

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

October 27, 2017 ~ 9:00 AM

5510 Overland Ave, Room 451

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. RADAR RECERTIFICATION	ALPINE BLVD	ALPINE	ALPINE
2-B. SPEED LIMIT/ RADAR CERTIFICATION	ARNOLD WY	ALPINE	ALPINE
2-C. SPEED LIMIT/ RADAR CERTIFICATION	ARNOLD WY	ALPINE	ALPINE
2-D. RADAR RECERTIFICATION	HIGHWAY 8 BUSINESS	LAKESIDE	LAKESIDE
<u>SUPERVISORIAL DISTRICT 3</u>			
3-A. SPEED LIMIT/ RADAR CERTIFICATION	BEAR VALLEY RD	ESCONDIDO	N/A
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. SPEED LIMIT/ RADAR CERTIFICATION	RICE CANYON RD	FALLBROOK/ PALA PAUMA/ RAINBOW	FALLBROOK/ PALA PAUMA/ RAINBOW
5-B. INTERSECTION CONTROL	RICE CANYON RD & RAINBOW HEIGHTS RD	RAINBOW	RAINBOW

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Alpine Boulevard from Viewside Lane to Arnold Way
(0.66 miles) ALPINE (Thos. Bros. 1233-E3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Alpine Boulevard from Viewside Lane to Arnold Way is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

DATA:

Existing Traffic Devices

Alpine Boulevard is a striped two-lane Through Highway that varies from 28 to 54 feet wide. There are bike lanes on both sides of the roadway. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>3/17</u>	<u>10/09</u>
Alpine Boulevard: W/o Arnold Way	9,130	8,640

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Alpine Boulevard:				
600' E/o Divellos Dr	(2017)	47.0 MPH	40-49	98.0%
	(2010)	47.4 MPH	39-48	72.2%

Collision Data

There have been seven reported collisions along this segment of roadway, two of which involved injury, in a five year, six month period (1-1-12 to 6-30-17). These collisions result in a segment accident rate of 0.58 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2-lane roads with speeds between 45 and 55 mile per hour.

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (47 MPH) supports recertification for continued radar speed enforcement. Alpine Boulevard serves as a rural connecting link between I-8/Dunbar Lane and Arnold Way. It provides access to one of the main routes to neighboring Sycuan Casino. The Committee discussed that this roadway segment is performing well in its present state. The posted 45 MPH speed limit continues to be reasonable and reflective of the road'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. Representatives from the CHP indicated Alpine Boulevard will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Alpine Boulevard from Viewside Lane to Arnold Way.

Motion: Soto

Second: Pine

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit/Radar Certification

LOCATION: Arnold Way from Alpine Boulevard to Harbison Canyon Road (0.76 miles) ALPINE (Thos. Bros. 1233-F4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:

Arnold Way from Alpine Boulevard to Harbison Canyon Road has an unposted 55MPH statewide maximum speed limit. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 45 MPH.

DATA:

Existing Traffic Devices

Arnold Way is a striped two-lane roadway that varies from 24 to 52 feet wide. There are all-way stop controls at the intersections of Alpine Boulevard to the north and Harbison Canyon Road on the southern end of this segment. The road is classified as Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

9/17

Arnold Way:

@150' S/o Alpine Blvd 8,530* estimated

Speed Data

Arnold Way:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
1,500' S/o Alpine Blvd (2017)	45.0 MPH	37-46	86.0%

Collision Data

There have been eight reported collisions along this segment of roadway, three of which involved injury, in a five year, six month period (1-1-12 to 6-30-17). These collisions result in a segment accident rate of 0.62 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2-lane roads with speeds between 45 and 55 mile per hour.

Discussion

The California Vehicle Code requires establishment of speed zones be made on the basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road and thus represents the maximum reasonable and safe speed.

Arnold Way from Alpine Boulevard to Harbison Canyon Road is unposted for speed limit and is governed by the Statewide Maximum 55 MPH speed limit and the basic speed law. In response to community concerns with excessive speeding, a recent review of existing operating conditions indicate both the roadway length and daily traffic volume criteria for establishment of a formal speed limit posting are met as listed in the County's Traffic Guidelines. The prevailing speed (45 MPH) and roadway conditions support a formal 45 MPH speed limit along with radar certification.

The representative from the California Highway Patrol – El Cajon office expressed support for the proposed 45 MPH speed limit and radar certification. Radar speed enforcement will enable an enhanced law enforcement presence in curtailing excessive speeding along this portion of Arnold Way.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 45 MPH speed limit, along with radar speed enforcement certification, on Arnold Way from Alpine Boulevard to Harbison Canyon Road.

