

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: February 5, 2020 | **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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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. WELCOME NEW COMMISSIONERS, FORM 700 CONFIRMATION

Re-Appointed Commissioners

- Mike Hansen
- Arturo Rico

New Commissioners

- Gregory Hoaglin
- Kirk Erickson

New Alternates

- Josephine Carroll
- Rosemary Schellenger

3. SELECTION OF NEW CHAIRMAN AND VICE CHAIRMAN

4. PLEDGE OF ALLEGIANCE

5. 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

6. 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

7. APPROVAL OF MINUTES

December 4, 2019

8. OLD BUSINESS

- a. None

9. NEW BUSINESS

- a. Proposed ALL WAY STOP control at the intersection of Cox Road and Savannah Way

10. 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

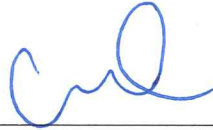
ADJOURNMENT

AFFIDAVIT OF POSTING

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

I, Aurelia Velasquez, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on January 29, 2020 of this agenda in the glass display case at the north entrance of City Hall.

DATED: January 29, 2020



Aurelia Velasquez,
Traffic Commission Secretary

MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, December 4, 2019 | 6:00 PM

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

1. **CALL TO ORDER:** Chairman Rico called the Traffic Commission Meeting to order at 6:00 p.m.
2. **PLEDGE OF ALLEGIANCE:** Led by Commissioner Charles Buckley
3. **ROLL CALL:**

PRESENT: COMMISSIONERS: RICO, CHRISTIAN, HANSEN, COLLINS, BRIDGE, BUCKLEY, HOAGLIN
ABSENT: COMMISSIONERS: MASTERSON & MAKROGIANNIS

ALSO PRESENT: Senior Traffic Engineer, Mike Rafael; Principal Traffic Engineer, Nicholas Abboud; Traffic Sergeant, Nicholas Maryn; and Traffic Commission Secretary, Aurelia Velasquez & Danielle Norris.

4. **ORAL COMMUNICATIONS**

Hank Ingorvate, who resides at 2173 Coast Avenue, is concerned for the safety of the residents due to several motorists going through their development. Motorists are going through stop signs at high speeds. Several residents' complain about almost getting hit due to the blind spots from the trail crosswalks. He would like to know what the process is to install speed humps to slow people down.

Tom Henderson, who resides at 829 Applewilde Drive, is concerned about traffic safety for the residents of Applewilde Drive. Traffic volumes are increasing and speeds are routinely above the posted 25 mph. He is requesting the following:

- 1) Rumble strips to be installed (suggest 4 sets of 8 strips) along the street from Poppy Road to Via Vera Cruz.
- 2) On the street light pole located on 837 Applewilde Drive, an electrified speed sign to be installed and speed limit sign to be installed.
- 3) Street light to be installed at the intersection of Applewilde Drive and Via Vera Cruz.

- 4) Increase in traffic enforcement for the 25 MPH speed limit by the Sheriff's department between the hours of 8-9 AM and 2:30-3:30 PM during the weekdays or random times once to twice a month.
- 5) Speed bumps to be installed similar to existing devices installed on Highway 1 in Leucadia, Encinitas.

5. APPROVAL OF MINUTES – SEPTEMBER 4, 2019

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

AYES: COMMISSIONERS: CHRISTIAN, HANSEN, COLLINS, BRIDGE, BUCKLEY, HOAGLIN

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

6. OLD BUSINESS

- A. None

7. NEW BUSINESS

- A. Proposed ALL-WAY STOP control at the Intersection of Knob Hill Road and Martin Circle

A request was received from a representative of the St. Petka Serbian Orthodox Church located on 1854 Knob Hill Road regarding the safety of pedestrian crossing at the intersection of Knob Hill Road and Martin Circle. She expressed concerns of vehicular speeding occurring near this uncontrolled intersection where parents and school pedestrians cross. She is requesting "Child Crossing" or similar signs at either side of the street to warn motorists of potential pedestrian crossing.

