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

March 3, 2017

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the March 10, 2017, 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

March 10, 2017 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

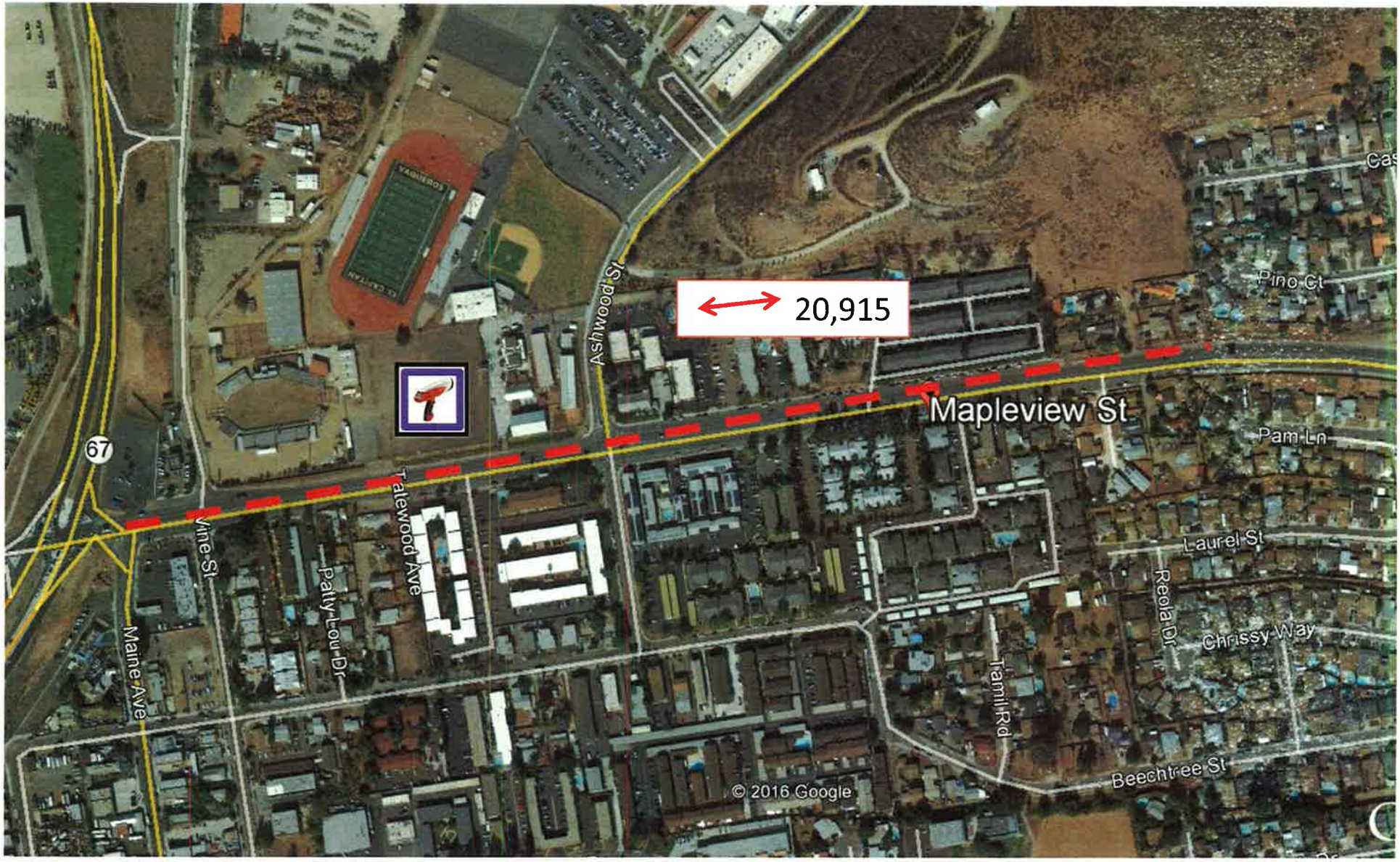
AGENDA

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

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2			
2-A. RADAR RECERTIFICATION	MAPLEVIEW STREET	LAKESIDE	LAKESIDE
SUPERVISORIAL DISTRICT 5			
5-A. RADAR RECERTIFICATION	MISSION ROAD	FALLBROOK	FALLBROOK
5-B. SIGNALIZATION	SAN DIEGUITO ROAD	FAIRBANKS RANCH	SAN DIEGUITO
5-C. RADAR RECERTIFICATION	EL CAMINO REAL / LA NORIA	RANCHO SANTA FE	SAN DIEGUITO

2-A. Radar Recertification

Mapleview Street from Maine Avenue to 1,570 feet E/o Ashwood Street
Posted 40 MPH (a distance of 0.55 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2017 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Mapleview Street from Maine Avenue easterly to 1,570 feet east of Ashwood Street (a distance of 0.55 miles) LAKESIDE (Thos. Bros. 1232 B-3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Mapleview Street is a striped four-lane Through Highway that varies from 54 feet to 106 feet in width. There is a short section with a two-way left-turn lane separating both directions of travel. There are bike lanes on each side of the roadway. The road is classified as a Prime Arterial on the Mobility Element Network. The road is posted 40 MPH/Radar Certified.

Average Daily Traffic Volumes	1/17	2/07
Mapleview Street:		
W/o Ashwood Street	24,350	22,500
E/o Ashwood Street	17,480	15,330

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Mapleview Street:				
350' E/o Vine Street	(2017)	47 MPH	37-46	77%
	(2010)	44.1 MPH	33-42	63.8%

Collision Data

There have been 48 reported collisions, 19 of which involved injury along this segment of roadway in the last five year period (01-01-2012 to 12-31-2016).

Prepared by NDS/ATD

VOLUME

Mapleview St 200' W/O Ashwood St

Day: Tuesday
Date: 1/17/2017

City: Lakeside
Project #: CA17_4005_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,249	12,104	24,353

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			43		44		87		12:00			140		114		254	
00:15			43		71		114		12:15			134		133		267	
00:30			31		41		72		12:30			161		151		312	
00:45			15	132	49	205	64	337	12:45			147	582	133	531	280	1113
01:00			22		52		74		13:00			158		132		290	
01:15			29		39		68		13:15			202		167		369	
01:30			39		46		85		13:30			221		198		419	
01:45			19	109	39	176	58	285	13:45			188	769	160	657	348	1426
02:00			11		34		45		14:00			197		141		338	
02:15			14		46		60		14:15			227		172		399	
02:30			15		47		62		14:30			243		188		431	
02:45			14	54	32	159	46	213	14:45			201	868	184	685	385	1553
03:00			9		33		42		15:00			237		179		416	
03:15			12		38		50		15:15			219		177		396	
03:30			11		34		45		15:30			213		174		387	
03:45			14	46	36	141	50	187	15:45			227	896	168	698	395	1594
04:00			22		43		65		16:00			226		192		418	
04:15			24		55		79		16:15			233		166		399	
04:30			22		75		97		16:30			202		181		383	
04:45			16	84	76	249	92	333	16:45			274	935	165	704	439	1639
05:00			27		104		131		17:00			246		197		443	
05:15			47		141		188		17:15			241		191		432	
05:30			62		172		234		17:30			258		182		440	
05:45			55	191	191	608	246	799	17:45			261	1006	128	698	389	1704
06:00			90		201		291		18:00			243		131		374	
06:15			94		222		316		18:15			218		132		350	
06:30			150		271		421		18:30			209		128		337	
06:45			202	536	277	971	479	1507	18:45			232	902	108	499	340	1401
07:00			145		316		461		19:00			193		90		283	
07:15			186		256		442		19:15			170		94		264	
07:30			159		299		458		19:30			191		84		275	
07:45			201	691	248	1119	449	1810	19:45			164	718	90	358	254	1076
08:00			192		231		423		20:00			123		84		207	
08:15			168		219		387		20:15			136		149		285	
08:30			150		206		356		20:30			121		111		232	
08:45			139	649	179	835	318	1484	20:45			101	481	95	439	196	920
09:00			140		144		284		21:00			122		85		207	
09:15			133		151		284		21:15			119		61		180	
09:30			140		139		279		21:30			116		70		186	
09:45			135	548	163	597	298	1145	21:45			84	441	58	274	142	715
10:00			147		134		281		22:00			64		71		135	
10:15			131		136		267		22:15			89		74		163	
10:30			137		115		252		22:30			63		64		127	
10:45			147	562	117	502	264	1064	22:45			48	264	62	271	110	535
11:00			134		134		268		23:00			53		46		99	
11:15			148		124		272		23:15			54		69		123	
11:30			149		132		281		23:30			55		56		111	
11:45			149	580	127	517	276	1097	23:45			43	205	40	211	83	416
TOTALS				4182		6079		10261	TOTALS				8067		6025		14092
SPLIT %				40.8%		59.2%		42.1%	SPLIT %				57.2%		42.8%		57.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,249	12,104	24,353

