

Minutes

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

Present: Peggy Cox, Clyde Cruise, Ed Eby, Dan Gaddis, Eugene Score, Jeanne Taylor, Dick Wright

Public Works: Dale Ramey

Public members: 23

Public Comment (three minutes each)

Old Business

- 1) Extension of Camino Caballo towards Frontage Road: resident concerns

Chair read the attached letter titled *Response to Camino Caballo Communications* to the committee and to the public. When the committee was asked for comments Dale Ramey handed out copies of 1984 Public Works and Board of Supervisors activities regarding this issue (attached). He also read the same to the committee. The subject was then opened for public comments. During this time ten individuals addressed the committee about various aspects of the issue. Following discussion a motion was made by Dick Wright and Seconded by Clyde Cruise that the committee abandon pursuing barricade removal at the east end of Camino Caballo.

Comments from Deborah Boka, Roy Damas, Thomas Fries, Bev Huddleston, Chuck Huddleston, Glen Kichler, Ken Shamordola, Sack Swords, Thomas Webb and Stacey Wise

- 2) Results of SCAC discussion of Los Flores speeding problem and local residents.

During the community presentations it was determined that the Sheriffs Office had not yet provided a uniformed sheriff to pass out safety brochures at drop off points and the Highway Patrol had not made an appearance at the beginning-of-year school assembly as they had not been contacted by the Lange Principal as agreed upon.

Dan Woodson made a brief description of the problem and introduced Katcho Achadjian, District 4 County Supervisor.

Katcho explained the legal aspects of speed humps, speed limits and traffic control devices with Dale Ramey filling in the details.

Issues and concerns were amplified by members of the audience. One possible consideration was to place speed humps on Los Flores between La Cumbre and Camino del Oro. This would leave Los Flores segments North of Camino and south of La Cumbre free of speed humps.

Katcho is scheduling another meeting this month with LUMSD School Officials, a County Sheriffs representative, County Public Works and the Highway Patrol

New Business

1) Huasna Valley Energy Project (Excelaron),.

The speaker from Huasna Valley Association was not able to attend the meeting. Chair read the speaker's statement to the committee. It was decided to hold off any action until we could get more information both, by the HVA and the applicant. Dale Ramey will try to find an earlier EIR regarding a previous attempt of exploratory drilling.

2) Mallagh Speed Humps, Update and Recommendation.

Public Works queried the local residents about replacement of the speed humps. Only three responded favorably. The committee recommended that the speed humps not be replaced.

3) County intends to widen Hutton Road from Nipomo Creek Bridge to Route 166 for shoulders and superelevation to improve safety. Also, adding short two way left turn lane at entrance to business. Work funded from federal safety grant to be designed next year and expected to be constructed in fall 2009.

Chair received an email recommending that the project be extended to Moss Lane and include left turn pockets for the speedway. Because the funding source is a grant there are restrictions that would not include adding more length to the project. The Nipomo Creek bridge would also have to be widened. There is no money for that.

4) These observations were made by Terry Flatley:

a) Coming out of the Longs parking lot onto Hill Street there is a sign that says no left turn which directs traffic onto Tefft, a lot of people use the back way into longs to avoid the Traffic on Tefft but when they leave they are directed onto Tefft which adds to the congestion.

b) The no right turn on red light sign on the frontage road needs to go. That line of cars would be half as long if that sign was removed.

The sign at longs is scheduled to be removed.

CalTrans has control of the traffic at the Tefft/101 intersection

Member comments - All

Next meeting: November 13th

Adjourn

Response to Camino Caballo Communications

Thank you for your correspondence.

Let me preface this communication with the fact that the Traffic and Circulation Committee is advisory in nature. That being the case the T&CC only makes recommendations to the South County Advisory Council which in turn only makes recommendations to The Board of Supervisors.

This condition was first brought to the attention of the committee when an anonymous note was found near the chairperson's gavel. The note made reference to four streets that were blocked off and requested that the committee look into opening the streets. To date we have made no recommendation to opening the streets but, have only looked into the requirements to do so.

Without knowing the history of Camino Caballo we determined that a petition bearing the signatures of a majority of either the residents or the owners of properties within the affected area would need to be submitted to this committee. We defined the affected area, as we have in other areas, as being those roads that would be impacted by the requested action. The affected area would include Juniper, Camino Caballo and Sandydale. Any changes to traffic flow on Camino Caballo would cause changes in volume to the other roads. To date, no one has considered distributing a petition. As such, I was going to recommend that the committee, at the next meeting, drop the issue.

We were also aware that the road would need to be brought up to standards to be accepted into the county system and that there is no funding mechanism to do this. I was later informed, by one of your residents that there is not enough existing right of way to accommodate an acceptable road.

