

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

April 8, 2016

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

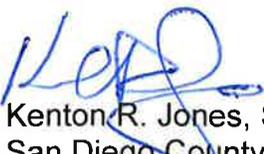
Attached is the tentative agenda for the April 22, 2016, meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the following location:

Department of Public Works,
Second Floor, Room 271
5510 Overland Avenue
San Diego, CA 92123

Your community group may have previously provided formal input on these matters and your group's recommendations would be included as part of the Chief Administrative Officer's report to the Board of Supervisors along with TAC recommendations. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If your community planning/sponsor group representative would like to attend the meeting and participate in the discussion of an item on this agenda, or if you do have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843. TAC staff is available to provide background information on items and to answer questions you may have.

Very truly yours,


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

Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

APRIL 22, 2016 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

AGENDA

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

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 1</u>			
1-A. RADAR RECERTIFICATION	SWEETWATER ROAD	BONITA	SWEETWATER
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. BUS LOADING ZONE	WILLOW ROAD	LAKESIDE	LAKESIDE
2-B. RADAR RECERTIFICATION	FIRST STREET	EL CAJON	LAKESIDE
2-C. RADAR RECERTIFICATION	LAKESIDE AVENUE	LAKESIDE FARMS	LAKESIDE
2-D. RADAR RECERTIFICATION	PROCTOR VALLEY ROAD	JAMUL	JAMUL/DULZURA
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. WEIGHT AND LENGTH RESTRICTION	BUENA CREEK ROAD	SAN MARCOS	TWIN OAKS
5-B. INTERSECTION REVIEW	RAINBOW VALLEY BLVD AND 5TH STREET	RAINBOW	RAINBOW
5-C. TIME LIMIT PARKING	RANCHO SANTA FE VILLAGE	RANCHO SANTA FE	SAN DIEGUITO
5-D. RADAR RECERTIFICATION	SOUTH SANTA FE AVE	SAN MARCOS/VISTA	NORTH COUNTY METRO

1-A. Sweetwater Road between Central Avenue and Bonita Road (1-mile) Radar Recertification



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Sweetwater Road, between Central Avenue and Bonita Road, (a distance of 1 mile) BONITA (Thos. Bros. 1310 J-1) 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 could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Sweetwater Road is a striped two-lane Through Highway that varies from 36 feet to 58 feet wide. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is classified as a Collector on the County General Plan Mobility Element Network).

Average Daily Traffic Volumes **2/16** **3/10**

Sweetwater Road:		
E/o Central Avenue	17,730	16,710
E/o Margaret Street	8,560	9,160

Spot Speed Data **85th Percentile** **10 MPH Pace** **% in Pace**

Sweetwater Road:				
1,000' E/o Central Avenue	2016	48.0 MPH	40-49	90.0%
	2010	45.0 MPH	35-44	74.5%
130' E/o Margaret Street	2016	47.0 MPH	39-48	88.0%
	2010	45.0 MPH	35-44	69.7%

Collision Data

There has been 1 reported collision, along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

VOLUME

Sweetwater Rd 200' E/O Central Ave

Day: Tuesday
Date: 2/23/2016

City: Bonita
Project #: CA16_4043_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,944	8,785	17,729		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			10	17	27	12:00			165	90	255
00:15			6	7	13	12:15			120	101	221
00:30			6	12	18	12:30			119	111	230
00:45			5	27	15	12:45		27	112	516	266
01:00			7	8	15	13:00			111	112	223
01:15			3	5	8	13:15			119	132	251
01:30			6	2	8	13:30			116	112	228
01:45			5	21	8	13:45		21	102	448	257
02:00			3	6	9	14:00			91	150	241
02:15			4	7	11	14:15			121	176	297
02:30			2	6	8	14:30			152	178	330
02:45			2	11	5	14:45		11	161	525	336
03:00			6	7	13	15:00			151	161	312
03:15			6	8	14	15:15			151	200	351
03:30			6	4	10	15:30			153	171	324
03:45			6	24	10	15:45		24	138	593	337
04:00			7	3	10	16:00			159	176	335
04:15			13	5	18	16:15			143	203	346
04:30			12	9	21	16:30			150	209	359
04:45			22	54	34	16:45		54	168	620	385
05:00			26	12	38	17:00			168	177	345
05:15			51	22	73	17:15			215	214	429
05:30			67	24	91	17:30			230	202	432
05:45			76	220	108	17:45		220	193	806	374
06:00			87	41	128	18:00			168	162	330
06:15			112	52	164	18:15			139	180	319
06:30			123	87	210	18:30			131	166	297
06:45			146	468	296	18:45		468	133	571	277
07:00			177	118	295	19:00			124	130	254
07:15			188	134	322	19:15			100	101	201
07:30			125	163	288	19:30			80	89	169
07:45			152	642	337	19:45		642	94	398	190
08:00			177	191	368	20:00			80	86	166
08:15			177	164	341	20:15			87	71	158
08:30			157	103	260	20:30			107	59	166
08:45			157	668	283	20:45		668	87	361	138
09:00			168	132	300	21:00			79	63	142
09:15			115	109	224	21:15			66	57	123
09:30			119	124	243	21:30			61	57	118
09:45			115	517	241	21:45		517	54	260	103
10:00			121	113	234	22:00			46	53	99
10:15			127	104	231	22:15			32	23	55
10:30			130	109	239	22:30			27	29	56
10:45			126	504	225	22:45		504	25	130	54
11:00			147	77	224	23:00			16	26	42
11:15			118	104	222	23:15			17	31	48
11:30			113	88	201	23:30			17	25	42
11:45			128	506	233	23:45		506	4	54	24
TOTALS			3662	3032	6694	TOTALS			5282	5753	11035
SPLIT %			54.7%	45.3%	37.8%	SPLIT %			47.9%	52.1%	62.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	8,944	8,785	17,729		
AM Peak Hour			08:00	07:30	07:30	PM Peak Hour			17:00	16:30	16:45
AM Pk Volume			668	703	1334	PM Pk Volume			806	817	1591
Pk Hr Factor			0.944	0.920	0.906	Pk Hr Factor			0.876	0.941	0.921
7 - 9 Volume	0	0	1310	1184	2494	4 - 6 Volume	0	0	1426	1579	3005
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			17:00	16:30	16:45
7 - 9 Pk Volume	0	0	668	703	1334	4 - 6 Pk Volume	0	0	806	817	1591
Pk Hr Factor	0.000	0.000	0.944	0.920	0.906	Pk Hr Factor	0.000	0.000	0.876	0.941	0.921

VOLUME

Sweetwater Rd 100' E/O Margaret St

Day: Tuesday
Date: 2/23/2016

City: Bonita
Project #: CA16_4043_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	4,412	4,149	8,561		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			3	3	6	12:00			50	54	104
00:15			7	3	10	12:15			61	44	105
00:30			2	4	6	12:30			61	56	117
00:45			10	22	11	12:45			55	227	101
01:00			4	3	7	13:00			51	47	98
01:15			5	0	5	13:15			45	67	112
01:30			4	1	5	13:30			75	60	135
01:45			6	19	8	13:45			77	248	133
02:00			8	2	10	14:00			93	61	154
02:15			0	3	3	14:15			94	74	168
02:30			0	4	4	14:30			57	77	134
02:45			3	11	5	14:45			101	345	165
03:00			2	2	4	15:00			94	58	152
03:15			0	3	3	15:15			86	69	155
03:30			2	4	6	15:30			101	69	170
03:45			2	6	3	15:45			92	373	148
04:00			3	2	5	16:00			132	71	203
04:15			1	10	11	16:15			99	67	166
04:30			3	16	19	16:30			120	75	195
04:45			9	16	23	16:45			116	467	190
05:00			4	22	26	17:00			110	106	216
05:15			6	43	49	17:15			119	94	213
05:30			14	61	75	17:30			110	86	196
05:45			21	45	81	17:45			108	447	165
06:00			16	89	105	18:00			121	69	190
06:15			26	77	103	18:15			94	51	145
06:30			31	55	86	18:30			113	53	166
06:45			40	113	130	18:45			92	420	136
07:00			36	88	124	19:00			104	70	174
07:15			57	80	137	19:15			70	37	107
07:30			60	94	154	19:30			46	33	79
07:45			39	192	142	19:45			61	281	88
08:00			45	93	138	20:00			40	31	71
08:15			49	77	126	20:15			48	21	69
08:30			46	62	108	20:30			38	23	61
08:45			50	190	122	20:45			42	168	61
09:00			47	81	128	21:00			39	25	64
09:15			48	60	108	21:15			31	20	51
09:30			42	55	97	21:30			31	9	40
09:45			56	193	107	21:45			26	127	38
10:00			30	59	89	22:00			17	11	28
10:15			41	44	85	22:15			29	21	50
10:30			51	57	108	22:30			22	16	38
10:45			39	161	97	22:45			18	86	25
11:00			50	60	110	23:00			9	8	17
11:15			53	52	105	23:15			17	9	26
11:30			52	61	113	23:30			7	5	12
11:45			55	210	103	23:45			12	45	20
TOTALS			1178	1932	3110	TOTALS			3234	2217	5451
SPLIT %			37.9%	62.1%	36.3%	SPLIT %			59.3%	40.7%	63.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	4,412	4,149	8,561		
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			16:00	16:45	16:45
AM Pk Volume			227	370	571	PM Pk Volume			467	360	815
Pk Hr Factor			0.930	0.898	0.927	Pk Hr Factor			0.884	0.849	0.943
7 - 9 Volume	0	0	382	669	1051	4 - 6 Volume	0	0	914	630	1544
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:45	16:45
7 - 9 Pk Volume	0	0	201	370	571	4 - 6 Pk Volume	0	0	467	360	815
Pk Hr Factor	0.000	0.000	0.838	0.898	0.927	Pk Hr Factor	0.000	0.000	0.884	0.849	0.943

