

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

June 03, 2019

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 14, 2019, 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 TAC 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:bb

Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 14, 2018 ~ 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 |
|--|-----------------------------------|----------------------|------------------------------------|
| <u>SUPERVISORIAL DISTRICT 2</u> | | | |
| 2-A. INTERSECTION CONTROL | ORVILLE ST & THAYER DR | SPRING VALLEY | SPRING VALLEY |
| <u>SUPERVISORIAL DISTRICT 3</u> | | | |
| 3-A. RADAR RECERTIFICATION | CITRUS AV | ESCONDIDO | N/A |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 14, 2019 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Orville Street & Thayer Drive, SPRING VALLEY
(Thos. Bros. 1291-B3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Orville Street is a striped two-lane roadway with no passing centerline striping. The road runs east/west and has a 24 foot travelled way on a 36 foot road bed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH.

Thayer Drive is a striped two-lane roadway with no passing centerline striping. The roadway runs north/south with a 24 foot travelled way and a 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

02/19

Orville Street

1000 EB
930 WB

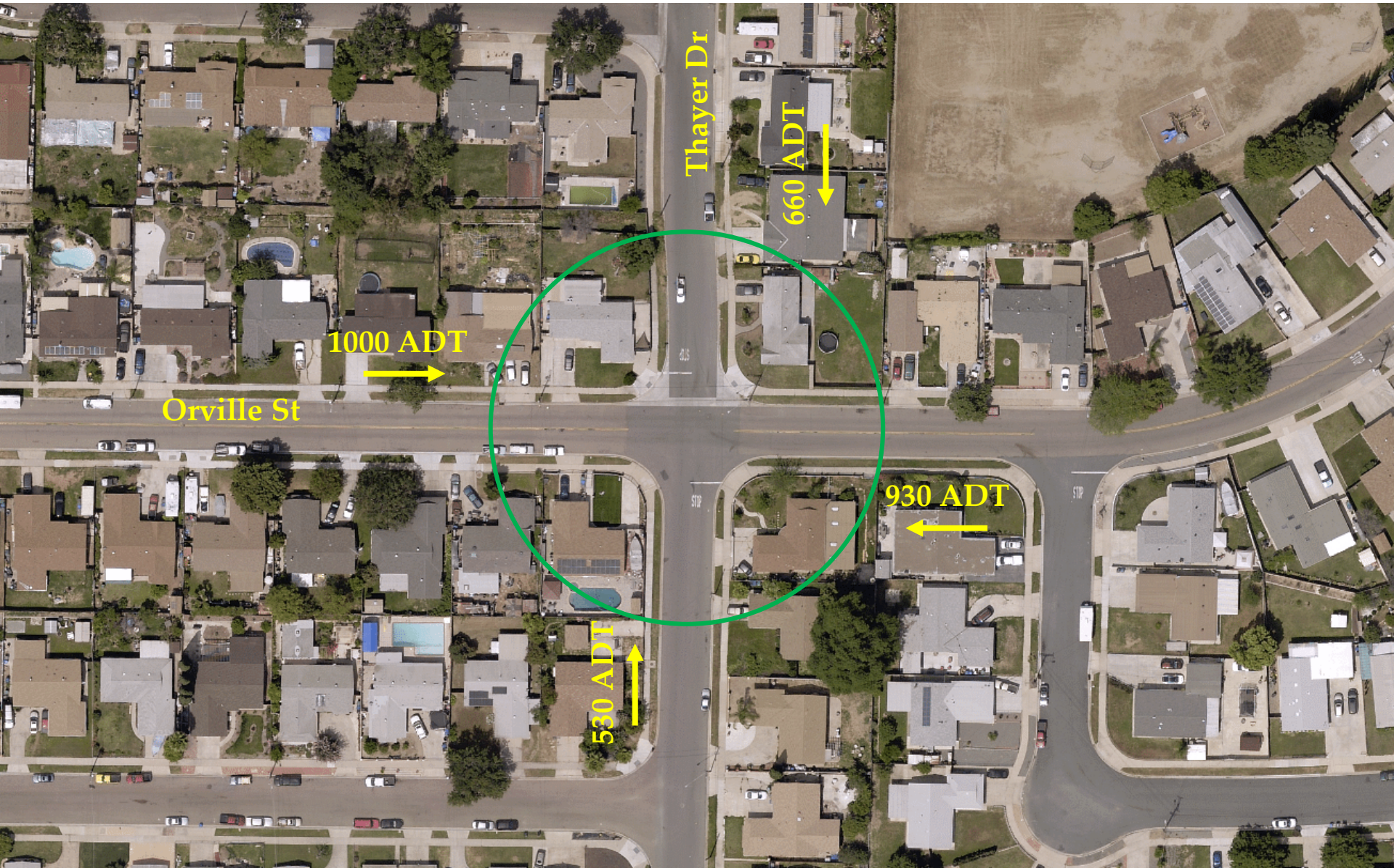
Thayer Drive

530 NB
660 SB

Collision Data

There have been 3 reported collisions at this intersection, none of which involved injury in the last 3 year period (01-01-10 to 12-31-18). These collisions result in an intersection accident rate of 0.88 collisions per million vehicle entering. The statewide average is 0.23 collisions per million vehicle entering for similar 4-way intersections with stop controls, excluding 4-way stop controls.

