

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 12, 2015

Minutes

Agenda:

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

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

SUPERVISORIAL DISTRICT 1

1-A.	RADAR RECERTIFICATION	BONITA RD	BONITA	SWEETWATER
1-B.	INTERSECTION REVIEW	PROCTOR VALLEY RD @ SAN MIGUEL RD	BONITA	SWEETWATER

SUPERVISORIAL DISTRICT 2

2-A.	RADAR RECERTIFICATION	BRABHAM ST	RHO SAN DIEGO	VALLE DE ORO
2-B.	RADAR RECERTIFICATION	CHASE AV	EL CAJON	VALLE DE ORO
2-C.	RADAR RECERTIFICATION	JAMACHA RD	SPRING VALLEY	SPRING VALLEY
2-D.	BUS LOADING ZONE	GRAVES AV	EL CAJON	LAKESIDE

SUPERVISORIAL DISTRICT 5

5-A.	PARKING PROHIBITION	LAKE SAN MARCOS DR	LAKE SAN MARCOS	N/A
------	------------------------	-----------------------	--------------------	-----

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Bonita Road from the Chula Vista City Limit (near Plaza Bonita Road) easterly to the Chula Vista City Limit (near Willow Street), (a distance of 1.27 miles) BONITA (Thos. Bros. 1310-E5) Sweetwater Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Bonita Road 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.

Existing Traffic Devices

Bonita Road is a striped four-lane Through Highway. It measures 82 feet wide. The west end of Bonita Road has a raised median separating both directions of travel. The remaining roadway has a two-way left turn lane. There are bikes lanes along both sides of the road. The road is posted 50 MPH and is radar enforced. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>04/15</u>	<u>04/09</u>
Bonita Road W/o Andorra Way:	*29,500	*28,890

*Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Bonita Road:			
1000' E/o Andorra Way (2015)	53.6 MPH	44-53	65.0%
(2009)	53.5 MPH	46-55	84.0%
1900' W/o Willow Street (2015)	52.4 MPH	41-50	65.0%

Collision Data

There have been five reported collisions, three of which involved injuries 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 in 2008 and radar certified in 2009. The results of the recent speed surveys (53.5 MPH and 53.6 MPH) support recertification for continued radar speed enforcement. Bonita Road serves as a suburban inter-connecting link between the Chula Vista City limits. 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. The representative from the California Highway Patrol indicated Bonita 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 Bonita Road from the Chula Vista City Limit (near Plaza Bonita Road) easterly to the Chula Vista City Limit (near Willow Street).

Maker: Finley, Second: Lake Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 1-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: Proctor Valley Road and San Miguel Road, BONITA
(Thos. Bros. 1291-B7) Sweetwater Community
Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

The Sweetwater Community Planning Group requested that the TAC review the "tee" intersection of Proctor Valley Road and San Miguel Road for an all-way stop control installation.

Existing Traffic Devices

San Miguel Road is a striped two-lane roadway that measures 24 feet wide. The road is posted 25 MPH. This roadway is classified as a Minor Collector on the County General Plan Mobility Element Network.

Proctor Valley Road is a two-lane roadway that "tees" into San Miguel Road from the south. It measures 32 feet wide and is stop controlled. This roadway is classified as a Local Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>02/15</u>
Proctor Valley Road S/o San Miguel Road	3,260 NB
San Miguel Road: W/o Proctor Valley Road E/o Proctor Valley Road	4,450 EB 512 WB

Collision Data

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

Discussion

This tee intersection is currently controlled by a northbound stop control on Proctor Valley Road where it tees into San Miguel Road. Staff presented a visual essay of the one-way stop controlled intersection to the Committee.

The spokesperson for the Sweetwater Community Planning Group (CPG) addressed the Committee and conveyed the communities request for an all-way stop controlled intersection at Proctor Valley Road and San Miguel Road. The spokesperson provided a visual presentation for the benefit of the Committee. The spokesperson indicated that an all-way stop at this intersection would improve lines-of-sight, enhance intersection operations for increasing traffic volumes, and match the other all-way stop or signalized intersections to the west along San Miguel Road and to the south along Proctor Valley Road corridor. The spokesperson indicated there is no community support for an alternative to modify the intersection to a centerline striped curve connecting the south and west legs.

