

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

March 9, 2018 ~ 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.	RADAR RECERTIFICATION	CAMPO RD/SWEETWATER SPRINGS BLVD	CASA DE ORO/ SPRING VALLEY	VALLE DE ORO/ SPRING VALLEY
2-B.	RADAR RECERTIFICATION	AVOCADO BLVD	MOUNT HELIX	VALLE DE ORO
2-C.	RADAR RECERTIFICATION	ROLLING HILLS DR	EL CAJON	VALLE DE ORO
2-D.	RADAR RECERTIFICATION	MAPLEVIEW ST/LAKE JENNINGS PARK RD	LAKESIDE	LAKESIDE
<u>SUPERVISORIAL DISTRICT 5</u>				
5-A.	RADAR RECERTIFICATION	LA ORILLA	RANCHO SANTA FE	SAN DIEGUITO

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 9, 2018

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Campo Road/Sweetwater Springs Boulevard from 400 feet east of South Granada Avenue to Jamacha Boulevard (1.66 miles) VALLE DE ORO/SPRING VALLEY (Thos. Bros. 1271-E5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Campo Road/Sweetwater Springs Boulevard from 400 feet east of S. Granada Avenue to Jamacha Boulevard is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Campo Road/Sweetwater Springs Boulevard is a striped four-lane Through Highway that varies from 60 feet to 74 feet wide. There are segments with a two-way left-turn lane separating both directions of travel. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Certified. Campo Road is classified as a Boulevard and Sweetwater Springs Boulevard is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

Campo Rd/Sweetwater Springs Blvd:
100' N/o Del Rio Road

2/16

27,360

2/08

26,690

Speed Data

Campo Rd/Sweetwater Springs Blvd:

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

400' N/o Aqua Dulce Blvd (2018) 44.2 MPH 35-44 68.0%

200' S/o Cristobal Dr (2018) 44.3 MPH 35-44 74.0%
(2009) 48.0 MPH 37-46 75.0%

200' N/o Moorpark St (2018) 51.9 MPH 43-52 65.0%
(2009) 48.0 MPH 38-47 68.4%

Speed Zone (2018) 46.8 MPH 38-47 69.0%

Collision Data

There have been 50 reported collisions along this segment of roadway, 11 of which involved injury, in a two year period (11-1-15 to 10-31-17). These collisions result in a segment accident rate of 1.51 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.

Discussion

The Committee noted that the northern portion of the overall segment, Campo Road, from Casa De Oro Boulevard to Sweetwater Springs Boulevard, is a wide four-lane roadway with double yellow center and is unlike the remaining portion, Sweetwater Springs Boulevard, from Campo Road to Jamacha Boulevard, which has a two way left turn painted median separating both directions of travel. Both segments are separated by the extensive ramped intersection at State Route 94.

Campo Road at the north end has commercial and residential driveways taking direct access and is adjacent to a 35 MPH commercial area to the west. A recent review of existing operating conditions was conducted on Campo Road and revealed a collision rate above the statewide average. The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed survey (44.2 MPH) along with collision experience could support decreasing the posted 45 MPH speed limit to 40 MPH. The speed zone on Campo Road presently does not include the frontage of 7-11 or Goodyear Tires. The Committee discussed extending the northerly limit and reducing the existing speed limit from 45 to 40 MPH with radar enforcement on this portion of Campo Road. The committee agreed that reducing the speed limit to 40 MPH and extending the northerly limit to Casa De Oro Boulevard would give drivers a buffer as the road changes from the lower speed in the commercial area (35 MPH) to the higher speed on Sweetwater Springs Boulevard (45 MPH).

Sweetwater Springs Boulevard at the south end serves as a primary route through the Spring Valley community. There are business and retail centers that front this roadway on the two ends of the road, several developed communities on the east side, and a high school on the west side of the road. The road connects to on and off ramps with State Route 94. A recent review of existing operating conditions was conducted and revealed a collision rate above the statewide average, with several collisions near the busy State Route 94 connection. The results of the recent speed surveys (44.3 MPH and 51.9 MPH) produced an overall speed zone of 48.1 MPH which supports recertification of the existing 45 MPH speed limit on Sweetwater Springs Boulevard. The representative from District 2 stated there will be a potential impact to the road due to multiple nearby housing developments in process. After much discussion, the Committee agreed that the existing operating conditions along Sweetwater Springs Boulevard support radar certification for the existing 45 MPH speed limit.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped to reduce speeds.

