



AGENDA

Meeting of the San Marcos Traffic Commission

MEETING DATE: May 3, 2017

ADDRESS:
City Council Chambers
1 Civic Center Drive
San Marcos, CA 92069

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Agendas: Agenda packets are available for public inspection 72 hours prior to scheduled meetings at the Development Services counter located on the first floor of City Hall, 1 Civic Center Drive, San Marcos, during normal business hours or online at www.san-marcos.net.

Agenda-related writings or documents provided to a majority of the Commission after distribution of the agenda packet will be available for public inspection at the time of distribution at the Development Services counter located on the first floor of City Hall, 1 Civic Center Drive, San Marcos, CA, during normal business hours.

1. CALL TO ORDER - 6:00 P.M.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Anyone wishing to speak to the Commission on any item must first complete a Request to Speak form and turn it in to the secretary

4. ORAL COMMUNICATIONS

Persons wishing to speak on a matter not on the agenda may be heard at this time; however, no action will be taken until placed on a future agenda.

5. APPROVAL OF MINUTES

March 1, 2017

6. OLD BUSINESS

a. None

7. NEW BUSINESS

a. Request for an ALL WAY STOP Control at the Intersection of La Mirada Drive and Pacific Street



TRAFFIC COMMISSION AGENDA
May 3, 2017

- b. Request for an ALL WAY STOP Control at the Intersection of Double Peak Drive and Ridgeland Court

8. REPORTS AND INFORMATION ITEMS

- a. Work Order Updates
- b. San Diego County Sheriff's Department Traffic Collision Summary And Accident Investigation Log
- c. Traffic Commission Commentary
- d. Staff Commentary

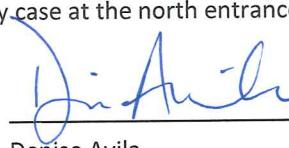
ADJOURNMENT

AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.
CITY OF SAN MARCOS)

I, Denise Avila, Office Specialist, San Marcos Traffic Commission, hereby certify that I caused the posting on April 26, 2017 of this agenda in the glass display case at the north entrance of City Hall.

DATED: April 26, 2017



Denise Avila,
Office Specialist, Traffic Commission



MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, MARCH 1, 2017

City Council Chambers
1 Civic Center Drive, San Marcos, CA 92069

CALL TO ORDER: Principal Civil Engineer Nic Abboud called the Traffic Commission Meeting to order at 6:05 p.m.

SEATING OF NEW COMMISSIONER

Nic Abboud: Introduced the newly appointed commissioner selected by City Council at the January 10, 2017 Council meeting: Edward Collins (new regular member) and Momcilo Savovic (new alternate member).

ELECTION OF CHAIRMAN

Nic Abboud (Principal Civil Engineer): Nominations open for Chairman. Commissioner Charles Buckley: Nominated Commissioner Mike Hansen. No other Nominations were made. Carried by a unanimous 7-0 vote. New 2017 Chair: Mike Hansen.

ELECTION OF VICE-CHAIR

Commissioner Charles Buckley: Nominated Commissioner Arturo Rico. Commissioner Hansen seconded the Nomination. No other Nominations were made. Carried by a unanimous 7-0 vote. New 2017 Vice-Chair: Arturo Rico

PLEDGE OF ALLEGIANCE: Led by Commissioner Buckley

ROLL CALL:

PRESENT: MASTERSON, NICKEL, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY
ABSENT: MAKROGIANNIS

ALSO PRESENT: Senior Traffic Engineer Mike Rafael, Principal Traffic Engineer Nicholas Abboud, Sheriff Sergeant Mark Foster and Office Specialist Denise Avila

ORAL COMMUNICATIONS

None

DRAFT



APPROVAL OF MINUTES – December 7, 2016

Commissioner Buckley makes a motion to accept the minutes. Commissioner Rico seconds the motion. Motion carries.

AYES: COMMISSIONERS: MASTERSON, NICKEL, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

6) OLD BUSINESS

- a. None

7) NEW BUSINESS

- a. Arbor Ranch Traffic Safety Concerns

Residents are concerned about residential speeding, cut-through traffic and pedestrian safety. Residents are requesting installation of “No Sunset Park Access” or similar signs to reduce vehicle traffic and speeds. Residents also suggested a traffic circle on Puesta Del Sol to encourage slower speeds. The Arbor Ranch Community is situated on the westerly side of the City (West Linda Vista Drive between Poinsettia Avenue and Puesta Del Sol). The existing City-owned Park (Sunset Park), north of the community, and has a south entrance on Puesta Del Sol. Engineering staff collected data for a week to evaluate the vehicle speeds and traffic volumes on Puesta Del Sol. Staff does not recommend a traffic circle which presents difficulty for City’s fire emergency response.

Residents inquired about the use of “RADAR ENFORCED” signs. Staff does not recommend the use of these signs based on their ineffectiveness to reduce vehicle speeds.

Staff Recommendations:

1. Installation of four (4) new way-finding guide signs on West Linda Vista Drive and Puesta Del Sol.
2. Installation of additional “25MPH” signs and pavement legends on Puesta Del Sol.
3. Installation of new one way STOP sign on Arborview Drive. This will improve traffic operations.
4. Installation of a “NO OUTLET” sign on westbound Arborview Drive.
5. Installation of a “LOCAL TRAFFIC ONLY” sign.
6. Installation of a “PEDESTRIAN AHEAD” warning sign on northbound Puesta Del Sol.
7. Speed and truck weight enforcement to be conducted by the Sheriff’s Department on West Linda Vista Drive.
8. City Staff will deploy a speed feedback trailer within the neighborhood to reduce speeding.

Staff will monitor traffic conditions and evaluate data collected by the City’s speed radar trailer for the next 6-12 months. If the conditions do not improve, City staff may reevaluate and present alternative options for speed reduction.

DRAFT



8) REPORTS AND INFORMATION ITEMS

- a. Inland Rail Trail – Construction Update
- b. Miscellaneous Work Orders
- c. San Elijo Road – Speed Limit Reduction
- d. Rancho Santa Fe Road at Capalina Road – Curve Warning Signs
- e. San Elijo Road at Double Peak Drive – Intersection Improvements
- f. San Elijo Towne Center – New Development
- g. San Diego County Sheriff's Department Traffic Collision Summary And Accident Investigation Log
- h. Traffic Commission Commentary
- i. Staff Commentary

9) ADJOURNMENT: Chairman Hansen adjourned the meeting at 6:50 pm.