The study area for this report is at the intersection of Knob Hill Road and Martin Circle. Knob Hill Road between Bennett Ave and Nordahl Road is classified as a local street and meets the residential district criteria for a speed limit of 25 MPH per the California Vehicle Code (CVC).

Engineering staff does not recommend pedestrian warning signs at an uncontrolled intersection where pedestrians can legally cross per the CVC (California Vehicle Code). However, based on the

existing roadway and traffic conditions, City staff conducted an engineering study to determine the feasibility of implementing an ALL WAY STOP control or a pedestrian crosswalk at the subject intersection. Currently, the intersection is uncontrolled on Knob Hill Road and STOP-controlled on Matin Circle.

Reverend Milova Katanic, who resides at 1850 Knob Hill Road, stated his wife made the recommendation for school parents to utilize the church's parking lot for parking overflow during school start and dismissal times. He also observes motorist violating the "NO LEFT TURN" movements into to the church driveway. He also recommends installation of an all way stop sign.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the installation of an ALL WAY STOP control at the intersection of Knob Hill Road and Matin Circle 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, "ALL WAY" plaques, and "STOP AHEAD" signs.

St. Petka Serbian Orthodox church would be required to install a new "STOP" sign, limit line, and all-way stop plaque within their right-of-way.

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

AYES: COMMISSIONERS: CHRISTIAN, COLLINS, BUCKLEY, HANSEN, HOAGLIN

NOES: COMMISSIONERS: BRIDGE

ABSTAINS: COMMISSIONERS:

8. REPORTS AND INFORMATION ITEMS

A. Engineering Staff Updates:

San Elijo Rd and Double Peak Drive-Westbound Right Turn Lane

San Elijo Rd and Ridgeline Drive-Double Peak K-8 school entrance

Traffic Safety Operations-Sight distance at intersection of West Linda Vista Drive and Linda Vista Drive

Completed Work Order- Smilax Road (New Two –Way Turn Lane)

Completed Work Orders-Quail Hill Drive Traffic Calming

New Traffic Signal in Operations- Twin Oaks Valley Road and Sunstone Way

Traffic Management System Enhancement Project

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

(11) DUI Arrests

(7) DUI Collisions

(16) Injuries Collisions

(25) Non injury Collisions

(19) People Injured

(2) Pedestrian Collisions

(3) Motorcycle collisions

C. Traffic Commission Commentary:

Commissioner Buckley requested PW staff to investigate storm drain inlet that frequently gets plugged up by debris caused by heavy rain storms on Linda Vista Drive. City staff to forward Mr. Buckley's concern to PW Street Maintenance.

D. Staff Commentary:

January 2020 Traffic Meeting cancelled

Traffic Commissioners seats are open due to 4 year terms expiration. We encourage you to reapply and it's open to all residents.

Selection of new chair at next regular meeting

9. **ADJOURNMENT:** Chairman Rico adjourned the meeting at 7:22 pm.

Arturo Rico, Chairman
Traffic Commission

ATTEST:

Aurelia Velasquez, Secretary
Traffic Commission

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: February 5, 2020
AGENDA ITEM NO: 10A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer *MR*
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer *ma*
SUBJECT: Proposed All-Way STOP Control at the Intersection of Cox Road and Savannah Way

BACKGROUND:

A request was received from Mr. John Jacob, a San Marcos resident, to have Engineering staff conduct a traffic safety evaluation on Cox Road between Sycamore Drive and Mulberry Drive. Mr. Jacob was involved in a broadside collision at the intersection of Cox Road and Savannah Way in November 2018. He is concerned about the speed of traffic on Cox Road and the lack of visibility at the intersection of Cox Road and Savannah Way for eastbound traffic.

EXISTING CONDITIONS:

The study area for this report is at the intersection of Cox Road and Savannah Way. Cox Road between Sycamore Drive and Mulberry Drive is classified as a local collector street. The roadway segment consists of two lanes, 0.4 miles long, and varies in paved width between 22 and 28 feet. Camden Place and Savannah Way are private streets that intersect with Cox Road and provide access to several single family homes. There are no posted speed limits on the roadway. There is an existing unpaved trail along the south side of this roadway segment. There are no existing sidewalks.

