

# AGENDA REPORT

## Meeting of the San Marcos Traffic Commission

**MEETING DATE:** September 6, 2017  
**AGENDA ITEM NO:** 7A  
**SUBMITTED BY:** Michael Rafael, P.E. – Senior Civil Engineer   
**APPROVED BY:** Nic Abboud, P.E. – Principal Civil Engineer   
**SUBJECT:** San Elijo Hills Traffic Safety Proposals (Mr. Warren Witt)

### **BACKGROUND:**

Mr. Warren Witt, a resident of the San Elijo Hills community, attended the May 2017 Traffic Commission to voice his traffic safety concerns in the community. He provided a list of his suggested recommendations to improve traffic safety in his neighborhood (see attached). The Traffic Commission directed City staff to evaluate his recommendations and report back to the Commission.

### **DISCUSSION:**

City staff conducted a series of engineering investigations to determine the feasibility of implementing Mr. Witt's proposed recommendations. The majority of his suggested improvements are related to the existing school zones and town center in San Elijo Hills. Some of his issues are related to traffic congestion and delays on Twin Oaks Valley Road near the SR-78 freeway interchange. Following are the issues raised and City staff review results and recommendations.

Issue 1) Replace the speed limit sign that was removed with the re-designation of the speed limit from 50 to 45 MPH from Double Peak Road to Village Drive. The missing speed limit is just below the Double Peak K-8 school on S. Twin Oaks Valley Road.

**Response 1** – The 25 MPH school zone is approximately 500 feet from school boundary. Staff recommends installation of new 45 MPH speed limit sign and pavement legends with a new "SCHOOL SPEED LIMIT ENDS" sign after the 25 MPH school zone (see Figure 1) to demarcate the end of the school zone and resumption of 45 MPH speed limit (see Figure 1).

Issue 2) Extend the 25 MPH speed limit zone in the San Elijo Hills Town Center to where the current "25 MPH Zone Ahead" sign is currently located across from the baseball fields on the west bound side of San Elijo Road entering the town center.

**Response 2** – There is a current approved Engineering and Traffic Survey on San Elijo Road between Elfin Forest Road (West) and 400 feet east of Schoolhouse Way where the posted speed limit is 35 MPH.

A new transition speed zone is needed to effectively reduce the posted speed limit from 45 MPH to 25 MPH into the town center. City staff conducted a new Engineering and Traffic Survey with revised limits on San Elijo Road between Stephanie Court and Elfin Forest Road. Based on the survey, a 35 MPH posted speed was determined for this roadway segment. The current 35 MPH zone on San Elijo Road overlaps with the 25 MPH school speed zone. City staff recommends a new 35 MPH speed zone be set on San Elijo Road between Stephanie Court and Elfin Forest Road (see Figure 2).

**Issue 3)** Remove the 25 MPH speed limit signs that are located in the current 25 MPH zone of eastbound side of San Elijo Road and move westbound side flashing 25 MPH school zone ahead sign on San Elijo Road closer to San Elijo Elementary School as was recently done at the Double Peak K-8 school.

**Response 3 –** Staff recommends removal of existing 25 MPH school zone sign "WHEN CHILDREN ARE PRESENT" (SR4-1) and "END SCHOOL ZONE" signs (S5-2) within the existing 25 MPH zone in the Town Center. There is an existing speed feedback sign on San Elijo Road with flashing beacons approximately 985 feet west of Schoolhouse Way which establishes the school zone for San Elijo Elementary. There is also an additional SR4-1 sign downstream of the school flashing beacons in the westbound direction to increase motorist's awareness of the school zone. Staff recommends installation of an "END SCHOOL SPEED LIMIT" sign (S5-3) at Stephanie Court in the eastbound direction (see Figure 3).

**Issue 4)** Add more 25 MPH speed limit signs in the San Elijo Town Center on both sides of San Elijo Road to reinforce the speed limit.

**Response 4–** There are existing 25 MPH speed limit signs and speed legend markings generally posted after each block in the town center. Staff recommends installation of (1) additional 25 MPH sign at the town center couplet in the northbound direction which would be consistent with the signage in the southbound direction. Staff also recommends relocation of the existing speed feedback sign display on northbound San Elijo Road to approximately 850 feet southwest of its original location (intersection of San Elijo Road and Old Landfill road (see Figure 4)). This change would inform motorist of their speed in advance of entering a 25 MPH speed zone which is consistent in the southbound direction on San Elijo Road after Schoolhouse Way.

**Issue 5)** Extend the left turn lane on the westbound San Elijo Road at Schoolhouse Way. This small left turn significantly blocks through traffic, as cars overflow onto San Elijo Road during school-time hours.

**Response 5 -** Engineering staff has implemented signal timing adjustments to allow the signal to serve the left turn movements into Schoolhouse Way twice in a signal cycle during the AM peak (conditional service). This allows additional clearing of the left turn lane during AM peak periods. Staff has also

discovered video detection issues for the eastbound left turn movements into Schoolhouse Way from San Elijo Road (towards San Elijo Park). Shadows casted by eastbound San Elijo Road through vehicles stopped at the intersection of Schoolhouse Way onto the eastbound left turn lane were erroneously read by the video detection camera as actual vehicle instead of mere shadows, which prompted calls to the controller to service the eastbound left turn lane when no actual vehicles were present in that lane, creating inefficiency in the signal operations. To eliminate this problem, City staff has removed the existing video detection camera and replaced it with high performance thermal imaging camera, that senses the vehicle's thermal energy and not rely on changes in the visual image, thus reducing false and missed calls due to sun glare, headlights, shadows, wet streets, and poor weather conditions (such as fog). City staff feels that the combination of reducing false calls by using the thermal imaging camera coupled with the conditional service of the westbound left turn movement (twice per cycle) would improve the traffic signal operations at the intersection and alleviate the long queues on westbound San Elijo Road (see Figure 5).

Issue 6) Widen the right turn lane on the eastbound side of San Elijo Road turning right into Schoolhouse Way. The lack of a right turn lane significantly blocks through traffic, as cars block San Elijo Road during school-time hours while waiting to turn right due to pedestrian traffic in the crosswalk.

**Response 6** - There is insufficient public right-of-way to construct a new right turn and bike lane. In addition, there are several major utility facilities that would be impacted by such widening. A new retaining wall would need to be constructed due to the existing site conditions. Right turn volumes entering Schoolhouse Way from northbound San Elijo Road are due to school peak traffic during limited times of the day and do not warrant a separate right turn lane based on City design standards (see Figure 5).

Issue 7) Timing of the crosswalk lights in the SEH Town Center. Currently they come on 3 seconds before the traffic lights go green regardless of whether pedestrians are crossing or not. This delays traffic, while also inadvertently having the negative effect of cars running the red light think the light has gone green. Just these pedestrian lights come on early if the crosswalk button has been pressed.

**Response 7** – The town center traffic signals are programmed for a lead pedestrian interval (LPI) a.k.a. “advanced walk” during the signal cycle. This pedestrian operation allows a pedestrian to start their walk before the vehicle “green” phase is initiated. This allows pedestrians to become more visible in the crosswalk and allows right turning vehicles to yield to pedestrians in the crosswalk improving public safety. The current LPI is 5 seconds which City staff feels can be reduced to 3 seconds and continue to serve the purpose of providing advance walk. This does not add more time to the pedestrian interval but reduces the vehicle green time during coordination (7:00 am – 7:00 pm). The pedestrian crossing

interval in the town center is also extended for the full duration of the vehicle phase during coordination. The LPI is also placed on “recall” due to the continuous and heavy demand in the town center and to keep the pedestrian signal timing predictable. This pedestrian operation was previously recommended to the community by City staff during a public workshop and aimed at providing overall safety to the pedestrians in the town center. City staff will also modify the pedestrian signal timing to deactivate pedestrian recall after 7pm (off peak), and will continue to monitor the town center’s traffic flow and update signal timing in the next few months.

Issue 8) Create a safe a passageway for pedestrian traffic on S. Twin Oaks Valley Road by erecting a guardrail from Double Peak K-8 school to S. Village Drive.

**Response 8** - Based on Caltrans criteria for guardrail installation, guardrails are not warranted for this roadway segment. Guardrails are typically installed on steep embankments or at fixed object points, where it is determined that striking the guardrail is less severe than striking fixed objects or going over an embankment slope. Guardrails are not installed based on roadway grades nor are they used as a barrier for pedestrians. Staff has provided the School District and the K-8 school principal with a recommended safe route to school path that identifies the west side of San Elijo Road as the preferred path for school children to take. Having pedestrians walk on the west side of Twin Oaks Valley Road puts them on the inside of the roadway curvature, thus away from errant out-of-control vehicles, and also affords southbound motorists better control of their vehicles as they travel uphill (shorter response and braking distances).

Issue 9) Widen the northbound side of Twin Oaks Valley Road at East Barham Drive to create a dedicated right turning lane which would significantly improve through traffic attempting to get on Highway 78. This would match all of the three other corners of this intersection.

**Response 9** - Currently, there are no identified public funds to construct this improvement. City staff agrees that this improvement would enhance the traffic operations at the intersection and help reduce delays. At this time, there are no current development projects that would trigger the design and construction of this improvement. City staff to recommend that this improvement be further evaluated and possibly programmed into the CIP budget for the future. In the interim, City staff continues to monitor and evaluate the traffic signal timing at the intersection, especially in light with the new developments occurring in the University District and make timing adjustments as needed (see Figure 6)

Issue 10) Create a bicycle-shared lane on both sides of Melrose Drive between Sparrow Lane and San Elijo Road.

**Response 10** - There is insufficient right-of-way to construct a 5-foot standard bike lane (24-ft lane existing). Staff recommends the installation of "Bicycles May Use Full Lane" (R4-11) signs on Melrose Drive. Per the CAMUTCD, the signs may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclist are present and where travel lanes are too narrow for bicyclists and motor vehicles to occupy the travel lane (see Figure 7).

Issue 11) Right turn lane for High Occupancy Vehicles (HOV) only onto East Highway 78 from northbound TOVR (#3 lane).

