

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF
March 14, 2014

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	Mr. Bob Campbell
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	Officer Tim Soto
California Highway Patrol - Oceanside	Officer Dan Hollywood
California Highway Patrol - El Cajon	Absent
California Highway Patrol - Border	Officer Ray Payton
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Absent
San Diego County Sheriff's Department	Lt. Julius Faulkner
San Diego County Office of Education	Mr. Dennis Sulzer
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Murali Pasumarthi
Department of Public Works	Absent

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mrs. Marie Venable
Traffic Advisory Committee Staff	Mrs. Maria Rubio-Lopez

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

March 14, 2014

MINUTES

- I. Call to Order / Roll Call
- II. Pledge of Allegiance
- III. Approval of Minutes from December 13, 2013 and January 24, 2014
- IV. Items for Review

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A1. MID-BLOCK CROSSWALK	MARLINDA WAY	EL CAJON	LAKESIDE
A2. PASSENGER LOADING ZONE	MARLINDA WAY	EL CAJON	LAKESIDE
B. RADAR RECERTIFICATION	VISTA GRANDE ROAD	EL CAJON	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
A. SPEED LIMIT	KAUANA LOA DRIVE	ESCONDIDO	SAN DIEGUITO
B. RADAR RECERTIFICATION	PARADISE MTN RD	VALLEY CENTER	VALLEY CENTER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 14, 2014 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT:

1. Existing Mid-Block Crosswalk
2. Existing Passenger Loading Zone

LOCATION:

1. Marlinda Way, at a point 750 feet north of Pepper Drive,
2. Marlinda Way, east side, from a point 750 feet north of Pepper Drive southerly 120 feet,

EL CAJON (Thos. Bros. 1251-G1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST:

1. Relocate an Existing Mid-Block Crosswalk
2. Relocate an Existing Passenger Loading Zone

PROBLEM AS STATED BY REQUESTER:

At a recent field meeting between representatives from the Santee Union School District, Pepper Drive School, California Highway Patrol (CHP) and Department of Public Works (DPW) staff, it was agreed the present location of the mid-block crosswalk, at a point 900 feet north of Pepper Drive, was no longer appropriate. Pepper Drive School is undergoing a remodeling project and an elevated pedestrian ramp, along the school's frontage, was recently installed. The ramp's access is located approximately 40 feet south of the existing mid-block crosswalk. Relocation of the mid-block crosswalk and associated passenger loading zone was deemed appropriate for enhanced connectivity between the elevated ramp, passenger loading zone and proposed mid-block crosswalk location with new ADA compliant curb ramps. It is believed these measures will channelize school-associated pedestrians to a focused area and further facilitate the School Safety Patrol Operation.

Existing Traffic Devices

Marlinda Way is a striped two lane cul-de-sac roadway (1,400 feet in length) that measures approximately 36 feet wide. The appropriate school advanced notification signs and pavement legends are in place. The road is posted 25 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>2/14</u>	<u>11/92</u>
Marlinda Way: N/o Pepper Drive	1,790*	1,720*

* Two-Way Count

Pedestrian Study

The existing mid-block crosswalk has been in place since 1968 and currently services 30 school-associated pedestrians during morning arrival and 45 pedestrians during afternoon dismissal. The California Highway Patrol-EI Cajon Command oversees the School Safety Patrol Operation.

Collision Data

There have been no reported collisions involving pedestrians in the vicinity of Pepper Drive School in the last four year, ten month period (01-01-09 to 10-31-13).

Discussion

Recently, representatives from the Santee Union School District, Pepper Drive School, California Highway Patrol (CHP) and Department of Public Works (DPW) met to discuss the current location of the mid-block crosswalk on Marlinda Way. It was agreed that the present location of the mid-block crosswalk, at a point 930 feet northerly of the north line of Pepper Drive, was no longer appropriate. Pepper Drive School is undergoing a remodeling project. An elevated pedestrian ramp along the school's frontage was recently installed. The ramp's access is located approximately 40 feet south of the existing mid-block crosswalk. Relocation of the mid-block crosswalk and associated passenger loading zone was deemed appropriate for enhanced connectivity between the elevated ramp, passenger loading zone and proposed mid-block crosswalk location with new Americans with Disabilities Act (ADA) compliant curb ramps. It is believed these measures will channelize school-associated pedestrians to a focused area and further facilitate the School Safety Patrol Operation.

