

## San Diego County Traffic Advisory Committee



**Committee Secretary**  
5510 Overland Avenue #410, Room 470, M.S. 0-334  
San Diego, California 92123-1239  
(858) 694-3843

**Represented Agencies**  
Automobile Club of Southern  
California  
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  
San Diego County Pacific Safety  
Council  
San Diego County  
Sheriff's Department

January 14, 2019

**TO:** Community Planning/Sponsor Group Chairpersons

**FROM:** Secretary, Traffic Advisory Committee

### MEETING NOTICE

Attached is the preliminary agenda for the January 25, 2019 meeting of the Traffic Advisory Committee (TAC). The meeting will begin at 9:00 AM in the following location:

Department of Public Works  
Second Floor, Room 271  
5510 Overland Avenue  
San Diego, CA 92123

Your community group may have previously provided formal input on these matters and your group's recommendations would be included as part of the Chief Administrative Officer's report to the Board of Supervisors along with TAC recommendations. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If your community planning/sponsor group representative would like to attend the TAC meeting and participate in the discussion of an item on this agenda, or if you do have any questions or need additional information regarding this procedure, please contact me at (858) 694-3843. TAC staff is available to provide background information on items and to answer questions you may have.

Very truly yours,

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

KRJ:sh

Attachment



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**January 25, 2018 ~ 9:00 AM  
5510 Overland Ave, Room 271  
San Diego CA, 92123**

**AGENDA**

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

---

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. SPEED LIMIT</b>	<b>BLACK CANYON RD &amp; MAGNOLIA AVE</b>	<b>RAMONA</b>	<b>RAMONA</b>
<b>2-B. INTERSECTION CONTROL</b>	<b>MARILLA DR &amp; WESTHILL RD</b>	<b>LAKESIDE</b>	<b>LAKESIDE</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. INTERSECTION CONTROL</b>	<b>YORK DR &amp; CLARENCE DR</b>	<b>VISTA</b>	<b>N/A</b>
<b>5-B. INTERSECTION CONTROL</b>	<b>OSBORNE ST &amp; HUTCHISON ST</b>	<b>BONSALL</b>	<b>BONSALL</b>

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** January 25, 2018 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Speed Limit/Radar Certification

**LOCATION:** Magnolia Avenue/Black Canyon Road from State Route 76/Julian Rd to Black Canyon Place (2.77 miles)  
RAMONA (Thos. Bros. 1153-A4)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit Review

**PROBLEM AS STATED BY REQUESTER:**

Magnolia Avenue/Black Canyon Road from State Route 76/Julian Rd to Black Canyon Place has no posted speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification for a 50 MPH speed limit.

**Existing Traffic Devices**

Magnolia Avenue is a striped two-lane roadway that measures 26 feet in width. The road is centerline striped with one-directional and two-directional passing zones along the roadway. The road is a Light Collector on the County General Plan Mobility Element Network. Magnolia Avenue has no formal speed limit posted.

Black Canyon Road is a striped two-lane roadway that measures 22-26 feet in width. The road is centerline striped with curve and 35MPH speed advisory signs located at a major curve along the roadway. The road is a Light Collector on the County General Plan Mobility Element Network. Black Canyon Road has no formal speed limit posted.

**Average Daily Traffic Volumes** **07/18**

Black Cyn Rd/Magnolia Ave  
at Pile Street 2,000

<b><u>Speed Data</u></b>	<b><u>85th</u></b>	<b><u>10 MPH</u></b>	<b><u>% in</u></b>
	<b><u>Percentile</u></b>	<b><u>Pace</u></b>	<b><u>Pace</u></b>
Black Cyn Rd/Magnolia Ave 50' N/o Penn St (2018)	53.0 MPH	43-52	66.0%
700' N/o Ramona Real (2018)	54.3 MPH	41-50	53.0%
1,500' S/o Stokes Rd (2019)	49.2 MPH	40-49	68.0%
1,300' N/o SR-78 (2019)	54.9 MPH	44-53	63.0%

Black Canyon Rd  
Magnolia Ave

2

Item 2-A

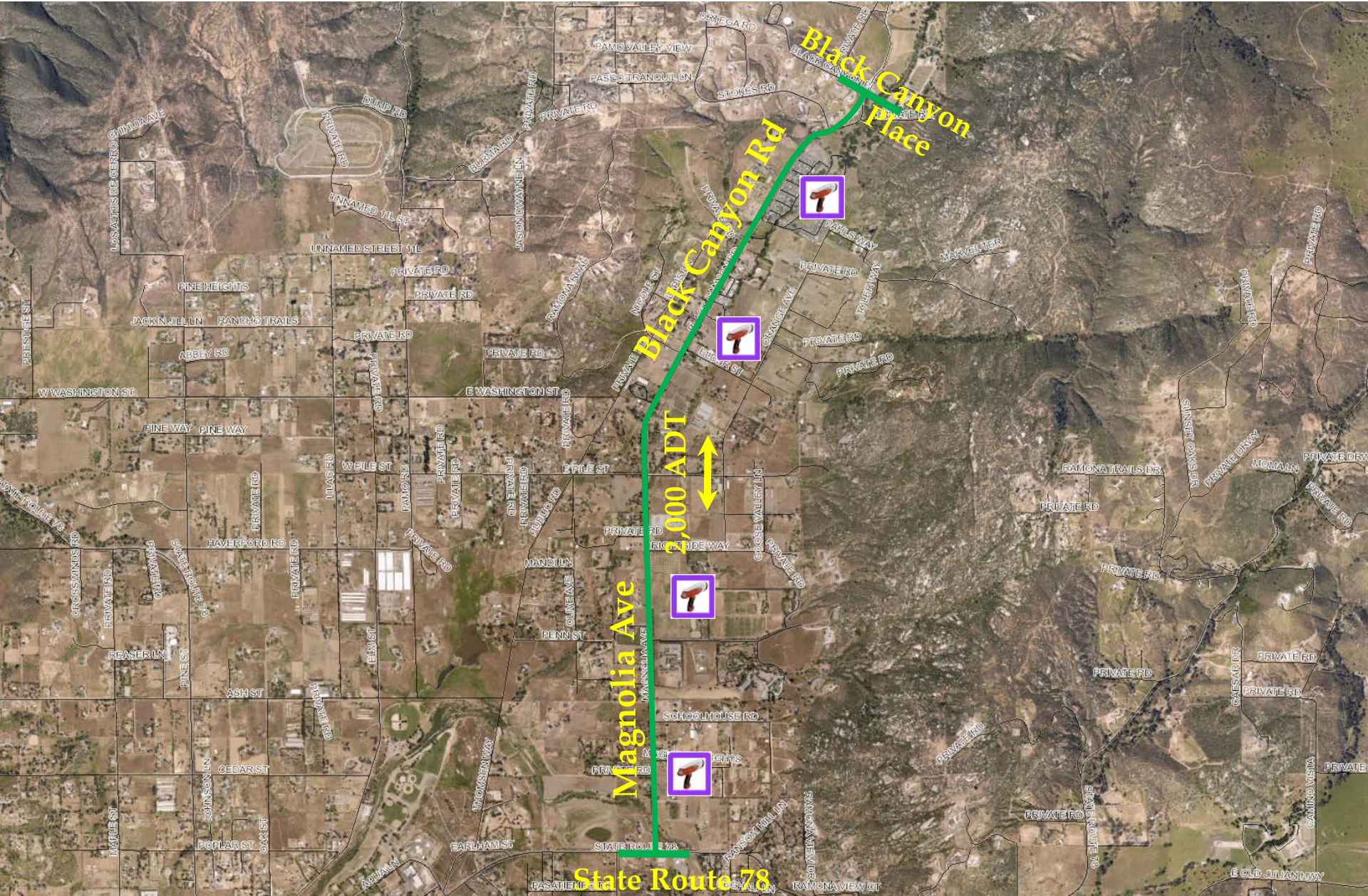
Speed Zone	(2018)	52.9 MPH	42-51	62.5%
------------	--------	----------	-------	-------

**Collision Data**

There have been 4 reported collisions along this segment of roadway, 1 of which involved injury, in a 3 year period (09-01-15 to 8-31-18). These collisions result in a segment accident rate of 0.66 collisions per million vehicle miles. The statewide average is 0.97 collisions per million vehicle miles for similar rural conventional 2 lanes or less with speed limit less than or equal to 55 mile per hour.

