

# 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

June 2, 2016

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

## MEETING NOTICE

Attached is the tentative agenda for the June 10, 2016 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the **Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.**

If there is an item on this agenda that your community planning/sponsor group would like to submit a formal recommendation to the Board of Supervisors on and need additional time to review, please contact Patricia Johnson-Horsman at (858) 694-3875 by noon on Monday June 6, 2016 to request the item be continued. Normally, a continued item will be placed on the agenda of the next TAC meeting. TAC items are usually generated by citizens/residents in the immediate vicinity. In an effort to respond to them in a timely manner, we request a formal recommendation be submitted within a two-month period from the continuance date. TAC staff is available to provide background information on any item that is continued by your group and to answer any questions you may have. We look forward to receiving your group's input.

If your community planning/sponsor group continues an item, it is important that we receive a written reply stating what action your group formally recommends to the Board of Supervisors. Your group's formal recommendation will then be included as part of the Chief Administrative Officer's report to the Board of Supervisors regarding the TAC recommendations. After reviewing both the TAC and the community planning/sponsor group's recommendation, the Board will make the final decision as to what action will be taken.

If you have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843.

Very truly yours,

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

Attachment



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**JUNE 10, 2016 ~ 9:00 AM**

**5510 Overland Ave, Room 271**

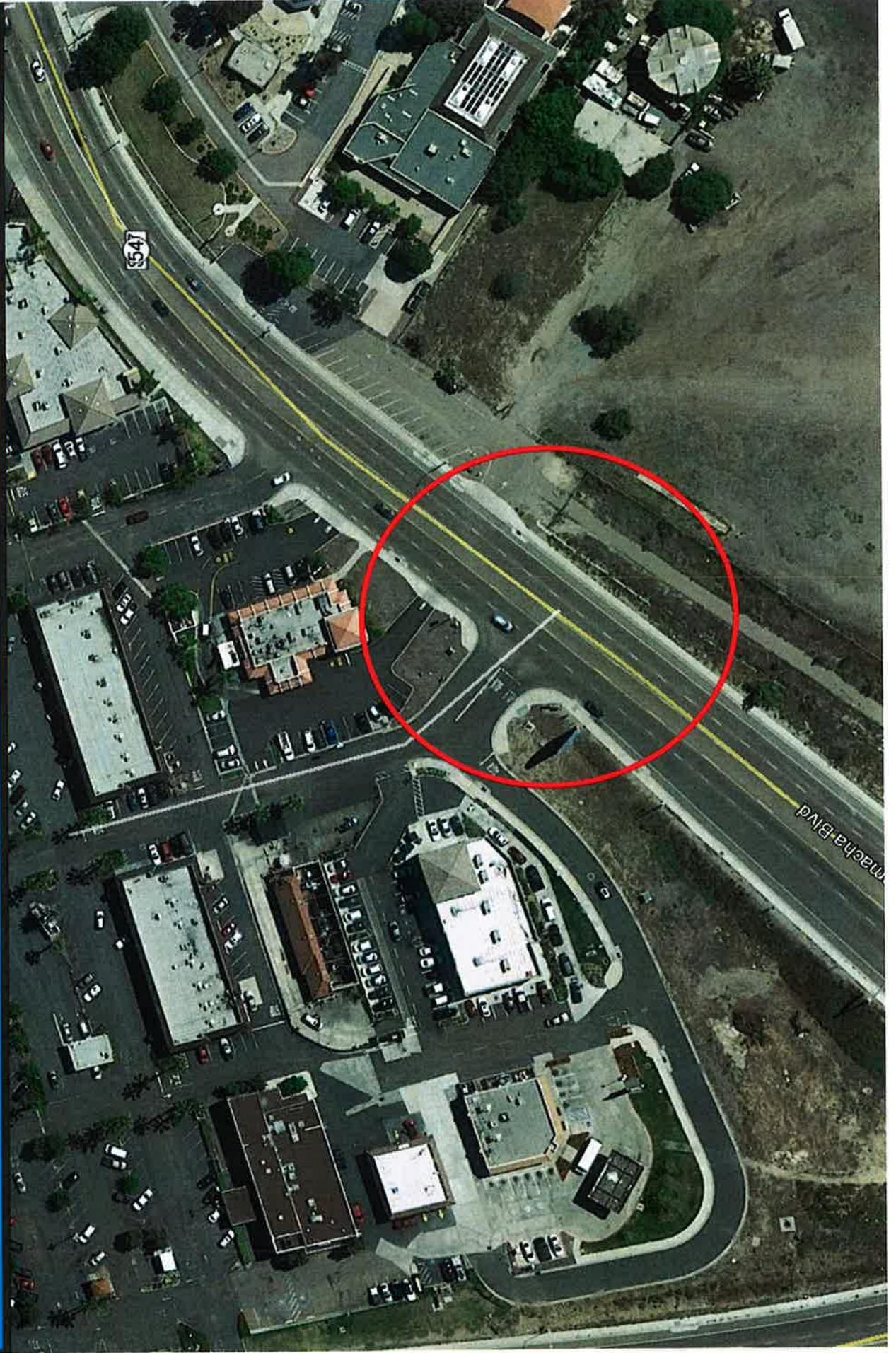
**San Diego CA, 92123**

**AGENDA**

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

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. INTERSECTION REVIEW</b>	<b>JAMACHA BOULEVARD &amp; SHOPPING CENTER</b>	<b>SPRING VALLEY</b>	<b>SPRING VALLEY</b>
<b>2-B. RADAR RECERTIFICATION</b>	<b>LA CRESTA ROAD</b>	<b>CREST</b>	<b>CREST/DEHESA</b>
<b>2-C. RADAR RECERTIFICATION</b>	<b>RIVERSIDE DRIVE</b>	<b>LAKESIDE</b>	<b>LAKESIDE</b>
<b><u>SUPERVISORIAL DISTRICT 3</u></b>			
<b>3-A. INTERSECTION REVIEW</b>	<b>4-S RANCH PKWY/DEER RIDGE RD/PRAIRIE SP</b>	<b>4S RANCH</b>	<b>SAN DIEGUITO</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. RADAR RECERTIFICATION</b>	<b>LOMAS SANTA FE/ LINEA DEL CIELO</b>	<b>RANCHO SAN DIEGUITO</b>	<b>SAN DIEGUITO</b>

2-A. Jamacha Boulevard and Private Driveway at the entrance to the  
Spring Valley Shopping Center  
Intersection Review



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** June 10, 2016 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** All-Way Stop

**LOCATION:** Jamacha Boulevard and Spring Valley Shopping Center  
(private) SPRING VALLEY (Thos. Bros. 1291 A-3)  
Spring Valley Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Intersection Review

**PROBLEM AS STATED BY REQUESTER:**

This intersection is the ingress/egress to the Spring Valley Shopping Center. There have been numerous collisions involving motorists at the driveway of this center. The Spring Valley Community Planning Group and the local merchants all support the request for signalization at this intersection.

