

San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3843

Represented Agencies

County of San Diego Fire Authority
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
Pacific Safety Center
San Diego County Sheriff's
Department

June 3, 2021

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 11, 2021 meeting of the Traffic Advisory Committee (TAC).

Social distancing is currently mandatory due to the COVID-19 pandemic. This TAC meeting on June 11, 2021, will be conducted with a virtual meeting platform option. Please use this link below to join the meeting:

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 619-343-2539,,732218285#](#) United States, San Diego

Phone Conference ID: 732 218 285#

[Find a local number](#) | [Learn More](#)

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:sh

Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 11, 2021 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

AGENDA

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

SUBJECT	LOCATION	AREA/ PLANNING/SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	AURORA DRIVE LOS COCHES RD TO HIGHWAY 8 BUSINESS	LAKESIDE/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	RIVERFORD ROAD WOODSIDE AV TO 200' N/O RIVERSIDE AV	LAKESIDE/ LAKESIDE CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. MID-BLOCK CROSSWALK	THORN MINT COURT 700' NORTH OF THORN MINT RD	4S RANCH/ SAN DIEGUITO CPG
3-B. INTERSECTION CONTROL	FELICITA ROAD & CLARENCE LANE	ESCONDIDO/ N/A
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	LAGO LINDO AVENIDA DE ACACIAS TO EL MONTEVIDEO	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-B. RADAR CERTIFICATION	LAGO LINDO EL MONTEVIDEO TO EL CAMINO DEL NORTE	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-C. INTERSECTION CONTROL	GUM TREE LANE & HAMILTON LANE	FALLBROOK/ FALLBROOK CPG

2-A. Radar Certification

Aurora Drive

Los Coches Road to Highway 8 Business (0.63 mi)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021

Item **2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Aurora Drive from Los Coches Road to Highway 8 Business (a distance of 0.63 miles) LAKESIDE (Thos. Bros. 1232-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Aurora Drive from Los Coches Road to Highway 8 Business is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Aurora Drive is a striped two-lane divided through highway with a 24 to 30 foot travelled way and road bed. The roadway is striped with a two way left turn lane and bike lanes. Aurora Drive is unclassified on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>07/14</u>	
Aurora Drive:			
100' W/o Medill Avenue	1,320*	1,070	*Estimate

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Aurora Drive:			
100' W/o Medill Avenue (2021)	42.6 MPH	32-41	68.0%
(2014)	44.0 MPH	35-44	80.0%

Collision Data

There have been 6 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 6.84 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.

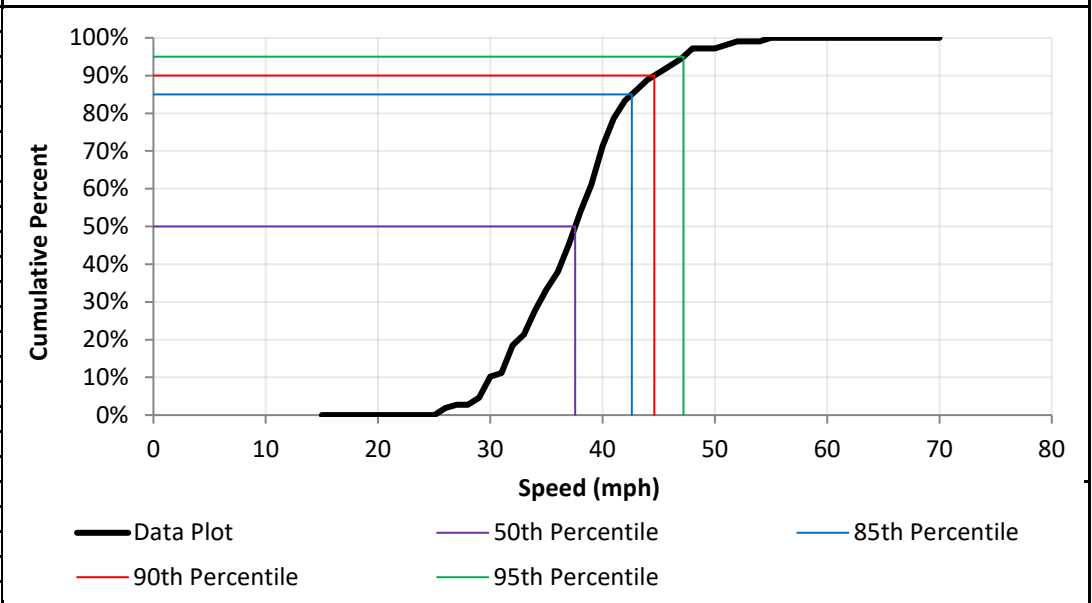
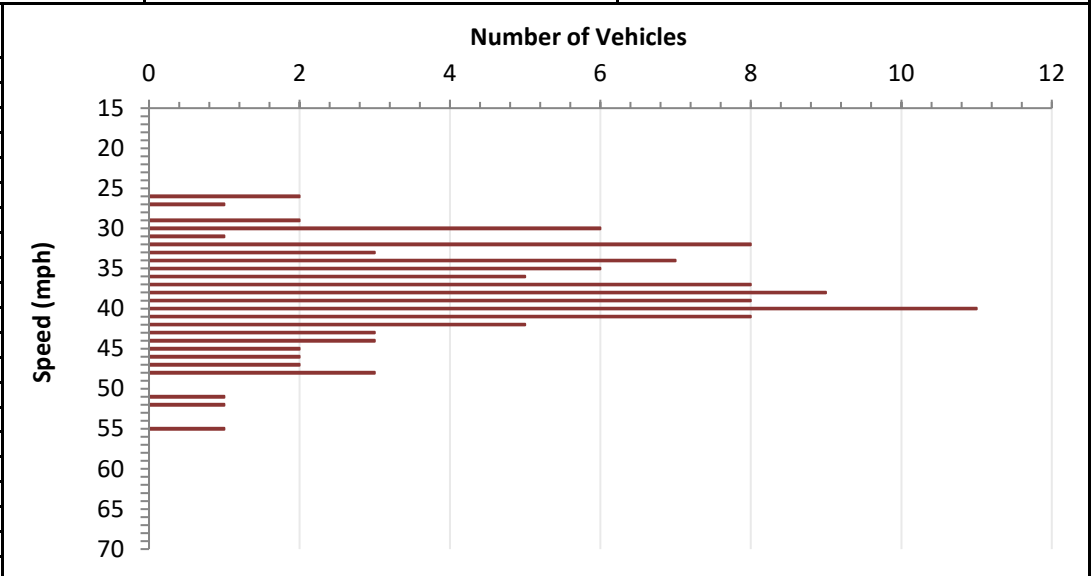


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

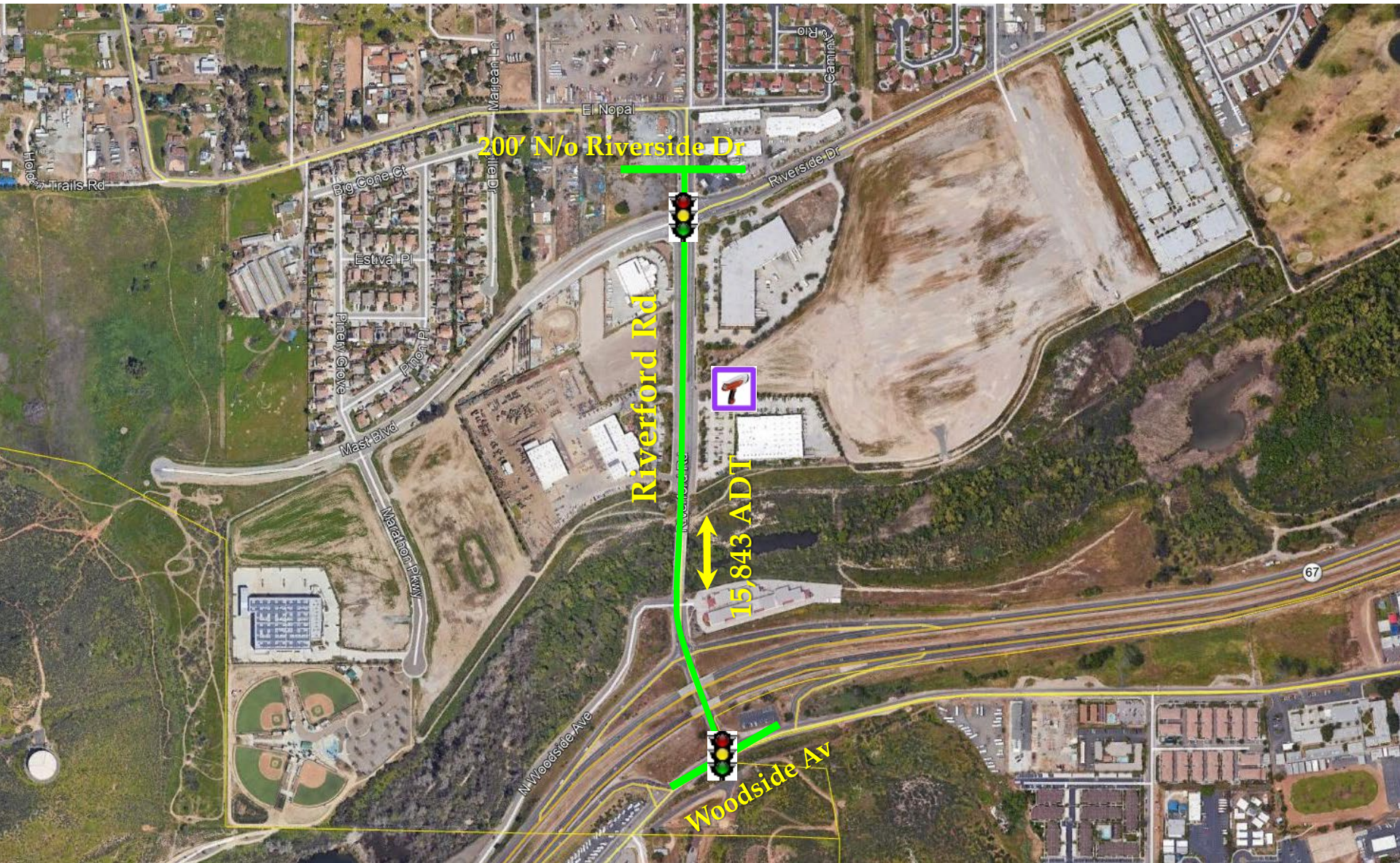
Road Name:	Aurora Dr	From:	Los Coches Rd	To:	Highway 8 Business
Position:	100' W/o Medill Av	Direction:	EB/WB		
Date:	5/20/2021	Weather:	Clear	Project Number:	N/A
Time Start:	10:30 AM	Road Condition:	Dry	Observer:	County
Time End:	1:00 AM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	2	1.9%
27	1	2.8%
28		
29	2	4.6%
30	6	10.2%
31	1	11.1%
32	8	18.5%
33	3	21.3%
34	7	27.8%
35	6	33.3%
36	5	38.0%
37	8	45.4%
38	9	53.7%
39	8	61.1%
40	11	71.3%
41	8	78.7%
42	5	83.3%
43	3	86.1%
44	3	88.9%
45	2	90.7%
46	2	92.6%
47	2	94.4%
48	3	97.2%
49		
50		
51	1	98.1%
52	1	99.1%
53		
54		
55	1	100.0%
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	108	



