

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
OCTOBER 23, 2015**

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from 10-23-15**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 1</u>			
1-A. RADAR RECERTIFICATION	BONITA ROAD	BONITA	SWEETWATER
1-B. RADAR RECERTIFICATION	SWEETWATER ROAD	BONITA	SWEETWATER
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. RADAR RECERTIFICATION	VISTA RAMONA	RAMONA	RAMONA
2-B. SPEED LIMIT	GRAND AVENUE	SPRING VALLEY	SPRING VALLEY
2-C. INTERSECTION REVIEW	KEMPTON ST @ SAN FRANCISCO ST	SPRING VALLEY	SPRING VALLEY
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. RADAR RECERTIFICATION	VESPER ROAD	VALLEY CENTER	VALLEY CENTER
5-B. RADAR RECERTIFICATION	OLD CASTLE ROAD	ESCONDIDO	VALLEY CENTER
5-C. RADAR CERTIFICATION	OLD CASTLE ROAD	ESCONDIDO	VALLEY CENTER
5-D. SPEED LIMIT	FLOWERWOOD LANE	FALLBROOK	FALLBROOK
5-E. INTERSECTION REVIEW	FLOWERWOOD LANE	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Bonita Road from the Chula Vista City Limit (near Bonita Christian Center Drive) easterly to Sweetwater Road, (a distance of 1.40 miles) BONITA (Thos. Bros. 1310-J2) Sweetwater Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Bonita Road 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

Bonita Road is a striped Through Highway. It measures from 36 to 84 feet wide with differing roadway characteristics, from a two-lane roadway to a multi-lane with a painted island separating both directions of travel. There are bikes lanes along both sides of the road. The road is posted 45 MPH and is radar enforced. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>04/14</u>	<u>04/09</u>	
Bonita Road: W/o Frisbie St	9,970	9,610	
	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Bonita Road: @ Frisbie Street	(2015) 46.7 MPH (2009) 47.0 MPH	35-44 38-47	71.0% 69.0%

Collision Data

There have been six reported collisions, two of which involved injuries along this segment in the last five year, one month period (1-1-10 to 2-28-15).

Discussion

The result of the recent speed survey (46.7 MPH) supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established in 1969 and radar certified in 2009. This posting 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 Bonita Road from the Chula Vista City Limit (near Bonita Christian Center Drive) easterly to Sweetwater Road.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 1-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Sweetwater Road between Central Avenue and Plaza Bonita Center Way (a distance of 2.10 miles) BONITA (Thos. Bros. 1310-E3) Sweetwater 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

Sweetwater Road is a striped two-lane Through Highway that measures from 38 feet to 57 feet wide. There is edge striping on both sides of the roadway. There is a "No Stopping/Tow-Away Zone in the vicinity of Rohr Park. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Community Collector/Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>8/15</u>	<u>4/09</u>		
Sweetwater Road:				
W/o Valley Vista Wy	15,690	17,130		
E/o Willow St	7,505	8,110		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Spot Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Sweetwater Road:				
1,600' E/o Willow St	(2015) 45.0 MPH	35-44	73.0%	
	(2009) 47.2 MPH	39-48	77.7%	
700' W/o Valley Vista Wy	(2015) 45.0 MPH	36-45	75.0%	
	(2009) 49.0 MPH	38-47	66.0%	

Collision Data

There have been five reported collisions, one of which involved injury along this segment in the last 5 year, 1 month reporting period (1-1-10 to 2-28-15).

