

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: November 06, 2024 | 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

August 07, 2024

6. OLD BUSINESS

None

7. NEW BUSINESS

- a. Rancho Dorado Neighborhood Traffic Management Program Report

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 October 30, 2024, of this agenda in the glass display case at the north entrance of City Hall.

DATED: October 30, 2024

Gina Jackson,
Traffic Commission Secretary



MINUTES

Regular Meeting of the Traffic Commission

WEDNESDAY, AUGUST 07, 2024

City Council Chambers

1 Civic Center Drive, San Marcos, CA 92069

1. CALL TO ORDER

At 6:00 p.m. Traffic Commission Chair Neill Kovrig called the meeting to order.

2. PLEDGE OF ALLEGIANCE

Commissioner Pederson led the Pledge of Allegiance.

3. ROLL CALL

PRESENT:	COMMISSIONERS:	SCHELLENGER, PEDERSON, ERICKSON, KOVRIG, HILMES, CARROLL, HOAGLIN
ABSENT:	COMMISSIONERS:	CLARK, FREEMAN

Also present:

Edd Alberto, City Traffic Engineer, City of San Marcos

Damian Schoenecke, Associate Engineer – Traffic, City of San Marcos

Gina Jackson, Senior Office Specialist, City of San Marcos

Sgt. Charles Morreale, Traffic Sheriff, County of San Diego

4. ORAL AND WRITTEN COMMUNICATIONS:

None

5. APPROVAL OF MINUTES

Approval of Minutes, June 05, 2024

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

AYES:	COMMISSIONERS:	SCHELLENGER, PEDERSON, ERICKSON, KOVRIG, HILMES, CARROLL, HOAGLIN
NOES:	COMMISSIONERS:	NONE
ABSENT:	COMMISSIONERS:	CLARK, FREEMAN
ABSTAIN:	COMMISSIONERS:	NONE

Per staff's request, items 8d and 8e will be taken out of order and presented before item 6a.

6. OLD BUSINESS

- a. Rancho Dorado Community – One Year Traffic Calming Review
Associate Engineer – Traffic, Damian Schoenecke gave the presentation.

Commissioners Discussions: Notification of HOA regarding this meeting.

Staff Response: Yes, the HOA was notified of this meeting.

7. NEW BUSINESS

None

8. REPORTS AND INFORMATION ITEMS

- a. **Presentation – Neighborhood Traffic Management Policy One Year Update**
- b. **Presentation – Traffic Management Center – Traffic Signal Optimization Results**
- c. **Work Order Updates**
- d. **Presentation – Land Development Updates**

Commissioners Discussions: Need for traffic signal at the Industrial St and Barham Dr intersection; appreciate balance of bike lanes and on street parking.

Staff Response: The traffic signal is proposed to enhance pedestrian connectivity supporting the student housing connections to the campus and Cal State San Marcos Sprinter Station.

- e. **Presentation – Capital Improvement Program Update**

Commissioners Discussions: Question if City staff is applying slurry seal to private roads; estimated time of completion for pavement rehab; construction during off peak hours; changes to backups in the Creekside Market Place; Double Peak school queuing update.

Staff Response: Private roads are maintained by the residents of that road. The hope is to have the repaving of San Marcos Blvd conducted during the summer when school is not in session. Staff is currently working on the phasing portion of this project. All elements, such as off-peak hours are considered. The Creekside Market Place is not part of the scope for San Marcos Blvd. Traffic Engineering will look into the traffic issue at Creekside Market Place. Staff has not received updates from the School District regarding Double Peak school but will follow-up.

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

DUI/Alcohol Arrests:	Jun (11)	Jul (11)	YTD (110)
DUI Accidents:	Jun (7)	Jul (3)	YTD (50)
Fatal Collisions:	Jun (0)	Jul (0)	YTD (4)
Injury Collisions:	Jun (14)	Jul (21)	YTD (127)
Non-Injury Collisions:	Jun (27)	Jul (27)	YTD (193)
Pedestrian Collisions:	Jun (0)	Jul (2)	YTD (13)
Bicyclist Collisions:	Jun (2)	Jul (1)	YTD (19)
Motorcycle Collisions:	Jun (4)	Jul (2)	YTD (13)
NTA Citations/Hazardous:	Jun (122)	Jul (86)	YTD (987)
NTA Citations/Non-Hazardous	Jun (42)	Jul (123)	YTD (486)

- g. Traffic Commission Commentary:** Updates from NCTD regarding NCTD+ pilot project; need better advertising for this program; app is easy to use.
- h. Staff Commentary:** Staff has not received any updates but will follow-up with NCTD to return to present data in late 2024;early 2025, the pilot project needs more time to develop and see how the start of school for CSU San Marcos impacts ridership. Staff is working with a consultant to monitor school drop-off/pick-up times and recommend timing plans to improve traffic signal coordination during these times of day.

ADJOURNMENT

Chairman Kovrig adjourned the meeting at 7:01 p.m.

NEILL KOVRIG, 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: November 6, 2024
AGENDA ITEM NO: 7A
SUBMITTED BY: Damian Schoenecke, EIT – Associate Engineer
REVIEWED BY: Edd Alberto –City Traffic Engineer
APPROVED BY: Stephanie Kellar – Deputy City Engineer
SUBJECT: Rancho Dorado Community – NTMP Tier 3 Evaluation

BACKGROUND:

The Rancho Dorado Neighborhood is a residential community of 276 homes located at the western edge of the City, with its main entrance at White Sands Drive along San Marcos Boulevard. The neighborhood also has a second entrance at Rancho Santa Fe Road via Island Drive. The neighborhood is primarily characterized by single family homes. The community has significant topography and thus varying roadway grades and geometry. At the center of the community is Simmons Family Park, a public park, which is accessible via Rocky Point Way and through a network of trails in the community.

Since 2013, at the approval of Traffic Commission, staff have implemented various traffic safety countermeasures such as evaluating and installing an all-way stop control at the intersection of White Sands Drive and Sea Island Place; installing “25 MPH” speed limit signs with supplemental pavement markings; and installing traffic delineators on White Sands Drive to reduce the roadway width, which were later removed by the City in response to resident complaints of the delineators’ unappealing aesthetic.

At the October 2022 Traffic Commission meeting, staff presented the existing conditions evaluation of the community’s continued concerns with speeding and cut-through traffic. Staff concluded that the perceived cut-through traffic was less than significant and did not warrant additional treatment. The data showed the 85th percentile speeds on the roadways were 1.1 mph to 12.7 mph over the speed limit. City staff recommended measures that included the installation of additional “25 MPH” speed limit signs with supplemental pavement markings, deployment of mobile speed radar trailers, and continued enforcement by the Sheriff department.

