

# Tyler Street

COMPLETE STREETS  
INFRASTRUCTURE  
IMPROVEMENTS



PUBLIC INPUT REPORT  
August 2023

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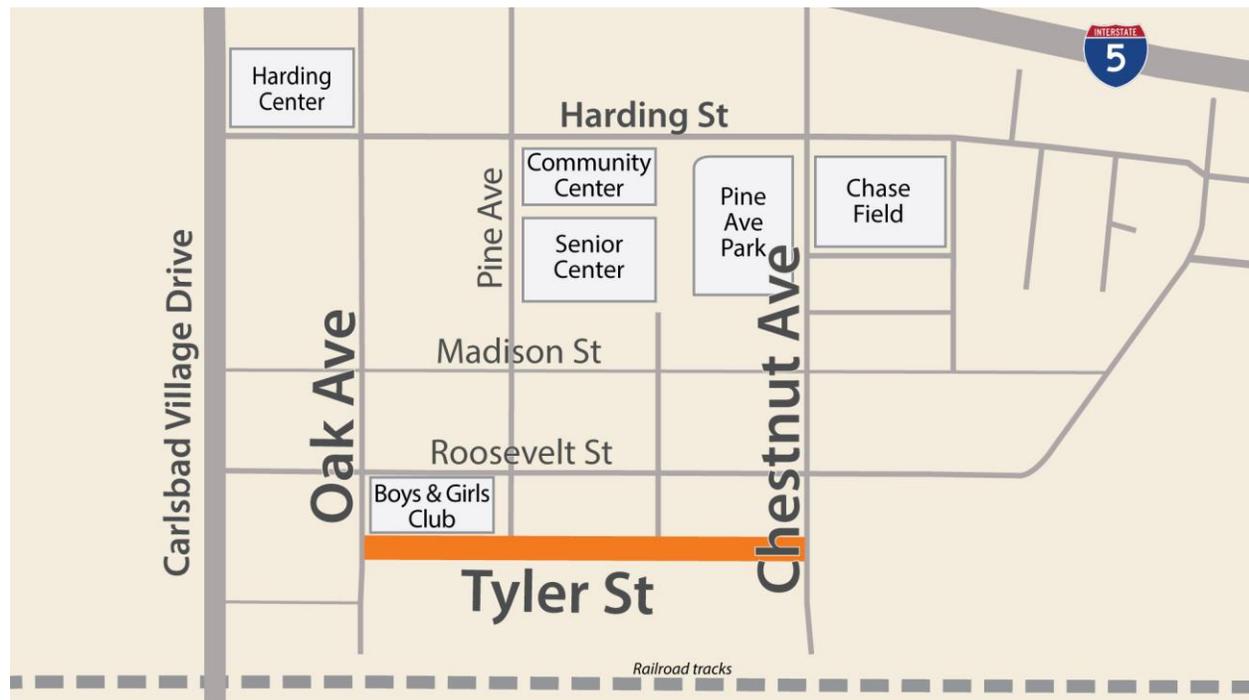
- A. How opportunities were promoted
- B. Workshop feedback
- C. Survey responses
- D. Other comments

## Section 1: Introduction

Reconfiguring city streets so people can get around Carlsbad as easily and safely as possible is one of the key priorities in the City of Carlsbad’s General Plan. The General Plan calls for street designs that encourage slower speeds while making walking and biking more inviting. This approach to street design, called “complete streets,” is a best practice for cities today and required by a state law passed in 2008.

Through Carlsbad’s active transportation strategy, the city is working to update and design roads that encourage drivers to slow down, enhance safety for people who bike and walk, and improve overall access and connectivity to trails. These modernized roadways are often called “complete streets.”

Tyler Street, located in the city’s historic Village and Barrio community, is one of the locations where these improvements are planned for. The project area includes Tyler Street from Oak Avenue to Chestnut Avenue, where there are single and multi-family homes and a variety of businesses. Currently only one side of the street accommodates parking and a continuous sidewalk. One street to the west is the Coastal Rail Trail, a separated trail just for biking and walking.



Concepts for the area were first developed from community input as part of the Village and Barrio Master Plan, which the City Council approved in 2019. The master plan establishes the vision for the ideal future character and development of the two areas and sets forth the

strategy or “roadmap” for achieving that vision. This plan has been developed in consultation with the Carlsbad community through an iterative process that began in 2013.

Community input from the Village and Barrio Master Plan, paired with the development of the active transportation strategy and the General Plan Mobility Element, are reflected in initial concepts. The policies in all these documents reflect the high value the Carlsbad community places on safety, healthy outdoor activities and the environment.

During the City Council’s Capital Improvement Projects planning for fiscal year 2022-2023, Tyler Street was identified as a high priority project.

### **Design criteria**

- Plans must reflect the policy direction already approved by the City Council in various planning documents, and state traffic safety standards and traffic laws.
- Designs must meet the needs of first responders and other emergency response.

## Section 2: Community engagement approach

To ensure the street’s design reflect community needs, values and priorities, the city developed a community engagement approach for input:

Phase 1: Community needs, values and priorities	2013-2014
The first phase of input occurred through the development of the Village and Barrio Master Plan, where needs, values and priorities were identified to develop three initial designs.	
Phase 2: Feedback on proposed options	May – July 2023
Further define the Village and Barrio guidelines for Tyler Street, get feedback about the three proposed designs.	
Phase 3: Refined options and review of 20% design	Summer 2024
The project team will share updated designs with the community and based on additional input, recommend one preferred design to bring to final design and approval from the Traffic Safety & Mobility Commission and the City Council	

### Goal

- The final project reflects the needs, values and priorities of the community.

### Objectives

- Provide an accessible process that reaches out to and hears from a broad cross section of those interested in and affected by this issue.
- Design activities to gather a balance of perspectives, to support informed decision-making.
- Clearly communicate the public engagement process so people know how their input will be used and what decisions are already made.
- Build relationships and connections between community members and the city.

## About the input

The International Association of Public Participation’s spectrum of public participation illustrates a variety of approaches to involving the public in decision making. The Tyler Street input process falls in the “consult” level – obtain input on the analysis, options or decisions that have already been made.

### International Association of Public Participation Spectrum of participation

	INFORM	CONSULT <input checked="" type="checkbox"/>	INVOLVE	COLLABORATE	EMPOWER
Goal	Provide balanced, information so public understands problem, options, opportunities and solutions	Obtain input on the analysis, options or decisions that have already been made	Work directly with the public throughout the process to ensure input is understood and considered	Partner with the public in each aspect of the decision, including the creation of options and identification of the preferred solution	Place final decision making in the hands of the public
Promise	We will keep you informed	We will listen to and acknowledge your concerns and ideas and let you know how your input influenced the decision	We will ensure your concerns and ideas are directly reflected in the options developed and how input influenced the final decision	We will look to you for advice in creating options and incorporate your input into the decisions to the maximum extent possible	We will implement what you decide
Sample Tools	Website, fact sheets, open houses	Surveys, public meetings	Workshops	Advisory committees	Ballot measure

## Qualitative input with a convenience sample

The input in this report is qualitative in nature and was obtained through a convenience sample. This means the city focused on gaining an in-depth understanding of community member perspectives, and the results cannot be generalized to the entire population of the city within a defined margin of error.

That's why the input in this report should be considered with a similar weight as other forms of feedback that have always been part of the city's decision-making process, such as comments made at City Council meetings or emails sent to the city expressing an opinion.



### Qualitative

- Focuses on understanding the "why"
- Identifies a range of perspectives
- Allows for discovery of new ideas
- Analyzed by themes

### Quantitative

- Focused on facts/absolutes
- Data focused on measuring
- Analysis includes numerical comparisons
- Allows for statistical analysis



### Convenience sample

- Only those who knew about the opportunity to provide input were able to do so

### Random sample

- All members of the target population had an equal opportunity to participate

# Section 3: What we heard

## Opportunities for input

City of Carlsbad staff designed and implemented a public involvement strategy to engage community members living in or travelling through the Barrio neighborhood around Tyler Street.

The city sought input on design options through these opportunities:



Public meeting, May 17, 2023



Online survey, June 12 – July 18, 2023



Door-to-door business outreach, May – June 2023

## Who participated

### Survey

A total of 157 people responded to the survey.

- **77.7%** of the survey respondents drive on Tyler Street
- **56%** of survey respondents walk on Tyler Street
- **33%** said they live in the surrounding neighborhood
- **31%** said they bike in the neighborhood



### Public meeting

Twenty-two people attended the public meeting on May 17, 2023, at the Harding Community Center. Attendees included business and property owners and neighborhood residents.



## What we heard

The following section summarizes key themes that emerged from feedback. This summary reflects feedback that was most commonly shared, though it is important to acknowledge that these themes may not fully represent the opinions of each individual living in or travelling through the neighborhood near Tyler Street.

Verbatim responses can be found in the Appendix.

## Respondent priorities for Tyler Street

What's most important to you as the city considers changes to Tyler Street?

### Theme: Safety

- Make sure the design improves safety for pedestrians.
- Make it safer for cyclists to ride on Tyler Street.
- Improve lighting.

### Theme: Neighborhood and community feel

- Improve the walkability of the area.
- The streets are shaded and beautified.
- Maintain access to local businesses.

### Theme: Accessibility

- Make it more walkable.
- Create safer pedestrian paths to the senior center.
- Keep bi-directional travel.
- Improve sidewalks.

### Theme: Parking

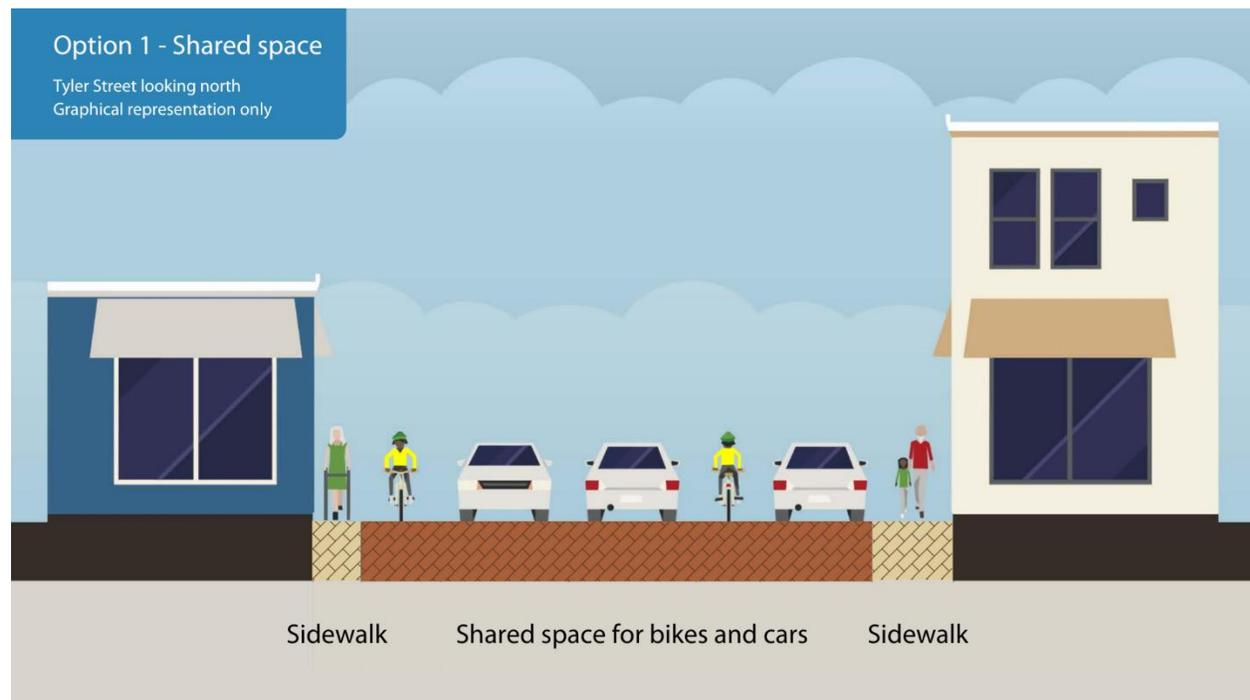
- Maintain or increase parking capacity.
- Make sure senior residents in the complex have ample, nearby parking.

## Street design options

Each respondent was asked to review the three alternatives and then answer the following questions:

- What works for you in this option?
- What concerns do you have about this option?

## Option 1 – Shared space



### What respondents liked: Shared space

Positive feedback on the shared space option centered around the following themes.

#### Theme: Most aesthetic option

- Decorative paving adds appeal to the street.
- It allows everyone to use the street regardless of travel mode.
- Shaded and beautified.

#### Theme: Street keeps two-way traffic

- Businesses need access in both directions.
- Less confusing option for drivers.

#### Theme: Designated sidewalks for pedestrians

- Easier to travel by foot.
- Wider sidewalks for people to walk side by side.
- Easier to push strollers or use wheelchairs.

#### Theme: Preserving and adding as much parking as possible

- Many of the parking spots are preserved.
- Area needs more parking.
- Businesses use street parking to conduct business.

## Concerns: Shared space

Concerned feedback on the shared space option centered around the following themes.

### Theme: Removing curbs might result in less safety for pedestrians.

- No curbs with cars and pedestrians at the same level may pose dangerous conditions.
- Bicycles and vehicles sharing a narrow road may create unsafe conditions.
- Sidewalks are too narrow.

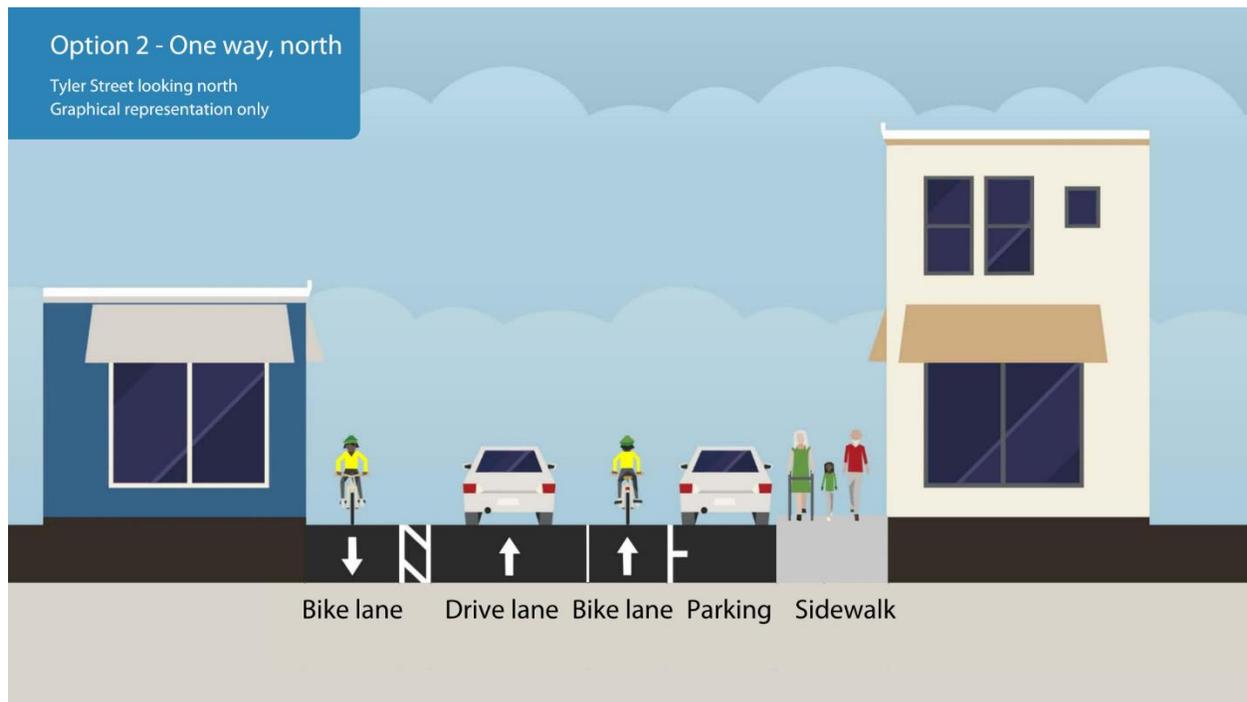
### Theme: Street is too narrow to accommodate this design.

