

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF
October 24, 2014

Traffic Advisory Committee Members

Automobile Club of Southern California	Mr. Hamid Bahadori
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 Officer John Alvarez
California Highway Patrol - Oceanside	Absent
California Highway Patrol - El Cajon	Officer Kevin Pearlstein
California Highway Patrol - Border	Sgt. Tim McNamara
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

October 24, 2014

MINUTES

- I. Call to Order / Roll Call
- II. Pledge of Allegiance
- III. Items for Review
- IV. Minutes from July 25, 2014 meeting

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

SUPERVISORIAL DISTRICT 2

- | | | | | |
|----|---------------------|--------------------|---------------|---------------|
| A. | THROUGH HIGHWAY | HELIX STREET | SPRING VALLEY | SPRING VALLEY |
| B. | PARKING PROHIBITION | SOUTH BARCELONA ST | SPRING VALLEY | SPRING VALLEY |

SUPERVISORIAL DISTRICT 3

- | | | | | |
|----|---------------------|-------------------------------------|----------|--------------|
| A. | INTERSECTION REVIEW | CAM SAN BERNARDO
@ DEER RIDGE RD | 4S RANCH | SAN DIEGUITO |
|----|---------------------|-------------------------------------|----------|--------------|

SUPERVISORIAL DISTRICT 5

- | | | | | |
|----|--------------------------|----------------|--------------|--------------|
| A. | RADAR
RECERTIFICATION | VIA DE FORTUNA | RHO SANTA FE | SAN DIEGUITO |
|----|--------------------------|----------------|--------------|--------------|

DISCUSSION ITEM

- | | | | | |
|----|--------------------|------------|------------|------------|
| 1. | TRAFFIC GUIDELINES | COUNTYWIDE | COUNTYWIDE | COUNTYWIDE |
|----|--------------------|------------|------------|------------|

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 24, 2014 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Through Highway

LOCATION: Helix Street from Jamacha Road northerly to Bancroft Drive, SPRING VALLEY (TB 1291-A2) Spring Valley Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Through Highway Designation

PROBLEM AS STATED BY REQUESTER:

A Through Highway designation on any particular roadway allows the installation of stop controls at the entry of all side streets. On September 14, 1982, The County Board of Supervisors adopted a Through Highway designation along Helix Street from Jamacha Road to Montemar Drive. Subsequent development and increasing traffic volumes appear to support extension of the existing Through Highway designation along the entirety of Helix Street from Jamacha Road to Bancroft Drive.

The proposed Through Highway designation reflects what exists in the field and will formalize the existing driving patterns along these roadways.

DATA:

Existing Traffic Devices

Helix Street is a striped two-lane residential-in-nature roadway that varies in width between 20 and 24 feet. Helix Street, from Jamacha Road northerly to Kenwood Drive, is posted 25 MPH/Radar Certified, beyond it is an unposted roadway. It is unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>2014</u>	<u>2007</u>	<u>1990</u>
Helix Street:			
N/o Lamar Street	1,950*		
@ Olive Drive		2,620*	
N/o Kenwood Drive			1,060*

THROUGH HIGHWAYS (2001 Traffic Guidelines)

The establishment of a Through Highway assigns right-of-way to motorists traveling on a road carrying a high volume of daily traffic. Typically, the flow of traffic is improved on a road designated as a Through Highway because all intersecting roads are regulated by stop controls or traffic signals.

A Through Highway, as defined by Section 600 of the California Vehicle Code, may be considered on a road carrying predominantly through traffic when one of the following conditions exists:

- 2,000 or more vehicles a day travel on the proposed Through Highway.
- On roads where the daily traffic volume is at least 1,000 vehicles and any one of the following conditions exists:
 - * Is a regularly scheduled public transit route.
 - * Is a logical extension of an existing Through Highway.
 - * Serves as a Residential Collector route or is identified as a Circulation Element road on the County General Plan.
- 50% or more of the intersections between the limits of the proposed Through Highway are currently controlled with stop signs or traffic signals.