2-A. Intersection Control Orville St & Thayer Dr





County of San Diego

RICHARD E. CROMPTON
DIRECTOR

DEPARTMENT OF PUBLIC WORKS
5510 OVERLAND AVE, SUITE 410
SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212 FAX: (858) 694-3597
Web Site: www.sdcountry.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 26, 2019

Item Title: All-Way Stop Control

Location: Orville Street and Thayer Drive Intersection, Spring Valley

CTE Recommendation: **Install an All-Way Stop Control**

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option B of Section 2B.07 - An All-Way Stop Control may be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as schools. The subject intersection of Orville Street and Thayer Drive is located within La Presa Middle school zone.
- In addition, Option D of section 2B.07 - An all-way stop control may be considered at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection. Both Orville Street and Thayer Drive are residential collectors.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Orville Street and Thayer Drive.

VOLUME

Thayer Dr & Orville St

Day: Thursday
Date: 2/28/2019City: Spring Valley
Project #: CA19_4076_001

| DAILY TOTALS | | | | | NB | SB | EB | | | | | WB | Total | | | | | |
|--------------|-------|----|-------|-----|-------|-----|-----------|---------|-------|----|-------|-------|-------|----|-------|-----|-------|-----|
| | | | | | 531 | 657 | | | | | | 999 | | | | | | 929 |
| AM Period | NB | SB | EB | WB | TOTAL | | PM Period | NB | SB | EB | WB | TOTAL | | | | | | |
| 00:00 | 0 | 2 | 2 | 1 | 5 | | 12:00 | 6 | 4 | 11 | 11 | 32 | | | | | | |
| 00:15 | 1 | 0 | 4 | 2 | 7 | | 12:15 | 4 | 3 | 16 | 11 | 34 | | | | | | |
| 00:30 | 0 | 0 | 2 | 1 | 3 | | 12:30 | 4 | 5 | 15 | 17 | 41 | | | | | | |
| 00:45 | 1 | 2 | 0 | 2 | 10 | 1 | 12:45 | 8 | 22 | 6 | 18 | 10 | 52 | 12 | 51 | 36 | 143 | |
| 01:00 | 1 | 0 | 2 | 3 | 6 | | 13:00 | 2 | 5 | 20 | 6 | 33 | | | | | | |
| 01:15 | 0 | 0 | 2 | 0 | 2 | | 13:15 | 2 | 4 | 16 | 12 | 34 | | | | | | |
| 01:30 | 1 | 0 | 0 | 0 | 1 | | 13:30 | 6 | 3 | 15 | 9 | 33 | | | | | | |
| 01:45 | 0 | 2 | 1 | 1 | 5 | 2 | 13:45 | 6 | 16 | 4 | 16 | 16 | 67 | 9 | 36 | 35 | 135 | |
| 02:00 | 0 | 0 | 1 | 0 | 1 | | 14:00 | 7 | 9 | 29 | 20 | 65 | | | | | | |
| 02:15 | 0 | 1 | 2 | 0 | 3 | | 14:15 | 6 | 20 | 23 | 52 | 101 | | | | | | |
| 02:30 | 1 | 1 | 1 | 0 | 3 | | 14:30 | 11 | 19 | 22 | 40 | 92 | | | | | | |
| 02:45 | 0 | 1 | 0 | 2 | 1 | 5 | 14:45 | 22 | 46 | 28 | 76 | 29 | 103 | 21 | 133 | 100 | 358 | |
| 03:00 | 2 | 0 | 1 | 0 | 3 | | 15:00 | 21 | 36 | 27 | 20 | 104 | | | | | | |
| 03:15 | 1 | 1 | 1 | 0 | 3 | | 15:15 | 16 | 20 | 28 | 0 | 64 | | | | | | |
| 03:30 | 3 | 1 | 1 | 1 | 6 | | 15:30 | 13 | 13 | 20 | 0 | 46 | | | | | | |
| 03:45 | 0 | 6 | 0 | 2 | 0 | 3 | 15:45 | 6 | 56 | 10 | 79 | 24 | 99 | 0 | 20 | 40 | 254 | |
