

MINUTES

Regular Meeting of the Traffic Commission

WEDNESDAY, MARCH 05, 2025

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 Mosher led the Pledge of Allegiance.

3. ROLL CALL

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

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

4. SEATING OF NEW COMMISSIONERS:

COMMISSIONER JENNIFER FREEMAN WAS APPOINTED FROM AN ALTERNATE TO A REGULAR COMMISSIONER. JOHN MOSHER WAS APPOINTED TO AN ALTERNATE COMMISSIONER.

5. SELECTION OF NEW CHAIRPERSON AND VICE CHAIRPERSON:

COMMISSIONER HOAGLIN MAKES A MOTION TO NOMINATE COMMISSIONER KOVRIG AS CHAIRPERSON; SECONDED BY COMMISSIONER CARROLL. MOTION CARRIED BY THE FOLLOWING VOTE:

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

COMMISSIONER KOVRIG MAKES A MOTION TO NOMINATE COMMISSIONER HOAGLIN AS VICE CHAIRPERSON; SECONDED BY COMMISSIONER CLARK. MOTION CARRIED BY THE FOLLOWING VOTE:

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

6. ORAL AND WRITTEN COMMUNICATIONS:

None

7. APPROVAL OF MINUTES

Approval of Minutes, November 06, 2024

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

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

8. OLD BUSINESS

a. Rancho Dorado Community – NTMP Tier 2 Evaluation

Damian Schoenecke, Associate Engineer gave the staff presentation.

COMMISSIONER DISCUSSION INCLUDED: It is hard to get a good community response rate, and it's good that you are showing you want to help the residents to lower the speed; response from Community Meeting; staff has done a thorough job of responding to this issue, the process has been followed; how many attended the Community Meeting; time period to have the issue reopened; is this the first project that has gone through the whole NTMP process; staff has done their due diligence;

STAFF RESPONSE: The community has requested speed cushions which is in Tier 3. They also requested hardscape medians which are also in Tier 3 of the NTMP. Before the NTMP was implemented we installed center line striping without the community support surveys and we found out later that there were many residents who were opposed to the striping. Staff is happy that the adopted NTMP requires us to have the community feedback. Staff does not have the exact number of attendees at the community workshop, but it was a well-attended meeting because it was virtual, making it easy to access. The issues can be reassessed one year after today's action, or if road conditions significantly change. This is not the first project to go through the NTMP process. This is the first project that has gone through a Tier 2 & 3 process.

ACTION:

COMMISSIONER HOAGLIN MAKES A MOTION TO APPROVE STAFF'S RECOMMENDATION TO CONTINUE ENFORCEMENT BY THE SHERIFF'S DEPARTMENT AND DEPLOYMENT OF SPEED RADAR TRAILERS; SECONDED BY COMMISSIONER FREEMAN. MOTION CARRIED BY THE FOLLOWING VOTE:

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

9. NEW BUSINESS

b. Questhaven Road & San Elijo Road No Right Turn on Red

Damian Schoenecke, Associate Engineer gave the staff presentation.

PUBLIC COMMENT OPEN

Jennifer Benson (in person) – resident of San Marcos: expressed concerns that as a pedestrian that uses crosswalks in San Elijo at this intersection was almost struck twice by a vehicle and has also witnessed vehicles encroaching into the crosswalk forcing pedestrians to walk in front of them into oncoming traffic or hop the hedges to get across the road. Drivers are ignoring pedestrian safety and wants the No Turn on Red sign to remain and hopes that other safeguards are provided to protect the pedestrians in San Elijo.

Santiago Chuck (email comment) – resident of San Marcos: Opposes the No Turn on Red sign, expressing that the sign should be placed in a different location and asked the Traffic Commission to consider removing this restriction.

Warren Witt (email comment) – resident of San Marcos: Opposes the No Turn on Red sign, indicating that the Traffic Engineers did not do a proper study, and that the sign was installed due to a complaint and not because of sight distance issues. The State of California DMV California Drivers Handbook Section 7 was quoted regarding Laws and Rules of the Road, and that adequate sight distance was achieved at this intersection from a previous evaluation Project # TSR24-04. A request is made to the Traffic Commission to follow the law and to remove the No Turn on Red sign.

Brian Rumao (email comment) – resident of San Marcos: Asked the Traffic Commission if they would reconsider the restriction and opt for other alternatives that allow for right turns on red, while considering safety for the pedestrians.

