

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**March 13, 2020 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

MINUTES

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

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. RADAR CERTIFICATION	GREENFIELD DR	BOSTONIA	LAKESIDE
2-B. RADAR CERTIFICATION	GREENFIELD DR	BOSTONIA	LAKESIDE
2-C. RADAR CERTIFICATION	HANSON LN	RAMONA	RAMONA
2-D. RADAR CERTIFICATION	HANSON LN	RAMONA	RAMONA
2-E. RADAR CERTIFICATION	THIRD ST/ OLD JULIAN HY	RAMONA	RAMONA
2-F. RADAR CERTIFICATION	MOUNT HELIX DR	MT HELIX	VALLE DE ORO
2-G. RADAR CERTIFICATION	WIEGHORST WAY	RANCHO SAN DIEGO	VALLE DE ORO
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. RADAR CERTIFICATION	BROOKE RD	FALLBROOK	FALLBROOK
5-B. RADAR CERTIFICATION	VIA CUATRO CAMINOS	RANCHO SANTA FE	SAN DIEGUITO
5-C. INTERSECTION CONTROL	VALLEY CENTER RD & RIDGE RANCH RD	VALLEY CENTER	VALLEY CENTER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from the El Cajon city limit (near Pioneer Way) to the El Cajon city limit (near Victor Street) (a distance of 0.59 miles) BOSTONIA (Thos. Bros. 1251-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from the El Cajon city limit (near Pioneer Way) to the El Cajon city limit (near Victor Street) is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

Existing Traffic Devices

Greenfield Road is a striped two-lane through highway with a 30 to 36 foot travelled way on a 44 to 70 feet road bed. There is a signalized intersection at Ballantyne Street. The roadway is striped with bike lane and centerline striping with intermittent left turn pockets west of Ballantyne Street and is striped a two-way left-turn lane separating both directions of travel east of Ballantyne Street to the El Cajon city limit near Victor St. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>04/12</u>	
Greenfield Drive:			
700' E/o Magnolia Bridge	12,800*	10,101	<i>*Estimated</i>
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>
	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
Greenfield Drive:			
120' W/o Greenfield Access (2020)	42.4 MPH	35-44	82.0%

Collision Data

There have been 16 reported collisions along this segment of roadway, 9 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 2.08 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit less than 45 mile per hour.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH on Greenfield Drive from El Cajon city limit (near Pioneer Way) to the El Cajon city limit (near Victor Street) in the unincorporated community of Bostonia and certifying the reduced speed limit for radar speed enforcement.

Greenfield Drive is a striped two-lane suburban Light Collector through highway that enters in and out the City of El Cajon providing access to adjacent businesses, apartment complexes, and other major thoroughfares within the City.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed survey produced an overall speed zone of 42.4 MPH which supports the existing 40 MPH speed limit. The CA MUTCD allows for an additional 5 MPH reduction in the speed limit where conditions not readily apparent to the driver are identified. The Committee noted that Greenfield Drive has experienced a higher segment collision rate over a three-year period when compared to the statewide average for similar roadways (2.08 vs. 1.80 collisions per million vehicle miles). The CHP Oceanside representative commented that the adjacent segments within the City of El Cajon, on either side of this segment of Greenfield Drive, are both certified 35 MPH and that with the higher than average collision rate a lower speed may be appropriate. The representative from CHP El Cajon supported the lower speed limit. The Committee supported reducing the speed limit to 35 MPH and certifying it for radar enforcement.

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

The Lakeside Community Planning Group was provided the opportunity to review this item and the Planning Group Mobility Chair present at the meeting expressed support for the 35 MPH speed limit as the currently posted speed was difficult for drivers to recognize the change in speed limits.

Recommendation

The Committee recommends reducing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Greenfield Drive from El Cajon city limit (near Pioneer Way) to the El Cajon city limit (near Victor Street) in the unincorporated community of Bostonia.

Motion: Smale

Second: Gonsalves

Yes-11, No-0, Abstain-0, Vacant-0, Absent-4

Necessary Board Action

Amend Section 72.169.17. of Division 2, Title 7 of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from the El Cajon city limit (near Mollison Avenue) to the El Cajon city limit (near Second Street) (a distance of 0.75 miles) BOSTONIA (Thos. Bros. 1251-H3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from the El Cajon city limit (near Mollison Avenue) to the El Cajon city limit (near Second Street) is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 35 MPH speed limit.