Arturo Rico, Vice Chairman
Traffic Commission

ATTEST:

Denise Avila, Office Specialist
Traffic Commission

DRAFT



AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: May 3, 2017
AGENDA ITEM NO: 7A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer
SUBJECT: Request for an ALL WAY STOP Control at the Intersection of La Mirada Drive and Pacific Street

A blue ink signature of Nic Abboud, which includes the initials "NR" and the name "Nic Abboud" written in a cursive script.

BACKGROUND:

The San Diego County Sheriff's Department has requested City staff to determine if an ALL WAY STOP at the intersection of La Mirada Drive and Pacific Street may be installed. Sheriff deputies have been responding to collisions at this intersection within the last (6) months. They feel that the intersection needs an ALL WAY STOP due to the increase in vehicle collisions. They feel that an ALL WAY STOP would help reduce and resolve the high number of broadside type collisions at the intersection.

EXISTING CONDITIONS:

La Mirada Drive is a two-lane collector street that traverses east and west between Rancho Santa Fe Road and Las Posas Road. The street width is approximately 64-feet curb to curb and is relatively flat. On-street parking is permissible on both side and there are no existing sidewalks. There are no posted speed limit signs on La Mirada Drive. Pacific Street is also a two-lane collector that traverses north and south. The street width is approximately 64-feet curb to curb and is relatively flat. On-street parking is permissible on both sides and there are no existing sidewalks. There are 35 MPH posted speed limit signs on Pacific Street.

The intersection of La Mirada Drive and Pacific Street lies within an industrial and commercial area on the westerly part of the City. The intersection is uncontrolled on La Mirada Drive and controlled on Pacific Street with STOP signs. The intersection is situated halfway on La Mirada Drive between Rancho Santa Fe Road and Las Posas Road. There are no crosswalks at the intersection. All corners of the intersection are occupied by commercial or industrial businesses with the southeasterly corner remaining undeveloped.

DISCUSSION:

As requested by the Sheriff's Department, an engineering study was conducted to determine the feasibility of installing an ALL WAY STOP at the subject intersection. Currently, the intersection is uncontrolled on La Mirada Drive and STOP controlled on Pacific Street. ALL WAY STOP controls are intended to assign right-of-way at locations where traffic volumes are approximately equal from all approaches. Installation of unwarranted stop signs is discouraged for it has been shown to result in higher speeds between controlled intersections, rolling stops through intersections, and increased noise pollution.



An ALL WAY STOP control may be implemented based on criteria established per the California Manual on Uniform Traffic Control Devices (CA MUTCD). Following are the criteria considered in an engineering study for an ALL WAY STOP control implementation: five (5) or more reported crashes in a 12-month period that are correctible by multi-way stop control; vehicular volumes entering the intersection from the major street average at least 300 vehicles per hour; combined vehicular, pedestrian, and bicycle volumes entering the intersection from the minor street amounts to at least 200 units per hour; and average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Other criteria that may also be considered include: the need to control left turn conflicts, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, the need to account for line of sight restrictions at locations where road user cannot see conflicting traffic, and the need to improve traffic operations at two residential neighborhood collector (through) streets.

The engineering study included vehicular traffic volume collection during the AM and PM peak periods. These collected traffic volumes met the minimum volume criteria for ALL WAY STOP control on both the major (over 300 vehicles) and minor (over 200 units) streets for both AM and PM periods. Pacific Street, which is currently stop-controlled at the intersection, had a higher traffic volume than La Mirada Drive. Low pedestrian counts were observed during the AM and PM peak periods. An engineering speed survey on La Mirada Drive was also conducted which resulted in an 85th percentile speed of 42 mph, which is consistent with the regulatory posted speed limit of 40 MPH.

Staff also researched the collision history at the intersection within the last 5 years. A total of five (5) collisions were reported, of which three (3) occurred in 2016. The majority of the collisions were attributed to right-of-way violations. Recently, the Sheriff's Department reported two (2) additional collisions to City staff in the first quarter of 2017, although completed collision reports have not yet been filed by the Sheriff's Department.

Sight distances at the intersection were measured to determine if there were line of sight restrictions from the intersecting streets. The intersection was evaluated and determined to have sufficient stopping sight distances for the posted speed limit of 40 MPH on La Mirada Drive. The required unobstructed stopping sight distance for a posted speed limit of 40 MPH per Caltrans standards is 300 feet, and the available sight distances from Pacific Street to La Mirada Drive in the eastbound and westbound directions were field-measured to approximately 300 feet.

Based on the findings of this study, it is concluded that the subject intersection meets the criteria for ALL WAY STOP control based on the minimum traffic volume requirements alone. In addition, although the number of reported collisions did not meet the CAMUTCD threshold, the sudden increase in collisions in the last (6) months is of growing concern to staff and a consideration in the overall public safety at the intersection.

CONCLUSION AND RECOMMENDATIONS:

City engineering staff recommends installation of ALL WAY STOP signs at all approaches of the La Mirada Drive/Pacific Street intersection based on satisfying the CA MUTCD criteria for multi-way STOP control. Installation of new STOP signs shall include new pavement legends, limit lines, 50-feet of double yellow centerlines, "ALL WAY" supplementary plaques, and "STOP AHEAD" advance warning



signs. Staff also recommends installation of new 40 MPH speed limit signs and legends on La Mirada Drive between Rancho Santa Fe Road and Las Posas Road.

Traffic Data/Roadway Information:

2013 Traffic Volumes:

La Mirada Drive between Rancho Santa Fe Road and Pacific Street – 2280 VPD (vehicles per day).

La Mirada Drive between Pacific Street and Las Posas Road – 2427 VPD (vehicles per day).

Pacific Street between Grand Avenue and Linda Vista Drive - 3547 VPD, (vehicles per day).

Speed Limit:

La Mirada Drive (Rancho Santa Fe Road and Las Posas Road) - 40 MPH, not posted.

Pacific Street (Linda Vista Drive and Grand Avenue) - 35 MPH, posted.

