San Diego County Traffic Advisory Committee

Committee Secretary
5469 Kearny Villa Road #201, M.S. 0-338
San Diego, California 92123-1159
(858) 874-4030

Represented Agencies

Automobile Club of Southern California
California Department of Transportation
California Highway Patrol
Independent Insurance Agents & Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of Public Works
San Diego County Office of Education
San Diego County Safety Council
San Diego County Sheriff's Department

September 7, 2012

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

MEETING NOTICE

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, September 14, 2012. The meeting will begin at 9:00 AM at the **Department of the Sheriff, Room 2, 9621 Ridgehaven Court in San Diego. (NOTE: Please park in the parking structure)**

KENTON R. JONES, Secretary
San Diego County Traffic Advisory Committee

KRJ:mr-l

Attachment

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

September 14, 2012

AGENDA

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from August 03, 2012
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	SPEED LIMIT	CANTA LOMAS/PENCE DRIVE	EL CAJON	VALLE DE ORO
B.	RADAR CERTIFICATION	STEELE CANYON ROAD	RANCHO SAN DIEGO/JAMUL	VALLE DE ORO JAMUL-DULZURA
SUPERVISORIAL DISTRICT 5				
A.	WEIGHT/LENGTH LIMIT	PALA TEMECULA ROAD	PALA	PALA-PAUMA

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Canta Lomas/Pence Drive from Vista Grande Road easterly to Vista Madera Lane (0.7 miles), EL CAJON (Thos. Bros. 1152-D7) Valle de Oro Community Planning Group

INITIATED BY: DPW – Traffic Engineering Section

REQUEST: Review for Formal Speed Limit Posting

PROBLEM AS STATED BY REQUESTER:

We feel that a 3-way stop sign at the intersection of Canta Lomas/Pence Drive at Liberatore Lane would slow the speed of vehicles headed down the hill (north on Pence Drive). Already we have had 1 vehicle take the turn from Pence Drive onto Canta Lomas too quickly – it went over the curb, passed through our front yard and landed on our neighbor's slope (fortunately nobody was injured). We routinely hear vehicles "screeching" tires as they travel through the intersection at excess speed. We have also observed vehicles go through the intersection at >60 miles per hour, straight from pence onto Liberatore (a dead end street). We are concerned for the safety of children on our street.

(**NOTE:** At the August 3, 2012 meeting, it was noted a portion of Pence Drive has been posted 25 MPH since 1987. The results of both recent speed surveys could support either a 35 or 40 MPH formal speed limit posting. However, the criteria set forth in the Board-approved Traffic Guidelines regarding volume (2,000 vehicle minimum) and length (1 mile) criteria necessary for establishment of a formal speed limit posting are not met along the roadway. Canta Lomas/Pence Drive at its western end is approximately one-quarter mile long and has a volume of 1,350 vehicles which decreases substantially as expected in a closed rural community. After much deliberation, a vote to establish a 35 MPH speed limit posting failed and a subsequent vote to establish a 40 MPH speed limit only garnered split support. The Committee struggled to identify the most appropriate recommendation for a formal posting that would support enforcement and benefit the neighborhood.

Therefore, staff continued this matter for continued discussion on roadway operations, intersection control and/or establishment of a formal speed limit posting.

Previously, this matter was continued from the October 28, 2011 TAC meeting to allow proposed intersectional modifications at Canta Lomas/Pence Drive at Liberatore Lane to operate for six months prior to submitting a recommendation for a formal speed limit posting. The modification installation was completed by January 31, 2012.)

DATA:

Existing Traffic Devices

Canta Lomas/Pence Drive, west and south legs, form the predominate moves through this three-legged intersection. There are curve-warning signs with 15 MPH advisory speed plates for both directions of travel approaching the intersection. In January 2012, parking prohibitions, delineators and striping modifications were performed at the intersection to further emphasize and enhance visibility of the predominant moves, especially at night.

Canta Lomas, is a striped two-lane roadway, 40 feet in width, that "Tees" into Pence Drive/Liberatore Lane from the west. There is a double-headed arrow in place for eastbound traffic approaching the intersection. This roadway is unclassified on the Circulation Element Map. The road is unposted.

Pence Drive, the south leg, is a striped two-lane road measuring 36 feet in width. This roadway is unclassified on the Circulation Element Map. The road is posted 25 MPH.

Average Daily Traffic Volumes	**06/11**
Canta Lomas:	
W/o Liberatore Lane/Pence Drive	1,350*
Pence Drive:	
S/o Canta Lomas/Liberatore Lane	790*

