



CITY COUNCIL
Staff Report

Meeting Date: Sept. 27, 2022

To: Mayor and City Council

From: Scott Chadwick, City Manager

Staff Contact: Geoff Patnoe, Assistant City Manager
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Subject: Safer Streets Together: Options to Address Local Emergency Related to Traffic Safety in Carlsbad

Districts: All

Recommended Actions

1. Receive a report about actions taken since the Aug. 23, 2022, proclamation of a local traffic safety emergency.
2. Review and discuss potential additional actions to address the traffic safety emergency and provide direction as appropriate.
3. Direct staff to return at the next City Council meeting with prepared resolutions, based on City Council direction.

Executive Summary

A significant increase in collisions involving bikes and e-bikes, including two tragic fatalities during an eight-day period in August, caused the City of Carlsbad to proclaim a traffic safety emergency on Aug. 23, 2022. At its meeting on Aug. 30, 2022, the City Council ratified the emergency proclamation and approved spending up to \$2 million for immediate education, engineering and enforcement measures (Resolution 2022-214).

At the same time, city staff set out to develop a comprehensive menu of additional actions for the City Council's consideration (Exhibit 1). One potential action is to commit the City of Carlsbad to the Vision Zero approach to traffic safety, a national program promoting a comprehensive approach to eliminating serious traffic related injuries and deaths.

Staff will present all options to the City Council along with estimated costs and timeframes and seek direction on next steps.

Discussion

Background

Public safety is the most important job a city has, and the City of Carlsbad has always prided itself on being one of the safest cities in the region. Traffic safety in particular is always top of mind for the city and its residents.

During the first two years of the COVID-19 pandemic, far fewer people were on city roads, although the use of e-bikes increased significantly. As schools and businesses resumed normal operations, complaints about bike and e-bike safety increased, along with concerns about vehicle speeding and other unsafe driver behaviors.

Concerns about traffic safety are not unique to Carlsbad. On Aug. 19, 2022, the National Highway Traffic Safety Administration put out its estimates for the first quarter of 2022:

- U.S. roadway deaths rose 10.5% in 2021 and an additional 7% during the first three months in 2022, the highest number for the first quarter in two decades.
- According to the Highway Traffic Safety Administration, the increase in deaths is due to speeding, impaired or distracted driving and other reckless behavior.

Previous traffic safety actions

The City Council has already put policies in place to reflect a nationwide shift in planning roads from a focus on cars to one that considers all modes of travel. These policies are included in the General Plan Mobility Element, adopted by the City Council in 2015. Since that time, the city has completed dozens of projects, such as expanding bike lanes, installing speed bumps in neighborhoods and widening sidewalks.

More recently, the city has taken additional specific actions to address traffic safety and mobility:

- In January 2021, the City Council adopted a Sustainable Mobility Plan, a comprehensive approach to make Carlsbad streets more inviting to walkers and bikers.
 - In June 2022, the City Council voted to accelerate several projects within the plan as part of the fiscal year 2022-23 budget.
- In March 2022, the City Council made Carlsbad the first city in the region to pass traffic safety laws specific to e-bikes. Carlsbad's e-bike rules include a diversion program for riders, who may complete a training course to avoid a citation on their first offense.
- In 2021, the city developed an initial e-bike education program, including workshops, sharing information with schools and on social media, and a series of public service announcement videos.
- In 2021, the Police Department increased enforcement through education, targeting specific areas of concern.

Proclamation of local emergency

Despite these efforts, collisions involving bikes and e-bikes have still increased over 200% since 2019. Knowing students throughout Carlsbad were headed back to school in August, the city determined there was an urgent need for additional traffic safety actions. The California Emergency Services Act allows cities to declare a local state of emergency when needed to protect public safety in extreme circumstances.

The state of emergency proclaimed by the City Manager and ratified by the City Council will continue until Oct. 30, 2022. For it to continue beyond that date, the City Council must review the proclamation at least every 60 days.

Immediate actions

Proclaiming a local emergency allowed the city to take four important steps toward addressing the threat to public safety, including:

- Activate the Emergency Operations Center, which enables a centralized emergency response
- Immediately redeploy resources
- Streamline procurement and other processes
- Increase focus and collaboration among residents, businesses, other agencies and the business community

The City Council's Aug. 30, 2022, vote ratified the emergency and approved spending an additional \$2 million for immediate traffic safety efforts, including:

- \$535,000 for overstaffing the Police Department's sworn positions by four additional full-time officers
- \$100,000 for police overtime for training and enforcement
- \$250,000 to buy additional speed feedback signs and electronic messaging boards
- \$1,115,000 for infrastructure projects and safe driving behavior education

Completed to date

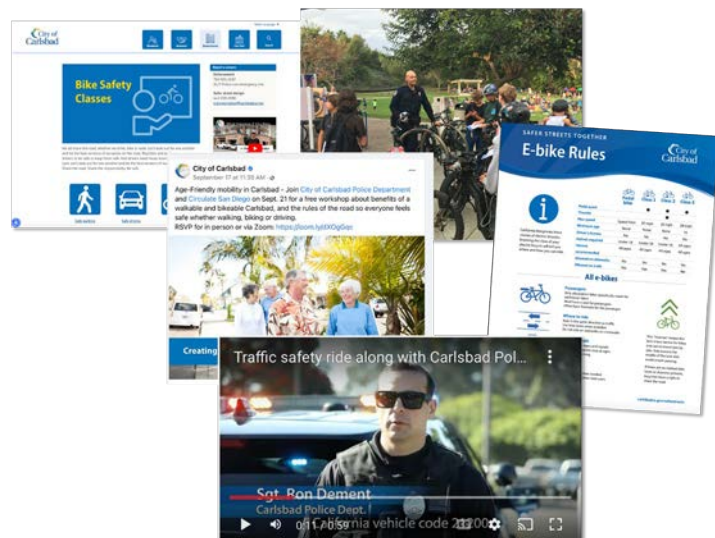
With the added resources, focus and flexibility made possible by the emergency declaration, the city has quickly mobilized to reduce the public safety threat identified by the findings of the proclamation.

The following actions have been completed or are already underway and fully funded, either through departmental budgets or the special \$2 million appropriation approved by the City Council.

EDUCATION

Aug. 24 to Sept. 21, 2022

- Reached 517,397 social media users with traffic safety message, with 28,040 users engaging with the city in response
- Featured in 137 news reports, which reached an audience of 6,080,758
- Posted 22 traffic safety educational banners around the city
- Responded to 133 inquiries from the public about traffic safety and the emergency



