

City of Carlsbad Pedestrian Master Plan
Existing Conditions Public Workshop Comments by Station

Held June 28, 2007 at the City of Carlsbad Faraday Center

Station 1: Pedestrian Master Plan (Sign in Sheet)

Station 2: The Walking Environment

- The distance between origins and destinations in Carlsbad is too far to walk - exceeds ¼ mile.
- Walkability is a land use/general plan issue.
- Sidewalks have too many obstacles. Pedestrians are forced to walk on the street.
- Need soft surface on trails.
- Set pedestrian facilities away from roads.
- Plant trees that provide shading for walkers.
- Design neighborhoods with maximum distance of ½ mile between residential and commercial land uses.
- It is difficult to cross railroad tracks to get to the beach.
- Pedestrian connections are needed at Chestnut Avenue to get to the beach.
- More attractive/interesting scenery is needed, like storefronts and landscaping along pedestrian facilities.
- Pedestrian connections to the beach need improvement.
- Madison Street and Roosevelt Street are too wide. Traffic calming is needed to reduce speeds.
- Promenade needs to be better maintained. Dog droppings are an issue (create stiffer penalties).
- Next public workshop should be at the library with transit.
- Carlsbad Boulevard is not traversable on foot because of high speeds. It's very unsafe.
- Review minutes of Traffic Safety community meeting from Year 4 (1992) Red Action Group (March of each year).
- Madison Street is not pedestrian friendly. The intersections of Laguna Drive and Madison Street and Laguna Drive and Roosevelt Street are not safe for crossing. Safety at these intersections needs to be enhanced.
- The drop off and pick up areas at the new high school are congested.
- Pedestrian access to bus stops needs to be improved, including bus stop shelters and improved signage.
- Improve outreach to walking groups, including schools, libraries, churches, and senior centers.
- Create crosswalks where people tend to jaywalk in the Village.
- Parking is inconvenient in the Village.
- Creation of tram in Village would be beneficial.

Station 2: The Walking Environment (continued)

- Trails and walkways in Carlsbad provide poor connectivity and do not connect non-leisure land uses, which reduces their functionality. The trail, located north of and parallel to Alga Road, needs to connect to Aviara Oaks Middle School and to Ambrosia Lane.
- Crosswalks with pavement treatments look better and better serve handicap citizens.

Station 3: Existing Pedestrian Policies and Facilities

- Trails do not connect to destinations. Not much functionality beside recreation.
- Access to Aviara Oaks Middle school is problematic. The trail dead ends before reaching the school. A pedestrian bridge would allow children to walk to school.
- Gated communities should be banned to improve accessibility.
- Mega-schools encourage driving rather than walking or cycling. Smaller schools with fewer children would encourage more pedestrian activity.
- The potential to incorporate the future rail-trail with upcoming Caltrans projects along I-5 should be examined.
- Lack of sidewalks calms traffic because people walk in streets (in residential areas).
- More walking trails are needed along Buena Vista Lagoon and other areas.
- A signalized pedestrian crosswalk is needed on Carlsbad Boulevard between Tamarack Avenue and Pine Avenue.
- Sidewalks are needed along Hwy 101, from Carlsbad to Oceanside over lagoons.
- The PCH, south of Avenida Encinas, is a problem area. There is angled parking, high-speed traffic, and no sidewalks, which causes pedestrians to walk in the bike lane. Coordination with state parks is needed.
- Pedestrian pathways needed to connect transit centers in downtown Carlsbad and to the Carlsbad Poinsettia Station.
- The Boardwalks on the east side of the PCH, across from Buena Vista Lagoon, need to be two-way.
- A pathway is needed between Laguna Drive and the City of Oceanside (Eaton Street). Children cross there regularly.
- A four-way stop controlled intersection is needed at Buena Vista Circle and Laguna Drive.
- There's a trail near Pamplona Way along a very steep slope.
- Pedestrian Master Plan should coordinate with Trail Blast program (semi-annual) put on by the Recreation Department.

