

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: December 5, 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.

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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

October 3, 2018

6. OLD BUSINESS

- a. Guideline No. 27 – KEEP CLEAR ZONES

7. NEW BUSINESS

- a. Morgan's Corner (San Elijo Hills) – Right Turn Restriction

- b. Wild Canyon Drive and Terraza Mar – Intersection Safety Concerns

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, Sara Jacobs, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on November 28, 2018 of this agenda in the glass display case at the north entrance of City Hall.

DATED: November 28, 2018



Sara Jacobs,
Traffic Commission Secretary

MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, OCTOBER 3, 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 6:01 p.m.

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

3. **ROLL CALL:**

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

ABSENT: SAVOVIC, MAKROGIANNIS, BRIDGE

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

4. **ORAL COMMUNICATIONS**

Pat Slater resides at 1175 La Moree Road #70 (La Moree Estates) is concerned about the safety of residents traveling on La Moree Road towards Barham Road due to speeding motorists. Resident would like the City to look at solutions to modify speed limits or set up radar patrol to prevent future accidents related to this issue.

Debra Wright resides at 547 Wildhorse Lane. Mrs. Wright thanked the commission for the newly installed signage and pavement markings on Oleander Avenue. Mrs. Wright is concerned with the amount of commercial vehicle traffic traveling on Oleander Avenue and Alamitos Way. She also expressed concerns for the elderly and students that walk on Alamitos Way due to the lack of sidewalks.

Jack Wright resides at 547 Wildhorse Lane. Mr. Wright is concerned about the number of commercial vehicles traveling on Oleander Avenue as well as concerns for the children and parents walking on the streets due to lack the of sidewalks on Alamitos Way. Mr. Wright has observed motorists speeding on Oleander Avenue and not stopping at the newly installed STOP signs at Oleander Avenue and Alamitos Way causing more safety issues.

Paul Nelson resides at 1027 Crimson Drive. Mr. Nelson is concerned about the safety of pedestrians traveling on Crimson Drive towards Rose Ranch due to speeding motorists and the slight blind turn. He is concerned for the children walking on the street due to the lack of sidewalk on Crimson Drive. Even though the city has already evaluated the area of concern and installed new 25MPH SPEED LIMIT signs, Mr. Nelson feels this action has not helped with speeding motorists. Mr. Nelson would like city to consider other forms of traffic control measures. Mr. Nelson has spoken with the Traffic Sergeant at the Sheriff's Department and was told to refer back to the city due to the department only having two (2) motorcycle units that can enforce the traffic laws in San Marcos.

5. APPROVAL OF MINUTES – August 1, 2018

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

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

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

6. OLD BUSINESS

- a. None

7. NEW BUSINESS

- a. Installation of "KEEP CLEAR" pavement markings on Montiel Road (Plaza San Marcos – 730 Nordahl Road)

Engineering staff received traffic safety concerns at the Plaza San Marcos shopping center driveway on Montiel Road. Residents expressed concerns regarding the backup of stopped vehicles on westbound Montiel Road blocking the existing driveway to the shopping center making it difficult for vehicles to enter and exit the driveway. Vehicles were observed waiting in the eastbound lanes on Montiel Road attempting to turn left into the driveway (rear-end collision potential). Some

residents have requested a new raised median and/or left turn restriction into the driveway from Montiel Road due to traffic safety concerns.

Staff evaluated the area in question and recommends the installation of “KEEP CLEAR” pavement markings with limit lines in the westbound travel lanes of Montiel Road at the Plaza San Marcos’ commercial driveway. In addition, staff recommends revision of the City’s guidelines for “KEEP CLEAR” zones to include multi-lane roadways. Lastly, staff recommends periodic enforcement by the Sheriff’s Department during peak periods.

Traffic Commission modified Engineering staff recommendations by approving the installation of “KEEP CLEAR” pavement markings with limit lines in the westbound travel lanes of Montiel Road at the Plaza San Marcos’ commercial driveway. Traffic Commission instructed staff to further revise the City’s guidelines for “KEEP CLEAR ZONES”. In addition, Traffic Commission strikes the recommendation for periodic enforcement by the Sheriff’s Department during peak periods.

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

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

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

b. Southbound Nordahl Road at Center Drive - Proposed Right –Turn Lane

The City has received several complaints on the traffic congestion and delay at the intersection of Nordahl Road and Center Drive. Residents have complained about southbound through traffic blocking right-turning traffic onto Center Drive. Traffic congestion frequently backups past Medical Centre Way to the north. Residents are requesting for a separate right turn lane on southbound Nordahl Road onto eastbound Center Drive.

Based on the data collected, a new right turn lane would be beneficial during most hours of the day. However, it is not clear if the benefits would extend to the AM peak hour, the only time the southbound through movement exceeds the right turn movement.

Engineering staff recommends that the Traffic Commission approve the conversion of the southbound Nordahl Road right lane at Center Drive to a new exclusive right turn lane, including a 5-foot bike lane per CAMUTCD Fig. 9C-109 (CA) and new traffic warning and regulatory signage. In addition, staff recommends the installation of new vehicle and bike lane loop detectors on southbound Nordahl Road at Center Drive.

Commissioner Masterson makes a motion to accept the proposed recommendations by engineering staff as presented. Motion carried by majority vote.

AYES: COMMISSIONERS: MASTERSON, BUCKLEY, HANSEN, RICO

NOES: COMMISSIONERS: COLLINS, MUSGROVE

ABSTAINS: COMMISSIONERS:

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

9. **ADJOURNMENT:** Chairman Hansen adjourned the meeting at 7:47 pm.

Michael Hansen, Chairman
Traffic Commission

ATTEST:

Sara Jacobs, Secretary
Traffic Commission

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: December 5, 2018
AGENDA ITEM NO: 6A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *MR*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *na*
SUBJECT: Guideline No. 27 – KEEP CLEAR ZONES

BACKGROUND:

The Traffic Commission directed City staff to revisit and revise the proposed modified guidelines for KEEP CLEAR zones submitted for review at the October 2018 meeting.

DISCUSSION:

Traffic Commissioner Musgrove suggested that City staff consider lifting the restrictions as to "when and where" the KEEP CLEAR markings can be assigned based on City staff's expertise and analysis. Traffic Commissioner Masterson recommended updating the guidelines to not restrict staff's discretion for multi-lane roadways. He also recommended the last paragraph of the KEEP CLEAR guidelines should not be deleted which provides cautionary language on the use of KEEP CLEAR markings on multi-lane roadways. City staff has retained the last paragraph of the guidelines and provided minor edits to allow for staff's discretion on the use of KEEP CLEAR markings based on engineering judgment.

CONCLUSION AND RECOMMENDATIONS:

City staff requests that the Traffic Commission accepts the modified version of Guideline No. 27, KEEP CLEAR zones (December 2018 version).

Attachment(s)

Guideline No. 27, KEEP CLEAR ZONES
Guideline No. 27, KEEP CLEAR ZONES (modified October 2018)
Guideline No. 27, KEEP CLEAR ZONES (modified December 2018)

GUIDELINE NO. 27

KEEP CLEAR ZONES

The principal purpose of a "KEEP CLEAR" zone is to provide a gap in traffic queued from a traffic signal or STOP sign. These zones are utilized to allow motorists to enter or exit from a side street or high volume driveway.

"KEEP CLEAR" zones will be considered on a case by case basis on those roadways that have sufficient travel width to allow for only one lane of traffic in the direction that the zone is to be delineated. Other criteria to be considered when evaluating a proposed KEEP CLEAR site are:

1. Traffic volume of the major roadway, 10,000 vehicles per day minimum, and volume of the side street or driveway;
2. Accident history, 3 correctible in a 12 month period;
3. Frequency of traffic queuing past the side street or driveway, twice during a 15 minute period or 5 times in an hour; and
4. Whether a left turn restriction is feasible into or from the side street or driveway.

"KEEP CLEAR" pavement Markings will not be considered for multilane roads with the following exceptions:

1. At controlled or uncontrolled driveways or side streets directly serving emergency service facilities, i.e. fire stations, or other services where response time is critical.
2. At intersections that are controlled by a traffic signal and are subject to queued traffic from an adjacent controlled intersection blocking the intersection.

"KEEP CLEAR" zones on multilane roadways may provide a false sense of security for motorists crossing the gap through stopped traffic. This can lead to a significant increase in right angle accidents at these locations. Accidents usually occur when traffic in the closest lane is stopped allowing the motorist to cross that lane of traffic; however, the other lanes might still be flowing freely but the motorist does not have sufficient sight distance thus creating the potential for right angle accidents.

GUIDELINE NO. 27

KEEP CLEAR ZONES

The principal purpose of a "KEEP CLEAR" zone is to provide a gap in traffic queued from a traffic signal or STOP sign. These zones are utilized to allow motorists to enter or exit from a side street or high volume driveway.

"KEEP CLEAR" zones will be considered on a case by case basis on those roadways that have sufficient travel width. Markings shall help alleviate problems for left turns only such as ingress into or egress out of the side street or driveway. Markings shall not be installed for right-turning traffic. to allow for only one lane of traffic in the direction that the zone is to be delineated. Other criteria to be considered when evaluating a proposed KEEP CLEAR site are:

1. Traffic volume of the major roadway, ~~10,000 vehicles per day minimum~~, and volume of the side street or driveway;
2. Accident history, 3 correctible in a 12 month period;
3. Frequency of traffic queuing past the side street or driveway, twice during a 15 minute period or 5 times in an hour; and
4. Whether a left turn restriction is feasible into or from the side street or driveway.

