

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3843

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

August 31, 2015

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

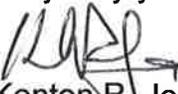
Attached is the tentative agenda for the September 11, 2015 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the **Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.**

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, July 17, 2015 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

September 11, 2015

AGENDA

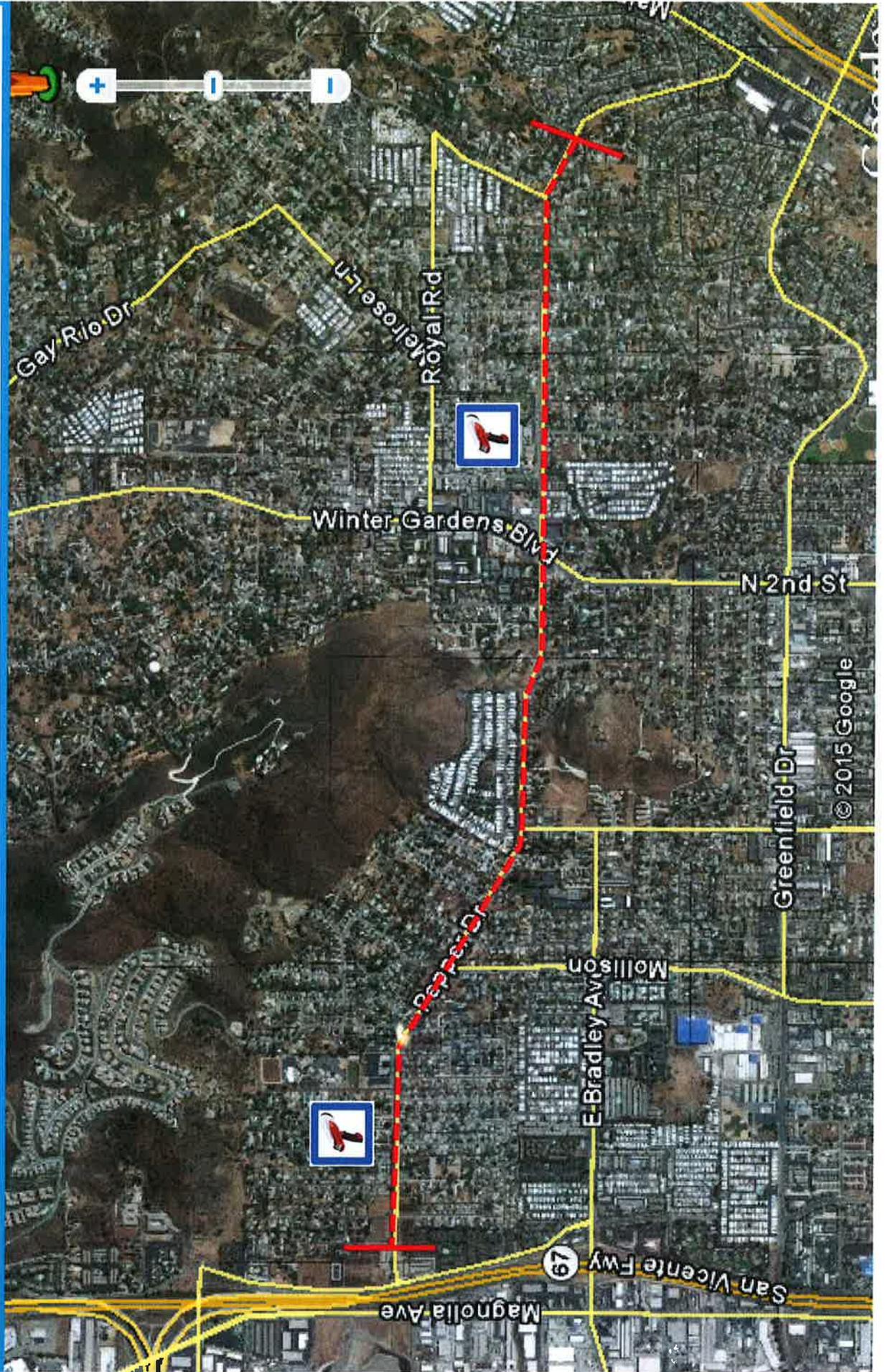
- I. Call to Order / Roll Call
- II. Pledge of Allegiance
- III. Approval of Minutes from June 12 & July 24, 2015
- IV. Items for Review

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. RADAR RECERTIFICATION	PEPPER DRIVE	EL CAJON	N/A
B. RADAR RECERTIFICATION	JULIAN AVENUE	LAKESIDE	LAKESIDE
<u>SUPERVISORIAL DISTRICT 3</u>			
A. RADAR RECERTIFICATION	CARMEL VALLEY ROAD	4S RANCH	SAN DIEGUITO
<u>SUPERVISORIAL DISTRICT 5</u>			
A. PARKING PROHIBITION	LAKE SAN MARCOS DRIVE	LAKE SAN MARCOS	N/A

(2-A) RADAR RECERTIFICATION PEPPER DRIVE:

FROM THE SANTEE CITY LIMIT TO THE EL CAJON CITY LIMIT

2.45 MILES



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 11, 2015 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Pepper Drive from the Santee City Limit to the El Cajon City Limit (a distance of 2.45 miles) EL CAJON (Thos. Bros. 1251 G-2) No 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

Pepper Drive is a striped two-lane Through Highway that varies from 30 feet to 64 feet wide. There are four signalized intersections within this segment. The road is posted 40 MPH/Radar Enforced. This roadway is classified as a light collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volume</u>	<u>6/15</u>	<u>2/02</u>
Pepper Drive:		
@ Peerless Dr	7,780	7,460 (7-Day Average)
E/o Santee City Limit	11,020	10,570 (7-Day Average)

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Pepper Drive:				
220' E/o Roxanne Dr	(2015)	41.0 MPH	32-41	84.0%
	(2009)	40.0 MPH	32-41	75.0%
130' E/o Clove St	(2015)	41.0 MPH	33-42	85.0%
	(2009)	42.1 MPH	33-42	77.6%
300' E/o Peerless Dr	(2015)	41.0 MPH	30-39	61.0%
	(2009)	41.0 MPH	32-41	70.0%

Collision Data

There have been 34 reported collisions, 14 of which involved injury, along this segment in the last two year one month period (1-1-13 to 2-28-15).

