

Late Public Correspondence

From: noreply@granicusideas.com
To: [Ashman, Ronald](#); [Barnhart, Douglas](#); [Edwards, Michael \(LUEG\)](#); [Hitzke, Ginger](#); [Hough, Tommy](#); [Jimenez, Ann](#); [Lynch, Dahvia](#); [Nicoletti, Vince](#); [Pallinger, David](#); [LUEG, PDS.PlanningCommission](#); [Slovick, Mark](#); [Smith, Ashley](#); [Talleh, Rami](#); [Tessitore, Lynnette](#)
Subject: [External] New eComment for Planning Commission Hearing
Date: Wednesday, October 19, 2022 5:43:30 PM

[SpeakUp](#)

New eComment for Planning Commission Hearing

Allan Arthur submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 2. Campo Road Corridor Revitalization Specific Plan; PDS2021-SPA-21-002, PDS2021-GPA-21-006, PDS2021-REZ-21-003, PDS2021-ER-21-00-004; Valle de Oro Community Plan Area (M. Madrid)

eComment: This Plan falls short of its original target Including boundary's, Storm water Control, and traffic. none of these issues are addressed for immediate correction.

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From: noreply@granicusideas.com
To: [Ashman, Ronald](#); [Barnhart, Douglas](#); [Edwards, Michael \(LUEG\)](#); [Hitzke, Ginger](#); [Hough, Tommy](#); [Jimenez, Ann](#); [Lynch, Dahvia](#); [Nicoletti, Vince](#); [Pallinger, David](#); [LUEG, PDS.PlanningCommission](#); [Slovick, Mark](#); [Smith, Ashley](#); [Talleh, Rami](#); [Tessitore, Lynnette](#)
Subject: [External] New eComment for Planning Commission Hearing
Date: Thursday, October 20, 2022 7:26:36 AM

[SpeakUp](#)

New eComment for Planning Commission Hearing

Karrie Schultz submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 2. Campo Road Corridor Revitalization Specific Plan; PDS2021-SPA-21-002, PDS2021-GPA-21-006, PDS2021-REZ-21-003, PDS2021-ER-21-00-004; Valle de Oro Community Plan Area (M. Madrid)

eComment: I support this plan. Casa de Oro needs a long term vision for improvements, which will have a positive impact on our community. This is a special place. I grew up in this neighborhood. I have seen the changes over the years. For too long it's been a over looked pass-through area, I believe this plan will help Casa de Oro move into a better phase. Thank you to Casa de Oro Alliance! They are making a huge impact and work hard to make our area the best it can be.

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From: [Turner, Jessica](#) on behalf of [LUEG, PDS.PlanningCommission](#)
To: [Gaines, Georgina](#)
Subject: FW: [External] New eComment for Planning Commission Hearing
Date: Friday, October 21, 2022 7:10:51 AM

Regards,

Jessica Turner
Planning & Development Services
5510 Overland Ave., Suite 310
San Diego, CA 92123
858-495-5336

From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Friday, October 21, 2022 1:10 AM
To: Ashman, Ronald <Ronald.Ashman@sdcounty.ca.gov>; Barnhart, Douglas <Douglas.Barnhart@sdcounty.ca.gov>; Edwards, Michael (LUEG) <Michael.Edwards@sdcounty.ca.gov>; Hitzke, Ginger <Ginger.Hitzke@sdcounty.ca.gov>; Hough, Tommy <Tommy.Hough@sdcounty.ca.gov>; Jimenez, Ann <Ann.Jimenez@sdcounty.ca.gov>; Lynch, Dahvia <Dahvia.Lynch@sdcounty.ca.gov>; Nicoletti, Vince <Vince.Nicoletti@sdcounty.ca.gov>; Pallinger, David <David.Pallinger@sdcounty.ca.gov>; LUEG, PDS.PlanningCommission <PDS.PlanningCommission@sdcounty.ca.gov>; Slovick, Mark <Mark.Slovick@sdcounty.ca.gov>; Smith, Ashley <Ashley.Smith2@sdcounty.ca.gov>; Talleh, Rami <Rami.Talleh@sdcounty.ca.gov>; Tessitore, Lynnette <Lynnette.Tessitore@sdcounty.ca.gov>
Subject: [External] New eComment for Planning Commission Hearing

[SpeakUp](#)

New eComment for Planning Commission Hearing

al zsou submitted a new eComment.

