE: 1"=10'



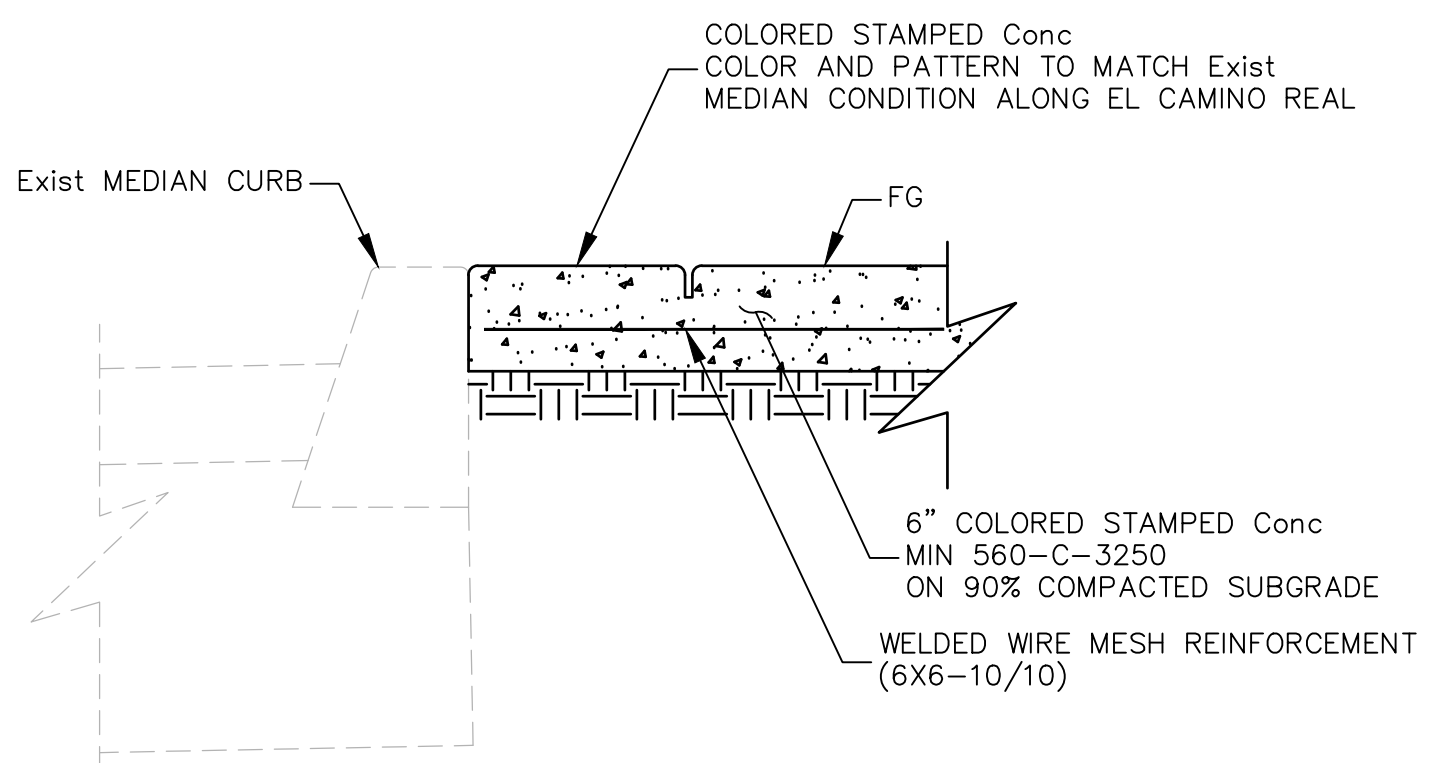
PLAN: SW TAPER STA 278

SCALE: 1"=10'



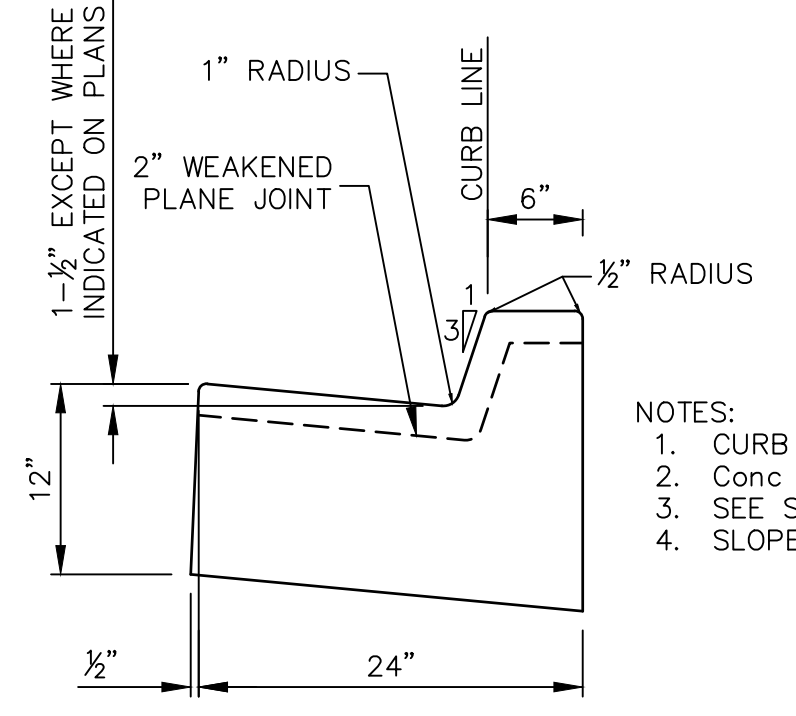
PLAN: "DWY 272+82"

SCALE: 1"=10'



COLORED STAMPED Conc MEDIAN DETAIL

NO SCALE

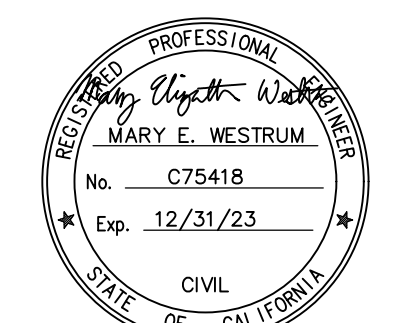
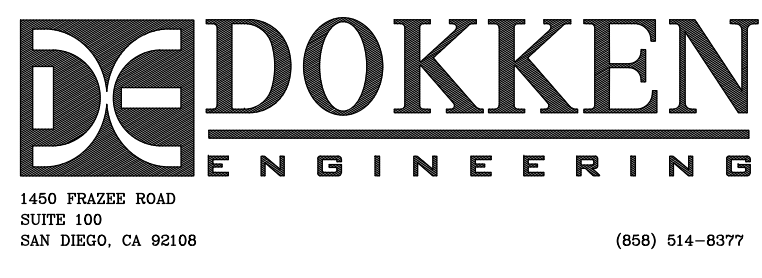
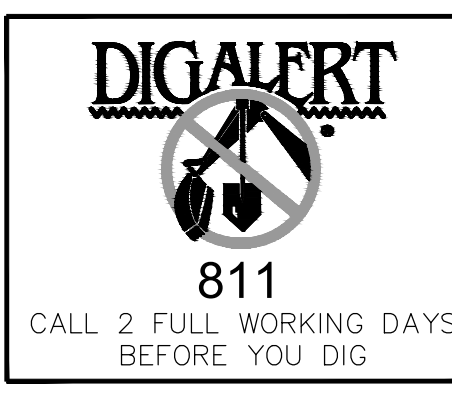


EMBEDDED MOD CURB & GUTTER DETAIL

STA 273+37.03 TO 277+39.03
NO SCALE

- NOTES:
- CURB HEIGHT IS 6"
 - CONE SHALL BE 520-C-2500.
 - SEE SDRSD G-9 AND G-10 FOR JOINT DETAILS.
 - SLOPE TOP OF CURB 2% TOWARD GUTTER.

- NOTES:
- PRIOR TO INSTALLATION, A 10' X 10' SQUARE SAMPLE SHALL BE POURED AT THE JOB SITE. THIS SAMPLE SHALL BE APPROVED BY THE CITY PRIOR TO THE INSTALLATION OF THE MEDIAN Conc.



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 7 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

CONSTRUCTION DETAILS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS

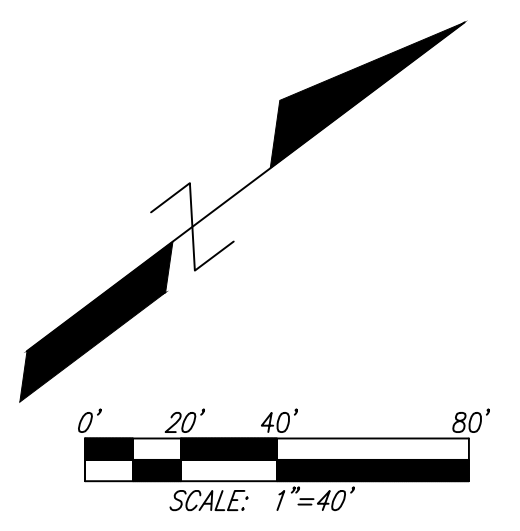
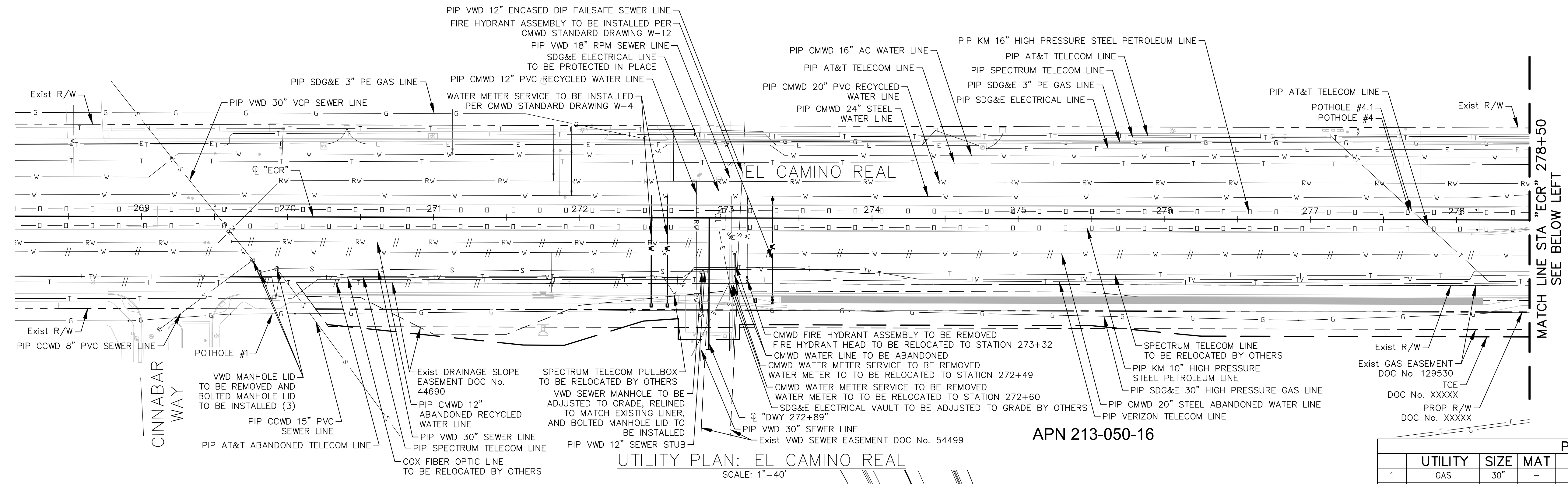
APPROVED: _____ HOSSEIN AJUDEH

ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

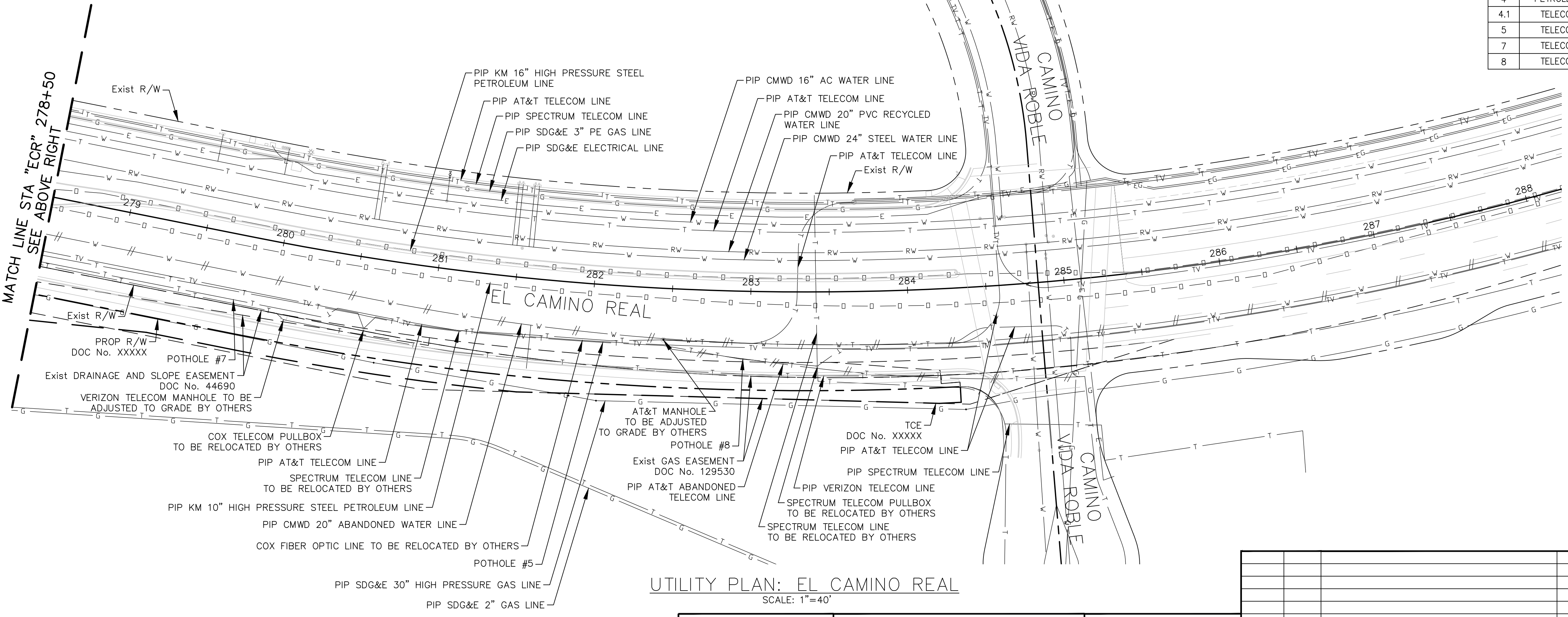
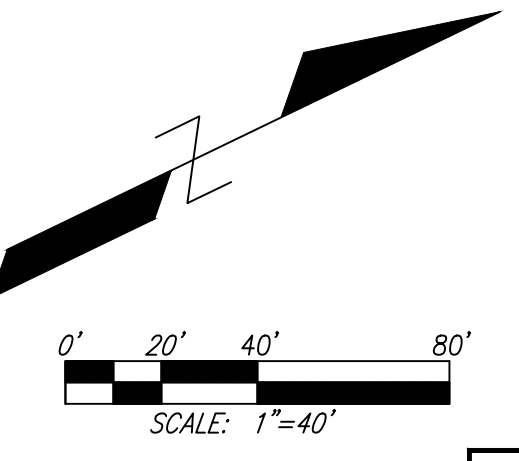
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)



POTHOLE DATA									
	UTILITY	SIZE	MAT	OWNER	LANDMARK	DIST	TOP	TE	BE
1	GAS	30"	-	SDG&E	VAULT	11.00'	12.06'	-	-
4	PETROLEUM	16"	STEEL	KM	CURB FACE	4.00'	3.60'	-	-
4.1	TELECOM	-	ENCASED	AT&T	CURB FACE	2.80'	-	0.90'	2.82'
5	TELECOM	-	ENCASED	COX	EDGE OF PAVEMENT	4.20'	-	0.30'	3.10'
7	TELECOM	-	ENCASED	AT&T	CURB FACE	0.80'	-	1.88'	4.56'
8	TELECOM	4"	PVC	AT&T	CURB FACE	3.60'	2.56'	1.88'	4.56'

GENERAL NOTES:

- AMERICAN TELEPHONE & TELEGRAPH (AT&T)
- CITY OF CARLSBAD WASTEWATER DIVISION (CCWD)
- CARLSBAD MUNICIPAL WATER DISTRICT (CMWD)
- KINDER MORGAN ENERGY PARTNERS L.P. (KM)
- SAN DIEGO GAS & ELECTRIC (SDG&E)
- VALLECITOS WATER DISTRICT (VWD)



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

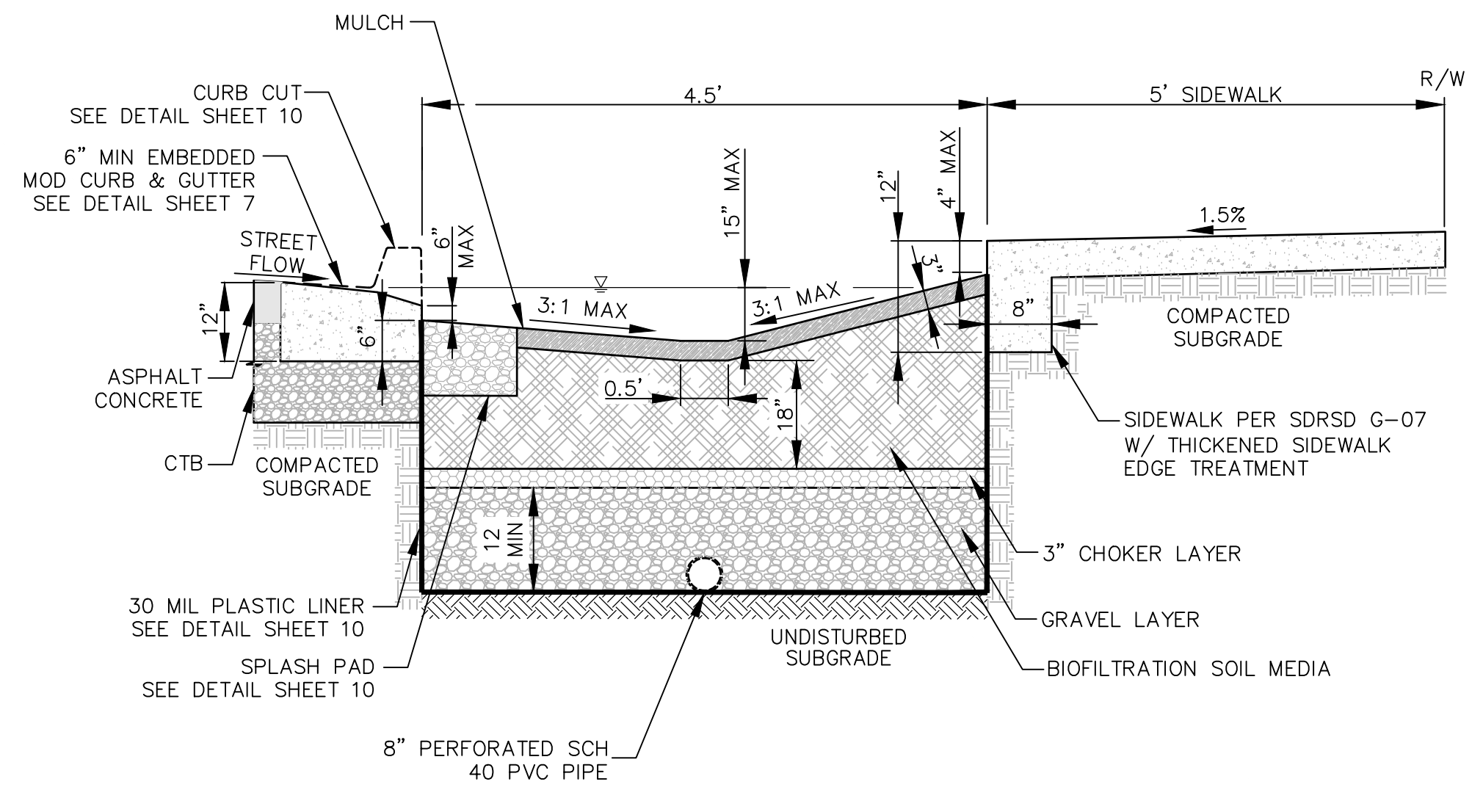
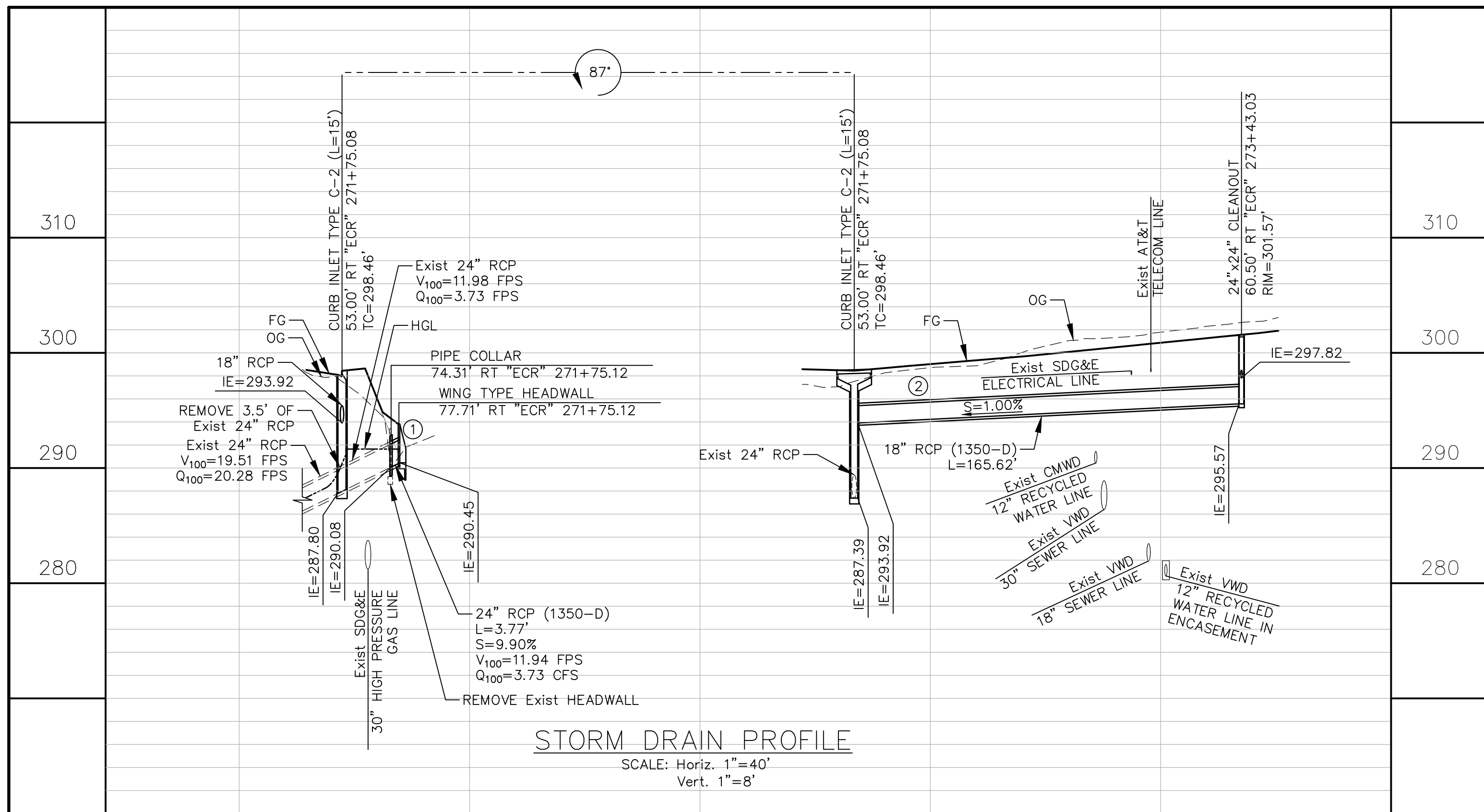
INSPECTOR _____ DATE _____

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 8	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
UTILITY PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED:	HOSSEIN AJUDEH	
ENGINEERING MANAGER	RCE 75991	EXPIRES 6/20/22 DATE _____
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

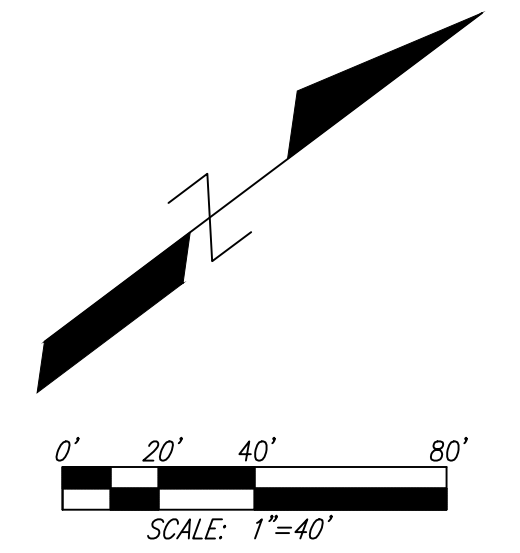
811
CALL 2 FULL WORKING DAYS
BEFORE YOU DIG

1450 PRAIRIE ROAD
SUITE 100
SAN DIEGO, CA 92168
(619) 514-8377



BIOFILTRATION BMP TYPICAL SECTION

- NOTES:**
1. PROVIDE STENCILING OR LABELING INDICATING "NO DUMPING ONLY RAIN IN THE DRAIN".
 2. FOR 8" CLEANOUT, 24"x24" CLEANOUT, OBSERVATION WELL, AND BIOFILTRATION BMP, SEE STORM DRAIN DETAIL SHEETS.
 3. CURB INLET STATION/OFFSET TAKEN AT CENTER OF STRUCTURE AT TOP OF CURB.
 4. PIPE COLLAR STATION/OFFSET TAKEN AT CENTER OF STRUCTURE.
 5. WING TYPE HEADWALL STATION/OFFSET TAKEN AT CENTER OF WALL PORTION OF STRUCTURE.
 6. BIOFILTRATION BMP CONFINED BY CURB, SIDEWALK, AND GRAVITY WALL. SEE IMPROVEMENT PLAN SHEETS.
 7. BIOFILTRATION BMP STATION/OFFSET TAKEN AT BACK OF CURB.
 8. 24"x24" CLEANOUT STATION/OFFSET TAKEN AT CENTER OF STRUCTURE.



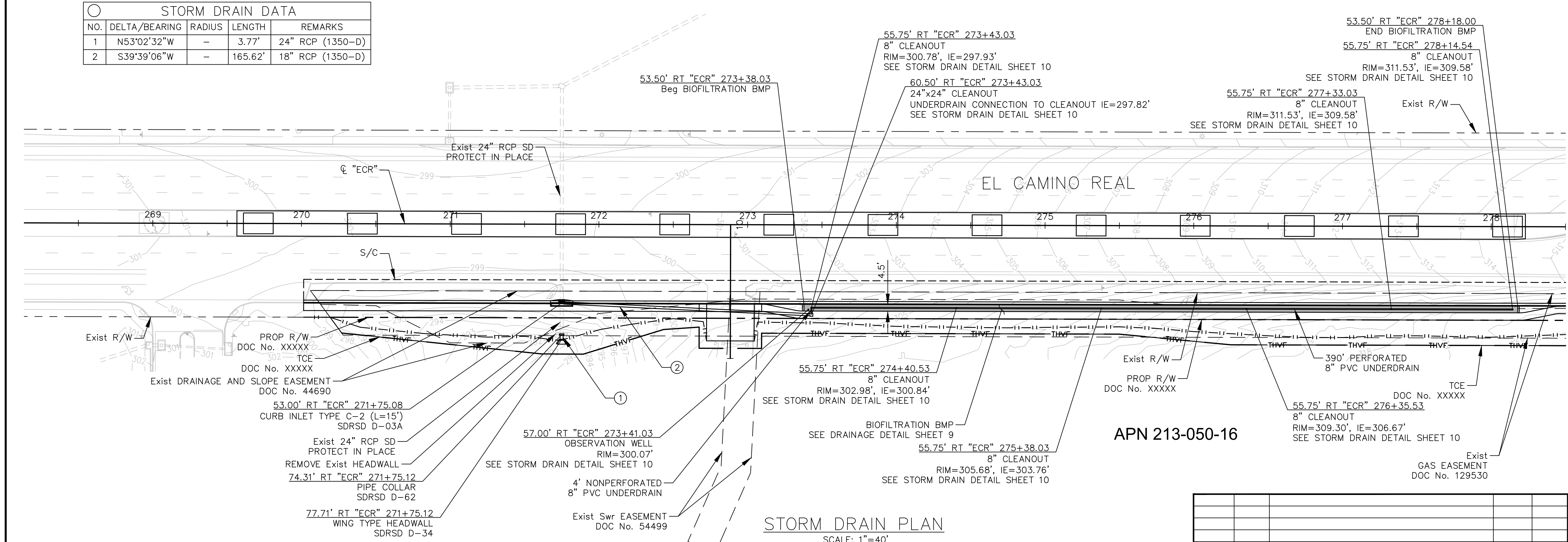
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

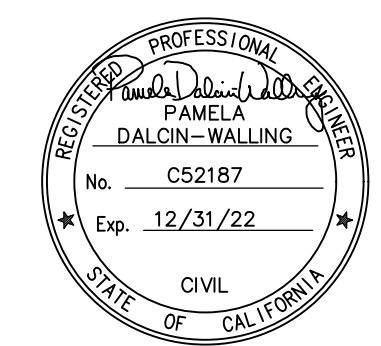
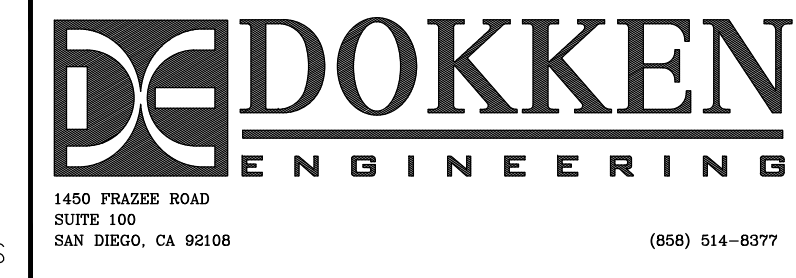
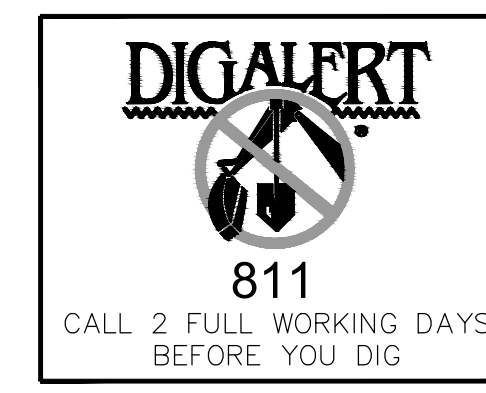
REVIEWED BY: _____

INSPECTOR _____ DATE _____

STORM DRAIN DATA				
NO.	DELTA/BEARING	RADIUS	LENGTH	REMARKS
1	N53°02'32"W	-	3.77'	24" RCP (1350-D)
2	S39°39'06"W	-	165.62'	18" RCP (1350-D)



STORM DRAIN PLAN
SCALE: 1"=40'

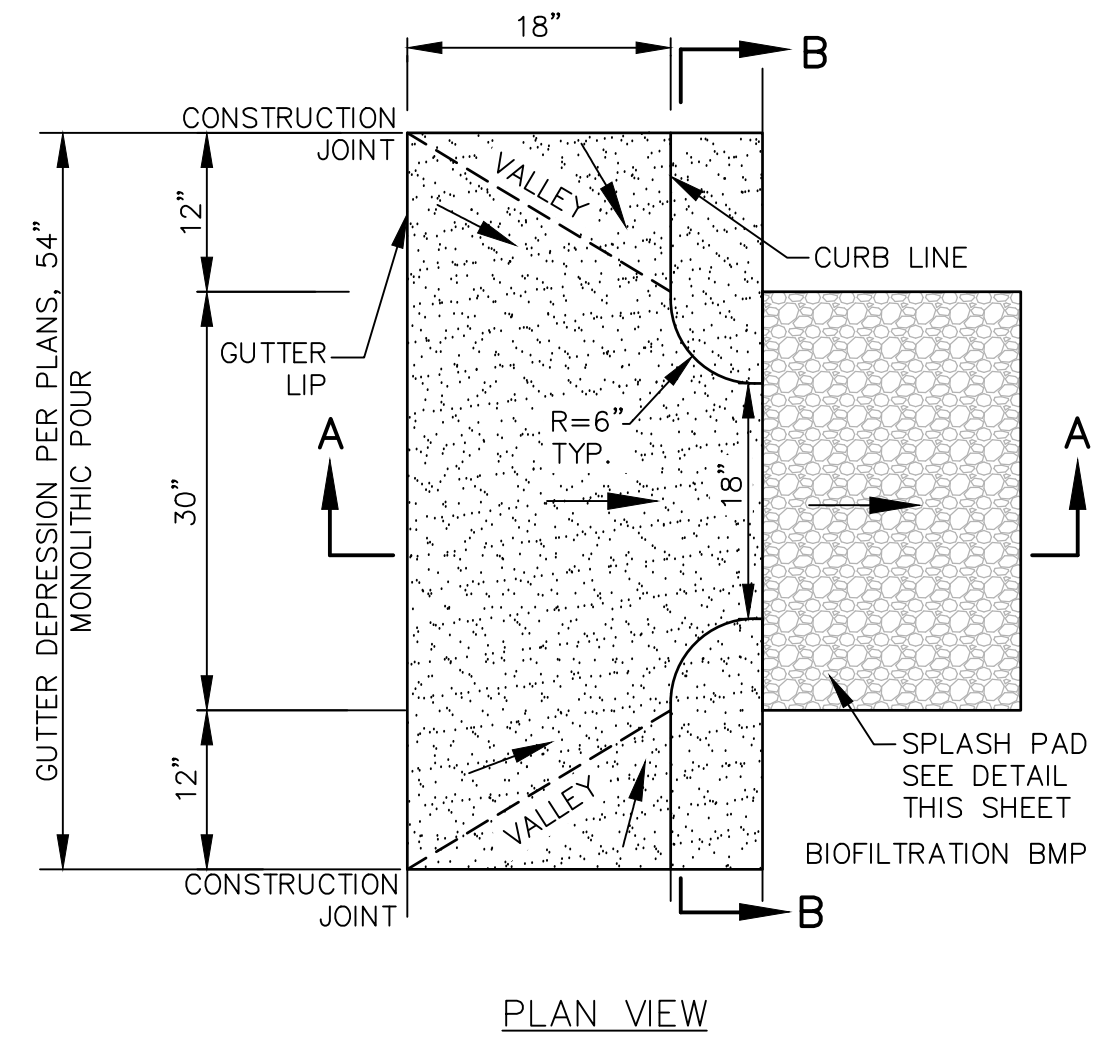
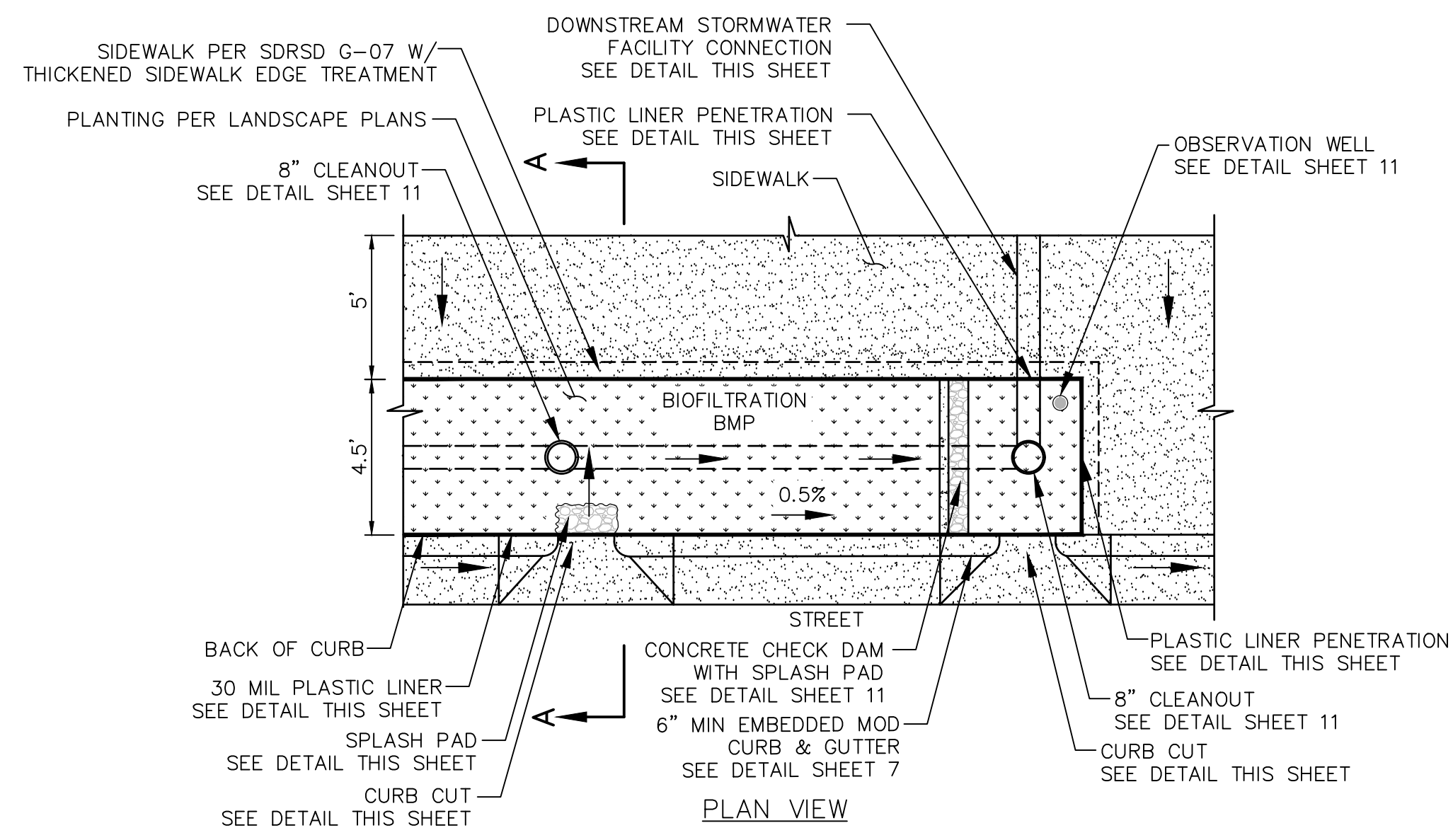


DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 9	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
STORM DRAIN PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____		HOSSEIN AJUDEH
ENGINEERING MANAGER RCE 75991		EXPIRES 6/20/22 DATE _____
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

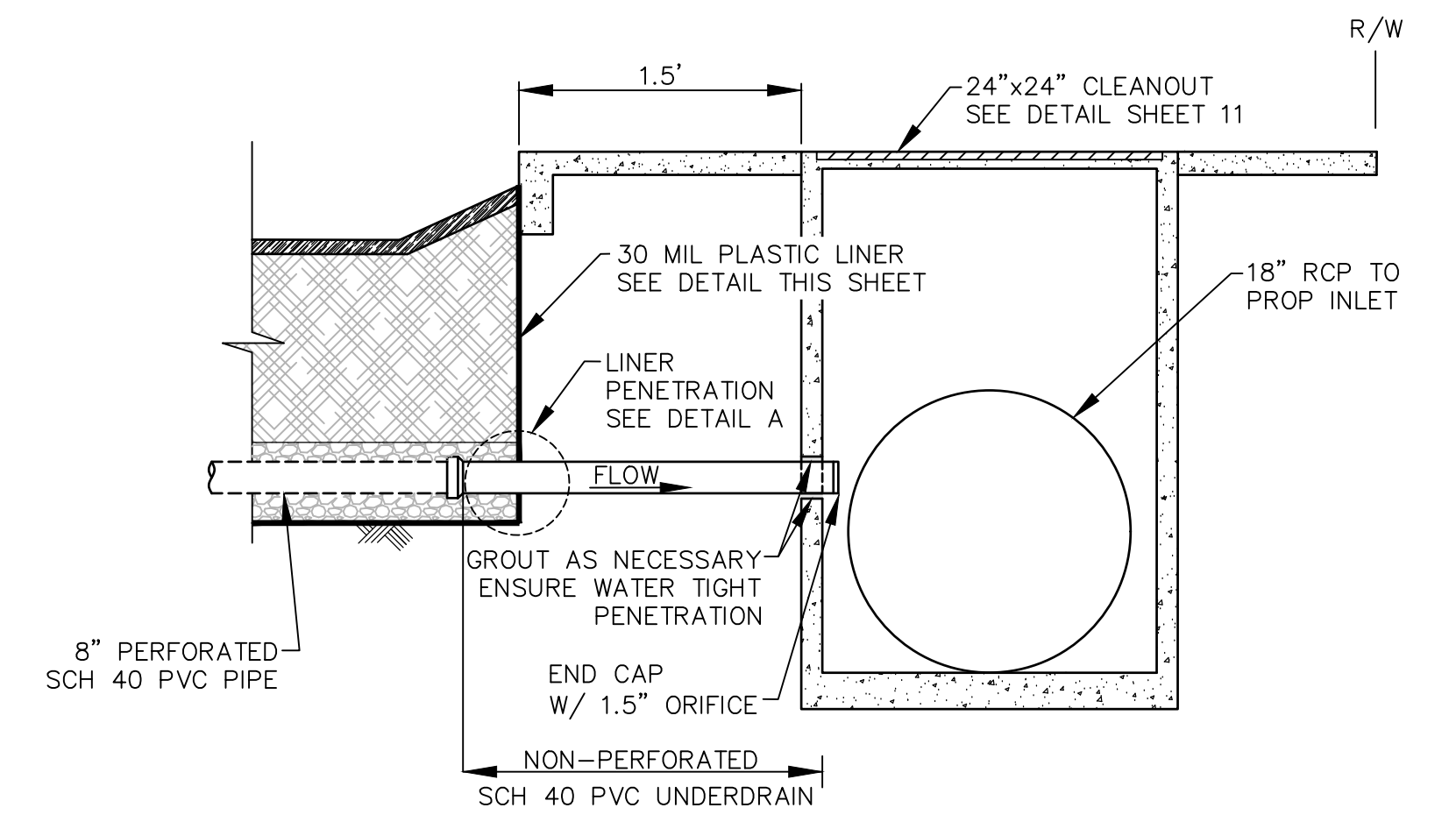
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

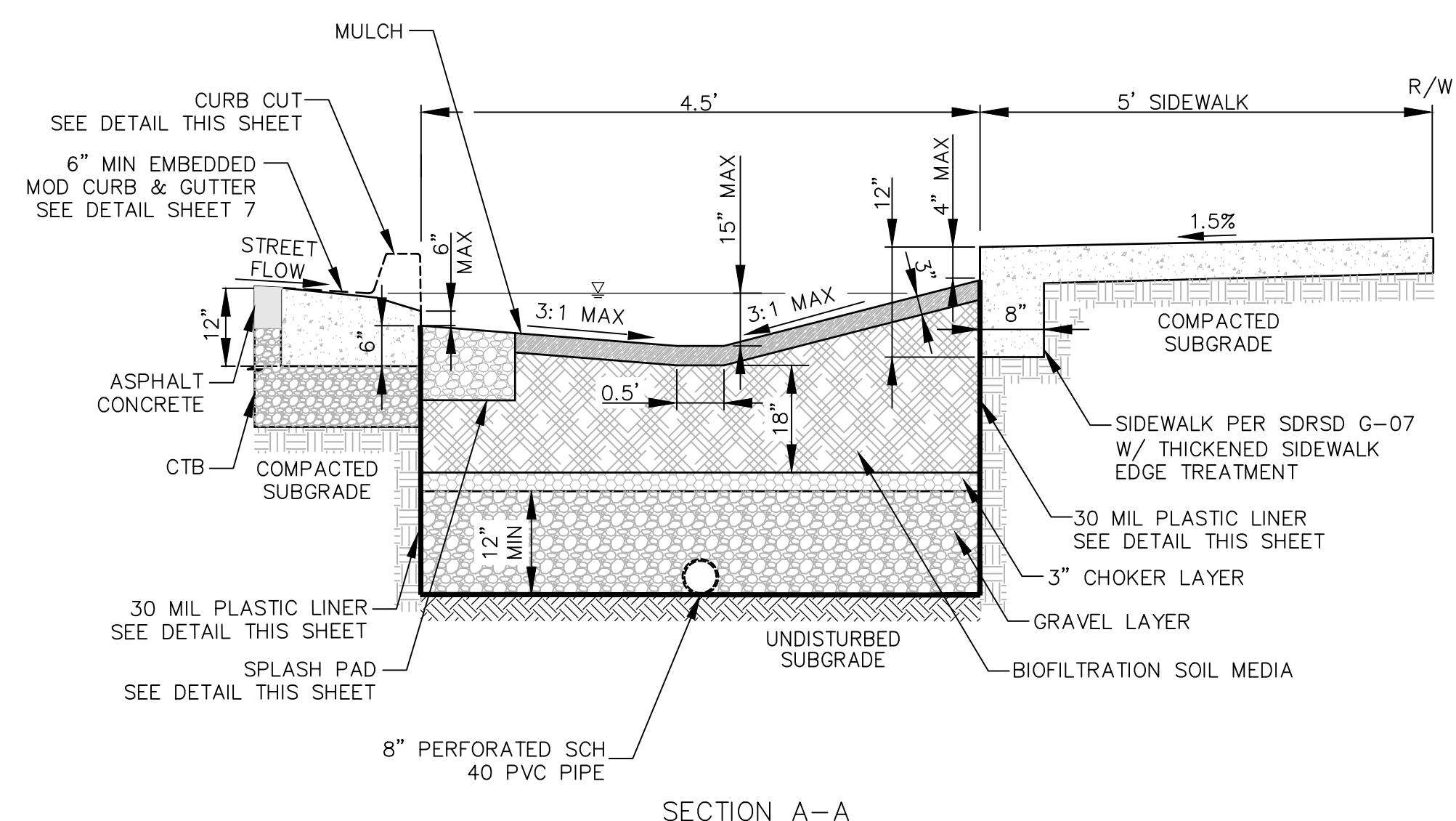


CURB CUT DATA TABLE

STATION	OFFSET	LT/RT
273+75.00 EL CAMINO REAL	53.00'	RT
274+41.00 EL CAMINO REAL	53.00'	RT
275+19.00 EL CAMINO REAL	53.00'	RT
275+98.00 EL CAMINO REAL	53.00'	RT
276+64.00 EL CAMINO REAL	53.00'	RT
277+41.00 EL CAMINO REAL	53.00'	RT
278+16.00 EL CAMINO REAL	53.00'	RT

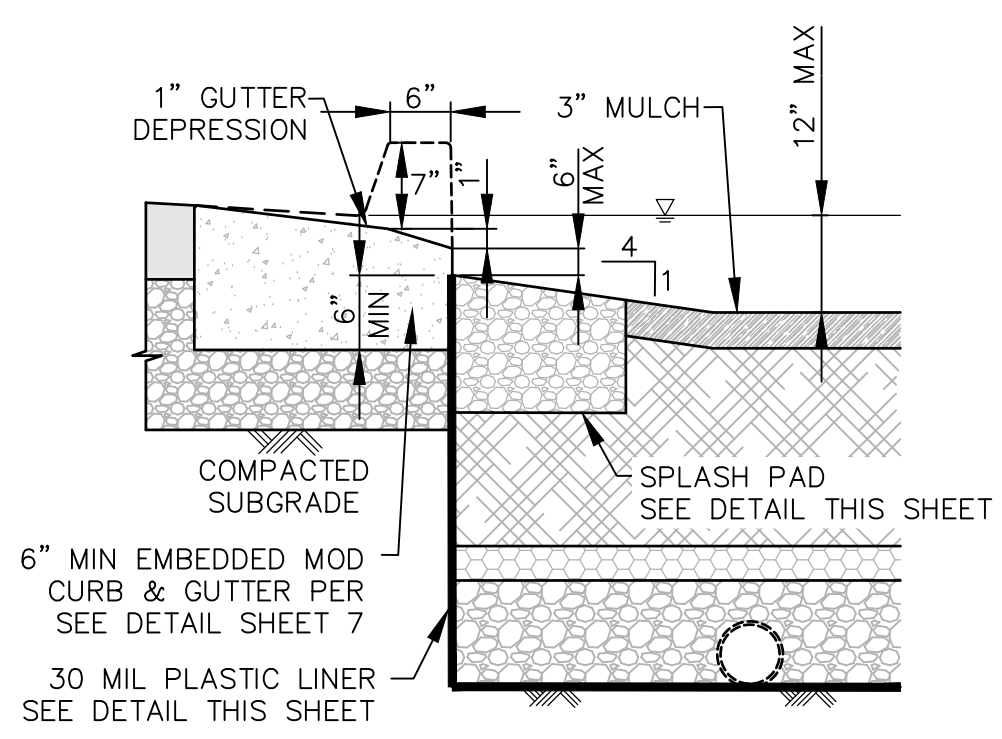


UNDERDRAIN CONNECTION TO CLEANOUT



SECTION A-A

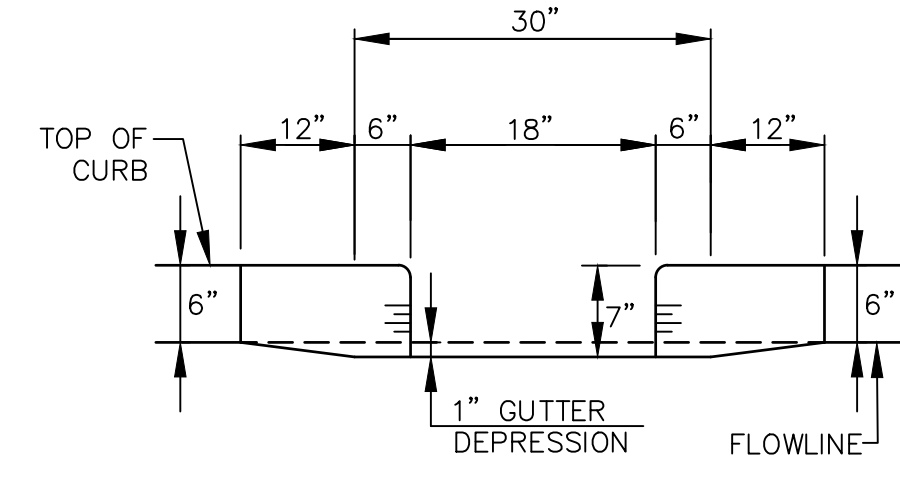
BIOFILTRATION BMP
NOT TO SCALE



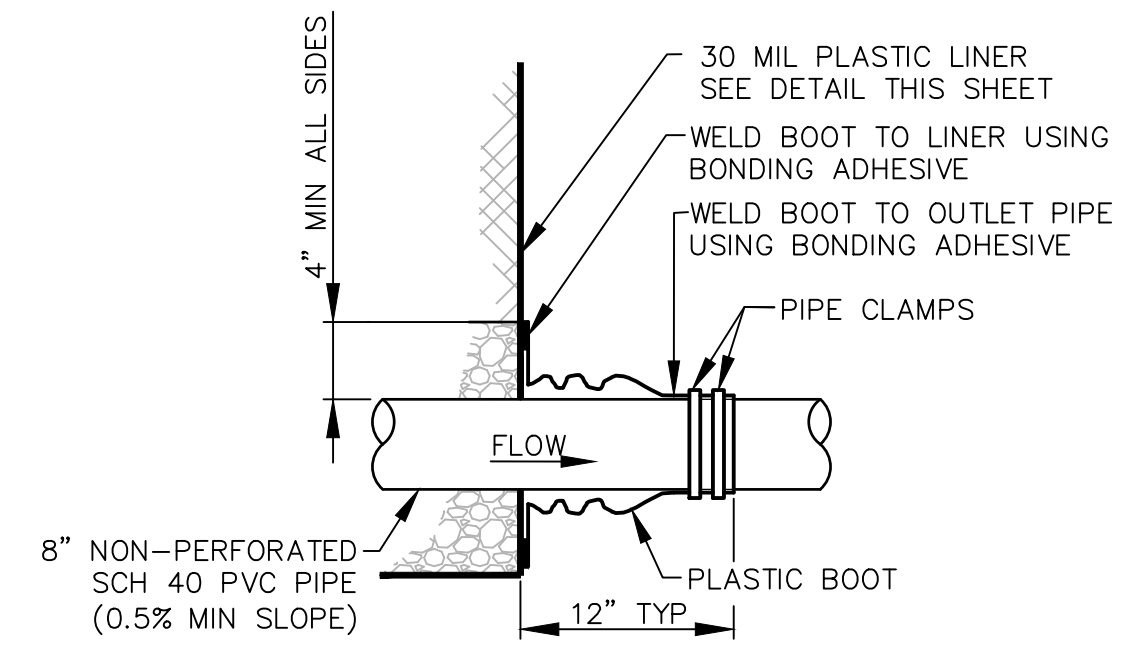
SECTION A-A

NOTE:
CURB CUT STATION/OFFSET TAKEN AT CENTER OF CUT AT PROJECTED TOP OF CURB LINE.

CURB CUT
NOT TO SCALE

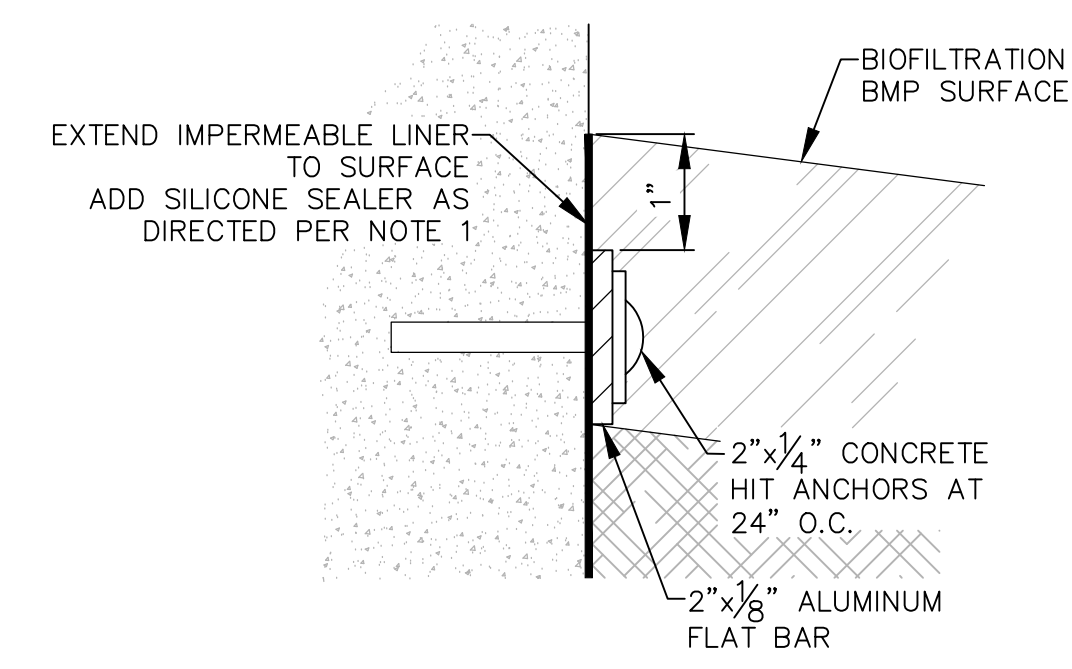


SECTION B-B



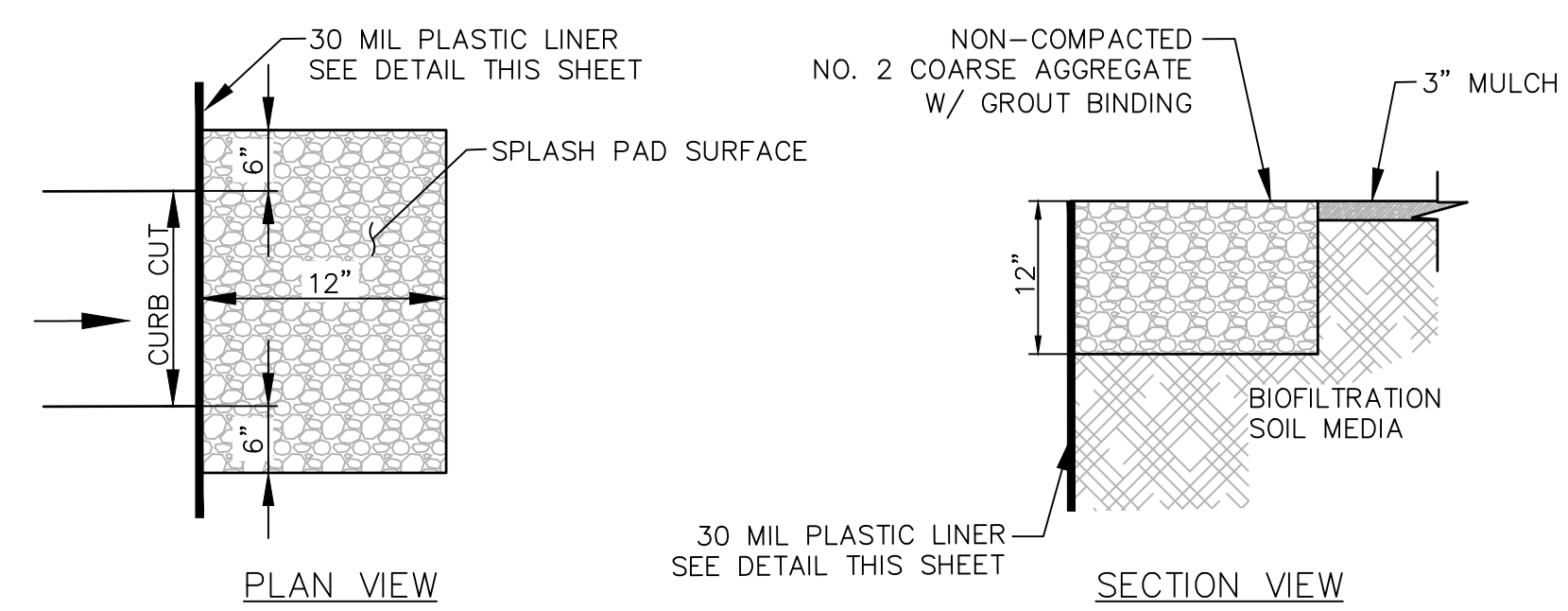
DETAIL A
LINER PENETRATION

DOWNSTREAM STORMWATER FACILITY
CONNECTION DETAIL
NOT TO SCALE



IMPERMEABLE LINER
FASTENING DETAIL
NOT TO SCALE

- NOTES:
- ON CLEAN CONCRETE SURFACE, ADHERE LINER TO CONCRETE WITH SILICONE SEALANT OR EQUIVALENT PER MANUFACTURER RECOMMENDATIONS TO TOP 1/2" OF LINER.
 - SECURE LINER TO CONCRETE WITH 2" ALUMINUM OR STAINLESS STEEL FLAT BAR AS DIRECTED PER PLAN.
 - AS AN ALTERNATIVE, HIT ANCHORS CAN BE SUBSTITUTED WITH STAINLESS STEEL ANCHORS AT 24" O.C. OR POWDER ACTUATED FASTENERS AT 12" O.C.
 - TRIM EXCESS LINER TO BE FLUSH WITH SURFACE ELEVATION.
 - CONTRACTOR MEANS AND METHODS SHOULD AVOID/MINIMIZE WRINKLES TO THE LINER.