There is an existing vertical curve on Cox Road approximately 240 feet west of the intersection of Savannah Way. The vertical roadway curve slopes to Savannah Way at a descending grade of 8 percent. There are existing traffic calming features (Chicanes) constructed west of the intersection. The chicanes consist of a landscaped median island that narrows the roadway width to 12-feet in each direction and requires vehicles to deflect horizontally and follow a curvilinear path. The intent of the chicane design was to discourage speeding for eastbound traffic on Cox Road along the vertical curve. There are also existing 20 MPH speed advisory speed limit signs posted on both directions of Cox Road in advance of the vertical roadway curve to inform motorists of the roadway conditions.

DISCUSSION:

An engineering study was conducted to determine the feasibility of installing an ALL WAY STOP control at the intersection of Cox Road and Savannah Way to address Mr. Jacob's traffic safety concerns. ALL WAY STOP controls at intersections are intended to assign right-of-way at locations where traffic

volumes are typically equal from all approaches. Installation of unwarranted stop signs is discouraged for it has been shown to result in higher speeds between STOP-controlled intersections, rolling stops through intersections, and increased noise pollution resulting from acceleration and braking.

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

An Engineering and Traffic study was recently conducted in July 2019. Based on traffic speeds collected for a 24-hour period, the 85th percentile was determined to be 36 MPH which, based on the collision rate and roadway conditions, was reduced to a 30-MPH posted speed limit.

Low turning traffic volume counts were observed during the AM and PM peak periods (weekday) at the intersection of Cox Road and Savannah Way. Staff researched the collision history at the intersection within the last 5 years. There was one collision reported at the intersection which involved Mr. Jacob. Based on the collision report, the primary collision factor was attributed to improper driving by the other party in which the other party tried to avoid Mr. Jacob's vehicle by driving on the opposite side of the street on Cox Road. Mr. Jacob attempted to turn left from Savannah Way. Excessive speed may have also contributed to the collision.

A 24-hour speed and volume tube count conducted along Cox Road, just west of Savannah Way, indicated an 85th percentile travel speed of 34 MPH eastbound and 39 MPH westbound. Sight distances were measured to determine if there were line of sight limitations at the intersection. Per the Caltrans' Highway Design Manual (HDM), a stopping sight distance of approximately 250 feet for a 34 MPH speed (85th percentile) is recommended. Due to the existing roadway vertical curvature, an available stopping sight distance was measured at approximately 137 feet to the west from Savannah Way, which is appropriate for speeds of 25 MPH or less, and therefore, insufficient for the 34 MPH prevailing speed.

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 caused by the existing vertical roadway curve and prevailing travel speeds. A new ALL WAY STOP control would be expected to improve the traffic operations and pedestrian safety at the intersection, and reduce the overall travel speeds on Cox Road since the intersection is located midblock of the roadway segment.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff recommends the installation of an ALL WAY STOP control at the intersection of Cox Road and Savannah Way 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, "ALL WAY" plaques, and "STOP AHEAD" signs.

Engineering staff also recommends installation of new speed limit signs (30 MPH) based on the latest Engineering and Traffic Survey on Cox Road.

Traffic Data/Roadway Information:

2018 Traffic Volumes:

Cox Road (Mulberry Drive to Sycamore Road) – 200 VPD (vehicles per day)

Speed Limit:

None posted.

Accident History (last 5 years):

11/01/18 – 5:05 pm, broadside collision, V1 traveling eastbound hits V2 turning left from Savannah Way, injuries, Primary Collision Factor – improper driving, wrong side of road.

Unusual conditions:

Hilly street terrain, traffic calming features.