Spot Speed Study

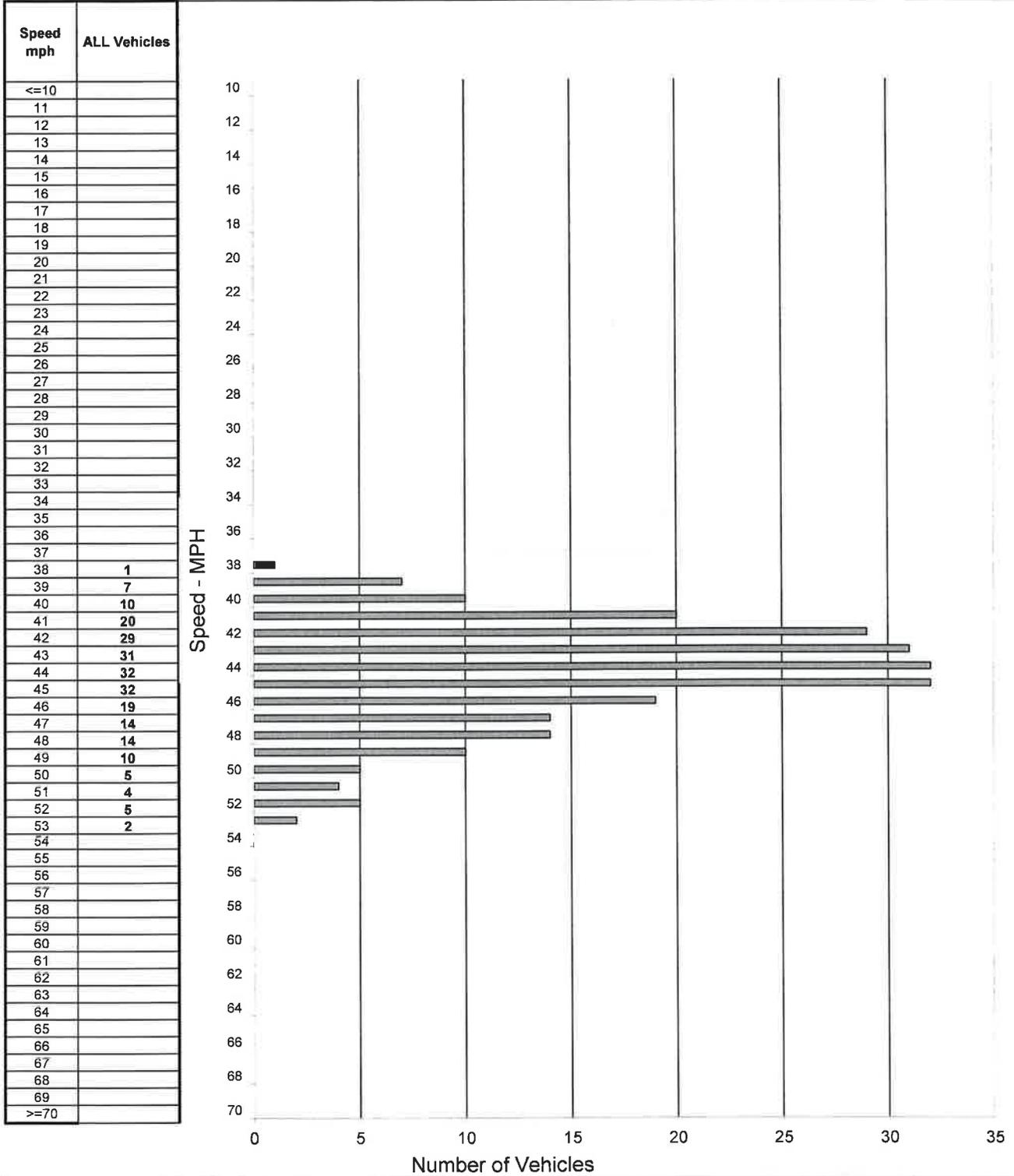
Prepared by: National Data & Surveying Services

City of Bonita

DATE: 2/23/2016
TIME: 09:00-11:00

Location: Sweetwater Rd 1000' E/O Central Ave
Posted Speed: 45 MPH Clear/Dry Project #: 16-4040-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	235	38 - 53	44 mph	48 mph	40 - 49	211	90%	3% / 8	7% / 16

Spot Speed Study

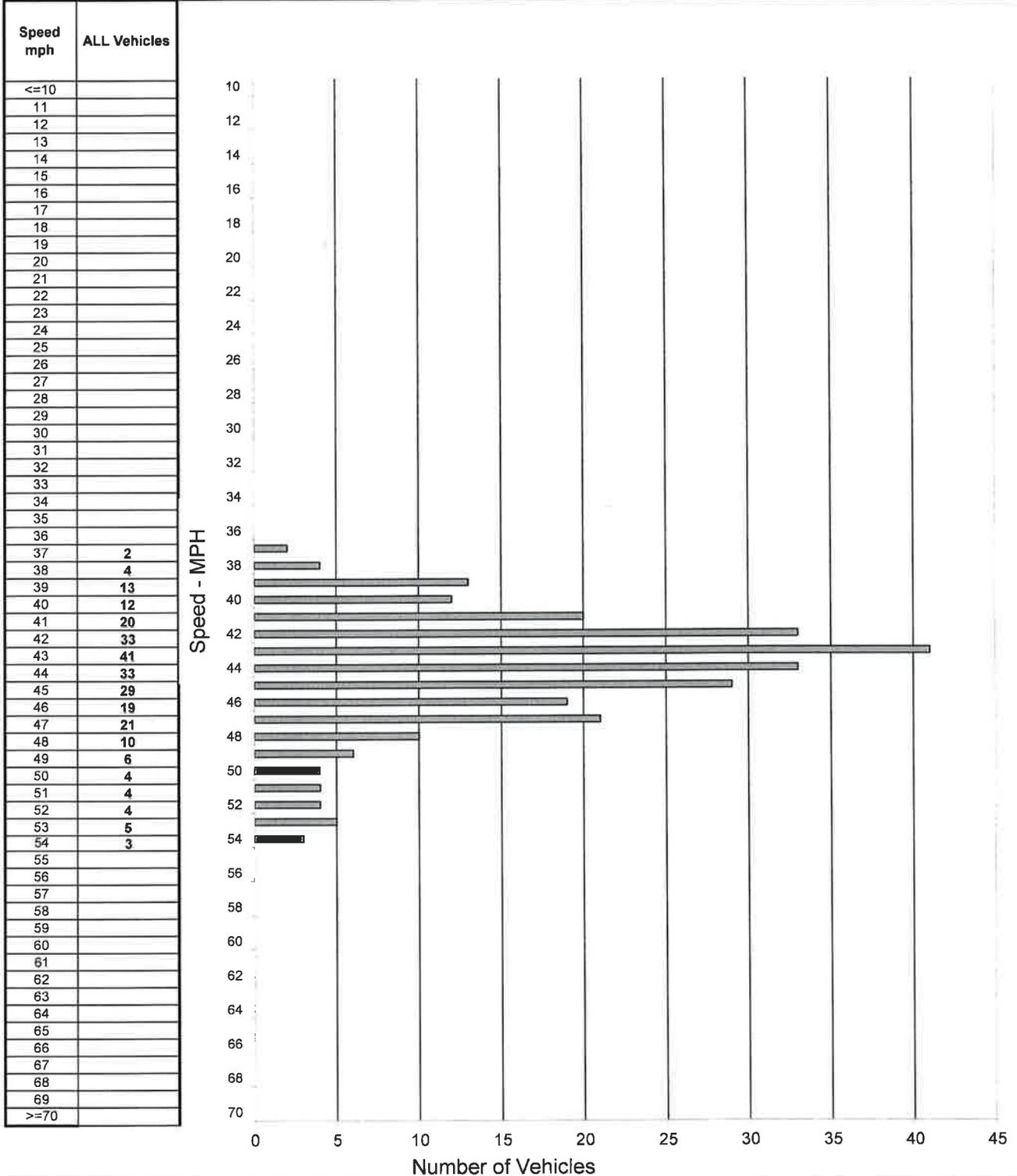
Prepared by: National Data & Surveying Services

City of Bonita

DATE: 2/23/2016
TIME: 11:15-13:15

Location: Sweetwater Rd 130' E/O Margaret St
Posted Speed: 45 MPH Clear/Dry Project #: 16-4040-002

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	263	37 - 54	44 mph	47 mph	39 - 48	231	88%	2% / 6	10% / 26

2-A. Willow Road north side from 270' w/o Wildcat Canyon Road/Ashwood St westerly 170'
Review Bus Loading Zone



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2015 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zone

LOCATION: Willow Road, north side from a point 270 feet west of the west line of Wildcat Canyon/Ashwood Street westerly 170 feet. LAKESIDE (Thos. Bros. (1232-C1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Bus Loading Zone

PROBLEM AS STATED BY REQUESTER:

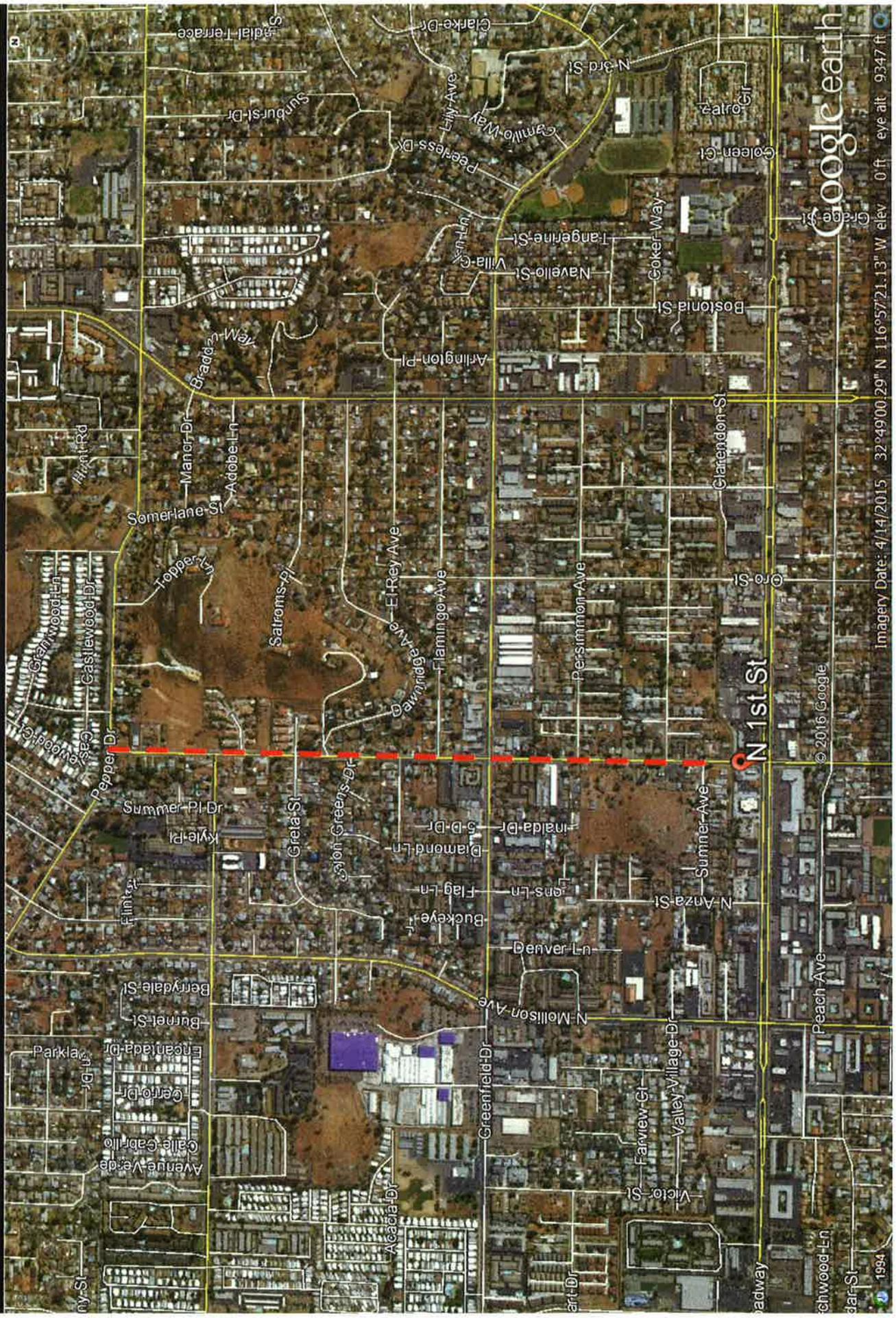
The bus loading zone on Willow Road, north side from a point 270 feet west of the west line of Wildcat Canyon/Ashwood Street westerly 170 feet is no longer active. Staff has confirmed this with the Lakeside Union Transportation Department.

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

Willow Road (north side)

From a point 270 feet west of the west line of Wildcat Canyon Road/Ashwood Street westerly 170 feet.