ENGINEERING

Aug. 24 to Sept. 21, 2022

17



Speed feedback signs

18



New green bike lane locations

12

Digital message boards

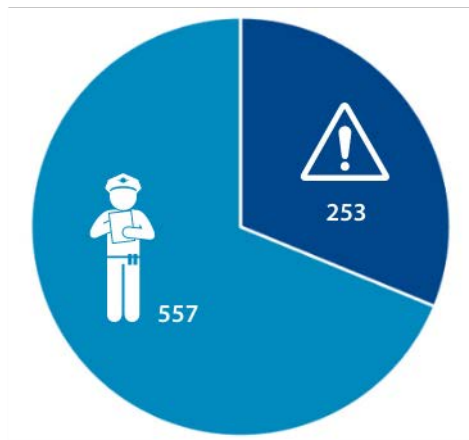


ENFORCEMENT

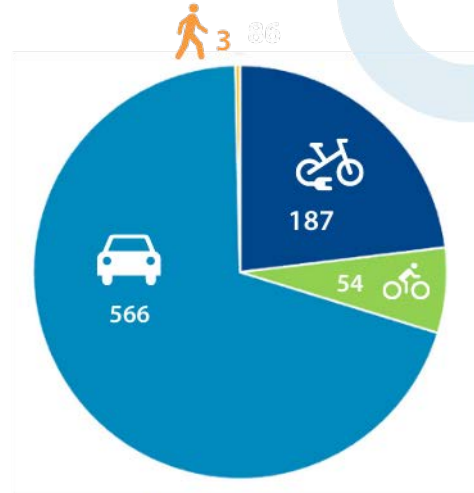
810 ACTIONS

Aug. 24 to Sept. 21, 2022

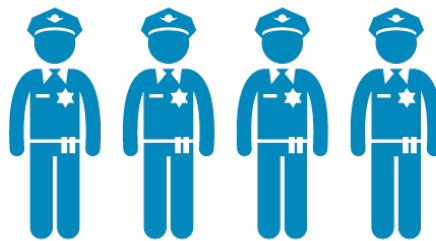
25 DUI arrests



Warnings vs. citations



Total enforcement by mode



Overstaffing to provide 4 additional officers for traffic enforcement



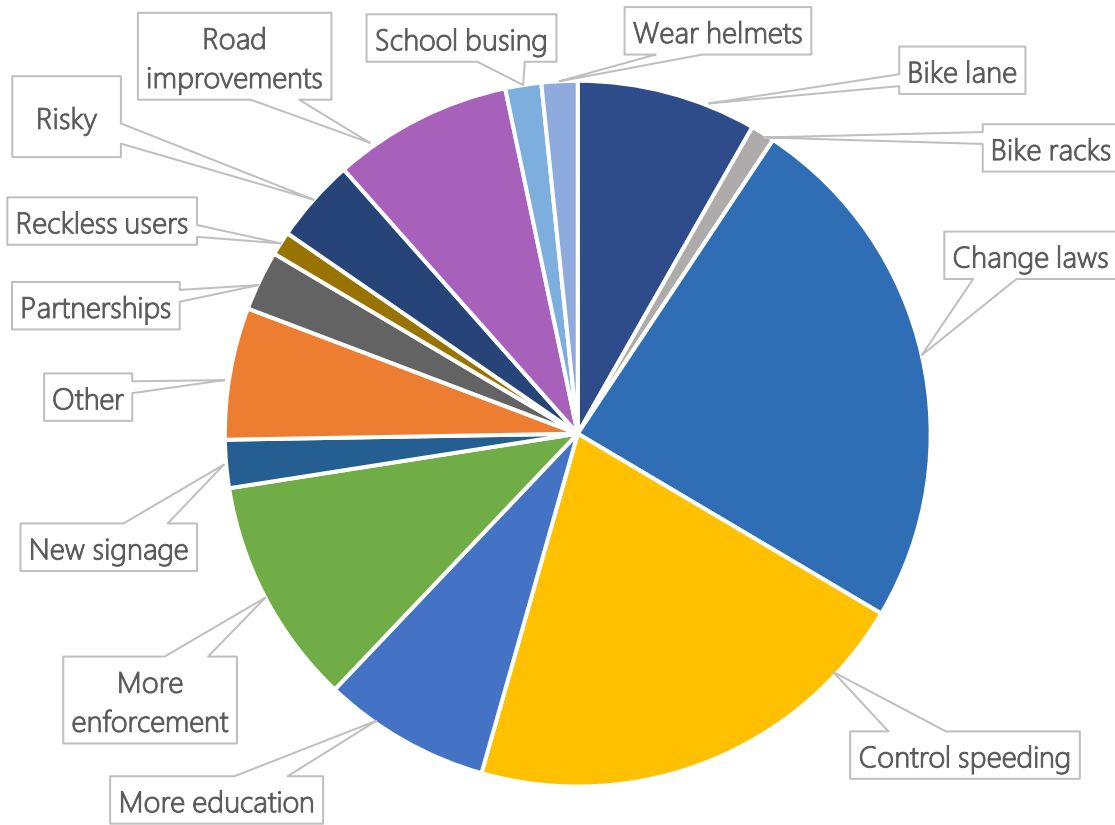
2 new e-bikes to increase bike patrol

\$100,000

to fund police overtime costs

Public input

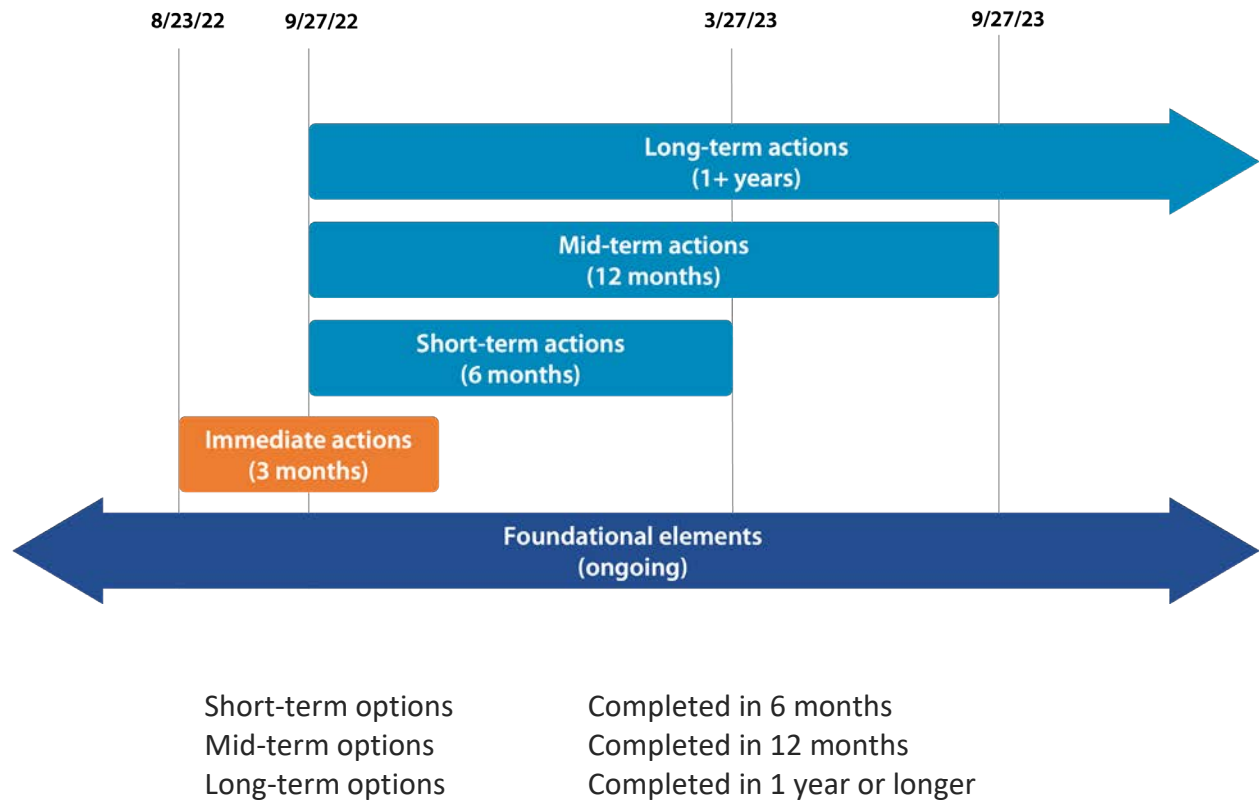
Since proclaiming a local emergency, the city has received 181 comments and ideas from the public, many of which are reflected in the options presented in this report. The full list of input is provided as Exhibit 3. The chart below shows a summary:



Topic	
Change laws	44
Control speeding	38
More enforcement	19
Road improvements	15
Bike lanes	14
More education	14
Other	11
Risky behavior	7
Partnerships	5
New signage	4
School busing	3
Wear helmets	3
Bike racks	2
Reckless users	2

Safer Streets Together Plan options

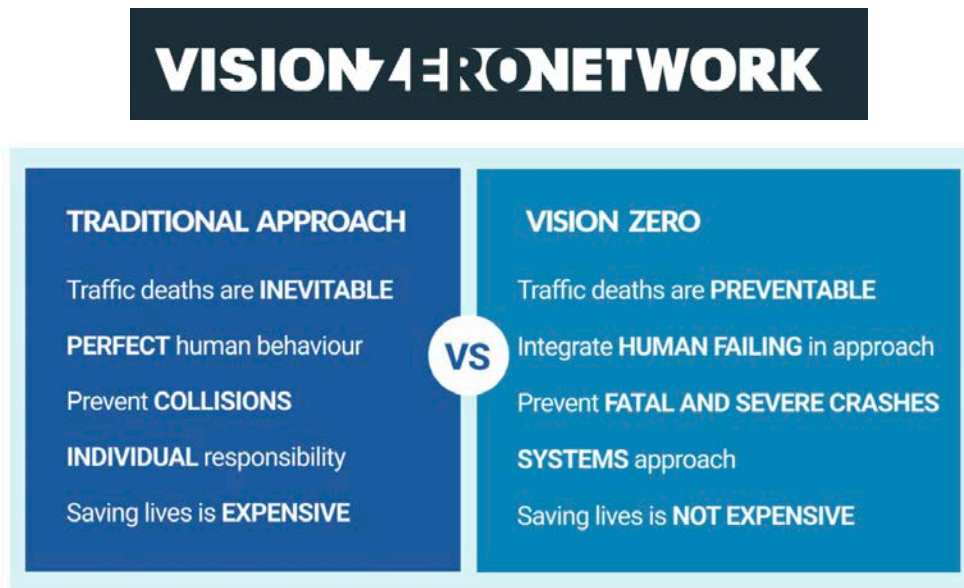
In addition to the immediate actions following the emergency proclamation, staff have developed options for additional measures the city could take to address traffic safety, arranged by short-, mid- and long-term implementation timelines.



Some of the potential actions can be funded through existing department budgets, while others would require a mid-year appropriation. A list of potential actions organized by funding status is provided in Exhibit 1.

Vision Zero

One of the proposed actions in the Safer Streets Together Plan is to adopt a Vision Zero resolution. Fifty-four cities and counties throughout the country have officially joined as “Vision Zero Communities,” which means they have committed to the goals and strategies of the national Vision Zero Network and are included on the Vision Zero website. Of the 54 cities, 12 are in California. In San Diego County, two cities are included on the Vision Zero website, La Mesa and San Diego. The San Diego Association of Governments has included Vision Zero as a strategy in its Regional Transportation Plan, and the Encinitas City Council voted to support Vision Zero in 2021.



Vision Zero is a strategy intended to eliminate traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all. Vision Zero recognizes that the goal of zero roadway fatalities and severe injuries among all road users is bold and daunting, yet setting that goal publicly is important to making real change.

The Vision Zero process is rooted in data-driven decision making that provides transparency to the community and allows city stakeholders to gather, analyze, use and share reliable data to understand traffic safety issues and to prioritize resources based on evidence of the greatest needs and impacts.

Although the City of Carlsbad is already following many of the policies recommended in the Vision Zero strategy, making a formal resolution to adopt the zero fatalities goal would elevate the importance of these policies and provide a framework for the actions already underway. If the City Council decides to adopt Vision Zero, the next step would be to develop a Vision Zero action plan. The Safer Streets Together Plan could be adapted to serve as a Vision Zero action plan, should that be the desire of the City Council.

A balanced approach

The City of Carlsbad recognizes that successful traffic safety programs must include education, engineering and enforcement. Likewise, all road users must share in the responsibility to engage in safe behaviors.



EDUCATION

Raise awareness of traffic safety rules and create a strong social norm around traffic safety behaviors.



ENGINEERING

Design roads and other infrastructure to support the safe movement of people through all modes of travel.



ENFORCEMENT

Hold all users accountable for following the rules of the road and engaging in safe behaviors.

The importance of thoughtful design

In addition to taking a balanced approach to solutions, focusing on education, engineering and enforcement, the proposed actions reflect what staff believe to be an appropriate balance between the speed at which infrastructure projects are completed (“quick build”) and the potential risks of skipping steps in the design, community engagement and regulatory process.

The emergency proclamation allows the city to speed up certain processes. For example, the city can procure supplies more quickly and enter into contracts with fewer steps in the approval process.

When it comes to designing physical improvements and infrastructure changes, issues such as vehicle speeds, bicycle and pedestrian demands, travel mode direction, and mode separation needs are important factors that must be considered carefully.

For example, building protected bike lanes requires a thoughtful and thorough design process. Special consideration must be given for intersections and driveways that may be affected due to the additional width and visibility impacts created by protected bikeways.

Vertical measures such as soft posts may be appropriate in lower volume and lower speed roadways, but arterial roadways with high traffic volumes and high speeds warrant much more substantial physical protection from vehicles.

Even some short-term measures, such as placing cones in the roadway or other temporary barriers, often have unintended consequences that reduce traffic safety for some users.

The schedules proposed in the Safer Streets Plan allow sufficient time to complete thoughtful designs, in collaboration with the community, that will achieve each project’s goals while minimizing or eliminating unintended consequences.

Design immunity




Thoughtful design may also provide the city with immunity from civil lawsuits. This immunity, known as design immunity, is one of many strategies the city uses to manage its liability risks and protect taxpayer funds.











































Potential actions

To assist in evaluating potential actions in the Safer Streets Plan, the chart below provides education, engineering and enforcement options that the city could implement and for different levels of investment. The City Council may also choose to combine actions differently.

Options

Staff have developed three options, should the City Council wish to pursue additional actions to address the traffic safety emergency. The City Council may also choose to give direction on individual options, rather than the three options developed by staff.

