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 Sheriffs
Department
Department

October 15, 2020

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the October 23, 2020, meeting of the Traffic Advisory Committee (TAC).

Social distancing is currently mandatory due to the COVID-19 pandemic. This TAC meeting on October 23, 2020, will be conducted with a virtual meeting platform option. Please use this link below to join the meeting:

Join Microsoft Teams Meeting

+1 619-343-2539 United States, San Diego (Toll)

Conference ID: 780 272 739#

Local numbers | Reset PIN | Learn more about Teams | Meeting options

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

October 23, 2020 ~ 9:00 AM 5510 Overland Ave, Room 271 San Diego CA, 92123

REVISED AGENDA

I.

II.

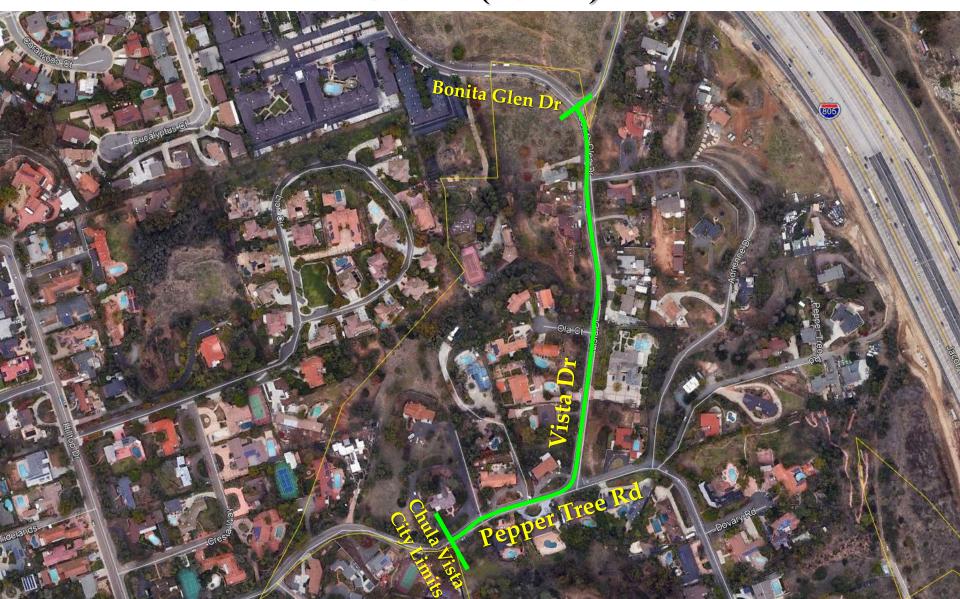
III.

Call to Order / Roll Call

Pledge of Allegiance Approval of Minutes

IV.	Items for Review			
SUB	JECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPE	RVISORIAL DISTRICT 1			
1-A.	RADAR CERTIFICATION	PEPPER TREE RD/ VISTA DR	CHULA VISTA	SWEETWATER
SUPE	RVISORIAL DISTRICT 2			
2-A.	RADAR CERTIFICATION	GREENFIELD DR	EL CAJON	CREST-DEHESA
2-B.	RADAR CERTIFICATION	GREENFIELD DR	EL CAJON	CREST-DEHESA
SUPE	RVISORIAL DISTRICT 3			
3-A.	RADAR CERTIFICATION	CAMINO SAN BERNARDO	4S RANCH	SAN DIEGUITO
3-B.	RADAR CERTIFICATION	ANAHEIM ST	SAN PASQUAL	N/A
SUPE	RVISORIAL DISTRICT 5			
5-A.	RADAR CERTIFICATION	MCDONALD RD	FALLBROOK	FALLBROOK
5-B.	WEIGHT RESTRICTION	LAURASHAWN LN /ARCO DR	ESCONDIDO	HIDDEN MEADOWS

1-A. Radar Certification
Pepper Tree Rd/Vista Dr from Chula Vista City Limits to Bonita
Glen Dr (0.31 mi)



COMMITTEE REPORT OF: October 23, 2020 Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Pepper Tree Road/Vista Drive from Chula Vista city

limit to Bonita Glen Drive (a distance of 0.31 miles)

BONITA (Thos. Bros. 1310-D6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pepper Tree Road from Chula Vista City limit to Vista Drive is a posted 25 MPH speed zone. Vista Drive from Pepper Tree Road to Bonita Glen Drive is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a 25 MPH speed limit for radar enforcement on Pepper Tree Road/Vista Drive from Chula Vista city limit to Bonita Glen Drive.

Existing Traffic Devices

Pepper Tree Road and Vista Drive are striped two-lane local roadways with a 24-foot travelled ways on a 24 to 30-foot road beds. The roadways are striped with a no passing centerline and white edgeline. Pepper Tree Road and Vista Drive have curve advisoy signs along the roadway. Both roadways are unclassified on the County General Plan Mobility Element Network. Pepper Tree Road and Vista Drive are posted 25 MPH and 35 MPH respectively.

Average Daily Traffic Volumes	<u>10/20</u>
Pepper Tree Road:	
W/o Jacaranda Dr	1,746

Speed Data		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
Pepper Tree Road: 200' W/o Vista Drive	(2020)	28.5 MPH	20-29	89.0%
Vista Drive: 100' S/o Ola Ct	(2020)	32.4 MPH	24-33	83.0%
Speed Zone	(2020)	30.5 MPH	22-31	85.0%

Collision Data

There have been 2 reported collision along this segment of roadway, 1 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). This collision resulted in a segment accident rate of 3.38 collisions per million vehicle miles. The statewide average is 1.6 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 mile per hour.



