

AGENDA

Meeting of the San Marcos Traffic Commission

Meeting Date: March 04, 2026 | **Meeting Time:** 6:00 PM

Location: City Council Chambers, 1 Civic Center Drive, San Marcos CA 92069

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Public Comment: Please complete a "Request to Speak" form located at the entrance of the Council Chambers in order to address the Traffic Commission on an agenda item. Comments are limited to three minutes, unless you have registered your organization with the City Clerk. If you wish to speak on an item not on the agenda, you may do so under "Oral Communications." Please complete a "Request to Speak" form as noted above and indicate which item number you wish to address.

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1. CALL TO ORDER - 6:00 P.M.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Anyone wishing to speak to the Commission on any item must first complete a Request to Speak form and turn it in to the secretary.

4. SELECTION OF NEW CHAIRPERSON AND VICE CHAIRPERSON

5. ORAL COMMUNICATIONS

Persons wishing to speak on a matter not on the agenda may be heard at this time; however, no action will be taken until placed on a future agenda.

6. APPROVAL OF MINUTES 11.05.2025

7. OLD BUSINESS

8. NEW BUSINESS

- a. Neighborhood Traffic Management Policy (NTMP) Update

9. REPORTS AND INFORMATION ITEMS

- a. NTMP Updates
- b. Work Order Updates
- c. San Diego County Sheriff's Department Traffic Collision Summary and Accident Investigation Log

- d. Traffic Commission Commentary
- e. Staff Commentary

ADJOURNMENT

AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO) ss.
CITY OF SAN MARCOS)

I, Song LeBaron, Secretary, San Marcos Traffic Commission, hereby certify that I caused the posting on February 26, 2026, of this agenda in the glass display case at the north entrance of City Hall.

DATED: February 26, 2026

Song LeBaron
Secretary, San Marcos Traffic Commission



MINUTES

Regular Meeting of the Traffic Commission

WEDNESDAY, NOVEMBER 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 Clark led the Pledge of Allegiance.

3. ROLL CALL

PRESENT: COMMISSIONERS: PEDERSON, CLARK, ERICKSON, KOVRIG, HILMES,
CARROLL, HOAGLIN
ABSENT: COMMISSIONERS: FREEMAN – showed up later after roll call.

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
Jeremy Collis, Traffic Sergeant, San Diego County Sheriff's Office

4. ORAL COMMUNICATIONS:

Richard Chaillaux, resident of San Marcos: Expressed concerns regarding speeding on Knob Hill and requested speed bumps to be installed. – Traffic Engineering will reach out to Mr. Chaillaux and guide him through the process.

5. APPROVAL OF MINUTES 08.06.2025:

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

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

ABSTAIN: COMMISSIONERS: NONE

6. PRESENTATION:

a. DEVELOPMENT SERVICES, LAND DEVELOPMENT UPDATE

Brad Holder from Land Development gave the presentation.

COMMISSIONER QUESTIONS/DISCUSSION: None

b. DEVELOPMENT SERVICES, CAPITAL IMPROVEMENT PROGRAM UPDATE

Kyle Wright from Capital Improvement Program gave the presentation.

COMMISSIONER QUESTIONS/DISCUSSION: La Moree Road by Jack's Pond needs repair and confirming if this road is on the list to be redone. La Moree Road also needs to have the curves investigated for updates to accommodate current traffic conditions. What's included in the Roadway Rehabilitation project and its impacts. Traffic Commission requested to be updated on the progress of the repairs and impacts.

STAFF RESPONSE: Confirmed that La Moree Road is not on the Capital Improvement Program list, however staff can look into it. Traffic Engineering will also look at La Moree Road's traffic condition for updates. When roadway maintenance occurs, there are always traffic impacts. Traffic control measures are implemented to minimize the impact.

7. OLD BUSINESS

a. RANCHO DORADO COMMUNITY – NTMP TIER 3 EVALUATION – ISLAND DRIVE

Damian Schoenecke, Associate Engineer, gave the presentation

COMMISSIONER QUESTIONS/DISCUSSION: Thanked staff for all the work to get the surveys out and working on getting the issues resolved. Asked if Tier 2 measures were previously done in this neighborhood and if they were effective. Asked if all options for Tier 2 measures were exhausted. Expressed concern that the issues will resurface again. How long does the community have to wait before applying for another Tier 3 measure?

