

# 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

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).

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**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)**

[+1 619-343-2539,,213902354#](#) 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 Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review**

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



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

## 1-A. Intersection Controls





## 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 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).



# 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.sdcountry.ca.gov/dpw/](http://www.sdcountry.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.

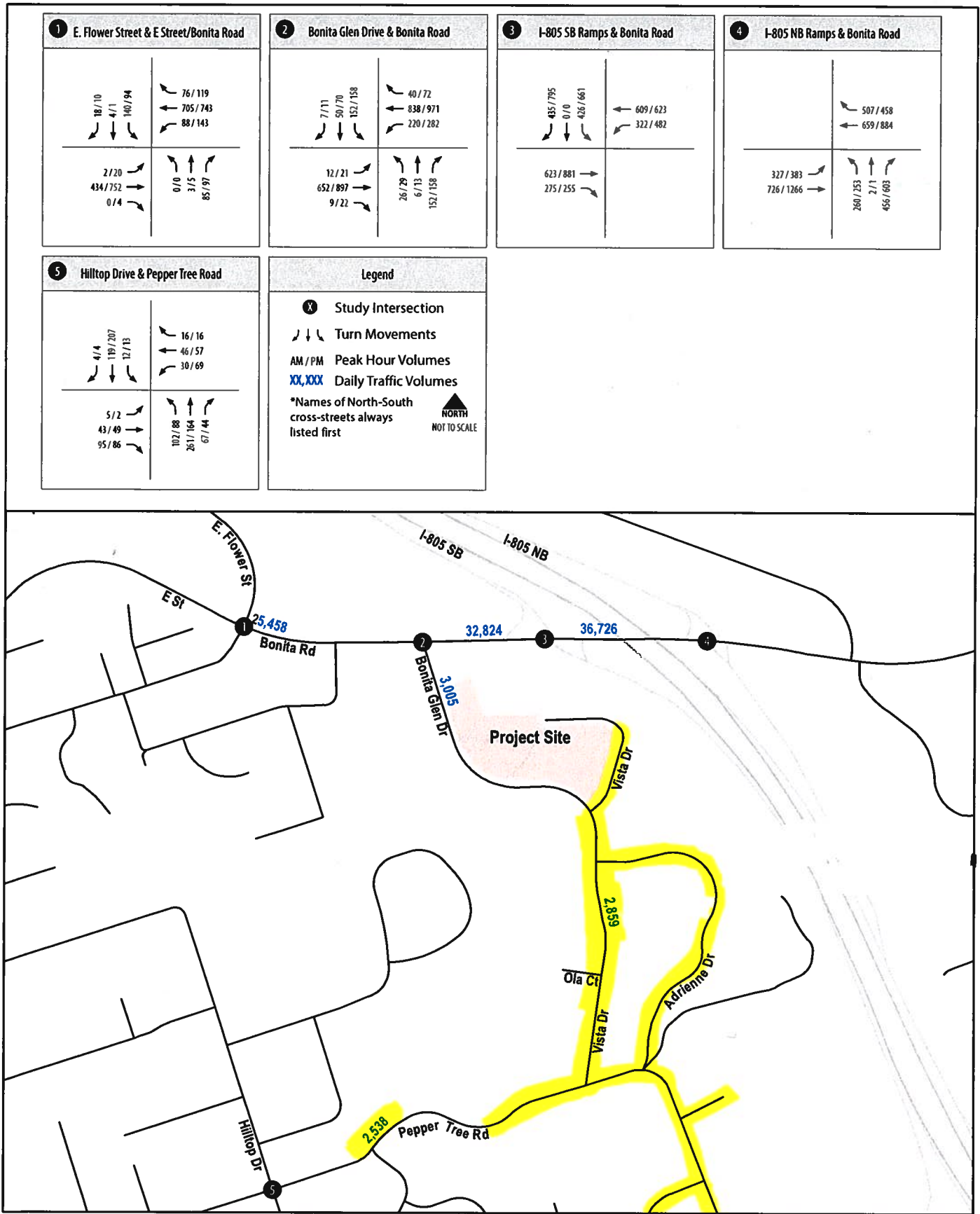


*Zoubir A. Ouadah*

*05/17/2022*

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

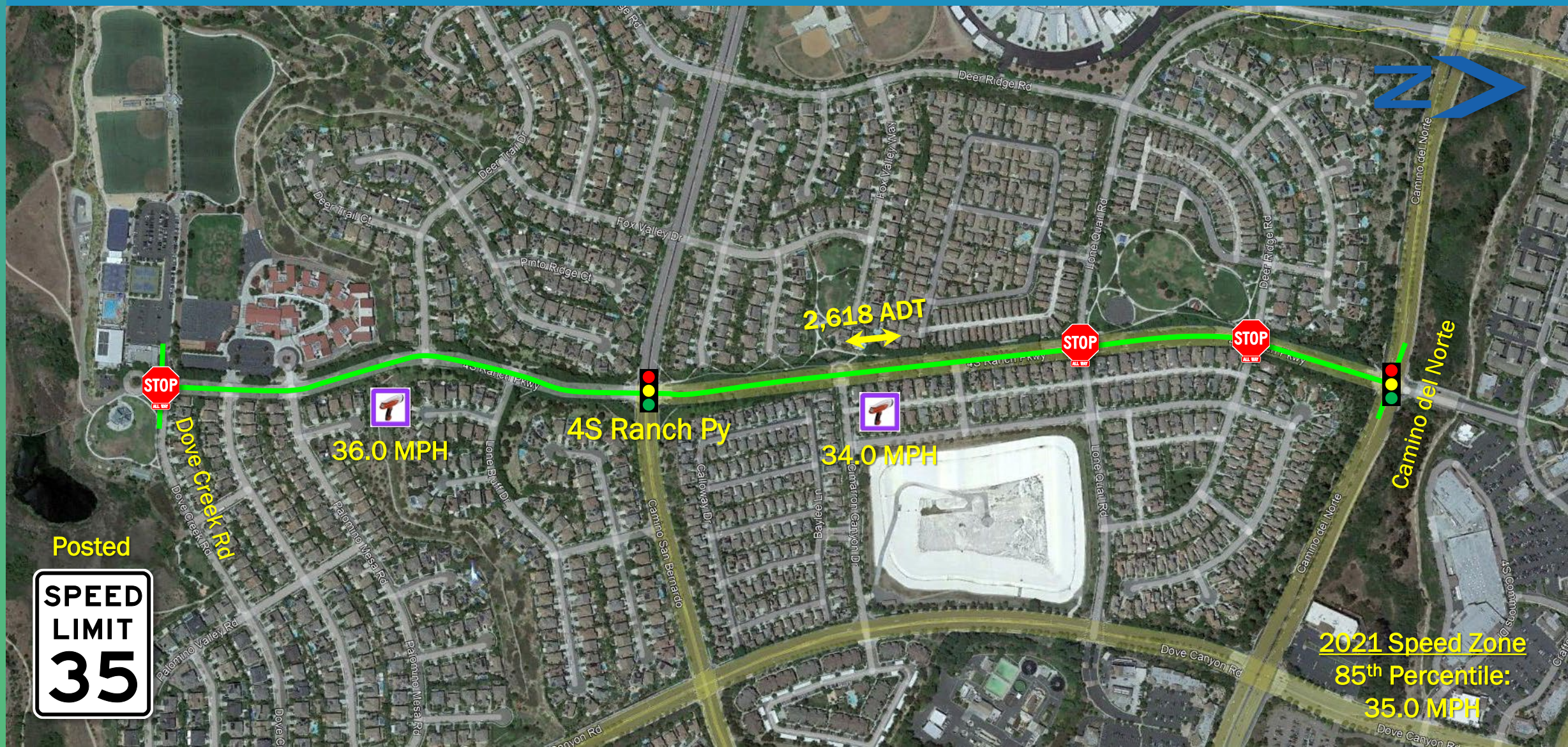
\_\_\_\_\_  
Date





# 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**

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

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
4S Ranch Parkway:				
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: 5/10/2022City: 4S Ranch  
Project #: CA22\_040072\_002

