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

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 Sheriffs
Department

July 14, 2021

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the July 23, 2021 meeting of the Traffic Advisory Committee (TAC).

Social distancing is currently mandatory due to the COVID-19 pandemic. This TAC meeting on July 23, 2021, will be conducted with a virtual meeting platform option. Please use this link below to join the meeting:

Join on your computer or mobile app

Click here to join the meeting

Or call in (audio only)

<u>+1 619-343-2539,,858464643#</u> United States, San Diego

Phone Conference ID: 858 464 643# Find a local number | Learn More

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

July 23, 2021 ~ 9:00 AM

5510 Overland Ave, Room 271 San Diego CA, 92123

AGENDA

I.

II.

III.

Call to Order / Roll Call

Pledge of Allegiance Approval of Minutes

IV.	Items for Review		
SUBJ	ECT	LOCATION	AREA/ PLANNING/SPONSOR GROUP
SUPE	RVISORIAL DISTRICT 2		
2-A.	RADAR	AURORA DRIVE	LAKESIDE/
	CERTIFICATION	LOS COCHES RD TO HIGHWAY 8 BUSINESS	LAKESIDE CPG
2-B.	RADAR	OLDE HIGHWAY 80	FLINN SPRINGS/
	CERTIFICATION	LAKE JENNINGS PARK RD TO DUNBAR LN	LAKESIDE CPG
2-C.	RADAR	AUSTIN DRIVE	SPRING VALLEY/
	CERTIFICATION	MONTEMAR DR TO SWEETWATER SPRINGS BL	SPRING VALLEY CPG
2-D.	RADAR	AUSTIN DRIVE	SPRING VALLEY/
	CERTIFICATION	SWEETWATER SPRINGS BL TO CALAVO DR	SPRING VALLEY CPG
2-E.	INTERSECTION CONTROL	KEMPTON STREET & SAINT GEORGE STREET	LA PRESA/ SPRING VALLEY CPG
2-F.	INTERSECTION CONTROL	GILLESPIE DRIVE & SAINT GEORGE STREET	LA PRESA/ SPRING VALLEY CPG
SUPE	RVIORIAL DISTRICT 5		
5-A.	RADAR	RANCHO SANTA FE RD/LA BAJADA/LOS MORROS	RANCHO SANTA FE/
	CERTIFICATION	ENCINITAS CITY LIMIT TO LA GRANADA	SAN DIEGUITO CPG
5-B.	RADAR	PARADISE MOUNTAIN ROAD	VALLEY CENTER/
	CERTIFICATION	N LAKE WOHLFORD RD TO END OF CMR	VALLEY CENTER CPG

2-A. Radar Certification Aurora Drive Los Coches Road to Highway 8 Business (0.63 mi)



COMMITTEE REPORT OF: July 23, 2021 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Aurora Drive from Los Coches Road to Highway 8

Business (a distance of 0.63 miles) LAKESIDE (Thos.

Bros. 1232-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Aurora Drive from Los Coches Road to Highway 8 Business is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Aurora Drive is a striped two-lane roadway with a 24 to 30 foot travelled way and road bed. The roadway is striped with a no passing centerline. Aurora Drive is unclassified on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	<u>05/21</u>	<u>07/14</u>	
Aurora Drive: 100' W/o Medill Avenue	1,320*	1,070	*Estimate
Speed Data	85th Percentile	10 MPH Pace	% in Pace
Aurora Drive:	Ciccinno	<u>1 acc</u>	1 400
580' S/o Los Coches Road (2021)	41.8 MPH	34-43	75.0%
100' W/o Medill Avenue (2014)	44.0 MPH	35-44	80.0%

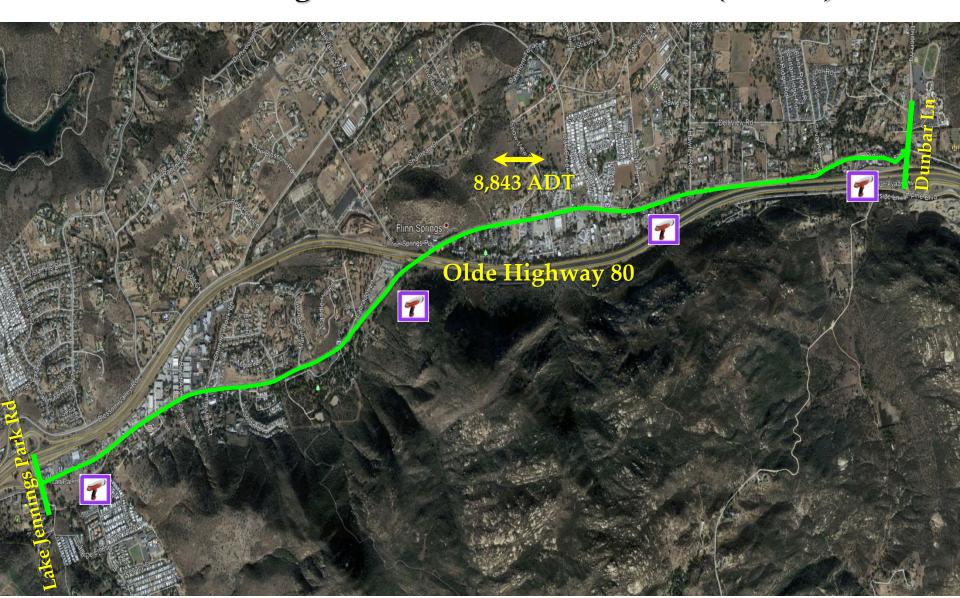
Collision Data

There have been 2 reported collisions along this segment of roadway, none of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 2.28 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.



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Road Na	ame:	Aurora D	Or		From:	Los Coch	ies Rd			То:	Hwy 8	3 Busine	SS	
Position) :	580 ft S/	O Los	Coche	s Rd					Directio	n: NB/SI	3		
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Total	100						7-1.0							

2-B. Radar Certification Olde Highway 80 Lake Jennings Park Road to Dunbar Lane (3.81 mi)



COMMITTEE REPORT OF: July 23, 2021 Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Olde Highway 80 from Lake Jennings Park Road to

Dunbar Lane (a distance of 3.81 miles) FLINN

SPRINGS (Thos. Bros. 1232-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Olde Highway 80 from Lake Jennings Park Road to Dunbar Lane is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 50 MPH speed limit.

Existing Traffic Devices

480' E/o Silva Road

Olde Highway 80 is a striped two-lane through highway with a 36 foot travelled way on a 36 to 70 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and bike lanes. Olde Highway 80 is classified as a Major Road/Light Collector on the County General Plan Mobility Element Network. The roadway is posted 50 MPH/Radar Enforced.

