

Minutes

Traffic and Circulation Committee Meeting Thursday, February 14th at NCS D, 148 South Wilson 9:00 to 11:00 am

Present: John Brantingham, Clyde Cruise, Reggie Dion, Jack Hansen, Vince McCarthy, Eugene Score, Jeanne Taylor, Jim Tefft, Dick Wright
Public Works: Ryan Chapman, Dale Ramey
And 25 members of the public

Public Comment (three minutes each)

Old Business

1) What is the status of the Southland Interchange?

An overpass is needed to provide better access to the Oakglen area and a specific plan is being developed to accommodate that need. It has been found that an earthquake fault runs through the area. If it is determined that the fault could cause a vertical shift rather than a lateral shift development of the specific will stop. The results of the geologic study should be available in the next couple of months. Initially the project will consist only of the overpass. Ramps will be installed sometime in the future. Dale Ramey estimates that ramp construction could be complete in six to ten years if the funding is available.

2) What is the timeframe of the Willow Interchange CFD and Parcel Tax proposal?

The County has hired a firm, Taussig and Associates, to analyze and make recommendations for the CFD and parcel tax. This report should be available this summer. At that time the Board of Supervisors could make a decision to put the two financing plans on a ballot. It will require a 2/3 majority vote of the public to approve these issues.

3) Los Flores Speed Humps - Continued from last meeting. T&CC will receive addition input and decide on the residents request for speed humps (cushions). The road segment meets the County requirements for speed humps. The community needs to decide if they are to be installed. If the traffic committee agrees with the residents, the request for speed humps is taken to the SCAC; if the SCAC agrees with the request, it goes to the BOS. If the BOS approves, then PW installs the speed humps

At the last T&CC meeting it was indicated that there is a petition with 27 signatures of Los Flores residents supporting speed humps on Los Flores between Tefft and Osage. This number represented 73% of the above residents. T&CC moved to table the issue until there was a response from the emergency service providers. Dale Ramey informed us that there were no negative responses from the emergency service providers at today's meeting. Twenty persons came to discuss this issue at this meeting. Six were in favor of the project and fourteen were opposed. Those opposed live on Calle Cielo, Calle Del Sol, Casa Real Place, Pablo Lane, Camino Del Oro, Tres Casas and La Cumbre Lane. These streets all feed into Los Flores. Those opposed are concerned that they will be unconvinced by having to travel over the speed

humps to get to Tefft or Osage and that the speed humps will route more traffic through their neighborhood.

In accordance with a speed hump brochure provided by Public Works one of the criteria for denying speed humps is that no significant shift of traffic to other residential streets will occur.

A Motion was made by Reggie Dion seconded by Clyde Cruise that T&CC recommends to SCAC and, thus, a request to the Board of Supervisors that the County provide one portable camera and the technology to automatically monitor vehicles violating the speed limit and allow citation of such speeders. Camera is to be located on Los Flores and the adjacent neighborhoods with the possibility of using the mobile unit in other locations in the South County. This is to be done in lieu of providing traffic humps and in consideration of the minimum amount of speed limit enforcement capability in the South County.

Motion passed, 5 in favor and 4 opposed

Motion by Dick Wright seconded by Jack Hansen to provide a three way stop sign at the intersection of La Serena and Los Flores to accomplish the same need.

Motion passed 8 in favor and 0 opposed.

- 4) Status of ordinances or vehicle code statements dealing with oversize and overweight vehicles.

The County is working on an ordinance to accommodate this request. It should be ready for the consideration of Board of Supervisors in the next 60 to 90 days.

New Business

- 1) What roadway amenities will be included in the developers improvements at Pomeroy and Calle Fresa.

Greg Nestor stated that he needed \$165,000 to prepare an EIR for the project. He also indicated that a left turn pocket would be part of the roadway improvements.

- 2) What is the reason for the 25 MPH sign near the top of the hill on southbound Halcyon as it approaches the stoplight?

Dale Ramey believes that the sign was placed there by others and will have the sign removed.

- 3) Proposed ethanol plant in Santa Maria and the effects on South County traffic and circulation.
 - a) Ethanol shipped to the San Joaquin Valley via State Route 166 will generate substantially more traffic on that highway increasing safety concerns and reducing the current LOS. Currently the LOS at the intersection of Highway 101 and State Route 166 is experiencing LOS E during peak hours. Even without the traffic generated by the ethanol plant or any other Santa Barbara County projects the intersection will

reduce to LOS F by buildout for US SR166/Hutton Road, Highway 101/SB Ramps/SR166 and 101/NB Ramps/SR166. An estimated 8 M\$ improvements needed at this intersection do not show up on the SLO County Capital Improvement Program.

- b) It is imperative that consideration be given to the cumulative effects of the proposed Diamond Rock, Sand and Gravel Quarry, the proposed Treosh Asphalt Plant and the ethanol plant.
- c) The fact that long trainloads of corn will be shipped from the Midwest through numerous California cities will prove to be disruptive to other surface transportation in all of the cities increasing the LOS at train crossings and adding to driver frustration. Of particular importance to you should be the impacts on Paso Robles, San Luis Obispo, Pismo Beach, Grover Beach and Guadalupe.
- d) The intersection at Highway 101 and State Route 166 is particularly fragile. It appears to have been constructed over a wetland and is subject to a high water table. The intersection is in a very poor state of repair and only gets makeshift maintenance. As mentioned above the intersection experiences a high volume of traffic. Additional truck traffic will cause further degradation of the intersection. How will this be mitigated?
- e) Passenger and freight traffic on the Union Pacific right-of-way is already severely impacted. It is not unusual for the Pacific Daylight to be five to ten hours late arriving in Seattle or San Luis Obispo. The problem lies in poorly maintained rural track ways and the fact that existing sidings are of insufficient length to contain the longer freight trains and force the passenger trains to be shunted into the short sidings. Additional freight traffic bearing corn from the Midwest and transporting ethanol to Southern California will greatly aggravate the problem. One form of mitigation would be the strategic location of several sidings capable of containing the proposed train. One location should be between Oceano and Guadalupe.

4) Treosh asphalt plant and it's effects on South County traffic and circulation.

Truck trips will occur in two shifts (between 7:00 A.M. and 3:00 P.M. and between 8:00 P.M. and 4:00 A.M.)

Traffic Volumes with truck monitoring (TRA-2.C) at the 101/166/Hutton/Cuyama Lane/Thompson intersection will be in accordance with the following table:

	ADT	AM Peak Hour	Time Between Trips
Peak Day	840 per Day	27 per Day	1.1 Minutes
Average Day	202 per Day	27 per Day	4.8 Minutes

Other mitigation measures include payment of 150,000 \$ for the Santa Maria Bridge and a bond to pay for an asphaltic overlay for NB/SB on/off ramps.

- 5) Proposed Diamond Rock, Sand and Gravel Quarry and it's effects on South County traffic and circulation

Postponed until next meeting

- 6) Some vehicles travelling east on Tefft at the Frontage Road intersection are entering the right turn lane, then, continuing across Frontage Road using the right turn lane as a means to access the freeway onramp. There is a need for signage and road markings to remedy this dangerous situation.

Dale Ramey indicated that he would look into finding a means to resolve the problem.

- 7) Member comments

Next meeting: March 13th

Adjourn