DAILY TOTALS					NB	SB						EB	WB	Total	
					975	999						0	0	1,974	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0			0		12:00	11	10			21			
0:15	1	1			2		12:15	10	9			19			
0:30	0	0			0		12:30	15	21			36			
0:45	0	1	0	1	0	2	12:45	24	60	11	51	35	111		
1:00	0	0			0		13:00	7	13			20			
1:15	0	0			0		13:15	11	17			28			
1:30	0	0			0		13:30	5	10			15			
1:45	0	0			0		13:45	9	32	13	53	22	85		
2:00	0	0			0		14:00	10	18			28			
2:15	0	0			0		14:15	10	17			27			
2:30	0	0			0		14:30	38	22			60			
2:45	0	0			0		14:45	21	79	16	73	37	152		
3:00	0	0			0		15:00	13	21			34			
3:15	0	1			1		15:15	35	21			56			
3:30	0	0			0		15:30	27	28			55			
3:45	0	0	1		0	1	15:45	21	96	33	103	54	199		
4:00	0	0			0		16:00	20	23			43			
4:15	0	0			0		16:15	20	20			40			
4:30	0	0			0		16:30	23	20			43			
4:45	0	2	2		2	2	16:45	23	86	31	94	54	180		
5:00	0	0			0		17:00	17	27			44			
5:15	0	1			1		17:15	29	28			57			
5:30	1	3			4		17:30	33	22			55			
5:45	0	1	1	5	1	6	17:45	20	99	27	104	47	203		
6:00	2	0			2		18:00	28	25			53			
6:15	4	5			9		18:15	22	11			33			
6:30	3	0			3		18:30	23	22			45			
6:45	3	12	8	13	11	25	18:45	32	105	25	83	57	188		
7:00	7	8			15		19:00	19	15			34			
7:15	9	14			23		19:15	16	13			29			
7:30	9	38			47		19:30	14	21			35			
7:45	38	63	22	82	60	145	19:45	6	55	14	63	20	118		
8:00	29	10			39		20:00	16	6			22			
8:15	17	13			30		20:15	13	7			20			
8:30	10	18			28		20:30	6	10			16			
8:45	30	86	32	73	62	159	20:45	8	43	11	34	19	77		
9:00	18	25			43		21:00	5	9			14			
9:15	12	12			24		21:15	11	4			15			
9:30	4	7			11		21:30	6	4			10			
9:45	7	41	11	55	18	96	21:45	2	24	3	20	5	44		
10:00	14	10			24		22:00	0	1			1			
10:15	14	12			26		22:15	0	2			2			
10:30	7	9			16		22:30	1	1			2			
10:45	8	43	8	39	16	82	22:45	0	1	0	4	0	5		
11:00	6	13			19		23:00	0	1			1			
11:15	8	8			16		23:15	1	1			2			
11:30	11	6			17		23:30	0	1			1			
11:45	22	47	16	43	38	90	23:45	0	1	0	3	0	4		
TOTALS	294	314			608		TOTALS	681	685			1366			
SPLIT %	48.4%	51.6%			30.8%		SPLIT %	49.9%	50.1%			69.2%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					975	999						0	0	1,974	
AM Peak Hour	7:45	8:15			7:30		PM Peak Hour	17:15	16:45			17:15			
AM Pk Volume	94	88			176		PM Pk Volume	110	108			212			
Pk Hr Factor	0.618	0.688			0.733		Pk Hr Factor	0.833	0.871			0.930			
7 - 9 Volume	149	155	0	0	304		4 - 6 Volume	185	198	0	0	383			
7 - 9 Peak Hour	7:45	7:15			7:30		4 - 6 Peak Hour	16:45	16:45			16:45			
7 - 9 Pk Volume	94	84	0	0	176		4 - 6 Pk Volume	102	108	0	0	210			
Pk Hr Factor	0.618	0.553	0.000	0.000	0.733		Pk Hr Factor	0.773	0.871	0.000	0.000	0.921			

DAILY TOTALS			NB	SB	EB			WB	Total		
			1,645	1,617				0			
AM Peak Hour	7:30	7:15			7:15	PM Peak Hour	14:30	15:30			14:30
AM Pk Volume	275	236			499	PM Pk Volume	256	198			394
Pk Hr Factor	0.529	0.541			0.567	Pk Hr Factor	0.538	0.811			0.579
7 - 9 Volume	370	302	0	0	672	4 - 6 Volume	289	351	0	0	640
7 - 9 Peak Hour	7:30	7:15			7:15	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	275	236	0	0	499	4 - 6 Pk Volume	165	185	0	0	339
Pk Hr Factor	0.529	0.541	0.000	0.000	0.567	Pk Hr Factor	0.676	0.873	0.000	0.000	0.807





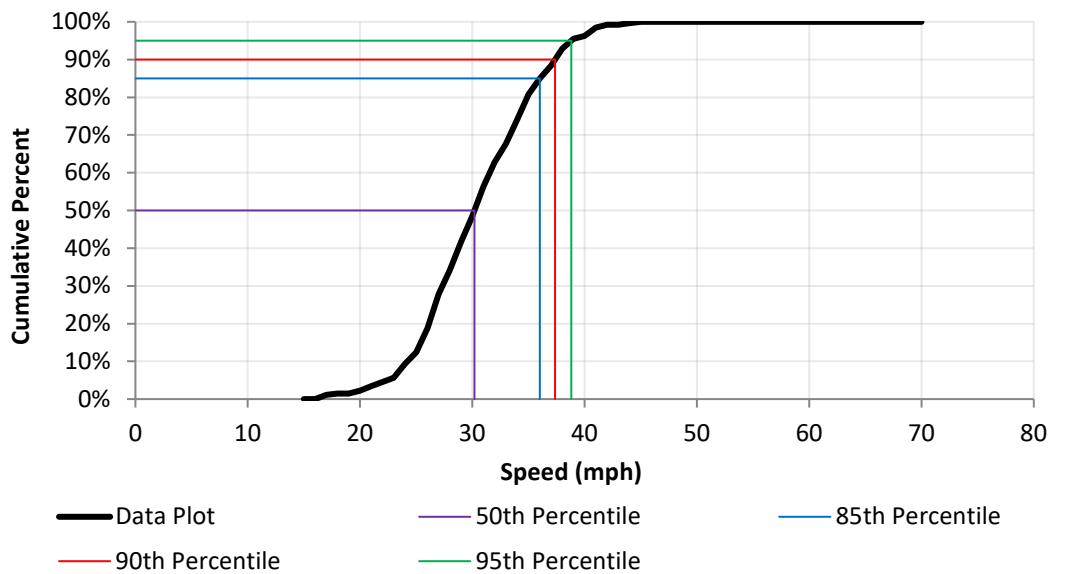
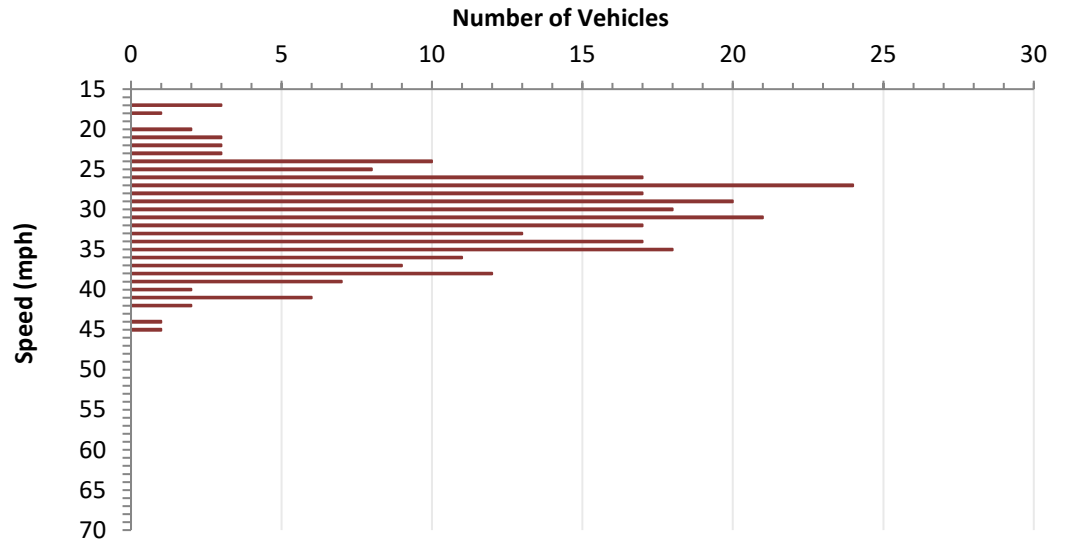
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	4S Ranch Py	<b>From:</b>	Dove Creek Rd	<b>To:</b>	Camino del Norte
<b>Position:</b>	200' NO Cimarron Canyon Dr	<b>Direction:</b>	NB/SB		

