

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

County of San Diego Fire Authority
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
Pacific Safety Center
San Diego County Sheriff's
Department

October 11, 2019

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the October 25, 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

**October 25, 2019 ~ 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 (ALL-WAY STOP) | WIEGHORST WAY AND CALLE SIMPSON | RANCHO SAN DIEGO | VALLE DE ORO |
| <u>SUPERVISORIAL DISTRICT 3</u> | | | |
| 3-A. RADAR RECERTIFICATION (45 MPH) | ELFIN FOREST ROAD | ELFIN FOREST | SAN DIEGUITO |
| <u>SUPERVISORIAL DISTRICT 5</u> | | | |
| 5-A. INTERSECTION CONTROL (TRAFFIC SIGNAL) | OLD HIGHWAY 395 & RAINBOW GLEN ROAD | RAINBOW | RAINBOW |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 25, 2019 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Wieghorst Way & Calle Simpson, RANCHO SAN DIEGO (Thos. Bros. 1169 E-4)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Wieghorst Way & Calle Simpson has been identified by Traffic Engineering as meeting California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, Optional Criteria C, therefore an all-way stop could be considered.

Existing Traffic Devices

Wieghorst Way is a striped 4-lane through highway with a raised median & bike lane. The road runs north/south and has a 48-foot travelled way on a 82-foot roadbed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 50 MPH Radar Enforced.

Calle Simpson is an unstriped two-lane roadway. The road runs east/west and has a 24-foot travelled way on a 40-foot roadbed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH.

| <u>Average Daily Traffic (ADT) Volumes</u> | <u>04/18</u> | |
|---|----------------------|------------|
| Wieghorst Way | 3,989 NB 4,471 SB | |
| Calle Simpson | 700 EB* | *Estimated |

Collision Data

There have been no reported collisions at this intersection in a three year period (04-01-16 to 03-31-19.)

2-A. Intersection Control Wieghorst Way & Calle Simpson






County of San Diego

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: September 27, 2019
Item Title: All-Way Stop Control
Location: Wieghorst Way at Calle Simpson
CTE Recommendation: Install All-Way Stop Control 
Conditions:

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection of an all-way stop control.
- Traffic volume counts taken in 2018 on Wieghorst Way shows an ADT of 8,460 vehicles per day (vpd) and are estimated on Calle Simpson to be around 1400 vpd.
- Option C of this section, lack of sight distance, indicates all-way stop controls can be considered when motorists on the controlled approach are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- Staff performed a sight distance study at the subject intersection for motorists on Calle Simpson entering Wieghorst Way and found it to be deficient.
- The available sight distance of 277 feet looking north and 370 feet looking south are less than the corner sight distance of 606 feet and stopping sight distance of 553 feet looking north and corner sight distance of 606 feet and stopping sight distance of 493 feet looking south respectively.

- Based on the noted findings and the California MUTCD guidelines, an all-way stop at Wieghorst Way and Calle Simpson is recommended to mitigate the lack of existing corner sight distance for motorists on Calle Simpson.