AM Peak Hour			07:15	06:45	06:45	PM Peak Hour			16:45	16:45	16:45
AM Pk Volume			738	1148	1840	PM Pk Volume			1019	735	1754
Pk Hr Factor			0.918	0.908	0.960	Pk Hr Factor			0.930	0.933	0.990
7 - 9 Volume	0	0	1340	1954	3294	4 - 6 Volume	0	0	1941	1402	3343
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	738	1119	1810	4 - 6 Pk Volume	0	0	1019	735	1754
Pk Hr Factor	0.000	0.000	0.918	0.885	0.982	Pk Hr Factor	0.000	0.000	0.930	0.933	0.990

Prepared by NDS/ATD

VOLUME

Mapleview St 200' E/O Ashwood St

Day: Tuesday
Date: 1/17/2017

City: Lakeside
Project #: CA17_4005_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,011	8,466	17,477

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			34		14		48		12:00			106		110		216	
00:15			29		12		41		12:15			92		85		177	
00:30			9		13		22		12:30			120		83		203	
00:45			15	87	8	47	23	134	12:45			97	415	103	381	200	796
01:00			17		16		33		13:00			97		103		200	
01:15			12		7		19		13:15			120		134		254	
01:30			13		8		21		13:30			176		108		284	
01:45			10	52	9	40	19	92	13:45			150	543	102	447	252	990
02:00			9		2		11		14:00			128		113		241	
02:15			12		11		23		14:15			169		134		303	
02:30			7		10		17		14:30			208		140		348	
02:45			7	35	11	34	18	69	14:45			193	698	134	521	327	1219
03:00			4		5		9		15:00			189		131		320	
03:15			11		11		22		15:15			178		113		291	
03:30			5		16		21		15:30			199		139		338	
03:45			9	29	15	47	24	76	15:45			199	765	116	499	315	1264
04:00			14		17		31		16:00			182		137		319	
04:15			15		35		50		16:15			188		106		294	
04:30			17		54		71		16:30			189		125		314	
04:45			16	62	55	161	71	223	16:45			230	789	141	509	371	1298
05:00			26		66		92		17:00			227		140		367	
05:15			35		81		116		17:15			234		146		380	
05:30			42		119		161		17:30			203		135		338	
05:45			51	154	132	398	183	552	17:45			201	865	100	521	301	1386
06:00			57		168		225		18:00			198		93		291	
06:15			52		189		241		18:15			205		101		306	
06:30			95		282		377		18:30			155		89		244	
06:45			138	342	301	940	439	1282	18:45			197	755	89	372	286	1127
07:00			119		268		387		19:00			144		69		213	
07:15			112		238		350		19:15			100		51		151	
07:30			93		195		288		19:30			110		51		161	
07:45			167	491	226	927	393	1418	19:45			109	463	44	215	153	678
08:00			185		208		393		20:00			94		47		141	
08:15			131		181		312		20:15			99		66		165	
08:30			119		182		301		20:30			95		49		144	
08:45			96	531	132	703	228	1234	20:45			73	361	47	209	120	570
09:00			105		90		195		21:00			77		57		134	
09:15			84		119		203		21:15			73		40		113	
09:30			85		123		208		21:30			55		37		92	
09:45			101	375	123	455	224	830	21:45			45	250	24	158	69	408
10:00			88		100		188		22:00			45		27		72	
10:15			102		76		178		22:15			37		43		80	
10:30			63		80		143		22:30			27		17		44	
10:45			85	338	74	330	159	668	22:45			25	134	14	101	39	235
11:00			82		111		193		23:00			26		18		44	
11:15			91		91		182		23:15			35		21		56	
11:30			105		97		202		23:30			23		12		35	
11:45			91	369	93	392	184	761	23:45			24	108	8	59	32	167
TOTALS				2865		4474		7339	TOTALS				6146		3992		10138
SPLIT %				39.0%		61.0%		42.0%	SPLIT %				60.6%		39.4%		58.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,011	8,466	17,477

AM Peak Hour			07:45	06:30	06:30	PM Peak Hour			16:45	16:45	16:45
AM Pk Volume			602	1089	1553	PM Pk Volume			894	562	1456
Pk Hr Factor			0.814	0.904	0.884	Pk Hr Factor			0.955	0.962	0.958
7 - 9 Volume	0	0	1022	1630	2652	4 - 6 Volume	0	0	1654	1030	2684
7 - 9 Peak Hour			07:45	07:00	07:15	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	602	927	1424	4 - 6 Pk Volume	0	0	894	562	1456
Pk Hr Factor	0.000	0.000	0.814	0.865	0.906	Pk Hr Factor	0.000	0.000	0.955	0.962	0.958

Spot Speed Study

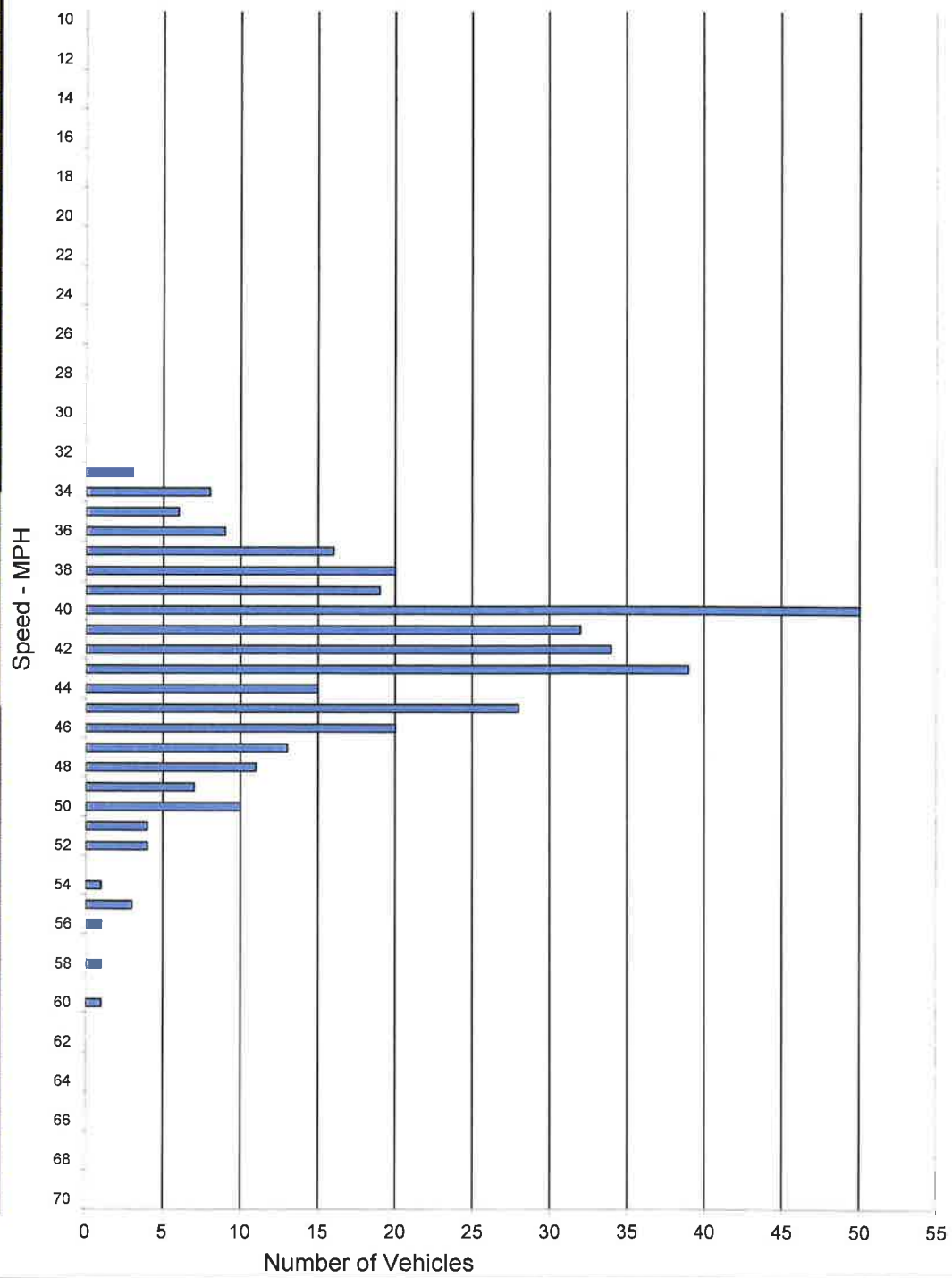
Prepared by: National Data & Surveying Services

City of Lakeside

DATE: 1/10/2017 **Location:** Mapleview St 350' E/O Vine St
TIME: 13:30-15:30 **Posted Speed:** 45 MPH **Project #:** 17-4003-001

Eastbound & Westbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	3
34	8
35	6
36	9
37	16
38	20
39	19
40	50
41	32
42	34
43	39
44	15
45	28
46	20
47	13
48	11
49	7
50	10
51	4
52	4
53	
54	1
55	3
56	1
57	
58	1
59	
60	1
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	355	33 - 60	42 mph	47 mph	37 - 46	273	77%	7% / 26	16% / 56

5-A. Radar Recertification

Mission Road, 800 feet south of Pepper Tree Lane southerly to Green Canyon Road, posted 50 MPH (a distance of 2.05 miles)

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2017 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Mission Road, from 800 feet south of Pepper Tree Lane southerly to Green Canyon Road (a distance of 2.05 miles) FALLBROOK (Thos. Bros. 1047 H-1) Fallbrook 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

Mission Road varies from 45 feet to 75 feet in width. From a point 860 feet south of Pepper Tree Lane southerly to Winter Haven Road, it is a striped four-lane roadway with a raised planted median separating both directions of travel. From Winter Haven Road south to Green Canyon Road, it is primarily a striped two-lane roadway, with three segments having a two-way left turn lane in place. There are bike lanes along both sides of the road. The appropriate school signs are in place. The road is posted 50 MPH/Radar Certified. (NOTE: This roadway is classified as a Major on the Mobility Element Network.

