

Response to Comment Letter I22

**Philip E. Church
September 16, 2017**

Letter
I22

From: plc200@aol.com
 To: clt
 Cc: rich@normanrd.com
 Subject: [Re: You can help SHARDE THE CLIMATE ACTION PLAN](#)
 Date: Saturday, September 16, 2017 2:36:06 PM
 Attachments: [2017 March Roundabouts_AirQuality.pdf](#)

P.E. Church
 bio200@aol.com

Subject: County of San Diego, Climate Action Plan (CAP), Draft

Re: Greenhouse Gas (GHG) Reduction Strategies and Measures

Dear Sirs,

Roundabouts significantly decrease fuel consumption and emissions and should be added as a Climate Action Plan strategy to reduce GHG emissions.

I22-1

... Some of us grew up with Roundabouts in Ma... I watched the one at Dedham Circle on Rt. 1 in 1966, as it was Surveyed that summer. Several roads converged at that point and it was re-designed as a Roundabout... That lasted about a Decade and was re-designed again to take out the Roundabout and put in Signal Lights instead...? This configuration exists, decades later, today.

... Much of MY concern here in San Diego (re: Roundabouts), is that I am seeing "Traffic Calming" efforts being claimed for their installation... Little, or no consideration is being made for the "Circulation Element" required by Statute and Air Quality monitoring programs' goals and timelines. 4 lanes reduced to 2 with a roundabout, in a Retail oriented urban area, is intended to slow down traffic speeds and entice folks to stop and shop, or have a Craft Beer? Many Roundabouts have ART installed in their centers... I'm all for ART in Public, while it should NOT be obstructing Drivers' ability to see what is happening within the area of the Intersecting Roadways? Duh... Where is Traffic Control Design Element Planning? Vista on S. Santa Fe and Carlsbad on PCH are two examples easy to identify... Add several Pedestrian, blinking light Cross-Walks and you have completely defeated the "Movement" intended. It is the "Stop and Go" that raises the Emissions from Vehicles.

I22-2

...So, once again, thanks for noticing that Roundabouts ARE helpful in reducing Exhaust Emissions in several categories, while they do NOT reduce those Emissions when choking down the FLOW of traffic, or diverting it through Residential Side Streets so as to avoid the Commuters using "Commuter" Routes previously designed for THAT purpose... Many of us understand the CODING of Roadways when considering Planning, Development, Car-Trips etc... It is the Random/Whimsicle CHANGING of those elements that often do more damage than good... for Health OR Safety...

According to the San Diego Air Pollution Control District (APCD) document on Modern Roundabouts, each roundabout can eliminate 189 metric tons of CO2 emissions annually. As noted in the APCD document, in addition to significant CO2 emissions and improved air quality, roundabouts provide other significant multi-modal benefits including increased safety

for vehicles and pedestrians, and improved traffic flow.

Thank you for adding roundabouts to the CAP GHG emission reduction strategies. However, please include a comprehensive description of peripheral, negative effects that may inadvertently be created in doing so, without consideration of the comments added above.

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cont.
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Sincerely,
Philip E. Church
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