VOLUME

Wieghorst Way 200' E/O Fury Ln

Day: Tuesday
Date: 4/10/2018City: Rancho San Diego
Project #: CA18_4120_001

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | | | | | | Total |
|--------------|----|----|-------|-------|-------|------|-----------|----|----|-------|-------|-------|-------|--|--|--|--|--|-------|
| | | | | | 0 | 0 | | | | | | 3,989 | 4,471 | | | | | | 8,460 |
| AM Period | NB | SB | EB | WB | TOTAL | | PM Period | NB | SB | EB | WB | TOTAL | | | | | | | |
| 00:00 | | | 6 | 2 | 8 | | 12:00 | | | 74 | 71 | 145 | | | | | | | |
| 00:15 | | | 3 | 1 | 4 | | 12:15 | | | 86 | 75 | 161 | | | | | | | |
| 00:30 | | | 4 | 3 | 7 | | 12:30 | | | 64 | 66 | 130 | | | | | | | |
| 00:45 | | | 4 | 17 | 5 | 24 | 12:45 | | | 64 | 288 | 121 | 557 | | | | | | |
| 01:00 | | | 1 | 2 | 3 | | 13:00 | | | 47 | 45 | 92 | | | | | | | |
| 01:15 | | | 1 | 1 | 2 | | 13:15 | | | 67 | 44 | 111 | | | | | | | |
| 01:30 | | | 1 | 0 | 1 | | 13:30 | | | 78 | 68 | 146 | | | | | | | |
| 01:45 | | | 0 | 3 | 0 | 3 | 13:45 | | | 97 | 289 | 144 | 493 | | | | | | |
| 02:00 | | | 0 | 1 | 1 | | 14:00 | | | 78 | 71 | 149 | | | | | | | |
| 02:15 | | | 1 | 2 | 3 | | 14:15 | | | 70 | 66 | 136 | | | | | | | |
| 02:30 | | | 0 | 2 | 2 | | 14:30 | | | 85 | 46 | 131 | | | | | | | |
| 02:45 | | | 0 | 1 | 1 | 6 | 14:45 | | | 89 | 322 | 143 | 559 | | | | | | |
| 03:00 | | | 0 | 0 | 0 | | 15:00 | | | 83 | 46 | 129 | | | | | | | |
| 03:15 | | | 0 | 2 | 2 | | 15:15 | | | 91 | 60 | 151 | | | | | | | |
| 03:30 | | | 0 | 2 | 2 | | 15:30 | | | 120 | 188 | 308 | | | | | | | |
| 03:45 | | | 0 | 4 | 4 | 8 | 15:45 | | | 82 | 376 | 158 | 746 | | | | | | |
| 04:00 | | | 0 | 6 | 6 | | 16:00 | | | 75 | 66 | 141 | | | | | | | |
| 04:15 | | | 0 | 3 | 3 | | 16:15 | | | 63 | 73 | 136 | | | | | | | |
| 04:30 | | | 0 | 5 | 5 | | 16:30 | | | 79 | 66 | 145 | | | | | | | |
| 04:45 | | | 3 | 3 | 13 | 27 | 16:45 | | | 86 | 303 | 170 | 592 | | | | | | |
| 05:00 | | | 0 | 11 | 11 | | 17:00 | | | 100 | 82 | 182 | | | | | | | |
| 05:15 | | | 0 | 12 | 12 | | 17:15 | | | 70 | 92 | 162 | | | | | | | |
| 05:30 | | | 3 | 21 | 24 | | 17:30 | | | 64 | 75 | 139 | | | | | | | |
| 05:45 | | | 9 | 12 | 43 | 90 | 17:45 | | | 79 | 313 | 163 | 646 | | | | | | |
| 06:00 | | | 6 | 25 | 31 | | 18:00 | | | 57 | 71 | 128 | | | | | | | |
| 06:15 | | | 7 | 29 | 36 | | 18:15 | | | 48 | 68 | 116 | | | | | | | |
| 06:30 | | | 10 | 43 | 53 | | 18:30 | | | 52 | 65 | 117 | | | | | | | |
| 06:45 | | | 16 | 39 | 63 | 183 | 18:45 | | | 67 | 224 | 106 | 467 | | | | | | |
| 07:00 | | | 21 | 57 | 78 | | 19:00 | | | 60 | 35 | 95 | | | | | | | |
| 07:15 | | | 29 | 83 | 112 | | 19:15 | | | 35 | 28 | 63 | | | | | | | |
| 07:30 | | | 54 | 130 | 184 | | 19:30 | | | 38 | 25 | 63 | | | | | | | |
| 07:45 | | | 74 | 178 | 277 | 651 | 19:45 | | | 59 | 192 | 84 | 305 | | | | | | |
| 08:00 | | | 65 | 122 | 187 | | 20:00 | | | 50 | 25 | 75 | | | | | | | |
| 08:15 | | | 90 | 111 | 201 | | 20:15 | | | 55 | 22 | 77 | | | | | | | |
| 08:30 | | | 126 | 172 | 298 | | 20:30 | | | 55 | 25 | 80 | | | | | | | |
| 08:45 | | | 138 | 419 | 339 | 1025 | 20:45 | | | 66 | 226 | 79 | 311 | | | | | | |
| 09:00 | | | 38 | 142 | 180 | | 21:00 | | | 56 | 15 | 71 | | | | | | | |
| 09:15 | | | 56 | 185 | 241 | | 21:15 | | | 25 | 14 | 39 | | | | | | | |
| 09:30 | | | 47 | 71 | 118 | | 21:30 | | | 23 | 18 | 41 | | | | | | | |
| 09:45 | | | 44 | 185 | 108 | 647 | 21:45 | | | 14 | 118 | 20 | 171 | | | | | | |
| 10:00 | | | 29 | 42 | 71 | | 22:00 | | | 20 | 9 | 29 | | | | | | | |
| 10:15 | | | 49 | 42 | 91 | | 22:15 | | | 13 | 7 | 20 | | | | | | | |
| 10:30 | | | 44 | 75 | 119 | | 22:30 | | | 12 | 2 | 14 | | | | | | | |
| 10:45 | | | 59 | 181 | 125 | 406 | 22:45 | | | 8 | 53 | 10 | 73 | | | | | | |
| 11:00 | | | 44 | 43 | 87 | | 23:00 | | | 4 | 5 | 9 | | | | | | | |
| 11:15 | | | 54 | 51 | 105 | | 23:15 | | | 9 | 2 | 11 | | | | | | | |
| 11:30 | | | 35 | 40 | 75 | | 23:30 | | | 7 | 2 | 9 | | | | | | | |
| 11:45 | | | 92 | 225 | 166 | 433 | 23:45 | | | 2 | 22 | 4 | 33 | | | | | | |
| TOTALS | | | 1263 | 2244 | 3507 | | TOTALS | | | 2726 | 2227 | 4953 | | | | | | | |
| SPLIT % | | | 36.0% | 64.0% | 41.5% | | SPLIT % | | | 55.0% | 45.0% | 58.5% | | | | | | | |

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | | | | | | Total |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|-------|
| | | | | | 0 | 0 | | | | | | 3,989 | 4,471 | | | | | | 8,460 |
| AM Peak Hour | | | 08:00 | 08:30 | 08:30 | | PM Peak Hour | | | 14:45 | 15:30 | 15:15 | | | | | | | |
| AM Pk Volume | | | 419 | 700 | 1058 | | PM Pk Volume | | | 383 | 403 | 758 | | | | | | | |
| Pk Hr Factor | | | 0.759 | 0.871 | 0.780 | | Pk Hr Factor | | | 0.798 | 0.536 | 0.615 | | | | | | | |
| 7 - 9 Volume | 0 | 0 | 597 | 1079 | 1676 | | 4 - 6 Volume | 0 | 0 | 616 | 622 | 1238 | | | | | | | |
| 7 - 9 Peak Hour | | | 08:00 | 07:45 | 08:00 | | 4 - 6 Peak Hour | | | 16:30 | 16:45 | 16:30 | | | | | | | |
| 7 - 9 Pk Volume | 0 | 0 | 419 | 608 | 1025 | | 4 - 6 Pk Volume | 0 | 0 | 335 | 333 | 659 | | | | | | | |
| Pk Hr Factor | 0.000 | 0.000 | 0.759 | 0.749 | 0.756 | | Pk Hr Factor | 0.000 | 0.000 | 0.838 | 0.905 | 0.905 | | | | | | | |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 25, 2019

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Elfin Forest Road from Harmony Grove Road to San Marcos City Limits (a distance of 2.0 miles), ELFIN FOREST (Thos. Bros. 1290-H7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Reduction

PROBLEM AS STATED BY REQUESTER:

Elfin Forest Road from Harmony Grove Road to San Marcos City Limits is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support a 45 MPH speed limit.

