SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

September 13, 2013

Traffic Advisory Committee Members

Automobile Club of Southern California	Mr. Craig Scott
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	{absent}
California Department of Transportation	{absent}
California Highway Patrol - San Diego	Officer Peter Mann
California Highway Patrol - Oceanside	Officer Jimmy Gaffney
California Highway Patrol - El Cajon	Officer Kevin Pearlstein
California Highway Patrol - Border	Officer Mary Bailey
Independent Insurance Agents & Brokers of San Diego	{absent}
Pacific Safety Center	{absent}
San Diego County Sheriff's Department	Lt. Julius Faulkner
San Diego County Office of Education	{absent}
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Ms. Giselle Finley
Department of Public Works	Mr. Karel Shaffer

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton R. Jones
Traffic Advisory Committee Staff	Mrs. Patricia Johnson-Horsman
Traffic Advisory Committee Staff	Mrs. Maria Rubio-Lopez

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

September 13, 2013

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from July 26, 2013
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
~~A.~~	~~SIGNALIZATION~~	~~DEHESA ROAD AND SYCUAN ROAD~~	~~DEHESA~~	~~CREST-DEHESA~~
B.	STOP CONTROL	WESTHILL ROAD AND GOLDEN RIDGE ROAD	LAKESIDE	LAKESIDE
C.	RADAR RECERTIFICATION	EL CAPITAN REAL RD	BLOSSOM VALLEY	LAKESIDE
D.	RADAR RECERTIFICATION	JAMACHA BOULEVARD	SPRING VALLEY	SPRING VALLEY
E.	RADAR RECERTIFICATION	JAMACHA BOULEVARD	SPRING VALLEY	SPRING VALLEY
F.	MID-BLOCK CROSSWALK	LAKESIDE AVENUE	LAKESIDE	LAKESIDE
G.	BUS LOADING ZONES	CALLE VERDE	EL CAJON	VALLE DE ORO
SUPERVISORIAL DISTRICT 5				
A.	RADAR CERTIFICATION	ALVARADO STREET	FALLBROOK	FALLBROOK
B.	RADAR RECERTIFICATION	ALVARADO STREET	FALLBROOK	FALLBROOK
C.	RADAR RECERTIFICATION	LA VALLE PLATEADA	RANCHO SANTA FE	SAN DIEGUITO
INFORMATION ITEM:				
1.	PARKING PROHIBITION	LYNWOOD DRIVE	BONITA	SWEETWATER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF:	September 13, 2013	**Item 2-B**
SUPERVISORIAL DISTRICT:	2	
SUBJECT:	Stop Control	
LOCATION:	Westhill Road and Golden Ridge Road, LAKESIDE (Thos. Bros. 1231-J6) Lakeside Community Planning Group	
INITIATED BY:	DPW Traffic Engineering	
REQUEST:	Review for Installation of a Stop Control	

PROBLEM AS STATED BY REQUESTER:

This intersection is presently uncontrolled. A recent field review indicates that the available sight distance for southbound motorists on Westhill Road approaching Golden Ridge Road does not meet the minimum stopping sight distance criteria and could support the establishment of a stop control.

Existing Traffic Devices

Westhill Road is a striped two-lane roadway, 20 feet wide, that descends and "tees" into Golden Ridge Road from the north. There is a double-headed arrow in place for southbound traffic. Westhill Road has no posted speed limit. This roadway is unclassified on the County General Plan Mobility Element Network.

Golden Ridge Road is a striped two-lane roadway that varies in width from 23 feet east of the intersection and 31 feet west of the intersection. There is edge-striping along both sides of the road. Golden Ridge Road is posted 25 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	**7/13**
Westhill Road:	
N/o Golden Ridge Road	140 SB
Golden Ridge Road :	
W/o Westhill Road	380 EB
E/o Westhill Road	390 WB

Collision Data

There have been three reported collisions, one of which involved injury, at this intersection in the last five years (04-30-08 to 04-30-13).

Discussion

Golden Ridge Road has an average daily traffic volume of approximately 900 vehicles a day. The intersection of Westhill Road and Golden Ridge Road is presently uncontrolled and governed by the California Vehicle Code requiring motorists on Westhill Road, stem of the tee, to yield right-of-way to motorists on Golden Ridge Road, a through travel way.

The Committee noted the intersection's existing operating conditions support a higher level of control. The intersection is skewed and visibility is limited by roadway geometrics and a nearby embankment on the northwest corner. In addition, the representative from the California Highway Patrol (CHP) – El Cajon Command indicated both roadways are utilized as alternate routes to nearby schools to circumvent congestion and delay on Winter Gardens Boulevard and Woodside Avenue. He indicated traffic volumes increase during the school year. He stated support for the establishment of a stop control for southbound traffic on Westhill Road.

