

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

January 24, 2020 ~ 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 5</u>			
5-A. INTERSECTION CONTROLS	VALLEY CENTER RD & RIDGE RANCH RD	VALLEY CENTER	VALLEY CENTER
5-B. INTERSECTION CONTROLS	RANCHO SANTA FE FARMS RD & RANCHO SANTA FE LAKES DR	FAIRBANKS RANCH	SAN DIEGUITO
5-C. RADAR CERTIFICATION	MONTE VISTA DR	VISTA	N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 24, 2020 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Valley Center Road & Ridge Ranch Road, VALLEY CENTER (Thos. Bros. 1090 E6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Signal Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Valley Center Road & Ridge Ranch Road has been identified by Traffic Engineering as not meeting any of the nine traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 4C.01, therefore a traffic control signal should not be considered.

Existing Traffic Devices

Valley Center Road is a striped four-lane divided Through Highway with marked centerline bike lane. The road runs north/south and has a 64-foot travelled way on a 76-foot roadbed. The roadway is classified as a Major Road on the County General Plan Mobility Element Network and has a posted 60 MPH speed limit.

Ridge Ranch Road is a striped two-lane private roadway. The road runs east/west and has a 24-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Ridge Ranch Road is stop controlled at Valley Center Road.

<u>Average Daily Traffic Volumes</u>	<u>12/19</u>	<u>05/15</u>	<u>12/12</u>
Valley Center Road:			
N/o Ridge Ranch Road	13,556 SB	12,636 SB	12,367 SB
S/o Ridge Ranch Road	13,851 NB	12,898 NB	12,466 NB
Ridge Ranch Road:			
E/o Valley Center Road	156 WB	169 WB	235 WB

Collision Data

There has been 1 reported collision at this intersection, not involving an injury, within a past 3-year period (05-01-16 to 06-31-19). This collision resulted in an intersection accident rate of 0.033 collisions per million vehicles entering the intersection. The statewide average is 0.16 for similar stop controlled rural tee intersections.

Discussion

This item was regarding a request to establish an all-way stop or a traffic control signal at the intersection of Valley Center Road and Ridge Ranch Road in the community of Valley Center. An area resident expressed concerns about traffic safety at this location.

Valley Center Road is a striped four-lane local roadway and serves as a collector roadway for intersecting residential roads/neighborhoods. It has two travel lanes in each direction, bike lane, and a posted 60 MPH speed limit. There is a two-way left turn lane separating the two directions of travel north of Ridge Ranch Road and a concrete barrier separating the two directions of travel south of Ridge Ranch Road. Ridge Ranch Road is a two-lane private roadway and provides access to the private gated community of Ridge Ranch. The private road has a no striping or signage between the gate of the private community and Valley Center Road. Ridge Ranch Road intersects Valley Center Road at a three-way tee intersection and is stop controlled for the private road in the westbound stem of the tee.

Staff presented the results of an operational review of the intersection. The intersection does not meet any criteria described in the California Manual on Uniform Traffic Control Devices (CA MUTCD) for traffic signal.

Ridge Ranch residents presented concerns regarding sight distance and the increase in traffic along Valley Center Road. Residents also mentioned concerns regarding left turn conditions entering and exiting onto the private roadway, noting that left turns have become dangerous due to the limited sight distance along and speed of traffic on Valley Center Road. The residents expect the situation to worsen as new development in Valley Center are built.

The Fire Authority representative noted that Ridge Ranch Road is the only access for the 52 residents in the private Ridge Ranch community. The County Traffic Engineer noted that the intersection does not meet any of the warrants found in the CA MUTCD. He also noted that the county has already made several improvements to the intersection including a dedicated right turn lane and acceleration lane for vehicles entering and exiting Ridge Ranch Road. The County Traffic Engineer further noted that a U-turn lane was provided at the intersection of Valley Center Road and Wood Valley Road to ensure residents have a safe way to go southbound on Valley Center Road.

