

Neighborhood Project Update

Poinsettia Lane Completion

Thursday, Nov. 21, 2019

Agenda

- Traffic study overview
- Carlsbad Residential Traffic Management Program
- Project updates
- Questions

Introductions

John Kim

City Traffic Engineer, City of Carlsbad

Arthur Black

Senior Transportation Planner, LSA

Traffic Investigation

- Potential traffic impacts of Poinsettia completion
- Signal warrant analysis
- Respond to public concerns raised at last meeting

Impact Analysis

- Traffic expected to transition to Poinsettia Lane
- Traffic volumes should decrease on Ambrosia Lane, Aviara Parkway and Cassia Road

Impact Analysis

- Analysis used city's mobility and vehicle-level service
- Addressed new state regulations
- Project is not expected to result in significant impacts

Traffic Control Evaluation

- Nine evaluation criteria for traffic signals
- Traffic signals are recommended:
 - Poinsettia/Cassia
 - Poinsettia/Oriole and Skimmer
 - Entrance to Poinsettia 61 development



Public Concerns

- El Camino Real/Poinsettia Lane Southbound Right-Turn Lane
- Existing conditions
- Future cut-through traffic

El Camino Real/Poinsettia Lane

- Dedicated southbound right-turn lane was previously removed
- Widening of roadway would require retaining wall, relocation of utilities and encroaching on preserved land
- Intersection anticipated to perform at a satisfactory level of service without the dedicated right-turn lane

10 Year Crash History



FIGURE 3

LSA

LEGEND

Type of Collision		Crash Factor	
□	Rear-End	●	Unsafe Speed
△	Sideswipe	●	Wrong Side of Road
⊗	Overturned	●	Uninformed
○	Hit-Object	●	Unsafe Starting & Backing
☆	Other	●	Unsafe Lane Change
⊙	Not Stated	●	Improper Turning
◇	Broadside	●	Other Hazardous Movement
		●	D.U.I.
		●	Auto/Ped R/W Violation
		●	Following Too Closely
		●	Traffic Signal and Signs

SCALE: 0 500 1000
SOURCE: Google Earth, 2015

Existing Conditions – Vehicle Speed

Roadway Segment	Posted Speed Limit	85 th Percentile Speed	Observations Exceeding 85 th Percentile by mph			
			10 mph	15 mph	20 mph	25 mph
Poinsettia Lane (Ambrosia Lane to Cassia Road)						
Day 1	50	33	4	0	0	0
Day 2		33	4	0	0	0
Cassia Road (Poinsettia Lane to El Camino Real)						
Day 1	35	29	30	16	5	0
Day 2		29	29	12	3	0
Ambrosia Lane (Poinsettia Lane to Aviara Parkway)						
Day 1	40	33	5	0	0	0
Day 2		34	0	0	0	0
Mimosa Drive (Oriole Court to Aviara Parkway)						
Day 1	25	25	0	0	0	0
Day 2		25	0	0	0	0
Dove Lane (Moorhen Place to El Camino Real)						
Day 1	35	29	0	0	0	0
Day 2		30	0	0	0	0

mph = miles per hour

Potential For Future Cut-Through Traffic

- Travel is not shorter for all potential routes
- Potential for cut-through traffic:
 - Westbound on Poinsettia Lane to Plaza Paseo Real
 - From Plaza Paseo Real returning to Cassia neighborhoods
 - To/from the north on El Camino Real and to/from west on Poinsettia Lane

Residential Traffic Management Program

- Three potential disruptions are identified in the report:
 - Speeding on Cassia Road (westbound, downhill)
 - Potential for cut-through along Oriole Court-Moorhen Place-Dove Lane leaving Plaza Paseo Real
 - Potential for cut-through on Cassia Road between north El Camino Real and west Poinsettia Lane
- Toolbox includes Education, Engineering, Enforcement, and Enhancement

Potential Actions for City Consideration

- Targeted police enforcement on Cassia Road
- Traffic signal at Poinsettia Lane/Cassia Road
- Entry treatment at entrance to Oriole Court
- Signal timing at El Camino Real/Dove Lane
- Signal timing at Poinsettia Lane/Cassia Road

Results of the Report

- Established baseline conditions for future comparison
- If future conditions warrant action, the report provides recommendations for City consideration

Before Gap Closure (2018) Traffic Condition Summary

Roadway Segment	Roadway Volume	Typical Speed	>5 mph over Speed Limit?	Collisions over Past 10 Years
Poinsettia Lane (Ambrosia Lane to Cassia Road)	9,789	33	N	3
Cassia Road (Poinsettia Lane to El Camino Real)	9,290	30	Y	6
Ambrosia Lane (Poinsettia Lane to Aviara Parkway)	3,321	34	N	12
Mimosa Drive (Oriole Court to Aviara Parkway)	679	25	N	1
Dove Lane (Moorhen Place to Black Skimmer Road)	368	30	N	0

mph = miles per hour

*Carlsbad's Residential Traffic
Management Program*

What is Traffic Calming?

- Encourages drivers to travel at a target speed
- Doesn't punish drivers traveling at speed limit
- Self-enforcing

Why not STOP Signs?

