



Agenda

July 1, 2024, 4 p.m.

Council Chamber
1200 Carlsbad Village Drive
Carlsbad, CA 92008

Welcome to Your Traffic Safety & Mobility Commission Meeting

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

How to watch

In Person



City Council Chamber
1200 Carlsbad Village Drive

Online



Watch the livestream at
carlsbadca.gov/watch

How to participate

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

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

Written comments will not be read out loud.

Reasonable Accommodations

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

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

CALL TO ORDER:

ROLL CALL:

PLEDGE OF ALLEGIANCE:

APPROVAL OF MINUTES:

Minutes of the Regular Meeting held on June 3, 2024

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

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

DEPARTMENTAL REPORTS:

1. **TYLER STREET COMPLETE STREETS PLAN** – Support staff’s recommendation to the City Council to proceed with improvements for the Tyler Street Complete Streets Plan Option 1. (Staff Contact: Nick Gorman and Nathan Schmidt, Public Works Department).

Staff’s Recommendation: Support staff’s recommendation.

2. **FISCAL YEAR 2024-25 – TRAFFIC SAFETY & MOBILITY COMMISSION WORK PLAN** – Provide staff input on the fiscal year 2024-25 Traffic Safety & Mobility Commission Workplan for future submittal to the City Council. (Staff Contact: Nathan Schmidt, Public Works Department).

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

3. **SEMIANNUAL TRANSPORTATION REPORT** – Receive the Semiannual Transportation Report. (Staff Contact: Nathan Schmidt, Public Works Department).

Staff’s Recommendation: Receive the presentation.

CITY TRAFFIC ENGINEER COMMENTS:

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

PUBLIC COMMENTS: Continuation of the Public Comments

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

ADJOURNMENT:

ABOUT THE TRAFFIC SAFETY & MOBILITY COMMISSION AGENDA

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

The Ralph M. Brown Act (commonly referred to as the “Brown Act”) governs open meetings for local government bodies in the state of California. The Brown Act guarantees the public’s right to attend and participate in meetings of local legislative bodies and is contained in section 54950 et seq. of the Government Code. The Brown Act also includes requirements for the distribution of agendas for these public meetings.

TRAFFIC SAFETY & MOBILITY COMMISSION PROCEDURE

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

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

Video clips cannot be accommodated.

The Public Comment portion of the Agenda allows community members to speak on items that are not on the agenda. If you desire to speak about an item not listed on the agenda, a **“Request to Speak”** form

should be filed with the Minutes Clerk. In conformance with the Brown Act, no action can occur on items presented during Public Comment.

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

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



TRAFFIC SAFETY & MOBILITY COMMISSION

Minutes

Council Chamber
1200 Carlsbad Village Drive
Carlsbad, CA 92008

June 3, 2024, 4 p.m.

CALL TO ORDER: 4:01 p.m.

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

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

APPROVAL OF MINUTES:

Minutes of Regular Meeting held on May 6, 2024.

Motion by Commissioner Penseyres, seconded by Vice Chair Fowler to approve the minutes of the Regular Meeting held on May 6, 2024, with the amendment to Page 1, Item 2, of the minutes to reflect that Commission Penseyres inquired regarding sharrows and Transportation Director Frank confirmed that sharrows will be installed. Motion carried, 4/0/1/1 (Newlands – Abstain; Proulx – Absent).

Commissioner Proulx joined the meeting at 4:05 p.m.

PUBLIC COMMENT: None.

CONSENT CALENDAR: None.

DEPARTMENTAL REPORTS:

1. **RESTRICTING OVERNIGHT PARKING ON BABILONIA STREET**– Introduce an ordinance restricting overnight parking for approximately 500 feet along Babilonia Street, from the south property line of 7151 Babilonia Street to the north property line of 7233 Babilonia Street. (Staff Contact: Lieutenant Alonso DeVelasco, Police Department).

Staff's Recommendation: Support staff's recommendation.

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

The Commission received the PowerPoint presentation by Lieutenant DeVelasco.

Scott Masters spoke in favor of restricting overnight parking on Babilonia Street and suggested that staff consider restricting the west side specifically.

Motion by Commissioner Proulx, seconded by Commissioner Kohl to support staff's recommendation, Option 2 - Add Section 10.40.303 to the Carlsbad Municipal Code to establish

no parking zones between 11 p.m. and 5 a.m. on both east and west curb lines of Babilonia Street for 500 feet from the south property line of 7151 Babilonia Street to the north property line of 7233 Babilonia Street. Motion carried, 6/0.

2. AVENIDA ENCINAS COASTAL RAIL TRAIL AND PEDESTRIAN IMPROVEMENTS – SEGMENT 3 –
 - 1) Receive a presentation and provide input on the preliminary design of the Avenida Encinas Coastal Rail Trail and Pedestrian Improvements – Segment 3 Capital Improvement Project No. 6004; and
 - 2) Receive input from the community. (Staff Contact: Brandon Miles and Hossein Ajideh, Public Works Department).

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

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

The Commission received the presentation by Engineering Manager Ajideh and Associate Engineer Miles.

3. FISCAL YEAR 2022-23 GROWTH MANAGEMENT PLAN/GENERAL PLAN ANNUAL MONITORING REPORT CIRCULATION SECTION: ROADWAY LEVEL OF SERVICE ANALYSIS – Support staff's recommendation to the City Council to receive and file the Growth Management Plan/General Plan Annual Monitoring Report Circulation Section, prepared pursuant to Carlsbad Municipal Code, § 21.90.130(d) and Gov. Code § 65400. (Staff Contact: Nathan Schmidt, Public Works Department).

Staff's Recommendation: Support staff's recommendation.

Transportation Planning & Mobility Manager Nathan Schmidt and Associate Engineer Nick Gorman presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

The Commission received the presentation by Transportation Planning & Mobility Manager Schmidt and Associate Engineer Gorman.

In response to Commissioner Newlands' inquiry regarding a former Commission member's comment, Transportation Planning & Mobility Manager Schmidt explained it is the city's standard practice not to comment on pending litigation. In this case, the Superior Court ultimately found in the city's favor. However, because the case is currently the subject of an appeal, staff will not comment further.

Motion by Commissioner Kohl, seconded by Commissioner Proulx to support staff's recommendation to the City Council to receive and file the Growth Management Plan/General Plan Annual Monitoring Report Circulation Section, prepared pursuant to Carlsbad Municipal Code, § 21.90.130(d) and Gov. Code § 65400. Motion carried, 6/0.

4. REMOVING THE COLLEGE BOULEVARD AND PALOMAR AIRPORT ROAD IMPROVEMENTS PROJECT FROM THE CAPITAL IMPROVEMENT PROGRAM AND THE ASSOCIATED LEVEL OF SERVICE DEFICIENCY DECLARATION AND REVISING THE MELROSE DRIVE AND PALOMAR AIRPORT ROAD IMPROVEMENTS PROJECT SCOPE OF WORK – Receive a report and make a recommendation to the City Council to adopt a resolution authorizing:
- 1) Removal of College Boulevard and Palomar Airport Road Growth Management Plan Vehicular Level of Service Deficiency Declaration and removal of the Associated Improvements Project No. 6028 from the Capital Improvement Program; and
 - 2) Revising the scope of work of the Melrose Drive and Palomar Airport Road Improvements, Capital Improvement Program, Project No. 6034. (Staff Contact: Tom Frank and Nathan Schmidt, Public Works Department).

Staff's Recommendation: Support staff's recommendation.

Transportation Director/City Engineer Tom Frank and Transportation Planning & Mobility Manager Nathan Schmidt presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

The Commission received the presentation by Transportation Director/City Engineer Frank and Transportation Planning & Mobility Manager Schmidt.

Commissioner Penseyres' recommended considering options to make the bike lane along Melrose Drive and College Avenue safer for cyclists including widening the bike lane where feasible and providing clear delineation of the conflict zone between bicyclists and pedestrians at the southbound approach to Palomar Airport Rd. City Traffic Engineer John Kim explained that the transition angle would stay the same but with the decrease in vehicle lanes, there is the opportunity to add a buffer to the existing bike lane. He further explained that they could highlight the transition area/conflict zone with the dashed green striping.

Commissioner Penseyres requested that staff consider making the bike lane transition angle along Melrose Drive and Palomar Airport Road as straight as possible.

Motion by Commissioner Kohl, seconded by Commissioner Penseyres to support staff's recommendation to the City Council to adopt a resolution; 1) Removal of College Boulevard and Palomar Airport Road Growth Management Plan Vehicular Level of Service Deficiency Declaration and removal of the Associated Improvements Project No. 6028 from the Capital Improvement Program; and

2) Revising the scope of work of the Melrose Drive and Palomar Airport Road Improvements, Capital Improvement Program, Project No. 6034. Motion carried, 6/0.

CITY TRAFFIC ENGINEER COMMENTS:

Transportation Planning & Mobility Manager Schmidt spoke about the free bike valet the city, partnering with the San Diego County Bike Coalition, is offering for several summer events, including Art in the Village on June 23 in Downtown Carlsbad and all nine of the TGIF Concerts in the Parks. He further added that the TGIF June concerts are on June 21 and June 28 at Stagecoach Community Park.

Transportation Planning & Mobility Manager Schmidt spoke about the Safe Driving Workshop the city's Senior Center and the American Automobile Association (AAA) will be hosting that includes tips and resources for older adults and their families.

He further added that the workshop is currently at capacity but wanted to share it as a resource.

Transportation Planning & Mobility Manager Schmidt spoke about the 55+ Bike and E-bike Webinar that the City of Encinitas will be hosting on June 13, 2024, and a Community Cycling Class on June 22, 2024, for more information and to register, please visit encinitasca.gov/ebikes.

COMMISSION COMMENTARY AND REQUESTS FOR CONSIDERATION OF MATTERS:

In response to Commissioner Kohl's inquiry regarding whether there is a program to identify which pedestrian signals do not have a countdown, specifically on Calle Barcelona, and if it is possible to add them, City Traffic Engineer Kim responded that staff did not have a chance to investigate that yet.

Commissioner Penseyres' commented on the Safe Driving Workshop and recommended that they inform drivers how to make a legal right-hand turn from the right-hand turning lane and left crosses.

ADJOURNMENT: Chair Coelho adjourned the Traffic Safety & Mobility Commission Regular Meeting on June 3, 2024, at 5:46 p.m.

Eliane Paiva
Secretary



Staff Report

Meeting Date: July 1, 2024

To: Traffic Safety & Mobility Commission

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

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

Subject: Tyler Street Complete Streets Plan

Recommended Action

Support staff's recommendation to the City Council to proceed with improvements for the Tyler Street Complete Streets Plan Option 1.

Background

The City of Carlsbad is working on making streets inviting for everyone, whether driving, walking or biking. Known as "complete streets," this approach recognizes the street as a public space that can be safe and inviting for all the ways people might want to get around.

One of those streets where complete street improvements are being proposed is Tyler Street between Oak Avenue and Chestnut Avenue. Tyler Street is a north-south roadway between the Village and Barrio.

The Village and Barrio Master Plan, which the City Council adopted on July 10, 2018, highlights a number a street design projects including Tyler Street.

In April 2022, the City Council requested the acceleration of several projects identified within the Village and Barrio Master Plan, including the Tyler Street Traffic Circulation Study; herein referred to as Tyler Street Complete Streets Study. Exhibit 1 contains the minutes from the April 26, 2022 City Council meeting.

The Village and Barrio Master Plan list this project as a key recommendation in the Barrio neighborhood (Section 1.6.2.B) and is discussed in further detail in Chapter 4 Section 1. The master plan also states a Tyler Street streetscape and traffic direction analysis be conducted in the mid-term timeframe, which is within two to three years. The relevant excerpts from the Village and Barrio Master Plan are provided in Exhibit 2.

In May 2023, staff began an outreach effort to understand the community's needs, values and priorities for this project and get feedback about potential designs outlined in the Village and Barrio Master Plan. In June 2023, staff brought the project to the Traffic & Mobility Commission to solicit

feedback.

Since then, staff has completed additional analysis, which has narrowed down the options and this report highlights the proposed improvements.

Discussion

Existing Conditions

Tyler Street is located just east of the railroad tracks and the Coastal Rail Trail and runs from Oak Avenue to Chestnut Avenue. It is classified as a local street within the City of Carlsbad's Mobility Element. In its current configuration, the street has one travel lane in each direction and parking on the east side with no bicycle facilities. There is currently a sidewalk that runs the entire length on the east side and a short section of sidewalk on the west side between Walnut Avenue and Chestnut Avenue.

Tyler Street has several different land uses that front the street. This includes a mix of residential uses; single family homes, multifamily homes, and a senior living facility. It also includes several industrial businesses, like auto repair shops, tow truck companies, warehouses, a storage facility and a number more. As well, at the north end of Tyler Street, the Boys and Girls Club of Carlsbad has a facility.

Traffic data was collected along Tyler Street and surrounding roadways in December 2022 while school was in session, to better understand how the street is currently being used. The data collection included number of vehicles, trucks, bikes and pedestrians. Exhibit 3 includes figures containing the volumes along Tyler Street and the surrounding streets. Tyler Street was shown to have less than 800 daily vehicles. Given the number of industrial businesses, Tyler Street was shown to have a higher percentage of trucks than most local streets, with the highest being approximately 150 trucks or 19% of total traffic between Oak Avenue and Pine Avenue. Multimodal counts showed approximately 170 pedestrians and 25 bicycles were counted on Tyler Street throughout the entire day.

Initial Public Outreach

In May of 2023, staff began outreach efforts to better understand the community's needs, values and priorities for this project. This outreach effort included the following:

- A community meeting, held on May 17, 2023, at the Harding Community Center
- An online survey
- Direct contact with the project manager
- Door-to-door visits and meetings with residents, property owners and businesses
- Door-to-door Spanish language outreach

Exhibit 4 of this report contains the detailed input that was received during this outreach process. As a part of this outreach effort, staff used the initially proposed concepts from the Village and Barrio Master Plan to help facilitate discussion. Some of the general themes included:

- Improving walkability
- Maintaining access to local businesses
- Maintain parking capacity
- Make the street safe for all modes of travel

Refined Design Options

With the public feedback received to this point, the project team took a more in depth look into the feasibility of the initial recommendations from the Village and Barrio Master Plan. Combining these two efforts, staff concluded that certain aspects of the previous options needed to be refined. These are summarized below:

- A shared space alternative adding decorative pavers and bringing the roadway down to one continuous level – Residents expressed concerns with feeling safe walking along Tyler Street without having a physical separation of curbs between them and vehicles. It was also noted that pavers may make it difficult for residents with walkers and wheelchairs walking. After further review of this concept, it was also noted that the removal of the curb and gutter may cause drainage issues.
- Conversion of Tyler Street to a one-way vehicular traffic only – When presented to businesses along Tyler Street, several businesses had concerns that this may impact their access, especially for their larger trucks. There were also concerns that this may have adverse effects on the emergency response times on Tyler Street. Due to these concerns, the one-way vehicular traffic option was removed from the proposed concepts.
- Addition of bike lanes – Through the community outreach process, it was noted that there was a general preference against adding bike lanes on Tyler Street given the low vehicular volume of the roadway. Additionally, existing bike lanes on Roosevelt Street and the separated shared use path along the Coastal Rail Trail directly adjacent to Tyler Street already provide adequate cycling infrastructure. As such, the addition of bike lanes was removed from the proposed concepts.
- Relocating parallel parking to the west side of Tyler Street – Several businesses expressed concerns with relocating parallel parking to the west side of Tyler Street, particularly regarding access for larger trucks. Additionally, since most of the residential density is on the east side, it was determined that maintaining parking on the east side would better service residents. Therefore, the proposed concepts maintain parking on the east side.

Proposed Project Options

Based on the public outreach and analysis conducted during the initial phase of this project, below is a summary of the proposed options for this project. Exhibit 5 shows an overview of the proposed conceptual plans.

General improvements that are consistent for all options:

- Curb extensions and addition of crosswalk markings along Tyler Street at the intersections of Chestnut Avenue, Walnut Avenue, Pine Avenue and Oak Avenue. Curb extensions help to physically narrow the roadway, slow vehicles making turns at the intersections, create a shorter distance for pedestrians to cross and increase the visibility of pedestrians prior to crossing. Construction of curb extensions may impact 1-2 parking spaces, which will be further determined during the detailed design phase. Additionally, staff has conducted turning movement template analysis at each intersection to ensure that fire trucks can successfully make turns at these intersections.
- Sharrows along Tyler Street. Sharrows help to signal to drivers to share the travel lane with bicyclists. They provide positioning guidance for cyclists, alert drivers to the presence of cyclists, and contribute to traffic calming.
- The project proposes reconstructing sections of the east side sidewalk at all driveways on

Tyler Street to achieve ADA¹ compliance. These improvements will create a smoother walking surface, eliminating the frequent and abrupt drops in the sidewalk that currently exist today. To accommodate these changes, some of the private property driveways may need to be reconstructed to match the elevation changes, which will be determined during the detailed design phase.

