

All Receive - Agenda Item # 8
For the Information of the:
CITY COUNCIL
Date 5/13/24 CA CC
CM ACM DCM (3)

Tammy Cloud-McMinn

From: Manager Internet Email
Sent: Monday, May 13, 2024 2:25 PM
To: City Clerk
Subject: FW: Slide presentations for 5/14/2024 City Council meeting Items 8 and 12
Attachments: 2024-05-14 CC Item 8 (2023 Slurry Seal Project) - Linke.pptx; 2024-05-14 CC Item 12 (Prop H) - Linke.pptx

Importance: High

Please include as correspondence received for Items 8 & 12 for tomorrow night's meeting.

-----Original Message-----

From: Steve Linke <splinke@gmail.com>
Sent: Monday, May 13, 2024 11:30 AM
To: Manager Internet Email <manager@carlsbadca.gov>
Subject: Slide presentations for 5/14/2024 City Council meeting Items 8 and 12

City Manager's Office:

I have attached PowerPoint presentations for Items 8 and 12 on the City Council's 5/14/2024 meeting agenda. I am not 100% sure I will be able to attend, but I request that you have them available if I can.

Thanks,
Steve Linke
Carlsbad
760.944.7546

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Item 8 (2023 Slurry Seal Project and El Fuerte Street Reconfiguration)

Steve Linke
5/14/2024 Carlsbad City Council
meeting

1

National guidelines and most recent research on lane widths

- 35+ mph arterials
 - 11-foot lanes are “sweet spot” for safety and capacity
 - No material differences in speeds when further reducing width

2

National guidelines and most recent research on lane widths

- Caltrans Highway Design Manual
- AASHTO Green Book
- Johns Hopkins nationwide study

3

Caltrans HDM

- Portions of streets at interchanges
- 11 to 12 feet

4

AASHTO Green Book

- 12 feet desirable
- 11 feet used extensively
- <11 feet appropriate when speeds are <35 mph with low truck/bus volume

5

Johns Hopkins lane width study

- Only recommends 10-foot lanes on lower volume streets with speeds limited to 35 mph
- Otherwise, 11-foot lanes
- ITE President Randy McCourt: It's a slam dunk on 20 to 25 mph streets, but you have to be very careful on 35+ mph streets.

6

2/5/2024 traffic commission

- Staff: “We are completely in conformance with the AASHTO and Caltrans guidelines.”
- After presenting my data, staff stated:
 - Caltrans can grant design exceptions below their normal standards, which we were granted.
 - AASHTO is only a guideline, which is more like a suggestion. We could follow it, but we don’t have to.

7

That is some Nice



Pretzel Logic

You got there...

- This is a potentially dangerous experiment

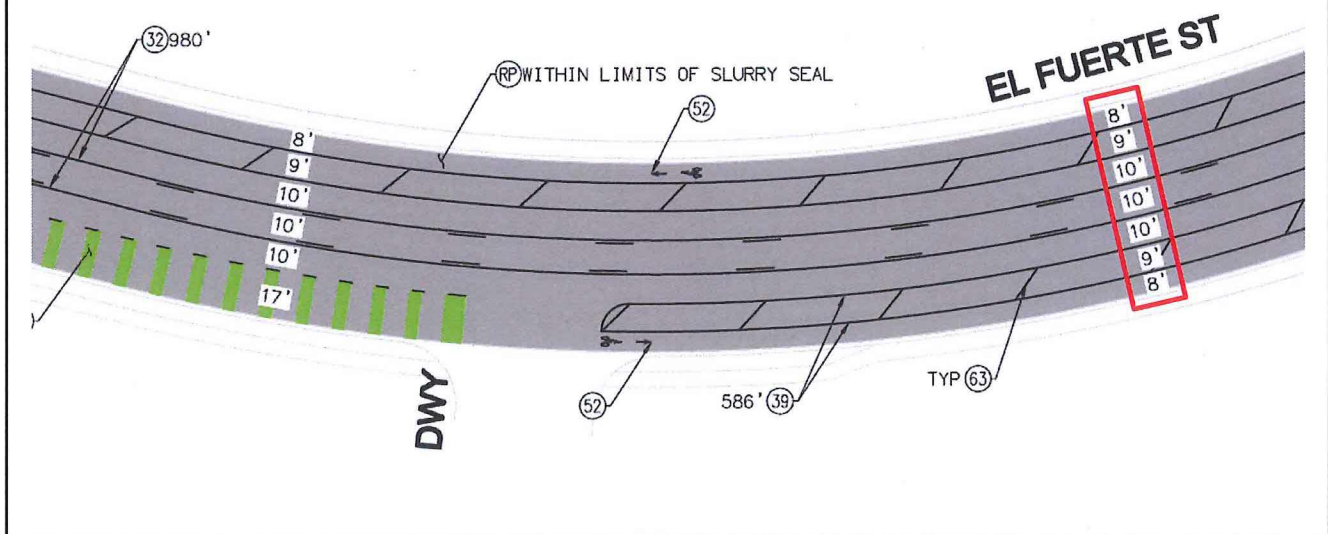
8

10-foot two-way center turn lanes

- A potentially even more dangerous experiment
- 12 to 14 feet is preferred
- 11 feet is an absolute minimum—and only at low speeds

9

El Fuerte Street example



10