| 04:00 | 0 | 0 | 0 | 2 | 2 | | 16:00 | 14 | 17 | 26 | 0 | 57 | | | | | | |
| 04:15 | 0 | 0 | 0 | 2 | 2 | | 16:15 | 11 | 6 | 20 | 0 | 37 | | | | | | |
| 04:30 | 0 | 0 | 0 | 2 | 2 | | 16:30 | 6 | 9 | 25 | 0 | 40 | | | | | | |
| 04:45 | 1 | 1 | 1 | 0 | 4 | | 16:45 | 10 | 41 | 7 | 39 | 16 | 87 | 0 | 33 | | 167 | |
| 05:00 | 0 | 0 | 0 | 3 | 3 | | 17:00 | 13 | 14 | 27 | 19 | 73 | | | | | | |
| 05:15 | 0 | 0 | 1 | 3 | 4 | | 17:15 | 14 | 14 | 24 | 13 | 65 | | | | | | |
| 05:30 | 2 | 1 | 2 | 4 | 9 | | 17:30 | 6 | 5 | 24 | 17 | 52 | | | | | | |
| 05:45 | 1 | 3 | 3 | 4 | 2 | 5 | 17:45 | 11 | 44 | 6 | 39 | 19 | 94 | 17 | 66 | 53 | 243 | |
| 06:00 | 5 | 6 | 3 | 6 | 20 | | 18:00 | 6 | 7 | 26 | 21 | 60 | | | | | | |
| 06:15 | 3 | 5 | 3 | 12 | 23 | | 18:15 | 7 | 1 | 12 | 15 | 35 | | | | | | |
| 06:30 | 4 | 2 | 1 | 11 | 18 | | 18:30 | 9 | 1 | 14 | 8 | 32 | | | | | | |
| 06:45 | 9 | 21 | 14 | 27 | 11 | 18 | 18:45 | 5 | 27 | 7 | 16 | 18 | 70 | 7 | 51 | 37 | 164 | |
| 07:00 | 15 | 22 | 9 | 32 | 78 | | 19:00 | 6 | 3 | 22 | 9 | 40 | | | | | | |
| 07:15 | 9 | 11 | 10 | 19 | 49 | | 19:15 | 7 | 5 | 9 | 1 | 22 | | | | | | |
| 07:30 | 15 | 21 | 11 | 24 | 71 | | 19:30 | 4 | 5 | 13 | 8 | 30 | | | | | | |
| 07:45 | 33 | 72 | 50 | 104 | 20 | 50 | 19:45 | 7 | 24 | 6 | 19 | 14 | 58 | 6 | 24 | 33 | 125 | |
| 08:00 | 36 | 73 | 20 | 74 | 203 | | 20:00 | 4 | 2 | 12 | 10 | 28 | | | | | | |
| 08:15 | 37 | 61 | 19 | 38 | 155 | | 20:15 | 3 | 8 | 9 | 10 | 30 | | | | | | |
| 08:30 | 8 | 6 | 10 | 17 | 41 | | 20:30 | 1 | 2 | 12 | 3 | 18 | | | | | | |
| 08:45 | 2 | 83 | 2 | 142 | 3 | 52 | 20:45 | 2 | 10 | 1 | 13 | 14 | 47 | 10 | 33 | 27 | 103 | |
| 09:00 | 3 | 3 | 6 | 5 | 17 | | 21:00 | 3 | 1 | 9 | 2 | 15 | | | | | | |
| 09:15 | 5 | 5 | 8 | 9 | 27 | | 21:15 | 1 | 1 | 5 | 4 | 11 | | | | | | |
| 09:30 | 5 | 5 | 8 | 10 | 28 | | 21:30 | 1 | 1 | 5 | 1 | 8 | | | | | | |
| 09:45 | 2 | 15 | 3 | 16 | 10 | 32 | 21:45 | 1 | 6 | 3 | 6 | 8 | 27 | 7 | 14 | 19 | 53 | |
| 10:00 | 1 | 2 | 6 | 5 | 14 | | 22:00 | 0 | 1 | 5 | 7 | 13 | | | | | | |
| 10:15 | 4 | 2 | 9 | 10 | 25 | | 22:15 | 5 | 4 | 6 | 3 | 18 | | | | | | |
| 10:30 | 2 | 1 | 14 | 10 | 27 | | 22:30 | 3 | 2 | 8 | 2 | 15 | | | | | | |
| 10:45 | 7 | 14 | 7 | 12 | 11 | 40 | 22:45 | 0 | 8 | 0 | 7 | 4 | 23 | 2 | 14 | 6 | 52 | |
| 11:00 | 1 | 3 | 13 | 8 | 25 | | 23:00 | 2 | 1 | 2 | 3 | 8 | | | | | | |
| 11:15 | 3 | 7 | 11 | 10 | 31 | | 23:15 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 11:30 | 1 | 3 | 10 | 13 | 27 | | 23:30 | 1 | 0 | 1 | 1 | 3 | | | | | | |
| 11:45 | 1 | 6 | 1 | 14 | 13 | 47 | 23:45 | 2 | 5 | 1 | 2 | 2 | 5 | 1 | 5 | 6 | 17 | |
| TOTALS | 226 | | 327 | | 267 | | 482 | TOTALS | 305 | | 330 | | 732 | | 447 | | 1814 | |
| SPLIT % | 17.4% | | 25.1% | | 20.5% | | 37.0% | SPLIT % | 16.8% | | 18.2% | | 40.4% | | 24.6% | | 58.2% | |

