



San Diego County Traffic Advisory Committee

Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
kenton.jones@sdcounty.ca.gov

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 29, 2025

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 6, 2025, meeting of the Traffic Advisory Committee (TAC).

If your community group has not previously provided input on the proposed agenda items in your jurisdiction and your group would like to provide input, we recommend you place the relevant items on your next available community group meeting agenda for discussion. Please let us know if your group decides to review an item and TAC staff will ensure that your group has adequate time to review before the item is placed on a future TAC meeting agenda.

After reviewing the data and discussing alternatives, the TAC submits a recommendation to the Board as to what it believes to be the most appropriate action based upon sound traffic engineering principles, the California Vehicle Code, and driver expectation. 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 you do have any questions or need additional information regarding this procedure, please contact me at kenton.jones@sdcounty.ca.gov. TAC staff is available to provide background information on items and to answer questions you may have.

Members of the public have the option to attend the June 6, 2025, TAC meeting in person or online. Please join us in person or use this link below to join the meeting:

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 253 532 247 016

Passcode: t4kW3R7g

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 619-343-2539,,850630120#](#) United States, San Diego

Phone Conference ID: 850 630 120#

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee

KRJ:bb
Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**June 6, 2025 ~ 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. Announcements / Public Forum**
- V. Items for Review**

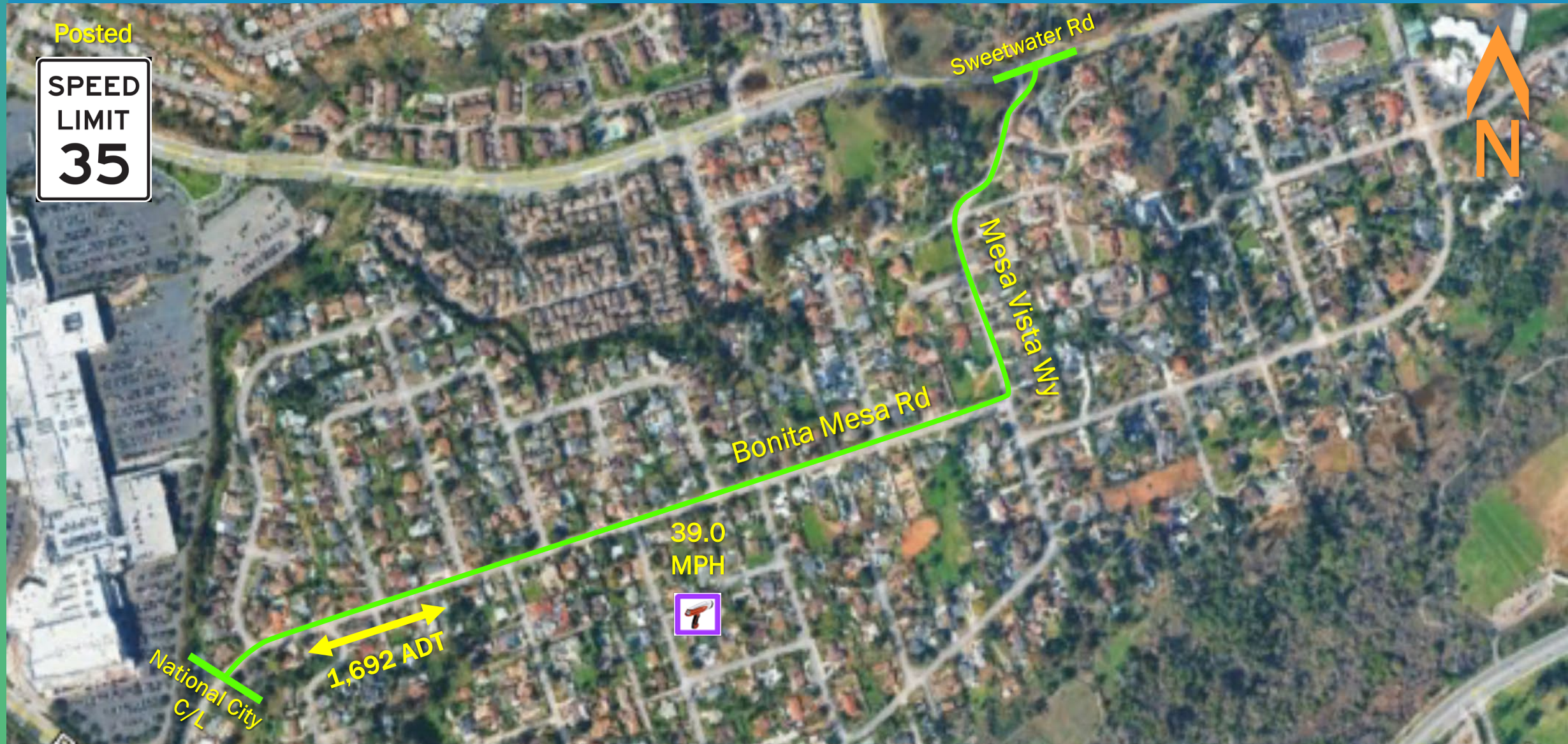
SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	MESA VISTA WY/BONITA MESA RD SWEETWATER RD TO NATIONAL CITY C/L	BONITA/ SWEETWATER CPG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	BLOSSOM VALLEY RD LAKE JENNINGS RD TO QUAIL CANYON RD	BLOSSOM VALLEY/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	ALPINE BL ARNOLD WY TO TAVERN RD	ALPINE/ ALPINE CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	SAN DIEGUITO RD EL APAJO TO SAN DIEGO C/L	FAIRBANKS RANCH/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	VISTA GRANDE RD HILLSDALE RD TO DEHESA RD	HILLSDALE/ VALLE DE ORO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	MOUNTAIN MEADOW RD CHAMPAGNE BL TO HIDDEN MEADOWS RD	HIDDEN MEADOWS/ HIDDEN MEADOWS CSG
5-B. RADAR CERTIFICATION	MOUNTAIN MEADOW RD HIDDEN MEADOWS RD TO END CMR	HIDDEN MEADOWS/ HIDDEN MEADOWS CSG
5-C. RADAR CERTIFICATION	GIRD RD RECHE RD TO 1,000' S/O OAK CLIFF DR	MONSERATE/ FALLBROOK CPG
5-D. RADAR CERTIFICATION	GIRD RD 1,000' S/O OAK CLIFF DR TO SR-76	MONSERATE/ FALLBROOK CPG
5-E. INTERSECTION CONTROLS	MISSION RD & LIVE OAK PARK RD	FALLBROOK/ FALLBROOK CPG
5-F. INTERSECTION CONTROLS	EAST VISTA WY & HUTCHISON ST	BONSALL/ BONSALL 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>

Mesa Vista Way/Bonita Mesa Road

Sweetwater Road to the city limit of National City
(0.87 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Mesa Vista Way/Bonita Mesa Road from Sweetwater Road to the city limit of National City (a distance of 0.87 miles) BONITA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mesa Vista Way/Bonita Mesa Road from Sweetwater Road to the city limit of National City is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Mesa Vista Way from Sweetwater Road to Bonita Mesa Road is a striped two-lane, 30-to-36-foot wide, undivided highway. The roadway is striped with a no passing centerline. The road is posted with intersection ahead warning, stop ahead warning, and pedestrian crossing warning signs. The road is yield controlled in the southbound direction at Bonita Mesa Road. Mesa Vista Way is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Bonita Mesa Road from Mesa Vista Way to the city limit of National City is a striped two-lane 26-to-46-foot wide, undivided highway. The roadway is striped with a no passing centerline. There is an uncontrolled marked crossing at the intersection with Mesa Vista Way. The road is posted with dip warning, curve warning, 15 MPH speed advised turn warning, and pedestrian crossing warning signs. Bonita Mesa Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

235' W/o Duffy Way

02/25

1,692

Speed Data

Bonita Mesa Road:

120' E/o Avenida Palo Verde (2025)

**85th
Percentile**

39.0 MPH

**10 MPH
Pace**

28-37

**% in
Pace**

59%

Collision Data

There have been 1 reported collision along this segment of roadway, in a 3-year period (2022-02-01 to 2025-01-31). This collision results in a segment accident rate of 0.62 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban conventional 2 lane or less with speeds less than 45 MPH.

VOLUME

Bonita Mesa Rd 235' W/O Duffy Way

Day: Wednesday
Date: 2/19/2025

City: Bonita
Project #: CA25_040029_003

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	849					843	1,692		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	0	0			12:00	0	0	11	5	16			
0:15	0	0	0	1	1		12:15	0	0	22	16	38			
0:30	0	0	0	0			12:30	0	0	11	12	23			
0:45	0	0	0	2	3	2	12:45	0	0	13	57	11	44	24	101
1:00	0	0	1	2	3		13:00	0	0	12	19	31			
1:15	0	0	1	0	1		13:15	0	0	20	18	38			
1:30	0	0	2	2	4		13:30	0	0	18	11	29			
1:45	0	0	1	5	1	5	13:45	0	0	10	60	24	72	34	132
2:00	0	0	1	0	1		14:00	0	0	17	17	34			
2:15	0	0	2	2	4		14:15	0	0	11	24	35			
2:30	0	0	2	0	2		14:30	0	0	14	13	27			
2:45	0	0	0	5	1	3	14:45	0	0	30	72	16	70	46	142
3:00	0	0	0	0			15:00	0	0	16	15	31			
3:15	0	0	0	1	1		15:15	0	0	19	14	33			
3:30	0	0	0	0			15:30	0	0	15	19	34			
3:45	0	0	0	0	1	1	15:45	0	0	17	67	11	59	28	126
4:00	0	0	0	0			16:00	0	0	25	16	41			
4:15	0	0	0	1	1		16:15	0	0	35	23	58			
4:30	0	0	1	2	3		16:30	0	0	17	28	45			
4:45	0	0	1	2	2	5	16:45	0	0	17	94	6	73	23	167
5:00	0	0	1	4	5		17:00	0	0	20	20	40			
5:15	0	0	3	8	11		17:15	0	0	18	15	33			
5:30	0	0	1	9	10		17:30	0	0	9	12	21			
5:45	0	0	2	7	2	23	17:45	0	0	13	60	9	56	22	116
6:00	0	0	0	10	10		18:00	0	0	16	14	30			
6:15	0	0	8	6	14		18:15	0	0	14	12	26			
6:30	0	0	1	9	10		18:30	0	0	7	12	19			
6:45	0	0	6	15	10	35	18:45	0	0	13	50	18	56	31	106
7:00	0	0	15	21	36		19:00	0	0	7	6	13			
7:15	0	0	9	13	22		19:15	0	0	13	4	17			
7:30	0	0	13	21	34		19:30	0	0	8	6	14			
7:45	0	0	14	51	17	72	19:45	0	0	10	38	5	21	15	59
8:00	0	0	21	32	53		20:00	0	0	10	6	16			
8:15	0	0	24	11	35		20:15	0	0	11	1	12			
8:30	0	0	14	18	32		20:30	0	0	11	8	19			
8:45	0	0	9	68	10	71	20:45	0	0	7	39	7	22	14	61
9:00	0	0	10	10	20		21:00	0	0	7	6	13			
9:15	0	0	10	14	24		21:15	0	0	5	0	5			
9:30	0	0	7	9	16		21:30	0	0	4	1	5			
9:45	0	0	8	35	13	46	21:45	0	0	3	19	4	11	7	30
10:00	0	0	10	9	19		22:00	0	0	2	1	3			
10:15	0	0	7	11	18		22:15	0	0	2	1	3			
10:30	0	0	9	14	23		22:30	0	0	3	2	5			
10:45	0	0	13	39	6	40	22:45	0	0	3	10	1	5	4	15
11:00	0	0	11	12	23		23:00	0	0	3	1	4			
11:15	0	0	11	15	26		23:15	0	0	2	1	3			
11:30	0	0	14	12	26		23:30	0	0	2	0	2			
11:45	0	0	12	48	6	45	23:45	0	0	1	8	3	5	4	13
TOTALS	275				349	624	TOTALS	574				494	1068		
SPLIT %	44.1%				55.9%	36.9%	SPLIT %	53.7%				46.3%	63.1%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						849	843	1,692
AM Peak Hour			7:45	7:15	7:30		PM Peak Hour			15:45	13:45	15:45		
AM Pk Volume			73	83	153		PM Pk Volume			94	78	172		
Pk Hr Factor			0.760	0.648	0.722		Pk Hr Factor			0.671	0.813	0.741		
7 - 9 Volume	0	0	119	143	262		4 - 6 Volume	0	0	154	129	283		
7 - 9 Peak Hour			7:45	7:15	7:30		4 - 6 Peak Hour			16:00	16:15	16:00		
7 - 9 Pk Volume	0	0	73	83	153		4 - 6 Pk Volume	0	0	94	77	167		
Pk Hr Factor	0.000	0.000	0.760	0.648	0.722		Pk Hr Factor	0.000	0.000	0.671	0.688	0.720		

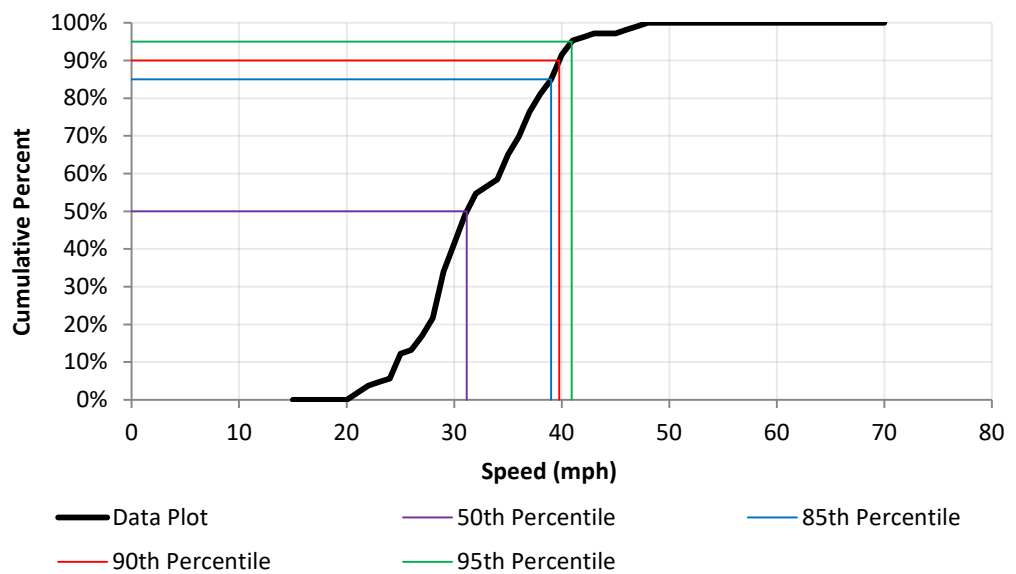
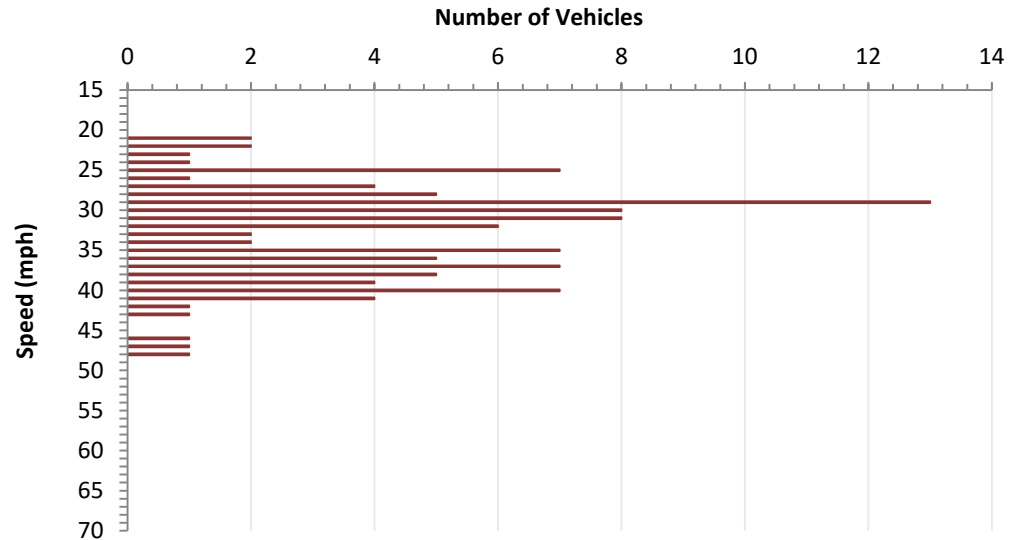


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Bonita Mesa Rd	From:	Mesa Vista Wy	To:	National City C/L
Position:	120' E/o Avenida Palo Verde	Direction:	EB/WB		
Date:	5/13/2025	Weather:	Clear	Project Number:	N/A
Time Start:	10:38 AM	Road Condition:	Dry	Observer:	County
Time End:	12:15 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21	2	1.9%
22	2	3.8%
23	1	4.7%
24	1	5.7%
25	7	12.3%
26	1	13.2%
27	4	17.0%
28	5	21.7%
29	13	34.0%
30	8	41.5%
31	8	49.1%
32	6	54.7%
33	2	56.6%
34	2	58.5%
35	7	65.1%
36	5	69.8%
37	7	76.4%
38	5	81.1%
39	4	84.9%
40	7	91.5%
41	4	95.3%
42	1	96.2%
43	1	97.2%
44		
45		
46	1	98.1%
47	1	99.1%
48	1	100.0%
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	106	



DATA ANALYSIS

Average Speed	32.8	Range	21 - 48
50th Percentile	31.2	10 mph Pace	28 - 37
85th Percentile	39.0	Number in Pace	63
90th Percentile	39.8	Percent in Pace	59%
95th Percentile	40.9		

Blossom Valley Road

Lake Jennings Park Road to Quail Canyon Road
(2.55 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Blossom Valley Road from Lake Jennings Park Road to Quail Canyon Road (a distance of 2.55 miles)
BLOSSOM VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Blossom Valley Road from Lake Jennings Park Road to Quail Canyon Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Blossom Valley Road is a striped two-lane, 20 to 45-foot wide, undivided highway. The roadway is striped with a no passing centerline and bike lane. The road is posted with intersection ahead warning, signal ahead warning, speed advised curves, and school crossing warning signs. There is a marked school crossing at Flinn Springs Road. Blossom Valley Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is currently posted with a 45 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>07/24</u>
1,190' N/o Quail Valley Way	1,447
240' S/o Quail Valley Way	2,242
700' S/o Quail Canyon Road	5,319

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Blossom Valley Road:				
40' N/o Vista Entrada	(2024)	50.5 MPH	43-52	83%
500' S/o Quail Valley Way	(2024)	47.2 MPH	38-47	66%
Speed Zone	(2024)	48.9 MPH	41-50	75%

Collision Data

There have been 7 reported collisions along this segment of roadway, 3 of which involved injury, of which 1 included a serious injury, in a 3-year period (2022-02-01 to 2025-01-

31). These collisions result in a segment accident rate of 0.84 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 MPH and 55 MPH.

VOLUME

Blossom Valley Rd 1,190' N/O Quail Valley Way

Day: Tuesday
Date: 4/8/2025

City: El Cajon
Project #: CA25_040051_005

DAILY TOTALS					NB	SB						EB	WB	Total
					726	721						0	0	1,447
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	2	0	0	0	2		12:00	3	12	0	0	15		
0:15	1	1	0	0	2		12:15	9	13	0	0	22		
0:30	0	0	0	0	0		12:30	9	8	0	0	17		
0:45	1	4	0	1	0	5	12:45	9	30	11	44	20	74	
1:00	0	0	0	0			13:00	18	7	0	0	25		
1:15	1	0	0	0	1		13:15	17	13	0	0	30		
1:30	1	0	0	0	1		13:30	12	15	0	0	27		
1:45	0	2	0	0	2		13:45	12	59	13	48	25	107	
2:00	1	0	0	0	1		14:00	12	12	0	0	24		
2:15	1	0	0	0	1		14:15	17	12	0	0	29		
2:30	0	0	0	0			14:30	14	8	0	0	22		
2:45	0	2	0	0	2		14:45	16	59	14	46	30	105	
3:00	0	0	0	0			15:00	17	7	0	0	24		
3:15	0	0	0	0			15:15	23	12	0	0	35		
3:30	0	0	0	0			15:30	16	8	0	0	24		
3:45	0	0	0	0			15:45	12	68	15	42	27	110	
4:00	0	1	0	0	1		16:00	14	10	0	0	24		
4:15	2	5	0	0	7		16:15	21	13	0	0	34		
4:30	0	0	0	0			16:30	22	13	0	0	35		
4:45	1	3	4	10	5	13	16:45	7	64	10	46	17	110	
5:00	0	4	0	0	4		17:00	16	9	0	0	25		
5:15	0	2	0	0	2		17:15	18	13	0	0	31		
5:30	1	3	0	0	4		17:30	13	9	0	0	22		
5:45	0	1	7	16	7	17	17:45	13	60	16	47	29	107	
6:00	1	8	0	0	9		18:00	21	12	0	0	33		
6:15	0	6	0	0	6		18:15	10	11	0	0	21		
6:30	3	7	0	0	10		18:30	9	4	0	0	13		
6:45	4	8	17	38	21	46	18:45	9	49	6	33	15	82	
7:00	6	16	0	0	22		19:00	10	9	0	0	19		
7:15	2	20	0	0	22		19:15	10	4	0	0	14		
7:30	6	20	0	0	26		19:30	9	5	0	0	14		
7:45	10	24	15	71	25	95	19:45	9	38	9	27	18	65	
8:00	13	15	0	0	28		20:00	14	4	0	0	18		
8:15	5	11	0	0	16		20:15	6	5	0	0	11		
8:30	7	16	0	0	23		20:30	17	4	0	0	21		
8:45	13	38	11	53	24	91	20:45	16	53	5	18	21	71	
9:00	5	11	0	0	16		21:00	7	4	0	0	11		
9:15	10	13	0	0	23		21:15	5	2	0	0	7		
9:30	8	13	0	0	21		21:30	0	0	0	0	0		
9:45	12	35	11	48	23	83	21:45	8	20	2	8	10	28	
10:00	13	22	0	0	35		22:00	4	1	0	0	5		
10:15	8	17	0	0	25		22:15	2	0	0	0	2		
10:30	13	18	0	0	31		22:30	3	1	0	0	4		
10:45	11	45	13	70	24	115	22:45	2	11	1	3	3	14	
11:00	15	11	0	0	26		23:00	1	1	0	0	2		
11:15	10	12	0	0	22		23:15	1	3	0	0	4		
11:30	12	18	0	0	30		23:30	1	1	0	0	2		
11:45	12	49	6	47	18	96	23:45	1	4	0	5	1	9	
TOTALS	211	354			565		TOTALS	515	367			882		
SPLIT %	37.3%	62.7%			39.0%		SPLIT %	58.4%	41.6%			61.0%		

DAILY TOTALS					NB	SB						EB	WB	Total
					726	721						0	0	1,447
AM Peak Hour	10:30	6:45			10:00	PM Peak Hour	14:45	13:15			15:45			
AM Pk Volume	49	73			115	PM Pk Volume	72	53			120			
Pk Hr Factor	0.817	0.913			0.821	Pk Hr Factor	0.783	0.883			0.857			
7 - 9 Volume	62	124	0	0	186	4 - 6 Volume	124	93	0	0	217			
7 - 9 Peak Hour	8:00	7:00			7:15	4 - 6 Peak Hour	16:15	17:00			16:15			
7 - 9 Pk Volume	38	71	0	0	101	4 - 6 Pk Volume	66	47	0	0	111			
Pk Hr Factor	0.731	0.888	0.000	0.000	0.902	Pk Hr Factor	0.750	0.734	0.000	0.000	0.793			

VOLUME

Blossom Valley Rd 240' S/O Quail Valley Way

Day: Tuesday
Date: 7/9/2024

City: El Cajon
Project #: CA24_040124_007

DAILY TOTALS					NB	SB	EB					WB	Total
					1,094	1,148						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	5	5	0	0	10	12:00	24	20	0	0	44		
0:15	0	2	0	0	2	12:15	14	22	0	0	36		
0:30	0	0	0	0	0	12:30	13	23	0	0	36		
0:45	1	6	4	11	5	12:45	20	71	18	83	38		
1:00	0	0	0	0		13:00	18	21	0	0	39		
1:15	0	0	0	0		13:15	13	26	0	0	39		
1:30	1	1	0	0	2	13:30	14	21	0	0	35		
1:45	0	1	1	2	1	13:45	21	66	17	85	38		
2:00	0	0	0	0		14:00	14	13	0	0	27		
2:15	0	1	0	0	1	14:15	16	20	0	0	36		
2:30	0	0	0	0		14:30	19	26	0	0	45		
2:45	1	1	0	1	1	14:45	26	75	25	84	51		
3:00	0	0	0	0		15:00	16	23	0	0	39		
3:15	0	1	0	0	1	15:15	12	24	0	0	36		
3:30	1	0	0	0	1	15:30	27	25	0	0	52		
3:45	1	2	1	2	2	15:45	18	73	32	104	50		
4:00	2	0	0	0	2	16:00	11	26	0	0	37		
4:15	1	0	0	0	1	16:15	15	22	0	0	37		
4:30	1	0	0	0	1	16:30	19	27	0	0	46		
4:45	3	7	0	0	3	16:45	15	60	26	101	41		
5:00	2	2	0	0	4	17:00	20	14	0	0	34		
5:15	6	2	0	0	8	17:15	19	19	0	0	38		
5:30	14	3	0	0	17	17:30	22	21	0	0	43		
5:45	8	30	2	9	10	17:45	15	76	28	82	43		
6:00	16	5	0	0	21	18:00	17	18	0	0	35		
6:15	11	0	0	0	11	18:15	12	19	0	0	31		
6:30	16	7	0	0	23	18:30	14	13	0	0	27		
6:45	20	63	8	20	28	18:45	15	58	14	64	29		
7:00	7	11	0	0	18	19:00	8	18	0	0	26		
7:15	23	11	0	0	34	19:15	11	15	0	0	26		
7:30	21	15	0	0	36	19:30	10	9	0	0	19		
7:45	22	73	15	52	37	19:45	4	33	17	59	21		
8:00	15	15	0	0	30	20:00	7	20	0	0	27		
8:15	24	10	0	0	34	20:15	6	14	0	0	20		
8:30	28	16	0	0	44	20:30	8	20	0	0	28		
8:45	15	82	14	55	29	20:45	8	29	17	71	25		
9:00	23	13	0	0	36	21:00	8	12	0	0	20		
9:15	30	15	0	0	45	21:15	6	5	0	0	11		
9:30	26	15	0	0	41	21:30	7	5	0	0	12		
9:45	19	98	19	62	38	21:45	0	21	6	28	6		
10:00	20	16	0	0	36	22:00	4	14	0	0	18		
10:15	17	9	0	0	26	22:15	3	7	0	0	10		
10:30	16	11	0	0	27	22:30	4	1	0	0	5		
10:45	16	69	19	55	35	22:45	1	12	3	25	4		
11:00	20	20	0	0	40	23:00	3	2	0	0	5		
11:15	24	20	0	0	44	23:15	1	2	0	0	3		
11:30	22	21	0	0	43	23:30	0	2	0	0	2		
11:45	17	83	25	86	42	23:45	1	5	1	7	2		
TOTALS	515	355			870	TOTALS	579	793			1372		
SPLIT %	59.2%	40.8%			38.8%	SPLIT %	42.2%	57.8%			61.2%		

