

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 8, 2017 ~ 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 CONTROL	APPLE ST & LA PRESA AVE	SPRING VALLEY	SPRING VALLEY
2-B.	RADAR RECERTIFICATION	CAMPO RD/SWEETWATER SPRINGS BLVD	VALLE DE ORO/ SPRING VALLEY	VALLE DE ORO/ SPRING VALLEY
2-C.	RADAR RECERTIFICATION	AVOCADO BLVD	VALLE DE ORO	VALLE DE ORO
2-D.	RADAR RECERTIFICATION	MONTECITO RD	RAMONA	RAMONA
<u>SUPERVISORIAL DISTRICT 5</u>				
5-A.	RADAR RECERTIFICATION	MISSION RD	FALLBROOK	FALLBROOK
5-B.	RADAR RECERTIFICATION	MISSION RD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2017 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Apple Street at La Presa Avenue/Banock Street
SPRING VALLEY (Thos. Bros.1291-C2)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

This intersection does not conform to a standard 4-legged intersection. La Presa Avenue and Banock Street legs entering Apple Street are both on the south side of the intersection at skewed angles.

Existing Traffic Devices

La Presa Avenue is a roadway that intersects Banock Street, runs north/south and measures 36 feet wide. It is stopped controlled in the northbound direction on Banock Street. This roadway is unclassified on the County General Plan Mobility Element Network.

Banock Street runs north/south, it is a striped two-lane roadway that intersects Apple Street and is stop controlled in the northbound direction. It measures 36 feet wide. This roadway is unclassified on the County General Plan Mobility Element Network.

Apple Street is a roadway that runs east/west and measures 40 feet wide. It is a striped two-lane roadway. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>11/16</u>
Apple Street	5,120 EB 4,850 WB
La Presa Avenue	675 NB
Banock Street	660 NB

Collision Data

There have been five reported collisions at this intersection, one of which involved injury in the last 5 year 4 month period (3-1-12 to 6-30-17). These collisions result in an intersection accident rate of 0.23 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersections.

Discussion

The intersection of Apple Street at La Presa Avenue/Banock Street is presently stop controlled on La Presa Avenue in the northbound direction at Banock Street and again at Apple Street. Apple Street is currently a through movement in the east and westbound directions. Banock Street also has a through movement in the westbound direction.

The Committee noted that this skewed intersection has many complexities. Foremost, there are actually two separate intersections in immediate proximity to each other at this location. The tee intersection of Apple Street and La Presa Avenue is directly adjacent to the skew angle tee intersection of La Presa Avenue and Banock Street. These two intersections are so close that they effectively become one intersection. The designated termination of La Presa Avenue is set back from Apple Street approximately 75 feet at the Banock Street intersection. There is limited sight distance from this stop control looking east and west along Apple Street. 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 removal of stop control on La Presa Avenue at Apple Street and installation of stop signs, stop ahead signs, and associated pavement legends on Apple Street and Banock Street will require both east and westbound motorists on Apple Street, northbound motorist on La Presa Avenue and westbound motorists on Banock Street to stop and look around to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions. The County Traffic Engineer (CTE) supports the recommendation. The recommendation will establish two stop signs on eastbound and westbound Apple Street at La Presa Avenue, a stop sign on northbound La Presa Avenue at Banock Street, and a stop sign on northbound Banock Street at La Presa Avenue, effectively creating an all-way stop intersection.

The Spring Valley Community Planning Group was provided a presentation of the proposed stop intersections by County Staff on November 14, 2017, and voted to support its installation (11-yes, 0-no, 0-abstain, 4-absent, 0-vacant).

Recommendation

The Committee recommends an all-way stop be established at the intersection of Apple Street, La Presa Avenue, and Banock Street. Staff will revisit this item in one year to determine how it is functioning.

Motion: Fleishman

Second: Lake

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6.

Necessary Board Action

Add Item No's. 714, 715 to Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2017

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Montecito Road from 800 feet east of Alice Street to 90 feet east of Kalbaugh Street, (0.71 miles) RAMONA (Thos. Bros. 1152 E-6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Montecito Road from 800 feet east of Alice Street westerly to 90 feet east of Kalbaugh Street is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Montecito Road is a striped two-lane roadway that varies from 36 feet to 38 feet wide. The road is posted 40 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>06/16</u>	<u>05/10</u>
Montecito Road:		
W/o Davis Street	1,610	1,740

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Montecito Road:				
230' E/o Davis Street	2016	45.6 MPH	34-43	72.0%
	2010	44.8 MPH	34-43	60.0%

Collision Data

There have been five reported collisions along this segment, four of which involved injury, in a 4 year period (7-1-13 to 6-30-17). These collisions result in a segment accident rate of 4.78 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban 2-lane roads with speeds less than 45 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 to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (45.6 MPH) support increasing the posted 40 MPH speed limit to 45 MPH.

Montecito Road serves as a primary route to the Ramona Airport. There are large multi acreage residences fronting this roadway. The Committee does not believe any benefit would be derived from a higher posting. On the contrary, an increased speed limit would have a negative effect by increasing the roadway's challenges. The collision rate is higher than the statewide average in this segment of road for similar type roads. The Committee believes that collision experience supports a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that a 40 MPH speed limit posting is reasonable and appropriate.

The Committee discussed extending the limit to the End of County Maintained Road (near the Ramona Airport) and adding the westerly 1.18 mile continuation of Montecito Road to the existing radar enforced portion. This westernmost portion of Montecito Road has the same characteristic roadway of a striped two-lane road. The committee agreed that combining this portion for radar certification was positive step which will allow law enforcement the use of this important tool for speed enforcement.