Spot Speed Study

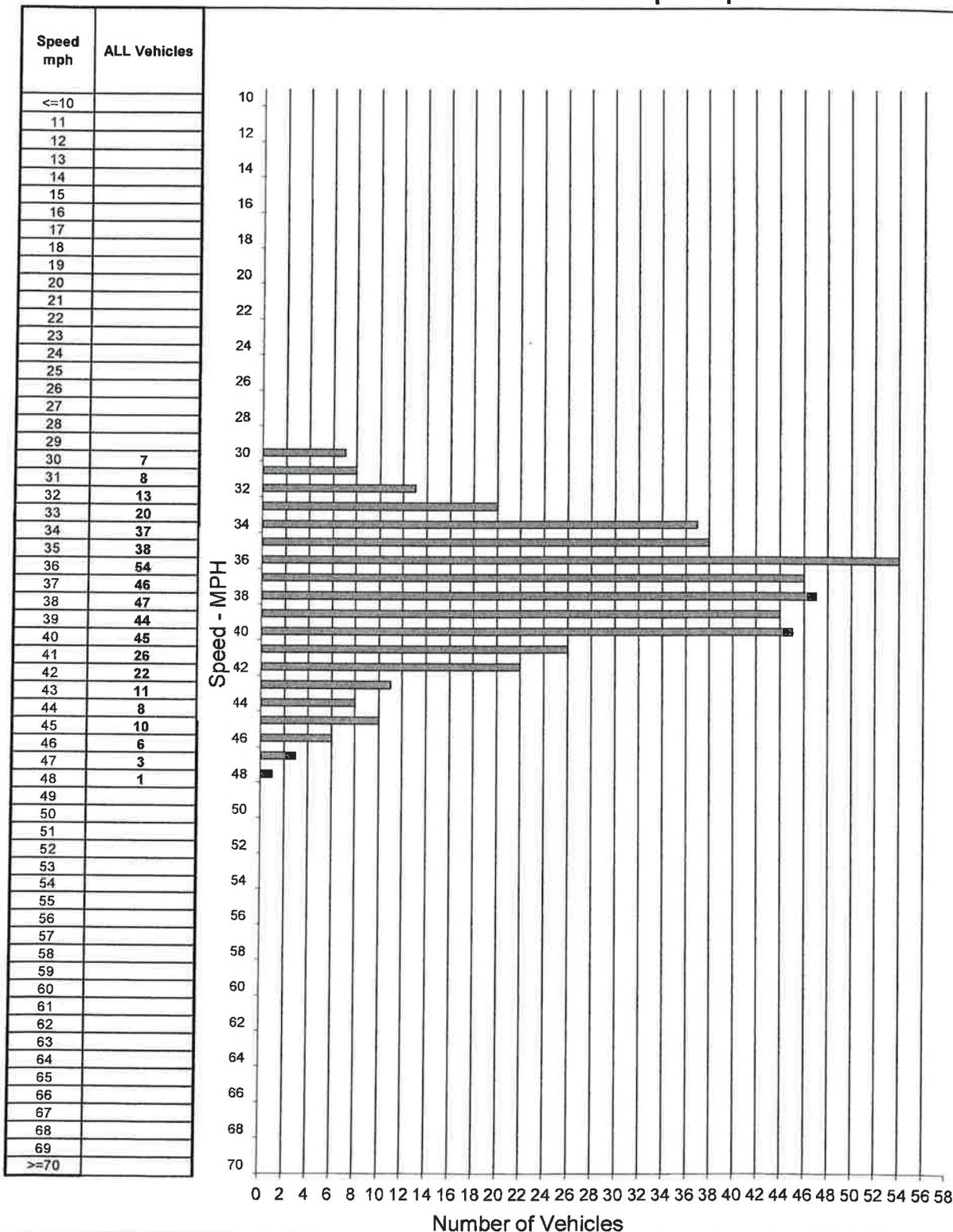
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/16/2015
TIME: 11:45-13:45

Location: Pepper Dr 130' E/O Clove St
Posted Speed: 40 Good Project#: 15-4186-009

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	446	30 - 48	37 mph	41 mph	33 - 42	379	85%	6% / 28	9% / 39

Spot Speed Study

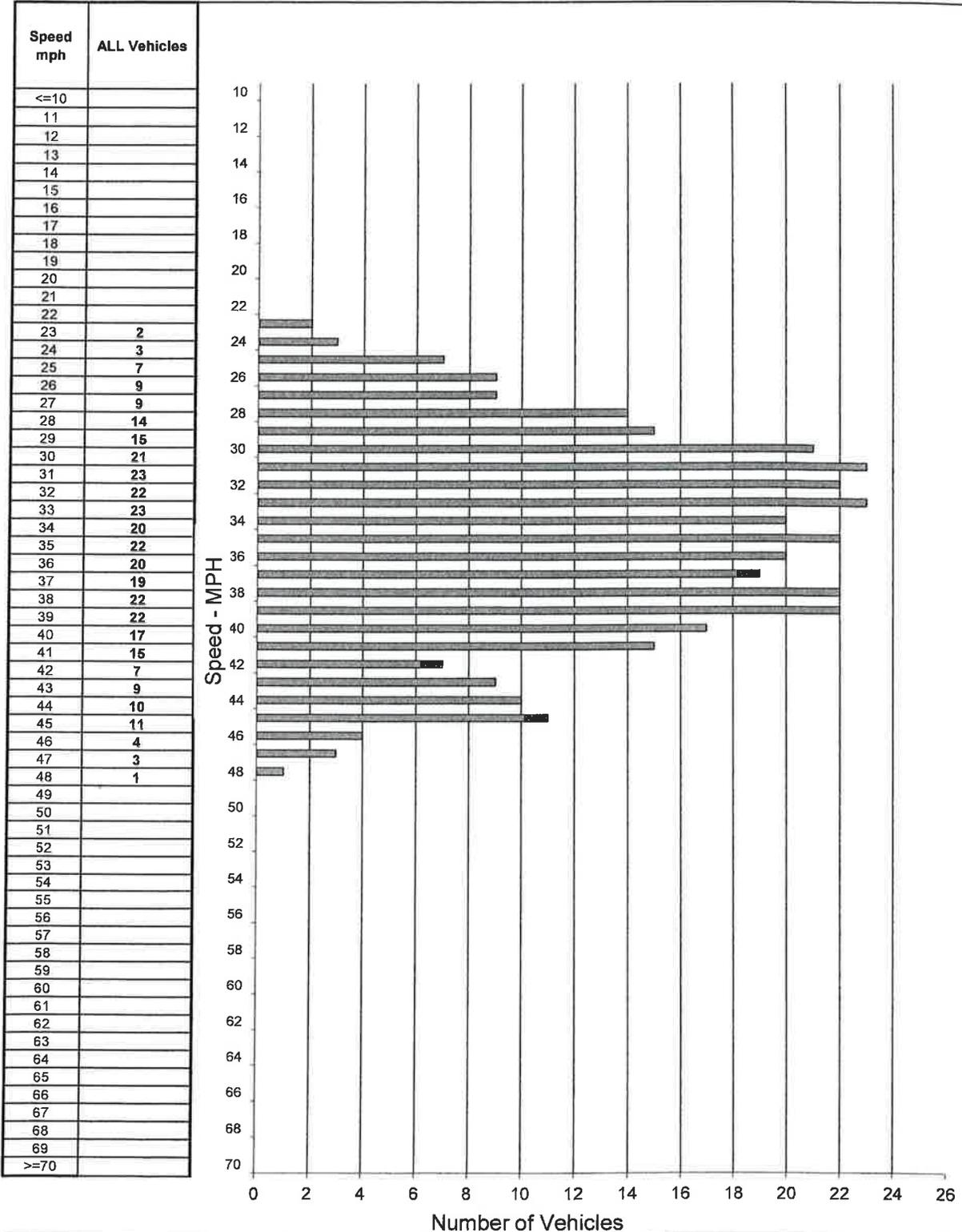
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/16/2015
TIME: 09:00-11:00