Existing Traffic Devices

Greenfield Road is a striped two-lane through highway with a 26 to 30 foot travelled way on a 32 to 64 foot road bed. There is a signalized intersection at First Street. The roadway is striped with bike lane and centerline striping with intermittent parking lanes along the roadway. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>03/13</u>	
Greenfield Drive:			
W/o Oro Street	13,660*	11,110	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Greenfield Drive:				
100' W/o Oro Street	(2020)	36.4 MPH	28-37	83.0%
	(2013)	39.5 MPH	30-39	69.0%

Collision Data

There have been 51 reported collisions along this segment of roadway, 29 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 4.56 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit less than 45 mile per hour.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Greenfield Drive from El Cajon city limit (near Mollison Av) to El Cajon city limit (near Second Street) in the unincorporated community of Bostonia.

Greenfield Drive is a striped two-lane suburban Light Collector through highway that enters in and out the City of El Cajon providing access to adjacent businesses, neighborhoods, and other major thoroughfares within the City.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed survey produced an overall speed zone of 36.4 MPH which supports the existing 35 MPH speed limit. The representative from CHP El Cajon recommended keeping the segment at 35 MPH as people may not notice a change in speed limits due to adjacent segments within the city remaining at 35 MPH. The representative for CHP Oceanside discussed the possibility of lowering the speed limit as the area acted more like a commercial district. The Caltrans representative referred to the higher than average collision rate (4.56 vs. 1.80) as a reason to lower the speed limit to 30 MPH. The County Traffic Engineer suggested that a 35 MPH speed limit can be recommended to maintain uniformity with the adjacent certified segments within the City of El Cajon. The Traffic Engineer also recommended an operational review of the roadway to address the high number of collisions, a majority of which are for turning violations. The Committee supported recertification for the continued radar speed enforcement of the existing 35 MPH speed limit.

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

The Lakeside Community Planning Group was provided the opportunity to review this item and the Planning Group Mobility Chair present noted that this segment of roadway has several ingresses and egresses and recommended improving sight distance at driveways along the segment.

Recommendation

The Committee recommends certification of the existing 35 MPH speed limit for radar enforcement on Greenfield Drive from El Cajon city limit (near Mollison Av) to El Cajon city limit (near Second Street) in the unincorporated community of Bostonia.

Motion: Gonsalves

Second: O'Boyle

Vote: yes-10, no-0, abstain-1, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Hanson Lane from Ramona Street to San Vicente Road (a distance of 0.75 miles) RAMONA (Thos. Bros. 1172-F1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Hanson Lane from Ramona Street to San Vicente Road is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

Existing Traffic Devices

Hanson Lane is a striped three-lane through highway with a 24 foot travelled way on a 44 to 64 foot road bed. There is a signalized intersection at San Vicente Road. The roadway is striped with bike lane, intermittent parking lane, and a two-way left-turn lane separating both directions of travel. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>03/02</u>	
Hanson Lane: W/o San Vicente	6,230*	5,208	<i>*Estimated</i>

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hanson Lane: At School Daze Lane (2020)	45.3 MPH	36-45	69.0%

Collision Data

There have been 10 reported collisions along this segment of roadway, 6 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 1.96 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit less than 45 mile per hour.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Hanson Lane from Ramona Street to San Vicente Road in the unincorporated community of Ramona.

This segment of Hanson Lane is a striped three-lane suburban Light Collector through highway that provides access to three Ramona schools and nearby local residential roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed survey produced an overall speed zone of 45.3 MPH which supports an increased 45 MPH speed limit. The CA MUTCD allows for an additional 5 MPH reduction in the speed limit where conditions not readily apparent to the driver are identified. The Committee noted that Hanson Lane has experienced a higher segment collision rate over a three-year period when compared to the statewide average for similar roadways (1.96 vs. 1.80 collisions per million vehicle miles). The Committee also noted that this short segment includes three school zones. The Committee supported recertification for the continued radar speed enforcement of the existing 40 MPH speed limit.

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

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

Recommendation

The Committee recommends certification of the existing 40 MPH speed limit for radar enforcement on Hanson Lane from Ramona Street to San Vicente Road in the unincorporated community of Ramona.

