

Morgen Fry

Subject: FW: Correspondence for Items 5 and 14 on the 7/9/2019 Council agenda
Attachments: 2019-07-09 CC Item 5 LCA pavement overlay road diet correspondence-Linke....pdf;
2019-07-09 CC Item 14 LOS methods correspondence-Linke.pdf

All Receive - Agenda Item # 5

For the Information of the:

CITY COUNCIL

Date 7/8/19 CA ✓ CC ✓
CM ✓ COO ✓ DCM (3) ✓

From: Steve Linke <splinke@gmail.com>

Sent: Monday, July 8, 2019 2:45 AM

To: Council Internet Email <CityCouncil@carlsbadca.gov>

Subject: Correspondence for Items 5 and 14 on the 7/9/2019 Council agenda

Please see the attached PDF files for correspondence which I would like made part of the public record for the referenced agenda items.

July 7, 2019

Re: July 9, 2019 City Council Meeting Agenda Item #5 (Acceptance of bids and award of contract to Ramona paving and Construction for construction of the 2018 Pavement Overlay in an amount not to exceed \$2,243,236)

Mayor and City Council:

I request that the above-referenced item of business be pulled from the Consent Agenda for discussion. This pavement overlay project includes the conversion of multiple miles of vehicle lanes to bicycle lanes (i.e., a "road diet") on La Costa Avenue east of El Camino Real. Policy 3-P.15 of the City's General Plan Mobility Element requires City Council approval of any road diet or other measure that reduces vehicle capacity to, or below, a level of service (LOS) grade of D for any street (Footnote 1).

When the traffic count data collected for this project are analyzed using the required City of Carlsbad Transportation Impact Analysis (TIA) Guidelines, none of the street segments in either direction for either the AM or PM peak hours operates at an LOS better than D, and several fail with E or F grades (Footnote 2). This is in contrast to the street segment results presented to the Traffic Safety Commission (TSC) on this project, which used the old non-compliant Carlsbad segment LOS method, which predictably resulted in all LOS grades of A. In addition, an intersection also is projected to reach LOS D with the project (Footnote 4).

In addition, Section 21.90.180 of the Carlsbad Municipal Code (CMC) raises questions about the legality of road diets and other measures that materially reduce street capacity:

Public facility reductions. Notwithstanding any previous sections of this chapter, the city council shall not materially reduce or delete any public facilities or improvements without making a corresponding reduction in residential density unless such a reduction or deletion of public facilities is ratified by a vote of the citizens of Carlsbad."

Recommendations

1. This project should be reviewed as a road diet by the City Council.
2. Add to the TIA Guidelines: For all proposed street projects that would reduce vehicle capacity, a corridor-specific service volume table entry should be created consistent with the Highway Capacity Manual (HCM) to assess the impact.
3. Revise TIAs for any other vehicle capacity-reducing projects initiated after adoption of the General Plan Update in September 2015 that continued to use the old Carlsbad LOS methods. If the LOS is reduced to D or worse, then they should be reviewed by the City Council.
4. The implications of CMC 21.90.180 on projects that reduce street capacity should be explored.