DATA ANALYSIS			
Average Speed	37.9	Range	26 - 55
50th Percentile	37.6	10 mph Pace	32 - 41
85th Percentile	42.6	Number in Pace	73
90th Percentile	44.6	Percent in Pace	68%
95th Percentile	47.2		

2-B. Radar Certification Riverford Road Woodside Avenue to 200' N/O Riverside Drive (0.48 mi)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021

Item **2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Riverford Road from Woodside Avenue to 200' north of Riverside Drive (a distance of 0.48 miles) LAKESIDE (Thos. Bros. 1231-H4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Riverford Road from Woodside Avenue to 200' north of Riverside Drive is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Riverford Road is a striped two to four-lane divided roadway with a 24 to 60 foot travelled way on a 44 to 103 foot road bed. The roadway is striped with a two way left turn lane, bike lanes, and parking lanes. Riverford Road is classified as a Major Road/Prime Arterial on the County General Plan Mobility Element Network. The roadway is posted 40 MPH.

Average Daily Traffic Volumes

10/20

Riverford Road:

750' S/o Riverside Drive 15,843

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Riverford Road:

750' S/o Riverside Drive (2021) 45.1 MPH 35-44 72.0%

Collision Data

There have been 18 reported collisions along this segment of roadway, 4 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 1.92 collisions per million vehicle miles. The statewide average is 1.44 collisions per million vehicle miles for similar suburban conventional 3 lanes.

VOLUME

Riverford Rd 750' S/O Riverside Dr

Day: Tuesday
Date: 10/27/2020City: Lakeside
Project #: CA20_040201_026

DAILY TOTALS					NB	SB						EB	WB						Total
					7,647	8,196						0	0						15,843
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00	12	8			20		12:00	125	154			279							279
00:15	13	8			21		12:15	129	123			252							252
00:30	17	5			22		12:30	129	126			255							255
00:45	7	49	10	31	17	80	12:45	134	517	129	532	263	1049						263
01:00	4	3			7		13:00	118	123			241							241
01:15	5	3			8		13:15	140	114			254							254
01:30	3	4			7		13:30	129	173			302							302
01:45	4	16	5	15	9	31	13:45	124	511	131	541	255	1052						255
02:00	5	1			6		14:00	143	133			276							276
02:15	3	6			9		14:15	157	134			291							291
02:30	6	7			13		14:30	168	172			340							340
02:45	5	19	4	18	9	37	14:45	160	628	163	602	323	1230						323
03:00	4	3			7		15:00	155	158			313							313
03:15	4	5			9		15:15	180	166			346							346
03:30	10	7			17		15:30	165	159			324							324
03:45	16	34	10	25	26	59	15:45	190	690	130	613	320	1303						320
04:00	9	16			25		16:00	162	143			305							305
04:15	4	30			34		16:15	196	156			352							352
04:30	13	41			54		16:30	152	156			308							308
04:45	10	36	48	135	58	171	16:45	195	705	149	604	344	1309						344
05:00	20	47			67		17:00	206	145			351							351
05:15	23	64			87		17:15	204	144			348							348
05:30	26	77			103		17:30	144	115			259							259
05:45	45	114	86	274	131	388	17:45	138	692	111	515	249	1207						249
06:00	63	92			155		18:00	130	111			241							241
06:15	70	127			197		18:15	90	91			181							181
06:30	60	138			198		18:30	117	85			202							202
06:45	94	287	153	510	247	797	18:45	94	431	67	354	161	785						161
07:00	75	141			216		19:00	87	72			159							159
07:15	87	162			249		19:15	81	74			155							155
07:30	91	187			278		19:30	78	61			139							139
07:45	127	380	151	641	278	1021	19:45	71	317	51	258	122	575						122
08:00	89	158			247		20:00	57	65			122							122
08:15	113	155			268		20:15	68	42			110							110
08:30	134	196			330		20:30	55	38			93							93
08:45	139	475	179	688	318	1163	20:45	65	245	40	185	105	430						105
09:00	97	139			236		21:00	45	24			69							69
09:15	77	116			193		21:15	55	39			94							94
09:30	73	112			185		21:30	42	24			66							66
09:45	92	339	122	489	214	828	21:45	22	164	29	116	51	280						51
10:00	86	108			194		22:00	27	22			49							49
10:15	93	128			221		22:15	28	16			44							44
10:30	88	127			215		22:30	24	13			37							37
10:45	107	374	117	480	224	854	22:45	27	106	13	64	40	170						40
11:00	110	119			229		23:00	17	7			24							24
11:15	103	119			222		23:15	15	12			27							27
11:30	120	109			229		23:30	16	4			20							20
11:45	124	457	129	476	253	933	23:45	13	61	7	30	20	91						20
TOTALS	2580	3782			6362		TOTALS	5067	4414			9481							9481
SPLIT %	40.6%	59.4%			40.2%		SPLIT %	53.4%	46.6%			59.8%							59.8%

DAILY TOTALS					NB	SB						EB	WB						Total
					7,647	8,196						0	0						15,843
AM Peak Hour	11:45	08:00			08:00		PM Peak Hour	16:30	14:30			16:15							16:15
AM Pk Volume	507	688			1163		PM Pk Volume	757	659			1355							1355
Pk Hr Factor	0.983	0.878			0.881		Pk Hr Factor	0.919	0.958			0.962							0.962
7 - 9 Volume	855	1329	0	0	2184		4 - 6 Volume	1397	1119	0	0	2516							2516
7 - 9 Peak Hour	08:00	08:00			08:00		4 - 6 Peak Hour	16:30	16:15			16:15							16:15
7 - 9 Pk Volume	475	688	0	0	1163		4 - 6 Pk Volume	757	606	0	0	1355							1355
Pk Hr Factor	0.854	0.878	0.000	0.000	0.881		Pk Hr Factor	0.919	0.971	0.000	0.000	0.962							0.962



