

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: August 1, 2018 | **Meeting Time:** 6:00 PM

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

Americans with Disabilities Act: If you need special assistance to participate in this meeting, please contact the City Clerk Department at (760) 744-1050, ext. 3105. Notification 48 hours in advance will enable the City to make reasonable arrangements to ensure accessibility to this meeting. Assisted listening devices are available for the hearing impaired. Please see the City Clerk if you wish to use this device.

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

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

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

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

4. ORAL COMMUNICATIONS

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

5. APPROVAL OF MINUTES

May 2, 2018

6. OLD BUSINESS

a. None

7. NEW BUSINESS

- a. Richland Road – Local Road/Residential Street Classification

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

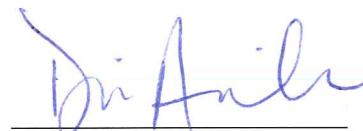
ADJOURNMENT

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 July 25, 2018 of this agenda in the glass display case at the north entrance of City Hall.

DATED: July 25, 2018



Denise Avila,
Traffic Commission Secretary

MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, MAY 2, 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 6:00 p.m.

2. PLEDGE OF ALLEGIANCE: Led by Commissioner Musgrove

3. ROLL CALL:

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

ABSENT: SAVOVIC, MAKROGIANNIS

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

4. ORAL COMMUNICATIONS

NONE

5. APPROVAL OF MINUTES – April 4, 2018

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

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

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

6. OLD BUSINESS

a. None

7. NEW BUSINESS

a. Schoolhouse Way and Highbluff Avenue – Intersection Safety Concerns

Engineering staff was contacted by residents from the Westridge Community expressing concerns about the unprotected pedestrian crossing at the intersection of Schoolhouse Way and Highbluff Avenue. The residents requested an ALL WAY STOP sign or a pedestrian crossing at the intersection for the safety of their children and students crossing the intersection.

Staff conducted an engineering study to determine the feasibility of implementing an ALL WAY STOP control or a pedestrian crossing at the intersection. Based on criteria established per the California Manual on Uniform Traffic Control Devices (CAMUTCD) and engineering staff findings, the subject intersection meets the criteria for an ALL WAY STOP control at the intersection. Staff recommendations include the installation “ONE WAY STOP” signs at the San Elijo Hills Park driveways along Schoolhouse Way, installations of new STOP signs, new STOP pavement legends, limit lines, 50-feet of double yellow centerlines, “ALL WAY” plaques, “STOP AHEAD” signs, and red curb painting inside the intersection.

Resident Kate Emmert resides at 1421 Clearview Way, expressed appreciation for the speedy response from engineering staff to their concerns. In addition, she expressed concerns about the safety of both pedestrians and motorists at the intersection of Schoolhouse Way and Highbluff Avenue and would like for staff reconsider to also paint a pedestrian crosswalk on top of posting new ALL WAY STOP signs due to the amount of traffic in the mornings and weekends they experience.

Commissioner Musgrove makes a motion to accept the proposed recommendations by engineering staff as presented. Commissioner Collins seconds the motion. Motion carries.

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

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

b. Parking Restrictions on Carmel Street – Update

In the May 2nd traffic commission meeting, the Traffic Commission did not approve staff recommendations as presented for parking restrictions on Carmel Street. The Traffic Commission directed staff to allow the same parking limitations as existing on the south side of the street. In implementing the Traffic Commission's decision, staff investigated the current roadway conditions to determine if the limited parking restrictions and width of the roadway segments were feasible. Staff discovered that approximately 1,800 feet of the shoulder on the north side of Carmel Street suffers degraded surface conditions, severe soil erosion and natural drainage channels from storm water run-off, and the narrow width and deteriorating conditions of the shoulder that would make it unusable for parking.

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, installation of 2-hour parking limitation with street sweeping days on the north side of the street, consistent with last month's Traffic Commission'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 1,800 feet. In addition, staff recommends “NO PARKING ANYTIME” restrictions on the following sections of Carmel Street:

- 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 Traffic Commission's vote last month.
- 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 Traffic Commission's vote.
- South side of Carmel Street, beginning from the County building driveway for approximately 300 feet in front of the Storage West property).
- South side of Carmel Street, beginning from approximately 135 feet west of Industrial Street for approximately 540 feet in front of the existing open space lot.

- The remainder of the south side of Carmel Street will continue to have the 2-hour parking and street sweeping day restriction as is currently does.

Commissioner Rico makes a motion to accept the proposed recommendations as presented by the engineering staff. Commissioner Masterson seconds the motion. Motion carries.

AYES: COMMISSIONERS: MUSGROVE, MASTERSON, 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 6:59 pm.

Michael Hansen, Chairman
Traffic Commission

ATTEST:

Denise Avila, Secretary
Traffic Commission

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: August 1, 2018
AGENDA ITEM NO: 7A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *ML*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *NA*
SUBJECT: Richland Road between Borden Road and Mission Road – Local
Road/Residential Street Classification

BACKGROUND:

Transportation Engineering staff have received numerous resident complaints of high cut-through traffic during morning peak periods and excessive vehicular speeds on Richland Road between Borden Road and Mission Road. Residents feel that a flashing beacon with a "WATCH DOWNHILL" speed would help reduce vehicular speeds. Residents would also like the City to consider installation of "NO THROUGH STREET" signs on private streets (Felecia Lane and Linda Lane) intersecting Richland Road where residents have observed a high number of turnaround traffic.

EXISTING CONDITIONS:

The Richland Road corridor between Borden Road and Mission Road is unclassified in the Mobility Element of the City's General Plan. There are three (3) distinct roadway segments along this corridor. Roadway segment (No. 1) is approximately 0.20 miles long between Borden Road and Fulton Road, south of Richland Elementary School. The segment is relatively flat with two lanes, approximately 30 feet in pavement width and is within a school zone (500 feet from Richland Elementary School). There is a wide dirt shoulder on the east side which is utilized as school parking. There are existing 35 MPH regulatory posted speed limit signs and 5-foot sidewalks on the west side. There are no resident driveways along this segment. This segment runs north and connects to the existing traffic signal on Borden Road.

Roadway segment (No. 2) is approximately 0.3 miles long between Fulton Road and Rock Springs Road. The segment consists of two lanes with a street curb to curb width varying from 22 to 40 feet. The segment slopes to the south at an approximate downhill grade of 6 percent from Berryhill Drive to Felecia Lane. There are (18) total residential driveways on both sides of the street. The posted regulatory speed limit is also set at 35 MPH. Sidewalks are present only on the west side. This segment connects to the existing All-Way STOP control at Fulton Road to the north and the roundabout intersection at Rock Springs Road to the south. Excessive speeds have been observed and reported by residents along this segment.

Roadway segment (No. 3) is approximately 0.35 miles long between Rock Springs Road and Mission Road. The segment is relatively flat with two lanes (width varying from 24 to 32 feet). There are sixteen (16) total residential driveways on both sides of the street in addition to multi-family housing developments. This segment is also within a school zone since there is an existing alternate access driveway to Mission Hills High School on the west side of the street, south of Fairlane Avenue. The posted regulatory speed limit is 30 MPH. There are intermittent sidewalks on both sides of the street. This segment connects to the existing one-way STOP control at Mission Road to the south. Excessive speeds have been observed and reported by residents along this segment.

DISCUSSION:

The City's Transportation Engineering staff evaluated the existing roadway geometry, physical road features, and traffic characteristics of this 3-segment corridor. Staff also collected existing traffic volumes, speed data, and collision history to evaluate existing traffic conditions. Below is a tabulated summary of the corridor's traffic characteristics. Collision rates have also been calculated and compared with the State (California) average collision rate for urban streets (2-3 lanes total). The collision rate is defined in accidents per million vehicle miles (MVM) of travel.

