

December 9, 2019

Re: 12/10/2019 City Council Agenda Item #18 – Poinsettia Lane Traffic Analysis

Honorable Mayor Hall and Members of City Council:

At the 3/14/2017 council meeting, staff stated that, due to the importance of the Poinsettia Lane issue, the street improvements would come back to the council only after recommendations are made by the traffic commission. Instead, the decisions apparently were made sometime prior to 11/2018, and the final project was approved as part of the council's consent agenda on 11/19/2019. The results were only presented to the commission for informational purposes on 12/2/2019, so there is minimal record of our discussion.

Below are a few of my observations from the two traffic studies conducted by LSA Associates (Poinsettia 61 FEIR, January 2017) and Poinsettia Lane Gap Closure Traffic Investigation (November 2019). My complete comments and questions for staff are available upon request, or from the City Clerk's office:

- It is surprising that the predicted traffic on the segment of Poinsettia Lane will only increase from the current maximum of 10,330 average daily vehicle trips (ADT) to 10,750 ADT in 2035, despite the new residential development and the availability of the now contiguous east-west corridor to which traffic from neighboring congested corridors like Palomar Airport Road might be expected to be diverted.
- If it is accurate that ADT will remain below 11,000 through 2035, I believe that alternative lane configurations and intersection controls for Poinsettia Lane could have been investigated and discussed (e.g., by our advisory commission) prior to final decisions being made.
- The segment of El Camino Real between Cassia Road and Poinsettia Lane was exempted from having to meet the vehicle level of service (LOS) standard by the 2015 General Plan update, but the new traffic studies predict that the LOS grade will be no worse than D through at least 2035, suggesting that there is no need for the exemption at this time.
- The 2017 LSA study indicated that pedestrian LOS is F, while bicycle LOS is D, on Poinsettia Lane. In contrast, the 2019 LSA Study suggests that both pedestrian and bicycle LOS are A or B (questionable on a 50+ MPH four-lane street). An LSA representative stated at our commission meeting that the reason was that the city changed the LOS worksheets between the completion of the two studies.

I believe all of the LOS methods need to be reviewed (to make sure they reflect real-world conditions) and locked down (to maintain consistency over time). Perhaps we would have ended up with the current configuration of Poinsettia Lane anyway, but it should be through a transparent process with realistic LOS information.

Best regards,



Steve Linke, Carlsbad