

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: May 2, 2018 | **Meeting Time:** 6:00 PM

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

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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

April 4, 2018

6. OLD BUSINESS

a. None

7. NEW BUSINESS

- a. Schoolhouse Way and Highbluff Avenue – Intersection Safety Concerns
- b. Parking Restrictions on Carmel Street – Update

8. REPORTS AND INFORMATION ITEMS

- a. Engineering Staff 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, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on April 26, 2018 of this agenda in the glass display case at the north entrance of City Hall.

DATED: April 26, 2018



Denise Avila,
Traffic Commission Secretary

MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, APRIL 4, 2018 | 6:00 PM

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

1. **CALL TO ORDER:** Chairman Hansen called the Traffic Commission Meeting to order at 6:06 p.m.

2. **PLEDGE OF ALLEGIANCE:** Led by Commissioner Musgrove

3. **ROLL CALL:**

PRESENT: MUSGROVE, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY

ABSENT: MASTERSON, MAKROGIANNIS

ALSO PRESENT: Senior Traffic Engineer, Mike Rafael; Principal Traffic Engineer, Nicholas Abboud; Sheriff Deputy, Nicholas Maryn; Traffic Commission Secretary, Sara Jacobs; and Traffic Commission Secretary, Denise Avila.

4. **ORAL COMMUNICATIONS**

Ryan Bishop resides at 1217 Anna Lane, expressed concerns about the road conditions of the #1 lane, on each side of the median, located in the 400 block of Woodland Parkway. He expressed concerns about the tree roots posing a hazard to those traveling on that road potentially causing vehicles to veer off onto the #2 lane. Mr. Bishop recalls the Public Works Department installing root barriers but believes they have been unsuccessful due to the current conditions of the road. He has brought his concerns to the Commission because he believes this has become a traffic safety issue.

5. **APPROVAL OF MINUTES – February 7, 2018**

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

AYES: COMMISSIONERS: MUSGROVE, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

6. OLD BUSINESS

- a. None

7. NEW BUSINESS

- a. Parking Restrictions on Carmel Street

City staff received traffic safety concerns from the City's Parking Code Enforcement section regarding the use of on-street parking on Carmel Street generated by Cal State San Marcos students and local businesses. Parking Code Enforcement feels that on-street parking on the north side of Carmel Street is inadequate due to its narrow shoulder width. City staff conducted an Engineering Study to investigate traffic safety concerns of the street parking. Based on the findings of this study, the north side of Carmel Street is considered inadequate for on-street parking and is not recommended due to the existing narrow shoulder width. In addition, Carmel Street is identified as part of the City's street sweeping program which is subject to parking restrictions. Staff also conducted a speed survey to determine the speed limit restrictions since there are no current posted speed limit signs on Carmel Street. Based on their findings, the 85th percentile speed was measured to be 42 MPH. Therefore, staff is recommending the posted speed limit should be 40 MPH, rounded to the nearest 5 MPH increment per California Manual on Uniform Traffic Control Devices (CAMUTCD).

Engineering staff recommends installation of new "NO PARKING ANYTIME" signs along the north side of Carmel Street between Twin Oaks Valley Road and Hill Street. In addition, staff recommends installation of the City's street sweeping and 2-hour parking signs on the south side of Carmel Street and on the north side; and the installation of new 40 MPH speed limit signs on Carmel Street from Twin Oaks Valley Road to Hill Street.

Traffic Commission modified Engineering staff recommendations by proposing the installation of the City's street sweeping and 2-hr parking signs on Carmel Street between Twin Oaks Valley Road and Hill Street making it consistent with the south side of the street and in compliance with the current City resolution on limited parking restrictions on Carmel Street. In addition, the Commission

proposes the installation of “NO PARKING ANYTIME” signs only in the areas where there are limited sight distance issues.

Commissioner Musgrove makes a motion to accept the proposed recommendations by the Commission. Commissioner Buckley seconds the motion. Motion carries.

AYES: COMMISSIONERS: MUSGROVE, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

b. Oleander Avenue – Speeding Concerns

Engineering staff received speeding concerns, high traffic volumes and cut-through traffic from residents on Oleander Avenue between Alamitos Way and Las Flores Drive. Residents are requesting City staff to consider installation of a new ALL-WAY STOP sign at the intersection of Oleander Avenue and Heather Ridge Road.

Engineering staff conducted an engineering study to determine the feasibility of implementing an ALL-WAY STOP control at the intersection of Heather Ridge Road and Oleander Avenue. Based on staff assessment and traffic volumes collected on Oleander Avenue and Heather Ridge Road, the intersection does not meet the criteria for an ALL-WAY STOP established per the CAMUTCD. Staff deployed speed radar trailers on Oleander Avenue at the request of residents to help reduce vehicle speeds.

Based on the data collected, staff proposes the use of roadway striping and 25 MPH speed limit signage as a viable, low-cost traffic calming option for speed reduction on Oleander Avenue. In addition, staff recommends periodic speed enforcement by the Sheriff's Department. Staff will monitor for approximately a year and reassess the conditions before more aggressive options are considered.

In the course of the field investigations, staff found Mustang Way to have a “YIELD” sign installed at the T-intersection with Oleander Avenue and Oleander Avenue with Las Flores Drive. Per CAMUTCD, the existing “YIELD” signs should be replaced with STOP sign to enhance traffic operations at the intersection.

Staff recommends installation of traffic calming striping to help reduce vehicle speeds on Oleander Avenue. In addition, staff recommends installation of one-way STOP signs on Oleander Avenue at Las Flores Drive, and on Mustang Way at Oleander Avenue; also, staff recommends speed enforcement by the Sheriff’s Department during the AM peak period (6 AM to 9 AM) in the direction and periodic deployment of the City’s Speed radar trailers on Oleander Avenue.

Patti Minjares lives at 3309 Oleander Avenue and expressed concerns on speeding vehicles on Oleander Avenue. She expressed her concern for the safety of children and elderly that live in the area. In addition, she also expressed gratitude to staff for addressing her concern and for being able to express her concerns to the Commission.

Commissioner Rico makes a motion to accept staff recommendations. Commissioner Musgrove seconds the motion. Motion carries.

AYES: COMMISSIONERS: MUSGROVE, SAVOVIC, HANSEN, RICO, COLLINS, BUCKLEY

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

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

9. **ADJOURNMENT:** Chairman Hansen adjourned the meeting at 8:03 pm.

Michael Hansen, Chairman
Traffic Commission

ATTEST:

Denise Avila, Secretary
Traffic Commission

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: May 2, 2018
AGENDA ITEM NO: 7A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *MR*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *NA*
SUBJECT: Schoolhouse Way and Highbluff Avenue – Intersection Safety Concerns

BACKGROUND:

San Elijo residents in the Westridge gated community requested a pedestrian crossing or an ALL WAY STOP control at the entrance to the community at the intersection of Schoolhouse Way and Highbluff Avenue. Residents feel that the intersection is hazardous for pedestrians to cross because of the existing blind roadway curve and vehicle speeding. Residents have observed vehicles speeds exceeding the posted 15 MPH advisory speed. Residents indicated that there have been several near misses and expressed safety concerns with street crossing by their children and by students of San Elijo Elementary and Middle schools to the east.

EXISTING CONDITIONS:

The study area for this report is at the intersection of Schoolhouse Way and Highbluff Avenue, the access point to the Westridge community. Schoolhouse Way is a public street running approximately in a north-south direction, extending from San Elijo Road to the south for approximately 1,400 feet to its northern terminus. The street width is 40 feet curb-to-curb with a sidewalk on the west side and an unpaved urban trail on the east side. San Elijo Park and its adjacent parking lot are located on the west side of the street. There is an existing "INTERSECTION AHEAD" and 15 MPH speed advisory plate on Schoolhouse Way in advance of the roadway curve for northbound traffic. Currently, there is no posted speed limit on Schoolhouse Way. The street grade on Schoolhouse Way approaching uphill to Highbluff Avenue is approximately 7.5 percent. There is an existing trail connection on Schoolhouse Way just north of Highbluff Avenue that traverses behind the Westridge community and joins at Stephanie Court, east of the Schoolhouse Way. In addition, San Elijo Elementary and Middle Schools are approximately 700 feet south of the intersection.

Highbluff Avenue is a private street that serves the Westridge gated multi-family home community. An existing one-way STOP sign is installed on Highbluff Avenue at the intersection. The location of Highbluff Avenue toward the end of the curved segment of Schoolhouse Way makes it difficult for exiting motorists to fully view oncoming traffic traveling northbound on Schoolhouse Way. The existing vegetation and retaining walls also impede the sight distance at the intersection. There are existing parking restrictions east of the intersection to approximately 100 feet, and west of the intersection to approximately 40 feet.

DISCUSSION:

City staff conducted an engineering study to determine the feasibility of implementing an ALL WAY STOP control or a pedestrian crossing at the subject intersection. Currently, the intersection is uncontrolled on Schoolhouse Way and STOP-controlled on Highbluff Avenue. 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 STOP-controlled intersections, rolling stops through intersections, and increased noise pollution resulting from acceleration and braking.

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 significantly high during the school dismissal period. City staff observed at least (20) pedestrian crossings during dismissal time. Adults, students, bicyclists, and children riding scooters were observed crossing at this uncontrolled intersection to the Westridge community gate. Since the existing crosswalk at the signalized intersection of San Elijo Road and Schoolhouse Way is on the west side, students walking north on Schoolhouse Way would arrive on the south side of the street at the intersection, and cross without the aid of Stop signs or crosswalk marking and signing.

Staff researched the collision history at the intersection within the last 5 years. Only one (1) collision was reported. Sight distances were measured to determine if there were line of sight restrictions at the intersection. The intersection was evaluated and determined to have stopping sight distance of approximately 120 feet to the east. The horizontal curvature of the roadway, existing vegetation and retaining wall reduces the sight distance for motorists at the intersection. A stopping sight distance of approximately 300 feet was measured to the northwest. A radar speed survey was conducted along Schoolhouse Way which indicated an 85th percentile speed of 27 MPH. Per the Highway Design Manual (HDM), a stopping sight distance of 150 feet for a 25 MPH speed zone is required. Therefore, there is insufficient sight distance at the intersection for vehicles turning left onto southbound Schoolhouse Way from Highbluff Avenue.