Average Daily Traffic Volume Olde Highway 80:	<u>nes</u>	<u>05/21</u>	<u>08/13</u>	
370' E/o Pecan Park Lane 780' W/o Hawley Road	(east leg)	12,339 5,628	11,550 5,950	
Speed Data Olde Highway 80:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
370' E/o Pecan Park Lane	(2021) (2013)	50.2 MPH 51.0 MPH	42-51 42-51	73.0% 69.0%
980' W/o Flinn Springs Rd	(2021) (2013)	54.1 MPH 55.9 MPH	46-55 46-55	76.0% 74.0%
780' W/o Hawley Road	(2021) (2013)	52.6 MPH 52.0 MPH	44-53 44-53	63.0% 68.0%

(2021) 51.2 MPH 42-51 71.0%

Speed Zone	(2021)	52.0 MPH	44-53	70.7%
	(2013)	53.0 MPH	44-53	70.3%

Collision Data

There have been 76 reported collisions along this segment of roadway, 38 of which involved injury, 4 of which involved fatality, in a 3 year period (02-01-2018 to 01-31-2021). These collisions result in a segment accident rate of 2.03 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds 45 to 55 MPH.

VOLUME

Olde Hwy 80 370' E/O Pecan Park Ln

Day: Tuesday Date: 5/18/2021

City: El Cajon
Project #: CA21_040084_018

	DAILY TOTALS	S		NB		SB		EB	WB						To	otal
	DAILT TOTAL			0		0		6,276	6,063						12,	.339
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00:45		4	27	4	22	8	49	12:45			101	433	105	405	206	838
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04:30		7		8		15		16:30			125		122		247	
04:45		13	32	16	45	29	77	16:45			124	528	106	485	230	1013
05:00		15		22		37		17:00			124		140		264	
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VOLUME

Olde Hwy 80 780' W/O Hawley Rd

City: El Cajon

Project #: CA21 040084 019

Day: Tuesday **Date:** 5/18/2021



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Road Na	me:	Olde Hig	hway	/ 80	From:	Lake Jeni	nings Park	Rd	To) :	Dunba	ar Ln		
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70 Total	587		9!	5th Pero	centile		58.4						

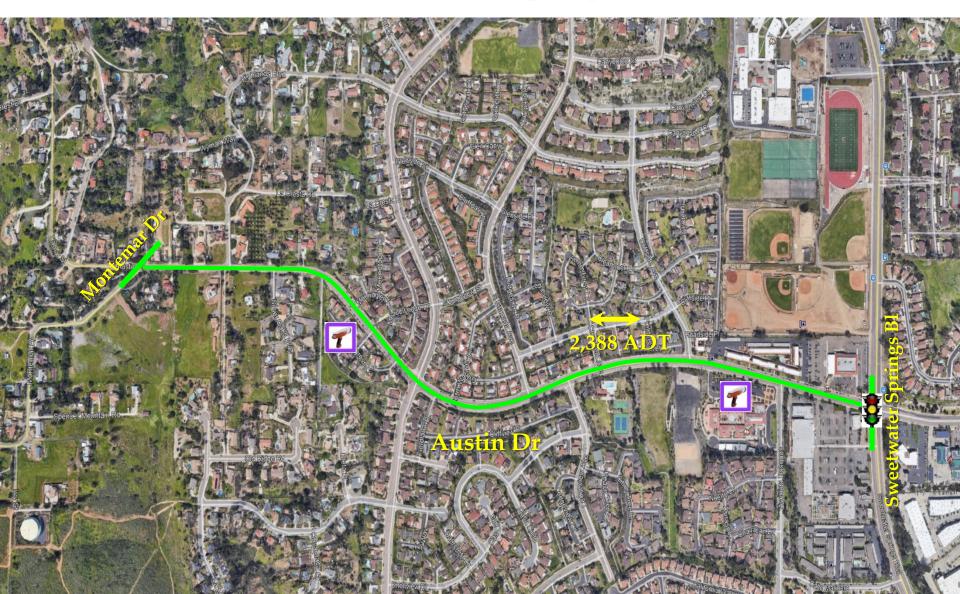


Road Na	ame:	Olde Hig	hway	80	From:	Lake Jer	ınings Paı	rk Rd		То:		Dunba	r Ln		
Position	:	780' W/d	o Haw	ley Rd	L					Directi	on:	EB/WB	1		
Date:		5/18/202	21		Weathe	r:	Clea	ır		Project	Numl	oer:	21-0	40085-02	28
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Time En	d:	1:15 PM			Posted S	Speed:	50 N	ЛРН		Calibra	tion T	est:	Υ		
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50 51	34 31	68.8% 76.6%		10%	+										
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53	22	87.0%			0	10	20	30	40)	50	60		70	80
54 55	17 8	91.3% 93.3%						9	Speed (n	nph)					-
56	5	94.5%			Data Plot				th Perce				_ <u>85</u> +h	Percenti	ام
57 58	7	95.0% 96.8%											05111	· Crcciiti	
59	8	98.8%		<u> </u>	90th Perc	entile		 95	th Perce	ntile					
60	3	99.5%						ΠΔΤΔ	ANALYS	IS					
61 62	1	99.8% 100.0%							I		- 1				
63		100.070	A۱	verage :	Speed		47.5		1	Range			30	- 62	
64			50	th Perc	entile		47.5		10 r	nph Pac	e		44	- 53	
65 66				oth Perc			52.6			ber in Pa	-			253	
67 68															
69 70				th Perc			53.7		Perce	ent in Pa	ice			63%	
Total	401		95	th Perc	entile		57.0								



The same	DCCCLL													
Road Na	me:	Olde Hig	shway	/ 80	From:	Lake Jer	nings Park	Rd	To:		Dunba	r Ln		
Position	:	480' E/c	Silva	a Rd					Dire	ection:	EB/WB	3		
Date:		5/18/20	21		Weathe	r:	Clear		Proj	ject Num	ber:	21-04	0085-02	27
Time Sta	art:	9:00 AM			Road Co	ndition:	Dry		Obs	erver:		Contr	actor	
Time En	d:	11:00 AN	M		Posted S	Speed:	50 MI	PH	Cali	bration 1	Test:	Υ		
Speed	Num.	Cum.			I			Num	ber of Vehicl	•				
(mph) 15	Veh.	Pct.			0	5	10			es 0	25	3	0	35
16				15	+				+					
17 18			ł	20	3									
19														
20				25	=									
21			_	30	<u></u>									
23			þ	35										
24			Speed (mph)	40										
25			þa										_	
26 27			be	45										
28			S	50										
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30 31				60										
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33				65	3									
34	3	1.1%		70	3									
35 36	2	1.3% 1.9%												
37	4	2.9%		100%	1								_	
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39 40	7 13	5.9% 9.4%		80%										
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51	20	83.7%												
52 53	25 16	90.4% 94.7%		0%	1	10	20	20	40	F.0			70	
54	9	97.1%			0	10	20	30	40	50	60)	70	80
55	4	98.1%						9	Speed (mph)					•
56	2	98.7%			Data Plot		_	— 50t	th Percentile			-85th P	ercentil	e
57 58	2	98.9% 99.5%				ontile								
59					90th Perc	entile		95	th Percentile					
60		100.00/						DATA	ANALYSIS					
61 62	2	100.0%	-								Ī			
63			A ¹	verage	Speed	<u> </u>	46.6		Rang	e		32	- 61	
64			50	Oth Pero	centile		46.2		10 mph	Pace		42	- 51	
65 66														
67			85	5th Pero	centile	<u></u>	51.2		Number ii	n Pace		2	65	
68			90	Oth Pero	centile		51.9		Percent ir	n Pace		7	1%	
69 70									. 5. 55.116 11					
Total	374		95	5th Pero	centile		53.1							

