


**Moorpark City Council
Agenda Report**

To: The Honorable City Council

From: Kenneth C. Gilbert, Director of Public Works 

Date: October 2, 2003 (Council Meeting 10-15-03)

Subject: Consider Proposed Changes to the Design for the Traffic Signal at the Intersection of Moorpark Road and Santa Rosa Road in the County of Ventura

BACKGROUND

The County of Ventura recently completed construction of a project to realign and reconstruct Moorpark Road to intersect Tierra Rejada Road at Miller Parkway. That project included street improvements and a new traffic signal at the subject intersection.

The current design for the subject traffic signal does not allow for a south-to-west right turn overlap during the east-to-north left turn movement. In addition, signs are installed prohibiting Right Turns on Red. This design is discussed in the County staff report to the Board of Supervisors, attached as Exhibit 1. As mentioned in that report, this design approach was apparently required by the Board in an effort to accommodate concerns raised by the residents of the Santa Rosa Valley.

DISCUSSION

As discussed in the attached report to the Board of Supervisors (Exhibit 1), the current design for the subject traffic signal has had a negative impact on the capacity [the ability to move traffic through an intersection] of the intersection. The Level of Service at peak hours is LOS F. At times, southbound traffic has been observed to be backed-up all the way to Tierra Rejada Road and beyond, causing traffic congestion on Tierra Rejada Road and other adjacent streets within the City of Moorpark.

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As noted in the attached report, the Ventura County Board of Supervisors is scheduled to discuss this matter on October 21. The attached report from the County Public Works Agency recommends that the traffic signal design be revised to add a right-turn Green Arrow (to operate coincidental with the east-to-north Green Arrow) and to remove the No Right Turn on Red signs.

STAFF RECOMMENDATION

It is recommended that staff be directed to send a letter to the Ventura County Board of Supervisors requesting approval of the proposed re-design discussed in the attached report.

Attachments:

Exhibit 1: County Staff Report to the
Ventura County Board of Supervisors

October 21, 2003

Board of Supervisors
County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

Subject: RECOMMENDATION TO MODIFY THE INTERSECTION OF
SANTA ROSA ROAD AND MOORPARK ROAD
SUPERVISORIAL DISTRICT NO. 2

Recommendation:

Direct the Public Works Agency (PWA) to remove "the No Right Turn on Red" restriction at subject intersection, to modify the signal to install a right turn arrow, and make any necessary related striping modifications.

Fiscal/ Mandates Impact:

Mandatory: No Yes Cite Authority:
Source of Funding: Road Fund

Funding Match Required: No
Impacts on Other Departments: None

<u>Summary of Revenue & Total Costs:</u>	<u>FY 2003-</u>		<u>FY 2004-</u>	
	<u>2004</u>		<u>2005</u>	
Revenue:		0		0
Costs:				
Direct		3,754		0
Indirect - Dept.		223		0
Indirect - County CAP		23		0
Total Costs		4,000		0
Net Road Fund Cost Including Indirects		4,000		0
Recovered Indirect Cost (Dept. & County CAP)		0		0

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Current FY 2003-04 Budget Projection for Road Fund				
	Adopted Budget	Adjusted Budget	Projected Budget	Estimated Savings
Appropriations	63,572,600	63,572,600	63,572,600	0
Revenue	41,605,400	41,605,400	41,605,400	0
Net Cost	21,967,200	21,967,200	21,967,200	0

Discussion:

On December 18, 2001, your Board directed the redesign of subject intersection to eliminate a free right turn lane as originally designed by PWA, post the intersection with a "No Right Turn on Red" restriction, and adjust the timing of the traffic signal at the intersection to maximize traffic breaks on Santa Rosa Road.

The directed actions were implemented, and the signal at this intersection was completed and activated on March 19, 2003.

Since implementation, the PWA has received a great many complaints from motorists using the intersection. More than thirty written comments/ complaints about the intersection have been received, in addition to those received verbally. However, several comments, which appear to be primarily from residents of the Santa Rosa Valley, have also been received in favor of leaving the intersection as is. Copies of all correspondence received are available in the PWA Transportation Department.