DAILY TOTALS				NB	SB	EB				WB	Total			
				1,094	1,148					0				
AM Peak Hour	9:00	11:45			11:15	PM Peak Hour	14:45	15:15					14:45	
AM Pk Volume	98	90			173	PM Pk Volume	81	107					178	
Pk Hr Factor	0.817	0.900			0.983	Pk Hr Factor	0.750	0.836					0.856	
7 - 9 Volume	155	107	0	0	262	4 - 6 Volume	136	183	0	0			319	
7 - 9 Peak Hour	7:45	7:15			7:45	4 - 6 Peak Hour	16:45	16:00					16:00	
7 - 9 Pk Volume	89	56	0	0	145	4 - 6 Pk Volume	76	101	0	0			161	
Pk Hr Factor	0.795	0.933	0.000	0.000	0.824	Pk Hr Factor	0.864	0.935	0.000	0.000			0.875	

VOLUME

Blossom Valley Rd 700' S/O Quail Canyon Rd

Day: Wednesday
Date: 11/6/2024

City: El Cajon
Project #: CA24_040215_011

DAILY TOTALS					NB	SB						EB	WB	Total
					2,620	2,699						0	0	5,319
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	3	0	0	0	3	12:00	44	44	0	0	88			
0:15	3	0	0	0	3	12:15	50	45	0	0	95			
0:30	3	0	0	0	3	12:30	43	30	0	0	73			
0:45	0	9	0	0	9	12:45	50	187	23	142	73	329		
1:00	2	0	0	0	2	13:00	39	30	0	0	69			
1:15	2	0	0	0	2	13:15	62	40	0	0	102			
1:30	0	0	0	0	0	13:30	62	37	0	0	99			
1:45	1	5	1	1	2	13:45	61	224	40	147	101	371		
2:00	0	0	0	0	0	14:00	54	85	0	0	139			
2:15	4	0	0	0	4	14:15	47	78	0	0	125			
2:30	0	1	0	0	1	14:30	39	50	0	0	89			
2:45	0	4	0	1	5	14:45	71	211	33	246	104	457		
3:00	0	1	0	0	1	15:00	63	55	0	0	118			
3:15	2	0	0	0	2	15:15	75	40	0	0	115			
3:30	0	3	0	0	3	15:30	55	52	0	0	107			
3:45	0	2	5	9	5	15:45	54	247	43	190	97	437		
4:00	2	3	0	0	5	16:00	64	37	0	0	101			
4:15	0	2	0	0	2	16:15	53	48	0	0	101			
4:30	0	5	0	0	5	16:30	48	47	0	0	95			
4:45	1	3	14	24	15	16:45	45	210	46	178	91	388		
5:00	1	11	0	0	12	17:00	51	49	0	0	100			
5:15	3	19	0	0	22	17:15	42	67	0	0	109			
5:30	2	16	0	0	18	17:30	58	30	0	0	88			
5:45	4	10	19	65	23	17:45	52	203	38	184	90	387		
6:00	11	29	0	0	40	18:00	44	37	0	0	81			
6:15	18	33	0	0	51	18:15	48	29	0	0	77			
6:30	16	38	0	0	54	18:30	34	26	0	0	60			
6:45	43	88	47	147	90	18:45	50	176	20	112	70	288		
7:00	22	79	0	0	101	19:00	21	15	0	0	36			
7:15	44	67	0	0	111	19:15	27	16	0	0	43			
7:30	69	92	0	0	161	19:30	26	10	0	0	36			
7:45	78	213	100	338	178	19:45	26	100	11	52	37	152		
8:00	43	111	0	0	154	20:00	21	18	0	0	39			
8:15	43	54	0	0	97	20:15	24	9	0	0	33			
8:30	34	46	0	0	80	20:30	23	12	0	0	35			
8:45	35	155	42	253	77	20:45	18	86	16	55	34	141		
9:00	27	48	0	0	75	21:00	20	11	0	0	31			
9:15	31	52	0	0	83	21:15	16	5	0	0	21			
9:30	18	46	0	0	64	21:30	12	6	0	0	18			
9:45	38	114	38	184	76	21:45	10	58	5	27	15	85		
10:00	33	45	0	0	78	22:00	5	3	0	0	8			
10:15	39	32	0	0	71	22:15	7	5	0	0	12			
10:30	34	33	0	0	67	22:30	5	3	0	0	8			
10:45	30	136	43	153	73	22:45	5	22	7	18	12	40		
11:00	29	39	0	0	68	23:00	4	7	0	0	11			
11:15	42	50	0	0	92	23:15	3	4	0	0	7			
11:30	31	37	0	0	68	23:30	4	2	0	0	6			
11:45	40	142	32	158	72	23:45	4	15	2	15	6	30		
TOTALS	881	1333			2214	TOTALS	1739	1366			3105			
SPLIT %	39.8%	60.2%			41.6%	SPLIT %	56.0%	44.0%			58.4%			

DAILY TOTALS					NB	SB						EB	WB	Total
					2,620	2,699						0	0	5,319
AM Peak Hour	7:15	7:15			7:15	PM Peak Hour	14:45	13:45			13:30			
AM Pk Volume	234	370			604	PM Pk Volume	264	253			464			
Pk Hr Factor	0.750	0.833			0.848	Pk Hr Factor	0.880	0.744			0.835			
7 - 9 Volume	368	591	0	0	959	4 - 6 Volume	413	362	0	0	775			
7 - 9 Peak Hour	7:15	7:15			7:15	4 - 6 Peak Hour	16:00	16:30			16:30			
7 - 9 Pk Volume	234	370	0	0	604	4 - 6 Pk Volume	210	209	0	0	395			
Pk Hr Factor	0.750	0.833	0.000	0.000	0.848	Pk Hr Factor	0.820	0.780	0.000	0.000	0.906			

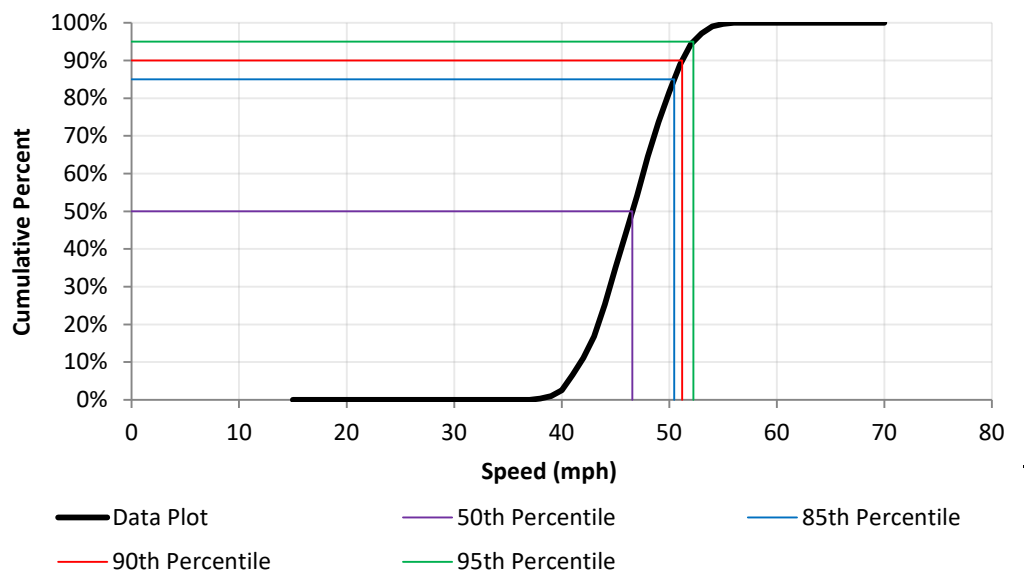
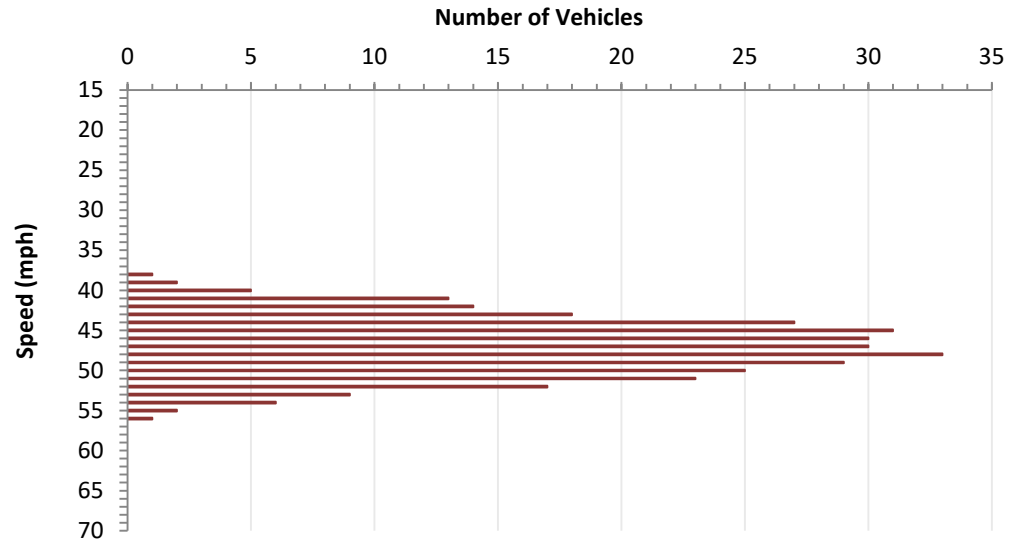


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Blossom Valley Rd	From:	Lake Jennings Park Rd	To:	Quail Canyon Rd
Position:	40' N/o Vista Entrada	Direction:	NB/SB		
Date:	11/13/2024	Weather:	Clear	Project Number:	24-040216-011
Time Start:	9:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:00 AM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38	1	0.3%
39	2	0.9%
40	5	2.5%
41	13	6.6%
42	14	11.1%
43	18	16.8%
44	27	25.3%
45	31	35.1%
46	30	44.6%
47	30	54.1%
48	33	64.6%
49	29	73.7%
50	25	81.6%
51	23	88.9%
52	17	94.3%
53	9	97.2%
54	6	99.1%
55	2	99.7%
56	1	100.0%
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	316	



DATA ANALYSIS

Average Speed	47.0	Range	38 - 56
50th Percentile	46.6	10 mph Pace	43 - 52
85th Percentile	50.5	Number in Pace	263
90th Percentile	51.2	Percent in Pace	83%
95th Percentile	52.2		

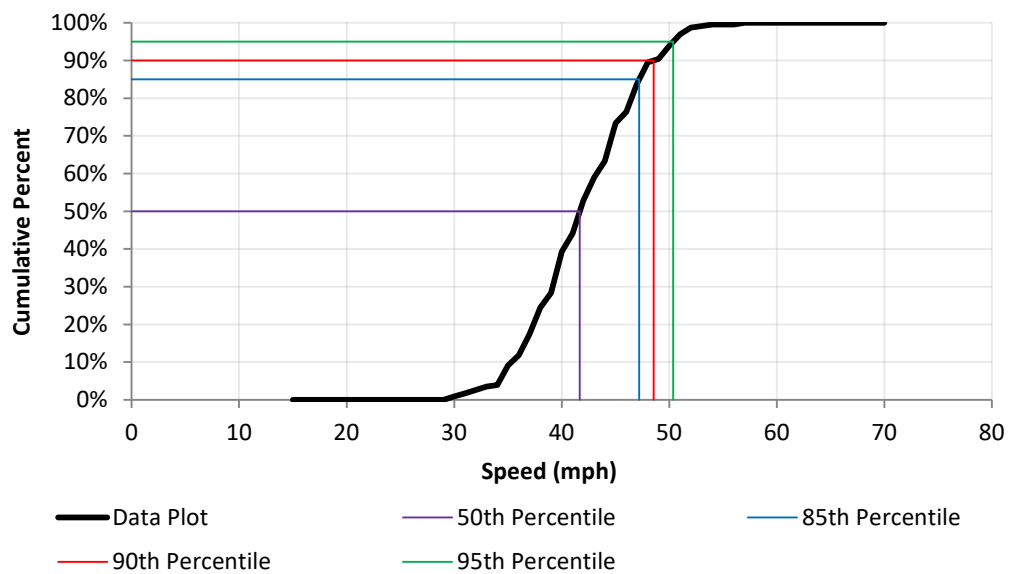
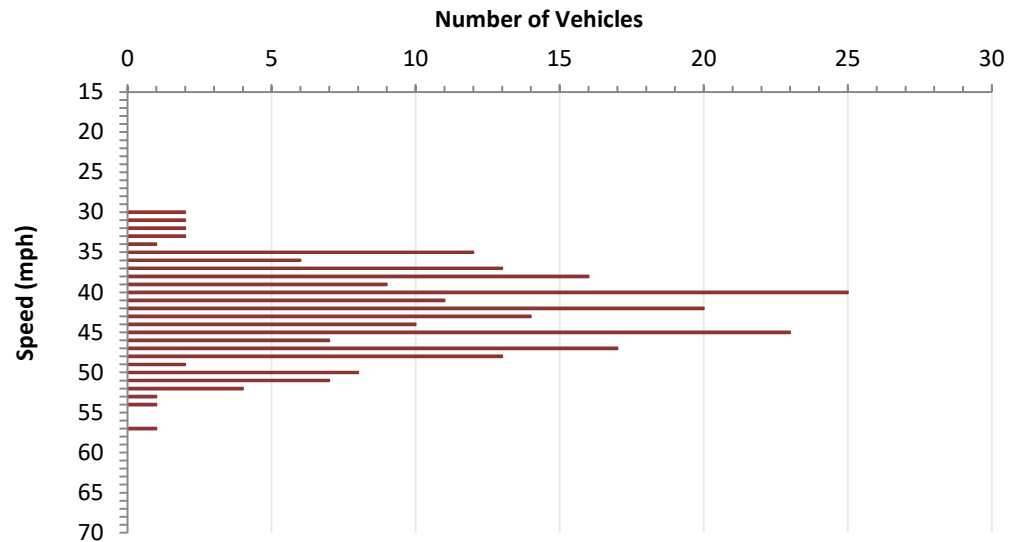


RADAR SPEED SURVEY
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Blossom Valley Rd	From: Lake Jennings Park Rd	To: Quail Canyon Rd
Position: 500' S/o Quail Valley Wy	Direction: NB/SB	

Date: 11/13/2024	Weather: Clear	Project Number: 24-040216-012
Time Start: 9:00 AM	Road Condition: Dry	Observer: Contractor
Time End: 11:00 AM	Posted Speed: 45 MPH	Calibration Test: Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	2	0.9%
31	2	1.7%
32	2	2.6%
33	2	3.5%
34	1	3.9%
35	12	9.2%
36	6	11.8%
37	13	17.5%
38	16	24.5%
39	9	28.4%
40	25	39.3%
41	11	44.1%
42	20	52.8%
43	14	59.0%
44	10	63.3%
45	23	73.4%
46	7	76.4%
47	17	83.8%
48	13	89.5%
49	2	90.4%
50	8	93.9%
51	7	96.9%
52	4	98.7%
53	1	99.1%
54	1	99.6%
55		
56		
57	1	100.0%
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	229	



DATA ANALYSIS

Average Speed	42.4	Range	30 - 57
50th Percentile	41.7	10 mph Pace	38 - 47
85th Percentile	47.2	Number in Pace	152
90th Percentile	48.6	Percent in Pace	66%
95th Percentile	50.4		

Alpine Boulevard

Arnold Way to Tavern Road
(2.21 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Alpine Boulevard from Arnold Way to Tavern Road (a distance of 2.21 miles) ALPINE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alpine Boulevard from Arnold Way to Tavern Road has no posted speed limit and is subject to the State maximum 55 MPH speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane, 38-to-84-foot wide, undivided highway. The roadway is striped with a no passing centerline, passing centerline, and bike lane. The road is posted with intersection ahead warning, signal ahead warning, and slide area warning signs. Alpine Boulevard is classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

4,430' W/o Tavern Road

04/25

2,624

Speed Data

Alpine Boulevard:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
365' E/o Peutz Valley Road (2025)	57.0 MPH	46-55	66%
3,725' W/o Tavern Road (2025)	57.4 MPH	46-55	65%
Speed Zone (2025)	57.2 MPH	46-55	66%

Collision Data

There have been 15 reported collisions along this segment of roadway, 6 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 2.37 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for rural flat conventional 2 lanes with speeds less than or equal to 55 MPH.



PUBLIC WORKS

MARISA K BARRIE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 15th, 2024
Item Title: Speed Limit and Radar Certification
Location: Alpine Boulevard from Arnold Way to Tavern Road in Alpine
CTE Recommendation: **Establish 50 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Alpine Boulevard is a two-lane roadway with limited shoulder throughout its length of 2.21 miles. Its pavement width varies between 26' and 80' feet in width with a striped passing and no-passing center line on the roadway.
- Recent speed surveys on Alpine Boulevard (57.0 MPH and 57.4MPH) resulted in an overall prevailing speed of 57.2 mph, which supports a speed limit of 55 mph using radar for speed enforcement.
- A review of the roadway collision data for the most recent three-year period (May 1, 2022 to April 30, 2025) shows a total of 15 reported collisions on the subject segment of Alpine Boulevard which results in a collision rate of 2.37 collisions per million-vehicle-mile (c/mvm) compared to the State average of 1.09 c/mvm for similar roadway.
- Pursuant to CVC section 22358 coupled with above conditions on Alpine Boulevard and the guidance of the CA MUTCD section 2B.13, a 50-mph radar enforced speed limit on Alpine Boulevard from Arnold Way to Tavern Road is reasonable and safe based on prevailing speed and collision rate.

Michael L. Kenney, TE 2045 & CE 56661

Date

VOLUME

Alpine Blvd 4,430' W/O Tavern Rd

Day: Wednesday
Date: 4/16/2025

City: Alpine
Project #: CA25_040051_009

DAILY TOTALS						NB	SB							Total
						0	0							2,624
						1,459								
						1,165								
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	0	3	3	12:00	0	0	20	19	39			
0:15	0	0	2	1	3	12:15	0	0	24	23	47			
0:30	0	0	2	1	3	12:30	0	0	19	30	49			
0:45	0	0	0	4	5	12:45	0	0	22	85	20	92	42	177
1:00	0	0	1	1	2	13:00	0	0	26	20	46			
1:15	0	0	0	1	1	13:15	0	0	23	22	45			
1:30	0	0	2	1	3	13:30	0	0	26	19	45			
1:45	0	0	2	5	1	13:45	0	0	31	106	16	77	47	183
2:00	0	0	0	0		14:00	0	0	34	14	48			
2:15	0	0	0	0		14:15	0	0	33	29	62			
2:30	0	0	1	0	1	14:30	0	0	30	20	50			
2:45	0	0	2	3	0	14:45	0	0	34	131	14	77	48	208
3:00	0	0	3	0	3	15:00	0	0	24	20	44			
3:15	0	0	0	1	1	15:15	0	0	33	17	50			
3:30	0	0	0	2	2	15:30	0	0	31	19	50			
3:45	0	0	0	3	0	15:45	0	0	37	125	38	94	75	219
4:00	0	0	1	2	3	16:00	0	0	38	23	61			
4:15	0	0	0	1	1	16:15	0	0	44	27	71			
4:30	0	0	3	3	6	16:30	0	0	33	37	70			
4:45	0	0	2	6	1	16:45	0	0	41	156	26	113	67	269
5:00	0	0	6	2	8	17:00	0	0	31	27	58			
5:15	0	0	2	4	6	17:15	0	0	46	25	71			
5:30	0	0	1	10	11	17:30	0	0	40	21	61			
5:45	0	0	7	16	4	17:45	0	0	29	146	19	92	48	238
6:00	0	0	7	8	15	18:00	0	0	20	20	40			
6:15	0	0	15	14	29	18:15	0	0	29	30	59			
6:30	0	0	10	7	17	18:30	0	0	26	19	45			
6:45	0	0	19	51	12	18:45	0	0	22	97	26	95	48	192
7:00	0	0	12	14	26	19:00	0	0	18	18	36			
7:15	0	0	15	5	20	19:15	0	0	17	11	28			
7:30	0	0	13	7	20	19:30	0	0	11	18	29			
7:45	0	0	15	55	13	19:45	0	0	12	58	17	64	29	122
8:00	0	0	20	15	35	20:00	0	0	13	8	21			
8:15	0	0	21	24	45	20:15	0	0	19	7	26			
8:30	0	0	19	23	42	20:30	0	0	9	5	14			
8:45	0	0	25	85	8	20:45	0	0	4	45	11	31	15	76
9:00	0	0	16	18	34	21:00	0	0	12	6	18			
9:15	0	0	11	11	22	21:15	0	0	8	6	14			
9:30	0	0	9	8	17	21:30	0	0	4	3	7			
9:45	0	0	19	55	12	21:45	0	0	4	28	3	18	7	46
10:00	0	0	18	16	34	22:00	0	0	6	4	10			
10:15	0	0	28	16	44	22:15	0	0	6	3	9			
10:30	0	0	20	20	40	22:30	0	0	5	3	8			
10:45	0	0	19	85	18	22:45	0	0	2	19	2	12	4	31
11:00	0	0	25	16	41	23:00	0	0	1	3	4			
11:15	0	0	19	17	36	23:15	0	0	4	3	7			
11:30	0	0	14	25	39	23:30	0	0	3	1	4			
11:45	0	0	27	85	26	23:45	0	0	2	10	1	8	3	18
TOTALS	453				392	845	TOTALS	1006				773	1779	
SPLIT %	53.6%				46.4%	32.2%	SPLIT %	56.5%				43.5%	67.8%	

DAILY TOTALS						NB	SB							Total
						0	0							2,624
						1,459								
						1,165								
AM Peak Hour			10:15	11:45	11:45	PM Peak Hour			16:45	15:45	15:45			
AM Pk Volume			92	98	188	PM Pk Volume			158	125	277			
Pk Hr Factor			0.821	0.817	0.887	Pk Hr Factor			0.859	0.822	0.923			
7 - 9 Volume	0	0	140	109	249	4 - 6 Volume	0	0	302	205	507			
7 - 9 Peak Hour			8:00	7:45	8:00	4 - 6 Peak Hour			16:45	16:15	16:00			
7 - 9 Pk Volume	0	0	85	75	155	4 - 6 Pk Volume	0	0	158	117	269			
Pk Hr Factor	0.000	0.000	0.850	0.781	0.861	Pk Hr Factor	0.000	0.000	0.859	0.791	0.947			

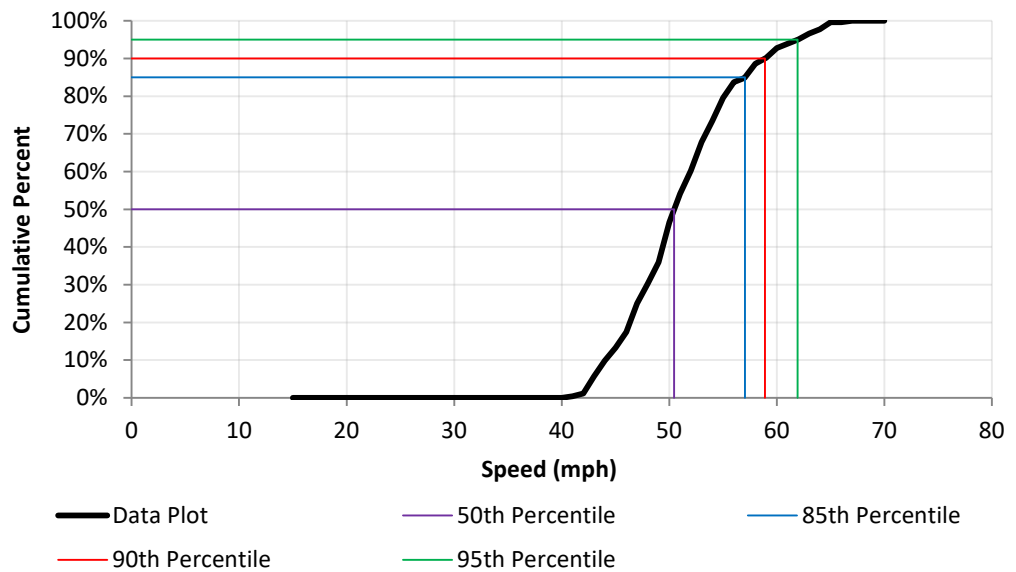
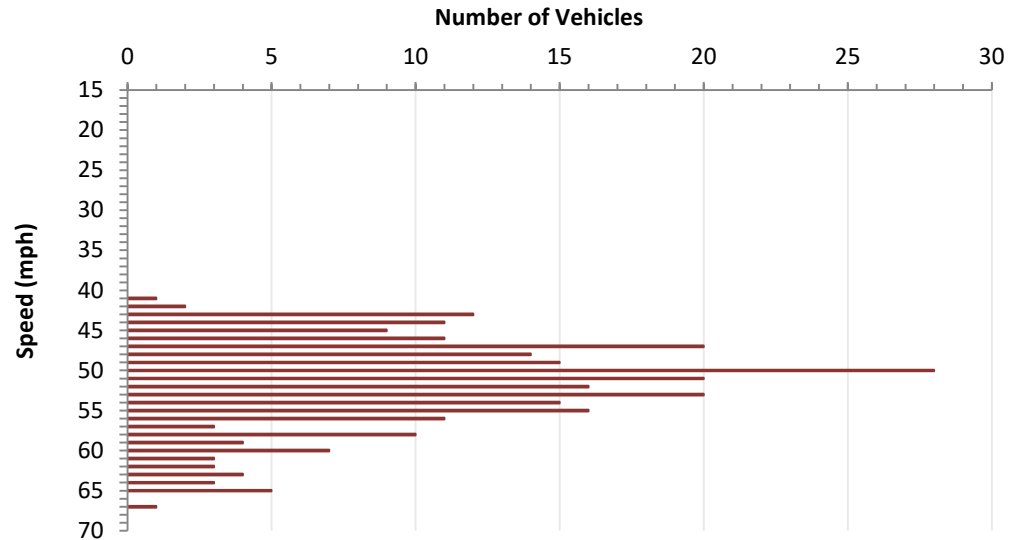