2-C. Radar Certification Austin Drive Montemar Drive to Sweetwater Springs Boulevard (1.09 mi)



COMMITTEE REPORT OF: July 23, 2021 Item <u>2-C</u>

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Austin Drive from Montemar Drive to Sweetwater

Springs Boulevard (a distance of 1.09 miles) SPRING

VALLEY (Thos. Bros. 1271-C7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Austin Drive from Montemar Drive to Sweetwater Springs Boulevard is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Austin Drive is a striped two-lane divided through highway with a 36 foot travelled way on a 36 to 70 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and bike lanes. There is a marked school zone on the segment and an uncontrolled school crosswalk with flashing beacons on a mast arm at the intersection of Avenida Bosque. All-way stop controls are located at the intersection with South Barcelona Street. Austin Drive from Barcelona Street to Sweetwater Springs Boulevard is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volume Austin Drive:	<u>nes</u>	<u>05/21</u>	<u>11/13</u>	
At Highlands Boulevard		2,388	2,350	
Speed Data Austin Drive:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
300' W/o Avenida Bosques	(2021)	47.4 MPH	37-46	65.0%
	(2014)	44.2 MPH	35-44	71.0%
600' W/o S Barcelona St	(2021)	39.5 MPH	32-41	80.0%
	(2014)	38.6 MPH	31-40	79.0%
Speed Zone	(2021)	43.5 MPH	35-44	72.5%
	(2013)	41.4 MPH	33-42	75.0%

Collision Data

There have been 14 reported collisions along this segment of roadway, 6 of which involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 4.93 collisions per million vehicle miles. The statewide average is 1.6 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.

VOLUME

Austin Dr & Highlands Blvd

 Day: Thursday
 City: Spring Valley

 Date: 5/20/2021
 Project #: CA21_040084_003

	DAILY	TOTALS		_	NB		SB		EB	WB						To	otal
	DAILI	IUIALS		_	0		0		1,102	1,286						2,	388
AM Period	NB	SB	ЕВ		WB		TC	TAL	PM Period	NB	SB	ЕВ		WB		ΤO	TAL
00:00	ND	30	1		1		2	/IAL	12:00	ND	30	16		23		39	17-12
00:15			0		2		2		12:15			20		17		37	
00:30			2		0		2		12:30			16		21		37	
00:45			1	4	2	5	3	9	12:45			11	63	12	73	23	136
01:00			0		0		0		13:00			10		20		30	
01:15			0		1		1		13:15			26		20		46	
01:30 01:45			3 2	5	1 1	3	4 3	8	13:30 13:45			20 23	79	24 22	86	44 45	165
02:00			0	3	1	3	1	0	14:00			39	79	24	00	63	105
02:15			0		0		0		14:15			32		54		86	
02:30			1		0		1		14:30			21		30		51	
02:45			0	1	0	1	0	2	14:45			22	114	29	137	51	251
03:00			0		0		0		15:00			20		24		44	
03:15			0		1		1		15:15			28		30		58	
03:30 03:45			0		1 0	2	1 0	2	15:30 15:45			16 18	02	25 26	10E	41 44	187
04:00			2		0		2		16:00			28	82	31	105	59	107
04:15			0		1		1		16:15			23		28		51	
04:30			2		2		4		16:30			26		24		50	
04:45			0	4	0	3	0	7	16:45			19	96	29	112	48	208
05:00			2		0		2		17:00	<u> </u>		17		21		38	
05:15			4		2		6		17:15			12		40		52	
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05:45 06:00			<u>6</u> 3	15	3	6	4	21	18:00			18 10	67	23 16	112	41 26	179
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07:15			19		11		30		19:15			5		19		24	
07:30 07:45			68 68	171	40 49	107	108 117	278	19:30 19:45			7 7	30	6 16	60	13 23	90
08:00			21	1/1	34	107	55	2/6	20:00			15	30	11	00	26	90
08:15			20		16		36		20:15			10		9		19	
08:30			23		20		43		20:30			4		10		14	
08:45			22	86	20	90	42	176	20:45			7	36	10	40	17	76
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09:15			5		12		17		21:15 21:30			6		5		11	
09:30 09:45			16 15	47	13 10	49	29 25	96	21:45			3 0	14	7 4	26	10 4	40
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10:15			11		22		33		22:15			3		3		6	
10:30			16		23		39		22:30			2		3		5	
10:45			15	52	15	73	30	125	22:45			1	8	3	14	4	22
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TOTALS			4-7	465		448		913	TOTALS				637	_	838	_	1475
SPLIT %				50.9%		49.1%		38.2%	SPLIT %				43.2%		56.8%		61.8%
JELII /0				30.370		45.1/0		30.2/0	JI LII /0				43.2/0		30.6/		01.0/0
	DAILY	TOTALS			NB		SB		EB	WB							otal
					0		0		1,102	1,286						2,	388
AM Peak Hour				07:30		07:30		07:30	PM Peak Hour				13:45		14:00		14:00
AM Pk Volume				177		139		316	PM Pk Volume				115		137		251
Pk Hr Factor				0.651		0.709		0.675	Pk Hr Factor				0.737		0.634		0.730
7 - 9 Volume	0	0		257		197		454	4 - 6 Volume	0	0		163		224		387
7 - 9 Peak Hour				07:30		07:30		07:30	4 - 6 Peak Hour				16:00		16:45		16:00
7 - 9 Pk Volume				177		139		316	4 - 6 Pk Volume				96		118		208
Pk Hr Factor	0.000	0.000		0.651		0.709		0.675	Pk Hr Factor	0.000	0.000		0.857		0.738		0.881



W. Carlot	Moccell													
Road Na	ame:	Austin D	rive		From:	Monte	emar Dr			То:	Swee	twater	Springs B	ВІ
Position	n:	300' W/d	o Avei	nida Bo	ques					Direct	ion: NB/S	В		
Doto		E /20 /20	21		Weathe	<u>.</u>	Cla) ar		Dunis	at Millianda aur	21	040005 0	103
Date:		5/20/20					Cle			+ -	t Number:		040085-0	103
Time Sta		11:15 AN			Road Co			-		Obser			ntractor	
Time En	ıd:	1:15 PM			Posted S	Speed:	40	MPH		Calibr	ation Test:	Υ		
Speed (mph)	Num. Veh.	Cum. Pct.						Nu	mber of V	ehicles				
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43	28	60.9%	ulative Percent	60%	-									
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45	27	73.3%	Ve							/				
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61						I								
62 63	-		A۱	verage S	Speed		42.0			Range		26	5 - 58	
64									+					
65			50	th Pero	entile		41.4		10	mph Pa	ce	37	- 46	
66			QE	th Perc	entile		47.4		Num	ber in P	ace		312	
67			63	ינוו רפונ	enne		47.4		INUIT	ווו א	acc		312	
68	ļ		90	th Perc	entile		48.6		Perc	ent in P	ace		65%	
69 70														
Total	483		95	th Perc	entile		50.2							
iotai	703	1				ı								



