San Diego County Traffic Advisory Committee



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

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

May 31, 2022

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 10, 2022 meeting of the Traffic Advisory Committee (TAC).

Social distancing is currently recommended due to the COVID-19 pandemic. This TAC meeting on June 10, 2022, 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)

<u>+1 619-343-2539,,213902354#</u> United States, San Diego

Phone Conference ID: 213 902 354#

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 10, 2022 ~ 9:00 AM

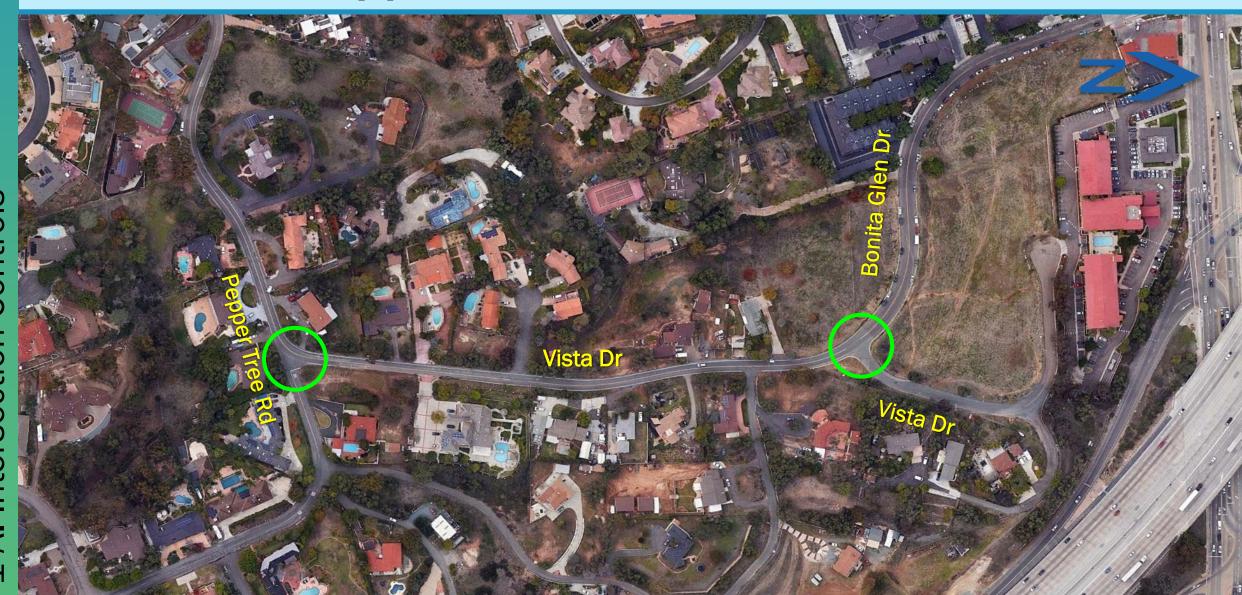
5510 Overland Ave, Room 271 San Diego CA, 92123

AGENDA

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

	TICING TOT INCAICW		
SUBJ	ЕСТ	LOCATION	AREA/ PLANNING/SPONSOR GROUP
SUPE	RVISORIAL DISTRICT 1		
1-A.	INTERSECTION CONTROLS	VISTA DRIVE & BONITA GLEN DRIVE AND PEPPER TREE RD & VISTA DRIVE	BONITA/ SWEETWATER CPG
SUPE	RVISORIAL DISTRICT 2		
2-A.	RADAR CERTIFICATION	4S RANCH PARKWAY DOVE CREEK ROAD TO CAMINO DEL NORTE	4S RANCH/ SAN DIEGUITO CPG
SUPE	RVISORIAL DISTRICT 3		
3-A.	RADAR CERTIFICATION	RANCHO SANTA FE FARMS ROAD SAN DIEGO CL TO RANCHO DIEGUENO ROAD	NORTH SAN DIEGO/ SAN DIEGUITO CPG
SUPE	RVISORIAL DISTRICT 4		
4-A.	RADAR CERTIFICATION	HIDDEN MESA ROAD JAMACHA RD TO CUL-DE-SAC	HILLSDALE/ VALLE DE ORO CPG
SUPE	RVISORIAL DISTRICT 5		
5-A.	RADAR CERTIFICATION	NORTH BROADWAY NORTH AVENUE TO END	ESCONDIDO EAST/ HIDDEN MEADOWS CSG
5-B.	INTERSECTIONS CONTROLS	YORK DRIVE & MONTGOMERY DRIVE	VISTA/ N/A

Vista Drive & Bonita Glen Drive and Pepper Tree Road & Vista Drive



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Intersection Controls

LOCATION: 1. Pepper Tree Road & Vista Drive, BONITA (Thos.

Bros. 1310-D6)

2. Vista Drive & Bonita Glen Drive, BONITA (Thos.

Bros. 1310-D5)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersections of Pepper Tree Road & Vista Drive and Vista Drive & Bonita Glen Drive have been identified by Traffic Engineering as meeting Option D, an intersection of two residential collectors of similar design and an all-way stop would enhance the traffic operations of said intersection, 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 could be considered.

Existing Traffic Devices

Pepper Tree Road is a striped two-lane undivided highway with a 24 to 30-foot pavement width. The roadway is striped with a no passing centerline and white edge line. Pepper Tree Road is unclassified on the County General Plan Mobility Element Network. The road is a posted with a 25 MPH, radar enforced, speed limit west of the tee intersection with Vista Drive. The road is stop controlled in the westbound direction at the intersection.

Vista Drive is a striped two-lane undivided highway with a 28-foot pavement width. The roadway is striped with no passing centerline between Bonita Glen Drive and Pepper Tree Road. It is unclassified on the County General Plan Mobility Element Network. The road is posted with a 25 MPH, radar enforced, speed limit between Bonita Glen Drive and Pepper Tree Road. Vista Drive is stop controlled in south bound direction at the tee intersection with Bonita Glen Drive.

Bonita Glen Drive is a striped two-lane undivided highway with a 40-foot pavement width. The roadway is striped with no passing centerline. The road has a 25 MPH speed advised reverse turn approaching the tee intersection with Vista Drive. Bonita Glen Drive is uncontrolled at the tee intersection with Vista Drive.

Collision Data

There have been 0 reported collisions, at either intersection, within a past 5-year period (02-01-2017 to 01-31-2022).