**Existing Traffic Devices**

Jamacha Boulevard is a striped four-lane roadway, with a painted median and designated bike lane. It runs east/west and measures 85 feet wide. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

The private driveway is striped, measures 45 feet wide and intersects Jamacha Boulevard and is stop controlled. It serves as a main Ingress/Egress for the Spring Valley Shopping Center.

**Average Daily Traffic Volumes**

**2/16**

Spring Valley Shopping Center  
West Driveway:

2,175 SB

**Collisions**

There have been 19 reported collisions at this intersection in the last 4 year one month period, 1-1-11 to 02-29-16.



# County of San Diego

DEPARTMENT OF PUBLIC WORKS  
5510 OVERLAND AVE, SUITE 410  
SAN DIEGO, CALIFORNIA 92123-1237  
(858) 694-2212 FAX: (858) 694-3507  
Web Site: [www.sdcounty.ca.gov/dpw/](http://www.sdcounty.ca.gov/dpw/)

## COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 02, 2016  
Item Title: Signalization & Turn Prohibition  
Location: Jamacha Blvd between Sweetwater Rd & Gillispie Rd –  
Spring Valley Shopping Center  
Spring Valley Community

CTE Recommendation:

A handwritten signature in black ink, appearing to be "JAO".

- Prohibit left turn movements from private driveways by modifying striping to include Left Turn Lanes with the use of signs and delineators.
- Place this location on the County's Traffic Signal Priority List.

Conditions:

- California Manual on Uniform Traffic Control Devices Traffic signal warrants 1,2,3 and 7 are met at this location.
- Jamacha Blvd is four lane roadway with a two-way left turn lane.
- The speed limit posted on Jamacha Blvd is 45MPH Radar Enforced.
- Traffic Staff received multiple requests indicating their concerns for motorists exiting from the southern private driveways of the Spring Valley Shopping Center turning left (east) to Jamacha Blvd.
- 33 intersection related collisions between 1/1/2011 and 2/29/2016. (one fatality on 4/16/2014)

- ~~Modify the Two-way left turn lane on Jamez Blvd, at the main south entrance private driveway to the Spring Valley Shopping Center, will enhance traffic operation and safety.~~
- ~~In the interim delineators and no left turn signs will be installed to prohibit left turn movement at the southern private driveways.~~

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

COUNT DATE 05/06/15  
 CALC SF 104 DATE 05/13/15  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_

Major St: Jamacha Blvd Critical Approach Speed 45 mph  
 Minor St: Private driveways Critical Approach Speed 10 mph

Speed limit or critical speed on major street traffic > 40 mph.....  or  } RURAL (R)  
 In built up area of isolated community of < 10,000 population.....  } URBAN (U)

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U		R										
	1		U	R									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1000	1200	1300	1400	1500	1600	1700	1800	Hour
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	255	270	346	324	332	400	363	288	

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U		R										
	1		U	R									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1000	1200	1300	1400	1500	1600	1700	1800	Hour
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	255	270	346	324	332	400	363	288	

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES			Hour			
	One	2 or More	1300	1700	1600	1700
Both Approaches - Major Street		X	1246	1505	1806	1801
Higher Approach - Minor Street		X	346	332	400	363

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour  
 (Part A or Part B must be satisfied)**

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**PART B**

SATISFIED YES  NO

APPROACH LANES			Hour
	One	2 or More	1600
Both Approaches - Major Street			1806
Higher Approach - Minor Street			400

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in 'self require the installation of a traffic control signal

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)**

**WARRANT 4 - Pedestrian Volume  
 (Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES  NO

**Part 1 (Parts A or B must be satisfied)**

Hours - - ->

A	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6  
 SATISFIED YES  NO

Hours - - ->

B	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8  
 SATISFIED YES  NO

**Part 2**

SATISFIED YES  NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 5 - School Crossing  
 (Parts A and B Must Be Satisfied)**

SATISFIED YES  NO

**Part A**

Gap/Minutes and # of Children

SATISFIED YES  NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES  NO

AND Children > 20/hr YES  NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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**Part B**

SATISFIED YES  NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System**  
 (All Parts Must Be Satisfied)

SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
<u>OR</u> , On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		Yes <input type="checkbox"/> No <input type="checkbox"/>

**WARRANT 7 - Crash Experience Warrant**  
 (All Parts Must Be Satisfied)

SATISFIED YES  NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input type="checkbox"/>
	<u>OR</u> , Warrant 1, Condition B - Interruption of Continuous Traffic	
	<u>OR</u> , Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

**WARRANT 8 - Roadway Network**  
 (All Parts Must Be Satisfied)

SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input type="checkbox"/>
	<u>OR</u> During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met. Both Streets			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)**

**WARRANT 9 - Intersection Near a Grade Crossing  
 (Both Parts A and B Must Be Satisfied)**

**SATISFIED YES  NO**

<p><b><u>PART A</u></b>                  A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b><u>PART B</u></b>  <b>There is one minor street approach lane at the track crossing -</b> During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.                  Major Street - Total of both approaches: _____ VPH                  Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b><u>OR</u>, There are two or more minor street approach lanes at the track crossing -</b> During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.                  Major Street - Total of both approaches : _____ VPH                  Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day \_\_\_\_\_ Adjustment factor from table 4C-2 \_\_\_\_\_
- 2- Percentage of High-Occupancy Buses on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-3 \_\_\_\_\_
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-4 \_\_\_\_\_

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

2-B. La Cresta Road from Greenfield Drive easterly 3,168 feet (0.6 Miles)  
Radar Recertification



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** June 10, 2016 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** La Cresta Road, from Greenfield Drive easterly 3,168 feet (a distance of 0.6 miles) CREST (Thos. Bros. 1251 H-3) Crest/Dehesa 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**

La Cresta Road is a striped two-lane Through Highway that measures 40 feet wide. There is a two-way left turn lane separating both directions of travel. There is edge striping on both sides of the roadway. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is classified as a Major on the County General Plan Mobility Element Network).

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>04/16</u></b>	<b><u>04/10</u></b>		
La Cresta Road: E/o Greenfield Drive	8,665	9,110		
	<b><u>85th</u></b>	<b><u>10 MPH</u></b>	<b><u>% in</u></b>	
<b><u>Spot Speed Data</u></b>	<b><u>Percentile</u></b>	<b><u>Pace</u></b>	<b><u>Pace</u></b>	
La Cresta Road: 680' E/o Greenfield Drive	<b>2016</b> 47.0 MPH	37-46	65.0%	
	<b>2010</b> 49.5 MPH	40-49	62.5%	
@ Flume Drive	<b>2016</b> 47.0 MPH	39-48	73.0%	
	<b>2010</b> 47.0 MPH	38-47	66.7%	

**Collision Data**

There have been six reported collisions, four of which involved injury along this segment, in the last five year two month period (1-1-11 to 2-29-16).