Location: Pepper Dr 300' E/O Peerless Dr
Posted Speed: 40/25 Good Project#: 15-4186-008

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	350	23 - 48	35 mph	41 mph	30 - 39	214	61%	16% / 59	22% / 77

Spot Speed Study

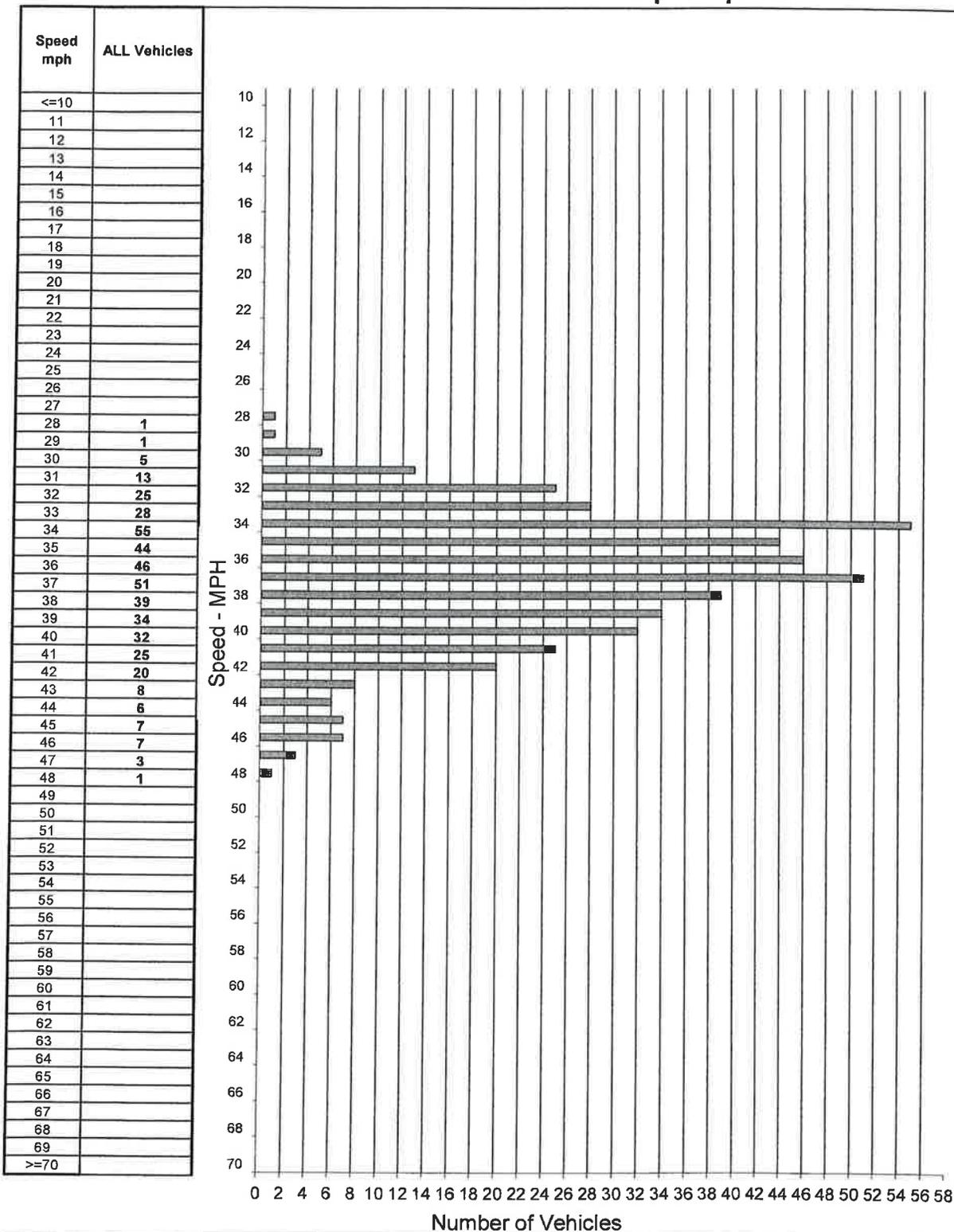
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/22/2015
DAY: 09:20-11:20

Location: Pepper Dr 220' E/O Roxanne Dr
Posted Speed: 40 Good Project#: 15-4186-010