Meeting: Planning Commission Hearing

Item: 2. Campo Road Corridor Revitalization Specific Plan; PDS2021-SPA-21-002, PDS2021-GPA-21-006, PDS2021-REZ-21-003, PDS2021-ER-21-00-004; Valle de Oro Community Plan Area (M. Madrid)

eComment: Please preserve the trees on Campo Road, special mention for the magnificent ficus trees. They provide urban canopy cover, shade and a sense of timeless community, having survived and persevered years of droughts and heat waves. What a tragedy if they were destroyed, not by nature, but by your department. They should be centerpieces in the renovation project, bringing nature, history and people together. Such trees are a rare gift and we're lucky to have them.

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From: [Turner, Jessica](#) on behalf of [LUEG, PDS.PlanningCommission](#)
To: [Gaines, Georgina](#)
Subject: FW: Statement of Opposition to Traffic Lanes Reconfiguration
Date: Friday, October 21, 2022 7:11:08 AM
Attachments: [\[final\] Statement against Casa de Oro Plan.docx](#)

Regards,

Jessica Turner
Planning & Development Services
5510 Overland Ave., Suite 310
San Diego, CA 92123
858-495-5336

From: Chris Dameron <cdameron@santasophia.org>
Sent: Friday, October 21, 2022 5:57 AM
To: LUEG, PDS.PlanningCommission <PDS.PlanningCommission@sdcounty.ca.gov>
Cc: Fr. Corey Tufford <FrTufford@santasophia.org>
Subject: [External] Fwd: Statement of Opposition to Traffic Lanes Reconfiguration

Please see attached, extended remarks in opposition to proposed change to traffic lanes on Campo Road as part of the Campo Road revitalization project, specific plan for which there is a hearing today, Friday, October 21.

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From: Fr. Corey Tufford <FrTufford@santasophia.org>
Sent: Thursday, October 20, 2022 7:49 PM
To: Chris Dameron <dameron84@att.net>
Cc: Chris Dameron <cdameron@santasophia.org>
Subject: Re: Statement of Opposition to Traffic Lanes Reconfiguration

Thank you Chris, this is helpful!

From: Chris Dameron <dameron84@att.net>
Date: Thursday, October 20, 2022 at 5:23 PM
To: Fr. Corey Tufford <FrTufford@santasophia.org>
Cc: Chris Dameron <cdameron@santasophia.org>
Subject: Statement of Opposition to Traffic Lanes Reconfiguration

Hi Fr. Corey,

Attached is the statement I propose to deliver at the County hearing tomorrow morning. I meant to get this to you earlier, but it was delayed by circumstances beyond my control.

If you have time, please review and get back to me with any comments.

Note: end notes are incomplete and referenced out of order within the text in this version.

Chris Dameron, Architect
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Statement against Change to Campo Road
Campo Road Corridor Revitalization Specific Plan

I take issue with the proposed revision to the configuration of motor vehicle lanes along Campo Road. The proposal would reduce the capacity of this Boulevard rated thoroughfare to one-third of the current level by reducing the existing five lanes to two, cutting the through-traffic lanes in each direction from two lanes down to one lane, and doing away with the center double left-turn lane.