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: May 17, 2022

Item Title: All-Way Stop Controls

Location: Vista Drive & Bonita Glen Drive and Vista Drive and

Pepper Tree Road

Recommendation: Install All-Way Stop Controls

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 D, intersection of two residential collector streets of similar design and operating characteristics where all-way stop control would improve safety and traffic operation of the intersection.
- Existing daily traffic volumes on Bonita Glen Drive, Vista Drive, and Pepper Tree Road ranges between 3,005 vehicles per day (vpd) at the north end of the neighborhood and 2,538 vpd at the south end of the neighborhood. The speed limit on Vista Drive and Pepper Tree Road within the County jurisdiction is 25 MPH.
- The pair of the proposed stop-controlled intersections will provide a desired and

safe residential environment for the community and walkability for the vulnerable road users, i.e., residents and children, as these roadways within the County jurisdiction lack sidewalks. The proposed stop controls at these key intersections will enhance the neighborhood walkability and improve the pedestrian crossing safety.

 Pursuant to CVC section 21354 coupled with traffic characteristics and safety conditions noted above, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersections of Vita Drive & Bonita Glen Drive & Vista Drive and Pepper Tree Road.

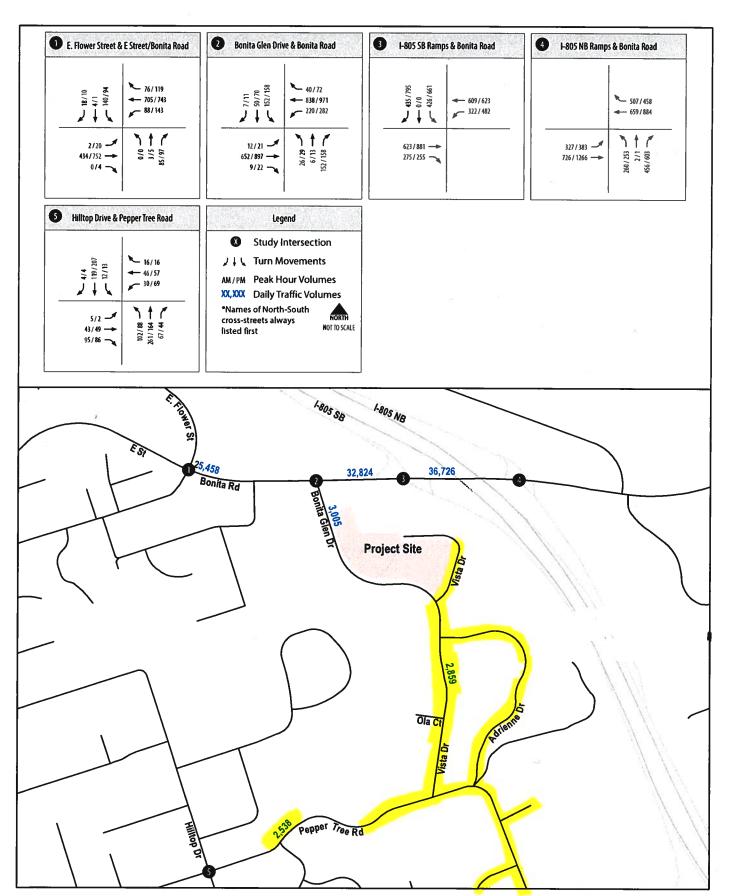


Zoubir A. Ouadah

05|17|2022

Zoubir A. Ouadah, PE. TE. County Traffic Engineer

Date

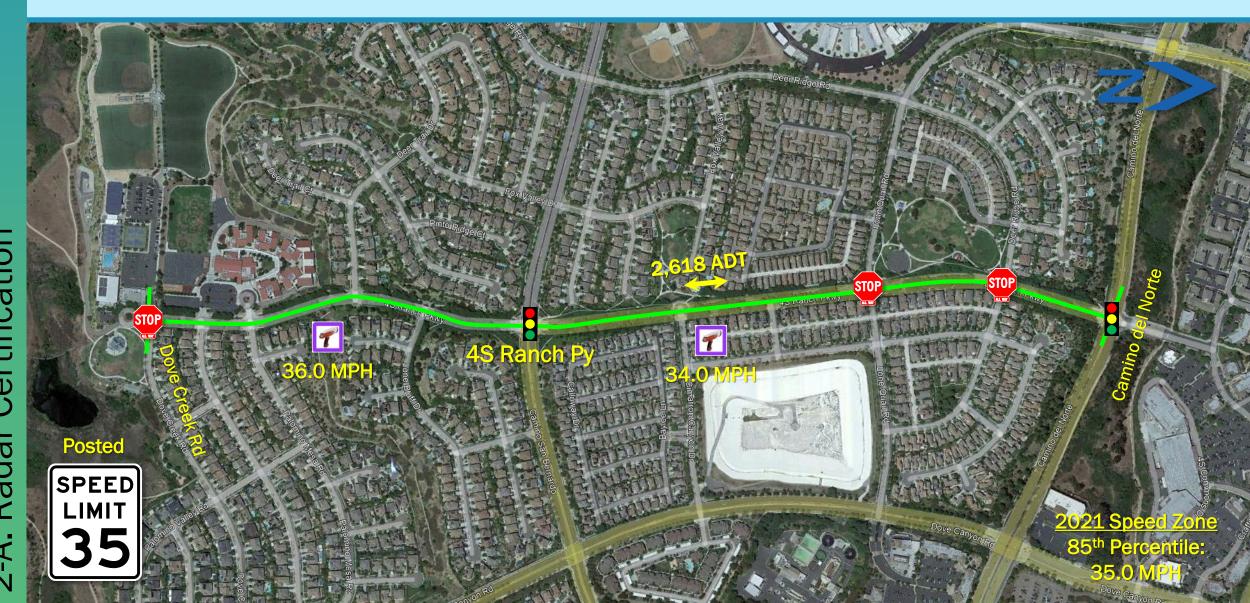


Bonita Glen Transportation Impact Analysis

Figure 3-2 Traffic Volumes - Existing Conditions

4S Ranch Parkway

Dove Creek Road to Camino del Norte (0.99 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: 4S Ranch Parkway from Dove Creek Road to Camino

del Norte (a distance of 0.99 miles) 4S RANCH (Thos.