Eastbound & Westbound Spot Speeds

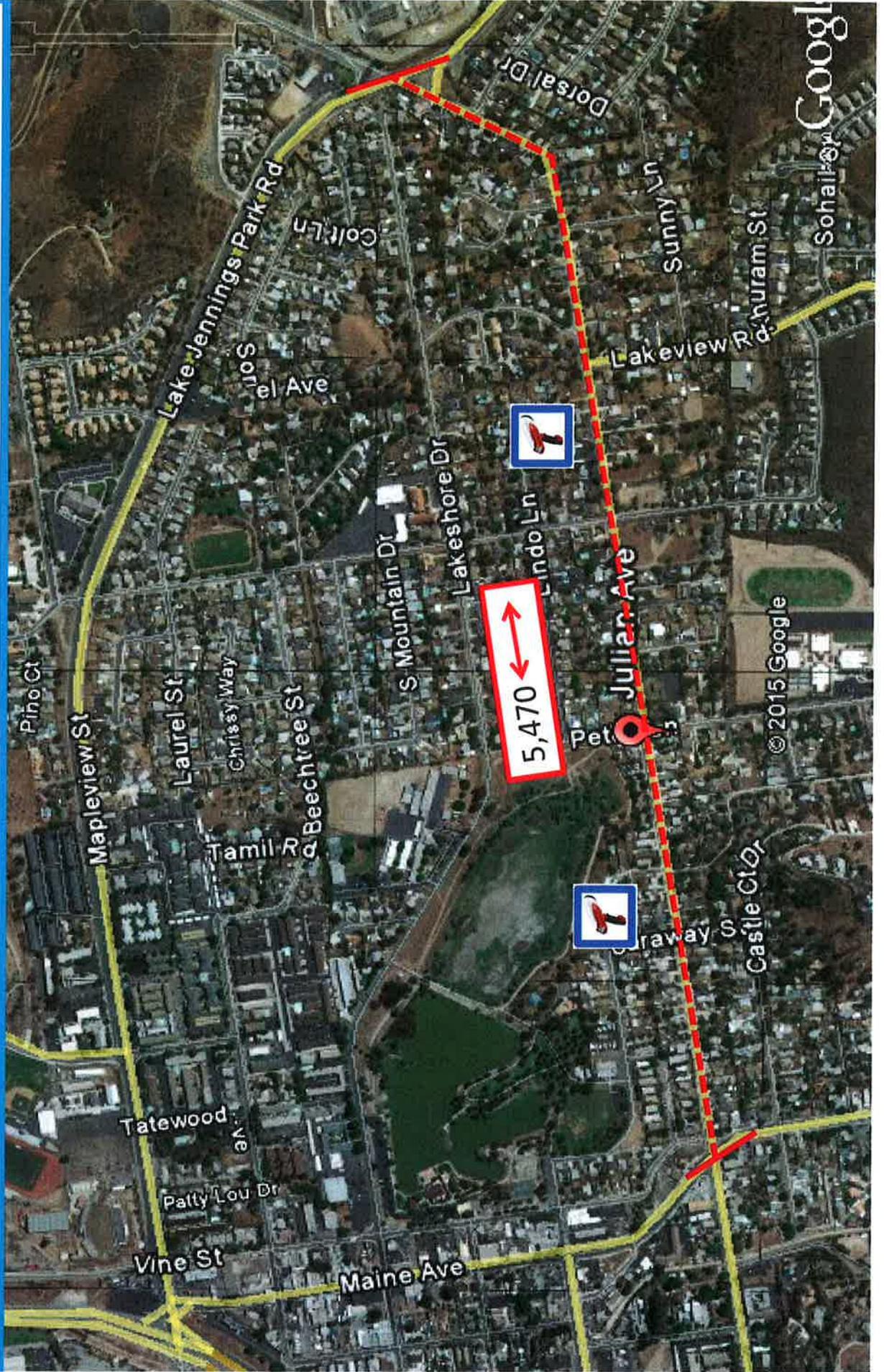


SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	451	28 - 48	37 mph	41 mph	32 - 41	379	84%	4% / 20	12% / 52

(2-B) RADAR RECERTIFICATION JULIAN AVENUE:

FROM LOS COCHES ROAD TO LAKE JENNINGS PARK ROAD

1.21 MILES



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 11, 2015 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibition

LOCATION: Julian Avenue from Los Coches Road to Lake Jennings Park Road (a distance of 1.21 miles) LAKESIDE (Thos. Bros. 1232 C-4) Lakeside 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

Julian Avenue is a striped two-lane Through Highway that varies from 32 feet to 54 feet wide. The intersection of Julian Avenue and Petite Lane is signalized. The road is posted 40 MPH/Radar Enforced. This roadway is classified as a light collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volume</u>	<u>6/15</u>	<u>2/02</u>		
Julain Avenue: E/o Petite Lane	5,470	6,083 (7-Day Average)		
	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Pepper Drive: 490' E/o Pino Drive	(2015) 40.0 MPH (2009) 40.0 MPH	32-41 30-39	87.0% 73.0%	
230' W/o Cypress Street	(2015) 41.0 MPH (2009) 41.0 MPH	33-42 32-41	85.0% 81.0%	

Collision Data

There have been 12 reported collisions, 6 of which involved injury, along this segment in the last two year one month period (1-1-13 to 2-28-15).