Existing Traffic Devices

Elfin Forest Road is a striped two-lane roadway with a no passing centerline and edgeline striping. The road runs north/south with a 24-foot travelled way on a 32 to 40-foot road bed. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 50 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>11/14</u> | <u>08/02</u> |
|-----------------------|---------------------|---------------------|
| Elfin Forest Road | | |
| W/o Elfin Forest Lane | 3,657 | |
| E/o Los Vientos Este | | 3,550 |

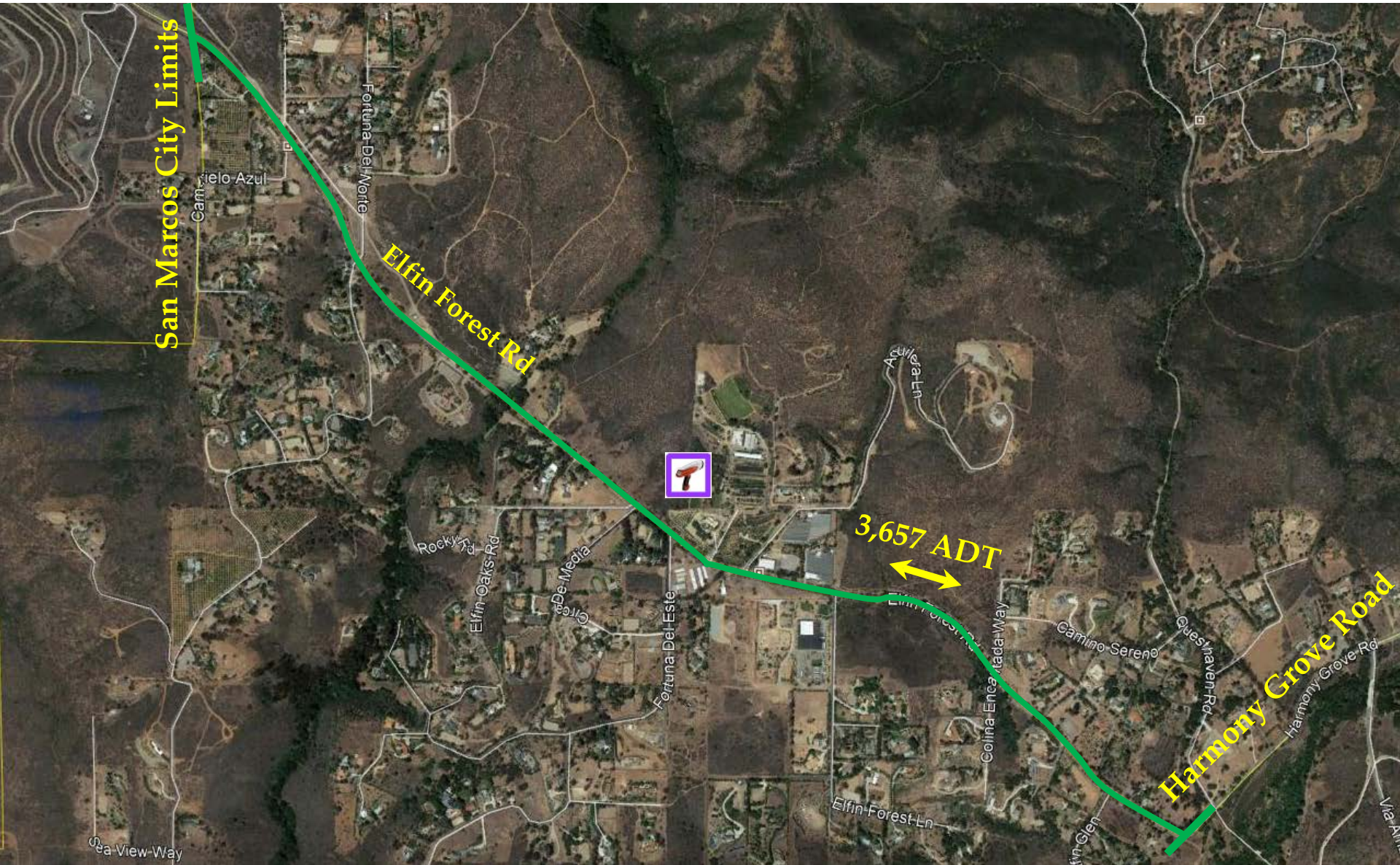
| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|----------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Elfin Forest Road | | | | |
| At Fortuna Del Este | (2019) | 49.5 MPH | 41-50 | 92.0% |
| 150' W/o Elfin Forest Lane | (2014) | 50.0 MPH | 39-48 | 67.0% |

Collision Data

There have been 9 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 1.13 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 between 45-55.

3-A. Radar Recertification

Elfin Forest Road from Harmony Grove Road to San Marcos City Limits (2.0 miles)





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: September 27, 2018

Item Title: Speed Limit and Radar Certification

Location: Elfin Forest Road from Harmony Grove Rd to the San Marcos City Limit

CTE Recommendation: **Establish 45 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes the County to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the County may declare a prima facie speed limit less than 65 MPH is most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California MUTCD stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing or 85th % speed of motorists.
- Elfin Forest Road is a two-lane roadway. Its pavement width varies between 25 and 42 feet in width with a double yellow centerline and edge lines on both sides of the roadway. The roadway is curvilinear in nature and has limited or no shoulder throughout its length of 2.00 miles.
- Recent speed surveys on Elfin Forest Road taken in September 2019 resulted in an overall 85th % speed of 49.5 mph, which supports a speed limit of 45 mph using radar for speed enforcement.

- To promote a safer environment for all users for Elfin Forest Road, rounding down from the prevailing speed of 49.5 MPH is more appropriate as recommended by safety researches and allowed by law.
- Pursuant to CVC section 22358 coupled with above conditions on Elfin Forest Road and the guidance of the CA MUTCD section 2B.13, a 45 mph radar enforced speed limit on Elfin Forest Road from Harmony Grove Rd to the San Marcos City Limit is reasonable and safe.