County-Maintained Intersections from Montemar Drive to Bancroft Drive

- 1) Rosedale Drive (stop control)
- 2) Vista Drive (stop control)
- 3) Lamar Street (Helix Street stop controlled)
- 4) Olive Drive (stop control)/Francis Drive (private stop control)
- 5) Kenwood Drive (all-way stop control)
- 6) Hillside Drive (stop control)

Private Intersections from Montemar Drive to Bancroft Drive

- 1) Roca Verde Lane (private uncontrolled 6 homes)
- 2) Rockbrook Lane (private uncontrolled 1 home)
- 3) Weber Court (private uncontrolled 7 homes)
- 4) Lori Mar Court (private uncontrolled 7 homes)
- 5) Stevens Lane (private uncontrolled 8 homes)
- 6) Simms Court (private uncontrolled 8 homes)

Collision Data

There have been two reported right-of-way violations along the proposed Through Highway designation, both involved injury, in the last five year-five month period (01-01-09 to 5-31-14).

Discussion

A Through Highway designation on any particular County-maintained roadway allows installation of stop controls, limit lines and "stop" pavement markings at the entry of all side streets. On September 14, 1982, the County Board of Supervisors adopted a Through Highway designation along Helix Street, from Jamacha Road to Montemar Drive, in combination with three other adjoining roadways. Recent development and increasing traffic volumes support a Through Highway designation along the entirety of Helix Street from Jamacha Road northerly to Bancroft Drive. Helix Street meets the volume threshold guideline and 50% of its intersecting side streets are stop controlled. This designation will allow the installation of additional stop controls and associated markings at four intersections and ensures consistent right-of-way control from Jamacha Road northerly to Bancroft Drive. A portion of Helix Street is already designated as a Through Highway. This item will remove Helix Street from an existing Through Highway resolution for Helix Street/Montemar Drive/Austin Drive/Del Rio Road and designate all of Helix Street as an independent Through Highway.

Recommendation

The Committee recommends the existing Through Highway designation on Helix Street from Jamacha Road northerly to Montemar Drive be extended to Bancroft Drive.

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

Necessary Board Action

Add Item No. 46 of Traffic Resolution No. 305 relating to Through Highways.

Amend Item No. 13 of Traffic Resolution No. 305 relating to Through Highways.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 24, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibition

LOCATION: South Barcelona Street, east side, a 50 foot section between Chapo Court and Barcelona Court, SPRING VALLEY (Thos. Bros. (1271-D6) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Deletion of Superseded Parking Prohibition

PROBLEM AS STATED BY REQUESTER:

Resulting from a recent field review in the vicinity of Highlands Elementary School, an existing parking prohibition resolution on the east side of South Barcelona Street from 270 feet north of Chapo Court northerly 50 feet, from 7 AM to 5 PM on School Days, has been superseded by a passenger loading zone established by staff's enabling authority.

We respectfully request deletion of the superseded parking prohibition for administrative purposes only; no physical changes will take place in the field.

The Director of Transportation for the La Mesa-Spring Valley Union School District has indicated the existing passenger loading zone is appropriate and a necessary component for the school's day to day operation.

Discussion

A passenger loading zone was established using staff's enabling authority with support from the Principal of Highlands Elementary School and La Mesa-Spring Valley School District. The Committee noted sign modifications along the school's frontage will emphasize the loading zone presence and minimize congestion and delay. New fluorescent yellow green school signs in both directions of travel will remind motorists to reduce speeds when approaching the school zone and benefit South Barcelona Street's operating conditions during school arrival and dismissal times.

These measures supersede the existing parking prohibition resolution that is proposed for deletion. The deletion of this resolution is necessary for administrative purposes and will not impact roadway operations within the County's Maintained Road System.

Recommendation

The Committee recommends the parking prohibition on the east side of South Barcelona Street from 270 feet north of Chapo Court northerly 50 feet, from 7 AM to 5 PM on School Days be deleted.