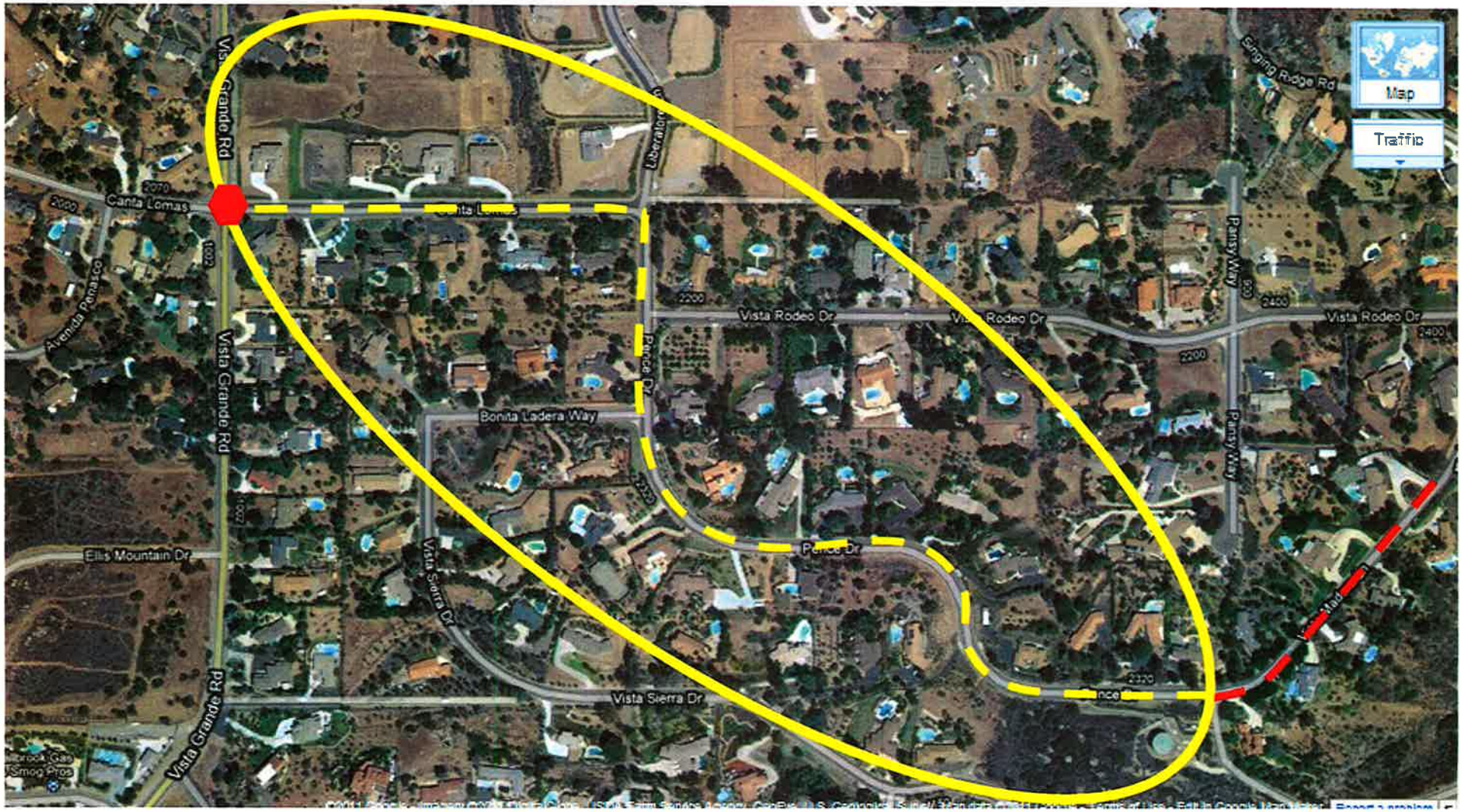
*Two-way count

Spot Speed Data		**85th Percentile**	**10 MPH Pace**	**% in Pace**
Canta Lomas:				
560' E/o Vista Grande Dr	(2012)	40.0 MPH	31-40	77.2%
	(2011)	44.0 MPH	34-43	68.5%
Pence Drive:				
140' S/o Vista Rodeo Dr	(2012)	35.0 MPH	26-35	81.8%
	(2011)	39.0 MPH	29-38	78.5%

Collision Data

There have been four reported non-injury collisions along this roadway in the last five years (02-29-07 to 03-04-12). By using a hand search method we identified the fourth collision which occurred outside of our search parameter. Two of these identified collisions occurred after the intersection modifications at Canta Lomas/Pence Drive at Liberatore Lane were installed.

Canta Lomas/Pence Drive



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Canta Lomas 560' East of Vista Grande Rd