CORRIDOR SEGMENT	ADT (VEHICLES PER DAY)	POSTED SPEED (MPH) per ET&S	85 TH PERCENTILE per recent speed data collection	COLLISIONS (last 3 years)	CORRIDOR COLLISION RATE (ACC/MVM)	STATE COLLISION RATE (ACC/MVM)
1	2,121	30	32	2	4.31	1.03
2	2,276	35	36	2	2.67	1.03
3	2,224	35	31	1	1.17	1.03
1-3 (0.85 MILES)	2,276	30-35	N/A	5	2.36	1.03

Engineering and Traffic Surveys have previously been approved for the roadway segments. Although the speed surveys are in compliance with guidelines and standards per the California Manual on Uniform Traffic Control Devices (CA MUTCD), speed limits were established based on the 85th percentile speed in accordance with the Engineering and Traffic Survey procedure.. However, the CVC (Section 40802) offers an exception for establishing speed limits based on an Engineering and Traffic survey on public local streets. Local streets as defined by the Federal-aid system maps submitted to the Federal Highway Administration. If maps have not been submitted, local streets are defined as those streets primarily providing access to abutting residential property and meeting the following three criteria:

- 1) Roadway width of not more than 40 feet;
- 2) Not more than one-half mile of uninterrupted length (interruptions include stop signs or traffic signals);

3) Not more than one traffic lane in each direction

A review of the current FHWA functional classification maps for the City of San Marcos indicate that Richland Road from Borden Road to Rock Springs Road is classified as a major collector, which is inconsistent with the City's Mobility Plan. Richland Road from Rock Springs Road to Mission Road is classified as a local road per the FHWA map. Based on the criteria stated above, roadway segments No. 1 and 2 would meet the conditions for local streets. Staff recommends a change request of the FHWA functional classification maps to reclassify Richland Road roadway segments No. 1 and 2 as local roads. Classified local streets are exempt from an Engineering and Traffic Survey and therefore comply with the *prima facie* speed limit (25 MPH) per CVC Section 40802.

Per CVC 515, a "residence district" is defined as a portion of the highway where there are residential properties fronting the road and is occupied by 13 or more separate dwelling houses or businesses upon one side of the road within a quarter of a mile, or 16 or more dwelling houses or businesses upon both sides of the road. Roadway segments No. 2 and 3 would also meet this condition.

Attached below is a summary of the three (3) roadway segments and their street characteristics to meet either a local road or residential district street per the CVC.

SEGMENT	40' OR LESS (Y/N)	NOT MORE THAN 1/2 MILE (UNINTERRUPTED) (Y/N)	NO MORE THAN (1) LANE IN EACH DIRECTION (Y/N)	RESIDENTIAL DRIVEWAYS (BOTH SIDES)	LOCAL ROAD PER CVC 40802 (Y/N)	RESIDENTIAL DISTRICT PER CVC 515 (Y/N)
1	Y	Y	Y	0	Y	N
2	Y	Y	Y	18	Y	Y
3	Y	Y	Y	16	Y	Y

Based on staff's evaluation of the existing traffic conditions, roadway features and high collision rate for each roadway segment on Richland Road between Borden Road and Mission Road, staff recommends that the posted speed limit of the corridor be reduced to 25 MPH based on the criteria in the CVC as a residential street and local road. City staff also recommends targeted speed enforcement by the Sheriff's department to encourage and promote compliance with the *prima facie* (25 MPH) speed limit.

The new 25MPH speed limit zone would help to discourage cut-through traffic on Richland Road. Staff also recommends installation of six (6) inch white edgeline striping on the west side of Richland Road between Fulton Road and Elizabeth Street (600 feet) to help reduce vehicular speeds. Double yellow centerline striping is recommended as well due to the existing vertical curve which reduces line of sight to motorists. Edgeline striping have been used previously on residential public streets for traffic calming purposes in the City. Edgeline striping provides narrowing of the travel lanes and creates friction between opposing traffic movements to induce motorists to travel at slower speeds. The use of a flashing beacon

and warning sign "WATCH DOWNSHILL SPEED" are not appropriate devices for a residential street and are typically used on high speed, long downhill grades on major arterials.

Staff will monitor vehicular speeds on Richland Road based on the new 25 MPH speed limit zone and traffic calming roadway striping improvements for at least one (1) year. More aggressive traffic calming devices to alter the roadway geometry such as speed cushions, traffic circles, or chicanes may be considered in the event that vehicular speeds have not been reduced. A reassessment of traffic conditions would be necessary before more aggressive options are considered and brought forth before the Traffic Commission.

Staff also investigated a resident's request to install "NOT A THROUGH STREET" warning sign to reduce turnaround traffic. Based on the street configuration of Linda Lane and Felicia Lane, this type of warning sign is not recommended. Staff has investigated and determined that the end of the street is visible from Richland Road. In addition, the streets are classified as private and have low traffic volumes.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the following:

- Installation of new "25 MPH" speed limit signs and speed pavement markings on Richland Road between Borden Road and Mission Road based on satisfying the criteria in the CVC for a local and residential road. Existing speed limits signs to be removed.
- Installation of new double yellow centerline striping and six (6) inch white edgeline striping (approximately 600 feet) on Richland Road between Fulton Road and Elizabeth Street to reduce vehicular speeds, channelize traffic safely, and improve sight distance at the existing vertical curve.
- Requesting targeted speed enforcement by the Sheriff's Department during AM and PM peak periods.
- Traffic Commission to approve staff's findings and recommendations to change functional classification of Richland Road between Borden Road and Rock Springs Road from a "major collector" to a "local road". Staff to submit a resolution to City Council for approval of change. Staff to submit a functional classification change request package to Caltrans for review. Caltrans to send change request to FHWA for approval and update of California Road System (CRS) maps.

TRAFFIC DATA/ROADWAY INFORMATION:

Traffic Volumes:

Richland Road between Borden Road and Fulton Road – 2,121 VPD (vehicles per day, 2017)

Richland Road between Fulton Road and Rock Springs Road – 2,276 VPD (vehicles per day, 2018)

Richland Road between Rock Springs Road and Mission Road – 2,224 VPD (vehicles per day, 2017)

Speed Limit:

Richland Road between Borden Road and Rock Springs Road – 35 MPH posted (certified 7/31/17)

Richland Road between Rock Springs Road and Mission Road – 30 MPH posted (certified 1/18/18)

Accident History (last 3 years):

Richland Road between Borden Road and Fulton Road

09/24/16, 3:15 PM, at Borden Road intersection; Vehicle rear ends another motor vehicle northbound, primary collision factor – Unsafe Speed, no injuries.

07/22/17, 11:26 PM, at Borden Road intersection, Vehicle strikes fixed object northbound, primary collision factor – DUI, no injuries.

Richland Road between Fulton Road and Rock Springs Road

09/12/15, 11:30 AM, at Berryhill Drive intersection; Broadside collision, Vehicle makes southbound left turn and collides with eastbound vehicle; Primary collision factor – Unsafe speed, 1 injury.

07/25/16, 3:18 AM, 73-feet north of Linda Lane; Single vehicle collision; Vehicle strikes fixed object northbound and overturns; Primary collision factor – DUI, 1 injury.

Richland Road between Rock Springs Road and Mission Road

09/14/16, 11:26 PM, at Mission Road; Vehicle strikes fixed object southbound; Primary collision factor – traffic signals/signs, no injuries.

