

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**January 25, 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**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. SPEED LIMIT</b>	<b>BLACK CANYON RD &amp; MAGNOLIA AVE</b>	<b>RAMONA</b>	<b>RAMONA</b>
<b>2-B. INTERSECTION CONTROL</b>	<b>MARILLA DR &amp; WESTHILL RD</b>	<b>LAKESIDE</b>	<b>LAKESIDE</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. INTERSECTION CONTROL</b>	<b>YORK DR &amp; CLARENCE DR</b>	<b>VISTA</b>	<b>N/A</b>
<b>5-B. INTERSECTION CONTROL</b>	<b>OSBORNE ST &amp; HUTCHISON ST</b>	<b>BONSALL</b>	<b>BONSALL</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 25, 2018

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Speed Limit/Radar Certification

**LOCATION:** Magnolia Avenue/Black Canyon Road from State Route 78/Julian Rd to Black Canyon Place (2.77 miles)  
RAMONA (Thos. Bros. 1153-A4)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit Review

**PROBLEM AS STATED BY REQUESTER:**

Magnolia Avenue/Black Canyon Road from State Route 78/Julian Rd to Black Canyon Place has no posted speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification for a 50 MPH speed limit.

**Existing Traffic Devices**

Magnolia Avenue is a striped two-lane roadway that measures 26 feet in width. The road is centerline striped with one-directional and two-directional passing zones along the roadway. The road is a Light Collector on the County General Plan Mobility Element Network. Magnolia Avenue has no formal speed limit posted.

Black Canyon Road is a striped two-lane roadway that measures 22-26 feet in width. The road is centerline striped with curve and 35MPH speed advisory signs located at a major curve along the roadway. The road is a Light Collector on the County General Plan Mobility Element Network. Black Canyon Road has no formal speed limit posted.

**Average Daily Traffic Volumes**

**07/18**

Black Cyn Rd/Magnolia Ave  
at Pile Street

2,000

**Speed Data**

Black Cyn Rd/Magnolia Ave

		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
50' N/o Penn St	(2018)	53.0 MPH	43-52	66.0%
700' N/o Ramona Real	(2018)	54.3 MPH	41-50	53.0%
1,500' S/o Stokes Rd	(2019)	49.2 MPH	40-49	68.0%
1,300' N/o SR-78	(2019)	54.9 MPH	44-53	63.0%

Speed Zone	(2018)	52.9 MPH	42-51	62.5%
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### **Collision Data**

There have been 4 reported collisions along this segment of roadway, 1 of which involved injury, in a 3 year period (09-01-15 to 8-31-18). These collisions result in a segment accident rate of 0.66 collisions per million vehicle miles. The statewide average is 0.97 collisions per million vehicle miles for similar rural conventional 2 lanes or less with speed limit less than or equal to 55 mile per hour.

### **Discussion**

This item stems from a request from members of the community and recommends establishing a 50 MPH speed limit on Magnolia Avenue from State Route 78 to Pile Street and a 45 MPH speed limit on Black Canyon Road from Pile Street to Black Canyon Place with certifications for radar speed enforcement in the unincorporated community of Ramona.

Magnolia Avenue/Black Canyon Road from State Route 78 to Black Canyon Place is unposted for speed limit and is governed by both the Statewide Maximum 55 MPH speed limit and the basic speed law requiring reasonable and prudent behavior. For establishing a posted speed limit, the California Manual on Uniform Traffic Control Devices (CA MUTCD) 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 (54.9 MPH on Magnolia Avenue and 49.2 MPH on Black Canyon Road) could support establishment of a radar enforced 50 MPH speed limit on Magnolia Avenue/Black Canyon Road.

The Ramona Community Planning Group was provided the opportunity to review this item and a representative attended the meeting and gave testimony regarding the item. The Ramona CPG representative expressed the CPG's support for a 50 MPH speed limit on Magnolia Avenue from State Route 78 to Pile Street that is a long straight segment that allows passing. The CPG recommended the Committee consider a lower 40 MPH speed limit along Black Canyon Road due to the limited sight distance at driveways, a 35 MPH curve, equestrian activities at adjacent properties, and continuation to an unpaved segment.