Attachment(s)

Vicinity Map
Sight Distance Exhibit
Speed/Traffic Volume Data Collection
Engineering and Traffic Survey – July 2019
Proposed ALL WAY STOP Exhibit
Photos



VICINITY MAP
TC AGENDA #10A
FEBRUARY 5, 2020



*NOT TO SCALE



85 TH Percentile Speed (MPH)	Recommended Sight Distance Per CalTrans HDM (ft)
36	250

SIGHT DISTANCE EXHIBIT
TC AGENDA #10A
FEBRUARY 5, 2020



*NOT TO SCALE

SPEED

Cox Rd Bet. Mulberry Dr & Sycamore Dr

Day: Thursday

Date: 7/18/2019

City: San Marcos

Project #: CA19_4291_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
8:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
9:00	1	2	3	1	2	2	0	0	0	0	0	0	0	11
10:00	0	1	0	3	3	0	0	0	0	0	0	0	0	7
11:00	0	0	2	1	1	1	0	0	0	0	0	0	0	5
12:00 PM	0	1	1	2	3	0	0	0	0	0	0	0	0	7
13:00	0	1	2	3	0	1	0	0	0	0	0	0	0	7
14:00	0	0	1	5	3	0	0	0	0	0	0	0	0	9
15:00	0	0	2	3	3	0	0	0	0	0	0	0	0	8
16:00	0	1	4	1	4	0	1	0	0	0	0	0	0	11
17:00	0	1	3	2	2	0	1	0	0	0	0	0	0	9
18:00	2	1	0	0	1	0	0	0	0	0	0	0	0	4
19:00	1	0	1	1	3	0	0	0	0	0	0	0	0	6
20:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
21:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	5	10	22	27	32	4	2							102
% of Totals	5%	10%	22%	26%	31%	4%	2%							100%

AM Volumes	1	4	6	8	12	3	0	0	0	0	0	0	0	34
% AM	1%	4%	6%	8%	12%	3%								33%
AM Peak Hour	9:00	9:00	9:00	7:00	8:00	9:00								9:00
Volume	1	2	3	3	3	2								11
PM Volumes	4	6	16	19	20	1	2	0	0	0	0	0	0	68
% PM	4%	6%	16%	19%	20%	1%	2%							67%
PM Peak Hour	18:00	12:00	16:00	14:00	16:00	13:00	16:00							16:00
Volume	2	1	4	5	4	1	1							11
Directional Peak Periods		AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes						
All Speeds		Volume	%	Volume	%	Volume	%	Volume	%					
		7	7%	14	14%	20	20%	61	60%					

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Cox Rd	East Bound	20	28	27	34	36	102
Cox Rd	West Bound	24	32	32	39	43	97