JEFF MONEDA

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: October 7, 2020

Item Title: Speed Limit and Radar Certification

Location: Vista Drive/Pepper Tree Road from Bonita Glen Drive to

Chula Vista City Limit

CTE Recommendation: Establish a 25 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&T Survey 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 or 85th % speed of motorists.
- Vista Drive/Pepper Tree Road from Bonita Glen Drive to Chula Vista City Limit
 is a two-lane roadway with a double yellow centerline that measures
 approximately 25 to 27 feet in width throughout its length of 0.31 miles.
- Vista Drive/Pepper Tree Road has a several residential driveways taking direct access. The roadway is curvilinear with limited shoulder and no sidewalk.
- Speed data collected on September 2, 2020 shows that the prevailing (85th %) speed is 32.4 mph at a location 100 feet south of Ola Court and 28.5 mph at a location 200 feet west of Vista Drive. Combined Speed is 30.5 mph.

- A review of the roadway collision data for a three-year period (April 2017 to March 2020) shows a total of 2 collisions on Vista Drive/Pepper Tree Road with a collision rate of 3.38 collisions per million-vehicle-mile (c/mvm) compared to a state average of 1.6 c/mvm for similar roadway.
- Pursuant to CVC Section 22358.3 coupled with the above conditions on Vista Drive/Pepper Tree Road and the guidance of the California MUTCD, 25 mph radar enforced speed limit on Vista Drive/Pepper Tree Road within the twolane roadway section is reasonable and safe.

MetroCount Traffic Executive Vehicle Counts

VehicleCount-130 -- English (ENU)

Datasets:

Site: [Pepper Tree Rd] Hilltop Dr - Jacaranda Dr

Attribute: Chula Vista

Survey Duration: 9:45 Monday, August 24, 2020 => 16:55 Thursday, August 27, 2020,

Profile:

Filter time: 12:00 Monday, August 24, 2020 => 12:00 Thursday, August 27, 2020 (3)

Direction: North, East, South, West (bound), P = <u>East</u>, Lane = 0-16

Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 5239 / 5746 (91.18%)

* Monday, August 24, 2020 - Total=1150 (Incomplete), 15 minute drops

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PM Peak 1700 - 1800 (158), PM PHF=0.88

* Tuesday, August 25, 2020 - Total=1773, 15 minute drops

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AM Peak 1145 - 1245 (106), AM PHF=0.83 PM Peak 1715 - 1815 (181), PM PHF=0.82

* Wednesday, August 26, 2020 - Total=1783, 15 minute drops

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AM Peak 1045 - 1145 (112), AM PHF=0.80 PM Peak 1630 - 1730 (189), PM PHF=0.93

* Thursday, August 27, 2020 - Total=533 (Incomplete) , 15 minute drops

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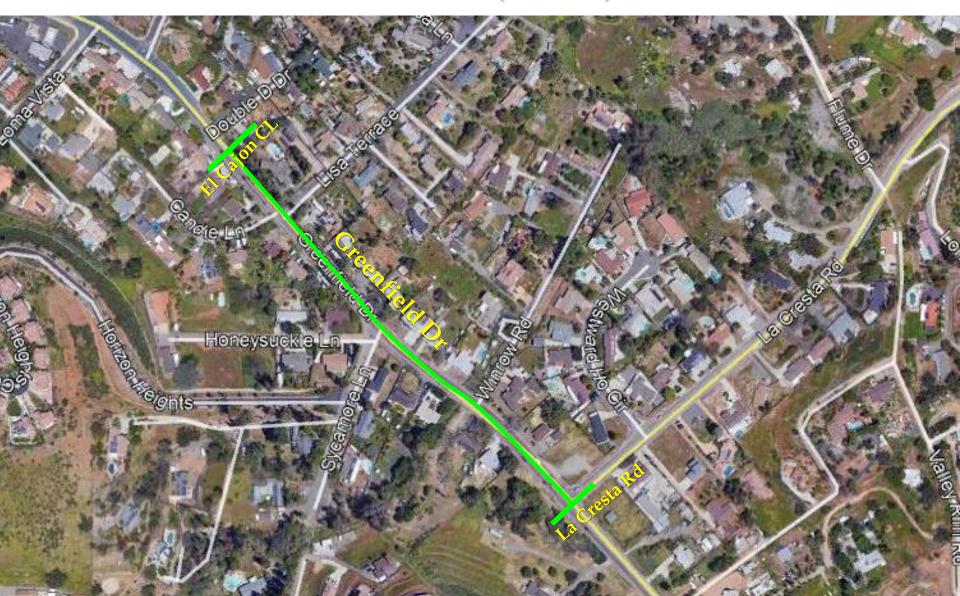


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2-A. Radar Certification

Greenfield Dr from El Cajon City limit (near Double D Dr) to La

Cresta Rd (0.28 mi)



COMMITTEE REPORT OF: October 23, 2020 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from El Cajon City limit (near Double

D Drive) to La Cresta Road (a distance of 0.28 miles)

EL CAJON (Thos. Bros. 1252-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from El Cajon City limit (near Double D Drive) to La Cresta Road is posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying an increased 40 MPH speed limit for radar enforcement.

Existing Traffic Devices

Greenfield Drive is a striped two-lane local roadway with a 35 to 47-foot travelled way and road bed. The roadway is striped with a no passing centerline and bike lane. The roadway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 35 MPH.

Average Daily Traffic Volu	<u>mes</u>	<u>10/20</u>		
Greenfield Drive: N/o Sycamore Ln		24,260*	*Estimate	
Speed Data		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
Greenfield Drive: 100' N/o Syacmore Lane	(2020)	42.1 MPH	35-44	82.0%

Collision Data

There have been 7 reported collision along this segment of roadway, 2 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). These collisions resulted in a segment accident rate of 0.94 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 miles per hour.



RICHARD E. CROMPTON

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: February 28, 2020

Item Title: Radar Certification

Location: Greenfield Drive from the El Cajon City Limit (near Double D

Road) to La Cresta Rd

CTE Recommendation: Certify 35 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.
- Greenfield Drive is a two-lane roadway providing access to Interstate 8, through the portion of Greenfield Drive within the city limits and the unincorporated community of Crest via La Cresta Road.
- There are several driveways taking direct access onto La Cresta Road (15 properties within the 0.28 mile segment). The roadway lacks a walkable shoulder or sidewalk. Greenfield Drive within the City of El Cajon limits is posted 35 MPH Radar Enforced.