Staff also made an additional recommendation to the community to add edge and centerline striping. This additional measure was presented by staff for discussion but not recommended to Traffic Commission, as the community did not desire to have striping improvements on the neighborhood roadways.

Traffic Commission accepted staff's recommendations and directed staff to include the installation of edge striping and partial centerline striping that had been excluded from staff's formal recommendation to Traffic Commission. Traffic Commission also instructed staff to return to provide two staff updates within one year of installation. Installation of the speed limit signage and supplemental striping measures were completed on May 3, 2023.

Staff provided the first six-month update at the January 2024 Traffic Commission meeting, which concluded that 85th percentile speeds had increased slightly between January 2022 and October 2023. Staff discussed that the increased speeds were potentially due to insufficient time after striping implementation for driver behavior to adapt, with the October 2023 data set potentially being an outlier not truly representative of past conditions. Another potential cause discussed was the lack of centerline striping, which was opposed by the community from an aesthetic standpoint; lack of centerline striping may not have provided enough friction to slow vehicles.

Recommendations from staff at the January 2024 Traffic Commission meeting included additional enforcement by the Sheriff Department, deployment of mobile speed trailers, and the performance of additional speed studies. Final recommendations were to be reported to Traffic Commission one year after the installation.

During the August 2024 Traffic Commission meeting, staff provided a one-year update along with final recommendations based on data collected in March and April 2024. The findings showed mixed results from the striping changes implemented over the past year. Coast Avenue and White Sands Drive both showed the 85th percentile speed increasing from the baseline data before normalizing at 32 mph. White Sands Drive showed a reduction from the baseline speed of 35 mph, whereas Coast Avenue was higher than the baseline speed. The results showed that the 85th percentile speeds from the resulting study are consistent with the posting of a 25 mph speed limit, based on the rounding prescribed by the California Vehicle Code and California Manual on Uniform Traffic Control Devices. Rocky Point Way was not studied during this time, since the previous data collection showed the 85th percentile speed was still within 5 mph of the posted speed limit.

Final recommendations from City staff were to continue enforcement by the Sheriff Department and the occasional deployment of mobile speed radar trailers. Staff recommended that further requests

for traffic calming measures be submitted according to the Neighborhood Traffic Management Policy. Traffic Commission accepted these recommendations.

DISCUSSION:

The Neighborhood Traffic Management Policy was approved by Traffic Commission August 2023, which was after the installation of initial traffic calming measures in this area. These initial measures included enforcement, signage, and striping, primarily falling within the Tier 2 category that was subsequently established by the NTMP. Residents in the Rancho Dorado Neighborhood submitted an application under the newly approved NTMP for traffic calming on September 9th, 2024. While new requests are required to enter the process as Tier 1, Rancho Dorado's application was evaluated as Tier 3 due to the previously implemented measures.

Speed studies were performed on White Sands Drive, Coast Avenue, Island Drive, and Rocky Point Way in September/October 2024. Results are shown below in **Table 1**.

Table 1 –Speed Study Results

Location	85 th Percentile Speed (mph)						
	Posted Speed	Jan 2022	April 2022	Oct 2023	March 2024	April 2024	Sept/Oct 2024
Coast Ave	25	28.6	n/a	30.5	34	32	32
White Sands Drive	25	35	n/a	36	31	32	32
Island Drive	25	37.7	n/a	40.5	34	34	40
Rocky Point Way	25	n/a	27	n/a	n/a	n/a	28

The September/October 2024 speed data shows the following results as compared to previous data:

- Coast Avenue shows that the 85th percentile speed has remained consistent with the previously recorded speeds in April 2024 of 32 mph with a peak speed of 34 mph in March 2024. The average daily traffic volume was recorded as 852 vehicles per day.
- White Sands Drive shows that the 85th percentile speed has remained consistent with the previously recorded speeds in April 2024 of 32 mph with a peak speed of 36 mph in October 2023. The average daily traffic volume was recorded as 900 vehicles per day.
- Island Drive shows that the 85th percentile speed has increased from the previously recorded speeds in April 2024 of 34 mph to 40mph with a peak speed of 40.5 mph in October 2023. The average daily traffic volume was recorded as 1,169 vehicles per day.

- Rocky Point Way shows that the 85th percentile speed has increased from the previously recorded speeds in April 2022 to a peak speed of 28 mph in October 2024. The average daily traffic volume was recorded as 301 vehicles per day.

Collision history was researched for the study roadways, between 10/1/2019 and 10/1/2024, and found no correctable collisions reported.

As outlined in the NTMP, to continue the Tier 3 process of considering countermeasures, the 85th percentile speed on the roadway segment(s) must be at least 35 miles per hour, or special factors must be identified by the City Traffic Engineer. In addition, the study roadways are required to score over 50 points based on criteria established by the NTMP. The scoring rubric is shown below in **Table 2**.

Table 2 – 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
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	

The September/October 2024 speed studies show that Coast Avenue, White Sands Drive, and Rocky Point Way do not meet the minimum 85th percentile speed of 35 mph and therefore would not qualify to continue the Tier 3 process. Island Drive, however, meets this threshold with a recorded 85th percentile speed of 40mph.

Pedestrian and bicycle volumes were not collected for White Sands Drive, Coast Avenue, or Rocky Point Way because the recorded 85th percentile speeds were below the 35mph threshold for Tier 3 measures. Pedestrian counts collected for Island Drive showed that there were 10 or more pedestrians per hour for at least two hours. Bicycle volumes on Island Drive also had more than 5

bicycles per hour for at least two hours. Points were awarded for each of these categories in the Tier 3 scoring rubric.

Based on the data, Island Drive meets the minimum scoring requirement. **Table 3** summarizes the scoring results.

Table 3 – Rancho Dorado Tier 3 Scoring Rubric

Criteria	Island Drive
Travel Speed	25
Traffic Volumes	12
Collision History	0
Sidewalks	0
School/Community Center/Park	5
Pedestrian Crossing	5
Bicycle Activities	5
Total	52
85 th % 35mph or greater?	Yes
Qualify for Tier 3?	Yes

RECOMMENDATIONS

Three roadways, White Sands Drive, Coast Avenue, and Rocky Point Way do not meet the requirements to proceed with the Tier 3 process; Island Drive meets the requirements to continue with the Tier 3 process.