- People will encroach on the sidewalk when parking.
- Trying to do too much in a very narrow street.
- Drivers would not respect the shared space concept.

### Theme: Pavers as a design choice.

- Pavers are not friendly to people using wheelchairs or walkers.
- Expensive to install and maintain.
- Need constant repair.

## Option 2 – One way, north



### What respondents liked: One direction north

Positive feedback on the one direction north option centered around the following themes.

#### Theme: Design elements increase safety

- Barrier between moving vehicles and pedestrians.
- Dedicated bike lines.
- One way traffic will reduce the number and speed of vehicles.
- Pedestrians have a curb to protect them.
- Less congestion when dropping off and picking up for Boys & Girls Club.

#### Theme: Preserving and adding as much parking as possible

- Keeps parking spots.
- Not as confusing for drivers.

## Concerns: One direction north

Concerns about the one direction north option centered around the following themes.

### Theme: A one way street reduces options.

- A one-way street isn't practical for daily users.
- Harder to access residences and businesses.
- Confusing because there are no other one-way streets in the area.
- Makes it harder for trucks to enter and exit parking lots.

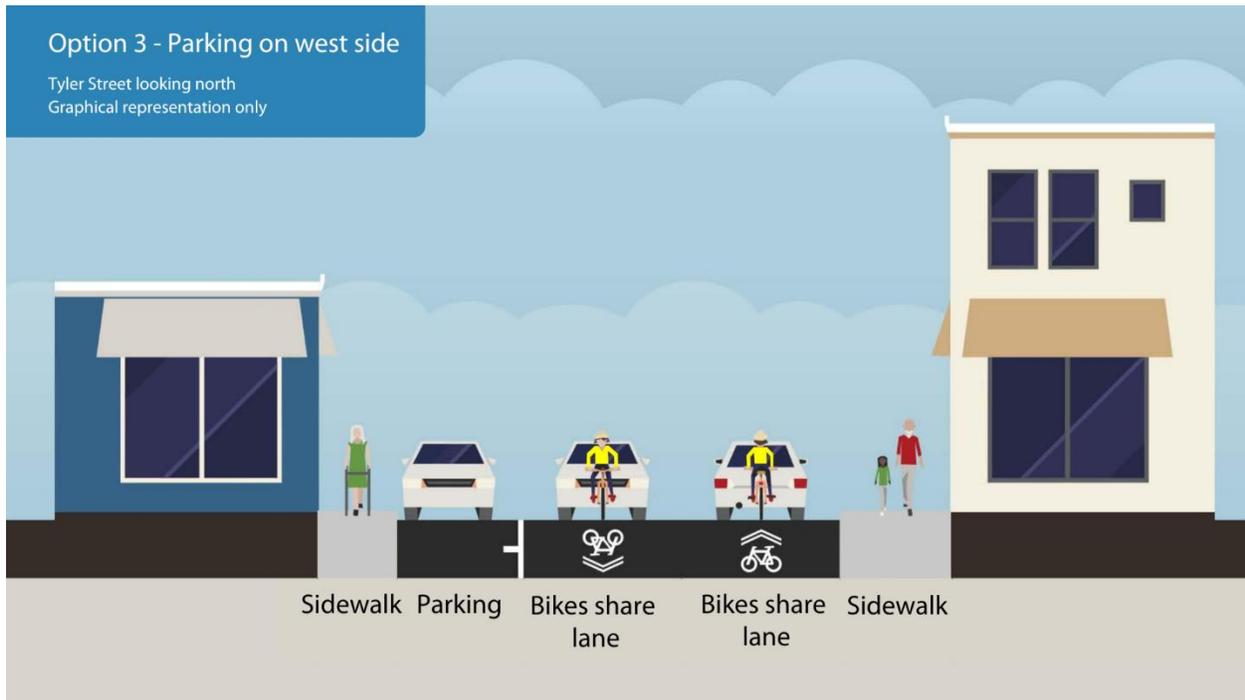
### Theme: Offers only one sidewalk.

- One sidewalk would be too narrow to accommodate pedestrians walking in both directions.
- It makes it harder for pedestrians to access businesses.
- It will need clear signage, entry points, pedestrian crossings etc.

### Theme: Design elements decrease safety

- Bikes would be going against traffic.
- Vehicles will travel at faster speeds because there are no cars coming from the opposite direction.

## Option 3 – Parking on west side



### What respondents liked: Parking on west side

Positive feedback on the parking on west side option centered around the following themes.

#### Theme: Two-way traffic is preferred over one-way street.

- It maintains the current flow of traffic.
- It maintains business operations.
- Not as confusing for drivers.

#### Theme: Preserving and adding as much parking as possible.

- Keeps parking on one side of the road.
- Keeps parking spots available for businesses.

#### Theme: Better access overall.

- Sidewalks on both sides.
- Clear, shared road for bicyclists and vehicles.
- Pedestrians have a curb to protect them.

## Concerns: Parking on west side

Concerns about the parking on west side option centered around the following themes.

### Theme: Design elements decrease safety.

- Bikes and vehicles share the road.
- Sharrows cycling is dangerous and frustrates vehicle drivers.
- The street is not wide enough to accommodate all uses.

### Theme: Design reduces parking availability.

- Reduces the number of parking spots.
- Moves parking away from residents.

### Theme: Aesthetics.

- Least attractive option.
- Moves parking away from residents.

## Section 4: Next steps

Staff will use technical studies, traffic pattern analysis, engineering design guidelines, public safety considerations and public input to refine the options.

Then staff will present updated designs to the community for the next phase of public input, ultimately selecting one preferred option for the Traffic Safety & Mobility Commission's recommendation of approval and to the City Council for approval and direction on next steps.

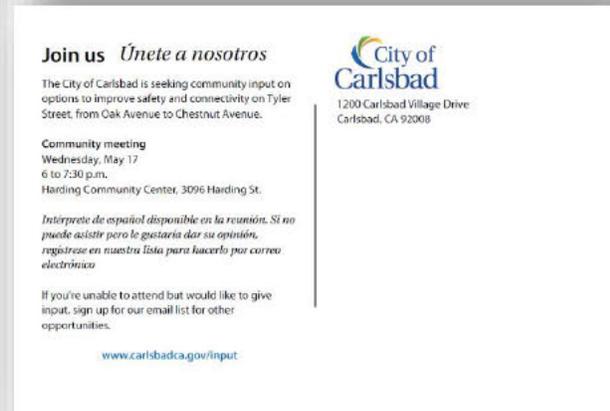
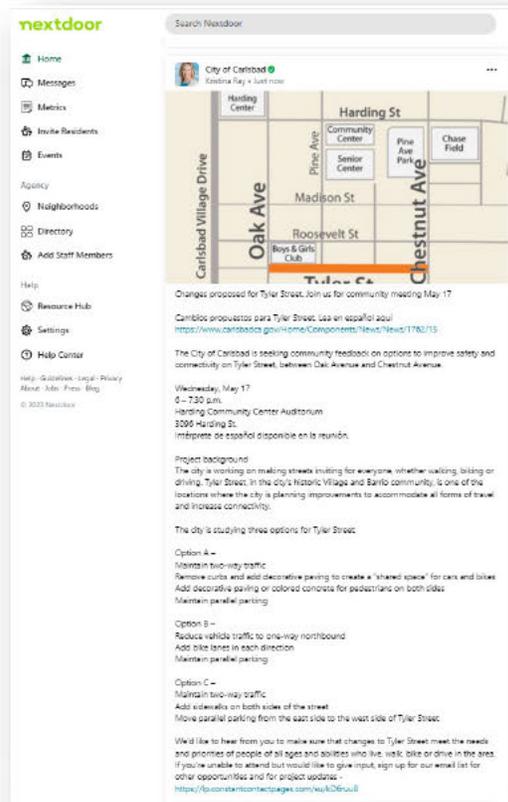
## Appendices

- A. How opportunities were promoted
- B. Workshop feedback
- C. Survey responses
- D. Other comments and emails
- E. Business feedback

## A. How opportunities were promoted

The opportunities for input were promoted through a variety of ways including:

- Mailed letter to property owners and residents on Tyler Street
- Mailed postcard to property owners and residents in the surrounding area
- E-mail newsletter based on similar interests or geographic area – May 5 and 16
- News release
- Nextdoor
- Door-to-door business visits



## Email newsletters

**Tyler Street Improvements**

**SAFER TOGETHER CARLSBAD**

Join us Wednesday to discuss changes to Tyler Street

The City of Carlsbad is seeking community feedback on safety and connectivity on Tyler Street, between Oak Avenue and Chestnut Avenue.

**Public Input meeting**  
Wednesday, May 17  
6 – 7:30 p.m.  
Harding Community Center Auditorium  
3096 Harding St.  
Intérprete de español disponible en la reunión.

On Monday, June 5, the City of Carlsbad's [Traffic & Mobility Commission](#) will discuss improvements proposed to Tyler Street, from Oak Avenue to Chestnut Avenue.

Monday, June 5  
4 p.m.  
Carlsbad City Hall  
1200 Carlsbad Village Drive

[Agenda packet](#)  
[How to](#)  
[Email](#)  
[Watch](#)

To help make sure changes to Tyler Street in people of all ages and abilities who walk, bike or drive, the City of Carlsbad is collecting feedback through [this survey](#).

[Take the survey](#)

**Tyler Street Improvements**

**SAFER TOGETHER CARLSBAD**

The City of Carlsbad is getting feedback on options to improve safety and connectivity on Tyler Street, between Oak Avenue and Chestnut Avenue.

You can learn more about [the options being proposed](#) and provide your input through [this survey](#) until June 18.

[Take the survey](#)

**Project background**  
The City of Carlsbad is working on making streets inviting for everyone, whether walking, biking or driving. Tyler Street, in the city's historic Village and Barrio community, is one of the locations where the city is [planning improvements](#) to accommodate all forms of travel and increase connectivity.

## Spanish news release and content

[City Hall](#) » [Communication & Engagement](#) »

# Newsroom

 [Print](#)  [Feedback](#) Font Size:  

## Cambios propuestos para Tyler Street

**Post Date:** 05/05/2023 12:00 PM

Cambios propuestos para Tyler Street. Queremos saber su opinión.

La ciudad de Carlsbad busca aportes de la comunidad sobre opciones para mejorar la seguridad y la conectividad en Tyler Street, desde Oak Avenue hasta Chestnut Avenue.

### Puede responder a [esta encuesta](#) hasta el 18 de junio.

Para comentarios en español, comuníquese con Melba Novoa a [melba@novoacommunications.com](mailto:melba@novoacommunications.com) o llamando al 760-473-3511.

La ciudad estudiará tres opciones para Tyler Street:

Opción 1: Circulación en dos sentidos

- Retirar los bordillos y agregar pavimento decorativo para crear un "espacio compartido" para automóviles y bicicletas
- Agregar pavimento decorativo u hormigón coloreado para peatones en ambos lados
- Mantener estacionamiento paralelo

Opción 2: Convertir el tráfico de vehículos a un solo sentido en dirección norte

- Agregar carriles para bicicletas en cada dirección
- Mantener estacionamiento paralelo

Opción 3 – Tráfico de doble sentido

- Agregar aceras en ambos lados de la calle
- Mover el estacionamiento paralelo del lado este al lado oeste de Tyler Street

Outreach included interviews with business owners, residents and other stakeholders.

## B. Workshop Feedback

Meeting: Tyler Street improvements  
 Date: May 17, 2023  
 Table facilitator name: Blake Nelson

### Top priorities when considering options to improve Tyler Street?

- Better/safer options for pedestrians
- More biz/people coming in, make it appealing
- Bicycle Blvd/ Dropping train tracks – how will it look?
- Electrical posts are on the way
- Sidewalks are inconsistent
- None of these options are divided from traffic lanes
- Something similar to North of roundabout Oceanside
- City needs to focus on prevention other than enforcement
- Having only one way in the village can be confusing
- Demographics on Tyler Streets
- Needs to be safe to walk. Keep people/traffic separate
- Current map of Tyler St. is misleading

### Option 1 – Shared space

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Like it in theory because it is pedestrian friendly</li> </ul>	<ul style="list-style-type: none"> <li>• Not realistic. Couldn't fit my cars.</li> <li>• Not enough space – not functional without taking property</li> <li>• This image isn't a real size street</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Sidewalk shouldn't be @ the same level</li> <li>• When people park they will encroach on the sidewalk</li> <li>• Seen it work in Europe. Inconsistent w/Carlsbad</li> <li>• <u>Bikes</u> are a problem too</li> </ul>	<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>

### Option 2 – One-way north

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>	<ul style="list-style-type: none"> <li>• Needs own sidewalk</li> <li>• Don't like one-way</li> <li>• w/o traffic control measures</li> <li>• Functional</li> <li>• Only one way street in the village</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Just cause it's quick, doesn't mean it works</li> <li>• Need to consider long term</li> </ul>	<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>

### Option 3 – Parking on west side

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Seems more realistic, if there is speed mitigation</li> <li>• Sidewalks on both sides</li> <li>• If speed limits is low enough</li> <li>• Shared space in the middle</li> </ul>	<ul style="list-style-type: none"> <li>• No point in moving the parking</li> <li>• Property owners can address their own parking</li> <li>• Creates less parking overall (starred)</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Don't want to lose parking (starred)</li> <li>• Just not realistic – Looks like adding space that doesn't exist</li> <li>• Chestnut is also missing a sidewalk</li> </ul> <p>What are pros/cons 1 &amp; 3</p> <p>Aesthetic choice Dips on sidewalk</p>	<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>