Accident History (last 5 years):

09/05/12, 5:10 PM, Broadside Collision, V1 turning left hits V2 traveling east, PCF-Auto R/W violation

01/19/15, 2:14 PM, Broadside Collision, V1 heads north hits V2 heading west, PCF-Auto R/W violation

07/07/16, 11:41 AM, Broadside Collision, V1 heads south hits V2 heading west, PCF-Auto R/W violation, 1-injured

12/09/16, 2:58 PM, Head-On Collision, V1 heads west hits V2 heading east, PCF-Auto R/W violation, 1-injured

12/16/16, 4:05 PM, V1 hits object, PCF-Improper Driving

Unusual Conditions: None

Attachment(s)

Vicinity Map

Sight Distance Exhibit, Traffic Counts Exhibit, Collision Diagram, Speed Survey

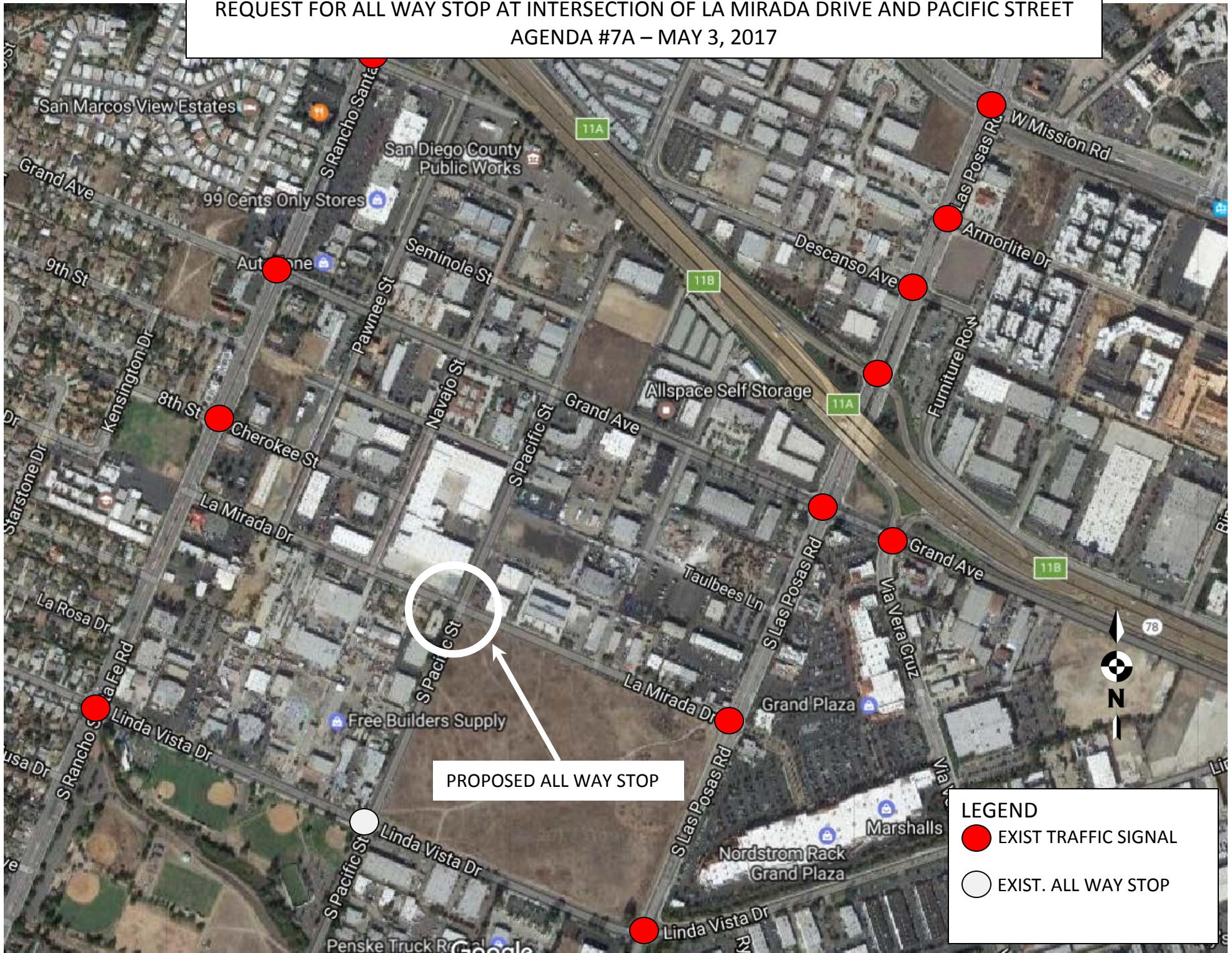
Proposed ALL WAY STOP Control Exhibit

Photos

VICINITY MAP

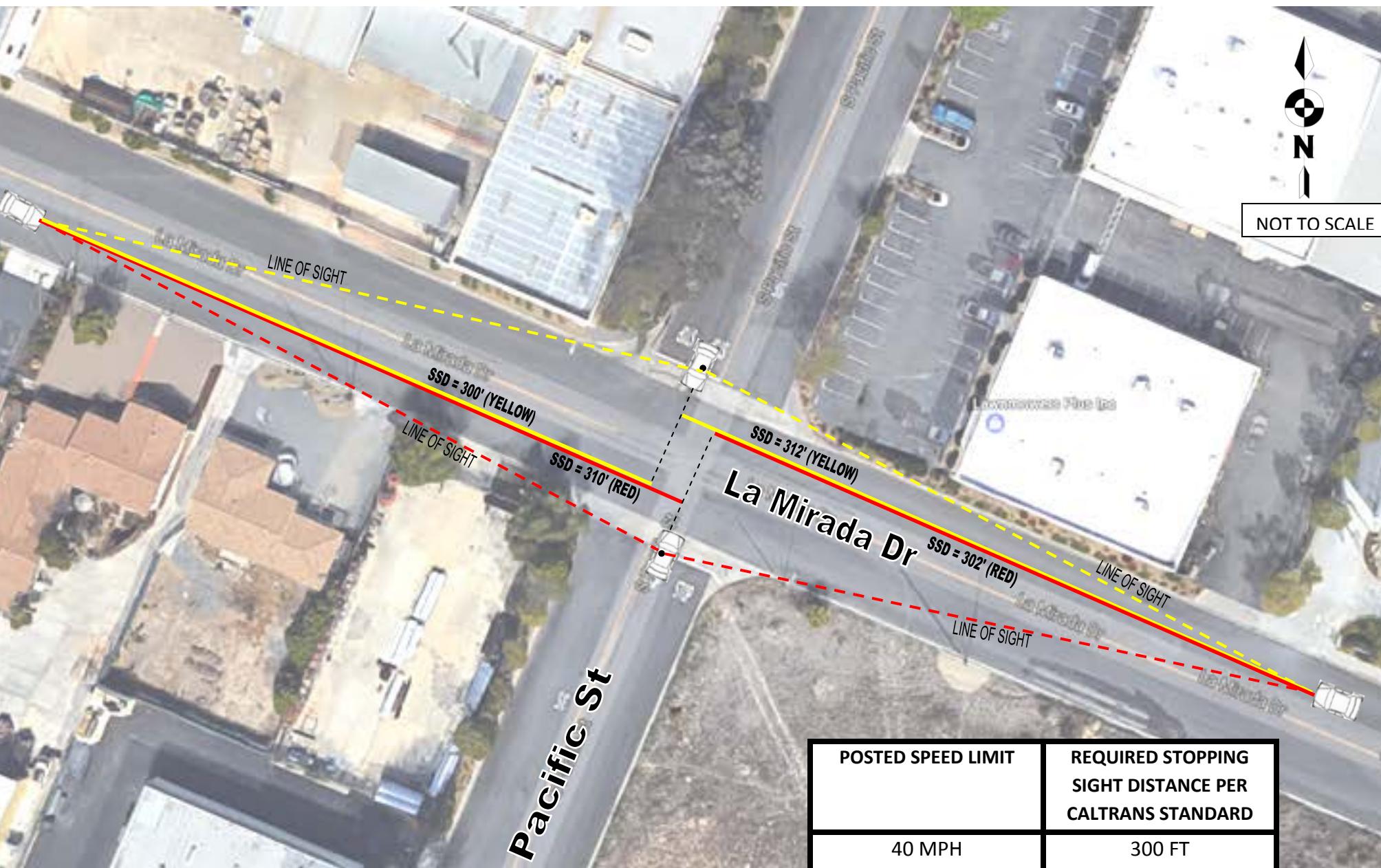
REQUEST FOR ALL WAY STOP AT INTERSECTION OF LA MIRADA DRIVE AND PACIFIC STREET

AGENDA #7A – MAY 3, 2017





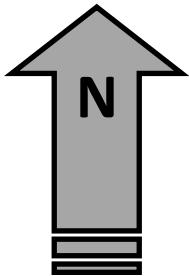
NOT TO SCALE



STOPPING SIGHT DISTANCE EXHIBIT

LA MIRADA DRIVE @ PACIFIC STREET INTERSECTION
AGENDA #7A – MAY 3, 2017 TRAFFIC COMMISSION

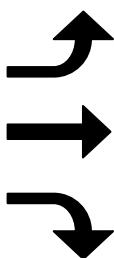
DIRECTIONAL TRAFFIC COUNT SHEET



La Mirada Drive

TOTAL

2	2	3	1	8
7	7	2	12	28
7	7	8	5	27



Pacific Street

