

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: November 4, 2020 | **Meeting Time:** 6:00 PM

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

Pursuant to Governor Newsom's Executive Order N-29-20 dated March 17, 2020, and Executive Order N 33-20 dated March 19, 2020, issued with respect to the COVID-19 pandemic, this Traffic Commission meeting will be conducted utilizing teleconferencing and electronic means. In the interest of reducing the spread of COVID-19, members of the public may only call in to hear the meeting and may not be present in the Council Chamber. The public will dial using your phone to 1-866-899-4679 and enter Access Code: 135-979-341

Public Comment: To submit a public comment at the Traffic Commission meeting, please email avelasquez@san-marcos.net and write "Public Comment" in the subject line, or identify the number of the Agenda item on which you are commenting. In the body of the email, include the item number and/or title of the item as well as your comments. Email comments on matters not on the agenda must be submitted prior to the time the Chair calls the Oral Communications item. Email comments on any agenda item must be submitted prior to the time the Chair closes public comments on the agenda item. Please be advised that all emailed comments are subject to the same rules as would otherwise apply to speaker comments at any Traffic Commission meeting, and that electronic comments on agenda items for this meeting may only be submitted by email. Comments via text message and/or social media (Facebook, Twitter, Instagram, etc.) will not be accepted.

The Traffic Commission Secretary will read all email comments, provided that the reading will not exceed five (5) minutes, or such other time as the Chair may provide, consistent with its ability to set time parameters for public comment at the Traffic Commission meeting. If persons submitting comments do not want their comment to be read out loud at the meeting (not to exceed five minutes), they should write "Do Not Read Out Loud at Meeting" at the top of the email. All emailed comments received by 4:00 pm will be provided to the Traffic Commission members and included as "Supplemental information" on the City's website prior to the meeting. Those comments received after 4:00 pm and prior to the close of public comment on the applicable agenda item will be added to the record and will be shared with the Traffic Commission members at the meeting.

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

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

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



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1 Civic Center Drive
San Marcos, CA 92069

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

September 2, 2020

6. OLD BUSINESS

a. None

7. NEW BUSINESS

- a. The Laurels Development – Traffic Calming Recommendations
- b. Melrose Drive – Request for Bike Shared Lane Markings (Sharrows)

8. REPORTS AND INFORMATION ITEMS

- a. Creek Project Updates (Isaac Etchamendy – Principal Engineer (CIP))
- b. Work Order Updates
- c. San Diego County Sheriff's Department Traffic Collision Summary And Accident Investigation Log
- d. Traffic Commission Commentary
- e. Staff Commentary



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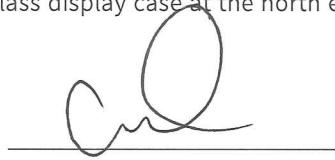
ADJOURNMENT

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 October 28, 2020 of this agenda in the glass display case at the north entrance of City Hall.

DATED: October 28, 2020



Aurelia Velasquez,
Traffic Commission Secretary

MINUTES

Meeting of the San Marcos Traffic Commission

Wednesday, September 2, 2020 | 6:00 PM

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

CALL TO ORDER:

Chairman Rico called the Traffic Commission Meeting to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE:

Led by Commissioner Josephine Carroll

ROLL CALL:

PRESENT: COMMISSIONERS: RICO*, MASTERSON*, ERICKSON*, BRIDGE*, HOAGLIN*, CARROLL* AND HANSEN*

ABSENT: COMMISSIONERS:

LATE: COMMISSIONERS: COLLINS*

*Members of the Traffic Commission attending the meeting via teleconference pursuant to Governor Newsom's Executive Order N-25-20.

ALSO PRESENT:

Senior Traffic Engineer, Mike Rafael; Principal Traffic Engineer, Nicholas Abboud; Sargent, Charles Morreale; and Traffic Commission Secretary, Aurelia Velasquez.

ORAL COMMUNICATIONS:

None

APPROVAL OF MINUTES – JULY 1, 2020

Commissioner Erickson makes a motion to accept the minutes as recorded. Commissioner Hansen seconds the motion. Motion carries.

AYES: COMMISSIONERS: BRIDGE, ERICKSON, HANSEN, MASTERSON, HOAGLIN, CARROLL AND RICO

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

OLD BUSINESS

None

NEW BUSINESS

A. A Request for ALL WAY STOP control at the intersection of Shirley Drive and Vineyard Road.

Engineering staff received traffic safety concerns from San Marcos residents at the intersection of Shirley Drive and Vineyard Road. Residents feel unsafe in turning out from Shirley drive to Vineyard Road due to the presence of parked vehicles which obstruct the line of sight at the intersection.

Residents feel that an ALL WAY STOP control (AWSC) would provide a safe option for residents turning into and out of Shirley Drive, and would help bring down vehicle speeds on Vineyard Road. Based on the resident's concerns, Engineering staff initiated a traffic safety evaluation at the intersection of Shirley Drive and Vineyard Road to determine if an AWSC or other alternative traffic safety measures would be warranted.

Conclusion and Recommendations:

Engineering staff request that the Traffic Commission accept staff's recommendations for the following improvements (See attached exhibits):

- Installation of red curb at the intersection of Shirley Drive and Vineyard Road to improve line of sight at the intersection.
- Installation of new speed limit signs (35 MPH) on Vineyard Road between Woodward Street and Mulberry Drive based on a new ET&S.

Engineering staff also recommends the following public outreach and enforcement activities:

- Speed awareness education campaigns (currently being developed by City Staff)
- Deployment of the City's mobile speed radar trailers to help build compliance with and reinforce speed limit.
- Selective speed enforcement by the Sheriff's Department.

Commissioner Erickson makes a motion to accept the minutes as recorded. Commissioner Hoaglin seconds the motion. Motion carries.

AYES: COMMISSIONERS: HANSEN, COLLINS, HOAGLIN, BRIDGE, ERICKSON, MASTERSON, RICO, CARROLL, And SCHELLENGER

NOES: COMMISSIONERS:

ABSTAINS: COMMISSIONERS:

REPORTS AND INFORMATION ITEMS

A. Engineering Staff Updates:

La Sombra Drive

Local Road Way Safety Grant

Discovery Street Extension

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

(17) DUI/Alcohol Arrests

(13) DUI/Accidents

(1) Fatal Collision

(13) Injury Collisions

(32) Non-Injury Collisions

(20) Persons Injured-Victims

(1) Pedestrian Collision

(1) Pedestrian Injured

C. Traffic Commission Commentary:

- SR-78/I-15 Woodland Parkway Realignment Project-Public input was discussed; City staff to research information on public input
- Ranch Tesoro bike path-Commission commented on benefits of recently built path in the community
- Commission inquired about next in-person commission meetings- No update from City Clerk; Virtual meetings to be planned through the end of the year



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D. Staff Commentary:

Slurry Seal Project- Twin Oaks Valley Road and San Elijo Road

ADJOURNMENT:

Chairman Rico adjourned the meeting at 7:09 pm.

Arturo Rico, Chairman
Traffic Commission

ATTEST:

Aurelia Velasquez, Secretary
Traffic Commission

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: November 4, 2020
AGENDA ITEM NO: 7A
SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer
APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer
SUBJECT: The Laurels Development – Traffic Calming Recommendations

BACKGROUND:

Engineering staff received traffic safety concerns from San Marcos residents living in the Laurels development, situated on the westerly part of the City. Residents are concerned with unsafe vehicle speeds in their community. They feel that the 25 MPH speed limits are rarely being followed. With no established HOA for the community, residents have reached out to social media to encourage safer speeds through the neighborhood. Also, residents have requested for Sheriff's Department assistance with speed enforcement but understand that their resources are limited. Residents are requesting for the installation of speed bumps to help with reducing vehicular speeds in their community. Based on the residents' concerns, Engineering staff initiated a traffic safety evaluation of the neighborhood to determine if traffic calming measures may be warranted.

DISCUSSION:

The study area is located in the Laurels Development, an isolated community consisting of approximately 169 single family homes built in the mid-1990's. The community is located west of Rancho Santa Fe Road and south of San Marcos Boulevard in the City of San Marcos (see attached Vicinity Map). The residential streets in the community are Acacia Drive which serves as the primary collector for the community and the following minor streets which intersect Acacia Drive: Sequoia Street, Acorn Road, White Oak Court, Falling Leaf Court, Hazelnut Court, Aspen Court, and Hawthorne Court. All of the minor streets are STOP controlled on Acacia Drive. There is an existing ALL WAY STOP control at the intersection of Acacia Drive and White Oak Court which was approved in 1995 due to the proximity of the existing neighborhood park and steep roadway grades. The existing street grades are somewhat hilly with the highest grade at 9% on Acacia Drive. Sequoia Street which runs east-west consist of a relatively flat grade of 1%. The streets meet the prima facie speed limit of 25 MPH based on the meeting the residential district criteria per the California Vehicle Code (CVC). There is an existing neighborhood park maintained by the City located at the end of Hawthorne Court. All residential streets have an existing street curb-to-curb width of 40 feet which allows for on-street parking on both sides. In addition, there are existing 25 MPH speed limit signs and pavement markings on southbound Acacia Street, south of San Marcos Boulevard, and west of Hazelnut Court.

Speeding complaints on Acacia Drive and Sequoia Street have been brought up by residents to City staff in the past.

Engineering staff conducted an engineering study to determine if traffic calming measures may be warranted within the community. Engineering staff collected both traffic speed and volume data for one mid-week day (Tuesday) on Acacia Drive and Sequoia Street. Based on the data collected, the highest traffic volumes on Acacia Drive occurred during the morning peak (9-10 am) and afternoon peak (4-5 pm) with an average daily traffic (ADT) of 593 vehicles per day. On Sequoia Street, the highest traffic volumes occurred during the morning peak (11-12 pm) and afternoon peak (3-4 pm) with an average daily traffic (ADT) of 276 vehicles per day. The 85th percentile speeds recorded during the collection period on Acacia Drive and Sequoia Street were 32 MPH and 25 MPH, respectively. Additional traffic volumes and speed data were collected by the City's speed radar trailers on Sequoia Street for at least a week. Data collected from the speed trailers resulted in an 85th percentile speed of 20 MPH. Cut-through traffic is non-existent, and the majority of frequent offenders are considered to be residents or their guests. Engineering staff also reviewed traffic collisions within the last three (3) years within the community, and found that there have been no collisions reported.

Speeds greater than 7 MPH over the posted speed limit are generally considered candidates for some type of traffic calming on residential streets. Based on a review of the traffic data, site conditions, and existing traffic circulation, traffic calming measures are not recommended at this time. However, based on the 1995 Traffic Commission Report, City staff recommended installation of several 25 MPH speed limit signs within neighborhood. During staff's field investigation within the community, it was noted that some 25 MPH speed limits signs have not been installed or possibly removed on Sequoia Street. Engineering staff recommends additional 25 MPH speed limit signs and pavement markings to be installed on Sequoia Street and Acacia Drive as a traffic calming tool. Speed limit signs and pavement markings are low cost and relatively inexpensive to install and maintain traffic control devices. These devices increase driver awareness of the speed limit and the pavement markings supplement regulatory speed limit signs.

Engineering staff plans to monitor the vehicle speeds after installation of additional 25 MPH speed limit signs and pavement markings in the community. Staff will also schedule deployment of the City's speed radar trailers on a rotational basis to increase speed awareness in the community. Future traffic calming measures or other alternative road diet measures, may be considered and evaluated, if the need arises.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff request that the Traffic Commission accept staff's recommendations for the following improvements:

- Installation of additional 25 MPH speed limit signs and pavement markings on Acacia Drive and Sequoia Street (see attached exhibit).



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- Deployment of the City's mobile speed radar trailers to increase speed awareness and help build compliance in the neighborhood.