### Misc questions/comments:

- Which is more business friendly? Retail. Mixed use
- Walking and biking is priority
- Egress and ingress need to be addressed

Meeting: Tyler Street improvements  
 Date: May 17, 2023  
 Table facilitator name: Esther Lan

### Top priorities when considering options to improve Tyler Street?

- **Sidewalks:** all in favor of addition of sidewalks on both sides for the senior community population which lives on the street
- **Parking:** both sides to accommodate tourists, residents in apartment complex, and active loading zone for businesses and residents
- **Loading zone and one/two-way street:** Majority of group (who were residents) supports a sharrow as opposed to split lanes for biking; residents in favor of one-way sharrow. Business owner and property manager in favor of two-way and must include loading zone for businesses and complex

### Option 1 – Shared space

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• <b>SIDEWALK INCLUSION:</b> sidewalk requested as a requirement for senior population/complex that is built on this street</li> <li>• <b>SHARROW:</b> likes sharrow and shared street to create either 1) bigger sidewalks and/or 2) parking spaces</li> <li>• <b>TWO-WAY:</b> likes two-way; group split on one-way or two-way</li> </ul>	<ul style="list-style-type: none"> <li>• <b>SIDEWALK DESIGN MATERIAL:</b> Brick lay for sidewalk is unfriendly to population that uses travel devices such as strollers, canes, assistance devices</li> <li>• <b>REPAIR:</b> Pavements at risk of loosening up needing constant repair <u>similar to</u> bricks that pop up in the village</li> <li>• <b>PARKING:</b> missing parking; participants request requirement of dedicated parking space on AT LEAST one side</li> <li>• <b>LOADING:</b> request active loading zone dedicated space in front of senior apartment complex</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Different material for sidewalk design</li> <li>• Addition of dedicated parking</li> <li>• Addition of dedicated loading zone for businesses and apartment complex</li> <li>• Split vote on one-way versus two-way street</li> </ul>	<ul style="list-style-type: none"> <li>• Why isn't there parking? The parking is a serious issue at the apartment complex; many residents currently park illegally or block loading zone</li> </ul>

### Option 2 – One-way north

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• <b>SIDEWALK INCLUSION:</b> likes inclusion of sidewalk, but prefers both sides have sidewalk</li> <li>• <b>SIDEWALK DESIGN:</b> likes paved instead of brick as in Option 1</li> <li>• <b>ONE-WAY:</b> some participants liked one-way to direct traffic better for street and makes crossing street easier and the street safer</li> <li>• <b>PARKING:</b> likes inclusion of parking vs Option 1, though could be better</li> </ul>	<ul style="list-style-type: none"> <li>• <b>OMISSION OF DOUBLE SIDEWALK VS OPTION 1:</b> Sidewalk should be on both sides to cater to community and tourism</li> <li>• <b>PARKING:</b> Omission of parking on both sides provides difficulty for residents, businesses, and tourists, although tourism was less concern for residents; more concern for business owners</li> <li>• <b>LOADING:</b> request active loading zone dedicated space in front of senior apartment complex</li> <li>• <b>BIKE LANE:</b> prefers shared road with bikes to make space for parking and/or sidewalk inclusion</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Add sidewalk on both sides, drop bike lanes/replace with shared road, add parking on both sides</li> </ul>	<ul style="list-style-type: none"> <li>• When was the last time the city conducted a traffic count?</li> <li>• Can we build a speed bump in the middle of this street before the full plan is funded since speed is a current <u>issue</u> and this project won't come to fruition for years?</li> </ul>

### Option 3 – Parking on west side

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• <b>SIDEWALK:</b> favors sidewalks on both sides</li> <li>• <b>PARKING:</b> favors inclusion of parking, but should be on both sides</li> <li>• <b>TWO-WAY:</b> business owners and property manager <u>prefers</u> two-way street to cater to businesses and loading; residents prefer one-way for safety and less perceived traffic</li> </ul>	<ul style="list-style-type: none"> <li>• <b>SIDEWALKS ON BOTH SIDES</b></li> <li>• <b>PARKING ON BOTH SIDES</b></li> <li>• <b>DEDICATED LOADING ZONE</b></li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Parking on both sides, sidewalks on both sides, split vote on two-way street; residents prefer one-way for perceived decrease in traffic</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>

### Misc questions/comments:

- Please develop speeding solutions before project is funded; speeding concerns need to be addressed now before funding of the entire project

Meeting: Tyler Street improvements  
 Date: May 17, 2023  
 Table facilitator name: Melba Novoa

**Top priorities when considering options to improve Tyler Street?**

- Fix stop sign at Roosevelt and Madison
- Keep accessibility to school / Boys & Girls Club
- This is an arterial road used for industrial zone access
- Consider access to heavy equipment 65ft long cargo trucks for Budda T – Walnut
- Create a pick of/drop off area for senior living facility
- Make the sidewalks accessible
- Group didn't wish to discuss individual options
- One way street is bad idea due to blind spots
- Trucks unloading and blocking the entire street/no way around them
- Don't like this option

Meeting: Tyler Street improvements  
 Date: May 17, 2023  
 Table facilitator name: Nick Gorman

**Top priorities when considering options to improve Tyler Street?**

- Preference on prioritizing pedestrian safety
- Providing consistency along the street, making it look nicer
- Take into account growth along Tyler street
- Poor traffic control at Chestnut and Oak Avenue where Tyler Street intersects

Option 1 – Shared space

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• The pavers/color would look nice</li> <li>• Generally fine with the idea of bikes sharing the travel lanes with vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Pavers may be possibly dangerous for seniors with walkers</li> <li>• Concerns regarding no separation of pedestrians/vehicles</li> </ul>
How concepts could be improved	Questions
	<ul style="list-style-type: none"> <li>• Is this option feasible with all the driveways?</li> </ul>

Option 2 – One-way north

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• If the street was to be one-way, preference on going NB.</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Concerned people will go down the wrong way, whether accidentally or to save time.</li> <li>• The one-way is inconsistent with the rest of the village and may be confusing</li> <li>• This option seems to be placing preference on bikes as opposed to people (vehicles/bikes)</li> <li>• This option would remove the loading at Tyler Court, very important to residents/care givers there.</li> <li>• One-way would force traffic to one location, causing congestion due to poor traffic control</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Preference to move the bike lane to be a sharrow NB only.</li> <li>• Possibly look at parking on both sides.</li> </ul>	<ul style="list-style-type: none"> <li>• Is it safe to have bikes going the opposite direction on a one-way street.</li> </ul>

Option 3 – Parking on west side

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Like the idea of the sidewalk on the west side</li> </ul>	<ul style="list-style-type: none"> <li>• Don't like the idea of parking on the west side, as this may lead to people parking in front of Tyler Court Apartments</li> <li>• Would like to see red curb in no parking areas</li> <li>• Business owner (Leucadia Towing) concerned with parking on west side, may make getting trucks in/out difficult</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Would be nice to have the sidewalk on the east widened slightly</li> </ul>	<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>

**Misc questions/comments:**

- How is the city going to account for growth along the west side?
- Need additional parking enforcement

Meeting: Tyler Street improvements  
 Date: May 17, 2023  
 Table facilitator name: Sarah Lemons

**Top priorities when considering options to improve Tyler Street?**

- Cars drop off at auto
- One way into Village because going south you have Roosevelt option
- Bike path provides bike lanes so people can use those instead
- Concern about bike lanes in both directions
- Move parking to west side of the street
- No parking on residential side
- Driveway a concern
- Walnut and Pine enter only from east side --> Consider this
- Dangerous walking because most ingress comes from east
- Sidewalks on both sides maybe ok
- Walkways improved = better pedestrian traffic
- Mini storage facility creates most of traffic
- Concerned about what city is trying to accomplish by exploring these changes
- Agree bike lanes with traffic, sidewalks, etc. are too much
- Lot of foot traffic some people even walk down center of road
- Want it to be safe to pull out of driveways
- Nice sidewalk would be great
- Want the street to look nice
- Parking is #1 safety issue because having to (space) - solve by moving parking to west to switch and change road will be tough

**Option 1 – Shared space**

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Bikes both ways</li> <li>• Easier for those mobility challenges w/flat street</li> <li>• If concept is for bikes, make it good</li> <li>• Looks pretty</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns with drainage</li> <li>• Not enough space for everything</li> <li>• Safety issues</li> <li>• Likes flat surface but concerned about drainage</li> </ul>
How concepts could be improved	Questions
	<ul style="list-style-type: none"> <li>• What prevents parking if all level? Confusing</li> </ul>

**Option 2 – One-way north**

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Like wider sidewalk for pedestrians</li> <li>• One way could be good for pulling out of driveways, but creates too many parking issues</li> </ul>	<ul style="list-style-type: none"> <li>• One way is not good because limits use of road</li> <li>• Boys and Girls Club really busy in afternoon</li> <li>• Safety issue</li> <li>• Bikes should follow traffic rules and go some direction</li> <li>• Confusing to have bike lines on both ways</li> <li>• People parking on side with no parking signs makes street narrower (not good)</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• If driveways on east side vs parking on west side need to move parking to west side for pulling in from east</li> <li>• Better for pedestrian walking because more space</li> </ul>	<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>

**Option 3 – Parking on west side**

Likes	Dislikes/what's missing
<ul style="list-style-type: none"> <li>• Good – Most traffic comes from east, he gets east to west + crossing there can be difficult</li> <li>• Moving parking to west side is great</li> <li>• Since cyclists already share lanes currently isn't a change which avoids confusion</li> <li>• One sidewalk could be okay</li> <li>• Right now you can be more easily seen walking in street (dangerous w people pulling out of driveways)</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrian access is a big concern + right of way is big concern</li> </ul>
How concepts could be improved	Questions
<ul style="list-style-type: none"> <li>• Bullet points</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalks on both sides are good if they fit but concerned about limited space</li> </ul>

## C. Survey Responses

### Verbatim Comments from Tyler Street Survey

<b>What's most important to you as the city considers changes to Tyler Street?</b>
Better/safer options for pedestrians More biz/people coming in, make it appealing Bicycle Blvd/ Dropping train tracks – how will it look? Electrical posts are on the way Sidewalks are inconsistent None of these options are divided from traffic lanes Something similar to North of roundabout Oceanside City needs to focus on prevention other than enforcement Having only one way in the village can be confusing Demographics on Tyler Streets Needs to be safe to walk. Keep people/traffic separate Current map of Tyler St. Is misleading
Cars drop off at auto One way into Village because going south you have Roosevelt option Bike path provides bike lanes so people can use those instead Concern about bike lanes in both directions Move parking to west side of the street No parking on residential side Driveway a concern Walnut and Pine enter only from east side ---> Consider this Dangerous walking because most ingress comes from east Sidewalks on both sides maybe ok Walkways improved + better pedestrian traffic Mini storage facility creates most of traffic Concerned about what city is trying to accomplish by exploring these changes Agree bike lanes with traffic, sidewalks, etc. are too much Lot of foot traffic some people even walk down center of road Want it to be safe to pull out of driveways Nice sidewalks would be great Want the street to look nice Parking is #1 safety issue because having to (space) - solve by moving parking to west to switch and change road will be tough
Sidewalks: all in favor of addition of sidewalks on both sides for the senior community population which lives on the street Parking: both sides to accommodate tourists, residents in apartment complex, and active loading zone for businesses and residents Loading zone and one/two-way street: Majority of group (who were residents) supports a sharrow as opposed to split lanes for biking; residents in favor of one-way sharrow. Business owner and property manager in favor of two-way and must include loading zone for businesses and complex

<p>Fix stop sign at Roosevelt and Madison    Keep accessibility to school / Boys &amp; Girls Club    This is an arterial road used for industrial zone access  Consider access to heavy equipment 65ft long cargo trucks for Budda T – Walnut    Create a pick of/drop off area for senior living facility    Make the sidewalks accessible</p>
<p>Preference on prioritizing pedestrian safety    Providing consistency along the street, making it look nicer    Take into account growth along Tyler street    Poor traffic control at Chestnut and Oak Avenue where Tyler Street intersects</p>
<p>What are the costs associated with the three options?    What is the maintenance/longevity of the materials used? (pavers, concrete, etc.)</p>
<p>Sufficient pedestrian walkway width with no overhead power lines where birds crap on you as is prevalent in Carlsbad and dedicated bike path</p>
<p>Being able to drive both ways on Tyler Street. Having visibility when leaving businesses, so that this visibility is not blocked or reduced by cars parallel parked on Tyler Street.</p>
<p>Probably maintaining 2-way vehicle traffic.</p>
<p><b>SIDEWALKS. MANY PEDESTRIANS ON TYLER ST</b></p>
<p>Maintain or increase parking spaces as much as possible. 97% of people drive cars, not bikes. I would never ride a bike at my age in Carlsbad. The limited public transit is too dirty, dangerous, and inconvenient, and without parking, you make the beach inaccessible to most residents. This is not equitable and inclusive for ALL citizens. Let's be realistic and fair.</p>
<p>For me, it is important that there is a graded separation between the vehicles and pedestrians, ideally some sort of physical buffer between the bikers and the vehicles as well. Curbing create a greater sense of safety and security for our most vulnerable travelers (bike &amp; ped)</p>
<p>Tyler Street is the gateway between the Barrio and the rail road tracks once buried. Tyler Street is an important alternative to Roosevelt Street and provides options for vehicular redundancy incase one or multiple streets are blocked for emergency vehicles. Please consider Tyler Street for safe street design with two sides of pedestrian and bicycle paths while separating cars.</p>
<p>Sidewalks on both sides of street. Safe bike lane.</p>
<p>Safety, of course, as well as improvements that are aesthetically pleasing and function well for the immediate neighborhood.</p>

I live on Tyler St. and believe it should not be changed. This is a huge waste of taxpayer money. All of the proposals are stupid. Over half of the street are business properties. There are NO traffic issues on Tyler St. There is a lovely, easily accessed, bike path next to the train line, on the 'OTHER SIDE of the block, running parallel to Tyler St. for bike and walking. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
Keeping traffic two ways.
Less children on bicycles in main traffic lanes.
Sidewalks
There is no need to waste money changing this short block parallel to rail trail. I attended a community meeting and NO ONE at our table - including senior citizens living on the street - wanted any of the 3 choices
what the people who live in the neighborhood want.
Wide sidewalk on east side, reduced crosswalks and traffic calming, speed management on the speed to ave 15 to 20 mph speed range.
Walkability and adequate facilities for people of all ages and abilities to walk comfortably.
Pedestrian safety. Accomodate vehicles bikes and parking
Safety and multi modal travel way
Do something, anything. Sidewalks on both sides would be ideal. If possible take down the military/boarder style fencing at tea factory...
Making the changes aesthetically pleasing.
1. Parking 2. 2 way traffic 3. walking 4. Bike share road
Tyler street is a tiny stretch of roadway with minimal ADTs. It also runs parallel to the train path, which continues long past Tyler's southern terminus. I'd much rather see prioritization along Chestnut intersections, especially at 2-way stops.
1
Maintaining beauty and function
the ability for walkers to cross the street safely. No car and bike shared space. Each should have their own lane
reducing vehicular traffic
Safety of the pedestrians and bicyclists.
Do not remove curbs in Option 1