**VOLUME**

La Cresta Rd E/O Greenfield Dr

Day: Wednesday  
Date: 4/27/2016

City: Crest  
Project #: CA16\_4113\_001

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	4,335	4,329	8,664				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			17	2	19	12:00			51	60	111			
00:15			8	4	12	12:15			57	46	103			
00:30			4	5	9	12:30			61	67	128			
00:45			1	30	1	12:45			50	219	47	220	97	439
01:00			4	3	7	13:00			71	55	126			
01:15			2	1	3	13:15			50	49	99			
01:30			3	1	4	13:30			77	55	132			
01:45			0	9	0	13:45			67	265	46	205	113	470
02:00			3	1	4	14:00			67	64	131			
02:15			2	0	2	14:15			86	57	143			
02:30			3	3	6	14:30			83	51	134			
02:45			2	10	3	14:45			105	341	65	237	170	578
03:00			5	4	9	15:00			85	60	145			
03:15			1	5	6	15:15			96	58	154			
03:30			1	7	8	15:30			108	53	161			
03:45			2	9	2	15:45			120	409	32	203	152	612
04:00			2	7	9	16:00			120	53	173			
04:15			1	9	10	16:15			118	72	190			
04:30			2	28	30	16:30			115	53	168			
04:45			0	5	17	16:45			99	452	64	242	163	694
05:00			3	40	43	17:00			113	55	168			
05:15			4	47	51	17:15			122	64	186			
05:30			8	76	84	17:30			117	61	178			
05:45			5	20	87	17:45			87	439	59	239	146	678
06:00			12	94	106	18:00			98	58	156			
06:15			18	99	117	18:15			95	40	135			
06:30			15	141	156	18:30			82	47	129			
06:45			26	71	119	18:45			88	363	23	168	111	531
07:00			24	105	129	19:00			74	33	107			
07:15			13	130	143	19:15			77	29	106			
07:30			18	114	132	19:30			68	14	82			
07:45			43	98	147	19:45			73	292	21	97	94	389
08:00			57	77	134	20:00			78	18	96			
08:15			36	98	134	20:15			72	31	103			
08:30			40	102	142	20:30			51	21	72			
08:45			58	191	113	20:45			48	249	21	91	69	340
09:00			41	96	137	21:00			71	23	94			
09:15			40	90	130	21:15			48	18	66			
09:30			30	71	101	21:30			45	19	64			
09:45			45	156	58	21:45			29	193	12	72	41	265
10:00			47	66	113	22:00			31	12	43			
10:15			38	60	98	22:15			25	8	33			
10:30			47	56	103	22:30			12	12	24			
10:45			46	178	64	22:45			18	86	6	38	24	124
11:00			48	56	104	23:00			12	6	18			
11:15			56	55	111	23:15			13	5	18			
11:30			37	75	112	23:30			15	1	16			
11:45			58	199	62	23:45			11	51	4	16	15	67
<b>TOTALS</b>			976	2501	<b>3477</b>	<b>TOTALS</b>			3359	1828	<b>5187</b>			
<b>SPLIT %</b>			28.1%	71.9%	<b>40.1%</b>	<b>SPLIT %</b>			64.8%	35.2%	<b>59.9%</b>			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	4,335	4,329	8,664	
AM Peak Hour			11:45	07:00	07:45	PM Peak Hour			15:45	16:15	16:45
AM Pk Volume			227	496	600	PM Pk Volume			473	244	695
Pk Hr Factor			0.930	0.844	0.789	Pk Hr Factor			0.985	0.847	0.934
7 - 9 Volume			289	886	1175	4 - 6 Volume			891	481	1372
7 - 9 Peak Hour			08:00	07:00	07:45	4 - 6 Peak Hour			16:00	16:15	16:45
7 - 9 Pk Volume			191	496	600	4 - 6 Pk Volume			452	244	695
Pk Hr Factor			0.823	0.844	0.789	Pk Hr Factor			0.942	0.847	0.934