The District 2 representative noted that the concrete barrier south of the intersection makes drivers feel safer about travelling at higher speeds. He also added that the intersection is difficult to find without the help of the intersection warning signs. He suggested the committee investigate the possibility of lowering the speed limit along Valley Center Road, possibly relocating the southern limits of the 45 MPH speed zone starting near Banbury Lane to Ridge Ranch Road. The County Engineer also added that flashing beacon could be added to the intersection warning signs to increase driver awareness.

After discussion the County Traffic Engineer requested that the item be pulled for further review.

The Valley Center Community Planning Group was provided the opportunity to review this item and did not comment.

Recommendation

N/A

Necessary Board Action

N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 24, 2020 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Rancho Santa Fe Farms Road & Rancho Santa Fe Lakes Drive, Fairbanks Ranch (Thos. Bros. 1188 G3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control and/or Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of Rancho Santa Fe Farms Road & Rancho Santa Fe Lakes Drive has been identified by Traffic Engineering as not meeting any of the Multi-Way Stop Application criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, nor any of the nine traffic signal warrants as described in the CA MUTCD, Section 4C.01, therefore an all-way stop control and/or a Traffic Control Signal should not be considered.

Existing Traffic Devices

Rancho Santa Fe Farms Road is a striped three-lane roadway with striped two way left turn lane. The road runs north/south 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 40 MPH.

Rancho Santa Fe Lakes Drive is a striped two-lane private roadway. The road runs east/west and has a 24-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Rancho Santa Fe Lakes Drive is stop controlled at Rancho Santa Fe Farms Road.

Average Daily Traffic Volumes

08/18

Rancho Santa Fe Farms Road:	
N/o Rancho Santa Fe Lakes Road	2,842 SB
S/o Rancho Santa Fe Lakes Road	3,083 NB
 Rancho Santa Fe Lakes Road:	
E/o Rancho Santa Fe Farms Road	356 WB

Collision Data

There have been 0 reported collision at this intersection within a past 3-year period (10-01-16 to 09-31-19).

Discussion

This item recommends against establishing an all-way stop or a traffic control signal at the intersection of Rancho Santa Fe Farms Road and Rancho Santa Fe Lakes Drive in the community of Fairbanks Ranch. An area resident expressed concerns about pedestrian crossing at this location.

Rancho Santa Fe Farms Road is a striped three-lane local roadway and serves as a collector roadway for intersecting residential roads/neighborhoods. It has one travel lane in each direction, a two-way left turn lane, and a posted 40 MPH speed limit. Rancho Santa Fe Lakes Drive is a two-lane private roadway and provides access to the private gated community of Rancho Santa Fe Lakes. The private road has a no striping or signage between the gate of the private community and Rancho Santa Fe Farms Road. Rancho Santa Fe Lakes Drive intersects Rancho Santa Fe Farms Road at a three-way tee intersection and is stop controlled for the private road in the westbound stem of the tee. The north leg of the intersection is located within and maintained by the County of San Diego (County). The south leg of the intersection is located within and maintained by the City of San Diego (City).

Staff presented the results of an operational review of the intersection. The intersection does not meet any criteria described in the California Manual on Uniform Traffic Control Devices (CA MUTCD) for either an all-way stop or a traffic signal.

A local resident presented concerns regarding children crossing the intersection to access a nearby trail north of the intersection that accesses to the nearby Solana Ranch Elementary School. The resident noted that nearby sidewalks are not developed on the east side of Rancho Santa Fe Farms Road and that new development along the roadway will increase traffic at this intersection. The resident asked that some form of intersection control be considered at the intersection as a way of ensuring safe crossings.

The Committee discussed the existing pedestrian facilities approaching the intersection. There is a fully developed sidewalk on the west side of Rancho Santa Fe Farms Road both north and south of the intersection in both the County and City segments. There are no connected sidewalks along the east side of Rancho Santa Fe Farms Road at the intersection. The private road of Rancho Santa Fe Lakes Drive has no pedestrian sidewalks or curb ramps along either side of the roadway. The nearest sidewalk on the east side of the roadway within the City ends approximately 45' before the intersection and becomes landscaping with no pedestrian access.