# 2-A. Speed Limit/Radar Certification

## Magnolia Ave/Black Cyn Rd from SR 78 to Black Cyn Pl (2.77 miles)



**VOLUME**

Black Canyon Rd/Magnolia Ave &amp; Pile St

Day: Thursday  
Date: 7/12/2018City: Ramona  
Project #: CA18\_4234\_001

DAILY TOTALS					NB	SB	EB	WB	Total							
					1,129	869	460	212	2,670							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	1	2	0	0	3	12:00	23	10	4	1	38					
00:15	5	3	2	1	11	12:15	18	9	5	3	35					
00:30	2	1	0	0	3	12:30	13	18	6	3	40					
00:45	1	9	0	6	1	3	19	73	13	50	4	19	3	10	39	152
01:00	0	0	1	0	1	13:00	8	11	12	3	34					
01:15	3	1	4	1	9	13:15	15	19	13	3	50					
01:30	0	1	0	0	1	13:30	21	12	7	2	42					
01:45	2	5	0	2	0	5	1	2	1	9	40	166				
02:00	0	1	0	0	1	14:00	24	16	7	5	52					
02:15	0	0	0	0	0	14:15	15	11	7	3	36					
02:30	0	2	0	0	2	14:30	9	9	7	1	26					
02:45	1	1	4	1	0	1	20	68	13	49	5	26	5	14	43	157
03:00	3	0	0	1	4	15:00	20	6	7	2	35					
03:15	1	1	1	0	3	15:15	17	25	7	4	53					
03:30	1	3	0	0	4	15:30	23	20	27	9	79					
03:45	2	7	2	6	0	1	0	1	4	15	62	229				
04:00	0	6	1	0	7	16:00	25	16	9	7	57					
04:15	1	0	0	0	1	16:15	23	19	8	4	54					
04:30	0	6	1	0	7	16:30	18	8	21	4	51					
04:45	2	3	3	15	2	4	0	7	22	57	219					
05:00	2	6	1	0	9	17:00	26	9	5	3	43					
05:15	1	4	0	0	5	17:15	33	7	12	9	61					
05:30	2	6	1	0	9	17:30	20	12	13	1	46					
05:45	4	9	12	28	1	3	0	17	40	38	188					
06:00	8	9	1	0	18	18:00	24	31	7	3	65					
06:15	8	8	3	0	19	18:15	16	13	9	2	40					
06:30	9	10	3	0	22	18:30	12	5	8	2	27					
06:45	14	39	16	43	6	13	2	2	42	174						
07:00	12	13	5	2	32	19:00	17	6	5	4	32					
07:15	10	18	3	2	33	19:15	14	6	9	3	32					
07:30	17	15	2	2	36	19:30	20	9	4	3	36					
07:45	20	59	22	68	5	15	7	13	54	155						
08:00	19	23	1	4	47	20:00	17	4	5	1	27					
08:15	9	18	2	0	29	20:15	18	7	13	4	42					
08:30	10	13	4	3	30	20:30	11	12	5	3	31					
08:45	21	59	25	79	6	13	2	9	54	160						
09:00	31	14	3	12	60	21:00	9	3	3	3	18					
09:15	10	14	6	2	32	21:15	5	3	4	0	12					
09:30	15	13	0	1	29	21:30	7	1	6	0	14					
09:45	8	64	18	59	11	20	1	16	38	159						
10:00	17	13	4	2	36	22:00	4	1	0	2	7					
10:15	14	11	7	7	39	22:15	6	4	1	1	12					
10:30	15	13	5	3	36	22:30	6	0	0	2	8					
10:45	28	74	13	50	8	24	5	17	54	165						
11:00	16	15	7	4	42	23:00	2	1	0	1	4					
11:15	12	17	7	1	37	23:15	3	1	1	0	5					
11:30	18	16	7	2	43	23:30	2	1	0	0	3					
11:45	20	66	12	60	1	22	1	8	34	156						
TOTALS	395	420	124	69	1008	TOTALS	734	449	336	143	1662					
SPLIT %	39.2%	41.7%	12.3%	6.8%	37.8%	SPLIT %	44.2%	27.0%	20.2%	8.6%	62.2%					

DAILY TOTALS					NB	SB	EB	WB	Total		
					1,129	869	460	212	2,670		
AM Peak Hour	11:30	08:00	10:45	08:30	08:30	PM Peak Hour	16:45	15:15	15:30	15:15	15:30
AM Pk Volume	79	79	29	19	176	PM Pk Volume	104	76	52	27	252
Pk Hr Factor	0.859	0.790	0.906	0.396	0.733	Pk Hr Factor	0.788	0.760	0.481	0.750	0.797
7 - 9 Volume	118	147	28	22	315	4 - 6 Volume	185	95	93	34	407
7 - 9 Peak Hour	07:15	08:00	07:00	07:15	07:15	4 - 6 Peak Hour	16:45	16:00	16:00	16:30	16:00
7 - 9 Pk Volume	66	79	15	15	170	4 - 6 Pk Volume	104	56	52	21	219
Pk Hr Factor	0.825	0.790	0.750	0.536	0.787	Pk Hr Factor	0.788	0.737	0.619	0.583	0.961

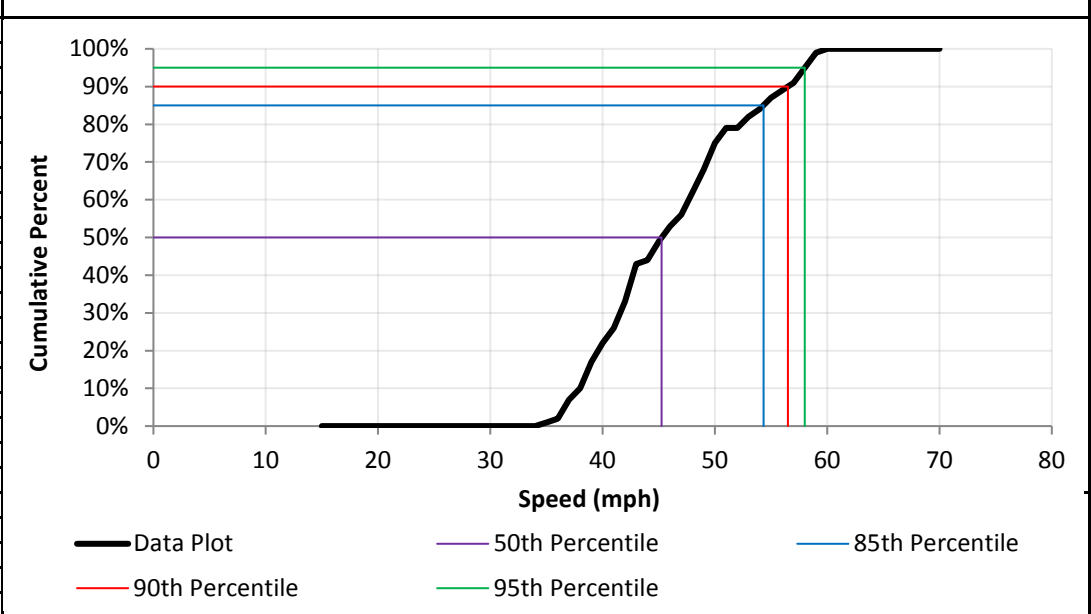
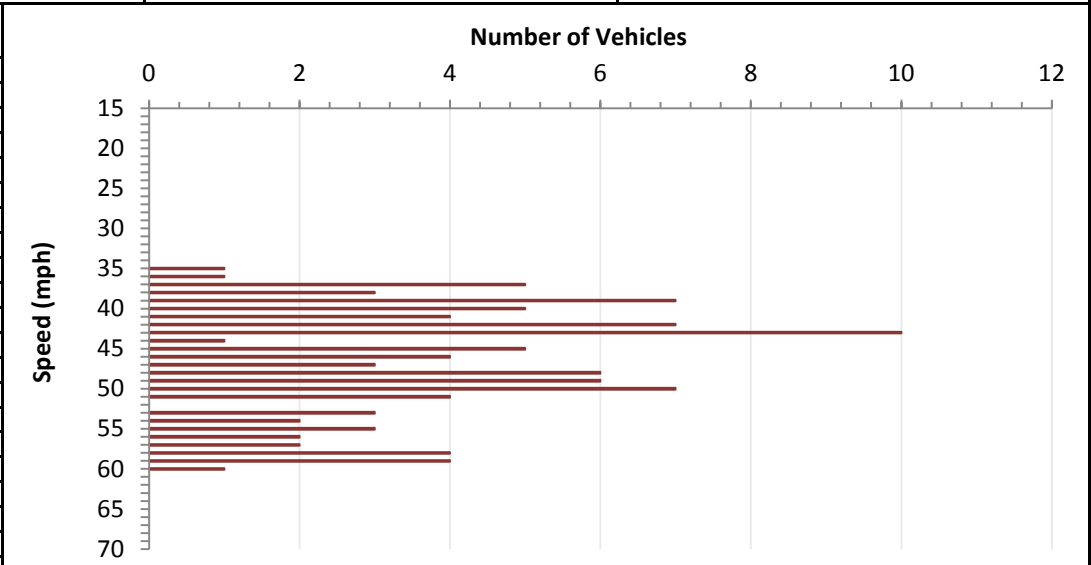