Greenfield Drive 2

 Recent speed survey taken on February 5, 2020 at a location 100 feet north of Sycamore Lane shows a prevailing speed of 42.1 mph, coupled with the conditions not readily apparent to the driver - high residential driveway density, lack of pedestrian facilities, and the adjacent speed limit in the connect El Cajon segment - supports 35 mph speed limit radar enforced.

 Therefore, pursuant to CVC section 22358 and a prevailing speed of 42.1 mph taken in accordance with the guidance of the CA MUTCD section 2B.13, a 35 mph radar enforced speed limit on Greenfield Drive is reasonable, safe and recommended.



The same	Doccul													
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2-B. Radar Certification Greenfield Dr from La Cresta Rd to El Cajon City limit (0.47 mi)



COMMITTEE REPORT OF: October 23, 2020 Item <u>2-B</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from La Cresta Road to El Cajon city

limits (near Madison Avenue) (a distance of 0.47 miles)

EL CAJON (Thos. Bros. 1252-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from La Cresta Road to El Cajon city limits (near Madison Avenue) is a posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying the posted 45 MPH speed limit for radar enforcement.

Existing Traffic Devices

Greenfield Drive is a striped two-lane local roadway with a 48-foot travelled way and road bed. The roadway is striped with a no passing centerline and bike lanes. The roadway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 45 MPH.

Average Daily Traffic V	<u>'olumes</u>	<u>10/20</u>		
Greenfield Drive: @ Siesta Calle		11,690*	*Estimate	
Speed Data		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
Greenfield Drive: @ Siesta Calle	(2020)	46.5 MPH	38-47	79.0%

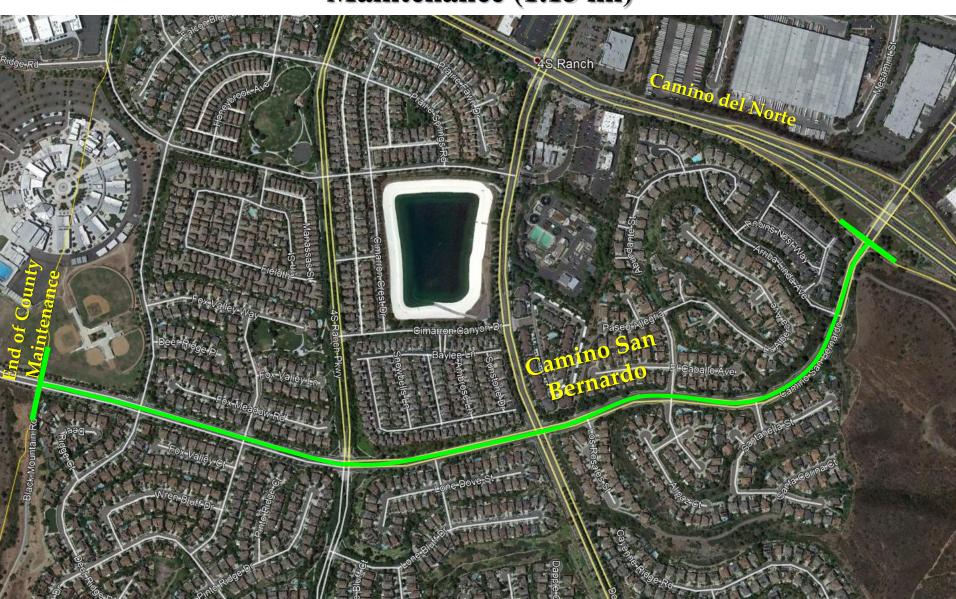
Collision Data

There have been 4 reported collision along this segment of roadway, 3 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). These collisions resulted in a segment accident rate of 0.67 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 to 55 miles per hour.



THE STATE OF THE S	Decent 1													
Road Na	me:	Greenfie	ld Dr		From:	La Cre	sta Rd			To:		El Cajor	CL (nea	r Madison Av)
Position	:	@ Siesta	Calle	9	•					Direc	tion:	EB/WB		
										_				
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Time En	d:	2:05 PM			Posted S	Speed:	45	5		Calib	ration 1	Γest:	Υ	
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70				5th Pero			49.6		+					
Total	196	<u>[</u>					.5.0					<u> </u>		

3-A. Radar Certification Camino San Bernardo from Camino del Norte to end of County Maintenance (1.15 mi)



COMMITTEE REPORT OF: October 23, 2020 Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Camino San Bernardo from Camino del Norte to the end

of County maintenance (a distance of 1.15 miles) 4S

RANCH (Thos. Bros. 1169-G4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Camino San Bernardo from Camino del Norte to the end of County maintenance is posted 45 MPH radar enforced speed zone. Preliminary review of prevailing speeds and roadway conditions could support recertifying the posted 45 MPH speed limit for radar enforcement.

Existing Traffic Devices

Camino San Bernardo is a striped four-lane roadway with a 64 foot travelled lane on a 64 to 77 feet road bed. There is a raised planted median and painted median separating both directions of travel. There are bike lanes along both sides of the roadway. This roadway is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 45 MPH Radar Enforced.

Average Daily Traffic Volumes	<u>10/20</u>	<u>02/13</u>
Camino San Bernardo: 100' E/o Lone Hawk Road	5,776	5,460
100' W/o De Sola Street		5,430

Speed Data Camino San Bernardo:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
100' W/o De Sola St	(2020)	44.7 MPH	34-43	70.0%
	(2012)	48.0 MPH	37-46	59.2%
100' E/o Lone Hawk Rd	(2020)	45.7 MPH	37-46	70.0%
	(2012)	45.0 MPH	33-42	57.2%
Speed Zone	(2020)	45.2 MPH	36-45	70.0%
	(2012)	46.5 MPH	35-44	58.2%

Collision Data

There have been 6 reported collision along this segment of roadway, 5 of which involved injury, in a 3 year period (06-01-17 to 05-31-20). These collisions resulted in a segment accident rate of 0.83 collisions per million vehicle miles. The statewide average is 0.93 collisions per million vehicle miles for similar suburban undivided four lanes with speeds less than or equal to 55 MPH.