TRAFFIC DATA/ROADWAY INFORMATION:

Traffic Volumes:

Acacia Drive - 593 VPD (vehicles per day, 2020).
Sequoia Street – 276 VPD (vehicles per day, 2020)

Speed Limit:

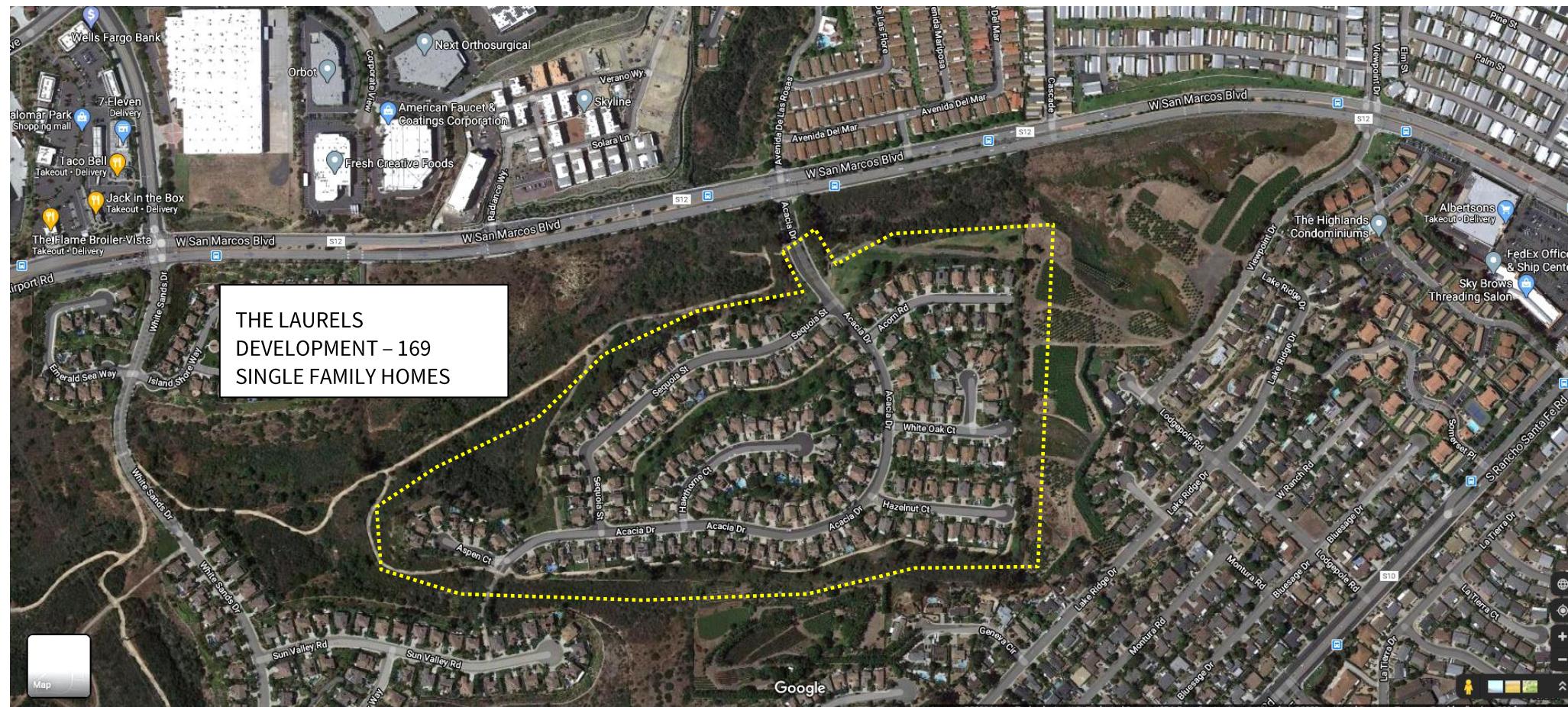
Prima Facie (25 MPH), posted

Accident History (last 3 years):

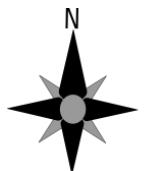
None

ATTACHMENT(S)

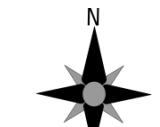
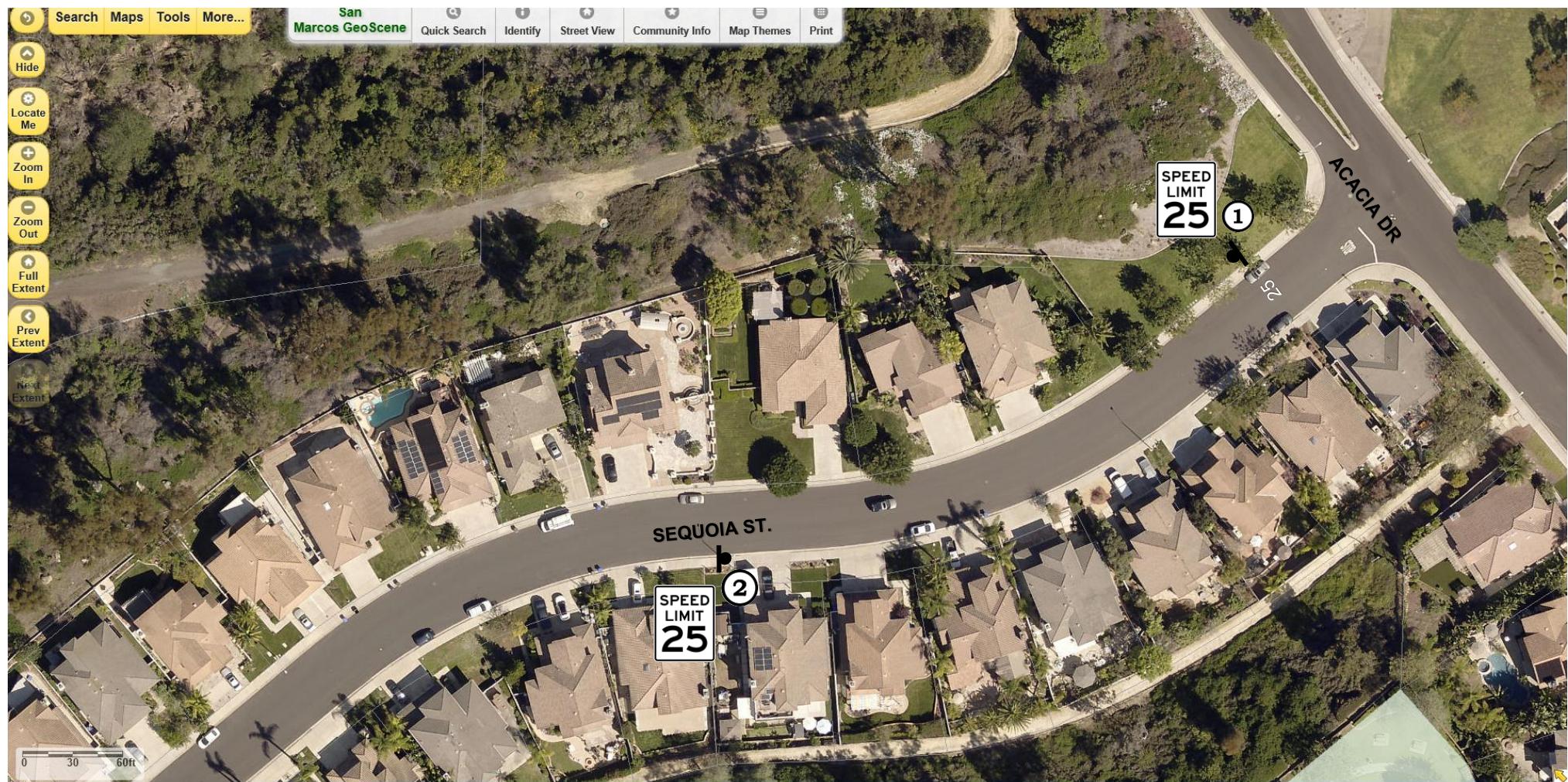
Vicinity Map
Proposed Traffic Signing and Striping Improvements Exhibit
Traffic Volume and Speed Data Sheets
1995 Traffic Commission Report/Meeting Minutes
Photos



VICINITY MAP
THE LAURELS DEVELOPMENT – TRAFFIC CALMING RECOMMENDATIONS
AGENDA ITEM #7A – NOVEMBER 2020



*NOT TO SCALE

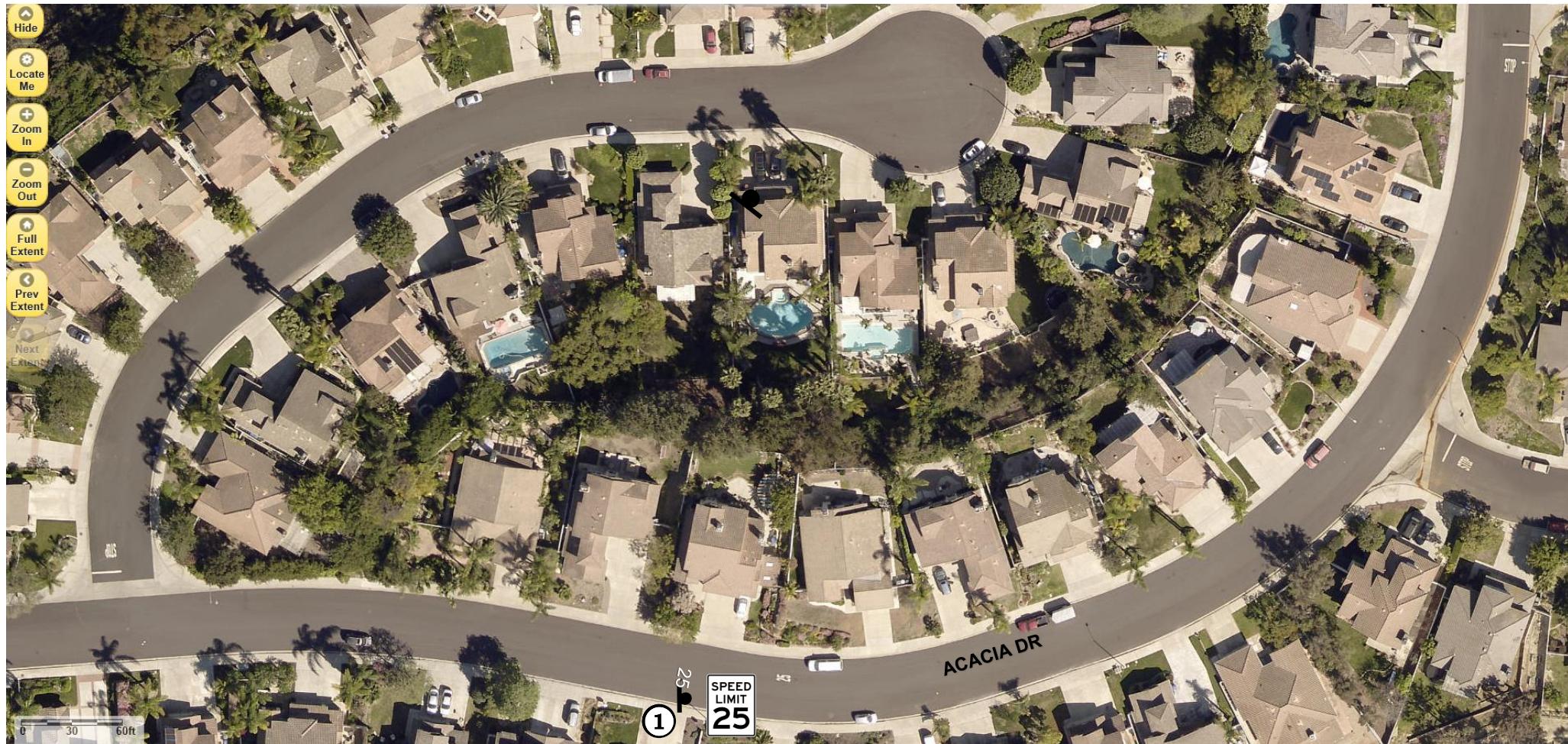


*NOT TO SCALE

SEQUOIA STREET
PROPOSED TRAFFIC SIGNING AND STRIPING IMPROVEMENTS
AGENDA ITEM #7A, NOVEMBER 2020

CONSTRUCTION NOTES:

- ①** INSTALL NEW R2-1 (25 MPH, 24"x30", HI-INTENSITY) SIGN ON NEW BREAKAWAY POST. INSTALL PAVEMENT SPEED LEGENDS.
- ②** INSTALL NEW R2-1 (25 MPH, 24"x30", HI-INTENSITY) SIGN ON STREET LIGHT POLE.



*NOT TO SCALE

ACACIA DRIVE
PROPOSED TRAFFIC SIGNING AND STRIPING IMPROVEMENTS
AGENDA ITEM #7A, NOVEMBER 2020

CONSTRUCTION NOTES:

① INSTALL NEW R2-1 (25 MPH, 24"x 30", HI-INTENSITY) SIGN ON STREET LIGHT POLE.
INSTALL PAVEMENT SPEED LEGENDS.