The same	Decell													
Road Na	ame:	Austin D	rive		From:	Monte	mar Dr			To:		Sweetw	ater Sprii	ngs Bl
Position	1:	600' W/d	o Sout	th Barc	elona St					Direct	ion:	NB/SB		
										•				
Date:		5/20/202	21		Weathe	r:	Clea	r		Projec	t Num	ber:	21-0400	85-004
Time Sta	art:	1:30 PM			Road Co	ndition	: Dry			Obser	ver:		Contrac	tor
Time En	d:	3:30 PM			Posted S	peed:	40 N	1PH		Calibr	ation T	est:	Υ	
Speed (mph)	Num. Veh.	Cum. Pct.			1			Numi	ber of V	ehicles				
15		PCL.			0	5	10	15	20		25	30	35	40
16 17				15	#									
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29	5	6.2%		55	3									
30 31	8	8.6% 12.6%		60										
32	13 34	23.1%			3									
33	31	32.6%		65	3									
34	37	44.0%		70	3									
35	33	54.2%												
36 37	31 18	63.7% 69.2%		100%	7									
38	17	74.5%		90%										
39	27	82.8%								[]				
40	14	87.1%		80%										
41	18	92.6%	nt	70%	-									
42	8 9	95.1% 97.8%	ulative Percent	60%										
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53 54					0	10	20	30	40	D	50	60	70	80
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62			Δι	verage	Speed		35.5			Range			23 -	48
63														
64 65	 		50	th Pero	ercentile 34.6 10						ce		32 -	41
66			0.5	*h D = :	ercentile 39.5 Nu					. h o r ! 5	1000		360	
67			85	oth Pero	ercentile 39.5 Nu					nber in F	ace		260	
68			90	th Pero	centile		40.5		Perc	ent in P	ace		80%	
69 70	-										-			
Total	325		95	th Pero	centile		42.0							

2-D. Radar Certification Austin Drive Sweetwater Springs Boulevard to Calavo Drive (0.55 mi)



COMMITTEE REPORT OF: July 23, 2021 Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Austin Drive from Sweetwater Springs Boulevard to

Calavo Drive/Del Rio Road (a distance of 0.55 miles)

SPRING VALLEY (Thos. Bros. 1271-E7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Austin Drive from Sweetwater Springs Boulevard to Calavo Drive/Del Rio Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed limit.

Existing Traffic Devices

Austin Drive is a striped two-lane divided through highway with a 36 foot travelled way on a 64 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and buffered bike lanes. Austin Drive is classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volume Austin Drive:	mes	<u>05/21</u>	<u>06/16</u>	<u>06/10</u>	
900' E/o Sweetwater Sprin	gs Bl	3,343	6,170*	5,480 *Estimate	Э
Speed Data Austin Drive:		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>	
650' E/o Via Orange Way	(2021)	48.1 MPH	38-47	69.0%	

Collision Data

There have been 7 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 3.49 collisions per million vehicle miles. The statewide average is 1.6 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.

VOLUME

Austin Dr 900' E/O Sweetwater Springs Blvd

Day: Thursday Date: 5/20/2021

City: Spring Valley
Project #: CA21_040084_010

	DAILY TO	TAIS		_	NB		SB		EB		WB						To	otal
	DAILI TO	IALS			0		0		1,581	1	,762						3,	343
AM Period	NB S	В	ЕВ		WB		TC	TAL	PM Period	NB		SB	EB		WB		TO	TAL
00:00	-		2		4		6		12:00				35		31		66	
00:15			7		3		10		12:15				41		33		74	
00:30			1		2		3		12:30				25		22		47	
00:45			1	11	1	10	2	21	12:45				26	127	23	109	49	236
01:00			5		2		7		13:00 13:15				27		33		60	
01:15 01:30			3 2		1 0		4 2		13:30				33 21		26 37		59 58	
01:45			1	11	2	5	3	16	13:45				16	97	33	129	49	226
02:00			0		0	J	0	- 10	14:00				38	<u> </u>	51	123	89	
02:15			0		0		0		14:15				51		35		86	
02:30			2		0		2		14:30				34		36		70	
02:45			1	3	0		1	3	14:45				29	152	30	152	59	304
03:00			0		1		1		15:00				46		26		72	
03:15 03:30			0 0		4 2		4 2		15:15 15:30				47 28		33 22		80 50	
03:45			2	2	3	10	5	12	15:45				24	145	28	109	52	254
04:00			0		2	10	2	12	16:00				37	143	24	103	61	234
04:15			1		7		8		16:15				39		37		76	
04:30			0		6		6		16:30				48		39		87	
04:45			1	2	7	22	8	24	16:45				44	168	42	142	86	310
05:00			1		9		10		17:00				41		24		65	
05:15			1		10		11		17:15				28		30		58	
05:30			2 4	0	9 6	24	11	42	17:30 17:45				29 31	120	26 30	110	55 61	220
05:45 06:00			5	8	18	34	10 23	42	18:00				23	129	19	110	42	239
06:00			0		17		17		18:15				30		22		52	
06:30			8		14		22		18:30				25		19		44	
06:45			13	26	38	87	51	113	18:45				24	102	27	87	51	189
07:00			10		28		38		19:00				21		18		39	
07:15			18		32		50		19:15				16		27		43	
07:30			20		46		66		19:30				22		11		33	
07:45 08:00			21 25	69	46 32	152	67 57	221	19:45 20:00				22 10	81	17 19	73	39 29	154
08:00			23		26		49		20:15				14		12		26	
08:30			16		28		44		20:30				11		13		24	
08:45			20	84	34	120	54	204	20:45				13	48	11	55	24	103
09:00			19		33		52		21:00				6		10		16	
09:15			11		24		35		21:15				11		4		15	
09:30			16		18		34		21:30				12		7		19	
09:45			16	62	24	99	40	161	21:45 22:00				<u>2</u> 9	31	13	34	15 12	65
10:00 10:15			14 25		21 22		35 47		22:15				6		3 2		8	
10:30			18		23		41		22:30				5		7		12	
10:45			23	80	25	91	48	171	22:45				6	26	5	17	11	43
11:00			22		26		48		23:00				3		3		6	
11:15			16		28		44		23:15				7		4		11	
11:30			33	46-	23	46-	56		23:30				4		3	4-	7	0.5
11:45			29	100	25	102	54	202	23:45				3	17	3	13	6	30
TOTALS				458		732		1190	TOTALS					1123		1030		2153
SPLIT %				38.5%		61.5%		35.6%	SPLIT %					52.2%		47.8%		64.4%
					NB		SB		EB		WB						To	otal
	DAILY TO	TALS		-	0		0		1,581		,762							343
AM Peak Hour				11:30		07:15		11:30	PM Peak Hour					16:15		13:30		16:15
AM Pk Volume				138		156		250	PM Pk Volume					172		156		314
Pk Hr Factor				0.841		0.848		0.845	Pk Hr Factor		0			0.896		0.765		0.902
7 - 9 Volume				153		272		425	4 - 6 Volume					297		252		549
7 - 9 Peak Hour				07:30		07:15		07:15	4 - 6 Peak Hour					16:15		16:00		16:15
7 - 9 Pk Volume				89		156		240	4 - 6 Pk Volume					172		142		314
Pk Hr Factor	0.000	0.000		0.890		0.848		0.896	Pk Hr Factor		3.000	0.000	J	0.896		0.845		0.902