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Alpine Bl	From:	Arnold Wy	To:	Tavern Rd
Position:	365' E/o Peutz Valley Rd	Direction:	EB/WB		
Date:	4/15/2025	Weather:	Clear	Project Number:	25-040052-007
Time Start:	11:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:00PM	Posted Speed:	N/A	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41	1	0.4%
42	2	1.1%
43	12	5.7%
44	11	9.8%
45	9	13.3%
46	11	17.4%
47	20	25.0%
48	14	30.3%
49	15	36.0%
50	28	46.6%
51	20	54.2%
52	16	60.2%
53	20	67.8%
54	15	73.5%
55	16	79.5%
56	11	83.7%
57	3	84.8%
58	10	88.6%
59	4	90.2%
60	7	92.8%
61	3	93.9%
62	3	95.1%
63	4	96.6%
64	3	97.7%
65	5	99.6%
66		
67	1	100.0%
68		
69		
70		
Total	264	



DATA ANALYSIS

Average Speed	51.6	Range	41 - 67
50th Percentile	50.5	10 mph Pace	46 - 55
85th Percentile	57.0	Number in Pace	175
90th Percentile	58.9	Percent in Pace	66%
95th Percentile	61.9		

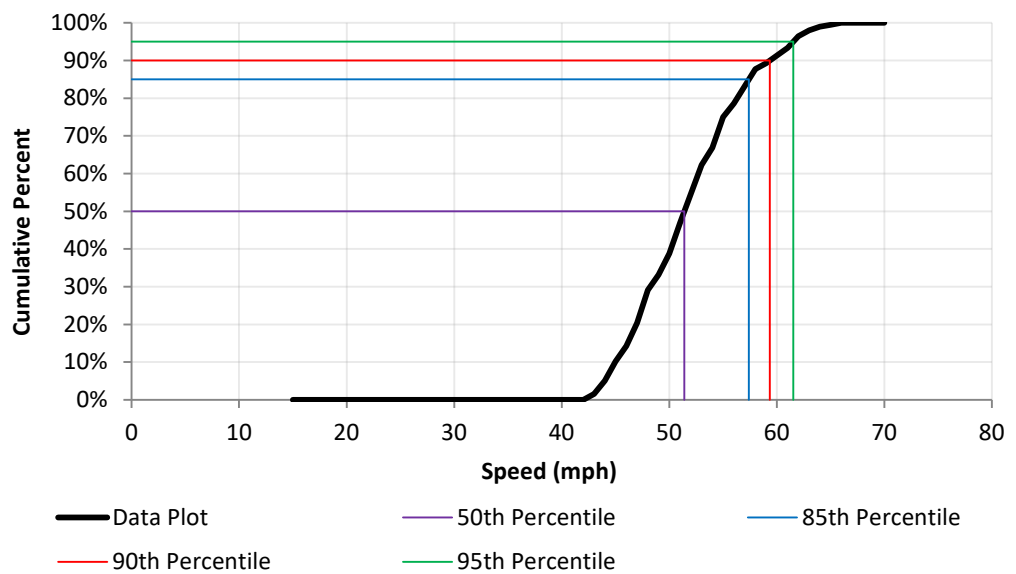
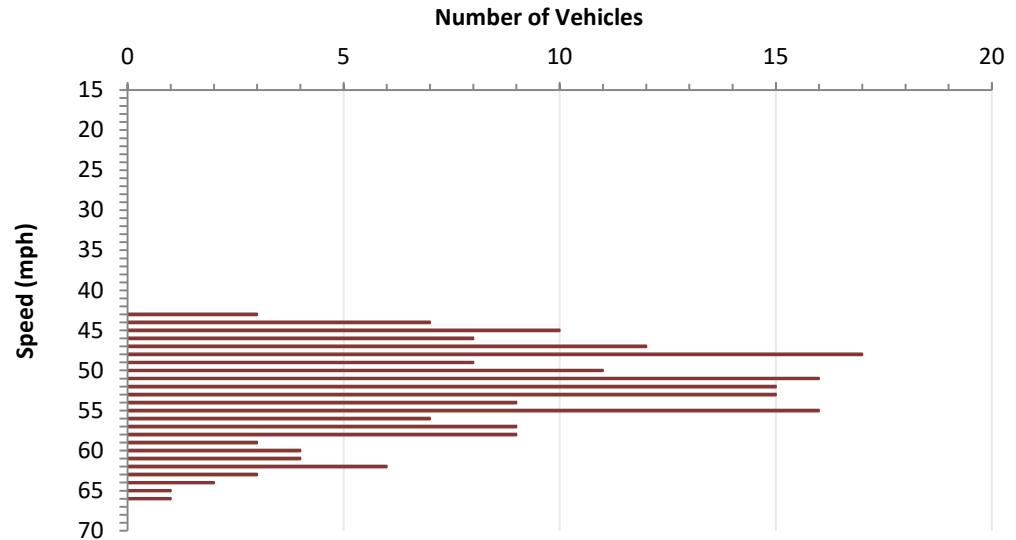


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Alpine Bl	From:	Arnold Wy	To:	Tavern Rd
Position:	3,725' W/o Tavern Rd	Direction:	EB/WB		
Date:	4/15/2025	Weather:	Clear	Project Number:	25-040052-003
Time Start:	9:00AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:00AM	Posted Speed:	N/A	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43	3	1.5%
44	7	5.1%
45	10	10.2%
46	8	14.3%
47	12	20.4%
48	17	29.1%
49	8	33.2%
50	11	38.8%
51	16	46.9%
52	15	54.6%
53	15	62.2%
54	9	66.8%
55	16	75.0%
56	7	78.6%
57	9	83.2%
58	9	87.8%
59	3	89.3%
60	4	91.3%
61	4	93.4%
62	6	96.4%
63	3	98.0%
64	2	99.0%
65	1	99.5%
66	1	100.0%
67		
68		
69		
70		
Total	196	



DATA ANALYSIS

Average Speed	52.3	Range	43 - 66
50th Percentile	51.4	10 mph Pace	46 - 55
85th Percentile	57.4	Number in Pace	127
90th Percentile	59.4	Percent in Pace	65%
95th Percentile	61.5		

San Dieguito Road

El Apajo to San Diego city limit
(1.59 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: San Dieguito Road from El Apajo to San Diego city limit
(west of Circa Oriente) (a distance of 1.59 miles)
FAIRBANKS RANCH

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Dieguito Road from El Apajo to San Diego city limit (west of Circa Oriente) is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

San Dieguito Road is a striped two-lane, 60-to-78-foot wide, undivided highway. There are landscaped median islands at the intersections with Circa del Norte (west intersection) and El Apajo. The roadway is striped with a no passing centerline, painted median, and bike lane. There are turn pockets at all intersections. San Dieguito Road is posted with intersection and signal ahead warning signs. The road is posted with a 7-ton weight restriction. San Dieguito Road is signal controlled at the intersections with Via Dos Valles, Circa del Sur, and El Apajo. San Dieguito Road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

Average Daily Traffic Volumes

335' W/o Circa Del Sur
500' W/o Circa Oriente

04/25

15,882
13,899

04/18

Speed Data

San Dieguito Road:

1,060' W/o Via dos Valles (2025)

500' W/o Circa Oriente (2025)

Speed Zone

(2025)

**85th
Percentile**

50.5 MPH

48.3 MPH

49.4 MPH

**10 MPH
Pace**

41-50

40-49

41-50

**% in
Pace**

74%

69%

72%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.19 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 to 55 MPH.

VOLUME

San Dieguito Rd 335' W/O Circa Del Sur

Day: Wednesday
Date: 4/30/2025

City: Del Mar
Project #: CA25_040071_010

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						7,592	8,290	15,882
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	1	0	1		12:00	0	0	154	127	281		
0:15	0	0	1	0	1		12:15	0	0	125	125	250		
0:30	0	0	1	1	2		12:30	0	0	132	103	235		
0:45	0	0	2	5	2	6	12:45	0	0	128	539	213	979	
1:00	0	0	2	0	2		13:00	0	0	113	96	209		
1:15	0	0	4	0	4		13:15	0	0	119	107	226		
1:30	0	0	0	2	2		13:30	0	0	130	97	227		
1:45	0	0	0	6	0	8	13:45	0	0	125	487	238	900	
2:00	0	0	1	3	4		14:00	0	0	112	108	220		
2:15	0	0	3	2	5		14:15	0	0	133	129	262		
2:30	0	0	3	2	5		14:30	0	0	132	147	279		
2:45	0	0	3	10	4	18	14:45	0	0	189	566	336	1097	
3:00	0	0	1	1	2		15:00	0	0	220	153	373		
3:15	0	0	1	1	2		15:15	0	0	221	153	374		
3:30	0	0	1	4	5		15:30	0	0	186	230	416		
3:45	0	0	1	4	4	13	15:45	0	0	176	803	400	1563	
4:00	0	0	2	2	4		16:00	0	0	204	199	403		
4:15	0	0	3	6	9		16:15	0	0	198	184	382		
4:30	0	0	6	4	10		16:30	0	0	188	173	361		
4:45	0	0	1	12	12	35	16:45	0	0	180	770	359	1505	
5:00	0	0	1	14	15		17:00	0	0	210	186	396		
5:15	0	0	5	21	26		17:15	0	0	223	202	425		
5:30	0	0	7	15	22		17:30	0	0	194	175	369		
5:45	0	0	4	17	28	91	17:45	0	0	211	838	375	1565	
6:00	0	0	19	27	46		18:00	0	0	198	142	340		
6:15	0	0	23	39	62		18:15	0	0	147	102	249		
6:30	0	0	33	59	92		18:30	0	0	121	93	214		
6:45	0	0	48	123	134	334	18:45	0	0	91	557	158	961	
7:00	0	0	74	103	177		19:00	0	0	86	61	147		
7:15	0	0	66	183	249		19:15	0	0	99	49	148		
7:30	0	0	84	254	338		19:30	0	0	86	43	129		
7:45	0	0	104	328	398	1162	19:45	0	0	91	362	122	546	
8:00	0	0	125	269	394		20:00	0	0	60	41	101		
8:15	0	0	134	258	392		20:15	0	0	74	48	122		
8:30	0	0	125	277	402		20:30	0	0	61	33	94		
8:45	0	0	115	499	358	1546	20:45	0	0	66	261	94	411	
9:00	0	0	89	193	282		21:00	0	0	53	19	72		
9:15	0	0	94	153	247		21:15	0	0	63	12	75		
9:30	0	0	93	192	285		21:30	0	0	39	24	63		
9:45	0	0	76	352	182	996	21:45	0	0	33	188	44	254	
10:00	0	0	79	177	256		22:00	0	0	23	25	48		
10:15	0	0	81	115	196		22:15	0	0	18	8	26		
10:30	0	0	90	112	202		22:30	0	0	14	8	22		
10:45	0	0	105	355	226	880	22:45	0	0	16	71	20	116	
11:00	0	0	105	121	226		23:00	0	0	14	5	19		
11:15	0	0	93	109	202		23:15	0	0	3	5	8		
11:30	0	0	101	116	217		23:30	0	0	4	2	6		
11:45	0	0	113	412	207	852	23:45	0	0	6	27	11	44	
TOTALS	2123				3818		TOTALS	5469				4472		9941
SPLIT %	35.7%				64.3%		SPLIT %	55.0%				45.0%		62.6%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						7,592	8,290	15,882
AM Peak Hour			11:45	7:45	7:45		PM Peak Hour			17:00	15:30	15:30		
AM Pk Volume			524	1098	1586		PM Pk Volume			838	837	1601		
Pk Hr Factor			0.851	0.934	0.986		Pk Hr Factor			0.939	0.910	0.962		
7 - 9 Volume	0	0	827	1881	2708		4 - 6 Volume	0	0	1608	1462	3070		
7 - 9 Peak Hour			8:00	7:45	7:45		4 - 6 Peak Hour			17:00	16:45	17:00		
7 - 9 Pk Volume	0	0	499	1098	1586		4 - 6 Pk Volume	0	0	838	742	1565		
Pk Hr Factor	0.000	0.000	0.931	0.934	0.986		Pk Hr Factor	0.000	0.000	0.939	0.918	0.921		

VOLUME

San Diego Rd 500' W/O Circa Oriente

Day: Wednesday
Date: 4/30/2025

City: San Diego
Project #: CA25_040071_011

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						6,771	7,128	13,899
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	1	0	1		12:00	0	0	114	90	204		
0:15	0	0	2	0	2		12:15	0	0	119	102	221		
0:30	0	0	1	3	4		12:30	0	0	115	76	191		
0:45	0	0	2	6	2	9	12:45	0	0	109	457	68	336	793
1:00	0	0	2	0	2		13:00	0	0	100	70	170		
1:15	0	0	3	0	3		13:15	0	0	101	89	190		
1:30	0	0	1	2	3		13:30	0	0	119	93	212		
1:45	0	0	0	6	1	9	13:45	0	0	109	429	79	331	760
2:00	0	0	0	2	2		14:00	0	0	112	95	207		
2:15	0	0	0	3	3		14:15	0	0	126	103	229		
2:30	0	0	4	2	6		14:30	0	0	118	118	236		
2:45	0	0	2	6	2	13	14:45	0	0	168	524	119	435	959
3:00	0	0	0	1	1		15:00	0	0	235	134	369		
3:15	0	0	1	1	2		15:15	0	0	191	136	327		
3:30	0	0	1	4	5		15:30	0	0	184	216	400		
3:45	0	0	1	3	5	13	15:45	0	0	156	766	192	678	1444
4:00	0	0	2	2	4		16:00	0	0	180	162	342		
4:15	0	0	4	5	9		16:15	0	0	200	165	365		
4:30	0	0	4	4	8		16:30	0	0	176	152	328		
4:45	0	0	3	13	11	32	16:45	0	0	174	730	181	660	1390
5:00	0	0	2	16	18		17:00	0	0	183	162	345		
5:15	0	0	3	15	18		17:15	0	0	232	179	411		
5:30	0	0	6	17	23		17:30	0	0	176	153	329		
5:45	0	0	5	16	28	87	17:45	0	0	202	793	148	642	1435
6:00	0	0	16	26	42		18:00	0	0	176	126	302		
6:15	0	0	20	36	56		18:15	0	0	144	82	226		
6:30	0	0	24	62	86		18:30	0	0	114	87	201		
6:45	0	0	38	98	118	302	18:45	0	0	82	516	61	356	872
7:00	0	0	50	87	137		19:00	0	0	61	48	109		
7:15	0	0	38	169	207		19:15	0	0	85	42	127		
7:30	0	0	77	215	292		19:30	0	0	85	34	119		
7:45	0	0	81	246	343	979	19:45	0	0	83	314	29	153	467
8:00	0	0	101	248	349		20:00	0	0	44	29	73		
8:15	0	0	112	238	350		20:15	0	0	70	36	106		
8:30	0	0	108	240	348		20:30	0	0	43	29	72		
8:45	0	0	100	421	324	1371	20:45	0	0	59	216	24	118	334
9:00	0	0	75	165	240		21:00	0	0	40	12	52		
9:15	0	0	79	136	215		21:15	0	0	48	16	64		
9:30	0	0	73	157	230		21:30	0	0	38	17	55		
9:45	0	0	63	290	143	828	21:45	0	0	30	156	9	54	210
10:00	0	0	66	153	219		22:00	0	0	19	7	26		
10:15	0	0	77	92	169		22:15	0	0	21	9	30		
10:30	0	0	71	87	158		22:30	0	0	9	7	16		
10:45	0	0	95	309	188	734	22:45	0	0	17	66	5	28	94
11:00	0	0	88	88	176		23:00	0	0	13	4	17		
11:15	0	0	91	89	180		23:15	0	0	3	5	8		
11:30	0	0	88	98	186		23:30	0	0	4	1	5		
11:45	0	0	98	365	184	726	23:45	0	0	5	25	3	13	38
TOTALS	1779 3324				5103		TOTALS	4992 3804				8796		
SPLIT %	34.9% 65.1%				36.7%		SPLIT %	56.8% 43.2%				63.3%		

DAILY TOTALS				NB	SB	EB				WB		Total	
				0	0							6,771	7,128
AM Peak Hour				11:45	7:45	7:45	PM Peak Hour				17:00	15:30	15:30
AM Pk Volume				446	988	1390	PM Pk Volume				793	735	1455
Pk Hr Factor				0.937	0.943	0.993	Pk Hr Factor				0.855	0.851	0.909
7 - 9 Volume	0	0	667	1683	2350	4 - 6 Volume		0	0	1523	1302	2825	
7 - 9 Peak Hour			8:00	7:45	7:45	4 - 6 Peak Hour				17:00	16:45	16:45	
7 - 9 Pk Volume	0	0	421	988	1390	4 - 6 Pk Volume		0	0	793	675	1440	
Pk Hr Factor	0.000	0.000	0.940	0.943	0.993	Pk Hr Factor		0.000	0.000	0.855	0.932	0.876	



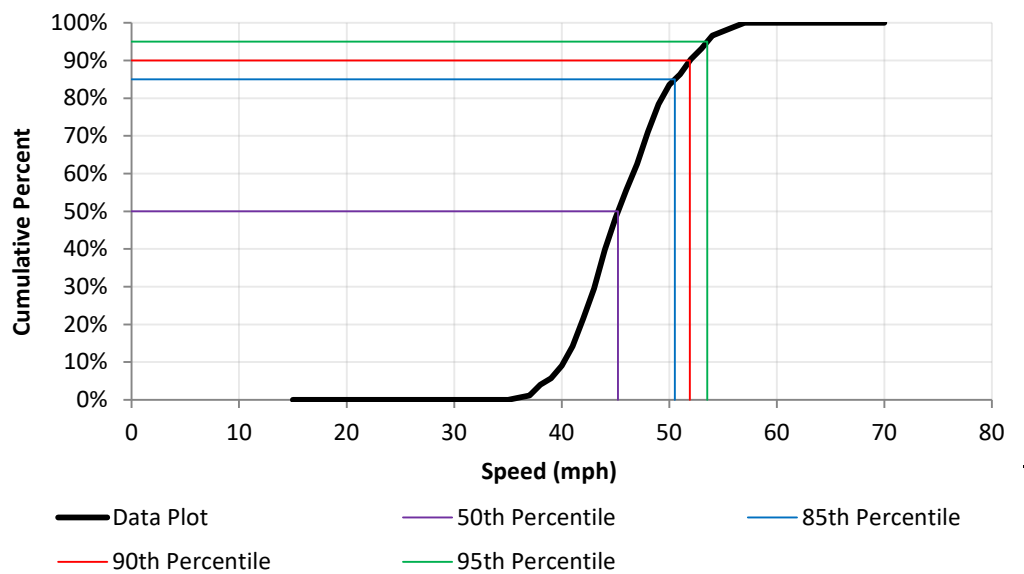
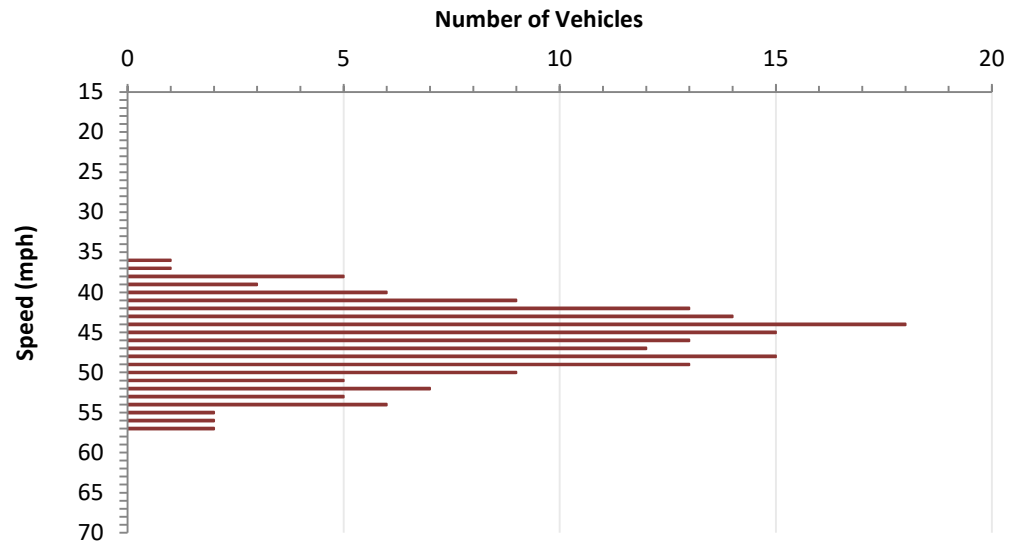
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	San Dieguito Rd	From:	El Apajo	To:	San Diego C/L
Position:	1,060' W/o Via dos Valles	Direction:	EB/WB		

Date:	5/16/2025	Weather:	Clear	Project Number:	N/A
Time Start:	1:10 PM	Road Condition:	Dry	Observer:	County
Time End:	2:15 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	1	0.6%
37	1	1.1%
38	5	4.0%
39	3	5.7%
40	6	9.1%
41	9	14.2%
42	13	21.6%
43	14	29.5%
44	18	39.8%
45	15	48.3%
46	13	55.7%
47	12	62.5%
48	15	71.0%
49	13	78.4%
50	9	83.5%
51	5	86.4%
52	7	90.3%
53	5	93.2%
54	6	96.6%
55	2	97.7%
56	2	98.9%
57	2	100.0%
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	176	



DATA ANALYSIS

Average Speed	46.1	Range	36 - 57
50th Percentile	45.2	10 mph Pace	41 - 50
85th Percentile	50.5	Number in Pace	131
90th Percentile	51.9	Percent in Pace	74%
95th Percentile	53.5		

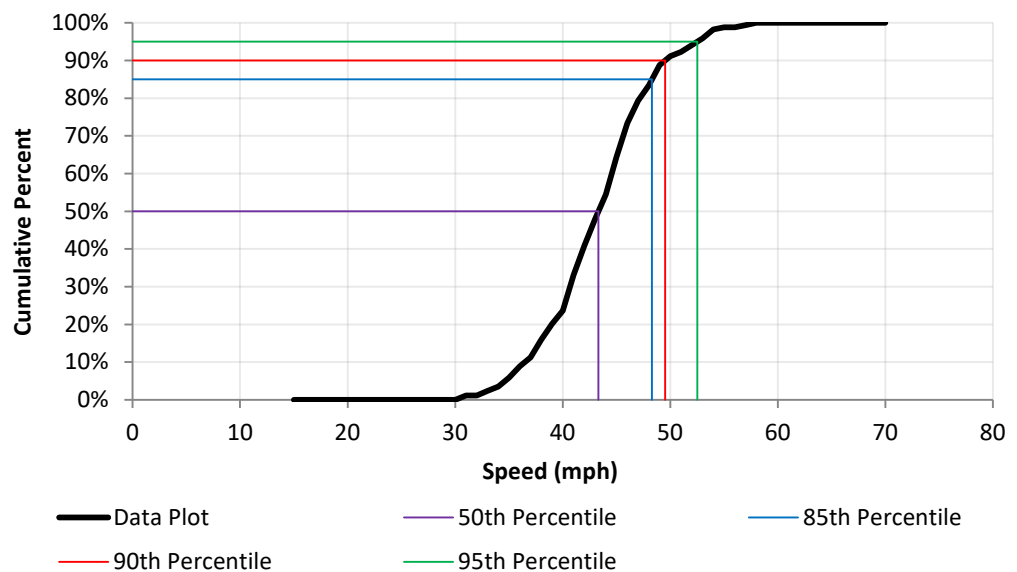
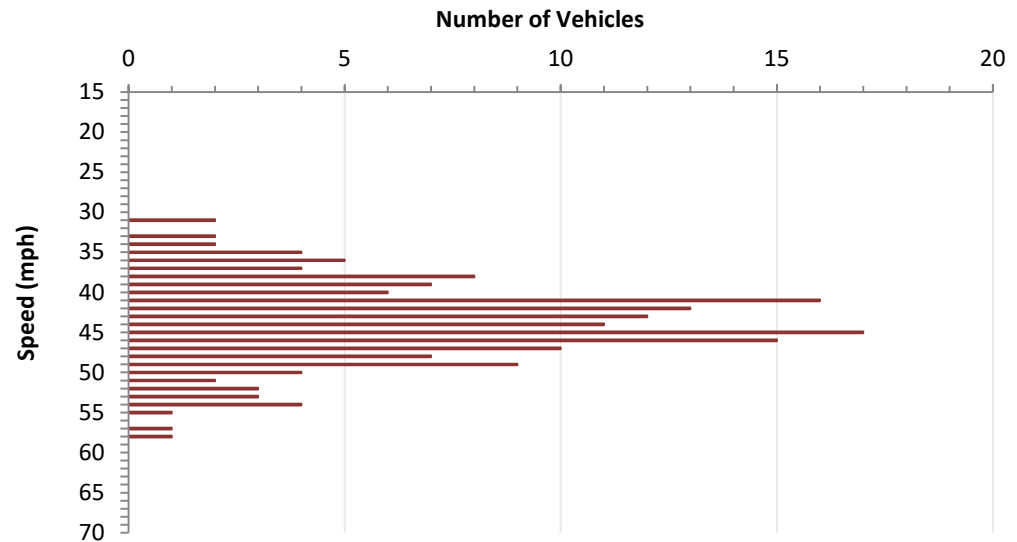


