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 Agencles

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

June 3, 2020

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 12, 2020, meeting of the Traffic Advisory Committee (TAC).

*** Social distancing is currently mandatory due to the COVID-19 pandemic. This TAC meeting on June 12, 2020, will be conducted with a virtual meeting platform option. Please use this link below to join the meeting: https://meet.lync.com/sdcountycagov-sdcounty/benjamin.baker/FKT3659J ***

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

June 12, 2020 ~ 9:00 AM 5510 Overland Ave, Room 271 San Diego CA, 92123

AGENDA

I. Call to Order / Roll CallII. Pledge of AllegianceIII. Approval of MinutesIV. Items for Review

SUBJI	ECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPE	RVISORIAL DISTRICT 2			
2-A.	RADAR CERTIFICATION	OAK DR	LAKE MORENA	CAMPO / LAKE MORENA
2-B.	RADAR CERTIFICATION	OAK DR	LAKE MORENA	CAMPO / LAKE MORENA
2-C.	TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	CREST	CREST-DEHESA
2-D.	TEMPORARY ROAD CLOSURE	MAST BL	LAKESIDE	LAKESIDE
2-E.	TEMPORARY ROAD CLOSURE	WHITESTONE RD	SPRING VALLEY	SPRING VALLEY
2-F.	WEIGHT RESTRICTION	HIGHLAND VALLEY RD	RAMONA	RAMONA
SUPE	RVISORIAL DISTRICT 5			
5-A.	RADAR CERTIFICATION	VALLEY CENTER RD	VALLEY CENTER / RINCON	VALLEY CENTER / PALA-PAUMA
5-B.	WEIGHT RESTRICTION	SANDIA CREEK RD	FALLBROOK	FALLBROOK

2-A. Radar Certification
Oak Dr from Buckman Springs Rd to 1,200' east of White Goose Rd
(0.79 mi)



COMMITTEE REPORT OF: June 12, 2020 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Oak Drive from Buckman Springs Rd to 1,200' E/o

White Goose Road (a distance of 0.79 miles) LAKE

MORENA (Thos. Bros. 1297-H4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Oak Drive from Buckman Springs Rd to 1,200' E/o White Goose Road is a 55 MPH unposted speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a reduced 50 MPH speed limit for radar enforcement.

Existing Traffic Devices

Oak Drive is a striped two-lane local roadway with a 24-foot travelled way on a 32-foot road bed. The roadway is striped with a no passing centerline. The roadway is classified as a Light Collecter on the County General Plan Mobility Element Network. The roadway is posted 50 MPH.

Average Daily Traffic Volumes	02/20
Oak Drive:	
At Sunfish Way	1,574

		85th	10 MPH	% in
Speed Data		<u>Percentile</u>	Pace	Pace
Oak Drive:			<u> </u>	
At Sunfish Way	(2019)	55.5 MPH	48-57	83.0%

Collision Data

There have been 2 reported collisions along this segment of roadway, 2 of which involved an injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 1.47 collisions per million vehicle miles. The statewide average is 1.01 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.

VOLUME

Oak Dr @ Sunfish Way

Day: Thursday **Date:** 2/20/2020

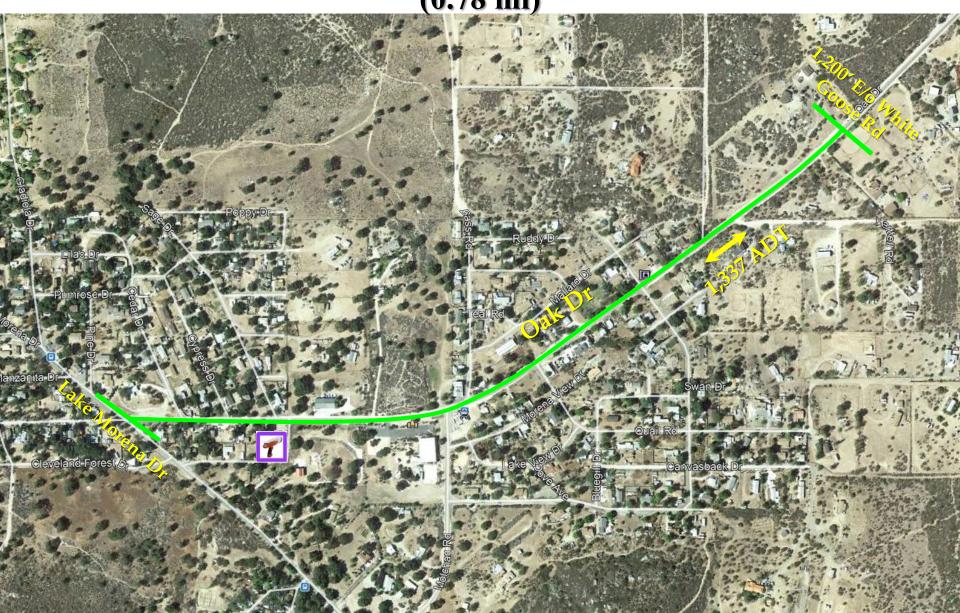
City: Campo
Project #: CA20_4040_008

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2-B. Radar Certification
Oak Dr from 1,200' east of White Goose Rd to Lake Morena Dr
(0.78 mi)



COMMITTEE REPORT OF: June 12, 2020 Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Oak Drive from 1,200' E/o White Goose Road to Lake

Morena Drive (a distance of 0.78 miles) LAKE

MORENA (Thos. Bros. 1297-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Oak Drive from 1,200' E/o White Goose Road to Lake Morena Drive is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support certifying the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Oak Drive is a striped two-lane local roadway with a 24-foot travelled way on a 32-foot road bed. The roadway is striped with a no passing centerline. There is a section of Oak Drive from White Goose Road to Molchan Road that is posted 25 MPH. The roadway is classified as a Light Collecter on the County General Plan Mobility Element Network. The roadway is posted 35 MPH Radar Enforced.

Average Daily Traffic Volumes	02/20
Oak Drive:	
350' W/o White Goose Rd	1,337

		85th	10 MPH	% in
Speed Data		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
Oak Drive:				
150' W/o Sage Dr	(2019)	36.3 MPH	27-36	84.0%

Collision Data

There has been 1 reported collisions along this segment of roadway which involved an injury in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 0.88 collisions per million vehicle miles. The statewide average is 1.05 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.