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | | | | | | Total |
|-----------------|-------|-------|-------|-------|-------|-----|-----------------|-------|-------|-------|-------|-------|-----|--|--|--|--|--|-------|
| | | | | | 531 | 657 | | | | | | 999 | 929 | | | | | | 3,116 |
| AM Peak Hour | 07:30 | 07:30 | 07:30 | 07:30 | 07:30 | | PM Peak Hour | 14:45 | 14:15 | 14:30 | 14:00 | 14:15 | | | | | | | |
| AM Pk Volume | 121 | 205 | 70 | 205 | 601 | | PM Pk Volume | 72 | 103 | 106 | 133 | 397 | | | | | | | |
| Pk Hr Factor | 0.818 | 0.702 | 0.875 | 0.693 | 0.740 | | Pk Hr Factor | 0.818 | 0.715 | 0.914 | 0.639 | 0.954 | | | | | | | |
| 7 - 9 Volume | 155 | 246 | 102 | 286 | 789 | | 4 - 6 Volume | 85 | 78 | 181 | 66 | 410 | | | | | | | |
| 7 - 9 Peak Hour | 07:30 | 07:30 | 07:30 | 07:30 | 07:30 | | 4 - 6 Peak Hour | 17:00 | 16:30 | 17:00 | 17:00 | 17:00 | | | | | | | |
| 7 - 9 Pk Volume | 121 | 205 | 70 | 205 | 601 | | 4 - 6 Pk Volume | 44 | 44 | 94 | 66 | 243 | | | | | | | |
| Pk Hr Factor | 0.818 | 0.702 | 0.875 | 0.693 | 0.740 | | Pk Hr Factor | 0.786 | 0.786 | 0.870 | 0.868 | 0.832 | | | | | | | |

May 14, 2019

Letter of Support for the installation of an All-Way Stop Control at the Intersection of Orville Street and Thayer Drive, Spring Valley

Several months ago, residents addressed the Spring Valley Community Planning Group about traffic related pedestrian safety concerns and asked that an all-way stop control be installed at the intersection of Orville St and Thayer Dr. Our planning group supports the installation of an All-Way Stop Control at this intersection because of the pedestrian traffic created by this intersection's proximity to La Presa Middle School, Kempton Elementary School and the Spring Valley Branch Library.

The safety of school aged children in and around our community is one of our highest priorities; that is why our planning group voted to support the installation of this all-way stop control.

We urge the San Diego County Traffic Advisory Committee (TAC) to approve this intersection control.

Regards,

Liz Lavertu and Lora Lowes

Co-Chairs Spring Valley Community Planning Group

From: Michael Allmann
Subject: Re: San Diego County Traffic Advisory Committee 04/26/2019 - Item 2A: Orville St & Thayer Dr (Intersection Controls)
Date: Saturday, April 20, 2019 7:44:51 AM

I would love to attend the meeting of the Traffic Advisory Committee on Friday, April 26th, in regards to strengthening traffic control at the intersection of Orville and Thayer St. by our school. However, we are currently on Spring Break and I will be out of town that Friday unable to personally attend. Please consider this email my position of support to place a stop sign at the corner of Orville and Thayer St. in order for my students to have a safer passage through the intersection to and from our school.

If I can offer any more information or provide more input on specific questions prior to the meeting, I'm available by cell phone all next week. However, I will be in the air flying back home to San Diego Friday morning and won't be available during your scheduled meeting time.

Thanks for including me in this review process.

--



Michael Allmann
Principal
La Mesa-Spring Valley Schools
STEAM Academy
619.668.5720 ext. 4199
Michael.Allmann@lmsvschools.org

Follow LMSV on Twitter @LMSVSchools

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Please consider the environment before printing this e-mail.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 14, 2019

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Citrus Avenue from State Route 78 to Escondido City Limits (a distance of 0.93 miles) ESCONDIDO (Thos. Bros. 1130-D4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Citrus Avenue from State Route 78 to the Escondido City Limits has a posted 45 MPH Radar Enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Citrus Avenue is a striped two-lane roadway with a 24 foot travelled way and road bed. The roadway is striped with a double yellow center line and white edge line. Citrus Avenue is classified as a Light Collector on the County General Plan Mobility Element Network. Citrus Avenue has a posted speed limit of 45 MPH Radar Enforced.