~~"KEEP CLEAR" pavement Markings will not be considered for multilane roads with the following exceptions: Locations exempt from meeting the above criteria are as follows:~~

1. At controlled or uncontrolled driveways or side streets directly serving emergency service facilities, i.e. fire stations, or other services where response time is critical.
2. At intersections that are controlled by a traffic signal and are subject to queued traffic from an adjacent controlled intersection blocking the intersection.

~~"KEEP CLEAR" zones on multilane roadways may provide a false sense of security for motorists crossing the gap through stopped traffic. This can lead to a significant increase in right angle accidents at these locations. Accidents usually occur when traffic in the closest lane is stopped allowing the motorist to cross that lane of traffic; however, the other lanes might still be flowing freely but the motorist does not have sufficient sight distance thus creating the potential for right angle accidents.~~

GUIDELINE NO. 27

KEEP CLEAR ZONES

The principal purpose of a "KEEP CLEAR" zone is to provide a gap in stopped traffic queued from a downstream traffic signal or STOP sign. These zones are utilized to allow motorists to enter or exit from a side street or high volume driveway impacted by the queue.

"KEEP CLEAR" zones are considered on a case by case basis. Pavement markings generally help alleviate problems for left turns such as ingress into and egress out of a blocked side street or driveway. Other criteria to be considered when evaluating a proposed KEEP CLEAR location include:

1. Traffic volumes on the major roadway and cross street or driveway;
2. Accident history: three (3) or more correctible collisions in a consecutive 12-month period;
3. Frequency of traffic queues past the cross street or driveway: twice (2) during a 15-minute period or five (5) times in an hour; and
4. Feasibility of a left turn restriction into or out of the cross street or driveway.

Examples of locations that are typically exempt from meeting the above criteria include, but are not limited to, the following:

1. At controlled or uncontrolled driveways or side streets directly serving emergency service facilities, such as fire stations or other services where rapid response time is critical.
2. At intersections that are controlled by a traffic signal and are subject to being blocked by queued traffic from a downstream controlled intersection.

Cautionary note: "KEEP CLEAR" zones on multilane roadways may provide a false sense of security for side street motorists crossing the KEEP CLEAR gap. This can lead to a potential increase in right angle collisions which can occur when traffic in the nearest lane is stopped at the KEEP CLEAR zone, obstructing the cross traffic's view of approaching vehicles in the adjacent main road through lane(s), creating a potential risk for right angle collisions. Drivers using the KEEP CLEAR gaps are cautioned to ensure the entire zone is clear before completing their crossing. City staff will pass on this cautionary note to communities and entities requesting a KEEP CLEAR zone.

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: December 5, 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: Morgan's Corner (San Elijo Hills) – Right Turn Restriction

BACKGROUND:

Residents are concerned with the high volume of cut-through traffic and excessive speeds in the Morgan's Corner development of San Elijo Hills. Residents have observed motorists driving through their residential development from eastbound Elfin Forest Road at Morgan's Avenue during the morning peak period bypassing the signalized intersection of Elfin Forest Road and San Elijo Road. The community is requesting the City to install a "NO RIGHT TURN, 7am – 9am, Mon-Fri" sign restriction on Elfin Forest Road in advance of Morgan's Avenue. The community recently supported the approval of the right turn restriction at their HOA board meeting in November.

EXISTING CONDITIONS:

The study area for this report is within the Morgan's Corner development which is located on the southwesterly corner of southbound San Elijo Road and eastbound Elfin Forest Road in San Elijo Hills. Morgan's Corner consists of (162) townhome units built in 2003. The primary access to the development is at the signalized intersection of San Elijo Road and Cooke Street. Secondary access to the development is on eastbound Elfin Forest Road at Morgan's Avenue where it is configured as right-in and right-out access. There is an existing "PRIVATE STREET, NO THRU TRAFFIC" sign installed southwest intersection corner of Morgan's Avenue and eastbound Elfin Forest Road. The speed limit is posted at 10 MPH inside the development. There is also an existing ALL WAY STOP control at the intersection of Cooke Street and Morgan's Avenue (private streets). The typical street width on the private residential streets is 24-feet with no curbs, gutters, or sidewalks. There is a short steep downhill 8 percent grade entering Morgan's Avenue from eastbound Elfin Forest Road that levels out to 2 percent approaching Cooke Street.

Elfin Forest Road between Archer Road and San Elijo Road is an eastbound one-way/two-lane collector street with on-street parking and sidewalks on both sides. The street slopes to the east at an approximate downhill grade of 4 percent. The posted speed limit is 30 MPH. The ONE-WAY to ONE-WAY intersection of eastbound Elfin Forest Road and southbound/westbound San Elijo Road is currently signalized. Elfin Forest Road serves several single family communities to the west of Morgan's Corner Development (Sagewood, Acacia, Cedar Crossing, Carmel communities).

DISCUSSION:

City staff conducted an engineering study to determine the feasibility of installing a "NO RIGHT TURN, 7am – 9am, Mon-Fri" sign restriction on eastbound Elfin Forest Road in advance of Morgan's Avenue. To determine the volume of cut-through traffic in the Morgan's Corner development, staff collected traffic data and made field observations on Morgan's Avenue during the morning peak period (7am - 8am) on a typical weekday. Based on the data collected, a total cut-through traffic volume of (25) vehicles were observed between 7:00 AM and 8:00 AM turning right from eastbound Elfin Forest Road to Morgan's Avenue and then turning left onto Cooke Street to the existing signalized intersection of Cooke Street and San Elijo Road. No cut-through traffic was observed after 8:00 AM.

Staff also collected 24-hour turning movement counts into and out of the development driveway. The data collected also indicated heavy right turn volumes from eastbound Elfin Forest Road to Morgan's Avenue between 7:00 AM and 8:00 AM. All other turning movements during the rest of the day were considerably light. Staff also researched collisions at the intersection of eastbound Elfin Forest Road and Morgan's Avenue, and found no reported collisions within the last 5 years.

In mid-2017, the City was initially contacted by the Morgan's Corner HOA regarding cut-through traffic concerns during the morning peak period. The City had recommended minor improvements that may be implemented within the private community. The City suggested informational signs such as a "PRIVATE STREET, NO THRU TRAFFIC" sign at the Morgan's Avenue entrance and a new ALL WAY STOP control at the intersection of Cooke Street and Morgan's Avenue to also discourage cut-through traffic. Both traffic safety improvements were installed in August 2017 by the HOA. However, these existing countermeasures have not reduced the morning cut-through traffic and the community is seeking alternative solutions from the City to resolve the ongoing issue.

City staff also inquired about the community's interest to install a private gate on Morgan's Avenue, however the constrained physical width of the street, overall cost of the gate, and the hazardous potential to back up traffic on eastbound Elfin Forest Road were major concerns to the community. Traffic signal timing and operations on San Elijo Road and Elfin Forest Road continue to be evaluated and optimized by City staff for the AM and PM peak hour conditions.

Based on the findings of this study, Staff is recommending the installation of a "NO RIGHT TURN" regulatory sign during the morning peak periods (7am – 9am, Mon-Fri) on eastbound Elfin Forest Road at Morgan's Avenue. In addition, City staff is recommending selective enforcement by the Sheriff's Department to promote compliance with the new right turn restriction. The turn restriction will apply to all and local residents and their guests will not be exempt from it during the morning peak periods.

Future alternatives that the community may consider to further discourage cut-through traffic include partial or permanent closure of Morgan's Avenue and installation of speed bumps, humps, or cushions on their private streets. These alternatives will require City Planning and Fire Department review due to the change in traffic circulation and potential impacts on emergency response times within the neighborhood.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the installation of a new "NO RIGHT TURN" regulatory sign and post during the morning peak periods (7am – 9am, Mon-Fri) on eastbound Elfin Forest Road in advance of Morgan's Avenue based on significant cut-through residential traffic.

Traffic Data/Roadway Information:

Traffic Volumes:

Eastbound Elfin Forest Road (Archer Road to San Elijo Road) – 3,097 VPD (vehicles per day) - 2017

Southbound/Westbound San Elijo Road (WB Elfin Forest Rd to EB Elfin Forest Rd) – 14,348 VPD - 2017

Speed Limit:

Eastbound Elfin Forest Road (Archer Road to San Elijo Road) – 25 MPH posted

Southbound/Westbound San Elijo Road (WB Elfin Forest Rd to EB Elfin Forest Rd) – 25 MPH posted

Accident History (last 5 years):

No reported collisions at the intersection of Morgan's Avenue and eastbound Elfin Forest Road.