VOLUME

Camino San Bernardo E/O Lone Hawk Dr

Day: Thursday Date: 10/1/2020 City: San Diego
Project #: CA20_040197_009

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11:45																		
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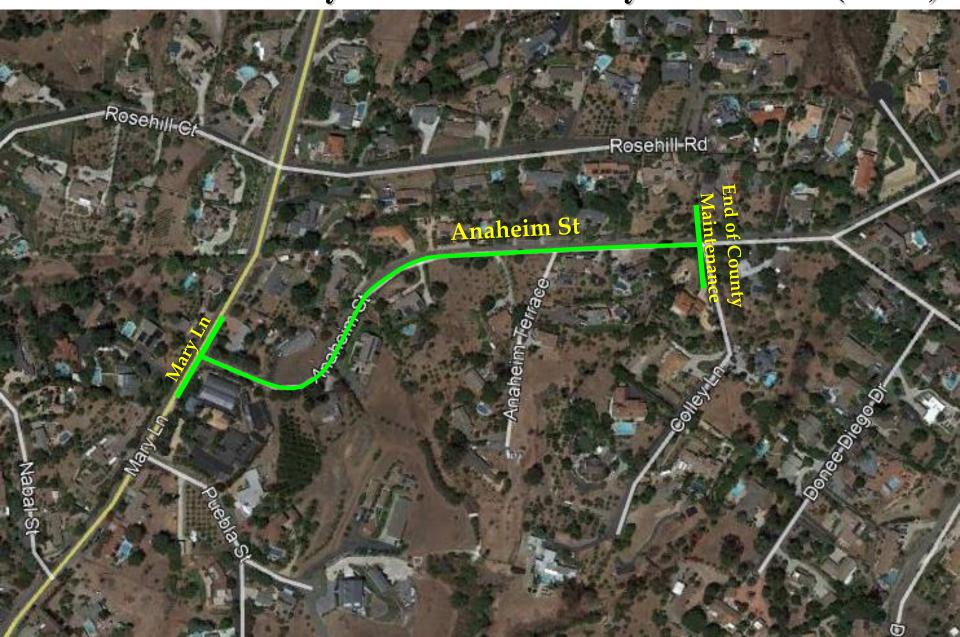


White	pcccliff														
Road Na	ame:	Camino S	San B	ernardo	From:	Camino	Del No	te		To:		End of	County	Mainter	nance
Position	1:	100' W/d	De S	Sola St	•					Direc	tion:	EB/WE	3		
Date:		10/6/202	20		Weathe	r:	Cl	oudy		Proje	ct Num	ber:	N/A		
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3-B. Radar Certification
Anaheim St from Mary Ln to End of County Maintenance (0.3 mi)



COMMITTEE REPORT OF: October 23, 2020 Item 3-B

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Anaheim Street from Mary Lane to end of County

maintenance (a distance of 0.3 miles) SAN PASQUAL

(Thos. Bros. 1130-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Anaheim Street from Mary Lane to end of County maintenance is an unposted 55 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a posted 25 MPH speed limit for radar enforcement.

Existing Traffic Devices

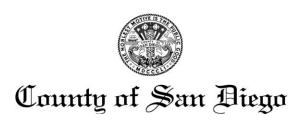
Anaheim Street is a striped two-lane roadway with a 22 foot travelled lane and road bed. This roadway is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Average Daily Traffic Volumes	02/20
Anaheim Street:	
50' W/o Anaheim Street	740

0 15 (85th	10 MPH	% in
Speed Data Anaheim Street:		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
@ Anaheim Terrace	(2020)	29.6 MPH	20-29	83.0%

Collision Data

There have been 0 reported collision along this segment of roadway in a 3 year period (04-01-17 to 03-31-20).



JEFF MONEDA

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: October 7, 2020

Item Title: Speed Limit and Radar Certification

Location: Anaheim Street from Mary Lane to End County Maintenance

CTE Recommendation: Establish 25 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.
- Anaheim is a two-lane roadway with, a curvilinear section and limited shoulder throughout its length of 0.3 miles. Its pavement width varies between 20 and 25 feet in width with a portion having a striped center line.
- A recent speed survey on Anaheim Street taken in July 2020 resulted in an overall prevailing speed of 29.6 mph, which supports a speed limit of 25 mph using radar for speed enforcement.
- Pursuant to CVC section 22358 and the guidance of the CA MUTCD section 2B.13, a 25 mph radar enforced speed limit on Anaheim Street from Mary Lane to End of County Maintenance is reasonable and safe.

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Anaheim St 50' W/O Anaheim Terrace