SPLASH PAD
NOT TO SCALE

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 10 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

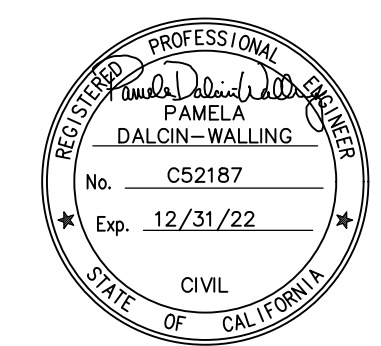
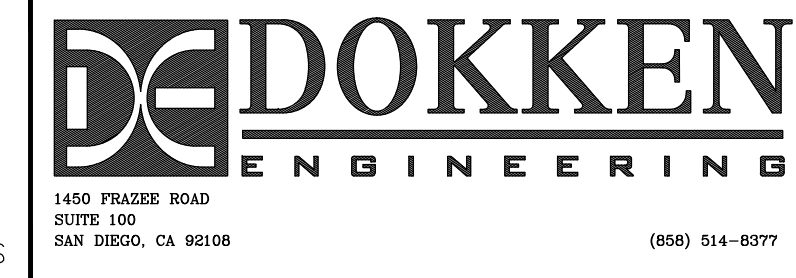
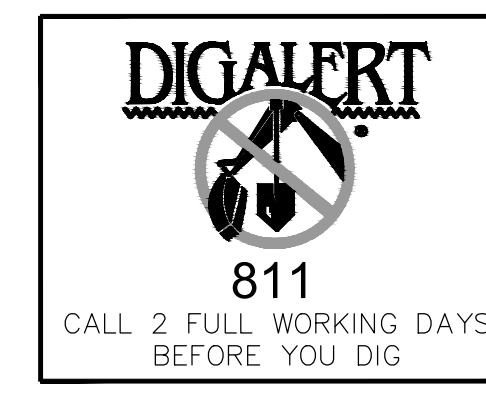
STORM DRAIN DETAILS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS

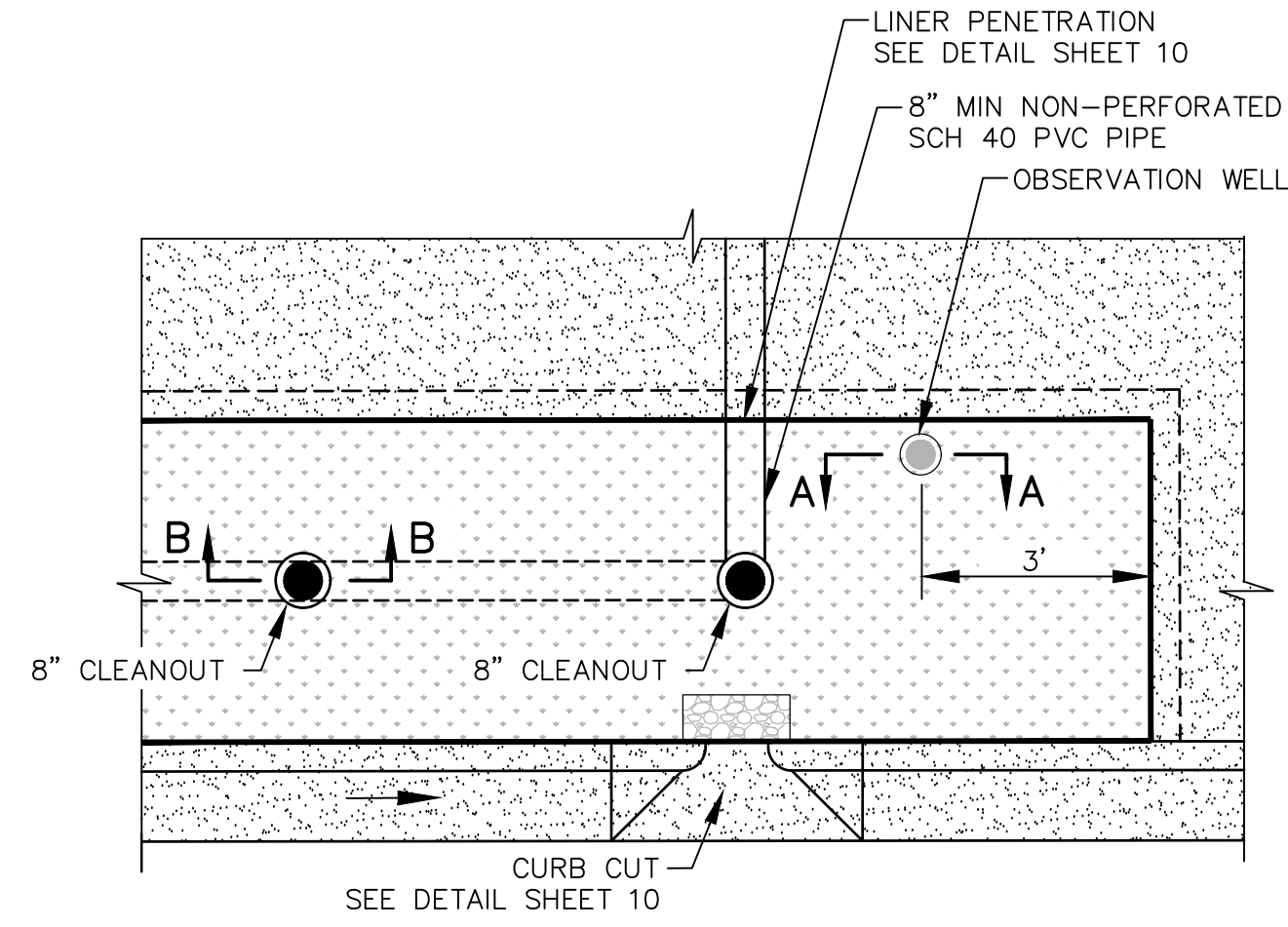
APPROVED: _____ HOSSEIN AJUDEH

ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

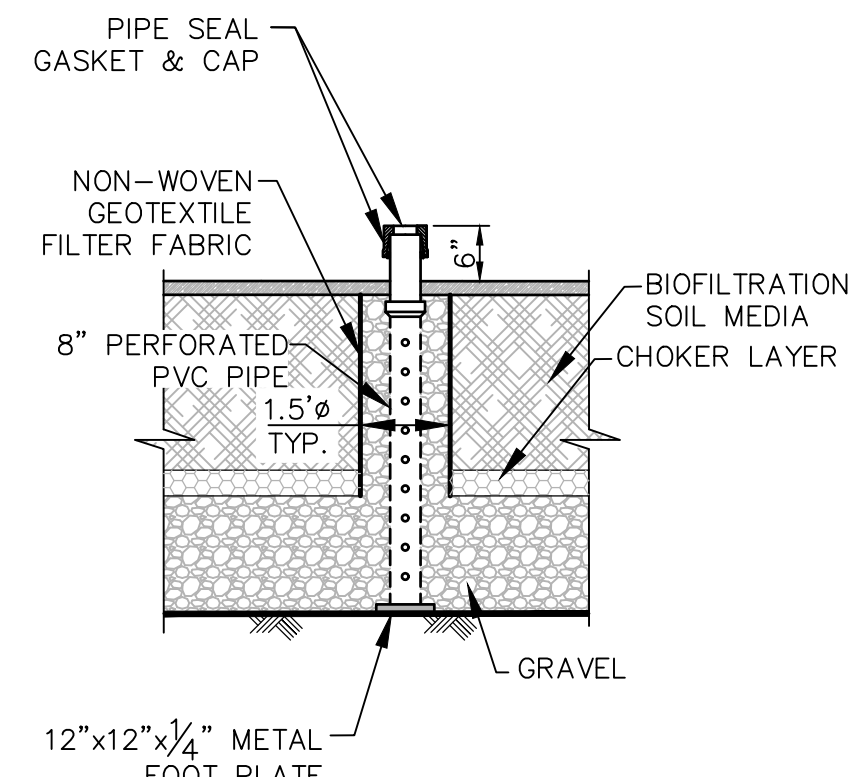
DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

DATE	INITIAL	DATE	INITIAL

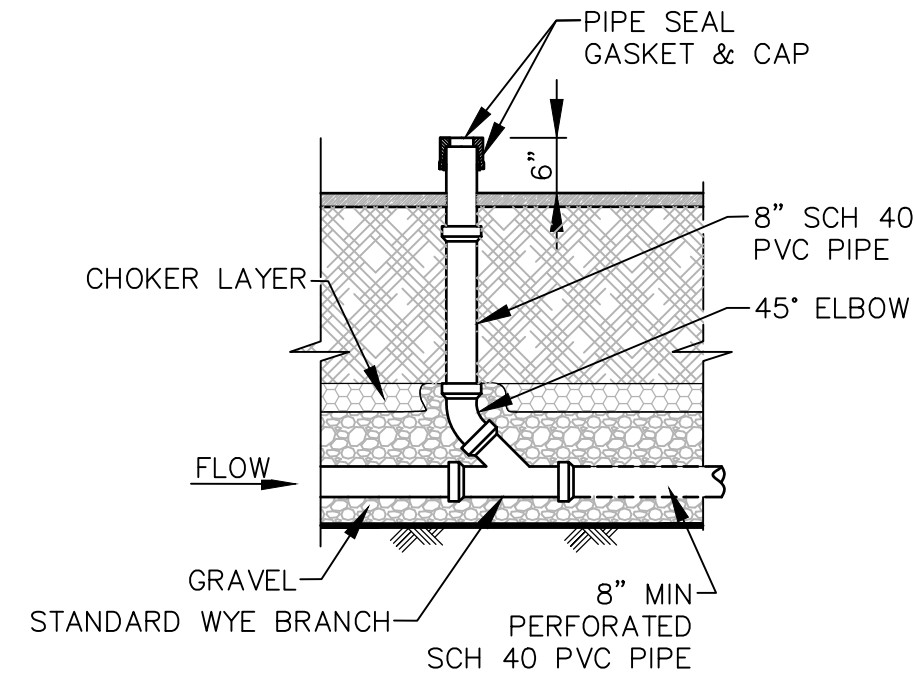




PLAN VIEW

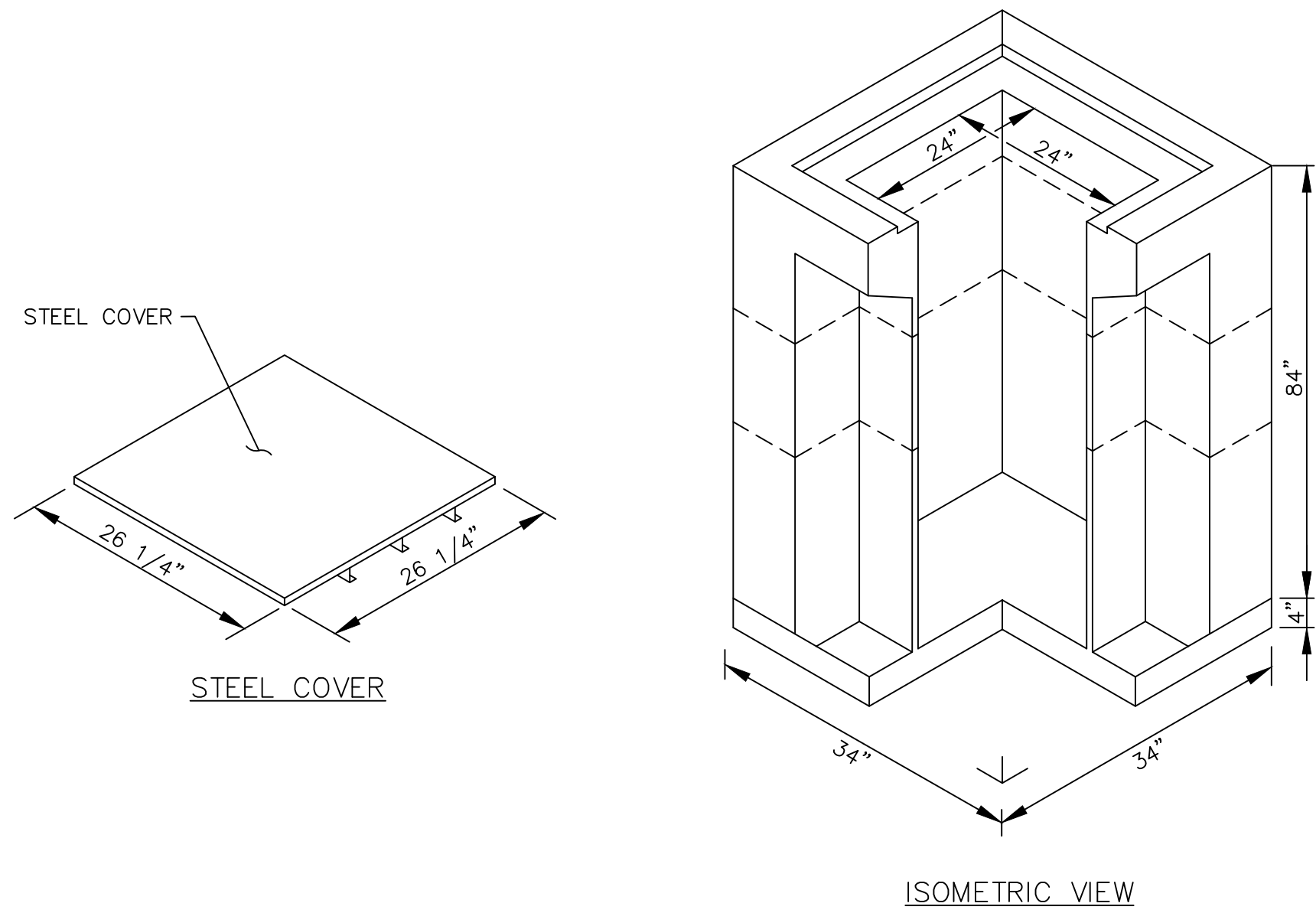


OBSERVATION WELL SECTION A-A



8\"/>

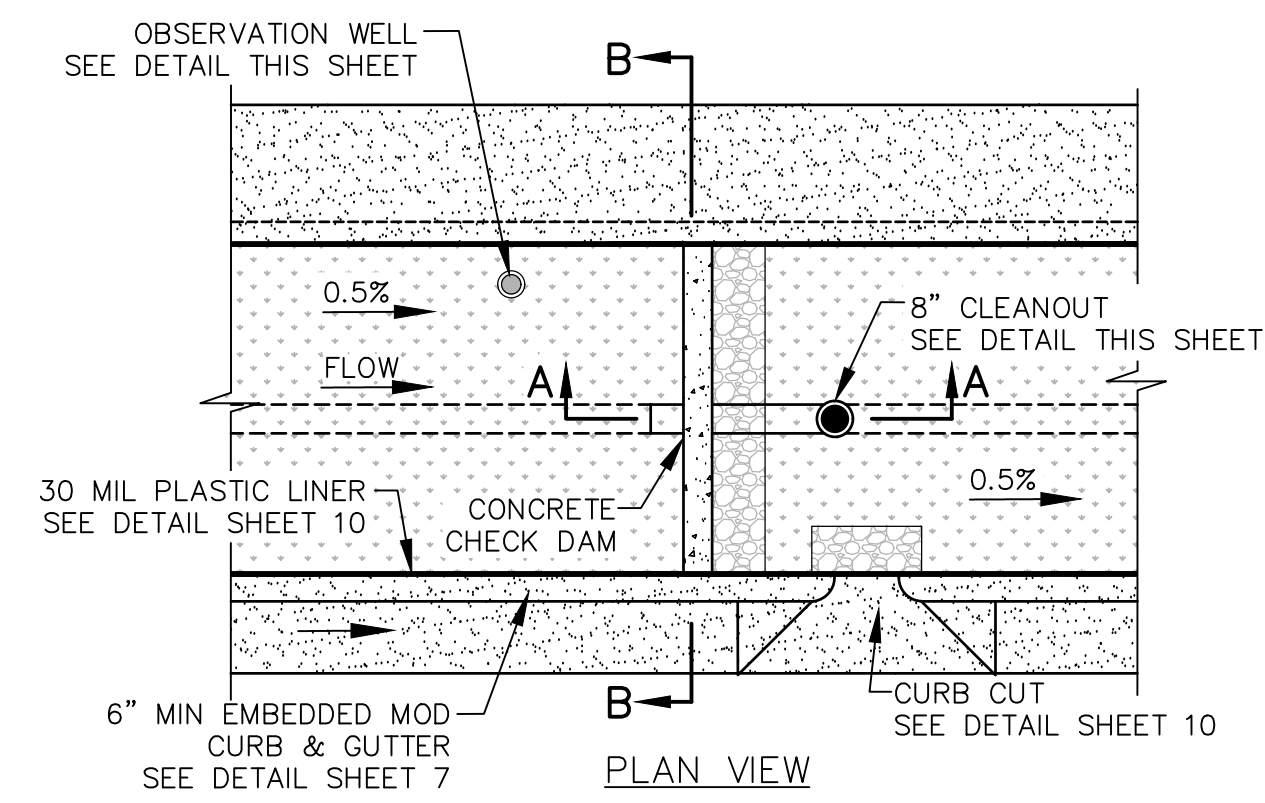
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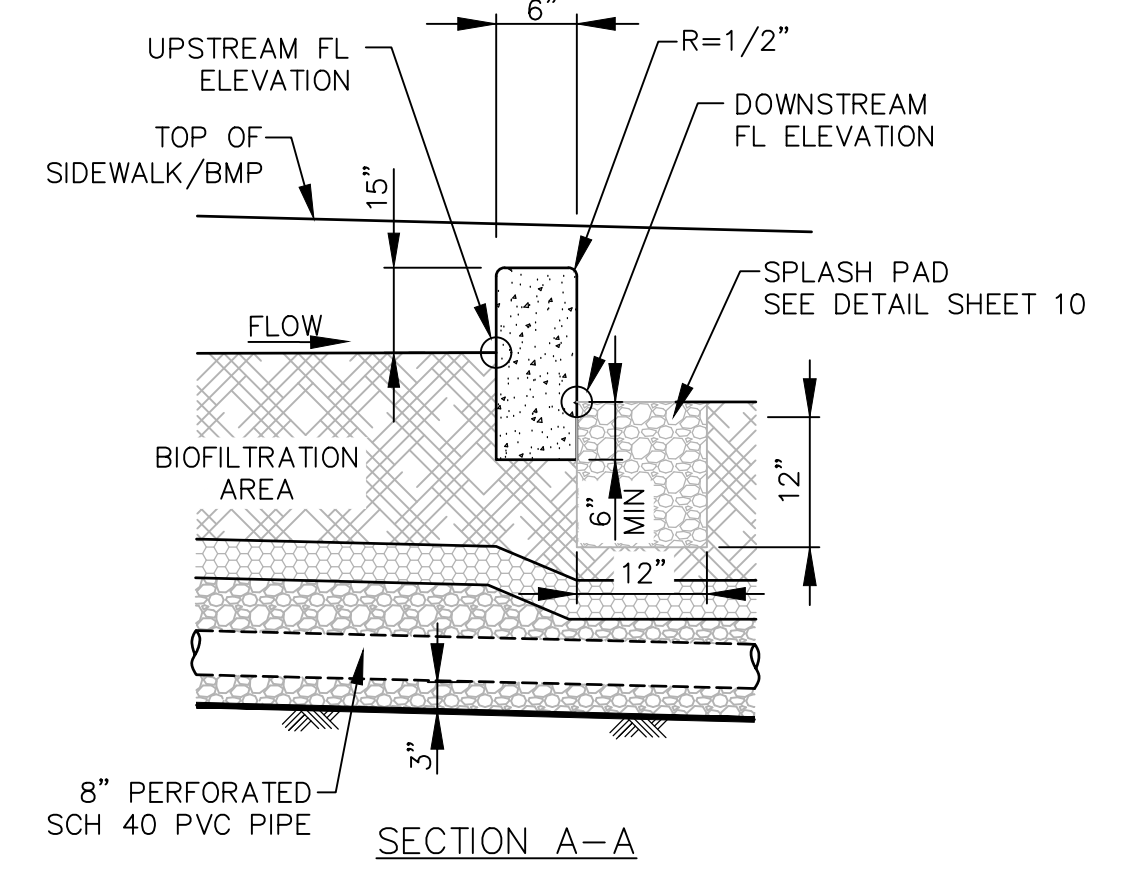
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BIOFILTRATION BMP GRADING AND CHECK DAM DATA TABLE

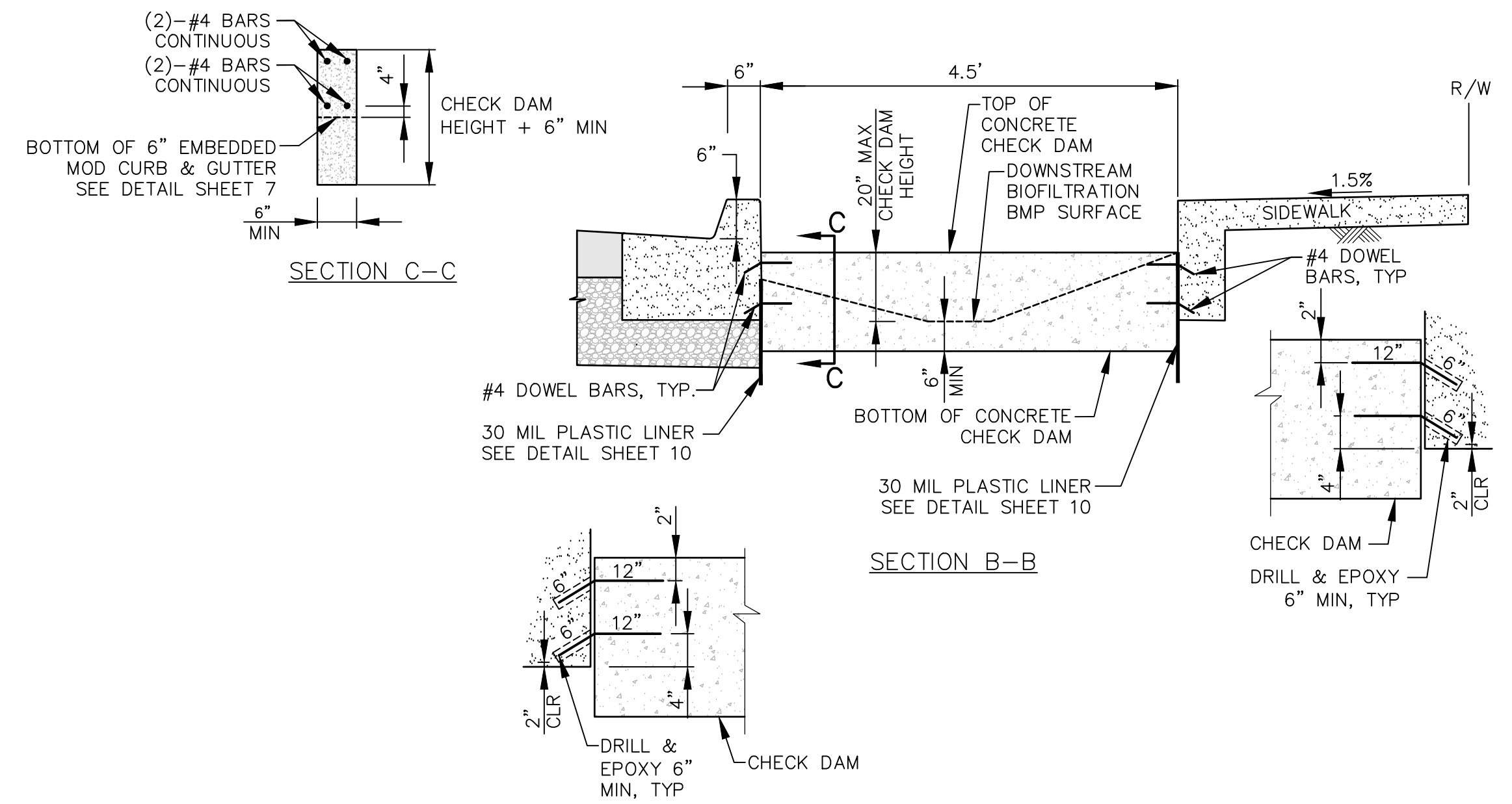
STATION	OFFSET	LT/RT	UPSTREAM FL EL	DOWNSTREAM FL EL
273+59.00 EL CAMINO REAL	55.75'	RT	300.27'	299.94'
273+77.00 EL CAMINO REAL	55.75'	RT	300.70'	300.36'
273+95.00 EL CAMINO REAL	55.75'	RT	301.13'	300.79'
274+12.00 EL CAMINO REAL	55.75'	RT	301.54'	301.22'
274+29.00 EL CAMINO REAL	55.75'	RT	301.96'	301.63'
274+46.00 EL CAMINO REAL	55.75'	RT	302.37'	302.05'
274+63.00 EL CAMINO REAL	55.75'	RT	302.84'	302.46'
274+80.00 EL CAMINO REAL	55.75'	RT	303.33'	302.93'
274+97.00 EL CAMINO REAL	55.75'	RT	303.82'	303.42'
275+09.00 EL CAMINO REAL	55.75'	RT	304.20'	303.88'
275+21.00 EL CAMINO REAL	55.75'	RT	304.58'	304.26'
275+33.00 EL CAMINO REAL	55.75'	RT	304.96'	304.64'
275+45.00 EL CAMINO REAL	55.75'	RT	305.34'	305.02'
275+58.00 EL CAMINO REAL	55.75'	RT	305.73'	305.41'
275+72.00 EL CAMINO REAL	55.75'	RT	306.13'	305.80'
275+86.00 EL CAMINO REAL	55.75'	RT	306.50'	306.20'
276+00.00 EL CAMINO REAL	55.75'	RT	306.93'	306.57'
276+13.00 EL CAMINO REAL	55.75'	RT	307.33'	307.00'
276+26.00 EL CAMINO REAL	55.75'	RT	307.73'	307.40'
276+39.00 EL CAMINO REAL	55.75'	RT	308.13'	307.80'
276+52.00 EL CAMINO REAL	55.75'	RT	308.53'	308.20'
276+66.00 EL CAMINO REAL	55.75'	RT	308.92'	308.60'
276+80.00 EL CAMINO REAL	55.75'	RT	309.32'	308.99'
276+94.00 EL CAMINO REAL	55.75'	RT	309.72'	309.39'
277+10.00 EL CAMINO REAL	55.75'	RT	310.13'	309.80'
277+28.00 EL CAMINO REAL	55.75'	RT	310.55'	310.22'
277+46.00 EL CAMINO REAL	55.75'	RT	310.98'	310.64'
277+63.00 EL CAMINO REAL	55.75'	RT	311.40'	311.07'
277+80.00 EL CAMINO REAL	55.75'	RT	311.82'	311.49'
277+97.00 EL CAMINO REAL	55.75'	RT	312.25'	311.91'



PLAN VIEW



SECTION A-A



SECTION B-B

NOTES:

1. CHECK DAM STATION/OFFSET TAKEN AT CENTER OF STRUCTURE.
2. CONCRETE CHECK DAM SHALL BE A CONTINUOUS POUR (NO JOINTS).
3. CONCRETE SHALL BE 560-C-3250.

CONCRETE CHECK DAM
NOT TO SCALE

"AS BUILT"		
P.E.	EXP.	DATE
REVIEWED BY:		
INSPECTOR	DATE	

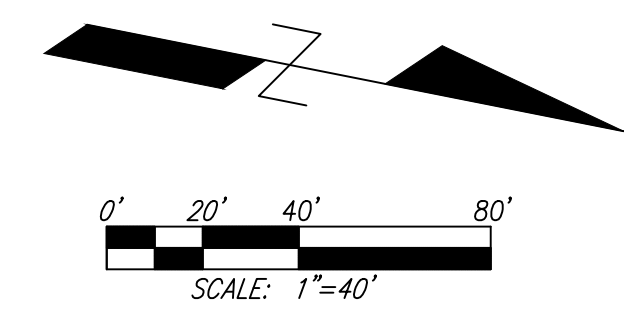
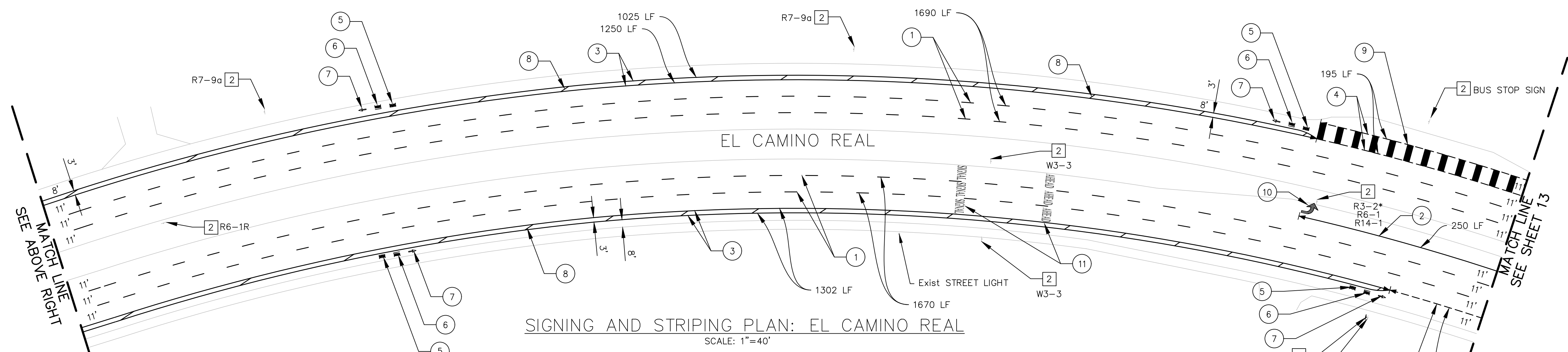
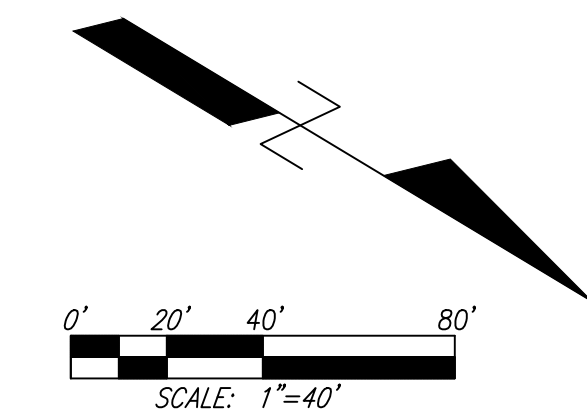
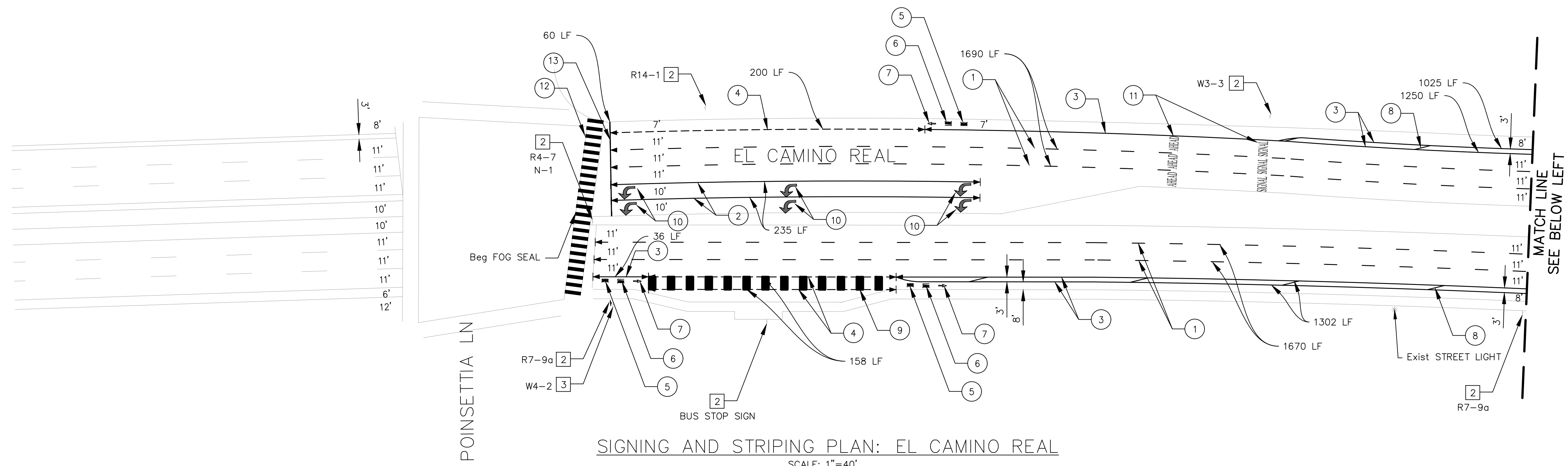
SHEET 11	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
STORM DRAIN DETAILS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____		HOSSEIN AJIDEH
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

DIGALERT
811
CALL 2 FULL WORKING DAYS
BEFORE YOU DIG

DOKKEN ENGINEERING
1460 PRAIRIE ROAD
SUITE 100
SAN DIEGO, CA 92108
(606) 514-0377

REGISTERED PROFESSIONAL ENGINEER
PAMELA DALCÓN-WALLING
No. C52187
Exp. 12/31/22
CIVIL
STATE OF CALIFORNIA

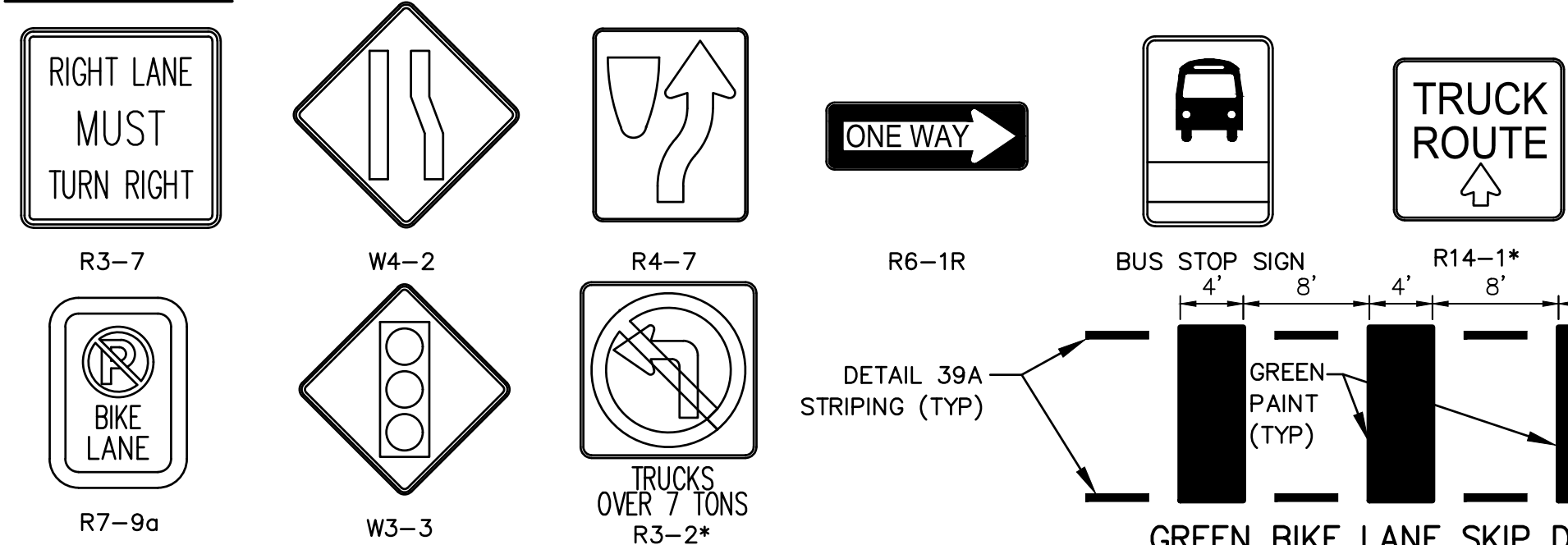
DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL



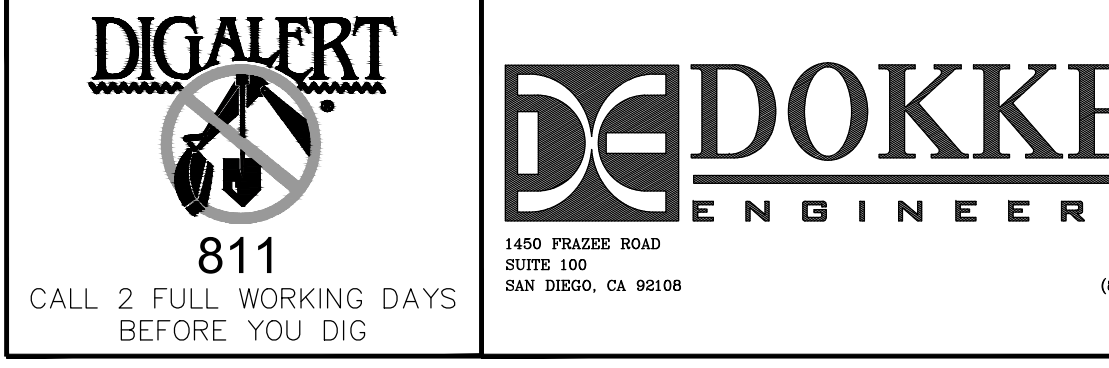
STRIPING AND PAVEMENT MARKING LEGEND:

- 1 WHITE DASHED LANE LINE, CA MUTCD, FIGURE 3A-102 DETAIL 12
- 2 CHANNELIZING LINE, CA MUTCD, FIGURE 3A-112 DETAIL 38
- 3 BIKE LANE LINE, CA MUTCD, FIGURE 3A-112 DETAIL 39
- 4 BIKE LANE INTERSECTION LINE, CA MUTCD, FIGURE 3A-112 DETAIL 39A
- 5 'BIKE' PAVEMENT MARKING WORD, CA MUTCD FIGURE 3B-23 (5 SQFT EA)
- 6 'LANE' PAVEMENT MARKING WORD CA MUTCD FIGURE 3B-23 (6 SQFT EA)
- 7 BIKE LANE ARROW PAVEMENT MARKING, CA MUTCD (3.5 SQFT EA)
- 8 4" WHITE PAVEMENT MARKING, 40' C-C
- 9 GREEN BIKE LANE, SEE DETAIL THIS SHEET
- 10 TYPE IV (L) ARROW, CA MUTCD FIGURE 3B-24
- 11 'SIGNAL AHEAD' PAVEMENT MARKING WORD CA MUTCD FIGURE 3B-23
- 12 12" WHITE CONTINENTAL CROSSWALK PER CITY OF SAN DIEGO STANDARD DRAWING SDM-116
- 13 12" WHITE LIMIT LINE

SIGN LEGEND:



GREEN BIKE LANE SKIP DETAIL:



SIGNING LEGEND:

- 1 RELOCATE ROADSIDE SIGN
- 2 PROTECT EXISTING ROADSIDE SIGN IN PLACE
- 3 REMOVE ROADSIDE SIGN
- 4 INSTALL ROADSIDE SIGN

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL
ENGINEER OF WORK			OTHER APPROVAL		CITY APPROVAL	

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

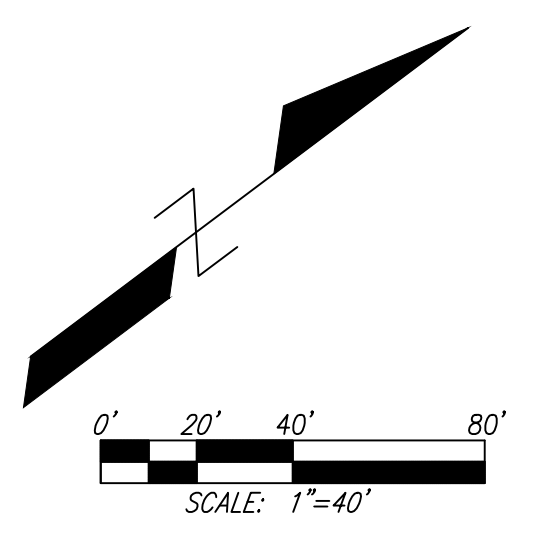
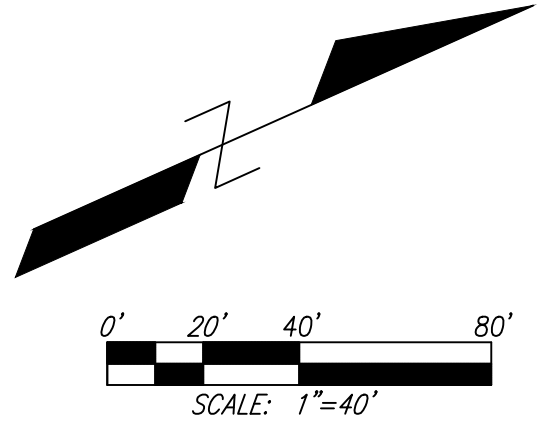
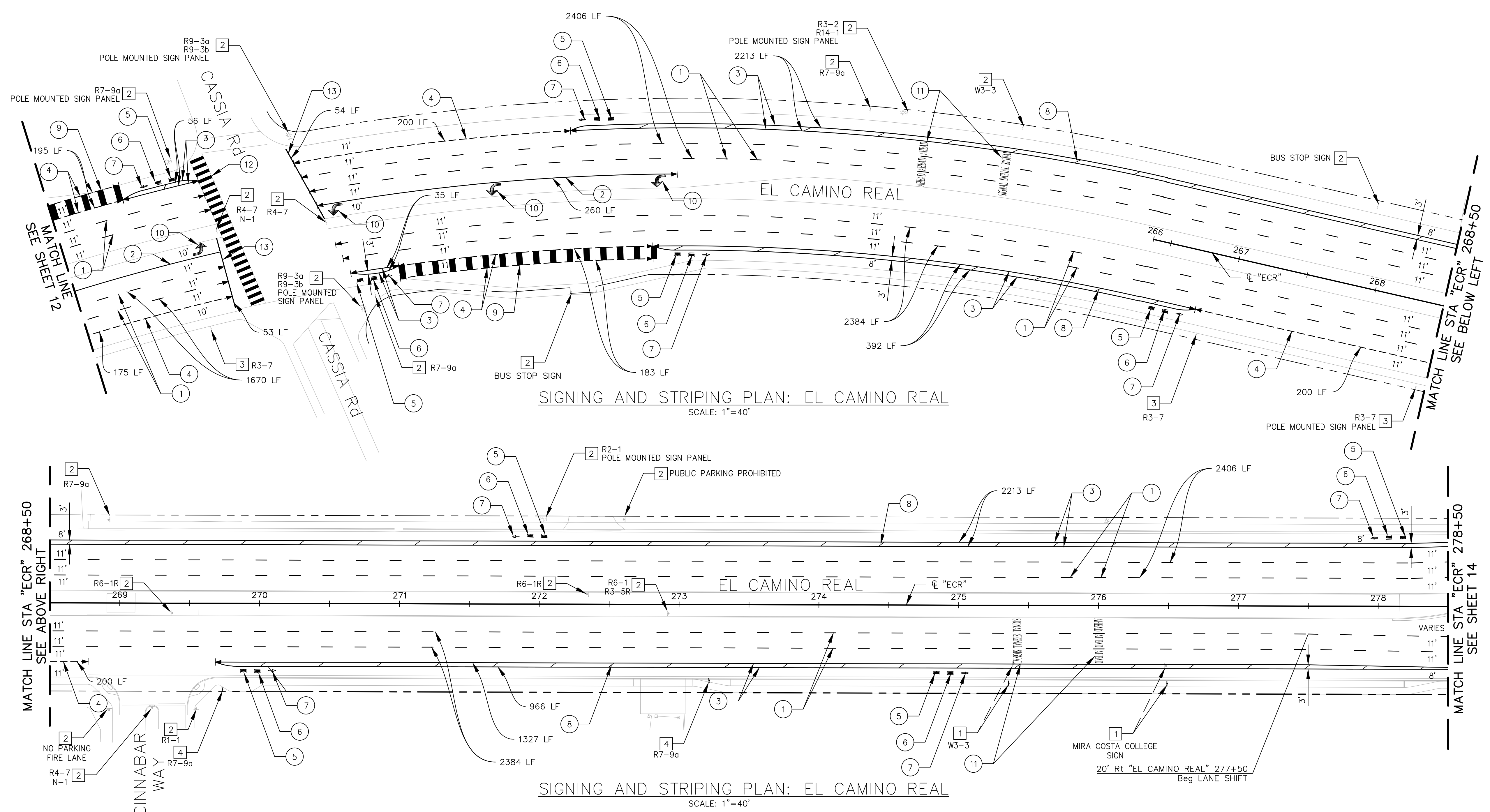
INSPECTOR _____ DATE _____

SHEET 12 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

SIGNING AND STRIPING PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
CHKD BY: _____
RVWD BY: _____



STRIPING AND PAVEMENT MARKING LEGEND:

- ① WHITE DASHED LANE LINE, CA MUTCD, FIGURE 3A-102 DETAIL 12
- ② CHANNELIZING LINE, CA MUTCD, FIGURE 3A-112 DETAIL 38
- ③ BIKE LANE LINE, CA MUTCD, FIGURE 3A-112 DETAIL 39
- ④ BIKE LANE INTERSECTION LINE, CA MUTCD, FIGURE 3A-112 DETAIL 39A
- ⑤ 'BIKE' PAVEMENT MARKING WORD, CA MUTCD FIGURE 3B-23 (5 SQFT EA)
- ⑥ 'LANE' PAVEMENT MARKING WORD CA MUTCD FIGURE 3B-23 (6 SQFT EA)
- ⑦ BIKE LANE ARROW PAVEMENT MARKING, CA MUTCD (3.5 SQFT EA)
- ⑧ 4" WHITE PAVEMENT MARKING, 25' C-C
- ⑨ GREEN BIKE LANE, SEE DETAIL THIS SHEET
- ⑩ TYPE IV (L) ARROW, CA MUTCD FIGURE 3B-24
- ⑪ 'SIGNAL AHEAD' PAVEMENT MARKING WORD CA MUTCD FIGURE 3B-23
- ⑫ 12" WHITE CONTINENTAL CROSSWALK PER CITY OF SAN DIEGO STANDARD DRAWING SDM-116
- ⑬ 12" WHITE LIMIT LINE

SIGN LEGEND:

SIGNING LEGEND:

- ① RELOCATE ROADSIDE SIGN
- ② PROTECT EXISTING ROADSIDE SIGN IN PLACE
- ③ REMOVE ROADSIDE SIGN
- ④ INSTALL ROADSIDE SIGN

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

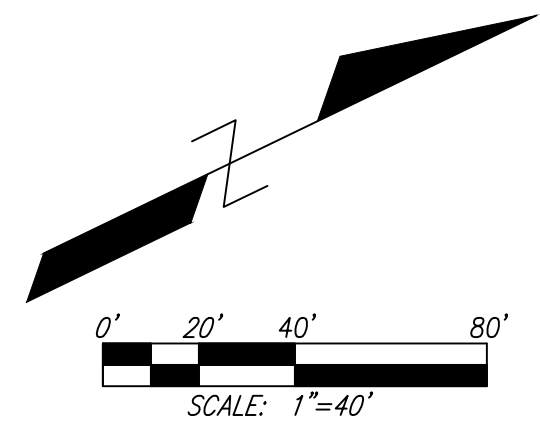
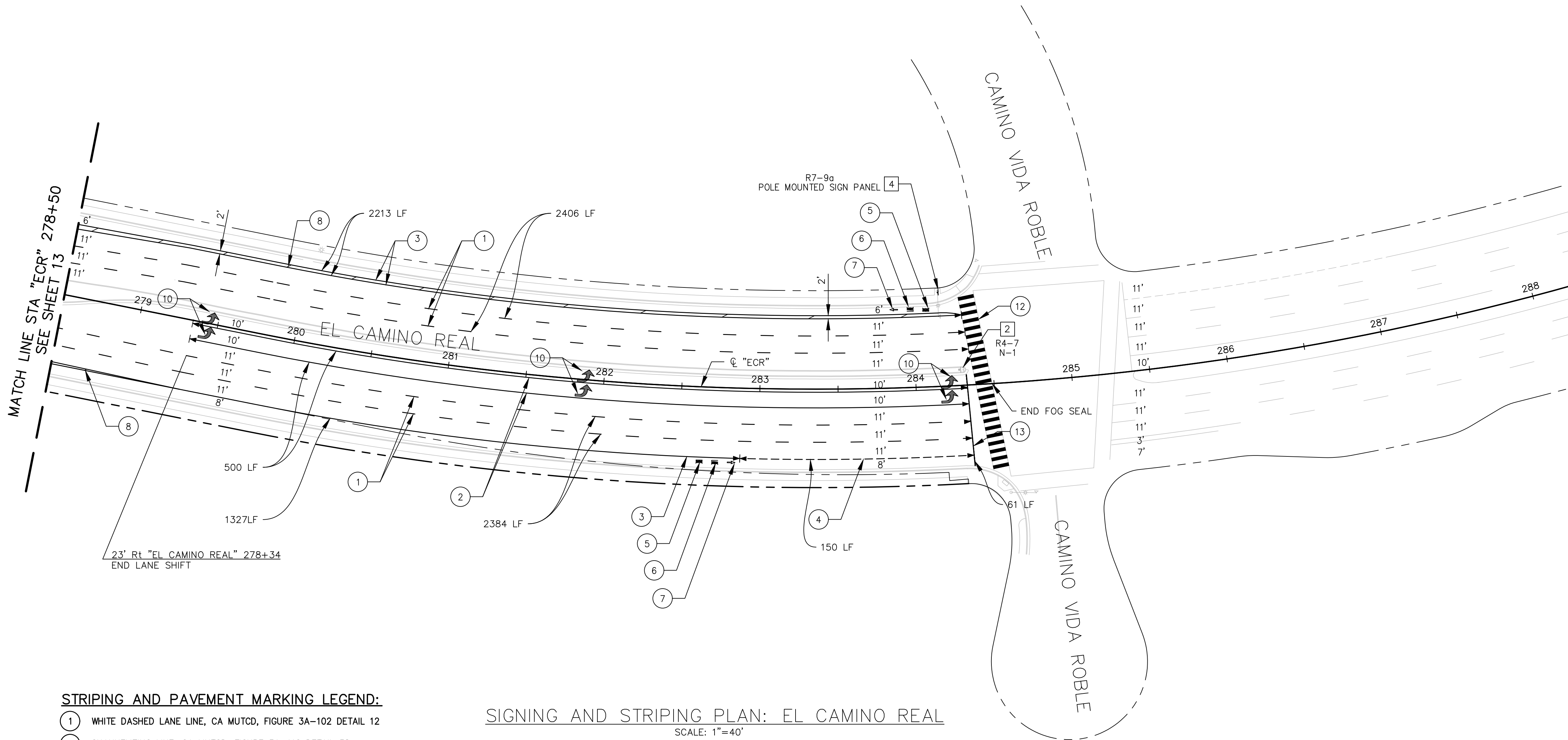
REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 13	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
SIGNING AND STRIPING PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSSEIN AJUDEH		
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

811
CALL 2 FULL WORKING DAYS BEFORE YOU DIG

DOKKEN ENGINEERING
1450 PRAIRIE ROAD SUITE 100 SAN DIEGO, CA 92108 (619) 514-8377

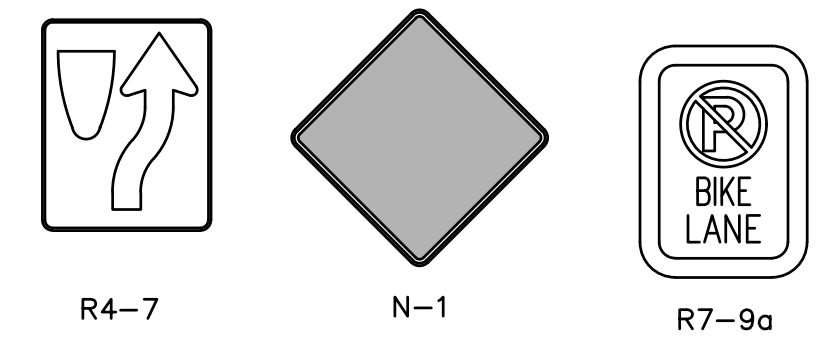


STRIPING AND PAVEMENT MARKING LEGEND:

- 1 WHITE DASHED LANE LINE, CA MUTCD, FIGURE 3A-102 DETAIL 12
- 2 CHANNELIZING LINE, CA MUTCD, FIGURE 3A-112 DETAIL 38
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- 10 TYPE IV (L) ARROW, CA MUTCD FIGURE 3B-24
- 11 'SIGNAL AHEAD' PAVEMENT MARKING WORD CA MUTCD FIGURE 3B-23
- 12 12" WHITE CONTINENTAL CROSSWALK PER CITY OF SAN DIEGO STANDARD DRAWING SDM-116
- 13 12" WHITE LIMIT LINE

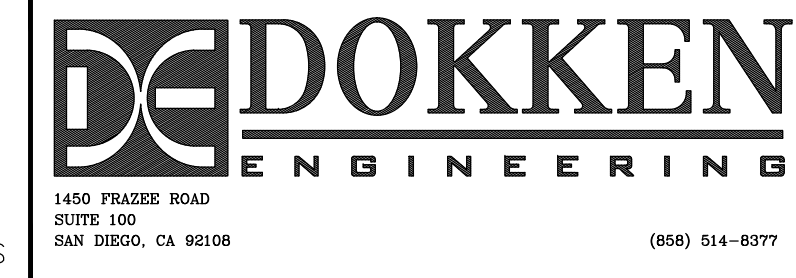
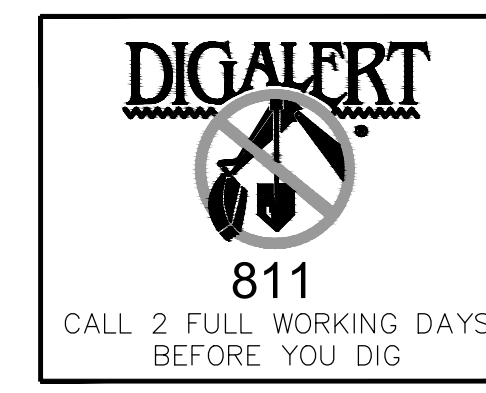
SIGNING AND STRIPING PLAN: EL CAMINO REAL
SCALE: 1"=40'

SIGN LEGEND:



SIGNING LEGEND:

- 1 RELOCATE ROADSIDE SIGN
- 2 PROTECT EXISTING ROADSIDE SIGN IN PLACE
- 3 REMOVE ROADSIDE SIGN
- 4 INSTALL ROADSIDE SIGN



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 14 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

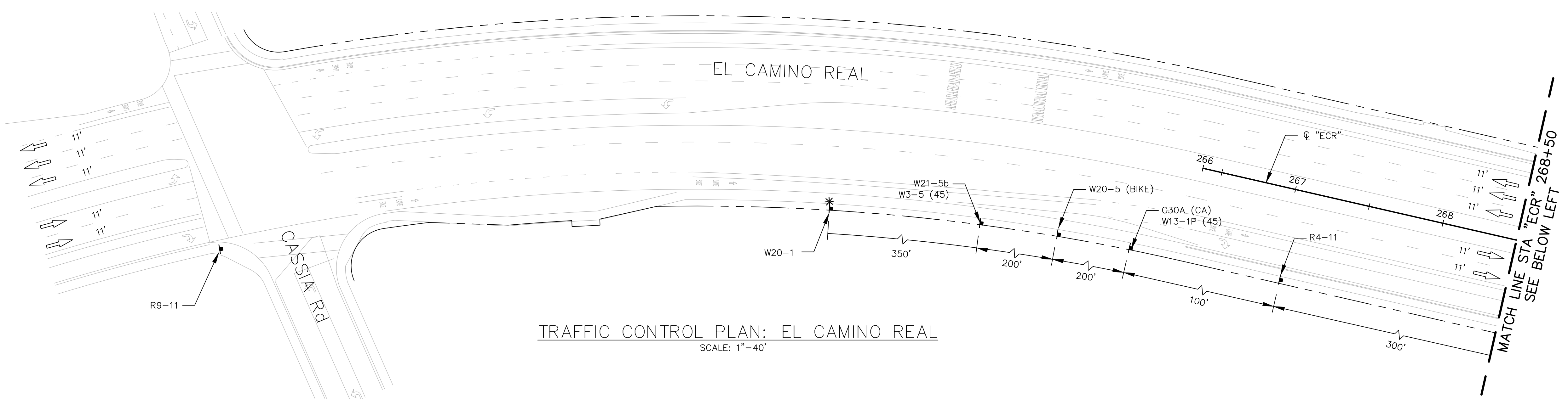
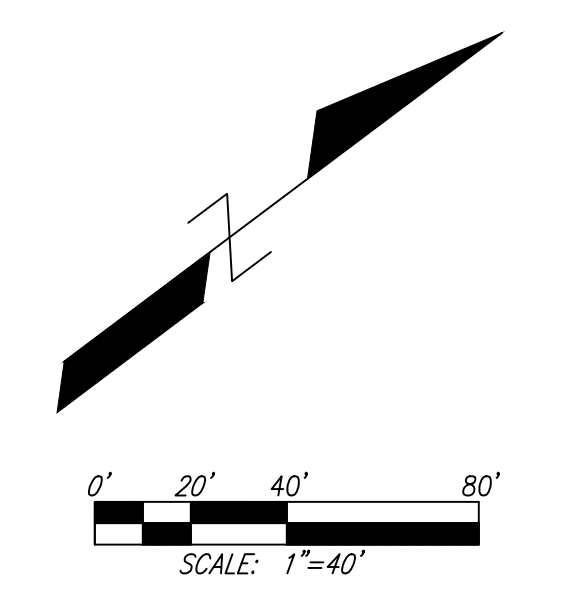
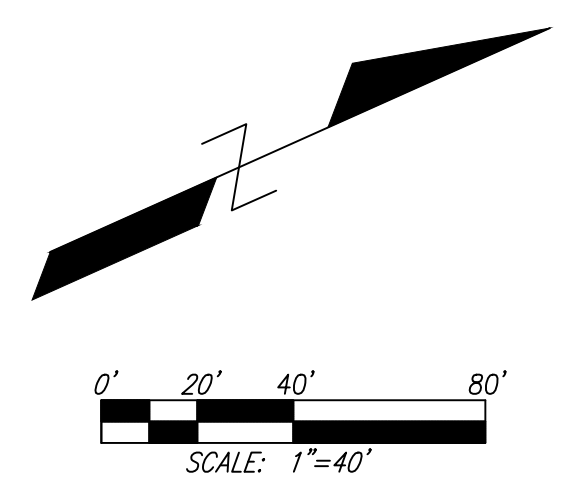
SIGNING AND STRIPING PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
CHKD BY: _____
RVWD BY: _____

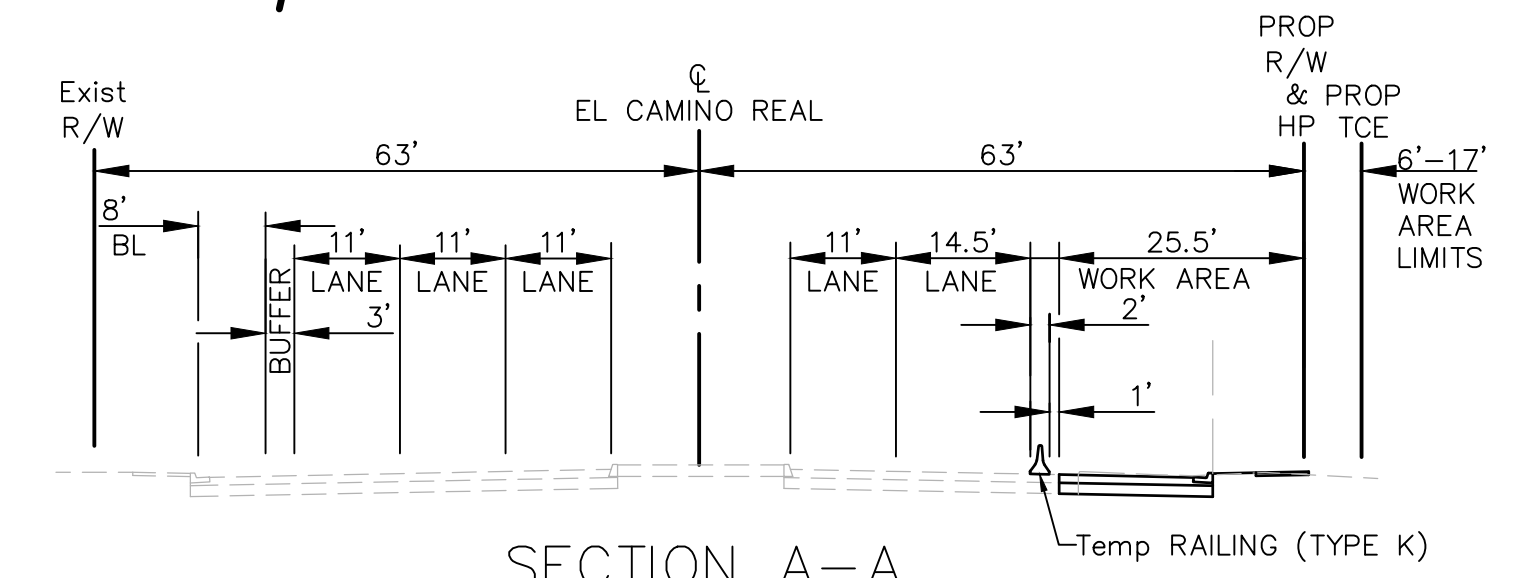
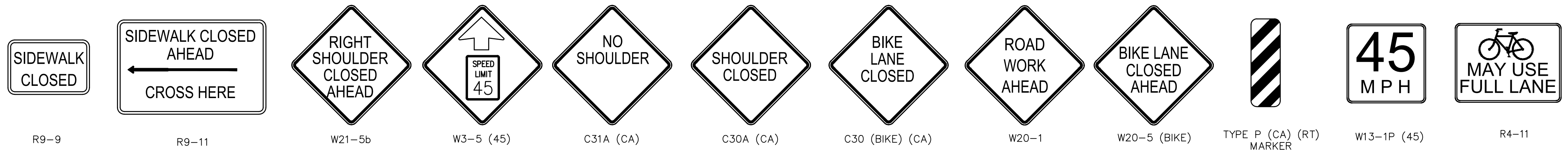
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

FOR REFERENCE ONLY

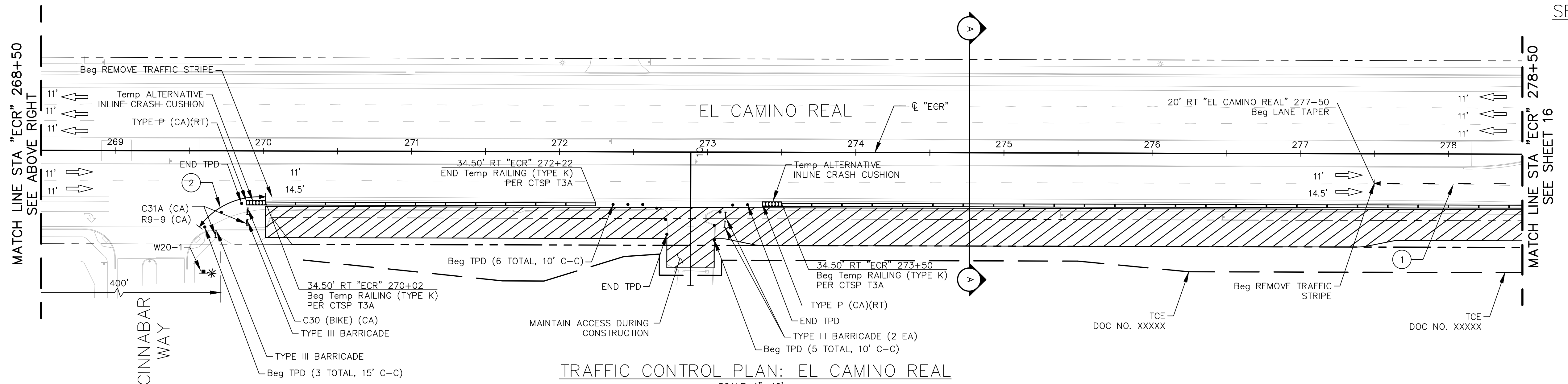


TRAFFIC CONTROL PLAN: EL CAMINO REAL
SCALE: 1"=40'

SIGN LEGEND:

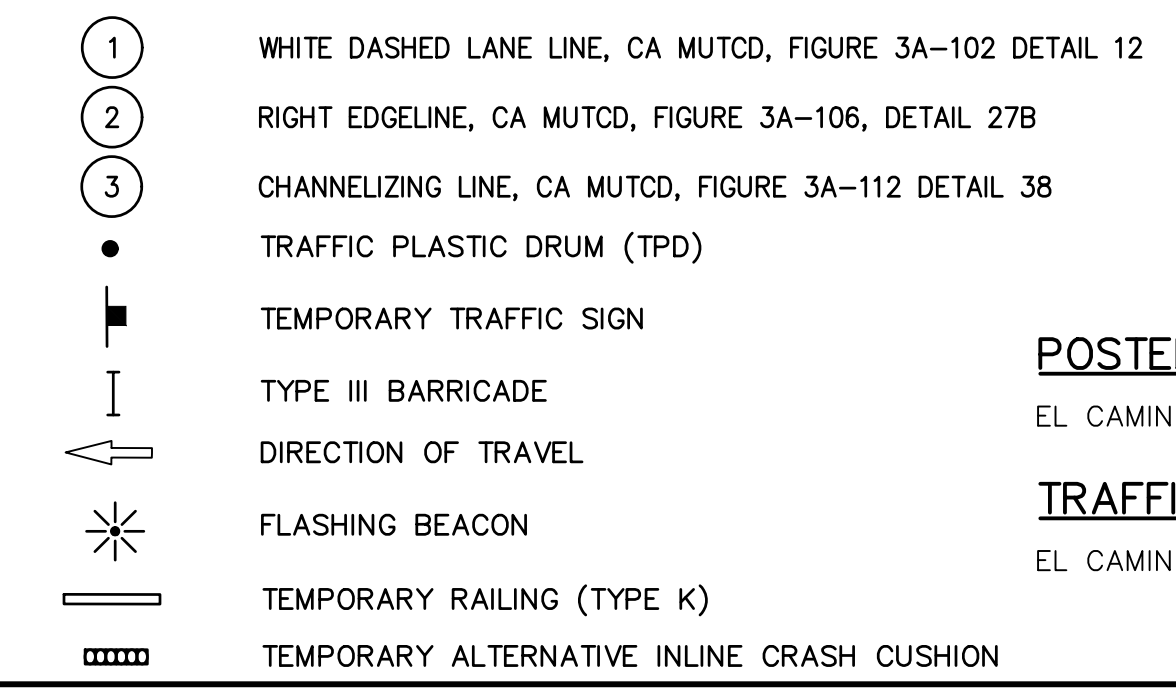


SECTION A-A
NOT TO SCALE



TRAFFIC CONTROL PLAN: EL CAMINO REAL
SCALE: 1"=40'

TRAFFIC CONTROL LEGEND:



STAGE 1 CONSTRUCTION:

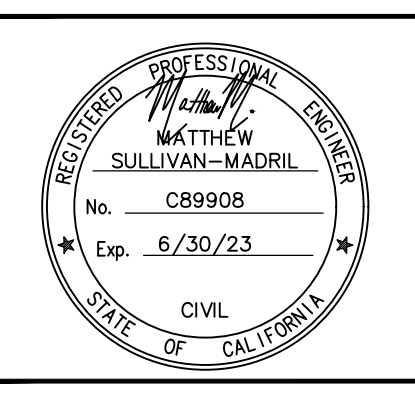
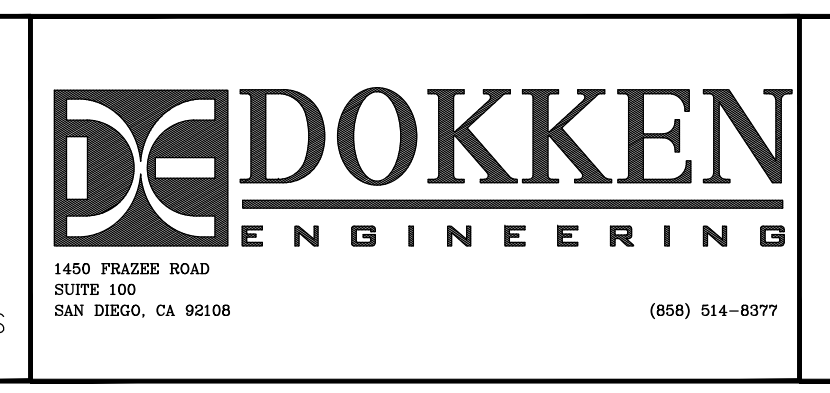
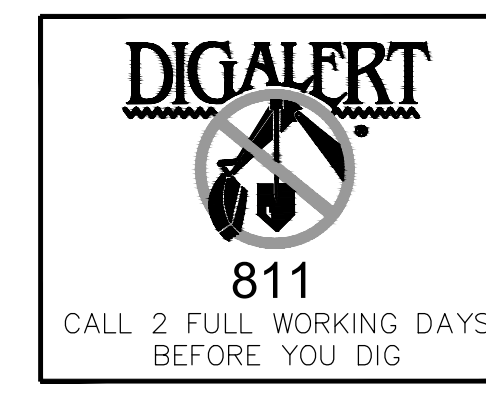
1. PERFORM 2" COLD MILL.
2. RESTRIPE AND PLACE Temp TRAFFIC CONTROL.
3. CONSTRUCT EL CAMINO REAL WIDENING.
4. AFTER CONSTRUCTION OF WIDENING PERFORM MEDIAN IMPROVEMENTS AND FINAL STRIPING.

STAGE 1 TRAFFIC:

1. MAINTAIN TWO LANES OF TRAFFIC FOR NORTHBOUND EL CAMINO REAL. SEE PLAN FOR DIMENSIONS.
2. CLOSE ONE LANE AS REQUIRED AND USE "SIDE OF ROAD WORK AREA" TRAFFIC CONTROL PER SDRSD TCP-10A AND TCP-12A.

