

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

March 12, 2021 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review**

SUBJECT	LOCATION	AREA/ PLANNING/SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	OLD HIGHWAY 80 MP 4.5 TO 380' W/O PINE VALLEY RD	PINE VALLEY/ PINE VALLEY CSG
2-B. RADAR CERTIFICATION	OLD HIGHWAY 80 380' W/O PINE VALLEY RD TO 800' E/O OAK LN	PINE VALLEY/ PINE VALLEY CSG
2-C. MID BLOCK CROSSWALK	ALPINE BOULEVARD 660' W/O BOULDERS RD	ALPINE/ ALPINE CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	ALISO CANYON ROAD EL CAMINO DEL NORTE TO AVENIDA DEL DUQUE	SAN DIEGUITO/ SAN DIEGUITO CPG
5-B. RADAR CERTIFICATION	EL MIRLO RANCHO SANTA FE RD TO VIA DE FORTUNA	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-C. RADAR CERTIFICATION	KAUANA LOA DRIVE COUNTRY CLUB RD TO OAK VIEW WY	HARMONY GROVE/ SAN DIEGUITO CPG
5-D. RADAR CERTIFICATION	HUTCHISON STREET 1,000' W/O HARRIS DR TO EAST VISTA WY	VISTA/ NO CPG/CSG
5-E. RADAR CERTIFICATION	GUM TREE LANE STAGE COACH LN TO LIVE OAK PARK RD	FALLBROOK/ FALLBROOK CPG
5-F. INTERSECTION CONTROL	POTTER STREET & ELDER STREET	FALLBROOK/ FALLBROOK CPG
<u>INFORMATIONAL ITEM</u>		
1. LOCAL ROAD SAFETY PLAN	COUNTYWIDE	COUNTYWIDE/ ALL CPG/CSGs

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Aliso Canyon Road from El Camino del Norte to Avenida del Duque (a distance of 0.52 miles) RANCHO SANTA FE (Thos. Bros. 1148-F6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Aliso Canyon Road from El Camino del Norte to Avenida del Duque is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed limit.

Existing Traffic Devices

Aliso Canyon Road is a striped two-lane through highway with a 24 foot travelled way on a 30 to 40 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is a horse advisory sign along the roadway as there is a trail adjacent to the length of the roadway. Aliso Canyon Road is unclassified on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

Aliso Canyon Road:

S/o Via del Charro

02/21

3,960*

07/14

3,400

*Estimate

Speed Data

Aliso Canyon Road:

380' S/o Via del Charro

(2021)

(2013)

**85th
Percentile**

48.4 MPH

49.0 MPH

**10 MPH
Pace**

37-46

38-47

**% in
Pace**

62.0%

60.0%

Collision Data

There have been 2 reported collisions along this segment of roadway, none of which involved injury, in a 3 year period (10-01-17 to 09-30-20). These collisions result in a segment accident rate of 0.89 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 MPH.

Discussion

This item is a periodic review to certify 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 certifying the existing 45 MPH speed limit for radar speed enforcement on Aliso Canyon Road from El Camino del Norte to Avenida del Duque in the unincorporated community of Rancho Santa Fe. Staff discovered that there was no formal ordinance for this speed zone within the County Code of Regulatory Ordinances. The action includes an ordinance to authenticate the existing posted speed limit (45 MPH).

Aliso Canyon Road is a striped two-lane suburban local roadway that provides access to residential roadways.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 48.4 MPH which supports a 45 MPH speed limit. The Committee supported certifying the existing 45 MPH speed limit 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. Aliso Canyon Road meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the planning group chair provided written notification that the community group had no objections to the proposed certification.

Recommendation

The TAC recommends certifying the existing 45 MPH speed limit for radar speed enforcement on Aliso Canyon Road from El Camino del Norte to Avenida del Duque in the unincorporated community of Rancho Santa Fe. The action includes an ordinance to authenticate the existing posted speed limit (45 MPH).