## RADAR SPEED SURVEY

### SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	Black Canyon Rd	<b>From:</b>	Magnolia Ave	<b>To:</b>	Black Canyon Pl
<b>Position:</b>	700' N/o Ramona Real	<b>Direction:</b>	NB/SB		
<b>Date:</b>	6/22/2018	<b>Weather:</b>	Clear	<b>Project Number:</b>	0
<b>Time Start:</b>	10:15 AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Traffic Engineering
<b>Time End:</b>	12:00 PM	<b>Posted Speed:</b>	None Posted	<b>Calibration Test:</b>	0

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	1.0%
36	1	2.0%
37	5	7.0%
38	3	10.0%
39	7	17.0%
40	5	22.0%
41	4	26.0%
42	7	33.0%
43	10	43.0%
44	1	44.0%
45	5	49.0%
46	4	53.0%
47	3	56.0%
48	6	62.0%
49	6	68.0%
50	7	75.0%
51	4	79.0%
52		
53	3	82.0%
54	2	84.0%
55	3	87.0%
56	2	89.0%
57	2	91.0%
58	4	95.0%
59	4	99.0%
60	1	100.0%
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>100</b>	



#### DATA ANALYSIS

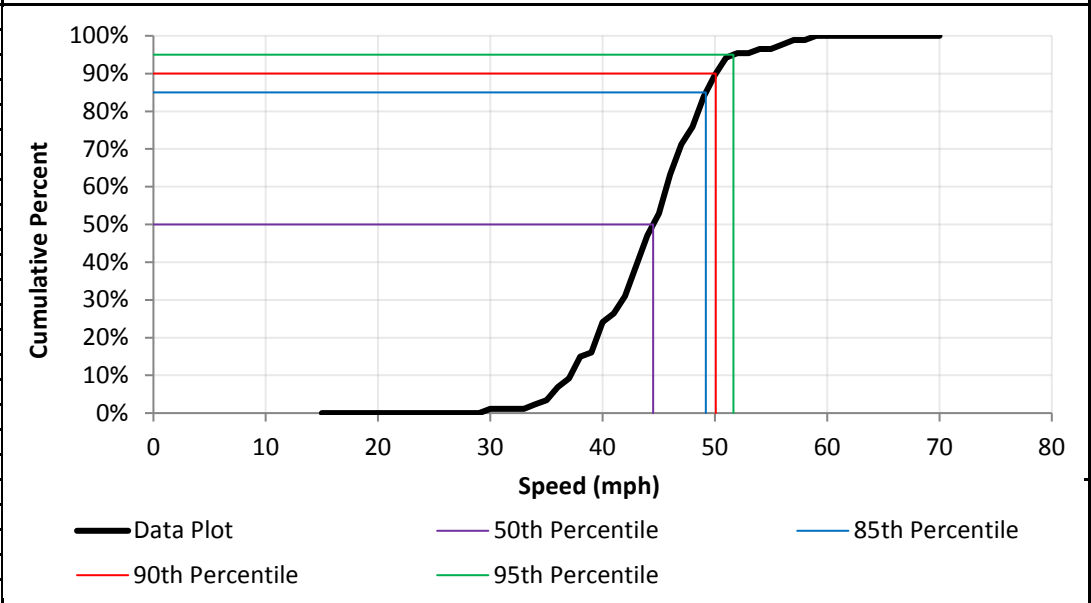
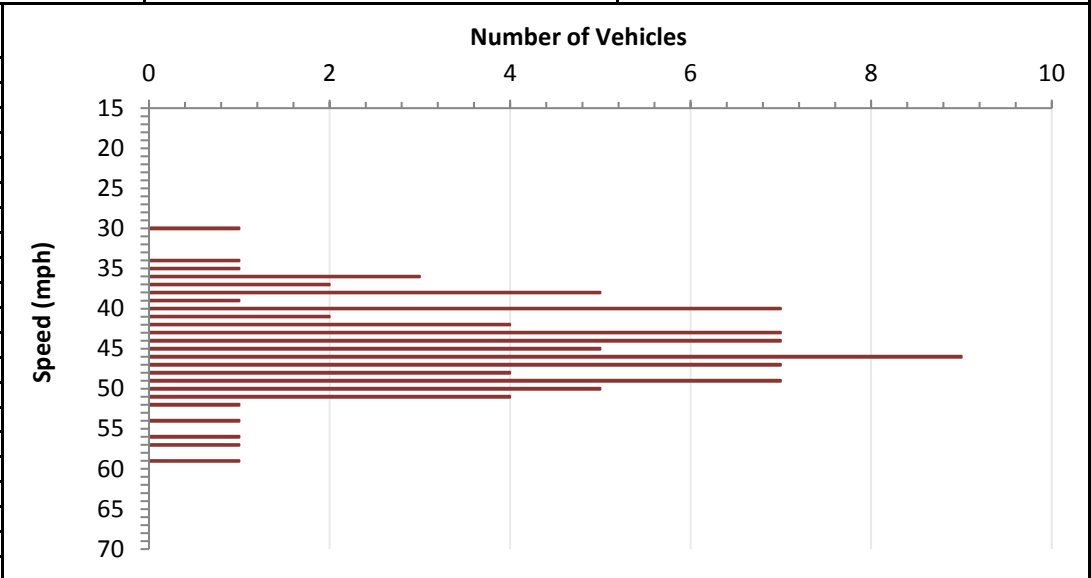
Statistical Measure	Value	Range	Additional Info
Average Speed	46.5	35 - 60	
50th Percentile	45.3	41 - 50	10 mph Pace
85th Percentile	54.3		Number in Pace: 53
90th Percentile	56.5		Percent in Pace: 53%
95th Percentile	58.0		



## RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b>	Black Canyon Rd	<b>From:</b>	SR-78	<b>To:</b>	Black Canyon Place
<b>Position:</b>	1,500' S/o Stokes Rd	<b>Direction:</b>	NB/SB		
<b>Date:</b>	1/3/2019	<b>Weather:</b>	Clear	<b>Project Number:</b>	N/A
<b>Time Start:</b>	11:15 AM	<b>Road Condition:</b>	Dry	<b>Observer:</b>	Traffic Engineering
<b>Time End:</b>	1:15 PM	<b>Posted Speed:</b>	UNPOSTED	<b>Calibration Test:</b>	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	1	1.1%
31		
32		
33		
34	1	2.3%
35	1	3.4%
36	3	6.9%
37	2	9.2%
38	5	14.9%
39	1	16.1%
40	7	24.1%
41	2	26.4%
42	4	31.0%
43	7	39.1%
44	7	47.1%
45	5	52.9%
46	9	63.2%
47	7	71.3%
48	4	75.9%
49	7	83.9%
50	5	89.7%
51	4	94.3%
52	1	95.4%
53		
54	1	96.6%
55		
56	1	97.7%
57	1	98.9%
58		
59	1	100.0%
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>87</b>	



### DATA ANALYSIS

Average Speed	44.6	Range	30 - 59
50th Percentile	44.5	10 mph Pace	40 - 49
85th Percentile	49.2	Number in Pace	59
90th Percentile	50.1	Percent in Pace	68%
95th Percentile	51.7		



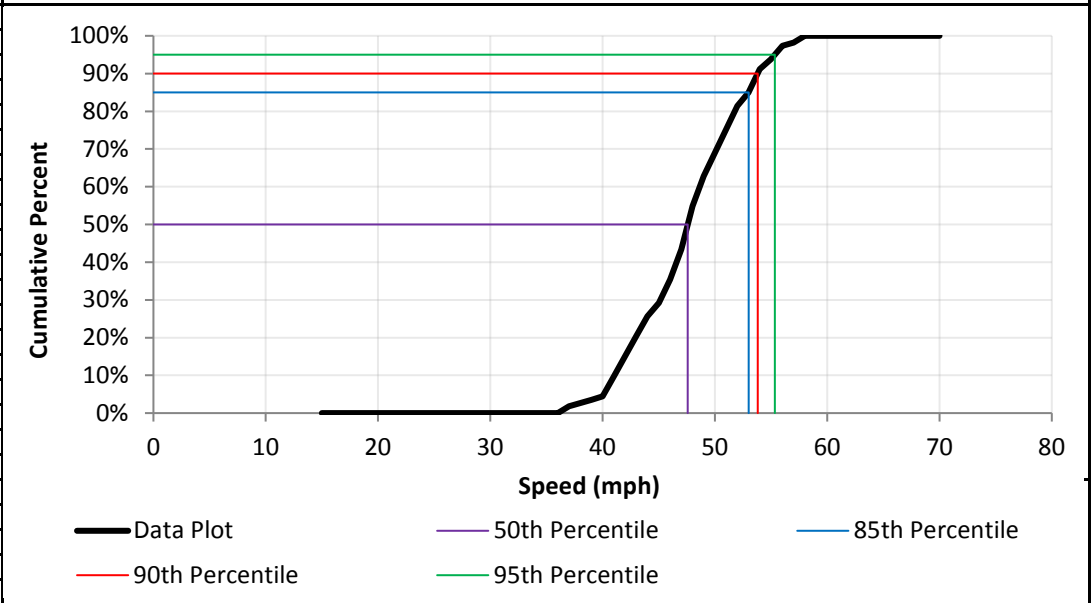
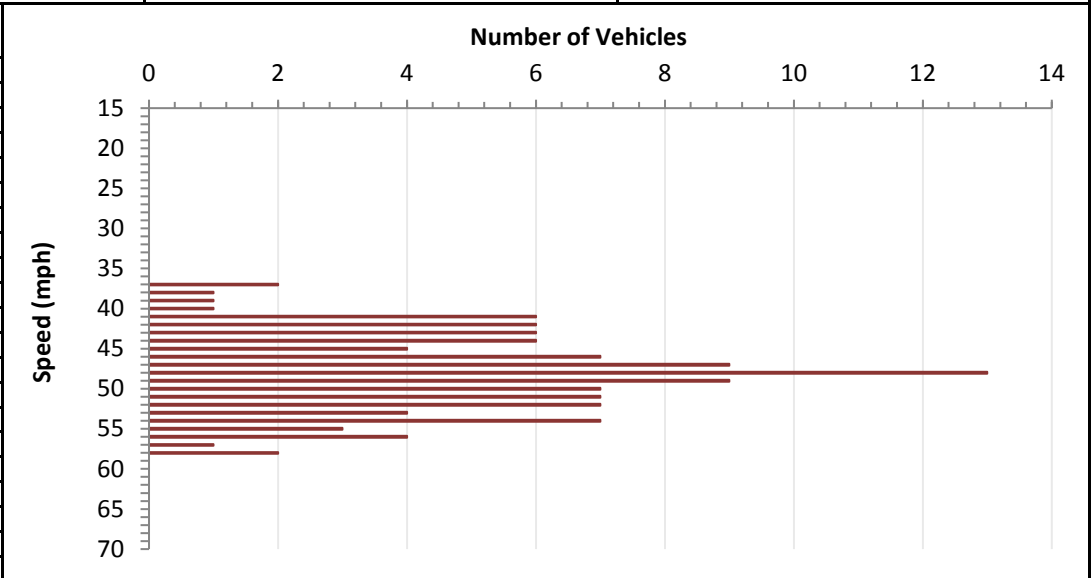


## RADAR SPEED SURVEY

### SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b> Magnolia Ave	<b>From:</b> SR 78	<b>To:</b> Black Canyon Rd
<b>Position:</b> 50' N/o Penn St	<b>Direction:</b> NB/SB	
<b>Date:</b> 6/22/2018	<b>Weather:</b> Clear	<b>Project Number:</b> 0
<b>Time Start:</b> 9:10 AM	<b>Road Condition:</b> Dry	<b>Observer:</b> Traffic Engineering
<b>Time End:</b> 10:10 AM	<b>Posted Speed:</b> None Posted	<b>Calibration Test:</b> 0

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	2	1.8%
38	1	2.7%
39	1	3.5%
40	1	4.4%
41	6	9.7%
42	6	15.0%
43	6	20.4%
44	6	25.7%
45	4	29.2%
46	7	35.4%
47	9	43.4%
48	13	54.9%
49	9	62.8%
50	7	69.0%
51	7	75.2%
52	7	81.4%
53	4	85.0%
54	7	91.2%
55	3	93.8%
56	4	97.3%
57	1	98.2%
58	2	100.0%
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>113</b>	