Attachment(s)

Vicinity Map

Proposed Improvements Exhibit

Morgan's Avenue Driveway Count

License Plate Survey Data Collection

HOA Correspondence

Photos

VICINITY MAP
MORGAN'S CORNER (SAN ELIJO HILLS) – RIGHT TURN RESTRICTION



DECEMBER 5, 2018
CITY OF SAN MARCOS TRAFFIC COMMISSION
AGENDA #7A



CONSTRUCTION NOTE: INSTALL
MODIFIED R33 (CA) "NO RIGHT TURN,
7AM-9AM, MON-FRI" ON NEW
BREAKAWAY POST, 24"X36"

MORGAN'S CORNER (SAN ELIJO HILLS) – RIGHT TURN RESTRICTION
DECEMBER 5, 2018, AGENDA #7A

Volume

Location: Morgans Ave & Elfin Forest Rd
City: San Marcos

Date: 10/24/2018
Day: Wednesday

| TIME | 15 Minute Summary | | |
|--------------|-------------------|----------|-------|
| | Inbound | Outbound | TOTAL |
| | ER | NR | |
| 12:00 AM | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 |
| 12:30 AM | 0 | 1 | 1 |
| 12:45 AM | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 |
| 2:15 AM | 0 | 1 | 1 |
| 2:30 AM | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 |
| 3:15 AM | 1 | 0 | 1 |
| 3:30 AM | 0 | 1 | 1 |
| 3:45 AM | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 |
| 4:30 AM | 0 | 1 | 1 |
| 4:45 AM | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 |
| 5:15 AM | 0 | 1 | 1 |
| 5:30 AM | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 |
| 6:00 AM | 0 | 1 | 1 |
| 6:15 AM | 2 | 1 | 3 |
| 6:30 AM | 0 | 2 | 2 |
| 6:45 AM | 1 | 3 | 4 |
| 7:00 AM | 1 | 5 | 6 |
| 7:15 AM | 10 | 2 | 12 |
| 7:30 AM | 9 | 3 | 12 |
| 7:45 AM | 9 | 2 | 11 |
| 8:00 AM | 4 | 5 | 9 |
| 8:15 AM | 2 | 3 | 5 |
| 8:30 AM | 0 | 6 | 6 |
| 8:45 AM | 1 | 2 | 3 |
| 9:00 AM | 0 | 2 | 2 |
| 9:15 AM | 1 | 1 | 2 |
| 9:30 AM | 0 | 4 | 4 |
| 9:45 AM | 1 | 1 | 2 |
| 10:00 AM | 0 | 1 | 1 |
| 10:15 AM | 1 | 1 | 2 |
| 10:30 AM | 1 | 1 | 2 |
| 10:45 AM | 0 | 2 | 2 |
| 11:00 AM | 1 | 0 | 1 |
| 11:15 AM | 1 | 2 | 3 |
| 11:30 AM | 1 | 1 | 2 |
| 11:45 AM | 1 | 1 | 2 |
| 12:00 PM | 2 | 2 | 4 |
| 12:15 PM | 1 | 1 | 2 |
| 12:30 PM | 1 | 2 | 3 |
| 12:45 PM | 1 | 3 | 4 |
| 1:00 PM | 0 | 2 | 2 |
| 1:15 PM | 1 | 3 | 4 |
| 1:30 PM | 6 | 3 | 9 |
| 1:45 PM | 1 | 1 | 2 |
| 2:00 PM | 1 | 4 | 5 |
| 2:15 PM | 0 | 2 | 2 |
| 2:30 PM | 1 | 2 | 3 |
| 2:45 PM | 2 | 2 | 4 |
| 3:00 PM | 1 | 1 | 2 |
| 3:15 PM | 0 | 2 | 2 |
| 3:30 PM | 4 | 5 | 9 |
| 3:45 PM | 0 | 2 | 2 |
| 4:00 PM | 2 | 3 | 5 |
| 4:15 PM | 1 | 5 | 6 |
| 4:30 PM | 1 | 3 | 4 |
| 4:45 PM | 0 | 5 | 5 |
| 5:00 PM | 1 | 1 | 2 |
| 5:15 PM | 1 | 1 | 2 |
| 5:30 PM | 0 | 2 | 2 |
| 5:45 PM | 2 | 3 | 5 |
| 6:00 PM | 0 | 2 | 2 |
| 6:15 PM | 2 | 4 | 6 |
| 6:30 PM | 1 | 1 | 2 |
| 6:45 PM | 1 | 2 | 3 |
| 7:00 PM | 2 | 5 | 7 |
| 7:15 PM | 0 | 1 | 1 |
| 7:30 PM | 2 | 3 | 5 |
| 7:45 PM | 0 | 1 | 1 |
| 8:00 PM | 1 | 1 | 2 |
| 8:15 PM | 0 | 0 | 0 |
| 8:30 PM | 0 | 2 | 2 |
| 8:45 PM | 2 | 4 | 6 |
| 9:00 PM | 0 | 0 | 0 |
| 9:15 PM | 0 | 0 | 0 |
| 9:30 PM | 0 | 2 | 2 |
| 9:45 PM | 0 | 1 | 1 |
| 10:00 PM | 0 | 0 | 0 |
| 10:15 PM | 0 | 0 | 0 |
| 10:30 PM | 1 | 0 | 1 |
| 10:45 PM | 1 | 0 | 1 |
| 11:00 PM | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 |
| Grand Totals | 91 | 146 | 237 |

| TIME | Hourly Summary | | |
|--------------|----------------|----------|-------|
| | Inbound | Outbound | TOTAL |
| | ER | NR | |
| 12:00 AM | 0 | 1 | 1 |
| 1:00 AM | 0 | 0 | 0 |
| 2:00 AM | 0 | 1 | 1 |
| 3:00 AM | 1 | 1 | 2 |
| 4:00 AM | 0 | 1 | 1 |
| 5:00 AM | 0 | 1 | 1 |
| 6:00 AM | 3 | 7 | 10 |
| 7:00 AM | 29 | 12 | 41 |
| 8:00 AM | 7 | 16 | 23 |
| 9:00 AM | 2 | 8 | 10 |
| 10:00 AM | 2 | 5 | 7 |
| 11:00 AM | 4 | 4 | 8 |
| 12:00 PM | 5 | 8 | 13 |
| 1:00 PM | 8 | 9 | 17 |
| 2:00 PM | 4 | 10 | 14 |
| 3:00 PM | 5 | 10 | 15 |
| 4:00 PM | 4 | 16 | 20 |
| 5:00 PM | 4 | 7 | 11 |
| 6:00 PM | 4 | 9 | 13 |
| 7:00 PM | 4 | 10 | 14 |
| 8:00 PM | 3 | 7 | 10 |
| 9:00 PM | 0 | 3 | 3 |
| 10:00 PM | 2 | 0 | 2 |
| 11:00 PM | 0 | 0 | 0 |
| Grand Totals | 91 | 146 | 237 |

Prepared by National Data & Surveying Services
Volume

Location: Morgans Ave & Elfin Forest Rd
City: San Marcos

Date: 10/24/2018
Day: Wednesday

| TIME | <i>Hourly Summary</i> | | |
|--------------|-----------------------|----------------|------------|
| | Inbound ER | Outbound NR | TOTAL |
| 12:00 AM | 0 | 1 | 1 |
| 1:00 AM | 0 | 0 | 0 |
| 2:00 AM | 0 | 1 | 1 |
| 3:00 AM | 1 | 1 | 2 |
| 4:00 AM | 0 | 1 | 1 |
| 5:00 AM | 0 | 1 | 1 |
| 6:00 AM | 3 | 7 | 10 |
| 7:00 AM | 29 | 12 | 41 |
| 8:00 AM | 7 | 16 | 23 |
| 9:00 AM | 2 | 8 | 10 |
| 10:00 AM | 2 | 5 | 7 |
| 11:00 AM | 4 | 4 | 8 |
| 12:00 PM | 5 | 8 | 13 |
| 1:00 PM | 8 | 9 | 17 |
| 2:00 PM | 4 | 10 | 14 |
| 3:00 PM | 5 | 10 | 15 |
| 4:00 PM | 4 | 16 | 20 |
| 5:00 PM | 4 | 7 | 11 |
| 6:00 PM | 4 | 9 | 13 |
| 7:00 PM | 4 | 10 | 14 |
| 8:00 PM | 3 | 7 | 10 |
| 9:00 PM | 0 | 3 | 3 |
| 10:00 PM | 2 | 0 | 2 |
| 11:00 PM | 0 | 0 | 0 |
| Grand Totals | 91 | 146 | 237 |

LICENSE PLATE SURVEY

EASTBOUND RIGHT TURN FROM ELFIN FOREST RD TO MORGAN'S AVE

Location: Morgans Ave & Elfin Forest Rd
City: San Marcos

Date: Wednesday, 10/10/18
Time: 7:00 AM

| TIME | 15 Minute Summary | | |
|---------------------|-------------------|--------------|-----------|
| | VEHICLE MAKE | MODEL | TOTAL |
| 7:00 AM | TOYOTA | SEDAN | 1 |
| | HONDA | SEDAN | 1 |
| | LEXUS | SUV | 1 |
| | | TOTAL | 3 |
| 7:15 AM | HYUNDAI | SEDAN | 1 |
| | NISSAN | SEDAN | 1 |
| | GMC | SUV | 1 |
| | MERCEDES | SUV | 1 |
| | MERCEDES | SEDAN | 1 |
| | BMW | SEDAN | 1 |
| | NISSAN | SEDAN | 1 |
| | SIERRA GMC | TRUCK | 1 |
| | LEXUS | SEDAN | 1 |
| | | TOTAL | 9 |
| 7:30 AM | JEEP | SUV | 1 |
| | FORD | SUV | 1 |
| | VOLKSWAGEN | SEDAN | 1 |
| | BMW | SEDAN | 1 |
| | TOYOTA | SEDAN | 1 |
| | DODGE | SUV | 1 |
| | TOYOTA | SEDAN | 1 |
| | EDCO | TRUCK | 1 |
| | VOLVO | SUV | 1 |
| | TOYOTA | SEDAN | 1 |
| | HONDA | SUV | 1 |
| | | TOTAL | 11 |
| 7:45 AM | HONDA | SEDAN | 1 |
| | CHEVY | SEDAN | 1 |
| | | TOTAL | 2 |
| Grand Totals | | | 25 |

Morgans Corner HOA Petition

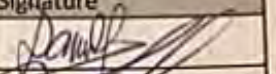
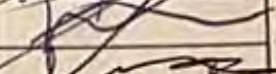
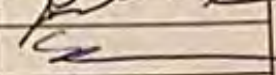
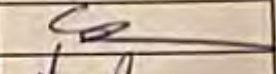
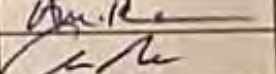
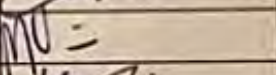
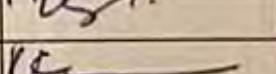
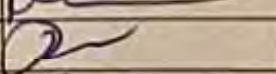
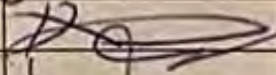
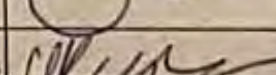
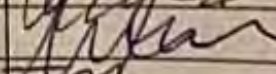
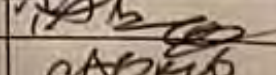
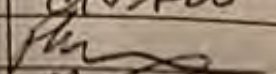

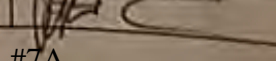

Eastbound Elfin Forest Traffic Cutting thru Morgans Ave into San Elijo Hills Rd.

