

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: August 02, 2023 | **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 at (760) 744-1050, ext. 3145. 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.

Public Comment: Please complete a "Request to Speak" form located at the entrance of the Council Chambers in order to address the Traffic Commission on an agenda item. Comments are limited to three minutes, unless you have registered your organization with the City Clerk. If you wish to speak on an item not on the agenda, you may do so under "Oral Communications." Please complete a "Request to Speak" form as noted above and indicate which item number you wish to address.

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

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

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

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

4. ORAL COMMUNICATIONS

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

5. APPROVAL OF MINUTES

June 07, 2023

6. OLD BUSINESS

a. NONE

7. NEW BUSINESS

- a. San Marcos Mobile Estates Access Management
- b. Neighborhood Traffic Management Policy Final Draft Review

8. REPORTS AND INFORMATION ITEMS

- a. Work Order Updates
- b. San Diego County Sheriff's Department Traffic Collision Summary and Accident Investigation Log
- c. Traffic Commission Commentary
- d. Staff Commentary

ADJOURNMENT

AFFIDAVIT OF POSTING

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

I, Gina Jackson, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on July 27, 2023 of this agenda in the glass display case at the north entrance of City Hall.

DATED: July 27, 2023

Gina Jackson,
Traffic Commission Secretary



MINUTES

Regular Meeting of the Traffic Commission

WEDNESDAY, JUNE 07, 2023

City Council Chambers

1 Civic Center Drive, San Marcos, CA 92069

CALL TO ORDER

At 6:00 p.m. Development Services Director/City Engineer Isaac Etchamendy called the meeting to order.

ROLL CALL

PRESENT:	COMMISSIONERS:	SHELLENGER, FREEMAN, CLARK, CARROLL, HOAGLIN
ABSENT:	COMMISSIONERS:	ERICKSON, KOVRIG, RICO, HANSEN

Also present were: Director of Development Services/City Engineer Isaac Etchamendy; Deputy City Engineer Stephanie Kellar, Associate Engineer-Traffic Damian Schoenecke; Assistant Engineer-Traffic Teni Garcia; Senior Office Specialist Gina Jackson

Due to the absences of the Chairperson and Vice Chairperson, a Chair Pro Tem was nominated and elected for this meeting.

COMMISSIONER CARROLL MAKES A MOTION TO NOMINATE COMMISSIONER HOAGLIN AS CHAIR PRO TEM; SECONDED BY COMMISSIONER CLARK. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	COMMISSIONERS:	SHELLENGER, FREEMAN, CLARK, CARROLL,
NOES:	COMMISSIONERS:	NONE
ABSENT:	COMMISSIONERS:	ERICKSON, KOVRIG, RICO, HANSEN
ABSTAIN:	COMMISSIONERS:	NONE

PLEDGE OF ALLEGIANCE

Commissioner Freeman led the Pledge of Allegiance.

ORAL AND WRITTEN COMMUNICATIONS:

None

APPROVAL OF MINUTES

5. Approval of Minutes, April 05, 2023

COMMISSIONER SCHELLENGER MAKES A MOTION TO ACCEPT THE MINUTES AS RECORDED; SECONDED BY COMMISSIONER CARROLL. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	COMMISSIONERS: SCHELLENGER, FREEMAN, CLARK, CARROLL, HOAGLIN
NOES:	COMMISSIONERS: NONE
ABSENT:	COMMISSIONERS: ERICKSON, KOVRIG, RICO, HANSEN
ABSTAIN:	COMMISSIONERS: NONE

OLD BUSINESS

6. A. Fulton Road Speed Cushion Pilot Program Final Study Results and Findings Memo.

Teni Garcia, Assistant Engineer-Traffic gave the presentation of the final study results and findings. Recommending to move to Tier 3 within future policies.

6. B. Response to resident request for striping modification suggestions on two intersections at Rancho Santa Fe Road to increase safety and efficiency of traffic flow and recommending no further action.

Isaac Etchamendy, Director of Development Services/City Engineer gave the presentation of the findings. The proposed change from the resident is not standard with the California Manual Uniform Traffic Control Devices or other standards and it does not meet the needs for all travelers in intersection. Staff recommends not moving forward with additional analysis.

NEW BUSINESS

7. A. Presentation of the first draft of Neighborhood Traffic Management Policy to the commissioners for their administrative review, prior to public release for comments.

Damian Schoenecke, Associate Engineer-Traffic gave the presentation.

Traffic Commissioners discussions included: Concerns with the surveys and not getting enough votes; a Tier 3 project may be more cost effective than several Tier 1 projects; concerns with the 300 foot rule and should be a 500 foot radius; is the form the resident's fill out online or paper; validation of who filled out the surveys; examples of how this would work in a neighborhood that had traffic calming issues; feedback process; tiers cost and complexity.

Staff response: The requester or HOA will be a neighborhood champion in making sure the surveys are completed by all of the residents in that neighborhood.. Some of the Tier 1 projects will help guide drivers to safer driving behaviors. We have to go through a Tier system. However if the situation involves a serious safety matter, staff will handle the issue immediately outside of the NTMP. Safety matters are not handled

through the Traffic Calming process. The 300 foot rule is an industry accepted standard and it's a guide. Staff can increase that rule if it's needed. The forms are paper and being developed as part of a packet that will be given out with the survey and other information to inform the residents. Staff did compare different neighborhoods to see how this policy would work for their situations and we analyzed other cities using similar policies. Staff have access to data that tells us ownerships to assist with validating surveys as well as reaching out to residents. This policy will be available online which will assist us in communicating with the residents that will show them where they are at in the process. Staff can also reach back out to residents to update them on our process addressing their concerns. We use both cost and complexity with evaluation of the tiers.

PUBLIC COMMENTS

None

PUBLIC COMMENTS CLOSED

8. REPORTS AND INFORMATION ITEMS

A. Major Work Order Updates: Rancho Dorado Traffic Calming – Restriping of neighborhood was completed on May 03, 2023 by the Public Works crew. Staff went out to inspect and PW did a fantastic job. The second update is the San Marcos median fence outside of San Marcos High School, extending from Rancho Santa Fe to the east, approx. 800 feet in total – the fencing will be done in 3 phases. Phase 1 will complete 280 feet in the summer, Phase 2 will be 120 feet, and Phase 3 will be 350 feet. The fencing install will be completed in phases due to funding sources. The schedule is still being worked on and most likely the remaining phases will be done after the summer.

B. San Diego County Sheriff's Dept. Traffic Collision Summary and Accident Investigation Log:

Citations/Hazardous:	May (167)	YTD (1087)
Citations/Non-Hazardous:	May (58)	YTD (261)
DUI/Alcohol Arrests:	May (14)	YTD (71)
DUI Accidents:	May (8)	YTD (27)
Fatal Collisions:	May (0)	YTD (2)
Injury Collisions:	May (23)	YTD (97)
Non-Injury Collisions:	May (32)	YTD (127)
Pedestrian Involved Collisions:	May (1)	YTD (12)

C. Traffic Commission Commentary: Update on Twin Oaks traffic and Rush Street opening; update on the Via Vera Cruz bridge opening;

Staff Response: Rush Street from the exit was opened to help alleviate traffic, and the Developer is working on getting a paver out there to finish the street. The target date for the Via Vera Cruz opening is this summer.

- D. Staff Commentary:** Construction and paving on the roadways by Discovery is delayed a bit, as well as for the Creek Project. The Active Transportation Plan is scheduled to be released for public review this summer, and encourage the Commissioners to comment. Recognition of Staff regarding utilization of the Traffic Management Center room that is up and fully running to re-time the signals on Rancho Santa Fe to minimize impacts to traffic during recent accident. The Traffic Management Center is proving to be a great investment. Staff will provide tours to the Commission in the future.

ADJOURNMENT

Chair Pro Tem Hoaglin adjourned the meeting at 7:04 p.m.

ARTURO RICO, CHAIRMAN
CITY OF SAN MARCOS TRAFFIC COMMISSION

ATTEST:

GINA JACKSON, SENIOR OFFICE SPECIALIST
CITY OF SAN MARCOS TRAFFIC COMMISSION

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: August 2, 2023
AGENDA ITEM NO: 7A
SUBMITTED BY: Teni Garcia, PE –Assistant Engineer
APPROVED BY: Stephanie Kellar, P.E. – Deputy City Engineer
SUBJECT: San Marcos View Estates Driveway to Descanso Avenue

This report summarizes staff analysis of the San Marcos View Estates driveway access to Descanso Avenue.

BACKGROUND:

San Marcos View Estates is a mobile home community located west of Rancho Santa Fe Road and South of Descanso Avenue (Vicinity Map in Attachment A). This community has 192 units and generates approximately 1,000 to 1,500 vehicle trips per day. The primary driveway to the Estates is located on Rancho Santa Fe Road. A second driveway is located on Descanso Avenue approximately 80 feet east of Las Flores Drive. This driveway is gated and serves as emergency access only.

Attachment B includes the original subdivision and shows the locations of these two driveways and the limits of the proposed improvements at the time of construction.

Several residents and the Community Association of San Marcos View Estates requested that staff evaluate the possibility of opening the Descanso Avenue driveway for public access, on either a full or part-time basis. The request to open the Descanso driveway for use by the community was also brought to Traffic Commission in 2008 (see Attachment C for minutes).

DISCUSSION:

The Descanso Avenue driveway is located approximately 60 feet from the prolongation of the Las Flores Drive intersection and approximately 80 feet from the point of curvature of Descanso Avenue to the west. The driveway has limited visibility due to both the curvature of the roadway and an

existing slope to the west of the driveway the obscures the line of sight. Site photographs are included as Attachment D.

A Line of Sight analysis is provided in Attachment E. An adequate line of sight is essential for drivers exiting the driveway to be able to view oncoming vehicles for a sufficient distance to avoid a collision. In addition, an adequate line of sight provides sufficient distance for oncoming traffic to observe a vehicle entering the roadway with sufficient time to stop, given the speed of the road. The Descanso Avenue driveway does not meet the minimum stopping sight distance to be considered a safe public access point. Though the speed limit for Descanso Avenue was reduced from 40 MPH to 35 MPH in 2017, the driveway still does not meet the minimum visibility requirement of 250 feet.

Alternatives.

Under current conditions, staff is unable to support the request to allow public access at the Descanso Avenue driveway. However, the residents of San Marcos View Estates could consider measures to provide an adequate sight distance from the driveway, which may then allow the driveway to be opened for public use. Construction plans would be required to be designed by a qualified engineer and submitted to the City for review and approval prior to construction.

Options San Marcos View Estates could evaluate include:

- Four-legged Intersection at Las Flores Drive. The RV parking lot by the driveway on Descanso and Las Flores could be reconfigured to provide a four-legged intersection by reconstructing the existing access road and reducing the RV storage area. This option could provide a line of sight in excess of 500 feet.
- Relocate the Existing Driveway. A new driveway from the community to Descanso Avenue could be constructed between the existing driveway and the easterly community boundary. Several housing units would require relocation. This option could achieve an adequate line of sight issues by relocating the driveway a sufficient distance from the point of curvature of Descanso Avenue to a segment with a straight alignment.

An all-way stop alternative was evaluated and found to be infeasible because the closest edges of the Descanso Avenue driveway and the Las Flores Drive intersection are approximately 60 feet apart. This offset distance is insufficient to allow the two intersections to be controlled separately, and it is also too great to allow the driveway and Las Flores Drive to be controlled as a single intersection.

CONCLUSION AND RECOMMENDATIONS:

Staff recommends that the San Marcos View Estates Descanso Avenue driveway remain closed to public access under current site conditions. The San Marcos View Estates Association could consider alternatives to provide an adequate line of sight. This recommendation is consistent with the previous Traffic Commission recommendation from November 5, 2008 (Minutes in Attachment C).

ATTACHMENT(S)

Attachment A: Vicinity Map

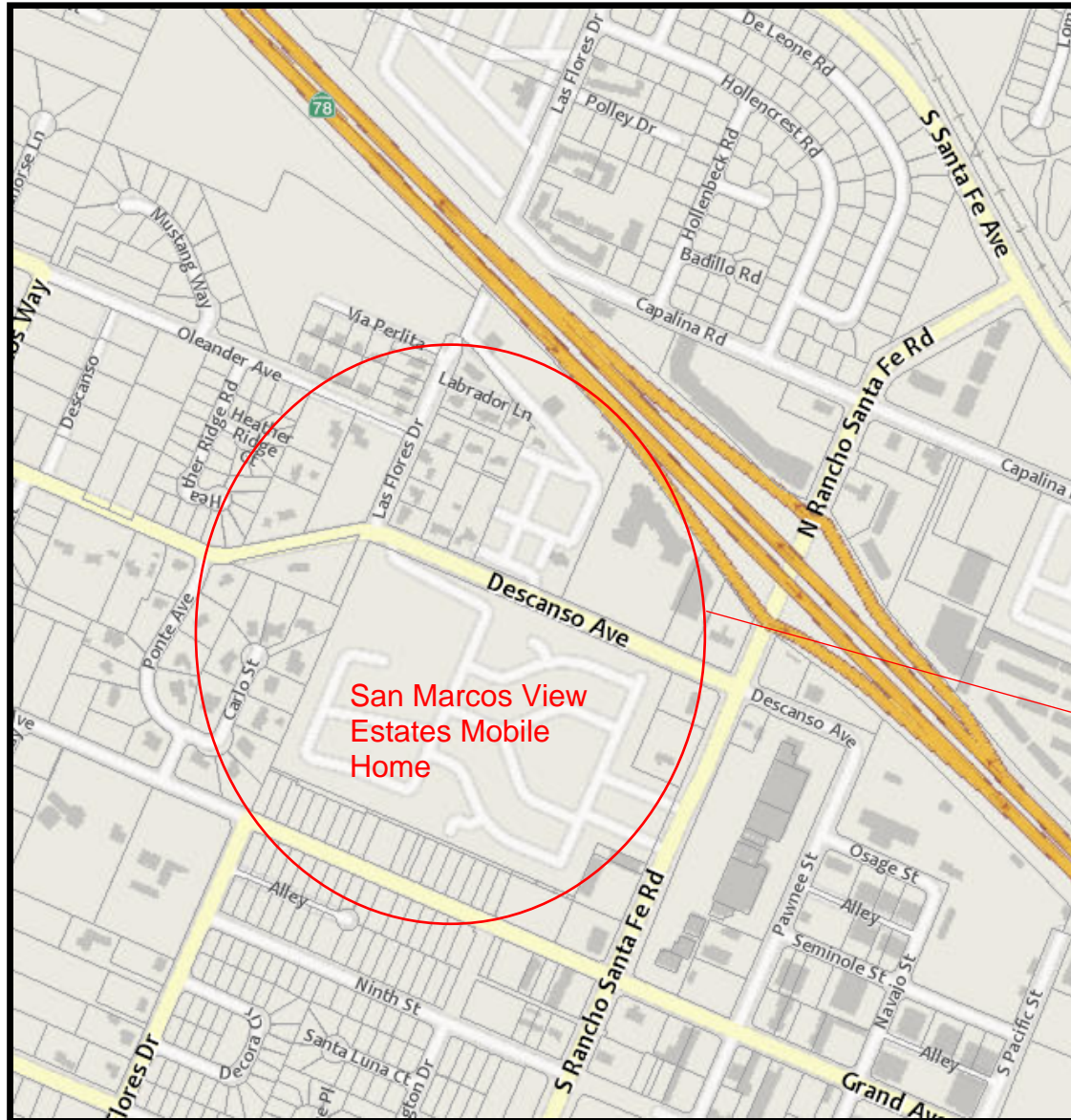
Attachment B: Improvement Plans IP 4459 and Map 6613

Attachment C: Minutes from Traffic Commission Meeting on November 5, 2008

Attachment D: Site Photographs

Attachment E: Line of Sight Analysis

Attachment A_Vicinity Map



DESCANSO

AVE



Attachment B Subdivision Map

MICROFILMED AT
16:1 REDUCTION

MAP NO

6613

SHEET 1 OF 2 SHEETS

THE COLON

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR ARE INTERESTED IN THE LAND SUBDIVIDED BY THIS MAP AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP. WE HEREBY DEDICATE TO THE PUBLIC PORTION OF PECANADO AVENUE AND PORTION OF RANCHO SANTA FE ROAD FOR USE AS STREETS SHOWN ON SAID MAP.

R. L. THIBODON CONST. CO., INC.
A CORPORATION

Russell L. Thibodo - Janice Lee Collins
PRESIDENT SECRETARY

Russell L. Thibodo Margaret Thibodo
RUSSELL L. THIBODO MARGARET THIBODO

Marilyn Meisinger Roger Meisinger
MARILYN MEISINGER ROGER MEISINGER

Janice Lee Collins
JANICE LEE COLLINS

Russell L. Thibodo Marilyn Frances Meisinger
RUSSELL LEWIS THIBODO MARILYN FRANCES MEISINGER
TRUSTEE TRUSTEE

STATE OF CALIFORNIA } ss
COUNTY OF SAN DIEGO }
ON THIS 24TH DAY OF MARCH 1970, BEFORE ME, Homer E. Campbell, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED Russell L. Thibodo KNOWN TO ME TO BE THE PRESIDENT AND JANICE LEE COLLINS KNOWN TO ME TO BE THE SECRETARY OF THE CORPORATION THAT EXECUTED THE ABOVE CERTIFICATE, AND KNOWN TO ME TO BE THE PERSONS WHO EXECUTED THE ABOVE CERTIFICATE ON BEHALF OF THE CORPORATION THEREIN NAMED, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED SAID CERTIFICATE PURSUANT TO ITS LAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL IN SAID COUNTY AND STATE, THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES MARCH 7, 1974

Homer E. Campbell
NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

STATE OF CALIFORNIA } ss
COUNTY OF SAN DIEGO }
ON THIS 24TH DAY OF MARCH 1970, BEFORE ME, Homer E. Campbell, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED RUSSELL L. THIBODO, MARGARET THIBODO, MARILYN MEISINGER, ROGER MEISINGER, JANICE LEE COLLINS, RUSSELL LEWIS THIBODO, TRUSTEE, MARILYN FRANCES MEISINGER, TRUSTEE, KNOWN TO ME TO BE THE PERSONS WHOSE NAMES SUBSCRIBED TO THE ABOVE CERTIFICATE AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL IN SAID COUNTY AND STATE, THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES MARCH 7, 1974

Homer E. Campbell
NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE

PRECISION

APR 6 1970

MICROFILMED

BEING A SUBDIVISION OF ALL OF BLOCKS 82, 83, 84, 85 AND 87 AND PORTIONS OF BLOCKS 75, 76, 77 AND 88 OF THE TOWN OF SAN MARCOS, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAPS THEREOF 345 AND 806 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, TOGETHER WITH PORTIONS OF THE STREETS AND ALLEYS AS VACATED LYING WITHIN SAID TOWN OF SAN MARCOS DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 9 OF SAID BLOCK 82; THENCE ALONG THE BOUNDARY OF SAID BLOCK 82 SOUTH 67°53' EAST 199.78 FEET TO THE NORTHEAST CORNER THEREOF; SOUTH 22°08'51" WEST 299.80 FEET TO THE SOUTHEAST CORNER THEREOF AND NORTH 67°54' WEST 199.79 FEET TO THE INTERSECTION WITH THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF LOT 9 OF SAID BLOCK 77; THENCE ALONG SAID PROLONGATION AND SAID EASTERLY LINE OF LOT 9 OF BLOCK 77 SOUTH 22°08'30" WEST 219.93 FEET TO THE SOUTHEAST CORNER OF SAID LOT 9 OF BLOCK 77; THENCE NORTH 67°54'30" WEST 1199.05 FEET TO A POINT IN THE CENTER LINE OF LOS FLORES DRIVE (FORMERLY "F" STREET); THENCE ALONG SAID CENTER LINE NORTH 22°09'35" EAST 900.50 FEET TO A POINT ON THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID BLOCK 85; THENCE ALONG SAID PROLONGATION, TO AND ALONG THE NORTHERLY LINE OF BLOCKS 86, 87 AND 88 SOUTH 67°52'00" EAST 1,198.76 FEET TO THE NORTHEAST CORNER OF LOT 9 OF SAID BLOCK 88; THENCE ALONG THE EASTERLY LINE OF SAID LOT 9 AND ITS SOUTHERLY PROLONGATION SOUTH 22°08'30" WEST 379.86 FEET TO THE POINT OF BEGINNING.

