

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

July 22, 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. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ PLANNING/SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. INTERSECTION CONTROLS	KEMPTON STREET & SAN CARLOS STREET/AKARD STREET	LA PRESA/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. INTERSECTION CONTROLS	DISCOVERY STREET & LA SOMBRA DRIVE	LAKE SAN MARCOS/ N/A
5-B. INTERSECTIONS CONTROLS	MILLER ROAD & MILLER WAY	VALLEY CENTER/ VALLEY CENTER CPG
5-C. INTERSECTIONS CONTROLS	MAC TAN ROAD & FRUITVALE ROAD	VALLEY CENTER/ VALLEY CENTER CPG
5-D. RADAR CERTIFICATION	COOL VALLEY ROAD COLE GRADE ROAD TO END	VALLEY CENTER/ VALLEY CENTER CPG
<u>ALL SUPERVISORIAL DISTRICTS</u>		
A. COUNTY STANDARDS	COUNTY SIGHT DISTANCE STANDARDS	ALL/ ALL CPGs & CSGs

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Intersection Control

LOCATION: Kempton Street & San Carlos Street/Akard Street, LA PRESA (Thos. Bros. 1291-B4)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Kempton Street & San Carlos Street/Akard Street has been identified by Traffic Engineering as meeting Options B, the need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of 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 should be considered.

Existing Traffic Devices

Kempton Street is a striped two-lane road with a 36-foot pavement width. The roadway is striped with a no passing centerline. There is a marked crosswalk crossing the southbound approach to the intersection. It is unclassified on the County General Plan Mobility Element Network. The road is a 25 MPH residence district.

San Carlos Street is an unstriped two-lane road with a 36-foot pavement width. It is unclassified on the County General Plan Mobility Element Network. San Carlos Street is stop controlled at the intersection with Kempton St. There is a marked crosswalk crossing the westbound approach to the intersection. The road is a posted 25 MPH residence district.

Akard Street is an unstriped two-lane road with a 36-foot pavement width. It is unclassified on the County General Plan Mobility Element Network. Akard Street is stop controlled at the intersection with Kempton St. The road has no posted speed limit.

Average Daily Traffic Volumes

05/22

Kempton Street	
N/o San Carlos Street/Akard Street	1,339 SB
S/o San Carlos Street/Akard Street	1,197 NB

San Carlos Street

E/o Kempton Street

1,063 WB

Akard Street

W/o Kempton Street

305 EB

Collision Data

There has been 1 reported collision, at this intersection, within a past 5-year period (04-01-2017 to 03-31-2022).

Discussion

This item recommends establishing an all-way stop at the intersection of Kempton Street & San Carlos Street/Akard Street in the unincorporated community of La Presa. Residents expressed community traffic and pedestrian concerns at this intersection.

Kempton Street is a striped two-lane suburban undivided highway with no passing centerline. The road is a designated residence district providing access to several residential driveways and residential roads. There is an uncontrolled marked crosswalk across Kempton Street at the intersection with Akard Street/San Carlos Street on the northern leg.

San Carlos Street is an unstriped two-lane suburban undivided highway. The road is a designated residence district providing access to several residential driveways, residential roads, and a senior living community. San Carlos Street intersects Kempton Street at a 4-legged intersection and is stop controlled in the westbound direction. There is a marked crosswalk across San Carlos Street at the intersection.

Akard Street is an unstriped two-lane suburban undivided highway. The road provides access to several residential driveways, residential roads, and a local church. Akard Street intersects Kempton Street at a 4-legged intersection and is stop controlled in the westbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B (an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes) and 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).

The reverend of the adjacent church express concern for his congregants crossing Kempton Street, noting that the church also serves as a preschool and provides food distribution for the community. He explained that Kempton Street is commonly used as a cut-through road for vehicles heading to the nearby swap meet. A resident from the adjacent senior community also expressed concern for pedestrians crossing Kempton Street, noting that many motorists do not stop for pedestrians crossing. He further explained that due to the vertical grade change it can be difficult for drivers to see pedestrians in the crosswalk. Another resident echoed his remarks adding that a dip at the intersection further restricts drivers view of crossers. The District 1 Representative

and the County Traffic Engineer both expressed that additional marked crosswalks at a new all-way stop would aid crossers with additional options for crossing locations. The Caltrans representative noted that additional stop ahead signs should be placed along Kempton Street to address the limited sight distance due to the vertical grade changes. The County Traffic Engineer noted that all necessary warning signage will be placed with any all-way stop install.

The Committee recommended establishment of all-way stop controls at the intersection of Kempton Street & Akard Street/San Carlos Street.