Prepared by National Data & Surveying Services

VOLUME

Oak Dr 350' W/O White Goose Rd

 Day: Thursday
 City: Campo

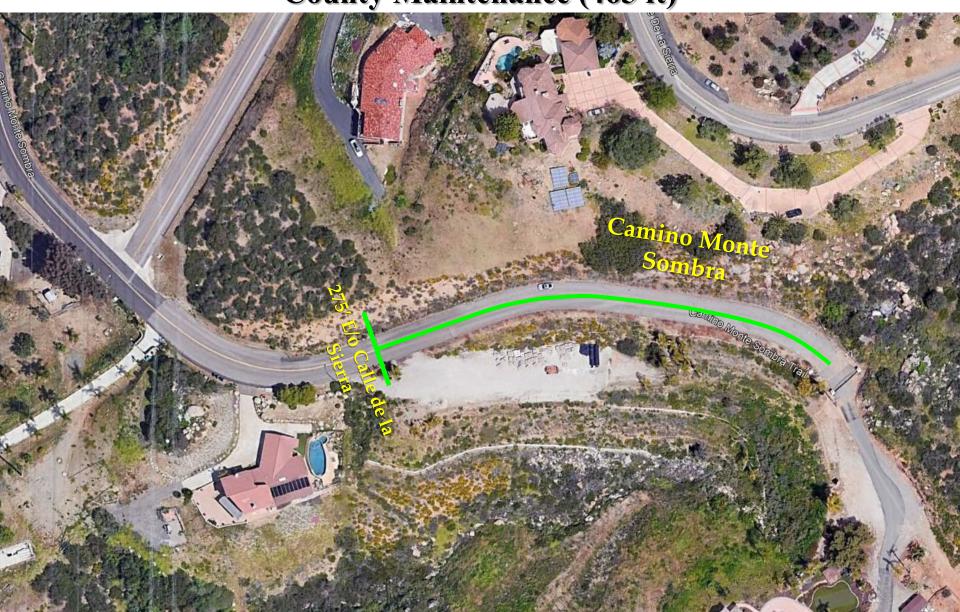
 Date: 2/20/2020
 Project #: CA20_4040_009

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Road Name:		Oak Driv	e		From: 1,200' E/o White Goose Rd				To: Lake Morena Dr					
Position	:	150' W/d	o Sage Dr						Direction: EB/WB					
Date:		2/19/202	20		Weather: Clear				Project	t Numbe	er: 20-	-4042-008		
Time Sta	art:	10:45 AN	VI		Road Condition:		: Dry			Observ	/er:	Со	ntractor	
Time En		12:15 PN	Л		Posted :	Speed:	35/2	25 MPH (I	EB/WB)	Calibra	ition Tes	st: Y		
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2-C. Temporary Road Closure
Camino Monte Sombra from 275' east of Calle de la Sierra to end of
County Maintenance (465 ft)



COMMITTEE REPORT OF: June 12, 2020 Item <u>2-C</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 275 feet east of

Calle de la Sierra easterly to the end of County maintenance (a distance of 475 feet), CREST (Thos.

Bros. 1252-E4)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18

months

PROBLEM AS STATED BY REQUESTER:

In both 2001 and 2017, this segment of Camino Monte Sombra was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious and violent criminal activity was occurring on a frequent basis. In 2001 and 2017, the Board of Supervisors approved a temporary 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owners have consistently supported previous extensions of Camino Monte Sombra's temporary road closure. This item would be the second proposed extension for an additional 18 months of the closure reestablished in 2017.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot wide, striped, two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The roadway does not have a posted speed limit.

2-D. Temporary Road Closure

Mast Bl from Pinery Grove / Marathon Pkwy to Cul-de-sac

(850 ft)



COMMITTEE REPORT OF: June 12, 2020 Item <u>2-D</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Mast Boulevard, from Pinery Grove/Marathon Parkway

to the end of the Cul-de-Sac (a distance of 850 feet),

LAKESIDE (Thos. Bros. 1231-G4)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18

months

PROBLEM AS STATED BY REQUESTER:

In 2018, this segment of Mast Boulevard was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious and continual criminal activity was occurring on a frequent basis. In 2019, the Board of Supervisors approved a temporary 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Lakeside Community Planning Group and affected property owners supported Mast Boulevard's temporary road closure. This item would be the first proposed extension for an additional 18 months of the closure established in 2018.

DATA:

Existing Traffic Devices

Mast Blvd is a 56-foot striped two-lane roadway with bike lanes and raised median. There is currently a "Dumping Prohibited" sign at the Cul-de-Sac. The road does not have a posted speed limit. Although the roadway is classified on the County General Plan Mobility Element Network as a Major road and Mast Blvd from Carlton Hills Blvd (Santee) to its eastern end has been designated a through highway, this small 850' segment is a stub road with no plans for development.

2-E. Temporary Road Closure Whitestone Rd from 130' N/o Lake Ridge Ct to cul-de-sac (100 ft)



COMMITTEE REPORT OF: June 12, 2020 Item <u>2-E</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Whitestone Road, from a point 130 feet north of Lake

Ridge Court northerly to the end of County maintenance (a distance of 100 ft), SPRING VALLEY (Thos. Bros.

1291-E2)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18

months

PROBLEM AS STATED BY REQUESTER:

In 2018, this segment of Whitestone Road was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious and continual criminal activity and illegal dumping was occurring on a frequent basis. In 2019, the Board of Supervisors approved a temporary 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

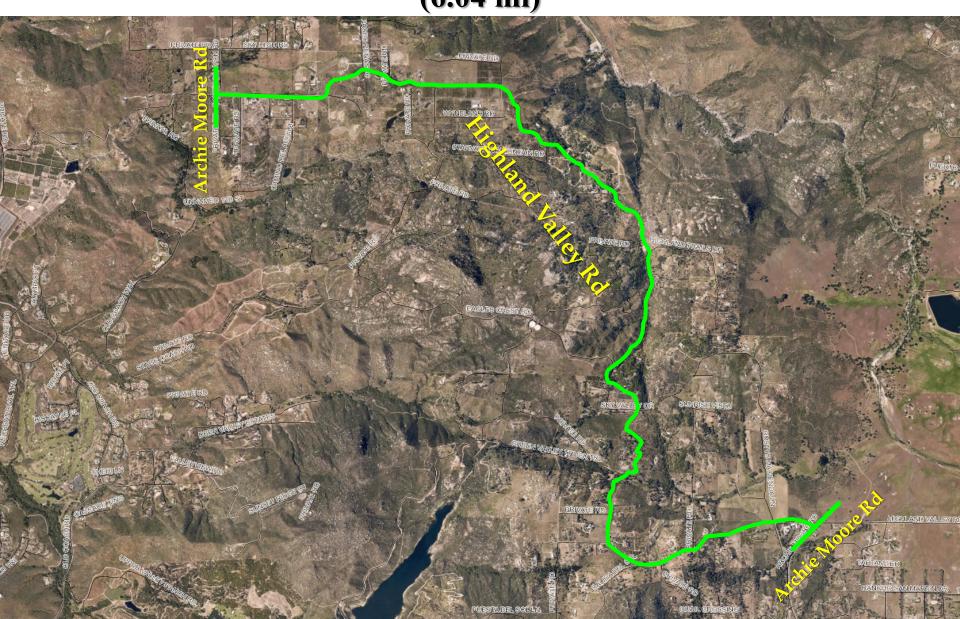
The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Spring Valley Community Planning Group and affected property owners supported Mast Boulevard's temporary road closure. This item would be the first proposed extension for an additional 18 months of the closure established in 2018.

DATA:

Whitestone Road is a striped two-lane roadway that measures 40-64 feet in width with a two way left turn median and parking on both sides of the road. Whitestone Road from 130 feet north of Lake Ridge Court northerly to the end of County maintenance, is a portion being proposed to be closed. The segment is a 40-foot wide residential roadway with parking along both sides. Whitestone Road is unclassified on the County General Plan Mobility Element Network. The road does not have a posted speed limit.

2-F. Weight Restriction
Highland Valley Rd from Archie Moore Rd to Bandy Canyon Rd
(6.04 mi)



COMMITTEE REPORT OF: June 12, 2020 Item 2-F

SUPERVISORIAL DISTRICT: 2

SUBJECT: Weight Restriction

LOCATION: Highland Valley Road from Archie Moore Road to

Bandy Canyon Road (a distance of 6.04 miles)

RAMONA (Thos. Bros. 1151-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Commercial Weight Restriction

PROBLEM AS STATED BY REQUESTER:

Highland Valley Road from Archie Moore Road to Bandy Canyon Road is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to the Caltrans truck route of State Route 67 to State Route 78. The geometric alignment of the roadway is substandard for large vehicle traffic.