Option 1: Complete Streets Improvements with Partial Sidewalk Extension on the West Side

In addition to the general improvements summarized above, Option 1 proposes to extend the existing sidewalk on the west side slightly further north to Walnut Avenue. This option also proposes to add a crosswalk across Tyler Street where the sidewalk would end at Walnut Avenue to connect pedestrians to the eastern sidewalk that runs the full length of Tyler Street. The crosswalk would be combined with an additional curb extension on the east side of Tyler Street.

Option 2: Complete Streets Improvements with Full Sidewalk Extension on the West Side

Option 2 proposes extending the sidewalk along the entire length of Tyler Street on the west side in addition to the proposed complete streets improvements as identified above. This extension may require the sidewalk to encroach onto private property to avoid relocating large utilities and removing trees. As properties on the west side of Tyler Street are redeveloped, the city will request that these projects provide fully ADA-compliant sidewalks along their frontage. Option 2 will require significant costs due to potential utility relocations and right of way acquisition so it could be considered as a long term solution that builds upon Option 1 to further enhance pedestrian access and connectivity on Tyler Street.

Community Outreach

Prior to the Traffic Safety & Mobility Commission meeting, staff conducted community outreach to gather feedback on the proposed conceptual design options. These efforts included:

- Letters sent out to residents, property owners and businesses along Tyler Street on June 10, 2024.
- Direct contact with the project manager
- Door-to-door visits and meetings with residents, property owners and businesses
- Spanish language outreach as needed

Next Steps

Upon receiving input from the public and the Traffic Safety & Mobility Commission, staff will present the proposed concepts to the City Council. The City Council will review the feedback and recommendations from the Traffic Safety & Mobility Commission and select an option for staff to proceed with the development of the final design plans.

Exhibits

1. April 26, 2022, City Council Minutes
2. Excerpt from the Village and Barrio Master Plan
3. Vehicle and Multimodal Volumes
4. Public Input Report
5. Proposed Conceptual Designs

¹ The Americans with Disabilities Act
July 1, 2024



Minutes

April 26, 2022, 12 p.m.

CALL TO ORDER: 12 p.m.

ROLL CALL: Hall, Blackburn, Bhat-Patel, Acosta, Norby.

PLEDGE OF ALLEGIANCE: Mayor Pro Tem Blackburn led the Pledge of Allegiance.

DEPARTMENTAL AND CITY MANAGER REPORTS:

This item was continued from the April 20, 2022 Special City Council Meeting.

1. **CAPITAL IMPROVEMENT PROJECT PRIORITIES** – Review the schedule and funding status of Capital Improvement Projects planned for the next five years and provide direction to staff on changes, if desired. (Staff contact: Paz Gomez, Public Works)

City Manager's Recommendation: Review the schedule and provide direction to staff.

City Manager Chadwick introduced the continued item and Center of Organization Effectiveness Chief Executive Officer Sommer Kehrl.

Facilitator Kehrl gave a brief synopsis of the previous meeting and explained the goals for the continued meeting including the list of projects and the Code of Ethics & Public Service Values.

Council Member Acosta mentioned that for the record, she had requested that her initials be added to the following projects: Stagecoach Community Garden, South Shore Agua Hedionda Lagoon Trail and South Carlsbad Coastline Road Realignment.

Deputy City Manager Public Works Paz Gomez presented the report and reviewed a PowerPoint presentation (on file in the Office of the City Clerk).

In response to Mayor Pro Tem Blackburn's inquiry, Deputy City Manager Community Services Gary Barberio provided a brief history of Community Facilities District No. 1 which is the primary funding source for the new City Hall.

In response to Council Member Norby's inquiry, Parks & Recreation Director Kyle Lancaster updated the City Council on the timeline with San Diego Gas & Electric (SDG&E) and other interest groups to gain greater flexibility over the trail alignment.

In response to Mayor Hall, Deputy City Manager Public Works Gomez went over the Growth Management list of projects.

PUBLIC COMMENT ON AGENDA ITEM ONLY:

Glenn Bernard expressed his concerns with the cost of the meeting facilitator, the crossing at Chestnut, the Grand Avenue Promenade, the lack of public restrooms throughout the city, and the study for the power lines.

John Pimentel expressed his concern with the safety of crossing the street at Tyler Court Apartments.

Gil Alvarado expressed his concern with the safety of crossing Tyler Street and asked that it be advanced on the list of priorities.

Gary Nessim requested that Tyler Street be made a one-way street and have an alternative street design and requested that the Grand Promenade be moved ahead on the priority list.

Lance Schulte expressed his desire to have a park at Ponto and added that 14.3 acres of Ponto land are now available for sale.

President of the Batiquitos Lagoon Foundation Chris Ross thanked the city for the viewing locations of the lagoon as part of the El Camino Real widening project.

Don Christiansen expressed his concern with the Maerkle Reservoir being a non-performing asset.

Kris Wright thanked the City Council for their support regarding the Monroe Pool and requested that they move the project forward.

Facilitator Kehrli explained that timelines can be accelerated, decelerated, or projects can be added to the list and that staff will bring those items back with further information.

Council Member Norby suggested having the Tyler Street Traffic Circulation Study, the Village and Barrio Traffic Circles, four of the Village and Barrio lighting projects, the lagoon trail, sustainable mobility plan and the trench be moved up on the priorities list.

Council Member Acosta agreed with Council Member Norby's project selections of Monroe Street Pool, Tyler Street, the lagoon trail, the sustainable mobility plan, and added the Community Garden at Stagecoach, Maerkle Solar, new Fire Station No. 7 and the new City Hall.

Council Member Bhat-Patel also agreed to several projects including Monroe Street Pool, Barrio Traffic Circles, the Village and Barrio lighting projects, the lagoon trail, the sustainable mobility plan, the trench, the Community Garden at Stagecoach, Maerkle Solar, the new Fire Station No. 7, the new City Hall, and added College Boulevard Extension project. She also re-emphasized lighting improvements with regards to pedestrian improvements.

Mayor Hall added the Maerkle Reservoir to all of the other projects listed but took exception to the College Boulevard Extension project.

Council Member Bhat-Patel explained that for the record, some of the projects she mentioned were for discussion only at this point in the conversation.

Facilitator Kehrli requested the City Council list their conflicts of interest. Mayor Hall expressed that he had a conflict of interest on Tyler Street, Village Decorative Lighting, Village Barrio Circles, Carlsbad Village Drive and Grand Avenue Pedestrian Improvements, Village Intelligent Parking, Barrio Street Lighting, Chestnut Complete Street I-5 to Railroad, and the lowering of the tracks.

Facilitator Kehrli declared recess at 1:21 p.m.

Facilitator Kehrli reconvened the meeting at 1:30 p.m.

Mayor Hall recused himself at 1:31 p.m. due to a potential conflict of interest.

Facilitator Kehrli began the discussion with the list of projects for any possible motions from the City Council Members.

Motion by Council Member Norby, seconded by Mayor Pro Tem Blackburn, to accelerate the Tyler Street Traffic Circulation Study, the Village and Barrio Traffic Circles and all Village and Barrio lighting projects. Motion carried, 4/0/1 (Hall – Absent).

Motion by Council Member Norby, seconded by Mayor Pro Tem Blackburn, directing staff to work with other regional agencies to prioritize the studies for the Lowering Railroad Tracks in the Village project, remove this project from the Capital Improvement projects list, reidentify costs for the studies and work with SANDAG and legislative representatives to seek funding. Motion carried, 4/0/1 (Hall – Absent).

Mayor Hall returned at 1:48 p.m.

Motion by Mayor Pro Tem Blackburn, seconded by Council Member Bhat-Patel, directing staff to prioritize maintenance repairs within the current budget on the Monroe Street Pool through 2026. Motion carried unanimously, 5/0.

Motion by Mayor Hall, seconded by Council Member Acosta, to continue this item to the 1 p.m. City Council Special Meeting on Tues., May 3, 2022, at 1200 Carlsbad Village Drive Carlsbad, CA 92008. Motion carried unanimously, 5/0.

Facilitator Kehrli thanked everyone for their participation.

ANNOUNCEMENTS: None.

CITY MANAGER COMMENTS: None.

CITY ATTORNEY COMMENTS: None.

ADJOURNMENT:

By proper motion, the Special Meeting of April 26, 2022, was adjourned at 1:58 p.m.



Tamara R. McMinn, CPMC, CMC
Senior Deputy City Clerk

1.6.2 Key Barrio Recommendations

- A. Create a shared space at Roosevelt Street and Walnut Avenue, a prominent intersection in the Barrio.
- B. Explore reconfiguring Tyler Street south of Oak Avenue into a “shared space” and from a two-way to a one-way street.
- C. Explore use of the railroad right of way for public parking while maintaining the Coastal Rail Trail.
- D. Add traffic circles and other intersection improvements to calm traffic and improve walkability.
- E. Improve the Coastal Rail Trail entries at Tamarack Avenue and Oak Avenue.
- F. Develop protected bikeways (cycle tracks) that connect the Barrio with the Village and the beach.
- G. Provide, at a minimum, a pedestrian and bicycle crossing at Chestnut Avenue; if lowering the tracks below street level does not proceed, pursue the completion of this particular crossing.
- H. Lower the railroad tracks below street level to enable more crossings over the tracks and better connect the Barrio to the beach; connect the Coastal Rail Trail with any railroad crossings.

2.7.1 VILLAGE CENTER SUPPLEMENTAL DISTRICT STANDARDS

J. GOOD NEIGHBOR

1. In the Village Center District, a parcel north of Laguna Drive and west of Buena Vista Circle (Assessor's Parcel Number 155-221-12, see "1" in Figure 2-5) shares a common boundary with property on Buena Vista Circle zoned "R-1-10,000" for single-family use (Assessor's Parcel Number 155-221-01 see "2" in Figure 2-5). Development of this Village Center District parcel shall follow the requirements below:
 - a. Development shall be set back 10 feet minimum from the property line shared with the R-1-10,000 parcel.
 - b. Those portions of a structure over 35 feet tall shall be setback a minimum of 20 feet from the shared property line.
 - c. Those portions of a structure over 40 feet tall shall be set back a minimum of 30 feet from the shared property line.
 - d. Loading docks, service areas, repair yards, noise and odor generating operations, and ground-mounted mechanical equipment are not permitted within 20 feet of the shared property line. In addition, any use described above shall provide a six (6) foot masonry sound wall and a minimum five (5) foot landscaped setback along that property line.
2. Figure 2-5 also shows the two parcels in the Village Center District bordering Buena Vista Lagoon, a state ecological reserve. Development of these parcels shall comply with the Carlsbad Habitat Management Plan and other applicable requirements, such as slope protection and coastal access, as follows:
 - a. A 25-foot wide lateral access easement shall be required as a condition of approval for any development. The access easement shall be located upland from any wetland vegetation on the site or, where there is no wetland vegetation on the site, upland of the property line adjacent to the lagoon.



Figure 2-5, Parcels Adjacent to R-1-10,000 and Buena Vista Lagoon Map

- b. Development shall be set back from the bluff or slope edge consistent with the stringline requirements in the City's LCP.
- c. Native, drought tolerant and fire resistive vegetation shall be used in areas designated for, or located adjacent to, natural open space or native vegetation. Invasive or noxious plants shall not be employed or allowed to naturalize or persist on the site. Use of non-invasive turf and ornamental vegetation may be permitted within the development footprint.
- d. Landscape treatments for the purpose of fire protection shall be performed in a manner which avoids disruption and encroachments to environmentally sensitive areas while still achieving conformance with the fire protection standards.

2.7.1 VILLAGE CENTER

SUPPLEMENTAL DISTRICT STANDARDS

K. RAILROAD CORRIDOR

The Village Center district contains portions of the North County Transit District (NCTD) railroad corridor and its right-of-way (see Figure 2-6).

1. The primary use of the railroad corridor shall be for transportation facilities and improvements that provide rail and transit services and support facilities, as determined by NCTD. Accordingly, land uses in the railroad corridor are subject to CMC Chapter 21.100, Transportation Corridor.
2. In addition, the permitted and conditionally permitted uses allowed in the Village Center District, as set forth in Table 2-1, Permitted Uses, shall also be allowed on the properties located within the corresponding portions of the railroad corridor.
3. All non-transit related development or uses shall comply with all regulations and procedures set forth within this Master Plan, including obtaining a Coastal Development Permit. To approve any permit for a non-transit related development or use, the appropriate decision-making authority must be able to make all of the following findings:
 - a. The NCTD Board, or other appropriate transit agency, has declared the site of the proposed development to be surplus or excess right-of-way and not required for the purposes of constructing and/or providing transit facilities, services or amenities;
 - b. The development is consistent with the Master Plan, including its vision, goals and policies, standards and guidelines, and provisions related to mobility and public access;
 - c. The development shall incorporate and/or demonstrate support for transit related uses within the railroad corridor, including but not limited to parking.
4. All future development adjacent to or near North County Transit District's Right-of-Way shall be planned with consideration given to the safety of the rail corridor. This consideration will be given at the project-specific level and a determination will be made at that time as to whether or not any additional safety, noise, or vibration mitigation measures are required as a result of the proposed development.