The existing mid-block crosswalk on Marlinda Way has been in place since 1968 and currently services 30 school-associated pedestrians during morning arrival times and 45 pedestrians during afternoon dismissal times. The CHP-EI Cajon Command oversees the School Safety Patrol Operation and agreed that the newly identified location for the crosswalk is the most appropriate.

The existing Passenger Loading Zone on Marlinda Way located at 420 feet south of the cul-de-sac on the east side has been in place since 2011. In conjunction with the remodeling project at Pepper Drive School and the proposed relocation of the mid-block crosswalk, DPW staff agreed that relocating the Passenger Loading Zone southerly 120 feet on the east side of the road is the most appropriate placement.

Recommendation

The Committee recommends the relocation of the Mid-block crosswalk on Marlinda Way from 930 feet north of the north line of Pepper Drive to a location 750 feet north of the north line of Pepper Drive, and the relocation of the Passenger Loading Zone from 540 feet south of the cul-de-sac to a point 750 feet north of Pepper Drive southerly 120 feet, on the east side.

Maker: Pasumarthi, Second: Soto and 1-Abstension Vote: 11-1

Necessary Board Action

Amend Section 72.187.4.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

Amend Item No. 3216 to Traffic Resolution No. 300 relating to Passenger Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 14, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Vista Grande Road from the north line of Hillsdale Road northerly to the south line of Dehesa Road (2.03 miles) El CAJON (Thos. Bros. 1272-C3) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Vista Grande Road is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Vista Grande Road is a striped two lane Through Highway that varies from 34 to 66 feet wide. There is intermittent edge-striping on one or both sides of the road. There is an all-way stop control at the intersection with Canta Lomas. The road is posted 40 MPH/Radar Enforced. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>2/14</u>	<u>10/13</u>	<u>12/08</u>	<u>2002</u>
Vista Grande Road:				
S/o Dehesa Road	4,310*			3,600*
@ Juliana Street		3,700*		
@ Canta Lomas			2,790*	3,600*
N/o Hillsdale Road				5,580*

* Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Vista Grande Road:			
100' N/o Calle Cantora	(2014) 46.0 MPH (2006) 47.0 MPH	37-46 38-47	76.0% 68.8%
600' S/o Tina Street	(2014) 47.0 MPH (2006) 44.8 MPH	39-48 37-46	71.0% 70.9%

Collision Data

There have been 14 reported collisions along this segment of roadway in the last four year, ten month period (01-01-09 to 10-31-13).

Discussion

The result of the recent speed survey (46.0 MPH) along with roadway conditions supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit was established and radar certified in 2000. This section of Vista Grande Road serves as a rural link between southern and northern El Cajon and is one of the connecting routes to the nearby Sycuan Casino. Vista Grande Elementary School takes direct access on the wider southern segment. There is an associated pedestrian presence with drop off and pick up congestion in the school's vicinity. This wider southern section transitions into the adjacent narrower northern portion. Continued radar certification ensures consistency and continuity for radar speed enforcement along Vista Grande Road. This posting continues to be reasonable and representative of the roadway's 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 CHP indicated they maintain a strong visual presence on Vista Grande Road. The roadway is performing well in its present state and will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Vista Grande Road from the north line of Hillsdale Road northerly to the south line of Dehesa Road.

Maker: Pasumarthi, Second: Soto and 1-Abstension Vote: 11-1

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 14, 2014 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit

LOCATION: Kauana Loa Drive from the east line of Country Club Drive easterly to the Escondido City Limit (Oak View Way) (a distance of 0.21 miles), ESCONDIDO (Thos. Bros. 1129-D4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Establishment of a Formal Speed Limit

PROBLEM AS STATED BY REQUESTER:

Kauana Loa Drive is presently an unposted roadway that meanders through the City of Escondido and the County. Recently, the Escondido City Council approved establishment of a 40 MPH speed limit on its 0.4 mile segment. The results of a recent speed survey on the County-maintained segment also supports a 40 MPH speed limit posting. Due to ongoing speed-related concerns from local residents, we respectfully request the county-maintained portion of Kauana Loa Drive be reviewed for establishment of a 40 MPH formal speed limit posting.