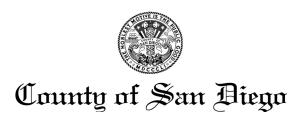
Existing Traffic Devices

Highland Valley Road is a striped two-lane local roadway 20 to 28-feet in width. The roadway is striped with a no passing centerline and white edgeline. There are speed advisory curves along the segment. The roadway is classified as a Light Collector in the County General Plan Mobility Element Network. Highland Valley Road is posted 55 MPH Radar Enforced.

Average Daily Traffic Volumes	<u>09/16</u>
Highland Valley Road:	
350' W/o Archie Moore Trail	1,392

Collision Data

There have been 41 reported collisions along this segment of roadway, 1 of which involved a truck, in a 3 year period (01-01-17 to 12-31-19). These collisions result in a segment accident rate of 4.47 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar rural conventional rolling 2 lanes or less with speeds less than or equal to 55 mile per hour.



BRIAN ALBRIGHT

DEPARTMENT OF PUBLIC WORKS 5510 OVERLAND AVENUE, SUITE 410 SAN DIEGO, CA 92123-1237 (858) 694-2212 www.sdcounty.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 28, 2020

Item Title: Weight Restriction

Location: Highland Valley Road

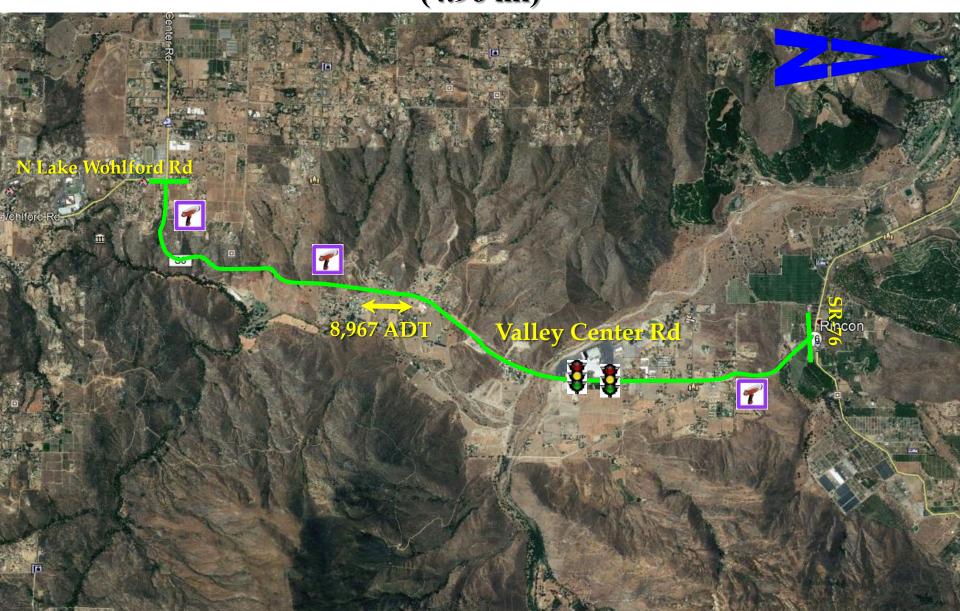
CTE Recommendation: Establish Commercial Weight Restriction

Conditions:

- California Vehicle Code (CVC) Sections 35712 and 35715 state that a County may, by ordinance, prohibit commercial vehicle exceeding a gross weight of 14,000 pounds for using a residential or subdivision area roadways and a truck Route designation and signage have to be established before the Ordinance is effective.
- The County Traffic Guidelines adopted by the Board of Supervisors on March 4, 2015 (Resolution 15-021) provides a description of a residential area where a roadway is predominately abutting residential units.
- Highland Valley Road is within a residential area as defined by the County Traffic Guidelines and its geometric alignment is substandard for truck traffic.
- An alternate truck route is hereby, identified as State Route 67 to State Route 78 as required by the CVC Section 35715.

• Therefore, a commercial weight restriction of 14,000 pounds should be established for Highland Valley Road from Archie Moore Road to Bandy Canyon Road.

5-A. Radar Certification
Valley Center Rd from N Lake Wohlford Rd to State Route 76
(4.96 mi)



COMMITTEE REPORT OF: June 12, 2020 Item <u>5-A</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Valley Center Road from State Route 76 to North Lake

Wohlford Road (a distance of 4.96 miles) VALLEY

CENTER / RINCON (Thos. Bros. 1051-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Valley Center Road from State Route 76 to 1,230 feet south of Mile Post 34 is posted 50 MPH radar enforced. Valley Center Road from 1,230 feet south of Mile Post 34 to North Lake Wohlford Road is a 55 MPh unposted speed zone. Preliminary review of prevailing speeds and roadway conditions could support a reducing the speed limit on Valley Center Road, from State Route 76 to North Lake Wohlford Road, to 45 MPH and certify the reduced speed limit for radar enforcement.

Existing Traffic Devices

Valley Center Road is a striped two-lane local roadway that measures 24 to 50 feet in width. There is a short 4-lane section of roadway with traffic control signals at two intersections adjacent to the Rincon Casino. This segment of Valley Center Road is striped with a no passing centerline, passing centerlines, bike lanes, and two-way left turn lane in front of the casino. The roadway is classified as a Community Collecter on the County General Plan Mobility Element Network. The roadway is posted 50 MPH Radar Enforced.

Average Daily Traffic Volumes	<u>07/19</u>
Valley Center Road:	
1,200' S/o Sass Drive	9,160
500' S/o Mazzetti Lane	8,773

Speed Data Valley Center Road:		85th <u>Percentile</u>	10 МРН <u>Расе</u>	% in <u>Pace</u>
1,800' S/o State Route 76	(2019)	49.1 MPH	41-50	78.0%
835' S/o Sass Drive	(2019)	54.6 MPH	43-52	65.0%
1,075' N/o N Lake Wohlford Rd	(2019)	48.4 MPH	40-49	80.0%

Speed Zone (2019) 50.7 MPH 41-50 74.3%

Collision Data

There have been 83 reported collisions along this segment of roadway, 35 of which involved an injury and 4 of which involved a fatality, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 1.71 collisions per million vehicle miles. The statewide average is 0.86 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.



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.sdcounty.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date:

April 27, 2020

Item Title:

Speed Limit and Radar Certification

Location:

Valley Center Road from North Lake Wohlford Road to SR-

76

CTE Recommendation:

Establish 45 MPH Radar Enforced Speed Limit

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency 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 agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found 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 Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Valley Center Road is a two-lane roadway (4 lane for .3 miles adjacent to the Rincon Casino) that measures approximately 24 to 50 feet in width, mostly with graded shoulder throughout its length of 4.95 miles. The majority of the road is striped with double yellow centerline and there are some areas with dashed yellow centerline for passing.