 Education
  Engineering
  Enforcement
  All 3 Es

	Funded	Potential action	Estimated one-time cost	A No new	B \$2.2 M	C \$48 M
Immediate actions	<input checked="" type="checkbox"/>	Safer Streets Together roll out	\$30,000			
	<input checked="" type="checkbox"/>	Bike lane enhancements	\$421,000			
	<input checked="" type="checkbox"/>	Digital roadway messaging	\$215,000			
	<input checked="" type="checkbox"/>	Enhanced enforcement	\$635,000			
Short-term actions	<input checked="" type="checkbox"/>	Adopt a Vision Zero resolution	n/a			
	<input checked="" type="checkbox"/>	Community commitment campaign	\$42,000			
	<input checked="" type="checkbox"/>	School collaboration	\$27,000			
	<input checked="" type="checkbox"/>	Business, non-profit partnership program	\$22,000			
	<input checked="" type="checkbox"/>	Mobility organization partnership program	\$12,000			
	<input checked="" type="checkbox"/>	Video public service announcements	\$20,000			
	<input checked="" type="checkbox"/>	Upgrade high-pedestrian signal locations	\$60,000			
	<input checked="" type="checkbox"/>	School e-bike certification/permit program	n/a			
		Carlsbad Village Faire outreach	\$5,000			
		Police officer Smart Cycling instructor program	\$2,000			
		Install high-visibility crosswalks near schools	\$800,000			
		Evaluate roadway design treatments	\$50,000			

	Funded	Potential action	Estimated one-time cost	A No new	B \$2.2 M	C \$48 M
		Explore opportunities to acquire more real-time data	\$100,000		○	
		E-citation expansion	\$55,000		○	
		Juvenile traffic safety incentive program	\$1,000		○	
Mid-term actions	☑	Expanded street resurfacing and restriping	\$3,700,000	○	○	○
	☑	Tamarack Avenue traffic calming	\$200,000	○	○	○
	☑	Reconfigure arterial streets	\$2,000,000	○	○	○
	☑	Expanded street resurfacing and restriping (Palomar Airport Road, Rancho Santa Fe/Olivenhain Road)	\$2,000,000	○	○	○
	☑	Review citywide speed limits for potential reduction	\$40,000	○	○	○
	☑	Legislative advocacy for e-bike licensing requirement	None	○	○	○
		Complete Vision Zero plan	\$150,000		○	○
		Paid advertising campaign	\$105,000		○	
		Teen engagement program	\$34,000		○	
		Messages on city assets	\$16,500			○
		Travel Safe visitors program	\$34,000			○
		Mobile digital signage	\$15,000			○
		Expedite infrastructure projects	\$620,753 Annually			○
		Develop access plans for all schools	\$150,000			○
		Safer Streets data analytics and visualization program	\$50,000			○
		Install speed cushions on streets around schools	\$1,300,000			○

	Funded	Potential action	Estimated one-time cost	A No new	B \$2.2 M	C \$48 M
Long-term actions		Community service project plan	\$20,000			
		Entry signage	\$2,500 - \$250,000			
		Activate Community Emergency Response Team, Citizens Academy alumni, trail volunteers	\$12,000			
		Experiential community art	\$38,000 - \$150,000			
		Update the Mobility Element in the General Plan	\$150,000			
		Explore school busing program*	\$44,000,000			
		Construct Transformative Corridor projects	TBD			
		New community-oriented policing team	\$914,484 Annually			

* Cost for 110 electric buses. Does not include administration, staffing, other costs.

Fiscal Analysis

Staff's recommended action requires no additional funding at this time. Staff have included information about funding each of the options in the Safer Streets Together Plan in the attached Exhibit 1.

Many initiatives in the Safer Streets Plan are already funded and able to move forward. Others have funding sources identified in the Capital Improvement Program but require City Council to appropriate funding in this fiscal year. Some options do not have funding identified. In those cases, the City Council may choose to appropriate funding from one of the city's fund balances, seek grant funding or appropriate money from the General Fund reserve.

Next Steps

Based on City Council direction, staff will return to the City Council at a future meeting with resolutions authorizing additional actions and funding.

Environmental Evaluation

The allocation of funding for anticipated actions intended to mitigate the emergency, which includes infrastructure and safety improvements, and education and enforcement efforts focusing on safe driving behavior are a Class 1 categorical exemption under California Environmental Quality Act Guidelines Section 15301 - Existing Facilities. Specifically, Section 15301(c) exempts existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees and other similar alterations that do not create additional automobile lanes.

The anticipated improvements to the city's existing mobility network under this action will improve public safety and address the critical issues raised in the emergency declaration. Actions are anticipated to involve negligible expansion of the current facilities and infrastructure beyond existing and will not result in additional automobile lanes. The actions are not expected to increase vehicular use of the roadway, will occur within the existing public right-of-way, and will not change the overall facility use of the mobility network. No exception to the exemption as sets forth in CEQA Guidelines Section 15300.2 applies.

For the reasons stated above, the action is categorically exempt from CEQA under CEQA Guidelines Section 15304(e), which applies to the minor temporary use of land having negligible or no permanent effects on the environment, and CEQA Guidelines Section 15304(h), which covers the creation of bicycle lanes on existing rights-of-way.

Public Notification

This item was noticed 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.

Exhibits

1. Safer Streets Together Plan options
2. Input provided by the public
3. Aug. 23, 2022, Proclamation of Local Emergency
4. Carlsbad Municipal Code Chapter 10.56 – Operation of Regulated Mobility Devices




SAFER
STREETS
TOGETHER

DRAFT OPTIONS
SEPT. 27, 2022



Introduction

National traffic safety trends show a dramatic increase in traffic-related deaths, with the first quarter of 2022 showing the highest number of deaths in two decades. Here in Carlsbad, injury collisions involving bikes and e-bikes have increased over 200% since 2019, with roughly half of those being e-bikes in 2022. Community members have requested more neighborhood traffic calming, more enforcement, stricter laws and faster implementation of the city’s program to adapt local streets to current and future uses, which include more biking and walking.

The city has recently taken several steps to address these concerns:

- Approved a new comprehensive plan to transform the city’s road network to one that prioritizes moving people, not just cars, and prioritized implementation in the city’s annual budget
- Completed dozens of projects to slow traffic and expand bike lanes and sidewalks
- Passed stricter rules for e-bikes and similar motorized mobility devices
- Implemented a public education program focused on safe biking, including e-bikes
- Increased enforcement related to roadway safety and traffic violations

Despite these efforts, collisions involving bikes and e-bikes in 2022 are tracking at the same unprecedented rate as last year’s high of one collision nearly every three days. With children throughout Carlsbad returning to school in August and given the significant increase in bike and e-bike collisions, the City of Carlsbad declared a local emergency on Aug. 23, 2022, to immediately provide more options, tools and resources to reverse this trend.

About this plan

This plan provides potential immediate and longer-term actions to address traffic safety in three main areas, often referred to as the three Es of traffic safety:



EDUCATION

Raise awareness of traffic safety rules and create a strong social norm around traffic safety behaviors.



ENGINEERING

Design roads and other infrastructure to support the safe movement of people through all modes of travel.

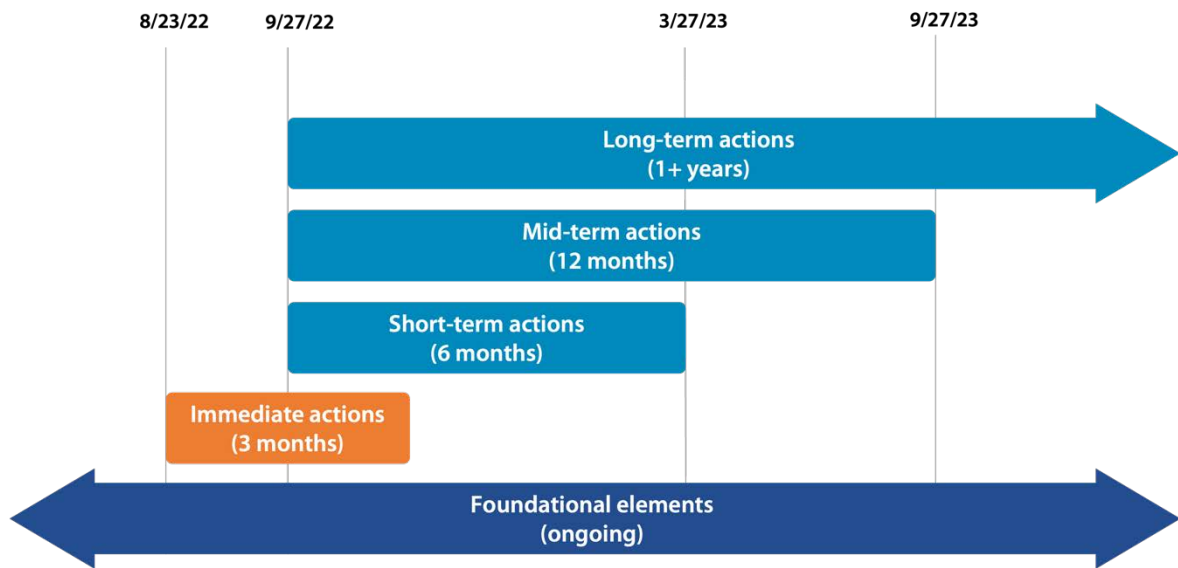


ENFORCEMENT

Hold all users accountable for following the rules of the road and engaging in safe behaviors.

Strategies and actions

Specific strategies, policies and approaches are presented as options according to the following timeframes:



Estimated costs

Many initiatives in this plan are already funded and able to move forward. Others have funding sources identified in the Capital Improvement Program but require City Council to appropriate funding in this fiscal year. Finally, some options do not yet have funding identified. In these cases, the City Council may choose to appropriate funding from one of the city's fund balances, seek grant funding, appropriate funding from the General Fund reserve or seek other funding sources.

Foundational elements

The City of Carlsbad has already prioritized traffic safety through its policies, projects, services and special initiatives. Some of these foundational elements include:

General Plan Mobility Element

Approved by the City Council in 2015, the Mobility Element guides future decisions related to how the city plans the connectivity of the city's transportation system by identifying the preferred attributes of various street types found in Carlsbad. It incorporates a "complete streets" approach to designing city streets that balances the needs of all users on the street including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods and users of public transportation. It is complementary to other elements within the General Plan.



Planned projects

The city's Capital Improvement Program includes 40 planned traffic and mobility related projects to be completed over the next 15 years. Other projects are planned as part of the city's Sustainable Mobility Plan implementation and the Carlsbad Residential Traffic Management Program. In all the city is currently working on over 100 projects related to traffic and mobility improvements at a cost of about \$350 million. Funding for these projects has been appropriated from various sources including gas tax, the TransNet transportation sales tax, and the city's traffic impact fees. Some of the main projects are listed below in order of the expected completion date.