VOLUME

Cox Rd Bet. Mulberry Dr & Sycamore Dr

Day: Thursday
Date: 7/18/2019

City: San Marcos
Project #: CA19_4291_001

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						102	97	199
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	0	0			12:00	0	0	2	1	3		
0:15	0	0	0	0			12:15	0	0	1	5	6		
0:30	0	0	0	0			12:30	0	0	3	2	5		
0:45	0	0	0	0			12:45	0	0	1	7	3	11	4 18
1:00	0	0	0	0			13:00	0	0	0	1	1		
1:15	0	0	0	0			13:15	0	0	3	1	4		
1:30	0	0	0	0			13:30	0	0	2	1	3		
1:45	0	0	0	1	1	1	13:45	0	0	2	7	1	4	3 11
2:00	0	0	0	0			14:00	0	0	3	1	4		
2:15	0	0	1	0	1		14:15	0	0	2	4	6		
2:30	0	0	0	0			14:30	0	0	4	1	5		
2:45	0	0	0	1	0	1	14:45	0	0	0	9	1	7	1 16
3:00	0	0	0	0			15:00	0	0	2	1	3		
3:15	0	0	0	0			15:15	0	0	4	5	9		
3:30	0	0	0	0			15:30	0	0	1	2	3		
3:45	0	0	0	0			15:45	0	0	1	8	0	8	1 16
4:00	0	0	0	0			16:00	0	0	3	2	5		
4:15	0	0	1	2	3		16:15	0	0	2	2	4		
4:30	0	0	0	0			16:30	0	0	2	3	5		
4:45	0	0	0	1	0	2	16:45	0	0	4	11	2	9	6 20
5:00	0	0	1	2	3		17:00	0	0	2	0	2		
5:15	0	0	0	0			17:15	0	0	3	1	4		
5:30	0	0	0	1	1		17:30	0	0	3	1	4		
5:45	0	0	1	2	0	3	17:45	0	0	1	9	0	2	1 11
6:00	0	0	0	0			18:00	0	0	1	3	4		
6:15	0	0	0	0			18:15	0	0	0	2	2		
6:30	0	0	0	3	3		18:30	0	0	1	3	4		
6:45	0	0	0	0	3	3	18:45	0	0	2	4	3	11	5 15
7:00	0	0	2	2	4		19:00	0	0	1	0	1		
7:15	0	0	1	1	2		19:15	0	0	3	0	3		
7:30	0	0	0	2	2		19:30	0	0	1	0	1		
7:45	0	0	1	4	3	8	19:45	0	0	1	6	0		1 6
8:00	0	0	0	2	2		20:00	0	0	1	0	1		
8:15	0	0	0	1	1		20:15	0	0	2	1	3		
8:30	0	0	1	2	3		20:30	0	0	1	0	1		
8:45	0	0	2	3	2	7	20:45	0	0	0	4	0	1	5
9:00	0	0	4	2	6		21:00	0	0	0	0			
9:15	0	0	3	2	5		21:15	0	0	0	0			
9:30	0	0	4	2	6		21:30	0	0	1	0	1		
9:45	0	0	0	11	0	6	21:45	0	0	1	2	0		1 2
10:00	0	0	2	1	3		22:00	0	0	0	0			
10:15	0	0	1	0	1		22:15	0	0	0	0			
10:30	0	0	3	1	4		22:30	0	0	0	1	1		
10:45	0	0	1	7	3	5	22:45	0	0	0	1	2		1 2
11:00	0	0	1	2	3		23:00	0	0	0	0			
11:15	0	0	2	2	4		23:15	0	0	0	0			
11:30	0	0	1	1	2		23:30	0	0	1	1	2		
11:45	0	0	1	5	1	6	23:45	0	0	0	1	0	1	2
TOTALS	34 41				75		TOTALS	68 56				124		
SPLIT %	45.3% 54.7%				37.7%		SPLIT %	54.8% 45.2%				62.3%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						102	97	199
AM Peak Hour	8:45 11:45 8:45						PM Peak Hour	16:45 12:00 16:00						
AM Pk Volume	13 9 21						PM Pk Volume	12 11 20						
Pk Hr Factor	0.813 0.450 0.875						Pk Hr Factor	0.750 0.550 0.833						
7 - 9 Volume	0	0	7	15	22		4 - 6 Volume	0	0	20	11	31		
7 - 9 Peak Hour	7:00 7:00 7:00						4 - 6 Peak Hour	16:45 16:00 16:00						
7 - 9 Pk Volume	0	0	4	8	12		4 - 6 Pk Volume	0	0	12	9	20		
Pk Hr Factor	0.000	0.000	0.500	0.667	0.750		Pk Hr Factor	0.000	0.000	0.750	0.750	0.833		