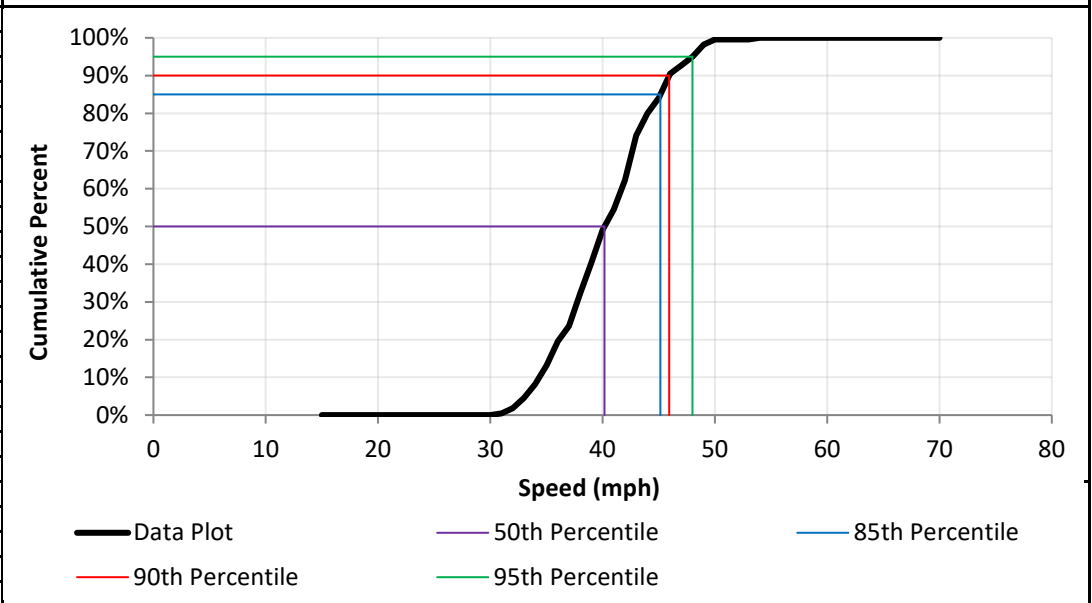
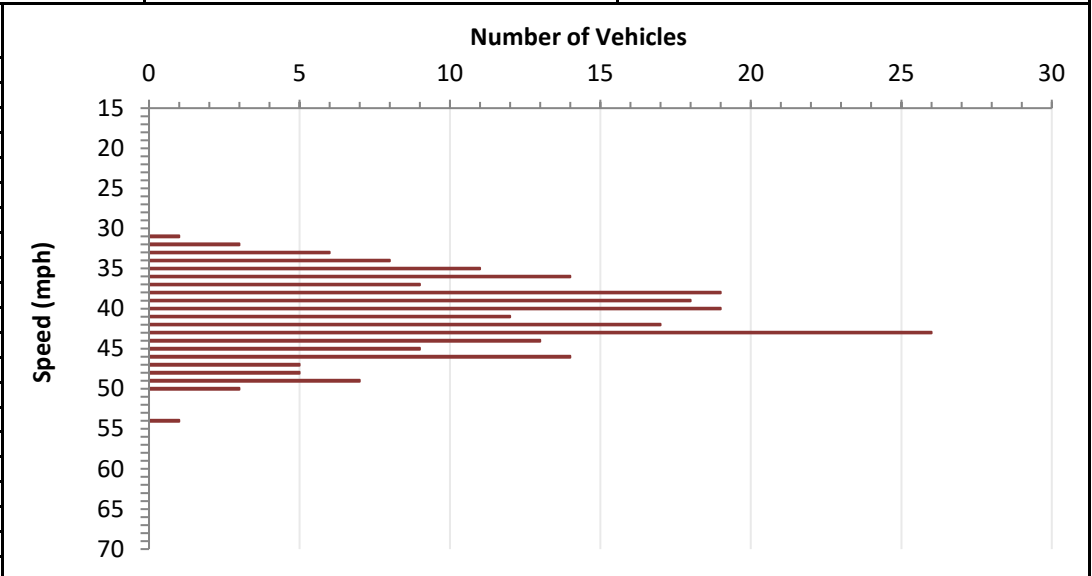
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Riverford Rd	From:	Woodside Av	To:	Riverside Dr/Mast Bl
Position:	750' S/o Riverside Dr/Mast Bl	Direction:	NB/SB		

Date:	5/18/2021	Weather:	Cloudy	Project Number:	N/A
Time Start:	12:10 PM	Road Condition:	Dry	Observer:	County
Time End:	1:10 PM	Posted Speed:	40 MPH	Calibration Test:	Y

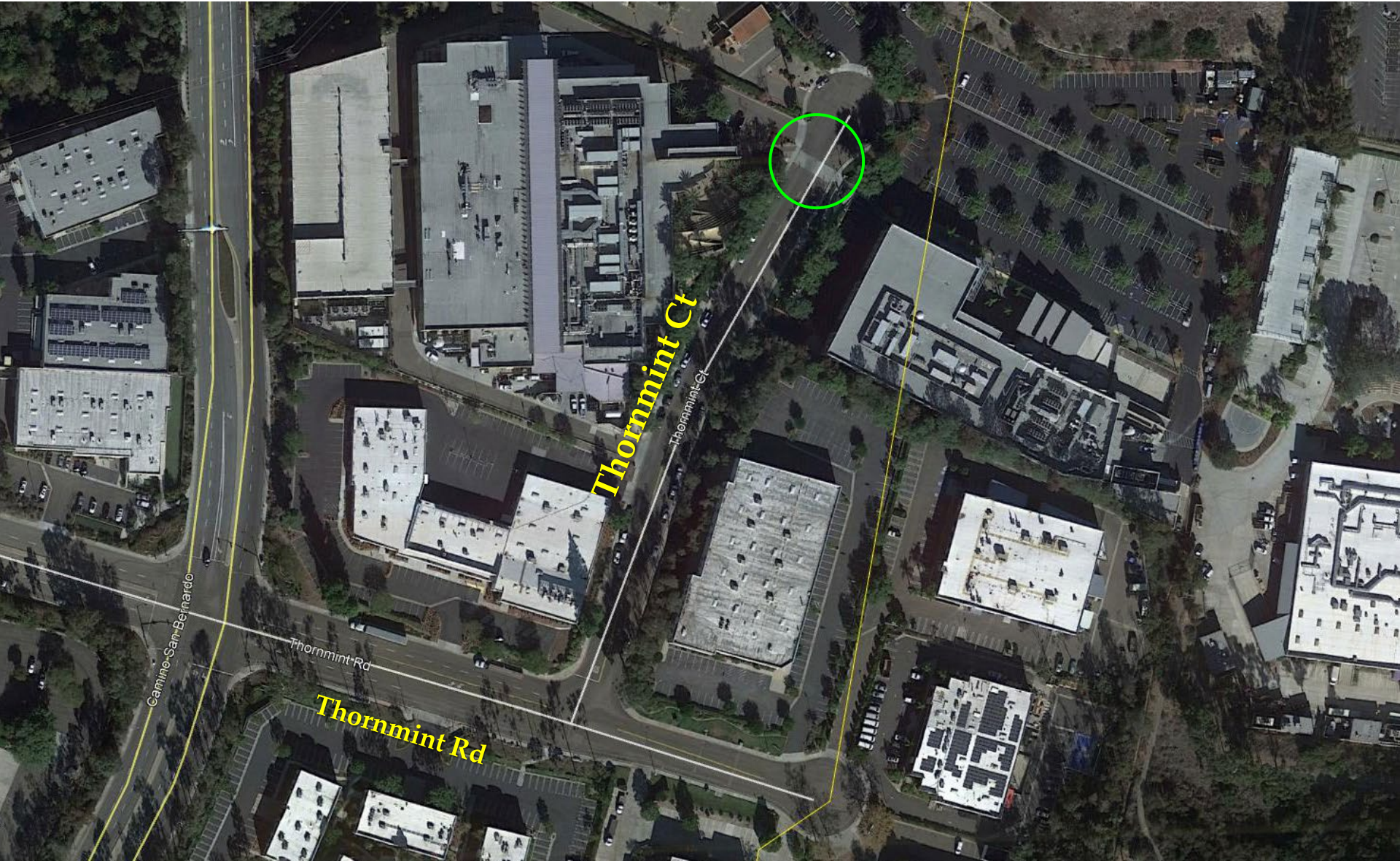
Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31	1	0.5%
32	3	1.8%
33	6	4.5%
34	8	8.2%
35	11	13.2%
36	14	19.5%
37	9	23.6%
38	19	32.3%
39	18	40.5%
40	19	49.1%
41	12	54.5%
42	17	62.3%
43	26	74.1%
44	13	80.0%
45	9	84.1%
46	14	90.5%
47	5	92.7%
48	5	95.0%
49	7	98.2%
50	3	99.5%
51		
52		
53		
54	1	100.0%
55		
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59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	220	



DATA ANALYSIS

Average Speed	40.8	Range	31 - 54
50th Percentile	40.2	10 mph Pace	35 - 44
85th Percentile	45.1	Number in Pace	158
90th Percentile	45.9	Percent in Pace	72%
95th Percentile	48.0		

3-A. Mid-Block Crosswalk Thornmint Court At 700' north of Thornmint Road



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Mid-Block Crosswalk

LOCATION: Thornmint Ct, at a point 700' north of the north line of
Thornmint Road 4S RANCH (Thos. Bros. 1169-G3)

INITIATED BY: K&S Engineering, Inc

REQUEST: Install Mid-Block Crosswalk

PROBLEM AS STATED BY REQUESTER:

Due to the nature of the work at the company ASML, employees have the need to frequently cross the street to get from one building to another to collaborate or to access one of the specific departments housed in the buildings. Given that the full trip around the cul-de-sac or the intersection route is much longer, many people will choose to cross the street regardless of if there is a crosswalk or not, which is a serious safety concern for the company. In addition, ASML must provide an adequate ADA path of travel to their employees which currently does not exist. Both cul-de-sac and intersection path of travel encounter existing driveway openings that do not meet current ADA standards. Due to the above we are requesting a mid-block crossing to provide direct pedestrian access that meets ADA standards between 17074 Thornmint Court and 17082 Thornmint Court.

Existing Traffic Devices

Thornmint Court is a striped two-lane local roadway with a 50 foot travelled lane and road bed. The roadway is striped with a no passing centerline. There is on street parking along the roadway, with prohibitions for overnight parking and red curb parking prohibitions adjacent to an existing pedestrian ramps at the end of the cul-de-sac. Thornmint Court is unclassified on the County General Plan Mobility Element Network. The road is currently has no posted speed limit.



County of San Diego

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: April 19, 2021

Item Title: Thornmint Court Crosswalk

Location: Thornmint Court

CTE Recommendation: **Install a Mid-Block Crosswalk on Thornmint Court**

Conditions:

- Section 21351 of the California Vehicle Code authorizes a local agency to place and maintain such traffic signs, signals and other traffic control devices upon streets and highways as required or as may be necessary to properly indicate and to carry out local traffic ordinances or to warn or guide traffic.
- Section 21106(a) of the California Vehicle Code authorizes local agencies, by ordinance or resolution, to establish crosswalks between intersections.
- Section 3B.18 "Crosswalk Markings" of the California MUTCD, provides that crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a).
- Thornmint Court is an industrial two-lane cul-de-sac road with parking along both sides and a pavement width of 52 feet curb-to-curb.
- There are several offices under the same company on both sides of Thornmint Court and employees must travel between buildings and cross Thornmint Court at this location several time a day.
- A marked crosswalk at this location with appropriate lighting, ADA enhancement, marking and signing would facilitate the safe pedestrian crossing on Thornmint Court.
- Pursuant to CVC section 21351 and Section 21106(a) coupled with the guidelines of Section 3B.18 of CA MUTCD, it is my recommendation to stablish a new mid-block crosswalk on Thornmint Court at its north end or 700 feet north of Thornmint Road to facilitate the safe pedestrian crossing.



