

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF

February 2, 2024 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123

Traffic Advisory Committee Members

County of San Diego Fire Authority	Mr. Michael Neal
Board of Supervisors District 1 Representative	[ABSENT]
Board of Supervisors District 2 Representative	Mr. Justin Schaepli
Board of Supervisors District 3 Representative	[VACANT]
Board of Supervisors District 4 Representative	Mr. James Custeau
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	Sgt. Jeff Lane
California Highway Patrol - Oceanside	Sgt. Daniel Hollywood
California Highway Patrol - El Cajon	Sgt. John Perryman
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	Lt. Nathan Rowley
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	Mr. Michael Kenney

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**February 2, 2024 ~ 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

Motion: Schaepli; Second: Wellhouser; VOTE: yes:13, no:0, abstain:0, absent:3, vacant:1

IV. Announcements / Public Forum

V. Items for Review

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. PARKING RESTRICTION	SAO PAULO WAY 440' W/O DAZA DRIVE TO CUL-DE-SAC	SD COUNTRY ESTATES/ RAMONA CPG
2-B. RADAR CERTIFICATION	FIRST STREET EL CAJON C/L (S/O SUMNER DR) TO PEPPER DRIVE	EL CAJON/ LAKESIDE
2-C. RADAR CERTIFICATION	BRADLEY AVENUE GRAVES AVENUE TO FIRST STREET	EL CAJON/ LAKESIDE
2-D. RADAR CERTIFICATION	FELICITA ROAD VIA RANCHO PARKWAY TO ESCONDIDO C/L	HOMELAND ACRES/ N/A
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	BUENA VISTA DRIVE VISTA C/L (S/O KEYS PL) TO MAR VISTA DR	RANCHO SAN DIEGUITO/ SAN DIEGUITO CPG

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:

<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 2, 2024

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Restriction

LOCATION: Sao Paulo Way, both sides, from a point 440' west of Daza Drive to cul-de-sac (a distance of 90 feet)
SAN DIEGO COUNTRY ESTATES

INITIATED BY: Deborah Long - Principal, James Dukes Elementary School

REQUEST: Parking Prohibition – Specific Hours

PROBLEM AS STATED BY REQUESTER:

James Dukes Elementary School starts at 7:45 AM. Currently, families park in the cul-de-sac during the student drop-off time (typically 7:15 - 7:45 AM.) and create an unsafe environment for student unloading. We are requesting a change in the "no parking" hours to one hour earlier to coordinate with the school start time and student unloading. Changing the "no parking" hours from "8:00 AM - 4:00 PM" to "7:00 AM - 4:00 PM" will align with the school day start time and the student drop-off/unloading time.

Existing Traffic Devices

Sao Paulo Way is an unstriped two-lane undivided roadway with a pavement width of 30 feet. There is an all-way stop control intersection at Parkside and Maine Avenue. On-street parallel parking is available on either side of the street and is currently prohibited from 8:00 AM to 4:00 PM on School days.

Discussion

This item is a review requested by the Principal at James Dukes Elementary School to amend parking prohibition specific hours at the end of the cul-de-sac on Sao Paulo Way in the unincorporated community of San Diego Country Estates. The Traffic Advisory Committee (TAC) recommends revising the time specific parking prohibition time period from "No Parking 8:00 AM to 4:00 PM, school days" to "No Parking 7:00 AM to 4:00 PM, school days".

The subject segment of Sao Paulo Way is a two-lane undivided highway and provides access to residential driveways as well as James Dukes Elementary School.

Staff presented the request of the principal of the adjoining school to revise the start time on existing time specific no parking signs on San Paulo Way, 440' west of Daza Drive to cul-de-sac, that are currently posted restricting parking from 8:00 AM to 4:00 PM and would like to change to 7:00 AM to 4:00 PM. The revised time will better reflect the

school's current hours.

The El Cajon California Highway Patrol (CHP) representative noted that the CHP area command has no opposition to this administrative change.

The TAC recommends revising the time specific parking prohibition time period from "No Parking 8:00 AM to 4:00 PM, school days" to "No Parking 7:00 AM to 4:00 PM, school days" at the end of the cul-de-sac on Sao Paulo Way in San Diego Country Estates.

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

Recommendation

The TAC recommends revising the time specific parking prohibition time period from "No Parking 8:00 AM to 4:00 PM, school days" to "No Parking 7:00 AM to 4:00 PM, school days" at the end of the cul-de-sac on Sao Paulo Way in San Diego Country Estates.

