



CITY COUNCIL  
**Staff Report**

**Meeting Date:** April 20, 2021  
**To:** Mayor and City Council  
**From:** Scott Chadwick, City Manager  
**Staff Contact:** John Kim, City Traffic Engineer  
john.kim@carlsbadca.gov, 760-602-2757  
**Subject:** Acceptance of Bids, Award of Contract to Blue Pacific Engineering Construction, Inc. and Authorization of Additional Appropriation for Construction of the Tamarack Avenue and Valley Street Pedestrian Improvements Project  
**District:** 1

**Recommended Action**

Adopt a resolution:

- Accepting bids and awarding a contract to Blue Pacific Engineering Construction, Inc. ("Blue Pacific") for construction of the Tamarack Avenue and Valley Street Pedestrian Improvements, Capital Improvement Program Project No. 6335 in an amount not to exceed \$358,391
- Authorizing additional appropriation in an amount not to exceed \$62,109 for the project.

**Executive Summary**

The project will install curb extensions and replace the existing rectangular rapid flashing beacon system on Tamarack Avenue at Valley Street with a pedestrian hybrid traffic signal to increase safety for pedestrians.

Carlsbad Municipal Code sections 3.28.080(C) and 3.28.080(I)(6) require the City Council's approval of all formally bid contracts when the value exceeds \$200,000. The total construction cost estimate for this project is \$501,747, which includes contract award, contingency, construction management and inspection costs, making the project subject to this requirement.

**Discussion**

On June 3, 2019, staff presented the results of an all-way stop analysis at the intersection of Tamarack Avenue and Valley Street to the Traffic and Mobility Commission (which was then the Traffic Safety Commission). At this meeting, the commission voted 6-0-1 to not establish an all-way stop at the location (see location map in Exhibit 2).

Based on the concerns received from the public regarding traffic speeds, the commission made a subsequent motion directing staff to consider alternative solutions consistent with the General Plan's Mobility Element to address safety, speeding and visibility issues at the intersection, which passed with a vote of 6-0-1. (The approved minutes of the meeting can be found in Exhibit 3.)

On Sept. 24, 2019, staff presented a report to the City Council outlining traffic calming strategies on Tamarack Avenue. Staff proposed curb extensions and a pedestrian hybrid traffic signal at Tamarack Avenue and Valley Street and informed the council that staff would be moving forward with a Capital improvement Program project.

Staff presented the project to the Traffic and Mobility Commission as an informational item on Jan. 6, 2020.

The project will replace the existing rectangular rapid flashing beacon with a pedestrian hybrid traffic signal, also known as a high-intensity activated crosswalk beacon. The beacon signals are designed to control vehicular traffic at an unsignalized location and facilitate a controlled pedestrian crossing.

The proposed signal will stop road traffic based on pedestrian calls. When a pedestrian presses the button to activate the system, the signal indications will cycle from dark to flashing yellow, which will alert drivers that a pedestrian has activated the signal. The flashing yellow indication will transition to a solid red, requiring drivers to make a complete stop at the intersection and allowing pedestrians to cross safely. When the pedestrian interval has expired, the beacons will go dark until the signal is activated again.

The curbs on the west side of the intersection will be extended into the existing parking lane, reducing the pedestrian crossing distance across Tamarack Avenue and increasing the visibility of pedestrians. These curb extensions will also reduce the corner curb radius to encourage slower turning speeds.

The City Council adopted Resolution No. 2020-159 on July 28, 2020, approving the plans and specifications and authorizing advertisement of the project for construction bids.

On Feb. 18, 2021, staff received 11 bids for construction. Staff have completed reviewing the contract documents and determined that Blue Pacific is the lowest responsive and responsible bidder. Staff found Blue Pacific's bid of \$358,391 to be responsive and responsible because it meets the requirements of the bidding documents.