EB

SB

NB

Day: Wednesday Date: 2/19/2020

DAILY TOTALS

City: Escondido
Project #: CA20_4040_016

WB

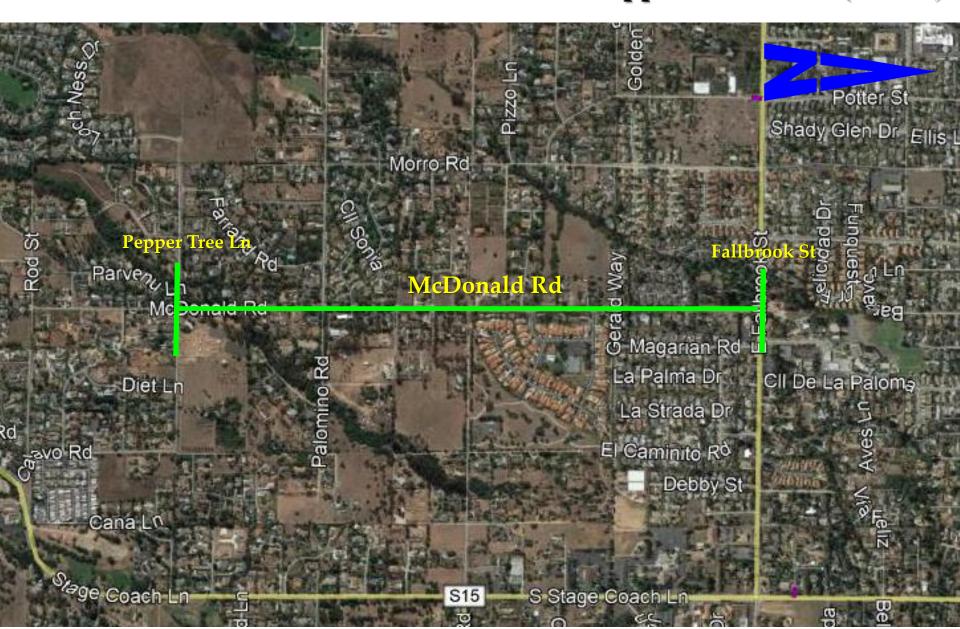
Total

					0		0		377		363					74	40
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00:30	0	0	0		0				12:30	0	0	2	20	4	4.6	6	26
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03:45	0	0	0		0				15:45	0	0	8	40	8	27	16	67
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04:30	0	0	0		0				16:30	0	0	10		7		17	
04:45	0	0	1	2	3	4	4	6	16:45	0	0	9	43	9	30	18	73
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11:45	0	0	5	24	6	20 171	11	262	23:45 TOTALS	0	0	0	206	0	102		179
TOTALS				91		171		262					286		192		478
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	DAI	LY TOTALS			0		0		377		363						40
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AM Pk Volume				11:00 24		07:00		07:30 51	PM Pk Volume				17:30 54		14:15 35		15:15 70
AM Pk Volume Pk Hr Factor						39		0.797	Pk Hr Factor								78
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7 - 9 Volume				25		67		92	4 - 6 Volume 4 - 6 Peak Hour				82 16:00		49 16:00		131
7 - 9 Peak Hour				07:45		07:00		07:30					16:00		16:00		16:00
7 - 9 Pk Volume				17		39		51	4 - 6 Pk Volume				43		30		73
Pk Hr Factor	0	.000.000		0.708		0.750		0.797	Pk Hr Factor		0.000 0.0	000	0.672		0.750		0.702



Road Na	ame.	Anaheim	Stree	o†	From:	Mary La	ne		To:	Fr	nd CMR		
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Date:		7/28/202			Weathe		Clear	•		ject Numbe			
Time Sta	art:	10:00 AN	VI		Road Co	ondition:	DRY			server:		nie Bartley	1
Time En		12:00PM	1		Posted :	Speed:	Unpo	sted	Cal	ibration Tes	s t: 0		
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55		+						9	Speed (mph)				
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57 58		 									03	CICCIII	
59				9	90th Perc	centile		—— 951 —	th Percentile	<u> </u>			
60								DATA	ANALYSIS				
61 62								1					
63			Av	erage S	Speed		25.5		Rang	ge	2	.0 - 34	
64 65			50	th Perc	entile		24.4		10 mph	Pace	2	.0 - 29	
66									Number i				
67			85	th Perc	enule		29.6		number i	iii Pace		60	
68 69			90	th Perc	entile		30.6		Percent i	n Pace		83%	
70			۵۲	th Perc	entile		31.7						
Total	72		,,,	an reit	CITCIE		31.7						

5-A. Radar Certification McDonald Road from Fallbrook Street to Pepper Tree Lane (1.0 mi)



COMMITTEE REPORT OF: October 23, 2020 Item <u>5-A</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: McDonald Road from Fallbrook Street to Pepper Tree

Lane (a distance of 1.00 miles) BONSALL (Thos. Bros.

1027-H3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

McDonald Road from Fallbrook Street to Pepper Tree Lane is posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support recertifying the posted 45 MPH speed limit for radar enforcement.

Existing Traffic Devices

McDonald Road is a striped two-lane roadway with a 24 foot travelled lane and road bed. The roadway is striped with a no passing centerline. This roadway is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH Radar Enforced.

Average Daily Traffic Vo	<u>lumes</u>	<u>10/20</u>	<u>10/12</u>	
S/o Gerald Way		2,299	2,280	
Speed Data McDonald Street:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
200' S/o Gerald Way	(2020) (2012)	43.4 MPH 44.0 MPH	34-43 34-43	57.0% 46.9%

Collision Data

There have been 2 reported collision along this segment of roadway, 1 of which involved injury, in a 3 year period (06-01-17 to 05-31-20). These collisions resulted in a segment accident rate of 0.80 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 miles per hour.

VOLUME

McDonald Rd S/O Gerald Ln

Day: Tuesday **Date:** 10/6/2020

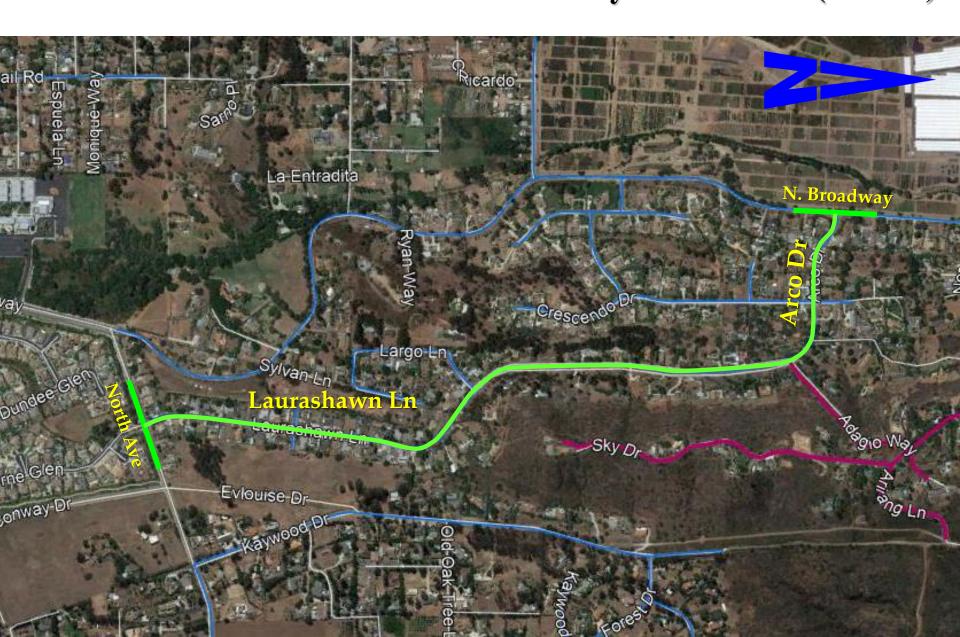
City: Fallbrook
Project #: CA20_040197_006

