

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 10, 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
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SUPERVISORIAL DISTRICT 2

2-A. RADAR CERTIFICATION	HARBISON CANYON ROAD DEHESA RD TO 1,900' S/O COLLIER WY	HARBISON CANYON/ C-D-GH-HC CPG
2-B. RADAR CERTIFICATION	HARBISON CANYON ROAD 1900' S/O COLLIER WY TO 650' N/O PATRICK DR	HARBISON CANYON/ C-D-GH-HC CPG
2-C. RADAR CERTIFICATION	HARBISON CANYON ROAD 650' N/O PATRICK DR TO ARNOLD WY	HARBISON CANYON/ ALPINE CPG
2-D. PARKING TIME LIMIT	MAINE AVENUE 9825 MAINE AV TO PARKSIDE ST	LAKESIDE/ LAKESIDE CPG

SUPERVISORIAL DISTRICT 3

3-A. RADAR CERTIFICATION	CAMINO DEL NORTE SAN DIEGO CITY LIMIT TO DOVE CANYON RD	4S RANCH/ SAN DIEGUITO
3-B. RADAR CERTIFICATION	CAMINO DEL NORTE DOVE CANYON RD TO RANCHO BERNARDO RD	4S RANCH/ SAN DIEGUITO

INFORMATIONAL ITEM

- A. EXPANDING TRAFFIC ADVISORY COMMITTEE MEMBERSHIP**

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 10, 2021

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Harbison Canyon Road from Dehesa Road to 1,900' south of Collier Way (a distance of 1.63 miles)
HARBISON CANYON (Thos. Bros. 1253-B5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Harbison Canyon Road from Dehesa Road to 1,900' south of Collier Way is currently a posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed.

Existing Traffic Devices

Harbison Canyon Road is a striped two lane undivided roadway with a pavement width of 28 feet. The roadway is striped with a no passing centerline and white edgeline. There are several reduced speed advisory curves along this segment. Harbison Canyon Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is a designated through highway. It is currently posted 45 MPH Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>05/12</u>
Harbison Canyon Road:		
1,500' N/o Dehesa Road	3,134	2,510

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
<u>Speed Data</u>				
Harbison Canyon Road:				
1,500' N/o Dehesa Road	(2021)	50.5 MPH	42-51	67.0%
	(2014)	49.0 MPH	40-49	66.0%
3,925' S/o Collier Way	(2021)	47.8 MPH	39-48	76.0%
Speed Zone	(2021)	49.2 MPH	41-50	71.5%

Collision Data

There have been 13 reported collisions along this segment of roadway, 4 of which involved injury, in a 3 year period (08-01-2018 to 07-31-2021). These collisions result in

a segment accident rate of 2.33 collisions per million vehicle miles. The statewide average is 1.37 collisions per million vehicle miles for similar rural rolling 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 45 MPH 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 relocating the northern endpoint of the speed zone from 1,900' south of Collier Way to Bridle Run and certify a 40 MPH speed limit for radar enforcement for the revised speed zone on Harbison Canyon from Dehesa Road to Bridle Run in the unincorporated community of Harbison Canyon.

The subject segment of Harbison Canyon Road is a striped two lane rural undivided Light Collector roadway striped with a no-passing centerline and white edgeline. The roadway provides access to several residential driveways and roadways within the Harbison Canyon community. The roadway also serves as an access to the Dehesa and the Sycuan reservation communities.

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 County Traffic Engineer proposed a new Harbison Canyon Road speed zone from Dehesa Road to Bridle Run due to the similar design and roadway characteristics. The results of the recent speed surveys (50.5 MPH, 47.8 MPH, 44.8 MPH, 45.5 MPH, & 48.0 MPH) produced an overall speed zone of 47.3 MPH which supports a 45 MPH speed limit. The Department of Public Works representative added that the Harbison Canyon community has historically had speed concerns along this portion of Harbison Canyon Road and would likely support a reduced speed. The District 2 Representative noted a lower speed could be supported with accident data. The higher-than-average collision rate (2.42 segment accident rate vs. 1.36 statewide average) could support the existing 40 MPH speed limit. The District 2 Representative also described his experience with the roadway and expressed support for a reduced 40 MPH speed limit. He also expressed a concern for downhill speeds and noted additional warning signs may be appropriate. The Department of Public Works Representative noted a review would be required to determine the need of any additional warning signs.