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 insufficient sight distance at the intersection, the need to control pedestrian conflicts at the intersection, and also due to the proximity of the intersection to a City park where significant pedestrian traffic is expected. A new ALL WAY STOP would also help improve traffic operations and safety at the intersection.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the installation of an ALL WAY STOP at the intersection of Schoolhouse Way and Highbluff Avenue based on satisfying criteria for a multi-way STOP per the CA MUTCD. The recommendation includes the installation of new STOP signs, new STOP pavement legends, limit lines, 50-feet of double yellow centerlines, "ALL WAY" plaques, and "STOP AHEAD" signs as well as red curbs painted inside the intersection.

Traffic Data/Roadway Information:

Traffic Volumes:

Schoolhouse Way – 2,800 VPD (vehicles per day) estimated

Highbluff Avenue – 1,100 VPD (vehicles per day) estimated.

Speed Limit:

Schoolhouse Way (Northbound) – None

Accident History (last 5 years):

11/02/13, 9:06 PM, 170 feet east of Highbluff Avenue, V1 heading eastbound on Schoolhouse Way; sideswipes parked vehicle, primary collision factor – unsafe speed, 2 minor injuries.

Attachment(s)

Vicinity Map

Sight Distance Exhibit

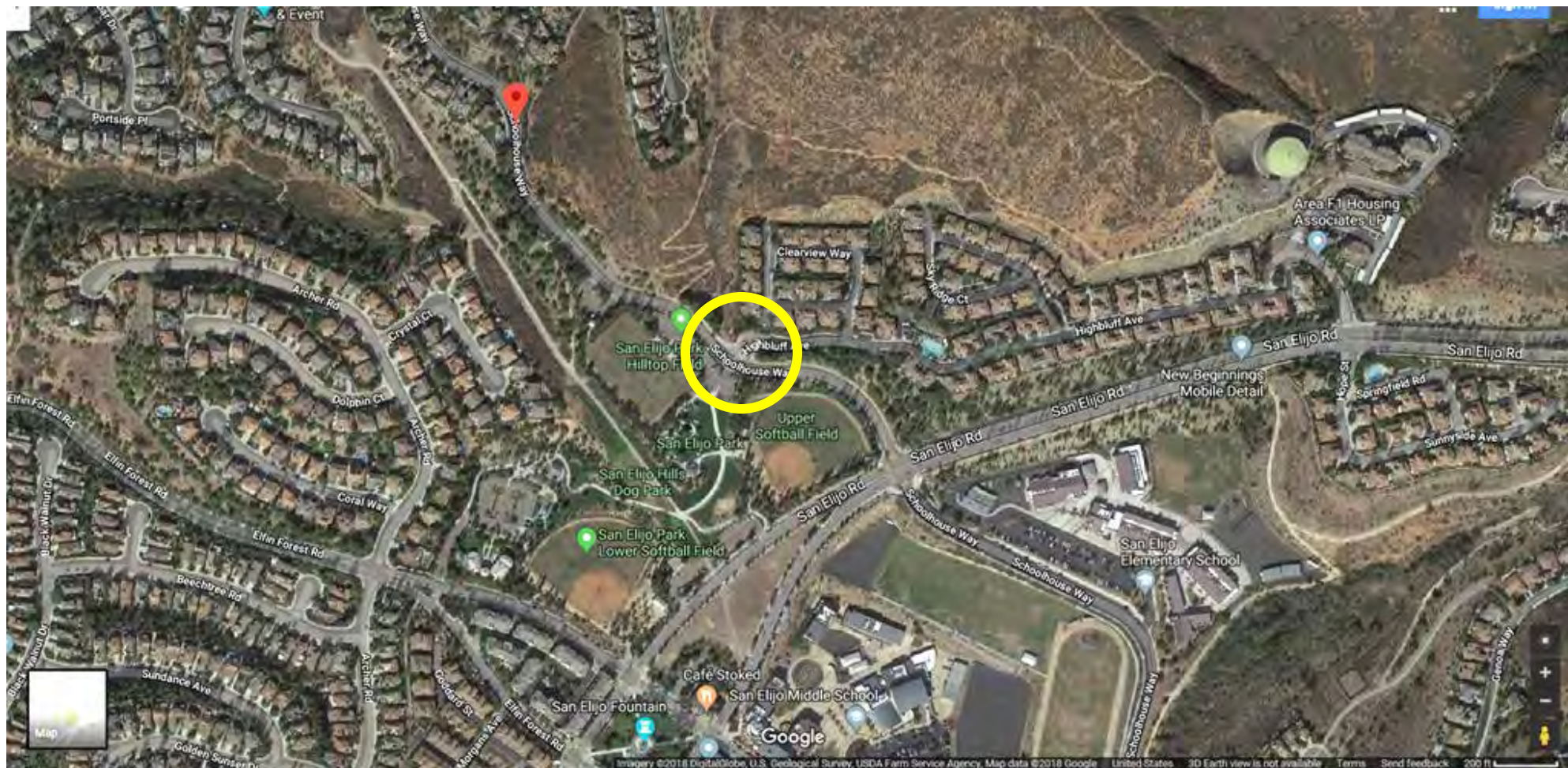
Engineering and Traffic Survey

Proposed ALL WAY STOP Exhibit

Photos

VICINITY MAP

SCHOOLHOUSE WAY @ HIGHBLUFF AVENUE – INTERSECTION SAFETY CONCERNS



MAY 2, 2018
CITY OF SAN MARCOS TRAFFIC COMMISSION
AGENDA #7A





SIGHT DISTANCE EXHIBIT
HIGHBLUFF AVENUE @ SCHOOLHOUSE WAY
AGENDA #7A



VEHICLE SPOT SPEED STUDY

SPEED RANGES	NUMBER OF VEHICLES	PERCENT OF TOTAL	PERCENT ACCUMULATION
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	1	1.9%	1.9%
19	2	3.8%	5.8%
20	3	5.8%	11.5%
21	3	5.8%	17.3%
22	4	7.7%	25.0%
23	4	7.7%	32.7%
24	6	11.5%	44.2%
25	6	11.5%	55.8%
26	4	7.7%	63.5%
27	8	15.4%	78.8%
28	5	9.6%	88.5%
29	4	7.7%	96.2%
30	1	1.9%	98.1%
31	1	1.9%	100.0%
32	0	0.0%	100.0%
33	0	0.0%	100.0%
34	0	0.0%	100.0%
35	0	0.0%	100.0%
36	0	0.0%	100.0%
37	0	0.0%	100.0%
38	0	0.0%	100.0%
39	0	0.0%	100.0%
40	0	0.0%	100.0%
41	0	0.0%	100.0%
42	0	0.0%	100.0%
43	0	0.0%	100.0%
44	0	0.0%	100.0%
45	0	0.0%	100.0%
46	0	0.0%	100.0%
47	0	0.0%	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%
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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%
TOTAL VEHICLES: 52			

RECORDER: MR

LOCATION: Schoolhouse Way - SER to City limits

APPROACH: EB/WB

SURFACE: Clear & dry

WEATHER: Sunny, Clear

DATE: 4/24/18

TIME: 9:00-10:00 AM

SURVEY STATISTICS

POSTED SPEED: N/A MPH

AVERAGE SPEED: 25 MPH

MEDIAN SPEED: 24 MPH
(50th PERCENTILE)

MODAL SPEED: 27 MPH

85TH PERCENTILE SPEED: 27 MPH

10 MPH PACE: 20 - 29 MPH

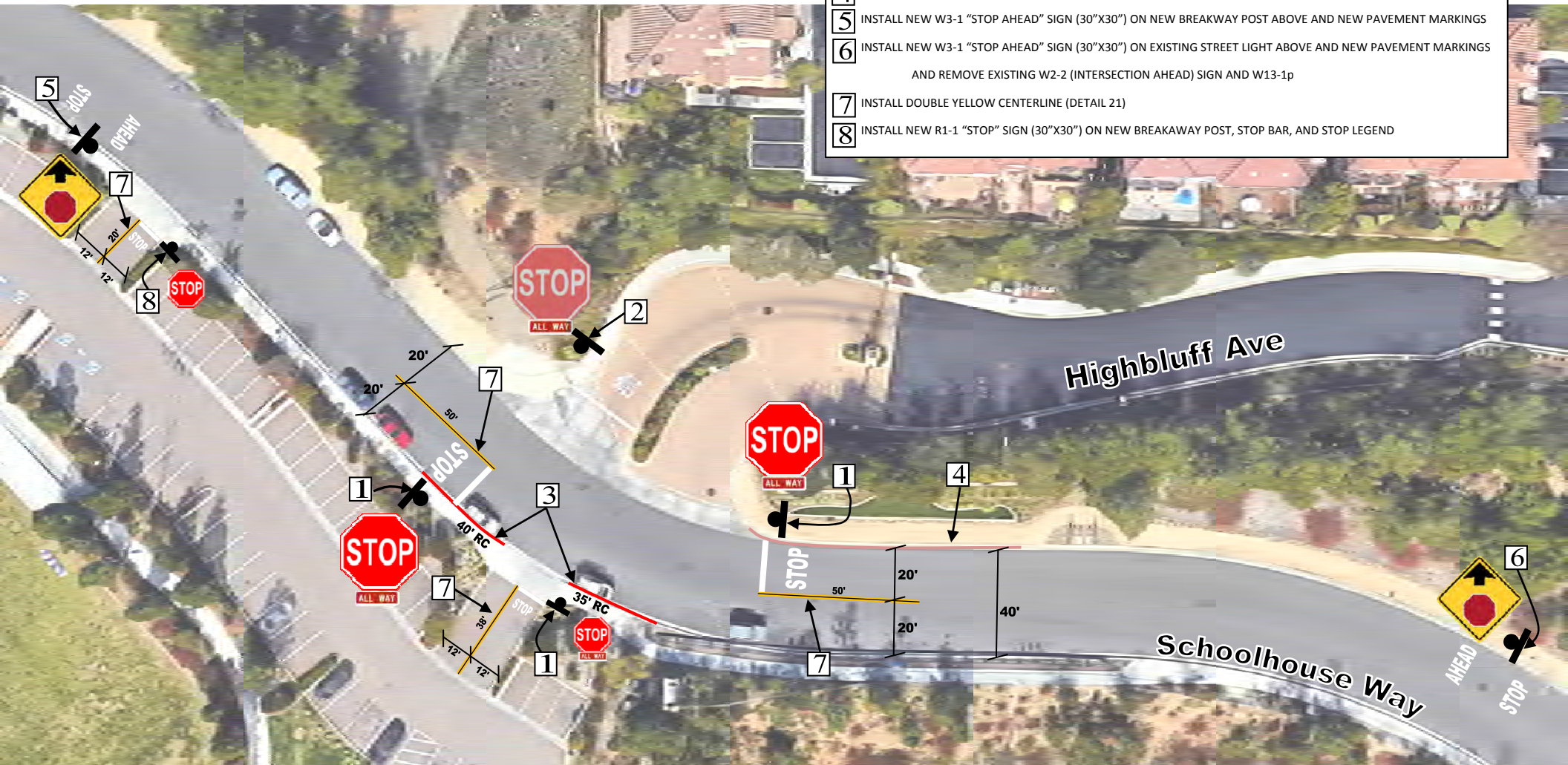
PERCENT IN PACE: 90%

PERCENT ENFORCEABLE: 0%

COMMENTS: _____

CONSTRUCTION NOTES:

- 1** INSTALL NEW R1-1 "STOP" SIGN (30"X30") ON NEW BREAKAWAY POST, STOP BAR, R1-3P "ALL WAY" SIGN (18"X6"), AND STOP LEGEND
- 2** INSTALL NEW R1-3P "ALL WAY" SIGN (18"X6") ON EXISTING POST
- 3** INSTALL NEW RED CURBS
- 4** REMOVE 50' OF EXISTING RED CURB AND RELOCATE EXISTING R26
- 5** INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"X30") ON NEW BREAKWAY POST ABOVE AND NEW PAVEMENT MARKINGS
- 6** INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"X30") ON EXISTING STREET LIGHT ABOVE AND NEW PAVEMENT MARKINGS AND REMOVE EXISTING W2-2 (INTERSECTION AHEAD) SIGN AND W13-1p
- 7** INSTALL DOUBLE YELLOW CENTERLINE (DETAIL 21)
- 8** INSTALL NEW R1-1 "STOP" SIGN (30"X30") ON NEW BREAKAWAY POST, STOP BAR, AND STOP LEGEND



**PROPOSED ALL WAY STOP
AT INTERSECTION OF
SCHOOLHOUSE WAY AND HIGHBLUFF AVENUE
AGENDA #7A**



Kate Emmert

1421 Clearview Way
San Marcos, CA 92078
(917) 379-1759
kate.emmert@gmail.com

25th April 2018

Michael Rafael

Senior Civil Engineer, City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

Dear Mr. Rafael,

The residents of the Westridge development in San Elijo Hills have become increasingly concerned about the safety to both pedestrians and cars exiting our community through the main gate at the intersection of Highbluff Avenue and Schoolhouse Way.

A blind curve and cars regularly speeding well above the posted 15 mile per hour speed limit have made it hazardous for pedestrians walking to school (SEES and SEMS) or San Elijo Park to cross the street safely. Automobiles exiting the gated community are unable to see oncoming traffic until approaching cars are at an unsafe distance.

After witnessing many near-misses, we feel that it's only a matter of time before someone is seriously injured. We ask that the City of San Marcos immediately implement the installation of a four way stop in that location to prevent future accidents.

Below please find a list of concerned residents who support and request such a measure. We appreciate your time and consideration on this matter and hope you take action as quickly as possible.

Sincerely,

Kate Emmert

NAME	ADDRESS	EMAIL	PHONE
Jennifer Michalik	1180 Highbluff Avenue	SoCalJenny11@gmail.com	949-632-1068
Carley Brennan	1183 Highbluff Avenue	Bestcoast316@gmail.com	760-410-4754
April Cordy	1193 Highbluff Ave	april.plumeria@gmail.com	760-809-6261
Shawna Derringer	1200 Highbluff Ave.	sderringer@gmail.com	619-889-9265
Chelsea Fleisher	1207 Highbluff Ave	Fleisher.chelsea@gmail.com	619-952-7959
Robert Fleisher	1207 Highbluff Ave.	robbyfleisher@gmail.com	619-985-9409
Stephen Hendry	1221 Highbluff Ave	steve_hendry@yahoo.com	760-310-5123
Kerri Hendry	1221 Highbluff Ave	steve_hendry@yahoo.com	760-310-5123
Brian Dennish	1232 Highbluff Ave	bdennish@hotmail.com	760-809-8336
Stephanie Dennish	1232 Highbluff Ave	sadennish@hotmail.com	760-420-3679
Mansoor Roohi	1234 highbluff av	mroohi@yahoo.com	
James Field	1247 Highbluff Ave	jamesbfield@gmail.com	760-598-8214
Cecily Arenas	1247 Highbluff Ave	jamesbfield@gmail.com	760-598-8214
Luna Arenas-Field	1247 Highbluff Ave	jamesbfield@gmail.com	760-598-8214
Harmonie Jacobson	1261 Highbluff Avenue	iharmonie@yahoo.com	720-212-4147
Andrew Jacobson	1261 Highbluff Avenue	iharmonie@yahoo.com	720-212-4147
Katarina Mlcochova	1272 Highbluff Ave	kate.mlcoch@gmail.com	760- 845-7085
Bayne Ullrich	1276 Highbluff Ave	bayneullrich@icloud.com	760-908-9718
Jennifer Michalik	1180 Highbluff Avenue	SoCalJenny11@gmail.com	949-632-1068
Holly Ullrich	1276 Highbluff Ave	hollyullrich@icloud.com	760-908-9717
Greg Provance	1277 Highbluff Ave	provance999@gmail.com	323-839-5029
Carre Provance	1277 Highbluff Ave	provance999@gmail.com	323-839-5029
Danielle Dunham	1278 Highbluff Ave	danidun78@gmail.com	760-845-6654
Travis Fisher	1280 Highbluff Ave	ihatetelevision@hotmail.com	714-501-0011
Lauren Sandoval	1282 Highbluff ave	Kleefischl@yahoo.com	805-320-3064
Eric Sandoval	1282 Highbluff ave	Kleefischl@yahoo.com	805-320-3064
Janelle Koch	1309 Highbluff ave	Janellekoch@gmail.com	858-740-9465
Jeff Peressini	1311 Highbluff Ave.	Jeff.peressini@gmail.com	858-354-7187
Jessica Peressini	1311 Highbluff Ave.	Jessperessini@gmail.com	858-354-7187
Naomi Murata	1328 Sky Ridge Court	Alittlehopedesigns@yahoo.com	619-309-9512
Will Otfinoski	1328 Sky Ridge Court	willotfinoski@gmail.com	619-675-9680
Tracey Enzweiler	1332 Sky Ridge Ct	traceyenz@gmail.com	760-419-4752
Dan Enzweiler	1332 Sky Ridge Ct	traceyenz@gmail.com	760-419-4752

Payal Mehta	1333 Sky ridge ct	payumehta@gmail.com	760-310-2465
Sheila Kadian	1336 Sky Ridge Ct		619-929-7349
Jennifer Carosella	1336 Sky Ridge Ct	jencarosella@gmail.com	760-586-6323
Caitlin Livingston	1354 Sky Ridge Court	Caitlinlivingston2@yahoo.com	760-891-6584
John Livingston	1354 Sky Ridge Court	Caitlinlivingston2@yahoo.com	760-891-6584
Jennifer Frenette	1363 Sky Ridge Court	jennifer.frenette@hotmail.com	760-670-7612
Mark Mellor	1365 Sky Ridge Ct	Mark.mellor@regus.com	619-317-6843
Skip Star	1371 Sky Ridge Ct	bestcoast127@gmail.com	757-652-1954
Patty Davis	1381 Sky Ridge Court	pattydvs@yahoo.com	951-264-1657
Jerry Davis	1381 Sky Ridge Court	pattydvs@yahoo.com	951-264-1657
John Briggs	1393 Skyridge	JohnLBriggs@comcast.net	925-284-9142
Susanna Pagan	1395 Sky Ridge Court	susannapagan@gmail.com	858-342-8667
Margie Dykema	1397 Sky Ridge Court	onthewayltd@yahoo.com	269-599-5115
Elena Wanders	1413 Clearview way	elenawanders@yahoo.com	760-877-0438
Theresa Nolten	1415 Clearview Way	tnluv3@gmail.com	310-940-9706
Jeanette Nolten-Horne	1415 Clearview Way	jhorne21@gmail.com	760-798-1225
Laurie Falvo	1417 Clearview Way	LFDDRESSAGE@yahoo.com	618-885-3917
Kate Emmert	1421 Clearview Way	Kate.emmert@gmail.com	917-379-1759
Adrian Henke	1421 Clearview Way	Adrianhenke@gmail.com	760-402-4354
April Block	1423 Clearview Way	aastine22@yahoo.com	805-748-1995
Victor Block	1423 Clearview Way	vwblock15@gmail.com	760-579-9162
Chris Cohoon	1427 Clearview Way	kiltak@yahoo.com	443-618-0985
Kristin Sevilla	1428 Clearview Way	kristin.sevilla@sduhsd.net	760-798-2231
Lori Healy	1429 Clearview Way	lorihealy01@gmail.com	760-585-8438
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Lorenzo Lietti	1430 Clearview Way	llietti@netzero.net	619-246-6414
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Kimberly Morales	1437 Clearview Way	Kmorales4405@yahoo.com	760-500-7530
Brittany Duarte	1439 clearview way	Mrs.brittanyduarte@gmail.com	619-991-9815
Joe Duarte	1439 clearview way	joeduartemma@gmail.com	619-955-9292
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Dan Marske	1456 Clearview way	dan@dmarske.com	858-603-1552

Bhavani Mandela	1460 Clearview Way	pvnbhavani@gmail.com	860-256-7382
Jennifer Hernandez	1472 Clearview Way	jenn.hernandez2017@gmail.com	858-886-9221
Phillip van Essen	1482 Clearview Way	phillip@vanessen-online.com	619-436-9757
Christine van Essen	1482 Clearview Way	christine@vanessen-online.com	619-436-9757
Marirose Charbonneau	1485 Clearview Way	marirosecharbonneau@mac.com	760-650-5119
Eleni Marks	1486 Clearview way	Emarks40@gmail.com	312-593-6393
George Marks	1486 Clearview way	Emarks40@gmail.com	312-593-6393
Maria Acquisti	1494 Clearview Way	acquisti858@gmail.com	858-967-1447