Average Daily Traffic Volumes	**4/16**	**1/09**
Mission Road:		
@ Green Canyon Road	21,530	19,300

Spot Speed Data		**85th Percentile**	**10 MPH Pace**	**% in Pace**
Mission Road:				
300' N/o Sterling Bridge	**2016**	54.0 MPH	45-54	88.0%
1,630' S/o Pepper Tree Ln	**2010**	47.0 MPH	40-49	87.4%
1900' N/o Green Cyn Rd	**2016**	56.0 MPH	46-55	82.0%
	2010	60.0 MPH	47-56	57.4%
Speed Zone	**2016**	53.8 MPH	46-55	85.0%

Collision Data

There have been 80 reported collisions, 37 of which involved injury and 1 that involved a fatality, along this segment of roadway in a five year, two month period (01-01-11 to 2-29-16).

Prepared by NDS/ATD

VOLUME

Mission Rd & Green Cyn Rd

Day: Wednesday
Date: 4/27/2016

City: Fallbrook
Project #: CA16_4110_002

DAILY TOTALS	NB	SB	EB	WB	Total
	10,461	11,071	0	0	21,532

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	25		7						32		12:00	125		153						278	
00:15	24		8						32		12:15	132		128						260	
00:30	22		10						32		12:30	164		146						310	
00:45	18	89	6	31					24	120	12:45	144	565	155	582					299	1147
01:00	11		7						18		13:00	123		144						267	
01:15	11		5						16		13:15	144		139						283	
01:30	7		3						10		13:30	150		166						316	
01:45	10	39	4	19					14	58	13:45	155	572	166	615					321	1187
02:00	4		6						10		14:00	139		150						289	
02:15	8		12						20		14:15	169		139						308	
02:30	10		2						12		14:30	156		154						310	
02:45	13	35	6	26					19	61	14:45	201	665	175	618					376	1283
03:00	6		9						15		15:00	193		163						356	
03:15	4		10						14		15:15	195		171						366	
03:30	7		15						22		15:30	192		155						347	
03:45	10	27	16	50					26	77	15:45	202	782	183	672					385	1454
04:00	9		21						30		16:00	218		185						403	
04:15	9		41						50		16:15	204		159						363	
04:30	11		51						62		16:30	197		128						325	
04:45	21	50	65	178					86	228	16:45	199	818	165	637					364	1455
05:00	21		91						112		17:00	242		151						393	
05:15	26		138						164		17:15	256		166						422	
05:30	27		175						202		17:30	225		204						429	
05:45	65	139	151	555					216	694	17:45	227	950	186	707					413	1657
06:00	47		209						256		18:00	180		142						322	
06:15	65		250						315		18:15	238		133						371	
06:30	73		272						345		18:30	194		104						298	
06:45	132	317	249	980					381	1297	18:45	227	839	127	506					354	1345
07:00	150		299						449		19:00	176		119						295	
07:15	164		287						451		19:15	158		91						249	
07:30	162		329						491		19:30	158		87						245	
07:45	178	654	243	1158					421	1812	19:45	125	617	74	371					199	988
08:00	147		238						385		20:00	94		110						204	
08:15	105		194						299		20:15	126		74						200	
08:30	145		180						325		20:30	146		73						219	
08:45	152	549	184	796					336	1345	20:45	120	486	86	343					206	829
09:00	99		176						275		21:00	112		57						169	
09:15	123		169						292		21:15	84		64						148	
09:30	107		150						257		21:30	111		53						164	
09:45	112	441	141	636					253	1077	21:45	90	397	38	212					128	609
10:00	110		156						266		22:00	70		44						114	
10:15	127		144						271		22:15	65		41						106	
10:30	119		158						277		22:30	73		35						108	
10:45	129	485	146	604					275	1089	22:45	57	265	23	143					80	408
11:00	140		151						291		23:00	29		20						49	
11:15	127		143						270		23:15	32		13						45	
11:30	144		133						277		23:30	27		14						41	
11:45	152	563	148	575					300	1138	23:45	29	117	10	57					39	174
TOTALS		3388		5608						8996	TOTALS		7073		5463						12536
SPLIT %		37.7%		62.3%						41.8%	SPLIT %		56.4%		43.6%						58.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,461	11,071	0	0	21,532

AM Peak Hour	07:00	06:45			07:00	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	654	1164			1812	PM Pk Volume	950	707			1657
Pk Hr Factor	0.919	0.884			0.923	Pk Hr Factor	0.928	0.866			0.966
7 - 9 Volume	1203	1954	0	0	3157	4 - 6 Volume	1768	1344	0	0	3112
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	654	1158	0	0	1812	4 - 6 Pk Volume	950	707	0	0	1657
Pk Hr Factor	0.919	0.880	0.000	0.000	0.923	Pk Hr Factor	0.928	0.866	0.000	0.000	0.966

