

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF
June 13, 2014

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	Absent
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	Absent
California Highway Patrol - Oceanside	Officer Jimmy Gaffney
California Highway Patrol - El Cajon	Officer Kevin Pearlstein
California Highway Patrol - Border	Absent
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Absent
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	Mr. Mike Kenney
Department of Public Works	Mr. Murali Pasumarthi

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

June 13, 2014

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from March 14, 2014 and April 25, 2014**
- IV. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
----------------	-----------------	-------------	------------------------------------

SUPERVISORIAL DISTRICT 2

A. SPEED LIMIT	AUSTIN DRIVE	SPRING VALLEY	SPRING VALLEY
B1. PARKING PROHIBITION	PINO DRIVE	LAKESIDE	LAKESIDE
B2. PASSENGER AND BUS LOADING ZONES	PINO DRIVE	LAKESIDE	LAKESIDE
C. BUS LOADING ZONES	MAPLEVIEW STREET	LAKESIDE	LAKESIDE

SUPERVISORIAL DISTRICT 5

A. RADAR RECERTIFICATION	LAGO LINDO	RANCHO SANTA FE	SAN DIEGUITO
B. RADAR RECERTIFICATION	RAMBLA DE LAS FLORES	RANCHO SANTA FE	SAN DIEGUITO
C. PARKING PROHIBITIONS	RECHE ROAD	FALLBROOK	FALLBROOK
D. PASSENGER AND BUS LOADING ZONES	FRUITVALE ROAD	VALLEY CENTER	VALLEY CENTER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Austin Drive from Sweetwater Springs Boulevard westerly to Montemar Drive (1.1 miles), SPRING VALLEY (Thos. Bros. (1271-D7) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Formal Speed Limit and Radar Certification

PROBLEM AS STATED BY REQUESTER:

Austin Drive from Sweetwater Springs Boulevard westerly to South Barcelona Street is posted 40 MPH. It continues westerly as a statewide 55 MPH maximum roadway. Measured speeds and operating conditions support extending the 40 MPH posted speed limit to Montemar Drive. We respectfully request your review for the appropriateness of extending the posted 40 MPH segment to Montemar Drive and inclusion in the California Highway Patrol (CHP) El Cajon Command Radar Enforcement Program.

Existing Traffic Devices

Austin Drive is a striped two-lane roadway that varies in width from 27 to 64 feet wide. The easterly 40 MPH posted segment, from Sweetwater Springs Boulevard westerly to South Barcelona Street, has a two-way left turn lane, parking lanes and bike lanes. The narrower western segment has intermittent edge-striping and is unposted. The road is classified as a Light Collector from Sweetwater Springs Boulevard to South Barcelona Street on the County General Plan Mobility Element Network. It is unclassified beyond South Barcelona Street.

<u>Average Daily Traffic Volumes</u>	<u>11/13</u>	<u>3/09</u>	<u>4/02</u>
Austin Drive:			
@ Highlands Blvd	2,350*		
@ Avenida Bosques		7,330*	7,270*

* Two-way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Austin Drive:				
300 ft w/o Avenida Bosques	(05/14)	44.2 MPH	35-44	71.0%
600 ft w/o So. Barcelona Street	(04/14)	38.6 MPH	31-40	79.0%

Collision Data

There have been 17 reported collisions along this entire segment of roadway, four of which involved injury in the last five year period (02-27-09 to 2-28-14).

Discussion

Austin Drive from Sweetwater Springs Boulevard westerly to South Barcelona Street has been posted 40 MPH since 1997. The result of the recent speed survey (44.2 MPH) supports the existing 40 MPH speed limit posting. The Committee noted traffic flow on Austin Drive is influenced by Sweetwater Springs Community School, the US Post Office and a neighborhood strip mall, all of which take direct access from Austin Drive. There is a two-way turn lane, bike lane, school related overhead flashing yellow beacon and a crosswalk in the vicinity of the school. This roadway segment serves as a primary collector route from suburban Spring Valley to Jamacha Boulevard and State Route 94.