- Speed surveys on Valley Center Road taken in March 2019 resulted in an overall prevailing speed of 50.7 mph, which supports a speed limit of 45 mph using radar for speed enforcement.
- A review of the roadway collision data for a three-year period (October 2016 to September 2019) shows a total of 83 collisions on Valley Center Road with a collision rate of 1.71 collisions per million-vehicle-mile (c/mvm) compared to a state average 0.86 c/mvm for similar roadway.
- Pursuant to CVC section 22358 coupled with above conditions on Valley Center Road and the guidance of the CA MUTCD section 2B.13, a 45 mph radar enforced speed limit on Valley Center Road from North Lake Wohlford Road to SR 76 is reasonable and safe.



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 NB/SB

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VOLUME

Valley Center Rd 1200' S/O Sass Dr

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04:30	10	22	7	46	0	0	17	70	16:30	110	200	120		0)	230	
04:45 05:00	15 14	32	16 28	46	0	0	31 42	78	16:45 17:00	93	360	98 112	446	0)	182 205	806
05:15	13		33		Ö	ŏ	46		17:15	82		81		ŏ		ó	163	
05:30	28	404	33	400	0	0	61		17:30	69		81		0			150	
05:45 06:00	46 39	101	<u>38</u> 44	132	0	0 0	84	233	17:45 18:00	79 80	323	70 74	344	0)	149 154	667
06:15	67		52		ŏ	ő	119		18:15	76		65		0	ì		141	
06:30	57		68		0	0	125		18:30	77		65		0	(142	
06:45 07:00	51 47	214	49 62	213	0	0 -	100	427	18:45 19:00	82 78	315	63 48	267	0	(145	582
07:15	52		58		ŏ	Ö	110		19:15	67		67		0	(134	
07:30	68		60		0	0	128		19:30	53		49		0	()	102	
07:45 08:00	112 53	279	71 50	251	0	0	183	530	19:45 20:00	80 73	278	46 45	210	0	(126 118	488
08:15	54		51		ő	Ö	105	1715/4	20:15	60		31		0	(91	_0.00
08:30	42		54		0	0	96		20:30	60		32		0	Ċ)	92	1220
08:45 09:00	60 57	209	50 53	205	0	0	110	414	20:45 21:00	55 57	248	32 29	140	0			87 86	388
09:15	37		57		Ö	0	94		21:15	51		32		0	Ċ		83	
09:30	42		44		0	0	86		21:30	49		42		0	č		91	Marin .
09:45 10:00	60 53	196	47 45	201	0	0	98	397	21:45 22:00	27 36	184	37 42	140	0			64	324
10:15	50		52		Ö	. 0	102		22:15	30		34		0	. (78 64	
10:30	73		53		0	0	126		22:30	29		29		0	Ċ)	58	4
10:45 11:00	55 69	231	65 56	215	0	0	120 125	446	22:45 23:00	26 32	121	19 25	124	0	<u> </u>		45	245
11:15	73		63		0	0	136		23:00	32 20		25 28		0	(57 48	11/1/2
11:30	66		76		0	0	142	Elision	23:30	28		28		0	C)	56	
11:45	82	290	71	266	0	0	153	556	23:45	16	96	22	103	0	C		38	199
TOTALS SPLIT %		1696 49.6%		1724				3420	TOTALS SPLIT %		3100		2953					6053
SPLIT 76		49.0%		50.4%				36.1%			51.2%		48.8%			10001120		63.9%
	D	AILY 1	OT/	ALS		NB	SB		EB		WB							otal
	The same	11.00		44.45	A Links	4,796	4,677		0	-16.50	0		a treeting		acautel.		9,4	173
AM Peak Hour AM Pk Volume		11:00 290		11:15 288				11:15 571	PM Peak Hour PM Pk Volume		16:30 369		16:15 461					16:15
Pk Hr Factor		0.884		0.923				0.933	Pk Hr Factor		0.839		0.880					826 0.898
7 - 9 Volume		488	H D	456	1,040	0 0	10 -4 3	944	4 - 6 Volume	1377	683	998/63	790	MI IN	0	0	- 21	1473
7 - 9 Peak Hour		07:30		07:00				07:00	4 - 6 Peak Hour		16:30		16:15					16:15
7 - 9 Pk Volume		287		251				530	4 - 6 Pk Volume		369		461		0	0		826
Pk Hr Factor		0.641	11 // 1	0.884		0.000	OUC	0.724	Pk Hr Factor	4	0.839	and the R	0.880	Carling (0.000	0.000		0.898

VOLUME

Valley Center Rd 1200' S/O Sass Dr

Day: Wednesday Date: 7/17/2019

	D	AILY	ΤΟΤ	ALS		NB 4,392		SB 4,456		EB 0		WB 0							otal .848
AM Period	NB		SB	ENERGY.	EB	WB	W FO	TOT	AL	PM Period	NB	FUND	SB	31733	EB	8,70	WB	TO	DTAL
00:00	9		28		0	0		37		12:00	50		64		0		0	114	
00:15 00:30	12		11 16		0	0		23		12:15	56		57		0		0	113	
00:45	111	45	14	69	0	0 0		29 25	114	12:30 12:45	47 68	221	62 60	243	0		0	109	464
01:00	11		9		0	0		20		13:00	57		82	273	0		0	139	404
01:15 01:30	6		10		0	0		16		13:15	54		67		0		0	121	Homomo
01:30	6	27	13 11	43	0	0 0		17 17	70	13:30 13:45	56 62	229	52 63	264	0		0	108	493
02:00	3		3		0	0		6		14:00	74		64	204	0		0	138	433
02:15	8		12		0	0		20		14:15	70		56		0		0	126	
02:30 02:45	9	21	9 10	34	0	0 0		18 11	55	14:30 14:45	69 68	281	72 48	240	0		0	141	521
03:00	2		12		0	0		14	-	15:00	69	201	72	240	0		0	141	321
03:15	6		9		0	0		15		15:15	70		66		0		0	136	
03:30 03:45	6	20	14 10	45	0	0 0		20 16	65	15:30 15:45	81 85	305	72 85	295	0		0 0	153 170	600
04:00	1		12		0	0		13		16:00	93	303	111	233	0		0	204	000
04:15	4 7		13		0	0		17		16:15	84		95		0		0	179	
04:30 04:45	7 15	27	9 11	45	0	0 0		16 26	72	16:30 16:45	96 78	351	140 84	430	0		0	236 162	781
05:00	14		20		0	0		34		17:00	80	331	93	430	0		0	173	701
05:15	16		23		0	0		39		17:15	56		69		0		0	125	
05:30 05:45	30 42	102	24 23	90	0	0 0		54 65	192	17:30 17:45	87 61	284	75 71	308	0		0	162 132	592
06:00	54		44		0	0		98	1	18:00	65	204	64	300	0		0	129	392
06:15	59		53		0	0		112		18:15	74		63		0		0	137	1
06:30 06:45	70 47	230	75 52	224	0	0 0		145 99	454	18:30 18:45	71 73	283	54 39	220	0		0	125 112	503
07:00	57		71		0	0		128	134	19:00	74	203	44	220	0		0	118	303
07:15	58		57		0	0		115	11	19:15	69		32		0		0	101	
07:30 07:45	65 88	268	65 79	272	0	0 · 0		130 167	540	19:30 19:45	65 52	260	39 28	143	0		0	104	403
08:00	52		54		0	0		106	10	20:00	54	200	30	173	0		0	84	403
08:15 08:30	51 48		55		0	0		106		20:15	50		42		0		0	92	
08:45	57	208	68 56	233	0 0	0		116 113	441	20:30 20:45	50 47	201	52 34	158	0		0	102 81	359
09:00	47		52		0	0		99		21:00	54		35	150	0		0	89	333
09:15	50		53		0	0		103		21:15	46		40		0		0	86	
09:30 09:45	43 54	194	60 60	225	0	0 0		103 114	419	21:30 21:45	50 57	207	31 36	142	0		0	81 93	349
10:00	37		58		0	0		95		22:00	30	207	38	142	0		0	68	343
10:15	47		60		0	0		107		22:15	37		25		0		0	62	
10:30 10:45	73 52	209	68 77	263	0 0	0		141 129	172	22:30 22:45	33 38	138	36 23	122	0		0	69 61	260
11:00	47		55		0	0		102	7-11	23:00	26		17		0		0	43	200
11:15 11:30	48 46		72 62		0	0		120 108		23:15 23:30	26		24		0		0	50	
11:45	55	196	74	263	0	0			159	23:30	22 11	85	19 25	85	0		0	41 36	170
TOTALS	418	1547		1806		Christian (Si			353	TOTALS		2845	Marie I	2650	14				5495
SPLIT %		46.1%	ia kil	53.9%	N W	KIN AND	HR	3:	7.9%	SPLIT %	444	51.8%		48.2%					62.1%
MERCEN	n	AILY 1	OT4	VI S	A LA	NB	M	SB	884	EB	US.	WB	NE	ALIVE A				To	tal
STATE OF THE	U	AL PER	O I A	(L)		4,392	EVIL.	4,456	图阈	0		0					F PALES		848
AM Peak Hour		07:00	1849	07:00	WE R		HAR		7:00	PM Peak Hour		15:45		15:45		Walt?		119	15:45
AM Pk Volume Pk Hr Factor		268 0.761		272 0.861					.808	PM Pk Volume Pk Hr Factor		358		431					789
7 - 9 Volume		476		505		0	0		981	4 - 6 Volume		0.932 635		0.770 738		0	0		0.836 1373
7 - 9 Peak Hour		07:00		07:00					100000	4 - 6 Peak Hour		16:00		16:00					16:00
7 - 9 Pk Volume		268		272		0	0		540	4 - 6 Pk Volume		351		430		0	0		781
Pk Hr Factor	THE REAL PROPERTY.	0.761	THE ST	0.861		0.000	0.000	0.	.808	Pk Hr Factor		0.914		0.768	ENLE	0.000	0.000	North Con-	0.827