With respect to informing the residents of our activities, we have no budget, we have no staff to do mailings. We announce our official meetings in the *Adobe Press* and post the agenda to an email list and on the SCAC website. This is done in accordance with the Brown Act even though we are not considered a Brown Act organization.

I look forward to finalizing this issue at the October 9th meeting at 9:00 am in the NCSD Board room located at 148 South Wilson

Dan Woodson

To: Mr. Dan Woodson, Chairman and Members of the Traffic and Circulation Committee.

FROM: John McMillan
PO Box 1423
Nipomo CA 93444

Dear Mr. Woodson and Committee Members,

Thank you Mr. Woodson for the pleasant conversation and the offer to read this document into the record at your September 11, 2008 committee meeting. Please accept this letter as informational in determining the issues relating to the incorporation of private portion of Camino Caballo into the County maintained road system.

Thank you to the gentleman from the Planning, Mr. Ramey, for taking the time to talk to me and for providing the brief history of the issues affecting the opening Camino Caballo to this committee. I have also had the opportunity to talk at length with Mr. Tomlinson of the County Public Works Department.

In the minutes of the T&CC meeting, dated July 10, 2008, Mr. Ramey presented steps to be taken in order to open Camino Caballo. Clearly, in order to follow these steps, Right of Way and Construction Standards must be addressed and answered by County Staff to the satisfaction of this Committee before it can proceed with any other parts of the investigative process such as defining who and what areas would be eligible to vote on the issue.

To proceed with the investigative process without engaging the County Public Works Department would provide this committee with only limited information. It could also prove to be a substantial waste of this committee's time.

Key Issues:

1. In order for Camino Caballo to be accepted into the County maintained road system it must meet the minimum requirements for public road improvement standards. A brief conversation with Public Works will confirm to the T&CC members that this road falls short of meeting the standards in many ways.

- A. For a road to be incorporated into the County maintained road system, engineering is required. Camino Caballo does not have the necessary engineering nor is Public Works willing to provide the engineering.
- B. Camino Caballo floods regularly during the rainy season. The road will require an engineered drainage plan. A plan which could include the installation of culvert, drainage outlets and regradeing of the roadway or the prescription of a homeowners land to install a substantial retention basin.
- C. For this class of roadway to connect to Frontage Road, Public Works recommends a minimum fifty foot road width. At the neck in the roadway where county maintained road meet private road, the width is less than thirty feet and no part of the roadway comes close to meetings the fifty foot standard.
- D. At the transition point where private road meets county maintained road, there is an elevation change that fails to meet the minimum requirements of public road improvement standards, Regradeing and resurfacing would be required. These minimum requirements for public road improvement standards are available to anyone through the County Website and can be a reference for the committee.
- E. The roadway surface itself is ageing and deteriorated. No maintenance has been done on the private portion of Camino Caballo since its construction over 30 years ago. Some areas of the road have deteriorated to the base sand level and weeds are growing through. In order for this road to meet minimum standards it would have to be resurfaced.

2. T&CC minutes of April 10, 2008 show that a letter appeared before the table of the committee meeting. The letter appears to be dated 03/13/2008 and the source of the document seems unclear.

The letter indicates certain dead end streets have problems. To quote; Number one is safety. Fire and ambulances are unable to get through or turn around. This may be true of the other roads indicated in the letter but is not true of Camino Caballo.

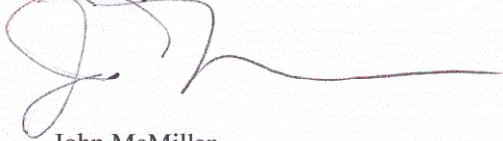
Basic research will confirm that a limited use permit was issued for the expansion of the Swap Meet. As a condition of that permit the Swap Meet was required to install a cul-de-sac meeting the standard for fire and ambulance access. This mitigated issues the County had concerning safety.

3. The SCAC, County Planning Department and the Board of Supervisors have a long history of protecting the character of neighborhoods. With all due respect to the gentleman from planning assisting this committee, the brief history provided to this committee as reported in the minutes of May 8, 2008 is incomplete. The brief history is paraphrased from the Board of Supervisors meeting of November 1984. I humbly request that the committee members read the minutes of the BOS meeting from November 1984 to get a clearer picture of the issues. Please note that the BOS voted unanimously to keep Camino Caballo closed.

4. If all road construction and right-of-way issues are considered, budgets for engineering and repair, and funding issues are resolved in a way suitable for presentation to the BOS, It will take a four-fifth vote of that sitting Board of Supervisors to proceed with the opening of Camino Caballo.

In conclusion, I humbly ask the committee this question; With all the critical traffic circulation issues this committee is investigating, considering issues where it can make a difference to the community at large, is this an effective place to devote energies? I am at the committees disposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John McMillan', with a long horizontal flourish extending to the right.

John McMillan

Cc Supervisor K. H. Katcho Achadjian
Planner Dale Ramey