The current level of traffic is expected to increase a small amount by the anticipated “build-out” date of the project of the year 2035. Traffic is not expected to diminish. Nevertheless the proposal would instigate what the Specific Plan calls “a road diet.” The proposed plan will cut the capacity of Campo Road to about one-third of the existing capacity. So the result will be that traffic will be delayed, backed up, and will spill over into other streets that are not designed to take the additional traffic. That is not a diet. This is something far more severe and does not serve well the users of Campo Road. I am opposed to the traffic congestion that would result in the proposed reconfiguration of Campo Road.

The Traffic Report prepared on the County’s behalf, in the section called “Summary & Recommendations” offers the opinion “Since the AM traffic patterns consist of a very short peak from 7:00 AM to 8:30 AM and most traffic at that time is comprised of commuters, we do not consider the peak period delays to be significant enough to offset the benefits to all modes offered by the roundabouts during non-peak periods.” I strongly disagree with this assessment. The large number of commuters and other

drivers, including parents taking their children to Santa Sophia Academy, Parishioners going to Mass at Santa Sophia Church and other drivers during the morning peak period on a daily basis should rightly be considered a major factor in the design of streets and their capacity to carry the traffic. It is not appropriate to dismiss what is likely the major user category, that of morning peak driving period as unimportant.

The current average daily traffic east of, and west of Bonita Street are the equivalent of 17,708 and 19,890 passengers daily, respectively. Factoring the anticipated overall increase in traffic of less than 2% used in the Traffic Report, by 2035 these daily passenger car equivalents would increase to be 18,043 and 20,266 respectively. Each of these traffic volumes remains within the existing B, and C Level of Service, respectively.

Under the proposal, the Boulevard classification of Campo Road would be reduced to the category called Minor Collector. At the B and C Levels of Service for a Minor Collector street the traffic capacity for Campo Road would be cut to about one third of the current capacities, with the 18,000 capacity cut to 6,000, and the 20,266 capacity drops to 7,000. Note that the lowest level of Service acceptable to the County is D. The lowest Level of Service tabulated in the Traffic Report is E. The E Level of Service for a Minor Collector street is only 9,000 cars. This is still far below the existing capacities of about 18,000 and 20,000, and would result in a level of service reduced to an unacceptable level of E, or F. The Background Report states an objective for the Campo Road Corridor Revitalization Plan is to reduce traffic congestion. The proposed revision will instead greatly worsen traffic congestion.

The delays that will result from the proposed reconfiguration would be made needlessly excessive. Let's look at what would happen at the intersection of Campo Road and Bonita Street for the peak morning traffic. This intersection is chosen for discussion because it is at the heart of the district. The current delay at this traffic signal controlled intersection for westbound traffic on Campo Road is 13 seconds. The proposed revision of one lane in each direction controlled with a roundabout would increase this to more than 2-1/4 minutes. That's 10 times the current 13 second delay. If you include the proposed new streets to intersect Campo Road between Bonita and Conrad Drive, add an additional one minute and 19 seconds if the proposed development were fully implemented. That comes to a total delay added to your trip from Bonita Street to Conrad Drive that is increased by about 3 minutes and 20 seconds for a total of about three and one half minutes. Compare that to the delay anticipated for 2035 traffic of still less than 14 seconds, if the current Campo Road were to remain in place.

What is to happen with the traffic currently handled by Campo Road that will be too much for the proposed two lane configuration? The traffic will not disappear. A small number of drivers may choose to take Highway 94 as an alternative, but not many. Hwy. 94 is already a bottleneck westbound in the morning from Sweetwater Springs **Boulevard**, which is the continuation of Campo Road at the east end of Casa de Oro, all the way to Hwy. 125, and beyond. Most may placidly inch along through Casa de Oro at a far slower rate, and subject to the delays described above, instead of the current, more reasonable rate of travel. But some, as is noted in the Traffic Report⁹, will take alternate routes through the residential streets and alleys that run parallel with Campo

Road. This is not the design intent for these streets and alleys. They would very easily exceed their capacities as Campo Road would do as proposed as impatient drivers seek to avoid the artificially manufactured delays that would result from the proposed reconfiguration of Campo Road. This reduces the safety of these streets and alleys that run parallel with Campo Road.

