

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

JUNE 10, 2016 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

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

This item was continued by the Committee to a future meeting to allow a separate road review being performed by the Traffic Engineering section to conclude.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**JUNE 10, 2016 @ 9:00 AM
5510 Overland Ave Room #271**

Traffic Advisory Committee Members

Automobile Club of Southern California	Absent
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Mr. Bob Campbell
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	Officer Kevin Rinehart
California Highway Patrol - Oceanside	Absent
California Highway Patrol - El Cajon	Officer Pearlstein
California Highway Patrol - Border	Absent
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleishman
Pacific Safety Center	Mr. Bruce Pennings
San Diego County Sheriff's Department	Lt. Chris Steffen
San Diego County Office of Education	Absent
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mrs. Giselle Finley
Department of Public Works	Murali Pasumarthi

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mrs. Juliet Ding
Traffic Advisory Committee Staff	Mrs. Tricia Horsman

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

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 (private):

2,175 SB

Collisions

There have been 33 reported collisions at this intersection in the last 5 year two month period, 1-1-11 to 02-29-16.

Discussion

The intersection of Jamacha Boulevard at the western most private ingress/egress leg to the Spring Valley Shopping Center is stop controlled. There are a total of four ingress/egress points to this shopping area. All three others are located to the east of this intersection. Jamacha Boulevard is classified as a major road on the County General Plan

Discussion (continued)

Mobility Element Network and functions as such.

When vehicles are attempting to re-enter traffic from the private drive onto Jamacha Boulevard, particularly a left turn movement, they are experiencing great difficulty. This has resulted in a high number of collisions (33) including one fatality within a five year time parameter.

The Committee considered the County Traffic Engineer's (CTE) recommendation for this intersection placement on the County's Traffic Signal Priority List and unanimously agreed. Placement on this list will identify the measured ranking of the intersection. It will then compete with other intersections already ranked and on the list for funding and installation.

Additionally, the CTE recommended an interim striping modification for Jamacha Boulevard which will include left turn lanes with the use of signs and delineators. The three eastern driveways will be restricted to right turn only egress movements and will be routed westerly to a designated U-turn area. This will be implemented through the use of signs and delineators. Vehicles at the western most driveway, (proposed for signalization), will still be allowed to make a left turn movement onto Jamacha Boulevard.

The representative from the El Cajon California Highway Patrol agreed with this interim layout.

Recommendation

The Committee recommends the intersection of Jamacha Boulevard and Spring Valley Shopping Center be placed on the County's Traffic Signal Priority list and an interim striping, signing and delineator plan be implemented until the signal is constructed and installed. The intersection will be brought back before the Committee in six months for evaluation of function. County Staff will pursue partial funding through the grant process.

Maker: Lake, Second: Fleishman, Vote: 10-0.

Necessary Board Action

Add the intersection of Jamacha Boulevard and the western most driveway to the Spring Valley Shopping Center to the County's Traffic Signal Priority List and implement interim striping, sign and delineator modifications.

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).

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

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (47.0 MPH) supports recertification for continued radar speed enforcement. The posted 45 MPH speed limit was established and radar certified in 1983, and 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.

Continued radar speed enforcement will facilitate and enhance law enforcement. All California Highway Patrol representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on La Cresta Road, from Greenfield Drive easterly 3,168 feet.

Maker: Campbell, Second: Finley Vote: 10-0

Necessary Board Action

File this report.

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).

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

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (45.0 MPH) 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 1985. This posting continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Riverside Drive, from Lakeside Avenue westerly to Riverford Road.

Maker: Campbell, Second: Finley, Vote: 10-0

Necessary Board Action

File this report.

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: 1,635 SB
1,260 NB

Deer Ridge Road: 625 EB
Prairie Springs Road: 257 WB

Collisions

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

Discussion

The 4S Ranch Parkway/Deer Ridge Road/Prairie Springs Road intersection is presently stop controlled on Deer Ridge Road and Prairie Springs Road in the east and west direction, and has a through movement on 4S Ranch Parkway in the north and south direction. The intersection is in close proximity to four Schools in the area and a local park is on the southwest corner of this intersection. There is a strong school and neighborhood pedestrian presence in this vicinity.

The San Dieguito Community Planning Group verbally supported the establishment of all-way stop controls at this intersection.

The Committee noted that both Deer Ridge Road and Prairie Springs Road are operating as local routes and 4S Ranch Parkway operates as a through movement. They agreed that due to the presence of the schools and Local Park, the intersection's existing operating conditions support a higher level of control. The Committee believes the installation of all-way stop controls, stop ahead signs and associated pavement legends and pedestrian crosswalks will require both northbound and southbound motorists on 4S Ranch Parkway to stop, look both ways to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions. It will provide a designated crossing for pedestrians and thereby increase the level of comfort for all traversing these residential roadways. The California Highway Patrol San Diego representative expressed support for the proposal and shared that the area is still growing. The Caltrans representative expressed concerns that although an added measure, the installation of crosswalks at this location is not mandatory per the California MUTCD and that many more requests could follow.

Recommendation

The Committee recommends an all-way stop control be established for northbound/southbound traffic on 4S Ranch Parkway and eastbound/westbound traffic on Deer Ridge Road/Prairie Springs Road.

Maker: Finley, Second: Campbell, Vote: 10-0.

Necessary Board Action

Add Item No. 241 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.