The representative from the California Highway Patrol (CHP) expressed support for radar recertification of the existing 40 MPH speed limit.

The Ramona Community Planning Group (CPG) was provided the opportunity to review this item and did not provide input. A representative from the Ramona CPG came to the meeting to support a 40 MPH speed limit.

Recommendation

The Committee recommends establishing a 40 MPH speed limit on Montecito Road from 800 feet east of Alice Street to the End of County Maintenance with certification for radar speed enforcement.

Motion: Fleishman

Second: Quadah

Vote: yes-7, no-2, abstain-0, vacant-0, absent-6.

Necessary Board Action

Amend Section 72.161.13.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2017

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Mission Road from 860 feet south of Pepper Tree Lane to Green Canyon Road (2.04 miles) FALLBROOK (Thos. Bros. 1027 F-5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

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 from 860 feet south of Pepper Tree Lane southerly to Winter Haven Road, is a striped four-lane roadway with a raised planted median separating both directions of travel. This segment's width varies from 70 feet to 90 feet. From Winter Haven Road to Green Canyon Road is primarily a striped two-lane roadway with 40 feet wide, 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. The road is classified as a Boulevard on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

Mission Road:

at Green Canyon Road

4/16

21,530

1/09

19,300

Speed Data

Mission Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
300 ft N/o Sterling Bridge	2016	53.3 MPH	45-54	88.0%
1,900 ft N/o Green Canyon Road	2016	55.5 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

4-lane roadway segment: There have been 29 reported collisions along this segment of roadway, 10 of which involved injury, in a two year period (7-1-15 to 6-30-17). These collisions result in a segment accident rate of 1.97 collisions per million vehicle miles. The statewide average is 1.44 collisions per million vehicle miles for similar suburban divided 4-lane roads with speeds less than or equal 55 mile per hour.

2-lane roadway segment: There have been 16 reported collisions along this segment of roadway, 5 of which involved injury, in a two year period (7-1-15 to 6-30-17). These collisions result in a segment accident rate of 0.93 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 (53.8 MPH) could support the existing 50 MPH speed limit.

This segment of Mission Road contains two types of roadway classification. The upper portion is 1.04 miles of a striped four-lane roadway with a raised planted median separating both directions of travel from 860 feet south of Pepper Tree Lane southerly to Winter Haven Road. The lower portion of 1.0 mile, from Winter Haven Road to Green Canyon Road is primarily a striped two-lane roadway and that is more rural in nature. The Committee discussed and voted to shorten this segment to match the 4 lane roadway and to move the 2 lane portion to a separate southern segment.

The Committee stated that overall the roadway is working well. The Committee recommends recertification for continued radar speed enforcement of the existing 50 MPH speed limit on Mission Road from a point 860 feet south of Pepper Tree Lane southerly to Winter Haven Road.

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.

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

Recommendation

The Committee recommends establishing a 50 MPH speed limit on Mission Road from 860 feet south of Pepper Tree Lane to Winter Heaven Road with certification for radar speed enforcement.

Motion: Quadah

Second: Smale

Vote: yes-9, no-0, abstain-1, vacant-0, absent-6.

Necessary Board Action

Amend Section 72.169.52. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2017 Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Mission Road from Green Canyon Road to State Route 76 (2.89 miles) FALLBROOK (Thos. Bros. 1047 H-2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

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 is a striped two-lane Through Highway that varies from 30 feet to 40 feet in width. There is edge-striping on both sides of the roadway. The road is posted 50 MPH/Radar Certified. This roadway is classified as a Boulevard on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>4/16</u>	<u>1/09</u>
Mission Road:		
at Green Canyon Road	21,530	16,590

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mission Road:				
at Via Encinos Drive	2017	54.1 MPH	46-55	86.0%
	2010	53.8 MPH	45-54	75.2%
3240' N/o SR 76	2017	57.3 MPH	47-56	74.0%
	2010	56.8 MPH	48-57	69.8%
Speed Zone	2017	56.2 MPH	46-55	79.0%

Collision Data

There have been 46 reported collisions along this segment of roadway, 24 of which involved injury, in a two year period (7-1-15 to 6-30-17). These collisions result in a segment accident rate of 1.01 collisions per million vehicle miles and an injury rate of 52%. The statewide average is 1.32 collisions per million vehicle miles and an injury rate of 41.1% 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 nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The results of the recent speed zone (56.2 MPH) could support raising the existing 50 MPH speed limit to 55 MPH.

When the Committee reviewed this segment, they found that the collision injury rate in the last 2 years was higher than the statewide average for similar type roads. This segment of Mission Road is primarily rural and curvilinear in nature with large acreage residences fronting this roadway. Conditions not readily apparent to the motorist were identified as a collision injury rate that is higher than state wide average. After much discussion, the Committee agreed that this segment would benefit from a 5 MPH downzoning to 50 MPH as allowed by the California Vehicle Code. The committee agreed to combine the upper two lane segment to this segment which is similar in nature and has the same speed posting. The County Traffic Engineer (CTE) supports the recommendation.

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. Mission Road continues to meet the California Highway Patrol's criteria for the radar speed enforcement.

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

Recommendation

The Committee recommends establishing a 50 MPH speed limit on Mission Road from Winter Heaven Road to State Route 76 with certification for radar speed enforcement.

Motion: Smale

Second: Quadah

Vote: yes-9, no-0 abstain-0, vacant-0, absent-6.

Necessary Board Action

Amend Section 72.169.53. to Division 2 of Title 7 of Article 11 of the San Diego County Code.