

## Minutes

### Traffic and Circulation Committee Meeting Thursday, April 12th at NCSD, 148 South Wilson 9:00 to 11:00 am

Present: John Brantingham, Marianne Buckmeyer, Peggy Cox, Reggie Dion, Phil Henry, Vince McCarthy, Dale Ramey, Eugene Score, Jim Tefft and Dick Wright

Members of the Public: Elaine Thomas, Don Croner, R. A. Knotts and Kathleen Knotts (Little Jocko's), Christine Rogers and Robert Winslow (EDA), Nader Ghiam, Bruce Gilany and Bruce Sayhan (Spirit Station)

#### Administrative

- 1) Welcome new committee members.  
Dick Wright and Jack Hanson (not present)

#### Old Business

- 1) Tefft to Mary to Hill to Frontage to 101 onramp, CalTrans proposal.  
Motion made by Reggie Dion and seconded by Marianne Buckmeyer:

*That the Traffic and Circulation Committee accept the proposed County alignment for access to Highway 101 from Tefft Street via Mary Street via Hill Street, to Frontage Road and onto a future southbound onramp to Highway 101 as presented by Dale Ramey*

Ayes – 7, Nays – 0, Abstentions – 0, Motion passed

Motion made by Dick Wright and seconded by Reggie Dion:

*That the Traffic and Circulation Committee strenuously object to, and reject the CalTrans proposal for a diamond interchange, southbound onramp to Highway 101 utilizing South Frontage as the onramp.*

Ayes – 7, Nays – 0, Abstentions – 1, Motion passed

- 2) Results of April 5<sup>th</sup> discussion about Pomeroy realignment near Juniper. Please come with a list of safety improvements for pedestrian and local residents.

Motion made by Jim Tefft and seconded by Dick Wright:

*That the Traffic and Circulation Committee accept all aspects of the proposed County alignment for Pomeroy Road between Primrose Lane and Camino Caballo except for certain aspects of safety for pedestrians and residents.*

Ayes – 7, Nays – 0, Abstentions – 1, Motion Passed

Motion made by Reggie Dion and seconded by Eugene Score:

*That the Traffic and Circulation Committee request that County Public Works bring a presentation to the April 23rd meeting of the South County Advisory Council illustrating enhancements for pedestrian safety at the Pomeroy crosswalk. Enhancements should include vivid crosswalk marking, a pedestrian operated stop light and remote warning lights triggered by the crosswalk stop light actuator. County Public Works is also requested to present a plan to enhance vehicular safety at the intersection of Pomeroy and Juniper.*

Ayes – 7, Nays – 0, Abstentions – 0, Motion passed

3) Update on the Tefft median contract – Dale Ramey

A letter has been sent to Von's discussing maintenance issues and the installation of a camera detection system for left turns onto South Mary Street

4) Update on Tefft to Mary to Hill to Frontage to 101 onramp PSR – Dale Ramey  
PSR will be ready for submittal in about two weeks.

5) Update on Willow Project – Dale Ramey

County has received another 2.5 M\$ payment from Woodlands. County will be looking for a ROW appraiser shortly. They are discussing oak tree mitigation with the Dana Adobe

New Business

1) Election of Vice Chair.

No nominations or volunteers.

2) Attendance Rules

Committee members may vote on motions only if they have attended the last 3 out of 5 committee meetings or have attended all committee meetings since the committee reformulation (usually after the March election). Excused absences will not count against attendance and may be obtained by contacting committee chair.

3) Use of Volume/Capacity method for determining Level of Service – Dale Ramey

The County uses volume/capacity method for roadway segments and other approved methods for intersection analysis. According to Dale traffic capacity as a resource is measured by roadway segments. Being that intersection traffic flow is more critical than road segment traffic flow it would seem that the intersection should determine resource availability.

In the County's Resource Management System the Level of Service refers to roadway segments. The analysis uses average daily traffic and 10% of that volume is the peak hour traffic volume. Various DOTs have analyzed the capacity of their road ways based on width of travel lanes and width of shoulders. Also, left turn pockets and two way left turn lanes affect the capacity of a roadway. The Highway Capacity Manual was developed as a result of these studies and is used to determine LOS based on ADT. The County's Planning and Building Department reviews the ADT data collected by the Roads Department and assigns a LOS. Peak hour volumes are use to analyze intersections. Intersection LOS is based on delay times. Intersection movements consist of through traffic, left and right turn traffic. Each of these movements affect the other.

The volume of PHT will dictate the number of lanes; through, left turn and right turn. Thus the more lanes, the shorter the queues, the less delay time, the higher the LOS.

4) What are the requirements for traffic control in construction areas? Permits, plans, approvals, notification and training? – Dale Ramey

A traffic control plan is required. The more complex the project the more detail is needed for the plan. The plan requires County approval. The State had a training program for traffic control.

5) Other topics.

Restriping to allow right and left turn lanes where Los Berros and Thompson come together near Highway 101, and at Los Berros and Pomeroy.

6) Next meeting: May 10th

7) Adjourn