**Response 11** – Caltrans has received several requests from residents regarding converting the #3 lane on northbound TOVR from a through lane to a shared through/right turn lane onto eastbound SR-78 entrance ramp. Caltrans has responded positively to a modified (shared) lane configuration, but to allow only HOV vehicles to make the right turn onto the SR-78 on-ramp from the #3 lane. Single-occupancy vehicles could continue to use the #3 lane for northbound through movement (see Figure 8).

**Other notes:** City staff to survey existing trees and vegetation that are currently blocking existing traffic signs. Foliage and overgrown trees are to be removed and/or trimmed to allow visibility of regulatory/warning signs. City staff recommends installation of new curve warning (W1-2) and Chevron signs on southbound Twin Oaks Valley Road approaching South Village Drive. New warning signs would help motorist navigate through the existing curved roadway on the steep 9 percent grade (see Figure 9).

## CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the above mentioned items discussed in the report based on engineering judgment and current City/State standards.

### **Attachment(s)**

Mr. Warren Witt's Proposal

Engineering and Traffic Survey (San Elijo Road between Schoolhouse Way and Elfin Forest Road (west))

Exhibits

# San Marcos Traffic Commission Meeting May 3, 2017

Review of proposals submitted by: Warren G. Witt

1775 Grain Mill Rd.  
San Marcos, CA 92078  
949-933-6540  
[warrengwitt@gmail.com](mailto:warrengwitt@gmail.com)

- 1.) Replacing the Speed Limit Sign that was removed with the re-designation of the speed limit from 50 to 45mph from Double Peak Rd. to Village Dr. The missing speed limit sign is just below the Double Peak K-8 school on S. Twin Oaks Valley Rd.
- 2.) Extending the 25mph speed limit zone in the San Elijo Hills Town Center to where the current "25 MPH Zone Ahead" sign is currently located across from the baseball fields on the West-bound side of San Elijo Rd entering the Town Center.
- 3.) Removing 25 MPH School Zone signs that are located in the current 25mph Zone of East-bound side of San Elijo Rd. And move West-bound side flashing 25 mph School Zone Ahead sign on San Elijo Rd closer to the San Elijo Elementary School as was recently done at the Double Peak K-8 School.
- 4.) Adding more 25 MPH speed limit signs in the San Elijo Town Center on both sides of San Elijo Rd to reinforce the speed limit.
- 5.) Extending the left turn lane on the West-bound side of San Elijo Rd turning left into Schoolhouse Way. This small left turn lane significantly blocks through traffic, as cars overflow onto San Elijo Rd during school-time hours.
- 6.) Widening the right turn lane on the East-bound side of San Elijo Rd turning right into Schoolhouse Way. The lack of a right turn lane significantly blocks through traffic, as cars block San Elijo Rd during school-time hours while waiting to turn right due to pedestrian traffic in the crosswalk.
- 7.) Create a safe passageway for pedestrian traffic on S. Twin Oaks Valley Rd, by erecting a guardrail from the Double Peak K-8 School to S. Village Dr.
- 8.) Widen the North-bound side of S. Twin Oaks Valley Rd at E. Barham Dr. to create a dedicated right turning lane which would significantly improve through traffic attempting to get on Hwy 78. This would match all of the three other corners of this intersection.
- 9.) Create a Bicycle-Shared-Lane on both sides of Melsrose Dr. between Sparrow Lane, and San Elijo Rd.
- 10.) Outside HOV only access to E.B Hwy 78 from N.B Twin Oaks Valley Rd.

# SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

## CITY OF SAN MARCOS ENGINEERING AND TRAFFIC SURVEY

STREET: SAN ELIJU ROAD

LIMITS: STEPHANIE COURT AND WESTBOUND ELFIN FOREST ROAD

DATE OF SURVEY: 7/18/17

PREPARED BY: R. GARCIA

REVIEWED BY: M.RAFAEL

**A. PREVAILING DATA:**

DIRECTIONS: : NORTH/SOUTH  
WEATHER CONDITION: : SUNNY  
LOCATION OF SURVEY: : MID-BLOCK, 300 FEET WEST OF SCHOOLHOUSE WAY  
85TH PERCENTILE: : 39 MPH  
10 MPH PACE: : 31-40 MPH  
PERCENT IN PACE: : 82%  
POSTED SPEED LIMIT (ON DATE OF SURVEY) : 35 MPH  
SPEED LIMIT CHANGE: : NO  
RECOMMENDED SPEED LIMIT: : 35 MPH

**B. ACCIDENT HISTORY:**

NO. OF MONTHS COVERED: : 36  
TOTAL ACCIDENTS: : 4  
COLLISION RATE: : 0.44 ACCIDENTS/MILLION VEHICLE MILES (MVM)  
CALIFORNIA STATEWIDE COLLISION RATE: 1.09 ACCIDENTS/MVM  
(2010, DISTRICT 11, URBAN, 4+ LANES, DIVIDED)

**C. TRAFFIC FACTORS:**

AVERAGE DAILY TRAFFIC: : 16,767 VEHICLES PER DAY (VPD)  
LENGTH OF SEGMENT: : 0.50 MILES  
LANE CONFIGURATION: : 2 LANES IN EACH DIRECTION

**D. EXISTING ROAD CONDITIONS:**

X-WALKS - CNTRL/UNCNRL: : YES/YES HORIZONTAL ALIGNMENT: MODERATE  
PEDESTRIANS/BICYCLES: : HIGH/MODERATE VERTICAL ALIGNMENT: STEEP GRADES  
SIDEWALKS/BIKE LANES: : YES/YES INTERSECTIONS: MODERATE  
ON-STREET PARKING: : YES DRIVEWAYS: LOW

**E. ADJACENT LAND USE:**

SAN ELIJU ELEMENTARY SCHOOL, SAN ELIJU MIDDLE SCHOOL, SAN ELIJU PUBLIC PARK, MULTI-FAMILY AND COMMERCIAL DEVELOPMENT

**F. TRAFFIC ENGINEER'S RECOMMENDATION (EXPLANATION):**

THIS SPEED ZONE SATISFIES THE CONDITIONS OF SECTION 627 OF THE CALIFORNIA VEHICLE CODE AND HAS BEEN PREPARED AND EVALUATED IN ACCORDANCE WITH THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2014), SECTION 2B.13. BASED ON THE PHYSICAL CHARACTERISTICS OF THE ROADWAY, HIGH PEDESTRIAN ACTIVITY, ON-STREET PARKING, AND PROXIMITY TO SAN ELIJU K-8 SCHOOLS AND CITY PARKS, IT IS RECOMMENDED THAT THE DOWNWARD SPEED ZONING APPLY IN THIS CASE IN COMPLIANCE WITH CVC SECTIONS 627 AND 22358. THEREFORE, THE POSTED SPEED LIMIT SHALL BE REDUCED TO 35 MPH.

APPROVED AND CERTIFIED BY:

CITY ENGINEER, MATT LITTLE

DATE



**VEHICLE SPOT SPEED STUDY**

SPEED RANGES	NUMBER OF VEHICLES	PERCENT OF TOTAL	PERCENT ACCUMULATION
15	0	0.0%	0%
16	0	0.0%	0%
17	0	0.0%	0%
18	0	0.0%	0%
19	0	0.0%	0%
20	0	0.0%	0%
21	0	0.0%	0%
22	0	0.0%	0%
23	0	0.0%	0%
24	0	0.0%	0%
25	0	0.0%	0%
26	2	1.2%	1%
27	3	1.8%	3%
28	2	1.2%	4%
29	4	2.4%	7%
30	5	3.0%	10%
31	7	4.2%	14%
32	12	7.1%	21%
33	13	7.7%	29%
34	21	12.5%	41%
<b>POSTED SPEED</b>	<b>35</b>	<b>14.9%</b>	<b>56%</b>
36	19	11.3%	67%
37	15	8.9%	76%
38	10	6.0%	82%
39	8	4.8%	87%
40	8	4.8%	92%
41	6	3.6%	95%
42	3	1.8%	97%
43	5	3.0%	100%
44	0	0.0%	100%
45	0	0.0%	100%
46	0	0.0%	100%
47	0	0.0%	100%
48	0	0.0%	100%
49	0	0.0%	100%
50	0	0.0%	100%
51	0	0.0%	100%
52	0	0.0%	100%
53	0	0.0%	100%
54	0	0.0%	100%
55	0	0.0%	100%
56	0	0.0%	100%
57	0	0.0%	100%
58	0	0.0%	100%
59	0	0.0%	100%
60	0	0.0%	100%
61	0	0.0%	100%
62	0	0.0%	100%
63	0	0.0%	100%
64	0	0.0%	100%
65	0	0.0%	100%
66	0	0.0%	100%
67	0	0.0%	100%
68	0	0.0%	100%
69	0	0.0%	100%
70	0	0.0%	100%
<b>TOTAL VEHICLES:</b> 168			

RECORDER: RAISA G.

LOCATION:

SAN ELIJAH RD - STEPHANIE CT AND

WB ELFIN FOREST RD

APPROACH: NB/SB

SURFACE: DRY

WEATHER: SUNNY

DATE: 7/18/17

TIME: 9:55-10:40 AM

**SURVEY STATISTICS**

<b>POSTED SPEED:</b>	<u>35</u> MPH
<b>AVERAGE SPEED:</b>	<u>35</u> MPH
<b>MEDIAN SPEED:</b>	<u>35</u> MPH
<b>(50th PERCENTILE)</b>	
<b>MODAL SPEED:</b>	<u>35</u> MPH
<b>85TH PERCENTILE SPEED:</b>	<u>39</u> MPH
<b>10 MPH PACE:</b>	<u>31 - 40</u> MPH
<b>PERCENT IN PACE:</b>	<u>82%</u>
<b>PERCENT ENFORCEABLE:</b>	<u>0%</u>

COMMENTS:



**RADAR SPOT SPEED STUDY FIELD SHEET**

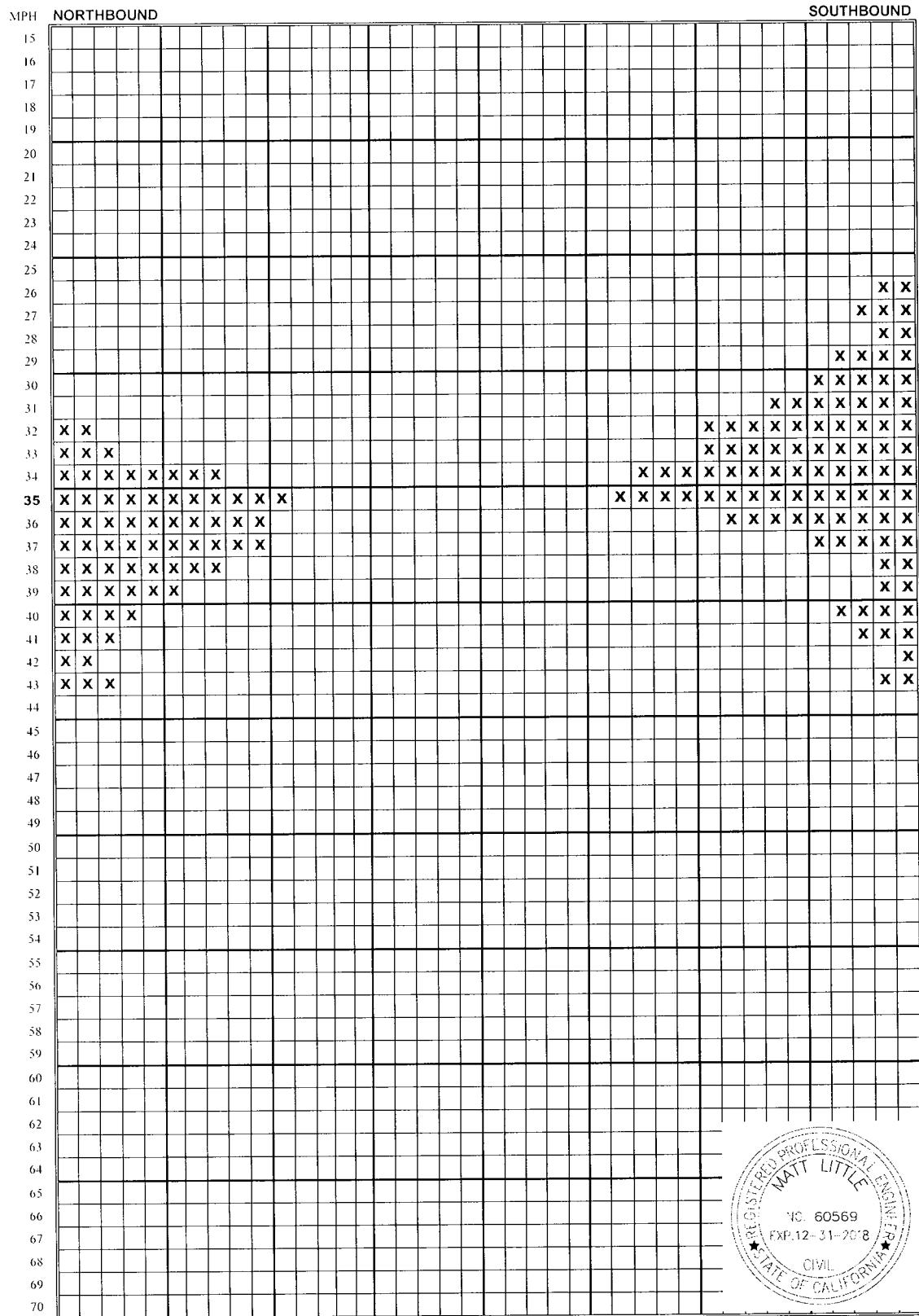
LOCATION: SAN ELIJIO RD - STEPHANIE CT AND APPROACH: NB/SB SURFACE: DRY  
WB ELFIN FOREST RD

DATE: 7/18/17 TIME: 9:55-10:40 AM WEATHER: SUNNY POSTED SPEED: 35 RECORDER: RAISA G.

"X" = PASSENGER CARS

"B" = BUSES

"T" = TRUCKS



Total 70

Total 98

# FIGURE 1



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# FIGURE 2

## CONSTRUCTION NOTES:

- 1 REMOVE/RELOCATE EXISTING R2-1 (45) SIGN. GRIND/SANDBLAST EXISTING 45 MPH SPEED LIMIT LEGENDS.
- 2 REMOVE/RELOCATE EXISTING R2-1 (35) SIGN. GRIND/SANDBLAST EXISTING 35 MPH SPEED LIMIT LEGENDS.
- 3 INSTALL R2-1 (35) ON BREAKAWAY POST. INSTALL 35 MPH SPEED LIMIT LEGENDS.
- 4 INSTALL R2-1 (45) ON BREAKAWAY POST AND NEW S5-3 "END SCHOOL SPEED LIMIT" SIGN. INSTALL 45 MPH SPEED LEGENDS.
- 5 REMOVE/SALVAGE EXISTING S5-2 "END SCHOOL ZONE" SIGN.



# FIGURE 3



CONSTRUCTION NOTES:

- [1] INSTALL NEW R2-1 (25, 24"x30") ON NEW BREAKAWAY POST.
- [2] INSTALL NEW R2-1 (25, 24"X30") ON EXISTING ALUMINUM POST.
- [3] REMOVE/SALVAGE EXISTING S5-2 "END SCHOOL ZONE" SIGN.
- [4] REMOVE/SALVAGE EXISTING SR4-1 SIGN.

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# FIGURE 4

## CONSTRUCTION NOTES:

- 1** REMOVE/RELOCATE EXISTING SPEED FEEDBACK SIGN.
- 2** RELOCATE SPEED FEEDBACK SIGN ON EXISTING STREET LIGHT BELOW EXISTING R2-4 "25 MPH ZONE AHEAD" SIGN.
- 3** REMOVE/SALVAGE EXISTING W70 "CROSS TRAFFIC AHEAD" SIGN.
- 4** INSTALL NEW R2-1 (25, 24"x30") SIGN ON EXISTING BREAKAWAY POST.



# FIGURE 5



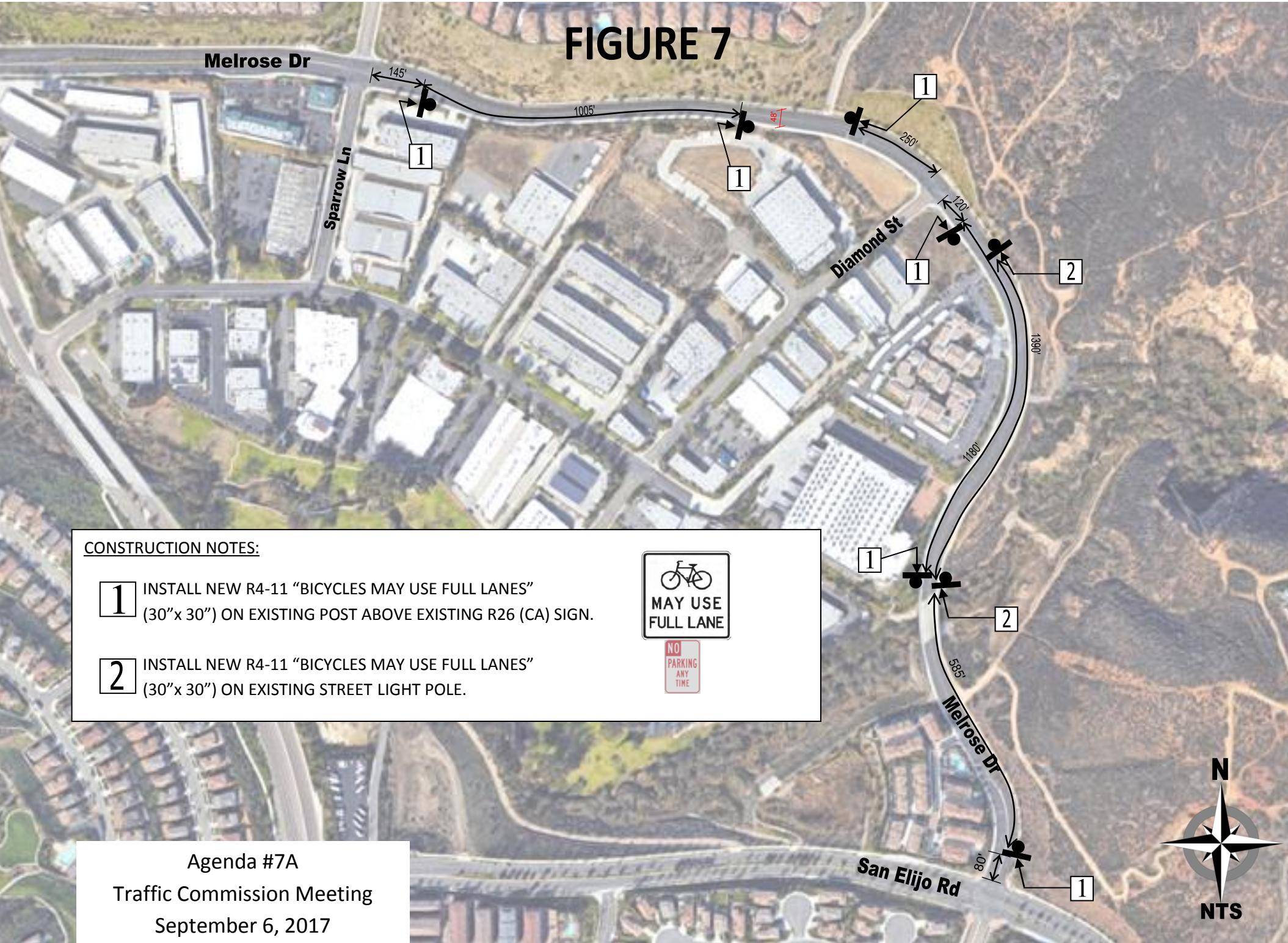
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Traffic Commission Meeting  
September 6, 2017

# FIGURE 6



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Traffic Commission Meeting  
September 6, 2017

# FIGURE 7



# FIGURE 8



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September 6, 2017

# FIGURE 9



# AGENDA REPORT

## Meeting of the San Marcos Traffic Commission

**MEETING DATE:** September 6, 2017  
**AGENDA ITEM NO:** 7B  
**SUBMITTED BY:** Michael Rafael, P.E. – Senior Civil Engineer *MR*  
**APPROVED BY:** Nic Abboud, P.E. – Principal Civil Engineer *NA*  
**SUBJECT:** Reevaluation of ALL WAY STOP Controls at Linda Vista Drive and Private  
Driveway (County of San Diego)

### **BACKGROUND:**

At the March TC meeting, Traffic Commissioner Charles Buckley, requested City staff to re-evaluate the STOP control conditions at the intersection of "old" Linda Vista Drive and a private driveway in the County of San Diego. He mentioned that City staff had initially recommended approval to remove the STOP signs in April 2010 and received concurrence with the County because it did not satisfy current STOP sign warrants. However, the Commission at the time did not receive positive feedback on their removal from the surrounding residents. Residents spoke in favor of keeping the STOP signs installed based on the existing roadway conditions (blind curve), excessive speeding, limited sight distance, and pedestrian traffic. Residents felt that the City and County created a hazardous and dangerous roadway condition. Therefore, the Commission did not approve at that time City's staff recommendations for the removal of the STOP signs.