#### DATA ANALYSIS

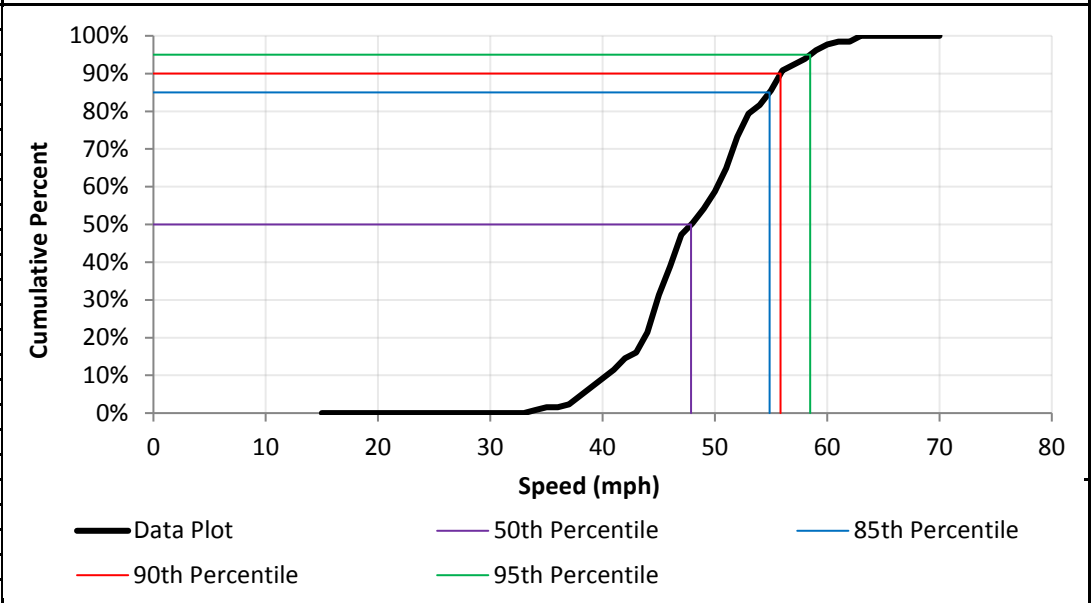
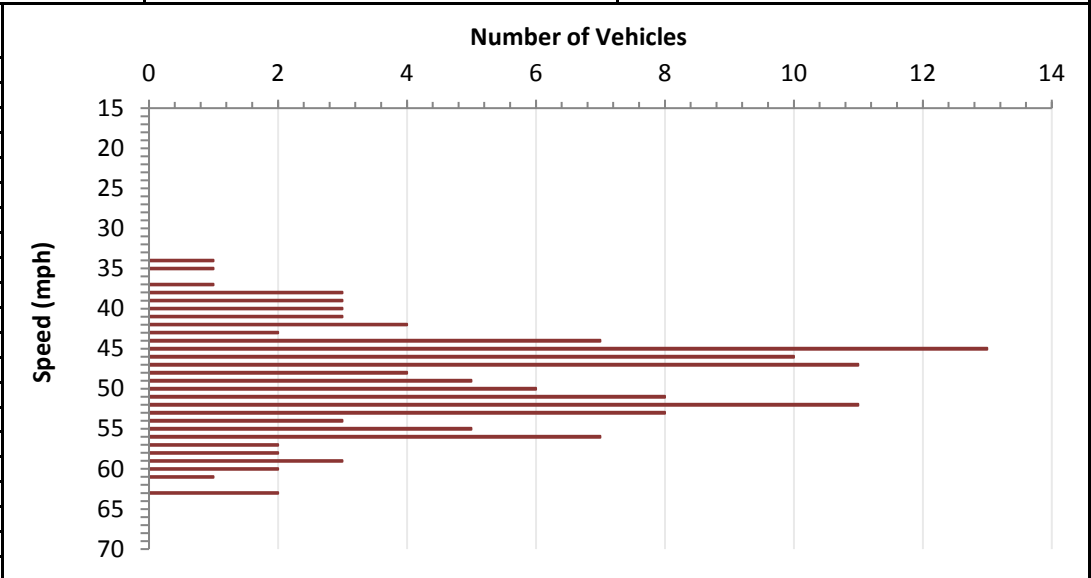
Average Speed	48.0	Range	37 - 58
50th Percentile	47.6	10 mph Pace	43 - 52
85th Percentile	53.0	Number in Pace	75
90th Percentile	53.8	Percent in Pace	66%
95th Percentile	55.3		



## RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

<b>Road Name:</b> Magnoil Ave	<b>From:</b> SR-78	<b>To:</b> Black Canyon Place
<b>Position:</b> 1,300' N/o SR-78	<b>Direction:</b> NB/SB	
<b>Date:</b> 1/3/2019	<b>Weather:</b> Clear	<b>Project Number:</b> N/A
<b>Time Start:</b> 9:55 AM	<b>Road Condition:</b> Dry	<b>Observer:</b> Traffic Engineering
<b>Time End:</b> 10:55 AM	<b>Posted Speed:</b> UNPOSTED	<b>Calibration Test:</b> 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	1	0.8%
35	1	1.5%
36		
37	1	2.3%
38	3	4.6%
39	3	6.9%
40	3	9.2%
41	3	11.5%
42	4	14.5%
43	2	16.0%
44	7	21.4%
45	13	31.3%
46	10	38.9%
47	11	47.3%
48	4	50.4%
49	5	54.2%
50	6	58.8%
51	8	64.9%
52	11	73.3%
53	8	79.4%
54	3	81.7%
55	5	85.5%
56	7	90.8%
57	2	92.4%
58	2	93.9%
59	3	96.2%
60	2	97.7%
61	1	98.5%
62		
63	2	100.0%
64		
65		
66		
67		
68		
69		
70		
<b>Total</b>	<b>131</b>	



### DATA ANALYSIS

Average Speed	48.8	Range	34 - 63
50th Percentile	47.9	10 mph Pace	44 - 53
85th Percentile	54.9	Number in Pace	83
90th Percentile	55.8	Percent in Pace	63%
95th Percentile	58.5		

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** January 25, 2018 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Marilla Drive & Westhill Road, LAKESIDE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Marilla Drive & Westhill Road meets California MUTCD, Section 2B.07, Optional Criteria C & D, therefore an all-way stop control could be considered.

**Existing Traffic Devices**

Marilla Drive is a striped two-lane roadway with edge line striping. The road runs north/south and has a 24 foot travelled way on a 28 to 36 foot road bed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH/Radar Enforced.

Westhill Road is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way and road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit.

<b><u>Average Daily Traffic Volumes Approach</u></b>	<b><u>10/18</u></b>
Marilla Drive	2,080 EB 1,470 WB
Westhill Road	810 NB

**Collision Data**

There have been 3 reported collisions at this intersection, 1 of which involved injury in the last 3 year period (9-1-15 to 8-31-18). These collisions result in an intersection accident rate of 0.63 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersection.

# 2-B. Intersection Control Marilla Drive & Westhill Road





# County of San Diego

DEPARTMENT OF PUBLIC WORKS  
5510 OVERLAND AVE, SUITE 410  
SAN DIEGO, CALIFORNIA 92123-1237  
(858) 694-2212 FAX: (858) 694-3597  
Web Site: [www.sdcountry.ca.gov/dpw/](http://www.sdcountry.ca.gov/dpw/)

## COUNTY TRAFFIC ENGINEER RECOMMENDATION.

Date: January 8, 2019

Item Title: All-way stop control

Location: Marilla Drive and Westhill Road

CTE Recommendation: Install all-way stop control *RB FOR Z.A.D.*

### Conditions:

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection of an all-way stop control.
- Option C of this section, lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- Sight visibility is obstructed at the southeast corner of the intersection. Visibility is obstructed for motorists looking east from Westhill Road onto Marilla Drive and looking south from Marilla Drive onto Westhill Road.
- Lines of sight cannot be obtained by only trimming in the right of way.

- Option D of section 2B.07 indicates all-way stop controls can be considered when the intersection is of two residential neighborhood collector (through) streets of similar design and the installation of an all-way stop would enhance the traffic operations of the intersection. Both Marilla Drive and Westhill Road are residential collectors.
- An all-way stop at Marilla Drive and Westhill Road is recommended to mitigate for inadequate sight distance at the intersection and to enhance the operation of the intersection of two residential collector roadways.