POSTED SPEED:
EL CAMINO REAL = 55 MPH

TRAFFIC CONTROL DESIGN SPEED:
EL CAMINO REAL = 45 MPH



"AS BUILT"

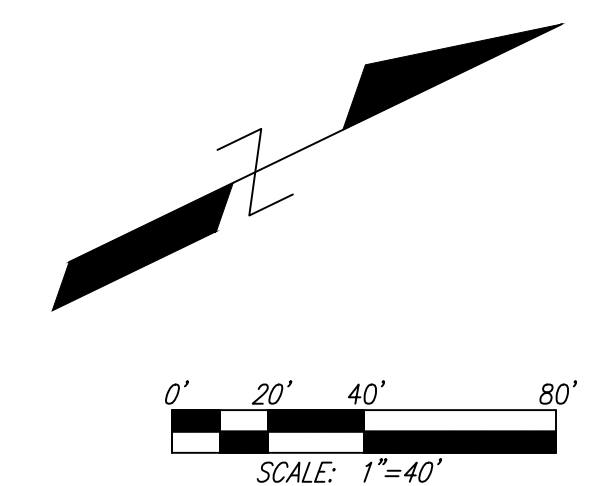
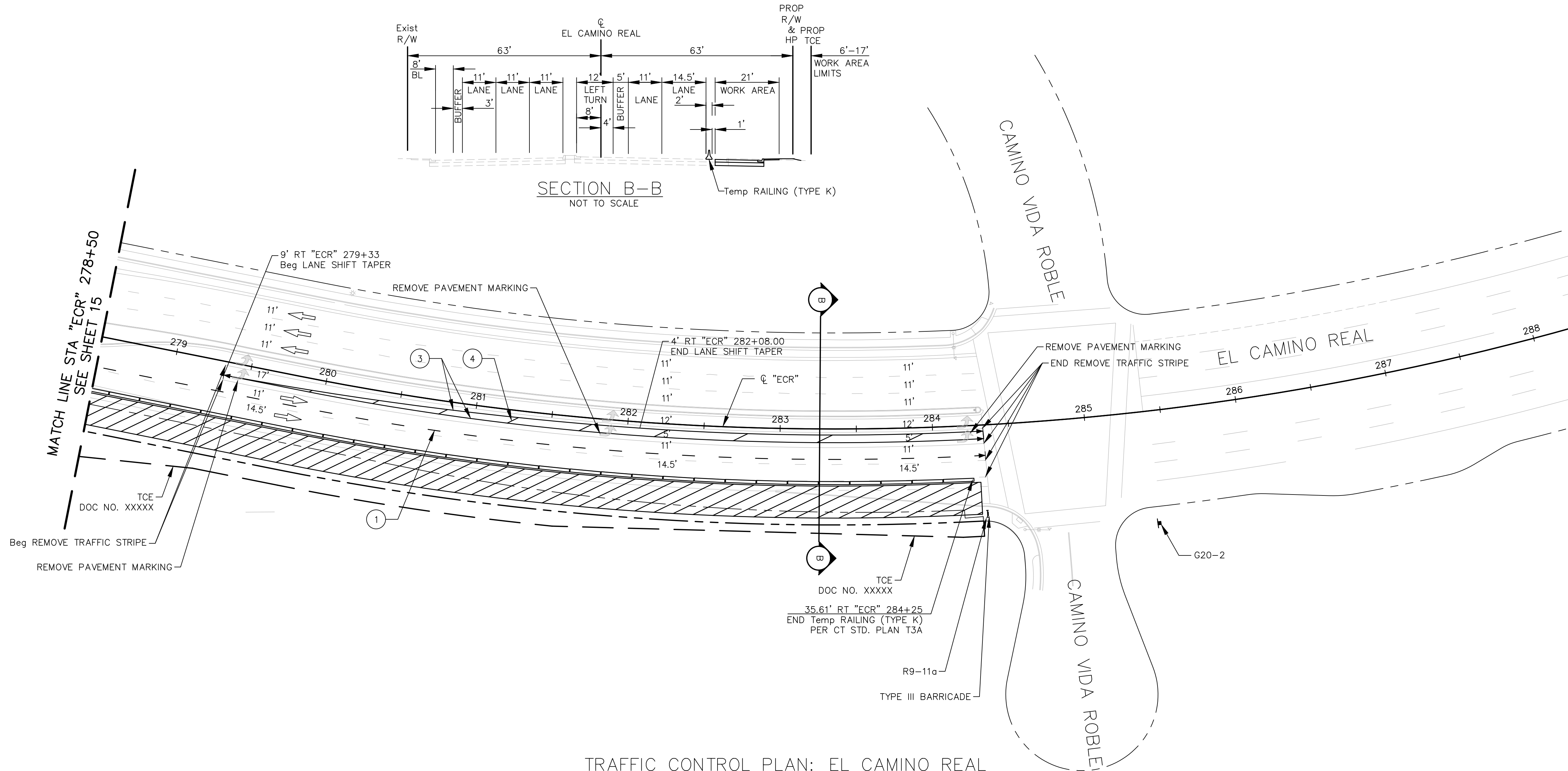
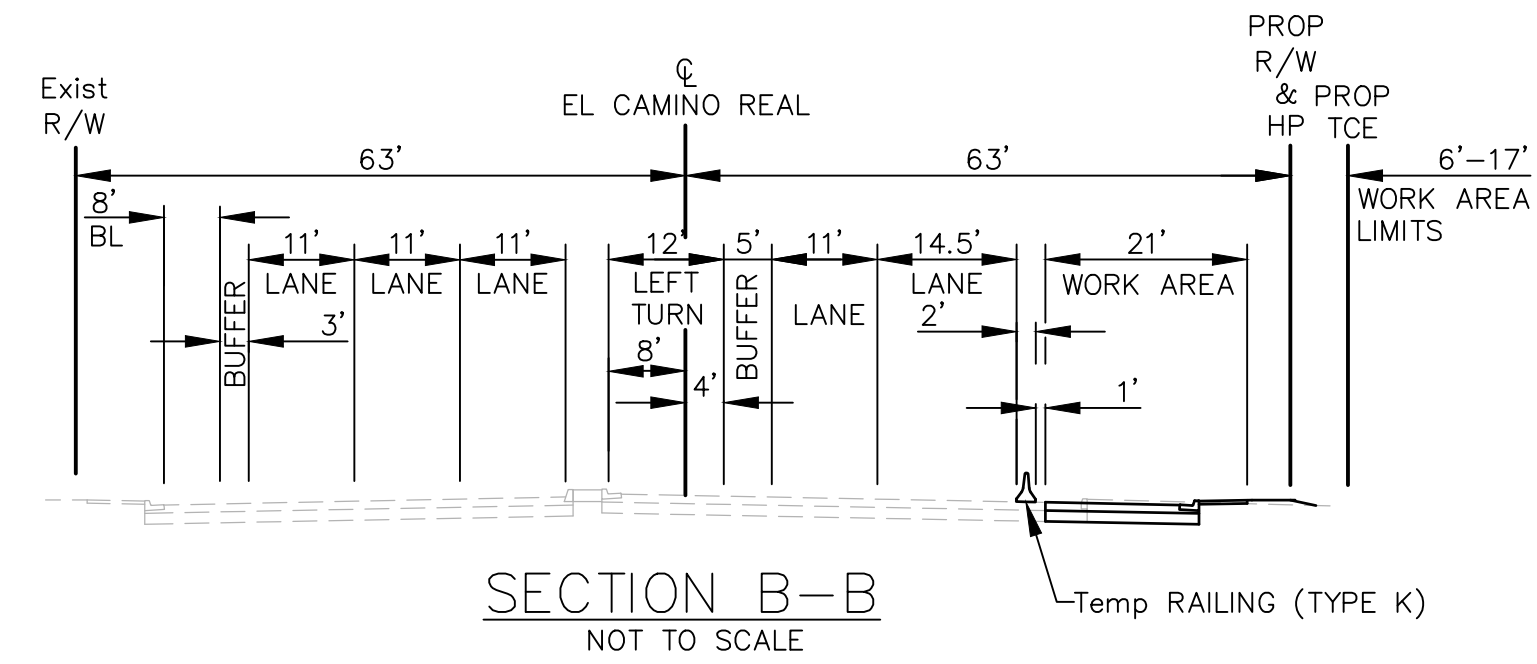
P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 15		CITY OF CARLSBAD TRANSPORTATION DEPARTMENT		SHEETS 32	
TRAFFIC CONTROL PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS					
APPROVED: _____			HOSSEIN AJUDEH		
ENGINEERING MANAGER RCE 75991			EXPIRES 6/20/22 DATE _____		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2			
CHKD BY: _____					
RVWD BY: _____					
DATE _____	INITIAL _____	DATE _____	INITIAL _____	DATE _____	INITIAL _____
ENGINEER OF WORK	REVISION DESCRIPTION	OTHER APPROVAL	CITY APPROVAL		

FOR REFERENCE ONLY

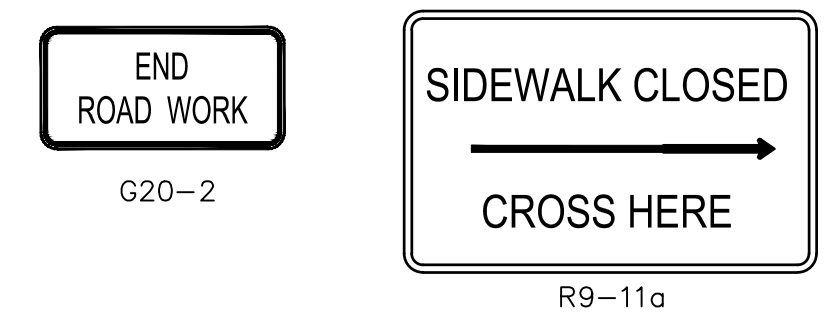


TRAFFIC CONTROL PLAN: EL CAMINO REAL
SCALE: 1"=40'

TRAFFIC CONTROL LEGEND:

- ① WHITE DASHED LANE LINE, CA MUTCD, FIGURE 3A-102 DETAIL 12
- ② RIGHT EDGELINE, CA MUTCD, FIGURE 3A-106, DETAIL 27B
- ③ CHANNELIZING LINE, CA MUTCD, FIGURE 3A-112 DETAIL 38
- ④ 4" WHITE PAVEMENT MARKING, 25' C-C
- TRAFFIC PLASTIC DRUM (TPD)
- TEMPORARY TRAFFIC SIGN
- I TYPE III BARRICADE
- ← DIRECTION OF TRAVEL
- * FLASHING BEACON
- TEMPORARY RAILING (TYPE K)
- TEMPORARY ALTERNATIVE INLINE CRASH CUSHION

SIGN LEGEND:



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 16 CITY OF CARLSBAD TRANSPORTATION DEPARTMENT SHEETS 32

TRAFFIC CONTROL PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS

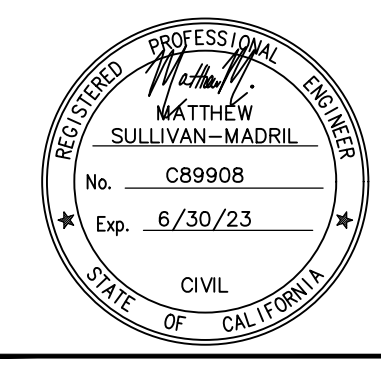
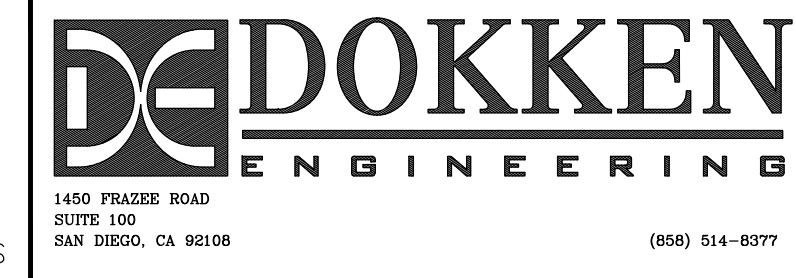
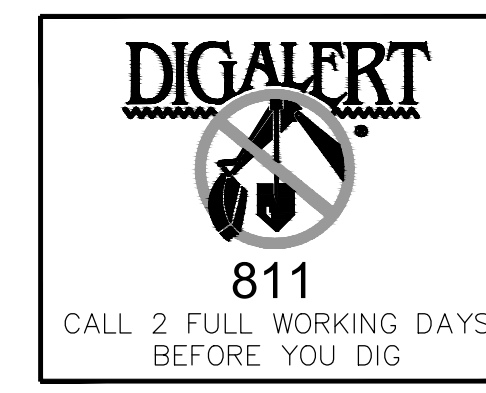
APPROVED: _____ HOSSEIN AJUDEH

ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

CHKD BY: _____

RVWD BY: _____



EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)

TRAFFIC SIGNAL GENERAL NOTES:

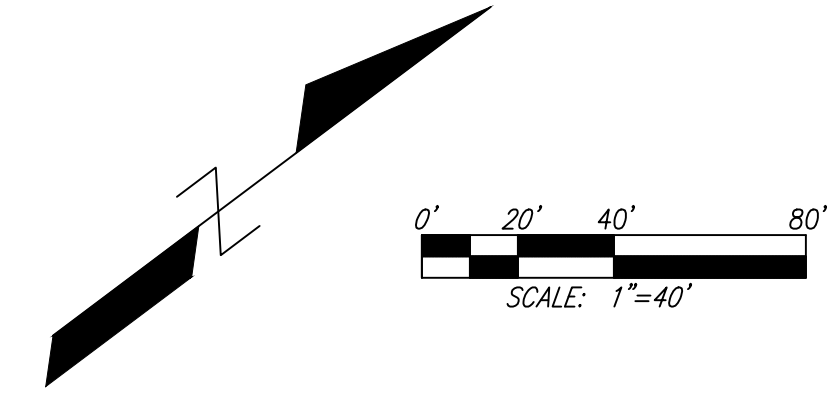
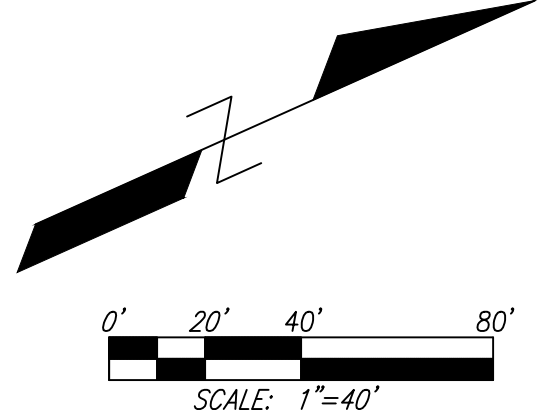
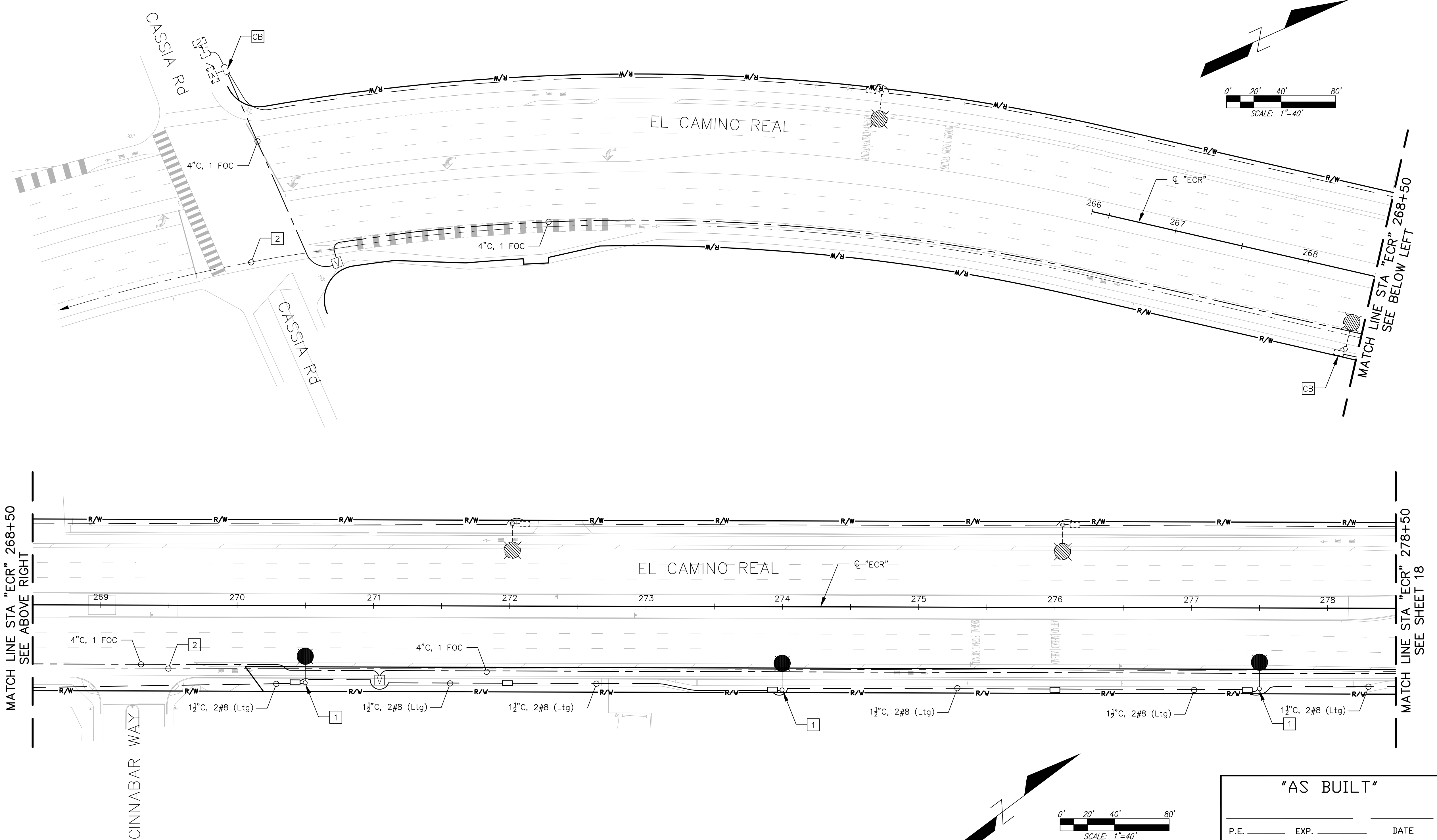
- TRAFFIC SIGNAL AND STREET LIGHTING WORK SHALL CONFORM TO THE FOLLOWING:
 - THE PROJECT PLANS AND SPECIAL PROVISIONS;
 - CITY OF CARLSBAD STANDARD SPECIAL PROVISIONS FOR CONSTRUCTION (CCSSPC);
 - CALTRANS STANDARD PLANS (LATEST EDITION, INCLUDING ADOPTED REVISIONS);
 - CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION (CAMUTCD);
 - STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (LATEST VERSION).
- THE LOCATIONS OF EACH NEW POLE FOUNDATION, PULL BOX, AND LUMINAIRE AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO ORDERING MATERIAL, THE CONTRACTOR SHALL STAKE ALL PROPOSED FACILITIES FOR APPROVAL BY THE CITY. INSTALLATIONS OF FACILITIES PRIOR TO CITY APPROVAL ARE SUBJECT TO RELOCATION AND RESTORATION AS DIRECTED BY THE CITY AT THE CONTRACTOR'S EXPENSE.
- ALL WIRING, NEW OR MODIFIED (AS PART OF THE CONTRACT), SHALL BE LABELED WITHIN EACH PULL BOX AND CONTROLLER CABINET FOR TRAFFIC SIGNAL PHASE AND/OR USE IDENTIFICATION. DEVIATIONS FROM THE CONDUCTOR/CABLING SCHEDULE OR PLANS MUST BE APPROVED BY THE CITY.
- ALL EXISTING SIGNAL EQUIPMENT SHALL REMAIN IN PLACE AND OPERATIONAL UNTIL NEW EQUIPMENT IS IN PLACE AND READY TO OPERATE.
- ONCE THE PERMANENT LIGHTING HAS BEEN INSTALLED AND PLACED IN OPERATION, THERE SHALL BE A THIRTY-DAY "BURN-IN" PERIOD. DURING THIS "BURN-IN" PERIOD, THE CONTRACTOR SHALL REPAIR OR REPLACE ANY MALFUNCTIONS TO EQUIPMENT THAT WAS SUPPLIED ON THE PROJECT. ANY FAILURE DURING THE THIRTY DAY PERIOD WILL REQUIRE THE "BURN-IN" PERIOD TO START OVER FROM THE POINT THAT THE FAILURE IS REMEDIED.
- CONTRACTOR SHALL BORE ALL CONDUIT UNDER EXISTING PAVEMENT, CONCRETE, OR SIDEWALKS UNLESS OTHERWISE APPROVED BY THE CITY.
- ONLY NEW CONDUIT AND CABLE SHALL BE INSTALLED UNLESS OTHERWISE INDICATED ON THE PLANS.
- CONDUIT SHALL BE 3" SCHEDULE 80 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO CURRENT CALTRANS STRANDED PLANS. ALL NEW CONDUIT SHALL BE INSTALLED A MINIMUM OF 30 INCHES BELOW FINISHED GRADE AND HAVE A DETECTABLE PULL TAPE UNLESS OTHERWISE SPECIFIED. TRACER WIRE AND PULL ROPE SHALL BE SEPARATED IN THE CONDUIT.
- ALL EXISTING CONDUIT USED SHALL BE FIELD VERIFIED FOR LOCATION AND INTEGRITY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE CITY SHOULD AN EXISTING CONDUIT BE DETERMINED TO NOT BE USEABLE.
- ALL CONDUIT(S) SHALL BE CLEANED BY COMPRESSED AIR AND A PROPERLY SIZED CONDUIT PISTON OR MANDREL PRIOR TO CABLE INSTALLATION. NO WATER OR MOISTURE SHALL REMAIN IN CONDUIT(S) PRIOR TO INSTALLING CONDUCTORS. CONDUIT SHALL BE FINISHED WITH DUCT SEAL.
- ALL NEW PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE SPECIFIED AND SHALL CONFORM TO CURRENT CALTRANS STANDARD PLANS. PULL BOXES SHALL NOT BE INSTALLED WITHIN PEDESTRIAN OR DRIVEWAY RAMPS.
- TRAFFIC SIGNAL PULL BOXES SHALL BE MARKED "TRAFFIC SIGNAL" AND HAVE A MAXIMUM SPACING OF 200 FEET.
- FIBER OPTIC COMMUNICATION PULL BOXES SHALL BE MARKED "FIBER OPTICS" AND HAVE A MAXIMUM SPACING OF 1,000 FEET WITH NO MORE THAN 180 DEGREES OF TOTAL BENDS, OR AS APPROVED BY THE CITY.
- ANY PULL BOXES INSTALLED ALONG A ROADWAY WITHOUT CURB AND SIDEWALK SHALL BE INSTALLED ADJACENT TO, BUT NOT WITHIN, THE SHOULDER. ALL PULL BOXES ADJACENT TO THE SHOULDER, OR OTHER DRIVABLE AREAS, SHALL BE TRAFFIC RATED.
- THE VEHICLE DETECTION CABLING SHALL BE INSTALLED, CONTINUOUS AND UN-SPLICED, FROM THE VEHICLE DETECTION EQUIPMENT TO THE CONTROLLER CABINET.
- THE DETECTOR LEAD-IN CABLE SHALL BE CONTINUOUS AND UN-SPLICED BETWEEN THE CONTROLLER CABINET AND THE PULL BOX ADJACENT TO LOOP INSTALLATION. PROVIDE A MINIMUM 5 FEET OF SLACK FOR EACH DETECTOR LEAD-IN CABLE AS MEASURED FROM THE LIP OF THE PULL BOX OPENING IN THE PULL BOX ADJACENT TO THE LOOP DETECTOR.
- ADVANCED LOOP DETECTORS SHALL BE TYPE E PER CALTRANS STANDARD PLANS AND SHALL BE SEPARATED FOR EACH LANE TO THE CONTROLLER CABINET. LOOP DETECTORS SHALL BE 6 FEET IN DIAMETER POSITIONED IN THE CENTER OF THE LANE UNLESS OTHERWISE SPECIFIED. LOOPS SHALL BE SEALED USING HOT-MELT RUBBERIZED ASPHALT SEALANT PER CALTRANS SPECIFICATIONS.
- ON NEW, OR REPAVED ROADWAYS, VEHICLE DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO THE FINAL LIFT OF PAVEMENT.
- SAFETY LIGHTING SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF CARLSBAD PUBLIC STREET AND TRAFFIC STANDARDS, CHAPTER THREE, STREET LIGHTS.

ELECTRICAL SYSTEMS LEGEND (THIS SHEET ONLY):

- [1] INSTALL MISSION BELL LED LUMINAIRE ON CONCRETE POLE.
- [2] [AB] EXISTING 3" SIC CONDUIT

LEGEND:

- NEW MISSION BELL LED LUMINAIRE ON CONCRETE POLE KING LUMINAIRE K825-III-120-8060-120-PR OR EQUAL
- EXISTING MISSION BELL LED LUMINAIRE ON CONCRETE POLE
- [CB] INSTALL CONDUIT INTO EXISTING PULL BOX
- [AB] ABANDON, IF APPLIED TO CONDUIT, REMOVE CONDUCTORS



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

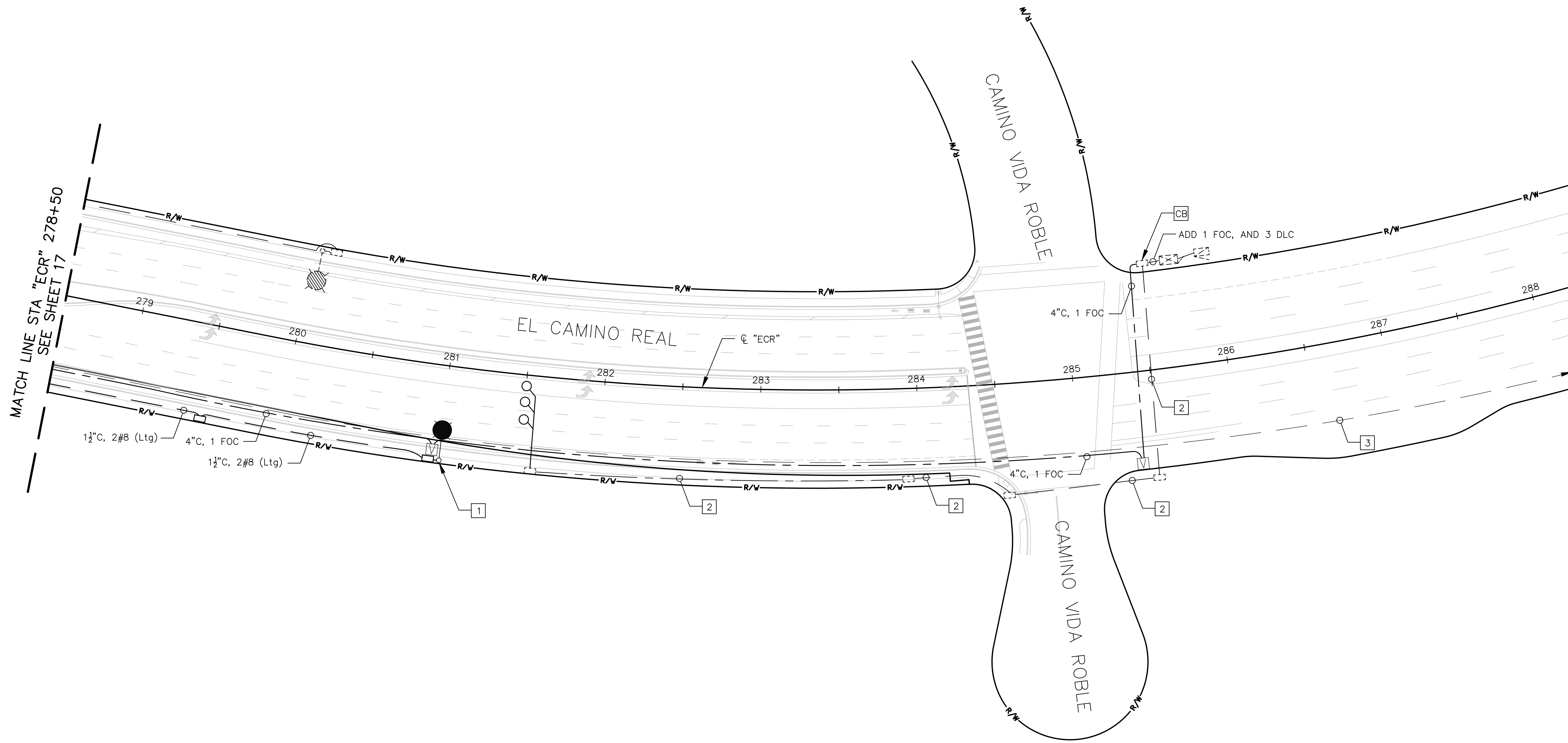
811
CALL 2 FULL WORKING DAYS BEFORE YOU DIG

1450 PRAIRIE ROAD
SUITE 100
SAN DIEGO, CA 92108
(858) 514-8377

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

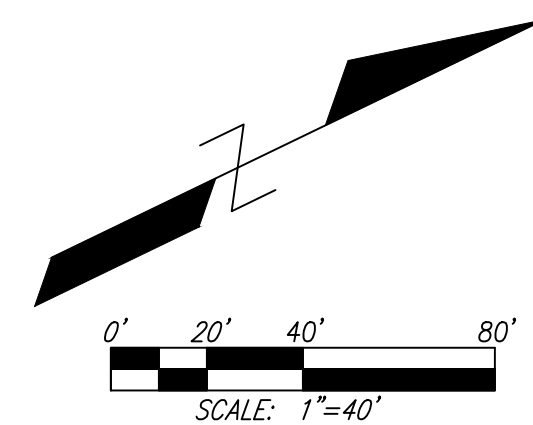
SHEET 17	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
STREET LIGHTING AND FIBER OPTIC PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____		HOSSAIN AJUDEH
ENGINEERING MANAGER RCE 75991		EXPIRES 6/20/22
DATE _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/09/2021)



ELECTRICAL SYSTEMS LEGEND (THIS SHEET ONLY):

- 1 INSTALL MISSION BELL LED LUMINAIRE ON CONCRETE POLE
- 2 ADD 3 DLC
- 3 AB EXISTING 3" SIC CONDUIT



"AS BUILT"

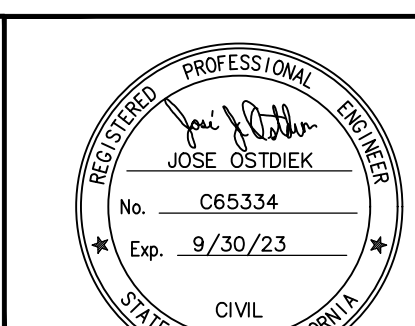
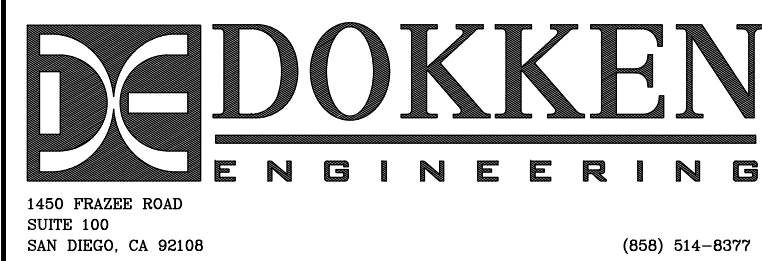
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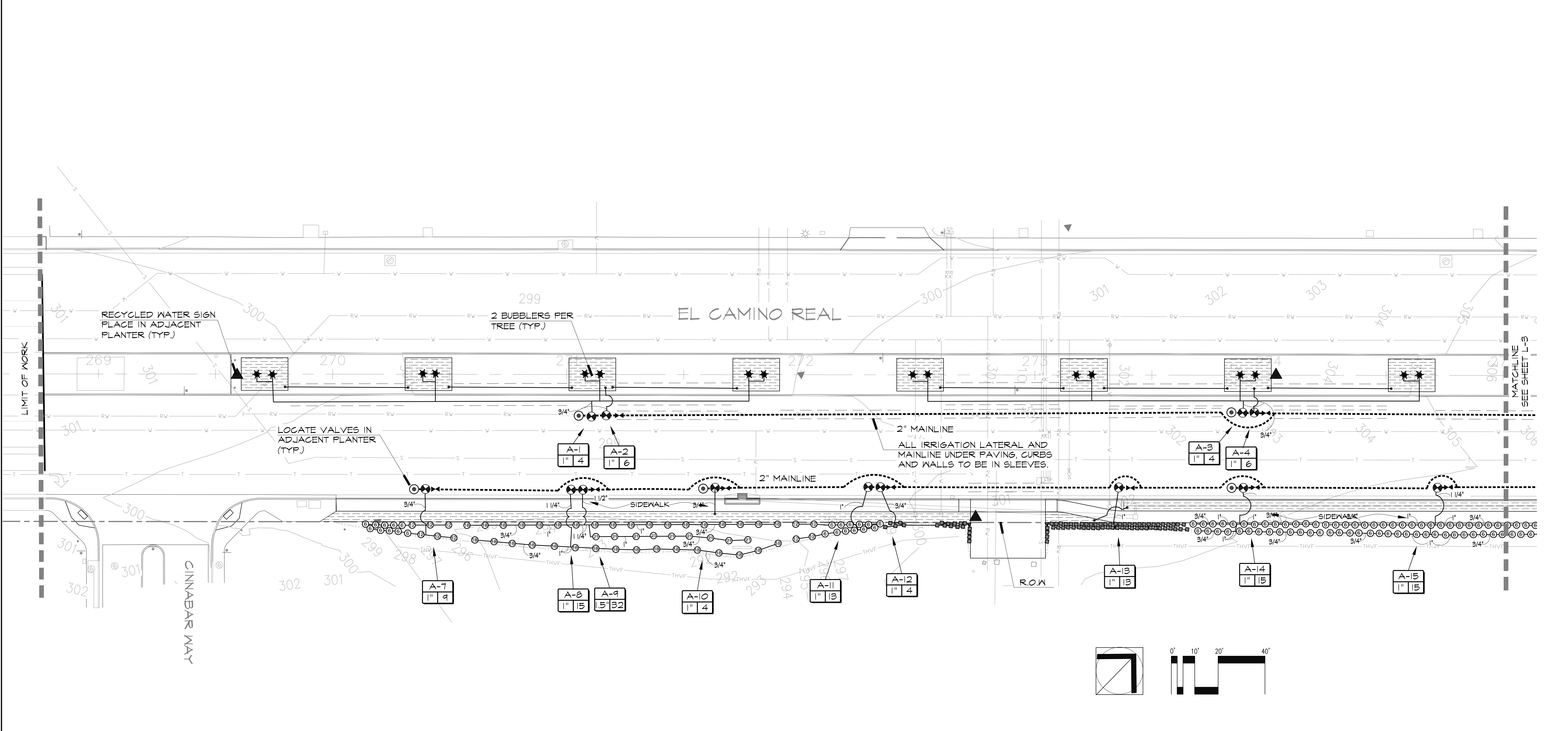
REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 18	CITY OF CARLSBAD TRANSPORTATION DEPARTMENT	SHEETS 32
STREET LIGHTING AND FIBER OPTIC PLANS FOR EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSSEIN AJUDEH		
ENGINEERING MANAGER RCE 75991 EXPIRES 6/20/22 DATE _____		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL





RECYCLED WATER SIGN
PLACE IN ADJACENT
PLANTER (TYP.)

299
2 BUBBLERS PER
TREE (TYP.)

EL CAMINO REAL

LOCATE VALVES IN
ADJACENT PLANTER
(TYP.)

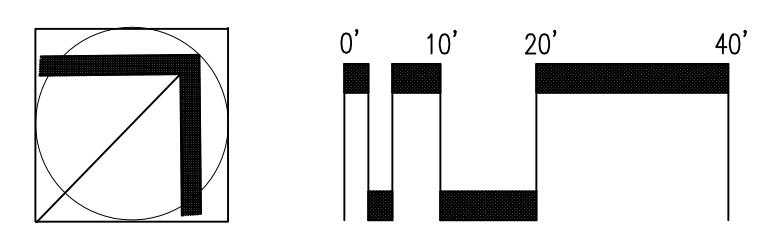
2" MAINLINE
ALL IRRIGATION LATERAL AND
MAINLINE UNDER PAVING, CURBS
AND WALLS TO BE IN SLEEVES.

SIDEWALK

SIDEWALK

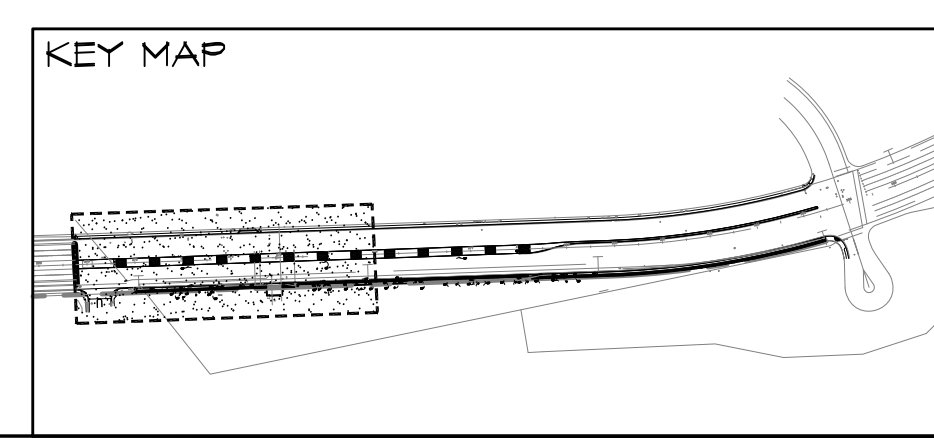
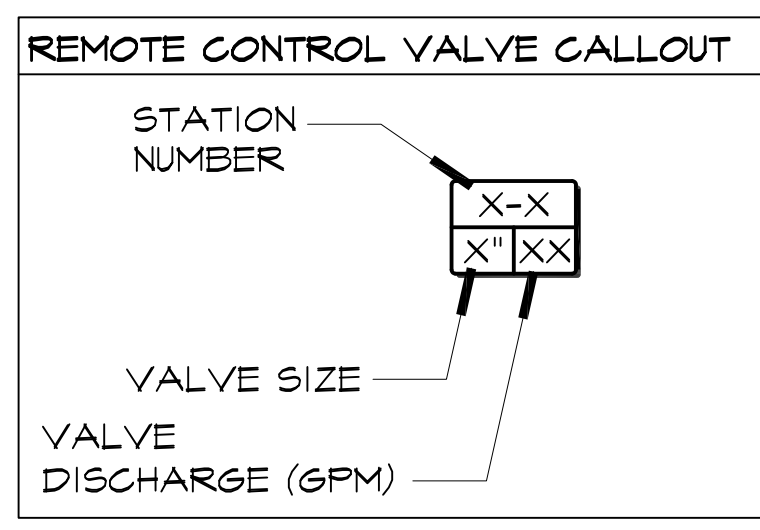
R.O.W.

CINNABAR WAY



- NOTES:**
- PLANS ARE DIAGRAMMATIC AND APPROXIMATE. ALL PIPING, VALVE BOXES, BACKFLOW PREVENTERS, ETC., SHALL BE LOCATED IN LANDSCAPE AREAS. NO IRRIGATION EQUIPMENT SHALL BE LOCATED IN, OR UNDER THE HARDSCAPE UNLESS WITHIN A SLEEVE. GROUP VALVE BOXES AND LOCATE IN SHRUB AREAS WHENEVER POSSIBLE.
 - ALL END-RUNS SHALL BE 3/4" PVC SCH 40 PIPE UNLESS STATED OTHERWISE.
 - CONTRACTOR TO COORDINATE PRECISE IRRIGATION CONTROLLER LOCATION WITH LANDSCAPE ARCHITECT, CITY ENGINEER OR HIS REPRESENTATIVE.
 - CONTRACTOR TO VERIFY DEPTH & LOCATION OF EXISTING WATER, SEWER & ANY OTHER UTILITY LINES THAT MAY BE ON SITE PRIOR TO TRENCHING OR INSTALLING IRRIGATION.
 - CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, FOR VALVE BOXES LOCATION.
 - CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, OF ALL TREE LOCATIONS, PRIOR TO INSTALLATION OF BUBBLERS.
 - ALL IRRIGATION VALVES "A" ARE TO BE CONNECTED TO IRRIGATION CONTROLLER "A".
 - ANTI-DRAIN VALVES SHALL BE INSTALLED AS REQUIRED TO PREVENT ALL LOW HEAD DRAINAGE.
 - CONTRACTOR TO INSURE ALL OVERHEAD IRRIGATION BE A MINIMUM OF 24" AWAY FROM ANY IMPERVIOUS SURFACE AND ALL PLANTING WITHIN 24" OF IMPERVIOUS SURFACES BE IRRIGATED WITH SUBSURFACE IRRIGATION.

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS

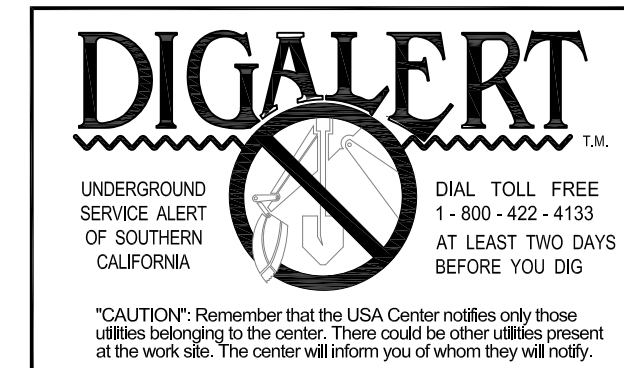


"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____



ADL PLANNING ASSOCIATES
LAND PLANNING LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C"
CARLSBAD, CA 92008
DATE: 12/7/2021
JOB NO: _____
SCALE: _____
DRAWN BY: _____
(760) 729-8637 FAX: (760) 729-8324



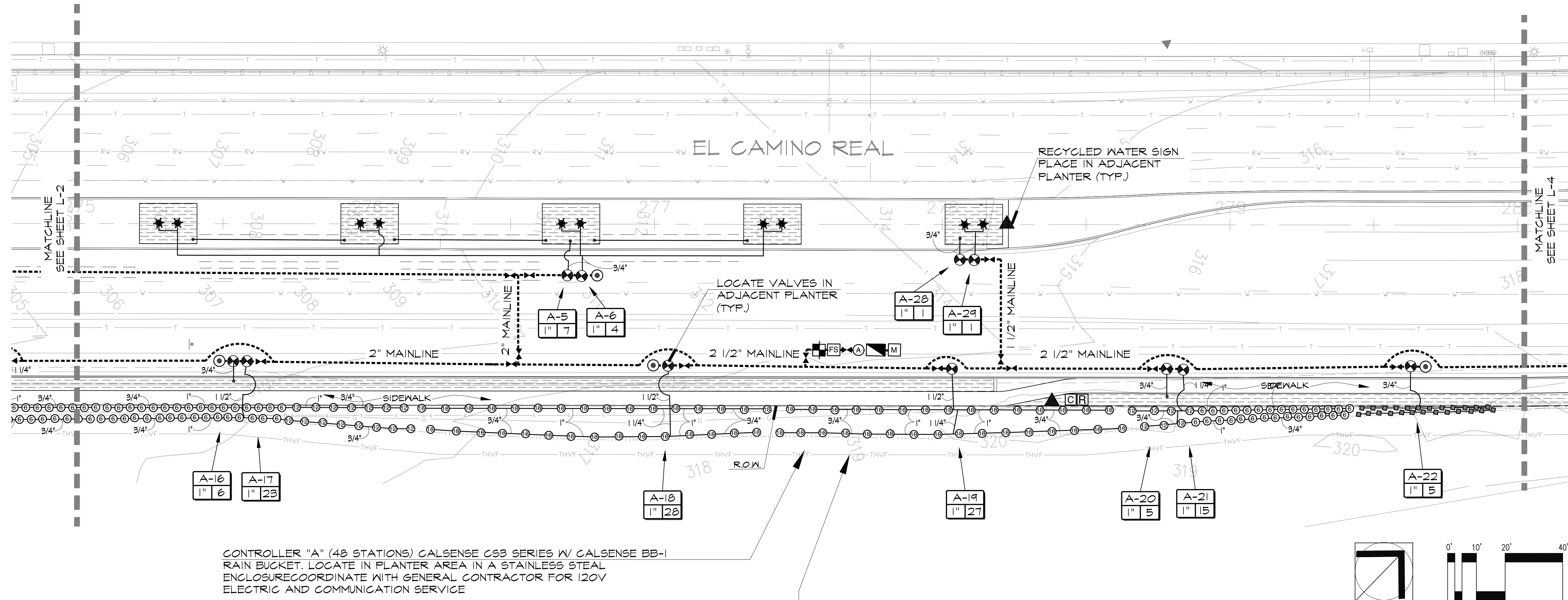
DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 20 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJDEH
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
CHKD BY: _____
RVWD BY: _____

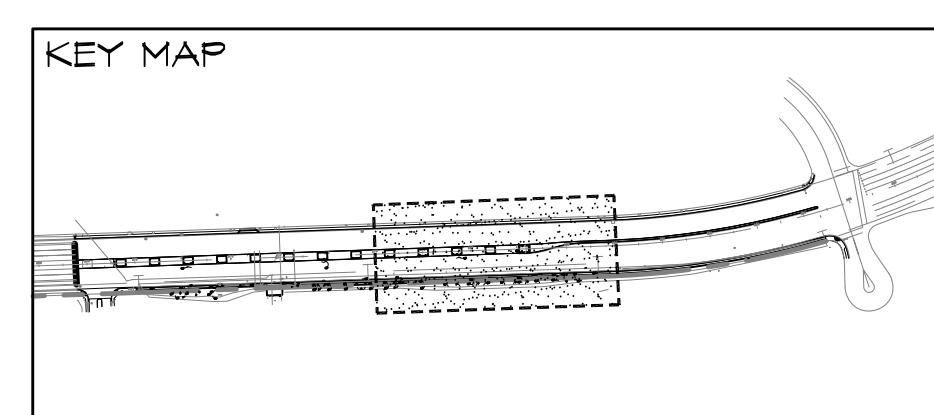
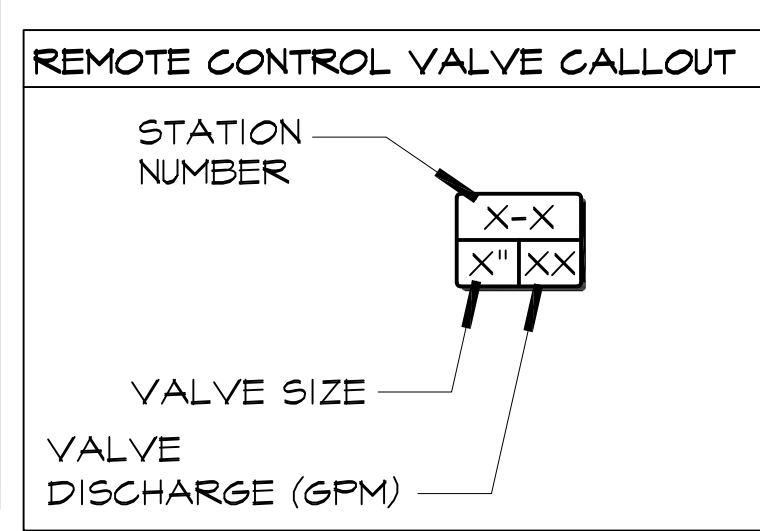


CONTROLLER "A" (48 STATIONS) CALSENSE C83 SERIES W/ CALSENSE BB-1 RAIN BUCKET. LOCATE IN PLANTER AREA IN A STAINLESS STEEL ENCLOSURE COORDINATE WITH GENERAL CONTRACTOR FOR 120V ELECTRIC AND COMMUNICATION SERVICE

- NOTES:**
1. PLANS ARE DIAGRAMMATIC AND APPROXIMATE. ALL PIPING, VALVE BOXES, BACKFLOW PREVENTERS, ETC., SHALL BE LOCATED IN LANDSCAPE AREAS. NO IRRIGATION EQUIPMENT SHALL BE LOCATED IN OR UNDER THE HARDSCAPE UNLESS WITHIN A SLEEVE. GROUP VALVE BOXES AND LOCATE IN SHRUB AREAS WHENEVER POSSIBLE.
 2. ALL END-RUNS SHALL BE 3/4" PVC SCH 40 PIPE UNLESS STATED OTHERWISE.
 3. CONTRACTOR TO COORDINATE PRECISE IRRIGATION CONTROLLER LOCATION WITH LANDSCAPE ARCHITECT, CITY ENGINEER OR HIS REPRESENTATIVE.
 4. CONTRACTOR TO VERIFY DEPTH & LOCATION OF EXISTING WATER, SEWER & ANY OTHER UTILITY LINES THAT MAY BE ON SITE PRIOR TO TRENCHING OR INSTALLING IRRIGATION.
 5. CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, FOR VALVE BOXES LOCATION.
 6. CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, OF ALL TREE LOCATIONS, PRIOR TO INSTALLATION OF BUBBLERS.
 7. ALL IRRIGATION VALVES "A" ARE TO BE CONNECTED TO IRRIGATION CONTROLLER "A".
 8. ANTI-DRAIN VALVES SHALL BE INSTALLED AS REQUIRED TO PREVENT ALL LOW HEAD DRAINAGE.
 9. CONTRACTOR TO INSURE ALL OVERHEAD IRRIGATION BE A MINIMUM OF 24" AWAY FROM ANY IMPERVIOUS SURFACE AND ALL PLANTING WITHIN 24" OF IMPERVIOUS SURFACES BE IRRIGATED WITH SUBSURFACE IRRIGATION.

- POINT OF CONNECTION "A" NOTES:**
1. CONFIRM PRECISE LOCATION OF IRRIGATION METER WITH CIVIL IMPROVEMENT PLANS.
 2. LANDSCAPE CONTRACTOR TO COORDINATE WITH THE PROJECT ENGINEER AND GENERAL CONTRACTOR FOR THE INSTALLATION OF IRRIGATION WATER METER BY CMND (760) 438-2722.
 3. CONTRACTOR TO INSTALL DOWNSTREAM OF METER
 - 2" BACKFLOW PREVENTOR
 - 2" PRESSURE REGULATOR: CONTRACTOR TO SET TO 95 PSI
 - 2" MASTER VALVE
 - 1 1/2" FLOW METER WITH SHUT OFF DEVICE
 - AVAILABLE PSI: 100 (CONTRACTOR TO VERIFY PSI)
 4. NEW IRRIGATION MAINLINE AND VALVES SHALL BE HIGH-LINED AND CONNECTED TO A POTABLE WATER SOURCE PENDING SUCCESSFUL COMPLETION OF CROSS CONNECTION TESTS AS PERFORMED BY CMND AND DEH. FINAL CONNECTIONS TO THE IRRIGATION RECYCLED MAINLINE ARE TO BE PERFORMED ONLY AFTER APPROVAL FROM CMND AND DEH.

POINT OF CONNECTION "A":
 NEW RECLAIMED WATER METER LOCATION:
 ELEVATION AT WATER METER: +/- 313.0'
 METER SIZE: 1 1/2"
 STREET STATION NUMBER: 277+60.0
 STATIC WATER PRESSURE: +/- 100 PSI
 - 2" BACK FLOW PREVENTOR
 - 2" PRESSURE REGULATOR
 - 2" MASTER VALVE
 - 1 1/2" FLOW METER WITH SHUT OFF DEVICE
 - MAX GPM DEMAND: 32 GPM
 - RESIDUAL PSI 16.87 PSI
 - CARLSBAD MUNICIPAL WATER DISTRICT (760) 438-2722



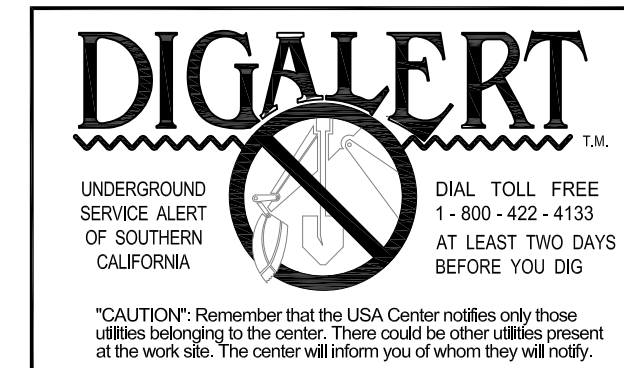
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
 SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
 SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS



ADL PLANNING ASSOCIATES
 LAND PLANNING LANDSCAPE ARCHITECTURE
 2979 STATE STREET SUITE "C"
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 (760) 729-8637 FAX: (760) 729-8324

DATE: 12/7/2021
 JOB NO:
 SCALE:
 DRAWN BY:



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

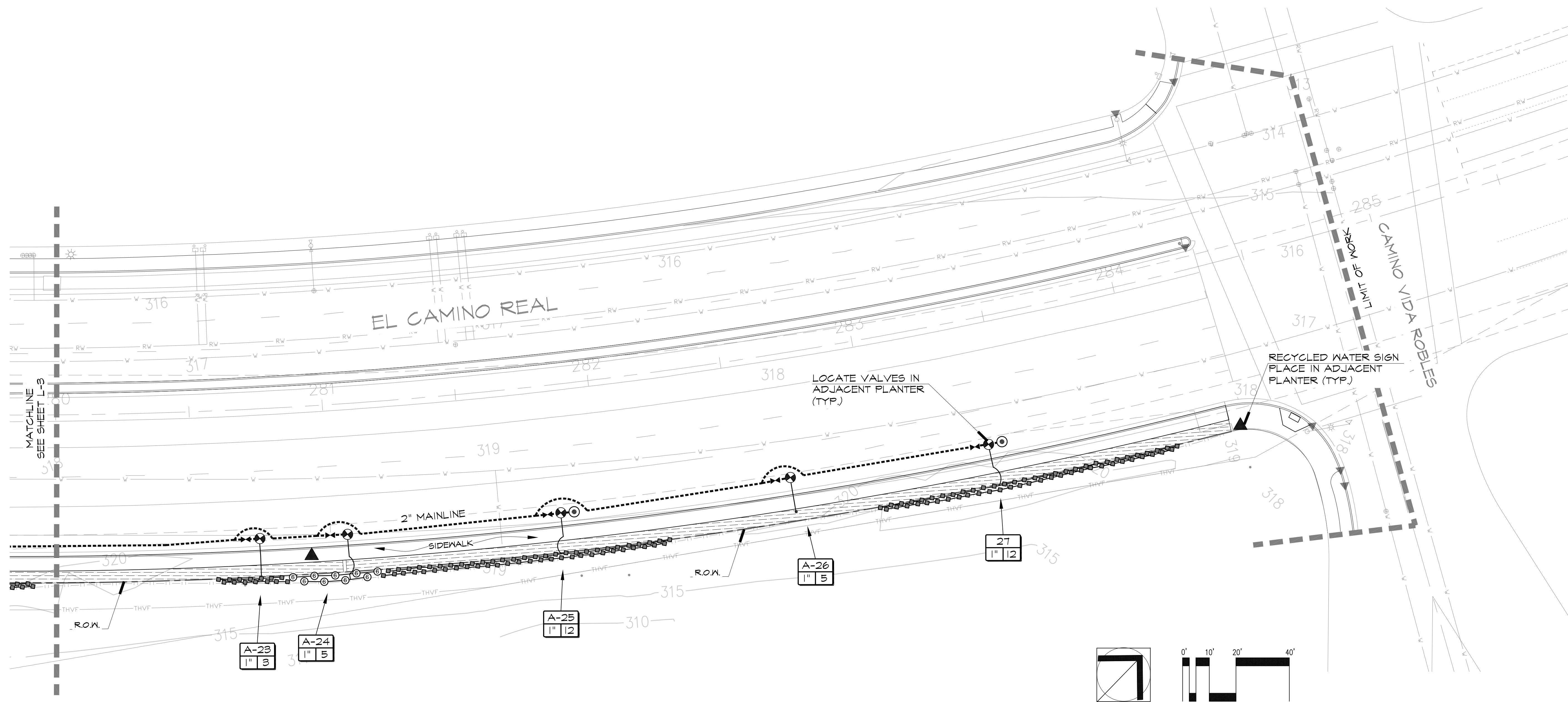
SHEET 21 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJDEH
 CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
 CHKD BY: _____
 RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

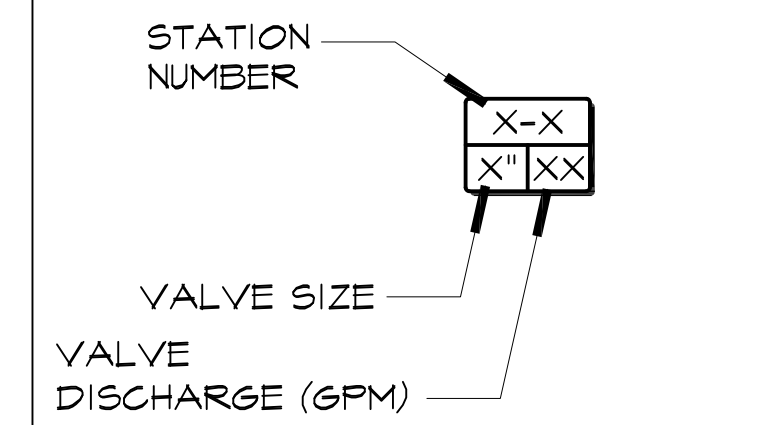


NOTES:

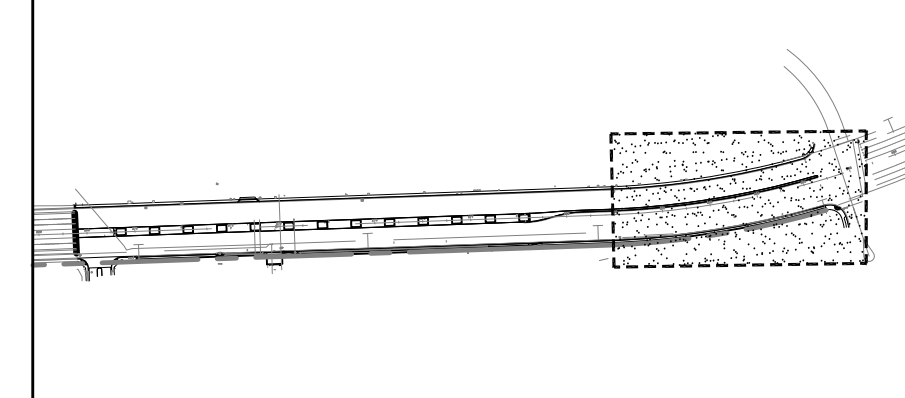
- PLANS ARE DIAGRAMMATIC AND APPROXIMATE. ALL PIPING, VALVE BOXES, BACKFLOW PREVENTERS, ETC., SHALL BE LOCATED IN LANDSCAPE AREAS. NO IRRIGATION EQUIPMENT SHALL BE LOCATED IN, OR UNDER THE HARDSCAPE UNLESS WITHIN A SLEEVE. GROUP VALVE BOXES AND LOCATE IN SHRUB AREAS WHENEVER POSSIBLE.
- ALL END-RUNS SHALL BE 3/4" P.V.C SCH 40 PIPE UNLESS STATED OTHERWISE.
- CONTRACTOR TO COORDINATE PRECISE IRRIGATION CONTROLLER LOCATION WITH LANDSCAPE ARCHITECT, CITY ENGINEER OR HIS REPRESENTATIVE.
- CONTRACTOR TO VERIFY DEPTH & LOCATION OF EXISTING WATER, SEWER & ANY OTHER UTILITY LINES THAT MAY BE ON SITE PRIOR TO TRENCHING OR INSTALLING IRRIGATION.
- CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, FOR VALVE BOXES LOCATION.
- CONTRACTOR TO OBTAIN FIELD VERIFICATION FROM PROJECT ENGINEER, OF ALL TREE LOCATIONS, PRIOR TO INSTALLATION OF BUBBLERS.
- ALL IRRIGATION VALVES "A" ARE TO BE CONNECTED TO IRRIGATION CONTROLLER "A".
- ANTI-DRAIN VALVES SHALL BE INSTALLED AS REQUIRED TO PREVENT ALL LOW HEAD DRAINAGE.
- CONTRACTOR TO INSURE ALL OVERHEAD IRRIGATION BE A MINIMUM OF 24" AWAY FROM ANY IMPERVIOUS SURFACE AND ALL PLANTING WITHIN 24" OF IMPERVIOUS SURFACES BE IRRIGATED WITH SUBSURFACE IRRIGATION.

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
 SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
 SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS

REMOTE CONTROL VALVE CALLOUT



KEY MAP



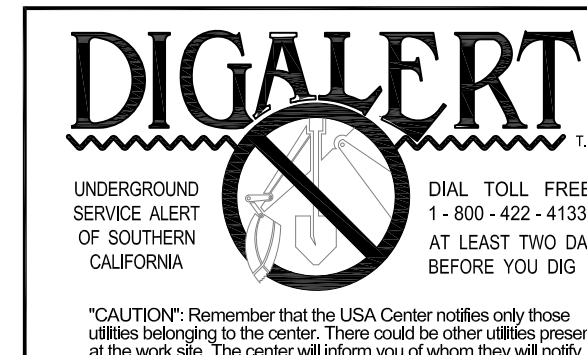
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 22	CITY OF CARLSBAD PLANNING DIVISION	SHEETS 32
LANDSCAPE IMPROVEMENT PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSSEIN AJIDEH		
CITY ENGINEER	RCE XXXXX	EXPIRES X/XX/XX DATE _____
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		



ADL PLANNING ASSOCIATES
 LAND PLANNING LANDSCAPE ARCHITECTURE
 2979 STATE STREET SUITE "C"
 CARLSBAD, CA 92008 (760) 729-8637 FAX: (760) 729-8324



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

IRRIGATION EQUIPMENT LEGEND:

SYMBOL	EQUIPMENT	MANUFACTURER / MODEL #	NOTES	DETAILS
	IRRIGATION WATER METER	--	SIZE VARIES PER PLAN	--
	BACKFLOW PREVENTER ASSEMBLY	FEBCO / Ø25XL REDUCED PRESSURE	SIZE PER PLAN	DETAIL B, SHEET L-6
	PRESSURE REDUCING VALVE	WILKINS / 500 XL	--	DETAIL C, SHEET L-6
	FLOW SENSOR	GALSENSE / FM	SIZE PER PLAN	DETAIL E, SHEET L-6
	MASTER CONTROL VALVE	WEATHERMATIC / Ø200CR	--	DETAIL D, SHEET L-6
	BALL VALVE (LINE SIZE)	WILKINS / Ø50 XL	--	DETAIL F, SHEET L-6
	QUICK COUPLER VALVE	NELSON / #1645 - 1"	INSTALLED IN PURPLE 6" ROUND VALVE BOX	DETAIL H, SHEET L-6
	REMOTE CONTROL VALVE	WEATHERMATIC / Ø200CR	SIZE PER PLANS	DETAIL G, SHEET L-6
	4Ø STATION IRRIGATION CONTROLLER	GALSENSE / CSB-40-SI/CSB-GR-STUBBY / COMM-5YR	--	DETAIL A, SHEET L-6
	RAIN SENSOR	GALSENSE / RB-1 RAIN BUCKET	INSTALL PER MANUFACTURER INSTRUCTIONS	-
	RECLAIMED WATER DRIP TUBING (6 GPH EMITTERS 12" ON CENTER, TUBING ROINS TO BE MAX 16" APART IN PLANTING AREAS)	NETAFIM / Ø8WRAM-12V	--	DETAILS S SHEET L-7
	END CAP OF DRIP DISCHARGE HEADER	RAINBIRD / MDCFCAP	INSTALL FLUSH VALVE INSIDE A SEPARATE VALVE BOX	DETAIL P, SHEET L-8
	AIR / VACUUM RELIEF VALVE	RAINBIRD / ARVØ50	INSTALL IN VISIBLE AREA OF PLANTING BED	DETAIL Q, SHEET L-8
	OPERATING INDICATOR SET	HUNTER / ECO-ID	INSTALL IN VISIBLE AREA OF PLANTING BED	DETAIL R, SHEET L-8
	PVC WATER LATERAL LINE - RECYCLED PURPLE	PACIFIC PLASTICS	PVC CLASS 200	DETAIL I, J, SHEET L-6
	PVC WATER MAINLINES - RECYCLED PURPLE	PACIFIC PLASTICS	PVC CLASS 315 (2" & GREATER) SCH. 40 (1-1/2" & SMALLER)	DETAIL I, J, MN SHEET L-6 & L-7
	PVC PIPE SLEEVING	PACIFIC PLASTICS	SCH. 80 UNDER VEHICLE PAVING SCH. 40 UNDER PEDESTRIAN PAVING	DETAIL IMN SHEET L-6 & L-7
NO SYMBOL	SPRING TYPE IN-LINE CHECK VALVE	SPEARS MFG. / S15ØØ	(SIZE PER LATERAL LINE)	--
NO SYMBOL	VALVE BOX	NDS / PRO-SPEC	PURPLE 10" ROUND VB - 312PBCBR PURPLE 14" X 14" VB - 314PBCBR PURPLE 17" X 30" VB - 326PBCBR	--
	RECYCLED WATER SIGN	-	PER CITY STANDARDS	DETAIL O SHEET L-7

IRRIGATION HEAD LEGEND:

SYMBOL	DESCRIPTION	MAKE / MODEL	ARC	PSI	RAD.	DISCHARGE (GPM)	SPAC.	DETAIL
	MPR SPRAY NOZZLES	RAINBIRD / MPR-5-(90, 180, 360)	VARIES	40	7'-10'	.39, .79, 1.58	7'-10'	DETAIL L, P SHEET L-7
	HUNTER PRO NOZZLE	HUNTER / MPR-4A (ADJUSTABLE)	0-360	30	3'-4'	.22, .34, .45, .68, .73, .80	3'-4'	DETAIL L, P SHEET L-7
	HUNTER PRO NOZZLE	HUNTER / MPR-6A (ADJUSTABLE)	0-360	30	5'-6'	.37, .44, .60, .88, 1.10, 1.26	5'-6'	DETAIL L, P SHEET L-7
	HUNTER PRO NOZZLE	HUNTER / MPR-8 (ADJUSTABLE)	0-360	30	7'-8'	.44, .54, .88, 1.17, 1.32, 1.76	7'-8'	DETAIL L, P SHEET L-7
	HUNTER SHORT RADIUS MICRO SPRAY	HUNTER / MPR-4 (90, 180)	90, 180	30	3'-4'	.39, .79, 1.58	3'-4'	DETAIL L, P SHEET L-7
	TREE BUBBLER	RAIN BIRD / 1404 PRESSURE COMPENSATING	TRICKLE	40	2'-4'	0.5 (1.0)	2'-4'	DETAIL "K", SHEET L-7

NOTES:
ALL SHRUB HEADS INSTALLED FARTHER THAN TEN (10) FEET FROM PAVING, CURBS, SIDEWALKS, STEPS, TURF BOUNDARIES OR OTHER PEDESTRIAN AREAS MAY BE INSTALLED ON RISER WITH RAINBIRD 1Ø12 SAM PRS, WITH IN LINE CHECK VALVE, AND WITH NOZZLE AS PER PLAN

ALL SPRAY AND ROTOR HEADS INSTALLED ON RECYCLED WATER SYSTEMS SHALL HAVE A FACTORY INSTALLED PURPLE RECLAIMED WATER COVER.

INSTALL ALL SPRAY HEADS ON 12" 1ØØ0 SAM NON/PRS IN SHRUBS AREA.

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS



ADL PLANNING ASSOCIATES
LAND PLANNING LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C"
CARLSBAD, CA. 92008
DATE: 12/7/2021
JOB NO:
SCALE:
DRAWN BY:
(760) 729-8837 FAX: (760) 729-8324



SHEET 23	CITY OF CARLSBAD PLANNING DIVISION	SHEETS 32
LANDSCAPE IMPROVEMENT PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSSEIN AJIDEH		
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

IRRIGATION NOTES:

- ALL IRRIGATION SYSTEM COMPONENTS SHALL BE INSTALLED AS PER LOCAL CODE. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS.
- CHECK AND VERIFY ALL SITE CONDITIONS, UTILITIES AND SERVICES PRIOR TO TRENCHING. IF DURING CONSTRUCTION IT IS FOUND THAT THE SITE VARIES FROM THE DRAWINGS, NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
- WHERE TREES, LIGHT STANDARDS, ETC. ARE AN OBSTRUCTION TO SPRAYS, THEN PIPING AND SPRINKLER HEADS SHALL BE ADJUSTED AND/OR RELOCATED AS NECESSARY TO OBTAIN FULL COVERAGE WITHOUT EXCESSIVE OVERTHROW. DO NOT EXCEED SPACING AS PER MANUFACTURER RECOMMENDATIONS.
- PLANS ARE DIAGRAMMATIC AND APPROXIMATE. ALL PIPING SHALL BE INSTALLED IN PLANTING AREAS EXCEPT WHERE IT IS INFEASIBLE.
- COORDINATE IRRIGATION WORK WITH PLANTING PLANS TO AVOID CONFLICTING LOCATIONS BETWEEN PIPING AND PLANT PITS.
- ALL HEADS, WHEN LOCATED ADJACENT TO CURBS, HEADERS, SIDEWALKS, WALLS, BUILDING, ETC., ARE TO BE A MIN. OF TWO (2) INCHES TO A MAX. OF FOUR (4) INCHES AWAY FROM THE STRUCTURES.
- ALL CONTROL WIRE SHALL BE IN PVC SLEEVE AND INSTALLED AT THE SAME DEPTH REQUIRED FOR THE PRESSURE SUPPLY LINES IN NOTE 1Ø ON THIS SHEET.
- PRIOR TO START OF GRADING, THE APPLICANT OR APPLICANT'S AGENT SHALL OBTAIN CITY OF CARLSBAD AUTHORITY. APPROVAL OF A CONSTRUCTION SCHEDULE AND/OR EXHIBIT OUTLINING THE TIMING OF THE SLOPE PLANTING AND IRRIGATION.
- INSTALLATION OF IRRIGATION AS SHOWN ON THE APPROVED PLANS SHALL COMMENCE WITHIN 10 DAYS OF THE TIME WHEN EACH AREA IS BROUGHT TO GRADE AS SHOWN ON THE APPROVED GRADING PLANS.
- LANDSCAPE IRRIGATION SHALL BE APPLIED AT A RATE NOT EXCEEDING THE INFILTRATION RATE OF THE SOIL

- (MINIMIZING EROSION AND WATER WASTE) BUT SUFFICIENTLY TO ALLOW FOR HEALTHY PLANT GROWTH.
- INSTALL CHECK VALVES AS NEEDED TO PREVENT LOW HEAD DRAINAGE.
- SPECIAL CONSIDERATION SHALL BE GIVEN TO WATER AND ELECTRICAL SERVICES.
- IRRIGATION AND PLANTING SHALL TAKE PLACE AS IMPROVEMENTS PROGRESS.
- CONTRACTOR SHALL COORDINATE WITH OTHER TRADES TO INSTALL SLEEVES UNDER PAVEMENT AND TO SERVICE CONTROLLERS IN GARAGE.
- CONTRACTOR SHALL COORDINATE POWER FOR CONTROLLER AND CONNECTION TO RAIN SENSOR.
- EXISTING IRRIGATION EQUIPMENT DAMAGED SHALL BE REPLACED IN KIND.
- ALL BACKFLOW PREVENTERS SHALL BE TESTED BY A CERTIFIED TESTER AND RESULTS MUST BE GIVEN TO THE CITY AND THE WATER DISTRICT. CALL (760)438-2722 TO OBTAIN APPROVED CONTRACT BACKFLOW TESTERS. PIPE BETWEEN THE METER AND BACKFLOW PREVENTER SHALL BE "SCHEDULE K HARD COPPER."
- MINIMUM PIPE COVERAGE SHALL BE AS FOLLOWS:
 - PRESSURE LINES:
 - LESS THAN 3" IN DIAMETER - 18" COVER
 - 3" - 5-1/2" IN DIAMETER - 24" COVER
 - 6" OR GREATER DIAMETER - 36" COVER
 - LATERAL LINES:
 - 12" OF COVER
 - SLEEVES UNDER ROADS:
 - 6" OR LESS IN DIAMETER - 36" COVER
 - GREATER THAN 6" IN DIAMETER - 48" COVER SCHEDULE 80 PVC
 - SLEEVES UNDER PAVING (NON-ROADS):
 - LESS THAN 3" IN DIAMETER - 18" COVER
 - 3" - 5-1/2" IN DIAMETER - 24" COVER
 - 6" OR GREATER IN DIAMETER - 36" COVER SCHEDULE 40 PVC

PRESSURE CALCULATIONS

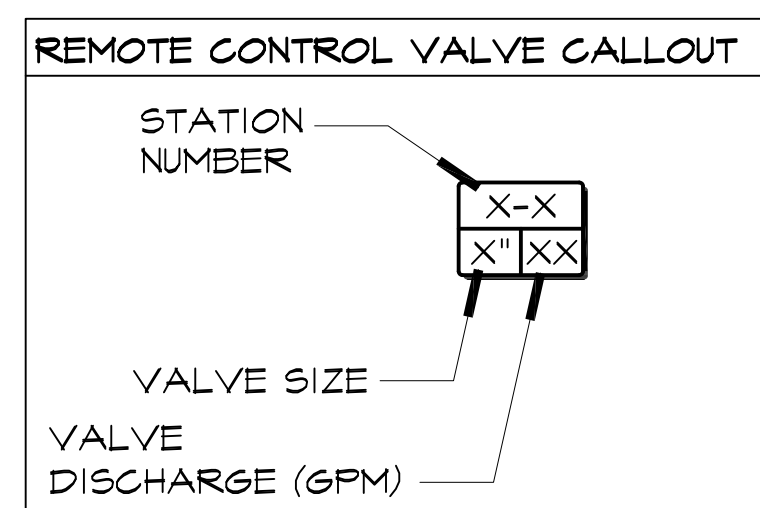
Remote Control Valve	A-9	Max. Demand (GPM):	32
POC/Water Meter	A	Pressure Available:	100

MAINLINE/VALVES:	GPM	LOSS
1.5" Water Meter	32	= 1.00
2" Backflow Device	32	= 7.00
0 Filter	0	= 0.00
2" Master Valve	32	= 1.50
1.5" Flow Meter	32	= 1.00
2" Pressure Reducer	32	= 5.00
2" Gate/Ball Valve	32	= 1.50
100' L.F. of 2 1/2" Mainline	32	= 0.35
645' L.F. of 2" Mainline	32	= 4.90
0' L.F. of 1 1/2" Mainline	32	= 0.00
1.5 Control Valve	32	= 1.50
Drip Valve		=
Subtotal Mainline/Valve PSI Loss:		23.75

LATERAL LINES:	2" Lateral @	LOSS
0 L.F. of	0	= 0.00
15' L.F. of 1 1/2" Lateral @	32	= 0.4
45' L.F. of 1 1/4" Lateral @	32	= 2.6
70' L.F. of 1" Lateral @	24	= 9.3
80' L.F. of 3/4" Lateral @	12	= 9.8
0 L.F. of 1/2" Lateral @	0	= 0.0
Loss Thru Fittings (10%)		2.22
Subtotal Lateral Line PSI Loss:		24.39

Loss or Gain Thru	-14	Total Elev. Change	-6.06
Subtotal System PSI loss:			42.08

TOTAL PRESSURE AVAILABLE:	100.0
SUBTOTAL SYSTEM LOSS:	42.08
PRESSURE REQUIRED AT HEAD:	40.00
TOTAL PRESSURE LOSSES:	82.08
RESIDUAL WATER PRESSURE	17.93



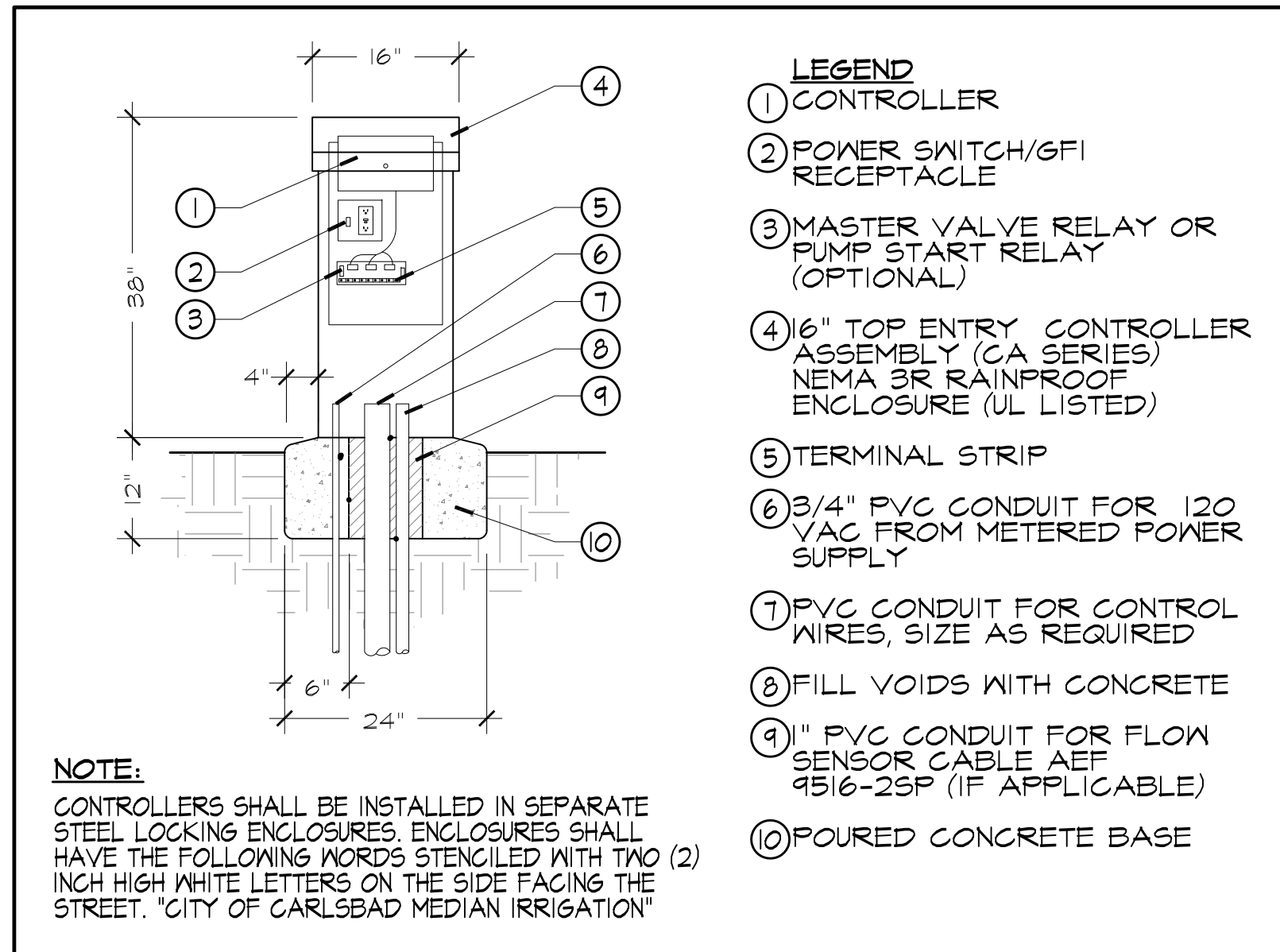
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

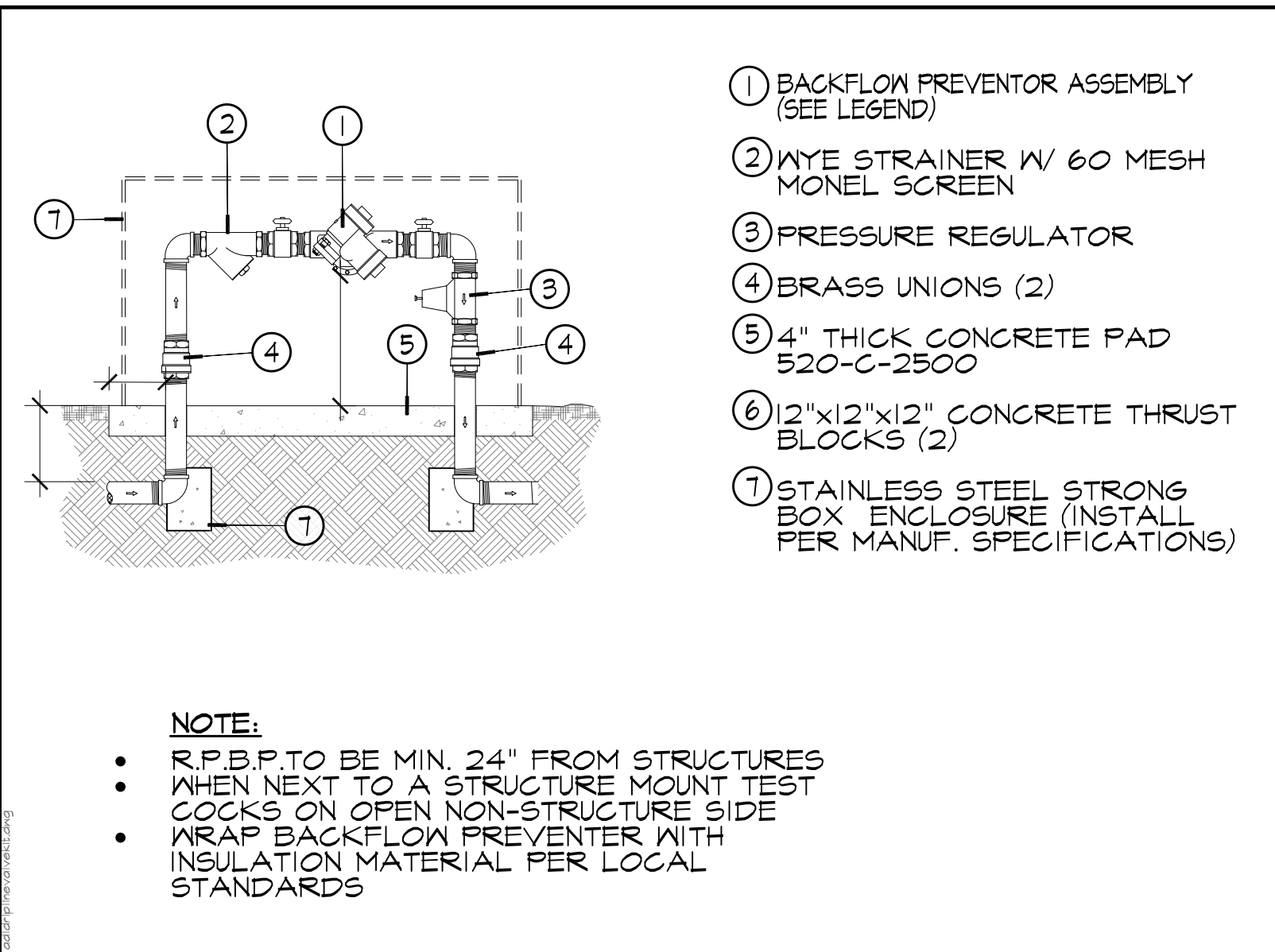
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)



- LEGEND**
- CONTROLLER
 - POWER SWITCH/GFI RECEPTACLE
 - MASTER VALVE RELAY OR PUMP START RELAY (OPTIONAL)
 - 16" TOP ENTRY CONTROLLER ASSEMBLY (CA SERIES) NEMA 3R RAINPROOF ENCLOSURE (UL LISTED)
 - TERMINAL STRIP
 - 3/4" PVC CONDUIT FOR 120 VAC FROM METERED POWER SUPPLY
 - PVC CONDUIT FOR CONTROL WIRES, SIZE AS REQUIRED
 - FILL VOIDS WITH CONCRETE
 - 4" PVC CONDUIT FOR FLOW SENSOR CABLE AEF 9516-2SP (IF APPLICABLE)
 - POURED CONCRETE BASE

NOTE:
CONTROLLERS SHALL BE INSTALLED IN SEPARATE STEEL LOCKING ENCLOSURES. ENCLOSURES SHALL HAVE THE FOLLOWING WORDS STENCILED WITH TWO (2) INCH HIGH WHITE LETTERS ON THE SIDE FACING THE STREET. "CITY OF CARLSBAD MEDIAN IRRIGATION"

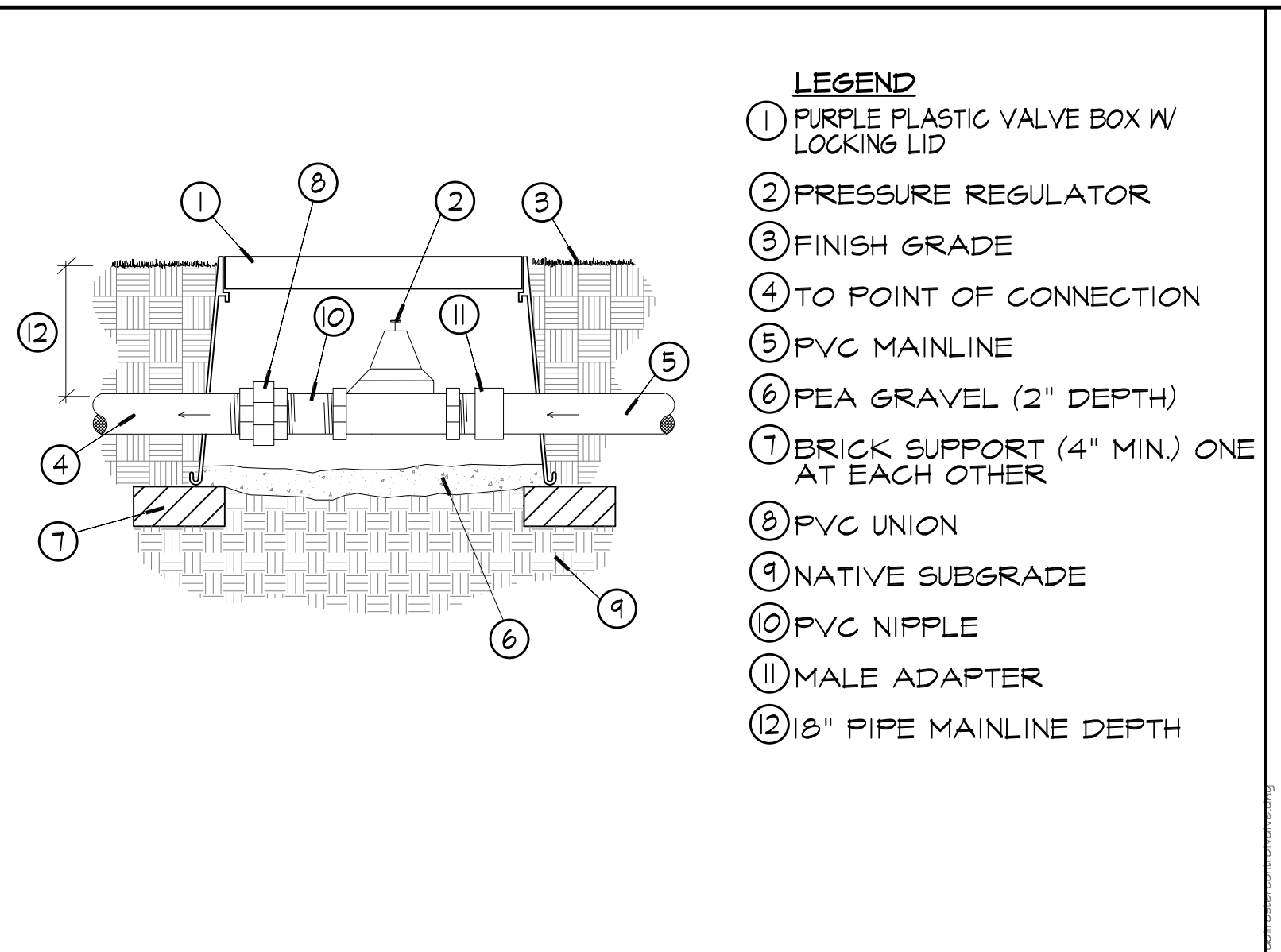
(A) CONTROLLER SCALE: N.T.S.