Maker: Kenney, Second: Sulzer Vote: 10-0

Necessary Board Action

Delete Item No. 1123 of Traffic Resolution No. 301 relating to No Standing of Parking Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 24, 2014 **Item 3-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Camino San Bernardo and Deer Ridge Road, 4S RANCH (Thos. Bros. 1169 E-4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Intersection Control

PROBLEM AS STATED BY REQUESTER:

At the April 25, 2014 meeting, your Committee reviewed Camino San Bernardo and Deer Ridge Road. The neighborhood's unique circumstances, including continued development and surrounding expansion by the City of San Diego was recognized. Your Committee also noted that based on current conditions, none of the statewide guidelines used to justify establishment of an all-way stop control were met in terms of traffic volume or collision history. Concern was expressed with unguaranteed compliance between a major four-lane roadway being stopped at a minor residential street throughout all hours of the day and especially during night-time hours.

Your Committee recommended the intersection be brought back for further review in the fall of 2014 when the new Design Campus 39 (K-8) became operational and surrounding traffic patterns normalized. Further, the Committee recommended County staff explore operational measures such as striping modifications, flashing beacons and other measures deemed appropriate to improve the level of comfort for all traversing this dynamic intersection.

Existing Traffic Devices

Camino San Bernardo is a striped four-lane roadway that measures 78 feet wide. There is a school crosswalk located on the west leg. The necessary advanced school warning signs and pavement legends are in place. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is classified as a Major Road on the County General Plan Mobility Element Network.)

Deer Ridge Road is a striped two-lane roadway that measures 38 feet wide. Both legs are stop controlled with limit lines and pavement legends in place. The road is posted 25 MPH on the southern leg and not posted on the northern leg. (NOTE: This roadway is unclassified on County General Plan Mobility Element Network.)

Average Daily Traffic Volumes**09/14****10/13**

Camino San Bernardo:

E/o Deer Ridge Road

4,100 WB

1,270 WB

W/o Deer Ridge Road

1,180 EB

720 EB

Deer Ridge Road:

S/o Camino San Bernardo

400 NB

780 NB

N/o Camino San Bernardo

790 SB

670 SB

Collision Data

There have been five reported collisions at this intersection, one involving a pedestrian and two involving injury, in a five year-nine month period (01-01-09 to 09-30-14.)

Discussion

The Committee reviewed Camino San Bernardo and Deer Ridge Road at the April 25, 2014 meeting. It was noted statewide guidelines used to justify establishment of an all-way stop control were not met in terms of traffic volume or collision history. The Committee recommended the intersection be reviewed again in the fall of 2014 when the new Design Campus 39 K-8 School became operational and surrounding traffic patterns normalized.

Recent traffic volumes indicate Camino San Bernardo has experienced a tremendous traffic volume increases generated by both Del Norte High School and Design Campus 39. Nearby residents expressed concern with current operating conditions at the intersection of Camino San Bernardo and Deer Ridge Road and their impact during Del Norte High School and Design Campus 39's arrival and dismissal times. They stated support and appreciation for any measures deemed appropriate to benefit present and future conditions.

The Committee recognized increased traffic volumes, intersection congestion, and school pedestrian presence at this intersection; however these conditions are short in duration, temporary and occur only during both nearby schools' peak arrival and dismissal times.

The Committee considered an all-way stop control and deemed it as an extreme regulatory measure. The all-way stop control's primary function is to assign more positive right of way at an intersection where a one or two-way stop control has proven to be ineffective. State guidelines recognize an all-way stop control is effective in assigning right of way at high volume intersections with nearly equal volumes of traffic on all legs. An all-way stop control is also warranted at locations having a demonstrated accident problem susceptible to correction by an all-way stop, such as right-angle collisions. These criteria continue not to be met at this intersection. The intersection's entering volumes are not balanced on all approaches. The Committee does not believe an all-way stop control is appropriate at this time.