### **DISCUSSION:**

Linda Vista Drive is a two-lane rural roadway which runs east-west between Tilley Lane and Poinsettia. This segment of Linda Vista Drive serves as an access to the existing mobile home park (Rancho Vallecitos Estates) and other residential/commercial properties. The intersection of Linda Vista Drive and the private driveway is on the boundary between the City of San Marcos and the County of San Diego. The eastbound approach at the intersection which includes the STOP sign is on the County of San Diego jurisdiction. The westbound approach is within the City of San Marcos. The private driveway serves (2) residential lots. There are no sidewalks at the intersection and the posted speed limit is 40 MPH. The intersection maintains its rural character with (2)-12 foot travel lanes and unpaved shoulders. The roadway also consists of STOP AHEAD signs installed in advance of the intersection. STOP signs were first installed in 1988. The private driveway was previously a roadway connected to Poinsettia Avenue to the north prior to the development of commercial properties in the late 1980's.

As directed by the Traffic Commission, City staff conducted a re-evaluation of the ALL WAY STOP controls at the intersection. As the primary approach of concern is the eastbound direction, which falls under the County's jurisdiction, staff coordinated with the County traffic engineers on obtaining new traffic volume and vehicle speed data on Linda Vista Drive. Based on the data collected, there are significant traffic volumes on Linda Vista Drive (625 vehicles per day (vpd) westbound and 952 vpd eastbound), which are

consistent with the 2010 collected traffic volumes (784 vpd westbound and 982 vpd eastbound). The speed study conducted by the County in the 40-MPH posted speed limit zone showed the 85<sup>th</sup> percentile speed in the eastbound direction to be 41 MPH and in the westbound direction to be 39 MPH. There were no reported collisions at the intersection within the last 10 years.

Two existing residential properties (3265 Linda Vista Drive and 3317 Linda Vista Drive) would be affected by removal of the STOP signs at the intersection. The available stopping sight distance at the (2) driveways were measured manually by City staff using a rolling tape wheel, and were found to be 120 and 155 feet for the 3265 and 3317 Linda Vista Drive driveways, respectively (see exhibit and photos). These available stopping sight distances are below the minimum 300-foot sight distance required to satisfy the 40 MPH speed (see Table 201.1 of the Caltrans Highway Design Manual). Noting that available stopping sight distances are calculated based on the travel speed (85<sup>th</sup> percentile speed, and not posted speed), should the STOP signs be removed and replaced by curve warning signs with a 25-MPH advisory speed, the required minimum stopping sight distance needed based on the 25-MPH speed would be 150 feet, in excess of the available sight distance at the 3265 driveway. Based on the measured travel speeds of 41 & 39 MPH, both driveways (3265 and 3317 Linda Vista Drive) would have inadequate sight distances to avoid the conflicting traffic coming from the west on Linda Vista Drive.

The County of San Diego traffic engineers provided their independent review and assessment of the traffic conditions at the intersection since the conflicting eastbound approach of the intersection falls within their jurisdiction, and concluded that the existing STOP signs should remain per CA MUTCD, Section 2B.07, Option C, since intersectional sight distances would not be met at the driveways if the ALL WAY stop controls were to be removed. The California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07 – Option C states that, ***"The decision to install multi-way stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multi-way STOP sign installation...Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop".***

Based on this section of the CA MUTCD, City staff concurs with the County's assessment and thereby recommends that the existing STOP signs remain in operation at this location. City staff also recommends that the Sheriff's Department enforce violations for motorists "running" the existing STOP signs at the intersection since past data indicated a low 30 percent compliance rate. In addition, the ALL WAY STOP control would also reduce the potential of run-off the road collisions at the curve as witnessed by residents in the past.

## **TRAFFIC VOLUMES:**

Linda Vista Drive between Hillhaven Drive and Poinsettia Avenue – 1,577 VPD (2017)

## **SPEED LIMIT**

Linda Vista Drive between Vallecitos Drive and West City Limits – 40 MPH



**City of San Marcos**  
1 Civic Center Drive  
San Marcos, CA 92069

**ACCIDENT HISTORY (last 3 years):**

None

**UNUSUAL CONDITIONS:**

The intersection is located at the County of San Diego/City of San Marcos boundaries.

**CONCLUSION AND RECOMMENDATIONS:**

City staff recommends that the existing ALL WAY STOP controls at the intersection of Linda Vista Drive and the existing County driveway remain in operation. City staff also recommends that the Sheriff's Department selectively enforce violations for motorists "running" the existing STOP signs at the intersection.