- LEGEND**
- BACKFLOW PREVENTOR ASSEMBLY (SEE LEGEND)
 - WYE STRAINER W/ 60 MESH MONEL SCREEN
 - PRESSURE REGULATOR
 - BRASS UNIONS (2)
 - 4" THICK CONCRETE PAD 520-C-2500
 - 12"x12"x12" CONCRETE THRUST BLOCKS (2)
 - STAINLESS STEEL STRONG BOX ENCLOSURE (INSTALL PER MANUF. SPECIFICATIONS)

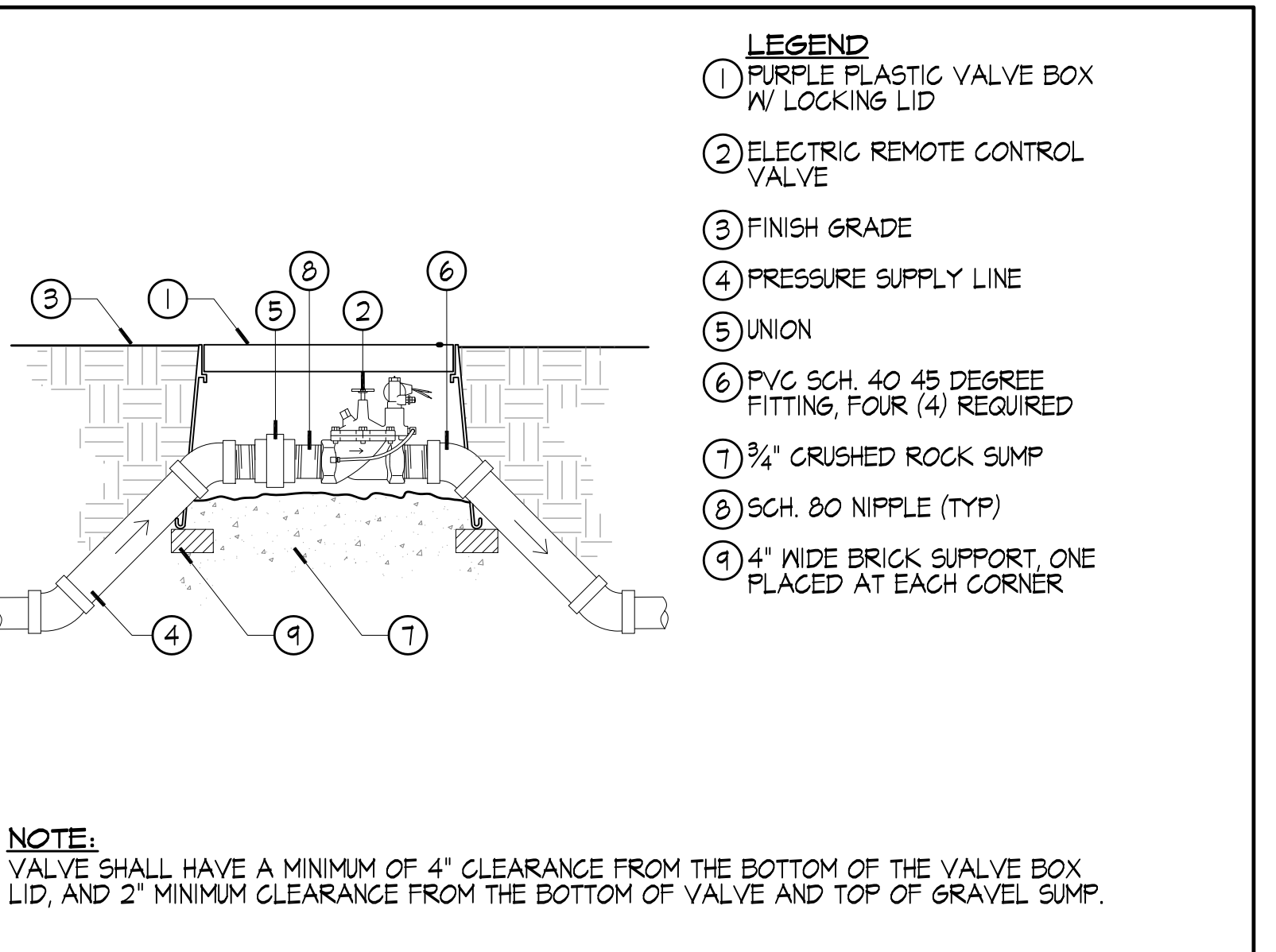
NOTE:
• R.P.B.P. TO BE MIN. 24" FROM STRUCTURES
• WHEN NEXT TO A STRUCTURE MOUNT TEST COCKS ON OPEN NON-STRUCTURE SIDE
• WRAP BACKFLOW PREVENTOR WITH INSULATION MATERIAL PER LOCAL STANDARDS

(B) BACK FLOW PREVENTOR N.T.S.



- LEGEND**
- PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - PRESSURE REGULATOR
 - FINISH GRADE
 - TO POINT OF CONNECTION
 - PVC MAINLINE
 - PEA GRAVEL (2" DEPTH)
 - BRICK SUPPORT (4" MIN.) ONE AT EACH OTHER
 - PVC UNION
 - NATIVE SUBGRADE
 - PVC NIPPLE
 - MALE ADAPTER
 - 8" PIPE MAINLINE DEPTH

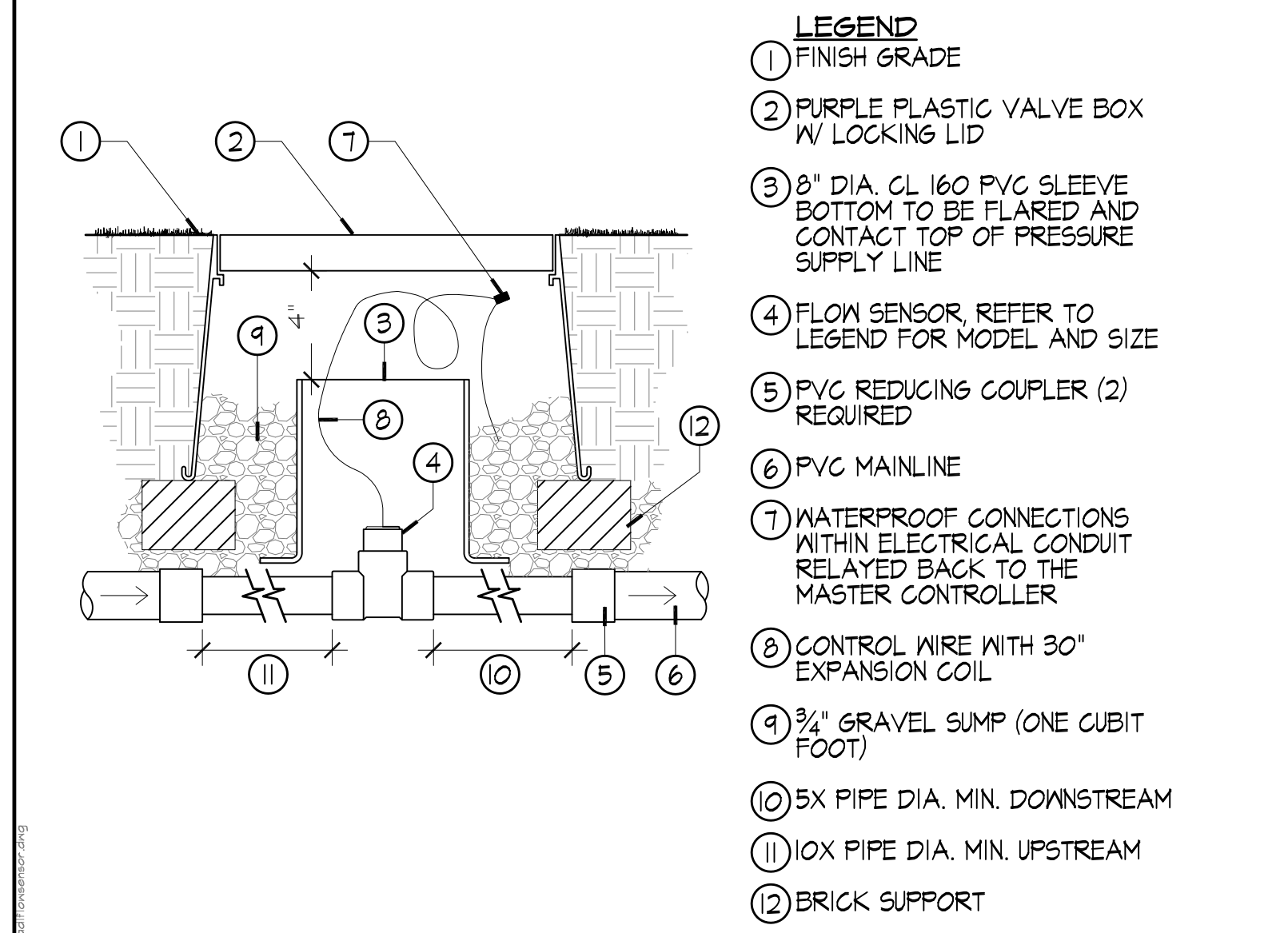
(C) PRESSURE REGULATOR SCALE: N.T.S.



- LEGEND**
- PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - ELECTRIC REMOTE CONTROL VALVE
 - FINISH GRADE
 - PRESSURE SUPPLY LINE
 - UNION
 - PVC SCH. 40 45 DEGREE FITTING, FOUR (4) REQUIRED
 - 3/4" CRUSHED ROCK SUMP
 - SCH. 80 NIPPLE (TYP)
 - 4" WIDE BRICK SUPPORT, ONE PLACED AT EACH CORNER

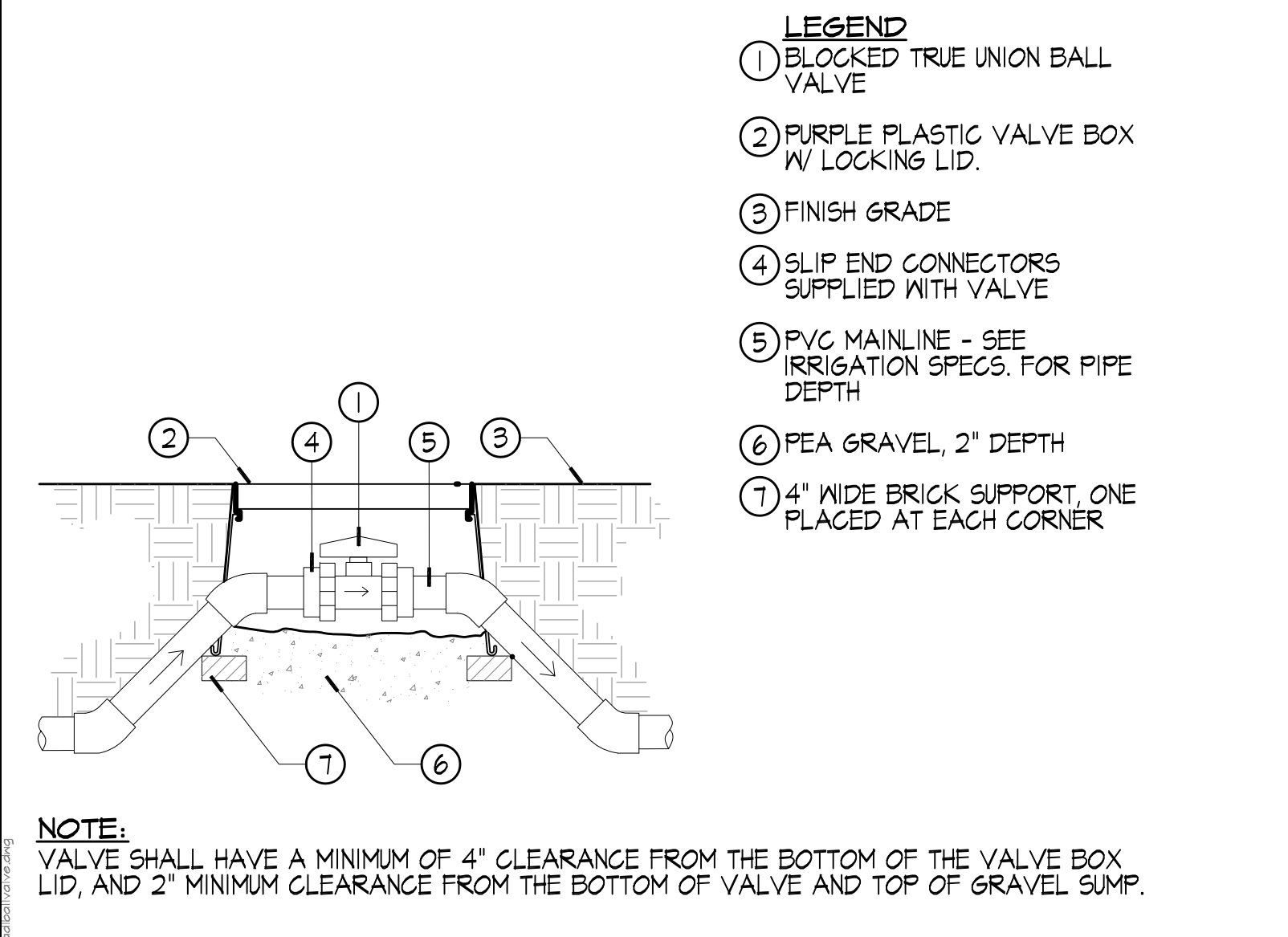
NOTE:
VALVE SHALL HAVE A MINIMUM OF 4" CLEARANCE FROM THE BOTTOM OF THE VALVE BOX LID, AND 2" MINIMUM CLEARANCE FROM THE BOTTOM OF VALVE AND TOP OF GRAVEL SUMP.

(D) MASTER CONTROL VALVE SCALE: N.T.S.



- LEGEND**
- FINISH GRADE
 - PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - 8" DIA. CL 160 PVC SLEEVE BOTTOM TO BE FLARED AND CONTACT TOP OF PRESSURE SUPPLY LINE
 - FLOW SENSOR REFER TO LEGEND FOR MODEL AND SIZE
 - PVC REDUCING COUPLER (2) REQUIRED
 - PVC MAINLINE
 - WATERPROOF CONNECTIONS WITHIN ELECTRICAL CONDUIT RELATED BACK TO THE MASTER CONTROLLER
 - CONTROL WIRE WITH 30" EXPANSION COIL
 - 3/4" GRAVEL SUMP (ONE CUBIT FOOT)
 - 5X PIPE DIA. MIN. DOWNSTREAM
 - 10X PIPE DIA. MIN. UPSTREAM
 - BRICK SUPPORT

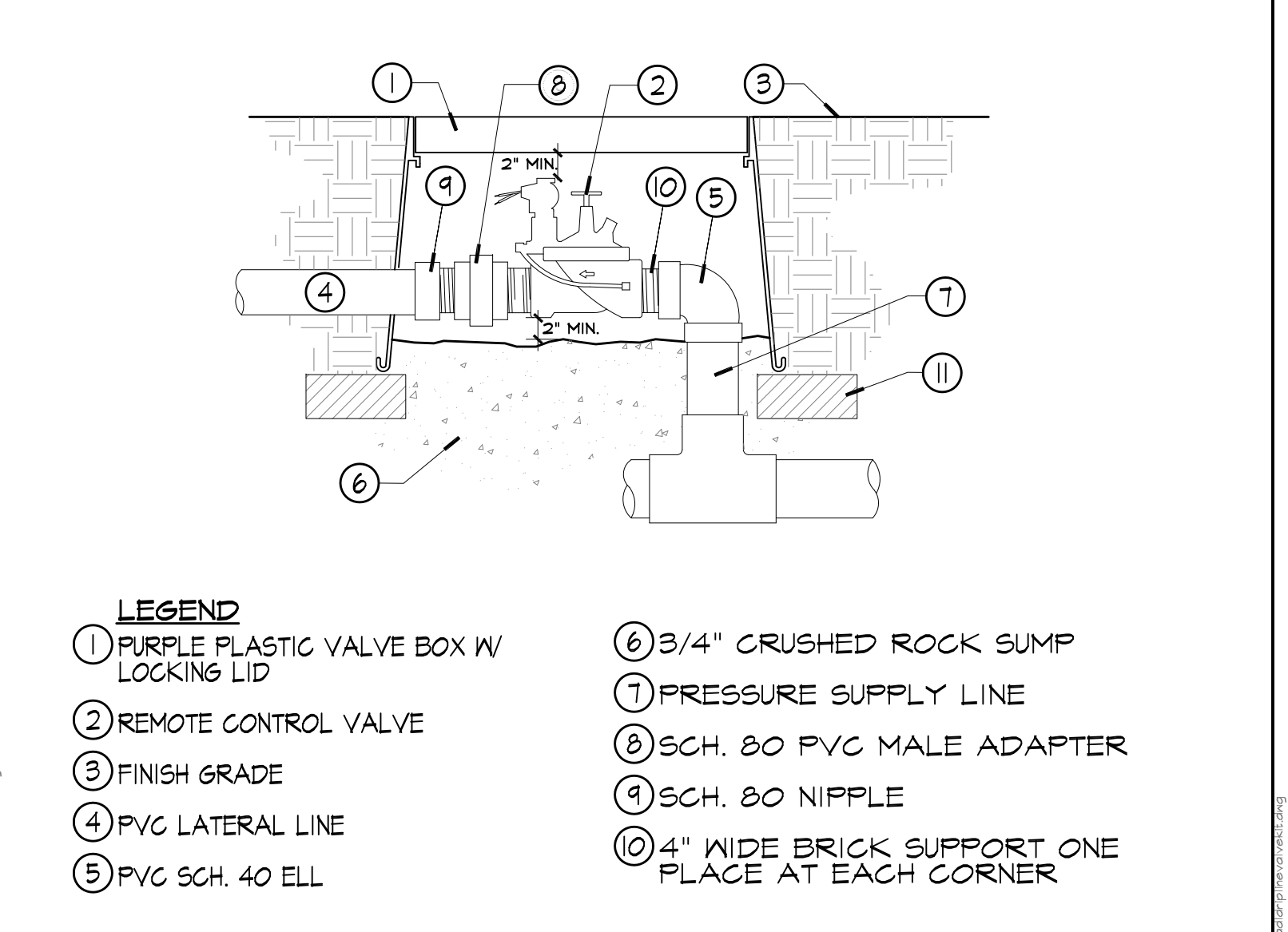
(E) FLOW SENSOR SCALE: N.T.S.



- LEGEND**
- BLOCKED TRUE UNION BALL VALVE
 - PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - FINISH GRADE
 - SLIP END CONNECTORS SUPPLIED WITH VALVE
 - PVC MAINLINE - SEE IRRIGATION SPECS. FOR PIPE DEPTH
 - PEA GRAVEL, 2" DEPTH
 - 4" WIDE BRICK SUPPORT, ONE PLACED AT EACH CORNER

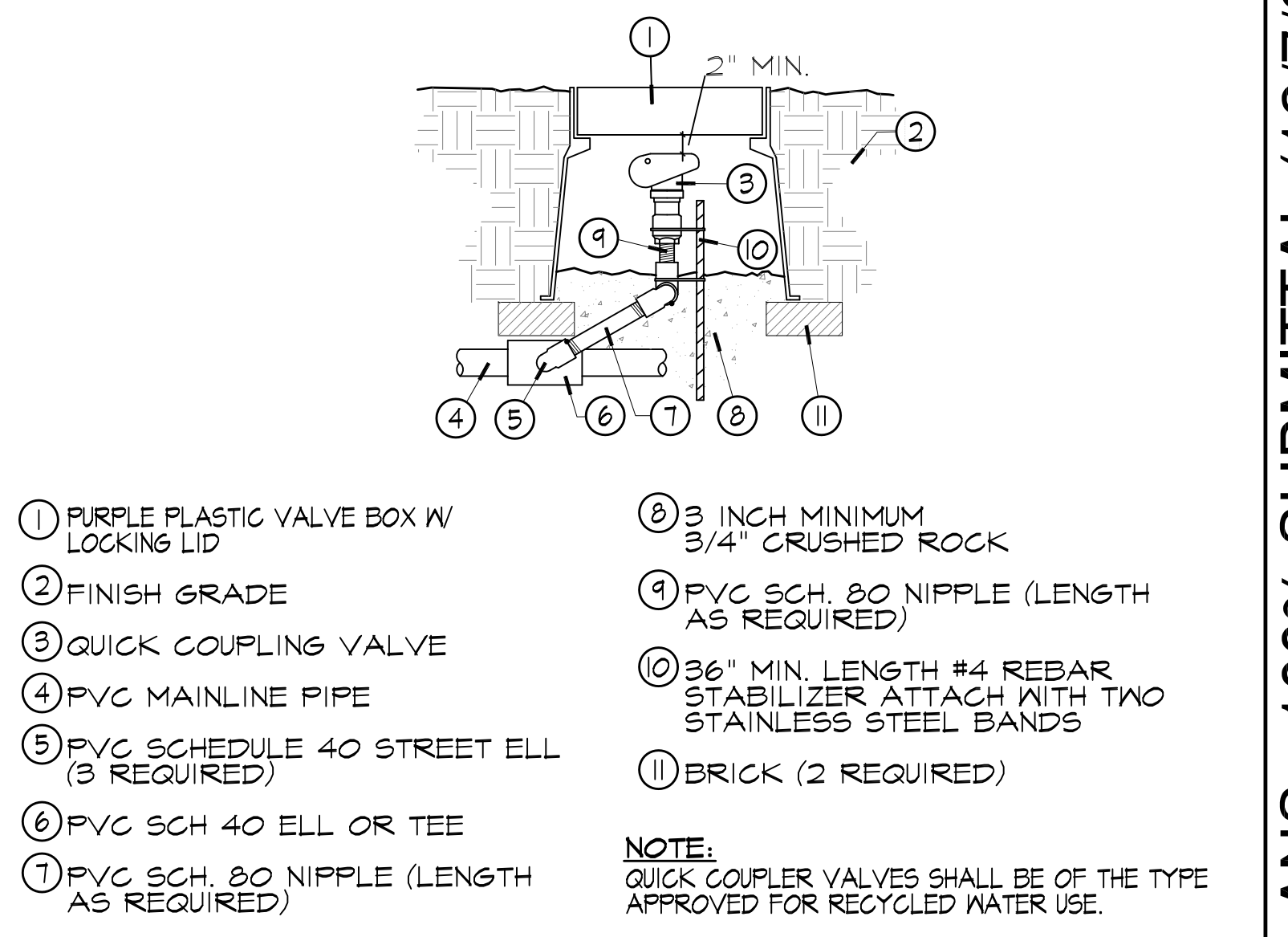
NOTE:
VALVE SHALL HAVE A MINIMUM OF 4" CLEARANCE FROM THE BOTTOM OF THE VALVE BOX LID, AND 2" MINIMUM CLEARANCE FROM THE BOTTOM OF VALVE AND TOP OF GRAVEL SUMP.

(F) BALL VALVE SCALE: N.T.S.



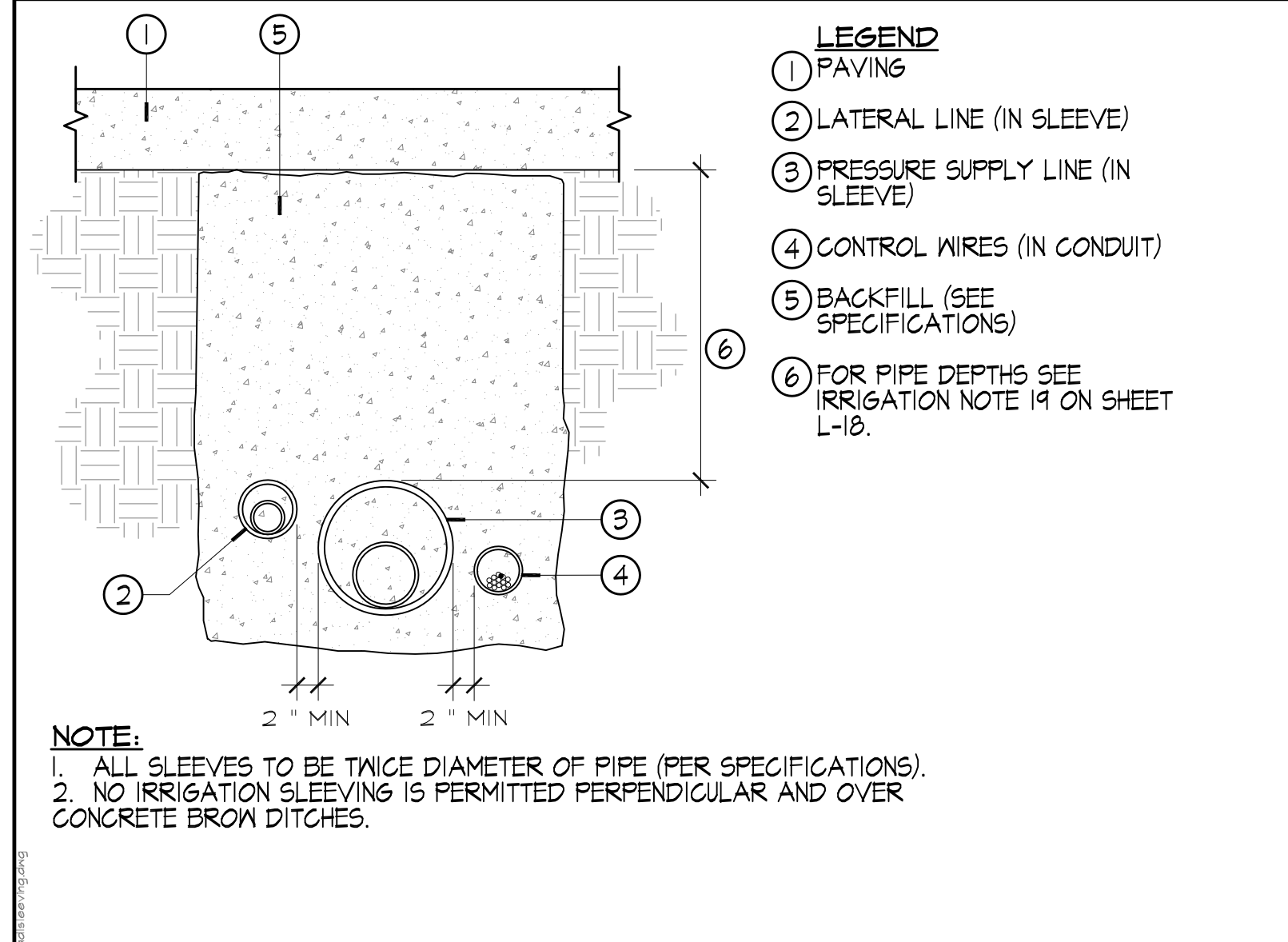
- LEGEND**
- PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - REMOTE CONTROL VALVE
 - FINISH GRADE
 - PVC LATERAL LINE
 - PVC SCH. 40 ELL
 - 3/4" CRUSHED ROCK SUMP
 - PRESSURE SUPPLY LINE
 - SCH. 80 PVC MALE ADAPTER
 - SCH. 80 NIPPLE
 - 4" WIDE BRICK SUPPORT ONE PLACED AT EACH CORNER

(G) REMOTE CONTROL VALVE SCALE: N.T.S.



- LEGEND**
- PURPLE PLASTIC VALVE BOX W/ LOCKING LID
 - FINISH GRADE
 - QUICK COUPLER VALVE
 - PVC MAINLINE PIPE
 - PVC SCHEDULE 40 STREET ELL (3 REQUIRED)
 - PVC SCH. 40 ELL OR TEE
 - PVC SCH. 80 NIPPLE (LENGTH AS REQUIRED)
 - 3 INCH MINIMUM 3/4" CRUSHED ROCK
 - PVC SCH. 80 NIPPLE (LENGTH AS REQUIRED)
 - 36" MIN. LENGTH #4 REBAR STABILIZER ATTACH WITH TWO STAINLESS STEEL BANDS
 - BRICK (2 REQUIRED)
- NOTE:**
QUICK COUPLER VALVES SHALL BE OF THE TYPE APPROVED FOR RECYCLED WATER USE.

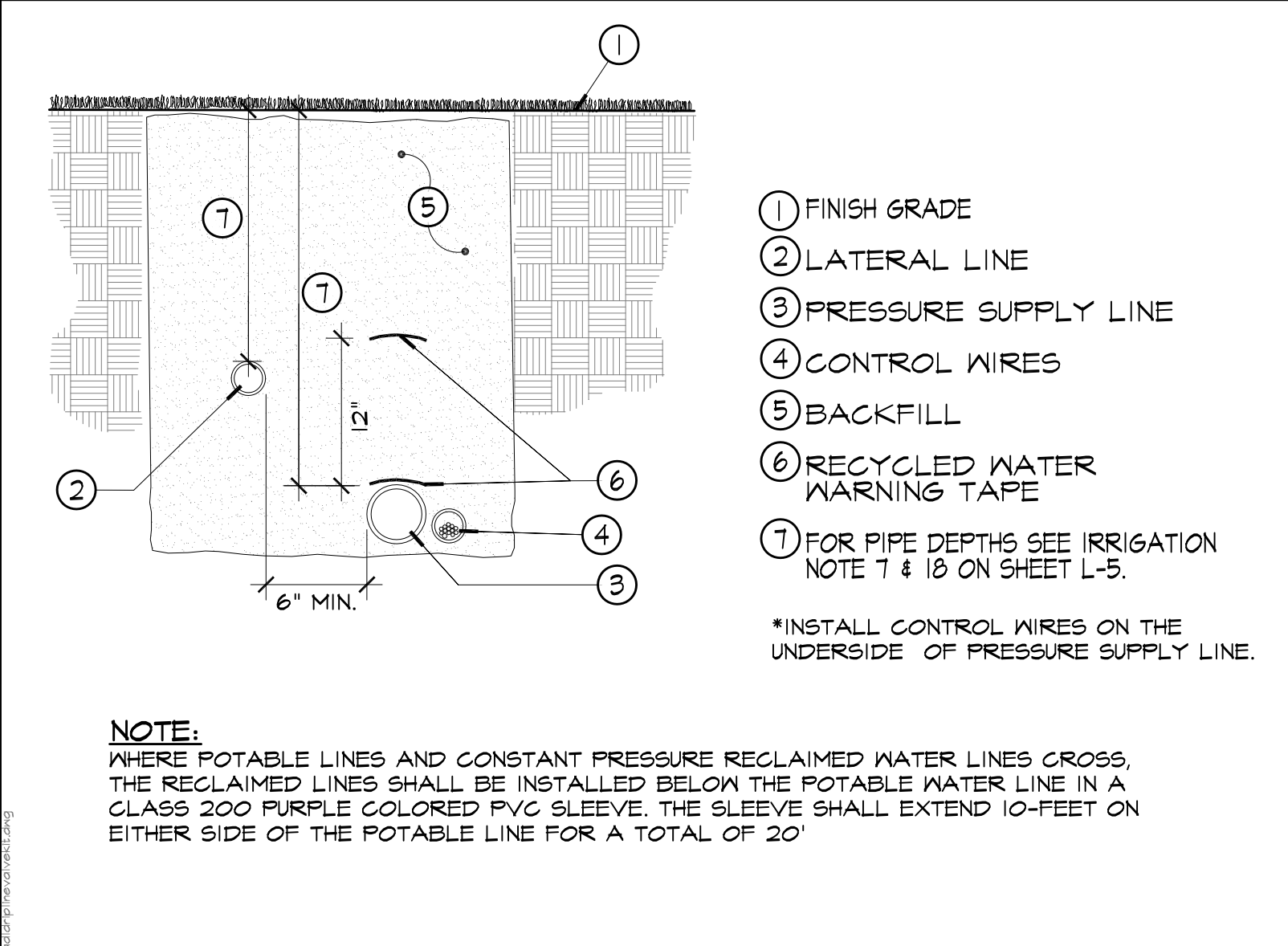
(H) QUICK COUPLER VALVE SCALE: N.T.S.



- LEGEND**
- PAVING
 - LATERAL LINE (IN SLEEVE)
 - PRESSURE SUPPLY LINE (IN SLEEVE)
 - CONTROL WIRES (IN CONDUIT)
 - BACKFILL (SEE SPECIFICATIONS)
 - FOR PIPE DEPTHS SEE IRRIGATION NOTE 19 ON SHEET L-18.

NOTE:
1. ALL SLEEVES TO BE TWICE DIAMETER OF PIPE (PER SPECIFICATIONS).
2. NO IRRIGATION SLEEVING IS PERMITTED PERPENDICULAR AND OVER CONCRETE BROW DITCHES.

(I) SLEEVING SCALE: N.T.S.



- LEGEND**
- FINISH GRADE
 - LATERAL LINE
 - PRESSURE SUPPLY LINE
 - CONTROL WIRES
 - BACKFILL
 - RECYCLED WATER WARNING TAPE
 - FOR PIPE DEPTHS SEE IRRIGATION NOTE 7 & 18 ON SHEET L-5.

NOTE:
WHERE POTABLE LINES AND CONSTANT PRESSURE RECLAIMED WATER LINES CROSS, THE RECLAIMED LINES SHALL BE INSTALLED BELOW THE POTABLE WATER LINE IN A CLASS 200 PURPLE COLORED PVC SLEEVE. THE SLEEVE SHALL EXTEND 10-FEET ON EITHER SIDE OF THE POTABLE LINE FOR A TOTAL OF 20'

(J) R.W. IRRIGATION TRENCHING SCALE: N.T.S.

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS

DIGALERT
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 1-800-422-4133 AT LEAST TWO DAYS BEFORE YOU DIG

ADL PLANNING ASSOCIATES
LAND PLANNING ARCHITECTURE
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DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 24 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

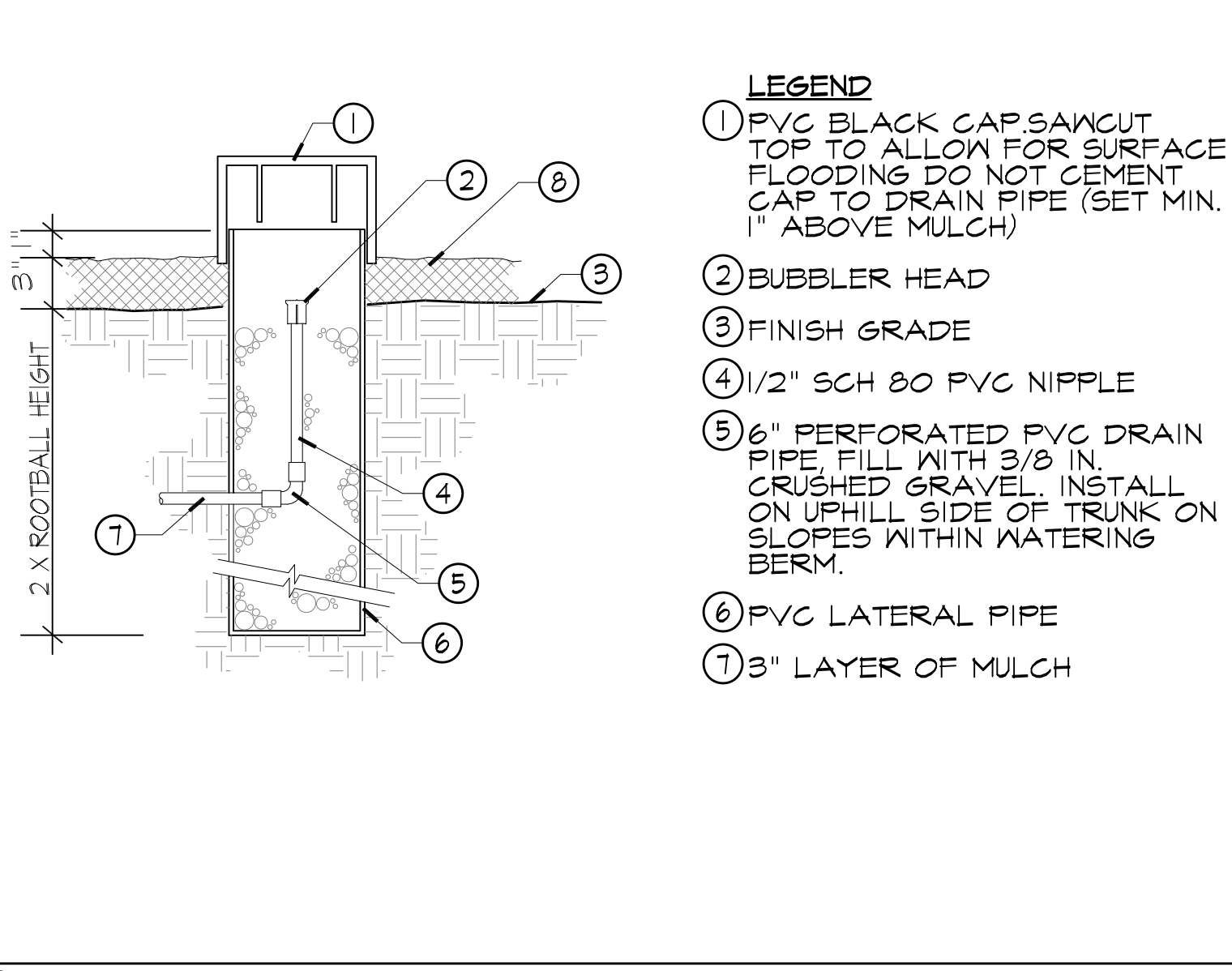
APPROVED: _____ HOSSEIN AJUDEH

CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

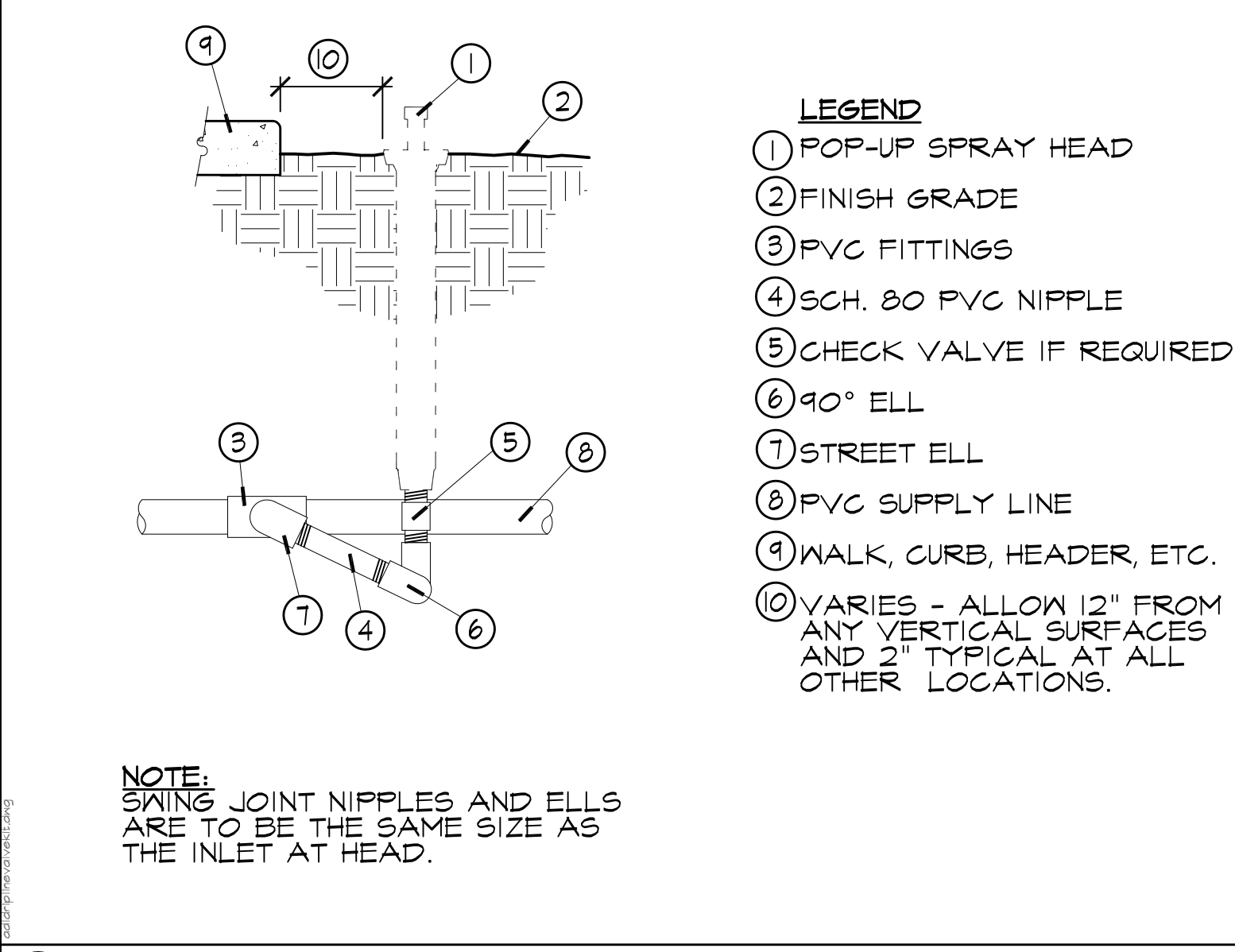
DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

CHKD BY: _____
RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

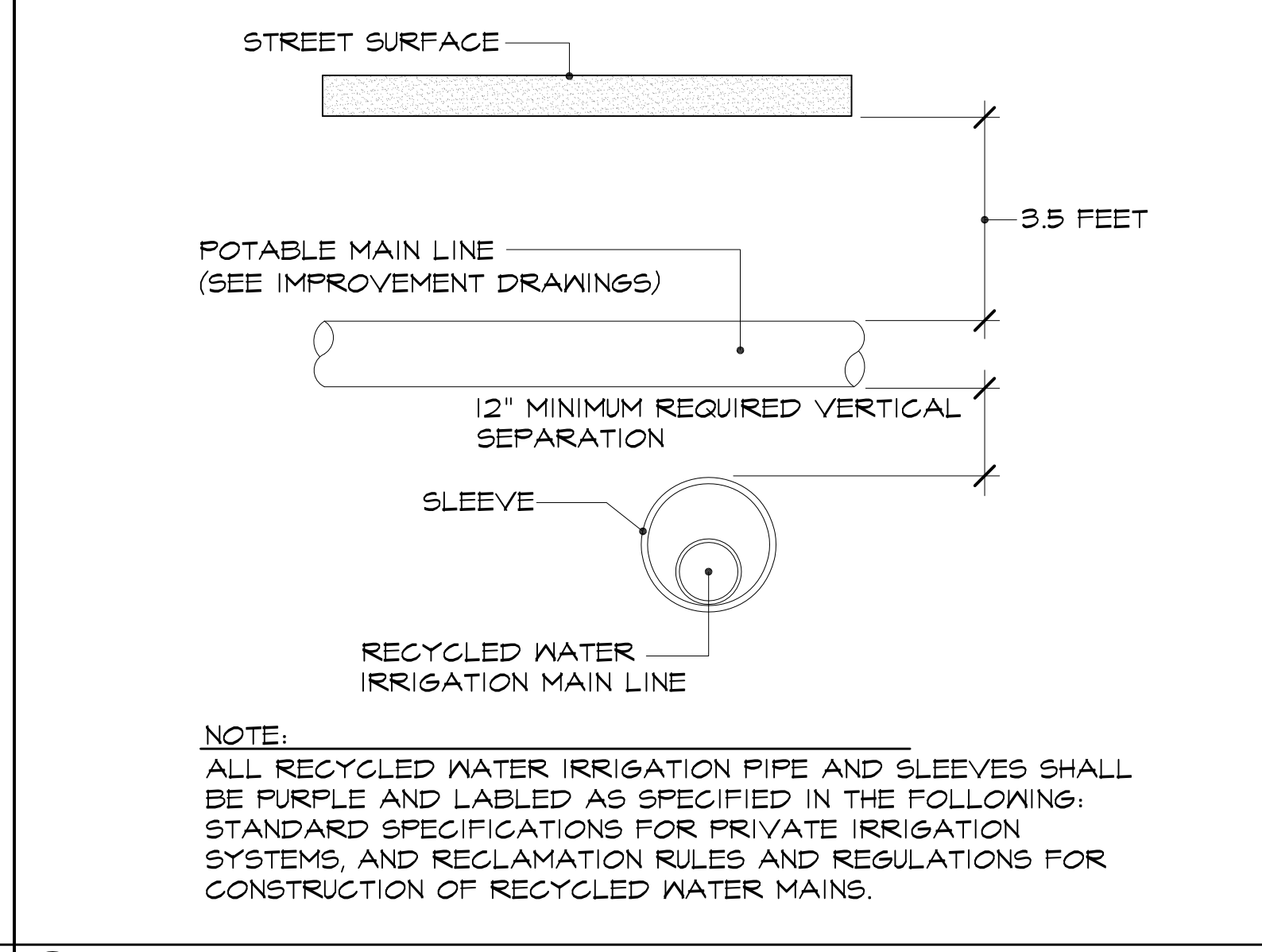


- LEGEND**
- ① PVC BLACK CAP, SANCUT TOP TO ALLOW FOR SURFACE FLOODING DO NOT CEMENT CAP TO DRAIN PIPE (SET MIN. 1" ABOVE MULCH)
 - ② BUBBLER HEAD
 - ③ FINISH GRADE
 - ④ 1/2" SCH 80 PVC NIPPLE
 - ⑤ 6" PERFORATED PVC DRAIN PIPE FILL WITH 3/8 IN. CRUSHED GRAVEL. INSTALL ON UPHILL SIDE OF TRUNK ON SLOPES WITHIN WATERING BERM.
 - ⑥ PVC LATERAL PIPE
 - ⑦ 3" LAYER OF MULCH

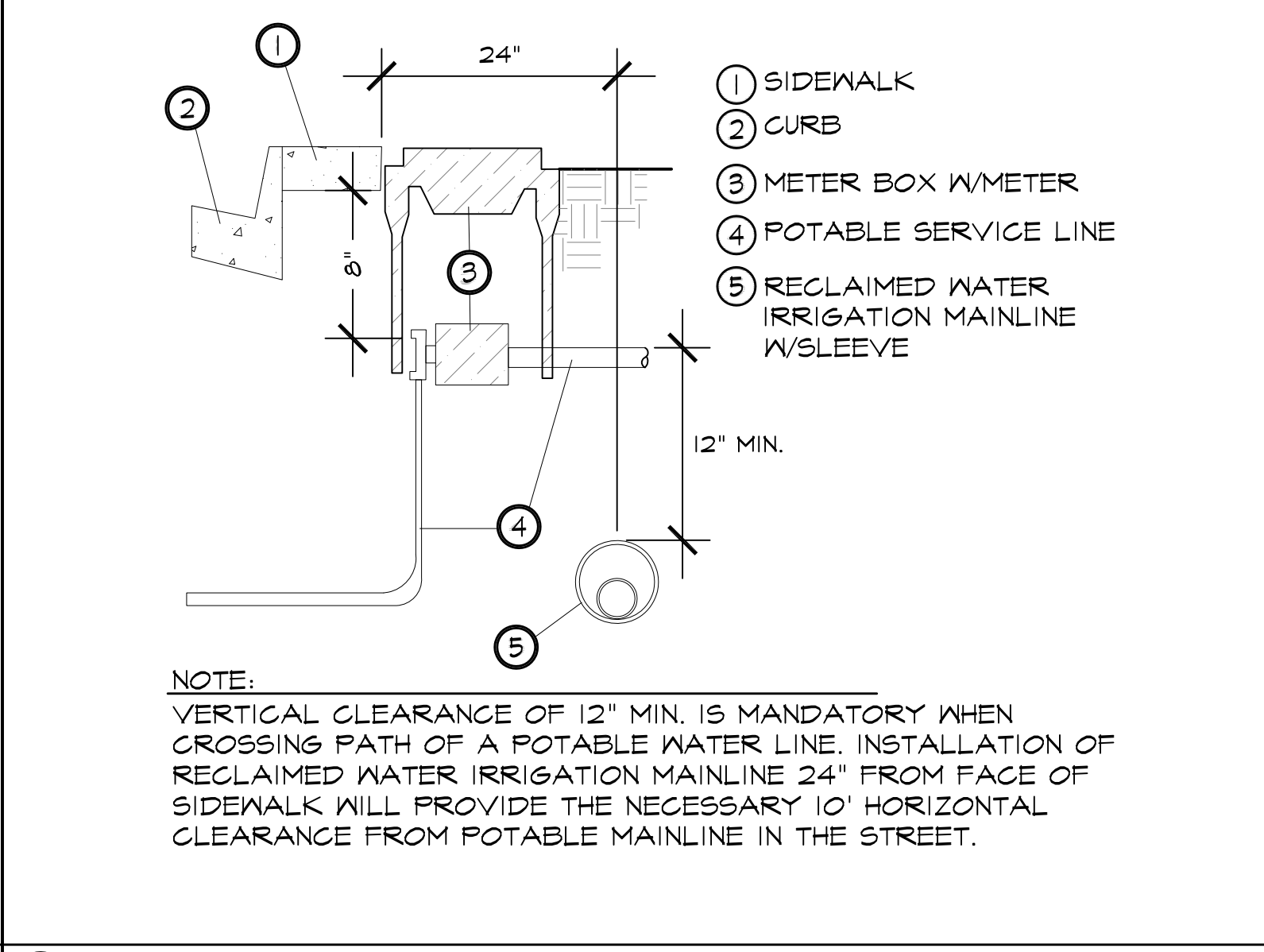


- LEGEND**
- ① POP-UP SPRAY HEAD
 - ② FINISH GRADE
 - ③ PVC FITTINGS
 - ④ SCH. 80 PVC NIPPLE
 - ⑤ CHECK VALVE IF REQUIRED
 - ⑥ 90° ELL
 - ⑦ STREET ELL
 - ⑧ PVC SUPPLY LINE
 - ⑨ WALK, CURB, HEADER, ETC.
 - ⑩ VARIES - ALLOW 12" FROM ANY VERTICAL SURFACES AND 2" TYPICAL AT ALL OTHER LOCATIONS.

NOTE: SWING JOINT NIPPLES AND ELLS ARE TO BE THE SAME SIZE AS THE INLET AT HEAD.



NOTE: ALL RECYCLED WATER IRRIGATION PIPE AND SLEEVES SHALL BE PURPLE AND LABELED AS SPECIFIED IN THE FOLLOWING: STANDARD SPECIFICATIONS FOR PRIVATE IRRIGATION SYSTEMS, AND RECLAMATION RULES AND REGULATIONS FOR CONSTRUCTION OF RECYCLED WATER MAINS.



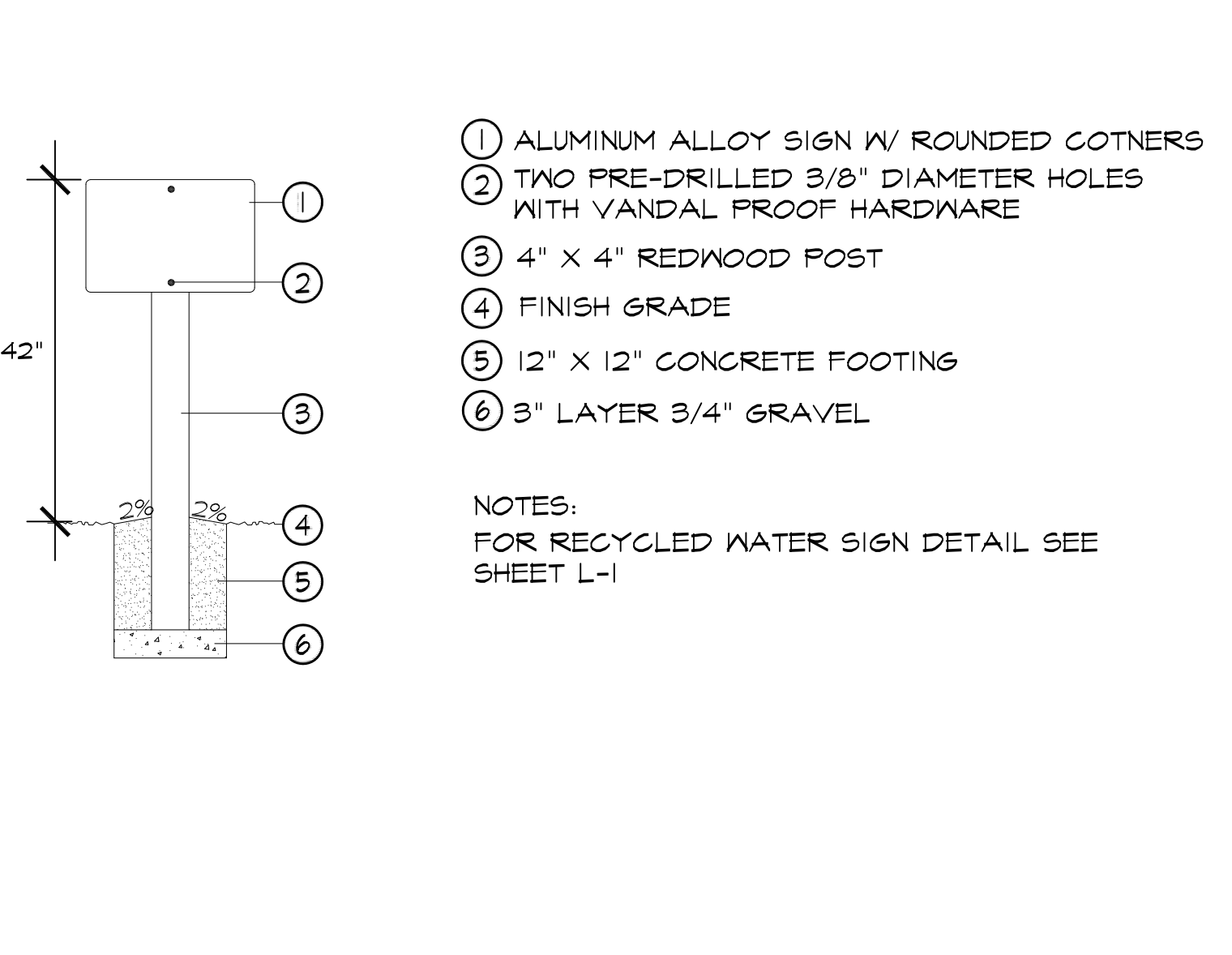
NOTE: VERTICAL CLEARANCE OF 12" MIN. IS MANDATORY WHEN CROSSING PATH OF A POTABLE WATER LINE. INSTALLATION OF RECLAIMED WATER IRRIGATION MAINLINE 24" FROM FACE OF SIDEWALK WILL PROVIDE THE NECESSARY 10' HORIZONTAL CLEARANCE FROM POTABLE MAINLINE IN THE STREET.

(K) SUBSURFACE TREE BUBLER N.T.S.

(L) 12' POP-UP SPRAY (SHRUBS) N.T.S.

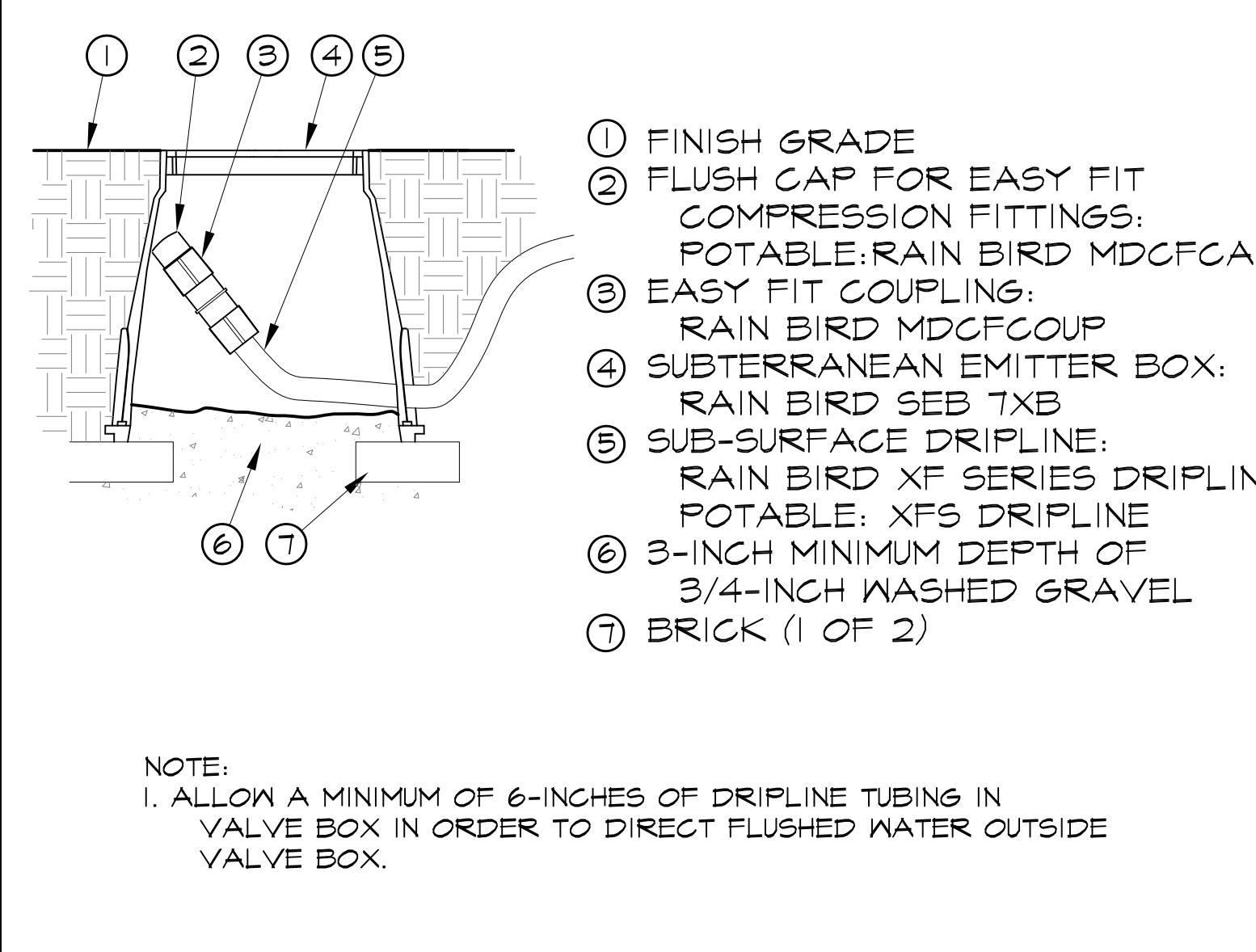
(M) POTABLE MAINLINE CROSSING N.T.S.

(N) POTABLE SERVICE LINE CROSSING N.T.S.