# Spot Speed Study

Prepared by: National Data & Surveying Services

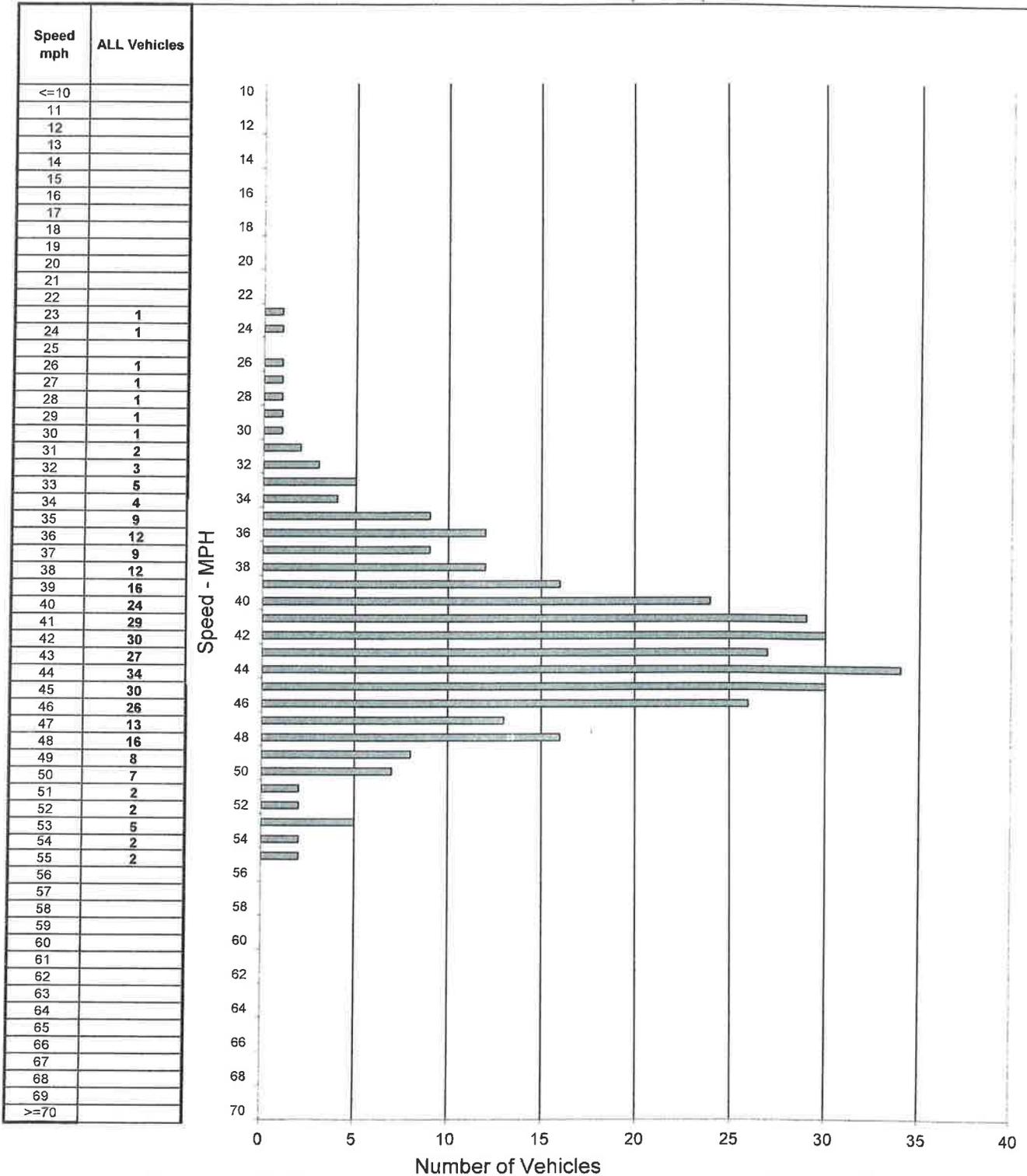
City of La Cresta

DATE: 4/27/2015  
TIME: 9:00-11:00

Location: La Cresta Rd @ Flume Dr  
Posted Speed: 45 MPH Clear/Dry

Project #: 16-4112-002

## 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	336	23 - 55	43 mph	47 mph	39 - 48	245	73%	18% / 63	9% / 28

# Spot Speed Study

Prepared by: National Data & Surveying Services

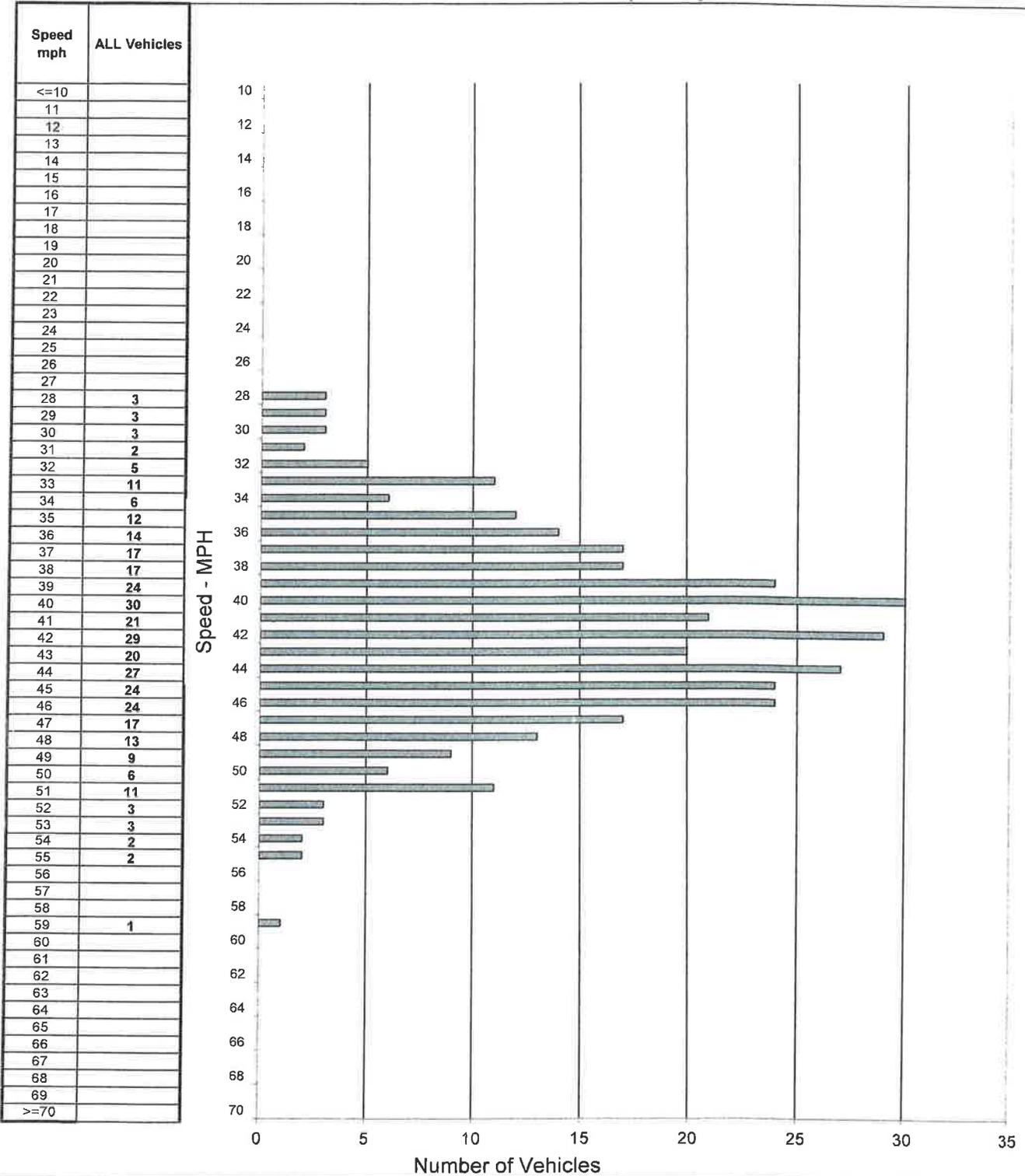
City of La Cresta

DATE: 4/27/2013  
TIME: 9:00-11:00

Location: La Cresta Rd W/O Flume Dr  
Posted Speed: 45 MPH Clear/Dry

Project #: 16-4112-003

## 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	359	28 - 59	42 mph	47 mph	37 - 46	233	65%	16% / 59	19% / 67

2-C. Riverside Drive from Lakeside Avenue westerly to Riverford Road (1.02 Miles)  
Radar Recertification



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** June 10, 2016 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Riverside Drive, from Lakeside Avenue westerly to Riverford Road (a distance of 1.02 miles) LAKESIDE (Thos. Bros. 1271 F-3) Lakeside Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

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

**Existing Traffic Devices**

Riverside Drive is a striped two-lane Through Highway that varies from 39 to 62 feet wide. There intersection of Riverside Drive and Palm Row Drive is signalized. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is classified as a Collector on the County General Plan Mobility Element Network).

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>04/16</u></b>	<b><u>02/02</u></b>		
Riverside Drive: W/o Palm Row	14,225	12,320		
	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>	
Riverside Drive: @ Vista Camino	<b>2016</b>	45.0 MPH	37-46	86.0%
	<b>2009</b>	46.0 MPH	36-45	70.0%

**Collision Data**

There have been 18 reported collisions, three of which involved injury along this segment, in the last five year two month period (1-1-11 to 2-29-16).