Motion: Bartley

Second: Fleishman

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4.

Necessary Board Action

Add Section 72.169.98.2 to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit/Radar Certification

LOCATION: Arnold Way from Harbison Canyon Road to Tavern Road (2.32 miles) ALPINE (Thos. Bros. 1233-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:

Arnold Way from Harbison Canyon Road to Tavern Road is a Through Highway and has an unposted 55 MPH statewide maximum speed limit. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 40 MPH.

DATA:

Existing Traffic Devices

Arnold Way is a striped two-lane roadway that varies from 24 to 52 feet wide. The intersection of Harbison Canyon Road is stop controlled and the intersection of Tavern Road on the eastern end of this segment is signalized. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

9/17

Arnold Way:
@ 70' E/o Alpine View Road 2,250

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Arnold Way:				
1,200' E/o Petra Way	(2017)	42.0 MPH	33-42	88.0%
1,200' W/o Tavern Road	(2017)	46.0 MPH	35-44	77.0%
Speed Zone	(2017)	43.5 MPH	35-44	80.0%

Collision Data

There have been 20 reported collisions along this segment of roadway, eight of which involved injury, in a five year, six month period (1-1-12 to 6-30-17). These collisions result

in a segment accident rate of 1.91 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban 2-lane roads with speed less than 45 mile per hour.

Discussion

The California Vehicle Code requires establishment of speed zones be made on the basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road, and thus represents the maximum reasonable and safe speed.

Arnold Way from Harbison Canyon Road to Tavern Road is unposted for speed limit and is governed by the Statewide Maximum 55 MPH speed limit and the basic speed law. In response to community concerns with excessive speeding, a recent review of existing operating conditions indicate both the roadway length and daily traffic volume criteria for establishment of a formal speed limit posting are met as listed in the County's Traffic Guideline. The prevailing speed zone (43.5 MPH) and roadway conditions support a formal 40 MPH speed limit along with radar certification. This portion of Arnold Way is operating in a different way than the western portion due to a narrow roadway structure and curvilinear nature.

The representative from the California Highway Patrol – El Cajon office expressed support for the proposed 40 MPH speed limit and radar certification. Radar speed enforcement will enable an enhanced law enforcement presence in curtailing excessive speeding along this portion of Arnold Way.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 40 MPH speed limit, along with radar speed enforcement certification, on Arnold Way from Harbison Canyon Road to Tavern Road.

Motion: Bartley

Second: Fleishman

Vote: yes-11, no-0, abstain-1, vacant-0, absent-4.

Necessary Board Action

Add Section 72.169.98.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Highway 8 Business from the El Cajon City Limit to Lake Jennings Park Road (2.62 miles) LAKESIDE (Thos. Bros. 1252-C1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Highway 8 Business from the El Cajon City Limit to Lake Jennings Park Road is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

DATA:

Existing Traffic Devices

Highway 8 Business is a striped two-lane Through Highway that varies from 32 feet to 87 feet wide. There are bike lanes on each side of the roadway. The road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted 50 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>3/17</u>	<u>10/10</u>	<u>11/03</u>
Highway 8 Business:			
E/o El Cajon City Limit	7,480	11,730	13,010
W/o East Lakeview Road		7,230	7,950

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Highway 8 Business:				
1,900' W/o Los Coches Rd	(2017)	55.0 MPH	46-55	89.0%
	(2010)	56.2 MPH	46-55	59.8%
960' E/o Los Coches Rd	(2017)	52.0 MPH	45-54	84.0%
	(2010)	49.8 MPH	41-50	60.4%
@ Lake Valley Rd	(2017)	53.0 MPH	44-53	89.0%
	(2010)	49.7 MPH	39-48	55.6%

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Highway 8 Business:				
Speed Zone	(2017)	53.0 MPH	46-55	85.0%

Collision Data

There have been 65 reported collisions along this segment of roadway, 31 of which involved injury and one fatality in the last five year, seven months (1-1-12 to 7-30-17). These collisions result in a segment accident rate of 1.63 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2 lane- roads with speeds between 45 and 55 mile per hour.

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 zone survey (53.0 MPH) could support the existing 50 MPH speed limit.

