

**AGENDA
TRAFFIC COMMISSION**



COMMISSIONERS

MICHAEL GILBERT
ERIC FLYNN
JIM HOWELL
RUDOLFO MERCADO
JEFF GEYER
SHARON LARIMER
GERALD WROE

**REGULAR MEETING
NOVEMBER 2, 2016, 6:00 P.M.**

CITY COUNCIL CHAMBERS
CITY HALL, 200 CIVIC CENTER DRIVE, VISTA, CALIFORNIA 92084

- I. **CALL TO ORDER**
- II. **ROLL CALL**
- III. **PLEDGE OF ALLEGIANCE**
- IV. **APPROVAL OF AGENDA**
- V. **APPROVAL OF MINUTES** – August 3, 2016
- VI. **SHERIFF'S MONTHLY TRAFFIC COLLISION/ENFORCEMENT SUMMARY**
- VII. **DISCUSSION**
16-09: No Parking on N. Melrose Drive
16-10: Speed Limit Reduction on Monte Vista Drive
16-11: No Parking on Crescent Drive at Bozanich Circle
- VIII. **PENDING ITEM(S)**
None.
- IX. **REPORTS** – Summary of Status of Various City Projects and Past Commission Items
- X. **PUBLIC COMMENTS AND WRITTEN COMMUNICATION**
At this time, written communication may be reviewed. Persons wishing to speak on a matter not on the agenda may be heard. However, no discussion or action can be taken until placed on a future agenda in accordance with the Brown Act and Commission Policy.
- XI. **COMMISSIONER COMMENTS**
- XII. **ADJOURNMENT**
The Traffic Commission is an advisory committee to the Vista City Council. It reviews various matters referred to it and makes recommendations to the City Council for final action. In the event that the Traffic Commission recommends denial of a particular request for traffic control, such matter will not automatically be forwarded for City Council consideration unless the Traffic Commission's decision is appealed in writing.

CERTIFICATION

I, Greg Mayer, Secretary of the City of Vista Traffic Commission, certify that the foregoing Agenda was posted on or before October 27, 2016, on the kiosk outside the City Council Chambers at City Hall, 200 Civic Center Drive in the City of Vista.

Husam Hasenin

for Greg Mayer, Secretary

**MINUTES
TRAFFIC COMMISSION**



COMMISSIONERS

MICHAEL GILBERT, *CHAIR*
ERIC FLYNN
JIM HOWELL
RUDOLFO MERCADO
JEFF GEYER
SHARON LARIMER
GERALD WROE

**REGULAR MEETING
AUGUST 3, 2016 – 6:00 P.M.**

*CITY COUNCIL CHAMBERS
CITY HALL, 200 CIVIC CENTER DRIVE, VISTA, CALIFORNIA 92084*

I. CALL TO ORDER

The Traffic Commission meeting was called to order at 5:59 p.m. by Principal Engineer Hasenin until the election of officers takes place.

II. ROLL CALL

Commissioners Present: Commissioners Howell, Wroe, Larimer, Mercado, Geyer, Flynn, Gilbert

Commissioners Absent: None

City of Vista Staff:

Sam Hasenin, Principal Engineer
Susan Perciavalle-Brundu, Sr. Office Specialist
Gail Jarrard, Administrative Secretary

III. PLEDGE OF ALLEGIANCE

IV. APPOINTMENT OF COMMISSIONER GEYER AND REAPPOINTMENT OF COMMISSIONERS LARIMER AND MERCADO: OATH OF OFFICE

The oath of office was administered to Commissioners Geyer, Larimer and Mercado.

V. ELECTION OF OFFICERS

A motion was made and seconded to nominate Commissioner Gilbert as the Chair of the Traffic Commission for this fiscal year. The motion carried 6-0, Commissioner Gilbert abstained.

A motion was made and seconded to nominate Commissioner Flynn as the Vice-Chair of the Traffic Commission for this fiscal year. The motion carried 6-0, Commissioner Flynn abstained.

VI. APPROVAL OF AGENDA

Principal Engineer Hasenin stated that there were no changes to the agenda.

VII. APPROVAL OF MINUTES – April 6, 2016

It was moved and seconded to approve the minutes of April 6, 2016 as presented. The motion carried 6-0, Commissioner Gilbert abstained.

VIII. ANNUAL REVIEW AND ADOPTION OF TRAFFIC COMMISSION RULES OF PROCEDURE

There have been no changes to these rules of procedure. A motion was made and seconded to adopt the Traffic Commission rules of procedure as presented. The motion carried 7-0.

IX. SHERIFF'S MONTHLY TRAFFIC COLLISION/ENFORCEMENT SUMMARY

Deputy Malson reported on the following statistics for June 2016 last year vs. June 2015, and for 2016 year to date vs. 2015 same time this year:

- Fatalities: 1 June, 2016 vs. 0 June, 2015; 4 in 2016 year to date vs. 2 in 2015 same time this year.
- Injury Collisions: 14 June, 2016 vs. 34 June 2015; 121 in 2016 vs. 158 in 2015.
- Property Damage Collisions: 23 June, 2016 vs. 33 June, 2015; 189 in 2016 vs. 204 in 2015.
- Total Collisions: 38 June, 2016 vs. 67 June, 2015; 314 in 2016 vs. 364 in 2015.
- Persons Killed: 1 June, 2016 vs. 0 June, 2015; 4 in 2016 vs. 2 in 2015.
- Persons Injured: 20 June, 2016 vs. 42 June, 2015; 157 in 2016 vs. 216 in 2015.
- Pedestrian Collisions: 2 June, 2016 vs. 4 June, 2015; 15 in 2016 vs. 22 in 2015.
- Pedestrians Killed: 0 June, 2016 vs. 0 June, 2015; 2 in 2016 vs. 1 in 2015.
- Pedestrians Injured: 2 June, 2016 vs. 3 June, 2015; 12 in 2016 vs. 19 in 2015.
- Bicycle Collisions: 0 June, 2016 vs. 6 June, 2015; 7 in 2016 vs. 11 in 2015.
- Bicyclists Killed: 0 June, 2016 vs. 0 June, 2015; 0 in 2016 vs. 0 in 2015.
- Bicyclists Injured: 0 June, 2016 vs. 6 June, 2015; 6 in 2016 vs. 11 in 2015.
- Motorcycle Collisions: 0 June, 2016 vs. 4 June, 2015; 7 in 2016, vs. 11 in 2015.
- Motorcyclists Killed: 0 June, 2016 vs. 0 June 2015; 0 in 2016 vs. 0 in 2015.
- Motorcyclists Injured: 0 June, 2016 vs. 3 June, 2015; 7 in 2016 vs. 10 in 2015.
- Private Property: 10 June, 2016 vs. 8 June 2015; 54 in 2016 vs. 63 in 2015.

X. DISCUSSION

16:05 Speed Limit on S. Santa Fe Avenue

Staff Recommendation: Establish a 25 mile-per-hour speed limit on S. Santa Fe Avenue between Main Street and Guajome Street. Establish a 35 mile-per-hour speed limit on S. Santa Fe Avenue between Guajome Street and Postal Way.

Principal Engineer Hasenin gave the following report about this item. Currently a 35 mph speed limit is posted on S. Santa Fe Avenue between Main Street and Postal Way. As part of the City's Paseo Santa Fe redevelopment project, the segment of S. Santa Fe Avenue between Main Street and Ocean View Drive has been entirely reconstructed to reduce the number of travel lanes from four to two and to install angle parking, wider sidewalks, landscaping and other streetscape features. The project also restriped S. Santa Fe between Ocean View Dr. & Civic Center Dr. from four travel lanes to two with bike lanes and parking. The physical changes and lane reconfiguration changed the characteristics of the street. The establishment of speed limits in accordance with State law requires conducting an Engineering and Traffic Survey. If roadway characteristics significantly change, an existing Engineering and Traffic Survey is no longer representative of the street and must be updated. Staff conducted an engineering and traffic survey, which determined:

- a) 25 miles per hour speed limit between Main Street and Guajome Street
- b) 35 miles per hour speed limit between Guajome Street and Civic Center Drive (which is the same as existing).
- c) New vehicle speeds were not collected between Civic Center Drive and Postal Way since no

physical or lane configuration changes were made to this segment.

Attached to these meeting minutes are a letter from a property owner and a response from staff.

Commissioners Howell and Geyer indicated support of the staff's recommendation. A motion was made and seconded to accept the staff recommendation. The motion carried 7-0.

16:06 Truck Prohibition on Santa Fe Avenue

Staff Recommendation: Prohibit semi-trailers with trailers over 28 feet in length from traveling on Santa Fe Avenue between Vista Village Drive and Civic Center Drive.

Principal Engineer Hasenin gave the following report about this item. The Paseo Santa Fe Streetscape project recently constructed a roundabout at the intersection of S. Santa Fe Avenue and Eucalyptus Avenue. As part of the City's Paseo Santa Fe redevelopment project, the segment of S. Santa Fe Avenue between Main Street and Ocean View Drive has been entirely reconstructed to reduce the number of travel lanes from four to two and to install angle parking, wider sidewalks, landscaping and other streetscape features. The project also constructed a roundabout at the intersection of S. Santa Fe Avenue and Eucalyptus Avenue. Phases 2 and 3 of the project will install two additional roundabouts at Guajome Street and Pala Vista Drive. Most trucks and semi-trailers are able to adequately negotiate the new roundabout at Eucalyptus Avenue. Some larger semi-trailers struggle through the roundabout and cannot navigate through without being obstructed by the right-hand curb as they depart the roundabout. Some are forced to slow down almost to a halt and some are forced to back up and readjust to complete their maneuver. State law exempts trucks with a destination/delivery on a street from a truck prohibition.

