

MINUTES

Meeting of the San Marcos Traffic Commission

WEDNESDAY, MARCH 3, 2021 | 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 Carroll

ROLL CALL:

PRESENT: COMMISSIONERS: RICO*, KOVRIG*, ERICKSON*, HOAGLIN*, HANSEN*, CARROLL*, FREEMAN*

ABSENT: COMMISSIONERS: BRIDGE, SCHELLENGER

*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; Sergeant, Charles Morreale; Traffic Commission Secretary, Aurelia Velasquez and new Traffic Commission Secretary, Gina Jackson.

ORAL COMMUNICATIONS:

The following residents emailed comments. Comments read out loud by Chair Rico:

Nashielly Vasquez – light turning left into Double Peak School skips cycles even after an engineer came out to fix the issue, install a "NO RIGHT TURN ON RED" sign for the light from San Elijo Hills side during school drop off and pick up hours.

Dawn Sitler – concerned for the safety on roads surrounding Walnut Grove Park. Concerns include; no speed limit signs on Sycamore Drive, drivers not reducing their speed when turning onto Sycamore Drive, narrow road with no bike lanes, large commercial nursery truck overnight parking on street.

Debra Wright – safety issues with the Smilax project; triple parked cars in front of NO PARKING-TOW AWAY signs, vehicles parking under the overpass, no place to walk but in the street with speeding traffic.

Chairman Hoaglin asked if it was possible to have staff place the issues from the public comments to a future meeting.

City Staff responded that the sign request at Double Peak School and the Smilax parking issue under the 78 bridge will be placed on a future meeting. The Walnut Grove issue is under County jurisdiction, but will contact the County.

APPROVAL OF MINUTES – FEBRUARY 3, 2021

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

AYES: COMMISSIONERS: RICO, KOVRIG, ERICKSON, HOAGLIN, HANSEN, CARROLL, FREEMAN

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: BRIDGE, SCHELLENGER

ABSTAINS: COMMISSIONERS: NONE

OLD BUSINESS

A. Melrose Drive – Request for Bike Shared Lane Markings (Sharrows) – Update:

At the November 2020 Traffic Commission meeting, Engineering staff recommended installation of bike shared lane markings (Sharrows) on Melrose Drive between San Elijo Road and Boulderidge Drive to improve bicycle operations and enhance motorists' awareness of bicyclists riding and taking full control of the outside travel lanes. The original request for bike lane sharrows on Melrose drive were from bicyclists that normally commute in San Marcos. However, the Traffic Commission felt that the proposed bike sharrows may be disruptive to vehicular traffic and provide a false sense of security for bicyclists especially novice riders. The Traffic Commission directed staff to obtain additional traffic data (traffic and bicycle volume, speed, and collision statistics) in order to make an informative decision on the proposed installation of the sharrows on Melrose Drive.

RECOMMENDATION

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

Senior Civil Engineer Mike Rafael presented the staff report and presentation.

PUBLIC COMMENTS

Eric Wiebe – submitted an email comment in support of staff's recommendation to add Sharrow pavement markings. The comment was read out loud by Chair Rico.

COMMISSIONER DISCUSSION INCLUDED: install a "Bike Lane Ends" sign on Melrose towards San Elijo from Rancho Santa Fe; use green paint under white markings for bike lanes to be more visible; consider potential new projects going in before moving forward with reducing travel lanes; location of Sharrows; and any traffic data counts pre-COVID.

CITY STAFF responded that they will look into adding the "Bike Lane Ends" sign on Melrose, as other parts of the city have those signs. The city has not gone the route of getting approval of the green indications for bike lanes or anything green. At this time we will stay with our current practice. A project is being submitted to our CIP program to restripe this roadway to one lane in each direction. The Sharrows will be placed on the outside lanes adjacent to the signs. Pre-COVID traffic counts in 2018/2019 was 13,600 vehicles per day. Current count is 8000 vehicles per day. The area is designed for up to 28,000 vehicles per day.

Commissioner Kovrig made a motion to adopt staff's recommendation. Commissioner Hoaglin seconded the motion. Motion carries.