The Committee noticed that the prevailing speeds have risen slightly since the prior review in 2010. The Committee observed that speeds discussed in the prior review (i.e. 56, 49, 49 MPH) and speeds discussed in the current review (55, 52, 53 MPH), when considered together, support maintaining a base speed zone rounding to 50 MPH. Further, the Committee found that the collision rate in the last five years and seven months was higher than the statewide average for similar type roads and should receive a downzoning for speed limit. Highway 8 Business has a significant pedestrian and bicyclist presence and an elevated residential and commercial driveway density. The close proximity of intersections to the signalized intersection of Highway 8 Business and Los Coches Road exacerbate the congestion/conflict in this proximity and contribute to the collisions that are occurring. After much discussion, the Committee agreed that this segment would benefit from a 5 MPH downzoning to 45 MPH based on collision experience.

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 CHP representatives agreed this road meets their agency's criteria for radar speed enforcement.

The Lakeside Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends reducing the existing 50 MPH speed limit posting on Highway 8 Business from the El Cajon City Limit to Lake Jennings Park Road, to 45 MPH with recertification for continued radar speed enforcement. The Committee also requested a review of the existing signage for modification and enhancement in the vicinity of the intersection of Highway 8 Business and Los Coches Road within this segment.

Motion: Campbell

Second: Hadley

Vote: yes-10, no-1, abstain-0, vacant-0, absent-4.

Necessary Board Action

Amend Section 72.169.38.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Speed Limit/Radar Certification

LOCATION: Bear Valley Parkway from State Route 78 to the Escondido City Limit (near Boyle Avenue) (0.93 miles)
ESCONDIDO (Thos. Bros. 1130-D4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:

Bear Valley Parkway from State Route 78 northerly to the southernmost Escondido City Limit has recently gone through a Capitol Improvement Project which changed the operational usage on this segment. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 50 MPH.

DATA:

Existing Traffic Devices

Bear Valley Parkway from State Route 78 to the Escondido City limit is a Through Highway and was established as a 40 MPH segment in 1977. This segment is a newly reconstructed striped four-lane roadway that measures 91-101 feet wide. It is separated by both a planted median and a painted median. It has turn pockets, painted edge lines and bike lanes. The road is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>3/17</u>
Bear Valley Parkway:	
N/o SR 78	18,850

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Bear Valley Parkway:				
1,100 ft S/o Idaho Av	(2017)	55.0 MPH	46-55	74.0%
1,200 ft N/o Idaho Av	(2017)	54.0 MPH	45-54	77.0%
Speed Zone	(2017)	54.2 MPH	45-54	75.0%

Collision Data

There has been less than one year of reported collision data on this suburban divided 4-lane road with speeds less than or equal 55 mile per hour.

Discussion

The California Vehicle Code requires establishment of speed zones be made on basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road, and thus represents the maximum reasonable and safe speed.

Bear Valley Parkway was established with a 40 MPH speed limit in 1977. Through 2016, this segment of road was part of a major improvement project with the County's Capitol Improvement Project (CIP) Department. The roadway has been rebuilt and has changed from a two lane divided roadway to a four lane roadway now measuring between 91-101 feet wide. The prevailing speed in this corridor (54.2 MPH) and roadway conditions support a formal 50 MPH speed limit along with radar certification.

The representative from the California Highway Patrol – Oceanside office expressed support for the proposed 50 MPH speed limit and radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along this portion of Bear Valley Parkway.

This item is located in the North County Metro Sub-Regional Planning Area and does not have a community group.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 50 MPH speed limit, along with radar speed certification, on Bear Valley Parkway from State Route 78 to the Escondido City Limit (near Boyle Avenue).

Motion: Bartley

Second: Hadley

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4.

Necessary Board Action

Amend Section 72.161.38.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit/Radar Certification

LOCATION: Rice Canyon Road from SR-76 to Eighth Street (5.06 miles) FALLBROOK/RAINBOW/PALA PAUMA (Thos. Bros. 1029-B7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:

Rice Canyon Road from State Route 76 to Eighth Street. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 35 MPH.

DATA:

Existing Traffic Devices

Rice Canyon Road from State Route 76 northerly to Eighth Street is curvilinear throughout this unposted segment that varies from 20 to 24 feet wide. This segment is centerline striped, posted with curve advisory warning signs and is stop controlled for southbound traffic at SR-76 and for northbound traffic at Rainbow Heights Road. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **9/17**

Rice Canyon Road:
@ 405' S/o Moon Ridge Rd 1,346

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rice Canyon Road:				
405' S/o Moon Ridge Rd	(2017)	38.0 MPH	29-38	76.0%
420' N/o Clearwater Rd	(2017)	39.0 MPH	25-34	64.0%
Speed Zone	(2017)	37.8 MPH	27-36	76.0%

Collision Data

There have been 38 reported collisions, 18 of which involved injuries and 1 that involved a fatality along this segment of roadway, in a five year, seven month period (1-1-12 to 7-30-17). These collisions result in a segment accident rate of 2.74 collisions per million vehicle miles. The statewide average is 1.4 collisions per million vehicle miles for similar urban 2-lane roads with speeds less than 55 mile per hour.