<b>Date:</b>	5/4/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	22-040070-001
<b>Time Start:</b>	11:15 AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Contractor
<b>Time End:</b>	1:15 PM	<b>Posted Speed:</b>	35 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17	3	1.1%
18	1	1.5%
19		
20	2	2.3%
21	3	3.4%
22	3	4.5%
23	3	5.6%
24	10	9.4%
25	8	12.4%
26	17	18.8%
27	24	27.8%
28	17	34.2%
29	20	41.7%
30	18	48.5%
31	21	56.4%
32	17	62.8%
33	13	67.7%
34	17	74.1%
35	18	80.8%
36	11	85.0%
37	9	88.3%
38	12	92.9%
39	7	95.5%
40	2	96.2%
41	6	98.5%
42	2	99.2%
43		
44	1	99.6%
45	1	100.0%
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	266	



### DATA ANALYSIS

Average Speed	30.9	Range	17 - 45
50th Percentile	30.2	10 mph Pace	26 - 35
85th Percentile	36.0	Number in Pace	182
90th Percentile	37.4	Percent in Pace	68%
95th Percentile	38.8		



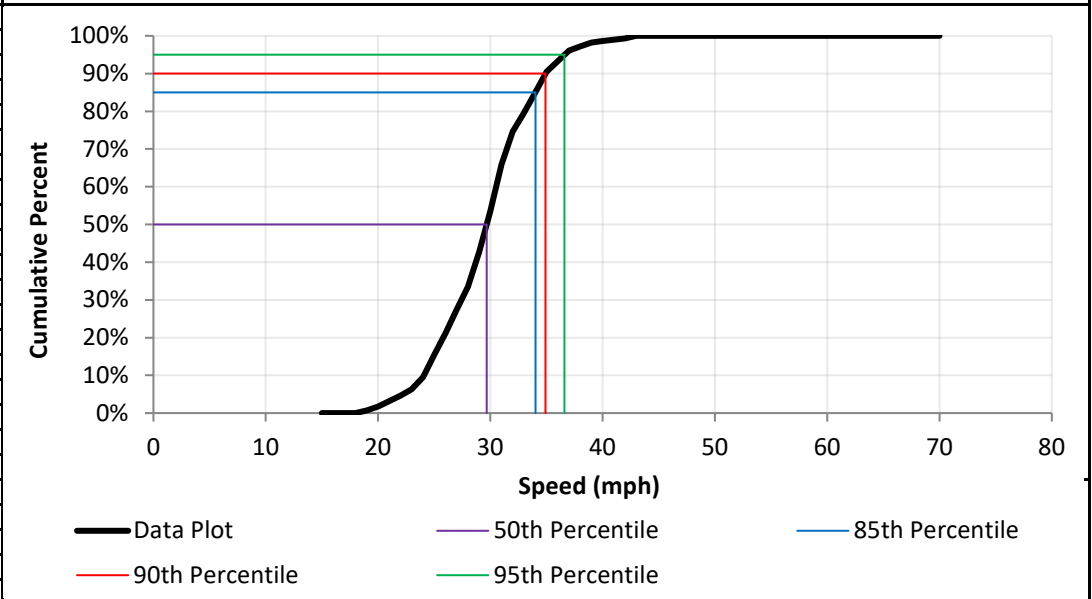
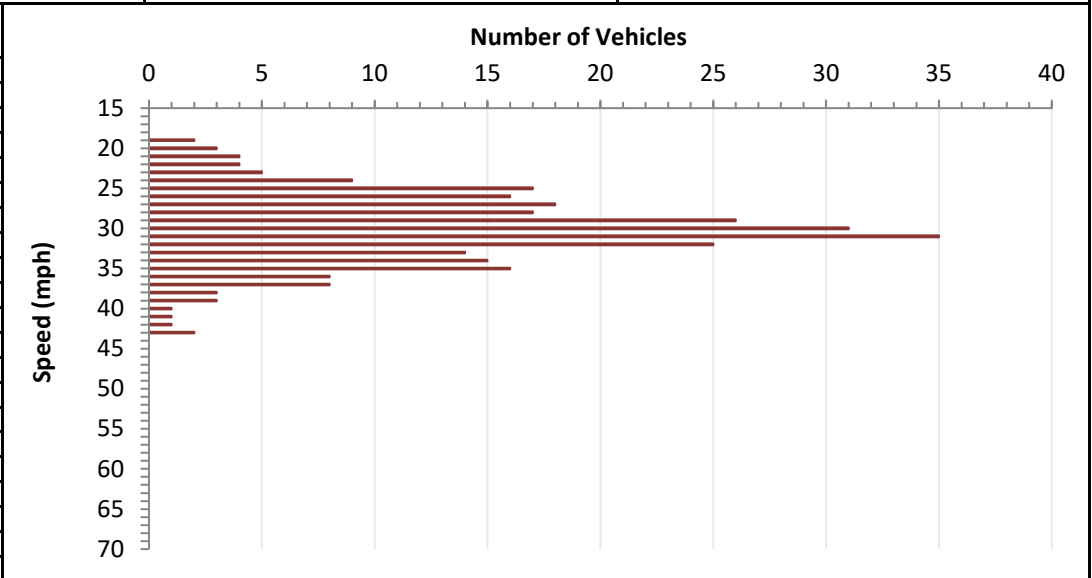
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	4S Ranch Py	<b>From:</b>	Dove Creek Rd	<b>To:</b>	Camino del Norte
<b>Position:</b>	200' SO Deer Trail Dr	<b>Direction:</b>	NB/SB		

<b>Date:</b>	5/4/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	22-040070-002
<b>Time Start:</b>	1:50 PM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Contractor
<b>Time End:</b>	3:50 PM	<b>Posted Speed:</b>	35 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19	2	0.7%
20	3	1.8%
21	4	3.2%
22	4	4.6%
23	5	6.3%
24	9	9.5%
25	17	15.5%
26	16	21.1%
27	18	27.5%
28	17	33.5%
29	26	42.6%
30	31	53.5%
31	35	65.8%
32	25	74.6%
33	14	79.6%
34	15	84.9%
35	16	90.5%
36	8	93.3%
37	8	96.1%
38	3	97.2%
39	3	98.2%
40	1	98.6%
41	1	98.9%
42	1	99.3%
43	2	100.0%
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	284	