SPEED

Acacia Dr Bet. Sequoia St & Acorn Rd

Day: Wednesday

Date: 8/5/2020

City: San Marcos

Project #: CA20-40174-002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
05:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
06:00	0	0	7	5	1	1	0	0	0	0	0	0	0	14
07:00	3	5	9	13	4	2	0	0	0	0	0	0	0	36
08:00	1	1	6	12	4	0	0	0	0	0	0	0	0	24
09:00	0	3	12	21	14	0	0	0	0	0	0	0	0	50
10:00	0	4	8	19	12	2	0	0	0	0	0	0	0	45
11:00	1	2	9	12	11	1	0	0	0	0	0	0	0	36
12:00 PM	3	5	19	14	9	2	0	0	0	0	0	0	0	52
13:00	0	2	11	18	10	2	0	0	0	0	0	0	0	43
14:00	0	1	7	11	13	2	0	0	0	0	0	0	0	34
15:00	0	3	9	22	14	3	0	0	0	0	0	0	0	51
16:00	0	3	9	25	12	2	0	0	0	0	0	0	0	51
17:00	0	1	11	27	8	0	0	0	0	0	0	0	0	47
18:00	1	0	8	13	4	1	0	0	0	0	0	0	0	27
19:00	1	1	11	11	3	0	0	0	0	0	0	0	0	27
20:00	0	3	4	12	2	1	0	0	0	0	0	0	0	22
21:00	1	0	4	5	4	0	0	0	0	0	0	0	0	14
22:00	0	0	0	5	2	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	11	34	146	250	131	21								593
% of Totals	2%	6%	25%	42%	22%	4%								100%

AM Volumes	5	15	53	87	50	8	0	0	0	0	0	0	0	218
% AM	1%	3%	9%	15%	8%	1%								37%
AM Peak Hour	07:00	07:00	09:00	09:00	09:00	01:00								09:00
Volume	3	5	12	21	14	2								50
PM Volumes	6	19	93	163	81	13	0	0	0	0	0	0	0	375
% PM	1%	3%	16%	27%	14%	2%								63%
PM Peak Hour	12:00	12:00	12:00	17:00	15:00	15:00								12:00
Volume	3	5	19	27	14	3								52
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes
All Speeds		Volume		% 60		Volume		%		Volume		%		Volume
														↔ 57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Acacia Dr	Summary	22	27	27	32	35	593

VOLUME

Acacia Dr Bet. Sequoia St & Acorn Rd

Day: Wednesday
Date: 8/5/2020City: San Marcos
Project #: CA20-40174-002

DAILY TOTALS				NB 298	SB 295	EB 0	WB 0					Total 593
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	4	7	0	0	11	
00:15	0	0	0	0		12:15	9	9	0	0	18	
00:30	0	0	0	0		12:30	8	7	0	0	15	
00:45	0	2	2	0	2	12:45	3	24	5	28	0	
01:00	0	0	0	0		13:00	5	4	0	0	9	
01:15	0	1	0	0	1	13:15	8	9	0	0	17	
01:30	0	1	0	0	1	13:30	6	7	0	0	13	
01:45	0	0	2	0	2	13:45	1	20	3	23	0	
02:00	0	0	0	0		14:00	2	3	0	0	5	
02:15	0	0	0	0		14:15	5	4	0	0	9	
02:30	0	0	0	0		14:30	8	5	0	0	13	
02:45	0	0	0	0		14:45	3	18	4	16	0	
03:00	0	0	0	0		15:00	8	11	0	0	19	
03:15	0	0	0	0		15:15	6	4	0	0	10	
03:30	0	1	0	0	1	15:30	5	5	0	0	10	
03:45	0	0	1	0	1	15:45	4	23	8	28	0	
04:00	0	1	0	0	1	16:00	7	3	0	0	10	
04:15	1	0	0	0	1	16:15	5	12	0	0	17	
04:30	0	0	0	0		16:30	6	5	0	0	11	
04:45	2	3	0	1	4	16:45	7	25	6	26	0	
05:00	0	0	0	0		17:00	5	7	0	0	12	
05:15	3	0	0	0	3	17:15	8	5	0	0	13	
05:30	1	0	0	0	1	17:30	6	8	0	0	14	
05:45	0	4	0	0	4	17:45	2	21	6	26	0	
06:00	1	0	0	0	1	18:00	2	2	0	0	4	
06:15	0	1	0	0	1	18:15	4	7	0	0	11	
06:30	4	4	0	0	8	18:30	4	4	0	0	8	
06:45	3	8	1	6	14	18:45	2	12	2	15	0	
07:00	7	2	0	0	9	19:00	4	8	0	0	12	
07:15	1	4	0	0	5	19:15	3	4	0	0	7	
07:30	3	3	0	0	6	19:30	0	3	0	0	3	
07:45	10	21	6	15	36	19:45	2	9	3	18	0	
08:00	3	3	0	0	6	20:00	3	2	0	0	5	
08:15	0	0	0	0		20:15	1	4	0	0	5	
08:30	9	0	0	0	9	20:30	2	4	0	0	6	
08:45	5	17	4	7	24	20:45	2	8	4	14	0	
09:00	8	7	0	0	15	21:00	2	3	0	0	5	
09:15	9	6	0	0	15	21:15	4	2	0	0	6	
09:30	6	2	0	0	8	21:30	0	0	0	0		
09:45	9	32	3	18	50	21:45	1	7	2	7	0	
10:00	6	3	0	0	9	22:00	0	3	0	0	3	
10:15	8	2	0	0	10	22:15	0	0	0	0		
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10:45	3	25	6	20	45	22:45	1	1	2	6	0	
11:00	7	4	0	0	11	23:00	0	0	0	0		
11:15	3	4	0	0	7	23:15	0	0	0	0		
11:30	4	3	0	0	7	23:30	0	0	0	0		
11:45	6	20	5	16	36	23:45	0	0	0	0		
TOTALS	130	88			218	TOTALS	168	207			375	
SPLIT %	59.6%	40.4%			36.8%	SPLIT %	44.8%	55.2%			63.2%	

DAILY TOTALS				NB 298	SB 295	EB 0	WB 0					Total 593
AM Peak Hour	09:00	11:45		11:45	PM Peak Hour	16:30	16:15					16:15
AM Pk Volume	32	28		55	PM Pk Volume	26	30					53
Pk Hr Factor	0.889	0.778		0.764	Pk Hr Factor	0.813	0.625					0.779
7 - 9 Volume	38	22	0	0	60	4 - 6 Volume	46	52	0	0		98
7 - 9 Peak Hour	07:45	07:15		07:00	4 - 6 Peak Hour	16:30	16:15					16:15
7 - 9 Pk Volume	22	16	0	0	36	4 - 6 Pk Volume	26	30	0	0		53
Pk Hr Factor	0.550	0.667	0.000	0.000	0.563	Pk Hr Factor	0.813	0.625	0.000	0.000		0.779

SPEED

Sequoia St 435' W/O Acacia Dr

Day: Wednesday

Date: 8/12/2020

City: San Marcos

Project #: CA20-40174-003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
06:00	1	3	3	4	0	0	0	0	0	0	0	0	0	11
07:00	0	0	10	2	1	0	0	0	0	0	0	0	0	13
08:00	1	3	3	2	0	0	0	0	0	0	0	0	0	9
09:00	2	1	8	1	0	0	0	0	0	0	0	0	0	12
10:00	1	6	13	2	0	0	0	0	0	0	0	0	0	22
11:00	2	6	11	4	0	0	0	0	0	0	0	0	0	23
12:00 PM	1	2	17	9	0	0	0	0	0	0	0	0	0	29
13:00	0	7	6	3	1	0	0	0	0	0	0	0	0	17
14:00	0	2	11	7	0	0	0	0	0	0	0	0	0	20
15:00	1	5	19	2	0	0	0	0	0	0	0	0	0	27
16:00	1	8	12	3	0	0	0	0	0	0	0	0	0	24
17:00	2	8	10	3	1	0	0	0	0	0	0	0	0	24
18:00	0	4	4	1	0	0	0	0	0	0	0	0	0	9
19:00	1	9	2	1	0	0	0	0	0	0	0	0	0	13
20:00	1	2	4	2	0	0	0	0	0	0	0	0	0	9
21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	3	0	0	1	0	0	0	0	0	0	0	0	0	4
Totals	19	70	135	49	3									276
% of Totals	7%	25%	49%	18%	1%									100%

AM Volumes	7	21	50	16	1	0	0	0	0	0	0	0	0	95			
% AM	3%	8%	18%	6%	0%									34%			
AM Peak Hour	09:00	10:00	10:00	06:00	07:00									11:00			
Volume	2	6	13	4	1									23			
PM Volumes	12	49	85	33	2	0	0	0	0	0	0	0	0	181			
% PM	4%	18%	31%	12%	1%									66%			
PM Peak Hour	23:00	19:00	15:00	12:00	13:00									12:00			
Volume	3	9	19	9	1									29			
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Speeds		Volume 22		% 8%		Volume 46		% 17%		Volume 48		% 17%		Volume 160		% 58%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Sequoia St	Summary	17	22	21	26	29	276

VOLUME

Sequoia St 435' W/O Acacia Dr

Day: Wednesday
Date: 8/12/2020City: San Marcos
Project #: CA20-40174-003

DAILY TOTALS				NB 0	SB 0	EB 135	WB 141			Total 276	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	2	3	5
00:15	0	0	0	0		12:15	0	0	2	8	10
00:30	0	0	0	0		12:30	0	0	5	2	7
00:45	0	0	0	0		12:45	0	0	2	11	18
01:00	0	0	0	0		13:00	0	0	2	6	8
01:15	0	0	0	0		13:15	0	0	2	2	4
01:30	0	0	0	0		13:30	0	0	1	0	1
01:45	0	0	0	0		13:45	0	0	0	5	12
02:00	0	0	0	0		14:00	0	0	4	4	8
02:15	0	0	0	0		14:15	0	0	1	1	2
02:30	0	0	0	0		14:30	0	0	2	1	3
02:45	0	0	0	0		14:45	0	0	2	9	11
03:00	0	0	0	0		15:00	0	0	3	2	5
03:15	0	0	0	0		15:15	0	0	2	1	3
03:30	0	0	0	0		15:30	0	0	4	3	7
03:45	0	0	0	0		15:45	0	0	6	15	20
04:00	0	0	1	0	1	16:00	0	0	3	2	5
04:15	0	0	0	0		16:15	0	0	4	2	6
04:30	0	0	0	0		16:30	0	0	4	5	9
04:45	0	0	0	1	0	16:45	0	0	3	14	10
05:00	0	0	0	0		17:00	0	0	2	4	6
05:15	0	0	1	0	1	17:15	0	0	2	7	9
05:30	0	0	0	0		17:30	0	0	1	6	7
05:45	0	0	3	4	0	17:45	0	0	0	5	2
06:00	0	0	0	0		18:00	0	0	3	1	4
06:15	0	0	1	1	2	18:15	0	0	1	2	3
06:30	0	0	3	2	5	18:30	0	0	1	0	1
06:45	0	0	1	5	3	18:45	0	0	1	6	9
07:00	0	0	1	0	1	19:00	0	0	0	3	3
07:15	0	0	0	1	1	19:15	0	0	1	0	1
07:30	0	0	3	0	3	19:30	0	0	2	3	5
07:45	0	0	6	10	2	19:45	0	0	2	5	13
08:00	0	0	3	1	4	20:00	0	0	1	2	3
08:15	0	0	1	0	1	20:15	0	0	1	2	3
08:30	0	0	2	1	3	20:30	0	0	1	0	1
08:45	0	0	0	6	1	20:45	0	0	0	3	2
09:00	0	0	3	1	4	21:00	0	0	0	0	
09:15	0	0	0	0		21:15	0	0	3	0	3
09:30	0	0	2	1	3	21:30	0	0	0	0	
09:45	0	0	3	8	2	21:45	0	0	0	3	1
10:00	0	0	0	4	4	22:00	0	0	0	1	1
10:15	0	0	5	1	6	22:15	0	0	0	0	
10:30	0	0	5	1	6	22:30	0	0	0	0	
10:45	0	0	5	15	1	22:45	0	0	0	0	1
11:00	0	0	3	2	5	23:00	0	0	0	1	1
11:15	0	0	1	1	2	23:15	0	0	1	0	1
11:30	0	0	3	6	9	23:30	0	0	0	1	1
11:45	0	0	2	9	5	23:45	0	0	0	1	4
TOTALS		58	37	95	TOTALS				77	104	181
SPLIT %		61.1%	38.9%	34.4%	SPLIT %				42.5%	57.5%	65.6%

DAILY TOTALS				NB 0	SB 0	EB 135	WB 141			Total 276	
AM Peak Hour		10:15	11:30	11:30	PM Peak Hour				15:30	12:15	12:15
AM Pk Volume		18	22	31	PM Pk Volume				17	21	32
Pk Hr Factor		0.900	0.688	0.775	Pk Hr Factor				0.708	0.656	0.800
7 - 9 Volume	0	0	16	6	4 - 6 Volume	0	0	19	29	48	
7 - 9 Peak Hour		07:30	07:15	07:15	4 - 6 Pk Hour				16:00	17:00	16:30
7 - 9 Pk Volume	0	0	13	4	4 - 6 Pk Volume	0	0	14	19	28	
Pk Hr Factor	0.000	0.000	0.542	0.500	Pk Hr Factor	0.000	0.000	0.875	0.679	0.778	