Maintaining support for continuous walking and two-way vehicular traffic with parking to support commercial/residential activity. Bury the power lines.
Safety and walkability
Safety of Children going to Boys and Girls either by Car, Bike or walking. Protected bike lanes
Pedestrian safety
Parking and controlling speed of cars. Clearly defined Cross Walk to get to/from, Girls and Boys Club.
Parking! The city has done a terrible time managing parking by removing parking to increase curbside dining and increasing High Density housing in the village.
Safe space to walk
Walkability and increased density
Why Tyler Street? Why all these "improvements" on this stret?
Having a two way street with sidewalks
Considering all kinds of traffic in planning, vehicle, on foot and bicycle so I appreciate all the work that is being put into this porject.
This has been an alley, not a street. I have great concerns this will be used as a cut through for bicycles impeding the businesses who rely on this street accessing their business. I have great concerns for the safe pick up and drop off for children accessing the anita and Girls club. I therefore don't want any changes to Tyler. It is not broke so doesn't try to fix something that doesn't need fixing!. It would be loss for the community
I am often frustrated by one way streets. Preserving street parking is also important to me. I think a safe sidewalk with two way traffic and shared bike/car lane for that short stretch of street would be great.
Ease of vehicular traffic, safety for pedestrians and bicyclists (traffic calming), preservation of trees and plantings.
Two way traffic and parking
Option 1- shared space
I like option #1 best
Simplicity.
Practical, functional and safe for all.
Wide smooth streets. Safe for kids on bikes and for kids walking.
Convenience for the businesses and residents.
Safety

Controlling the speed....put in speed humps throughout the Barrio!
Safety Beautification
Generally, for ALL residential streets n Carlsbad; traffic calming, tree preservation, adequate parking for residents and visitors, safety for pedestrians and NON MOTORIZED bicyclists. Two wheeled vehicles powered by either ICE engines OR electric motors behave like AND SHOULD BE TREATED AS motor vehicles!
1.) Safety, 2.) city spending, 3.) inconvenience to Tyler St residents during changes (I have a 4dy/wk medical schedule, and don't want to have to park blocks away from the house during changes).
What is important to me is that everyone, regardless of mode of transportation, travels safely.
Option 1
Walkability
Cost effective, multi-modal safety.
not make so many options (spaces for different modes of travel) that it gets too complicated
Safety and traffic flow
Cities have a tendency to make well intended attractive improvements that damage local businesses particularly in the area of parking. The local businesses in that area must concur and endorse any improvements. What is the problem you're trying solve? What problems does a solution cause?
safety, flexibility,
Option 1
Parking on both sides
Appearance. I would appreciate any area near the downtown village to be decorative.
Bikability and walkability. The survey didn't ask, but option 2 seems to be the best.
Safe to walk down the street
Safety for all and encouraging alternate modes of transit
lighting and sidewalks
Make the street more walkable. Though I'm an avid cyclist and big supporter of cycle paths, etc., this street is too short for a useful bike path. There is already an excellent bike trail nearby. As Pete P. mentioned in the

meeting, bike path's should be put in locations where necessary; not everywhere. Too much \$. Keep it simple.
Parking is definitely important - there is already not enough parking!
Access to local businesses.
Safe biking
Maintaining space for parking and vehicles - these are things that we cannot lose in the village going forward.
I believe that this project is a back door improvement scheme to increase Matt Hall's property values in his rental properties along that Tyler Street. The millions the City is considering spending on this byway could be better spent in the main barrio.
Walkable
Maintain 2 way traffic.
Safety Of children visiting Boy's and Girl's Club
pedestrian-friendly. safe to walk on the street, ideally on both sides.
First do no harm, would rather you just leave it as is.
Sidewalks and parking. Seriously, until the city FINALLY builds a parking structure like you promised to do in the City lot by the railroad tracks, you can't take away street parking! Local vendors and restaurants NEED local customers. In addition, some people are too old or are unable to ride bikes, they don't want to ride their bikes to go out to dinner or carry their packages after shopping, not everyone in their group rides a bike, etc. Just because you can do something or you get more money to do something or SANDAG says you should do something or it fits a narrative doesn't mean you should.
Make it bike and pedestrian friendly
Bike and pedestrian safety
Safety
2 way street with sidewalks
Wider, still needs sidewalks for walking.
Safety for bikes and pedestrians
1. Option
Both sides of street have sidewalks.
two way for cars and bikes
Safety

No parking is on the westside but paint curbs red. Have walking and biking on westside remove curbs on Eastside for more place for two lanes of vehicle travel with parking on the Eastside We need better accessibility for everyone to travel on Tyler Street as more newer builds mixed use and pedestrians will be using Tyler Street in the future Thank you
Keeping it open - both ways.
Safe access for pedestrians and bikes. Limiting car access.
Lighting
Not wasting money, not fixing what isn't broken
Sidewalks and parking
safety and accessibility
Beautifying
Pedestrian safety. Walking on Tyler street is a risk. I heard some input that it is OK but I don't think it is safe.
Safety and efficiency
Save money. Make no changes on Tyler St.
Neighborhood & community feel, not making areas that would bring in non-neighborhood traffic, walking safety, nice areas in front of the homes.
Option one
safety for pedestrians - sidewalks on both sides (with curbs)
Crosswalks sidewalks stop signs
Pedestrian mobility and maintaining existing parking.
We need parking next to Boys and Girls Club and for residents nearby

## Option 1 What works for you?

<b>What works for you in option 1?</b>
Like it in theory because it is pedestrian friendly
Bikes both ways Easier for those mobility challenges w/flat street If concept is for bikes, make it good Looks pretty
SIDEWALK INCLUSION: sidewalk requested as a requirement for senior population/complex that is built on this street SHARROW: likes sharrow and shared street to create either 1) bigger sidewalks and/or 2) parking spaces TWO-WAY: likes two-way; group split on one-way or two-way
The pavers/color would look nice Generally fine with the idea of bikes sharing the travel lanes with vehicles
The pavers look like they would add curb appeal to downtown Carlsbad. Pedestrians ability to walk on both sides.
Sidewalk on both sides of street and no overhead power lines over sidewalks
Being able to drive both ways on Tyler Street. Having a sidewalk.
Maintaining 2-way vehicle traffic.
Nothing. Street is too narrow now with two way traffic. An oncoming vehicle has to wait for another vehicle. Not enough room for traffic in two directions
I like the idea of a decorative paving in the area to add aesthetics to the boulevard.
Sidewalks on both sides.
Sidewalks on both sides of street.
Appreciate maintaining sidewalks on both sides and parking.
Stupid. Waste of taxpayer money. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
keeps traffic flowing in two ways
Decorative paving would look nice.
probably be the best looking if it works for the businesses.
Sidewalks
Bikes need to be encouraged to use rail trail - street works well without change
I like this one
1 location used in city. You should use and show bollard installations to preserve pedestrian space which may be a concern for fire dept.
The use of pavers and the addition of sidewalks on the west side of the street. The removal of curbs and pavers as a visual cue that the space is shared.
Parking

<b>What works for you in option 1?</b>
Nothing, too crowded for this narrow street.
Remove curbs
Visually pleasing, looks balanced
walking, driving both directions
At least there are sidewalks. Pavers are a nice touch.
Sidewalks on both sides of the street.
Parking allowance
Beauty and function
Nada
do not like shared space at all. less safe to be next to bikers, and difficult crossing road as pedestrian.
Sidewalks
It's good except that you need to leave the curbs. This is the best option.
Dedicated lane space for vehicles and bicycles.
Better curbing. Option 1 or 3 would work
Sidewalks on both sides of the street
The space for bikes and pedestrian and the shading. European like space
There should be a sidewalk on both sides and bikes don't need a dedicated lane. It's not the coast highway.
Sidewalks on both sides of street
Distinkt place for bikes.
Tyler needs parking! Sidewalks on both sides. Shared space for bikes and cars.
No safe or Bicycling
Most flexibility for all parties and improvement over existing state
Sidewalks on both sides
Maintain norm
Not necessary - why this street? Why not "improve" all the streets in the barrio?
Everyone is accomodated.
decorative paving
I like the two-way traffic and preserved parking.
Of the three, I prefer option 1. It makes the most sense. Tyler is not a through street, nor is it a busy street. The mix of businesses and residences doesn't need bike lanes since the coastal rail trail is just feet away. I really like the idea of decorative paving, especially if it can be harmonized with plantings and trees.
The street stays a two lane road.

<b>What works for you in option 1?</b>
Two way traffic and parking
Everything
sidewalks on both sides of the street is important for the children's safety. separate bike lanes is important for bike safety. shared car/bike lane is dangerous.
Nothing
Sidewalks on both sides
Not much
Sidewalk and bike lanes.
Sidewalks on both sides of the street. Two way traffic for cars Parking on one side of the street
Maintaining two way traffic is a plus.
sidewalks on both sides of street
Two-way vehicle traffic with parking available but still on wrong side of street
Sidewalks
Safety and eye appeal
There is parking for businesses And a sidewalk for pedestrians.
Preserves vehicular space.
Traffic not worsened
It is allowing for more traffic including all modes.
It's pretty, I guess, but is pretty alone the best use of budget?
sidewalks on both sides, parking availability
Not much.
parking is maintained
Two way traffic. Separate space for bikes.
It appears the right of way width remain the same.
two-way traffic, parking on the East side, attractive/decorative,
Sidewalk on both sides
Sidewalks on both sides, designated bike space,
Add decorative paving to create a "shared space" for two-way traffic for cars and bikes
Pedestrian facilities seem ok
Sidewalks on both sides
Sidewalks on both sides
None of the above.

<b>What works for you in option 1?</b>
Shared space is dangerous for Bikes
sidewalk and concept of shared space
Parking
Decorative paving and 2 way traffic
Good traffic flow and safety for pedestrians and bikes.
Nothing. No improvement.
Maximizes space for alternative modes of transport: cars, bikes, pedestrian to traverse in both directions.
The space is flexible and not dedicated between bikes and cars. There are sidewalks on both sides. More casual in texture than asphalt
Nothing.
2 way traffic good.
Nothing
Least disturbance.
Decorative paving
Pedestrian access
I assume there is parking, 2 sidewalks, 2 lanes and bike lanes.
Has all option for bikes car and people.
Sidewalk both sides
2 sidewalks
increased walking area
ALL OF IT
keeping sidewalks
None.
two way traffic for both bike and cars.
sidewalks are good
Sidewalks.
2 way traffic. Not a busy road.
Sidewalk and parallel parking
all of it! room for cars room for bikes room for pedestrians
nothing - too much traffic all together
Sidewalk
Very little
wide sidewalk on one side of the street
Most of residential houses park on the east side.

<b>What works for you in option 1?</b>
I don't see that street having that much place so (from left to right) walking/biking path on westside two lines for vehicles and parking on eastside no sidewalk on eastside
sidewalks - both sides
Decorative paving; sidewalks on both sides
Nothing. I drive the full length of Tyler almost every day, going from the Pine Ave. Comm. Garden to the Village Faire. I rarely have problems because of the narrowness of the road and they certainly don't reach the extent that it warrants spending money on.
possible mobility for all parties
sidewalks both sides
Very pretty
Option one does not sound feasible. The road is not wide enough.
Two way traffic
Add sidewalks on both sides of street.
Shared space for bikes and cars (works so well, especially for slower streets, and keeps speeds down too; also I find that trying to have bikes in single lanes doesn't work regardless -- they tend to ride next to each other anyway when in a group); I am not sure what decorative paving is... but it sounds great - love it :)
Sidewalks on both sides
Normal traffic flow
Wider sidewalks so people can walk side by side and push baby carriages and wheelchairs
Keep the parking to the east, most of the businesses to the west have parking.
I like decorative paving
Nothing

**What concerns you about option 1?**

<b>What concerns you about option 1?</b>
Not realistic. Couldn't fit my cars. Not enough space – not functional without taking property This image isn't a real size street Sidewalk shouldn't be @ the same level When people park they will encroach on the sidewalk Seen it work in Europe. Inconsistent w/Carlsbad Ebikes are a problem too
Concerns with drainage Not enough space for everything Safety issues Likes flat surface but concerned about drainage What prevents parking if all level? Confusing
SIDEWALK DESIGN MATERIAL: Brick lay for sidewalk is unfriendly to population that uses travel devices such as strollers, canes, assistance devices REPAIR: Pavements at risk of loosening up needing constant repair similar to bricks that pop up in the village PARKING: missing parking; participants request requirement of dedicated parking space on AT LEAST one side LOADING: request active loading zone dedicated space in front of senior apartment complex Why isn't there parking? The parking is a serious issue at the apartment complex; many residents currently park illegally or block loading zone
Pavers may be possibly dangerous for seniors with walkers Concerns regarding no separation of pedestrians/vehicles Is this option feasible with all the driveways?
What is the cost compared to the other two options? Will pavers be cost effective for long-term management.
Shared bike/car lanes. Just not safe for bikes due to prevalent drivers in a hurry in the Barrio
Not having curbs to protect pedestrians on the sidewalks from cars.
Tyler St. seems to narrow to accommodate all of this and be safe.
No sidewalks. Two way traffic. Cars will drive on colored pavement
Too many lanes. Too busy. Cars and bikes should share the same lanes in each direction as is the case on other roads in the City.
I am concerned with the fact that the curbs will be removed and pedestrians will not have a physical barrier between the vehicles in the case of a collision or incident. The colored concrete will likely not be sufficient at night as well to act as a safety measure.
Bikes between cars.

