



CITY OF OCEANSIDE

PUBLIC WORKS DEPARTMENT

January 18, 2020

Amelia Giacalone
Linscott, Law & Greenspan, Engineers
4542 Ruffner Street, Suite 100
San Diego, CA 92111

RE: Review of Traffic Impact Analysis (dated April 2, 2020) – Ocean Kamp Project

Amelia –

Traffic Engineering's comments are provided below, please note this superseded the previous version dated December 22, 2020.

Plan Comments

1. Typical parking stall dimensions shall be noted (along with ADA parking space dimensions), and to show the width of the parking lot aisles.
2. Page 2 of the Tentative Map:
 - a. For Street B and C, provide 6 ft bike lane with 2 ft buffer
 - b. Why are Street B and Street C private? There should be another public access coming out of this sight and it would be beneficial to be coming out onto Mission Avenue. It looks like Foussat just leads into a private street. What will keeps drivers from continuing on the private loop road?
 - c. Bike lanes on Foussat shall be 6 ft with 2 ft buffers. (This is recommended at all locations, but if the ROW does not exist on the North Loop Road, 5 ft will be sufficient.
 - d. The South Loop Road does not show sidewalk or bike lanes. On the plans, it looks like those facilities are separate from the road. Is that correct?
 - e. What does the section of Foussat look like between Alex and "old" Foussat and between "old" Foussat and Street A? The transition between four lanes and two lanes is not clear.
 - f. For clarification, will Street A be built when the resort is being built or will that wait until the residential portion will be developed?
 - g. Why isn't Street C labled as "Ocean Pointe"? Or is this street different from Ocean Pointe?
 - h. The Mission Avenue "shoulder" is a bike lane. Please correct on the plans.
 - i. For Foussat, will sidewalk be installed on BOTH sides of the street from 76 to into the development?
3. Page L3: Why have bike route go up cul-de-sac (Street A)?
4. The mitigation measures in the current traffic study mention traffic signals on Foussat at Alex and "old" Foussat. These intersections are approximately 500 ft apart. Have two signal that close together is not preferred. Does Foussat and Alex signal meet signal warrants? Is there any consideration for a roundabout at Alex and Foussat? What warrants will be met for the Foussat and "old" Foussat?
5. Will roundabout on Foussat be on public street? If so, each pedestrian crossing shall be supplemented with RRFBs.

6. With this development being adjacent to a single-family home neighborhood and promoting biking and walking, there is a bike path (SLR Bike Path) that is adjacent to this project and can be utilized. To be able to provide a longer path, there is bike path access off of Benet. However, there is connectivity issues and either an all-way stop or some form of pedestrian crossing is needed at Benet and North Airport Road so that pedestrians can cross from the east side to the west side where the sidewalk is continuous and pedestrians can access the bike path. This would also benefit the adjacent neighborhood.
7. Has there been a neighborhood outreach? Have there been any statements of concern pertaining to cut-through traffic on Benet and possible speeding due to this project? What about proposing any traffic calming on Benet between Foussat and North Airport?
8. The plans shall show that sidewalk be installed between Ocean Pointe and the existing sidewalk just west Frontier Drive to complete that connectivity.

Traffic Study Comments

1. Title of Report

Rename the report as Local Transportation Study (LTS).

2. Project Description

Please use "300-room hotel" as the project description or explain the difference between 300-key and 300-room hotel.

3. Figure 2-3 Site Plan

As discussed in our meeting on Wednesday December 2, please call out controlled and uncontrolled crosswalks on Figure 2-3.

4. Figure 3-2b Existing Weekday Traffic Volumes and Appendix C LOS Worksheets

a) There are discrepancies between the count data and the volumes shown in Figure 3-2b and LOS worksheets for intersections #4 and #5:

- #4 Eastbound through PM
- #4 Westbound through AM
- #5 Westbound through PM
- Please double check others

b) Please also make sure the intersection references match between the figures and the appendices:

- See #9, #10, #17, #27 and #28
- Please double check others

c) Some of the Synchro LOS worksheets do not specify AM or PM peak hour.

5. Weekend Existing ADT Volumes - Figure 3-3 verses (v) Appendices

a) Existing ADT Volumes on Figure 3-3 do not match ADT volumes in Appendix A. Please check and make changes.

- b) #24 (Foussat) Existing Condition - the orientation of the traffic movements in Appendix D does not match Figure 3-3. The EBT movement should be EBL and the WBT movement should be SBR.