**Attachment(s)**

Vicinity Map

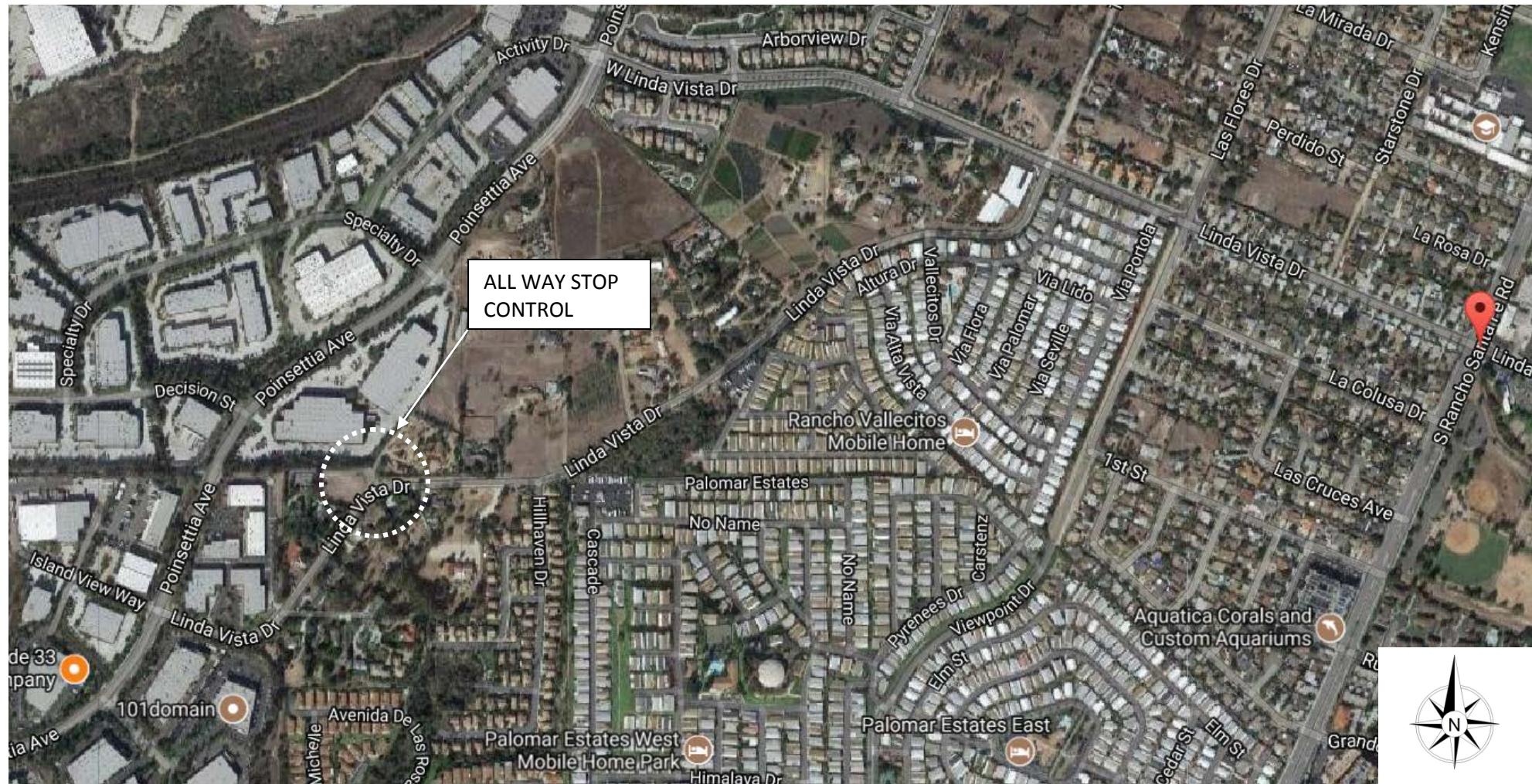
Sight Distance Exhibit

Traffic Volume/Speed Data

Photos

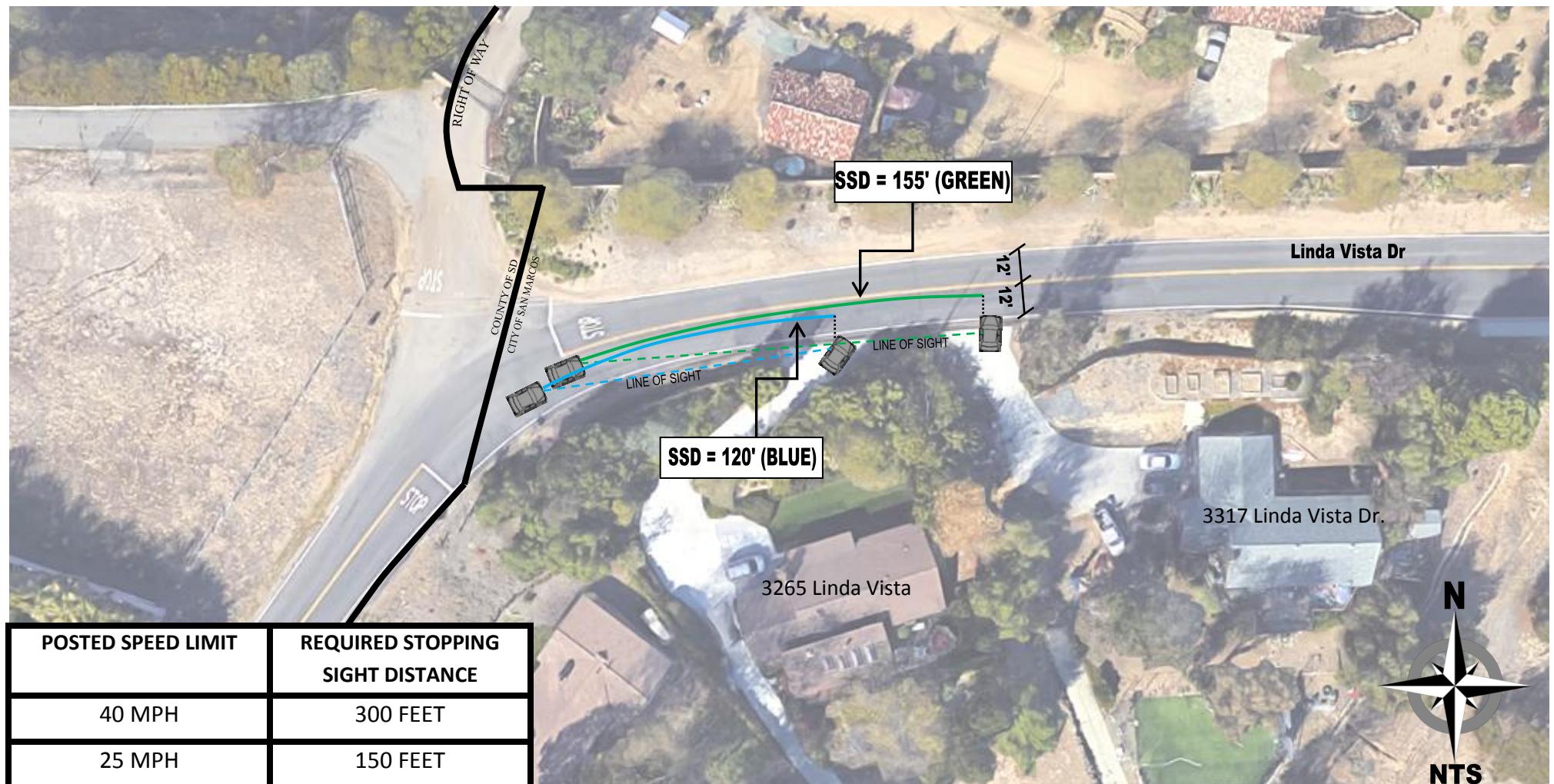
Traffic Commission Meeting Minutes (11/03/10)

**VICINITY MAP**  
**CITY OF SAN MARCOS TRAFFIC COMMISSION**  
**SEPTEMBER 6, 2017**  
**AGENDA #7B**



## STOPPING SIGHT DISTANCE EXHIBIT

### LINDA VISTA DRIVE



AGENDA #7B

TRAFFIC COMMISSION MEETING

SEPTEMBER 6, 2017

## SPEED

Linda Vista Dr 800' E/O Poinsettia Ave

Day: Wednesday

Date: 6/14/2017

City: San Marcos

Project #: CA17\_4194\_001e

## East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	3	1	2	0	0	0	0	0	8
06:00	0	0	0	3	4	5	0	0	0	0	0	0	0	12
07:00	0	0	0	0	7	14	1	3	0	0	0	0	0	25
08:00	1	0	0	2	1	8	1	1	0	0	0	0	0	14
09:00	0	0	0	0	11	12	1	0	1	0	0	0	0	25
10:00	0	1	0	5	10	14	6	0	0	0	0	0	0	36
11:00	1	0	0	5	20	22	7	0	0	0	0	0	0	55
12:00 PM	1	0	2	5	19	18	6	2	0	0	0	0	0	53
13:00	0	1	0	4	11	16	10	0	1	0	0	0	0	43
14:00	0	0	1	6	25	38	7	5	0	0	0	0	0	82
15:00	0	2	0	9	28	49	23	0	1	0	0	0	0	112
16:00	0	1	0	12	44	79	36	5	1	0	0	0	0	178
17:00	1	0	0	11	34	65	22	6	0	0	0	0	0	139
18:00	1	0	3	4	12	23	7	2	0	0	0	0	0	52
19:00	1	0	1	7	16	15	3	0	0	0	0	0	0	43
20:00	0	0	1	3	6	4	3	0	0	0	0	0	0	17
21:00	0	0	2	1	11	9	0	1	0	0	0	0	0	24
22:00	0	0	1	3	2	7	2	0	0	0	0	0	0	15
23:00	0	0	0	0	3	5	1	0	0	0	0	0	0	9
<b>Totals</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>80</b>	<b>270</b>	<b>411</b>	<b>138</b>	<b>27</b>	<b>4</b>					<b>952</b>
<b>% of Totals</b>	<b>1%</b>	<b>1%</b>	<b>1%</b>	<b>8%</b>	<b>28%</b>	<b>43%</b>	<b>14%</b>	<b>3%</b>	<b>0%</b>					<b>100%</b>

AM Volumes	2	1	0	15	59	83	18	6	1	0	0	0	0	185	
% AM	0%	0%		2%	6%	9%	2%	1%	0%					19%	
AM Peak Hour Volume	08:00	10:00		10:00	11:00	11:00	11:00	07:00	09:00					11:00	
	1	1		5	20	22	7	3	1					55	
PM Volumes	4	4	11	65	211	328	120	21	3	0	0	0	0	767	
% PM	0%	0%	1%	7%	22%	34%	13%	2%	0%					81%	
PM Peak Hour Volume	12:00	15:00	18:00	16:00	16:00	16:00	16:00	17:00	13:00					16:00	
	1	2	3	12	44	79	36	6	1					178	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds		Volume		%	Volume		%	Volume		%	Volume		%		
		39	↔	4%	96	↔	10%	317	↔	33%	500	↔	53%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Linda Vista Dr	East Bound	31	36	36	41	44	952
Linda Vista Dr	West Bound	29	34	34	39	43	625

## SPEED

Linda Vista Dr 800' E/O Poinsettia Ave

Day: Wednesday

Date: 6/14/2017

City: San Marcos

Project #: CA17\_4194\_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	5	0	2	3	0	0	0	0	0	0	10
05:00	0	0	3	4	24	19	6	0	1	0	0	0	0	57
06:00	1	1	2	5	11	19	8	1	0	0	0	0	0	48
07:00	1	1	1	2	35	30	11	0	0	0	0	0	0	81
08:00	1	0	1	6	24	37	9	2	0	0	0	0	0	80
09:00	0	0	0	2	16	11	1	1	0	0	0	0	0	31
10:00	1	1	2	4	6	8	1	0	0	0	0	0	0	23
11:00	1	1	0	14	16	10	1	0	0	0	0	0	0	43
12:00 PM	1	0	1	3	10	9	5	0	0	0	0	0	0	29
13:00	1	0	0	3	19	11	2	0	0	0	0	0	0	36
14:00	0	0	0	4	15	14	3	0	0	0	0	0	0	36
15:00	1	0	1	5	9	10	2	1	0	0	0	0	0	29
16:00	0	0	1	7	7	6	2	1	0	0	0	0	0	24
17:00	1	0	0	2	8	6	0	1	0	0	0	0	0	18
18:00	0	0	1	4	7	7	0	0	0	0	0	0	0	19
19:00	0	0	1	7	10	2	3	0	0	0	0	0	0	23
20:00	1	0	1	2	5	4	0	0	0	0	0	0	0	13
21:00	0	0	1	6	4	1	4	0	0	0	0	0	0	16
22:00	1	0	0	1	1	2	0	0	0	0	0	0	0	5
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>11</b>	<b>4</b>	<b>17</b>	<b>87</b>	<b>229</b>	<b>208</b>	<b>61</b>	<b>7</b>	<b>1</b>					<b>625</b>
<b>% of Totals</b>	<b>2%</b>	<b>1%</b>	<b>3%</b>	<b>14%</b>	<b>37%</b>	<b>33%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

AM Volumes	5	4	10	42	133	136	40	4	1	0	0	0	0	375									
% AM	1%	1%	2%	7%	21%	22%	6%	1%	0%					60%									
AM Peak Hour Volume	06:00	06:00	05:00	11:00	07:00	08:00	07:00	08:00	05:00					07:00									
	1	1	3	14	35	37	11	2	1					81									
PM Volumes	6	0	7	45	96	72	21	3	0	0	0	0	0	250									
% PM	1%			1%	7%	15%	12%	3%	0%					40%									
PM Peak Hour Volume	12:00		12:00	16:00	13:00	14:00	12:00	15:00						13:00									
	1		1	7	19	14	5	1						36									
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes									
All Speeds		Volume	%		Volume	%		Volume	%		Volume	%		Volume	%								
		161	↔		26%	↔		65	↔		10%	↔		42	↔		7%	↔		357	↔		57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Linda Vista Dr	East Bound	31	36	36	41	44	952
Linda Vista Dr	West Bound	29	34	34	39	43	625