Bros. 1169-E5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

4S Ranch Parkway from Dove Creek Road to Camino del Norte is posted with a 35 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

4S Ranch Parkway is a striped 2-lane divided highway with a combined pavement width of 32 to 44 feet. The roadway is striped with white edgeline. The road is posted with school zone signage adjacent to Stone Ranch Elementary School with uncontrolled marked school crosswalks at Palomino Mesa Rd and Cross Stone Dr. 4S Ranch Parkway is stop controlled at the intersections with Lone Quail Road and Prairie Springs Road/Deer Ridge Road and is signal controlled at Camino San Bernardo. 4S Ranch Parkway is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes	<u>05/22</u>	<u>10/14</u>
4S Ranch Parkway:		
200' N/o Lone Quail Road	1,974	2,265
100' S/o Camino San Bernardo	3,262	

Speed Data		85th	10 MPH	% in
4S Ranch Parkway:		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
200' N/o Cimarron Canyon Drive	(2022)	36.0 MPH	26-35	68.0%
At Cimarron Canyon Dr	(2014)	34.0 MPH	25-34	75.0%
200' S/o Deer Trail Drive	(2022)	34.0 MPH	25-34	75.0%
Speed Zone	(2022)	35.0 MPH	26-35	71.5%

Collision Data

There have been 1 reported collision, which did not involve an injury, along this segment of roadway in a 3 year period (02-01-19 to 01-31-22). This collision results in a segment accident rate of 0.35 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds less than 45 MPH.

VOLUME

4S Ranch Pkwy 200' N/O Lone Quail Rd

Day: Tuesday Date: 5/10/2022

City: 4S Ranch
Project #: CA22_040072_002

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VOLUME

4S Ranch Pkwy 100' S/O Camino San Bernardo

Day: Tuesday **Date:** 5/10/2022

City: 4S Ranch
Project #: CA22_040072_001

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7 - 9 Peak Hour 7 - 9 Pk Volume		7:30 275		7:15 236					:15 !99	4 - 6 Peak Hour 4 - 6 Pk Volume		17:00 165		16:45 185					17:00 339
Pk Hr Factor		0.529		0.541					567	Pk Hr Factor		0.676		0.873					0.807



RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Time Start: 11:15 AM Road Condition: Dry Observer: Condition Time End: 1:15 PM Posted Speed: 35 MPH Calibration Test: Y Speed (mph) Num. (pph) Veh. Pct. Number of Vehicles 15 0 5 10 15 20 2 16 17 3 1.1% 15 20 2 18 1 1.5% 20 2 2	Norte -040070-001 ntractor
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58 —— 90th Percentile —— 95th Percentile	
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DATA ANALYSIS	
62 Average Speed 30.0 Pange 17	7 - 45
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64 50th Percentile 30.2 10 mph Pace 26	5 - 35
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67 SSth Percentile 36.0 Number in Pace	182
90th Percentile 37.4 Percent in Pace	68%
70	-
Total 266 95th Percentile 38.8	

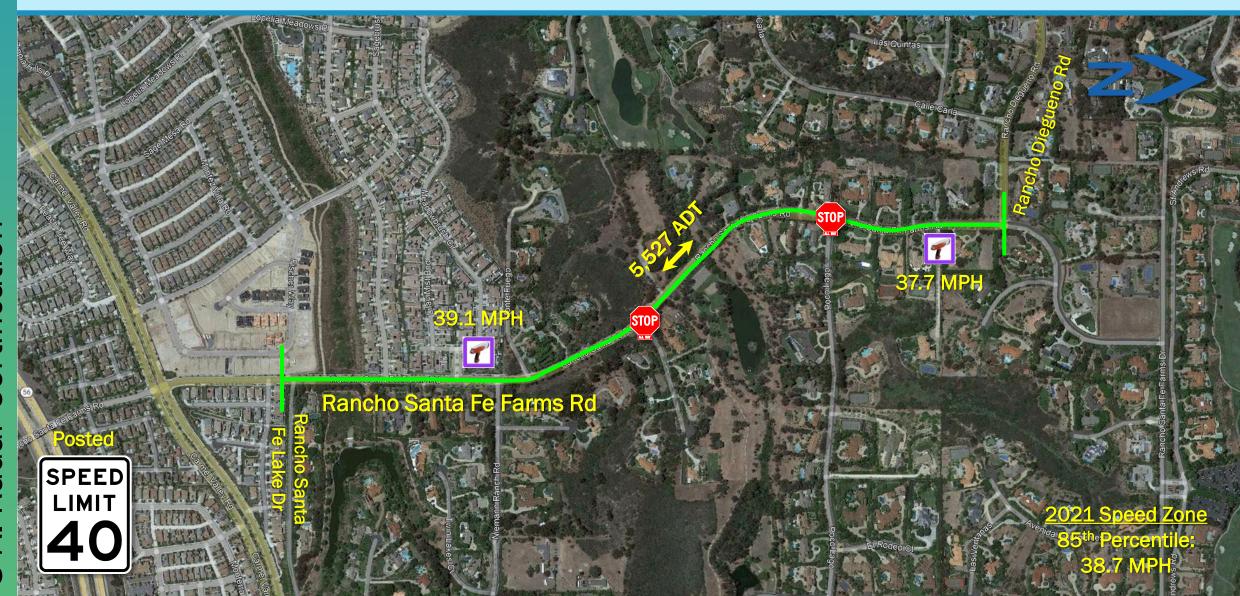


RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Na	ame:	4S Ranch	n Py		From:	Dove C	reek Rd			To: Camino del Norte						
Position	n:	200' SO	Deer 1	Гrail Dr						Direct	ion: ſ	NB/SB				
Date:		5/4/202	2		Weathe	r:	Clea	r		Projec	t Numb	er:	22-0	40070-0	02	
Time Sta	art:	1:50 PM			Road Co	ndition	: Dry			Obser	ver:		Contractor			
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TOTAL	Zō4															

Rancho Santa Fe Farms Road

San Diego city limit (at Rancho Santa Fe Lakes Dr) to Rancho Diegueno Rd (0.90 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Rancho Santa Fe Farms Road from San Diego city

limits (at Rancho Santa Fe Lakes Road) to Rancho Diegueno Road (a distance of 0.9 miles) NORTH SAN