RADAR SPEED SURVEY
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	San Dieguito Rd	From:	El Apajo	To:	San Diego C/L
Position:	500' W/o Circa Oriente	Direction:	EB/WB		

Date:	5/16/2025	Weather:	Clear	Project Number:	N/A
Time Start:	2:30 PM	Road Condition:	Dry	Observer:	County
Time End:	3:30 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31	2	1.2%
32		
33	2	2.4%
34	2	3.6%
35	4	5.9%
36	5	8.9%
37	4	11.2%
38	8	16.0%
39	7	20.1%
40	6	23.7%
41	16	33.1%
42	13	40.8%
43	12	47.9%
44	11	54.4%
45	17	64.5%
46	15	73.4%
47	10	79.3%
48	7	83.4%
49	9	88.8%
50	4	91.1%
51	2	92.3%
52	3	94.1%
53	3	95.9%
54	4	98.2%
55	1	98.8%
56		
57	1	99.4%
58	1	100.0%
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	169	

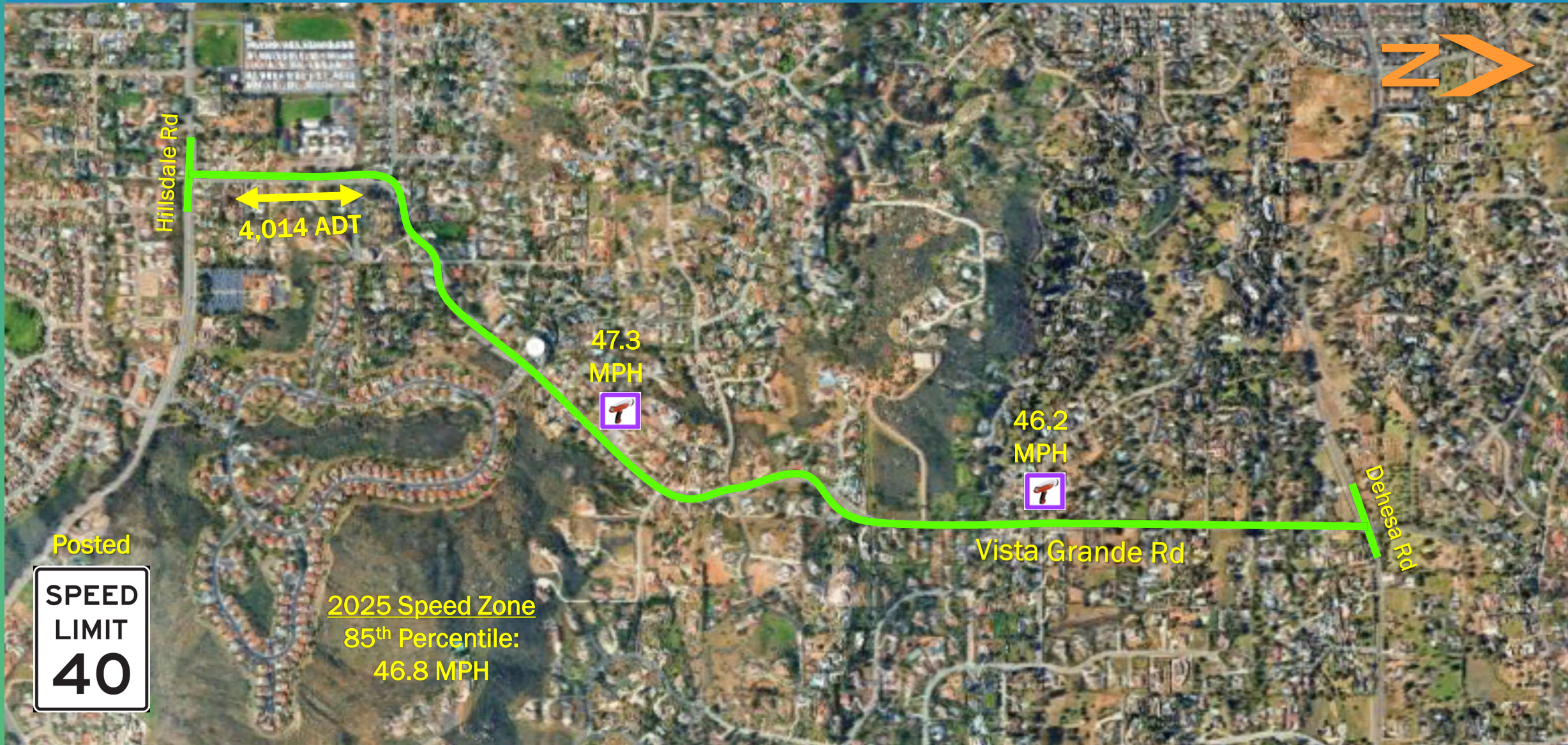


DATA ANALYSIS

Average Speed	43.7	Range	31 - 58
50th Percentile	43.3	10 mph Pace	40 - 49
85th Percentile	48.3	Number in Pace	116
90th Percentile	49.5	Percent in Pace	69%
95th Percentile	52.5		

Vista Grande Road

Hillsdale Road to Dehesa Road
(1.98 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 4-A

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Vista Grande Road from Hillsdale Road to Dehesa Road (a distance of 1.98 miles) EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Vista Grande Road from Hillsdale Road to Dehesa Road is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Vista Grande Road is a striped two-lane, 30-to-76-foot wide, undivided through highway. The roadway is striped with a no passing centerline, bike lane, intermittent bike lane buffer, and parking lane. The road is posted with intersection ahead warning, signal ahead warning, and speed advised curve warning signs. South of Vista Vereda, Vista Grande Road is posted with school zone signage for the adjacent Vista Grande Elementary School. The road is stop controlled at the intersection with Santa Lomas. Vista Grande Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

	<u>10/24</u>
1,000' N/o Hillsdale Road	4,354
1,000' S/o Dehesa Road	3,674

Speed Data

Vista Grande Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
100' N/o Calle Cantora	(2024)	46.2 MPH	35-44	57%
	(2014)	46.0 MPH	37-46	76%
600' S/o Tina Street	(2025)	47.3 MPH	38-47	67%
	(2024)	47.0 MPH	39-48	71%
Speed Zone	(2025)	46.8 MPH	37-46	62%

Collision Data

There have been 8 reported collisions along this segment of roadway, 1 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.92 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 MPH and 55 MPH.

VOLUME

Vista Grande Rd 1,000' N/O Hillsdale Rd

Day: Tuesday
Date: 10/29/2024

City: El Cajon
Project #: CA24_040209_013

DAILY TOTALS						NB	SB							EB	WB	Total
						2,223	2,131							0	0	4,354
AM Period	NB	SB		EB	WB	TOTAL	PM Period	NB	SB		EB	WB	TOTAL			
0:00	8	3		0	0	11	12:00	30	31		0	0	61			
0:15	8	0		0	0	8	12:15	25	31		0	0	56			
0:30	6	2		0	0	8	12:30	36	35		0	0	71			
0:45	2	24	1	6	0	3	12:45	30	121	36	133	0	66	254		
1:00	1	2		0	0	3	13:00	26	31		0	0	57			
1:15	1	0		0	0	1	13:15	22	23		0	0	45			
1:30	2	3		0	0	5	13:30	31	28		0	0	59			
1:45	1	5	0	5	0	1	13:45	42	121	27	109	0	69	230		
2:00	0	0		0	0		14:00	29	44		0	0	73			
2:15	0	1		0	0	1	14:15	39	41		0	0	80			
2:30	1	1		0	0	2	14:30	49	34		0	0	83			
2:45	1	2	0	2	0	1	14:45	73	190	73	192	0	146	382		
3:00	3	0		0	0	3	15:00	63	64		0	0	127			
3:15	0	1		0	0	1	15:15	39	34		0	0	73			
3:30	0	1		0	0	1	15:30	54	43		0	0	97			
3:45	0	3	2	4	0	2	15:45	64	220	46	187	0	110	407		
4:00	1	1		0	0	2	16:00	53	41		0	0	94			
4:15	0	1		0	0	1	16:15	54	57		0	0	111			
4:30	0	0		0	0		16:30	43	44		0	0	87			
4:45	0	1	2	4	0	2	16:45	39	189	51	193	0	90	382		
5:00	1	2		0	0	3	17:00	51	58		0	0	109			
5:15	1	2		0	0	3	17:15	60	56		0	0	116			
5:30	4	1		0	0	5	17:30	53	39		0	0	92			
5:45	1	7	2	7	0	3	17:45	47	211	27	180	0	74	391		
6:00	5	6		0	0	11	18:00	41	40		0	0	81			
6:15	2	10		0	0	12	18:15	42	42		0	0	84			
6:30	6	7		0	0	13	18:30	38	28		0	0	66			
6:45	16	29	12	35	0	28	18:45	27	148	30	140	0	57	288		
7:00	16	16		0	0	32	19:00	33	34		0	0	67			
7:15	30	18		0	0	48	19:15	36	32		0	0	68			
7:30	41	20		0	0	61	19:30	26	20		0	0	46			
7:45	31	118	34	88	0	65	19:45	25	120	26	112	0	51	232		
8:00	37	46		0	0	83	20:00	27	17		0	0	44			
8:15	39	64		0	0	103	20:15	27	21		0	0	48			
8:30	66	59		0	0	125	20:30	17	12		0	0	29			
8:45	65	207	46	215	0	111	20:45	20	91	24	74	0	44	165		
9:00	54	26		0	0	80	21:00	12	10		0	0	22			
9:15	29	16		0	0	45	21:15	12	18		0	0	30			
9:30	22	33		0	0	55	21:30	14	9		0	0	23			
9:45	13	118	20	95	0	33	21:45	18	56	12	49	0	30	105		
10:00	18	31		0	0	49	22:00	8	11		0	0	19			
10:15	12	22		0	0	34	22:15	15	10		0	0	25			
10:30	25	23		0	0	48	22:30	14	5		0	0	19			
10:45	23	78	31	107	0	54	22:45	13	50	11	37	0	24	87		
11:00	19	49		0	0	68	23:00	9	6		0	0	15			
11:15	20	28		0	0	48	23:15	6	6		0	0	12			
11:30	19	27		0	0	46	23:30	6	4		0	0	10			
11:45	30	88	31	135	0	61	23:45	5	26	6	22	0	11	48		
TOTALS	680	703				1383	TOTALS	1543	1428				2971			
SPLIT %	49.2%	50.8%				31.8%	SPLIT %	51.9%	48.1%				68.2%			

DAILY TOTALS					NB	SB						EB	WB	Total
					2,223	2,131						0	0	4,354
AM Peak Hour	8:15	8:00			8:00	PM Peak Hour	14:45	14:45			14:45			
AM Pk Volume	224	215			422	PM Pk Volume	229	214			443			
Pk Hr Factor	0.848	0.840			0.844	Pk Hr Factor	0.784	0.733			0.759			
7 - 9 Volume	325	303	0	0	628	4 - 6 Volume	400	373	0	0	773			
7 - 9 Peak Hour	8:00	8:00			8:00	4 - 6 Peak Hour	17:00	16:15			16:45			
7 - 9 Pk Volume	207	215	0	0	422	4 - 6 Pk Volume	211	210	0	0	407			
Pk Hr Factor	0.784	0.840	0.000	0.000	0.844	Pk Hr Factor	0.879	0.905	0.000	0.000	0.877			

VOLUME

Vista Grande Rd 1,000' S/O Dehesa Rd

Day: Tuesday
Date: 10/29/2024

City: El Cajon
Project #: CA24_040209_012

DAILY TOTALS						NB	SB							EB	WB	Total	
						1,824	1,850							0	0	3,674	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL						
0:00	5	3	0	0	8	12:00	25	23	0	0	48						
0:15	4	0	0	0	4	12:15	25	26	0	0	51						
0:30	2	2	0	0	4	12:30	30	26	0	0	56						
0:45	0	11	2	7	0	12:45	24	104	27	102	51	206					
1:00	0	2	0	0	2	13:00	23	27	0	0	50						
1:15	1	1	0	0	2	13:15	30	26	0	0	56						
1:30	0	3	0	0	3	13:30	31	25	0	0	56						
1:45	2	3	0	6	0	13:45	37	121	25	103	62	224					
2:00	0	0	0	0		14:00	23	40	0	0	63						
2:15	1	1	0	0	2	14:15	38	36	0	0	74						
2:30	0	1	0	0	1	14:30	36	31	0	0	67						
2:45	2	3	0	2	0	14:45	47	144	63	170	110	314					
3:00	3	0	0	0	3	15:00	38	53	0	0	91						
3:15	0	1	0	0	1	15:15	37	30	0	0	67						
3:30	1	0	0	0	1	15:30	31	38	0	0	69						
3:45	0	4	2	3	0	15:45	37	143	40	161	77	304					
4:00	2	2	0	0	4	16:00	36	38	0	0	74						
4:15	4	0	0	0	4	16:15	31	45	0	0	76						
4:30	4	0	0	0	4	16:30	38	41	0	0	79						
4:45	3	13	2	4	0	16:45	33	138	48	172	81	310					
5:00	2	1	0	0	3	17:00	39	47	0	0	86						
5:15	9	2	0	0	11	17:15	27	51	0	0	78						
5:30	4	0	0	0	4	17:30	36	31	0	0	67						
5:45	12	27	2	5	0	17:45	31	133	24	153	55	286					
6:00	8	4	0	0	12	18:00	36	38	0	0	74						
6:15	11	10	0	0	21	18:15	23	39	0	0	62						
6:30	28	6	0	0	34	18:30	18	24	0	0	42						
6:45	15	62	13	33	0	18:45	18	95	25	126	43	221					
7:00	30	13	0	0	43	19:00	19	30	0	0	49						
7:15	35	17	0	0	52	19:15	11	28	0	0	39						
7:30	61	17	0	0	78	19:30	13	17	0	0	30						
7:45	69	195	29	76	0	19:45	17	60	24	99	41	159					
8:00	42	40	0	0	82	20:00	19	15	0	0	34						
8:15	33	56	0	0	89	20:15	13	16	0	0	29						
8:30	53	52	0	0	105	20:30	10	10	0	0	20						
8:45	34	162	41	189	0	20:45	7	49	20	61	27	110					
9:00	42	24	0	0	66	21:00	9	8	0	0	17						
9:15	23	14	0	0	37	21:15	6	15	0	0	21						
9:30	24	26	0	0	50	21:30	8	7	0	0	15						
9:45	24	113	17	81	0	21:45	3	26	14	44	17	70					
10:00	26	25	0	0	51	22:00	3	9	0	0	12						
10:15	23	18	0	0	41	22:15	4	7	0	0	11						
10:30	31	19	0	0	50	22:30	5	3	0	0	8						
10:45	26	106	26	88	0	22:45	3	15	9	28	12	43					
11:00	19	30	0	0	49	23:00	1	7	0	0	8						
11:15	33	31	0	0	64	23:15	1	5	0	0	6						
11:30	22	29	0	0	51	23:30	4	2	0	0	6						
11:45	17	91	26	116	0	23:45	0	6	7	21	7	27					
TOTALS	790	610			1400	TOTALS	1034	1240			2274						
SPLIT %	56.4%	43.6%			38.1%	SPLIT %	45.5%	54.5%			61.9%						

DAILY TOTALS						NB	SB							EB	WB	Total	
						1,824	1,850							0	0	3,674	
AM Peak Hour	7:15	8:00			7:45			PM Peak Hour	14:15	16:30			14:15				
AM Pk Volume	207	189			374			PM Pk Volume	159	187			342				
Pk Hr Factor	0.750	0.844			0.890			Pk Hr Factor	0.846	0.917			0.777				
7 - 9 Volume	357	265	0	0	622			4 - 6 Volume	271	325	0	0	596				
7 - 9 Peak Hour	7:15	8:00			7:45			4 - 6 Peak Hour	16:15	16:30			16:30				
7 - 9 Pk Volume	207	189	0	0	374			4 - 6 Pk Volume	141	187	0	0	324				
Pk Hr Factor	0.750	0.844	0.000	0.000	0.890			Pk Hr Factor	0.904	0.917	0.000	0.000	0.942				

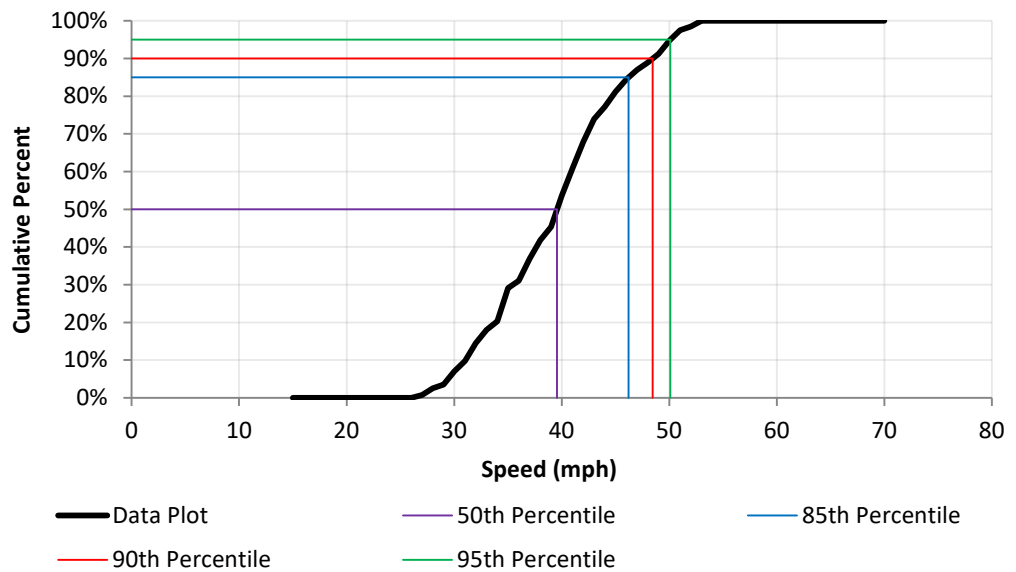
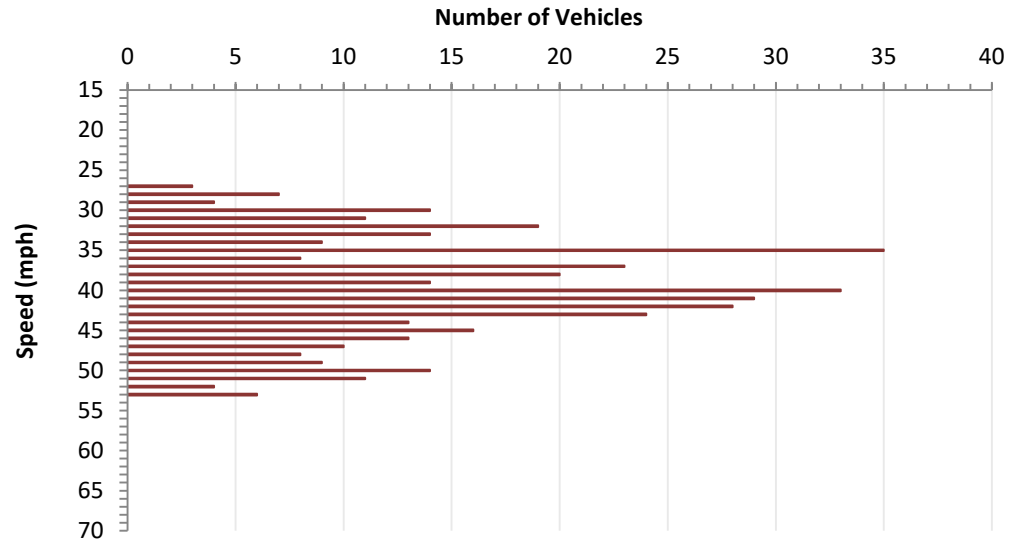


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Vista Grande Rd	From:	Hillsdale Rd	To:	Dehesa Rd
Position:	100' N/o Calle Cantora	Direction:	NB/SB		
Date:	11/13/2024	Weather:	Clear	Project Number:	24-040210-016
Time Start:	11:30 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:30 PM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27	3	0.8%
28	7	2.5%
29	4	3.5%
30	14	7.0%
31	11	9.8%
32	19	14.5%
33	14	18.0%
34	9	20.3%
35	35	29.1%
36	8	31.1%
37	23	36.8%
38	20	41.9%
39	14	45.4%
40	33	53.6%
41	29	60.9%
42	28	67.9%
43	24	73.9%
44	13	77.2%
45	16	81.2%
46	13	84.5%
47	10	87.0%
48	8	89.0%
49	9	91.2%
50	14	94.7%
51	11	97.5%
52	4	98.5%
53	6	100.0%
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	399	



DATA ANALYSIS

Average Speed	39.8	Range	27 - 53
50th Percentile	39.6	10 mph Pace	35 - 44
85th Percentile	46.2	Number in Pace	227
90th Percentile	48.5	Percent in Pace	57%
95th Percentile	50.1		

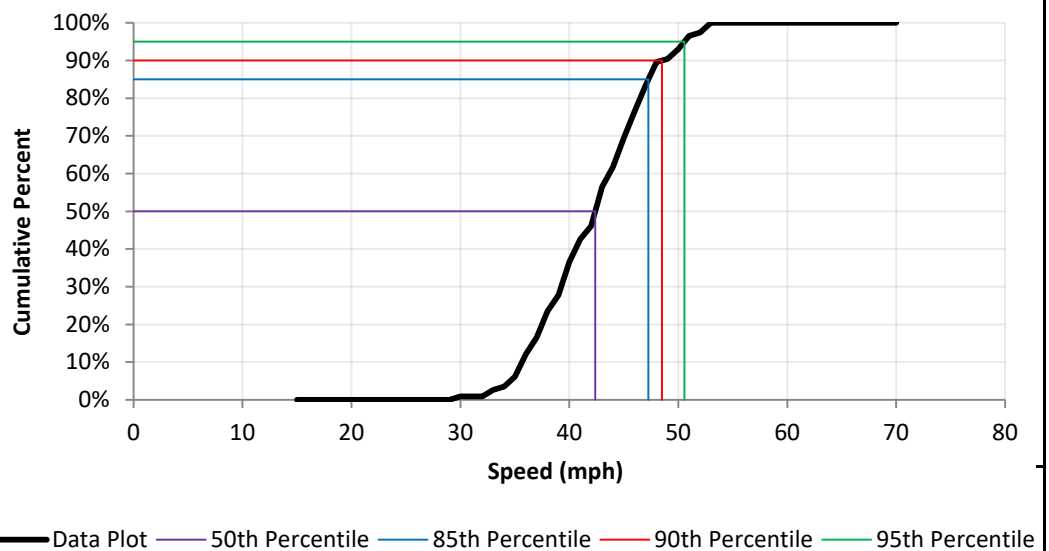
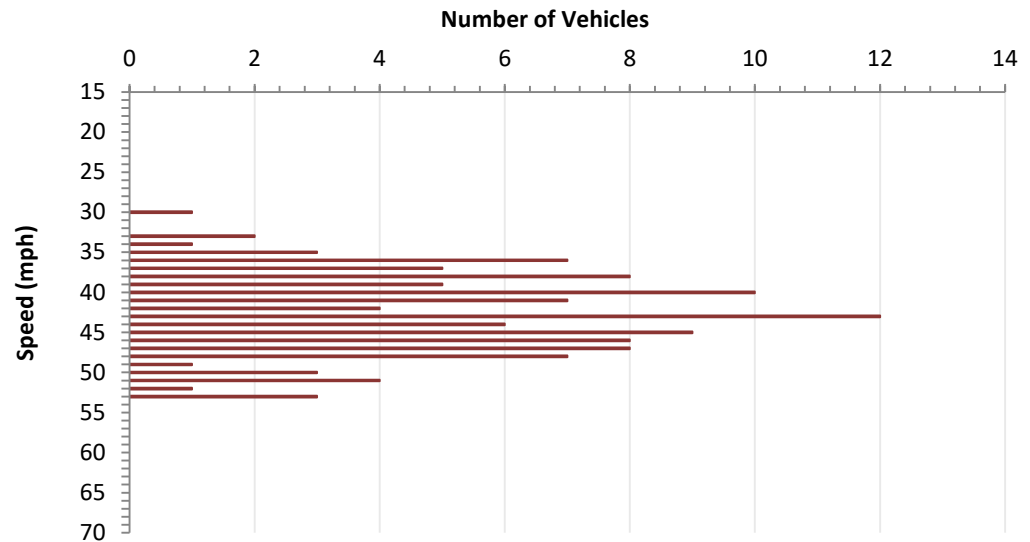


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Vista Grande Rd	From:	Hillsdale Rd	To:	Dehesa Rd
Position:	600' S/o Tina St	Direction:	NB/SB		
Date:	3/19/2025	Weather:	Clear	Project Number:	N/a
Time Start:	3:15 PM	Road Condition:	Dry	Observer:	County
Time End:	5:00 PM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	1	0.9%
31		
32		
33	2	2.6%
34	1	3.5%
35	3	6.1%
36	7	12.2%
37	5	16.5%
38	8	23.5%
39	5	27.8%
40	10	36.5%
41	7	42.6%
42	4	46.1%
43	12	56.5%
44	6	61.7%
45	9	69.6%
46	8	76.5%
47	8	83.5%
48	7	89.6%
49	1	90.4%
50	3	93.0%
51	4	96.5%
52	1	97.4%
53	3	100.0%
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	115	

