

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 14, 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. 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.

Discussion

This item recommends an all-way stop be established at the intersection of Orville Street and Thayer Drive in the unincorporated community of Spring Valley. Area residents expressed concerns about pedestrian safety at the intersection.

Staff presented the results of an operational review of the intersection. The intersection of Orville Street and Thayer Drive meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B (where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes) 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 principal of the nearby STEAM Academy at La Presa provided a statement of support for an all way stop at the intersection to provide a safer passage for students going to and from the school. A number of local residents also attended and gave testimony to the Committee regarding unreported collisions and near-misses that have occurred as well as increased pedestrian traffic due to the changes made by the nearby STEAM academy (formerly named La Presa Middle School) and the Kempton Street Literacy Academy (formerly Kempton Elementary School) in the grade levels served. The District 2 representative noted that the two roadways have increased traffic as people try to avoid busier nearby streets. The County Traffic Engineer explained that the intersection has a higher intersection accident rate than the statewide average and that the intersecting roads acts as residential collectors for the number of side streets connected therefore justifying the need for an all-way stop. The Committee agreed that an all-way stop would improve right-of-way assignment for vehicles approaching this intersection.

The Spring Valley Community Planning Group was provided the opportunity to review this item and provided a letter of support.

Recommendation

The Committee recommends an all-way stop be established at the intersection of Orville Street & Thayer Drive in the unincorporated community of Spring Valley.

Motion: Campbell

Second: Custeau

Yes-9, No-0, Abstain-0, Vacant-0, Absent-6

Necessary Board Action

Add Item No. 256 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

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.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff.

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 survey produced an average prevailing speed of 48.9 MPH.

Citrus Avenue is a striped two-lane suburban light collector roadway. The roadway connects the state highway to roadways in Escondido. The Committee supported recertification of the existing 45 MPH speed limit.

The TAC recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Citrus Avenue from State Route 78 to Escondido City Limits in the unincorporated community of Escondido. Further, the TAC recommend combining the Citrus Avenue speed zone from two small 45 MPH speed zone segments (SR 78 to Birch Ave and Birch Ave to Escondido) into one uniform 45 MPH speed zone 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. Citrus Avenue continues to meet the CHP's criteria for radar speed enforcement.

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 recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Citrus Avenue from State Route 78 to the Escondido City Limits and combine two segments of Citrus Avenue into a single speed zone.

Motion: Smale

Second: Soto

Yes-9, No-0, Abstain-0, Vacant-0, Absent-6

Necessary Board Action

Amend Section 72.161.28. and delete Section 72.179.5. of Division 2 of Title 7 of Article of the San Diego County Code.