Motion: Schaepli

Second: Kenney

Vote: Yea: 13, Nay: 0, Abstain: 0, Absent: 3, Vacant: 1

Necessary Board Action

Adopt a resolution amending Traffic Resolution 301 relating to the establishment of No Parking/Stopping Zones in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 2, 2024

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: First Street from El Cajon City Limit (south of Sumner Avenue) to Pepper Drive (a distance of 0.87 miles)
EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

First Street from El Cajon City Limit (south of Sumner Avenue) to Pepper Drive is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

Existing Traffic Devices

First Street is a striped 2-lane undivided highway that is 28 to 64 feet wide. The roadway is striped with a no passing centerline. First Street is posted with all-way stop controls at Bradley Avenue. The road is signalized at the intersections with Greenfield Drive and Pepper Drive. The road is currently classified as a Light Collector Road on the County General Plan Mobility Element Network. First Street is posted with a 35 MPH radar enforced speed limit.

<u>Average Daily Traffic Volumes</u>	<u>12/23</u>	<u>12/15</u>	<u>03/10</u>
First Street:			
100' S/o Persimmon Avenue	6,239		
100' S/o Greta Street	5,464		
S/o Bradley Avenue		8,275	5,610
<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
First Street:			
100' S/o Persimmon Avenue	(2023) 34.4 MPH	26-35	76%
	(2015) 37.0 MPH	29-38	72%
100' S/o Greta Street	(2023) 37.3 MPH	29-38	68%
Speed Zone	(2023) 35.9 MPH	28-37	72%

Collision Data

There have been 11 reported collisions, 7 of which included an injury, along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31). These collisions result in a segment accident rate of 1.98 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on First Street from El Cajon City limit (south of Sumner Avenue) to Pepper Drive in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

First Street, from El Cajon City limit to Pepper Drive, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 35 MPH speed limit. The Light Collector provides access to residential roads, residential and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (34.4 MPH & 37.3 MPH) produced an overall speed zone of 35.9 MPH which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.98 vs. 1.68 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The County Traffic Engineer recommended reducing the speed limit due to the higher collision experience with injury rate could support the lowering of the speed limit withing this segment.

The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

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. First Street meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement on First Street from El Cajon City limit (south of Sumner Avenue) to Pepper Drive in the unincorporated community of El Cajon based on measured speeds, collision history, and State law which allows a 5 MPH

reduction based on roadway conditions not readily apparent to the driver.

Motion: Wellhouser

Second: Kenney

Vote: Yea: 13, Nay: 0, Abstain: 0, Absent: 3, Vacant: 1

Necessary Board Action

Amend Section 72.172.33. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 2, 2024

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Bradley Avenue (County maintained portions) from Graves Avenue to First Street (a distance of 0.58 miles)
EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

The County maintained portions of Bradley Avenue from Graves Avenue to First Street are currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

Existing Traffic Devices

Bradley Avenue is a striped 2-lane undivided highway that is 28 to 78 feet wide. The roadway is striped with at no passing centerline and two-way left turn lane. Bradley Avenue. Bradley Avenue is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 45 MPH radar enforced speed limit.

Average Daily Traffic Volumes

Bradley Avenue:

800' E/o Graves Avenue

12/23

9,592

01/16

11,990

At Summer Place Dr

4,555

Speed Data

Bradley Avenue:

800' E/o Graves Avenue

(2023)

39.6 MPH

(2016)

42.0 MPH

At Summer Place Dr

(2023)

35.7 MPH

(2016)

39.8 MPH

Speed Zone

(2023)

37.7 MPH

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

29-38

34-43

27-36

31-40

28-37

66%

85%

79%

70%

73%

Collision Data

There have been 25 reported collisions, 1 of which included a fatality, 7 of which included

an injury, along this segment of roadway in a 3-year period (2020-11-01 to 2023-10-31). These collisions result in a segment accident rate of 5.58 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Bradley Avenue from Graves Avenue to First Street in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Bradley Avenue, from Graves Avenue to First Street, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 40 MPH speed limit. The Major Road provides access to a charter school, residential roads, residential and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (39.6 MPH & 35.7 MPH) produced an overall speed zone of 37.7 MPH which could support a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (5.58 vs. 1.68 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The District 2 Representative noted that there is a charter school with direct access to the road that is growing at a rapid pace. The County Traffic Engineer said that the road could possibly be split into two segments. After looking at the data, the TAC decided to keep the segment as one.