Discussion

The California Vehicle Code requires establishment of speed zones be made on the basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road, and thus represents the maximum reasonable and safe speed.

Rice Canyon Road from State Route 76 to Eight Street is a unposted for speed limit and is governed by the Statewide Maximum 55 MPH speed limit and the basic speed law.

The Committee reviewed the measured speed data and noticed that there were higher end speeds within the speed zone data that were not indicative of the numerous curves and limited shoulders and embankments of the overall road. The Committee was comfortable with considering a base rate of 35 MPH. In response to community concerns with excessive speeding and use of this roadway as a cut-through during the morning and evening commute hours, a recent review of existing operating conditions was conducted and revealed a collision rate of 2.74 collisions per mission vehicle miles that nearly doubles the statewide average of 1.4 for similar roads. There are numerous curvilinear sections throughout this segment, roadside embankments and very limited shoulder areas. These are conditions that are not readily apparent to motorists. Operating conditions indicate both the roadway length and daily traffic volume criteria for establishment of a formal speed limit posting are met. Combining these concepts, the Committee supported a base rate of 35 MPH in conjunction with a 5 MPH downzoning based on conditions not readily apparent to the motorist to support a formal 30 MPH speed limit along with radar certification.

The representative from the California Highway Patrol – Oceanside office expressed support for the proposed 30 MPH speed limit and radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along this portion of Rice Canyon Road.

The Fallbrook Community Planning Group, Pala Pauma Community Sponsor Group, and Rainbow Community Planning Group were provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 30 MPH speed limit, along with radar speed enforcement certification, on Rice Canyon Road from SR-76 to Eighth Street.

Motion: Bartley

Second: Hollywood

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4.

Necessary Board Action

Add Section 72.169.8.2. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2017

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Rice Canyon Road at Rainbow Heights Road
RAINBOW (Thos. Bros. 998-J5)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

Motorists are using Rice Canyon Road as a means of circumventing traffic backup on I-15 during the heavy commute hours. During those times many drivers ignore the currently posted stop control putting all motorists in danger.

Existing Traffic Devices

Rice canyon Road is a striped two-lane roadway that intersects Rainbow Heights Road, runs north/south and measures 24 feet wide. It is stop controlled in the northbound direction at Rainbow Heights Road. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Rainbow Heights Road is a striped two-lane roadway that tees into Rice Canyon Road from the east. It measures 20 feet wide and is striped for a through movement onto Rice Canyon Road northbound. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes Approach

Rice Canyon Road

8/17

1,004 SB

823 NB

Rainbow Heights Road

1,068 WB

Collisions

There have been two reported collisions at this intersection, neither of which involved injury in the last 5 year 7 month period, 1-1-12 to 7-30-17. These collisions result in an intersection accident rate of 0.34 collisions per million vehicle entering. The statewide average is 0.16 collisions per million vehicle entering for similar intersection.

Discussion

The intersection of Rice Canyon Road at Rainbow Heights Road is presently stop controlled on Rice Canyon Road in the northbound direction only, and has a through movement on Rice Canyon Road and Rainbow Heights Road in the west and northbound directions.

The Committee noted that Rice Canyon Road is operating as a local route and although Rainbow Heights Road operates as a through movement, there is balanced traffic volumes on each approach to this tee intersection. There is limited sight distance at the northeast corner of Rice Canyon Road and Rainbow Heights Road. The Committee agreed that due to the limited sight distance, the intersection's existing operating conditions support a higher level of control. The Committee believes the installation of all-way stop, stop ahead signs and associated pavement legends will require both northbound and southbound motorists on Rice Canyon Road to stop and look both ways to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions. The California Highway Patrol - Oceanside representative expressed support for the proposal and shared that the area is used as a cut through for north and southbound traffic on Rice Canyon Road.

The Rainbow Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends an all-way stop control be established for north and southbound traffic on Rice Canyon Road and for westbound traffic on Rainbow Heights Road.

Motion: Bartley

Second: Campbell

Vote: yes-11, no-0, abstain-1, vacant-0, absent-4.

Necessary Board Action

Add Item No. 248 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

Delete Item No. 512 from Traffic Resolution No. 304 relating to Stop Controls.