ATTACHMENT(S)

Vicinity Map

Existing Conditions Maps

Proposed Striping Improvements Exhibit

California Road System (CRS) Map

Roadway Classification Map per City's Mobility Plan

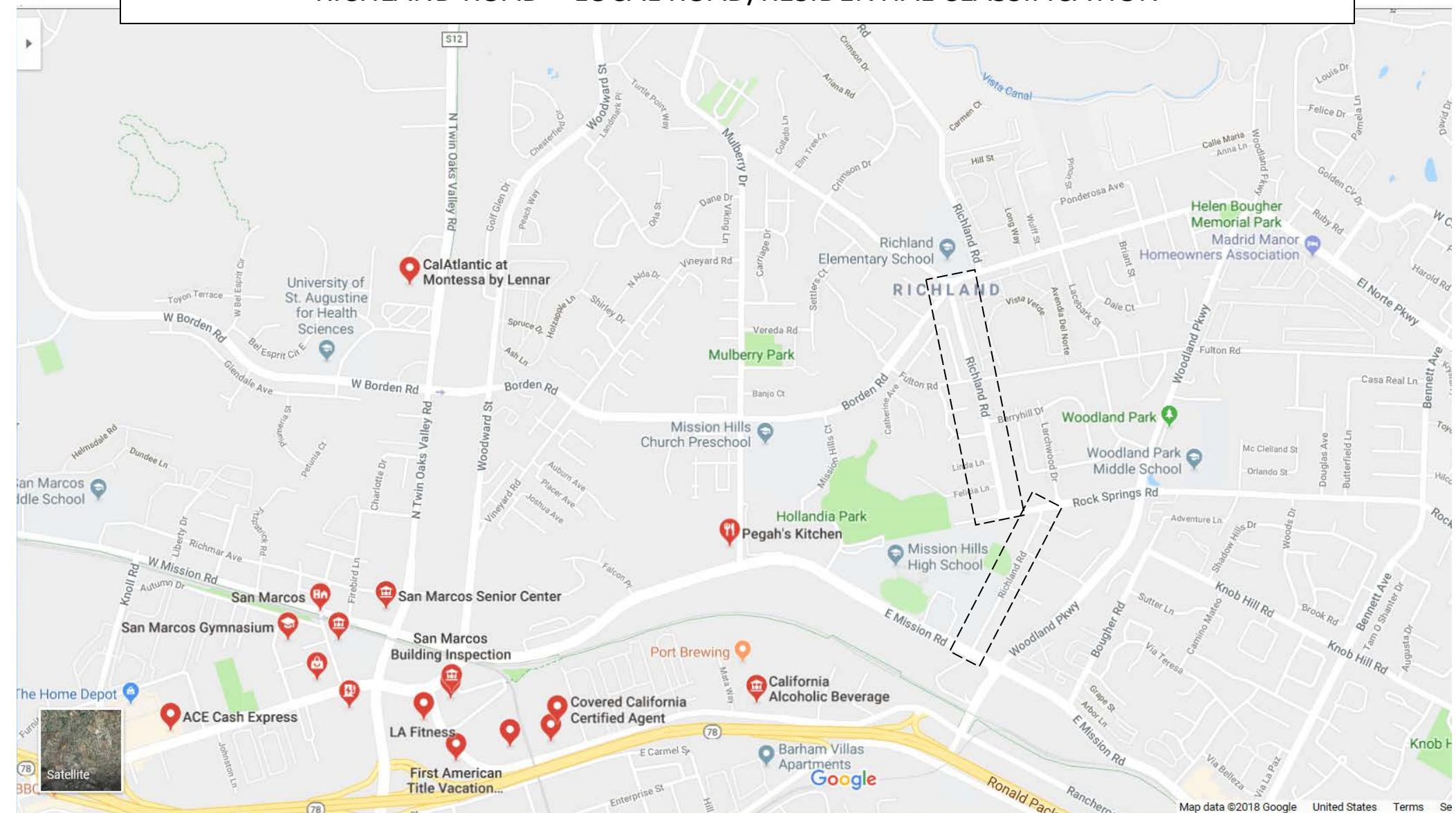
Speed Data

Engineering and Traffic Surveys

CVC Sections 40802, 22352 and 515

Photos

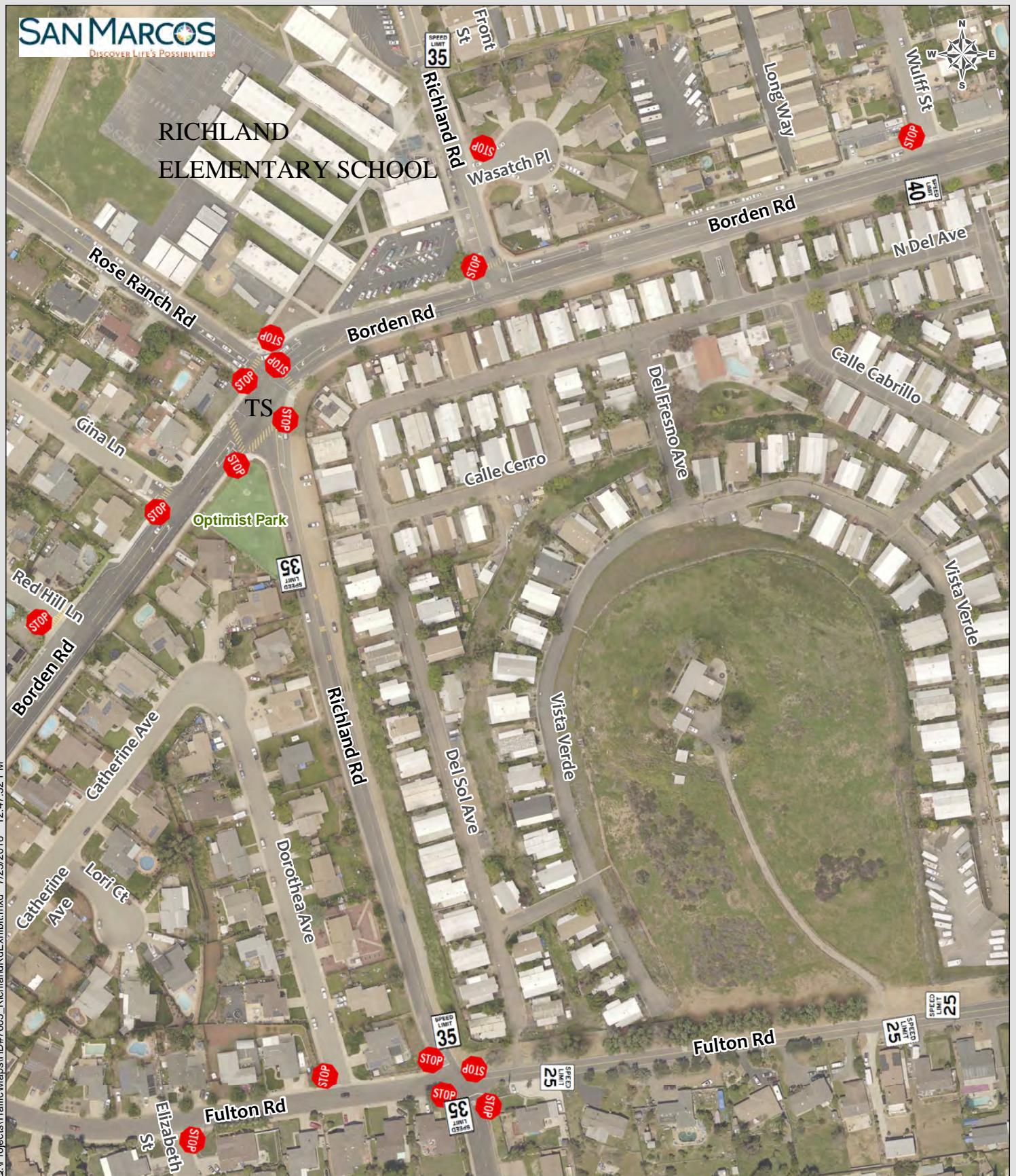
VICINITY MAP



AUGUST 1, 2018
CITY OF SAN MARCOS TRAFFIC COMMISSION
AGENDA #7A



**RICHLAND
ELEMENTARY SCHOOL**



**EXISTING CONDITIONS MAP
Richland Road Exhibit**



Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

EXISTING CONDITIONS MAP Richland Road Exhibit

Page 2 of 4

0 50 100 200
Feet

1 inch = 215 feet

CREATED BY: City of San Marcos GIS (07/2018)
DATA SOURCES: SanGIS (06/2018)
USGS (10/2017)



Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

EXISTING CONDITIONS MAP Richland Road Exhibit

Page 3 of 4

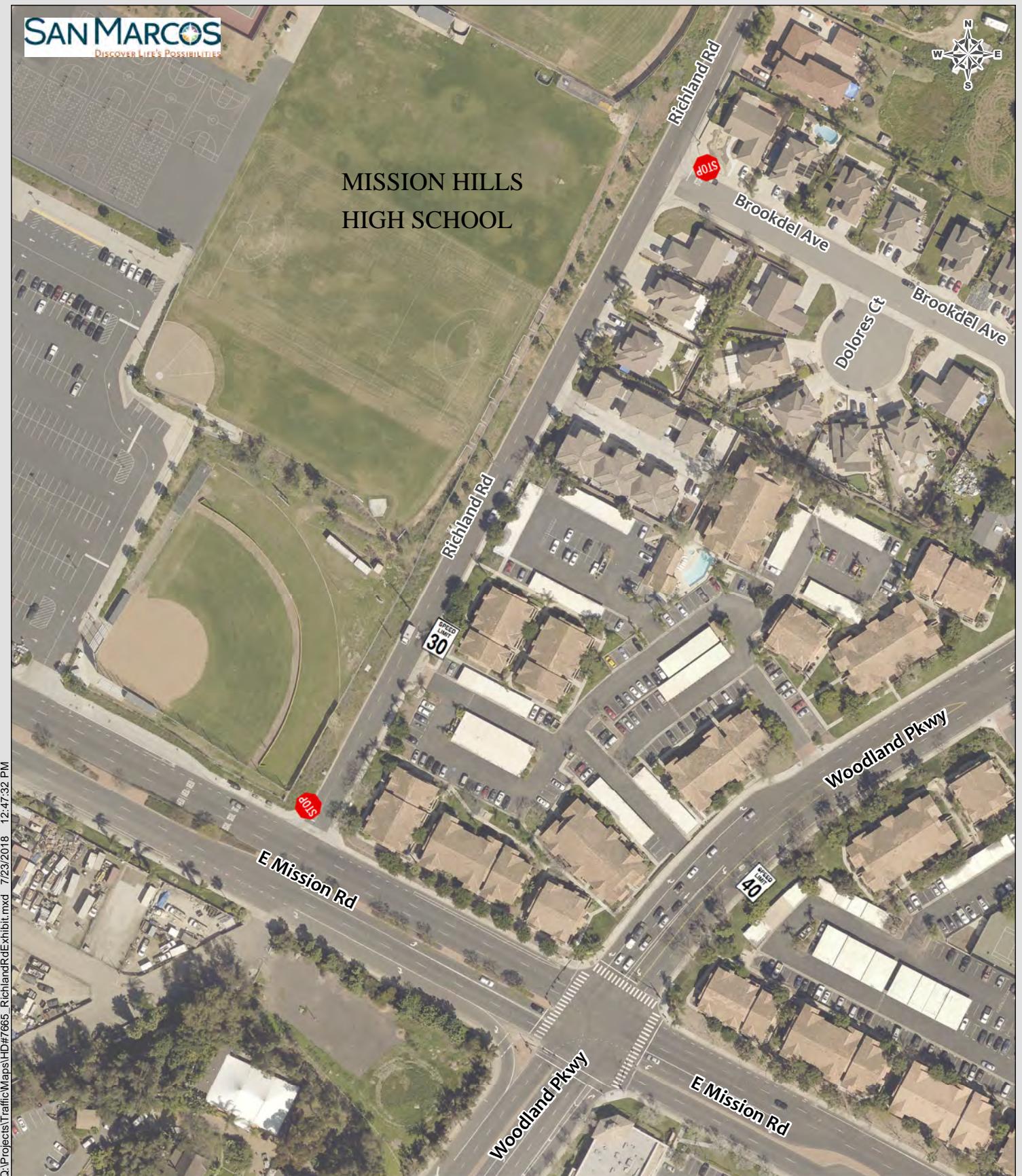
0 25 50 100
Feet

1 inch = 150 feet

CREATED BY: City of San Marcos GIS (07/2018)
DATA SOURCES: SanGIS (06/2018)
USGS (10/2017)



MISSION HILLS HIGH SCHOOL



Q:\Projects\TrafficMaps\HD#7685_RichlandRd\Exhibit.mxd 7/23/2018 12:47:32 PM

Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information see the Disclaimer on the City's website.

EXISTING CONDITIONS MAP Richland Road Exhibit

Page 4 of 4

0 25 50 100
Feet

1 inch = 150 feet

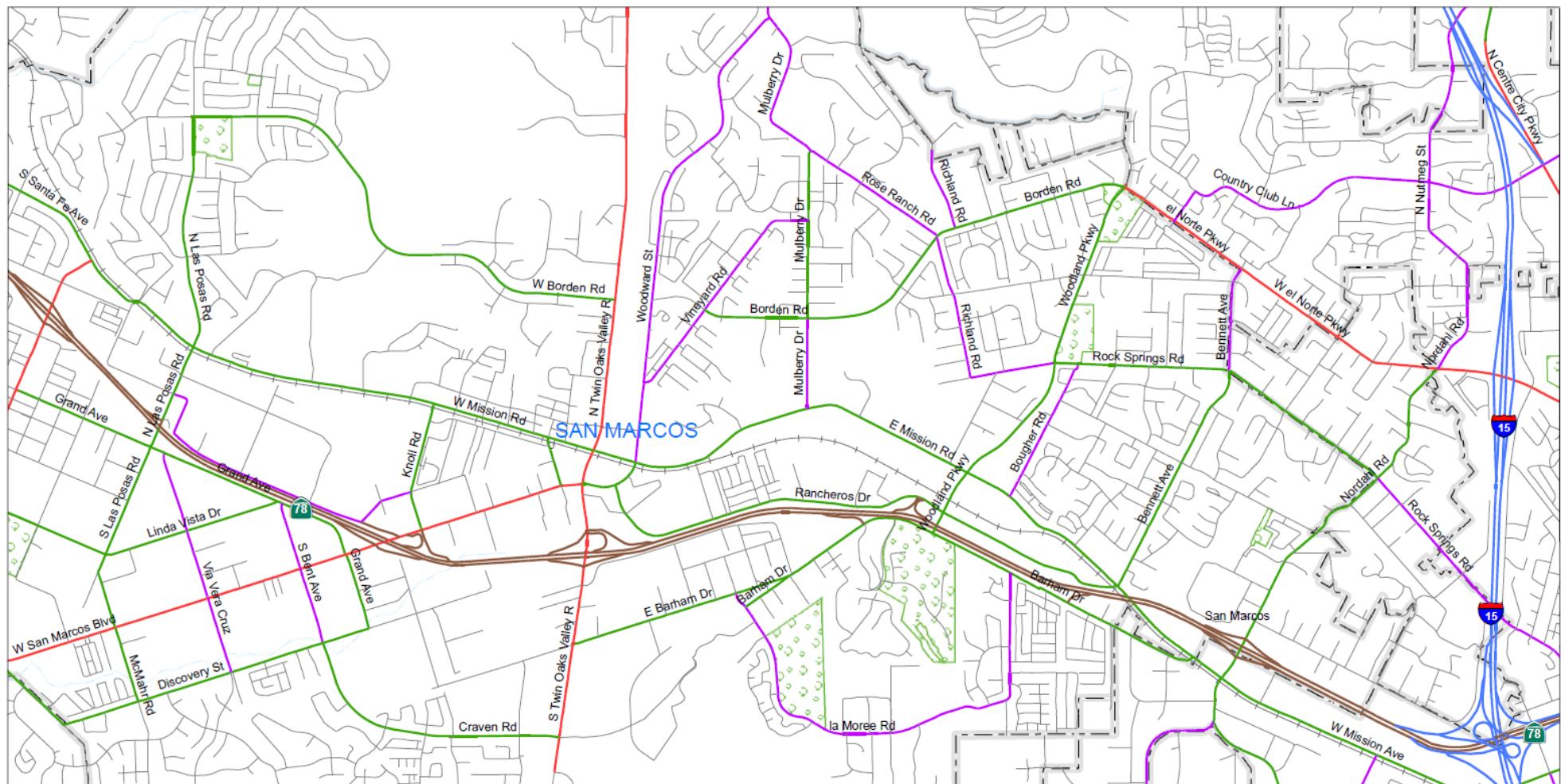
CREATED BY: City of San Marcos GIS (07/2018)
DATA SOURCES: SanGIS (06/2018)
USGS (10/2017)