Road Name: Austin Dr		rive		From:	Sweet	water	Springs	Bl		То:		Calavo	Drive,	/ Del Rio	Road	
Position	:	650' E/o	Via O	range \	Ny						Direct	ion:	EB/WB			
Date:		5/20/202	21		Weath	er:		Clear			Projec	t Num	ber:	21-0	040085-0)05
Time Sta	art:	9:00 AM			Road C	onditio	n:	Dry			Obser	ver:		Con	tractor	
Time En	d:	11:00 AN	И		Posted	Speed:		45 MP	Н		Calibra	ation 1	est:	Υ		
Speed (mph)	Num. Veh.	Cum. Pct.							Num	ber of Ve	ehicles					
15 16					0	5	10)	15	20		25	30		35	40
17				15	# ' ' '											
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29	1	0.3%		55			_									
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32 33	<u>1</u> 5	1.4% 3.1%		65	3											
34	6	5.1%		70	3											
35	3	6.1%														
36	6	8.2%		100%	_											
37 38	12 12	12.3% 16.4%		90%												
39	13	20.8%														
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43	17	46.4%	Cumulative Percent	60%	+											
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48	11	84.6%	ī	30%						/						
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50 51	10 7	91.1% 93.5%		10%	+											
52	8	96.2%		0%	1				_							
53	1	96.6%			0	10	2	0	30	40		50	60		70	80
54	5	98.3%								Speed (m						=
55 56	1	99.0% 99.3%							•	-peca (II	۱۰۰۰					
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63 64																
65			50	th Pero	entile		43	3.4		10 r	nph Pa	ce		38	- 47	
66			QE	th Pero	antila		/10	3.1		Numl	ber in P	ace			201	
67			٥٥	ינוו דפונ	enule		46	J. I		inuifil	oei III P	ace			201	
68 69			90	th Pero	entile		49	9.7		Perce	ent in P	ace			69%	
70				+h D -						 						
Total	293		95	th Pero	entile		5.	1.5								

2-E. Intersection Control Kempton Street & Saint George Street



COMMITTEE REPORT OF: July 23, 2021 Item 2-E

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Kempton Street & Saint George Street, SPRING

VALLEY (Thos. Bros. 1291-B3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Kempton Street and Saint George Street has been identified by Traffic Engineering as meeting Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential collectors of similar design and the all way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Kempton Street is a striped two-lane roadway with a 36-foot travelled way and roadbed. The roadway is striped with a no passing centerline. Kempton Street is unclassified as a Light Collector on the County General Plan Mobility Element Network. There is an existing uncontrolled school crosswalk at the intersection of Saint George Street. The roadway is posted 25 MPH.

Saint George Street is a two-lane local roadway. The road runs east/west and has a 36-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Saint George Street is stop controlled at the intersection of Kempton Street in westbound direction.

Collision Data

There have been 3 reported collisions at this intersection, within a past 5-year period (03-01-2016 to 02-28-2021).



JEFF MONEDA

DEPARTMENT OF PUBLIC WORKS 5510 OVERLAND AVENUE, SUITE 410 SAN DIEGO, CA 92123-1237 (858) 694-2212 www.sdcounty.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: July 8, 2021

Item Title: All-Way Stop Control

Location: Kempton Street and St. George Street Intersection, Spring

Valley

CTE Recommendation: Install an All-Way Stop Control 340

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option B of Section 2B.07 An All-Way Stop Control may be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as schools. The subject intersection of Kempton Street and St. George Street is located within La Presa Middle school zone.
- Option D of section 2B.07 An all-way stop control may be considered at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection. Both Kempton Street and St. George Street are residential collectors.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Kempton Street and St. George Street.

2-F. Intersection Control Gillespie Drive & Saint George Street



COMMITTEE REPORT OF: July 23, 2021 Item 2-F

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Gillispie Drive & Saint George Street, SPRING VALLEY

(Thos. Bros. 1291-A3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Gillispie Drive and Saint George Street has been identified by Traffic Engineering as meeting Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential collectors of similar design and the all way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Gillispie Drive is a striped two-lane roadway with a 36-foot travelled way and roadbed. The roadway is striped with a no passing centerline. Gillispie Drive is unclassified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 25 MPH.

Saint George Street is a two-lane private roadway striped with no passing centerline. The road runs east/west and has a 36-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Saint George Street is stop controlled at the intersection of Gillispie Drive in the eastbound and westbound directions.

<u>05/21</u>
823 SB
851 NB
700 WB
735 EB

<u>Collision Data</u>
There has been 2 reported collisions at this intersection, within a past 5-year period (03-01-2016 to 02-28-2021).



JEFF MONEDA

DEPARTMENT OF PUBLIC WORKS 5510 OVERLAND AVENUE, SUITE 410 SAN DIEGO, CA 92123-1237 (858) 694-2212 www.sdcounty.ca.gov/dpw/

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: June 30, 2021

Item Title: All-Way Stop Control

Location: St. George Street and Gillespie Drive Intersection, Spring

Valley

CTE Recommendation: Install an All-Way Stop Control 340

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option B of Section 2B.07 An All-Way Stop Control may be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as schools. The subject intersection of St. George Street and Gillespie Drive is located within La Presa Middle school zone.
- Option D of section 2B.07 An all-way stop control may be considered at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection. Both St. George Street and Gillespie Drive are residential collectors.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of St. George Street and Gillespie Drive.