ORDER NO. 907337
TITLE INSURANCE AND TRUST COMPANY HEREBY CERTIFIES THAT ACCORDING TO THE OFFICIAL RECORDS OF THE COUNTY OF SAN DIEGO, CALIFORNIA, THE THIBODO CONST. CO., INC., A CALIFORNIA CORPORATION, RUSSELL L. THIBODO ALSO KNOWN AS RUSSELL THIBODO, ALSO KNOWN AS RUSSELL LEWIS THIBODO AND MARGARET THIBODO, JANICE LEE COLLINS FORMERLY JANICE LEE THIBODO, A MARRIED WOMAN, RUSSELL LEWIS THIBODO TRUSTEE UNDER TRUST IN THE ESTATE OF FRANK E. THIBODO, DECEASED, MARILYN FRANCES MEISINGER TRUSTEE UNDER TRUST IN THE ESTATE OF FRANK E. THIBODO, DECEASED, MARILYN MEISINGER AND ROGER MEISINGER WERE ON THE 25TH DAY OF MARCH 1970, AT 8:00 O'CLOCK A.M., THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND SUBDIVIDED BY THIS MAP, OTHER THAN THE COUNTY OF SAN DIEGO, HOLDER OF EASEMENTS, RECORDED NOVEMBER 28, 1969 AS FILE, PAGE NO. 217712, FILE, PAGE NO. 2, 1713 AND FILE, PAGE NO. 217714, ALL IN SERIES 10, BOOK 1969 OF OFFICIAL RECORDS, NONE OF WHICH CAN BE OPENED TO A FEE.

IN WITNESS WHEREOF SAID TITLE INSURANCE AND TRUST COMPANY, HAS CAUSED THIS INSTRUMENT TO BE EXECUTED BY ITS CORPORATE NAME AND SEAL BY ITS PROPER OFFICERS THEREUNTO DULY AUTHORIZED THE DAY AND YEAR FIRST ABOVE WRITTEN.

TITLE INSURANCE AND TRUST CO.

(34) Robert M. Mc
ASSISTANT VICE PRESIDENT

(34) Robert M. Mc
ASSISTANT SECRETARY

STATE OF CALIFORNIA } ss
COUNTY OF SAN DIEGO }
WE, COUNTY TREASURER OF THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, COUNTY SURVEYOR OF SAID COUNTY, AND DIRECTOR OF SPECIAL DISTRICT SERVICES OF SAID COUNTY, HEREBY CERTIFY THAT THERE ARE NO UNPAID SPECIAL ASSESSMENTS OR BONDS WHICH MAY BE PAID IN FULL, SHOWN BY THE BOOKS OF OUR OFFICES, AGAINST THE TRACT OR SUBDIVISION OR ANY PART THEREOF SHOWN ON THE ANNEXED MAP AND DESCRIBED IN THE CAPTION THEREOF.

DELANVAN J. DICKSON COUNTY TREASURER

(34) Betty Byrd DATE 3-17-70
DEPUTY

H. M. TAYLOR COUNTY ENGINEER

(34) R. W. Rogers DATE 3/18/70
DEPUTY

WARREN A. BARNEA DIRECTOR OF SPECIAL DISTRICT SERVICES

(34) Warren A. Barnea DATE 3-7-70
DEPUTY

I, N. P. BROWNE, A LICENSED LAND SURVEYOR CERTIFY THAT THE SURVEY OF THIS SUBDIVISION WAS MADE BY ME OR UNDER MY DIRECTION BETWEEN NOV 1969 AND DEC 1969 AND SAID SURVEY IS TRUE AND COMPLETE AS SHOWN. THAT MONUMENTS OF THE CHARACTER INDICATED HAVE BEEN SET OR FOUND AT THE SUBDIVISION BOUNDARY CORNERS, AND I WILL SET ALL OTHER MONUMENTS OF THE CHARACTER AND AT THE POSITION INDICATED BY LEGEND IN THIS MAP WITHIN 30 DAYS AFTER THE COMPLETION OF THE REQUIRED IMPROVEMENTS AND THEIR ACCEPTANCE BY THE COUNTY OF SAN DIEGO AND SUCH MONUMENTS ARE OR WILL BE SURFACED TO ENABLE THE SURVEY TO BE RETRACED.

SEE LEGEND ON SHEET 2
N. P. Browne
N. P. BROWNE LICENSED LAND SURVEYOR 1182

I, H. M. TAYLOR, COUNTY ENGINEER, CERTIFY THAT I HAVE EXAMINED THIS MAP; THAT THE SUBDIVISION IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL THE PROVISIONS OF THE SUBDIVISION MAP ACT AND DIVISION 1 OF TITLE 8 OF THE SAN DIEGO COUNTY CODE HAVE BEEN COMPLIED WITH, AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

H. M. TAYLOR COUNTY ENGINEER
(34) H. M. Taylor
COUNTY ENGINEER

I, PORTER D. CREMANS, CLERK OF THE BOARD OF SUPERVISORS, HEREBY CERTIFY THAT THE PROVISIONS OF CHAPTER 2, PART 2, DIVISION 4 OF THE BUSINESS AND PROFESSIONS CODE HAVE BEEN COMPLIED WITH REGARDING DEPOSITS FOR TAXES ON THE PROPERTY WITHIN THIS SUBDIVISION.

PORTER D. CREMANS CLERK OF THE BOARD OF SUPERVISORS
Porter D. Cremans DATE 3/20/70

APPROVED AS TO FORM:
BERTRAM MCLEES JR. COUNTY COUNSEL
(34) John McEvey 3/25/70
DEPUTY

I, HEREBY APPROVE THE NAME "THE COLON" FOR THE SUBDIVISION SHOWN ON THE ANNEXED MAP.

A. S. GRAZ COUNTY RECORDER
(34) J. S. Graz DATE JAN. 6, 1970
DEPUTY

FILE NO. 55992
I, A. S. GRAZ, RECORDER OF THE COUNTY OF SAN DIEGO, HEREBY CERTIFY THAT I HAVE ACCEPTED FOR RECORDATION THIS MAP FILED AT THE REQUEST OF N. P. BROWNE THIS 31 DAY OF MARCH 1970, AT 3:59 O'CLOCK P.M.

FEE \$ 7.00
A. S. GRAZ COUNTY RECORDER

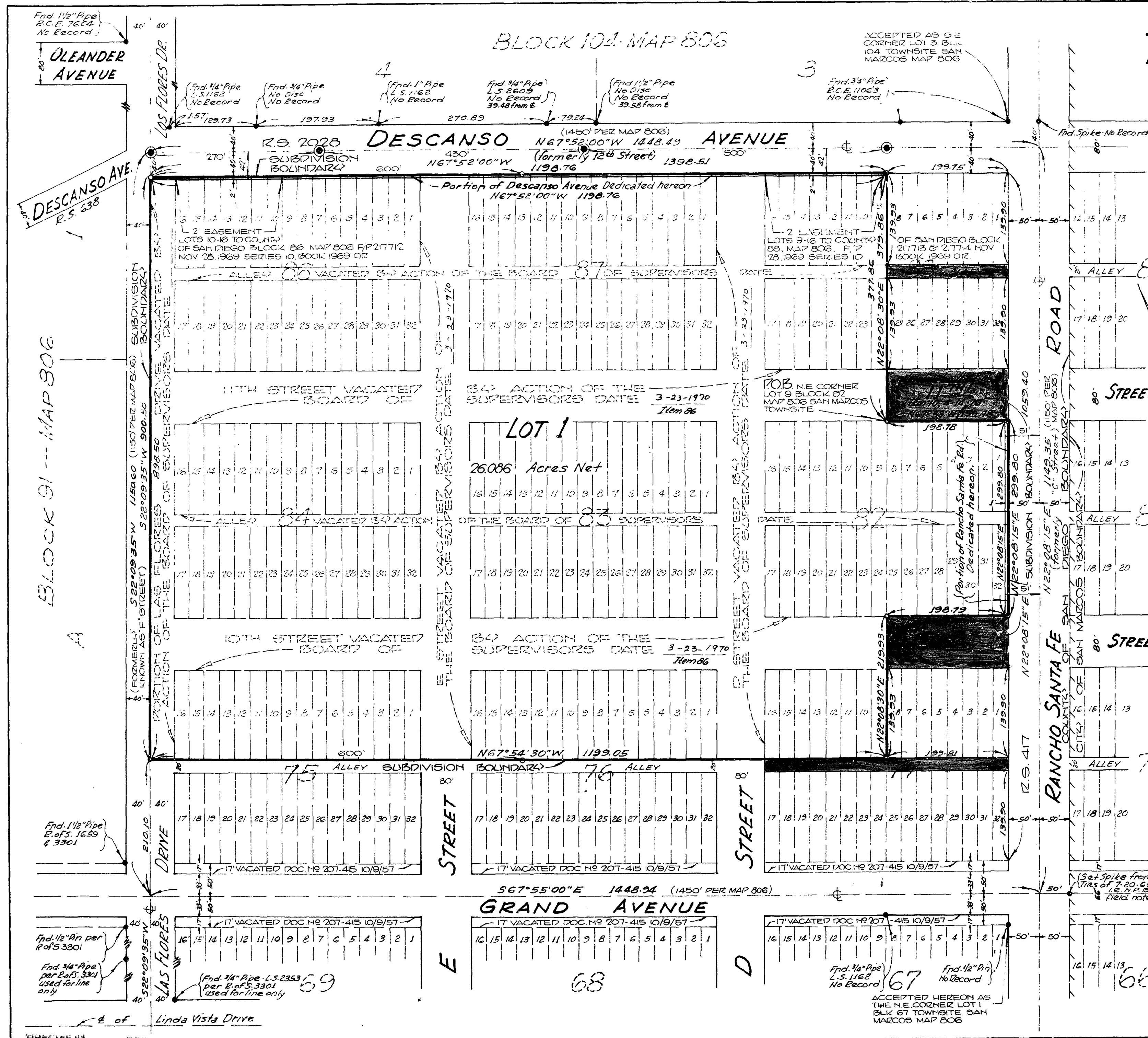
(34) J. S. Graz
DEPUTY

BROWNE & VOGT ENGINEERS, SURVEYORS INC # 6776

(L-NONE)

354-1707(X)

Map 6613 1 of 2



~ Legend ~

The basis of bearings for this survey is the N.E. line of Blocks 67, 68 & 69 Township of San Marcos-Map No. 345 per Rancho Los Vallecitos de San Marcos Map No. 806. $\angle 567^{\circ}55'E$

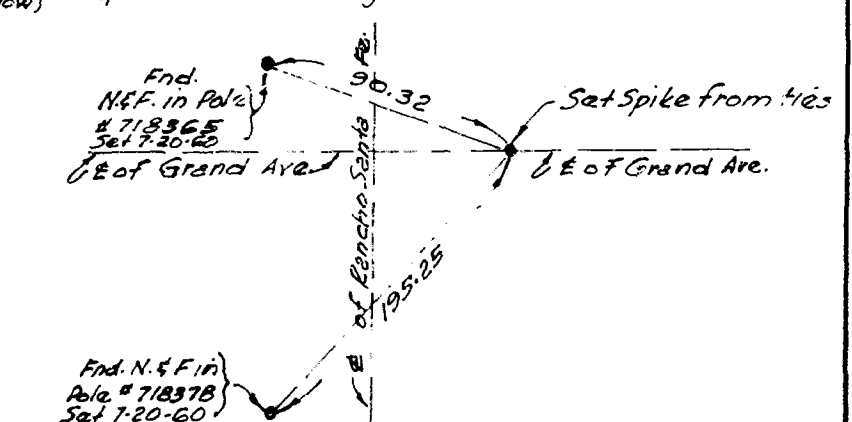
- Indicates monuments found as noted.
- Indicates set 2"x24" iron pipe with cement core and brass disc marked "L.S. 1162" (See deferred monumenting Certificate Sheet 1)
- Set street centerline monument and stamped "L.S. 1162" per San Diego County standard drawings No. 218 & 219.

N&F = Indicates Nail and Flash

Total area = 26.148 Acres Gross

Total No. Lots = 1

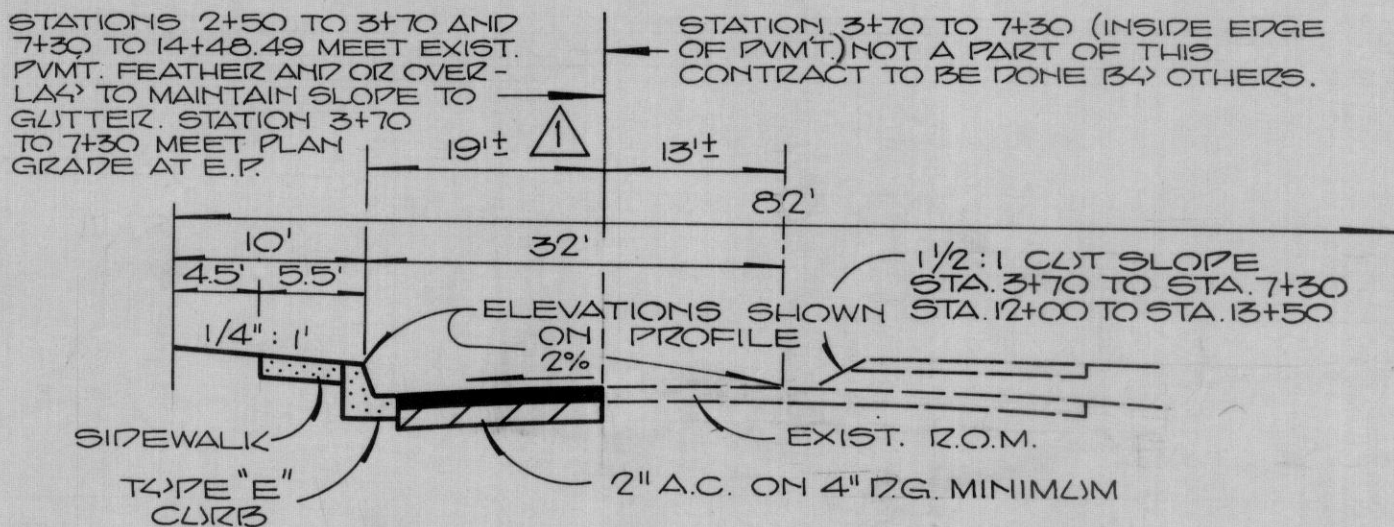
All Bearings and/or Deltas shown without seconds represent that bearing to zero seconds.



NOTICE

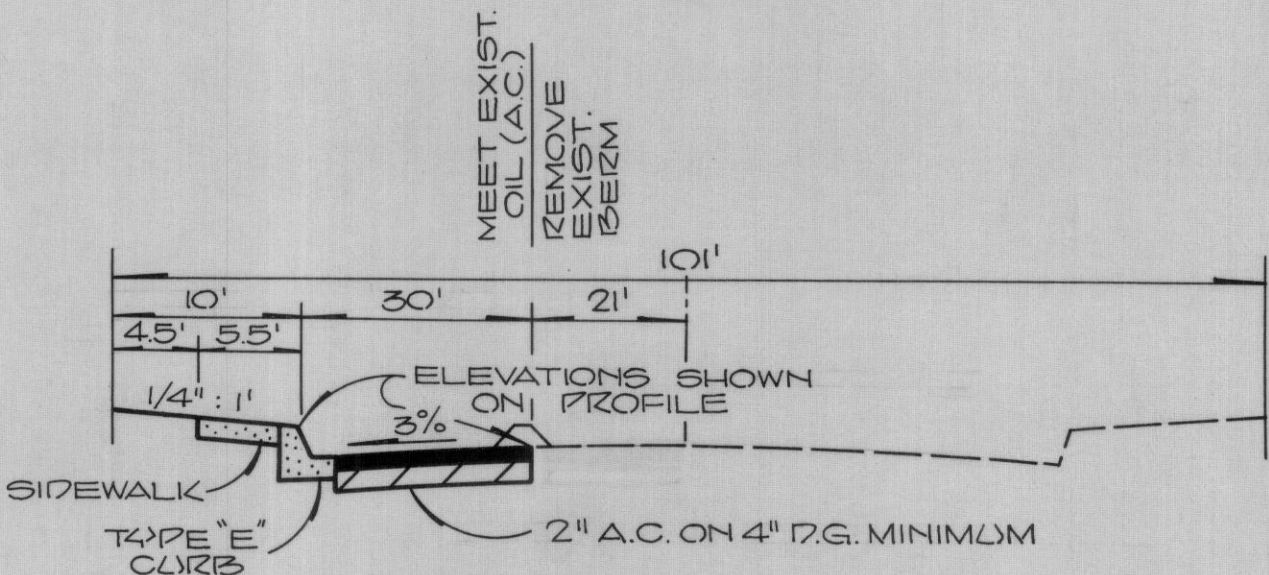
ALL ELECTRICAL AND GAS SERVICES WITHIN THIS SUBDIVISION ARE UNDERGROUND INSTALLATIONS. FOR LOCATION OF ELECTRICAL CABLES AND GAS PIPING AND APPURTENANCES CONTACT SAN DIEGO GAS & ELECTRIC CO.

ALL TELEPHONE SERVICES WITHIN THIS SUBDIVISION ARE UNDERGROUND INSTALLATIONS. FOR LOCATION OF CABLES AND APPURTENANCES CONTACT PACIFIC TELEPHONE CO.



TYPICAL STREET SECTION
DESCANSO AVENUE
NO SCALE

THE COLONY



TYPICAL STREET SECTION
RANCHO SANTA FE ROAD
NO SCALE

WORK TO BE DONE

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE IN ACCORDANCE WITH THESE PLANS, THE CURRENT SAN DIEGO COUNTY ENGINEER DEPARTMENT STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR IMPROVEMENT OF SUBDIVISION STREETS AND STANDARD REFERENCE DRAWINGS.

- THE GRADING OF THE STREETS SHOWN THUS: [Symbol]
- THE PREPARATION OF SUBGRADE AND PAVING OF THE STREETS SHOWN SHADED THUS: [Symbol]
- THE CONSTRUCTION OF TYPE "E" CURBS [Symbol]
- THE CONSTRUCTION OF CONCRETE SIDEWALK [Symbol]
- THE CONSTRUCTION OF 15" TYPE "K" CURBS INLET. [Symbol]
- THE CONSTRUCTION OF TYPE "A" DIKE [Symbol]
- THE INSTALLATION OF CLEARANCE MARKERS [Symbol]
- THE INSTALLATION OF CMP STORM DRAIN AS SHOWN ON PLANS. [Symbol]
- THE INSTALLATION OF STREET LIGHTS [Symbol]
- THE CONSTRUCTION OF CUTOFF WALL [Symbol]
- THE INSTALLATION OF STREET SURVEY MONUMENT [Symbol]
- THE CONSTRUCTION OF TYPE "J" CURBS INLET. [Symbol]

The Construction of the 28" sewer lateral [Symbol]

NOTES

1. THE LOT SHALL BE GRADED TO PREVENT THE PONING OF WATER.
2. THE EXACT DEPTH OF IMPORTED BASE MATERIAL SHALL BE BASED ON SOIL TESTS APPROVED BY THE SAN DIEGO COUNTY MATERIALS ENGINEERING TESTING LABORATORY.
3. ALL UNDERGROUND UTILITIES AND LATERALS TO BE INSTALLED BEFORE CONSTRUCTION OF CURBS OR CONCRETE CROSS-GUTTERS OR SURFACING OF STREETS.
4. 2 DRIVEWAYS ARE TO BE CONSTRUCTED PER PLANS
5. Sewer service by San Marcos County Water District
6. A PERMIT IS REQUIRED FROM THE COUNTY PRIOR TO ANY WORK BEING DONE IN THE RIGHT-OF-WAY.

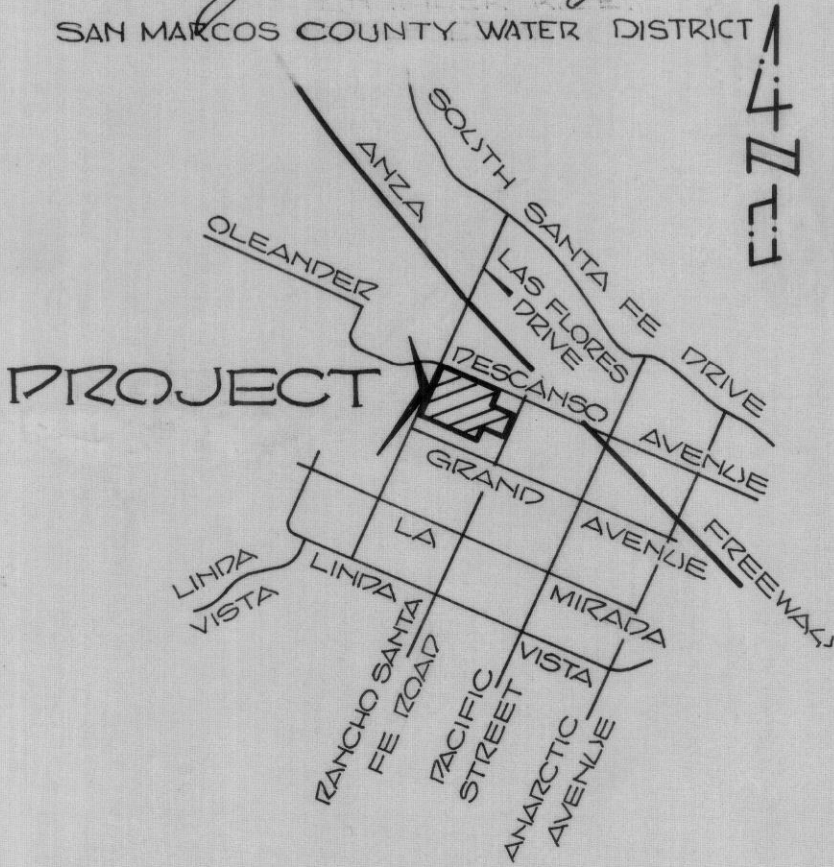
STANDARD DRAWINGS

104-2, 120-1, 200-2, 201-1, 212-1, 214
217, 218, 219, 223-1, 203-1.

