

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3845

Represented Agencies

Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Pacific Safety
Council
San Diego County
Sheriff's Department

December 2, 2014

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the tentative agenda for the December 12, 2014 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the **Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.**

If there is an item on this agenda that your community planning/sponsor group would like to submit a formal recommendation to the Board of Supervisors on and need additional time to review, please contact Patricia Johnson-Horsman at (858) 694-3875 by noon on Friday, December 5, 2014 to request the item be continued. Normally, a continued item will be placed on the agenda of the next TAC meeting. TAC items are usually generated by citizens/residents in the immediate vicinity. In an effort to respond to them in a timely manner, we request a formal recommendation be submitted within a two-month period from the continuance date. TAC staff is available to provide background information on any item that is continued by your group and to answer any questions you may have. We look forward to receiving your group's input.

If your community planning/sponsor group continues an item, it is important that we receive a written reply stating what action your group formally recommends to the Board of Supervisors. Your group's formal recommendation will then be included as part of the Chief Administrative Officer's report to the Board of Supervisors regarding the TAC recommendations. After reviewing both the TAC and the community planning/sponsor group's recommendation, the Board will make the final decision as to what action will be taken.

If you have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843.

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee
KRJ:pjh

Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 12, 2014

Agenda:

- I. Call to Order / Roll Call
- II. Pledge of Allegiance
- III. Approval of Minutes from September 12, 2014
- IV. Items for Review:

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
B. RADAR CERTIFICATION	EL NOPAL	LAKESIDE/SANTEE	LAKESIDE
C. RADAR CERTIFICATION	HIDDEN MESA ROAD	EL CAJON	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
A. SIGNALIZATION	SO MISSION ROAD @ GREEN CANYON ROAD	FALLBROOK	FALLBROOK
B. RADAR RECERTIFICATION	ELFIN FOREST ROAD	ELFIN FOREST	SAN DIEGUITO
<u>ALL SUPERVISORIAL DISTRICTS</u>			
A. TRAFFIC GUIDELINES	COUNTYWIDE		

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the End, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. On October 10, 2001, the Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this closure may be extended for not more than eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing be held and the same findings be made.

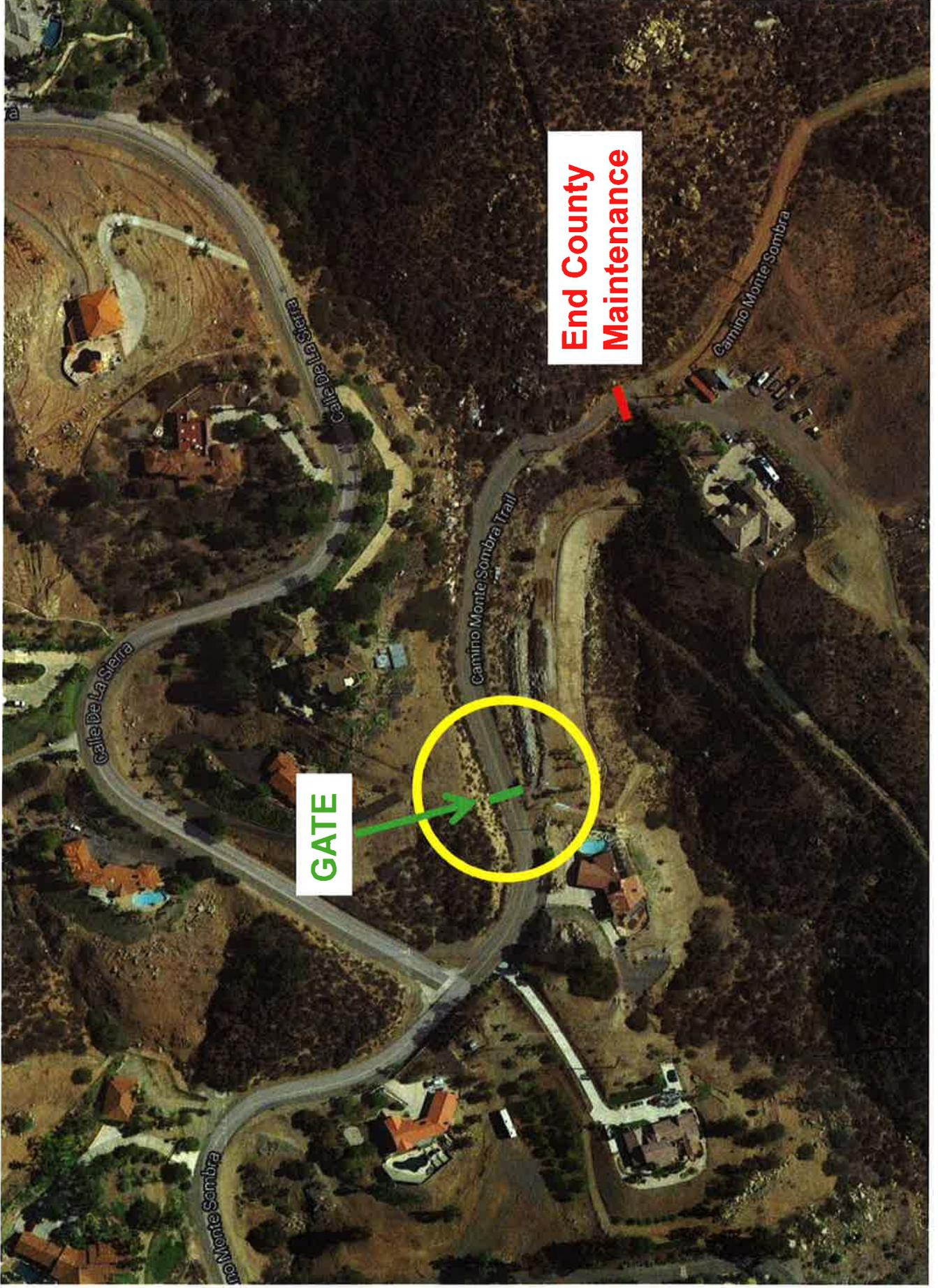
The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owner have consistently supported previous extensions of Camino Monte Sombra's temporary road closure. This matter will be the final proposed extension for an additional 18 months; no succeeding extensions are permitted per Vehicle Code Section 21101.4. The temporary road closure as a result of serious and continual criminal activity will expire at the end of this proposed 18 month extension.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Camino Monte Sombra



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: El Nopal from Santee City Limits easterly to Los Ranchitos Road (0.2 miles), SANTEE/LAKESIDE (Thos. Bros. (1272-A1) Lakeside Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certify the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

El Nopal meanders through the City of Santee and Lakeside community. The western City of Santee segment is posted 35 MPH/Radar Certified. This County-maintained 0.2 mile middle segment is also posted 35 MPH. The adjacent County-maintained eastern segment is posted 40 MPH/Radar Certified. Due to ongoing speed-related concerns, we respectfully request this 35 MPH posted segment be reviewed for radar speed certification to provide consistency and continuity between both jurisdictions along El Nopal.