2-B. First Street from the El Cajon City Limit northerly to Pepper Drive (0.95 Miles)
Radar Recertification



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: First Street, from the El Cajon City Limit northerly to Pepper Drive, (a distance of .95 miles) EL CAJON (Thos. Bros. 1251 H-3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

First Street is a striped two-lane roadway that varies from 22 feet to 42 feet in width. The road is posted 35 MPH/Radar Certified. (NOTE: This roadway is classified as a Light Collector on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>12/15</u>	<u>3/10</u>		
First Street: S/o Bradley Avenue	8,275	5,610		
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
First Street: 100' S/o Persimmon Avenue	2015 37.0 MPH	28-37	87.0%	
	2010 39.0 MPH	29-38	72.2%	

Collision Data

There have been 32 reported collisions, eight of which involved injury along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

VOLUME

First St 130' S/O E Bradley Ave

Day: Tuesday
Date: 12/15/2015

City: El Cajon
Project #: CA15_4356_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					4,460	3,812	0	0	8,272		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	6			10	12:00	63	42			105
00:15	6	10			16	12:15	68	52			120
00:30	13	3			16	12:30	58	51			109
00:45	4	27	7	26	11	12:45	61	250	55	200	116
01:00	9	2			53	13:00	59	52			111
01:15	6	4			10	13:15	61	46			107
01:30	3	1			4	13:30	50	54			104
01:45	3	21	4	11	7	13:45	77	247	51	203	128
02:00	0	1			32	14:00	83	57			140
02:15	1	10			1	14:15	64	60			124
02:30	2	7			9	14:30	58	68			126
02:45	1	4	3	21	4	14:45	108	313	85	270	193
03:00	0	2			25	15:00	91	82			583
03:15	2	3			2	15:15	157	107			173
03:30	2	1			5	15:30	137	110			264
03:45	3	7	2	8	3	15:45	100	485	103	402	247
04:00	4	2			15	16:00	101	75			203
04:15	8	2			6	16:15	97	87			264
04:30	9	3			10	16:30	94	92			247
04:45	7	28	0	7	7	16:45	100	392	63	317	203
05:00	10	7			35	17:00	82	76			163
05:15	17	10			17	17:15	77	65			709
05:30	22	15			27	17:30	101	102			158
05:45	30	79	13	45	37	17:45	84	344	82	325	142
06:00	30	8			43	18:00	81	57			203
06:15	40	15			124	18:15	47	63			669
06:30	36	29			38	18:30	55	54			138
06:45	65	171	32	84	97	18:45	56	239	63	237	110
07:00	65	35			100	19:00	35	50			109
07:15	67	53			120	19:15	51	45			119
07:30	116	64			180	19:30	30	54			476
07:45	101	349	96	248	197	19:45	45	161	26	175	119
08:00	112	102			214	20:00	51	34			85
08:15	47	71			118	20:15	38	38			96
08:30	54	76			130	20:30	29	28			84
08:45	102	315	94	343	196	20:45	25	143	33	133	71
09:00	93	40			658	21:00	34	32			276
09:15	48	43			133	21:15	39	30			66
09:30	61	51			91	21:30	20	12			69
09:45	53	255	43	177	112	21:45	20	113	21	95	32
10:00	50	39			96	22:00	10	30			41
10:15	55	44			89	22:15	10	23			208
10:30	36	49			99	22:30	14	11			40
10:45	75	216	40	172	115	22:45	8	42	14	78	33
11:00	47	57			104	23:00	11	10			25
11:15	61	47			108	23:15	9	3			12
11:30	50	52			102	23:30	11	4			15
11:45	60	218	47	203	107	23:45	10	41	15	32	25
TOTALS	1690	1345			3035	TOTALS	2770	2467			5237
SPLIT %	55.7%	44.3%			36.7%	SPLIT %	52.9%	47.1%			63.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					4,460	3,812	0	0	8,272
AM Peak Hour	07:15	07:45			07:15	15:15	15:00		15:15
AM Pk Volume	396	345			711	495	402		890
Pk Hr Factor	0.853	0.846			0.831	0.788	0.914		0.843
7 - 9 Volume	664	591			1255	736	642		1378
7 - 9 Peak Hour	07:15	07:45			07:15	16:00	17:00		16:00
7 - 9 Pk Volume	396	345			711	392	325		709
Pk Hr Factor	0.853	0.846			0.831	0.970	0.797		0.953

Spot Speed Study

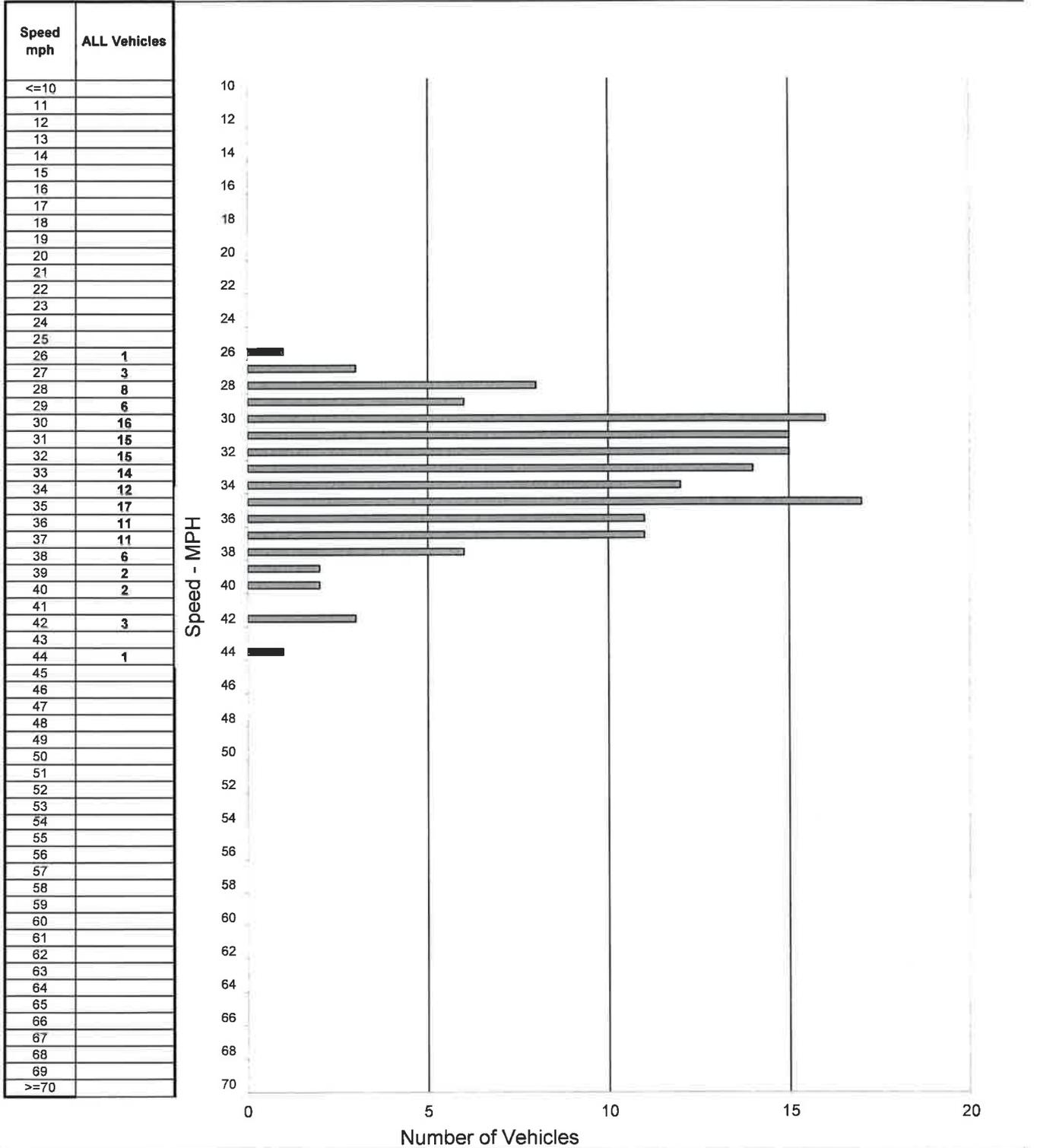
Prepared by: National Data & Surveying Services

City of El Cajon

DATE: 12/10/2015
TIME: 13:30-15:30

Location: First St 100' S/O Persimmon Ave
Posted Speed: 35 MPH Clear/Dry Project #: 15-4357-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	143	26 - 44	33 mph	37 mph	28 - 37	125	87%	2% / 4	10% / 14

2-C. Lakeside Avenue from Palm Row to Riverside Drive (0.68 Miles)
Radar Recertification



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Lakeside Avenue, from Palm Row Drive to Riverside Drive, (a distance of 0.68 miles) LAKESIDE (Thos. Bros. 1231 J-2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Lakeside Avenue is a striped two-lane roadway that varies from 24 feet to 26 feet wide. There is an all-way stop control at the intersection with Vista Camino. The road is posted 35 MPH/Radar Enforced. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>1/16</u>	<u>6/07</u>		
Lakeside Avenue: 200' E/o Palm Row Drive	850	1,120		
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Lakeside Avenue: 300' W/o Vista Camino	2016 2010	35.0 MPH 39.0 MPH	26-35 31-40	85.0% 71.3%

Collision Data

There have been 3 reported collisions, two of which involved injury along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

VOLUME

Lakeside Ave 200' E/O Palm Row Dr

Day: Thursday
Date: 1/7/2016

City: Lakeside
Project #: CA16_4002_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	410	437	847		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	0	0	12:00			3	10	13
00:15			0	0	0	12:15			8	2	10
00:30			0	2	2	12:30			5	6	11
00:45			0	0	0	12:45			3	19	20
01:00			0	1	1	13:00			5	6	11
01:15			0	1	1	13:15			2	8	10
01:30			0	0	0	13:30			9	8	17
01:45			0	0	0	13:45			5	21	25
02:00			2	0	2	14:00			3	7	10
02:15			0	0	0	14:15			7	6	13
02:30			0	2	2	14:30			12	5	17
02:45			0	2	0	14:45			9	31	40
03:00			0	0	0	15:00			13	12	25
03:15			0	0	0	15:15			25	26	51
03:30			0	0	0	15:30			9	34	43
03:45			0	0	0	15:45			10	57	67
04:00			0	0	0	16:00			4	11	15
04:15			0	1	1	16:15			3	6	9
04:30			1	1	2	16:30			11	12	23
04:45			1	2	3	16:45			11	29	40
05:00			3	2	5	17:00			10	9	19
05:15			0	1	1	17:15			8	11	19
05:30			1	2	3	17:30			10	11	21
05:45			1	5	6	17:45			5	33	38
06:00			1	3	4	18:00			10	6	16
06:15			2	2	4	18:15			7	5	12
06:30			5	4	9	18:30			6	4	10
06:45			5	13	18	18:45			1	24	25
07:00			3	2	5	19:00			11	1	12
07:15			3	2	5	19:15			2	2	4
07:30			6	4	10	19:30			4	3	7
07:45			7	19	26	19:45			1	18	19
08:00			5	7	12	20:00			1	1	2
08:15			7	4	11	20:15			4	2	6
08:30			11	5	16	20:30			1	2	3
08:45			28	51	79	20:45			1	7	8
09:00			3	18	21	21:00			4	2	6
09:15			6	7	13	21:15			0	1	1
09:30			4	5	9	21:30			3	2	5
09:45			7	20	27	21:45			1	8	9
10:00			3	6	9	22:00			3	1	4
10:15			5	5	10	22:15			1	2	3
10:30			7	7	14	22:30			1	1	2
10:45			6	21	27	22:45			4	9	13
11:00			8	5	13	23:00			1	1	2
11:15			6	6	12	23:15			0	1	1
11:30			3	3	6	23:30			1	1	2
11:45			2	19	21	23:45			0	2	2
TOTALS			152	165	317	TOTALS			258	272	530
SPLIT %			47.9%	52.1%	37.4%	SPLIT %			48.7%	51.3%	62.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	410	437	847		
AM Peak Hour			08:00	08:30	08:30	PM Peak Hour			14:30	15:00	15:00
AM Pk Volume			51	59	107	PM Pk Volume			59	82	139
Pk Hr Factor			0.455	0.509	0.469	Pk Hr Factor			0.590	0.603	0.681
7 - 9 Volume			70	59	129	4 - 6 Volume			62	76	138
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume			51	45	96	4 - 6 Pk Volume			40	40	80
Pk Hr Factor			0.000	0.000	0.421	Pk Hr Factor			0.000	0.000	0.870