BENCH MARK
Description: ES0049 CHISELED SQ ON TOP CONC. M.H. SD. CWO.
Location: 175' SE & 35' SOUTH OF HWY 78 (MISSION ROAD & RANCHO SANTA FE ROAD.)
Record From USC & GS
Elev: 586.819 Datum: USC & GS
PRIVATE CONTRACT

BROWNE & VOGT INC.
621 S. SANTA FE AVE.
VISTA, CALIF.
PH. 726-0920

LOCATION MAP
NO SCALE



REFERENCE DRAWINGS

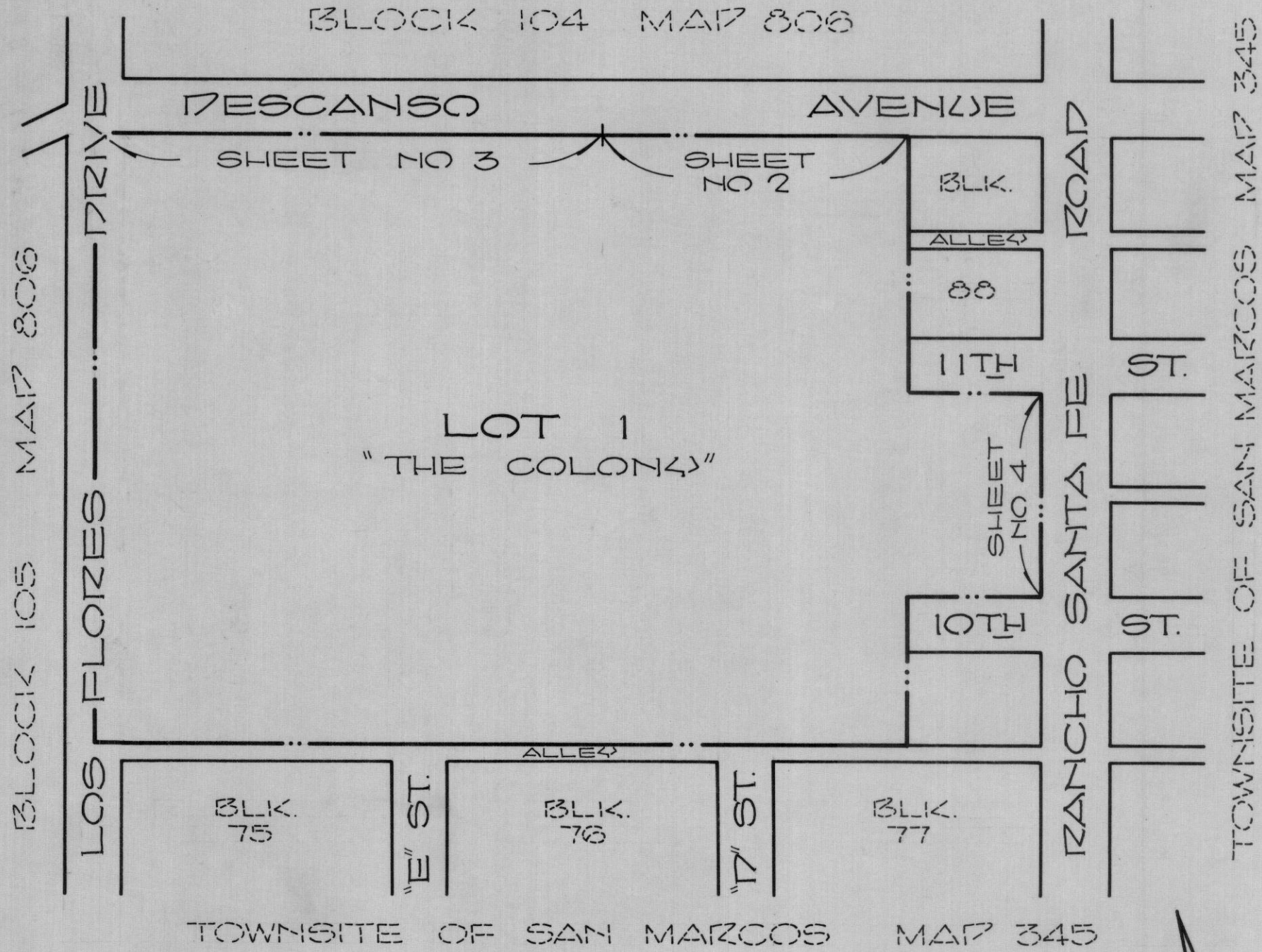
R.S. 638

SANITARY SEWER APPROVAL

THESE PLANS, CONSISTING OF 4 SHEETS, HAVE BEEN REVIEWED AND THE SANITARY SEWERS ARE HEREWIT APPROVED AS TO CONFORMANCE TO THE DESIGN AND CONSTRUCTION STANDARDS AND POLICIES OF SAN MARCOS COUNTY WATER DISTRICT.

DATE 6-9-70 James McKay

SAN MARCOS COUNTY WATER DISTRICT



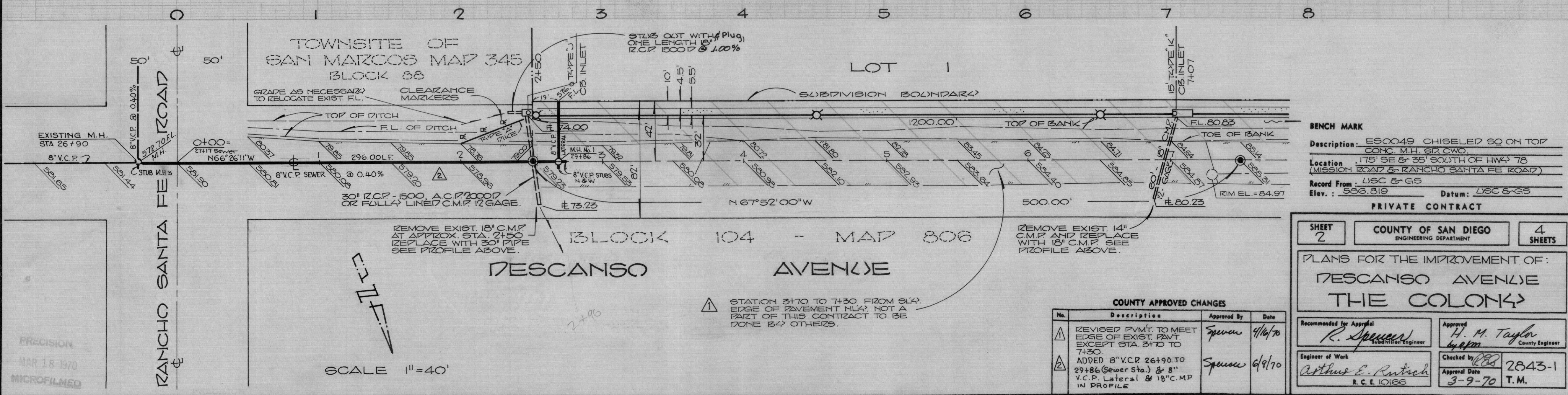
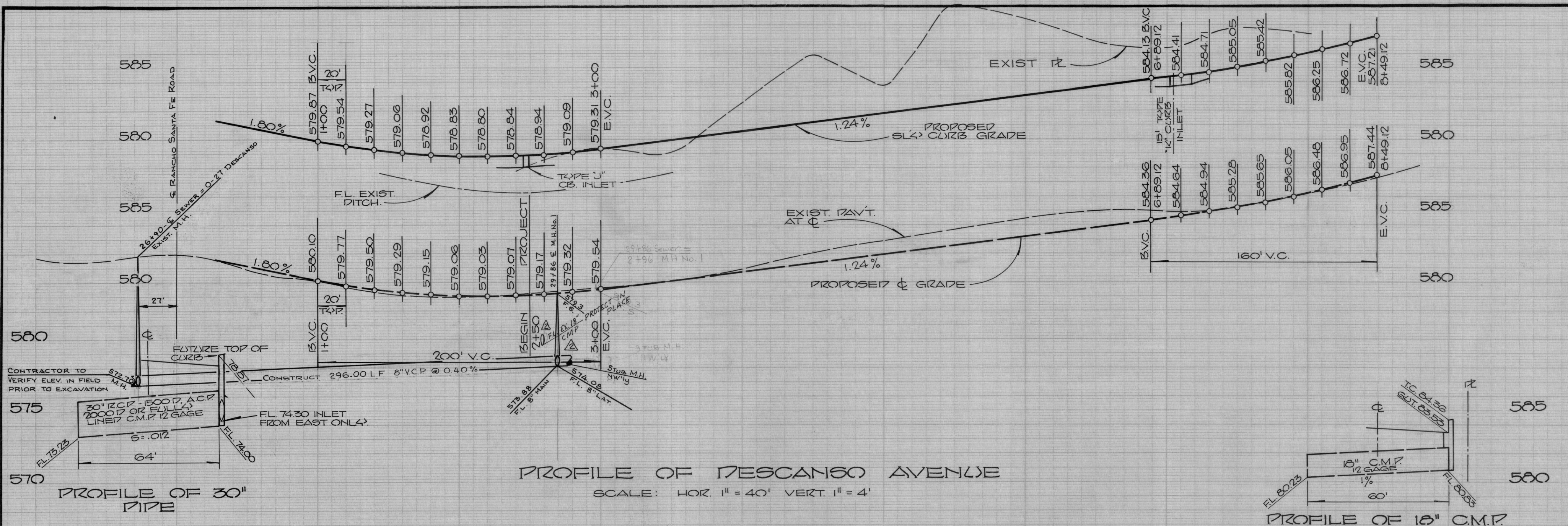
KEY MAP
SCALE 1"=200'

COUNTY APPROVED CHANGES		
NO.	DESCRIPTION	APPROVED BY DATE
1	REVISED DESCANSO AVE. STREET SECTION	Spencer 4/16/70
2	ADDED SEWER APPROVAL CERTIFICATE	Spencer 6/9/70
3	CHANGED NOTE 4. TO SHOW THE CONST. OF 2 D/W'S	Spencer 6/9/70
4	ADDED NOTE 6	Spencer 6/9/70

SHEET 1	COUNTY OF SAN DIEGO ENGINEERING DEPARTMENT	4 SHEETS
PLANS FOR THE IMPROVEMENT OF: DESCANSO AVENUE & RANCHO SANTA FE ROAD THE COLONY		
RECOMMENDED FOR APPROVAL [Signature] SUBDIVISION ENGINEER	APPROVED H. M. Taylor COUNTY ENGINEER	
ENGINEER OF WORK Arthur E. Rutsch R.C.E. 10186	CHECKED BY [Signature] DATE 3-9-70	2843-1 T.M.

JOB # 6776

FILE NO.



BENCH MARK
Description: ES0049 CHISELED SQ ON TOP CONC. M.H. 52 C.W.
Location: 175' SE & 35' SOUTH OF HWY 78 (MISSION ROAD & RANCHO SANTA FE ROAD)
Record From: USC & GS
Elev.: 556.819 Datum: USC & GS

PRIVATE CONTRACT

SHEET 2 **COUNTY OF SAN DIEGO** **ENGINEERING DEPARTMENT** **4 SHEETS**

PLANS FOR THE IMPROVEMENT OF: DESCANSO AVENUE THE COLONY

Recommended for Approval: [Signature]
Approved: [Signature]
Engineer of Work: [Signature]
Approval Date: 3-9-70

2843-1
T.M.

No.	Description	Approved By	Date
1	REVISED P.V.M.T. TO MEET EDGE OF EXIST. PAVT. EXCEPT STA. 3+70 TO 7+30.	Spencer	4/6/70
2	ADDED 8" V.C.P. 26+90 TO 29+86 (SEWER STA.) & 8" V.C.P. Lateral & 18" C.M.P. IN PROFILE	Spencer	6/9/70

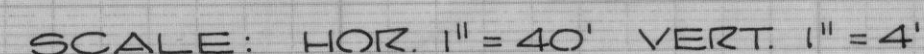
STATION 3+70 TO 7+30 FROM SL4. EDGE OF PAVEMENT NL4. NOT A PART OF THIS CONTRACT TO BE DONE BY OTHERS.

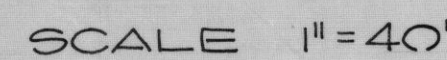
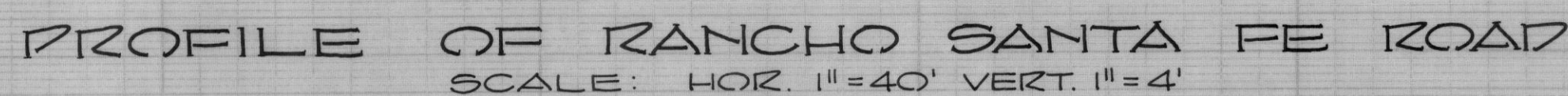
PRECISION
MAR 18 1970
MICROFILMED

MAY 6 1970
MICROFILMED

JOB # 6776 FILE NO.

IP 4459





FILE NO.

AGENDA

TRAFFIC SAFETY COMMISSION

CITY OF SAN MARCOS

CITY COUNCIL CHAMBERS

1 CIVIC CENTER DRIVE

SAN MARCOS, CALIFORNIA 92069

6:00 P.M. - WEDNESDAY, NOVEMBER 5, 2008

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

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

4. ORAL COMMUNICATIONS

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

5. APPROVAL OF MINUTES

October 1, 2008

6. OLD BUSINESS

A. None

7. NEW BUSINESS

A. Parking Restrictions on 9th Street

B. San Marcos View Estates Driveway to Descanso Avenue

8. CORRESPONDENCE/TELEPHONE

A. None

9. REPORTS AND INFORMATION ITEMS

A. Update on Traffic Improvement Projects

B. San Diego County Sheriff's Department Traffic Collision Summary
And Accident Investigation Log – September 2008

C. Staff Commentary

AGENDA
TRAFFIC SAFETY COMMISSION
NOVEMBER 5, 2008
PAGE 2

D. Traffic Safety Commission Commentary

10. ADJOURNMENT

Agenda packets are available for public inspection 72 hours prior to scheduled meetings at the Development Services counter located on the first floor of City Hall, 1 Civic Center Dr., San Marcos, CA 92069 during normal business hours. Any agenda-related writings or documents provided to a majority of the Traffic Safety Commission after distribution of the agenda packet are available for public inspection at the time of distribution in the Development Services counter located on the first floor of City Hall, 1 Civic Center Dr., San Marcos, CA 92069

The City of San Marcos is committed to making its programs, services and activities accessible to individuals with disabilities. If you require accommodation to participate in a City Commission meeting or any other City program, service or activity, please contact the Office of the City Clerk at 1 Civic Center Dr., San Marcos, CA 92069, or call (760) 744-1050, ext. 3145.

AFFIDAVIT OF POSTING

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

I, Lupita T. Hall, Secretary of the Traffic Safety Commission, hereby certify that I caused the posting of this agenda in the glass display case at the north entrance of City Hall on October 30, 2008 before 5:00 P.M.

Date: October 30, 2008


Lupita T. Hall
Traffic Safety Commission Secretary

MINUTES
REGULAR TRAFFIC SAFETY COMMISSION MEETING
CITY OF SAN MARCOS
CITY COUNCIL CHAMBERS
1 CIVIC CENTER DRIVE - SAN MARCOS, CALIFORNIA 92069

WEDNESDAY, NOVEMBER 5, 2008 - 6:00 P.M.

1. CALL TO ORDER

At 6 00 P.M., Vice – Chairman Grugel called the meeting to order.

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance is led by Commissioner Cohen

3. ROLL CALL

The Secretary called the roll:

PRESENT: COMMISSIONERS: Grugel, Cohen, Cullison

ABSENT: COMMISSIONERS: Pederson, Hendrix

ALTERNATE COMMISSIONERS: None

ABSENT: Sheriff

Also present were: City Engineer Edwards, Principal Civil Engineer Dayani, and Traffic Engineering Secretary Hall.

4. ORAL COMMUNICATIONS

None

5. APPROVAL OF MINUTES – September 3, 2008

COMMISSIONER COHEN MOVED TO APPROVE THE MINUTES AS WRITTEN. SECONDED BY CULLISON AND UNANIMOUSLY CARRIED. VICE-CHAIRMAN GRUGEL SIGNED THE MINUTES IN PLACE OF CHAIRMAN BRAD PEDERSON WHO WAS ABSENT.

6. OLD BUSINESS

None

7. NEW BUSINESS

A. Parking Restrictions on 9th Street

MINUTES
TRAFFIC SAFETY COMMISSION MEETING
NOVEMBER 5, 2008
PAGE 2

A request was received from a resident that lives at 3556 9th Street, San Marcos for implementation of a parking restriction along 9th Street to allow sufficient room for vehicle passage. There was also a concern for vehicles exceeding the speed limit in this area.

Staff did a study and it was observed that the pavement width along 9th Street is too narrow to accommodate two through lanes with parking on both sides of the roadway. A minimum width of 32 feet is necessary to allow parking on one side of the street and some of the width sections on this roadway measured 27 to 29 feet. Numerous vehicles park along this roadway during the day and there are higher parking demands during the evening hours and weekends making residential neighborhood parking valuable. Eliminating parking should only be considered when necessary for safety purposes. An alternate action would be to post "Park Off Pavement" signs and move the parking onto the easement as shown in the photos that were presented at the meeting.

Staff recommends that parking be restricted along the north side of 9th street, between Kensington Drive and Las Flores Drive, by posting "Park Off Pavement" signs allowing motorists to park on the easement along this road segment.

Staff (Edwards) There might be a slight tendency for vehicles to speed once the parking is moved, we'll find out what the behavior is and once we have the regulations in place it will be easier for the speed limit to be enforced.

Staff (Dayani) 32 mph is the normal flow of traffic in a typical neighborhood; if we find that the critical speed exceeds 32 mph in the 85th percentile we will bring this issue back to the Commission.

Cullison: How many cars will be impacted in the neighborhood with the proposed parking restriction, and would it be beneficial to get a consensus of the community?

Staff (Dayani): Approximately 10 cars, once the parking restriction is implemented we will monitor this and address any other issues. Our concern for this area now is for public safety and emergency vehicle access.

MOTION BY COHEN TO ACCEPT STAFF RECOMMENDATION TO IMPLEMENT A PARKING RESTRICTION ALONG THE NORTH SIDE OF 9TH STREET, BETWEEN KENSINGTON DRIVE AND LAS FLORES DRIVE, BY POSTING "PARK OFF PAVEMENT" SIGNS, AND TO MONITOR AREA FOR EXCESSIVE SPEED. SECONDED BY CULLISON. ALL APPROVED MOTION CARRIES.

B. San Marcos View Estates Driveway to Descanso Avenue

Several requests were received from residents and the Community Association of San Marcos View Estates to evaluate the possibility of opening the gated driveway

on Descanso Avenue to provide an alternate route in and out of the community. It was expressed by the residents that with the increase in traffic congestion it was difficult to exit left (north) out of the park onto Rancho Santa Fe.

The San Marcos View Estates is a mobile home community located west of Rancho Santa Fe Road and south of Descanso Avenue. When the community was developed a fill slope was constructed west of the Descanso Avenue driveway. The combination of this fill slope and the curvature of Descanso Avenue significantly limit the line of sight. The limited sight distance at this location is a major concern and should be addressed before fully opening this driveway to traffic.

A few options were discussed as follows:

1. The RV parking lot by the driveway on Descanso and Las Flores could be reconfigured to provide a line of sight and a four-legged intersection could be created at Las Flores Drive for better right-of-way control.
2. Construct a new driveway from the community to Descanso Avenue which would require relocation of several units.

Staff recommends that the San Marcos View Estates Association consider measures to mitigate the lack of sight visibility at their driveway on Descanso Avenue. Plans of an appropriate and feasible solution should be submitted for City review and approval before any changes are made.

MOTION BY GRUGEL TO ACCEPT STAFF RECOMMENDATION THAT THE SAN MARCOS VIEW ESTATES ASSOCIATION SUBMIT PLANS TO CITY STAFF FOR REVIEW AND BRING BACK TO THE COMMISSION WITH STAFF'S RECOMMENDATIONS. SECONDED BY COHEN. ALL APPROVED. MOTION CARRIES.

Staff will offer to meet with the Association to describe what option would work the best. The Association will ultimately have to hire their own Engineer to prepare the plans for the City's review.

8. **CORRESPONDENCE/TELEPHONE**

A. None

9. **REPORTS AND INFORMATION ITEMS**

A. **Update on Traffic Improvement Projects**

Civic Center Plaza - Ryan's Brothers Coffee and Pizza Nova will be moving into the plaza in a few months.