LIMITS..... to

DIRECTION(S).....EBWB

DATE.....7.19.2012

TIME.....1pm

POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....36

85TH PERCENTILE SPEED.....40

10 MPH PACE SPEED.....31 through 40

PERCENT IN PACE SPEED..... 77.2

PERCENT OVER PACE SPEED.....11.6

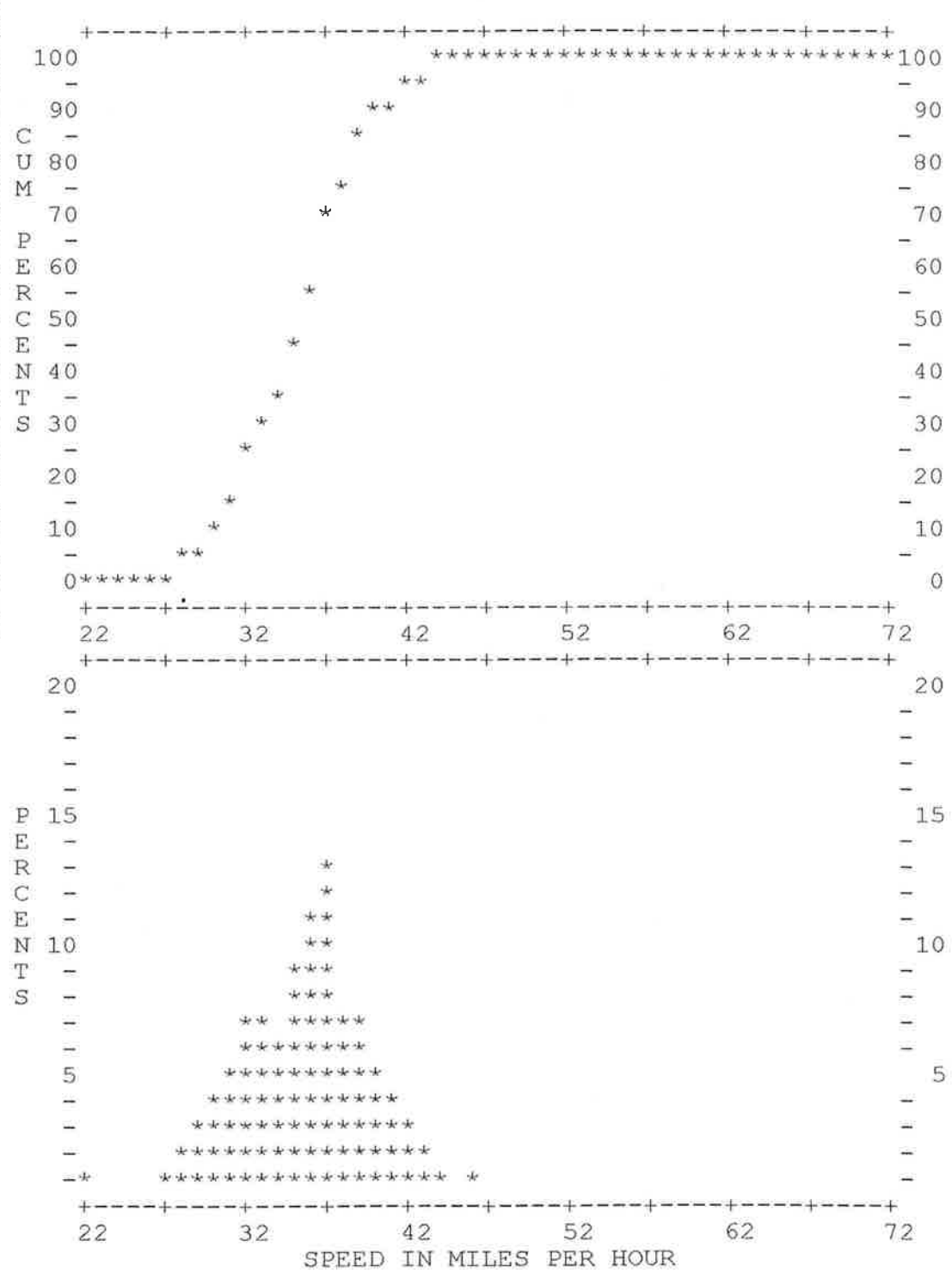
PERCENT UNDER PACE SPEED.....11.2

RANGE OF SPEEDS.....22 to 46

VEHICLES OBSERVED..... 215

AVERAGE SPEED.....35.6

SPEED	NO.	PCT.	CUM. PCT.
22	2	0.9	0.9
23	0	0.0	0.9
24	1	0.5	1.4
25	0	0.0	1.4
26	0	0.0	1.4
27	2	0.9	2.3
28	4	1.9	4.2
29	6	2.8	7.0
30	9	4.2	11.2
31	10	4.7	15.8
32	16	7.4	23.3
33	14	6.5	29.8
34	13	6.0	35.8
35	20	9.3	45.1
36	24	11.2	56.3
37	29	13.5	69.8
38	15	7.0	76.7
39	14	6.5	83.3
40	11	5.1	88.4
41	8	3.7	92.1
42	7	3.3	95.3
43	4	1.9	97.2
44	3	1.4	98.6
45	1	0.5	99.1
46	2	0.9	100.0



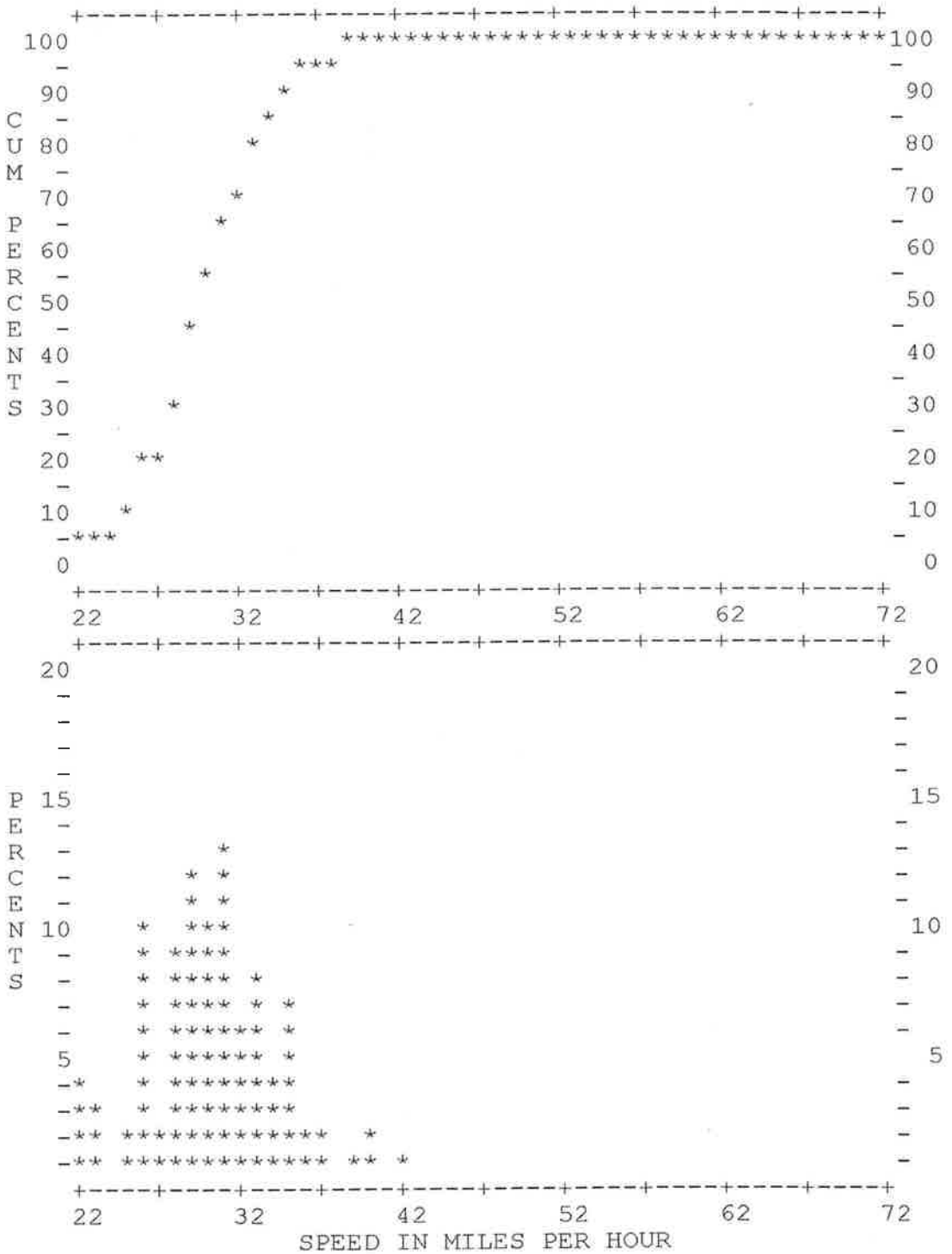
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Pence Dr. 140' South of Vista Rodeo Dr.
LIMITS..... to

DIRECTION(S).....NBSB
DATE.....7.19.2012
TIME.....10am
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....30
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....26 through 35
PERCENT IN PACE SPEED..... 81.8
PERCENT OVER PACE SPEED..... 8.3
PERCENT UNDER PACE SPEED..... 9.9
RANGE OF SPEEDS.....22 to 42
VEHICLES OBSERVED..... 121
AVERAGE SPEED.....30.2