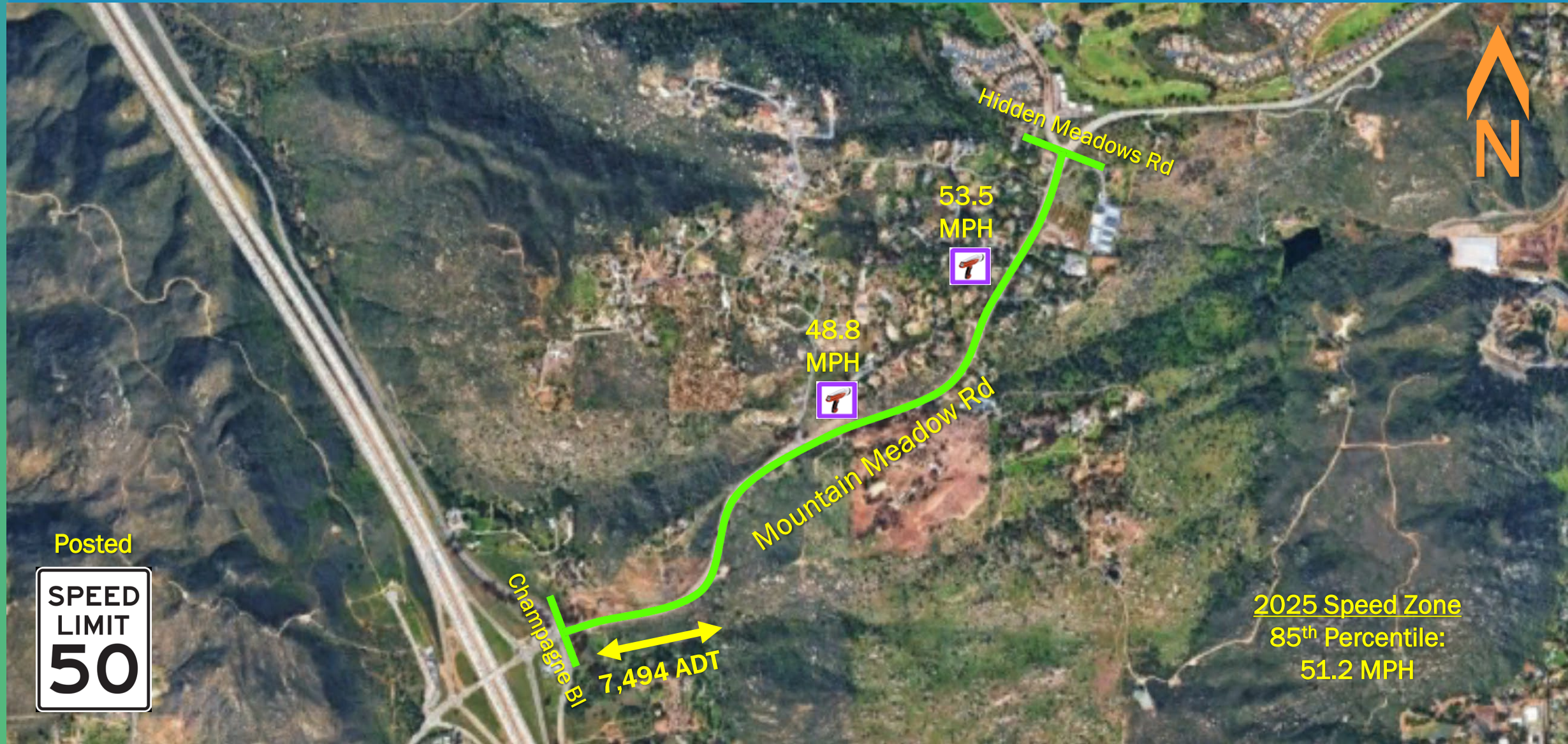


DATA ANALYSIS

Average Speed	42.7	Range	30 - 53
50th Percentile	42.4	10 mph Pace	38 - 47
85th Percentile	47.3	Number in Pace	77
90th Percentile	48.5	Percent in Pace	67%
95th Percentile	50.6		

Mountain Meadow Road

Champagne Boulevard to Hidden Meadow Road
(1.33 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mountain Meadow Road from Champagne Boulevard to Hidden Meadows Road (a distance of 1.33 miles)
HIDDEN MEADOWS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mountain Meadow Road from Champagne Boulevard to Hidden Meadows Road is posted 50 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Mountain Meadows Road is a striped two-lane, 52-to-82-foot wide, undivided highway. The roadway is striped with a no passing centerline, lane lines, and white edgeline. The road is posted with a signal ahead warning sign. Mountain Meadows Road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>11/24</u>
300' N/o High Mountain Drive	7,698
90' N/o Legend Rock Road	7,290

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mountain Meadows Road:			
350' N/o High Mountain Drive (2025)	48.8 MPH	39-48	68%
90' N/o Legend Rock Road (2025)	53.5 MPH	45-54	80%
Speed Zone (2025)	51.2 MPH	42-51	74%

Collision Data

There have been 7 reported collisions along this segment of roadway, 4 of which involved an injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.64 collisions per million vehicle miles. The statewide average is 0.84 collisions per million vehicle miles for similar rural rolling/mountain undivided 4 lanes with speeds less than or equal to 55 MPH.

VOLUME

Mountain Meadow Rd 300' N/O High Mountain Dr

Day: Wednesday
Date: 11/6/2024

City: Escondido
Project #: CA24_040215_003

DAILY TOTALS					NB	SB	EB					WB	Total
					3,852	3,846						0	0
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	7	6	0	0	13	12:00	64	73	0	0	137		
0:15	6	2	0	0	8	12:15	68	61	0	0	129		
0:30	5	0	0	0	5	12:30	66	69	0	0	135		
0:45	3	21	0	8	3	12:45	53	251	52	255	105		
1:00	2	1	0	0	3	13:00	68	63	0	0	131		
1:15	0	0	0	0	0	13:15	70	62	0	0	132		
1:30	1	1	0	0	2	13:30	57	69	0	0	126		
1:45	0	3	0	2	5	13:45	56	251	60	254	116		
2:00	0	2	0	0	2	14:00	59	77	0	0	136		
2:15	4	0	0	0	4	14:15	61	63	0	0	124		
2:30	2	1	0	0	3	14:30	60	66	0	0	126		
2:45	0	6	1	4	1	14:45	81	261	67	273	148		
3:00	2	4	0	0	6	15:00	82	68	0	0	150		
3:15	1	1	0	0	2	15:15	66	60	0	0	126		
3:30	0	1	0	0	1	15:30	96	82	0	0	178		
3:45	1	4	3	9	4	15:45	84	328	48	258	132		
4:00	0	6	0	0	6	16:00	117	55	0	0	172		
4:15	1	6	0	0	7	16:15	88	57	0	0	145		
4:30	1	15	0	0	16	16:30	96	64	0	0	160		
4:45	1	3	19	46	20	16:45	88	389	59	235	147		
5:00	1	7	0	0	8	17:00	91	71	0	0	162		
5:15	3	25	0	0	28	17:15	88	65	0	0	153		
5:30	4	31	0	0	35	17:30	71	44	0	0	115		
5:45	5	13	34	97	39	17:45	87	337	34	214	121		
6:00	12	50	0	0	62	18:00	82	38	0	0	120		
6:15	14	77	0	0	91	18:15	80	36	0	0	116		
6:30	25	82	0	0	107	18:30	80	27	0	0	107		
6:45	37	88	78	287	115	18:45	80	322	32	133	112		
7:00	29	98	0	0	127	19:00	73	23	0	0	96		
7:15	28	111	0	0	139	19:15	45	18	0	0	63		
7:30	45	143	0	0	188	19:30	59	13	0	0	72		
7:45	48	150	95	447	143	19:45	50	227	15	69	65		
8:00	56	93	0	0	149	20:00	34	19	0	0	53		
8:15	54	81	0	0	135	20:15	59	10	0	0	69		
8:30	51	72	0	0	123	20:30	32	15	0	0	47		
8:45	46	207	80	326	126	20:45	43	168	17	61	60		
9:00	48	70	0	0	118	21:00	46	13	0	0	59		
9:15	58	72	0	0	130	21:15	30	12	0	0	42		
9:30	45	78	0	0	123	21:30	27	6	0	0	33		
9:45	45	196	73	293	118	21:45	21	124	3	34	24		
10:00	54	76	0	0	130	22:00	16	6	0	0	22		
10:15	37	73	0	0	110	22:15	19	2	0	0	21		
10:30	42	67	0	0	109	22:30	10	3	0	0	13		
10:45	44	177	69	285	113	22:45	10	55	5	16	15		
11:00	53	57	0	0	110	23:00	13	2	0	0	15		
11:15	55	59	0	0	114	23:15	8	3	0	0	11		
11:30	62	59	0	0	121	23:30	6	3	0	0	9		
11:45	68	238	55	230	123	23:45	6	33	2	10	8		
TOTALS	1106	2034			3140	TOTALS	2746	1812			4558		
SPLIT %	35.2%	64.8%			40.8%	SPLIT %	60.2%	39.8%			59.2%		

DAILY TOTALS			NB	SB	EB				WB	Total	
			3,852	3,846					0		
AM Peak Hour	11:45	7:00			7:15	PM Peak Hour	16:00	14:45			15:30
AM Pk Volume	266	447			619	PM Pk Volume	389	277			627
Pk Hr Factor	0.978	0.781			0.823	Pk Hr Factor	0.831	0.845			0.881
7 - 9 Volume	357	773	0	0	1130	4 - 6 Volume	726	449	0	0	1175
7 - 9 Peak Hour	7:45	7:00			7:15	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	209	447	0	0	619	4 - 6 Pk Volume	389	259	0	0	624
Pk Hr Factor	0.933	0.781	0.000	0.000	0.823	Pk Hr Factor	0.831	0.912	0.000	0.000	0.907

VOLUME

Mountain Meadow Rd 90' N/O Legend Rock Rd

Day: Wednesday
Date: 11/6/2024

City: Escondido
Project #: CA24_040215_002

DAILY TOTALS					NB	SB	EB					WB	Total
					3,661	3,629	0					0	7,290
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	5	4	0	0	9	12:00	60	72	0	0	132		
0:15	5	1	0	0	6	12:15	70	61	0	0	131		
0:30	5	0	0	0	5	12:30	62	60	0	0	122		
0:45	3	18	0	5	3	12:45	52	244	57	250	109	494	
1:00	2	1	0	0	3	13:00	60	66	0	0	126		
1:15	0	0	0	0		13:15	65	65	0	0	130		
1:30	1	1	0	0	2	13:30	59	61	0	0	120		
1:45	0	3	0	2		13:45	53	237	59	251	112	488	
2:00	0	1	0	0	1	14:00	54	74	0	0	128		
2:15	4	0	0	0	4	14:15	56	59	0	0	115		
2:30	1	1	0	0	2	14:30	63	66	0	0	129		
2:45	0	5	1	3	1	14:45	76	249	65	264	141	513	
3:00	1	3	0	0	4	15:00	75	63	0	0	138		
3:15	1	1	0	0	2	15:15	68	56	0	0	124		
3:30	0	0	0	0		15:30	87	75	0	0	162		
3:45	1	3	2	6	3	15:45	82	312	46	240	128	552	
4:00	0	4	0	0	4	16:00	109	47	0	0	156		
4:15	1	4	0	0	5	16:15	84	57	0	0	141		
4:30	1	13	0	0	14	16:30	91	61	0	0	152		
4:45	1	3	16	37	17	16:45	82	366	59	224	141	590	
5:00	1	6	0	0	7	17:00	91	62	0	0	153		
5:15	3	23	0	0	26	17:15	71	65	0	0	136		
5:30	3	28	0	0	31	17:30	72	39	0	0	111		
5:45	6	13	34	91	40	17:45	76	310	29	195	105	505	
6:00	12	51	0	0	63	18:00	82	34	0	0	116		
6:15	13	71	0	0	84	18:15	78	36	0	0	114		
6:30	20	76	0	0	96	18:30	73	29	0	0	102		
6:45	36	81	70	268	106	18:45	78	311	22	121	100	432	
7:00	26	98	0	0	124	19:00	68	21	0	0	89		
7:15	31	104	0	0	135	19:15	48	19	0	0	67		
7:30	41	131	0	0	172	19:30	54	10	0	0	64		
7:45	46	144	91	424	137	19:45	47	217	14	64	61	281	
8:00	44	88	0	0	132	20:00	32	18	0	0	50		
8:15	53	77	0	0	130	20:15	55	8	0	0	63		
8:30	50	71	0	0	121	20:30	31	15	0	0	46		
8:45	41	188	76	312	117	20:45	42	160	15	56	57	216	
9:00	48	65	0	0	113	21:00	42	12	0	0	54		
9:15	48	64	0	0	112	21:15	30	9	0	0	39		
9:30	48	73	0	0	121	21:30	26	3	0	0	29		
9:45	42	186	76	278	118	21:45	19	117	3	27	22	144	
10:00	52	79	0	0	131	22:00	15	4	0	0	19		
10:15	35	74	0	0	109	22:15	19	1	0	0	20		
10:30	43	59	0	0	102	22:30	8	2	0	0	10		
10:45	45	175	67	279	112	22:45	10	52	4	11	14	63	
11:00	52	59	0	0	111	23:00	13	0	0	0	13		
11:15	51	54	0	0	105	23:15	8	2	0	0	10		
11:30	64	50	0	0	114	23:30	5	1	0	0	6		
11:45	69	236	54	217	123	23:45	5	31	1	4	6	35	
TOTALS	1055	1922			2977	TOTALS	2606	1707			4313		
SPLIT %	35.4%	64.6%			40.8%	SPLIT %	60.4%	39.6%			59.2%		

DAILY TOTALS			NB	SB	EB				WB	Total	
			3,661	3,629					0		
AM Peak Hour	11:30	7:00		7:15	PM Peak Hour	15:45	14:00		16:00		
AM Pk Volume	263	424		576	PM Pk Volume	366	264		590		
Pk Hr Factor	0.939	0.809		0.837	Pk Hr Factor	0.839	0.892		0.946		
7 - 9 Volume	332	736	0	0	1068	4 - 6 Volume	676	419	0	0	1095
7 - 9 Peak Hour	7:45	7:00		7:15	4 - 6 Peak Hour	16:00	16:30		16:00		
7 - 9 Pk Volume	193	424	0	0	576	4 - 6 Pk Volume	366	247	0	0	590
Pk Hr Factor	0.910	0.809	0.000	0.000	0.837	Pk Hr Factor	0.839	0.950	0.000	0.000	0.946

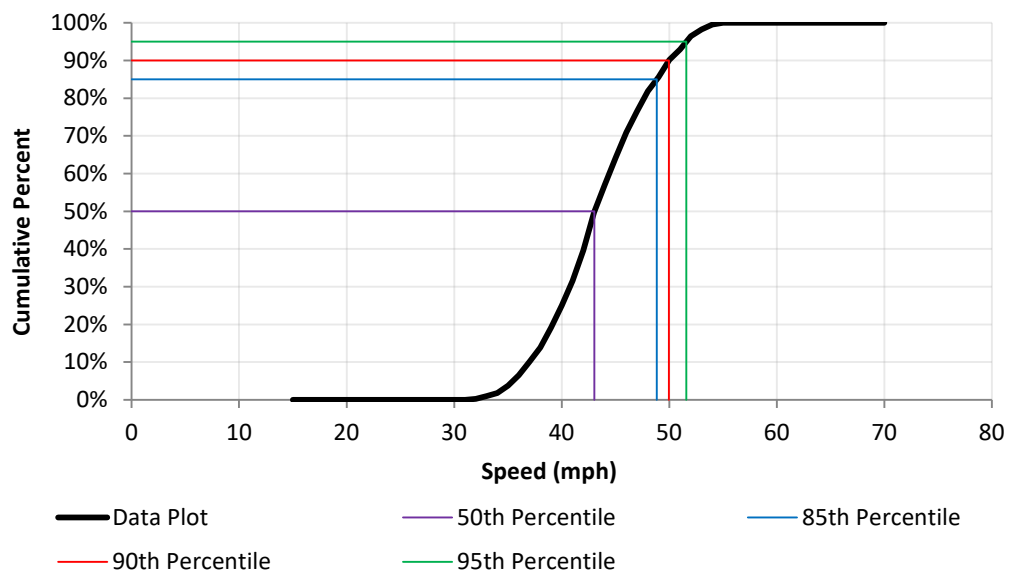
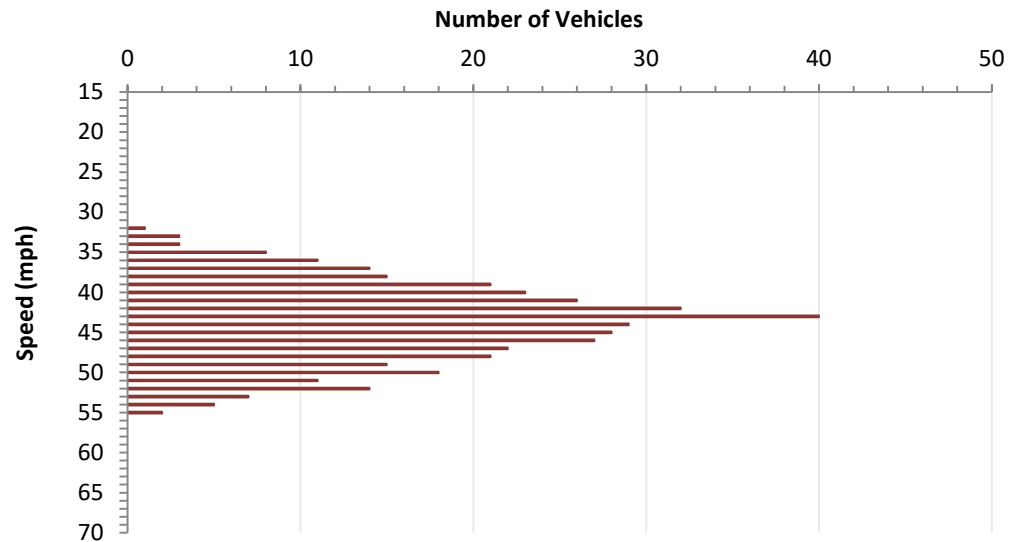


RADAR SPEED SURVEY
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Mountain Meadow Rd	From: Champagne Bl	To: Hidden Meadows Rd
Position: 350' N/o High Mountain Dr	Direction: NB/SB	

Date: 11/5/2025	Weather: Clear	Project Number: 24-040216-005
Time Start: 1:30 PM	Road Condition: Dry	Observer: Contractor
Time End: 3:30 PM	Posted Speed: 50 MPH	Calibration Test: Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32	1	0.3%
33	3	1.0%
34	3	1.8%
35	8	3.8%
36	11	6.6%
37	14	10.1%
38	15	13.9%
39	21	19.2%
40	23	25.0%
41	26	31.6%
42	32	39.6%
43	40	49.7%
44	29	57.1%
45	28	64.1%
46	27	71.0%
47	22	76.5%
48	21	81.8%
49	15	85.6%
50	18	90.2%
51	11	92.9%
52	14	96.5%
53	7	98.2%
54	5	99.5%
55	2	100.0%
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	396	



DATA ANALYSIS

Average Speed	43.8	Range	32 - 55
50th Percentile	43.0	10 mph Pace	39 - 48
85th Percentile	48.8	Number in Pace	269
90th Percentile	50.0	Percent in Pace	68%
95th Percentile	51.6		



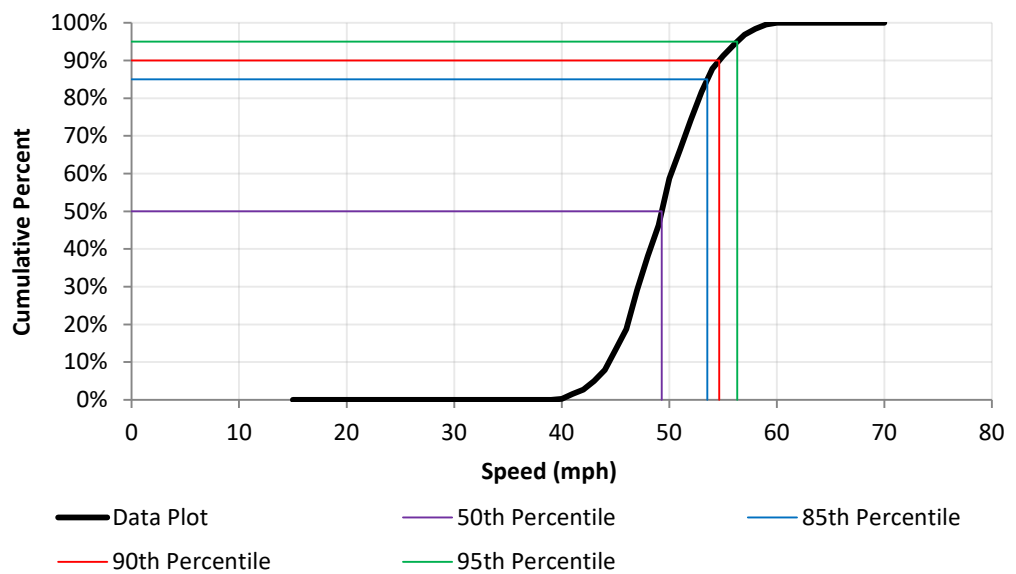
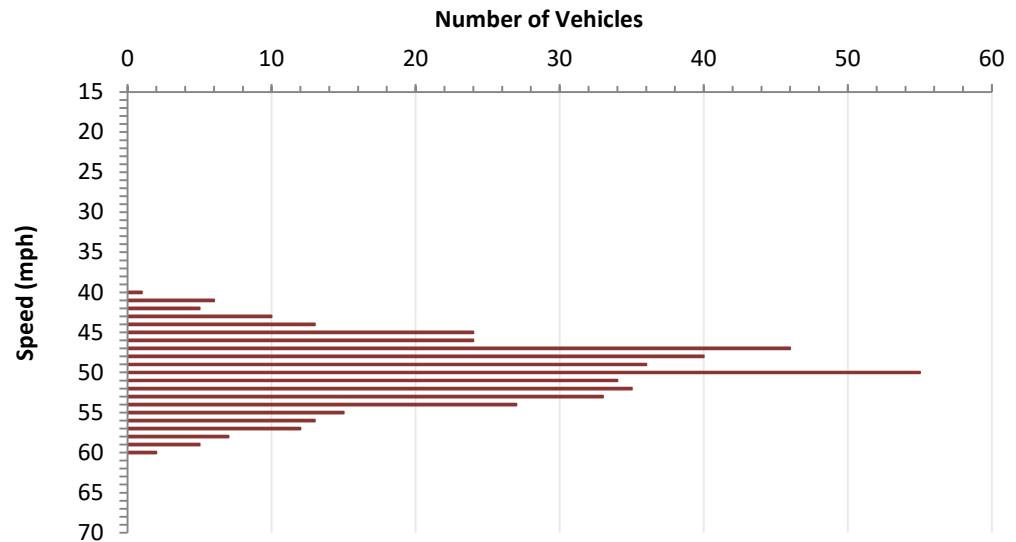
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Mountain Meadow Rd **From:** Champagne Bl **To:** Hidden Meadows Rd
Position: 90' N/o Legend Rock Rd **Direction:** NB/SB

Date: 11/5/2025 **Weather:** Clear **Project Number:** 24-040216-004
Time Start: 11:30 AM **Road Condition:** Dry **Observer:** Contractor
Time End: 1:30 PM **Posted Speed:** 50 MPH **Calibration Test:** Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40	1	0.2%
41	6	1.6%
42	5	2.7%
43	10	5.0%
44	13	7.9%
45	24	13.3%
46	24	18.7%
47	46	29.1%
48	40	38.1%
49	36	46.3%
50	55	58.7%
51	34	66.4%
52	35	74.3%
53	33	81.7%
54	27	87.8%
55	15	91.2%
56	13	94.1%
57	12	96.8%
58	7	98.4%
59	5	99.5%
60	2	100.0%
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	443	



DATA ANALYSIS

Average Speed	49.9	Range	40 - 60
50th Percentile	49.3	10 mph Pace	45 - 54
85th Percentile	53.5	Number in Pace	354
90th Percentile	54.6	Percent in Pace	80%
95th Percentile	56.3		

Mountain Meadow Road

Hidden Meadows Road to Mountain Meadow Road PRD
(1.10 miles)

Mountain Meadow Rd PRD

Mountain Meadow Rd

42.1
MPH



41.5
MPH



1,538 ADT

Hidden Meadows Rd



Posted



2025 Speed Zone
85th Percentile:
41.8 MPH

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mountain Meadow Road from Hidden Meadows Road to end of County maintained road (a distance of 1.10 miles) HIDDEN MEADOWS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mountain Meadow Road from Hidden Meadows Road to end of County maintained road is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Mountain Meadow Road is a striped two-lane, 24-to-80-foot wide, undivided highway. The roadway is separated by a planted median from Oak Spur Way to Meadow Glen Way E and striped with a yellow left edgeline and white right edgeline. North of Meadow Glen Way E, Mountain Meadow Road is striped with a no passing centerline. There are marked golf cart crossings between the intersections of Spruce Woodland Way and Meadow Glen Way E. The road is posted with no outlet warning, yield ahead warning, road narrows warning, and golf cart crossing warning signs. The road is stop controlled at Meadow Glen Way E and yield controlled in the southbound direction at Hidden Meadows Road. Mountain Meadows Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

300' S/o Tricia Place

11/23

1,568

Speed Data

Vista Grande Road:

@ Spruce Woodland Way (2024)

**85th
Percentile**

41.5 MPH

**10 MPH
Pace**

33-42

**% in
Pace**

82%

130' S/o Burned Oak Lane (2025)

42.1 MPH

32-41

71%

Speed Zone

(2025)

41.8 MPH

33-42

77%

Collision Data

There have been 8 reported collisions along this segment of roadway, 1 of which involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 2.12 collisions per million vehicle miles. The statewide average is 1.40 collisions per million vehicle miles for similar rural rolling conventional 2 lanes or less with speeds lower than or equal to 55 MPH.