Technical Memorandum

Date: April 20, 2021

K&S Engineering, Inc
7801 Mission Center Court Suite 100
San Diego, Ca 92108

Subject: Thornmint Court - Pedestrian Mid-block Crosswalk

INTRODUCTION

ASML has offices on 17074 and 17082 Thornmint Court 17074 is located east of Thornmint Court and 17082 is located west of Thornmint Court.

Due to the nature of the work at ASML, employees must frequently travel between the two buildings. Employees are encountering two challenges. One is the travel distance between the two buildings. 330 feet along the cul-de-sac path and 1,400 feet along the intersection path. The other challenge is neither path provides a handicap route that meets ADA standards.

A controlled mid-block crossing will significantly reduce the travel length and provide an ADA travel path.

Unfortunately, most of the employees are currently crossing the street without any controlled crossing and that is a major safety concern.

CA MUTCD Section 3B.18 Crosswalk Markings

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within, non-intersection locations, signalized intersections, and on approaches to other intersections where traffic stops.

In conjunction with signs and other measures, crosswalk markings help to alert road users of a designated pedestrian crossing point across roadways at locations that are not controlled by traffic control signals or STOP or YIELD signs.

Our project is proposing a mid-block crosswalk at a non-intersection location with crosswalk markings and pedestrian crossing signs to establish a safe crosswalk condition as shown below:

Crosswalk Markings:

Crosswalk Markings shall extend across the full width of the pavement and comply with San Diego County Design Standard Continental Crosswalk Markings for Uncontrolled Crosswalk Design and notes.

Crosswalk bars shall be of thermoplastic material and aligned parallel to the direction of vehicular travel, avoiding the wheel paths of vehicular and bicyclist travel.

Installation of initial crosswalk bar shall be centered along yellow centerline or along the center of the pavement and they should be uniform and evenly spaced within the same crossing. No partial crosswalk shall be installed.

Continental Crosswalk Markings shall be 10 feet in width, 2 feet wide and 3' spacing that shall not exceed 5 feet when typical gap spacing cannot be met.

Crosswalk markings will be located so that the curb ramps are within the extension of the crosswalk markings.

Pedestrian crossing signs:

Pedestrian crossing signs will be installed per 3B-17 CA.

A (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques will be installed at the crosswalk and R1-5 Yield sign. (see Exhibit B)

Parking prohibitions:

10 feet of red curb (where there is no driveway) will be provided on both sides of the crosswalk and street for adequate visibility. (see Exhibit B)

Pedestrian crossing lights:

In conjunction with the above, Warning Beacon lights per Section 4L.03 and streetlights will be installed to further delineate and assist pedestrians.

Truncated Domes:

Detectable warning surfaces (**Truncated Domes**) will be installed to mark the boundaries between pedestrian and vehicular ways where there is no raised curb.

Detectable warning surfaces are required by 49 CFR, Part 37 and by the Americans with Disabilities Act (ADA) where curb ramps are constructed at the junction of sidewalks and the roadway, for marked and unmarked crosswalks.

Detectable warning surfaces shall have a visual contrast with adjacent walking surfaces, either light-on-dark, or dark-on-light per the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)".

Enhances driver awareness measures: will not be installed at this location since the speed limit does not exceeds 40 mph and the roadway has less than four lanes of travel without a raised median or pedestrian refuge island and has less than 12,000 ADT of vehicles per day.

ANALYSIS

As shown on Exhibit A, the distance between the southerly intersections with Thornmint Road is 700 LF and the distance to the north along the cul-de-sac walkway is 330'. Both path of travel cross several driveway openings which most of the driveways do not meet ADA standards.

The daily employee trips between the two buildings are approximately 2,000 to 2,500 trips.

Thornmint Court does not have a posted speed limit, but per County of San Diego Public Road Standard for a Cul-de Sac Street is classified to be 30 m/h. Exhibit A shows that there is approximately 378 LF of sight visibility which exceeds the County of San Diego Public Road Standard speed limit of 30 m/h.

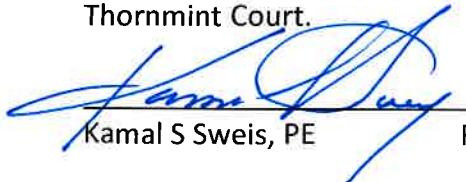
Project has a parking prohibition (red curb) adjacent to the marked crosswalk on each side of traffic as shown on exhibits A & B.

CONCLUSION

Due to the nature of the work at ASML, employees have the need to frequently cross the street to get from one building to another to collaborate or to access one of the specific departments housed in the buildings. Given that the full trip around the cul-de-sac or the intersection route is much longer, many people will choose to cross the street regardless of if there is a crosswalk or not, which is a serious safety concern for the company.

In addition, ASML must provide an adequate ADA path of travel to their employees which currently does not exist. Both cul-de-sac and intersection path of travel encounter existing driveway openings that do not meet current ADA standards.

Due to the above we are requesting a mid-block crossing to provide direct pedestrian access that meets ADA standards between 17074 Thornmint Court and 17082 Thornmint Court.


Kamal S Sweis, PE RCE 48592

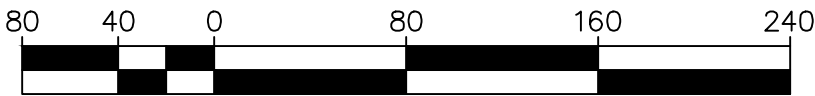
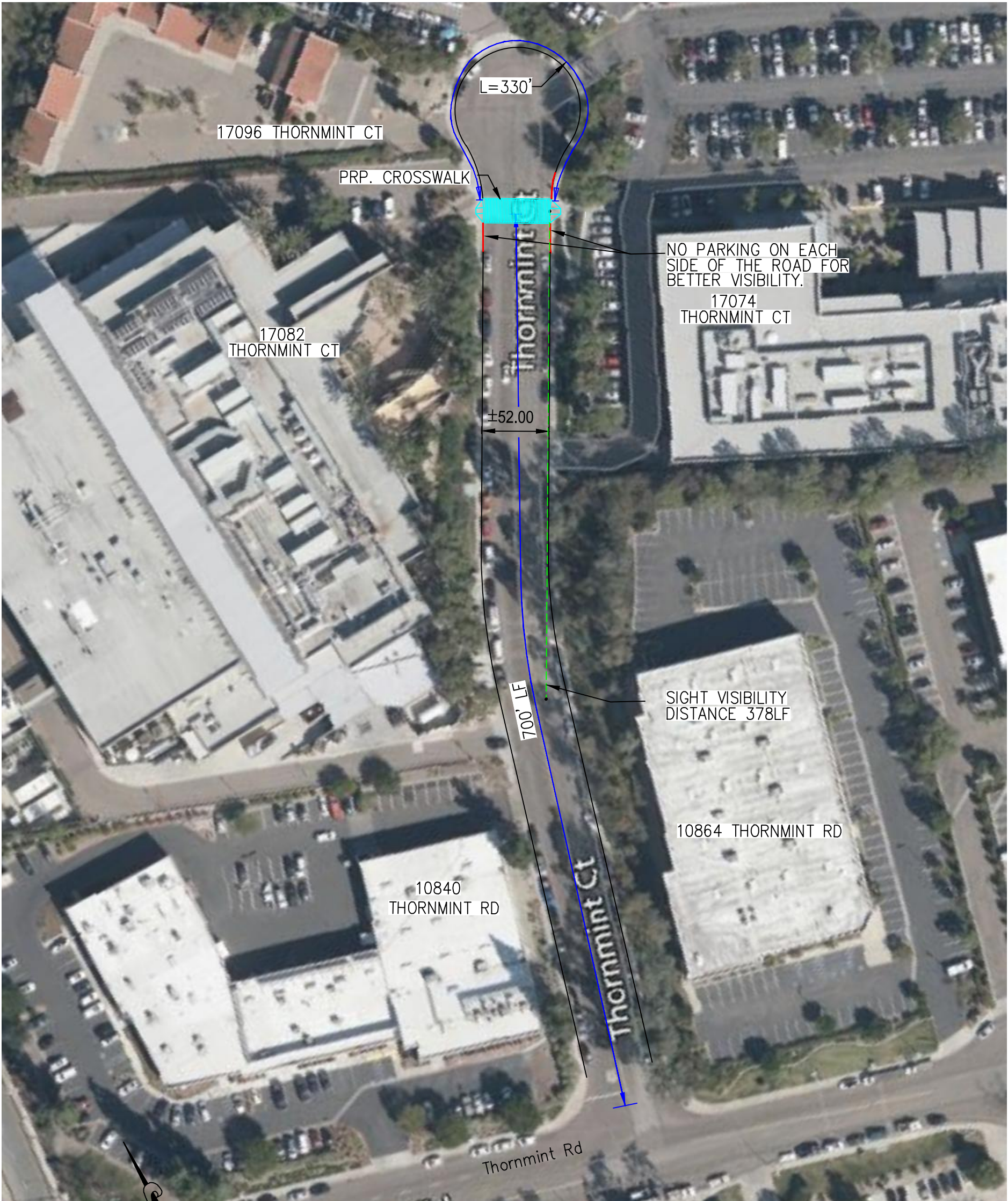