SPEED	NO.	PCT.	CUM. PCT.
22	5	4.1	4.1
23	4	3.3	7.4
24	0	0.0	7.4
25	3	2.5	9.9
26	12	9.9	19.8
27	3	2.5	22.3
28	11	9.1	31.4
29	14	11.6	43.0
30	12	9.9	52.9
31	16	13.2	66.1
32	7	5.8	71.9
33	10	8.3	80.2
34	5	4.1	84.3
35	9	7.4	91.7
36	3	2.5	94.2
37	3	2.5	96.7
38	0	0.0	96.7
39	1	0.8	97.5
40	2	1.7	99.2
41	0	0.0	99.2
42	1	0.8	100.0



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Steele Canyon Road from Willow Glen Drive southerly to SR-94 (1.48 miles), RANCHO SAN DIEGO/JAMUL (Thos. Bros. 1272-C5) Valle de Oro and Jamul-Dulzura Community Planning Groups

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing 45 MPH Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar certification for the existing 45 MPH speed limit. Please review the appropriateness of the existing 45 MPH speed limit for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Steele Canyon Road is a primarily a striped two-lane Through Highway that varies from 42 feet to 63 feet wide. There is a short section between Heatherwood Drive and Jamul Drive where it widens to four lanes with a painted median separating both directions of travel. There are bike lanes along both sides of the roadway from Willow Glen Drive to Jamul Drive, southerly to SR-94 there is edge-striping. The road is primarily posted 45 MPH. There are two 25 MPH postings, one is a school zone adjacent to Jamacha Elementary School and the other is a playground zone adjacent to Steele Canyon County Park. The road is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	09/12	04/02	08/95	10/90
Steele Canyon Road:				
S/o Willow Glen Drive	19,500**	14,810*	9,850*	8,100*
N/o Vista Cielo Drive	6,000**		3,820*	2,930*

* Two-way Count ** Estimate

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Steele Canyon Road:				
@ Vista Cielo Drive	(2012)	46.0 MPH	37-46	67.3%
	(1995)	44.5 MPH	35-44	79.0%
800' N/o Jamul Drive	(2012)	52.4 MPH	44-53	69.8%
	(1995)	50.2 MPH	42-51	74.2%

Collision Data

There have been 10 reported collisions, _ of which involved injury, along this segment of roadway in the last two years (04-30-10 to 04-30-12).

Steele Canyon Road

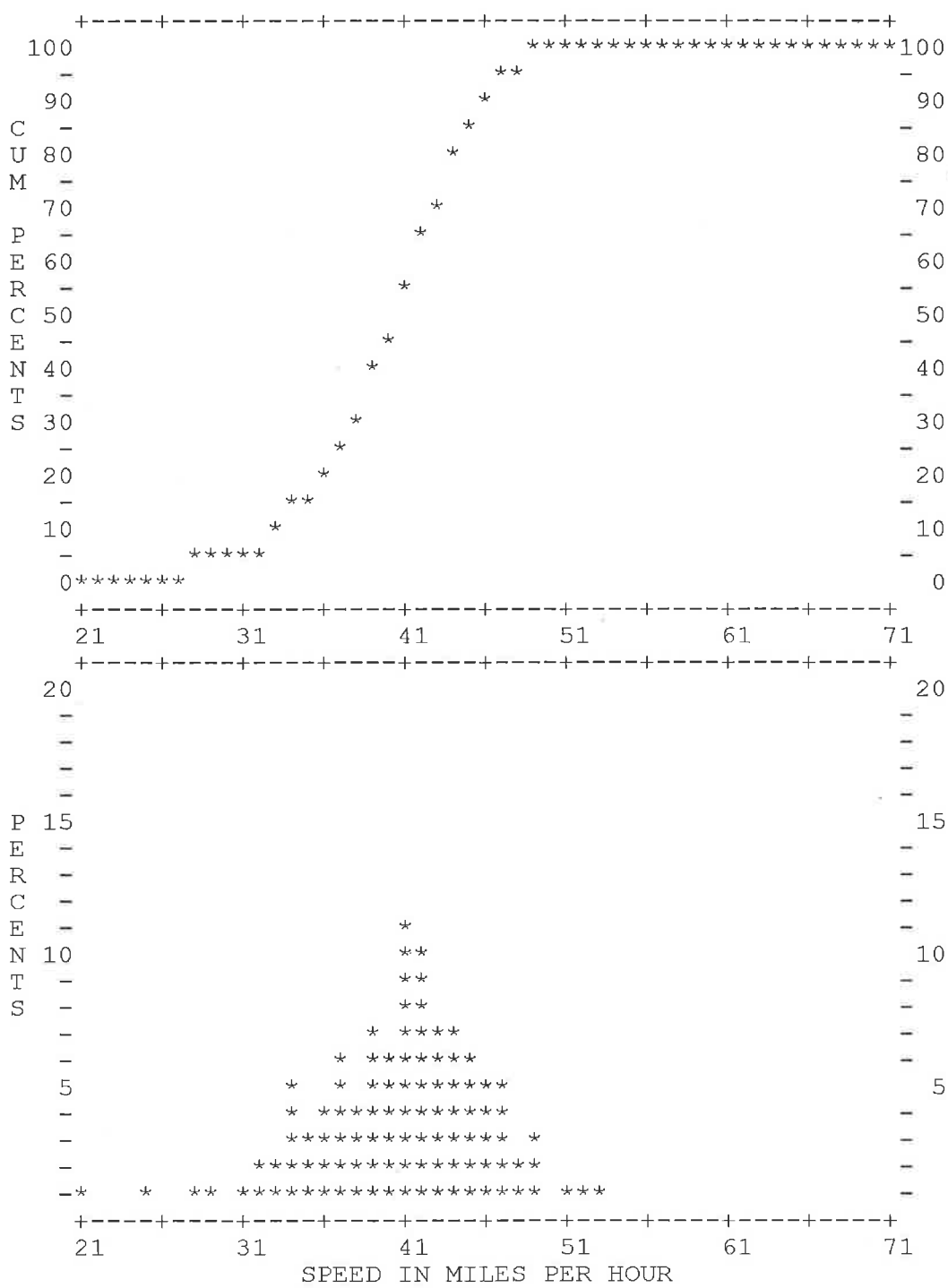
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Steele Canyon Rd. 50'North of Vista Ciel
LIMITS..... to