January-2018

46 cars

Petition Objective

Over the last year, Eastbound Elfin Forest Road traffic has been increasingly cutting through our neighborhood in order to bypass the San Elijo Hills Road traffic lights. These incoming cars are driving well above the speed limit and most of them are even ignoring the STOP sign. This certainly poses a huge risk to our residents since kids are walking to schools at that time while others are walking the dogs or jogging in the neighborhood. We are asking for your consent to ask the HOA in the next meeting (January 9th) to address this situation right away to avoid any tragic accident from happening and make our neighborhood streets safe again.

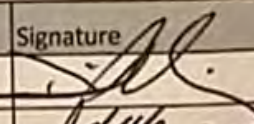
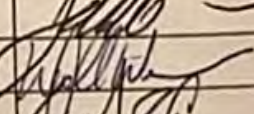
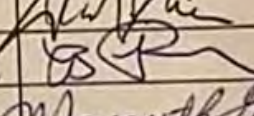
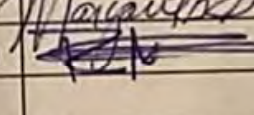
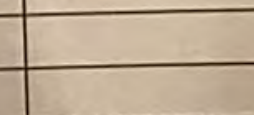


| No. | Date | Resident Name | Phone | Email (optional) | Property Address | Signature |
|-----|--------|----------------------|--------------|----------------------------|-------------------|---|
| 1 | 1/5/18 | Daniel Perez | 303-499-1911 | danielperez123@hotmail.com | 1728 Morgans Ave. |  |
| 2 | 1/5/18 | MEHMET VANLIANILIN | 855-442-1679 | MIKVAN1@GMAIL.COM | 1710 MORGANS AVE |  |
| 3 | 1/5/18 | Jean-Pierre LaBarrie | 949-395-4844 | J.LaBarrie@hotmail.com | 1179 Goddard St |  |
| 4 | 1/5/18 | Amir Bisofanni | 858-405-1924 | Shame12103@yahoo.com | 1712 Morgans Ave |  |
| 5 | 1/5/18 | Shane Lullow | 760-420-8853 | Shame12103@yahoo.com | 1712 Morgans Ave |  |
| 6 | 1/5/18 | Amir Bisofanni | 858-231-4626 | AmirBisofanni@gmail.com | 1763 Goddard Ave |  |
| 7 | 1/5/18 | Cesar Moreno | 214-400-6925 | Cesar.O.Moreno@gmail.com | 1716 Morgans Ave |  |
| 8 | 1/5/18 | Marilyn Vinas | 619-990-0712 | MarilynVinas@comcast.net | 1158 Goddard St |  |
| 9 | 1/5/18 | Khirud Gogoi | 858-427-0838 | Khirudg@gmail.com | 1601 Avery Rd. |  |
| 10 | 1/5/18 | Robert Comestro | 760-520-5536 | Kocomestro@gmail.com | 1607 Avery Rd |  |
| 11 | 1/5/18 | Heather Bobcock | 760-212-1991 | hbobcock@gmail.com | 1615 Avery Rd |  |
| 12 | 1/5/18 | Kelli Haggerty | 760-877-0784 | Kellhaggerty@gmail.com | 1619 Avery Rd |  |
| 13 | 1/5/18 | Ulyssa Peltier | 760-515-6570 | UlyssaPeltier@icloud.com | 1101 Goddard St. |  |
| 14 | 1/5/18 | Michael Etkin | 760-798-7387 | | 1132 Goddard |  |
| 15 | 1/5/18 | Maria Meluwo | 760-858-2698 | Maria.Meluwo@icloud.com | 1130 Goddard |  |
| 16 | 1/5/18 | Tamara Abilio | 858-768-1480 | TheAbrios@gmail.com | 1147 Goddard St. |  |
| 17 | 1/5/18 | CHERYL ABILIO | 619-708-4878 | CHERROWANNE@GMAIL.COM | 1147 GODDARD ST | |
| 18 | 1/5/18 | Pat Medina | 909-855-8290 | hghindmedina@gmail.com | 1606 Avery Rd | |
| 19 | 1/5/18 | MIKE ORTIZ | 760-573-3220 | sdmi-anar.F14@gmail.com | 1604 KUTRY | |
| 20 | 1/5/18 | John GOSTEN | 660-8111 | john.gosten@gmail.com | 1551 Goddard St | |

Morgans Corner HOA Petition

Eastbound Elfin Forest Traffic Cutting thru Morgans Ave into San Elijo Hills Rd.

Petition Objective

Over the last year, Eastbound Elfin Forest Road traffic has been increasingly cutting through our neighborhood in order to bypass the San Elijo Hills Road traffic lights. These incoming cars are driving well above the speed limit and most of them are even ignoring the STOP sign. This certainly poses a huge risk to our residents since kids are walking to schools at that time while others are walking the dogs or jogging in the neighborhood. We are asking for your consent to ask the HOA in the next meeting (January 9th) to address this situation right away to avoid any tragic accident from happening and make our neighborhood streets safe again.

| No. | Date | Resident Name | Phone | Email (optional) | Property Address | Signature |
|-----|--------|-----------------|--------------|------------------------------|------------------|---|
| 1 | 1/5/18 | DAVID MANNING | 858-602-4261 | DAVIDMANNINGLSS@GMAIL.COM | 1155 GODDARD ST |  |
| 2 | 1/5/18 | JEFF WOLL | 619-818-0212 | JEFFWOLL@SBCGLOBAL.NET | 1154 Goddard St |  |
| 3 | 1/5/18 | BILL WINN | 619-392-1072 | WILLIAMSCOTTWINN@GMAIL.COM | 1148 Goddard St |  |
| 4 | 1/5/18 | David Creedon | 619-616-8102 | | 1701 Morgans Ave |  |
| 5 | 1/6/18 | Gloria Robb | 510 486 1069 | I Love my happy days | 1720 Morgans Ave |  |
| 6 | 1/7/17 | Margaret Grover | 760 815-6525 | margee.grover@gmail.com | 1772 Morgans Ave |  |
| 7 | 1/7/18 | Russell Morris | 510 673 2655 | RussellaveryMorris@gmail.com | 1612 Avery Rd |  |
| 8 | | | | | | |
| 9 | | | | | | |
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**MORGAN'S CORNER HOMEOWNERS ASSOCIATION
BOARD OF DIRECTORS MEETING
November 20, 2018**

MINUTES

| | |
|--------------------------------|---|
| NOTICE OF MEETING | Upon due notice given and received, the Board of Directors Meeting of Morgan's Corner Homeowners Association was held on November 20, 2018 at 6:30pm at the Hometown Realty on San Elijo Rd. |
| DIRECTORS PRESENT | Ron Greitzer, President Mike McKittrick, Vice President Frances Ryglewicz, Treasurer Cheryl Moulton, Secretary |
| DIRECTORS ABSENT | None |
| OTHERS PRESENT | Christine Birster-Gonzales, Walters Management Alie Vega, Recording Secretary, Walters Management Jean Pierre Barrie, Homeowner |
| CALL TO ORDER | The meeting was called to order by Ron Greitzer at 6:34 pm. |
| HOMEOWNER DISCUSSION | Time was provided for homeowners in attendance to share their questions, comments and concerns: |
| APPROVAL OF THE MINUTES | <p><u>September 18, 2018 General Session Minutes:</u> Management provided the Board of Directors with a draft of the September 18, 2018 General Session Minutes.</p> <p><i>After review and discussion of the information provided, a motion was made, seconded and carried unanimously to approve the September 18, 2018 General Session Minutes. (Greitzer/Mckittrick)</i></p> |
| BOARD BUSINESS | <p><u>VA Approval:</u> Management provided the Board with the correspondence from CAPCA saying that the Association does not qualify for VA certification without a change in the wording of the governing documents.</p> <p><i>After review and discussion of the information provided, the Board decided not to</i></p> |

pursue further action on this matter.

FireWatch: Management provided the Board with the list of homes that were not accessible on the day of the repairs and the make-up inspections.

After review and discussion of the information provided, the Board directed management to send notices to the homeowners whose homes were not accessible on the day of the repairs and state that their accounts will be assessed a fine of \$218 if the home is not accessible on the date of the inspection.

Cut-Through Traffic: Management provided the Board with the latest correspondence between Ron Greitzer and the City of San Marcos with regards to installing a "No Right Turn" sign at the entrance from Elfin Forest Road.

*After review and discussion of the information provided, a motion was made, seconded and carried unanimously to **approve** the recommendation from the City's Traffic Engineer to add a "No Right Turn" sign from 7 am- 9 am. (Greitzer/Ryglewicz)*

Fire Sprinkler Cover Policy: Management provided the Board with the proposed rule change regarding the painting of the fire sprinkler covers discussed at the last meeting.