Austin Drive, from South Barcelona Street westerly to Montemar Drive, transitions into a narrow, rural residential unposted roadway. The result of the recent speed survey (38.6 MPH) supports establishment of a formal 40 MPH speed limit posting. These varying conditions along Austin Drive require a motorist's heightened attention. The existing 40 MPH speed limit boundaries are no longer representative of existing conditions. Continued development, measured prevailing speeds and present roadway operating conditions support extending the boundaries from Sweetwater Springs Boulevard westerly to Montemar Drive. The proposed extension will provide motorists continuity and a consistent 40 MPH speed limit posting from Sweetwater Springs Boulevard westerly to Montemar Drive.

The Representative from the CHP-EI Cajon Office stated support for the proposed 40 MPH speed limit posting on Austin Drive, from Sweetwater Springs Boulevard to Montemar Drive, with radar speed certification to further enhance enforcement and curtail existing speeding concerns, especially during peak commute hours outside of Sweetwater Springs Community School arrival/dismissal times, and the signal at Sweetwater Springs Boulevard.

The Committee acknowledged formal support from the Spring Valley Community Planning Group for the proposed 40 MPH extension and radar certification on Austin Drive from Sweetwater Springs Boulevard westerly to Montemar Drive.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 40 MPH speed limit on Austin Drive, from Sweetwater Springs Boulevard westerly to South Barcelona Street, be extended further west to Montemar Drive and be certified for radar speed enforcement.

Maker: Kenney, Second: Pearlstein, Vote: 8-0

Necessary Board Action

Amend Section 72.160.9. of Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT:
1. Parking Prohibition
2. Passenger/Bus Loading Zones

LOCATION: Pino Drive, both sides, adjacent to Our Lady of Perpetual Help Church, LAKESIDE (Thos. Bros. (1232-C3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete an Obsolete Parking Prohibition, Passenger Loading Zone and Two Bus Loading Zones

PROBLEM AS STATED BY REQUESTER:

Our Lady of Perpetual Help Catholic School closed in 2012 after 50 years of service. All associated school signage and pavement legends have been removed. We respectfully request the following Board approved resolutions enacting the school-associated parking prohibition and passenger loading zone be deleted.

In addition, Metropolitan Transit System is confirming two bus loading zones in this vicinity are no longer active. We respectfully request the following Board approved resolutions enacting these bus loading zones be deleted:

Parking Prohibition

The west side of Pino Drive from South Mountain Drive northerly 90 feet from 7 AM to 5 PM on School Days.

Passenger Loading Zone

The east side of Pino Drive from South Mountain Drive northerly to a point 20 feet north of Shenandoah Drive from 7 AM to 5 PM on School Days.

Bus Loading Zone

The west side of Pino Drive from a point 30 feet south of South Mountain Drive southerly 75 feet.

Bus Loading Zone

The east side of Pino Drive from South Mountain Drive southerly 120 feet.

Discussion

Our Lady of Perpetual Help Catholic School closed in 2012 after 50 years of service. County staff explained that the school associated signs and pavement legends were removed at that time. However, the existing parking prohibition and passenger loading zone were left in place to allow traffic operations to normalize and identify if future needs were necessary to compliment the Church's operation. In recent conversations with Church staff, there are no plans to reopen the School and the existing parking prohibition and passenger loading zone are no longer appropriate.

In addition, Metropolitan Transit System has confirmed the two bus loading zones in this vicinity are no longer active. Deletion of the obsolete bus loading zones will accurately reflect the current San Diego County Regional Transit Map and identified bus routes in the Lakeside community.

The Committee deems it appropriate to delete an existing parking prohibition, two bus loading zones and a passenger loading zone to accurately reflect what exists on Pino Drive adjacent to Our Lady of Perpetual Help Church. Deletion of these resolutions will not negatively impact any roadway operations within the County's Maintained Road System.