The Spring Valley and Valle de Oro Community Planning Groups were provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Sweetwater Springs Boulevard between Campo Road and Jamacha Boulevard.

The Committee recommends extending the segment to the intersection of South Granada Avenue and lowering the speed limit of Campo Road from South Granada Avenue to Aqua Dulce Boulevard/Sweetwater Springs Boulevard from 45 MPH to 40 MPH.

Motion: Hadley

Second: Ouadah

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Amend Section 72.163.7. and add Section 72.173.8. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 9, 2018 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Avocado Boulevard from the El Cajon City Limit (near Dewitt Court) to Madrid Way (1.58 miles) VALLE DE ORO (Thos. Bros. 1271-G2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Avocado Boulevard, from the El Cajon City Limit (near Dewitt Court) to Madrid Way is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Avocado Boulevard is a striped four-lane Through Highway that varies from 64 to 86 feet wide. There is a two-way left turn lane separating both directions of travel. There are bike lanes in place along a major segment of the roadway. The segment where bike lanes do not exist is signed as a Bike Route. The road is posted 45 MPH and is part of the CHP's radar enforcement program. The road is also posted 45 MPH in the City of El Cajon. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>4/16</u>	<u>9/09</u>
Avocado Boulevard:		
S/o Fuerte Drive	27,070	24,300

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Avocado Boulevard:				
100' S/o Dewitt Ct	(2018)	51.6 MPH	39-48	58.0%
	(2009)	48.2 MPH	38-47	75.3%
280' S/o Morning Star Dr	(2018)	52.4 MPH	43-52	77.0%
	(2009)	48.9 MPH	40-49	72.3%
Speed Zone	(2018)	52.0 MPH	41-50	68.0%

Collision Data

There have been 25 reported collisions along this segment of roadway, 8 of which involved injury, in a one year period (11-1-16 to 10-31-17). These collisions result in a segment accident rate of 1.61 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.

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (51.6 MPH and 52.4 MPH) produced an overall speed zone of 52.0 MPH which could support increasing the posted 45 MPH speed limit to 50 MPH.

Avocado Boulevard serves as a major road with many connecting minor “feeder” roads. Many of these connecting roads have limited corner sight distance at the intersections with Avocado Boulevard. There is a noted lack of pedestrian features coupled with many intersecting driveways along the route. A recent review of existing operating conditions was conducted and revealed a collision rate above the statewide average in this segment of road for similar type roads. The Committee believes that these conditions support a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that the 45 MPH speed limit posting is reasonable and appropriate.

The representative from the El Cajon California Highway Patrol (CHP) expressed support for radar recertification of the existing 45 MPH speed limit due to the number of feeder roads. The CHP representative also mentioned that the road is used as a “cut through” road for people from freeways.

The County Traffic Engineer supported the 45 MPH due to the limited sight distance on the road as well as the existing school zone along the route.

Radar speed enforcement 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.

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

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Avocado Boulevard, between the El Cajon City Limits (near Dewitt Ct) and Madrid Way.

Motion: Ouadah

Second: Demarest

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 9, 2018

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Rolling Hills Drive from Horizon Hills Drive to Fuerte Drive (0.68 miles) VALLE DE ORO (Thos. Bros. 1271-H1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rolling Hills Drive from Horizon Hills Drive to Fuerte Drive is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Rolling Hills Drive is a striped two-lane roadway that varies from 34 feet to 40 feet in width. There is edge-striping on both sides of the roadway. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>02/18</u>	<u>02/11</u>
Rolling Hills Drive:		
Between Sunrise Valley Drive and Sunrise Hills Drive	1,660*	1,370*

* Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rolling Hills Drive:				
at Sunrise Hills Dr	(2018)	34.0 MPH	26-35	64.0%
200' E/o Sunrise Valley Dr	(2011)	34.1 MPH	26-35	77.3%

Collision Data

There have been 2 reported collisions along this segment of roadway, 1 of which involved injury, in a five year period (11-1-12 to 10-31-17). These collisions result in a segment accident rate of 0.97 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 or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (34.0 MPH) could support recertification of the existing 35 MPH speed limit for radar speed enforcement.

Rolling Hills Drive is a wide, improved two lane residential collector road with low volume. The west half of Rolling Hills Drive is straight with steep grade and the east half is windy with hidden driveways due to mature trees. Continued radar speed enforcement of the posted speed limit is reasonable and reflective of the roadway's existing operating conditions.