The officer from the California Highway Patrol -- San Diego Office that patrols the area indicated that a centerline striped curve connecting the south and west legs was not a safe solution and an all-way stop control at this intersection would be expected to improve intersection operations.

Traffic engineering staff reported that staff previously presented the intersection analysis to the Sweetwater CPG and discussed options for Community consideration that includes no regulatory changes and consideration of a centerline striped curve connecting west and south legs of the intersection based on predominant traffic flow. Staff also reported that a large eucalyptus tree in the southeast corner of the intersection occasionally becomes overgrown. Based on the CPG's recommendation, the tree has recently been trimmed of mature vegetation. Additionally, directional signs for Sweetwater Community Park in the southeast corner have been relocated to enhance visibility. Lastly, staff recently installed a small edge line to provide positive guidance for eastbound motorists approaching the intersection.

The Committee discussed an all-way stop control's primary function is to assign more positive right of way at an intersection where a one-way 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 for the majority of daylight hours in a typical day. 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.

The Committee recognized the neighborhood's unique circumstances and increased traffic volumes. The Committee discussed the existing equestrian trailhead located in the vicinity of this intersection. Presently, the equestrian trail on the north side of San Miguel Road at the intersection does not connect to another developed trail on Proctor Valley Road. DPW staff indicated that the San Miguel Road equestrian trail formally crosses San Miguel Road at Conduit Road. This was the basis for the previously

installed all-way stop at Conduit Road. The Committee also discussed the road safety implications if the large eucalyptus tree were to snap and fall either on the street or onto the adjacent property.

The Committee 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 experience. This location is demonstrating only morning and evening peak hour traffic and there are no documented collisions at this location. Since the intersection has a positive safety record and the intersection's entering volumes are not balanced on all approaches, concern was expressed with unnecessary delay and unguaranteed stop compliance at unwarranted stop controls, particularly since an all-way stop control is an extreme regulatory measure whose installation requires careful consideration. The Committee does not believe an all-way stop control is an appropriate control at this time.

The Sweetwater CPG requests this item be continued to a future TAC meeting to allow for discovery of the feasibility of constructing a trailhead in the vicinity of this intersection. Upon completion of a trailhead, the CPG will ask to readdress this item.

The Committee recommends this intersection be brought back for further review. Additionally, removal of the large eucalyptus tree on the southeast corner of San Miguel Road in the County right-of-way and the relocation of the equestrian trailhead to a spot further east of the intersection, were suggested.

Recommendation

The Committee recommends an all-way stop control not be established at the intersection of San Miguel Road and Proctor Valley Road. The Committee also recommends this matter be brought back for further review.

Maker: Finley, Second: Campbell, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Brabham Street from Jamacha Road (SR-54) easterly to Merlyn Place (a distance of 0.5 miles) RANCHO SAN DIEGO (Thos. Bros. 1272-B4) Valle de Oro 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

Brabham Street is a striped two-lane Through Highway that varies from 40 to 57 feet wide. There is a planted median separating both directions of travel between SR-54 (Jamacha Road) and Hilton Head Road. The road is posted 40 MPH/Radar Enforced. This roadway is unclassified on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>4/15</u>	<u>3/09</u>
Brabham Street: W/o Hilton Head Road	*5,950	*4,780

*Two-Way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Brabham Street: @ Greenwick Road	(2015) 44.5 MPH	33-42	63.0%
	(2008) 45.3 MPH	34-43	62.1%

Collision Data

There have been five reported collisions, one of which involved injury, 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 (44.5 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The 40 MPH speed limit was established in 1992 and radar certified in 2002. 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 California Highway Patrol 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 Brabham Street from Jamacha Road (SR-54) easterly to Merlyn Place.

Maker: Finley, Second: Lake, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Chase Avenue from Jamacha Road (SR-54) easterly to Hillsdale Road (a distance of 0.63 miles) EL CAJON (Thos. Bros. 1272-B2) Valle de Oro 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 45 MPH speed limit.