MID-BLOCK CROSSWALK EXHIBIT A



PER COUNTY OF SAN DIEGO
PUBLIC ROAD STANDARDS
NO POSTED SIGNS

DURING PEAK DAYS 2,000 TO 2,500
PEOPLE CROSSES DAILY.
INFORMATION PER: OWNER



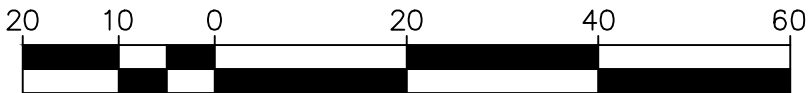
SCALE: 1"=80'



K & S ENGINEERING, INC.
Planning . Engineering . Surveying

7801 Mission Center Court, Suite 100 San Diego, CA 92108
(619) 296-5565 Fax: (619) 296-5564

MID-BLOCK CROSSWALK EXHIBIT B



SCALE: 1"=20'



K & S ENGINEERING, INC.
Planning . Engineering . Surveying

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(619) 296-5565 Fax: (619) 296-5564

MID-BLOCK CROSSWALK EXHIBIT C



PER COUNTY OF SAN DIEGO
PUBLIC ROAD STANDARDS
NO POSTED SIGNS

DURING PEAK DAYS 2,000 TO 2,500
PEOPLE CROSSES DAILY.
INFORMATION PER: OWNER



NOT TO SCALE

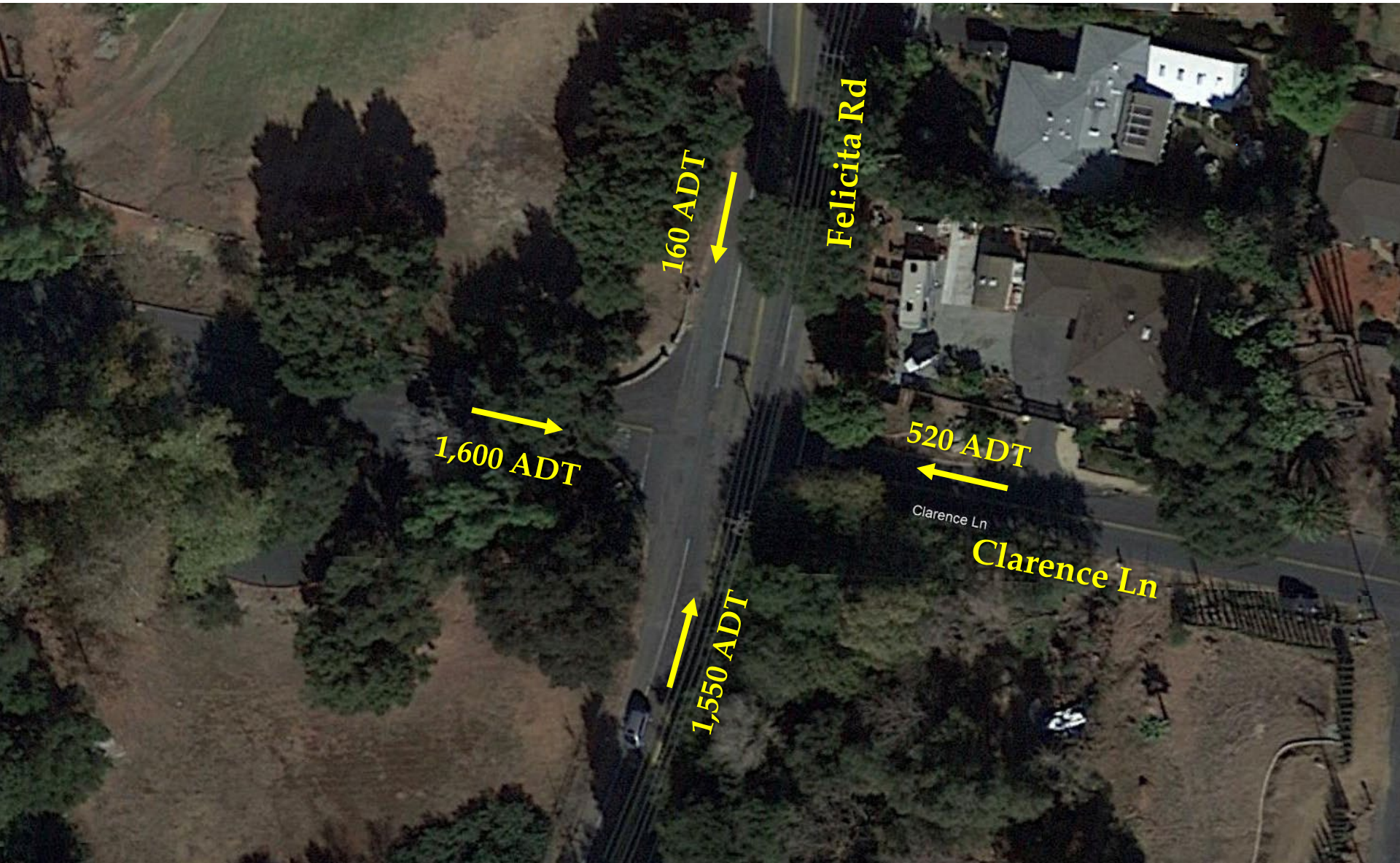


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3-B. Intersection Control

Felicita Road & Clarence Lane



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021 **Item 3-B**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Intersection Control

LOCATION: Felicita Road & Clarence Lane, FELICITA (Thos. Bros. 1149-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Felicita Road and Clarence Lane has been identified by Traffic Engineering as meeting Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, 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

Felicita Road is a striped two-lane roadway with a 24 to 40-foot travelled way on a 34 to 40-foot roadbed. The roadway is striped with a no passing centerline, white edge line, and bike lane. Felicita Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Clarence Lane is a striped two-lane local roadway with no passing centerline. The road runs east/west and has a 24 to 32-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Clarence Lane is stop controlled at the intersection of Felicita Road in the eastbound (Felicita County Park entrance) and westbound direction.

<u>Average Daily Traffic Volumes</u>	<u>05/21*</u>	<u>01/17</u>	<u>*Estimate</u>
Felicita Road:			
N/o Clarence Lane	160 SB	141 SB	
S/o Clarence Lane	1,550 NB	1,374 NB	
Clarence Lane:			
E/o Felicita Road	520 WB	461 WB	
W/o Felicita Road (Park Entrance)	1,600 EB	1,426 EB	

Collision Data

There has been no reported collision at this intersection, within a past 3-year period (12-01-17 to 11-30-20).



County of San Diego

JEFF MONEDA
DIRECTOR

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5510 OVERLAND AVENUE, SUITE 410
SAN DIEGO, CA 92123-1237
(858) 694-2212
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COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: June 2, 2021

Item Title: All-Way Stop Controls

Location: Felicita Rd and Clarence Ln Intersection

Recommendation: **Install All-Way Stop Controls** *340*

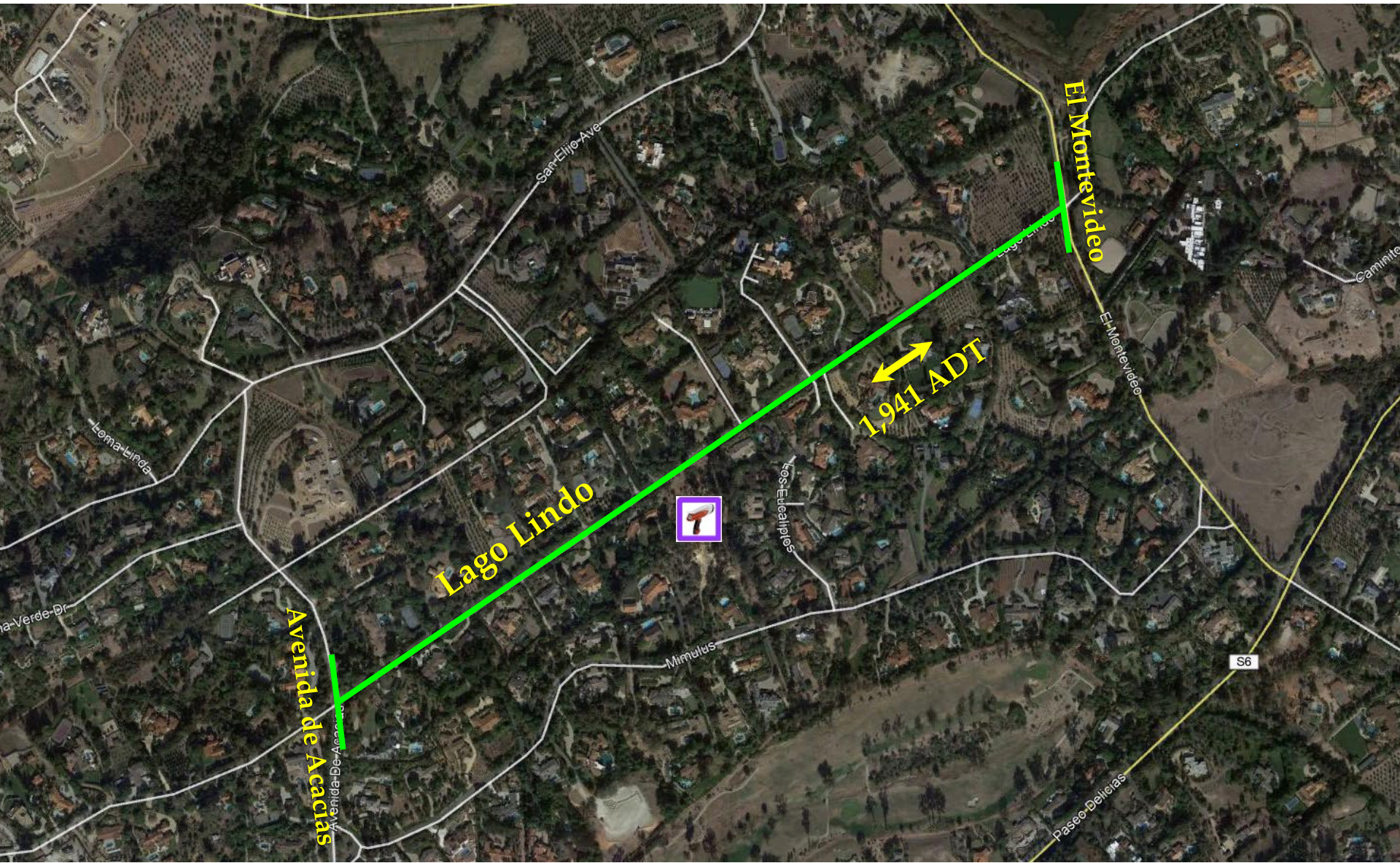
Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Section 2B.07 - Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.
- There is a need to control conflict between crossing pedestrian and traveling motorists on Felicita Drive to provide for a safe pedestrian route with a marked crosswalk between Felicita County Park and Bernardo Elementary school on the west side and the residential neighborhoods on the east side of Felicita Drive. The posted speed limit on Felicita Drive is 45 MPH.
- The intersection of Felicita Drive and Clarence Lane provides the main entrance to Felicita County Park and an All-Way Stop Control is appropriate to control left turn conflicts.
- Pursuant to CVC section 21354 coupled with the need to control vehicular and pedestrian conflict noted above, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Felicita Drive and Clarence Lane.