Existing Traffic Devices

El Nopal is a striped two-lane roadway approximately 60 feet wide. There is a short segment with edge-striping along the south side and another segment with a two-way left turn lane separating both directions of travel. The road is posted 35 MPH. (NOTE: El Nopal is classified as a Light Collector on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>09/14</u>	<u>11/96</u>
El Nopal @ Aquilla Drive W/o Los Ranchitos Road	5,800*	6,850*

* Two-Way Count

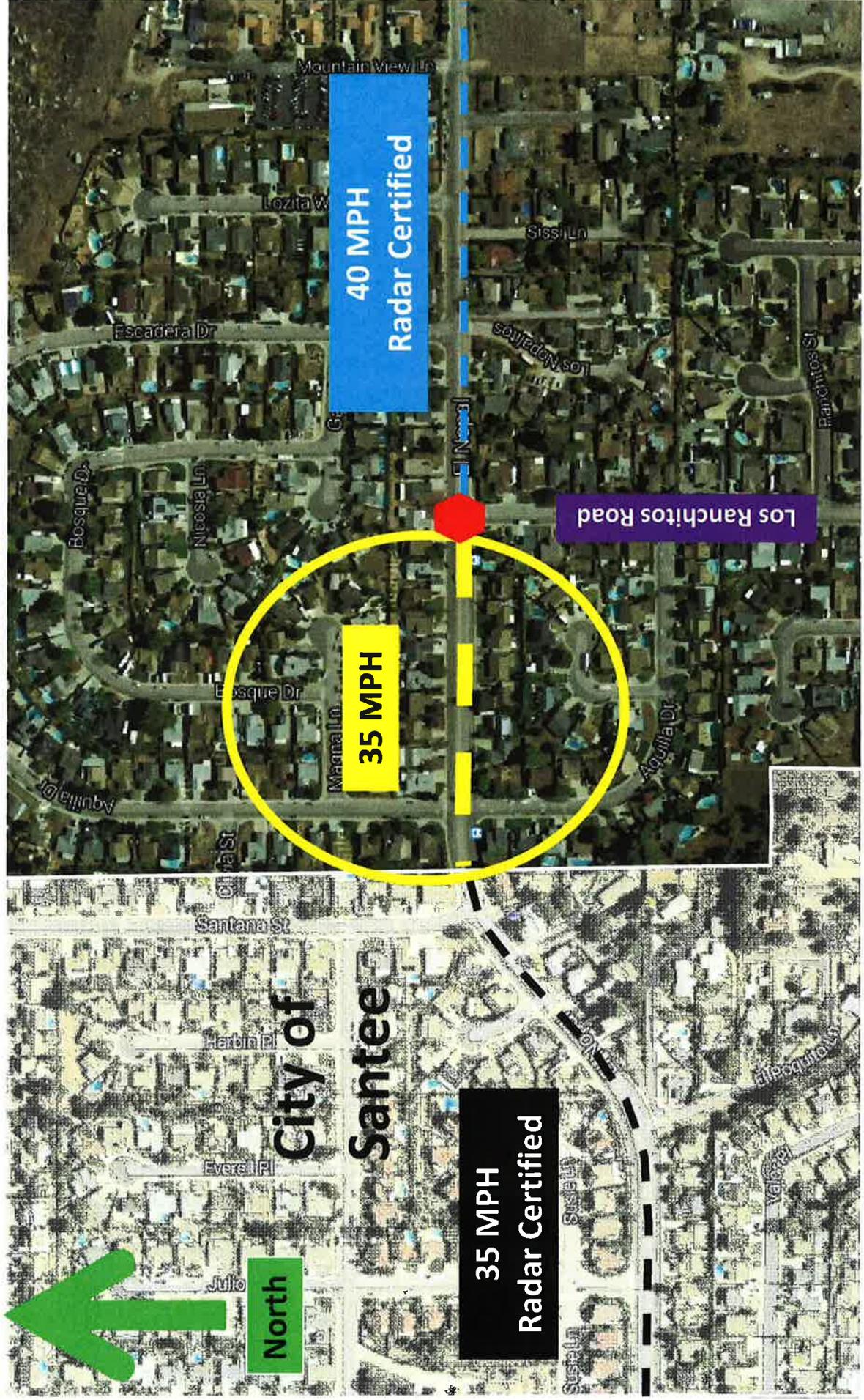
<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
El Nopal: City of Santee Engineering & Traffic Survey	(2011)	37.0 MPH	31-40	90.0%

Collision Data

There have been four reported collisions, one involving injury, along this segment of roadway in a five year period (1-9-09 to 7-31-14).

El Nopal

from Santee City Limits easterly to Los Ranchitos





CITY OF SANTEE

MAYOR
Randy Voepel

CITY COUNCIL
Jack E. Dale
Rob McNelis
John W. Minto
John Ryan

CITY MANAGER
Keith Till

CITY OF SANTEE DEVELOPMENT SERVICES ENGINEERING AND TRAFFIC SURVEY FOR SPEED ZONING

LOCATION

El Nopal: Magnolia Avenue to Eastern City Limit
Date of Survey: June 11, 2009 Surveyed by: J. Morgan

SPEED DATA

Existing Posted Speed Limit: 35 MPH
Critical Speed (85th percentile): 37 MPH
Average Speed: 34.7 MPH
10 MPH Pace Range: 31-40 MPH

ACCIDENT RECORD REVIEW

Number of Collisions: 8 (Does not include intersection collisions, both directions)
Collision Period: 60 Months (07/01/2005 to 06/30/2010)
Collision Rate per Million Vehicle Miles Traveled: 1.32 (Caltrans District 11 Average: 1.03)

ROADWAY GEOMETRICS

Roadway Type: Collector Street
Length of the Roadway Segment: 3,500 feet
Roadway width: 64 feet

TRAFFIC VOLUME DATA

Daily Traffic Volume: 6,500 (Year 2009)

UNUSUAL CONDITIONS AND COMMENTS

None.