Looking eastbound from Highbluff Avenue to Schoolhouse Way – Limited sight distance @ approximately 120 feet



Looking eastbound from Highbluff Avenue to Schoolhouse Way – Limited sight distance @ approximately 120 feet



Looking westbound on Schoolhouse Way towards Highbluff Avenue



Looking northbound from San Elijo Park Driveway #1 to Schoolhouse Way



Looking northbound from San Elijo Park Driveway #2 to Schoolhouse Way



Looking eastbound on Schoolhouse Way towards Highbluff Avenue



Vehicle exiting Highbluff Avenue – facing northbound Schoolhouse Way traffic



School pedestrians crossing at intersection – south to north on Schoolhouse Way (PM peak)



School pedestrians crossing at intersection – north to south on Schoolhouse Way (AM peak)



School pedestrians crossing at intersection – north to south on Schoolhouse Way (AM peak)



School pedestrians crossing at intersection – south to north on Schoolhouse Way (PM peak)



School pedestrians crossing at intersection – south to north on Schoolhouse Way (PM peak)



School pedestrians crossing at intersection – south to north on Schoolhouse Way (PM)





School pedestrians crossing at intersection – south to north on Schoolhouse Way (PM)



AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: May 2, 2018
AGENDA ITEM NO: 7B
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer 
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer 
SUBJECT: Parking Restrictions on Carmel Street (Updated)

BACKGROUND:

Parking restrictions on Carmel Street were discussed previously at last month's Traffic Commission meeting. Staff presented recommendations to prohibit parking on the north side of the street citing safety concerns with the narrow width and deteriorating condition of the shoulder. The Traffic Commission (TC) did not approve staff recommendations and directed staff to allow the same parking limitations as existing on the south side of the street (2 hr. parking with street sweeping restriction) as per a previous City Council resolution, with the exception of the curved segment of Carmel Street on the west side where roadway curves limit sight distance at existing driveways (Union 76 gas station, Hampton Inn, and County buildings), and where TC approved the parking prohibition. In implementing the TC's decision, staff feels necessary to propose modifications to the TC ruling to exclude sections of the roadway on the north and south sides where staff is recommending parking prohibition. Staff seeks TC's approval on parking prohibition for the specified sections of the roadway.

DISCUSSION:

After the TC's approval of the parking restrictions on Carmel Street last April, staff investigated the current roadway conditions to determine if the limited parking restrictions would be feasible. Staff discovered that approximately 1,800 feet of the shoulder on the north side of Carmel Street suffers from severely degraded surface condition that would make it unusable for parking. The roadway conditions consisted of severe soil erosion and natural drainage channels (see photos) from what appears to be storm water run-off. In addition, there were segments of the shoulder that were too narrow (less than seven feet in width bounded by the Caltrans fence on the north edge), to allow vehicles to park entirely within the shoulder. Based on staff's field observations, there is also less demand for motorists to park along this roadway segment (eastern end). Therefore, a total of approximately 1,600 feet on the north side of Carmel Street would be signed for 2-hour parking with street sweeping day restriction.

For consistency between the north and south sides of the road, staff identified segments on the south side of the street (approximately 300 feet in front of the existing Storage West business property and 540 feet in front of the existing open space lot, east of Industrial Street) that share similar characteristics to the eastern end of the north side shoulder where parking prohibition is recommended, in that these segments also suffer from narrow shoulder width and degraded surface condition due to a storm water ditch that runs along the shoulder, and for these reasons staff recommends similar treatment as the north side and that for these two segments on the south side to also have prohibited parking.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff requests that the Traffic Commission rescind their decision regarding the approval of street sweeping and 2-hour parking limitation on the north side of Carmel Street. Staff recommends “NO PARKING ANYTIME” restrictions on Carmel Street along the following sections:

- 1) Prohibit parking on the western end of the north side of the street (from approximately 200 feet west of the County building driveway to S. Twin Oaks Valley Road) consistent with TC’s vote last month.
- 2) Install 2-hour parking limitation with street sweeping days on the north side of the street, consistent with last month’s TC’s vote, for the segment between the curved roadway on the western end (approximately 200 feet west of the County building driveway) to the beginning of the recommended NO PARKING ANYTIME zone on the eastern end (approximately 345 feet west of Industrial Street) – approximately 1800 feet.
- 3) Prohibit parking on the eastern end of the north side of the street (from 235 feet east of Industrial Street to Hill Drive), a deviation from last month’s TC vote.
- 4) Prohibit parking on the south side of Carmel Street, beginning from the County building driveway for approximately 300 feet in front of the Storage West property)
- 5) Prohibit parking on the south side of Carmel Street, beginning from approximately 135 ft. west of Industrial Street for approximately 540 feet in front of the existing open space lot.
- 6) The remainder of the south side of Carmel Street will continue to be designated for 2-hour parking and street sweeping day restriction in accordance with the current City resolution last month’s TC decision.

Traffic Data/Roadway Information:

Traffic Volumes:

Carmel Street – 4,055 VPD (vehicles per day, 2015).

Speed Limit:

Carmel Street (Twin Oaks Valley Road to Hill Street), not posted.

Twin Oaks Valley Road, Barham Drive to Carmel Street, 45 MPH, posted.

Accident History (last 3 years):

02/07/17, 11:42 AM, 256 feet east of Industrial Street, V1 travels westbound hits fixed object, primary collision factor – driving on wrong side of road, 1 injury.

Unusual Conditions: None

Attachment(s)

Vicinity Map

Carmel Street - Proposed Parking Restrictions Exhibit

April 2018 Traffic Commission Report

Photos

VICINITY MAP

CARMEL STREET BETWEEN TWIN OAKS VALLEY RD AND HILL STREET



MAY 2, 2018
CITY OF SAN MARCOS TRAFFIC COMMISSION
AGENDA #7B





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CARMEL STREET
PROPOSED PARKING RESTRICTIONS
MAY 2018 TRAFFIC COMMISSION
AGENDA #7B

- CONSTRUCTION NOTES:**
- 1 INSTALL NEW R26 (12"x18") ON EXISTING LIGHT POLE
 - 2 REMOVE/SALVAGE EXISTING R26 AND R3-9dP "END"; REPLACE WITH NEW R32 (MOD) AND R30B
 - 3 INSTALL NEW R26 WITH R3-9dP "END" ON EXISTING LIGHT POLE
 - 4 INSTALL R26 WITH R3-9cP "BEGIN" ON NEW BREAKAWAY POST
 - 5 INSTALL NEW R32 (MOD) AND R30B (MOD) ON NEW BREAKAWAY POST
 - 6 INSTALL NEW R2-1 (40 MPH, 24"x30") ON NEW BREAKAWAY POST

0 25 50 100 Feet

1 inch = 100 feet

N

▲

CREATED BY: City of San Marcos GIS

DATA SOURCES: City of San Marcos
USGS (10/2014)



CONSTRUCTION NOTES:

- 1** INSTALL NEW R32 (MOD) AND R30B (MOD) ON BREAKAWAY POST EVERY 300' ON NEW BREAKAWAY POST
- 2** REMOVE EXISTING R26 AND R3-9cP "BEGIN"; REPLACE WITH NEW R32 (MOD) AND R30B
- 3** REMOVE EXISTING R26 SIGN AND REPLACE WITH NEW R32 (MOD) AND R30B (MOD) ON BREAKAWAY POST
- 4** INSTALL NEW R26 AND R3-9dP "END" ON NEW BREAKAWAY POST

0 25 50 100 Feet
1 inch = 100 feet



CREATED BY: City of San Marcos GIS
DATA SOURCES: City of San Marcos
USGS (10/2014)

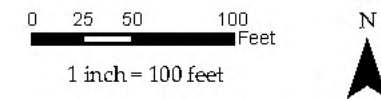
CARMEL STREET PROPOSED PARKING RESTRICTIONS 2018 TRAFFIC COMMISSION AGENDA #7B

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CONSTRUCTION NOTES:

- 1 INSTALL R26 (12"X18") EVERY 300' ON NEW BREAKAWAY POST
- 2 INSTALL NEW R26 WITH R3-9dP "END" ON NEW BREAKAWAY POST
- 3 INSTALL R26 WITH R3-9cP "BEGIN" ON NEW BREAKAWAY POST
- 4 INSTALL NEW R32 (MOD) AND R30B (MOD) ON NEW BREAKAWAY POST
- 5 REMOVE EXISTING PARKING SIGNS AND REPLACE WITH NEW R26 (12"X18") WITH R3-9dP "END"
- 6 INSTALL NEW R2-1 (40 MPH, 24"X30") AND NEW R26 (12"X18") NEW BREAKAWAY POST



CREATED BY: City of San Marcos GIS
DATA SOURCES: City of San Marcos
USGS (10/2014)

**CARMEL STREET
PROPOSED PARKING RESTRICTIONS
2018 TRAFFIC COMMISSION
AGENDA #7B**

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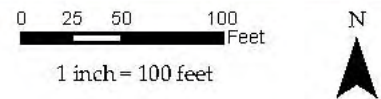


Page 4 of 4

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CARMEL STREET
PROPOSED PARKING RESTRICTIONS
2018 TRAFFIC COMMISSION
AGENDA #7B

- CONSTRUCTION NOTES:**
- 1** INSTALL R26 (12"X18") EVERY 300' ON NEW BREAKAWAY POST
 - 2** INSTALL R26 WITH R3-9cP "BEGIN" ON NEW BREAKAWAY POST
 - 3** REMOVE EXISTING PARKING SIGNS



CREATED BY: City of San Marcos GIS
 DATA SOURCES: City of San Marcos
 USGS (10/2014)

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: April 4, 2018
AGENDA ITEM NO: 7A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *MR*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *NA*
SUBJECT: Parking Restrictions on Carmel Street

BACKGROUND:

City staff received traffic safety concerns from the City's Parking Code Enforcement section regarding the use of on-street parking on Carmel Street. The section has observed an increase of on-street parking on Carmel Street generated by Cal State San Marcos students and local businesses. They feel that on-street parking on the north side of Carmel Street is dangerous and a safety hazard due to its narrow shoulder width. Vehicles are parking on the right shoulder adjacent to the existing chain link fence which makes it difficult for passengers to exit their vehicles. Drivers were also observed opening their vehicle doors inside the westbound travel lane where it could swing into oncoming traffic. On-street parking on Carmel Street is significantly higher on nights and weekends.