Principal Engineer Hasenin responded to several Commission questions and clarified:

- 1) The types and sizes of vehicles that would be prohibited – semi trailers with trailers over 28 feet in length
- 2) Trucks with a destination on the street, regardless of size, are exempt from the prohibition
- 3) The size of the current roundabout meets the minimum recommended guidelines
- 4) The apron on the roundabout is intended for trucks to mount, but it could be a little tight for a truck driver going through the roundabout the first time where they do not enter it correctly. Therefore, the proposal is aimed at through trucks, not trucks that have a destination in the area
- 5) Size of roundabout – cost is a significant factor, but the bigger challenge is the property acquisition that would be needed on the corners to make a roundabout bigger

Commissioner Geyer indicated the mapping smart phone application that has information about street by street regulations relating to trucks, which truck drivers rely on for mapping their routes.

Mary Hawkins from NCTD spoke and expressed concern about the other 2 roundabouts scheduled for Phases 2 and 3 of the project. It was noted that a new driver of the 40' buses that go through the area sometimes struggle with the roundabout. Could there be a consideration on the curbs going off into the outlets of the streets cut it back about 2 feet? Principal Engineer Hasenin indicated there was a meeting with NCTD not too long ago and that he will take this suggestion back to the project manager.

Attached to these meeting minutes are a letter from a property owner and a response from staff.

A motion was made and seconded to accept the staff recommendation. The motion carried 6-0, Commissioner Wroe abstained.

16:07 All-Way Stop – W. Los Angeles Drive at Avenida De Benito Juarez

Staff Recommendation: Establish an all-way stop control at the intersection of W. Los Angeles Drive and Avenida De Benito Juarez by adding Stop signs on W. Los Angeles Drive.

Principal Engineer Hasenin gave the following report about this item. The City received a complaint about speeding on W. Los Angeles Drive and about pedestrian safety at the intersection of W. Los Angeles Drive and Avenida De Benito Juarez. Analysis of this intersection found that a history of accidents exists. As a possible mitigation measure for accidents, staff conducted an all-way stop evaluation of this intersection. Factors such as traffic volumes, pedestrians, accident history and other conditions were considered. The evaluation found that this intersection meets the standards for the installation of an all-way stop.

A motion was made and seconded to accept the staff recommendation. The motion carried 7-0.

16:08 Citywide Traffic Congestion Management Plan

Staff Recommendation: Receive staff report and provide input.

Principal Engineer Hasenin gave the following report about this item. The City Council identified citywide goals for FY 2016 through 2018 at a workshop held in March 2016. The second citywide goal identified is to improve the flow of traffic, reduce congestion and continue to improve our roads. On 6/28/16, the City Council adopted the following action items to support the traffic relief goal: (a) Hold a City Council workshop to discuss traffic related issues. Receive specific direction from the City Council on staff recommendations, (b) Continue to budget/expend at least 70% of annual TransNet funding (approx. \$2m) for the Pavement Management Program to overlay/slurry seal City streets, (c) Revise CIP as needed to budget for new priorities, (d) Develop a Traffic Congestion Management Plan for City Council consideration (TCMP). Components of a TCMP may include: (a) Optimize traffic flow by updating traffic signal coordination plans continually for various traffic peaks during a typical weekday, (b) Update existing traffic signal and communications equipment in north Vista, (c) Identify and implement road restriping projects and (d) Widen roadways.

Typical costs associated with relieving congestion, not including right-of-way acquisition (a) restriping to create more lanes within existing street width - \$5K per block of street per side, (b) intersection widening - \$200k per corner and (c) segment widening - \$500k per block per side of the street.

Principal Engineer Hasenin used maps to show congested street segments and intersections in the City. For each congested area, Hasenin presented either an already active project or a recommended to address the congestion as follows:

1. E. Vista Way Widening: this project would widen E. Vista Way from Taylor Street to City Boundary to a 4 Lane Major road standard in accordance with the Circulation Element. And restripe to four lanes. The estimated cost is \$6M, which does not include undergrounding of overhead utilities. The proposed Strawberry Hills development will be conditioned with adding a NB travel lane.
2. E. Vista Way at Bobier Drive /Foothill Drive Left Turn Lanes: Widen Foothill Drive (east leg of

- intersection) to add a second left turn lane for westbound traffic, which is to be completed by a proposed adjacent development. If the development proceeds and makes the improvements, the City can restripe a second eastbound left turn lane at minimal cost.
3. E. Vista Way Restriping: Restripe E. Vista Way from Civic Center Drive to Williamston Street to add a third northbound through lane. This work will be completed as part of a slurry seal project after the construction of a raised median at minimal cost. It is anticipated to be completed in summer 2017.
 4. Civic Center Drive at E. Vista Way: Widen and restripe to add a second northbound left turn lane. This project is completed.
 5. Eucalyptus Avenue at Civic Center Drive: Restripe an exclusive eastbound right turn lane. This project is completed.
 6. Civic Center Drive Widening: Widen from SR-78 to S. Santa Fe Avenue to add a third through lane in each direction. The estimated cost for this project is \$20 million.
 7. Civic Center Drive Widening: Widen from the SPRINTER tracks to Phillips Street to add a third southbound through lane. This project is in design at an estimated cost of \$700,000.
 8. Civic Center Drive at S. Santa Fe Avenue: This project would widen Civic Center Drive at S. Santa Fe Avenue to add an exclusive northbound right turn lane. This project requires right of way acquisition and the total project estimated cost \$2,000,000.
 9. Civic Center Drive at Postal Way: This project would widen Civic Center Drive at Postal Way to add an exclusive northbound right turn lane at an estimated cost \$1,000,000.
 10. Vista Village Drive at North Santa Fe Avenue: Widen and restripe to add a second southbound left turn lane and restripe to add a third westbound through lane. This project is completed.
 11. Vista Village Drive at N. Santa Fe Avenue, Vista Village Drive at Olive Avenue and N. Santa Fe Avenue at Main Street: These are three very closely spaced intersections where the traffic signals are preempted by the SPRINTER. The project would revamp the traffic signal equipment to allow for better management of operations at an estimated cost of \$540,000. A grant application for half the cost will be submitted to Caltrans.
 12. N. Melrose Drive Restriping and Widening: Restripe to add a third southbound through lane from Ascot Street to W. Vista Way and widen the east side just north of W. Vista Way to make room for a third northbound through lane to be striped as part of a future project. This project is in construction at an estimated cost \$200,000.
 13. N. Melrose Drive Restriping: This project would restripe to add a third through lane in each direction from W. Vista Way to Bobier Drive. It requires parking removal. The estimated cost is \$100,000.
 14. Mar Vista Drive at Avocado Drive Roundabout: There is traffic congestion at the existing all-way stop control at this intersection. A roundabout is proposed to alleviate some of the congestion. A proposed development is conditioned to construct this improvement.
 15. N. Melrose Drive at W. Vista Way: Restripe to add a third northbound through lane, which will relieve northbound congestion back to Melrose Way in the PM peak. This location is in Caltrans right-of-way and will be done as part of an overlay project at minimal cost.
 16. Sycamore Avenue at S. Melrose Drive: Restripe to add a third westbound left turn lane and make some signal modifications. This project is completed.
 17. Citywide Projects
 - a. Upgrade hardware and communications in the southern half of the City using a \$900,000 grant. The design is in progress.
 - b. Upgrade hardware and communications in the northern half of the City. A grant application for half of the cost will be submitted to Caltrans. The total estimated cost is \$950,000.
 - c. Traffic Measurement System: this system anonymously uses Bluetooth signals to track traffic flow including speeds, travel times and delay, which enables staff to monitor traffic

congestion in real time. Monitors congestion. The system is also capable of conducting origin destination studies. The estimated cost to implement the system is \$75,000.

18. Traffic Signal Timing: This is an ongoing task carried out by staff. Signal timing coordination, which is pre-designed timing plans to optimize traffic flow during peak times. It relates the end of the green intervals at the various traffic signals to each other and requires the clocks at each traffic signal to match.
19. Update coordination signal timing plans along the following arterials this fiscal year:
 - a. N. Santa Fe Avenue between Vista Village Drive and Bobier Drive
 - b. Civic Center Drive – entire length
 - c. E. Vista Way – entire length

Principal Engineer Hasenin presented the following list of the short term recommended projects in order of priority:

1. N. Melrose Drive between W. Vista Way and Bobier Drive Restriping - \$100,00
 2. Vista Village @ N. Santa Fe; Vista Village @ Olive; and N. Santa Fe @ Main Signal Operations - \$270,000 City match to a grant application
 3. Traffic Signal Interconnect & Upgrade - \$475,000 City match to a grant application
 4. E. Vista Way @ Bobier Drive/Foothill Drive EB & WB Left Turn Lanes – minimal cost
 5. Traffic Measurement System for Congestion Monitoring - \$75,000
- These five projects total \$920,000

Principal Engineer Hasenin presented the following list of the long term recommended projects in order of priority:

1. Civic Center Drive @ S. Santa Fe Avenue NB Right Turn Lane - \$2M
 2. Civic Center Drive @ Postal Way NB Right Turn Lane - \$1M
 3. E. Vista Way between Taylor Street and Northern City Boundary Widening - \$6M
 4. Civic Center Drive between S. Santa Fe Avenue & the Railroad Tracks Widening - \$20M
- These four projects total \$29M

A motion was made and seconded to support staff efforts in creating and implementing a Traffic Congestion Management Plan. The motion carried 7-0.