Discussion

The posted 45 MPH speed limit was established in 1969 and radar certified in 1998. The results of the recent speed surveys (both 45.0 MPH) along with current roadway conditions support continued radar speed enforcement. Sweetwater Road acts as a connecting link between the City of Chula Vista easterly to a more rural Bonita. 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.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Sweetwater Road between Central Avenue and Plaza Bonita Center Way.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Vista Ramona Road from Old Julian Highway to a point 1,000 feet north of Rutherford Road (a distance of 1.55 miles) RAMONA (Thos. Guide 1153-C7) Ramona 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

Vista Ramona Road is a striped two-lane Through Highway that measures from 23 feet to 40 feet wide. There is edge striping on both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Community Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>		<u>4/15</u>	<u>8/02</u>	
Vista Ramona Road: S/o Old Julian Highway		4,800	3,670	
<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Vista Ramona Road:				
400' W/o Arena Way	(2015)	49.0 MPH	40-49	75.0%
	(2009)	51.0 MPH	40-49	51.0%
400' W/o Oak Ridge Ln	(2015)	48.0 MPH	40-49	76.0%
	(2009)	49.0 MPH	38-47	66.0%

Collision Data

There have been 21 reported collisions, seven of which involved injury along this segment in the last 5 year, 1 month reporting period (1-1-10 to 2-28-15).

Discussion

The posted 50 MPH speed limit was established in 2003 and radar certified in 2009. The results of the recent speed surveys (48.0 and 49.0 MPH) support recertification for continued radar speed enforcement. Vista Ramona Road serves as a rural residential connecting link between rural Ramona and San Diego Country Estates. The posted 50 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. Representatives from the CHP indicated Vista Ramona Road 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 50 MPH speed limit posting on Vista Ramona Road from Old Julian Highway to a point 1,000 feet north of Rutherford Road.

Maker: Ouadah Second: Hadley Vote: 8 in favor, 1 opposed

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Grand Avenue from Jamacha Road, southerly to San Carlos Street (a distance of 0.7 miles) SPRING VALLEY (Thos. Guide 1291-B3) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions support radar certification for the existing 35 MPH speed limit.

Existing Traffic Devices

Grand Avenue is a striped two-lane roadway that measures 48 feet wide. The roadway consists of a parking lane and bike lane on both sides with a striped center left turn lane. The road is posted 35 MPH. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **8/15**

Grand Avenue: 3,820

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Grand Avenue:			
100 ft N/o San Francisco St (2015)	40.0 MPH	29-38	77.0%
100 ft N/o San Diego St (2015)	37.0 MPH	29-38	86.0%

Collision Data

There have been 27 reported collisions, 11 of which involved injury along this segment in the last 5 year, 1 month reporting period (1-1-10 to 2-28-15).

Discussion

The results of the recent speed surveys (37.0 MPH and 40.0 MPH), along with roadway conditions, support the existing 35 MPH speed limit posting. Grand Avenue has been posted 35 MPH since 1969 and primarily serves as a residential collector to Jamacha Road and Jamacha Boulevard. The Committee noted the existing 35 MPH speed limit posting is reasonable and reflective of the roadway's overall operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding. The CHP representatives agreed Grand Avenue meets their agency's criteria and radar speed certification will allow an enhanced enforcement presence.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 35 MPH speed limit on Grand Avenue from Jamacha Road, southerly to San Carlos Street be certified for radar speed enforcement.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: All-Way Stop

LOCATION: Kempton Street @ San Francisco Street SPRING VALLEY (Thos. Guide 1291-B3) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

Due to traffic patterns along Kempton Street, please review the intersection of Kempton Street and San Francisco Street for appropriateness of an all-way stop control installation.

Existing Traffic Devices

Kempton Street is a striped two-lane roadway that intersects San Francisco Street/Orville Street and runs north/south and measures 24 feet wide. It is posted 25 MPH, has existing overhead school pedestrian warning signs and flashers, marked yellow crosswalks and speed humps approaching the intersection. This roadway is unclassified on the County General Plan Mobility Element Network.

San Francisco Street/Orville Street are stop controlled with limit lines and pavement legends in place. Both are striped two-lane roadways that measure 24 feet wide. Both roadways are posted 25 MPH. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

09/15

Kempton Street:

S/o San Francisco Street
N/o San Francisco Street

735 NB
1,300 SB

San Francisco Street:

W/o Kempton Street
E/o Kempton Street

1,465 EB
470 WB

Collision Data

There have been four reported collisions at this intersection. Three of them involved injury and one of the three injury related collisions involved a pedestrian, in the last five years, one month (01-01-10 to 02-28-15).