The Committee concurred and believes the installation of a stop sign, stop ahead sign and associated pavement legends will require southbound motorists on Westhill Road to stop, look both ways to determine when it's appropriate to enter Golden Ridge Road and improve the intersection's operating conditions by increasing the level of comfort for all traversing these narrow curvilinear residential roadways.

Recommendation

The Committee recommends a stop control be established for southbound traffic on Westhill Road approaching Golden Ridge Road.

Maker: Finley, Second: Pearlstein, Vote: 10-0

Necessary Board Action

Add Item No. 695 to Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: El Capitan Real Road from the north line of Robledo Real Road northerly to the south line of Broad Oaks Road (1.14 miles) BLOSSOM VALLEY (Thos. Bros. 1233-B3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

El Capitan Real Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

El Capitan Real Road is a striped two lane residential-in-nature roadway that measures approximately 40 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	7/13	10/06	6/99
El Capitan Real Road:			
N/o Vachell Lane	300*		
N/o Robledo Real Road		810*	1,270*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
El Capitan Real Road:			
100' N/o Vachell Lane	(2013) 49.1 MPH	37-46	42.0%
	(2006) 43.0 MPH	34-43	66.6%

Collision Data

There have been five reported collisions, one of which involved injury, along this segment of roadway in the last five years (04-30-08 to 04-30-13).

Discussion

The posted 45 MPH speed limit was established and radar certified in 2007. The result of the recent speed survey (49.1 MPH) supports recertification for continued radar speed enforcement. El Capitan Real Road serves as a rural residential connecting link between the upper and lower regions of Blossom Valley and Interstate 8. The posted 45 MPH speed limit continues to be reasonable and reflective of the roadway's operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Representatives from the California Highway Patrol indicated El Capitan Real Road is performing well in its present state and will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on El Capitan Real Road from Robledo Real Road northerly to Broad Oaks Road.

Maker: Matella, Second: Bailey, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jamacha Boulevard from Sweetwater Springs Boulevard westerly to a point 1,000 feet east of the east line of Omega Street (1.31 miles) SPRING VALLEY (Thos. Bros. 1291-F1) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Jamacha Boulevard is posted 50 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 50 MPH speed limit.

Existing Traffic Devices

Jamacha Boulevard is a striped four-lane Through Highway that varies from 64 to 88 feet wide. There is a two-way left-turn lane separating both directions of travel. There are bike lanes along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/03	2/97
Jamacha Boulevard:			
E/o Whitestone Road	18,100*	20,750*	25,120*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Jamacha Boulevard:			
450' W/o Spring Glen Ln	(2013) 55.8 MPH	46-55	69.0%
	(2005) 52.8 MPH	42-51	57.4%
	(1997) 54.5 MPH	45-54	69.0%

Collision Data

There have been 81 reported collisions, 1 involved a fatality, 1 involved a pedestrian and 35 involved injury, along this segment of roadway in the last five years (04-30-08 to 04-30-13).

Discussion

The 2012 Manual of Uniform Traffic Control Devices currently stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. Although, the result of the recent speed survey (55.8 MPH) appears to support a 55 MPH posting, the Committee noted Jamacha Boulevard serves as a connector route between State Route 94 and State Route 125 for the Jamul, Rancho San Diego and Spring Valley communities. Flow is continually influenced by numerous traffic signals. Motorists need to have heightened awareness when traversing this busy roadway. The posted 50 MPH speed limit was established in 1970 and radar certified in 1983. Additionally, the adjacent westerly segment is also posted 50 MPH and is radar certified. A 50 MPH posted segment ensures consistent radar speed enforcement on Jamacha Boulevard from State Route 94 westerly to a point 1,000 feet east of Omega Street. These conditions confirm the existing 50 MPH speed limit posting is reasonable and reflective of existing operating conditions along this segment of Jamacha Boulevard.

Representatives from the California Highway Patrol (CHP) stated support for continued radar speed enforcement. Radar certification is an effective tool against excessive speeding and facilitates enforcement. Jamacha Boulevard will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 50 MPH speed limit on Jamacha Boulevard from Sweetwater Springs Boulevard westerly to a point 1,000 feet east of Omega Street.