Motion: Ouadah

Second: Fleishman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Add Ordinance Section 72.161.44.2. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Mid-block Crosswalk

LOCATION: Alpine Boulevard, at a point 660' west of the west line of Boulders Road ALPINE (Thos. Bros. 1234-A6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Relocate Mid-Block Crosswalk

PROBLEM AS STATED BY REQUESTER:

The existing crosswalk on Alpine Boulevard, at a point 660' west of the west line of Boulders Road, was installed in 2014 to address pedestrian crossings at the Alpine Elementary School. In 2019, the school closed and was replaced by Alpine Education Complex, an adult education complex/home high school support center. The County's Alpine Library, built in 2016 could better use the crosswalk due to decreased foot traffic in front of the old elementary school. Traffic Engineering proposes relocating the existing crosswalk 580' to the west of it existing location to serve crossings at the County Library.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane divided roadway with a 42 to 50 foot travelled lane on a 42 to 88 foot road bed. The roadway is striped with a two way left turn lane and bike lane. There is on street parking along the roadway in the form of a parking lane and angle parking stalls. There is a midblock crosswalk located west of Boulders Road with flashing beacons, in pavement flashers, and related school crossing signage. Alpine Boulevard is classified as a Light Collector on the County General Plan Mobility Element Network. The road is currently posted 35 MPH.

Discussion

This item is a review that was requested by area residents to relocate an existing marked midblock crosswalk. The TAC recommends relocating the existing midblock crosswalk on Alpine Boulevard, located at 660' west of Boulders Road, a distance of 580' west to a point 710' east of Tavern Road in the unincorporated community of Alpine.

Alpine Boulevard at these locations is a striped 2-lane suburban divided Light Collector roadway that provides access to several commercial driveways and some residential roadways.

In establishing midblock crosswalks, state law allows for the establishment of midblock crosswalks between intersections. The County of San Diego has established criteria in the County Traffic Guidelines to consider when establishing mid-block crosswalks. The current

location of the crosswalk is adjacent to the now closed Alpine Elementary School eliminating the demand at this location. The proposed location, adjacent to the County Library, currently has a walkway between the building entrance and the sidewalk. The County Traffic Engineer noted that this proposed location is appropriate and desirable. The TAC recommends relocating the existing midblock crosswalk from a point 660' west of Boulders Road to a point 710' east of Tavern Road.

The Alpine Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends relocating the existing midblock crosswalk on Alpine Boulevard, located at 660' west of Boulders Road, a distance of 580' west to a point 710' east of Tavern Road in the unincorporated community of Alpine.

Motion: Ouadah

Second: Custeau

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Ordinance Section 72.181.1. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: El Mirlo from Rancho Santa Fe Road to Via de Fortuna
(a distance of 1.03 miles) RANCHO SANTA FE (Thos.
Bros. 1167-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

El Mirlo from Rancho Santa Fe Road to Via de Fortuna is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

El Mirlo is a striped two-lane local roadway with a 24 to 34 foot travelled way on a 25 to 30 foot road bed. The roadway is striped with a no passing centerline and white edgeline. El Mirlo is unclassified on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

El Mirlo:

W/o Avenida Alondra

10/20

4,151

06/13

3,140

Speed Data

El Mirlo:

1,650' E/o Rancho Santa (2021)
Fe Rd (2013)

**85th
Percentile**

40.6 MPH
37.0 MPH

**10 MPH
Pace**

32-41
28-37

**% in
Pace**

71.0%
86.0%

Collision Data

There has been 5 reported collision along this segment of roadway, none of which involved injury, in a 3 year period (10-01-17 to 09-30-20). This collision result in a segment accident rate of 1.07 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 MPH.

Discussion

This item is a periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on El Mirlo from Rancho Santa Fe Road to Via de Fortuna in the unincorporated community of Rancho Santa Fe.