The TAC representative from the Department of Public Works Traffic Engineering Section noted that there was little to no pedestrian crossings found at or near the intersection during the County's multiple pedestrian studies. The Committee discussed that marking a crosswalk at Rancho Santa Fe Lakes Drive may leave pedestrians with a false sense of security at a marked crosswalk when they would still have the burden to properly stop and assess for a safe opportunity to cross, as they do today. The County Traffic Engineer expressed that the intersection directly to the south of Rancho Santa Fe Lakes Drive at

Via Madera or further south at Carmel Valley Road, both within the City, would be more appropriate for any current or future designated pedestrian crossing as these intersections have existing pedestrian facilities (sidewalks and/or signals).

The Committee noted the intersection did not meet any signal warrants nor multi-way stop criteria. The Committee recommended no change to existing intersection controls at the intersection of Rancho Santa Fe Farms Road and Rancho Santa Fe Lakes Drive.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not comment.

Recommendation

The Committee recommends against establishing an all-way stop or a traffic control signal at the intersection of Rancho Santa Fe Farms Road and Rancho Santa Fe Lakes Drive in the community of Fairbanks Ranch.

Motion: Ouadah

Second: Smale

Yes-11, No-, Abstain-0, Vacant-0, Absent-4

Necessary Board Action

Adopt the Committee's recommendations.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 24, 2020

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit / Radar Certification

LOCATION: Monte Vista Drive from the Vista City Limit to Buena Creek Road (a distance of 0.87 miles), VISTA (Thos. Bros. 1108-C1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit

PROBLEM AS STATED BY REQUESTER:

Monte Vista Drive from the Vista City Limit to Buena Creek Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Monte Vista Drive is a striped two-lane roadway with 24 foot travelled way on a 26 foot road bed. There is all-way stop control at the intersection of Buena Creek Road at the eastern end of the segment and an at the intersection with Foothill Drive. There is a 30 MPH speed advisory curve near La Rueda Road. The roadway is classified as a Major Road on the County General Plan Mobility Element Network and is posted 45 MPH.

Average Daily Traffic Volumes

09/19

Monte Vista Drive

200' W/o Loma Vista Way

5,422

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Monte Vista Drive

220' W/o Loma Vista Way (2019)

48.6 MPH

40-49

74.0%

@ Pod Drive

(2020)

43.8 MPH

35-44

70.0%

Speed Zone

(2020)

46.2 MPH

38-47

72.0%

Collision Data

There have been 15 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (10-01-16 to 09-31-19). These collisions result in a segment accident rate of 2.91 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 and 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 TAC recommends reducing the existing 45 MPH speed limit to 40 MPH on Monte Vista Drive from the Vista city limit (near Giddings Ranch Road) to Buena Creek Road in the unincorporated community of Vista and certifying the reduced speed limit for radar speed enforcement.

Monte Vista Drive is a striped two-lane suburban Major Road that serves as a connection for the adjacent residential roads to nearby collector roadway to the City of Vista and the major road of Buena Creek Road.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (48.6 MPH and 43.8 MPH) produced an overall speed zone of 46.2 MPH which supports the existing 45 MPH speed limit. Further, the CA MUTCD allows for an additional 5 MPH reduction in the speed limit where conditions not readily apparent to the driver are identified. The County Traffic Engineer noted that Monte Vista Drive has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (2.91 vs 1.19 collisions per million vehicle miles). The Committee supported reducing the speed limit to 40 MPH and certifying it for radar enforcement.

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. Monte Vista Drive meets the CHP's criteria for radar speed enforcement.

Item 5-C is located in the North County Metro Sub-Regional Planning Area and is not represented by a community group.

Recommendation

The Committee recommends reducing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar certification on Monte Vista Drive from the Vista City Limit to Buena Creek Road in the unincorporated community of Vista.

Motion: Ouadah

Second: Custeau

Vote: yes-10, no-1, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Section 72.161.43. of the Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.