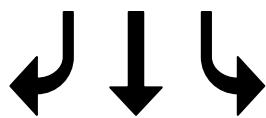
TOTAL
PEDS

0	0	1	0	1
0	0	1	0	1

TOTAL

1	5	2	2	10
17	21	19	37	94
4	5	3	4	16

TOTAL				
1	2	6	6	15
53	47	49	54	203
0	2	0	1	3



PEDS

TOTAL				
0	0	0	0	0
0	0	0	0	0

TOTAL

0	3	1	0	4
5	10	23	1	49
21	22	23	25	91

La Mirada Drive @

Pacific Street

INTERSECTION NAME

CITY OF SAN MARCOS

JURISDICTION

Tuesday

04/11/17

DAY

DATE

7:15 AM

8:15 AM

HOUR

TO

HOUR

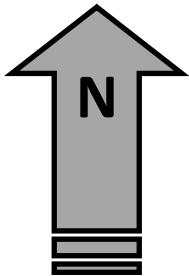
MR
COUNTER

CITY OF SAN MARCOS

MANUAL TURNING COUNTS

AM PEAK

DIRECTIONAL TRAFFIC COUNT SHEET



La Mirada Drive

TOTAL

14	9	14	8	45
20	21	10	19	70
7	3	3	2	15



TOTAL				
3	0	2	1	6
17	19	9	23	68
0	1	1	2	4

PEDS

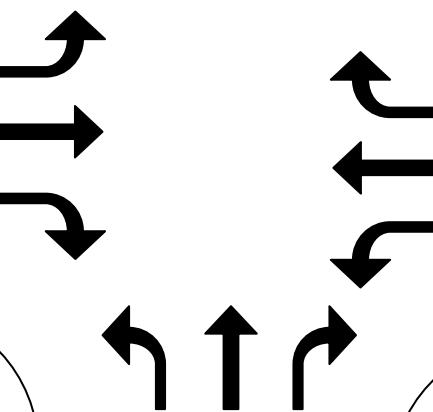
TOTAL				
1	1	0	0	2

TOTAL				
0	1	1	1	3
0	1	1	1	3

Pacific Street

TOTAL

2	6	4	2	14
60	46	62	45	213
9	15	15	12	51



La Mirada Drive @

Pacific Street

INTERSECTION NAME

CITY OF SAN MARCOS

JURISDICTION

Weds

04/05/17

DAY

DATE

4:15 PM

5:15 PM

HOUR

TO

HOUR

MR

COUNTER

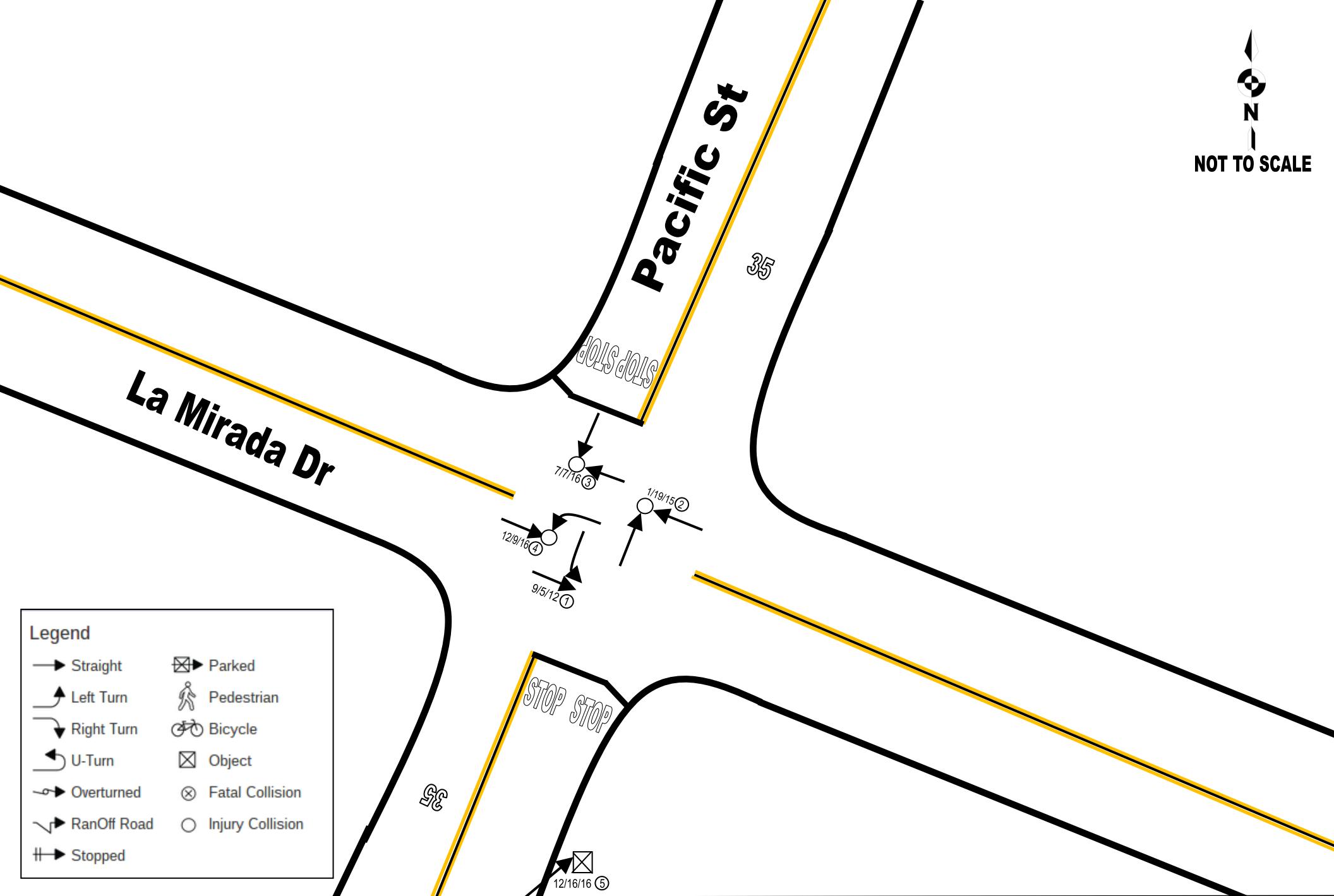
CITY OF SAN MARCOS

MANUAL TURNING COUNTS

PM PEAK



NOT TO SCALE



City of San Marcos

La Mirada Drive and Pacific Street Collision Diagram

Legend

→ Straight	↗ Parked
↑ Left Turn	✖ Pedestrian
↓ Right Turn	✖ Bicycle
↶ U-Turn	☒ Object