Spot Speed Study

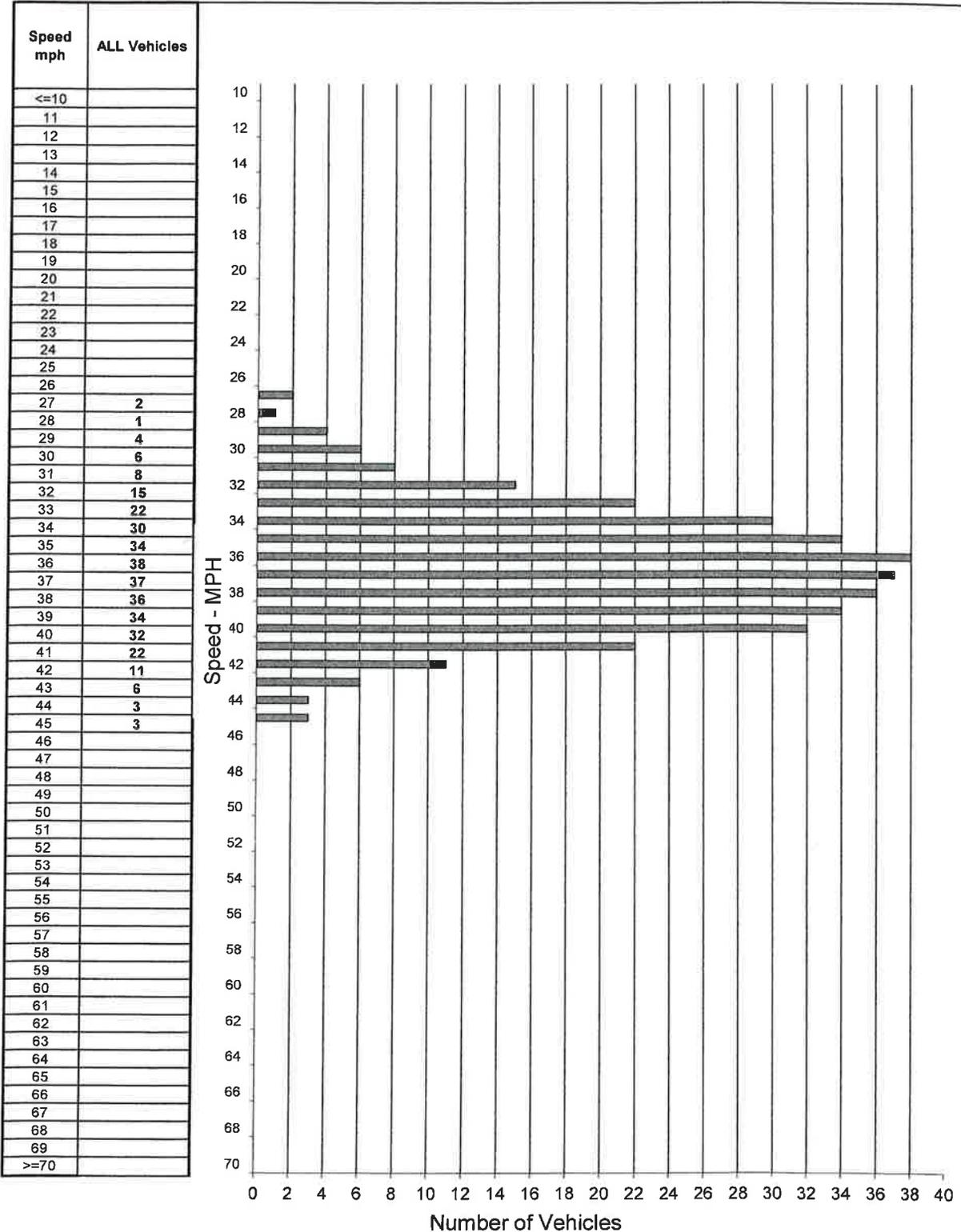
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/17/2015
TIME: 13:55-15:55

Location: Julian Ave 490' E/O Pino Dr
Posted Speed: 40 Good Project#: 15-4186-002

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	344	27 - 45	37 mph	40 mph	32 - 41	300	87%	6% / 21	7% / 23

Spot Speed Study

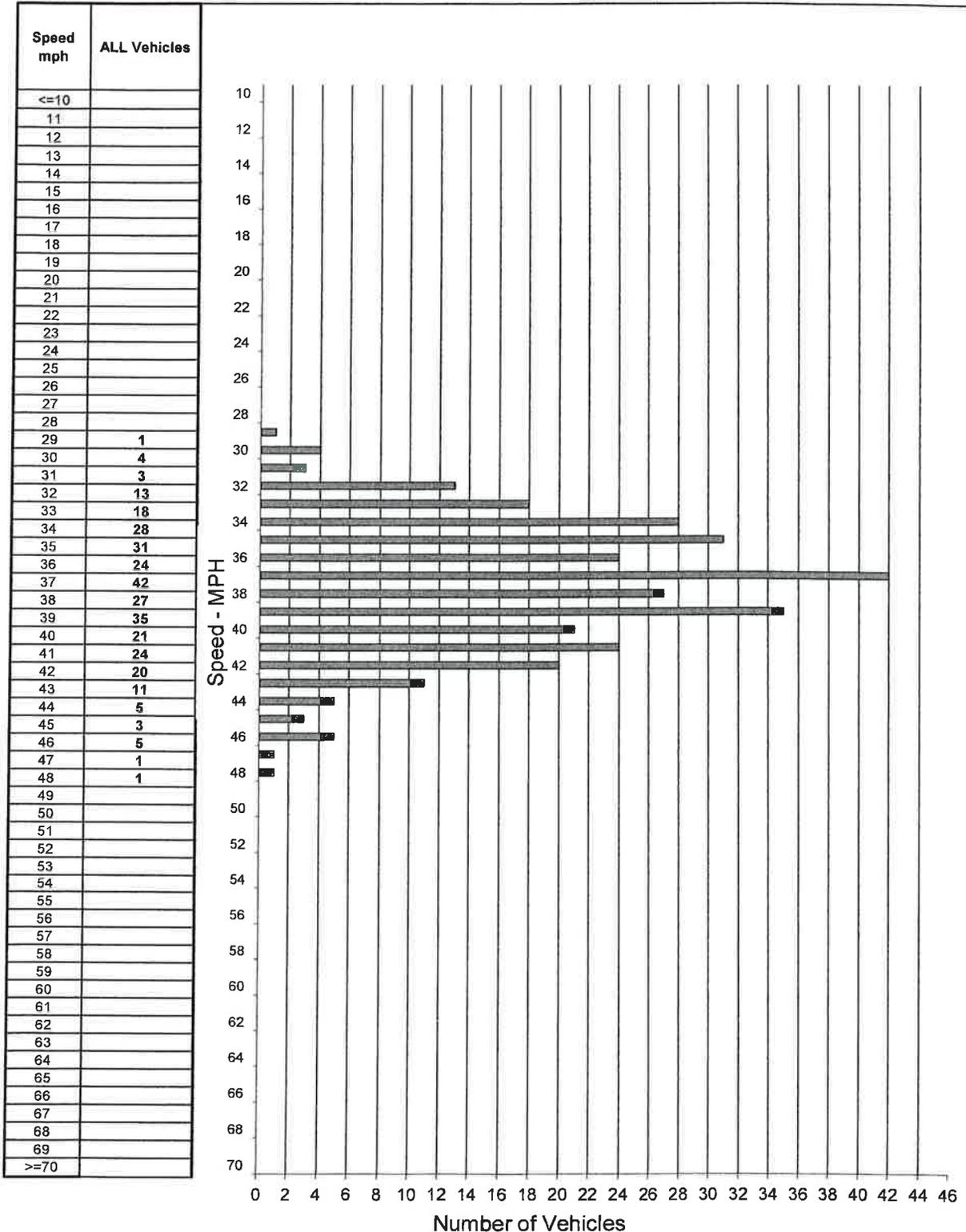
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/17/2015
TIME: 11:45-13:45