PUBLIC COMMENT CLOSED

COMMISSIONER DISCUSSION INCLUDED: Option to make sight distance visually better for the drivers; time of day restrictions; data for other times of the day (not peak hours); accident history in the area; warrants regarding Mr. Witt's comment about posting a sign in this area; anything that governs a Stop Here on Red; Mr. Witt's comment no reference being made behind the limit line or a crosswalk; reflective signage; pedestrian safety is a critical issue at this intersection; referring to Mr. Witt's comment about putting in a lighted No Turn on Red arrow that is activated when a pedestrian presses the crosswalk button; pedestrians don't just walk during peak hours, they also walk late at night or early in the morning and those people need to be considered; issues taken into consideration when new roads are built; consideration of southbound lagging left during peak hours or permanent; not seeing a major issue to keep the sign there;

STAFF RESPONSE: Improving sight visibility for vehicles stopped behind the crosswalk is not possible. The intersection is slightly skewed and there is a 6-percent grade to the north. With the curvature of the road and the trees along the sidewalk, the area cannot be cleared and there is no option to increase the sight distance. Restricting right turns during peak hours is also not an option. There is a high volume of traffic at this intersection on San Elijo Road and a no right turn on red would not be feasible due to the amount of traffic. Cameras were set up for a 24-hour surveillance, and we recognized maximum queuing at this intersection during peak hours. For instances during 2 or 3 o'clock in the morning, the signal would be resting in green on San Elijo Road. When traffic approached, the signal immediately cycle to green for the side street. The accident history did not involve a vehicle turning right or a pedestrian in the crosswalk. Based on the San Marcos Municipal Code, it is the City Traffic Engineer's discretion on where we place traffic control devices. We don't place them without a reason. We investigate pedestrian safety and sight distance visibility. Our sight distance standards for this city are based on a compilation of various resources that are standard for the industry such as the California MUTCD and AASHTO for where we measure sight distance visibility. We measure from where the vehicle is legally supposed to stop prior to entering the roadway, which is the limit line of the intersection. The California Vehicle Code defines where a vehicle can stop prior to entering an intersection. A convex mirror is a device positioned around driveways so drivers can see if another vehicle is coming. In San Marcos we stay away from installing any reflective device on the roadway that could cause headlights to shine into someone's eyes. In this case with the high speed of the road, it would be difficult to judge the speed of a vehicle when based on visibility from the mirror, and we don't want to cause additional issues. It is possible to install a lighted sign, however in this case, one of the reasons for having the turn restriction is insufficient visibility which is present 24 hours a day. During non-peak hours, speeds can be higher and having that limited visibility causes issues. During new development, all these factors are considered when new roads are built. Roads are built based on a certain design speed then based on the California Manual on Setting Speed Limits, the speed limit could be raised or lowered depending on the speed survey done at that time. A traffic signal can be set up for lead-lag operation based on time of day. In this instance where the traffic signal runs in free operation and doesn't have a coordinated schedule, we would leave that. We find it better to lead-lag left turn for 24/7 because of the driver's expectations.

ACTION:

COMMISSIONER HOAGLIN MAKES A MOTION TO APPROVE STAFF'S RECOMMENDATION THAT THE CURRENT NO TURN ON RED RESTRICTON FOR THE NORTHBOUND RIGHT TURN MOVEMENT REMAIN IN

PLACE AND ADD THAT THE LEFT LAG IS CONSIDERED; SECONDED BY COMMISSIONER HILMES. MOTION CARRIED BY THE FOLLOWING VOTE:

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

10. REPORTS AND INFORMATION ITEMS

a. Work Order Updates

At the intersection of Rancho Santa Fe Road and San Marcos Boulevard, green conflict striping was added to driveways or areas where vehicles are making a right turn bay. This will help the drivers be aware of bicyclists in the area.

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

The sheriff is not present at this time. Sgt. Charles who is normally here has retired. A replacement is being considered and the accident reporting software his being updated and we hope to have the Investigation Log at the next meeting.


c. Traffic Commission Commentary:

None

d. Staff Commentary: Staff does not have any additional comments.

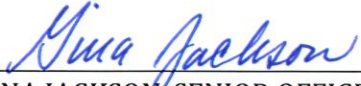
ADJOURNMENT

Chairman Kovrig adjourned the meeting at 7:02 p.m.



NEILL KOVRIG, CHAIRMAN
CITY OF SAN MARCOS TRAFFIC COMMISSION

ATTEST:



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