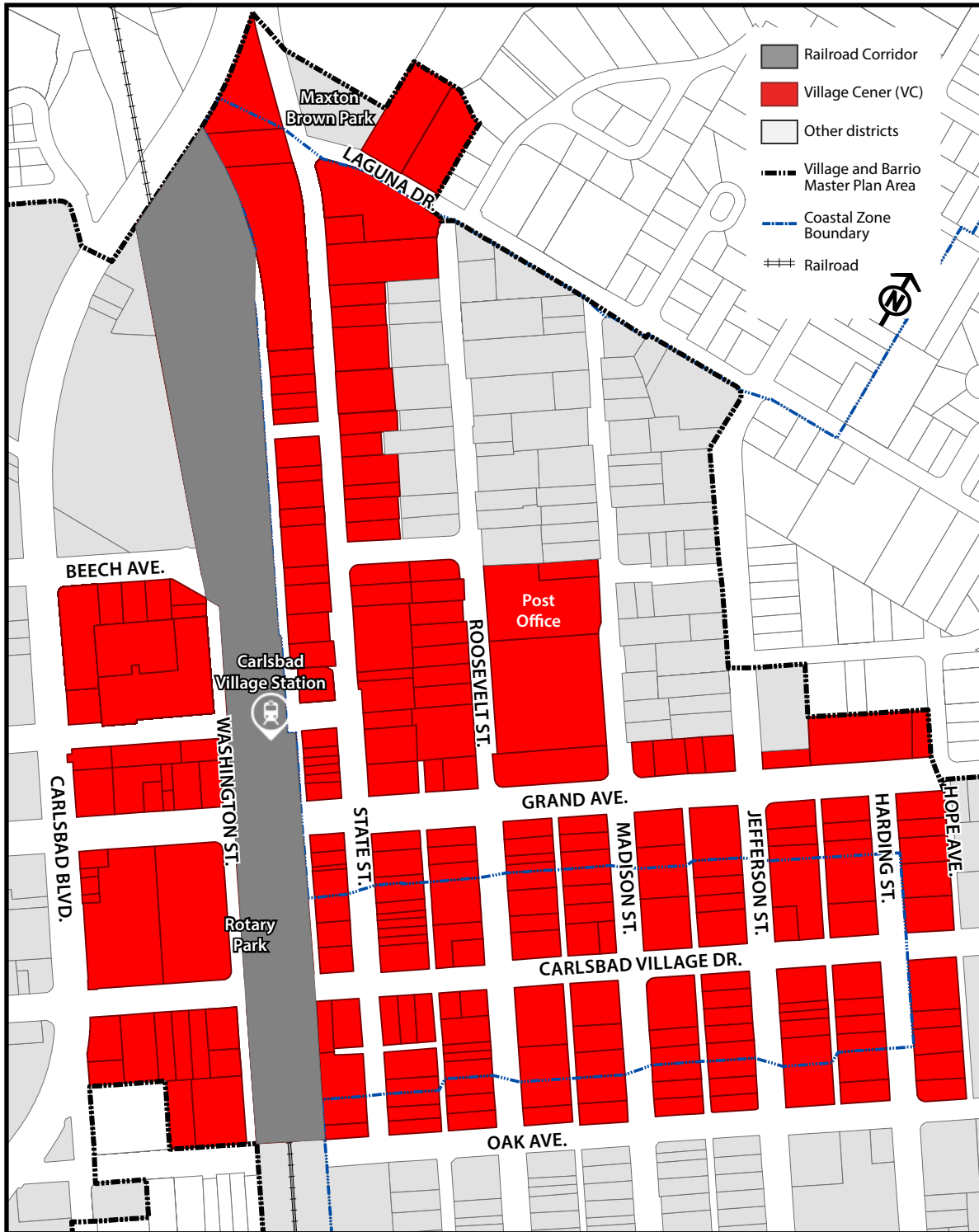
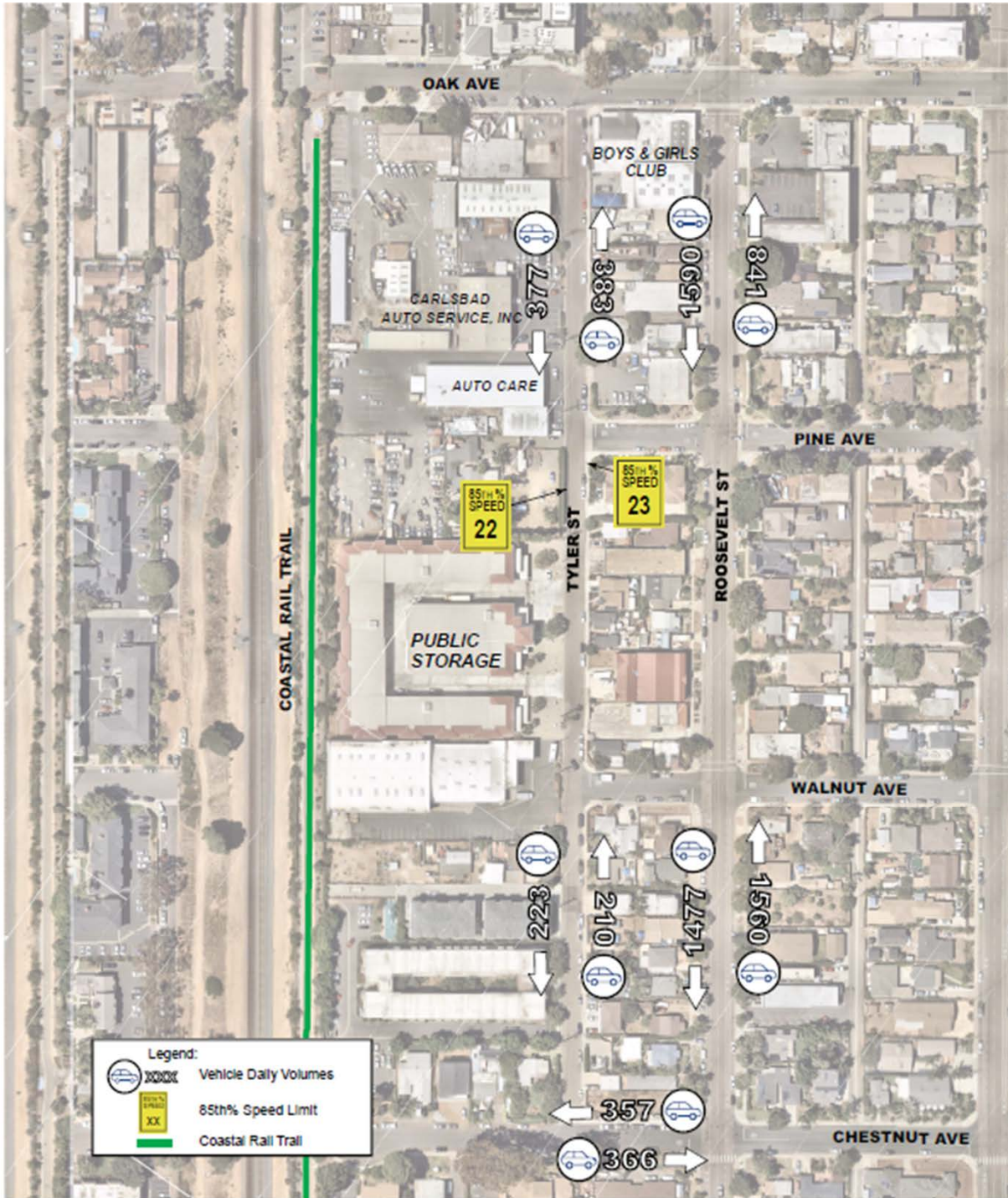
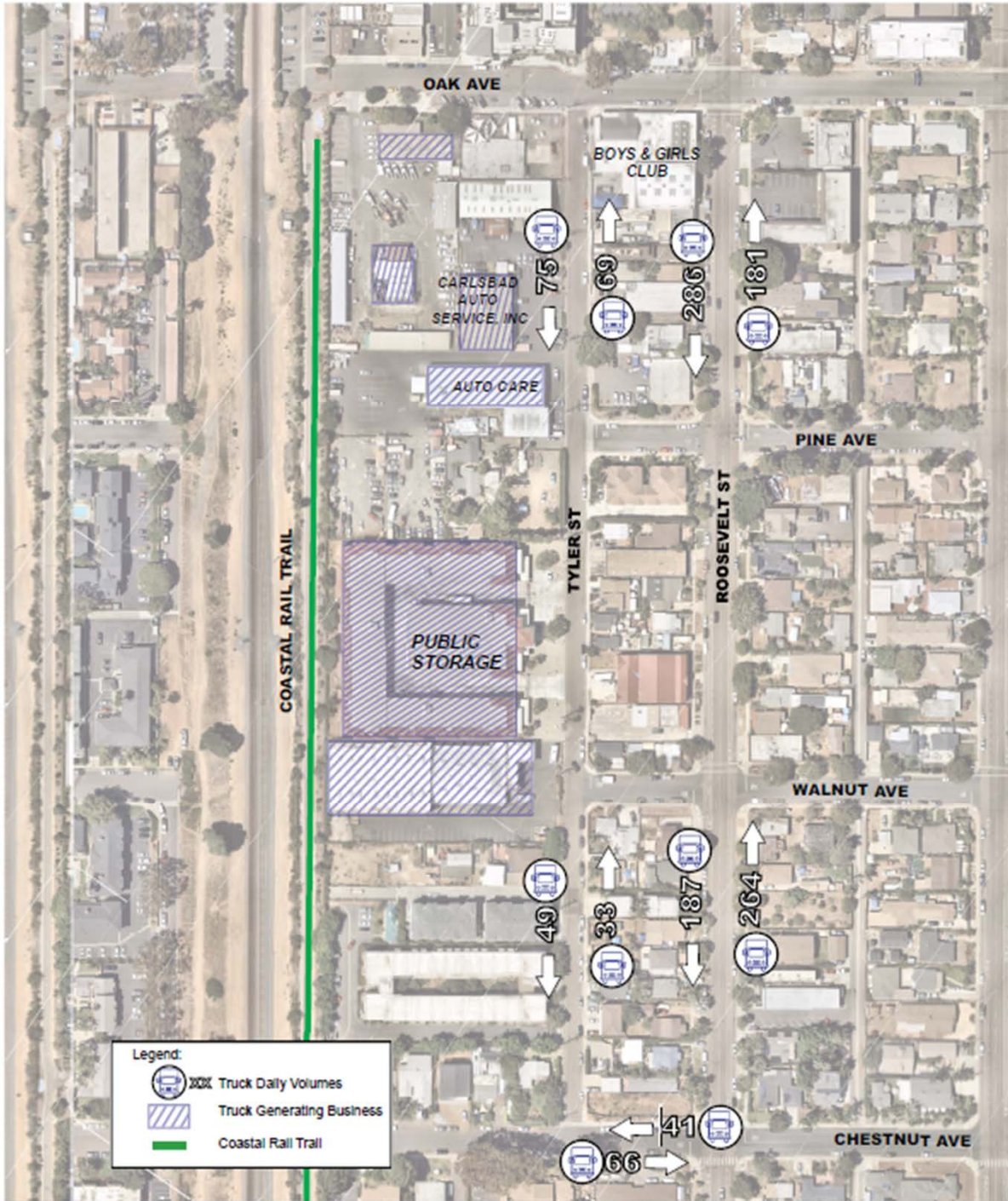


Figure 2-6, Village Center Railroad Corridor



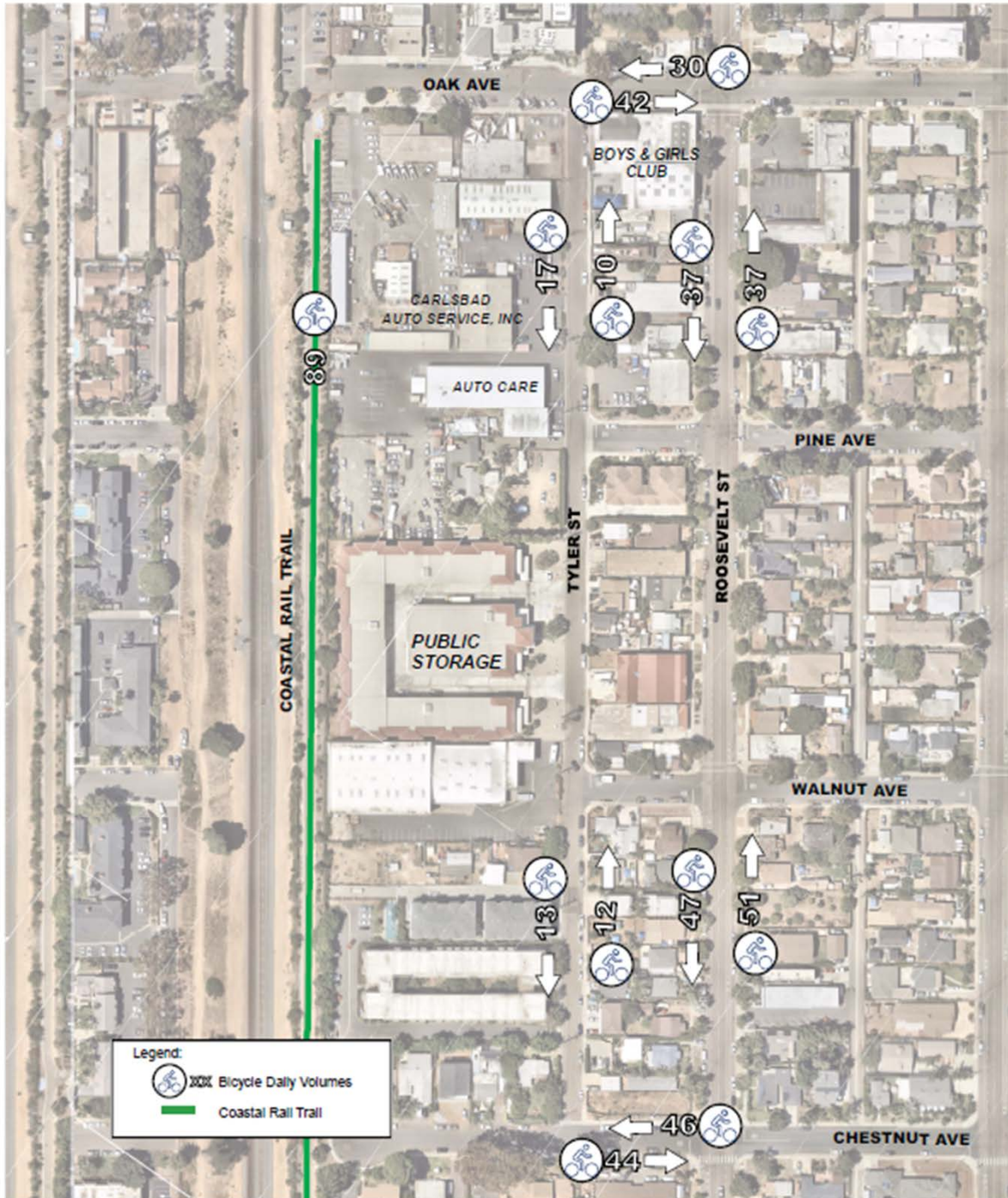
Existing Traffic Volumes





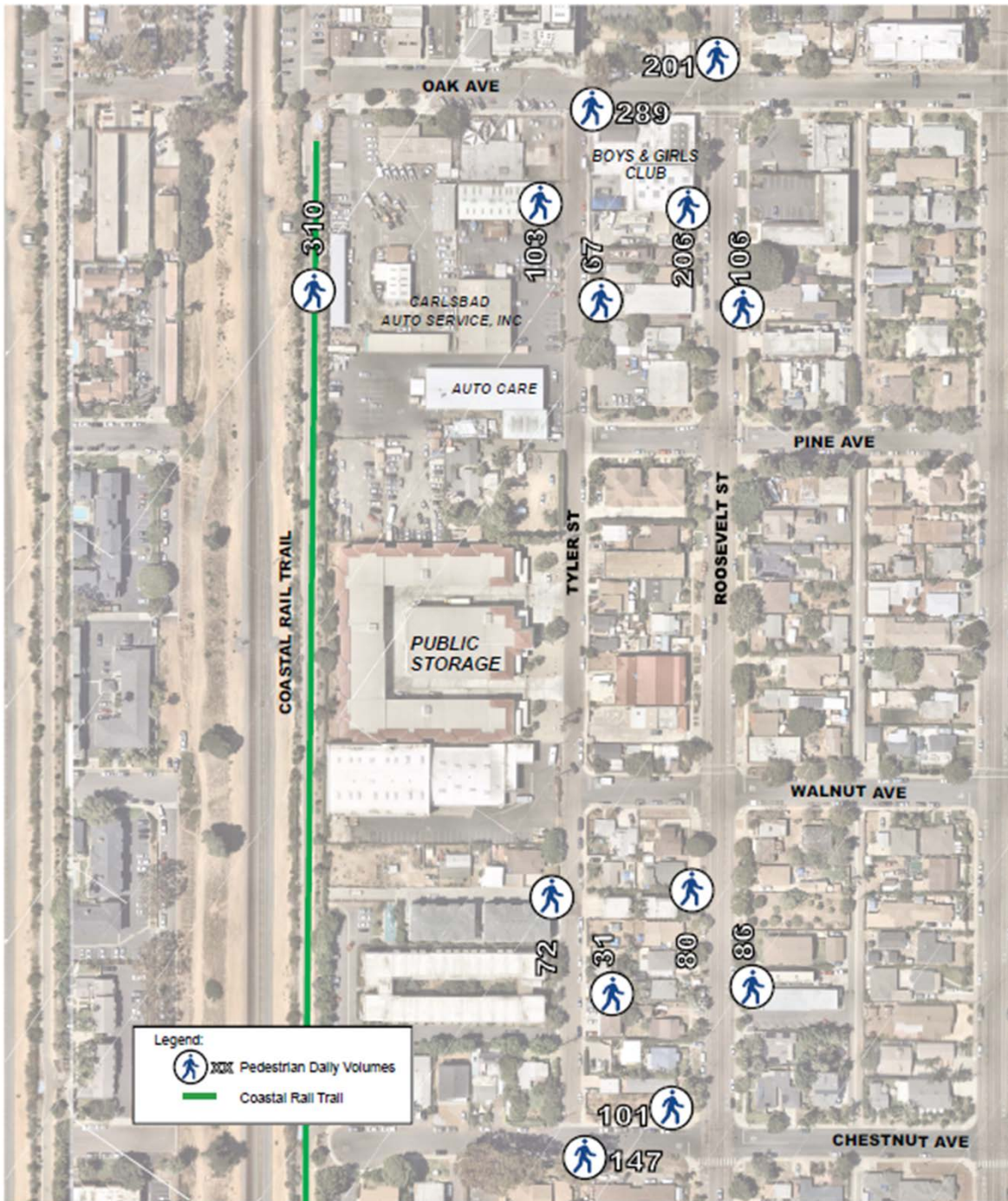
Existing Truck Volumes





Existing Bicycle Volumes





Existing Pedestrian Volumes





Tyler Street

COMPLETE STREETS
INFRASTRUCTURE
IMPROVEMENTS

PUBLIC INPUT REPORT
August 2023

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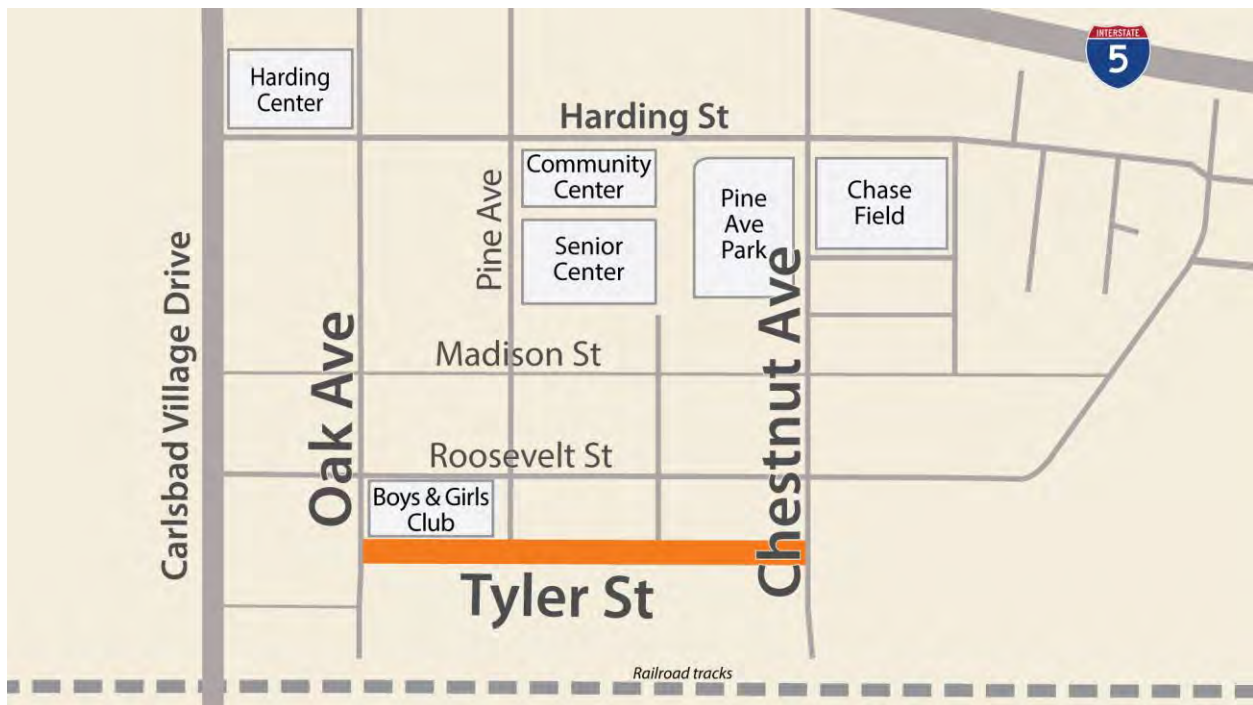
- A. How opportunities were promoted
- B. Workshop feedback
- C. Survey responses
- D. Other comments