RADAR ENFORCEMENT SPEED LIMIT

This Traffic and Engineering Survey indicates that the appropriate speed limit for El Nopal between Magnolia Avenue and the eastern City limit is 35 MPH. This new speed limit takes effect on March 10, 2011.

CERTIFICATION

I, Minjie Mei, declare: that I am employed by the City of Santee, 10601 Magnolia Avenue, Santee, CA 92071, as Principal Traffic Engineer; and, that this Engineering and Traffic Survey was prepared, under my supervision; and, is a true copy of the Engineering and Traffic Survey presented to the City Clerk for their files. Per the California Vehicle Code Section 40802, the date of expiration for this Engineering and Traffic Survey is seven (7) years from the date of survey.

I declare under penalty of perjury that the foregoing is true and correct. Executed at Santee, California on this 16th day of March, 20 11.




Declarant

City of Santee Speed Survey

Street Name: El Nopal
 Direction: East-West
 Segment Limit 1: Magnolia Avenue
 Segment Limit 2: Eastern City Limit
 Post speed limit: 35 MPH

Recorded By: J. Morgan
 Date: 16-Dec-10
 Time: 14:15 to 15:00
 Weather: Overcast, dry roadway
 Radar Unit: Pro Laser III

SPEED (mph)	Number of Vehicles	Frequency of observed speeds																				Percent Observations	Percent Cumulative	10 mph Pace
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
55	0																					0%	100%	0
54	0																					0%	100%	0
53	0																					0%	100%	0
52	0																					0%	100%	0
51	0																					0%	100%	0
50	0																					0%	100%	0
49	0																					0%	100%	0
48	0																					0%	100%	0
47	0																					0%	100%	0
46	0																					0%	100%	0
45	0																					0%	100%	0
44	0																					0%	100%	0
43	1	X																				1%	100%	1
42	2	X	X																			2%	99%	3
41	1	X																				1%	98%	4
40	2	X	X																			2%	97%	6
39	4	X	X	X	X																	3%	95%	10
38	7	X	X	X	X	X	X	X														6%	92%	17
37	12	X	X	X	X	X	X	X	X	X	X	X										10%	86%	29
36	16	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						13%	76%	45
35	17	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					14%	63%	62
34	19	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16%	48%	81
33	15	X	X	X	X	X	X	X	X	X	X	X	X	X	X							13%	33%	95
32	11	X	X	X	X	X	X	X	X	X	X											9%	20%	104
31	5	X	X	X	X	X																4%	11%	108
30	2	X	X																			2%	7%	108
29	2	X	X																			2%	5%	106
28	1	X																				1%	3%	100
27	3	X	X	X																		3%	3%	91
26	0																					0%	0%	75
25	0																					0%	0%	58
24	0																					0%	0%	39
23	0																					0%	0%	24
22	0																					0%	0%	13
21	0																					0%	0%	8
20	0																					0%	0%	6
19	0																					0%	0%	4
18	0																					0%	0%	3
17	0																					0%	0%	0
16	0																					0%	0%	0
15	0																					0%	0%	0
Total	120																							108

Minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles (source: 1996 California Department of Transportation Traffic Manual, page 8-7)

50th Percentile Speed: 35 mph
 85th Percentile Speed: 37 mph
 Average speed: 34.7 mph
 10 mph Pace: 31 mph to 40 mph
 Number of vehicles recorded in the 10 mph pace: 108 (90%)

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Hidden Mesa Road from Jamacha Road easterly to the Cul-de-Sac (1.03 miles), EL CAJON (Thos. Bros. (1272-A1) Valle de Oro Community Planning Group.

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certify the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

The posted 40 MPH speed limit on Hidden Mesa Road has been in place since 1985. The result of a recent speed survey (85th percentile speed – 44.9 MPH) and the roadway’s present operating conditions appear to meet criteria for radar speed enforcement.

Existing Traffic Devices

Hidden Mesa Road is a striped two-lane roadway that measures from 37 to 40 feet wide. There is edge striping along both sides of the roadway. There is an existing all-way stop control at Hidden Springs Drive, established in 1999. The road is posted 40 MPH. (NOTE: Hidden Mesa Road is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>07/14</u>	<u>3/90</u>	<u>10/84</u>
Hidden Mesa Road			
E/o Hidden Mesa View Drive	2,380*		
E/o Jamacha Road		4,020*	2,590*

* Two-Way Count

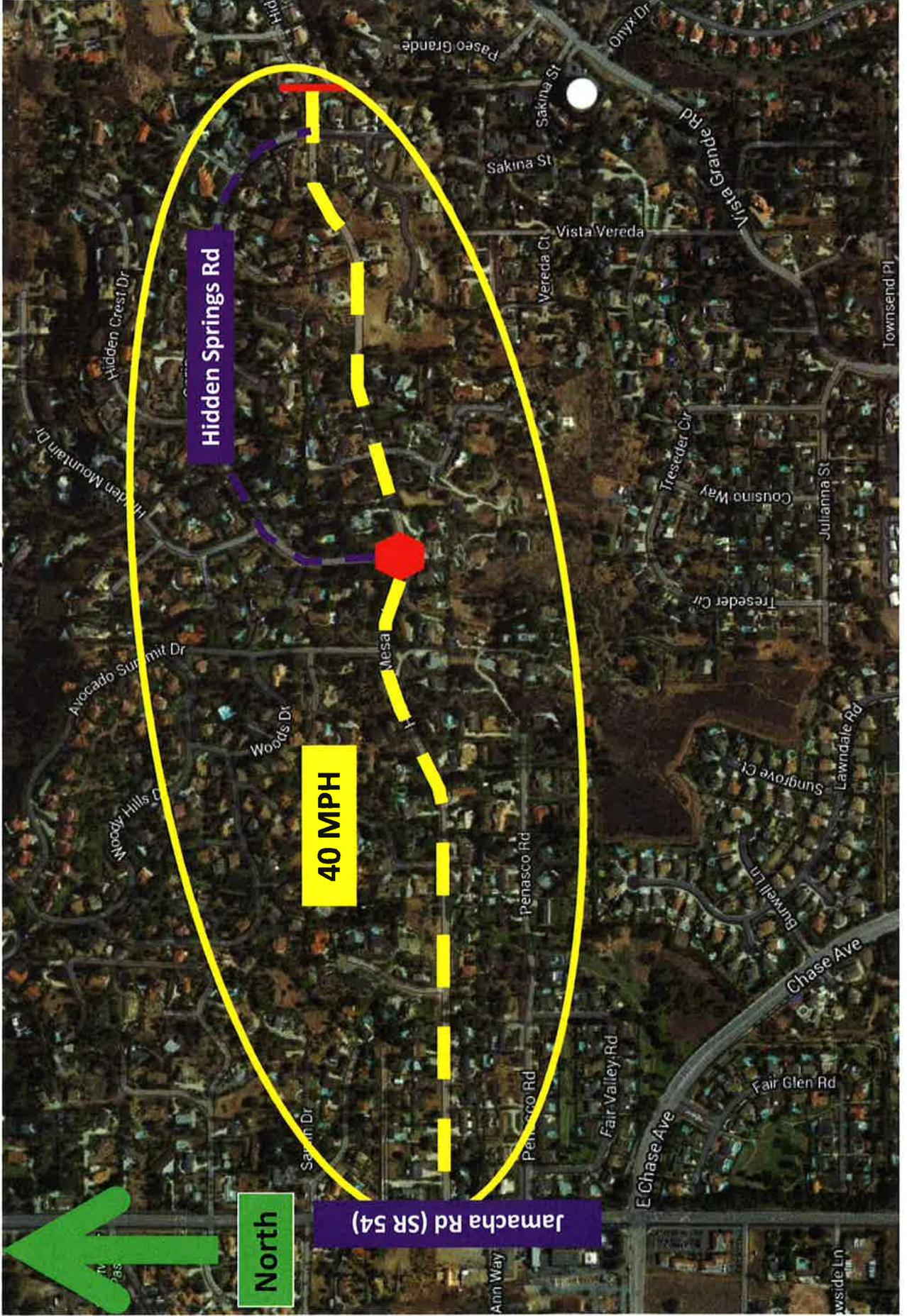
<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hidden Mesa Road:				
250 ft E/o Hidden Mesa View Dr	(2014)	44.9 MPH	35-44	70.0%