Spot Speed Study

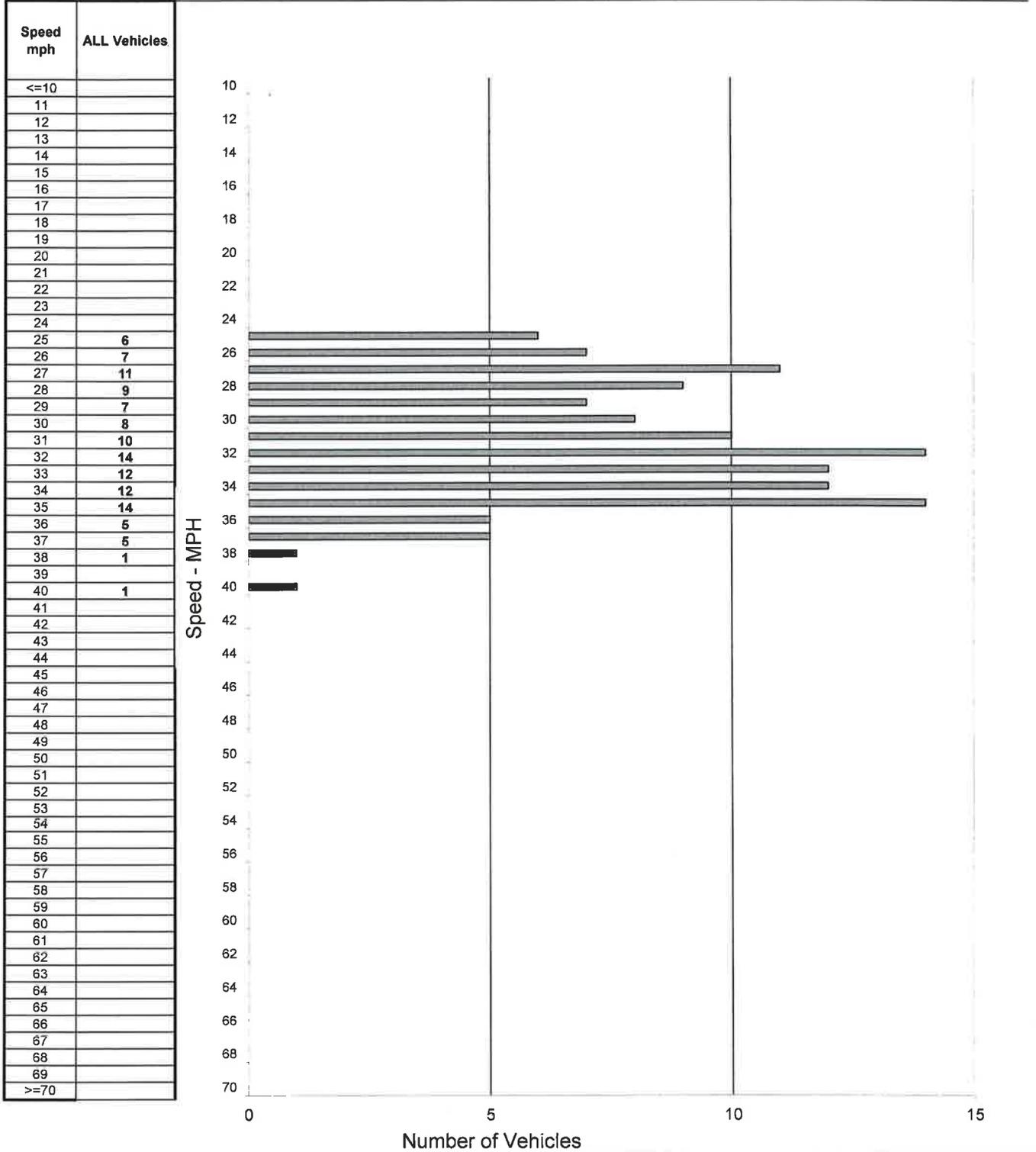
Prepared by: National Data & Surveying Services

City of Lakeside

DATE: 1/11/2016
TIME: 11:30-13:30

Location: Lakeside Ave 300' W/O Vista Camino
Posted Speed: 35 MPH Clear/Dry Project #: 16-4001-002

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	122	25 - 40	32 mph	35 mph	26 - 35	104	85%	4% / 6	10% / 12

2-D. Proctor Valley Road from 1,600' N/o Calle Bueno Ganar southerly 3700' (0.70 Miles)

Radar Recertification



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Proctor Valley Road from a point 1,600 feet north of the north line of Calle Bueno Ganar southerly 3,700 feet, (a distance of 0.7 miles) JAMUL (Thos. Bros. 1292 G-2) Jamul 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 could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Proctor Valley Road is a striped two-lane roadway that varies from 24 feet to 52 feet wide. In the vicinity of Calle Bueno Ganar, there is a short segment of edge striping on both sides of the roadway. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>1/16</u>	<u>6/07</u>
Proctor Valley Road: 200' W/o Maxfield Drive	2,730	2,600*

*Estimate

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Proctor Valley Road: 1,450' N/o Calle Bueno Ganar	2016 46.0 MPH	37-46	79.0%
	2010 47.0 MPH	37-46	59.1%

Collision Data

There have been 5 reported collisions, one of which involved injury along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

VOLUME

Proctor Valley Rd 200' w/o Maxfield Dr

Day: Wednesday
Date: 2/10/2016

City: Jamul
Project #: CA16_4039_002

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,392	1,334	2,726		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			0	1	1	12:00			21	24	45
00:15			1	3	4	12:15			23	13	36
00:30			0	1	1	12:30			21	21	42
00:45			0	1	1	12:45			9	15	24
01:00			0	2	2	13:00			74	73	147
01:15			0	1	1	13:15			22	25	47
01:30			0	1	1	13:30			23	17	40
01:45			0	0	0	13:45			30	34	64
02:00			0	1	1	14:00			22	12	34
02:15			0	2	2	14:15			97	88	185
02:30			0	2	2	14:30			14	28	42
02:45			0	0	0	14:45			26	9	35
03:00			0	0	0	15:00			36	19	55
03:15			0	0	0	15:15			21	38	59
03:30			1	0	1	15:30			97	94	191
03:45			3	1	4	15:45			29	55	84
04:00			2	0	2	16:00			20	40	60
04:15			8	2	10	16:15			20	35	55
04:30			5	0	5	16:30			32	27	59
04:45			13	0	13	16:45			101	157	258
05:00			10	0	10	17:00			21	35	56
05:15			14	2	16	17:15			21	30	51
05:30			22	0	22	17:30			22	27	49
05:45			12	4	16	17:45			19	18	37
06:00			22	4	26	18:00			83	110	193
06:15			22	2	24	18:15			13	35	48
06:30			26	6	32	18:30			14	31	45
06:45			24	10	34	18:45			19	32	51
07:00			30	10	40	19:00			20	27	47
07:15			34	10	44	19:15			66	125	191
07:30			34	11	45	19:30			19	34	53
07:45			48	20	68	19:45			20	26	46
08:00			43	12	55	20:00			15	24	39
08:15			39	20	59	20:15			12	22	34
08:30			28	16	44	20:30			66	106	172
08:45			25	20	45	20:45			12	18	30
09:00			23	22	45	21:00			3	25	28
09:15			20	6	26	21:15			3	20	23
09:30			23	16	39	21:30			21	33	54
09:45			22	7	29	21:45			33	20	53
10:00			37	14	51	22:00			6	13	19
10:15			24	16	40	22:15			6	16	22
10:30			18	19	37	22:30			2	20	22
10:45			25	14	39	22:45			7	13	20
11:00			20	15	35	23:00			21	62	83
11:15			19	16	35	23:15			3	7	10
11:30			15	23	38	23:30			4	10	14
11:45			16	22	38	23:45			1	9	10
TOTALS			728	355	1083	TOTALS			664	979	1643
SPLIT %			67.2%	32.8%	39.7%	SPLIT %			40.4%	59.6%	60.3%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,392	1,334	2,726		
AM Peak Hour			07:30	11:15	07:30	PM Peak Hour			14:15	14:45	14:30
AM Pk Volume			164	85	227	PM Pk Volume			112	168	258
Pk Hr Factor			0.854	0.885	0.835	Pk Hr Factor			0.778	0.764	0.768
7 - 9 Volume			281	119	400	4 - 6 Volume			149	235	384
7 - 9 Peak Hour			07:30	07:45	07:30	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume			164	68	227	4 - 6 Pk Volume			83	125	193
Pk Hr Factor			0.854	0.850	0.835	Pk Hr Factor			0.943	0.893	0.862

Spot Speed Study

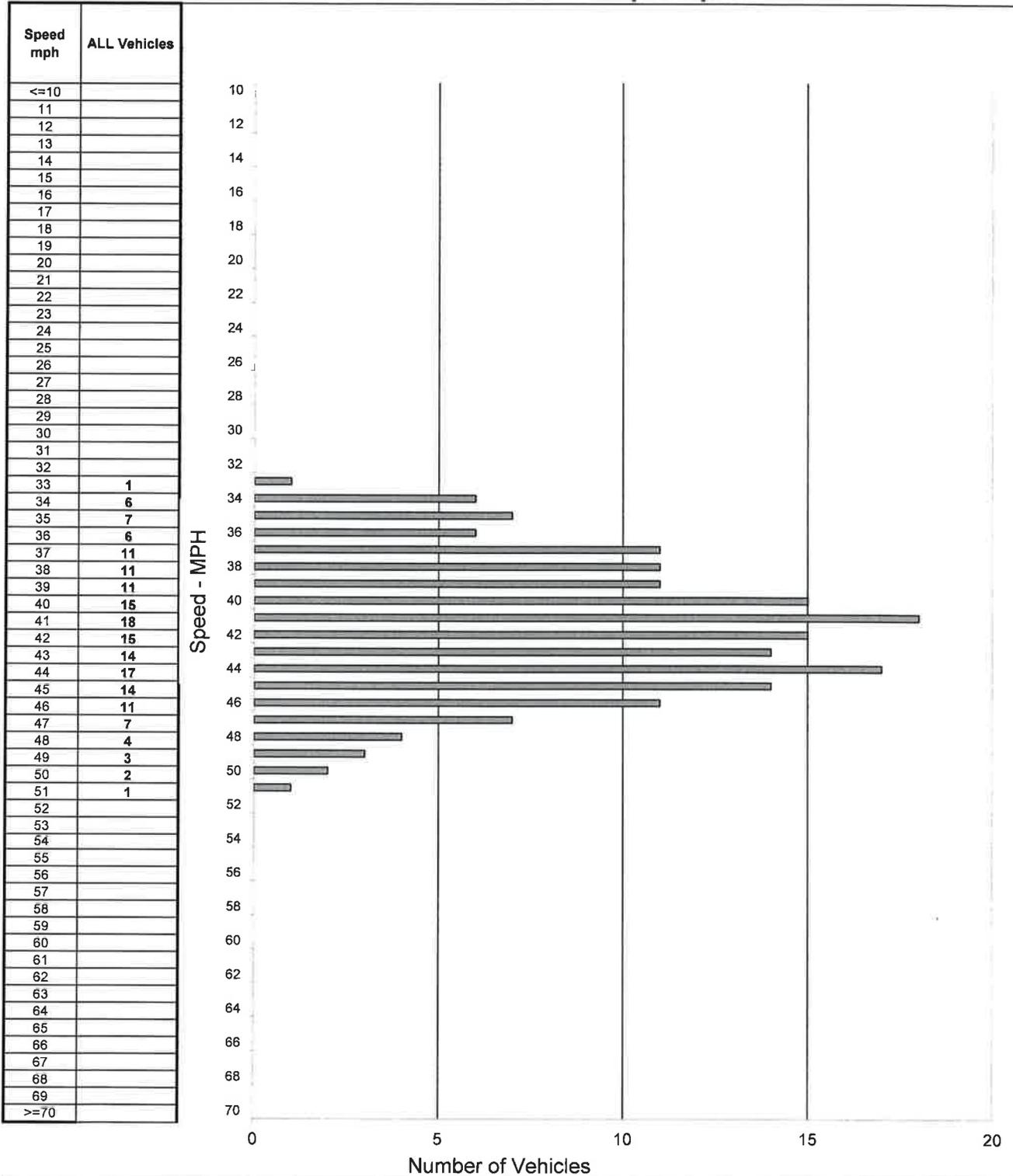
Prepared by: National Data & Surveying Services