Discussion

Kempton Street has an average daily traffic volume of approximately 2,000 vehicles daily for northbound/southbound travel. San Francisco Street/Orville Street has an average daily traffic volume of approximately 1900 vehicles daily. This intersection is presently stop controlled on San Francisco Street/Orville Street, with a through movement on Kempton Street.

The Committee noted the intersection's existing operating conditions support a higher level of control. The intersection is in close proximity to an Elementary School. There are presently school related signs and legends in place. There is a mast arm with flashing yellow lights that are actively flashing during the schools arrival and dismissal times facing north and southbound traffic on Kempton Street and speed bumps in the vicinity of this intersection. The Committee noted that both roadways are local routes with balanced traffic and are utilized as alternate routes to nearby schools to circumvent congestion and delay on Jamacha Road and Jamacha Boulevard. The California Highway Patrol (CHP) representative and the Principal of Kempton Elementary School stated support for the establishment of all-way stop controls at this intersection.

The Committee concurred and believes the installation of all-way stop controls, stop ahead signs and associated pavement legends will require both northbound and southbound motorists on Kempton Street to stop, look both ways to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions by increasing the level of comfort for all traversing these residential roadways.

Recommendation

The Committee recommends an all-way stop control be established for northbound/southbound traffic on Kempton Street and Eastbound/westbound traffic on San Francisco Street/Orville Street.

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

Necessary Board Action

Add Item No. 000 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Vesper Road from Valley Center Road easterly 3,500 feet (a distance of 0.66 miles) VALLEY CENTER (Thos. Bros. 1190 H-1) Valley Center 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

Vesper Road is a striped two-lane roadway that varies from 26 feet to 31 feet wide. The road is posted 50 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>7/15</u>	<u>4/02</u>	
Vesper Road: E/o Valley Center Rd	1,700	1,120	
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Vesper Road: 2,450' E/o Valley Center Rd (2015)	52.0 MPH	40-49	65.0%
(2009)	52.0 MPH	42-51	66.0%

Collision Data

There have been 6 reported collisions, 3 of which involved injury along this segment, in the last five year one month period (1-1-10 to 2-28-15).

Discussion

The posted 50 MPH speed limit was established and radar certified in 2002. The result of the recent speed survey (52.0 MPH) support recertification for continued radar speed enforcement. Vesper Road serves as a rural connecting link between rural Valley Center and Valley Center Road. The posted 50 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.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Vesper Road from Valley Center Road easterly 3,500 feet.

Maker: Fleishman, Pennings: Scott Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Old Castle Road from Champagne Boulevard easterly
3,400 feet (a distance of .64 miles) ESCONDIDO
(Thos. Bros. 1069 B-6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Old Castle Road is a striped two-lane roadway that varies from 26 feet to 41 feet wide. There is edge striping both sides of the roadway. The road is posted 50 MPH. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>7/15</u>	<u>5/04</u>		
Old Castle Road E/o Old Castle Place		8,100		
150 ft E/o Costalota Rd	7,130			
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Old Castle Road: 300 ft E/o Indian Hill Place (2015)	50.9 MPH	42-51	75.0%	

Collision Data

There have been 3 reported collisions, 2 of which involved injury along this segment, in the last five year one month period (1-1-10 to 2-28-15).

Discussion

The Committee discussed combining this 0.64 mile segment with the adjacent 0.60 segment of Old Castle Road which is posted 45 MPH. Combining them will provide motorists with a sense of continuity by making this a contiguous 1.24 mile radar enforced segment. The result of the recent speed survey (50.9 MPH), along with conditions not readily apparent to the motorists, including driveway density support reducing this existing 50 MPH speed limit posting to 45 MPH with radar enforcement.