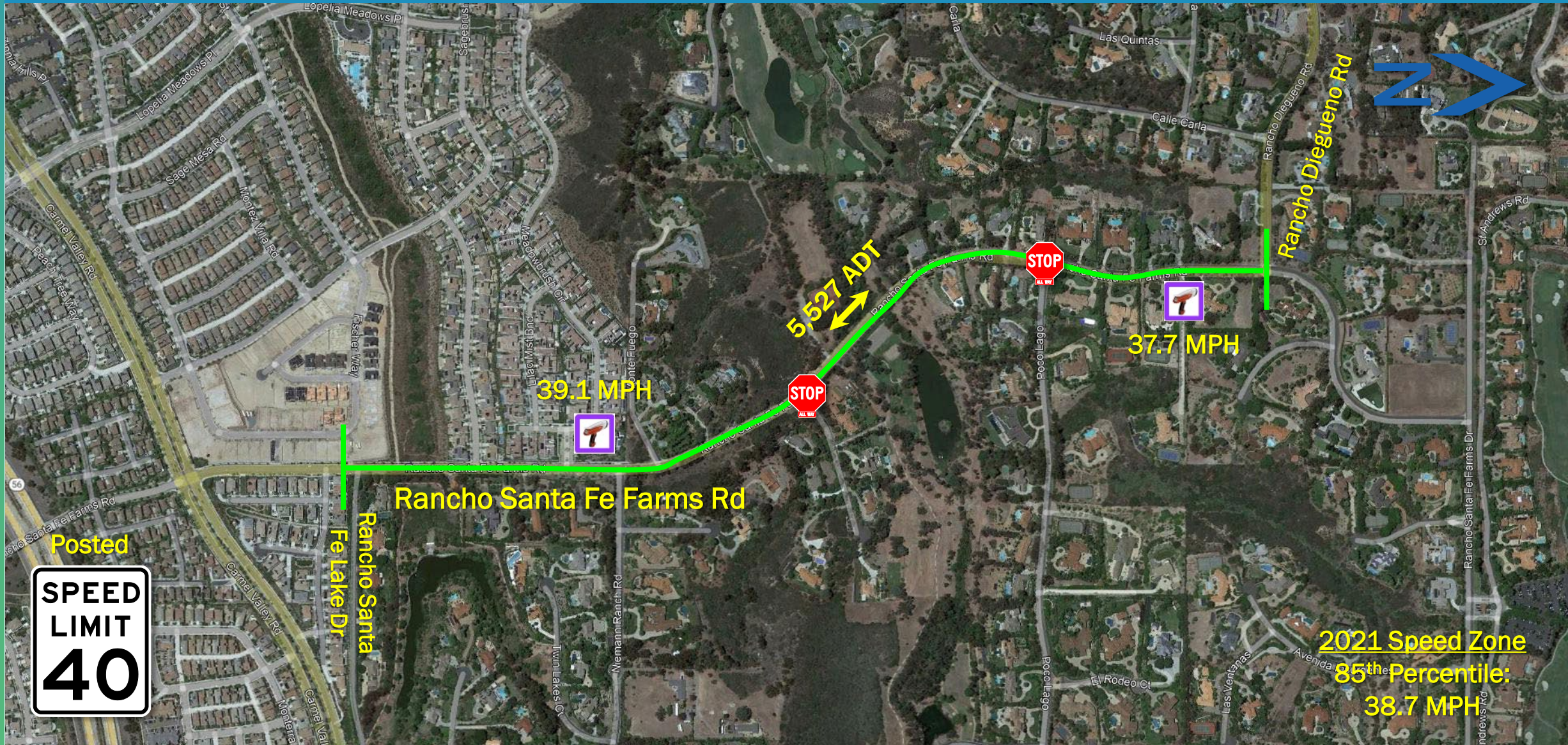


### DATA ANALYSIS

Average Speed	30.0	Range	19 - 43
50th Percentile	29.7	10 mph Pace	25 - 34
85th Percentile	34.0	Number in Pace	214
90th Percentile	34.9	Percent in Pace	75%
95th Percentile	36.6		



## 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.

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

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
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: 5/10/2022City: San Dieguito  
Project #: CA22\_040072\_010

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,690	2,837						0	0	5,527	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	3	4			7		12:00	37	43			80			
0:15	0	0			0		12:15	40	46			86			
0:30	0	0			0		12:30	37	47			84			
0:45	0	3	1	5	1	8	12:45	40	154	45	181	85	335		
1:00	2	2			4		13:00	36	39			75			
1:15	0	2			2		13:15	29	51			80			
1:30	0	0			0		13:30	48	37			85			
1:45	2	4	0	4	2	8	13:45	37	150	30	157	67	307		
2:00	0	1			1		14:00	52	64			116			
2:15	0	0			0		14:15	42	68			110			
2:30	0	0			0		14:30	61	82			143			
2:45	0	2	3		2	3	14:45	55	210	81	295	136	505		
3:00	0	1			1		15:00	61	101			162			
3:15	2	1			3		15:15	94	100			194			
3:30	0	0			0		15:30	62	77			139			
3:45	1	3	2	4	3	7	15:45	50	267	52	330	102	597		
4:00	0	3			3		16:00	42	68			110			
4:15	0	0			0		16:15	59	63			122			
4:30	2	0			2		16:30	40	53			93			
4:45	1	3	1	4	2	7	16:45	44	185	59	243	103	428		
5:00	5	5			10		17:00	58	55			113			
5:15	8	0			8		17:15	51	60			111			
5:30	9	2			11		17:30	44	65			109			
5:45	9	31	8	15	17	46	17:45	33	186	39	219	72	405		
6:00	4	4			8		18:00	36	49			85			
6:15	20	6			26		18:15	54	53			107			
6:30	18	13			31		18:30	44	50			94			
6:45	43	85	25	48	68	133	18:45	37	171	37	189	74	360		
7:00	33	21			54		19:00	30	37			67			
7:15	48	70			118		19:15	28	40			68			
7:30	62	77			139		19:30	22	22			44			
7:45	81	224	45	213	126	437	19:45	19	99	32	131	51	230		
8:00	91	54			145		20:00	25	18			43			
8:15	71	63			134		20:15	28	22			50			
8:30	40	49			89		20:30	14	22			36			
8:45	55	257	33	199	88	456	20:45	10	77	13	75	23	152		
9:00	48	37			85		21:00	12	12			24			
9:15	43	37			80		21:15	21	12			33			
9:30	38	33			71		21:30	12	10			22			
9:45	64	193	41	148	105	341	21:45	13	58	8	42	21	100		
10:00	34	33			67		22:00	6	5			11			
10:15	35	24			59		22:15	7	3			10			
10:30	33	27			60		22:30	8	7			15			
10:45	28	130	43	127	71	257	22:45	4	25	2	17	6	42		
11:00	41	43			84		23:00	3	1			4			
11:15	43	47			90		23:15	2	5			7			
11:30	46	52			98		23:30	1	3			4			
11:45	37	167	36	178	73	345	23:45	2	8	1	10	3	18		
TOTALS	1100	948			2048		TOTALS	1590	1889			3479			
SPLIT %	53.7%	46.3%			37.1%		SPLIT %	45.7%	54.3%			62.9%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					2,690	2,837						0	0	5,527	
AM Peak Hour	7:30	7:15			7:30		PM Peak Hour	14:45	14:30			14:30			
AM Pk Volume	305	246			544		PM Pk Volume	272	364			635			
Pk Hr Factor	0.838	0.799			0.938		Pk Hr Factor	0.723	0.901			0.818			
7 - 9 Volume	481	412	0	0	893		4 - 6 Volume	371	462	0	0	833			
7 - 9 Peak Hour	7:30	7:15			7:30		4 - 6 Peak Hour	16:15	16:00			16:45			
7 - 9 Pk Volume	305	246	0	0	544		4 - 6 Pk Volume	201	243	0	0	436			
Pk Hr Factor	0.838	0.799	0.000	0.000	0.938		Pk Hr Factor	0.852	0.893	0.000	0.000	0.965			