Recommendation

The Committee recommends the deletion of one parking prohibition, two bus loading zones and one passenger loading zone along both sides of Pino Drive adjacent to Our Lady of Perpetual Help Church.

Maker: Kenney, Second: Sulzer, Vote: 8-0

Action

Delete Item No. 709 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

Delete Item Nos. 197 and 238 of Traffic Resolution No. 300 relating to Bus Loading Zones.

Delete Item No. 58 of Traffic Resolution No. 300 relating to Passenger Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zones

LOCATION: Mapleview Street, seven locations, LAKESIDE (Thos. Bros. (1232-B3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Bus Loading Zones

PROBLEM AS STATED BY REQUESTER:

Metropolitan Transit System is confirming seven bus loading zones along both sides of Mapleview Street, in the vicinity of Ashwood Street, are no longer active. We respectfully request the following Board approved resolutions enacting these bus loading zones be deleted in accordance with the San Diego County Regional Transit Map. Deletion of these obsolete resolutions will accurately support the current identified bus routes in the Lakeside community. Removal of the bus loading zone associated signage and red-curbings will allow parking, where appropriate, to take place in this high demand area.

We respectfully request the following Board approved resolutions enacting these seven bus loading zones be deleted:

Mapleview Street (north side)

From a point 290 feet east of Ashwood Street easterly 100 feet.

From a point 730 feet east of Ashwood Street easterly 150 feet.

From a point 790 feet east of Ashwood Street easterly 90 feet.

Mapleview Street (south side)

From a point 360 feet west of Ashwood Street westerly 60 feet.

From Ashwood Street westerly 130 feet.

From Ashwood Street easterly 100 feet.

From a point 740 feet east of Ashwood Street easterly 80 feet.

Discussion

Several Lakeside residents' contacted County staff to request the removal of obsolete red-curbing along both sides of Mapleview Street formerly associated with obsolete bus stops. County staff identified seven bus loading zones and Metropolitan Transit System has confirmed these bus loading zones, in the vicinity of Ashwood Street, are no longer active.

The Committee acknowledged these seven locations are adjacent to large multi-family residential complexes with high on-street parking demand. In addition, the Lakeside Community Planning Group has provided formal support in providing parking relief in this high density area where appropriate.

Deletion of the obsolete bus loading zone associated signage and red-curbing will return parking to the neighborhood where appropriate and accurately reflect the current San Diego County Regional Transit Map and identified bus routes in the Lakeside community. Deletion of these resolutions will not negatively impact any roadway operations within the County's Maintained Road System.

Recommendation

The Committee recommends deletion of seven obsolete bus loading zone resolutions along both sides of Mapleview Street in the vicinity of Ashwood Street.

Maker: Kenney, Second: Fleishman, Vote: 8-0

Necessary Board Action

Delete Item No's. 138, 139, 173, 181, 182, 235 and 310 of Traffic Resolution No. 300 relating to Bus Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Lago Lindo from Avenida de Acacias to El Montevideo (0.8 miles), RANCHO SANTA FE (Thos. Bros. (1168-D2) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Lago Lindo 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

Lago Lindo is a striped two-lane residential in nature roadway that measures 26 feet wide. The road is posted 35 MPH/Radar Certified. (NOTE: Lago Lindo is unclassified on the County General Plan Mobility Element Network.)

<u>Average Daily Traffic Volumes</u>	<u>06/10</u>	<u>08/06</u>	<u>04/02</u>	<u>04/03</u>
Lago Lindo:				
S/o El Camino del Norte	1,670*		1,670*	
S/o El Montevideo		1,720*		2,410*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lago Lindo:				
1,840 ft N/o Ave de Acacias	(2014)	41.0 MPH	32-41	63.0%
	(2006)	42.2 MPH	34-43	68.6%
	(2005)	43.4 MPH	33-42	66.4%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last five year period (02-27-09 to 2-28-14). It involved a solo northbound motorist who ran-off the road and struck an embankment.