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



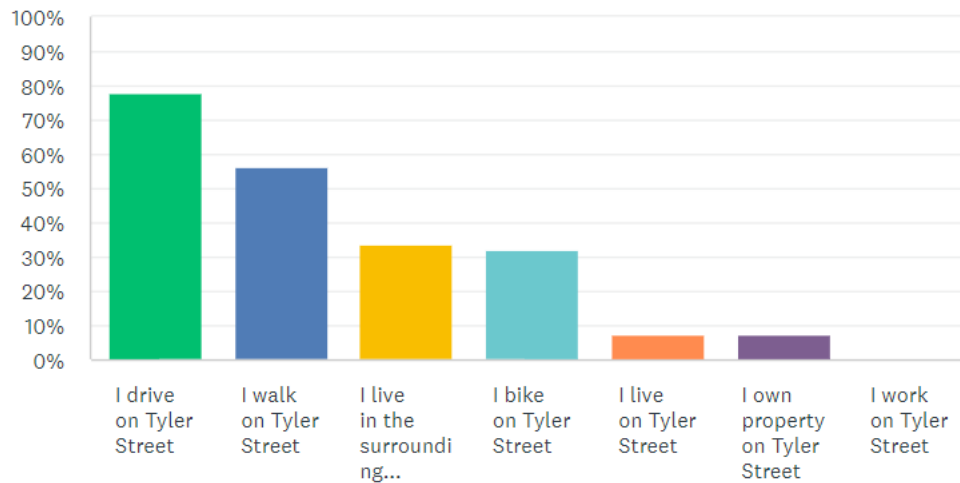
Door-to-door business outreach, May – June 2023

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

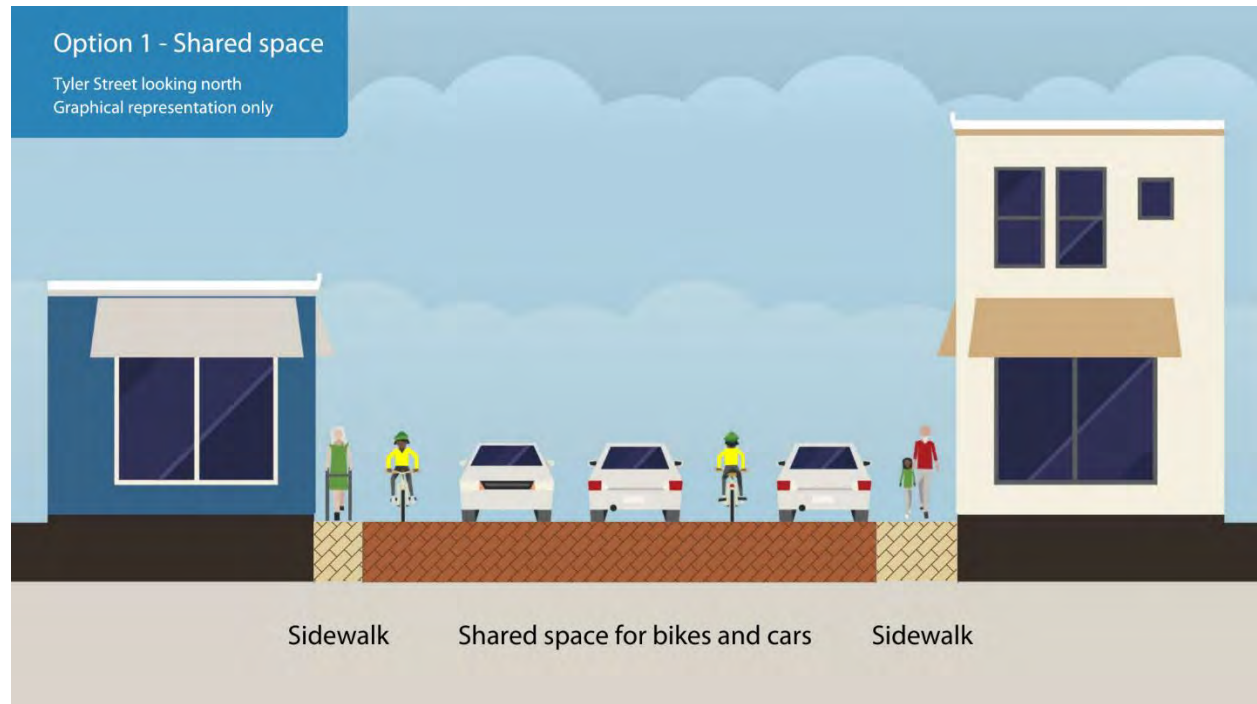
- Maintain or increase parking capacity.
- Make sure senior residents in the complex have ample, nearby parking.

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.

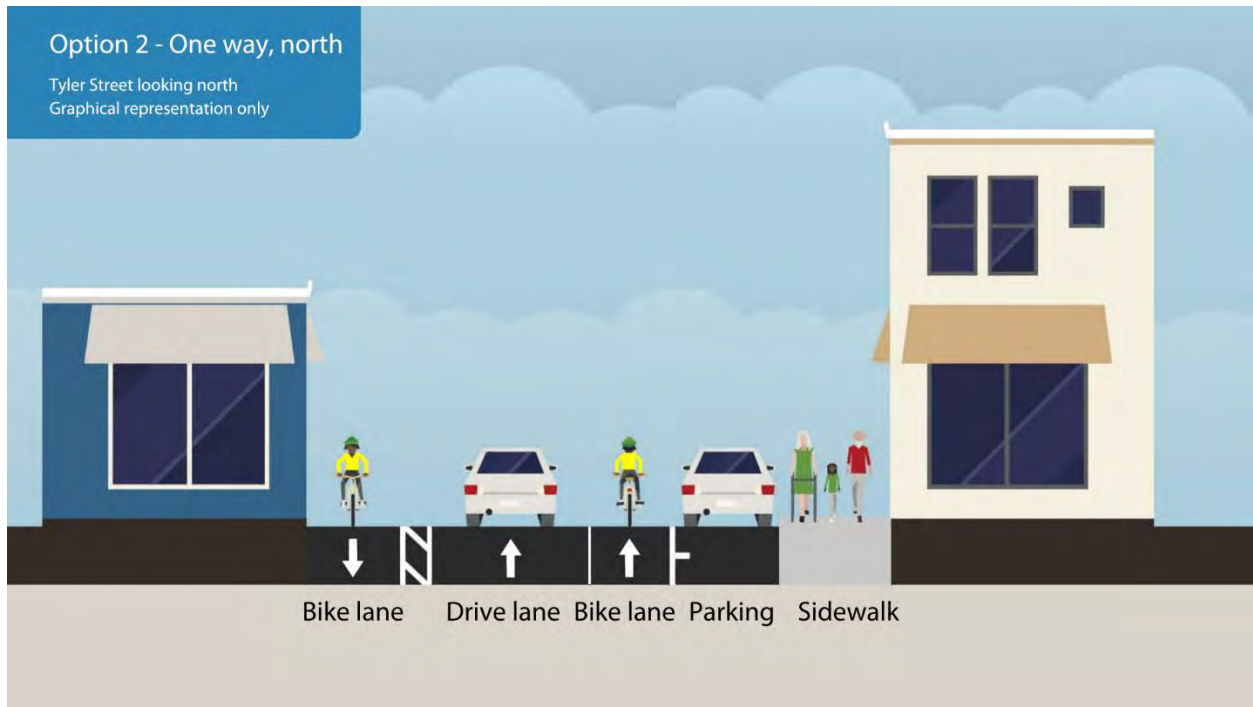
Theme: Street is too narrow to accommodate this design.

- 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.

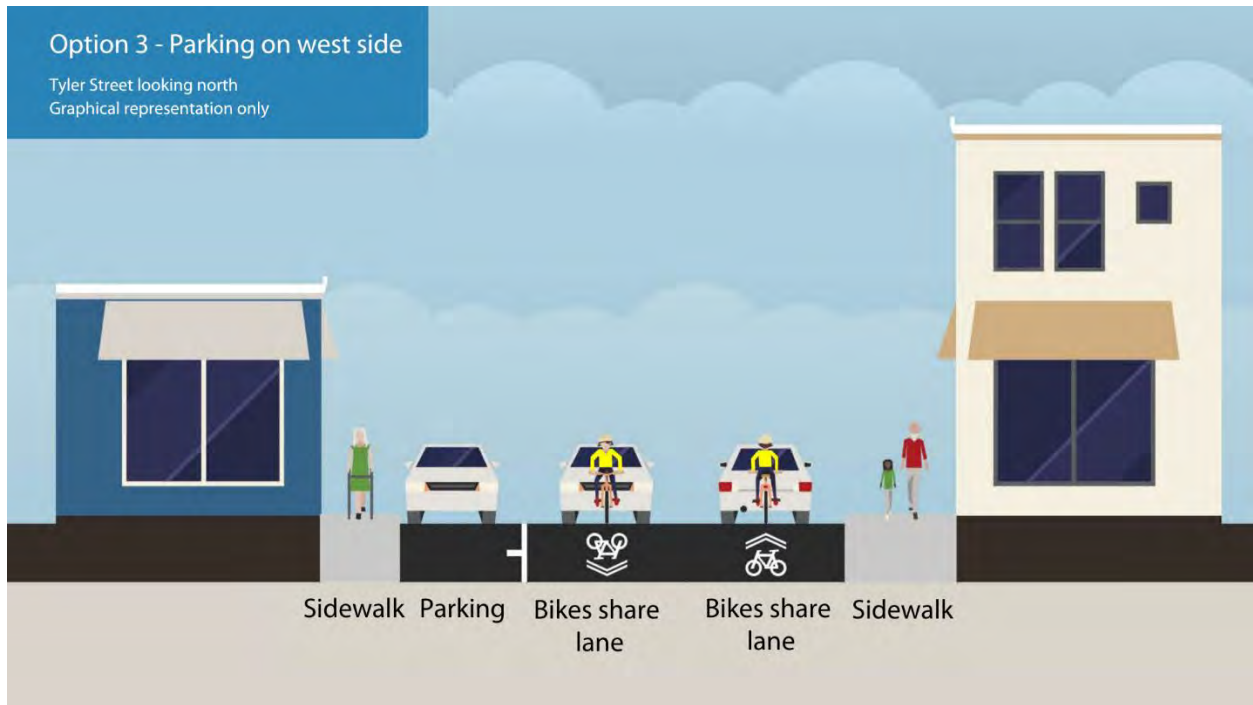
Theme: Offers only one sidewalk.

- 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.

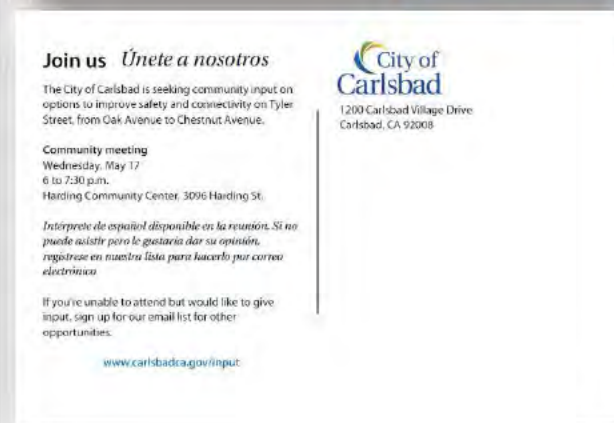
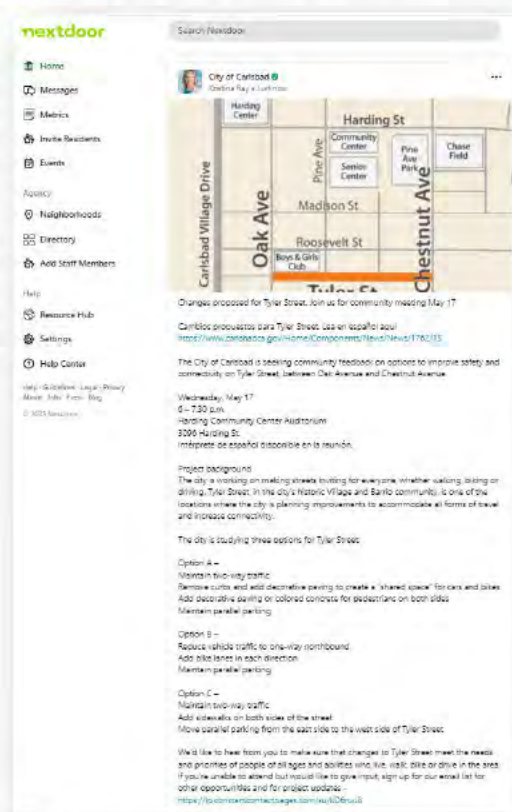
Appendices

- 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

Tyler Street Improvements

SAFER TOGETHER CARLSBAD

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 meet the needs of people of all ages and abilities who walk, bike or drive, we are 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 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"> • Like it in theory because it is pedestrian friendly | <ul style="list-style-type: none"> • Not realistic. Couldn't fit my cars. • Not enough space – not functional without taking property • This image isn't a real size street |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Sidewalk shouldn't be @ the same level • When people park they will encroach on the sidewalk • Seen it work in Europe. Inconsistent w/Carlsbad • <u>Ebikes</u> are a problem too | <ul style="list-style-type: none"> • Bullet points |

Option 2 – One-way north

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

Option 3 – Parking on west side

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

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"> • 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 | <ul style="list-style-type: none"> • 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 <u>similar to</u> 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 |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Different material for sidewalk design • Addition of dedicated parking • Addition of dedicated loading zone for businesses and apartment complex • Split vote on one-way versus two-way street | <ul style="list-style-type: none"> • Why isn't there parking? The parking is a serious issue at the apartment complex; many residents currently park illegally or block loading zone |

Option 2 – One-way north

| Likes | Dislikes/what's missing |
|--|--|
| <ul style="list-style-type: none"> • 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 | <ul style="list-style-type: none"> • 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 |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Add sidewalk on both sides, drop bike lanes/replace with shared road, add parking on both sides | <ul style="list-style-type: none"> • When was the last time the city conducted a traffic count? • 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? |

Option 3 – Parking on west side

| Likes | Dislikes/what's missing |
|--|---|
| <ul style="list-style-type: none"> • SIDEWALK: favors sidewalks on both sides • PARKING: favors inclusion of parking, but should be on both sides • TWO-WAY: 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 | <ul style="list-style-type: none"> • SIDEWALKS ON BOTH SIDES • PARKING ON BOTH SIDES • DEDICATED LOADING ZONE |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Parking on both sides, sidewalks on both sides, split vote on two-way street; residents prefer one-way for perceived decrease in traffic | <ul style="list-style-type: none"> • |

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 Gormar

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

Option 2 – One-way north

| Likes | Dislikes/what's missing |
|---|--|
| <ul style="list-style-type: none"> • If the street was to be one-way, preference on going NB. | <ul style="list-style-type: none"> • 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 |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Preference to move the bike lane to be a narrow NB only. • Possibly look at parking on both sides. | <ul style="list-style-type: none"> • Is it safe to have bikes going the opposite direction on a one-way street. |

Option 3 – Parking on west side

| Likes | Dislikes/what's missing |
|---|--|
| <ul style="list-style-type: none"> • Like the idea of the sidewalk on the west side. | <ul style="list-style-type: none"> • 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 |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> • Would be nice to have the sidewalk on the east widened slightly | <ul style="list-style-type: none"> • Bullet points |

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 fluorescent open
- 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
- Driveways 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"> ▪ Bikes both ways ▪ Easier for those mobility challenges w/flat street ▪ If concept is for bikes, make it good ▪ Looks pretty | <ul style="list-style-type: none"> ▪ Concerns with drainage ▪ Not enough space for every thing ▪ Safety issues ▪ Likes flat surface but concerned about drainage |
| How concepts could be improved | Questions |
| | <ul style="list-style-type: none"> ▪ What prevents parking if all level ▪ Confusing |

Option 2 - One-way north

| Likes | Dislikes/what's missing |
|--|---|
| <ul style="list-style-type: none"> ▪ Like wider sidewalk for pedestrians ▪ One way could be good for pulling out of driveways, but creates too many parking issues | <ul style="list-style-type: none"> ▪ 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 lanes on both ways ▪ People parking on side with no parking signs makes street narrower (not good) |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> ▪ 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 | <ul style="list-style-type: none"> ▪ Bullet points |

Option 3 - Parking on west side

| Likes | Dislikes/what's missing |
|--|--|
| <ul style="list-style-type: none"> ▪ 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) | <ul style="list-style-type: none"> ▪ Pedestrian access is a big concern + right of way is big concern |
| How concepts could be improved | Questions |
| <ul style="list-style-type: none"> ▪ Bullet points | <ul style="list-style-type: none"> ▪ Sidewalks on both sides are good if they fit but concerned about limited space |

C. Survey Responses

Verbatim Comments from Tyler Street Survey

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| What's most important to you as the city considers changes to 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 |
| 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 |

| |
|--|
| 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 |
| 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 |
| What are the costs associated with the three options? What is the maintenance/longevity of the materials used? (pavers, concrete, etc.) |
| Sufficient pedestrian walkway width with no overhead power lines where birds crap on you as is prevalent in Carlsbad and dedicated bike path |
| 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. |
| Probably maintaining 2-way vehicle traffic. |
| SIDEWALKS. MANY PEDESTRIANS ON TYLER ST |
| 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. |
| 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 & ped) |
| 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. |
| Sidewalks on both sides of street. Safe bike lane. |
| Safety, of course, as well as improvements that are aesthetically pleasing and function well for the immediate neighborhood. |

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|--|
| 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 |

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|---|
| 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 |

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| 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 |

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| 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?