Average Daily Traffic Volumes

Citrus Avenue

150' N/o Idaho Ave

N/o Birch Avenue

12/18

4210

03/12

4750

Speed Data

Citrus Avenue

150' N/o Idaho Avenue

(2018)

(2012)

**85th
Percentile**

48.9 MPH

49.9 MPH

**10 MPH
Pace**

40-49

41-50

**% in
Pace**

51.0%

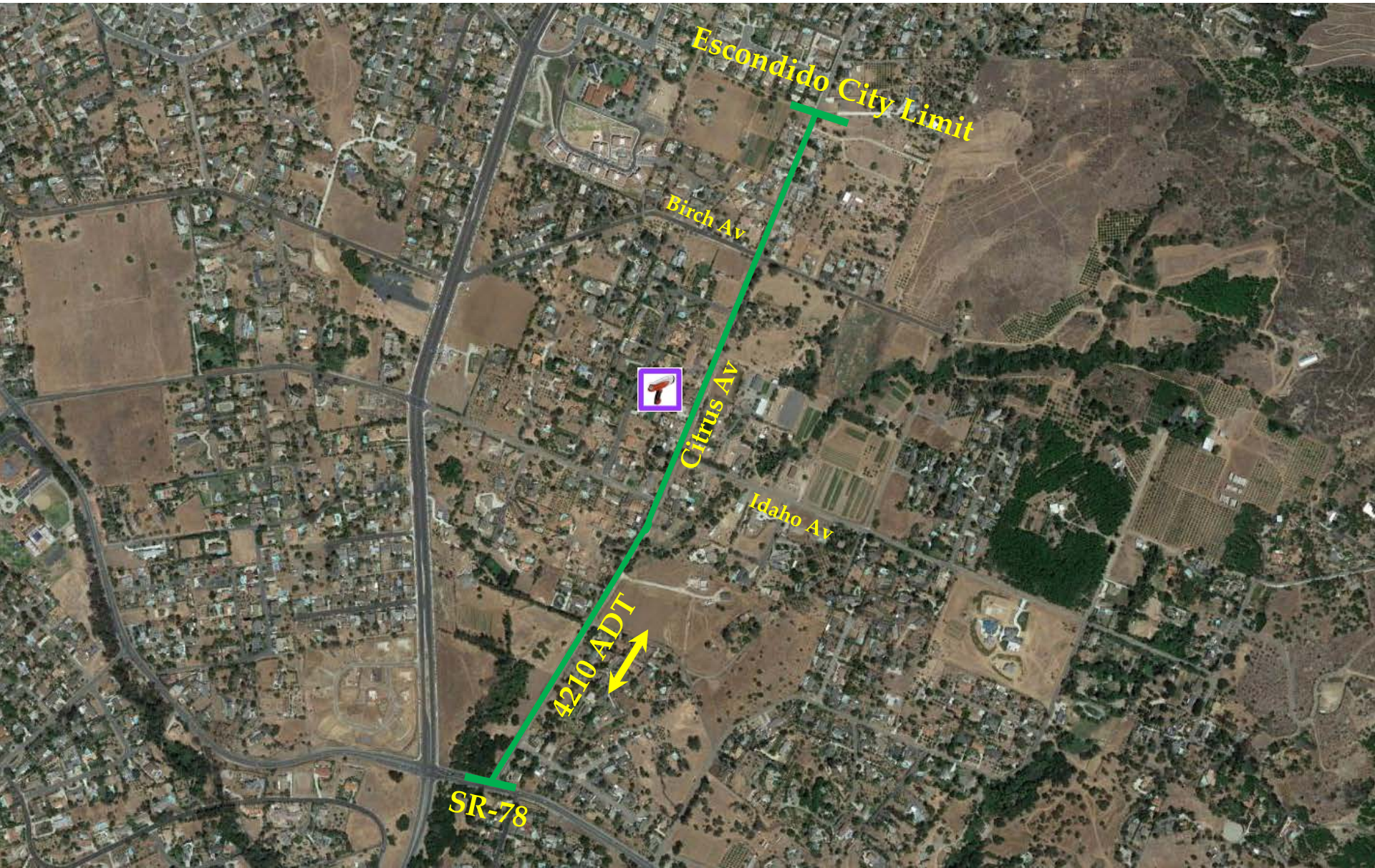
54.9%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (01-01-16 to 12-31-18). These collisions result in a segment accident rate of 1.17 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit between 45-55 MPH.