VOLUME

Valley Center Rd 500' S/O Mazzetti Ln

Day: Thursday Date: 7/18/2019

Sala salu	D	AILY 1	TOTA	AIS		NB	ENES.	SB	TATE SERVICE	EB	E TOP	WB	W.					T	otal
				L		4,515		4,545		0		0					WE AND	9	,060
AM Period	NB		SB		EB	WB	NAME OF	TC	TAL	PM Period	NB	Will Sel	SB	35.38W	EB	WALLEY.	WB	T	DTAL
00:00	26		9		0	0		35		12:00	73		86		0		0	159	
00:15 00:30	12 15		8 11		0	0 0		20		12:15 12:30	68 65		62 69		0		0	130 134	
00:45	13	66	8	36	Ö	Ö		21	102	12:45	86	292	68	285	0		0	154	577
01:00	14		3		0	0		17		13:00	78		65	203	ō		0	143	3//
01:15	13		7		0	0		20		13:15	61		68		0		0	129	E N
01:30 01:45	13 14	54	8 6	24	0	0 0		21 20	78	13:30 13:45	75 75	200	68	201	0		0	143	570
02:00	10	34	2	24	0	0		12	70	14:00	57	289	80 72	281	0		0	155 129	570
02:15	11		4		ō	ŏ		15		14:15	58		90		ŏ		Õ	148	
02:30	9		8		0	0		17		14:30	76		92		0		0	168	
02:45 03:00	15 5	45	4	18	0	0		19	63	14:45	80	271	90	344	0		0	170	615
03:00	7		3		0	0		9		15:00 15:15	69 69		85 75		0		0	154 144	
03:30	14		4		ŏ	ő		18		15:30	82		84		Ö		0	166	
03:45	4	30	9	20	0	0		13	50	15:45	70	290	73	317	Ö		Ō	143	607
04:00	5		9		0	0		14		16:00	62		118		0		0	180	
04:15 04:30	6 8		6		0	0		12		16:15	84		138		0		0	222	
04:30	e 6	25	15 13	43	0	0 0		23 19	68	16:30 16:45	109 70	325	107 109	472	0 0		0	216 179	797
05:00	16		20		0	0		36	00	17:00	105	323	81	4/2	0		0	186	/3/
05:15	17		25		0	0		42		17:15	62		81		ō		Ō	143	
05:30	22		32		0	0		54		17:30	73		71		0		0	144	
05:45 06:00	31 45	86	31 54	108	0	0		62 99	194	17:45 18:00	89	329	63	296	0		0	152	625
06:15	54		54		Ö	0		108		18:15	91 86		73 63		0		0	164 149	
06:30	43		64		ō	ŏ		107		18:30	59		76		Ö		0	135	
06:45	57	199	58	230	0	0		115	429	18:45	64	300	49	261	Ō		0	113	561
07:00	55		47		0	0		102		19:00	73		43		0		0	116	
07:15 07:30	40 52		51 51		0	0		91 103		19:15 19:30	61 47		47		0		0	108	
07:45	63	210	74	223	0	ő		137	433	19:45	66	247	58 49	197	0		0	105	444
08:00	53		58		0	0		111		20:00	60		44		0		0	104	10.00
08:15	36		54		0	0		90		20:15	51		27		0		0	78	
08:30 08:45	38 53	180	53	225	0	0		91	AOF	20:30	37	100	49	454	0		0	86	247
09:00	42	190	<u>60</u> 53	225	0	0		113 95	405	20:45 21:00	48 50	196	<u>31</u> 27	151	0_		0	79	347
09:15	29		62		ő	ő		91		21:15	53		29		ő		Ö	82	i de
09:30	42		61		0	0		103		21:30	45		22		ō		Ö	67	
09:45	63	176	55	231	0	0		118	407	21:45	35	183	37	115	0		0	72	298
10:00 10:15	49 52		65 46		0	0 0		114 98		22:00 22:15	40		32		0		0	72	V.
10:30	67		70		0	0		137		22:30	33 26		14 15		0		0	47	pin Mi
10:45	48	216	58	239	Ö	ő		106	455	22:45	24	123	12	73	Ö		0	36	196
11:00	61		53		0	0		114		23:00	26		17		0		0	43	
11:15	57		71		0	0		128		23:15	32		24		0		0	56	Land H
11:30 11:45	81 73	272	81 89	294	0	0 0		162 162	566	23:30 23:45	26 27	111	10 11	62	0 0		0	36	173
TOTALS		1559	3	1691	NAME OF THE OWNER OWNER OF THE OWNER OW	(ELECTRICAL)		102	3250	TOTALS	- A 161	2956	11	2854	0	1000		36	5810
SPLIT %		48.0%		52.0%	170			4,000	35.9%	SPLIT %		50.9%		49.1%					64.1%
	Carlotte Land	Town Com-	No.											15.170			MARKET CO.		
	D.	AILY T	OTA	ALS		NB 4.515		SB		EB	Switz	WB							otal
		and the Co		فاعرارتهما	all Lag 2	4,515	day Shi	4,545	Autoria	0	ZHIZEV	0	edo d					9,	060
AM Peak Hour	In you	11:30	Day.	11:15			DI-M	6.58	11:30	PM Peak Hour	AVE TO SERVICE	16:15	Test !	16:00	and dis	MICTS.		NATURE IN	16:15
AM Pk Volume		295		327					613	PM Pk Volume		368		472					803
Pk Hr Factor 7 - 9 Volume		0.910 390		0.919 448		Ó	0		0.946 838	Pk Hr Factor 4 - 6 Volume		0.844		0.855		0			0.904
7 - 9 Peak Hour		07:00		07:45					07:15	4 - 6 Peak Hour		654 16:15		768 16:00			0		1422 16:15
7 - 9 Pk Volume		210		239		0	0		442	4 - 6 Pk Volume		368		472			0		803
Pk Hr Factor		0.833		0.807			0.000		0.807	Pk Hr Factor		0.844		0.855		0.000	0.00		0.904
			-														41.44	_	