**VOLUME**

Riverside Dr W/O Palm Row Dr

Day: Wednesday  
Date: 4/27/2016

City: Lakeside  
Project #: CA16\_4110\_001

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	7,677	6,548	14,225				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			12	6	18	12:00			96	78	174			
00:15			16	3	19	12:15			109	70	179			
00:30			11	5	16	12:30			110	64	174			
00:45			8	47	1	15	12:45		114	429	83	295	197	724
01:00			3	3	6	13:00			137	90	227			
01:15			6	2	8	13:15			133	133	266			
01:30			2	4	6	13:30			118	126	244			
01:45			3	14	0	9	13:45		119	507	96	445	215	952
02:00			5	3	8	14:00			130	82	212			
02:15			5	1	6	14:15			134	103	237			
02:30			2	2	4	14:30			132	112	244			
02:45			5	17	1	7	14:45		152	548	122	419	274	967
03:00			0	6	6	15:00			180	103	283			
03:15			6	7	13	15:15			162	133	295			
03:30			7	6	13	15:30			161	126	287			
03:45			10	23	7	26	15:45		177	680	146	508	323	1188
04:00			5	5	10	16:00			150	144	294			
04:15			11	11	22	16:15			159	148	307			
04:30			10	12	22	16:30			189	154	343			
04:45			8	34	13	41	16:45		179	677	184	630	363	1307
05:00			9	20	29	17:00			185	215	400			
05:15			36	25	61	17:15			173	171	344			
05:30			23	41	64	17:30			158	194	352			
05:45			46	114	60	146	17:45		162	678	158	738	320	1416
06:00			53	89	142	18:00			128	121	249			
06:15			62	76	138	18:15			118	117	235			
06:30			97	97	194	18:30			119	106	225			
06:45			112	324	108	370	18:45		123	488	85	429	208	917
07:00			123	107	230	19:00			115	90	205			
07:15			140	110	250	19:15			88	69	157			
07:30			154	130	284	19:30			85	63	148			
07:45			146	563	150	497	19:45		70	358	39	261	109	619
08:00			127	92	219	20:00			100	52	152			
08:15			120	90	210	20:15			97	46	143			
08:30			136	110	246	20:30			76	37	113			
08:45			112	495	140	432	20:45		81	354	49	184	130	538
09:00			91	93	184	21:00			57	29	86			
09:15			72	88	160	21:15			52	27	79			
09:30			69	89	158	21:30			51	12	63			
09:45			79	311	71	341	21:45		35	195	21	89	56	284
10:00			94	75	169	22:00			36	31	67			
10:15			77	75	152	22:15			15	16	31			
10:30			61	64	125	22:30			23	13	36			
10:45			87	319	70	284	22:45		25	99	6	66	31	165
11:00			71	55	126	23:00			21	9	30			
11:15			103	64	167	23:15			17	10	27			
11:30			79	80	159	23:30			16	8	24			
11:45			84	337	84	283	23:45		12	66	6	33	18	99
<b>TOTALS</b>			2598	2451	5049	<b>TOTALS</b>			5079	4097	9176			
<b>SPLIT %</b>			51.5%	48.5%	35.5%	<b>SPLIT %</b>			55.4%	44.6%	64.5%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	7,677	6,548	14,225	
AM Peak Hour			07:15	07:00	07:00	PM Peak Hour			16:30	16:45	16:45
AM Pk Volume			567	497	1060	PM Pk Volume			726	764	1459
Pk Hr Factor			0.920	0.828	0.895	Pk Hr Factor			0.960	0.888	0.912
7 - 9 Volume			1058	929	1987	4 - 6 Volume			1355	1368	2723
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume			567	497	1060	4 - 6 Pk Volume			726	764	1459
Pk Hr Factor			0.920	0.828	0.895	Pk Hr Factor			0.960	0.888	0.912

# Spot Speed Study

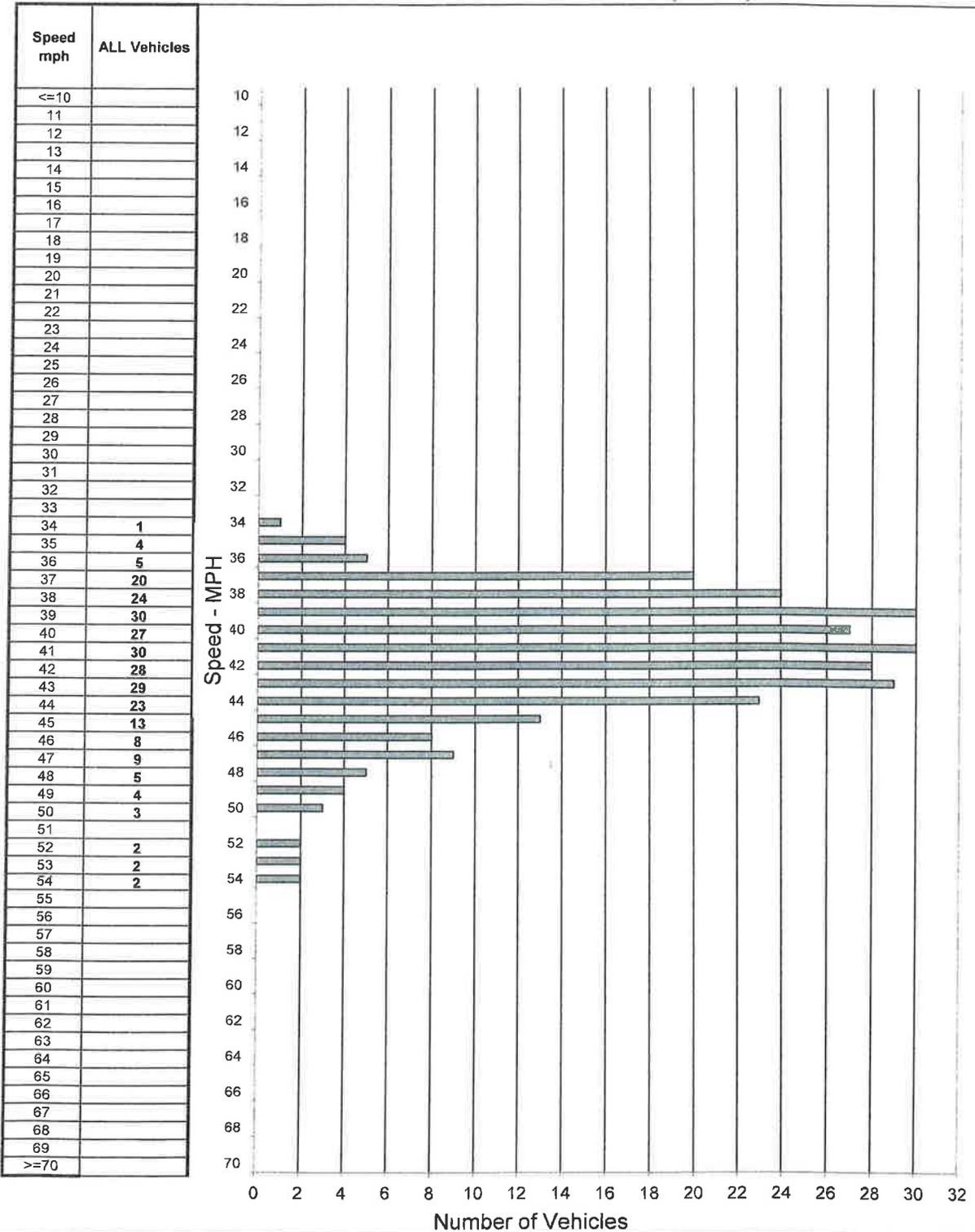
Prepared by: National Data & Surveying Services

