

MEMORANDUM

To: Mr. Nick Ortiz
County of San Diego

Date: January 29, 2015

From: Walter Musial, P.E.
LLG, Engineers

LLG Ref: 3-14-2320

Subject: Brightwater Ranch Roundabout Review

Dear Mr. Ortiz:

The following memorandum has been prepared in response to the Lakeside Community Planning Group's request that a roundabout be reviewed at the intersection of Wellington Hill Drive and the future Jackson Ridge Parkway as part of the proposed Brightwater Ranch project (Project). A roundabout at the future intersection was suggested to address concerns from existing residents of Wellington Hill Drive regarding speeding and potential cut-through traffic.

After research and coordination with the County, a roundabout is not recommended at this location for the following reasons:

- Installation of a roundabout would do little to address the concerns regarding cut-through traffic on Wellington Hill Drive and Jackson Ridge Parkway. The new connection would remain regardless of the traffic control at the intersection of Wellington Hill Drive and Jackson Ridge Parkway. Also, roundabouts often add capacity to an intersection (essentially each leg of the intersection only has to yield to oncoming traffic as opposed to coming to a complete stop, which increases the number of vehicles that could theoretically travel through the intersection before congestion occurs) which may encourage additional traffic.

It should also be noted that a portion of the traffic from the future adjacent Settler's Point Subdivision, which could be considered future cut-through traffic, was assumed to use Wellington Hill Drive in the traffic analysis and was not found to be a substantial issue.

- A roundabout will do little to slow speeds since the predominate movement requires a 90 degree turn. Roundabouts are more effective at calming speeds when the predominate movements are thru movements. The current roadway alignments already require the deflection of vehicles around the corner, thereby reducing speeds. Furthermore, speed control is ultimately a California Highway Patrol (CHP) enforcement issue.
- The installation of a roundabout may restrict access to emergency vehicles such as fire trucks. These vehicles often require a larger turning radius that would likely not be available should a roundabout be installed. Should an



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adequate turning radius be provided, roundabouts tend to increase response times due to the extra time required to navigate around the roundabout. Given that the project site is in an area prone to wild fires, fire access should be readily available to the existing and proposed homes in the area.

- The Project never envisioned the need for additional right-of-way and the installation of a roundabout would impact the Project's current site plan by impeding upon two residential lots, a retention basin and an adjacent property not controlled by the Project.
- Roundabouts can make navigation for pedestrians (especially disabled pedestrians) challenging. Vehicles navigating a roundabout are often more focused on anticipating oncoming vehicular traffic and are less apt to notice pedestrians who may be attempting to cross the intersection. This may be especially important given the proposed trail which will attract additional pedestrian activity.

For the above listed reasons a roundabout is not recommended at the intersection of Wellington Hill Drive and the future Jackson Ridge Parkway. It is not expected that a roundabout will address the issues raised, and may in fact cause additional issues such as pedestrian navigation, fire access and response times, and increased cut-through traffic.

cc: Mr. Greg Shields
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