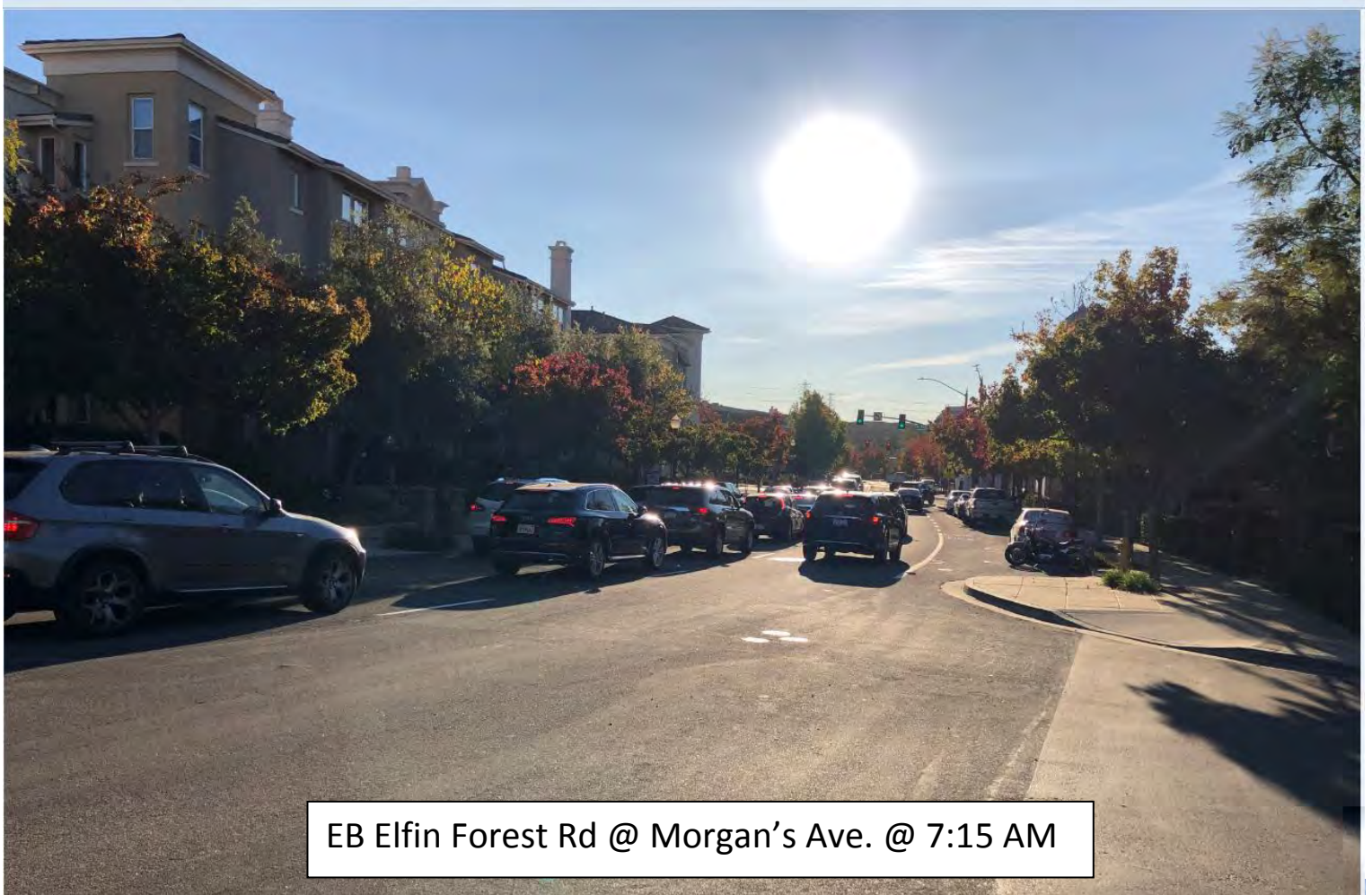
*After review and discussion of the information provided, the Board **approved** the proposed rule change regarding the painting of the fire sprinkler covers and directed Management to include it with the January statements. (Greitzer/Ryglewicz)*

INFORMATION ITEMS

Management provided the Board with the action item list, inspection report, QPM punch lists, community map and address list.

ADJOURNMENT

There being no further business to come before the Board, the meeting was adjourned at 7:13 pm.





SB Morgan's Corner @ Elfin Forest Rd



Morgan's Ave @ Cooke Street (towards SER)



NB Morgan's Ave @ Cooke St. (towards Elfin Forest Rd.)

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: December 5, 2018
AGENDA ITEM NO: 7B
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *MR*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *NA*
SUBJECT: Wild Canyon Drive and Terraza Mar – Intersection Safety Concerns

BACKGROUND:

Local San Elijo residents expressed concerns with the lack of available sight distance at the intersection of Terraza Mar and Wild Canyon Drive due to the existing roadway curve and increased on-street parking on Wild Canyon Drive. Residents are requesting an ALL WAY STOP control and crosswalks at the intersection to improve traffic safety and reduce speeding. Residents indicated that there have been several near misses and expressed safety concerns of pedestrians crossing at the intersection. Residents are also concerned about the lack of street lighting on Wild Canyon Drive.

EXISTING CONDITIONS:

The study area for this report is at the intersection of Terraza Mar and Wild Canyon Drive. Wild Canyon Drive is a public street which traverses in a north-south direction and is the primary access to several single family developments north of San Elijo Road. The southerly terminus of the street is located at the signalized intersection of Wild Canyon Drive and San Elijo Road. The street width is 40 feet curb-to-curb from San Elijo Road to Rock Court with sidewalks on both sides. On-street parking is permissible on both sides. The posted speed limit is 30 MPH. The street grade on Wild Canyon Drive approaching Terraza Mar is approximately 8 percent. Terraza Mar is also aligned with Chert Drive to the east at the intersection which provides access to the Belmont gated private community consisting of (131) single-family homes. Terraza Mar is a residential public cul-de-sac that provides access to (18) single family homes. Parking is limited to one side of the street due to the narrow roadway width. Terraza Mar and Chert Drive are STOP controlled at Wild Canyon Drive.

The curved roadway segment of Wild Canyon Drive approaching Terraza Mar makes it difficult for exiting motorists to fully view oncoming traffic traveling southbound on Wild Canyon Drive. The existing glass block wall also impede the sight distance at the intersection. On-street parked vehicles on the south side of Wild Canyon Drive add to the obstruction of sight distance at the intersection.

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 Wild Canyon Drive and STOP-controlled on Terraza Mar. 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 correctable 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). Pedestrian crossing volumes are also relatively low due to the location adjacent to residential communities. Staff researched the collision history at the intersection and on Wild Canyon Drive within the last 5 years. Only one (1) collision was reported in 2015 where the vehicle traveled southbound and struck a fixed object. No injuries were 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 north. The horizontal curvature of the roadway, existing glass block wall and on-street parking reduce the sight distance for motorists at the intersection. A glass block wall was possibly installed to increase available sight distance at the intersection which is still inadequate. The glass block wall also may fog up in the morning completely blocking the line of sight at the intersection. A stopping sight distance of approximately 350 feet was measured to the south. A 24-hour speed and volume tube counts were conducted along Wild Canyon Drive, north of Terraza Mar which indicated an 85th percentile speed of 28 MPH which supports the existing posted speed limit of 30 MPH. Per the Highway Design Manual (HDM), a stopping sight distance of 200 feet for a 30 MPH speed zone is required. Therefore, there is insufficient sight distance at the intersection for vehicles turning right onto southbound Wild Canyon Drive from Terraza Mar.

Based on the findings of this study, it is concluded that the subject intersection meets the criteria for ALL WAY STOP control per the CA MUTCD based on insufficient sight distance at the intersection. A new ALL WAY STOP would also help improve traffic operations and safety at the intersection.

On-street parking on both sides of Wild Canyon Drive from Festival Road to Terraza Mar is adequate for two-way traffic and Fire emergency access per the approved development plans. The recent increase in on-street public parking on Wild Canyon Drive appears to originate from the Belmont residents where parking is limited inside the gated community. These parking concerns are not traffic safety related and have been submitted to the City's Development Services Department for review of Belmont's parking management plan. Street lighting on Wild Canyon Drive is also adequate and approved based on the City's street lighting standards to illuminate intersections and critical horizontal or vertical segments of the roadway. Street lights have recently been upgraded to LED technology to improve lighting levels and visual depth perception at the intersection. Marked crosswalks are not required at ALL WAY STOP control intersections in residential areas where pedestrian volumes are low and have the default right-of-way per the California Vehicle Code.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the installation of an ALL WAY STOP at the intersection of Terraza Mar and Wild Canyon Drive 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.

Traffic Data/Roadway Information:

Traffic Volumes:

Terraza Mar – 180 VPD (vehicles per day) estimated.

Wild Canyon Drive – 3,046 VPD (vehicles per day).