Collision Data

There has been one reported injury-related collision along this segment of roadway in a five year, 7 month period (1-1-09 to 7-31-14). It involved a westbound bicyclist approaching the bottom of a hill, while using the brakes to slow down, lost control and overturned.

Hidden Mesa Road

from Jamacha Road easterly to Cul-de-Sac



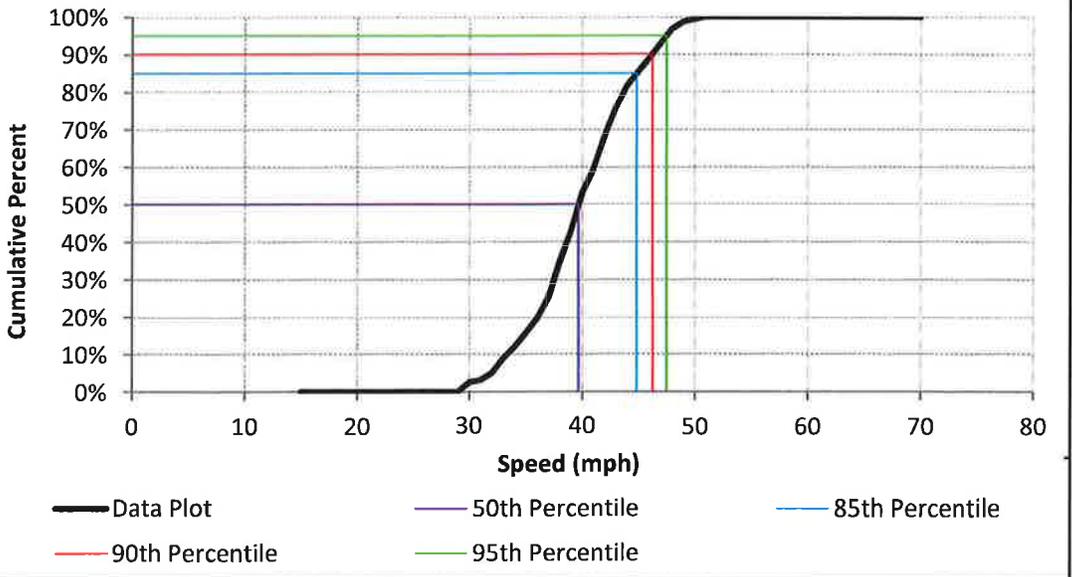
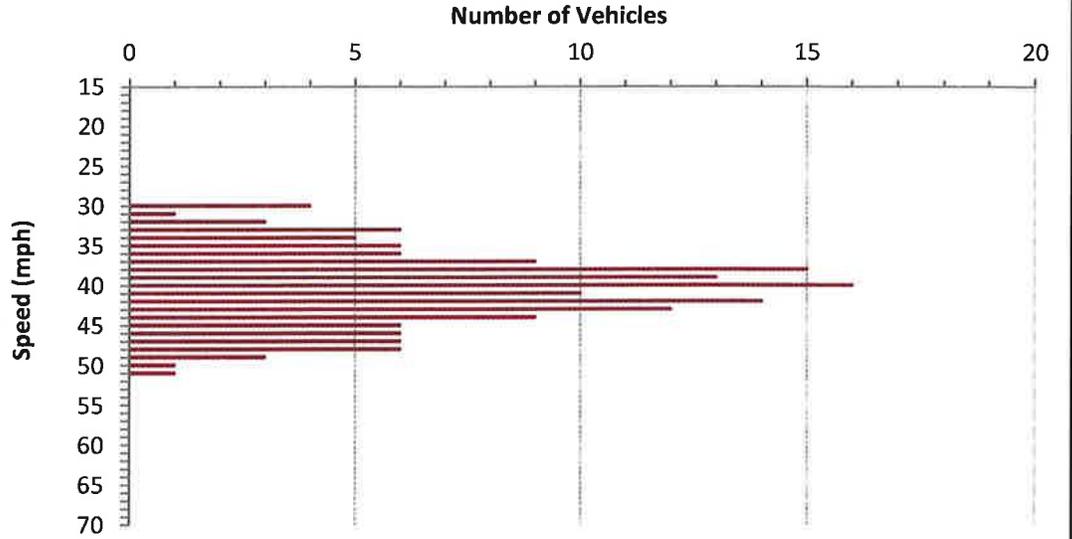


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Hidden Mesa Rd	From: N/A	To: N/A
Position:	250 feet E/o Hidden Mesa View Dr	Direction: EB/WB	
Date:	7/10/2014 Thu	Weather:	Clear
Time Start:	10:00 AM	Road Condition:	Dry
Time End:	12:00 PM	Posted Speed:	40 mph
		Project Number:	14-4178-001
		Observer:	N/A
		Calibration Test:	N/A