<b>What concerns you about option 1?</b>
Space for Bike Lanes - This is a connector to the Coastal Rail Trail
It says "shared space for bikes and cars." I'm not sure why there aren't lanes marked like in Options 2 and 3. I don't think the extra expense and advantages (?) of paving outweighs the advantages of safer, marked lanes. Why remove the curbs?! This would be more hazardous to pedestrians.
No particular concerns from the rendering, but hopeful that adequate lighting is also to be included.
Stupid. Waste of taxpayer money. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
None
Shared space does not work. Bicycles are all over the place.
Seems a little crowded.
Is there enough room? Looks too crowded.
Waste of \$
Nothing
Cost and long term costs associated with specialized pavements. Speed of vehicles
The sidewalks are too narrow (especially on the western side). Unclear whether or not there are trees and adequate lighting in this plan and whether that would impact the limited walking space. Concern that drivers would not respect the shared space concept.
No curbs reduces pedestrian safety.
Safety, too much going on for limited space.
That nothing will be done.
Nothing
need parking both sides, bikes can share road. There is already bike lanes on Roosevelt & rail trail.
Type IV or shared use paths would be much, much better. There is no need for a parking lane.
Too much traffic. Why the decorative paving? Sounds expensive and not consistent with other streets in the area. Also, pavers shift after time and would be against ADA concerning elevation changes more the 1/4".
Nothing
Functionality
Shared space for cars and bikes.
as above

<b>What concerns you about option 1?</b>
bikes and cars sharing lanes in small space.
I don't like shared space with bikes and cars
See above
Disadvantages pedestrian traffic. I'd rather there be no parking and provide more space for pedestrian and distance between vehicle and bicycle traffic.
Parking space on street
Shared space of cars and bikes
Cars not following the rules and lack of protection for bikes and pedestrians.
Lack of dedicated bike lane
Amount of cars on the road at one time. This is where the Boys and Girls Club is.
Lack of curbs.
As above
sidewalks seem narrow and like it wouldn't all fit
People aren't going to bike if they have to share space with cars. It's too dangerous. This option is terrible.
Not necessary
None
cars and bikes together both ways in a place where something else is being considered
That the pedestrian areas aren't separated enough. I would prefer a raised pedestrian sidewalk
Does it preserve plantings and trees? Does it preserve parking for residents on the east side? The narrative states such, but the diagram does not state it.
Nothing
No sidewalks in proximity to the Boys and Girls Club
Nothing
I like it best. no concerns,
No curbs (unsafe for pedestrians). Shared lane for cars and bikes.
Looks like a crazy free-for-all
Pavers and or color concrete is cheap looking and ages fast
How do you keep cars from driving on the sidewalk?
Possible expense of 'decorative' paving
I think there are too many options jammed into a narrow road. Separate spaces for pedestrians, bikes and cars is not going to be followed.
that street isn't wide enough to accommodate your drawing

<b>What concerns you about option 1?</b>
Since we access this area from Carlsbad village Drive, difficulty getting turned around to park facing North.
No Speed control
Maintaining its cleanliness and freshness
Pretty tight quarters for 2 bikes and two vehicles.
The street is very small and not traveled much. It is unnecessary to take away parking for those businesses. It is unnecessary to have multiple bike lanes on that street. I ride my bike on that street and it is not very congested.
It sounds pretty good.
no curbs
Hard to tell if is enough safe area for pedestrians.
Safety. Tyler is simply too narrow for this option to work safely.
number of cars
- higher cost - no other area within the City is treated this way - not necessary
Is there a need for so many bike lanes
Why decorative paving? Seems like an extra cost. No curb? That seems like a safety hazard for pedestrians.
lack of barrier separation for pedestrians
Nothing
Do we need 2 way driving here?
none.
Bicycle facilities seem poor and not very well delineated.
Nothing
Doesn't look as safe, particularly for bikes and pedestrians
Tyler Court Senior Apts . Bedroom s face the Street. Now noisy street in the village . Never any quiet Moments . Would be worse , like sleeping in the street .
Sidwalks too small
way to crowded for such a simple street. Better to make it one way and open it up.
Why can't there be lines drawn for bikes and cars?
Removing curbs. Need sidewalks Need angled parking if eliminate parking both sides
Looks like street would need to be widened?
Not safe for bikers.

<b>What concerns you about option 1?</b>
Bicyclists failing to follow rules of the road and being visible eg., adequate lights on bike, clothing that is noticeable rather than all black etc.
No concerns
Street is very narrow for two-way travel plus car parking and sidewalks. Not a safe combination.
None
Not in favor of removing curbs.
Shared car/bicycle lanes
no curbs / hard barriers between cars/bikes and pedestrians
wasting money on decorative painting.
Removing curbs is dangerous for pedestrians
No safe space for bikes
Parking on one side is better than zero parking.
Too tight for all to use safely. Too much competition to use street between bikes and cars.
Cars and bike's sharing
No parking
vehicle traffic
N/A
Too busy.
Nada
parking inside the bike area is not as safe
Bike lane between cars, bad.
Nothing
No need to green stripes. Street is too narrow.
nothing I think it is the best option
all of it
Looks crammed to accommodate for all directions, vehicles, and pedestrians.
Too small a space for pedestrians and cyclists
cars hitting bicyclists
The senior center and car repair places on the west side always park on the west side regardless of no parking signs.
Street is too narrow for 2 bike lanes.
Cars and bikes share space
Unnecessary bike lanes on a short sreet.

<b>What concerns you about option 1?</b>
The only concern I have is with all three options. When you reach Tyler and Oak, there is a blind spot on the left where you can't see traffic from State turning onto Oak or proceeding down Oak eastbound until they are about ready to hit you. Those parking spots on the south side of Oak block the view.
It seems tight and I would be concerned about there not being a designated space for pedestrians
parking still on east side, major safety issue
Nothing
The road width. Traffic and parked cars sharing a narrow space. Narrow sidewalks.
Not enough sidewalk
Needless money spending.
This doesn't seem that different from today - and just seems like it squishes things more to bring another sidewalk. Not sure the value in having a sidewalk on both sides.
1. Tyler is too narrow to accommodate this option. There simply is not enough room for two way traffic, bike lane on both sides, and sidewalks on both sides. 2. Drainage. If everything is flat and one level, where does the water go?
Removing the curves.
None
removing curbs. feels less safe for pedestrians
Sidewalks too narrow
None
i am concerned with the removal of the curbs at the sidewalks.
No space for parking

## What works for you in option 2?

<b>What works for you in option 2?</b>
Like wider sidewalk for pedestrians One way could be good for pulling out of driveways, but creates too many parking issues
SIDEWALK INCLUSION: likes inclusion of sidewalk, but prefers both sides have sidewalk SIDEWALK DESIGN: likes paved instead of brick as in Option 1 ONE-WAY: some participants liked one-way to direct traffic better for street and makes crossing street easier and the street safer PARKING: likes inclusion of parking vs Option 1, though could be better
If the street was to be one-way, preference on going NB. Preference to move the bike lane to be a sharrow NB only. Possibly look at parking on both sides.
Less moving traffic is appealing.
Everything works. Seems the safest for all concerned
Having separate bike lanes for the safety of the cyclists. Having a sidewalk.
I like option 2. That works.
I like that going to just one-way traffic will slow the overall speeds and automobile traffic in the area. I like that the bikes lanes are completely protected and separated. This is overall my favorite option and likely the safest for the most vulnerable groups (ped & bike)
Dedicated bike lanes.
Reduced traffic, more room for bikelanes. Sufficient parking
Clearly marked bike lanes, which could also happen in Option 1, but it isn't shown in the picture. Bikes also have the option of the Rail Trail. Raised sidewalk with a curb. I kind of like the one-way traffic idea (as long as it works for the businesses there), because it allows for the extra buffer space between cars and bikes. However, I don't know why there can't be sidewalks (with curbs) on both sides of the street.
Not in favor of this option.
Stupid. There is NO fast traffic going northbound on the streets at either end of Tyler St.. There are perfectly good sidewalks there. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
Nothing
Reducing vehicle traffic.

<b>What works for you in option 2?</b>
Best for bike and pedestrian safety
Parking and sidewalk
Nothing - this is worst option
Nothing
Dedicated bike facilities, adequate sidewalk width on eastern side
Parking
This is a great option and the safest blueprint!
Bike lanes and sidewalk
Nothing
Nothing
At least there's one sidewalk?
I like the One-Way. It seems to be safer for the children and congestion for dropping off and picking up for Boys and Girls club.
Nothing
Best for bike and pedestrian safety.
dedicated bike and car lane
The street is too narrow for two-way traffic
bike lanes, wide sidewalk with parking
I like having bikes separated from cars
Nothing works. Pedestrian sidewalks should be maintained on both sides of the roadway.
Separation between cars and bikes
Clear bike lanes north and south.
Two bike lanes, dedicated parking lane
Parking, tuff to come by down town, good idea.
Bike lanes, parking , sidewalk and one way traffic.
Safest way for everyone
designated spaces for all types of traffic
The dedicated bike lanes, the walkability.
If I lived on that street I would not want a one way street. What's the purpose? It's not a heavily traveled street.
Nothing
less vehicle traffic in an area that doesn't get too much anyway
A continuous sidewalk and street parking.
Designated bike lanes

<b>What works for you in option 2?</b>
Sidewalk and parking
not a good option at all. only good thing is bike lanes
One way traffic (Tyler is not a heavily trafficked street). Sidewalk has curbing. Separate bike lanes. No traffic circle (couldn't resist adding that!).
Bike lanes
Perfect design for all concerned
One way car traffic.
Lots of room for one-way cars, bikes and pedestrians.
one way traffic and the bike lane
Nothing
Simplified flow and lots of bike space.
There is still parking for the businesses
I do not prefer this option.
Nothing
pedestrians have a larger area to walk
One way traffic northbound.
Allows for more distance between modes of travel by each method. (expect Bike land going in the opposite direction - object to this. And make sure both sides have sidewalks.
sidewalk, walkers separate from bike lanes and moving cars, bikes moving in same direction as cars
Low traffic volume makes it seem like this is a great option.
nothing; don't like one way
This is not a good option. We need two way traffic for cars, not bikes.
Separation of grade for sidewalk, parking on the east side
Does not work. We do not have a one way road pattern in Carlsbad
One way traffic
One way car traffic, 2 way bike traffic
Bike lanes
Bicycle facilities are good. Pedestrian sidewalk seems wide and nice
Not much
Dedicated bike lanes, safe margins for everyone
One way north.
Less traffic

<b>What works for you in option 2?</b>
One way would open it up much better for other transportation modes. However, I would be for wider sidewalks and a single bike plan. Also, you should NEVER consider having designated bike lane flow against traffic!
Parking
Nothing
Driving lane is not shared with bikes.
Everything. I think this is best option for safe biking (unless you make street only for bikes and pedestrians)
Nothing.
Nothing much
One-way traffic with parking, bike lanes and sidewalk. Safe traffic pattern.
Nothing
Nothing.
Safest option
Option 2 is definitely more inviting for pedestrians and bikes but would be great if we controlled electric bikes on the rail trail and perhaps speed limits for both the rail trail and tyler street if Pursuing.
Nothing
Nothing. Terrible idea that will cause speeding shortcut regardless of signs
Safe spaces for bikes and people
Fulfills need for bikes people and cars moving and parked.
Dedicated bike lanes
bike lanes
NOTHING
Nothing
A one way street is a good idea, leaving room for bikes to travel safely and pedestrians a safe place to walk.
Less road traffic is great with just one lane!
Nothing
Only the sidewalk
One way is a HUGE hassle for that area
Safety and clear designation for car, bike and pedestrian mobility

<b>What works for you in option 2?</b>
Love that it encourages one way to drive north. Tyler St is very narrow and untraditional when compared to other streets in the village.
Everything. Cyclist paths are great as is predictable traffic flow
wider sidewalk is good
Nothing
Bike lanes; fewer cars
Sidewalk
Nothing.
Designated sidewalk on one side. Designated bike lanes on both sides
Nothing
Less traffic congestion
None, however if one way traffic for business (northbound) beginning at Pine Avenue and southbound for residential occupants to keep big vehicles and passenger cars separated would improve safety.
Sidewalk
Nothing. All bad.
Larger sidewalk. I know when I walk the sidewalk, our "group" tends to walk partially in the street - so widening one side would be great.
1. One way, northbound. The street is narrow, so one way just fits better. Traffic flow toward the Village makes more sense than southbound. 2. Parking on one side only. (Now, if we could only get parking enforcement to enforce the parking rules.)
Reducing traffic into one direction. This option is much safer for bicycles and pedestrians. Roosevelt is so busy and unsafe. At times that this would be a nice area to buy a pass some of that.
Don't like one ways
Nothing
This is not a good option.
The raised sidewalk and parking
Parking next to Boys and Girls Club. Parking near pedestrian sidewalk.

<b>What concerns you about option 2?</b>
Needs own sidewalk Don't like one-way w/o traffic control measures Functional Only one way street in the village Just cause it's quick, doesn't mean it works Need to consider long term
One way is not good because limits use of road Boys and Girls Club really busy in afternoon Safety issue Bikes should follow traffic rules and go some direction Confusing to have bike lines on both ways People parking on side with no parking signs makes street narrower (not good) If driveways on east side vs parking on west side need to move parking to west side for pulling in from east Better for pedestrian walking because more space
OMISSION OF DOUBLE SIDEWALK VS OPTION 1: Sidewalk should be on both sides to cater to community and tourism PARKING: Omission of parking on both sides provides difficulty for residents, businesses, and tourists, although tourism was less concern for residents; more concern for business owners LOADING: request active loading zone dedicated space in front of senior apartment complex BIKE LANE: prefers shared road with bikes to make space for parking and/or sidewalk inclusion
Concerned people will go down the wrong way, whether accidentally or to save time. The one-way is inconsistent with the rest of the village and may be confusing This option seems to be placing preference on bikes as opposed to people (vehicles/bikes) This option would remove the loading at Tyler Court, very important to residents/care givers there. One-way would force traffic to one location, causing congestion due to poor traffic control Is it safe to have bikes going the opposite direction on a one-way street.
Will the businesses be harmed by the loss of foot traffic on the west side?
Nothing
Not being able to drive both ways on the street, having to only go one way when leaving Tyler Street businesses.
Not in favor of 1-way vehicle traffic. I could make it more difficult for trucks to enter and exit parking lots.
No concerns.

<b>What concerns you about option 2?</b>
If only one lane for cars, there should also be only one lane for bikes, as they need to follow same rules as vehicles if they are using the roads. Then you can build a wider sidewalk on both sides of the street.
The lack of sidewalk on both sides makes it concerning of how pedestrians will be able to access the shop or building entry-points on the side that is only a bike lane. There would have to be clear signage, entry points, pedestrian crossings, etc.
No sidewalks on west side. Include sidewalk on both sides of street.
- Sidewalk on only one side. - Not sure one way will work for the auto repair businesses. Have you met with the businesses to see if this option is good for them?
Need sidewalks on both sides. One way traffic is not acceptable. Priority for two bike lanes and only one drive lane is not practical, given the use in that location.
Stupid. Waste of taxpayer money. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
traffic does not flow both ways
Less space to walk.
nothing.
One way, bike lanes.
Waste of money that will also screw up traffic patterns throughout barrio, esp on Roosevelt
not a fan
speed of vehicles. takes space away from needed wide walkway. Two way traffic helps access and manage low speeds.
No sidewalks on the western side, trees and street lighting not shown but likely narrows sidewalk width.
Only one side has sidewalks.
Bikes going against traffic. Maybe install vertical flexible delineators between bikes and cars?
See concern on opt 1
No sidewalk on one end doesn't look balanced. Hard for pedestrians that want to visit the other side of the street.
1 way south doesn't allow drivers to go to village, 1 way north doesn't allow if need to go south, must drive extra north & turn around.
The only one way street in town is going to cause confusion.

