

From: [Nikki Matosian](#)
To: [Traffic](#)
Subject: FW: Improvements for Avenida Encinas Palomar Airport Road and coaster station discussed at commission
Date: Thursday, May 30, 2024 1:11:17 PM

From: Daniel Boilini <boilini@hotmail.com>
Sent: Thursday, May 30, 2024 1:08 PM
To: Communications <communications@carlsbadca.gov>
Subject: Re: Improvements for Avenida Encinas Palomar Airport Road and coaster station discussed at commission

Take a perfectly fine road and ruin it. Waste money, reduce traffic lanes. Great job!

From: City of Carlsbad <communications@carlsbadca.gov>
Sent: Thursday, May 30, 2024 12:45 PM
To: boilini@hotmail.com <boilini@hotmail.com>
Subject: Improvements for Avenida Encinas Palomar Airport Road and coaster station discussed at commission



City staff will present proposed designs for traffic safety improvements along [Avenida Encinas](#) between Palomar Airport Road and the Poinsettia Coaster Station at the next Traffic Safety & Mobility Commission on June 3.

[Traffic Safety & Mobility Commission](#)

Monday, June 3, 4 p.m.

[Agenda](#)

[Read the staff report](#)

[Watch online](#)

Comment in person on June 3 or email traffic@carlsbadca.gov

The safety enhancements on Avenida Encinas are part of a nearly 2.5-mile segment of the Coastal Rail Trail throughout southern Carlsbad. The southern part of Avenida Encinas, from the coaster station to Carlsbad Boulevard is currently under construction.

[Map - Avenida Encinas traffic safety improvements](#)



Construction update – Poinsettia Coaster Station to Carlsbad Boulevard

Repaving and restriping continues on Avenida Encinas between the coaster station and Carlsbad Boulevard.

Repaving, slurry seal and restriping require several steps:

- Repaving or slurry prep work requires a combination of grinding, striping removal and crack sealing.
- When areas are ready to be resurfaced we try to resurface one side at a time to maintain at least one lane of traffic and access to commercial centers. When one side is done, we switch to the other side.

- The new surface needs a little time to cure before it's ready for new striping, but temporary traffic delineation will be provided.
- Completing all the [striping](#) and markings usually takes between two to four weeks.

Thank you for your patience as we complete this work.

Improvements include:

- Resurfacing and restriping to repair cracks and keep the road in top condition.
- Managing speeding by [restriping driving lanes](#) to appropriate widths and reducing the number of driving lanes between Poinsettia Lane and Windrose Circle.
- Installing a new mid-block crosswalk with a new pedestrian signal at Avenida Encinas and San Carlos Street. This new traffic signal will remain green for cars until a pedestrian pushes the button to cross. Then the signal will blink yellow and turn red to stop vehicle traffic and allow pedestrians to cross.
- Painting new, wider buffered bike lanes with dashed green paint in areas where cars and bikes share the road (usually approaching an intersection to turn right).
- Painting new high-visibility crosswalks and building new ADA-compliant ramps at:
 - Poinsettia Coaster Station driveway
 - Embarcadero Lane
 - Macadamia Drive
 - Raintree Drive
 - Windrose Circle
 - Dory Lane
- Painting new high-visibility intersection crosswalks across Avenida Encinas at:
 - Poinsettia Lane
 - San Lucas Street

- Portage Way
- Ponto Drive
- Carlsbad Boulevard

Avenida Encinas as part of the Coastal Rail Trail

As part of an overall goal of improving traffic safety in the city, Avenida Encinas is being used as part of the countywide Coastal Rail Trail.

The Coastal Rail Trail was initially planned in the 1990s as a continuous bicycle route that would run along the railroad tracks from downtown San Diego to Oceanside. According to SANDAG, logistics, costs and environmental concerns since its original planning have forced some areas of the route away from the tracks and onto side streets such as Avenida Encinas.

Related topics

[Green bike lanes explained](#)

[Designing roads for safety](#)

[Safer Streets Together](#)



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From: [Nikki Matosian](#)
To: [Traffic](#)
Subject: FW: Improvements for Avenida Encinas Palomar Airport Road and coaster station discussed at commission
Date: Thursday, May 30, 2024 5:03:58 PM

From: sd.areaboard@gmail.com <beachdog33@aol.com>
Sent: Thursday, May 30, 2024 3:41 PM
To: Communications <communications@carlsbadca.gov>
Subject: Re: Improvements for Avenida Encinas Palomar Airport Road and coaster station discussed at commission

In my opinion you are making the driving lanes too small and your work has been causing more car accidents. No one I know is happy with your new plan. Whoever engineered this roadway is not a very good engineer.

[Sent from the all new AOL app for iOS](#)

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Related topics

[Green bike lanes explained](#)

[Designing roads for safety](#)

From: [Cherie McLarty](#)
To: [Traffic](#)
Subject: Ave Encinas
Date: Thursday, May 30, 2024 7:51:02 PM

Please discuss the intersection of Ave Encinas and Poinsettia. The focus of these changes have been cyclists and this intersection is still dangerous to both cyclists and pedestrians. Not only are the cyclists crossing lanes to turn but pedestrians are nearly hit as cars are trying to make turns and fail to see someone is walking with the light. Now all of these changes are making this more confusing and difficult. There are more people not in vehicles crossing here and it's in all directions. The all cross intersections in the village work very well and would function here. Before someone is badly injured this problem needs to be addressed.