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	4	2.5%
31	1	3.2%
32	3	5.1%
33	6	8.9%
34	5	12.0%
35	6	15.8%
36	6	19.6%
37	9	25.3%
38	15	34.8%
39	13	43.0%
40	16	53.2%
41	10	59.5%
42	14	68.4%
43	12	75.9%
44	9	81.6%
45	6	85.4%
46	6	89.2%
47	6	93.0%
48	6	96.8%
49	3	98.7%
50	1	99.4%
51	1	100.0%
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	158	



DATA ANALYSIS

Average Speed	40.3	Range	30 - 51
50th Percentile	39.7	10 mph Pace	35 - 44
85th Percentile	44.9	Number in Pace	110
90th Percentile	46.2	Percent in Pace	70%
95th Percentile	47.5		

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Signalization

LOCATION: South Mission Road and Green Canyon Road,
FALLBROOK (Thos. Bros. 1047-H2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Signalization

PROBLEM AS STATED BY REQUESTER:

Based on recent traffic signal warrant calculations, it appears this intersection meets warrants for consideration and placement on the County's Traffic Signal Priority List.

Existing Traffic Devices

South Mission Road is a striped two-lane Through Highway that measures approximately 50 feet wide north of the intersection and 45 feet south of the intersection. It has a left-turn pocket in place for the south to east turning movement. There is edge-striping along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Boulevard on the County General Plan Mobility Element Network.

Green Canyon Road is a striped two-lane Through Highway, approximately 30 feet wide, that tee's into South Mission Road from the east. It is stop controlled with all associated signs and pavement legends in place. There is edge-striping along both sides. The road is unposted. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>10/14</u>	<u>08/95</u>
South Mission Road:		
N/o Green Canyon Road	10,230 SB	7,960 SB
S/o Green Canyon Road	10,570 NB	9,240 NB
Green Canyon Road:		
E/o South Mission Road	1,160 WB	640 WB

Collision Data

There have been four reported collisions at the intersection, two involving injury, in a five year, 7 month period (1-1-09 to 7-31-14).

South Mission Road and Green Canyon Road

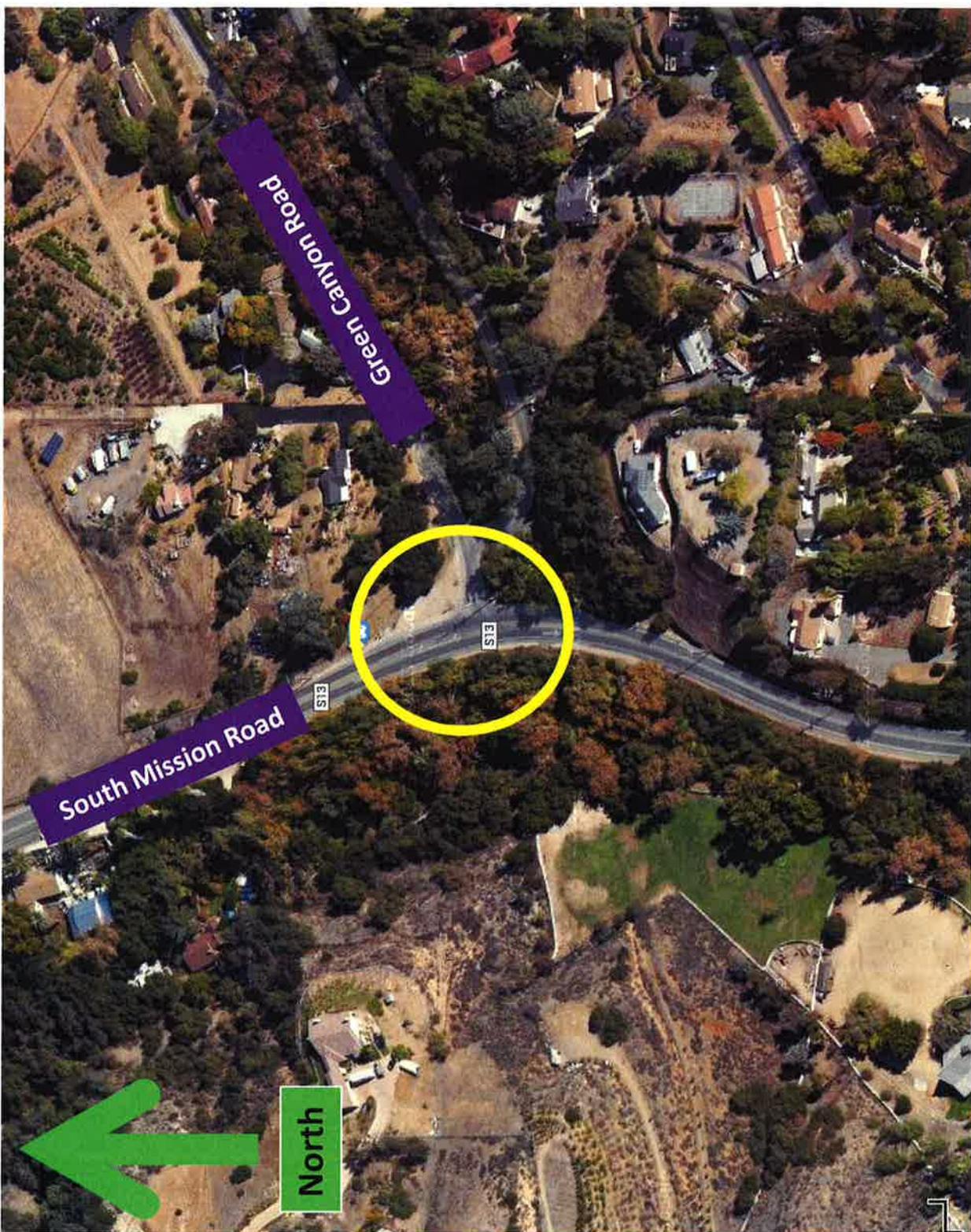


Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES			Hour			
	One	2 or More	6	7	8	16
Both Approaches - Major Street	✓		1250	1640	1210	1700
Higher Approach - Minor Street	✓		120	140	90	90

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour
 (Part A or Part B must be satisfied)**

N/A

SATISFIED YES NO

PART A

SATISFIED YES NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

PART B

N/A

SATISFIED YES NO

APPROACH LANES			Hour
	One	2 or More	
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 10/07/14
 CALC _____ DATE _____
 CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____
 Major St: So. Mission Road
 Minor St: Green Canyon Road