↷ Overturned	✖ Fatal Collision
✓ Ran Off Road	○ Injury Collision
#+#+ Stopped	

VEHICLE SPOT SPEED STUDY

SPEED RANGES	NUMBER OF VEHICLES	PERCENT OF TOTAL	PERCENT ACCUMULATION
20	0	0.0%	0.0%
21	0	0.0%	0.0%
22	0	0.0%	0.0%
23	0	0.0%	0.0%
24	0	0.0%	0.0%
25	0	0.0%	0.0%
26	0	0.0%	0.0%
27	0	0.0%	0.0%
28	0	0.0%	0.0%
29	0	0.0%	0.0%
30	0	0.0%	0.0%
31	2	3.9%	3.9%
32	1	2.0%	5.9%
33	3	5.9%	11.8%
34	4	7.8%	19.6%
35	4	7.8%	27.5%
36	6	11.8%	39.2%
37	3	5.9%	45.1%
38	5	9.8%	54.9%
39	3	5.9%	60.8%
POSTED SPEED 40	3	5.9%	66.7%
41	3	5.9%	72.5%
42	5	9.8%	82.4%
43	2	3.9%	86.3%
44	2	3.9%	90.2%
45	1	2.0%	92.2%
46	3	5.9%	98.0%
47	1	2.0%	100.0%
48	0	0.0%	100.0%
49	0	0.0%	100.0%
50	0	0.0%	100.0%
51	0	0.0%	100.0%
52	0	0.0%	100.0%
53	0	0.0%	100.0%
54	0	0.0%	100.0%
55	0	0.0%	100.0%
56	0	0.0%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65	0	0.0%	100.0%
66	0	0.0%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%
71	0	0.0%	100.0%
72	0	0.0%	100.0%
73	0	0.0%	100.0%
74	0	0.0%	100.0%
75	0	0.0%	100.0%
TOTAL VEHICLES:	51		

RECORDER: MR

LOCATION:

La Mirada Drive @ Pacific Street

APPROACH: EB/WB

SURFACE: DRY

WEATHER: Sunny, Clear

DATE: 4/20/17

TIME: 11:00AM-12:00PM

SURVEY STATISTICS

POSTED SPEED: 20 MPH

AVERAGE SPEED: 38 MPH

MEDIAN SPEED: 37 MPH

(50th PERCENTILE)