CONSTRUCTION NOTES (STRIPING IMPROVEMENTS ONLY):

1. INSTALL 600' OF NEW DOUBLE YELLOW CENTERLINE (DETAIL 21); MATCH EXISTING STRIPING
2. INSTALL 6-INCH WHITE RIGHT EDGELINE (8-FEET FROM CURB) FROM FULTON RD. TO ELIZABETH ST.

SEE MAP 15X24



Approved Date: 11/15/16
Federal Highway Administration

Wesley P. Mammano
FOR: VINCENT P. MAMMANO
Division Administrator

0 0.25 0.5 0.75 1 Mile
0 1,000 2,000 3,000 4,000 5,000 Feet

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
in Cooperation With The
FEDERAL HIGHWAY ADMINISTRATION
AND LOCAL AGENCIES



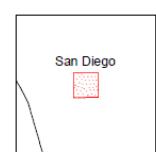
SEE MAP 15X44

COUNTY BOUNDARY
CITY BOUNDARY
RAILROAD

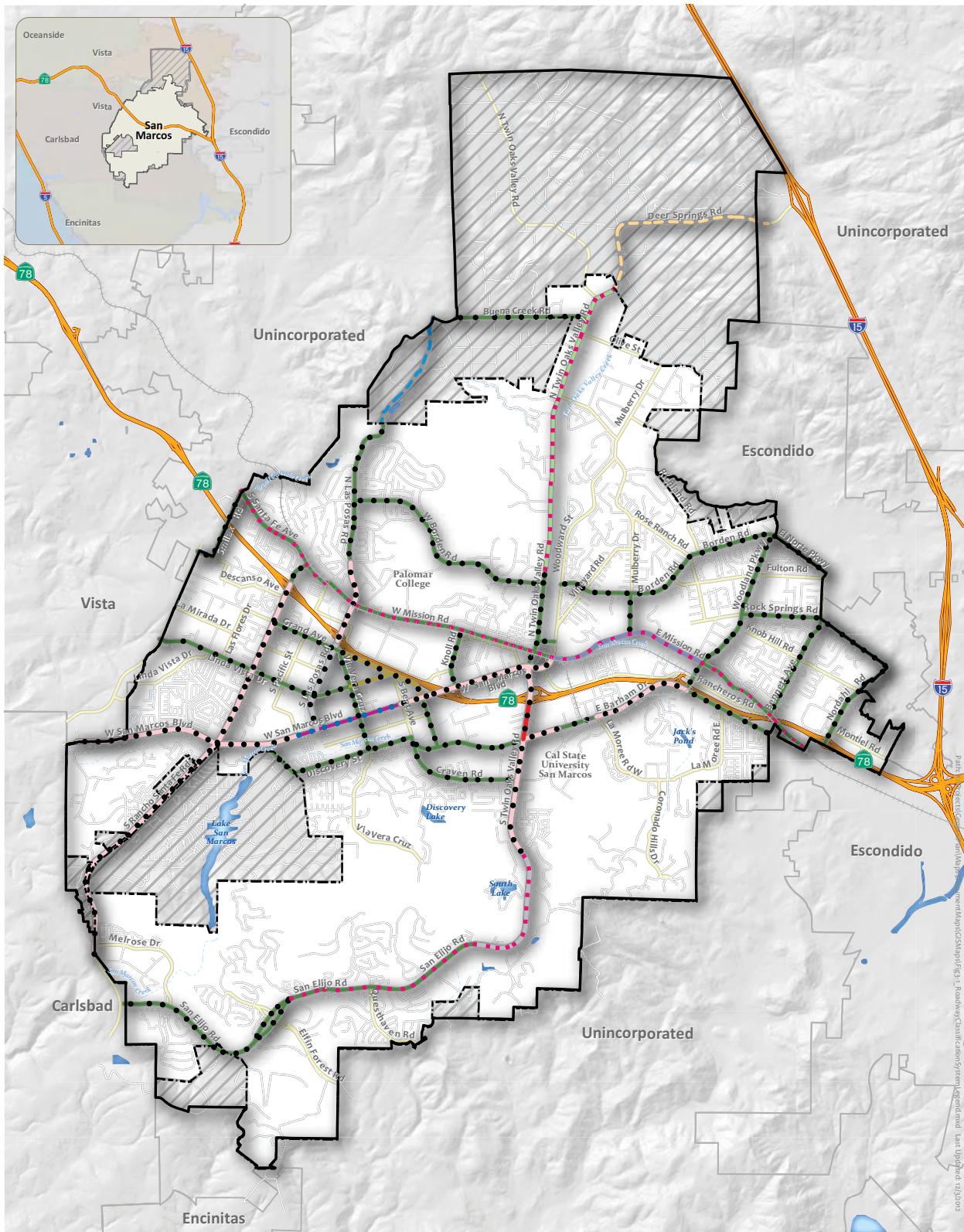
INTERSTATE
STATE
1
3
4
5
6
7

FUNCTIONAL CLASSIFICATION SYSTEM

INTERSTATE	1
OTHER FWY OR EXPWY	2
OTHER PRINCIPAL ARTERIAL	3
MINOR ARTERIAL	4
MAJOR COLLECTOR	5
MINOR COLLECTOR	6
LOCAL	7



MAP 15X34



3

MOBILITY ELEMENT

FIGURE 3-1
City of San Marcos
Roadway
Classifications



SOURCES OF DATA:
 City of San Marcos 12/12

Every effort has been made to assure the accuracy of the maps and data provided; however, some information may not be accurate or current. The City of San Marcos assumes no responsibility arising from use of this information and incorporates by reference its disclaimer regarding the lack of any warranties, whether expressed or implied, concerning the use of the same. For additional information, see the Disclaimer of the City's website.