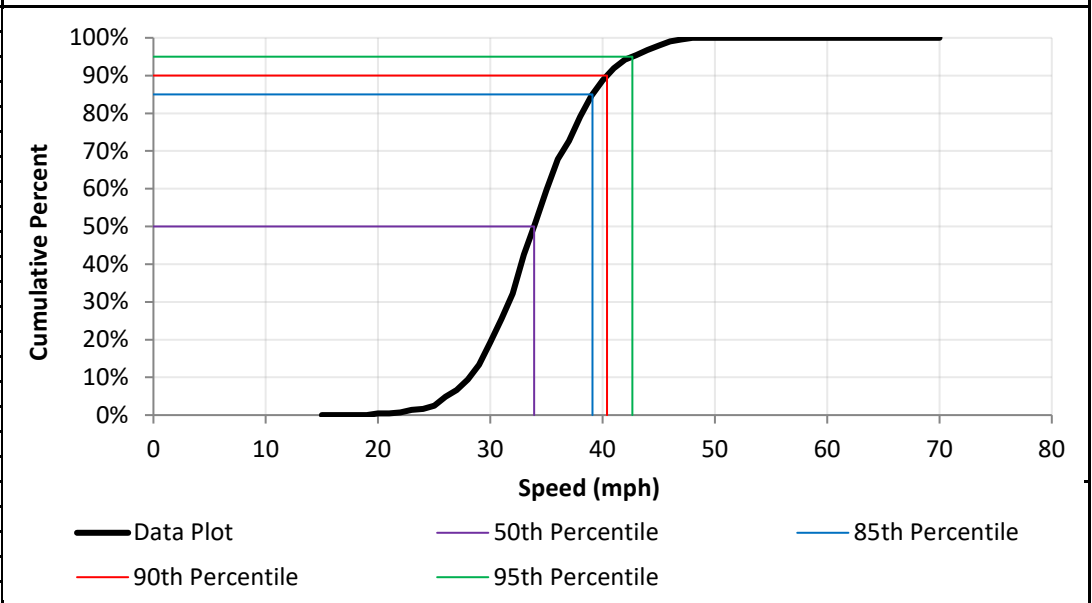
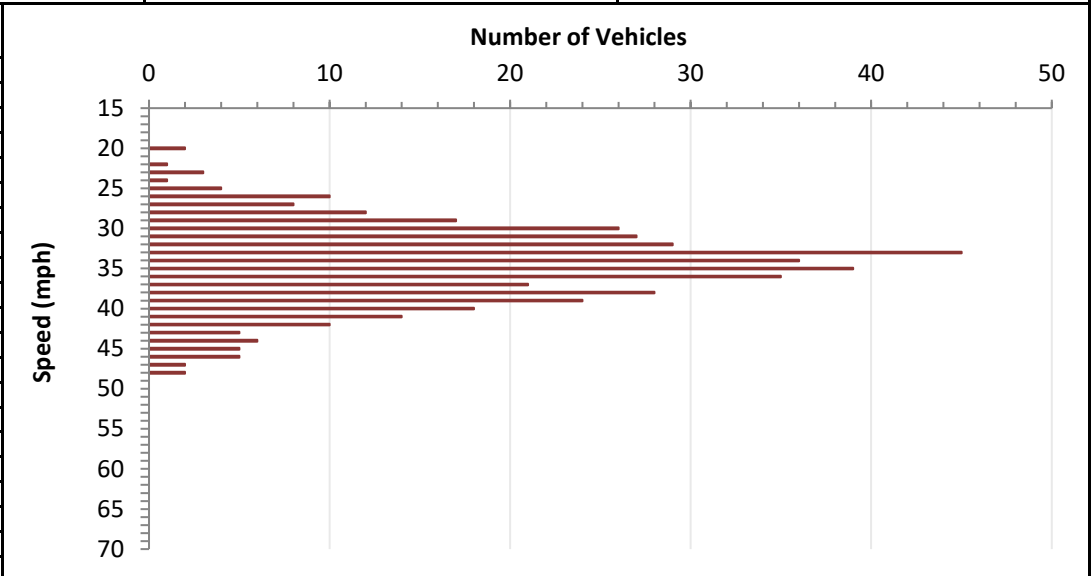
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	Rancho Santa Fe Farn	<b>From:</b>	San Diego C/L	<b>To:</b>	Rancho Diegueno Rd
<b>Position:</b>	100' SO Niemann Ranch Rd	<b>Direction:</b>	NB/SB		

<b>Date:</b>	5/4/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	22-040070-005
<b>Time Start:</b>	9:00 AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Contractor
<b>Time End:</b>	11:00 AM	<b>Posted Speed:</b>	40 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20	2	0.5%
21		
22	1	0.7%
23	3	1.4%
24	1	1.6%
25	4	2.5%
26	10	4.8%
27	8	6.7%
28	12	9.4%
29	17	13.3%
30	26	19.3%
31	27	25.5%
32	29	32.2%
33	45	42.5%
34	36	50.8%
35	39	59.8%
36	35	67.8%
37	21	72.6%
38	28	79.1%
39	24	84.6%
40	18	88.7%
41	14	92.0%
42	10	94.3%
43	5	95.4%
44	6	96.8%
45	5	97.9%
46	5	99.1%
47	2	99.5%
48	2	100.0%
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>435</b>	



### DATA ANALYSIS

Average Speed	34.6	Range	20 - 48
50th Percentile	33.9	10 mph Pace	30 - 39
85th Percentile	39.1	Number in Pace	310
90th Percentile	40.4	Percent in Pace	71%
95th Percentile	42.7		



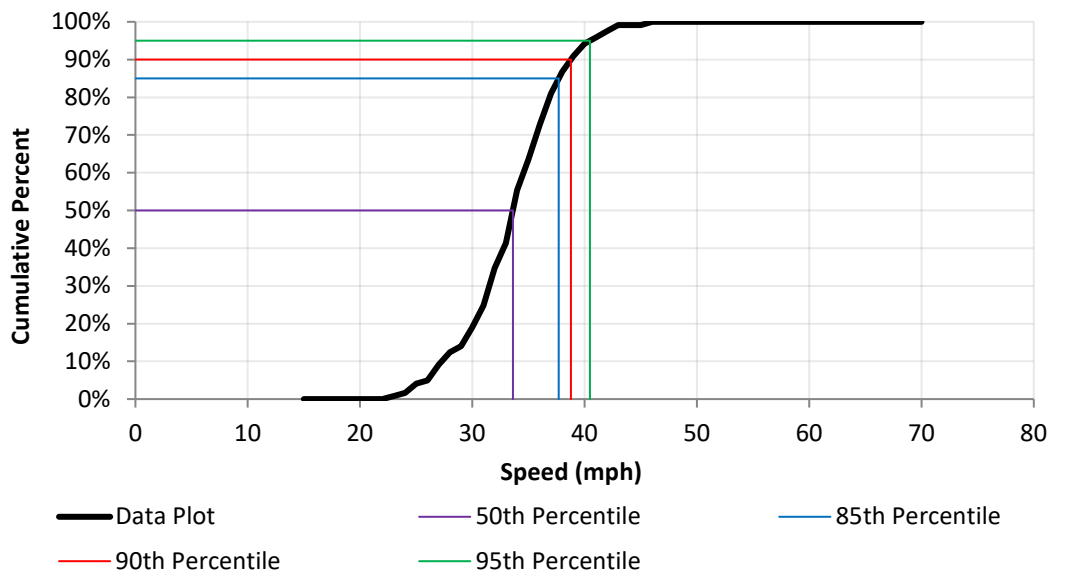
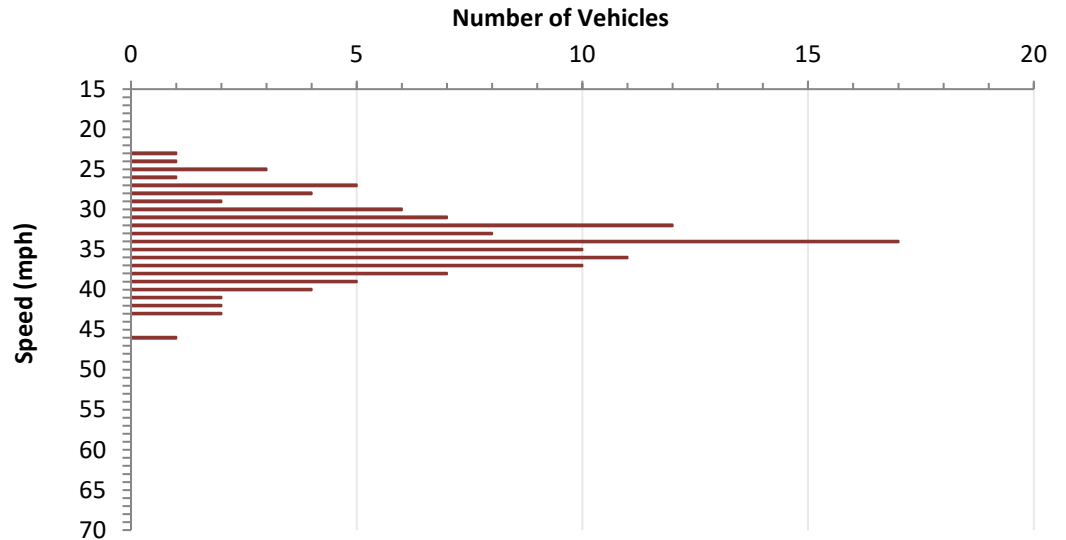
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	Rancho Santa Fe Farn	<b>From:</b>	POCO LAGO	<b>To:</b>	RANCHO DIEGUENO RD
<b>Position:</b>	400' S/O Rancho Diegueno Rd	<b>Direction:</b>	NBT/SBT		

<b>Date:</b>	5/17/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	0
<b>Time Start:</b>	1:00PM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Samuel Cecere
<b>Time End:</b>	1:30PM	<b>Posted Speed:</b>	40 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23	1	0.8%
24	1	1.7%
25	3	4.1%
26	1	5.0%
27	5	9.1%
28	4	12.4%
29	2	14.0%
30	6	19.0%
31	7	24.8%
32	12	34.7%
33	8	41.3%
34	17	55.4%
35	10	63.6%
36	11	72.7%
37	10	81.0%
38	7	86.8%
39	5	90.9%
40	4	94.2%
41	2	95.9%
42	2	97.5%
43	2	99.2%
44		
45		
46	1	100.0%
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	121	