Radar speed enforcement has proven to be an effective tool against excessive speeding. The CHP representatives agreed Old Castle Road meets their agency's criteria and radar speed certification will allow an enhanced enforcement presence.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 50 MPH speed limit on Old Castle Road from Champagne Boulevard easterly 3,400 feet be reduced to 45MPH, certified for radar speed enforcement and combined with the adjacent 0.6 mile segment from a point 3,400 feet east of the east line of Champagne Boulevard easterly to a point 550 feet east of Mile Post 6.

CONDITIONS NOT READILY APPARENT TO MOTORISTS:

Adjacent 45 MPH posted segment provides continuity and consistency from Champagne Boulevard to a point 550 feet east of Mile Post 6.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Old Castle Road from a point 3,400 feet east of the east line of Champagne Boulevard easterly to a point 550 feet east of Mile Post 6 (a distance of 0.6 miles) ESCONDIDO (Thos. Bros. 1069 B-6)

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 could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Old Castle Road is a striped two-lane roadway that varies from 26 feet to 41 feet wide. There is edge striping both sides of the roadway. The "traffic calming area" is identified by flashing yellow beacons and special identifying signs. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>7/15</u>	<u>5/04</u>		
Old Castle Road E/o Old Castle Place		8,100		
150 ft E/o Costalota Rd	7,130			
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Old Castle Road: 400 ft W/o Costalota Rd	(2015) 52.0 MPH (2008) 44.0 MPH	44-53 36-45	72.0% 66.0%	

Collision Data

There have been 7 reported collisions, 3 of which involved injury along this segment, in the last five year one month period (1-1-10 to 2-28-15).

Discussion

Old Castle Road from a point 3,400 feet east of the east line of Champagne Boulevard easterly to a point 550 feet east of Mile Post 6 primarily serves as a residential collector from easterly to rural Escondido and further to Valley Center. It is posted 45 MPH Radar Enforced.

The Committee discussed combining this 0.60 mile segment with the adjacent 0.64 westerly segment of Old Castle Road which is posted 50 MPH. Combining them and reducing the westerly segment's speed limit to 45 MPH, will provide motorists with a sense of continuity by making this a contiguous 1.24 mile radar enforced segment. The result of the recent speed survey (52.0 MPH) along with conditions not readily apparent to the motorist including driveway density support retaining the existing 45 MPH Radar Enforced speed limit posting.

Radar speed enforcement has proven to be an effective tool against excessive speeding. The CHP representatives agreed Old Castle Road meets their agency's criteria and radar speed certification will allow an enhanced enforcement presence.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 45 MPH speed limit on Old Castle Road from a point 3,400 feet east of Champagne Boulevard easterly to a point 550 feet east of Mile Post 6 Champagne be recertified for radar speed enforcement and combined with the adjacent 0.64 mile 45 MPH Radar Enforced segment from Champagne Boulevard easterly 3,400 feet.

CONDITIONS NOT READILY APPARENT TO MOTORISTS:

Driveway density, adjacent 45 MPH Radar Enforced Segment will provide continuity and consistency from Champagne Boulevard to a point 550 feet east of Mile Post 6.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit

LOCATION: Flowerwood Lane from Pala Road/SR-76 northerly to Knottwood Drive (a distance of 1.17 miles) FALLBROOK (Thos. Bros. 1048 C-3) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit review

PROBLEM AS STATED BY REQUESTER:

Flowerwood Lane from Pala Road/SR-76 northerly to Knottwood Drive is unposted. Preliminary review of prevailing speeds and roadway conditions could support the establishment of a formal speed limit posting.