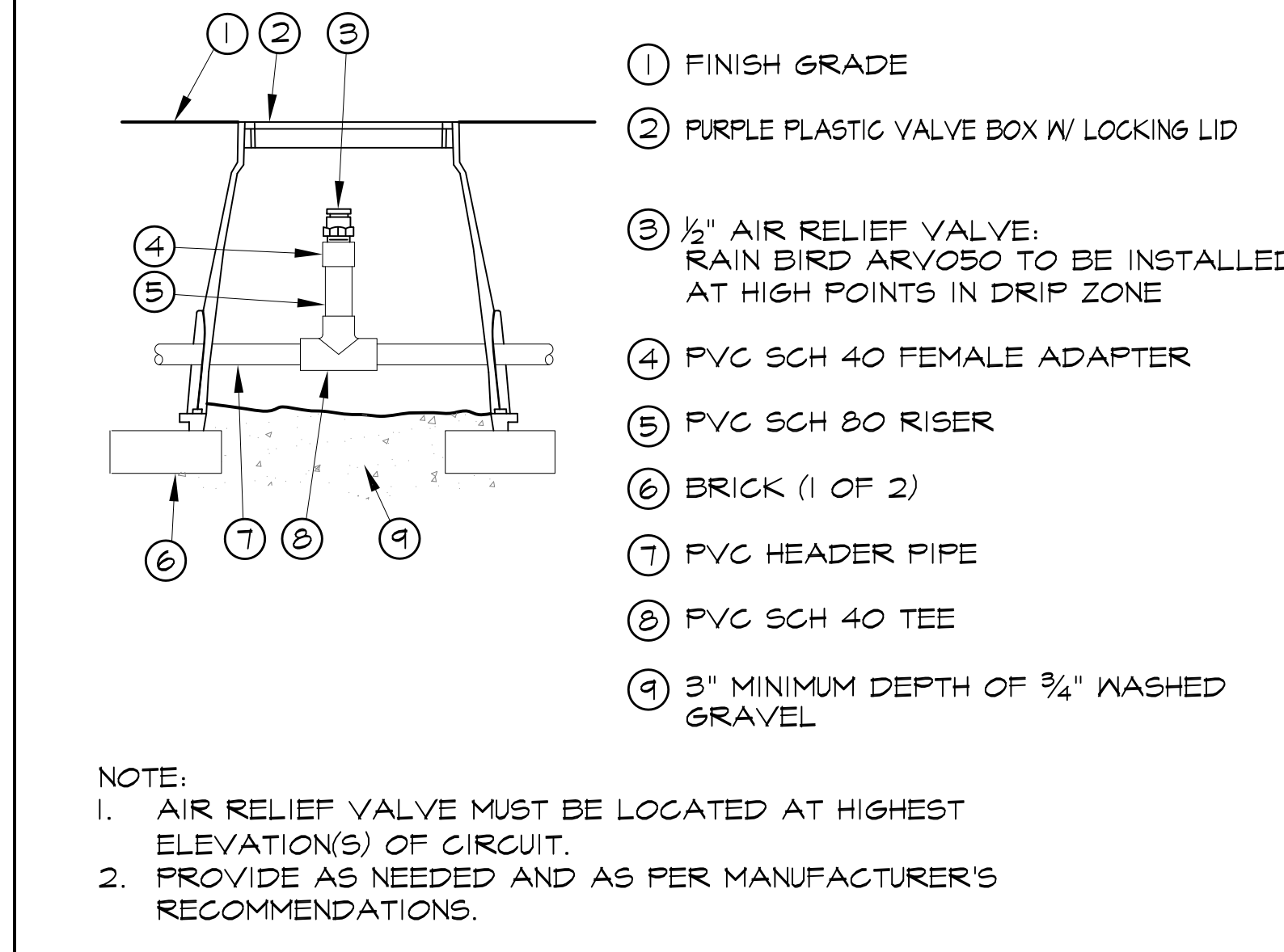
- ① ALUMINUM ALLOY SIGN W/ ROUNDED CORNERS
- ② TWO PRE-DRILLED 3/8" DIAMETER HOLES WITH VANDAL PROOF HARDWARE
- ③ 4" X 4" REDWOOD POST
- ④ FINISH GRADE
- ⑤ 12" X 12" CONCRETE FOOTING
- ⑥ 3" LAYER 3/4" GRAVEL

NOTES: FOR RECYCLED WATER SIGN DETAIL SEE SHEET L-1



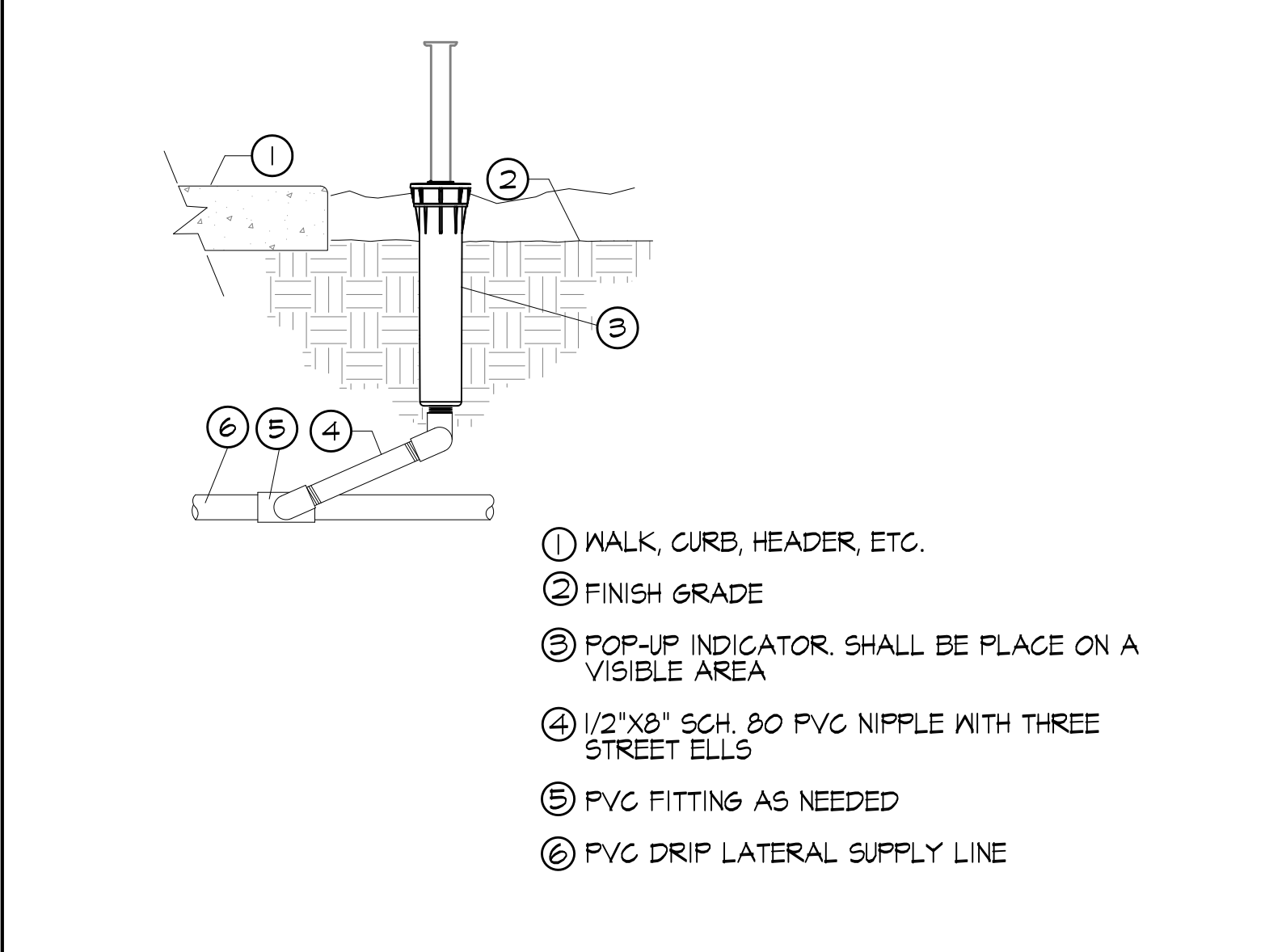
- ① FINISH GRADE
- ② FLUSH CAP FOR EASY FIT COMPRESSION FITTINGS: POTABLE: RAIN BIRD MDCFCAP
- ③ EASY FIT COUPLING: RAIN BIRD MDCFCOUP
- ④ SUBTERRANEAN EMITTER BOX: RAIN BIRD SEB TXB
- ⑤ SUB-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE
- ⑥ POTABLE: XFS DRIPLINE
- ⑦ 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
- ⑧ BRICK (1 OF 2)

NOTE: 1. ALLOW A MINIMUM OF 6-INCHES OF DRIPLINE TUBING IN VALVE BOX IN ORDER TO DIRECT FLUSHED WATER OUTSIDE VALVE BOX.



- ① FINISH GRADE
- ② PURPLE PLASTIC VALVE BOX W/ LOCKING LID
- ③ 1/2" AIR RELIEF VALVE: RAIN BIRD ARV050 TO BE INSTALLED AT HIGHEST POINTS IN DRIP ZONE
- ④ PVC SCH 40 FEMALE ADAPTER
- ⑤ PVC SCH 80 RISER
- ⑥ BRICK (1 OF 2)
- ⑦ PVC HEADER PIPE
- ⑧ PVC SCH 40 TEE
- ⑨ 3" MINIMUM DEPTH OF 3/4" WASHED GRAVEL

NOTE: 1. AIR RELIEF VALVE MUST BE LOCATED AT HIGHEST ELEVATION(S) OF CIRCUIT.
2. PROVIDE AS NEEDED AND AS PER MANUFACTURER'S RECOMMENDATIONS.



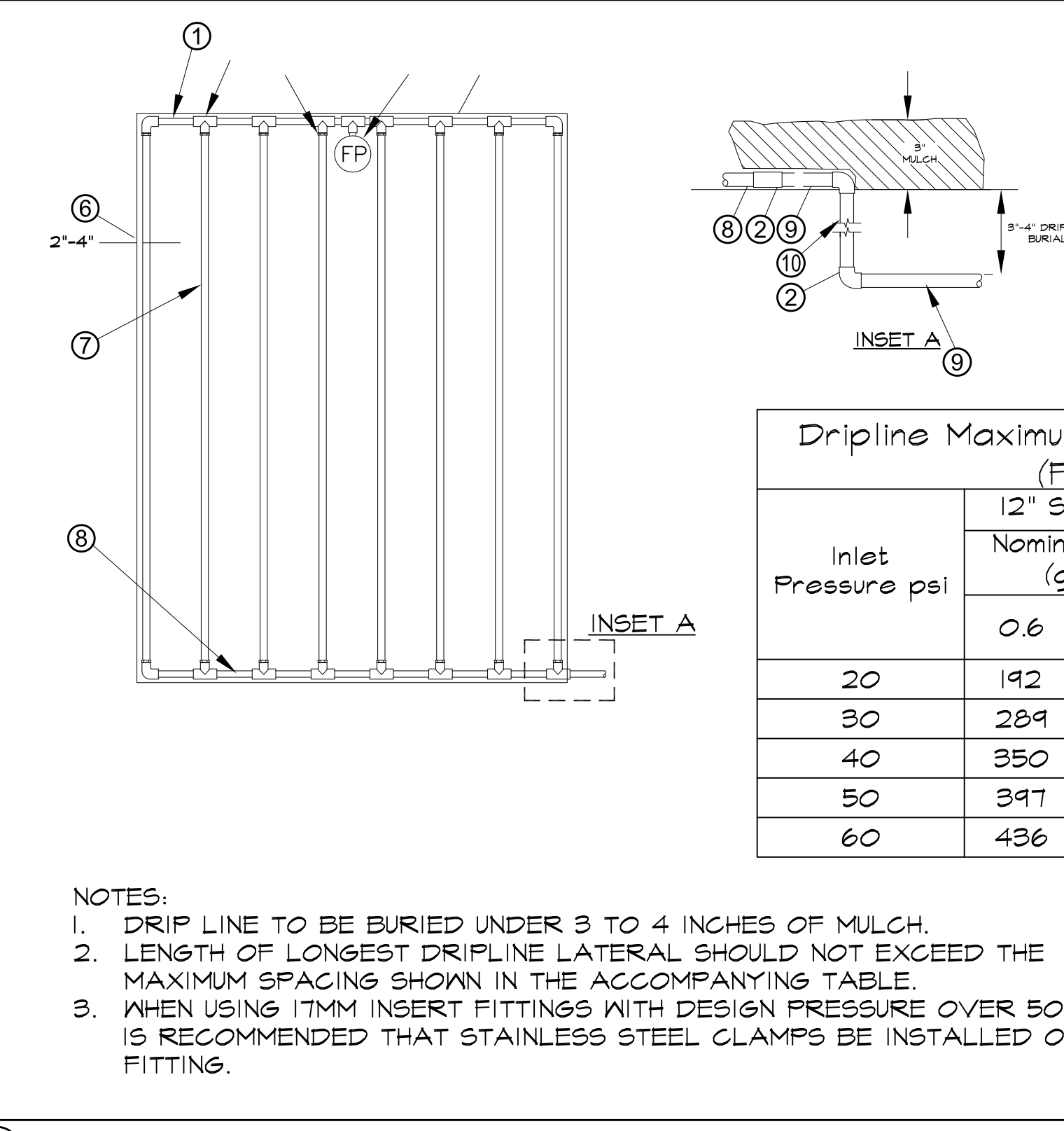
- ① WALK, CURB, HEADER, ETC.
- ② FINISH GRADE
- ③ POP-UP INDICATOR. SHALL BE PLACE ON A VISIBLE AREA
- ④ 1/2" X 8" SCH. 80 PVC NIPPLE WITH THREE STREET ELLS
- ⑤ PVC FITTING AS NEEDED
- ⑥ PVC DRIP LATERAL SUPPLY LINE

(O) RECYCLED WATER SIGN N.T.S.

(P) FLUSH VALVE AND CAP N.T.S.

(Q) AIR RELIEF VALVE N.T.S.

(R) OPERATION INDICATOR N.T.S.



Dripline Maximum Lateral Lengths (Feet)

Inlet Pressure psi	12" Spacing		18" Spacing	
	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)	Nominal Flow (gph)
20	192	136	254	215
30	289	205	402	337
40	350	248	498	416
50	397	281	573	477
60	436	309	637	529

- ① PVC EXHAUST HEADER
- ② PVC SCH 40 TEE OR EL (TYPICAL)
- ③ BARB X MALE FITTING: RAIN BIRD XFF-MA FITTING (TYPICAL)
- ④ FLUSH POINT (TYPICAL). SEE RAIN BIRD DETAIL "XFC FLUSH POINT"
- ⑤ PERIMETER OF AREA
- ⑥ PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PERIMETER OF AREA
- ⑦ DRIPLINE:
- ⑧ PVC SUPPLY HEADER
- ⑨ PVC DRIP MANIFOLD FROM RAIN BIRD CONTROL ZONE VALVE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
- ⑩ PVC SCH 40 RISER PIPE

NOTES:
1. DRIP LINE TO BE BURIED UNDER 3 TO 4 INCHES OF MULCH.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.
3. WHEN USING ITMM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

(S) DRIP IRRIGATION N.T.S.

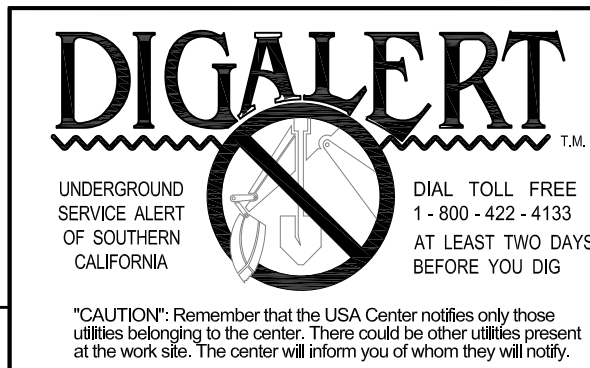
SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____



ADL PLANNING ASSOCIATES

LAND PLANNING LANDSCAPE ARCHITECTURE

2979 STATE STREET SUITE "C" CARLSBAD, CA. 92008 (760) 729-8837 FAX: (760) 729-8324

DATE: 12/7/2021
JOB NO: _____
SCALE: _____
DRAWN BY: _____



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 25 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH



CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

CHKD BY: _____
RVWD BY: _____

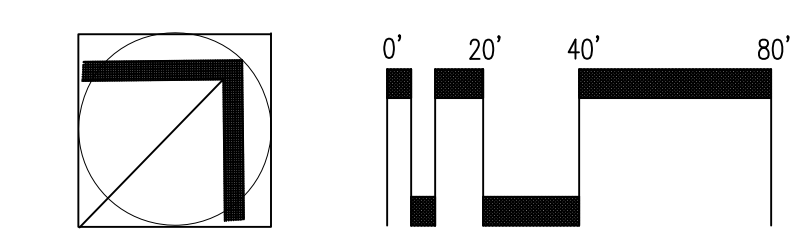
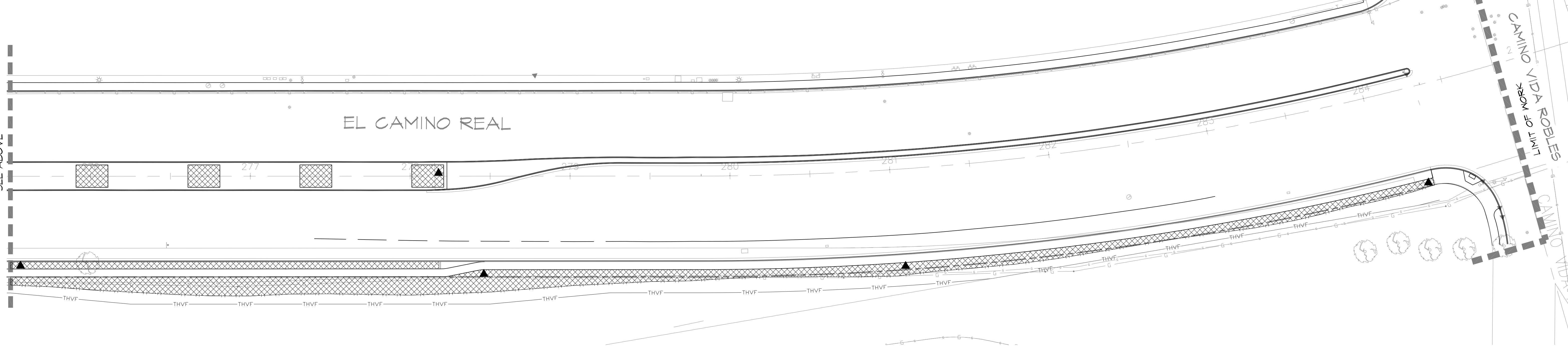
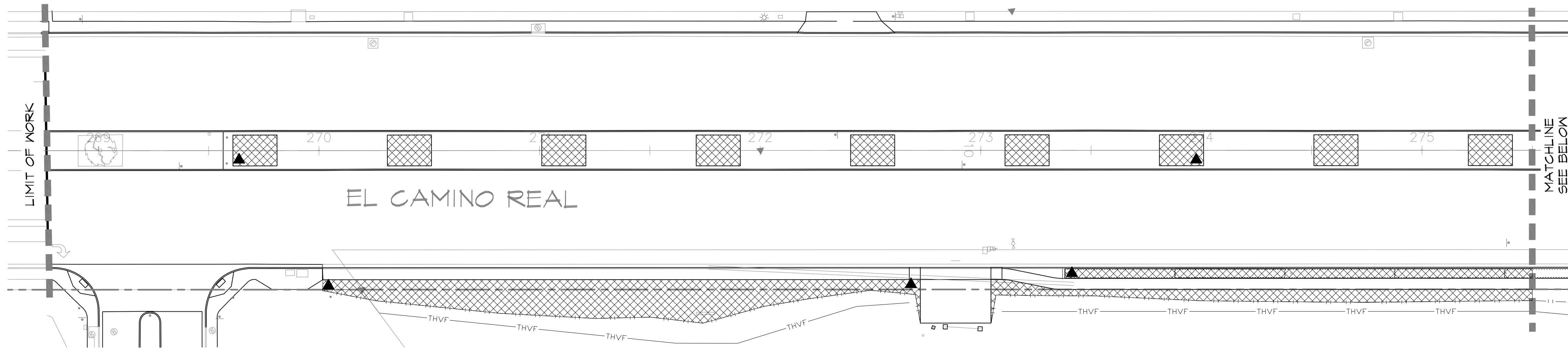
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

IRRIGATION WATER LEGEND:

-  POTABLE WATER
-  RECYCLED WATER

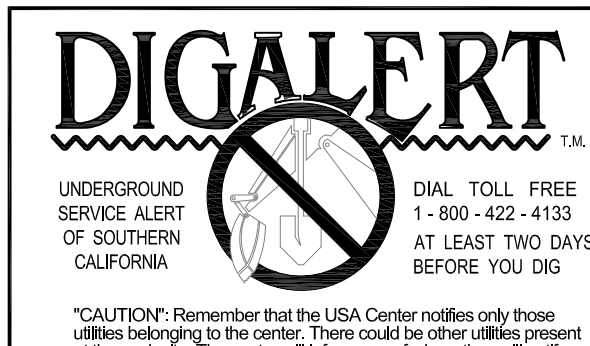
▲ RECYCLED WATER SIGN
(DO NOT DRINK)

THE PROJECT WILL BE DESIGNED UTILIZING RECYCLED WATER IRRIGATION EQUIPMENT.



COUNTY OF SAN DIEGO DEPARTMENT OF ENVIRONMENTAL HEALTH LAND AND WATER QUALITY DIVISION	
ENVIRONMENTAL HEALTH SPECIALIST	DATE
CARLSBAD MUNICIPAL WATER DISTRICT	
DISTRICT ENGINEER	DATE
"AS BUILT"	
P.E. _____	EXP. _____ DATE
REVIEWED BY:	DATE
INSPECTOR	DATE

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS



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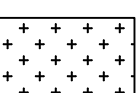






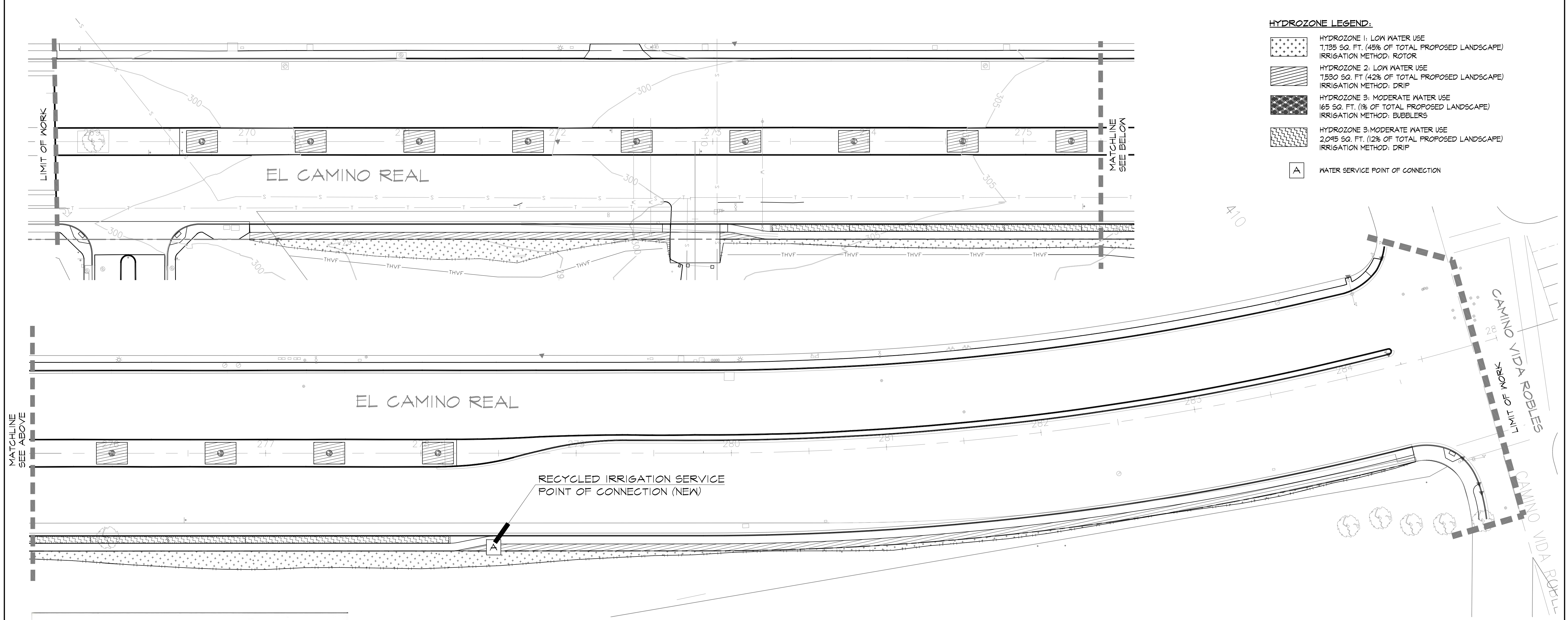
DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 26	CITY OF CARLSBAD PLANNING DIVISION	SHEETS 32
LANDSCAPE IMPROVEMENT PLANS FOR: EL CAMINO REAL ROADWAY IMPROVEMENTS		
APPROVED: _____ HOSSEIN AJIDEH		
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE		
DWN BY: _____	PROJECT NO. 6072	DRAWING NO. DWG 523-2
CHKD BY: _____		
RVWD BY: _____		

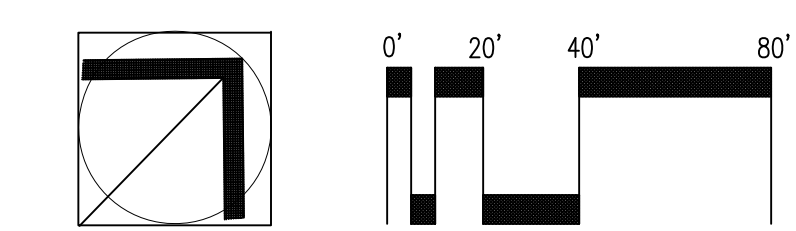
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

HYDROZONE LEGEND:

- 
HYDROZONE 1: LOW WATER USE
 1,735 SQ. FT. (45% OF TOTAL PROPOSED LANDSCAPE)
 IRRIGATION METHOD: ROTOR
- 
HYDROZONE 2: LOW WATER USE
 7,530 SQ. FT. (42% OF TOTAL PROPOSED LANDSCAPE)
 IRRIGATION METHOD: DRIP
- 
HYDROZONE 3: MODERATE WATER USE
 165 SQ. FT. (1% OF TOTAL PROPOSED LANDSCAPE)
 IRRIGATION METHOD: BUBBLERS
- 
HYDROZONE 3: MODERATE WATER USE
 2,095 SQ. FT. (12% OF TOTAL PROPOSED LANDSCAPE)
 IRRIGATION METHOD: DRIP
- 
WATER SERVICE POINT OF CONNECTION



MATCHLINE SEE ABOVE



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

Hydrozone Table for Calculating ETWU
Please complete the hydrozone table(s). Use as many tables as necessary.

Process Step No. (Below)	Hydrozone Number (1 - 5 with SLA Zone below - use as many tables as necessary to complete all hydrozones)					SLA
	1	2	3	4	5	
Evapotranspiration Rate (ET ₀) ¹	1			47		
Conversion Factor	2			0.62		
(Step 1 x Step 2)	3			29.14		
Plant Factor (PF) ² (From WUCOLS) (VLW - HW)	4	.3	.3	.5	.5	
Area of Hydrozone (sq. ft.) (HA)	5	7,735	7,530	165	2,095	
(Step 4 x Step 5)	6	2,320.5	2,259	82.5	1,047.5	
Irrigation Efficiency (IE) ³	7	.75	.80	.75	.80	
(Step 6 x Step 7)	8	3,094	2,823.75	110	1,309.375	
(Total All Step 8 x Total SLA sq. ft. in Step 5)	9			7337.125		
(Step 3 x Step 9) Estimated Total Water Use in gallons per year (ETWU) - Total shall not exceed MAWA	10			213,803.8225		

ET₀
West of I-5 = 40.0
East of I-5 and West of El Camino Real = 44.0
East of El Camino Real = 47.0
Applicant may provide a different ET₀ if supported by documentation subject to approval by the City Planning Division

PF
Micro-spray = .80
Spray = .72
Rotor = .72
MP Rotator = .75
Bubbler = .75
Drip = .80

Plant Factor & Water Use
0.3 = VLW - Very Low Water Use Plants
0.3 = LW - Low Water Use Plants
0.5 = MW - Moderate Water Use Plants
0.8 = HW - High Water Use Plants

MAWA CALCULATION

$$MAWA = (ETO)(0.62) [(0.45)(LA) + (0.55)(SLA)]$$

$$= (47)(0.62) [(0.45)(17,525) + (0.55)(0)]$$

$$= (29.14) (7,886.25 + 0)$$

$$= 229,805.925 \text{ GALLONS PER YEAR}$$

SEE SHEET L-2 - L-4 FOR IRRIGATION PLANS
SEE SHEET L-5 FOR IRRIGATION LEGENDS & NOTES
SEE SHEET L-6 & L-7 FOR IRRIGATION DETAILS

DIGALERT
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 1-800-422-4133 AT LEAST TWO DAYS BEFORE YOU DIG
2979 STATE STREET SUITE "C" CARLSBAD, CA. 92008 (760) 729-8837 FAX: (760) 729-8324

ADL PLANNING ASSOCIATES
LAND PLANNING LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C" CARLSBAD, CA. 92008 (760) 729-8837 FAX: (760) 729-8324

DATE: 12/7/2021
JOB NO: _____
SCALE: _____
DRAWN BY: _____



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 27 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

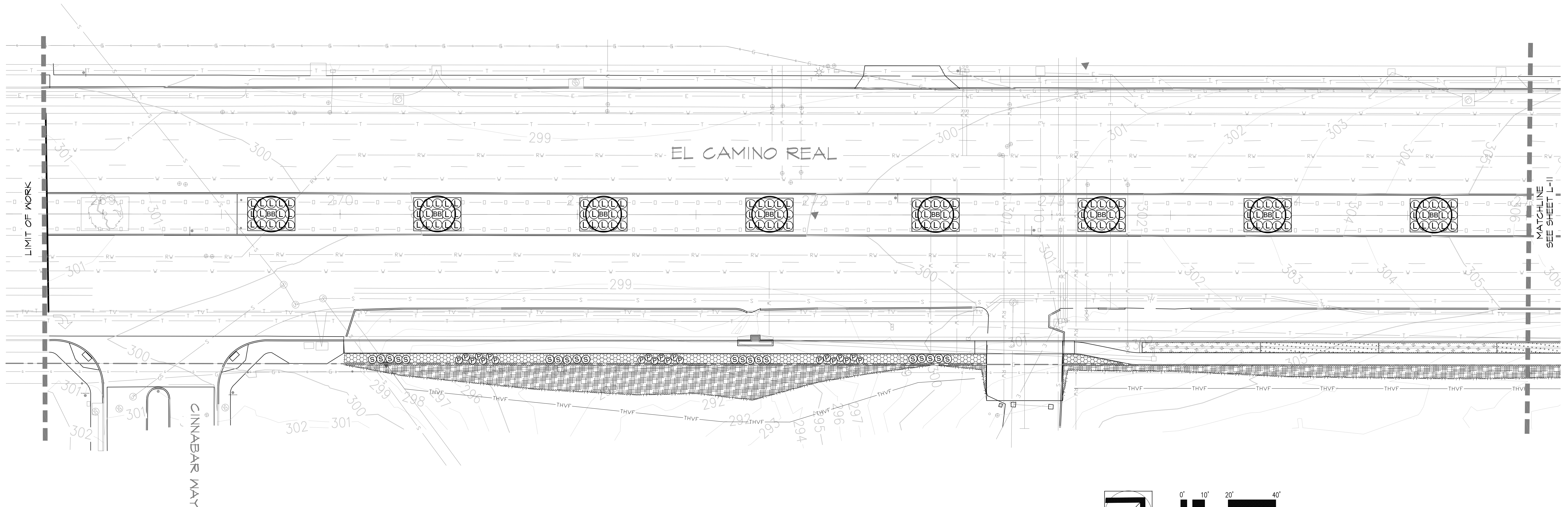
LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJUDEH

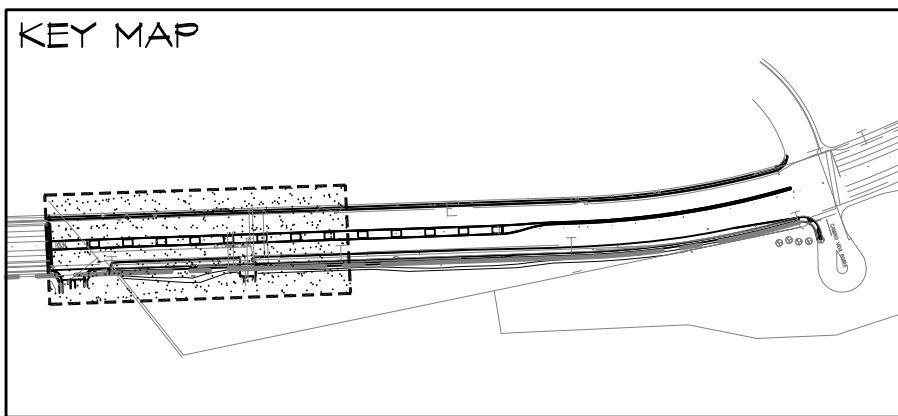
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
CHKD BY: _____
RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)



- MEDIAN TREE PLANTING NOTES:**
1. CONTRACTOR TO INSURE THAT A REPRESENTATIVE FROM KINDER MORGAN TO BE PRESENT WHEN ALL TREES IN THE MEDIANS ARE BEING INSTALLED.
 2. ALL WET UTILITIES OR FUEL LINES, UNDERNEATH MEDIAN PLANTING AREA SHALL RECEIVE BIO BARRIER MANUFACTURED BY TYFAR OR EQUAL PRODUCT.
 3. CONTRACTOR TO INSTALL BIO BARRIER PER MANUFACTURE RECOMMENDATIONS AND STANDARD DETAILS (SEE DETAIL H SHEET L-14.)



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SEE SHEETS L-10 - L-12 FOR PLANTING PLANS
 SEE SHEET L-13 FOR PLANTING LEGENDS & NOTES
 SEE SHEET L-14 FOR PLANTING DETAILS

DIGALERT
 UNDERGROUND SERVICE ALERT
 OF SOUTHERN CALIFORNIA

DIAL TOLL FREE
 1-800-422-4133
 AT LEAST TWO DAYS
 BEFORE YOU DIG

*CAUTION: Remember that the USA Center notifies only those utilities belonging to the center. There could be other utilities present at the work site. The center will inform you of whom they will notify.

ADL PLANNING ASSOCIATES
 LAND PLANNING LANDSCAPE ARCHITECTURE
 2979 STATE STREET SUITE "C"
 CARLSBAD, CA. 92008
 (760) 729-8837 FAX: (760) 729-8324

DATE: 12/7/2021
 JOB NO: _____
 SCALE: _____
 DRAWN BY: _____



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

CITY OF CARLSBAD
 PLANNING DIVISION

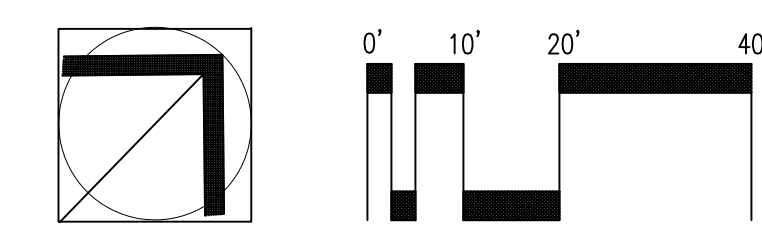
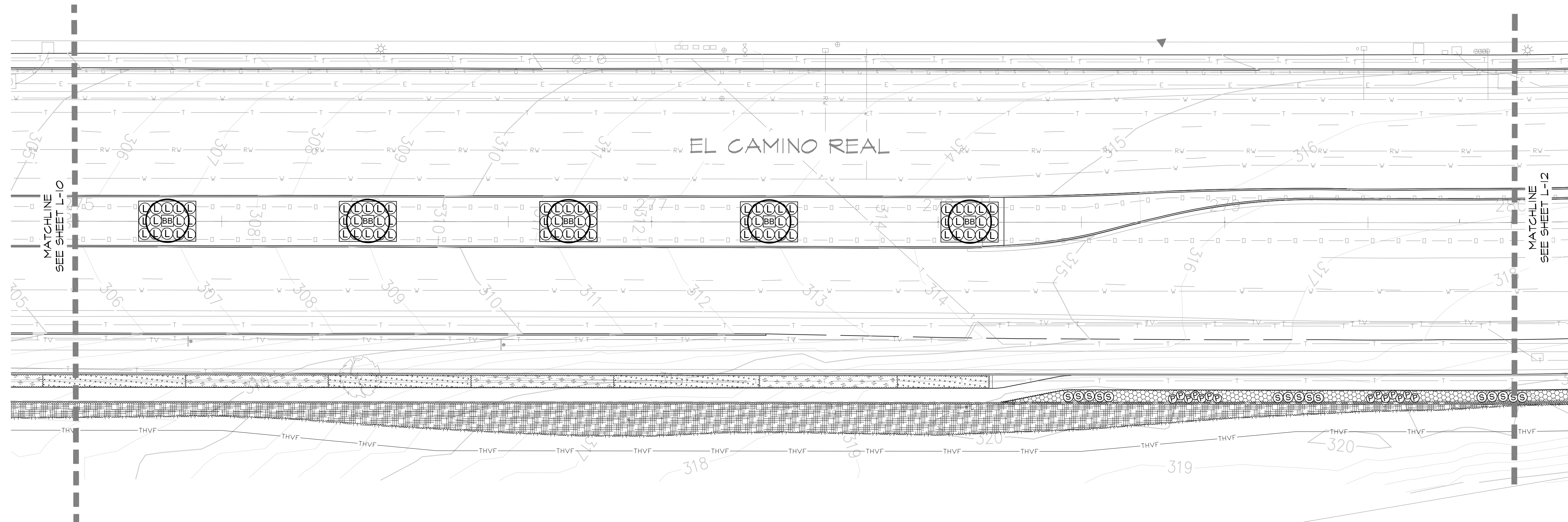
LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL
 ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH

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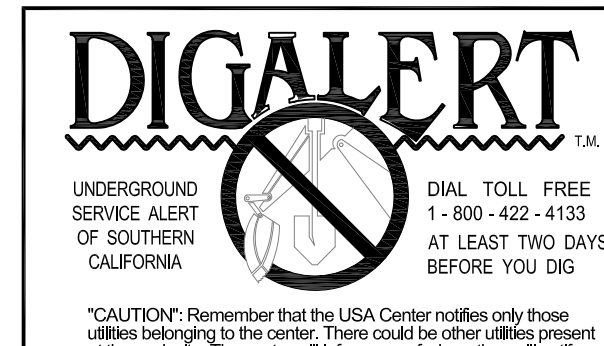
EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)



MEDIAN TREE PLANTING NOTES:

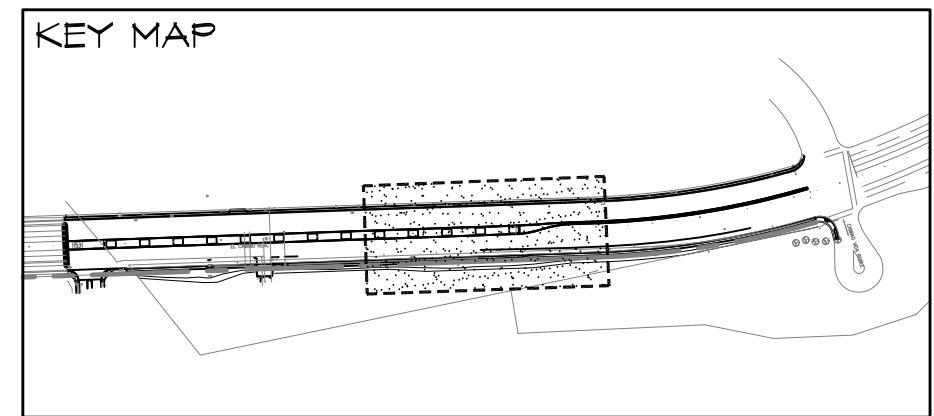
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2. ALL WET UTILITIES OR FUEL LINES, UNDERNEATH MEDIAN PLANTING AREA SHALL RECEIVE BIO BARRIER MANUFACTURED BY TYPAR OR EQUAL PRODUCT.
3. CONTRACTOR TO INSTALL BIO BARRIER PER MANUFACTURE RECOMMENDATIONS AND STANDARD DETAILS (SEE DETAIL H SHEET L-14.)

SEE SHEETS L-10 - L-12 FOR PLANTING PLANS
SEE SHEET L-13 FOR PLANTING LEGENDS & NOTES
SEE SHEET L-14 FOR PLANTING DETAILS



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DATE: 12/7/2021
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SCALE: _____
DRAWN BY: _____



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____ DATE _____

INSPECTOR _____ DATE _____

DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

SHEET 29 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

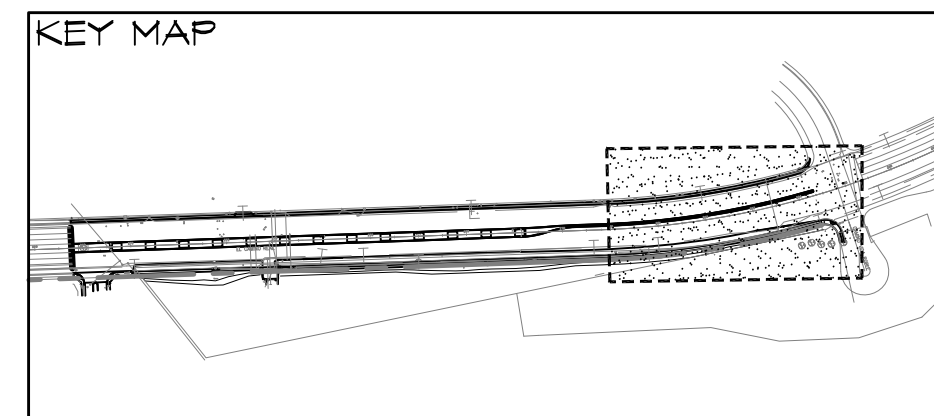
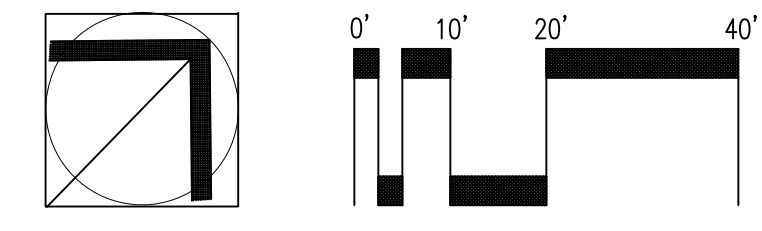
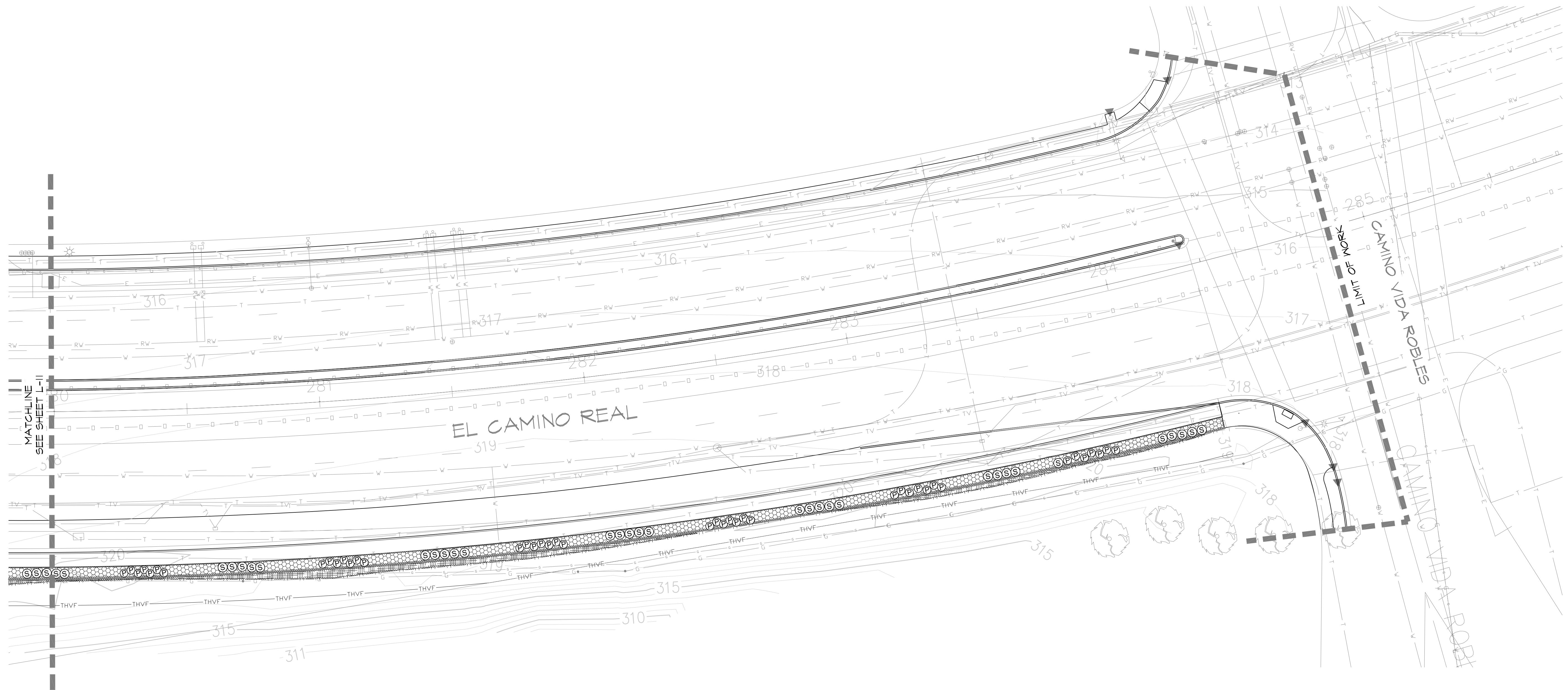
LANDSCAPE IMPROVEMENT PLANS FOR
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH

CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

CHKD BY: _____
RVWD BY: _____



"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET **30** CITY OF CARLSBAD PLANNING DIVISION SHEETS **32**

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJIDEH

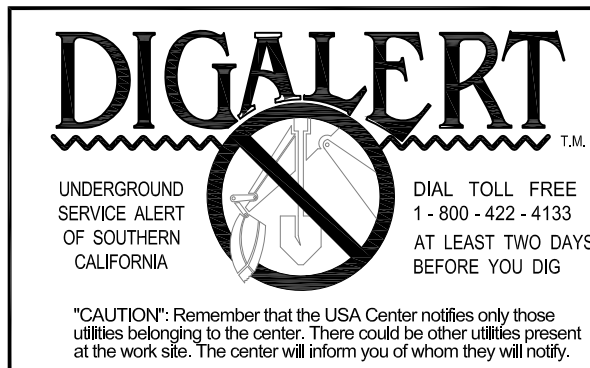
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. **6072** DRAWING NO. **DWG 523-2**

CHKD BY: _____

RVWD BY: _____

SEE SHEETS L-10 - L-12 FOR PLANTING PLANS
SEE SHEET L-13 FOR PLANTING LEGENDS & NOTES
SEE SHEET L-14 FOR PLANTING DETAILS



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DATE: 12/7/2021
JOB NO:
SCALE:
DRAWN BY:



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL

PLANTING LEGEND TREES

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	MUGOLs	COMMENTS
(BB)	13	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	MODERATE	-

MEDIAN SHRUB PALETTE

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	MUGOLs	COMMENTS
(L)	182	RHAPHIOLEPIS INDICA 'PINK CLOUD'	PINK CLOUD INDIAN HAWTHORN	5 GAL.	LOW	-

RAIN GARDEN PALETTE

(Dotted)	1020 SF	JUNCUS PATENS	CALIFORNIA GREY RUSH	1 GAL.	LOW	PLANT 18" O.C.
(Diagonal Lines)	1040 SF	CAREX PRAEGRACILIS	CALIFORNIA FIELD SEDGE	1 GAL.	MODERATE	PLANT 18" O.C.

PARKWAY SHRUBS & GROUND COVER

(S)	65	SALVIA GREGGII	AUTUMN SAGE	5 GAL.	LOW	-
(P)	77	PHORMIUM TENAX 'TOM THUMB'	TOM THUMB NEW ZEALAND FLAX	5 GAL.	LOW	-
(Checkered)	4155 SF	MYOPORUM PARVIFOLIUM	CREEPING MYOPORUM	FLATS	LOW	PLANT 24" O.C.

HYDROSEED

(Cross-hatched)	6900 SF	HYDROSEED MIX "A"	-	-	-	FOR MORE INFO SEE BELOW
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HYDROSEED MIXTURE

HYDROSEED MIX "A"

BOTANICAL NAME	COMMON NAME	LBS./ACRE
TRIFOLIUM HIRTUM	ROSE CLOVER	20
FESTUCA MEGALURA	ZORRO FESCUE	20
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	3
ACHILLEA MILLEFOLIA	COMMON YARROW	4
ALYSSUM	CARPET OF SNOW	3
DIMORPHOLEGA	GENUS OF PLANTS IN SUNFLOWER FAMILY	2
ERIOGONUM FASCICULATUM	CALIFORNIA BUCK WHEAT	5
ARTEMISIA CALIFORNICA	CALIFORNIA SAGEBUSH	5

PLANTING NOTES:

1. THE PLANTING PLAN IS DIAGRAMMATIC AND SHALL BE USED AS A GUIDE FOR SETTING OUT PLANTS. PRIOR TO PLANTING, THE LANDSCAPE ARCHITECT SHALL BE CONTACTED TO APPROVE ALL PLANT LOCATIONS AND DIRECT ADJUSTMENTS.
2. PLANT MATERIALS SHALL CONFORM TO NURSERYMAN'S STANDARDS FOR SIZE AND HEALTH. ALL PLANTS ARE SUBJECT TO REJECTION BY THE LANDSCAPE ARCHITECT IN SUBSTANDARD IN SIZE, QUALITY, OR HEALTH.
3. PROVIDE WATERPROOF SPECIES IDENTIFICATION TAGS ON ONE PLANT PER SPECIES PER GROUPING.
4. PLANT COUNTS ARE FOR THE CONVENIENCE OF THE LANDSCAPE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL PLANTS SHOWN ON THE PLAN.
5. IRRIGATION SYSTEM SHALL BE FULLY OPERATIONAL AND ALL PLANTING AREAS THOROUGHLY SOAKED PRIOR TO PLANTING.
6. LANDSCAPE CONTRACTOR SHALL REMOVE EXISTING VEGETATION, TRASH, CLIPPINGS, ROCK AND OTHER DEBRIS IN PLANTING AREAS. RAKE AND FINE GRADE ALL PLANTING AREAS PRIOR TO COMMENCEMENT OF PLANTING OPERATIONS.
7. PLANTING PITS SHALL BE TWICE THE CONTAINER WIDTH AND OF EQUAL DEPTH.
8. PLANTING PITS AND PLANTERS SHALL BE BACKFILLED WITH EXISTING SITE SOIL AND 1/4 (BY VOLUME) NITRIFIED TOP SOIL MIX. FERNS, AZALEAS AND ACID PLANTS SHALL RECEIVE AN ADDITIONAL 1/3 (BY VOLUME) PEAT IN BACKFILL MIX.
9. TREES AND SHRUBS SHALL BE FERTILIZED AT THE TIME OF PLANTING WITH 21-GRAM AGRIFORM TABLETS AT THE FOLLOWING RATES: GROUND COVER-(5 GRAM 20-10-5 TABLET) 1 GAL. SIZE-1 TABLET, 15 GAL.-5 TABLETS, 36" BOX-10 TABLETS, 5 GAL. SIZE-3 TABLETS, 24" BOX-8 TABLETS, 48" BOX-12 TABLETS
10. STAKE 5 GALLON AND DOUBLE STAKE 15 GALLON AND 24" BOX TREES. BUYING OF LARGER TREES SHALL BE DONE AT THE LANDSCAPE ARCHITECTS DISCRETION. CONTRACTOR SHALL BE RESPONSIBLE FOR TREE STABILITY DURING LENGTH OF THE GUARANTEE PERIOD.
11. VERIFY TREE PIT DRAINAGE WITH 24 HOUR WATER FILL TEST PRIOR TO PLANTING. ALL BOXED TREES NOT DRAINING ARE TO HAVE A 4" DIAMETER AUGER HOLE DRILLED THROUGH ANY HARDPAN OR COMPACTED EARTH AS REQUIRED TO PROVIDE DRAINAGE IN A 24 HOUR PERIOD.
12. FOR LANDSCAPE INSTALLATIONS, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 S.F. OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL. SOILS WITH GREATER THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL ARE EXEMPT FROM ADDING COMPOST AND TILLING.
13. LANDSCAPE IMPROVEMENTS, INCLUDING, BUT NOT LIMITED TO PLANTS, BERMS, WALLS (DECORATIVE OR RETAINING), SIGNS, AND STRUCTURES HAVE BEEN SELECTED AND POSITIONED SO AS TO AVOID OBSTRUCTING VIEWS OF MOTORIST NEAR INTERSECTIONS AISLES, DRIVES, AND PEDESTRIAN WALKWAYS. TREES HAVE BEEN SELECTED (AND SHALL BE MAINTAINED) SUCH THAT, AT MATURE SIZE, SCAFFOLD BRANCHES WILL BE A MINIMUM OF 60 INCHES ABOVE THE FINISHED GRADE.
14. AFTER ROUGH GRADING, CONTRACTOR SHALL TAKE SOIL SAMPLES FROM ENOUGH LOCATIONS ON THE SITE TO REPRESENT AN ADEQUATE CROSS SECTION OF CONDITIONS. SOIL TEST SHALL BE PERFORMED BY A SOIL TESTING LABORATORY. THE TEST SHALL INDICATE BUT NOT BE LIMITED TO THE FOLLOWING:
A. ORGANIC MATTER CONTENT
B. N, P, K
C. pH
D. EC
E. SOIL TEXTURE (SILT, CLAY, SAND)
F. RECOMMENDATIONS FOR AMENDMENTS, LEACHING, AND MAINTENANCE FERTILIZATIONS. THE RESULTS AND RECOMMENDATIONS OF THE SOIL TESTING LABORATORY SHALL BE SUBMITTED TO AND APPROVED BY THE CITY. THE APPROVED RECOMMENDATIONS FOR AMENDMENTS AND BACKFILL SHALL BE INCORPORATED INTO THE LANDSCAPE PLANS PRIOR TO THE START OF CONSTRUCTION AND SHALL BECOME PART OF THE APPROVED PLANS.
15. POST PLANTING FERTILIZATION SHALL BE PERFORMED BY CONTRACTOR AT 30, 60, AND 90 DAYS AFTER PLANTING.
16. PLANTS SHALL NOT BE PLACED WITHIN 12" OF SPRINKLER HEADS.
17. SHRUBS AND TREES SHALL BE UNDERPLANTED WITH GROUND COVER AS SHOWN BY ADJACENT SYMBOL.
18. GROUND COVER SHALL BE PLANTED USING TRIANGULAR SPACING AS NOTED IN LEGEND.
19. LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTINGS FOR A PERIOD OF NINETY (90) DAYS AFTER COMPLETION. ALL AREAS SHALL BE KEPT CLEAN, WATERED, AND WEED-FREE. ALL DEAD OR DYING PLANTS SHALL BE REPLACED DURING THE MAINTENANCE PERIOD.
20. CONTRACTOR SHALL GUARANTEE PLANT LONGEVITY AS FOLLOWS: TREES-ONE YEAR, SHRUBS & GROUND COVER-SIX MONTHS.
21. DETERMINE THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO THE INITIATION OF ANY WORK. ALL WORK SHALL BE PERFORMANCE IN A MANNER WHICH WILL AVOID POSSIBLE DAMAGE TO UTILITIES. HAND EXCAVATE AS REQUIRED.
22. TREES SHALL BE LOCATED A MINIMUM OF FIVE FEET FROM ANY DRAINAGE FLOW LINE, SEWER LINE, WATER LINE, GAS LINE, DRIVE WAYS OR ELECTRICAL CONDUIT.

23. ROOT BARRIERS SHALL BE INSTALLED ADJACENT TO ALL PAVING SURFACES, WHERE A PAVING SURFACE IS LOCATED WITHIN 5' OF A TREE'S TRUNK. ROOT BARRIERS SHALL EXTEND FIVE FEET IN EACH DIRECTION, FROM THE CENTER LINE OF THE TRUNK, FOR A TOTAL DISTANCE OF 10 FEET.
24. ALL GRADING ON SITE SHALL HAVE POSITIVE SURFACE DRAINAGE (2% MINIMUM GRADE IN PLANTING AREAS) AWAY FROM STRUCTURES AND TERMINATING IN AN APPROVED DRAINAGE SYSTEM.
25. ANY TREES LOCATED WITHIN A VEHICULAR SIGHT LINE MUST HAVE ALL LIMBS REMOVED TO A HEIGHT OF 6 FEET ABOVE THE ADJACENT TOP OF CURB.
26. IT IS RECOMMENDED THAT A FULL WEED ABATEMENT PROGRAM BE PROVIDED TO REDUCE THE AMOUNT OF WEEDS PRIOR TO PLANTING. SEE THE FOLLOWING EXAMPLE:
27. UPON COMPLETION OF ALL FINE GRADING WORK AND SOIL PREPARATION, PERFORM WEED CONTROL MEASURES AS FOLLOWS:
A. IRRIGATE ALL AREAS DESIGNATED TO BE PLANTED FOR A MINIMUM OF 10 MINUTES PER SETTING, TWO SETTINGS PER DAY FOR SEVEN DAYS TO GERMINATE ALL WEED SEED POSSIBLE.
B. APPLY A CONTACT WEED KILLER AND ALLOW FOR SUFFICIENT TIME TO OBTAIN COMPLETE KILL OF ALL WEEDS GERMINATED.
C. REPEAT STEP A ABOVE.
D. REPEAT STEP B ABOVE.
28. TREES PLANTED WITHIN 5' OF PUBLIC SIDEWALKS SHALL BE INSTALLED WITH ROOT BARRIERS APPROVED BY THE CITY.
29. PRIOR TO PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMENDED PLANTING HOLES NEED MEET THE REQUIREMENT OF THIS SECTION.
30. THE APPLICATION OF ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST-CONSUMER MATERIALS SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS UNLESS RECYCLES OR POST CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE.
31. SLOPES 6:1 OR STEEPER REQUIRING EROSION CONTROL MEASURES AS SPECIFIED HEREIN SHALL BE TREATED WITH ONE OR MORE OF THE FOLLOWING PLANTING STANDARDS:
a. STANDARD #1 - COVER CROP/AND EROSION CONTROL MATTING:
COVER CROP SHALL BE A SEED MIX TYPICALLY MADE UP OF QUICK GERMINATING AND FAST COVERING GRASSES, CLOVERS, AND/OR WILD FLOWERS. SUBMIT THE SPECIFIC SEED MIX FOR CITY APPROVAL PRIOR TO APPLICATION. THE COVER CROP SHALL BE APPLIED AT A RATE SUFFICIENT TO PROVIDE 90% COVERAGE WITHIN THIRTY (30) DAYS.
THE TYPE OF EROSION CONTROL MATTING SHALL BE AS APPROVED BY THE CITY AND AFFIXED TO THE SLOPE AS RECOMMENDED BY THE MANUFACTURER.
ON SLOPES 3 FEET OR LESS IN VERTICAL HEIGHT WHERE ADJACENT TO PUBLIC WALKS OR STREETS: WHEN PLANTING OCCURS BETWEEN AUGUST 15 AND APRIL 15, EROSION CONTROL MATTING SHALL BE REQUIRED.
DURING THE REMAINDER OF THE YEAR, THE COVER CROP AND/OR EROSION CONTROL MATTING MAY BE USED.
ON SLOPES GREATER THAN 3 FEET IN HEIGHT, EROSION CONTROL MATTING SHALL BE REQUIRED AND A COVER CROP SHALL NOT BE USED, UNLESS OTHERWISE APPROVED BY THE CITY.
b. STANDARD #2 - GROUND COVER
ONE HUNDRED (100%) PERCENT OF THE AREA SHALL BE PLANTED WITH A GROUND COVER KNOWN TO HAVE EXCELLENT SOIL BINDING CHARACTERISTICS (PLANTED FROM A MINIMUM SIZE OF FLATTED MATERIAL AND SPACED TO PROVIDE FULL COVERAGE WITHIN ONE YEAR).
c. STANDARD #3 - LOW SHRUBS
LOW SPREADING WOODY SHRUBS (PLANTED FROM A MINIMUM OF 1-GALLON CONTAINERS) SHALL COVER A MINIMUM OF SEVENTY (70%) PERCENT OF THE SLOPE FACE (AT MATURE SIZE).
d. STANDARD #4 - TREES AND/OR LARGE SHRUBS
TREES AND/OR LARGE SHRUBS SHALL BE (PLANTED FROM A MINIMUM OF 1-GALLON CONTAINERS) SHALL BE INSTALLED AT A MINIMUM RATE OF ONE (1) PLANT PER TWO HUNDRED (200) SQUARE FEET.

32. SLOPES - 6:1 OR STEEPER AND:
a. 3' OR LESS IN VERTICAL HEIGHT AND ADJACENT TO PUBLIC WALKS OR STREETS REQUIRE AT A MINIMUM STANDARD #1 (COVER CROP OR EROSION CONTROL MATTING).
b. 3' TO 8' IN VERTICAL HEIGHT REQUIRE STANDARDS #1 (EROSION CONTROL MATTING SHALL BE INSTALLED IN LIEU OF A COVER CROP), #2 AND #3.
c. IN EXCESS OF 8' IN VERTICAL HEIGHT REQUIRE STANDARDS #1 (EROSION CONTROL MATTING SHALL BE INSTALLED IN LIEU OF A COVER CROP), #2, #3, AND #4.
33. AREAS GRADED FLATTER THAN 6:1 REQUIRE A COVER CROP PER STANDARD #1 WITH TEMPORARY IRRIGATION WHEN THEY HAVE ONE OR MORE OF THE FOLLOWING CONDITIONS:
a. SHEET GRADED PADS NOT SCHEDULED FOR IMPROVEMENTS WITHIN 6 MONTHS OF COMPLETION OF ROUGH GRADING.
b. A POTENTIAL EROSION PROBLEM AS DETERMINED BY THE CITY.
c. IDENTIFIED BY THE CITY AS HIGHLY VISIBLE AREAS TO THE PUBLIC OR HAVE SPECIAL CONDITIONS THAT WARRANT IMMEDIATE TREATMENT.
34. SHRUB SPACING SHALL BE SUCH THAT 100% COVERAGE WILL OCCUR WITHIN ONE YEAR.

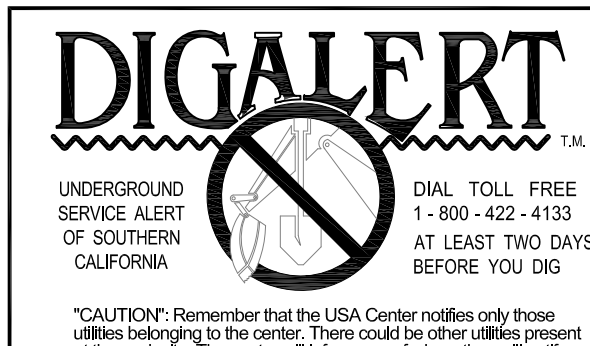
"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SEE SHEETS L-10 - L-12 FOR PLANTING PLANS
SEE SHEET L-13 FOR PLANTING LEGENDS & NOTES
SEE SHEET L-14 FOR PLANTING DETAILS



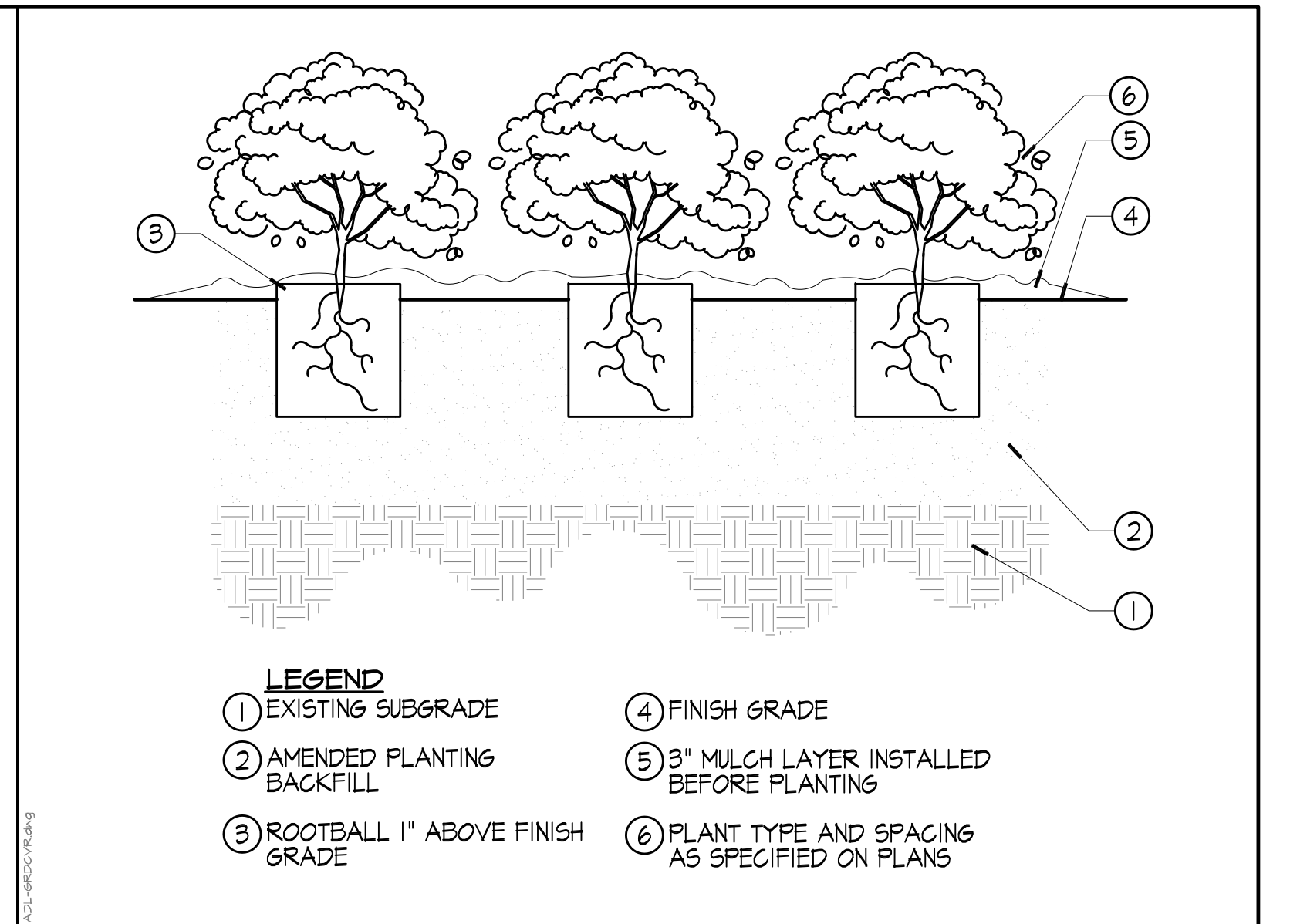
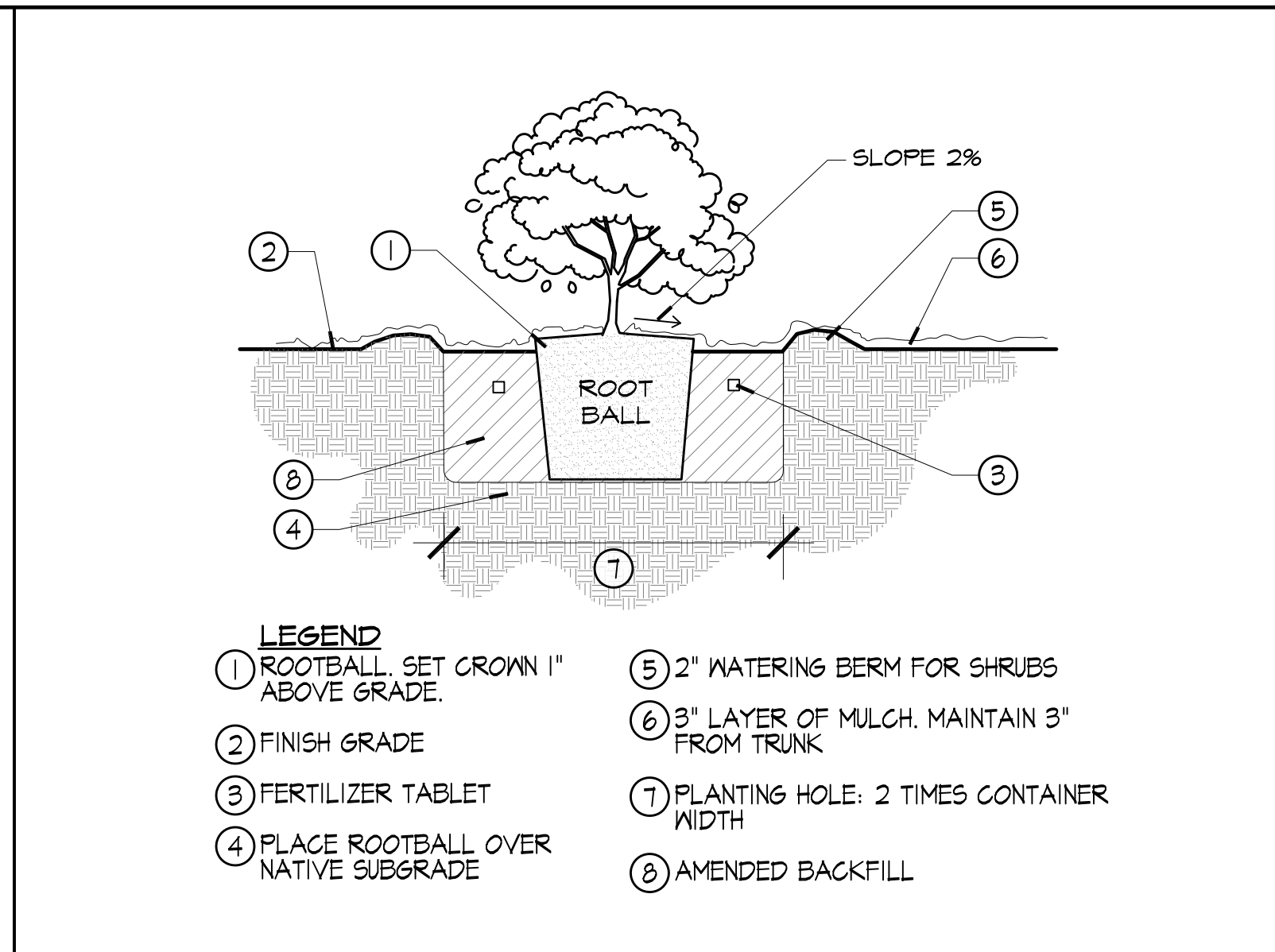
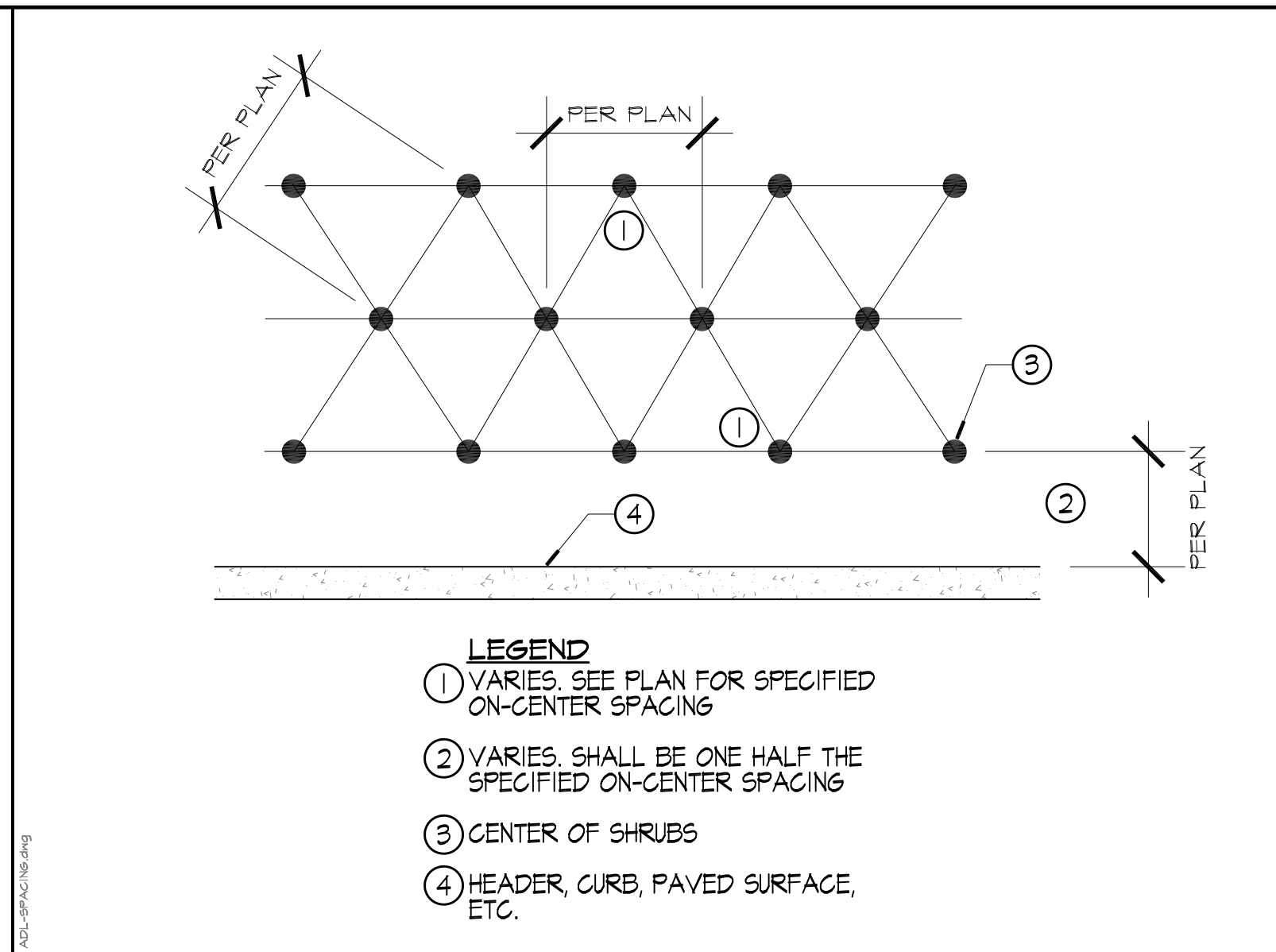
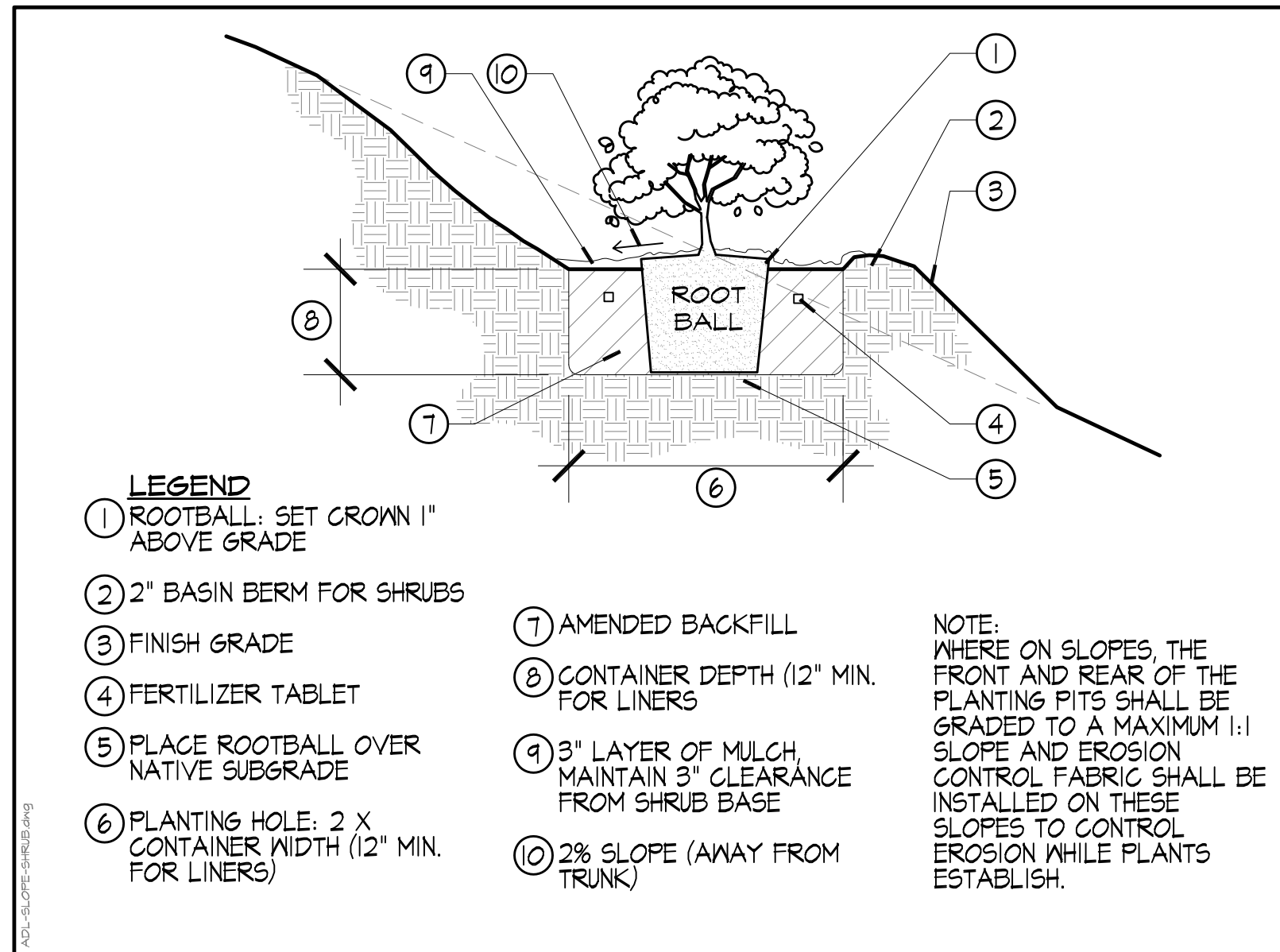
ADL PLANNING ASSOCIATES
LAND PLANNING LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C" CARLSBAD, CA. 92008
(760) 729-8837 FAX: (760) 729-8324
DATE: 12/7/2021
JOB NO: _____
SCALE: _____
DRAWN BY: _____