Critical Approach Speed _____ mph
 Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph or } **RURAL (R)**
 In built up area of isolated community of < 10,000 population } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES NO
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	U	(R)	U	R	6	7	8	9	11	15	16	17
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1250	1640	1210	1000	1090	1660	1710	1670
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	120	140	90	90	80	70	90	60

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES NO
 80% SATISFIED YES NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	U	(R)	U	R	6	7	8	9	11	15	16	17
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1250	1640	1210	1000	1090	1660	1700	1670
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	120	140	90	90	80	70	90	60

Combination of Conditions A & B SATISFIED YES NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume *N/A* **SATISFIED YES NO**
 (Parts 1 and 2 Must Be Satisfied)

Part 1 (Parts A or B must be satisfied)
 Hours - - ->

A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES NO

Hours - - ->

B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES NO

Part 2 **SATISFIED YES NO**

<u>AND</u> . The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

WARRANT 5 - School Crossing *N/A* **SATISFIED YES NO**
 (Parts A and B Must Be Satisfied)

Part A
 Gap/Minutes and # of Children

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

SATISFIED YES NO

Gaps < Minutes YES NO
AND Children > 20/hr YES NO

<u>AND</u> . Consideration has been given to less restrictive remedial measures	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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Part B **SATISFIED YES NO**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> . The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N <u>4,970</u> ft, S <u>13,190</u> ft, E <u>16,370</u> ft, W <u>0</u> ft	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	<u>2 (5-31-09 to 5-31-10)</u>	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	✓
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

**WARRANT 8 - Roadway Network
 (All Parts Must Be Satisfied)**

SATISFIED YES NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour <u>1,780</u> Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		✓	✓
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		✓	✓
Appears as Major Route on an Official Plan		✓	
Any Major Route Characteristics Met, Both Streets			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

N/A

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED** YES NO
(Both Parts A and B Must Be Satisfied)

<p><u>PART A</u></p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p><u>PART B</u></p> <p>There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<p><u>OR</u>, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH</p>	Yes <input type="checkbox"/> No <input type="checkbox"/>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 2014 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Elfin Forest Road from Harmony Grove Road northwesterly to the San Marcos City Limit (1.9 miles), ELFIN FOREST (Thos. Bros. 1148-H3).

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Elfin Forest Road from Harmony Grove Road northwesterly to the San Marcos City Limit 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.

DATA:

Existing Traffic Devices

Elfin Forest Road is a striped two-lane roadway that varies from 20 feet to 27 feet in width. There is edge-striping along both sides of the roadway. The road is posted 50 MPH and is part of the CHP radar enforcement program. Elfin Forest Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH to the east in the City of San Marcos. Harmony Grove Road, the easterly extension of Elfin Forest Road, is posted 45 MPH and is Radar Enforced.)

<u>Average Daily Traffic Volumes</u>	<u>11/14</u>	<u>8/02</u>	<u>8/00</u>	<u>5/98</u>
Elfin Forest Road:				
W/o Elfin Forest Lane	3,660*			
E/o Los Vientos Este		3,550*	3,060*	2,190*

*Two-way count

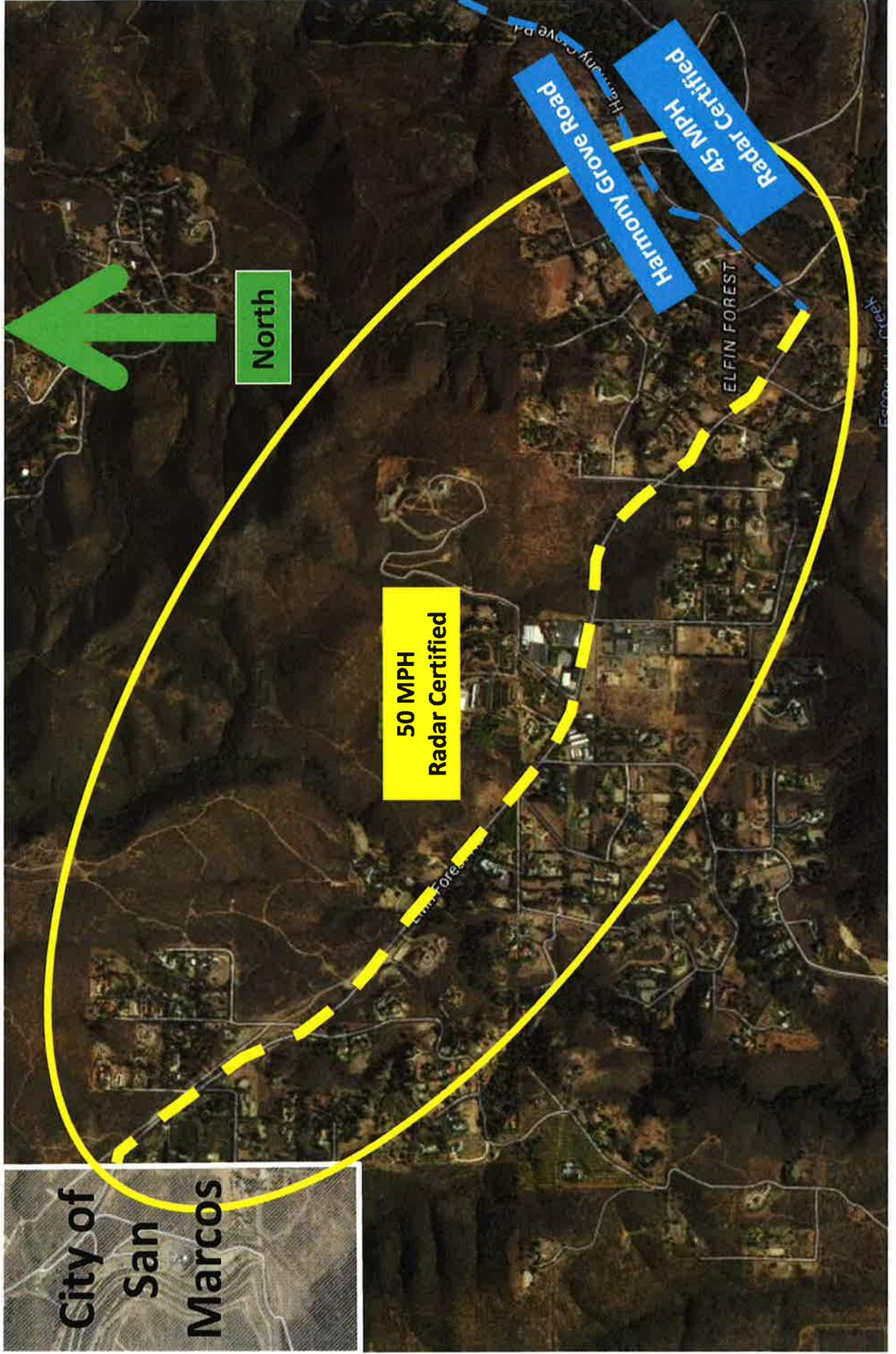
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Elfin Forest Road:			
150' W/o Elfin Forest Lane	(2014) 50.0 MPH	39-48	67.0%
	(2007) 50.6 MPH	41-50	68.8%
200' W/o Elfin Forest Lane	(2000) 52.1 MPH	39-48	56.3%

Collision Data

There have been 27 reported collisions along this segment of roadway, 17 involved injuries and 1 a fatality, in a five year, 7 month period (1-1-09 to 7-31-14).