Speed Limit:

Wild Canyon Drive from San Elijo Road to Tuscana Way – 30 MPH posted (E&TS 10/01/14)

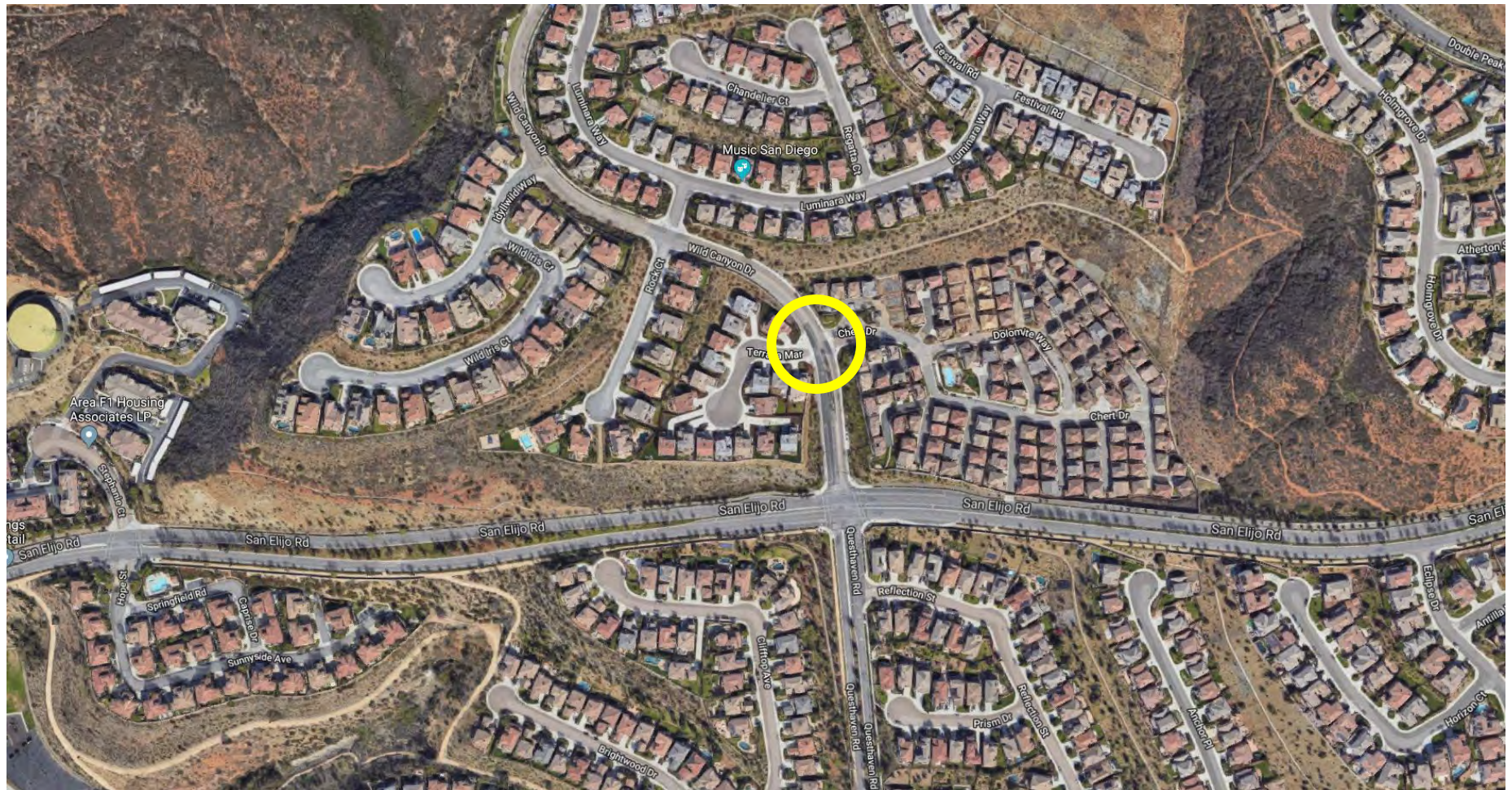
Accident History (last 5 years):

03/21/15, 6:32 PM, 232 feet north of San Elijo road, V1 heading southbound on Wild Canyon Drive; strikes fixed object, primary collision factor – unknown; property damage, no injuries.

Attachment(s)

Vicinity Map
Sight Distance Exhibit
Engineering and Traffic Survey
24-Hour Speed and Volume Count
Proposed ALL WAY STOP Exhibit
Resident Correspondence
Photos

VICINITY MAP
WILD CANYON DR @ TERRAZA MAR – INTERSECTION SAFETY CONCERNS



DECEMBER 5, 2018
CITY OF SAN MARCOS TRAFFIC COMMISSION
AGENDA #7B





**SIGHT DISTANCE EXHIBIT
TERRAZA MAR @ WILD CANYON DR
AGENDA #7B**





CITY OF SAN MARCOS
ENGINEERING AND TRAFFIC SURVEY

STREET: WILD CANYON DRIVE
LIMITS: TUCANA DRIVE AND SAN ELIJO ROAD

DATE OF SURVEY: 07/08/14
REVIEWED BY: M.RAFael

A. PREVAILING DATA:

| | |
|--|---|
| DIRECTIONS: | : NORTH/SOUTH |
| WEATHER CONDITION: | : SUNNY, CLEAR |
| LOCATION OF SURVEY: | : MID-BLOCK (850 FEET NORTH OF ROCK CT.) |
| 85TH PERCENTILE: | : 30 MPH |
| 10 MPH PACE: | : 22-31 MPH |
| PERCENT IN PACE: | : 87% |
| POSTED SPEED LIMIT (ON DATE OF SURVEY): | : NONE |
| SPEED LIMIT CHANGE: | : N/A |
| RECOMMENDED SPEED LIMIT: | : 30 MPH |

B. ACCIDENT HISTORY:

| | |
|--|---|
| NO. OF MONTHS COVERED: | : 36 |
| TOTAL ACCIDENTS: | : 0 |
| COLLISION RATE: | : 0 ACCIDENT/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: | : 500 VEHICLES PER DAY (ESTIMATED) |
| LENGTH OF SEGMENT: | : 0.5 MILES |
| LANE CONFIGURATION: | : 1 LANE EACH DIRECTION, DIVIDED |

D. EXISTING ROAD CONDITIONS:

| | | |
|--------------------------------|-----------------------|---------------------------------------|
| X-WALKS - CNTRL/UNCNRL: | : NO/NO | HORIZONTAL ALIGNMENT: MODERATE |
| PEDESTRIANS/BICYCLES: | : MODERATE/LOW | VERTICAL ALIGNMENT: MODERATE |
| SIDEWALKS/BIKE LANES: | : YES/NO | INTERSECTIONS: MODERATE |
| ON-STREET PARKING: | : YES | DRIVEWAYS: NONE |

E. ADJACENT LAND USE:

SINGLE FAMILY HOMES, OPEN SPACE

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 OF TRAFFIC CONTROL DEVICES, SECTION 2B.13 (2012). A SPEED LIMIT POSTING OF 30 MPH IS FOUND TO BE APPROPRIATE AND JUSTIFIED BASED ON THE NEAREST 5 MPH INCREMENT OF THE 85TH PERCENTILE SPEED BEING 30 MPH.

APPROVED AND CERTIFIED BY:


CITY ENGINEER
CITY OF SAN MARCOS

10/1/14
DATE



CITY OF SAN MARCOS - SPEED SURVEY

| SPEED RANGES | NUMBER OF VEHICLES | PERCENT OF TOTAL | PERCENT ACCUMULATION |
|--------------------|--------------------|------------------|----------------------|
| 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 | 1 | 1.5% | 1.5% |
| 21 | 0 | 0.0% | 1.5% |
| 22 | 3 | 4.4% | 5.9% |
| 23 | 4 | 5.9% | 11.8% |
| 24 | 5 | 7.4% | 19.1% |
| 25 | 4 | 5.9% | 25.0% |
| 26 | 2 | 2.9% | 27.9% |
| 27 | 7 | 10.3% | 38.2% |
| 28 | 8 | 11.8% | 50.0% |
| 29 | 7 | 10.3% | 60.3% |
| 30 | 14 | 20.6% | 80.9% |
| 31 | 5 | 7.4% | 88.2% |
| 32 | 1 | 1.5% | 89.7% |
| 33 | 2 | 2.9% | 92.6% |
| 34 | 1 | 1.5% | 94.1% |
| 35 | 1 | 1.5% | 95.6% |
| 36 | 1 | 1.5% | 97.1% |
| 37 | 0 | 0.0% | 97.1% |
| 38 | 1 | 1.5% | 98.5% |
| 39 | 1 | 1.5% | 100.0% |
| 40 | 0 | 0.0% | 100.0% |
| 41 | 0 | 0.0% | 100.0% |
| 42 | 0 | 0.0% | 100.0% |
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| 46 | 0 | 0.0% | 100.0% |
| 47 | 0 | 0.0% | 100.0% |
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| 51 | 0 | 0.0% | 100.0% |
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| 57 | 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% |
| 66 | 0 | 0.0% | 100.0% |
| 67 | 0 | 0.0% | 100.0% |
| 68 | 0 | 0.0% | 100.0% |
| 69 | 0 | 0.0% | 100.0% |
| 70 | 0 | 0.0% | 100.0% |
| TOTAL VEHICLES: 68 | | | |

RECORDER: SIPHAN

LOCATION: WILD CANYON DRIVE - TUCANA DRIVE AND SAN ELIJO RD.