City of Jamul

DATE: 2/19/2016
TIME: 12:30-14:30

Location: Proctor Valley Rd 1450' N/O Calle Bueno Ganar
Posted Speed: 40 MPH Clear/Dry Project #: 16-4038-002

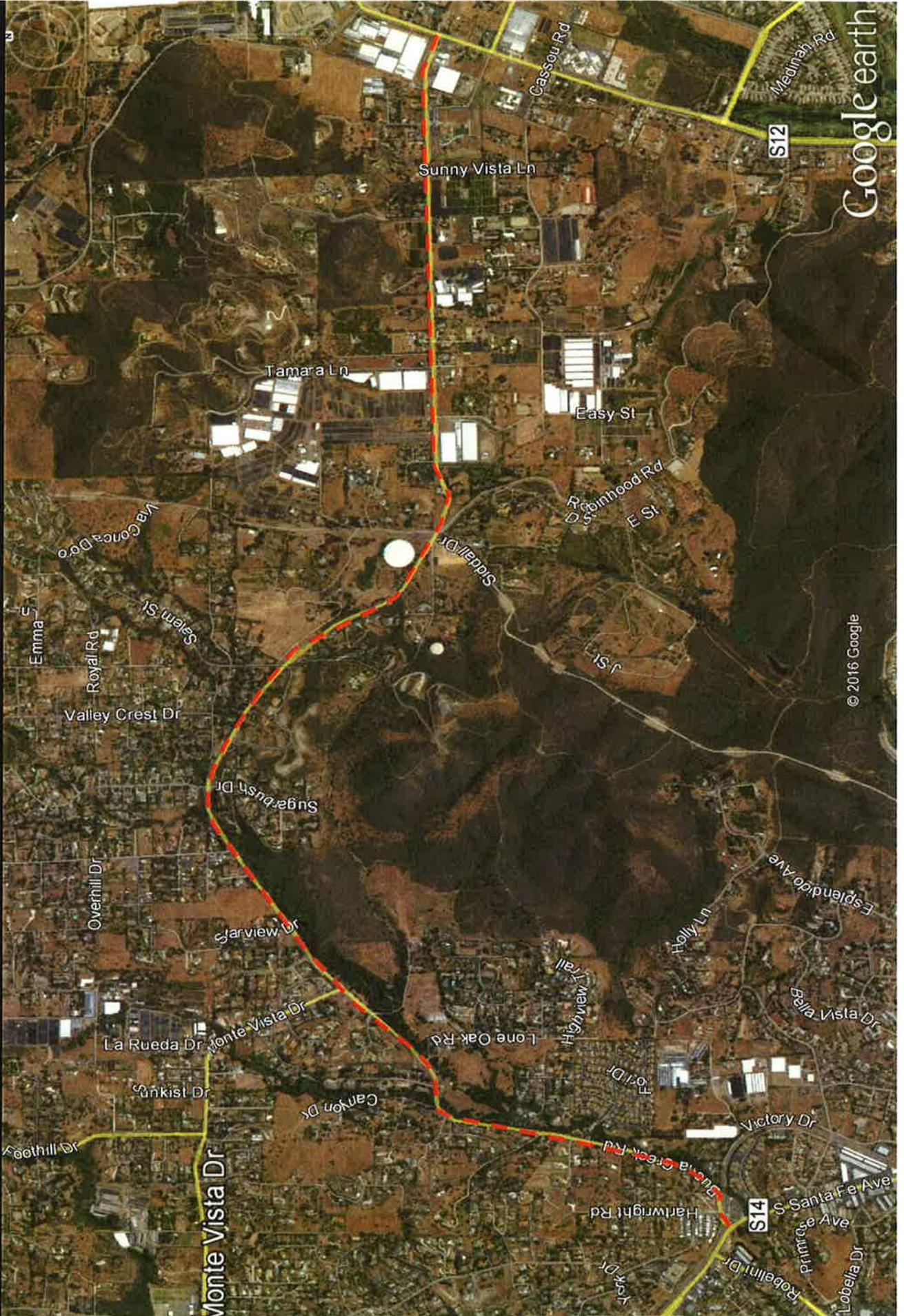
Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	174	33 - 51	42 mph	46 mph	37 - 46	137	79%	11% / 20	10% / 17

5-A. Buena Creek Road from South Santa Fe Avenue to End of County Maintenance (3.56 miles)

Review for Weight and Length Limit



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight and Length Restriction

LOCATION: Buena Creek Road from South Santa Fe Avenue to the end of County maintained limit (3.56 miles) SAN MARCOS (Thos. Bros. 1029-H4) Twin Oaks Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Weight and Length Limit

PROBLEM AS STATED BY REQUESTER:

Twin Oaks Valley Sponsor Group and adjacent residents request the establishment of a weight and length restriction along the entirety of Buena Creek Road. Large commercial vehicles are failing to maintain their position within their lanes. Additionally a vehicle weight restriction is requested to address operational and community concerns.

Existing Traffic Devices

Buena Creek Road is a striped two-lane Through Highway that varies from 24 feet to 27 feet in width. There is edge-striping on both sides of the roadway. The road is classified as a Major Road on the Mobility Element Map. The road is posted 50 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>1/11</u>	<u>1/04</u>
Buena Creek Road: W/o Tamara Lane	8,500*	7,000*

*Estimate

Collisions

There have been 82 reported collisions, 38 of which involved injury and one of which involved a fatality along this segment, in the last four year eleven month period (1-1-11 to 12-31-15). None of the reported collisions involved oversized trucks.



County of San Diego

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 28, 2016
Item Title: Length and 7 ton weight restrictions
Location: Buena Creek Road from South Santa Fe Avenue to end of County maintained limit

CTE Recommendation: Install a 7 ton weight restriction and length restriction 25 feet from king pin to rear axle

Conditions:

*For review
03/29/16*

- Length warning signs are in place for Buena Creek Road due to the road's horizontal alignment. There are several tight curves that large trucks (25' or greater kingpin to rear axle) would cross over centerline to traverse the road.
- Installation of both restrictions would reduce the number of large trucks on Buena Creek Road and minimize the possibility of crossover centerline collisions.
- Commercial vehicles have alternate routes along Interstate 15 and State Route 78 to reach various areas in the community.
- Staff received requests from both the Twin Oaks Valley Sponsor Group and adjacent residents for consideration of a weight restriction to address operational and community concerns.
- The percentage of large trucks is 1.2% or a total of 71 vehicles in a 24-hour period.

5-B. Rainbow Valley Boulevard @ 5th Street
Review for All-Way Stop Control



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop

LOCATION: Rainbow Valley Boulevard @ 5th Street RAINBOW
(Thos. Bros. 998-J5) Rainbow Community Sponsor
Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

Rainbow Sponsor Group, the local Fire Chief and Vallecitos Elementary School Principal all support the request for an all-way stop control at this intersection.

Existing Traffic Devices

Rainbow Valley Boulevard is a striped two-lane roadway that intersects 5th Street, runs north/south and measures 40 feet wide. It is located within a School Zone and has an existing marked yellow crosswalk, school related pavement legends approaching the intersection and a flashing School related sign. This roadway is unclassified on the County General Plan Mobility Element Network.

5th Street is a striped two-lane roadway that intersects Rainbow Valley Boulevard. It measures 30 feet wide, is stop controlled and has crosswalks in both the east and west directions at the intersection. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

2/16

Camino Rainbow/Rainbow Valley Boulevard:	1,425 NB 1,035 SB
5th Street:	820 EB 295 WB

Collisions

There has been one reported collision at this intersection in the last 4 year nine month period, 1-1-11 to 10-31-15. It involved injury.



County of San Diego

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 24, 2016

Item Title: All-way stop control

Location: Camino Rainbow/Rainbow Valley Blvd at Fifth Street

CTE Recommendation: Installation of an all-way stop control *JAO*

Conditions:

- There is a yellow marked crosswalk on the south leg of Camino Rainbow which is not stop controlled. The marked crosswalk serves school aged pedestrians since Vallecitos Elementary school is on the southwest corner of the intersection. The school principal, David Jones, supports installation of the all-way stop control. Principal Jones indicated concern with the speed of vehicles and the amount of children crossing the uncontrolled leg.
- There is a fire station at the northeast corner of the intersection. Fire Chief Jeff Weaver supports installation of the all-way stop control and indicated it would increase safety for fire responders when attempting to enter Camino Rainbow.
- Staff receives yearly requests from the Rainbow Community Sponsor Group for consideration of an all-way stop control at this intersection.
- All-way stop controls will enhance traffic operations and pedestrian safety due to the proximity of an elementary school with yellow marked crosswalk and a fire station at the intersection.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Time Limit Parking

LOCATION: Various locations within the Rancho Santa Fe Village area. RANCHO SANTA FE (Thos. Bros. 1168-D3) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Parking Prohibitions

PROBLEM AS STATED BY REQUESTER:

The Rancho Santa Fe Association (RSFA) has contacted the County of San Diego to modify existing time limit parking regulations in the commercial area of the Rancho Santa Fe Village. The RSFA has submitted a report entitled "RSF Village Additional Timed Parking" dated 8/6/15 (attached) identifying existing conditions and parking groups being considered for modification. Traffic Engineering staff has reviewed the proposal and supports the RSFA's incremental approach to expand time limit parking and requests TAC review.

Existing Traffic Devices

There are existing designated time limit parking areas throughout the Village area identified in the RSFA report.

ITEM: RSF Village Additional Timed Parking

Date: 8/6/15

Item #

Submitted by: Associate Planner Roberts

INTRODUCTION

On July 9, 2015, staff attended a meeting of the local Village merchants concerned about parking availability in the Village. Also in attendance were Director Licosati, County Sheriff Gore, Patrol Chief Wellhouser, numerous representatives of law enforcement, and concerned Village merchants.

The merchants expressed their frustration with the lack of available parking for their customers, mostly due to Village office workers parking all day in prime side-street locations. The merchants decried the lack of parking enforcement and expressed their belief that increased enforcement in the existing parking areas would provide parking opportunities for potential customers and improve the business environment in the Village. The merchants also expressed a desire to increase the amount of timed parking in the Village.