<b>What concerns you about option 2?</b>
No sidewalk on the left side.
Too little space
Zero
one way traffic for cars- should be one way traffic lane for bikes. no sidewalk on west side of street-not safe to cross street if you are a pedestrian. Pedestrian has minimal usage with this model
Not decorative like option 1.
I particularly don't like one way streets
Confusing since vehicular traffic is one way & bike traffic is two way. Potential for accident
Bicyclists represent a small use case for the roadway and should not be heavily. This option is terrible.
Tyler court not having a loading and unloading for seniors on the west side. Seniors/ handicap would have to cross street for east side pick up or drop off. Dangerous street crossing.
Nothing
Will the bike lane going south be blocked by the businesses on the West side of the street.
Sidewalk only on one side of street, drive lane appears to be one way only
Bike lane in middle of road. You expect the bike rider to see both side of traffic and look straight ahead.
The one way direction should be to the south to feed traffic away from people trying to park for the businesses and Boys and Girls club in the area and avoid the cars leaving the huge mixed use building at State and Oak. You should be trying to feed vehicles away from the area instead of increasing congestion — especially when people are dropping off or picking up kids at the B and G Club.
None
How do pedestrians cross to the west side?
The bike lanes should be protected. The parking should be removed so cars don't have to cross over into the bike lane. This option is better, but very incomplete. Where is the option with one way cars, dedicated biking, and no parking? Why isn't that even on the table?
When bicyclists pay road tax then let them have half of the road
The one way aspect. Not needed.

<b>What concerns you about option 2?</b>
Having only one way. Cause more traffic on other parallel streets. Confusion.
no decorative pavers
I personally think one way streets create confusion and frustration. I also think two bike lanes isn't worth the trade off.
inconvenient if you need to travel south. Diverts southbound traffic to adjacent streets. Bike lanes unnecessary since rail trail is so near.
The street becomes one way only
No other street in the area are one way so it's unexpected for those of us who use this street occasionally
sidewalk on only one side is not good for the children. only one way traffic is a pain in the neck for some residents there.
Nothing - in general, I believe one way streets might work well for other Barrio north/south streets.
One way for cars is a big out point. One sidewalk is also not good. Even as a cyclist, it's sacrificing too much for bikes.
Nothing
No sidewalk on the other side.
Only one one-way traffic lane. Only one sidewalk on one-side of street. It is a short connector street so don't put bicycle use ahead of car and pedestrian use.
Tyler doesn't have a lot of traffic. Making it one way is not going to help.
sidewalk only on one side of street
You apparently are interested in serving only bicyclists.
Too much black top
East side parking.
It is unnecessary to have two bike lanes and removed to a traffic. There isn't enough bicycle riding on that street to justify removing one lane of traffic
Unnecessary dedicated bike lanes when they are available less than 200 feet away on the Rail Trail.
Traffic, no sidewalk on other side of street
One way, may impede the traffic, and pedestrians

<b>What concerns you about option 2?</b>
Safety! Bike lanes in BOTH directions are contrary to bike laws, which state cyclists are supposed to ride with traffic and follow car laws. Adding a bike lane against traffic only creates confusion, and confusion reduces safety. It is also 100% unnecessary, given that a block west is the rail trail bike path, and a block east is Roosevelt with beautiful wide bike lanes on both sides. There is zero reason to put a wrong way bike lane on Tyler. I'd also like the parking moved to the west side, again for safety reasons. Fewer driveways to infringe upon on the west side.
I don't understand how this is ONE WAY NORTH??!!! you are asking me to approve a BIKE lane going in the opposite direction from NORTH. Does not make sense!
no sidewalk on other side?
Lack of sidewalk on the opposing side.
one way car lane, two way bike lane is confusing
We need two way traffic for cars. Sidewalk on only one side could result in people walking in the bike lane. Why are bikes being prioritized?
Bad idea. The only one way street in the area.
only one-way traffic, no sidewalk on the west side
No precedent?
No parking or sidewalk on one side
There needs to be sidewalks on both sides
Looks too commercial.
No pedestrian facilities on one side
Sidewalks on only one side, traffic being moved to a different street (in order to go south)
only one sidewalk, could replace parking with a second sidewalk
Noise , Noise . Now I can hear every Conversation. Drunks singing, people on motorcycle s, people riding bikes , talking, laughing , foul language, gossip . I can't afford to live anywhere else . Live only on Social Security. Seldom have had 8 hours sleep.
Why one way?
Bike lane flowing against traffic. Completely counter to all cycling training.

<b>What concerns you about option 2?</b>
There is not sidewalk on one side of the road - very inequitable for the businesses on one side of the street. Some space on the road is not used. This is not efficient.
Need 2 way traffic
One way traffic would be inconvenient. I don't see a need for two bike lanes.
None
It's a one way street for automobiles and pedestrians which impacts automobile traffic flow and restricts to pedestrians to one side impacting access.
Bikes should not be prioritized over cars in regards to dedicated space. There is only 1 sidewalk
Nothing.
Traffic congestion
Do not desire one way traffic.
Nothing
Maybe make the parking next to traffic and biking next to pedestrians so cars protect bikes and people rather than hitting them potentially. Think nyc, dc or Santa Barbara in terms of design where biking and pedestrians are more welcomed
only a sidewalk on one side
don't like the conversion to one-way
Lack of safety. One way traffic speeding How will seniors walk out with no sidewalk on the west side??? It is already difficult for the elderly to cross the street
Traffic only goes one way
One lane one way street. Sidewalk on only one side. Parking on only one side. If one lane road, I'd like parking on BOTH sides until the City builds alternative parking for locals to be able to frequent Village shops and restaurants.
People will have to pay attention to a new one way street
Only one way
ALL OF IT
Confusing. accidents
None.
one way traffic

<b>What concerns you about option 2?</b>
This is my preferred option
Bike lane between cars, sidewalk only one way
No need to restrict traffic to one direction.
Making it one way to traffic won't detour cyclists from going both ways
changes the dynamic of our town and that whole area will add more confusion and congestion
People may be confused on the direction if there is not proper signage saying it is one way.
Pedestrians
one bike lane doesnt have a buffer area between it and the car lane
One way is always confusing and a hassle
Have one way bike lanes.
Sidewalk only on one side; replacing parking with sidewalks on both sides would be preferable
One way
I have hardly ever seen a bicycle on Tyler Street. We don't need separate bike lanes in an area without bikes. There are also few pedestrians.
The sidewalk on one side only. One-way street could create more traffic for those unaware of exactly where they are going.
one way limits accessibility
Not so pretty
The width of the road. Bike lanes are not necessary because a bike path is west of the road. Sharrows should suffice for bike riders on the short roadway.
Not two ways
Little traffic so no need one way. No need bike lanes, there is the rail trail literally feet away.
Bikers are going to go all over, as they double-up, ride with family, etc. I also think the one-way aspect of the street will create undue traffic from people having to circle the block. And, in looking at the option with 3, I think it would be better for the residents if the parking is on the other side to make it feel more open for them.

<b>What concerns you about option 2?</b>
1. Bike lanes in both directions is 100% contrary to bike laws. Cyclists are supposed to follow car laws, as in go with the flow of traffic, not against it. Having bike lanes in both directions, on a one way street, creates confusion. Confusion diminishes safety. Cyclists already have nice wide bike lanes a block away, on Roosevelt. They don't need to ride both directions on a one way street. 2. Parking on the east side. There are many more driveways on the east side than the west. Parking in the west side, instead of the east side, would create safety.
Increased Traffic on Roosevelt and Chestnut for vehicles entering Tyler St Residents should be able to access safe pedestrian sidewalks on both sides of street
This will be a disruption to the current traffic flow and add more traffic to Roosevelt St. Roosevelt is already used as a thoroughfare between Village Dr and Tamarack.
I am not in favor of one way traffic
Two many bike lanes on such a small street.

<b>What works for you in option 3?</b>
Seems more realistic, if there is speed mitigation Sidewalks on both sides If speed limits is low enough Shared space in the middle
Good – Most traffic comes from east, he gets east to west + crossing there can be difficult Moving parking to west side is great Since cyclists already share lanes currently isn't a change which avoids confusion One sidewalk could be okay Right now you can be more easily seen walking in street (dangerous w people pulling out of driveways)
SIDEWALK: favors sidewalks on both sides PARKING: favors inclusion of parking, but should be on both sides TWO-WAY: business owners and property manager prefers two-way street to cater to businesses and loading; residents prefer one-way for safety and less perceived traffic
Like the idea of the sidewalk on the west side
It is a typical traffic scenario, so it works.
Sidewalk on both sides of street and no overhead power lines over sidewalks
Being able to drive both ways on Tyler Street. Having sidewalks that are protected and safer for pedestrians by having the curbs.
Maintaining 2-way traffic. Raised sidewalks seem safer for pedestrians than just having decorative paving.
I like west side parking better. Love sidewalks on both sides
Maintains existing parking and car access in both directions.
I like that there is a graded sidewalk on both sides of the street.
Sidewalks on both sides.
-Sidewalks with curbs on both sides of the street.
Maintaining sidewalks on both sides is important, as well as parking.
Stupid. Waste of taxpayer money. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
keeps traffic flowing both ways
Nothing
I prefer this option.
The street works better as it is, this is not needed. Where is option 4 - which is add a short stretch of sidewalk from the senior Tyler apartments to Chestnut on the Westside so those residents can access rail trail instead of going in the street on that very brief stretch in front of just one property instead of ripping up the whole block as a needless & expensive project???

<b>What works for you in option 3?</b>
flip the parking. should be on side with senior housing. I think its the east side. Consider no formal sidewalk on west side and an extra wide sidewalk on the east side.
Sidewalks on both sides of the street. Sidewalk width on the west side.
Parking. Sidewalks on both sides.
Nothing
Add sidewalks
walking, traffic both directions, bike share
Two sidewalks.
I like the parking on the left side for more visibility, if the Boys and Girls Club is on the left.
2 way traffic Sharing with bikes as it seems many bike riders don't follow the rules of the road.
Simple plan. Keeping with original layout
Nada
sidewalk on both sides
sidewalks, parking
Parking on one side is fine.
Provides the best balance of use for the roadway and walkways while supporting shared lane usage for bicycles.
West side pick up at Tylor court
Sidewalks on both sides of the street
Parking is closer to businesses
Sidewalks on both sides of street
Good plan, everything encompassed in one.
Sidewalks and parking
Nothing
greater vehicle flexibility in maintaining two-way traffic
There are sidewalks
What do the residents want on this street? Ask them
something for everyone
This is my favorite option by far!! Two way traffic. Raised sidewalks. Street parking. (I would also be ok if there was only one side walk and one bike lane.) I also think that this section is short and slow enough that cars and bikes sharing a lane would be fine.
Nothing works

<b>What works for you in option 3?</b>
Sidewalk , parking, two way car traffic
two sidewalks is good. two way traffic is good
Sidewalks with curbing.
Simple, has parking, has sidewalks on each side.
Nothing
Sidewalks on both sides.
Same things as in Option One. Plus seems it would be more economical as it doesn't involve "decorative" paving.
Tyler is not a high volume street. Having bikes and cars share the road makes a lot of sense.
sidewalks and parking
Parkin on west side of street and 2-way traffic. This is really the only good option for us.
Sidewalks
Beach Parker's don't have to cross the street.
To a traffic is still an option and bikes share the road with cars. It is a very short distance and not very congested with cars or bicycles.
I do not prefer this option
Traffic is worsened, curbs still in for sidewalks
Side walks are important for the safety of all.
Parking on the west side, as there are fewer driveways on the west side.
sidewalks on both sides, parking availability,
- Similar to other areas of Carlsbad - helps with multi-modal safety
This is the least confusing option for travel by any mode
Two way traffic, sidewalks on both sides
two-way traffic, separations for sidewalks, sidewalks on both sides.
2 sidewalks
Sidewalks on both sides
Sidewalks
Pedestrian facilities
sidewalks on both sides
Two sidewalks
None
Less traffic

<b>What works for you in option 3?</b>
wider sidewalk. Simpler bike management. A dedicated bike lane is not worth the expense for such a short distance.
Parking is okay - using all the space
Two way traffic. Sidewalks on both sides
Two way traffic
Nothing. Not an improvement for safe biking.
Pedestrian access in both directions.
Still has flexibility between cars and bikes
Nothing. Excessive car and foot traffic for a narrow street, would be very unsafe.
Ok
All of it.
Nothing
Not much
This is a pedestrian area a walk into the village! We need these Sidewalks on both sides. People who live on both sides of the street deserve to be able to walk out safely. It is good that traffic slows for bikes.
Sidewalk access
Bikes share lanes with cars.
Nothing
Sidewalk both sides
2 sidewalks
sidewalk both sides
Nothing
None.
works for me too
Nothing
Nothing.
Sidewalks on both sides. I like that fact that cyclists and motorists share the same space. It's a very low traffic street.
it is not a huge change and still two ways
sidewalks on both sides - but still think option 2 is best
Sidewalk
Two lanes for pedestrians
wider sidewalks are good

<b>What works for you in option 3?</b>
Offers everything needed
Sidewalks on both sides
Sidewalks
I like option 3
Nothing again.
Yes, I would choose option 3
Designated sidewalks on both sides. Designated parking. Shared bike lane moving parking to west side is the most important/crucial thing, greatly improves safety and visibility when entering Tyler from the east, where most traffic comes from
New sidewalk
No
Sidewalks and two way traffic are essential
Best of 3 unnecessary options.
Love that the parking is moved to the other side, and the cars and bike share the road. Overall this is my fav of the 3 options as is.
Moving parking to west side, where there are fewer driveways to infringe on.
Ok along with option one
sidewalks on both sides!
Wide sidewalks vs narrow sidewalks
It's better than option 2 but lesser than option 1
I like the raised curb sidewalks. I am in favor of bikes and vehicles sharing the same lanes. Traffic is generally light along Tyler street.
Nothing.

<b>What concerns you about option 3?</b>
No point in moving the parking Property owners can address their own parking Creates less parking overall (starred) Don't want to lose parking (starred) Just not realistic – Looks like adding space that doesn't exist Chestnut is also missing a sidewalk What are pros/cons 1 & 3 Aesthetic choice Dips on sidewalk
Pedestrian access is a big concern + right of way is big concern Sidewalks on both sides are good if they fit but concerned about limited space
<b>SIDEWALKS ON BOTH SIDES PARKING ON BOTH SIDES DEDICATED LOADING ZONE</b>
One way street is bad idea due to blind spots Trucks unloading and blocking the entire street/no way around them Don't like this option
Don't like the idea of parking on the west side, as this may lead to people parking in front of Tyler Court Apartments Would like to see red curb in no parking areas Business owner (Leucadia Towing) concerned with parking on west side, may make getting trucks in/out difficult Would be nice to have the sidewalk on the east widened slightly How is the city going to account for growth along the west side? Need additional parking enforcement
Will the businesses on the east side have a loss of foot traffic and be harmed?
Shared bike/car lanes. Just not safe for bikes due to prevalent drivers in a hurry in the Barrio
Making sure people are driving safely in their cars and are attentive to bikes that would be sharing the lane (for the safety of the cyclists).
Moving parallel parking to the west side. I'm not sure what the purpose would be. Might make ingress and egress to parking lots for businesses on the west side more difficult.
Street is not wide enough for two way traffic, sidewalks on both sides and parking on one side.
Not enough parking, narrow sidewalk (pathway) on one side
I do not like that the bikes still have to share the road with the vehicles.
Should allow 2-way bike paths.
It's too busy
I really don't like the shared lanes for bikes and cars along the entirety of Tyler Street. I think drivers get frustrated at going 10-15 mph.
The share lanes for bikes and vehicles, particularly in this location, are problematic. This will create unsafe conditions for all involved.