**B. San Diego County Sheriff's Department Traffic Collision Summary
And Accident Investigation Log - September 2008**

No report was read, Sheriff was not present.

B. Staff Commentary

The Official Ground Breaking for the Barham Drive Widening project took place.

C. Traffic Safety Commission Commentary

Grugel: There was talk about placing twelve gas pumps at Costco on Center Drive; was this put on hold because of the gas prices?

Edwards This project involves potential acquisition of some adjacent properties, it had been in discussion and details are being worked on between Costco and the adjacent property owners.

10. ADJOURNMENT

Vice-Chairman Grugel adjourned the meeting at 7:05 pm.

APPROVED:



Brad Pederson, Chairman
Traffic Safety Commission

Date

1-7 2009

ATTEST:



Lupita Hall, Secretary
Traffic Safety Commission

TRAFFIC SAFETY COMMISSION

ACTION

DATE & 11/05/08
AGENDA ITEM #: 7B

NO. 08-27

SUBJECT: SAN MARCOS VIEW ESTATES DRIVEWAY TO DESCANSO AVENUE.

TRAFFIC SAFETY COMMISSION ACTION:

MOTION BY GRUGEL TO ACCEPT STAFF RECOMMENDATION THAT THE SAN MARCOS VIEW ESTATES ASSOCIATION SUBMIT PLANS TO CITY STAFF FOR REVIEW AND BRING BACK TO THE COMMISSION WITH STAFF'S RECOMMENDATIONS. SECONDED BY COHEN. ALL APPROVED. MOTION CARRIES.

CITY COUNCIL ACTION:

STAFF ACTION:

R**E****P****O****R****T**Meeting Date: **November 5, 2008**To: **Traffic Safety Commission**From: **Development Services Department**Subject: **San Marcos View Estates Driveway to Descanso Avenue****BACKGROUND:**

Several requests from residents and the Community Association of San Marcos View Estates were received to evaluate the possibility of opening the driveway on Descanso Avenue for public access, either on a full or part-time basis. The Association believes that corrective measures should be taken before this driveway is opened to improve the sight distance and assignment of right-of-way.

SITUATION:

The San Marcos View Estates is a mobile home community located west of Rancho Santa Fe Road and south of Descanso Avenue. The community has 192 units and generates approximately 1,000 to 1,500 vehicles trips per day. This community currently uses the driveway onto Rancho Santa Fe Road, located between Descanso Avenue and Grand Avenue as the main single access. There is a median opening along Rancho Santa Fe Road to accommodate full access to this driveway and allow all movements to and from this driveway. There is a second access point at the northwest corner of the community along Descanso Avenue, approximately 80 feet east of Las Flores Drive. This driveway is currently gated with only limited access to Descanso Avenue.

Vehicular traffic along Rancho Santa Fe Road has increased significantly over the life of the community. The increase in traffic volumes has made it more difficult to make the left turns in and out of the park's driveway on Rancho Santa Fe Road, especially during peak hours. The residents and management believe that the Descanso Avenue driveway could provide an alternate route for ingress and egress of the community.

When the community was developed a fill slope was constructed west of the Descanso Avenue driveway. The combination of this fill slope and the curvature of Descanso Avenue significantly limit the line of sight. Currently there is approximately 130 feet of sight distance to the west from the driveway. This distance would accommodate a stopping sight distance of approximately 21 MPH. Descanso Avenue currently has a posted speed limit of 40 MPH with an 85th percentile of 44 MPH.

DISCUSSION:

The park's driveway to Descanso Avenue would provide the residents an alternate route in and out of the community. Those residents wishing to go north on Rancho Santa Fe Road or west on Descanso Avenue would benefit from this access point. The limited sight distance at this location is a major concern and should be adequately addressed before fully opening this driveway to traffic.

AGENDA ITEM# 7B

A suggestion from the Association is to implement an ALL-WAY STOP at this driveway to mitigate the limited sight distance to the west. The offset connection of Las Flores Drive at Descanso Avenue with respect to this driveway would complicate the installation of an ALL-WAY STOP. The separation distance between Las Flores Drive and the park's driveway is too short to control the two intersections separately and too far to control it as one intersection. The Community Association proposes to only open the driveway during limited hours of the day. This condition is not appropriate for a main leg of an ALL-WAY STOP intersection. Descanso Avenue traffic would question why they have to stop for a closed access at this intersection. This situation can cause motorists to run the STOP sign and lose respect for the STOP control, and will create safety concerns when the driveway is open. The solution is to eliminate the sight distance restriction caused by the fill slope when the community was developed. Regrading the slope back and constructing a retaining wall on the west side of the driveway would achieve this purpose.

An ALL-WAY STOP is not warranted at the intersection of Descanso Avenue/Las Flores Drive since the traffic volume from Las Flores Drive is very low (Approximately 300 vehicles per day) with respect to the volume of traffic along Descanso Avenue (Approximately 6,000 vehicles per day).

Realignment of the driveway to the westerly property line with a connection to the existing Las Flores Drive right-of-way immediately west of the park's driveway (currently not improved) could also be considered as a viable option. This option would require some reconstruction and reduction to the RV storage area. This would provide a line of sight in excess of 500 feet and create a four-legged intersection at Las Flores Drive, which would better lend itself to future right-of-way control. The realignment would require reconstruction of the existing access road and RV storage area.

Another option is to construct a new driveway from the community to Descanso Avenue between the existing driveway and the easterly community boundary. Descanso Avenue has a straight alignment along this section and there is ample sight distance. This alternative would probably require relocation of several units to construct a new driveway.

The community should consider viable alternates such as the ones referenced above before an ALL-WAY STOP is considered for the sole purpose of mitigating the limited sight distance. The community should mitigate for the sight restriction before the referenced driveway is opened for public use. Also the gate should remain open at all times or be moved back away from the curb line so a motorist can turn in completely without blocking part of the travel way in the event the gate is closed.

TRAFFIC VOLUMES:

Descanso Avenue	5,916 ADT, 2006 count
-----------------	-----------------------

SPEED LIMIT

Descanso Avenue	40 MPH, posted, 44 MPH 85 th percentile
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ACCIDENT HISTORY:

Not applicable, driveway not open.

UNUSUAL CONDITIONS:

There are no unusual conditions along this section of Descanso Avenue.

AGENDA ITEM

7B

STAFF RECOMMENDATION:

Staff recommends that the San Marcos View Estates Association consider measures to mitigate for the lack of sight visibility at their driveway on Descanso Avenue. Plans of an appropriate and feasible solution should be submitted for City review and approval before any changes are made.


Prepared by:


Omar Dayani, Principal Civil Engineer

Reviewed by:


Michael Edwards, City Engineer

Reviewed by:


Charlie Schaffer, Director
Development Services

AGENDA ITEM
7B



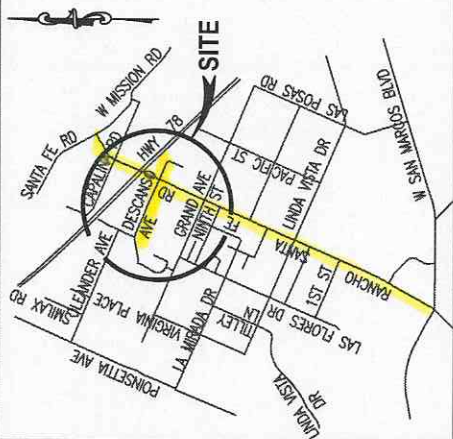
SCALE: 1"=300'

DESCANSO AVE

RANCHO SANTA FE RD

GRAND AVE

DESCANSO AVE. - GRAND AVE.

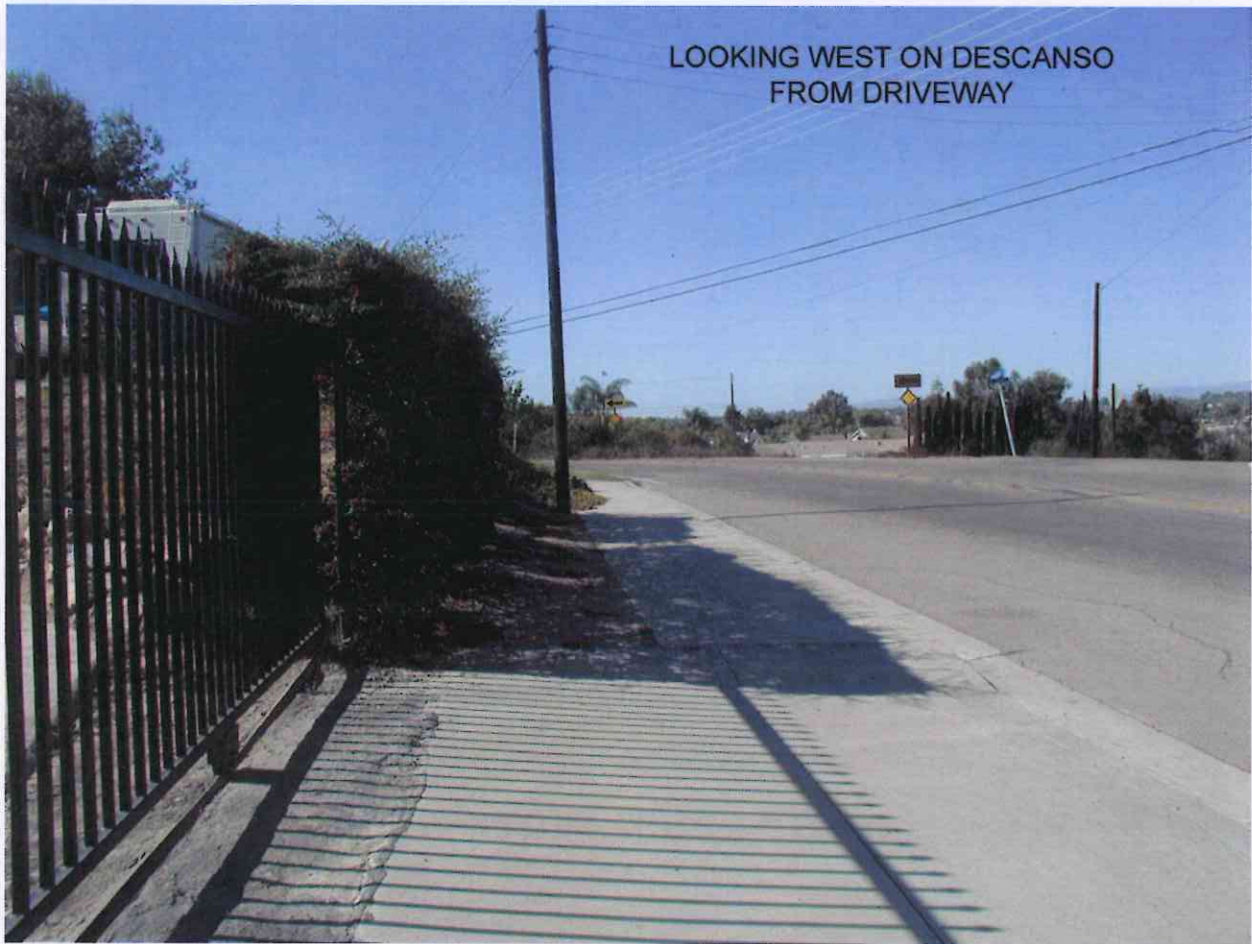


VICINITY MAP
SCALE: N.T.S.

SCALE: N.T.S.

AGENDA ITEM

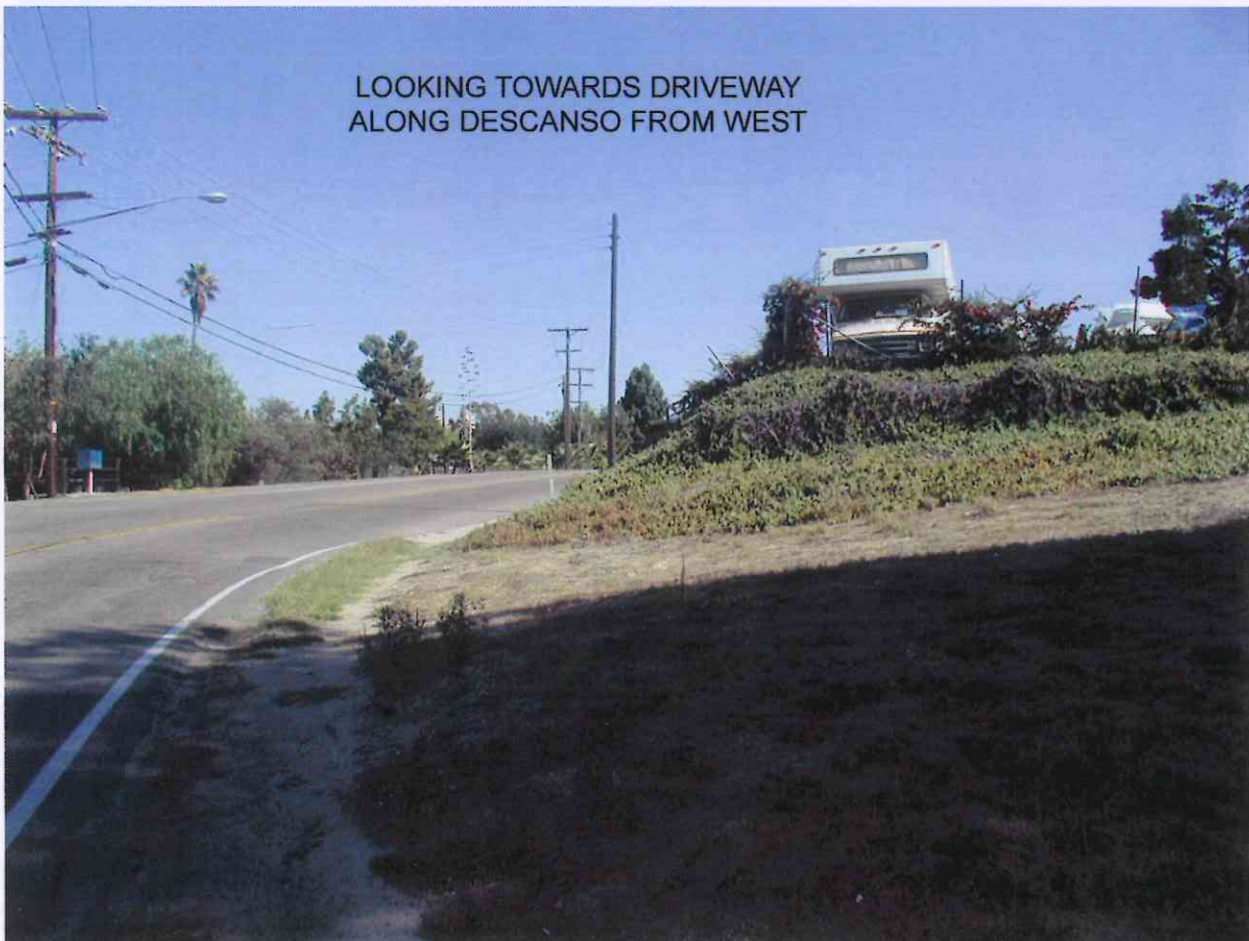
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LOOKING TOWARDS DRIVEWAY ALONG
DESCANSO FROM WEST



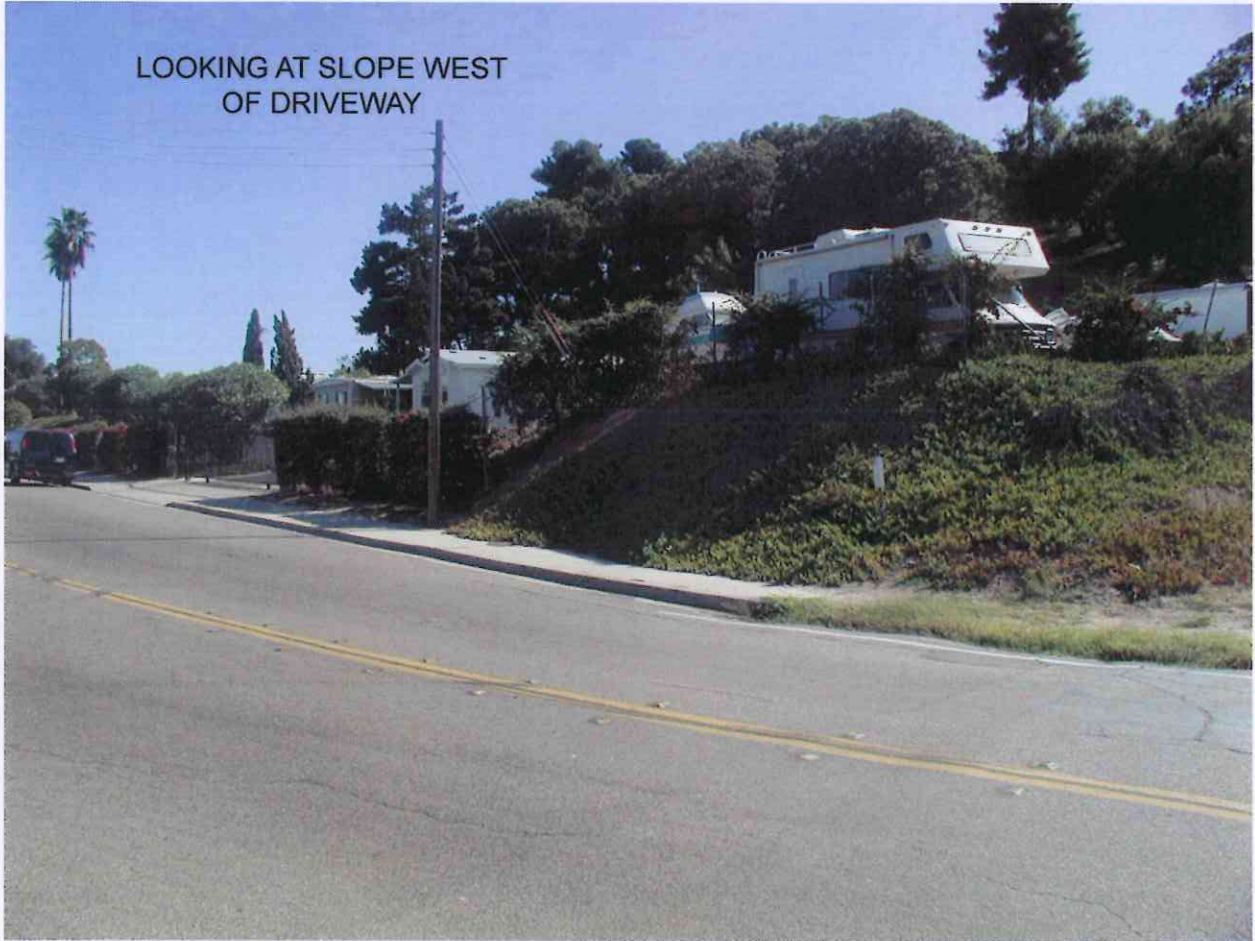
LOOKING TOWARDS DRIVEWAY
ALONG DESCANSO FROM WEST



DA ITEM
7B

#

LOOKING AT SLOPE WEST
OF DRIVEWAY



AGENDA ITEM
7B

SAN MARCOS VIEW ESTATES

GRAND AV

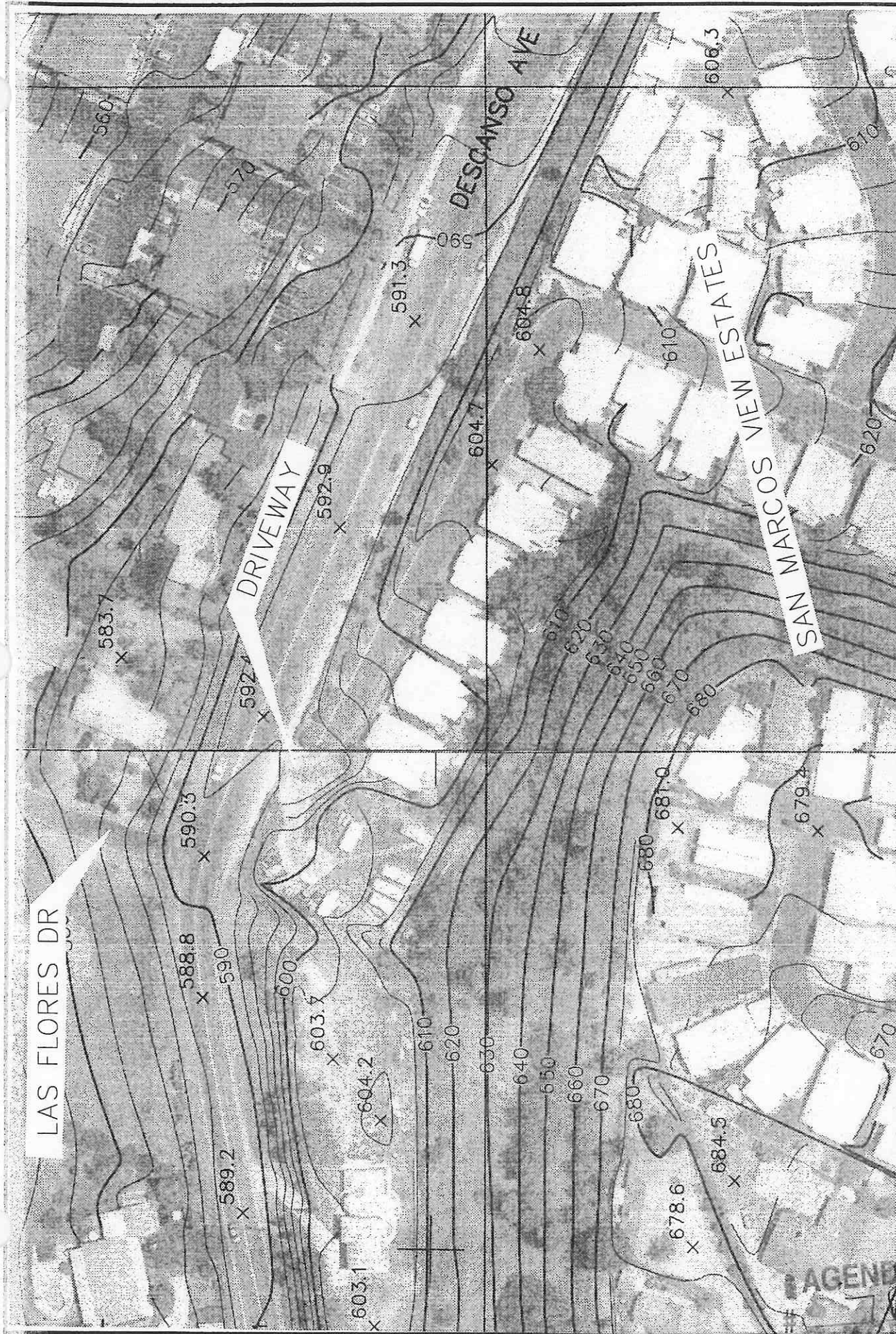
RANCHO SANTA FE RD

DESCANSO AV



1" = 200'