3-A. Radar Recertification

Citrus Av from State Route 78 to Escondido City Limits (0.93 miles)



VOLUME
Citrus Ave 150' N/O Idaho Ave

VOLUME

Day: Tuesday
Date: 12/11/2018

City: Escondido
Project #: CA18_4458_010

| DAILY TOTALS | | | | | NB | SB | EB | | | | | WB | Total |
|--------------|-------|-------|----|-----|-------|-----------|-------|-------|----|-----|-------|----|-------|
| | | | | | 2,075 | 2,136 | | | | | | 0 | 0 |
| AM Period | NB | SB | EB | WB | TOTAL | PM Period | NB | SB | EB | WB | TOTAL | | |
| 00:00 | 3 | 2 | | | 5 | 12:00 | 24 | 17 | | | 41 | | |
| 00:15 | 1 | 1 | | | 2 | 12:15 | 22 | 20 | | | 42 | | |
| 00:30 | 1 | 0 | | | 1 | 12:30 | 21 | 25 | | | 46 | | |
| 00:45 | 1 | 6 | 0 | 3 | 1 | 12:45 | 16 | 83 | 29 | 91 | 174 | | |
| 01:00 | 0 | 0 | | | 0 | 13:00 | 20 | 17 | | | 37 | | |
| 01:15 | 1 | 1 | | | 2 | 13:15 | 19 | 26 | | | 45 | | |
| 01:30 | 0 | 1 | | | 1 | 13:30 | 24 | 15 | | | 39 | | |
| 01:45 | 1 | 2 | 0 | 2 | 1 | 13:45 | 28 | 91 | 28 | 86 | 177 | | |
| 02:00 | 3 | 3 | | | 6 | 14:00 | 25 | 22 | | | 47 | | |
| 02:15 | 0 | 1 | | | 1 | 14:15 | 37 | 25 | | | 62 | | |
| 02:30 | 1 | 0 | | | 1 | 14:30 | 43 | 26 | | | 69 | | |
| 02:45 | 0 | 4 | 2 | 6 | 2 | 14:45 | 34 | 139 | 37 | 110 | 249 | | |
| 03:00 | 0 | 0 | | | 0 | 15:00 | 56 | 37 | | | 93 | | |
| 03:15 | 2 | 1 | | | 3 | 15:15 | 78 | 29 | | | 107 | | |
| 03:30 | 1 | 3 | | | 4 | 15:30 | 47 | 35 | | | 82 | | |
| 03:45 | 1 | 4 | 3 | 7 | 4 | 15:45 | 55 | 236 | 22 | 123 | 359 | | |
| 04:00 | 1 | 4 | | | 5 | 16:00 | 64 | 32 | | | 96 | | |
| 04:15 | 0 | 6 | | | 6 | 16:15 | 60 | 38 | | | 98 | | |
| 04:30 | 3 | 8 | | | 11 | 16:30 | 70 | 34 | | | 104 | | |
| 04:45 | 3 | 7 | 15 | 33 | 18 | 16:45 | 68 | 262 | 31 | 135 | 397 | | |
| 05:00 | 4 | 20 | | | 24 | 17:00 | 56 | 25 | | | 81 | | |
| 05:15 | 3 | 28 | | | 31 | 17:15 | 63 | 31 | | | 94 | | |
| 05:30 | 4 | 38 | | | 42 | 17:30 | 58 | 19 | | | 77 | | |
| 05:45 | 5 | 16 | 42 | 128 | 47 | 17:45 | 53 | 230 | 24 | 99 | 329 | | |
| 06:00 | 10 | 49 | | | 59 | 18:00 | 57 | 18 | | | 75 | | |
| 06:15 | 11 | 53 | | | 64 | 18:15 | 52 | 26 | | | 78 | | |
| 06:30 | 17 | 60 | | | 77 | 18:30 | 35 | 20 | | | 55 | | |
| 06:45 | 21 | 59 | 96 | 258 | 117 | 18:45 | 29 | 173 | 18 | 82 | 255 | | |
| 07:00 | 24 | 86 | | | 110 | 19:00 | 26 | 11 | | | 37 | | |
| 07:15 | 33 | 77 | | | 110 | 19:15 | 27 | 12 | | | 39 | | |
| 07:30 | 34 | 62 | | | 96 | 19:30 | 21 | 15 | | | 36 | | |
| 07:45 | 23 | 114 | 82 | 307 | 105 | 19:45 | 22 | 96 | 14 | 52 | 148 | | |
| 08:00 | 34 | 53 | | | 87 | 20:00 | 38 | 4 | | | 42 | | |
| 08:15 | 34 | 57 | | | 91 | 20:15 | 16 | 11 | | | 27 | | |
| 08:30 | 24 | 39 | | | 63 | 20:30 | 18 | 11 | | | 29 | | |
| 08:45 | 19 | 111 | 37 | 186 | 56 | 20:45 | 16 | 88 | 5 | 31 | 119 | | |
| 09:00 | 13 | 26 | | | 39 | 21:00 | 19 | 10 | | | 29 | | |
| 09:15 | 21 | 40 | | | 61 | 21:15 | 15 | 6 | | | 21 | | |
| 09:30 | 15 | 26 | | | 41 | 21:30 | 7 | 12 | | | 19 | | |
| 09:45 | 19 | 68 | 37 | 129 | 56 | 21:45 | 10 | 51 | 5 | 33 | 84 | | |
| 10:00 | 13 | 33 | | | 46 | 22:00 | 10 | 3 | | | 13 | | |
| 10:15 | 19 | 24 | | | 43 | 22:15 | 13 | 8 | | | 21 | | |
| 10:30 | 27 | 30 | | | 57 | 22:30 | 11 | 5 | | | 16 | | |
| 10:45 | 19 | 78 | 15 | 102 | 34 | 22:45 | 11 | 45 | 4 | 20 | 65 | | |
| 11:00 | 26 | 21 | | | 47 | 23:00 | 8 | 1 | | | 9 | | |
| 11:15 | 23 | 32 | | | 55 | 23:15 | 5 | 2 | | | 7 | | |
| 11:30 | 24 | 28 | | | 52 | 23:30 | 3 | 3 | | | 6 | | |
| 11:45 | 18 | 91 | 22 | 103 | 40 | 23:45 | 5 | 21 | 4 | 10 | 31 | | |
| TOTALS | 560 | 1264 | | | 1824 | TOTALS | 1515 | 872 | | | 2387 | | |
| SPLIT % | 30.7% | 69.3% | | | 43.3% | SPLIT % | 63.5% | 36.5% | | | 56.7% | | |