VOLUME

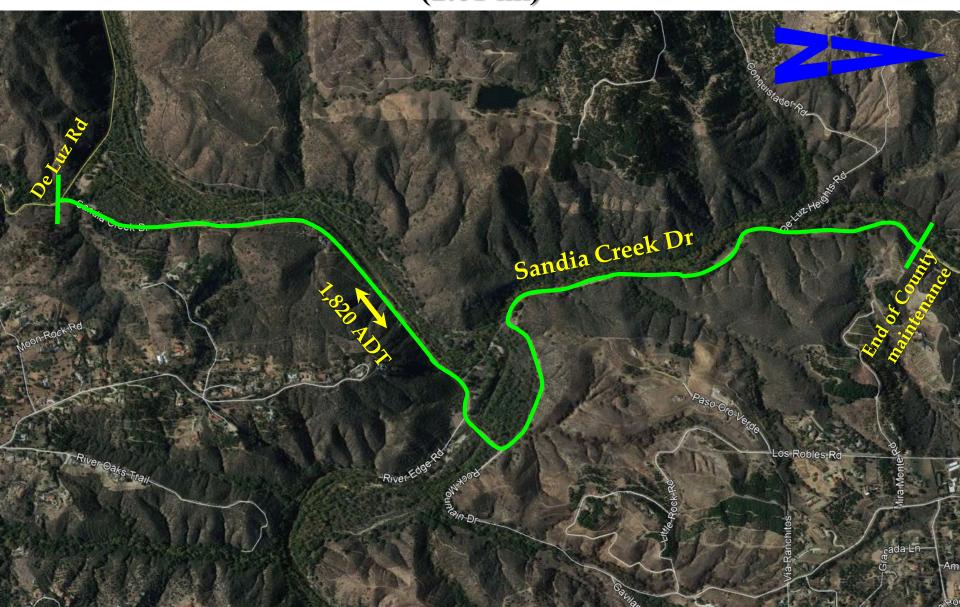
Valley Center Rd 500' S/O Mazzetti Ln

Day: Wednesday Date: 7/17/2019

an ga sa

DOI:00 12 5 0 0 17 12:00 53 70 0 0 123 130 131 10 0 0 14 131 130 1		D	AILY T	гот	ALS		NB 4,285	SB 4,20		EB 0		WB 0							otal 486
DOI:00 12 5 0 0 17 12:00 53 70 0 0 123	AM Period	NB		SB		EB		I III T	OTAL	PM Period	NB	SUM	SB		FB	W		TC	TAL
00:30	Burk to the bold could by have the	PLANIE SHIP						The second		Budget and other backwick in	EURIOUS CORD	-1/97			THE R. P. LEWIS CO., Law, etc., L		"ISTILIBERIES.	and the second	
DOM 14 60 5 21 0 0 19 81 12-45 53 212 81 287 0 0 134						-	_	The second second)					-			
O1:00 15 6 0 0 21 13:00 78 877 0 0 155			60		21				81			212		287		_			499
01:30 13 11 0 0 0 24 13:30 54 63 0 0 117									- 01			212		207					433
01:45								A Company of the last of the l											
02:15 10 4 0 0 0 18 18 14:00 73 65 0 0 0 120 02:30 10 8 0 0 0 18 18 14:30 79 69 0 0 0 120 02:30 10 8 0 0 0 18 18 14:30 79 69 0 0 0 148 02:45 7 41 6 22 0 0 133 63 14:45 69 281 54 248 0 0 123 03:00 10 6 0 0 0 16 15:00 73 74 0 0 0 147 03:15 11 5 0 0 0 16 15:00 73 74 0 0 0 147 03:15 11 5 0 0 0 16 15:00 73 74 0 0 0 147 03:15 11 5 0 0 0 120 03:30 11 12 0 0 0 12 0 123 15:30 83 77 0 0 0 155 03:45 6 38 6 29 0 0 12 6 75 15:45 78 294 77 273 0 0 155 04:00 7 4 4 0 0 0 11 1 16:00 85 103 0 0 0 188 04:15 8 8 103 0 0 0 188 04:15 8 8 103 0 0 0 188 04:15 8 8 103 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 04:15 8 10 0 0 0 188 05:15 12 22 12 34 0 0 0 0 22 17:00 90 60 0 10 0 10 0 0 150 0 0 0 150 0 0 0 150 0 0 0			46		26	_			72			253		292	-				545
02:30		_							=0.5			233		232					343
02:45							-	The State of								_			
03:00 10 6 0 0 0 16 15:00 72 74 0 0 147			41		22		-		63			281		248					529
03:30								_				201		240			-		323
03:45 6 38 6 29 0 0 112 67 15:45 78 294 77 273 0 0 155																			
04:00 7			38		29		_		67			204		272					567
04:15 3 8 8 0 0 0 11 1 16:15 80 104 0 0 0 184 04:30 6 10 0 0 0 16 16:30 94 120 0 0 0 124 04:45 6 22 12 34 0 0 0 188 56 16:45 98 357 71 398 0 0 159 05:00 13 16 0 0 0 29 55 17:00 73 58 0 0 159 05:15 12 23 0 0 0 355 17:15 73 58 0 0 0 131 05:30 27 24 0 0 0 55 1 17:15 73 58 0 0 0 130 05:45 30 82 33 96 0 0 63 178 17:30 80 80 0 0 0 160 05:45 41 48 0 0 0 130 110 188:00 58 58 0 0 116 06:05 44 48 0 0 0 110 188:15 58 43 0 0 110 06:30 62 71 0 0 0 133 18:00 77 49 0 0 126 06:30 62 71 0 0 0 133 18:00 77 49 0 0 0 126 06:45 51 198 48 236 0 0 99 434 18:45 57 250 47 197 0 0 104 07:00 47 64 0 0 0 111 19:00 58 44 0 0 0 102 07:30 76 66 0 0 0 142 19:30 58 58 0 0 0 105 07:30 76 66 0 0 0 142 19:30 58 50 0 0 79 07:45 43 217 80 264 0 0 124 19:30 54 25 0 0 79 07:45 43 217 80 264 0 0 124 20:00 49 38 0 0 0 82 08:30 40 68 0 0 0 82 20:15 39 26 0 0 0 84 08:00 67 57 0 0 0 124 20:00 49 38 0 0 0 82 08:30 40 68 0 0 0 82 20:15 39 26 0 0 0 82 08:30 40 68 0 0 0 108 20:15 40 64 60 0 0 110 09:30 44 54 0 0 0 82 20:15 39 26 0 0 0 86 08:30 40 68 0 0 0 124 20:00 49 38 0 0 0 87 08:30 40 68 50 0 0 108 20:15 40 26 0 0 135 08:30 40 68 50 0 0 108 20:15 40 46 0 0 0 110 09:30 64 54 55 57 0 0 0 88 09:30 44 54 0 0 0 89 21:15 40 26 0 0 0 135 09:30 44 54 50 0 0 135 481 19:45 49 230 35 140 0 0 88 08:30 40 68 67 0 0 0 124 20:00 49 38 0 0 0 87 09:30 44 54 50 0 0 89 21:15 40 26 0 0 0 135 09:30 44 54 50 0 0 89 21:15 40 26 0 0 0 135 09:30 43 64 57 54 221 0 0 100 394 21:35 40 191 28 131 0 0 0 78 09:30 43 64 57 54 221 0 0 100 394 21:35 40 191 28 131 0 0 0 78 09:30 43 64 67 0 0 135 50 50 50 50 50 50 50 50 50 50 50 50 50				4					3,			234		2/3					307
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5-B. Weight Restriction Sandia Creek Rd from De Luz Rd to end of County maintenance (2.61 mi)