STAFF RESPONSE: Tier 2 measures were installed prior to the creation of the Neighborhood Traffic Management Program (NTMP). After the NTMP was implemented, this neighborhood was moved into Tier 3 because of the prior traffic calming measures that were previously done. Data did not show improvement in traffic calming from the installed Tier 2 measures. Staff conducted research going back 10 years for this report, but there are records going back to 2001 for this neighborhood requesting traffic calming. As part of this Tier 3 evaluation, staff have made feasible recommendations. The community as indicated that they desire to have speed bumps; however, the roadway characteristics cannot safely accommodate speed bumps. The community is not in support of any striping. Staff sent a final report to the HOA and have not received a response from the HOA. The policy indicates a one-year lapse from the Traffic Commission decision before eligible to make a new NTMP application. Staff will be making NTMP update

recommendations from lessons learned from the past two years, and will present them at a future Traffic Commission meeting.

ACTION:

COMMISSIONER HOAGLIN MAKES A MOTION TO APPROVE STAFF RECOMMENDATIONS TO CONTINUE ENFORCEMENT BY THE SHERIFF DEPARTMENT AND DEPLOY SPEED RADAR TRAILERS; SECONDED BY COMMISSIONER ERICKSON. MOTION CARRIED BY THE FOLLOWING VOTE:

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

8. NEW BUSINESS

a. INFORMATION ITEM: E-BIKE ORDINANCE

Edd Alberto, City Traffic Engineer, gave the report to the Commission and passed out flyers to the Commissioners to help educate the community on E-Bikes.

COMMISSIONER QUESTIONS/DISCUSSION: Glad San Marcos passed this ordinance and it's a great step forward.

9. REPORTS AND INFORMATION ITEMS

a. WORK ORDER/NTMP UPDATES

- New Striping on Via Vera Cruz & San Marcos Blvd (Southbound Approach)
- Mission Road and Crusaders Way (San Marcos Middle School) Renamed Crusaders Way to Lions Den Lane.
- San Marcos Blvd. Median Fence (Additional "No Pedestrian Crossing" signs installed)

Damian Schoenecke, Associate Engineer, gave the update.

COMMISSIONER QUESTION/DISCUSSION: None

Edd Alberto, City Traffic Engineer, introduced the new Traffic Sergeant Jeremy Collis.

b. SAN DIEGO COUNTY SHERIFF'S DEPARTMENT TRAFFIC COLLISION SUMMARY AND ACCIDENT INVESTIGATION LOG

DUI/Alcohol Arrests:	Aug (28)	Sep (21)	Oct (23)	YTD (95)
DUI Accidents:	Aug (9)	Sep (7)	Oct (8)	YTD (30)
Fatal Collisions:	Aug (0)	Sep (2)	Oct (0)	YTD (2)
Injury Collisions:	Aug (21)	Sep (25)	Oct (13)	YTD (72)
Non-Injury Collisions:	Aug (23)	Sep (19)	Oct (43)	YTD (107)
Person Fatalities:	Aug (0)	Sep (2)	Oct (0)	YTD (2)
Persons Injured:	Aug (37)	Sep (35)	Oct (16)	YTD (103)
Pedestrian Collisions:	Aug (1)	Sep (2)	Oct (0)	YTD (3)
Pedestrian Fatalities:	Aug (0)	Sep (1)	Oct (1)	YTD (1)
Pedestrians Injured:	Aug (1)	Sep (1)	Oct (0)	YTD (2)
Bicyclist Collisions:	Aug (1)	Sep (2)	Oct (2)	YTD (8)
Bicyclist Fatalities:	Aug (0)	Sep (0)	Oct (0)	YTD (0)
Bicyclists Injured:	Aug (0)	Sep (2)	Oct (0)	YTD (5)
E-Bicyclist Collisions:	Aug (4)	Sep (1)	Oct (6)	YTD (11)
E-Bicyclist Fatalities:	Aug (0)	Sep (0)	Oct (0)	YTD (0)
E-Bicyclist Injured	Aug (4)	Sep (2)	Oct (1)	YTD (7)
Motorcycle Collisions:	Aug (0)	Sep (2)	Oct (1)	YTD (3)
Motorcycle Fatalities:	Aug (0)	Sep (0)	Oct (0)	YTD (0)
Motorcycle Injuries	Aug (0)	Sep (2)	Oct (1)	YTD (3)
NTA Citations/Hazardous:	Aug (157)	Sep (184)	Oct (129)	YTD (645)
NTA Citations/Non-Hazardous	Aug (82)	Sep (67)	Oct (111)	YTD (304)