On a regular basis, traffic has reportedly been backed up from the intersection all the way to Tierra Rejada Road during peak hours, a distance of over one mile. PWA has verified that lengthy backups do occur. Delays in excess of 20 minutes have been

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alleged by some reports, although measurements by PWA showed average peak hour delays of about 8-10 minutes. This is not to say that delays exceeding 20 minutes do not occur. In any event, an 8-10 minute delay at any intersection is considered highly undesirable, and such an intersection would normally be a priority location for corrective action.

The volume of southbound left turn traffic (into the City of Thousand Oaks) is substantially less. However, left turning motorists are often backed up behind the other motorists waiting to turn right. Additionally a line of cars, waiting to make a right turn, extends well beyond the existing right turn lane, past the entrance to the Lexington Hills subdivision, despite the presence of "keep clear" and regulatory signs. This causes difficulty for the residents of Lexington Hills accessing this subdivision during peak hours.

The PWA measured peak hour volumes and average delay times (the key indicators) at the intersection from September 16 to September 18. The level of service (LOS) of the intersection during peak hours was calculated using both the Highway Capacity Manual and Intersection Capacity Utilization methodologies. The current LOS at this intersection for Southbound right turn movements is LOS "F" during both AM and PM peak hours.

The local office of the California Highway Patrol (CHP) has advised that no traffic safety benefit derives from the "No Right Turn on Red" restriction. They have advised that an impact of the restriction is that it appears to be frustrating some drivers. This frustration results in these drivers ignoring the posted restriction, driving off the pavement around the intersection, or driving imprudently past the intersection and violating the restriction.

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Some drivers have already created a "de facto" (and illegal) free right turn lane by using the unpaved area to the side of the intersection to by-pass the signal and the "No Right Turn on Red" restriction. The CHP's resources to enforce this restriction consistently are limited by their significant duties and responsibilities countywide, but they have and intend to continue to issue citations for Vehicle Code violations when observed.

Elimination of the "No Right Turn on Red" restriction, and modification of the signal to allow a right turn for southbound traffic on Moorpark Road when east bound traffic on Santa Rosa Road has a protected left turn (green arrow) will substantially improve the peak hour operation and efficiency of the intersection. There should be a significant reduction in the length of the waiting queues for southbound traffic. More importantly, these changes are expected to result in improved safety, as they should reduce motorist frustration and imprudent or illegal driving movements.

The signs establishing the restriction can be removed immediately. Modifications to the traffic signals, and related traffic striping modifications, can be made within 4-6 weeks, at a cost of approximately \$4,000.

The recommendations comprise readily available and inexpensive modifications. However, your Board should be aware that additional changes to the intersection might be recommended in the future, if the queue lengths continue to increase, despite these modifications. Approximately 93% of the southbound motorists at the intersection have historically, and should continue, to turn right. Constructing a free right turn lane would dramatically improve the operation at the intersection, but we are not recommending this change at this time. Although we expect the efficiency of the intersection to improve substantially if our recommended action is approved, and that the level of

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frustration and incidence of motorists driving on the unpaved portion of the shoulder will be reduced, additional improvements to the intersection may be warranted in the future as traffic volumes continue to grow consistent with the general population growth of the County.

As a reminder, your Board has been traditionally been extremely responsive to the requests of the Santa Rosa Valley. Since February of last year, your Board approved several projects on Santa Rosa Road that were recommended by the Santa Rosa Valley Traffic Calming Committee. These include a new traffic signal at Yucca Drive, road shoulder rumble strips, additional centerline raised pavement markers, additional bus stop ahead signs, additional no passing signs, designation of the entire length of Santa Rosa Road in the unincorporated area as a no passing zone, modifications to the traffic signals at East Las Posas Road and the entrance to Santa Rosa School (Vista Grande), and installation of monument signs at each end of the valley. Many of these items have been completed, a contract for the signal at Yucca Drive was awarded two weeks ago, and work on the remaining items is underway and should be completed within the year. This is a commendable response by your Board in this era of significantly limited funds, and the numerous other transportation needs throughout the County of Ventura.

This letter has been reviewed by the County Executive Office, the Auditor-Controller, and County Counsel.

If you have questions regarding this item, please call the undersigned at (805) 654-2077.

WM. BUTCH BRITT
Director

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Transportation Department

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