Vehicle Speed Report

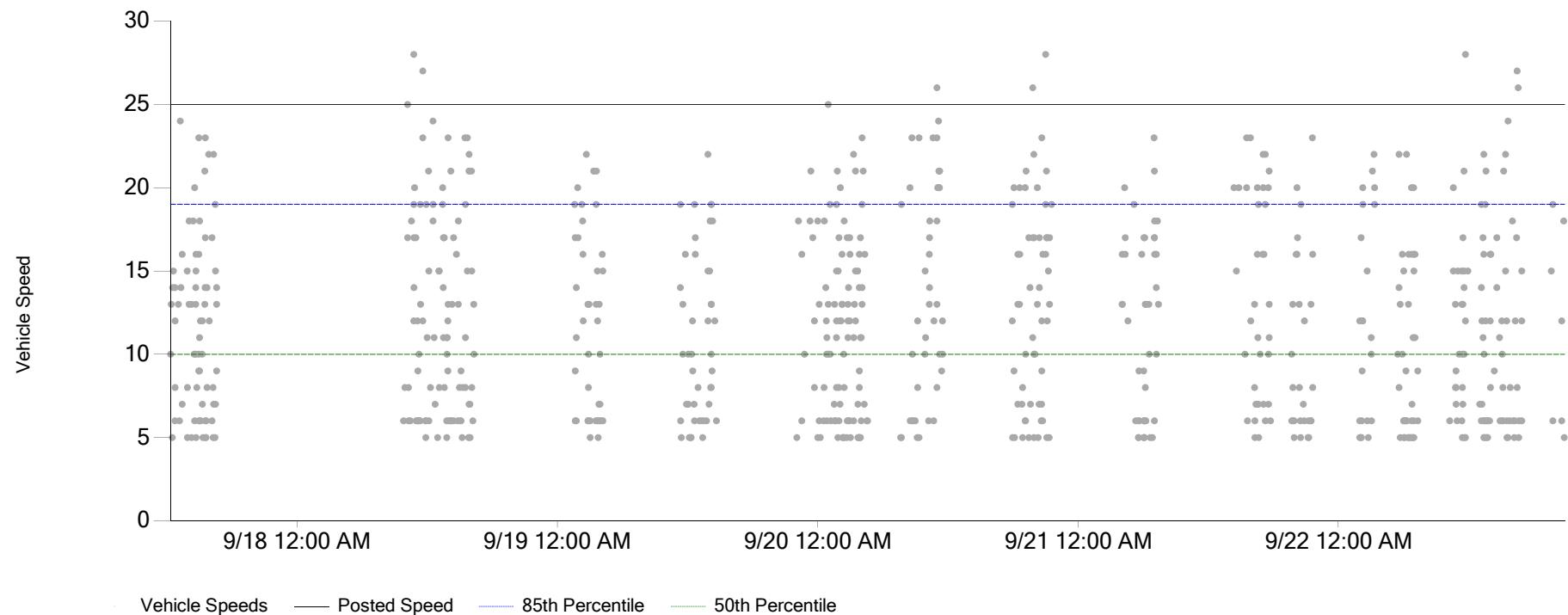
Data File: Trailer 1_Sequoia.csv

Date Range: 9/17/20 12:20 PM to 9/22/20 8:51 PM

Included days: All

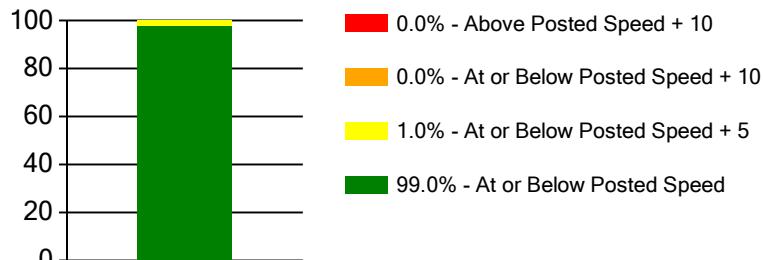
Included hours: All

Excluded speeds greater/less than: 3 std. deviations from average



Number of data points:	777
Average daily volume:	129
Posted speed:	25
Average speed:	11.5
Percentiles:	
— 85th	19
— 50th	10

Percentage Compliance



THE BEST IN THE BUSINESS
INFORMATION DISPLAY
COMPANY

Vehicle Speed Report

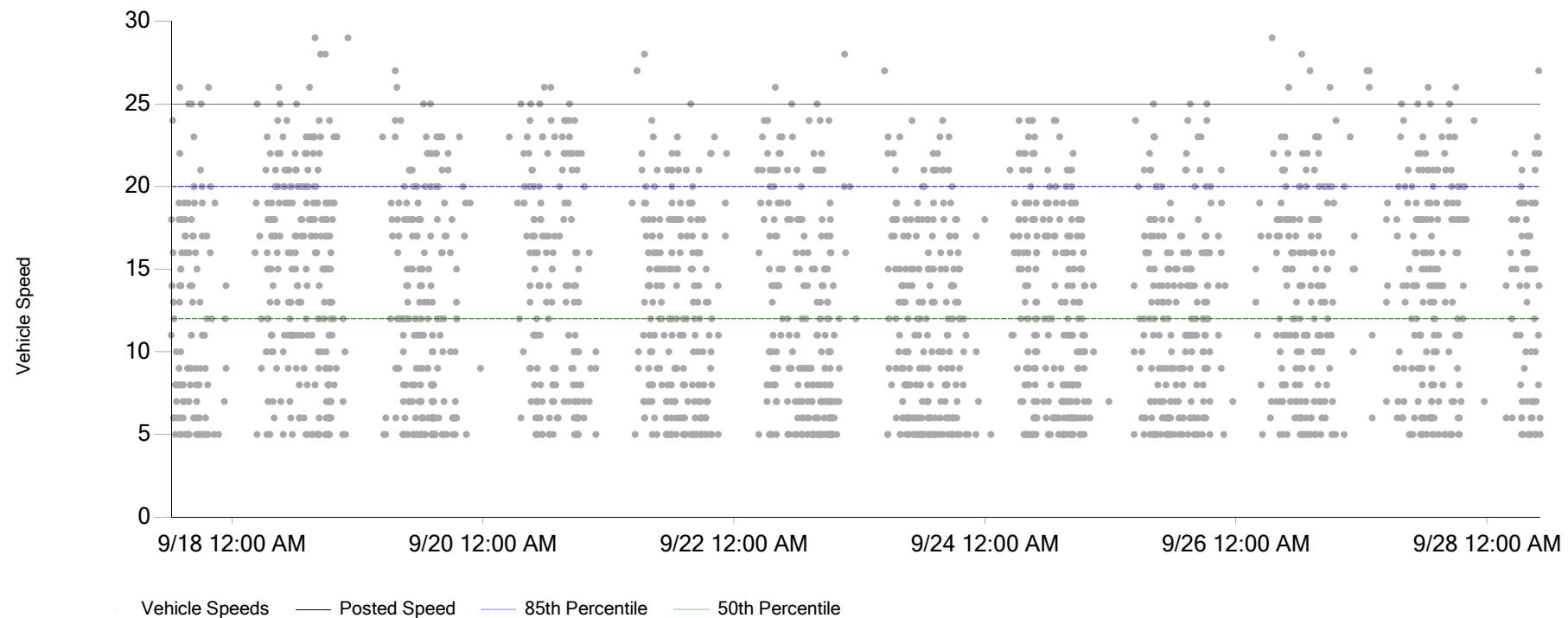
Data File: Trailer 2_Sequoia.csv

Date Range: 9/17/20 12:23 PM to 9/28/20 10:15 AM

Included days: All

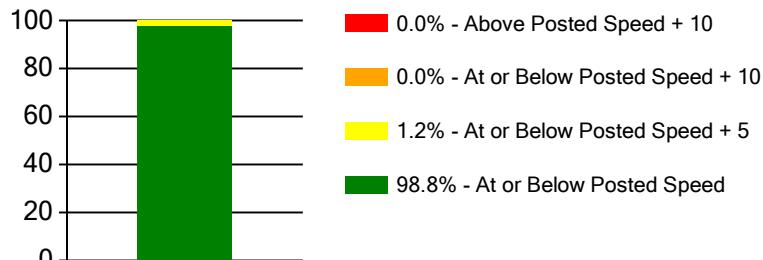
Included hours: All

Excluded speeds greater/less than: 3 std. deviations from average



Number of data points:	2428
Average daily volume:	202
Posted speed:	25
Average speed:	12.5
Percentiles:	
— 85th	20
— 50th	12

Percentage Compliance



THE BEST IN THE BUSINESS
INFORMATION DISPLAY
COMPANY

TRAFFIC SAFETY COMMISSION

ACTION

DATE: 7/18/95

NO. 95-16

SUBJECT: ACACIA DR -- TRAFFIC CONTROL SIGNAGE

TRAFFIC SAFETY COMMISSION ACTION:

COMMISSIONER KILDOO MOVED TO RECOMMEND TO CITY COUNCIL STAFF'S RECOMMENDATION WITH THE FOLLOWING MODIFICATIONS:

- 1) "25 MPH" SIGNAGE AT LOT 49 AND ENTRANCE TO COMMUNITY;
- 2) "NOT A THROUGH STREET" SIGN ON ACACIA WEST OF SEQUOIA;
- 3) SHERIFF'S DEPARTMENT TO ENFORCE SPEED LIMIT WITH RADAR TRAILER;
- 4) ALL-WAY STOP AT ACACIA/WHITE OAK;
5. STAFF TO REVIEW DRIVEWAY DEPRESSED AREA IN THE PARK FOR POSSIBILITY OF CORRECTING TO A REGULAR CURB;

SECONDED BY COMMISSIONER BLACK AND UNANIMOUSLY CARRIED.

CITY COUNCIL ACTION:

STAFF ACTION:

R E P O R T

TO: Traffic Safety Commission
FROM: Developmental Services Department

July 18, 1995

ACACIA DRIVE -- TRAFFIC CONTROL SIGNAGE

SITUATION

A request was made to review the traffic/pedestrian situation in the Laurels subdivision as it pertains to traffic control signage. Staff has visited the area and due to the high pedestrian volumes coupled with the long, relatively wide residential streets in the area, recommends that the following signs be installed.

All-Way STOP (3 stop signs) at Acacia/White Oak Court
25 MPH signs at each end of Sequoia Street
25 MPH signs on Acacia between Hawthorne and Hazelnut
"NOT A THROUGH STREET" warning sign on Acacia west of Sequoia
"PEDESTRIANS CROSS AT INTERSECTION" sign at exit from park

The attached map shows the locations of the proposed signs.

RECOMMENDATION

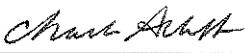
Review, approve and recommend to Council the establishment of an All-Way STOP at Acacia Drive and White Oak Court and the installation of various traffic control signs per the attached map.

Prepared/Submitted by:



Ken Gerdes
City Engineer

Reviewed by:



Charlie Schaffer, Director
Developmental Services

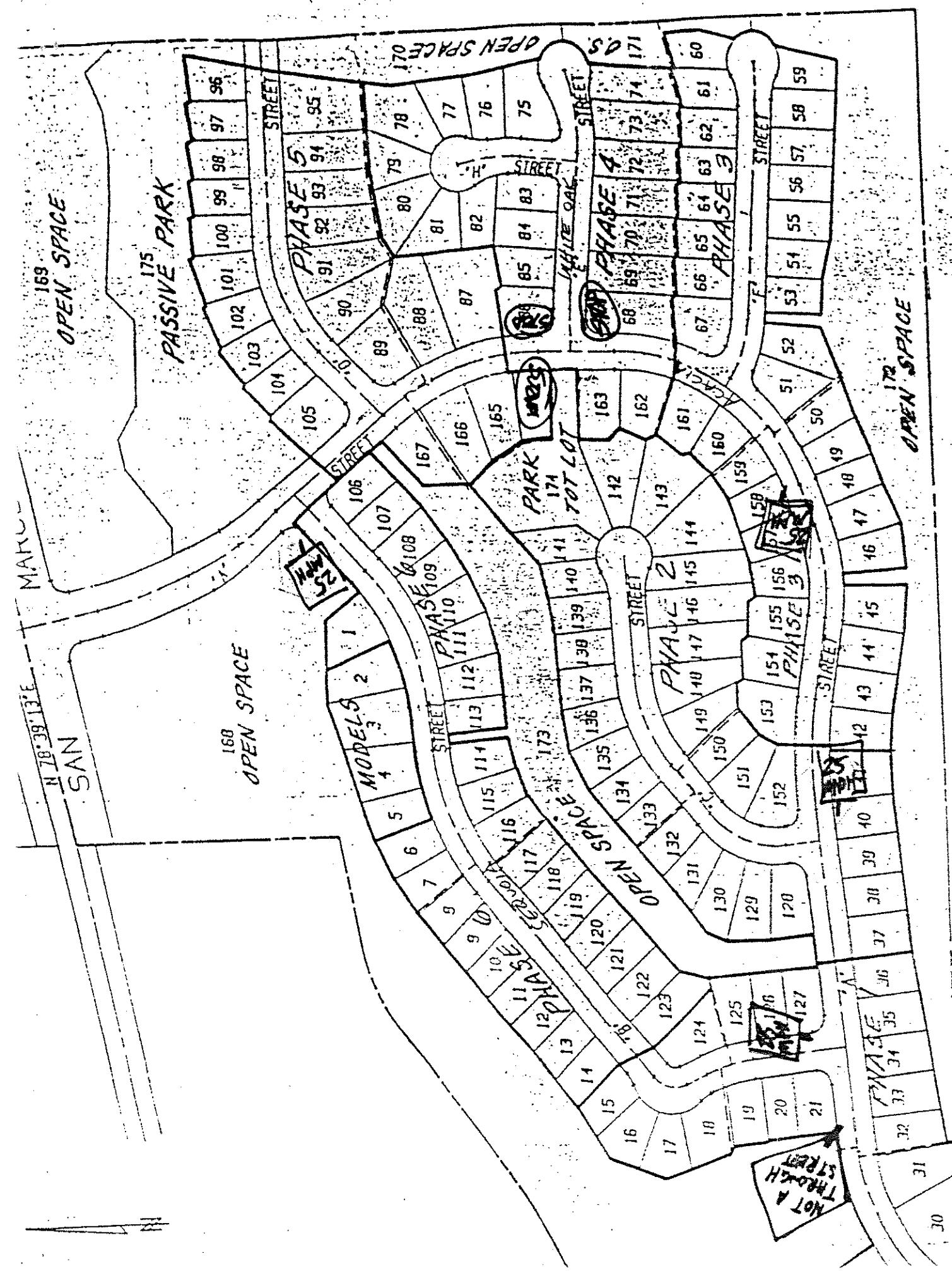
SWEA\TSC\REP\ACACIA.SIG



THE CITY OF SAN MARCOS, CALIFORNIA

AGENDA ITEM

7A



**MINUTES
TRAFFIC SAFETY COMMISSION MEETING
JULY 18, 1995
PAGE 2**

Commissioner Effinger announced that the hearing was closed.