- NOT recommended for speed control
 - Unnecessary stops
 - Causes driver frustration
 - Not self-enforcing
 - Not environmentally friendly
- STOP sign requests can be analyzed outside of traffic calming

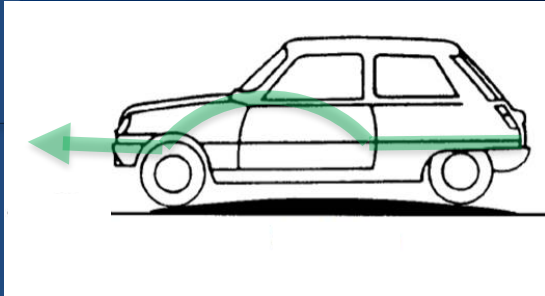


Traffic Calming Basics

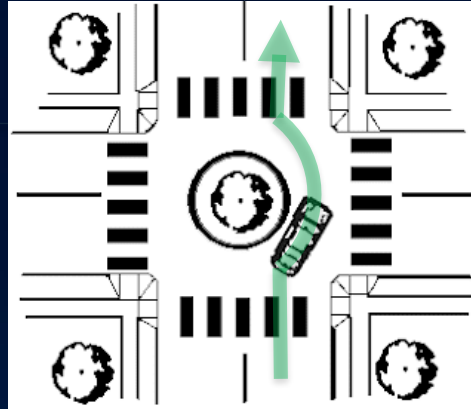
- Vehicle speeds determined by how a road looks
- Roadway character can be altered by implementing features at regularly spaced intervals
- Spacing of 400-600 feet is appropriate for residential streets (25 mph)
- Placing traffic calming features every 400-600 feet can change driver behavior and reduce speeds

How Traffic Calming Works

Vertical Deflection



Horizontal Deflection



Other Methods

- Speed feedback signs
- Road diets
- Road narrowing

Tools – Speed Cushion



Tools – Raised Crosswalk



Tools – Traffic Circle



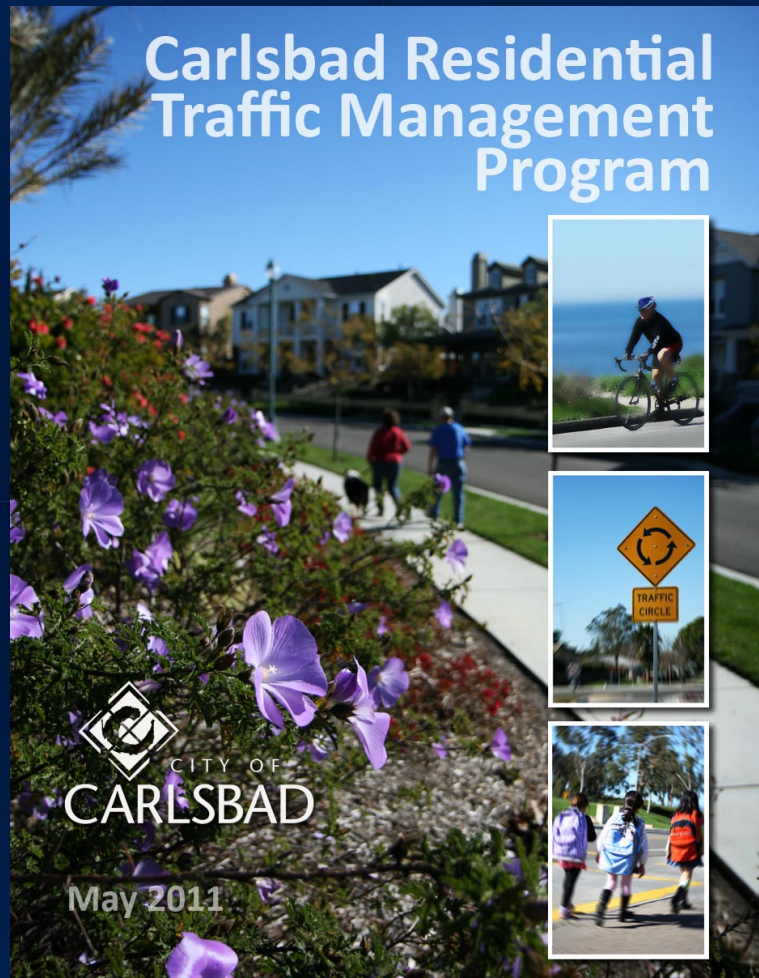
Tools – Chicane



Tools – Speed Feedback Signs



Carlsbad Residential Traffic Management Program



May 2011

Carlsbad Residential Traffic Management Program (CRTMP)

- Phase I – Education and enforcement
 - >> Phone call
- Phase II – Cost Effective Traffic Calming
 - >> Requires community support
- Phase III – Traditional Traffic Calming
 - >> Only considered if Phase II is not effective

Carlsbad Residential Traffic Management Program (CRTMP)

- Establishes process to implement traffic calming
- Identifies a qualifying threshold of 32 mph
- Community support is ESSENTIAL for success
- Community survey
- With support traffic calming can be implemented

Past Successes

- Donna Drive
- Sierra Morena Avenue
- Esfera Street
- Levante Street
- Magnolia Avenue
- Pontiac Drive
- Chestnut Avenue
- Victoria Avenue
- Cadencia Street (Upper)
- Daisy Avenue
- Corintia Street
- Harbor Drive

Current Streets

- Amargosa Drive
- Basswood Avenue
- Hillside Drive
- Avenida Diestro
- Estrella De Mar Road
(North)
- La Golondrina Street
- Avenida Pantera
- Segovia Way
- Cadencia Street (Lower)
- Harwich Drive

Project Timeline

- Construction of the road extension and bridge is expected to be complete in mid 2020
- Budget approved for signals at Poinsettia Lane/Cassia Road and Poinsettia Lane/Oriole and Skimmer Courts
- Post-construction monitoring after traffic patterns established

Questions