XI. PENDING ITEM(S)

- None

XII. REPORTS (Principal Engineer Hasenin):

Engineering & Traffic Surveys

1. Longhorn Drive (S. Melrose Drive – Shadowridge Drive); and Vale Terrace Drive (E. Vista Way – Foothill Drive). Completed.
2. Hacienda Drive (S. Melrose Drive – Thunder Drive). Expires August 2017

City projects in progress

1. Traffic Signal - Bobier Drive @ Anza Avenue (N): The project is in design by Parsons Brinckerhoff.
2. Signal Modifications:
 - a. Vista Village Drive @ N. Santa Fe Avenue: Add a third lane for westbound traffic, allow eastbound right turns to proceed with northbound left turns (right turn overlap), install programmed visibility signal indications for northbound traffic.

- b. Civic Center Dr. @ S. Santa Fe Avenue: Upgrade pedestrian signal system to ADA standards – request by a disabled person. Relocate controller cabinet, upgrade aging hardware, software, conduit and wiring.
- c. Vista Village Dr. @ Olive Ave: Upgrade pedestrian signal system to ADA standards – request by a disabled person.
- d. N. Santa Fe Ave. @ Bobier Dr: Upgrade pedestrian signal system to ADA standards – request by a disabled person.
- e. N. Melrose Dr. @ W. Vista Way: Replace outdated signal mast arm for northbound traffic. Addition of a third southbound through lane between W. Vista Way and Ascot Drive.
- f. Right Turn Lane on Live Oak Road @ S. Melrose Drive. This project has been removed due to lack of funding.
- g. W. Vista Way @ Copper Avenue EB Left Turn Lane; W. Vista Way at Santa Clara Drive EB Left Turn Lane: These two projects are removed due to lack of funding.

The construction contract for the above signal modifications has been awarded to PAL General Engineering, Inc.

- 3. Downtown Specific Plan Intersection Improvements: Analysis of potential impacts of the Paseo Santa Fe Project and recommending mitigations at intersections, final design of intersection mitigations, \$250,000 in Local Transportation Fees.
 - a. Traffic impact study completed by Parsons Brinckerhoff
 - b. Three intersections require improvements: (a) Civic Center Drive @ Eucalyptus Avenue: eastbound right turn lane; lengthen existing westbound left turn lane; (b) Civic Center Drive @ Vista Village Drive: add a second northbound left turn lane; (c) Vista Village Drive @ N. Santa Fe Avenue: add a second southbound left turn lane.Construction is complete.
- 4. Paseo Santa Fe Street Scape Improvements: Street improvements along S. Santa Fe Avenue between Main Street and Civic Center Drive.
 - a. Phase 1: Reconstruction between Main Street and Ocean View Drive plus restriping between Ocean View Drive and Civic Center Drive. Construction is complete.
 - b. Phases 2 and 3: Street improvements along S. Santa Fe Avenue between Ocean View Drive and Civic Center Drive. The City obtained \$5.7 million in two grants. Design is in progress by Dokken Engineering.
- 5. E. Vista Way Raised Median between Fire Station and Williamston Street: Received federal HSIP grant for \$476,900 with a \$103,000 local match for a total of \$579,900. Caltrans issued Authorization to proceed with design. The design is in progress by Nasland Engineering.
- 6. Upgrade Traffic Signal Interconnect: Upgrade communications infrastructure and signal hardware and software south of SR-78. Federal HSIP grant for \$921,085 with a \$20,075 local match for a total of \$941,160. Caltrans issued Authorization to Proceed with design. The design is in progress by STC Consulting.
- 7. Maryland Elementary Pedestrian Improvements: Construct sidewalks on North Avenue, W. Los Angeles Drive and East Drive. Federal ATP grant for \$712,000 with an \$80,000 local match for a total of \$792,000. Request for Proposals is complete. The California Transportation Commission approved the Allocation Request. Design is in progress by Nasland Engineering.
- 9. Vista Safe Routes To School Master Plan: Study issues and develop solutions at eight elementary schools and two middle schools (10 schools). Federal HSIP grant for \$120,000. The California Transportation Commission approved the Allocation Request. The Plan is complete.
- 10. SR-78 EB Off-Ramp at Sycamore: Widen off-ramp to include second dedicated right-turn lane. City received a \$900K federal grant in Highway Safety Improvement Program. City Council awarded the design contract to AECOM on April 12, 2011. Design is complete. Caltrans issued an encroachment permit. Construction is complete.

11. Skateparks: Design is 100% complete. The project will include a traffic signal at the intersection of N. Santa Fe Avenue and Orange Street. The project will also include a pedestrian fence on N. Santa Fe Avenue between Vista Village Drive and California Avenue.
12. Widening of Civic Center Drive at Phillips Street: Widen Civic Center Drive to add a third southbound through lane between the railroad tracks and Phillips Street. The project will also accommodate the Inland Rail Trail. Right-of-way acquisition is complete. Design is in progress.

SANDAG Projects

1. Inland Rail Trail
 - a. SANDAG has taken the lead on the design, environmental documentation and construction for all trail segments in Vista, San Marcos and San Diego County.
 - c. Construction of the San Marcos segment is proceeding and is scheduled for completion in fall 2016.
 - d. Construction bids of the County segment and a portion of the Vista segment were opened and construction is anticipated to begin in late 2016.
 - e. Construction of the remainder of the Vista segment is anticipated to begin in summer 2017.

XIII. PUBLIC COMMENTS AND WRITTEN COMMUNICATION

At this time, written communication may be reviewed. Persons wishing to speak on a matter not on the agenda may be heard. However, no discussion or action can be taken until placed on a future agenda in accordance with the Brown Act and Commission Policy.

Frank Sloat, 2061 Monte Vista Drive, spoke and brought the Commission's attention to kids getting to and from school at Rancho Minerva Middle School in a safe manner, specifically on Foothill Drive and Vale Terrace Drive and the lack of sidewalks or even a pathway for them.

Principal Engineer Hasenin indicated that the City just completed a Safe Routes to School master Plan for ten schools in the City. The plan worked with schools and parents to identify issues and propose and prioritize projects. The next step is obtain funding to build projects.

Nikki Leeds, 2251 Catalina Avenue, spoke and agreed with Mr. Sloat regarding the same issue and indicated this is an unsafe pedestrian environment, especially for the school children.

JC Boissy, 687 Paseo Rio, spoke and feels like his neighborhood has been targeted by the Sheriff's Department (near a mobile home park) for ticketing to bridge a gap between revenue goals that have been set and he feels that this is becoming a practice. He recently received 2 citations for the same offence of running the Stop sign on Pomelo Drive at Paseo Rio/Camino Del Mar.

Mary Jo Poole, 451 Avenida De La Luna, spoke and was also concerned with pedestrians on Foothill Drive and Vale Terrace Drive as well as W. Los Angeles Drive safety for pedestrians. She was thankful for the new sidewalk on Redlands Drive between Connecticut Street and California Avenue, but noted that a 4' pipe had been left by the construction company.

Principal Engineer Hasenin state that he will report the pipe to Public Works.

XIV. COMMISSIONER COMMENTS

None.

XV. ADJOURNMENT

The meeting adjourned at 7:40 p.m.

Next meeting – September 7, 2016.

Greg Mayer, Secretary

PATTON - WILKINSON PROPERTIES

17842 MITCHELL NORTH, SUITE 100
IRVINE, CALIFORNIA 92614
(949) 474-7004

July 21, 2016

Mr. Husam Y. Hasenin
Principal Engineer, City of Vista
200 Civic Center Drive
Vista, California 92084

Re: Comments on proposed speed limit change and large delivery truck prohibitions, South Santa Fe Avenue, Vista

Dear Mr. Husam:

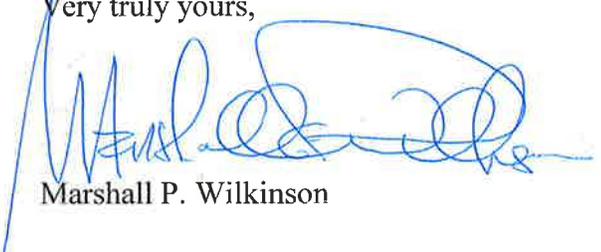
Please consider the following thoughts offered in response to a proposal by the traffic commission to consider the two changes referenced above at its meeting of August 3, 2016. Please be advised that the property owner of this parcel, Gail L. Reiter Trust, is not in support of either proposal and in fact finds that both of the proposals are counter to her understanding of what the City of Vista was attempting to promulgate along South Santa Fe Avenue, which was a strong, vibrant retail corridor backed by higher density residential and a pedestrian friendly street scape.