**VOLUME**

Marilla Dr & Westhill Rd

Day: Thursday  
Date: 3/31/2016

City: Lakeside  
Project #: CA16\_4094\_001, '\_002, '\_003

DAILY TOTALS					NB	SB	EB	WB	Total					
					806	0	2,077	1,467	4,350					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0		3	1	4	12:00	18		27	17	62			
00:15	0		4	0	4	12:15	7		29	11	47			
00:30	0		1	2	3	12:30	18		34	23	75			
00:45	1	1	2	10	2	12:45	12	55	30	120	26	77	68	252
01:00	1		4	1	6	13:00	14		23	30	67			
01:15	0		1	0	1	13:15	13		29	13	55			
01:30	0		0	2	2	13:30	5		33	17	55			
01:45	1	2	0	5	1	13:45	10	42	37	122	14	74	61	238
02:00	0		2	0	2	14:00	13		34	25	72			
02:15	0		5	0	5	14:15	16		48	22	86			
02:30	2		1	2	5	14:30	20		38	18	76			
02:45	0	2	0	8	2	14:45	12	61	46	166	22	87	80	314
03:00	0		0	0	0	15:00	11		55	20	86			
03:15	1		0	1	2	15:15	11		45	24	80			
03:30	1		2	2	5	15:30	13		45	25	83			
03:45	0	2	1	3	0	15:45	14	49	52	197	20	89	86	335
04:00	1		2	3	6	16:00	24		55	18	97			
04:15	4		0	6	10	16:15	17		46	31	94			
04:30	0		1	8	9	16:30	10		37	29	76			
04:45	1	6	0	3	2	16:45	17	68	52	190	22	100	91	358
05:00	6		1	9	16	17:00	12		60	18	90			
05:15	6		4	15	25	17:15	10		46	21	77			
05:30	16		2	17	35	17:30	12		47	22	81			
05:45	12	40	2	9	17	17:45	10	44	50	203	20	81	80	328
06:00	15		1	24	40	18:00	7		40	20	67			
06:15	9		1	28	38	18:15	10		49	24	83			
06:30	12		5	25	42	18:30	13		43	20	76			
06:45	24	60	18	25	26	18:45	11	41	43	175	13	77	67	293
07:00	17		18	25	60	19:00	8		23	17	48			
07:15	11		14	22	47	19:15	6		46	23	75			
07:30	17		7	31	55	19:30	8		35	22	65			
07:45	21	66	12	51	27	19:45	2	24	46	150	9	71	57	245
08:00	9		19	32	60	20:00	6		24	18	48			
08:15	16		28	27	71	20:15	5		39	13	57			
08:30	16		16	26	58	20:30	5		31	15	51			
08:45	21	62	18	81	20	20:45	3	19	23	117	16	62	42	198
09:00	14		19	24	57	21:00	5		32	13	50			
09:15	15		14	21	50	21:15	3		25	7	35			
09:30	8		18	25	51	21:30	1		21	9	31			
09:45	8	45	15	66	21	21:45	4	13	25	103	6	35	35	151
10:00	14		15	18	47	22:00	9		24	8	41			
10:15	3		22	24	49	22:15	4		13	8	25			
10:30	16		20	34	70	22:30	1		15	9	25			
10:45	11	44	24	81	22	22:45	2	16	17	69	6	31	25	116
11:00	5		22	20	47	23:00	2		11	3	16			
11:15	13		23	10	46	23:15	1		13	4	18			
11:30	12		16	20	48	23:30	1		7	4	12			
11:45	10	40	27	88	18	23:45	0	4	4	35	9	20	13	59
<b>TOTALS</b>	<b>370</b>		<b>430</b>	<b>663</b>	<b>1463</b>	<b>TOTALS</b>	<b>436</b>		<b>1647</b>	<b>804</b>	<b>2887</b>			
<b>SPLIT %</b>	<b>25.3%</b>		<b>29.4%</b>	<b>45.3%</b>	<b>33.6%</b>	<b>SPLIT %</b>	<b>15.1%</b>		<b>57.0%</b>	<b>27.8%</b>	<b>66.4%</b>			

DAILY TOTALS					NB	SB	EB	WB	Total		
					806	0	2,077	1,467	4,350		
AM Peak Hour	06:45		11:45	07:30	07:45	PM Peak Hour	15:30		16:45	16:00	15:30
AM Pk Volume	69		117	117	249	PM Pk Volume	68		205	100	360
Pk Hr Factor	0.719		0.860	0.914	0.877	Pk Hr Factor	0.708		0.854	0.806	0.928
7 - 9 Volume	128	0	132	210	470	4 - 6 Volume	112	0	393	181	686
7 - 9 Peak Hour	07:00		08:00	07:30	07:45	4 - 6 Peak Hour	16:00		16:45	16:00	16:00
7 - 9 Pk Volume	66	0	81	117	249	4 - 6 Pk Volume	68	0	205	100	358
Pk Hr Factor	0.786	0.000	0.723	0.914	0.877	Pk Hr Factor	0.708	0.000	0.854	0.806	0.923

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** January 25, 2018 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** York Drive & Clarence Drive, VISTA

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of York Drive & Clarence Drive meets California MUTCD, Section 2B.07, Optional Criteria C & D, therefore an all-way stop control could be considered.

**Existing Traffic Devices**

York Drive is a striped two-lane roadway. The road runs north/south and has a 24 foot travelled way on a 26 to 30 foot road bed. The roadway is unclassified on the County General Plan Mobility Element Network and posted 25 MPH.

Clarence Drive is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way on a 28 foot road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit. It is stop controlled at York Drive.

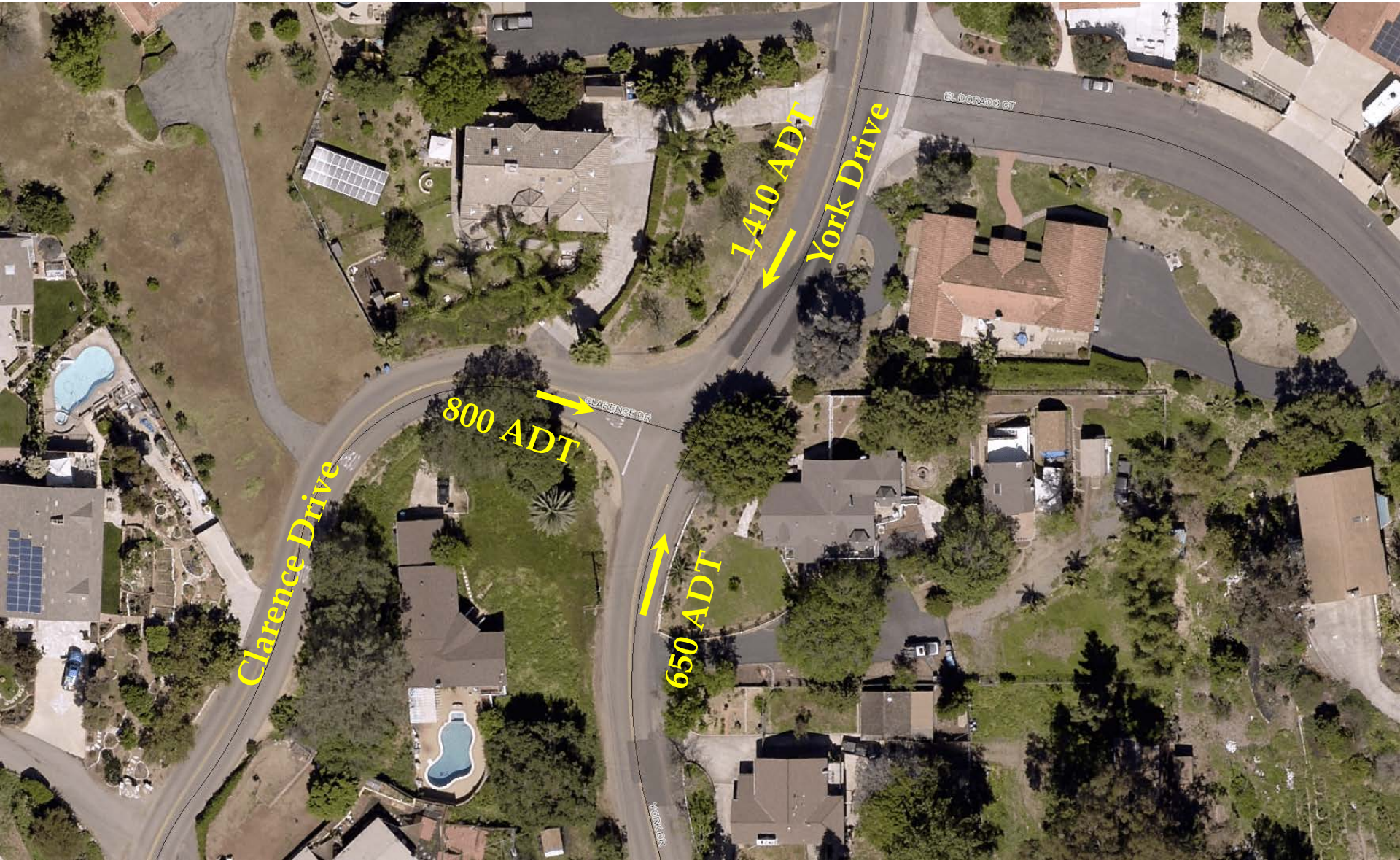
<b><u>Average Daily Traffic Volumes Approach</u></b>	<b><u>10/18</u></b>
York Drive	650 NB 1,410 SB
Clarence Drive	800 EB

**Collision Data**

There have been 1 reported collisions at this intersection, 1 of which involved injury in the last 3 year period (09-01-15 to 08-31-18). These collisions result in an intersection accident rate of 0.32 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersection.