Staff recognizes the Rancho Dorado community desires traffic calming measures. Staff previously recommended centerline striping along the full corridors of White Sands Drive, Coast Avenue, and Rocky Point Way as countermeasures that would have provided additional friction by visually narrowing travel lanes. These sections of striping were not installed due to lack of community support and community perception that the measure was aesthetically unappealing. The implemented traffic calming measures, such as edge and partial centerline striping, have contributed to modest speed reductions in certain areas, though their overall impact on slowing traffic has been limited.

Staff recommends the following:

White Sands Drive, Coast Avenue, and Rocky Point Way. These roadways within the Rancho Dorado Community do not meet the minimum requirements to continue the Tier 3 process.

Prior to the implementation of the NTMP, City staff investigated neighborhood concerns of speeding within Rancho Dorado. After data collection and evaluation, staff recommended the use of the now-approved NTMP Tier 2 measures: centerline striping along the lengths of White Sands Drive, Coast Avenue, Island Drive, and Rocky Point Way. These components of the staff recommendation did not have the support of the community and were not implemented at that time.

As these three roadways do not meet the minimum 85th percentile speed of 35 mph for Tier 3 measures, staff recommend moving the request to the community engagement step in the Tier 2 process to determine the level of support for implementing the Tier 2 measures that were not previously installed. In addition, staff recommend continued enforcement by the Sheriff and occasional deployment of mobile speed trailers.

Island Drive. This roadway qualifies to continue the Tier 3 process, and staff recommend continuing the process for Tier 3 to evaluate measures to implement on Island Drive. Should the Traffic Commission direct staff to not to continue with Tier 3 advancement, staff recommend the aforementioned measures consistent with the three roadways in Rancho Dorado.

ATTACHMENTS

1. NTMP24-03 Final Report



October 23, 2024

Matt Reaber
2142 Coast Avenue
mreaber@gmail.com
619-856-6110

**RE: NTMP24-03 – Rancho Dorado (White Sands Drive, Coast Avenue, Island Drive, Rocky Point Way)
– Neighborhood Traffic Management Policy (NTMP) Tier 3 Evaluation**

BACKGROUND:

The Rancho Dorado Neighborhood is a residential community of 276 homes located at the western edge of the City with its main entrance at White Sands Drive along San Marcos Boulevard. The neighborhood also has a second entrance at Rancho Santa Fe Road via Island Drive. The neighborhood is primarily characterized by single family homes. The community has significant topography and thus varying roadway grades and geometry.

Installation of traffic calming measures for the Rancho Dorado neighborhood predates the NTMP. Since 2013, traffic safety countermeasures installed include an all-way stop control at the intersection of White Sands Drive and Sea Island Place; installing “25 MPH” speed limit signs with supplemental pavement markings; and installing traffic delineators on White Sands Drive to reduce the roadway width, which were later removed by the City in response to resident complaints of the delineators’ unappealing aesthetic.

The subsequent analysis presented at the October 2022 Traffic Commission meeting found that cut-through traffic was less than significant and did not warrant additional treatment. The data showed the 85th percentile speeds ranged 1.1 mph to 12.7 mph over the speed limit. Staff recommended additional “25 MPH” speed limit signs with supplemental pavement markings, deployment of mobile speed radar trailers, and continued enforcement by the Sheriff department. Staff’s recommendation to add edge and centerline striping was declined by the community, which did not desire to have striping improvements on the neighborhood roadways; however, Traffic Commission directed staff to include the edge striping and partial centerline striping that had been excluded from staff’s formal recommendation to Traffic Commission. Installation of the speed limit signage and supplemental striping measures were completed on May 3, 2023.

Three months later, on August 2, 2023, Traffic Commission adopted the Neighborhood Traffic Management Policy. The 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.

On September 9th, 2024, residents submitted an NTMP application for traffic calming measures on four road segments: White Sands Drive, Coast Avenue, Island Drive, and Rocky Point Way. This application will be processed for Tier 3 consideration due to previously installed Tier 2 measures prior to the August 2023 adoption of the NTMP.

White Sands Drive is a 25 mph north-south residential street approximately 3,580 feet in length and bound by San Marcos Blvd to the north and terminates as a cul-de-sac to the south. The roadway features an average downgrade of -8% from San Marcos Boulevard extending southward to the low point north of Coast Avenue. Beyond this, the grade transitions to an uphill slope of +9% leading to the terminus. White Sands Drive measures 40 feet curb to curb and features on-street parking on both sides with edge line striping, partial centerline striping at intersections, a landscaped median extending 1,100 feet south of San Marcos Blvd, a landscaped median/pedestrian refuge island north of Sea Island Place, and three all-way stop intersections.

Coast Avenue is a 25 mph east-west residential street approximately 2,440 feet in length and bound by White Sands Drive to the east and Island Drive to the west. The roadway features an average uphill slope of 9% from White Sands Drive extending west to the crest. Beyond this, the grade transitions to a downhill slope of -5% east to Island Drive. Coast Avenue measures 40 feet curb to curb and features on-street parking on both sides with edge line striping, partial centerline striping, and a landscaped median/pedestrian refuge island east of Summit Point Way.

Island Drive is a 25 mph north-south residential street approximately 1,780 feet in length beginning at a cul-de-sac to the north of Rocky Point Way and terminating at Rancho Santa Fe Road to the south. One residential driveway takes direct access from Island Drive, located approximately 150 feet north of the intersection at Rancho Santa Fe Road. The roadway features an average downhill slope of -5.8% from the cul-de-sac to the north extending south to Rancho Santa Fe Road. Island Drive measures 40 feet curb to curb and features on-street parking on both sides with edge line striping and centerline striping from Coast Avenue to Rancho Santa Fe Road.

Rocky Point Way is a 25 mph east-west residential street approximately 740 feet in length beginning at a parking lot for Simmons Family Park to the west of Rocky Point Way and terminating at Island Drive to the east. The roadway features a downhill slope of -5.8% from the cul-de-sac extending east to Island Drive. Rocky Point Way measures 40 feet curb to curb and features on-street parking on both sides with edge line striping and portions of centerline striping from Simmons Family Park to Island Drive.



STUDY AREA:

A speed and volume analysis was performed for the four street segments within Rancho Dorado. The streets included in the analysis are White Sands Drive, Island Drive, Rocky Point Way, and Coast Avenue. These streets were studied over a one-week period in September/October. Pedestrian and bicycle counts were performed for Island Drive in October.