We believe that neither the high density residential proposed for this area nor the retail establishments will fare well unless good if not excellent access to the area can be maintained. You have that today in the arterials, Civic Center Drive and Vista Village Way coupled by South Santa Fe. All that is missing is the retail along South Santa Fe and the build out of the high density residential. You will destroy this by lowering the speed limit on South Santa Fe and will provide a further disincentive to prospective developers of commercial projects by limiting the transportation form that most reasonably supports retail and hospitality establishments.

Please realize that virtually every class of retailer or hospitality use from a mom and pop start up to a large corporate operation receives deliveries daily in large trucks many if not most of which include trailers longer than 28 feet.

Please do not make the proposed changes to South Santa Fe Avenue.

Very truly yours,


Marshall P. Wilkinson

cc: Gail L. Reiter
John Conley



August 9, 2016

Marshall P. Wilkinson
17842 Mitchell North, Suite 100
Irvine, CA 92614

Subject: Proposed Speed Limit Change and Truck Prohibition on Santa Fe Avenue

Dear Mr. Wilkinson:

Thank you for taking the time to write to us with your comments on the proposed speed limit change and truck prohibition on S. Santa Fe Avenue in your July 21, 2016 letter.

Speed limits are established in accordance with State law. One of the main requirements in setting speed limits is actual vehicles speeds on a roadway. Vehicle speeds are directly affected by physical roadway characteristics. Since the improvements on S. Santa Fe Avenue significantly changed the physical roadway characteristics, the speed limit needs to be reestablished. Vehicle speed data collected after the improvements on S. Santa Fe Avenue support a lower speed limit of 25 miles per hour.

Although the new roundabout at the intersection of S. Santa Fe Avenue and Eucalyptus Avenue is designed to accommodate trucks, drivers unfamiliar with the area have been observed to struggle navigating through it. This is the reason for the proposed prohibition of semi-trailers with trailers over 28 feet in length. This prohibition only applies to through trucks, and not trucks with a destination on the street.

The Traffic Commission approved both items on August 3, 2016 and the items are scheduled for City Council consideration on September 13, 2016 at 5:30 p.m.

Thanks again for taking the time to write and please contact me if you have any questions.

Sincerely,

Husam Y. Hasenin

Husam Y. Hasenin
Principal Engineer
760.643.5411
hhasenin@cityofvista.com

**CITY OF VISTA
TRAFFIC COMMISSION**

AGENDA REPORT

<u>MEETING DATE:</u>	November 2, 2016	<u>ITEM No.:</u>	16-09
<u>SUBJECT:</u>	No Parking		
<u>LOCATION:</u>	N. Melrose Drive	<u>INITIATED BY:</u>	Staff

STAFF RECOMMENDATION: Prohibit parking on N. Melrose Drive between W. Vista Way and the SPRINTER railroad tracks and add a travel lane in each direction.

BACKGROUND: The approved Vista Circulation Element designates N. Melrose Drive as a 6-Lane Urban Major road with bicycle lanes.

DATA:

Existing traffic control: N. Melrose Drive is classified as a 6-Lane Urban Major road. Traffic signals exist at several intersections, while other side streets must stop at N. Melrose Drive.

AADT Count: Varies between 39,000 vehicles per day on the south end to 25,500 vehicles per day on the north end.

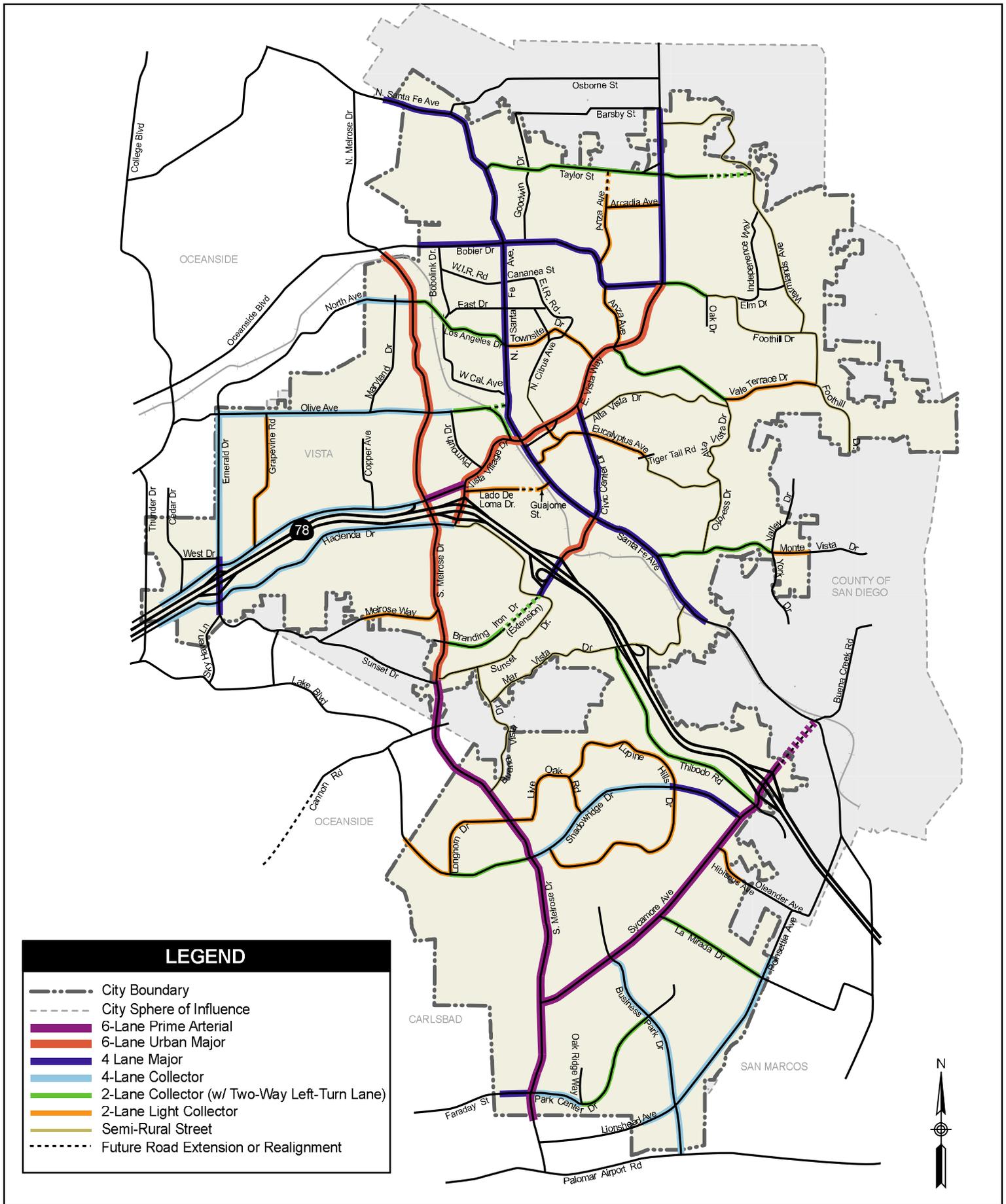
Accident Background: 2011 – 18; 2012 – 21; 2013 – 30; 2014 – 40; 2015 – 42; 2016 (through June) – 20

ANALYSIS: N. Melrose Drive is designated as a 6-Lane Urban Major road with bicycle lanes and without parking in the Vista General Plan 2030 Circulation Element as shown in the attached figures. Traffic volumes have been increasing over the past few years and congestion is regularly occurring in the morning and evening peak travel periods. The existing on-street parking is sparsely used as the adjacent properties have ample onsite parking. The exception is the segment of N. Melrose Drive between Ascot Drive and Olive Avenue, where the parking is used adjacent to a condominium complex and a mobile home park. However, according to parking counts conducted by staff on various days of the week, these properties have on-site parking that, if fully utilized, will be adequate to accommodate their parking needs. Please see attached parking count summaries.

The City Council identified reducing traffic congestion as a citywide goal for 2016 through 2018 and directed staff to develop a traffic congestion management plan. Staff developed a plan that identified congested streets in the City and recommended short-term and long-term solutions. The plan identified N. Melrose Drive as one of the congested streets and recommended restriping it to three lanes in each direction. The plan was presented to the City Council and approved in September 2016.

The adjacent property owners and occupants have been notified that this proposal will be on the November 2, 2016 Traffic Commission agenda. Please see attached sample notice. Staff received the attached three e-mails with input on the proposal. Staff also received six phone calls expressing opposition to the proposal.