# 5-A. Intersection Control York Drive & Clarence Drive





# County of San Diego

DEPARTMENT OF PUBLIC WORKS  
5510 OVERLAND AVE, SUITE 410  
SAN DIEGO, CALIFORNIA 92123-1237  
(858) 694-2212 FAX: (858) 694-3597  
Web Site: [www.sdcountry.ca.gov/dpw/](http://www.sdcountry.ca.gov/dpw/)

## COUNTY TRAFFIC ENGINEER RECOMMENDATION.

Date: January 7, 2019

Item Title: All-way stop control

Location: York Drive and Clarence Drive

CTE Recommendation: Install all-way stop control *AB FOR Z.A.O.*

### Conditions:

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection of an all-way stop control.
- Option C of this section, lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- Sight visibility is obstructed at the northwest corner of the intersection. Visibility is obstructed for motorists looking north from Clarence Drive onto York Drive and looking west from York Drive onto Clarence Drive.
- Lines of sight cannot be obtained by only trimming in the right of way.

- Option D of section 2B.07 indicates all-way stop controls can be considered when the intersection is of two residential neighborhood collector (through) streets of similar design and the installation of an all-way stop would enhance the traffic operations of the intersection. Both York Drive and Clarence Drive are residential collectors.
- An all-way stop at York Drive and Clarence Drive is recommended to mitigate for inadequate sight distance at the intersection and to enhance the operation of the intersection of two residential collector roadways.

# VOLUME

York Dr & Clarence Dr

Day: Thursday  
Date: 11/3/2016

City: Vista  
Project #: CA16\_4337\_001

DAILY TOTALS					NB	SB	EB	WB	Total										
					651	1,410	802	0	2,863										
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL								
00:00	1	6	0	0	7	12:00	3	10	3	0	16								
00:15	0	0	2	0	2	12:15	3	8	9	0	20								
00:30	0	0	3	0	3	12:30	9	13	9	0	31								
00:45	2	3	2	8	5	12:45	13	28	10	41	12	33	0	35	102				
01:00	0	0	0	0	0	13:00	9	18	6	0	33								
01:15	0	0	0	0	0	13:15	8	19	11	0	38								
01:30	0	0	0	0	0	13:30	11	12	6	0	29								
01:45	2	2	0	0	2	13:45	12	40	20	69	3	26	0	35	135				
02:00	0	0	0	0	0	14:00	13	16	20	0	49								
02:15	2	0	0	0	2	14:15	14	21	21	0	56								
02:30	0	0	0	0	0	14:30	10	32	8	0	50								
02:45	1	3	2	2	0	14:45	6	43	16	85	15	64	0	37	192				
03:00	2	2	0	0	4	15:00	15	21	25	0	61								
03:15	0	0	0	0	0	15:15	14	54	22	0	90								
03:30	0	0	2	0	2	15:30	13	26	17	0	56								
03:45	1	3	0	2	0	15:45	13	55	30	131	28	92	0	71	278				
04:00	2	0	0	0	2	16:00	16	23	26	0	65								
04:15	0	11	0	0	11	16:15	19	35	24	0	78								
04:30	0	3	2	0	5	16:30	15	26	17	0	58								
04:45	1	3	4	18	1	3	0	6	66	41	125	16	83	0	73	274			
05:00	1	4	0	0	5	17:00	14	24	25	0	63								
05:15	2	3	0	0	5	17:15	9	27	19	0	55								
05:30	7	3	4	0	14	17:30	12	36	26	0	74								
05:45	3	13	6	16	0	4	0	9	50	52	139	19	89	0	86	278			
06:00	3	12	4	0	19	18:00	16	23	13	0	52								
06:15	7	10	0	0	17	18:15	8	25	15	0	48								
06:30	11	12	2	0	25	18:30	8	10	22	0	40								
06:45	8	29	33	67	10	16	0	51	112	18:45	6	38	18	76	5	55	0	29	169
07:00	17	28	16	0	61	19:00	8	20	2	0	30								
07:15	21	43	21	0	85	19:15	0	13	2	0	15								
07:30	16	64	35	0	115	19:30	4	13	15	0	32								
07:45	23	77	63	198	25	97	0	111	372	19:45	10	22	5	51	3	22	0	18	95
08:00	17	51	22	0	90	20:00	7	6	3	0	16								
08:15	11	42	16	0	69	20:15	6	11	7	0	24								
08:30	8	30	10	0	48	20:30	3	7	6	0	16								
08:45	9	45	15	138	14	62	0	38	245	20:45	1	17	8	32	14	30	0	23	79
09:00	9	15	5	0	29	21:00	1	9	12	0	22								
09:15	2	18	6	0	26	21:15	9	4	5	0	18								
09:30	0	19	11	0	30	21:30	6	4	5	0	15								
09:45	6	17	11	63	4	26	0	21	106	21:45	6	22	4	21	2	24	0	12	67
10:00	6	17	6	0	29	22:00	6	7	1	0	14								
10:15	6	4	7	0	17	22:15	2	4	2	0	8								
10:30	10	8	6	0	24	22:30	2	5	5	0	12								
10:45	6	28	17	46	4	23	0	27	97	22:45	0	10	4	20	5	13	0	9	43
11:00	13	14	7	0	34	23:00	2	1	3	0	6								
11:15	10	18	4	0	32	23:15	0	0	0	0	0								
11:30	9	11	6	0	26	23:30	0	4	5	0	9								
11:45	3	35	14	57	8	25	0	25	117	23:45	0	2	0	5	0	8	0	0	15
<b>TOTALS</b>	<b>258</b>	<b>615</b>	<b>263</b>		<b>1136</b>	<b>TOTALS</b>	<b>393</b>	<b>795</b>	<b>539</b>		<b>1727</b>								
<b>SPLIT %</b>	<b>22.7%</b>	<b>54.1%</b>	<b>23.2%</b>		<b>39.7%</b>	<b>SPLIT %</b>	<b>22.8%</b>	<b>46.0%</b>	<b>31.2%</b>		<b>60.3%</b>								

DAILY TOTALS					NB	SB	EB	WB	Total
					651	1,410	802	0	2,863
AM Peak Hour	07:00	07:15	07:15	07:15	PM Peak Hour	16:00	17:00	15:30	15:15
AM Pk Volume	77	221	103	401	PM Pk Volume	66	139	95	282
Pk Hr Factor	0.837	0.863	0.736	0.872	Pk Hr Factor	0.868	0.668	0.848	0.783
7 - 9 Volume	122	336	159	617	4 - 6 Volume	116	264	172	552
7 - 9 Peak Hour	07:00	07:15	07:15	07:15	4 - 6 Peak Hour	16:00	17:00	17:00	17:00
7 - 9 Pk Volume	77	221	103	401	4 - 6 Pk Volume	66	139	89	278
Pk Hr Factor	0.837	0.863	0.736	0.872	Pk Hr Factor	0.868	0.668	0.856	0.808

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** January 25, 2018 **Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** Osborne Street & Hutchison Street, BONSALL

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Osborne Street & Hutchison Street meets California MUTCD, Section 2B.07, Criteria B and Option C, therefore an all-way stop control could be considered.