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

Recommendation

The TAC recommends establishing an all-way stop at the intersection of Kempton Street & San Carlos Street/Akard Street in the unincorporated community of La Presa.

Motion: Ouadah

Second: Custeau

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6

Necessary Board Action

Add Item 276 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Remove Item 159 of Traffic Resolution 304 relating to the establishment of stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Discovery Street & La Sombra Drive, LAKE SAN MARCOS (Thos. Bros. 1128-D2)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Discovery Street & La Sombra Drive has been identified by Traffic Engineering as meeting Option A, he need to control left-turn conflicts provides the County with the option to install an all-way stop control at the subject intersection and allowing all movements with no restrictions, and Option B, the need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Discovery Street is a striped two-lane road with a 38 to 60-foot pavement width. The roadway is striped with a no passing centerline, buffered bike lane, and parking lane. There is also a left-turn lane approaching the intersection with La Sombra Drive from the north and a raised median on the westbound approach to the intersection. The westbound approach is signed with "RIGHT TURN ONLY" and "no left/U-turn" signs. It is unclassified on the County General Plan Mobility Element Network. The road is a posted 25 MPH residence district.

La Sombra Drive is a striped two-lane road with a 38-foot pavement width. The roadway is striped with a no passing centerline and white edge line. The road is stop controlled in the northbound direction at Discovery Street. It is unclassified on the County General Plan Mobility Element Network. The road is a posted 25 MPH speed limit.

Average Daily Traffic Volumes

09/21

Discovery Street:

E/o La Sombra Drive	3,639 WB
N/o La Sombra Drive	5,104 SB

La Sombra Drive:

S/o Discovery Street	1,218 NB
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Collision Data

There have been 0 reported collisions, at this intersection, within a past 5-year period (03-01-2017 to 02-28-2022).

Discussion

This item recommends establishing an all-way stop at the intersection of Discovery Street & La Sombra Drive in the unincorporated community of Lake San Marcos. Residents expressed community traffic concerns at this intersection.

Discovery Street is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road is a designated residence district providing access to several residential driveways and some residential roads. Discovery Street intersects La Sombra Drive at a T-intersection. Discovery Street east of the intersection is maintained by the city of San Marcos and is left turn restricted in the westbound direction.

La Sombra Drive is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road is a designated residence district providing access to several residential driveways and some residential roads. La Sombra Drive is stop controlled in the northbound direction at the intersection with Discovery Street.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria A (an intersection where there is a need to control left turn conflicts) and Optional Criteria B (an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes). Staff added that the all-way stop was approved by the City of San Marcos's Traffic Commission at their July meeting.

A resident in attendance noted traffic conditions affected by the nearby high school. He explained that vehicles park along both roadways during school. He added many students cross at the intersection. The resident also described speeding occurring along the roadway. The County Traffic Engineer explained that a properly marked school crosswalk at an all-way stop intersection would provide a safe crossing for all pedestrians. He further added that the stop will allow for additional time for crossers.

The Committee recommended establishment of all-way stop controls at the intersection of Discovery Street & La Sombra Drive.

This item is located in the North County Metro subregional planning area where no active Community Planning or Sponsor Group is present. The San Marcos Traffic Commission heard this item at their July 6, 2022, meeting and recommended approval of the establishment of the all-way stop intersection.

Recommendation

The TAC recommends establishing an all-way stop at the intersection of Discovery Street & La Sombra Drive in the unincorporated community of Lake San Marcos.

Motion: Ouadah

Second: Fleishman

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6

Necessary Board Action

Add Item 277 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Remove Item 640 of Traffic Resolution 304 relating to the establishment of stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Miller Road & Miller Way, VALLEY CENTER (Thos. Bros. 1070-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Miller Road & Miller Way has been identified by Traffic Engineering as meeting Options C, lack of sight distance, indicates all-way stop controls can be considered when motorists on the controlled approach are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Option D, an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of 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 should be considered.

Existing Traffic Devices

Miller Road is a two-lane striped undivided road with a 26-foot pavement width. The road is striped with a predominate flow no passing centerline through the intersection with Miller Way. It is classified as a Minor Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit, radar enforced.

Miller Way is an unstriped two-lane undivided private road with a 26-foot pavement width. The roadway is stop controlled at the intersection with Miller Road. It is unclassified on the County General Plan Mobility Element Network. Miller Way has no posted speed limit.

Average Daily Traffic Volumes

05/22

Miller Road:

S/o Miller Way

700 NB

E/o Miller Way

582 WB

Miller Way:

W/o Miller Rd

77 EB

Collision Data

There have been 4 reported collisions, at this intersection, within a past 5-year period (06-01-2017 to 05-31-2022). This results in an intersection accident rate of 1.61 collisions per million vehicles entering. The statewide average is 0.19 collisions per million vehicles

entering for similar rural tee intersections with some existing stop controls.