Existing Traffic Devices

Kauana Loa Drive is a striped two-lane roadway that measures between 25 feet and 30 feet wide. There is edge-striping along both sides of the roadway. The roadway is unclassified on the County General Plan Mobility Element Network. The road is unposted. (NOTE: Kauana Loa Drive is posted 40 MPH in the City of Escondido).

<u>Average Daily Traffic Volumes</u>	<u>02/14</u>	<u>4/02</u>	<u>01/88</u>
Kauana Loa Drive: E/o County Club Drive	1,900*	1,490*	750*

*Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Kauana Loa Drive: 100' W/o Oak View Way (2013)	40.0 MPH	32-41	72.0%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last four year, ten month period (01-01-09 to 10-31-13). It involved a westbound motorist who fell asleep, veered off the road and struck a power pole.

Discussion

The California Vehicle Code requires the establishment of speed zones be made on the basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey are the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. This prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. This state law prescribed method ensures the posted speed limit conforms to the consensus of those who drive the road and thus represents the maximum reasonable and safe speed. This method acknowledges that the majority of motorists drive in a reasonable and prudent manner.

Kauana Loa Drive is presently unposted and regulated by the Statewide 55 MPH Maximum for a two-lane roadway in this short 0.21 mile County Maintained portion. Recently, the Escondido City Council approved establishment of a 40 MPH speed limit on its adjacent 0.4 mile segment. The result of the recent prevailing speed (40.0 MPH) and roadway conditions support a formal speed limit posting of 40 MPH along with certification for radar speed enforcement. This will provide consistency and continuity between the two jurisdictions. Kauana Loa Drive serves as a connecting link between the City of Escondido and the County of San Diego. The County maintained portion is curvilinear and residential-in-nature with a significant grade that widens when entering the City of Escondido.

The representative from the CHP-Oceanside Office stated support for the proposed 40 MPH speed limit posting with radar speed certification to further enhance enforcement, curtail speeding concerns and provide consistency and continuity with the two jurisdictions along Kauana Loa Drive.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 40 MPH speed limit, with radar speed enforcement certification, on Kauana Loa Drive from the east line of Country Club Drive easterly to the Escondido City Limit.

Maker: Fleishman, Second: Campbell, Vote: 12-0

Necessary Board Action

Add Section 72.161.40.4. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 14, 2014 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Paradise Mountain Road from the east line of North Lake Wohlford Road easterly to end of County-Maintenance (2.8 miles) VALLEY CENTER (Thos. Bros. 1091-C5) Valley Center Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Paradise Mountain 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

Paradise Mountain Road is a striped two lane roadway that varies from 24 to 45 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>2/13</u>	<u>10/07</u>	<u>9/85</u>
Paradise Mountain Road: W/o Paradise Mountain Lane E/o North Lake Wohlford Road	2,250*	3,800*	1,460*

* Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Paradise Mountain Road: 450' W/o Paradise Mountain Lane	(2014) 43.0 MPH (2007) 45.9 MPH	33-42 37-46	63.0% 64.3%

Collision Data

There have been 16 reported collisions along this segment of roadway in the last four year, ten month period (01-01-09 to 10-31-13).

Discussion

The posted 45 MPH speed limit was established and radar certified in 2007. The result of the recent speed survey (43.0 MPH) supports recertification for continued radar speed enforcement. Paradise Mountain Road serves as a rural residential connecting link between the upper and lower regions of Valley Center. 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 CHP indicated Paradise Mountain Road is performing well in its present state and will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Paradise Mountain Road from the east line of North Lake Wohlford Road easterly to end of County-Maintenance.

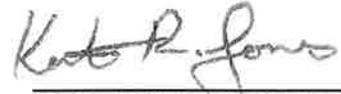
Maker: Hadley, Second: Faulkner Vote: 12-0

Necessary Board Action

File this report.

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
March 14, 2014

A handwritten signature in black ink, appearing to read "Kenton R. Jones". The signature is written in a cursive style with a horizontal line underneath it.

KENTON R. JONES
Secretary

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