SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

November 1, 2013

Traffic Advisory Committee Members

Automobile Club of Southern California	Absent
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Mr. Bob Campbell
California Department of Transportation	Mr. Mike Power
California Highway Patrol - San Diego	Officer Tim Soto
California Highway Patrol - Oceanside	Officer Jimmy Gaffney
California Highway Patrol - El Cajon	Officer Kevin Pearlstein
California Highway Patrol - Border	Officer Ray Rayton
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Mr. Brian Kennedy
San Diego County Sheriff's Department	Absent
San Diego County Office of Education	Mr. Dennis Sulzer
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Absent
Department of Public Works	Absent

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

November 1, 2013

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from September 13, 2013
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 1				
A.	RADAR RECERTIFICATION	CORRAL CYN RD	BONITA	SWEETWATER
SUPERVISORIAL DISTRICT 2				
A.	SIGNALIZATION	DEHESA ROAD AND SYCUAN ROAD	DEHESA	CREST-DEHESA
B.	RADAR RECERTIFICATION	WILDCAT CYN RD	RAMONA	RAMONA
C.	RADAR RECERTIFICATION	OLDE HIGHWAY 80	FLINN SPRINGS/ EL CAJON	LAKESIDE/ALPINE
SUPERVISORIAL DISTRICT 3				
A.	RADAR RECERTIFICATION	BEAR VALLEY PKWY	ESCONDIDO	N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: November 1, 2013 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Corral Canyon Road from the Chula City Limit northerly to the south line of Central Avenue (1.2 miles) BONITA (Thos. Bros. 1311-C3) Sweetwater Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Corral Canyon Road 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

Corral Canyon Road is a striped two lane roadway that measures 64 feet wide. There is a two-way left turn lane separating both directions of travel. There are also bike lane and parking lanes in place on both sides of the road. There are also equestrian advisory signs in place. All-way stop controls are present at the intersections of Sprinter Lane, Blacksmith Road and Steeplechase Road. The road is posted 35 MPH/Radar Enforced. This roadway is classified as a Minor Collector on the County General Plan Mobility Element Network. (NOTE: Corral Canyon Road is posted 40 MPH in the City of Chula Vista.)

Average Daily Traffic Volumes	**8/13**	**7/00**
Corral Canyon Road:		
S/o Steeplechase Road	6,220*	
N/o Yearling Court	6,720*	
@Sprinter Lane		8,000*
@ Steeplechase Road		8,490*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Corral Canyon Road:			
300' S/o Steeplechase Lane	(2013) 39.0 MPH	30-39	70.0%
	(2006) 36.6 MPH	28-37	78.5%
100' N/o Yearling Court	(2013) 39.0 MPH	30-39	78.0%
@ Yearling Court	(2006) 34.8 MPH	26-35	75.8%

Collision Data

There have been no reported collisions along this segment of roadway in the last five years (06-30-08 to 06-30-13).

Discussion

The posted 35 MPH speed limit was established in 2000 and radar certified in 2001. The result of the recent speed surveys (both 39.0 MPH) support recertification for continued radar speed enforcement. Corral Canyon Road has a unique set of operating conditions. It serves as a residential connecting link between the City of Chula Vista and the unincorporated community of Bonita. The roadway is wide with numerous fronting homes along its entirety. In addition, several traffic calming devices (parking lanes, delineators bulb-outs, etc) are in place to address community concerns with excessive speeding.

The California Highway Patrol (CHP)-San Diego Command representative indicated the traffic calming devices have greatly curtailed excessive speeding. His office has noticed a significant drop in speed related concerns along Corral Canyon Road. In addition, the roadway's operating conditions have benefitted as evidenced by the lack of reported collisions with the recent five year reporting period of 06-30-08 to 06-30-13. The posted 35 MPH speed limit continues to be reasonable and reflective of the roadway's operating conditions.

Radar certification is an effective tool against excessive speeding. It also has a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Corral Canyon 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 35 MPH speed limit on Corral Canyon Road from the Chula City Limit northerly to Central Avenue.

Maker: Kenney, Second: Soto, Vote: 12-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: November 1, 2013 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

LOCATION: Dehesa Road and Sycuan Road, DEHESA (Thos. Bros. 1253-C5) Crest-Dehesa Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Signalization

PROBLEM AS STATED BY REQUESTER:

Based on traffic signal warrant calculations recently conducted at the Dehesa Road and Sycuan Road intersection, several warrants were met during weekday and weekend conditions. We respectfully request this four-way intersection be reviewed for placement on the County's Traffic Signal Priority List.