City Council Approval Required: Yes (Resolution)
Tentative Council Date: December 13, 2016



**Figure CE-2
Circulation Plan**

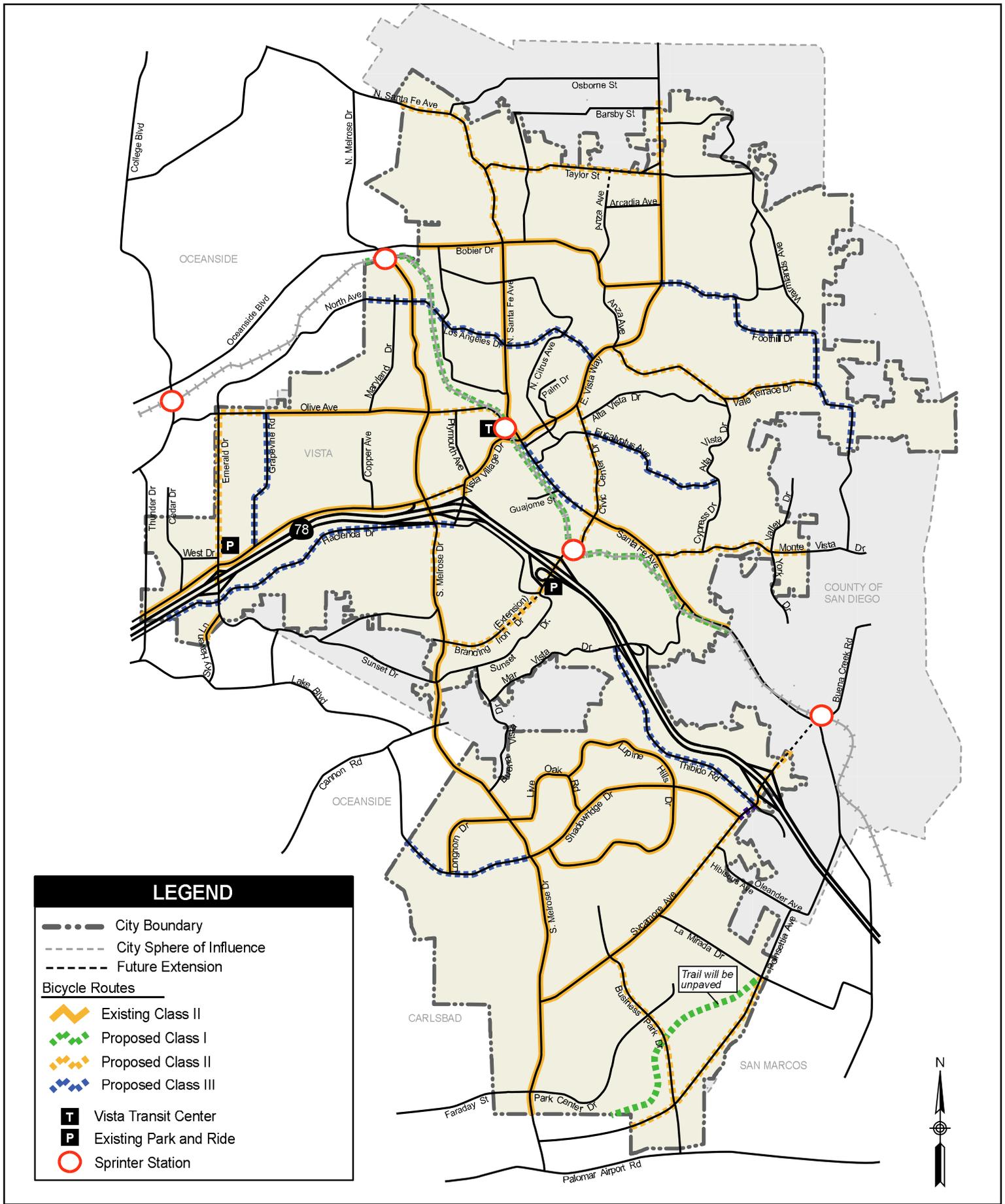
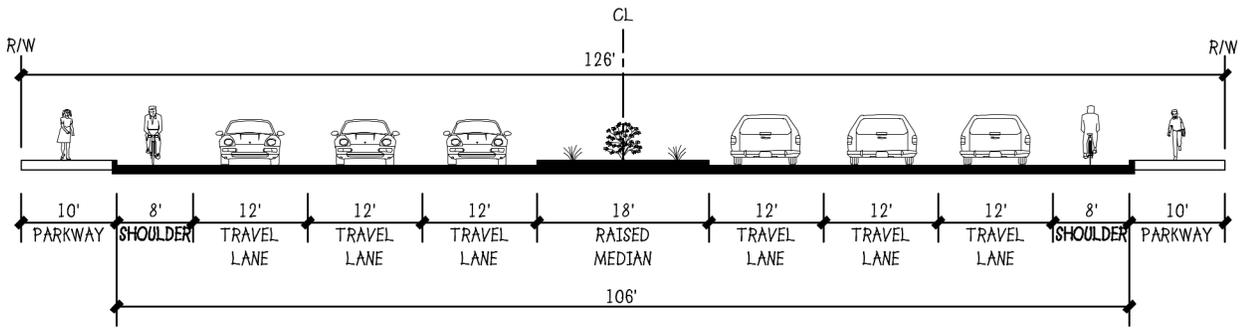
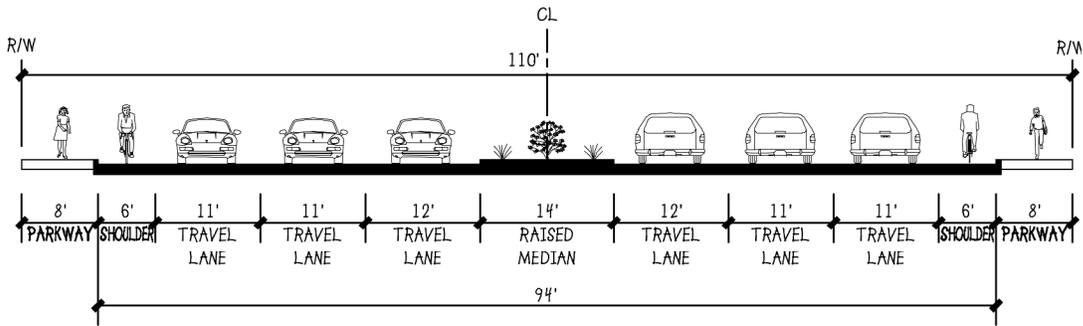


Figure CE-4
Bikeway Plan

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6 LANE PRIME ARTERIAL
(RAISED MEDIAN)



6 LANE URBAN MAJOR
(RAISED MEDIAN)



Figure CE-1A
6-lane Prime Arterial and 6-lane Urban Major Cross-sections

Freeway:	Provides regional, subregional, and intra-city access. Freeways such as SR-78 contain six lanes, with an estimated capacity of 14,400 passenger cars per hour.
Prime Arterial:	A 6-lane divided roadway with a typical ROW width of 126 feet and curb-to-curb width of 106 feet. On-street parking shall not be allowed on Prime Arterials. Bicycle lanes or routes shall be provided within the shoulder on Prime Arterials. Sidewalks shall be provided within the parkway. Raised medians may be installed with or without landscaping.
Urban Major:	A 6-lane divided roadway with a typical ROW width of 110 feet and curb-to-curb width of 94 feet. On-street parking shall not be allowed on Urban Major Arterials. Bicycle lanes or routes shall be provided within the shoulder on Urban Majors. Sidewalks shall be provided within the parkway. Raised medians may be installed with or without landscaping.
Major:	A 4-lane divided roadway with a typical ROW width of 100 feet and curb-to-curb width of 80 feet. On-street parking shall not be allowed on Major Arterials. Bicycle lanes or routes shall be provided on Major roadways. Sidewalks shall be provided within the parkway. Raised medians may be installed with or without landscaping.
4-Lane Collector:	An undivided roadway with a typical ROW width ranging from 84 to 94 feet and curb-to-curb width ranging from 64 to 74 feet. Parking and/or bicycle lanes may be provided on 4-Lane Collectors. Sidewalks shall be provided within the parkway.
2-Lane Collector:	A divided roadway with a shared center left-turn lane and a typical ROW width ranging from 70 to 80 feet and curb-to-curb width ranging from 50 to 60 feet. Parking and/or bicycle lanes may be provided on 2-Lane Collectors. Sidewalks shall be provided within the parkway.
2-Lane Light Collector:	A 2-lane roadway with a typical ROW width of 60 feet and curb-to-curb width of 40 feet. A minimum eight-foot shoulder shall be provided that may serve as a parking lane, bicycle lane, or shoulder. Sidewalks shall be provided within the parkway.

PERFORMANCE CRITERIA

Each roadway classification is part of a citywide street network that provides mobility choices to Vistans. Evaluating whether the roadways are meeting demand, and promoting a balanced transportation system

**N. Melrose Drive between Ascot Drive and Olive Avenue
Parking Counts**

8/1/16

Wednesday, July 20, 2016		
9:00 a.m.		
Side of Street	Number of Cars Parked on the Street	Number of Spaces Available Off-Street
East Side	23	90
West Side	18	56

Saturday July 23, 2016		
11:25 a.m.		
Side of Street	Number of Cars Parked on the Street	Number of Spaces Available Off-Street
East Side	35	117
West Side	17	48

Sunday July 24, 2016		
7:15 a.m.		
Side of Street	Number of Cars Parked on the Street	Number of Spaces Available Off-Street
East Side	37	80
West Side	22	35

Monday August 1, 2016		
8:10 p.m.		
Side of Street	Number of Cars Parked on the Street	Number of Spaces Available Off-Street
East Side	38	92
West Side	25	46



October 17, 2016

RESIDENT / OCCUPANT
1120 N MELROSE DR
VISTA, CA 92083

Subject: **No Parking on N. Melrose Drive, TC 16-09**

Dear Property Owner / Business Owner / Resident:

As you may have noticed, traffic congestion has been increasing along N. Melrose Drive over the past several years. The City of Vista's approved Circulation Element of the General Plan designates N. Melrose Drive as a 6-lane major road. To help alleviate some of the congestion, the City proposes to restripe N. Melrose Drive from four lanes to six lanes in accordance with the Circulation Element. This will require the removal of on-street parking. The lane striping and parking removal are both in accordance with the City's approved Circulation Element of the General Plan.

