

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 10, 2022 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

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

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

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).

Discussion

This item recommends establishing all-way stop intersections at Vista Drive & Bonita Glen Drive and Pepper Tree Road & Vista Drive in the unincorporated community of Bonita. Local area residents contacted DPW Traffic Engineering expressing traffic concerns at these intersections.

Vista Drive is a striped two-lane suburban undivided highway with a no passing centerline and white edgelines. North of Bonita Glen Drive, the roadway is unstriped. The road provides access to some residential roads and driveways. The road is posted with a 25 MPH, radar enforced, speed limit. Vista Drive intersects Pepper Tree Road and Bonita Glen Drive at T-intersections. The roadway is stop controlled in the southbound direction at the intersection with Bonita Glen Drive.

Bonita Glen Drive is a striped two-lane suburban undivided highway with a no passing centerline and is maintained by the City of Chula Vista. The roadway provides direct access to adjacent apartment complexes and access to nearby collector roads. Bonita Glen Drive is uncontrolled at the T-intersection with Vista Drive.

Pepper Tree Road is a striped two-lane suburban undivided highway with a no passing centerline and white edgelines. The road provides access to several residential driveways and some residential roads. The road is posted with a 25 MPH, radar enforced, speed limit. Pepper Tree Road intersects Vista Drive at a T-intersection and is stop controlled in the westbound direction. The intersection is striped with a no passing centerline for through movement between eastbound Pepper Tree Road and Southbound Vista Drive.

Staff presented the results of an operational review of the intersections. The intersections meet one criterion in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection).

A local resident in attendance representing a neighborhood group for the area expressed concerns regarding the future roadway conditions from the newly developed apartment complex north of the intersection of Vista Drive and Bonita Glen Drive. They expressed their support for the all-way stop controls at both intersections.

The County Traffic Engineer noted the all-way stop controls will help with intersection function as the new apartment complex increases traffic volumes along the roadway.

The Committee recommended establishment of all-way stop controls at the intersections of Vista Drive & Bonita Glen Drive and Pepper Tree Road & Vista Drive.

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

Recommendation

The TAC recommends establishing all-way stop intersections at Vista Drive & Bonita Glen Drive and Pepper Tree Road & Vista Drive in the unincorporated community of Bonita.

Motion: Ouadah

Second: Custeau

Vote: yes-11; no-0; abstain-0; vacant 3; absent 3

Necessary Board Action

Add Items 273 & 274 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Delete Items 416 & 270 of Traffic Resolution No. 304 relating to the establishment of stop intersections in San Diego County.

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	

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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.

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 reducing the 35 MPH speed limit to 30 MPH and certify the speed limit for radar enforcement on 4S Ranch Parkway from Dove Creek Road to Camino del Norte in the unincorporated community of 4S Ranch based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent to the driver including pedestrian presence.

The subject segment of 4S Ranch Parkway is a striped two-lane suburban divided roadway with white edgelines. The roadway provides access to residential roadways, public parks, and elementary school. There are intermittent parking lanes along the length of speed zone.

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 recent speed surveys (36.0 MPH & 34.0 MPH) produced an overall speed zone of 35.0 MPH which supports a 35 MPH speed limit.

The County Traffic Engineer expressed that 4S Ranch Parkway is a community walking corridor with a landscaped parkway and sidewalk throughout the segment. He also described the narrow roadway and the other traffic calming features of the roadway which lend to a lower speed limit. Finally, he noted that the pedestrian generators nearby, the parks and school adjacent to the roadway allow for a speed limit downgrade due to the presence of pedestrians. The District 5 representative confirmed the presence of multiple parks as well as pedestrian "paseos" that connect sidewalks on adjacent cul-de-sacs to the sidewalks along 4S Ranch Parkway.

The Committee recommended reducing the 35 MPH speed limit to 30 MPH and certifying the speed limit for radar enforcement based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent to the driver including pedestrian presence.

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. 4S Ranch Parkway meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certify the speed limit for radar enforcement on 4S Ranch Parkway from Dove Creek Road to Camino del Norte in the unincorporated community of 4S Ranch based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent to the driver including pedestrian presence.