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|---|
| What works for you in option 1? |
| 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 |

| |
|--|
| What works for you in option 1? |
| 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. |

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| What works for you in option 1? |
| 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. |

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| What works for you in option 1? |
| 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. |

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| What works for you in option 1? |
| 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?

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| What concerns you about option 1? |
| 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. |

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| What concerns you about option 1? |
| 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 |

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| What concerns you about option 1? |
| 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 |

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| What concerns you about option 1? |
| 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. |

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| What concerns you about option 1? |
| 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. |

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| What concerns you about option 1? |
| 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?

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| What works for you in option 2? |
| 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. |

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| What works for you in option 2? |
| 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 |

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| What works for you in option 2? |
| 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 |

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| What works for you in option 2? |
| 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 |

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| What works for you in option 2? |
| 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. |

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| What concerns you about option 2? |
| 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. |

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| What concerns you about option 2? |
| 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. |

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| What concerns you about option 2? |
| 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. |

| What concerns you about option 2? |
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| 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 |

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| What concerns you about option 2? |
| 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 land 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. |

| What concerns you about option 2? |
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| 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 |

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| What concerns you about option 2? |
| 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. |

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| What concerns you about option 2? |
| 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. |

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| What works for you in option 3? |
| 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??? |

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| What works for you in option 3? |
| 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 |

| |
|---|
| What works for you in option 3? |
| 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 |

| |
|---|
| What works for you in option 3? |
| 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 |

| |
|--|
| What works for you in option 3? |
| 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. |

| |
|---|
| What concerns you about option 3? |
| 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 |
| SIDEWALKS ON BOTH SIDES PARKING ON BOTH SIDES DEDICATED LOADING ZONE |
| 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. |

| |
|--|
| What concerns you about option 3? |
| 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 |

| |
|---|
| What concerns you about option 3? |
| 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 |

| |
|---|
| What concerns you about option 3? |
| 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 |

| |
|--|
| What concerns you about option 3? |
| 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 |

| |
|--|
| What concerns you about option 3? |
| 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 ^{on} 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]@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]@carlsbadca.gov>

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]

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 17th. 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 discretionary paving & discretion as priorities for bicyclists & 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

Reply Reply All Forward

Thu 4/27/2023 5:18 PM

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

Nick Gorman
Associate Engineer
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 accommodate 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 parallel, 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 unneeded and unnecessary change and the city can put the project money to better use elsewhere.

Larry Peifer

[redacted]
Carlsbad, CA

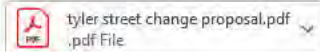
Tyler Street changes



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"> - 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. |
| Gloria | Phone | <ul style="list-style-type: none"> - makes it hard to see and hard for two-way traffic - Loading in front of the apartment building can be hard to use due to - Can we make the loading area longer? - Priorities: 1) pedestrians on both sides 2) parking on both sides is an issue. |
| Gil Alvarado | Phone | <ul style="list-style-type: none"> - amount of utilities. - Against parking on both sides - Has noticed issues with two-way traffic with the high volume of trucks, making it difficult for both vehicles to pass. - Would like to see crosswalks at Walnut Ave & Pine Ave along Tyler Street - Recommends 3-foot path on each side for bikes/scooters for seniors, etc |
| Matt Hall | Phone | <ul style="list-style-type: none"> - Tyler Street. - 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. |
| Jasmin | Phone | <ul style="list-style-type: none"> - Discussed the different options, wanted to see them before the meeting May 17th. - noted that there are a lot of new residents/older residents in the area - number 1 concern is the safety while walking in the village and barrio - 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. |
| Susan Whitten | Phone | <ul style="list-style-type: none"> - Preference for one-way with sharrows along the travel lane - Leave parking on the east side - Does not want parking on the west side - The biggest problem is Budha Tea employees all park on Tyler Street |

E. Business feedback

Tyler Street Business Questionnaire

| | | |
|-------------------|--------------------------|--------------|
| Name: Vicki Beato | Business: WSH management | Date: 5/3/23 |
|-------------------|--------------------------|--------------|

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?

5/13/23

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?

Not 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: Larcade towing

Date: 5/3/23

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 ~~some~~ 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 ~~the~~ 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 Witter

Business: Buddha Teas

Date: 5/3/23

What is your biggest concern today along Tyler Street?

How trucks get into their^{to} 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> |
|-------------------|-------------------------------|-----------------------|

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 law 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?

1
1

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

| | | |
|----------------------------|----------------------------|---------------------|
| 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 ~~pieces~~ 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 @ 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

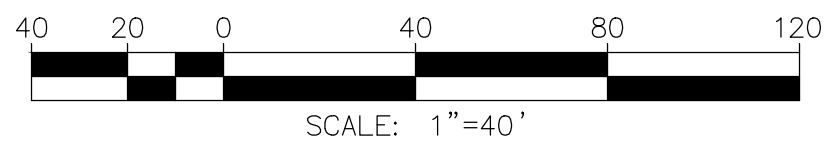
Anything else you would like to share with us about Tyler Street in general?

No parking on west side, no way it would work.
Budhist tea trucks come from ~~the~~ then back into lot



- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

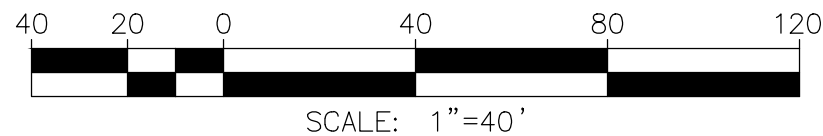
TYLER STREET CONCEPT
 OPTION 1 - WEST SIDEWALK FROM WALNUT TO CHESTNUT ONLY
 CARLSBAD, CA





- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

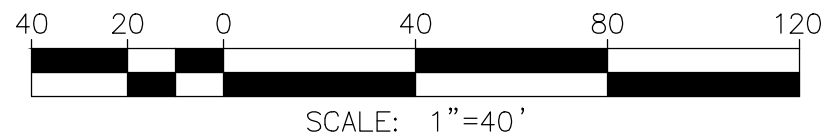
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 CARLSBAD, CA

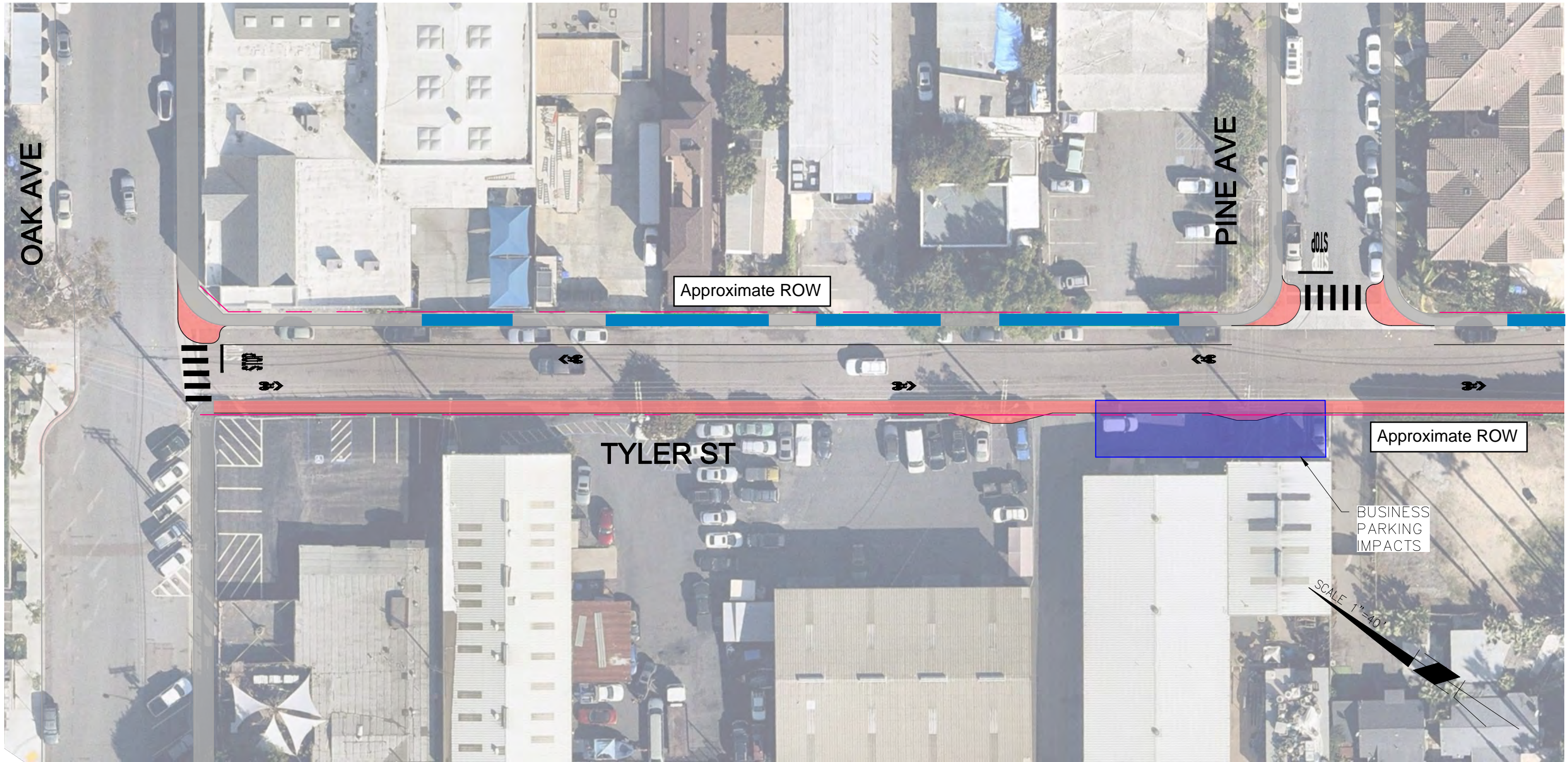




- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

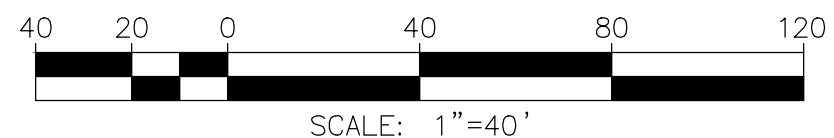
TYLER STREET CONCEPT
 OPTION 1 - WEST SIDEWALK FROM WALNUT TO CHESTNUT ONLY
 CARLSBAD, CA





- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

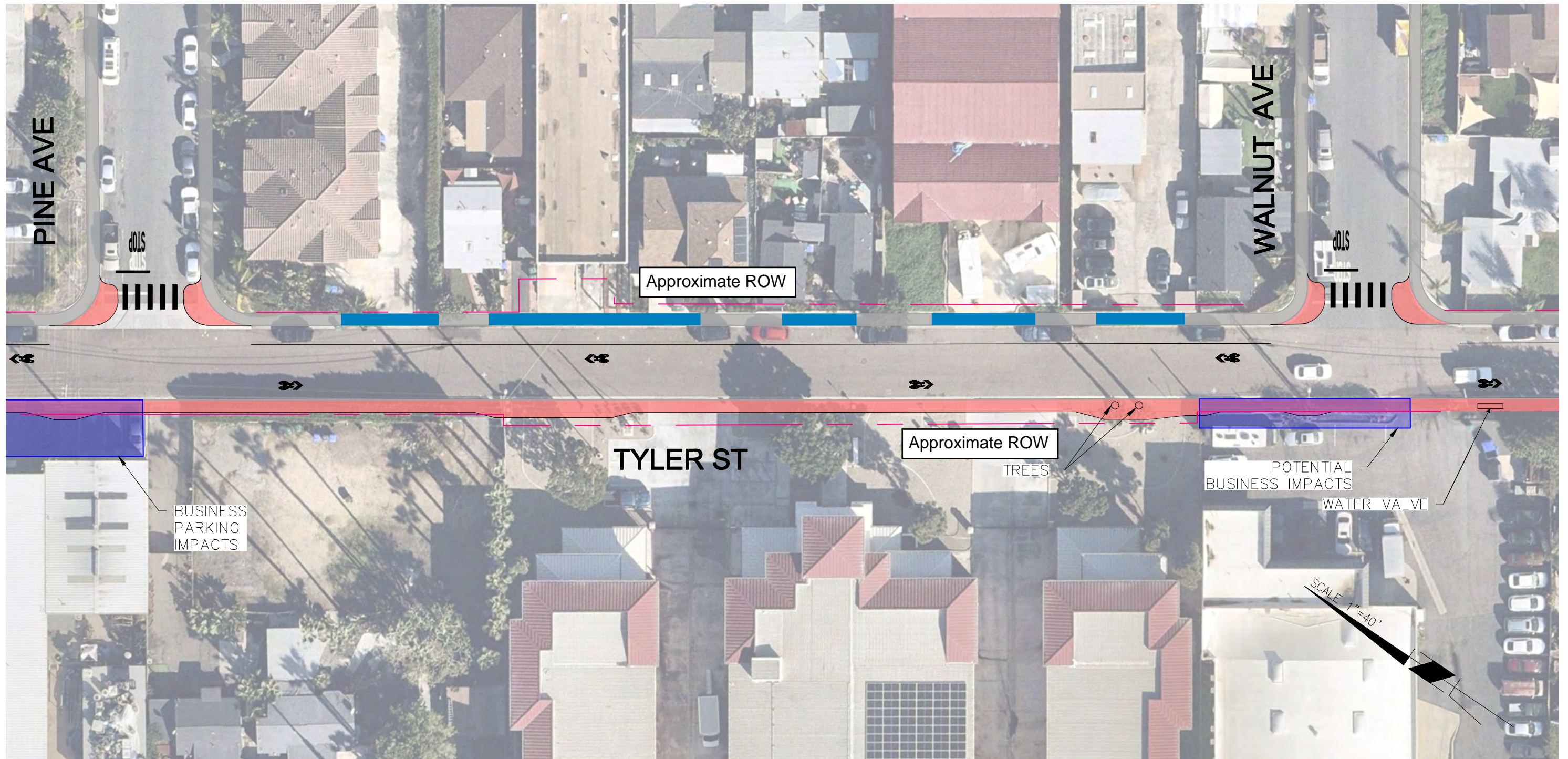
TYLER STREET CONCEPT
 OPTION 2 - WEST SIDEWALK
 CARLSBAD, CA



July 1, 2024

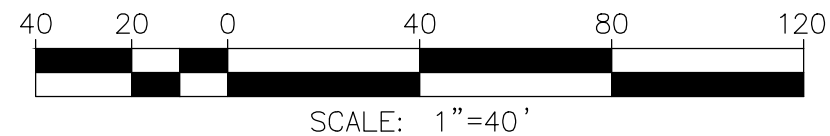
Michael Baker
INTERNATIONAL
 Item #1

5050 Avenida Encinas
 Suite 260
 Carlsbad, CA 92008
 Phone (760) 476-9193
 MBAKERINTL.COM



- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

TYLER STREET CONCEPT
 OPTION 2 - WEST SIDEWALK
 CARLSBAD, CA

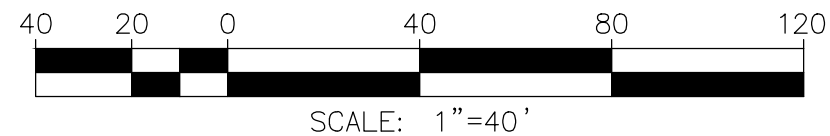


July 1, 2024



- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- RECONSTRUCT DRIVEWAY WITH 3" ROLLED CURB
- RIGHT-OF-WAY
- APPROXIMATE BUSINESS IMPACTS

TYLER STREET CONCEPT
 OPTION 2 – WEST SIDEWALK
 CARLSBAD, CA





Staff Report

Meeting Date: July 1, 2024

To: Traffic Safety & Mobility Commission

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

Subject: Fiscal Year 2024-25 – Traffic Safety & Mobility Commission Work Plan

Recommended Action

Provide staff input on the fiscal year, or FY, 2024-25 Traffic Safety & Mobility Commission Workplan for future submittal to the City Council.