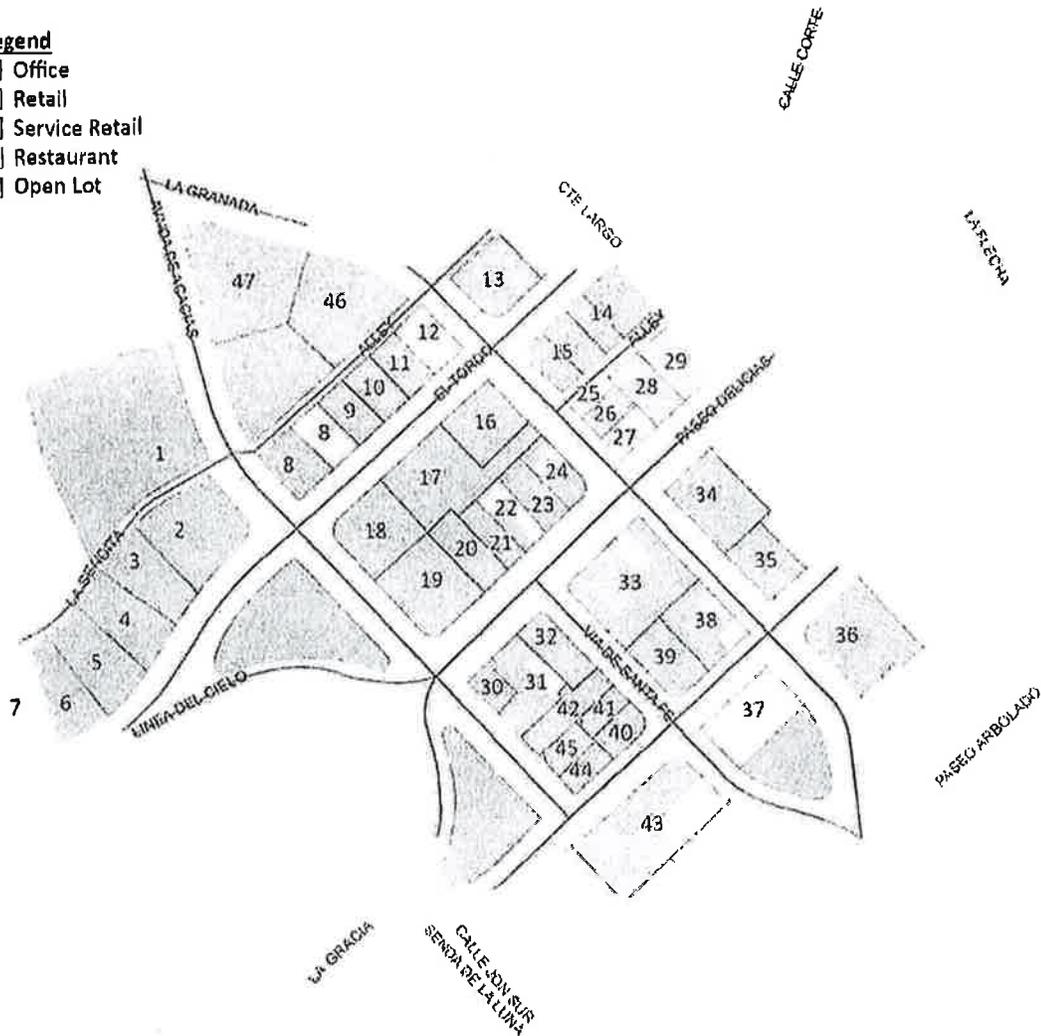
The problem with parking is largely caused by the lack of employee parking for those who work in the Village. Those employees each desire to park as close as possible to their place of work, but the collective activity of these employees consumes the parking necessary to support local merchants and other businesses. Unless employees of local businesses are provided (1) an alternative parking location and (2) an incentive to use it, they will continue to park in the space most convenient to them and most deleterious to Village merchants. If an alternative location is not identified, employees will park in their next-best alternative, which is the nearby residential streets. This will likely generate complaints from residents who cannot rely on available parking in front of their own property for themselves or their guests.

BACKGROUND

The Village at Rancho Santa Fe has witnessed a significant change in land uses over the last 30 years as retail merchants left the Village leaving a void filled by real estate agents, banks, and other financial service providers. As of July 2015 only seven merchants survive in the Village, and one of those, Stumps Market, is scheduled to close down its operation. In addition to the surviving retailers, a small number of service retail establishments such as cleaners and hair salons are still in operation as well as four restaurants: Mille Fleur, Thyme in the Ranch, RSF Bistro, Delicias, and two other food and beverage operations, The Sandwich Shoppe, and Café Positano. The rest of the Village is office space. (See: Attachment 2 – Village Land Use Study 2015)

Legend

-  Office
-  Retail
-  Service Retail
-  Restaurant
-  Open Lot



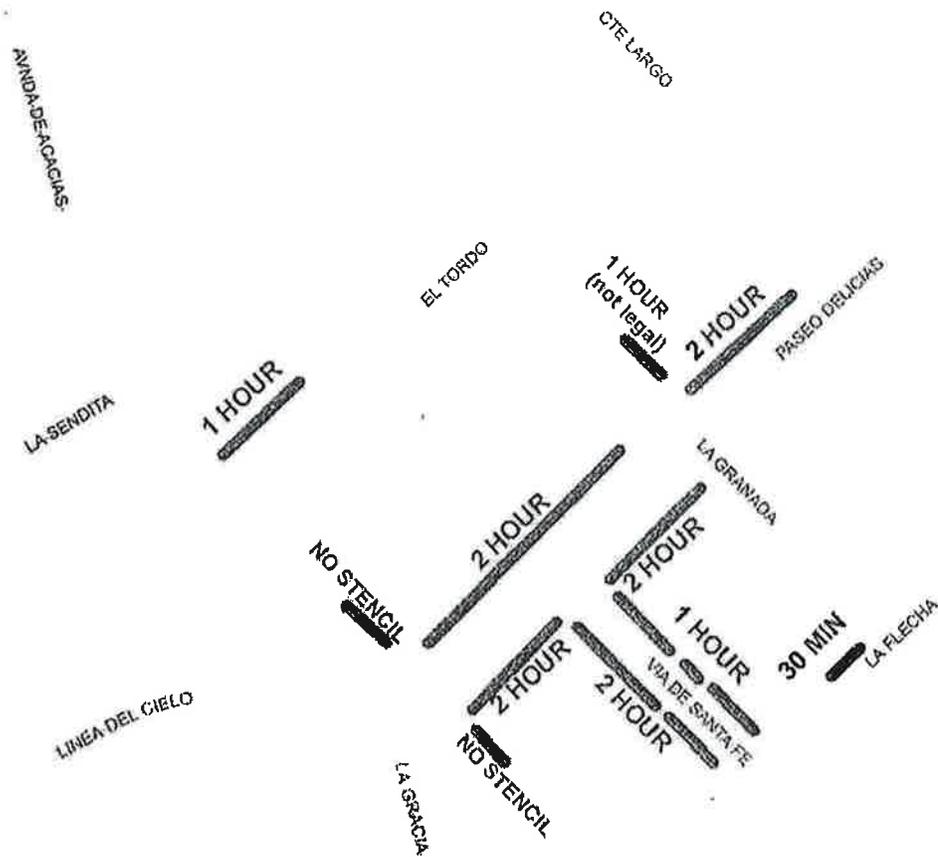
In a typical real estate market, if sufficient demand exists to warrant retail, the merchants will pay higher rent than office users. For retail to leave an area in favor of office, particularly when nothing about the demographics or population changes significantly, then some other factor drove the exodus. The most likely culprit is a lack of available parking, a condition that prevents potential customers from accessing the merchant's business. If the parking is provided in sufficient quantities near the Village center, the conditions that promote a strong merchant base is restored, and over time, the natural forces of the real estate market should see a resurgence of merchants in the Village core.

2-Hour Parking

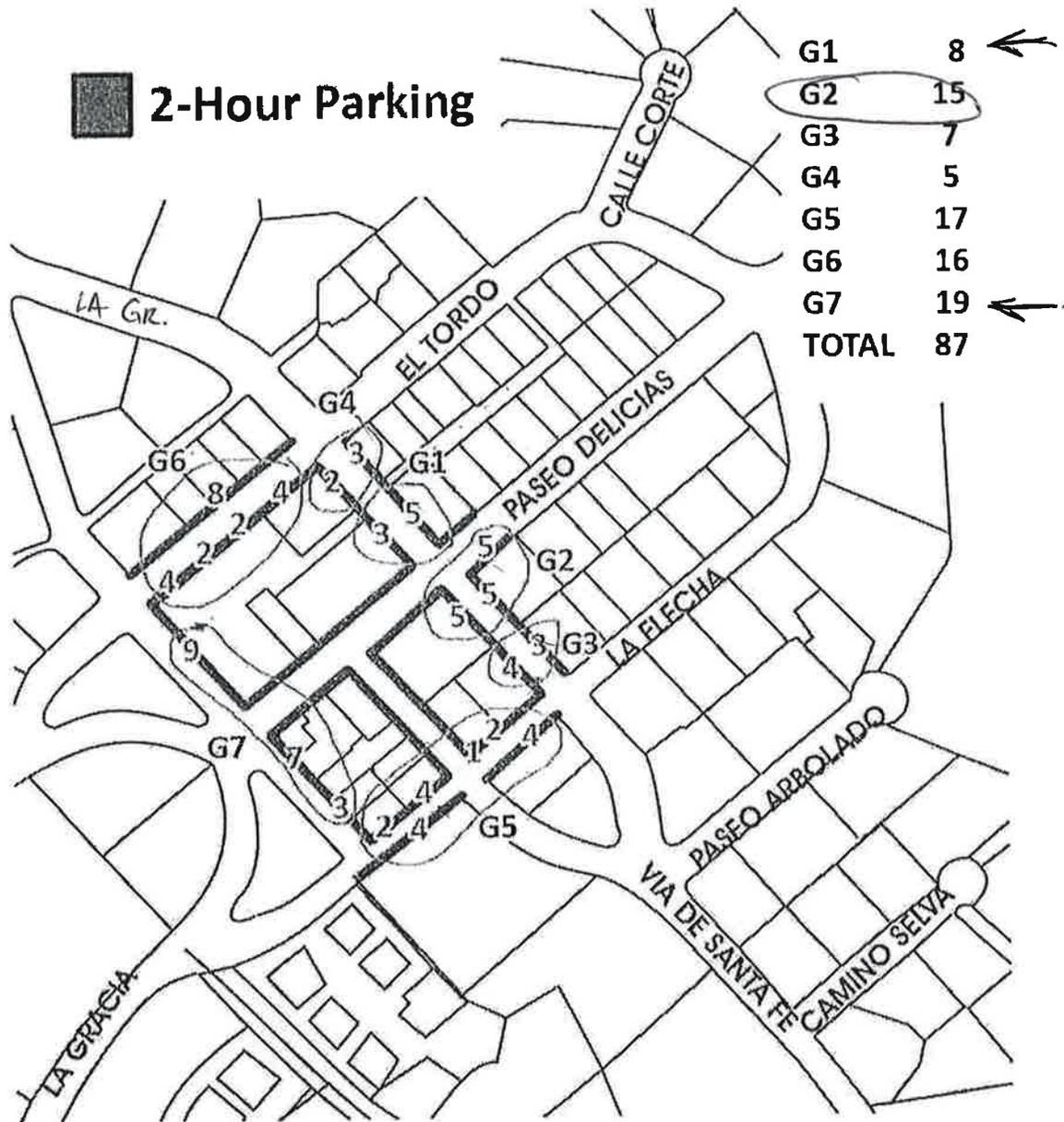
At the July 2015 meeting, the merchants association presented staff with a request for additional 2-hour parking surrounding the merchant core. It is widely

believed among the merchants that if the office staff parked in other locations, the Village Core would be far more accessible to potential customers, and it would help revive a deteriorating Village Core. Two-hour parking is preferred because it allows enough time for potential customers to eat a meal and linger in stores without worry about a parking fine. Two hours is short enough to prevent employees from consistently parking in the area.