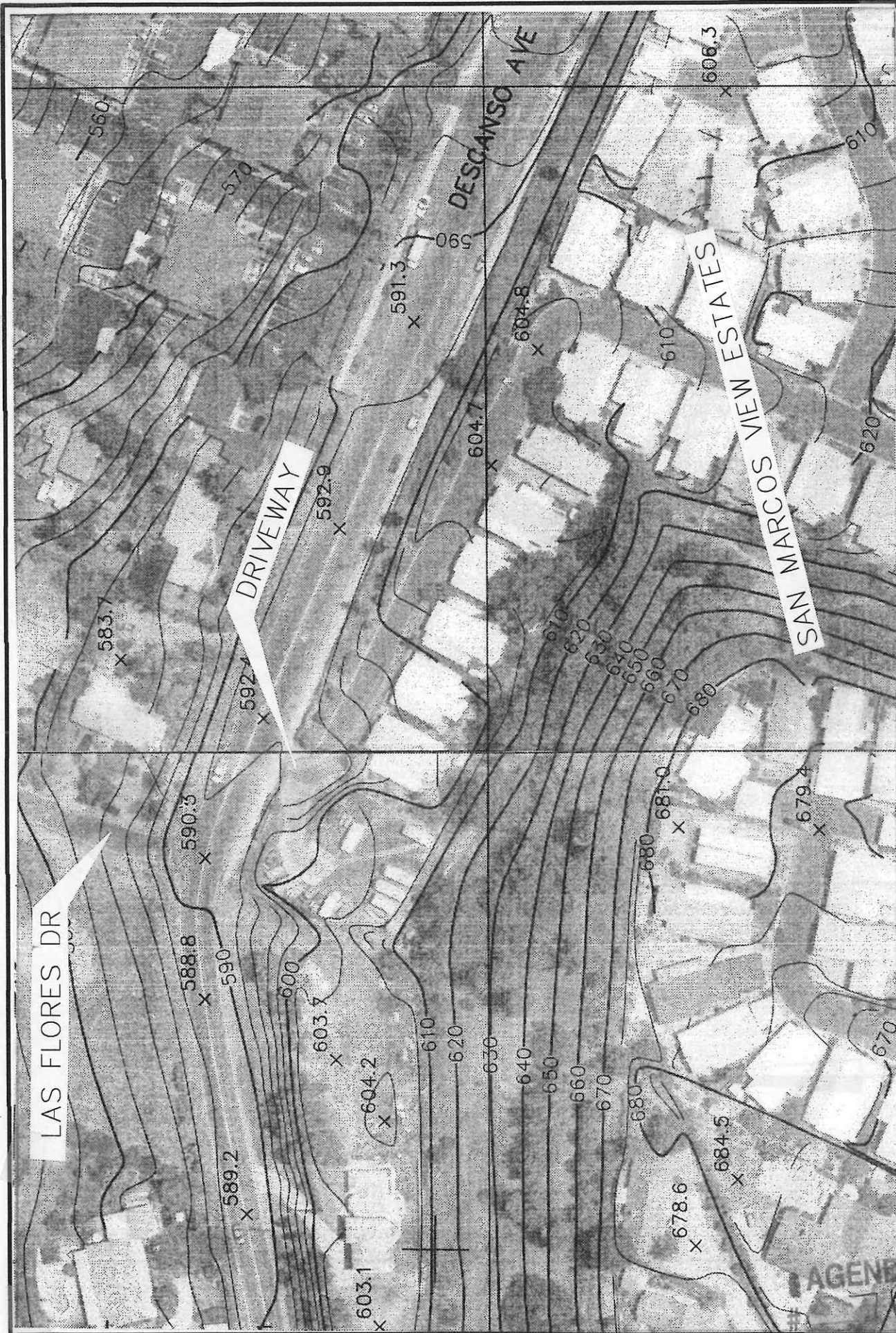
AGENDA ITEM



PLAT TO ILLUSTRATE

DESCANSO AVENUE DRIVEWAY TO SAN MARCOS VIEW ESTATES

SCALE 1"=100'



PLAT TO ILLUSTRATE

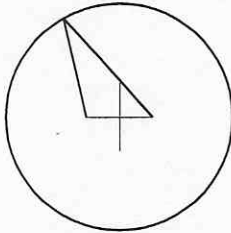
DESCANSO AVENUE DRIVEWAY TO SAN MARCOS VIEW ESTATES

SCALE 1"=100'

#

7B

DIRECTIONAL TRAFFIC COUNT SHEET



INSERT NORTH POINT

SAN MARCOS VIEW ESTATES

RANCHO SANTA FE RD

AM	NOON	PM
10	35	38

PM	NOON	AM
19	24	42
22	19	27

PM	NOON	AM
22	17	13

RANCHO SANTA FE RD
 SAN MARCOS VIEW ESTATES
 INTERSECTION NAME

SAN MARCOS
 JURISDICTION

TUES 10/21/08
 DAY DATE

SAN MARCOS VIEW ESTATES

COMMUNITY ASSOCIATION

150 S. Rancho Santa Fe Rd.

San Marcos, CA 92078

Office: (760) 727-1525

Fax: (760) 727-3915

Website: [smve smve@yahoo.com](http://smve.smve@yahoo.com)

Wednesday, October 15, 2008

Re: Opening Entrance on Descanso Ave.

Dear Michael Rafael, P.E.:

This letter is in regards to the main entrance of the Park, which is right off of S. Rancho Santa Fe Rd. However the Park has a gated entrance located off Descanso Ave, which is considered a blind drive.

San Marcos View Estates Board of Directors would like to make that blind drive available to the residents of the Park during the times of 6:00a.m. until 9:00a.m. and again at 2:30p.m. until 5:30p.m.

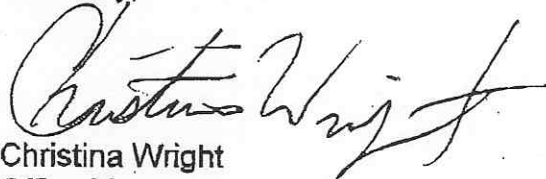
This is due to the new school, which just opened this year located off of Oleander Ave. The congestion on S. Rancho Santa Fe Rd. makes it hard to get out of the park, to make a left turn on Descanso Ave.

The Board is aware that before they are allowed to make their decision in this matter that the City of San Marcos will need to evaluate the request and install and do what is needed before the Park can do so.

The Board is requesting that the City please assess this issue and advice San Marcos View Estates further on what we need to do for the opening of the gated entrance located off of Descanso Ave.

Contact information:
Office (760) 727-1525
Fax (760) 727-3915

Sincerely,



Christina Wright
Office Manager

AGENDA ITEM

7B

Rafael, Michael

From: Jay A [imacrohard@yahoo.com]
Sent: Tuesday, August 26, 2008 11:37 AM
To: Rafael, Michael
Subject: Traffic exiting San Marcos View Estates

760-673-8795
 150 S. Rancho Santa Fe, Ste. 97
 San Marcos CA 92078

Mr Rafael, →

Thanks for taking the time to return my call regarding this traffic issue. I will restate it below for accuracy purposes.

Within the the last two weeks there have been two traffic accidents while exiting San Marcos View Estates onto Rancho Santa Fe Rd north bound, one of which resulted in the death of a resident and long time friend and neighbor WWII Vet. Henry Martin.

It has become almost impossible to make a left out of the park between the hours of 1 and 4PM on most weekdays, Myself and a lot of the other 192 residents have resigned ourselves to turning right especially between those hours, and then making a U turn at Grand. Sometimes you have to go down even further because of the high volume of traffic South bound you can not get to the left lane to make the U turn at Grand. It seems that most of the traffic leaving San Marcos View Estates goes north bound, or is trying to cross to get to the stores across the street, or to get on the 78 freeway.

We have a side entrance to the park on Descanso, but is currently kept closed. It has been suggested in the past that we open this entrance, at least during daylight hours to access the street light at Descanso & Rancho Santa Fe Rd. These suggestion have been met with opposition mostly due to the blind curve when heading east bound on Descanso toward the side entrance making it very dangerous to make this a viable exit.

My suggestion is this, the side exit on Descanso is situated almost directly across from Las Flores which already has a stop sign. It seems if we could turn the intersection at Descanso & Las Flores into a three way stop instead of the current single right of way stop on Las Flores it would clear the way for opening this side entrance or exit. Thus making it safer for all of the residents here at San Marcos View Estates to get in and out of the park.

Please give this suggestion every consideration, I believe lives could be saved by it. I do understand however that you will have to investigate the impact of this suggestion, and or possibly come up with alternative measures to resolve this issue. Myself and other residents are all for anything that can be done to improve the access into and out of our community.

Please keep me posted as to any progress on this issue, you can reach me at 760-673-

AGENDA ITEM

#

7B

8/26/2008

8795 or at the address below.

Thank you for your time,

Jay Ancona
San Marcos View Estates Resident
150 S Rancho Santa Fe Rd
SPC 97
San Marcos, CA 92078

All way stop justifiable

8/26/2008

AGENDA ITEM
78

Attachment D_Site Photographs



Photo 1_Existing Location of Driveway

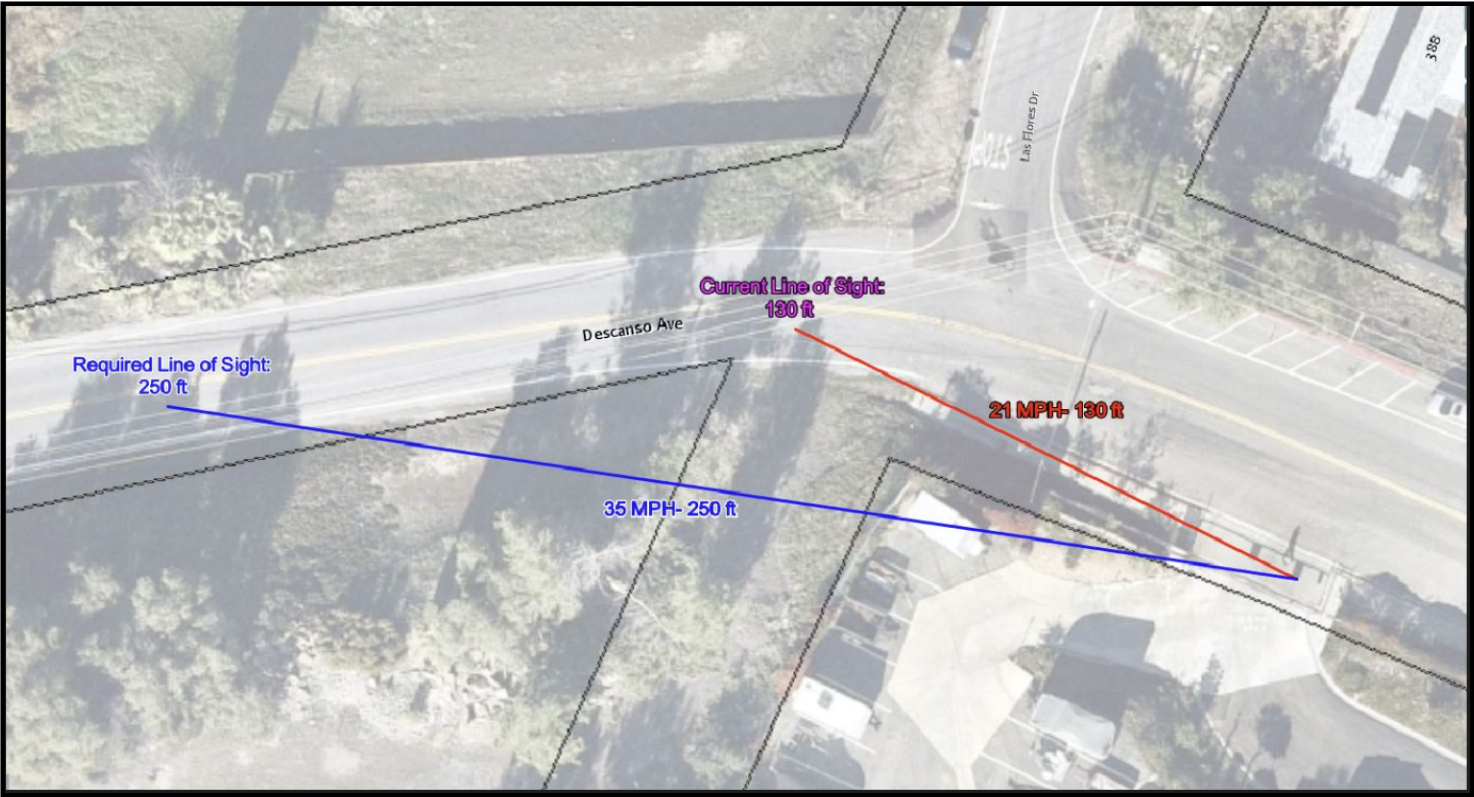


Photo 2_Exiting driveway, looking left



Photo 3_Exiting driveway, looking right

Attachment E_Line of Sight Analysis



AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE: August 2, 2023
AGENDA ITEM NO: 7B
SUBMITTED BY: Damian Schoenecke, EIT – Associate Engineer
REVIEWED BY: Stephanie Kellar – Deputy City Engineer
APPROVED BY: Isaac Etchamendy – City Engineer
SUBJECT: City of San Marcos Neighborhood Traffic Management Policy (NTMP)

BACKGROUND:

This staff report presents the final Neighborhood Traffic Management Policy (NTMP) for Traffic Commission approval. The NTMP provides a procedure to address resident concerns related to speeding and overall traffic safety, introduces a range of effective traffic calming measures, and creates a structured and equitable process for implementation. With this policy, the City strives to address its General Plan goals to create safer, more livable communities that prioritize the needs of all road users.

DISCUSSION:

At the February 1st, 2023 Traffic Commission meeting, staff presented the goals and objectives for the creation of a traffic calming policy. Staff used Traffic Commission guidance to outline a potential process for addressing traffic safety concerns in residential neighborhoods.

During the April 5th, 2023 Traffic Commission meeting, staff presented a preliminary set of evaluation and implementation processes for consideration. Feedback from the Commission was used to create the draft Neighborhood Traffic Management Policy.

On June 7th, 2023 staff presented Traffic Commission with the draft Neighborhood Traffic Management Policy. Traffic Commission requested clarification on several items; the policy was revised accordingly, and it was released for public review.

Public Review.

A Notice of Public Review was posted on the City website on June 23rd, 2023. Public feedback was collected for 30 days and the review period ended on July 23rd, 2023. Several public comments were received and are discussed below.

One commenter requested increased street sweeping to mitigate debris in bike lanes. The comment has been shared with Public Works, though street maintenance schedules are not addressed in the NTMP.

A commenter expressed concern that traffic calming limits accessibility to roads, limits the mobility of motor vehicles, and causes traffic delays that frustrate drivers and pose health issues when traffic delays occur during warm weather. The commenter further requested reports justifying traffic calming. The NTMP provides that any measures to be installed in response to a resident request must be safe, effective, and must be supported by site-specific data obtained by the City Traffic Engineer.

A commenter submitted the NTMP form to request reconfiguration of the left turn lanes on southbound Melrose Drive at San Elijo Road. Turn lane configuration and capacity concerns are not handled via the NTMP toolbox, and staff will respond to the requester outside of the NTMP procedure.

A commenter submitted the NTMP form to request the removal of parking on the southwest side of Questhaven Road along the park, citing that the parking on both sides of the street is heavily used, creating a pinch point for vehicles that makes it difficult to load and unload children from parked vehicles. Parking is analyzed as an operations and maintenance issue and not addressed via the tiered NTMP policy. However, it is noted that the removal of parking and similar pinchpoints can often contribute to an increase in speeding. Staff will respond to the requester outside the NTMP procedure.

A commenter requested a reduced speed limit on Craven Road. Streets qualifying for consideration under the NTMP include public streets with a functional classification of Local Street or Collector and a curb-to-curb width of 48 feet or less. Craven Road is a 4-lane Major roadway. Additionally, reduction of speed limits is not a tool included in the NTMP toolbox, as discussed below.

A commenter requested a reduced speed limit and increased law enforcement activity on Bennett Avenue, a 4-lane Major street. Lowering of the speed limit is often requested by citizens in an effort to slow traffic. The California Vehicle Code and State law set requirements and procedures for setting speed limits. Studies have indicated little to no significant change in prevailing speeds when the speed limit is lowered, because most drivers will continue to travel at speeds they feel are safe and prudent despite the posted limit. Artificially low speed limits can also present a safety hazard. When some drivers will obey the lower posted speed limit and others ignore it, uniform traffic flow is disrupted as a broader range of speeds are driven by roadway users. The second portion of the request, increased law enforcement activity, can be an effective component of neighborhood driver education and is generally effective at reducing speeds at and around the time speed enforcement is employed. Enforcement activity is therefore included in NTMP Tier 1.

The commenter also writes that Bennett Avenue has only three controlled intersections: two stop signs and one traffic signal exist in the Bennett corridor. The NTMP does not include the installation of stop signs as a speed control tool. Instead, stop signs are installed as warrants in the Manual of Uniform Traffic Control devices dictate and only for intersection control, in order to make clear to drivers who has the right-of-way at warranted intersections. Stop signs installed as deterrents or speed control devices are frequently subject to a lack of compliance that can result in increased accident rates. Further, motorists complying with the stop sign will slow and stop at the signed intersection and then

tend to increase speed upon departure in an unconscious effort to make up for lost time. For this reason, stop signs and intersection signals are not included as speed control measures in the NTMP.

The commenter further notes a sight distance concern at the intersection of Bennett Avenue and Calle Crucero. This concern will be separately investigated by staff because it is outside of the scope of the NTMP. Sight distance and other pressing traffic safety concerns are handled as traffic maintenance and operations issues and are dealt with promptly as the seriousness of the safety concern requires. Such concerns are not subject to the tiered procedure of the NTMP. Likewise, the NTMP does not pertain to traffic signal timing requests, parking enforcement, large truck traffic, congestion, stop sign noncompliance, street light requests, or other maintenance and operational issues that are not to be resolved through the traffic calming toolbox. Traffic calming is likewise not intended to resolve issues that are primarily related to driver impairment, distraction, or negligence.

Final NTMP

The General Plan states that, *“The City strives to improve safety and livability within the City’s neighborhoods. This is accomplished by implementing neighborhood-scale design features, such as traffic calming devices, to manage traffic speeds in these areas.”* With Goal M-2, the General Plan further aims to *“Protect neighborhoods by improving safety for all modes of travel and calming traffic where appropriate.”*

The NTMP provides a process by which to achieve these General Plan goals. It draws upon evidence-based research and elements from the Federal Highway Administration Toolbox of Individual Traffic Calming Measures, National Association of City Transportation Officials (NACTO) Urban Street Design Guide, NTMP guidelines from other jurisdictions within Southern California, and the best practices in the traffic engineering industry to provide a palette of safety and traffic calming measures. The NTMP further provides that all measures considered must comply with the standards and warrants in the California Manual on Uniform Traffic Control Devices (CA MUTCD) published by the California Department of Transportation (Caltrans).