This proposal will be presented to the Traffic Commission on Wednesday, November 2, 2016 at 6:00 pm at the Civic Center located at 200 Civic Center Drive. The meeting agenda will be available on the City's website (cityofvista.com) under 'Events & Meetings' by October 27, 2016. Please contact me if you have any questions.

Sincerely,

Husam Y. Hasenin

Husam Y. Hasenin
Principal Engineer
760.643.5411
hhasenin@cityofvista.com

From: Husam Hasenin
To: ["Ian"](#)
Subject: RE: Proposed N. Melrose Dr. Re-striping [heur][spf]
Date: Monday, October 24, 2016 1:47:00 PM

Thank you for the input. I will include your e-mail in the Traffic Commission report.

Thanks!

Sam Hasenin, P.E., T.E.
Principal Engineer, Traffic Engineering
200 Civic Center Drive
Vista, CA 92084
(760) 643-5411
hhasenin@cityofvista.com

-----Original Message-----

From: Ian [<mailto:ianpage@prodigy.net>]
Sent: Thursday, October 20, 2016 11:27 PM
To: Husam Hasenin <hhasenin@ci.vista.ca.us>
Subject: Proposed N. Melrose Dr. Re-striping [heur][spf]

Sir,

Thank you for your reply to my previous email regarding the proposed three lane conversion along N. Melrose Dr. In furtherance my concerns follow.

I am a property owner and resident of the Melrose Park condominium complex. I am a 30 year law enforcement veteran, serving in a variety of positions including as a Patrol Officer and Supervisor, which included both direct investigation and supervision of traffic accident investigations. I speak, therefor with some practical, first-hand experience.

You are entirely aware of the nature and current configuration of N.Melrose Drive, northbound from Vista Way and the 78 freeway... Two traffic lanes in each direction, bike lanes and an uncontrolled center median converging to left turn pockets. Adding to the mix is Vista Fire Station and traffic signals at Vista Way, Copper Drive and Olive Ave, not to mention those immediately south of the freeway providing access and egress to the one and off ramps. The existing two lane roadway has a natural curvature when driving north through the 200 - 500 blocks on N. Melrose Dr to Olive Ave. Churches and schools are also within proximity.

The area, as stipulated in the mailer, is congested and due to the significant number of residential developments recently constructed (with another development slated at Breeze Hill) along Melrose Drive, only likely to get worse. Problem is, however, providing an additional lane, may in theory assist in moving traffic but existing traffic signals and intersections will simply slow three lanes of traffic versus two lanes, defeating the re-striping purpose.

My primary concern is one of safety. I am surprised that serious if not fatal accidents do not occur on a regular basis. Two primary causes of traffic accidents are speed and left turns both of which are in play. Currently, turning left out of my condominium complex is nothing more than a 'chicken run'. At least with existing permitted parking, a bike lane and two traffic lanes a left turn can be accomplished, primarily from the south driveway. Exiting left from the north driveway is tenuous at best. A third traffic lane, allowing traffic to move at an even faster speed than current is simply asking for a tragedy. These maneuvers are dangerous, even for myself as a thoroughly experienced and trained Police driver, due to the speeds of oncoming traffic. The center median allows a left turn refuge, both entering and exiting the complex while permitting oncoming and ensuing traffic to pass. Without such a median a left turn would be nothing more than suicide. Removing the existing curb parking will make even a right turn out of the complex dangerous if Melrose traffic speeds are likely encouraged with a third lane. Inclusion of a traffic light, serving the residents of the complex would be of benefit but would have and obverse effect to traffic flow, which proposed re-striping is attempting to improve. Pedestrians, many of whom are

children and elderly, crossing three (SIX) lanes of traffic, without adequate provision is a fatality in the making. Of course providing safe, proximate crossing zones, is necessary but also slows traffic.

Further a greater consideration should be given to tax paying lower income Vista residents who have the need to park curbside, than to those drivers who are simply traversing the roadway, perhaps the vast majority having zero fiduciary relationship to the City of Vista. The question therefor begs, who are the beneficiaries of re-striping?

Should the curbside parking be removed, what alternative parking arrangements will be made for the many adversely affected residents?

A third traffic lane may only be at necessary at certain times of the day, when traffic conditions are greatest.

Therefor, it makes more sense to permit curb parking except during high peak hours. Thereby leaving overnight curbside parking when and where it is needed most.

I look forward to further discussion and a desire to present any argument or rebuttal to proposals in person should timing permit.

Ian Page

Sent from my iPad

From: Husam Hasenin
To: ["Joe Hollow"](#)
Cc: [Greg Mayer](#)
Subject: RE: melrose parking removal
Date: Thursday, October 27, 2016 11:08:00 AM

Hello Mr. Hollow,

Thank you for writing with your input on the proposal on N. Melrose Drive. The agenda report to the Traffic Commission has information on the item that provides answers to your questions below. The report will be available on the City's website later today.

I will also include your e-mail below in the report to the Traffic Commission.

Thanks!

Sam Hasenin, P.E., T.E.
Principal Engineer, Traffic Engineering
200 Civic Center Drive
Vista, CA 92084
(760) 643-5411
hhasenin@cityofvista.com

From: Joe Hollow [mailto:jhollow1@san.rr.com]
Sent: Wednesday, October 26, 2016 1:19 PM
To: Husam Hasenin <hhasenin@ci.vista.ca.us>
Subject: melrose parking removal

Dear Husam Y. Hasenin,

Thank you for notice that the city is making a second attempt in two years to remove several hundred street parking places along North Melrose Drive. In fact, I haven't noticed "congestion" on Melrose. I notice healthy traffic flow, well within four lane design limits, which services thriving residential and commercial use in the neighborhood. Removal of parking will have substantial negative impacts on the entire neighborhood as was demonstrated by public response to your last attempt to create bicycle superhighways for the dozen bicycles that use the route every week. Now it's traffic "congestion"?

Please provide me with, or direct me to, traffic studies that compel this sudden environmental emergency. Have you preserved a litany of citizen complaints regarding "congestion" between Oceanside Boulevard and Highway #76? Have traffic related incidents increased?

If our business people and their employees cannot drive to work and park their cars in existing legal public parking spaces, they will not Uber. They will not buy trendy touring bicycles. They will not take Taxis or surf the bus system. They will move their businesses.

Please don't bore me with responses that disclaim City responsibility to "provide" parking for private businesses. Those private businesses funded and retired the 1911 Act bonds that built Melrose with the understanding that the City would not act contrary to our ability to use them. You are proposing to remove existing physical assets that we have come to depend on. Perhaps modern environmental design catechism (and Federal funding) finds fault with the automobile, but us peons have to get to work rain or shine.

Joe Hollow

From: Husam Hasenin
To: ["Kyle Morman"](#)
Subject: RE: Melrose Lane Restriping
Date: Thursday, October 27, 2016 2:09:00 PM

Hello Mr. Morman,

This proposal does not include the removal of the existing center turn lane.

Thanks!

Sam Hasenin, P.E., T.E.
Principal Engineer, Traffic Engineering
200 Civic Center Drive
Vista, CA 92084
(760) 643-5411
hhasenin@cityofvista.com

From: Kyle Morman [mailto:kylemorman@gmail.com]
Sent: Thursday, October 27, 2016 1:52 PM
To: Husam Hasenin <hhasenin@ci.vista.ca.us>
Subject: Melrose Lane Restriping