DIEGO (Thos. Bros. 1188-G3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rancho Santa Fe Farms Road from San Diego city limits (at Rancho Santa Fe Lakes Road) to Rancho Diegueno Road is posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Rancho Santa Fe Farms Road is a striped 2-lane undivided highway with a pavement width of 40 feet. The roadway is striped with white edgeline, two-way left turn lane, from the San Diego city limit to Monte Fuego, and a no passing centerline, from Monte Fuego to Rancho Diegueno Road. Rancho Santa Fe Farms Road is stop controlled at the intersection with Lago Corte and at the intersection with Poco Lago. Rancho Santa Fe Farms Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes	<u>05/22</u>	03/19
Rancho Santa Fe Farms Road:		<u> </u>
100' S/o Cypress Meadows Trail	5,527	6,241

Speed Data		85th Percentile	10 MPH <u>Pace</u>	% in <u>Pace</u>
Rancho Santa Fe Farms Road: 100' S/o Niemann Ranch Road	(2022)	39.1 MPH	30-39	71.0%
400' S/o Rancho Diegueno Road	(2022)	37.7 MPH	30-39	77.0%
Speed Zone	(2022)	38.7 MPH	30-39	74.0%

Collision Data

There has been 1 reported collision, which did not involve an injury, along this segment

of roadway in a 3 year period (02-01-19 to 01-31-22). This collision results in a segment accident rate of 0.18 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds less than 45 MPH.

VOLUME

Rancho Santa Fe Farms Rd 100' S/O Cypress Meadows Trail

Day: Tuesday **Date:** 5/10/2022

City: San Dieguito
Project #: CA22_040072_010

	D	AILY T	OTA	ALS		NB		SB		EB		WB							Total
						2,690		2,837		0		0						5	,527
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0:45 1:00	2	3	2	5				4	8	12:45 13:00	40 36	154	45 39	181				85 75	335
1:15	0		2					2		13:15	29		51					80	
1:30 1:45	0 2	4	0	4				0	8	13:30 13:45	48 37	150	37 30	157				85 67	307
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Pk Hr Factor		0.838		0.799					0.938	Pk Hr Factor		0.723		0.901					0.818
7 - 9 Volume 7 - 9 Peak Hour		481 7:30		412 7:15					893 7:30	4 - 6 Volume 4 - 6 Peak Hour		371 16:15		462 16:00					833 16:45
7 - 9 Pk Volume		305		246					544	4 - 6 Pk Volume		201		243					436
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RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

16	W. C. C.	Pocoli Con															
Date: S/4/2022 Weather: Clear Project Number: 22-040070-005	Road Na	me:	Rancho S	Santa	Fe Farr	From:	San Die	ego C/L			To:	F	Rancho D	ieguen	o Rd		
Time Start: 9:00 AM Road Condition: Dry Observer: Contractor Time End: 11:00 AM Posted Speed: 40 MPH Calibration Test: Y	Position	:	100' SO I	Niema	ann Rar	nch Rd				Direction: NB/SB							
Time Start: 9:00 AM Road Condition: Dry Observer: Contractor Time End: 11:00 AM Posted Speed: 40 MPH Calibration Test: Y																	
Time End:	Date:		5/4/2022	2		Weathe	r:	Clea	r		Projec	t Numb	er:	22-0400	70-005		
Speed Num. Cum. Cum. Number of Vehicles	Time Sta	art:	9:00 AM			Road Co	ndition	: Dry			Obser	ver:	Contractor				
Mumber of Vehicles	Time En	d:	11:00 AN	Л		Posted S	Speed:	40 N	ЛРH		Calibr	ation Te	est:	Y			
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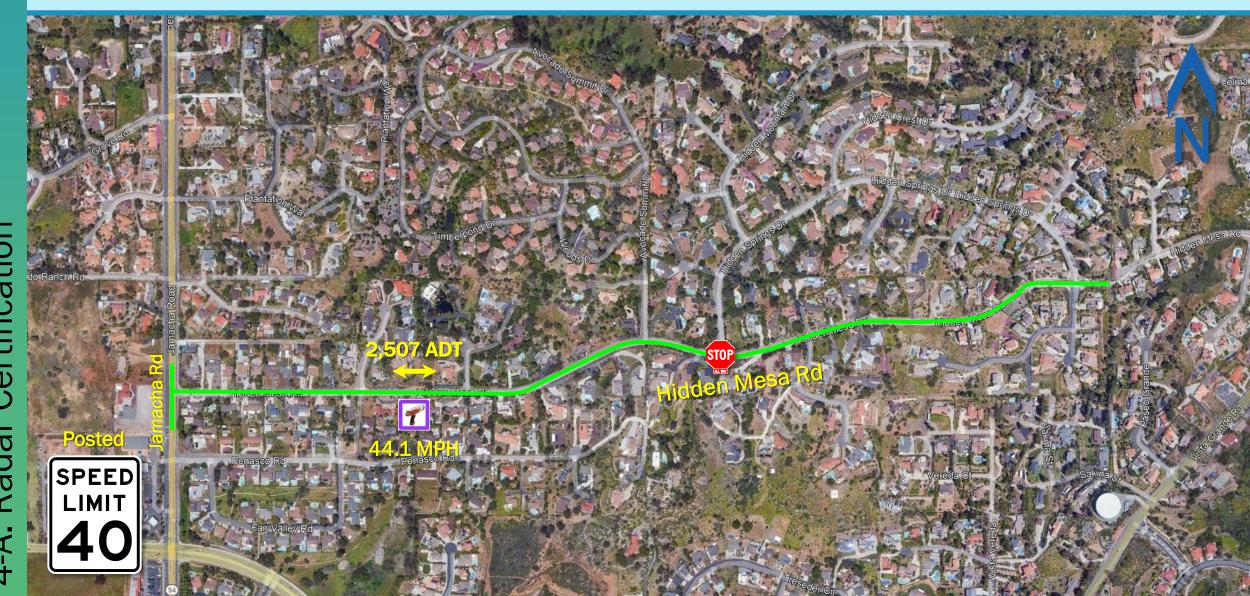


RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

	(DCCC1)			3 A1	V DILGO	,		1 01 1 0	DEIC V	· Onno	,				
Road Na	ame:	Rancho :	Santa	Fe Farr	From:	POCO L	AGO			To:	ı	RANCH	IO DIEC	SUENO R	D
Position) :	400' S/O	Ranc	cho Die	gueno Rd					Directi	ion:	NBT/SE	ЗТ		
Date:		5/17/20	22		Weathe	r:	Clea	ar		Projec	t Numb	er:	0		
Time Sta	art:	1:00PM			Road Co	ndition:	Dry			Observ	ver:		Samı	uel Cecer	e
Time En	d:	1:30PM			Posted S	Speed:	40 N	MPH		Calibra	ation Te	est:	Υ		
Speed (mph)	Num. Veh.	Cum. Pct.						Num	ber of V	ehicles					
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18 19				20											
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25 26	3	4.1% 5.0%	Speed (mph)	45											
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30	6	19.0%	1	55	3										
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33	8	41.3%		65	=										
34 35	17 10	55.4% 63.6%		70	3										
36	11	72.7%													
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39	5	90.9%		90%											
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64	<u> </u>			Oth Pero			33.6			mph Pac	-			- 39	
65 66										-					
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68 69			90	Oth Pero	entile		38.8		Perce	ent in Pa	ace		7	77%	
70	121		95	5th Pero	entile		40.5								
Total	121	1			· · · · · · · · · · · · · · · · · · ·	<u> </u>									

Hidden Mesa Road

Jamacha Road to cul-de-sac (1.02 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item 4-A

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Hidden Mesa Road from Jamacha Road to cul-de-sac

(a distance of 1.02 miles) HILLSDALE (Thos. Bros.

1272-A1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Hidden Mesa Road from Jamacha Road to cul-de-sac is posted with a 40 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 40 MPH speed limit.

Existing Traffic Devices

Hidden Mesa Road is a striped 2-lane undivided highway with a pavement width of 40 feet. The roadway is striped with a no passing centerline and white edgeline. Hidden Mesa Road is stop controlled at the intersection with Hidden Springs Drive. Hidden Mesa Road is unclassified on the County General Plan Mobility Element Network. Hidden Mesa Road is an established through highway from Jamacha Road to the west leg of Hidden Springs Drive. The road is posted with a 40 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes	<u>05/22</u>	<u>07/14</u>
Hidden Mesa Road:		
250' Hidden Mesa View Drive	2,507	2,380

Speed Data		85th Percentile	10 MPH Pace	% in Pace
Hidden Mesa Road:		<u>1 0100111110</u>	<u>1 400</u>	<u>1 400</u>
250' Hidden Mesa View Drive	(2022)	44.1 MPH	35-44	56.0%
	(2014)	44.9 MPH	35-44	70.0%

Collision Data

There have been 2 reported collisions, none of which involved an injury, along this segment of roadway in a 3-year period (02-01-19 to 01-31-22). These collisions result in a segment accident rate of 0.72 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds less than 45 MPH.

VOLUME

Hidden Mesa Rd 250' E/O Hidden Mesa View Dr

Day: Tuesday **Date:** 5/10/2022

City: El Cajon
Project #: CA22_040072_005

	DAILY T	OTALS		_	NB		SB		EB	,	WB							otal
	DAILI	UIALS			0		0		1,266	1	,241						2,	507
AM Period	NB	SB	EB		WB		TC	TAL	PM Period	NB		SB	EB		WB		TO	TAL
0:00			2		1		3		12:00				22		17		39	
0:15			1		0		1		12:15				20		22		42	
0:30			1	_	0	2	1	0	12:30				22	00	17	00	39	460
0:45 1:00			<u>2</u> 1	6	0	3	1	9	12:45 13:00				24 26	88	24	80	48 46	168
1:15			0		0		0		13:15				20		16		36	
1:30			1		0		1		13:30				18		25		43	
1:45			0	2	0		0	2	13:45				24	88	16	77	40	165
2:00			0		0		0		14:00				26		22		48	
2:15 2:30			0 0		1 0		1 0		14:15 14:30				19 18		23 28		42 46	
2:45			0		0	1	0	1	14:45				28	91	36	109	64	200
3:00			0		0		0		15:00				27		30	103	57	200
3:15			0		0		0		15:15				34		18		52	
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4:30			1		2		3		16:30				37		16		53	
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5:30 5:45			1 3	4	7 8	20	8 11	24	17:30 17:45				34 31	109	21 20	88	55 51	197
6:00			2	4	11	20	13	24	18:00				23	109	10	00	33	197
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6:30			7		19		26		18:30				32		18		50	
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7:00			5		30		35		19:00 19:15				16		8		24	
7:15 7:30			10 10		27 28		37 38		19:30				22 20		11 5		33 25	
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9:15			17		21		38		21:15				9		6		15	
9:30			13		15		28		21:30				14		4		18	
9:45			18	64	18	77	36	141	21:45				6	40	2	16	8	56
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10:15			14		16		30		22:15 22:30				11		3		14	
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11:45			16	76	19	72	35	148	23:45				2	17	2	7	4	24
TOTALS				352		564		916	TOTALS					914		677		1591
SPLIT %				38.4%		61.6%		36.5%	SPLIT %					57.4%		42.6%		63.5%
					NB		SB		EB		WB						To	otal
	DAILY T	OTALS		-	0		0		1,266		,241							507
AM Peak Hour				11:30		7:45		8:00	PM Peak Hour					14:45		14:15		14:45
AM Pk Volume				90		125		206	PM Pk Volume Pk Hr Factor					119		117		221
Pk Hr Factor	0	. 0		0.703 121		0.947 241		0.904 362	4 - 6 Volume		0	0		0.875 210		0.813 168		0.863 378
7 - 9 Volume 7 - 9 Peak Hour				8:00		7:45		362 8:00	4 - 6 Volume 4 - 6 Peak Hour					17:00		17:00		378 17:00
7 - 9 Peak Hour 7 - 9 Pk Volume				82		125		206	4 - 6 Pk Volume					109		88		197
Pk Hr Factor				0.732		0.947		0.904	Pk Hr Factor					0.801		0.846		0.895
		-0.000												2.501		2.3.0		