VOLUME

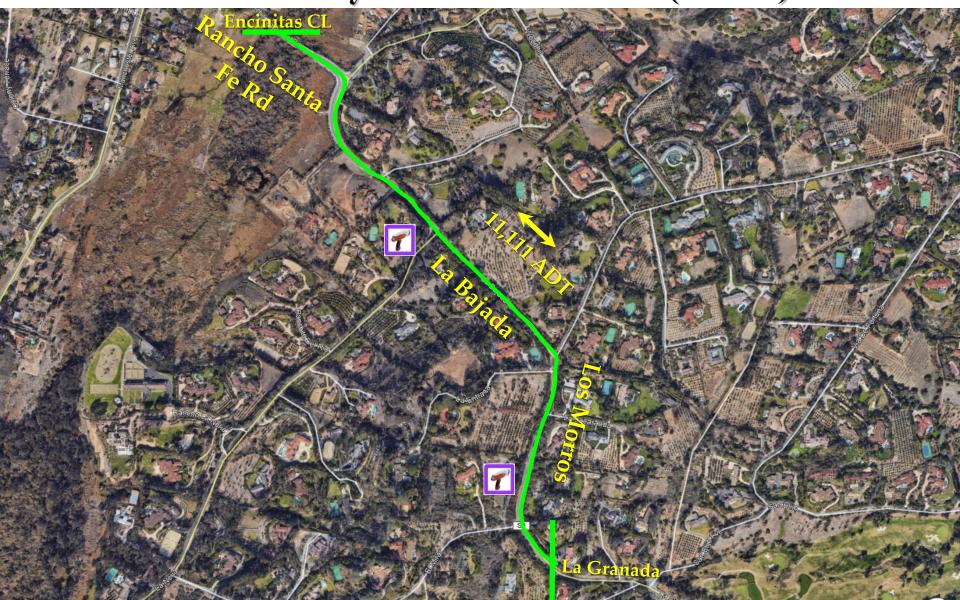
Gillespie Dr & St George St

Day: Tuesday **Date:** 3/30/2021

City: Spring Valley
Project #: CA21_040053_001

	D.	AILY T	OTA	ALS		-	NB 851		SB 823		EB 735		WB 700								otal 109
AM Period	NB		SB		EB		WB		TC	TAL	PM Period	NB		SB		ЕВ		WB		то	TAL
00:00 00:15	5 0		3 5		1 1		1 2		10 8		12:00 12:15	3 18		16 19		7 12		21 6		47 55	
00:30	1		6		1		0		8		12:30	15		17		15		10		57	
00:45 01:00	0	6	2	14	0	4	6	3	<u>1</u> 9	27	12:45 13:00	16 21	52	18 12	70	9 20	43	10 4	47	53 57	212
01:15	1		0		1		0		2		13:15	17		13		16		14		60	
01:30 01:45	0	2	1 0	3	0	1	0 0	6	1 0	12	13:30 13:45	14 17	69	16 17	58	12 6	54	13 5	36	55 45	217
02:00	1		0	3	3		3	-	7	12	14:00	14	09	14	36	8	34	5	30	41	217
02:15 02:30	1 2		1		3 1		2		7 5		14:15 14:30	9 17		15 15		18 10		16 15		58 57	
02:45	1	5	1	2	1	8	2	9	5	24	14:45	18	58	14	58	9	45	11	47	52	208
03:00 03:15	1 3		2		1 0		3 0		7 3		15:00 15:15	14 18		13 10		16 18		12 15		55 61	
03:30	0		0		0		2		2		15:30	15		22		14		7		58	
03:45 04:00	0	6	0	4	0	2	<u>2</u> 4	7	<u>7</u> 4	19	15:45 16:00	15 24	62	11 9	56	19 15	67	8 10	42	53 58	227
04:15	4		0		0		4		8		16:15	10		16		17		13		56	
04:30 04:45	2	8	0		1 1	2	3 4	15	6 7	25	16:30 16:45	20 14	68	19 16	60	18 24	74	22 11	56	79 65	258
05:00	0	0	2		0		6	13	8	23	17:00	11	00	18	00	12	74	5	30	46	236
05:15 05:30	2 4		5 3		0		6 4		13 11		17:15 17:30	12 15		16 27		24 14		11 12		63 68	
05:45	1	7	1	11	0		7	23	9	41	17:45	14	52	17	78	20	70	10	38	61	238
06:00 06:15	5 11		7 4		2 5		5 8		19 28		18:00 18:15	27 14		15 14		15 21		11 10		68 59	
06:30	6		6		1		7		20		18:30	15		23		17		7		62	
06:45 07:00	<u>6</u> 3	28	5 7	22	<u>3</u>	11	<u>6</u>	26	20 17	87	18:45 19:00	15 17	71	19 9	71	13 12	66	<u>6</u> 9	34	53 47	242
07:15	3		4		5		15		27		19:15	13		9		9		6		37	
07:30 07:45	8 5	19	9 2	22	5 6	21	8 9	34	30 22	96	19:30 19:45	15 11	56	10 3	31	12 4	37	11 7	33	48 25	157
08:00	10	13	10		5	21	9	34	34	30	20:00	11	30	5	31	8	37	7	33	31	137
08:15 08:30	12 10		11 12		8 11		7 9		38 42		20:15 20:30	5 4		14 11		12 13		7 4		38 32	
08:45	13	45	6	39	10	34	11	36	40	154	20:45	9	29	9	39	11	44	6	24	35	136
09:00 09:15	7 8		13 9		8 6		13 14		41 37		21:00 21:15	8 7		3 8		6 13		7 10		24 38	
09:30	5		6		7		16		34		21:30	4		8		6		3		21	
09:45 10:00	7 18	27	7 15	35	11 11	32	11 9	54	36 53	148	21:45 22:00	6 10	25	<u>6</u> 4	25	<u>5</u> 3	30	6 4	26	23 21	106
10:15	15		13		8		10		46		22:15	6		8		6		6		26	
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11:00	16	<u> </u>	12	<u> </u>	4		15		47	-50	23:00	6		1		1		0	-0	8	
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11:45	16	54	15	50	8	31	11	49	50	184	23:45	4	12	3	8	2	9	2	5	11	34
TOTALS		274		256		179		294		1003	TOTALS		577		567		556		406		2106
SPLIT %		27.3%		25.5%		17.8%		29.3%		32.3%	SPLIT %		27.4%		26.9%		26.4%		19.3%		67.7%
	D	AILY T	OTA	ALS _			NB		SB		EB		WB								otal
			<u> </u>				851		823		735		700							3,1	109
AM Peak Hour		10:00		11:45		11:45		11:15		11:45	PM Peak Hour		15:15		17:00		16:30		16:00		17:15
AM Pk Volume Pk Hr Factor		67 0.644		67 0.882		42 0.700		55 0.655		209 0.917	PM Pk Volume Pk Hr Factor		72 0.750		78 0.722		78 0.813		56 0.636		260 0.956
7 - 9 Volume		64		61		55		70		250	4 - 6 Volume		120		138		144		94		496
7 - 9 Peak Hour		08:00		08:00		08:00		07:15		08:00	4 - 6 Peak Hour		16:00		17:00		16:30		16:00		16:00
7 - 9 Pk Volume Pk Hr Factor		45 0.865		39 0.813		34 0.773		41 0.683		154 0 917	4 - 6 Pk Volume Pk Hr Factor		68 0.708		78 0 722		78 0.813		56 0.636		258 0.816
Pk Hr Factor		0.865		0.813		0.773		0.683		0.917	Pk Hr Factor		0.708		0.722		0.813		0.636		0.816

5-A. Radar Certification Rancho Santa Fe Road/La Bajada/Los Morros Encinitas City Limit to La Granada (1.02 mi)



COMMITTEE REPORT OF: July 23, 2021 Item <u>5-A</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Rancho Santa Fe Road/La Bajada/Los Morros from

