



# AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING  
Meeting Date: August 20, 2019

Agenda Item	6N
Approvals:	
City Manager	<i>[Signature]</i>
Dept. Head	<i>[Signature]</i>
Attorney	<i>[Signature]</i>
Finance	<i>[Signature]</i>

**Department:** Public Works / Engineering  
**Prepared By:** Nestor Mangohig, Senior Civil Engineer - Traffic

**Subject:** *APPROVAL OF PROPOSED CALLE LAS BOLAS/AVENIDA FLORENCIA INTERSECTION RE-STRIPING CONCEPT.*

**Fiscal Impact:** Yes. If approved, the available Traffic Calming project budget would be reduced to \$40,000 by the estimated construction cost of \$20,000.

**Summary:** The Planning Commission and staff recommend City Council approval to implement an intersection re-striping concept at the Calle Las Bolas/Avenida Florencia intersection to remove existing large radius right turn yield lanes.

**Discussion:** A petition was received in late 2016 requesting an evaluation of the Calle Las Bolas/Avenida Florencia intersection. The intersection location is shown in Attachment 1. The petition cited specific concern related to the existing sweeping northbound and eastbound right hand turn lanes and associated vehicle speeds. The petition requested removal of the sweeping turn lanes in order to accommodate a typical tee intersection. The intersection influence area was reviewed based on the criteria outlined in the City's Traffic Calming Policy and Resource Manual and was found to meet the minimum required point score to qualify for traffic calming treatments.

Residential right turn speeds are typically in the range of 9-11 mph, based on corner radius. However, on several field visits, staff observed vehicles performing right turns in the range of 20-25+ mph. Multiple vehicles were observed making the right turn movements without the need to apply their brake. This is due to the existing intersection geometry. The southwest corner curb radius is approximately 120 feet and the southeast corner curb radius is approximately 140 feet. Typical residential curb radius dimensions are within the 15-25 foot range.

Corner radius reduction is a traffic calming tool box option available as part of the traffic calming program. A neighborhood meeting was conducted in October 2018 and the intersection concept utilizing corner radius reduction was discussed and favored by meeting attendees. The existing intersection configuration and proposed concept are shown in Attachment 2. As shown, the concept would remove the existing large radius right turn yield lanes and tighten the intersection using striping and raised pavement markers to slow turning vehicle speeds. Access to resident driveways and utility manholes/drains will be maintained. Similar striping/raised pavement marker materials are used elsewhere in the City and were also presented and discussed at the neighborhood meeting (see Attachment 3). It should be noted that the concept is

not to scale and will be refined prior to implementation should the City Council support the modification.

Striping and raised pavement markers are included as bid items as part of an upcoming pavement maintenance project anticipated to occur in Fall/Winter 2019. Staff proposes to include the intersection concept with the pavement project in order to realize cost savings related to material, mobilization, etc. by utilizing the same contractor that was awarded the pavement project work.

This project provides an opportunity to implement and evaluate the effectiveness of the proposed intersection concept. A capital project to increase drainage capacity has been identified and tentatively planned for Fiscal Year 2021. The drainage project would require reconstruction of the subject curb returns and would provide an opportunity to make the intersection concept permanent, utilizing concrete rather than paint and raised pavement markers, should there be neighborhood support to do so.

Notices were distributed to parcels within 300 feet of the intersection to inform the residents that the subject would be considered at the July 17, 2019 Planning Commission meeting and this City Council meeting. Information regarding the proposed intersection concept was also distributed along with the notice. No feedback has been received in opposition of the concept plan. The item was approved by the Planning Commission at its meeting on July 17, 2019.

**Recommended**

**Action:** STAFF AND THE PLANNING COMMISSION RECOMMEND THAT the City Council approve implementation of the proposed intersection concept at the Calle Las Bolas/Avenida Florencia intersection to remove existing large radius right turn yield lanes using striping and raised pavement markers.