- San Marcos City Limits
- Sphere of Influence
- Planning Area
- Major Hydrologic Features
- Creeks
- Railroad
- Freeway
- Highway
- Major Road
- Minor Road

Roadway Classifications

- 2 Lanes with Right-of-Way consistent with County of San Diego's General Plan
- 4 Lanes with Right-of-Way consistent with County of San Diego's General Plan
- Arterial Enhanced
- Complete Street
- 4 Lanes (Rural)
- 4 Lanes
- 4 Lanes +
- Multi-Way Boulevard
- 6 Lanes
- 6 Lanes +

Street Typology*

- Arterial with Class II or III Bicycle Facilities and Sidewalks
- Arterial with Enhanced Bicycle/Pedestrian Facilities
- Multi-Way

* See the Street Design Manual for additional street typology assignments

SPEED

Richland Rd Bet. Borden Rd & Fulton Rd.

Day: Thursday

Date: 7/12/2018

City: San Marcos

Project #: CA18_4257_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	0	0	0	0	0	0	0	0	2
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
04:00	0	0	2	3	1	0	0	0	0	0	0	0	0	6
05:00	0	1	5	7	2	2	0	0	0	0	0	0	0	17
06:00	0	1	3	11	10	2	0	0	0	0	0	0	0	27
07:00	0	1	12	27	14	4	0	0	0	0	0	0	0	58
08:00	1	0	15	23	10	0	0	0	0	0	0	0	0	49
09:00	1	1	10	14	9	7	0	0	0	0	0	0	0	42
10:00	0	3	23	17	10	2	0	0	0	0	0	0	0	55
11:00	0	8	18	13	3	1	0	0	0	0	0	0	0	43
12:00 PM	0	5	8	39	12	2	0	0	0	0	0	0	0	66
13:00	0	0	12	20	20	1	0	0	0	0	0	0	0	53
14:00	2	2	13	28	14	1	0	0	0	0	0	0	0	60
15:00	2	3	14	30	15	0	0	0	0	0	0	0	0	64
16:00	0	1	18	50	24	2	0	0	0	0	0	0	0	95
17:00	0	0	17	51	16	0	0	0	0	0	0	0	0	84
18:00	0	1	7	35	21	6	0	0	0	0	0	0	0	70
19:00	0	1	16	23	6	3	0	0	0	0	0	0	0	49
20:00	0	2	9	20	7	0	0	0	0	0	0	0	0	38
21:00	0	1	1	15	5	1	0	0	0	0	0	0	0	23
22:00	0	2	1	13	0	0	0	0	0	0	0	0	0	16
23:00	0	0	5	2	2	1	0	0	0	0	0	0	0	10
Totals	6	34	209	445	205	36								935
% of Totals	1%	4%	22%	48%	22%	4%								100%

AM Volumes	2	16	88	119	63	19	0	0	0	0	0	0	0	307	
% AM	0%	2%	9%	13%	7%	2%								33%	
AM Peak Hour	08:00	11:00	10:00	07:00	07:00	09:00								07:00	
Volume	1	8	23	27	14	7								58	
PM Volumes	4	18	121	326	142	17	0	0	0	0	0	0	0	628	
% PM	0%	2%	13%	35%	15%	2%								67%	
PM Peak Hour	14:00	12:00	16:00	17:00	16:00	18:00								16:00	
Volume	2	5	18	51	24	6								95	
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Off Peak Volumes	
		107	11%	119	13%	179	19%	530	57%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Richland Rd	Summary	22	27	27	32	35	935

SPEED

Richland Rd Bet. Rock Springs Rd & Fulton Rd

Day: Tuesday

Date: 5/22/2018

City: San Marcos

Project #: CA18_4190_004

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	3	4	1	0	1	0	0	0	0	0	0	9
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	1	3	0	1	1	0	0	0	0	0	0	0	6
05:00	0	2	2	3	6	1	0	1	0	0	0	0	0	15
06:00	1	5	6	12	20	25	5	0	0	0	0	0	0	74
07:00	0	2	30	97	229	85	10	0	0	0	0	0	0	453
08:00	1	3	13	33	87	33	6	0	0	0	0	0	0	176
09:00	1	2	10	22	21	12	0	0	0	0	0	0	0	68
10:00	1	5	16	10	29	13	2	0	0	0	0	0	0	76
11:00	0	10	13	24	31	12	4	0	0	0	0	0	0	94
12:00 PM	1	4	14	18	35	19	1	0	0	0	0	0	0	92
13:00	2	4	11	23	38	9	6	0	0	0	0	0	0	93
14:00	2	8	14	66	91	36	4	0	0	0	0	0	0	221
15:00	0	6	40	75	107	27	2	0	0	0	0	0	0	257
16:00	0	2	14	31	76	24	4	1	0	0	0	0	0	152
17:00	0	2	12	39	67	30	4	1	0	0	0	0	0	155
18:00	0	1	12	30	44	21	0	0	0	0	0	0	0	108
19:00	0	4	7	21	30	8	2	1	0	0	0	0	0	73
20:00	1	5	9	26	31	10	1	1	0	0	0	0	0	84
21:00	0	0	7	12	13	7	0	0	0	0	0	0	0	39
22:00	0	1	7	5	4	3	0	0	0	0	0	0	0	20
23:00	0	1	1	1	0	3	0	0	0	0	0	0	0	6
Totals	10	70	246	552	962	379	52	5						2276
% of Totals	0%	3%	11%	24%	42%	17%	2%	0%						100%

AM Volumes	4	32	98	205	426	182	28	1	0	0	0	0	0	976
% AM	0%	1%	4%	9%	19%	8%	1%	0%						43%
AM Peak Hour Volume	06:00	11:00	07:00	07:00	07:00	07:00	07:00	05:00						07:00
	1	10	30	97	229	85	10	1						453
PM Volumes	6	38	148	347	536	197	24	4	0	0	0	0	0	1300
% PM	0%	2%	7%	15%	24%	9%	1%	0%						57%
PM Peak Hour Volume	13:00	14:00	15:00	15:00	15:00	14:00	13:00	16:00						15:00
	2	8	40	75	107	36	6	1						257
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
		629	28%	185	8%	307	13%	1155	51%					

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Richland Rd	Summary	25	31	31	36	39	2276

SPEED

Richland Rd Bet. Rock Springs Rd & Mission Rd

Day: Thursday

Date: 7/12/2018

City: San Marcos

Project #: CA18_4257_002

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	3	1	0	0	0	0	0	0	0	4
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	2	2	1	1	0	0	0	0	0	0	0	6
05:00	0	1	3	3	3	0	0	0	0	0	0	0	0	10
06:00	5	1	10	8	5	0	0	0	0	0	0	0	0	29
07:00	51	10	18	20	8	2	0	0	0	0	0	0	0	109
08:00	23	3	8	22	11	2	0	0	0	0	0	0	0	69
09:00	10	4	8	27	6	2	0	0	0	0	0	0	0	57
10:00	4	5	14	19	9	1	1	0	0	0	0	0	0	53
11:00	5	8	8	23	6	3	0	0	0	0	0	0	0	53
12:00 PM	31	12	17	21	9	0	1	0	0	0	0	0	0	91
13:00	20	4	25	18	13	1	1	0	0	0	0	0	0	82
14:00	2	3	8	25	15	2	0	0	0	0	0	0	0	55
15:00	9	4	22	26	14	2	0	0	0	0	0	0	0	77
16:00	8	4	22	38	15	1	1	0	0	0	0	0	0	89
17:00	8	6	19	34	18	2	0	0	0	0	0	0	0	87
18:00	6	9	25	38	11	0	0	0	0	0	0	0	0	89
19:00	4	5	13	24	11	2	0	0	0	0	0	0	0	59
20:00	4	3	24	21	3	1	0	0	0	0	0	0	0	56
21:00	3	2	13	11	3	1	0	0	0	0	0	0	0	33
22:00	2	4	9	6	4	2	0	0	0	0	0	0	0	27
23:00	0	2	3	7	2	0	0	0	0	0	0	0	0	14
Totals	195	93	273	394	170	26	4							1155
% of Totals	17%	8%	24%	34%	15%	2%	0%							100%