DIRECTION(S).....NBSB
DATE.....8.1.12
TIME.....11am
POSTED SPEED LIMIT....45

50TH PERCENTILE SPEED.....41
85TH PERCENTILE SPEED.....46
10 MPH PACE SPEED.....37 through 46
PERCENT IN PACE SPEED..... 67.3
PERCENT OVER PACE SPEED.....11.9
PERCENT UNDER PACE SPEED.....20.8
RANGE OF SPEEDS.....21 to 55
VEHICLES OBSERVED..... 303
AVERAGE SPEED.....40.5

SPEED	NO.	PCT.	CUM. PCT.
21	2	0.7	0.7
22	0	0.0	0.7
23	0	0.0	0.7
24	0	0.0	0.7
25	2	0.7	1.3
26	1	0.3	1.7
27	1	0.3	2.0
28	2	0.7	2.6
29	3	1.0	3.6
30	1	0.3	4.0
31	3	1.0	5.0
32	6	2.0	6.9
33	5	1.7	8.6
34	14	4.6	13.2
35	10	3.3	16.5
36	13	4.3	20.8
37	18	5.9	26.7
38	12	4.0	30.7
39	21	6.9	37.6
40	19	6.3	43.9
41	32	10.6	54.5
42	29	9.6	64.0
43	22	7.3	71.3
44	20	6.6	77.9
45	17	5.6	83.5
46	14	4.6	88.1
47	14	4.6	92.7
48	6	2.0	94.7
49	9	3.0	97.7
50	0	0.0	97.7
51	2	0.7	98.3
52	2	0.7	99.0
53	2	0.7	99.7
54	0	0.0	99.7
55	1	0.3	100.0



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Steele Canyon Road 800 feet north of Jamul Drive

DATE: 8-1-12 TIME START: 1 pm TIME END: 3 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 mph OBSERVER: contractor CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0---------5--------10--------15--------20--------
32	1	32	1	0.4	*
33	1	33	2	0.8	*
34	0	0	2	0.8	*
35	0	0	2	0.8	*
36	2	72	4	1.5	**
37	3	111	7	2.7	***
38	2	76	9	3.5	**
39	5	195	14	5.4	****
40	6	240	20	7.7	*****
41	5	205	25	9.7	****
42	15	630	40	15.4	**********
43	7	301	47	18.1	******
44	18	792	65	25.1	**********
45	19	855	84	32.4	**********
46	18	828	102	39.4	**********
47	14	658	116	44.8	**********
48	23	1104	139	53.7	**********
49	19	931	158	61.0	**********
50	16	800	174	67.2	**********
51	20	1020	194	74.9	**********
52	19	988	213	82.2	**********
53	15	795	228	88.0	**********
54	9	486	237	91.5	*******
55	6	330	243	93.8	*****
56	10	560	253	97.7	********
57	6	342	259	100.0	*****
					0---------5--------10--------15--------20--------
	259	12384			

AVERAGE SPEED = 47.8
50th PERCENTILE = 47.5
85th PERCENTILE = 52.4
90th PERCENTILE = 53.5
95th PERCENTILE = 55.3

PACE = 44 - 53
% IN PACE = 69.8
VEHICLES IN PACE = 181

SAMPLE VARIANCE = 24.43072
STANDARD DEVIATION = 4.942744
RANGE 1*S = 66.79536
RANGE 2*S = 97.2973
RANGE 3*S = 99.6139

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2012 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight or Length Restriction

LOCATION: Pala Temecula Road from Pala Mission Road northerly to Riverside County Line (5.0 miles), PALA (Thos. Bros. 1029-H4) Pala-Pauma Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Weight or Length Limit

PROBLEM AS STATED BY REQUESTER:

We respectfully request a review for establishment of either a weight or length restriction along the entirety of Pala Temecula Road. Road crews are experiencing continual guardrail maintenance and traffic control concerns. When reviewing the damaged guardrail, it is apparent the damage is due to large commercial vehicles failing to maintain with their lanes. Also depending on the location of work, our crews are experiencing challenges maintaining a visible traffic control zone. Recently, advisory length warning signs were installed as an interim measure.

Existing Traffic Devices

Pala Temecula Road is a striped two-lane roadway that varies from 23 feet to 25 feet wide. There is edge-striping along both sides of the roadway. Pala Temecula Road has three speed limits. From the Riverside County Line southerly to a point 320 feet south of Mile Post 2 it is posted the State Maximum 55 MPH. From this point southerly to a point 680 feet north of Pala Mission Road, it has a 45 MPH posted speed limit. Beyond this point to Pala Mission Road, there is a 25 MPH Business District in place. The road is classified as a Light Collector Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	06/12	10/03	08/95	09/90
Pala Temecula Road:				
S/o Arouba Road	8,250*	6,070*		
N/o Pala Mission Road		5,860*	3,070*	2,300*

* Two-way Count

Collision Data

There have been 7 reported non-injury collisions involving large commercial vehicles, along this segment of roadway in the last five years (03-01-07 to 02-29-12).

Pala Temecula Road

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	< 6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	< 10.0	10.0 - 18.0			
	car + 2 axle trailer	4	< 10.0		< 3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		< 3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			< 3.5	
4	bus	2	> 20.0				
	bus	3	> 19.0				
5	single unit truck - dual rear axle	2	14.9 - 20.0			< 3.5	
6	3 axle truck	3		< 18.0			
7	4 axle truck	4					
8	2S1	3		> 18.0			
	2S2	4		> 5.0	> 3.5		
	3S1	4		< 5.0	> 10.0		
9	3S2	5		< 6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		> 6.0			
12	3S1-2	6					> 10.0
13	truck	7 or more					
Ungrouped Classes							
14	unclassifiable vehicle						
0	unclassifiable axle event						

7-tons or heavier

The classification scheme is separated into categories depending on whether the vehicle carries passengers or commodities. Non-passenger vehicles are further subdivided by number of axles and number of units, including both power and trailer units. Note that the addition of a light trailer to a vehicle does not change the classification of the vehicle.

Automatic vehicle classifiers need an algorithm to interpret axle spacing information to correctly classify vehicles into these categories. The algorithm most commonly used is based on the "Scheme F" developed by Maine DOT in the mid-1980s. **The FHWA does not endorse "Scheme F" or any other classification algorithm.** Axle spacing characteristics for specific vehicle types are known to change from State to State. As a result, no single algorithm is best for all cases. It is up to each agency to develop, test, and refine an algorithm that meets its own needs.