STUDY RESULTS:

- . Traffic volumes on White Sands Drive were measured in both the northbound and southbound direction for a combined total of 848 vehicles per day (vpd). The northbound/southbound combined 85th percentile speed measured 32 mph.
- . Traffic volumes on Coast Avenue were measured in both the eastbound and westbound direction for a combined total of 852 vehicles per day (vpd). The eastbound/westbound combined 85th percentile speed measured 32 mph.
- . Traffic volumes on Island Drive were measured in both the northbound and southbound direction for a combined total of 1140 vehicles per day (vpd). The northbound/southbound combined 85th percentile speed measured 40 mph.
- . Traffic volumes on Rocky Point Way were measured in both the eastbound and westbound direction for a combined total of 301 vehicles per day (vpd). The eastbound/westbound combined 85th percentile speed measured 28 mph.

Table 1 below shows the summary of traffic volumes and speeds for each roadway.



Table 1. Summary of Travel Speed & Volume for September/October 2024

Rancho Dorado Speed & Volume				
Street Segment	50 th % Speed	Average Speed	85 th % Speed	Vehicles Per Day
White Sands Drive	28 mph	28.11 mph	32 mph	848
Coast Avenue	29 mph	28.41 mph	32 mph	852
Island Drive	35 mph	34.05 mph	40 mph	1,140
Rocky Point Way	23 mph	23.08 mph	28 mph	301

ANALYSIS:

According to the NTMP, to continue with the Tier 3 process, the subject roadway(s) must meet the following:

- Speed study showing an 85th percentile speed of 35mph or greater; and
- Achieve 50 points or greater per the Tier 3 scoring rubric criteria shown in **Table 2**.

Table 2. Tier 3 Scoring Rubric

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



White Sands Drive: The combined 85th percentile speed was 32 mph, 7 mph over the posted speed limit of 25 mph. Overall traffic volumes for this segment averaged 848 vpd, which is an expected value for a residential street. The 50th percentile of all vehicles traveling over the posted speed limit was recorded as 28 mph. The average speed for vehicles on White Sands Drive was recorded at 28.11 mph. The collision history, between 10/1/2019 and 10/1/2024, showed no correctable collisions reported for this segment.

Coast Avenue: The combined 85th percentile speed was 32 mph, 7 mph over the posted speed limit of 25 mph. Overall traffic volumes for this segment averaged 852 vpd, which is an expected value for a residential street. The 50th percentile of all vehicles traveling over the posted speed limit was recorded as 29 mph. The average speed for vehicles on Coast Avenue was recorded at 28.41 mph. The collision history, between 10/1/2019 and 10/1/2024, showed no correctable collisions reported for this segment.

Island Drive: The combined 85th percentile speed was 40 mph, 15 mph over the posted speed limit of 25 mph. Overall traffic volumes for this segment averaged 1,140 vpd, which is an expected value for a residential street. The 50th percentile of all vehicles traveling over the posted speed limit was recorded as 35 mph. The average speed for vehicles on Island Drive was recorded at 34.05 mph. The collision history, between 10/1/2019 and 10/1/2024, showed no correctable collisions reported for this segment.

Rocky Point Way: The combined 85th percentile speed was 28 mph, 3 mph over the posted speed limit of 25 mph. Overall traffic volumes for this segment averaged 301 vpd, which is an expected value for a residential street. The 50th percentile of all vehicles were traveling under the posted speed limit was recorded as 23 mph. The average speed for vehicles on Rocky Point Way was recorded at 23.08 mph. The collision history, between 10/1/2019 and 10/1/2024, showed no correctable collisions reported for this segment.

Data collected from each of the four segments was used in the Tier 3 scoring rubric to determine the eligibility for continuing the Tier 3 process. Pedestrian and bicycle volumes were not collected for White Sands Drive, Coast Avenue, or Rocky Point Way because the recorded 85th percentile speeds were below the 35mph threshold for Tier 3 measures. Pedestrian counts collected for Island Drive showed that there were 10 or more pedestrians per hour for at least two hours. Bicycle volumes on Island Drive also had more than 5 bicycles per hour for at least two hours. Points were awarded for each of these categories in the Tier 3 scoring rubric.

Based on this scoring, Island Drive meets the minimum scoring criteria having scored 52 points. White Sands Drive, Coast Avenue, and Rocky Point Way do not meet the minimum scoring criteria of 50 points. **Table 3** summarizes the scoring results.



Table 3. Tier 3 Scoring Rubric

Criteria	Island Drive
Travel Speed	25
Traffic Volumes	12
Collision History	0
Sidewalks	0
School/Community Center/Park	5
Pedestrian Crossing	5
Bicycle Activities	5
Total	52
85 th % 35mph or greater?	Yes
Qualify for Tier 3?	Yes

RECOMMENDATION:

White Sands Drive, Coast Avenue, and Rocky Point Way. Three roadways within the Rancho Dorado Community do not meet the minimum requirements to continue the Tier 3 process: White Sands Drive, Coast Avenue, and Rocky Point Way.

Prior to the implementation of the NTMP, City staff investigated neighborhood concerns of speeding within Rancho Dorado. After data collection and evaluation, staff recommended the use of the now-approved NTMP Tier 2 measures: centerline striping along the lengths of White Sands Drive, Coast Avenue, Island Drive, and Rocky Point Way. These components of the staff recommendation did not have the support of the community and were not implemented at that time.

As these three roadways do not meet the minimum 85th percentile speed of 35 mph for Tier 3 measures, staff recommend moving the request to the community engagement step in the Tier 2 process to determine the level of support for implementing the Tier 2 measures that were not previously installed. In addition,



staff recommend continued enforcement by the Sheriff and occasional deployment of mobile speed trailers.

Island Drive. Island Drive qualifies to continue the Tier 3 process, and staff recommend continuing the process for Tier 3 measures on Island Drive. Should the Traffic Commission direct staff to not to continue with Tier 3 advancement, staff recommend the aforementioned measures consistent with the three roadways in Rancho Dorado.

CONCLUSION:

The data and analysis included in this report align with the guidelines provided in the Neighborhood Traffic Management Policy that was adopted by the City of San Marcos Traffic Commission on August 2, 2023. Per policy, White Sands Drive, Coast Avenue, and Rocky Point Way will be eligible for re-evaluation in October 2025 or if road conditions significantly change. Island Drive will be evaluated according to the Traffic Commission's direction.