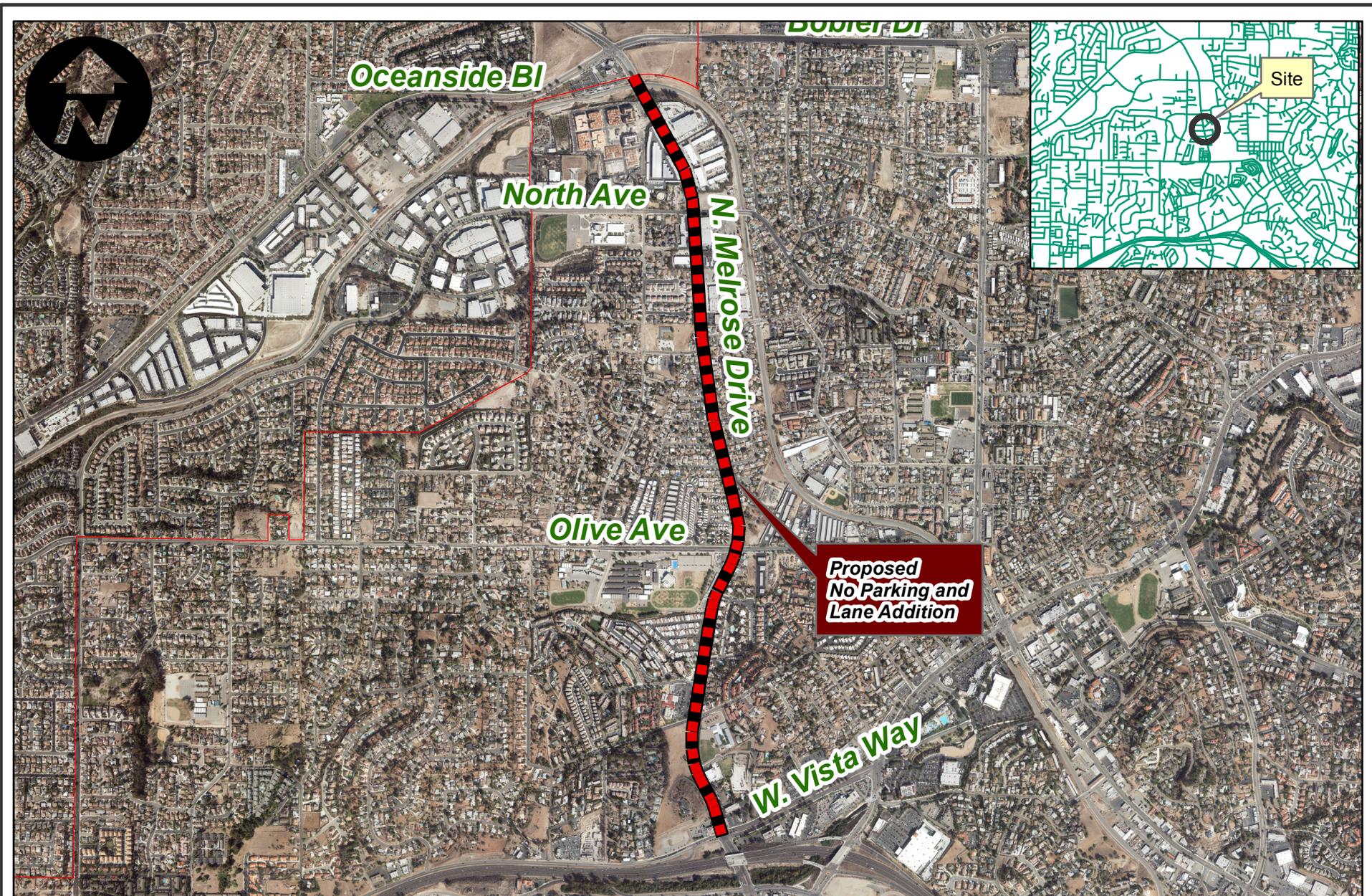
Hello Mr. Hasenin,

I am a business owner on the East side of N Melrose Dr (near Napa Auto Parts). Will the lane re-striping remove the middle lane (turning lane) for cars to cross the road from west to east, and require only northbound cars to be able to turn east to our business complex?

Our address is 1310 N Melrose Dr, Vista, CA 92083.

Thank you in advance!

Kyle Morman
Vista Business Owner



DATE: November 2, 2016

Traffic Commission Item No.: 16-09

SUBJECT: No Parking Zone and Lane Addition

LOCATION: N. Melrose Drive

CITY OF VISTA
TRAFFIC COMMISSION
AGENDA REPORT

<u>MEETING DATE:</u>	November 2, 2016	<u>ITEM No.:</u>	16-10
<u>SUBJECT:</u>	Speed Limit Reduction		
<u>LOCATION:</u>	Monte Vista Drive	<u>INITIATED BY:</u>	Ms. Tiernan

STAFF RECOMMENDATION: Establish a 35 mile-per-hour speed limit on Monte Vista Drive between S. Santa Fe Avenue and the Easterly City Limit.

BACKGROUND: Currently, a 40 mph speed limit is posted on Monte Vista Drive between S. Santa Fe Avenue and the Easterly City Limit.

DATA:

Existing traffic control: Monte Vista Drive is classified as 2-Lane Collector between S. Santa Fe Avenue and Valley Drive/York Drive and as a 2-Lane Light Collector between Valley Drive/York Drive and the Easterly City Limit. A traffic signal exists at S. Santa Fe Avenue. All-way stop controls exist at Cypress Drive and at Valley Drive/York Drive. All other cross streets must stop at Monte Vista Drive.

AADT Count: 6,995 vehicles per day

Accident Background: 7/1/2014 – 06/30/2016: 11 accidents.

ANALYSIS: The City received a complaint about speeding on Monte Vista Drive between Cypress Drive and Valley Drive, and concern for pedestrian safety. The resident also inquired about lowering the speed limit. Staff evaluated Monte Vista Drive and made signage and markings improvements to help with traffic calming. Staff also requested enforcement from the Sheriff's Department.

The current Engineering and Traffic Survey on Monte Vista Drive allows for a 40 mile per hour speed limit posting. The California Vehicle Code also allows for reduction of the speed limit if special conditions exist along a roadway. Almost the entire length of Monte Vista Drive lacks sidewalks. In addition, the street is on the route to Monet Vista Elementary. The Vehicle Code considers these as special conditions that justify lowering of the speed limit by five miles per hour. Therefore, staff recommends lowering the existing 40 mile per hour speed limit on Monte Vista Drive between S. Santa Fe Avenue and the Easterly City Limit to 35 miles per hour.

The adjacent properties have been notified that this proposal will be on the November 2, 2016 Traffic Commission meeting agenda.

CITY COUNCIL APPROVAL REQUIRED: Yes (Ordinance)
TENTATIVE COUNCIL DATE: December 13, 2016

CITY OF VISTA ENGINEERING AND TRAFFIC SURVEY

STREET: Monte Vista Drive FROM: S. Santa Fe Avenue TO: Easterly City Limit

DATE OF SURVEY: July 2015 TYPE OF SURVEY: Initial Update X

1. PREVAILING SPEEDS (from spot radar speed surveys):

LOCATION/DATE	Direction of Travel	Critical Speed	10 MPH Pace	% in Pace
Between S. Santa Fe Avenue and Easterly City Limit - 07.07.15	Both	41	34 - 43	98

2. ACCIDENT RECORDS:

Street Segment (Length)	Accident Rate/MVM	Period Covered
Between S. Santa Fe Avenue and Easterly City Limit (1.14 Miles)	1.89 (11 Accidents)	07.01.14 - 06.30.16

3. HIGHWAY, TRAFFIC AND ROADSIDE CONDITIONS:

Existing Speed Limit	40 MPH.
Approvals	Traffic Commission: 11.02.16; City Council: XX.XX.XX; Ordinance No.: XXXX-XX
Land use/Zoning	Residential; school; open space.
Existing Traffic Controls	Traffic signal at S. Santa Fe Avenue. All-way stop control at Cypress Drive and Valley Drive / York Drive. All other cross streets must stop at Monte Vista Drive.
Horizontal Alignment	Winding; several low-radius (150 feet to 350 feet) curves; limited sight distance at several locations.
Vertical Alignment	Moderate grades at each end.
Width/Cross Section	One lane in each direction; width varies 26 feet to 40 feet (80 feet along school frontage).
ADT Volume	6,995 vehicles per day.
Roadway Classification	Collector.
Pedestrians/Bicycles/Trucks	Moderate pedestrian and bike traffic, particularly near school; light truck traffic.
Other features	No bike lanes; no sidewalks except at school.
Conditions Not Readily Apparent	Limited sight distance at some intersections.

4. RECOMMENDATIONS:

Posted Speed Limit	35 MPH; School Zone east of Valley Drive posted 25 MPH When Children Are Present.
Explanation	Based on the measured critical speeds alone, the speed limit would be posted at 40 MPH. However, based on pedestrian and bicyclist safety in accordance per §627 of the California Vehicle Code and lack of sidewalks and bike lanes, we find that posting a 35 MPH speed limit is appropriate and justified.
Authority	This survey was prepared in accordance with the requirements of §627 of the California Vehicle Code using methods prescribed in Section 2B.13 of the CA MUTCD.