FHWA Vehicle Classes with Definitions

1. ***Motorcycles*** (Optional) -- All two or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handlebars rather than steering wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheel motorcycles. This vehicle type may be reported at the option of the State.
2. ***Passenger Cars*** -- All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.
3. ***Other Two-Axle, Four-Tire Single Unit Vehicles*** -- All two-axle, four-tire, vehicles, other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single-unit vehicles pulling recreational or other light trailers are included in this classification. *Because automatic vehicle classifiers have difficulty distinguishing class 3 from class 2, these two classes may be combined into class 2.*
4. ***Buses*** -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

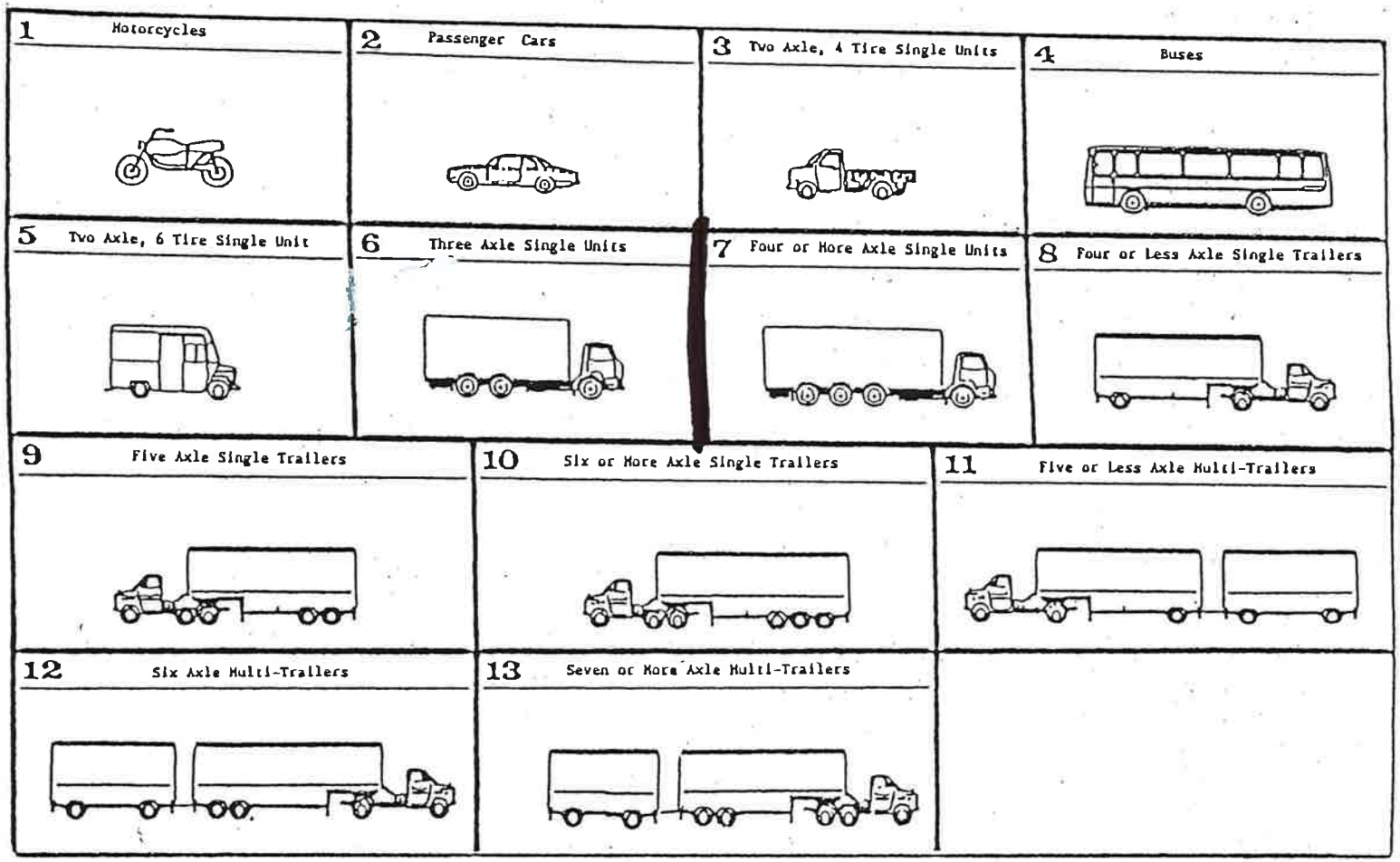
   NOTE: In reporting information on trucks the following criteria should be used:

   a. Truck tractor units traveling without a trailer will be considered single-unit trucks.
   b. A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered one single-unit truck and will be defined only by the axles on the pulling unit.
   c. Vehicles are defined by the number of axles in contact with the road. Therefore, "floating" axles are counted only when in the down position.
   d. The term "trailer" includes both semi- and full trailers.

5. ***Two-Axle, Six-Tire, Single-Unit Trucks*** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.
6. ***Three-Axle Single-Unit Trucks*** -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.
7. ***Four or More Axle Single-Unit Trucks*** -- All trucks on a single frame with four or more axles.
8. ***Four or Fewer Axle Single-Trailer Trucks*** -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.
9. ***Five-Axle Single-Trailer Trucks*** -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.
10. ***Six or More Axle Single-Trailer Trucks*** -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.
11. ***Five or fewer Axle Multi-Trailer Trucks*** -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.
12. ***Six-Axle Multi-Trailer Trucks*** -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.
13. ***Seven or More Axle Multi-Trailer Trucks*** -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