The TAC recommends relocating the northern endpoint of this speed zone from 1,900' south of Collier Way to Bridle Run and certifying a 40 MPH speed limit on Harbison Canyon Road from Dehesa Road to Bridle Run for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history.

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. Harbison Canyon Road meets the CHP criteria for radar speed

enforcement.

The Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group (CPG) was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends relocating the northern endpoint of this speed zone from 1,900' south of Collier Way to Bridle Run and certifying a 40 MPH speed limit on Harbison Canyon Road from Dehesa Road to Bridle Run for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history.

Motion: Bartley

Second: Fleishman

Vote: Yes-11, No-0, Abstain-0, Vacant-0, Absent-4

Necessary Board Action

Amend Section 72.169.93.3. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 10, 2021

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Harbison Canyon Road from 1,900' south of Collier Way to 650' north of Patrick Drive (a distance of 1.40 miles) HARBISON CANYON (Thos. Bros. 1253-B2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Harbison Canyon Road from 1,900' south of Collier Way to 650' north of Patrick Drive is currently a posted 40 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed.

Existing Traffic Devices

Harbison Canyon Road is a striped two lane undivided roadway with a pavement width of 26 to 30 feet. The roadway is striped with a no passing centerline and white edgeline. There are several reduced speed advisory curves and intersection advisory curves along this segment. Harbison Canyon Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is a designated through highway. It is currently posted 40 MPH Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>07/16</u>
Harbison Canyon Road:		
500' N/o Collier Way	2,915	2,170
100' S/o Almyra Road	3,797	

Speed Data

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Harbison Canyon Road:				
850' S/o Collier Way	(2021)	44.8 MPH	37-46	76.0%
100' S/o Almyra Road	(2021)	45.5 MPH	36-45	74.0%
	(2017)	42.0 MPH	35-44	89.0%
Speed Zone	(2021)	45.2 MPH	37-46	75.0%

Collision Data

There have been 16 reported collisions along this segment of roadway, 9 of which

involved injury, in a 3 year period (08-01-2018 to 07-31-2021). These collisions result in a segment accident rate of 3.12 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 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 deleting this speed zone on Harbison Canyon Road, from 1,900' south of Collier Way to Patrick Drive, to merge it into the adjacent speed zone, Harbison Canyon Road from Dehesa Road to Bridle Run, as described in the TAC recommendation of Item 2-A above.

The subject segment of Harbison Canyon Road is a striped two lane rural undivided Light Collector roadway striped with a no-passing centerline and white edgeline. The roadway provides access to several residential driveways and roadways within the Harbison Canyon community. The roadway also serves as an access to the Dehesa and the Sycuan reservation communities.

The TAC recommends deleting this speed zone of Harbison Canyon Road, from 1,900' south of Collier Way to Patrick Drive, due to its inclusion in the adjacent speed zone, Harbison Canyon Road from Dehesa Road to Bridle Run, as described in the TAC recommendation of Item 2-A.

The Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group (CPG) was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends deleting this speed zone of Harbison Canyon Road, from 1,900' south of Collier Way to Patrick Drive, due to its inclusion in the adjacent speed zone, Harbison Canyon Road from Dehesa Road to Bridle Run, as described in the TAC recommendation of Item 2-A.

Motion: Bartley

Second: Fleishman

Vote: Yes-11, No-0, Abstain-0, Vacant-0, Absent-4

Necessary Board Action

Delete Section 72.169.93. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 10, 2021

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Harbison Canyon Road from 650' north of Patrick Drive to Arnold Way (a distance of 1.54 miles) HARBISON CANYON (Thos. Bros. 1233-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Harbison Canyon Road from 650' north of Patrick Drive to Arnold Way is currently a posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed.

Existing Traffic Devices

Harbison Canyon Road is a striped two lane undivided roadway with a pavement width of 26 to 30 feet. The roadway is striped with a no passing centerline and white edgeline. There is a reduced speed advisory curve and a school zone along this segment. There is a traffic control signal at the intersection with Bridle Run and Chestnut Roan Drive. Harbison Canyon Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is a designated through highway. It is currently posted 45 MPH.