AM Volumes	98	35	73	125	52	12	1	0	0	0	0	0	0	396			
% AM	8%	3%	6%	11%	5%	1%	0%							34%			
AM Peak Hour	07:00	07:00	07:00	09:00	08:00	11:00	10:00							07:00			
Volume	51	10	18	27	11	3	1							109			
PM Volumes	97	58	200	269	118	14	3	0	0	0	0	0	0	759			
% PM	8%	5%	17%	23%	10%	1%	0%							66%			
PM Peak Hour	12:00	12:00	13:00	16:00	17:00	14:00	12:00							12:00			
Volume	31	12	25	38	18	2	1							91			
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Speeds		Volume	178		15%	Volume	173		15%	Volume	176		15%	Volume	628		54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Richland Rd	Summary	14	25	24	31	34	1155

SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

CITY OF SAN MARCOS ENGINEERING AND TRAFFIC SURVEY

STREET: RICHLAND ROAD

LIMITS: BORDEN ROAD AND ROCK SPRINGS ROAD

DATE OF SURVEY: 7/31/2017

PREPARED BY: NDS

REVIEWED BY: M.RAFael

A. PREVAILING DATA:

DIRECTIONS: : NORTH/SOUTH
WEATHER CONDITION: : CLEAR, SUNNY
LOCATION OF SURVEY: : MID-BLOCK AT 65' SOUTH OF BERRYHILL DRIVE
85TH PERCENTILE: : 37 MPH
10 MPH PACE: : 27-36 MPH
PERCENT IN PACE: : 78%
POSTED SPEED LIMIT (ON DATE OF SURVEY) : 35 MPH
SPEED LIMIT CHANGE: : NO
RECOMMENDED SPEED LIMIT: : N/A

B. ACCIDENT HISTORY:

NO. OF MONTHS COVERED: : 36
TOTAL ACCIDENTS: : 1
COLLISION RATE: : 0.95 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: : 1757 VEHICLES PER DAY (VPD)
LENGTH OF SEGMENT: : 0.55 MILES
LANE CONFIGURATION: : 1 LANE IN EACH DIRECTION

D. EXISTING ROAD CONDITIONS:

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

E. ADJACENT LAND USE:

SINGLE FAMILY RESIDENCES, MOBILE HOME PARK

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 35 MPH IS FOUND TO BE APPROPRIATE AND JUSTIFIED BASED ON THE NEAREST 5 MPH INCREMENT OF THE 85TH PERCENTILE SPEED BEING 37 MPH.

APPROVED AND CERTIFIED BY:


CITY ENGINEER, MATT LITTLE

10/10/12
DATE



Spot Speed Study

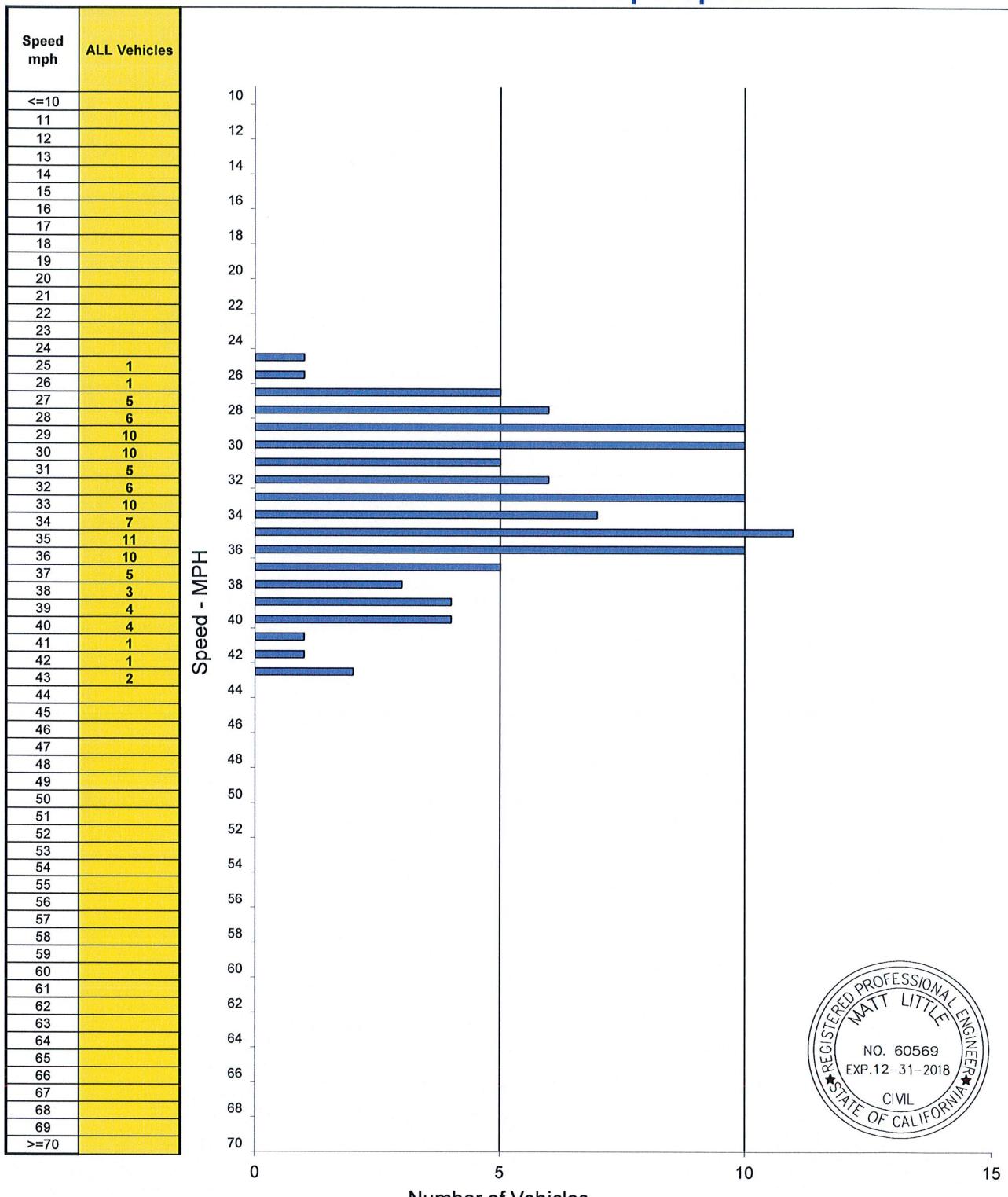
Prepared by: National Data & Surveying Services

City of San Marcos

DATE: 7/31/2017
TIME: 11:00-12:30

Location: Richland Rd 65' S/O Berryhill Dr
Posted Speed: 35 MPH Clear/Dry Project #: 17-4259-007

Northbound & Southbound Spot Speeds



SPEED PARAMETERS

Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	102	25 - 43	33 mph	37 mph	27 - 36	80	78%	1% / 2	20% / 20



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

I, Phillip Scollick, City Clerk, for the City of San Marcos, California, hereby certify, under penalty of perjury, that the attached and foregoing is a true and correct copy of the ENGINEERING AND TRAFFIC SURVEY SUMMARY, dated July 31, 2017 for RICHLAND ROAD, FROM BORDEN ROAD TO ROCK SPRINGS ROAD.