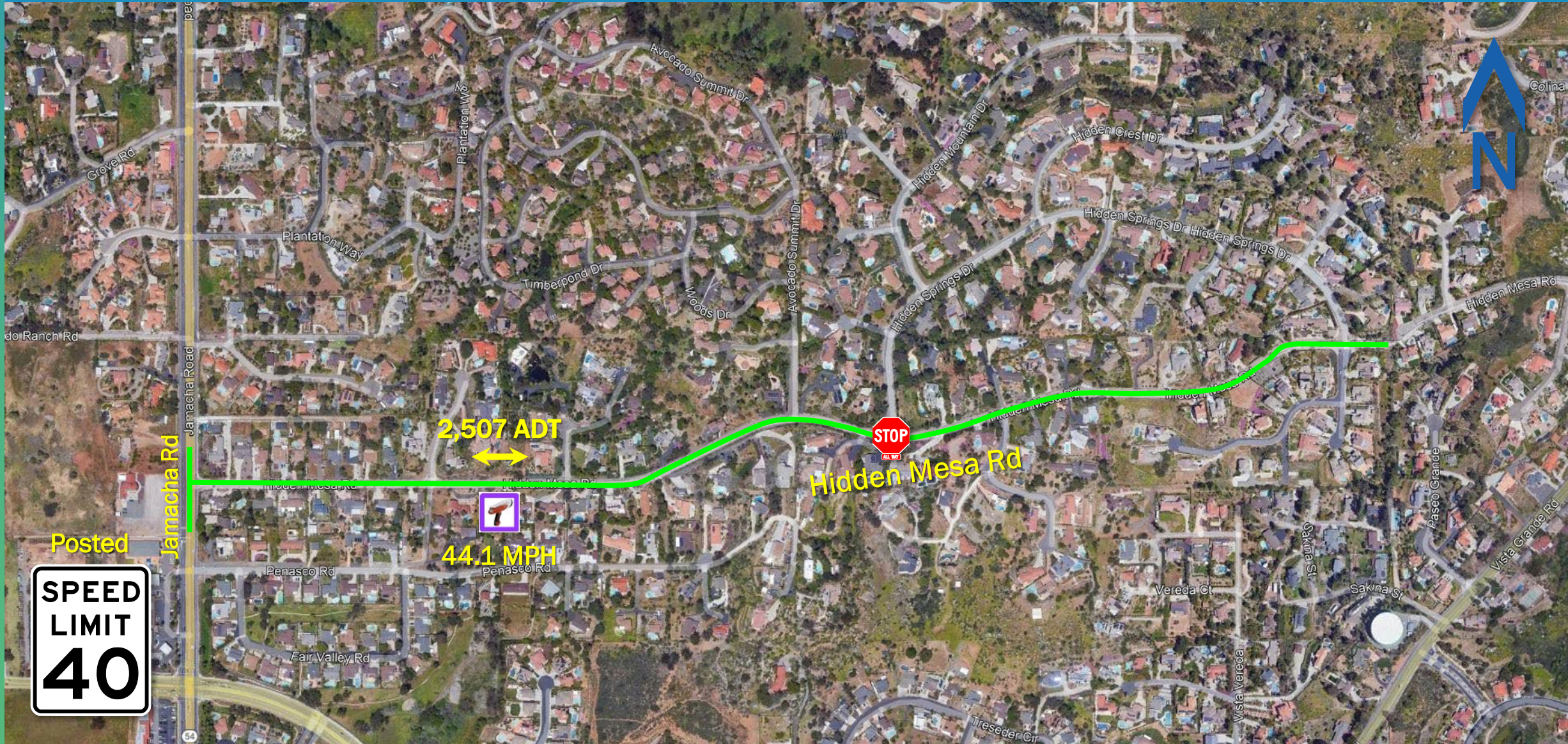
### DATA ANALYSIS

Average Speed	34.0	Range	23 - 46
50th Percentile	33.6	10 mph Pace	30 - 39
85th Percentile	37.7	Number in Pace	93
90th Percentile	38.8	Percent in Pace	77%
95th Percentile	40.5		



# 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

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hidden Mesa Road:			
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: 5/10/2022City: El Cajon  
Project #: CA22\_040072\_005

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,266	1,241						2,507
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
0:00			2	1	3		12:00			22	17	39							
0:15			1	0	1		12:15			20	22	42							
0:30			1	0	1		12:30			22	17	39							
0:45			2	6	2	3	12:45			24	88	24	80	48	168				
1:00			1	0	1		13:00			26	20	46							
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	2	13:45			24	88	16	77	40	165				
2:00			0	0	0		14:00			26	22	48							
2:15			0	1	1		14:15			19	23	42							
2:30			0	0	0		14:30			18	28	46							
2:45			0	0	0	1	14:45			28	91	36	109	64	200				
3:00			0	0	0		15:00			27	30	57							
3:15			0	0	0		15:15			34	18	52							
3:30			1	0	1		15:30			30	18	48							
3:45			2	3	0	3	15:45			28	119	14	80	42	199				
4:00			2	2	4		16:00			21	18	39							
4:15			1	2	3		16:15			27	30	57							
4:30			1	2	3		16:30			37	16	53							
4:45			1	5	7	13	16:45			16	101	16	80	32	181				
5:00			0	0	0		17:00			24	21	45							
5:15			0	5	5		17:15			20	26	46							
5:30			1	7	8		17:30			34	21	55							
5:45			3	4	8	20	17:45			31	109	20	88	51	197				
6:00			2	11	13		18:00			23	10	33							
6:15			2	9	11		18:15			30	17	47							
6:30			7	19	26		18:30			32	18	50							
6:45			7	18	21	60	18:45			17	102	16	61	33	163				
7:00			5	30	35		19:00			16	8	24							
7:15			10	27	37		19:15			22	11	33							
7:30			10	28	38		19:30			20	5	25							
7:45			14	39	32	117	19:45			13	71	16	40	29	111				
8:00			28	29	57		20:00			15	6	21							
8:15			16	31	47		20:15			19	8	27							
8:30			15	33	48		20:30			11	7	18							
8:45			23	82	31	124	20:45			15	60	12	33	27	93				
9:00			16	23	39		21:00			11	4	15							
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	21:45			6	40	2	16	8	56				
10:00			13	21	34		22:00			9	3	12							
10:15			14	16	30		22:15			11	3	14							
10:30			10	25	35		22:30			4	0	4							
10:45			16	53	15	77	22:45			4	28	0	6	4	34				
11:00			13	18	31		23:00			6	2	8							
11:15			15	17	32		23:15			5	1	6							
11:30			32	18	50		23:30			4	2	6							
11:45			16	76	19	72	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%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,266	1,241						2,507
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			119	117	221							
Pk Hr Factor			0.703	0.947	0.904		Pk Hr Factor			0.875	0.813	0.863							
7 - 9 Volume	0	0	121	241	362		4 - 6 Volume	0	0	210	168	378							
7 - 9 Peak Hour			8:00	7:45	8:00		4 - 6 Peak Hour			17:00	17:00	17:00							
7 - 9 Pk Volume	0	0	82	125	206		4 - 6 Pk Volume	0	0	109	88	197							
Pk Hr Factor	0.000	0.000	0.732	0.947	0.904		Pk Hr Factor	0.000	0.000	0.801	0.846	0.895							