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (41.0) could support raising the existing 35 MPH speed limit to 40 MPH.

The Committee noted when last reviewed in March of 2007, conditions not readily apparent to the motorist were identified to justify retaining the 35 MPH speed limit posting and radar certification. These conditions were the roadways unvarying operating characteristics since 1998 and documented evidence of a higher than normal presence of equestrians, bicyclists and pedestrians associated with a nearby major equestrian crossing.

Presently, the above stated conditions remain unchanged. The Committee noted the roadway's 85th percentile speeds and 10 MPH paces are lower than in the past and are trending down. The roadways' operating conditions are characteristic of many roadways, with design speeds of 30 MPH, narrow shoulders, numerous driveways and mature vegetation, within the Rancho Santa Fe community that require enhanced attention by motorists. In addition, this segment of Lago Lindo has been posted 35 MPH and radar enforced since 1999. The adjacent northerly segment is similarly posted and radar certified. These adjacent 35 MPH/radar enforced segments promote consistency and continuity on Lago Lindo from Avenida de Acacias northerly to El Camino del Norte.

The representative from the California Highway Patrol (CHP)-Oceanside Office indicated support for the continued use of radar for speed enforcement of the existing 35 MPH speed limit posting. All CHP representatives agreed this roadway meets their agency's criteria and continued radar speed enforcement will facilitate and enhance law enforcement along this popular route in the Rancho Santa Fe Community.

County staff informed the Committee of a recent conversation with a representative from the Rancho Santa Fe Homeowner's Association who indicated support for continued radar speed enforcement of the posted 35 MPH speed limit. In addition, it was noted a representative from the San Dieguito Community Planning Group, in attendance, also provided verbal support.

CONDITIONS IDENTIFIED AS NOT READILY APPARENT TO MOTORISTS:

Numerous driveways, significant bicyclist, equestrian and pedestrian presence, narrow shoulders and mature vegetation along the roadway. Adjacent 35 MPH posted segment provides continuity and consistency from Avenida de Acacias to El Camino del Norte.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Lago Lindo from Avenida de Acacias to El Montevideo.

Maker: Kenney, Second: Lake, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Rambla de Las Flores from La Orilla southerly to Linea del Cielo (1.05 miles), RANCHO SANTA FE (Thos. Bros. (1168-B5) San Dieguito Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rambla de Las Flores 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

Rambla de Las Flores is a striped two-lane roadway which measures 25 feet wide. There is edge striping along both sides of the roadway. The road is posted 40 MPH/Radar Certified. (NOTE: Rambla de Las Flores is unclassified on the County General Plan Mobility Element Network.)

<u>Average Daily Traffic Volumes</u>	<u>01/09</u>	<u>04/07</u>	<u>11/03</u>
Rambla de Las Flores			
N/o Linea del Cielo	3,300*		
N/o Calle Chaparro		3,300*	
S/o La Granada			3,660*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rambla de Las Flores:				
1,960 ft N/o Calle Chaparro	(2014)	43.0 MPH	34-43	77.0%
	(2006)	43.8 MPH	35-44	71.0%

Collision Data

There have been six reported collisions along this segment of roadway, one which involved injury, in the last five year period (02-27-09 to 2-28-14).

Discussion

The result of the recent speed survey (43.0 MPH) 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 2001. Rambla de Las Flores is a curvilinear residential roadway. There are numerous driveways and a strong bicyclist, equestrian and pedestrian presence. The roadway's operating conditions are characteristic of many roadways within the Rancho Santa Fe community, with narrow shoulders and mature vegetation requiring enhanced attention by motorists. The posted 40 MPH continues to be reasonable and reflective of the existing conditions and will provide consistency and continuity with the adjacent northerly segment also posted 40 MPH and radar certified.