## SPEED

Linda Vista Dr 800' E/O Poinsettia Ave

Day: Wednesday

Date: 6/14/2017

City: San Marcos

Project #: CA17\_4194\_001

## Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	1	1	1	0	0	0	0	0	0	4
04:00	0	0	0	5	0	2	3	0	0	0	0	0	0	10
05:00	0	0	3	4	26	22	7	2	1	0	0	0	0	65
06:00	1	1	2	8	15	24	8	1	0	0	0	0	0	60
07:00	1	1	1	2	42	44	12	3	0	0	0	0	0	106
08:00	2	0	1	8	25	45	10	3	0	0	0	0	0	94
09:00	0	0	0	2	27	23	2	1	1	0	0	0	0	56
10:00	1	2	2	9	16	22	7	0	0	0	0	0	0	59
11:00	2	1	0	19	36	32	8	0	0	0	0	0	0	98
12:00 PM	2	0	3	8	29	27	11	2	0	0	0	0	0	82
13:00	1	1	0	7	30	27	12	0	1	0	0	0	0	79
14:00	0	0	1	10	40	52	10	5	0	0	0	0	0	118
15:00	1	2	1	14	37	59	25	1	1	0	0	0	0	141
16:00	0	1	1	19	51	85	38	6	1	0	0	0	0	202
17:00	2	0	0	13	42	71	22	7	0	0	0	0	0	157
18:00	1	0	4	8	19	30	7	2	0	0	0	0	0	71
19:00	1	0	2	14	26	17	6	0	0	0	0	0	0	66
20:00	1	0	2	5	11	8	3	0	0	0	0	0	0	30
21:00	0	0	3	7	15	10	4	1	0	0	0	0	0	40
22:00	1	0	1	4	3	9	2	0	0	0	0	0	0	20
23:00	0	0	0	1	4	5	1	0	0	0	0	0	0	11
<b>Totals</b>	<b>17</b>	<b>9</b>	<b>28</b>	<b>167</b>	<b>499</b>	<b>619</b>	<b>199</b>	<b>34</b>	<b>5</b>					<b>1577</b>
<b>% of Totals</b>	<b>1%</b>	<b>1%</b>	<b>2%</b>	<b>11%</b>	<b>32%</b>	<b>39%</b>	<b>13%</b>	<b>2%</b>	<b>0%</b>					<b>100%</b>

AM Volumes	7	5	10	57	192	219	58	10	2	0	0	0	0	560	
% AM	0%	0%	1%	4%	12%	14%	4%	1%	0%					36%	
AM Peak Hour	08:00	10:00	05:00	11:00	07:00	08:00	07:00	07:00	05:00					07:00	
Volume	2	2	3	19	42	45	12	3	1					106	
PM Volumes	10	4	18	110	307	400	141	24	3	0	0	0	0	1017	
% PM	1%	0%	1%	7%	19%	25%	9%	2%	0%					64%	
PM Peak Hour	12:00	15:00	18:00	16:00	16:00	16:00	16:00	17:00	13:00					16:00	
Volume	2	2	4	19	51	85	38	7	1					202	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
		200	13%	161	10%	359	23%	857	54%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Linda Vista Dr	Summary	30	36	35	40	44	1577

**VOLUME**

Linda Vista Dr 800' E/O Poinsettia Ave

Day: Wednesday  
Date: 6/14/2017City: San Marcos  
Project #: CA17\_4194\_001

DAILY TOTALS				NB 0	SB 0	EB 952	WB 625					Total 1,577
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	3	0	3	12:00	0	0	15	7	22	
00:15	0	0	1	0	1	12:15	0	0	11	6	17	
00:30	0	0	0	0	0	12:30	0	0	10	10	20	
00:45	0	0	0	4	4	12:45	0	0	17	53	23	
01:00	0	0	0	0	0	13:00	0	0	13	11	24	
01:15	0	0	1	0	1	13:15	0	0	9	8	17	
01:30	0	0	2	0	2	13:30	0	0	11	8	19	
01:45	0	0	0	3	3	13:45	0	0	10	43	19	
02:00	0	0	0	0	0	14:00	0	0	10	12	22	
02:15	0	0	0	0	0	14:15	0	0	13	12	25	
02:30	0	0	1	0	1	14:30	0	0	35	8	43	
02:45	0	0	0	1	1	14:45	0	0	24	82	28	
03:00	0	0	0	0	0	15:00	0	0	24	6	30	
03:15	0	0	0	0	0	15:15	0	0	15	8	23	
03:30	0	0	1	0	1	15:30	0	0	47	10	57	
03:45	0	0	1	2	2	15:45	0	0	26	112	5	
04:00	0	0	0	1	1	16:00	0	0	37	3	40	
04:15	0	0	0	2	2	16:15	0	0	33	8	41	
04:30	0	0	0	3	3	16:30	0	0	76	10	86	
04:45	0	0	0	4	10	16:45	0	0	32	178	3	
05:00	0	0	1	3	4	17:00	0	0	51	3	54	
05:15	0	0	0	9	9	17:15	0	0	38	3	41	
05:30	0	0	0	13	13	17:30	0	0	28	7	35	
05:45	0	0	7	8	32	17:45	0	0	22	139	5	
06:00	0	0	3	15	18	18:00	0	0	20	3	23	
06:15	0	0	5	7	12	18:15	0	0	13	4	17	
06:30	0	0	0	12	12	18:30	0	0	9	10	19	
06:45	0	0	4	12	48	18:45	0	0	10	52	2	
07:00	0	0	5	24	29	19:00	0	0	15	5	20	
07:15	0	0	4	11	15	19:15	0	0	13	5	18	
07:30	0	0	8	23	31	19:30	0	0	5	5	10	
07:45	0	0	8	25	81	19:45	0	0	10	43	8	
08:00	0	0	2	17	19	20:00	0	0	5	7	12	
08:15	0	0	4	22	26	20:15	0	0	2	1	3	
08:30	0	0	3	24	27	20:30	0	0	5	2	7	
08:45	0	0	5	14	17	20:45	0	0	5	17	3	
09:00	0	0	9	13	22	21:00	0	0	5	8	13	
09:15	0	0	2	4	6	21:15	0	0	7	4	11	
09:30	0	0	7	2	9	21:30	0	0	5	2	7	
09:45	0	0	7	25	12	21:45	0	0	7	24	2	
10:00	0	0	11	8	19	22:00	0	0	1	0	1	
10:15	0	0	6	7	13	22:15	0	0	3	1	4	
10:30	0	0	8	7	15	22:30	0	0	7	3	10	
10:45	0	0	11	36	1	22:45	0	0	4	15	1	
11:00	0	0	15	11	26	23:00	0	0	4	0	4	
11:15	0	0	15	9	24	23:15	0	0	1	2	3	
11:30	0	0	15	11	26	23:30	0	0	3	0	3	
11:45	0	0	10	55	12	23:45	0	0	1	9	2	
TOTALS		185	375	560	TOTALS				767	250	1017	
SPLIT %		33.0%	67.0%	35.5%	SPLIT %				75.4%	24.6%	64.5%	

DAILY TOTALS				NB 0	SB 0	EB 952	WB 625					Total 1,577
AM Peak Hour		10:45	07:45	07:30	PM Peak Hour				16:30	13:30	16:15	
AM Pk Volume		56	86	107	PM Pk Volume				197	41	216	
Pk Hr Factor		0.933	0.896	0.863	Pk Hr Factor				0.648	0.854	0.628	
7 - 9 Volume	0	0	39	161	200	4 - 6 Volume	0	0	317	42	359	
7 - 9 Peak Hour			07:00	07:45	07:30	4 - 6 Peak Hour			16:30	16:00	16:15	
7 - 9 Pk Volume	0	0	25	86	107	4 - 6 Pk Volume	0	0	197	24	216	
Pk Hr Factor	0.000	0.000	0.781	0.896	0.863	Pk Hr Factor	0.000	0.000	0.648	0.600	0.628	

Agenda #7B  
Traffic Commission Meeting  
September 6, 2017

Linda Vista Drive @ Private Driveway (County of San Diego)







Westbound on Linda Vista Drive in the City of San Marcos



Southbound on Private Driveway @ Linda Vista Drive



Limited sight distance at 3265 Linda Vista Drive (vehicle parked)



Limited sight distance at 3265 Linda Vista Drive



Limited sight distance at 3317 Linda Vista Drive



Looking southbound on Linda Vista Drive @ intersection

**AGENDA**  
**TRAFFIC SAFETY COMMISSION**  
**CITY OF SAN MARCOS**  
**CITY COUNCIL CHAMBERS**  
**1 CIVIC CENTER DRIVE**  
**SAN MARCOS, CALIFORNIA 92069**  
**6:00 P.M. - WEDNESDAY, NOVEMBER 3, 2010**

\*\*\*\*\*

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**

October 6, 2010

6. **OLD BUSINESS**

A. Request for removal of Stop Signs at the Intersection of Linda Vista Drive and An Unnamed County Road (Update)

7. **NEW BUSINESS**

A. ALL-WAY STOP request for Autumn Drive and Tiger Way.

B. Parking Restrictions at Equestrian Court.

8. **CORRESPONDENCE/TELEPHONE**

A. None

9. **REPORTS AND INFORMATION ITEMS**

A. San Diego County Sheriff's Department Traffic Collision Summary And Accident Investigation Log

B. Staff Commentary

**AGENDA  
TRAFFIC SAFETY COMMISSION  
NOVEMBER 3, 2010  
PAGE 2**

**C. Traffic Safety Commission Commentary**

**10. ADJOURNMENT**

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 Dr., San Marcos, CA 92069 during normal business hours. Any agenda-related writings or documents provided to a majority of the Traffic Safety Commission after distribution of the agenda packet are available for public inspection at the time of distribution in the Development Services counter located on the first floor of City Hall, 1 Civic Center Dr., San Marcos, CA 92069

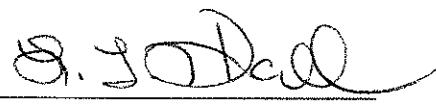
The City of San Marcos is committed to making its programs, services and activities accessible to individuals with disabilities. If you require accommodation to participate in a City Commission meeting or any other City program, service or activity, please contact the Office of the City Clerk at 1 Civic Center Dr., San Marcos, CA 92069, or call (760) 744-1050, ext. 3145.

**AFFIDAVIT OF POSTING**

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

I, Lupita T. Hall, Secretary of the Traffic Safety Commission, hereby certify that I caused the posting of this agenda in the glass display case at the north entrance of City Hall on October 28, 2010 before 5:30 pm.

Date: October 27, 2010



Lupita T. Hall  
Traffic Safety Commission Secretary

**MINUTES**  
**REGULAR TRAFFIC SAFETY COMMISSION MEETING**  
**CITY OF SAN MARCOS**  
**CITY COUNCIL CHAMBERS**  
**1 CIVIC CENTER DRIVE - SAN MARCOS, CALIFORNIA 92069**

**WEDNESDAY, NOVEMBER 3, 2010 - 6:00 P.M.**

**1. CALL TO ORDER**

At 6:04 P.M., Chairman Pederson called the meeting to order.

