

LETTER

RESPONSE

Letter I48

Sent: Monday, July 28, 2014 11:32 AM
To: Slovick, Mark
Subject: Lilac Hills

Per our conversation regarding the large 75 foot semi's on West Lilac, Circle R, Lilac, Old Castle, and state highway 15.

As I mentioned my mother came face to face with a semi this last week. The semi was travelling on the wrong side of Lilac, my mother had to lock up her brakes, the semi kept coming, he locked up his brakes, burnt rubber, and jack-knifed his truck. My mother sat in her vehicle fearing for her life. The driver of the semi appeared to be lost, and not an experienced driver.

I am aware in other states roads need to be developed EIRST to handle new developments. Our roads in Valley Center cannot handle large semi's now, or in the future. I am forwarding pictures that I have taken on Circle R for the past two years showing you the trucks. Circle R is constantly full of pot holes due to the size and weight of these vehicles. The sides of the hills are hit with the tractor-trailers, and rocks fall to the road. I will continue to take pictures and keep track of these semi's.

These semi's do get lost. I have recently had two different construction workers come to my home. Both parties were using their GPS; which led them to dirt roads.

I am sure with the Lilac Hills development it will be bringing in more 75' semi's that will be getting lost in the Valley Center, Bonsall, Escondido hills.

Our roads are used for motorcycle racing on weekends. The paper is constantly filled with accidents and deaths regarding motorcycles. Our roads are used by bicyclist, and/or their teams on a daily bases.

Lilac Hills will only bring more people, more cars, more semi's. They will end up on West Lilac, Lilac, Circle R, Gopher Canyon, etc. Roads that cannot handle the abuse, roads that are to curvy, too narrow, and too dangerous. Roads where people are still driving and texting, looking at their GPS, talking on their phones. Roads that are not patrolled by highway patrol or other law enforcement agencies on a regular basis.

Yes, my mother, my husband, and myself have contacted highway patrol, Caltrans, and the county. No one to date has a solution for this problem. The county left my mother sitting on the phone.

Yes, myself and my family are against this development, but my major concerns are the roads, and the semi's; which I will be pursuing.

Pictures will be forward.

With Respect,

Lynn Horn
Valley Center, CA
760-749-02908

I48-1

I48-2

I48-3

I48-4

I48-1 The County acknowledges your comment. This background information is an introduction to the comments that follow, but does not raise an environmental issue within the meaning of CEQA. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. However, because the comment does not raise an environmental issue with respect to the FEIR, no further response is required.

I48-2 The FEIR identifies a significant impact at Old Highway 395 and Circle R Drive (TR-8) that would be mitigated to less than significant through installation of a traffic signal at the Old Highway 395/Circle R Drive intersection. A significant impact was not identified for any segments along Circle R Drive because traffic on this road from the project would be limited to the residents located in SFS-5 and SFS-6 (the southern portion of Phase 5), as well as the neighborhood park and the institutional (church) site (refer to Figure 4.4). However, southern access would be available to the entirety of the site in the event of an emergency, as determined by fire officials. The concern of the commenter about trucks using Circle R Drive is noted. Public roads are designed to accommodate all types of vehicles including semi-trucks and trailers. As the project would not add a significant volume of traffic beyond the existing condition, a significant impact was not identified. Construction traffic associated with the project would be limited to the southern phases. In addition, in the operational phase of the project, all truck trips (e.g., deliveries, etc.) associated with commercial areas would occur via the improved West Lilac Road. The County acknowledges your comment and the information presented, this information will be included in the record for consideration by the decision maker.

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	<p>I48-3 This comment raises the general issue of road safety, especially that of bicyclists. FEIR subchapter 2.3 includes a discussion of project improvements that would affect bicyclists in the area of the project site. Specifically, several roundabouts are proposed along the new West Lilac Road. Roundabouts would calm traffic, thereby enhancing the comfort and safety of both cyclists and pedestrians. Proposed roundabouts would be designed to meet applicable safety and design standards. Thus, proposed roadway improvements would be safe for vehicles, bicyclists, and/or pedestrians. Additionally, as stated in FEIR subchapter 2.3 and detailed in FEIR Appendix W, the project is consistent with the Bicycle, Pedestrian, and Trail Facilities section of the General Plan Mobility Element which identifies goals and policies to improve the bicycle and pedestrian network and facilities. The remainder of this comment addresses the general subject areas of roads and traffic, which received extensive analysis subchapter 2.3 and Appendix E of the FEIR. Project traffic would be accommodated through widening and restriping the road, as well as the signalization of the intersection of West Lilac Road and Old Highway 395. Proposed roadway improvements would also follow the County Department Public Works Design Standards (County of San Diego 2009a), as applicable. Thus, proposed roadway improvements would be safe for vehicles, bicyclists, and/or pedestrians.</p> <p>I48-4 The County acknowledges your comment and opposition to the project. The comment does not raise any specific issue regarding that analysis and, therefore, no more specific response can be provided or is required. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.</p>
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