

ROUNDBABOUTS & TWO TRAVEL LANES ALONG CAMINO DEL MAR

Excerpts from Village Specific Plan, Executive Summary, Chapter IV and Appendices (adopted August 6, 2012)

An important component to village revitalization is how Camino del Mar can be reinvented as a “main street;” one that does not let the automobile dominate at the expense of the pedestrian or cyclist’s safety. Yet, Camino del Mar is the principle route through the City, serving both local and through traffic. The Specific Plan restructures the congestion-causing, four-way stop intersections as roundabouts to encourage slow, steady traffic flow and make it safer for pedestrians and cyclists with wider sidewalks, shorter and safer crossings, more parking and wider bicycle lanes. These actions are fully described in the Village Specific Plan in Chapter IV, Mobility.

Key traffic improvements include:

- Replacing four-way stops and signals with roundabouts at 9th, 11th, and 13th Streets. The existing four-way stop signs result in traffic congestion, noise, and excessive emissions. Roundabouts will increase the amount of traffic that can travel along Camino del Mar by creating a slower, more consistent speed for cars. The increased traffic capacity frees up roadway area for wider sidewalks, more parking, plazas, sidewalk cafes, landscaping, lighting, and wider bike lanes.
- Providing additional on-street parking stalls with back up without interrupting travel lanes.
- Widening bicycle lanes and increasing bicycle parking.
- Providing for transit stops, delivery areas and provisions for emergency and disabled access.

Traffic Impact Assessment

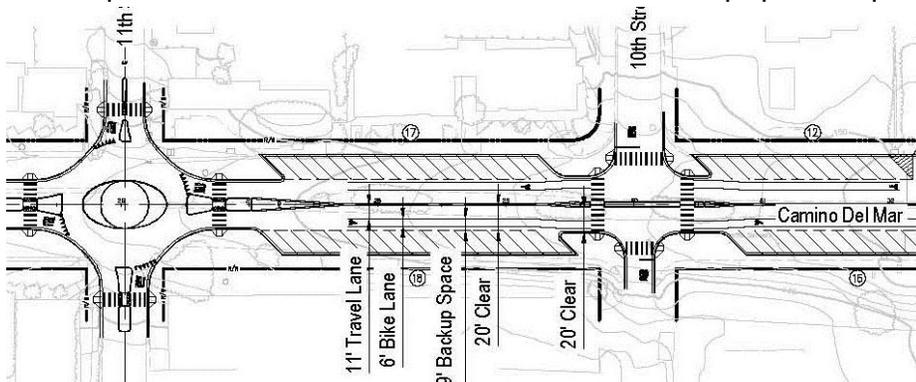
The Traffic Impact Assessment Study (Environmental Impact Report, Appendix F) shows:

- Roundabouts will increase the capacity of Camino del Mar from 15,500 vehicles per day to 25,000 vehicles per day, substantially reducing congestion.
- Replacing the stop signs with roundabouts will increase the capacity of the 11th and 13th Street intersections from 900 vehicles per hour to 1,600 vehicles per hour.
- Traffic flow on Camino del Mar will be improved by creating a slower, more consistent speed for cars, instead of the “stop and go” that currently exists today (Appendix B-4).
- The increased traffic capacity allows the community to free up roadway area for wider sidewalks, more parking, plazas, sidewalk cafés, landscaping, lighting, and wider bike lanes.

Roundabouts & Safety

- Roundabouts are a proven solution cited by the Insurance Institute for Highway Safety to reduce injury accidents and improve traffic flow, reducing vehicle delays, fuel consumption, air and noise pollution (Appendix B-3).
- The single lane of travel maintains a minimum 20 feet clear between the rear of the parked car and the median. This is the minimum required by Scott Henry, the Del Mar Fire Chief in his memo to the City Council for its June 4, 2012 meeting, which can be found on the city’s website through this link: http://www.delmar.ca.us/Government/City%20Council%20Meetings%202012/cc20120604_item17.pdf

The conceptual layout of Camino Del Mar (VSP Appendix B-5) shows adequate clearances for emergency vehicles per the Fire Chief memorandum, as well as back-up space for parked automobiles to safely back-up without entering into the travel lane.



without entering into the travel lane.

The above text is excerpted from the Village Specific Plan and City Council meetings. For a complete discussion of the Mobility strategies please see the adopted Village Specific Plan document located at: <http://www.delmar.ca.us/Government/Pages/VillageRevitalization.aspx>