Motion: Hadley

Second: Czoberek

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Hanson Lane from San Vicente Road to Wilson Road (a distance of 1.25 miles) RAMONA (Thos. Bros. 1172-G1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Hanson Lane from San Vicente Road to Wilson Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

Existing Traffic Devices

Hanson Lane is a striped two-lane through highway with a 24 foot travelled way on a 30 to 40 feet road bed. There is a signalized intersection at San Vicente Road. The roadway is striped with bike lane and passing and no passing centerlines. The road is classified as a Minor Collector on the County General Plan Mobility Element Network. The road is posted 45 MPH.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>10/15</u>	
Hanson Lane:			
W/o Ashley Road	5,250*	4,618	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Hanson Lane:				
150' E/o Barnett Road	(2020)	50.5 MPH	40-49	60.0%
	(2013)	48.1 MPH	37-46	63.7%
300' W/o Keyes Road	(2020)	48.5 MPH	38-47	66.0%
Speed Zone	(2020)	49.5 MPH	39-48	63.0%

Collision Data

There have been 11 reported collisions along this segment of roadway, 4 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 1.53 collisions per million vehicle miles. The statewide average

is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 to 55 miles per hour.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Hanson Lane from San Vicente Road to Wilson Road in the unincorporated community of Ramona.

This segment of Hanson Lane is a striped two-lane suburban Minor Collector through highway that provides direct access to several rural properties and local residential and collector roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (50.5 MPH & 48.5 MPH) produced an overall speed zone of 49.5 MPH which supports the existing 45 MPH speed limit.

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

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

Recommendation

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Hanson Lane from San Vicente Road to Wilson Road in the unincorporated community of Ramona.

Motion: Smale

Second: O'Boyle

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Third Street/Old Julian Highway from State Route 78 to a point 2,700 feet east of Keyes Road (a distance of 1.3 miles) RAMONA (Thos. Bros. 1152-H5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Third Street/Old Julian Highway from State Route 78 to a point 2,700 feet east of Keyes Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

Existing Traffic Devices

Third Street is a striped two-lane through highway with a 24 foot travelled way on a 28 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is a speed advisory curve and flashing beacon as the roadway changes names to Old Julian Highway. Third Street is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Old Julian Highway is a striped two-lane through highway with a 24 foot travelled way on a 28 to 38 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is a speed advisory curve and flashing beacon as the roadway changes names from Third St . Old Julian Highway is classified as a Light Collector, west of Keyes Road, and a Community Collector, east of Keyes Road, on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>03/13</u>	
Third Street:			
N/o D Street	7,310*	5,940	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Third Street:				
At G Street	(2020)	47.9 MPH	40-49	73.0%
	(2013)	49.3 MPH	40-49	70.7%
Old Julian Highway:				
240' E/o Keyes Road	(2020)	48.5 MPH	40-49	78.0%

Speed Zone	(2020)	48.2 MPH	40-49	75.5%
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Collision Data

There have been 21 reported collisions along this segment of roadway, 5 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 2.02 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 to 55 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Third Street/Old Julian Highway from State Route 78 to a point 2,700 feet east of Keyes Road in the unincorporated community of Ramona.

This segment of Third Street/Old Julian Highway is a striped two-lane suburban Light Collector through highway that provides direct access to several residential properties and local residential and collector roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (47.9 MPH & 48.5 MPH) produced an overall speed zone of 48.2 MPH which supports the existing 45 MPH speed limit.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Third Street/Old Julian Highway meets the CHP's criteria for radar speed enforcement.

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

Recommendation

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Third Street/Old Julian Highway from State Route 78 to a point 2,700 feet east of Keyes Road in the unincorporated community of Ramona.

Motion: Smale

Second: O'Boyle

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Mount Helix Drive from and to Vivera Drive (a distance of 1.32 miles) MOUNT HELIX (Thos. Bros. 1271-D2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mount Helix Drive from and to Vivera Drive is posted 25 MPH. Preliminary review of prevailing speeds and roadway conditions could support a speed limit reduction to 20 MPH with certification for radar enforcement.