Motion: Ouadah

Second: Wellhouser

Vote: yes-11, no-0, abstain-0, vacant-3, absent-3

Necessary Board Action

Amend Section 72.162.39.1. of the San Diego County Code.

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. Rancho Santa Fe Farms Road from Rancho Diegueno Road to Rancho Santa Fe Farms Drive 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 35 MPH speed limit on Rancho Santa Fe Farms Road from San Diego city limits (at Rancho Santa Fe Lakes Road) to Rancho Santa Fe Farms Drive.

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

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in 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 0.14 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.

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 northern endpoint of the speed zone on Rancho Santa Fe Farms Road from Rancho Diegueno Road to Rancho Santa Fe Farms Drive, reducing the speed limit from 40 MPH to 35 MPH, and certifying the speed limit for radar enforcement on Rancho Santa Fe Farms Road from the San Diego city limits (at Rancho Santa Fe Lakes Drive) to Rancho Santa Fe Farms Drive in the unincorporated community of Fairbanks Ranch based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Rancho Santa Fe Farms Road is a striped two-lane suburban undivided highway with a no passing centerline and white edgelines. There is a section of the roadway with a two-way left turn lane between the San Diego city limit and Monte Fuego. The road provides access to several residential properties and roads. The road is posted with a 40 MPH speed limit from the San Diego city limit (at Rancho Santa Fe Lake Drive) to Rancho Diegueno Road. Rancho Santa Fe Farms Road north of Rancho Diegueno Road to Rancho Santa Fe Farms Drive has no posted speed limit and is subject to the 55 MPH state maximum speed limit.

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 recent speed surveys (39.1 MPH & 37.7 MPH) produced an overall speed zone of 38.7 MPH on Rancho Santa Fe Farms Road from the San Diego city limit (at Rancho Santa Fe Lakes Drive) to Rancho Santa Fe Farms Drive which supports a 35 MPH speed limit.

The District 5 Representative explained that Rancho Santa Fe Farms Road is a popular cut-through route between Carmel Valley and San Dieguito. The County Traffic Engineer also noted that the roadway conditions do not change on the roadway north of Rancho Diegueno Road with similar surrounding land use and roadway geometry.

The Committee recommended relocating the northern endpoint of the speed zone from Rancho Diegueno Road to Rancho Santa Fe Farms Drive, reducing the speed limit from 40 MPH to 35 MPH, and certifying the speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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. Rancho Santa Fe Farms Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends relocating the northern endpoint of the speed zone on Rancho Santa Fe Farms Road from Rancho Diegueno Road to Rancho Santa Fe Farms Drive, reducing the speed limit from 40 MPH to 35 MPH, and certifying the speed limit for radar enforcement on Rancho Santa Fe Farms Road from the San Diego city limits (at Rancho Santa Fe Lakes Drive) to Rancho Santa Fe Farms Drive in the unincorporated community of Fairbanks Ranch based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Fleishman

Vote: yes-11, no-0, abstain-0, vacant-3, absent-3

Necessary Board Action

Amend Section 72.161.97. of the San Diego County Code.

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.

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 40 MPH speed limit for radar enforcement on Hidden Mesa Road from Jamacha Road to the cul-de-sac in the unincorporated community of Hillsdale based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Hidden Mesa Road is a striped two-lane suburban undivided highway with a no passing centerline and white edgelines. The road provides access to several residential properties and roads. The road is posted with a 40 MPH speed limit.

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 44.1 MPH which supports a 40 MPH speed limit.

The District 2 Representative explained that the community this road provides access to is a fully developed community with no planned major developments in the future, noting that it is a mature neighborhood. The DPW Traffic Engineering Representative noted that Traffic Engineering has received several speed related concerns from residents in the past and recommended that staff review the roadway again once proposed changes to State laws regarding setting of speed limits come into full effect.

The Committee recommended certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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. Hidden Mesa Road meets the CHP criteria for radar speed enforcement.