### Options

Staff provide the following options for City Council's consideration:

1. Accept bids, award a contract to Blue Pacific for construction of the project in an amount not to exceed \$358,391, and authorize additional appropriation in an amount not to exceed \$62,109

#### Pros

- Blue Pacific has been determined to be the lowest responsive and responsible bidder
- Award of the contract complies with applicable Carlsbad Municipal Code sections
- Construction can start upon award of the contract

#### Cons

- Total construction cost exceeds previous cost estimate. Additional appropriation of \$62,109 is required

2. Do not accept the bids and do not award the contract to Blue Pacific and request staff review the bids again

Pros

- None identified

Cons

- Delays start of construction
- Potential increase in construction costs due to delay in award
- Review of bids again will likely result in the same recommendation to award to Blue Pacific

3. Cancel bid solicitation

Pros

- None identified

Cons

- Delays start of construction
- Residents’ pedestrian safety concerns will continue
- Potential increase in construction costs if the city decides to re-solicit in the future

Staff recommends Option 1 for City Council approval, accepting the bids and awarding a contract to Blue Pacific for construction of the project in an amount not to exceed \$358,391 and authorizing an additional appropriation in an amount not to exceed \$62,109.

**Fiscal Analysis**

There is currently \$440,261 appropriated from gas tax funds for Capital Improvement Program Project No. 6335. Staff estimates an additional \$62,109 will be necessary to complete the project. The available funds and estimated construction costs are shown in the table below:

<b>Tamarack Avenue and Valley Street Pedestrian Improvements Capital Improvement Program Project No. 6335</b>	
Current appropriation	\$440,261
Current year expenditures/encumbrances	\$623
<b>TOTAL FUNDING AVAILABLE</b>	<b>\$439,638</b>
<b>Costs and Funding</b>	
Construction contract – Blue Pacific Engineering and Construction	\$358,391
Construction contingency (20%)	\$71,678
Construction management, inspection and materials testing (20%)	\$71,678
<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>	<b>\$501,747</b>
<b>REMAINING BALANCE AFTER CIP PROJECT</b>	<b>(\$62,109)</b>
<b>ADDITIONAL APPROPRIATION NEEDED</b>	<b>\$62,109</b>

### **Next Steps**

Upon City Council approval and once contract documents are fully executed, staff will issue a purchase order, schedule a pre-construction meeting with Blue Pacific and issue a notice to proceed for construction of the project, which is expected to commence in spring 2021.

The duration of the construction contract is 90 working days, not including rain days and delays from change orders that may extend the contract duration. Upon successful completion of the project, which is expected to be in fall 2021, a notice of completion to release bonds will be recorded.

### **Environmental Evaluation (CEQA)**

The project is exempt from the California Environmental Quality Act under CEQA Guidelines Section 15301(c), which cover the minor alteration of existing facilities including streets, sidewalks, gutters and similar facilities, including pedestrian crossings, involving negligible or no expansion, and no exception to the exemption as set forth in CEQA Guidelines Section 15300.2 applies.

### **Public Notification**

Public notice of this item was posted in keeping with the Ralph M. Brown Act and it was available for public viewing and review at least 72 hours before the scheduled meeting date. Before start of construction, the public will be notified of construction activities before the start of construction using such methods as signage, email, the city's website and other city communication channels. The construction contractor will also be required to notify the public of construction activities via changeable message signs, door hangers, letters to residents and/or "NO PARKING" signs, as applicable.

### **Exhibits**

1. City Council resolution
2. Location map
3. Approved minutes of the Traffic Safety Commission meeting of June 3, 2019

**RESOLUTION NO.**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, ACCEPTING BIDS AND AWARDING A CONTRACT TO BLUE PACIFIC ENGINEERING CONSTRUCTION, INC. ("BLUE PACIFIC") FOR CONSTRUCTION OF THE TAMARACK AVENUE AND VALLEY STREET PEDESTRIAN IMPROVEMENTS, CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECT NO. 6335 IN AN AMOUNT NOT TO EXCEED \$358,391, AND AUTHORIZING ADDITIONAL APPROPRIATION IN AN AMOUNT NOT TO EXCEED \$62,109 FOR THE PROJECT