In 2012, Rancho Santa Fe staff evaluated the effectiveness of the currently striped zones during a period of heavy enforcement. (See: 1 – Parking Study from 2012). They concluded that enforcement does improve parking conditions in the Village and it does push those cars into the surrounding neighborhoods.



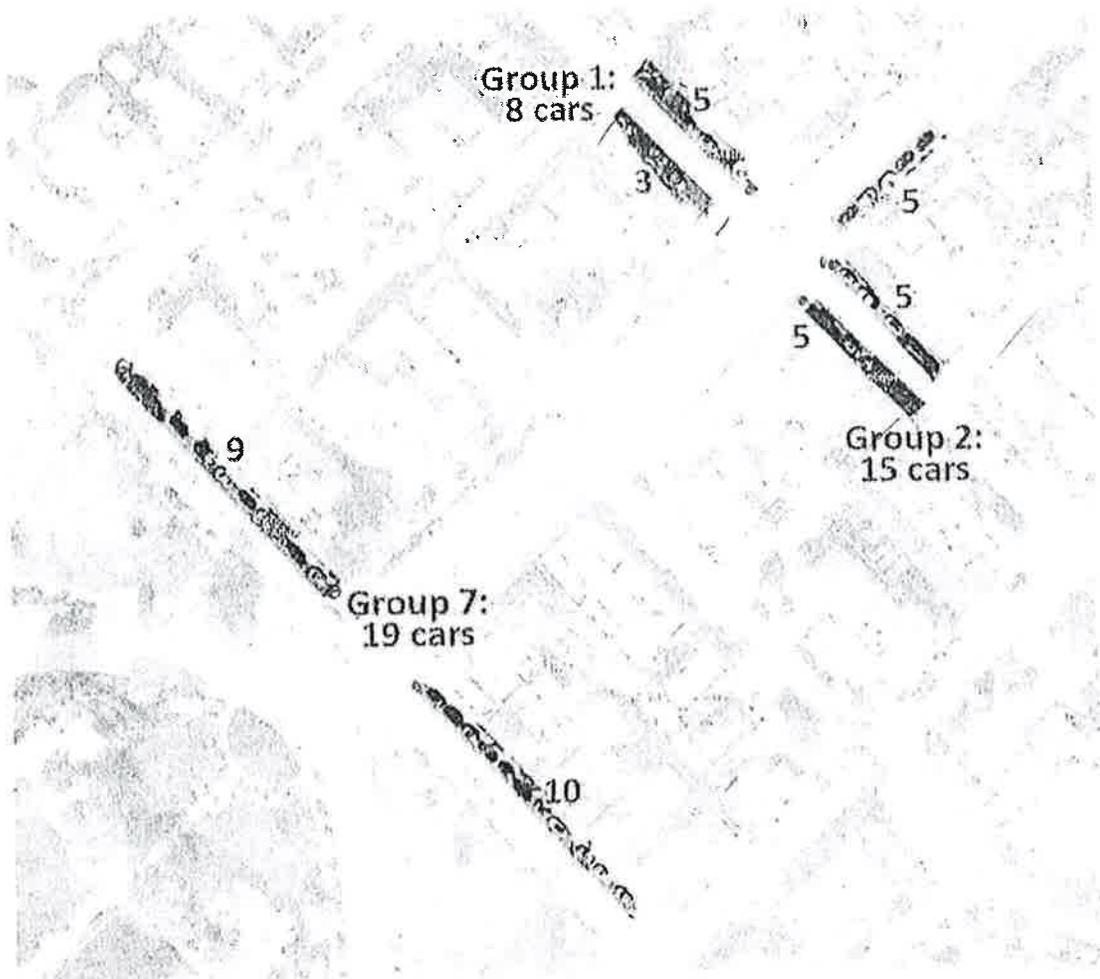
When the local merchants made their request, staff walked through the village and counted parked cars to estimate how many additional cars would be displaced if the merchant's request to expand the zones is granted. The results are below.



Unfortunately, if all the cars currently parking in the Village core were prohibited from doing so, the resulting car parking would merely push onto the surrounding residential streets, a condition likely to cause complaints from those residents. This is a long-term problem to be studied further, but in the short term, the lack of a viable solution for employee parking, any solutions must be limited in scope to reduce conflicts in the residential areas.

Based on the need to keep the short-term impact to a minimum, staff examined the potential sites to expand 2-hour parking and came up with three areas for special consideration. The first is a group of parking locations adjacent to two of the surviving merchants. If the goal is to keep merchants in the Village core, then serving the remaining merchants should be a high priority. Petitioning the County to add group 1 to the 2-hour parking zones would displace 8 cars.

The local merchants also identified group 7, comprising 19 cars, as a high priority. Staff advises including both groups 1 and 7 for a total of 27 additional timed parking spaces.



If the Board determines the displacement of an additional 15 cars would not put too much burden on surrounding properties, staff also recommends, and the local merchants also desire, including the area marked as group 2 above.

All three groups would displace a total of 42 cars.

RECOMMENDATION

Staff recommends the addition of 2-hour parking to the area depicted as groups 1 and 7. The displacement of 27 cars is manageable, and it will help the two nearby merchants.

Staff also recommends the Board consider an additional 2-hour parking area (group 2) across the intersection that will displace another 15 cars.

If the Board authorizes staff to proceed, staff will contact San Diego County officials and petition for a modification to the parking ordinances to add the specified areas.

SUGGESTED MOTION

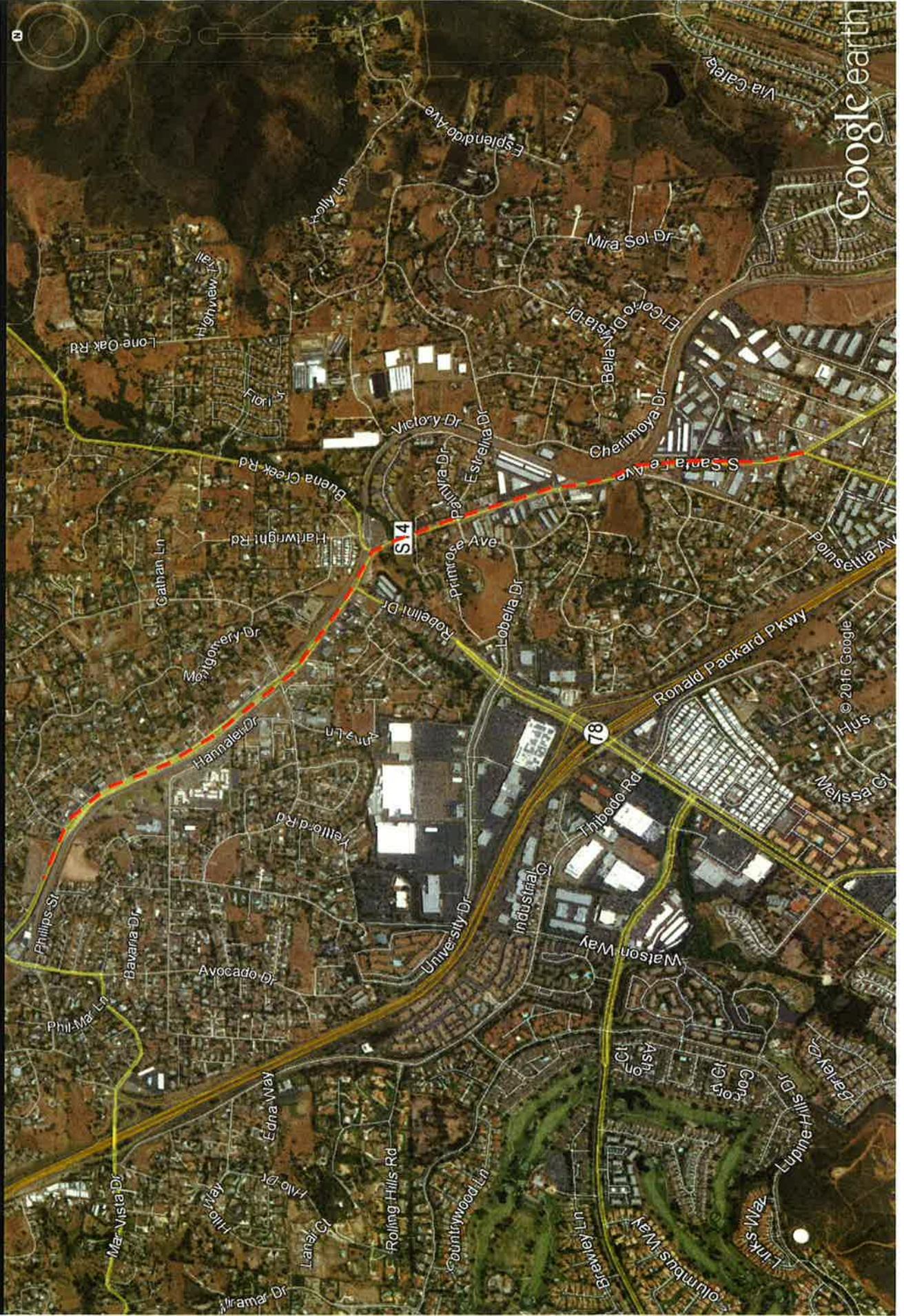
I move to authorize staff to petition the County of San Diego to modify the timed parking areas to encompass the commercial areas in the Village per the map generated by staff and the Village merchants that includes group 1, group 7, (and group 2).

ATTACHMENTS:

- 1 – Parking Study from 2012
- 2 – Village Land Use Study 2015
- 3 – Proposed 2-hour parking in the Village

5-D. South Santa Fe Avenue from the Vista City Limit southerly to Smilax Road (1.98 Miles)

Radar Recertification



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: South Santa Fe Avenue, from the Vista City Limit southerly to Smilax Road (a distance of 1.98 miles) VISTA (Thos. Bros. 1108 B2) North County Metro Regional Planning Area

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

South Santa Fe Avenue is a striped two-lane Through Highway that varies from 38 to 60 feet wide. There is edge striping on each side of the roadway. There is also a short section of two-way left turn separating both directions of travel between Palmyra Drive and Woodland Drive. The road is posted 45 MPH. South Santa Fe Avenue is posted 40 MPH in the City of Vista and 45 MPH in the City of San Marcos. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>2/16</u>	<u>4/02</u>
South Santa Fe Avenue: 200' S/o Palmyra Ave	12,010	14,660

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
South Santa Fe Avenue: 650' S/o Poinsettia Avenue	2016	46.0 MPH	37-46	69.0%
	2010	44.0 MPH	35-44	69.5%
@ Sunbury Court	2016	51.0 MPH	42-51	70.0%
	2010	46.0 MPH	36-45	73.8%

Collision Data

There have been 37 reported collisions along this segment, 12 of which involved injuries in the last five year nine month period (1-1-11 to 10-31-15).