Maker: Lake, Second: Finley, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jamacha Boulevard from a point 1,000 east of the east line of Omega Street westerly to the east line of La Presa Avenue (0.7 miles) SPRING VALLEY (Thos. Bros. 1291-C3) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Jamacha Boulevard is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Jamacha Boulevard is a striped four-lane Through Highway that varies from 57 to 63 feet wide. From La Presa Avenue to San Diego Street there is a two-way left-turn lane separating both directions of travel. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/04	6/01
Jamacha Boulevard:			
W/o San Diego Street	15,130*		
@ Omega Street		17,610*	
@ Huron Street/San Diego Street			23,700*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Jamacha Boulevard:			
100' E/o San Miguel Street	(2013) 49.0 MPH	40-49	66.0%
@ San Miguel Street			
	(2005) 50.9 MPH	42-51	71.7%
	(2001) 52.0 MPH	43-52	65.3%

Collision Data

There have been 32 reported collisions, 1 involved a pedestrian and 20 involved injury, along this segment of roadway in the last five years (04-30-08 to 04-30-13).

Discussion

The posted 45 MPH speed limit was established in 1969 and radar certified in 1983. The result of the recent speed survey (49.0 MPH) supports recertification for continued radar speed enforcement. This segment of Jamacha Boulevard serves as the westernmost connecting link between State Route 94 and State Route 125 for the several East County communities. Traffic flow is continually influenced by numerous public intersections. There is also a significant pedestrian presence associated with nearby schools and commercial establishments. Additionally, this segment serves as a transition zone between the adjacent 40 MPH western and adjacent 50 MPH eastern segments that are also radar certified. Motorists need to have heightened awareness when traversing this dynamic roadway. These conditions confirm the existing 45 MPH speed limit posting is reasonable and reflective of existing operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Representatives from the California Highway Patrol indicated Jamacha Boulevard is performing well in its present state and will benefit from continued radar speed enforcement. Also, recertification along this segment ensures consistency and continuity in radar speed enforcement along the entirety of Jamacha Boulevard from State Route 94 and State Route 125.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Jamacha Boulevard from a point 1,000 feet east of Omega Street westerly to La Presa Avenue.

Maker: Lake, Second: Pearlstein, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Mid-Block Crosswalk

LOCATION: Lakeside Avenue, at a point 640 feet northwest of Riverside Drive, LAKESIDE (Thos. Bros. 1231-J2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Establish a Mid-Block Crosswalk

PROBLEM AS STATED BY REQUESTER:

DPW-Traffic Engineering is proceeding forward with a proposal for the installation of in-pavement lights on Lakeside Avenue to benefit Lakeside Farms Elementary School. The proposed location will coincide with recent on-site improvements.

Existing Traffic Devices

Lakeside Avenue is striped two-lane roadway that measures approximately 25 feet wide in the vicinity of the proposed mid-block crosswalk. The road is posted 35 MPH with the appropriate advanced school notification signs and pavement legends. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	**6/07**	**6/01**
Lakeside Avenue:		
E/o Palm Row Drive	1,120*	
@ Vista Camino		1,940*

* Two-Way Count

Collision Data

There have been no reported collisions, involving pedestrians, in the vicinity of the proposed mid-block crosswalk location in the last five years (04-30-08 to 04-30-13).

Discussion

The Committee noted the Department of Public Works (DPW) is engaged in an in-pavement lights installation project on Lakeside Avenue to benefit Lakeside Farms Elementary School. The proposed location will coincide with recent on-site improvements constructed by the Lakeside Union School District.

Discussion (continued)

The Committee was informed of a recent field meeting results between representatives from the Lakeside School District and DPW staff where the existing mid-block crosswalk further to the west was not deemed appropriate for an in-pavement lights installation. The westernmost mid-block crosswalk is utilized solely for Kindergarten arrival and dismissal purposes. In addition, the roadway's physical limitations cannot accommodate the associated equipment to operate the in-pavement lights. As part of the design, installation of a mid-block crosswalk at the project's proposed location was deemed more desirable due to its connectivity with a newly constructed sidewalk on school grounds. It is anticipated the proposed mid-block crosswalk and in-pavement lights installation will channelize school-associated pedestrians to a single crossing point and further separate them from vehicular pick-up and drop-off areas in the school's eastern parking lot. Staff indicated the in-pavement light system is anticipated to be in place by the end of the 2013-2014 school year.

The Committee concurred the proposed mid-block location is reasonable and appropriate. The Committee also expressed concern with motorist expectation with the new mid-block crosswalk and stressed the necessity for a coordinated engineering effort between Lakeside Farms Elementary School and DPW to ensure the necessary modifications, mid-block crosswalk, associated personnel, signage and pavement legends are incorporated to ensure the project's success. The Committee also recommends advanced notification and seminars be conducted to educate staff, parents and children on the appropriate operation of the in-pavement lights system.