SAN MARCOS

DISCOVER LIFE'S POSSIBILITIES

CITY OF SAN MARCOS ENGINEERING AND TRAFFIC SURVEY

STREET: COX RD
LIMITS: SYCAMORE DR/ MULBERRY DR

DATE OF SURVEY: 7/18/19
PREPARED BY: A. JARAMILLO
REVIEWED BY: M. RAFAEL

- A. PREVAILING DATA:
DIRECTIONS: : EAST/WEST
WEATHER CONDITION: : CLEAR, DRY
LOCATION OF SURVEY: : ~35' EAST OF SAVANNAH WAY
85TH PERCENTILE: : 36 MPH
10 MPH PACE: : 23-32 MPH
PERCENT IN PACE: : 54%
POSTED SPEED LIMIT (ON DATE OF SURVEY): None
SPEED LIMIT CHANGE: : YES
RECOMMENDED SPEED LIMIT: : 30 MPH
- B. ACCIDENT HISTORY:
NO. OF MONTHS COVERED: : 36
TOTAL ACCIDENTS: : 1
COLLISION RATE: : 11.77 ACCIDENTS/MILLION VEHICLE MILES (MVM)
CALIFORNIA STATEWIDE COLLISION RATE: 1.03 ACCIDENTS/MVM
(2010, DISTRICT 11, URBAN, 2 AND 3 LANES DIVIDED)
- C. TRAFFIC FACTORS:
AVERAGE DAILY TRAFFIC: : 199 VEHICLES PER DAY (VPD)
LENGTH OF SEGMENT: : 0.39 MILES
LANE CONFIGURATION: : 2 LANE DIVIDED
- D. EXISTING ROAD CONDITIONS:
X-WALKS - CNTRL/UNCNRL: : NO/ NO
PEDESTRIANS/BICYCLES: : LOW/LOW
SIDEWALKS/BIKE LANES: : YES/NO
ON-STREET PARKING: : NO
HORIZONTAL ALIGNMENT: LOW
VERTICAL ALIGNMENT: HIGH
INTERSECTIONS: LOW
DRIVEWAYS: LOW
- E. ADJACENT LAND USE:
SINGLE- FAMILY RESIDENCES
- 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 THE HIGH COLLISION RATE AND ROADWAY CONDITIONS, 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: Edmund A. Little 1/29/2020
for CITY ENGINEER, MATT LITTLE DATE



Spot Speed Study

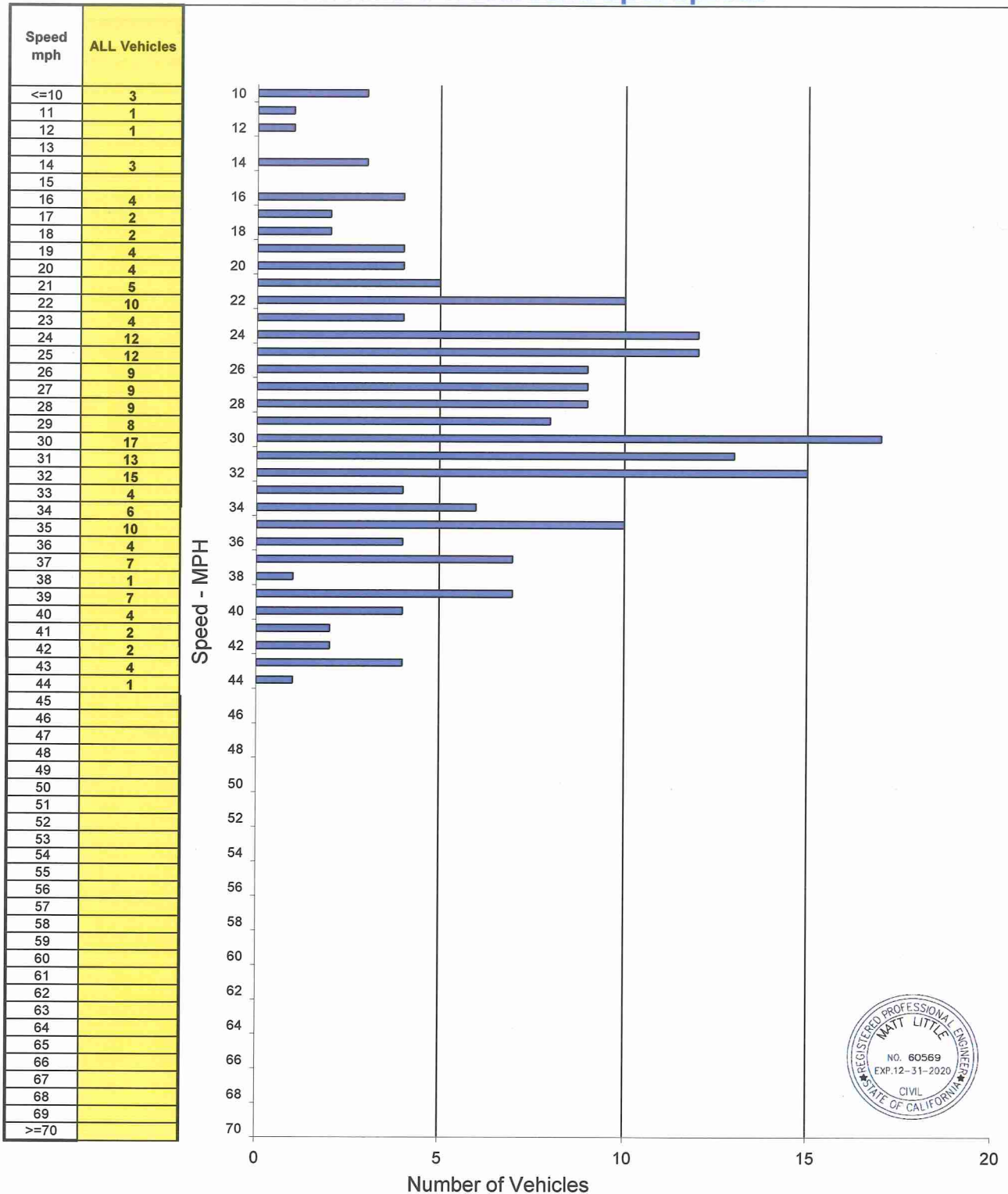
Prepared by: National Data & Surveying Services