City of Lakeside

DATE: 4/25/2016  
TIME: 12:30-14:30

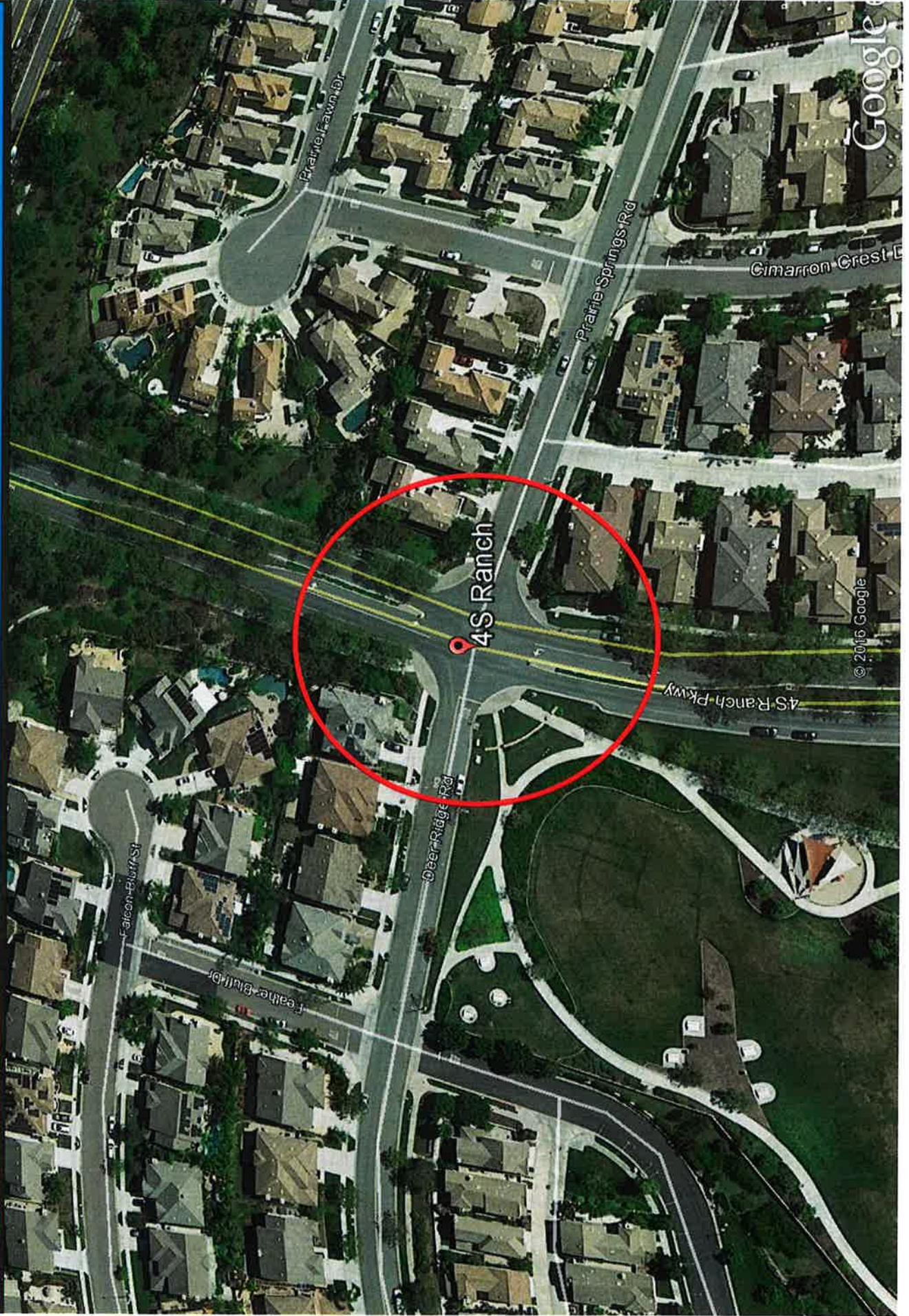
Location: Riverside Dr @ Vista Camino Rd  
Posted Speed: 40 MPH Clear/Dry Project #: 16-4111-002

## 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	269	34 - 54	41 mph	45 mph	37 - 46	232	86%	3% / 10	11% / 27

3-A. 4S Ranch Parkway/Deer Ridge Road/Prairie Springs Road  
Intersection Review



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2016

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: All-Way Stop

LOCATION: 4S Ranch Parkway/Deer Ridge Road/Prairie Springs Road (Thos. Bros. 1169 E-3) 4S RANCH San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

### PROBLEM AS STATED BY REQUESTER:

This intersection has a large number of vehicle and pedestrian conflicts generated by the nearby park and four adjacent schools.

### Existing Traffic Devices

4S Ranch Parkway is a striped two-lane roadway, with a raised, planted median and designated built out parking areas. It runs north/south and measures 45 feet wide. This roadway is unclassified on the County General Plan Mobility Element Network.

Deer Ridge Road is striped, measures 35 feet wide, intersects 4S Ranch Parkway on the west leg and is stop controlled. It serves as a main route to nearby schools. This roadway is unclassified on the County General Plan Mobility Element Network.

Prairie Springs Road is striped, measures 35 feet wide, intersects 4S Ranch Parkway on the west leg and is stop controlled. It serves as connector to the main route to nearby schools. This roadway is unclassified on the County General Plan Mobility Element Network.

### Average Daily Traffic Volumes

2/16

4S Ranch Parkway:

00000 SB  
00000 NB

Deer Ridge Road:

2,175 EB

Prairie Springs Road:

2,175 WB

### Collisions

There have been no reported collisions at this intersection in the last 5 year one month period (1-1-11 to 02-29-16).



