SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 24, 2015

MINUTES

Agenda:

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from March 13, 2015
IV. Items for Review:

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
2-A.	INTERSECTION REVIEW	BRABHAM ST @ MERLYN PL	RANCHO SAN DIEGO	VALLE DE ORO
2-B.	RADAR RECERTIFICATION	ARENA WAY	RAMONA	RAMONA
2-C.	RADAR RECERTIFICATION	MORENO AVE	LAKESIDE	LAKESIDE
2-D.	PARKING PROHIBITION	GREENFIELD DR	LAKESIDE	LAKESIDE
SUPERVISORIAL DISTRICT 3				
3-A.	RADAR RECERTIFICATION	FELICITA RD	ESCONDIDO	N/A
SUPERVISORIAL DISTRICT 5				
5-A.	PARKING PROHIBITION	WEST ELDER ST	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 24, 2015 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: Brabham Street and Merlyn Place, RANCHO SAN DIEGO (Thos. Bros. 1272-B4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

Due to collision history at this stop controlled "tee" intersection in the Rancho San Diego area, a nearby resident requested an all-way stop control be installed. Please review the intersection of Brabham Street and Merlyn Place for appropriateness of an all-way stop control installation.

Existing Traffic Devices

Brabham Street is a striped two-lane roadway that measures 40 feet wide. The road is posted 25 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

Merlyn Place is a two-lane roadway that "tees" into Brabham Street from the north. It measures 45 feet wide and is stop controlled with a limit line and pavement legend. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	**02/15**
Brabham St:	
E/o Merlyn Pl	735 WB
W/o Merlyn Pl	1,900 EB
Merlyn Pl:	
N/o Brabham St	1,215 SB*

* Estimated from Two-Way Count

Collision Data

There have been two reported non-injury collisions at this intersection in the last four year, eleven months period (1-1-10 to 11-30-14).

Discussion

An 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 have been developed to assist public agencies in determining when an all-way stop control is needed. These 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 conditions do not exist presently at this intersection.

The Committee recognized the neighborhood's unique circumstances with location of the nearby High School and its associated cut-through traffic. The Committee also noted that based on current conditions, none of the statewide guidelines used to justify establishment of an all-way stop control are met in terms of traffic volume or collision history. An all-way stop control is an extreme regulatory measure and installation requires careful consideration The Committee does not believe an all-way stop control is an appropriate control at this time. It was discussed and agreed upon that County Staff will design and install a left hand turn pocket for eastbound motorists on Brabham Street turning left onto Merlyn Place and 50 feet of centerline striping on Merlyn Place. Additionally, two parking prohibitions are recommended on Brabham Street, at the northwest corner of Merlyn Place westerly for 100 feet, south side from 400 feet west of Mirage Court, easterly 820 feet and posting a sign for eastbound motorists on Brabham Street notifying them of a reduced speed ahead. The Committee recommends this intersection be brought back for further review in one year, allowing surrounding traffic patterns to normalize.

Recommendation

The Committee recommends the installation install a left turn pocket on Brabham Street just west of Merlyn Place for eastbound traffic, install a parking prohibition on the north side of Brabham Street from the northwest corner of Merlyn Pl. westerly 100 feet and on the south side from 400 feet west of Mirage Court easterly 820 feet, and install a reduced speed ahead sign on Brabham Street near Mirage Court for eastbound motorists. The TAC will evaluate the operation of the intersection improvements one year after implementation to determine if an all-way stop installation still needs to be considered.

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

Necessary Board Action

Add Items No. 1420 and 1421 of the Traffic Resolution No. 301 relating to No Standing or Parking Zones in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 24, 2015 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Arena Way from Gunn Stage Road westerly to Open View Road (a distance of 0.72 miles) RAMONA (Thos. Guide 1173-D2) Ramona Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Arena Way is a divided two-lane roadway that measures 64 feet wide. There is a planted median 24 feet wide that separates both directions of traffic. The road is posted 40 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	4/15	2/08
Arena Way:		
E/o Baba Street	*1,890 XB	1,530 XB

* Estimated

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Arena Way:				
250' W/o Baba Street	(2015)	43.0 MPH	33-42	72.0%
	(2008)	42.0 MPH	31-40	63.0%

Collision Data

There have been no reported collisions along this segment in the last 4 year, 11 month reporting period (1-1-10 to 11-30-14).

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 40 MPH speed limit and radar certification were established in 2001. The posted 40 MPH speed limit continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. The representative from CHP 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 40 MPH speed limit on Arena Way from Gunn Stage Road westerly to Open View Road

Maker: Fleishman, Second: Matella, Vote: 9.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 24, 2015 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Moreno Avenue from Willow Road northerly to Vigilante Road (a distance of 1.80 miles) LAKESIDE (Thos. Bros. 1232-B1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Moreno Avenue is a striped two-lane roadway that measures 26 feet wide. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	4/15	2/08
Moreno Avenue:		
S/o Acadia Way	*5,590 XB	4,520 XB

* Estimated

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Moreno Avenue:				
130' S/o Acadia Way	(2015)	50.7 MPH	40-49	62.0%
	(2007)	49.3 MPH	38-47	66.0%
600' N/o San Vicente Ave	(2015)	50.6 MPH	40-49	63.0%
	(2007)	53.5 MPH	43-52	70.8%

Collision Data

There have been 11 reported collisions, 5 of which involved injury, along this segment in the last 4 year, 11 month period (1-1-10 to 11-30-14).