COMMITTEE REPORT OF: June 12, 2020 Item <u>5-B</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight Restriction

LOCATION: Sandia Creek Road from De Luz Road to end of

County maintenance (a distance of 2.61 miles)

FALLBROOK (Thos. Bros. 997-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Commercial Weight Restriction

PROBLEM AS STATED BY REQUESTER:

Sandia Creek Road from De Luz Road to End of County Maintenance is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to Interstate 15 and East Mission Road. The narrow roadway is substandard for large vehicle traffic, being.

Existing Traffic Devices

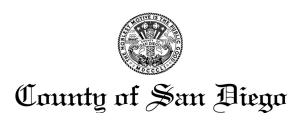
Sandia Creek Road is a striped two-lane local roadway 25-feet in width. The roadway is striped with a no passing centerline. There are speed advisory curves along the segment. The roadway is classified as a Minor Collector (2.3C) in the County General Plan Mobility Element Network primarily intended for residential neighborhoods or for rural areas with steep slopes and physical constraints. The roadway has a 55 MPH unposted speed zone.

Average Daily Traffic Volumes	<u>08/19</u>
Sandia Creek Road:	
3,000' N/o Rock Mountain Drive	1,820

Truck Survey	08/13/19 (12:00am to 11:59pm)	08/14/19 (12:00am to 11:59pm)
2 Axle Trucks	3	3
3 Axle Trucks	8	10
4 Axle Trucks	1	0
5 Axle Trucks	0	0
6 Axle Trucks	0	1

Collision Data

There have been 13 reported collisions along this segment of roadway, none of which involved a truck, in a 3 year period (01-01-17 to 12-31-19). These collisions result in a segment accident rate of 2.51 collisions per million vehicle miles. The statewide average is 1.26 collisions per million vehicle miles for similar rural conventional rolling 2 lanes or less with speeds less than or equal to 55 mile per hour.



BRIAN ALBRIGHT

DEPARTMENT OF PUBLIC WORKS 5510 OVERLAND AVENUE, SUITE 410 SAN DIEGO, CA 92123-1237 (858) 694-2212 www.sdcounty.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 27, 2020

Item Title: Weight Restriction

Location: Sandia Creek Drive

CTE Recommendation: Establish Commercial Weight Restriction

Conditions:

- California Vehicle Code (CVC) Sections 35712 and 35715 state that a County may, by ordinance, prohibit commercial vehicle exceeding a gross weight of 14,000 pounds for using a residential or subdivision area roadways and a truck Route designation and signage have to be established before the Ordinance is effective.
- The County Traffic Guidelines adopted by the Board of Supervisor on March 4, 2015 (Resolution 15-021) provides a description of a residential area where a roadway is predominately abutting residential units.
- Sandia Creek Drive is within a residential area as defined by the County Traffic Guidelines and its geometric alignment is substandard for truck traffic.
- An alternate truck route is hereby, identified as East Mission Road to Interstate 15 as required by the CVC Section 35715.

• Therefore, a commercial weight restriction of 14,000 pounds should be established for Sandia Creek Drive from De Luz Road north to the End of County Maintenance.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Sandia Creek Dr 3000' N/O Rock Mountain Dr

Day: Tuesday Date: 8/13/2019 City: Fallbrook
Project #: CA19_4311_002

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Prepared by National Data & Surveying Services

VOLUME

Sandia Creek Dr 3000' N/O Rock Mountain Dr

Day: Wednesday Date: 8/14/2019 City: Fallbrook
Project #: CA19_4311_002

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02:00 02:15	0		0 0		0 0	0 0			14:00 14:15	9 14		4 6		0 0	0 0	13 20	
02:15	0		0		0	0			14:30	18		3		0	0	21	
02:45	0		0		0	0			14:45	25	66	10	23	0	0	35	89
03:00 03:15	0		0 0		0 0	0 0			15:00 15:15	26 48		12 4		0	0 0	38 52	
03:30	0		0		0	0			15:30	69		6		0	0	75	
03:45	0		0		0	0			15:45	67	210	4	26	0	0	71	236
04:00 04:15	0		0 0		0 0	0 0			16:00 16:15	112 85		11 2		0 0	0 0	123 87	
04:30	1		6		0	0	7		16:30	103		3		0	0	106	
04:45	1	2	0	6	0	0	1	8	16:45	107	407	4	20	0	0	111	427
05:00 05:15	2		3 7		0 0	0 0	5 10		17:00 17:15	114 97		5 8		0 0	0 0	119 105	
05:30	5		4		0	0	9		17:30	86		4		0	0	90	
05:45	5	15	15	29	0	0	20	44	17:45	64	361	5	22	0	0	69	383
06:00 06:15	6 3		25 23		0 0	0 0	31 26		18:00 18:15	27 28		3 2		0 0	0 0	30 30	
06:30	13		25 29		0	0	42		18:30	26 15		3		0	0	18	
06:45	3	25	20	97	0	0	23	122	18:45	12	82	5	13	0	0	17	95
07:00 07:15	4		19		0 0	0 0	23		19:00 19:15	6		3		0 0	0 0	9 10	
07:13	4 8		10 7		0	0	14 15		19:30	4 5		6 2		0	0	7	
07:45	7	23	6	42	0	0	13	65	19:45	5	20	2	13	0	0	7	33
08:00 08:15	5 11		9 7		0 0	0 0	14 18		20:00 20:15	4 4		1 1		0 0	0 0	5 5	
08:30	6		6		0	0	12		20:30	1		0		0	0	1	
08:45	4	26	8	30	0	0	12	56	20:45	0	9	1	3	0	0	1	12
09:00 09:15	4		5 11		0 0	0 0	9 15		21:00 21:15	1 4		0 2		0 0	0 0	1 6	
09:15	7		4		0	0	11		21:30	1		2		0	0	3	
09:45	7	22	3	23	0	0	10	45	21:45	4	10	1	5	0	0	5	15
10:00 10:15	1 5		6 4		0 0	0 0	7 9		22:00 22:15	1 3		0		0 0	0 0	1 3	
10:30	7		4		0	0	11		22:30	0		0		0	0	3	
10:45	2	15	4	18	0	0	6	33	22:45	1	5	0		0	0	1	5
11:00 11:15	6 7		4 5		0 0	0 0	10 12		23:00 23:15	1 0		0		0 0	0 0	1	
11:15	9		4		0	0	13		23:30	0		0		0	0		
11:45	9	31	3	16	0	0	12	47	23:45	0	1	0		0	0		1
TOTALS		163		263				426	TOTALS		1217		166				1383
SPLIT %		38.3%		61.7%				23.5%	SPLIT %		88.0%		12.0%				76.5%
		DAILY	TOT	ALS		NB	SB		EB		WB					1	tal
						1,380	429		0		0					1,8	309
Alvi Feak		07:30		06:00				06:00	PM Peak Hour		16:30		14:45				16:30
AM Pk Volume	:	31		97				122	PM Pk Volume		421		32				441
Pk Hr Factor		0.705		0.836				0.726 121	Pk Hr Factor 4 - 6 Volume		0.923		0.667		0 0		0.926
7 - 9 Volume		49 07:30		72 07:00				07:00	4 - 6 Volume 4 - 6 Peak Hour		768 16:30		42 17:00				810 16:30
/"5"K		31		42				65	4 - 6 Pk Volume		421		22				441
Pk Hr Factor		0.705		0.553	0.0	100 ###	#	0.707	Pk Hr Factor		0.923		0.688	0.	000 ##		0.926