Average Daily Traffic Volumes **12/21**

Harbison Canyon Road:	
400' S/o Summerhill Point	4,428

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Harbison Canyon Road:				
458' S/o Bridle Run	(2021)	48.0 MPH	37-46	56.0%
1,000' S/o Summerhill Point	(2021)	50.7 MPH	43-52	73.0%
Speed Zone	(2021)	49.4 MPH	40-51	64.5%

Collision Data

There have been 6 reported collisions along this segment of roadway, 2 of which involved injury, in a 3 year period (08-01-2018 to 07-31-2021). These collisions result in a segment

accident rate of 0.81 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 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 relocating the southern endpoint from 650' north of Patrick Drive to Bridle Run and certifying a 50 MPH speed limit on Harbison Canyon Road from Bridle Run to Arnold Way for radar enforcement based on measured speeds.

The subject segment of Harbison Canyon Road is a striped two lane rural undivided Light Collector roadway striped with a no-passing centerline and white edgeline. The roadway provides access to two residential roads just south of Arnold Way. The roadway also serves as an access to a school south of Bridle Run as well as the Dehesa and the Sycuan reservation communities.

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 County Traffic Engineer proposed a new Harbison Canyon Road speed zone from Bridle Run to Arnold Way due to the similar design and roadway characteristics of the roadway south of Bridle Run with the adjacent southern speed zones. The results of a recent speed survey produced an overall speed zone of 50.7 MPH which supports a 50 MPH speed limit. The Committee noted that the roadway is significantly wider than the roadway south of Bridle Run appearing to be designed for higher speeds. The Caltrans representative noted that advanced warning signs would needed to be installed to advise drivers of the lower southbound speed limit south of Bridle Run. The Department of Public Works representative noted that the speed limit signs shall include all required signs and any required additional advanced warning signs.

The TAC recommends relocating the southern limit from 650' north of Patrick Drive to Bridle Run and certifying a 50 MPH speed limit on Harbison Canyon Road from Bridle Run to Arnold Way for radar enforcement based on measured speeds.

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. Harbison Canyon Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends relocating the southern limit from 650' north of Patrick Drive to Bridle Run and certifying a 50 MPH speed limit on Harbison Canyon Road from Bridle Run to Arnold Way for radar enforcement based on measured speeds.

Motion: Bartley

Second: Fleishman

Vote: Yes-11, No-0, Abstain-0, Vacant-0, Absent-4

Necessary Board Action

Amend Section 72.169.93.1. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 10, 2021

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Time Limit

LOCATION: Maine Avenue, east side, from 9825 Maine Avenue to Parkside Street (a distance of 210 feet) LAKESIDE (Thos. Bros. 1233-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: 2-Hour Time Limit Parking

PROBLEM AS STATED BY REQUESTER:

Limited parking spaces make it difficult for customers to park. Affected businesses as well as the Lakeside Community Planning Group has provided support to provide 210 feet of two-hour time limit parking. Both the affected business and the Lakeside Community Planning Group has asked the Traffic Advisory Committee support this restriction.

Existing Traffic Devices

Maine Avenue is a striped two lane undivided roadway with a pavement width of 38 feet. The roadway is striped with a no passing centerline. There is an all-way stop control intersection at Parkside and Maine Avenue. The roadway has a 7-ton commercial weight restriction. On-street parallel parking is available on either side of the street. Maine Avenue is a posted 25 MPH business district.

Discussion

This item was requested by local business within the Lakeside community and the Lakeside Community Planning Group and will establish a timed parking restriction on Maine Avenue in Lakeside. The owners of Payton Hardware currently have issues with limited parking for their customers on Maine Avenue in front of their property, much of which is currently taken up by vehicles parked for longer than typical customers would require. The TAC recommends establishment of a 2-hour timed parking restriction between 6 am and 6 pm, Monday thru Friday, on Maine Avenue in Lakeside from the southern limit of 9825 Maine Avenue to Parkside Street, a distance of 215 feet, to provide customers of local businesses reasonable parking accommodation during business hours.

Maine Avenue is a two-lane undivided roadway with a no passing centerline. It is currently a 25 MPH business district. The roadway provides direct access to commercial business on both sides of the roadway. The roadway has parallel street parking throughout.

One of the affected business owners in attendance described the current parking situation

to the Committee. They explained that currently a large portion of the available on street parking is taken up by employees of other local business, parking for the duration of their working shift. Vehicles parked for a long period on workdays have affected customers trying to find reasonable parking for the business they visit.

