

Letter
17

From: jonvick@sos-inc.com
To: CAP@sdcounty.ca.gov
Subject: Re: County of San Diego, Climate Action Plan - comments
Date: Tuesday, August 22, 2017 7:29:06 AM

Dear Sirs,

The underlined word "reductions" below was added for clarification.

Thank you and...

Kindest regards,

Jon Vick
 Valley Center, CA 92082
 Tel 760-751-0250

-----Original Message-----

From: jonvick@sos-inc.com <jonvick2@aol.com>
 To: CAP <CAP@sdcounty.ca.gov>
 Sent: Mon, Aug 21, 2017 11:54 am
 Subject: County of San Diego, Climate Action Plan - comments

Comments: County of San Diego, **Climate Action Plan, Draft** (August 2017)

Re: Greenhouse Gas Reduction Strategies and Measures; T-2.1: Improve Roadway Segments as Multi-modal

Dear Sirs,

Noticeably missing from the draft Climate Action Plan (CAP) is the use of roundabouts to reduce GHG emissions.

According to the attached Air Pollution Control District (APCD) document on **Modern Roundabouts**, each roundabout can eliminate 189 metric tons of CO2 emissions annually. Roundabouts should be added to the description in **T-2.1: Improve Roadway Segments as Multi-modal, Description**. As noted in the APCD document, in addition to significant CO2 emission reductions and improved air quality, roundabouts provide other significant multi-modal benefits including increased safety for vehicles and pedestrians, and improved traffic flow.

Also of importance to all San Diego communities, roundabouts, especially when used in sets within a corridor, have been shown to reduce noise by 77% (Source: Walk San Diego).

- Roundabouts result in lower speeds, paving the way for greater place making
- Roundabouts result in reduced noise, speed and danger, and are business friendly, making it easier to park and un-park

- Roundabouts can result in reduced land consumption. In the La Jolla Boulevard example, nearly 40% of the former asphalt was converted to green medians, curb extensions, and other green areas. This resulted in less need for water treatment, and a lowering of ambient air temperatures.

In addition, the **Description** segment should be broadened to allow for the enhancements to extend beyond the "existing paved areas". By focusing only on existing paved areas the CAP will prevent the achievement of the "complete streets" goals for local or regional networks that are the only effective way to induce routine walking and bicycling. With the significant GHG emission reductions that would be provided by roundabouts, some road widening should be allowed, especially in cases where the ROW is

Response to Comment Letter 17

Jon Vick
August 22, 2017

I7-1 The comment provides emphasis on a phrase in the comment that follows. Please see the response to comment I7-2.

I7-2 The comment states that roundabouts should be included in the CAP and describes the benefits of implementing roundabouts. The Draft CAP includes GHG Reduction Measure T-2.1: Improve Roadway Segments as Multi-modal. This measure is a County initiative. Implementing multi-modal enhancements as part of a "Complete Streets" approach serves to reduce Vehicle Miles Traveled (VMT) and encourage pedestrian and cyclist trips by creating a more comfortable and safer experience when traveling along public roads. Specific improvements may include: ADA curb ramps, marked crosswalks, countdown signal timers, curb extensions, speed tables, speed humps, raised crosswalks, raised intersections, median islands, tight corner radii, mini-circles, on-street parking, reduced travel lane widths, planter strips with street trees, chicanes/chokers, bike lanes, cycle tracks, and protected bikeways. This could also include the provision of roundabouts. As part of road resurfacing projects, this measure would implement multi-modal enhancements to improve pedestrian comfort on roadway segments, including improvements at intersections and bikeway improvements. Multi-modal enhancements will be implemented where feasible. Such enhancements would occur only within the existing paved areas and would not require any road widening or acquisition of right-of-way.

In addition, the County's 2011 GPU Mobility Element contains policies related to the provision of a road network that is safe, efficient, and that adequately serves the adjacent land uses. The County acknowledges that roundabouts have some benefits including fewer conflict points, and a potential for GHG emissions reductions as a result of reduced idling times. The

	<p>County and Caltrans considers the use of roundabouts where practical and feasible.</p> <p>I7-3 The comment states that GHG Reduction Measure T-2.1 should be broadened to allow for improvements beyond the existing paved roadway. The comment contends that by focusing on existing paved areas, the CAP will prevent the achievement of the "complete streets" goals for local or regional networks that are an effective way to induce routine walking and bicycling. The County acknowledges this comment but does not agree with the contention. As detailed in the description of the measure, implementing multi-modal enhancements as part of a "Complete Streets" approach serves to reduce Vehicle Miles Traveled (VMT) and encourage pedestrian and cyclist trips by creating a more comfortable and safer experience when traveling along public roads. As further provided in the description, this measure would not require any road widening or acquisition of right-of-way. It is anticipated that improvements related to "Complete Streets" would be able to be accomplished within the developed right-of-way. In addition, this comment does not address the adequacy of the Draft SEIR. However, the comment will be included as part of the Final EIR and made available to the decision makers prior to a final decision on the project.</p>
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already owned by the County or State, or is to be contributed or locally acquired.

Thank you for adding roundabouts to the CAP. And for allowing the enhancements to extend beyond the existing paved area.

Sincerely,

Jon Vick
Member, Valley Center Community Planning Group
Chair, VCCPG S. Village S/C
Member, VCCPG Mobility S/C
Director, VC Parks & Recreation District
13678 McNally Road
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cont.