The Committee indicated the proposed mid-block location meets several of the Board approved criteria as listed in the County of San Diego Traffic Guidelines. The proposed location at a point 640 feet northwest of Riverside Drive has a demonstrated pedestrian demand, more than adequate visibility, the existing 35 MPH speed limit on Riverside Drive is less than the 45 MPH upper threshold and existing roadway shoulder width can accommodate all associated equipment. In addition, the proposed in-pavement light installation has received formal support from the Lakeside Community Planning Group.

Recommendation

The Committee recommends the establishment of a mid-block crosswalk on Lakeside Avenue at a point 640 feet northwest of Riverside Drive.

Maker: Finley, Second: Shaffer/Gaffney, Vote: 10-0

Necessary Board Action

Add Section 72.189.02. to Division 2 of Title 7 of Article 13 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 2-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zones

LOCATION: Calle Verde, north side, from a point 295 feet east of Avocado Boulevard easterly 40 feet and from a point 340 east of Avocado Boulevard easterly 60 feet, EL CAJON (Thos. Bros. 1271-G5) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Two Obsolete Bus Loading Zones

PROBLEM AS STATED BY REQUESTER:

Metropolitan Transit Services and County staff recently agreed to the removal of two bus loading zones no longer utilized. The two affected bus loading zones were established by the County Board of Supervisors. Therefore, we respectfully request your Committee review and concur with their removal.

A new bus loading zone, with the appropriate signage and red-curbing, has been established further to the west per staff's enabling authority.

Existing Traffic Devices

Calle Verde is striped two-lane roadway that measures approximately 68 feet wide. It has a two-way left-turn lane separating both directions of travel. The road is posted 35 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	**10/12**
Calle Verde:	
W/o Via Mercado	5,240*

* Two-Way Count

Collision Data

There has been one reported collision, involving the obsolete bus loading zones, in the last five years (04-30-08 to 04-30-13). It involved an intoxicated westbound motorist who drove onto the sidewalk and collided with a bus bench. The impact caused debris to become airborne, striking a bus patron, who had been sitting on the bench, and had jumped out of the vehicle's way.

Discussion

The Committee noted it is necessary to delete two bus loading zones no longer utilized to support a recent agreement between Metropolitan Transit Services and County staff. The identification and designation of a new bus loading zone, with the appropriate signage and red-curbing, has been established further to the west per staff's enabling authority.

Therefore it is necessary to remove the two bus loading zones no longer utilized and update the Traffic Resolution pertaining to Bus Loading Zones in the County of San Diego for administrative purposes.

Recommendation

The Committee recommends two existing bus loading zones along the north side of Calle Verde from a point 295 feet east of Avocado Boulevard easterly 40 feet and from a point 340 east of Avocado Boulevard easterly 60 feet be deleted.

Maker: Bailey, Second: Scott, Vote: 10-0

Necessary Board Action

Delete Item Nos. 193 & 222 of Traffic Resolution No. 300 relating to Bus Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Alvarado Street between Vine Street and Stage Coach Lane (1.36 miles), FALLBROOK (Thos. Bros. 1027-F2) Fallbrook Community Planning Group

INITIATED BY: California Highway Patrol-Oceanside Office

REQUEST: Radar Certification for the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

This section Alvarado Street is currently posted 35 MPH and is not radar certified. The result of a recent speed survey (85th percentile speed – 37.9 MPH) and the roadway's present operating conditions appear to meet the criteria for the use of radar for speed enforcement.

DATA:

Existing Traffic Devices

Alvarado Street is a striped two-lane Through Highway that varies from 29 feet to 53 feet wide. There is edge-striping along both sides of the road. The road is posted 35 MPH. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	8/13	8/87
Alvarado Street:		
E/o Ellis Lane	4,830*	
W/o Stage Coach Lane		2,750*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Alvarado Street:			
240' E/o Ellis Lane	39.7 MPH	31-40	75.0%

Collision Data

There have been 23 reported collisions, 2 involved pedestrians and 6 involved injury, along this segment of roadway in a five-year period (04-30-08 to 04-30-13).

Discussion

The result of the recent speed survey (39.7 MPH) continues to support the existing 35 MPH speed limit posting. This segment of Alvarado Street has been posted 35 MPH since 1970. The road serves as a connecting route between the Fallbrook Naval Weapons Station, downtown village and the eastern Fallbrook community. The Committee noted traffic flow on Alvarado Street is influenced by several businesses, residences, Sheriff's Substation, La Paloma Elementary School, Fallbrook Hospital and associated pedestrian presence. These varying conditions require a motorist's heightened attention. The existing 35 MPH speed limit posting continues to be reasonable and reflective of the roadway's overall operating conditions.