DISCUSSION:

The study area is located on Carmel Street between Twin Oaks Valley Road and Hill Street. Carmel Street extends to the east where it changes to Hill Street and is within the Barham/Industrial Park area. Carmel Street is classified as a collector/industrial street based on the roadway width and average daily traffic. Carmel Street runs east-west and intersects with Campus Way, Industrial Street, Venture Street, and Hill Street. The land use within this area is considered mixed-use, commercial, and industrial. There are no posted speed limits on Carmel Street and at the other public streets within the Barham/Industrial Park. Carmel Street is an undivided, two-lane roadway which varies in roadway from 26 to 34 feet with no bike lanes. The street grade is relatively flat. There are intermittent sidewalks along the roadway. There is no sidewalk infrastructure on the north side of Carmel Street east of the existing 76 gas station. On the north side, there is an unpaved shoulder of approximately 3,325 feet long adjacent to an existing chain link fence which delineates Caltrans right-of-way. This roadway shoulder does not have parking restrictions. There are sections of restricted parking enforced on the north side of Carmel Street, which is approximately 360 feet east and 260 feet west of Campus Way. In 2014, City Council approved a street sweeping program which included 2-hour parking in the Barham/Discovery Industrial Park area to improve parking space availability, allow for regular street sweeping, eliminate overnight parking, and to control daytime student parking.

City staff conducted an engineering study to investigate traffic safety concerns of the ongoing street parking issues on Carmel Street. Carmel Street is an attractive, convenient public street for Cal State San Marcos students to park long-term since its relative location is within a ¼ mile to the existing resident housing developments (The Quad and University Village Drive Apartments) at the intersection of Campus Way and Barham Drive. Student residents of the Quad and University Village are required to park at the existing parking structure and parking lots inside the main campus which is approximately \$640.00 per academic year or \$338.00 per semester. To avoid the costs of the permit, students have been observed parking on Carmel Street during the day and leaving their vehicles overnight and weekends. With no parking restrictions on Carmel Street, the City's Parking Code Enforcement section can only cite for the 72-hour parking violation per the California Vehicle Code, Section 22651 (k). In addition, Campus Way and the new University District streets are restricted to 1-hour parking within the Quad and Block C mixed-use and commercial development. Traffic circulation patterns will likely change and increased traffic volumes on Carmel Street is anticipated with the elimination of the existing traffic signal at Carmel Street (right-in/right-out configuration only) as part of the new roadway improvements for the University District development (see attached map). An engineering speed survey was performed to determine the 85th percentile speed on Carmel Street since there are no existing posted speed limit signs. The 85th percentile speed was measured to be 42 MPH. Therefore, the posted speed limit should be 40 MPH, rounded to next 5 MPH increment per the CAMUTCD. The classified industrial streets in the area (Enterprise Street, Trade Street, and Venture Street) are also not posted, however, since the streets are within a business district, they follow the prima facie speed limit of 25 MPH per the CVC.

Based on the findings of this study, on-street parking on the north side of Carmel Street is unsafe and not recommended due to the existing narrow shoulder width of approximately 7 feet or less. The existing chain link fence prevents passengers from exiting their vehicle. This narrow shoulder width puts serious risk to motorists as they exit their vehicle onto oncoming traffic. Based on the FHWA geometric design guidelines, roadway shoulders provide space for emergency storage of disabled vehicles, space for maintenance activities, and clear recovery area for drivers who have left the travel lane or want to avoid a potential crash. Roadway shoulders are not designed to permit on-street parking. In addition, Carmel Street is identified as part of the City's street sweeping program which is subject to parking restrictions (No parking on Mondays between 7am and 10am and 2-hour parking – 24 hours a day). Parking should also be restricted on the west side of Carmel Street, south of the existing driveway to the 76 gas station, due to the limited sight distance around the roadway curve.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends installation of new "NO PARKING ANYTIME" signs along the north side of Carmel Street between Twin Oaks Valley Road and Hill Street as shown on the attached exhibit. In addition, staff recommends installation of the City's street sweeping and 2-hour parking signs on the south side of Carmel Street (adjacent to Storage West on 235 E. Carmel Street) and on the north side of Carmel Street, adjacent to the existing 76 gas station. Staff recommends installation of a new 40

MPH speed limit sign on Carmel Street from Twin Oaks Valley Road to Hill Street based on the Engineering and Traffic Survey conducted by City staff.

Traffic Data/Roadway Information:

Traffic Volumes:

Carmel Street – 4,055 VPD (vehicles per day, 2015).

Speed Limit:

Carmel Street (Twin Oaks Valley Road to Hill Street), not posted.

Twin Oaks Valley Road, Barham Drive to Carmel Street, 45 MPH, posted.

Accident History (last 3 years):

02/07/17, 11:42 AM, 256 feet east of Industrial Street, V1 travels westbound hits fixed object, primary collision factor – driving on wrong side of road, 1 injury.

Unusual Conditions: None

Attachment(s)

Vicinity Map

Carmel Street Proposed Parking Restrictions Exhibit

Engineering and Traffic Survey – Carmel Street

University District Map Exhibit

SNRC Barham Industrial Street Sweeping Report

Photos



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CARMEL STREET
PROPOSED PARKING RESTRICTIONS
APRIL 2018 TRAFFIC COMMISSION
AGENDA #7A

- CONSTRUCTION NOTES:**
- 1 INSTALL NEW R26 (12"x18") EVERY 200' ON NEW BREAKAWAY POST
 - 2 REMOVE EXISTING R3-9dP "END"
 - 3 INSTALL NEW R26 WITH R3-9dP "END" ON EXISTING LIGHT POLE
 - 4 INSTALL NEW R25 WITH R3-9cP "BEGIN" ON NEW BREAKAWAY POST
 - 5 INSTALL NEW R32 (MOD) AND R30B (MOD) ON NEW BREAKAWAY POST
- Page 1 of 4

0 25 50 100 Feet

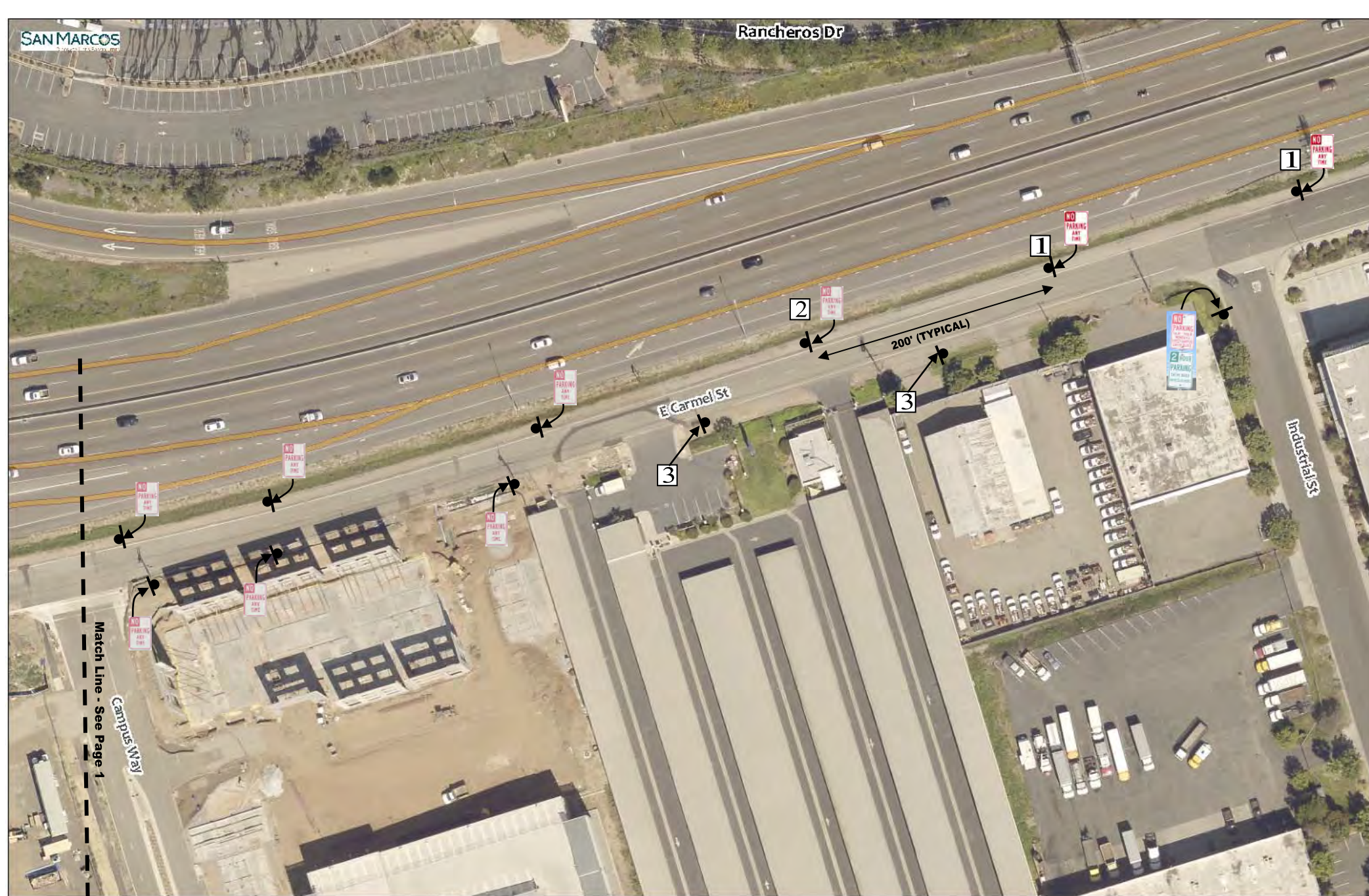
1 inch = 100 feet

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▲

CREATED BY: City of San Marcos GIS

DATA SOURCES: City of San Marcos
USGS (10/2014)



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CARMEL STREET **PROPOSED PARKING RESTRICTIONS** **APRIL 2018 TRAFFIC COMMISSION** **AGENDA #7A**

- CONSTRUCTION NOTES:**
- 1 INSTALL NEW R26 EVERY 200' ON NEW BREAKAWAY POST
 - 2 REMOVE EXISTING R3-9cP "BEGIN" SIGN
 - 3 INSTALL NEW R32 (MOD) AND R30B (MOD) ON NEW BREAKAWAY POST