El Mirlo is a striped two-lane suburban local roadway that provides access to several residential roadways and residential driveways.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 40.6 MPH which supports a 40 MPH speed limit. The District 3 Representative noted that the Rancho Santa Fe Association supports maintaining the existing 35 MPH speed limit. He further noted there exists several conditions not readily apparent such as a heavy equestrian presence adjacent to and crossing the roadway as well as a significant pedestrian and bicycle presence on the roadway. The County Traffic Engineer explained that the roadway is a local roadway (non-Mobility Element roadway) and is designed for low speeds. The Committee supported certifying the existing 35 MPH speed limit 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. El Mirlo meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the planning group chair provided written notification that the community group had no objections to the proposed certification.

Recommendation

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on El Mirlo from Rancho Santa Fe Road to Via de Fortuna in the unincorporated community of Rancho Santa Fe.

Motion: Wellhouser

Second: Smale

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 5-E

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Gum Tree Lane from Stage Coach Lane to Live Oak Park Road (a distance of 1.49 miles) FALLBROOK (Thos. Bros. 1027-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Gum Tree Lane from Stage Coach Lane to Hamilton Lane is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit on Gum Tree Lane from Stage Coach Lane to Live Oak Park Road.

Existing Traffic Devices

Gum Tree Lane is a striped two-lane local roadway with a 24 to 30 foot travelled way on a 26 to 30 foot road bed. The roadway is striped with a no passing centerline. There is a marked school zone with school speed limit signs w/ flashing beacons between Stage Coach Lane and Hamilton Lane. There is a speed advisory turn and reverse turn signage along the roadway. Gum Tree Lane from Stage Coach Lane to Hamilton Lane is classified as a Light Collector on the County General Plan Mobility Element Network. Gum Tree Lane from Hamilton Lane to Live Oak Park Road is unclassified. The roadway is posted 35 MPH/Radar Enforced from Stage Coach Lane to Hamilton Lane.

Average Daily Traffic Volumes

	<u>02/21</u>	<u>10/13</u>	
Gum Tree Lane:			
E/o Stage Coach Lane	3,989 *	3,473	*Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Gum Tree Lane:				
900' E/o Stage Coach Lane	(2013)	40.0 MPH	31-40	66.0%
150' E/o Tom McGuiness Jr Circle	(2021)	45.3 MPH	33-42	59.0%
940' E/o Bottlebrush Way	(2021)	41.8 MPH	32-41	68.0%
270' S/o Marian Way	(2021)	40.0 MPH	31-40	74.0%

Speed Zone	(2021)	42.4 MPH	32-41	67.0%
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Collision Data

There has been 6 reported collision along this segment of roadway, 2 of which involved injury, in a 3 year period (02-01-18 to 01-31-21). This collision result in a segment accident rate of 0.92 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 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law. Additionally, Traffic Engineering staff indicated that this review was also requested by local residents. The TAC recommends (1) extending the overall speed zone by relocating the western endpoint of this speed zone from Stage Coach Lane further west to Mission Road and relocating the eastern endpoint from Hamilton Lane further east to Live Oak Park Road and (2) certifying the extended 35 MPH speed limit for radar enforcement on Gum Tree Lane from Mission Road to Live Oak Park Road in the unincorporated community of Fallbrook.

This segment of Gum Tree Lane is a striped two-lane suburban Light Collector with several intersecting roadways and residential driveways and provides access to William H Frazier Elementary School as well as a large housing development.

Residents in attendance at the meeting noted that there are several driveways taking direct access to Gum Tree Lane, many of which are hidden or difficult to see along the roadway. They also mentioned concerns with speeds of vehicles during peak times expressing a desire for additional enforcement. Further concerns were discussed involving interaction of vehicles at intersections along the segment.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed surveys (45.3 MPH, 41.8 MPH, and 40.0 MPH) produced an overall speed zone of 42.4 MPH which could support a 40 MPH speed limit.

The County Traffic Engineer proposed relocating both the west and east endpoints of the speed zone to Mission Road and to Live Oak Park Road from Stage Coach Lane and from Hamilton Lane, respectively. The County Traffic Engineer indicated the additional roadway segments at each end are similar in nature to the existing speed zone. He concurred with resident testimony regarding the hidden driveways and pedestrian use of the roadway as conditions not readily apparent to drivers.