Executive Summary

Carlsbad Municipal Code Section 2.15.020(C) requires the Traffic Safety & Mobility Commission, or TS&MC, to prepare a draft work plan that identifies activities that the TS&MC anticipates undertaking in the coming year and a subsequent report of the TS&MC's accomplishments. The purpose of this work plan is to encourage increased dialogue between the TS&MC and the City Council. City staff will facilitate this work and develop a draft work plan that will include a list of goals and related tasks that will guide the TS&MC agenda for the coming year.

Next Steps

The FY 2024-25 TS&MC work plan will be submitted to the City Council for review and approval.

Exhibits

1. Draft City Council Resolution
2. Memo from City Attorney, Dec. 18, 2018
3. Traffic Safety & Mobility Commission Current Work Plan for FY 2023-24
4. Traffic safety & Mobility Commission Communications Plan

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, APPROVING THE TRAFFIC SAFETY & MOBILITY COMMISSION WORK PLAN FOR FISCAL YEAR 2024-25.

WHEREAS, Chapter 2.15 of the Carlsbad Municipal Code requires that each board or commission provide to the City Council for its approval an annual Work Plan of activities to be undertaken by the board or commission; and

WHEREAS, consistent with the duties of the Traffic Safety & Mobility Commission under Chapter 2.28 of the Carlsbad Municipal Code, staff prepared a draft annual Work Plan for the Traffic Safety & Mobility Commission that is designed to promote mobility and traffic safety within the city and to implement the General Plan Mobility Element; and

WHEREAS, the draft annual Work Plan includes development of a communications plan, consistent with City Council direction to staff at its ____, 2024, meeting to include a communications plan under which the Traffic Safety & Mobility Commission Chair will provide semi-annual reports to the City Council on the Commission's activities and recommendations on specific matters; and

WHEREAS, on ____, 2024, the Traffic Safety & Mobility Commission considered and unanimously recommended City Council approval of the draft annual Work Plan for Fiscal Year (FY) 2023-24.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.
2. That the City Council of the City of Carlsbad approves the Traffic Safety & Mobility Commission Work Plan for FY 2024-25, attached hereto as Attachment A.

PASSED, APPROVED AND ADOPTED at a regular Meeting of the City Council of the City of Carlsbad, California, California on the __ day of _____, 2024, by the following vote, to wit:

AYES:

NAYS:

ABSENT:

KEITH BLACKBURN, Mayor

SHERRY FREISINGER, City Clerk

(SEAL)



Memorandum

December 18, 2018

To: All Boards and Commissions
From: Celia A. Brewer, City Attorney
Via: Boards and Commissions Staff Liaisons
Re: **Work Plans**

The City Council recently revised the Municipal Code to create uniform policies and procedures related to boards and commissions. Included in those revisions is a requirement for each board and commission to submit an annual work plan and a subsequent report of the activities it has undertaken to the City Council. The workplan should include the activities that the board or commission anticipates undertaking in the coming year. The City Council will review, amend if necessary and approve the work plan. The purpose of the work plan is to encourage increased dialogue between the boards and commissions and the City Council. It will also help ensure that the boards and commissions are working in line with the priorities of the City Council. Your staff liaison will present you with an initial draft work plan. Please spend some time at your next available meeting to review, modify if necessary and approve the draft work plan. In addition, please also consider any modifications to your authorizing ordinance or resolution which you may be necessary. The City Council will be reviewing the authorizing ordinances and resolutions at a future meeting.

City of Carlsbad
Traffic Safety & Mobility Commission
Work Plan Fiscal Year 2024-25

DRAFT

I. Mission Statement

The Traffic Safety & Mobility Commission is committed to enhancing safe mobility for the city and its residents by using data-driven decision-making and a forward-looking approach to transportation. We are transparent and do the right thing the right way.

II. Duties

The City Council has established a goal to have the City of Carlsbad become a leader in multimodal transportation systems and creative approaches to moving people and goods through and within the City of Carlsbad. Consistent with Carlsbad Municipal Code Chapter 2.28, the City of Carlsbad Traffic Safety & Mobility Commission was established. Duties of the Traffic Safety & Mobility Commission are defined as follows by the Carlsbad Municipal Code Section 2.28.050:

It shall be the duty of the Traffic Safety & Mobility Commission to study matters concerning mobility and traffic safety, including implementation of the General Plan Mobility Element, and to make written recommendations to the City Council and Planning Commission regarding measures that should be taken to promote mobility and traffic safety within the city as follows:

- A. Review staff studies and reports, and make recommendations to the City Council and Planning Commission on mobility and traffic safety matters, including but not limited to those related to pedestrian, bicycle, vehicular and transit modes of travel, and parking and school safety;
- B. Provide a public forum to review community input regarding mobility and traffic safety matters, including but not limited to those related to pedestrian, bicycle, vehicular and transit modes of travel, and parking and school safety;
- C. Review and provide recommendations for revision to the city codes and plans on mobility and traffic safety matters, including but not limited to pedestrian, bicycle, vehicular and transit modes of travel, and parking and school safety.

III. FY 2024-25 Goals & Objectives

Consistent with Carlsbad Municipal Code Chapter 2.15, the Traffic Safety & Mobility Commission will provide advisory recommendations within the scope of this work plan.

The Traffic Safety & Mobility Commission will focus on the following FY 2024-25 Goals/Objectives:

1. **Goal:** Review staff recommendations on the multimodal transportation system, and

provide input based on data, best practices and public input.

- a) Objective: Review and provide input on mobility policies, programs, processes, and informational reports including the Growth Management Program (GMP) Annual Monitoring Reports, status related to signal and traffic management center operations from the Signal Coordination (CIP) project, Traffic Impact Fee program and other reports within the purview of the commission. In addition, the Traffic Safety & Mobility Commission will review the list of CIP projects as part of the Transportation Director's bi-annual transportation update report.

Schedule:

- Spring
 - Presentation of the annual GMP Monitoring Report
 - Update on the city's traffic signal program
- Summer and Winter
 - Presentation of the bi-annual Transportation Update Report

- b) Objective: Review and provide input on current mobility plans, including the annual progress reports on the Sustainable Mobility Plan, and Citywide Transportation Demand Management (TDM) Program.

• Schedule:

- February 2025: Annual update on the Sustainable Mobility Plan and Multimodal Transportation Impact Fee Program
- Winter 2024: Performance report of the TDM program and Active Transportation Monitoring Report, including metrics on active participants in the TDM program, changes in active transportation use, and other performance indicators.

- c) Objective: Review and provide input on Carlsbad Residential Traffic Management Program projects and proposed traffic calming features such as speed cushions, traffic circles, raised crosswalks and curb extensions.

• Schedule:

- Staff will present Residential Traffic Management projects and traffic calming recommendations on an on-going basis.

- d) Objective: Review and provide input to the city's transportation planning documents and related policies such as the update of the Transportation Impact Analysis (TIA) Guidelines.

• Schedule:

- Staff will present the proposed revisions to the TIA

guidelines and vehicle level of service (LOS) evaluation methods in the Winter of 2024 with City Council adoption anticipated in early 2025.

- Staff will present the MMLoS results of the GMP Monitoring Report to the City Council and Traffic Safety & Mobility Commission in 2024.
- e) Objective: Provide opportunities for public input on scheduled city projects that have the potential to improve mobility options.
 - Schedule:
 - Staff will present mobility related projects and receive community input on an on-going basis.

2. **Goal**: Focus on mobility, including safety improvements, around school locations

- a) Objective: Review and provide input on significant mobility and safety projects near schools. Proactively engage the school district in Safe Routes to School (SRTS) planning and work with the schools to develop SRTS and access plans.
- b) Objective: Receive informational reports from the Carlsbad Police Department regarding school traffic education and enforcement.
 - Schedule:
 - Staff will present mobility and safety projects near schoolsites on an on-going basis.
 - The Carlsbad Police Department will provide quarterly updates.

Annual Schedule of Items: The following list provides a tentative schedule of re-occurring agenda items that the Traffic Safety & Mobility Commission will review each year.

First Quarter (January – March)

- Semi-Annual Transportation Report
- Growth Management Plan Circulation Section

Second Quarter (April – June)

- Traffic Safety & Mobility Commission Work Plan
- Semi-Annual Transportation Report

Fourth Quarter (October – December)

- TDM and Active Transportation Monitoring Report
- Traffic Safety & Mobility Commission Annual Calendar

Other re-occurring programs to be presented as available:

- Pavement Management Program, annual resurfacing projects

- ADA Improvement Program, bi-annual projects
- ADA Transition Plan
- Sidewalk Improvement Program, bi-annual projects

DRAFT

Traffic Safety & Mobility Commission

Proposed Communications Plan

Goals

- Facilitate communication between the commission and the City Council regarding the Traffic Safety & Mobility Commission work plan, including implementation status and City Council actions related to work plan items.
- Promote opportunities for the public to engage with the commission and obtain information about the commission's activities.

Strategies & tactics

Staff Reports

- When city staff plans to bring forward an item related to the work plan for action to the Planning Commission or City Council, staff will seek an advisory recommendation from the commission beforehand.
- When preparing staff reports for items coming before the commission for action, city staff will include the following:
 1. Requests for advisory recommendations from the commission.
 2. Opportunities for public input.
 3. A clear overview of whether the item will require further consideration by the Planning Commission and/or City Council and whether the item will be considered on the consent calendar or as a presentation.
- When preparing staff reports for commission items coming before the Planning Commission or City Council, city staff will include as an exhibit the approved commission meeting minutes related to the item. If the Commission minutes have not yet been approved, draft minutes will be submitted on that item.

City Traffic Engineer Comment

- During City Traffic Engineer comment at each commission meeting, city staff will provide an updated status report on:
 1. any City Council actions taken on items related to the commission work plan since the last commission meeting;
 2. other pending mobility-related items to be addressed by the City Council with or without prior commission review; and
 3. unresolved requests from the commission

Annual Work Plan

- City staff will collaborate with the commission to prepare an annual work plan to the City Council and a subsequent report of its accomplishments per Carlsbad Municipal Code section 2.15.020(C).

Participation at City Council meetings

- Per Carlsbad Municipal Code section 2.15.020(D), the commission (chair or another commissioner designated by the commission) will provide periodic written reports to the City Council, which should include:
 1. Recent activities of the commission.
 2. Attendance at the commission's meetings.
 3. Any ad hoc subcommittees which the commission has formed.
 4. Any proposed amendments to the commission's work plan; and
 5. Any matters which the commission wishes to bring to the attention of the City Council or to have placed on a future City Council agenda.
- In addition to providing the above-described written reports to City Council, the commission (chair or another commissioner designated by the commission) will also:
 1. Participate in the semi-annual update to City Council by city staff on traffic and mobility initiatives.
 2. Participate in the presentation to City Council on the commission's annual work plan.
 3. Affirm the commission's recommendations and provide input on traffic and mobility items being presented to City Council.
- The commission will also undertake other tasks from time to time as requested or approved by the City Council per Carlsbad Municipal Code section 2.15.020(F). Commissioners will coordinate participation at City Council meetings with the staff liaison to ensure proper protocols are followed.

Meeting Agendas and Public Records

- Items requested by a majority commission vote shall be agendaized within a reasonable time if they are related to the work plan and staff resources are available.
- The commission may place a time-certain item on their next agenda related to the items listed in CMC section 2.15.020 (D).
- Best efforts will be made to distribute the commission agenda packet, staff reports, and meeting minutes available to the public and commissioners at least five (5) days in advance of a scheduled commission meeting. When not feasible, city staff will attempt to publicly circulate the full agenda package a minimum of 72 hours prior to the commission meeting in accordance with applicable law, including posting on the city's website.
- Commissioners may submit pre-meeting questions to staff, and staff shall make reasonable efforts to answer the questions prior to the meeting, consistent with City Council practice.
- Additional materials received by the Friday before the scheduled meeting shall be distributed by staff to the commission and the public consistent with City Council practice.

- Commission meeting minutes will focus on noticed agenda items and accurately record recommendations, actions and public comments, so the commission's activities are transparent to the public.
- Commission records will be retained in accordance with the records retention schedule adopted by the City Council and applicable law.



Staff Report

Meeting Date: July 1, 2024

To: Traffic Safety & Mobility Commission

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

Subject: Semiannual Transportation Report

Recommended Actions

Receive the Semiannual Transportation Report.

Executive Summary

The City of Carlsbad is committed to helping everyone get around the city in a safe and convenient way, whether by foot, car, bike or public transit. In 2015, the City Council approved an updated General Plan, which included several new policies to achieve these goals. Since that time, the city's Transportation Department has been working on dozens of projects and initiatives related to transportation and traffic safety.

The changes needed to bring city streets into alignment with the policies in the General Plan will take many years to complete. In 2018, the City Council asked staff to present updates twice a year to measure progress and provide an opportunity for the community to learn about the work being done. This report provides an update on progress made since December 2023.

Discussion

The Transportation Department is working on dozens of projects and initiatives designed to align city streets with the policies of the city's General Plan. The General Plan reflects changes in state law requiring cities to take a "complete streets" approach to road design. Complete streets are streets designed to accommodate all the different ways people might want to get around the city. By making streets more accessible for walking and biking, complete streets support other goals such as reducing greenhouse gases, reducing vehicle traffic, supporting a healthy lifestyle and creating a stronger sense of community.

The General Plan recognizes that one size does not fit all when it comes to transportation. The plan puts streets into different categories, each with its own set of design goals. For example, streets most conducive to walking and biking, such as those in the Village and along the coast, prioritize slower speeds. Main thoroughfares, such as El Camino Real, account for higher speeds and prioritize car traffic.

The Transportation Department continues to focus on managing the city's street infrastructure in the most cost effective manner possible while maintaining our high public works standards.. In all our projects, we aim to strike a balance between minimizing traffic congestion and designing complete streets that safely accommodate all users, including vehicles, bicycles, and pedestrians.

Our goal is to reduce congestion and delays, particularly at intersections, while ensuring that our streets are safe and accessible for everyone. This approach not only improves traffic flow for drivers but also enhances safety and convenience for cyclists and pedestrians, promoting a more inclusive and efficient transportation network.

Improving crosswalks along the beach

The city has focused its safety improvements on areas with the highest rate of injury collisions. Top among these is Carlsbad Boulevard from Tamarack Avenue to the city's northern border. Since the last report, improvements to the remaining five crosswalks have been completed at Oak, Sycamore, Maple, Cherry and Hemlock avenues.

The six crosswalks had existing rectangular rapid flashing beacons. The additional safety enhancements included:

- Flashing lights in the pavement across the crosswalks to alert drivers to the presence of crossing pedestrians
- The lights are activated when a pedestrian pushes the button
- Curb extensions for all the intersections except at Maple Avenue; these extensions make it easier for drivers to see people walking and reduce the distance people need to cross the street; they do not impact bicyclists in the bike lane
- High-visibility crosswalk markings on Carlsbad Boulevard and its side streets
- Green painted bicycle lanes to clearly indicate the areas where bicycle and vehicle traffic may conflict

Avenida Encinas – Coastal Rail Trail Improvements

The city is enhancing safety along Avenida Encinas for all modes of transportation as part of the regionwide Coastal Rail Trail. Since the last report, construction has started and is currently underway on segment two, the southernmost segment of Avenida Encinas between the Poinsettia Coaster Station and Carlsbad Boulevard.

Improvements along this segment include implementing a road realignment reducing the number of driving lanes from two to one between Poinsettia Lane and Windrose Circle. This change aims to slow vehicle speeds and provide more room for bicyclists and pedestrians while maintaining acceptable traffic operations for vehicles and improving vehicle efficiencies and reducing delay at intersections by increasing the capacity of right turns. Additionally, the project features striping modifications, enhanced and buffered Class-II bike lanes, improved intersection treatments with curb extensions, traffic calming measures, and high-visibility crosswalks.