Existing Traffic Devices

Flowerwood Lane is a two-lane roadway that measures 40 feet wide. The road is unposted. The road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **08/15**

Flowerwood Lane
@ 3863 Flowerwood Lane 460*

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Flowerwood Lane: 800 ft N/o Limber Pine Road (2015)	32.0 MPH	23-32	87.0%

Collision Data

There have been no reported collisions along this segment of roadway in the last five year, one month period (01-10-10 to 02-28-15)

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (32.0) could support a 30 MPH speed limit.

Flowerwood Lane is an unposted road governed by the Statewide Maximum 55 MPH speed limit and the basic speed law. In response to community concerns with excessive speeding, a recent review of existing operating conditions indicate the roadway length meets the criteria for establishment of a formal speed limit posting. Flowerwood Lane has differing operating characteristics along the 1.17 mile length. There are areas of qualifying residential density and other portions that border the golf course and access the three golf cart crossings. Additionally, there is a presence of pedestrians. The prevailing speed (32.0 MPH) and these roadway conditions not readily apparent support a formal 25 MPH speed limit along with radar certification.

The representative from the California Highway Patrol – Oceanside office expressed support for the proposed 25 MPH speed limit and radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along the entirety of Flowerwood Lane.

County staff informed the Committee of a recent conversation with a representative from the Sycamore Ranch Community who indicated support for the posted 25 MPH speed limit with radar speed enforcement.

CONDITIONS NOT READILY APPARENT TO MOTORISTS:

Resident density, numerous driveways, three golf cart crossings and a strong pedestrian presence.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 25 MPH speed limit, along with radar speed enforcement certification, on Flowerwood Lane from Pala Road/SR-76 northerly to Knottwood Drive.

Maker: Campbell, Second: Gaffney Vote: 9-0

Necessary Board Action

Add Section 72.169.55.4. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2015 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Review

LOCATION: Flowerwood Lane the Sycamore Ranch Community
FALLBROOK (Thos. Bros. 1048 C-4`)

INITIATED BY: DPW Traffic Engineering

REQUEST: Review and accept four existing stop controlled locations on Flowerwood Lane into the County Maintained System

PROBLEM AS STATED BY REQUESTER:

Flowerwood Lane was recently brought into the County maintained system. There are four intersecting roads along Flowerwood Lane that are controlled with stop signs. These stop signs were installed through a private developer and were not brought into the County maintained system as approved controls on signing/stripping plans.

These stop signs have been in place for approximately 10-15 years and appear to be operating well. The stop controls are on the terminating stem of a tee-intersection and are consistent with driver expectation per the California Vehicle Code (CVC) section 21800. CVC 21800 indicates the driver of a vehicle on a terminating highway shall yield the right of way to the through highway.

STOP CONTROLLED INTERSECTIONS:

1. Staghorn Court at Flowerwood Lane
2. Limber Pine Road at Flowerwood Lane
3. Brushwood Lane at Flowerwood Lane
4. Mendenaro Court at Flowerwood Lane

Discussion

Sycamore Ranch Community was built approximately 15 years ago, in the Fallbrook area. The roads throughout this community have been formally accepted the County-maintained road system.

There are four intersecting roads along Flowerwood Lane that are controlled with stop signs. Staghorn Court at Flowerwood Lane, Limber Pine Road at Flowerwood Lane, Brushwood Lane at Flowerwood Lane and Mendenaro Court at Flowerwood Lane. These stop signs were installed through a private developer and were not shown on original signing/stripping plans. These stop controlled intersections were installed and have been functioning well for ten plus years. The Committee believes that based upon this and

Discussion (continued)

meeting the installation guidelines that they should be accepted into the County maintained system through the Resolution process.

Recommendation

The Committee recommends the existing stop controls be established for motorists entering traffic on Flowerwood Lane at the intersections of; Staghorn Court at Flowerwood Lane, Limber Pine Road at Flowerwood Lane, Brushwood Lane at Flowerwood Lane, Mendenaro Court at Flowerwood Lane.

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

Necessary Board Action

Add Item No's. 709,710,711 and 712 to Traffic Resolution No. 304 relating to Stop Intersections.