Discussion

This item recommends establishing an all-way stop at the intersection of Miller Road & Miller Way in the unincorporated community of Valley Center. Residents expressed community traffic concerns at this intersection.

Miller Road is a striped two-lane rural undivided highway with no passing centerline. The road provides access to several residential driveways and residential roads. Miller Road is currently posted with a 40 MPH speed limit. The roadway is currently striped for through movement at the intersection with Miller Way.

Miller Way is an unstriped two-lane private rural undivided highway. The road provides access to several residential driveways and some private residential roads. Miller Way intersects Miller Road at a 4-way intersection and is stop controlled in the eastbound direction. A private driveway serves as the uncontrolled southbound approach.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection) and 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).

The DPW Traffic Engineering Representative explained that there has been community concern regarding the safety of this intersection. He added that while it is striped for through traffic most drivers see an intersection when they approach. The County Traffic Engineer expressed that local pedestrian's safety would be improved with an all way stop at the intersection.

The Committee recommended establishment of all-way stop controls at the intersection of Miller Road & Miller Way.

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

Recommendation

The TAC recommends establishing an all-way stop at the intersection of Miller Road & Miller Way in the unincorporated community of Valley Center.

Motion: Bartley

Second: Fleishman

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6

Necessary Board Action

Add Item 278 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Controls

LOCATION: Mac Tan Road & Fruitvale Road, VALLEY CENTER
(Thos. Bros. 1071-A7)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Mac Tan Road & Fruitvale Road has been identified by Traffic Engineering as meeting Option D, an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of 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 should be considered.

Existing Traffic Devices

Mac Tan Road is a striped 2-lane undivided highway with a 24 to 30-foot pavement width. The roadway is striped with a no passing centerline. Mac Tan Road is classified as a minor collector on the County General Plan Mobility Element Network. The road is a posted 40 MPH.

Fruitvale Road is a striped 2-lane undivided highway with a 24-foot pavement width. The roadway is striped with a no passing centerline west of Mac Tan Road. Fruitvale Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is a posted 40 MPH. Fruitvale Road is stop controlled in both the westbound and eastbound approaches at the intersection with Mac Tan Road.

Average Daily Traffic Volumes

04/22

Mac Tan Road:

N/o Fruitvale Road	562 SB
S/o Fruitvale Road	781 NB

Fruitvale Road:

W/o Mac Tan Road	594 EB
E/o Mac Tan Road	203 WB

Collision Data

There has been 1 reported collision within a past 5-year period (04-01-2017 to 03-31-2022).

Discussion

This item recommends establishing an all-way stop at the intersection of Mac Tan Road & Fruitvale Road in the unincorporated community of Valley Center. Residents expressed community traffic concerns at this intersection.

Mac Tan Road is a striped two-lane rural undivided highway with no passing centerline. The road provides access to several residential driveways and residential roads. Mac Tan Road is currently posted with a 40 MPH speed limit.

Fruitvale Road is a striped two-lane rural undivided highway with no passing centerline. The road provides access to several residential driveways and residential roads. Fruitvale Road is currently posted with a 50 MPH speed limit.

Fruitvale Road intersects Mac Tan Road at a 4-legged intersection and is stop controlled in the eastbound and westbound directions.

Staff presented the results of an operational review of the intersection. The intersection meets one criteria 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 resident in attendance gave testimony regarding the changing community of Valley Center explaining volume on side roads such as Fruitvale Road and Mac Tan Road are increasing due to construction on nearby Major roads. He further described a collision involving his son at the intersection citing a lack of sight distance. The County Traffic Engineer and DPW Traffic Engineering Representative explained this intersection is part of the larger local traffic network in Valley Center and its established grid system making it appropriate for all-way stop control. The DPW Traffic Engineering Representative added that there have been multiple public concerns regarding this intersection.

The Committee recommended establishment of all-way stop controls at the intersection of Mac Tan Road & Fruitvale Road.

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

Recommendation

The TAC recommends establishing an all-way stop at the intersection of Mac Tan Road & Fruitvale Road in the unincorporated community of Valley Center.

Motion: Bartley

Mac Tan Road
& Fruitvale Road

3

Item 5-C

Second: Custeau

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6

Necessary Board Action

Add Item 279 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Remove Item 596 of Traffic Resolution 304 relating to the establishment of stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022

Item 5-D

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Cool Valley Road from Cole Grade Road to End of County Maintained Road (a distance of 1.53 miles)
VALLEY CENTER (Thos. Bros. 1070-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Cool Valley Road from Cole Grade Road to End of County Maintained Road 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 45 MPH speed limit on Cool Valley Road from Cole Grade Road to End of County Maintained Road.

