

R E P O R T

MEETING DATE: September 10, 2002
TO: City Council
FROM: Development Services Department
SUBJECT: Las Posas Road – Borden Road to Buena Creek Road

BACKGROUND

Las Posas Road is designated as a 4-lane, undivided Secondary Arterial in the City's General Plan Circulation Element. It has also been in the County's Circulation Element for quite some time.

At the public hearings concerning San Marcos Highlands (TSM 408), County residents expressed concerns about the future extension of Las Posas Road north to connect to Buena Creek Road. While the northerly extension of Las Posas will not take place with this subdivision, the issue was raised several times.

In the process of KB Homes' design of Las Posas Road north along their development (Santa Fe Hills) to serve San Marcos Highlands, staff reduced the width of the total improvements and reduced the design speed standards in order to minimize impacts to sensitive habitats. KB Homes is presently seeking environmental permits to build this link to San Marcos Highlands.

DISCUSSION

This linkage is included in the SANDAG 2020 Traffic Model Forecast that was updated in May of 2001. The traffic model predicts 14,100 ADT on this segment in 2020. While actual construction of Las Posas Road north

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1 of San Marcos Highlands is not contemplated in the near future, this
2 remains a critical link in the long range build-out of the City's (and County
3 of San Diego's) Circulation Plan.
4

5 This same traffic model also predicts 38,500 ADT on Twin Oaks Valley
6 Road north of Richmar. The present volume is 15,000 ADT and the
7 General Plan designation is 6-lane Prime Arterial. The segment between
8 San Marcos Blvd. and Highway 78 is currently predicted to increase from
9 27,000 ADT to 47,700 ADT in 2020.

*WHY? RSE ROAD 2002
32,900*

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11 For a 6-lane ^{DEFINE} Prime Arterial the capacity for Level of Service (LOS) "C" is
12 35,000 ADT. For LOS "D", the capacity is 41,000 ADT and for LOS "E", it
13 is 50,000 ADT.

SPECIOUS HOW?

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15 If Las Posas Road is removed from the Circulation Element and not
16 connected to Buena Creek Road, ~~a large portion of its projected 14,100~~
17 ADT will be diverted to Twin Oaks Valley Road.
18

19 North of Borden Road, volumes will be 40% higher than projected. The
20 biggest impact would be on Twin Oaks Valley Road south of Borden
21 Road, from Borden to Highway 78. The traffic diverted to Twin Oaks
22 Valley Road would result in severe congestion and reduce Twin Oaks to
23 LOS "F".

diverted from where?

24
25 Staff considered the alternative of widening Twin Oaks south of Borden to
26 eight (8) lanes. Several factors combine to make this an extremely
27 expensive alternative, including removal of homes and businesses along

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1 Twin Oaks, major widening of the bridge over Mission Road and the RR
2 Tracks, and probable interchange improvements.

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4 Generally, development of a grid of Arterials helps distribute traffic and
5 minimize trip lengths. When a key element such as Las Posas Road is
6 removed from that grid, total miles traveled is increased, critical
7 intersections become more congested, and commuter traffic tends to
8 divert through neighborhoods to avoid these concentration points.

9
10 Based on these considerations, staff considers the ultimate extension of
11 Las Posas Road to Buena Creek Road as an essential component of the
12 Circulation Element.

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RECOMMENDATION

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16 Discuss and advise.

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18 Prepared by:

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21 Alan Schuler, City Engineer

Submitted by:

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24 Charlie Schaffer, Director
25 Development Services

26 Reviewed by:

27 

R.W. Gittings
City Manager

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