Existing Traffic Devices

Mount Helix Drive is a one-lane local roadway with a 12 to 16 foot travelled way on a 14 to 26 foot road bed. The roadway is striped as one way with white and yellow edgeline along almost its entirety, with the portion of roadway surrounding the park marked with a no passing centerline and fire lanes. The roadway has a 20 MPH speed advisory curve and a height advisory sign. There is an all-way stop control at the entrance to the Mt Helix Park & Nature Theatre gates. There are bollards, object markers and rubber berms along the roadway. Mount Helix Drive is unclassified on the County General Plan Mobility Element Network. The roadway is posted 25 MPH.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>10/13</u>	
Mt Helix Drive:			
250' S/o Vivera Drive	684*	566	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mount Helix Drive:				
850' E/o Halo Circle	(2020)	29.2 MPH	20-29	84.0%
850' W/o Halo Circle	(2020)	20.2 MPH	15-24	100%
Speed Zone	(2020)	24.7 MPH	18-27	92.0%

Collision Data

There have been 9 reported collisions, 4 of which involved injury, along this segment of

roadway in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 9.13 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit less than 45 mile per hour.

Discussion

This item is a review to certify a posted speed limit for radar enforcement that was requested by the Mount Helix Park Foundation. The TAC recommends reducing the existing 25 MPH speed limit to 20 MPH on Mount Helix Drive from and to Vivera Drive in the unincorporated community of Mount Helix and certifying the reduced speed limit for radar speed enforcement.

This segment of Mount Helix Drive is a striped one-way one-lane suburban local roadway that provides direct access to residential driveways, some local residential roadways, and the Mount Helix Park & Nature Theatre.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (29.2 MPH & 20.2 MPH) produced an overall speed zone of 24.7 MPH which supports a reduced 20 MPH speed limit. The California Vehicle Code authorizes “a local agency to determine upon a basis of an Engineering and Traffic Survey that the prima facie speed limit of 25 MPH on a street not exceeding 25 feet in width is more than reasonable or safe, the local agency determine a prima facie speed limit of 20 or 15 mph, whichever is the most appropriate and is reasonable and safe”. A representative of the Mount Helix Park Foundation noted that the roadway experiences high levels of pedestrian activity due to the presence of the park. She also noted that many visitors to the park speed, hitting the rock wall present along the entirety of the roadway. The County Traffic Engineer noted that although Mount Helix Drive has a low traffic volume, it has experienced a higher segment collision rate over a three-year period when compared to the statewide average for similar roadways (9.13 vs. 1.80 collisions per million vehicle miles). The representative from CHP El Cajon supported the 20 MPH speed limit. The Committee also discussed the possibility of keeping the 25 MPH speed limit east of Halo Circle and setting a 15 MPH speed limit to the west. Ultimately, the Committee supported reducing the segment speed limit to 20 MPH and certifying it for radar enforcement.

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

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

Recommendation

The Committee establishing a 20 MPH speed limit on Mount Helix Drive from and to Vivera Drive in the unincorporated community of Mount Helix and certifying it for radar

enforcement.

Motion: Ouadah

Second: Wellhouser

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Section 72.172.36. of Division 2, Title 7 of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 2-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Wieghorst Way from Fury Lane to Calle Albara (0.60 miles) RANCHO SAN DIEGO (Thos. Bros. 1271-14)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Wieghorst Way from Fury Lane easterly to Calle Albara is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support a speed limit reduction to 45 MPH with certification for radar enforcement.

Existing Traffic Devices

Wieghorst Way is a striped four-lane divided through highway with a 50 foot travelled way on a 60 feet road bed. There is an all-way stop intersection at Calle Simpson. The roadway is striped with bike lane. The roadway is divided with a planted median separating both directions of travel. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 50 MPH.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>04/18</u>	
Wieghorst Way			
200' E/o Fury Lane	8,950*	8,460	*Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Wieghorst Way				
920' N/o Calle Simpson	(2020)	46.6 MPH	36-45	67.0%
at Calle Simpson	(2018)	52.2 MPH	43-52	75.0%
	(2011)	52.1 MPH	44-53	78.0%

Collision Data

There have been 2 reported collisions along this segment of roadway, none of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 0.34 collisions per million vehicle miles. The statewide average is 1.42 collisions per million vehicle miles for similar suburban divided 4 lanes with speeds less than or equal to 55 MPH.

Discussion

This item is a review to recertify the existing posted speed limit for radar enforcement and was requested by DPW staff after the recent installation of an all-way stop at the intersection of Wieghorst Way and Calle Simpson. The TAC recommends reducing the existing 50 MPH speed limit to 45 MPH on Wieghorst Way from Fury Lane to Calle Albara in the unincorporated community of Rancho San Diego and certifying the reduced speed limit for radar speed enforcement.