ATTACHMENTS

1. NTMP24-03 Evaluation – Coast Avenue
2. NTMP24-03 Evaluation – White Sands Drive
3. NTMP24-03 Evaluation – Island Drive
4. NTMP24-03 Evaluation – Rocky Point Way

Report Completed by:

Damian Schoenecke

Digitally signed by Damian Schoenecke
DN: C=US, E=dschoenecke@san-marcos.net,
O=City of San Marcos, CN=Damian Schoenecke
Date: 2024.10.23 08:46:40-07'00'

Damian Schoenecke, EIT – Associate Engineer, Traffic

Report Approved by:

Edd Alberto

Digitally signed by Edd Alberto
Date: 2024.10.23 09:11:36
-07'00'

Eddmond Alberto, TE – City Traffic Engineer



NTMP REQUEST EVALUATION FORM

Damian Schoenecke
Digitally signed by Damian Schoenecke
DN: C=US, E=dschoenecke@san-marcos.net, O=City
of San Marcos, CN=Damian Schoenecke
Date: 2024.10.23 08:46:48-0700

Case Number: NTMP24-03

Date of Review: 10/14/2024

Tier: 3

Reviewed By: Damian Schoenecke

Location: Coast Avenue between White Sands Drive & Island Drive

Description of Issue: Speeding concerns

Road Characteristics

NTMP Eligible?

Road Grade

Functional Classification of Residential/Collector	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Direction	%
Curb-to-Curb Width 48 feet or less	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	East (w/crest)	9 to -5
Posted Speed Limit	25mph		West (w/crest)	-9 to 5
Number of Lanes	2			
Correctable Accidents Previous 5 Years	None reported			

Speed Radar Feedback Trailers Deployment

Speed Radar Feedback Trailer Deployed:	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	Inadequate ROW <input type="checkbox"/>
Deployment Start Date: 10/15/2024	Deployment End Date: Pending			

Enforcement History

Sheriff Department Notified	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
Notification Date	10/7/2024	

Data Collection

Speed Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	85th Percentile	32mph
Volume Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Volume	852
Cut-Through Analysis	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Cut-Through Percent	N/A

Evaluation Results

Speed and counts were conducted on Coast Avenue over a one week period between 9/22/24 and 9/28/24 and showed that the 85th percentile speed of 32mph(852 ADT). The 85th percentile speed is less than the minimum required for Tier 3 consideration. Final report and recommendations to be delivered to Traffic Commission for further review.

Attachments and Supporting Documents

NTMP Request Form, Speed & Volume Studies, Collision Report



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: 9/9/2024

Neighborhood Representative/Point of Contact: Matt Reaber

Address: 2142 Coast Avenue **E-mail:** mreaber@gmail.com

Zip Code: 92078 **Phone:** 619-856-6110

Name of Homeowner's Association (if any) & Contact Person:
Rancho Dorado - Nikki Jacobs nikki131@mac.com

Location of Traffic Problem, Street(s), and/or Intersection(s):
Island Drive, Coast Avenue, Rocky Point, White Sands (Main roads within the Rancho Dorado community)

Nature of Concern:

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

6	Speeding	6	Child Safety Issues
5	Traffic Volume/Cut Through Traffic		School Zone Issues
	Accident Problem (Please describe below)		Other (Please explain below)

As the community has been dealing with the traffic and speeding within our community for 20+ years, we've really been pushing for more to be done from the city over the last 4 years. We started down the path back in 2020, but we were just made aware of this new process to submit an application to report concerns. There has been line striping done within the year, and the city has recognized speeds have only INCREASED since these measures have been put in.

Office Use Only	<u> X </u> App. Rec'd	<u> </u> Tier 1	<u> </u> Tier 2	<u> X </u> Tier 3
-----------------	-----------------------	-----------------	-----------------	-------------------



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:

Yes, please see note above.

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

- 7 days a week really, but mainly 8:00 am to 7:00 PM (commutes).

- 11:30 am 7 days a week as the Amazon trucks coming from the distribution center off of Palomar Airport. This has been noticed within the last 2 - 3 months, originally wasn't an issue. It is on the clock the same time every day when the drivers get their deliveries.

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

Please refer to your data taken from this community over the past several years. Speeding has been an issue, and only getting worse on all streets.

What do you think would best help this situation?

Speed bumps, bump outs, physical barriers of some sort. The striping only made it worse, we need more done to get our roads safe within our community.

For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

Max Speed

Total Vehicles

AADT:

Rancho Dorado - Coast Ave

2154 Coast Ave NB

Merged

10/4/2024

1 MPH

Instant

9/22/2024

32 MPH

5072

75 MPH

5967

852

11:20:12 AM

through

9/28/2024

11:59:59 PM

on

9/27/2024

9:54:33 AM

Volumes -

weekly counts

Average Daily

AM Peak

PM Peak

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

Count over limit

% over limit

Avg Speeder

Avg Speed

Class Counts

VEH_SM

VEH_MED

VEH_LG

[VEH_SM=motorcycle,

Time	5 Day	7 Day
Average Daily	926	852
AM Peak	75	60
PM Peak	84	74

25

32

29

24.0 MPH

28.41

to

34.0 MPH

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
643	650	715	686	714	539	402
73.9	76.0	76.9	71.3	70.4	70.0	71.0
30.9	31.0	31.0	30.5	30.5	30.5	30.5
28.7	28.9	28.9	28.1	28.0	28.0	28.2

Number	%
5	0.1
5816	97.5
146	2.4
[VEH_SM=sedan, VEH_MED = truck]	

From 10/1/2019 to 10/1/2024

Total Collisions: 1

Injury Collisions: 0

Fatal Collisions: 0

Collision Summary Report

10/23/24

COAST AVE

Page 1 of 1

24129645	7/24/2024	12:01	Wednesday	COAST AVE - ISLAND DR	724'	Direction: West	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Other Hazardous Movement	22517	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Parked Vehicle	East	Parked	Age:		Passenger Car, Station Wagon, Jeep	No Injury		
Veh Type:	Passenger Car		Sobriety:	Assoc Factor: None Apparent		Cell Phone Not In Use			
Party 2	Driver	East	Proceeding Straight	Male	Age: 42	Passenger Car, Station Wagon, Jeep	No Injury		
Veh Type:	Passenger Car		Sobriety:	Assoc Factor: None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		

Settings for Query:

Street: COAST AVE

Note that when a street is selected, the results return all collisions with that steet as a primary road and all collisions with that street as a secondary road with a distance of 0'.

Sorted By: Date and Time



NTMP REQUEST EVALUATION FORM

Damian Schoenecke
Digitally signed by Damian Schoenecke
DN: C=US, E=dschoenecke@san-marcos.net, O=City
of San Marcos, CN=Damian Schoenecke
Date: 2024.10.23 08:46:53-0700

Case Number: NTMP24-03

Date of Review: 10/14/2024

Tier: 3

Reviewed By: Damian Schoenecke

Location: White Sands Drive between San Marcos Blvd & Coast Avenue

Description of Issue: Speeding concerns

Road Characteristics

NTMP Eligible?