MOTION MADE BY COMMISSIONER BLACK, SECONDED BY COMMISSIONER HUGHES AND UNANIMOUSLY CARRIED TO ACCEPT STAFF'S RECOMMENDATION TO RECOMMEND TO CITY COUNCIL: 1) A CHANGE IN THE SPEED LIMIT TO 30 MPH ON LINDA VISTA DRIVE BETWEEN LAS FLORES AND THE RANCHO VALLECITOS MOBILE HOME PARK MAIN ENTRANCE; 2) THE SPEED LIMIT WEST OF THE ENTRANCE SHALL REMAIN AT THE POSTED 40 MPH; 3) A "30 MPH AHEAD" SIGN RECOMMENDED FOR EASTBOUND TRAFFIC WEST OF THE ENTRANCE.

7. NEW BUSINESS

A. Acacia Drive -- Traffic Control Signage

The traffic/pedestrian situation in the Laurels was reviewed, and staff recommended installation of several traffic control signs. A map of the sign locations was discussed. These signs include: 1) all-way "STOP" at Acacia/White Oak; 2) "25 MPH" sign at Sequoia and Acacia between Hawthorne and Hazelnut; 3) "NOT A THROUGH STREET" sign on Acacia; and 4) "PEDESTRIANS CROSS AT INTERSECTION" sign at the park exit. Staff analysis revealed a high pedestrian volume and long, wide streets, justifying this signage.

Public Testimony

Shirley Bosworth, 970 Hawthorne Ct., San Marcos.

Submitted photographs of Acacia Drive near the park. The photos revealed that, because of the steep grade of the street, the park is not visible to drivers. Requested that "STOP" signs be installed at Acacia and White Oak. Stated that a problem exists because pedestrians are not visible to drivers when they are crossing the street, and requested that a crosswalk be installed to guide persons to the park. Stated that many drivers speed on Acacia because of the steep grade. Agrees with signage stating "25 MPH" and "NOT A THROUGH STREET".

Chairman Effinger announced that the hearing was closed.

Commissioner Effinger stated that he thought too many "25 MPH" signs were being proposed, except for the sign at the entrance to the development, and that selective enforcement would be more effective. He recommended that the radar unit be installed and that speeding drivers be cited. He asked whether the driveway depression where pedestrians now cross the street could be modified into a regular curb, so that pedestrians will not use it as a crosswalk.

MINUTES

TRAFFIC SAFETY COMMISSION MEETING

JULY 18, 1995

PAGE 3

Staff replied that the maintenance personnel use it, and they will check with Public Works to determine whether it can be changed.

Commissioner Kildoo suggested that the 25 MPH sign be posted at the entrance approaching the steep grade and at the crest of Acacia near Lot 49. Chairman Effinger recommended that speed limit signs at Lots 41 and 127 be eliminated.

COMMISSIONER KILDOO MOVED TO RECOMMEND TO CITY COUNCIL STAFF'S RECOMMENDATION TO WITH THE FOLLOWING MODIFICATIONS:
1) "25 MPH" SIGNAGE AT LOT 49 AND ENTRANCE TO COMMUNITY; 2) "NOT A THROUGH STREET" SIGN ON ACACIA WEST OF SEQUOIA; 3) SHERIFF'S DEPARTMENT TO ENFORCE SPEED LIMIT WITH RADAR TRAILER; 4) ALL-WAY STOP AT ACACIA/WHITE OAK; 5) STAFF TO REVIEW DRIVEWAY DEPRESSED AREA IN THE PARK FOR POSSIBILITY OF CORRECTING TO A REGULAR CURB; SECONDED BY COMMISSIONER BLACK AND UNANIMOUSLY CARRIED.

B. La Costa Industrial Park -- Request for No Parking Zone

A request was received to designate a portion of Diamond Street as a "NO PARKING" zone. Staff determined that an area had already been painted red to allow delivery trucks to maneuver into the driveways. It was noted that parked cars and trucks do block the area. Staff is recommending establishing a "NO PARKING" zone on Diamond Street in front of the Hunter Industries building.

Chairman Effinger announced that the hearing was closed.

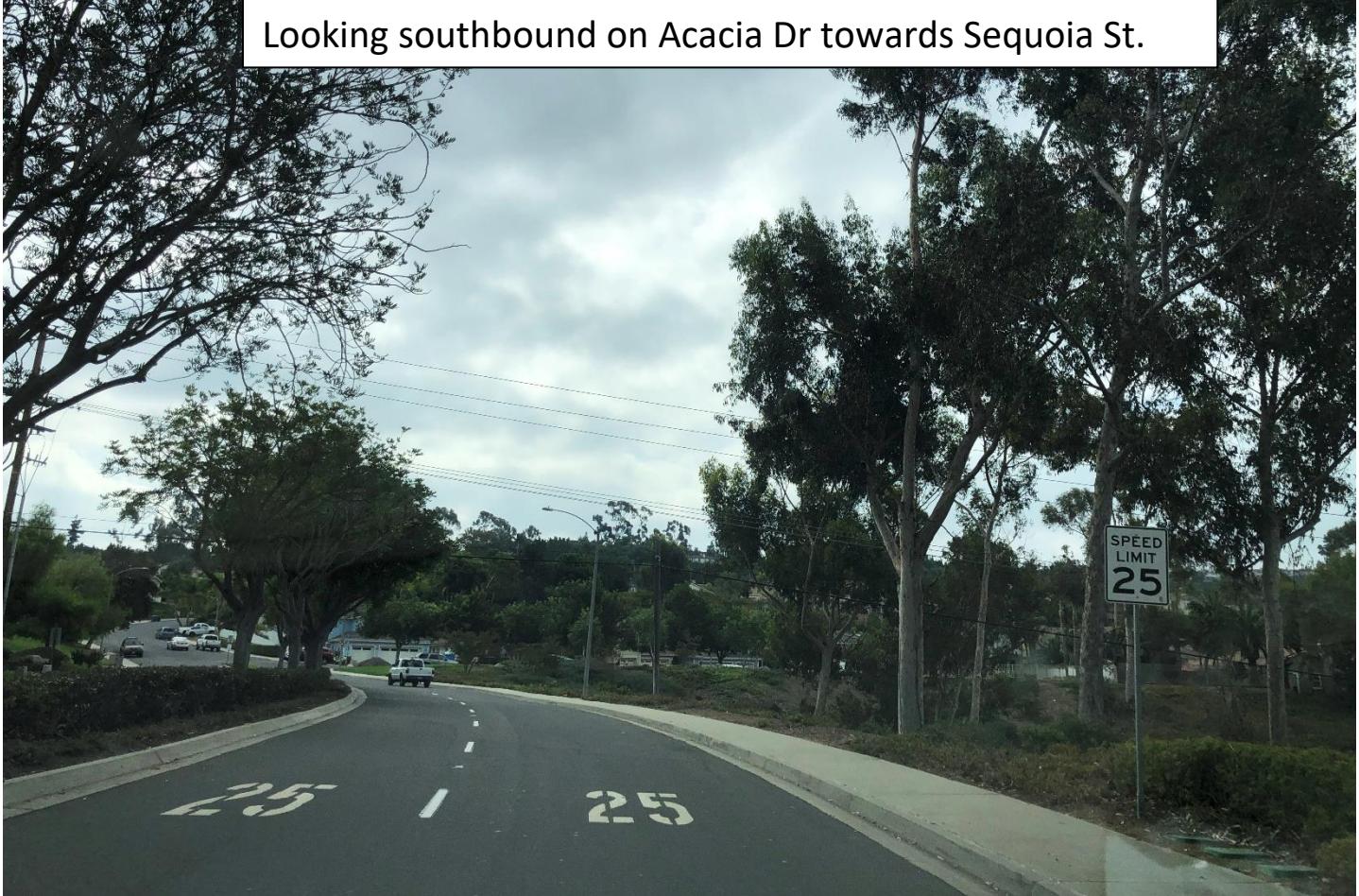
MOTION BY COMMISSIONER BLACK, SECONDED BY COMMISSIONER HUGHES AND UNANIMOUSLY CARRIED TO ACCEPT STAFF'S RECOMMENDATION TO ESTABLISH A "NO PARKING" ZONE ON THE EAST SIDE OF DIAMOND STREET FROM THE CORNER NORTH TO THE DRIVEWAY, NORTH OF 1915 DIAMOND STREET.

C. Request for Guardrail - Bougner Road @ Knob Hill

A letter was received requesting that a guardrail be installed at the intersection of Bougner Road and Knob Hill Road. Over the years, the City has installed "STOP" signs, barricade, street light and other measures identifying Knob Hill/Bougner as a "T" intersection. Public Works did not recommend that a guardrail be installed at this location. Staff indicated that collisions at this location are rare, and traffic is light.

Chairman Effinger announced that the hearing was closed.

Looking southbound on Acacia Dr towards Sequoia St.



Looking westbound on Sequoia St @ Acacia Drive



Looking westbound on Sequoia Street



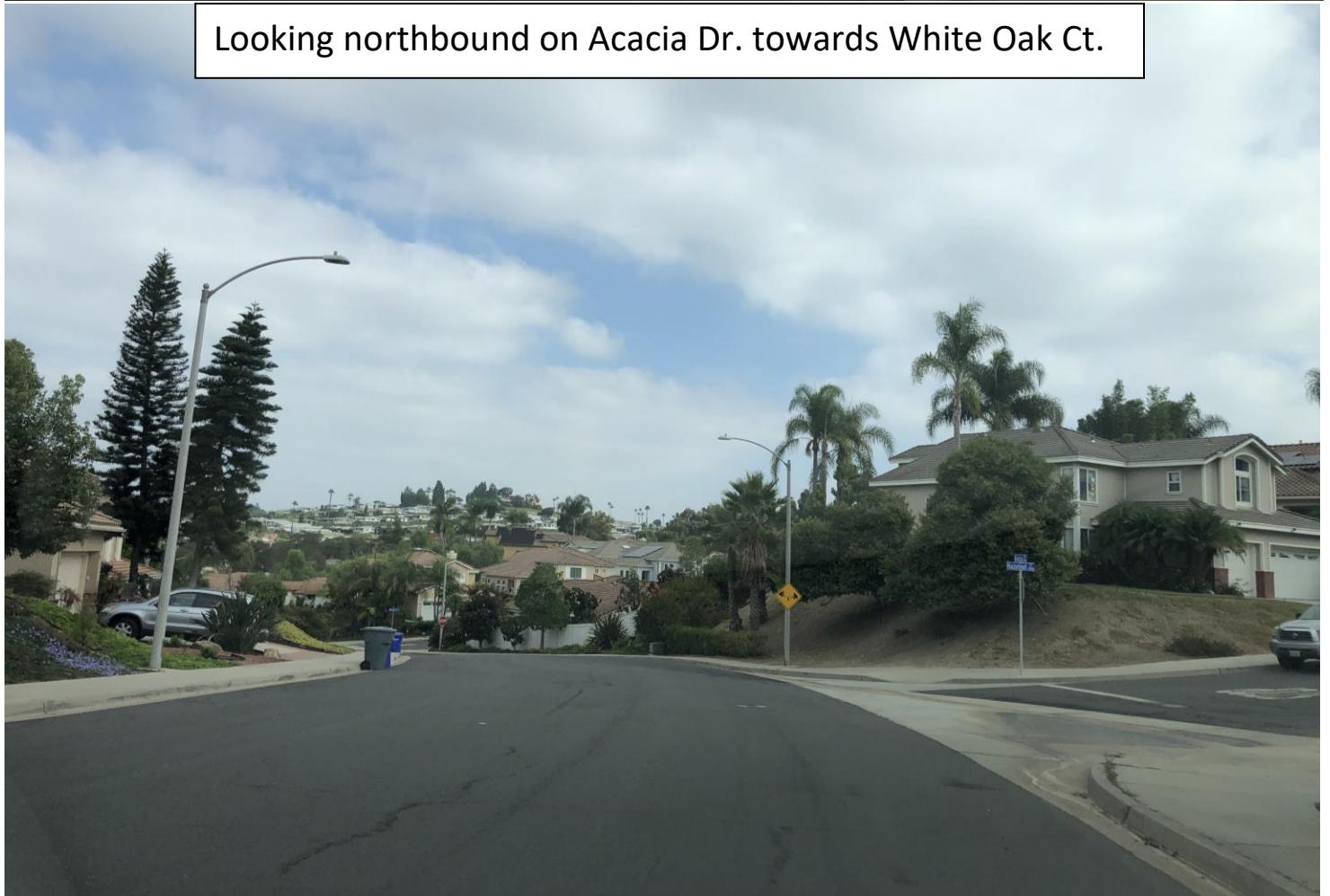
Looking eastbound on Sequoia St. towards Acacia Dr.



Looking southbound on Acacia Dr.



Looking northbound on Acacia Dr. towards White Oak Ct.



AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: November 4, 2020

AGENDA ITEM NO: 7B

SUBMITTED BY: Michael Rafael, P.E. – Senior Civil Engineer

APPROVED BY: Nic Abboud, P.E. – Principal Civil Engineer

SUBJECT: Melrose Drive – Request for Bike Shared Lane Markings (Sharrows)

BACKGROUND:

Engineering staff received bicycle safety complaints on Melrose Drive between San Elijo Road and Boulderidge Drive. Residents feel unsafe while riding their bicycles on Melrose Drive, which permits bicycle travel to share the roadway with vehicles. Bicyclists are also concerned with motorists honking at them while taking full control of the lane. Residents are requesting the City to install bike shared lane markings (sharrows) to indicate dual use of the travel lane for both bicycles and vehicles. Based on these concerns, Engineering staff initiated a traffic safety evaluation on Melrose Drive to determine if the sharrows pavement markings would be warranted.

DISCUSSION:

The study area is located on Melrose Drive between San Elijo Road and Boulderidge Drive in the City of San Marcos (see attached Vicinity Map). Melrose Drive is classified as a divided, 4-lane secondary arterial which is approximately 0.80 miles long. The roadway segment measures between 50 to 62 feet (curb-to-curb width). The typical cross section consists of each travel lane measuring at least 11 feet minimum with a painted center turn lane or raised median. This roadway configuration makes it infeasible to accommodate a separated bike lane on the roadway segment. Melrose Drive between Boulderidge Drive and Rancho Santa Fe Road consist of a standard 5-foot bike lane. The existing two way turn lane serves multiple commercial and multi-family developments within the roadway segment. Melrose Drive is also signalized at the intersections of Diamond Street and Boulderidge Drive. The street grade varies up to a maximum of 6.7 percent and consist of several horizontal curves. With no exclusive bike lane, Melrose Drive is classified as a Class III bike route with existing “BICYCLES MAY USE FULL LANE” (R4-11) regulatory signs currently installed. Per CAMUTCD, these signs may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to occupy the travel lane. These signs were initially installed in 2017 to inform motorists that bicyclists might occupy the outside travel lane on Melrose Drive. The posted speed limit within the roadway segment is established at 40 MPH with an average daily traffic (ADT) of 13,603 vehicles per day (VPD).

Engineering staff also reviewed the collision history for the last three (3) years and found a total of seven (7) reported collisions along Melrose Drive between San Elijo Road and Boulderidge Drive. The

types of reported collisions included broadside, sideswipe, and hit object collisions. All of the reported collisions have been attributed to unsafe speeding and improper turning along the corridor. There were no collisions that involved pedestrians or bicyclists traveling on Melrose Drive.

Engineering staff reviewed residents' request for bike shared lane markings (sharrows) on Melrose Drive. Per the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 9C.07, shared lane markings may be used to:

- a) Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle
- b) Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.
- c) Alert road users of the lateral location of bicyclists are likely to occupy within the traveled way
- d) Encourage safe passing of bicyclists by motorists, and
- e) Reduce the incidence of wrong-way bicycling.
- f) Assist bicyclists with lateral positioning with a traffic circle or roundabout
- g) Supplement a signed bicycle route that is identified as a Class III bicycle facility
- h) Encourage the lateral positioning of bicyclists away from on-street angled parking, and
- i) Indicate that a bicycle can travel straight through a right-turn lane or left-turn lane only.

In addition, the CAMUTCD allows shared lane markings, as an option, to be placed on roadways that have a speed limit above 35 mph, where there is bicycle travel and there is no marked bicycle lane and the right-hand traffic lane is too narrow to allow motor vehicles to safely pass bicyclist. The CAMUTCD allows the option to use either the "BICYCLES MAY USE FULL LANE" signs or shared lane markings to inform road users that bicyclists might occupy the travel lane.

The existing outside travel lanes on Melrose Drive are not wide enough for motor vehicles to pass bicyclists due to the narrow lane widths (12 feet maximum) with the exception of motorists changing lanes to avoid the bicyclists. The existing "BICYCLES MAY USE FULL LANE" signs may also be confusing to both bicyclists and motorists since there are two lanes in each direction on Melrose Drive and there are no bike shared lane markings present to indicate which lane bicyclists can take control of. The visibility of the "BICYCLES MAY USE FULL LANE" signs installed within the public right-of-way could also be a concern with motorists unaware of the signs.

Other nearby public agencies (Carlsbad and Encinitas) have implemented the use of both bike lane sharrows and signs to improve bicycle operations and safety within their jurisdiction. One disadvantage of implementing sharrow markings is that they may convey a false sense of security and encourage novice cyclists to travel on public roadways above their skill level. However, the majority of bicyclists observed riding on similar arterial City streets are generally experienced and appear comfortable in traveling with vehicular traffic.

Based on satisfying the CAMUTCD criteria for bike shared lane markings (sharrows), it is recommended that sharrows be installed on Melrose Drive between San Elijo Road and Boulderidge Drive to improve

bicycle operations and enhance motorists' awareness of bicyclists, or the possibility of bicyclists riding within the outside travel lanes. The new sharrows shall be installed within the roadway segment (6-feet from face of curb) adjacent to the existing "BICYCLES MAY USE FULL LANE" regulatory signs currently installed within the public right-of-way (see attached exhibit). In addition, the new sharrows will provide bicycle connectivity on Melrose Drive between Carlsbad and San Marcos. Melrose Drive in Carlsbad is currently striped with Class 2 buffered bike lanes and San Elijo Road in San Marcos is striped as a standard 5-foot bike lane.

Engineering staff plans to reevaluate this roadway segment for the potential inclusion of buffered or separated bike lanes, while reducing the number of lanes from four to two (one lane in each direction). The analysis would evaluate the capacity of a 2-lane facility to accommodate traffic demands, identify any resulting operational problems and solutions, identify the impact on all types of users, and collect input from the local community. Based on the feasibility of such improvements, a potential design would be brought before the commission for approval. Funding opportunities may be pursued through the City's own annual slurry seal program or via a future application to federal grants with focus on active transportation, mobility and public safety.

CONCLUSION AND RECOMMENDATIONS:

Engineering staff requests that the Traffic Commission accept staff's recommendations for the installation of bike shared lane markings (Sharrows) on Melrose Drive between San Elijo Road and Boulderidge Drive. The new sharrows will be installed within the roadway segment (6-feet from face of curb) adjacent to the existing "BICYCLES MAY USE FULL LANE" regulatory signs currently installed within the public right-of-way (see attached exhibit).

Engineering staff also recommends selective enforcement by the Sheriff's Department of the "BICYCLES MAY USE FULL LANE" regulatory signs and the new sharrows pavement markings on Melrose Drive.

TRAFFIC DATA/ROADWAY INFORMATION:

Traffic Volumes:

Melrose Drive, San Elijo Road and Rancho Santa Fe Road – 13,603 VPD (vehicles per day, 2019).

Speed Limit:

40 MPH, posted.

Accident History (last 3 years):

- 05/16/17, 8:00 PM, Melrose [Dr.@Longstaff](#) Ct, Broadside, Auto R/W Violation
- 12/19/17, 3:36 PM, Melrose [Dr.@Sparrow](#) Ln, Sideswipe, Improper Turning
- 03/30/18, 7:30 PM, Melrose [Dr.@Diamond](#) St., Hit Object, Improper Turning
- 06/06/18, 11:40 AM, Melrose [Dr.@Boulderidge](#) Dr, Hit Object, Improper Turning

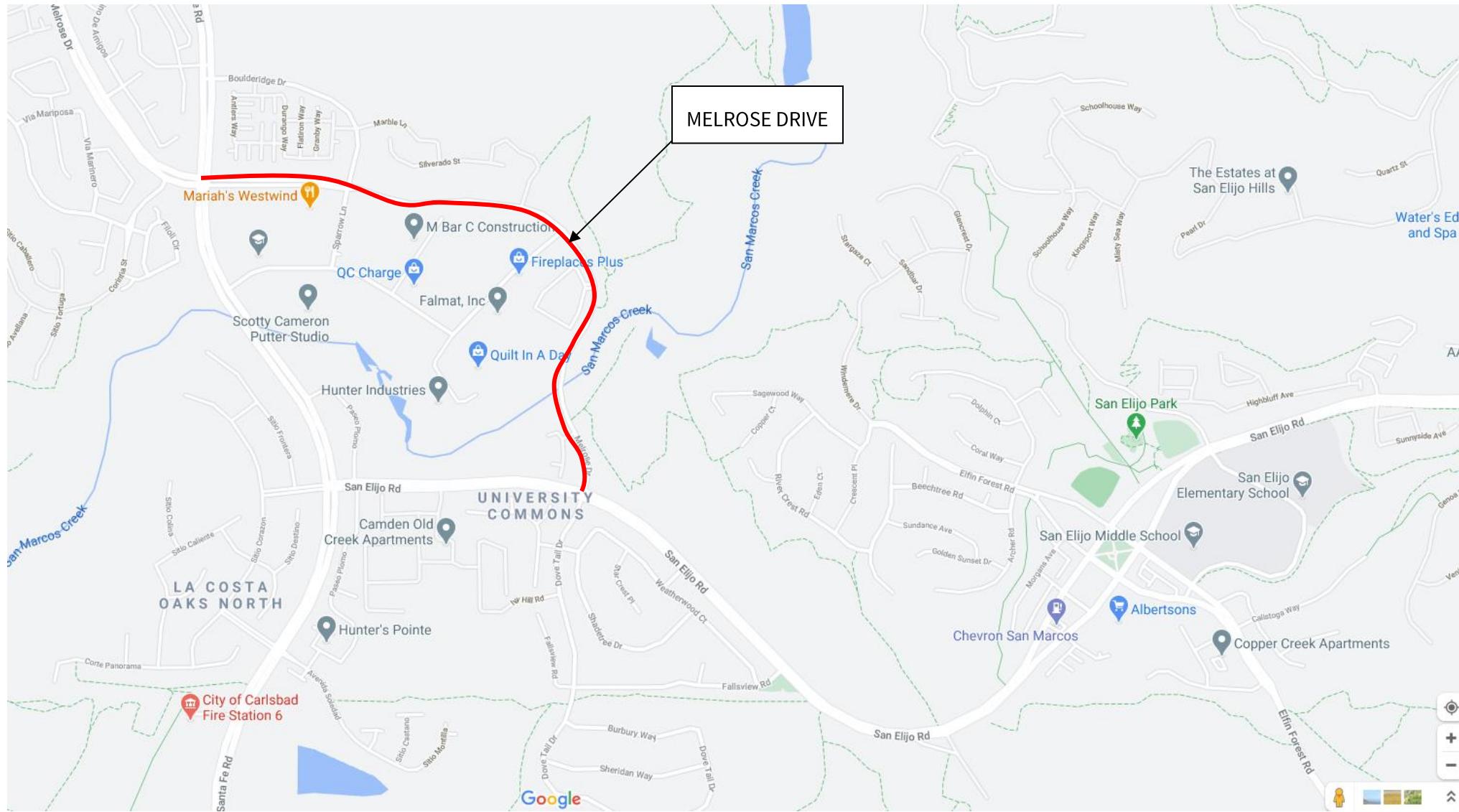


City of San Marcos
1 Civic Center Drive
San Marcos, CA 92069

- 07/06/18, 1:05 AM, Melrose [Dr. @ Diamond](#) St., Hit Object, Unsafe Speed, (1) injury
- 02/24/19, 9:41 PM, Melrose [Dr. @ Diamond](#) St., Hit Object, Unsafe Speed
- 05/14/19, 5:25 PM, Melrose@Longstaff Ct, Broadside, Unsafe Lane Change, (3) injuries

ATTACHMENT(S)