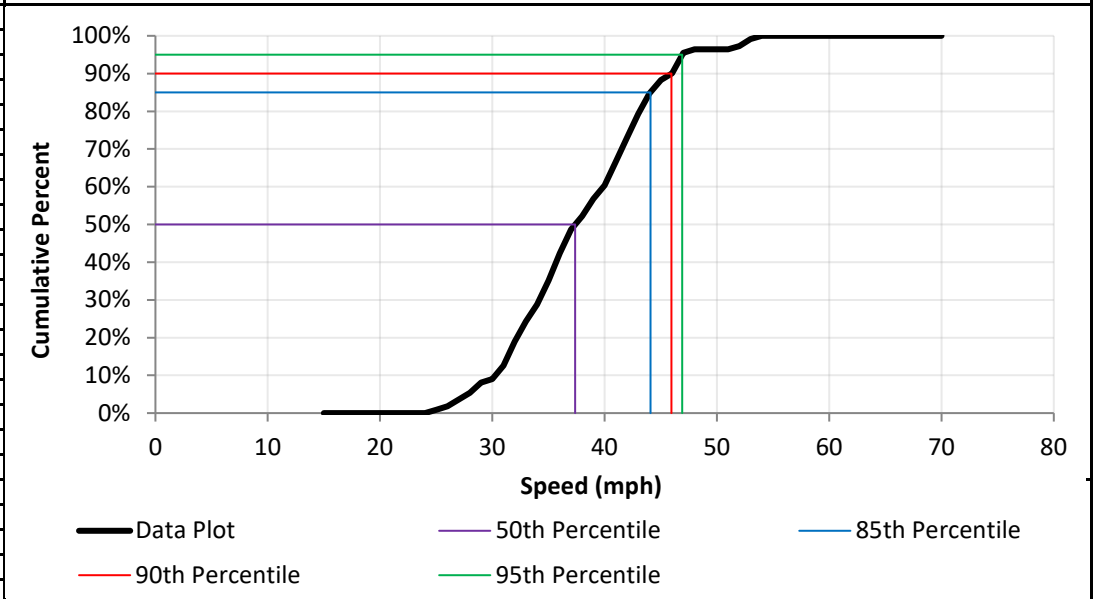
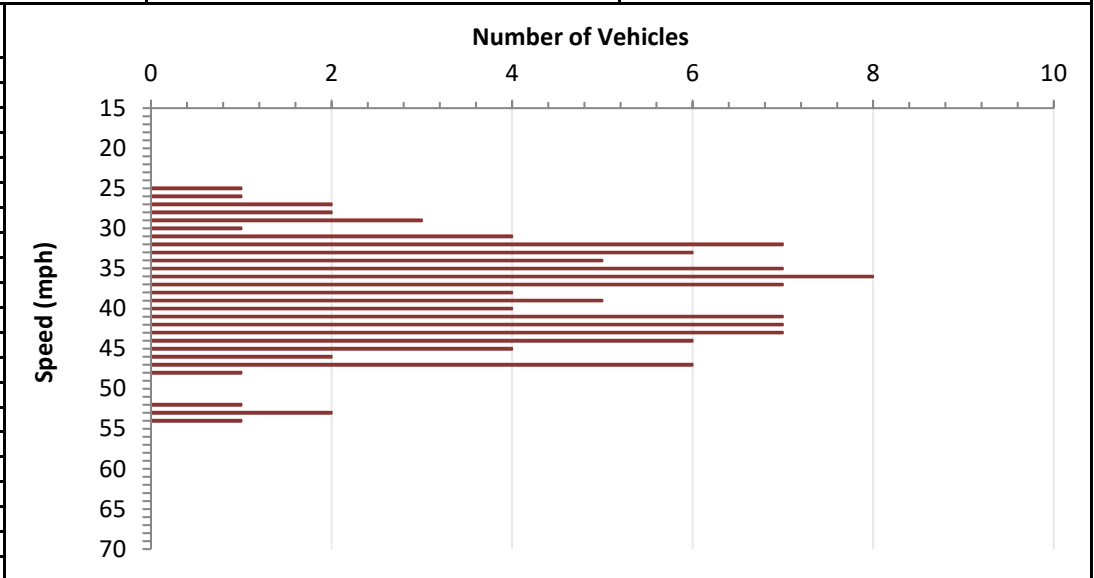
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	Hidden Mesa Rd	<b>From:</b>	Hidden Mesa View Dr	<b>To:</b>	Hidden Springs Dr
<b>Position:</b>	250' e/o Hidden Mesa View Dr	<b>Direction:</b>	EBT/WBT		

<b>Date:</b>	5/11/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	0
<b>Time Start:</b>	9:50AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Samuel Cecere
<b>Time End:</b>	10:50AM	<b>Posted Speed:</b>	40 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25	1	0.9%
26	1	1.8%
27	2	3.6%
28	2	5.4%
29	3	8.1%
30	1	9.0%
31	4	12.6%
32	7	18.9%
33	6	24.3%
34	5	28.8%
35	7	35.1%
36	8	42.3%
37	7	48.6%
38	4	52.3%
39	5	56.8%
40	4	60.4%
41	7	66.7%
42	7	73.0%
43	7	79.3%
44	6	84.7%
45	4	88.3%
46	2	90.1%
47	6	95.5%
48	1	96.4%
49		
50		
51		
52	1	97.3%
53	2	99.1%
54	1	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	111	



### DATA ANALYSIS

Average Speed	38.3	Range	25 - 54
50th Percentile	37.4	10 mph Pace	35 - 44
85th Percentile	44.1	Number in Pace	62
90th Percentile	46.0	Percent in Pace	56%
95th Percentile	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 **5-A**

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

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

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
North Broadway:				
950' N/o Arco Drive	(2022)	45.7 MPH	36-45	59.0%
	(2014)	48.0 MPH	36-45	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.

DAILY TOTALS			NB	SB	EB			WB	Total		
			957	919				0			0
AM Peak Hour	5:00	7:00		5:15	PM Peak Hour	16:30	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	0	0	224	4 - 6 Volume	157	114	0	0	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	0	0	144	4 - 6 Pk Volume	88	64	0	0	146
Pk Hr Factor	0.900	0.776	0.000	0.000	0.878	Pk Hr Factor	0.846	0.696	0.000	0.000	0.869



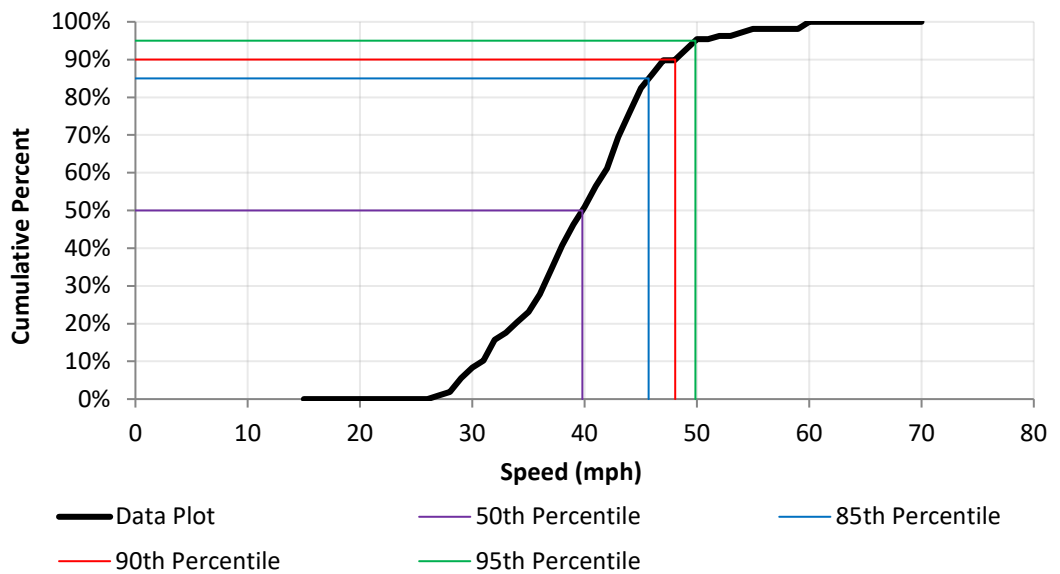
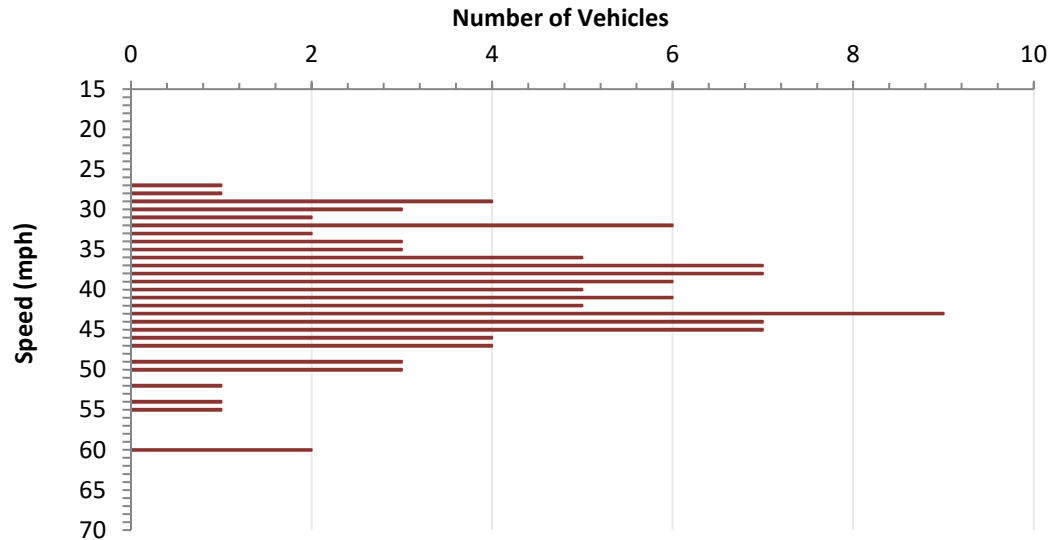
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	N Broadway	<b>From:</b>	ARCO DR	<b>To:</b>	COUGAR PASS RD
<b>Position:</b>	950' n/o Arco Dr	<b>Direction:</b>	NBT/SBT		