- Tamarack Traffic Calming - Skyline Drive to Adams Street
- Tyler Street Traffic Circulation Study
- Safe Routes to School Plan – Hope Elementary
- Installation of permanent speed feedback signs at 8 locations in the Barrio
- Carlsbad Blvd pedestrian improvements between Mountain View Drive and Tamarack Avenue
- Melrose Drive right turn lane to westbound Palomar Airport Road
- Palomar Airport Road and College Boulevard improvements
- El Camino Real widening - Poinsettia Lane to Camino Vida Roble
- Kelly Drive and Park Drive complete street improvements
- Palomar Airport Road and Avenida Encinas improvements
- Traffic signal - Maverick Way and Camino De Los Coches
- Las Flores Street at I-5 Traffic Calming
- Barrio traffic circles
- Village decorative lighting
- Beach access repair & upgrades - Pine to Tamarack
- Avenida Encinas Coastal Rail Trail and Pedestrian Improvements
- El Camino Real right turn lane to eastbound Alga Road
- El Camino Real widening - Arenal Road to La Costa Avenue
- Terramar Area coastal improvements
- Carlsbad Boulevard and Tamarack pedestrian improvements
- El Camino Real widening - Sunny Creek to Jackspar
- Valley and Magnolia complete streets

- ADA beach access – Pine to Tamarack
- Avenida Encinas and Palomar Airport Road pedestrian access improvement
- Camino De Los Coches and La Costa Avenue intersection control
- Carlsbad Boulevard pedestrian lighting - Tamarack Avenue to State Street
- Carlsbad Village Drive and Grand Avenue pedestrian improvements
- Christiansen Way improvements
- Valley Street traffic calming
- Barrio street lighting
- Chestnut Avenue complete street improvements - Valley Street to Pio Pico
- Chestnut complete street – Interstate 5 to railroad
- Grand Avenue Promenade
- La Costa Avenue traffic improvements
- State Street and Grand Avenue road improvements
- Poinsettia Lane and Oriole Court traffic control improvements
- Trail connectivity to Tamarack State Beach
- Carlsbad Boulevard realignment- Manzano Drive to Island Way
- College Boulevard extension
- South Carlsbad Coastline: Road Realignment and Public Spaces

Sustainable Mobility Plan

Approved by the City Council in January 2021, the Sustainable Mobility Plan implements the Mobility Element of the city’s General Plan and guides the city in expanding and improving safe, healthy and convenient travel options for people of all ages and abilities. It combines projects and programs from 12 previous planning documents into a single strategic plan that includes:

Safe Routes to School

An approach that includes infrastructure improvements, enforcement tools, safety education and incentives to promote walking, bicycling and carpooling to school.

Transportation Demand Management

Strategies to encourage Carlsbad workers and residents to walk, bike, ride transit and carpool instead of driving alone. This approach helps the city achieve its sustainability and mobility goals while mitigating congestion and increasing access and connectivity in the transportation network.

Local Roadway Safety Plan

A framework to systematically analyze and identify areas where transportation safety can be improved and recommend specific safety improvements for all road users.

Street Design Guidelines

Provides a set of best practices that can be incorporated by the City of Carlsbad to create streets that will serve all users. These guidelines were developed using best practices in street design from Carlsbad, San Diego County, the state of California and around the world. They are intended to evolve and adapt to incorporate new treatments and techniques as they are developed and proven successful.

Carlsbad Residential Traffic Management Program

This program provides a way for city staff to work directly with neighborhoods that have concerns about traffic safety. Based on an initial assessment, staff can utilize one or more approaches to slow down speeds, discourage cut-through traffic, enhance pedestrian and bike safety, and make other changes. Solutions include traffic circles, speed cushions, extending curbs and other measures. Eleven neighborhoods are a part of the program this fiscal year:

- Victoria Avenue from Pontiac Drive to Haverhill Street
- Highland from Carlsbad Village Drive to Buena Vista Way
- Nueva Castilla from La Costa Avenue to Levante Street
- Monroe Street from Basswood Avenue to Carlsbad Village Drive
- Circulo Sequoia from Camino Junipero to Avenida Diestro
- Celina Drive from Carlsbad Village Drive to Chestnut Avenue
- Park Drive from Tamarack Avenue to Monroe Street
- Hummingbird Road from Sanderling Court to Rock Dove Street
- Black Rail Road from Poinsettia Lane to Northern Terminus
- Plum Tree Road from Hidden Valley to Aviara Parkway
- Carrillo Way from Rancho Brasado to Rancho Caballo

Annual streets maintenance projects

The city repaves dozens of streets annually, based on conditions, to ensure the 350 miles of city-owned roads are properly maintained. During construction, the city also updates the striping to best serve all the users of the streets.

Customized traffic control plans for large events

The city minimizes the traffic impact of large events through the coordinated deployment of traffic control devices and special events personnel.

Regional coordination and advocacy

The city collaborates with agency partners at Caltrans, the San Diego Association of Governments and the North County Transit District on regional projects and long-term planning studies.

Public education

The city promotes safe driving, cycling and walking through an ongoing public education program that includes social media, videos, workshops and partnerships with mobility groups.

Engineering design standards

Establishes uniform and best practice policies and procedures for the design and construction of public improvements, which promote safety for all infrastructure users.

E-bike ordinance

In April 2022, the City Council made Carlsbad the first city in the region with a law specific to e-bikes, e-scooters and other similar mobility devices. The law makes it easier to enforce safe e-bike riding behaviors and includes a provision that allows people to take a safety class in lieu of paying a fine for their first citation.

School crossing guard program

The City of Carlsbad funds 36 school crossing guards who serve 14 schools in the city, under the supervision of the Carlsbad Police Department.

Traffic enforcement

There is a dedicated Traffic Division within the Carlsbad Police Department to enforce the rules of the road.

Immediate actions (completed in 3 months)

Since the emergency proclamation on Aug. 23, 2022, the city has taken more than a dozen actions. Many are funded through a \$2 million budget appropriation made by the City Council when it ratified the emergency on Aug. 30. Others are funded through existing budget appropriations for fiscal year 2022-23. In these cases, staff have accelerated the timing of implementation or temporarily reprioritized other work.



Safer Streets Together roll out

Developed and implemented a short-term campaign to introduce the community to the Safer Streets Together initiative, including the following activities:



- Created Safer Streets Together website within the city's site to provide campaign information and resources.
- Developed traffic safety related messages and engaged with followers on all city social media channels.
- Worked with school districts serving Carlsbad and private schools to distribute traffic safety messages to students and parents via email newsletters and school site banners.
- Posted campaign banners along city streets and in city parks.
- Created displays for city libraries and community centers with QR codes linking to traffic safety related content.
- Developed Spanish-language materials and distributed them through the Library Learning Center and school district programs for Spanish-speaking parents.

- Sent targeted information to large employers in Carlsbad with information to share with employees.
- Attended community events, including Back to School nights, Family Movie Night and the farmer’s market to distribute traffic safety information and engage with community members.



Bike lane enhancements

Painted about 20 potential conflict points with high visibility green paint at road segments with higher collision activity.



Digital roadway messaging

Installed 12 digital message boards and 17 speed feedback signs along streets and intersections with higher collision rates.



Immediate actions

The map below shows locations of safety banners, speed feedback signs, digital message boards and green bike lane treatments installed since Aug. 23, 2022.





Enhanced enforcement

Redeployed Police Department personnel to increase traffic enforcement around schools during beginning weeks of classes. Reassigned two detectives to work overtime each Friday, specifically to conduct traffic enforcement. Diverted one sergeant and two officers from their normal duties to specifically supplement the Traffic Division (to deploy on e-bikes and in a vehicle). Purchased two additional e-bikes for police officer use.

Since the emergency was proclaimed and up to Sept 21, 2022, the Police Department has issued a total of 253 warnings and 558 traffic citations, including:





- 136 citations and 51 warnings to e-bike users
- 22 citations and 32 warnings to bicyclists
- 397 citations and 170 warnings to motorists
- Three citations to pedestrians

Police have also made:

- 25 DUI arrests, five involving collisions

Immediate actions

Cost estimates

Funded and underway	Category	Est. 1-time cost	Ongoing cost	Estimated completion
Safer Streets Together roll out		\$30,000	No	10/23
Bike lane enhancements		\$421,000	Yes	11/23
Digital roadway messaging		\$215,000	No	Completed
Enhanced enforcement		\$635,000	No	6/23

Short-term (completed in 6 months)

City staff have developed the following potential actions for the City Council's consideration. These actions could be completed within six months. Some would require new funding while others could be funded through existing department budgets by accelerating the timing of planned work.



Adopt a Vision Zero resolution

No cost



Vision Zero is a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all. Vision Zero recognizes that the goal of zero roadway fatalities and severe injuries among all road users is bold and daunting, yet setting that goal publicly is important to making real change. To date, 54 cities and counties across the nation have adopted Vision Zero, including Encinitas, La Mesa and San Diego in the local region.

Vision Zero strategies

The following strategies are part of the Vision Zero approach:

- Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members
- Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations
- Prioritizing equity and community engagement
- Managing speed to appropriate levels
- Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges

Although the City of Carlsbad is already following many of the policies recommended in the Vision Zero strategy, making a formal resolution would elevate the importance of these policies and provide a framework for the actions already underway and any additional actions the City Council chooses to add from this plan.



Community commitment campaign

\$42,000
Funded

Launch a campaign that creates opportunities for the community to publicly commit to safe roadway behaviors and help promote the social norm around traffic safety to other community members. Encourage participation by providing visual symbols of commitment to reinforce bike, pedestrian and vehicle awareness and safety.

- Pledge campaign
- Yard signs
- Window clings
- Video testimonials
- Neighborhood “pace” car
- Campaign stickers
- Other promo items
- Testimonials on social media posts and videos



School collaboration

**\$27,000
Funded**

Develop partnerships with all districts and schools serving Carlsbad to raise awareness of traffic safety. Opportunities could include student rallies, traffic safety night at sporting events, chalk art interactive events and curriculum opportunities such as the Sage Creek Genius Project. Partnerships could also include a student ambassador program, a more in-depth program working with school broadcast programs, tie-ins with the speech and debate clubs and twice-yearly presentations by Carlsbad police officers. Another option is to engage elementary school students in a contest to choose an official traffic safety mascot for the City of Carlsbad, which once produced could appear at schools, libraries and other community events to share traffic safety messages in an engaging way.



Business/non-profit partnership program

**\$22,000
Funded**

Work with businesses, such as bike shops, and local nonprofit organizations to spread the message about traffic safety by displaying posters or window clings and sharing the message to their networks through social media or other methods. Encourage campaign promotion and encourage third-party engagement and support through posters, reciprocal linking program and in-kind donations to be used as incentives for other campaign components. Reach out to potential partners, including:

- Driving schools
- Insurance companies
- Bike shops
- Health care providers
- Apparel stores
- Local civic-minded businesses



Mobility organization partnership program

**\$12,000
Funded**

Create partnerships with local and regional organizations focused on mobility, DUI awareness and other issues related to traffic safety. Engage these groups in sharing messages to the Carlsbad community, co-hosting events, providing workshops and other outreach. This could include outreach to businesses with large employee bases, residents, seniors, teens and other audiences.



Video public service announcements

**\$20,000
Funded**

Develop a series of public service announcements that reinforce safe roadway behaviors utilizing testimonials, graphics and other visuals targeting different audiences and modes of travel. These videos will be adapted for multiple social media channels and could be utilized as part of a paid advertising campaign.



Upgrade high-pedestrian signal locations

\$60,000
Funded

Reduce vehicle-pedestrian conflicts by allowing pedestrians to begin crossing while vehicles still face a red signal. Countdown pedestrian indications clarify pedestrian crossing times and reduce confusion and ambiguity. Initial phase would include approximately 30 locations.



School e-bike certification/permit program

No cost

Work with the school districts within the city to explore creation of a certification requirement for students to ride their bikes to campus. Students would need to upload proof of attendance at a bike safety class to be able to ride their bicycles to school.



Carlsbad Village Faire outreach

\$5,000
Not funded

Create an engaging booth and display for the twice-yearly Carlsbad Village Faire to share information on traffic safety.