VOLUME

Elfin Forest Rd 150' w/o Elfin Forest Ln

Day: Thursday

Date: 11/13/2014

City: Elfin Forest

Project #: CA14_4272_001

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | Total | |
|--------------|----|----|-------|-------|-------|-----|-----------|----|----|-------|-------|-------|-------|-------|-----|
| | | | | | 0 | 0 | | | | | | 2,041 | 1,616 | 3,657 | |
| AM Period | NB | SB | EB | WB | TOTAL | | PM Period | NB | SB | EB | WB | TOTAL | | | |
| 00:00 | | | 2 | 1 | 3 | | 12:00 | | | 22 | 10 | 32 | | | |
| 00:15 | | | 3 | 1 | 4 | | 12:15 | | | 17 | 7 | 24 | | | |
| 00:30 | | | 0 | 0 | 0 | | 12:30 | | | 15 | 19 | 34 | | | |
| 00:45 | | | 0 | 5 | 2 | 4 | 12:45 | | | 26 | 80 | 21 | 57 | 47 | 137 |
| 01:00 | | | 0 | 1 | 1 | | 13:00 | | | 24 | 16 | 40 | | | |
| 01:15 | | | 1 | 0 | 1 | | 13:15 | | | 11 | 15 | 26 | | | |
| 01:30 | | | 1 | 1 | 2 | | 13:30 | | | 23 | 18 | 41 | | | |
| 01:45 | | | 1 | 3 | 1 | 3 | 13:45 | | | 22 | 80 | 22 | 71 | 44 | 151 |
| 02:00 | | | 0 | 0 | 0 | | 14:00 | | | 24 | 17 | 41 | | | |
| 02:15 | | | 0 | 0 | 0 | | 14:15 | | | 18 | 17 | 35 | | | |
| 02:30 | | | 1 | 0 | 1 | | 14:30 | | | 43 | 13 | 56 | | | |
| 02:45 | | | 0 | 1 | 0 | 1 | 14:45 | | | 69 | 154 | 15 | 62 | 84 | 216 |
| 03:00 | | | 0 | 0 | 0 | | 15:00 | | | 45 | 24 | 69 | | | |
| 03:15 | | | 1 | 1 | 2 | | 15:15 | | | 61 | 19 | 80 | | | |
| 03:30 | | | 0 | 0 | 0 | | 15:30 | | | 67 | 30 | 97 | | | |
| 03:45 | | | 0 | 1 | 1 | 2 | 15:45 | | | 110 | 283 | 22 | 95 | 132 | 378 |
| 04:00 | | | 1 | 1 | 2 | | 16:00 | | | 98 | 30 | 128 | | | |
| 04:15 | | | 0 | 0 | 0 | | 16:15 | | | 98 | 34 | 132 | | | |
| 04:30 | | | 1 | 1 | 2 | | 16:30 | | | 90 | 31 | 121 | | | |
| 04:45 | | | 1 | 3 | 4 | 6 | 16:45 | | | 64 | 350 | 59 | 154 | 123 | 504 |
| 05:00 | | | 0 | 4 | 4 | | 17:00 | | | 71 | 49 | 120 | | | |
| 05:15 | | | 2 | 5 | 7 | | 17:15 | | | 93 | 39 | 132 | | | |
| 05:30 | | | 4 | 6 | 10 | | 17:30 | | | 78 | 42 | 120 | | | |
| 05:45 | | | 5 | 11 | 14 | 29 | 17:45 | | | 65 | 307 | 44 | 174 | 109 | 481 |
| 06:00 | | | 11 | 10 | 21 | | 18:00 | | | 32 | 43 | 75 | | | |
| 06:15 | | | 18 | 19 | 37 | | 18:15 | | | 34 | 22 | 56 | | | |
| 06:30 | | | 14 | 39 | 53 | | 18:30 | | | 14 | 15 | 29 | | | |
| 06:45 | | | 24 | 67 | 61 | 129 | 18:45 | | | 10 | 90 | 12 | 92 | 22 | 182 |
| 07:00 | | | 31 | 53 | 84 | | 19:00 | | | 8 | 8 | 16 | | | |
| 07:15 | | | 34 | 53 | 87 | | 19:15 | | | 10 | 3 | 13 | | | |
| 07:30 | | | 31 | 68 | 99 | | 19:30 | | | 8 | 5 | 13 | | | |
| 07:45 | | | 47 | 143 | 57 | 231 | 19:45 | | | 13 | 39 | 3 | 19 | 16 | 58 |
| 08:00 | | | 46 | 63 | 109 | | 20:00 | | | 5 | 8 | 13 | | | |
| 08:15 | | | 29 | 66 | 95 | | 20:15 | | | 7 | 4 | 11 | | | |
| 08:30 | | | 37 | 48 | 85 | | 20:30 | | | 11 | 4 | 15 | | | |
| 08:45 | | | 29 | 141 | 39 | 216 | 20:45 | | | 5 | 28 | 10 | 26 | 15 | 54 |
| 09:00 | | | 22 | 25 | 47 | | 21:00 | | | 8 | 9 | 17 | | | |
| 09:15 | | | 20 | 18 | 38 | | 21:15 | | | 5 | 4 | 9 | | | |
| 09:30 | | | 21 | 21 | 42 | | 21:30 | | | 7 | 3 | 10 | | | |
| 09:45 | | | 13 | 76 | 17 | 81 | 21:45 | | | 2 | 22 | 6 | 22 | 8 | 44 |
| 10:00 | | | 18 | 17 | 35 | | 22:00 | | | 5 | 2 | 7 | | | |
| 10:15 | | | 20 | 12 | 32 | | 22:15 | | | 1 | 5 | 6 | | | |
| 10:30 | | | 19 | 14 | 33 | | 22:30 | | | 3 | 3 | 6 | | | |
| 10:45 | | | 14 | 71 | 8 | 51 | 22:45 | | | 3 | 12 | 3 | 13 | 6 | 25 |
| 11:00 | | | 10 | 13 | 23 | | 23:00 | | | 2 | 1 | 3 | | | |
| 11:15 | | | 15 | 8 | 23 | | 23:15 | | | 1 | 3 | 4 | | | |
| 11:30 | | | 31 | 26 | 57 | | 23:30 | | | 1 | 0 | 1 | | | |
| 11:45 | | | 13 | 69 | 26 | 73 | 23:45 | | | 1 | 5 | 2 | 6 | 3 | 11 |
| TOTALS | | | 591 | 825 | 1416 | | TOTALS | | | 1450 | 791 | 2241 | | | |
| SPLIT % | | | 41.7% | 58.3% | 38.7% | | SPLIT % | | | 64.7% | 35.3% | 61.3% | | | |