WHEREAS, the City Council of the City of Carlsbad, California has determined it necessary, desirable and in the public interest to construct the Tamarack Avenue and Valley Street Pedestrian Improvements, CIP Project No. 6335 (Project); and

WHEREAS, on July 28, 2020, the City Council adopted Resolution No. 2020-159 approving the plans and specifications and authorizing advertisement for bids for construction of the Project; and

WHEREAS, on Feb. 18, 2021, staff received 11 sealed bids for the Project; and

WHEREAS, the lowest responsive and responsible bid for the Project was submitted by Blue Pacific, in an amount of \$358,391; and

WHEREAS, the current funding for the Project that has been appropriated from Gas Tax Funds is not sufficient to complete the Project; and

WHEREAS, additional appropriation for the Project will be appropriated from the Gas Tax Fund in the amount of \$62,109; and

WHEREAS, Carlsbad Municipal Code Sections 3.28.080(C) and 3.28.080(I)(6) require City Council to award all formally bid contracts when the value exceeds \$200,000; and therefore, the Project is subject to this requirement; and

WHEREAS, the city planner has determined that the Project is exempt from the California Environmental Quality Act (CEQA) per State CEQA Guidelines Section 15301(c) – minor alteration of existing facilities including streets, sidewalks, gutters and similar facilities, including pedestrian crossings, involving negligible or no expansion, and no exception to the exemption as set forth in CEQA Guidelines Section 15300.2 applies.

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 bid of \$358,391 submitted by Blue Pacific Engineering Construction, Inc. for construction of Tamarack Avenue and Valley Street Pedestrian Improvements, CIP Project No. 6335, is accepted and the mayor is hereby authorized to execute the contract for this Project.
3. That the deputy city manager, administrative services, is authorized to appropriate additional Gas Tax Fund in the amount of \$62,109 for construction of the Project.
4. That the City Manager or designee is hereby authorized to approve construction change orders up to \$71,678, and construction management and inspection costs up to \$71,678.
5. That the award of this contract is contingent upon Blue Pacific Engineering Construction, Inc. executing the required contract and submitting the required bonds and insurance policies, as described in the contract, within 20 calendar days of adoption of this Resolution. The City Manager may grant reasonable extensions of time to execute the contract and assemble the required bonds and insurance policies.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of Carlsbad on the \_\_ day of \_\_\_\_\_, 2021, by the following vote, to wit:

AYES:

NAYS:

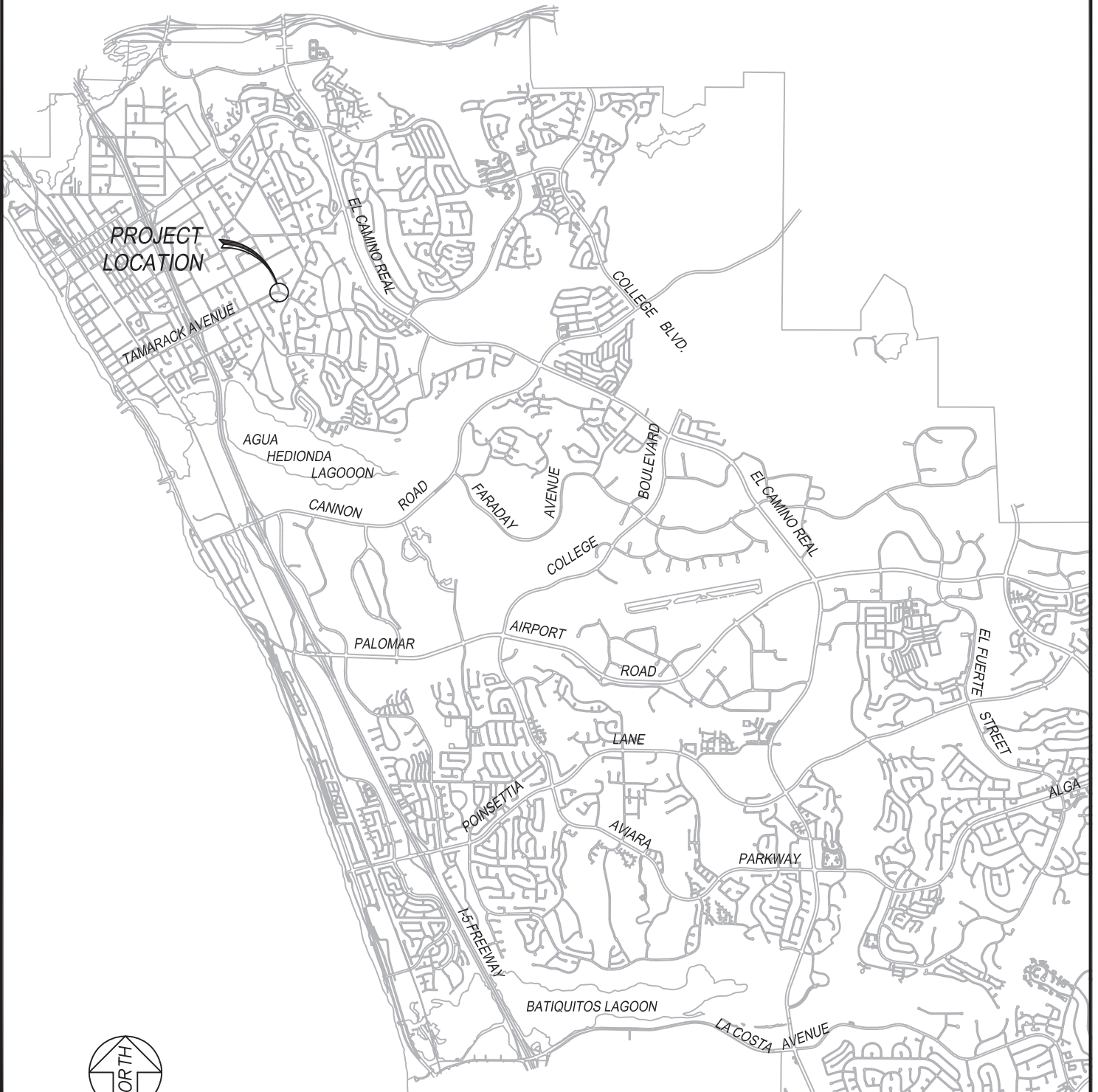
ABSENT:

\_\_\_\_\_  
MATT HALL, Mayor

\_\_\_\_\_  
BARBARA ENGLESON, City Clerk

(SEAL)

# LOCATION MAP



NOT TO SCALE

Tamarack Avenue and Valley Street Pedestrian Improvements

EXHIBIT

2



TRAFFIC SAFETY COMMISSION

Minutes

Monday, June 3, 2019 5:00 p.m.

Council Chamber  
1200 Carlsbad Village Drive  
Carlsbad, CA 92008

**CALL TO ORDER:** Chair Gocan called the Regular Meeting to order at 5:02 p.m.

**ROLL CALL:** Gocan, Johnson, Hunter, Penseyres, Fowler, Linke and Perez

**APPROVAL OF MINUTES:**

Motion by Commissioner Hunter, seconded by Vice- Chair Johnson, to approve the minutes of the regular meeting held on May 6, 2019, by adding revisions and additional information made by Commissioner Linke. Motion carried unanimously 7/0.

**PUBLIC COMMENTS ON ITEMS NOT LISTED ON THE AGENDA:**

Tracy Seemann, a Carlsbad resident, asked Staff the reason for collecting traffic data on a holiday rather than a work day for the Marja Acres project, at the intersection of El Camino Real and Kelly Drive.

**DEPARTMENTAL REPORTS:**

1. **POLICE MONTHLY REPORT** – (Staff contact: Sgt. Jon Boyce, Police Department)  
Sgt. Boyce talked about Crime Analyses Response (CARS) for the location at Basswood Avenue and Valley Street. It was a resident request.  
Power Point presentation is on file with the office of the City Clerk.  
**Staff's Recommendation:** Information only

Chair Gocan requested a change on the order of the Agenda to have the presentation on Tamarack Avenue and Valley Street to be the second item.