County staff indicated there is a significant pedestrian presence crossing Camino San Bernardo during school arrival and dismissal times. Staff conducted a pedestrian gap study that determines if the number of crossing pedestrians is greater than available gaps in traffic. This intersection lacks sufficient gaps in the flow of traffic for pedestrian accessibility and therefore qualifies for signalization.

Discussion (continued)

The Committee recommends this intersection be placed on the County's Traffic Signal Priority List, where it will compete for funding with other County intersections already on this list.

In the interim, County staff will implement operational measures including installation of a new school crosswalk, relocation of a stop limit line on the south leg of the intersection and hand-activated flashing beacons at the existing crosswalk on Camino San Bernardo. In addition a road diet will be implemented to reduce the present four lane roadway configuration into a through lane for each direction of travel separated by a two-way left turn lane. The proposed lane reduction allows existing roadway width to be reallocated for other uses such as bike lanes, shorter pedestrian crossing islands and parking.

Road diets have multiple safety and operational benefits for vehicles as well as pedestrians. They decrease vehicle travel lane width, enhance visibility and interaction between pedestrians and motorists, provide room for a pedestrian crossing island and for on-street parking (thereby creating a buffer between pedestrians and vehicles), reduce collision potential and encourage a reduction in approaching speeds.

The Committee recommends that a speed survey be performed and this matter be brought back one year after implementation of operational measurements to determine their impact.

Recommendation

The Committee recommends the intersection of Camino San Bernardo and Deer Ridge Road be placed on the County's Traffic Signal Priority List. In the interim, temporary operational measures (road diet, crosswalk installation and relocation of limit line) will be implemented to improve current conditions and can be removed as ongoing community development and increased traffic volumes occur.

Maker: Kenney, Second: Soto, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 24, 2014 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Via de Fortuna from San Elijo Avenue northerly to La Crescenta (1.2 miles), RANCHO SANTA FE (Thos. Bros. (1168-B2) San Dieguito Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Via de Fortuna 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

Via de Fortuna is a striped two-lane Through Highway that measures 23 feet wide. There is edge striping along both sides of the roadway. The road is posted 45 MPH/Radar Certified. (NOTE: Via de Fortuna is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>07/14</u>	<u>09/05</u>	<u>03/01</u>
Via de Fortuna			
N/o El Mirlo	3,540*	2,490*	
N/o San Elijo Av			1,210*
S/o La Crescenta			3,580*

* Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Via de Fortuna:				
1,500 ft N/o San Elijo Ave	(2014)	46.0 MPH	35-44	62.0%
	(2007)	48.4 MPH	35-44	62.5%
1,000 ft N/o El Mirlo	(2014)	42.0 MPH	33-42	74.0%
	(2007)	44.1 MPH	35-44	67.0%

Collision Data

There have been nine reported collisions along this segment of roadway, four which involved injury, in the last five year period (05-30-09 to 05-31-14).

Discussion

Results of the recent speed surveys (42 MPH and 46 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established and radar certified in 1994. The posted 45 MPH speed limit continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Via de Fortuna from San Elijo Avenue northerly to La Crescenta.

Maker: Campbell, Second: Kenney, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 24, 2014 **Item A**

SUPERVISORIAL DISTRICT: All

SUBJECT: Traffic Guidelines

LOCATION: Countywide

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Guidelines Review

PROBLEM AS STATED BY REQUESTER:

Periodically, DPW staff updates the long-standing "County of San Diego Traffic Guidelines" document. This document serves as a handy guide for members of the public, law enforcement, and our own staff in developing solutions for common roadway traffic matters such as parking regulations, speed limits, stop signs, traffic signals, centerline & edge striping, guardrail, crosswalks and school traffic safety. This document was last updated in 2001. Please see attached. Staff has updated the document for 2014 and has attached a marked up copy and a single page summary of edits. Updates include matching current criteria set forth in the California Vehicle Code, the California Manual on Uniform Traffic Control Devices and the American Association of State Highway Traffic Officials guidelines.

We respectfully request your review and support to forward these guidelines to the Board for approval of this revised publication.