The Committee supported a formal 50 MPH speed limit posting along with certification for radar enforcement along the southernmost segment (Magnolia Avenue from State Route 78 to Pile St). In reviewing the speed survey and the law, the Committee supported a formal 45 MPH speed limit along with radar enforcement along the northernmost segment (Black Canyon Road from Pile Street to Black Canyon Place), where the CPG requested a 40 MPH speed limit. The Committee indicated that the most recent speed survey for Black Canyon Road does not support a 40 MPH on the upper segment. The Committee discussed that the CA MUTCD allows for an enforceable speed limit to be set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of the motorist, that the measured speed was 49.2 MPH, and that a 45 MPH speed limit could be

considered based on all stated conditions. The Ramona CPG representative indicated that a 45 MPH speed limit on the northernmost segment was a reasonable compromise for the community and was better than the existing 55 MPH speed limit or a 50 MPH speed limit.

The San Diego CHP and El Cajon CHP representatives expressed support for both proposed speed limits. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along Magnolia Avenue and Black Canyon Road.

**Recommendation**

The Committee recommends the Board of Supervisors establish a formal 50 MPH speed limit, along with radar speed enforcement certification, on Magnolia Avenue from State Route 78 to Black Canyon Road. The Committee further recommends the Board of Supervisors establish a formal 45 MPH speed limit, along with radar speed enforcement certification, on Black Canyon Road from Magnolia Avenue to Black Canyon Place.

Motion: Soto

Second: Crossland

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

**Necessary Board Action**

Amend Section 72.164.1 and adding section 72.164.1.1 to Division 2 of Title 7 of Article 11 of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 25, 2018 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Marilla Drive & Westhill Road, LAKESIDE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Marilla Drive & Westhill Road meets California MUTCD, Section 2B.07, Optional Criteria C & D, therefore an all-way stop control could be considered.

### **Existing Traffic Devices**

Marilla Drive is a striped two-lane roadway with edge line striping. The road runs north/south and has a 24 foot travelled way on a 28 to 36 foot road bed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH/Radar Enforced.

Westhill Road is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way and road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit.

### **Average Daily Traffic Volumes Approach**

**10/18**

Marilla Drive

2,080 EB  
1,470 WB

Westhill Road

810 NB

### **Collision Data**

There have been 3 reported collisions at this intersection, 1 of which involved injury in the last 3 year period (9-1-15 to 8-31-18). These collisions result in an intersection accident rate of 0.63 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersection.

### **Discussion**

This item recommends an all-way stop be established at the intersection of Marilla Drive and Westhill Road in the unincorporated community of Lakeside.

Area residents previously expressed concerns about limited sight distance at this intersection of two residential roadways. Staff presented the results of an operational review of the intersection. The intersection of Marilla Drive and Westhill Road meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop) and Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where a multi-way stop control would improve traffic operational characteristics of the intersection).

A member of the Lakeside School District attended the meeting and expressed concern of the intersection in relation to the nearby bus stop on Westhill Road. A number of local residents also attended and gave testimony to the Committee regarding increased traffic volumes, excessive speeds, and limited sight distance at the intersection being the primary cause for reported and unreported collisions and near-misses that have occurred. It was noted that the road curves behind a hill to the northwest of the intersection. The County Traffic Engineer explained that the intersection does not meet corner sight distance that operational stopping sight distance is limited, and that all-way stop is desired and can be implemented along with stop ahead signs. The Committee agreed that an all-way stop would improve right-of-way assignment for vehicles approaching this intersection. The Caltrans representative dissented and provided the opinion of installing stop signs at only the northbound and eastbound directions to address the sight distance issue.

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

### **Recommendation**

The Committee recommends an all-way stop be established at the intersection of Marilla Drive & Westhill Road in the unincorporated community of Lakeside.

Motion: Matella

Second: Smale

Yes-9, No-1, Abstain-1, Vacant-0, Absent-4

### **Necessary Board Action**

Add Item No. 253 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.  
Amend Item No. 30 of Traffic Resolution No. 305 relating to Thorough Highways.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 25, 2018

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** York Drive & Clarence Drive, VISTA

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of York Drive & Clarence Drive meets California MUTCD, Section 2B.07, Optional Criteria C & D, therefore an all-way stop control could be considered.

### **Existing Traffic Devices**

York Drive is a striped two-lane roadway. The road runs north/south and has a 24 foot travelled way on a 26 to 30 foot road bed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH.

Clarence Drive is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way on a 28 foot road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit. It is stop controlled at York Drive.

### **Average Daily Traffic Volumes Approach**

**10/18**

York Drive

650 NB  
1,410 SB

Clarence Drive

800 EB

### **Collision Data**

There have been 1 reported collisions at this intersection, 1 of which involved injury in the last 3 year period (09-01-15 to 08-31-18). These collisions result in an intersection accident rate of 0.32 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersection.