	D	AILY T	OTA	VI C		NB	SB		EB		WB						To	otal
		AILI I		(L)		1,175	1,12	4	0		0						2,2	299
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00:15 00:30	1 1		0 0				1		12:15 12:30	22 25		26 23					48 48	
00:30	0	2	0				0	2	12:45	28	99	22	92				50	191
01:00	1		0				1		13:00	18		32	<u> </u>				50	131
01:15	0		1				1		13:15	27		21					48	
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01:45 02:00	0	11	0	1			0	2	14:00	22 21	83	23 16	99				45 37	182
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02:30	1		1				2		14:30	22		28					50	
02:45	0	11	1	2			1	3	14:45	19	89	13	80				32	169
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03:30	1		2				3		15:30	37		21					58	
03:45	1	4	0	3			1	7	15:45	25	117	28	90				53	207
04:00	0		0				0		16:00	22		33					55	
04:15	0		2				2		16:15	21		27					48	
04:30 04:45	1 1	2	0 1	3			1 2	5	16:30 16:45	32 35	110	20 26	106				52 61	216
05:00	1		3	3			4	<u> </u>	17:00	23	110	23	100				46	210
05:15	4		2				6		17:15	22		18					40	
05:30	2		5				7		17:30	12		20					32	
05:45	3	10	6	16			9	26	17:45	20	77	16	77				36	154
06:00	7		5				12		18:00 18:15	22		21					43	
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06:45	11	39	12	33			23	72	18:45	21	80	12	79				33	159
07:00	16		21				37		19:00	10		11					21	
07:15	11		14				25		19:15	7		9					16	
07:30	17	70	16	0.0			33	164	19:30	9	22	15	4.4				24	77
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08:15	25		11				36		20:15	4		3					7	
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08:45	16	74	20	72			36	146	20:45	6	27	6	26				12	53
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						1,175	1,12	4	0		0						2,2	299
AM Peak Hour		07:30		07:15				07:30	PM Peak Hour		15:00		15:30					15:15
AM Pk Volume		97		89				183	PM Pk Volume		117		109					216
Pk Hr Factor		0.713		0.636				0.663	Pk Hr Factor		0.791		0.826					0.931
7 - 9 Volume		152		158	0	0		310	4 - 6 Volume		187		183	()	0		370
7 - 9 Peak Hour		07:30		07:15				07:30	4 - 6 Peak Hour		16:30		16:00					16:00
7 - 9 Pk Volume		97		89				183	4 - 6 Pk Volume		112		106					216
Pk Hr Factor		0.713		0.636	0.000	0.0	00	0.663	Pk Hr Factor		0.800		0.803	0.0	000	0.000		0.885



To a col	Decell																	
Road Name: MacDo		MacDon	rald Rd From: South In of Fallbrook st							To: North In of Pepper Tree In								
Position: 200' S/o		Geral	d Way				Direction: NB/SB											
Date: 9/28/2020					Weath	ner:		Clear			Project Number: TAC							
Time Start: 9:00 AM					Road (Conditio	n:	Dry			Obser	ver:		Con	tractor			
Time En	11:00 AN	11:00 AM			d Speed	:	45 MI	PH		Calibr	ation 1	est:	Υ					
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48	2	94.5%		30%	1													
49		34.370	Cum	20%	+				/									
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62 63			A۱	verage :	Speed		3	8.5		1	Range			25	- 57			
64			50	th Perc	entile		3	8.1		10 mph Pace				34	- 43			
65 66				th Perc		+		3.4			ber in F							
67															73			
68 69			90	th Pero	centile		4	5.2		Perce	ent in P	ace			57%			
70 Total	127		95	th Pero	centile		4	9.7										
rotai	127	<u> </u>											<u> </u>					

5-B. Weight Restriction Laurashawn Ln/Arco Dr from N. Broadway to North Ave (1.16 mi)



COMMITTEE REPORT OF: October 23, 2020 Item <u>5-B</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Weight Restriction

LOCATION: Laurashawn Lane/Arco Drive from North Avenue to

North Broadway (a distance of 1.16 miles)

ESCONDIDO (Thos. Bros. 1109-H1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Commercial Weight Restriction

PROBLEM AS STATED BY REQUESTER:

Laurashawn Lane/Arco Drive from North Avenue to North Broadway is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to North Broadway. The roadway design parameters were not intended for large vehicle traffic.

Existing Traffic Devices

Laurashawn Lane/Arco Drive is a striped two-lane local roadway 36 to 40 in width. The roadway is striped with a no passing centerline. A section of Laurashawn Lane is a divided two lane roadway. The roadway is unclassified in the County General Plan Mobility Element Network. Laurashawn Lane is posted 25 MPH.

Average Daily Traffic Volumes	<u>02/20</u>
Laurashawn Ln:	
50' N/o Tamara Dr	1,150

Truck Survey	02/18/20 (12:00am to 11:59pm)	02/18/20 (12:00am to 11:59pm)
2 Axle Trucks	20	16
3 Axle Trucks	5	7
4 Axle Trucks	0	0
5 Axle Trucks	0	0
6 Axle Trucks	0	0

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (04-01-17 to 03-31-20).