Encinitas city limit to La Granada (a distance of 1.02 miles) RANCHO SANTA FE (Thos. Bros. 1167-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rancho Santa Fe Road/La Bajada/Los Morros from Encinitas city limit to La Granada is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Rancho Santa Fe Road, La Bajada, Los Morros is a striped two-lane through highway with a 20 to 24 foot travelled way on a 20 to 64 foot road bed. The roadway is striped with a no passing centerlineand white edgeline. There is equestrian signs and two speed advisory curves along the segment. Rancho Santa Fe Road, La Bajada, and Los Morros are classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Vol	<u>umes</u>	<u>06/21</u>	<u>06/13</u>	
La Bajada:				
W/o La Noria		11,111	16,760	
		85th	10 MPH	% in
Speed Data		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
La Bajada:				<u> </u>
500 [°] W/o La Noria	(2021)	45.4 MPH	37-46	79.0%
	(2013)	39.0 MPH	31-40	87.2%
Los Morros:	, ,			
500' S/o La Jacaranda	(2021)	44.7 MPH	36-45	84.0%
	(2013)	45.9 MPH	38-47	87.6%
Speed Zone	(2021)	45.1 MPH	37-46	81.5%
-	(2013)	42.5 MPH	35-44	87.4%

Collision Data

There have been 15 reported collisions along this segment of roadway, 7 of which involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 1.21 collisions per million vehicle miles. The statewide average is 1.6 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.

VOLUME

La Bajada 200' W/O La Noria

Day: Tuesday Date: 6/8/2021

City: Rancho Santa Fe
Project #: CA21_040084_014

	DAILY	TOTALS			NB		SB		EB	WB						To	otal
	DAILI	IOIALS			0		0		5,725	5,386						11,	,111
AM Period	NB	SB	EB		WB		TO	TAL	PM Period	NB	SB	EB		WB		ТО	TAL
00:00			7		1		8		12:00 12:15			120 112		102		222	
00:15 00:30			4 2		5		7 7		12:30			111		79 105		191 216	
00:45			2	15	0	9	2	24	12:45			88	431	91	377	179	808
01:00			1		0	_	1		13:00			91		90		181	
01:15			2		0		2		13:15			97		107		204	
01:30			1		2	_	3	_	13:30			106		114		220	
01:45			0	4	2	4	2	8	13:45 14:00			98	392	93	404	191	796
02:00 02:15			2 2		1 0		3		14:00			115 118		103 118		218 236	
02:30			1		0		1		14:30			93		132		225	
02:45			0	5	0	1	0	6	14:45			108	434	146	499	254	933
03:00			0		1		1		15:00			103		171		274	
03:15			1		0		1		15:15			105		124		229	
03:30			1		1	_	2	0	15:30			111	440	191	624	302	4072
03:45 04:00			4	6	0	2	4	8	15:45 16:00			123 97	442	145 162	631	268 259	1073
04:00			1		1		2		16:15			119		186		305	
04:30			5		1		6		16:30			106		174		280	
04:45			2	12	3	5	5	17	16:45			97	419	127	649	224	1068
05:00			5		2		7		17:00			82		140		222	
05:15			9		5		14		17:15			100		133		233	
05:30			24		7		31		17:30			102		87		189	
05:45			20	58	10	24	30	82	17:45			75	359	96	456	171	815
06:00			43		10		53		18:00 18:15			66		74		140	
06:15 06:30			68 83		16 24		84 107		18:30			62 65		65 79		127 144	
06:45			101	295	24	74	125	369	18:45			55	248	50	268	105	516
07:00			119	255	32	, ,	151	505	19:00			47	2.0	42	200	89	510
07:15			142		41		183		19:15			36		38		74	
07:30			139		53		192		19:30			37		37		74	
07:45			135	535	71	197	206	732	19:45			33	153	30	147	63	300
08:00			122		60		182		20:00 20:15			28		34		62	
08:15 08:30			155 145		65 78		220 223		20:30			27 27		19 28		46 55	
08:45			143	563	92	295	233	858	20:45			24	106	26	107	50	213
09:00			106	505	82		188	000	21:00			16	100	22	10,	38	
09:15			93		82		175		21:15			19		17		36	
09:30			91		84		175		21:30			9		16		25	
09:45			94	384	91	339	185	723	21:45			10	54	11	66	21	120
10:00			82		103		185		22:00			17		6		23	
10:15 10:30			88 94		82 87		170 181		22:15 22:30			13 11		9 7		22 18	
10:30			112	376	93	365	205	741	22:45			6	47	9	31	15	78
11:00			87		97	- 33	184		23:00			11		9		20	
11:15			94		108		202		23:15			7		6		13	
11:30			84		109		193		23:30			6	_	7	_	13	
11:45			91	356	95	409	186	765	23:45			7	31	5	27	12	58
TOTALS				2609		1724		4333	TOTALS				3116		3662		6778
SPLIT %				60.2%		39.8%		39.0%	SPLIT %				46.0%		54.0%		61.0%
					NID.		SB		ED	\A/P						-7	tal
	DAILY	TOTALS			NB 0		3B 0		EB 5,725	WB 5,386							tal ,111
							-0		3,723	3,360							
AM Peak Hour				08:00		11:15		08:15	PM Peak Hour				15:30		15:30		15:30
AM Pk Volume				563		414		864	PM Pk Volume				450		684		1134
Pk Hr Factor				0.908		0.950		0.927	Pk Hr Factor				0.915		0.895		0.930
7 - 9 Volume	0	()	1098		492		1590	4 - 6 Volume	0	0		778		1105		1883
7 - 9 Peak Hour				08:00		08:00		08:00	4 - 6 Peak Hour				16:00		16:00		16:00
7 - 9 Pk Volume				563		295		858	4 - 6 Pk Volume				419		649		1068
Pk Hr Factor	0.000	0.0	000	0.908		0.802		0.921	Pk Hr Factor	0.000	0.000)	0.880		0.872		0.875