<b>Date:</b>	5/17/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	0
<b>Time Start:</b>	9:55AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Samuel Cecere
<b>Time End:</b>	11:50AM	<b>Posted Speed:</b>	45 MPH	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27	1	0.9%
28	1	1.9%
29	4	5.6%
30	3	8.3%
31	2	10.2%
32	6	15.7%
33	2	17.6%
34	3	20.4%
35	3	23.1%
36	5	27.8%
37	7	34.3%
38	7	40.7%
39	6	46.3%
40	5	50.9%
41	6	56.5%
42	5	61.1%
43	9	69.4%
44	7	75.9%
45	7	82.4%
46	4	86.1%
47	4	89.8%
48		
49	3	92.6%
50	3	95.4%
51		
52	1	96.3%
53		
54	1	97.2%
55	1	98.1%
56		
57		
58		
59		
60	2	100.0%
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>108</b>	



### DATA ANALYSIS

Average Speed	40.2	Range	27 - 60
50th Percentile	39.8	10 mph Pace	36 - 45
85th Percentile	45.7	Number in Pace	64
90th Percentile	48.1	Percent in Pace	59%
95th Percentile	49.9		



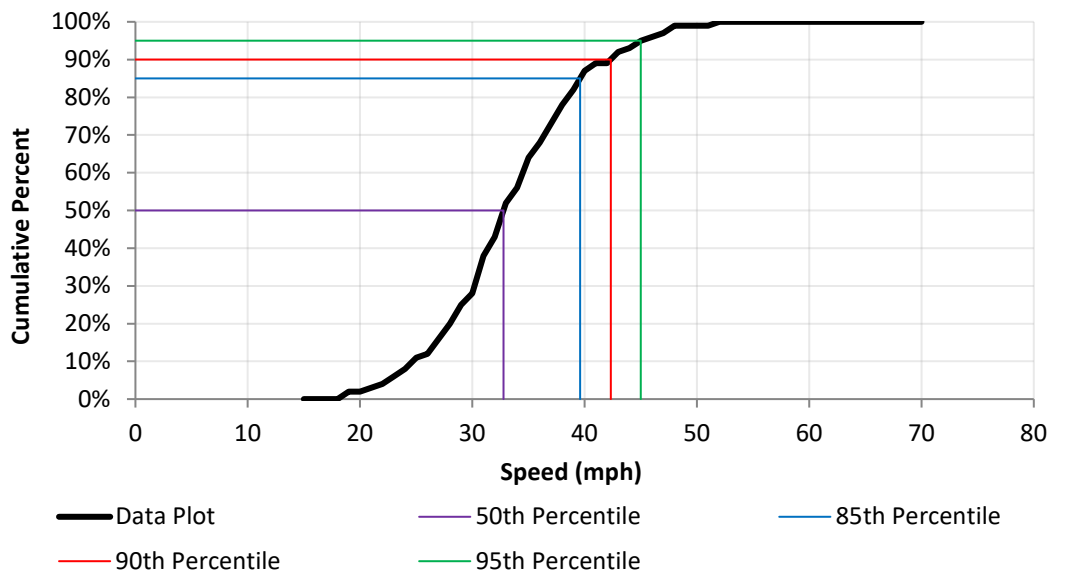
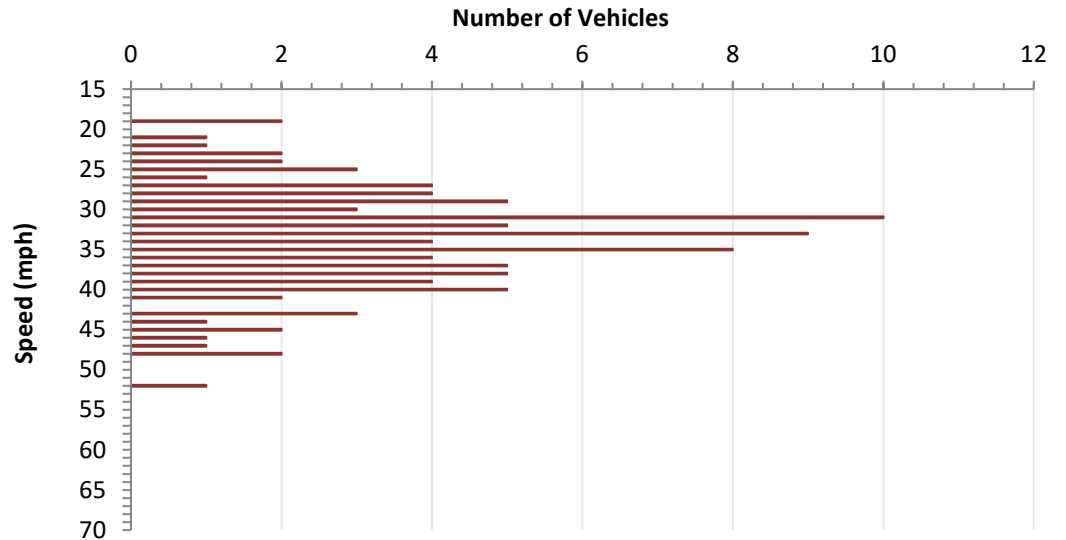
# RADAR SPEED SURVEY

## SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	North Broadway	<b>From:</b>	North Av	<b>To:</b>	End of County Maintenance
<b>Position:</b>	700' N/o Cougar Pass Rd	<b>Direction:</b>	NB/SB		

<b>Date:</b>	5/16/2022	<b>Weather:</b>	Clear	<b>Project Number:</b>	22-040070-004
<b>Time Start:</b>	9:15 AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Contractor
<b>Time End:</b>	12:30 PM	<b>Posted Speed:</b>	Unposted	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19	2	2.0%
20		
21	1	3.0%
22	1	4.0%
23	2	6.0%
24	2	8.0%
25	3	11.0%
26	1	12.0%
27	4	16.0%
28	4	20.0%
29	5	25.0%
30	3	28.0%
31	10	38.0%
32	5	43.0%
33	9	52.0%
34	4	56.0%
35	8	64.0%
36	4	68.0%
37	5	73.0%
38	5	78.0%
39	4	82.0%
40	5	87.0%
41	2	89.0%
42		
43	3	92.0%
44	1	93.0%
45	2	95.0%
46	1	96.0%
47	1	97.0%
48	2	99.0%
49		
50		
51		
52	1	100.0%
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	100	



### DATA ANALYSIS

Average Speed	33.8	Range	19 - 52
50th Percentile	32.8	10 mph Pace	31 - 40
85th Percentile	39.6	Number in Pace	59
90th Percentile	42.3	Percent in Pace	59%
95th Percentile	45.0		



# York Drive & Montgomery Drive





## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 10, 2022 **Item 5-C**

**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).



# County of San Diego

**JEFF MONEDA**  
DIRECTOR

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## 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

To:	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 Project – Access Review (PDS2021-MPA-001)		

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

LINSCOTT  
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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 not 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.

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.

cc: County of San Diego  
File





Joe Balbas  
March 2, 2022  
Page 4

LINSCOTT  
LAW &  
GREENSPAN  
  
*engineers*

**ATTACHMENT A**  
**SIGHT DISTANCE EXHIBIT**