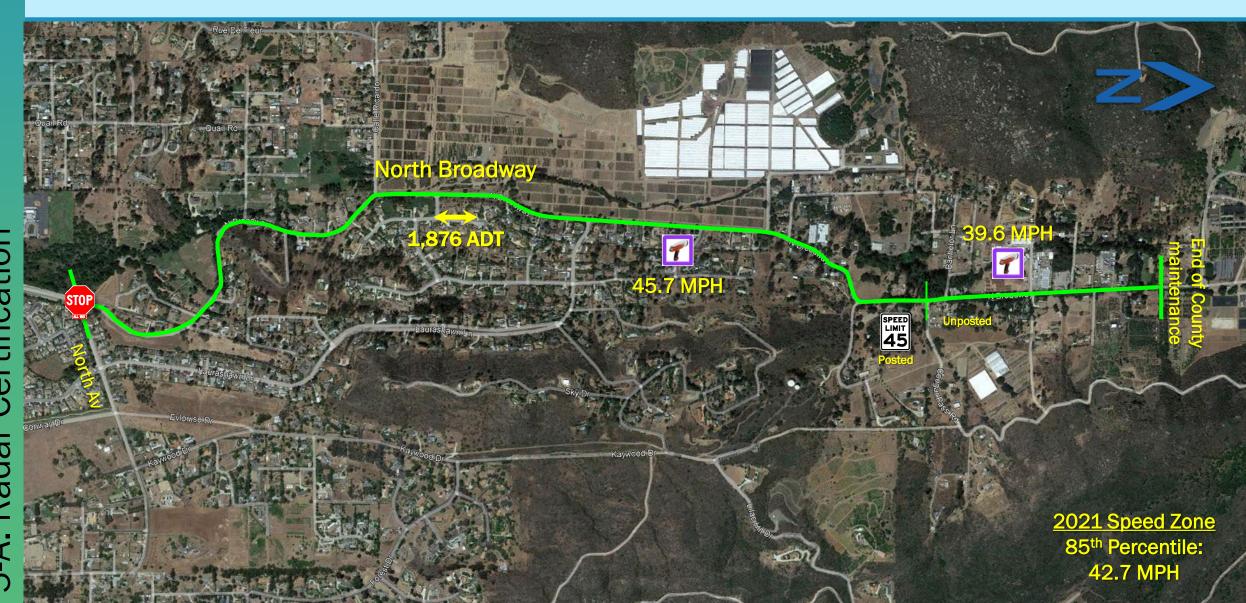


RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

NEW YORK	Percel														
Road Na	ame:	Hidden N	Mesa	Rd	From:	Hidden	Mesa Vie	w Dr		To:		Hidden	Spring	s Dr	
Position	:	250' e/o	Hidd	en Mes	a View Dı	•				Direc	tion:	EBT/WB	ВТ		
Date:		5/11/202	22		Weathe	r:	Clea	r		Proje	ct Numl	er:	0		
Time Sta	art:	9:50AM			Road Co	ndition	: Dry			Obse	rver:		Samu	el Cecer	e
Time En	d:	10:50AM	1		Posted S	Speed:	40 N	1PH		Calib	ration T	est:	Υ		
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18 19				20	3										
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24			lu)	40								_			
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28	2	5.4%	0,	50	<u> </u>										
29 30	3	8.1% 9.0%		55		•									
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32	7	18.9%		65	=										
33 34	6 5	24.3% 28.8%			3										
35	7	35.1%		70	_										
36	8	42.3%		100%	_										
37 38	7	48.6% 52.3%		90%											
39	5	56.8%													
40 41	7	60.4% 66.7%		80%											
42	7	73.0%	ent	70%						/					
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48 49	1	96.4%	Ē	20%	_			/							
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55 56									-	-					
57				—	Data Plot			 501	th Percei	ntile			85th P	Percentil	е
58				9	90th Perc	entile		 951	th Percei	ntile					
59 60								D	A B L C L X C	16					
61						T		DATA	ANALYS	15					
62 63			A	verage :	Speed		38.3		F	Range			25	- 54	
64				Oth Pero			37.4		10 -	nph Pa	200		25	- 44	
65							57.4		10 1	npii Pa	זנפ		33	- 44	
66 67			85	5th Pero	entile		44.1		Numl	ber in	Pace		ϵ	52	
68			90	Oth Pero	entile		46.0		Perce	ent in I	Pace		51	6%	
69 70									, стес	111 1	466				
Total	111		95	5th Pero	entile		46.9								

North Broadway

North Avenue to end of County maintenance (2.28 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item <u>5-A</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: North Broadway from North Avenue to end of County

maintenance (a distance of 2.28 miles) ESCONDIDO

EAST (Thos. Bros. 1109-H2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

North Broadway from North Avenue to Cougar Pass Road is posted with a 45 MPH, radar enforced, speed limit. North Broadway from Cougar Pass Road to the end of County maintenance is has no posted speed limit and is subject to the 55 MPH state maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit on North Broadway from North Avenue to the end of County maintenance.

Existing Traffic Devices

North Broadway is a striped 2-lane undivided highway with a pavement width of 40 feet. The roadway is striped with a no passing centerline and white edgeline. North Broadway has multiple speed advised reverse turns. North Broadway is classified as a Community Collector on the County General Plan Mobility Element Network. North Broadway is an established through highway. The road is posted with a 40 MPH, radar enforced, speed limit from North Avenue to Cougar Pass Road.

Average Daily Traffic Volumes	05/22	<u>12/14</u>
North Broadway:		
950' N/o Arco Drive	1,876	1,655

Speed Data North Broadway:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
950' N/o Arco Drive	(2022) (2014)	45.7 MPH 48.0 MPH	36-45 36-45	59.0% 58.0%
700' N/o Cougar Pass Road	(2022)	39.6 MPH	31-40	59.0%
Speed Zone	(2022)	42.7 MPH	34-43	59.0%

Collision Data

There has been 1 reported collision, which did not involve an injury, along this segment of roadway in a 3-year period (02-01-19 to 01-31-22). This collision results in a segment accident rate of 0.21 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds between 45 to 55 MPH.