- c. **TRAFFIC COMMISSION COMMENTARY:** Commissioners discussed their concerns with Barham Rd. near the campus center area and the multifamily residential construction with a 5-lane road. The pedestrian traffic is causing vehicle traffic to back up. And pedestrians do not want to use the pedestrian bridge that was built. Commissioner Pederson complemented staff and thanked them for their efforts to resolve the speeding issues with the Rancho Dorado neighborhood.
- d. **STAFF COMMENTARY:** Staff will investigate Barham to see what can be done with the signal timings to help ease some of the congestion during pedestrian crossings. There will not be a Traffic Commission meeting in December but staff will reach out to the Commission if there are items to bring forth. Thanked the Commissioners for their kind words regarding staff's hard work.

ADJOURNMENT



Chairman Kovrig adjourned the meeting at 7:22 p.m.

NEILL KOVRIG, CHAIRMAN
CITY OF SAN MARCOS TRAFFIC COMMISSION

ATTEST:

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

DRAFT

AGENDA REPORT

Meeting of the San Marcos Traffic Commission

MEETING DATE:	March 4, 2026
AGENDA ITEM NO:	8a
SUBMITTED BY:	Damian Schoenecke, EIT – Associate Engineer
REVIEWED BY:	Edd Alberto –City Traffic Engineer
APPROVED BY:	Stephanie Kellar – Deputy City Engineer
SUBJECT:	Neighborhood Traffic Management Policy (NTMP) Update

BACKGROUND:

The Neighborhood Traffic Management Program (NTMP) establishes a clear, Citywide procedure for receiving, evaluating, and responding to resident concerns about speeding, cut-through traffic, and neighborhood traffic safety, using a consistent set of eligibility criteria and implementation steps. It provides a structured and equitable framework to identify problems, build neighborhood understanding and support, and prioritize requests so limited City resources are applied consistently across neighborhoods. The NTMP is grounded in recognized, evidence-based traffic calming practice and offers a range of measures selected to match the context of the reported issue. The City's approach aligns with widely used federal and professional guidance, including the Federal Highway Administration's toolbox resources and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, as well as NTMP policies from other Southern California agencies and current best practices in the traffic engineering profession. Consistent with State requirements, all traffic control devices and operational changes implemented through the NTMP must comply with the applicable standards, warrants, and design provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) as adopted and published by Caltrans.

The following provides a timeline of Traffic Commission participation during the development of the NTMP:

- February 1st, 2023 Traffic Commission meeting; staff presented the goals and objectives for the creation of a traffic calming policy. Staff used Traffic Commission guidance to outline a potential process for addressing traffic safety concerns in residential neighborhoods.
- April 5th, 2023 Traffic Commission meeting; staff presented a preliminary set of evaluation and implementation processes for consideration. Feedback from the Commission was used to create the draft Neighborhood Traffic Management Policy.

- June 7th, 2023 Traffic Commission meeting; staff presented the draft Neighborhood Traffic Management Policy. Traffic Commission requested clarification on several items; the policy was revised accordingly, and it was released for public review.
- June 23rd, 2023 Public Review; A Notice of Public Review was posted to the City website. Public feedback was collected for 30 days and the review period ended on July 23rd, 2023.
- August 2nd 2023 Traffic Commission meeting; staff presented the final Neighborhood Traffic Management Policy. Traffic Commission approved the policy and directed staff to begin implementation.