CLASSIFICATION

Sandia Creek Dr 3000' N/O Rock Mountain Dr

Day: Tuesday City: Fallbrook Date: 8/13/2019 Project #: CA19_4311_002

Summary

Time	# 1	# 2	#3	# 4	# 5	# 6	#7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0			0
01:00	0	0	0	0	0	0	0	0	0	0	0	_	_	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0			2
04:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	60	2	0	0	0	0	0	0	0	0	0	0	62
06:00	0	165	2	1	0	0	0	0	0	0	0	0	0	168
07:00	2	68	2	1	0	0	0	0	0	0	0	0	0	73
08:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
09:00	2	19	4	0	0	0	0	0	0	0	0	0	0	25
10:00	3	34	3	1	0	2	0	0	0	0	0	0	_	43
11:00	0	23	1	0	1	0	0	0	0	0	0	0		25
12:00 PM	2	31	4	0	0	1	0	0	0	0	0	0		38
13:00	0	44	1	0	0	0	0	0	0	0	0	0		45
14:00	2	80	4	0	0	1	0	0	0	0	0	0	_	87
15:00	2	241	4	1	1	1	1	0	0	0	0	0	_	251
16:00	5	427	5	0	0	0	0	0	0	0	0	0		437
17:00	5	369	5	0	0	0	0	0	0	0	0	0		379
18:00	4	72	4	0	0	1	0	0	0	0	0	0		81
19:00	1	29	0	0	0	0	0	0	0	0	0	0		30
20:00	0	14	0	0	0	0	0	0	0	0	0	0	_	14
21:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	8	0	0	0	0	0	0	0	0	0	0	_	8
23:00	0	3	0	0	0	2	0	0	0	0	0	0	0	4000
Totals % of Totals	29 2%	1740 95%	45 2%	00/	3	8 0%	1 0%							1830 100%
% of Totals	2%	95%	2%	0%	0%	0%	0%							100%
AM Volumes	7	413	18	3	2	2	0	0	0	0	0	0	0	445
% AM	0%	23%	1%	0%	0%	0%								24%
AM Peak Hour	10:00	06:00	09:00	06:00	08:00	10:00								06:00
Volume	3	165	4	1	1	2								168
PM Volumes	22	1327	27	1	1	6	1	0	0	0	0	0	0	1385
% PM				0%	0%	0%	0%							76%
PM Peak Hour	PM Peak Hour 16:00			15:00	15:00	23:00	15:00							16:00
Volume	Volume 5			1	1	2	1							437
Dir	ectional Pe	ak Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volur	nes
		All Classes	Volume		%	Volume		%	Volume		%	Volume		%
			110	\longleftrightarrow	6%	83	\longleftrightarrow	5%	816	\longleftrightarrow	45%	821	\longleftrightarrow	45%

Classification Definitions

- 1 Motorcycles 2 Passenger Cars
- 3 2-Axle, 4-Tire Single Units
- 4 Buses
- 5 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- 7 > =4-Axle Single Units
- 8 <=4-Axle Single Trailers
- **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- 12 6-Axle Multi-Trailers

CLASSIFICATION

Sandia Creek Dr 3000' N/O Rock Mountain Dr

Day: Wednesday Date: 8/14/2019

Summary

Summary														
Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
05:00	2	42	0	0	0	0	0	0	0	0	0	0	0	44
06:00	1	118	1	1	0	1	0	0	0	0	0	0	0	122
07:00	1	57	5	1	0	1	0	0	0	0	0	0	0	65
08:00	1	50	3	0	0	2	0	0	0	0	0	0	0	56
09:00	0	39	5	0	0	1	0	0	0	0	0	0	0	45
10:00	1	30	1	0	0	1	0	0	0	0	0	0	0	33
11:00	1	44	1	1	0	0	0	0	0	0	0	0	0	47
12:00 PM	3	31	2	0	2	0	0	0	0	0	0	0	0	38
13:00	3	43	1	0	1	1	0	0	0	0	0	0	0	49
14:00	1	78	7	1	0	2	0	0	0	0	0	0	0	89
15:00	3	227	6	0	0	0	0	0	0	0	0	0	0	236
16:00	4	415	7	0	0	1	0	0	0	0	0	0	0	427
17:00	6	369	8	0	0	0	0	0	0	0	0	0	0	383
18:00	6	88	1	0	0	0	0	0	0	0	0	0	0	95
19:00	1	32	0	0	0	0	0	0	0	0	0	0	0	33
20:00	1	11	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
22:00 23:00	0	5 1	0	0	0	0	0	0	0	0	0	0	0	5
Totals	35	1706	50	4	3	10	U	U	1	U	U	U	U	1809
% of Totals	2%	94%	3%	0%	0%	1%			0%					100%
70 01 100015 270 37470 370 070 070 170 070 070 10000														
AM Volumes	7	391	18	3	0	6	0	0	1	0	0	0	0	426
% AM	0%	22%	1%	0%		0%			0%					24%
AM Peak Hour	05:00	06:00	07:00	06:00		08:00								06:00
Volume	2	118	5	1		2			1					122
PM Volumes	28	1315	32	1	3	4	0	0	0	0	0	0	0	1383
% PM	2%	73%	2%	0%	0%	0%								76%
PM Peak Hour	17:00	16:00	17:00	14:00	12:00	14:00								16:00
Volume	6	415	8	1	2	2								427
Directional Peak Periods				AM 7-9		NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			121	\longleftrightarrow	7%	87	←→	5%	810	←→	45%	791	←→	44%

1 Motorcycles

- 2 Passenger Cars
- **3** 2-Axle, 4-Tire Single Units
- 4 Buses
- 5 2-Axle, 6-Tire Single Units
- **6** 3-Axle Single Units
- **Classification Definitions** 7 > =4-Axle Single Units

 - 8 <=4-Axle Single Trailers
 - **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers
- 12 6-Axle Multi-Trailers

13 >=7-Axle Multi-Trailers

City: Fallbrook

Project #: CA19_4311_002