Spot Speed Study

Prepared by: National Data & Surveying Services

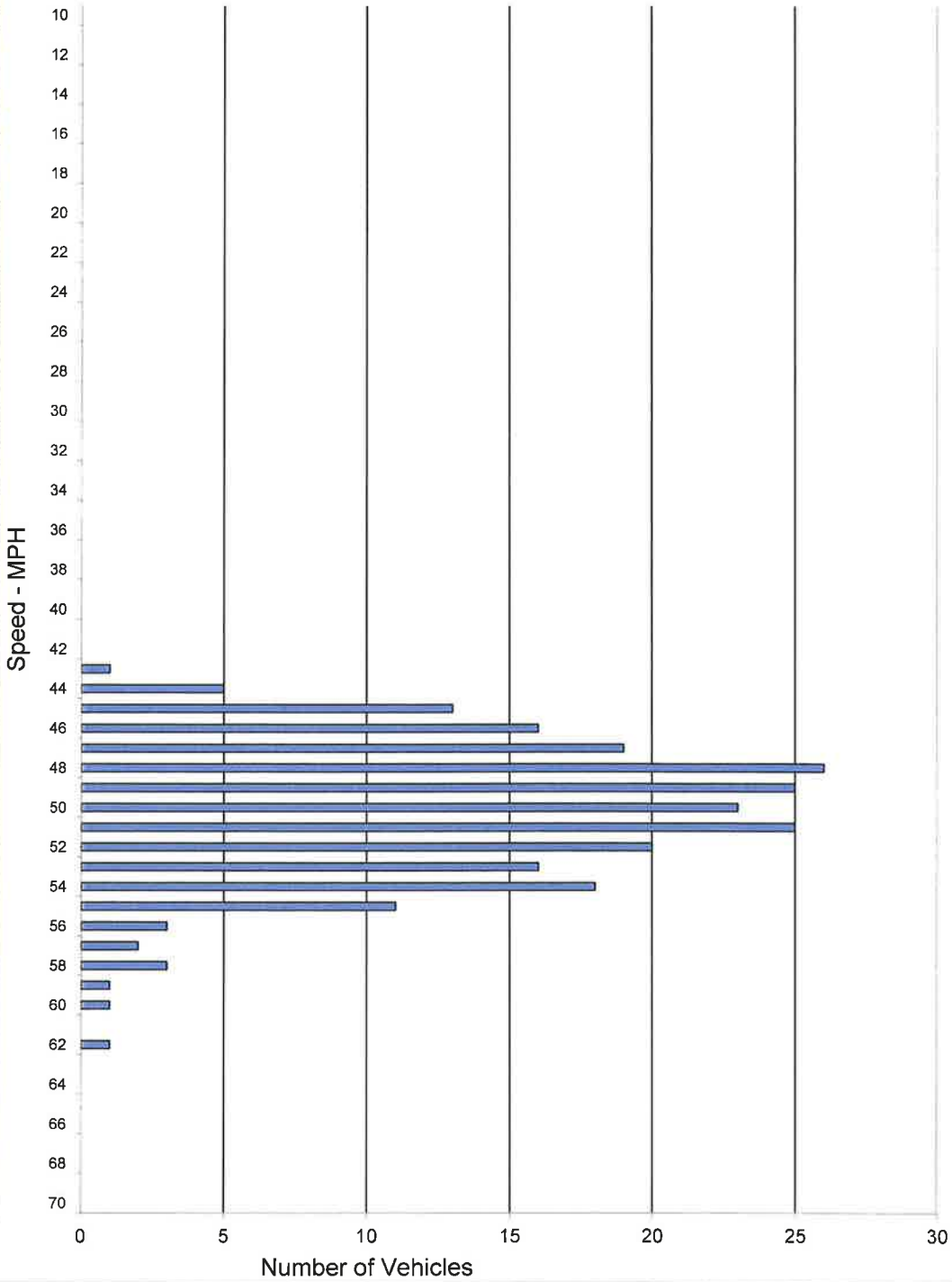
City of Fallbrook

DATE: 1/8/2016 **Location:** Mission Rd 300' N/O Sterling Bridge

TIME: 09:15-11:15 **Posted Speed:** 50 MPH Clear/Dry **Project #:** 15-4373-001

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	1
44	5
45	13
46	16
47	19
48	26
49	25
50	23
51	25
52	20
53	16
54	18
55	11
56	3
57	2
58	3
59	1
60	1
61	
62	1
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	229	43 - 62	50 mph	54 mph	45 - 54	201	88%	2% / 6	10% / 22

Spot Speed Study

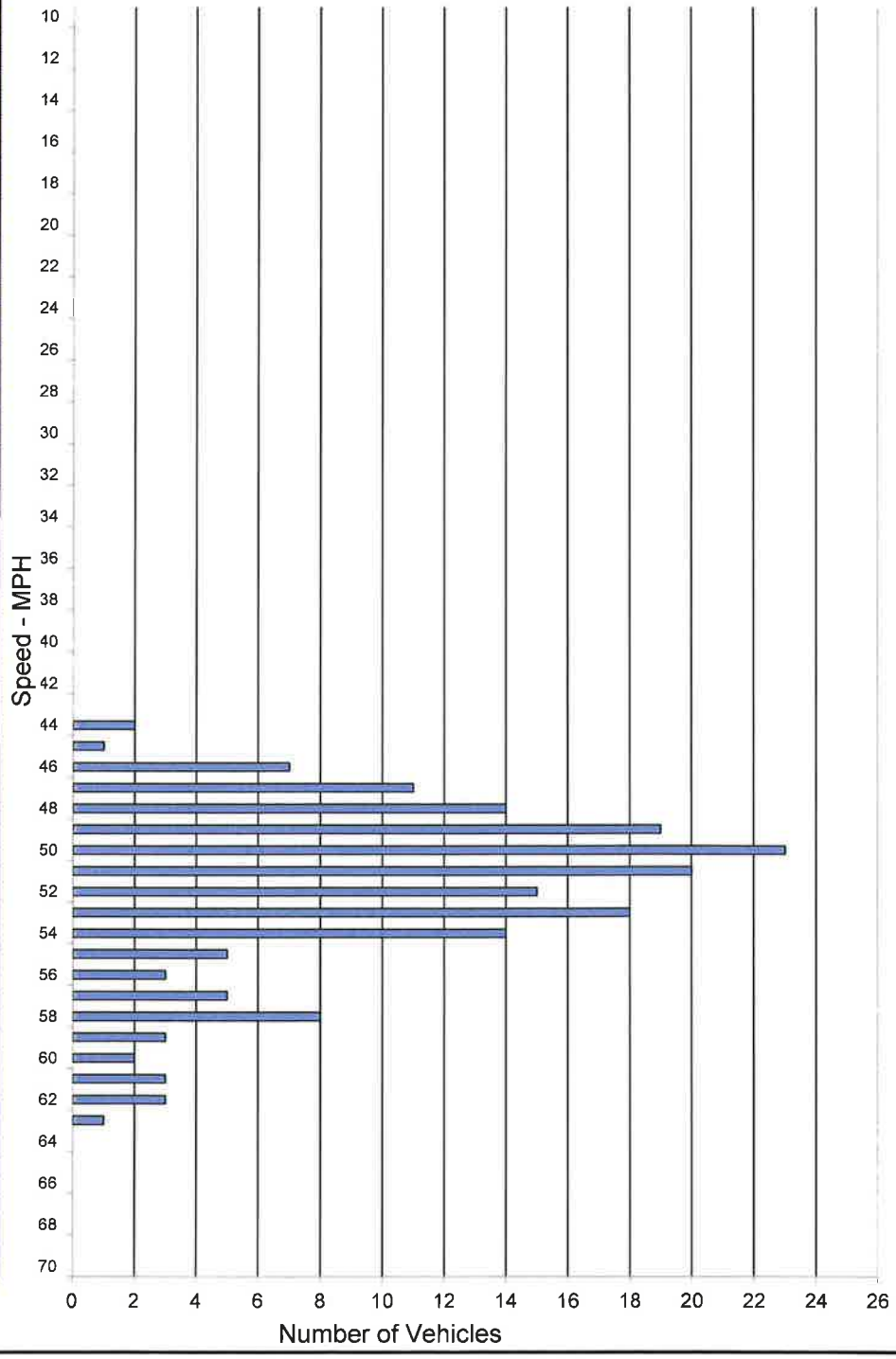
Prepared by: National Data & Surveying Services

City of Fallbrook

DATE: 4/21/2016 **Location:** Mission Rd 1900' N/O Green Canyon Rd
TIME: 09:40-11:40 **Posted Speed:** 50 MPH Clear/Dry **Project #:** 16-4111-001

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	2
45	1
46	7
47	11
48	14
49	19
50	23
51	20
52	15
53	18
54	14
55	5
56	3
57	5
58	8
59	3
60	2
61	3
62	3
63	1
64	
65	
66	
67	
68	
69	
>=70	

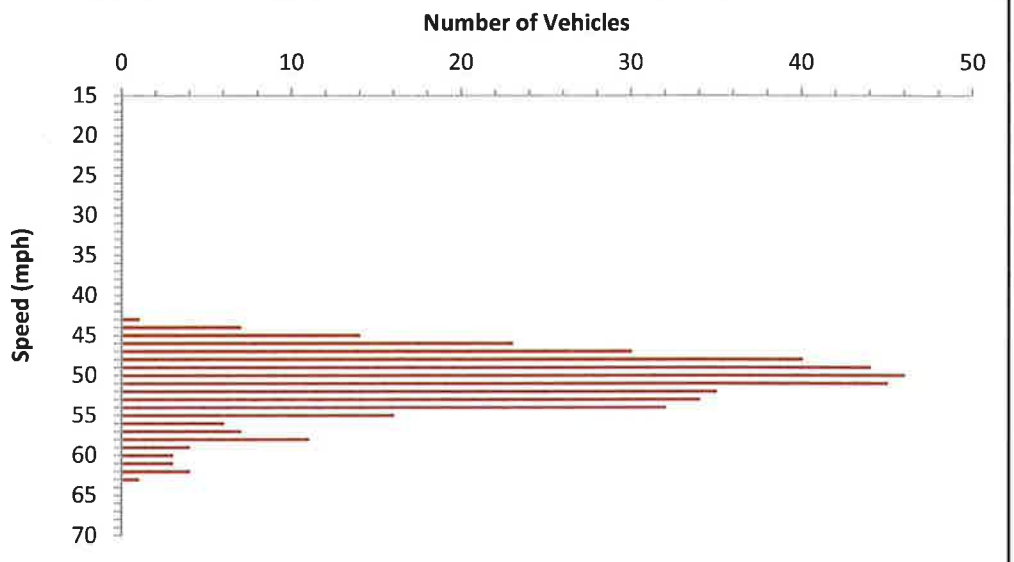


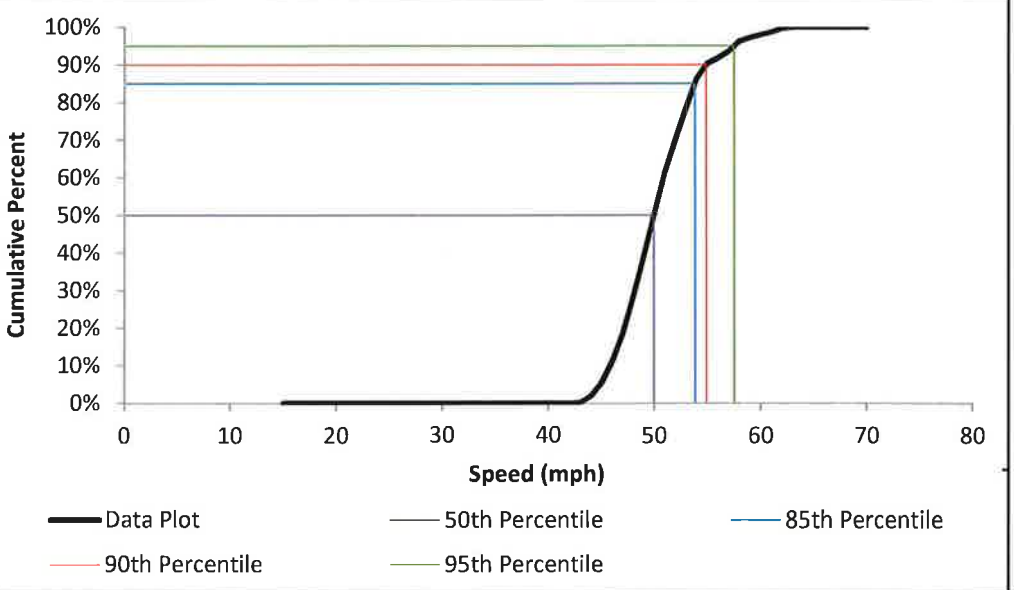
SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	177	44 - 63	51 mph	56 mph	46 - 55	146	82%	1% / 3	16% / 28