Under the NTMP, a resident, business, or group may initiate a traffic calming evaluation request with the City. In accordance with the process outlined in the NTMP, each request will be evaluated by the City Traffic Engineer, appropriate data collected and reviewed, and one or more strategies recommended as warranted. Where traffic calming is to be implemented, the tiered structure outlined in the NTMP will be used, escalating from the simplest and most cost effective to those involving extensive engineering studies, design work, funding, and implementation challenges.

Consideration of NTMP for Approval

The final NTMP focuses on staff collaboration with the community to identify the right set of strategies for each street or neighborhood. The transparent procedure informs interested stakeholders on what to expect from the process. The policy provides an avenue to evaluate proposed traffic calming measures based on data, to evaluate how implemented measures have changed behavior and safety, and to escalate a given safety issue for further evaluation if the strategies implemented have not

resolved the issue of concern. Finally, the NTMP prioritizes the most cost-effective measures so that the limited funding available can be used to achieve the maximum benefit to safety in communities citywide.

The final NTMP is presented for Traffic Commission consideration. If approved by Traffic Commission, the NTMP will be made available to the public and implemented by staff.

ATTACHMENT

Attachment 1: Final Neighborhood Traffic Management Policy



DRAFT NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY GUIDELINES

Dated: June 23, 2023





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INTRODUCTION

The City of San Marcos Neighborhood Traffic Management Policy (NTMP) strives to improve safety across all modes of travel by reducing speeding, improving safety, enhancing the livability of neighborhood public streets, and providing context-sensitive traffic management solutions.

Each neighborhood and each street is unique, with its own specific challenges and requirements. Therefore, the NTMP offers educational and enforcement techniques to modify driver behavior as well as roadway improvements strategies that can be tailored to meet the specific needs of different streets. The NTMP provides a comprehensive toolbox to address traffic-related concerns and establishes a process by which residents can pursue the right solutions for their neighborhoods.

WHAT IS TRAFFIC CALMING?

The NTMP offers a comprehensive set of measures aimed at mitigating the negative impacts of motor vehicle use, modifying driver behavior, and creating safer conditions for bicycles and pedestrians on existing public roadways. The NTMP draws upon evidence-based research and elements from the Federal Highway Administration Toolbox of Individual Traffic Calming Measures, National Association of City Transportation Officials (NACTO) Urban Street Design Guide, NTMP guidelines from other jurisdictions within Southern California, and the best practices in the traffic engineering industry to:

- Reduce speed or volume of motor vehicles on residential streets;
- Improve safety for pedestrians, cyclists, and motorists;
- Reduce the number and severity of accidents;
- Create a safer and more livable community; and
- Encourage drivers to use roadways as intended and to be good neighbors.

Traffic calming is not intended to address congestion on major streets, fix delays related to construction, or resolve safety issues that are primarily related to driver impairment, distraction, or negligence.

Traffic calming measures encompass both physical design interventions and other strategies implemented on existing public roads to effectively reduce vehicle speeds and increase safety. Key elements on the NTMP are driver and community education and targeted sheriff enforcement. Physical improvement strategies, such as signage, roadway striping, pedestrian improvements, bike lane striping, and roadway narrowing may also be considered.

Traffic calming can be implemented at various scales, ranging from individual intersections to entire streets, neighborhoods, or even on an area-wide installations. This flexibility allows for tailored solutions that consider the key issues at hand, the classifications of streets, and the traffic volumes involved in order to address the specific challenges and safety concerns of different areas within the community.

To ensure that traffic calming measures meet current safety standards, all measures must comply with the standards and warrants in the California Manual on Uniform Traffic Control Devices (CA MUTCD) published by the California Department of Transportation (Caltrans). For instance, stop sign installations must meet the appropriate warrants, and all-way stop control is not an effective method for traffic calming. City Traffic Engineer approval is required for the implementation of any physical improvements. In addition, Tier 3 improvements require Traffic Commission and City Council approval.

POLICY GOALS

The critical goals of the NTMP include:

1. Provide comprehensive tools and guidelines for the public.
2. Create an equitable evaluation and prioritization process for selection of appropriate traffic calming measures.
3. Prioritize cost-efficient treatments and consider the benefit-to-cost ratio of selected strategies.
4. Develop a partnership with key stakeholders in the influence area, including schools, residents, emergency services, and the community.
5. Implement data-driven solutions to ensure the right strategy is implemented in the right location, then evaluate its efficacy after installation.



Source: NACTO

CONSISTENCY WITH REFERENCE DOCUMENTS

In the pursuit of its goals, the NTMP must ensure compatibility and consistency with City governing and guidance documents. The NTMP must consider the objectives and requirements of the General Plan and the Municipal Code as well as any master planning documents for trails, pedestrian, bicycle, and active transportation facilities.

NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY BACKGROUND

The City of San Marcos NTMP provides a mechanism for a resident, business, or group to initiate a traffic calming evaluation request with the City. These procedures parallel existing methodologies employed to address traffic-related issues. Given that traffic calming measures can occasionally result in additional nuisances such as increased road noise, significant involvement and support from the neighborhood or the study area are required at various points in the evaluation process.

QUALIFYING STREETS

Streets must meet the following criteria to qualify for consideration under the NTMP. Streets failing to meet the criteria mentioned below will not qualify for traffic calming.

- 1) The street must be public with a functional classification of Local Street or Collector, as identified by the City.
- 2) The curb-to-curb width must be 48 feet or less.
- 3) Data on record with the City or obtained by the City in the course of the evaluation must substantiate the need for traffic calming measures.

SELECTION OF TRAFFIC CALMING STRATEGIES

The NTMP presents a palette of traffic calming strategies that can be evaluated as potential solutions for the particular challenges experienced by a given street or neighborhood.

Any measure selected must be found by the City Traffic Engineer to be potentially impactful for the particular location and traffic issue being targeted. Additionally, it must meet with stakeholder support, particularly those stakeholders most affected by the measure selected such as those living in the immediate vicinity of any proposed roadway improvements. Finally, it must be a cost effective solution; education and enforcement are the preferred approaches before evaluating a neighborhood for physical traffic calming measures.





THE THREE E’S OF TRAFFIC CALMING

Three main categories of strategies are used in the NTMP process to achieve cost effective and impactful measures.

Education

The City aims to increase awareness and knowledge among road users about safe and responsible behaviors to promote safe speeds, discourage distracted driving, and compliance with traffic laws.

Enforcement

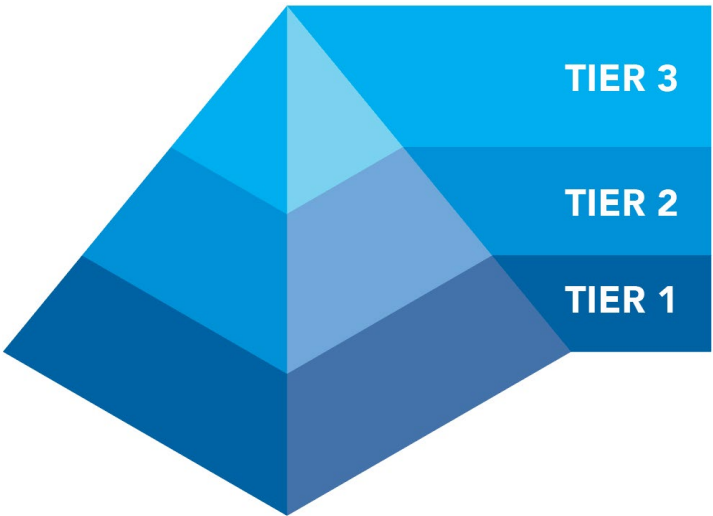
City staff will collaborate with law enforcement to enforce traffic laws, encourage safe behaviors on the road, and create a culture of responsibility and accountability.

Engineering

The City Traffic Engineer will exercise professional engineering judgement for the placement of physical improvement measures.

The “three E’s” of Education, Enforcement, and Engineering form the basis of the NTMP tiered traffic calming approach.

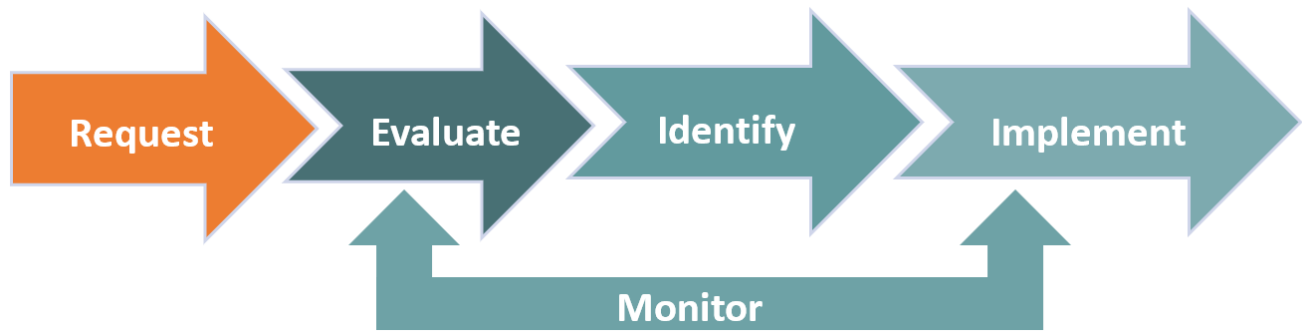
TIERED IMPLEMENTATION STRUCTURE



The NTMP designates three categories of traffic calming measures that allow the strategy to be tailored to the specific needs and conditions of the roadway. The three intervention tiers escalate from the simplest and most cost-effective, to those necessitating extensive engineering studies, design work, funding, and implementation. The tiered structure represents a progression that mirrors the “three E’s” of traffic calming.

NTMP PROCESS OVERVIEW

The NTMP is a data-driven Policy. Information on the exact nature of traffic challenges must be collected in the field and the factors contributing to the issue must be identified so that optimal counter measures can be introduced. The process is necessarily iterative in nature, with data gathering and verification occurring in both the initial evaluation and monitoring phases. The concept development and public input stages are likewise iterative. Depending upon the tier of traffic calming improvements being implemented, community input will be sought at multiple stages.



Request

The NTMP process will typically be initiated by a resident, business, or group that has identified a traffic concern requiring City evaluation. The NTMP follows a tiered system, whereby all initial NTMP requests begin with a Tier 1 evaluation.

Evaluate

Upon receiving the request, staff will review the inquiry, gather any traffic data on file, and initiate any data collection deemed necessary to verify the issue and identify any contributing factors that must be addressed. Data collection will provide insights as to whether speeding is infrequent or pervasive, whether the issue is experienced by many drivers or primarily impaired or distracter road users, and whether road or signage conditions could be contributing to the problem identified. Data collection typically takes a minimum of 3-4 weeks, depending on contractor availability, weather, seasonal variation, and other factors. Therefore, the evaluation process for a Tier 1 process may take a minimum of 7 weeks. Based upon the outcome of the evaluation, the City Traffic Engineer may determine that the issue is verified and could potentially be improved with traffic calming strategies. If so, the request will be advanced to the next step in the process. Inquiries that are not advanced to the next step in the process may be revisited after one year, at the renewed request of an interested party.

Identify

The City Traffic Engineer will identify one or more strategies as appropriate based upon road conditions, street functional classification, traffic volume, specific location, stakeholder input, and other key factors. Lower-cost, highly effective measures will be targeted first, in line with the NTMP tiered approach. A list of strategies organized by traffic calming tier is provided in **Appendix A**.

Implement

Strategies will be implemented as time and resources allow. Higher tier measures such as Tier 3 strategies will require significantly more time and funding to install.

Monitor

After driver behavior has adapted to the newly-implemented measures, data can be gathered to evaluate the impact of the strategy. Depending upon the level of improvement observed, a higher tier counter measure may be considered after a year has elapsed in order to achieve a greater impact.

TRAFFIC CALMING TIERS

The tiers are used sequentially to maximize the benefit-to-cost ratio. Almost all situations will initiate at Tier 1. The majority of traffic calming implementations will be resolved with Tier 1 or Tier 2 strategies, with few progressing to Tier 3. As tiers escalate, a greater level of stakeholder involvement is required.

Tier 1:

Tier 1 strategies are the most cost-effective and therefore allow the widest implementation, so that improvements to safety can be made in many neighborhoods and streets throughout the city. Tier 1 approaches are also the simplest and fastest to implement. This tier includes educational outreach to increase driver awareness and create a culture of safe driving in a neighborhood. Tier 1 may also include enforcement strategies developed in coordination with the sheriff and can also entail the installation of signage to call attention to speed limits and other roadway conditions.

Tier 2:

Tier 2 strategies are typically considered after it is determined that Tier 1 measures have not been effective. Tier 2 measures can include traffic control devices that are justified by appropriate warrants, laws, regulations, or other applicable guidance. Additionally, this tier can include striping and crosswalk projects, and speed feedback signage. The measures classified as Tier 2 usually require a moderate degree of engineering study and design and therefore take longer to evaluate. The implementation of Tier 2 measures typically requires funding in excess of that required for Tier 1 strategies.

Tier 3:

Tier 3 measures include complex/costly physical roadway improvements. Traffic circles, lane reductions, and other strategies can be considered. Tier 3 measures require significant funding for evaluation, design, environmental analysis, and construction. Comprehensive study, data collection, field review of existing conditions, and engineering design are required to substantiate the need for physical improvements and to identify the measures that will have the greatest impact for the specific issue and location involved. These combined efforts result in more complex/costly installations even when raw material costs are low.

Tier	Example	Design Investment	Cost (per item)
1	<ul style="list-style-type: none"> • Education • Enforcement • Advisory Signage 	Low	Staff/Enforcement Time - \$5,000.00
2	<ul style="list-style-type: none"> • Traffic control device (must meet warrant) • Solar speed feedback sign 	Medium	\$2,000.00 - \$7,000.00
3	<ul style="list-style-type: none"> • Physical improvements: traffic circle, lane reduction, choker, channelization, speed cushion 	High	\$20,000+



NEIGHBORHOOD TRAFFIC MANAGEMENT POLICY PROCEDURE

TIER 1 PROCESS

Request

Upon receipt of an NTMP Project Request form (**Attachment B**) from a resident, business, or group, the City Traffic Engineer will initiate evaluation of the request.

Evaluate

Staff will retrieve any historical data on file with the City and make an initial determination about whether the request warrants further study. If so, staff may compile preliminary data, conduct field reviews, and undertake additional studies as may be necessary. Staff evaluation may include:

- Assessment of road geometric conditions, including roadway cross-section, access points, existing traffic control devices, and existing traffic calming measures.
- Speed surveys, cut-through surveys, volume counts, pedestrian and bicyclist counts.
- A review of any accident history.

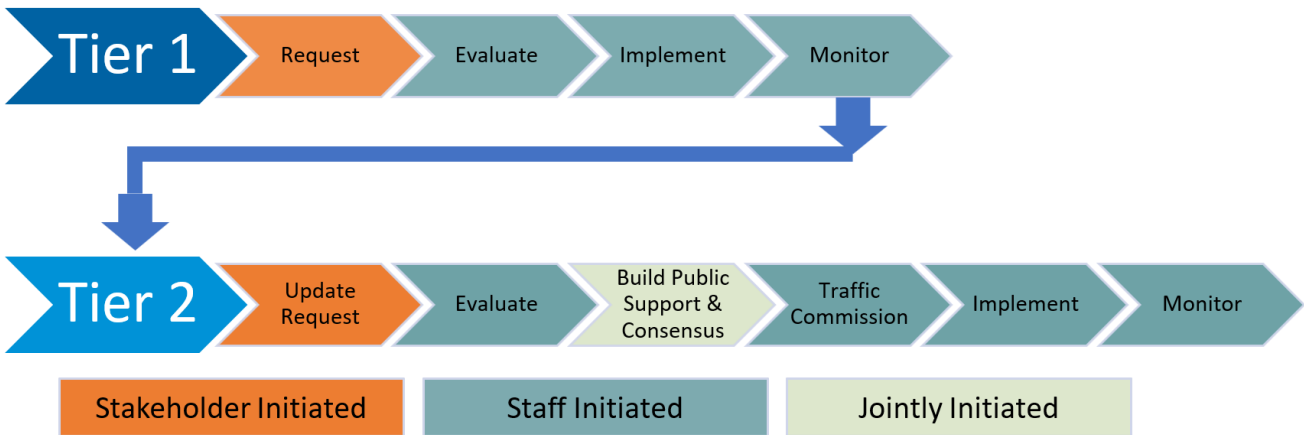
Staff will advise the requestor as to whether the request will advance to the next stage of the process.

Implement

If the City Traffic Engineer determines that implementation of traffic calming measures is warranted, staff will review strategy options, provide recommendations, and issue a work order or coordinate with law enforcement for targeted enforcement, as necessary. Staff will communicate the findings and recommendations to the requestor.

Monitor

Monitoring may be required to determine the efficacy of the traffic calming measures implemented. Based on monitoring results, the City Traffic Engineer may elevate the concern to a Tier 2 process after one year has elapsed. Requests for a street or neighborhood involved in a previous request can likewise be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.





TIER 2 PROCESS

Request

An updated NTMP Project Request Form requesting consideration for elevation to Tier 2 may be submitted one year after implementation of Tier 1 traffic calming measures. Upon receipt, the City Traffic Engineer will initiate an evaluation of the request.

Evaluate

Staff will retrieve any historical data on file with the City and make an initial determination about whether the request warrants further study. If so, staff may compile preliminary data, conduct field reviews, and undertake additional studies as may be necessary. For consideration of elevation to Tier 2, the subject roadway segment or segments 85th percentile speed must be at least 30 miles per hour. The City Traffic Engineer may recommend that Tier 2 improvements be considered in other locations with special characteristics, such as school zones. Requests for a street or neighborhood involved in a previous unsuccessful request can be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.

Build Public Support

Since Tier 2 traffic calming measures typically require multi-location implementation, a minimum 300 foot radius of the potential project will be notified. A larger radius may be required by the City Traffic Engineer. All residents, businesses, and community facilities within the project-defined area of influence are key stakeholders who will be invited to participate in a NTMP workshop focused on the selected traffic calming strategies and will be encouraged to provide feedback to be considered in the final plan. Meetings may be held in in-person or virtual formats. Topics to be covered include:

- Neighborhood concerns
- Field conditions (traffic data, existing constraints, and other data)
- Results from Tier 1 traffic calming efforts
- Potential Tier 2 solutions, including pros and cons of each solution
- Fire access and other safety requirements
- Overview of the Tier 2 approval process

Staff will draft a plan of proposed Tier 2 measures and post it on the City's website for public and stakeholder review and comment. Gathering appropriate support for the concept is the responsibility of the requester. City staff will mail a survey to key stakeholders seeking input. A measure is considered to be supported by key stakeholders if the survey meets the following criteria:

- At least 50% of the key stakeholders fill out and return the completed survey.
- Out of the completed surveys, at least 67% must support the proposed traffic calming measures.
- If the area of influence includes an HOA, the proposed Tier 2 concept must also receive a written letter of support from the HOA.
- If the minimum support is not met, the City may allow the requester the opportunity to perform another round of survey.

- Requests not meeting the minimum support then may be revisited a minimum of one year later.

Traffic Commission

A concept that receives the required level of support from the stakeholders may be advanced by the City Traffic Engineer to Traffic Commission for consideration. Both identification for funding for implementation and Traffic Commission approval are required for the project to move into the implementation phase.

Implement

If funding is available and the Traffic Commission approves implementation of the Tier 2 traffic calming measures, staff will issue a work order or initiate a construction contract as necessary to accomplish the work. Depending upon the scale and cost of the implementation, City Council consideration may be required based on City procurement requirements. Some projects may need to be deferred until sufficient funding is available. Staff will communicate the process and proposed schedule for implementation to the requestor.