5-A. Radar Certification

Lago Lindo

Avenida de Acacias to El Montevideo (0.75 mi)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021

Item **5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Lago Lindo from Avenida de Acacias to El Montevideo
(a distance of 0.75 miles) RANCHO SANTA FE (Thos.
Bros. 1168-E1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Lago Lindo from Avenida de Acacias to El Montevideo 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

Lago Lindo is a striped two-lane roadway with a 24 foot travelled way and road bed. The roadway is striped with a no passing centerline. The roadway has horse advisory signs on either side of a horse crossing. Lago Lindo is unclassified on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/28</u>	<u>04/16</u>	
Lago Lindo:			
1,850' N/o Avenida de Acacias	1,940*	1,674	*Estimate

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Lago Lindo:				
1,850' N/o Avenida	(2021)	40.4 MPH	32-41	72.0%
de Acacias	(2016)	41.0 MPH	32-41	63.0%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (12-01-2017 to 11-30-2020).



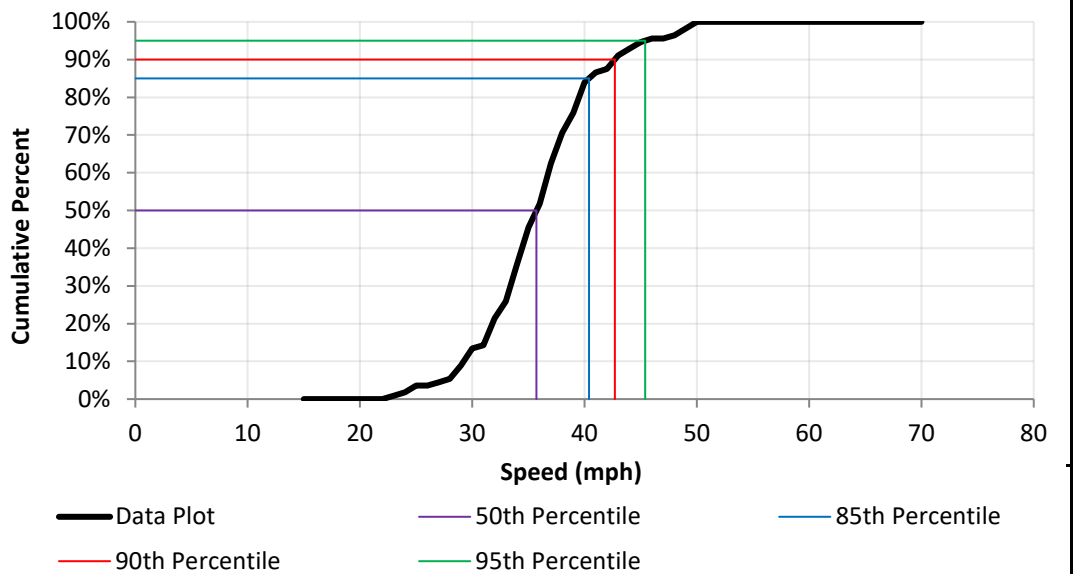
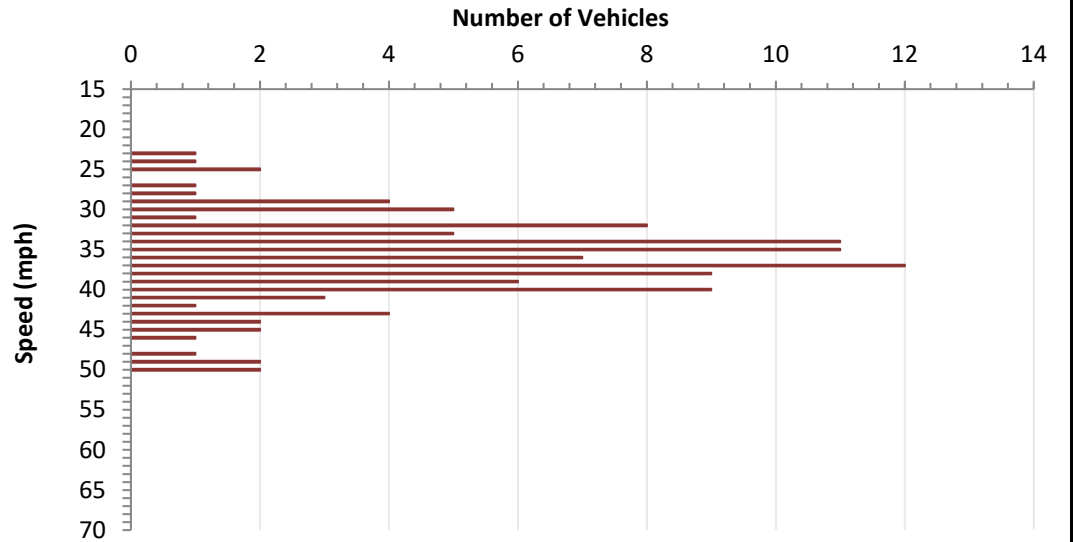
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lago Lindo	From:	Avenida Acacias	To:	El Montevideo
Position:	1,840' N/o Avenida Acacias	Direction:	NB/SB		

Date:	5/25/2021	Weather:	Clear	Project Number:	0
Time Start:	9:50 AM	Road Condition:	Dry	Observer:	B. Baker
Time End:	12:15 AM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23	1	0.9%
24	1	1.8%
25	2	3.6%
26		
27	1	4.5%
28	1	5.4%
29	4	8.9%
30	5	13.4%
31	1	14.3%
32	8	21.4%
33	5	25.9%
34	11	35.7%
35	11	45.5%
36	7	51.8%
37	12	62.5%
38	9	70.5%
39	6	75.9%
40	9	83.9%
41	3	86.6%
42	1	87.5%
43	4	91.1%
44	2	92.9%
45	2	94.6%
46	1	95.5%
47		
48	1	96.4%
49	2	98.2%
50	2	100.0%
51		
52		
53		
54		
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56		
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64		
65		
66		
67		
68		
69		
70		
Total	112	