RADAR SPEED SURVEY
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Mission Road	**From:**	860' S/o Pepper Tree Lane	**To:**	Green Canyon Road
Position:	Speed Zone			**Direction:**	NB/SB
Date:	4/21/2016	**Weather:**	clear	**Project Number:**	TAC
Time Start:	9:40 AM	**Road Condition:**	dry	**Observer:**	Contractor
Time End:	11:40 AM	**Posted Speed:**	50 MPH	**Calibration Test:**	N

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43	1	0.2%
44	7	2.0%
45	14	5.4%
46	23	11.1%
47	30	18.5%
48	40	28.3%
49	44	39.2%
50	46	50.5%
51	45	61.6%
52	35	70.2%
53	34	78.6%
54	32	86.5%
55	16	90.4%
56	6	91.9%
57	7	93.6%
58	11	96.3%
59	4	97.3%
60	3	98.0%
61	3	98.8%
62	4	99.8%
63	1	100.0%
64		
65		
66		
67		
68		
69		
70		
Total	406	



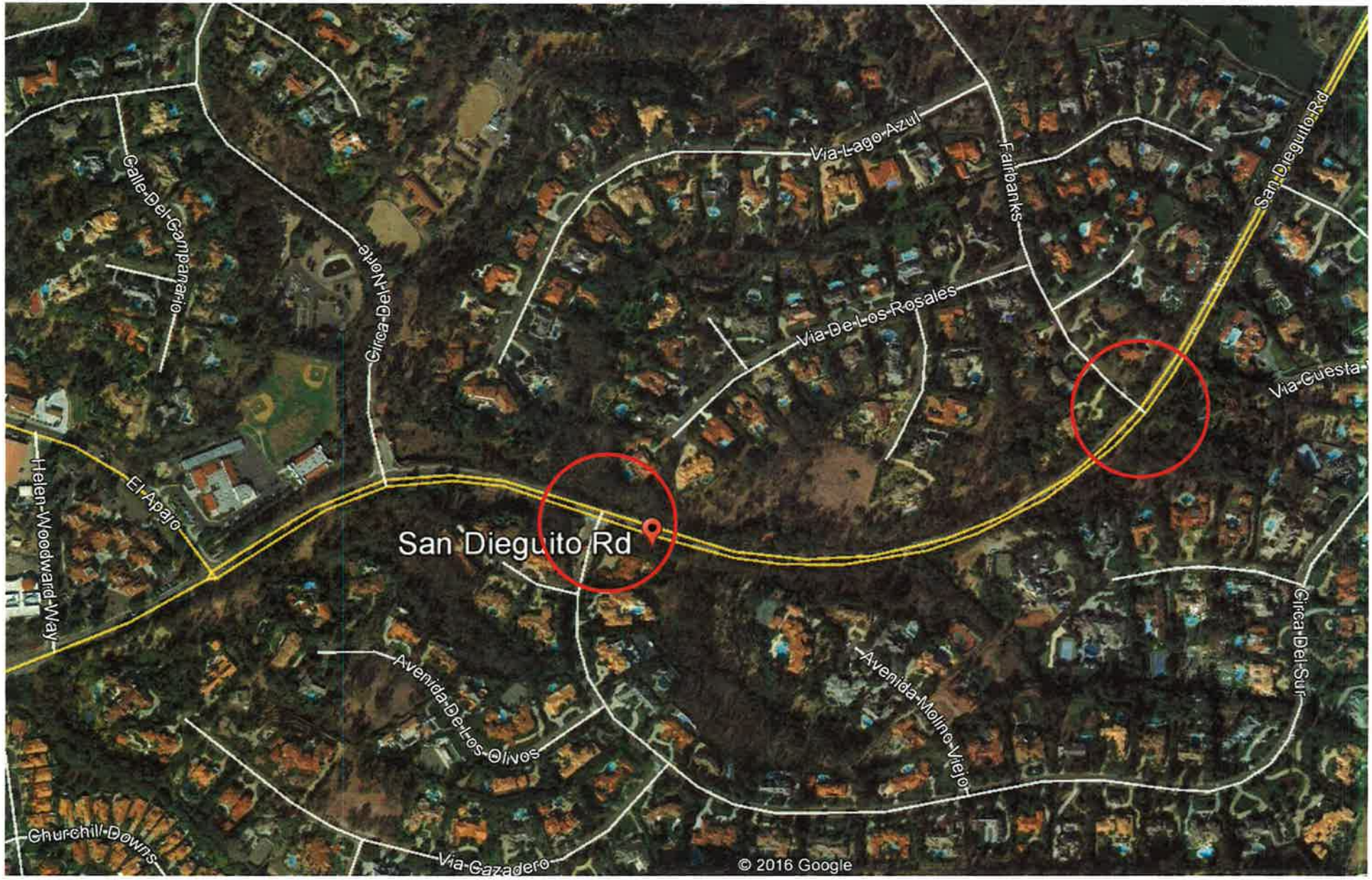


DATA ANALYSIS

Average Speed	50.8	Range	43 - 63
50th Percentile	50.0	10 mph Pace	46 - 55
85th Percentile	53.8	Number in Pace	345
90th Percentile	54.9	Percent in Pace	85%
95th Percentile	57.5		

5-B. Signalization

San Dieguito Road, gates #2 and #6



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2017 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Signalization

LOCATION: San Dieguito Road, at Gate Six, Circa del Sur and at Gate Two, Fairbanks (Thos. Bros. 1168 F-2) FAIRBANKS RANCH – San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Signalization Review

PROBLEM AS STATED BY REQUESTER:

Access from the six gated points along San Dieguito Road, are difficult for traffic leaving Fairbanks Ranch to pull onto San Dieguito Road. The Fairbanks Ranch Association would like to propose the installation of two new signalized intersections to include design, construction and funding entirely by them.

Existing Traffic Devices

Gate 6 accesses Circa del Sur from the south is stop controlled. There is a designated turn pocket for westbound motorists entering the gated neighborhood.

Gate 2 accesses Fairbanks from the north is stop controlled. There is a designated turn pocket for eastbound motorists entering the gated neighborhood.

Average Daily Traffic Volumes	**6/16**
Gate 6	
Circa del Sur:	636 NB
San Dieguito Road	6,660 EB
	6,780 WB
Gate 2	
Fairbanks:	310 SB
San Dieguito Road	6,640 EB
	6,235 WB

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/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date:	March 3, 2017
Item Title:	Signalization
Location:	San Dieguito Road at Fairbanks and Circa Del Sur
CTE Recommendation:	Place the intersections of San Dieguito Road at Fairbanks and Circa Del Sur on the County's Signal Priority list.