DISCUSSION:

Staff have processed sixteen NTMP applications since the adoption of the policy. The applications submitted by residents have raised concerns regarding speeding and cut-through traffic. Of these applications, 15 were Tier 1 evaluations with recommendations to deploy measures ranging from education and enforcement to placing temporary radar speed feedback signs/trailers.

One application started NTMP process as Tier 3 due to traffic calming measures previously implemented prior to the adoption of the NTMP. Following the data collection and evaluation process, three roadway segments were determined to not qualify for Tier 3 measures and staff recommended the use of Tier 2 measures. These Tier 2 measures were not supported by the community or Homeowners Association and were not implemented. One roadway segment from the application qualified for Tier 3 consideration, however, the proposed measures did not receive enough community support to implement.

After processing several NTMP applications through the various tiers, staff has found that the NTMP has been effective in addressing resident concerns and applying data-driven strategies to mitigate unsafe driver behaviors. Staff has also identified opportunities to refine and streamline the procedures to improve clarity, enhance responsiveness to neighborhood issues, and better align the policy with field experience and best practices.

RECOMMENDATIONS

Item #1 – Qualifying Streets (NTMP, Page 5)

Current Policy

The current policy does not have minimum roadway length that is eligible.

Recommendation

Qualifying roadways must meet a minimum length of 300ft, or at the discretion of the City Traffic Engineer.

Staff Comments

Roadways shorter than 300 feet generally do not provide sufficient distance for vehicles to accelerate to speeds where traffic calming measures are effective. Most passenger vehicles require more than 300 feet to reach typical residential speeds from a stop and installing measures on shorter segments may have limited impact on driver behavior while increasing costs and maintenance needs. Allowing the City Traffic Engineer discretion ensures flexibility for unique roadway configurations where a slightly shorter segment could still benefit from traffic calming interventions.

Item #2 – NTMP Request (NTMP, Page 7)

Current Policy

The NTMP application does not place a limit on the number of street segments that may be requested in a single application.

Recommendation

A maximum of three roadway segments submitted per NTMP application.

Staff Comments

Applications requesting multiple roadway segments can require substantially more data collection, analysis, and staff coordination, which may delay evaluation timelines. Limiting each application to a maximum of three segments allows staff to process requests efficiently and meet resident expectations for timely review.

Item #3 – Build Public Support (NTMP, Page 10)

Current Policy

The Tier 2 and Tier 3 public support process requires City staff to mail surveys to all stakeholders, with completed surveys returned by residents to determine the level of support.

Recommendation

City staff will revise the public survey process for Traffic Commission consideration at a future meeting.

Staff Comments

Revising this section of the policy will improve applicant participation by providing the applicant with a stakeholder list and outreach materials, while making the applicant responsible for gathering community support; applicant-led outreach is expected to improve survey return rates because neighbors are often more responsive to direct, person-to-person engagement from someone within

their community. Staff has experienced challenges with the current survey-by-mail approach, as past NTMP applications for Tier 2 and Tier 3 measures have struggled to obtain the required level of support due to low survey return rates. Increased applicant involvement in the outreach and surveying process would enhance community engagement, improve response rates, and better reflect neighborhood consensus.

Item #4 - Re-evaluation (NTMP, Page 11)

Current Policy

Requests not meeting the minimum support may be revisited a minimum of one year later.

Recommendation

Requests that do not meet the minimum support threshold may be resubmitted after one year. If a subsequent application also fails to meet the requirements, additional requests will not be accepted for three years following that determination unless the Traffic Commission authorizes further evaluation by staff. Any request considered within this three-year period must be placed on a Traffic Commission meeting agenda as an action item for consideration.

Staff Comments

In some large communities, traffic calming requests may be initiated or driven by a small majority of residents, while the broader community does not demonstrate clear support. Placing the request on the Traffic Commission agenda allows the Commission to review community context, consider equity and safety implications, and determine whether the request should formally enter the NTMP evaluation process. This ensures that traffic calming resources are directed appropriately and that decisions reflect more than a narrow subset of residents.