Station 4: Pedestrian Attractors and Generators

- Consider including hotels as attractors.
- Golf course site should be removed and used as a site for a new high school.
- Create bus/transit stop shelters to improve walking environment.
- Create functional trails.
- Pedestrian planning process should identify populations that walk and focus planning effort on those populations.
- A Chestnut Avenue pedestrian crossing is needed to get over or under the railroad tracks.
- Streets in residential areas are too wide.
- Three car garages detract from pedestrian environment – encourages car ownership.
- Building codes should establish a maximum number of parking spaces instead of a minimum.
- Village train station has limited parking. Use of smaller vehicles should be encouraged. Retail should be dispersed.
- Parents don't let kids walk to school because of high traffic speeds.
- Police/ traffic calming is needed near schools. Traffic speeds keep kids from walking to school.
- There is a lack of traffic control on Carlsbad Boulevard between Pine Avenue and Tamarack Avenue.
- Beach access generates a lot of pedestrian trips.
- Parking is unusually difficult along Carlsbad Boulevard and Garfield Street. There is a lack of curb and gutter and sidewalks. There is a lot of pedestrian and biking activity along these streets and the sidewalks are in poor condition.
- Army and Navy Academy playing field shown as park on maps.
- A transit-oriented development area plan is being conducted by NCTD for the area surrounding the Carlsbad Village Transit Center.
- There should be a tram or shuttle service in the Village. There should be double tracking through the Village to ease congestion. Reschedule buses/redesign parking.
- Trails should extend between Carlsbad Village Boulevard and Tamarack Avenue.
- Chestnut Avenue underpass would connect seniors on west side of the rail line to senior center on east side of rail line in the Village. Seniors on east side of the street do not have good beach access.
- There needs to be improved walking connectivity between Evans Point and Kelly Ranch and locations to the north.
- A determination should be made about what percent of trail in the jurisdiction need to be legally accessible, so that the City could possibly build ADA inaccessible trails in some locations. Developers use slope as reason for not building trails or sidewalks.
- There should be parking incentives for small cars, electric car charging facilities at parking structure at the Village train station.
- Distance/span too long for Chestnut Avenue overpass to accommodate ADA
- Chestnut Avenue and Madison Street roundabout needed to slow traffic.
- Tree planting for calming traffic.

Station 5: Pedestrian Detractors

- The Carlsbad Village Road / I-5 off ramps are dangerous since motorists don't look before turning off freeway.
- Residential land uses are too far from other facilities and commercial areas.
- Wide streets add to high vehicle speeds.
- More sidewalks built away from the street are needed, with landscaping such as trees and flowers, not bushes.
- Dirt walking areas along Carlsbad Boulevard, south of Cannon Road and north of Tamarack Avenue. Cars are too close to the walking area. It's a bad pedestrian environment.
- For distance walkers, restroom facilities should be available.
- In terms of trails, the city's steeper terrain needs more connectivity.
- Ban on live music and curfew takes away from pedestrian activity in the Village.
- Street lights need to be monitored more closely at night to ensure that when they burn out, they're replaced.
- Pedestrian directions at freeway crossing areas should be more specific, so people don't have to retrace their steps.

Station 6: Pedestrian Focus Study Areas

- Synchronization of the Village stop lights would allow pedestrians to flow through the system more efficiently.
- The Buena Vista Lagoon bridge lacks sidewalks. Pedestrians and traffic are too close together.
- The Ponto area should be another Focus Study Area.
- Pedestrians should be separated from traffic. Curb, trees, then sidewalk.
- Carlsbad Village Drive should be converted into a pedestrian-only street.
- Cars should be limited to the outskirts, and the center of the Village should be pedestrian intensive.
- More room should be made for bikes.
- Focus Area 3 is not a walking area.
- Too much walled development makes for an unattractive walking environment.
- PCH sidewalks terminate after the Power Plant. There is a potential to create a much needed scenic pedestrian walkway.
- Research the City of Vail's pedestrian system for ideas to use in Carlsbad.
- Focus on PCH, south of the Power Plant to Poinsettia Lane.
- Village traffic calming is needed.
- A pedestrian crossing over the railroad tracks is needed at the end of Chestnut Avenue, to link the east and the west.
- Major traffic issues in Focus Area 2 – too many cars.
- Another Focus Area is needed at El Fuerte Street and Poinsettia Lane. New schools scheduled to open that will affect current pedestrian routes.

Station 6: Pedestrian Focus Study Areas (continued)

- A pedestrian crossing is needed between Tamarack Avenue and Pine Street along Carlsbad Boulevard. The pedestrian crossing should be lit so motorists can see pedestrians at night.
- Landscaping needed to cover walling created by new housing developments.
- Beeping crosswalks needed for handicap citizens throughout the Village area.
- The area near Palomar Airport Road and El Camino Real is anticipating 2,000,000 sq ft of new office space and new schools. There is a need to create pedestrian walkways and connectors to link office and schools to commercial. Get people out of their cars.
- Focus Area 4: a pedestrian connection is lacking between the library and El Camino Real.
- Bressi Ranch and Robertson Ranch should be Focus Areas
- The area near Cannon Road and College Boulevard, where the new high school is being built, should be a Focus Area
- La Costa Town Square should be a Focus Area.
- The Ponto area should be a Focus Area, as many new hotels, commercial areas, and trails are being planned.