Location: Julian Ave 230' w/o Cypress St
Posted Speed: 40 Good Project#: 15-4186-001

Eastbound & Westbound Spot Speeds

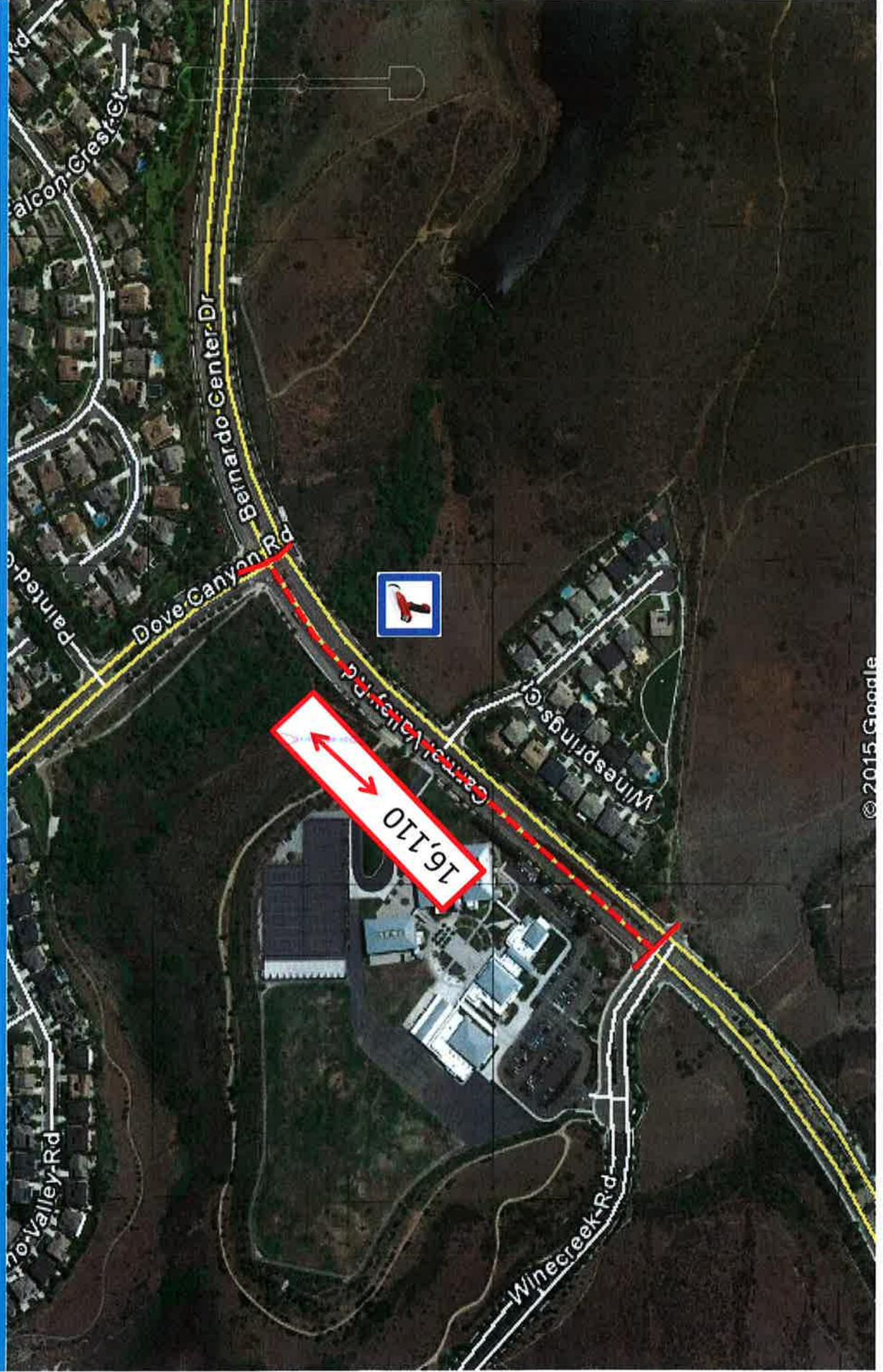


SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	317	29 - 48	37 mph	41 mph	33 - 42	270	85%	6% / 21	9% / 26

(3-A) RADAR RECERTIFICATION CARMEL VALLEY ROAD:

FROM THE SAN DIEGO CITY LIMIT TO WINECREEK ROAD

0.3 MILES



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 11, 2015 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Carmel Valley Road from the San Diego City Limit (near Winecreek Road) to Dove Canyon Road (a distance of 0.3 miles) 4S Ranch (Thos. Bros. 1169 G-5) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 50 MPH speed limit.

Existing Traffic Devices

Carmel Valley Road is a striped multi-lane roadway that varies from 99 feet to 102 feet wide. It has a raised median separating both directions of travel. The road is posted 50 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volume</u>	<u>6/15</u>	<u>4/09</u>
Carmel Valley Road: E/o Winecreek Rd	16,110	14,250

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Carmel Valley Road: 800' S/o Dove Cyn Rd	(2015) 52.0 MPH (2009) 51.7 MPH	43-52 43-52	67.0% 66.5%

Collision Data

There have been no reported collisions along this segment in the last five year one month period (1-1-10 to 2-28-15).