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | Total | |
|-----------------|-------|-------|-------|-------|-------|----|-----------------|-------|-------|-------|-------|-------|-------|-------|--|
| | | | | | 0 | 0 | | | | | | 2,041 | 1,616 | 3,657 | |
| AM Peak Hour | | | 07:45 | 07:30 | 07:30 | | PM Peak Hour | | | 15:45 | 16:45 | 15:45 | | | |
| AM Pk Volume | | | 159 | 254 | 407 | | PM Pk Volume | | | 396 | 189 | 513 | | | |
| Pk Hr Factor | | | 0.846 | 0.934 | 0.933 | | Pk Hr Factor | | | 0.900 | 0.801 | 0.972 | | | |
| 7 - 9 Volume | 0 | 0 | 284 | 447 | 731 | | 4 - 6 Volume | 0 | 0 | 657 | 328 | 985 | | | |
| 7 - 9 Peak Hour | | | 07:45 | 07:30 | 07:30 | | 4 - 6 Peak Hour | | | 16:00 | 16:45 | 16:00 | | | |
| 7 - 9 Pk Volume | 0 | 0 | 159 | 254 | 407 | | 4 - 6 Pk Volume | 0 | 0 | 350 | 189 | 504 | | | |
| Pk Hr Factor | 0.000 | 0.000 | 0.846 | 0.934 | 0.933 | | Pk Hr Factor | 0.000 | 0.000 | 0.893 | 0.801 | 0.955 | | | |



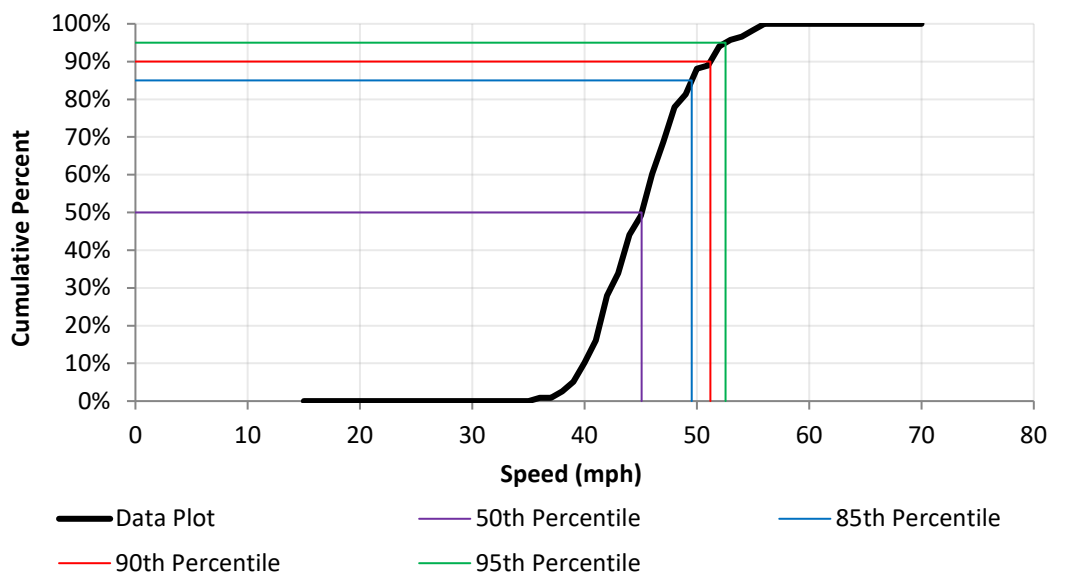
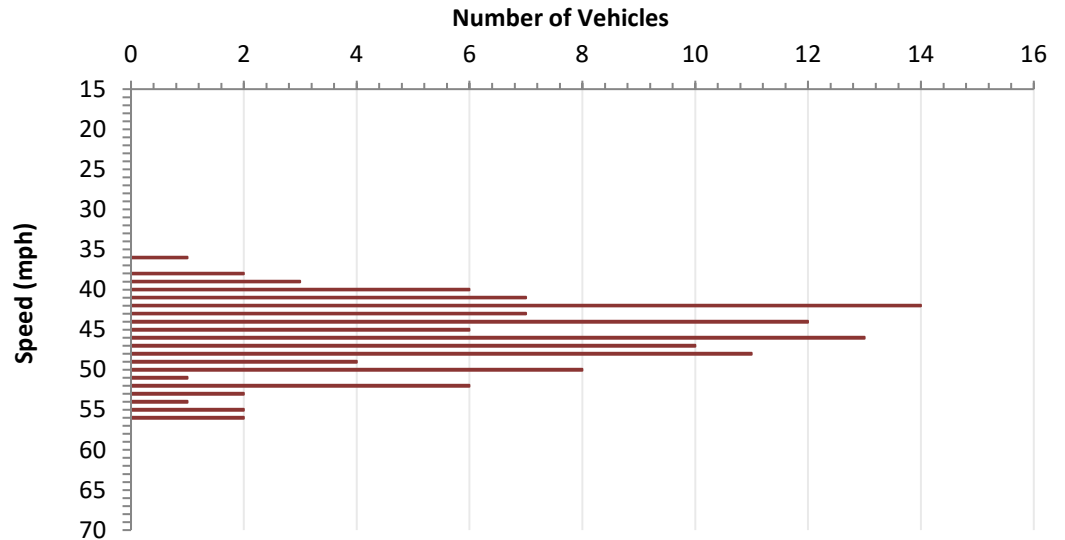
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