Cherie McLarty

Carlsbad resident 25 years and former traffic commissioner Laguna Niguel

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From: Steve Linke
To: Nathan Schmidt
Cc: Eliane Paiva; Traffic
Subject: Public comment on 6/30/2024 Agenda Item #2
Date: Friday, May 31, 2024 1:39:28 PM
Attachments: Y1PxZYskn6TL5Q0.png

Traffic Commission:

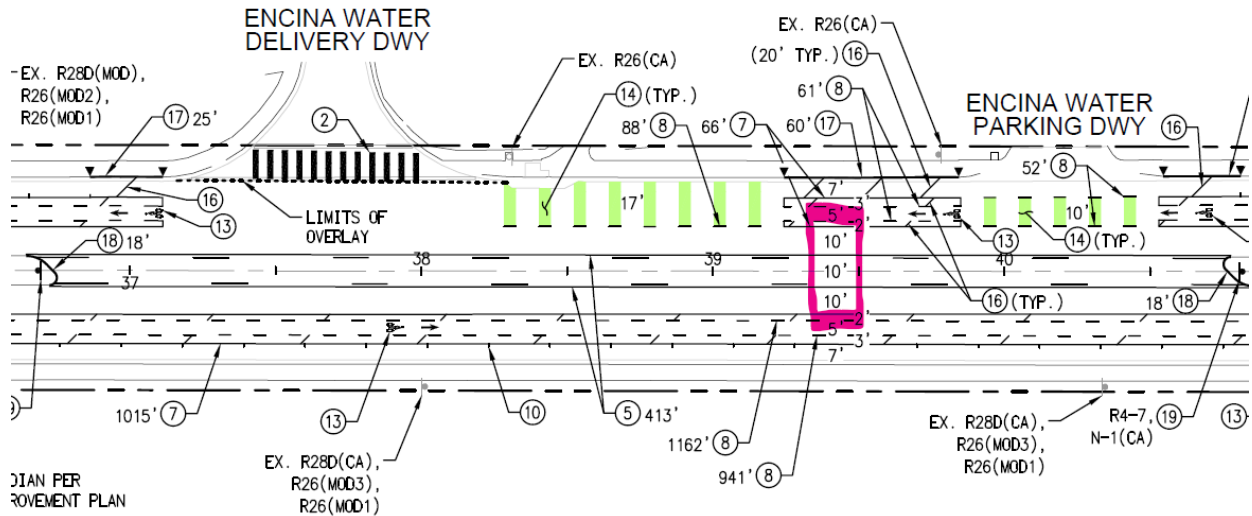
Regarding the Avenida Encinas project, this is another example of sandwiching a dangerously narrow 10-foot two-way center turn lane (TWCTL) between 10-foot through-lanes going in opposite directions (see the pink highlighting on the engineering drawing below). Although the 10-foot *through-lane* widths may be acceptable in the context of the speeds and lane numbers on Avenida Encinas, safety guidelines indicate that the *TWCTL* should be wider--ideally 14 feet, but a minimum of 12 feet. Avenida Encinas has several driveways/intersections that will create head-on collision conflicts, so the 10-foot TWCTL will create a potentially dangerous condition.

When I testified at your February meeting about 10-foot through-lane widths on high-speed arterials, staff made the incoherent argument that they are "completely in conformance with the guidelines" because, "Guidelines are more like a suggestion. We could follow it, but we don't have to." In other words, they are confirming that they are NOT following the actual guidelines, but rather relying on the fact that guidelines are not mandatory--only recommendations.

As I have stated previously, these new lane width standards that have been adopted by staff are local experiments below what all guidelines and research currently indicate are appropriate, and the city should be held liable for the potentially dangerous conditions they are creating.

Incidentally, on May 14th, during a drive to City Hall, I was traveling westbound on La Costa Avenue between Saxony Road and I-5. In front of me, there was a large black SUV in the narrowed left lane and a white sedan in the narrowed right lane. The SUV began drifting over the dotted line separating the lanes, and I cringed as I thought there was going to be a collision. The sedan driver must have become aware of--and startled by--the impending collision, because they suddenly swerved to the right--across the bike lane buffer and into the bike lane. They then immediately swerved back to the left. As they swerved left, I was alarmed to see a cyclist in the bike lane who had barely avoided what I believe would have been a severe injury or death.

Obviously, this is just a single anecdote, but, as I have testified previously, encroachments across the dividing line and into the bike buffer lane have become commonplace after the lane narrowing. You think you are somehow making conditions safer for cyclists by narrowing vehicle lanes, but it is only an illusion of safety, and there is an unintended consequence of making things less safe.



Best regards,
Steve Linke
Carlsbad

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From: [Laura Baggett](#)
To: [Traffic](#)
Subject: Speeding on residential street
Date: Friday, May 31, 2024 7:08:59 PM

Hello,

I live off of Estrella De Mar in between El Camino Real and Alga. Although the speed limit is 25 mph, drivers consistently use our street as a “cut-through” and travel at speeds north of 40mph. There is no sidewalk and it’s a popular street for pedestrians, including elderly, children, and dogs. I fear an accident will soon occur. There are signs to slow down, but no speed bumps, radar machines, or cameras. And again, no sidewalk. Can you please help by instituting any or all of these safety measures?

Thanks,

Laura

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