Conditions:

- The Fairbanks Road Association has voiced concerns regarding egress/ingress for their communities along both the north and south side of San Dieguito Road
- California Manual on Uniform Traffic Control Devices Traffic Signal Warrant's 1, 2, and 3 are met for Fairbanks and Warrants 1 and 2 are met for Circa Del Sur with forecasted re-directional volumes
- Roundabouts would operate at a lower LOS with increased delay, is significantly more costly, and would require additional environmental permitting
- Installation of signals at the intersections will provide controlled access for both the north and south side of the community
- Gate 2 and 6 do not meet intersectional or stopping sight distance. However operational sight distance is met at both intersections
- No right of way related collisions at either intersection

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

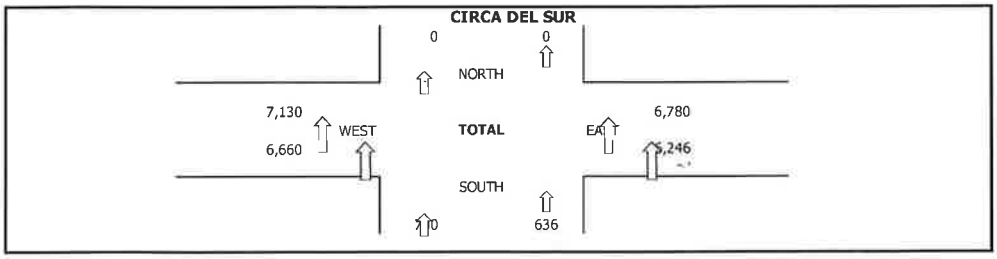
DATE: 9/7/16 WEDNESDAY	LOCATION:	SAN DIEGUITO	PROJECT #:	PTD16-0909-01
	NORTH/SOUTH:	CIRCA DEL SUR	LOCATION #:	Gate 6
	EAST/WEST:	SAN DIEGUITO	CONTROL:	1-WAY STOP (NB)

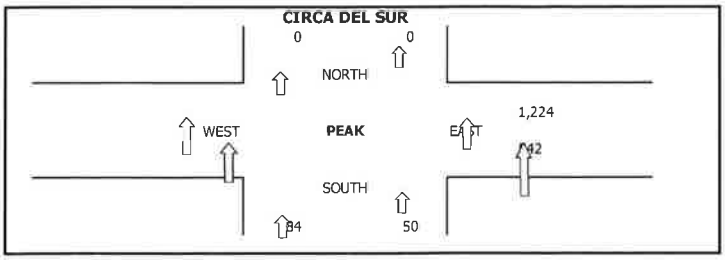
NOTES:

N ▲ ◄ W E ► S ▼

INTERSECTION TURNING MOVEMENT

	NORTHBOUND CIRCA DEL SUR			SOUTHBOUND CIRCA DEL SUR			EASTBOUND SAN DIEGUITO			WESTBOUND SAN DIEGUITO				VEHICLE U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
LANES:	0.5	X	0.5	X	X	X	X	1	0	1	1	X		X	X	X	X	
7:00 AM	4		0					78	16	3	133		234					0
7:15 AM	6		1					91	11	4	253		366					0
7:30 AM	11		0					106	23	7	284		431					0
7:45 AM	9		1					122	12	9	307		460					0
8:00 AM	12		0					137	14	6	315		484					0
8:15 AM	16		3					124	17	7	312		479					0
8:30 AM	6		3					152	13	6	262		442					0
8:45 AM	14		5					110	14	5	252		400					0
9:00 AM	13		1					94	13	6	204		331					0
9:15 AM	7		1					76	12	3	130		229					0
9:30 AM	7		1					66	12	4	134		224					0
9:45 AM	10		2					72	12	9	89		194					0
10:00 AM	11		2					68	18	5	104		208					0
10:15 AM	10		2					57	15	2	96		182					0
10:30 AM	7		3					68	13	2	69		162					0
10:45 AM	14		3					65	12	2	64		160					0
11:00 AM	16		4					79	15	7	90		211					0
11:15 AM	10		1					64	13	5	70		163					0
11:30 AM	14		4					80	13	4	81		196					0
11:45 AM	8		4					100	10	3	92		217					0
12:00 PM	15		2					84	10	9	80		200					0
12:15 PM	11		2					62	10	4	84		173					0
12:30 PM	10		4					83	9	1	83		190					0
12:45 PM	9		2					89	9	5	92		206					0
1:00 PM	11		4					86	13	3	91		208					0
1:15 PM	10		3					78	7	2	86		186					0
1:30 PM	15		5					70	16	3	66		175					0
1:45 PM	14		2					98	9	1	70		194					0
2:00 PM	14		3					85	9	2	85		198					0
2:15 PM	8		2					88	14	1	119		232					0
2:30 PM	13		3					100	6	3	132		257					0
2:45 PM	11		2					161	15	2	159		350					0
3:00 PM	10		6					139	9	1	105		270					0
3:15 PM	18		5					191	10	6	125		355					0
3:30 PM	13		5					169	6	2	144		339					0
3:45 PM	11		13					181	15	0	133		353					0
4:00 PM	16		1					187	4	1	122		331					0
4:15 PM	10		3					215	12	0	134		374					0
4:30 PM	15		4					208	8	0	125		360					0
4:45 PM	6		8					215	14	2	157		402					0
5:00 PM	10		0					270	8	2	193		483					0
5:15 PM	10		0					269	9	0	149		437					0
5:30 PM	7		2					273	7	1	182		472					0
5:45 PM	11		1					245	6	2	155		420					0
6:00 PM	5		2					208	3	3	138		359					0
6:15 PM	10		2					169	9	3	102		295					0
6:30 PM	5		0					152	6	1	97		261					0
6:45 PM	6		0					135	10	0	72		223					0
7:00 PM													0					0
7:15 PM													0					0
VOLUMES	509	0	127	0	0	0	0	6,119	541	159	6,621	0	14,076	0	0	0	0	0
APPROACH %	80%	0%	20%	0%	0%	0%	0%	92%	8%	2%	98%	0%						
APP/DEPART	636	/	0	0	/	700	6,660	/	6,246	6,780	/	7,130	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	43	0	7	0	0	0	0	535	56	28	1,196	0	1,865					
APPROACH %	86%	0%	14%	0%	0%	0%	0%	91%	9%	2%	98%	0%						
APP/DEPART	50	/	0	0	/	84	591	/	542	1,224	/	1,239	0					





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

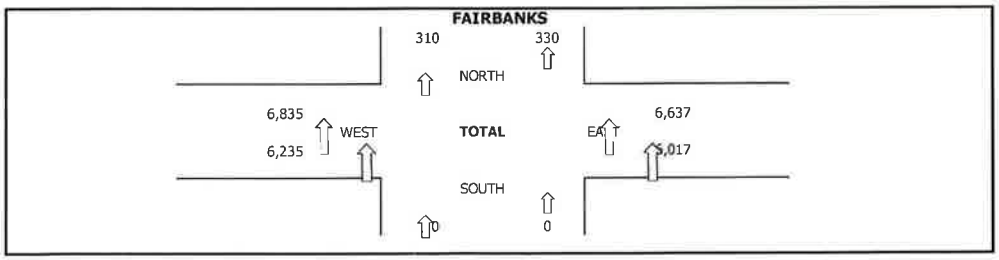
DATE: 9/7/16 WEDNESDAY	LOCATION:	SAN DIEGUITO	PROJECT #:	PTD16-0909-01
	NORTH/SOUTH:	FAIRBANKS	LOCATION #:	Gate 2
	EAST/WEST:	SAN DIEGUITO	CONTROL:	1-WAY STOP (SB)

NOTES:

N ▲ ◄ W E ► S ▼

INTERSECTION TURNING MOVEMENT

	NORTHBOUND FAIRBANKS			SOUTHBOUND FAIRBANKS			EASTBOUND SAN DIEGUITO			WESTBOUND SAN DIEGUITO				VEHICLE U-TURNS				
LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
7:00 AM				1		8	1	78			137	2	227					0
7:15 AM				0		17	3	82			240	0	342					0
7:30 AM				0		10	1	95			287	2	395					0
7:45 AM				0		12	6	121			305	0	444					0
8:00 AM				2		7	8	123			322	1	463					0
8:15 AM				2		13	2	127			303	0	447					0
8:30 AM				1		2	4	136			272	1	416					0
8:45 AM				2		8	1	119			249	3	382					0
9:00 AM				1		3	2	98			207	0	311					0
9:15 AM				1		3	3	76			137	1	221					0
9:30 AM				1		7	4	65			132	0	209					0
9:45 AM				0		6	6	68			105	2	187					0
10:00 AM				1		2	4	67			93	0	167					0
10:15 AM				0		2	3	53			97	3	158					0
10:30 AM				2		5	1	77			71	1	157					0
10:45 AM				2		5	5	55			59	1	127					0
11:00 AM				2		7	10	73			92	1	185					0
11:15 AM				2		6	3	63			79	4	157					0
11:30 AM				1		6	2	79			71	1	160					0
11:45 AM				0		1	5	97			100	0	203					0
12:00 PM				2		5	6	79			81	2	175					0
12:15 PM				0		7	7	62			86	3	165					0
12:30 PM				0		6	1	87			81	1	176					0
12:45 PM				2		7	2	87			90	1	189					0
1:00 PM				0		7	8	70			74	0	159					0
1:15 PM				1		6	6	75			81	2	171					0
1:30 PM				3		4	5	69			69	1	151					0
1:45 PM				1		3	6	96			67	2	175					0
2:00 PM				1		2	3	83			84	1	174					0
2:15 PM				0		5	7	84			115	0	211					0
2:30 PM				2		8	9	90			139	0	248					0
2:45 PM				0		8	13	151			135	3	310					0
3:00 PM				0		5	3	161			111	1	281					0
3:15 PM				0		2	13	181			130	2	328					0
3:30 PM				0		2	12	161			141	1	317					0
3:45 PM				1		6	7	186			130	0	330					0
4:00 PM				2		6	8	174			118	1	309					0
4:15 PM				1		4	5	203			131	1	345					0
4:30 PM				2		5	4	217			134	10	372					0
4:45 PM				1		2	10	208			148	2	371					0
5:00 PM				1		4	8	266			187	0	466					0
5:15 PM				0		3	4	276			161	1	445					0
5:30 PM				2		6	8	260			163	0	439					0
5:45 PM				0		4	9	243			153	2	411					0
6:00 PM				0		2	10	201			140	3	356					0
6:15 PM				2		6	10	164			101	3	286					0
6:30 PM				0		7	3	147			91	0	248					0
6:45 PM				1		2	3	138			72	0	216					0
7:00 PM													0					0
7:15 PM													0					0
VOLUMES	0	0	0	46	0	264	264	5,971	0	0	6,571	66	13,182	0	0	0	0	0
APPROACH %	0%	0%	0%	15%	0%	85%	4%	96%	0%	0%	99%	1%						
APP/DEPART	0	/	330	310	/	0	6,235	/	6,017	6,637	/	6,835	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	0	0	5	0	34	20	507	0	0	1,202	2	1,770					
APPROACH %	0%	0%	0%	13%	0%	87%	4%	96%	0%	0%	100%	0%						
APP/DEPART	0	/	22	39	/	0	527	/	512	1,204	/	1,236	0					