Phillip Scollick
City Clerk
City of San Marcos

SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

CITY OF SAN MARCOS ENGINEERING AND TRAFFIC SURVEY

STREET: RICHLAND ROAD
LIMITS: ROCK SPRINGS ROAD AND MISSION ROAD

DATE OF SURVEY: 1/18/18
PREPARED BY: R. GARCIA
REVIEWED BY: M. RAFAEL

A. PREVAILING DATA:

DIRECTIONS: : NORTH/SOUTH
WEATHER CONDITION: : CLEAR, DRY
LOCATION OF SURVEY: : MID-BLOCK AT 250' SOUTH OF FAIRLANE AVENUE
85TH PERCENTILE: : 36 MPH
10 MPH PACE: : 27-36 MPH
PERCENT IN PACE: : 64%
POSTED SPEED LIMIT (ON DATE OF SURVEY) : 30 MPH
SPEED LIMIT CHANGE: : NO
RECOMMENDED SPEED LIMIT: : 30 MPH

B. ACCIDENT HISTORY:

NO. OF MONTHS COVERED: : 36
TOTAL ACCIDENTS: : 0
COLLISION RATE: : 0 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: : 2224 VEHICLES PER DAY (VPD)
LENGTH OF SEGMENT: : 0.38 MILES
LANE CONFIGURATION: : 1 LANE EACH DIRECTION

D. EXISTING ROAD CONDITIONS:

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

E. ADJACENT LAND USE:

SINGLE AND MULTI-FAMILY RESIDENCES, MISSION HILLS HIGH SCHOOL

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. DUE TO HIGH PEDESTRIAN TRAFFIC AND HIGH NUMBER OF DRIVEWAYS, IT IS RECOMMENDED THAT DOWNWARD SPEED ZONING APPLY FOR THIS ROAD SEGMENT IN COMPLIANCE WITH CVC SECTION 627 AND 22358.5. THEREFORE, THE POSTED SPEED LIMIT SHALL BE REDUCED TO 30 MPH.

APPROVED AND CERTIFIED BY:

CITY ENGINEER, MATT LITTLE

3/18/18
DATE



Spot Speed Study

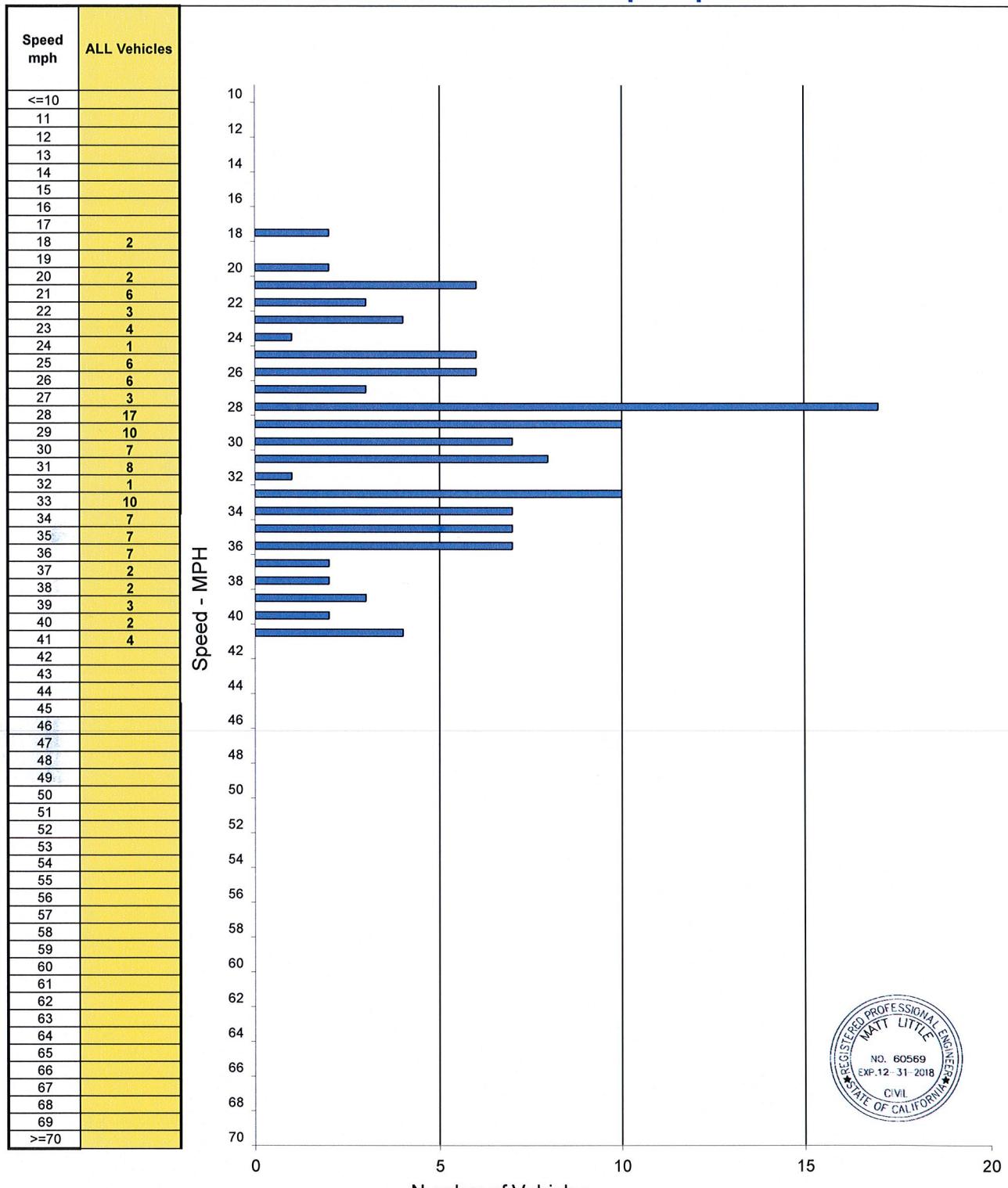
Prepared by: National Data & Surveying Services

City of San Marcos

DATE: 1/18/2018
TIME: 11:40-13:25

Location: RICHLAND ROAD between Rock Springs Road and Mission Road
Posted Speed: 30 MPH Clear/Dry
Project #: 18-4015-022

Northbound & Southbound Spot Speeds



SPEED PARAMETERS

Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	120	18 - 41	29 mph	36 mph	27 - 36	77	64%	25% / 30	11% / 13

SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

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

I, Phillip Scollick, City Clerk, for the City of San Marcos, California, hereby certify, under penalty of perjury, that the attached and foregoing is a true and correct copy of the ENGINEERING AND TRAFFIC SURVEY SUMMARY, dated January 18, 2018 for RICHLAND ROAD, FROM ROCK SPRINGS ROAD TO MISSION ROAD.


Phillip Scollick
City Clerk
City of San Marcos


3/16/18



State of California

VEHICLE CODE

Section 515

515. A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

(Enacted by Stats. 1959, Ch. 3.)



State of California

VEHICLE CODE

Section 22352

22352. The *prima facie* limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The *prima facie* limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program

pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(Amended by Stats. 2015, Ch. 12, Sec. 15. (AB 95) Effective June 24, 2015.)



State of California

VEHICLE CODE

Section 40802

40802. (a) A “speed trap” is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a *prima facie* speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that *prima facie* speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the “California Road System Maps,” it may be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a *prima facie* speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that *prima facie* speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

(Amended by Stats. 2017, Ch. 397, Sec. 9. (SB 810) Effective January 1, 2018.)



NB Richland Road towards Borden Rd.



SB Richland Road towards Fulton Rd.













Looking westbound on Felicia Lane (private cul-de-sac)



Looking westbound on Linda Lane (private cul-de-sac)