Police officer Smart Cycling instructor program

\$2,000
Not funded

Police Department will explore with the San Diego County Bicycle Coalition training and certifying police officers in the Smart Cycling program so the Police Department can hold training courses for residents.



Install high-visibility crosswalks near schools

\$800,000
Not funded

Address speeding concerns around school areas by making crosswalks more prominent on all city streets designated as "School Streets" by the General Plan Mobility Element and other school-designated (yellow) crosswalks. Will highlight pedestrian crossings at school locations by upgrading marked crosswalks to high-visibility continental or ladder style at approximately 140 locations throughout the city.



Evaluate roadway design treatments

\$50,000
Not funded

This strategy would analyze the physical placement of speed control treatments or rumble strips ahead of residential intersections to change driver behavior to be alert when approaching residential intersections, and along the inside buffer area of Class II buffered bicycle lanes. These proposed analyses would include outreach to active transportation user groups and other stakeholders. To address design immunity issues, initial installations would be pilots conforming to the experimental treatments in the California Manual on Uniform Traffic Control Device.



Explore opportunities to obtain real time data

\$100,000
Not funded



Understanding Carlsbad roadways and the types of vehicles on the road is an important component of traffic safety and adapting the city's approach to education, enforcement and engineering. This includes information like traffic flow, speed and mode of transportation. The city is developing an active transportation monitoring report to fulfill the 2019 Sustainable Mobility Plan recommendation to launch the program. The plan is organized around three dimensions of mobility – travel demand, mode share and safety. Reports like this are usually a snapshot in time and provide the city with valuable data. There are new data products that may provide similar data but on a more frequent and closer to real-time basis. Staff proposes to explore opportunities to acquire products that could provide accurate mobility data on a more frequent basis to inform city actions and public education.



E-citation expansion

\$55,000
Not funded

Building on the existing use of electronic citations by the traffic division, the Police Department can complete its digital transformation related to writing, tracking, and reporting citations. The technology has proven to increase citation writing speed, improve efficiency and reduce the chance for human error when issuing paper citations and entering them into a database. The acquisition of e-cite printers will allow the remaining patrol officers who manually write paper tickets to use software they already have to write the citation, print it in the field, and give it to the person receiving the ticket. Data is transmitted electronically removing the potential for human error from keying paper citations into a database. This will improve data quality and will help the city in analyzing citation data to support safer streets.






















Juvenile traffic safety incentive program

\$1,000
Not funded

Create a program in which police officers contact juveniles who are obeying the laws while riding their bikes and e-bikes and reward them with donated gift cards, ice cream, etc. This positive reinforcement program will continue the positive relationships the Police Department has with residents in our city even during times of heavy enforcement. Potential to eliminate cost by engaging business partners who may want to contribute incentives.

Short-term actions
Cost estimates

Funded	Category	Est. 1-time cost	Ongoing cost	Est. completion
Adopt a Vision Zero resolution	  	n/a	n/a	10/22
Community commitment campaign		\$42,000	No	3/23
School collaboration		\$27,000	No	3/23
Business/non-profit partnership program		\$22,000	No	3/23
Mobility organization partnership program		\$12,000	No	3/23
Video public service announcements		\$20,000	n/a	3/23
Upgrade high-pedestrian signal locations		\$60,000	No	1/23
School e-bike certification/permit program		n/a	n/a	4/23
Not funded				
Carlsbad Village Faire outreach		\$5,000	No	5/23
Police officer Smart Cycling instructor program		\$2,000	No	4/23
Install high-visibility crosswalks near schools		\$800,000	Yes	1/23
Evaluate roadway design treatments		\$50,000	No	12/22
Explore opportunities to acquire more real-time data	  	\$100,000	TBD	11/22
E-citation expansion		\$55,000	No	4/23
Juvenile traffic safety incentive program		\$1,000	No	4/23

Mid-term (completed in 12 months)



Expanded street resurfacing and restriping

**\$3.7 million
Funded**

Accelerated slurry seal and restriping of major east/west arterial corridors to balance the needs of the users of the streets. Will seal the roadways to improve pavement condition as part of our pavement management program and improve conditions for all the users on the road. The first phase of this strategy includes:

- La Costa Avenue – from western city border near I-5 to Fairway Lane
- Poinsettia Lane – from Carlsbad Boulevard to Melrose Drive
- Cannon Road – from Avenida Encinas to Faraday Avenue
- Carlsbad Village Drive – from Interstate 5 to College Boulevard

This strategy will reduce the long-term maintenance costs of the restriped road segments by reducing the width of the vehicular travel lanes. The strategy will also include coordinating with Caltrans to improve the road markings for all users through the state highway interchanges.

Received and deployed a new striping truck to assist with road striping maintenance efforts.



Tamarack Avenue traffic calming

**\$200,000
Funded**

Kicked off work with community members to identify short-term traffic calming strategies for Tamarack Avenue, between Skyline Drive and Adams Street. Curb extensions were installed and a pedestrian hybrid beacon signal is in the process of being installed at the intersection of Tamarack Avenue and Valley Street. The intersection project is scheduled to be completed in October 2022.

Join us
The City of Carlsbad is seeking community feedback on short- and long-term options to reduce speeding on Tamarack Avenue from Skyline Road to Adams Street.

Community Meeting
Wednesday, Oct. 12
6 to 7:30 p.m.
Valley Middle School
Gymnasium

To learn about additional opportunities to provide input, sign up for our event at www.carlsbadca.gov/TamarackAve

More information: 442-339-2757

Community Meeting
Options to reduce speeding on Tamarack Avenue

SAFER TOGETHER



Reconfigure arterials

**\$2 million
Funded**

Reconfigure arterial streets including vehicular lane reductions and seal the roadways to improve pavement condition as a part of our Pavement Management Program and enhance conditions for all users of the road. Reconfiguring roadways also reduces the long-term pavement maintenance costs and improves the line of sight for side street users approaching the arterial. This program would be phased, with the first phase including:

- Carlsbad Boulevard – from Pine Avenue to southern border near La Costa Avenue
- El Fuerte Street – from Faraday Avenue to tie into the existing one vehicular lane in each direction south of Rancho Pancho, excluding the segments approaching Loker Avenue to Bressi Ranch Way
- Grand Avenue – from Ocean Street to Hope Way. This would be the first phase to the Grand Avenue Promenade Project to provide short-term benefits until the ultimate promenade improvements are completed.
- Poinsettia Lane – from Avenida Encinas to Carlsbad Boulevard
- Cannon Road - Avenida Encinas to El Arbol Drive



Expand street resurfacing and restriping

**\$2 million
Funded**

Accelerate slurry seal and restriping major east/west arterial corridors to balance the needs of the users of the streets. Seal the roadways to improve pavement condition as part of our pavement management program and improve conditions for all the users on the road. This second phase will include:

- Palomar Airport Road – from Avenida Encinas to eastern city border
- Rancho Santa Fe Road and Olivenhain Road – from eastern city border to western city border

This strategy will reduce the long-term maintenance costs of the restriped road segments by reducing the width of the vehicular travel lanes.

Continue to use the new striper truck to assist with road restriping maintenance efforts.



Review citywide speed limits for potential reduction

**\$40,000
Funded**

Review speed limits citywide to determine whether speed limit reductions should occur, in accordance with Assembly Bill 43 (2021).



Legislative advocacy for e-bike licensing requirement **No additional cost**

Utilize the city's existing contracts with legislative affairs specialists to advocate for California Legislature to enact a statute that requires a licensing process and training to ride an e-bike.



Complete Vision Zero plan

\$150,000

Not funded



The Vision Zero Action Plan would formalize the city’s existing and planned actions into actionable, measurable strategies, emphasizing design and policy solutions, including designing Complete Streets and lowering speeds for safety. Each strategy would identify the lead agency responsible, along with supporting and partner agencies, a projected timeline and budget needs.



Paid advertising campaign

\$105,000

Not funded

Prepare and implement a multi-media ad campaign that could include public service announcements placed on local cable and streaming services, intro video ads on YouTube, social media advertising, digital banner ads, a mobile digital billboard and print placements.



Teen engagement program

\$34,000

Not funded

Effectively reaching the teen audience requires a customized approach that focuses on peer-to-peer communication and engagement. This program will use Office of Traffic Safety research specific to teens to tailor a Carlsbad program that encourages and reinforces safe roadway behaviors.



Messages on city assets

\$16,500

Not funded

Utilize city buildings, banner holders and vehicles to display traffic safety messages, including banners, murals and vehicle wraps – all focused on keeping traffic safety at the forefront throughout the city.



Travel Safe visitors program

\$34,000

Not funded

Work with Visit Carlsbad, hotel properties, vacation rental owners and local attractions to provide traffic safety information to visitors. Approach LEGOLAND with a potential partnership utilizing the LEGO driving attractions (show your LEGO driver’s license and get a Carlsbad traffic safety promo item at City Hall). Program could include a video public service announcement aimed at visitors that play on in-house hotel TV channels.



Mobile digital signage

\$15,000

Not funded

Place safety messages on a mobile digital billboard that can be moved around the city and placed at community events.



Expedite infrastructure projects

\$620,753 (annually)

Not funded

In June 2022, the City Council directed staff to expedite the following traffic-safety related projects:

- Barrio Traffic Circles Project
- Village and Barrio Lighting Project
- Evaluation of making Tyler Street one-way only
- Grand Avenue Promenade
- Sustainable Mobility Plan projects

With additional staff capacity, additional projects could be expedited, including:

- Terramar Area Coastal Improvements.
- Tamarack Avenue and Carlsbad Boulevard
- Kelly Drive and Park Drive Complete Streets Project
- Valley Street and Magnolia Avenue Complete Streets Project

Resourcing

To expedite more traffic-safety related projects, the city could consider delaying projects with objectives other than promoting multimodal safety benefits.

Alternatively, the city could expand the size of its engineering staff to increase the city's capacity to complete projects sooner. Costs listed for this option include the new annual cost of the following positions:

- 2 Associate Engineers
- 1 Assistant Engineer
- 1 Municipal Project Manager
- 1 Reclassified Senior Inspector from Inspector



Develop access plans for all schools

\$150,000

Not funded

Working with the school districts and administrations, develop access plans for all schools. This strategy will focus on improving safety and efficiency for all modes of travel entering the schools, including the pick-up and drop-off process. Plans are typically led by the parent and teacher associations and the city in an advisory role. The implementation is led by the schools' PTAs to get ownership and buy-in from parents.



Safer Streets data analytics and visualization program

\$50,000

Not funded

Reports on traffic volumes and speeds are usually a snapshot in time and done on an annual basis. This strategy would use existing data to create a way to visualize data so the city could adapt to changing conditions to support enforcement, traffic calming and infrastructure improvements more rapidly. Additional data sources may be necessary to create a robust data product so the acquisition of more accurate and frequent information is included earlier in this plan.



Speed cushions on streets around schools

\$1.3 million
Not funded

Assess speeds on all streets designed as “School Streets” in the General Plan’s Mobility Element and install speed cushions as needed.