0 25 50 100 Feet

1 inch = 100 feet

CREATED BY: City of San Marcos GIS

DATA SOURCES: City of San Marcos
USGS (10/2014)

N



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**CARMEL STREET
PROPOSED PARKING RESTRICTIONS
APRIL 2018 TRAFFIC COMMISSION
AGENDA #7A**

- CONSTRUCTION NOTES:**
- 1** INSTALL R26 (12"X18") EVERY 200' ON NEW BREAKAWAY POST
 - 2** REMOVE EXISTING PARKING SIGNS AND REPLACE WITH NEW R26 (12"X18")

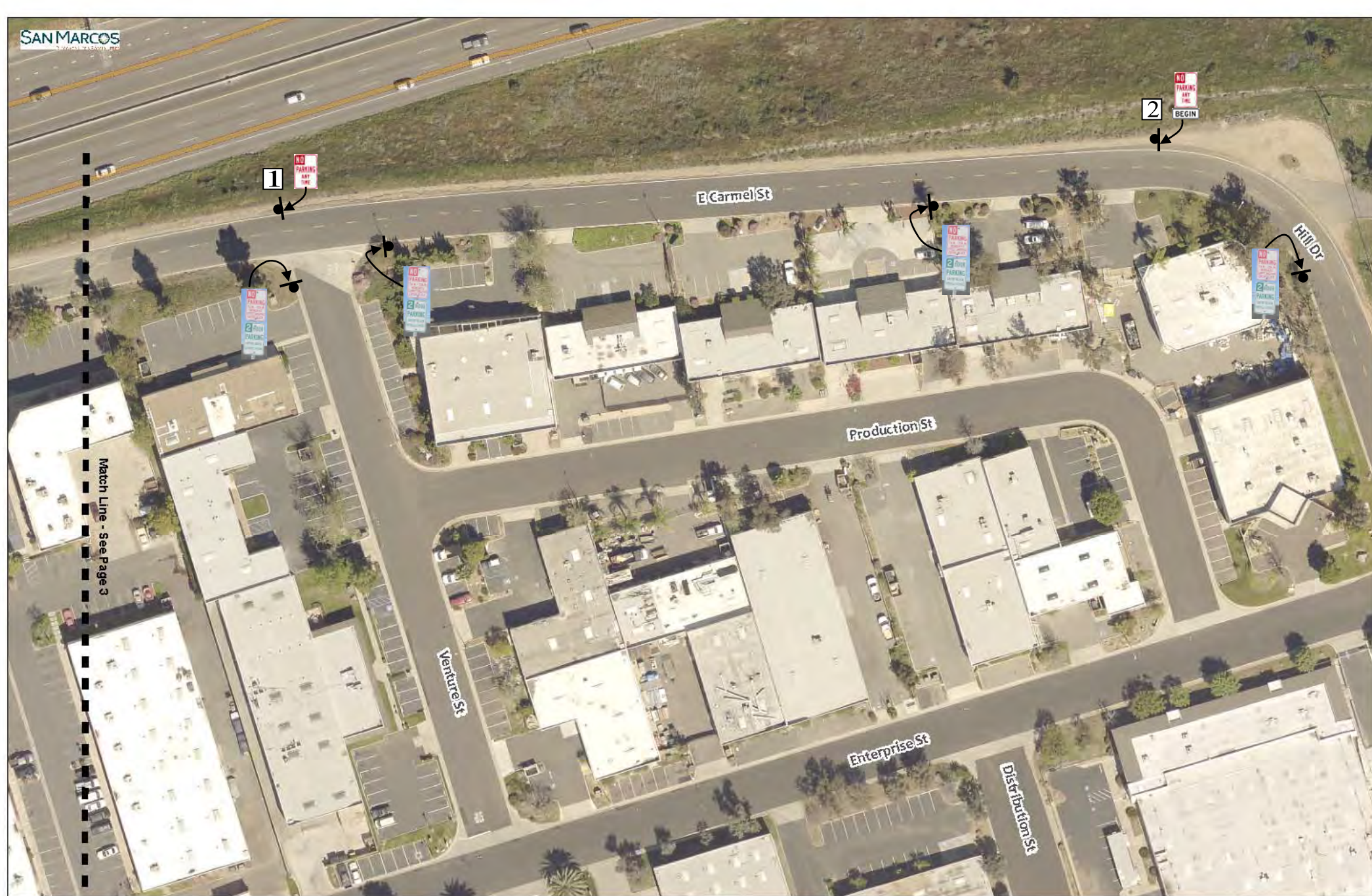
0 25 50 100 Feet

1 inch = 100 feet

N

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CARMEL STREET **PROPOSED PARKING RESTRICTIONS** **APRIL 2018 TRAFFIC COMMISSION** **AGENDA #7A**

- CONSTRUCTION NOTES:**
- 1** REMOVE EXISTING PARKING SIGNS AND REPLACE WITH NEW R26 (12"X18")
 - 2** REMOVE EXISTING PARKING SIGNS AND REPLACE WITH NEW R26 (12"X18") AND R3-9cP (30"X12")

0 25 50 100 Feet
1 inch = 100 feet

CREATED BY: City of San Marcos GIS

DATA SOURCES: City of San Marcos
USGS (10/2014)



DISCOVER LIFE'S POSSIBILITIES

CITY OF SAN MARCOS
ENGINEERING AND TRAFFIC SURVEY

STREET: CARMEL STREET
LIMITS: TWIN OAKS VALLEY ROAD

DATE OF SURVEY: 03/26/18
PREPARED BY: M.RAFael
REVIEWED BY: N.ABBOUD

A. PREVAILING DATA:

DIRECTIONS: : EAST/WEST
WEATHER CONDITION: : SUNNY, DRY
LOCATION OF SURVEY: : MID-BLOCK AT 300' EAST OF INDUSTRIAL STREET
85TH PERCENTILE: : 42 MPH
10 MPH PACE: : 33-42 MPH
PERCENT IN PACE: : 68%
POSTED SPEED LIMIT (ON DATE OF SURVEY): : NONE
SPEED LIMIT CHANGE: : YES
RECOMMENDED SPEED LIMIT: : 40 MPH

B. ACCIDENT HISTORY:

NO. OF MONTHS COVERED: : 36
TOTAL ACCIDENTS: : 1
COLLISION RATE: : 0.30 ACCIDENTS/MILLION VEHICLE MILES (MVM)
CALIFORNIA STATEWIDE COLLISION RATE: 1.03 ACCIDENTS/MVM
(2010, DISTRICT 11, URBAN, 2 AND 3 LANES)

C. TRAFFIC FACTORS:

AVERAGE DAILY TRAFFIC: : 4,055 VEHICLES PER DAY (VPD)
LENGTH OF SEGMENT: : 0.76 MILES
LANE CONFIGURATION: : 1 LANE IN EACH DIRECTION

D. EXISTING ROAD CONDITIONS:

X-WALKS - CNTRL/UNCNRL:	: NO/ NO	HORIZONTAL ALIGNMENT:	STRAIGHT
PEDESTRIANS/BICYCLES:	: MODERATE/LOW	VERTICAL ALIGNMENT:	MODERATE CURVES
SIDEWALKS/BIKE LANES:	: YES/NO	INTERSECTIONS:	LOW
ON-STREET PARKING:	: YES	DRIVEWAYS:	MODERATE

E. ADJACENT LAND USE:

HOTEL, COMMERCIAL, INDUSTRIAL

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. A SPEED LIMIT POSTING OF 40 MPH IS FOUND TO BE APPROPRIATE AND JUSTIFIED BASED ON THE NEAREST 5 MPH INCREMENT OF THE 85TH PERCENTILE SPEED BEING 42 MPH.

APPROVED AND CERTIFIED BY: _____

CITY ENGINEER, MATT LITTLE

DATE



VEHICLE SPOT SPEED STUDY

SPEED RANGES	NUMBER OF VEHICLES	PERCENT OF TOTAL	PERCENT ACCUMULATION
10	0	0.0%	0.0%
11	0	0.0%	0.0%
12	0	0.0%	0.0%
13	0	0.0%	0.0%
14	0	0.0%	0.0%
15	0	0.0%	0.0%
16	0	0.0%	0.0%
17	0	0.0%	0.0%
18	0	0.0%	0.0%
19	0	0.0%	0.0%
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	1	1.0%	1.0%
27	0	0.0%	1.0%
28	1	1.0%	2.0%
29	3	2.9%	4.9%
30	3	2.9%	7.8%
31	3	2.9%	10.8%
32	5	4.9%	15.7%
33	4	3.9%	19.6%
34	6	5.9%	25.5%
35	4	3.9%	29.4%
36	8	7.8%	37.3%
37	11	10.8%	48.0%
38	9	8.8%	56.9%
39	5	4.9%	61.8%
40	7	6.9%	68.6%
41	8	7.8%	76.5%
42	7	6.9%	83.3%
43	4	3.9%	87.3%
44	3	2.9%	90.2%
45	2	2.0%	92.2%
46	3	2.9%	95.1%
47	2	2.0%	97.1%
48	1	1.0%	98.0%
49	1	1.0%	99.0%
50	1	1.0%	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%
TOTAL VEHICLES: 102			

RECORDER: MR

LOCATION:

Carmel Street - TOV Rd. and Hill St.

APPROACH: EB/WB

SURFACE: Clear & dry

WEATHER: Sunny, Clear

DATE: 3/26/18

TIME: 9:50-10:50 AM

SURVEY STATISTICS

POSTED SPEED: N/A MPH

AVERAGE SPEED: 38 MPH

MEDIAN SPEED:
(50th PERCENTILE) 37 MPH

MODAL SPEED: 37 MPH

85TH PERCENTILE SPEED: 42 MPH

10 MPH PACE: 33 - 42 MPH

PERCENT IN PACE: 68%

PERCENT ENFORCEABLE: 31%

COMMENTS:



Report

STUDENT AND NEIGHBORHOOD RELATIONS COMMISSION

CITY COUNCIL CHAMBERS
1 CIVIC CENTER DRIVE
SAN MARCOS, CA 92069
(760) 744-1050
WWW.SAN-MARCOS.NET

MEETING DATE: April 14, 2014

SUBJECT: Barham/Discovery Industrial Park Parking Issues

Recommendation

1. Recommend to the Traffic Commission that the Barham/Discovery Industrial Area be posted for 2-hour parking and no parking on street sweeping days
2. Report back to the Commission on the results of the pilot program six months after implementation

Background

Over the years the City has received complaints about student parking in the industrial area north of Californian State University San Marcos (CSUSM). The Barham/Discovery Industrial Park (Industrial Park) is boarded by the following streets (also see attached map);

- South Twin Oaks Valley Road to the west
- East Carmel Street/State Highway 78 to the north,
- Hill Drive to the east, and
- East Barham Drive to the south

The complaints have been about students parking legally and illegally in some cases. The City has continuously patrolled this area for illegal street parking and has issued hundreds of tickets to illegally parked cars over the years. In addition, the City has at business owners requests painted numerous curbs red to allow for vehicles, mainly delivery trucks, to enter and exit properties in the area safely. However, since the opening of the student housing known as the Quad, the parking situation has worsened.