**Existing Traffic Devices**

Osborne Street is a striped two-lane roadway with edge line. The road runs east/west and has a 24 foot travelled way on a 26 to 30 foot road bed. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network and posted 35 MPH.

Hutchison Street is a striped two-lane roadway. It is a roadway that runs north/south with a 24 foot travelled way on a 24 to 36 foot road bed. This roadway is unclassified on the County General Plan Mobility Element Network and has no posted speed limit.

<b><u>Average Daily Traffic Volumes Approach</u></b>	<b><u>10/18</u></b>
Osborne Street	3,500 EB 2,220 WB
Hutchison Street	695 NB 1,700 SB

**Collision Data**

There have been 15 reported collisions at this intersection, 7 of which involved injury in the last 5.4 year period (04-01-13 to 9-30-18). These collisions result in an intersection accident rate of 0.94 collisions per million vehicle entering. The statewide average is 0.23 collisions per million vehicle entering for similar intersection.

# 2-B. Intersection Control

## Osborne Street & Hutchison Street





# County of San Diego

DEPARTMENT OF PUBLIC WORKS  
5510 OVERLAND AVE, SUITE 410  
SAN DIEGO, CALIFORNIA 92123-1237  
(858) 694-2212 FAX: (858) 694-3597  
Web Site: [www.sdcountry.ca.gov/dpw/](http://www.sdcountry.ca.gov/dpw/)

## COUNTY TRAFFIC ENGINEER RECOMMENDATION.

Date: January 8, 2019

Item Title: All-way stop control

Location: Hutchison Street and Osborne Street

CTE Recommendation: Install all-way stop control

*AP FOR ZAD.*

### Conditions:

- Section 2B.07 "Multi-Way Stop Applications" of the California MUTCD, provides four optional criteria that may be considered in an engineering study when evaluating an intersection of an all-way stop control.
- Guidance criteria B indicates all-way stop installation may be considered if there are five or more reported collisions in a 12-month period. The intersection of Hutchison Street and Osborne Street have reported 4 collisions in two separate 12 month periods. There have been 15 reported collisions between April 2013 and September 2018.
- Option C of section 2B.07, lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- Sight visibility is obstructed at the northwest corner of the intersection. Visibility is obstructed for motorists looking west from

Hutchison Street onto Osborne Street and looking north from Osborne Street onto Hutchison Street.

- Lines of sight can be obtained by trimming in the right of way. However, trimming alone has proved to be labor intensive for field maintenance crews and the sight distance is obstructed often.
- An all-way stop at Hutchison Street and Osborne Street is recommended to mitigate for inadequate sight distance and to reduce the number of collisions experienced at the intersection.



**VOLUME**

Hutchison St & Osborne St

Day: Tuesday  
 Date: 10/24/2017

City: Vista  
 Project #: CA17\_4319\_001

DAILY TOTALS						NB	SB					Total
						693	1,698					8,110
						EB	WB					Total
						3,497	2,222					8,110
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	1	7	3	11	12:00	5	14	38	29	86	
00:15	1	2	1	1	5	12:15	5	15	37	19	76	
00:30	0	0	3	4	7	12:30	6	12	29	25	72	
00:45	0	1	1	4	15	12:45	1	17	17	58	75	
01:00	0	2	1	0	3	13:00	4	18	37	22	81	
01:15	1	0	1	0	2	13:15	9	16	38	27	90	
01:30	1	0	1	0	2	13:30	10	17	46	35	108	
01:45	1	3	1	3	4	13:45	15	38	22	73	102	
02:00	0	2	4	2	8	14:00	12	19	52	38	121	
02:15	0	0	1	0	1	14:15	10	16	35	20	81	
02:30	0	1	1	0	2	14:30	14	26	78	52	170	
02:45	0	0	3	9	2	14:45	19	55	33	94	146	
03:00	0	0	0	0	0	15:00	16	48	81	51	196	
03:15	0	0	0	0	0	15:15	25	53	104	57	239	
03:30	0	0	2	1	3	15:30	21	76	133	73	303	
03:45	1	1	5	7	6	15:45	18	80	75	252	257	
04:00	1	1	2	2	6	16:00	26	87	106	61	280	
04:15	1	0	4	4	9	16:15	18	76	138	59	291	
04:30	2	1	12	12	27	16:30	21	77	110	47	255	
04:45	2	6	3	5	4	16:45	24	89	73	313	264	
05:00	4	0	9	11	24	17:00	16	66	111	47	240	
05:15	6	1	12	12	31	17:15	20	81	104	48	253	
05:30	2	3	19	17	41	17:30	14	64	99	51	228	
05:45	1	13	4	8	21	17:45	14	64	63	274	206	
06:00	6	9	45	40	100	18:00	15	59	80	40	194	
06:15	4	8	48	39	99	18:15	13	36	68	36	153	
06:30	10	17	45	28	100	18:30	13	16	59	37	125	
06:45	14	34	22	56	40	18:45	6	47	21	132	105	
07:00	12	14	42	38	106	19:00	7	24	43	34	108	
07:15	30	25	53	39	147	19:15	5	14	46	33	98	
07:30	26	32	33	32	123	19:30	10	11	32	26	79	
07:45	15	83	17	88	50	19:45	2	24	14	63	62	
08:00	5	15	48	33	101	20:00	2	8	23	19	52	
08:15	11	15	44	31	101	20:15	9	11	31	23	74	
08:30	12	9	42	30	93	20:30	5	13	25	13	56	
08:45	3	31	6	45	36	20:45	5	21	11	43	71	
09:00	6	13	26	24	69	21:00	4	13	36	23	76	
09:15	4	5	37	26	72	21:15	5	9	26	19	59	
09:30	5	8	28	21	62	21:30	3	5	17	12	37	
09:45	2	17	7	33	28	21:45	1	13	7	34	33	
10:00	2	13	23	19	57	22:00	2	2	18	9	31	
10:15	5	13	32	22	72	22:15	4	6	12	11	33	
10:30	5	15	32	20	72	22:30	1	3	16	12	32	
10:45	5	17	9	50	20	22:45	0	7	2	13	14	
11:00	3	7	31	20	61	23:00	0	3	8	3	14	
11:15	7	12	35	33	87	23:15	0	0	3	2	5	
11:30	11	11	23	18	63	23:30	0	4	4	4	12	
11:45	11	32	14	44	40	23:45	0	3	10	4	10	
<b>TOTALS</b>	<b>238</b>	<b>339</b>	<b>999</b>	<b>781</b>	<b>2357</b>	<b>TOTALS</b>	<b>455</b>	<b>1359</b>	<b>2498</b>	<b>1441</b>	<b>5753</b>	
<b>SPLIT %</b>	<b>10.1%</b>	<b>14.4%</b>	<b>42.4%</b>	<b>33.1%</b>	<b>29.1%</b>	<b>SPLIT %</b>	<b>7.9%</b>	<b>23.6%</b>	<b>43.4%</b>	<b>25.0%</b>	<b>70.9%</b>	

DAILY TOTALS						NB	SB					Total
						693	1,698					8,110
						EB	WB					Total
						3,497	2,222					8,110
AM Peak Hour	07:00	06:45	07:15	07:00	07:00	PM Peak Hour	15:15	15:45	15:30	15:30	15:30	
AM Pk Volume	83	93	184	155	504	PM Pk Volume	90	315	490	244	1131	
Pk Hr Factor	0.692	0.727	0.868	0.842	0.857	Pk Hr Factor	0.865	0.905	0.888	0.836	0.933	
7 - 9 Volume	114	133	348	276	871	4 - 6 Volume	153	587	865	412	2017	
7 - 9 Peak Hour	07:00	07:15	07:15	07:00	07:00	4 - 6 Peak Hour	16:00	16:00	16:15	16:00	16:00	
7 - 9 Pk Volume	83	89	184	155	504	4 - 6 Pk Volume	89	313	470	223	1090	
Pk Hr Factor	0.692	0.695	0.868	0.842	0.857	Pk Hr Factor	0.856	0.899	0.851	0.914	0.936	