| DAILY TOTALS | | | NB | SB | EB | | | WB | Total | | |
|-----------------|-------|-------|-------|-------|-----------------|-----------------|-------|-------|-------|-------|-------|
| | | | 2,075 | 2,136 | 0 | | | 0 | 4,211 | | |
| AM Peak Hour | 07:30 | 06:45 | | 06:45 | PM Peak Hour | 16:00 | 14:45 | | 16:00 | | |
| AM Pk Volume | 125 | 321 | | 433 | PM Pk Volume | 262 | 138 | | 397 | | |
| Pk Hr Factor | 0.919 | 0.836 | | 0.925 | Pk Hr Factor | 0.936 | 0.932 | | 0.954 | | |
| 7 - 9 Volume | 225 | 493 | 0 | 0 | 718 | 4 - 6 Volume | 492 | 234 | 0 | 0 | 726 |
| 7 - 9 Peak Hour | 07:30 | 07:00 | | 07:00 | 4 - 6 Peak Hour | 16:00 | 16:00 | | 16:00 | | |
| 7 - 9 Pk Volume | 125 | 307 | 0 | 0 | 421 | 4 - 6 Pk Volume | 262 | 135 | 0 | 0 | 397 |
| Pk Hr Factor | 0.919 | 0.892 | 0.000 | 0.000 | 0.957 | Pk Hr Factor | 0.936 | 0.888 | 0.000 | 0.000 | 0.954 |



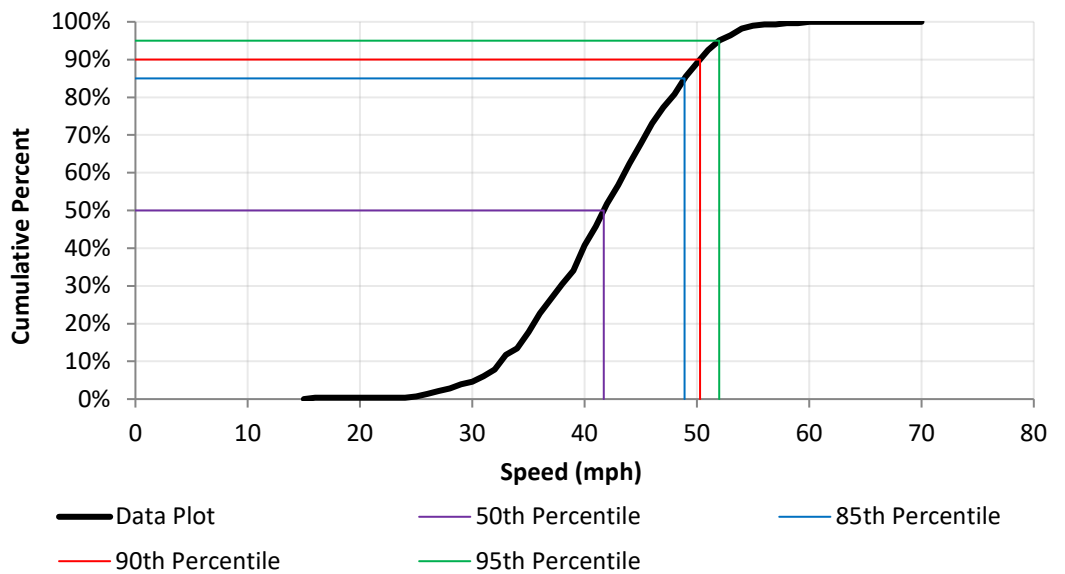
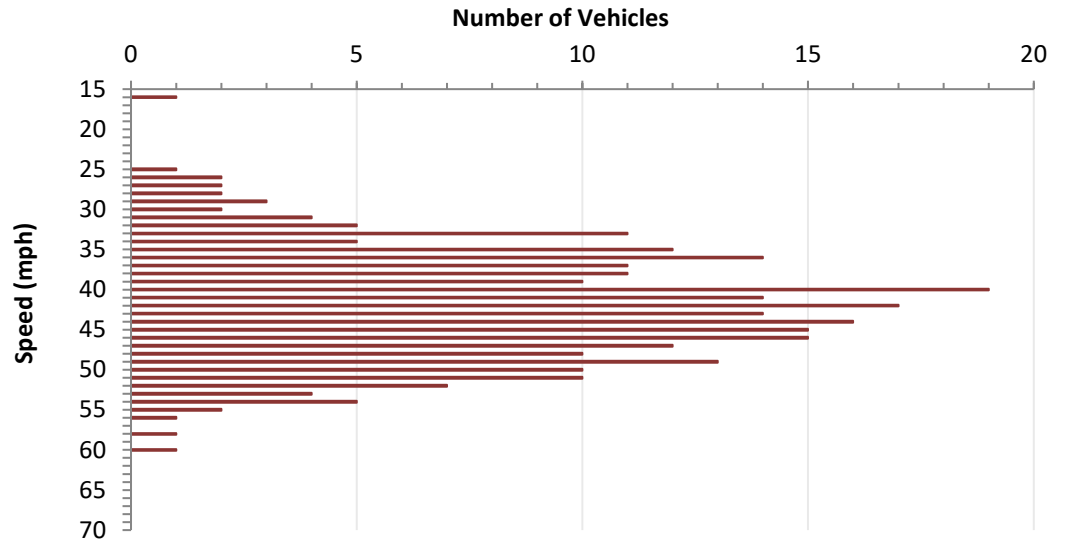
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