VOLUME

Mountain Meadow Rd 300' S/O Tricia Pl

Day: Thursday
Date: 11/30/2023

City: Escondido
Project #: CA23_040231_002

DAILY TOTALS						NB	SB					Total
						793	775					1,568
								EB	WB			
								0	0			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	1	0	0	0	1	12:00	9	11	0	0	20	
0:15	0	0	0	0		12:15	19	16	0	0	35	
0:30	3	0	0	0	3	12:30	9	14	0	0	23	
0:45	0	4	0	0	4	12:45	19	56	7	48	26	104
1:00	0	0	0	0		13:00	12	14	0	0	26	
1:15	0	0	0	0		13:15	26	15	0	0	41	
1:30	0	0	0	0		13:30	11	21	0	0	32	
1:45	1	1	0	0	1	13:45	15	64	6	56	21	120
2:00	0	0	0	0		14:00	9	17	0	0	26	
2:15	0	0	0	0		14:15	12	13	0	0	25	
2:30	0	0	0	0		14:30	19	17	0	0	36	
2:45	1	1	0	0	1	14:45	14	54	8	55	22	109
3:00	0	0	0	0		15:00	15	8	0	0	23	
3:15	0	0	0	0		15:15	10	9	0	0	19	
3:30	0	2	0	0	2	15:30	18	18	0	0	36	
3:45	0	0	2	0	2	15:45	18	61	13	48	31	109
4:00	0	1	0	0	1	16:00	21	15	0	0	36	
4:15	0	1	0	0	1	16:15	28	19	0	0	47	
4:30	0	2	0	0	2	16:30	21	20	0	0	41	
4:45	0	2	6	0	2	16:45	23	93	11	65	34	158
5:00	2	5	0	0	7	17:00	16	3	0	0	19	
5:15	1	5	0	0	6	17:15	20	9	0	0	29	
5:30	2	7	0	0	9	17:30	21	10	0	0	31	
5:45	6	11	8	25	14	17:45	22	79	9	31	31	110
6:00	0	7	0	0	7	18:00	15	6	0	0	21	
6:15	1	10	0	0	11	18:15	11	5	0	0	16	
6:30	5	7	0	0	12	18:30	10	9	0	0	19	
6:45	4	10	16	40	20	18:45	12	48	1	21	13	69
7:00	4	28	0	0	32	19:00	22	4	0	0	26	
7:15	5	31	0	0	36	19:15	13	3	0	0	16	
7:30	7	24	0	0	31	19:30	13	4	0	0	17	
7:45	10	26	25	108	35	19:45	6	54	5	16	11	70
8:00	13	24	0	0	37	20:00	9	3	0	0	12	
8:15	15	15	0	0	30	20:15	7	3	0	0	10	
8:30	8	19	0	0	27	20:30	9	0	0	0	9	
8:45	13	49	22	80	35	20:45	5	30	3	9	8	39
9:00	11	19	0	0	30	21:00	14	2	0	0	16	
9:15	9	21	0	0	30	21:15	4	2	0	0	6	
9:30	6	9	0	0	15	21:30	7	0	0	0	7	
9:45	7	33	14	63	21	21:45	7	32	2	6	9	38
10:00	10	9	0	0	19	22:00	3	3	0	0	6	
10:15	7	14	0	0	21	22:15	1	3	0	0	4	
10:30	12	5	0	0	17	22:30	0	0	0	0		
10:45	5	34	10	38	15	22:45	1	5	0	6	1	11
11:00	8	13	0	0	21	23:00	2	1	0	0	3	
11:15	10	11	0	0	21	23:15	2	0	0	0	2	
11:30	9	14	0	0	23	23:30	0	0	0	0		
11:45	17	44	13	51	30	23:45	0	4	0	1		5
TOTALS	213	413			626	TOTALS	580	362			942	
SPLIT %	34.0%	66.0%			39.9%	SPLIT %	61.6%	38.4%			60.1%	

DAILY TOTALS						NB	SB					Total
						793	775					1,568
								EB	WB			
								0	0			
AM Peak Hour	11:30	7:00			7:15	PM Peak Hour	16:00	15:45			16:00	
AM Pk Volume	54	108			139	PM Pk Volume	93	67			158	
Pk Hr Factor	0.711	0.871			0.939	Pk Hr Factor	0.830	0.838			0.840	
7 - 9 Volume	75	188	0	0	263	4 - 6 Volume	172	96	0	0	268	
7 - 9 Peak Hour	8:00	7:00			7:15	4 - 6 Peak Hour	16:00	16:00			16:00	
7 - 9 Pk Volume	49	108	0	0	139	4 - 6 Pk Volume	93	65	0	0	158	
Pk Hr Factor	0.817	0.871	0.000	0.000	0.939	Pk Hr Factor	0.830	0.813	0.000	0.000	0.840	



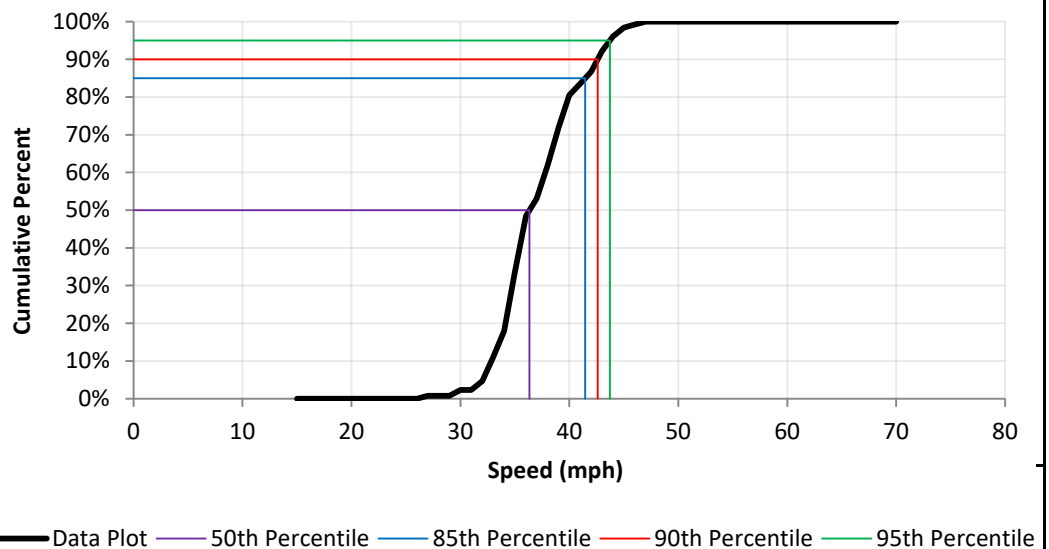
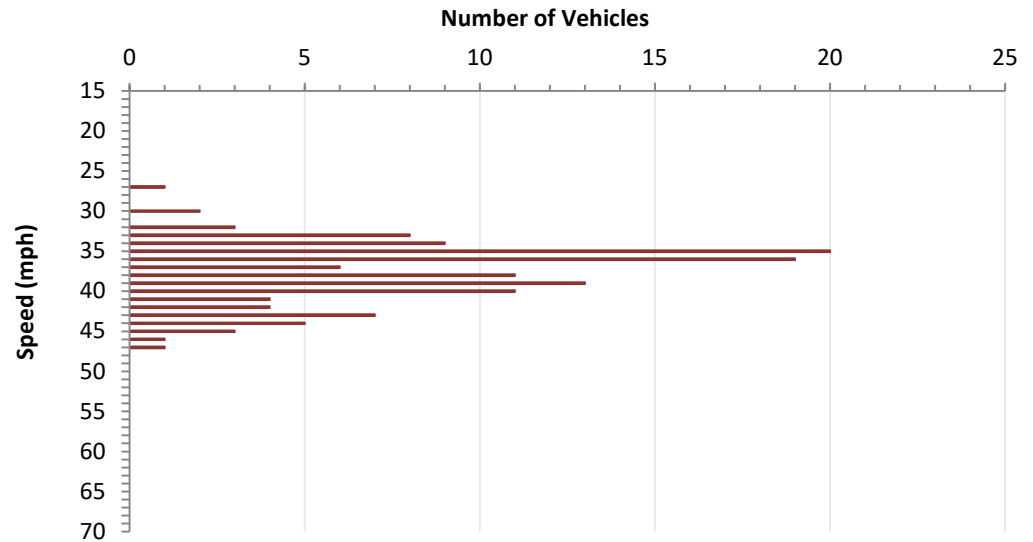
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Mountain Meadow Rd	From:	Hidden Meadows Ln	To:	Meadow Glen Way E
Position:	@ Spruce Woodland Wy	Direction:	NB/SB		

Date:	2/12/2024	Weather:	Clear – Sunny	Project Number:	0
Time Start:	12:25 PM	Road Condition:	Dry	Observer:	County
Time End:	1:10 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27	1	0.8%
28		
29		
30	2	2.3%
31		
32	3	4.7%
33	8	10.9%
34	9	18.0%
35	20	33.6%
36	19	48.4%
37	6	53.1%
38	11	61.7%
39	13	71.9%
40	11	80.5%
41	4	83.6%
42	4	86.7%
43	7	92.2%
44	5	96.1%
45	3	98.4%
46	1	99.2%
47	1	100.0%
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	128	



DATA ANALYSIS

Average Speed	37.5	Range	27 - 47
50th Percentile	36.3	10 mph Pace	33 - 42
85th Percentile	41.5	Number in Pace	105
90th Percentile	42.6	Percent in Pace	82%
95th Percentile	43.7		

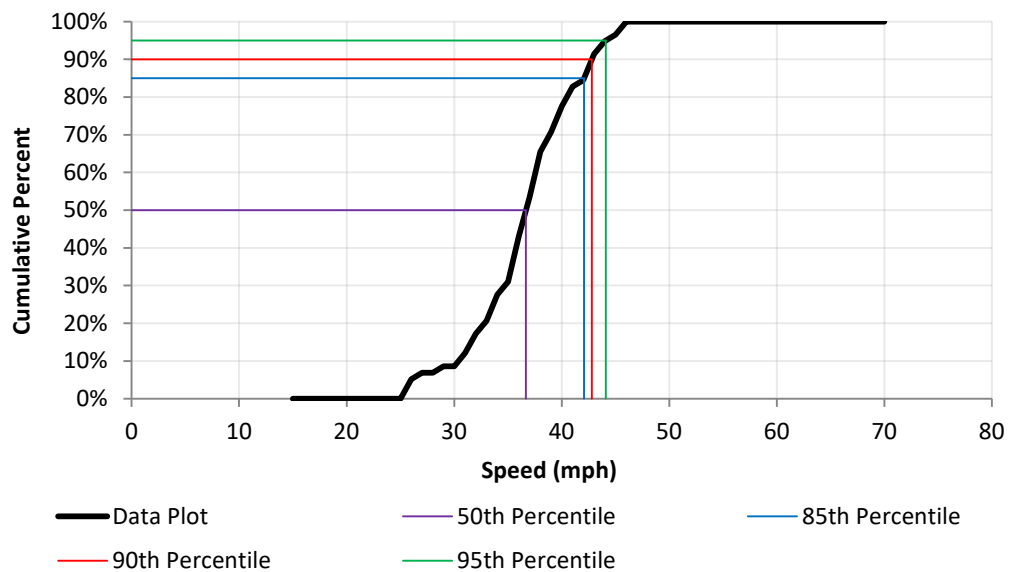
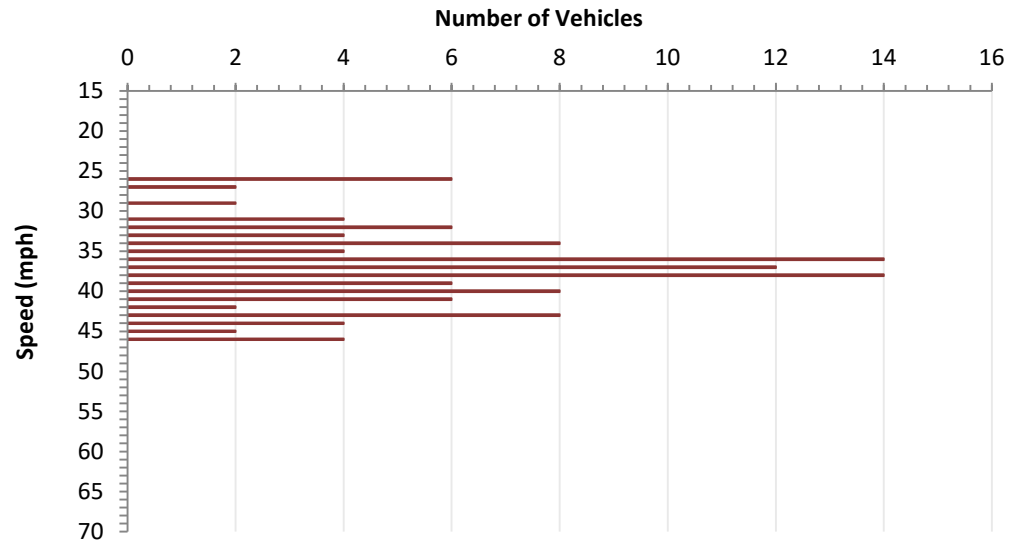


RADAR SPEED SURVEY
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Mountain Meadow Rd	From:	Glenmeade Wy	To:	Burned Oak Ln
Position:	130ft S/o Burned Oak Ln	Direction:	NB/SB		

Date:	5/7/2025	Weather:	Clear, Sunny	Project Number:	0
Time Start:	9:15 AM	Road Condition:	Dry	Observer:	County
Time End:	11:15 AM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	6	5.2%
27	2	6.9%
28		
29	2	8.6%
30		
31	4	12.1%
32	6	17.2%
33	4	20.7%
34	8	27.6%
35	4	31.0%
36	14	43.1%
37	12	53.4%
38	14	65.5%
39	6	70.7%
40	8	77.6%
41	6	82.8%
42	2	84.5%
43	8	91.4%
44	4	94.8%
45	2	96.6%
46	4	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	116	

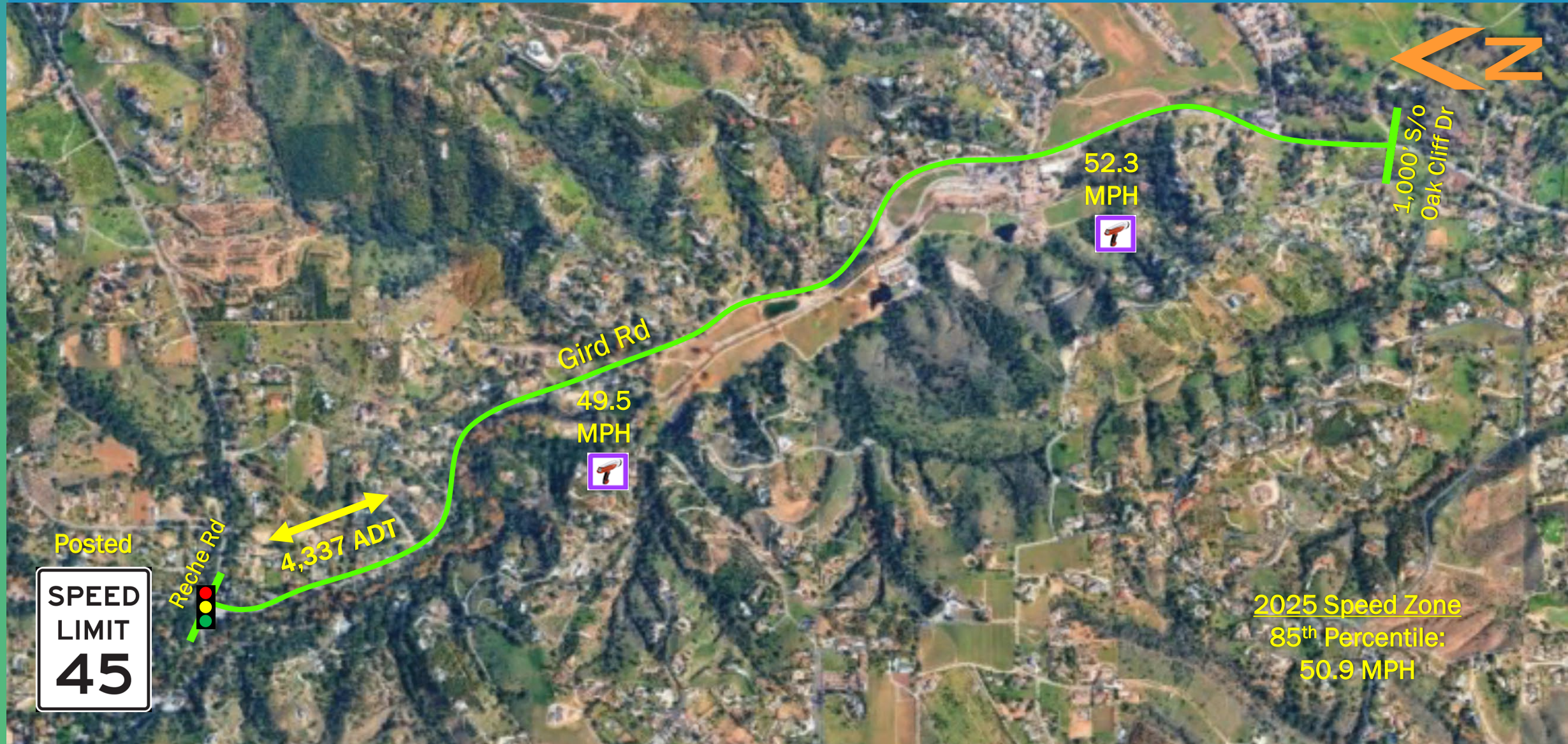


DATA ANALYSIS

Average Speed	36.9	Range	26 - 46
50th Percentile	36.7	10 mph Pace	32 - 41
85th Percentile	42.1	Number in Pace	82
90th Percentile	42.8	Percent in Pace	71%
95th Percentile	44.1		

Gird Road

Reche Road to 1,000' south of Oak Cliff Drive
(2.35 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Gird Road from Reche Road to 1,000' south of Oak Cliff Drive (a distance of 2.35 miles) MONSERATE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Gird Road from Reche Road to 1,000' south of Oak Cliff Drive has a posted 45 MPH radar enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Gird Road is a striped two-lane, 36 to 44-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with intersection ahead warning, signal ahead warning, and speed advised curve warning signs. Alpine Boulevard is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>02/25</u>
4,000' S/o Reche Road	4,351
600' S/o Laketree Drive	4,323

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Gird Road:				
4,000' S/o Reche Road	(2025)	49.5 MPH	39-48	69%
600' S/o Laketree Drive	(2025)	52.3 MPH	44-53	76%
Speed Zone	(2025)	50.9 MPH	39-48	66%

Collision Data

There have been 20 reported collisions along this segment of roadway, 9 of which involved injury, of which 1 involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 1.80 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes with speeds 45 to 55 MPH.

VOLUME
Gird Rd 4000' S/O Reche Rd

Day: Tuesday
Date: 2/25/2025

City: Fallbrook
Project #: CA25_040032_004

DAILY TOTALS					NB	SB						EB	WB	Total
					2,247	2,104						0	0	4,351
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	2	0	0	0	2	12:00	46	40	0	0	86			
0:15	2	0	0	0	2	12:15	44	30	0	0	74			
0:30	2	1	0	0	3	12:30	42	39	0	0	81			
0:45	2	8	2	3	4	12:45	34	166	30	139	64	305		
1:00	0	0	0	0		13:00	41	37	0	0	78			
1:15	0	0	0	0		13:15	30	37	0	0	67			
1:30	0	2	0	0	2	13:30	44	45	0	0	89			
1:45	4	4	2	4	6	13:45	49	164	37	156	86	320		
2:00	0	0	0	0		14:00	32	29	0	0	61			
2:15	0	1	0	0	1	14:15	42	25	0	0	67			
2:30	0	0	0	0		14:30	36	29	0	0	65			
2:45	0	0	1	0	1	14:45	57	167	31	114	88	281		
3:00	0	0	0	0		15:00	54	48	0	0	102			
3:15	1	2	0	0	3	15:15	57	57	0	0	114			
3:30	1	1	0	0	2	15:30	61	36	0	0	97			
3:45	2	4	2	5	4	15:45	58	230	51	192	109	422		
4:00	1	0	0	0	1	16:00	56	25	0	0	81			
4:15	1	4	0	0	5	16:15	70	45	0	0	115			
4:30	1	7	0	0	8	16:30	47	35	0	0	82			
4:45	1	4	6	17	7	16:45	51	224	30	135	81	359		
5:00	2	7	0	0	9	17:00	48	39	0	0	87			
5:15	3	15	0	0	18	17:15	53	30	0	0	83			
5:30	5	15	0	0	20	17:30	51	29	0	0	80			
5:45	5	15	22	59	27	17:45	46	198	31	129	77	327		
6:00	10	30	0	0	40	18:00	43	36	0	0	79			
6:15	11	35	0	0	46	18:15	41	26	0	0	67			
6:30	11	49	0	0	60	18:30	23	25	0	0	48			
6:45	25	57	47	161	72	18:45	26	133	14	101	40	234		
7:00	15	41	0	0	56	19:00	17	9	0	0	26			
7:15	20	68	0	0	88	19:15	19	15	0	0	34			
7:30	35	45	0	0	80	19:30	20	17	0	0	37			
7:45	31	101	56	210	87	19:45	19	75	13	54	32	129		
8:00	40	51	0	0	91	20:00	20	5	0	0	25			
8:15	34	52	0	0	86	20:15	12	12	0	0	24			
8:30	50	36	0	0	86	20:30	15	13	0	0	28			
8:45	31	155	54	193	85	20:45	6	53	10	40	16	93		
9:00	35	42	0	0	77	21:00	14	7	0	0	21			
9:15	36	31	0	0	67	21:15	16	4	0	0	20			
9:30	41	26	0	0	67	21:30	9	4	0	0	13			
9:45	35	147	23	122	58	21:45	5	44	5	20	10	64		
10:00	35	36	0	0	71	22:00	4	4	0	0	8			
10:15	27	28	0	0	55	22:15	5	1	0	0	6			
10:30	26	27	0	0	53	22:30	4	3	0	0	7			
10:45	28	116	20	111	48	22:45	3	16	1	9	4	25		
11:00	44	28	0	0	72	23:00	7	4	0	0	11			
11:15	34	32	0	0	66	23:15	6	1	0	0	7			
11:30	34	28	0	0	62	23:30	2	0	0	0	2			
11:45	37	149	35	123	72	23:45	2	17	1	6	3	23		
TOTALS	760	1009			1769	TOTALS	1487	1095			2582			
SPLIT %	43.0%	57.0%			40.7%	SPLIT %	57.6%	42.4%			59.3%			

DAILY TOTALS					NB	SB						EB	WB	Total
					2,247	2,104						0	0	4,351
AM Peak Hour	11:45	7:15			7:45	PM Peak Hour	15:30	15:00			15:00			
AM Pk Volume	169	220			350	PM Pk Volume	245	192			422			
Pk Hr Factor	0.918	0.809			0.962	Pk Hr Factor	0.875	0.842			0.925			
7 - 9 Volume	256	403	0	0	659	4 - 6 Volume	422	264	0	0	686			
7 - 9 Peak Hour	7:45	7:15			7:45	4 - 6 Peak Hour	16:00	16:15			16:15			
7 - 9 Pk Volume	155	220	0	0	350	4 - 6 Pk Volume	224	149	0	0	365			
Pk Hr Factor	0.775	0.809	0.000	0.000	0.962	Pk Hr Factor	0.800	0.828	0.000	0.000	0.793			

VOLUME
Gird Rd 600' S/O Laketree Dr

Day: Tuesday
Date: 2/25/2025

City: Fallbrook
Project #: CA25_040032_003

DAILY TOTALS					NB	SB	EB					WB	Total
					2,229	2,094	0					0	4,323
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
0:00	2	0	0	0	2	12:00	41	44	0	0	85		
0:15	2	0	0	0	2	12:15	45	31	0	0	76		
0:30	1	0	0	0	1	12:30	45	31	0	0	76		
0:45	3	8	1	1	4	12:45	39	170	29	135	68		
1:00	0	0	0	0		13:00	53	25	0	0	78		
1:15	0	0	0	0		13:15	28	32	0	0	60		
1:30	1	1	0	0	2	13:30	42	37	0	0	79		
1:45	4	5	3	4	7	13:45	45	168	39	133	84		
2:00	0	0	0	0		14:00	39	27	0	0	66		
2:15	0	1	0	0	1	14:15	36	22	0	0	58		
2:30	1	0	0	0	1	14:30	33	27	0	0	60		
2:45	0	1	0	1	2	14:45	68	176	27	103	95		
3:00	0	0	0	0		15:00	46	35	0	0	81		
3:15	2	2	0	0	4	15:15	57	51	0	0	108		
3:30	0	1	0	0	1	15:30	66	42	0	0	108		
3:45	2	4	1	4	3	15:45	44	213	46	174	90		
4:00	0	0	0	0		16:00	61	27	0	0	88		
4:15	0	5	0	0	5	16:15	77	41	0	0	118		
4:30	1	5	0	0	6	16:30	57	34	0	0	91		
4:45	2	3	7	17	9	16:45	43	238	33	135	76		
5:00	0	10	0	0	10	17:00	51	34	0	0	85		
5:15	4	16	0	0	20	17:15	53	31	0	0	84		
5:30	3	18	0	0	21	17:30	55	30	0	0	85		
5:45	5	12	32	76	37	17:45	50	209	33	128	83		
6:00	6	31	0	0	37	18:00	39	31	0	0	70		
6:15	8	32	0	0	40	18:15	46	28	0	0	74		
6:30	10	47	0	0	57	18:30	29	20	0	0	49		
6:45	24	48	46	156	70	18:45	34	148	10	89	44		
7:00	16	46	0	0	62	19:00	20	11	0	0	31		
7:15	18	69	0	0	87	19:15	26	13	0	0	39		
7:30	37	60	0	0	97	19:30	26	14	0	0	40		
7:45	32	103	59	234	91	19:45	21	93	12	50	33		
8:00	33	58	0	0	91	20:00	23	4	0	0	27		
8:15	33	51	0	0	84	20:15	14	13	0	0	27		
8:30	40	43	0	0	83	20:30	17	10	0	0	27		
8:45	23	129	49	201	72	20:45	8	62	9	36	17		
9:00	34	55	0	0	89	21:00	17	7	0	0	24		
9:15	35	33	0	0	68	21:15	17	5	0	0	22		
9:30	26	22	0	0	48	21:30	11	5	0	0	16		
9:45	29	124	25	135	54	21:45	6	51	8	25	14		
10:00	28	36	0	0	64	22:00	2	7	0	0	9		
10:15	21	21	0	0	42	22:15	3	0	0	0	3		
10:30	27	29	0	0	56	22:30	2	0	0	0	2		
10:45	28	104	24	110	52	22:45	7	14	3	10	10		
11:00	42	35	0	0	77	23:00	4	2	0	0	6		
11:15	24	38	0	0	62	23:15	3	0	0	0	3		
11:30	33	31	0	0	64	23:30	1	0	0	0	1		
11:45	36	135	29	133	65	23:45	3	11	2	4	5		
TOTALS	676	1072			1748	TOTALS	1553	1022			2575		
SPLIT %	38.7%	61.3%			40.4%	SPLIT %	60.3%	39.7%			59.6%		