Update Carlsbad Residential Traffic Management Program

\$150,000
Not funded

Update the Carlsbad Residential Traffic Management Program, including removal of the stop sign option, re-evaluation of qualification criteria and reduction of the number of phases from three to two. The goal of the update is to align it with best industry practices including the recommendations found in the California Manual on Uniform Traffic Control Devices and other applicable city and industry guidelines.

Mid-term actions
Cost estimates

Funded	Category	Est. 1-time cost	Ongoing cost	Est. completion
Expanded street resurfacing and restriping		\$3,700,000	No	10/23
Tamarack Avenue traffic calming		\$200,000	No	3/23
Reconfigure arterials		\$2,000,000	No	10/23
Expanded street resurfacing and restriping (Palomar Airport Road, Rancho Santa Fe/Olivenhain Road)		\$2,000,000	No	10/23
Review citywide speed limits for potential reduction		\$40,000	Yes	Ongoing
Legislative advocacy for e-bike licensing requirement		None	No	7/23
Not funded				
Complete Vision Zero plan	  	\$150,000	No	3/23
Paid advertising campaign		\$105,000	No	4/23
Teen engagement program		\$34,000	No	4/23
Messages on city assets		\$16,500	No	4/23
Travel Safe visitors program		\$34,000	No	4/23
Mobile digital signage		\$15,000	No	4/23
Expedite infrastructure projects		\$620,753	Yes	Ongoing
Develop access plans for all schools		\$150,000	No	12/23
Safer Streets data analytics and visualization program		\$50,000	No	11/31
Install speed cushions on streets around schools		\$1,300,000	No	10/23
Update Carlsbad Residential Traffic Management Program		\$150,000	No	10/23

Long-term (completed in 1+ years)



Community service project plan

\$20,000

Not funded

Work with community service groups to engage them in the traffic safety issue. This could include Boy Scout Eagle projects, Girl Scouts Gold Award, and Rotary and Kiwanis club programs. Each would be approached with the challenge and asked to develop or participate in community-based programs to support a strong social norm around traffic safety in Carlsbad.



Entry signage

\$2,500 to \$250,000

Not funded

The City of Carlsbad is one of the few cities in the region without monument signs at the city's main entrances. The city could commission entryway signage and include the expectation that all road users practice good traffic safety behaviors. Alternatively, signage could be placed on existing smaller "Welcome to Carlsbad" street poles with a similar message.



Activate CERT, Citizens Academy alumni, trail volunteers

\$12,000

Not funded

Connect with volunteers on the Community Emergency Response Team and Citizens Academy graduates to develop a traffic safety ambassador program in which, after undergoing training, they could serve as neighborhood leads to help promote traffic safety best practices and help educate neighbors on various engineering solutions, such as roundabouts.



Experiential community art

\$38,000 to \$150,000

Not funded

Partner with artists to develop safety-related murals, chalk art or temporary art exhibits throughout the city, such as:

- Mobile art show
- Mural project on city-owned buildings, schools or private property participants
- Partnership with the cultural arts office for a Cannon Art Gallery exhibit related to traffic safety (the gallery has an existing program with all third grade classes in Carlsbad)
- Creative video contest



Update the Mobility Element in the General Plan

\$150,000

Not funded

Consider revisions to the Mobility Element to emphasize slower vehicle speeds and increased bike and pedestrian safety.



Explore school busing program

\$44,000,000*
Not funded

Work with North County Transit District and school districts serving Carlsbad to explore opportunities for school busing programs, including potential partnerships to use innovative transit solutions and a seasonal beach shuttle program.



Construct Transformative Corridor Projects

\$TBD
Not funded

Transformative Corridors will provide a multi-modal, backbone network of high-quality bikeways, pedestrian facilities and transit services so that Carlsbad residents and visitors have an array of travel options that do not require driving.



New community-oriented policing team

\$914,484 (annually)
Not funded

Request additional permanent staffing for the Police Department to implement a full-time Community-Oriented Policing Team that would also serve as an e-bike team. This would include four new officers and one new sergeant.

Long-term actions

Cost estimates

Not funded	Category	Est. 1-time cost	Ongoing	Est. completion
Community service project plan		\$20,000	No	10/23
Entry signage		\$2,500 - \$250,000	No	10/23
Activate Community Emergency Resource Team, Citizens Academy alumni, trail volunteers		\$12,000	No	12/23
Experiential community art		\$38,000 - \$150,000	No	12/23
Update the Mobility Element in the General Plan		\$150,000	No	12/23
Explore school busing program*		\$44 million	Yes	12/25
Construct Transformative Corridor Projects		TBD	TBD	TBD
New community-oriented policing team		\$914,484 Annually	Yes	12/23

* Cost for 110 electric buses. Does not include administration, staffing, other costs.

Public input on traffic safety

Location	Travel mode	Topic	Idea
Terramar	Bike/e-bike	Bike lane	Widen bike lane closer to downtown, going south by Terramar
N/A	Bike/e-bike	Bike lane	Start a quick build bikeways program
N/A	Bike/e-bike	Bike lane	Build more bike lanes with barriers
N/A	Bike/e-bike	Bike lane	Learn about quick-build protected bike lanes
N/A	Bike/e-bike	Bike lane	More green bike lanes
Chestnut	Bike/e-bike	Bike lane	We suggest Chestnut between El Camino Real and the Coastal Rail Trail be designated as an official bike route. This is a huge area of opportunity for Carlsbad. This portion of Chestnut is a literal bike highway for parents riding their children to school, Valley MS and Carlsbad HS students, as well as other Carlsbadians and visitors/tourists accessing the Village and beaches. Currently, cars drive much too fast down Chestnut and consistently cut into the bike lane on the curves between El Camino Real and Monroe. Major traffic calming should be installed, including but not limited to: Removing all parallel parking lanes; Adding protected, raised bike lanes; Raised crossings and continuous sidewalks; Added chicanes and/or narrowed driving lanes; Roundabouts to replace stop signs; Increased tree and other landscaping planted near roads; Reduced speed limits
N/A	Bike/e-bike	Bike lane	Install dividers, paint bike lanes, post signs
N/A	Bike/e-bike	Bike lane	Add bike lane improvements: adding quick build materials such as flexible delineator posts to existing bike lanes (without decreasing width of bike lane) to increase awareness, raised bike lanes, protected bike lanes, in order of... car lane parallel parking lane raised bike lane sidewalk, painting entire bike lanes green
N/A	Bike/e-bike	Bike lane	Prefers lanes marked in middle
Village	Bike/e-bike	Bike lane	Widen bike lane on ease side of CVD in village
Highland Dr. south from Buena Vista	Bike	Bike lane	Sharrow lanes painted on northbound and south bound lanes

Public input on traffic safety

Pio Pico Dr from Las Flores headed south	Bike	Bike lane	Needs bike lanes northbound and south bound, or sharrows at minimum
Ambrosia lane	Bike	Bike lane	Add bike lanes, also there are parked cars along Ambrosia lane and a dangerous blind curve
Carlsbad Village Drive west of I-5	Bike	Bike lane	Bike lanes are very narrow and are not wide enough to provide safe passage
Poinsettia/Aviara Parkway intersection	Bike/e-bike	Bike lane	Use "dutch-style" intersections or "protected-intersection" at Poinsettia/Aviara Parkway intersection and others.
N/A	Bike/e-bike	Bike racks	Increase bike rack access across the city
N/A	Bike/e-bike	Bike racks	Require bicycle parking as part of building codes/development plans on any new or renovated commercial building
N/A	Bike/e-bike	Change laws	Require e-bike/bike annual registration fee
N/A	Bike/e-bike	Change laws	Put bikes on the sidewalk
N/A	Bike/e-bike	Change laws	Bikes lanes should be for bikes not e-bikes, reckless kids, license and treat like cars
N/A	Bike/e-bike	Change laws	License for all bikes and education in order to receive license
N/A	Bike/e-bike	Change laws	Mandatory safety course and license before they ride
N/A	Bike/e-bike	Change laws	Mandatory training for all bikes, license required
N/A	Bike/e-bike	Change laws	Insurance requirements for e-bikers, bring back school buses
N/A	Bike/e-bike	Change laws	First violation needs to be ticketed and mandatory safety course
N/A	Bike/e-bike	Change laws	Allow the Idaho Stop: https://en.wikipedia.org/wiki/Idaho_stop

Public input on traffic safety

N/A	Bike/e-bike	Change laws	Adding rules/laws regarding riding bicycles with passengers: Riders under 16 may not carry passengers; Riders operating the bicycle must wear a helmet, regardless of age, if they are carrying passengers 17 and under, and can be cited/issued warning if they aren't wearing a helmet; Riders with passengers on a bike not intended to carry passengers can be cited/issue warning (i.e. seating a child on the top tube of a bike with parent sitting behind on seat)
N/A	E-bikes	Change laws	Allow kids ride on sidewalk
N/A	E-bikes	Change laws	Require safety lessons
N/A	E-bikes	Change laws	Require permits
N/A	E-bikes	Change laws	Require driver's license
N/A	E-bikes	Change laws	Age limit
N/A	E-bikes	Change laws	Should be under same motorcycle law
N/A	E-bikes	Change laws	Require classes
N/A	E-bikes	Change laws	Require League of American Bicyclists Certified training
N/A	E-bikes	Change laws	Treat e-bikes like motorcycles
N/A	E-bikes	Change laws	Require mandatory class and license e-bikes
N/A	E-bikes	Change laws	Require mandatory class before being licensed, require licenses
N/A	E-bikes	Change laws	Treat bikes like a motorcycle and require a license at 16
N/A	E-bikes	Change laws	Require mandatory class before getting a bike, need licenses, prevention
N/A	E-bikes	Change laws	Need licensing and proper education (esp. kids)
N/A	E-bikes	Change laws	Need licensing and proper education (esp. kids)
N/A	E-bikes	Change laws	Education course mandatory for under 18, should not be allowed on sidewalks or walking paths
N/A	E-bikes	Change laws	Minimum age limit and certificate of rules and driving ability
N/A	E-bikes	Change laws	License required for bikes
N/A	E-bikes	Change laws	E-bikes should be classified as motorcycles and require license
N/A	E-bikes	Change laws	Minimum age limit, safety class before purchase,