| | | | | | |
|-------------------|-------------------|-------------------|----------------|------------|-----------------------|
| Road Name: | Citrus Av | From: | State Route 78 | To: | Escondido City Limits |
| Position: | 150' N/O Idaho Av | Direction: | NB/SB | | |

| | | | | | |
|--------------------|-----------|------------------------|--------|--------------------------|-------------|
| Date: | 12/4/2018 | Weather: | Clear | Project Number: | 18-4457-019 |
| Time Start: | 9:00 AM | Road Condition: | Dry | Observer: | Contractor |
| Time End: | 11:00 AM | Posted Speed: | 45 mph | Calibration Test: | Y |

| Speed (mph) | Num. Veh. | Cum. Pct. |
|-------------|-----------|-----------|
| 15 | | |
| 16 | 1 | 0.4% |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |
| 25 | 1 | 0.7% |
| 26 | 2 | 1.4% |
| 27 | 2 | 2.1% |
| 28 | 2 | 2.8% |
| 29 | 3 | 3.9% |
| 30 | 2 | 4.6% |
| 31 | 4 | 6.0% |
| 32 | 5 | 7.8% |
| 33 | 11 | 11.7% |
| 34 | 5 | 13.5% |
| 35 | 12 | 17.7% |
| 36 | 14 | 22.7% |
| 37 | 11 | 26.6% |
| 38 | 11 | 30.5% |
| 39 | 10 | 34.0% |
| 40 | 19 | 40.8% |
| 41 | 14 | 45.7% |
| 42 | 17 | 51.8% |
| 43 | 14 | 56.7% |
| 44 | 16 | 62.4% |
| 45 | 15 | 67.7% |
| 46 | 15 | 73.0% |
| 47 | 12 | 77.3% |
| 48 | 10 | 80.9% |
| 49 | 13 | 85.5% |
| 50 | 10 | 89.0% |
| 51 | 10 | 92.6% |
| 52 | 7 | 95.0% |
| 53 | 4 | 96.5% |
| 54 | 5 | 98.2% |
| 55 | 2 | 98.9% |
| 56 | 1 | 99.3% |
| 57 | | |
| 58 | 1 | 99.6% |
| 59 | | |
| 60 | 1 | 100.0% |
| 61 | | |
| 62 | | |
| 63 | | |
| 64 | | |
| 65 | | |
| 66 | | |
| 67 | | |
| 68 | | |
| 69 | | |
| 70 | | |
| Total | 282 | |



DATA ANALYSIS

| | | | |
|-----------------|------|-----------------|---------|
| Average Speed | 42.0 | Range | 16 - 60 |
| 50th Percentile | 41.7 | 10 mph Pace | 40 - 49 |
| 85th Percentile | 48.9 | Number in Pace | 145 |
| 90th Percentile | 50.3 | Percent in Pace | 51% |
| 95th Percentile | 52.0 | | |