JEFF MONEDA DIRECTOR 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: October 7, 2020

Item Title: Weight Restriction

Location: Laurashawn Lane/Arco 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 Supervisors on March 4, 2015 (Resolution 15-021) provides a description of a residential area where a roadway is predominately abutting residential units where trucks could be prohibited on these residential roadways.
- Laurashawn Lane/Arco Drive are within a residential area as defined by the County Traffic Guidelines and their roadway design parameters were not intended for a large amount of trucks.
- In September 2020 staff observed several large trucks using Laurashawn Lane/Arco Drive as a truck route to avoid North Broadway.

- North Broadway is listed as a Community Collector on the County of San Diego General Plan Mobility Element. The Mobility Element identifies roadways that are considered as the backbone for the County's transportation network, which include Truck Routes.
- An alternate truck route, as required by the CVC Section 35715 is hereby, identified as North Broadway, which is parallel to Laurashawn Lane and intended as a Truck Route by the County Mobility Element of the General Plan.
- Therefore, a commercial weight restriction of 14,000 pounds should be established for Laurashawn Lane/Arco Drive from North Avenue to North Broadway.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Laurashawn Ln 50' N/O Tamara Dr

Day: Tuesday Date: 02/18/20 City: Escondido
Project #: CA20_4041_001

	D	AILY T	OT#	ALS		NB 595		SB 586		EB		WB 0							tal 181
										0		U						ĺ	
AM Period 00:00	NB 0		SB		EB	WB 0		1	TAL	PM Period 12:00	NB 13		SB		EB	W		26	TAL
00:00	1		0		0	0		1		12:15	11		4		0	0		15	
00:30	1		0		0	0		1		12:30	10		7		0	0		17	
00:45	0	2	0	11	0	0			3	12:45 13:00	10	44	8	32	0	<u> </u>		18	76
01:00 01:15	0		0		0 0	0 0				13:15	7 17		5 6		0	C		12 23	
01:30	0		1		0	0		1		13:30	6		10		0	Č		16	
01:45	0		0	1	0	0			1	13:45	5	35	6	27	0	C		11	62
02:00	2		0		0	0 0		2		14:00 14:15	3		12		0	0		15	
02:15 02:30	1 1		0		0 0	0		1 1		14:30	8 14		8 7		0	0		16 21	
02:45	3	7	0		Ö	0		3	7	14:45	18	43	19	46	0	Č		37	89
03:00	0		0		0	0				15:00	13		7		0	C		20	
03:15	0		1 0		0 0	0 0		1		15:15 15:30	14		8		0	0		22	
03:30 03:45	0		1	2	0	0		1	2	15:45	21 17	65	13 13	41	0	0		34 30	106
04:00	0		1		0	0		1		16:00	11		7		0	Ö		18	
04:15	0		3		0	0		3		16:15	8		11		0	0		19	
04:30	0	2	3	7	0	0		3	0	16:30	13	40	10	25	0	0		23	0.4
04:45 05:00	0	2	2	7	0	0		2	9	16:45 17:00	17 24	49	7 11	35	0	C		24 35	84
05:15	ő		6		0	0		6		17:15	14		8		0	0		22	
05:30	1		3		0	0		4		17:30	14		6		0	C		20	
05:45	0	1	7	18	0	0		7	19	17:45	15	67	5	30	0	0		20	97
06:00 06:15	1		13 8		0 0	0 0		14 10		18:00 18:15	19 6		8		0	0		27 17	
06:30	2 4		8 16		0	0		20		18:30	18		11 2		0	0		20	
06:45	3	10	14	51	Ö	0		17	61	18:45	5	48	7	28	Ö	Ö		12	76
07:00	5		13		0	0		18		19:00	7		4		0	C		11	
07:15	3		21		0	0		24		19:15	4		5		0	0		9	
07:30 07:45	7 3	18	12 13	59	0 0	0 0		19 16	77	19:30 19:45	5 14	30	3 9	21	0 0	0		8 23	51
08:00	7	10	19	33	0	0		26	,,	20:00	6	30	5	21	0	0		11	- 31
08:15	5		20		0	0		25		20:15	11		2		0	C		13	
08:30	3		10		0	0		13		20:30	11		6		0	C		17	
08:45 09:00	5 7	20	11 8	60	0	0 0		16 15	80	20:45 21:00	<u>11</u> 7	39	<u>3</u> 4	16	0	C		14 11	55
09:15	9		12		0	0		21		21:15	5		3		0	0		8	
09:30	2		9		0	0		11		21:30	5		2		0	Ö		7	
09:45	4	22	13	42	0	0		17	64	21:45	3	20	1	10	0	0		4	30
10:00	4		14		0	0		18		22:00 22:15	6		0		0	0		6	
10:15 10:30	9 5		10 6		0 0	0 0		19 11		22:30	1 1		0		0	0		1	
10:45	8	26	7	37	0	0		15	63	22:45	4	12	1	1	Ö	Č		5	13
11:00	14		7		0	0		21		23:00	2		2		0	C		4	
11:15	6		4		0	0 0		10		23:15 23:30	2		0		0	0		2	
11:30 11:45	5 6	31	1 4	16	0 0	0		6 10	47	23:45	0	4	3 0	5	0	0		3	9
TOTALS	Ť	139		294				10	433	TOTALS		456		292					748
SPLIT %		32.1%		67.9%					36.7%	SPLIT %		61.0%		39.0%					63.3%
						ND		CD				\A/D						-	tol
	D	AILY 1	OT/	ALS		NB 595		SB 586		EB 0		<u>WB</u> 0							tal 181
						- 333		300		U		- 0						⊥,.	.01
AM Peak Hour		11:45		07:15					07:30	PM Peak Hour		16:45		14:45					14:45
AM Pk Volume		40		65					86	PM Pk Volume		69		47					113
Pk Hr Factor		0.769		0.774					0.827	Pk Hr Factor		0.719		0.618					0.764
7 - 9 Volume		38		119					157	4 - 6 Volume		116		65 16:15					181
7 - 9 Peak Hour 7 - 9 Pk Volume		07:30 22		07:15 65					07:30 86	4 - 6 Peak Hour 4 - 6 Pk Volume		16:45 69		16:15 39					16:30 104
Pk Hr Factor		0.786		0.774					0.827	Pk Hr Factor		0.719		0.886					0.743
		0.700		0.774			0.000		U.J.,			0.713		0.500			3,000		J 43