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	DATE	INITIAL
			OTHER APPROVAL		CITY APPROVAL	

SHEET 31 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32
LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS
APPROVED: _____ HOSSEIN AJIDEH
CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____
DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2
CHKD BY: _____
RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)

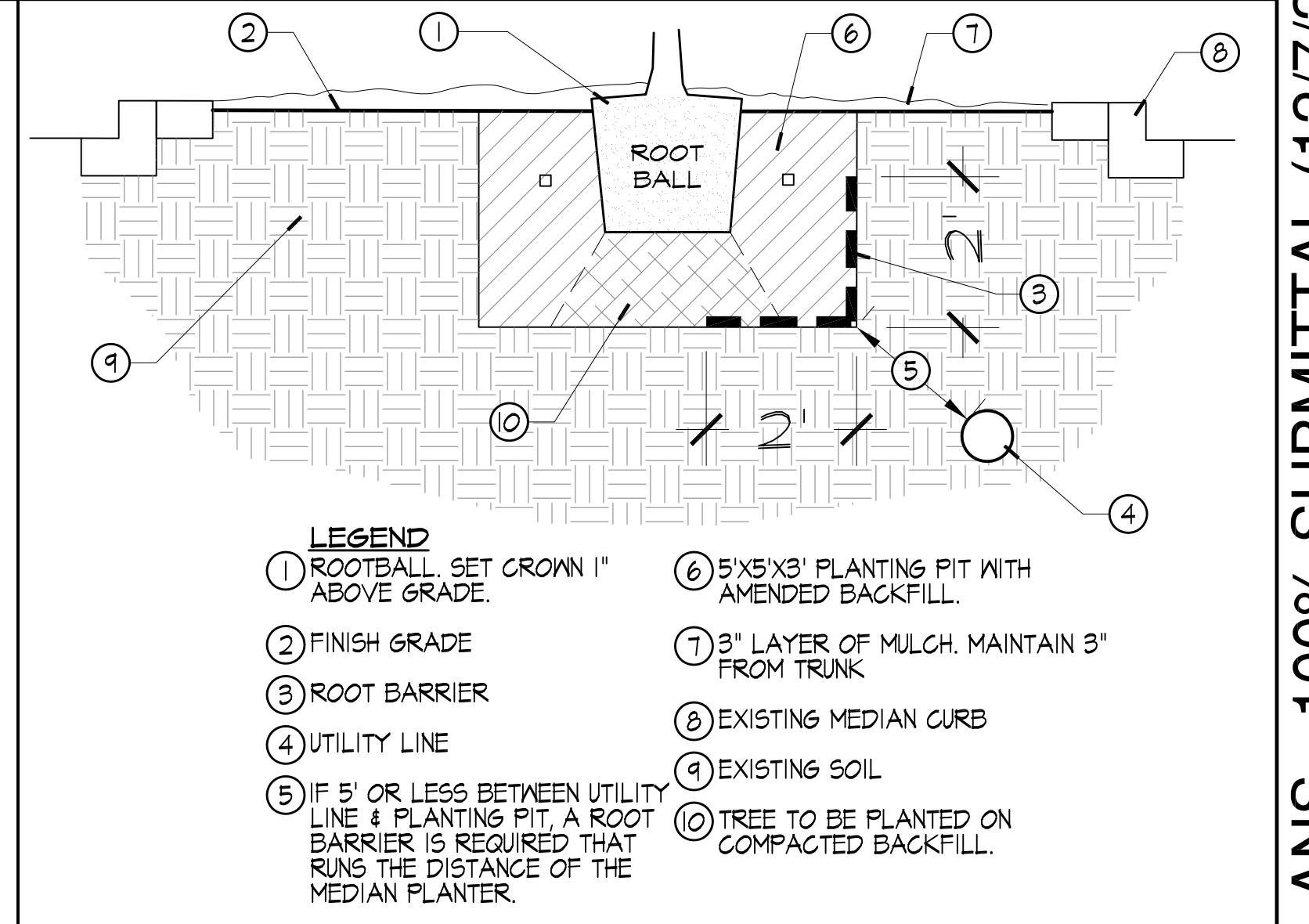
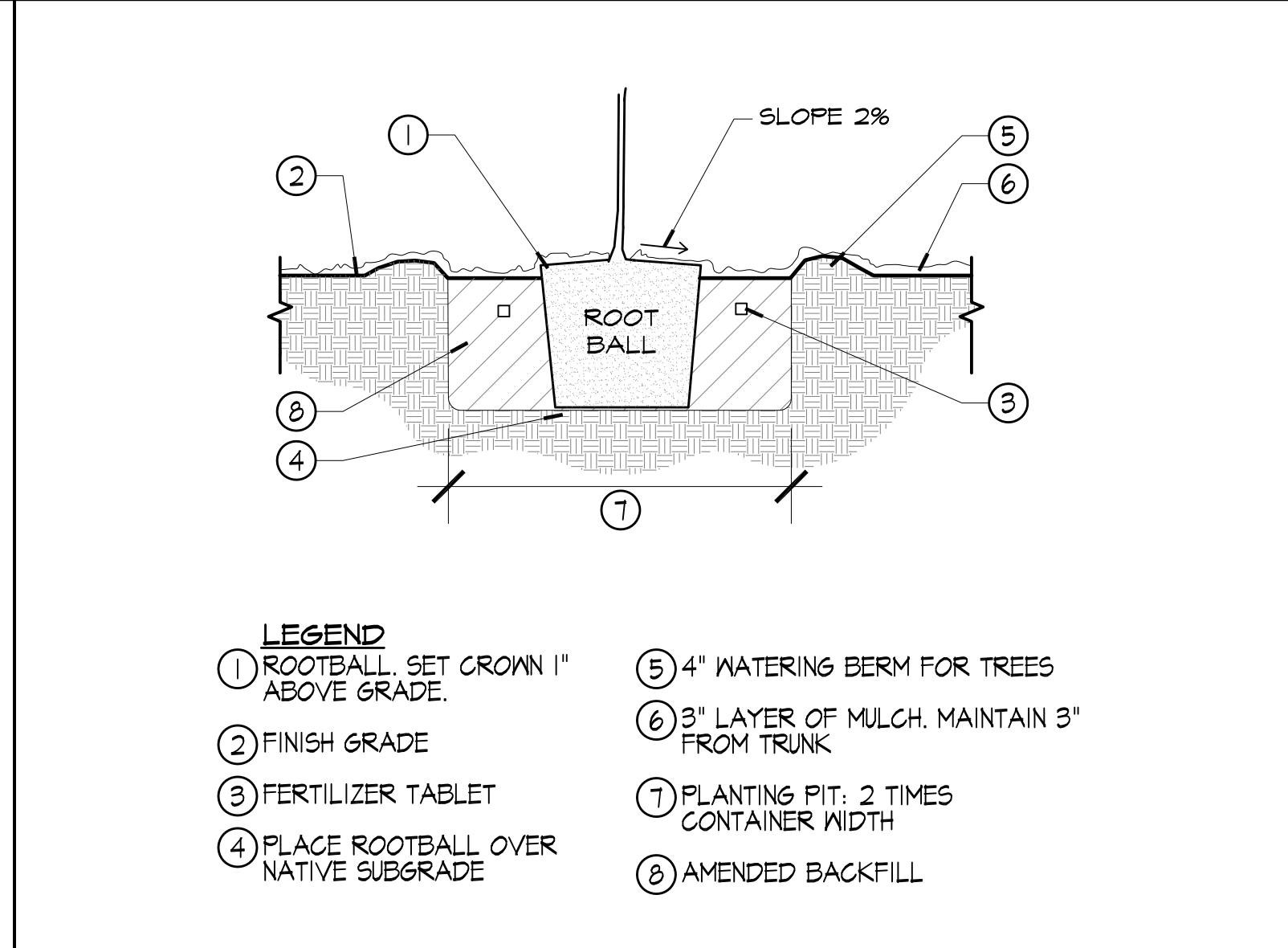
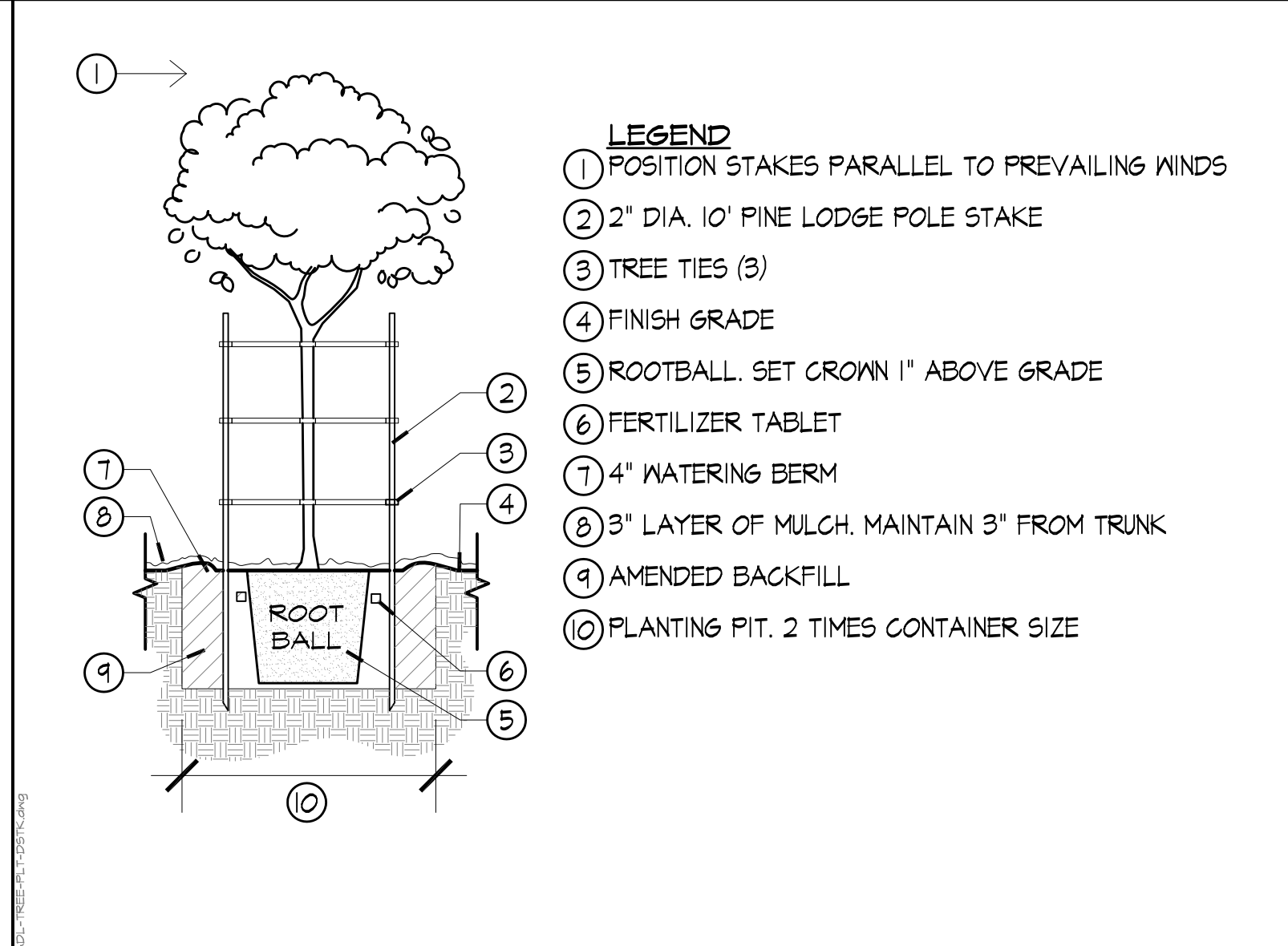
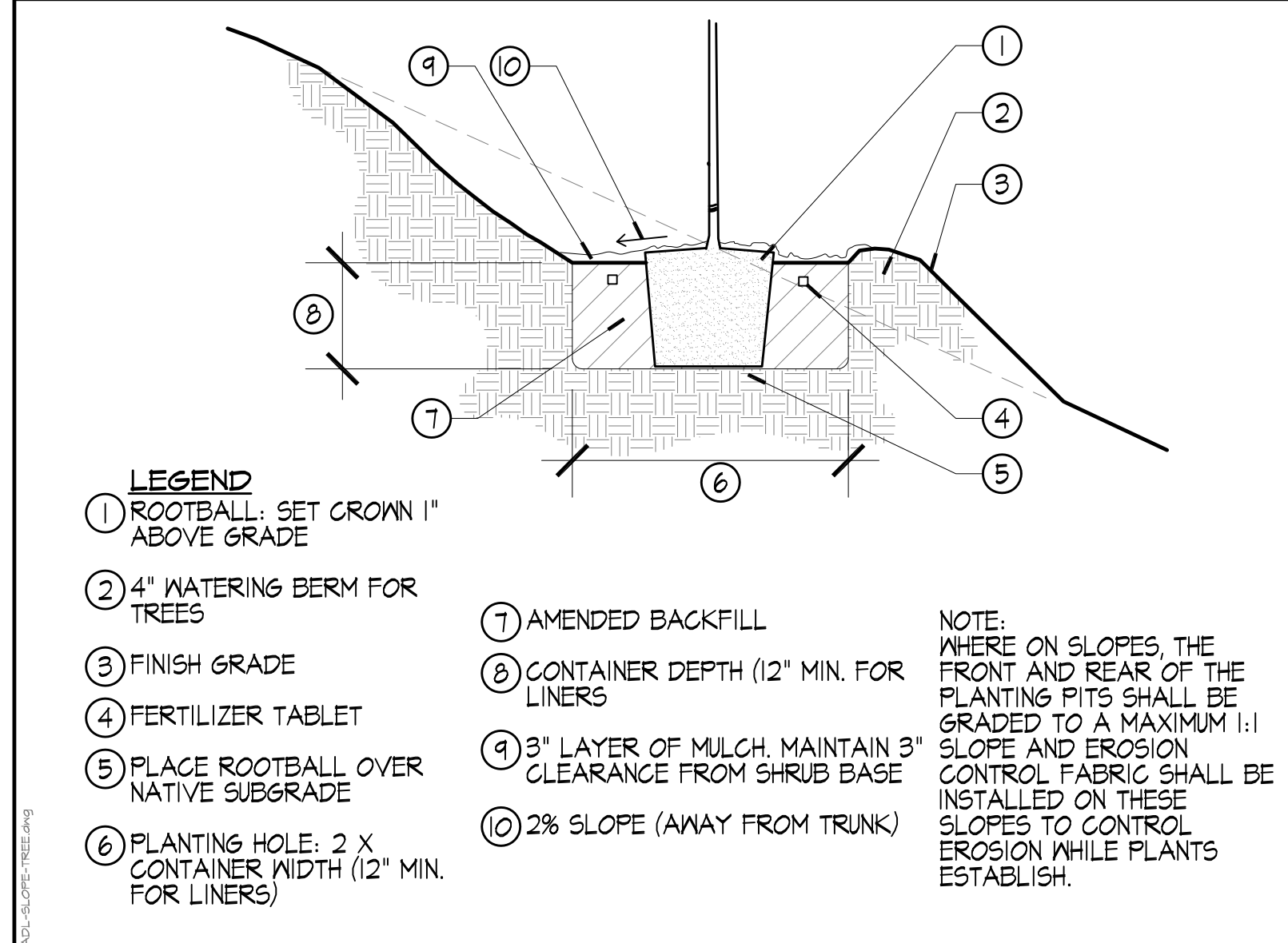


(A) SLOPE PLANTING: SHRUBS SCALE: N.T.S.

(B) PLANT SPACING SCALE: N.T.S.

(C) SHRUB PLANTING SCALE: N.T.S.

(D) GROUND COVER PLANTING SCALE: N.T.S.



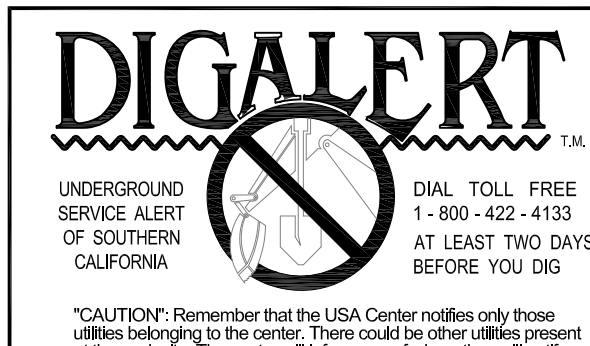
(E) SLOPE PLANTING: TREES SCALE: N.T.S.

(F) TREE PLANTING: DOUBLE STAKE SCALE: N.T.S.

(G) TREE PLANTING SCALE: N.T.S.

(H) TREE PLANTING W/ ROOT BARRIER SCALE: N.T.S.

SEE SHEETS L-10 - L-12 FOR PLANTING PLANS
SEE SHEET L-13 FOR PLANTING LEGENDS & NOTES
SEE SHEET L-14 FOR PLANTING DETAILS



ADL PLANNING ASSOCIATES
LAND PLANNING LANDSCAPE ARCHITECTURE
2979 STATE STREET SUITE "C"
CARLSBAD, CA 92008
DATE: 12/7/2021
JOB NO:
SCALE:
DRAWN BY:
(760) 729-8837 FAX: (760) 729-8324



DATE	INITIAL	REVISION DESCRIPTION	DATE	INITIAL	OTHER APPROVAL	DATE	INITIAL	CITY APPROVAL

"AS BUILT"

P.E. _____ EXP. _____ DATE _____

REVIEWED BY: _____

INSPECTOR _____ DATE _____

SHEET 32 CITY OF CARLSBAD PLANNING DIVISION SHEETS 32

LANDSCAPE IMPROVEMENT PLANS FOR:
EL CAMINO REAL ROADWAY IMPROVEMENTS

APPROVED: _____ HOSSEIN AJUDEH

CITY ENGINEER RCE XXXXX EXPIRES X/XX/XX DATE _____

DWN BY: _____ PROJECT NO. 6072 DRAWING NO. DWG 523-2

CHKD BY: _____
RVWD BY: _____

EL CAMINO REAL ROADWAY IMPROVEMENT PLANS - 100% SUBMITTAL (12/7/21)



TRAFFIC AND MOBILITY COMMISSION

Minutes

Council Chambers
1200 Carlsbad Village Drive
Carlsbad, CA 92008

Monday, Nov. 2, 2020, 3:00 p.m.

CALL TO ORDER: Chair Gocan called the Meeting to order at 3:04 p.m.

ROLL CALL: Present: Gocan, Hunter, Penseyres, Fowler, Linke
Absent: Perez and Wanamaker

PLEDGE OF ALLEGIANCE: Commissioner Hunter led the Pledge of Allegiance

APPROVAL OF MINUTES:

This meeting was conducted virtually via Zoom due to the stay-at-home order for COVID-19.

ACTION:

Motion by Commissioner Hunter seconded by Commissioner Linke, to approve the minutes for the Oct. 5, 2020 meeting as presented.

Motion carried: 4/0/2/1 (Absent: Perez and Wanamaker; Abstained: Gocan)

PUBLIC COMMENTS ON ITEMS NOT LISTED ON THE AGENDA: None

CONSENT CALENDAR:

This item was pulled for discussion by Commissioner Penseyres

1. **EL CAMINO REAL WIDENING BETWEEN POINSETIA LANE AND CAMINO VIDA ROBLE** – Support staff's recommendation to the City Council to implement the El Camino Real Roadway Improvements from Poinsettia Lane to Camino Vida Roble, Capital Improvement Program (CIP) Project No. 6072 (Project) providing operational improvements consistent with the city's General Plan Mobility Element. (Staff Contact: Bandon Miles and Hossein Ajideh, Public Works).

DISCUSSION:

Commissioner Penseyres requested to pull this item from the consent calendar to address Traffic Control Plan (TCP) for bicyclist during construction and to ask staff to consider reasonable alternative for bicycle commuters.

Associate Engineer Miles referenced the TCP and showed that the construction area impacts the third northbound through lane, curb and gutter and sidewalk. Since there is not adequate space to accommodate a bicycle lane, the bicycle lane was removed. The outermost through lane was widened to 14 feet and SHARE THE ROAD signs were specified as well as reducing the posted speed limit through the construction zone by 10 mph. If necessary, a bike lane detour could be considered using Poinsettia Lane/Alicante Road/Town Garden Road. Once a contractor is brought on board, staff could investigate to determine if there is extra room to provide a delineated bike lane through the construction zone.

Transportation Director Frank inquired if Commissioner Penseyres had any input to provide staff that would make the TCP better for bicyclist.

Commissioner Penseyres answered that he will be glad to discuss with staff potential bike lanes strategies.

ACTION:

Motion by Commissioner Penseyres, seconded by Commissioner Linke, to approve Consent Calendar Item 1 - El Camino Real Road Improvements between Poinsettia Lane and Vida Roble with the addition of a separate meeting of Commissioner Penseyres with staff to discuss options for the Traffic Control Plan to address bicyclists. The results of the separate meeting will be reported to T&MC through the City Traffic Engineer Report.

Motion carried: 5/0/2 (Absent: Perez and Wanamaker)

DEPARTMENTAL REPORTS:

2. POLICE MONTHLY REPORT – CANCELLED

3. APPROACH FOR PRELIMINARY ENGINEERING ASSESSMENT FOR COLLEGE BOULEVARD REACH A, CAPITAL IMPROVEMENT PROGRAM PROJECT No. 3636 – (Staff Contact: Tom Frank and Hossein Ajideh, Public Works)

Staff's Recommendation: Receive a presentation and provide input

Engineering Manager Ajideh presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

PUBLIC COMMENT ON DEPARTMENTAL REPORTS ITEM THREE ON THE AGENDA:

Public comments submitted via email prior to the Traffic & Mobility Commission meeting and read into the record:

Brian Phillips, submitted historical information and a request on the Marron Rancho that was the first permanent ranch home built in north county during the time that the Native Americans existing in this area were primarily nomadic hunters, gathers, and fishers. This Marron land grant structure still remains intact today at its original location within/adjacent to project limits and may be classified as the oldest and most important structure standing in Carlsbad today.

The Rancho was owned by Senior Marron and stretched from present day Oceanside to present day La Costa, easterly to present day Vista/San Marcos. Later in its history the Rancho, owned by Senior Marron, was managed by Mr Kelly, and in subsequent generations following the passing of Senior Marron, deeded to the eight surviving offspring of Mr Kelly's brother.

Preliminary engineering scope should include the facts of the original land grant plat and the building of the Marron homestead within/adjacent to the College Reach A project limits, said RFQ scope to include the stated public historical objective to preserve the homestead from any/all deleterious actions capable of undermining/negatively impacting the environment and integrity of the homestead site and structure, and the RFQ scope to include the further stated public policy objective to identify measures within the project scope that will preserve and enhance the Marron homestead structure in its location within and/or adjacent to the CIP 3636 project limits.

COMMISSION DISCUSSION:

Page 2 of 5

Public Works

Transportation 1635 Faraday Avenue | Carlsbad, CA 92008 | 760-434-2730 t

Commissioner Penseyres inquired if it is already decided that the College Boulevard extension will be a four-lane road or four-lane equivalent and if staff is estimating failure at four-lane what will be done after the extension of College Boulevard to address failure and build-out?

Transportation Director Frank explained the importance of adapting the roadway to balance the safety and efficiency needs between all modes of travel, safe routes to schools, and public outreach recommendations. This holds true for the two-lane option which might include a roundabout. Staff wants to study it further and listen to the community concerns to make sure that the project will meet the traffic projections and the community needs.

Transportation Director Frank emphasized that the geotechnical, environmental, structural and the hydrology items are the high cost items on this project, the travel lane restriping and the landscaping are relative small and minor cost in comparison and that is the reason for the “equivalent” language added. Commissioner Penseyres asked if the two-lane option with traffic signals will not work, would a roundabout make it better?

Transportation Director Frank said at the earlier traffic projections staff was looking at a possible one-lane roundabout and this is one more reason to discuss and study the options in more detail.

Commissioner Penseyres inquired if the scope of could include consideration for Class I, two-way, off-road multi-use facility? And if we get some additional right of way when we are buying right away, to provide a completely off-road facility that would provide cyclists/pedestrians a safe route, a Class I roadway.

Transportation Director Frank answered yes it could be a part of the project and reminded the commissioners that their feedback is exactly what staff is looking for to put this project forward.

Commissioner Linke suggested that staff take another look at the future traffic projections produced by zone 15 to determine what is actually needed there. Staff should also look at funding and timing of funding from the developer and the city and their associated responsibility for the roadway improvements. A recommendation to include the research of alternative designs in the RFP, including the protection of the historic Marron homestead.

Commissioner Fowler shared his concern that the finance part for the extension of College Boulevard is still pending.

Deputy City Manager Gomez answered that the City Council agreed on a preliminary engineering assessment with an initial 3-million of funding to conduct the study, including project cost estimates, an analysis of future traffic projections, and a community needs assessment.

Commissioner Wanamaker joined the meeting at 3:57 p.m.

ACTION:

Motion by Commissioner Penseyres, seconded by Commissioner Hunter, for staff to consider including in the scope of work a Class I –multiuse trail facility on the eastside of College Boulevard from El Camino Real to Cannon Road.

Motion carried: 6/0/1 (Absent: Perez)

4. FISCAL YEAR 2020-21 GROWTH MANAGEMENT PLAN MONITORING REPORT – CIRCULATION SECTION APPROACH – (Staff contact: Tom Frank and Nathan Schmidt, Public Works)

Staff’s Recommendation: Receive a presentation and provide input

Transportation Planning and Mobility Manager Schmidt presented the report and reviewed the PowerPoint presentation (on file in the Office of the City Clerk).

COMMISSION DISCUSSION:

Commissioner Linke presented a PowerPoint presentation and letter in response to the staff report findings (on file in the Office of the City Clerk).

Commissioner Linke proposed that the intersection operations analysis should not have been removed from the transportation impact analysis guidelines and GMP monitoring analysis and that the city should consider conducting an operations study at the intersections that are at the 85% of failure rate, saving our resources. This would enable staff to proactively determine if an intersection looks like it might fail in the next year and do the counts in advance of the failure. He proposed more locations to collect traffic counts along Carlsbad Boulevard/Poinsettia Lane/Tamarack Avenue and Faraday Avenue.

Transportation Planning and Mobility Manager Schmidt shared that the ADT counts for these locations are available as they were conducted as part of the bicycle and pedestrian mode analysis.

Transportation Director said that he likes all the suggestions presented by Commissioner Linke and that staff will evaluate the possibility of incorporating it to the scope of work and bring back to the T&MC.

Commissioner Linke showed that including all modes of travel in the Growth Management monitoring program report will make meaningful improvements.

Transportation Director Frank suggested to bring these items, as well as where to put potential multimodal counters to see if more activity occurs after improvements, to the ad-hoc committee.

Commissioner Linke suggested that the city should harmonize the two paths for (1) the GMP monitoring program and (2) private developers traffic impact analysis.

CITY TRAFFIC ENGINEER REPORT:

City Traffic Engineer Comments: Attachment A

City Traffic Engineer Kim mentioned that the City is in the process of developing a scope of work for the Local Roadway Safety Program grant. The program includes an analysis of traffic collision data on a regular basis to proactively implement safety features on our roadway. The study will be going before the commission to include their input.

Transportation Planning and Mobility Manager Schmidt reminded the commissioners that the Sustainable Mobility Plan document will be released to the public on Nov. 4, and public feedback survey will be posted to the city website.

Transportation Planning and Mobility Manager Schmidt updated the commission on the MMLOS ad-hoc committee that will hold their first meeting sometime in November.

TRAFFIC AND MOBILITY COMMISSION COMMENTS:

Commissioner Wanamaker expressed his concerns about the line of sight distance around the curves and plant overgrowth along Jefferson Street between Marron Road and Las Flores Drive very unsafe situation cutting down the view plan and site plan for motorists sharing the road with bikes and with no shoulders.

City Traffic Engineer Kim acknowledges receiving the information and staff will return with a plan of action.

Transportation Director Frank encouraged the commission to send over their recommendations for roadway safety at any time in the meetings, by email, in the Carlsbad Connects app.

Transportation Director Frank will provide a link to the T&MC for the new Carlsbad Connects app.

ADJOURNMENT:

Chair Gocan adjourned the Traffic and Mobility Commission Meeting on Nov. 2, 2020, at 5:17 p.m.

Eliane Paiva

Eliane Paiva, Minutes Clerk



Minutes

Council Chambers
1200 Carlsbad Village Drive
Carlsbad, CA 92008

Oct. 3, 2022, 4:00 p.m.

CALL TO ORDER: 4:02 p.m.

ROLL CALL: Perez, Linke, Penseyres, Fowler, Coelho and Proulx
Absent: Newlands

PLEDGE OF ALLEGIANCE: Chair Perez led the Pledge of Allegiance

APPROVAL OF MINUTES:

Minutes of the Special Meeting held Aug. 18, 2022.

Motion by Vice-Chair Linke, seconded by Commissioner Proulx to approve the minutes of Aug. 18, 2022, meeting as presented. Motion carried, 6/0/0/1 (Absent: Commissioner Newlands)

Minutes of the Regular Meeting held Sept. 6, 2022.

Motion by Vice-Chair Linke, seconded by Commissioner Proulx to approve the minutes of Aug. 18, 2022, meeting as amended. Motion carried, 6/0/0/1 (Absent: Commissioner Newlands)

PUBLIC COMMENT:

Tim Morgan spoke about the intersection of Tamarack Avenue and Valley Street and its Phase II of the Traffic Calming Study. There was a lack of engagement and community involvement, and the HAWK signal is putting our community / neighbors in a dangerous situation.

Rod Hafeti spoke about speeding around Snug Harbor. The average speed limit noted during the study was over 40-mph in a 25-mph zone. He asked the Commission to consider traffic calming measures.

Brian Connor spoke about being proactive and requiring that the residents park their cars in the garage. Residents continue to leave many vehicles on the street, and this causes safety issues for pedestrians. Other cities enforce this issue and charge a permit fee to park vehicles on the street.

CONSENT CALENDAR:

Motion by Commissioner Vice-Chair Linke, seconded by Commissioner Proulx to approve Consent Item Nos. 1 and 2. Motion carried: 6/0/0/1 (Absent: Newlands)

1. EL CAMINO REAL ROADWAY IMPROVEMENTS FROM SUNNY CREEK ROAD TO JACKSPAR DRIVE, CAPITAL IMPROVEMENT PROGRAM PROJECT NO. 6094 – The Traffic & Mobility Commission supported staff's recommendation to approve the plans and specifications of the intersection improvements at El Camino Real from Sunny Creek Road to Jackspar Drive, Capital Improvement Program, or CIP, Project No. 6094.

Vice-Chair Linke inquired about the exception language on Item 1.

Associate Engineer Miles responded that the exception is the second paragraph background for green paint in the bike lane conflicts. We will be working with traffic to add green paint in the bike lane conflict areas.

2. EL CAMINO REAL ROADWAY IMPROVEMENTS FROM POINSETTIA LANE TO CAMINO VIDA ROBLE, CAPITAL IMPROVEMENT PROJECT NO. 6072 – The Traffic & Mobility Commission supported staff’s recommendation to approve the plans and specifications of the intersection improvements at El Camino Real from Poinsettia Lane to Camino Vida Roble, Capital Improvement Program, or CIP, Project No. 6072.

DEPARTMENTAL REPORTS:

3. POLICE REPORT REGARDING TRAFFIC & MOBILITY-RELATED MATTERS DURING THE MONTH OF SEPTEMBER 2022 – Receive a presentation from a representative of the City of Carlsbad’s Police Department that provide an overview of traffic and mobility-related police matters during the month of August 2022. (Staff Contact: Acting Sergeant George Zavala, Police Department)

Staff’s Recommendation: Receive a presentation

Acting Sergeant Zavala presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk)

Commissioner Coelho asked how the Police Department collect the community concerns and how do they aggregate them so that they make the list shown in the presentation.

Acting Sergeant Zavala responded that they receive emails and phone calls from the community with the mentioned concerns.

Vice-Chair Linke inquired about the multiple bicycle fatalities that happened in the month of August and if the police department could share the information.

Acting Sergeant Zavala replied that one of the bicycle fatalities was caused by reckless driving. The investigations on both fatalities are still ongoing and have potential criminal processing and filing.

4. APPROVE PLUM TREE ROAD AS AN EXCEPTION INTO PHASE II OF THE CARLSBAD RESIDENTIAL TRAFFIC MANAGEMENT PROGRAM AND ALL-WAY STOP ANALYSIS AT THREE INTERSECTIONS –
 - 1) Approve Plum Tree Road as an exception to the Phase II of the Carlsbad Residential Traffic Management program.
 - 2) Support staff’s recommendation to not install all-way stop on Plum Tree Road at Red Knot Street, Robinea Drive and Windflower Drive. (Staff Contact: Lindy Pham and Miriam Jim, Public Works)

Staff’s Recommendation: Receive a presentation

Associate Engineer Pham and Senior Engineer Jim presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk)

Commissioner Coelho asked staff to elaborate on what it means to be in the Carlsbad Residential Traffic Management Program. What is the path we are on if we know that we are not installing all-way stops?

Associate Engineer Pham responded that the process is the following: during the neighborhood meetings, staff will present traffic calming strategies and other options that residents can consider such as speed cushions or a traffic circle. Staff will receive comments and then go back and finalize the conceptual plan and send out a survey to all the residents in the project area. The results of the survey will determine whether we move forward with the project or not.

Commissioner Proulx clarified that staff will go back and review other options for the area, and she inquired what is currently staff recommendation.

Associate Engineer Pham responded that staff is recommending that the commission grants approval of the exception into phase two of the Carlsbad Traffic Management Program. The critical speed is below the 32-mph threshold, so they are not currently eligible for any traffic calming measures.

Commissioner Fowler asked if speed cushions are the only option left.

Associate Engineer Pham said that speed cushions would be the most effective option in this area.

Vice-Chair Linke said that he supports the recommendation to approve the exception and added that speed cushions are self-enforcing, and this approach should be used on all of the residential streets that have speeding issues.

Chair Perez inquired about what speed cushion is compared to a speed bump.

Associate Engineer Pham responded that speed bumps are often found in commercial parking areas as they are narrower and more abrupt. Speed cushions are more gradual. They are about 12 feet wide and span the length of the roadway bed.

Commissioner Coelho commented that this is an opportunity to look beyond Plum Tree Road to get the change that we want at Poinsettia Park to enhance the conditions. Maybe add alternate entrances to the park, or striping on Paseo Del Norte.

Commissioner Penseyres commented that when we use the critical speed of 32-mph this still means that 15 percent of the people are driving faster than that. If residents are asking for solutions, then we need to look way beyond the 32-mph threshold. Speeding is the most common cause of serious injuries and fatalities on these residential streets.

Commissioner Proulx inquired about the distance between the two stop signs on Plum Tree Road.

Associate Engineer Pham responded that there is an intersection between the two stop signs and we don't have the distance noted in the presentation. Residents have complained that vehicles do not always stop at these stop signs. We will work with the residents to find a solution once they are accepted into the CRTMP.

Motion by Commissioner Coelho, seconded by Commissioner Proulx to approve staff recommendations for items 1 and 2. Motion carried: 6/0/0/1 (Absent: Newlands)

5. PRESENTATION ABOUT COMPLETE STREETS IN CARLSBAD AND ACTIONS TAKEN SINCE THE AUG. 23, 2022, PROCLAMATION OF A LOCAL TRAFFIC SAFETY EMERGENCY - Receive a presentation about complete streets in Carlsbad and actions taken since the Aug. 23, 2022, proclamation of a local traffic safety emergency. (Staff Contact: Tom Frank, Public Works)

Staff's Recommendation: Receive a presentation

Transportation Director Frank presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk)

Chair Perez asked staff to go over the process of what will happen at the meeting being held on Oct. 27, 2022.

Transportation Director Frank said that the meeting on Oct. 27, will be a commissioners meeting. There are 44 options on attachment A for consideration. We will be looking for your recommendations for City Council.

Chair Perez inquired if they ask questions about the 44 options presented.

Transportation Director Frank says that yes, the commission can ask questions on the options.

Commissioner Coelho asked how this will overlay with City Council's meetings and their timeline?

Transportation Director Frank responded that City Council directed staff to get the public input as well as the Planning Commission and the Traffic & Mobility Commission. On Nov. 8, 2022, staff will present the recommendations received from the Planning Commission, the Traffic & Mobility Commission and from the public to the City Council.

Commissioner Coelho asked if the intent is to review all 44 items and provide a recommendation or to provide a recommendation on all 44 items?

Transportation Director Frank responded that it is to review the options and provide recommendations to the City Council.

Commissioner Proulx asked about education, engineering and enforcement, the three E's. Assuming that relates to the comments which show changing laws, controlling speed and more enforcement. It looks like change laws is not part of the three E's. Did this come out of the community input?

Transportation Director Frank said that was part of the communications input effort which was used to tailor the approach for the three E's.

Commissioner Proulx asked how staff will accommodate the change laws suggestion.

Transportation Director Frank said that will be covered under the enforcement efforts.

Commissioner Penseyres inquired about Assembly Bill 43 if it is already in effect.

Transportation Director Frank said that he does not have this information about Assembly Bill 43 which provides cities more flexibility to set their speed limits on their residential roadways. Cities would not have to comply with the 85-percentile rule. We are reviewing what a work plan would look like to review the speed limits throughout the city.

Commissioner Penseyres inquired if staff are monitoring driver behavior before and after to see how they are responding to the green paint?

Transportation Director Frank said that he does not believe staff have gone out to do an evaluation of traffic operations since we have put down the recent green markings. It is something that we will be looking at in the future.

Commissioner Penseyres said that one of the projects was to consider rumble strips. The rumble strips would be installed where there are buffered bike lanes. The rumble strips would be on the inner stripe of the buffer. Is that correct? How did you decide to make it the inner stripe versus the outer stripe?

Transportation Director Frank said this is correct and would be for higher speed roadways. It is something that could be considered and would be brought in front of the public for discussion. We would reach out to the bicycle clubs for input as well. The rumble strip would be inside of the outer bike lane stripe. It is the bike lane stripe on the inside closest to the vehicle. The intent is to notify the driver if they are weaving over the initial bike lane line. It also provides more room for the bicyclists to ride side by side if they choose to.

Vice-Chair Linke asked about whether the staff plans to present any aspect of this plan to City Council again before the meeting on Nov. 8, 2022.

Transportation Director Frank said that staff is required as part of the emergency proclamation to go back to City Council every 60 days. They will be going back to City Council on Oct 18, 2022, and he is sure there will be some mention of the actions taken as part of the Safer Streets Together Program. City Council has already acted on Option A which is moving forward. City Council will be considering options in addition to Option A on Nov. 8, 2022.

Vice-Chair Linke asked about one of the aspects of Option A which is vision zero commitment. Can staff present to us what that commitment actually entails at the next meeting. As an example, on the vision zero website it says the absolute core strategy focuses in on speeds. The goal is for all non-arterial streets to have a speed limit of 20-mph. On arterial streets the absolute limit should be 30 to 35-mph. It is a step too far to say that all arterial streets should have a speed limit of 30 to 35-mph. In the absence of making that the speed limit on arterial streets it is to have protected bike lanes with physical barriers and automated speed enforcement. What is the goal for our arterial streets as far as the speed limit, the installation of protected bike lanes and the installation of the automated speed enforcement?

Deputy City Manager Gomez responded that at the City Council meeting they discussed Vision Zero. The intent is for staff to return with a draft resolution supporting the Vision Zero concept and then City Council will task and direct staff to come back with an action plan on how we are going to move forward. It is in concept at this point and there won't be any additional information by the Oct. 27, meeting. City Council

has indicated that they want staff to move forward with Vision Zero and staff will look at that and will be asking for assistance on developing the plan.

Vice-Chair Linke asked if the Traffic and Mobility Commission will have a chance to review the resolution on Oct 27, special meeting before it goes before City Council.

Transportation Director Frank responded that there is no time schedule given for staff to return to address the Vision Zero resolution. The local agency gets to tailor their own Vision Zero program and therefore changing speed limits on Palomar Airport Road and El Camino Real down to 35-mph would be a serious consideration. He does not see the community getting behind that change. Staff will look at what makes sense for City of Carlsbad.

Deputy City Manager Gomez said that on the special meeting on Oct. 27, the Traffic and Mobility Commission will have the ability to weigh in on what they would like to see for the City of Carlsbad.

Commissioner Coelho asked if each segment of road will be evaluated individually for Vision Zero and hopes that we are not just going to blanket the entire city with one speed limit.

Commissioner Proulx said that she also viewed the website and understands that Vision Zero are strategies that we can implement within the city and not specific ideas that we have to implement. We can do what works within our community. Are we looking to hire a consultant to write this plan?

Vice-Chair Linke asked if Option C could be considered without the \$44 Million school bussing program? In his opinion, speed cushions and access plans would be more effective than crosswalks.

Deputy City Manager Gomez said the questions should be deferred until the special meeting.

CITY TRAFFIC ENGINEER COMMENTS:

Transportation Planning and Mobility Manager Schmidt said last week he sent out an email outlining the process for the Commissioners to agendaize an item. There are three opportunities for bike training this month. On Oct. 4, there is a Smart Cycling Class being held virtually from 6:00 pm – 9:00 pm.

You can register through the San Diego County Bike Coalition.

On Oct 15, there is Smart City Cycling and that is in the city of Encinitas. This is an abbreviated course from 9:00 a.m. to 12:00 pm.

On Oct 18, there is a bicycle friendly driver course virtually from 12:00 pm – 1:00 pm.

On Oct 25, is the Annual Boards and Commissioners Event and he encourages everyone to attend to celebrate their hard work.

TRAFFIC AND MOBILITY COMMISSION COMMENTS:

Commissioner Penseyres said they had a Smart Cycling class for the City of Carlsbad Police Department this past week. The intent is for these police officers to go on and take a league certified seminar so they can become instructors and teach others.

Vice-Chair Linke brought up the public comment on Valley Street and Tamarack Avenue and inquired if staff has an update. There was a promise that staff would evaluate how it is working. Are there any

metrics that will be used to evaluate how well it is working?

Transportation Director Frank said that staff has committed to a three-phase approach to addressing traffic concerns at the intersection of Tamarack Avenue and Valley Street. You heard about Phase A which we are moving forward with. We have a public meeting scheduled for next week to assess the speeding between Skyline Drive and Adams Street. The second phase is addressing the traffic signal and intersection improvements that are nearly complete. What staff committed to was returning to the Traffic and Mobility Commission within six months of completion of those improvements. We will be analyzing what will be included in that study which will be both quantitative and qualitative. We will review what operations have taken place. The third phase is what we consider our transformative project on Tamarack Avenue and that is following our Sustainable Mobility Plan. That is not going to be worked on until the next fiscal year due to staff's workload. There will be plenty of public outreach opportunities. We have been addressing some construction related issues tied to the improvements and are working with our existing contractor and staff to alleviate some of these concerns.

Vice-Chair Linke brought up the other public comment about speeding in Snug Harbor. Is there an update on this issue?

Transportation Director Frank said staff will follow-up on that.

Vice-Chair Linke inquired if there is an update on the Multi-Modal Level of Service since the last meeting of the Ad-Hoc Committee meeting on Aug. 3, 2022.

Transportation Planning and Mobility Manager Schmidt replied that the consultant is updating the tool and performing the field work analysis. Once completed they will have another ad-hoc committee meeting to present the results and consequently bring to the Traffic and Mobility Commission.

Commissioner Penseyres asked to see the results in advance to have time to look at what is being done and provide feedback. He said something good to come out of the City Council meeting last week is that they want to give the Traffic and Mobility Commission about a month to review all the documents. Do we know how soon before the meeting that we will have the information in front of us?

Transportation Planning and Mobility Manager Schmidt said that he can commit to provide the ad-hoc Committee a sufficient amount of time to review the results.

Vice-Chair Linke wants to remind everyone about the Communication Plan. It says when City Staff plans to bring forward an item related to the Work Plan for action to the Planning Commission or the City Council, staff will seek an advisory recommendation from the Commission beforehand. He says the plan they were presented today falls under the Traffic and Mobility Commissions duties and we should be reviewing it and in contact with some of the City Council members. Staff then decided to bring it to the Traffic and Mobility Commission as an information only item but not for feedback. The City Council has since voted to have us review it. He is frustrated as when he first joined the Traffic and Mobility Commission three years ago they were being bypassed on the most significant issues. He feels we are reverting back to that and that there are a lot of issues that we have been bypassed on. Staff has gone directly to City Council with items that are on our Work Plan. We need to get back to the point where our Commission is reviewing these items.

Chair Perez commented on the pedestrian bridge between Cannon Road and El Camino Real that is operational, and it is beautiful. Lastly, schools are working on sustainability. For Hope Elementary, is there something we can do about idle parking? Is there something we can do to bring attention to this issue? Can we provide information on this or on greenhouse gas?

Transportation Director Frank said that staff are working with Hope Elementary to develop their safe routes to school and access plan. Please let us know of any specific people you are talking with that we can reach out to about the idle parking.

ADJOURNMENT:

Chair Perez adjourned the Traffic & Mobility Commission Special Meeting on Oct. 3, 2022, at 6:30 p.m.



Eliane Paiva, Minutes Clerk



Staff Report

Meeting Date: May 6, 2024

To: Traffic Safety & Mobility Commission

Staff Contact: Brandon Miles, Associate Engineer
Brandon.Miles@carlsbadca.gov, 442-339-2745

Subject: Barrio Traffic Circles, Capital Improvement Program Project No. 4015 – Phase I

Recommended Action

Support staff's recommendation to the City Council to approve the plans and specifications of the Barrio Traffic Circles Phase I, Capital Improvement Program, Project No. 4015.

Background

As part of an overall goal of improving traffic safety and walkability, the Village & Barrio Master Plan calls for adding traffic circles and other traffic calming features at several intersections in the Barrio area. Based on support from previous meetings with the Traffic & Mobility Commission and the City Council, the design is complete and pending approval from Caltrans to utilize Federal funds to implement Phase I of the Barrio Traffic Circles Project, Capital Improvement Program Project No. 4015.

Phase 1:

The location and proposed improvements include:

- Pine Avenue and Harding Street – traffic circle with public art
- Oak Avenue and Jefferson Street – traffic circle
- Pine Avenue and Madison Street – traffic circle
- Chestnut Avenue and Madison Street – traffic circle
- Chestnut Avenue and Roosevelt Street – traffic circle
- Oak Avenue and Roosevelt Street - Enhanced crosswalks

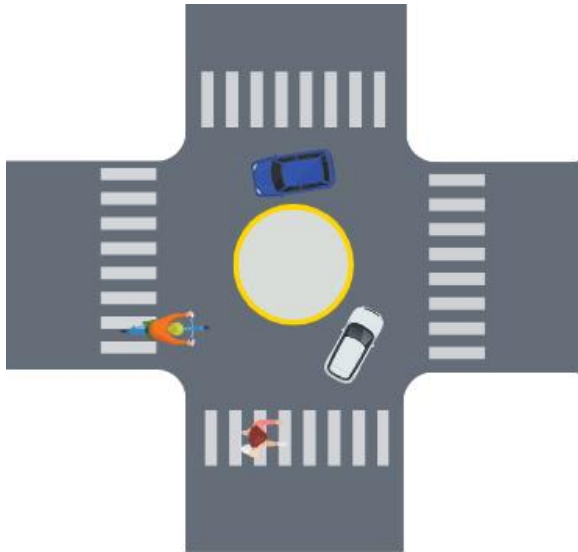


The Boys & Girls Club expressed concern about a traffic circle at Oak Avenue and Roosevelt Street because of potential interference with buses and cars queuing to drop off and pick up kids. Since the intersection already has an existing all-way stop, the project team proposed enhanced crosswalks as an alternative, which was acceptable to the Boys & Girls Club management team and was supported by the Traffic & Mobility Commission. Attached are the approved Meeting Minutes of the Traffic & Mobility Commission on Sept. 7, 2021.

What are traffic circles?

Traffic circles are raised circular islands constructed in the center of an intersection. They reduce vehicle speeds by making motorists maneuver around them.

The second-highest cause of injury collisions in Carlsbad is violating signs and signals, followed by improper turning. Traffic circles help address both causes by making physical changes to the road, which results in drivers slowing down and paying more attention to their surroundings.



Example on Chestnut Avenue

Traffic circles are typically used in neighborhoods rather than major thoroughfares. They have a smaller footprint than roundabouts, which typically can fit within public right-of-way and place crosswalks closer to the intersection without physical splitter islands to serve as refuge for pedestrians.



Hillside traffic circle



State Street roundabout

Traffic circles have been used successfully at other intersections in Carlsbad, including the intersection of Chestnut Avenue and Jefferson Street in the Barrio. This design was recommended in the Village & Barrio Master Plan because it is the best solution to discourage speeding and improve safety in a way that fits a residential neighborhood setting. Traffic circles were also recommended because they can fit within the public right-of-way and be used for public art or decorated to fit the local character.

Public art

Staff have begun the community engagement process for a new public artwork that will be placed in the middle of the traffic circle at Harding Street and Pine Avenue, one of the main gateways into the Barrio. This input helped inform the call for artists for this project, which is currently open until June 24, 2024, 5 p.m. A public art subcommittee will then evaluate artist proposals and vote to select the artist.

The community will continue to be engaged during the development of this new artwork.

Parking considerations

Traffic calming features often require on-street parking spaces near the intersection to be eliminated. The estimated number of on-street parking spaces that would be eliminated as a result of the traffic circles and enhanced crosswalks are:

Intersection	Feature	Spaces
Oak Avenue and Jefferson Street	Traffic circle	5
Pine Avenue and Harding Street	Traffic circle	7
Chestnut Avenue and Madison Street	Traffic circle	11
Chestnut Avenue and Roosevelt Street	Traffic circle	13
Pine Avenue and Madison Street	Traffic circle	10
Oak Avenue and Roosevelt Street	Enhanced crosswalks	0

Village and Barrio parking study

The Village & Barrio Master Plan requires an annual parking study to be completed to monitor parking availability at different times of the day and days of the week. The most recent study was completed in 2022.

In addition to the city’s Parking Management Plan, a parking analysis was prepared specific to the Barrio traffic circles project in 2023. The areas where traffic circles are proposed have adequate parking available during all days and times, and the project will not have a significant impact on parking availability in the study area.

Federal grant

As presented at City Council Jan. 9, 2024, improvement plans for Phase I and have been submitted to Caltrans for authorization to bid and utilize the \$4 million of grant funding programmed for the construction phase.

Other past actions

Staff presented to Traffic & Mobility Commission April 6, 2020, with a recommendation to implement the Village and Barrio Traffic Circles. Attached are the approved Meeting Minutes of the Traffic & Mobility Commission on April 6, 2020.

Phase 2 traffic calming

On Jan. 9, 2024, the City Council received an update and adopted a resolution approving curb extensions as the preferred traffic calming street design for Phase 2 at the intersections of (1) Palm Avenue and Harding Street and (2) Magnolia Avenue and Madison Street for the Barrio Traffic Circles Project as provided in Exhibit 3

Once final engineering is complete, staff plan to return to the Traffic Safety & Mobility Commission to request support of staff’s recommendation for City Council approval of the plans and bid documents for Phase 2.

Next Steps

Following the Traffic Safety & Mobility Commission's support, staff will bring a staff report to the City Council with a recommendation to approve the plans, specifications, and contract documents, and authorize the City Clerk to advertise for construction bids for Phase 1 of the project.

Phase 1:

- Pine Avenue and Harding Street – traffic circle with public art
- Oak Avenue and Jefferson Street – traffic circle
- Pine Avenue and Madison Street – traffic circle
- Chestnut Avenue and Madison Street – traffic circle
- Chestnut Avenue and Roosevelt Street – traffic circle
- Oak Avenue and Roosevelt Street - Enhanced crosswalks

After the bidding process is complete for Phase 1, staff will return to the City Council with a request to award a construction contract to the lowest responsive and responsible bidder. The construction is targeted to start in late-2024, with completion expected in late 2025.

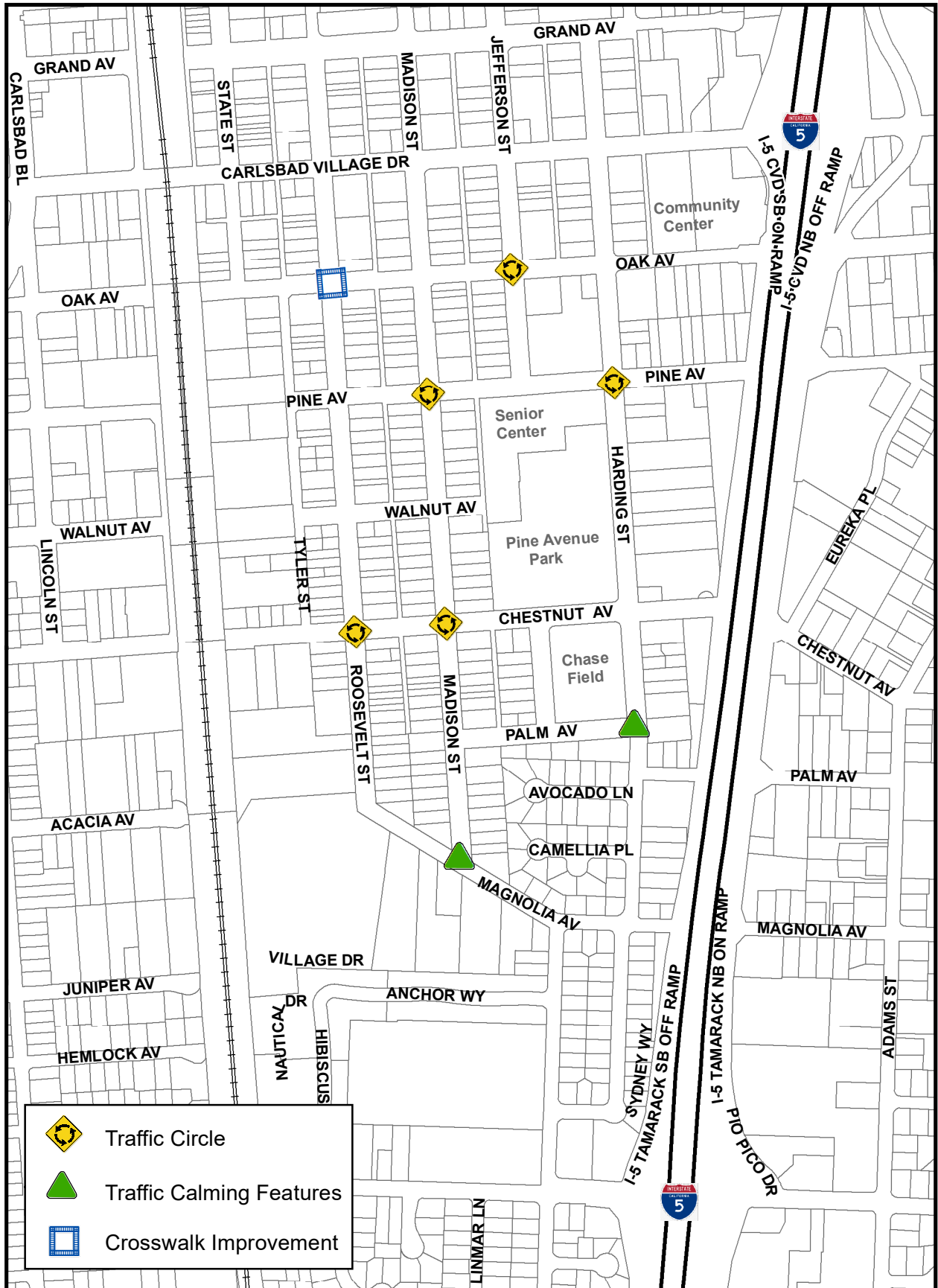
Once the improvement plans are complete staff will return this summer of 2024 to present Phase 2 to the Traffic Safety & Mobility Commission, which includes the curb extensions at two intersections. Staff plans to request City Council approval of the plans and specifications and request authorization to bid in fall 2024. Phase 2 includes the following proposed improvements:

Phase 2:

- Palm Avenue and Harding Street – curb extension
- Magnolia Avenue and Madison Street – curb extension

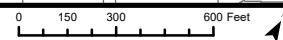
Exhibits

1. Location map
2. [Improvement plans](#) (on file in the Office of the City Clerk)
3. [City Council Staff Report Jan. 9, 2024](#) (on file in the Office of the City Clerk)
4. Approved Meeting Minutes of the Traffic & Mobility Commission on Sept. 7, 2021
5. Approved Meeting Minutes of the Traffic & Mobility Commission on April 6, 2020



Author: Andy Chang Document Path: J:\AC_Customers\Uon_Schauble\ProposedTrafficCircle\AttribAsst_Andy_Proposed_Traffic_Circle
 Revised By: Sara Jadhav Document Path: J:\SaraJadhav_Customers\LaurenFerrell\Project\TrafficFeatures\MXD\ProposedTrafficCircle_Revise.mxd

Create Date: 9/22/2020
 Revised Date: 12/07/2021



[Improvement Plans](#)
(on file in the Office of the City Clerk)

[City Council Staff Report, Jan. 9, 2024](#)
(on file in the Office of the City Clerk)



Minutes

Council Chambers
1200 Carlsbad Village Drive
Carlsbad, CA 92008

Tuesday, Sept. 7, 2021, 4 p.m.

CALL TO ORDER: Chair Gocan called the Meeting to order at 4:04 p.m.

ROLL CALL: Present: Gocan, Perez, Penseyres, Linke and Coelho
Absent: Fowler

PLEDGE OF ALLEGIANCE: Vice-Chair Perez led the Pledge of Allegiance

This meeting was conducted virtually via Zoom due to the stay-at-home order for COVID-19.

APPROVAL OF MINUTES:

Motion by Vice-Chair Perez, seconded by Commissioner Penseyres to approve the minutes for the Aug. 2, 2021 meeting.

Motion carried: 4/0/1/1 (Abstained: Coelho; Absent: Fowler)

PUBLIC COMMENTS ON ITEMS NOT LISTED ON THE AGENDA: None

CONSENT CALENDAR:

1. EL CAMINO REAL ROADWAY IMPROVEMENTS FROM SUNNY CREEK ROAD TO JACKSPAR DRIVE, CAPITAL IMPROVEMENT PROGRAM PROJECT NO. 6094 - Support staff's recommendation to implement the El Camino Real Roadway Improvements from Sunny Creek Road to Jackspar Drive, Capital Improvement Program (CIP) Project No. 6094 (Project) providing operational improvements consistent with the city's General Plan Mobility Element.

This item was pulled for discussion by Vice-Chair Perez

2. SHARED LANE MARKINGS ON LEVANTE STREET FROM SEGOVIA WAY TO LA COSTA AVENUE- Support staff's recommendation to install shared lane markings on Levante Street from Segovia Way to La Costa Avenue

PUBLIC COMMENT ON ITEM 2:

David Levin - Members of the Traffic and Mobility Commission: Having shared lane markings and other appropriate signage alerting drivers to share the road for the sake of all bicyclists' safety on Levante Street will be greatly appreciated by all bicyclists who navigate the narrowness of this street, especially when parked cars and trucks are present. I am very appreciative that Council Member Teresa Acosta, City Traffic Engineer John Kim, Associate Engineer Lindy Pham, and everyone on their teams who conducted the study found that there is indeed a need to improve Levante Street for all bicyclists. And I'm pleased that the Carlsbad Traffic and Mobility Commission will be hearing the recommendation. However, I am a bit disappointed that the recommended starting point for the

sharrows and related signage will be only between Segovia Way and La Costa Avenue on Levante Street. There needs to be more territory covered on Levante Street.

The width from one side of Levante Street to the other side, starting from Escenico Terrace to Segovia Way appears to be similar to what the engineers are recommending for shared lane markings on Levante Street from Segovia to La Costa Avenue, especially with parked vehicles.

In other words, the installation of sharrows and other appropriate signage should be expanded on Levante Street from Escenico Terrace to La Costa Avenue—not just Segovia Way to La Costa Avenue. That shortcoming would not lend itself to bicycle safety to all the areas needed on Levante Street.

Without delay to deciding on the engineers' recommendation, it is my hope that the Traffic and Mobility Commission will request another look at an extended placement shared lane markings and other appropriate signage from Escenico Terrace to La Costa.

Thank you very much.

DISCUSSION:

City Traffic Engineer Kim stated that it is not common practice for engineers to consider sharrows on residential streets that are posted at 25 miles per hour. The speeds are low enough that sharrows are typically not necessary. However, since a portion of Levante Street is defined as a school street per the Mobility Element, staff has recommended the installation of sharrows upon the portion of Levante Street that is defined as a school street. Staff is willing to hear the commission's recommendation on expanding the area of sharrow installation per Mr. Levin's comment.

Commissioner Penseyres asked the distance referenced in the residents' request.

City Traffic Engineer Kim said it is over 10 intersections and about 5,000 extra feet, and relatively flat. Commissioner Linke is familiar with the street, acknowledges that this is just not a regular street, but a thoroughfare, however he supports the staff's recommendation and can consider other sections in the future.

Vice-Chair Perez mentioned that the section going west has a bit of a slope and possible blind section, but is in agreement with staff's recommendation at this time to try it out.

Chair Gocan and commissioners agreed that the resident has a concern, yet they will try it out and they will move forward.

ACTION:

Motion by Commissioner Linke, seconded by Commissioner Penseyres to approve Consent Calendar Item 2 - Shared Lane Markings on Levante Street from Segovia Way to La Costa Avenue, as presented.

Motion carried: 5/0/0/1 (Absent: Fowler)

Motion by Commissioner Linke, seconded by Vice-Chair Perez to approve Consent Calendar Item 1- El Camino Real Roadway Improvements from Sunny Creek Road to Jackspar Drive, Capital Improvement Program Project No. 6094, as presented.

Motion carried: 5/0/0/1 (Absent: Fowler)

DEPARTMENTAL REPORTS:

3. POLICE MONTHLY REPORT – (Staff Contact: Corporal Matt Bowen, Police Department)

Corporal Bowen presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk)

DISCUSSION:

Corporal Bowen pointed out that Carlsbad schools opened up on August 24, and the motors were at the schools both morning and afternoons to help with any traffic issues and to keep the kids safe, in addition to the crossing guards.

Corporal Bowen highlighted the purchase of an Electronic Message Board that is displayed on Carlsbad Boulevard with the following message "Loud Exhaust Enforced Ahead".

Commissioner Penseyres and Vice-Chair Perez are interested in hearing about the Know Your Limit program related to driving under the influence at the next meeting.

4. ALL-WAY STOP ON CEREZO DRIVE AT LOS ROBLES DRIVE AND EL ARBOL DRIVE – (Staff Contact: Lindy Pham and John Kim, Public Works)

Staff's Recommendation: Support staff's recommendation to install an all-way stop at Cerezo Drive and Los Robles Drive.

Associate Engineer Pham presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

PUBLIC COMMENT ON ITEM 4:

Jonnie Johnson - Thank you for work to resolve traffic problems in Terramar. It is much appreciated. However, there are two issues that need further attention.

1. The most critical is the lack of red curbs/no parking signs on the western most portion of Cerezo. The curbs are painted red on the southern side of the street between Carlsbad Blvd and Los Robles, except for 2-3 parking spaces. The report states Cerezo is 36' wide. It is, in some portions. However, the street is tapered hence the western portion is narrower, approximately 33' wide, leaving 16' per lane. Per CA DOT, car widths are normally 6-8' wide making parking/driving tight. Cerezo is the primary entrance to Terramar. It is also a popular parking spot for beachgoers. Surfers bring surfboards. adding another factor (one that is not addressed in the current Residential Traffic Calming Program) to the traffic problem. They lay their boards in the street reducing the passage even more. In addition, the owner of the house located on southwest corner Cerezo/Carlsbad Blvd. has laid several large boulders on the easement, causing pedestrians to walk in the street. (see attached photos.) This situation presents a potential liability problem for the City if a pedestrian is hit, because of the boulders. The intersection at Carlsbad Blvd/Cerezo has one pedestrian crosswalk located at the south side, so it makes sense that westbound pedestrians on Cerezo be directed to the southern crosswalk on the Blvd. Highly recommend the south side of the street between Carlsbad Blvd/Los Robles be painted red.
2. Page 2, 2nd para. "Removal of on-street parking MAY not be supported by the Coastal Commission..." This is ironic, since the next street over, Manzano, has NO parking on either side and it is a blocked off from Carlsbad Blvd traffic.