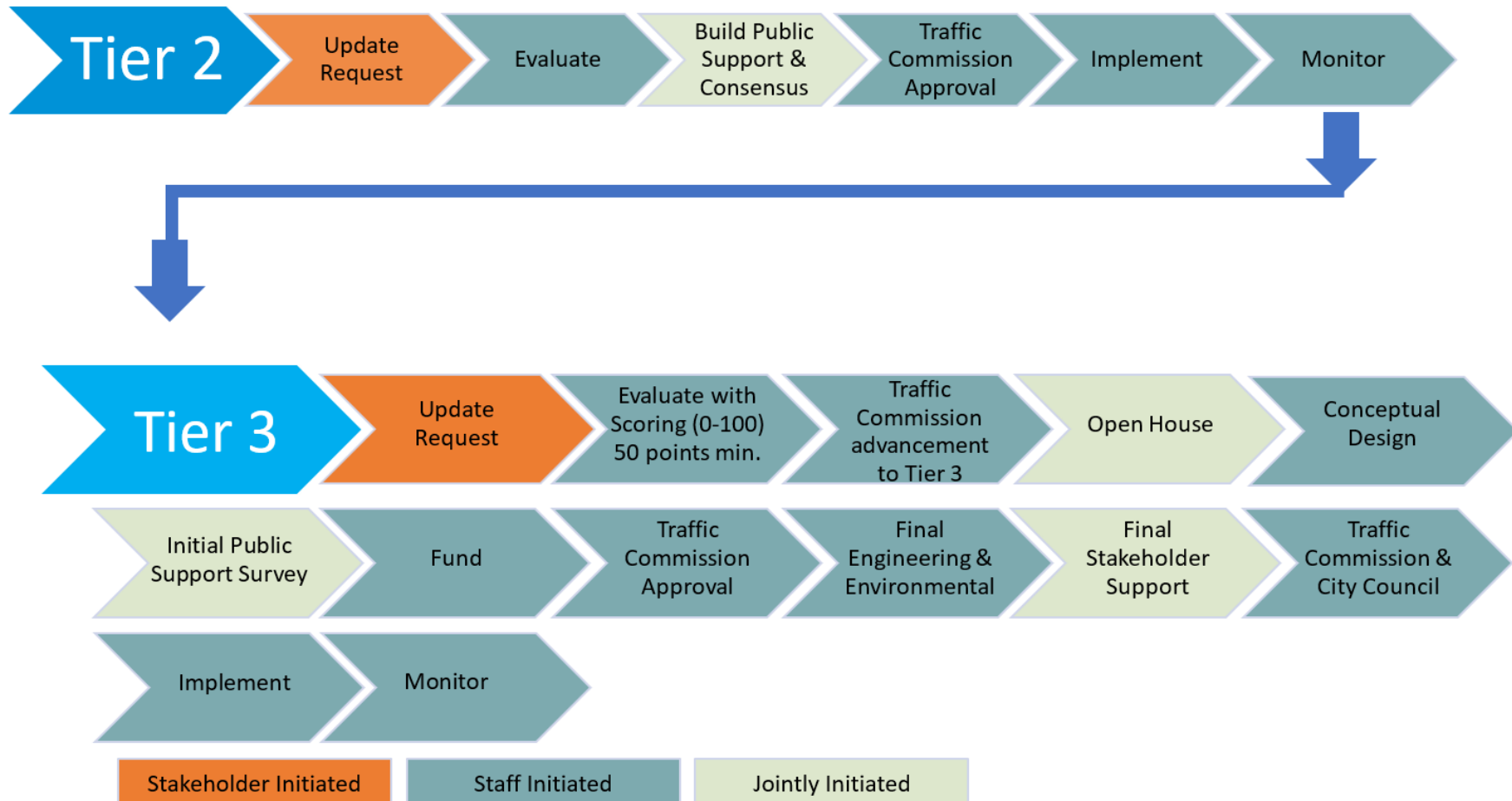
Monitor

Monitoring may be required to determine the efficacy of the traffic calming measures implemented. Monitoring as required by the City Traffic Engineer must be completed six to twelve months after the implementation of the Tier 2 measures and must be timed to account for seasonal variations in traffic volumes. Based on monitoring results, the City Traffic Engineer may elevate the concern to a Tier 3 process after monitoring has been completed and at least one year has elapsed from the implementation of the traffic calming measures. Requests for a street or neighborhood involved in a previous request can be re-evaluated after one year. The City Traffic Engineer may allow an earlier re-evaluation when a significant change of conditions has taken place.

Removal

In unusual cases, monitoring data may indicate that the Tier 2 measures have not yielded appropriate traffic calming benefits. A requestor may then seek the removal of the measures. This request may be submitted on the Traffic Calming Measures Removal Request Form in **Attachment C**, which may, be submitted at least one year after the date of installation. Stakeholders voting in support for the removals must meet all of the same thresholds as were required for the installation of the traffic calming measures.

Neighborhood Traffic Management Policy Tier 2 and Tier 3 Processes



TIER 3 PROCESS

Request

A NTMP Project Request Form requesting to escalate the project to Tier 3 may be submitted after monitoring data has been obtained and at least one year after implementation of Tier 2 traffic calming measures. Requests for a street or neighborhood involved in a previous unsuccessful request to escalate to Tier 3 can be re-evaluated after one year.

Evaluate

Staff will retrieve any historical data on file with the City, and the City Traffic Engineer will make a determination about whether the request warrants further study. For consideration of elevation to Tier 3, the subject roadway segment or segments 85th percentile speed must be at least 35 miles per hour or be found by the City Traffic Engineer to be subject to other special factors. Staff will assess whether the roadway segment meets the threshold for Tier 3 measures according to the scoring rubric below. Roadway segments scoring over 50 points may be deemed eligible for Type 3 evaluation. If so, staff may conduct field reviews and undertake any additional studies necessary to determine if the request should advance in the process.

Tier 3 Scoring Rubric

Criteria	Max Points	Specification
Travel Speed	35	5 points per every 2 miles above 30 mph
Traffic Volumes	30	Average Daily Traffic divided by 100, round up
Collision History	15	5 points per correctable collision within 5 years ¹
Sidewalks	5	5 points if missing sidewalks
School/Community Center/Park	5	5 points if the location of concern is located within 1,000 ft of a high active transportation trips generator such as school, park, etc.
Pedestrian Crossing	5	5 points if the school crosswalk is present or have high pedestrian volumes (10 or more per hour for at least two hours)
Bicycle Activities	5	5 points if high bicycle volume (5 or more bicycles per hour for at least two hours)
Total	100	

¹ See CA MUTCD for definition of correctable collision.



The City Engineer may recommend that the issue advance in the process if monitoring data substantiates that the issues of concern still exist and that the Tier 2 measures have not been successful in achieving effective traffic calming impacts. Staff will advise the requestor as to whether the request will advance to the next stage of the process.

Traffic Commission

After review of Tier 2 monitoring reports, obtaining a scoring rubric of at least 50 points, and consideration of the potential Tier 3 impacts to resolve the issues of concern, the City Traffic Engineer may recommend that the project may be brought to Traffic Commission for Tier 3 consideration. The City Traffic Engineer will then schedule the project for a Traffic Commission hearing. Traffic Commission will review the matter at a public hearing and may direct staff to proceed in the evaluation of potential Tier 3 measures. If the City Traffic Engineer or Traffic Commission decides not to advance the request to Tier 3, the requestor may initiate a new request for potential escalation of the project to Tier 3 a minimum of one year after the date of the City Traffic Engineer's or Traffic Commission's decision, as appropriate.

Open House

City staff will collaborate with the stakeholders to conduct a live or virtual open house discussing key topics including those below. A representative from the Fire Department or County sheriff may attend to articulate the emergency service providers' response needs and any concerns potential traffic calming measures.

- Neighborhood concerns
- Field conditions (traffic data, existing constraints, and other data)
- Emergency response constraints
- Results from Tier 2 traffic calming efforts
- Potential Tier 3 solutions, including pros and cons of Tier 3 strategies
- Refining the Tier 3 concept
- Design, environmental study, and implementation timelines
- Post-implementation monitoring

Conceptual Design

Staff will devise the final conceptual plan and post it on the City's website for public review and comment. Key stakeholders within the impact area will receive updates and be encouraged to offer feedback. Directly affected residents and property owners will be notified and asked to participate in the development of the final conceptual plan.

Initial Public Support Survey

Gathering public support to reach a stakeholder-supported concept is the role of the requestor. The initial survey phase will mirror the process and thresholds for Tier 2. However, key stakeholders for Tier 3 may include a larger influence area of those who could be affected by the proposed traffic calming measures. For instance, a partial street closure might improve traffic conditions on one street or within one neighborhood but have detrimental effects on an adjacent neighborhood. In such scenarios, residents or businesses in both neighborhoods are viewed as key stakeholders, with equal opportunities for input.



An initial letter of support will be required from each individual stakeholder determined by the City Traffic Engineer to be in close proximity to a measure proposed on the plan. The requestor must coordinate to obtain this letter of support. If one or more key stakeholders are not willing to support the installation, City staff will seek to identify an alternative location for the affected traffic calming element. If an alternative location is not feasible, City staff may determine that a modification needs to be made to the concept plan. Further, staff may determine that additional public outreach and stakeholder involvement is required.

Fund

If the preferred concept garners sufficient stakeholder support, City staff will move to identify funding sources. Funding could potentially be generated from grants, the City's Capital Improvement Program (CIP), or alternative funding options. A Traffic Commission recommendation and City Council approval to allocate funds to the project may be required to identify the funding. A project cannot advance in the process until a funding source is identified and funds are secured.

Projects will be funded in order of priority as funding allows. Competing Tier 3 requests will be ranked based on the anticipated level of effectiveness and return on investment. Priority will be given to projects that are cost-effective, offer the greatest opportunity for safety enhancement, and will achieve the most benefits for the largest number of residents and stakeholders.

Traffic Commission

When the initial public support threshold has been met and funding has been identified, Traffic Commission will review the matter at a public hearing. Traffic Commission will consider input from the public and stakeholders, the availability of funding and any restrictions necessitated by the type of funding, and the initial vote of public support. Traffic Commission may direct staff to proceed to final engineering. City Council action may also be required based on the City's procedures for procurement of design consultants.

Final Engineering and Environmental

Staff will initiate an environmental review based on the concept design. The City and/or its consultant will begin to develop the final engineering construction plans. The engineering construction plans can be initiated concurrent with processing the environmental document. However, the plan cannot progress beyond the 30% progress stage until environmental certification is received. Concurrence from the Sheriff and Fire Departments is required for the engineering construction plans.

In this phase, the City may install temporary measures to simulate the effect of the proposed permanent traffic calming measures, which may provide further data to substantiate the permanent improvements.

Final Stakeholder Support

Building stakeholder and community consensus is the role of the requestor. City staff will support the outreach by providing a clear and transparent process, collecting and disseminating the data that support the Tier 3 countermeasures, providing technical expertise, and responding to stakeholder inquiries.

A letter of support will be required from each individual stakeholder determined by the City Traffic Engineer to be in close proximity to a measure proposed on the plan. The requestor must coordinate to obtain this letter of support. If one or more key stakeholders are not willing to support the installation, City staff will



seek to identify an alternative location for the affected traffic calming element. If an alternative location is not feasible, City staff may determine that a modification needs to be made to the concept plan. Further, staff may determine that additional public outreach and stakeholder involvement is required.

If letters of support from the key individuals above are received, the City will conduct a final survey of the wider stakeholder community based upon the engineering construction plans. The survey will mirror the process and thresholds described in Tier 2.

Traffic Commission and City Council

The final engineering construction plans will be presented to the Traffic Commission for an approval recommendation to City Council. Stakeholder and general public input will be requested at the Traffic Commission hearing, and Traffic Commission will consider the result of the final stakeholder survey.

Following an approval recommendation from Traffic Commission, the City Council will hold a properly noticed public meeting to receive the Traffic Commission's recommendations for the Tier 3 project and to receive public input. City Council may then consider adoption of a resolution adopting the environmental report and authorizing advertising for construction bids, thereby initiating the installation process. If the City Council does not support the proposal, the staff may be directed to abandon the plan, revise the plan with the neighborhood, take no further action, or to proceed otherwise as City Council directs.

Implement

Construction of the approved project will usually be carried out by a licensed contractor selected through the City's formal construction bidding process and procurement procedures. Once a contractor is chosen, key stakeholders will be informed of the construction schedule, which is developed and regulated by the selected contractor. Grant or any other funding requirements will be appropriately addressed during implementation.

Monitor

Monitoring will be required to determine the efficacy of the traffic calming measures implemented. Monitoring must be completed six to twelve months after the implementation of the Tier 3 measures and must be timed to account for seasonal variations in traffic volumes; a shorter timeframe would likely yield irrelevant data.

It is possible that monitoring data may indicate that the Tier 3 measures have not yielded the desired traffic calming benefits. However, because the Tier 3 improvements underwent a robust public participation process, resulted in a large expenditure of public funds, and would require a further financial outlay to remove, there is no removal procedure for Tier 3 physical improvements. Modifications to the improvements may be considered through a re-initiation of the Tier 3 process, beginning with the written request, a minimum of two years after the completion of construction and at least one year after the monitoring effort has concluded.

TIER 2 TRAFFIC CALMING MEASURE REMOVAL REQUESTS

In exceptional cases, key stakeholders can petition the City to request the removal of Tier 2 traffic calming measures. However, the following minimum requirements must be met for the removal request to be considered.

Considerations for Removal

The traffic calming measures must have been in place for a minimum of two years, and at least one year after the monitoring effort has concluded and has indicated that the Tier 2 measures were not effective.

Traffic calming measures installed using grant funding are not eligible for removal.

Removal Request Form and Requester's Poll

The requestor must collect signatures from 50% of the stakeholder properties, business locations, or community facilities that were surveyed for the installation. These stakeholders must expressly indicate that they would like the Tier 2 measures removed. The requestor will submit the poll with signatures together with the completed Traffic Calming Measures Removal Request Form included in **Appendix C**.

Formal City Survey

Following receipt of the form and a successful initial poll, the City will initiate a formal survey and include all stakeholders in the influence area.

- A minimum of 50% of the surveys must be returned.
- Of the surveys returned, a minimum of 80% support must be indicated in order for the City to consider the removal.

Traffic Commission

A supported removal request will be presented to the Traffic Commission for review. Stakeholders within the influence area will be notified in advance of the meeting. The Traffic Commission will then provide a recommendation on the removal petition. If Traffic Commission recommends that the removal be approved, funding for the removal must be identified, and then the recommendation will be advanced to City Council.

City Council

Stakeholders within the influence area be notified of the date City Council will consider the removal request. City Council will consider the City Traffic Engineer's analysis, Traffic Commission recommendations, and public comments. If required, the staff will take action based on the City Council's decision.



APPENDIX A – TRAFFIC CALMING MEASURE WORKSHEETS



TIER 1, TIER 2, AND TIER 3 TRAFFIC CALMING MEASURE WORKSHEETS

Typical traffic calming strategies are presented below. Traffic calming measures that do not conform to the California Manual of Uniform Traffic Control Devices (MUTCD) are not included below. Likewise, traffic calming measures such as road closures that may result in inadequate emergency access cannot be considered.

TCM 1-1: Education3

TMC 1-2: Sheriff Presence4

TCM 1-3: Law Enforcement.....5

TCM 1-4: Speed feedback Signs.....6

TCM 1-5: Speed Limit Signs7

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TCM 1-7: warning Signs.....9

TCM 2-1: High Visibilty Crosswalks10

TCM 2-2: Narrow Lanes11

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TCM 3-2: Speed Cushions.....13

TCM 3-3: Center Island Narrowing.....14

TCM 3-4: Curb Radius Reduction15

TCM 3-5: Traffic Circle16

TCM 3-6: Mid-Block Choker.....17

TCM 3-7: Lateral Shift.....18

TCM 3-8: Intersection Bulb-Out.....19

TCM 3-9: Median Barrier.....20

Traffic Calming Cost Estimates

Costs provided herein are rough order of magnitude estimates in 2023 dollars. Actual expenses for each installation will be determined during final engineering.



TIER 1 TRAFFIC CALMING MEASURES

TCM 1-1: EDUCATION

Description:

Communications including conversations, meetings, e-mails, letters, and handouts to residents regarding neighborhood traffic and pedestrian safety issues.

Application:

Traffic education is intended to make residents aware of local residential speed limits and other neighborhood traffic and safety concerns.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Allows residents to express views and obtain answers.▪ Identifies issues of concern and solutions.		<ul style="list-style-type: none">▪ Effectiveness may be limited.▪ Potentially time consuming.▪ Limited audience.	
Special Considerations			
<ul style="list-style-type: none">▪ Meetings need to stay focused on specific traffic issues.			
Cost			
<ul style="list-style-type: none">▪ N/A			

TMC 1-2: SHERIFF PRESENCE

Description:

Sheriff vehicles drive through or stop for a few minutes on residential streets to observe driver behavior.

Application:

Sheriff presence is used to make a visual showing in residential neighborhoods to help discourage speeding.



Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Shows an enforcement presence▪ May help slow vehicle speeds		<ul style="list-style-type: none">▪ Presence without enforcement has limited effectiveness.▪ Limited sheriff resources	
Special Considerations			
<ul style="list-style-type: none">▪ Typically only effective when an officer is present.▪ Used on residential streets with complaint			
Cost			
<ul style="list-style-type: none">▪ Time for law enforcement presence			



TCM 1-3: LAW ENFORCEMENT

Description:

The Sheriff deploys motorcycle or automobile officers to perform targeted enforcement on residential streets.

Application:

Targeted law enforcement is used to make drivers aware of local speed limits and to reduce speeds by issuing citations.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Effective, visible enforcement▪ Driver awareness increased▪ Can be used at short notice▪ Can reduce speeds temporarily		<ul style="list-style-type: none">▪ Temporary measure▪ Requires long term use to be effective▪ Limited sheriff resources	
Special Considerations			
<ul style="list-style-type: none">▪ Typically only used on residential streets with documented speeding problems.▪ Typically only effective while officer is actually monitoring speeds.▪ Benefits are short-term without regular periodic enforcement.			
Cost			
<ul style="list-style-type: none">▪ Time for law enforcement presence			



TCM 1-4: SPEED FEEDBACK SIGNS

Description:

A portable device equipped with a radar unit that detects, displays, and records the speed of passing vehicles. The sign can be set to display the speed on its screen or to show a blank screen for data collection only.

Application:

Display mode may help discourage speeding on neighborhood streets through education by showing drivers their current speed.

Advantages	Disadvantages
<ul style="list-style-type: none">▪ Effective educational tool▪ Good public relations tool▪ Encourages speed compliance.▪ Can reduce speeds temporarily	<ul style="list-style-type: none">▪ Not an enforcement tool▪ Ineffective on multi-lane roadways▪ Less effective on high volume streets▪ Limited resources to install; costly maintenance
Special Considerations	
<ul style="list-style-type: none">▪ Can be installed on a street light standard.▪ Typically only effective in reducing speeds when the sign is present and set on display mode.▪ Some motorists may speed up to try to register a high speed on display mode.▪ Recommend for temporary use only as effectiveness decreases as drivers become accustomed to the sign.	
Cost	
<ul style="list-style-type: none">▪ \$5,000 each unit.	



TCM 1-5: SPEED LIMIT SIGNS

Description:

Signs for a 25 mile per hour speed limit may be installed on neighborhood residential streets that meet the legal definition of a RESIDENCE DISTRICT.

Application:

Speed limit signing encourages slower vehicle speeds along residential streets. Signs are only installed along streets where speeding is a problem.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Clearly indicates prima facie speed limit▪ Usually popular with residents▪ Low cost of installation		<ul style="list-style-type: none">▪ Not effective by themselves▪ May add to sign clutter▪ Increased cost of maintenance	
Special Considerations			
<ul style="list-style-type: none">▪ Typically only installed on streets where speeding is a documented problem.▪ Requires enforcement to be effective.			
Cost			
<ul style="list-style-type: none">▪ \$400 per sign.			



TCM 1-6: SPEED LIMIT PAVEMENT LEGENDS

Description:

Painting of speed limit legends on the roadway adjacent to speed limit signs.

Application:

Speed limit pavement legends increase driver awareness of the speed limit to help reduce speeding.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Supplement to speed limit signs▪ May help reduce speeds▪ Usually popular with residents		<ul style="list-style-type: none">▪ Not effective or legal by themselves▪ Increase in maintenance cost	
Special Considerations			
<ul style="list-style-type: none">▪ Should only be installed on streets where speeding is a documented problem.			
Cost			
<ul style="list-style-type: none">▪ \$300 per legend			



TCM 1-7: WARNING SIGNS

Description:

Standard warning signs give drivers advanced notice of roadway conditions.

Application:

Warning signs advise motorists to reduce their speed.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Informs motorists of roadway conditions▪ Low cost of installation		<ul style="list-style-type: none">▪ May add to sign clutter▪ Increased cost of sign maintenance▪ Not a regulatory sign	
Special Considerations			
<ul style="list-style-type: none">▪ Advisory only, cannot be enforced.			
Cost			
<ul style="list-style-type: none">▪ \$400 per sign.			



TIER 2 TRAFFIC CALMING MEASURES

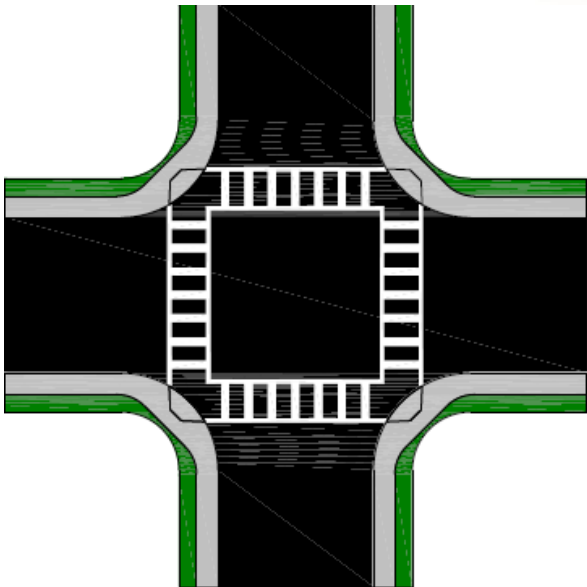
TCM 2-1: HIGH VISIBILITY CROSSWALKS

Description:

High visibility crosswalks are established by painting stripes between the crosswalk’s outer boundary lines.

