

Tammy Cloud-McMinn

From: Steve Linke <splinke@gmail.com>
Sent: Tuesday, February 9, 2021 3:24 PM
To: City Clerk
Subject: FW: Correspondence for 2/11/2021 City Council Goal-Setting: Mobility issues

I sent the following email to council@carlsbadca.gov, but I probably should have sent it here.

From: Steve Linke [mailto:splinke@gmail.com]
Sent: Tuesday, February 9, 2021 3:21 PM
To: council@carlsbadca.gov
Subject: Correspondence for 2/11/2021 City Council Goal-Setting: Mobility issues

Honorable Mayor and Councilmembers:

I have been following mobility issues in Carlsbad for ten years. For the last two years, I have been on the Traffic and Mobility Commission (T&MC) and have closely followed the mobility aspects of development applications brought to the Planning Commission and City Council.

We hear frequently about limitations on funding and staff time for mobility projects. One solution to these challenges, which is also consistent with our Growth Management Plan (GMP), is to have developers fund reasonable mobility projects adjacent to their projects to address their direct impacts, and to pay their fair shares into the more general Traffic Impact Fee (TIF) Program for their indirect impacts.

I feel that the Community Development Department is not properly implementing the current guidelines and programs (requiring only minimal mobility improvements with little oversight), and that the guidelines and programs themselves are long overdue for updates. As such, many opportunities for developer-funded/directed mobility projects have already been lost. And they will continuously be lost for the many current and future development applications, as long as the current rules and culture are in place.

I am pleased to see that revisions to the following list of guidelines and programs are on the task lists for the Transportation and Community Development departments, but I urge you to reinforce their importance during your goal-setting:

- Transportation Impact Analysis (TIA) Guidelines
- Vehicle Miles Traveled (VMT) Analysis Guidelines
- Traffic Impact Fee (TIF) Program
- Transportation Demand Management (TDM) Program
- Multimodal Level of Service (MMLOS) point systems

Here are a few examples of concerns on each of the above.

TIA Guidelines: Community Development staff claim that they do not have to follow all of the provisions in the current TIA Guidelines, including an excuse that the document has never been publicly reviewed or adopted by council. Meanwhile, my requests for review by our commission have been pending for over a year.

VMT Analysis Guidelines: Creative strategies are being used to increase the mitigation levels of VMT reduction measures, including characterization of the purchase of a handful of ebikes as a "Neighborhood Electric Vehicle Network" program.

TIF Program: TDM funding has been included by staff as a development “condition of approval” to mitigate traffic impacts, but the requirement later has been waived, because staff failed to establish a funding mechanism to collect the TDM funds (i.e., through the TIF Program).

TDM Program: While a commercial TDM program has been developed, there is no residential TDM program, and every major development project over the last two years that has required TDM under the GMP or CEQA has been a residential project. And staff has applied only the minimal requirements of the commercial TDM program, regardless of the size of the residential project, and there is no guarantee of enforcement.

MMLOS point systems: The current point systems do not reflect reality and do not require meaningful improvements beyond having the minimum sidewalks and bike lanes—and a trash can and small bench at bus stops. The T&MC is currently reviewing these, but they should be adopted by council and not be continually tweaked over time, as they have in the past.

These are just a few examples, but I have a long list that I plan to use to suggest more comprehensive revisions and to close loopholes that are used to avoid following the rules.

Best regards,
Steve Linke

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