6. Table 6–1 Weekday Existing Intersection Operations

Footnotes have not been provided on Table 6-1. Please add data sources to footnote for ease of cross reference with appendices.

7. Table 6-2 Existing Daily Segment Operations

The ADT values in Table 6-2 do not match the '2017 Traffic Volumes: Route 76' (Caltrans Data) in the appendices. Please amend and update LTS.

8. Weekend Project Intersections Figure 7-3/ Appendix A v Table 11-1

The intersection reference numbers in Figure 7-3 and Appendix A do not match the references in Table 11-1. Please be consistent. Make changes and check other tables.

9. Figure 8-1b Existing + Project Weekday Volumes

#24 there are southbound left and westbound right volumes shown on Figure 8-1b but no volumes for these movements on Figure 3-2b (Existing), Figure 7-2b (Project), or on the LOS worksheets in Appendix F.

10. Section 9.0 Cumulative Projects

- a) Please remove the following projects from the cumulative project list and update volumes and relevant sections of the LTS:
 - Villa Storia
 - Mission Cove Mixed Use
 - Pacific Coast Business Park
 - Rancho Del Oro Village XII
 - North River Farms
- b) Please provide a Table showing the cumulative projects trip generation.
- c) Please append the relevant “research conducted and information received from City staff” that was used to inform the cumulative project volumes, distribution and assignments.
- d) The Airport Office project has been superseded by an 86-room hotel, please update the cumulative analysis accordingly.

11. LOS Intersection Analysis Comments

Please see the following comments on phasing, timing and co-ordination programming from the Synchro analysis review and make amendments accordingly:

Intersection	Comment
Loretta St & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet
Canyon Dr & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered

	correctly to Intersection Traffic Study Synchro Work Sheet
Benet Rd & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet
Airport Rd & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet
Foussat Rd/Foussat Rd & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet
Douglas Dr & SR 76	Existing coordination splits from Caltrans signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet
Canyon Dr & Mission Ave	Lead-Lag is not correct. Coordination splits are not correct.
Mesa Dr & Mission Ave	City Direction of signal phasing is wrong. EB phase 2, EBLT phase 5, WB phase 6, WBLT phase 1, Phase 4 SB and 8 is NB
Airport Rd & Mission Ave	Existing coordination splits from City's signal timing sheet are not entered correctly to intersection Traffic Study Synchro Work Sheet
Roymar Rd & Mission Ave	Existing coordination splits from City's signal timing sheet are not entered correctly to intersection Traffic Study Synchro Work Sheet
Foussat Rd & Mission Ave	Existing coordination splits from City's signal timing sheet are not entered correctly to intersection Traffic Study Synchro Work Sheet
Copperwood Way & Mission Ave	Existing coordination splits from City's signal timing sheet are not entered correctly to Intersection Traffic Study Synchro Work Sheet. Signal phasings are not correct.
Frontier Dr & Mission Ave	Existing coordination splits from City's signal timing sheet are not entered correctly to intersection Traffic Study Synchro Work Sheet
Mission Ave & Ocean Puente	Existing coordination splits from City's signal timing sheet are not entered correctly to intersection Traffic Study Synchro Work Sheet

12. General Comments

Mitigation:

- a) If a “mitigation measure” is being proposed that is not practical either due to lack of funding in a reasonable timeframe, or due to other constraints (physical field conditions, etc.), then it cannot be considered a “mitigation measure”. It is likely that further discussion with the City and other jurisdictions will be required to determine the practicality of certain mitigation measures.
- b) Please add additional details to each mitigation including:
 - How will ATSC improve LOS?
 - Cost to implement each mitigation measure.
 - Technological components.
 - Operational costs.
 - Geometric information e.g. length of proposed widening and right-of way.
- c) Please add the percentage fair share calculations where applicable.
- d) Has Caltrans approved improvements to Caltrans facilities?

13. VMT Analysis

Please refer to the City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Travelled and Level of Service Assessment published in August 2020.

Amelia Giacalone
Re: Ocean Kamp T19-00004
December 21, 2020
Page 5

The Planning Department will have the primary responsibility for reviewing all VMT report reviews. Traffic Engineering reviews are complementary to that but we cannot give an approval for a VMT report on their behalf. Since planning will be the primary reviewer, it will be easier to separate the VMT and LTS reports in the first instance a) so that the VMT and LTS appendices are not mixed together; and b) so they can be reviewed separately and review of one does not hold up the other. Please don't hesitate to contact me if you have any questions or concerns.

Thank you,

Philip Wragg, AICP
Transportation Planner
pwragg@oceansideca.org