### **Discussion**

This item recommends an all-way stop be established at the intersection of York Drive and Clarence Drive in the unincorporated community of Vista.

Area residents previously expressed concerns about limited sight distance at this intersection of two residential roadways. Staff presented the results of an operational review of the intersection. The intersection of York Drive and Clarence Drive meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop) and Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where a multi-way stop control would improve traffic operational characteristics of the intersection).

The representative from County Traffic Engineering noted that they have received numerous requests for review at this intersection in recent years. The Traffic Engineering representative noted that a recent incident occurred involving a student and parent waiting for a bus near the corner. The County Traffic Engineer explained the how the intersection does not meet corner sight distance and how these intersecting residential roadways are similar in design. The Oceanside CHP representative noted that the implementation of an all-way stop may help regarding accidents but may not completely eliminate collisions related to nearby curves. The Committee agreed that an all-way stop would improve right-of-way assignment for vehicles approaching this intersection.

This intersection is located in the North County Metro Sub-Regional Planning Area and is not represented by a community group.

**Recommendation**

The Committee recommends an all-way stop be established at the intersection of York Drive and Clarence Drive in the unincorporated community of Vista.

Motion: Ouadah

Second: Matella

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

**Necessary Board Action**

Add Item No. 254 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

Delete Item No. 412 to Traffic Resolution No. 304 relating to Stop Intersections.



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 25, 2018 **Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** Osborne Street & Hutchison Street, BONSALL

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Osborne Street & Hutchison Street meets California MUTCD, Section 2B.07, Criteria B and Option C, therefore an all-way stop control could be considered.

### **Existing Traffic Devices**

Osborne Street is a striped two-lane roadway with edge line. The road runs east/west and has a 24 foot travelled way on a 26 to 30 foot road bed. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network and posted 35 MPH.

Hutchison Street is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way on a 24 to 36 foot road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit.

### **Average Daily Traffic Volumes Approach**

**10/18**

Osborne Street

3,500 EB  
2,220 WB

Hutchison Street

695 NB  
1,700 SB

### **Collision Data**

There have been 15 reported collisions at this intersection, 7 of which involved injury in the last 5.4 year period (04-01-13 to 9-30-18). These collisions result in an intersection accident rate of 0.94 collisions per million vehicle entering. The statewide average is 0.23 collisions per million vehicle entering for similar intersection.

### **Discussion**

This item recommends an all-way stop be established at the intersection of Osborne Street and Hutchison Street in the unincorporated community of Bonsall.

Area residents previously expressed concerns about limited sight distance at this intersection of two roadways. Staff presented the results of an operational review of the intersection. The intersection of Osborne Street and Hutchison Street meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Criteria B (five or more reported crashes include right-turn and left-turn collisions as well as right-angle collisions) and Optional Criteria C (where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop).

Local residents attended the meeting and provided testimony to the Committee regarding the limited sight distance on the southbound approach to the intersection on Hutchison Street. A resident also noted that traffic has been increasing as the nearby areas become more developed and that traffic during weekday mornings and evenings are of greatest concern. Another resident mentioned that Hutchison Street is becoming more of a cut-through route to commuter traffic. Another resident noted that as the volume increases there are less traffic gaps for people on Hutchison Street to turn onto or cross Osborne Street.

The representative from County Traffic Engineering noted that their office receives recurring community requests regarding sight distance at this intersection and that the periodic trimming of vegetation at this intersection to improve sight distance is burdensome to County maintenance forces. He also indicated that the existing two-way stop signs already have "Cross Traffic Does Not Stop" warning plaques. The County Traffic Engineer also noted that the traffic volumes are also getting closer to reaching the requirements of another criteria of the California Manual and noted that most of the documented collisions are occurring during peak traffic hours. The Committee agreed that an all-way stop would improve right-of-way assignment for vehicles approaching this intersection.

The Bonsall Community Sponsor Group was provided the opportunity to review this item and the chairwoman provided support via email for the installation of an all way stop at the intersection.

### **Recommendation**

The Committee recommends an all-way stop be established at the intersection of Osborne Street and Hutchison Street in the unincorporated community of Bonsall.

Motion: Smale

Second: O'Boyle

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

### **Necessary Board Action**

Add Item No. 255 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.  
Amend Item No. 20 of Traffic Resolution No. 305 relating to Thorough Highways.