The TAC supported: (1) relocating the western endpoint of this speed zone from Stage Coach Lane to Mission Road and the eastern endpoint from Hamilton Lane to Live Oak

Park Road and (2) certifying the existing 35 MPH speed limit for radar enforcement on Gum Tree Lane from Mission Road to Live Oak Park Road.

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. Gum Tree Lane meets the CHP criteria for radar speed enforcement.

The Fallbrook Community Planning Group was provided the opportunity to review this item and the Chair provided written confirmation that the group had no objection the TAC recommendation.

Recommendation

The TAC recommends (1) extending the overall speed zone by relocating the western endpoint of this speed zone from Stage Coach Lane further west to Mission Road and relocating the eastern endpoint from Hamilton Lane further east to Live Oak Park Road and (2) certifying the extended 35 MPH speed limit for radar enforcement on Gum Tree Lane from Mission Road to Live Oak Park Road in the unincorporated community of Fallbrook.

Motion: Ouadah

Second: Wellhouser

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Ordinance Section 72.169.75.1. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 5-D

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Hutchison Street from a point 1,000' west of Harris Drive to East Vista Way (a distance of 0.68 miles)
VISTA (Thos. Bros. 1067-H7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Hutchison Street from a point 1,000' west of Harris Drive to East Vista Way is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

Existing Traffic Devices

Hutchison Street is a striped two-lane through highway with a 24 foot travelled way on a 24 to 36 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is a horse advisory sign along the roadway. Hutchison Street is unclassified on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>10/20</u>	<u>06/13</u>	<u>04/02</u>
Hutchison Street			
150' W/o East Vista Way	2,346	1,600	1,670

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hutchison Street:			
150'E/o Via Vista del Rio (2021)	43.5 MPH	31-40	68.0%
(2013)	40.0 MPH	30-39	66.0%

Collision Data

There have been 6 reported collisions along this segment of roadway, 2 of which involved injury, in a 3 year period (10-01-17 to 09-30-20). These collisions result in a segment accident rate of 3.44 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 MPH.

Discussion

This item is a periodic review to certify 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 certifying the existing 40 MPH speed limit for radar speed enforcement on Hutchison Street from 1,000' west of Harris Drive to East Vista Way in the unincorporated community of Vista.

This segment of Hutchison Street is a striped suburban two-lane local roadway which provides access to several residential driveways and roadways.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 43.5 MPH which supports a 40 MPH speed limit. The Committee supported certifying the existing 40 MPH speed limit 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. Hutchison Street meets the CHP criteria for radar speed enforcement.

This item occurs in the North County Metro Planning Area where there is no community planning/sponsor group representation.

Recommendation

The TAC recommends certifying the existing 40 MPH speed limit for radar speed enforcement on Hutchison Street from 1,000' west of Harris Drive to East Vista Way in the unincorporated community of Vista.

Motion: Ouadah

Second: Custeau

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this Report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item **5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Kauana Loa Drive from Country Club Drive to Escondido city limit (at Oak View Way) (a distance of 0.23 miles) HARMONY GROVE (Thos. Bros. 1129-D4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Kauana Loa Drive from Country Club Drive to Escondido city limit (at Oak View Way) is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

Existing Traffic Devices

Kauana Loa Drive is a striped two-lane local roadway with a 24 to 30 foot travelled way on a 26 to 30 foot road bed. The roadway is striped with a no passing centerline and white edge line. Kauana Loa Drive is unclassified on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

Kauana Loa Drive:

E/o Country Club Drive

02/21

2,300*

02/14

1,900

*Estimate

Speed Data

Kauana Loa Drive:

500' W/o Oak View Way (2021)

100' W/o Oak View Way (2014)

**85th
Percentile**

38.5 MPH

40.0 MPH

**10 MPH
Pace**

30-39

32-41

**% in
Pace**

73.0%

72.0%

Collision Data

There has been 0 reported collisions along this segment of roadway in a 3 year period (10-01-17 to 09-30-20).