DAILY TOTALS					NB	SB	EBWB					Total
					2,229	2,094						0
AM Peak Hour	11:45	7:15			7:15	PM Peak Hour	15:30	15:00			15:30	
AM Pk Volume	167	246			366	PM Pk Volume	248	174			404	
Pk Hr Factor	0.928	0.891			0.943	Pk Hr Factor	0.805	0.853			0.856	
7 - 9 Volume	232	435	0	0	667	4 - 6 Volume	447	263	0	0	710	
7 - 9 Peak Hour	7:45	7:15			7:15	4 - 6 Peak Hour	16:00	16:15			16:00	
7 - 9 Pk Volume	138	246	0	0	366	4 - 6 Pk Volume	238	142	0	0	373	
Pk Hr Factor	0.863	0.891	0.000	0.000	0.943	Pk Hr Factor	0.773	0.866	0.000	0.000	0.790	



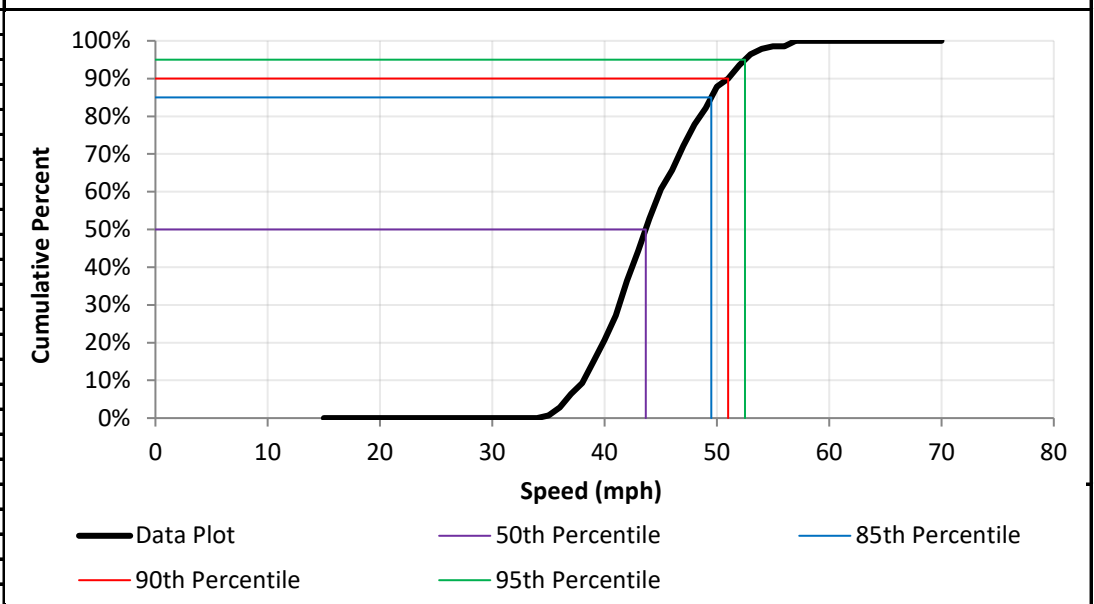
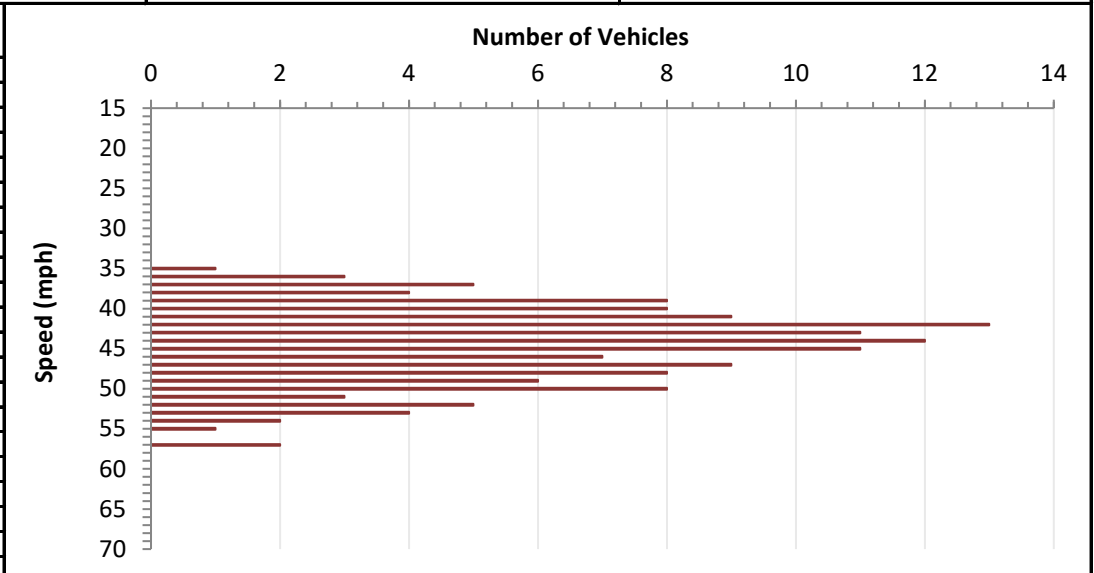
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Gird Rd	From:	Reche Rd	To:	1,000' S/o Oak Cliff Dr
Position:	4,000' S/o Reche Rd	Direction:	NB/SB		

Date:	5/1/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	10:00 AM	Road Condition:	Dry	Observer:	County
Time End:	11:00 AM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35	1	0.7%
36	3	2.9%
37	5	6.4%
38	4	9.3%
39	8	15.0%
40	8	20.7%
41	9	27.1%
42	13	36.4%
43	11	44.3%
44	12	52.9%
45	11	60.7%
46	7	65.7%
47	9	72.1%
48	8	77.9%
49	6	82.1%
50	8	87.9%
51	3	90.0%
52	5	93.6%
53	4	96.4%
54	2	97.9%
55	1	98.6%
56		
57	2	100.0%
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	140	



DATA ANALYSIS

Average Speed	44.6	Range	35 - 57
50th Percentile	43.7	10 mph Pace	39 - 48
85th Percentile	49.5	Number in Pace	96
90th Percentile	51.0	Percent in Pace	69%
95th Percentile	52.5		



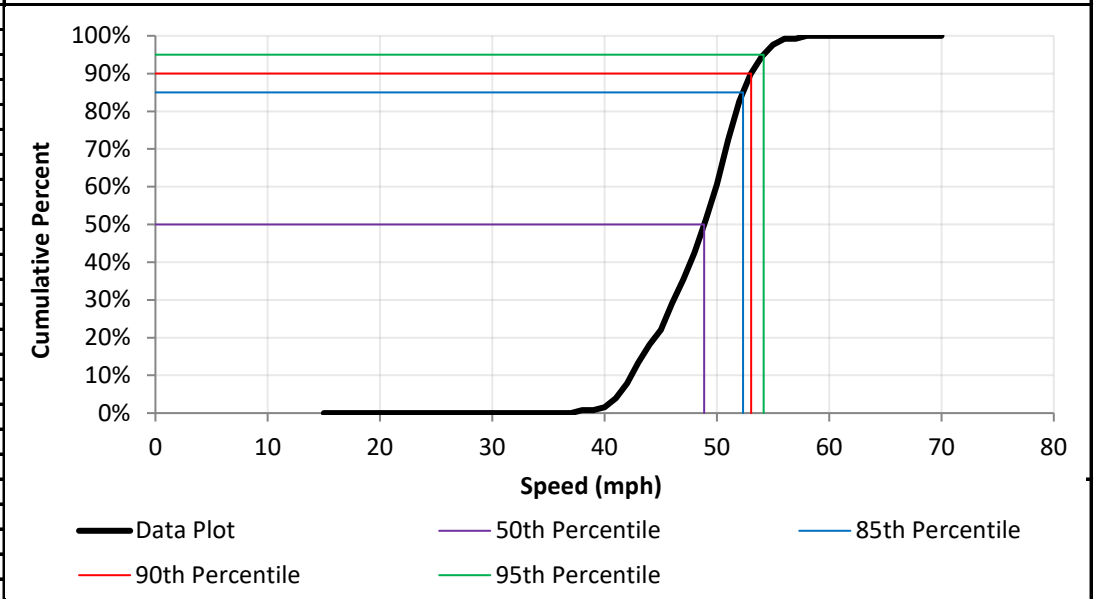
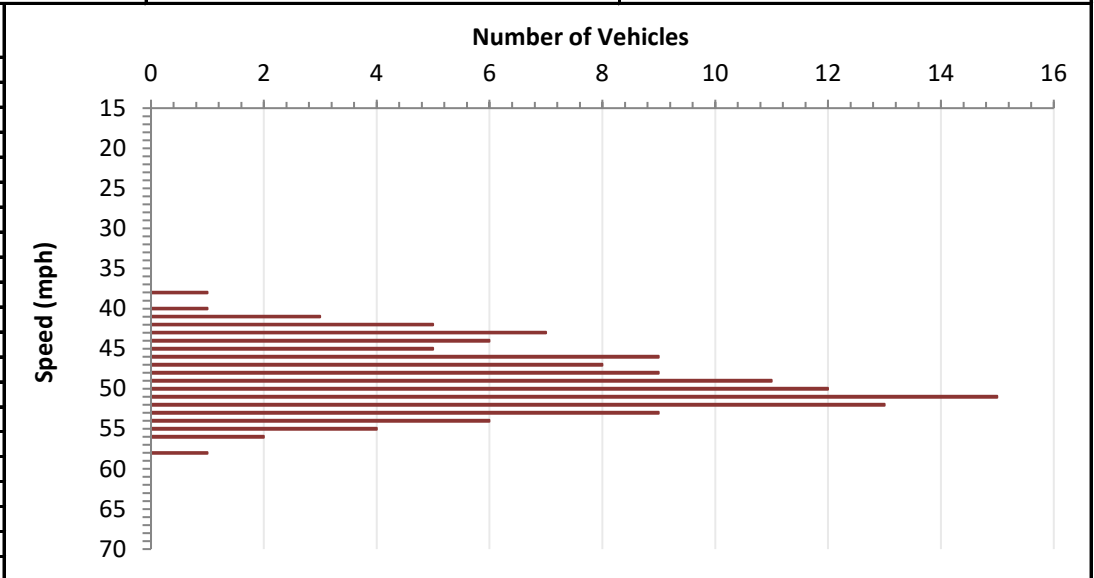
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Gird Rd	From: Reche Rd	To: 1,000' S/o Oak Cliff Dr
Position:	600' S/o Laketree Dr	Direction:	NB/SB

Date:	5/1/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	11:15 AM	Road Condition:	Dry	Observer:	County
Time End:	12:15 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38	1	0.8%
39		
40	1	1.6%
41	3	3.9%
42	5	7.9%
43	7	13.4%
44	6	18.1%
45	5	22.0%
46	9	29.1%
47	8	35.4%
48	9	42.5%
49	11	51.2%
50	12	60.6%
51	15	72.4%
52	13	82.7%
53	9	89.8%
54	6	94.5%
55	4	97.6%
56	2	99.2%
57		
58	1	100.0%
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	127	



DATA ANALYSIS

Average Speed	48.8	Range	38 - 58
50th Percentile	48.9	10 mph Pace	44 - 53
85th Percentile	52.3	Number in Pace	97
90th Percentile	53.1	Percent in Pace	76%
95th Percentile	54.2		

Gird Road

1,000' south of Oak Cliff Drive to State Route 76
(1.26 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item **5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Gird Road from 1,000' south of Oak Cliff Drive to State Route 76 (a distance of 1.26 miles) MONSERATE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Gird Road from 1,000' south of Oak Cliff Drive to State Route 76 has a posted 45 MPH radar enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Gird Road is a striped two-lane, 36 to 64-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with intersection ahead warning and signal ahead warning signs. Gird Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced speed limit.

Average Daily Traffic Volumes

	<u>02/25</u>
675' N/o Knottwood Way	4,661
1,850' N/o Flowerwood Lane	4,636

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Gird Road:				
675' N/o Knottwood Way	(2025)	48.7 MPH	38-47	64%
1,850' N/o Flowerwood Lane	(2025)	53.8 MPH	42-51	66%
Speed Zone	(2025)	51.3 MPH	40-49	65%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, of which 1 involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.78 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes with speeds 45 to 55 MPH.

VOLUME

Gird Rd 1850' N/O Flowerwood Ln

Day: Tuesday
Date: 2/25/2025

City: Fallbrook
Project #: CA25_040032_001

DAILY TOTALS					NB	SB						EB	WB	Total
					2,369	2,267						0	0	4,636
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	1	0	0	0	1	12:00	46	38	0	0	84			
00:15	4	0	0	0	4	12:15	52	30	0	0	82			
00:30	2	0	0	0	2	12:30	35	31	0	0	66			
00:45	2	9	1	1	3	12:45	38	171	31	130	69			
01:00	1	0	0	0	1	13:00	39	32	0	0	71			
01:15	1	0	0	0	1	13:15	40	31	0	0	71			
01:30	2	2	0	0	4	13:30	43	28	0	0	71			
01:45	3	7	1	3	4	13:45	44	166	38	129	82			
02:00	0	0	0	0	2	14:00	42	24	0	0	66			
02:15	0	2	0	0	2	14:15	36	32	0	0	68			
02:30	2	0	0	0	2	14:30	54	31	0	0	85			
02:45	0	2	0	2	4	14:45	61	193	32	119	93			
03:00	1	0	0	0	1	15:00	59	34	0	0	93			
03:15	2	3	0	0	5	15:15	59	44	0	0	103			
03:30	0	0	0	0	0	15:30	62	42	0	0	104			
03:45	2	5	2	5	4	15:45	53	233	40	160	93			
04:00	1	1	0	0	2	16:00	61	38	0	0	99			
04:15	0	7	0	0	7	16:15	72	31	0	0	103			
04:30	1	5	0	0	6	16:30	71	43	0	0	114			
04:45	4	6	11	24	15	16:45	40	244	30	142	70			
05:00	0	12	0	0	12	17:00	54	29	0	0	83			
05:15	1	15	0	0	16	17:15	69	24	0	0	93			
05:30	5	16	0	0	21	17:30	57	29	0	0	86			
05:45	2	8	38	81	40	17:45	60	240	33	115	93			
06:00	5	35	0	0	40	18:00	51	31	0	0	82			
06:15	5	53	0	0	58	18:15	58	32	0	0	90			
06:30	11	52	0	0	63	18:30	32	16	0	0	48			
06:45	19	40	58	198	77	18:45	36	177	16	95	52			
07:00	19	55	0	0	74	19:00	31	13	0	0	44			
07:15	12	76	0	0	88	19:15	35	6	0	0	41			
07:30	36	72	0	0	108	19:30	29	14	0	0	43			
07:45	34	101	68	271	102	19:45	26	121	9	42	35			
08:00	31	68	0	0	99	20:00	31	8	0	0	39			
08:15	40	65	0	0	105	20:15	16	7	0	0	23			
08:30	36	46	0	0	82	20:30	23	8	0	0	31			
08:45	28	135	51	230	79	20:45	10	80	11	34	21			
09:00	22	51	0	0	73	21:00	22	8	0	0	30			
09:15	33	37	0	0	70	21:15	20	3	0	0	23			
09:30	22	30	0	0	52	21:30	12	3	0	0	15			
09:45	28	105	33	151	61	21:45	13	67	8	22	21			
10:00	27	43	0	0	70	22:00	3	6	0	0	9			
10:15	17	38	0	0	55	22:15	4	2	0	0	6			
10:30	24	36	0	0	60	22:30	7	0	0	0	7			
10:45	28	96	30	147	58	22:45	10	24	3	11	13			
11:00	35	40	0	0	75	23:00	4	1	0	0	5			
11:15	19	37	0	0	56	23:15	3	0	0	0	3			
11:30	35	42	0	0	77	23:30	2	0	0	0	2			
11:45	37	126	34	153	71	23:45	4	13	1	2	5			
TOTALS	640	1266			1906	TOTALS	1729	1001			2730			
SPLIT %	33.6%	66.4%			41.1%	SPLIT %	63.3%	36.7%			58.9%			

DAILY TOTALS					NB	SB						EB	WB	Total
					2,369	2,267						0	0	4,636
AM Peak Hour	11:30	07:15		07:30	PM Peak Hour	15:45	15:15					15:45		
AM Pk Volume	170	284		414	PM Pk Volume	257	164					409		
Pk Hr Factor	0.817	0.934		0.958	Pk Hr Factor	0.892	0.932					0.897		
7 - 9 Volume	236	501	0	737	4 - 6 Volume	484	257	0	0			741		
7 - 9 Peak Hour	07:30	07:15		07:30	4 - 6 Peak Hour	16:00	16:00					16:00		
7 - 9 Pk Volume	141	284	0	414	4 - 6 Pk Volume	244	142	0	0			386		
Pk Hr Factor	0.881	0.934	0.000	0.958	Pk Hr Factor	0.847	0.826	0.000	0.000			0.846		

VOLUME
Gird Rd 675' N/O Knottwood Way

Day: Tuesday
Date: 2/25/2025

City: Fallbrook
Project #: CA25_040032_002

DAILY TOTALS					NB	SB	EB					WB	Total
					2,405	2,256	0					0	4,661
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	1	0	0	0	1	12:00	51	40	0	0	91		
00:15	3	1	0	0	4	12:15	57	29	0	0	86		
00:30	2	0	0	0	2	12:30	35	31	0	0	66		
00:45	2	8	1	2	3	12:45	45	188	32	132	320		
01:00	0	0	0	0		13:00	45	30	0	0	75		
01:15	0	0	0	0		13:15	34	32	0	0	66		
01:30	2	1	0	0	3	13:30	51	32	0	0	83		
01:45	2	4	1	2	3	13:45	46	176	43	137	313		
02:00	0	0	0	0		14:00	44	32	0	0	76		
02:15	0	1	0	0	1	14:15	34	29	0	0	63		
02:30	2	0	0	0	2	14:30	40	31	0	0	71		
02:45	0	2	0	1	3	14:45	79	197	36	128	325		
03:00	0	0	0	0		15:00	57	38	0	0	95		
03:15	3	2	0	0	5	15:15	54	45	0	0	99		
03:30	0	1	0	0	1	15:30	60	50	0	0	110		
03:45	2	5	2	5	4	15:45	51	222	43	176	398		
04:00	1	0	0	0	1	16:00	67	35	0	0	102		
04:15	0	7	0	0	7	16:15	75	38	0	0	113		
04:30	1	5	0	0	6	16:30	68	38	0	0	106		
04:45	3	5	10	22	13	16:45	46	256	27	138	394		
05:00	1	11	0	0	12	17:00	58	29	0	0	87		
05:15	2	12	0	0	14	17:15	66	26	0	0	92		
05:30	4	16	0	0	20	17:30	58	32	0	0	90		
05:45	3	10	37	76	40	17:45	56	238	33	120	358		
06:00	5	35	0	0	40	18:00	48	29	0	0	77		
06:15	5	42	0	0	47	18:15	64	31	0	0	95		
06:30	13	46	0	0	59	18:30	31	17	0	0	48		
06:45	19	42	57	180	76	18:45	38	181	14	91	272		
07:00	18	49	0	0	67	19:00	26	10	0	0	36		
07:15	17	80	0	0	97	19:15	34	7	0	0	41		
07:30	32	74	0	0	106	19:30	24	15	0	0	39		
07:45	36	103	72	275	108	19:45	23	107	11	43	150		
08:00	30	64	0	0	94	20:00	30	8	0	0	38		
08:15	41	63	0	0	104	20:15	17	8	0	0	25		
08:30	35	52	0	0	87	20:30	20	12	0	0	32		
08:45	32	138	47	226	79	20:45	9	76	10	38	114		
09:00	28	57	0	0	85	21:00	21	9	0	0	30		
09:15	34	35	0	0	69	21:15	19	4	0	0	23		
09:30	27	28	0	0	55	21:30	10	4	0	0	14		
09:45	25	114	31	151	56	21:45	8	58	6	23	81		
10:00	29	35	0	0	64	22:00	4	6	0	0	10		
10:15	16	35	0	0	51	22:15	3	0	0	0	3		
10:30	25	39	0	0	64	22:30	5	0	0	0	5		
10:45	32	102	25	134	57	22:45	13	25	3	9	34		
11:00	40	34	0	0	74	23:00	4	1	0	0	5		
11:15	23	38	0	0	61	23:15	3	0	0	0	3		
11:30	37	39	0	0	76	23:30	2	0	0	0	2		
11:45	35	135	35	146	70	23:45	4	13	0	1	14		
TOTALS	668	1220			1888	TOTALS	1737	1036			2773		
SPLIT %	35.4%	64.6%			40.5%	SPLIT %	62.6%	37.4%			59.5%		

DAILY TOTALS					NB	SB						EB	WB	Total
					2,405	2,256						0	0	4,661
AM Peak Hour	11:30	07:15			07:30	PM Peak Hour	15:45	15:00			14:45			
AM Pk Volume	180	290			412	PM Pk Volume	261	176			419			
Pk Hr Factor	0.789	0.906			0.954	Pk Hr Factor	0.870	0.880			0.911			
7 - 9 Volume	241	501	0	0	742	4 - 6 Volume	494	258	0	0	752			
7 - 9 Peak Hour	07:45	07:15			07:30	4 - 6 Peak Hour	16:00	16:00			16:00			
7 - 9 Pk Volume	142	290	0	0	412	4 - 6 Pk Volume	256	138	0	0	394			
Pk Hr Factor	0.866	0.906	0.000	0.000	0.954	Pk Hr Factor	0.853	0.908	0.000	0.000	0.872			



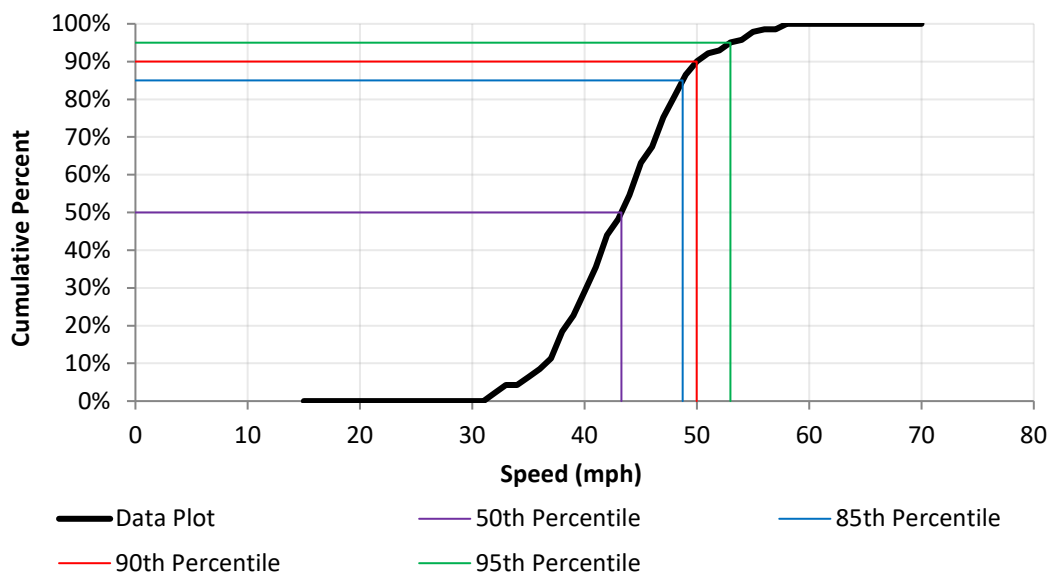
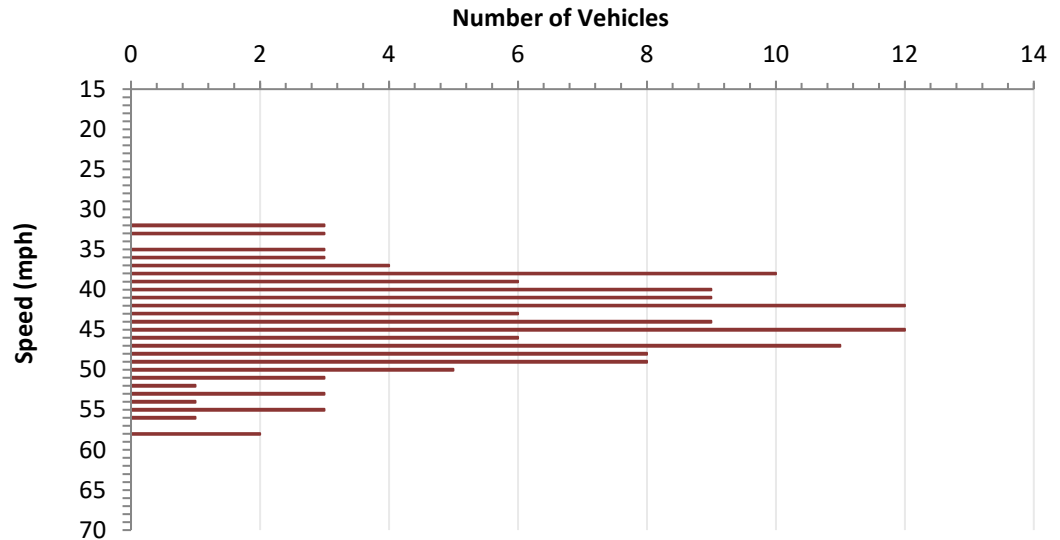
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Gird Rd	From: 1,000' S/o Oak Cliff Dr	To: SR-76
Position:	675' N/o Knottwood Way	Direction:	NB/SB