Elfin Forest Road

from Harmony Grove Road northwesterly to San Marcos City Limit



Spot Speed Study

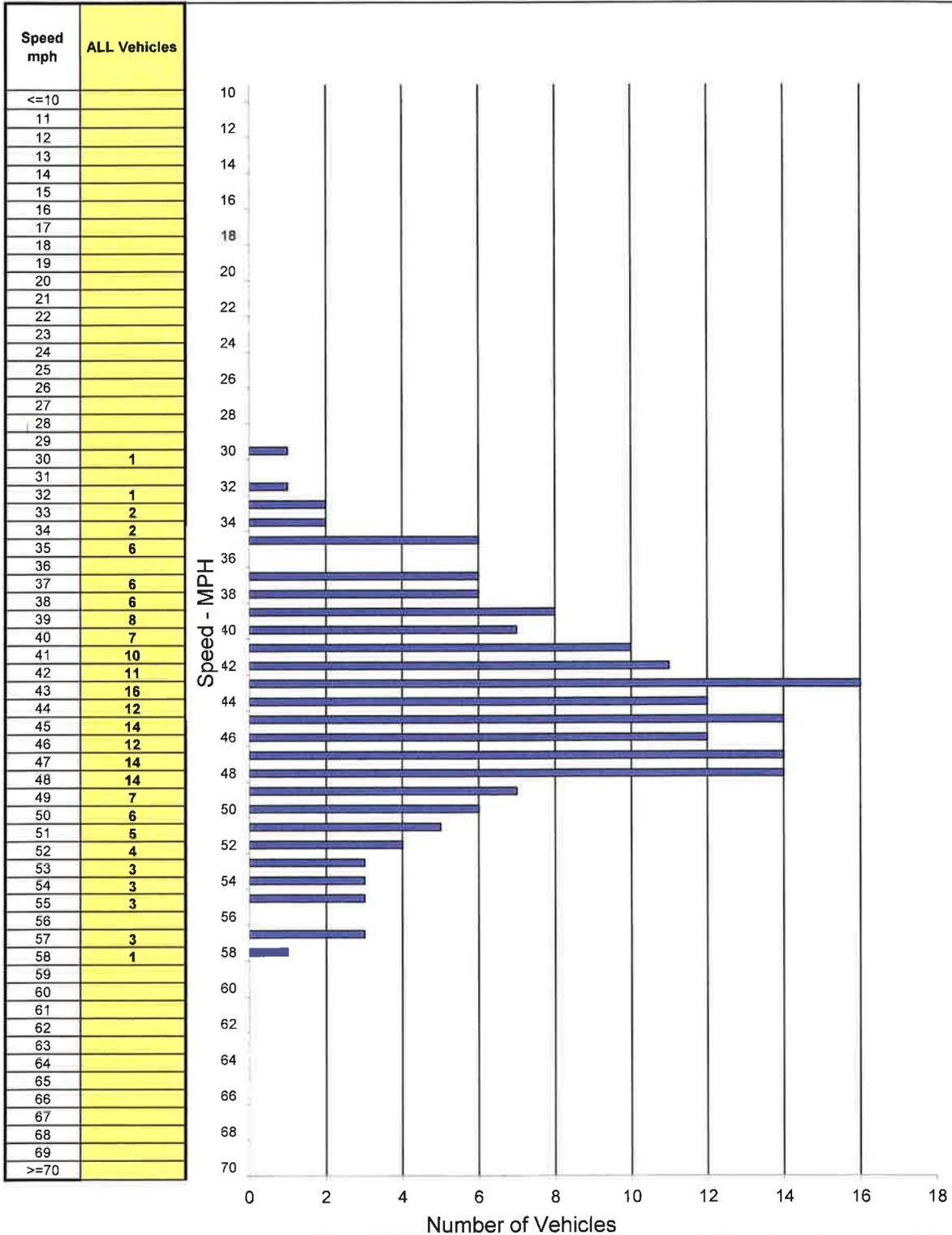
Prepared by: National Data & Surveying Services

City of Elfin Forest

DATE: 10/24/2014
TIME: 09:00-11:00

Location: Elfin Forest Rd 150' w/o Elfin Forest Ln
Posted Speed: 50 MPH Clear/Dry Project #: 14-4271-001

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	177	30 - 58	45 mph	50 mph	39 - 48	118	67%	13% / 24	20% / 35

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 12, 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.

EXECUTIVE SUMMARY OF MODIFICATIONS IN THE DRAFT TRAFFIC GUIDELINES

COVER - New artwork shows traffic signs for various modes of traffic (pedestrians, bicyclists, motorists, and equestrians) to show the County's continuing commitment to Complete Streets.

INSIDE COVER - Eliminated dates.

MEMBERS OF THE COUNTY BOARD OF SUPERVISORS - Updated District 3 with Dave Roberts.

TABLE OF CONTENTS - Inserted new section entitled "OVERSIZE VEHICLE PARKING PROHIBITIONS IN RESIDENTIAL AREAS." Modified two Operational Guideline titles to "CENTERLINE INSTALLATION" and "EDGE LINE INSTALLATION." Updated page numbers.

INTRODUCTION - Included language supporting and reinforcing the Strategic Initiatives, Complete Streets, and Healthy and Thriving Communities goals.