AYES: COMMISSIONERS: RICO, KOVRIG, ERICKSON, HOAGLIN, HANSEN, CARROLL, FREEMAN

NOES: COMMISSIONERS: NONE

ABSENT: COMMISSIONERS: BRIDGE, SCHELLENGER

ABSTAINS: COMMISSIONERS: NONE

NEW BUSINESS

None

REPORTS AND INFORMATION ITEMS

A. Engineering Staff Updates:

1. Speed Cushion Pilot Project – Staff received previous requests from residents to install speed bumps to reduce speeding in residential neighborhoods, however for years Fire Department has not approved the use of speed bumps due to delays in emergency response times. We looked into speed cushions, which allows passage of emergency vehicles and have been implemented by neighboring cities, such as Carlsbad and Encinitas. The city is considering the use of speed cushions as an alternative traffic calming measure for residential neighborhoods. The city hired a traffic engineer consultant to assist in developing a speed cushion pilot program, design standards, guidelines, and procedures.
2. **Chen Ryan & Associates Transportation Engineer Jonathan Sanchez** gave the presentation regarding his research and analysis on speed cushions.

COMMISSIONER DISCUSSION INCLUDED: inquiry on the proposed speed cushion location from Quiet Hills to Bennett from the top of the hill; glad the development of a policy is being done to give criteria to work with for staff; will other methods such as curving roads to slow traffic and narrowing of lanes be use after this pilot program; and an inquiry why Fulton to Bordan, between Richland was not included.

CITY STAFF responded that the proposed speed cushion would be about 300 feet from the top of hill from Quiet Hill to Bennett. The policy being worked on will be tailored to the city, as input from residents and other city staff is needed. At this time, the city is focused on adding speed cushions to residential areas to reduce traffic that cuts through residential streets. Fulton and Bordan, between Richland was not included because it did not meet the 85th percentile minimum speed.

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

(10) DUI/Alcohol Arrests

(10) DUI Accidents

(20) Injury Collisions

(34) Non-Injury Collisions

(21) Persons Injured

(4) Pedestrian Collisions

(4) Pedestrians Injured

(1) Bicyclist Collision

(1) Bicyclist Injury

(1) Motorcycle Collision

(1) Motorcyclists Injury

C. Traffic Commission Commentary:

Commissioner Kovrig thanked staff for the Traffic Commissioner Guidelines and asked if there are any policies on how the traffic signals are set. There was also someone in my neighborhood over the weekend painting house numbers on the curbs and not sure if he had permission from the city to do so.

City staff responded that when you see lagging left it is because a leading left will happen. These are customized actions based on the speed of the roadway, how heavy the side street are and how much green time it will take. The goal is to maximize the green band, which is the number of seconds that are available for cars to cross the intersection during a green band period. Signal timing is determined by existing counts and location. We use a modeling software to get an idea of how the signal will work and we run through several simulations. The city is upgrading to advanced controllers and drivers will be seeing improvements to the signals throughout the city.

Commissioner Rico asked if fog or other light motion affects the signal changes.

City staff responded that yes fog and incremental weather does have an affect on the signal changes. If the signal doesn't detect any vehicles it will switch to a timing sequence.

Commissioner Carroll asked if the amount of cars waiting affects how quickly the turning signals are triggered.

City Staff responded no it does not matter if there is a single vehicle or several. The signals are timed.

D. Staff Commentary:

Senior Civil Engineer Mike Rafael indicated that he was glad to receive feedback on the Commissioner Guidelines. The guidelines are a work in progress and we want to make sure it is updated with all the standards. The Traffic department has received traffic safety concerns from residents on Oleander and Smilax Rd. A public comment was read today regarding Smilax Rd. The other complaints are regarding high cut-through traffic, speeding, and truck traffic. The city does have some truck route restrictions on parts of Oleander. The Traffic department will be investigating the matter and determine if additional truck route restrictions are needed as well as additional traffic calming. These items will be on a future Traffic Commission meeting.

ADJOURNMENT:

Chairman Rico adjourned the meeting at 7:22 p.m.



Arturo Rico, Chairman
Traffic Commission

ATTEST:



Gina Jackson, Secretary
Traffic Commission