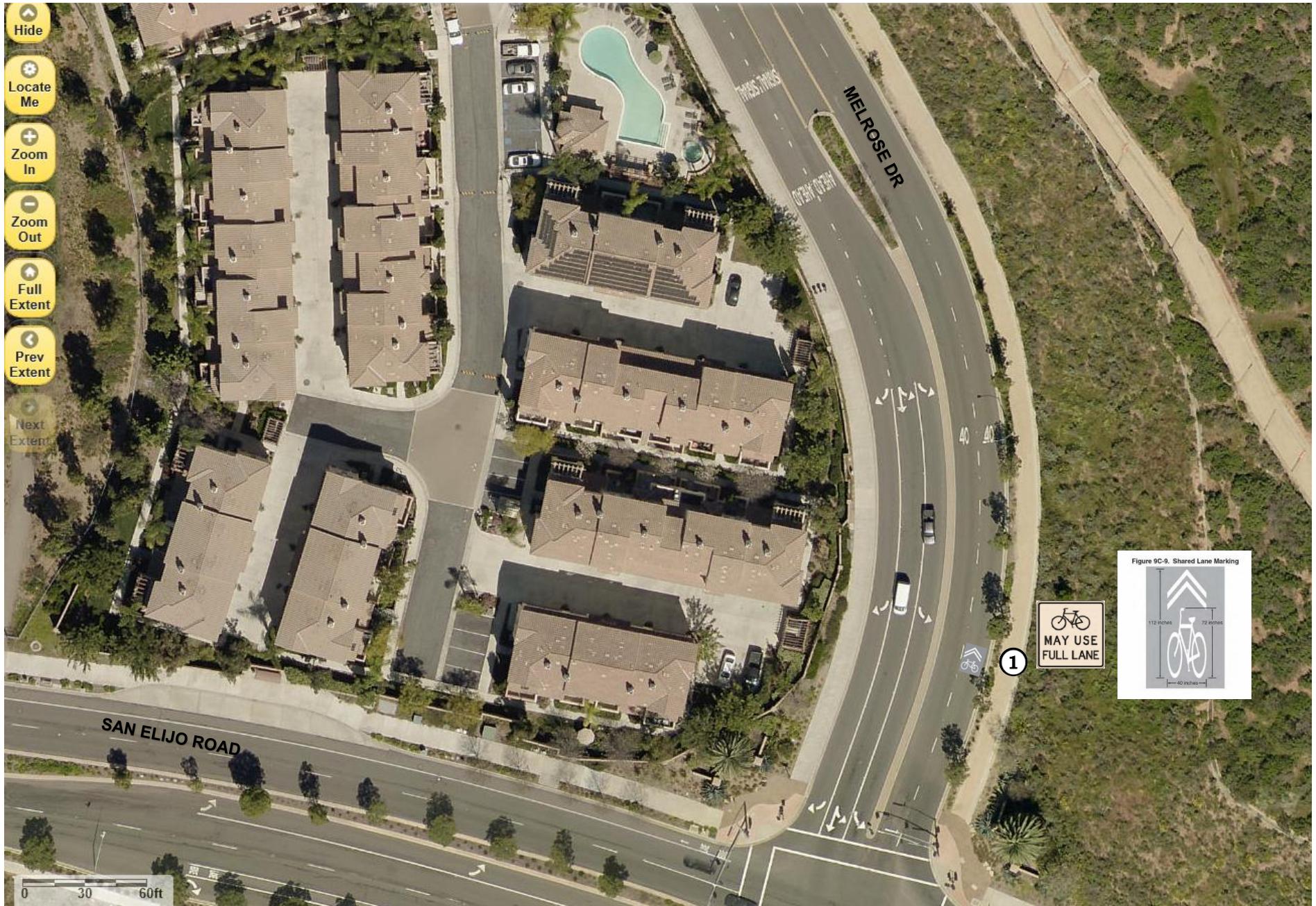
Vicinity Map
Proposed Bike Shared Lane Markings (Sharrows) Exhibit
CAMUTCD References
Correspondence
Photos



VICINITY MAP
MELROSE DRIVE – BIKE SHARED LANE MARKINGS (SHARROWS)
AGENDA ITEM #7B – NOVEMBER 2020



*NOT TO SCALE

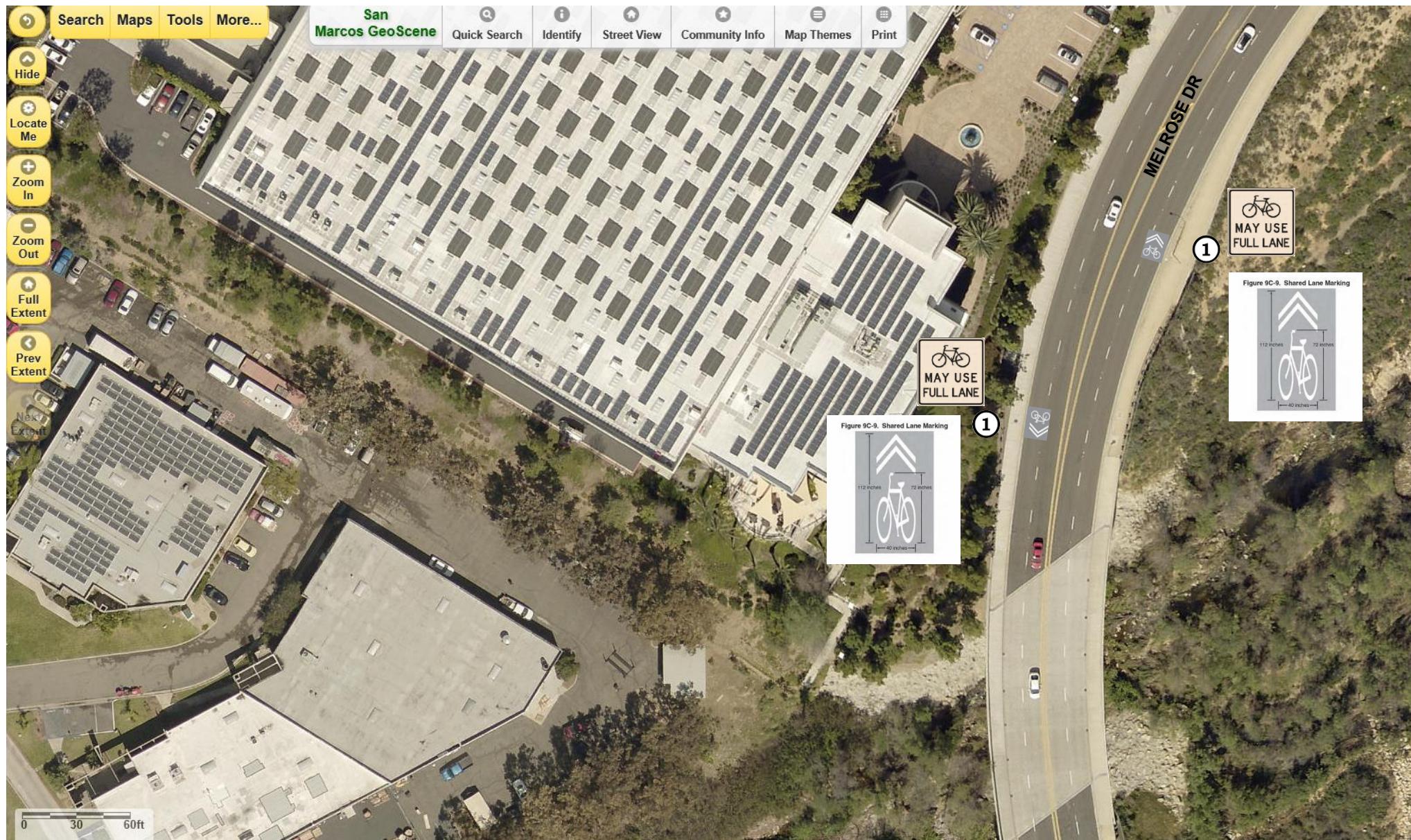


*NOT TO SCALE

MELROSE DRIVE
PROPOSED STRIPING IMPROVEMENTS (SHARROWS)
AGENDA ITEM #7B, NOVEMBER 2020

CONSTRUCTION NOTES:

① INSTALL NEW BIKE LANE SHARROW PER CAMUTCD FIG. 9C-9



*NOT TO SCALE

MELROSE DRIVE
PROPOSED STRIPING IMPROVEMENTS (SHARROWS)
AGENDA ITEM #7B, NOVEMBER 2020

CONSTRUCTION NOTES:

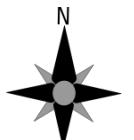
1 INSTALL NEW BIKE LANE SHARROW PER CAMUTCD FIG. 9C-9



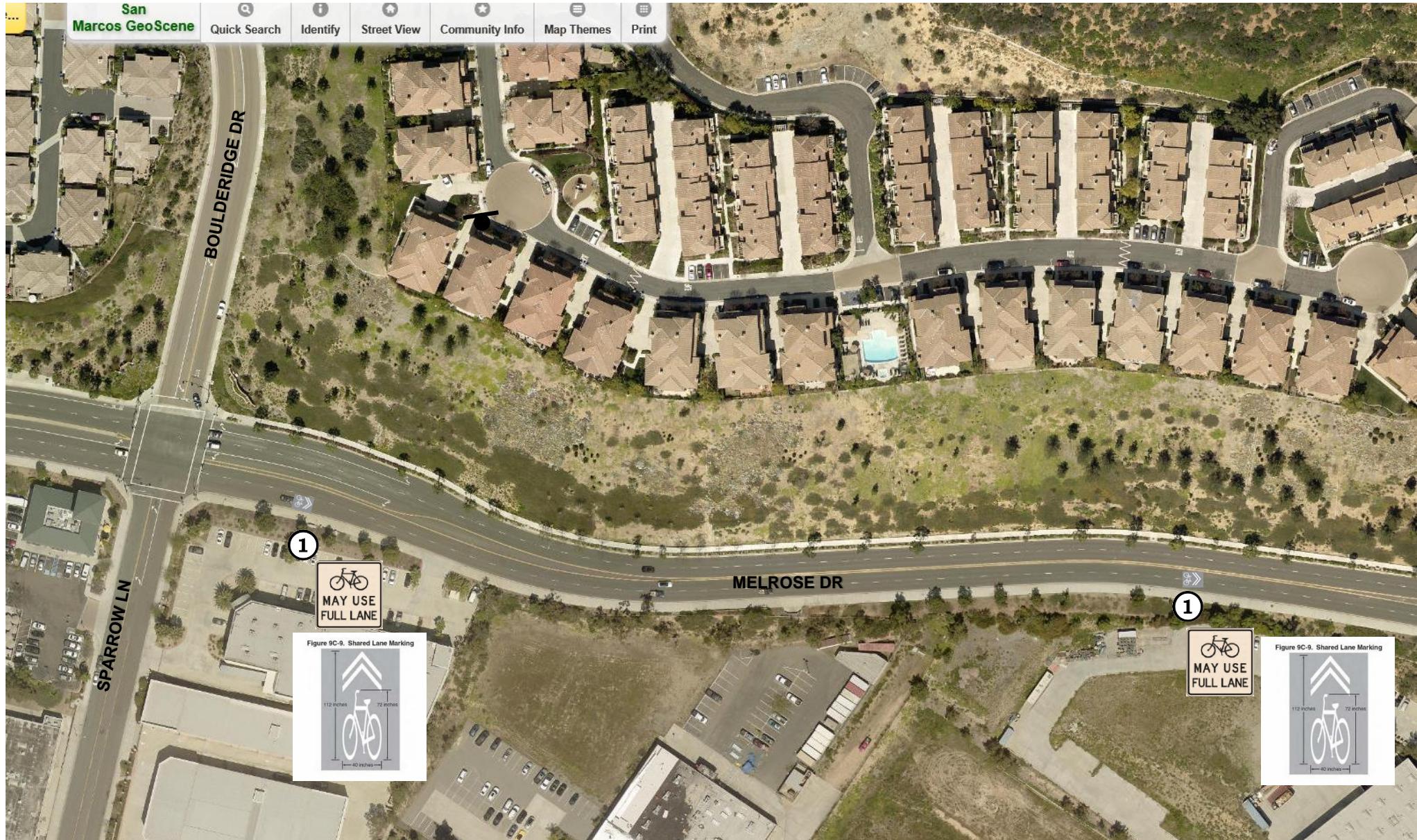
MELROSE DRIVE
PROPOSED STRIPING IMPROVEMENTS (SHARROWS)
AGENDA ITEM #7B, NOVEMBER 2020

CONSTRUCTION NOTES:

① INSTALL NEW BIKE LANE SHARROW PER
CAMUTCD FIG. 9C-9



*NOT TO SCALE



*NOT TO SCALE

MELROSE DRIVE
PROPOSED STRIPING IMPROVEMENTS (SHARROWS)
AGENDA ITEM #7B, NOVEMBER 2020

CONSTRUCTION NOTES:

① INSTALL NEW BIKE LANE SHARROW PER CAMUTCD FIG. 9C-9

EXCEPT Bicycle plaques (R118(CA)) should be used. If DO NOT ENTER signs (R5-1) are used, an EXCEPT Bicycle plaque(R118(CA)) should be placed under the DO NOT ENTER sign. See Figure 9C-105(CA).

Support:

57 Contraflow bicycle travel can be unexpected by motorists crossing the contraflow bicycle lane when entering, exiting, or crossing the roadway. Consideration of additional signalization, signing and/or marking treatments is appropriate for intersections, alleys, grade crossings, and driveways.

Option:

58 At locations where a contraflow bicycle lane is provided across an intersection or a driveway entrance, pavement markings that inform intersection or driveway traffic of the presence of the bicycle facility and the direction of permitted bicycle traffic may be placed within the contraflow bicycle lane across the intersection or driveway opening.

Bicycle Lane Line Extensions through Intersections

Support:

59 The extension of bicycle lanes through intersections advises motorists that bicyclists are likely to use the intended path.

Option:

60 Bicycle lane markings may be extended through intersections consistent with the provisions of Section 3B.08.

61 Bicycle lane markings as shown in Figure 9C-106(CA) may be used within the boundaries of bicycle lane extensions.

Section 9C.05 Bicycle Detector Symbol

Option:

01 A symbol (see Figure 9C-7) may be placed on the pavement indicating the optimum position for a bicyclist to actuate the signal.

02 An R10-22 sign (see Section 9B.13 and Figure 9B-2) may be installed to supplement the pavement marking.

Support:

03 Section 4D.105(CA) and Figure 4D-111(CA) contain information on bicycle detectors and their locations.

Section 9C.06 Pavement Markings for Obstructions

Guidance:

01 *In roadway situations where it is not practical to eliminate a drain grate or other roadway obstruction that is inappropriate for bicycle travel, white markings applied as shown in Figure 9C-8 should be used to guide bicyclists around the condition.*

Section 9C.07 Shared Lane Marking

Option:

01 The Shared Lane Marking shown in Figure 9C-9 may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.
- F. Assist bicyclists with lateral positioning within a traffic circle or roundabout (See Figure 9C.107),
- G. Supplement a signed bicycle route that is identified as a Class III bicycle facility, and
- H. Encourage the lateral positioning of bicyclists away from on-street angled parking, and
- I. Indicate that a bicycle can travel straight through a right-turn or left-turn only lane.