Road Grade

Functional Classification of Residential/Collector	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Direction	%
Curb-to-Curb Width 48 feet or less	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	North (w/valley)	-8 to 9
Posted Speed Limit	25mph		South (w/valley)	-9 to 8
Number of Lanes	2			
Correctable Accidents Previous 5 Years	None reported			

Speed Radar Feedback Trailers Deployment

Speed Radar Feedback Trailer Deployed:	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	Inadequate ROW <input type="checkbox"/>
Deployment Start Date: 10/15/2024	Deployment End Date: Pending			

Enforcement History

Sheriff Department Notified	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
Notification Date	10/7/2024	

Data Collection

Speed Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	85th Percentile	32mph
Volume Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Volume	848
Cut-Through Analysis	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Cut-Through Percent	N/A

Evaluation Results

Speed and counts were conducted on White Sands Drive over a one week period between 9/22/24 and 9/28/24 and showed that the 85th percentile speed of 32mph(848 ADT). The 85th percentile speed is less than the minimum required for Tier 3 consideration. Final report and recommendations to be delivered to Traffic Commission for further review.

Attachments and Supporting Documents

NTMP Request Form, Speed & Volume Studies, Collision Report



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: 9/9/2024

Neighborhood Representative/Point of Contact: Matt Reaber

Address: 2142 Coast Avenue **E-mail:** mreaber@gmail.com

Zip Code: 92078 **Phone:** 619-856-6110

Name of Homeowner's Association (if any) & Contact Person:
Rancho Dorado - Nikki Jacobs nikki131@mac.com

Location of Traffic Problem, Street(s), and/or Intersection(s):
Island Drive, Coast Avenue, Rocky Point, White Sands (Main roads within the Rancho Dorado community)

Nature of Concern:

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

6	Speeding	6	Child Safety Issues
5	Traffic Volume/Cut Through Traffic		School Zone Issues
	Accident Problem (Please describe below)		Other (Please explain below)

As the community has been dealing with the traffic and speeding within our community for 20+ years, we've really been pushing for more to be done from the city over the last 4 years. We started down the path back in 2020, but we were just made aware of this new process to submit an application to report concerns. There has been line striping done within the year, and the city has recognized speeds have only INCREASED since these measures have been put in.

Office Use Only	<u> X </u> App. Rec'd	<u> </u> Tier 1	<u> </u> Tier 2	<u> X </u> Tier 3
-----------------	-----------------------	-----------------	-----------------	-------------------



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:

Yes, please see note above.

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

- 7 days a week really, but mainly 8:00 am to 7:00 PM (commutes).

- 11:30 am 7 days a week as the Amazon trucks coming from the distribution center off of Palomar Airport. This has been noticed within the last 2 - 3 months, originally wasn't an issue. It is on the clock the same time every day when the drivers get their deliveries.

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

Please refer to your data taken from this community over the past several years. Speeding has been an issue, and only getting worse on all streets.

What do you think would best help this situation?

Speed bumps, bump outs, physical barriers of some sort. The striping only made it worse, we need more done to get our roads safe within our community.

For Project:
Project Notes:
Location/Name:
Report Generated:
Speed Intervals
Time Intervals
Traffic Report From
85th Percentile Speed
85th Percentile Vehicles
Max Speed
Total Vehicles
AADT:

Rancho Dorado - White Sands
1237 White Sands
Merged
10/4/2024
11:19:06 AM
1 MPH
Instant
9/22/2024
12:00:00 AM
32 MPH
5050
49 MPH
5941
848

11:59:59 PM

9/28/2024

through

7:11:56 PM

9/24/2024

on

Volumes -
weekly counts

Average Daily
AM Peak
PM Peak

Time	5 Day	7 Day
8:00 AM	922	848
5:00 PM	76	62
	89	75

Speed

Speed Limit:
85th Percentile Speed:
50th Percentile Speed:
10 MPH Pace Interval:
Average Speed:

25		
32		
28		
23.0 MPH	to	33.0 MPH
28.11		

Count over limit
% over limit
Avg Speeder
Avg Speed

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
621	659	680	701	689	517	454
76.7	76.2	76.6	71.2	64.8	70.1	76.7
30.7	30.7	30.5	30.2	29.8	30.5	30.4
28.7	28.6	28.6	27.9	27.0	27.9	28.5

Class Counts

VEH_SM
VEH_MED
VEH_LG
[VEH_SM=motorcycle,

Number	%
4	0.1
5851	98.5
86	1.4
VEH_MED = sedan, VEH_LG = truck]	

From 10/1/2019 to 10/1/2024

Total Collisions: 4

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

10/23/24

WHITE SANDS DR

20129653	7/16/2020	01:30	Thursday	WHITE SANDS DR - EMERALD SEA WAY	245'	Direction: South	Dark - No Street	Clear	Pty at Fault:
Other			Non-Collision	Unknown		Hit & Run: No	Other Visible Injury	# Inj: 2	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Age:		Motor Driven Cycle/Scooter		Other Visible Injury	
Veh Type:	Motorcycle		Sobriety:	Assoc Factor: None Apparent		Cell Phone Not In Use			
23128446	7/7/2023	16:46	Friday	SAN MARCOS BLVD - WHITE SANDS DR	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
Broadside			Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver	East	Proceeding Straight	Female Age: 81		Passenger Car, Station Wagon, Jeep		Complaint of Pain	
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor:		Lap/Shoulder Harness Used			
Party 2	Driver		Making Left Turn	Male Age: 33		Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor:		Lap/Shoulder Harness Used			
24119343	5/14/2024	20:06	Tuesday	SAN MARCOS BLVD - WHITE SANDS DR	0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
Broadside			Other Motor Vehicle	Auto R/W Violation	21453C	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	South	Making Left Turn	Female Age: 77		Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:	Passenger Car		Sobriety:	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver	East	Proceeding Straight	Female Age: 37		Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:	Passenger Car		Sobriety:	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
24131875	8/7/2024	22:27	Wednesday	SAN MARCOS BLVD - WHITE SANDS DR	0'	Direction: Not Stated	Dark - Street Ligh	Clear	Pty at Fault:1
Broadside			Other Motor Vehicle	Auto R/W Violation	21453C	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	East	Making Left Turn	Male Age: 16		Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: Violation		Lap/Shoulder Harness Used			
Party 2	Driver	East	Proceeding Straight	Female Age: 19		Passenger Car, Station Wagon, Jeep		No Injury	
Veh Type:	Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			

Settings for Query:

Street: WHITE SANDS DR

Note that when a street is selected, the results return all collisions with that street as a primary road and all collisions with that street as a secondary road with a distance of 0'.