Public input on traffic safety

N/A	E-bikes	Change laws	Certify riders under 18, should have to carry liability insurance
N/A	E-bikes	Change laws	E-bikes need a safety course and permit to ride/ license for e-bikes, ongoing safety courses
N/A	E-bikes	Change laws	Do not reallocate money from PD, min age 16 and license req
N/A	E-bikes	Change laws	Reckless kids causing most problems, min age 16, license required, treat as motorcycle
N/A	E-bikes	Change laws	Institute a license for e-bikes
N/A	E-bikes	Change laws	Min age 16
N/A	E-bikes	Change laws	E-bikes are motorcycles and should follow the same rules
N/A	E-bikes	Change laws	Min age should be required
N/A	E-bikes	Change laws	Talk with e-bike companies to put max speed limit on e-bikes for under 16 years
N/A	Bike/e-bike	Change laws	License for all bikes and educate in order to receive license
N/A	Bike/e-bike	Change laws	Fine parents with kids breaking rules
N/A	E-bikes	Change laws	Driver license required for e-bikes
N/A	E-bikes	Change laws	E-bikes for 21 years and older only
N/A	E-bikes	Change laws	E-bikes should require insurance and license
N/A	Drivers	Control speeding	Lower speed limit
N/A	Drivers	Control speeding	Slow car traffic and provide safer avenues for navigation
Chinquapin	Drivers	Control speeding	Speed bumps in speeding areas (esp. Chinquapin), educate e-bikes, but speeding cars main prob
Skyline	Drivers	Control speeding	Reduce speed on skyline to 25 mph all way to coast
Madison and Grand	Drivers	Control speeding	Four-way stop at Madison and Grand
Valley	Drivers	Control speeding	More paint, speedbumps and stop signs overall
N/A	Drivers	Control speeding	Add a stop sign to turn left off of Valley
Chestnut & Madison, Chestnut & Roosevelt	Drivers	Control speeding	Add stop signs at Chestnut & Madison, Chestnut & Roosevelt
N/A	Drivers	Control speeding	Use traffic circles
James & Basswood	Drivers	Control speeding	Stop sign at corner of James & Basswood

Public input on traffic safety

Terramar	Drivers	Control speeding	Slow down cars and motorcycles speeding through Terramar
Chestnut & Valley	Drivers	Control speeding	Clear bushes at stops signs on corners of Chestnut & Valley
Sage Creek High School	Drivers	Control speeding	Area around Sage Creek HS needs traffic calming
N/A	Drivers	Control speeding	Slower speeds overall
N/A	Drivers	Control speeding	Speed bumps around schools
Camino de los Coches	Drivers	Control speeding	Slow down speed on Camino de los Coches
Carlsbad Blvd.	Drivers	Control speeding	Keep the speed limit lowered to 35 mph on Carlsbad Blvd. until light at Island way
Levante & Estancia	Drivers	Control speeding	Flashing lights or something to draw attention to the stop sign on the corner of Levante and Estancia
N/A	Drivers	Control speeding	Traffic calming by road and bike lane improvements, evaluate for hazards, encourage biking and more conveniences aimed at biking vs driving, educate via classes and campaigns, enforce and add new laws increasing the minimum age to ride
N/A	Drivers	Control speeding	Make traffic calming so prevalent that it becomes second nature to drivers. Look to the Netherlands and sustainable safety.
Village, Barrio and Olde Carlsbad	Drivers	Control speeding	Add traffic calming examples throughout Carlsbad, specifically the Village, Barrio and Olde Carlsbad neighborhoods: one-way streets, raised crossings, continuous sidewalks, rough road surfaces, narrowed lanes, chicanes, street cuts, roundabouts
Cassia Rd.	Drivers	Control speeding	Install speed humps to force drivers to slow down and discourage use as a short cut
N/A	All	Control speeding	Traffic slowed down, new bike lanes, and one way streets
N/A	All	Control speeding	Traffic light sensors to be installed
N/A	Drivers	Control speeding	Make entire coastline 35 mph and enforce
Valley and Chestnut	Drivers	Control speeding	Traffic light on Valley and Chestnut
N/A	Drivers	Control speeding	Use one consistent speed on coast highway
Coast	Drivers	Control speeding	Reduce speed to 25 mph all along coast
N/A	Drivers	Control speeding	Lower speed limits using assembly bill 43
Tamarack	Drivers	Control speeding	Install speed bumps on Tamarack by schools
Tamarack & Pontiac	Drivers	Control speeding	Sign or light at Tamarack & Pontiac

Public input on traffic safety

Chestnut & Tamarack	Drivers	Control speeding	Limit speeds around schools esp. Chestnut & Tamarack
Roosevelt and Chestnut	Drivers	Control speeding	Add roundabout at Roosevelt and Chestnut
Westwood Drive between Blenkarn and falcon	Drivers	Control speeding	Parents concerned for safety of kids who play in street. Asking for any measures such as signs, speed bumps, to slow traffic.
Skyline and Alder	Drivers	Control speeding	Add a stop sign at Skyline and Alder, and speed cushions from Skyline to Alder such as the ones on Hillside Drive
Adams to Skyline	Drivers	Control speeding	Install speed cushions
I-5 to Carlsbad Blvd	Drivers	Control speeding	Speeding cars
Carlsbad Boulevard	Pedestrians	Control speeding	All pedestrian crossings should be elevated, continuous sidewalks, forcing cars and bikes to slow down.
N/A	Bike/e-bike	More education	Thorough public outreach for mandatory education for cyclists
N/A	Bike/e-bike	More education	Educate all cyclists, not just cars
N/A	Bike/e-bike	More education	Bike education
N/A	Bike/e-bike	More education	Make bike education mandatory in CUSD
N/A	Bike/e-bike	More education	Safer riding class with certified instructor
N/A	Bike/e-bike	More education	More classes and education for cyclists
N/A	Bike/e-bike	More education	Campaign to educate consumers/citizens on rechargeable battery safety: How to safely recharge rechargeable and lithium-ion batteries. For example, be sure to only purchase products that are tested and certified by CPSC and UL and other standards. Only use manufacturer chargers for your devices. Do not tinker with battery systems or software on bikes. Information provided via city websites, flyers in the libraries and community centers, newsletter articles/features, street pole banners, message board street signage, TV and radio advertisements.

Public input on traffic safety

N/A	Bike/e-bike	More education	CUSD to add bicycle education as part of the PE curriculum beginning in elementary school
N/A	Drivers	More education	Drivers need the education since they seem to be at fault
N/A	Drivers	More education	Educate car drivers more
N/A	Drivers	More education	Create flyer to educate drivers
N/A	Drivers	More education	Campaign to educate drivers on bicycle-friendly driving: Information provided via city websites, flyers in the libraries and community centers, newsletter articles/features, street pole banners, message board street signage, TV and radio advertisements
N/A	Drivers	More education	Educate drivers about traffic laws
N/A	E-bikes	More education	Remind no text and ride on e-bikes
N/A	All	More enforcement	More safety patrols
N/A	All	More enforcement	Better rules and enforcement within our contractors as bike lanes are being obstructed causing dangerous situations
N/A	All	More enforcement	Need proactive law enforcement
N/A	All	More enforcement	Enforcement needed at Tamarack & Highland
Ambrosia & Blackbird Circle	All	More enforcement	Officer be assigned to the intersection at Ambrosia and Blackbird Circle to monitor the school traffic and children crossing, no parking signs
N/A	Bike	More enforcement	Give bike riders more tickets
N/A	Bike/e-bike	More enforcement	Cyclists to follow the rules of the road like motorists
N/A	Bike/e-bike	More enforcement	More enforcement (start ticketing)
N/A	Bike/e-bike	More enforcement	More enforcement, safety courses for kids at elementary age
N/A	Bike/e-bike	More enforcement	Enforce the kids leave the experienced cyclists alone
Tamarack & Carlsbad Village Dr.	Bike/e-bike	More enforcement	More walking police on boardwalk between Tamarack & Carlsbad Village Dr.
N/A	Drivers	More enforcement	More enforcement, reduce speed limits, add speed traps and speed signs
N/A	Drivers	More enforcement	Go after drivers who text and drive

Public input on traffic safety

Tamarack & Highland	Drivers	More enforcement	Enforce stop sign use Tamarack & Highland
N/A	Drivers	More enforcement	Increased enforcement in regards to distracted driving, speeding, red-light and stop sign running, and general reckless endangerment.
N/A	E-bikes	More enforcement	Enforce class 3 e-bikes - no one under 16 years
N/A	All	More enforcement	Add more police presence near schools
N/A	Bike	More enforcement	Wants more police enforcement on cyclists
Aviara Oaks	Pedestrians	More enforcement	an officer be assigned to the intersection at Ambrosia and Blackbird Circle to monitor the school traffic and children crossing the street before and after school and cite those drivers making illegal U-turns and other violations.
N/A	Drivers	New signage	Use a banner similar to San Marcos "Honk less Wave more"
N/A	All	New signage	Put up signs saying walk bikes in crosswalks
N/A	Drivers	New signage	Digital sign suggestion: share the road with cyclist
N/A	Pedestrians	New signage	Signage for sidewalks indicating it's for pedestrian use only
El Camino Real from Costa Del Mar to past Arenal	Bike	Other/Address hazards in roadway	Work on Fire Station 2 has created obstruction of NB bike lane on ECR from Costa Del Mar to past Arenal Road. Set up signage so it doesn't block traffic. Better rules and enforcement for traffic management contractors regarding signage that adds to safety.
N/A	Bike/e-bike	Other/Address hazards in roadway	Evaluate all current bike lanes for hazards, width requirements, etc.
Harding St.	Bike/e-bike	Other/Address hazards in roadway	3635 and 3675 Harding Street residents (among others) put their trash, recycling and compost bins in the bike lane, forcing bikes into the car lane right before a blind curve in the road.
N/A	All	Other/community engagement	Implement a resident committee, Education, training, and enforcement are starting points
N/A	All	Other/construction around schools	No construction around schools during school
Avocet	Pedestrians	Other/Less street parking during school	"no parking signs" could be placed on the streets of Avocet nearest the entrance at Ambrosia for the hours children are let out and picked up from school.

Public input on traffic safety

N/A	Pedestrians	Other/More crossing guards	Add more crossing guard hours
N/A	All	Other/No car days	City-hosted once-monthly Sunday Streets—where a street is closed to car traffic to encourage walking, biking and sense of community
Village	All	Other/No car days	No-car days in the Village to promote walking and bike riding
N/A	Bike/e-bike	Other/Reduce vehicle traffic	Offer incentives to Carlsbad city employees and CUSD students to ride bikes rather than drive
N/A	Pedestrians	Other/Walking audit	Consider Circulate SD ideas -- walking audit, mapping, open house, technical memo
N/A	Bike/e-bike	Partnerships	Require all events held within city limits to partner with the San Diego County Bicycle Coalition (or similar) to provide bike parking
N/A	All	Partnerships	Reach out to other city's leaders too
N/A	All	Partnerships	Watch Strong Town Videos for ideas to adopt
N/A	All	Partnerships	Give \$10K to Carlsbad kid to design and build crowd source app for residents to submit traffic safety ideas
N/A	Bike/e-bike	Partnerships	City of Carlsbad will partner with the San Diego County Bicycle Coalition (or similar) to provide bicycle education for all riders, regardless of age and experience, as to be part of the Parks and Recreation community service class offerings
N/A	E-bikes	Reckless users	Teens too reckless on e-bikes
N/A	E-bikes	Reckless users	Don't allow kids on e-bikes
N/A	Bike	Risky behavior	Bikes going too fast
N/A	Drivers	Risky behavior	Cyclists not at fault, reckless drivers are
N/A	Drivers	Risky behavior	Drivers parking in bike lane
La Gran Via	Drivers	Risky behavior	Traffic and speeding, major problem
N/A	E-bikes	Risky behavior	Reckless kids are the problem
N/A	E-bikes	Risky behavior	Outreach to schools to not allow kids to ride if have a citation