2. **TAMARACK AVENUE AND VALLEY STREET INTERSECTION ALL-WAY STOP STUDY** – (Staff contact: John Kim, Senior Engineer, Public Works)  
Power point presentation is on file with the office of the City Clerk.  
**Staff's Recommendation:** Recommend that City Council does not establish an All-Way Stop at the Intersection of Tamarack Avenue and Valley Street.

Chair Gocan stepped down from dais at 5:30 p.m. due to a potential conflict of interest.

▫ Commissioner Perez asked if the collisions reported at Tamarack Avenue included the pedestrian collisions and if it was only one collision reported to the police.



- Senior Engineer Kim said that the report included all types of collisions and confirmed that only one collision was reported.
- Commissioner Linke noted that the subtotals were not correct.
- Senior Engineer Kim said that the mistake will be corrected.
- Commissioner Linke had a question if the adult crossing guards at Tamarack Avenue and Valley Street would be permanent or temporary.
- Senior Engineer Kim responded that he believed it is permanent.
- Commissioner Linke asked if there was any information on speed and distribution of vehicles.
- Senior Engineer Kim stated that there is a valid speed survey that would show distribution but does not have it on hand.
- Commissioner Linke asked if the vehicle speeds reported in the speed survey are significantly different than the 30mph posted speed limit and if any exemptions were made.
- Senior Engineer Kim stated that the speed survey supported the 30mph current speed limit but he did not know if an exemption was made.
- Commissioner Linke read from the mobility element for safe routes to schools, policy 3-P.27 and 3-P.17, that support the use of alternative designs. He inquired if any alternative designs were available to address safety concerns.
- Senior Engineer Kim answered that there are alternatives to the All-Way Stop requested by residents that is included in the presentation.
- Commissioner Fowler asked if the primary resident complaint is the difficulty to cross Tamarack Avenue safely.
- Senior Engineer Kim confirmed that it was the major complaint voiced at previous meetings.
- Commissioner Fowler asked if there is a way to compare safety issues at this intersection with comparable intersections.
- Senior Engineer Kim said that there are no criteria to judge the difficulty in pedestrian crossing.
- Commissioner Fowler asked what other complaints were voiced to the Traffic Safety Commission.
- Senior Engineer Kim stated vehicle speeds.
- Commissioner Penseyres asked about the one collision reported and what was the cause, who was involved and more details.
- Senior Engineer Kim replied that he does not have the data but can pull it up later to follow up if requested.
- Commissioner Penseyres requested the data.
- Vice-Chair Johnson asked for clarification of the Staff recommendation on the All-Way Stop and whether there was a recommended action or if it is information only.
- Senior Engineer Kim responded that the Traffic Safety Commission could take an action based on Staff findings.
- Vice-Chair Johnson asked for rewording in the executive summary to clarify that Staff recommends City Council not establish an All- Way Stop.
- Vice-Chair Johnson inquired why there are hours missing from data.
- Senior Engineer Kim stated that an All- Way Stop is based on the highest 3 hours for vehicular volume.
- Vice-Chair Johnson inquired when the count data was collected.
- Senior Engineer Kim answered Tuesday, March 19, 2019.
- Commissioner Penseyres asked about weather conditions during the count.
- Senior Engineer Kim stated that he assumes it was a clear day.

## **PUBLIC COMMENTS ON TAMARACK AVENUE AND VALLEY STREET INTERSECTIONAL ALL-WAY STOP STUDY:**

- Joe Gonzales, a Carlsbad resident, requested curb extension on the south side of Tamarack Avenue and Valley Street, and suggested that Staff route traffic to Cannon Road.
- Jean-Marc du Mouchel, a Carlsbad resident, requested a roundabout on James Drive and Tamarack Avenue.
- Joy Bryson, a Carlsbad resident, requested a stop sign or a roundabout on Tamarack Avenue and James Drive.
- Brenda Harai, a Carlsbad resident, requested staff to consider the All-Way Stop on Tamarack Avenue.
- Meredith Grueskin, a Carlsbad resident, requested to consider the All-Way Stop on Tamarack Avenue.
- Veronica Williams, a Carlsbad resident, requested staff find ways to slow down traffic on Tamarack Avenue, consider speed bumps and get more traffic data on weekends and night time.