Application:

High visibility markings increase crosswalk visibility to drivers.



Advantages		Disadvantages	
<ul style="list-style-type: none">▪ More visible to the driver than traditional crosswalks		<ul style="list-style-type: none">▪ May give a false sense of security to pedestrians▪ Higher maintenance costs	
Special Considerations			
<ul style="list-style-type: none">▪ Should only be considered at controlled intersections where painted crosswalks already exist.▪ Pedestrians may place too high a reliance on its ability to control driver behavior.▪ Can be used at high pedestrian volume crossing locations.			
Cost			
<ul style="list-style-type: none">▪ Design: \$10,000 per intersection▪ Installation & Materials: \$1,500 to \$7,000 each.			



TCM 2-2: NARROW LANES

Description:

Striping is used to visually narrow traffic lanes. Striping can be used to create or add to bicycle and/or parking lanes or to define horizontal traffic calming measures.

Application:

Narrowing lanes with striping is used to help slow vehicle speeds. Horizontal measures can be simulated with striping but are not as effective as measures that use physical improvements to deflect traffic.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ May reduce travel speeds▪ May improve safely		<ul style="list-style-type: none">▪ Not effective as stand-alone measure▪ May lead to loss of parking▪ Increases regular maintenance costs▪ Some residents may oppose striping on neighborhood streets▪ Increases resurfacing costs	
Special Considerations			
<ul style="list-style-type: none">▪ Narrowed travel lanes create “friction” to help slow vehicle speeds.▪ Can be installed quickly in some circumstances.▪ Designated bicycle lanes, buffers, and/or parking lanes can be created.			
Cost			
<ul style="list-style-type: none">▪ Design: Varies▪ Installation & Materials: \$0.75 per linear foot, depending upon quantity of striping to be installed.			



TIER 3 TRAFFIC CALMING MEASURES

TCM-3-1: TURN RESTRICTION SIGNS

Description:

Standard “No Left Turn”, “No Right Turn”, or “Do Not Enter” signs are used to prevent undesired turning movements onto residential streets.

Application:

Turn restriction signing is used to reduce cut-through traffic on residential streets.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Redirects traffic to main streets▪ Reduces cut-through traffic▪ Low cost		<ul style="list-style-type: none">▪ May divert traffic to other streets▪ Inconvenient to residents▪ Enforcement required▪ Adds to sign clutter▪ Violation rates can be high without enforcement	
Special Considerations			
<ul style="list-style-type: none">▪ Installed at entry points of a neighborhood to prevent traffic from entering.▪ Has little or no effect on speeds for through vehicles.▪ With active enforcement, violation rates can be reduced.			
Cost			
<ul style="list-style-type: none">▪ Design: Varies▪ Installation & Materials: \$400 per sign			



TCM 3-2: SPEED CUSHIONS

Description:

Prefabricated rubber or field-formed asphalt approximately 3 inches in height and 7-12 feet in length are installed in a series across a roadway. Transverse cuts across the cushion allow some emergency vehicles to pass without vertical deflection.

Application:

Reduce vehicle speeds without significantly impacting some emergency vehicle response times.

Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Reduce vehicle speeds▪ May reduce vehicle volumes		<ul style="list-style-type: none">▪ May increase noise▪ May be considered unattractive▪ May divert traffic to other streets▪ Perception of reducing property values▪ Increased maintenance costs▪ Some emergency vehicles impacted by slowing response times	
Special Considerations			
<ul style="list-style-type: none">▪ Requires special signing and markings.▪ 150-ft minimum from a traffic control device▪ Minimum street length of 300 feet▪ Maximum street grade of 7%			
Fire Department and Sheriff Evaluation			
<ul style="list-style-type: none">▪ Fire Department and sheriff must approve speed cushion locations.			
Cost			
<ul style="list-style-type: none">▪ Design/Engineering: \$1,000 per pair▪ Installation: \$2,000 - \$2,000 per pair▪ Materials: \$4,000 - \$6,000 each (prefabricated).			



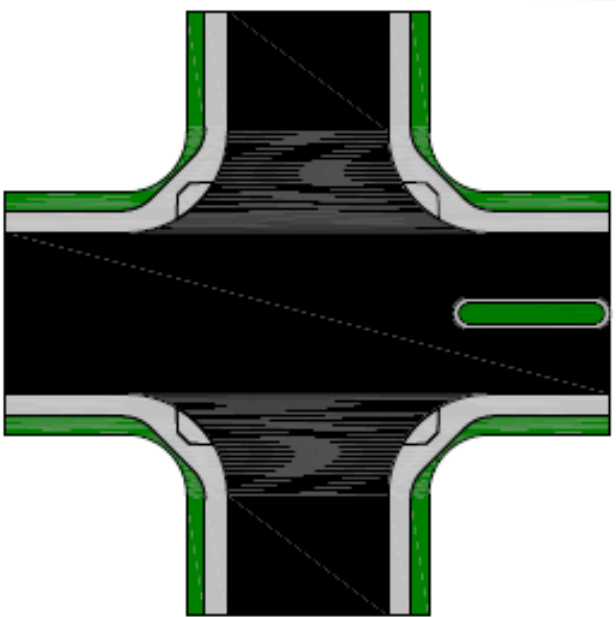
TCM 3-3: CENTER ISLAND NARROWING

Description:

Center island narrowing is the construction of a raised median island in the center of a wide street.

Application:

Center islands are installed on wide streets to help lower speeds by narrowing the roadway, to prohibit left-turn movements or to provide a mid-point refuge area for pedestrians.



Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Reduces vehicle speeds▪ Can reduce vehicle conflicts▪ Reduces pedestrian crossing width▪ Landscaping opportunity		<ul style="list-style-type: none">▪ May require parking removal▪ May reduce driveway access▪ May impact emergency vehicles▪ May divert traffic to other streets	
Special Considerations			
<ul style="list-style-type: none">▪ When used to block side street access, may divert traffic.▪ May visually enhance the street with landscaping.▪ Bicyclists prefer not to have travel way narrowed.			
Cost			
<ul style="list-style-type: none">▪ Design: \$10,000 (minimum)▪ Installation & Materials: \$14,000 to \$28,000 each.			



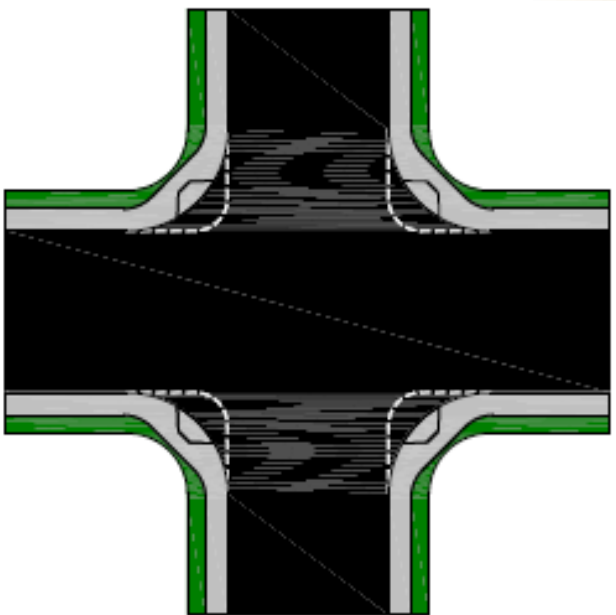
TCM 3-4: CURB RADIUS REDUCTION

Description:

Replacement of existing larger radius intersection curb returns with smaller radius curb returns.

Application:

Curb radius reductions slow vehicle turning speeds and shorten pedestrian crossing distance.



Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Shorter pedestrian crossing width▪ Slower vehicle turning speeds▪ Opportunity for landscaping		<ul style="list-style-type: none">▪ Impacts large vehicle turns	
Special Considerations			
<ul style="list-style-type: none">▪ Careful attention needs to be given to drainage issues and turning radii.			
Cost			
<ul style="list-style-type: none">▪ Design: \$10,000 (minimum)▪ Installation & Materials: \$12,000 to \$18,000 (four-leg intersection)			



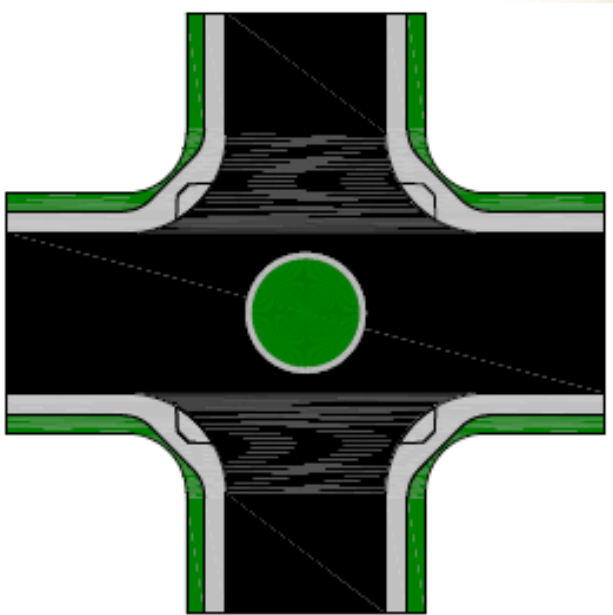
TCM 3-5: TRAFFIC CIRCLE

Description:

Traffic circles are raised circular islands installed in an existing intersection. Traffic circles require drivers to slow down to maneuver around the circle.

Application:

Traffic circles provide speed control.



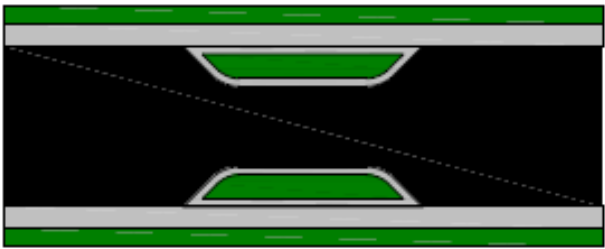
Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Effectively reduces vehicle speeds▪ Reduces collision potential▪ Better side-street access▪ Opportunity for landscaping		<ul style="list-style-type: none">▪ May require additional rights/ right-of-way from adjacent properties▪ May increase bicycle/automobile conflicts and emergency vehicle response time▪ Can restrict large vehicle access; some left-turning vehicles must negotiate circle clockwise	
Special Considerations			
<ul style="list-style-type: none">▪ Traffic circles are best used in a series or with other devices.▪ About 30 feet or curbside parking must be prohibited in advance of circle.▪ Requires installation of signs and pavement markings.▪ Traffic circles are less effective at T-intersections.▪ May impact drainage and/or driveways			
Fire Department and Sheriff Department Evaluation			
<ul style="list-style-type: none">▪ Fire Department and Sheriff must approve traffic circle locations.			
Cost			
<ul style="list-style-type: none">▪ Design: \$20,000 (minimum)▪ Installation & Materials: \$20,000 to \$35,000 per intersection.			



TCM 3-6: MID-BLOCK CHOKER

Description:

Mid-block chokers are curb extensions that narrow a street by extending the curbs towards the center of the roadway. The remaining street cross-section consists of two narrow lanes.



Application:

Reduces speeds by narrowing the roadway so two vehicles can pass slowly in opposite directions.

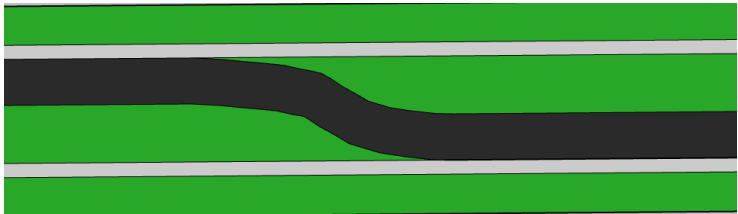
Advantages	Disadvantages
<ul style="list-style-type: none">▪ Effectively reduces vehicle speeds▪ Shorter pedestrian crossing width▪ Opportunity for landscaping	<ul style="list-style-type: none">▪ May require parking removal▪ May create hazard for bicyclists▪ May create drainage issues▪ May impede truck movements▪ May impact driveway access
Special Considerations	
<ul style="list-style-type: none">▪ Preferred by many emergency response agencies over other measures.▪ Provide opportunities for landscaping.	
Cost	
<ul style="list-style-type: none">▪ Design: \$10,000 (minimum)▪ Installation & Materials: \$14,000 per location.	



TCM 3-7: LATERAL SHIFT

Description:

A lateral shift is the construction of curb extensions that create a horizontal deflection drivers must negotiate.



Application:

A lateral shift helps reduce vehicle speeds.

Advantages	Disadvantages
<ul style="list-style-type: none">▪ Effectively reduces vehicle speeds▪ Low impact on emergency vehicles▪ Opportunity for landscaping	<ul style="list-style-type: none">▪ Loss of parking▪ Increase maintenance▪ May impact driveways and drainage▪ May be expensive
Special Considerations	
<ul style="list-style-type: none">▪ Most effective when traffic volumes are approximately equal in both directions.▪ May increase conflicts with pedestrians and bicyclists.▪ 	
Cost	
<ul style="list-style-type: none">▪ Design: \$10,000 (minimum)▪ Installation & Materials: \$14,000 to \$28,000 per location.	



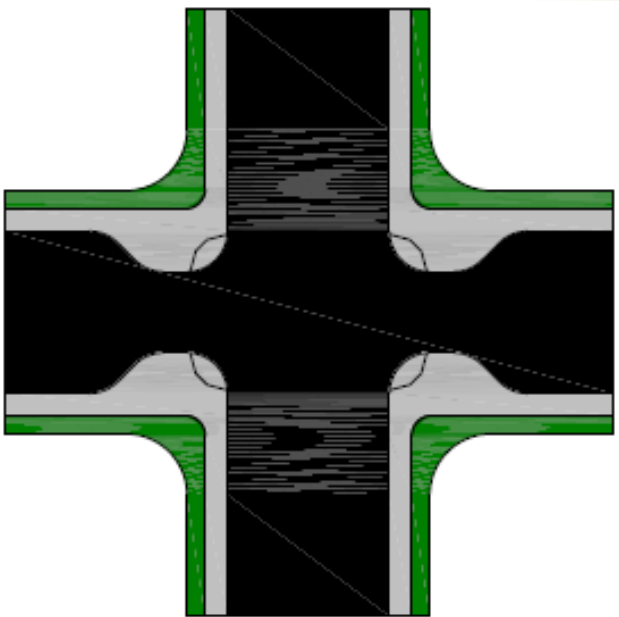
TCM 3-8: INTERSECTION BULB-OUT

Description:

Intersection bulb-outs narrow the street by extending the curb returns toward the center of the roadway.

Application:

Bulb-outs are used to narrow the roadway and to create shorter pedestrian crossings. They also influence driver behavior by changing the appearance of the street.



Advantages		Disadvantages	
<ul style="list-style-type: none">▪ Improved pedestrian visibility▪ Shorter pedestrian crossing width▪ May reduce vehicle speeds▪ Opportunity for landscaping		<ul style="list-style-type: none">▪ May require parking removal▪ May create hazard for bicyclists▪ May create drainage issues▪ Impacts large vehicle turns	
Special Considerations			
<ul style="list-style-type: none">▪ Intersection bulb-outs at transit stops may enhance service.▪ Landscape maintenance must be provided to preserve sight distances.			
Cost			
<ul style="list-style-type: none">▪ Design: Varies▪ Installation & Materials: \$14,000 to \$28,000 (four-leg intersection).			



TCM 3-9: MEDIAN BARRIER

Description:

Median barriers are raised islands constructed through intersections that prevent left turns and side street through movements.

Application:

Median barriers reduce cut-through traffic.



Advantages	Disadvantages
<ul style="list-style-type: none">▪ Redirects traffic to other streets▪ Reduces cut-through traffic▪ Provides a pedestrian refuge area▪ Opportunity for landscaping	<ul style="list-style-type: none">▪ Redirects traffic to other streets▪ Increases trip lengths▪ May impact emergency response times▪ Creates a physical obstruction
Special Considerations	
<ul style="list-style-type: none">▪ Should not be used on critical emergency response routes.▪ Landscaping needs to be carefully designed to not restrict visibility for motorists, bicyclists, and pedestrians.	
Fire Department and Sheriff Department Evaluation	
<ul style="list-style-type: none">▪ Use requires extensive evaluation of the specific location and potential impacts to emergency response times.	
Cost	
<ul style="list-style-type: none">▪ Design: \$10,000 (minimum)▪ Installation & Materials: \$14,000 to \$28,000 each.	



APPENDIX B – NEIGHBORHOOD TRAFFIC CALMING POLICY APPLICATION



CITY OF SAN MARCOS

NEIGHBORHOOD TRAFFIC CALMING APPLICATION

This application is required to request City staff to begin a traffic calming evaluation. Please contact Traffic Engineering at (760)744-1050 Ext.3246 with any questions.

Submit completed application in person, via mail, or via email to:

City of San Marcos
Transportation Engineering
1 Civic Center Drive
San Marcos, CA 92069
trafficdivision@san-marcos.net

Date: _____

Neighborhood Representative/Point of Contact: _____

Address: _____ **E-mail:** _____

Zip Code: _____ **Phone:** _____

Name of Homeowner’s Association (if any) & Contact Person: _____

Location of Traffic Problem, Street(s), and/or Intersection(s):

Nature of Concern:

Please rank from 1 to 6, with 1 being the most severe.

	Speeding		Child Safety Issues
	Traffic Volume/Cut Through Traffic		School Zone Issues
	Accident Problem (Please describe below)		Other (Please explain below)

Office Use Only	___ App. Rec’d	___ Tier 1	___ Tier 2	___ Tier 3
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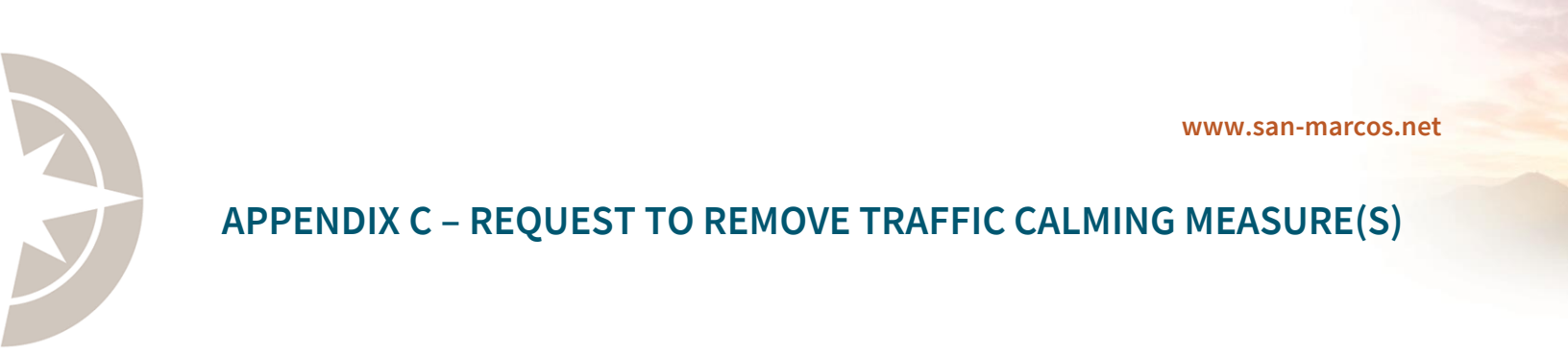


Have you contacted the city before about your concerns? If yes, please explain and include relevant information such as location, date, and any resolution or responses from the city:

What day(s) of the week & time(s) does the problem appear to be the worst?

Describe what you feel is causing the problem in your area:

What do you think would best help this situation?



APPENDIX C – REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S)



REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S)

Date: _____

Contact Person: _____

Contact Person Address: _____

Contact Person Telephone: _____

Name of Homeowner’s Association (if any) & Contact Person:

The undersigned (next page) state that they are requesting the City of San Marcos consider removing the traffic calming measure(s) installed on _____ (street name).

The measure(s) to be removed are:

Note: The requestor must collect signatures from 50% of the stakeholder properties, business locations, or community facilities that were surveyed for the installation. These stakeholders must expressly indicate that they would like the Tier 2 measures removed. Once a valid preliminary signature poll is received, staff will initiate the formal City Survey process, as indicated in the City of San Marcos Neighborhood Traffic Management Program. Coordination with City staff is recommended to identify the survey catchment area.

Office Use Only

Traffic Calming Tier: ____ Tier 1 ____ Tier 2 ____ Tier 3

Preliminary Signature Poll Attached and Sufficient? ____ Yes ____ No

Installation Date: _____

Elapse Time: _____

Follow up study: ____ Yes ____ No

Effectiveness Note:



REQUEST TO REMOVE TRAFFIC CALMING MEASURE(S) – PRELIMINARY SIGNATURE POLL

The undersigned further state they have read the Travel Calming Removal Process section contained in the City of San Marcos Neighborhood Traffic Management Program and expressly indicate that they would like the Tier 2 traffic calming measure(s) installed at the location below to be removed.

Name	Address	Telephone	Signature
1.			
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(Attach additional sheets as necessary)