The Valle de Oro Community Planning group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Hidden Mesa Road from Jamacha Road to the cul-de-sac in the unincorporated community of Hillsdale based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Custeau

Second: Fleishman

Vote: yes-11, no-0, abstain-0, vacant-3, absent-3

Necessary Board Action

File this report.

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 Cougar Pass Road (a distance of 1.93 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.

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 northern endpoint of the speed zone from Cougar Pass Road to the end of County maintenance (at 2,355' north of Cougar Pass Road), reducing the speed limit to 40 MPH, and certifying the speed limit for radar enforcement on North Broadway from North Avenue to (at 2,355' north of Cougar Pass Road) in the unincorporated community near Escondido based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

North Broadway is a striped two-lane suburban undivided highway with a no passing centerline and white edgelines. The road provides access to several residential properties and roads. The road is posted with a 45 MPH speed limit from North Avenue to Cougar Pass Road. North Broadway from Cougar Pass Road to the end of County maintenance (2,355' north of Cougar Pass Road) has no posted speed limit and is subject to the 55 MPH state maximum speed limit.

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 recent speed surveys (45.7 MPH & 39.6 MPH) produced an overall speed zone of 42.7 MPH on North Broadway from North Avenue to the end of County maintenance which supports a 40 MPH speed limit.

The County Traffic Engineer noted that the roadway may benefit from two speed zones in future studies, one for the southern curvilinear portion and one for more linear northern portion, noting that curves may be better managed with lower speeds. County staff noted that all curves along the roadway have been signed with advisory speeds and supplemental measures as needed.

The Committee recommended relocating the northern endpoint of the speed zone from Cougar Pass Road to the end of County maintenance (at 2,355' north of Cougar Pass Road) to include a segment with similar roadway characteristics, reducing the speed limit to 40 MPH, and certifying the speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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. North Broadway meets the CHP criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends relocating the northern endpoint of the speed zone from Cougar Pass Road to the end of County maintenance (at 2,355' north of Cougar Pass Road), reducing the speed limit to 40 MPH, and certifying the speed limit for radar enforcement on North Broadway from North Avenue to (at 2,355' north of Cougar Pass Road) in the unincorporated community near Escondido based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Wellhouser

Vote: yes-11, no-0, abstain-0, vacant-3, absent-3

Necessary Board Action

Amend Section 72.161.40.1. of the San Diego County Code.

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).

Discussion

This item recommends establishing an all-way stop intersection at York Drive & Montgomery Drive in the unincorporated community of Vista. The developer of an under-construction senior housing noted sight distance at this intersection may be substandard and an all-way stop would improve the function of the intersection when the senior housing is constructed.

York Drive is a striped two-lane suburban undivided highway with a no passing centerline. The road provides access to several residential roads and driveways. The road is a posted 25 MPH residence district. The roadway is uncontrolled at the intersection with

Montgomery Drive.

Montgomery Drive is a striped two-lane suburban undivided highway with a no passing centerline. The road provides access to several residential driveways and some residential roads. Montgomery Drive intersects York Drive at a T-intersection and is yield controlled in the southbound direction. With the addition of the senior housing entrance, the intersection will become a standard 4-way intersection.

Staff presented the results of an operational review of the intersections. The intersections meet one criterion in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C at locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

The County Traffic Engineer confirmed the sight distance at the intersection does not meet standards and that an all-way stop will provide additional safety for the future senior housing and address sight distance by requiring motorists to stop and take time to look before proceeding through the intersection.

The Committee recommended establishment of all-way stop controls at the intersection of York Drive and Montgomery Drive.

There is no community planning or sponsor group in the North County Metro subregional planning area for this item.

Recommendation

The TAC recommends establishment of an all-way stop intersection at York Drive & Montgomery Drive in the unincorporated community of Vista.

Motion: Wellhouser

Second: Bartley

Vote: yes-11, no-0, abstain-0, vacant-3, absent-3

Necessary Board Action

Add Item 275 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Remove Item 352 of Traffic Resolution 304 relating to the establishment of stop intersections in San Diego County.