Submitted by Husam Y. Hasenin
Husam Y. Hasenin
Principal Engineer

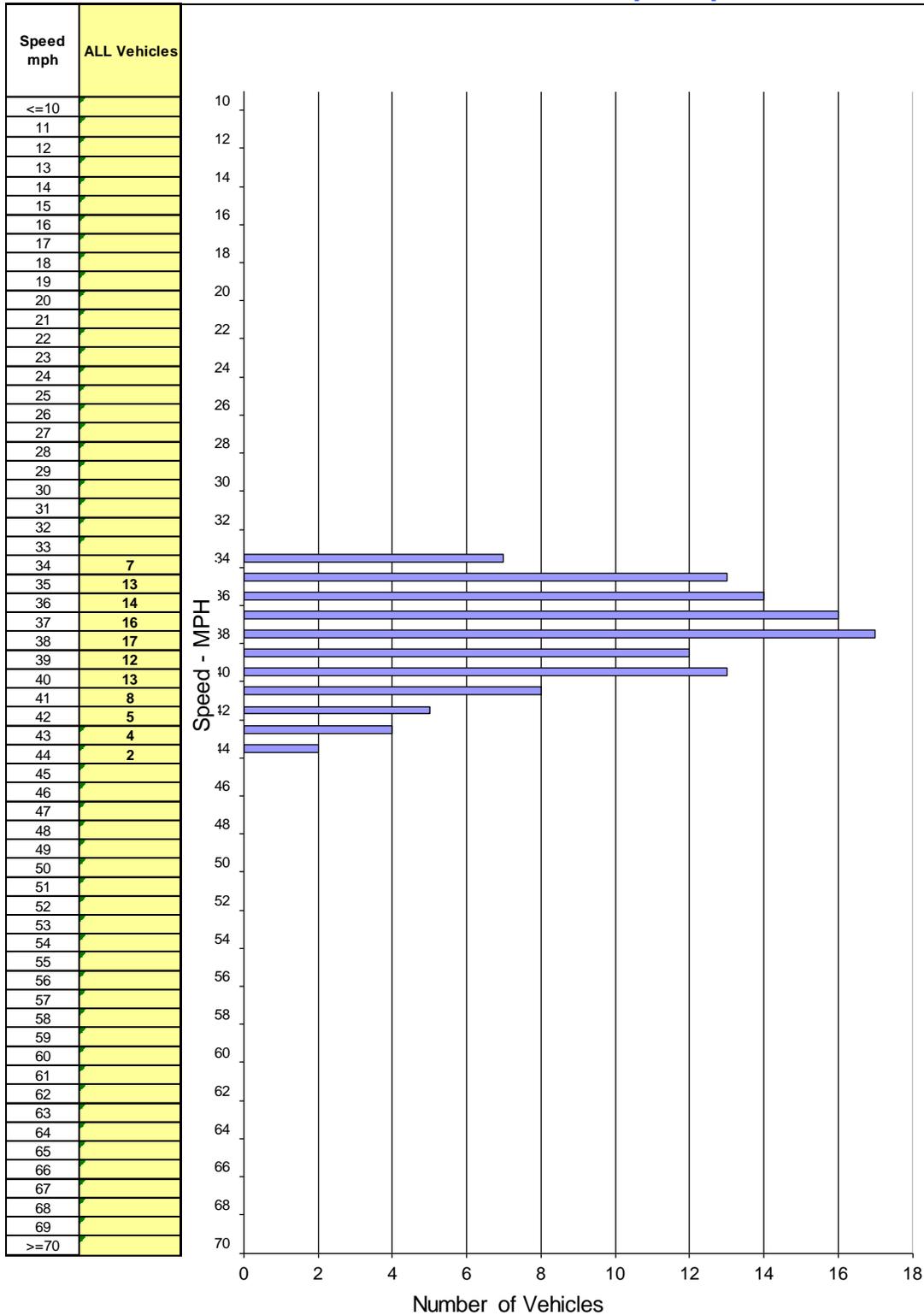
Approved by: Greg Mayer
Greg Mayer
City Engineer

City of Vista

DATE: 7/7/2015
 DAY: Tuesday

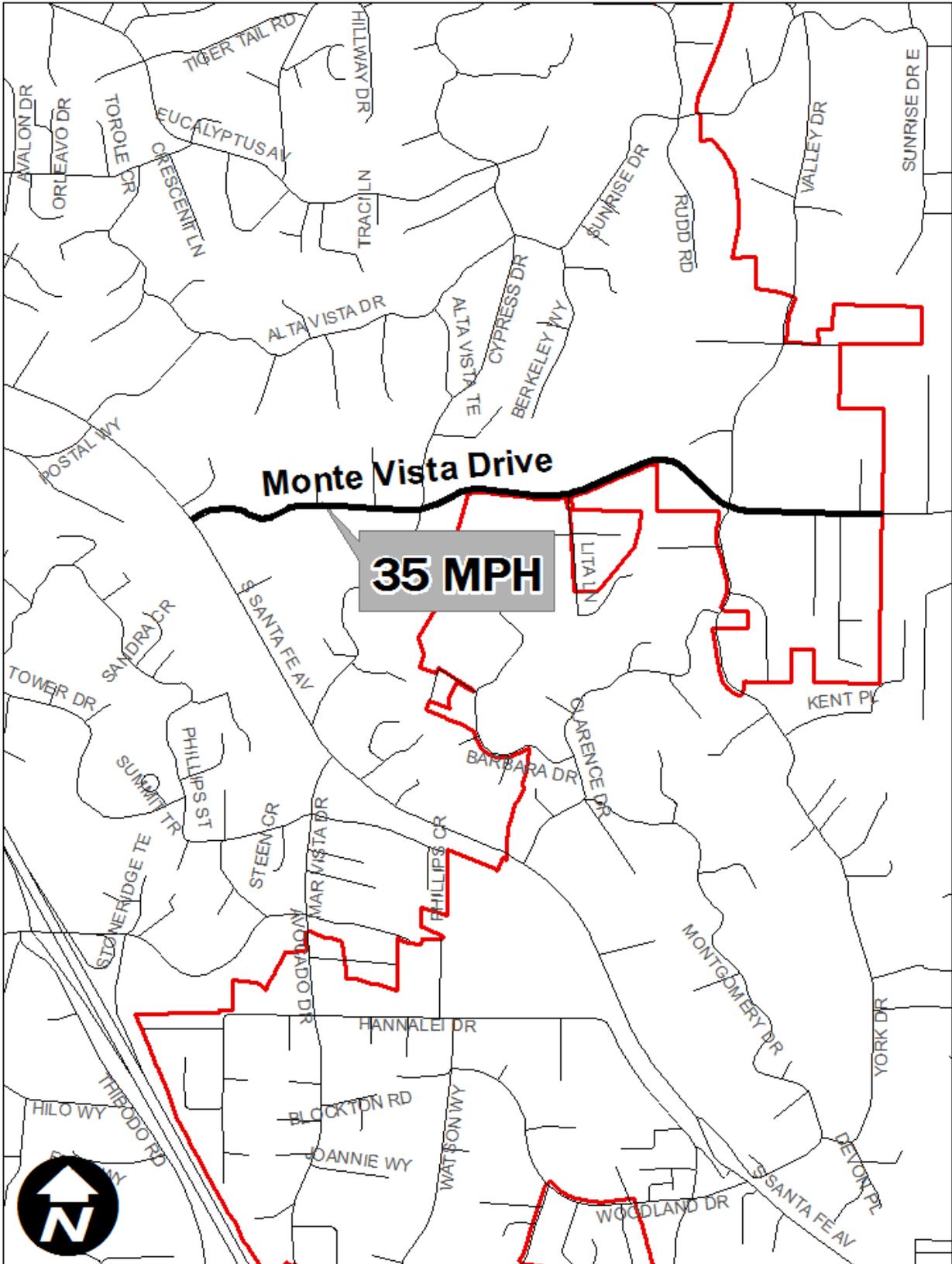
Location: Monte Vista Dr bet. S Santa Fe Ave & Easterly City Limit
 Posted Speed: 40 MPH Project #: 15-4207-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	111	34 - 44	38 mph	41 mph	34 - 43	109	98%	0% / 0	2% / 2

VICINITY MAP



**CITY OF VISTA
TRAFFIC COMMISSION**

AGENDA REPORT

<u>MEETING DATE:</u>	November 2, 2016	<u>ITEM No.:</u>	16-11
<u>SUBJECT:</u>	No Parking Zone		
<u>LOCATION:</u>	Crescent Drive at Bozanich Circle	<u>INITIATED BY:</u>	Mr. Schueler

STAFF RECOMMENDATION: Prohibit parking on Crescent Drive between Bozanich Circle and the driveway to 835 Crescent Drive, a total of 60 feet.

BACKGROUND: Staff received a complaint requesting a no parking zone on Crescent Drive west of Bozanich Circle to improve sight distance exiting Bozanich Circle.

DATA:

Existing traffic control: Crescent Drive is a local residential street with unimproved, dirt shoulders. It is posted with a 25 mph speed limit. Bozanich Circle is a private cul-de-sac. The intersection of the two streets is uncontrolled.

AADT Count: Crescent Drive – 4,411 vehicles per day
Bozanich Circle – 120 vehicles per day (estimated)

Accident Background: 1/1/2011 through 06/30/2016 – 0

ANALYSIS: The City received a complaint about a large vehicle, which regularly parks on the south side of Crescent Drive west of Bozanich Circle, causing a visual obstruction for northbound traffic exiting Bozanich Circle. The City previously prohibited parking on Crescent Drive between Bozanich Circle and a point 38 feet to the west (along most of the frontage of 835 Crescent Drive). This left one parking space between the No Parking zone and the driveway to 835 Crescent Drive.

Staff parked a large City pick-up truck in this parking space and measured the sight distance from Bozanich Circle. The measured sight distance was below the minimum standard sight distance for a speed of 25 miles per hour. Therefore, staff recommends removing this parking space.

The adjacent property has been notified that this proposal will be on the November 2, 2016 Traffic Commission meeting agenda.

City Council Approval Required: Yes (Resolution)
Tentative Council Date: December 13, 2016



DATE: November 2, 2016

Traffic Commission Item No.: 16-11

SUBJECT: No Parking Zone

LOCATION: Crescent Drive at Bozanich Circle