

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 11, 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	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	THORNMINT COURT 700' NORTH OF THORNMINT 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

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.

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 Riverford Road from Woodside Avenue to 200' north of Riverside Avenue in the unincorporated community of Lakeside.

This segment of Riverford Road is a striped two- and four-lane divided suburban Major Road/Prime Arterial with bike lanes, parking lanes, and a two-way left turn lane. The roadway provides access to several commercial properties and provides access to the Lakeside community from State Route 67 and Santee via El Nopal.

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 a recent speed survey produced an overall speed zone of 45.1 MPH which supports a 45 MPH speed limit. The County Traffic Engineer noted that the roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.92 vs 1.44 collisions per million vehicle miles) which supports rounding down to the lower 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. Riverford Road meets the CHP criteria for radar speed enforcement.

The Lakeside Community Planning Group was provided the opportunity to review this item and the Chairperson in attendance did not comment.

Recommendation

The TAC recommends certifying the existing 40 MPH speed limit for radar speed enforcement on Riverford Road from Woodside Avenue to 200' north of Riverside Avenue in the unincorporated community of Lakeside.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

File this report.

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.

Discussion

This item is a review that was requested by a local property owner and their engineering consultant, K & S Engineering, to establish a marked midblock crosswalk. The TAC recommends establishing a midblock crosswalk on Thornmint Court at a point 700' north of Thornmint Road in the unincorporated community of 4S Ranch.

Thornmint Court at this location is a striped 2-lane suburban local roadway that provides access to several commercial driveways near the approach to the end of a cul-de-sac.

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. This location is currently being used as an unmarked crossing. An engineering consultant in attendance noted that the crossing is currently not ADA accessible. The County Traffic Engineer noted that this proposed location is appropriate and desirable, as the adjacent driveways along the cul-de-sac are not ADA accessible. A marked midblock crosswalk will provide ADA access for pedestrians in the surrounding business park. The TAC recommends establishing a midblock crosswalk on Thornmint Court at a point 700' north of the north line of Thornmint Road.

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

Recommendation

The TAC recommends establishing a midblock crosswalk on Thornmint Court at a point 700' north of Thornmint Road in the unincorporated community of 4S Ranch.

Motion: Ouadah

Second: Hadley

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Add Section 72.188.1.1. to the San Diego Code of Regulatory Ordinances.

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).

Discussion

This item recommends establishing an all-way stop at the intersection of Felicita Road and Clarence Lane in the unincorporated community of Felicita. Area residents expressed concerns about intersection safety.

Felicita Road is a striped suburban two-lane Light Collector Through Highway which provides access to residential driveways and other residential roadways as well as the Felicita County Park. It is currently posted with a 45 MPH radar enforced speed limit. Clarence Lane is a striped suburban two-lane local roadway that is stop controlled at Potter Street. The Felicita County Park entrance roadway is also stop controlled at this intersection.

Staff presented the results of an operational review of the intersection. The intersection met one criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B. This option is the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.

A resident in attendance noted that the park is well attended by area residents and the limited sight distance north of the intersection is of concern. He also noted that there is an elementary school on the other side of the park with students who walk through the park, crossing at the intersection to reach their homes on the east side of the intersection. The resident supports all-way stop for better assignment of right-of-way to increase intersection safety.

The Caltrans and District 3 representatives noted that additional warning devices may be necessary to alert drivers of any all-way stop installation. The County Traffic Engineer assured that any installation would take sight distance into account when the all-way stop intersection is designed. The TAC supported installation of all-way stop controls at the intersection.

This item is located within the North County Metro Sub-Regional Planning Area and is not represented by a planning group.

Recommendation

The Committee recommends establishing an all-way stop intersection at the intersection of Felicita Road & Clarence Lane in the unincorporated community of Felicita.

Motion: Ouadah

Second: Bartley

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Item No. 10 of Traffic Resolution No. 305 relating to Through Highways and add Item No. 259 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

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).

Discussion

This item recommends establishing an all-way stop at the intersection of Gum Tree Lane and Hamilton Lane in the unincorporated community of Fallbrook. Area residents expressed concerns about intersection safety.

Gum Tree Lane is a striped suburban two-lane light collector roadway which provides access to residential driveways and other residential roadways. It is currently posted with a 35 MPH radar enforced speed limit. Hamilton Lane is a striped suburban two-lane light collector roadway that is stop controlled at southbound approach of the intersection with Gum Tree Lane.