DISCUSSION:

City Traffic Engineer Kim commented on the pedestrian concerns brought up by Ms. Johnson and offered that a new sidewalk, which will be analyzed by the Transportation Department. The removal of

parking would create more space, but it may also lead to other concerns as people would simply park further into the neighborhood. The removal of the parking spaces would create a wider street, which may also increase vehicle speeds. Based on these considerations, the appropriate recommendation is to install the all-way stop at Cerezo Drive and Las Robles Drive.

Chair Gocan asked and it was confirmed that staff will analyze the feasibility of a sidewalk in the future. Commissioner Penseyres inquired about the location of the boulders in relation to the right of away. City Traffic Engineer Kim said that they will look into it since they just received this comment over the weekend.

Transportation Director Frank mentioned that similar to other streets, there are private encroachments with landscaping, rocks, and boulders in the right of way. Staff has looked into this but have not reached out to the involved property owners to discuss options.

Commissioner Penseyres asked about the speed survey, have we considered putting out rubber tubes to catch the speeders when no one is there watching them. The concern is the maximum speed not the critical speed.

City Traffic Engineer Kim replied that there is no accepted standard or practice that considers maximum speed as a design factor and that critical speed is the appropriate measure. Maximum speeds are captured since the speed measurement device records on a 24-hour per day basis.

Commissioner Linke asked about the no parking signs and the barricade on Manzano Drive.

City Traffic Engineer Kim will research the installation date as well as the justification for designating a no parking zone.

Transportation Director Frank said that if staff decided to consider a sidewalk as a part of the sidewalk improvement program, staff would hold workshops with the neighbors to explore different opportunities.

Vice-Chair Perez inquired about the timing of the speed feedback sign deployment and a work-from-home philosophy.

Associate Engineer Pham said that they did consider the lower volume of traffic during a pandemic. The volume of the traffic was 118 and the minimum to qualify for consideration is 300 vehicles per hour per the Manual on Uniform Traffic Control Devices. Staff was confident that "normal" traffic levels would not reach the minimum levels

City Traffic Engineer Kim mentioned that volume of traffic around the beaches has been fairly high during the pandemic. Staff looked at the eight specific recommendations or guidance factors. The location did not meet the criteria for vehicle volume, but it did meet the criteria for the vehicle/pedestrian conflicts, which is why they are recommending the stop sign at that intersection.

Commissioner Penseyres inquired if there are any future projects that will be adding parking?

Transportation Engineering Manager Ajideh said that the Terramar project will improve Carlsbad Boulevard including some parking improvements. The Terramar project is still in the environmental review process and staff will bring it to the commission when it is appropriate.

Commissioner Linke likes the suggestion of looking at sidewalks and would appreciate a more global picture of all the parking and safety issues.

Motion by Commissioner Linke, seconded by Commissioner Penseyres to support staff's recommendations to install All-Way STOP control on Cerezo Drive at Los Robles Drive and El Arbol Drive. Motion carried: 5/0/0/1 (Absent: Fowler)

5. VILLAGE AND BARRIO INTERSECTION CONTROL AT OAK AVENUE AND ROOSEVELT STREET- (Staff Contact: Hossein Ajideh, Public Works)

Staff's Recommendation: Support staff's recommendation

Transportation Engineering Manager Ajideh presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

PUBLIC COMMENT ON ITEM 5:

Xylina Lim - Buddha Teas has operated out of our current facilities on Tyler Street for close to ten years. As a tea company, we receive large shipments of herbs and dried goods. While we encourage the efforts of creating a safer area by controlling the flow of traffic, the proposed traffic circles inhibit larger vehicles to enter our facilities. We will be one of many local businesses impacted by this change as we have personally witnessed larger truck deliveries in the area that squeeze into smaller spaces than ours. This feat alone takes a very skilled driver; the introduction of roundabouts will prevent trucks to have any access to our facilities in the current proposed locations. As safety is at the forefront of our worries, Buddha Teas would like to offer an alternative solution -- stop signs or speed bumps. We agree that the driving speed observed is sometimes far beyond the speed limits. Stop signs will allow drivers to fully stop and take in their surroundings for pedestrians and small creatures. In addition, speed bumps still allow traffic movement, just at a more reasonable speed. In conclusion, the traffic circles would result in a very detrimental loss for local businesses like ours. It is imperative for local businesses to receive shipments *at all*, no matter the size.

DISCUSSION:

Commissioner Linke asked if corner bulb outs are an option for this location.

Transportation Engineering Manager Ajideh said that they did not introduce the bulb outs because they heard the Boys and Girls Club concerns and they were trying to gain a few parking spaces. The four-way stop is the safest condition for pedestrians.

Commissioner Penseyres asked if a scramble type crosswalk is possible?

Consultant Capuzzi said that he has not seen scrambles at all-way stops. They are typically used at traffic signals.

Transportation Director Frank agreed that he has not seen a scramble at an all-way stop, it is probably not a viable option.

Commissioner Coelho asked why we originally looked at a traffic circle at this location.

Transportation Engineering Manager Ajideh said that during the design stage, they noticed that there were concerns for this specific intersection.

Deputy City Manager Gomez mentioned that during the Village and Barrio Master Plan development there was a lot of public outreach. As the ideas came forward, they were presented and vetted. They took the information included in the Village and Barrio Master Plan as a starting point and had the consultants help them develop the plans and specifications. After speaking with the local businesses, and particularly the Boys and Girls Club, there were some concerns and changes from what was previously approved by City Council and had been presented to the Traffic and Mobility Commission.

Motion by Commissioner Coelho, seconded by Commissioner Linke to support staff's recommendation for alternative intersection control feature (no-project alternative with adding continental crosswalks) at Oak Avenue and Roosevelt Street, which is part of the Village and Barrio Traffic Circles, Capital Improvement Program Project, or CIP, No. 4015.

Motion carried: 5/0/0/1 (Absent: Fowler)

6. TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM AND TDM HANDBOOK – (Staff Contact: Tom Frank, Public Works)

Staff's Recommendation: Receive a presentation and provide input

Transportation Director/City Engineer Frank presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

PUBLIC COMMENT ON ITEM 6:

1. Diane Nygaard - Honorable Chair and Commissioners: We were very disappointed after reading the staff report for this agenda item. Our expectation was that a status report would actually report on results. Understanding results is critical to determining what changes are needed in the program. This report unfortunately does not discuss that.

What, if any, impact has this program had on increasing the mode share for alternative transportation? How many businesses are participating? Have they completed baseline surveys? How many have completed follow up surveys- and do they show any increase in mode share for alternative transportation? What has been their experience with use of the actions from the checklist and how does that inform decisions about modifying the TDM Ordinance/Handbook for the next update?

We will separately forward to you and staff a discussion prepared by our attorney on the inadequacies of the existing TDM program. We recognize the city's position is that they are in compliance with the conditions of our settlement agreement related to the TDM program. But the concerns raised in that letter are all relevant for your consideration of what needs to be improved if this program is to achieve a meaningful reduction in GHG.

Today as we see the devastating impacts of climate change around our country and the world, taking this issue seriously is imperative.

Thank you for providing important oversight and direction to staff.

2. Mike Bullock- We should all be serious about TDM, for 5 reasons:
 - 1.) Cars are by far the category of GHG emission that emits the most GHG (CO2)
 - 2.) The Intergovernmental Panel on Climate Change (IPCC) recently reported that humanity has a "Code Red" climate emergency
 - 3.) The IPCC says this because humanity is on a path to result in climate destabilization, which is likely to end most life forms on Earth, including our own species
 - 4.) There are two climate "targets", or requirements, that must be achieved, to avoid climate destabilization or, put another way, must be achieved to stabilize the earth's climate at a livable level
 - a. The 2nd requirement is to achieve net-zero emissions by 2045 or, if we are lucky, we might be able to slip that out to 2050
 - b. The first requirement (which is the most important one, because if we fail to achieve the first requirement, achieving the later requirement won't save us) is to emit at a level that is no more than 80% below what we emitted in 1990, by 2030, as part of an overall world-wide plan to get our earth's atmospheric CO2 to stop going up. (Note that atmospheric CO2 is now around 420 PPM, but it should be around 280 PPM. 350 PPM was deemed to be "dangerous" over 10 years ago.)
 - 5.) The 2030 requirement can't be achieved by only electrifying our fleet; we must reduce driving. (I have done the math and verified this to be true.)

It seems to me that if Carlsbad were serious about TDM, then it would develop and implement a good TDM program ***for their own employees***, to show the employers in Carlsbad how it is done. Once the Carlsbad TDM is "successful", meaning that it is favored by most Carlsbad employees and it reduces driving as predicted, other companies in Carlsbad could be required to adopt the same TDM.

Since we need big reductions by 2030, we must rely on pricing. Complete streets, better transit, and better zoning need to happen ASAP, but their GHG reductions will not happen fast enough or be large enough, given the 2030 requirement of emitting at no more than 80% below what was emitted in 1990. We need systems to improve the way drivers pay for the use of roads and transit. The Road Use Charge (RUC) is a state function. Carlsbad needs to ask California to implement a good RUC system in time to help achieve the 2030 target. (ASAP!) Parking policy reform is for the municipalities. And Steve, you are correct. TDM needs to be for ***all types of development***.

I am a retired satellite system engineer. This is a systems-engineering problem. I have worked the problem of identifying a set of enforceable measures to ensure that cars will achieve the 2030 target. It has been presented multiple times, at Air and Waste Management Association (AWMA) conferences. Each time the paper was presented, it was peer reviewed. The 2nd attached file is the paper; the 3rd file is the power point file I use to present the paper.

DISCUSSION:

Chair Gocan is working with the school district, the city, and hopefully the community to make sure that bikes have safe access through the intersections. Her personal goal is that 20% to 30% of the students, especially high school student use walking or biking to go to school and create a safe place for drop off and pick up of students.

Commissioner Linke would like to highlight four different regulatory pathways. Specifically, Mobility Plan items 3P-8 to 3P-11. The items are:

1. TDM Ordinance and Handbook focusing on reducing employment related vehicle trips not only on larger new businesses.
2. Having developers pay their fair share when they are adding traffic to the streets and congestion and are failing to meet our GMP standard.
3. Our multi-modal level of service point system to achieve the minimum GMP standard to improve nonvehicle modes of travel which he is on the ad hoc committee, because the standard is way too low. He wants to include definitions of different TDM approaches to help the point system.
4. A state mandated environmental review of CEQA to reduce vehicle miles traveled. He is recommending that these four regulatory pathways to be handled in the revision of the TDM Handbook. Transportation Director Frank appreciates the timely comments and staff will be looking at what steps are needed to update TDM to best serve our program goals.

Commissioner Linke gave examples and suggestions on how to update the TDM handbook, specifically section 1.7 to include more than just the employees, to include all patrons of the business. In section 2.2 the thresholds of compliance, needs to address the trips that are added to exempt streets at a higher standard. In section 2.5 the tier levels themselves and how they are applied from a Tier 1 to a Tier 2 or Tier 3. The strategy needs to be beefed up to adequately address the trips to the site and determine if the measures are working. He is suggesting that the survey be done every year for the first few years to make sure they are properly monitored.

Commissioner Linke suggested that staff confirm that the TDM programs have been implemented and the actual performance of those programs.

Consultant Hester agreed this is a really good comment and concern. The goal is to find out how many people are participating in the program on the commercial side.

Transportation Director Frank said that on the residential projects we don't have the same options or tools to reinforce them. Staff will look into what options they have for residential projects based on all the comments they receive. COVID-19 has made it difficult to complete the monitoring of the TDM program.

Chair Gocan asked if it is ever going to be possible for the traffic and transportation engineers to review the TDM applications.

Consultant Hester said that they will be looking at the process along with the content.

Transportation Director Frank said that the Community Development Team uses the handbook as a part of their review. All of these examples are going to help improve this new TDM program. Commissioner Linke mentioned that the City, when it updated the General Plan in 2014, discussed TDM.

Commissioner Linke would like staff to review the Innovative Feature category. Also review the definition of how projects get the number of points they receive in every category.

Commissioner Coelho inquired about who has the lead in approving the TDM plans and the roles of the different groups that participate in the process.

Deputy City Manager Gomez said that the Traffic and Mobility Commission does not review the TDM Plans for private development projects. It is in the commission purview to look at and provide input on how we can improve our processes and things that are related to traffic and mobility.

Transportation Director Frank said that he, as the City Engineer has the authority to make the changes. Staff likes to work in a transparent manner to bring forward updates and receive suggestions like we are doing tonight. Staff is currently providing Traffic Impact Analysis reviews for all projects, including Community Development projects.

Chair Gocan mentioned that transportation options, like e-bikes, have changed a lot over the years. The city is also seeing more traffic on the roads and the Traffic and Mobility Commission cannot address all the associated tasks to reduce this traffic.

Transportation Director Frank agreed, and said it is getting more challenging with the state laws coming out about higher densities. His challenges as the Transportation Director is to inform the policy makers, the commission, the City Council, and the public of the coming issues and how we are going to address it. The roads are congested, we cannot eliminate congestion, we can improve the efficiency of the road network. Staff acknowledge that transportation behavioral changes are difficult because people like to go from point A to B in a timely and convenient manner.

Commissioner Penseyres recommends that with the TDM program we could use a positive approach like employers offering an easy access for bicyclist to a private shower with lockers and towel racks. The bike parking should be close to the showers and lockers. We should be very specific about the amenities that we provide for cycling to work. There are places in the TDM options that say should, when shall do this to get the points, is more appropriate. When talking about bike racks it says if practicable then include on your drawings. If it's not practicable and they you are not going to do it, we need to make the wording tougher so that they do it. We need to be a lot more specific on what a good faith effort gets them before they can collect the points. Everything we do evolves around the automobile, like rewarding an employee with a car and/or a premium parking spot. We have to do a paradigm shift and we will need a lot of perks to change behavior. We need to provide very specific things in the TDM program to encourage people to take another look at what else they can do. Finally, we need to place more importance on education. For example, e-bike education helps the kids understand the rules of the road to get to where they need to go, like to the beach with their surf boards, this saves the parents time and car trips.

Vice-Chair Perez agreed that e-bikes are the new way we are going to be moving into the bicycle industry, one of our transportation innovations. We should try to be innovative in the city and provide some kind of charging. The e-bikes are heavy and might not fit in an office. The e-bikes might need a charge to make the return trip home. Education and safety have to be a really crucial point in the handbook, items like helmets and the importance of being seen by the cars. In the handbook when it

lists bike safety incentive the cost is medium, but the effectiveness is low. We need to place more importance on providing helmet safety and being visible to the cars.

Chair Gocan mentioned the benefit of having e-bike chargers in the village as well as at the schools. To make the bicycle riders, safe, comfortable, and provide a convenient place to charge.

Staff will consider all the suggestions to make the behavior change more rewarding.

7. ELECT A NEW TRAFFIC AND MOBILITY COMMISSION CHAIR AND VICE-CHAIR – (Staff Contact: John Kim, Public Works)

Staff's Recommendation: Elect a new T&MC Chair and Vice-Chair

Motion by Commissioner Penseyres, seconded by Commissioner Coelho to nominate Commissioner Perez to one-year term as Chair and to nominate Commissioner Linke to 1-year term as Vice-Chair.

Motion carried: 5/0/0/1 (Absent: Fowler)

CITY TRAFFIC ENGINEER REPORT:

City Traffic Engineer Kim noted that staff had received comments regarding VMT from Commissioner Linke and would be bringing VMT as an agenda item in the near future.

City Traffic Engineer Comments: Attachment A

TRAFFIC AND MOBILITY COMMISSION COMMENTS:

Motion by Commissioner Penseyres, seconded by Vice-chair Perez to put in the agenda for the next meeting to return to 3 p.m. T&MC meetings for as long as it continues to be virtual meetings.

Motion carried: 5/0/0/1 (Absent: Fowler)

Commissioner Penseyres inquired about the 2017 bicyclist crash in 2017 listed in the staff report near Levante and Anillo Way. Staff will look at the location to evaluate the potential conflict point and if needed, propose a potential solution.

Vice-Chair Perez gave a compliment to staff on the improvements at College Ave and El Camino Real, for bicyclists, as a bicyclist at that intersection. He asked and will email staff about the new park at the reservoir and the potential line of sight over the hill if that can be reviewed. He has received comments from the neighborhood near Sage Creek High School about the new drop off location and the back-up it is causing on the roadway.

Commissioner Linke gave several compliments to all aspects of the meeting, including the commission and public comments. He inquired about the Vehicle Miles Traveled analysis guidelines change. It would be nice for the commission to see the one major revision as listed in the report as a separate topic as soon as possible. Consider treating the TDM guidelines as a living document in the same manner as the Vehicle Miles Traveled analysis guidelines and consider making some changes immediately to improve the situation while we are looking at updates to the TDM handbook.

Commissioner Coelho appreciates everyone's efforts at this meeting and looks forward to working with all of them.

Chair Gocan has been working with Sage Creek and the district about e-bikes. On Carlsbad Village Drive at College Boulevard, the right turn is wide, the cars move over and the bikes are trying to get around. She recommends staff to pay attention to that and also noticed parents are parking at the bus stop and blocking the location for bikes.

Chair Gocan announced her resignation from the Traffic and Mobility Commission.

Transportation Director Frank thanked Chair Gocan for her service, her advocacy for school bike safety that can continue into the future, and most importantly, Happy Birthday!

ADJOURNMENT:

Chair Gocan adjourned the Traffic and Mobility Commission Meeting on Sept. 7, 2021, at 7:35 p.m.

Eliane Paiva

Eliane Paiva, Minutes Clerk



Minutes

Council Chambers
1200 Carlsbad Village Drive
Carlsbad, CA 92008

Monday, April 6, 2020, 5:00 p.m.

CALL TO ORDER: Chair Gocan called the Meeting to order at 5:03 p.m.

ROLL CALL: Present: Gocan, Johnson, Hunter, Fowler, Linke and Perez.
Absent: Penseyres

APPROVAL OF MINUTES:

This meeting was conducted virtually via Zoom due to the stay-at-home order for COVID-19.

Motion by Vice-Chair Johnson, seconded by Commissioner Hunter, to approve the minutes for March 2, 2020, with a minor correction and by adding one comment made by Commissioner Hunter on Item 3 – Four Deficient Street Facilities.

Motion carried 5/0/1/1 - (Absent: Penseyres - Abstained: Linke)

PUBLIC COMMENTS ON ITEMS NOT LISTED ON THE AGENDA:

No public comments

Commissioner Penseyres joined the Traffic and Mobility Commission meeting at 5:11 p.m.

DEPARTMENTAL REPORTS:

1. POLICE MONTHLY REPORT – (Staff contact: Lieutenant Christie Calderwood, Police Department) – Informational only

Lieutenant Calderwood reported that the police department has changed their mission, due to the health crisis, with focus on educating the public to stop/limit the spread of COVID 19. As a result, the tasks of the community service officers, motor officers and police officers are to respond to serious calls and to enforce the closures of beach access/ parking access/ public parks and some trails.

2. SUSTAINABLE MOBILITY PLAN – (Staff Contact: Nathan Schmidt, Public Works).

Staff Recommendation: Approve staff recommendations

Transportation Planning and Mobility Manager Schmidt presented the Sustainable Mobility Plan (SMP) and asked the commissioners to support staff's recommendation to City Council to adopt the Carlsbad SMP.

- Commissioner Perez, Vice-Chair Johnson, Commissioner Penseyres, Commissioner Linke, Commissioner Hunter and Chair Gocan had several questions about the SMP and they all agreed that the Commission would not recommend adoption of the Carlsbad SMP until significant revisions were incorporated into the draft document.
- Commissioner Linke correspondence titled Item # 2 – Sustainable Mobility Plan is on file with the office of the City Clerk.
- Commissioner Penseyres correspondence titled Carlsbad Sustainability Plan is on file with the office of the City Clerk.

Motion by Commissioner Linke, seconded by Commissioner Penseyres, to request city staff to address the commissioners’ comments and to revise the SMP. Commissioner Linke revised his motion after more discussion.

Motion by Commissioner Linke, seconded by Commissioner Hunter to request staff to address the commissioner’s comments and to create an ad hoc committee composed of Commissioner Perez, Commissioner Linke and Commissioner Penseyres, to work with staff and to bring back the results to T&MC at a future date.

Motion approved: 7/0

3. VILLAGE AND BARRIO TRAFFIC CIRCLES - (Staff Contact: Jonathan Schauble, and Hossein Ajideh, Public Works) –

Staff’s Recommendation: Approve staff recommendations

Senior Engineer Schauble and Engineering Manager Ajideh presented the Village and Barrio Traffic Circles, requesting T&MC to support staff’s recommendation to implement the Village and Barrio Traffic Circles Capital Improvement Program (CIP) Project No. 4015.

- Commissioner Penseyres inquired about the intersection corner of Magnolia Ave. and Madison St. if they will color the curb red resulting in a loss of parking space and the conflict between cars making a fast right turn into Madison St. interfering with bikes.
- Transportation Director Frank told Commissioner Penseyres that staff will look at the east corner of Magnolia Avenue and Madison Street.
- Commissioner Penseyres pointed out the same problem on the corner of Harding Street and Pine Avenue, loss of parking space and interference with bikes.
- Senior Engineer Schauble explained that the Village & Barrio Master Plan has several improvements to the area and the traffic circles project is one measure of improvements in the Master Plan.
- Chair Gocan likes the traffic circles and she recommends making it attractive and pleasant.

Motion by Commissioner Linke, seconded by Commissioner Hunter, to approve staff’s recommendations to implement the Village and Barrio Traffic Circles, CIP Project No. 4015.

Motion approved: 7/0

4. EL CAMINO REAL IMPROVEMENTS AT CANNON ROAD - (Staff contact: Brandon Miles and Hossein Ajideh, Public Works)

Staff's Recommendation: Approve staff recommendations

Engineering Manager Ajideh and Associate Engineer Miles presented the El Camino Real Improvements at Cannon Road - Phase I:

- Replace safety bridge railing on both side of El Camino Real
 - Widen sidewalk on south side of El Camino Real
 - Add a pedestrian bridge north side of El Camino Real
 - Remove overhead poles
 - Provide pedestrian access for future phases
- Commissioner Linke inquired about the timing for Phase I and Phase II.
- Associate Engineer Miles responded that Phase I is nearing completion, and construction should start in early 2021; Phase II staff is currently reviewing the scope of work and fee and getting a design consultant on board.
- Commissioner Penseyres inquired about the possible cost of undergrounding of the existing power lines
- Associate Engineer Miles said that if this project makes all of the utility moves in one phase then the utility company is responsible for the cost of placing the power lines under the bridge (not underground).

Motion by Vice-Chair Johnson, seconded by Commissioner Penseyres, to approve staff's recommendations to implement Phase I of the El Camino Real Bridge Improvement at Cannon Road, CIP Project Nos. 6042 and 6056.

Motion approved: 7/0

5. FOUR DEFICIENT STREET FACILITIES AFFECTING LOCAL FACILITIES MANAGEMENT ZONE 15--
(Staff Contact: Paz Gomez, Hossein Ajideh and Tom Frank, Public Works) –

Staff's Recommendation: Approve staff recommendations

Deputy City Manager Gomez, Transportation Director Frank and Engineering Manager Ajideh presented the Four Deficient Street Facilities and financing program options for the College Boulevard extension project. This item was previously presented in the March 2, 2020 T&MC meeting, and the staff report and recommendations have since been updated. The four facilities are:

1. Southbound El Camino Real from Cannon Road to College Boulevard
2. Northbound El Camino Real from College Boulevard to Cannon Road
3. Eastbound Cannon Road from El Camino Real to College Boulevard
4. Westbound Cannon Road from College Boulevard to El Camino Real

▫ Commissioner Linke submitted a correspondence titled *Item # 5- Determination of four street facilities and financing program options for the College Boulevard extension project* that is on file with the office of the City Clerk. He made a Power Point presentation that supported his assertion that the proposed College Boulevard extension (either 2-lane or 4-lane alternative) effectively distributes trips throughout the network to reduce congestion on the four deficient

facilities, and therefore the staff recommendation should be to support building the College Boulevard extension rather than pursuing the proposed exemptions. Linke noted that this recommendation is consistent with past action taken by City Council on joint public/private partnerships to finance road projects.

▫ Deputy City Manager Gomez addressed Commissioner Linke's comments:

1. The College Boulevard extension project, which has a private development financing obligation according to the current LFMZ 15 Plan and the Citywide Facilities and Improvements Plan (CFIP), is to construct a two-lane alternative. Staff is required to comply with City Council direction in the two plans unless City Council provides direction to amend the LFMZ 15 Plan and CFIP to consider a project for a four-lane alternative and a city-led financing option.

2. The staff recommendation includes expediting existing CIP projects to relieve congestion on the deficient facilities, and this approach is consistent with that taken on southbound Melrose Drive near Palomar Airport Road. That is, continue to construct improvements even though the facilities are deemed exempt.

3. It is true that previously each zone that increased traffic on a deficient facility by at least 20% was previously obligated to contribute to resolving the deficiency, but that is no longer the case since the General Plan Mobility Element was updated in 2015.

▫ In response to Commissioner Linke's statement that an exemption would discourage the completion of the proposed roadway improvement projects, Transportation Director Frank responded that the General Plan states:

For Level of Service exempt street facilities, the city will not implement improvements to maintain the level of service standard outlined on policy 3P.4, if such improvements are beyond what is identified appropriate at build out of the General Plan.

Since the College Boulevard extension project is included in the General Plan, the proposed exemptions will not negatively impact the College Boulevard extension project.

▫ Deputy City Manager Gomez clarified that the current City Council direction is that private development will fund and construct College Boulevard extension. Because the College Boulevard extension is identified in the LFMZ 15 plan, it is a requirement for the private developers to fund and build this infrastructure if the developers move forward.

▫ Commissioner Penseyres inquired if the feasibility study would trigger Proposition H.

▫ Deputy City Manager Gomez explained that Proposition H has a trigger that public voter approval is required if the project cost would be over one million dollars of General Funds.

▫ Commissioner Hunter was pleased to see the project on El Camino Real from Jaspar Drive to Sunny Creek included in staff's presentation, but he does not support the proposed exemptions being requested by staff.

▫ Vice-Chair Johnson enjoyed the presentation on the Four Deficient Street Facilities and reiterated her concerns about exemptions. She would prefer supporting a recommendation to address the problem of congestion.

▫ Transportation Director Frank asked Commissioner Linke for a clarification on exactly what he meant in Part B of his proposed motion regarding "the quantitative data and conclusions from the traffic study..."

▫ Commissioner Linke responded that the intent for the quantitative data is to show the information from the slides he presented earlier, including the bar graphs and histograms showing before-and-after conditions, because the staff report is more qualitative (pass-fail). Commissioner Linke provided an example that the staff report simply says that a two-lane College extension could be "over capacity," but that the quantitative data shows that it is only

projected to be 29 cars or 3% over capacity, versus saving 20,000 vehicle trips from being stuck in congestion on the deficient streets. Commissioner Linke said that he wanted the City Council to have a fulsome understanding of the vast benefits the College extension could create when they are making their decision on whether to fund it.

▫ Transportation Director Frank stated: "I think we all agree that with the College Boulevard extension, it fully resolves all the deficiencies with ample capacity for future growth. So, we all agree upon that. I think what you are asking for, Commissioner Linke, is the graphics which you provided that show the traffic data--versus just a description of it--and a chart."

Motion by Commissioner Fowler, seconded by Commissioner Penseyres, to approve staff recommendations:

1. Adopt a resolution to:
 - A. Determine the following street facilities to be deficient because they do not meet the vehicular level of service (LOS) performance standard required by the city's Growth Management Plan:
 5. Southbound El Camino Real from Cannon Road to College Boulevard
 6. Northbound El Camino Real from College Boulevard to Cannon Road
 7. Eastbound Cannon Road from El Camino Real to College Boulevard
 8. Westbound Cannon Road from College Boulevard to El Camino Real
 - B. Determine the following street facilities to be built out and exempt from the vehicular LOS performance standard, in accordance with General Plan Mobility Element Policy 3-P.9:
 1. Southbound El Camino Real from Cannon Road to College Boulevard
 2. Northbound El Camino Real from College Boulevard to Cannon Road
 3. Eastbound Cannon Road from El Camino Real to College Boulevard
 4. Westbound Cannon Road from College Boulevard to El Camino Real
 - C. Expedite Capital Improvement Program (CIP) Project No. 6094, to improve traffic circulation by widening northbound El Camino Real from Sunny Creek Road to Jackspar Drive, by proposing different funding sources which may necessitate meeting Proposition H requirements if more than \$1 million of general funds are used.

Motion failed: 2/5 (No: Gocan, Johnson, Hunter, Linke and Perez)

Motion by Commissioner Linke, seconded by Commissioner Hunter, to:

1. support staff recommendations regarding points 1A and 1C stated above, and
2. reject point 1B listed above, and
3. direct a representative of the T&MC to make a presentation to the City Council on the quantitative data and conclusions from the traffic study conducted on College Boulevard extension, and
4. recommend that City Council direct staff to develop a city-led financing program to build the College Boulevard extension.

Motion approved: 5/2 (No: Fowler and Penseyres)

Attached is the quantitative data and conclusions from the traffic study conducted on College Boulevard extension that Commissioner Linke had requested to be included in the staff report for the May 5, 2020 City Council meeting.

CITY TRAFFIC ENGINEER COMMENTS:

Upcoming City Council Items on Traffic and Mobility:

- Urgency Ordinance establishing NO PARKING zone on Carlsbad Boulevard between Pine Avenue and La Costa Avenue, Ponto Drive from Ponto Road to southern terminus, and Ponto Road

TRAFFIC & MOBILITY COMMISSION COMMENTS:

Commissioner Linke thanked all the commissioners and staff for the good work.

Vice-Chair Johnson also complimented everyone for the good work.

Chair Gocan was very pleased, and thankful with all the work involved in the meeting especially since it was the first time that the Commission meeting was held virtually using Zoom.

Traffic and Mobility Commission requested staff to attach to the minutes the Quantitative Data Report provided by commissioner Linke.

Exhibit:

Attachment A

ADJOURNMENT:

Chair Gocan adjourned the Traffic & Mobility Commission Meeting on April 6, 2020, at 9:03 p.m.

Eliane Paiva

Eliane Paiva, Minutes Clerk

Traffic & Mobility Commission Recommendation to the City Council

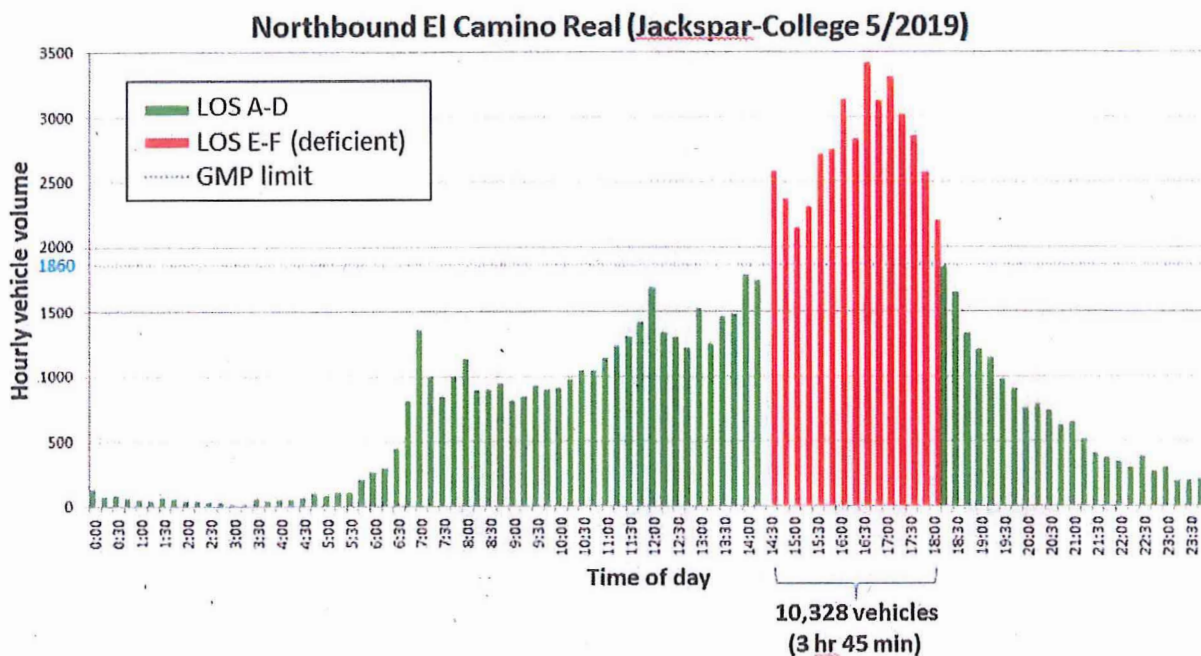
City Council Meeting Date: May 5, 2020

Subject: Determination of four deficient street facilities and financing program options for the College Boulevard extension project

At the April 6, 2020 meeting, the commission voted 5-2 (Gocan, Hunter, Johnson, Linke, and Perez in favor; Fowler and Penseyres opposed) to **support** staff's recommendations that the City Council find the four street facilities deficient and to expedite Capital Improvement Program Project No. 6094, but to **oppose** staff's recommendation to exempt the facilities from the vehicle level of service (LOS) performance standard, and to **provide** the following information derived from the traffic study. The motion further recommended that the City Council direct staff to take the necessary steps to develop a city-led financing program for construction of the College Boulevard extension project with all area developers paying their fair shares.

College Boulevard Extension Traffic Operations Analysis information

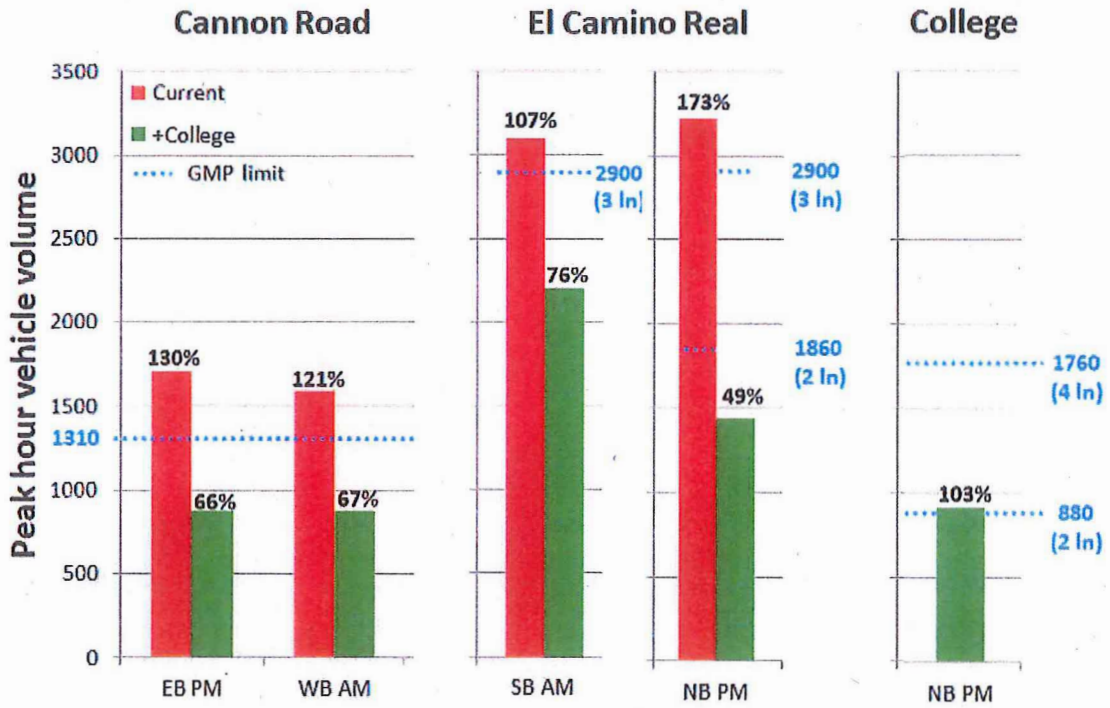
Nearly 20,000 vehicle trips per day are in heavy congestion on the deficient street facilities. The following histogram of northbound El Camino Real traffic (May 2019 counts between Jackspar Dr and College Blvd) shows a **3 hour 45 minute** period of deficiency during the PM commute, during which an average of **10,328 vehicles** were traveling under Growth Management Plan (GMP) deficient LOS "F" conditions:



Among all four deficient facilities, a cumulative average of **19,313 vehicles** per day were traveling during GMP deficient LOS "E" or "F" conditions:

Street facility	Congested vehicles per day
NB ECR (PM)	10,328
SB ECR (AM)	3,096
EB Cannon (PM)	3,229
WB Cannon (AM)	2,660
TOTAL	19,313

The College Boulevard extension would fully resolve the congestion problems on the deficient street facilities with ample capacity for future growth. In the following chart, the red bars show that the Cannon Rd and El Camino Real street facilities are all currently deficient during the indicated time periods, with peak vehicle volumes at **7% to 73% over** their GMP deficiency limits. However, the adjacent green bars show that all of the deficiencies are fully resolved with the College Blvd extension and related recommended projects, with peak volumes at **24% to 51% under** the limits. For the College Blvd extension itself, a two-lane configuration would open right around the limit, and a four-lane configuration would be well under its limit.



The study concludes:

...Ultimately, the addition of the College Boulevard extension provides a valuable connection for the City of Carlsbad and for the region and, as shown in the analysis, will effectively redistribute trips throughout the network to reduce the effect of congestion on several existing roadway segments in the project vicinity.



Staff Report

Meeting Date: May 6, 2024

To: Traffic Safety & Mobility Commission

Staff Contact: Alonso DeVelasco, Police Lieutenant
Alonso.develasco@carlsbadca.gov, 442-339-5578

Subject: Police Report Regarding Traffic & Mobility-Related Matters During the Months of February and March 2024, including Notable News for the Month of April and Approval of Quarterly Reports

Recommended Action

Receive a presentation from a representative of the City of Carlsbad's Police Department that will provide an overview of traffic and mobility-related police matters during the months of February and March 2024, including notable news for the month of April and approval of quarterly reports.

Background

Fiscal Analysis

This action has no fiscal impact.

Environmental Evaluation

In keeping with California Public Resources Code Section 21065, this action does not constitute a "project" within the meaning of the California Environmental Quality Act in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Therefore, it does not require environmental review.

Public Notification and Outreach

This item was noticed in keeping with the Ralph M. Brown Act and it was available for public viewing and review at least 72 hours before the scheduled meeting date.

Exhibits

None.



Staff Report

Meeting Date: May 6, 2024

To: Traffic Safety & Mobility Commission

Staff Contact: Nathan Schmidt, Transportation Planning and Mobility Manager
nathan.schmidt@carlsbadca.gov, 442-339-2734

Nick Gorman, Associate Engineer
nick.gorman@carlsbadca.gov, 442-339-2793

Subject: Hope Elementary School – Safe Routes to School Plan

Recommended Action

Receive a report on the Safe Routes to School Plan for Hope Elementary School and make a recommendation to the City Council on the preferred design.

Background

Traffic safety continues to be a top priority in the City of Carlsbad. One way the city is improving traffic safety is through a Safe Routes to School program, a key component of the city's Sustainable Mobility Plan. This program promotes walking and biking to school through infrastructure improvements, enforcement, tools, safety education and incentives. Other strategies the city uses focus on safe driving.

In 2021, the City Council approved funding for Safe Routes to School programs throughout the city. In 2022, Hope Elementary School was selected as a pilot school to kick off the program. The safe routes plan for Hope Elementary School consists of conceptual recommendations and programmatic recommendations.

Discussion

Existing Conditions

To better understand the existing conditions surrounding Hope Elementary School, three initial steps were taken by staff. These were as follows:

- Conducted a walking audit of the suggested walking route around Hope Elementary
- Conducted a peak hour pick-up/drop off audit
- Hosted listening sessions open to parents, staff and students

The walking audit allowed staff to gain a better understanding of the pedestrian/bicycle facilities surrounding the school and assess concerns heard through public input. Staff generally

followed the suggested walking and biking routes to school map from the Sustainable Mobility Plan. This map is included in the report as Exhibit 1.

The peak hour pick-up/drop-off audit gave staff the opportunity to better understand existing travel patterns and behavior. During these observations staff observed pick-up/drop-off within the school parking lot and along Tamarack Avenue to the north and south of the school. It was noted that long queues occurred along Tamarack Avenue in both the northbound and southbound directions at the driveway entry due to operations on-site from pick-up/drop-off activity. Another observation was that parents used Chatham Road to park and walk their kids to/from school.

The two listening sessions provided an opportunity for staff to hear directly from school administrators and parents about their experiences and concerns regarding school pick-up and drop-off throughout the year. Key issues raised during these sessions included the need for safer pedestrian crossings at the intersection of Tamarack Avenue and Carlsbad Village Drive, improved driver behavior along Tamarack Avenue near the school, better bicycle access to the school, specifically addressing the gap in bicycle lanes on Tamarack Avenue south of Hope Elementary, and the need to minimize parking impact along the school frontage for staff.

Proposed Improvements

Proposed improvements were based on the walking audit, pick-up/drop-off observations and community feedback. Concept level plans of the proposed improvements can be found in Exhibit 2. The proposed improvements include a combination of the following measures:

- Installation of upgraded high visibility continental crosswalks at all school crossing locations
- Upgrade the pedestrian crossing at the intersection of Carlsbad Village Drive and Tamarack Avenue by installing countdown signal heads and adjusting the signal timing to incorporate a "leading pedestrian interval," which gives pedestrians a few seconds of additional time to start crossing before the vehicle light turns green.
- Curb extensions at the Chatham Road and Tamarack Avenue crossing and Wilshire Street and Tamarack Avenue crossings
- Evaluation of school zone flashing beacons along Tamarack Avenue
- Formalizing the trailhead connecting Marron Road and Simsbury Court
- Proposal of two park and walk locations
- On-site pick-up/drop-off improvements
- Class-I multiuse path along the east side of Tamarack Avenue¹

High visibility crosswalks

Installation of upgraded high visibility crosswalks is proposed at three intersections:

- Wilshire Street and Tamarack Avenue intersection – north leg and east leg
- Cheshire Avenue and Tamarack Avenue – east leg

¹ The Safe Routes to School plan proposes the removal of parking along Tamarack Avenue between Carlsbad Village Drive and Wilshire Street to allow for buffered bike lanes in each direction. As discussed later in the report, after receiving public input, it was determined that the public generally was not supportive of the removal of parking.

- Simsbury Court and Tamarack Avenue intersections – west leg

Each location is proposed to include installation of continental or ladder style crosswalks with yellow paint per the California Manual on Uniform Traffic Control Devices, or MUTCD.

Carlsbad Village Drive and Tamarack Avenue crossing upgrades

These improvements include installation of countdown pedestrian crossing signal heads at each leg and a leading pedestrian interval for each phase. During the walk audit, a few of the pedestrian crossing signal heads were noted to not include countdown timing. Countdown pedestrian crossing signal heads allow pedestrians to be aware of how much time they have left to cross and allow them to safely clear the intersection before the end of the walk phase.

The leading pedestrian interval allows pedestrians to establish their presence in the crosswalk before vehicles are given a green indication, which helps to increase their visibility to vehicles turning left and right during a green light.

Curb extensions

To help improve pedestrian safety, curb extensions are proposed at the Chatham Road/Tamarack Avenue crossing and Wilshire Street/Tamarack Avenue crossings. Curb extensions help to physically narrow the roadway, create a shorter distance for pedestrians to cross and increase the visibility of pedestrians prior to crossing. Curb extensions at the Chatham Road/Tamarack Avenue intersection are proposed along the west leg, to shorten the existing crosswalk length. Curb extensions at the Wilshire Street/Tamarack Avenue intersection are proposed along the east leg, to shorten the existing crosswalk length.

School zone flashing beacons

School zone flashing beacons are proposed to be installed along Tamarack Avenue north and south of the school. The beacons would only flash during school hours. These beacons can help draw driver attention to the school zone signage, warning them of the school zone ahead and signal drivers to use caution and slow down.

Marron Road/Simsbury Court trailhead

Identifying the Marron Road/Simsbury Court trailhead and adding this location to the suggested walking routes map will help inform families living in the northern community, of walking/biking options to get to school.

Park and walk locations

There are two park and walk locations that are proposed as a part of the plan along Chatham Road and at Calavera Hills Community Park. Identification of these locations would be a programmatic recommendation in that there would be no physical improvement made. One or both of these locations would be suggested locations to parents to help them better navigate options for picking up and dropping off their kids. These locations would help alleviate congestion on-site and along Tamarack Avenue to Hope Elementary School.

Tamarack Avenue bike facilities

To improve the bicycle facilities, the width of the travel lanes along Tamarack Avenue between Carlsbad Village Drive and the school would be restriped to 10 feet to make room for an expanded seven-foot bike lanes on both sides of the roadway with a three-foot buffer between the vehicle travel lane and the bike lane. This would extend the bike lane past Chatham Road, where it currently ends, to Wilshire Street. In addition to the benefits to bikes along this corridor, the narrowed width lanes help slow traffic down.

The proposed bike lanes between Carlsbad Village Drive and the school would require the removal of approximately 55 on-street parking spaces on Tamarack Avenue. While alternatives such as "park and walk" locations could be offered to offset this loss, parents, school staff, and neighborhood residents have expressed significant concerns as discussed in detail below.

Proximity to other city projects

Hope Elementary School is near the East-West Corridors Emergency Resurfacing and Restriping along both Carlsbad Village Drive and Tamarack Avenue (south of Carlsbad Village Drive). This project resurfaced Carlsbad Village Drive and Tamarack Avenue within the area of the project. Resurfacing and restriping enhanced bike safety by narrowing vehicle lanes to 10-feet, widening the bike lanes/adding buffers and adding green paint within bicycle-vehicle conflict zones.

The improvements proposed by the Safe Routes to School plan are viewed as complimentary to East-West Corridors Emergency Resurfacing and Restriping project.

Public Feedback on the Proposed Draft Safe Routes to School Plan

Before the Traffic Safety & Mobility Commission meeting, staff mailed notices to residents about the planned improvements. Hope Elementary school administrators also informed their staff and parents about the project. As a result, many people shared their opinions, both opposing and supporting the removal of street parking on Tamarack Avenue to make way for new bike lanes.

Concerns cited significant logistical challenges such as inadequate parking for staff, volunteers, and parents, which already is a current concern due to a small school parking lot. Comments included anticipated worsened traffic congestion and practical difficulties for daily school operations, including pick-ups and drop-offs.

Concerns also extend to safety issues, predicting that the removal of street parking would increase traffic congestion and risk, particularly from parents needing to drop off their children directly in traffic lanes. Some residents suggest that this plan might shift problems to nearby neighborhoods, exacerbating congestion and parking on residential streets.

Alternatives proposed include adjusting start and stop times for classes to reduce congestion, adding drop-off lanes to improve traffic flow, and maintaining some street parking to mitigate the anticipated issues. A few residents support the idea, emphasizing the need for safer biking conditions and reduced car dependency, but the majority of feedback leaned toward addressing and modifying the proposed bike lane proposal to better accommodate the needs and safety of the school community.

The full compilation of feedback received is provided in Exhibit 3.

Recommendation for Design Modification

Given the significant public feedback expressing concerns against the removal of parking on Tamarack Avenue to accommodate new Class-II bike lanes, staff recommend modifying the proposal to incorporate a Class-I multiuse path along the east side of Tamarack Avenue as shown in Exhibit 4 and will provide a long-term solution to the existing gap in bicycle facilities instead of the currently proposed Class-II bike lanes. This recommendation is grounded on the following points:

Safety and accessibility: A Class-I multiuse path would provide a completely separated right-of-way for exclusive use by pedestrians and bicyclists. This separation from vehicular traffic increases safety for school children and other users, which is a core objective of the Safe Routes to School Plan.

Community feedback and impact: Replacing the Class-II bike lanes with a Class-I multiuse path addresses the community's concerns about removing street parking and the increased congestion and safety hazards. The multiuse path would not require the removal of as many parking spaces, if any, depending on its exact placement and design.

Funding constraints and phased implementation: While the Class-I path would require additional funding and engineering, the timeline for implementation is unknown until the city can find an appropriate source of funding. If feasible, implementing the project improvements in phases could be considered to manage costs, assess effectiveness, and make adjustments based on initial user feedback.

This recommendation aims to balance the needs and concerns of the Hope Elementary School community with the city's objectives for safe, more sustainable routes to school. This approach not only addresses immediate issues but also contributes to long-term community well-being and safety.

Next Steps

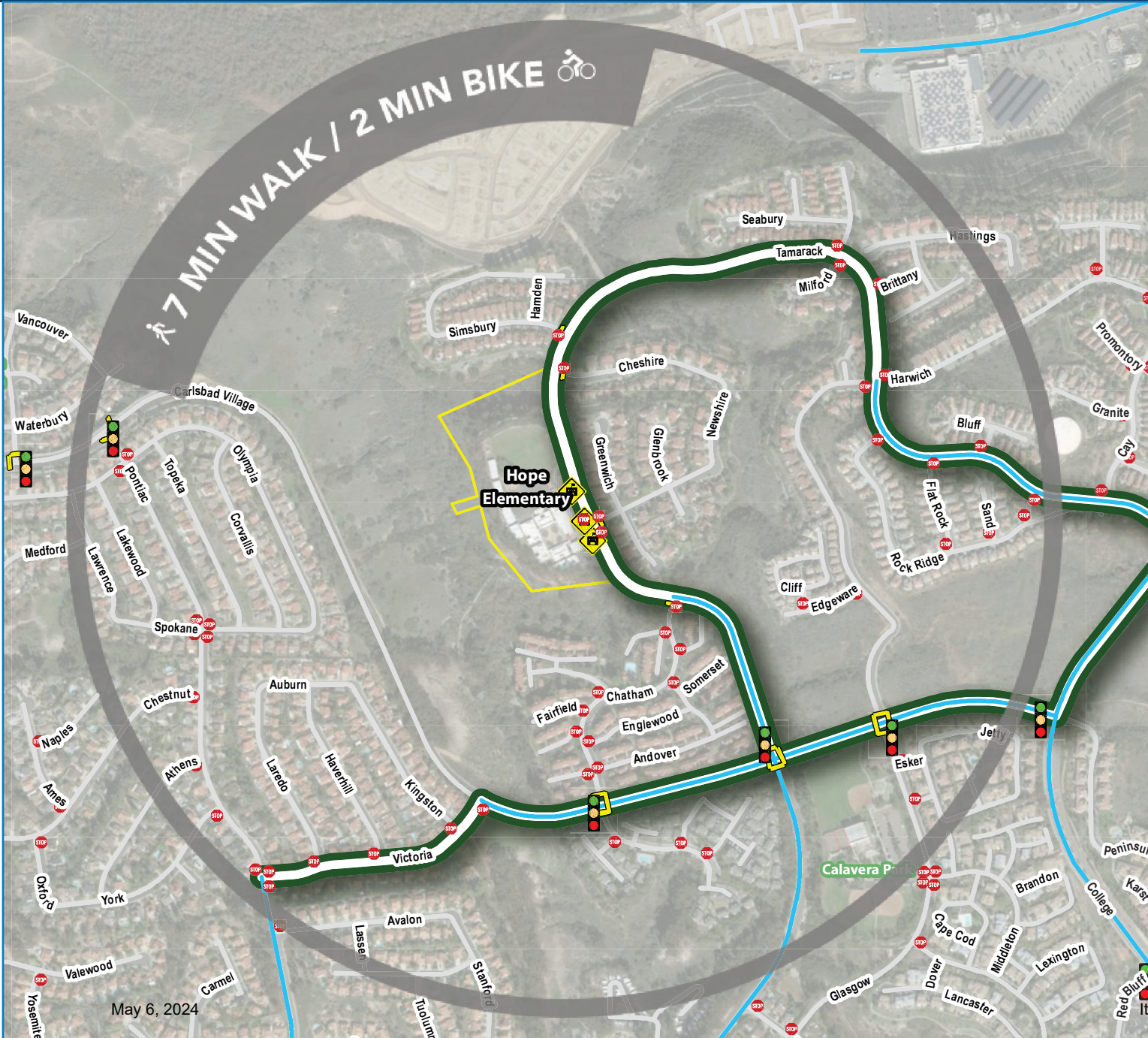
Upon receiving input from the Traffic Safety & Mobility Commission, staff will finalize the conceptual design documents and Safe Routes to School plan. Staff will then present the conceptual design and plan to the City Council with a recommendation to support the project.

Exhibits










1. Hope Elementary School Suggested Walking and Biking Routes to School
2. Hope Elementary School Safe Routes to School Plan and Preliminary Concepts
3. Public Feedback Responses
4. Conceptual Plan for a Class-I Multiuse Path along Tamarack Avenue

Hope Elementary School - DRAFT

SUGGESTED WALKING AND BIKING ROUTES TO SCHOOL



LEGEND

-  Suggested Route to School
-  Marked Crosswalk
-  Traffic Signal
-  Stop Sign
-  School Access Point
-  Other Schools
-  No Sidewalks - Use Caution
-  Bike Path
-  Bike Lane





CARLSBAD SAFE ROUTES TO SCHOOL

HOPE ELEMENTARY SCHOOL
SAFE ROUTES TO SCHOOL PLAN

HOPE ELEMENTARY SCHOOL



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Introduction



Introduction

The City of Carlsbad (City) has a long history of supporting Safe Routes to School (SRTS) initiatives. Most recently, the City's 2021 *Sustainable Mobility Plan* identified SRTS as a key strategy to help the City improve transportation-related safety, reduce greenhouse emissions, and increase travel choices.

The *Sustainable Mobility Plan* development process included walk audits and mode shift analyses at all 20 Carlsbad public schools. This process identified Hope Elementary School as the first school to receive a more extensive assessment to determine implementable projects that will make walking and biking safer and more desirable travel mode choices for the school commute.

This document, *the Hope Elementary School Safe Routes to School Plan*, includes recommendations that are the result of reviewing walking and biking conditions; listening to concerns and opportunities from school, school district, and community stakeholders; and using professional judgment. The recommendations are broken into two categories—infrastructure and non-infrastructure. Infrastructure, also called *engineering*, refers to improvements to the physical built environment that make active modes of travel safe, convenient, and comfortable. Infrastructure is an important part of SRTS because it

SRTS is a strategy that improves pedestrian and bicycle travel conditions around schools in order to increase opportunities for students and their families to use active modes of transportation to get to and from school.

supports communities in designing and building sidewalks, paths, crosswalks, and streets that are safer for all users and more conducive for using active modes of transportation. Non-infrastructure, also called *encouragement and education*, complements infrastructure by promoting activities that make active modes of travel to school more attractive, fun, and interesting while also teaching skills to use active modes safely.



Improving Safe Routes to School at Hope Elementary School

Improving Safe Routes to School at Hope Elementary School

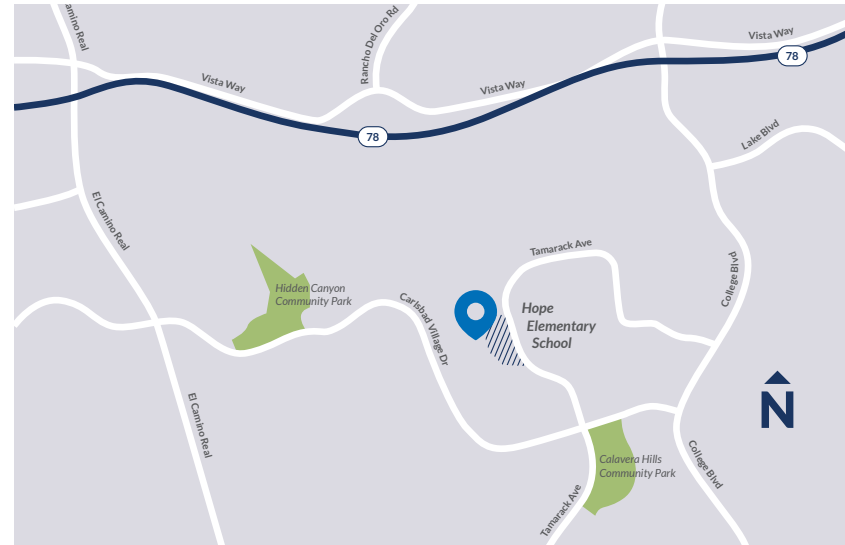
The infrastructure recommendations developed for Hope Elementary School are physical design solutions that have been tailored to existing infrastructure conditions. These considerations include right-of way, road widths, intersection geometry, and crosswalk orientation. Each recommendation was drafted to include accurate measurements to confirm the feasibility and cost. Cost estimates can be found in Appendix 1.

The infrastructure recommendations outlined in this chapter address the following key concerns expressed by parents/ caregivers and school staff collected during two school walk audits and two school community workshops:

- Excessive speeding along Tamarack Avenue in front of Hope Elementary School.
- Not enough dedicated travel space for bicyclists.
- Too many vehicle and pedestrian conflict points on Tamarack Avenue caused by not enough queuing space during drop-off and pick-up.

In addition, real and perceived safety concerns exist among the school community that likely stem from the 2018 bicycle crash involving a 16-year-old at the intersection of Carlsbad Village Drive and Tamarack Avenue¹

¹ *Transportation Injury Mapping System [TIMS], Safe Transportation Research and Education Center, University of California, Berkeley. 2022. May 6, 2024*



HOPE ELEMENTARY SCHOOL

3010 Tamarack Ave.,
Carlsbad, CA 92010

Student Enrollment: 597
Grade Span: Kindergarten–Fifth Grade
School District: Carlsbad Unified

To address these key concerns, here is a highlight of some of the infrastructure recommendations that can be found on the following pages of this chapter:

- Install school zone flashing beacons and speed feedback signage.
- Install Class II buffered bike lanes along Tamarack Avenue.
- Upgrade school crossings at the intersection of Carlsbad Village Drive and Tamarack Avenue to high-visibility continental crosswalks.

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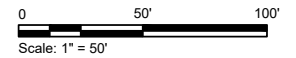


LEGEND

SYMBOL	DESCRIPTION
3	INSTALL HIGH VISIBILITY CONTINENTAL CROSSWALKS (ALL LEGS)
4	UPGRADE PEDESTRIAN SIGNAL TO LEADING PEDESTRIAN INTERVAL AND COUNTDOWN (ALL LEGS)
6	RE-STRIPE TAMARACK AVE TO INCLUDE 10' VEHICLE TRAVEL LANES, 7' CLASS II BIKE LANES WITH 3' STRIPED BUFFER

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 9



alta

CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

1

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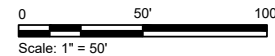
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MATCH LINE - SEE SHEET 3

LEGEND

SYMBOL	DESCRIPTION
	RE-STRIPE TAMARACK AVE TO INCLUDE 10' VEHICLE TRAVEL LANES, 7' CLASS II BIKE LANES WITH 3' STRIPED BUFFER



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CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

2

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MATCH LINE - SEE SHEET 4

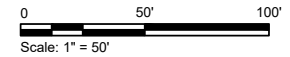
LEGEND

SYMBOL	DESCRIPTION
1	FORMALIZE AS PARK AND WALK LOCATION
6	RE-STRIPE TAMARACK AVE TO INCLUDE 10' VEHICLE TRAVEL LANES, 7' CLASS II BIKE LANES WITH 3' STRIPED BUFFER
6-2	EXTEND CLASS II TO CHESHIRE AVE
7	INSTALL NO PARKING IN BIKE LANE SIGNAGE
9	INSTALL CURB EXTENSION
12	EVALUATE INSTALLATION OF SCHOOL ZONE FLASHING BEACONS

PARKING REMOVAL SPOTS

APPROXIMATELY 55

NOTE: PARKING SPOTS REMOVED ON BOTH SIDES OF TAMARACK AVE FROM CHATHAM RD TO WILSHIRE ST



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CARLSBAD SRFS PLAN
CLASS II BIKE LANE

PLAN

3

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MATCH LINE - SEE SHEET 5

LEGEND

SYMBOL	DESCRIPTION
3	INSTALL HIGH VISIBILITY CONTINENTAL CROSSWALKS (ALL LEGS)
6	RE-STRIPE TAMARACK AVE TO INCLUDE 10' VEHICLE TRAVEL LANES, 7' CLASS II BIKE LANES WITH 3' STRIPED BUFFER
6-2	EXTEND CLASS II TO CHESHIRE AVE
7	INSTALL NO PARKING IN BIKE LANE SIGNAGE
9	INSTALL CURB EXTENSION

PARKING REMOVAL SPOTS

APPROXIMATELY 55

NOTE: PARKING SPOTS REMOVED ON BOTH SIDES OF TAMARACK AVE FROM CHATHAM RD TO WILSHIRE ST



CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

4

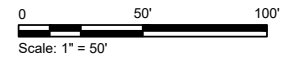
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NOTE: NO RECOMMENDATIONS ON THIS SHEET



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CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

5

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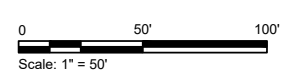
MATCH LINE - SEE SHEET 5

MATCH LINE - SEE SHEET 7



LEGEND

SYMBOL	DESCRIPTION
3	INSTALL HIGH VISIBILITY CONTINENTAL CROSSWALKS (ALL LEGS)
10	INSTALL SPEED FEEDBACK SIGNAGE
12	EVALUATE INSTALLATION OF SCHOOL ZONE FLASHING BEACONS



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CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

6

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MATCH LINE - SEE SHEET 8

LEGEND

SYMBOL	DESCRIPTION
	FORMALIZE TRAILHEAD

0 50' 100'
Scale: 1" = 50'



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CARLSBAD SRFS PLAN
CLASS II BIKE LANE

PLAN

7

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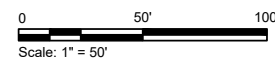
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MATCH LINE - SEE SHEET 9

LEGEND

SYMBOL	DESCRIPTION
	FORMALIZE TRAILHEAD



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CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

8

MATCH LINE - SEE SHEET 1



LEGEND

SYMBOL	DESCRIPTION
1	FORMALIZE AS PARK AND WALK LOCATION



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CARLSBAD SRTS PLAN
CLASS II BIKE LANE

PLAN

9

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Encouraging Safe Routes to School at Hope Elementary School

Encouraging Safe Routes to School at Hope Elementary School

Non-infrastructure strategies are an important part of a comprehensive SRTS program. While infrastructure improvements provide safer and more comfortable routes, non-infrastructure SRTS activities like traffic safety education and walking and biking promotional activities encourage students and their families to choose active modes to get to and from school. In addition, SRTS programs with non-infrastructure components build enthusiasm and support for active transportation and can

be an important first step toward implementing more costly infrastructure improvements.

This chapter outlines SRTS educational and encouragement recommendations for Hope Elementary School. These recommendations are based on school and community needs and priorities, available resources, and SRTS best practices.



Source: Carlsbad Police Twitter

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #1

PARK AND WALK

School-promoted park and walk locations have the potential to reduce traffic congestion around a school and encourage physical activity for parents and students. The school community identifies a predetermined parking lot meeting area for families who drive and then park and walk the remaining distance to school.

Calavera Hills Community Park has the potential to serve as a park and walk location for Hope Elementary School. The park is about a 10- to 15-minute walk to and from the school. Getting more cars away from drop-off and pick-up will alleviate a tremendous amount of traffic congestion, and as more students and families use this park and walk location, the active school commute will become safer and more fun!



Calavera Hills Community Park

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #2

SUGGESTED ROUTE MAP

A draft suggested route map (available in Appendix 2) was created for Hope Elementary School as a part of the *Sustainable Mobility Plan*. However, there are new opportunities that warrant an update to this map:

1. As mentioned previously, Calavera Hills Community Park has the potential to serve as a park and walk location for Hope Elementary School. If the school community decides to adopt this location for park and walk, then it should be added to the suggested route map.
2. A trail on Simsbury Court to the north of Hope Elementary School connects to the Acacia at the Preserve by Cornerstone Communities. The homes in this development are within the Hope Elementary School boundary. The trail location should be added to the suggested route map so that students and families in this community learn how to access the school via active modes.

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #3

CROSSING GUARDS

Carlsbad Unified School District staffs 23 crossing guards, of which Hope Elementary School has three—located at Carlsbad Village Drive and Tamarack Avenue, Tamarack Avenue and Chatham Road, and Tamarack Avenue and Wilshire Avenue right in front of the school. To ensure these crossing guards are performing their duties properly and safely, it is important that they receive training on at least a biennial basis. Free crossing guard training resources are available through the [California Active Transportation Resource Center](#).

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #4

STUDENT VALET

A student valet program could alleviate safety concerns on the Hope Elementary School campus by providing a more fluid motion of vehicular traffic in the drop-off area. Student valets are typically fifth-grade students who are stationed along the drop-off area. They wear bright safety vests holding “PULL FORWARD” signs. Drivers pull into the drop-off area and drive as far forward as directed by student valets to use the entire length of the available curb. When vehicles come to a complete stop, student valets open the passenger door to allow students to exit the vehicle and then close the vehicle door. The valets direct drivers to pull forward and exit the drop-off area.

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #5

PARENT AND CAREGIVER EDUCATION

Parents and caregivers are the most critical partners in making a school community safe. Regular and friendly messaging through school communication channels such as newsletters, social media, websites, and in-person events can be used to promote safe walking, bicycling, and driving behavior and encourage families to walk and bike to school.

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #6

BIKE SAFETY

The City offers free bicycle and ebike safety courses for students and their families. This incredible community resource should be promoted as appropriate with Hope Elementary School and other Carlsbad schools. In addition, Hope Elementary School students may benefit from watching this [ebike safety video](#) developed by the City of Oceanside, Carlsbad's neighboring city to the north.

SRTS EDUCATIONAL AND ENCOURAGEMENT RECOMMENDATIONS #7



Bike racks at Calavera Hills Community Park.

CITY AND DISTRICT PARTNERSHIP

Carlsbad Unified School District provided valuable input to the development of this document and should remain a trusted partner. Their support for this effort and SRTS in general is formalized in their adopted [School Board Administrative Regulation \(AR\) 5142.2 Safe Routes To School Program](#). AR 5142.2 provides direction on strategies the district may employ to improve student safety along routes to school and to promote walking, bicycling, and other forms of active transport to school by students.

In addition, on-campus opportunities to improve circulation remain, such as re-striping the school driveway. Regular meetings between the City and school district will help advance ongoing and new SRTS efforts.



Hope Elementary School driveway.



Appendices



Cost Estimates



Planning-Level Cost Estimate

Date: 11/16/2022

Prepared by: CRW

Reviewed by: VH

 = backup Breakdown of the bid item

Bid #	Item	Quantity	Unit	Unit Price	Subtotal
Miscellaneous					
1	Mobilization/ Demobilization (not to exceed 5% of subtotal)	1	LS	\$ 10,000.00	\$ 10,000.00
2	Traffic Control (Including CMS Signs) (not to exceed 3% of subtotal)	1	LS	\$ 15,000.00	\$ 15,000.00
3	Stormwater Control, SWPPP, & BMP Implementation	1	LS	\$ 15,000.00	\$ 15,000.00
4	Construction Survey & Staking	1	LS	\$ 20,000.00	\$ 20,000.00
5	Unclassified Excavation	1	LS	\$ 35,000.00	\$ 35,000.00
	<i>PCC Removal</i>	319	SY		
	<i>Curb and Gutter Removal</i>	276	LF		
	<i>AC Removal</i>	513	SF		
SUBTOTAL (Miscellaneous):					\$ 95,000.00
Civil Improvements					
6	Asphalt Slurry Seal	11,480	SY	\$ 3.00	\$ 34,440.33
7	Construct Curb Ramp	5	EA	\$ 5,500.00	\$ 27,500.00
8	Construct 4" PCC Sidewalk	3,387	SF	\$ 15.00	\$ 50,805.00
9	Construct Type A1-6 Curb	374	LF	\$ 65.00	\$ 24,310.00
10	Construct Cross Gutter	1,348	SF	\$ 18.00	\$ 24,264.00
11	Construct Parkway Drain per SPPWC STD plan 150-3	25	LF	\$ 300.00	\$ 7,500.00
SUBTOTAL (Civil Improvements):					\$ 168,819.33
Signing & Striping Improvements					
12	Bicycle Lane Pavement Marking	12	EA	\$ 250.00	\$ 3,000.00
13	Bike Lane Intersection Striping (Detail 39A)	313	LF	\$ 3.00	\$ 939.00
14	Bike Lane Conflict Zone Marking (GREEN)	280	SF	\$ 5.00	\$ 1,400.00
15	6" White Right Edge Line (Detail 27B)	8,340	LF	\$ 3.00	\$ 25,020.00
16	12" Stop Bar Limit Line	65	SF	\$ 5.00	\$ 325.00
17	"STOP" Pavement Marking	2	EA	\$ 250.00	\$ 500.00
18	"STOP AHEAD" Pavement Marking	2	EA	\$ 500.00	\$ 1,000.00
19	"SIGNAL AHEAD" Pavement Marking	1	EA	\$ 250.00	\$ 250.00
20	Yellow Continental Crosswalk	1,700	SF	\$ 5.00	\$ 8,500.00
21	6" Double Yellow Striping (Detail 22)	4,654	LF	\$ 3.00	\$ 13,962.00
22	Traffic and Wayfinding Signage	20	EA	\$ 425.00	\$ 8,500.00
23	6" White Diagonal Striping 20' O.C. (Buffered Area)	616	LF	\$ 3.00	\$ 1,848.75
SUBTOTAL (Signing and Striping Improvements):					\$ 65,245.00
SUBTOTAL:					\$ 329,064.33
30% Contingency:					\$ 98,800
CONSTRUCTION TOTAL:					\$ 427,900

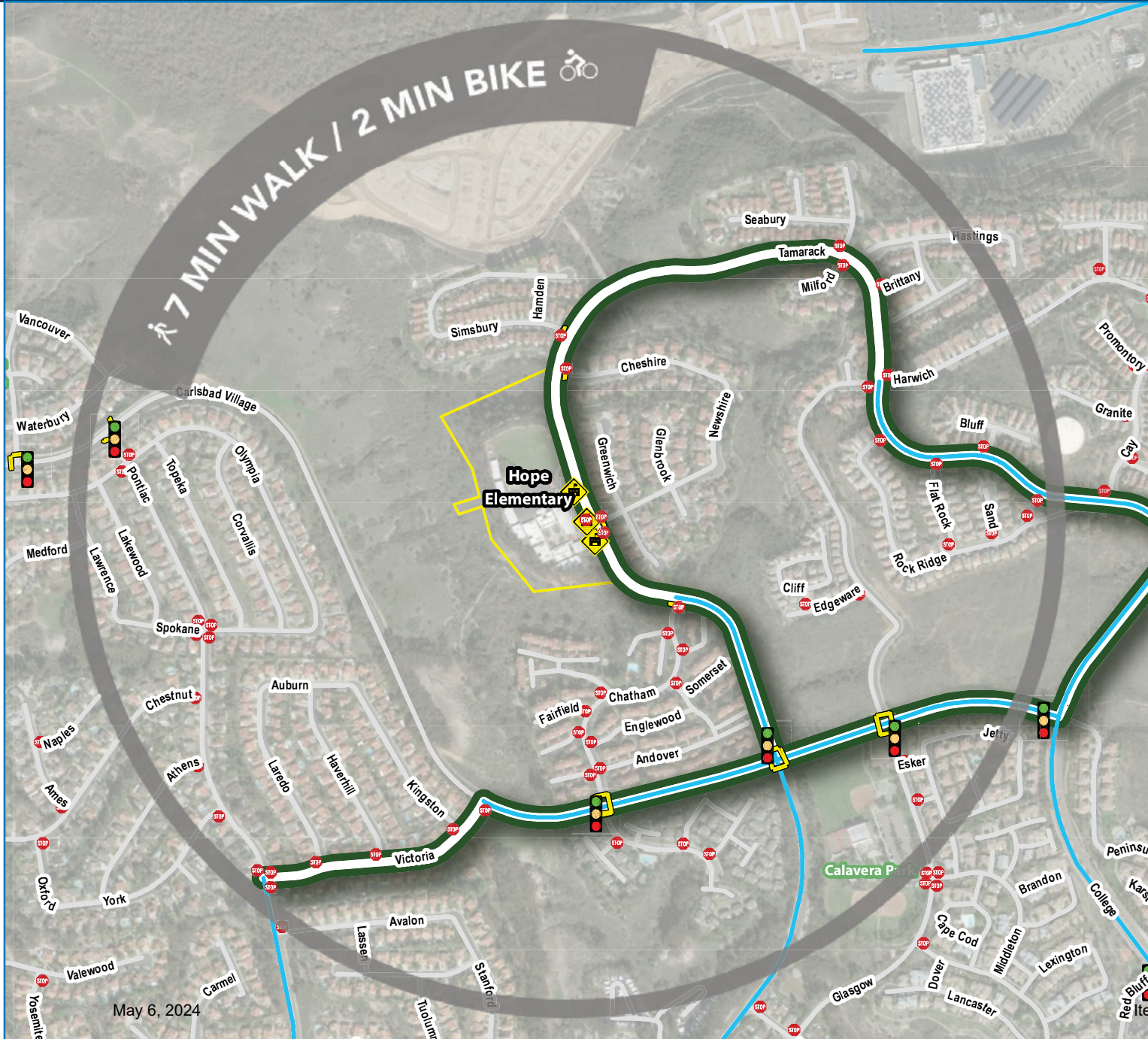
Alta's opinions of estimated construction costs are made on the basis of Alta's experience and qualifications. However, since Alta has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, Alta cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from the estimates as prepared by Alta.