<b>What concerns you about option 3?</b>
Stupid. Waste of taxpayer money. Is the city official orchestrating this action looking for votes, or a talking point for the next election ?
Nothing
Shared roads do not work. Bicycles need their own lanes and MUST stay in those lanes.
Bicycle safety.
Not much.
Waste of money & how will trucks get in the Tea place?
sharing a lane with bikes
parking on wrong side. need for sidewalk on west side and having the room to make an 8 foot sidewalk on the east side plus bulb-outs at the corners.
Amount of space dedicated to vehicles. Lack of dedicated bike infrastructure. Earlier images showed trees between the parking spaces but not shown here.
If there is a high volume of vehicle traffic it may be less safe for bikes.
Not safe
See concerns on opt 1 - 2
Nothing special about this option. If they put decorative pavers like option 1, then this would look much better
no parking on south west side
No space for cyclists.
The priority needs to be the safety of the children at the Boys and Girls club. I've seen parents do stupid stuff on Oak Street that causes issues with other cars and child safety.
As above
unsure at this point
Bikes and cars together.
shared space for bikes and cars.
bikes and cars sharing lanes
I don't like sharing bike lanes with cars
Only need sidewalks on one side of street
Shared lanes will work if the speed limit for the road is reduced. Otherwise, it's going to create issues with vehicular traffic stuck behind slow moving bicyclists.
Limited parking?
Bikes and cars not separated
Shared bike-car lanes
Cars and bikes sharing the road

<b>What concerns you about option 3?</b>
No street parking for residents on east side, shared bike lanes
No clear cross walk area.
I'd sacrifice a sidewalk on one side in favor of more parking.
Accidents
Carlsbad drivers are not good at observing bike share lanes in narrow streets - they pass me all the time on the Palomar bridge over the tracks, even with a double yellow line
No one is going to bike in a shared lane with cars. This is a terrible option.
Dangerous to have shared driving lanes!!!
One way not needed
More accidents with cars and bikers as the jockey for position
shared lanes aren't fun on bikes
Nothing
Same as option 1, except parking now on west side. No aesthetic improvement. I'm not a fan of curbs.
Having bikes & cars "sharing" lanes is a bad idea.
shared bike/car lane is dangerous. not all car drivers understand the concept of sharing a lane unfortunately.
Shared lanes for cars and bikes. Don't do anything to this street if you cannot make it safe for everyone (drivers, bicyclists and pedestrians).
As long as the "sharrows" are clear that bicycles are expected to ride in the center of the lane, nothing.
Shared lanes are a accident/ death waiting to happen
Cars might not share the road with bikes.
Nothing
shared bike and car lanes just doesn't work
Sharing road with bicyclists, who are totally inconsiderate of cars wanting to go more than 5 miles an hour. Easier to live with than other options
Looks like any other street
No dedicated bike lanes. I'd prefer #2 with west side parking.
What concerns me with option three is that parking is being removed from one side of the street.
Moves parking away from residences.
Nothing
Not sure about changing up the parking is necessary

<b>What concerns you about option 3?</b>
Tyler is narrow. Is there really room for continuous sidewalks on both sides, plus two way traffic? We already have two way traffic, shared by bikes and cars, parking (albeit unenforced) On only one side, and a sidewalk on only one side, and we often still need to pull over to let an oncoming car squeeze through. Narrowing the road by adding sidewalk to the west side just doesn't seem to fit.
cars and bikes in same lanes
Not much; this seems like the best option.
cars and bikes in same lane, but if it works on 101 Leucadia, I guess it can work in what amounts to an alley.
Bikes sharing lanes with cars never works. A car does not want to go 10 mph behind a bike. It always ends up where the car tries to pass the bike. Plus, it is unreasonable to ask cars to drive behind bikes which go much slower.
Reduces parking.
sharrows instead of bike lanes, parking on the wrong side,
No parking on east side
Shared space for bikes.
Safety in shared bike lanes.
Sharrows are a lazy design and not bicycle friendly.
Nothing
No dedicated bike lanes
Noise
Bigger sidewalks preferred over parking
is it wide enough? Can the sidewalks be widened more?
The Shared space idea seems like it would cause a lot of accidents, and disrupt traffic.
Need angled parking for more cars
Everything.
Bikes and autos sharing lanes is dangerous and other than above have no positive of this option.
Asphalt in this area is generally hot and uncomfortable.
Car traffic, foot traffic, car parking, street not wide enough to accommodate all traffic patterns.
But still prefer one
Nothing.
Again shared lanes
Not share the lane

<b>What concerns you about option 3?</b>
changing things around
Nothing.
No safe space for bikes. There is no point in changing where the cars park. That doesn't seem like it serves a purpose for any reason at all. It seems like making more work
NO PARKING. Why such wide sidewalks?
Cars and bikes sharing. Purpose of moving parking from one side to the other??? People can use sidewalks on one side.
Shared bike lane
Is it wide enough for all of this?
parking on west side
YOUR ALLEGIANCE TO BIKES WHY ARE WE PAYING FOR ALL THESE SURVEYS WHEN YOU DON'T LISTEN TO YOUR RESIDENTS????
Someone is going to get killed
Worst ideas ever. Mixing bikes and cars in a "Shared" lane is not safe.
No decorative paving
Bikes in the same lanes as cars isn't as safe.
Shared bike and car, nope
No need for one way street here. Not busy.
Parking should remain on the east side in front of the homes & residences.
a lot of time money and energy for no big difference
bike share lanes are confusing for a lot of people that have never seen them and Carlsbad has lots of non-resident traffic
Looks crammed to accommodate for all directions, vehicles, and pedestrians.
Not enough space for bicycles
no dedicated bike lane
I don't like bikes in driving lanes.
Cars and bikes share space
Wider sidewalk on one side is better option.
There is no need for sidewalks on both sides of the street when there are hardly any pedestrians. Don't fix what ain't broke.
I see this as the best option and don't see a drawback with sharing bike and driving lanes. It's a small street and should serve all parties.
may not be enough room to add sidewalk on the west, but a minor issue compared to moving the parking to the west side
Not so pretty

<b>What concerns you about option 3?</b>
Road width. Mixed use for traffic. Narrow sidewalks. Improvements are for tomorrow, not the present time. Increased traffic will create more unsafe conditions.
N/a
Could use money on more urgent traffic issues in Carlsbad. Buy more quality green paint for bike access lanes. Just painted areas from several months ago is fading fast and soon to be low visible. Repaint with high quality street paint.
Not a concern, but I just wonder if you really need a sidewalk on both sides versus extending the walking area on one side to make it bigger for people (especially if you were going to make it more tiled/decorative).
Tyler is narrow. Is there really room for sidewalks on both sides?
Limiting on street parking and more multi residential units being built without parking. No one buys a million + dollar unit and doesn't own a vehicle
It's better than option 2 but lesser than option 1 for reasons stated above
I am fine with maintaining parking on the East side of the Street.
Street lighting is non existent per se, so putting bikes and cars in the same lane is problematic.

## D. Other comments

Public Comment



LISA RANFT

name | organization

email

phone

street address

ST

92008

ZIP

Comments

THE CITY OF CARLSBAD COULD  
MAKE A BOATLOAD OF \$ BY  
ENFORCING THE NO PARKING  
ON TYLER ST.  
THANK

Public Comment



Regina Jones

name | organization

email

phone

street address

zip

Comments

→ S.S. @ Pine <sup>on</sup> Tyler

→ a speed bump on  
Tyler bet. Walnut/Pine  
'slow down speeders'

continue on back if needed >

Lisa Tracer

[REDACTED] to

[REDACTED] Carlsbad, CA  
92008

I vote for A -  
no curbs, flat  
because I use a  
walker + am  
handicapped.

[REDACTED]

Please allow  
us to vote by  
computer as my  
spine is unable  
to sit or stand  
for more than a  
few minutes. Thank  
you!

---

**From:** Lisa Ranft [redacted] <[redacted]@carlsbadca.gov>  
**Sent:** Thursday, May 4, 2023 8:07 AM  
**To:** Communications <Communications@CarlsbadCA.gov>; Nick Gorman <Nick.Gorman@carlsbadca.gov>  
**Subject:** Re: Changes proposed for Tyler Street. Your input wanted.

Tyler St should be ONE WAY, northbound, with bike lane in NORTH direction only.

Cyclists need to follow proper, established cycling laws, which state they ride WITH the traffic flow/direction, NOT against the flow. Bike lanes in both direction only encourages cyclists to not follow the rules/laws, and creates confusion. Confusion reduces safety.

Tyler is narrow, and mixed use, so the northbound one way is the best solution for those of us who live on Tyler.

Thank you,  
Lisa Ranft  
[redacted] <[redacted]@carlsbadca.gov>

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**From:** Peter Taylor <[redacted]@carlsbadca.gov>  
**Sent:** Thursday, May 4, 2023 8:22 AM  
**To:** Communications <Communications@CarlsbadCA.gov>  
**Subject:** Re: Changes proposed for Tyler Street. Your input wanted.

Another Matt Hall boondoggle!  
Many more important streets than Tyler.

Peter R Taylor  
Email: [redacted]  
Cell: ([redacted])

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**From:** Tim Hauck <[redacted]@carlsbadca.gov>  
**Sent:** Thursday, May 4, 2023 8:39 AM  
**To:** Communications <Communications@CarlsbadCA.gov>  
**Subject:** Re: Changes proposed for Tyler Street. Your input wanted.

Good for Tyler Street.

How about improving Hemlock Ave? Pretty cheap fix. Send the cops by once or twice a week and ticket the people who illegally park their boats, trailers and oversized vehicles? This street is a de facto beach parking lot and we get no help from the city.

---

**From:** Joe Sardina <[REDACTED]>  
**Sent:** Thursday, May 4, 2023 9:18 AM  
**To:** Communications <Communications@CarlsbadCA.gov>; Council Internet Email <CityCouncil@carlsbadca.gov>  
**Cc:** Melanie Burkholder <Melanie.Burkholder@carlsbadca.gov>  
**Subject:** Re: Changes proposed for Tyler Street. Your input wanted.

My preference for Tyler Street would be Option A.

~ Joe Sardina  
[REDACTED] 92008

---

**From:** Bob Sukup <[REDACTED]>  
**Sent:** Thursday, May 4, 2023 4:52 PM  
**To:** Communications <Communications@CarlsbadCA.gov>  
**Subject:** RE: Changes proposed for Tyler Street. Your input wanted.

Carlsbad Communications,

I am going to be out of town on May 17<sup>th</sup>. Can I send comments in on this email regarding Tyler Street or is there another email I should use. Maybe I should send an email to Tom and Nathan.

Thanks,  
Bob Sukup  
Civil Engineer  
[REDACTED] (m)

---

**From:** wana43@aol.com <[REDACTED]>  
**Sent:** Tuesday, May 16, 2023 6:02 PM  
**To:** Communications <Communications@CarlsbadCA.gov>  
**Subject:** Re: May 17 - Tyler Street public input meeting

option C makes more sense. less disturbance to how things are now. Pedestrian accommodations are all important in a village where walking is prioritized and advertised

Allan Wanamaker  
[REDACTED]  
92008

From the Desk of

**Roger Remelius**

4-24-23

Dear Mr. Gorman,

I am a apartment resident on Tyler St. responding to your recent letter requesting input.

My suggestion would be for a consideration of a partial one way direction for the 3300 block of Tyler St (at least), allowing parking on both sides of the street where apartment buildings are most congested.

Then apply decorative paving & discretionary priorities for bicycles & pedestrians as per needed for the most constructive solutions for maximum improvements.

Please feel free to contact me for any further inputs.

Best Regards,  
[Redacted Signature]

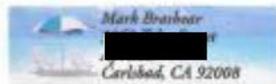
Mr. Gorman,

I opt for option B.

Sincerely,

Mark Brashear

4-20-2023 April 18, 2023



Changes proposed for Tyler Street. Your input wanted.

Dear neighbor,

option B sounds good



William Hart <[redacted]>  
To: Nick Gorman

Reply Reply All Forward ...

Thu 4/20/2023 11:54 AM

I've lived on Tyler Street for 25 years. Good idea making Tyler Street one-way.  
Thanks, Bill Hart

Prefer Option B for Tyler Street



Kristina Foss <[redacted]>  
To: Nick Gorman

Reply Reply All Forward ...

Mon 5/1/2023 2:44 PM

Dear M. Gorman,

I own [redacted] Tyler street and recently received the letter from the city requesting feedback on redesigning Tyler road.

If Tyler could become a one-way road with parking on just the one side, that is preferable.

Thank you for your time,

*Kristina Foss, Esq.*  
Managing Member,  
**Awesome Realty, LLC**  
California Real Estate Broker  
Lic# 01741186

Proposed changes for Tyler St. input



Lily Pomonis <[redacted]>  
To: Nick Gorman

Reply Reply All Forward ...

Tue 4/25/2023 12:08 PM

Dear Nick,

The change for Tyler St. I like is option A.

Lily Pomonis  
[redacted]

Tyler St should be ONE WAY, northbound, with bike lane in NORTH direction only.

Cyclists need to follow proper, established cycling laws, which state they ride WITH the traffic flow/direction, NOT against the flow. Bike lanes in both direction only encourages cyclists to not follow the rules/laws, and creates confusion. Confusion reduces safety.

Tyler is narrow, and mixed use, so the northbound one way is the best solution for those of us who live on Tyler.

Thank you,  
Lisa Ranft  
[redacted]

## RE: TYLER STREET



Gerry Nance <[REDACTED]>  
To: Nick Gorman

Follow up. Start by Monday, May 1, 2023. Due by Sunday, May 7, 2023.

Reply Reply All Forward ...

Thu 4/27/2023 5:18 PM

Nick Gorman  
Associate Engineer  
[nick.gorman@carlsbadca.gov](mailto:nick.gorman@carlsbadca.gov)

RE: TYLER STREET

I've live in TYLER COURT SENIOR APTS since 2010.

TYLER STREET is a NARROW, SLOW and QUIET street, compared to ROOSEVELT.

Walking on a sidewalk that crosses aprons is not fun, I'd rather walk on smooth pavement. Joggers, bicycles, eCycles use the pavement.

There is no need for a SHARROW or centerline.