Date:	3/21/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	10:40 AM	Road Condition:	Dry	Observer:	County
Time End:	11:20 AM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32	3	2.1%
33	3	4.3%
34		
35	3	6.4%
36	3	8.5%
37	4	11.3%
38	10	18.4%
39	6	22.7%
40	9	29.1%
41	9	35.5%
42	12	44.0%
43	6	48.2%
44	9	54.6%
45	12	63.1%
46	6	67.4%
47	11	75.2%
48	8	80.9%
49	8	86.5%
50	5	90.1%
51	3	92.2%
52	1	92.9%
53	3	95.0%
54	1	95.7%
55	3	97.9%
56	1	98.6%
57		
58	2	100.0%
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	141	



DATA ANALYSIS

Average Speed	43.8	Range	32 - 58
50th Percentile	43.3	10 mph Pace	38 - 47
85th Percentile	48.7	Number in Pace	90
90th Percentile	50.0	Percent in Pace	64%
95th Percentile	53.0		



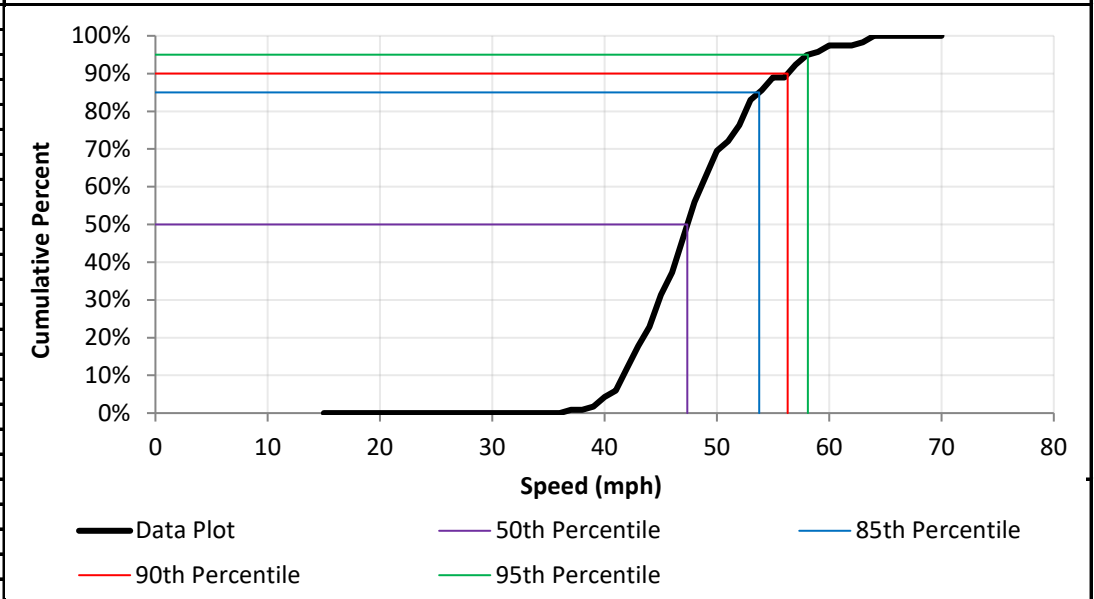
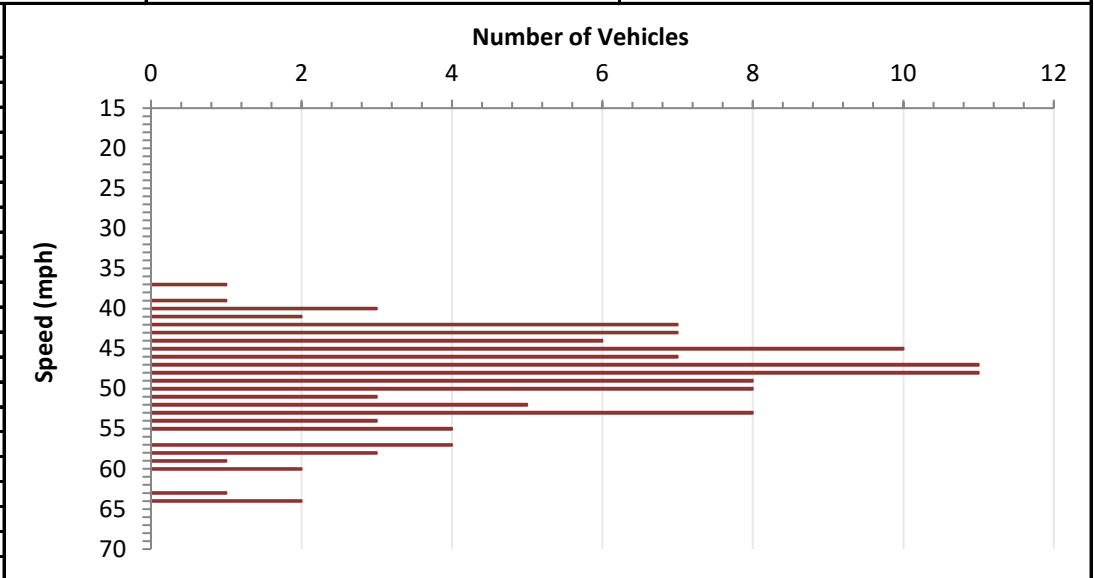
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Gird Rd	From: 1,000' S/o Oak Cliff Dr	To: SR-76
Position:	1,850' N/o Flowerwood Ln	Direction:	NB/SB

Date:	4/11/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	11:00 AM	Road Condition:	Dry	Observer:	County
Time End:	12:10 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37	1	0.8%
38		
39	1	1.7%
40	3	4.2%
41	2	5.9%
42	7	11.9%
43	7	17.8%
44	6	22.9%
45	10	31.4%
46	7	37.3%
47	11	46.6%
48	11	55.9%
49	8	62.7%
50	8	69.5%
51	3	72.0%
52	5	76.3%
53	8	83.1%
54	3	85.6%
55	4	89.0%
56		
57	4	92.4%
58	3	94.9%
59	1	95.8%
60	2	97.5%
61		
62		
63	1	98.3%
64	2	100.0%
65		
66		
67		
68		
69		
70		
Total	118	



DATA ANALYSIS

Average Speed	48.6	Range	37 - 64
50th Percentile	47.4	10 mph Pace	42 - 51
85th Percentile	53.8	Number in Pace	78
90th Percentile	56.3	Percent in Pace	66%
95th Percentile	58.1		

Mission Road & Live Oak Park Road



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Mission Road & Live Oak Park Road, FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of Mission Road and Live Oak Park Road has been identified by Traffic Engineering as meeting 3 warrants – 1, eight-hour vehicular volume warrant, 2, four-hour vehicular volume warrant, 3, peak hour warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

Mission Road is a striped two-lane undivided through highway with a 42-foot pavement width. The roadway is striped with no passing centerline and bike lane. The road is uncontrolled at the intersection with Live Oak Park Road. Mission Road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

Live Oak Park Road 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 stop controlled in the northbound direction at the intersection with Main Avenue. Live Oak Park Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/25</u>
Mission Road:	
W/o Live Oak Park Road	9,931 EB
E/o Live Oak Park Road	10,276 WB
Live Oak Park Road:	
S/o Mission Road	780 NB

Collision Data

There have been 5 reported collisions, 5 of which involved injury within a past 5-year period (2020-01-15 to 2025-01-14). These collisions produced an intersection accident

rate of 0.13 collisions per million vehicles entering the intersection. The statewide average of similar suburban tee intersections with stop controls (excluding all-way) is 0.22 collision per million vehicles entering the intersection.



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 14, 2025

Item Title: Traffic Control Signal

Location: East Mission Road and Live Oak Park Road

The County Traffic Engineer recommends placing the intersection of East Vista Way and Hutchison Street on the DPW traffic signal list, pursuant to the following conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.
- Chapter 4C "Traffic Control Signal Needs Studies" of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.
- The intersection total approach ADT is 20,987 vehicles/day.
- The signalization at this intersection will require major roadway realignment.
- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets the Eight Hour Vehicular Volume Warrant, Four Hour Vehicular Volume Warrant, and Peak Hour Warrant based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of East Mission Road and Live Oak Park Road.

Michael L. Kenney, TE 2045 & CE 56661

5/14/25

Date

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2/18/2025
 CALC Gabriel Lopez DATE 03/14/2025
 CHK MLK DATE 05/14/2025

DIST _____ CO _____ RTE _____ PM _____

Major St: E MISSION RD Critical Approach Speed 55 mph
 Minor St: LIVE OAK PARK RD Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☒ or ☐ } **RURAL (R)**
 In built up area of isolated community of < 10,000 population..... ☐ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
 (Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
 80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED										YES	☐	NO	☒
					U	R	U	R										
APPROACH LANES	1		2 or More												Hour			
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)														
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)														

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
 80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED								YES	☐	NO	☐
		U	R			U	R									
APPROACH LANES	1		2 or More		6:30	7:30	8:30	9:30	10:30	11:45	14:45	15:45	Hour			
					7:30	8:30	9:30	10:30	11:30	12:45	15:45	16:45				
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1505	1337	1108	1074	1004	1041	1511	1545				
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	58	79	64	71	60	54	55	53				

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	☐	Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	☐	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	6:45 7:45	7:45 8:45	8:45 9:45	9:45 10:45	Hour
Both Approaches - Major Street	☒	☐	1533	1237	1091	1040	
Higher Approach - Minor Street	☒	☐	66	76	66	72	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒	No ☐

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	7:15 8:15	Hour
Both Approaches - Major Street	☒	☐	1390	
Higher Approach - Minor Street	☒	☐	80	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐ NOT APPLICABLE ☐

Part 1 (Parts A or B must be satisfied)

Hours -->

A. Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B. Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐ NOT APPLICABLE ☐

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

NOT APPLICABLE

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☒ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☒ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	☐
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	☐

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	☐	Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr	☐	
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		x	x
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		x	
Appears as Major Route on an Official Plan		x	x
Any Major Route Characteristics Met, Both Streets			Yes ☒ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

NOT APPLICABLE

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Figure 4C-102 (CA). Traffic Count Worksheet



Insert North Point

Not to Scale

Number of Lanes

Pedestrians	
Total*	Peak

AM Peak	PM Peak	Total*

Number of Lanes

Pedestrians	
Total*	Peak

*Entire Count Period

AM Peak	PM Peak	Total*
630	942	9,931

DIRECTIONAL TRAFFIC COUNT

Dist _____ Co _____ Rte _____ PM _____

E MISSION RD & LIVE OAK PARK RD

Intersection Give Name
FALLBROOK

City
TUESDAY 2/18/2025

Day Date
0:00 24:00

Hour to Hour
20,987

Total Volume

AM Peak	6:45	1549
	Hour	Volume
PM Peak	16:00	1675
	Hour	Volume

VOLUME

Live Oak Park Rd & E Mission Rd/CR S13

Day: Tuesday

Date: 2/18/2025

City: Fallbrook

Project #: CA25_040029_035

DAILY TOTALS						NB	SB	EBWB						Total					
						780	0							20,987					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL								
0:00	0	0	14	13	27	12:00	11	0	168	141	320								
0:15	1	0	8	11	20	12:15	15	0	137	134	286								
0:30	0	0	5	12	17	12:30	20	0	125	119	264								
0:45	0	1	0	6	33	9	45	15	79	12:45	11	57	0	158	588	123	517	292	1162
1:00	1	0	2	12	15	13:00	15	0	166	104	285								
1:15	1	0	5	11	17	13:15	9	0	167	118	294								
1:30	1	0	8	12	21	13:30	14	0	126	149	289								
1:45	0	3	0	7	22	14	49	21	74	13:45	11	49	0	178	637	147	518	336	1204
2:00	0	0	9	5	14	14:00	8	0	153	151	312								
2:15	0	0	7	4	11	14:15	8	0	201	155	364								
2:30	1	0	9	7	17	14:30	11	0	219	134	364								
2:45	1	2	0	11	36	9	25	21	63	14:45	14	41	0	192	765	192	632	398	1438
3:00	0	0	8	9	17	15:00	13	0	198	145	356								
3:15	0	0	14	18	32	15:15	12	0	190	200	402								
3:30	0	0	17	17	34	15:30	16	0	221	173	410								
3:45	4	4	0	15	54	21	65	40	123	15:45	17	58	0	209	818	166	684	392	1560
4:00	0	0	16	28	44	16:00	19	0	236	204	459								
4:15	5	0	35	45	85	16:15	7	0	204	194	405								
4:30	2	0	57	83	142	16:30	10	0	232	150	392								
4:45	4	11	0	51	159	110	266	165	436	16:45	12	48	0	233	905	174	722	419	1675
5:00	2	0	55	156	213	17:00	13	0	240	140	393								
5:15	5	0	79	158	242	17:15	16	0	237	180	433								
5:30	9	0	70	201	280	17:30	7	0	189	180	376								
5:45	6	22	0	125	329	189	704	320	1055	17:45	3	39	0	198	864	148	648	349	1551
6:00	15	0	110	176	301	18:00	4	0	143	141	288								
6:15	12	0	126	193	331	18:15	5	0	155	129	289								
6:30	12	0	152	218	382	18:30	5	0	119	113	237								
6:45	13	52	0	155	543	238	825	406	1420	18:45	6	20	0	105	522	109	492	220	1034
7:00	14	0	144	241	399	19:00	5	0	99	106	210								
7:15	19	0	160	197	376	19:15	5	0	87	119	211								
7:30	20	0	171	227	418	19:30	7	0	72	81	160								
7:45	19	72	0	137	612	231	896	387	1580	19:45	1	18	0	69	327	66	372	136	717
8:00	22	0	129	138	289	20:00	2	0	69	47	118								
8:15	18	0	131	173	322	20:15	3	0	64	51	118								
8:30	17	0	137	161	315	20:30	3	0	63	64	130								
8:45	16	73	0	133	530	145	617	294	1220	20:45	4	12	0	43	239	68	230	115	481
9:00	16	0	142	121	279	21:00	2	0	49	61	112								
9:15	15	0	128	141	284	21:15	2	0	43	54	99								
9:30	19	0	148	133	300	21:30	1	0	32	46	79								
9:45	15	65	0	138	556	128	523	281	1144	21:45	0	5	0	26	150	54	215	80	370
10:00	17	0	134	126	277	22:00	0	0	28	44	72								
10:15	20	0	149	118	287	22:15	2	0	22	52	76								
10:30	20	0	127	120	267	22:30	0	0	21	42	63								
10:45	16	73	0	145	555	117	481	278	1109	22:45	2	4	0	14	85	32	170	48	259
11:00	8	0	131	110	249	23:00	3	0	8	34	45								
11:15	16	0	137	117	270	23:15	2	0	14	29	45								
11:30	14	0	134	136	284	23:30	0	0	15	21	36								
11:45	8	46	0	152	554	115	478	275	1078	23:45	0	5	0	11	48	18	102	29	155
TOTALS	424		3983		4974	9381	TOTALS	356		5948		5302	11606						
SPLIT %	4.5%		42.5%		53.0%	44.7%	SPLIT %	3.1%		51.2%		45.7%	55.3%						

DAILY TOTALS					NB	SB	EBWB					Total
					780	0						20,987
AM Peak Hour	7:15	6:45	6:45	6:45	PM Peak Hour	15:15	16:30	15:15	16:00			
AM Pk Volume	80	630	903	1599	PM Pk Volume	64	942	743	1675			
Pk Hr Factor	0.909	0.921	0.937	0.956	Pk Hr Factor	0.842	0.981	0.911	0.912			
7 - 9 Volume	145	0	1142	1513	2800	4 - 6 Volume	87	0	1769	1370	3226	
7 - 9 Peak Hour	7:15	7:00	7:00	7:00	4 - 6 Peak Hour	16:30	16:30	16:00	16:00			
7 - 9 Pk Volume	80	0	612	896	1580	4 - 6 Pk Volume	51	0	942	722	1675	
Pk Hr Factor	0.909	0.000	0.895	0.929	0.945	Pk Hr Factor	0.797	0.000	0.981	0.885	0.912	

East Vista Way & Hutchison Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: East Vista Way & Hutchison Street, BONSALL

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of East Vista Way and Hutchison Street has been identified by Traffic Engineering as meeting 3 warrants – 1, eight-hour vehicular volume warrant, 2, four-hour vehicular volume warrant, 3, peak hour warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

East Vista Way is a striped two-lane undivided through highway with a 44 to 60-foot width. The roadway is striped with two-way left turn lane and bike lane. The road is uncontrolled at the intersection with Hutchison Street. East Vista Way is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH speed limit.

Hutchison Street is a striped two-lane undivided highway with a 30-foot width. The roadway is striped with a no passing centerline and white edgeline. The road is stop controlled in the northbound direction at the intersection with East Vista Way. Hutchison Street is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>12/24</u>
East Vista Way:	
N/o Hutchison Street	11,130 SB
S/o Hutchison Street	9,466 NB
Hutchison Street:	
W/o East Vista Way	1,561 EB

Collision Data

There have been 3 reported collisions, 2 of which involved an injury, 1 of which involved a serious injury, within a past 5-year period (2020-01-15 to 2025-01-14). These collisions

produced an intersection accident rate of 0.07 collisions per million vehicles entering the intersection. The statewide average of similar suburban tee intersections with stop controls (excluding all-way) is 0.22 collision per million vehicles entering the intersection.



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 14, 2025

Item Title: Traffic Control Signal

Location: East Vista Way and Hutchison Street

The County Traffic Engineer recommends placing the intersection of East Vista Way and Hutchison Street on the DPW traffic signal list, pursuant to the following conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.
- Chapter 4C "Traffic Control Signal Needs Studies" of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.
- The intersection total approach ADT is 22,157 vehicles/day.
- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets the Eight Hour Vehicular Volume Warrant, Four Hour Vehicular Volume Warrant, and Peak Hour Warrant based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of East Vista Way and Hutchison Street.

Michael L. Kenney, TE 2045 & CE 56661

5/14/25

Date

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 12/12/2024

DIST CO RTE PM

CALC Gabriel Lopez DATE 02/19/2025

CHK MLK DATE 5/14/2025

Major St: E VISTA WAY Critical Approach Speed 50 mph

Minor St: HUTCHINSON Critical Approach Speed 40 mph

Speed limit or critical speed on major street traffic > 40 mph.....☒ or ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 population.....☐ } **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)								
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)								

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1398	1668	1211	1072	1106	1120	1511	1573
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	59	68	57	56	58	106	236	265

Combination of Conditions A & B

SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	☐	Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	☐	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	13:45 14:45	14:45 15:45	15:45 16:45	16:45 17:45	Hour
Both Approaches - Major Street	☐	☒	1320	1511	1573	1489	
Higher Approach - Minor Street	☒	☐	106	236	265	232	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒	No ☐

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

SATISFIED YES ☒ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B

SATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	15:15 16:15	Hour
Both Approaches - Major Street	☐	☒	1673	
Higher Approach - Minor Street	☒	☐	234	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

NOT APPLICABLE

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

Hours - - ->

A. Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours - - ->

B. Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐ NOT APPLICABLE

Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

NOT APPLICABLE

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	☒
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	☐

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

NOT APPLICABLE

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	☐	Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr	☐	
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		X	
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		X	
Appears as Major Route on an Official Plan		X	
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

NOT APPLICABLE

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Figure 4C-102 (CA). Traffic Count Worksheet



Insert North Point

Not to Scale

Number of Lanes 1		
Pedestrians		
Total*	Peak	

AM Peak	PM Peak	Total*
1012	1073	11,130
()	()	()

AM Peak	PM Peak	Total*
75	272	1561
()	()	()

AM Peak	PM Peak	Total*
672	721	9,466
()	()	()

Pedestrians		
Total*	Peak	

*Entire Count Period

DIRECTIONAL TRAFFIC COUNT

Dist _____ Co _____ Rte _____ PM _____

E VISTA WAY & HUTCHINSON ST

Intersection Give Name

VISTA

City

THURSDAY 12/12/34

Day Date

0:00 24:00

Hour to Hour

22,157

Total Volume

AM Peak	7:30	1736
	Hour	Volume
PM Peak	15:15	1907
	Hour	Volume

VOLUME

E Vista Way & Hutchison St

Day: Thursday
Date: 12/12/2024

City: Vista
Project #: CA24_040251_011

DAILY TOTALS								NB	SB	EB								WB	Total	
								9,466	11,130									1,561	0	22,157
AM Period	NB		SB		EB		WB		TOTAL	PM Period	NB		SB		EB		WB		TOTAL	
0:00	26		13		1		0		40	12:00	122		123		18		0		263	
0:15	21		11		0		0		32	12:15	125		151		10		0		286	
0:30	14		11		1		0		26	12:30	154		144		14		0		312	
0:45	16	77	13	48	0	2	0		29	12:45	99	500	148	566	12	54	0		259	1120
1:00	15		7		2		0		24	13:00	125		159		20		0		304	
1:15	15		11		1		0		27	13:15	153		133		14		0		300	
1:30	13		16		0		0		29	13:30	152		137		12		0		301	
1:45	14	57	16	50	1	4	0		31	13:45	170	600	166	595	18	64	0		354	1259
2:00	9		5		0		0		14	14:00	154		148		30		0		332	
2:15	5		10		1		0		16	14:15	158		184		26		0		368	
2:30	11		8		1		0		20	14:30	144		196		32		0		372	
2:45	8	33	10	33	0	2	0		18	14:45	137	593	182	710	48	136	0		367	1439
3:00	13		12		0		0		25	15:00	155		189		62		0		406	
3:15	6		19		0		0		25	15:15	168		250		60		0		478	
3:30	15		21		2		0		38	15:30	141		289		66		0		496	
3:45	7	41	17	69	0	2	0		24	15:45	144	608	259	987	64	252	0		467	1847
4:00	12		24		1		0		37	16:00	147		275		44		0		466	
4:15	23		38		2		0		63	16:15	139		232		74		0		445	
4:30	32		57		3		0		92	16:30	170		207		83		0		460	
4:45	38	105	65	184	4	10	0		107	16:45	156	612	235	949	65	266	0		456	1827
5:00	37		72		2		0		111	17:00	156		210		50		0		416	
5:15	47		108		9		0		164	17:15	152		225		53		0		430	
5:30	66		121		7		0		194	17:30	167		188		64		0		419	
5:45	83	233	114	415	7	25	0		204	17:45	167	642	190	813	68	235	0		425	1690
6:00	84		117		7		0		208	18:00	182		154		38		0		374	
6:15	118		157		11		0		286	18:15	175		141		26		0		342	
6:30	155		162		14		0		331	18:30	197		97		30		0		324	
6:45	157	514	203	639	11	43	0		371	18:45	135	689	109	501	15	109	0		259	1299
7:00	149		219		14		0		382	19:00	120		87		11		0		218	
7:15	160		193		20		0		373	19:15	135		73		3		0		211	
7:30	163		237		14		0		414	19:30	121		63		13		0		197	
7:45	165	637	246	895	18	66	0		429	19:45	105	481	70	293	6	33	0		181	807
8:00	184		266		17		0		467	20:00	102		88		7		0		197	
8:15	144		263		19		0		426	20:15	97		58		7		0		162	
8:30	145		219		21		0		385	20:30	94		45		4		0		143	
8:45	158	631	159	907	15	72	0		332	20:45	92	385	81	272	4	22	0		177	679
9:00	113		142		12		0		267	21:00	104		64		8		0		176	
9:15	136		139		9		0		284	21:15	95		48		8		0		151	
9:30	105		175		6		0		286	21:30	80		73		1		0		154	
9:45	112	466	157	613	11	38	0		280	21:45	70	349	79	264	2	19	0		151	632
10:00	83		107		15		0		205	22:00	69		59		3		0		131	
10:15	109		134		6		0		249	22:15	59		38		2		0		99	
10:30	111		129		15		0		255	22:30	44		33		5		0		82	
10:45	135	438	156	526	11	47	0		302	22:45	34	206	32	162	4	14	0		70	382
11:00	95		149		9		0		253	23:00	32		26		3		0		61	
11:15	120		145		7		0		272	23:15	36		20		0		0		56	
11:30	123		131		9		0		263	23:30	19		18		3		0		40	
11:45	120	458	133	558	14	39	0		267	23:45	24	111	17	81	1	7	0		42	199
TOTALS	3690		4937		350				8977	TOTALS	5776		6193		1211				13180	
SPLIT %	41.1%		55.0%		3.9%				40.5%	SPLIT %	43.8%		47.0%		9.2%				59.5%	

DAILY TOTALS						NB	SB	EB						WB						Total
						9,466	11,130													22,157
AM Peak Hour	7:15	7:30	7:45		7:30			PM Peak Hour	17:45	15:15	16:15		15:15							
AM Pk Volume	672	1012	75		1736			PM Pk Volume	721	1073	272		1907							
Pk Hr Factor	0.913	0.951	0.893		0.929			Pk Hr Factor	0.915	0.928	0.819		0.961							
7 - 9 Volume	1268	1802	138	0	3208			4 - 6 Volume	1254	1762	501	0	3517							
7 - 9 Peak Hour	7:15	7:30	7:45		7:30			4 - 6 Peak Hour	17:00	16:00	16:15		16:00							
7 - 9 Pk Volume	672	1012	75	0	1736			4 - 6 Pk Volume	642	949	272	0	1827							
Pk Hr Factor	0.913	0.951	0.893	0.000	0.929			Pk Hr Factor	0.961	0.863	0.819	0.000	0.980							