Hope Elementary School Suggested Route to School Map Draft

Hope Elementary School - DRAFT

SUGGESTED WALKING AND BIKING ROUTES TO SCHOOL



LEGEND

-  Suggested Route to School
-  Marked Crosswalk
-  Traffic Signal
-  Stop Sign
-  School Access Point
-  Other Schools
-  No Sidewalks - Use Caution
-  Bike Path
-  Bike Lane



Eliane Paiva

Subject: FW: Bad city plan**From:** Lisa Martin <lmart12@gmail.com>**Sent:** Tuesday, March 19, 2024 7:08 PM**To:** Traffic <traffic@carlsbadca.gov>**Subject:** Bad city plan

To whom it may concern,

I am a parent of Hope Elementary school students. I see that the City of Carlsbad is considering the removal of street parking on Tamarack (from Chatham going north to Wilshire) and replacing it with bike lanes. This plan has a direct impact on our community and neighbors of Hope campus. The morning traffic is so confusing and the street is so busy that I park here every morning, on the side of the school and walk my 2 sons up to the front gate. It is where I feel the most safe. I park going south, past the school on the school side of the street. There is no cross traffic and I do not even need to use a crosswalk.

Not only is the general morning traffic horrendous but the area you may take away is where the majority of our parents, faculty, and staff park. This plan will make morning drop off 10 times worse than it is now.

I suggest your office go watch the morning drop off and view the cars that roll in from the north and south, how they block traffic and cause a traffic jam. I can only get to work on time if I park facing south past the school on the very street and spot you plan to take away. Reconsider this plan please.

Sincerely,
Lisa Smith

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From: [Nicole Medrano](#)
To: [Traffic](#)
Subject: Bike Lanes at Hope Elementary
Date: Monday, March 18, 2024 8:59:49 AM

Hello,

My name is Nicole Medrano, PTA President at Hope Elementary School. I am writing in regards to the proposed traffic solutions to the streets surrounding Hope.

PTA is resoundingly AGAINST these changes, namely removing street parking from Chatham to Wilshire, for the following reasons:

1) Hope has a very small parking lot with only about 30 spots available. This is significantly less than the number of teachers we have, not to mention our other staff like Intervention Teachers, Instructional Aides, administrative assistants, cafeteria staff, janitors, Special Day teachers and aides, school nurse, and the list goes on. As a result, the majority of Hope faculty, staff, and support staff park on the street every day.

2) Parents use street parking to park and walk their children to/from school at pick up and drop off.

3) Volunteers also park on the street when coming to school. We have MANY daily parent volunteers and campus visitors. Some of these volunteers are grandparents who may be hindered by parking even further from campus. One example is our kindergarten Garden Grandma who is of advanced age. She comes to school multiple times a week often with her wagon full of supplies (large bags of soil, fertilizer, tools, large pots, etc) for the Kindergarten's vegetable garden. Removal of convenient street parking would be a great hindrance to grandparents, like Garden Grandma.

4) Because our parking lot is already so small, pick up and drop off lines are already quite long and extend well down Tamarack, going both north and south. If street parking is removed, our pick up and drop off lines will become even more congested and long.

5) Adding bike lanes to this section of Tamarack is unnecessary. Only a small number of parents and students ride their bikes to school. Out of this very small number, the most are parents on E-Bikes who drive along with the cars and obey the same traffic rules that apply to cars. Only a very small number of students ride their bikes to school. We have 647 students at Hope, 112 5th graders. A handful of 5th graders ride E-Bikes on their own to school every day. I am on campus almost every day. The most bikes I have seen in our bike parking area are 5. So, the city would be removing parking for hundreds of people in order to satisfy maybe 20.

6) By removing parking on Tamarack from Chatham to Wilshire, parents will start to park mostly on the residential streets that branch off of Wilshire. We have hundreds of cars parked on the street at pick up and drop off. Forcing these cars to move into the residential areas would be a great annoyance to the residents in these areas as their streets would become packed with cars, some of whom I imagine would partially block driveways because they are in a hurry.

7) Safety issues we encounter will not be resolved by adding bike lanes and removing parking. The safety issues we've encountered include: E-Bikes darting in and out of traffic, E-Bikes

cutting across the street without any warning in front of moving vehicles, parents having their children get out of the cars in the middle of the street while they are in stopped traffic, parents pulling over in red zones (and partially blocking oncoming traffic) to have children get out of the cars, and parents parking in unsafe ways that partially block traffic, and drivers driving the wrong way on the opposite side of the street to get around the stopped cars waiting to turn into Hope parking lot for drop off.

8) Removing the street parking we do have will only make the above issues worse as MORE cars will be in the traffic lines, cars will stop in the bike lanes and thus block bike lanes (this will undoubtedly happen, especially when parents are in a hurry) to drop off kids, people will drive in the bike lanes to get around stopped traffic, people will park in residential areas (this will be a mess on trash days), etc.

I strongly encourage a team from the city to come to Hope at 7:45am and 2:15pm to observe our pick up and drop off situation. You will find that the addition of bike lanes and the removal of street parking will be a huge burden on the Hope community and our neighbors. I will encourage all of our PTA parents to write in and attend any city meetings regarding this matter.

Thank you. Kindly,
Nicole Medrano
Hope PTA President

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From: [Julie Fieri](#)
To: [Traffic](#)
Subject: Bike lanes near Hope Elementary
Date: Monday, March 18, 2024 10:07:32 PM

Hello.

It was just brought to my attention that there is a proposal to remove the street parking, on both sides of the street, near Hope Elementary.

I'd like to share that we strongly oppose this plan. There is very little parking near Hope Elementary school to begin with and removing the ability to park on Tamarack would cause major traffic disruptions during school drop off and pick up. I'd recommend that you drive near the school at 7:50am and 2:20pm on a school day so you can see just how disruptive it would be to remove these necessary parking spots. We rely on these street parking spaces to safely pull over and let our kids out of the car, and to pick up our kids. There are extremely few people biking to our campus so I'm extremely confused why we would sacrifice the safety of hundreds of students by removing these parking places in favor of rarely used bike lanes. Removing these parking spaces would result in extreme traffic delays for the 500+ families dropping off students in the morning and picking up in the afternoon.

I will also share that teachers, school volunteers, and family members need these street parking spaces to more easily access the school both during and after school hours. There are school award ceremonies, back to school nights, open houses, and festivals, etc. that bring hundreds of families to the campus each year. Please, please, do not take these street parking places away from our community.

Please let me know if you have any questions.

Thank you

Julie Fieri

760-224-2154

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From: [Sharon St Clair](#)
To: [Traffic](#)
Subject: Changes around Hope School
Date: Monday, March 18, 2024 10:27:10 AM

Hello,

As a part of the Hope School Community, I am very concerned about the proposed changes. While I understand the reason behind the proposal, removing that much parking will make life much harder for those who are at the school everyday. There is not enough staff parking, so I park on the street. This would directly impact the amount of time I have to prepare for my day with my students.

I am wondering how you requested feedback from the school community. I was never contacted, nor were my colleagues. Any proposed changes should be discussed with those it will affect the most.

Please reconsider these proposed changes. There has to be a better way.

Sharon St. Clair
First Grade Teacher
Hope Elementary School
Carlsbad Unified School District
760-533-2806 (cell)
<https://sites.google.com/carlsbadusd.net/stclairstars/home>

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From: [Janis Rechlin](#)
To: [Traffic](#)
Subject: City Planning Improvements
Date: Thursday, March 14, 2024 9:25:22 PM

Good morning

We received your letter this morning with the plan proposal to improve safety for students and drivers on Tamarack by Hope Elementary and I do have a couple of comments to share.

Firstly, I applaud and appreciate your collaborative work and efforts to improve the safety of our children, but I do question whether the plan of removing the street parking on Tamarack north of Chatham to Wilshire will actually make things less safe with more stand still traffic congestion created by parents wanting to pick up their children. Instead of the cars being parked along the curbs, they'll be parked in the street. The view might be that because of the improved bike lanes, with the cars parked in the middle of the streets instead of along the sides, the children can safely ride their bikes to and from school. As someone who lives a block away from Hope Elementary, our daughter attended Hope and later graduated from CHS, I have to confess that one of my main concerns in terms of the safety of our children, has to do with the real possibility of an increase in children, especially young children, who would be riding E bikes to get to and from school. Hope Elementary is surrounded by steep hills, which makes using a traditional bike very difficult. That's why this area is often used by bike clubs because the hills are so challenging. In summary, It seems to me, that instead of this being an improvement for safety it's simply the problem/risk being transferred from the south of the school on Tamarack to the north and east of the school on Tamarack which is also busy with the hill, the cars and more neighborhoods.

As a possible solution for safety and traffic congestion, has the school considered staggering the start and stop times for classes?

Thank you for considering my input.

Janis Rechlin

Sent from my iPhone

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From: Jeff Roeser <discmanro@gmail.com>

Sent: Sunday, April 28, 2024 10:40 AM

To: Traffic <traffic@carlsbadca.gov>

Subject: Comments regarding Hope Elementary Traffic Plan - May 6 Meeting, Traffic Safety & Mobility Commission

Hello,

I am a Carlsbad resident in the vicinity of Hope Elementary, with 2 young children, and have lived here since 2020. We often walk/bike along Tamarack Ave in front of Hope and the adjacent neighborhoods. I am glad to hear this Commission is actively looking at ways to improve traffic safety in this area. My comments below are a summary of my observations of traffic related concerns in this area:

1) Intersection of Tamarack & Carlsbad Village Dr: I have often observed vehicles running the red light at this intersection, most often when driving westbound on Carlsbad Village Dr, since the road is on a long downward slope towards the west. Visibility of Carlsbad Village Dr from Tamarack northbound & southbound at this intersection is limited due to the hills in this area. Our neighbors were in a collision at this location with another vehicle that ran the light. Please consider studying traffic patterns in this area and opportunities for improving safety for vehicles/pedestrians/micro mobility.

2) 3-way stop at Tamarack & Wilshire: This stop sign is well-hidden when approaching from Tamarack south or north, due to the hills and curves present in the roadway. I have often observed vehicles on Tamarack running the stop sign at this intersection. This route seemed to be used heavily as a shortcut during commutes when there are delays/closures on I-5/78W (i.e. during last year's emergency closure of 78 due to the sinkhole). This increased level of traffic indicated that Tamarack was being utilized as a detour for commuters heading to/from points north or east of the Calavera vicinity. Please consider studying traffic patterns in this area and opportunities for improving safety for vehicles/pedestrians/micro mobility.

3) School pickup/drop off congestion in front of Hope Elementary: I have often observed vehicles queued for pick up/drop off at the Hope Elementary driveway entrance, with the line of vehicles extending onto Tamarack Ave, both to the north and south. The queue is often at a complete standstill for minutes at a time. Vehicles who wish to drive past Hope during this time must either detour through the residential area by turning onto Wilshire or illegally pass the queued vehicles by crossing into the oncoming lane. Please consider studying traffic patterns in this area and opportunities for improving the pick up/drop off process.

Thank you for taking the time to review and address concerns from the community on this matter.

Jeff Roeser
3619 Cheshire Ave.
discmanro@gmail.com

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From: [Bill Stasiewicz](#)
To: [Traffic](#)
Subject: Fw: Proposed Removal of Street Parking in Front of Hope
Date: Tuesday, March 19, 2024 3:10:08 PM

Hi Nathan,

Good afternoon. I wanted to share some feedback about the proposed plan to alter the street parking and bike lanes in and around Hope Elementary School (HES).

I agree that something should be done in and around HES to improve the traffic flows, but what the City is proposing isn't well thought out. My children have been attending HES since 2016, so I am not new to the frustration of parking and driving around HES during peak traffic times.

If this plan is truly about safety, this plan is incomplete and doesn't address the east side of the campus. Effectively, the proposed approach doesn't solve the problem; it just pushes it back two blocks on the west side. Also, very few elementary-aged kids ride their bikes to school. It would make much more sense to ask children/post signs to walk their bikes on the sidewalk in the areas highlighted in the map between the hours of 7:30am-8:30am and 2-3pm than to displace most of the parking available to parents, volunteers, etc.

The school also has frequent events during and after school hours. If you remove the most popular parking area, it will simply push tons of cars deeper into the neighborhoods where neighbors drive/park/play/live/etc. It will likely irritate those living near the campus even more.

The introduction of school buses would be the best and safest solution.

Regards, Bill Stasiewicz

----- Forwarded Message -----

From: PTA President <notify@membershiptoolkit.com>
To: "wlstas@yahoo.com" <wlstas@yahoo.com>
Sent: Monday, March 18, 2024 at 09:25:27 AM PDT
Subject: Proposed Removal of Street Parking in Front of Hope

Hello Hawks!

The City of Carlsbad is considering the removal of street parking on Tamarack (from Chatham going north to Wilshire) and replacing with bike lanes, along with some other modifications on Chatham. An image of a letter from the City of Carlsbad with more detailed plans is attached.

This plan has a direct impact on our community and neighbors of Hope campus. Please look carefully at the attached map of the proposed affected areas of Tamarack as this is where the majority of our parents, faculty, and staff park.

I encourage everyone to email the City at traffic@carlsbadca.gov, call at 442.339.5332, and/or attend any City Council meetings to voice your opinions on this matter.

From: [Joel Cooper](#)
To: [Traffic](#)
Subject: Fwd: Proposed Removal of Street Parking in Front of Hope
Date: Monday, March 18, 2024 11:49:46 AM

Hello Nathan Schmidt/ Carlsbad Transportation Dept.

I wanted to say that after receiving a timely email from a Hope Elementary representative, I support removal of street parking on Tamarack Ave (from Chatham going north to Wilshire) and replacing with bike lanes. As someone that drops his child off daily, I can attest to the notion that those parking here at dropoff/ pickup impact ability to exit Hope elementary at the designated egress exit, increase the likelihood of an accident with a car/ bike/ or (heaven forbid) a person.

However, I think it would be very prudent to work with Hope Elementary administration/ PTA reps to determine if and how the dropoff/ pickup process should be changed if there are less spots to park in the morning, which will likely be the case. If this key aspect is not handled well, then this decision to remove the parking could very really become more of a net negative than a positive.

Thank you for your time.

Joel Cooper
(father of a Hope Elementary student)

----- Forwarded message -----

From: **PTA President** <notify@membershiptoolkit.com>
Date: Mon, Mar 18, 2024 at 9:25 AM
Subject: Proposed Removal of Street Parking in Front of Hope
To: <jcooper6899@gmail.com>

Hello Hawks!

The City of Carlsbad is considering the removal of street parking on Tamarack (from Chatham going north to Wilshire) and replacing with bike lanes, along with some other modifications on Chatham. An image of a letter from the City of Carlsbad with more detailed plans is attached.

This plan has a direct impact on our community and neighbors of Hope campus. Please look carefully at the attached map of the proposed affected areas of Tamarack as this is where the majority of our parents, faculty, and staff park.

I encourage everyone to email the City at traffic@carlsbadca.gov , call at 442.339.5332, and/or attend any City Council meetings to voice your opinions on this matter.

From: [Michelle Eaton](#)
To: [Nathan Schmidt](#)
Subject: Hope Elementary
Date: Friday, March 15, 2024 11:03:39 AM

I love the plan! I live in the Trails and I am uncomfortable with the cars parked along Tamarack by the school.
I can't wait for the finished product!!

Michelle Eaton

Sent from my iPhone

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From: [Brendan Cummings](#)
To: [Traffic](#)
Subject: Hope Elementary School Traffic Safety
Date: Thursday, March 14, 2024 2:38:37 PM

Dear Nathan Schmidt-

I received the notice for traffic improvements near Hope Elementary school. I live about 100 yards from the school and think all ideas proposed are fantastic. Having little children walking and biking in the same space as 5,000 pound cars will never be a safe situation. Appreciate all efforts to separate pedestrians and bikers from cars, and dis-incentivize the use of cars in general. Thank you for continuing to make improvements to the city of Carlsbad.

Sincerely,
Brendan

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From: [Jillian Gallop](#)
To: [Traffic](#)
Subject: Hope Elementary street parking
Date: Monday, March 18, 2024 10:12:04 AM
Attachments: [image0.jpeg](#)

Hi,

We strongly disagree with the proposed street work on tamarack near Hope Elementary. I have had 4 kids attend that school and there is no way the school could function without that street parking.

Elementary children shouldn't be expected to ride or walk to school, it's dangerous and preposterous. There is barely even enough parking now. This seems targeted to benefit adult cyclists which is absurd, the kids come first. It is a small stretch of road in a school zone. Children needs over cyclists needs.

Attaching the letter of proposed changes. Again, we are completely opposed to removing street parking.

Thank you,
Jillian Gallop

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Sent from my iPhone

From: [Amy Baird](#)
To: [Traffic](#)
Subject: Hope Elementary
Date: Tuesday, March 19, 2024 10:43:17 AM

Hi-

I am a resident one street over from Hope Elementary. I wanted to write about the letter I received regarding the upcoming traffic safety proposals for pedestrians. I love that there is attention being brought to this issue. I myself have crossed the Tamarack crosswalk in front of Hope and have had to pause because of high moving traffic from the southbound lane that had to stretch to a halt at the crosswalk. I live on Greenwich Street and because of my proximity to the situation, I love that this is being considered. Thank you!

I feel that the common problems are these:

- 1) people speeding coming southbound on Tamarack to fast around the corner (Simsbury, Cheshire / Tamarack intersections).
- 2) people turning off Chatham Road left on a Tamarack without paying attention to traffic
- 3) people doing U-turns on Wilshire
- 4) Non-crossing guard hours

These problems occur most after 9 AM - 2 (After main school start) when the kindergartners are starting their classes and early bird kindergarteners are being released. After 3:30 PM... Or once the crossing guards are gone. These issues also occur on the weekends... When kids are out on their bicycles.

My Suggestions:

I do think that there should be an additional crosswalk for the Cheshire and Simsbury/Tamarack area as well that is very obvious to drivers. There is a grassy area that many kids use before an after school and then cross the street. When people come down Tamarack in the southbound lane they come very fast because of the decline of the hill. And it's just a tricky situation. This would also serve a dual purpose in slowing down people coming down the hill (southbound) on Tamarack.

I do think that you should allow parking on Tamarack, Wilshire, and Chatham. If you don't then all of the staff from Hope Elementary will park in my neighborhood (Greenwich, Glenbrook, etc.). There's already limited parking for residents. And if those main streets are blocked from Hope staff for parking that will complicate the issue. There will not be enough room for parking for parents to do pick up. We already have problems with parents that park in front of my house blocking things like my driveway and my mailbox. But at least the drop-off and pickup parking is just for a short time.

I do think you should consider red paint the curbs on the corners along Wilshire and Tamarack red because people park on the corner which upstrcuts the view of pedestrians and oncoming traffic. You should also post signs like no U-turns. I can't tell you how many times I seen a parent do a U-turn in the intersection of Greenwich and Wilshire almost hitting pedestrians and other cars.

In closing, I have lived with this issues for the last six years since I live on Greenwich. I have two small children under the age of five, one of which is a kindergartener at Hope. I feel that I

am in a better situation to discuss these issues than most. I feel that you need to prioritize keeping safe parking for the Hope staff that does not interfere with traffic and pedestrians. Second I agree that there should be very obvious pedestrian crossings. Third I also like the idea of people not parking on corners and giving space on corners so views of pedestrians and oncoming traffic is not obscured.

Thank you for considering my suggestions.

Amy

Amy Baird
3019 Greenwich St
Carlsbad CA 92010
joab619@gmail.com
(C) 619-621-7730

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From: [Jessica Bremer](#)
To: [Nathan Schmidt](#)
Subject: Hope School traffic plan
Date: Tuesday, March 19, 2024 7:55:16 PM

Mr. Schmidt,

The proposal to remove ESSENTIAL parking spots from Tamarack Ave at Hope Elementary is ABSURD. As a parent and employee of the school I am emphatically opposed to this idea and find it absolutely ridiculous. No one closely involved at Hope Elementary would support this idea. Employee parking onsite is insufficient for the number of staff on campus and overflow onto Tamarack is essential. If these parking options are removed more cars will be parking in the surrounding neighborhood taking spots from residents who patiently tolerate so much already.

If you want to decrease the number of cars driving to campus the school district must restore bussing for the students living at the farthest edges of the school boundaries (Spinnaker Hill, Foothills, etc).

Students don't walk/ride to school because of unsafe vehicles on CARLSBAD VILLAGE DR, not in the immediate vicinity of campus. Plus, the school is located at the bottom of a canyon so walking/biking out is physically tiring for kids. There is not justification for the proposed changes to lanes and parking area Hope Elementary. Feel free to survey parents/teachers to find out why students don't ride/walk and where the dangerous parts of our route to school actually are. I would be happy to discuss further ideas and reservations with the city as needed.

Jessica Bremer
909-456-4350

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Eliane Paiva

Subject: FW: Hope School traffic plan

From: Jessica Bremer <jessbremer83@gmail.com>

Sent: Tuesday, March 19, 2024 7:41 PM

To: Traffic <traffic@carlsbadca.gov>

Subject: Hope School traffic plan

Mr. Schmidt,

The proposal to remove ESSENTIAL parking spots from Tamarack Ave at Hope Elementary is ABSURD. As a parent and employee of the school I am emphatically opposed to this idea and find it absolutely ridiculous. No one closely involved at Hope Elementary would support this idea. Employee parking onsite is insufficient for the number of staff on campus and overflow onto Tamarack is essential. If these parking options are removed more cars will be parking in the surrounding neighborhood taking spots from residents who patiently tolerate so much already.

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Jessica Bremer
909-456-4350

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From: [KOOTMAN Kelly](#)
To: [Traffic](#)
Subject: Parking Impacts on Tamarack near Hope Elementary
Date: Friday, March 15, 2024 1:51:12 PM

Hello,

I live in the neighborhood in front of Hope Elementary and just received the letter about the proposed changes on Tamarack. I have a major concern with removing all of the street parking, since every one of those spots is used each day at drop off and pick-up. Can you please let me know how many parking spots that will eliminate, and what is the new proposed parking location for those cars?

I will not support this change without adequate parking backup for those parking spots that will be removed.

Thanks,
Kelly Kootman
Greenwich St.

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From: [Lindsey Campbell](#)
To: [Traffic](#)
Subject: Parking
Date: Monday, March 18, 2024 3:09:01 PM

Hello. I have read about the proposed plan to remove street parking near Hope Elementary school on Tamarack. This would be very detrimental to the parents and students who have to come and go from Hope daily. We would have to walk long distances to the school, and ever have to park in the neighborhoods, disrupting the people who live there. Please reconsider.

Lindsey Taylor

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From: [Nicole Medrano](#)
To: [Nathan Schmidt](#)
Subject: Proposed Removal of Street Parking at Hope Elementary
Date: Monday, March 18, 2024 9:44:38 AM

Hi Nathan,

My name is Nicole Medrano, PTA President at Hope Elementary School. I am writing in regards to the proposed traffic solutions to the streets surrounding Hope.

PTA is resoundingly AGAINST these changes, namely removing street parking from Chatham to Wilshire, for the following reasons:

1) Hope has a very small parking lot with only about 30 spots available. This is significantly less than the number of teachers we have, not to mention our other staff like Intervention Teachers, Instructional Aides, administrative assistants, cafeteria staff, janitors, Special Day teachers and aides, school nurse, and the list goes on. As a result, the majority of Hope faculty, staff, and support staff park on the street every day.

2) Parents use street parking to park and walk their children to/from school at pick up and drop off.

3) Volunteers also park on the street when coming to school. We have MANY daily parent volunteers and campus visitors. Some of these volunteers are grandparents who may be hindered by parking even further from campus. One example is our kindergarten Garden Grandma who is of advanced age. She comes to school multiple times a week often with her wagon full of supplies (large bags of soil, fertilizer, tools, large pots, etc) for the Kindergarten's vegetable garden. Removal of convenient street parking would be a great hindrance to grandparents, like Garden Grandma.

4) Because our parking lot is already so small, pick up and drop off lines are already quite long and extend well down Tamarack, going both north and south. If street parking is removed, our pick up and drop off lines will become even more congested and long.

5) Adding bike lanes to this section of Tamarack is unnecessary. Only a small number of parents and students ride their bikes to school. Out of this very small number, the most are parents on E-Bikes who drive along with the cars and obey the same traffic rules that apply to cars. Only a very small number of students ride their bikes to school. We have 647 students at Hope, 112 5th graders. A handful of 5th graders ride E-Bikes on their own to school every day. I am on campus almost every day. The most bikes I have seen in our bike parking area are 5. So, the city would be removing parking for hundreds of people in order to satisfy maybe 20.

6) By removing parking on Tamarack from Chatham to Wilshire, parents will start to park mostly on the residential streets that branch off of Wilshire. We have hundreds of cars parked on the street at pick up and drop off. Forcing these cars to move into the residential areas would be a great annoyance to the residents in these areas as their streets would become packed with cars, some of whom I imagine would partially block driveways because they are in a hurry.

7) Safety issues we encounter will not be resolved by adding bike lanes and removing parking. The safety issues we've encountered include: E-Bikes darting in and out of traffic, E-Bikes

cutting across the street without any warning in front of moving vehicles, parents having their children get out of the cars in the middle of the street while they are in stopped traffic, parents pulling over in red zones (and partially blocking oncoming traffic) to have children get out of the cars, and parents parking in unsafe ways that partially block traffic, and drivers driving the wrong way on the opposite side of the street to get around the stopped cars waiting to turn into Hope parking lot for drop off.

8) Removing the street parking we do have will only make the above issues worse as MORE cars will be in the traffic lines, cars will stop in the bike lanes and thus block bike lanes (this will undoubtedly happen, especially when parents are in a hurry) to drop off kids, people will drive in the bike lanes to get around stopped traffic, people will park in residential areas (this will be a mess on trash days), etc.

9) This solution is not inclusive to working parents (or other groups of parents) who, regardless of proximity to school, do not have the luxury of walking or biking their children to school. Some families have 4 children at Hope. How would they bike their young, elementary school aged children to school? A lot of families have multiple children at different schools (day care and Hope, Hope and middle school, Hope and high school). How are they to manage multiple drop offs without access to convenient parking, on a bike, or walking?

10) Not all Hope families are within walking/biking distance to school. The Foothills neighborhood, for example, is zoned for Hope. For someone to walk from the Foothills to Hope would take 44 minutes. Nobody is going to do that. Biking would take 15 minutes. Although a nice idea, mornings are incredibly busy for families! Sometimes, parents are arriving at school seconds before the bell rings. Time-wise, biking is not practical for those families who have multiple drop offs.

I strongly encourage a team from the city to come to Hope at 7:45am and 2:15pm to observe our pick up and drop off situation. You will find that the addition of bike lanes and the removal of street parking will be a huge burden on the Hope community and our neighbors. I will encourage all of our PTA parents to write in and attend any city meetings regarding this matter.

Who is the best person to speak with regarding this issue? Is there a City Council meeting I can attend and speak? How do I get on the agenda?

Thank you. Kindly,
Nicole Medrano
Hope PTA President

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From: [Michal Siorek](#)
To: [Traffic](#)
Cc: [Elaine J. Illos](#)
Subject: Regarding removal of Street Parking near Hope Elementary
Date: Monday, March 18, 2024 10:30:25 PM

Dear City Planners,

I understand the city is considering extending bike lanes near Hope Elementary. As safely of our Carlsbad children is our outmost priority, this is a worthy consideration.

I will suggest that most children, especially in grades K-3 are dropped off/picked up by their parents at the gate. This is not only an additional safety measure, but allows for good quality bonding time. This act requires parents to park in front of Hope elementary. There is already limited parking spaces around the school campus and many parents already park on Chatham Rd. Removing parking along Tamarack avenue will only create a nightmare traffic scenario in the morning. I would really encourage the city planners to consider other options and not remove parking spaces in front of Hope Elementary.

These parking spaces are also needed during parent-teacher conferences, back to school nights, and numerous other after-school extracurricular activities hosted by Hope PTA.

I welcome consideration on how to improve traffic flow and safety. Perhaps a traffic circle at Wilshire intersection would improve traffic flow.

I do think a bike trail through the green space on the west side of Tamarack avenue would be feasible and welcome.

But please, don't remove the limited parking spaces currently present.

Thank you

Michal Siorek

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From: [Lindsay Hart](#)
To: [Traffic](#)
Subject: Removal of street parking in front of Hope School
Date: Monday, March 18, 2024 9:43:27 AM

Hello,

Please consider NOT removing the tamarack street parking near Hope Elementary. Those spaces are much needed by the school community. We all agree that bike safety is crucial, but removing those parking spaces would likely have the unintended consequence of parents driving even more frantically trying to get their child to school on time.

Thank you,
Lindsay Hart
Zip 92010

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From: [Jenni Copland](#)
To: [Traffic](#)
Subject: Safe Routes to School proposed modifications on Tamarack near Hope Elementary
Date: Monday, March 18, 2024 12:30:42 PM
Attachments: [image_6487327.JPG](#)

To Mr. Nathan Schmidt,

This email is in regards my opposition to creating bike lanes along Tamarack Ave near Hope Elementary School for the Safe Routes to School program per the photo attached below.



I understand the need to improve bike safety and encouraging non-vehicle transportation. However, this is not realistic for a large portion of Hope's student body. Consider the hilly landscape surrounding Hope Elementary - most elementary students in K-2 would be considered too young to safely ride their bike to school, and many families live too far away to make biking to school a reasonable endeavor. Creating bike lanes in the proposed locations would have a very significant detrimental impact on available parking spaces around Hope. The 38 non-handicap parking lot spaces are already insufficient for paid, full time staff, and that isn't taking into consideration part-time staff, volunteers, parents and visitors that require parking every day. During pick up and drop off times, Tamarack, Wilshire, Greenwich, and Chatham are completely packed with parked vehicles of Hope families.

The benefits of adding bike lanes do not outweigh the necessity of crucial supplemental parking for Hope staff, volunteers, parents and other visitors.

Thank you,
Jennifer Copland
Parent of Hope students (1st & 3rd grade)

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From: [Haley DiDonato](#)
To: [Traffic](#)
Subject: Support for bike lanes near Hope
Date: Monday, March 18, 2024 4:35:24 PM

Hello, I am writing on behalf of my family to express strong support for adding bike lanes in route to Hope elementary school.

It's currently not safe for kids to be riding to school with so much traffic and no bike lanes. Perhaps more parents would feel comfortable about their kids riding their bikes to school, so they don't have to drive them, if there were safe bike lanes.

Thank you in advance for helping make routes to school safe for our kids who either need or want to ride, walk, scoot, etc. to school.

DiDonato Family

[Fraud@](#)

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From: [Debbie Smith](#)
To: [Traffic](#)
Subject: Tamarack Ave.
Date: Tuesday, March 19, 2024 10:09:13 AM

To Whom It May Concern:

It was brought to my attention that there are plans to put bike lanes near Hope Elementary. Our school already has a small parking lot that doesn't even hold enough spots for our staff. The neighborhood across the street lacks parking because they are attached homes. When we have school events, cars are parked up and down Tamarack Ave. on both sides of the street. This would not be a good idea for our school or neighborhood. Thank you for considering this.

Debbie Smith
4th Grade
Hope Elementary

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Eliane Paiva

Subject: FW: Improvements on Tamarack by Hope School

From: Heather Konoski <quintaplex@gmail.com>
Sent: Tuesday, March 19, 2024 4:56 PM
To: Traffic <traffic@carlsbadca.gov>
Subject: Improvements on Tamarack by Hope School

Greetings,

Thank you for your consideration regarding the safety of our children and any pedestrian walking or biking on Tamarack near Hope Elementary.

I am a Cheshire Ave resident and mother of two Hope students. While I support the plan to implement **curb extensions, high visibility crosswalks and school zone flashing beacons**; I have some concerns regarding the extending of bike lanes, and elimination of parking on Tamarack. I will try my best to be clear and concise, as I lay out my concern as I know you are very busy at work supporting our community!

-From the perspective of someone who lives on Cheshire, the most troublesome traffic problem is that people build up very fast speeds, coming up and down Tamarack in between Carlsbad Village Drive all the way to College Blvd. A few Cheshire families have reached out to the city to address the problem, especially because there are a significant amount of new young families who have moved into the area. many of these children will be walking to school within the next few years. With the existing plan, the only thing that seems to combat Tamarack speeds is flashing beacons. While these may help, they cannot force drivers to slow down.

-As a Cheshire resident, what neighbors hope to see one day are speed bumps on Tamarack. The greatest threat to our children are the cars that race down Tamarack at alarming speeds.

- Most families drive to Hope school, park nearby and walk their students in. Eliminating parking near the school would result in families having to park further from the school and children walking a further distance on Tamarack Avenue where traffic continues to speeding by. While walking a further distance to school is fine, it is concerning that this walk would be on Tamarack where cars continue to speed significantly. The plan seems to result in pushing pedestrians further away from the existing crosswalks around the school, as well as the crossing guards near the school.

Thank you once again for the chance to express some concern for the plan for Hope school children and near by residents.

All my best,
Heather Konoski
714-478-8498
3632 Cheshire Ave
Carlsbad CA 92010

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Alignment of the Class I path is conceptual in nature and to be further defined at the time of project development.

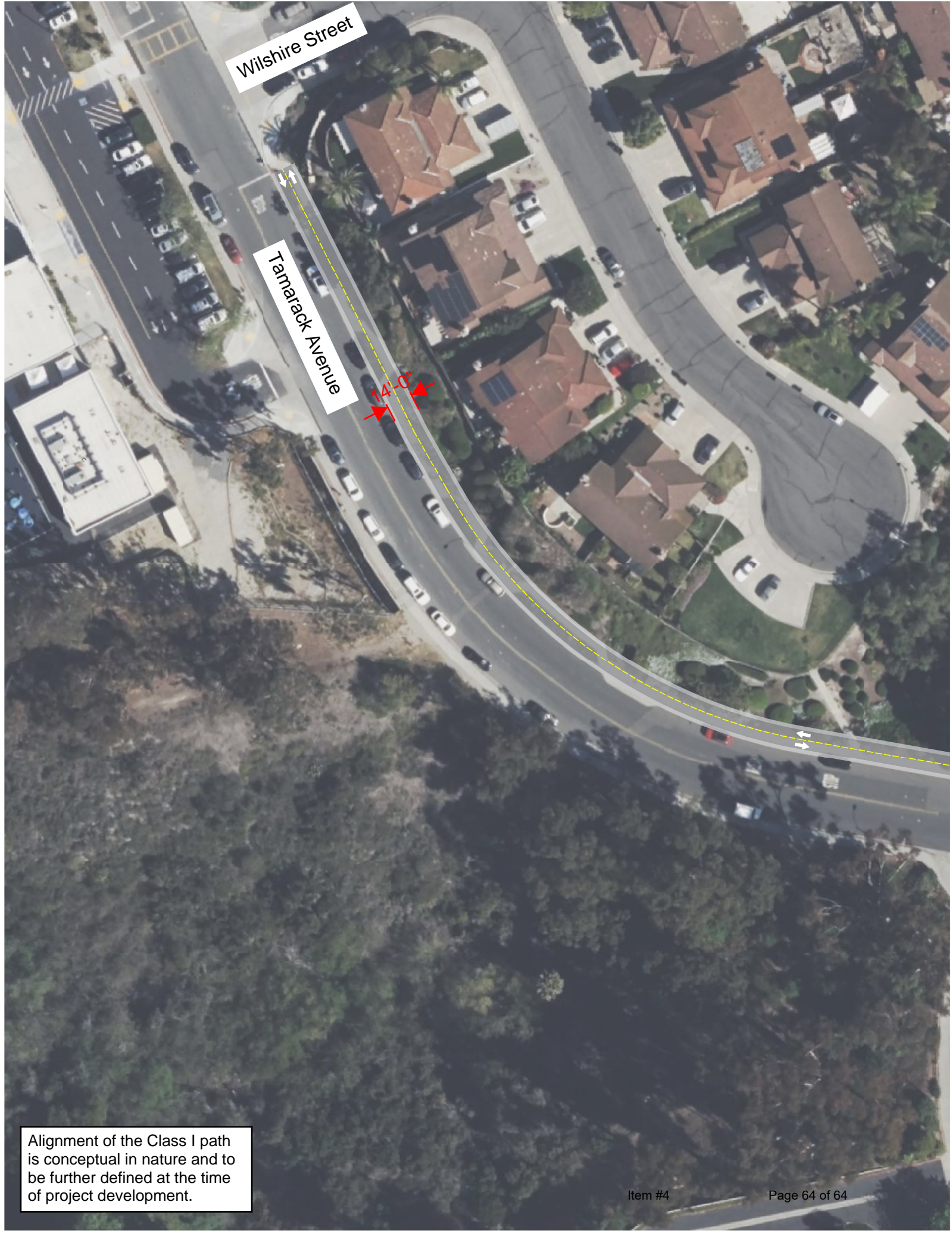


Chatham Road

Tamarack Avenue

14.0'

Alignment of the Class I path is conceptual in nature and to be further defined at the time of project development.



Wilshire Street

Tamarack Avenue



Alignment of the Class I path is conceptual in nature and to be further defined at the time of project development.



Staff Report

Meeting Date: May 6, 2024

To: Traffic Safety & Mobility Commission

Staff Contact: John Kim, City Traffic Engineer
John.Kim@carlsbadca.gov or 442-339-2734

Nick Gorman, Associate Engineer
Nick.Gorman@carlsbadca.gov or 442-339-2793

Subject: Faraday Avenue Improvements - Conceptual Design, Capital Improvement Program Project No. 6099

Recommended Action

Receive a presentation and provide input regarding the Faraday Avenue Improvements Conceptual Design

Background

On July 26, 2022, the Veterans Memorial Park Master Plan was approved by the City Council. Exhibit 1 shows the proposed site plan for the park. Veterans Memorial Park is located on 93.7 acres, near the intersection of Faraday Avenue and Cannon Road, see the location map in Exhibit 2. The access to the park will be along Faraday Avenue. Faraday Avenue is classified as an Employment/Transit Connector Street in the city's Mobility Element of the General Plan. The existing speed limit is posted at 40 miles per hour, or mph, based on an Engineering and Traffic Survey established on May 24, 2016. The critical speed on the Engineering and Traffic Survey was found to be 42 mph.

The design contract for the park does not include off-site improvements. The traffic study for the park provided preliminary recommendations for access to the park along Faraday Avenue. It is also noted that with access to the future Veterans Memorial Park being provided on Faraday Avenue, it is anticipated that pedestrian and bicycle activity on this roadway will increase. The expected increase in pedestrian and bicycle activity, with the existing posted speed limit of 40 mph and a measured critical speed of 42 mph, prompted this project to explore the addition of traffic calming along the project frontage. The addition of traffic calming along Faraday Avenue would help reduce vehicle speeds and provide a more inviting environment for all modes of travel along the park frontage.

Discussion

To meet the proposed timeline of construction of Veterans Memorial Park, staff began studying potential traffic calming solutions for Faraday Avenue to help facilitate access to the park for all modes of travel. Alternative studies included evaluation of horizontal deflection (roundabouts, chicanes) and vertical deflections (raised features). Ultimately, it was determined that vertical deflection would work best for this specific location.

Proposed conceptual design

The proposed conceptual plan includes three raised crosswalks along the frontage of the park. One is proposed at the southern leg of the Faraday Avenue/Whitman Way intersection, one just south of the western driveway and one just south of the eastern driveway. See Exhibit 3 for the proposed conceptual plans. The three raised crosswalks are strategically placed nearby the two entrances to the park to help slow down vehicles as they approach the segment where vehicles, bikes and pedestrians will be entering/exiting the park. Raised crosswalks use vertical deflection to reduce vehicle speeds and have been implemented successfully and quickly in other neighborhoods in the city. In the next phase of the project, each location where raised crosswalks are proposed will be analyzed to determine if drainage improvements are required.

The raised crosswalks will be enhanced with rectangular rapid flashing beacons to improve pedestrian access. Additionally, each crossing location will be enhanced to include curb extensions and a center median refuge island. Curb extensions help to physically narrow the roadway, create a shorter distance for pedestrians to cross and increase the visibility of pedestrians prior to crossing. Center median refuge islands allow pedestrians to navigate one direction of traffic at a time and help further decrease the required crossing distance.

At each the two proposed park driveways, this project would also propose to construct a left-turn lane. In the Transportation Impact Study that was prepared for Veterans Memorial Park, these left-turn lanes were identified as a requirement to help facilitate vehicular access to the park and help reduce delays to vehicles travelling along Faraday Avenue.

Emergency vehicle considerations

Before proceeding with the project, city staff reviewed the conceptual designs with the city's Fire Department. Fire Department staff voiced their support of the proposed project.

Next Steps

Staff are currently in the process of awarding an agreement for the engineering design and construction support services for the Faraday Avenue traffic calming and mobility improvements. Upon execution of this agreement, staff will apply any relevant feedback from the Traffic Safety & Mobility Commission to the design. Staff will then return to the Traffic Safety & Mobility Commission with the 100% plans.

Exhibit

1. Veterans Memorial Park Site Plan
2. Location Map
3. Preliminary Faraday Avenue Improvements Concept Plans



PARK AREAS LEGEND

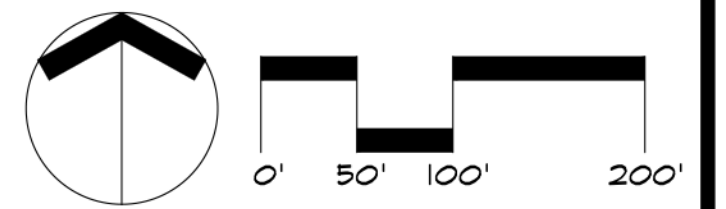
- | | |
|---|--|
| (A) VETERANS MEMORIAL PLAZA | (L) INTERPRETIVE GARDEN |
| (B) COMMUNITY GATHERING AREA | (M) RESTROOM (1,200sf) |
| (C) BUILDING (2,000sf) with PAVILION, RESTROOM, & CATERING SUPPORT ROOM | (N) FAMILY-ORIENTED BIKE PARK |
| (D) PLAY AREAS | (O) MULTI-GENERATIONAL OUTDOOR FITNESS AREA |
| (D1) INCLUSIVE PLAYGROUND | (P) OUTDOOR EDUCATION AREA |
| (D2) RUSTIC, NATURE-INSPIRED PLAYGROUND | (Q) SOUTH PARKING AREA (57 TOTAL STALLS, 2 ADA) |
| (D3) YOUNG KIDS PLAYGROUND | (R) FITNESS CLIMB |
| (E) YOGA & PASSIVE RELAXATION AREA | (S) FITNESS RUN |
| (F) NATIVE GARDENS | (T) ENTRY PLAZA TO BIKE PARK |
| (G) PICNIC AREAS | (U) DESAL RECEIVER PIT |
| (H) ADA PATHWAY | (V) EXISTING BUS STOP WITH NEW LANDING PAD & BENCH |
| (I) NORTH PARKING AREA (12 TOTAL STALLS, 12 ADA) | (W) MAINTENANCE AREA |
| (J) WATER QUALITY TREATMENT AREAS | (X) OVERLOOK AREA |
| (K) PUBLIC ART | (Y) BIKE PARK SPECTATOR AREA |
| | (Z) FARADAY AVENUE UNDERCROSSING |

CONSTRUCTION LEGEND

- CONSTRUCT:
- | |
|--|
| (1) INTERNAL PATHWAY (PERMEABLE) |
| (2) CONCRETE SIDEWALK (VEHICULAR RATED) |
| (3) FITNESS RUN (8' WIDE, PERMEABLE) |
| (4) DECORATIVE CONCRETE |
| (5) DECORATIVE PAVING |
| (6) RESILIENT SURFACING (PERMEABLE) |
| (7) VEHICULAR ASPHALT DRIVE AISLES |
| (8) VEHICULAR PARKING STALLS (ASPHALT PAVING) |
| (9) BIKE PARK SURFACE (DIRT TRACK MIX) |
| (10) RETAINING WALLS |
| (11) PROPOSED MONUMENT SIGN (BY SEPARATE PERMIT) |
| (12) CONTROLLED PARK ACCESS POINTS (DECORATIVE PAVING W/ CONC. BAND) |
| (13) MULTI-USE PERIMETER TRAIL |
| (14) CONCRETE SIDEWALK (NON-VEHICULAR) |

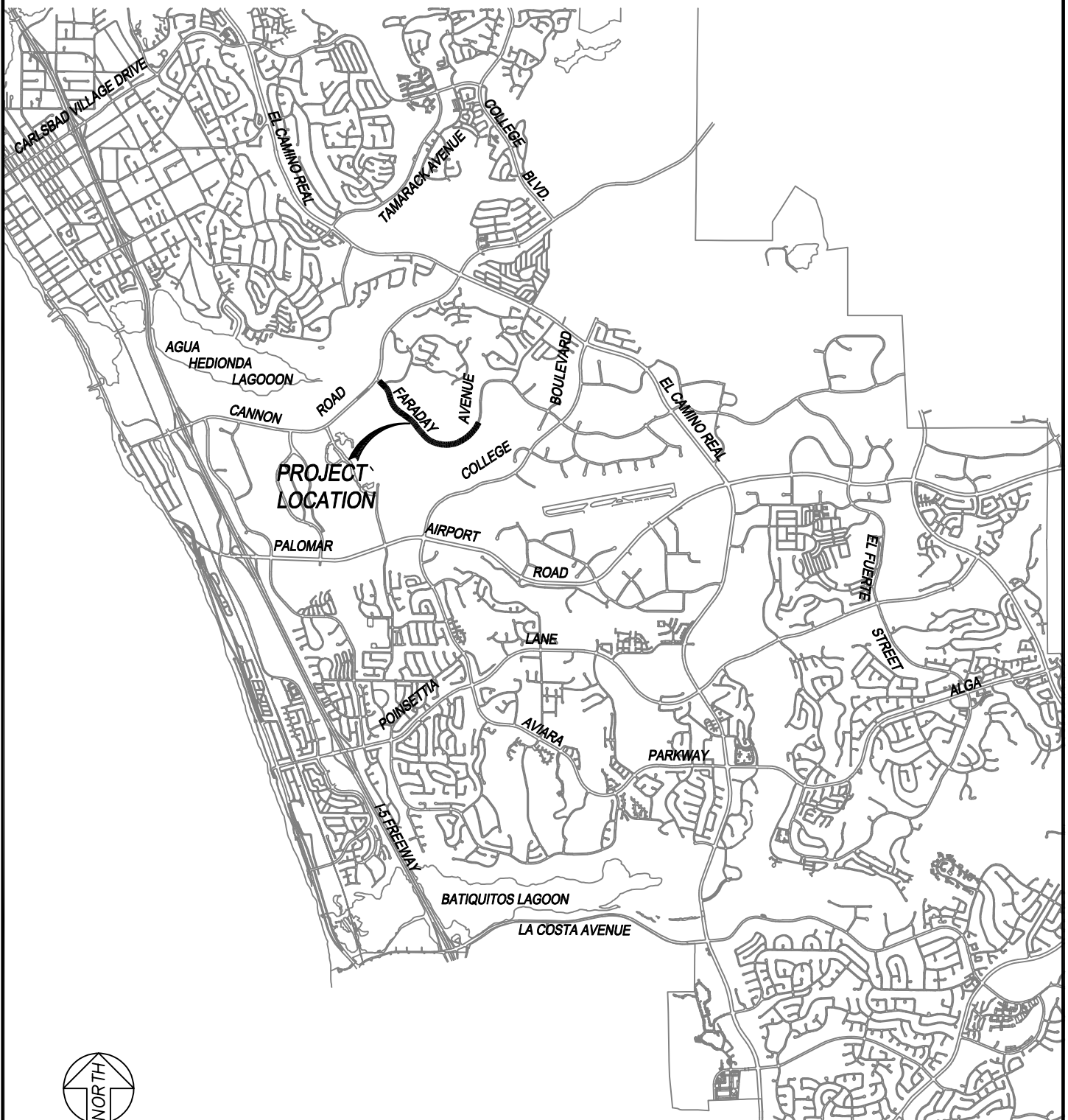
BOUNDARY LEGEND

- | | |
|-----------|----------------------------------|
| ————— | 20' HABITAT BUFFER |
| - - - - - | HABITAT MANAGEMENT PLAN BOUNDARY |



**EXHIBIT A - SITE PLAN
VETERANS MEMORIAL PARK MASTER PLAN
AUGUST 9, 2022**

LOCATION MAP

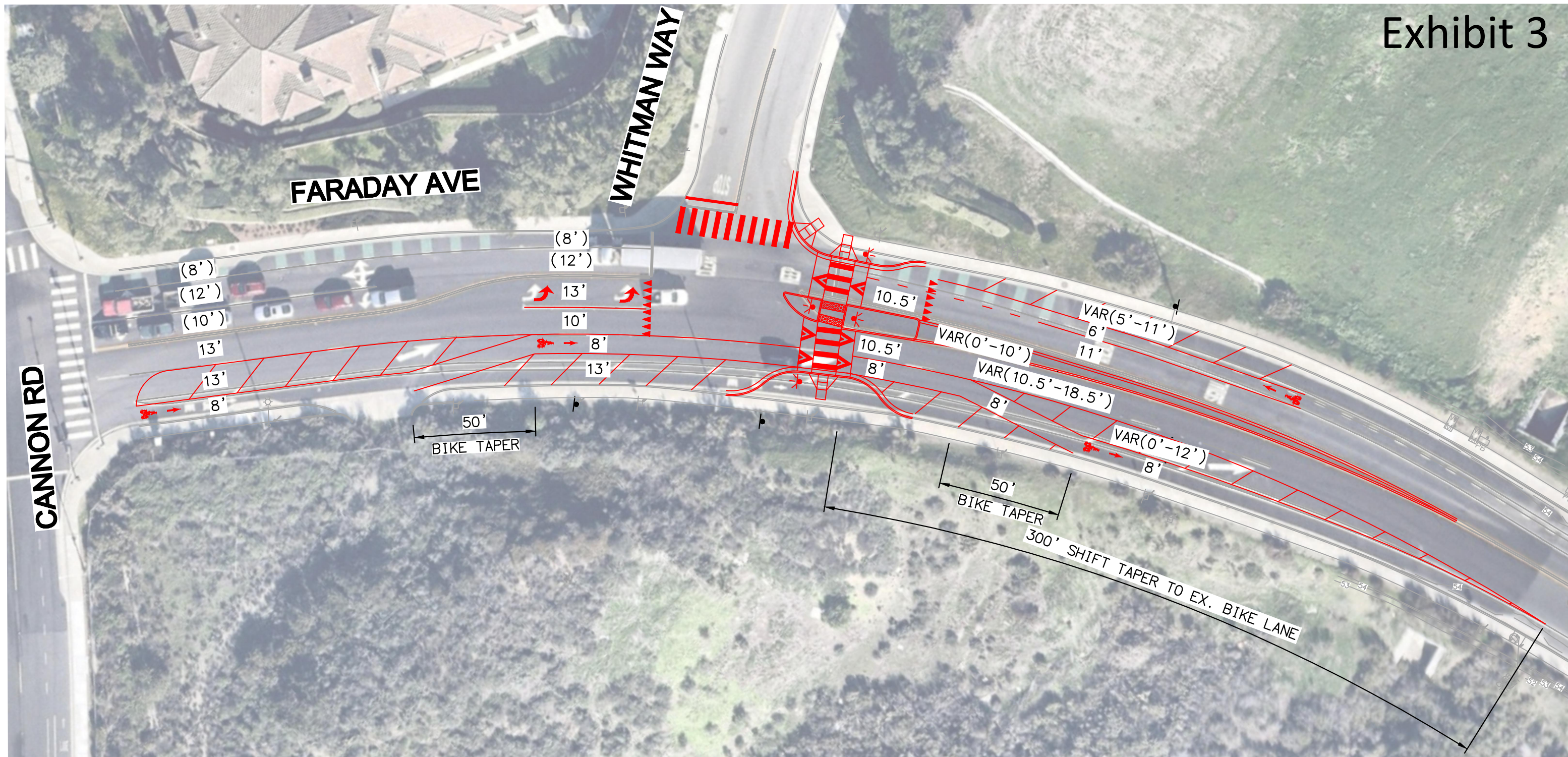


NOT TO SCALE

Faraday Avenue Improvements *Veterans Memorial Park Frontage*

EXHIBIT

2



LEGEND

— PROPOSED IMPROVEMENTS

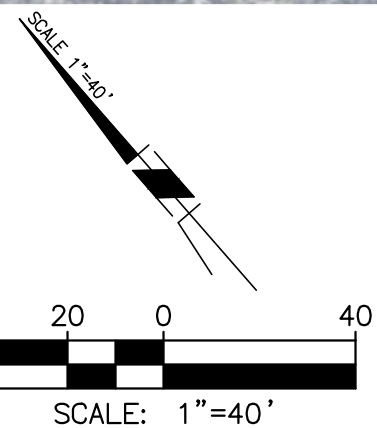


EXHIBIT 1
 CITY OF CARLSBAD
 VETERANS PARK CONCEPTS
 FARADAY AVE/WHITMAN WAY, OPTION 1
 APRIL 24, 2024

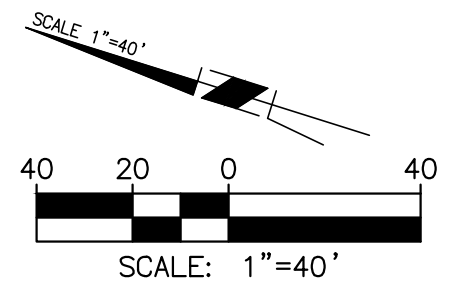
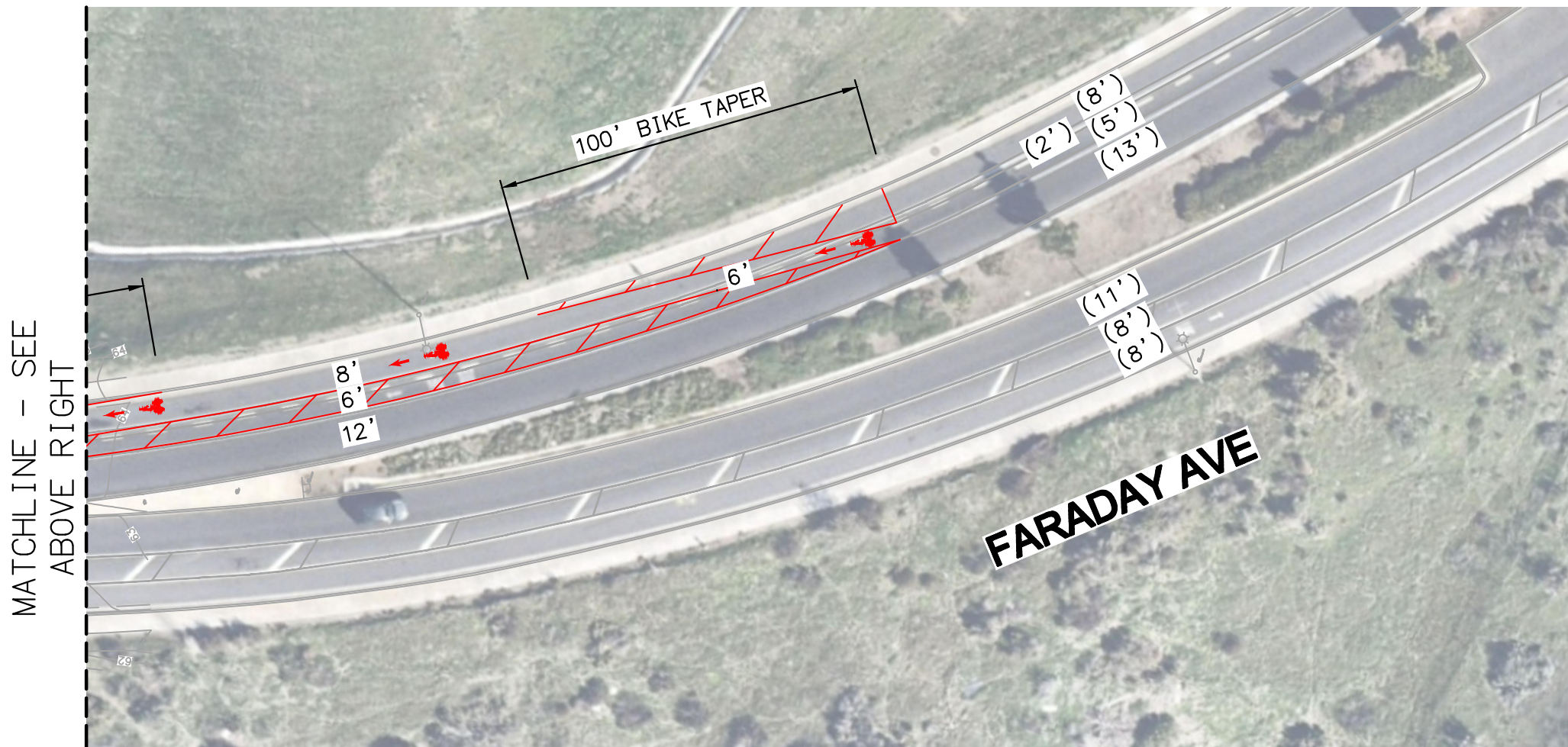
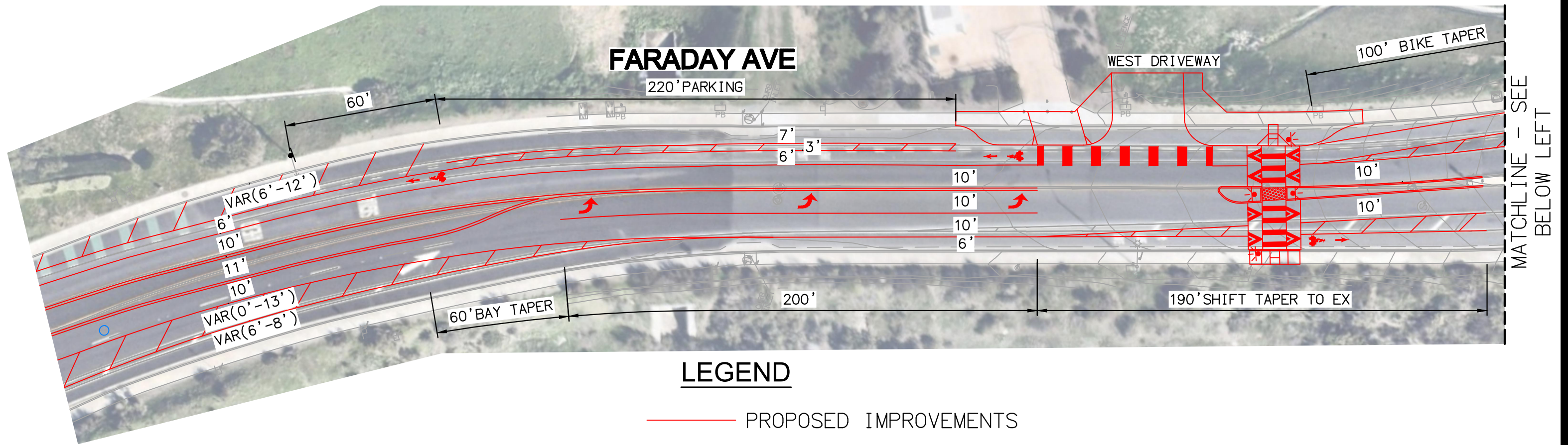
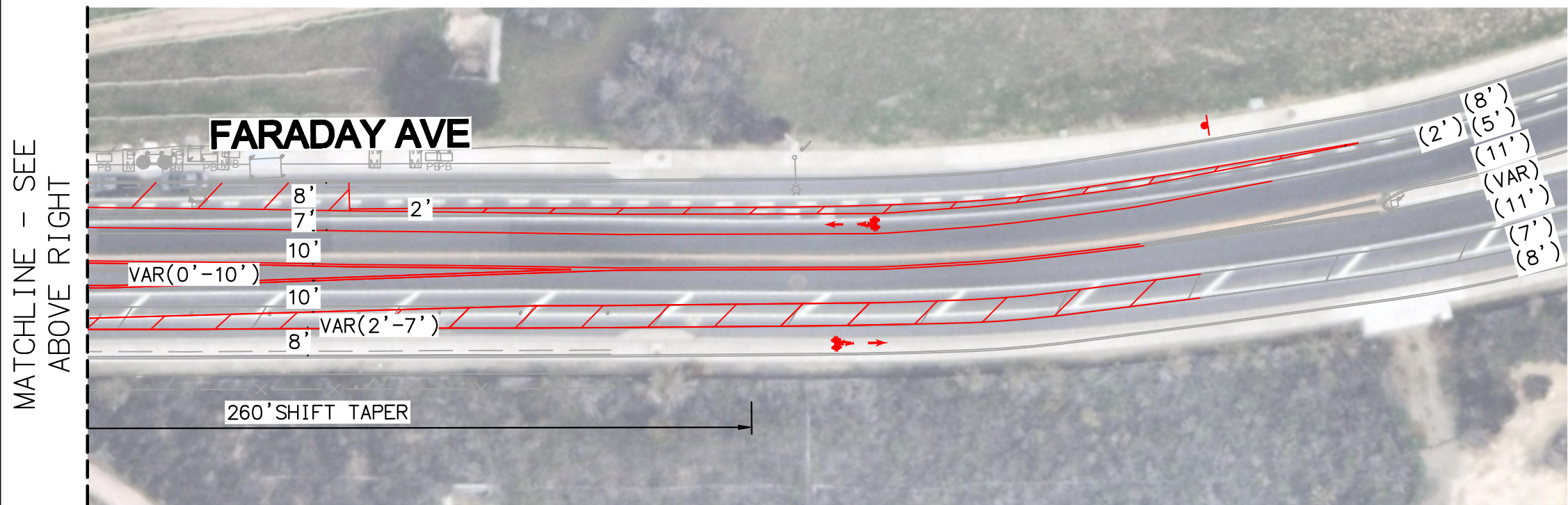
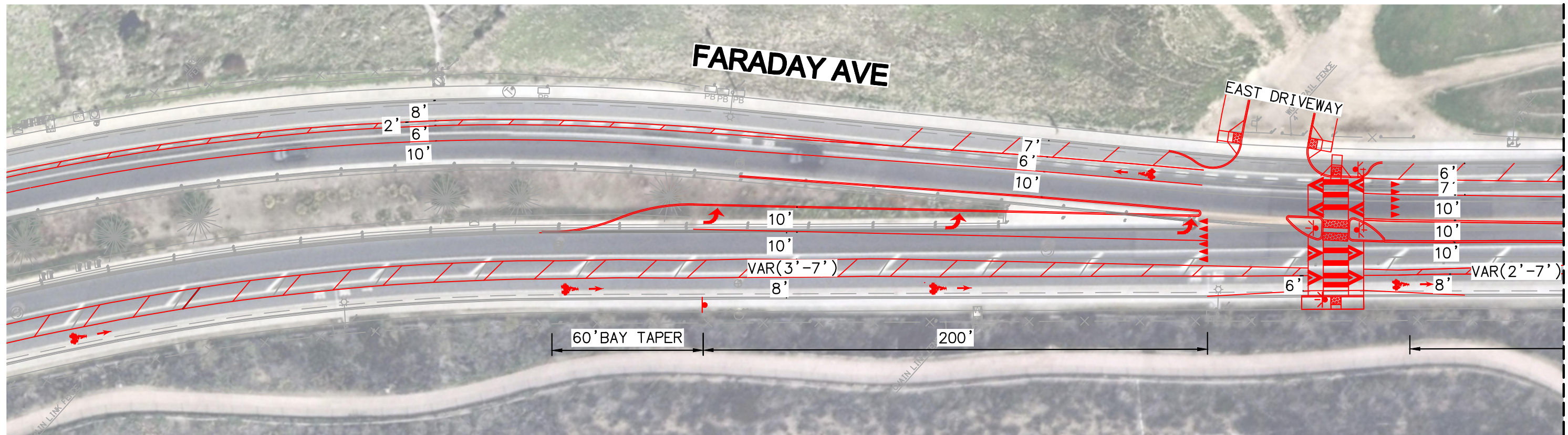


EXHIBIT 3B
 CITY OF CARLSBAD
 VETERANS PARK CONCEPTS
 WEST DRIVEWAY, OPTION 1B
 APRIL 24, 2024



LEGEND

— PROPOSED IMPROVEMENTS

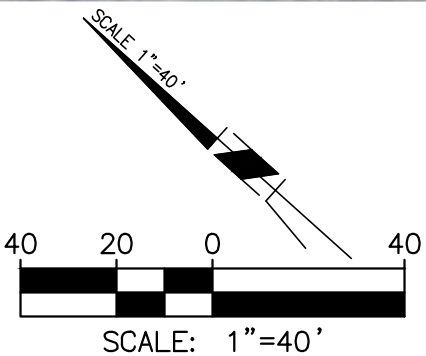


EXHIBIT 5
 CITY OF CARLSBAD
 VETERANS PARK CONCEPTS
 EAST DRIVEWAY, OPTION 1
 APRIL 24, 2024

Michael Baker
 INTERNATIONAL

5050 Avenida Encinas
 Suite 260
 Carlsbad, CA 92008
 Phone: (760) 476-9193
 MBAKERINTL.COM



Staff Report

Meeting Date: May 6, 2024

To: Traffic Safety & Mobility Commission

Staff Contact: Nick Gorman, Associate Engineer
Nick.gorman@carlsbadca.gov or 442-339-2793

Subject: Nomination and Appointment of Chair and Vice Chair

Recommended Action

Nomination and appointment of one member of the Traffic Safety & Mobility Commission to serve as Chair and one member to serve as Vice Chair, or to extend Chair Coelho and Vice Chair Fowler's term through December 2024 to coincide with the City Council reorganization that will take place in January 2025.

Executive Summary

Each year the Traffic Safety & Mobility Commission appoints a Chair and Vice Chair according to Carlsbad Municipal Code 2.15.080 Chair and Vice Chair.

Discussion

The Traffic Safety & Mobility Commission Chair and Vice Chair typically serve a one-year term. Last year the Traffic Safety & Mobility Commission appointed Commissioner Joshua Coelho to serve as Chair and Commissioner William Fowler to serve as Vice Chair.

Commissioner	Appointed to the TS&M Commission	End of Term
Diane Proulx	January 2022	December 2026
Edwards Newlands	February 2022	December 2026
Pete Penseyres	November 2017	December 2026
William Fowler	November 2016	December 2024
Josh Coelho	August 2021	December 2024
Verenice Garcia	December 2022	December 2026
Peter Kohl	December 2022	December 2026

Fiscal Analysis

This action has no fiscal impact.

Environmental Evaluation

In keeping with California Public Resources Code Section 21065, this action does not constitute a “project” within the meaning of the California Environmental Quality Act in that it has no potential to cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Therefore, it does not require environmental review.

Public Notification and Outreach

This item was noticed in keeping with the Ralph M. Brown Act and it was available for public viewing and review at least 72 hours before the scheduled meeting date.

Exhibits

None.