| | | | | | |
|-------------------|---------------------|--------------|------------------|-------------------|---------------|
| Road Name: | Elfin Forest Rd | From: | Fortuna Del Este | To: | Elfin Oaks Rd |
| Position: | At Fortuna Del Este | | | Direction: | EB/WB |

| | | | | | |
|--------------------|----------|------------------------|-------|--------------------------|----------------|
| Date: | 9/5/2019 | Weather: | Sunny | Project Number: | 0 |
| Time Start: | 11:50 AM | Road Condition: | DRY | Observer: | Barra Manaseer |
| Time End: | 1:15 PM | Posted Speed: | 50 | Calibration Test: | N |

| Speed (mph) | Num. Veh. | Cum. Pct. |
|--------------|------------|-----------|
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
| 24 | | |
| 25 | | |
| 26 | | |
| 27 | | |
| 28 | | |
| 29 | | |
| 30 | | |
| 31 | | |
| 32 | | |
| 33 | | |
| 34 | | |
| 35 | | |
| 36 | 1 | 0.8% |
| 37 | | |
| 38 | 2 | 2.5% |
| 39 | 3 | 5.1% |
| 40 | 6 | 10.2% |
| 41 | 7 | 16.1% |
| 42 | 14 | 28.0% |
| 43 | 7 | 33.9% |
| 44 | 12 | 44.1% |
| 45 | 6 | 49.2% |
| 46 | 13 | 60.2% |
| 47 | 10 | 68.6% |
| 48 | 11 | 78.0% |
| 49 | 4 | 81.4% |
| 50 | 8 | 88.1% |
| 51 | 1 | 89.0% |
| 52 | 6 | 94.1% |
| 53 | 2 | 95.8% |
| 54 | 1 | 96.6% |
| 55 | 2 | 98.3% |
| 56 | 2 | 100.0% |
| 57 | | |
| 58 | | |
| 59 | | |
| 60 | | |
| 61 | | |
| 62 | | |
| 63 | | |
| 64 | | |
| 65 | | |
| 66 | | |
| 67 | | |
| 68 | | |
| 69 | | |
| 70 | | |
| Total | 118 | |



DATA ANALYSIS

| | | | |
|-----------------|------|-----------------|---------|
| Average Speed | 45.6 | Range | 36 - 56 |
| 50th Percentile | 45.1 | 10 mph Pace | 41 - 50 |
| 85th Percentile | 49.5 | Number in Pace | 92 |
| 90th Percentile | 51.2 | Percent in Pace | 78% |
| 95th Percentile | 52.6 | | |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 25, 2019 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Old Hwy 395 & Rainbow Glen Road, RAINBOW (Thos. Bros. 1169 E-4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Signal Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Old Highway 395 & Rainbow Glen Road has been identified by Traffic Engineering as meeting California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 4C.04 Warrant 3, Peak Hour, therefore a traffic control signal could be considered.

Existing Traffic Devices

Old Highway 395 is a striped two-lane through highway with a no passing centerline striping, two way left, & bike lane. The road runs north/south and has a 24-foot travelled way on a 48-foot roadbed. The roadway is classified as a Community Collector on the County General Plan Mobility Element Network and posted 55 MPH.

Rainbow Glen Road is a striped two-lane roadway with a no passing centerline and white edge line striping. The road runs east/west and has a 24-foot travelled way on a 40-foot roadbed. The roadway east of is classified as a Light Collector on the County General Plan Mobility Element Network and posted 45 MPH. Rainbow Glen Road is stop controlled at Old Highway 395.

| <u>Average Daily Traffic Volumes</u> | <u>07/18</u> | <u>08/10</u> | <u>11/06</u> |
|---|---------------------|---------------------|---------------------|
| Old Highway 395: | | | |
| N/o Rainbow Glen Road | 2,311 SB | 1,492 SB | 2,231 SB |
| S/o Rainbow Glen Road | 5,881 NB | 3,537 NB | 3,320 NB |
| Rainbow Glen Road: | | | |
| E/o Old Highway 395 | 1,101 WB | 2,012 WB | 1,092 WB |
| W/o Old Highway 395 | 1,386 EB | 1,186 EB | 673 EB |

Collision Data

There have been four reported collisions at this intersection, three involving injury, within a past 12-month period (06-01-17 to 05-31-18). These collisions resulted in an intersection accident rate of 1.03 collisions per million vehicles entering the intersection. The statewide average is 0.22 for similar stop controlled four-way rural intersections.

Additionally, a collision has been reported this year (07-23-19) involving a fatality.

5-A. Intersection Control

Old Highway 395 & Rainbow Glen Road





County of San Diego

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: October 11, 2019
Item Title: Traffic Control Signal
Location: Old Hwy 395 and Rainbow Glen Road

CTE Recommendation: **Install a Traffic Control Signal**

A handwritten signature in blue ink, appearing to be "Jho".

Conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.
- Chapter 4C "Traffic Control Signal Needs Studies" of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.
- During the 12-month period between June 2017 and May 2018, the subject intersection of Old Hwy 395 and Rainbow Glen Road experienced 4 collision that are correctable with a traffic control signal.
- On July 23, 2019, the subject intersection of Old Hwy 395 and Rainbow Glen Road experienced a fatal collision where driver from Rainbow Glen Road trying to enter Old Hwy 395 got broadsided by

a vehicle on Old Hwy 395. This collision is correctable by a traffic control signal.