Spot Speed Study

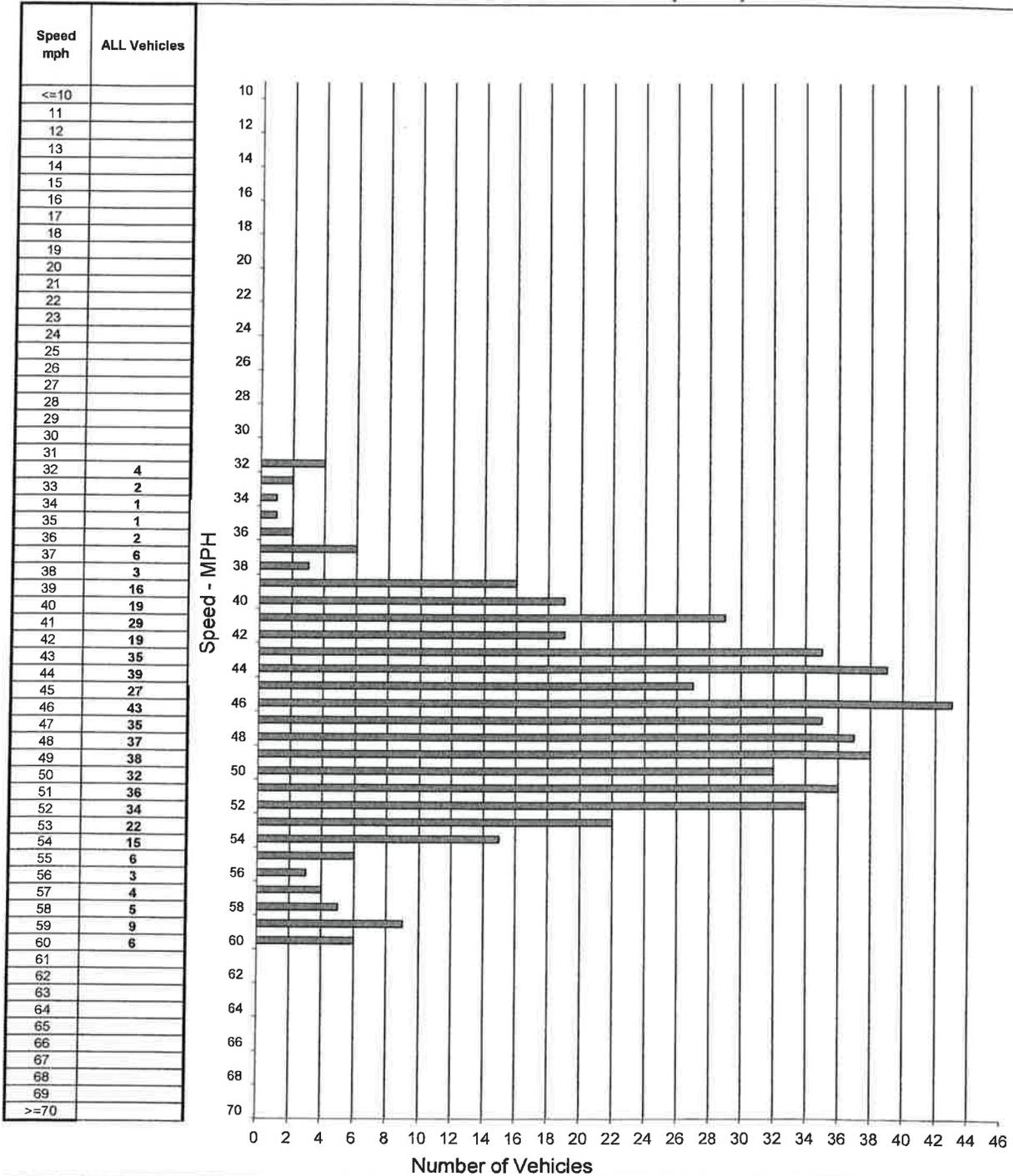
Prepared by: National Data & Surveying Services

City of San Diego

DATE: 6/17/2015
TIME: 09:20-11:20

Location: Carmel Valley Rd 800' S/O Dove Canyon Rd
Posted Speed: 50 Clear+Cool Breeze Project#: 15-4186-006