Sorted By: Date and Time



NTMP REQUEST EVALUATION FORM

Damian Schoenecke
Digitally signed by Damian Schoenecke
DN: C=US, E=dschoenecke@san-marcos.net, O=City
of San Marcos, CN=Damian Schoenecke
Date: 2024.10.23 08:46:58-0700

Case Number: NTMP24-03

Date of Review: 10/22/2024

Tier: 3

Reviewed By: Damian Schoenecke

Location: Island Drive between Rocky Point Way & Rancho Santa Fe Road

Description of Issue: Speeding concerns

Road Characteristics

NTMP Eligible?

Road Grade

Functional Classification of Residential/Collector	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Direction	%
Curb-to-Curb Width 48 feet or less	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	North	5.8
Posted Speed Limit	25mph		South	-5.8
Number of Lanes	2			
Correctable Accidents Previous 5 Years	None reported			

Speed Radar Feedback Trailers Deployment

Speed Radar Feedback Trailer Deployed:	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	Inadequate ROW <input type="checkbox"/>
Deployment Start Date: 10/15/2024	Deployment End Date: Pending			

Enforcement History

Sheriff Department Notified	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
Notification Date	10/7/2024	

Data Collection

Speed Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	85th Percentile	40mph
Volume Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Volume	1140
Cut-Through Analysis	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Cut-Through Percent	N/A

Evaluation Results

Speed and counts were conducted on Island Drive over a one week period between 9/22/24 and 9/28/24 and showed that the 85th percentile speed of 40mph(848 ADT). The 85th percentile speed is greater than the minimum required for Tier 3 consideration. Scoring rubric for Tier 3 measures also showed that the point value of 52 meets the minimum threshold of 50 points to be eligible for Tier 3 measures. Final report and recommendations to be delivered to Traffic Commission for further review.

Attachments and Supporting Documents

NTMP Request Form, Speed & Volume Studies, Pedestrian and Bicycle Counts, Collision Report, Tier 3 Scoring Rubric



CITY OF SAN MARCOS

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

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

Date: 9/9/2024

Neighborhood Representative/Point of Contact: Matt Reaber

Address: 2142 Coast Avenue **E-mail:** mreaber@gmail.com

Zip Code: 92078 **Phone:** 619-856-6110

Name of Homeowner's Association (if any) & Contact Person:
Rancho Dorado - Nikki Jacobs nikki131@mac.com

Location of Traffic Problem, Street(s), and/or Intersection(s):
Island Drive, Coast Avenue, Rocky Point, White Sands (Main roads within the Rancho Dorado community)

Nature of Concern:

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

6	Speeding	6	Child Safety Issues
5	Traffic Volume/Cut Through Traffic		School Zone Issues
	Accident Problem (Please describe below)		Other (Please explain below)

As the community has been dealing with the traffic and speeding within our community for 20+ years, we've really been pushing for more to be done from the city over the last 4 years. We started down the path back in 2020, but we were just made aware of this new process to submit an application to report concerns. There has been line striping done within the year, and the city has recognized speeds have only INCREASED since these measures have been put in.

Office Use Only	<u> X </u> App. Rec'd	<u> </u> Tier 1	<u> </u> Tier 2	<u> X </u> Tier 3
-----------------	-----------------------	-----------------	-----------------	-------------------



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:

Yes, please see note above.

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

- 7 days a week really, but mainly 8:00 am to 7:00 PM (commutes).

- 11:30 am 7 days a week as the Amazon trucks coming from the distribution center off of Palomar Airport. This has been noticed within the last 2 - 3 months, originally wasn't an issue. It is on the clock the same time every day when the drivers get their deliveries.

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

Please refer to your data taken from this community over the past several years. Speeding has been an issue, and only getting worse on all streets.

What do you think would best help this situation?

Speed bumps, bump outs, physical barriers of some sort. The striping only made it worse, we need more done to get our roads safe within our community.

For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

Max Speed

Total Vehicles

AADT:

Volumes -

weekly counts

Average Daily

AM Peak

PM Peak

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

Count over limit

% over limit

Avg Speeder

Avg Speed

Class Counts

VEH_SM

VEH_MED

VEH_LG

[VEH_SM=motorcycle,

Rancho Dorado - Island Drive

Merged

10/4/2024

1 MPH

Instant

9/22/2024

40 MPH

6786

63 MPH

7984

1140

11:21:34 AM

12:00:00 AM

on

9/28/2024

11:32:56 AM

through

11:59:59 PM

Time

5 Day

7 Day

7:00 AM

5:00 PM

25

40

35

30.0 MPH

34.05

40.0 MPH

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

1069

89.7

35.4

33.9

1051

90.4

35.0

33.8

1086

90.9

35.3

34.1

1138

90.2

35.2

33.9

1097

91.2

35.3

34.1

1015

93.2

35.4

34.5

808

91.7

35.3

34.2

Number

28

%

0.4

7801

155

VEH_MED = sedan,

97.7

1.9

VEH_LG = truck]

Island Drive Pedestrian and Bicycle Counts			
Date	Time	Pedestrians	Bicycles
10/19/2024	12:00 AM	0	0
	1:00 AM	0	0
	2:00 AM	0	0
	3:00 AM	0	0
	4:00 AM	0	0
	5:00 AM	0	0
	6:00 AM	4	0
	7:00 AM	13	0
	8:00 AM	15	6
	9:00 AM	19	4
	10:00 AM	8	0
	11:00 AM	12	6
	12:00 PM	4	3
	1:00 PM	7	8
	2:00 PM	9	3
	3:00 PM	7	7
	4:00 PM	5	9
	5:00 PM	12	2
	6:00 PM	10	2
	7:00 PM	3	1
	8:00 PM	7	2
	9:00 PM	0	4
	10:00 PM	8	0
	11:00 PM	0	0

From 10/1/2019 to 10/1/2024

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

10/23/24

ISLAND DR

23123765	6/7/2023	10:01	Wednesday	RANCHO SANTA FE RD - ISLAND DR	0'	21453A	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Traffic Signals and Signs			Complaint of Pain	# Inj: 2	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Female	Age: 42		Passenger Car, Station Wagon, Jeep	Complaint of Pain	
Veh Type: Passenger Car			Sobriety: HNBD	Assoc Factor:			Lap/Shoulder Harness Used		
Party 2	Driver	North	Making Left Turn	Male	Age: 21		Passenger Car, Station Wagon, Jeep	Complaint of Pain	
Veh Type: Passenger Car			Sobriety:	Assoc Factor:			Lap/Shoulder Harness Used		

Settings for Query:

Street: ISLAND DR

Note that when a street is selected, the results return all collisions with that street as a primary road and all collisions with that street as a secondary road with a distance of 0'.