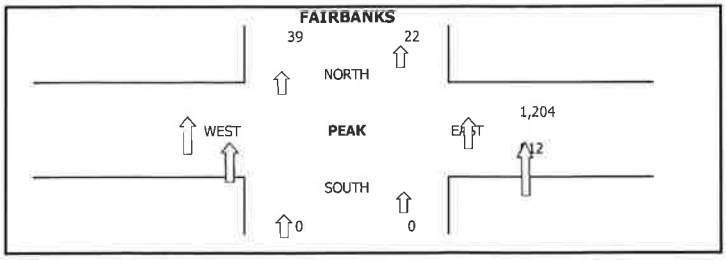


Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 9/7/16
CALC RSF DATE 9/20/16
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: San Dieguito Road
Minor St: Via Das Valles (Gate 2)

Critical Approach Speed 45 mph
Critical Approach Speed 10 mph

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0715-0815	0815-0915	0915-1015	1015-1115	1115-1215	1215-1315	1315-1415	1415-1515 Hour
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1596	1524	763	602	672	660	650	1022
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	48	32	21	25	23	29	21	28

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0715-0815	0815-0915	0915-1015	1015-1115	1115-1215	1215-1315	1315-1415	1415-1515 Hour
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1596	1524	763	602	672	660	650	1022
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	48	32	21	25	23	29	21	28

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	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 ☒ No ☐

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	One	2 or More	0715-0815	0815-0915	1215-1315	1415-1515 Hour
Both Approaches - Major Street	X		1596	1524	660	1022
Higher Approach - Minor Street	X		48	32	29	28

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☒

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; AND	Yes ☐	No ☒
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; AND	Yes ☐	No ☒
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 ☒	No ☐

PART B SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	1615-1715 Hour
Both Approaches - Major Street	X		1534
Higher Approach - Minor Street	X		20

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

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 1 of 5)

COUNT DATE 9/7/16
CALC RSF DATE 9/20/16
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: San Dieguito Road
Minor St: Circa Del Sur (Gate 6)

Critical Approach Speed 45 mph
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 ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0815-0915	1015-1115	1115-1215	1215-1315	1315-1415	1415-1515	1515-1615	1615-1715 Hour
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1591	656	718	724	687	1054	1296	1563
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	61	59	58	53	66	55	82	56

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0815-0915	1015-1115	1115-1215	1215-1315	1315-1415	1415-1515	1515-1615	1615-1715 Hour
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1591	656	718	724	687	1054	1296	1563
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	61	59	58	53	66	55	82	56

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	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 ☒ No ☐

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	One	2 or More	0815-0915	1115-1215	1315-1415	1515-1615 Hour
Both Approaches - Major Street	X		1591	718	687	1296
Higher Approach - Minor Street	X		61	57	66	82

(* +/- error applied to satisfy 80% criteria)

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒	No ☐

WARRANT 3 - Peak Hour SATISFIED YES ☐ NO ☒
(Part A or Part B must be satisfied)

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; AND	Yes ☐	No ☒
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; AND	Yes ☐	No ☒
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 ☒	No ☐

PART B SATISFIED YES ☐ NO ☒

APPROACH LANES	One	2 or More	1615-1715 Hour
Both Approaches - Major Street	X		1563
Higher Approach - Minor Street	X		56

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☒

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2017 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: El Camino Real/La Noria from La Bajada southerly to La Orilla (a distance of 1.63 miles) RANCHO SANTA FE (Thos. Bros. 1167 J-3) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

El Camino Real/La Noria is a striped two-lane roadway that varies from 25 feet to 33 feet in width. There is edge-striping on both sides of the roadway. The road is classified as a Light Collector Road on the County Mobility Element Map. The road is posted 40 MPH/Radar Certified.

Average Daily Traffic Volumes	1/17	11/10
El Camino Real:		
S/o Los Morros	4,180	3,720

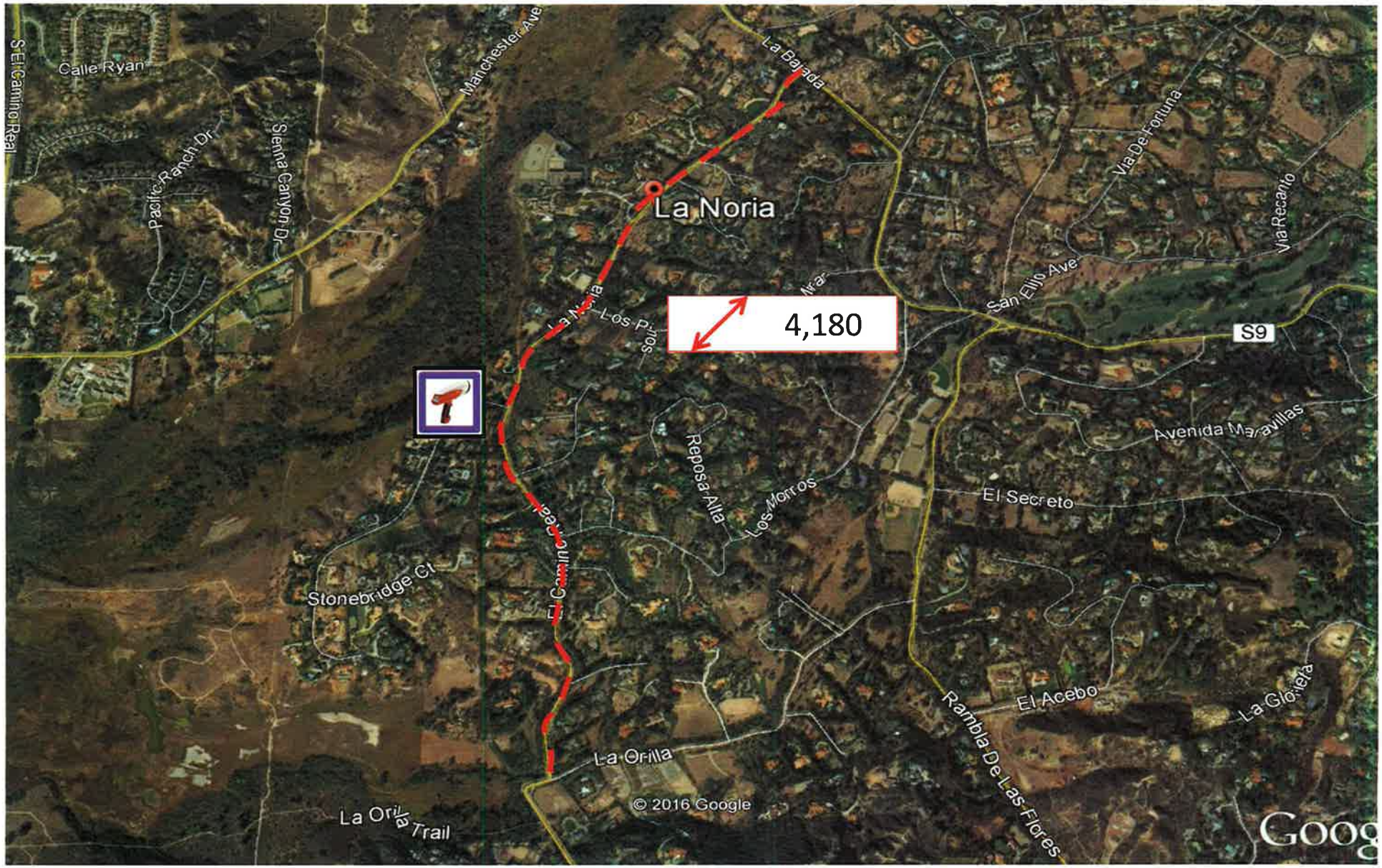
Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
La Noria:			
410' N/o El Camino Real	(2017) 43 MPH	34-43	85%
	(2010) 42.9 MPH	33-42	69.8%

Collision Data

There have been 16 reported collisions, six of which involved injury along this segment of roadway in a five year, two month period (01-01-12 to 12-31-16).