This segment of Wieghorst Way is a striped divided four-lane suburban, through highway that provides access to local residential roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed survey produced an overall speed zone of 46.6 MPH which supports a reduced 45 MPH speed limit. The Committee supported reducing the speed limit to 45 MPH and certifying it for radar enforcement.

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

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

Recommendation

The Committee recommends reducing the existing 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Wieghorst Way from Fury Lane to Calle Albara in the unincorporated community of Rancho San Diego.

Motion: Bartley

Second: Gonsalves

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Section 72.169.22.5. of Division 2, Title 7 of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Brooke Road from Winter Haven Road to Stage Coach Lane (a distance of 0.68 miles) Fallbrook (Thos. Bros. 1027-J5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Brooke Road from Winter Haven Road to Stage Coach Lane is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

Existing Traffic Devices

Brooke Road is a striped two-lane through highway with a 24 foot travelled way on a 26 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There are tractor advisory signs and intersection advisory signs posted near the southern end of the roadway segment. Brooke Road is unclassified on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>04/13</u>	
Brooke Road:			
S/o Stage Coach Lane	5,400*	2,800	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Brooke Road:				
70' N/o Rancho Mia	(2020)	49.5 MPH	40-49	70.0%
	(2013)	49.1 MPH	40-49	67.6%

Collision Data

There have been 8 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 2.00 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 to 55 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Brooke Road from Winter Haven Road to Stage Coach Lane in the unincorporated community of Fallbrook.

Brooke Road is a striped two-lane suburban through highway that provides access to several residential roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed survey produced an overall speed zone of 49.5 MPH which supports the existing 45 MPH speed limit.

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

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

Recommendation

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Brooke Road from Winter Haven Road to Stage Coach Lane in the unincorporated community of Fallbrook.

Motion: Smale

Second: O'Boyle

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Via Cuatro Caminos from Del Dios Highway to End (a distance of 0.67 miles) RANCHO SANTA FE (Thos. Bros. 1168-G1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Via Cuatro Caminos from Del Dios Highway to End is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support a speed limit reduction to 30 MPH with certification for radar enforcement.

Existing Traffic Devices

Via Cuatro Caminos is a two-lane local roadway with a 24 foot travelled way on a 36 foot road bed. There intersection advisory signs posted along the roadway segment. Via Cuatro Caminos is unclassified on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>03/20</u>	<u>10/13</u>	
Via Cuatro Caminos:			
N/o Siete Leguas	1,000*	840	<i>*Estimated</i>

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Via Cuatro Caminos:				
100' S/o Siete Leguas	(2020)	33.3 MPH	22-31	73.0%
	(2013)	35.0 MPH	28-37	74.0%
@ La Soldadera	(2020)	32.2 MPH	24-33	72.0%
Speed Zone	(2020)	32.8 MPH	23-32	72.5%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (10-01-16 to 09-30-19).

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Via Cuatro Caminos from Del Dios Highway to the end in the unincorporated community of Rancho Santa Fe.

Via Cuatro Caminos is a two-lane suburban through highway that provides access to several residential roadways.

The CA MUTCD stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (33.3 MPH & 32.2 MPH) produced an overall speed zone of 32.8 MPH which supports the existing 35 MPH speed limit.

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

The San Dieguito Community Planning Group was provided the opportunity to review this item and provided support for the existing 35 MPH speed limit.

Recommendation

The Committee recommends recertification of the existing 35 MPH speed limit for radar enforcement on Via Cuatro Caminos from Del Dios Highway to the end in the unincorporated community of Rancho Santa Fe.

Motion: Smale

Second: O'Boyle

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 13, 2020 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Valley Center Road & Ridge Ranch Road, VALLEY CENTER (Thos. Bros. 1090 E6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Signal Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Valley Center Road & Ridge Ranch Road has been identified by Traffic Engineering as meeting Warrant 6, Coordinated Signal System, of the nine traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 4C.01, therefore a traffic control signal should be considered.

Existing Traffic Devices

Valley Center Road is a striped four-lane divided Through Highway with marked centerline bike lane. The road runs north/south and has a 64-foot travelled way on a 76-foot roadbed. The roadway is classified as a Major Road on the County General Plan Mobility Element Network and has a posted 60 MPH speed limit.

Ridge Ranch Road is a striped two-lane private roadway. The road runs east/west and has a 24-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Ridge Ranch Road is stop controlled at Valley Center Road.