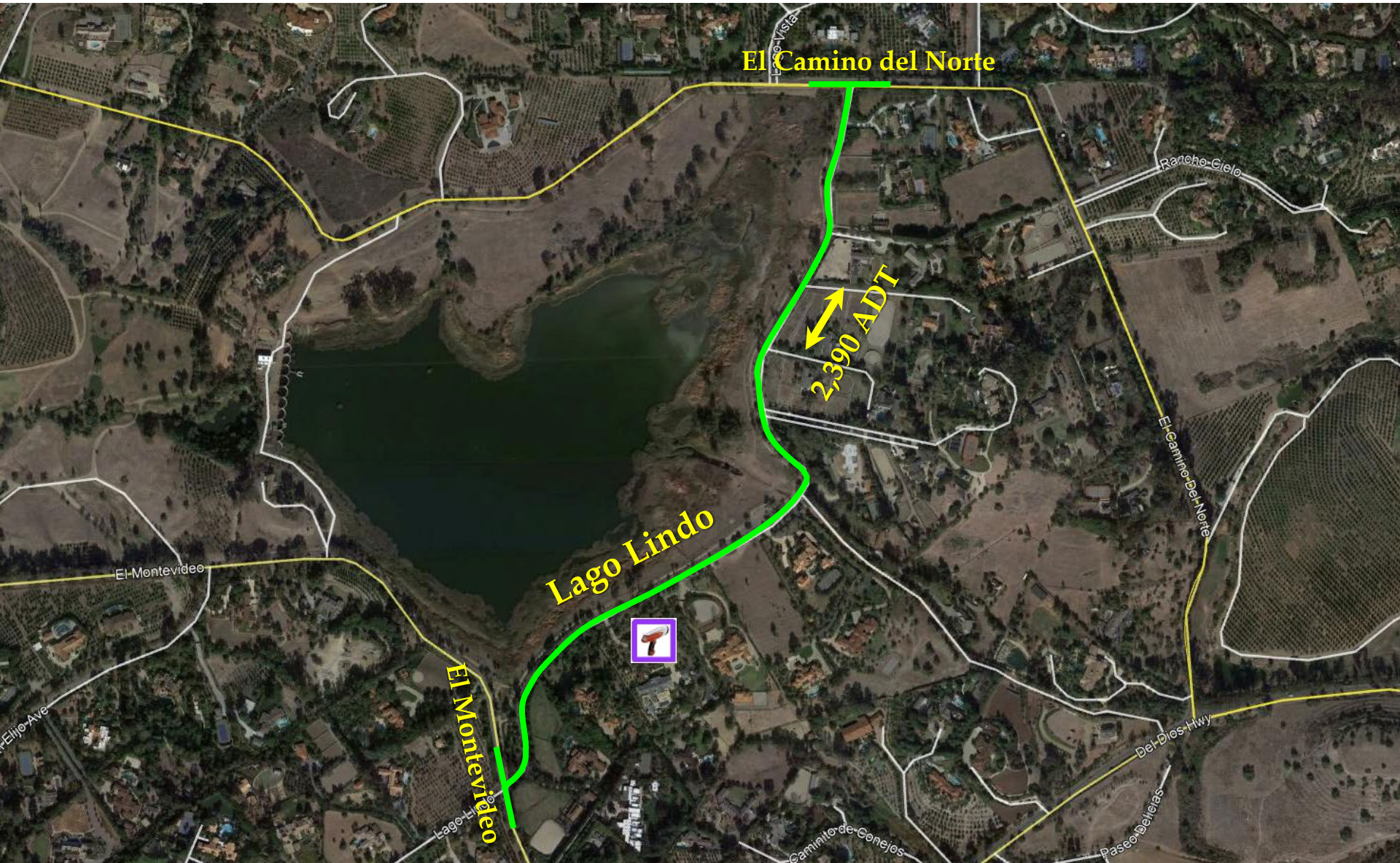
DATA ANALYSIS

Average Speed	36.3	Range	23 - 50
50th Percentile	35.7	10 mph Pace	32 - 41
85th Percentile	40.4	Number in Pace	81
90th Percentile	42.7	Percent in Pace	72%
95th Percentile	45.4		

5-B. Radar Certification

Lago Lindo

El Montevideo to El Camino del Norte (0.78 mi)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021

Item **5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Lago Lindo from El Montevideo to El Camino del Norte
(a distance of 0.78 miles) RANCHO SANTA FE (Thos.
Bros. 1148-E1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Lago Lindo from El Montevideo to El Camino del Norte 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

Lago Lindo is a striped two-lane roadway with a 24 foot travelled way and road bed. The roadway is striped with a no passing centerline. The roadway has a 7 ton weight limit, a 20 MPH speed advisory reverse turn, and 15 MPH advisory turn. There are also a narrow bridge advisory for the San Dieguito Flume crossing. Lago Lindo is unclassified on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/28</u>	<u>04/16</u>	
Lago Lindo:			
1,100' S/o El Camino del Norte	2,390*	2,060	*Estimate

Speed Data

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lago Lindo:				
830' N/o El Montevideo	(2021)	38.7 MPH	30-39	76.0%
	(2016)	42.3 MPH	32-41	67.0%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (12-01-2017 to 11-30-2020).



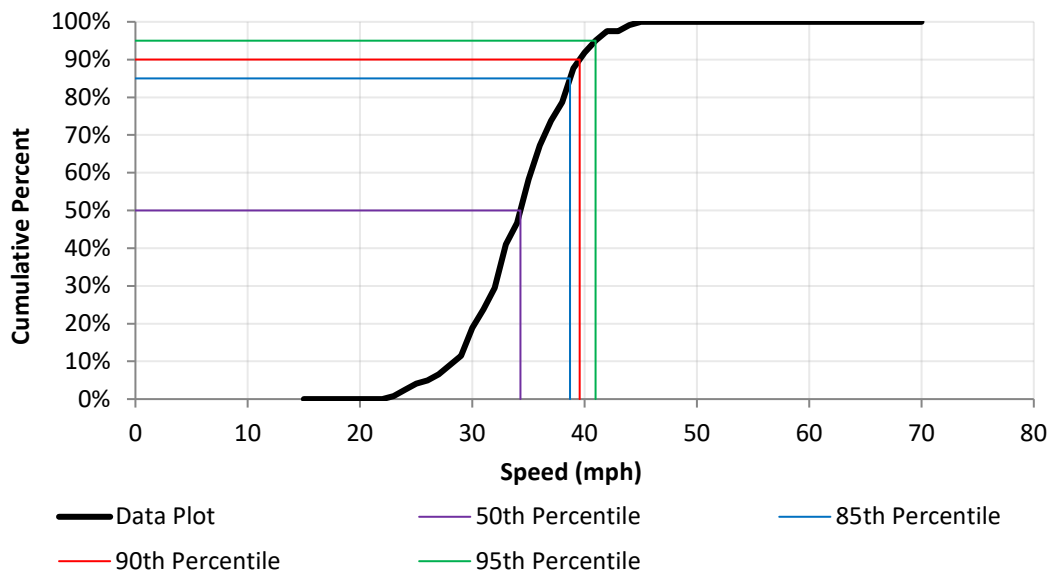
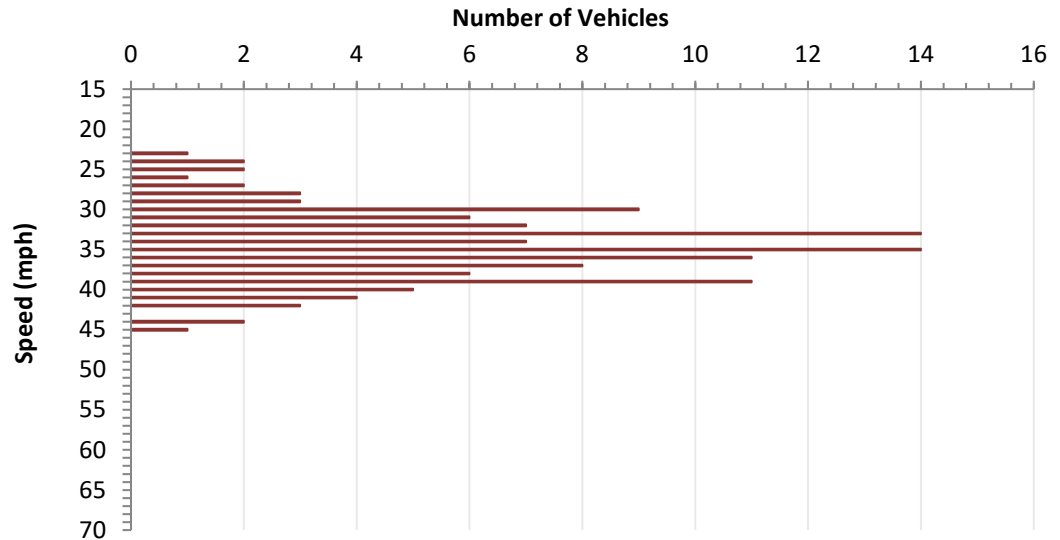
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lago Lindo	From:	El Camino del Norte	To:	El Montevideo
Position:	830' N/o El Montevideo	Direction:	NB/SB		

Date:	2/17/2021	Weather:	Clear	Project Number:	N/A
Time Start:	12:40 PM	Road Condition:	Dry	Observer:	County
Time End:	2:10 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23	1	0.8%
24	2	2.5%
25	2	4.1%
26	1	4.9%
27	2	6.6%
28	3	9.0%
29	3	11.5%
30	9	18.9%
31	6	23.8%
32	7	29.5%
33	14	41.0%
34	7	46.7%
35	14	58.2%
36	11	67.2%
37	8	73.8%
38	6	78.7%
39	11	87.7%
40	5	91.8%
41	4	95.1%
42	3	97.5%
43		
44	2	99.2%
45	1	100.0%
46		
47		
48		
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66		
67		
68		
69		
70		
Total	122	