### **MOTION AND/ OR DISCUSSION FROM COMMISSIONERS:**

- Commissioner Linke recommended that Public submit written comments to the city Staff.
- Commissioner Linke asked if there has been an investigation into beacon visibility.
- Senior Engineer Kim said after the beacon was installed, there was a problem on the North West corner because the unit was pointing the wrong way, but it was angled back (corrected) to be more visible. He stated that Staff can review the curb extension that was previously reviewed by the TSC meeting to make the flashing beacon sign more visible. The purpose of curb extensions is to make the flashing beacons more visible and assist pedestrians in crossing the intersection, but would not be expected to reduce vehicle speeds.
- Commissioner Fowler acknowledged the blind side on Tamarack Avenue for the pedestrian to go across and the speed issue.
- Commissioner Hunter agreed to make a motion to look for other alternatives designs.
- Vice-Chair Johnson requested other options and a proper motion.
- Commissioner Perez asked Staff if any alternatives were considered such as the chicane on Gateway Road.
- Senior Engineer Kim stated that a chicane was not discussed and would impact traffic flow and eliminate some parking on Tamarack Avenue.
- Commissioner Perez asked if there are chicanes in other residential areas.
- Senior Engineer Kim replied no.
- Commissioner Perez asked if Staff has worked with Police and schools to collect feedback.
- Senior Engineer Kim stated that Staff has collaborated with both and a request for more Police enforcement resulted from these meetings. Additionally, two permanent speed feedback signs will be installed soon.
- Commissioner Penseyres noted that Public comments at the previous TSC meeting did not support the proposed stop signs. Alternatives have not been considered and traffic calming is desired by the residents. Staff needs to identify alternatives to resolve the issue.

Motion by Commissioner Linke, seconded by Commissioner Hunter, recommending that City Council does not establish an All-Way Stop at the Intersection of Tamarack Avenue and Valley Street. Motion carried, 6/0/1 (Gocan - Absent).

Motion by Commissioner Linke, seconded by Commissioner Penseyres, to request Staff to consider alternative solutions consistent with the General Plan Mobility Element and the various complete street solutions to address safety, speeding and visibility issues at the intersection. Motion carried, 6/0/1 (Gocan - Absent).

Chair Gocan returned to the dais at 7:24 p.m.

3. **TRAFFIC SAFETY COMMISSION DRAFT WORK PLAN PROGRESS** – (Staff contact: Massoud Saberian, Public Works)

**Staff's Recommendation:** Information only

City Traffic Engineer Saberian stated the need to develop a revised mission statement and include TSC goals consistent with City Council's goals and direction. Some of the primary goals include: automotive traffic related safety, educational opportunities for all residents, growth management plan monitoring work, development process to address roadway segments that need speed limit ordinances, continue to develop and identify CIP projects, create a traffic calming program for non-residential streets, review and improve projects presented by Carlsbad Residential Traffic Management Plan (CRTMP), promote Master Coastal Corridor review studies presented to the Commission and to include advising the City Council on how to implement the General Plan Mobility Element.

- Chair Gocan asked if staff intends to gather more information from the Commissioners.
- City Traffic Engineer Saberian stated that he is working on communicating with City Council and other Commissions as well as developing a Mission Statement.
- Chair Gocan inquired if Staff will provide a work plan draft in a month or two months from now.
- City Traffic Engineer Saberian replied that Staff will speak with City Council and City Attorney to ensure the parameters of the work plan will not interfere with other efforts under way.
- Commissioner Linke inquired if the list of items provided by City Traffic Engineer Saberian include any review of guidelines produced by staff related to items on the Mobility Element.
- City Traffic Engineer Saberian said that there are some and it will be reviewed and discussed with the City Attorney office to make sure that TSC is not overstepping boundaries.
- Chair Gocan mentioned that a workshop to go over the work plan is desirable in the near future.
- Commissioner Perez asked if any committee members will be joining the discussion with the Attorney.
- City Traffic Engineer Saberian replied that he will ask and suggest it.