MODAL SPEED: 36 MPH

85TH PERCENTILE SPEED: 42 MPH

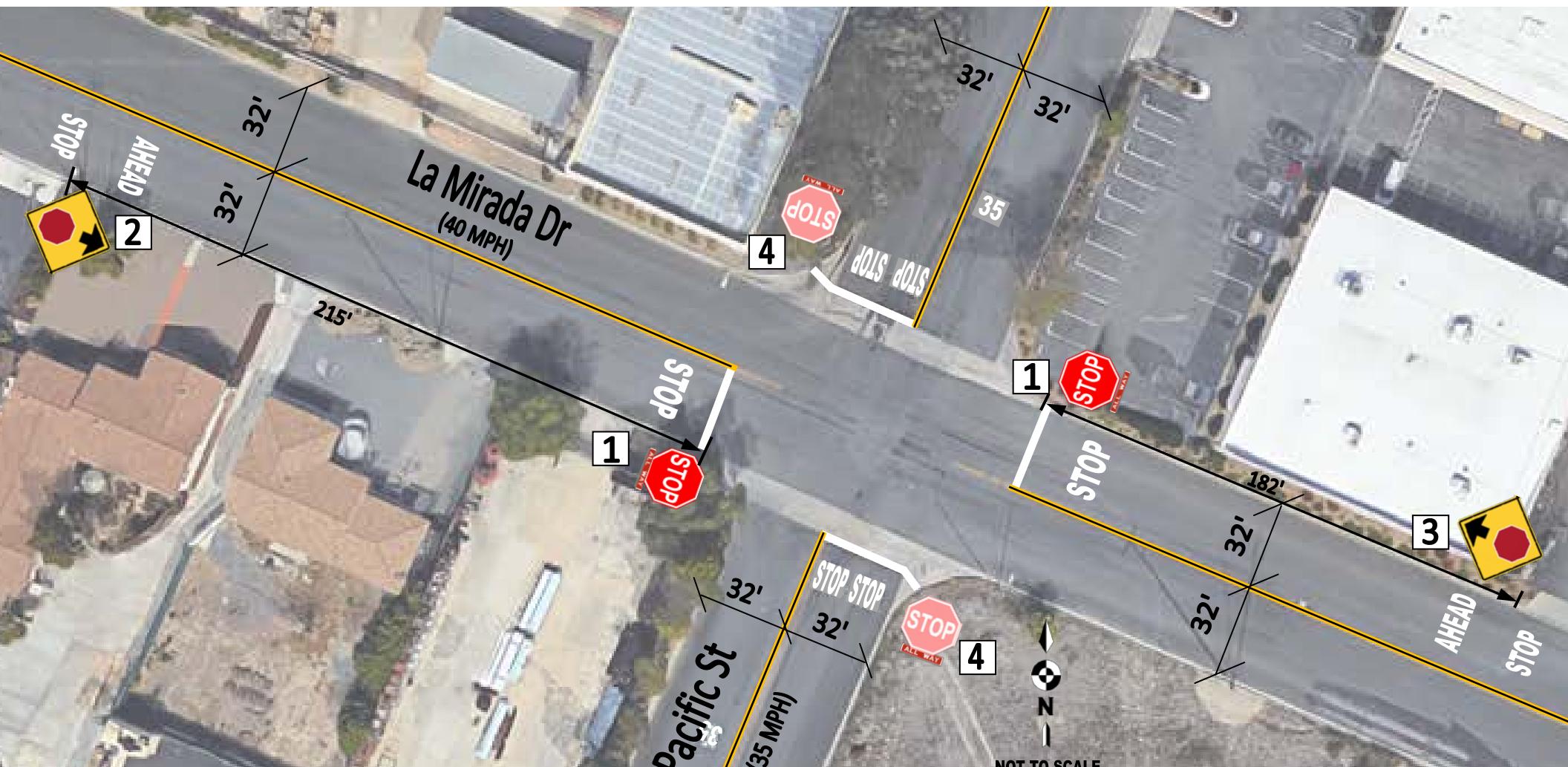
10 MPH PACE: 33 - 42 MPH

PERCENT IN PACE: 76%

PERCENT ENFORCEABLE: 0%

COMMENTS:

PROPOSED ALL WAY STOP CONTROL
AT THE INTERSECTION OF LA MIRADA AND PACIFIC STREET
AGENDA #7A – MAY 3, 2017



CONSTRUCTION NOTES:

1. INSTALL NEW R1-1 "STOP" SIGN (30"x 30") ON NEW BREAKAWAY POST, LIMIT LINE, R1-3P "ALL WAY" SIGN (18"x 6")
2. INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"x 30") ON EXISTING STREET LIGHT AND PAVEMENT MARKINGS
3. INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"x 30") ON NEW POST AND PAVEMENT MARKINGS
4. INSTALL NEW R1-3P "ALL WAY" SIGN (18"x 6") ON EXISTING POST
5. INSTALL NEW R2-1 "40 MPH" SPEED LIMIT SIGNS ON LA MIRADA DRIVE
(@ RANCHO SANTA FE RD FOR EASTBOUND, @ LAS POSAS RD FOR WESTBOUND)





Looking west on La Mirada Drive from southbound Pacific Street



Looking east on La Mirada Drive from southbound Pacific Street



Looking north on Pacific Street



Looking south on Pacific Street





AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: May 3, 2017
AGENDA ITEM NO: 7B
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer 
SUBJECT: Request for an ALL WAY STOP Control at the Intersection of Double Peak Drive and Ridgeland Court

BACKGROUND:

San Elijo residents in the Bella Vista Community are requesting an ALL WAY STOP control at the intersection of Double Peak Drive and Ridgeland Court. They feel that an ALL WAY STOP would allow for safer parking and traffic operations at the intersection. The speed of vehicles and bicyclists on Double Peak Drive approaching the intersection make it difficult for motorists to pull out of the small parking lot at the intersection. When the parking lot gets full, vehicles park on the east side of Double Peak north of the gated entrance. Residents feel that an ALL WAY STOP at the intersection would give pedestrians a safer pathway to cross. Residents have also mentioned that there is dense fog in the area due to the higher elevation which reduces visibility at the intersection.

EXISTING CONDITIONS:

Double Peak Drive is a two-lane collector street which begins on San Elijo Road and terminates north at Double Peak Park. The street width is approximately 36-feet curb to curb. The street grade varies from 2 to 15 percent. On-street parking is permissible on both sides and there are existing sidewalks on both sides of the street. There are 35 MPH posted speed limit signs along Double Peak Drive. Ridgeland Court is a two-lane residential street that serves the Bella Vista community of 19 single family homes. The street width is approximately 34-feet curb to curb and is relatively flat. On-street parking is permissible on the north side of street only and there are existing sidewalks on both sides. There are no posted speed limit signs on Ridgeland Court.

The intersection of Double Peak Drive and Ridgeland Court is approximately 745 north of Tucana Drive. The intersection is currently uncontrolled on Double Peak Drive and controlled on Ridgeland Court with a one-way STOP sign installed. There is an existing parking lot on the west side of the intersection which accommodates at least 10 vehicles. There is an existing park gate on the north side of the intersection. On-street parking is restricted on the southerly leg of the intersection on both east and west sides of the street (200 feet). There are existing NO PARKING signs installed (dusk to dawn restriction). The existing grade approaching the intersection in the northbound direction on Double Peak Drive is 12 percent uphill. The grade approaching the intersection in the southbound direction is 10 percent downhill.



DISCUSSION:

City staff conducted an engineering study to determine the feasibility of implementing an ALL WAY STOP control at the subject intersection. Currently, the intersection is uncontrolled on Double Peak Drive and STOP-controlled on Ridgeland Court. ALL WAY STOP controls at intersections are intended to assign right-of-way at locations where traffic volumes are approximately equal from all approaches. Installation of unwarranted stop signs is discouraged for it has been shown to result in higher speeds between controlled intersections, rolling stops through intersections, and increased noise pollution.