Existing Traffic Devices

Dehesa Road, a striped two-lane roadway, varies in width from 40 feet east of the intersection to 53 feet west of the intersection. The west leg has a right-turn only lane with the appropriate advanced notification signs in place. There are left-turn pockets in place for both directions of travel. There also are intersection warning signs with street name plates in advance of the intersection. There is edge striping along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Rural Collector on the County General Plan Mobility Element Network.

Sycuan Road, the south leg, is a striped four-lane 62 feet wide private road. There is a painted island separating both directions of travel. It is stop controlled with limit lines and pavement legends in place. The roadway is posted 35 MPH. Sycuan Road, the north leg, is a private driveway 15 feet wide.

Daily Entering Traffic Volumes	10/13 (weekday)	10/13 (weekend)
Dehesa Road:		
E/o Sycuan Road	2,210 WB	1,960 WB
W/o Sycuan Road	12,530 EB	16,110 EB
Sycuan Road:		
N/o Dehesa Road	10 SB	10 SB
S/o Dehesa Road	11,720 NB	16,140 NB

Average Daily Traffic Volumes	3/13	10/01	2/96
Dehesa Road:			
@ Sycuan Road	14,470*		
E/o Harbison Canyon Road		12,330*	8,770*

* Two-Way Count

Collision Data

There have been 12 reported collisions at this intersection in the last five years (06-30-08 to 06-30-13).

Discussion

On behalf of the Sycuan Band of the Kumeyaay Nation, Rick Engineering performed a Traffic Signal Warrant Assessment of the intersection's existing conditions. The Assessment concluded four of the eight warrants in support of signalization are met. County staff reviewed the Assessment and concurs with its conclusion.

Dehesa Road is primarily a rural collector, connecting the outlying segments of the El Cajon and Alpine communities, and is one of the major routes to the Sycuan Casino. Sycuan Road serves as the Casino's only ingress and egress. The intersection is experiencing a significant right-of-way violation pattern caused by northbound motorists entering Dehesa Road from a stop control. The frustration motorists are experiencing with delay is demonstrated throughout a 24-hour period. Although visibility is more than adequate, motorists become impatient and are making inappropriate decisions in determining when it's appropriate to enter the intersection. The present stop control has exceeded its capacity and is no longer the appropriate level of control. The Committee concurs that signalization is the most appropriate measure for right-of-way assignment and will alleviate existing and future operating conditions.

County staff described the Crest-Dehesa Community Planning Group's initial concerns with signalization. The Planning Group noted the proposed signal will only serve the Sycuan Casino, its operation will produce light pollution and will not be in character with the surrounding rural community. Staff met with the Planning Group and indicated new LED light technology will be incorporated where light intensity is minimized and controlled by the lights dimming up as traffic approaches and dimming down as traffic passes. In keeping with community character the traffic signal will not be obvious until motorists need to pay attention. Staff also indicated the County's agreement for the Planning Group to serve an advisory role during the signal's design to incorporate community desires especially bicycle lane detection to accommodate the heavily recreational presence of bicyclists. Based on staff's responses, the Planning Group has submitted formal action in support of signalization.

Staff indicated no funding agreement has taken place between the County and Sycuan Band. However, this intersection is expected to complete well against other projects being considered for Indian Gaming Grant improvements and there is a strong possibility the signal's construction will be privately funded. Although placement on the

Discussion (continued)

Traffic Signal Priority List does not authorize immediate construction, it facilitates and expedites a privately funded project.

Staff also noted the Sycuan Band has committed to signalize the nearby existing all-way stop control at Harbison Canyon Road and Dehesa Road (approximately 4,300 feet to the west) which is already on the Traffic Signal Priory List. Although both signals will not be inter-connected due to length spacing, their timing will be coordinated to mutually benefit both traffic signal operations.

The Committee noted the intersection's east-to-south and north-to-west turning movements will occupy most of the signal's green time. The signal will provide gaps in traffic, thereby improving existing conditions for those entering and exiting the intersection.

Recommendation

The Committee recommends the intersection of Dehesa Road and Sycuan Road be placed on the County's Traffic Signal Priority List.