Eastbound & Westbound Spot Speeds

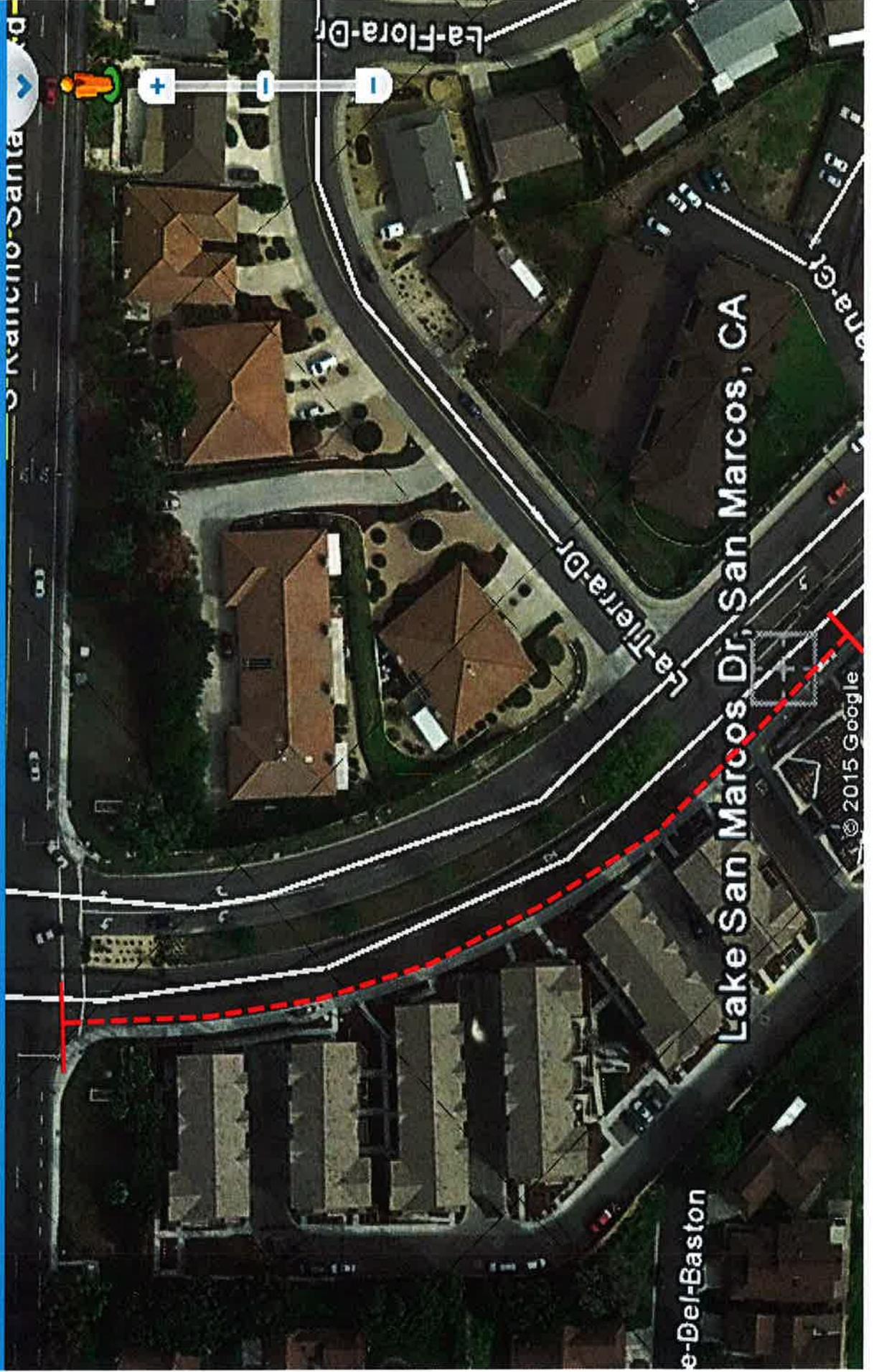


SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	528	32 - 60	47 mph	52 mph	43 - 52	356	67%	19% / 102	14% / 70

(5-A) PARKING PROHIBITION LAKE SAN MARCOS DRIVE:

SOUTH SIDE FROM RANCHO SANTA FE ROAD EASTERLY

540 FEET



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 11, 2015 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Parking Prohibition

LOCATION: Lake San Marcos Drive, south side from Rancho Santa Fe Road easterly 540 feet LAKE SAN MARCOS (Thos. Bros. 1128 C2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Parking Prohibition

PROBLEM AS STATED BY REQUESTER:

This item was continued from the June 12, 2015 meeting to allow for input from additional stakeholders identified by the Committee.

Due to the completion of adjacent condos/town homes and street improvements which include sidewalks for pedestrians, this existing Parking Prohibition is no longer necessary.

Existing Traffic Devices

Lake San Marcos Drive is a striped four-lane roadway that measures a total of 78 feet wide. It is separated by an 18 foot wide, raised planted median. The road is posted 25 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

Collision Data

There have been no reported collisions in this segment in the last five year, one month period (1-1-10 to 2-28-15).



LAKE SAN MARCOS COMMUNITY ASSOCIATION
"Building a Better Community"

1030 La Bonita Drive, Suite 342 • Lake San Marcos, CA 92078 • Tel. & Fax: 760-744-4306 • office@lsmca.com

June 10, 2015

Mr. Kenton Jones
Chief of Safety and Loss Mitigation
DPW Traffic Engineering (O-334)
County of San Diego

Re: Proposed Changes to Curb-side Parking Prohibition adjacent to the new Seaglass condominium project on Lake San Marcos Drive at the entrance to Lake San Marcos.

The Lake San Marcos Community Association (LSMCA) is charged by its 1,300 member families with representing their collective interests in maintaining and enhancing their quality of life and safety within the Lake.

The LSMCA board would like to go on record as objecting to the possibility of the existing curb-side parking prohibition being removed in the approximately 500 foot in length adjacent to the entrance to the Lake.

Our concerns are related to both SAFETY and VISUAL IMPACTS on Lake San Marcos residents and visitors.

SAFETY:

The entrance to the Lake is a sweeping, downward slope curve, with limited visibility. This is a particularly challenging situation for residents, guests, and commercial traffic entering the Lake from the left turn lane on Rancho Santa Fe. This turn starts as a sweeping left turn and would become considerably more difficult if the curbside lane width were reduced from 20 to 12 feet, and allotting 8 feet to curb-side parking adjacent to the Seaglass condominiums.

We are experiencing, and enjoying, considerably more bicycle riders touring through the lake. Reduced, curb-side lane width will reduce the margin for safety of riders entering the lake.

If parking were permitted in the subject area, Seaglass residents and guests exiting their vehicles would have limited visibility to fast approaching vehicles entering the lake and, we believe, would be subject to an unnecessary risk of being injured.

Lake San Marcos Drive has become the primary entrance for commercial vehicles, due to multiple speed bumps installed on lower San Pablo Drive. Many of the commercial vehicles are long semis, requiring additional turning space. Reduced lane width on the curb side would make their entry more difficult and dangerous to persons and parked vehicles.

VISUAL IMPACTS:

Lake San Marcos has been considered by most to be a unique, residential community since its inception. Inclusive of Golfing, resort and recreation features enjoyed by the residents and guests have been augmented by community serving shops and professionals. Recently, a major residential care facility was built, and Seaglass condominiums were approved by County planners, in spite of concerns from residents regarding it's density and imposing location adjacent to the main entrance replacing what had been a rather pastoral area for years.

The density of the Seaglass units makes a strong visual statement as you enter the Lake. Some drivers have commented on it being a bit distracting as they drive in, thus requiring an extra degree of caution on their part. Adding a string of vehicles parked at the curb whose driver doors might open at any moment adds to further distraction and unnecessary clutter, in our opinion.

We request that Staff and the County TAC consider our concerns and extend the existing curb parking prohibition within the initial 500 feet for an indefinite period when it is considered at their June 12th meeting.

Thank you for your consideration.

Sincerely,



Carol Alexander

President

Lake San Marcos Community Association

Cc: Board of Directors

Johnson, Patricia

From: Jones, Kenton R.
Sent: Thursday, June 11, 2015 4:23 PM
To: Denis Chamberlain
Cc: Bob Campbell; Pasumarthi, Murali; Pieters, Werner; Johnson, Patricia
Subject: RE: Parking on Lake San Marcos Drive

Hi Denis,

Very much appreciate the communication. This will be shared with the Committee in the morning.

Regards,

Kenton R. Jones, PE, MSCE
Chief of Safety & Loss Mitigation
DPW Traffic Engineering (O-334)
(858) 694-3843

From: Denis Chamberlain [<mailto:doc7eagle@yahoo.com>]
Sent: Thursday, June 11, 2015 3:46 PM
To: Jones, Kenton R.
Cc: Bob Campbell
Subject: Parking on Lake San Marcos Drive

Kenton,

The Lake San Marcos Security Patrol Association opposes any change in the parking on Lake San Marcos Drive. Seaglass has requested that the parking prohibition for the first 550 feet on Lake San Marcos Drive be removed. LSM Security Patrol opposes this change because of safety concerns in accessing the area and visually patrolling it. Thank you.

Jane Koning, President

Denis Chamberlain, board member