# 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.sdcounty.ca.gov/dpw/](http://www.sdcounty.ca.gov/dpw/)

## COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 18, 2016

Item Title: All-way stop control

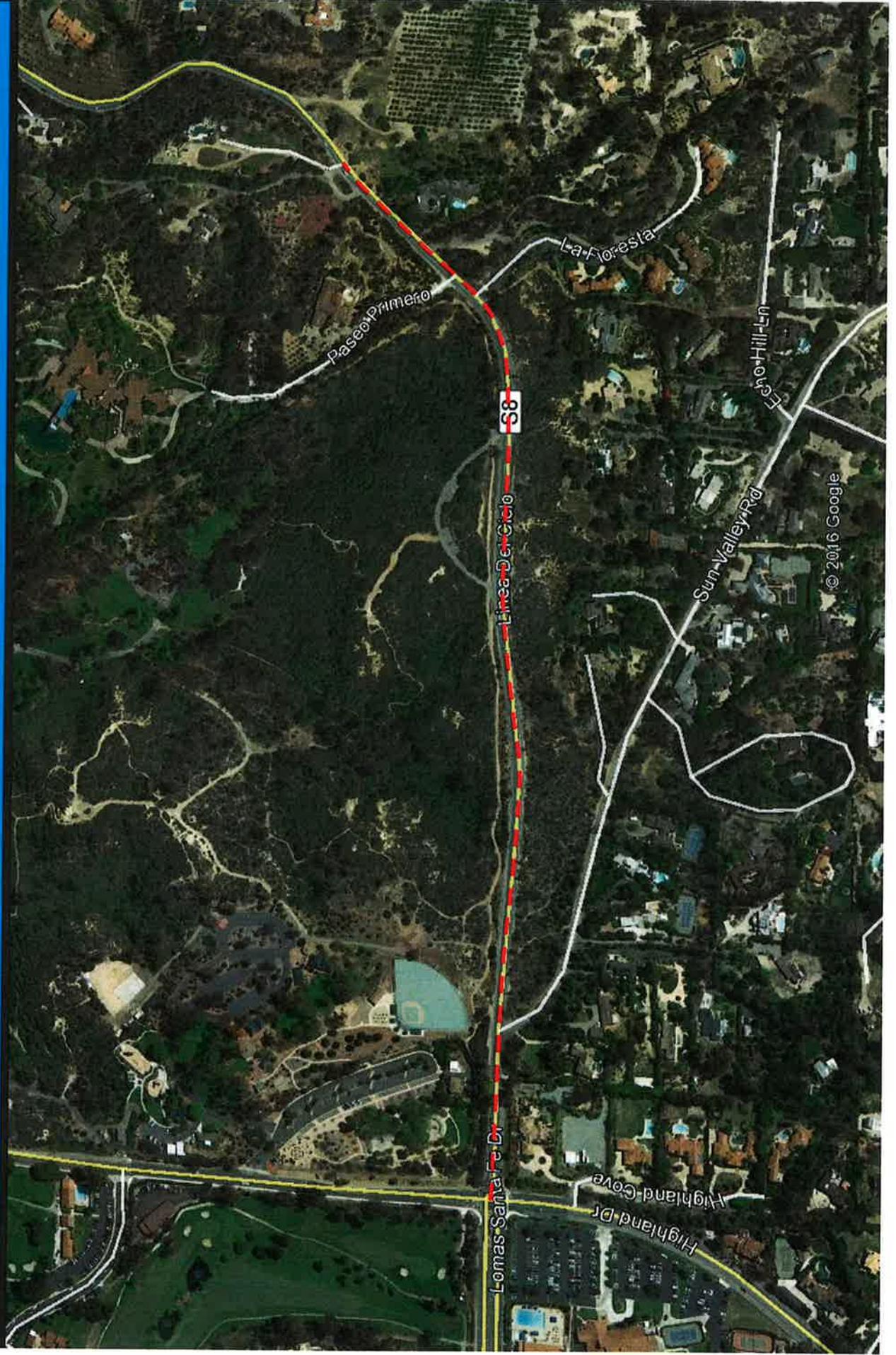
Location: 4S Ranch Parkway at Deer Ridge Road/Prairie Springs Road, 4S Ranch Community

CTE Recommendation: Installation of an all-way stop control due to the large number of vehicle and pedestrian conflicts generated by the park and adjacent schools. An all-way stop will be consistent with the regulatory controls along the corridor.

Conditions:

- Staff received several pedestrian related concerns from constituents regarding the uncontrolled leg, 4S Ranch Parkway, of the intersection.
- Large pedestrian presence due to Del Norte High School, Stone Ranch Elementary School, Monterey Ridge Elementary School, and Design 39 Campus and 4S Heritage Park on the southwest corner
- The intersection to the north, Camino Del Norte, is signalized and to the south, Lone Quail Road is all-way stop controlled.

5-A. Lomas Santa Fe Drive/Linea del Cielo from 1,600 feet west of El Camino Real westerly to the Solana Beach City Limit Green Canyon Road (0.65 Miles)  
Radar Recertification



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** June 10, 2016 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Recertification

**LOCATION:** Lomas Santa Fe Drive/Linea Del Cielo, from 1,600 feet west of El Camino Real westerly to the Solana Beach City Limit (a distance of 0.65 miles) RANCHO SANTA FE (Thos. Bros. 1168 B-6) San Dieguito Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 50 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

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

**Existing Traffic Devices**

Lomas Santa Fe Drive/Linea Del Cielo is a striped two-lane Through Highway that varies from 29 feet to 50 feet in width. There is edge-striping along both sides of the roadway. The road is posted 50 MPH/Radar Certified. (NOTE: This roadway is classified as a Collector on the Circulation Element Map.)

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>4/16</u></b>	<b><u>3/10</u></b>		
Lomas Santa Fe Dr/Linea Del Cielo: W/o El Camino Real	8,535	7,490		
<b><u>Spot Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>	
Lomas Santa Fe Dr/Linea Del Cielo:				
1,000' E/o Sun Valley Rd	<b>2016</b>	52.0 MPH	43-52	72.0%
	<b>2009</b>	54.1 MPH	46-55	77.7%

**Collision Data**

There have been no reported collisions along this segment of roadway in a five year two month period (01-01-11 to 02-29-16).