Existing Traffic Devices

Chase Avenue is a striped four-lane roadway that measures 78 feet wide. It has painted islands separating both directions of travel. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>4/15</u>	<u>8/01</u>
Chase Avenue: N/o Fair Country Road	**12,530	*7,070

*7 Day Average
**Two-way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Chase Avenue: 1,270' N/o Fair Country Road	(2015)	49.1 MPH	40-49	71.0%
	(2009)	47.0 MPH	38-47	76.0%

Collision Data

There have been six reported collisions, one of which involved injury, 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 (49.1 MPH) along with roadway conditions supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established and radar certified in 2000. Chase Avenue serves as access from Jamacha Road (SR-54) and Hillsdale Road/Valhalla High School. Continued radar certification ensures consistency and continuity for radar speed enforcement along Chase Avenue. This posting continues to be reasonable and representative of the roadway's existing 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 California Highway Patrol–El Cajon Office indicated the roadway 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 Chase Avenue from Jamacha Road (SR-54) easterly to Hillsdale Road.

Maker: Finley, Second: Lake Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jamacha Road from Sweetwater Road to the Lemon Grove City Limit (a distance of 0.64 miles) SPRING VALLEY (Thos. Bros. 1290-J2) Spring Valley 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

Jamacha Road is a striped four-lane Through Highway roadway that varies from 70 feet to 97 feet wide. There is a raised median separating both directions of travel from Elkelton Boulevard to the Lemon Grove City Limit. There is a two-way left-turn lane from Elkelton Boulevard to Sweetwater Road. The road is posted 45 MPH/Radar Enforced. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>4/15</u>	<u>1/02</u>
Jamacha Road: W/o Elkelton Blvd	*19,760	*17,660

*Two-Way Count

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Jamacha Road: 250' E/o Darby St	(2015)	46.0 MPH	36-45	68.0%
	(2009)	47.0 MPH	40-49	63.4%

Collision Data

There have been 111 reported collisions, 34 of which involved injuries and 4 that involved pedestrians along this segment in the last five year one month period (1-1-10 to 2-28-15).

Discussion

The posted 45 MPH speed limit was established in 1968 and radar certified in 1988. The result of the recent speed survey (46.0 MPH) along with current road conditions support continued radar speed enforcement. Jamacha Road acts as a connecting link between the SR-125 eastbound and westbound ramps and northerly into more rural Spring Valley. 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 Jamacha Road from Sweetwater Road to the Lemon Grove City Limit.

Maker: Finley, Second: Lake, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zone

LOCATION: Graves Avenue, east side from 40 feet north of Bradley Avenue northerly 120 feet. LAKESIDE (Thos. Bros. (1251-G2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Bus Loading Zone

PROBLEM AS STATED BY REQUESTER:

The Bus Loading Zone on Graves Avenue, east side, from 40 feet north of Bradley Avenue northerly 120 feet is no longer active. It is requested that the following Board approved resolution enacting this bus loading zone be deleted. Deletion of this obsolete resolution will accurately support the current identified bus route on Graves Avenue in the El Cajon community. Removal of the bus loading zone associated signage and red-curbings will allow parking, where appropriate, to take place in this high demand area.

We respectfully request the following Board approved resolution enacting this bus loading zones be deleted:

Graves Avenue (east side)

From a point 40 feet north of Bradley Avenue, northerly 120 feet.

Discussion

A Lakeside resident contacted County staff to request the removal of obsolete red-curbings along the east side of Graves Avenue from 40 feet north of Bradley Avenue northerly 120 feet. County staff identified this location as an obsolete bus loading zone.

The Committee acknowledged that this location is adjacent to a large multi-family residential complex with high on-street parking demand.

Repealing this obsolete bus loading zone and removal of the red-curbings will return parking to the neighborhood. Repeal of this resolution is not expected to negatively impact any roadway operations within the County's Maintained Road System.

Recommendation

The Committee recommends deletion of an obsolete bus loading zone resolution on Graves Avenue, east side from 40 feet north of Bradley Avenue northerly 120 feet.

Maker: Matella, Second: Reinhart, Vote: 11-0

Necessary Board Action

Delete Item No. 183, of Traffic Resolution No. 300 relating to Bus Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2015 Item 5-A

SUPERVISORIAL DISTRICT: 2

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 to a future 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).