**2. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Commissioner Winn

**3. ROLL CALL**

The Secretary called the roll:

PRESENT: COMMISSIONERS: Pederson, Cullison, Hendrix, Winn,

ABSENT: COMMISSIONERS:

ALTERNATE COMMISSIONERS: Christopher Vellema

Also present were: City Engineer Mike Edwards, Principal Civil Engineer Dayani; Sgt. Cinnamo, Sheriff's Dept.; Traffic Engineering Secretary Hall

**4. ORAL COMMUNICATIONS**

None

**5. APPROVAL OF MINUTES -**

COMMISSIONER WINN MOVED TO APPROVE THE MINUTES OF THE REGULAR MEETING AS WRITTEN; SECONDED BY HENDRIX. AND UNANIMOUSLY CARRIED.

**6. OLD BUSINESS**

**A. Request to Remove STOP SIGNS at the Intersection of Linda Vista Drive And an Unnamed County Road (Update)**

This Item was presented at the October 6, 2010 TSC meeting, however, no decision or consensus was formulated by the Commission due to the absence of two Commissioners and the request by the commission for additional studies and data collection.

MINUTES  
TRAFFIC SAFETY COMMISSION MEETING  
NOVEMBER 3, 2010  
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After an extensive research of records, staff found that the County of San Diego had initially requested to remove the stop signs at this intersection in 1999. The County of San Diego and the City of San Marcos had concurred on the removal, and the TOP signs were taken down. However, this situation received several complaints from residents living adjacent to this intersection. The main complaint was the sight distance conflict from the neighboring driveways. An ALL WAY STOP control was subsequently approved for this intersection by the Traffic Safety Commission in February 2000. Based on the report, the intersection did not meet any local or State warrants at the time for an ALL WAY STOP. However due to the site conditions, specifically the horizontal curve through this intersection and private driveways adjacent to the curve and that ALL WAY STOP control previously existed at this intersection the ALL WAY STOP sign was posted again in 2000 by the City of San Marcos upon a resolution adopted by the County of San Diego.

There was a recorded video that revealed that the majority of motorists are not complying with the STOP control at this intersection. 70% of the motorists traveling westbound and 20% of vehicles traveling eastbound did not comply with the STOP control at this intersection. Routine disregard of a STOP sign by drivers is an indication that ALL WAY STOP control may not be warranted. This condition creates a false sense of security for pedestrians and cross traffic.

Based on the finding of this report, the previous TSC reports, and the findings of the County of San Diego, the reference STOP signs are not warranted at this intersection. STOP control is not an appropriate remedy for speed control, or to mitigate the lack of sight visibility from individual driveways created by installation of private fences and landscaping.

In addition, staff had consulted with the City Attorney regarding the liability associated with removing the ALL WAY STOP signs. The City Attorney has determined that not removing the existing ALL WAY STOP signs, which are no longer warranted based on the current guidelines and the fact that an independent study conducted by the County of San Diego also did not find the ALL WAY STOP control warranted, would expose the City to a greater liability and risk to public safety.

Staff recommends confirming the previous actions approved by TSC on April 7, 2010 meeting and the preliminary actions from the October 6, 2010 meeting. The following actions from both TSC reports are as follows:

- 1) Removal of both STOP signs and STOP AHEAD signs at the intersection of Linda Vista Drive and the unnamed County roadway. Staff will coordinate the removal of the STOP sign at the west side of the intersection within the County of San Diego. (April 2010)
- 2) Installation of advance curve warning signs with a speed advisory of 25 MPH approximately 200 feet in advance of the intersection both directions.

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Installation of an advanced intersection ahead sign approximately 550 feet in advance of the intersection in both directions. Installation of new "Chevron" signs on the existing embankment. (April 2010)

- 3) Installation of a STOP sign on the unnamed County roadway (April 2010)
- 4) Installation of double yellow centerline and white edge lane lines through the intersection. (April 2010)
- 5) Removal or trimming the existing vegetation and lowering or removing the existing wooden fence at 3265 Linda Vista Drive by the Owner (October 2010)
- 6) Speed enforcement by Sheriff's Department along horizontal curve of Linda Vista Drive and periodic placement of the radar trailers on this road segment. (October 2010)

Speakers:

Phil Rado 3230 Linda Vista Drive, San Marcos, was present to support his request to keep the STOP sign.

Rado: What I don't understand is that you know that the STOP signs don't work but motorists still slow down to do the "rolling stop". I do know that without that STOP sign, the drivers will only go faster. Then I listen to your recommendations, to take down this STOP sign and post another different sign with double yellow lines only to do the same job that this existing STOP sign is doing now. This is an extra expenditure of the City's money and time, and I like to know, is the meaning of "ALL WAY" sign confusing everyone because there are only two ways on the road? If something is working partially, why change it? There are no speed limit signs posted along this roadway, like it is posted at 40 mph by the mobile park.

Ann Reed 3231 Linda Vista Drive, San Marcos, was present at the meeting to support her request for the STOP sign. She has lived there for 37 years. She feels that the vehicles blowing the STOP sign were coming from the west to the east with no STOP AHEAD signs and said that her grandson was almost hit by a vehicle as he walked to the bus stop. She is requesting to leave the STOP signs as they stand. She then addressed Mr. Buckley and said "I don't know what an inconvenience it is for you to have to stop and then proceed on, I am very happy to stop at your STOP sign". We would appreciate it if you would take our request into consideration.

Michael Mathai- 3317 Linda Vista Drive, San Marcos, was present at the meeting and is requesting to keep the STOP sign.

Mathai: I would like to thank you for the study, it was very thorough but I find it an interesting argument that non compliance with existing traffic control gives us a reason to remove it. If I go further down the trailer park and run that STOP sign

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too, does that mean that STOP sign will also be removed? This is just a curious argument to me. The STOP sign acknowledges that there is a hazard, fence or no fence I've got a blind curve, which is a hazard. When you take that STOP sign down you are telling me that there is no hazard, this makes no sense to me. I understand that this removal is in compliance with recommendations by a foreign body that doesn't live here and doesn't use the road.

Jane Marmack-3265 Linda Vista Drive, San Marcos, has lived on Linda Vista Drive for over 30 years. She was present to reiterate her concerns regarding the removal of the STOP sign and is requesting that it be left where it is posted.

James Marmack-3265 Linda Vista Drive, San Marcos, was also present to support his concern for the possible removal of the STOP sign.

Marmack: I have read the report for this agenda item and I'm asking you to put that material aside and make a decision that is right for the community. The City of San Marcos report of Feb. 2000 on page 2 indicates quote "There are a number of driveways within the curve that access onto Linda Vista Drive, these driveways have a limited sight distance and need a break in the flow of traffic, although the speed is posted at 25 mph many motorists were observed traveling at speeds significantly higher". (End of quote).

Nothing has changed since the year 2000 in that neighborhood; the signs were put back in place and with no legal consequences to the City. The safety of the residents should be paramount over a legal opinion. The City's most recent report states that Linda Vista is a rural two lane roadway and remains rural in character but the report goes on to say that the traffic volumes were 1,766 vehicles per day which is hardly rural. Also the report fails to mention there are no sidewalks or lighting in this intersection. Traveling westbound on Linda Vista the road rises as it enters the curve and the STOP signs help mitigate the short coming of this poorly designed road. It's ironic that the next item on the agenda is a request to add a STOP sign; we are asking you not to create a problem and to leave our STOP sign in place.

Charles Buckley, 3535-234 Linda Vista Drive, San Marcos, was present to support his request for the removal of the STOP signs.

Buckley: The residents that I've just heard have some good valid points but there are also some things that are missing. Twenty years ago this was a country road with a small residential area, and the City of Vista developed a huge business park to the west and Linda Vista Drive became a major intercity road. The 2-lane section between Rancho Santa Fe and Tilly Lane also used to be a 2-lane road and San Marcos has been in the process of modernizing the city and forced over 51 homes along that stretch to adapt to a 5-lane road. It is obvious from the condition of the road in the area in question, that when the signs were taken down in the year 2000 nothing was done to make drivers aware of the curve or the driveways, the

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residents said at that time that the cars were running the STOP signs, so if they are running the STOP signs what good are they anyway? I requested a sign to be posted eastbound warning motorists of hidden driveways. This is not about my inconvenience, or the people that live at 3535 (Mobile Home Park), it has to do with the faster pace and impatience of today's drivers, everybody is in a hurry. 42% of the motorists in both directions are not stopping. My wife travels this road several times a day; I'm concerned that my wife who does stop at the STOP signs will be rear ended by someone who will not stop. I am concerned for the false sense of security for my wife and the people that live there. I am sorry that it is an inconvenience for you folks but this really does have to do with safety, once you know that no one will really be stopping you will adapt to it.

Pederson stated initially he was supportive of staff's recommendations, but after taking a walk on the road he agrees with the residents that there is a severe sight distance problem. He is disturbed by the motorists that were running the STOP sign in the video that was presented at the meeting. He would like to see 25 mph signs posted in both directions, east and west bound with STOP warning signs also posted in each direction in addition to enforcement by the sheriff.

Winn also recommends that the STOP SIGN not be removed; he feels that it is also a very dangerous road. As he drove eastbound, there were motorists tailing very close to his vehicle, and one driver attempted to pass him by driving around him. "The speed is a problem along with the increase of vehicles" said Winn "without a doubt if we take the signs out, the road will turn into a speedway".

Hendrix asked staff if there were any future plans for road improvements in this area. Staff (Dayani) replied that there were no plans.

Hendrix: Is there any STOP SIGN AHEAD warning signs? And do you think that would help if there were?

Staff (Dayani): The majority of the motorists that are causing this infraction are familiar with this roadway.

Winn asked Sgt. Cinnamo if traffic tickets would stand up in court for the vehicles that are doing the rolling stops at the STOP SIGNS. Sgt. Cinnamo answered, yes that the tickets would stand up in court.

Sgt. Cinnamo: Part of the problem for the sheriff is that it is in the rotation list for enforcement, but it will take a little time.

Cullison asked staff what the City's liability was in this issue.

Staff (Dayani): When we design a roadway, it is based on City and State guidelines relative to establishing speed limits and stop controls and this intersection does not

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meet those standards or warrants. We are concerned about the false sense of security the STOP sign conveys when vehicles are not adhering to the STOP signs.