VOLUME

N Broadway 950' N/O Arco Dr

Day: Tuesday **Date:** 5/10/2022

City: Escondido
Project #: CA22_040072_006

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0:15	2		0					2		12:15	10		6					16	
0:30 0:45	2 0	6	0 0					2	6	12:30 12:45	8 9	16	13 9	ΛE				21 18	01
1:00	0	6	0					0	0	13:00	<u> </u>	46	13	45				30	91
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1:45	1	5	0					1	5	13:45	12	54	12	50				24	104
2:00 2:15	0		0 1					0 1		14:00 14:15	18 16		41 60					59 76	
2:30	0		Ō					0		14:30	15		13					28	
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5:30	20		16					36		17:30	19		23					42	
5:45	15	97	8	37				23	134	17:45	13	77	3	55				16	132
6:00	11		17					28		18:00 18:15	12		7					19	
6:15 6:30	5 12		12 16					17 28		18:30	12 15		9 6					21 21	
6:45	16	44	18	63				34	107	18:45	12	51	10	32				22	83
7:00	13		22					35		19:00	9		10					19	
7:15	15		13					28		19:15	9		7					16	
7:30 7:45	11 15	54	29 26	90				40 41	144	19:30 19:45	12 7	37	13 8	38				25 15	75
8:00	11	54	13	90				24	144	20:00	9	37	4	30				13	75
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8:30	10		8					18		20:30	4		7					11	
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11:30 11:45	9 17	45	8 8	40				17 25	85	23:30 23:45	1 3	13	1 1	5				2	18
TOTALS	1/	391	3	390				23	781	TOTALS	J	566		529				7	1095
										SPLIT %									
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	D	AILY 1	ОТА	\LS _		NB		SB		EB		WB							otal
			-			957		919		0		0						1,8	876
AM Peak Hour		5:00		7:00					5:15	PM Peak Hour		16:30		14:00					14:00
AM Pk Volume		97		90					145	PM Pk Volume		88		140					208
Pk Hr Factor		0.495		0.776					0.625	Pk Hr Factor		0.846		0.583					0.684
7 - 9 Volume		90		134					224	4 - 6 Volume		157		114					271
7 - 9 Peak Hour		7:00		7:00					7:00	4 - 6 Peak Hour		16:30		16:45					16:45
7 - 9 Pk Volume		54		90					144	4 - 6 Pk Volume		88		64					146
Pk Hr Factor		0.900		0.776	0.000		0.000		0.878	Pk Hr Factor		0.846		0.696	0.0	JUU	0.000		0.869



RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

War and	Decel												
Road Na	me:	N Broad	way		From:	ARCO	DR			То:	COUGA	R PASS RD	
Position	:	950' n/o	Arco	Dr						Direction:	NBT/SE	BT	
										_			
Date:		5/17/202	22		Weath	er:	C	lear		Project Nu	mber:	0	
Time Sta	art:	9:55AM			Road C	onditio	n: [ry		Observer:		Samuel C	ecere
Time En	d:	11:50AM	1		Posted	Speed:	4	5 MPH		Calibration	Test:	Υ	
Speed (mph)	Num. Veh.	Cum. Pct.						Nu	mber of V	ehicles			
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17				15	 ' '								
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20				25	1	_							
21				30				_	-				
22 23			(yc	35									
24			L L	40							_		
25			pa										
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30 31	<u>3</u>	8.3% 10.2%		60	1								
32	6	15.7%		65	3								
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34 35	3	20.4%		70	_								1
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37 38	7	34.3% 40.7%		100%									
39	6	46.3%		90%									
40	5	50.9%		80%	+								
41 42	<u>6</u> 5	56.5% 61.1%	ı	70%	+								
43	9	69.4%	rce	60%	+					/			
44	7	75.9%	lative Percent	50%						7			
45 46	7	82.4% 86.1%	ive	40%					/				
47	4	89.8%	ılat	30%									
48		00.50/	Cumu	20%									
49 50	3	92.6% 95.4%	ರ										
51				10%	1								
52 53	1	96.3%		0%	+	40		2.					
53	1	97.2%			0	10	20	30			60	70	80
55	1	98.1%							Speed (r	mph)			1
56 57					Data Plo	t		5	Oth Perce	entile		-85th Perc	entile
58					90th Per	centile		c	5th Perce	ntile			
59	2	100.00/				Cerrenc							
60 61	2	100.0%						DAT	A ANALYS	SIS			
62			Δν	erage :	Sneed		40.2)		Range		27 - 6	50
63 64													
65			50	th Pero	entile		39.8	3	10	mph Pace		36 - 4	15
66			85	th Pero	entile		45.	7	Num	ber in Pace		64	
67 68						+			_				
69			90	th Perc	entile		48.3	L	Perc	ent in Pace		59%	
70	100		95	th Perc	entile		49.9	<u> </u>					
Total	108				•								



RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

The state of the s	Docott														
Road Na	me:	North Br	roadwa	ay	From:	North A	v			To:		End of	Count	y Mainte	nance
Position	:	700' N/o	Coug	ar Pass	Rd					Direc	tion:	NB/SB			
Date:		5/16/20	22		Weathe	r:	Clea	r		Proje	ct Num	ber:	22-0	40070-00	04
Time Sta	art:	9:15 AM			Road Co	ndition:	Dry			Obse	rver:		Cont	ractor	
Time En	d:	12:30 PN	√l		Posted S	Speed:	Unp	osted		Calib	ration T	est:	Υ		
Speed	Num.	Cum.						Num	ber of V	ehicle	<u> </u>				
(mph) 15	Veh.	Pct.			0	2		4	6		8		10)	12
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62 63			Αv	erage S	Speed		33.8			Range			19	- 52	
64							22.2								
65			501	th Perc	entile		32.8		10 ו	mph Pa	ace		31	- 40	
66			851	th Perc	entile		39.6		Num	ber in	Pace			59	
67															
68 69			901	th Perc	entile		42.3		Perce	ent in I	Pace		į	59%	
70				^											
Total	100		951	th Perc	entile		45.0								

York Drive & Montgomery Drive



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 10, 2022 Item <u>5-C</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Controls

LOCATION: York Drive & Montgomery Drive, VISTA (Thos. Bros.

1108-C2)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of York Drive & Montgomery Drive has been identified by Traffic Engineering as meeting Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, 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 could be considered.

Existing Traffic Devices

York Drive is a striped two-lane undivided highway with a 26 to 30-foot pavement width. The roadway is striped with a no passing centerline. York Drive is unclassified on the County General Plan Mobility Element Network. The road is a posted 25 MPH residence district.

Montgomery Drive is a striped two-lane undivided highway with a 24-foot pavement width. The roadway is striped with a no passing centerline. The road is unclassified on the County General Plan Mobility Element Network. Montgomery Drive is yield controlled in south bound direction at the tee intersection with York Drive.

Collision Data

There have been 0 reported collisions within a past 5-year period (02-01-2017 to 01-31-2022).



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:

May 13, 2022

Item Title:

All-Way Stop Controls

Location:

York Drive and Montgomery Drive

Recommendation:

Install All-Way Stop Controls

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, lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- Existing sight distance on York Drive (eastbound and westbound) approaching Montgomery Drive intersection is less than 300 feet of sight distance required per County Public Road Standards for roadways with a design speed of 30 MPH.
- Existing sight distance on Devon Place (northbound) approaching York Drive intersection is less than 300-foot sight distance required per County Public Road Standards for roadways with a design speed of 30 MPH.