The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

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. Bradley Avenue meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement on Bradley Avenue from Graves Avenue to First Street in the unincorporated community of El Cajon based on measured speeds,

collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Motion: Bartley

Second: Custeau

Vote: Yea: 13, Nay: 0, Abstain: 0, Absent: 3, Vacant: 1

Necessary Board Action

Amend Section 72.169.27. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 2, 2024

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Felicita Road from Escondido City Limit (north of Miller Avenue) to Via Rancho Parkway (a distance of 0.56 miles) HOMELAND ACRES

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Felicita Road from Escondido City Limit (north of Miller Avenue) to Via Rancho Parkway is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 45 MPH speed limit.

Existing Traffic Devices

Felicita Road is a striped 2-lane undivided highway that is 36 to 40 feet wide. The roadway is striped with a no passing centerline. North of the all-way stop controlled intersection at Clarence Lane, Felicita Road is striped with bike lanes. South of the intersection the roadway is striped with white edgeline. Felicita Road is posted with a school bus stop ahead sign, stop and signal advisories. Felicita Road is currently classified as a Light Collector Road on the County General Plan Mobility Element Network. Felicita Road is posted with a 45 MPH radar enforced speed limit.

Average Daily Traffic Volumes

	<u>11/23</u>	<u>01/17</u>
Felicita Road:		
500' S/o Clarence Lane	2,816	2,800

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Felicita Road:				
500' S/o Clarence Lane	(2024)	47.8 MPH	40-49	74%
@ Cimarron Terrace	(2015)	45.8 MPH	37-46	69%

Collision Data

There have been 3 reported collisions, 2 of which included an injury, along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31). These collisions result in a segment accident rate of 1.74 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Felicitia Road from Via Rancho Parkway to Escondido City limit (north of Miller Avenue) in the unincorporated community of Homeland Acres and was requested by staff. The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement based on measured speed and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Felicitia Road, from Via Rancho Parkway to Escondido City limit (north of Miller Avenue), is a two-lane undivided highway with a no-passing centerline. It currently has a posted 45 MPH speed limit. The Light Collector Road provides access to a county park, residential roads, and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed survey produced an overall speed zone of 47.8 MPH which could support a 45 MPH speed limit.

Staff showed that the County maintained road segment of Felicitia Road has shortened as much of the segment has incorporated into Escondido. The new limits are from Via Rancho Parkway to Escondido City limit (north of Miller Avenue).

The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement based on measured speed 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. Felicitia Road meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement on Felicitia Road from Via Rancho Parkway to Escondido City limit (north of Miller Avenue) in the unincorporated community of Homeland Acres based on measured speed and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Wellhouser

Vote: Yea: 13, Nay: 0, Abstain: 0, Absent: 3, Vacant: 1

Necessary Board Action

Amend Section 72.161.36. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 2, 2024

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Buena Vista Drive from Vista City Limit (south of Keys Place) to Mar Vista Drive (a distance of 0.45 miles)
VISTA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Buena Vista Drive from Vista City Limit (south of Keys Place) to Mar Vista Drive is currently posted with a 30 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 30 MPH speed limit.

Existing Traffic Devices

Buena Vista Drive is a striped 2-lane undivided highway that is 28 feet wide. The roadway is striped with a no passing centerline. Buena Vista Drive is posted with a 20 MPH reverse turn advisory. The road is currently unclassified on the County General Plan Mobility Element Network. Buena Vista Drive is posted with a 30 MPH radar enforced speed limit.

Average Daily Traffic Volumes 12/23

Buena Vista Drive:	
125' N/o Keys Place	4,291
380' S/o Mar Vista Drive	4,365

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Buena Vista Drive:			
125' N/o Keys Place	(2024) 30.4 MPH	23-32	91%

Collision Data

There have been 7 reported collisions, 3 of which included an injury, along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31). These collisions result in a segment accident rate of 3.29 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on

Buena Vista Drive from Vista City limit (south of Keys Place) to Mar Vista Drive in the unincorporated community of Vista and was requested by staff. The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Buena Vista Drive, from Vista City limit (south of Keys Place) to Mar Vista Drive, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 45 MPH speed limit. The road provides access to residential roads, residential and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed survey produced an overall speed zone of 30.4 MPH which could support a 30 MPH speed limit.

The District 2 representative noted the roadway has limited sightline. Accidents were reported with a higher-than-average state accident rate (3.29 vs 1.68 collisions per million vehicle miles).

The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

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. Buena Vista Drive meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement on Buena Vista Drive from Vista City limit (south of Keys Place) to Mar Vista Drive in the unincorporated community of Vista based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Motion: Schaepli

Second: Bartley

Vote: Yea: 13, Nay: 0, Abstain: 0, Absent: 3, Vacant: 1

Necessary Board Action

Amend Section 72.171.46.3. of the San Diego County Code.