Public input on traffic safety

N/A	E-bikes	Risky behavior	Need heavy enforcement (ticketing) not education, outreach to schools to not allow kids to ride if have a citation
Poinsettia	All	Road improvements	Fix roads in Poinsettia area too not just village
Basswood, Magnolia, Highland, Monroe	All	Road improvements	One way streets-From Basswood to Magnolia to Highland to Monroe
N/A	All	Road improvements	Allocate more resources to infrastructure and less to enforcement
Alicante & Alga	All	Road improvements	Alicante & Alga needs to be addressed
N/A	All	Road improvements	Hire traffic engineers that live in Carlsbad
N/A	All	Road improvements	Put money used for LPR towards better infrastructure
Village	All	Road improvements	Re-routing roads around the Village into one-way streets are an area of concern.
Village	All	Road improvements	Consider shutting down blocks to thru traffic completely within the Village.
La Costa & Ranch Sante Fe	All	Road improvements	Study La Costa & Ranch Sante Fe
Christiansen Way	All	Road improvements	Damage increased on Christiansen Way from April to now. Concern over potholes and road damage in rain.
Jefferson St between Magnolia and Tamarack	Bike	Road improvements	Remove street parking from Jefferson to improve visibility. Need bike lanes. Crosswalk at Carol Place should be elevated, continuous sidewalk, forcing cars to slow down before approaching. Need police officer to direct traffic on school days.
N/A	Drivers	Road improvements	Add traffic light sensors that detect cyclists
Roosevelt	Drivers	Road improvements	Roosevelt between Jefferson and Chestnut—the driving lane gets very narrow at the curve and cars consistently cut into the bike lane.
La Costa Ave & Maverick Way	Pedestrians	Road improvements	Install crosswalk at La Costa Ave & Maverick Way
Chestnut	Pedestrians	Road improvements	Add a pedestrian overpass or underpass similar to Leucadia and Oceanside so that we don't have to drive unnecessarily to get to the beach and find parking
N/A	Pedestrians	School bussing	Invest in school bus service

Public input on traffic safety

N/A	All	School bussing	Use school busing
N/A	Pedestrians	School bussing	School buses are safer
N/A	Bike/e-bike	Wear helmets	Kids not wearing helmets
N/A	Bike/e-bike	Wear helmets	Helmet straps tightly under chin
N/A	E-bikes	Wear helmets	Kids should wear motorcycle helmets on e-bikes

**PROCLAMATION OF BICYCLE, E-BICYCLE AND
MOTORIZED MOBILITY DEVICE SAFETY LOCAL EMERGENCY
IN THE CITY OF CARLSBAD, CALIFORNIA**

WHEREAS, the California Emergency Services Act, including California Government Code Section 8630, and the City of Carlsbad's Emergency Services Ordinance, including Carlsbad Municipal Code Section 6.04.100(A)(1), empower the City Manager, as the City of Carlsbad's Director of Emergency Services, to proclaim the existence of a local emergency, subject to ratification by the City Council, when there exists, or there is threatened to exist, conditions of extreme peril to safety of persons and property within the City of Carlsbad.

WHEREAS, the Director of Emergency Services finds:

1. Conditions or threatened conditions of extreme peril to the safety of persons and property have arisen within the City of Carlsbad caused by the increased prevalence of e-bicycles (e-bikes), other similar electric or motorized mobility devices, and traditional bicycles on city streets, which has led to increased collisions resulting in injury or death.
2. In 2019 there were 30 collisions involving bicycles or e-bikes reported in Carlsbad.
3. In 2020 there were 62 collisions involving bicycles or e-bikes reported in Carlsbad.
4. In 2021 there were 100 collisions involving bicycles or e-bikes reported in Carlsbad.
5. To date in 2022, 57 collisions involving bicycles or e-bikes were reported in Carlsbad.
6. U.S. traffic fatalities began climbing in 2020 and the deadly trend is continuing.
7. According to estimates by the National Highway Traffic Safety Administration, U.S. roadway deaths rose 10.5% in 2021 and an additional 7% during the first three months in 2022, the highest number for the first quarter in two decades.
8. The increase in deaths is due to speeding, impaired or distracted driving and other reckless behavior.
9. E-bikes are faster and heavier than traditional bicycles and e-bike injuries are more likely to be more severe and require hospitalization than traditional bicycle injuries.
10. E-bikes and similar electric or motorized mobility devices are increasingly used by school age children to go to and from school and for other activities on local streets.
11. Schools in the Carlsbad Unified School District will be opening on August 24, 2022, joining the other schools in Carlsbad and additional education facilities

in the region that have already opened or will be opening in the coming days, causing increased traffic on local streets and the potential for additional bicycle, e-bike or other vehicular collisions.

12. To counter the increasing number of bicycle or e-bike collisions, the Carlsbad Police Department increased enforcement and education efforts and, in April 2022, the city adopted an ordinance regulating mobility devices, including e-bikes.
13. On June 22, 2022, the Carlsbad Police Department hosted an interagency traffic enforcement day in Carlsbad where 240 traffic citations were issued.
14. Despite these efforts, the city continues to experience e-bike or bicycle collisions with vehicles, including two fatal collisions occurring within the past 17 days.
15. The city needs to continue these efforts and proactively seek out and implement additional measures to reduce the number of collisions involving bicycles or e-bikes while also educating the residents of Carlsbad about the dangers of impaired or distracted driving on our local streets and roads.
16. The City Council of the City of Carlsbad is not in session and will not hold its next meeting until August 30, 2022.

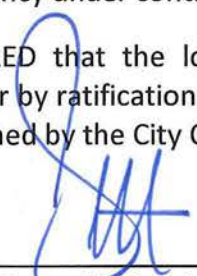
NOW, THEREFORE, IT IS PROCLAIMED that a bicycle, e-bike, and motorized mobility device safety local emergency now exists throughout the City of Carlsbad, California.

IT IS FURTHER PROCLAIMED AND ORDERED that during the existence of the local emergency, the powers, functions and duties of the emergency organization of the City of Carlsbad are those prescribed by state law, by ordinances and resolutions of the City of Carlsbad and by the City of Carlsbad Emergency Plan.

IT IS FURTHER PROCLAIMED AND ORDERED that all City of Carlsbad officials and employees cooperate and coordinate efforts with officials and employees of other political subdivisions and officials and employees of the state and federal government in bringing the conditions underlying the local emergency under control.

IT IS FURTHER PROCLAIMED AND ORDERED that the local emergency shall continue to exist for the next 7 days, and thereafter by ratification of the City Council of the City of Carlsbad, until its termination is proclaimed by the City Council.

Dated: 23 AUG 22

By: 

Scott Chadwick, City Manager &
Director of Emergency Services

Carlsbad Municipal Code

Title 10 VEHICLES AND TRAFFIC

Chapter 10.56 OPERATION OF REGULATED MOBILITY DEVICES

10.56.010 Definitions.

“Bicycle” has the same meaning as in California Vehicle Code Section 231, as it may be amended from time to time.

“Electric bicycle” has the same meaning as in California Vehicle Code Section 312.5, as it may be amended from time to time.

“Electric personal assistive mobility device” has the same meaning as in California Vehicle Code Section 313, as it may be amended from time to time.

“Electrically motorized boards” has the same meaning as in California Vehicle Code Section 313.5, as it may be amended from time to time.

“Low speed vehicle” has the same meaning as in California Vehicle Code Section 385.5, as it may be amended from time to time.

“Motorized scooter” has the same meaning as in California Vehicle Code Section 407.5, as it may be amended from time to time.

“Operator” means a person who owns, operates, and/or controls a regulated mobility device.

“Public area” means any outdoor area that is open to the members of the public for public use, whether owned or operated by the city or a private party.

“Regulated mobility device” means a bicycle, electric bicycle, electric personal assistive mobility device, electrically motorized board, low-speed vehicle, motorized scooter, shared mobility device, and any other similar vehicle.

“Rider” means a traveler riding in or on a regulated mobility device who is not operating it.

“Shared mobility device” has the same meaning as in California Civil Code Section 2505, as it may be amended from time to time.

“Vehicle” has the same meaning as in California Vehicle Code Section 670, as it may be amended from time to time. (Ord. CS-419 § 2, 2022)

10.56.020 Operation of regulated mobility devices.

A. **Prohibition of Regulated Mobility Devices Where Posted.** It is prohibited to operate or ride on a regulated mobility device in public areas where such prohibition is posted by signs or as otherwise set forth in this chapter. A list of public locations where regulated mobility devices are prohibited shall be on file in the city clerk’s office. The list may be amended from time to time by resolution of the city council.

B. **No Operating or Riding on Sidewalks and Public Facilities.** No person shall operate or ride a regulated mobility device upon any sidewalk, in any public drainage facility, culvert, ditch, channel, or any other public athletic/sports court, or gymnasium in the city.

C. **Duty to Operate with Due Care, Reduce Speed.**

1. The operator of a regulated mobility device shall exercise all due care and shall reduce the speed of the device, obey all traffic control devices, and take all other action relating to operation of the device as necessary to safeguard the operator, passengers, and any persons or other vehicles or devices in the immediate area. It shall also be unlawful to transport any other person upon the bar, handle bars, floorboard or other area of regulated mobility device not designed for passenger riding or designed for a single person, or cling to or attach oneself or one’s regulated mobility device with an operator or rider on board to any moving vehicle or motorized or non-motorized wheeled device.

2. Persons operating or riding a regulated mobility device on a city trail must dismount the regulated mobility device where the trail width is less than five feet and a pedestrian or equine is within a distance of 50 feet from the regulated mobility device. (Ord. CS-419 § 2, 2022; Ord. CS-139 § 1, 2011; Ord. NS-151 § 1; 1991; Ord. 3062 § 8)

10.56.030 Enforcement.

In lieu of a fine or administrative citation as authorized by this code, and in lieu of filing charges in any court having jurisdiction over a violation, the police chief or designee may allow a violator of this chapter to complete a police department provided safety course for regulated mobility devices. (Ord. CS-419 § 2, 2022; Ord. 3064 § 3; Ord. 3062 § 11)

10.56.040 Exemptions.

A. Public Agency Personnel. Notwithstanding any other provision of this chapter, or any other section of this code, city and public agency personnel may operate regulated mobility devices or other vehicles at any place in the city in the performance of their official duties.

B. Disability. This chapter is not intended to apply to or otherwise restrict regulated mobility devices used in a safe manner by physically disabled persons as defined under the Americans with Disabilities Act (42 U.S.C. Section 12101 et seq.). (Ord. CS-419 § 2, 2022)

10.56.050 Severability.

If any portion of this chapter, or its application to particular persons or circumstances, is held to be invalid or unconstitutional by a final decision of a court of competent jurisdiction, the decision will not affect the validity of the remaining portions of this chapter or the application of the chapter to persons or circumstances not similarly situated. (Ord. CS-419 § 2, 2022)