Guidance:

02 *Except as provided in Paragraph 02a and 02b, the Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

Option:

02a The Shared Lane Marking may be placed on roadways that have a speed limit above 35 mph, where there is bicycle travel and there is no marked bicycle lane and the right-hand traffic lane is too narrow to allow motor vehicles to safely pass bicyclists.

02b The Shared Lane Marking may be placed in a right-turn or left-turn only lane to indicate that bicycle may travel straight through an intersection.

Support:

02c On roadways that have a speed limit above 35 mph, a Class II bikeway or Class IV bikeway is more appropriate to facilitate bicycle travel.

Standard:

03 Shared Lane Markings shall not be used on shoulders, separated bikeways or in designated bicycle lanes.

Lateral Positioning

Support:

03a The effective lane width as used in this section indicates the width of the pavement available after subtracting the width of the parked vehicle and door zone from the distance of the lane line/centerline to the face of the curb/edge of the pavement.

Guidance:

04 If used in a shared lane with on-street parallel parking, *if the effective lane width is 14 feet or greater, Shared Lane Markings should be placed so that the centers of the markings are at least 4-13 feet from the face of the curb, or from the edge of the pavement where there is no curb. If the effective lane width is less than 14 feet, the marking should be centered within the effective lane width. See Figure 9C-108(CA).*

05 If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a street without on-street parking that has an outside travel lane whose width is 14 feet or greater, the shared lane markings should be centered at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

05a If used on a shared right-turn or left-turn only lane that is less than 14 feet wide, to indicate that a bicycle may travel straight through an intersection, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a shared right-turn or left-turn only lane that is 14 feet or greater, the Shared Lane Markings should be centered at least 4 feet from the edge of channelizing line. See Figure 9C-111(CA) and Figure 9C-112(CA).

Support:

05b If possible, avoid placing Shared Lane Markings on the wheel paths.

05c When a shared lane is sufficiently wide that motor vehicles can pass bicyclists within the lane, the purpose of the Shared Lane Marking is to indicate a bicyclist line of travel that facilitates passing while avoiding fixed obstructions (e.g. drainage inlet, gutter joint). When a shared lane is not wide enough to enable passing with adequate clearance, the purpose of the marking is to indicate a bicyclist line of travel that deters passing within the lane.

Spacing

06 If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Option:

06a Closer spacing between Shared Lane Markings may be considered approaching, traversing, and departing intersections, where there is higher potential for conflicts between motorists and bicyclists. See Figure 9C-109(CA).

06b Closer spacing between Shared Lane Markings may be considered where there are sight distance constraints, for example, approaching the crest of a vertical curve.

06c Closer spacing between Shared Lane Markings may be considered to guide bicyclists when deviating from a straight line of travel (e.g. merging, angled railroad crossing).

Option:

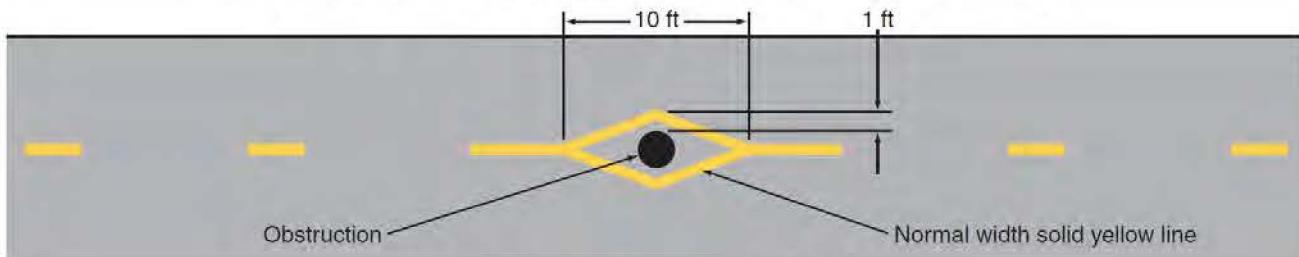
07 Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.

Section 9C.101(CA) Barrier Posts on Class I Bikeways

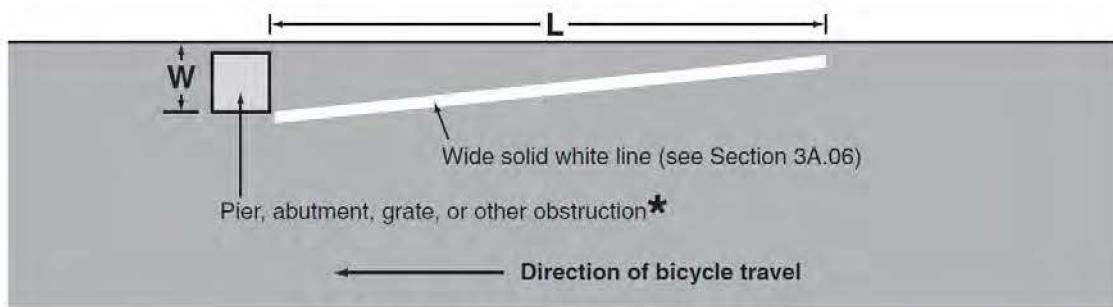
Support:

01 Before a decision is made to install barrier posts, consideration needs to be given to the implementation of other remedial measures, such as Bike Path Exclusion (R44A(CA)) signs (see Section 9B.08) and/or redesigning the path entry so that motorists do not confuse it with vehicle access.

Figure 9C-8. Examples of Obstruction Pavement Markings



A - Obstruction within the path

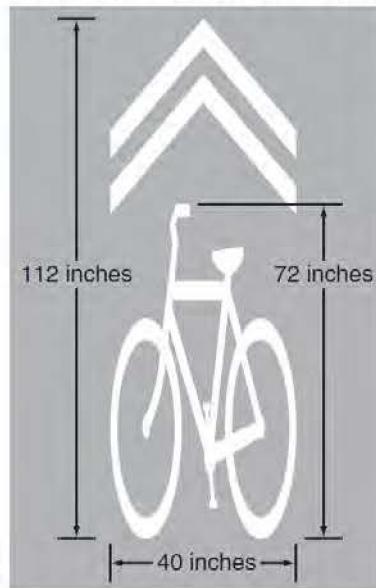


B - Obstruction at edge of path or roadway

$L = WS$, where W is the offset in feet and S is bicycle approach speed in mph

* Provide an additional foot of offset for a raised obstruction and use the formula
 $L = (W+1) S$ for the taper length

Figure 9C-9. Shared Lane Marking



Relationships

Tree **Site**

Issue # CRM2010-0032

- No Permits
- No Projects
- No Cases
- No Issues
- No Licenses

Name

Assessor PIN

Address

City, State, Zip

Phone

Fax

Email

IP20-00010

IP19-00009

IP19-00010

Name

Assessor PIN

Address

City, State, Zip

Phone

Fax

Email

Description & Resolution

Public Description (viewable online)

Description: This section of Melrose is part of my commute to and from work, and I ride my bicycle on this route at least 3 times per week. It is identified as a dedicated Bike Route, yet has no bike lane; however this section of Melrose is signed "Bicycles Can Use Full Lane," meaning the right lane. I ride with flashers on the front and back of my bike full time (i.e., night and day). Routinely I get honked at, unsafely buzzed by speeding cars 3/4 in my lane, and yelled at each and every week! While riding this stretch I've been instructed by a San Marcos Motorcycle Officer to "ride on the sidewalk!!!" through this section, to whom I pointed out the "Bicycles Can Use Full Lane" sign (i.e., it is a "Sharo" lane) upon which he grumbled something and sped off on his BMW motorbike. The right "Sharo" lane has recently been freshly paved. As in Encinitas, Carlsbad, Oceanside, and elsewhere state- and nationwide, "Sharo" lanes are also typically marked on the pavement every 1/8-mile with a "Sharo" symbol on the pavement to help indicate the dual-use designation to motorists; but, this section has no "Sharo" demarcation. On behalf of the entire cycling community, I urge the City to paint the appropriate "Sharo" symbol on the right lane pavement ASAP, as it is direly necessary for the public's safety. And please instruct your contract-sheriffs that this is a dual use "Sharo" lane and to police it as such and more often (it is also a local "speed way" for motorists). Respectfully,
CitySourced Id: 1080884 Device Type: Html5 Device Model: SanMarcosCa
Diamond St, San Marcos, CA 92078 Lat/Lng Coordinates: 33.1062712, -117.215777 OriginationIpAddress: 40.118.244.209 InitialBoundaryName: San Marcos, CA IntegrationRetryJobId: 2094524

Resolution

Print

Attachments 0

Log & History



**PALOMAR AIRPORT RD, CARLSBAD
SHARROW MARKINGS W/R4-11 SIGNS
AGENDA ITEM #7B – NOVEMBER 2020**

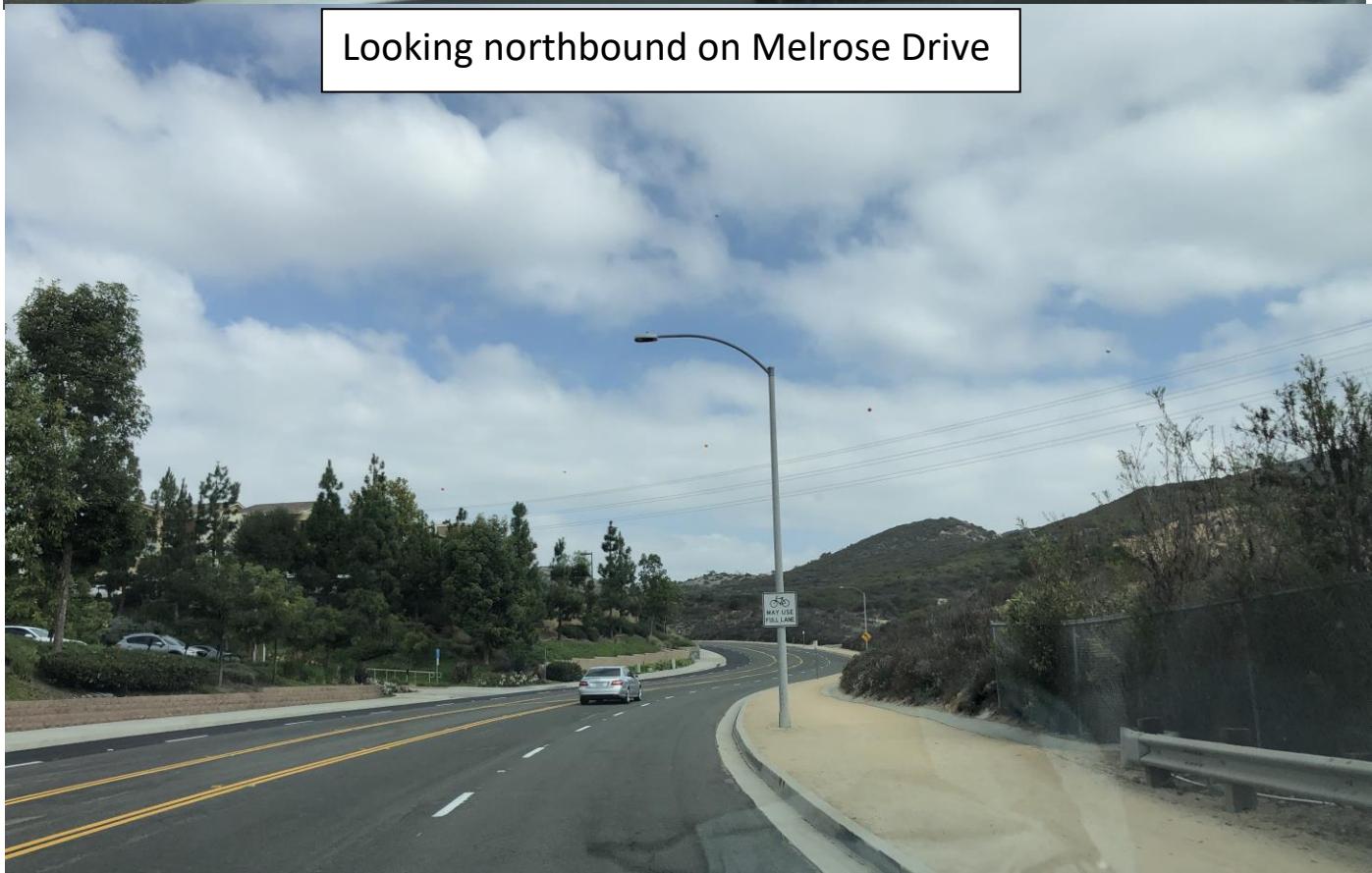


**COAST HIGHWAY 101, ENCINITAS
SHARROW MARKINGS W/R4-11 SIGNS
AGENDA ITEM #7B – NOVEMBER 2020**

Looking northbound on Melrose Drive @ San Elijo Road



Looking northbound on Melrose Drive



Looking northbound on Melrose Dr. towards Diamond St.



Looking eastbound on Melrose Dr. @ Sparrow Lane



Looking southbound on Melrose Drive @ Diamond St.



Looking southbound on Melrose Dr. towards San Elijo Rd.