An ALL WAY STOP control may be implemented based on criteria established per the California Manual on Uniform Traffic Control Devices (CA MUTCD). Following are the criteria considered in an engineering study for an ALL WAY STOP control implementation: five (5) or more reported crashes in a 12-month period that are correctible by multi-way stop control; vehicular volumes entering the intersection from the major street average at least 300 vehicles per hour; combined vehicular, pedestrian, and bicycle volumes entering the intersection from the minor street amounts to at least 200 units per hour; and average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. Other criteria that may also be considered include: the need to control left turn conflicts, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, the need to account for line of sight restrictions at locations where road user cannot see conflicting traffic, and the need to improve traffic operations at two residential neighborhood collector (through) streets.

Low traffic volume counts were observed during the AM and PM peak periods (weekday). However, it was observed that pedestrian traffic seemed to be high on the weekday mornings and weekends at the intersection. Trail hiking/walking groups were observed parking and gathering at or near the intersection.

Staff researched the collision history at the intersection within the last 5 years. Only one (1) collision was reported. Sight distances at the intersection were measured to determine if there were line of sight restrictions from the intersecting streets. The intersection was evaluated and determined to have sufficient stopping sight distances for the posted speed limit of 35 MPH (see exhibit). Tree trimming and vegetation removal were recently requested by City staff and submitted to the neighborhood HOA to improve sight distance at the intersection.

Based on the findings of this study, it is concluded that the subject intersection meets the criteria for ALL WAY STOP control based on the need to control vehicle/pedestrian conflicts at the intersection that generate high pedestrian volumes. Double Peak Park and its associated trails attract many residents of San Marcos and is a popular destination for recreational hikers, walkers and bicyclists. The adjacent parking lots also create conflicts between parked vehicles pulling out of the spaces into through traffic. A new ALL WAY STOP would help improve traffic safety and parking operations at the intersection.



CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends installation of an ALL WAY STOP at the intersection of Double Peak Drive and Ridgeland Court based on satisfying criteria for a multi-way STOP per the CAMUTCD. Installation of new STOP signs shall include new pavement legends, limit line, 50-feet of double yellow centerlines, "ALL WAY" signs, and "STOP AHEAD" signs.

Traffic Data/Roadway Information:

2013 Traffic Volumes:

Double Peak Drive – 1,000 VPD (vehicles per day) estimated
Ridgeland Court/Cannondale Court – 50 VPD (vehicles per day) estimated.

Speed Limit:

Double Peak Drive - 35 MPH, posted.
Ridgeland Court - 25 MPH *prima facie*, not posted.

Accident History (last 5 years): 10/26/16, 7:00 PM, Double Peak Drive – 287 feet northeast of Ridgeland Court, V1 traveling downhill toward Ridgeland Court and hits speed limit sign, hit object collision, PCF – Unsafe Turn

Unusual Conditions: Small parking lot adjacent to intersection

Attachment(s)

Vicinity Map
Sight Distance Exhibit
Proposed ALL WAY STOP Control Exhibit
Photos

VICINITY MAP

REQUEST FOR ALL WAY STOP AT INTERSECTION OF DOUBLE PEAK DRIVE AND RIDGELAND CT.

