

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 # 14

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 Item #14 (Growth Management Plan Circulation Performance Standards, 2015 General Plan Mobility Element, and Traffic Impact Analysis Methodologies)

Mayor and City Council:

I originally submitted this letter for the June 11, 2019 City Council meeting, but the topic was deemed more appropriate for the July 9, 2019 meeting, so I am re-submitting this letter (with revisions and additional content) for the public record on the above-reference agenda item. Please note that I am a member of the Traffic Safety Commission (TSC), but I am not writing in my official capacity.

The overarching goals of this letter and the presentation I intend to provide at the meeting are:

- Encourage accountability for the past usage of misleading traffic analyses.
- Empower the TSC to review and provide advice to the City Council on traffic analysis methods and related documents in a transparent way.
- Ensure that best practices and industry standards are applied to traffic analyses going forward, including retention of intersection level of service (LOS) methods.
- Ensure that Staff and consultants, as subject-matter experts, provide valid and unbiased information to the public, TSC, Planning Commission, and City Council to promote sound policy making.

Due to the complexity of the subject area, this is a relatively lengthy communication. I begin with a bullet point summary followed by a list of recommended actions. For those who wish to delve into the details, they follow the recommendations. Finally, I include sets of possible questions that could be asked of Staff or external experts, because I am unable to do that in this context. I also have attached a very important memorandum from transportation consulting firm Fehr & Peers (dated September 9, 2015, two weeks before adoption of the General Plan Update) that was included in a Staff Report from last month's TSC meeting.

SUMMARY

- Annual GMP monitoring is supposed to identify emerging traffic congestion problems on Carlsbad streets and shut down development to prevent further congestion until the problems are fixed or sufficiently mitigated.
- Although the traffic portions of the annual reports almost invariably show stellar vehicle levels of service (LOS), traffic congestion is one of the top quality-of-life concerns with the lowest levels of satisfaction.
- This paradox can be explained by the observation that Carlsbad's methods to determine vehicle LOS significantly over-estimate the capacity of the streets, such that the LOS grades are much better than reality and virtually never fail the performance standard, no matter how congested the streets become.
- Traffic impact analysis guidelines were developed by experts shortly after the GMP went into effect (1988) that included reasonable capacity assumption for both street facility and intersection analyses. However, those assumptions were largely abandoned almost immediately in favor of the assumptions that over-estimated capacity, which were unique to Carlsbad and not validated industry standards.