Existing Traffic Devices

Cool Valley Road is a striped 2-lane road with a pavement between 28 and 32 feet. The roadway with a striped center line with no edge lines on both sides of the roadway. The roadway has an intersection advisory sign, pedestrian advisory signs, and a 30 MPH advisory reverse turn. Cool Valley Road is classified as a Minor Collector Road on the County General Plan Mobility Element Network. The roadway has no posted speed limit.

Average Daily Traffic Volumes

11/21

Cool Valley Road:

1,600' E/o Cole Grade Road

1,956

Speed Data

Cool Valley Road:

1,700' E/o Cole Grade Road

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
(2022)	49.9 MPH	37-56	72.0%

Collision Data

There have been 6 reported collisions, 3 of which involved an injury, along this segment of roadway in a 3-year period (03-01-19 to 02-28-22). These collisions result in a segment accident rate of 1.82 collisions per million vehicle miles. The statewide average is 0.93 collisions per million vehicle miles for similar rural flat 2 lanes or less with speeds less than or equal to 55 MPH.

Discussion

This item is a review to establish a posted speed limit for radar enforcement and was requested by residents. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on Cool Valley Road from Cole Grade Road to the end of County maintenance (at Villa Sierra Road) based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Cool Valley Road is a striped two-lane rural undivided, residential collector roadway with no passing centerline. The roadway provides access to private and public residential roadways and residential driveways.

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 49.9 MPH which supports a 45 MPH speed limit.

A resident in attendance described that due to the high speeds along the road drivers have difficulty navigating the advised curve on the roadway. He explained that speeding is the main cause for many of the accidents along the roadway. The County Traffic Engineer noted that the limited shoulders and high collision rate (1.82 collision per million vehicle miles vs 0.93 state average for similar roadways) support a lower speed limit.

The Committee recommended certifying the 45 MPH speed limit for radar enforcement based on measured speeds.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Cool Valley Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on Cool Valley Road from Cole Grade Road to the end of County maintenance (at Villa Sierra Road) based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Fleishman

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6

Necessary Board Action

Add Section 72.161.35.9. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 22, 2022

Item A

SUPERVISORIAL DISTRICT: All

SUBJECT: County Standards

LOCATION: All unincorporated County roads

INITIATED BY: DPW Traffic Engineering

REQUEST: County Sight Distance Standards

PROBLEM AS STATED BY REQUESTER:

The County Public Road Standards requires that all intersections involving a public road conform intersectional sight distance based on roadway design speed, Table 5 of said standards. Table 5 further notes that deviations from the County Public Road Standards shall follow the American Association of State Highway Transportation Officials manual, A Policy on Design of Highways and Streets (AASHTO design manual or “Green Book”). The AASHTO design manual provides an in-depth analysis of stopping sight distance, the sum of driver perception-reaction distance and deceleration distance. The manual provides for adjustment factors for differing grades (uphill and downhill) as well as reasoning and research behind formulae used for calculation, including the determination of driver reaction times. Utilizing the reasoning and formulae, the County Traffic Engineering Section developed an exhibit illustrating operational and emergency sight distances to set a minimum standard for existing operating intersections (see CTE Recommendation Exhibit).

Section 830.6 of the California Government Code notes that one of the factors for a public agency’s design immunity is the adoption of a standard, as the County Traffic Engineering Section’s developed sight distance standard exhibit. The County Traffic Engineering Section recommends adoption of the included exhibit as the County standard for operational and emergency sight distances for existing intersections in the jurisdiction of the County of San Diego.

Discussion

This item is approval of the County of San Diego Operational Sight Distance Standards. These standards establish minimum criteria for DPW Traffic Engineering staff to determine if existing County roads and intersections have sufficient sight distance. The TAC recommends adoption of these standards as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

As a significant portion of County maintained roads were developed before the establishment of the County Public Road Standards, and its corner sight distance standards therein, Traffic Engineering staff need an alternative means to determine the

level of safety along these roads in regard to sight distance. Utilizing the reasoning and formulae found within the American Association of State Highway and Transportation Officials' handbook, A Policy on Geometric Design of Highways and Streets, Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions. Staff presented these standards to the Committee in the form of an exhibit showing charts calculating sufficient sight distance for varying grades and speeds.

The TAC recommends adoption of these standards as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

All Community Planning and Sponsor Groups were provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends adoption of DPW Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

Motion: Ouadah

Second: Hadley

Vote: yes-9, no-0, abstain-0, vacant-2, absent-6