Past six-month accomplishments summary

The following section highlights some of the Transportation Department's additional efforts to enhance transportation infrastructure, promote sustainable mobility options, and ensure the safety and convenience of all road users:

- Completed plans and specifications approval and bidding process of the El Camino Real Widening from Sunny Creek Road to Jackspar Road and prepared to award a construction contract
- Completed construction of the 2022 East-West Corridor Emergency Resurfacing and Restriping Project as a part of the Local Emergency Declaration for bike, e-bike and traffic safety

- Completed final engineering design and advertised for construction bids for the 2023 Slurry Seal Project
- Completed construction of the 2023-24 Concrete Repair Project
- Completed 100% engineering design for the Beach Access Repairs and Upgrades from Pine Avenue to Tamarack Avenue Project
- Completed 100% engineering design and continued environmental assessment and permitting process for the El Camino Real Widening from Arenal Road to La Costa Avenue
- Completed the bidding and awarding processes of Park Drive Drainage and Street Improvement Project and began construction and initiated construction phase for the project
- Completed design and substantially construct of the Emergency Trieste Slope Repair Project
- Completed the Buena Vista Creek Emergency Clearing project.
- Continued engineering design work towards 100% plans and specifications for the Terramar Area Coastal Improvements Project
- Developed a Safe Routes to School Plan for Hope Elementary School
- Construction completed for traffic calming improvements on Victoria Avenue, Highland Drive, Nueva Castilla Way and Circulo Sequoia
- Design approved and construction contract awarded for traffic calming improvements on Park Drive, Black Rail Road, Plum Tree Road and Carrillo Way
- Initiated design of Faraday Avenue improvements associated with the opening of Veterans Park
- Initiated design of pedestrian improvements on Paseo Del Norte Road, south of Palomar Airport Road
- Connectivity to all traffic signal locations on upgraded network complete
- Signal communications upgrade in progress on Rancho Santa Fe Road to replace twisted pair copper interconnect with fiber optic
- Completed major firmware update for all traffic signal controllers and software update for traffic signal central system
- Equipment upgrade at various traffic signals, to replace old infrastructure and improve vehicle and bicycle detection
- Audible pedestrian systems installed at several traffic signals
- Currently evaluating big data software platform to better understand transportation patterns on city streets

Anticipated progress for the next six months:

- Continue with design and construction of the projects included in the Transportation and Drainage CIP
- Complete construction of the 2023 Slurry Seal Project
- Complete final design and award a construction contract for the 2024 Overlay Project
- Prepare feasibility study and alternatives analysis for intersection control at Kelly and Park Drive and present to the Traffic Safety & Mobility Commission and City Council
- Complete Final engineering plans and specifications for the Terramar Area Coastal Improvements Project
- Receive City Council approval for Safe Routes to School Plans at Hope Elementary School, Jefferson Elementary School and Sage Creek High School
- Finalize the Tyler Street Complete Street Plan
- Present the 2023 Active Transportation Monitoring Report
- Award contract and initiate construction of the 2023 Bridge Preventative Maintenance Project

- Complete construction phase for the Park Drive Drainage and Street Improvement Project
- Construction of traffic calming improvements on Park Drive, Black Rail Road, Plum Tree Road and Carrillo Way completed by Fall 2024
- New traffic signal turn on at Avenida Encinas/Chick-Fil-A driveway by Fall 2024
- Use big data software insights to modify timing plans on major corridors, and introduce new timing on arterials/connectors where beneficial
- Explore opportunities for signal infrastructure upgrades, e.g. grants
- Continuous improvements to traffic signal network connectivity, work with IT to explore third-party upgrade opportunities to fiber optic, equipment/technology routing

Fiscal Analysis

This item is a presentation on the work related to management of the city's transportation assets and it has no fiscal impact.

Next Steps

Staff will continue to provide updates on progress to provide safe and convenient options for getting around Carlsbad, whether driving, walking or biking, as part of future semiannual transportation reports. The next semiannual transportation report is expected to be presented in January 2025.

Environmental Evaluation

This action does not constitute a project within the meaning of the California Environmental Quality Act under Public Resources Code section 21065 in that it has no potential to cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.

Public Notification

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

Exhibits

1. Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- **College Boulevard Reach A Extension – CIP Project No. 3636**
 - Project is included in the City’s General Plan and Growth Management Plan
 - On May 5, 2020, the City Council directed staff to pursue a city-led financing program, planning, and environmental review for construction of the College Boulevard extension, which would include the city undertaking a preliminary design and engineering assessment
 - On Nov. 2, 2020, staff presented the scope of work to the Traffic Safety & Mobility Commission (TS&MC) and solicited the commission’s input and feedback
 - On Aug. 17, 2021, the city entered into an agreement with a consultant team to complete preliminary design and environmental services. Consultant has:
 - Initiated preliminary engineering and environmental review process
 - Initiated field investigations, including biological surveys and geotechnical investigation
 - Prepared Traffic Operations Analysis report and draft cross section alternatives for College Boulevard Extension Design Study Project
 - The project has been paused per the City Council direction on June 7, 2022

- **Pavement Management Program – CIP Project No. 6001**
 - This ongoing annual program is designed to extend the service life of city streets and to maintain a smooth and safe driving surface for vehicles
 - The city utilizes a pavement management database program to determine pavement management needs for the purpose of establishing which streets are to be slurry sealed, overlaid or reconstructed. On a periodic basis the condition of the roads are field surveyed and the pavement management database is updated to reflect current conditions. Each year, specific pavement management projects are defined, and funding is transferred into a pavement management project account.
 - **2022 East-West Corridor Emergency Resurfacing and Restriping** – Project resurfaced and restriped several east-west arterial streets including portions of Carlsbad Village Drive, Tamarack Avenue, Cannon Road, Poinsettia Lane, La Costa Avenue, and a smaller portion of Olivenhain Road
 - Construction is substantially complete
 - **2023 Slurry Seal Project** - Completed final design
 - Staff presented the draft striping plans to the TS&MC in June 2023 and again in February 2024
 - Approval of plans and specifications and authorization to bid occurred in May 2024
 - Target schedule –award of construction contract (July 2024) and initiate construction (August 2024)
 - **2024 Overlay Project** –
 - Target schedule – Approval of plans and specifications and authorization to bid (late 2024), award of construction contract (late 2024)

- **Beach Access Repairs from Pine Avenue to Tamarack Avenue Project – CIP Project No. 3896**
 - Project will repair sidewalks, handrails, stairways, retaining walls and seawall
 - Currently 90%-complete level engineering design

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Public review of the environmental document, Mitigated Negative Declaration (MND), occurred from May 19, 2023, to June 19, 2023, and the Planning Commission approved the project on July 19, 2023
 - Coordinating with State Parks staff to obtain necessary approvals
 - Ongoing right-of-way coordination/resolution with State Parks; working with an appraiser for proposal to appraise additional areas per State Parks request
 - Tamarack Avenue stairway locations have been removed from this project and added to the Americans with Disabilities Act (ADA) Beach Access – Pine Avenue to Tamarack Avenue Project, as explained in greater detail below
 - Target schedule – Approval of plans and specifications and authorization to bid (early 2025), award of construction contract (late 2025)
- **ADA Beach Access – Pine Avenue to Tamarack Avenue Project - CIP Project No. 6065**
 - Project to conduct preliminary engineering for design options developed during the feasibility stage for ADA accessibility improvements down, to, and across the sand to the beach at both ends of the main seawall from Pine Avenue to Tamarack Avenue
 - On July 21, 2020, the City Council determined that voter approval was not required for this project because Proposition C allows for general fund expenditures for these types of trail linkages
 - Request for Proposals for environmental and engineering services will be issued in summer 2024
- **Carlsbad Boulevard and Tamarack Avenue Intersection Improvements Project – CIP Project No. 6058**
 - Project will widen sidewalk, add crosswalks, improve ADA access and improve traffic flow and transit stops
 - Presented at the TS&MC in February 2023 and May 2023, then presented to the City Council in July 2023
 - Final approval by the City Council on the intersection traffic control option is pending on construction and operation of the approved roundabout at Cannon Road and Carlsbad Boulevard
 - Project requires right-of-way coordination/resolution with State Parks
 - Submitted the Coastal Development Permit (CDP) for part of the project within the city's permitting jurisdiction in November 2023 and the Planning Division has provided comments back to the Transportation Department in December 2023
 - Target schedule – approval of plans and specifications and authorization to bid (early 2027), award of construction contract (mid-2027)
- **El Camino Real Widening from Arenal Road to La Costa Avenue Project – CIP Project No. 6051**
 - Project will widen southbound El Camino Real from Arenal Road to La Costa Avenue to prime arterial standards, add sidewalk and widen bridge
 - The project involves utility relocations, right-of-way acquisition, environmental mitigation and open space boundary adjustments
 - Staff have also been coordinating with the Batiquitos Lagoon Foundation to include two new observation decks on the west side of El Camino Real

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Prepared 100%-complete improvement plans including supporting technical documents
 - Staff working on final environmental documents and mitigation plan
 - Target schedule – Approval of plans and specifications and authorization to bid (spring 2025), award of construction contract (summer 2025)
- **El Camino Real and Cannon Road Improvements Project – CIP Project No. 6042**
 - Construction for this project was completed in late 2022; constructed a new bridge for pedestrian connectivity over the Agua Hedionda Creek along El Camino Real and widened the sidewalk on the west side of the El Camino Real bridge, and added an additional northbound through lane
 - Phase I consisted of widening the existing sidewalk on the bridge structure and providing a separated pedestrian bridge structure. The project had a left turn lane, two through lanes, dedicated bike lane and right dedicated right turn lane
 - Phase II of the project modified the median to provide three through lanes
 - Currently performing 24-months monitoring for hydroseed and plant restoration to end August 2024
- **Kelly Drive and Park Drive Complete Street Improvements Project – CIP Project No. 6075**
 - Project will provide traffic calming on Kelly Drive and Park Drive, enhance biking with dedicated bike path, and add trails and improved pedestrian access
 - Presented to the TS&MC in August 2021 and December 2022
 - Conducted public outreach efforts including: online surveys, email blasts, mailers, and virtual community workshops
 - Presented to the City Council for an approval of a professional services agreement for engineering services in August 2023. The City Council directed provided additional direction on the proposed roundabout at Kelly Drive and Park Drive. Staff will prepare a feasibility study and return to the City Council with a recommendation and request to approve a professional services agreement targeted for mid-2024.
 - Target schedule – Award an agreement to the selected consultant for engineering services (late 2024/early 2025), finalize plans and environmental documents (Initial Study (IS)/ MND) for public review (mid-2025), Planning Commission approval (late 2025), approval of plans and specifications and authorization to bid (early 2026), award of construction contract (mid-2026)
- **El Camino Real Widening from Poinsettia Lane to Camino Vida Roble Project – CIP Project No. 6072**
 - Project will widen El Camino Real to the city standards and provide an additional northbound through lane from Cinnabar Way to Camino Vida Roble to increase capacity, and add new sidewalks and medians
 - A portion of this project is federally funded
 - Presented to the TS&MC in November 2020, October 2022, and May 2024
 - Completed engineering plans and environmental permitting
 - Presented to the Planning Commission and obtained necessary city discretionary permits in June 2022

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Completed property acquisition with owners for the necessary easements
 - Completed easement with San Diego Gas & Electric (SDGE) and California Public Utilities Commission (CPUC) for existing easement
 - Received NEPA revalidation and currently certifying Right-of-Way and then can request authorization to bid.
 - Target schedule – Approval of plans and specifications and authorization to bid (late 2024), award of construction contract (early 2025)
- **Palomar Airport Road and College Boulevard Improvements Project – CIP Project No. 6028**
 - Project has been removed from the city’s Capital Improvement Program as approved by the City Council at the June 11, 2024 meeting
- **Palomar Airport Road and Melrose Drive Improvements Project – CIP Project No. 6034**
 - Project has been re-scoped as approved by the City Council at the June 11, 2024 meeting
 - Project New Scope will include installation of a new free right turn phase at the eastbound approach of Palomar Airport Road and the reduction of the existing travel lanes widths at the southbound approach of Melrose Drive to a maximum of 11 feet wide.
 - Target schedule – Final plans and specifications (mid-2026), award of construction contract (early 2027)
- **El Camino Real Widening from Sunny Creek Road to Jackspar Drive Project – CIP Project No. 6094**
 - Project will widen El Camino Real to the city standards and provide an additional northbound through lane to increase capacity, and add new sidewalks
 - Presented to the TS&MC in September 2021, October 2022, and November 2023
 - Completed negotiations with property owners for the necessary easements
 - Project was advertised for construction bids in April 2024
 - Target schedule – Award of construction contract (July 2024)
- **Avenida Encinas Coastal Rail Trail and Pedestrian Improvements Project – CIP Project No. 6004**
 - Project will provide multimodal improvements including new bike lanes, sidewalks and traffic calming features
 - Presented to the TS&MC in May 2021, June 2021, April 2022, and August 2022
 - Obtained approval from the San Diego Association of Governments (SANDAG), Caltrans and California Transportation Commission (CTC) for state-only funding and scope change requests. The approved state-only funding request changed the Active Transportation Program (ATP) grant funding from a federal program to a state program. The approved scope change request allows using the ATP grant funding for segment 2 of the project to meet the grant requirements
 - Obtained authorization from Caltrans to award construction for Segment 2
 - Target schedule:
 - Segment 1 (between Cannon Road and Palomar Airport Road): Completed
 - Segment 2 (between Poinsettia Station to Carlsbad Boulevard): In construction

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Segment 3 (Palomar Airport Road and Poinsettia Station): Approval of plans and specifications and authorization to bid (late 2024), award of construction contract (mid-2025)
- **Barrio Lighting Project – CIP Project No. 4013**
 - Project has two phases as part of the Village and Barrio Master Plan which recommends pedestrian scale lighting for the Barrio:
 - Phase 1 of the project installed and energized 13 streetlights to dark areas in the Barrio
 - Phase 2 of the project, which will install pedestrian lighting in the Barrio area, is in the engineering design phase
 - Public outreach newsletters were mailed out in November 2020 and November 2021
 - Initial outreach survey for pedestrian lighting completed in February 2022
 - Existing lighting assessment was conducted in late March and April 2022
 - Initiated a new agreement for final design of Barrio Lighting Phase 2
 - U.S. Representative Mike Levin secured \$5 million dollars of federal funding from the U.S. Department of Transportation’s Local Transportation Priorities Account and under Highway Infrastructure Program for Village and Barrio Traffic Circles and Barrio Lighting projects, of which:
 - \$4 million will be used for the traffic circle construction (CIP Project No. 4015-Village and Barrio Traffic Circles)
 - \$1 million will be used for the Phase 2 construction for this project (pedestrian lighting)
 - Target schedule:
 - Phase 1 – Construction completed (early 2023)
 - Phase 2A – Approval of plans and specifications and authorization to bid (early-2025), award of construction contract (late 2025)
 - Phase 2B – Consultant will aid in remainder of project phasing based on coordination with SDGE
- **Village and Barrio Traffic Circles Project – CIP Project No. 4015**
 - Project provides traffic calming and pedestrian improvement features at eight intersections in the Village/Barrio area to calm traffic as shown in the Village and Barrio Master Plan
 - \$4 million of this project is federally funded from same funding in CIP Project No. 4013; it required project to go through National Environmental Policy Act (NEPA) process and work with Caltrans to finalize
 - Phase 1 - Construct five traffic circles and one high-visibility continental crosswalk; project design is complete, requesting Caltrans’ authorization to bid
 - Phase 2 - two other intersections will include traffic calming improvements with bulb-outs/curb extensions
 - Additional technical studies were prepared to support National Environmental Policy Act (NEPA)
 - NEPA certified in May 2023 and recertified in March 2024
 - Target schedule Phase 1 – Approval of plans and specifications and authorization to bid (mid-2024), award of construction contract (late 2024)

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Target schedule Phase 2 – Presentation to the TS&MC (late 2024), approval of plans and specifications and authorization to bid (early 2025), award of construction contract (mid-2025)
- **Terramar Area Coastal Improvement Project – CIP Project No. 6054**
 - Project will construct a roundabout at the intersection of Cannon Road and Carlsbad Boulevard, sidewalks and crosswalks, and increased parking and bluff improvements
 - Engineering design at 100%-complete
 - Coordinating street light relocations with utility companies
 - Addressing the needed draft California Environmental Quality Act (CEQA) documents
 - Target schedule – Presentation to the TS&MC (August 2024), draft CEQA document/MND submittal (late 2024), draft CEQA document/MND for public review (early 2025), Planning Commission approval (mid-2025), CDP from California Coastal Commission (mid/late 2025), approval of plans and specifications and authorization to bid (early 2026), award of construction contract (early/mid-2026)
- **Valley Street and Magnolia Avenue Complete Streets Project – CIP Project No. 6019**
 - Project will construct sidewalks, bike paths, green paint street features and undergrounding overhead utilities along a portion of Valley Street and Magnolia Avenue
 - Currently in engineering design phase; finalized coordination with utility companies for undergrounding and gas main relocation (mid-2023)
 - The City Council approved an agreement with SDGE for utility lines undergrounding in April 2024
 - Coordinating ongoing outreach with the Communications Department to property owners and school district, and coordination on design
 - Target schedule – Utility undergrounding to be performed by SDGE (summer 2024), approval of plans and specifications and authorization to bid for the Complete Streets Project (early 2025), award of construction contract (mid-2025)
- **Buena Vista Creek Channel Maintenance Project – CIP Project No. 6619**
 - Proposed removal of debris and sediment, clearing of vegetation and concrete repairs within the Buena Vista Creek between the bridges of South Vista Way and Haymar Drive
 - Program Environmental Impact Report (PEIR) determined to be appropriate CEQA document by city's Community Development Department in fall 2021
 - Issued Task Order to prepare PEIR in February 2022
 - Prepared draft Notice of Preparation (NOP) in May 2023, revised July 2023, and January 2024
 - Completed topographic survey in April 2022
 - Updated engineering design in July 2022 and March 2023
 - Initiated coordination with Habitat Mitigation Banks in May 2023, continued August 2023, January 2024 & March 2024
 - In response to the January 2024 storm events, the city declared a local emergency on Feb. 8, 2024, to expedite the removal of the sediment and vegetation