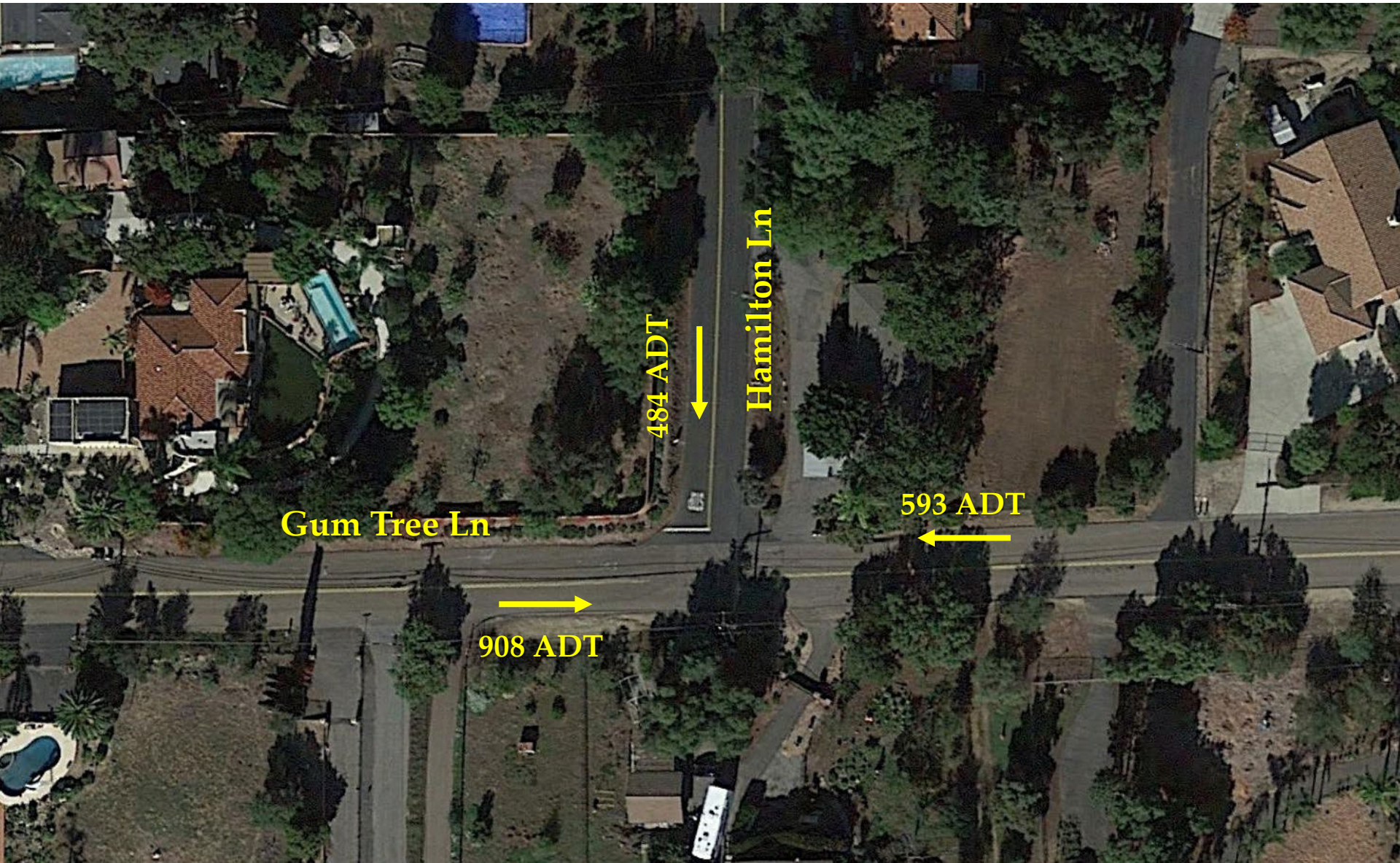


DATA ANALYSIS

Average Speed	34.5	Range	23 - 45
50th Percentile	34.3	10 mph Pace	30 - 39
85th Percentile	38.7	Number in Pace	93
90th Percentile	39.6	Percent in Pace	76%
95th Percentile	41.0		

5-C. Intersection Control

Gum Tree Lane & Hamilton Lane



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 11, 2021 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Gum Tree Lane & Hamilton Lane, FALLBROOK (Thos. Bros. 1028-A1)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Gum Tree Lane and Hamilton Lane has been identified by Traffic Engineering as meeting Option C, regarding lack of sight distance, and Option D, regarding intersection of similar residential roadways, 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

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. 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.

Hamilton Lane is a striped two-lane local roadway with no passing centerline. The road runs north/south and has a 24 to 26-foot travelled way and roadbed. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network. Hamilton Lane is stop controlled at the intersection of Gum Tree Lane in the southbound direction.

<u>Average Daily Traffic Volumes</u>	<u>04/21</u>
Gum Tree Lane:	
W/o Hamilton Lane	908 EB
E/o Hamilton Lane	593 WB
Hamilton Lane:	
N/o Gum Tree Lane	484 SB

Collision Data

There has been no reported collision at this intersection, within a past 3-year period (12-01-17 to 11-30-20).



County of San Diego

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COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: June 2, 2021

Item Title: All-Way Stop Controls

Location: Gumtree Lane and Hamilton Lane Intersection

Recommendation: **Install All-Way Stop Controls** *3AO*

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Section 2B.07 - Option C, Location where a driver, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- The measured prevailing speed on Gumtree lane is 45 MPH and the available corner sight distance is 339 feet looking toward the east and 327 feet looking toward the west. These available corner sight distances are less than the required corner sight distance of 450 feet per County Public Road Standards, Table 5 and the Stopping Sight Distance of 360 feet per Caltrans Highway Design Manual, Table 201.1 for a prevailing speed of 45 MPH.
- Section 2B.07 - Option D, Intersection of two Residential Collectors, indicates all-way stop controls may be considered at an intersection of two residential collectors of similar design and operating characteristics where an all-way stop control would enhance the traffic operations of said intersection.
- Gumtree Lane and Hamilton Lane can be considered local Residential Collectors

with similar traffic design and operation as they are not built to the Mobility Element classification of Light Collectors.

- Pursuant to CVC section 21354 coupled with lack of corner sight distance and traffic operating conditions noted above, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Gumtree Lane and Hamilton Lane.

VOLUME

Hamilton Ln & Gumtree Ln

Day: Tuesday
Date: 4/6/2021City: Fallbrook
Project #: CA21_040053_011

DAILY TOTALS					NB	SB						EB	WB						Total
					0	484						908	593						1,985
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00		0	0	0	0		12:00		10	16	14	40							
00:15		0	0	1	1		12:15		12	12	12	36							
00:30		0	2	1	3		12:30		7	30	8	45							
00:45		0	3	5	1	3	12:45		6	35	24	39	160						
01:00		0	1	0	1		13:00		7	29	14	50							
01:15		0	1	0	1		13:15		12	21	15	48							
01:30		0	2	0	2		13:30		4	14	11	29							
01:45		0	1	5	1	1	13:45		8	31	11	26	153						
02:00		0	0	0	0		14:00		4	14	10	28							
02:15		0	0	0	0		14:15		9	17	12	38							
02:30		0	0	0	0		14:30		7	23	18	48							
02:45		0	1	1	2	2	14:45		9	29	23	44	158						
03:00		0	0	0	0		15:00		9	22	13	44							
03:15		0	0	1	1		15:15		6	15	15	36							
03:30		0	0	1	1		15:30		9	22	17	48							
03:45		0	0	1	1	3	15:45		18	42	21	49	177						
04:00		0	1	0	1		16:00		6	22	10	38							
04:15		0	0	0	0		16:15		6	15	16	37							
04:30		1	0	1	2		16:30		7	26	14	47							
04:45		2	3	1	2	1	16:45		6	25	21	39	161						
05:00		3	3	1	7		17:00		10	14	9	33							
05:15		1	1	3	5		17:15		4	12	10	26							
05:30		0	1	2	3		17:30		4	15	6	25							
05:45		2	6	3	5	20	17:45		12	30	16	34	118						
06:00		3	2	2	7		18:00		7	16	7	30							
06:15		3	7	3	13		18:15		7	9	14	30							
06:30		13	6	4	23		18:30		7	7	7	21							
06:45		6	25	9	25	68	18:45		4	25	17	26	107						
07:00		7	5	4	16		19:00		4	13	6	23							
07:15		17	8	7	32		19:15		2	9	7	18							
07:30		22	12	9	43		19:30		2	5	4	11							
07:45		23	69	33	75	166	19:45		2	10	9	16	68						
08:00		14	30	19	63		20:00		2	8	2	12							
08:15		13	22	11	46		20:15		1	7	4	12							
08:30		5	15	7	27		20:30		2	4	2	8							
08:45		8	40	9	30	166	20:45		4	9	5	11	43						
09:00		8	9	12	29		21:00		2	3	1	6							
09:15		3	12	10	25		21:15		8	2	1	11							
09:30		9	13	12	34		21:30		2	2	2	6							
09:45		3	23	8	23	111	21:45		1	13	2	4	27						
10:00		5	15	4	24		22:00		0	1	0	1							
10:15		9	9	7	25		22:15		5	1	2	8							
10:30		3	15	6	24		22:30		0	1	0	1							
10:45		12	29	18	41	114	22:45		2	7	3	5	15						
11:00		7	10	11	28		23:00		0	2	0	2							
11:15		4	14	8	26		23:15		0	0	0	0							
11:30		6	11	10	27		23:30		1	1	2	4							
11:45		13	30	12	35	116	23:45		2	3	1	4	10						
TOTALS		225	325	238	788		TOTALS		259	583	355	1197							
SPLIT %		28.6%	41.2%	30.2%	39.7%		SPLIT %		21.6%	48.7%	29.7%	60.3%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	484						908	593						1,985
AM Peak Hour		07:15	07:45	07:30	07:30		PM Peak Hour		15:00	12:30	14:30	12:30							
AM Pk Volume		76	100	58	227		PM Pk Volume		42	104	58	182							
Pk Hr Factor		0.826	0.758	0.763	0.757		Pk Hr Factor		0.583	0.867	0.806	0.910							
7 - 9 Volume	0	109	134	89	332		4 - 6 Volume	0	55	141	83	279							
7 - 9 Peak Hour		07:15	07:45	07:30	07:30		4 - 6 Peak Hour		17:00	16:00	16:00	16:00							
7 - 9 Pk Volume	0	76	100	58	227		4 - 6 Pk Volume	0	30	84	52	161							
Pk Hr Factor	0.000	0.826	0.758	0.763	0.757		Pk Hr Factor	0.000	0.625	0.808	0.813	0.856							