5-C. Radar Recertification

El Camino Real/La Noria, El Camino Real/La Noria from La Bajada southerly to La Orilla (a distance of 1.63 miles) 40 MPH



Prepared by NDS/ATD

VOLUME

El Camino Real/La Noria 100' S/O Los Morros

Day: Tuesday
Date: 1/17/2017

City: Rancho Santa Fe
Project #: CA17_4006_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,661	2,519	0	0	4,180

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	27		23						50	
00:15	0		0						0		12:15	32		20						52	
00:30	0		0						0		12:30	21		22						43	
00:45	0		0						0		12:45	21	101	22	87					43	188
01:00	1		1						2		13:00	25		23						48	
01:15	1		0						1		13:15	29		28						57	
01:30	0		0						0		13:30	17		21						38	
01:45	0	2	0	1					0	3	13:45	34	105	31	103					65	208
02:00	0		0						0		14:00	38		30						68	
02:15	0		0						0		14:15	35		26						61	
02:30	0		0						0		14:30	38		23						61	
02:45	0		0						0		14:45	56	167	27	106					83	273
03:00	0		0						0		15:00	57		37						94	
03:15	0		2						2		15:15	52		49						101	
03:30	0		0						0		15:30	53		26						79	
03:45	0		0	2					0	2	15:45	50	212	40	152					90	364
04:00	0		0						0		16:00	42		27						69	
04:15	0		1						1		16:15	55		25						80	
04:30	0		1						1		16:30	46		30						76	
04:45	1	1	2	4					3	5	16:45	46	189	23	105					69	294
05:00	0		3						3		17:00	51		31						82	
05:15	1		4						5		17:15	60		16						76	
05:30	0		2						2		17:30	65		17						82	
05:45	1	2	5	14					6	16	17:45	53	229	20	84					73	313
06:00	2		7						9		18:00	47		10						57	
06:15	2		15						17		18:15	33		11						44	
06:30	5		27						32		18:30	32		20						52	
06:45	6	15	60	109					66	124	18:45	21	133	15	56					36	189
07:00	13		91						104		19:00	15		6						21	
07:15	13		144						157		19:15	17		6						23	
07:30	16		188						204		19:30	10		2						12	
07:45	22	64	176	599					198	663	19:45	11	53	7	21					18	74
08:00	18		155						173		20:00	10		4						14	
08:15	28		150						178		20:15	5		3						8	
08:30	20		135						155		20:30	6		3						9	
08:45	18	84	135	575					153	659	20:45	9	30	3	13					12	43
09:00	17		86						103		21:00	6		3						9	
09:15	16		60						76		21:15	4		3						7	
09:30	23		54						77		21:30	8		1						9	
09:45	17	73	38	238					55	311	21:45	2	20	3	10					5	30
10:00	15		27						42		22:00	6		1						7	
10:15	20		28						48		22:15	3		4						7	
10:30	21		30						51		22:30	3		2						5	
10:45	18	74	38	123					56	197	22:45	0	12	1	8					1	20
11:00	22		28						50		23:00	5		2						7	
11:15	27		29						56		23:15	2		0						2	
11:30	19		29						48		23:30	0		1						1	
11:45	19	87	20	106					39	193	23:45	1	8	0	3					1	11
TOTALS		402		1771						2173	TOTALS		1259		748						2007
SPLIT %		18.5%		81.5%						52.0%	SPLIT %		62.7%		37.3%						48.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,661	2,519	0	0	4,180

AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	17:00	15:00			15:00
AM Pk Volume	99	669			753	PM Pk Volume	229	152			364
Pk Hr Factor	0.773	0.890			0.923	Pk Hr Factor	0.881	0.776			0.901
7 - 9 Volume	148	1174	0	0	1322	4 - 6 Volume	418	189	0	0	607
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	88	669	0	0	753	4 - 6 Pk Volume	229	109	0	0	313
Pk Hr Factor	0.786	0.890	0.000	0.000	0.923	Pk Hr Factor	0.881	0.879	0.000	0.000	0.954

Spot Speed Study

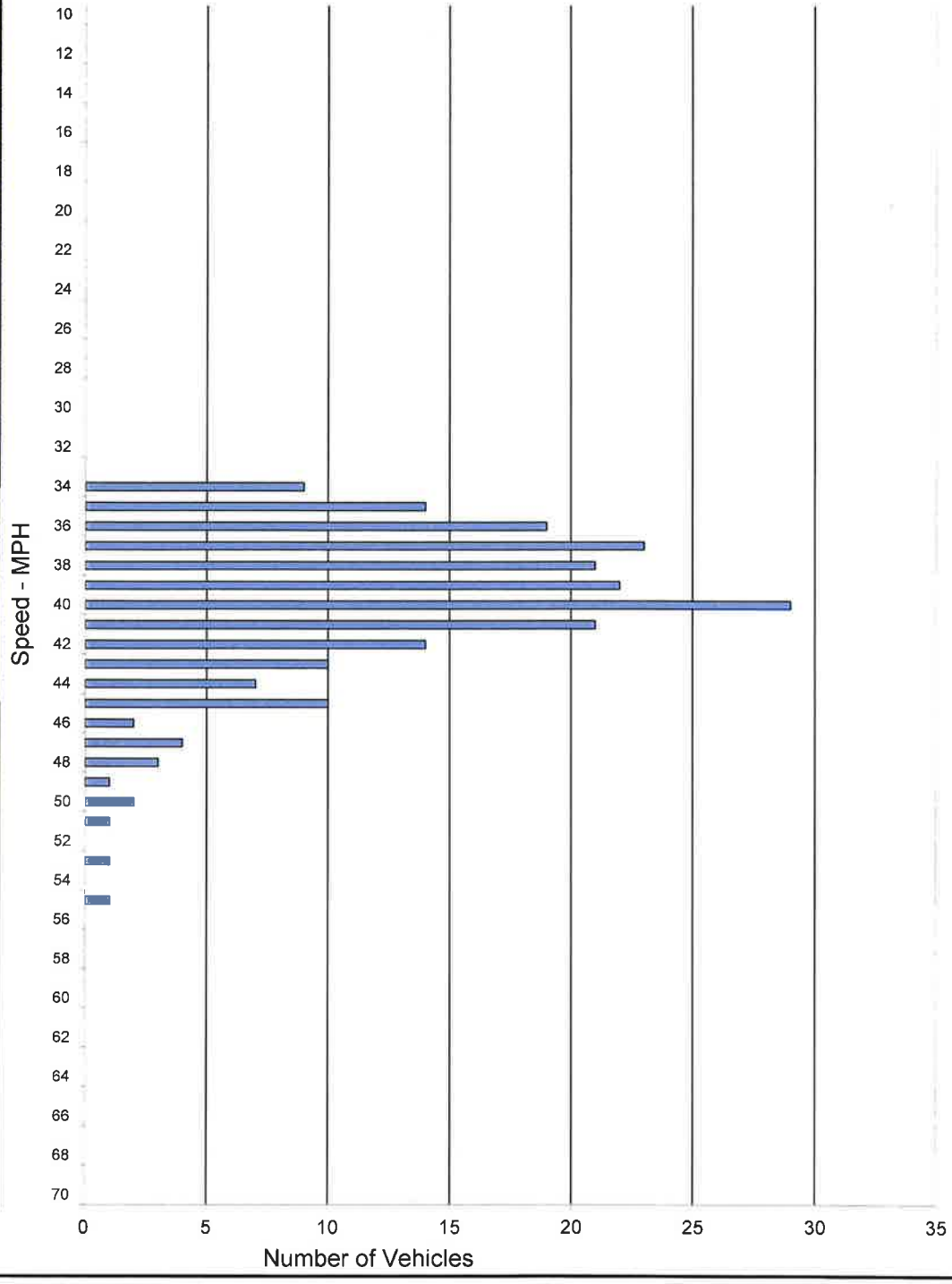
Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

DATE: 1/12/2017 **Location:** El Camino Real/La Noria N/O Los Pinos
TIME: 09:30-11:30 **Posted Speed:** 40 MPH **Project #:** 17-4007-001

Northbound & Southbound Spot Speeds

Speed mph	ALL Vehicles
<=10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	9
35	14
36	19
37	23
38	21
39	22
40	29
41	21
42	14
43	10
44	7
45	10
46	2
47	4
48	3
49	1
50	2
51	1
52	
53	1
54	
55	1
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
>=70	



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	214	34 - 55	39 mph	43 mph	34 - 43	182	85%	0% / 0	15% / 32