The County Traffic Engineer explained that time limit parking typically is posted in business zones for customer parking, noting that it typically follows typical business hours of 8 AM to 6 PM. He added that most business are still open at 4 PM and proposed an extended evening hours beyond the 4 PM limit proposed by the Lakeside Community Planning Group. The business owner of Payton Hardware in attendance explained that they originally proposed a 6 AM to 6 PM time frame to accommodate their business hours but had compromised with the community group for a 6 AM to 4 PM time. They noted that their business is not affected significantly in the late afternoon hours as most of their issues stem from a lack of available morning parking.

The District 2 representative expressed concern of pushing the day long parking in front of other businesses. The County Traffic Engineer concurred and described the need of a parking study to help determine the parking needs of the area. The District 5 representative noted it may be a good idea to observe how a 6 AM to 6 PM parking time limit functions before implementing any further parking time limits.

The TAC recommends establishment of a 2-hour timed parking restriction from 6 am to 6 pm, Monday thru Friday, on Maine Avenue from the southern limit of 9825 Maine Avenue to Parkside Street, a distance of 215 feet in Lakeside to provide customers of local businesses reasonable parking accommodation during business hours.

The Lakeside Community Planning Group was provided the opportunity to review this item and provided minutes from their November 11, 2021, meeting illustrating their support of a 2-hour time limit parking, Monday through Friday, from 6am to 4pm.

Recommendation

The TAC recommends establishment of a 2-hour timed parking restriction between 6 am and 6 pm, Monday thru Friday, on Maine Avenue in Lakeside from the southern limit of 9825 Maine Avenue to Parkside Street, a distance of 215 feet, to provide customers of local businesses reasonable parking accommodation during business hours.

Motion: Ouadah

Second: Fleishman

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Add section 72.142.11.1. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 10, 2021 **Item 3-B**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Camino del Norte from Dove Canyon Road to Lone Quail Road (a distance of 0.54 miles) 4S RANCH (Thos. Bros. 1169-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Camino del Norte from Dove Canyon Road to Lone Quail Road is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 50 MPH speed limit.

Existing Traffic Devices

Camino del Norte is a striped 4-lane divided roadway with a combined pavement width of 78 feet. The roadway is striped with two travelled lanes and bike lane in both directions. There are signalized intersections at the start and end of the segment as well as at the intersection with 4S Ranch Parkway. Camino del Norte is classified as a Prime Arterial on the County General Plan Mobility Element Network. The roadway is a designated through highway. The roadway is posted 50 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>11/21</u>	<u>06/13</u>
Camino del Norte:		
600' E/o 4S Ranch Parkway	20,647	15,070

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Camino del Norte:			
600' E/o 4S Ranch Parkway	(2021) 52.1 MPH	43-52	75.0%
	(2013) 47.3 MPH	36-45	60.7%

Collision Data

There have been 10 reported collisions along this segment of roadway, 7 with involved injury, in a 3 year period (08-01-18 to 07-31-21). These collisions result in a segment accident rate of 0.82 collisions per million vehicle miles. The statewide average is 1.22 collisions per million vehicle miles for similar suburban divided 4 lanes 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 50 MPH speed limit for radar enforcement on Camino del Norte from Dove Canyon Road to Lone Quail Road/Rancho Bernardo Road in 4S Ranch based on measured speeds.

The subject segment of Camino del Norte is a striped four-lane suburban divided, Prime Arterial roadway with bike lane. The roadway provides access to other collector 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 a recent speed survey produced an overall speed zone of 52.1 MPH which supports a 50 MPH speed limit.

The County Traffic Engineer described new legislation that will allow for a lower speed limit in the future and noted that it is a good strategy to maintain the existing speed limit until the Committee can review the segment again when the new legislation comes into effect. The Committee recommended certifying the 50 MPH speed limit for radar enforcement based on measured speeds.

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. Camino del Norte meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning group was provided the opportunity to review this item and provided written correspondence in support of radar certification of the existing speed limit on Camino del Norte.

Recommendation

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Camino del Norte from Dove Canyon Road to Lone Quail Road/Rancho Bernardo Road in 4S Ranch based on measured speeds.

Motion: Fleishman

Second: Wellhouser

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.