4. **ROADWAY SEGMENT CAPACITY OVERVIEW** -- (Staff contact: Doug Bilse, Public Works)

**Staff's Recommendation:** Information only.

Senior Engineer Doug Bilse responding to Commissioner's past request on levels of services. He stated that Highway Capacity Manual (HCM) is the industry standard, General Plan Mobility Element requires that traffic evaluations to be consistent with the HCM. HCM uses two main performance measures: level of service (qualitative evaluation of a driver's experience) and

capacity (quantitative evaluation of the road's availability to meet anticipated traffic). Level of service is based on workday peak hour (AM & PM commute hours) using a grading system similar to school: grades A- F. Carlsbad standard is LOS D; therefore, if anything is reported below LOS D, then it's considered deficient. It is ok to have a LOS D or better, but not acceptable to have a LOS E (stop & go for short periods) or LOS F (long queues backed up.)

Power Point presentation is on file with the office of the City Clerk

- Commissioner Linke presented his own information and commented about the Bar Charts comparing the LOS method previously used by Staff. Linke questioned the validity of the analysis using the previous method. He concluded the old method was designed to allow all streets to pass the LOS D standard. Commissioner Linke noted that the Growth Management Program monitoring program using the old method has not historically reflected the true traffic conditions in the City of Carlsbad.

- Commissioner Linke inquired if Senior Engineer Bilse agree with his comment.

- Senior Engineer Bilse said that it is time for an update on the tools used to monitor traffic in the City of Carlsbad. The proposed LOS methods will better reflect the drivers' experience.

Motion by Commissioner Linke, not seconded, that City Council approve a preliminary work plan while a full work plan is being developed as follows:

a. Establish standard for LOS analysis conducted by and for the City of Carlsbad on the following objectives;

1. Review work by staff for public review and formal approval of LOS analysis guides documents.
2. Review work by staff to develop training materials for other commissioners and the City Council for LOS review.
3. Work with staff to develop formal public review process for LOS analysis conducted on projects not reviewed by other commissioners or other bodies.
4. Work with staff to identify when intersection of LOS should be conducted for the Growth Management monitoring program and in Transportation Impact Analysis Guidelines.

Motion failed.

- Chair Gocan asked what would be the next step for staff to achieve the goal on the new guidelines that they intend to adopt.

- Commissioner Hunter made a comment about the traffic impacts of development in Carlsbad and how it is failing while the City continues to approve developments project.

- Director Plantz explained that the City of Carlsbad is in a transition on how we are assessing traffic performance and we do have a valid system in place right now, we are using two systems:

1. To evaluate for CEQA purposes we are using the Highway Capacity Manual (HCM) intersection-based LOS Analysis.
2. For the Growth Management Plan Performance, we are using the new Roadway Capacity tables and they are two separate tools but they are both valid tools and they are both being used right now.

We are in a middle ground as it relates to CEQA analysis (intersection based tool) because by next year the cities are required to use the Vehicles Miles Travel (VMT) for development project assessment. This is a very different way of looking at traffic impacts.

The Management Growth Plan requires an annual monitoring report that staff provides to the City Council and will be presented based on the new methodology that evaluates the roadway capacity.