**VOLUME**

Lomas Santa Fe Dr/Linea Del Cielo W/O El Camino Real

Day: Wednesday  
Date: 4/27/2016

City: Rancho Santa Fe  
Project #: CA16\_4110\_003

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	4,197	4,339	8,536				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			2	1	3	12:00			70	57	127			
00:15			2	2	4	12:15			70	67	137			
00:30			1	2	3	12:30			65	76	141			
00:45			3	8	1	6	12:45		79	284	54	254	133	538
01:00			1	1	2	13:00			65	68	133			
01:15			2	3	5	13:15			72	59	131			
01:30			2	0	2	13:30			87	50	137			
01:45			2	7	0	4	13:45		70	294	61	238	131	532
02:00			0	0	0	14:00			80	64	144			
02:15			0	0	0	14:15			80	70	150			
02:30			0	0	0	14:30			103	72	175			
02:45			0	0	0	14:45			118	381	84	290	202	671
03:00			0	0	0	15:00			108	85	193			
03:15			0	0	0	15:15			105	122	227			
03:30			0	1	1	15:30			94	118	212			
03:45			0	1	2	1	15:45		103	410	76	401	179	811
04:00			2	1	3	16:00			82	81	163			
04:15			1	2	3	16:15			87	75	162			
04:30			3	4	7	16:30			94	84	178			
04:45			2	8	9	16	16:45		100	363	71	311	171	674
05:00			3	9	12	17:00			94	91	185			
05:15			6	11	17	17:15			93	76	169			
05:30			8	15	23	17:30			103	93	196			
05:45			10	27	18	53	17:45		97	387	71	331	168	718
06:00			14	12	26	18:00			67	72	139			
06:15			24	46	70	18:15			59	54	113			
06:30			37	43	80	18:30			56	50	106			
06:45			64	139	55	156	18:45		58	240	37	213	95	453
07:00			38	74	112	19:00			60	34	94			
07:15			56	103	159	19:15			39	35	74			
07:30			69	108	177	19:30			52	38	90			
07:45			64	227	101	386	19:45		34	185	25	132	59	317
08:00			78	122	200	20:00			32	29	61			
08:15			69	102	171	20:15			29	20	49			
08:30			67	129	196	20:30			22	20	42			
08:45			50	264	103	456	20:45		26	109	17	86	43	195
09:00			47	102	149	21:00			23	14	37			
09:15			52	104	156	21:15			17	17	34			
09:30			67	75	142	21:30			18	18	36			
09:45			51	217	97	378	21:45		13	71	5	54	18	125
10:00			46	74	120	22:00			11	11	22			
10:15			55	60	115	22:15			11	9	20			
10:30			61	50	111	22:30			8	10	18			
10:45			61	223	58	242	22:45		15	45	8	38	23	83
11:00			43	58	101	23:00			8	5	13			
11:15			70	76	146	23:15			8	5	13			
11:30			79	69	148	23:30			1	2	3			
11:45			96	288	76	279	23:45		3	20	1	13	4	33
<b>TOTALS</b>				1408	1978	<b>3386</b>	<b>TOTALS</b>			2789	2361	<b>5150</b>		
<b>SPLIT %</b>				41.6%	58.4%	<b>39.7%</b>	<b>SPLIT %</b>			54.2%	45.8%	<b>60.3%</b>		

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	4,197	4,339	8,536

AM Peak Hour	11:15	08:00	07:45	PM Peak Hour	14:30	14:45	14:45
AM Pk Volume	315	456	732	PM Pk Volume	434	409	834
Pk Hr Factor	0.820	0.884	0.915	Pk Hr Factor	0.919	0.838	0.919
7 - 9 Volume	491	842	1333	4 - 6 Volume	750	642	1392
7 - 9 Peak Hour	07:30	08:00	07:45	4 - 6 Peak Hour	16:45	16:45	16:45
7 - 9 Pk Volume	280	456	732	4 - 6 Pk Volume	390	331	721
Pk Hr Factor	0.897	0.884	0.915	Pk Hr Factor	0.947	0.890	0.920

# Spot Speed Study

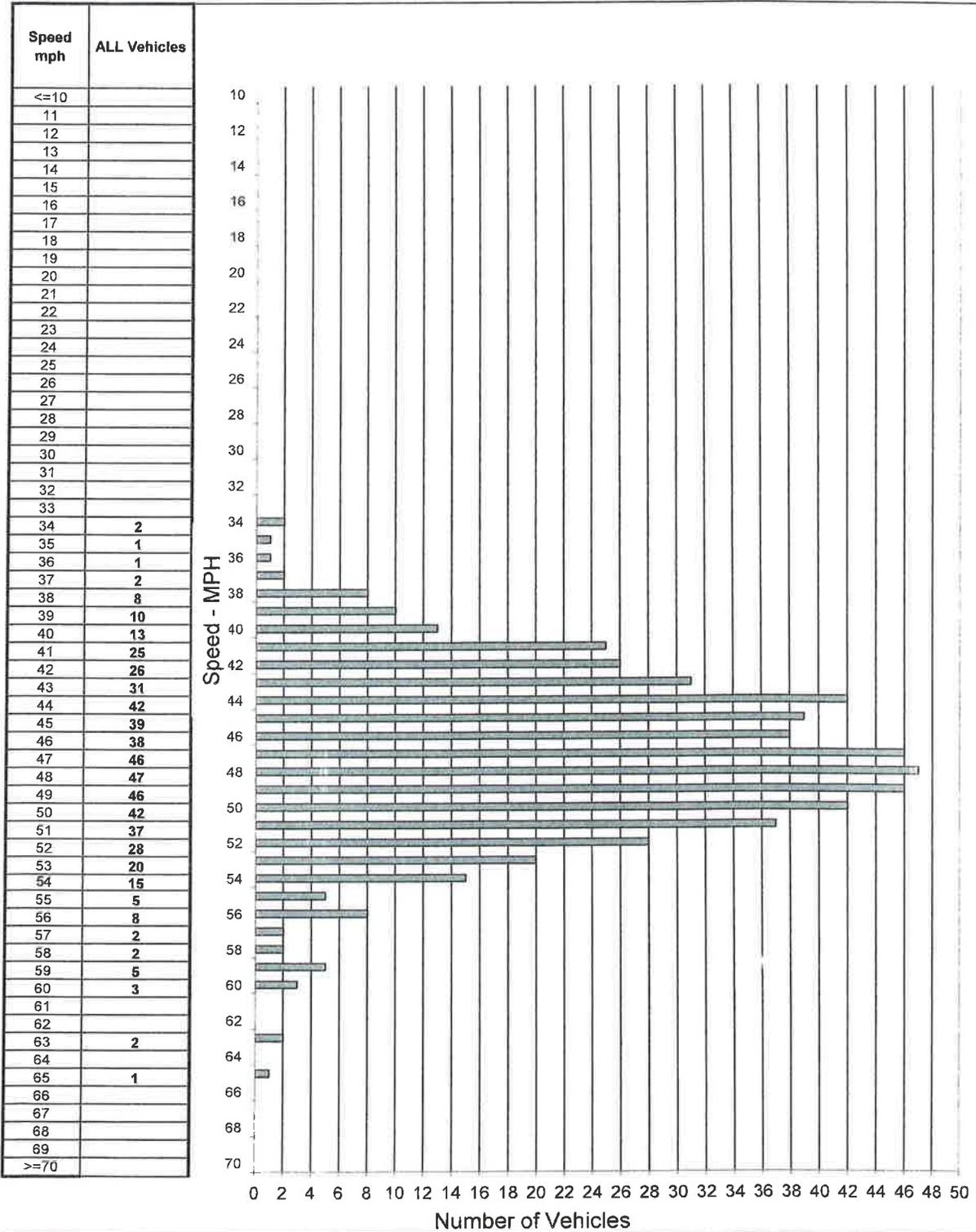
Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

DATE: 4/22/2016  
TIME: 13:20-15:20

Location: Lomas Santa Fe/Linea Del Cielo 1000' E/O Sun Valley Rd  
Posted Speed: 50 MPH Clear/Dry Project #: 16-4111-003

## 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	547	34 - 65	47 mph	52 mph	43 - 52	396	72%	16% / 88	12% / 63