Figure 3.1
FHWA VEHICLE CLASSIFICATIONS

Typical Vehicle Silhouettes



Daily Classes

DailyClass-44
Site: 253.0NS
Description: **!PalaTemeculaRoad_500ft_SO_ArubaRd_24hr_Class_(06-21-12)**
Filter time: **8:55 Wednesday, June 27, 2012 => 17:54 Sunday, July 01, 2012**
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, June 25, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	64	4287	1492	66	557	20	0	9	65	0	16	7	5	6588
(%)	1.0	65.1	22.6	1.0	8.5	0.3	0.0	0.1	1.0	0.0	0.2	0.1	0.1	
Thu	74	5172	1995	87	792	17	0	8	74	2	20	4	6	8251
(%)	0.9	62.7	24.2	1.1	9.6	0.2	0.0	0.1	0.9	0.0	0.2	0.0	0.1	
Fri	99	5721	2164	82	917	24	0	6	91	4	19	0	8	9135
(%)	1.1	62.6	23.7	0.9	10.0	0.3	0.0	0.1	1.0	0.0	0.2	0.0	0.1	
Sat	178	6589	2342	93	741	18	0	6	44	0	11	2	4	10028
(%)	1.8	65.7	23.4	0.9	7.4	0.2	0.0	0.1	0.4	0.0	0.1	0.0	0.0	
Sun*	66	2681	911	42	270	2	0	2	19	0	0	0	0	3993
(%)	1.7	67.1	22.8	1.1	6.8	0.1	0.0	0.1	0.5	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	117	5826	2166	87	816	19	0	6	69	1	16	2	6	9138
(%)	1.3	63.8	23.7	1.0	8.9	0.2	0.0	0.1	0.8	0.0	0.2	0.0	0.1	
Weekdays	86	5446	2079	84	854	20	0	7	82	3	19	2	7	8693
(%)	1.0	62.6	23.9	1.0	9.8	0.2	0.0	0.1	0.9	0.0	0.2	0.0	0.1	
Weekend	178	6589	2342	93	741	18	0	6	44	0	11	2	4	10028
(%)	1.8	65.7	23.4	0.9	7.4	0.2	0.0	0.1	0.4	0.0	0.1	0.0	0.0	

* - Incomplete

TRUCK NETWORKS on California State Highways

DISTRICT 11

Map 11 of 12

Not to scale

Last revised June 18, 2012

Note: Route 125 begins at Rte 54 near the Elkelton Place Undercrossing, PM 9.6, and ends at Mission Gorge Rd. just north of Rte 52, PM 22.3.

LEGEND

(CLICK HERE FOR A MORE DETAILED LEGEND)

- Port
- Rest Area
- Airport
- National Network (STAA)
- Terminal Access (STAA)
- California Legal Network
- Ca Legal Advisory Route
- 30 — KPRA* Advisory
- Route with Special Restrictions

*KPRA = kingpin-to-rear-axle distance

Valley Center Rd. near Rincon Indian Reservation, PM 32.9

Magnolia Ave. 1.6 miles east of Jct 67, PM 37.1

Pala Mission Rd. (west junction) near Pala, 5.7 miles east of of Jct Rte 15, PM 23.0

San Felipe Rd. (Turn off to Ranchita - 10 miles) 11.5 miles north of Santa Isabel PM 31.7

Borrego Springs Rd. in Borrego (Turn-off to Borrego Springs 11 miles), PM 85.6

Mission Rd. PM 12.5

Route 78 ends 0.7 miles west of Jct 111, PM 12.2

Bandy Canyon Rd. 0.4 miles east of San Pasqual, PM 27.3

Haverford Rd., 1.7 miles west of Jct 67 in Ramona, PM 33.8

Jct Old Highway 8 2.7 miles north of Route 8, PM 2.7

Route 282 is black. 282 runs from Jct Rte 75 at Orange Ave. (PM 0.0) to Alameda & 4th St. in City of Coronado (PM 0.7)

LOW CLEARANCE: NB I-5, Pershing Dr. off ramp, 13'-10" PM 15.4

RESTRICTION Route 75: No flammables, corrosives or explosives on Coronado Bay Bridge from toll gates (PM 20.3) to Jct Rte 5 (PM 22.3) Otherwise, route is green.

Tierra del Sol Rd. 2 miles west of Jct 8, PM 63.2

Route 188: black from Mexican border (PM 0.0) to Humphries Rd., 1.3 miles south of Jct Rte 94 (PM 0.6), then yellow to Jct 94 (PM 1.9)

Otay Lakes Rd. (Turn-off to Otay Lakes - 9 miles) 4 miles west of Dulzura, PM 24.7

Parts of 54 still under construction.

TRUCK MAP LEGEND
TRUCK LENGTHS & ROUTES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

Click here for the Truck Network Map

STAA ROUTES In California, the STAA Network consists of the National Network (green) routes and Terminal Access (blue) routes.

STAA Truck Tractor - Semitrailer

Semitrailer length : 48 feet maximum
KPRA* : no limit
Overall length : no limit *(KPRA = kingpin-to-rear-axle)

Semitrailer length : over 48 feet up to 53 feet maximum
KPRA : 40 feet maximum for two or more axles,
38 feet maximum for single-axle trailers
Overall length□ : no limit

STAA Truck Tractor - Semitrailer - Trailer (Doubles)

Trailer length : 28 feet 6 inches maximum (each trailer)
Overall length : no limit

Terminal Access - STAA trucks may travel on State highways that exhibit this sign.

Service Access - STAA trucks may travel up to one road mile from the off ramp to obtain services (food, fuel, lodging, repairs), provided the route displays this sign.

CALIFORNIA LEGAL ROUTES California Legal trucks (black trucks) can travel on STAA routes (green and blue routes), CA Legal routes (black routes), and Advisory routes (yellow routes). CA Legal trucks have access to the entire State highway system except where prohibited (some red routes).

California Legal Truck Tractor - Semitrailer

Semitrailer length : no limit
KPRA : 40 feet maximum for two or more axles,
38 feet maximum for single-axle trailers
Overall length : 65 feet maximum

California Legal Truck Tractor - Semitrailer - Trailer (Doubles)

Option A
Trailer length : 28 feet 6 inches maximum (each trailer)
Overall length : 75 feet maximum

Option B
Trailer length : one trailer 28 feet 6 inches maximum
other trailer may be longer than 28 feet 6 inches
Overall length : 65 feet maximum

CA LEGAL ADVISORY ROUTES - CA Legal trucks only; however, ***travel not advised*** if KPRA length is over posted value. KPRA advisories range from 30 to 38 feet.

SPECIAL RESTRICTIONS - Route restricted for vehicle length or weight, cargo type, or number of axles.