Staff (Edwards): I would like to ask the commission to carefully consider your vote tonight with regards to that last question from Commissioner Cullison. The City attorney's opinion is important because it was not made lightly, when you have the County independently determines that this is an unwarranted ALL-WAY STOP which was approved by the Traffic Advisory Committee, and the Board of Supervisors as well as previously approved by the Traffic Safety Commission. We have further studied this and cannot find that it meets any warrants. A short curve on a rural road is not unusual and a private driveway on a rural road is not an unusual condition, rarely is this controlled by an ALL-WAY STOP. If an accident were to occur, the City has a lot of evidence that an attorney will use against us and quite successfully because the City cannot say that the STOP signs met the warrants. There is significant issue here on why warrants are established, it gives guidelines to cities and counties to determine when to install or when to remove these traffic control devices.

Cullison: We need to look at the situation prior to the installation of the STOP signs, one of the warrants mentions 5 reported accidents and what I understand from the residents is that there has been some accidents that have not been recorded.

Staff (Dayani): We are mentioning correctable accidents only that are recorded, for instance an accident that is not correctable by a STOP sign.

Cullison: My opinion is to leave the STOP signs; I feel that a correction can be made if the sheriff department spent a significant amount of time writing tickets. I would also believe that there would be increase of revenue for the city with the tickets being issued.

Vellema: It sounds to me like there are two issues here, one is driveway visibility which needs to fall on the shoulders of the homeowners. I think this is also a speed control issue and I agree with Staff that a STOP sign is not warranted here and is not a legitimate speed control measure.

Pederson: I understand that the commission has guidelines that we need to follow and I also know that there are occasional exceptions to the guidelines. In my humble point of view I think this is one of those exceptions, for the following reasons; the narrowness of the road, sight distance from the driveway, the grade of the driveways, and the sheriff has informed us that these STOP signs are enforceable.

Hendrix: I understand being the Commission for the city we are responsible to look out for the City's best interest. Mr. Edwards makes a good point that we may be giving some attorneys ammunition, but on the other hand we are responsible to the

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citizens, and we have a fair number of citizens here tonight that are asking us to represent them, I think it's clear where our position is.

MOTION BY HENDRIX TO NOT ACCEPT STAFF RECOMMENDATIONS. SECOND BY WINN. COMMISSIONER VELLEMA OPPOSES. MOTION CARRIES.

7. **NEW BUSINESS**

**A. ALL-WAY STOP request for Autumn Drive and Tiger Way.**

Staff is concerned with the safety of the pedestrians crossing Autumn Drive to utilize the new park facilities. Autumn Drive is a two-lane local collector roadway with direct access to several multi-family developments, San Marcos Elementary school, Buelow Park, and the Boys and Girls Club. The speed limit is currently posted at 35 MPH.

Tiger Way is a newly constructed two-lane roadway that runs north – south and intersects with Autumn Drive to the north and San Marcos Boulevard to the south. There is an ALL WAY STOP with school crosswalks, located midblock along Tiger Way serving the entrance of San Marcos Elementary School and the Boys and Girls Club.

The forecasted increase of dwelling units associated with the city's redevelopment plan is approximately 30 percent for the next 10 years, which will include mixed-use developments and affordable housing. There are existing pedestrian and transportation linkages within this area. The future growth and development of this neighborhood will increase the vehicular traffic and pedestrian volumes of this area.

Due to the existing and anticipated future increase in pedestrian activity in this area, an ALL-WAY STOP control is warranted at this intersection, staff recommends the following:

1. Installation of an ALL WAY STOP sign, STOP limit bar, and STOP pavement legends on Autumn Drive at the intersection of Autumn Drive and Tiger Way.
2. Installation of a north-south crosswalk on the eastside of the intersection.
3. Installation of "25 MPH" speed limit signs on Autumn Drive between Pico Avenue and Knoll Road. Adopt the engineering speed survey of 25 MPH for

Winn commented that as he drove along this segment at 1:30 pm, that there were a lot of pedestrians and agrees with staff that this is a busy area.

MOTION BY VELLAMA TO ACCEPT STAFF RECOMMENDATIONS. SECOND BY WINN. ALL APPROVED. MOTION CARRIES.

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**B. Parking Restrictions at Equestrian Court.**

Mr. Michael Hunsaker, a resident of Equestrian Court is requesting parking restrictions along south side of Equestrian Court.

Based on the City of San Marcos Traffic Safety Guideline No. 31 a minimum width of 32 feet is necessary for parking on one side only and roadways 28 feet wide or less are not wide enough to accommodate on-street parking. Similarly, Chapter 17.64.120 California Fire Code-Access Road Width of the City's Municipal Code, states that the unobstructed width of a fire apparatus roadway shall not be less than 24 feet. Parking in residential neighborhoods is valuable and the restriction or elimination should only be considered when necessary to maintain public safety. Restricting parking on the south side and along the cul-de-sac provides a travel width of approximately 18 feet, it appears would be sufficient for two-way travel and emergency vehicle access through this street.

Staff recommends that parking be restricted on the south side of Equestrian Court to the end of the cul-de-sac. "NO PARKING ANYTIME" signs shall be posted along the street at equal intervals.

Mr. Michael Hunsaker 115 Equestrian Court, San Marcos, was present to support his request for parking restrictions on his street; he stated that he was also representing his neighbors in this request. Mr. Hunsaker informed the commission that the Fire Marshall had surveyed this area and said that an on-street parking restriction should be implemented due to the narrow street.

Hunsaker: Our biggest problem is when we have neighborhood parties and people end up parking on both sides of the street. We had an occasion to call the fire department, one New Years Eve; some new renters had a party and burned several Christmas trees. We are concerned about safety and access, we do have one house with forty or fifty renters and when they have parties we cannot get out of our driveways. We are asking for restricted parking on one side of the street and I am opening up my backyard for parking when the neighbors have parties. I believe that the "NO PARKING" sign should be beyond the fire hydrant to cover the entire cul-de-sac.

Hendrix: Mr. Hunsaker is everyone on the south side ok with the parking restriction?

Hunsaker: They do understand that there has to be some type of restriction. One house though has not been contacted, which is in condemnation due to the overcrowding situation. The house is on a septic with only a capacity of five persons, not forty or fifty people.

Cullison: Fifty renters in a single family dwelling? I would think the parking will be solved when that issue is rectified.

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Pederson: I didn't count the number of mailboxes, how many residents are on your street?

Hunsaker: Maybe 25 residents.

Pederson: We have signatures and addresses, is that the general consensus of the neighborhood?

Hunsaker: Yes, I have talked to the two other people that also give occasional parties and they have given reluctant approvals, I don't think you will have a problem.

City Engineer Edwards informed the commission that he had met with the Fire Marshall yesterday and his comments were that he recommends no parking be allowed on both sides of the street due to the lack of state municipal code minimum of 20 feet clear on a rural road. His concern was that with parking on one side it would further reduce the clearance to 18 feet which does not meet any code standard. Staff recognizes this and their recommendation is to find a "happy medium" between codes and guidelines. This is an old road that was built along County standards and probably was not meant to have on street parking with larger lots.

Hunsaker: The easements for this area are for a wider road, if there is going to be restrictive parking the city might consider expanding the road, because there is no other parking for us. This is an accommodation with the community trying to work with everyone.

Hendrix: Does the Fire Marshall have the authority to mandate that there be no parking on both sides regardless of what Staff's and our recommendations are?

Staff (Edwards): I think he does have some latitude when he sees a situation that is not safe for emergency or fire vehicle access, I'm not sure of the legal authority.

Winn: Did the Fire truck get in there when you needed them?

Hunsaker: They were able to disembark and check that there wasn't an immediate problem. To my knowledge the city did approve this road and is not off the hook, there is no parking anywhere around there. 18 feet should allow access and exit as long as the cul-de-sac is clear.

HENDRIX: In the previous agenda item relative to the Cities legal liability, if the roadway measures 25 feet and the municipal code says that the fire apparatus access should not be less than 24 feet, if we allow parking on one side and the Fire department cannot get in there, is the city open to some liability?

Staff (Edwards): I don't know, we did not ask the city attorney that question.

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The Fire Marshal's concern is that it potentially has a problem with access, 18 feet is a little narrow, and he recognizes the circumstances. He was not happy with staff's recommendations but he understands that accommodations and compromises sometimes need to be made.

Commissioner Hendrix asked Mr. Hunsaker if he was satisfied that a fire engine might not have access to his street due to the parking that will be allowed on one side of the street. Mr. Hunsaker answered that the street was short and very straight and did not feel that there would be a problem with access to the street, provided that parking is scattered.

Commissioner Pederson asked staff if there was a possibility of complaints from the other residents that were not present at the meeting. Staff (Edwards) said they would inform them that the commission had considered the recommendations from staff and the fire marshal and that they decided on what was best. Edwards also said that the fire marshal was concerned that this decision might be setting a precedent and Edwards replied that these items were taken on a case by case basis.

MOTION BY HENDRIX TO ACCEPT STAFF RECOMMENDATION. SECOND BY CULLISON. ALL APPROVE. MOTION CARRIES.

**8. CORRESPONDENCE/TELEPHONE**

A. None

**9. REPORTS AND INFORMATION ITEMS**

**A. San Diego County Sheriff's Department Traffic Collision Summary And Accident Investigation Log**

For the month of September 2010 DUI collision arrests were up due to the Office of Safety grant funding that has allowed the sheriff to provide additional DUI enforcement at night. Commissioner Hendrix asked Sgt. Cinnamo if there was any relation in the "spike" of Dui arrests to the colleges being back in session. Sgt. Cinnamo replied no, that there was no correlation to Palomar College or Cal State.

**B. Staff Commentary**

The City received a grant award of 1.1 million that was awarded by the state for the extension of the Rail trail that will extend from Pacific Street to Las Flores. A safe routes to school grant was also awarded which will be utilized in the San Elijo area by Schoolhouse Way.

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C. Traffic Safety Commission Commentary  
None.

10. ADJOURNMENT

Chairman Pederson adjourned the meeting at 8:01 pm.

APPROVED:



Brad Pederson, Chairman  
Traffic Safety Commission

Date: 3-2, 2010

ATTEST:



Lupita Hall, Secretary  
Traffic Safety Commission