City of San Marcos

DATE: 7/18/2019
TIME: 12:00-11:00

Location: Cox Dr ~35' E/O Savannah Way
Posted Speed: None Clear/Dry 0

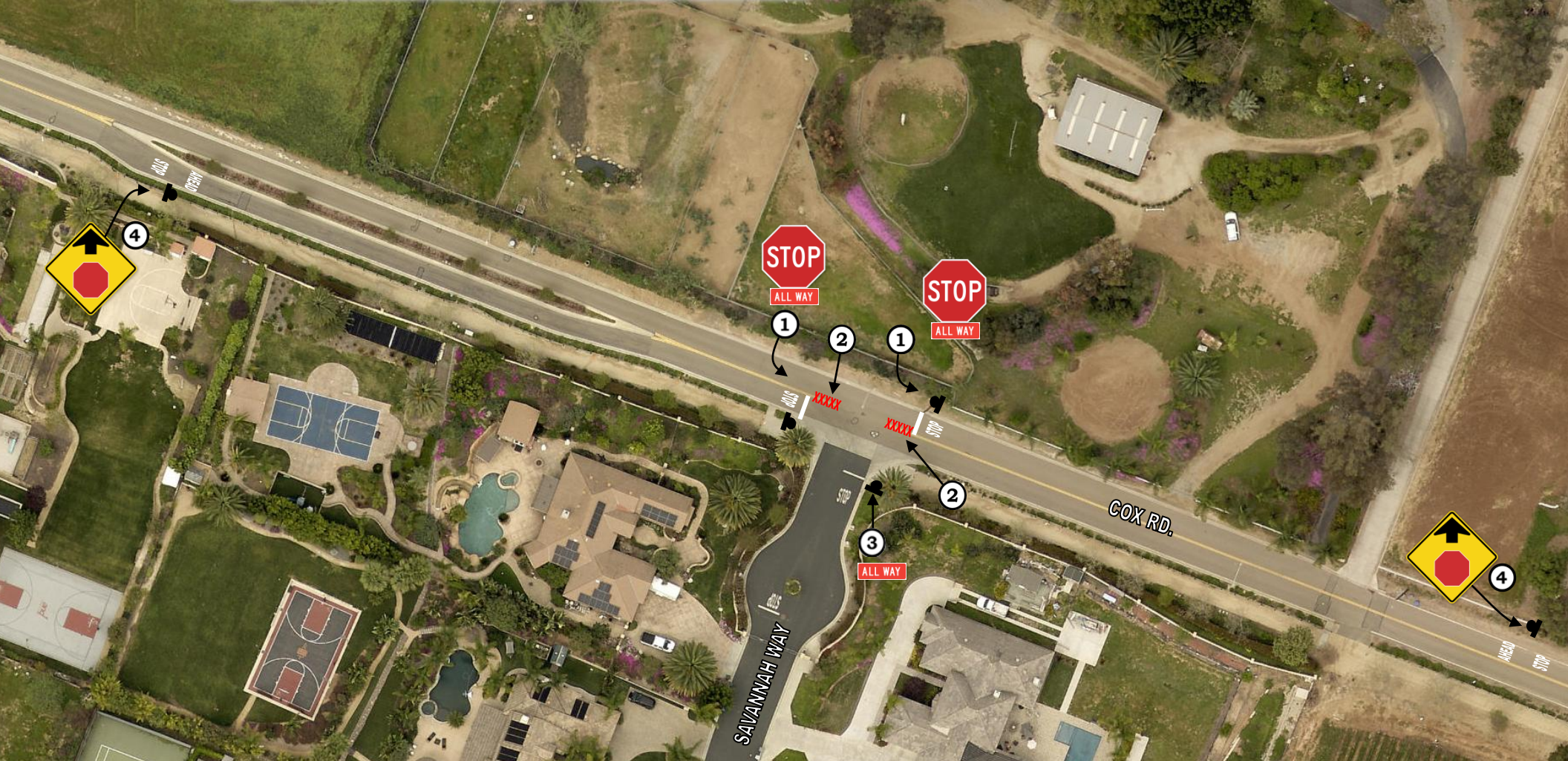
Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	199	11 - 44	29 mph	36 mph	23 - 32	108	54%	19% / 39	27% / 52