Distance/Time Survey			
Circuit 1 - Counterclockwise			
Segment	**Time (min:sec)**	**Distance (ft)**	**Distance (mi)**
Current Route			
Pala Temecula Rd to Pala Rd (RS CL)	7:36	25,906	4.91
Pala Rd (RS CL) to Pechanga Py	1:58	6,944	1.32
Pechanga Py to SR-79	5:39	14,443	2.74
Total	15:13	47,293	8.96
Bypass			
SR-79 to I-15	2:02	4,220	0.80
I-15 to SR-76	10:27	58,978	11.17
SR-76 to Pala Mission Rd	9:10	30,957	5.86
Pala Mission Rd to Pala Temecula Rd	1:26	2,886	0.55
Total	23:05	97,041	**18.38**
Circuit 2 - Clockwise			
Segment	**Time (min:sec)**	**Distance (ft)**	**Distance (mi)**
Bypass			
Pala Mission Rd to SR-76	1:18	3,003	0.57
SR-76 to I-15	7:58	28,989	5.49
I-15 to SR-79	10:31	58,127	11.01
SR-79 to Pechanga Py	1:31	3,700	0.70
Total	21:18	**93,819**	**17.77**
Current Route			
Pechanga Py to Pala Rd (RS CL)	4:32	14,529	2.75
Pala rd (RS CL) to Pala Temecula Rd	1:52	6,961	1.32
Pala Temecula Rd to Pala Mission Rd	7:45	26,032	4.93
Total	14:09	47,522	9.00

Note:
Red = Bypass
Blue= Current Route

Recommendations of Pala Pauma Community Sponsor Group regarding the possible application of weight and/or length restrictions to Pala Temecula Road.

On August 7, 2012 the Pala Pauma Community Sponsor Group (the "PPCSG") held a public meeting at which was present a representative Mr. Kenton Jones the secretary of the Traffic Advisory Committee (the "TAC") of the County of San Diego. In response to a request of the Department of Public Works Traffic Engineering ("DPW"), PPCSG considered the possible application of weight and/or length restrictions on Pala Temecula Road from its intersection with Pala Mission Road to the County line (the "Road"). These recommendations are prepared as authorized by a resolution unanimously adopted at the above meeting.

I. Recommendation

Because PPCSG is of the view that there would be (i) a significant benefit to public safety and the safety of DPW personnel and contractors, (ii) a reduction in the damage presently occurring to guard rails that are an essential safety feature of the Road, and (iii) a reduction in the level of frustration experienced by drivers following large, heavy slow moving vehicles thereby leading to an improvement in traffic safety, PPCSG recommends that:

- i Vehicular use of the Road be permitted only by vehicles, including tractor trailer doubles, whose overall length does not exceed 45' (forty five feet); and,
- ii Vehicular use of the Road be permitted only by vehicles whose gross vehicular weight rating (GVWR) does not exceed 14,000 pounds (fourteen thousand pounds); and,
- iii The County examine the practicality of providing additional passing lanes in both directions of travel; and,
- iv California Highway Patrol (CHP) be encouraged to routinely enforce not only any newly adopted access restrictions but also the existing restrictions on SR-76 particularly with regard to (a) vehicles driving at a speed causing them to cross the center lines, (b) heavy vehicles seeking to avoid the CHP weigh station, and (c) any vehicle code requiring slow moving vehicles to pull over to allow following vehicles to pass; and,
- v DPW continue to monitor traffic and traffic safety to determine if additional or other actions would be appropriate, including the two curves on SR-76 which have a particularly tight radius and exceptionally short lines of sight.

II. Local Access

Access from the west or the north to Pala and Pauma Casinos, Pauma Village, and Harrah's Casino and Valley Center via Valley Center Road (the "Vicinity") is directly possible only via SR-76 and/or the Road. Included in this traffic are commercial, contract buses bringing patrons from afar to the casinos.

i SR-76

Caltrans District 11 Over-length Bus & Motorhome Map prohibits such vehicles in excess of 40' on SR-76 west of its intersection with Pala Mission Road (west junction) and east of its intersection with Valley Center Road. Given those restrictions, the industry prevailing 45' commercial bus traffic can conveniently only reach the Vicinity from the north and west by using the Road. An alternative route would involve an extremely long and impractical detour using I-15/Old Castle Road/Lilac Road/Valley Center Road.

Caltrans District 11 Truck Networks Map defines SR-76 west of its intersection with

Pala Mission Road (west junction) and east of its intersection with Valley Center Road as a California Legal Advisory Route with a KPRA recommendation of 30' (thirty feet).

ii Level of Service (LOS)
The recently adopted San Diego County General Plan classifies SR-76 from Pala del Norte Road to Sixth Street Pala (essentially the same as Pala Mission Road - west junction) as 2.1D Community Collector w/ Improvement Options and accepts a LOS E/F, because the County considers it more appropriate to retain a road classification that could result in LOS E/F rather than increase the number of lanes. In practice SR-76 is a conventional; two-lane highway passing through mountainous terrain and characterized by a number of curves with restricted lines of sight and little or no passing opportunity. The speed limit ranges between 40 and 55 mph, with chevron warning signs of curves with posted advisory limits as low as 20 mph. For this reason traffic flow is impeded and the usually anticipated capacity of such a road class is not available. A June 2011 manual count study found the ADT at around 10,200 vehicles and a traffic study completed in conjunction with an anticipated expansion of Harrah's Casino projected that section of SR-76 soon falling to LOS F.

III. Recommendation rationale.

i Because of the Bus length restriction on SR-76 it is not practical for buses carrying casino patrons from the north to access other than by the Road. Conversely, the bus length restriction on SR-76 should be uniformly enforced so that operators who ignore that restriction do not receive a commercial advantage. It is to be hoped that this action will encourage casinos and operators to contract for 40' vehicles, thereby using SR-76 and reducing traffic on the Road.

ii As undesirable as additional traffic maybe on SR-76, given the gradient, short sight lines, and small radius curves of the Road, the balance of consideration of safety issues argues for diverting long and heavy traffic off the Road. Given a 45' bus length restriction, it would seem that the limitation on overall length for all vehicles (including tractor trailer doubles) should be the same 45'. While it is probable that the radius of some curves on the Road are such that vehicles of 45' length would have to drive slowly to avoid crossing the center line, whenever possible, it appears illogical to restrict vehicles other than buses to a length shorter than 45'.

iii Because of the gradients of the Road, and especially low radius curves on a steep incline, sometimes with an adverse camber, a weight restriction would add to safety and reduce frustration from slow moving traffic; which frustration often leads to unsafe driving patterns.

[Remainder of this page intentionally left blank]

Charles Mathews,
Chair Pala Pauma Community Sponsor Group
August 8, 2012