AGENDA #7B – MAY 3, 2017

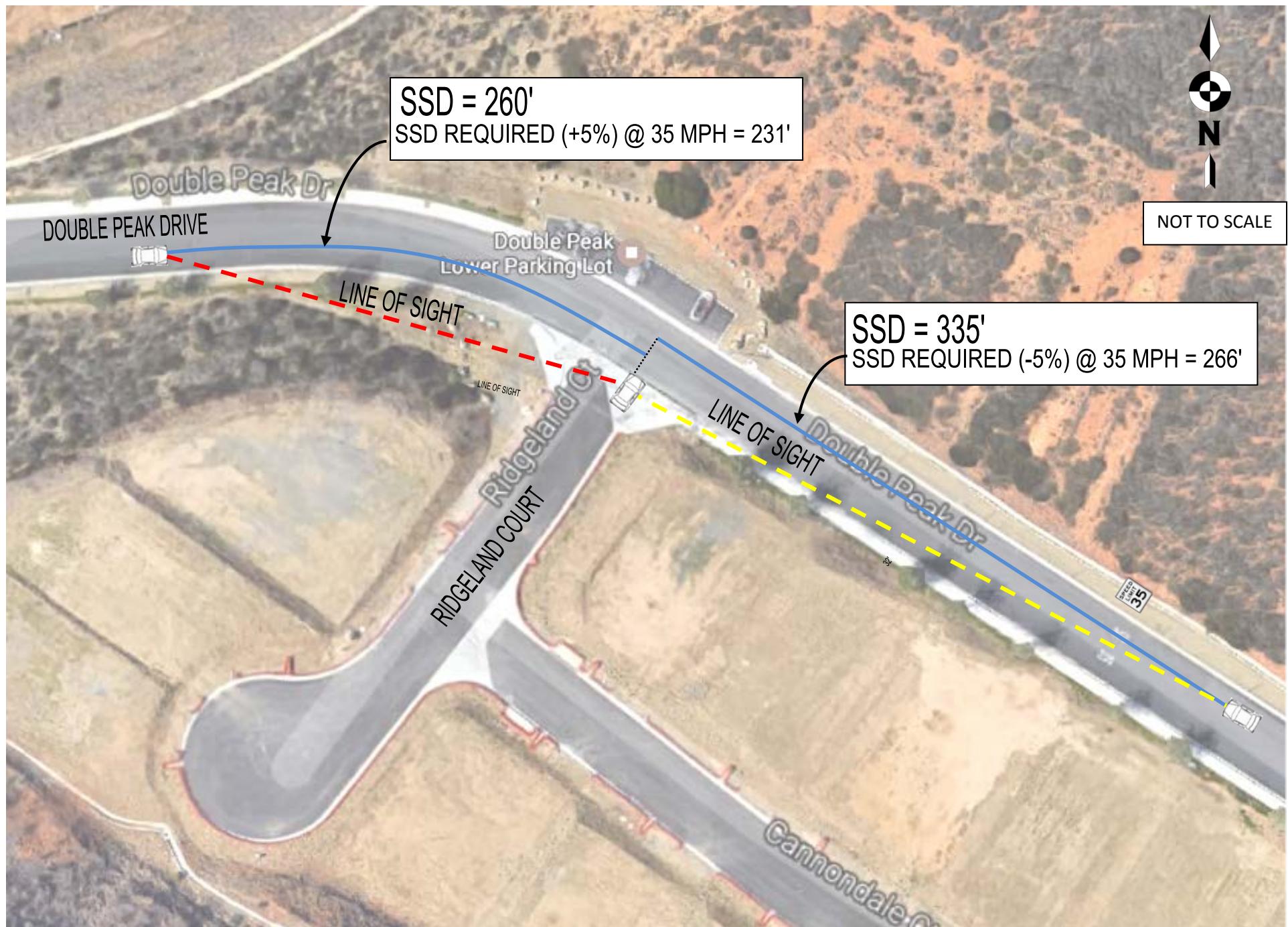
PROPOSED ALL WAY STOP



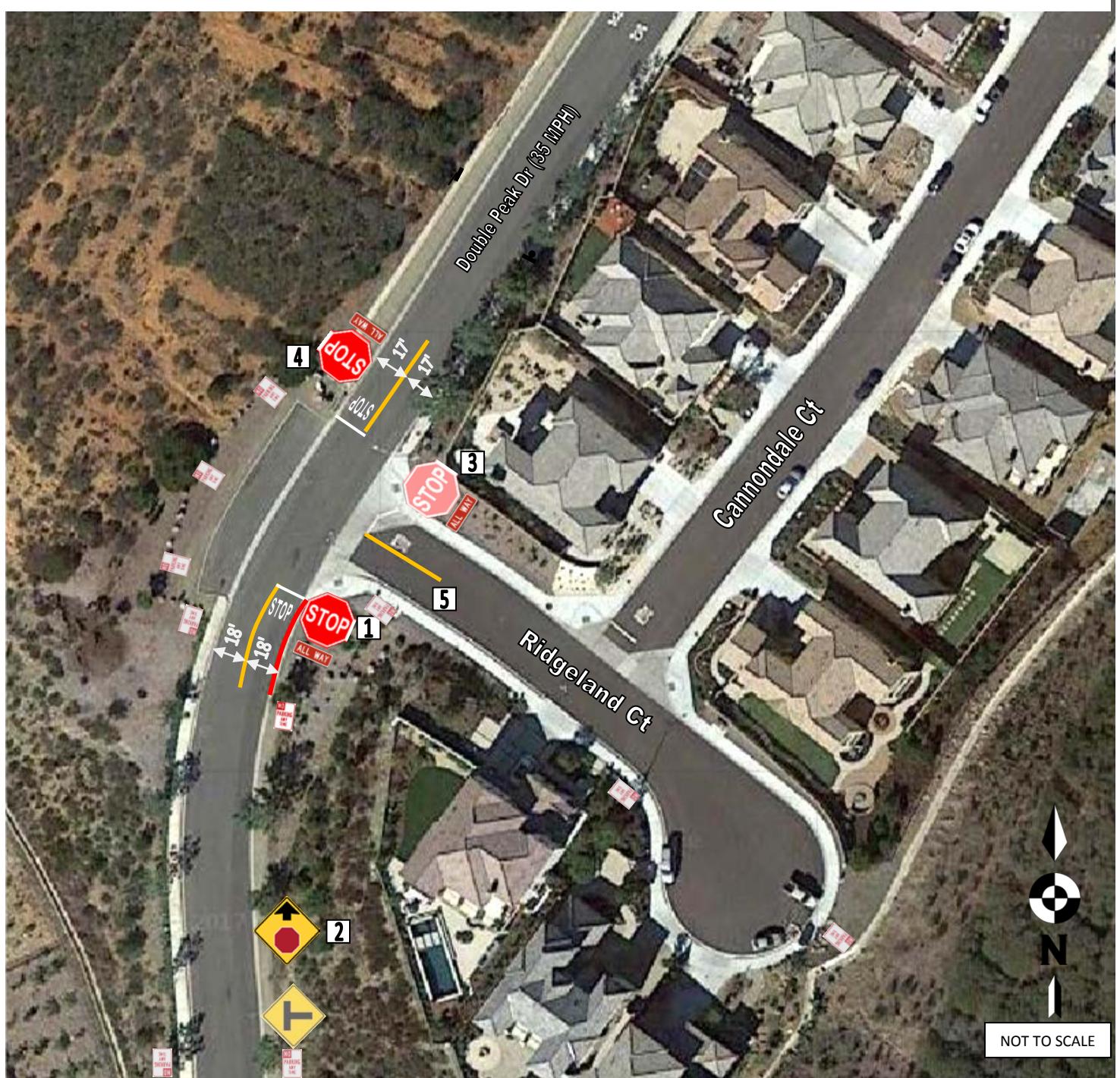
LEGEND

● EXIST TRAFFIC SIGNAL

○ EXIST. ALL WAY STOP



STOPPING SIGHT DISTANCE EXHIBIT
DOUBLE PEAK DRIVE @ RIDGELAND COURT INTERSECTION
AGENDA #7B – MAY 3, 2017 TRAFFIC COMMISSION



CONSTRUCTION NOTES:

1. INSTALL NEW R1-1 "STOP" SIGN (30"x 30") ON NEW BREAKAWAY POST, LIMIT LINE, R1-3P "ALL WAY" SIGN (18"x6"), 50' DOUBLE YELLOW LINE. INSTALL 50' OF RED CURB. RELOCATE EXISTING "NO PARKING ANYTIME" SIGN AND "END" SIGN (50' FROM INTERSECTION).
2. INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"x 30") ON NEW BREAKAWAY POST ABOVE AND NEW PAVEMENT MARKINGS – 150' S/O OF RIDGELAN CT.
3. INSTALL NEW R1-3P "ALL WAY" SIGN (18"x 6") ON EXISTING SIGN POST.
4. INSTALL NEW R1-1 "STOP" SIGN (30"X30") ON NEW BREAKAWAY POST, LIMIT LINE, R1-3P "ALL WAY" SIGN (18"X6"), 50' DOUBLE YELLOW LINE.
5. INSTALL 50' DOUBLE YELLOW LINE.



Looking north on Double Peak Drive towards intersection of Ridgeland Court



Looking north at intersection of Double Peak Drive and Ridgeland Court





Looking south on Double Peak Drive from Ridgeland Court



Looking north on Double Peak Drive from Ridgeland Court



4/14/17 8:25am



4/14/17 8:27am