APPROACH: SB/NB

SURFACE: DRY

WEATHER: CLEAR

DATE: 7/8/14

TIME: 3:00 - 4:00 PM

SURVEY STATISTICS

POSTED SPEED: 35 MPH

AVERAGE SPEED: 28 MPH

MEDIAN SPEED: 28 MPH
(50th PERCENTILE)

MODAL SPEED: 30 MPH

85TH PERCENTILE SPEED: 30 MPH

10 MPH PACE: 22 - 31 MPH

PERCENT IN PACE: 87%

COMMENTS:



CITY OF SAN MARCOS - SPEED SURVEY

LOCATION: WILD CANYON DRIVE - TUCANA DRIVE AND SAN ELIJO RD APPROACH: SB/NB SURFACE: DRY
 DATE: 7/8/14 TIME: 3:00 - 4:00 PM WEATHER: CLEAR POSTED SPEED: NONE RECORDER: SI PHAN

| MPH | SOUTHBOUND | | | | | | | | | | | | | | | NORTHBOUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |



TOTAL: 68

VOLUME

Wild Canyon Dr 100' N/O Chert Dr

Day: Wednesday
Date: 11/14/2018

City: San Marcos
Project #: CA18_4437_001

| DAILY TOTALS | | | | | | NB | SB | | | | | | | EB | WB | Total | |
|--------------|-------|-------|----|-----|-------|-----------|---------|-------|-------|-----|-------|----|----|-----|-------|-------|--|
| | | | | | | 1,473 | 1,573 | | | | | | | 0 | 0 | 3,046 | |
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | | | | | | |
| 00:00 | 0 | 0 | 0 | 0 | 3 | 12:00 | 33 | 19 | 0 | 0 | 52 | | | | | | |
| 00:15 | 2 | 1 | 0 | 0 | | 12:15 | 15 | 22 | 0 | 0 | 37 | | | | | | |
| 00:30 | 3 | 0 | 0 | 0 | | 12:30 | 20 | 24 | 0 | 0 | 44 | | | | | | |
| 00:45 | 1 | 6 | 0 | 1 | | 0 | 12:45 | 22 | 90 | 26 | 91 | 0 | 0 | 48 | 181 | | |
| 01:00 | 1 | 1 | 0 | 0 | 2 | 13:00 | 22 | 24 | 0 | 0 | 46 | | | | | | |
| 01:15 | 0 | 0 | 0 | 0 | 1 | 13:15 | 21 | 18 | 0 | 0 | 39 | | | | | | |
| 01:30 | 1 | 0 | 0 | 0 | | 13:30 | 15 | 29 | 0 | 0 | 44 | | | | | | |
| 01:45 | 0 | 2 | 0 | 1 | | 0 | 13:45 | 30 | 88 | 24 | 95 | 0 | 0 | 54 | 183 | | |
| 02:00 | 0 | 0 | 0 | 0 | | 0 | 14:00 | 30 | 28 | 0 | 0 | 58 | | | | | |
| 02:15 | 0 | 0 | 0 | 0 | 2 | 14:15 | 29 | 25 | 0 | 0 | 54 | | | | | | |
| 02:30 | 0 | 0 | 0 | 0 | | 14:30 | 21 | 23 | 0 | 0 | 44 | | | | | | |
| 02:45 | 1 | 1 | 1 | 0 | | 0 | 14:45 | 32 | 112 | 11 | 87 | 0 | 0 | 43 | 199 | | |
| 03:00 | 0 | 1 | 0 | 0 | | 0 | 15:00 | 24 | 24 | 0 | 0 | 48 | | | | | |
| 03:15 | 0 | 0 | 0 | 0 | 2 | 15:15 | 29 | 36 | 0 | 0 | 65 | | | | | | |
| 03:30 | 1 | 1 | 0 | 0 | | 15:30 | 32 | 51 | 0 | 0 | 83 | | | | | | |
| 03:45 | 0 | 1 | 0 | 2 | | 0 | 15:45 | 28 | 113 | 31 | 142 | 0 | 0 | 59 | 255 | | |
| 04:00 | 1 | 1 | 0 | 0 | | 2 | 16:00 | 33 | 28 | 0 | 0 | 61 | | | | | |
| 04:15 | 0 | 1 | 0 | 0 | 1 | 16:15 | 25 | 25 | 0 | 0 | 50 | | | | | | |
| 04:30 | 0 | 4 | 0 | 0 | 4 | 16:30 | 25 | 43 | 0 | 0 | 68 | | | | | | |
| 04:45 | 0 | 1 | 5 | 11 | 0 | 16:45 | 37 | 120 | 30 | 126 | 0 | 0 | 67 | 246 | | | |
| 05:00 | 0 | 7 | 0 | 0 | 7 | 17:00 | 44 | 42 | 0 | 0 | 86 | | | | | | |
| 05:15 | 1 | 3 | 0 | 0 | 4 | 17:15 | 34 | 17 | 0 | 0 | 51 | | | | | | |
| 05:30 | 1 | 5 | 0 | 0 | 6 | 17:30 | 39 | 31 | 0 | 0 | 70 | | | | | | |
| 05:45 | 3 | 5 | 7 | 22 | 0 | 17:45 | 31 | 148 | 25 | 115 | 0 | 0 | 56 | 263 | | | |
| 06:00 | 7 | 15 | 0 | 0 | 22 | 18:00 | 38 | 23 | 0 | 0 | 61 | | | | | | |
| 06:15 | 13 | 23 | 0 | 0 | 36 | 18:15 | 25 | 30 | 0 | 0 | 55 | | | | | | |
| 06:30 | 37 | 15 | 0 | 0 | 52 | 18:30 | 32 | 16 | 0 | 0 | 48 | | | | | | |
| 06:45 | 34 | 91 | 30 | 83 | 0 | 18:45 | 26 | 121 | 8 | 77 | 0 | 0 | 34 | 198 | | | |
| 07:00 | 23 | 38 | 0 | 0 | 61 | 19:00 | 11 | 8 | 0 | 0 | 19 | | | | | | |
| 07:15 | 9 | 51 | 0 | 0 | 60 | 19:15 | 25 | 15 | 0 | 0 | 40 | | | | | | |
| 07:30 | 9 | 75 | 0 | 0 | 84 | 19:30 | 26 | 4 | 0 | 0 | 30 | | | | | | |
| 07:45 | 18 | 59 | 61 | 225 | 0 | 19:45 | 17 | 79 | 8 | 35 | 0 | 0 | 25 | 114 | | | |
| 08:00 | 35 | 38 | 0 | 0 | 73 | 20:00 | 24 | 7 | 0 | 0 | 31 | | | | | | |
| 08:15 | 28 | 28 | 0 | 0 | 56 | 20:15 | 9 | 11 | 0 | 0 | 20 | | | | | | |
| 08:30 | 25 | 30 | 0 | 0 | 55 | 20:30 | 17 | 3 | 0 | 0 | 20 | | | | | | |
| 08:45 | 16 | 104 | 42 | 138 | 0 | 20:45 | 14 | 64 | 4 | 25 | 0 | 0 | 18 | 89 | | | |
| 09:00 | 13 | 24 | 0 | 0 | 37 | 21:00 | 16 | 4 | 0 | 0 | 20 | | | | | | |
| 09:15 | 14 | 33 | 0 | 0 | 47 | 21:15 | 8 | 6 | 0 | 0 | 14 | | | | | | |
| 09:30 | 20 | 22 | 0 | 0 | 42 | 21:30 | 11 | 3 | 0 | 0 | 14 | | | | | | |
| 09:45 | 14 | 61 | 16 | 95 | 0 | 21:45 | 7 | 42 | 2 | 15 | 0 | 0 | 9 | 57 | | | |
| 10:00 | 17 | 25 | 0 | 0 | 42 | 22:00 | 3 | 2 | 0 | 0 | 5 | | | | | | |
| 10:15 | 10 | 23 | 0 | 0 | 33 | 22:15 | 7 | 3 | 0 | 0 | 10 | | | | | | |
| 10:30 | 15 | 15 | 0 | 0 | 30 | 22:30 | 1 | 0 | 0 | 0 | 1 | | | | | | |
| 10:45 | 24 | 66 | 25 | 88 | 0 | 22:45 | 5 | 16 | 3 | 8 | 0 | 0 | 8 | 24 | | | |
| 11:00 | 17 | 31 | 0 | 0 | 48 | 23:00 | 3 | 1 | 0 | 0 | 4 | | | | | | |
| 11:15 | 22 | 25 | 0 | 0 | 47 | 23:15 | 4 | 1 | 0 | 0 | 5 | | | | | | |
| 11:30 | 15 | 14 | 0 | 0 | 29 | 23:30 | 0 | 1 | 0 | 0 | 1 | | | | | | |
| 11:45 | 21 | 75 | 17 | 87 | 0 | 23:45 | 1 | 8 | 0 | 3 | 0 | 0 | 1 | 11 | | | |
| TOTALS | 472 | 754 | | | | 1226 | TOTALS | 1001 | 819 | | | | | | 1820 | | |
| SPLIT % | 38.5% | 61.5% | | | | 40.2% | SPLIT % | 55.0% | 45.0% | | | | | | 59.8% | | |

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | Total | |
|-----------------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|----|----|-------|--|
| | | | | | 1,473 | 1,573 | | | | | | 0 | 0 | | |
| AM Peak Hour | 06:15 | 07:00 | | | 07:15 | PM Peak Hour | 16:45 | 15:15 | | | 16:45 | | | | |
| AM Pk Volume | 107 | 225 | | | 296 | PM Pk Volume | 154 | 146 | | | 274 | | | | |
| Pk Hr Factor | 0.723 | 0.750 | | | 0.881 | Pk Hr Factor | 0.875 | 0.716 | | | 0.797 | | | | |
| 7 - 9 Volume | 163 | 363 | 0 | 0 | 526 | 4 - 6 Volume | 268 | 241 | 0 | 0 | 509 | | | | |
| 7 - 9 Peak Hour | 07:45 | 07:00 | | | 07:15 | 4 - 6 Peak Hour | 16:45 | 16:15 | | | 16:45 | | | | |
| 7 - 9 Pk Volume | 106 | 225 | 0 | 0 | 296 | 4 - 6 Pk Volume | 154 | 140 | 0 | 0 | 274 | | | | |
| Pk Hr Factor | 0.757 | 0.750 | 0.000 | 0.000 | 0.881 | Pk Hr Factor | 0.875 | 0.814 | 0.000 | 0.000 | 0.797 | | | | |