Maker: Kenney, Second: Sulzer, Vote: 12-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: November 1, 2013 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Wildcat Canyon Road from the southerly limits of the Barona Indian Reservation northerly to the south line of San Vicente Road (7.9 miles) BARONA/RAMONA (Thos. Bros. 1212-G1) Ramona Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Wildcat Canyon Road 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

Wildcat Canyon Road is a striped two lane roadway that varies from 24 to 40 feet wide. There is edge-striping in place along both sides of the road. There is a traffic signal at Founders Way (the entrance to the Barona Casino). The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Community Collector on the County General Plan Mobility Element Network. (NOTE: Wildcat Canyon Road, adjacent southerly segment, is also posted 50 MPH/Radar Enforced.)

Average Daily Traffic Volumes	8/13	9/06	5/91
Wildcat Canyon Road:			
S/o San Vicente Road	5,390*	5,860*	3,070*
S/o Featherstone Road	5,870*	5,430*	3,700*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Wildcat Canyon Road:			
1,070' S/o Founders Way	(2005) 49.6 MPH	38-47	55.4%
430' S/o Featherstone Cyn Rd	(2005) 57.6 MPH	46-55	59.7%
2,770' N/o Featherstone Cyn Rd	(2005) 53.1 MPH	45-54	56.1%
100' S/o Little Klondite Road	(2005) 50.0 MPH	41-50	68.0%

Collision Data

There have been 90 reported collisions along this segment of roadway in the last two years (06-30-11 to 06-30-13).

Discussion

Section 40802 of the California Vehicle Code defines a "speed trap" and sets forth requirements for enforcing a speed limit with the use of radar. The prima facie speed limit shall be based on a Traffic and Engineering Survey conducted within seven or ten years if a registered engineer evaluates the section of roadway and determines that no significant changes in the roadway or traffic conditions have occurred.

The existing 50 MPH speed limit on Wildcat Canyon Road, from the southerly limits of the Barona Indian Reservation northerly to the south line of San Vicente Road, was recently evaluated by the County Traffic Engineer. It was determined that no significant changes in the roadway or traffic conditions have occurred. This evaluation included a review of the roadway's existing operating conditions, the adjoining property and land use, roadway width, traffic volumes, collision history and operating speeds.

The Committee noted the adjacent southerly segment of Wildcat Canyon Road has changed significantly as a result of recent improvement projects. County staff indicated this northerly segment will be part of upcoming Capital Improvement Projects where the road will be raised and widened with shoulder improvements and several curves will be realigned. This segment of Wildcat Canyon Road will be under construction for several years. It is anticipated that upon completion, the roadway's existing operating conditions will be significantly altered.

The Committee recognized it is not appropriate to recertify this segment for seven years as significant changes are anticipated. It is deemed best to extend radar certification for an additional three years based on the results of staff's review. The Committee believes it most appropriate to wait until all construction is completed and roadway operations normalize. Reconsideration of radar speed enforcement can then take place to reflect the roadway's new operational nature and characteristics.

Recommendation

The Committee recommends the extension of radar enforcement for the existing 50 MPH speed limit on Wildcat Canyon Road, from the southerly limits of the Barona Indian Reservation northerly to the south line of San Vicente Road, for an additional three years based on County staff's recent evaluation and determination that no significant changes in the roadway or traffic conditions have occurred.

Maker: Kenney, Second: Matella, Vote: 12-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: November 1, 2013 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Olde Highway 80 from Lake Jennings Park Road easterly to Dunbar Lane (3.8 miles) FLINN SPRINGS (Thos. Bros. 1232-G5) Lakeside/Alpine Community Planning Groups

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Olde Highway 80 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

Olde Highway 80 is a striped two lane Through Highway that varies from 36 to 70 feet wide. There is a short segment between Pecan Park Lane and Chimney Rock Lane with a two-way left-turn lane separating both directions of travel. There is a bike lane in place along both sides of the road. There is also a short section with both a parking lane and bike lane on the north side of the road. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Minor Road/Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	8/13	9/06	9/99
Olde Highway 80:			
W/o Hawley Road	5,950*		
E/o Pecan Park Lane (east leg)	11,550*	11,960*	12,590*
E/o Oak Creek Road		6,050*	5,480*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Olde Highway 80:			
370' E/o Pecan Park Ln (east leg)	(2013) 51.0 MPH	42-51	69.0%
	(2006) 45.4 MPH	37-46	65.1%

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Olde Highway 80:			
980' W/o Flinn Springs Rd	(2013) 55.9 MPH	46-55	74.0%
	(2006) 58.6 MPH	49-58	65.6%
780' W/o Hawley Rd	(2013) 52.0 MPH	44-53	68.0%
	(2006) 54.1 MPH	43-52	68.3%

Collision Data

There have been 65 reported collisions along this segment of roadway in the last five years (06-30-08 to 06-30-13).