This straighter and wider segment transitions well into the adjacent 35 MPH curvilinear eastern segment that is radar certified. Radar speed enforcement has proven to be an effective tool against excessive speeding. The California Highway Patrol representatives agreed this segment of Alvarado Street meets their agency's criteria for radar speed enforcement. The use of radar speed enforcement will facilitate and enhance law enforcement and ensure consistency along the majority of Alvarado Street from downtown Fallbrook to its terminus at Live Oak Park Road.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 35 MPH speed limit on Alvarado Street, from Vine Street easterly to Stage Coach Lane be certified for radar speed enforcement.

Maker: Gaffney, Second: Finley, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Alvarado Street from the east line of Stage Coach Lane easterly to the west line of Live Oak Park Road (1.3 miles) FALLBROOK (Thos. Bros. 1027-J2) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Alvarado Street is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

Alvarado Street is a striped two-lane roadway that measures 28 feet wide. There is edge-striping along both sides of the roadway. The road is posted 35 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/02	3/00
Alvarado Street:			
W/o South Emilia Lane	1,860*	2,680*	2,120*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Alvarado Street:			
100' w/o South Emilia Lane	(2013) 36.0 MPH	27-36	80.0%
	(2006) 34.4 MPH	27-36	78.6%

Collision Data

There have been 24 reported collisions, 1 involved a pedestrian and 8 involved injury, along this segment of roadway in the last five years (04-30-08 to 04-30-13).

Discussion

The result of the recent speed survey (36 MPH) supports recertification of the existing 35 MPH speed limit for continued radar enforcement. The posted 35 MPH speed limit was established and radar certified in 2000. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

This section of Alvarado Street serves as a rural link between the eastern Fallbrook community and the downtown village. This narrow curvilinear segment transitions into the adjacent straighter and wider 35 MPH segment that will also be radar certified. Continued radar certification ensures consistency and continuity for radar speed enforcement along the majority of Alvarado Street.

The representative from the California Highway Patrol (CHP)-Oceanside Office noted recent traffic volumes are significantly less than when last reviewed in 2002. He indicated this drop in volume may be attributed to recent improvements to the Fallbrook Naval Weapons Station entry and striping/traffic signal timing modifications along Mission Road and Ammunition Road that are proving successful in discouraging commuters from utilizing alternate roadways as commuter routes. He stated support for continued radar speed enforcement. Radar certification is an effective tool against excessive speeding and facilitates enforcement. Alvarado Street will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Alvarado Street, from Stage Coach Lane easterly to Live Oak Park Road.

Maker: Gaffney, Second: Lake, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2013 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: La Valle Plateada from the south line of Paseo Delicias southeasterly to the south line of El Montevideo (1.2 miles) RANCHO SANTA FE (Thos. Bros. 1168-E2) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

La Valle Plateada is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

La Valle Plateada is a striped two-lane residential-in-nature roadway that measures 24 feet wide. The road is posted 35 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	3/03	3/99
La Valle Plateada:			
S/o Paseo Delicias	1,140*	2,100*	
W/o El Mirador			1,620*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
La Valle Plateada:			
100' w/o El Vuelo	(2013) 39.4 MPH	28-37	66.0%
	(2006) 37.6 MPH	25-34	55.8%

Collision Data

There have been five reported collisions, three of which involved injury, along this segment of roadway in the last five years (04-30-08 to 04-30-13).

Collision Data

There have been five reported collisions, one of which involved a fatality, along this segment of roadway in the last five years, (01-01-05 to 01-01-10).

Discussion

The result of the recent speed survey (39.4 MPH) supports recertification of the existing 35 MPH speed limit for continued radar enforcement. The posted 35 MPH speed limit was established and radar certified in 1999. La Valle Plateada is a curvi-linear residential roadway with numerous driveways and a significant bicyclist and equestrian presence. The roadway's operating conditions are characteristic of many roadways within the Rancho Santa Fe community and require enhanced attention by motorists. The posted 35 MPH continues to be reasonable and reflective.

The representative from the California Highway Patrol (CHP)-Oceanside Office indicated operating conditions along La Valle Plateada are also influenced by the nearby all-way stop control at Paseo Delicias and El Montevideo. As congestion and delay occurs, La Valle Plateada is utilized as an alternate route. The continued use of radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for the continued use of radar for speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on La Valle Plateada from Paseo Delicias southeasterly to El Montevideo.

Maker: Gaffney, Second: Matella, Vote: 10-0

Necessary Board Action

File this report.

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
September 13, 2013

KENTON R. JONES
Secretary

DISTRIBUTION:

Board of Supervisors, Clerk
Director, Department of Public Works
DCAO