The representative from the California Highway Patrol (CHP)-Oceanside Office indicated Rambla de Las Flores, from La Orilla southerly to Linea del Cielo, is performing well in its present state. Continued radar speed enforcement will continue to 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.

County staff informed the Committee of a recent conversation with a representative from the Rancho Santa Fe Homeowner's Association who indicated support for continued radar speed enforcement of the posted 40 MPH speed limit. In addition, it was noted a representative from the San Dieguito Community Planning Group, in attendance, also provided verbal support.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Rambla de Las Flores from La Orilla southerly to Linea del Cielo.

Maker: Matella, Second: Fleishman, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 5-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibitions

LOCATION: Reche Road, four locations, in the vicinity of Potter Junior High School and Live Oak School, FALLBROOK (Thos. Bros. (1028-A4) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Amend/Delete Existing Parking Prohibition Resolutions

PROBLEM AS STATED BY REQUESTER:

During a recent field review between representatives from the California Highway Patrol (CHP)-Oceanside Command and County staff, it was deemed appropriate to oversize the existing "No Stopping Anytime" signs and to install additional red-curbing on Reche Road to maximize visibility and reduce congestion/delay during both Schools' arrival and dismissal times.

When reviewing the Board approved resolutions enacting four associated parking prohibitions on both sides of Reche Road, the need to accurately reflect what exists in the field became apparent. We respectfully request the amendment of two and deletion of two existing parking prohibition resolutions for administrative purposes.

We respectfully request the following Board approved parking prohibition resolutions along Reche Road be amended as follows:

- DELETE Reche Road, north side, from a point 250 feet west of Los Conejos westerly 400 feet.
- AMEND Reche Road, north side, from a point 760 feet west of Green Canyon Road westerly 570 feet.
- NEW Reche Road, north side, from Via de Maranatha westerly to a point 650 feet west of Los Conejos.
- DELETE Reche Road, south side, from Los Conejos easterly to Via del Oro.
- AMEND Reche Road, south side, from a point 1,370 feet west of Green Canyon Road westerly 1,300 feet.
- NEW Reche Road, south side, from Via del Oro westerly to a point 1,150 feet west of Los Conejos.

Discussion

During a recent field review between representatives from the California Highway Patrol (CHP)-Oceanside Command and County staff, it was deemed appropriate to oversize the existing "No Stopping Anytime" signs and to install additional red-curbing on Reche Road to maximize visibility and reduce congestion/delay during both Schools' arrival and dismissal times.

When reviewing the Board approved resolutions enacting four associated parking prohibitions on both sides of Reche Road, the need to accurately reflect what exists in the field became apparent. The amendment of two and deletion of two existing parking prohibitions are necessary for administrative purposes. The amendment and deletions of these resolutions will not negatively impact any roadway operations within the County's Maintained Road System.

County staff stated no physical changes will take place in the field and no opposition was expressed during a recent conversation with the chair of the Fallbrook Community Planning Group regarding this matter.

Recommendation

The Committee recommends the amendment of two and deletion of two existing parking prohibitions along both sides of Reche Road in the vicinity of Potter Junior High School and Live Oak School.

Maker: Kenney, Second: Fleishman, Vote: 8-0

Necessary Board Action

Amend Item Nos. 616 and 777 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

Delete Item Nos. 1061 and 1191 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 13, 2014 **Item 5-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Passenger/Bus Loading Zones

LOCATION: Fruitvale Road, two locations adjacent to Valley Center Primary School, VALLEY CENTER (Thos. Bros. (1070-F7) Valley Center Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Deletion of Existing Bus and Passenger Loading Zone Resolutions

PROBLEM AS STATED BY REQUESTER:

County staff met with representatives from Valley Center Primary School, Valley Center-Pauma Unified School District and California Highway Patrol (CHP)-Oceanside Command to identify measures to ease congestion and delay along Fruitvale Road adjacent to Valley Center Primary School. County staff agreed to investigate the following:

- * Installation of Flashing Yellow Beacon for westbound traffic on Fruitvale Road to further remind motorists to reduce speeds when entering the school zone,
- * Installation of "No U-turn" signs on both sides of Fruitvale Road, in the school's vicinity, to discourage present activity during school arrival and dismissal times,
- * Installation of a 450 foot Bus Loading Zone adjacent to school grounds which will allow parental use of the parking lot and eliminate double and triple parking taking place along the south side of Fruitvale Road,
- * Oversize existing "No Stopping Anytime" signage along north side of Fruitvale Road to further enhance the prohibition's visibility,
- * Install edge-striping with possible hash marks on the eastbound lane for reduced lane width to encourage lower speeds, and
- * Install red-curing on both sides of school parking lot exit for increased visibility.

Upon further review, County staff determined a two-way left-turn lane installation would be most appropriate to benefit existing operating conditions instead of edge-striping/red-curb. Installation of a two-way left turn lane will take most of the existing unused pavement, provide breaks in striping to allow westbound motorists to turn into the school's parking lot and eastbound residents to enter their driveways. In addition, it will provide a smooth transition with the narrow two-lane roadway beyond the school's eastern boundary. Edge-striping was deemed inappropriate due to the roadway's unusual width and concerns with continued double parking. A two-way left turn lane will place the school parking lot's exiting motorists in the best position to safely determine when it's appropriate to enter Fruitvale Road without the need for red-curb.

All agreed and modified measures have been installed.

PROBLEM AS STATED BY REQUESTER: (continued)

These measures were installed per staff's enabling authority based on support from the Valley Center-Pauma Unified School District, CHP and Valley Center Community Planning Group.

When reviewing the Board approved resolutions enacting the associated bus and passenger loading zones on the south side of Fruitvale Road, the need to accurately reflect what exists in the field became apparent. We respectfully request the deletion of the superseded Bus and Passenger Loading Zones as follows:

Bus Loading Zone

The south side of Fruitvale Road from a point 440 feet east of Cole Grade Road easterly 190 feet for a designated hour in the morning on School Days.

Passenger Loading Zone

The south side of Fruitvale Road from a point 530 feet east of Cole Grade Road easterly 140 feet and from a point 830 feet east of Cole Grade Road easterly 150 feet.

Discussion

The Committee commended County staff's recent modifications along the frontage of Valley Center Primary School to further emphasize the school's presence and minimize congestion and delay on Fruitvale Road. The new flashing yellow beacon will further remind westbound motorists to reduce speeds when approaching the school zone, the recent "No U-turn" signs, 450-foot bus loading zone and oversized "No Stopping Anytime" signage in the school's vicinity will greatly benefit operating conditions during Valley Center Primary School's arrival and dismissal times.

The Committee acknowledged all has been installed per staff's enabling authority with support from Valley Center Primary School, Valley Center-Pauma Unified School District, California Highway Patrol-Oceanside Command and Valley Center Community Planning Group.

The Committee concurs with the need to accurately reflect what exists in the field. The above measures supersede the existing bus and passenger loading zone resolutions. County staff stated no physical changes will take place in the field. The deletion of these resolutions are necessary for administrative purposes and will not negatively impact any roadway operations within the County's Maintained Road System.

Recommendation

The Committee recommends the deletion of one existing bus loading zone resolution and one existing passenger loading zone resolution on the south side of Fruitvale Road.

Maker: Kenney, Second: Sulzer, Vote: 8-0

Necessary Board Action

Delete Item No. 205 of Traffic Resolution No. 300 relating to Bus Loading Zones.

Delete Item No. 49 of Traffic Resolution No. 300 relating to Passenger Loading Zones.

TRAFFIC ADVISORY COMMITTEE

**MEETING OF:
June 13, 2014**



KENTON R. JONES
Secretary

DISTRIBUTION:

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