Discussion

This item is a periodic review to certify 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 decreasing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Kauana

Loa Drive from Country Club Drive to Oak View Way/Escondido city limit in the unincorporated community of Harmony Grove.

The subject segment of Kauana Loa Drive is a striped two-lane suburban local roadway that provides access to several driveways.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 38.5 MPH which supports a 35 MPH speed limit. The Committee supported decreasing the existing 40 MPH speed limit to 35 MPH based on state law that allows rounding measured speeds down to the lower 5 MPH increment and certifying the 35 MPH speed limit 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. Kauana Loa Drive meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the planning group chair provided written notification that the community group had no objections to the proposed certification.

Recommendation

The TAC recommends decreasing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Kauana Loa Drive from Country Club Drive to Oak View Way/Escondido city limit in the unincorporated community of Harmony Grove.

Motion: Ouadah

Second: Czobrek

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Ordinance Section 72.161.40.4. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Old Highway 80 from 380' west of Pine Valley Road to 800' east of Oak Lane (a distance of 0.66 miles) PINE VALLEY (Thos. Bros. 1237-B7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Old Highway 80 from 380' west of Pine Valley Road to 800' east of Oak Lane is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

Old Highway 80 is a striped two-lane through highway with a 36 foot travelled way on a 36 to 48 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and bike lane. There are two school crosswalks along this segment at Pine Valley Road and Laguna Trail, respectively. Old Highway 80 is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>10/20</u>	<u>06/13</u>	<u>04/02</u>
Old Highway 80: E/o Pine Valley Road	3,017	2,940	3,200

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Old Highway 80: 260' E/o Pine Valley Road (2020)	36.6 MPH	36-35	73.0%
(2013)	35.0 MPH	24-33	65.0%

Collision Data

There have been 6 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (10-01-17 to 09-30-20). These collisions result in a segment accident rate of 2.76 collisions per million vehicle miles. The statewide average is 0.88 collisions per million vehicle miles for similar flat rural conventional 2 lanes or less with speeds less than or equal to 55 MPH.

Discussion

This item is a periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on Old Highway 80 from 380' west of Pine Valley Road to 800' east of Oak Lane in the unincorporated community of Pine Valley.

The subject segment of Old Highway 80 is a striped two-lane rural Light Collector roadway that provides access to several commercial driveways and some residential roadways as well as serves as the main access route through the Pine Valley community.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 36.6 MPH which supports a 35 MPH speed limit. The Committee supported certifying the existing 35 MPH speed limit 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. Old Highway 80 meets the CHP criteria for radar speed enforcement.

The Pine Valley Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Old Highway 80 from 380' west of Pine Valley Road to 800' east of Oak Lane in the unincorporated community of Pine Valley.

Motion: Custeau

Second: Mateo

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2020

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Old Highway 80 from Mile Post 4.5 to 380' west of Pine Valley Road (a distance of 0.5 miles) PINE VALLEY (Thos. Bros. 1237-B5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Old Highway 80 from Mile Post 4.5 to 380' west of Pine Valley Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed limit.

Existing Traffic Devices

Old Highway 80 is a striped two-lane through highway with a 36 foot travelled way and road bed. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH.

Average Daily Traffic Volumes

	<u>10/20</u>	<u>05/11</u>
Old Highway 80:		
S/o Lebanon Rd	1,034	
800' N/o Lebanon Rd		1,010

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Old Highway 80:			
300' N/o Corte Madera Rd (2021)	48.8 MPH	39-48	64.0%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (10-01-17 to 09-30-20).

Discussion

This item is a periodic review to certify 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 certifying the existing 45 miles per hour (MPH) speed limit for radar speed enforcement on Old Highway 80 from Mile Post 4.5 to 380' west of Pine Valley Road (Mile Post 5.0) in the unincorporated community of Pine

Valley. Staff discovered that the ordinance erroneously places this segment by title in the community of Rancho Santa Fe and lists the speed limit as 50 MPH. The action includes ordinance edits to correct the community title to Pine Valley and to list the existing posted speed limit (45 MPH).