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 and Optional Criteria D. Optional Criteria C is for 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. Optional Criteria D is for 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.

The Caltrans representative noted that an all-way stop installation at the location, near a limited sight distance hill, may create operational concerns. The County Traffic Engineer assured that any installation would take sight distance into mind when the all-way stop intersection is designed. 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 did not comment.

Recommendation

The Committee recommends establishing an all-way stop at the intersection of Gum Tree Lane and Hamilton Lane in the unincorporated community of Fallbrook.

Motion: Matella

Second: Coady

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Delete Item 468 of Traffic Resolution No. 304 relating to establishment of stop intersections in the County of San Diego and add Item 260 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in the County of San Diego.

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

Lago Lindo:

1,100' S/o El Camino del Norte

05/28

2,390*

04/16

2,060

*Estimate

Speed Data

Lago Lindo:

830' N/o El Montevideo

(2021)

(2016)

**85th
Percentile**

38.7 MPH

42.3 MPH

**10 MPH
Pace**

30-39

32-41

**% in
Pace**

76.0%

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).

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 deleting this speed zone segment to be incorporated in a new speed zone as recommended by item 5-A.

Lago Lindo is a striped two-lane undivided suburban local roadway that provides access to several residential driveways. The roadway also serves equestrians and pedestrians with a trail and crossing along the roadway.

The results of the recent speed surveys for both segments of Lago Lindo (40.4 MPH & 38.7 MPH) produced an overall speed zone of 39.6 MPH which supports a 35 MPH speed limit. The County Traffic Engineer noted that it would be appropriate to relocate the eastern endpoint of this speed zone north to El Camino del Norte, effectively merging the speed zone of Lago Lindo from El Montevideo to El Camino del Norte with the southern speed zone of Lago Lindo from Avenida de Acacias to El Montevideo. Doing this would establish one speed zone for the whole of the 35 MPH segment of Lago Lindo and delete this segment. The Committee supported (1) relocating the eastern end point of the segment from El Montevideo to El Camino del Norte and (2) certifying the existing 35 MPH speed limit for radar enforcement on Lago Lindo from Avenida de Acacias to El Camino del Norte.

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. Lago Lindo meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the Chairperson provided the Committee with written correspondence in support of the 35 MPH speed limit.

Recommendation

The TAC recommends deleting this speed zone segment to be incorporated in a new speed zone as recommended by item 5-A.

Motion: Ouadah

Second: Hadley

Vote: yes-13, no-0, abstain-0, vacant-0, absent-0

Necessary Board Action

Delete Section 72.162.36. of the San Diego County Code of Regulatory Ordinances.

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>
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).

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 (1) relocating the eastern endpoint of this speed zone from El Montevideo to El Camino del Norte and (2) certifying the existing

35 MPH speed limit for radar enforcement on Lago Lindo from Avenida de Acacias to El Camino del Norte in the unincorporated community of Rancho Santa Fe.

Lago Lindo is a striped two-lane undivided suburban local roadway that provides access to several residential driveways. The roadway also serves equestrians and pedestrians with a trail and crossing along the roadway.

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 for both segments of Lago Lindo (40.4 MPH & 38.7 MPH) produced an overall speed zone of 39.6 MPH which supports a 35 MPH speed limit. The County Traffic Engineer noted that it would be appropriate to relocate the eastern endpoint of this speed zone north to El Camino del Norte, effectively merging the speed zone of Lago Lindo from El Montevideo to El Camino del Norte with the southern speed zone of Lago Lindo from Avenida de Acacias to El Montevideo. Doing this would establish one speed zone for the whole of the 35 MPH segment of Lago Lindo. The Committee supported (1) relocating the eastern end point of the segment from El Montevideo to El Camino del Norte and (2) certifying the existing 35 MPH speed limit for radar enforcement on Lago Lindo from Avenida de Acacias to El Camino del Norte.

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. Lago Lindo meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the Chairperson provided the Committee with written correspondence in support of the 35 MPH speed limit.

Recommendation

The TAC recommends (1) relocating the eastern endpoint of this speed zone from El Montevideo to El Camino del Norte and (2) certifying the existing 35 MPH speed limit for radar enforcement on Lago Lindo from Avenida de Acacias to El Camino del Norte in the unincorporated community of Rancho Santa Fe.

Motion: Ouadah

Second: Hadley

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend section 72.162.34. of the San Diego County Code of Regulatory Ordinances.