SPEED

Wild Canyon Dr 100' N/O Chert Dr

Day: Wednesday

Date: 11/14/2018

City: San Marcos

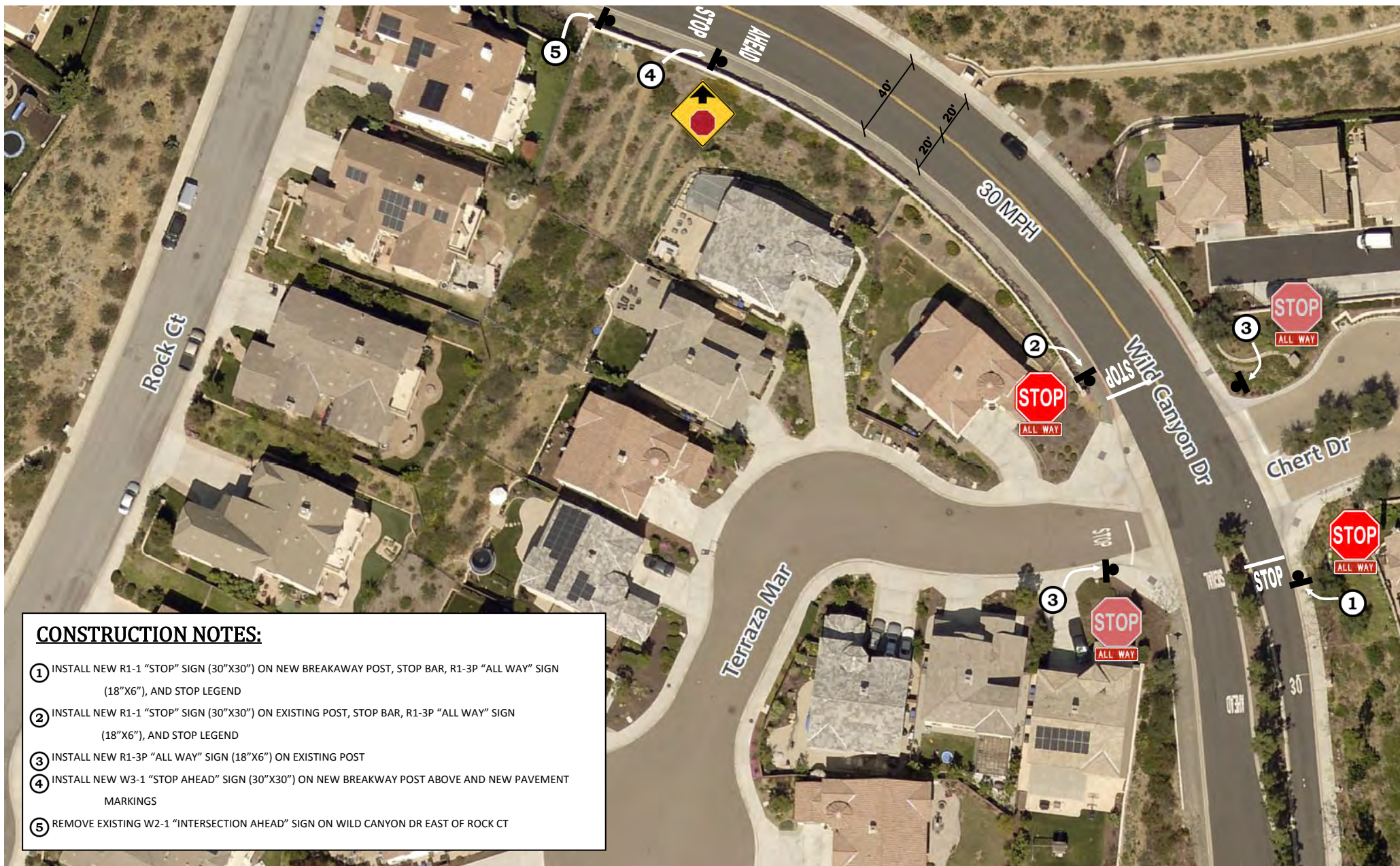
Project #: CA18_4437_001n

North Bound

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|--------------------|-----------|------------|------------|------------|-----------|---------|---------|---------|---------|---------|---------|---------|------|-------------|
| 00:00 AM | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 1 | 20 | 53 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:00 | 4 | 12 | 33 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 08:00 | 4 | 24 | 58 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 09:00 | 0 | 10 | 39 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 10:00 | 2 | 18 | 33 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 11:00 | 4 | 11 | 45 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 12:00 PM | 4 | 15 | 50 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 13:00 | 1 | 17 | 49 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 14:00 | 4 | 23 | 60 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 15:00 | 2 | 36 | 55 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 16:00 | 1 | 21 | 75 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:00 | 1 | 30 | 87 | 29 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 18:00 | 1 | 28 | 63 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 19:00 | 2 | 31 | 37 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 20:00 | 2 | 16 | 27 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 21:00 | 0 | 7 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 22:00 | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Totals | 35 | 325 | 814 | 283 | 16 | | | | | | | | | 1473 |
| % of Totals | 2% | 22% | 55% | 19% | 1% | | | | | | | | | 100% |

| | | | | | | | | | | | | | | |
|---------------------------------|-------|---------------|-------|------------------|-------|---------------|-----|-------------------------|-----|---|---|---|---|-------|
| AM Volumes | 16 | 100 | 267 | 84 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 |
| % AM | 1% | 7% | 18% | 6% | 0% | | | | | | | | | 32% |
| AM Peak Hour | 07:00 | 08:00 | 08:00 | 08:00 | 05:00 | | | | | | | | | 08:00 |
| Volume | 4 | 24 | 58 | 17 | 1 | | | | | | | | | 104 |
| PM Volumes | 19 | 225 | 547 | 199 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1001 |
| % PM | 1% | 15% | 37% | 14% | 1% | | | | | | | | | 68% |
| PM Peak Hour | 12:00 | 15:00 | 17:00 | 17:00 | 16:00 | | | | | | | | | 17:00 |
| Volume | 4 | 36 | 87 | 29 | 3 | | | | | | | | | 148 |
| Directional Peak Periods | | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | | | | | | |
| All Speeds | | Volume | % | Volume | % | Volume | % | Volume | % | | | | | |
| | | 163 | 11% | 178 | 12% | 268 | 18% | 864 | 59% | | | | | |

| Street Name | Direction | Percentiles | | | | | |
|----------------|-------------|-------------|------|---------|------|------|------|
| | | 15th | 50th | Average | 85th | 95th | ADT |
| Wild Canyon Dr | North Bound | 18 | 22 | 22 | 26 | 29 | 1473 |
| Wild Canyon Dr | South Bound | 18 | 23 | 23 | 28 | 30 | 1573 |



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 R1-1 "STOP" SIGN (30"X30") ON EXISTING POST, STOP BAR, R1-3P "ALL WAY" SIGN (18"X6"), AND STOP LEGEND
- ③ INSTALL NEW R1-3P "ALL WAY" SIGN (18"X6") ON EXISTING POST
- ④ INSTALL NEW W3-1 "STOP AHEAD" SIGN (30"X30") ON NEW BREAKWAY POST ABOVE AND NEW PAVEMENT MARKINGS
- ⑤ REMOVE EXISTING W2-1 "INTERSECTION AHEAD" SIGN ON WILD CANYON DR EAST OF ROCK CT

PROPOSED ALL WAY STOP AT INTERSECTION OF WILD CANYON DR AND TERRAZA MAR AGENDA #7B



Here are the people that responded to my Facebook post and are in favor of the 4 way stop-

Jeff and Katie Sheriff
904 Terraza Mar
San Marcos, CA 92078
Kathleen_sheriff@hotmail.com
sheriffjeff@hotmail.com

Sara Jadhav
902 Terraza Mar
San Marcos, CA 92078
Saraswathi.jadhav@gmail.com

Wendy Liljenback
910 Terraza Mar
San Marcos, CA 92078
wl.nursing@gmail.com

Alexander Balkin
912 Terraza Mar
San Marcos, CA 92078
alexbalkin@gmail.com

Stephanie Friedman
914 Terraza Mar
San Marcos, CA 92078
sannlorman@yahoo.com

Brian Goodyear
913 Terraza Mar
San Marcos, CA 92078
Brigoody@gmail.com

Rhina David
907 Terraza Mar
San Marcos, CA 92078
rrd7701@yahoo.com

Morgan Mullen
903 Terraza Mar
San Marcos, CA 92078
Morganleemullen@aol.com

Kristina DePascale
901 Terraza Mar
San Marcos, CA 92078

Cindy Smith
897 Tucana Drive
San Marcos, CA 92078
Csmith209@yahoo.com

Alexis McWilliams
1485 Chert Dr.
San Marcos, CA 92078
avestre@yahoo.com

NB on Wild Canyon Drive from Terraza Mar – Limited sight distance @ approximately 120 feet



SB on Wild Canyon Drive from Terraza Mar – No sight distance issues



SB on Wild Canyon Drive from Chert Drive – No sight distance issues



NB on Wild Canyon Drive from Chert Drive – No sight distance issues



SB on Wild Canyon Drive towards Terraza Mar – parking on both sides



SB on Wild Canyon Drive towards Terraza Mar – parking blocks sight distance at int.



NB on Wild Canyon Drive towards Terraza Mar/Chert Dr.