The subject segment of Old Highway 80 is a striped two-lane rural Light Collector roadway that provides access to some residential roadways and acts a main access route through the community of Pine Valley.

In establishing radar enforceable speed limits, state law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 48.8 MPH which supports a 45 MPH speed limit. The Committee supported certifying the existing 45 MPH speed limit 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. Old Highway 80 meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

The Pine Valley Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the existing 45 miles per hour (MPH) speed limit for radar speed enforcement on Old Highway 80 from Mile Post 4.5 to 380' west of Pine Valley Road (Mile Post 5.0) in the unincorporated community of Pine Valley.

Motion: Ouadah

Second: Fleishman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Ordinance Section 72.169.94.1. San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 12, 2021 **Item 5-F**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Potter Street & Elder Street, FALLBROOK (Thos. Bros. 1027-G3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Potter Street & Elder Street has been identified by Traffic Engineering as meeting criteria C, regarding lack of sight distance, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Potter Street is a striped two-lane local roadway with no passing centerline. The road runs north/south and has a 32-to-40-foot travelled way on a 40-to-56-foot roadbed. There are intersection advisory signs approaching the intersection at Elder Street in both directions. The roadway is unclassified on the County General Plan Mobility Element Network. Potter Street is a posted 25 MPH Radar Enforced residence district.

Elder Street is a striped two-lane local roadway with no passing centerline. The road runs east/west and has a 28-to-40-foot travelled way and roadbed. There are stop ahead advisory signs approaching the intersection at Potter Street in both directions. The roadway is unclassified on the County General Plan Mobility Element Network. Elder Street is stop controlled at the intersection of Proctor Valley Road in both east and west bound directions.

<u>Average Daily Traffic Volumes</u>	<u>02/21*</u>	<u>03/11</u>	<u>01/08</u>
Potter Street:			
S/o Elder Street	1,990 NB	1,480 NB	
N/o Elder Street	1,587 SB	1,181 SB	
Elder Street:			
W/o Potter Street	1,270 EB	944 EB	1347 EB
E/o Potter Street	652 WB	485 WB	502 WB

*Estimate

Collision Data

There have been 5 reported collision at this intersection, 3 of which involved an injury, within a past 3-year period (05-01-17 to 07-31-20). These collisions produced an intersection accident rate of 0.79 collisions per million vehicles entering. The state-wide average is 0.24 collisions per million vehicles entering for similar four-legged stop sign controlled (excluding 4-way stop controlled) intersections.

Discussion

This item recommends establishing an all-way stop at the intersection of Potter Street and Elder Street in the unincorporated community of Fallbrook. Area residents expressed concerns about intersection safety.

Potter Lane is a striped suburban two-lane local residence district roadway which provides access to residential driveways and other residential roadways. It is currently posted with a 25 MPH radar enforced speed limit. Elder Street is a striped suburban two-lane local roadway that is stop controlled at both the east and west approaches to Potter Street.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop) and Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection).

A resident in attendance noted that speeds are a large concern along Potter Street. He also noted that there have been several collisions at the intersection involving turning traffic and describing one such recent instance in detail. The resident supports all-way stop for both speed control and better assignment of right-of-way.

The County Traffic Engineer concurred with the issues regarding turning traffic and limited sight visibilities and noted the similar characteristics of the two roadways in terms of their local and residential nature. The County Traffic Engineer indicated that stop signs cannot be used simply as a measure of speed control but did emphasize that an all-way stop would help to improve the operational characteristics of the intersection by providing aid to turning traffic at the intersection. The TAC supported installation of all-way stop controls at the intersection.

The Fallbrook Community Planning Group was provided the opportunity to review this item and the Chair provided written confirmation that the group had no objection to the TAC recommendation.

Recommendation

The TAC recommends establishing an all-way stop at the intersection of Potter Street and Elder Street in the unincorporated community of Fallbrook.

Motion: Ouadah

Second: Custeau

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Remove Item No. 380 from Traffic Resolution No.304 relating to Stop Intersections and add Item No. 258 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.