Sorted By: Date and Time

Island Drive				
Criteria	Max Points	Specification	Data	Score
Travel Speed	35	5 points per every 2 miles above 30 mph	40	25
Traffic Volumes	30	Average Daily Traffic divided by 100, round up	1200	12
Collision History	15	5 points per correctable collision within 5 years	0	0
Sidewalks	5	5 points if missing sidewalks		0
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.		5
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)		5
Bicycle Activities	5	5 points if high bicycle volume (5 or more bicycles per hour for at least two hours)		5
Total				52



NTMP REQUEST EVALUATION FORM

Damian Schoenecke
Digitally signed by Damian Schoenecke
DN: C=US, E=dschoenecke@san-marcos.net, O=City
of San Marcos, CN=Damian Schoenecke
Date: 2024.10.23 08:47:05-0700

Case Number: NTMP24-03

Date of Review: 10/14/2024

Tier: 3

Reviewed By: Damian Schoenecke

Location: Rocky Point Way BTW Simmons Park & Island Drive

Description of Issue: Speeding concerns

Road Characteristics

NTMP Eligible?

Road Grade

Functional Classification of Residential/Collector	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Direction	%
Curb-to-Curb Width 48 feet or less	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	East	-7.3
Posted Speed Limit	25mph		West	7.3
Number of Lanes	2			
Correctable Accidents Previous 5 Years	None reported			

Speed Radar Feedback Trailers Deployment

Speed Radar Feedback Trailer Deployed:	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>	Inadequate ROW <input type="checkbox"/>
Deployment Start Date: 10/15/2024	Deployment End Date: Pending			

Enforcement History

Sheriff Department Notified	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
Notification Date	N/A	

Data Collection

Speed Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	85th Percentile	28mph
Volume Counts	No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Volume	301
Cut-Through Analysis	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>	Cut-Through Percent	N/A

Evaluation Results

Speed and counts were conducted on Rocky Point Way over a one week period between 10/6/2024 and 10/12/2024 and showed that the 85th percentile speed of 28mph(301 ADT). The 85th percentile speed is less than the minimum required for Tier 3 consideration. Final report and recommendations to be delivered to Traffic Commission for further review.

Attachments and Supporting Documents

NTMP Request Form, Speed & Volume Studies, Collision Report



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: 9/9/2024

Neighborhood Representative/Point of Contact: Matt Reaber

Address: 2142 Coast Avenue **E-mail:** mreaber@gmail.com

Zip Code: 92078 **Phone:** 619-856-6110

Name of Homeowner's Association (if any) & Contact Person:
Rancho Dorado - Nikki Jacobs nikki131@mac.com

Location of Traffic Problem, Street(s), and/or Intersection(s):
Island Drive, Coast Avenue, Rocky Point, White Sands (Main roads within the Rancho Dorado community)

Nature of Concern:

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

6	Speeding	6	Child Safety Issues
5	Traffic Volume/Cut Through Traffic		School Zone Issues
	Accident Problem (Please describe below)		Other (Please explain below)

As the community has been dealing with the traffic and speeding within our community for 20+ years, we've really been pushing for more to be done from the city over the last 4 years. We started down the path back in 2020, but we were just made aware of this new process to submit an application to report concerns. There has been line striping done within the year, and the city has recognized speeds have only INCREASED since these measures have been put in.

Office Use Only	<u> X </u> App. Rec'd	<u> </u> Tier 1	<u> </u> Tier 2	<u> X </u> 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:

Yes, please see note above.

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

- 7 days a week really, but mainly 8:00 am to 7:00 PM (commutes).

- 11:30 am 7 days a week as the Amazon trucks coming from the distribution center off of Palomar Airport. This has been noticed within the last 2 - 3 months, originally wasn't an issue. It is on the clock the same time every day when the drivers get their deliveries.

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

Please refer to your data taken from this community over the past several years. Speeding has been an issue, and only getting worse on all streets.

What do you think would best help this situation?

Speed bumps, bump outs, physical barriers of some sort. The striping only made it worse, we need more done to get our roads safe within our community.

For Project:

Project Notes: NTMP24-03 Facing West

Location/Name

Report Generated:

Speed Intervals

Time Intervals

Traffic Report 11

85th Percentile Speed

85th Percentile Vehicles

Max Speed

Total Vehicles

AADT:

Volumes -

weekly counts

Average Daily

AM Peak

PM Peak

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

1-9

	memory	memory	memory	memory	memory	memory	memory
Count over limit	110	94	100	74	104	107	
% over limit	35.1	32.1	35.2	24.7	31.9	34.3	
Avg Speeder	29.4	29.0	28.8	28.6	29.1	29.1	
Avg Speed	23.7	23.3	23.5	22.2	23.1	23.7	

Count over limit

% over limit

Avg Sneider

Avg Speed

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Class Counts

	Number	%
VEH_SM	11	0.5
VEH_MED	2061	97.5
VEH_LG	41	1.9
[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]		

[VEH SM=motorcycle,

From 10/1/2019 to 10/1/2024

Total Collisions: 1

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

10/23/24

ROCKY POINT WAY

22116381	4/14/2022	21:29	Thursday	ROCKY POINT WAY - ISLAND DR	292'	Direction: West	Dark - Street Ligh	Clear	Pty at Fault:1
	Head-On		Parked Motor Vehicle	Driving Under Influence	23152A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	East	Proceeding Straight	Male	Age: 23		Passenger Car, Station Wagon, Jeep	Other Visible Injury	Other Visible Injury	
Veh Type: Passenger Car		Sobriety: HBD Under Influence	Assoc Factor: Violation			Not Stated			
Party 2 Parked Vehicle		Parked	Age:		Unknown	Passenger Car, Station Wagon, Jeep	No Injury	No Injury	
Veh Type: Passenger Car		Sobriety: Not Stated	Assoc Factor: None Stated			Not Stated			
Party 3 Parked Vehicle		Parked	Age:			Passenger Car, Station Wagon, Jeep	No Injury	No Injury	
Veh Type: Passenger Car		Sobriety: Not Stated	Assoc Factor: None Stated			Not Stated			

Settings for Query:

Street: ROCKY POINT WAY

Note that when a street is selected, the results return all collisions with that street as a primary road and all collisions with that street as a secondary road with a distance of 0'.

Sorted By: Date and Time