REGULATORY GUIDELINES:

- **ANGLE PARKING** - Modified "potentially hazardous" language. Added AASHTO as a reference for layouts.
- **COMMERCIAL VEHICLE WEIGHT RESTRICTIONS IN RESIDENTIAL AREAS**
 - Referenced Mobility Element. Added CVC Section reference and Moving Permit information.
- **EQUESTRIAN CROSSINGS** - Defined equestrian. Added responsibility language. Referenced Regional Trails Map.
- **GOLF CART USE ON COUNTY ROADS** - Added the qualification "one or more of the following apply."
- **GOLF CART CROSSINGS** - Clarified CVC references. Used "prevailing speed" in lieu of "vehicular speed."
- **MID-BLOCK CROSSWALKS** - No change.
- **ONE-WAY STREETS** - Used "cut-through traffic" in lieu of "through traffic."
- **OVERSIZE VEHICLE PARKING PROHIBITIONS IN RESIDENTIAL AREAS** - New topic added to document.
- **PARKING REGULATIONS** - Added CCRO reference and enabling authority reference.
- **SPEED LIMITS** - Added current CVC references and CA MUTCD references. Added requirements.
- **STOP SIGNS** - Updated with CVC references and CA MUTCD methodologies.
- **THROUGH HIGHWAYS** - Added requirements with conditionals to listing of conditions.
- **TRAFFIC SIGNALS** - Updated to CA MUTCD reference. Added requirements.
- **YIELD SIGNS** - Updated with CVC references and CA MUTCD methodologies.

OPERATIONAL GUIDELINES

- **BIKEWAYS** - Updated with current references. Required reviewing and addressing possible parking impacts.
- **CENTERLINE INSTALLATION** - Minimum road width requirement changed to 24 feet. Updated references.
- **EDGE LINE INSTALLATION** - Referenced CA MUTCD. Added additional considerations.
- **FLASHING BEACONS** - Referenced CA MUTCD.
- **GUARDRAIL** - Added condition of run-off the road collisions for considering guardrail. Updated references.
- **INTERSECTION CROSSWALKS** - Added CAMUTCD and CVC references. Added requirement to paint crosswalks at all roads having pedestrian crossing signal indications.
- **MEDIAN OPENINGS** - Added consideration of side streets/driveways on both sides of proposed opening.
- **ON-STREET PARKING DELINEATION** - Updated references. Referenced "Angle Parking" section in guidelines.
- **REFLECTORIZED PAVEMENT MARKERS** - Added consideration of other connecting roads having RPMs. Added ground-in centerline rumble strips as possible alternative to RPMs. Added requirement for the County of San Diego to not install blue RPMs.
- **RESIDENTIAL TRAFFIC PROGRAM** - Added Fire Code restriction and community involvement requirement.
- **SCHOOL TRAFFIC SAFETY** - Added involvement of school administration and law enforcement.
- **STREET LIGHTING** - Described the four methods of how street lighting on County roads is furnished.
- **TEMPORARY ROAD CLOSURES** - Updated with CA MUTCD and San Diego Regional Standard Drawing Traffic Control Plan references. Added clarifying language.

REFERENCES - Updated references.

Pala Pauma Community Sponsor Group ("PPCSG")

Comments regarding draft of proposed replacement Traffic Guidelines

The below recommendations were adopted and approved by resolution made, seconded and unanimously carried at a public meeting of PPCSG held November 4, 2014 at which the draft of the proposed amendments to the Traffic Guidelines of the County of San Diego were considered.

I. Intent of the County

The redrafted introduction (Page i) changes the intent of the County from "to provide" to "to uphold" "safe and efficient traffic operation on the County maintained road system ... " That proposed change of wording changes the entire intent of the County as set forth in the proposed draft form of Traffic Guidelines, because:

1. The word "provide" is defined¹ as to:
 - i make (something) available : to supply (something that is wanted or needed)
 - ii give something wanted or needed to (someone or something) : to supply (someone or something) with something
 - iii say that something will or should happen
 - iv make it certain or possible that something will happen or be done
2. The word "uphold" is defined² among other things as to:
 - i to support or defend (something, such as a law)

This proposed change reduces the responsibility of the County from accountability for safe and efficient traffic operation to a mere requirement to support and defend such. It is then uncertain as to who has the responsibility for ensuring the safety and efficiency of the County road system if the County does not accept that responsibility.

PPCSG strongly recommends that the proposed draft of the revised Traffic Guidelines be amended to use the original word " provide" in this context and the reverse the proposed replacement by the word "uphold."

II. Temporary Road Closures - Parades and Special Events

SEC. 72.249.5. of the County Code defines, (i) "parade" as ... any march, procession or assembly consisting of persons, animals or vehicles, or combination thereof, upon any street, sidewalk or alley which does not comply with normal and usual traffic regulations or controls. As set forth in the County Code. such a parade may or may not require the closure of a County road.

The geographic area of PPCSG frequently sees an assembly of vehicles causing disruption and potential safety issues to normal traffic that take place without any apparent permit of the Traffic Commissioner. Such parades consist of groups of motorcyclists and cyclists riding two abreast and consisting of twenty or more individuals. In the opinion of PPCSG such an assembly is a Parade, as defined in the County Code, and should be regulated in accordance with such. In addition the proposed ability of the Traffic Commissioner to issue permits with, in effect, no notice to the community fails to meet the entitlement of the community to reasonable notice.

Consequently PPCSG recommends that:

- i *the County should consider addressing the issue of parades of motorcyclists and bicyclists in a revised draft to the Traffic Guidelines.*

¹ Merriam-Webster Dictionary at <http://www.merriam-webster.com/dictionary>

² Merriam-Webster Dictionary at <http://www.merriam-webster.com/dictionary>

- ii No permits of any nature shall be issued on less than 30 days notice, which would require the application to be submitted earlier to allow for County processing time and reasonable time for community input especially from CP/SGs.*

III. Oversize vehicle parking

PPCSH welcomes the addition of restraints on oversize vehicle parking, and, in particular on the basis of quality of life and aesthetics. However, in support of clarity of action on the part of residents wishing to obtain parking relief and to assist CS/PGs in supporting or otherwise commenting upon such applications, it appears that clarification of the now proposed draft Traffic Guidelines would be helpful.

Consequently PPCSG recommends that:

- i the term "those who reside in the area" be clarified so that it defines the property owners of the real property that constitutes the residential area (as defined in the applicable County Code), and*
- ii the form of "map" required be clarified to define the area that the map should cover and its acceptable source (for example only, an on-net commercial and freely available map service).*

IV. Mid block crossings

PPCSG recommends that the sight distance of motor vehicles should be a consideration in evaluating a mid-block crosswalk request, just as such is a consideration for pedestrians because, even given the purpose of the parking prohibitions, adjacency of parked vehicles may not be the only consideration as signage, etc. can impact lines of sight.