Radar speed enforcement 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. Rolling Hills Drive continues to meet the California Highway Patrol's criteria for the radar speed enforcement.

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

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit posting on Rolling Hills Drive from Horizon Hills Drive to Fuerte Drive.

Motion: Fleishman

Second: Pine

Vote: yes-11, no-1, abstain-0, vacant-0, absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 9, 2018

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Maplevue Street/Lake Jennings Park Road from 1,570 feet east of Ashwood Street to Julian Avenue (0.79 miles) LAKESIDE (Thos. Bros. 1232-B3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Maplevue Street/Lake Jennings Park Road from 1,570 feet east of Ashwood Street to Julian Avenue is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Maplevue Street/Lake Jennings Park Road is a striped four-lane Through Highway that varies from 54 feet to 92 feet in width. There are bike lanes on each side of the roadway. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 50 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>2/18</u>	<u>2/07</u>
Lake Jennings Park Road:		
at Winchester Way	17,500*	15,330
*Estimated		

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Maplevue Street:				
400' E/o Duncan Drive	(2017)	51.1 MPH	44-53	92.0%
	(2010)	52.2 MPH	42-51	64.2%
Lake Jennings Park Road:				
at Winchester Way	(2017)	53.3 MPH	45-54	83.0%
	(2010)	52.0 MPH	44-53	70.0%
Speed Zone	(2017)	52.2 MPH	44-53	87.5%

Collision Data

There have been 18 reported collisions along this segment of roadway, 9 of which involved injury, in a five period (11-1-12 to 10-31-17). These collisions result in a segment accident rate of 0.71 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.

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (51.1 MPH and 53.3 MPH) produced an overall speed zone of 52.2 MPH which supports recertification of the existing 50 MPH speed limit for radar speed enforcement.

Mapleview Street is a wide, four lane through highway. There are pedestrian features including asphalt concrete sidewalk and dirt pathway along the segment with few intersecting driveways and roadways. The Committee believes the existing operating conditions along Mapleview Street/Lake Jennings Park Road support radar certification for the existing 50 MPH speed limit.

Radar speed enforcement 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. Mapleview Street/Lake Jennings Park Road continues to meet the California Highway Patrol's criteria for the 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 recertification for continued radar speed enforcement of the existing 50 MPH speed limit posting on Mapleview Street/Lake Jennings Park Road from 1,570 feet east of Ashwood Street to Julian Avenue.

Motion: Matella

Second: Hadley

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 9, 2018 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: La Orilla from El Camino Real to Rambla de Las Flores
(0.69 miles) SAN DIEGUITO (Thos. Bros. 1167-J4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

La Orilla from El Camino Real to Rambla de Las Flores is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

La Orilla is a striped two-lane roadway that measures approximately 26 feet in width. There is edge striping along both sides of the roadway. There are stop controlled in the westbound direction at El Camino Real and in the eastbound direction at Rambla de Las Flores. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>02/18</u>	<u>09/11</u>
La Orilla:		
W/o Rambla de Las Flores	1,450*	1,260

*Estimated

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
La Orilla:				
1,000' W/o Rambla de	(2018)	35.2 MPH	23-32	64.0%
Las Flores	(2011)	36.6 MPH	29-38	75.4%

Collision Data

There have been 8 reported collisions along this segment of roadway, 2 of which involved injury, in a five year period (11-1-12 to 10-31-17). These collisions result in a segment accident rate of 4.39 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit 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 or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (35.2 MPH) could support recertification of the existing 35 MPH speed limit for radar speed enforcement.

La Orilla is an improved two lane residential collector road with low volume. The road is flat and windy throughout the route. The Committee found the existing 35 MPH speed limit posting to be reasonable and representative of existing conditions. Although the collision rate was higher than the statewide average, it was also noted that the accident locations along this segment were well distributed throughout this very low traffic volume segment.

Radar speed enforcement 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. La Orilla continues to meet the California Highway Patrol's criteria for the radar speed enforcement.

The San Dieguito Community Planning Group and the Rancho Santa Fe Association were provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit posting on La Orilla between El Camino Real and Rambla De Las Flores.

Motion: Hadley

Second: Fleishman

Vote: yes-11, no-1, abstain-0, vacant-0, absent-3

Necessary Board Action

File this report.