VOLUME

S Santa Fe Rd 200' s/o Palmyra Ave

Day: Wednesday

Date: 2/10/2016

City: Vista

Project #: CA16_4039_003

DAILY TOTALS					NB	SB	EB	WB	Total
					5,665	6,347	0	0	12,012

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	3	4			7	12:00	104	89			193	
00:15	3	3			6	12:15	75	95			170	
00:30	1	0			1	12:30	86	84			170	
00:45	4	11	1	8	5	12:45	84	349	76	344	160	693
01:00	5	1			6	13:00	102	86			188	
01:15	0	2			2	13:15	93	75			168	
01:30	6	2			8	13:30	91	88			179	
01:45	3	14	2	7	5	13:45	100	386	93	342	193	728
02:00	2	5			7	14:00	94	91			185	
02:15	1	2			3	14:15	84	88			172	
02:30	1	4			5	14:30	144	99			243	
02:45	1	5	2	13	3	14:45	101	423	74	352	175	775
03:00	0	0			0	15:00	88	116			204	
03:15	2	0			2	15:15	89	100			189	
03:30	3	0			3	15:30	98	107			205	
03:45	2	7	8	8	10	15:45	138	413	113	436	251	849
04:00	3	2			5	16:00	142	118			260	
04:15	0	5			5	16:15	146	110			256	
04:30	6	8			14	16:30	155	119			274	
04:45	8	17	9	24	17	16:45	152	595	117	464	269	1059
05:00	12	16			28	17:00	152	118			270	
05:15	18	31			49	17:15	162	118			280	
05:30	26	48			74	17:30	160	128			288	
05:45	30	86	69	164	99	17:45	169	643	124	488	293	1131
06:00	25	51			76	18:00	169	122			291	
06:15	36	74			110	18:15	141	125			266	
06:30	40	112			152	18:30	111	125			236	
06:45	38	139	158	395	196	18:45	96	517	124	496	220	1013
07:00	46	126			172	19:00	64	87			151	
07:15	49	162			211	19:15	76	66			142	
07:30	51	194			245	19:30	51	48			99	
07:45	62	208	189	671	251	19:45	50	241	53	254	103	495
08:00	70	146			216	20:00	52	48			100	
08:15	81	150			231	20:15	43	38			81	
08:30	59	113			172	20:30	69	38			107	
08:45	67	277	123	532	190	20:45	53	217	41	165	94	382
09:00	63	81			144	21:00	54	35			89	
09:15	58	91			149	21:15	68	36			104	
09:30	75	71			146	21:30	43	25			68	
09:45	60	256	113	356	173	21:45	31	196	26	122	57	318
10:00	68	78			146	22:00	27	21			48	
10:15	80	87			167	22:15	16	18			34	
10:30	57	78			135	22:30	10	4			14	
10:45	67	272	77	320	144	22:45	11	64	6	49	17	113
11:00	72	73			145	23:00	13	7			20	
11:15	75	72			147	23:15	11	10			21	
11:30	60	82			142	23:30	9	5			14	
11:45	81	288	80	307	161	23:45	8	41	8	30	16	71
TOTALS	1580	2805			4385	TOTALS	4085	3542			7627	
SPLIT %	36.0%	64.0%			36.5%	SPLIT %	53.6%	46.4%			63.5%	

DAILY TOTALS					NB	SB	EB	WB	Total
					5,665	6,347	0	0	12,012

AM Peak Hour	11:45	07:15		07:30	PM Peak Hour	17:15	17:30	17:15
AM Pk Volume	346	691		943	PM Pk Volume	660	499	1152
Pk Hr Factor	0.832	0.890		0.939	Pk Hr Factor	0.976	0.975	0.983
7 - 9 Volume	485	1203		1688	4 - 6 Volume	1238	952	2190
7 - 9 Peak Hour	08:00	07:15		07:30	4 - 6 Peak Hour	17:00	17:00	17:00
7 - 9 Pk Volume	277	691		943	4 - 6 Pk Volume	643	488	1131
Pk Hr Factor	0.855	0.890		0.939	Pk Hr Factor	0.951	0.953	0.965

Spot Speed Study

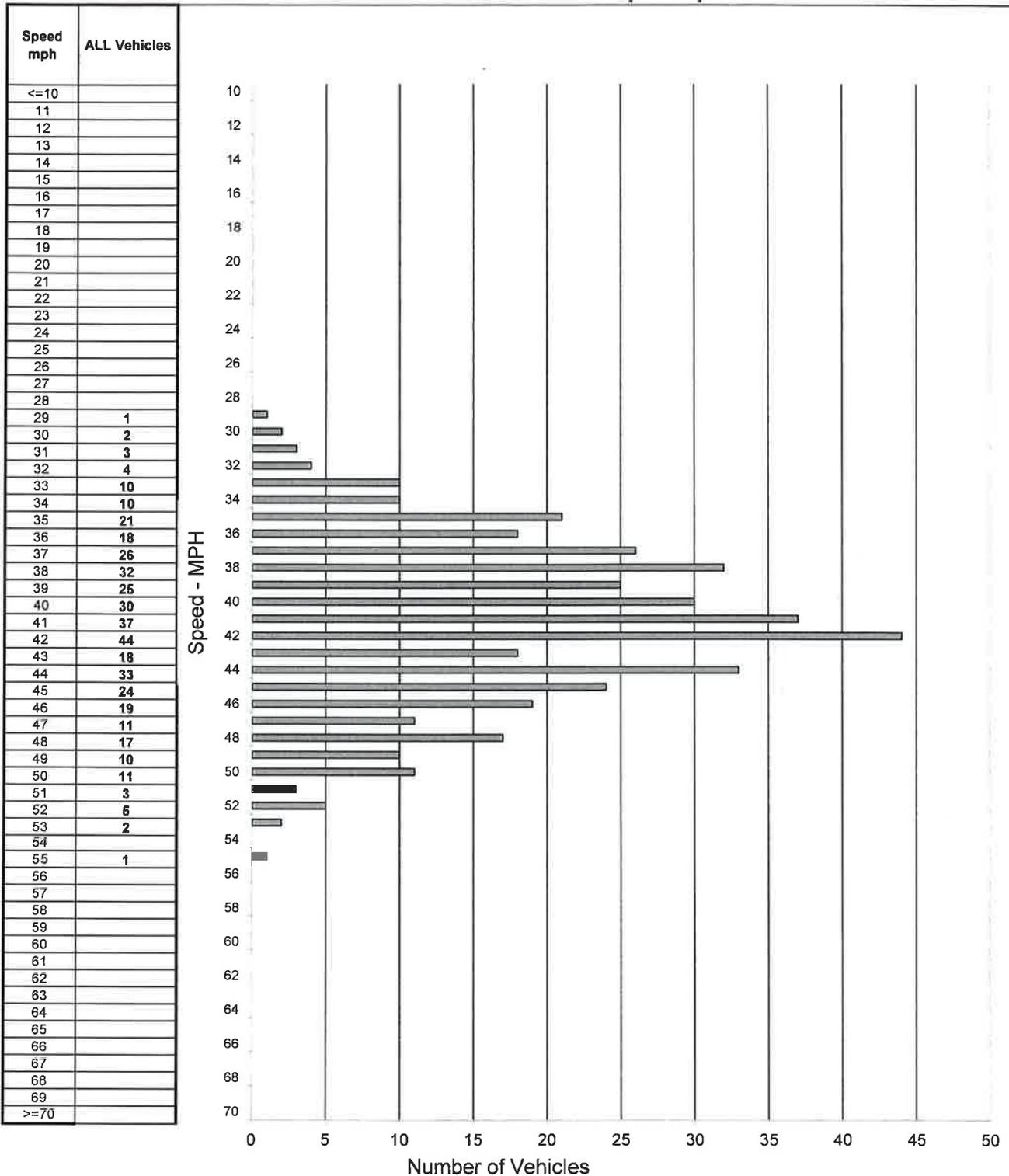
Prepared by: National Data & Surveying Services

City of Vista

DATE: 2/17/2016
TIME: 09:00-11:00

Location: S Santa Fe Ave 650' S/O Poinsettia Ave
Posted Speed: 45 MPH Clear/Dry Project #: 16-4038-003

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	417	29 - 55	41 mph	46 mph	37 - 46	288	69%	18% / 69	15% / 60

Spot Speed Study

Prepared by: National Data & Surveying Services

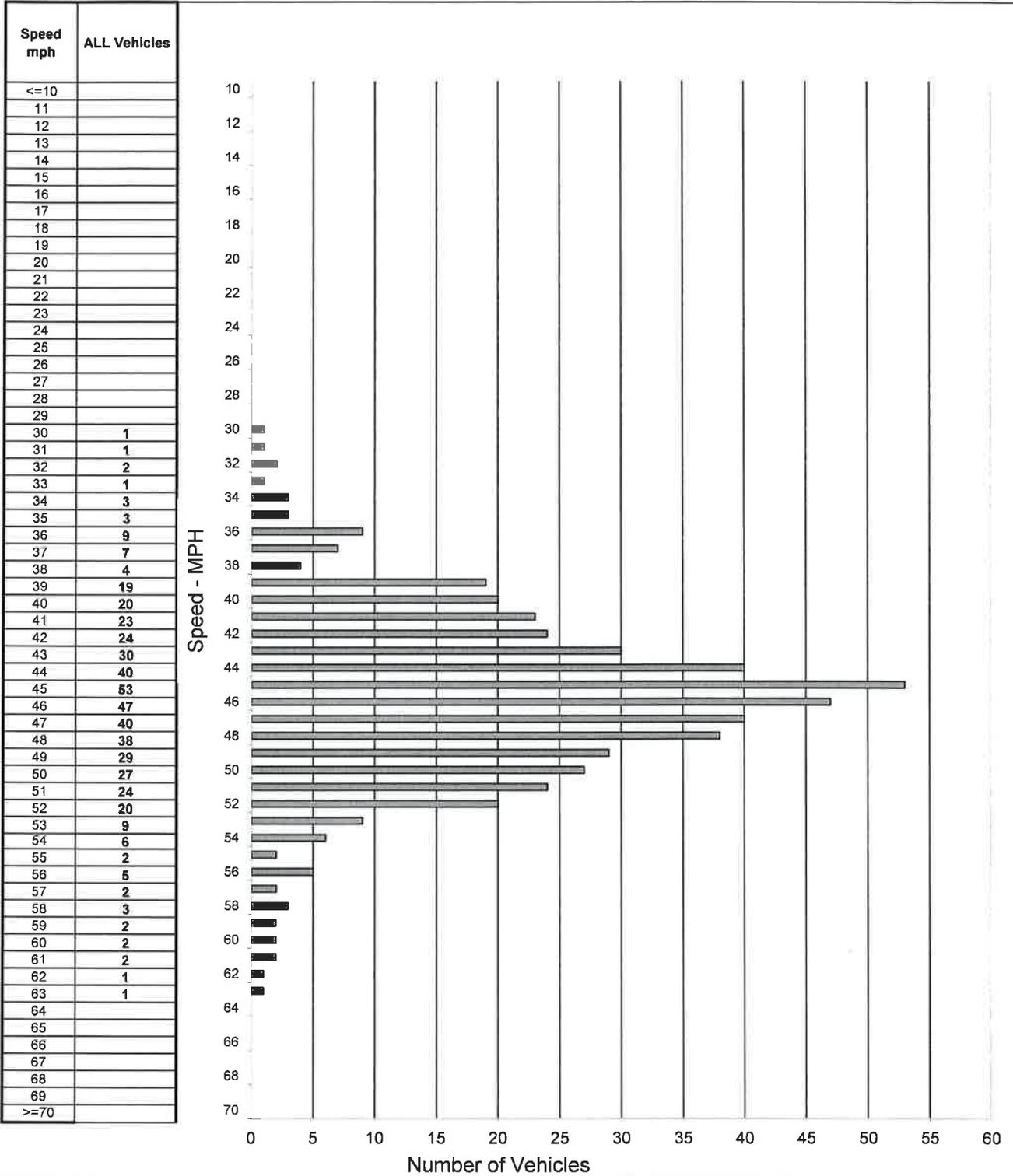
City of Vista

DATE: 2/17/2016
TIME: 11:10-13:10

Location: S Santa Fe Ave @ Sunbury Ct
Posted Speed: 45 MPH Clear/Dry

Project #: 16-4038-004

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	500	30 - 63	46 mph	51 mph	42 - 51	352	70%	18% / 93	11% / 55