DISCOVER LIFE'S POSSIBILITIES

1 Civic Center Drive | San Marcos, CA 92069-2918 | (760) 744-1050 | (760) 744-9058 Fax | www.san-marcos.net



CONSTRUCTION NOTES:

- ① INSTALL NEW R1-1 (30"x30", HI-INTENSITY) 'STOP' SIGN AND R1-3P (18"x6", HI-INTENSITY) 'ALL WAY' SIGN ON BREAKAWAY POST ALONG WITH STOP BAR AND STOP LEGENDS.
- ② GRIND/SANDBLAST EXCESS EXISTING CENTER LINE BEYOND STOP BAR.
- ③ INSTALL NEW R1-3P (18"x6", HI-INTENSITY) 'ALL WAY' SIGN ON EXISTING BREAKAWAY POST.
- ④ INSTALL NEW W3-1 (30"x30", HI-INTENSITY) 'STOP AHEAD' SIGN ON BREAKAWAY POST AND SUPPLEMENTAL 'STOP AHEAD' PAVEMENT LEGEND 375 FEET FROM SAVANNAH WAY INTERSECTION.

PROPOSED ALL WAY STOP EXHIBIT
TC AGENDA #10A
FEBRUARY 5, 2020



*NOT TO SCALE



CONSTRUCTION NOTES:

- ① INSTALL NEW R2-1 (30 MPH, 24"X30", HI-INTENSITY) SIGN
ABOVE EXISTING R26 CA ON NEW BREAKAWAY POST.

PROPOSED ROADWAY STRIPING EXHIBIT

TC AGENDA #10A

FEBRUARY 5, 2020



*NOT TO SCALE



CONSTRUCTION NOTES:

- ① INSTALL NEW R2-1 (30 MPH, 24"X30", HI-INTENSITY) SIGN ON NEW BREAKAWAY POST.
- ② REPLACE EXISTING OM1-3 WITH OM2-1V (12"X6", HI-INTENSITY) OBJECT MARKER 3 FEET FROM BOTTOM OF SIGN TO THE GROUND SURFACE.

**PROPOSED ROADWAY STRIPING EXHIBIT
TC AGENDA #10A
FEBRUARY 5, 2020**



*NOT TO SCALE



Looking westbound on Cox Road from Mulberry Drive



Looking westbound on Cox Road towards Savannah Way



Looking eastbound on Cox Road from Sycamore Drive



Looking eastbound on Cox Road towards Savannah Way



Looking westbound on Cox Road from Savannah Way



Looking eastbound on Cox Road from Savannah Way