The Commission has heard reports on the parking problems in the areas near both CSUSM and Palomar College. To address these problem parking areas the following actions have been taken:

1. Added parking and student behavior to the "Good Neighbor" educational campaign
2. Commission approved the area around Palomar College be posted no parking on street sweeping days (signs being installed starting April 14th)
3. Numerous red curb "no parking" areas in the Industrial Area installed
4. Both the areas around Palomar College and CSUSM are heavily patrolled for parking violations during school hours.

Discussion

The City currently cleans residential streets every two weeks. A “windshield survey” conducted by the street sweeper vendor in the Barham/Discovery Industrial Park shows that the program is having little effect on removing trash and debris from the gutter/stormdrain system due to the high volume of vehicles parked in this area. It is estimated that in the Industrial Park area alone, over 1,539 pounds of debris and trash are going into the storm drain yearly because the sweepers’ by-pass over 2,018 parked cars each year.

In addition to the inability of the street sweeper to effectively clean the streets in the Industrial Park due to student parking, there has been an increase in overnight and long term parking on the street nearby the Quad student housing complex. This has pushed the day-time student parking congestion to areas previously not impacted resulting in a recent increase in complaints filed by businesses in the east end of the Industrial Park.

Public Workshop

On March 12, 2014 City staff held a workshop with the Industrial Park businesses and staff from CSUSM. Mailers were sent to the 136 properties affected by the on-street student parking. Fourteen people attended the workshop, four of which were representing three different businesses in the area. During the workshop, staff presented three possible solutions to the parking/street sweeping problems;

1. Impose timed parking restrictions daily and no parking on street sweeping days
2. Impose no parking on street sweeping days only
3. Explore the development of a parking permit program for businesses only with no parking on street sweeping days

Of the three businesses represented; two out of three supported some form of parking restriction in the Industrial park to limit student parking. The one business that did not support parking restrictions was not impacted by on-street student parking due to their location. The minutes of the workshop are attached. Due to the limited attendance, staff conducted a survey of the area businesses, the results of which were still being processed and analyzed as this report was written, but will be presented to the Commission at the meeting.

Recommended Solutions

Based on the input received from the workshop, a quick review of the surveys and staff observation, staff is recommending that a combination of 2 hour parking restrictions and no parking on street sweeping day be implemented in the Barham/Discovery Industrial Park. The 2 hour parking restriction will be 24 hours a day to address the overnight parking that is occurring in the Industrial Park. The street sweeping parking restrictions

will be for a few hours verse all day based on input received from the businesses. From a quick review some of the surveys suggest permit parking for businesses, staff cannot recommend or support the idea of permit parking at this time due to the cost and logistical requirements to adequately administer and enforce such a program.

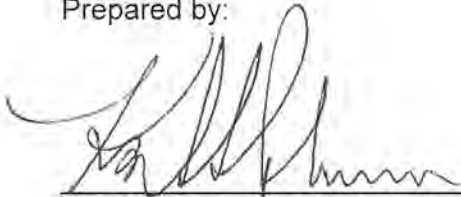
Fiscal Impact

If restricted parking signs are installed there will be a one-time fiscal impact but it is too early to determine the exact cost of the required signage. The average cost for a traffic sign, pole and installation is estimated at \$150. Cost and sign pollution will be minimized by installing these new no parking signs on existing light and traffic control poles. Preliminary sign requirements for this area are approximately 55 signs, costing approximately \$8,250 to order and install.

Attachment

Map of impacted area
Minutes from March 12, 2014 workshop

Prepared by:



Karl Schwarm, HANS Div. Director

Approved by:



Lydia Romero, Deputy City Manager

Barham/Discovery Industrial Park



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Map Scale
1 inch = 476 feet
2/19/2014

RESOLUTION NO. 2014-7969

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN MARCOS
AUTHORIZING THE CREATION OF PARKING RESTRICTIONS IN THE
BARHAM/DISCOVERY INDUSTRIAL PARK

WHEREAS, the City, through the regional stormwater permit, is required to maximize the existing development pollutant load reduction and storm water pollution prevention program for municipal streets and roads through our existing street sweeping program; and

WHEREAS, recent studies by the City of San Diego and other southern California municipalities show that efficient street sweeping practices, such as maximizing curb miles swept through parking enforcement practices, result in pollutant load reductions for sediment, bacteria, trash, green litter debris (leaves), and nutrients; and

WHEREAS, the City currently cleans arterial, collector and industrial streets every week and residential streets every two weeks resulting in 15,165 curb miles of street swept a year, which in FY-2012/13 resulted in approximately 715 tons of debris removed from the streets; and

WHEREAS, a survey of the entire City was conducted by the street sweeper vendor and in the Barham/Discovery Industrial Park near California State University San Marcos the program is having little effect on removing trash and debris from the gutter/storm drain system due to the high volume of student parking in this area; and

WHEREAS, it is estimated that in this impacted neighborhood alone, a significant amount of debris and trash are going into the storm drain yearly because the sweepers by-pass over 2,018 parked cars each year; and

WHEREAS, the creation of a no parking zone on street sweeping days in the Barham/Discovery Industrial Park will enhance the City's stormwater program by reducing the pollutant load entering our storm drain system; and

WHEREAS, student parking during the day and at night has negatively impacted businesses in the Barham/Discovery Industrial Park.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby find:

1. The above recitals are true and correct.

2. Authorize the creation of a street sweeping parking enforcement program in the Barham/Discovery Industrial Park directly to the north of California State University San Marcos on the following streets: Industrial Street, E. Carmel Street, Trade Street, La Moree Road, Venture Street, Hill Drive, Distribution Street, Production Street and Enterprise Street.

3. Authorize the posting of signs in the designated area that state: "No Parking on Mondays from 7 a.m. to 10 a.m. for Street Sweeping purposes."

4. Authorize the posting of signs in the designated area that state: "Two Hour Parking."

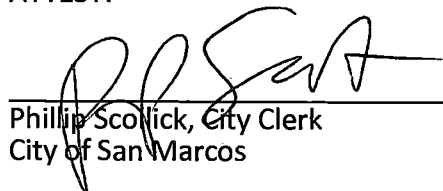
PASSED, APPROVED, AND ADOPTED by the City Council of the City of San Marcos, this 22nd day of July 2014 by the following roll call vote:

AYES: COUNCILMEMBERS: JABARA, JENKINS, JONES, ORLANDO, DESMOND
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: NONE



James M. Desmond, Mayor
City of San Marcos

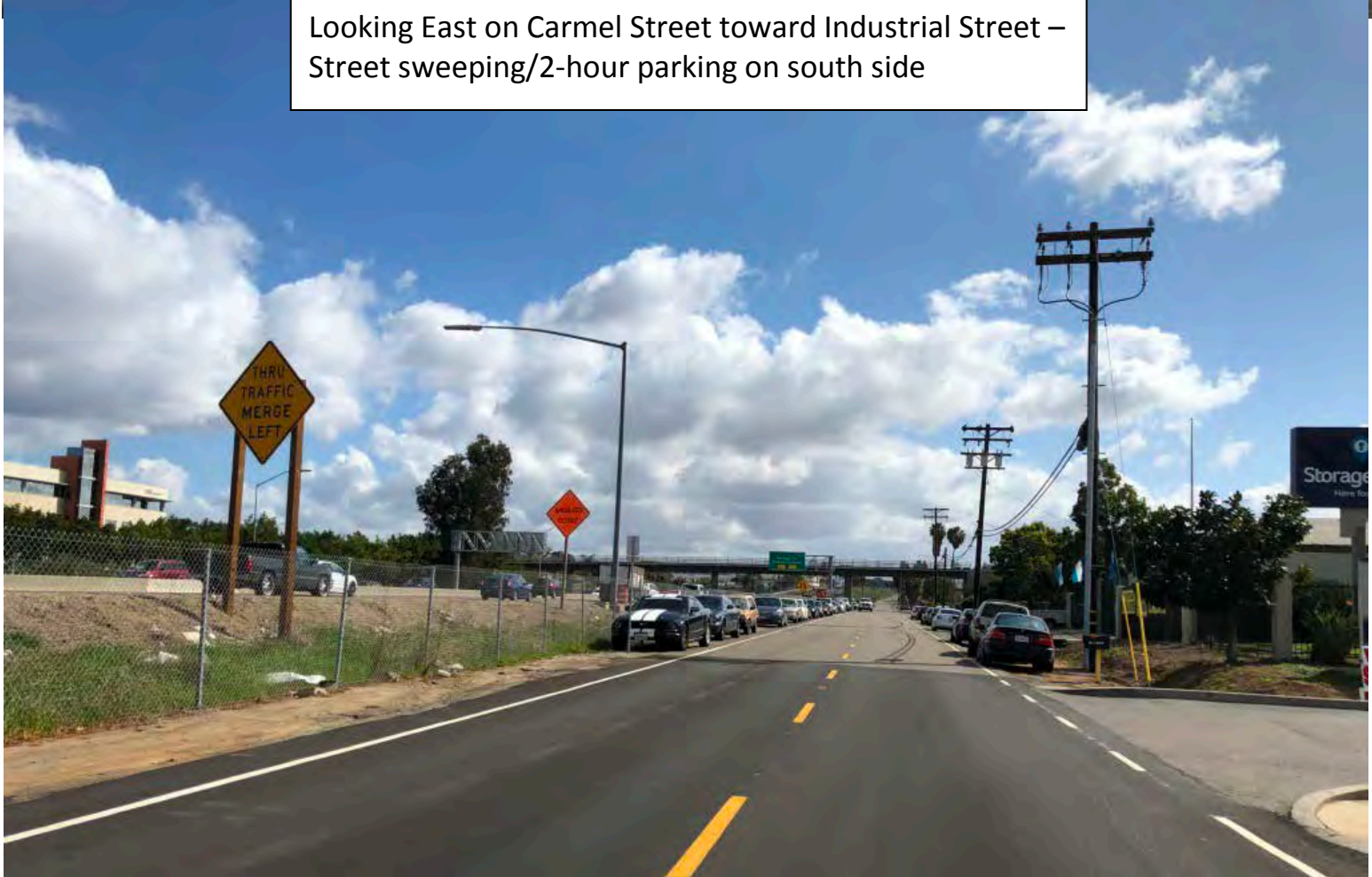
ATTEST:


Phillip Scollick, City Clerk
City of San Marcos

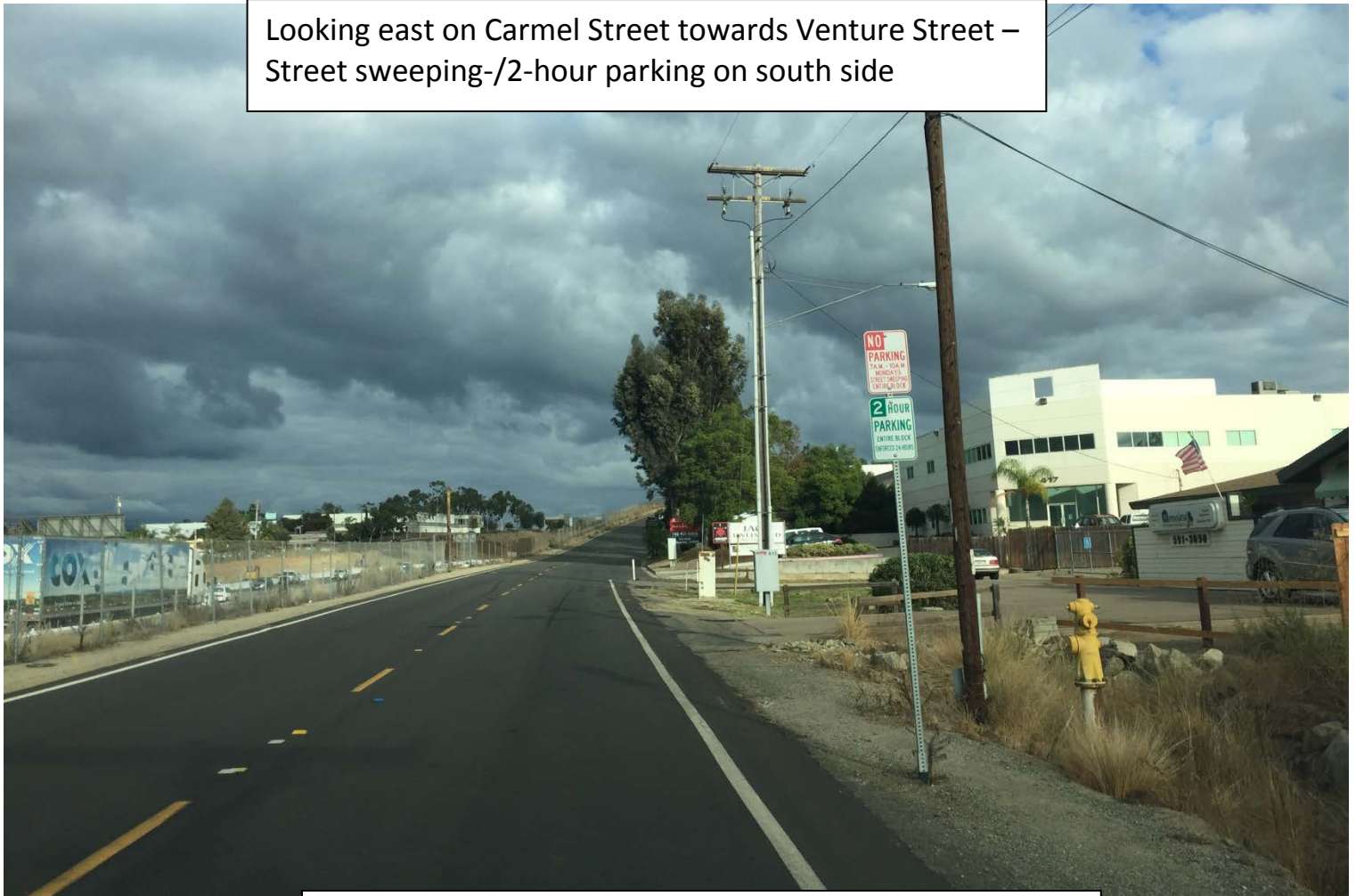
Looking West on Carmel Street toward Campus Way –
On-street parking on north side



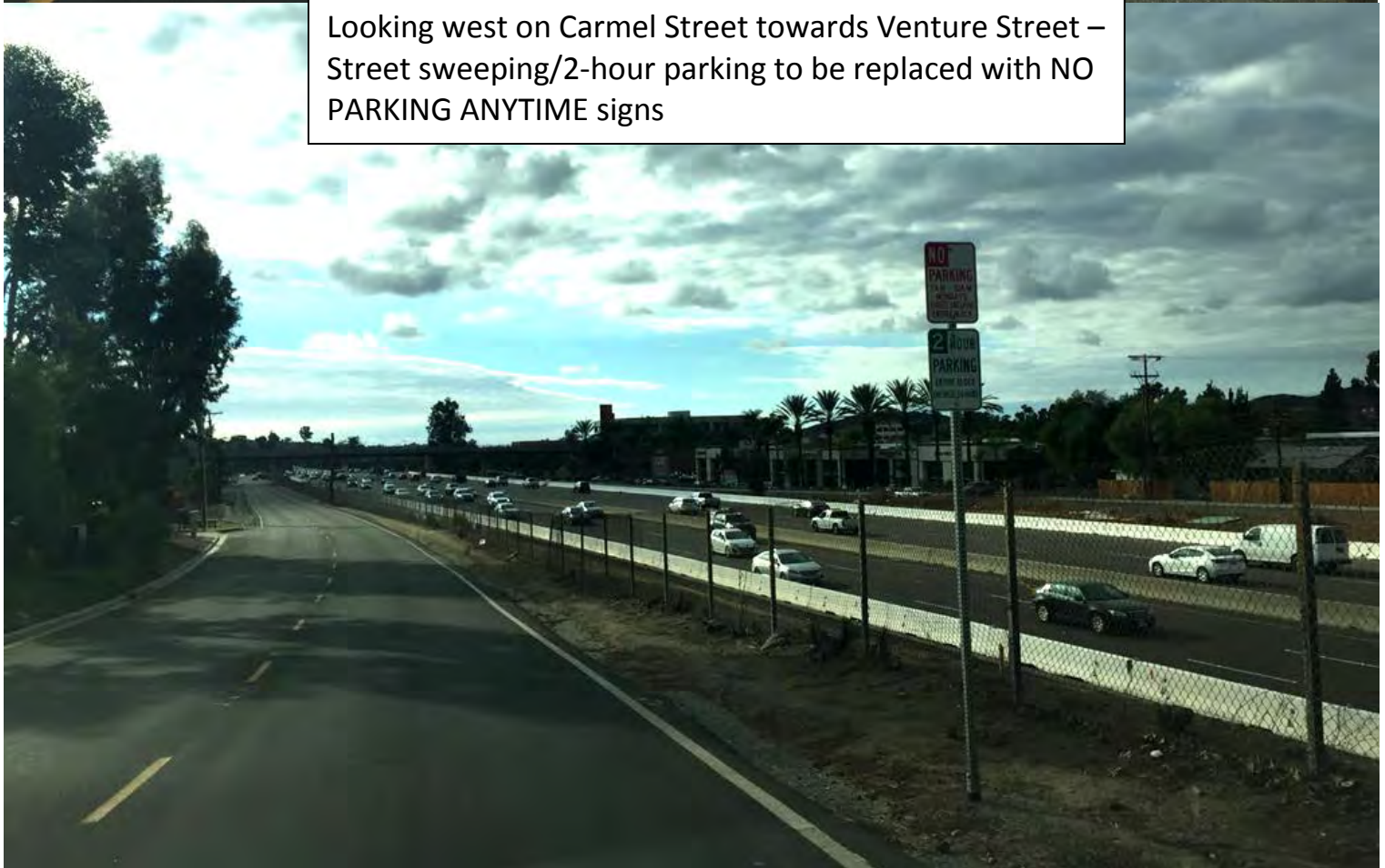
Looking East on Carmel Street toward Industrial Street –
Street sweeping/2-hour parking on south side



Looking east on Carmel Street towards Venture Street –
Street sweeping-/2-hour parking on south side



Looking west on Carmel Street towards Venture Street –
Street sweeping/2-hour parking to be replaced with NO
PARKING ANYTIME signs



Looking West on Carmel Street towards Carmel Street –
Vehicles parked close to the white edgeline



Looking West on Carmel Street towards Twin Oaks Valley
Rd. – Vehicles unable to open passenger door





Looking westbound on Carmel Street (north side), west of Hill St.- shoulder width less than 7 feet



Looking westbound on Carmel Street (north side), west of Venture St. - shoulder width less than 7 and feet; soil erosion, drainage channel caused by storm water run-off



Looking westbound on Carmel Street (north side), west of Venture St. - shoulder width less than 7 and feet; soil erosion, drainage channel caused by storm water run-



Looking eastbound on Carmel Street (north side), west of Venture St. - shoulder width less than 7 and feet; soil erosion, drainage channels/gullies caused by storm water



Looking eastbound on Carmel Street (south side), east of Industrial St. – parking not recommended adjacent to slope drop off and natural ditch



Looking eastbound on Carmel Street (south side), east of Industrial St. – parking not recommended adjacent to slope drop off and natural ditch



Looking eastbound on Carmel Street (south side), east of Campus Way at Storage West property – parking not recommended adjacent to slope drop off and natural ditch



Looking eastbound on Carmel Street (south side), east of Campus Way at Storage West property – parking not recommended adjacent to slope drop off and natural ditch



Looking westbound on Carmel Street (north side), west of Campus Way across from County building – parking not recommended due to shoulder width of less than 7-feet and along a roadway curve