- The attached technical memorandum from LLG Engineers and dated March 2, 2022, provides a detail intersection sight distance documentation associated with a proposed 183 senior living apartment units with a main access at the subject intersection.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above as well as the nearby proposed senior house for safer walkability in the area, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of York Drive and Montgomery Drive.



Zoubir A. Ouadah

05|13|2022

Zoubir A. Ouadah, PE. TE. County Traffic Engineer

Date

MEMORANDUM

То:	Joe Balbas Balbas Construction	Date:	March 2, 2022
From:	Walter B. Musial, PE, RSP & Román Lopez, PTP LLG, Engineers	LLG Ref:	3-21-3385
Subject:	York Drive Active Senior Living Pro (PDS2021-MPA-001)	ject – Access R	eview

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following technical memo to review the proposed vehicular access for the York Drive Active Senior Living project ("Project").

PROJECT DESCRIPTION, LOCATION, & ACCESS

The Project is located at 1822, 1844, and 1864 York Drive, south of York Drive and east of S. Santa Fe Avenue. The project would construct one four-story building with 183 senior apartment units which will be deed-restricted to ages 62 and above.

Vehicular access to the Project site is proposed via one (1) driveway on the south side of York Drive, near the eastern edge of the Project site, generally aligned opposite Montgomery Drive.

EXISTING CONDITIONS

York Drive is an unclassified two-lane undivided roadway with narrow shoulders that does not provide curbside parking. York Drive is generally oriented east-west in the vicinity of the Project and Project driveway. The posted speed limit is 25 mph.

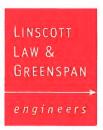
Montgomery Drive is an unclassified two-lane undivided roadway with narrow shoulders that does not provide curbside parking. Montgomery Drive is generally oriented north-south in the vicinity of the Project and currently terminates in the southbound direction in a T-intersection at York Drive north of the proposed Project driveway.

The existing southbound Montgomery Drive approach to York Drive is yield-controlled. The existing York Drive approaches to Montgomery Drive and the proposed Project driveway in the eastbound and westbound directions are uncontrolled.

Devon Place is an unclassified two-lane undivided roadway with narrow shoulders that does not provide curbside parking. Devon Place is a generally north-south roadway in the vicinity of the Project and currently terminates in the northbound direction in a T-intersection at York Drive, approximately 200 feet east of Montgomery Drive. The existing York Drive / Devon Place intersection is uncontrolled in all directions of travel.

DRIVEWAY SIGHT DISTANCE

Driveway sight distance was reviewed for all approaches. As illustrated in the attached exhibit provided by the Civil Engineer (*Attachment A*), sight distance from southbound Montgomery Drive is provided. The 300' sight distance was based on a



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Pasadena Irvine San Diego Woodland Hills Joe Balbas March 2, 2022 Page 2



30 mph design speed, which is the minimum design speed for County public roadways.

However, in the westbound and eastbound directions of travel on York Drive approaching Montgomery Drive, as well as northbound on Devon Place approaching York Drive, there is <u>not</u> adequate sight distance due to the horizontal curvature of the roadway and existing obstructions outside the right-of-way including trees and chain link fence.

PROPOSED DESIGN TO ADDRESS SIGHT DISTANCE DEFICIENCY

The Project will address this existing stop sight distance deficiency by providing all-way stop control at the York Drive / Montgomery Drive / Project Driveway intersection as illustrated in *Attachment A*. Advance warning "Stop Ahead" signage will be installed for the westbound approach where sight distance was not provided. At the stop lines, clear line of sight between all vehicles will be provided as demonstrated in *Attachment A*.

Additionally, a stop sign is proposed on Devon Place at its intersection with York Drive controlling the minor street/cul-de-sac approach. The York Drive approaches would remain uncontrolled at this location.

To further review the proposed stop control, line of sight from all approaches were reviewed. As shown in *Attachment A*, clear line of sight between vehicles at the approach stop bar are visible in all directions.

MULTI-MODAL CONSIDERATIONS

Provision of all-way stop control at the Project driveway also supports non-auto (i.e., pedestrian, bicycle) modes of travel. The County's General Plan Mobility Element has several policies that promote active transportation options for County residents. The primary objectives, goals, and policies of the Mobility Element include:

- Accommodate all users of the road right-of-way;
- Road design, operation, and maintenance that reflect community character and the Community Plan, and;
- Construct complete streets that balance vehicular needs with pedestrian, bicycle, and transit facilities to meet the needs of all users.

The County has also prepared an Active Transportation Plan (ATP) that serves as a master plan and policy document for the County of San Diego to implement active transportation projects and pursue funding opportunities for new or improved facilities. The proposed design supports the goals of the Mobility Element and ATP in the following ways.

The stop control addresses existing intersection deficiencies that have implications to both vehicle and active transportation travel.

Joe Balbas March 2, 2022 Page 3



Further, the Project will also complete frontage improvements along York Drive including curb, gutter, and sidewalk connecting to existing sidewalks on the south side of York Drive which ultimately connect to S. Santa Fe Avenue. At S. Santa Fe Avenue there is access to the Inland Rail Trail, a Class I bikeway that parallels the North County Transit District (NCTD) rail right-of-way. NCTD bus routes 305 and 332 also provide stops located at the intersection of York Drive / S. Santa Fe Avenue. Thus, the frontage improvements provide key link in extending multi-modal access to not only the Project site itself but also to the existing local area.

RECOMMENDATIONS

The following transportation considerations are recommended:

- Regardless of the proposed stop control, provide adequate sight distance for the following approaches to the satisfaction of the County engineer. Field verify prior to Certificate of Occupancy.
 - Southbound Montgomery Drive
- Maximize the sight distance provided for the westbound and eastbound York Drive, and northbound Devon Place, to the extent possible. It is recommended at a minimum; Stopping Sight Distance be provided to the satisfaction of the County engineer. Field verify prior to Certificate of Occupancy.
- To address existing deficiencies in the eastbound and westbound direction, provide stop control with advance warning to the satisfaction of the County engineer.
- Maintain clear line of sight at the stop bar for all approaches to the satisfaction of the County engineer. Field verify prior to Certificate of Occupancy.

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Joe Balbas March 2, 2022 Page 4



ATTACHMENT A SIGHT DISTANCE EXHIBIT