**Attachments:**

1. Location Map
2. Proposed Intersection Concept
3. Raised Pavement Markers/Striping Examples

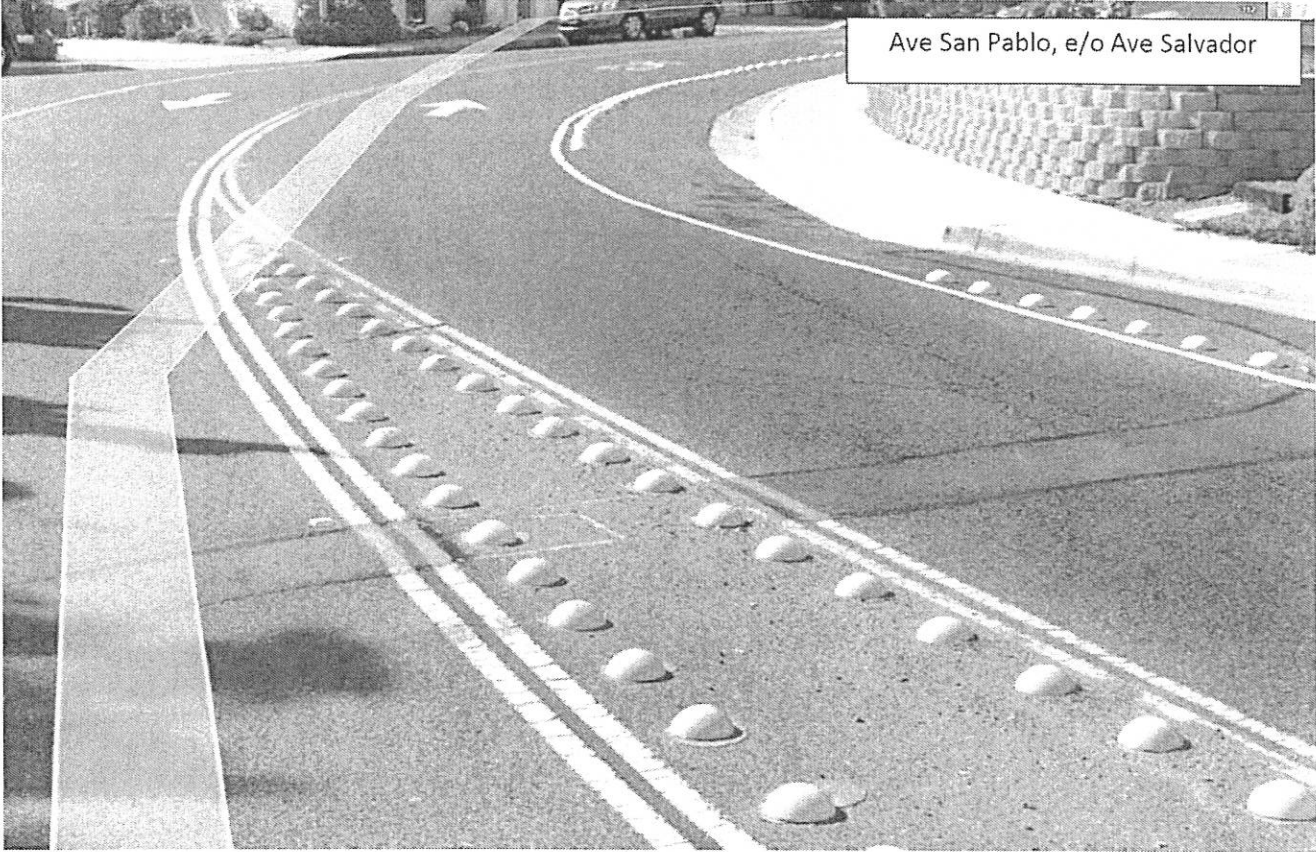
**Notification:** A notice of intention to consider the staff recommendation was distributed to parcels within 300 feet of the subject intersection.







ATTACHMENT 3



Ave San Pablo, e/o Ave Salvador



Ave Palizada @ Loma Ln