Discussion

The posted 50 MPH speed limit was established in 1978 and radar certified in 2000. The result of the recent speed surveys (51.0 MPH, 55.9 MPH and 52.0 MPH) support recertification for continued radar speed enforcement. Olde Highway 80 is 3.8 miles in length with differing characteristics. The western segment is primarily commercial/industrial. The middle segment is rural and open. The eastern segment is primarily residential and experiences delay and congestion associated with two nearby schools (Blossom Valley Elementary School and Los Coches Creek Middle School). The average of all three speed surveys (52.9 MPH) supports the existing 50 MPH speed limit. These differing characteristics require a motorist's heightened attention. The recent 85th percentile speeds and 10 MPH Paces indicate consistency to when this roadway was last reviewed in 2006. The Committee agreed the existing 50 MPH speed limit is the most consistent, reasonable and appropriate posting for the differing operating conditions along Olde Highway 80.

The representative from the El Cajon Office of the CHP stated support for recertification of the existing 50 MPH speed limit. Radar enforcement is an effective tool against excessive speeds. Olde Highway 80 will continue to benefit from radar enforcement. All CHP representatives agreed this roadway continues to meet their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 50 MPH speed limit on Olde Highway 80 from Lake Jennings Park Road easterly to Dunbar Lane.

Maker: Sulzer, Second: Kenney, Vote: 12-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: November 1, 2013 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Bear Valley Parkway from State Route 78 southerly to the southernmost Escondido City Limit (near Las Palmas Avenue) (0.91 miles) ESCONDIDO (Thos. Bros. 1130-C7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Bear Valley Parkway 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

Bear Valley Parkway is a striped Through Highway that varies from 43 feet to 84 feet wide. It is primarily a two-lane roadway. There is a section that has two-lanes for each directions of travel. There is a short segment with a two-way left turn lane separating both directions of travel. There are bike lanes on both sides of the road. The road is posted 50 MPH/Radar Enforced. A majority of Bear Valley Parkway is classified as a Major Road on the County General Plan Mobility Element Network. (NOTE: Bear Valley Parkway is posted 50 MPH in the City of Escondido.)

Average Daily Traffic Volumes	8/13	11/06	1/00
Bear Valley Parkway:			
S/o Bear Valley Oaks Road	20,910*		
@ Eldorado Drive		20,480*	17,220*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Bear Valley Parkway:			
100' S/o Bear Valley Oaks Road	(2013) 51.0 MPH	42-51	77.0%
@ Bear Valley Oaks Road	(2006) 54.2 MPH	45-54	63.6%
@ 1400' N/o Las Palmas	(2013) 50.8 MPH	42-51	73.0%

Collisions

There have been 20 reported collisions along this segment of roadway in the last five years (06-30-08 to 06-30-13).

Discussion

The posted 50 MPH speed limit was established in 1979 and radar certified in 2000. The result of the recent speed surveys (51.0 MPH and 50.8 MPH) support recertification for continued radar speed enforcement.

Bear Valley Parkway meanders in and out of the City of Escondido. Within the City of Escondido, this roadway is also posted 50 MPH. There are transitional changes between jurisdictions, where the road changes in width from two lanes to one lane in each direction. The existing 50 MPH speed limit is reasonable and reflective of the roadway's operating conditions and ensures continuity and consistency between both jurisdictions from State Route 78 southerly to Via Rancho Parkway. Bear Valley Parkway is performing well in its present state.

The representative from the Oceanside Office of the CHP stated support for continued radar speed enforcement. Radar certification facilitates law enforcement and has proven to be an effective tool in curtailing excessive speeds. All CHP representatives agreed the existing 50 MPH speed limit continues to meet their agency's criteria and will benefit from renewed certification for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 50 MPH speed limit on Bear Valley Parkway from State Route 78 southerly to the southernmost Escondido City Limit (near Las Palmas Avenue).

Maker: Sulzer, Second: Kenney, Vote: 12-0

Necessary Board Action

File this report.