Transitions from pavement to TYLER COURT need to accomodate people with a cane, crutches, a walker, mobility scooter, wheelchair, EMT gurney, etc., so a wide area for loading and unloading is needed.

A 911 call usually brings both ambulance and fire truck from the north, so one way north won't work.

Parallel parking eats up more curb space. Angular may be better, and mostly on one side of the street or the other, except at TYLER COURT.

Maybe replace curbs with stylish BOLLARDS?

Add some benches seats every 75 to 100 feet?

Need to accommodate police, fire, EMT and delivery (Amazon, Pizza, UPS, USPS).

Need to accommodate TRANSIT LYFT, SENIOR CENTER SHUTTLE.

Do your plans include UNDERGROUND UTILITIES? Except for the WATER pipes at 3305, removing the utility poles would open the right-of-way.

Maybe replace wood utility poles with thinner metal or concrete poles?

I see (in Barrio Master Plan) a roundabout at WALNUT and ROOSEVELT and a westward pedestrian access to the beach over the tracks at WALNUT, but CHESTNUT is better.

Between the marathons, street fairs and summer beach crowds, I predict improved cross-tracks access to barrio parking may attract more tourism.

So, how about: two-way traffic, parallel parking on the west side and front-in angular parking on the east side.

Tyler Court keeps a GREEN CURB, but maybe a bit longer for "landing-take off" approach pattern.

The more I think about it: It's working ok as it is with people parking parrallell, wide EMT/FIRE/UPS vehicles can get through.

Well, you have a job to do. I wish you luck.

Sincerely,

Gerry Nance,  
[REDACTED] Carlsbad, CA

## Tyler Street Changes Meeting



Larry Peifer <[REDACTED]>  
To: Nick Gorman  
Cc: Larry Peifer

Reply Reply All Forward ...

Thu 5/4/2023 10:49 AM

I can't attend the community feedback meeting for Tyler Street coming up on Wednesday, May 17. I do have input that I would like made at the meeting.

I believe that all three options are unnecessary. Reasons being there's already the RailTrail one block over for walking and riding, and there is easy accessibility from both ends of the Tyler Street proposed changes. I ride my bike thru there frequently. Also, I know that on the east side of Tyler Street there is a nice sidewalk already in existence. so people who need walking access can easily use that side of the street. In my opinion in summary, this is an in unneeded and unnecessary change and the city can put the project money to better use elsewhere.

Larry Peifer

[REDACTED]  
Carlsbad, CA

## Tyler Street changes



Rob Shapiro <[redacted]>  
To: Nick Gorman  
Cc: Ghazaleh Parsa

Reply Reply All Forward ...

Sat 4/29/2023 7:58 AM



Hello Mr. Gorman,

We recently received a notice from you about a potential change to Tyler street (attached). We agree completely that changes need to be made to improve the safety on the street.

Our home is on the corner of Tyler and Pine and we walk down Tyler almost every day and drive on it every day. In fact, just the other day while walking on the sidewalk on Tyler, I was almost hit by a vehicle entering the street from the parking lot of the Boys and Girls club.

Of the three options, we would **strongly** support Option C from your letter. This would involve keeping two-way traffic, adding sidewalks on both sides of street and moving the parallel parking to the west side of the Tyler.

We believe this would optimize both safety and transit on Tyler. Sidewalks on both sides would allow much more safety in walking down the street and a sidewalk on the west side allows walking on the less-busy side where there are less vehicle entrances to the street. Since the vast majority of the traffic on Tyler enters from the east side, moving the parallel parking to the west side of the street would greatly improve visibility for drivers entering the street from the east side. We enter the street every day from the east side and it is extremely difficult to see crossing vehicles and pedestrians on Tyler.

Please feel free to call me to discuss any of these issues at [redacted]

Thank you,  
Rob Shapiro and Ghazaleh Parsa

## Tyler Street proposal



Regina Jones <[redacted]>  
To: Nick Gorman

Reply Reply All Forward ...

Sat 4/29/2023 8:34 PM

Hello Nick,

My vote is to have sidewalks on both sides of the street. I live on Tyler Street. Many seniors walk up/down the street regularly. Some on mobile scooters. There are also people on Tyler Street walking with a baby stroller regularly.

It would be safer to have sidewalks in my opinion. As a certified Driving Instructor, I notice traffic doesn't slow for anyone in a bike lane, whether it's a pedestrian or a bike. (I quit riding bikes on the road after starting this job 16 years ago, as I see so many bicycles hit by vehicles).

Thank you Nick!

Respectfully,  
Regina Jones

Resident Name	Form of Communication	Input
Tom Mulligan	Phone	<ul style="list-style-type: none"> <li>- Also likes option B (one-way) with the bike lanes, but would be interested if we could include the decorative pavers in this option. Generally supports the one-way though.</li> </ul>
Gloria	Phone	<ul style="list-style-type: none"> <li>- makes it hard to see and hard for two-way traffic</li> <li>- Loading in front of the apartment building can be hard to use due to</li> <li>- Can we make the loading area longer?</li> <li>- Priorities: 1) pedestrians on both sides 2) parking on both sides is an issue.</li> </ul>
Gil Alvarado	Phone	<ul style="list-style-type: none"> <li>- amount of utilities.</li> <li>- Against parking on both sides</li> <li>- Has noticed issues with two-way traffic with the high volume of trucks, making it difficult for both vehicles to pass.</li> <li>- Would like to see crosswalks at Walnut Ave &amp; Pine Ave along Tyler Street</li> <li>- Recommends 3-foot path on each side for bikes/scooters for seniors, etc</li> </ul>
Matt Hall	Phone	<ul style="list-style-type: none"> <li>- Tyler Street.</li> <li>- Mentioned as well that some of the auto repair shops have vehicles towed and dropped on the street, then push the vehicles into the shop.</li> </ul>
Jasmin	Phone	<ul style="list-style-type: none"> <li>- Discussed the different options, wanted to see them before the meeting May 17th.</li> <li>- noted that there are a lot of new residents/older residents in the area</li> <li>- number 1 concern is the safety while walking in the village and barrio</li> <li>- Noted that she walks a lot on Tyler Street and chooses not to walk along the existing sidewalk on the east side because it is so narrow and there are so many driveways.</li> </ul>
Susan Whitten	Phone	<ul style="list-style-type: none"> <li>- Preference for one-way with sharrows along the travel lane</li> <li>- Leave parking on the east side</li> <li>- Does not want parking on the west side</li> <li>- The biggest problem is Budha Tea employees all park on Tyler Street</li> </ul>

## E. Business feedback

Tyler Street Business Questionnaire

Name: Vicki Beato	Business: WSH management	Date: 5/3/23
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What is your biggest concern today along Tyler Street?

Parking, train horn, need more parking

What size of trucks access your site? What is the largest size of truck?

If ever, how do trucks access your site?

If ever, how often do trucks load on Tyler Street?

Would conversion to a one-way street impact site operation? If so, please explain how?

Yes, it wouldn't work, congested, older community deliveries w/ decent sited trucks, Park on side of road

Anything else you would like to share with us about Tyler Street in general?

Name: Sharon

Business: Superior Restoration

Date: ~~5/3/23~~

What is your biggest concern today along Tyler Street?

→ owners concern people parking illegally  
[call later]  
↳ parked on west side

What size of trucks access your site? What is the largest size of truck?

→ largest truck = box truck

If ever, how do trucks access your site?

- yard in back - mitigation trucks enter/exit
- 3 trash dumpsters → trash trucks come on-site to get trash

If ever, how often do trucks load on Tyler Street?

• Trucks always pull in on the site

Would conversion to a one-way street impact site operation? If so, please explain how?

→ NO opinion on any options

Anything else you would like to share with us about Tyler Street in general?

760

Tyler Street Business Questionnaire

Name: Andrea

Business: Public Storage

Date: 5/3/23

What is your biggest concern today along Tyler Street?

Space on the street. People complain they can't bring their big trucks. Always busy and people have to wait on street.

What size of trucks access your site? What is the largest size of truck?

no sure of truck sizes

Public  
Storage  
(760) 691-1969  
Tyler Street

If ever, how do trucks access your site?

Trucks that come, if they are bigger will have to park on the street. Depends on the day, most people like to move on the 1st of the month.

If ever, how often do trucks load on Tyler Street?

~~once~~

Every day but mostly around 1st of month

Would conversion to a one-way street impact site operation? If so, please explain how?

Thinks there would be more traffic but could benefit their site

Anything else you would like to share with us about Tyler Street in general?

Tyler Street Business Questionnaire

Name: JOE

Business: lacada towing

Date: 8/3/23

What is your biggest concern today along Tyler Street?

People still parking on ~~the~~ west side when it's not allowed

What size of trucks access your site? What is the largest size of truck?

Tow truck flat beds - they back in  
23-24 feet long

50 feet longest - Park down ~~on~~ on Tyler

If ever, how do trucks access your site?

Tow trucks go NB on Tyler and back into business

If ever, how often do trucks load on Tyler Street?

every day

Would conversion to a one-way street impact site operation? If so, please explain how?

wouldn't really impact them, they are ~~to~~ already @  
going NB to access business - not a fan though

Anything else you would like to share with us about Tyler Street in general?

NO Bike Lanes, totally ~~ob~~ obstruct operations

Tyler Street Business Questionnaire

Name: Brian

Business: Fix Auto

Date: 5/3/23

What is your biggest concern today along Tyler Street?

Blind spots gang NB/SB

What size of trucks access your site? What is the largest size of truck?

Tow truck size

If ever, how do trucks access your site?

Use Tyler then go down ally way  
Also come down Pine to Tyler

If ever, how often do trucks load on Tyler Street?

Two ~~more~~ trucks come everyday

Would conversion to a one-way street impact site operation? If so, please explain how?

expressed concerns that the Boys & Girls Club block the street & if the street was converted to one-way NB, they may get blocked in

Anything else you would like to share with us about Tyler Street in general?

Tyler Street Business Questionnaire

Name: John Business: Carlsbad Mercedes / Volvo ~~dealer~~ Service Date: 5/3/23

What is your biggest concern today along Tyler Street?

Parking in front of Property

**CARLSBAD VILLAGE INDEPENDENT  
MERCEDES & VOLVO SERVICE, INC.**  
3293 Roosevelt St. Carlsbad, CA 92008



John D'Andrea  
(760) 434-1348  
cmvs1@sbcglobal.net

What size of trucks access your site? What is the largest size of truck?

They do have ~~one~~ oil trucks that come. Pull into  
from Roosevelt and leave out to Tyler or they park on  
Tyler in front of their drive way



If ever, how do trucks access your site?

If ever, how often do trucks load on Tyler Street?

Oil trucks come either once every two weeks  
waste pick up once every 2 months

Would conversion to a one-way street impact site operation? If so, please explain how?

They like the concept. Better to keep parking  
would possibly impact trucks but is fine w/ that

Anything else you would like to share with us about Tyler Street in general?

People park outside of their gate

Name: Jodi Winter

Business: Buddha Teas

Date: 5/3/23

What is your biggest concern today along Tyler Street?

How trucks get into their<sup>to</sup> business, already  
having trouble getting in.

What size of trucks access your site? What is the largest size of truck?

Semi Truck size

If ever, how do trucks access your site?

Pull into Drive then back into Parking lot  
Always Park ~~into~~ Parking Lot

If ever, how often do trucks load on Tyler Street?

multiple times a day

Would conversion to a one-way street impact site operation? If so, please explain how?

Potentially impact, trucks come SB toward  
business

Anything else you would like to share with us about Tyler Street in general?

- AS long as trucks can get in -
- renters so not a forever space

Tyler Street Business Questionnaire

Name: <u>Dana</u>	Business: <u>Upholstery</u>	Date: <u>5/3/23</u>
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What is your biggest concern today along Tyler Street?

Speeding is a concern

What size of trucks access your site? What is the largest size of truck?

Uhaul sized trucks

If ever, how do trucks access your site?

They roll into parking lot

If ever, how often do trucks load on Tyler Street?

never

Would conversion to a one-way street impact site operation? If so, please explain how?

Yes, Marathon days expose owner of bus traffic  
it would be inconvenience for him personally, delivery  
drivers may be impacted

Anything else you would like to share with us about Tyler Street in general?

Road is just large enough to get by tow  
trucks / semis.

760 517 8955

Tyler Street Business Questionnaire

5/5/23

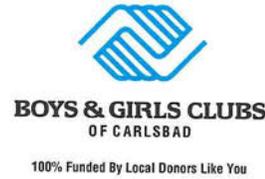
Name: Abby

Business: Boys & Girls Club

Date: ~~5/3/23~~

What is your biggest concern today along Tyler Street?

- Parking is an issue in the area
- operate as curbside pickup/drop off
- all cars parked on Tyler are from tow company
- 250-300 kids per day



ABBY SNYDER  
Director of Clubhouse Operations

3115 Roosevelt Street  
Carlsbad, CA 92008  
Phone: 760-517-8955  
Fax: 760-729-2279  
asnyder@bgccarlsbad.org  
www.bgccarlsbad.org

What size of trucks access your site? What is the largest size of truck?

- Buses North Tyler then to oak to drop off  
↳ NO drop off on Tyler
- Vans parked on patio / garbage service

If ever, how do trucks access your site?

If ever, how often do trucks load on Tyler Street?

Would conversion to a one-way street impact site operation? If so, please explain how?

• would force all businesses to Tyler/Oak,  
would congest that intersection.

↳ 3:00 to 6:00  
    ~  
    buses arrive  
↳ Summer 7:30-10 & 5:00-6:00

→ Against one-way

Anything else you would like to share with us about Tyler Street in general?

Summer Program is very busy  
afternoons are busy  
Patio space opens to Tyler and have vans

Tyler Street Business Questionnaire

Name: <u>Kevin (owner)</u>	Business: <u>Auto care</u>	Date: <u>5/3/23</u>
----------------------------	----------------------------	---------------------

What is your biggest concern today along Tyler Street?

TOW truck traffic

There are two more tow lots behind Auto care so there is always tow trucks.

All ~~trucks~~ cars being towed come behind this business can barely fit alleyway parallel of business

What size of trucks access your site? What is the largest size of truck?

NO ~~trucks~~ trucks at their business, but always passing them or entering alley to fix auto, SR or towing, etc.

Kevin Dotson 760-729-5234



**Auto Care**  
Acura, Honda, Toyota and Lexus Specialists  
Most Foreign and Domestic

3193 Tyler Street, Carlsbad, California 92008  
www.A-1autocare.com kevin@A-1autocare.com

If ever, how do trucks access your site?

big semis have to come SB  
but school bus have to come NB  
trucks also brick the curb, doesn't recommend sidewalks on their side because of that

If ever, how often do trucks load on Tyler Street?

7-6 times a day

Would conversion to a one-way street impact site operation? If so, please explain how?

Not feasible w/ all the truck traffic, type of business here, maybe one day

Anything else you would like to share with us about Tyler Street in general?

No parking on west side, no way it would work.

Buddist tea trucks come from ~~the~~ then back into lot