Discussion

The posted 45 MPH speed limit was established in 1975 and radar certified in 2002. The results of the recent speed surveys (50.7 MPH and 50.6 MPH) support recertification for continued radar speed enforcement. Moreno Avenue serves as a rural connecting link between SR-67 and Wildcat Canyon Road. 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. The representative from the El Cajon California Highway Patrol indicated Moreno Avenue 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 45 MPH speed limit posting on Moreno Avenue from Willow Road northerly to Vigilante Road.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 24, 2015 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibition

LOCATION: Greenfield Drive, north side, from the El Cajon City limit westerly 400 feet and from 170 feet east of Oro Street easterly 330 feet. EL CAJON (Thos. Guide. 1257-H3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Parking Prohibition

PROBLEM AS STATED BY REQUESTER:

Request to delete existing Parking Prohibition on Greenfield Drive. Roadway alignment and traffic conditions on Greenfield Drive have changed. There is adequate Parking and Bike Lane designation, making the parking prohibition unnecessary. There is demand for vehicular parking in this area.

DATA:

Existing Traffic Devices

Greenfield Drive measures 30 feet wide. It is a two-lane striped roadway. The road is posted 35 MPH and classified as a Light Collector on the County General Plan Mobility Element Network.

Collision Data

Not reviewed.

Discussion

The Committee reviewed the existing parking prohibition on the north side of Greenfield Drive, between the El Cajon City limit and east of Oro Street. The Committee determined due to changed traffic conditions which now provide adequate parking and bike lane designation the existing prohibition is unnecessary. The removal of the existing parking prohibition would eliminate confusion and would improve current parking conditions.

In order to implement this modification, it would be necessary to delete an existing parking prohibition.

Recommendation

The Committee recommends deleting the existing parking prohibition on Greenfield Drive, north side, from the El Cajon City limit westerly 400 feet and from 170 feet east of Oro Street easterly 330 feet.

Maker: Pennings, Second: Lake, Vote: 9-0

Necessary Board Action

Delete Item No. 795 of the Traffic Resolution No. 301 relating to No Standing or Parking Zones in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 24, 2015 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Felicita Road from Via Rancho Parkway northerly to the Escondido City Limit (a distance of 1.16 miles) ESCONDIDO (Thos. Bros. 1149-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Felicita Road is a striped two-lane Through Highway that varies from 36 feet to 50 feet wide. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	4/15	2/06
Felicita Road:		
S/o Clarence Lane	3,690* XB	2,810* XB

* Estimate

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Felicita Road:				
@ Cimarron Terrace	(2015)	45.8 MPH	37-46	69.0%
	(2007)	49.3 MPH	38-47	66.0%

Collision Data

There have been 11 reported collisions, 6 of which involved injury, along this segment in the most recent 4 year, 11 month reporting period (1-1-10 to 11-30-14).

Discussion

The result of the recent speed survey (48.5 MPH) supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established in 1970 and was certified for the use of radar for speed enforcement in 2001. Felicita Road is a rural roadway serving as a connecting link within the City of Escondido and The County of San Diego. The entrance to Felicita County Park is accessed within this segment. The posted 45 MPH speed limit continues to be reflective of the roadway's current operating conditions. Radar Certification will ensure consistency and continuity with enhanced speed enforcement along this Roadway.

The Committee discussed the feasibility of lowering the posted speed limit. No conditions were identified to allow the reduction at this time. The recent collision history revealed a concentration of collisions at the intersection of Felicita Road and Hamilton Lane. Staff will conduct an intersection review to determine whether there are any additional measures that can be applied to enhance operational safety at this intersection.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Felicita Road from Via Rancho Parkway northerly to the Escondido City Limit.

Maker: Finley, Second: Hadley Vote: 8-1

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF:	April 24, 2015	**Item 5-A**
SUPERVISORIAL DISTRICT:	5	
SUBJECT:	Parking Prohibitions	
LOCATION:	West Elder Street, north side from a point 120 feet west of Main Avenue westerly 140 feet. Pico Avenue, east side from West Elder northerly120 feet (Thos. Bros. 1027-E2) Fallbrook Community Planning Group	
INITIATED BY:	DPW Traffic Engineering	
REQUEST:	Delete Obsolete Parking Prohibitions	

PROBLEM AS STATED BY REQUESTER:

Request to delete existing "10 Minute Time Limit" parking on West Elder Street and Pico Avenue. This parking prohibition is left over from when there was a School at this location. The School has been closed and the location is now a restaurant.

DATA:

Existing Traffic Devices

West Elder Street is a two-lane striped roadway that measures 32 feet wide. The road is unclassified on the County General Plan Mobility Element Network.

Collision Data

Not reviewed.

Discussion

The Committee reviewed the existing time limit parking ordinances on West Elder Street north side from 120 feet west of Main Avenue westerly 140 feet and Pico Avenue east side from Elder Street northerly 120 feet. The Committee determined due to changing use of the property from a charter school location to a restaurant the existing parking time limit ordinance is unnecessary.

In order to implement this modification, it would be necessary to delete two existing ordinances.

The committee further discussed extending the length of the existing red curb on West Elder Street at the northeast corner of Pico Avenue northerly 20'.

Recommendation

The Committee recommends deleting the existing time limit parking ordinances on West Elder Street, north side from a point 120 feet west of Main Avenue westerly 140 feet. Pico Avenue, east side from West Elder northerly120 feet.

Maker: Pennings, Second: Gaffney, Vote: 8-0

Necessary Board Action

Delete Ordinance No's 9237 and 9238 of relating to Time Limit Parking.