When faced with delay, drivers get inventive to avoid the slow-up. In addition to the misuse of the residential streets and alleys just mentioned, Drivers will also be tempted to use the parking lots as alternative traffic lanes. I've seen similar occurrences on a regular basis at the shopping center with the I-Hop and Wendys at the south end of Spring Street. Drivers will enter the parking lot and use it as a bypass lane to get around the traffic signals and other cars. Delayed, frustrated drivers are less inclined to practice patient, safe driving skills. There is a proposed connection contained within the Plan to connect parking lots on the south side of Campo Road. This proposed connection would encourage the misuse of parking lots described above.

The existing designation of Campo Road as a Boulevard is appropriate. The current designation for Campo Road is "Boulevard Series Road" defined as a four-lane roadway with lower design speed and a wider parkway that should be used in Villages or similar location where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities."¹⁰ Although the existing configuration of Campo Road does not meet all of these criteria, i.e. there is no curbside parking, and there is no landscaped parkway in the center, Campo Road is more aptly defined as a boulevard

than a minor collector. Also, the Traffic Report recognizes a subcategory of Boulevard that is consistent with the intermittent Turn Lanes as Campo Road exists in Casa de Oro.

The proposed revision to the designation of Minor Collector is not appropriate for Campo Road. The Background Report states, “As a part of the Specific Plan it is recommended that this segment of Campo Road be redesignated as a Minor Collector, which is appropriate for ‘areas within a Village with heavy non-motorized circulation and transit activities’”⁶. This definition of a Minor Collector street does not match what exists, and will continue to be needed in the future for Campo Road. There are higher traffic volumes of automobiles than the volume capacity that a Minor Collector street can acceptably accommodate, as previously stated.

Campo Road is not a minor collector. It is a boulevard. There are higher traffic volumes of automobiles by far than the volume appropriate for Minor Collector designation.

The overall plan to revamp the zoning regulations for the Casa de Oro business district in order to promote the revitalization of commercial activity within the district may allow for terrific improvement to the area. However, the reconfiguration of Campo Road as proposed, will create a major bottleneck for vehicular traffic, especially in the mornings on a daily basis that could very well have the effect of driving people away from Casa de Oro business district, rather than attracting them.

According to the county’s Background report on this project the intention is “to revitalize the Corridor to create a place of social, economic, and civic activity for the

surrounding communities.”¹ It is the people of the surrounding communities, who are the backbone of support for the businesses of Casa de Oro who would bear the brunt of the problems that will arise from the proposed change to traffic lanes on Campo Road.

In , in this case the business owners,. Especially if the second group

I oppose the proposed revision to Campo Road traffic lane design because it will not improve traffic flow but will make it substantially worse. The proposed addition of street parking on Campo Road is unnecessary and creates conflicts with car traffic that do not now exist. The proposed street design would increase the hazard for bicyclists.

Cyclist volumes recorded in the Traffic Report do not meet the Minor Collector designation of “heavy non-motorized circulation”, with volumes varying between 0 and 4 during morning and afternoon peak hours. Transit service is limited to one bus route, Route 855, with eastbound and westbound buses running through Casa de Oro at half hour intervals in each direction along Campo Road.¹¹ There are no transit transfer points within Casa de Oro. The Traffic Report does not address the number of riders on the individual buses . In my experience when riding this route in Casa de Oro, the buses have been consistently less than half full of passengers. Taken together, the number of bus routes, the low frequency of buses, the lack of transfer points between bus routes, and the low number of riders do not qualify, in my nonexpert opinion to represent heavy transit activity.