<u>Average Daily Traffic Volumes</u>	<u>12/19</u>	<u>05/15</u>	<u>12/12</u>
Valley Center Road:			
N/o Ridge Ranch Road	13,556 SB	12,636 SB	12,367 SB
S/o Ridge Ranch Road	13,851 NB	12,898 NB	12,466 NB
Ridge Ranch Road:			
E/o Valley Center Road	156 WB	169 WB	235 WB

Collision Data

There has been 1 reported collision at this intersection, not involving an injury, within a past 3-year period (10-01-16 to 09-30-19). This collision resulted in an intersection accident rate of 0.03 collisions per million vehicles entering the intersection. The statewide average is 0.16 for similar stop controlled rural tee intersections.

Discussion

This item is a review for additional intersectional control and was requested by area residents. The TAC recommends the intersection of Valley Center Road & Ridge Ranch Road in the community of Valley Center be placed on the County's Traffic Signal List for design and construction.

Valley Center Road is a striped four-lane Major Road and serves regional travel between Escondido and Valley Center with high traffic volumes and intersecting residential roads/neighborhoods. It has two travel lanes in each direction, bike lane, and a posted 60 MPH speed limit. There is a two-way left turn lane separating the two directions of travel north of Ridge Ranch Road and a concrete barrier separating the two directions of travel south of Ridge Ranch Road.

Ridge Ranch Road is a two-lane private roadway and provides access to the private gated community of Ridge Ranch. The private road has a no striping or signage between the gate of the private community and Valley Center Road. Ridge Ranch Road intersects Valley Center Road at a three-way tee intersection and is stop controlled for the private road in the westbound stem of the tee.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 6, "Coordinated Signal System" of the CA MUTCD where traffic conditions are such that adjacent traffic control signals do not provide the necessary degree of platooning and the proposed signal and adjacent signals will collectively provide a progressive operation.

The Valley Center Planning Group Mobility Committee Chair attended the meeting and suggested that Warrant 6 is not a safety warrant and mentioned that a traffic control signal may give turning traffic a false sense of security. She suggested that a roundabout be considered to slow traffic and provide for proper allocation of right-of-way.

Residents attended the meeting and mentioned that with the high speeds along Valley Center Road, in excess of 60 MPH, and the future increase of vehicles along Valley Center Road due to increased development, the number of vehicle gaps for turning traffic onto both roads will decrease. Residents also brought concerns regarding the sight distance for turning traffic onto Valley Center Road as a safety concern.

DPW representatives explained that there are three existing traffic signals within the two-mile corridor in the south village and that there are two more traffic signals conditioned for installation as part of the private development projects currently under construction. The traffic signal further south of Ridge Ranch Road on Valley Center Road is in the City of Escondido and is more than one-half mile away from the Ridge Ranch intersection. A traffic signal at Ridge Ranch Road would operate as a gateway to create a platoon of traffic to navigate through the south village and enhance traffic operations through the village.

The County Traffic Engineer explained that only one of the nine warrants are necessary

to justify signal installation as all are weighted the same, and that warrants are based on a traffic engineers' analysis. He also noted that roundabouts can be costly and take too much time to implement and would require significant additional mountainous right-of-way. He also noted that while the intersection meets corner sight distance requirements, sight distance is based on an average person's reaction time and may not be reasonable for older or impaired drivers.

The Caltrans representative noted that cars may still have a long wait to turn onto Ridge Ranch Road. He also noted that installation of a signal may lead to the creation of additional safety issues, including possible rear end collisions, and decreased turning safety.

The representative from CHP Oceanside agreed with the assessment of the Caltrans representative.

The County Traffic Engineer noted that these concerns can be mitigated with properly posted advance warning signs with flashing beacons approaching any signal. He also explained that the signal would include an all-red signal phase and would avoid undue delays for through traffic along Valley Center Road.

The Committee supported placing the signal on the County's Traffic Signal List for design and install.

The Valley Center Community Planning Group was provided the opportunity to review this item and the Planning Group Mobility Chair attended the meeting and provided comments.

Recommendation

The Committee recommends the intersection of Valley Center Road & Ridge Ranch Road in the community of Valley Center be placed on the County's Traffic Signal List for design and construction.

Motion: Ouadah

Second: Nissen

Yes-7, No-2, Abstain-2, Vacant-0, Absent-4

Necessary Board Action

Adopt the Committee's recommendations.