- Commissioner Linke inquired about three projects presented to TSC after adoption of the Mobility Element that were analyzed using the old LOS methods that he says were not consistent with the Highway Capacity Manual.
- Director Plantz answered that those projects were evaluated with tools in place at the time, and that we are currently in a transition period to new methods. The LOS reported in projects reflected valid LOS methods.
- Commissioner Linke stated that the evaluation of those projects was unacceptable, and that there is a need to communicate to the City Council that it is not acceptable to continue to operate outside of the General Plan.
- Chair Gocan inquired about the knowledge of the City Council related to the LOS discrepancies between the old and the new methods.
- Senior Engineer Bilse said that a Staff Report is going to the City Council on July 16, 2019 and it will discuss the proposed changes in LOS methodology.
- Commissioner Linke expressed his concerns that guidelines produced by staff, such as the Transportation Impact Analysis, roadway capacity table, and other LOS tools should be reviewed in a public setting by the TSC.
- Commissioner Fowler asked about the tools that are used to measure traffic impact.
- Senior Engineer Bilse answered that one of the tools is the service tables and another is intersection analysis.
- Commissioner Fowler asked if we have all the data necessary to create the plans and best practice methodology.
- Senior Engineer Bilse explained that he is developing an evaluation and monitoring manual expected to guide LOS analysis done in the City of Carlsbad.
- Commissioner Fowler inquired of the time needed to create a complete a LOS report using the new method.
- Senior Engineer Bilse said that if a project would come in today it would be a quick process.
- Commissioner Fowler recognized that we have the software, we have the data, and asked what would be barriers to applying the new tools for impact analysis.
- Senior Engineer Bilse explained that there are no barriers, it is just a matter of everyone warming up to the changes and understanding the methodology.
- Commissioner Fowler agreed that the TSC should operate on a level that we could be the first people to give feedback to staff on issues.

Motion by Commissioner Linke, seconded by Commissioner Fowler, to request City Council to approve a preliminary work plan while a full work plan is being developed to review work by staff for public review and formal approval of LOS analysis guides documents.

Motion carried unanimously, 7/0.

#### **CITY TRAFFIC ENGINEER COMMENTS:**

City Traffic Engineer Massoud Saberian had no comments.

#### **Public Works**

**Transportation** 1635 Faraday Avenue | Carlsbad, CA 92008 | 760-434-2730 t

Director Plantz reminded the commissioners about the next TSC meeting that falls on the same week as the 4<sup>th</sup> of July. Commissioners decided to keep the TSC meeting on July 1, 2019.

### **TRAFFIC SAFETY COMMISSION COMMENTS:**

- Commission Perez commented on school safety and traffic safety and traffic enforcement in schools. He expressed his concerns on the safety of the children in schools.
- Commission Linke asked if staff could collect traffic data for the Marja Acres project.
- Commissioner Linke requested that staff recognize Senior Engineer Bilse for his years of service as the TSC liaison to the City Council.
- Commissioner Fowler requested a presentation on the license plate readers (LPR).
- Commissioner Penseyres requested staff to address Safe Routes to School and to start with the intersection of Tamarack Avenue and Valley Street because it serves three schools.
- Commissioner Hunter offered the commissioners to ride along with the police officers to understand traffic safety issues.
- Vice-Chair Johnson asked staff to give alternatives to help resolve the traffic issues on Tamarack.
- Chair Gocan talked about Safe Routes to School (SRS) and mentioned that the state has grants available to cities to implement the SRS program and she would like to develop an organized program to assist traffic during hours of dropping off and picking up children in schools.
- Director Plantz confirmed that SRS program is funded by both federal and state agencies. The programs typically involve a collaboration with school districts to request funding. Right now, the City of Carlsbad does not have a formal SRS program but we intend to establish it and there is a group of stakeholders working to implement the SRS program. He explained that in the absence of the SRS program the traffic staff works with schools to address specific problem as they arise.

Motion by Vice-Chair Johnson, seconded by Commissioner Hunter, to have a presentation on SRS program and what has been done so far to remediate the issues. Motion carried unanimously, 7/0.

### **ADJOURNMENT:**

By proper motion, Chair Gocan adjourned the Traffic Safety Commission Meeting on June 3, 2019, at 8:05 p.m.

  
\_\_\_\_\_  
Eliane Paiva, Minutes Clerk