It is not appropriate that the Specific Plan recommend that Campo Road in Casa de Oro be redesignated as a Minor Collector. The usage does not fit the definition of Minor

Collector, and it is appropriate that the existing Boulevard designation remain. Minor Collector would more appropriately fit the four proposed future streets, three to run north-south and one to run east-west. Being short in length they will naturally carry far less traffic than Campo Road, and would lend themselves better to the design elements of the Minor Collector designation without the disruption to traffic along Campo Road that the current proposed specific plan. The recommendation for redesignation of Campo Road from Boulevard to Minor Collector is not based on actual usage, neither existing usage nor foreseeable usage. It is not reasonable to expect that by changing the layout of Campo Road in a manner that cuts down on capacity to carry the traffic, which is expected to increase between now and

Adding parking long the curbsides of Campo Road is an unnecessary move. There is currently an excess of parking capacity on and off-street throughout the day. Only a very few business locations reach full capacity of offstreet parking throughout the day. Adding street parking at Campo creates a hazard for bicyclists because the driver entering or leaving a parking space has to cross the bike lane. The driver leaving the parking space becomes a hazard to both bicyclists and the drivers of other cars. The proposed "head out" configuration of diagonal street parking has an additional disadvantage beyond the standard "head in" parking. In order to park a car, the driver has to stop in the traffic lane in order to back into the parking space. Because there would be only one traffic lane in each direction the driver of the parking car has to stop all traffic behind him on one side of the street. This increases the already unnecessary proposed delay of the automobile traffic traveling along Campo Road. If you were to

stop in order to back into a parking space the driver behind you might not anticipate this, and not leave you room to back in.

The proposed Campo Road Corridor Revitalization Specific Plan depicts the addition of three new streets plus an extension of Conrad Drive south of Campo Road. The traffic analysis of the proposed change to Campo Road assumes these streets to be active. If built they would act to relieve to some extent the congestion that is bound to occur with the proposed revisions to Campo Road. However, they are designated as “Future” streets and there is no assurance that they will ever be built. Without them, the calculation of traffic flow would be far worse than the traffic report presents.

The proposed changes to traffic lanes should not be implemented because they do not improve the flow of traffic. Instead, they unnecessarily make it worse. There are enough bottlenecks in traffic already that we have to deal with. It is not a good idea to artificially and unnecessarily create more bottlenecks.

- 1 Campo Road Corridor Revitalization Specific Plan, Background Report (referred to hereafter as Background Report), page 3, column 3;
- 2 Traffic Analysis and Parking Assessment Casa de Oro Specific Plan Prepared by Michael Baker International for County of San Diego Planning & Development Services, July 28, 2021 (referred to hereafter as Traffic Report), page 35, continued paragraph from page 34.
- 3 Ibid, page 36, Table 12, AM column under Horizon Year 2035 With Project, line 6.
- 4 Ibid, page 4, Table 4, AM column under Existing Conditions, line 6.
- 5 Ibid, page 35, paragraph beginning “Since the AM...”
- 6 Background Report, page 11, Section 4.1 Column 3, Subsection Heading “The Corridor as a Transportation Asset”, paragraph 2.
- 7 Traffic Report, page 31, Section 4.2, paragraph one for anticipated increases in traffic from 2016 to 2035. Given: Existing Delay per Traffic Report Table 4 = 13.2 seconds; Anticipated increase from 2016 to 2025 1.11%; Anticipated increase from 2025 to 2035 = 0.77%; Calculation of 2035 delay at Bonita Street with existing lane configuration and traffic signal: $(13.2 \times 1.011) \times 1.0077 = 13.35$ seconds.
- 8 Ibid, page 36, Table 12, Intersection Control Alternatives, AM column, line 6.
- 9 ibid, Find reference for statement in Traffic Report that drivers will seek alternate routes on San Juan and Dolores/Alley/Kenora.
- 10 Background Report, page 11, Section 4.1 Column 3, Subsection Heading “The Corridor as a Transportation Asset”, paragraph 1.
- 11 Traffic Report, page 19, Section 2.5 Existing Transit Facilities.
- 12 Traffic Report, page 31, Section 4.2, paragraph one.