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- The US Army Corps of Engineers issued a Regional General Permit (RPG 63) to perform the emergency channel clearing in Feb. 2024
- Emergency clearing of sediment, debris & vegetation was performed in March and completed in April 2024
- Purchased 1.88-acres of compensatory wetland mitigation credits from the San Luis Rey Mitigation Bank in May, 2024
- Filed Notice of Completion for Emergency Work with USACE and notified RWQCB, CDFW & USFWS June, 2024
- Next Steps:
 - Perform research and prepare report summarizing potential habitat mitigation opportunities citywide (late 2024)
 - Research Caltrans' relinquishment and channel maintenance responsibilities where City boundary is in close proximity to the creek (late 2024)
 - Coordinate with Jurisdictional Agencies on the scope, permitting and habitat mitigation (late 2024)
 - Revise Project Description and PEIR Notice of Preparation (NOP) to update the baseline conditions, document the emergency clearing and expand the area to include the earthen section of the creek between the bridge at Haymar Drive and the concrete lined section (late 2024)
 - Prepare draft PEIR for Planning review (early 2025)
 - Applications for resource agency permits to be submitted upon PEIR recordation
 - Finalizing and approval of PEIR and obtain agreements for regular maintenance of the channel (late 2026)
- **Park Drive Street and Drainage Improvements Project – CIP Project No. 6611**
 - Project will remove and replace 500 feet of existing retaining wall and repair back slope with 2,000 cubic yards of imported fill. Project also includes brow ditch and storm drain improvements, and sidewalk replacement
 - 0.75 acre of compensatory habitat mitigation required offsite due to impacts to coastal sage scrub. Five-year maintenance and monitoring required upon completion of initial planning and six-month plant establishment period
 - Minor Conditional Use Permit, Minor Hillside Development and Minor Habitat Mitigation Plan permit applications approved by the city's Community Development Department on March 30, 2022
 - Coordinating with the California Coastal Commission to obtain a CDP
 - Construction contract awarded March 2024
 - Target schedule:
 - Start construction May 2024
 - Complete construction December 2024
- **Citywide Drainage Improvement Program – CIP Project No. 6608**
 - **Drainage Master Plan Project BCB – Magnolia Avenue Drainage Improvements Project**
 - Project proposed 30-inch diameter storm drain pipeline on Magnolia Avenue from Brady Circle to Monroe Street

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Project split into two separate phases that will be constructed during the summer months due to the proximity of several nearby schools
 - Phase I completed in mid-2022, constructed the main trunk of the storm drain on Magnolia Avenue and replaced/relocated several sections of potable water main
 - Phase II will provide full street pavement resurfacing, speed humps, curb bulb-out/extensions and a storm drain lateral section on Valley Street
 - Target schedule:
 - Phase II – Approval of plans and specifications (early 2025), award of construction contract (mid-2025)
- **Surface Drainage Improvements Project**
 - Project improved surface drainage conditions on several streets within the northwest quadrant area of the city. Improvements included installation of concrete curbs, gutters, swales and gravel to reduce erosion and improve drainage
 - Negotiated a new task order for 2024 Surface Drainage Improvements Technical Memo in May 2023
 - A scoping study was prepared by consultants in early 2024 and has been reviewed by city staff to identify feasible projects to move forward into design in mid-2024
 - Discussions with design consultant team to prepare proposal for design plans and to revise project scope held in June 2024
 - Initial 30% design expected by late 2024
- **Merwin Drive Storm Drain Improvements Project**
 - Project will improve surface drainage conditions and reduce the potential for ponding on Merwin Drive during and following storm events
 - Construction of temporary drainage improvements completed in December 2020
 - The City Council approved authorization for engineering and environmental services and contract fully executed in September 2021
 - Design options analysis completed in early 2022
 - Revised design options analysis performed in May 2023
 - Amendment to consultant’s contract was finalized in December 2023
 - Existing storm drain assessment and pipe cleaning was performed in February 2024
 - Subsurface utility report was prepared February 2024
 - Early Assessment package with 30% design plans and supporting reports/documentation submitted May 2024
 - Target schedule:
 - Utility research and geotechnical investigation (mid-2024)
 - Final engineering design (late 2024)
 - Environmental processing and permitting (early 2025)
 - Approval of plans and specifications and authorization to bid (early/mid-2025)
 - Award of construction contract (mid-2025)

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- **Drainage Master Plan Update – CIP Project No. 6623**
 - Project provides updates to the city’s 2008 Drainage Master Plan (DMP) including updating the list of master planned projects, creating a new fee schedule and amending existing PEIR document
 - Completed Geographic Information System (GIS) updates to the city’s drainage inventory in fall 2020. Drainage modeling supported by the GIS update, providing an updated analysis of proposed projects from the 2008 DMP and a recommended list of new projects to be added to the plan
 - Received Early Assessment comment letter from the city’s Planning Division on draft Drainage Master Plan update in October 2022. Staff comments on draft Drainage Master Plan provided to consultant in November 2022
 - Negotiated a new task order to perform revised Basin BJ technical evaluation (currently under review and expected completion by mid-2024)
 - Third party review of the DMP has been performed resulting in further technical revisions with the consultant (mid-2024)
 - Revised hydraulic & hydrologic modeling performed by consultant in June 2024.
 - Target schedule – Consultant submittal of Final Drainage Master Plan (late 2024), City Council adoption of the Drainage Master Plan update (mid-2025)

- **Agua Hedionda Creek Vegetation Maintenance Project – CIP Project No. 6629**
 - Project includes vegetation clearing and removal within the section of the Agua Hedionda Creek confined by the bridges of El Camino Real and Cannon Road. This maintenance event improves flood capacity of the stream, thereby increasing flood protection. The permit agency confirmed in fiscal year 2020-21 that the creek can be cleared multiple times per year. The budget update reflects three vegetation clearing events per year.
 - Half-acre section was cleared of vegetation and debris removed in October 2022 and subsequently in February 2023 to improve creek conveyance capacity
 - Vegetation regrowth is being monitored throughout winter months. Additional maintenance events may be requested if regrowth is determined to be significantly prohibiting stream flows
 - Year 9 Monitoring Report submitted to the California Department of Fish and Wildlife (CDFW) in June 2023
 - Annual channel maintenance (vegetation clearing and debris removal) performed September 2023
 - Supplemental channel maintenance performed December 2023
 - Year 10 Monitoring Report submitted to the California Department of Fish and Wildlife (CDFW) May 2024
 - Met with CDFW regarding new Streambed Alteration Agreement June 2024
 - Target Schedule:
 - Execute a new Streambed Alteration Agreement with CDFW (mid/late 2024)
 - Vegetation and debris clearing (late 2024 and early 2025)

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- **Buena Vista Creek Assessment District – Operating Budget No. 1636312**
 - In October 2022, non-native vegetation and debris were removed from the 11.2-acre section of the Buena Vista Creek channel
 - In December 2022, non-native vegetation and debris were again removed and the annual channel vegetation clearing activities were performed within the northern half of the Buena Vista Creek upstream of the Jefferson Street bridge (year 3 of 5) and around areas of three storm drain outfalls
 - Coordinated with the Homeless Outreach Team (HOT) to remove several encampments and concentrated areas of trash within stream corridor
 - Vegetation regrowth is being monitored throughout winter months. Additional maintenance events may be requested when necessary
 - Year 4 Annual Report completed and submitted with fee to CDFW in May 2023
 - Exotic/non-native vegetation, trash and debris removal September 2023
 - Annual channel clearing (20% of the northern half) conducted November 2023
 - Year 5 Monitoring Report submitted to the California Department of Fish and Wildlife (CDFW) May 2024
 - Target Schedule:
 - Execute a new Streambed Alteration Agreement with CDFW (mid/late2024)
 - Non-native vegetation, trash and debris removal followed by annual vegetation clearing (late 2024)

- **Drainage Master Plan BFB-Upper Project – CIP Project No. 6622**
 - Project includes drainage improvements and slope stabilization to an existing city-owned earthen drainage channel on the east side of El Camino Real from Chestnut Avenue to Tamarack Avenue
 - Objective of the project is to restore the channel by stabilizing slopes to mitigate against erosion during storm events and help reduce sediment transport to the Agua Hedionda Lagoon
 - Engineering design contract fully executed with the City Council approval in September 2021
 - Geotechnical exploration completed in December 2022
 - Conceptual grading, geotechnical, biological, hydrological/hydraulics and alternatives analysis performed in June 2023
 - Review on an Early Assessment submittal including 30% design plans was completed in December 2023.
 - Revisions to site plan per the adjacent Trieste slope repair emergency project, 50% plans to incorporate these now existing site conditions (June 2024)
 - Target schedule:
 - Final engineering design (early 2025)
 - Environmental processing and permitting (mid-2025)
 - Approval of plans and specifications and authorization to bid (late 2025)
 - Award of construction contract (early 2026)

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- **Storm Drain System Rehabilitation and Repair Program – CIP Project No. 6607**
 - **Corrugated Metal Pipe (CMP) Replacement North of Encinas Creek Project**
 - Removal of 200 feet of CMP and replacement with reinforced concrete pipe storm drain within Carlsbad Boulevard north of Encinas Creek. Project includes installation of one standard curb inlet, pipe replacement, outlet improvements and slope repair/stabilization.
 - Design and environmental services contracts executed in December 2020 for creation of final plan and environmental studies
 - Final design completed in March 2022
 - Project went out-to bid in May 2023, but only received one bid which was rejected
 - Target schedule:
 - Combine plans and specifications with the revised design for the Highland-Hoover Storm Drain Improvements and the 2024 Storm Drain Repair Plans projects to create a CIP Project No. 6607 bundle package (late 2024)
 - Approve plans and specifications and authorization to bid (late 2024)
 - Award construction contract (early 2025)
 - **2024 Storm Drain Maintenance and Repair Project**
 - Removal of five CMP pipe drainage pipe systems throughout the city and replacement with reinforced concrete pipe systems
 - Target schedule:
 - Finalize plans with pipe diameter variances to avoid utility conflicts
 - Combine final plans and specifications with the revised design for the CMP Replacement North of Encinas Creek and the Highland-Hoover Storm Drain Improvements to create a CIP Project No. 6607 bundle package (late 2024)
 - Approve plans and specifications and authorization to bid (late 2024)
 - Award construction contract (early 2025)
 - **Highland-Hoover Storm Drain Realignment Project**
 - Project will reroute an existing storm drain through several private properties to relocate point off a private property to city right-of-way
 - Engineering design completed in fall 2021
 - Obtained City Manager’s approval of acceptance of storm drain easements and right of entry agreements in March 2023
 - Fully executed storm drain easements recorded in April 2023
 - Finalized plans and specifications and advertised for construction bids in April 2023
 - Advertised project and held pre-bid meeting in May 2023. Project received only one bid which was rejected because it exceeded the financial thresholds
 - Target schedule:
 - Revise design to extend proposed storm drain to existing inlet on Hoover Street and Adams Street based on input received from the homeowners, city’s maintenance, and the Construction Management & Inspection Department teams (mid-2024)

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Combine revised design and specifications with CMP Replacement North of Encinas Creek and the 2024 Storm Drain Repair Plans to create a CIP Project No. 6607 bundle package (late 2024)
 - Award construction contract (early 2025)

- **Storm Drain Condition Assessment Program – CIP Project No. 6620**
 - Program is used to manage storm drain assets and help identify/prioritize future storm drain inspections and repairs; also used for as-needed inspections
 - Inspection results creates list of repair and maintenance projects to be executed by CIP Project No. 6607, Storm Drain System Rehabilitation and Repair Program
 - In June 2023, finalized a task order for consultant to perform storm drain condition assessment and pipe cleaning services for several CIP projects, and coordinated with Cartegraph consultant to develop ongoing program that creates annual list of storm drain inspection needs
 - In January 2024, conducted evaluations, inspections, and cleaning of storm drains across various locations in support of CIP Project Nos. 6607 (Storm Drain System Rehabilitation and Repair Program), 6608 (Citywide Drainage Improvement Program), and 6626 (Trash Amendment Compliance Program)
 - Target schedule:
 - Prepare list of sites for the 2024 Storm Drain Condition Assessment and pipe cleaning (mid-2024)
 - Perform storm drain assessment in support of the 2024 Storm Drain Condition Assessment (late 2024)

- **Sidewalks Improvement Program – CIP Project No. 6002**
 - Program is to design and construct missing links of sidewalk throughout the city
 - 2022-23 Sidewalk Construction Project was completed, the locations were:
 - Garfield Street (east side) between Redwood Avenue and Tamarack Avenue
 - Monroe Street (east side) between Marron Road and southern mall driveway entrance (near bus stops)
 - Tamarack Avenue (north side) between Kirkwall Avenue and Edinburgh Drive
 - Negotiated contract with consultant to perform engineering design services for 2023-24 Sidewalk Construction Project
 - Revised scope of project sites included within program per site specific constraints and resident input on Garfield St.
 - 2023-24 Sidewalk locations at 70% design with an expected final engineering design by late 2024.

- **Concrete Repairs Program – CIP Project No. 6013**
 - Program addresses miscellaneous concrete repairs to sidewalks, curb and gutter, pedestrian ramps, driveway approaches and cross gutters
 - Completed construction of the 2023 Concrete Repair Project in March 2024
 - Currently working on the planning level assessment to select locations for the 2025 Concrete Repair Project

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- **ADA Ramp Improvement Program – CIP Project No. 6049**
 - Negotiated scope and fee for 2023-24 ADA Ramp Improvement Project with consultant (early 2024)
 - Initiated design with consultant team, expecting 30% plans late 2024
 - Target schedule – Approval of plans and specifications and authorization to bid (mid-2025) award of construction contract (late 2025)

- **Parking Lot Maintenance Program – CIP Project No. 6052**
 - Program plans for maintenance of the city’s parking lots and driveways to provide access to the city parks, fire stations, libraries and facilities
 - Finalizing list of locations for 2023-24 Parking Lot Maintenance Project
 - Target schedule – Approval of plans and specifications and authorization to bid (late 2024/early 2025), award of construction contract (mid-2025)

 - **Public Parking Lots ADA Improvements Project - CIP Project Nos. 6049 & 6052**
 - In 2023, improvements to ADA accessibility and parking lots were completed at nine public parking lots in downtown and three city parks
 - Update to the city’s ADA Implementation Plan is in progress
 - The 2024 ADA Improvements Project, including approximately 300 locations citywide, is in the design phase
 - Target schedule: Approval of plans and specifications and authorization to bid (early 2025), award of construction contract (mid-2025)

- **Trash Capture Amendment Compliance Program – CIP Project No. 6626**
 - Program is to design and construct Trash Capture Best Management Practices (TCBMPs) to improve storm water quality, achieve compliance with watershed permit and reduce maintenance costs
 - Prepared conceptual TCBMP designs at six to 10 locations in early 2022
 - Selected following six sites for 1st round of program:
 - State Street – proposed regional downstream TCBMP
 - Agua Hedionda discharge – proposed regional downstream TCBMP
 - Palomar Airport Road and Paseo Del Norte – retrofit four existing TCBMPs
 - Issued a new task order to consultant for engineering design and environmental review services in May 2023 for State Street TCBMP
 - Received 50% Design Plans, Hydrologic/Hydraulic Drainage study, and cost estimate in March 2024
 - Target schedule:
 - State Street TCBMP
 - Finalize design (late 2024)
 - Environmental processing and permitting (late 2024)
 - Approval of plans and specifications and authorization to bid (early 2025)
 - Award of construction contract (mid-2025)
 - Agua Hedionda TCBMP

Transportation and Drainage Capital Improvement Program (CIP) Project Status Update as of June 30, 2024

- Issue a contract for engineering design and environmental review (late 2024)
- **Bridge Preventative Maintenance Program – CIP Project No. 6066**
 - Program performs preventative maintenance activities such as deck sealing, concrete patching, and repairing spalls to increase the life of the bridge structures
 - Prepared and finalized field review and documentation memorandum of the 21 city's bridges so all bridges within the city are now 3rd party field reviewed beyond what Caltrans provides
 - A new contract was initiated for the design of the 2023-24 Bridge Preventative Maintenance Project. These included the Ponto Drive Undercrossing [Carlsbad Boulevard northbound] (Bridge No. 57C-0212), the Las Encinas Creek Bridge at Carlsbad Boulevard (Bridge No. 57C-0214R), and the Palomar Airport Road Overcrossing spanning Interstate 5 (Bridge No. 57-0556)
 - **2024 Bridge Preventative Maintenance Project** - original 2022 Bridge Maintenance Project that included four bridges located on Cannon Road (Macario Canyon Bridges) and Rancho Santa Fe Road (San Marcos Creek Bridges) is now planned to be combined with a bridge identified in the 2023-24 Bridge Preventative Maintenance Project
 - The new project will include the Macario Canyon Bridges and San Marcos Creek Bridges in addition to the Palomar Airport Bridge over Interstate 5
 - Continued coordination with Caltrans is required for the Palomar Airport Bridge over Interstate 5
 - Target schedule – Approved plans and specifications and authorized to bid (late 2024), award construction contract (early 2025)
 - **2025 Bridge Preventative Maintenance Project** – will include the Ponto Drive Undercrossing and the Las Encinas Creek Bridge at Carlsbad Boulevard
 - Target schedule – Approve plans and specifications and authorized to bid (mid-/late 2025), award construction contract (mid-2026)