- The posted speed limit on Old Hwy 395 is 55 MPH and 45 MPH on Rainbow Glen Road and the intersection total approach ADT is 10,680 vehicles/day.
- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets warrants 2 and 3 based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of Old Hwy 395 and Rainbow Glen Road.
- It is my recommendation, as the County Traffic Engineer to place a traffic control signal at the intersection of Old Hwy 395 and Rainbow Glen Road pursuant to Section 21351 of the CVC, the engineering study (warrant analysis), dated October 7, 2019, the collision history of the intersection, and the July 23, 2019 fatality.

VOLUME

Old Hwy 395 & Rainbow Valley Blvd/Rainbow Glen Rd

Day: Tuesday
Date: 7/17/2018City: Rainbow
Project #: CA18_4250_001

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | | | | | | Total | | |
|--------------|-------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------|-------|----|-----|----|-----|----|--------|-----|------|
| | | | | | 5,881 | 2,311 | | | | | | 1,386 | 1,101 | | | | | | 10,679 | | |
| AM Period | NB | SB | EB | WB | TOTAL | | PM Period | NB | SB | EB | WB | TOTAL | | | | | | | | | |
| 00:00 | 3 | 2 | 0 | 1 | 6 | | 12:00 | 40 | 22 | 25 | 15 | 102 | | | | | | | | | |
| 00:15 | 1 | 3 | 3 | 0 | 7 | | 12:15 | 39 | 24 | 19 | 16 | 98 | | | | | | | | | |
| 00:30 | 4 | 0 | 0 | 1 | 5 | | 12:30 | 47 | 29 | 31 | 21 | 128 | | | | | | | | | |
| 00:45 | 3 | 11 | 4 | 9 | 0 | 3 | 1 | 3 | 8 | 26 | 12:45 | 37 | 163 | 27 | 102 | 27 | 102 | 24 | 76 | 115 | 443 |
| 01:00 | 3 | 4 | 0 | 0 | 7 | | 13:00 | 33 | 32 | 16 | 8 | 89 | | | | | | | | | |
| 01:15 | 3 | 2 | 4 | 0 | 9 | | 13:15 | 47 | 27 | 13 | 22 | 109 | | | | | | | | | |
| 01:30 | 3 | 2 | 0 | 1 | 6 | | 13:30 | 41 | 26 | 11 | 15 | 93 | | | | | | | | | |
| 01:45 | 4 | 13 | 5 | 13 | 0 | 4 | 1 | 2 | 10 | 32 | 13:45 | 42 | 163 | 20 | 105 | 33 | 73 | 13 | 58 | 108 | 399 |
| 02:00 | 0 | 2 | 0 | 2 | 4 | | 14:00 | 53 | 21 | 11 | 15 | 100 | | | | | | | | | |
| 02:15 | 2 | 1 | 2 | 0 | 5 | | 14:15 | 71 | 24 | 3 | 14 | 112 | | | | | | | | | |
| 02:30 | 1 | 8 | 0 | 0 | 9 | | 14:30 | 79 | 34 | 20 | 17 | 150 | | | | | | | | | |
| 02:45 | 2 | 5 | 7 | 18 | 2 | 4 | 3 | 5 | 14 | 32 | 14:45 | 109 | 312 | 33 | 112 | 24 | 58 | 15 | 61 | 181 | 543 |
| 03:00 | 0 | 7 | 6 | 0 | 13 | | 15:00 | 126 | 24 | 19 | 24 | 193 | | | | | | | | | |
| 03:15 | 2 | 9 | 2 | 4 | 17 | | 15:15 | 188 | 20 | 40 | 15 | 263 | | | | | | | | | |
| 03:30 | 5 | 12 | 0 | 4 | 21 | | 15:30 | 224 | 29 | 23 | 32 | 308 | | | | | | | | | |
| 03:45 | 5 | 12 | 8 | 36 | 2 | 10 | 0 | 8 | 15 | 66 | 15:45 | 228 | 766 | 40 | 113 | 27 | 109 | 10 | 81 | 305 | 1069 |
| 04:00 | 3 | 4 | 0 | 3 | 10 | | 16:00 | 222 | 26 | 15 | 19 | 282 | | | | | | | | | |
| 04:15 | 7 | 1 | 5 | 2 | 15 | | 16:15 | 305 | 28 | 23 | 11 | 367 | | | | | | | | | |
| 04:30 | 4 | 16 | 12 | 2 | 34 | | 16:30 | 348 | 36 | 56 | 19 | 459 | | | | | | | | | |
| 04:45 | 6 | 20 | 14 | 35 | 5 | 22 | 4 | 11 | 29 | 88 | 16:45 | 300 | 1175 | 33 | 123 | 37 | 131 | 6 | 55 | 376 | 1484 |
| 05:00 | 7 | 27 | 4 | 14 | 52 | | 17:00 | 328 | 29 | 24 | 14 | 395 | | | | | | | | | |
| 05:15 | 23 | 44 | 15 | 5 | 87 | | 17:15 | 330 | 34 | 18 | 20 | 402 | | | | | | | | | |
| 05:30 | 30 | 69 | 18 | 11 | 128 | | 17:30 | 294 | 22 | 26 | 10 | 352 | | | | | | | | | |
| 05:45 | 40 | 100 | 121 | 261 | 20 | 57 | 16 | 46 | 197 | 464 | 17:45 | 304 | 1256 | 26 | 111 | 23 | 91 | 13 | 57 | 366 | 1515 |
| 06:00 | 24 | 113 | 17 | 14 | 168 | | 18:00 | 238 | 25 | 10 | 9 | 282 | | | | | | | | | |
| 06:15 | 36 | 125 | 34 | 18 | 213 | | 18:15 | 195 | 27 | 9 | 12 | 243 | | | | | | | | | |
| 06:30 | 19 | 108 | 17 | 23 | 167 | | 18:30 | 130 | 7 | 24 | 17 | 178 | | | | | | | | | |
| 06:45 | 45 | 124 | 76 | 422 | 83 | 151 | 34 | 89 | 238 | 786 | 18:45 | 101 | 664 | 11 | 70 | 22 | 65 | 8 | 46 | 142 | 845 |
| 07:00 | 18 | 56 | 37 | 15 | 126 | | 19:00 | 71 | 5 | 10 | 12 | 98 | | | | | | | | | |
| 07:15 | 35 | 53 | 19 | 20 | 127 | | 19:15 | 49 | 10 | 7 | 8 | 74 | | | | | | | | | |
| 07:30 | 23 | 49 | 20 | 12 | 104 | | 19:30 | 50 | 14 | 7 | 4 | 75 | | | | | | | | | |
| 07:45 | 39 | 115 | 26 | 184 | 12 | 88 | 28 | 75 | 105 | 462 | 19:45 | 41 | 211 | 16 | 45 | 6 | 30 | 10 | 34 | 73 | 320 |
| 08:00 | 35 | 37 | 31 | 20 | 123 | | 20:00 | 20 | 9 | 10 | 6 | 45 | | | | | | | | | |
| 08:15 | 23 | 34 | 31 | 29 | 117 | | 20:15 | 28 | 13 | 9 | 9 | 59 | | | | | | | | | |
| 08:30 | 32 | 32 | 32 | 26 | 122 | | 20:30 | 35 | 11 | 8 | 9 | 63 | | | | | | | | | |
| 08:45 | 22 | 112 | 11 | 114 | 16 | 110 | 24 | 99 | 73 | 435 | 20:45 | 21 | 104 | 7 | 40 | 14 | 41 | 7 | 31 | 49 | 216 |
| 09:00 | 33 | 27 | 15 | 18 | 93 | | 21:00 | 16 | 12 | 1 | 5 | 34 | | | | | | | | | |
| 09:15 | 21 | 25 | 13 | 16 | 75 | | 21:15 | 18 | 9 | 0 | 3 | 30 | | | | | | | | | |
| 09:30 | 41 | 21 | 12 | 17 | 91 | | 21:30 | 17 | 11 | 2 | 3 | 33 | | | | | | | | | |
| 09:45 | 19 | 114 | 27 | 100 | 28 | 68 | 18 | 69 | 92 | 351 | 21:45 | 18 | 69 | 2 | 34 | 2 | 5 | 3 | 14 | 25 | 122 |
| 10:00 | 33 | 24 | 21 | 18 | 96 | | 22:00 | 18 | 5 | 1 | 7 | 31 | | | | | | | | | |
| 10:15 | 40 | 29 | 36 | 17 | 122 | | 22:15 | 7 | 3 | 1 | 2 | 13 | | | | | | | | | |
| 10:30 | 38 | 29 | 12 | 21 | 100 | | 22:30 | 7 | 9 | 1 | 2 | 19 | | | | | | | | | |
| 10:45 | 38 | 149 | 25 | 107 | 23 | 92 | 16 | 72 | 102 | 420 | 22:45 | 8 | 40 | 7 | 24 | 0 | 3 | 3 | 14 | 18 | 81 |
| 11:00 | 38 | 33 | 15 | 22 | 108 | | 23:00 | 7 | 4 | 0 | 4 | 15 | | | | | | | | | |
| 11:15 | 44 | 29 | 22 | 20 | 115 | | 23:15 | 3 | 5 | 0 | 2 | 10 | | | | | | | | | |
| 11:30 | 38 | 30 | 16 | 25 | 109 | | 23:30 | 8 | 2 | 2 | 3 | 15 | | | | | | | | | |
| 11:45 | 41 | 161 | 28 | 120 | 14 | 67 | 13 | 80 | 96 | 428 | 23:45 | 4 | 22 | 2 | 13 | 0 | 2 | 6 | 15 | 12 | 52 |
| TOTALS | 936 | 1419 | 676 | 559 | 3590 | | TOTALS | 4945 | 892 | 710 | 542 | 7089 | | | | | | | | | |
| SPLIT % | 26.1% | 39.5% | 18.8% | 15.6% | 33.6% | | SPLIT % | 69.8% | 12.6% | 10.0% | 7.6% | 66.4% | | | | | | | | | |