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Laurashawn Ln 50' N/O Tamara Dr

Day: Wednesday Date: 02/19/20 City: Escondido Project #: CA20_4041_001

	ח	AILY T	OT/	AI S		NB		SB		EB		WB							То	tal
		AILI I	017	123		579		540		0		0							1,1	L19
AM Period	NB		SB		EB	WB		TC	TAL	PM Period	NB		SB		EB	١	WB		TO	TAL
00:00 00:15	1 0		0		0	0		1		12:00 12:15	5 9		9 10		0		0		14 19	
00:30	0		0		0	0				12:30	12		5		0		0		17	
00:45	0	1	0		0	Ö			1	12:45	10	36	5	29	Ö		0		15	65
01:00	1		0		0	0		1		13:00	8		13		0		0		21	
01:15	0		1		0	0		1		13:15	8		4		0		0		12	
01:30 01:45	0 2	3	1 1	3	0 0	0		1 3	6	13:30 13:45	9 14	39	7 10	34	0 0		0 0		16 24	73
02:00	0		0		0	0			- 0	14:00	5	33	11	34	0		0		16	/3
02:15	Ō		Ō		Ō	0				14:15	13		8		Ō		0		21	
02:30	1		0		0	0		1		14:30	11		14		0		0		25	
02:45	0	11	0		0	0			1	14:45 15:00	15 9	44	10	43	0		0	_	25	87
03:00 03:15	0		0		0	0				15:15	9 16		11 5		0 0		0		20 21	
03:30	2		0		0	0		2		15:30	13		6		0		0		19	
03:45	0	2	0		0	0			2	15:45	9	47	5	27	0		0		14	74
04:00	0		4		0	0		4		16:00	19		7		0		0		26	
04:15	0		2		0	0		2		16:15	15		6		0		0		21	
04:30 04:45	0 2	2	1 1	8	0 0	0		1 3	10	16:30 16:45	12 18	64	11 6	30	0 0		0 0		23 24	94
05:00	1		0		0	0		1	10	17:00	16	04	7	30	0		0		23	34
05:15	0		2		0	0		2		17:15	20		11		Ö		0		31	
05:30	3		7		0	0		10		17:30	12		7		0		0		19	
05:45	0	4	8	17	0	0		8	21	17:45	13	61	9	34	0		0		22	95
06:00	1		13		0	0		14		18:00 18:15	4		4		0		0		8	
06:15 06:30	2		9 15		0 0	0 0		11 18		18:30	12 15		10 5		0 0		0 0		22 20	
06:45	4	10	8	45	0	0		12	55	18:45	8	39	4	23	0		0		12	62
07:00	5		18		0	0		23		19:00	17		6		0		0		23	
07:15	3		15		0	0		18		19:15	15		4		0		0		19	
07:30	6		15		0	0		21		19:30	9		2		0		0		11	
07:45 08:00	<u>8</u> 9	22	21 15	69	0	0		29 24	91	19:45 20:00	10 9	51	<u>5</u> 4	17	0		0	_	15 13	68
08:15	5		14		0	0		19		20:15	9 7		1		0		0		8	
08:30	5		7		0	0		12		20:30	7		1		Ö		0		8	
08:45	6	25	6	42	0	0		12	67	20:45	6	29	0	6	0		0		6	35
09:00	5		12		0	0		17		21:00	9		9		0		0		18	
09:15	2		12		0	0		14		21:15	9		0		0		0		9	
09:30 09:45	3 2	12	7 6	37	0 0	0		10 8	49	21:30 21:45	2 2	22	1 0	10	0 0		0 0		3 2	32
10:00	7	12	9	37	0	0		16	43	22:00	2	22	0	10	0		0		2	32
10:15	6		8		0	0		14		22:15	1		0		Ō		0		1	
10:30	8		10		0	0		18		22:30	1		2		0		0		3	
10:45	5	26	5	32	0	0		10	58	22:45	1	5	0	2	0		0		1	7
11:00 11:15	10 7		12 7		0	0 0		22 14		23:00 23:15	1 2		0 0		0 0		0		1 2	
11:15	6		8		0	0		14		23:30	1		1		0		0		2	
11:45	5	28	4	31	0	0		9	59	23:45	2	6	0	1	0		0	l	2	7
TOTALS		136		284					420	TOTALS		443		256						699
SPLIT %		32.4%		67.6%					37.5%	SPLIT %		63.4%		36.6%						62.5%
						NB		SB		EB		WB							To	tal
	D.	AILY T	OTA	ALS _		579		540		0		0								119
						3/9		-34 0												.19
AM Peak Hour		11:45		07:00					07:30	PM Peak Hour		16:30		13:45						16:30
AM Pk Volume		31		69					93	PM Pk Volume		66		43						101
Pk Hr Factor		0.646		0.821					0.802	Pk Hr Factor		0.825		0.768						0.815
7 - 9 Volume		47		111		0	0		158	4 - 6 Volume		125		64		0		0		189
7 - 9 Peak Hour		07:30		07:00					07:30	4 - 6 Peak Hour		16:30		16:30						16:30
7 - 9 Pk Volume		28		69					93	4 - 6 Pk Volume		66		35						101
Pk Hr Factor		0.778		0.821		0.000	0.000		0.802	Pk Hr Factor		0.825		0.795		0.000	0.	.000		0.815