| DAILY TOTALS | | | | | NB | SB | | | | | | EB | WB | | | | | | Total |
|-----------------|-------|-------|-------|-------|-------|-------|-----------------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|--------|
| | | | | | 5,881 | 2,311 | | | | | | 1,386 | 1,101 | | | | | | 10,679 |
| AM Peak Hour | 11:45 | 05:45 | 06:15 | 07:45 | 06:00 | | PM Peak Hour | 16:30 | 16:30 | 16:15 | 14:45 | 16:30 | | | | | | | 16:30 |
| AM Pk Volume | 167 | 467 | 171 | 103 | 786 | | PM Pk Volume | 1306 | 132 | 140 | 86 | 1632 | | | | | | | 1632 |
| Pk Hr Factor | 0.888 | 0.934 | 0.515 | 0.888 | 0.826 | | Pk Hr Factor | 0.938 | 0.917 | 0.625 | 0.672 | 0.889 | | | | | | | 0.889 |
| 7 - 9 Volume | 227 | 298 | 198 | 174 | 897 | | 4 - 6 Volume | 2431 | 234 | 222 | 112 | 2999 | | | | | | | 2999 |
| 7 - 9 Peak Hour | 07:15 | 07:00 | 08:00 | 07:45 | 07:45 | | 4 - 6 Peak Hour | 16:30 | 16:30 | 16:15 | 16:30 | 16:30 | | | | | | | 16:30 |
| 7 - 9 Pk Volume | 132 | 184 | 110 | 103 | 467 | | 4 - 6 Pk Volume | 1306 | 132 | 140 | 59 | 1632 | | | | | | | 1632 |
| Pk Hr Factor | 0.846 | 0.821 | 0.859 | 0.888 | 0.949 | | Pk Hr Factor | 0.938 | 0.917 | 0.625 | 0.738 | 0.889 | | | | | | | 0.889 |