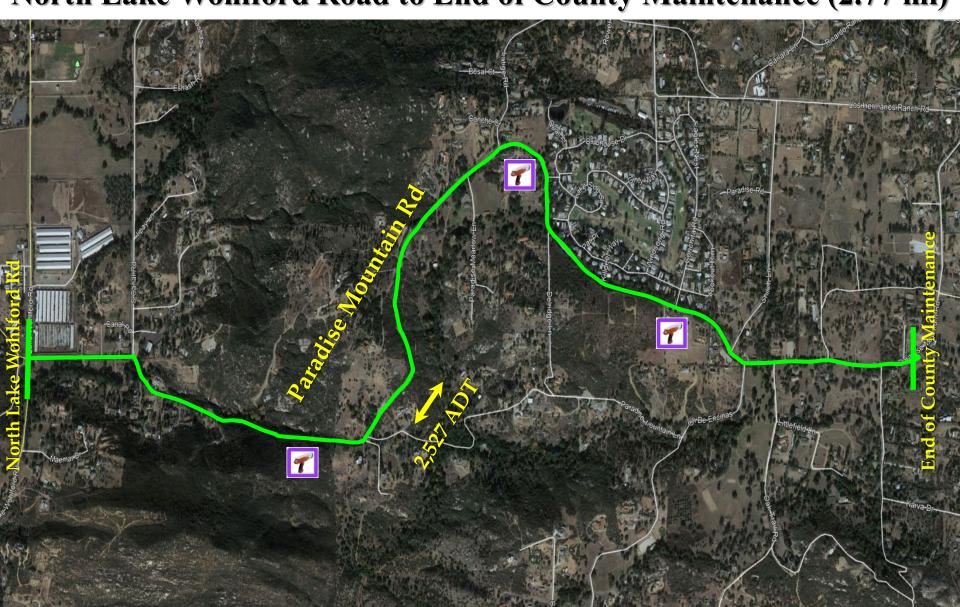
Wind.	DCCCLL														
Road Na	ame:	Los Bajac	da		From:	La Gra	anada				То:	Enc	intas CL	-	
Position	n:	500' W/d	La N	Ioria							Direct	tion: EB/	WB		
											L				
Date:		5/20/202	21		Weath	er:		Clear			Proje	ct Number:	21	L-040085-0)20
Time Sta	art:	9:00 AM			Road C	Conditio	n:	Dry			Obse	rver:	Co	ontractor	
Time En	d:	11:00 AN	Л		Posted	Speed:	:	40 MP	Н		Calib	ation Test:	Υ		
Speed (mph)	Num. Veh.	Cum. Pct.							Nun	nber of V	ehicles				
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18	1			20	1										
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23			Speed (mph)	35			_								
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32 33	2	0.40/		65	1										
34	2 10	0.4% 2.4%]										
35	11	4.5%		70	_										
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38 39	46 43	25.8% 34.3%		90%								4			
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41	49	53.7%		70%							_/				
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44 45	36 30	77.0% 82.9%	ē	50%											
46	29	88.6%	Ę	40%	-					/					
47	15	91.5%	100	30%						/					
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61 62	1	 				1				1		<u> </u>		_	
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64			50	th Pero	entile		Δ	0.6		10	mph Pa	ice	2	7 - 46	
65			J.	, ciri Cil	-circle			5.5		10	יייקייי			, 40	
66 67	1	 	85	th Pero	entile		4	5.4		Num	ber in I	Pace		403	
68	 							<u> </u>		+				700'	
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Total	508														



THE CONTRACTOR OF THE PARTY OF	Pccc1			34	IV DIEGO	J COU!	411 D		OBLIC	VORKS				
Road Na	me:	Los Morr	ros		From:	La Gran	nada			То:	Encinta	is CL		
Position	:	500' S/o	La Ja	caranda	9					Direction:	NB/SB			
Date:		5/20/202	21		Weathe	r:	С	lear		Project Nun	nber:	21-04	0085-02	25
Time Sta	art:	1:30 PM			Road Co	ndition	: D	ry		Observer:		Contr	actor	
Time En	d:	3:30 PM			Posted S	Speed:	4	0 МРН		Calibration	Test:	Υ		
Speed (mph)	Num. Veh.	Cum. Pct.						Nu	mber of V	ehicles				
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38 39	37 39	24.1% 33.5%		90%										
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53 54					0	10	20	30	40	50	60		70	80
55									Speed (r	nph)				-
56														
57 58				■Data P	lot ——!	50th Per	centile	85t	n Percenti	le —— 90th F	Percentil	e !	95th Per	rcentile
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63			A [,]	verage :	Speed		41.3			Range		34	- 52	
64 65			50	Oth Pero	centile		40.6	_ _	10	mph Pace		36	- 45	
66			8:	5th Pero	centile		44.7	,		ber in Pace	†	3	 47	
67 68				Oth Pero			45.9			ent in Pace	+		4%	
69 70									reit	ent in race	<u> </u>	04	1 /0	
Total	415		95	5th Pero	centile		47.3	} 						

Paradise Mountain Road
North Lake Wohlford Road to End of County Maintenance (2.77 mi)

5-B. Radar Certification



COMMITTEE REPORT OF: July 23, 2021 Item <u>5-B</u>

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Paradise Mountain Road from North Lake Wohlford

Road to end of County maintenance (a distance of 2.77

miles) VALLEY CENTER (Thos. Bros. 1111-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Paradise Mountain Road from North Lake Wohlford Road to end of County maintenance is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed limit.

Existing Traffic Devices

Paradise Mountain Road is a striped two-lane roadway with a 24 foot travelled way on a 24 to 40 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There are severalk speed advisory curves along the segment. Paradise Mountain Road are classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes Paradise Mountain Road:	06/21	02/13	
450' W/o Paradise Mountain Lane	2,527	2,250	
Speed Data Paradise Mountain Road:	85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
600' W/o Paradise Mountain Ln(20)	,	39-48 33-42	71.0% 63.0%
500' E/o Paradise Meadow Ln (202	21) 50.9 MPH	40-49	62.0%
600' W/o Shiloh Ln (202	21) 46.1 MPH	35-44	74.0%
Speed Zone (202	21) 48.5 MPH	38-47	69.0%

Collision Data

There have been 14 reported collisions along this segment of roadway, 4 of which

involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 1.83 collisions per million vehicle miles. The statewide average is 1.43 collisions per million vehicle miles for similar rural rolling conventional 2 lanes or less with speeds less than or equal to 55 MPH.

VOLUME

Paradise Mountain Rd W/O Paradise Mountain Ln

Day: Tuesday Date: 6/8/2021 City: Valley Center Project #: CA21_040084_020

	DAILY TOTALS	5		NB		SB		EB	WB							otal
				0		0		1,229	1,298						2,5	527
AM Period	NB SB	EB		WB			OTAL	PM Period	NB	SB	EB		WB			TAL
00:00 00:15		1 1		0		1 1		12:00 12:15			33 16		19 29		52 45	
00:30		1		0		1		12:30			19		20		39	
00:45		3	6	0		3	6	12:45			19	87	18	86	37	173
01:00		2		1 0		3		13:00 13:15			23 25		18		41	
01:15 01:30		1 1		0		1 1		13:30			23		25 24		50 47	
01:45		1	5	1	2	2	7	13:45			29	100	11	78	40	178
02:00		1		1		2		14:00			21		20		41	
02:15 02:30		3 0		1 0		4 0		14:15 14:30			21 23		14 24		35 47	
02:45		0	4	1	3	1	7	14:45			23	88	14	72	37	160
03:00		0		0		0		15:00			25		17		42	
03:15 03:30		1 1		0		1		15:15 15:30			17 24		15 16		32 40	
03:45		0	2	1 2	3	2 2	5	15:45			33	99	21	69	54	168
04:00		0		2		2	<u> </u>	16:00			31	- 33	23	03	54	100
04:15		0		3		3		16:15			35		17		52	
04:30		0		6	10	6	10	16:30			40	120	15	60	55 4E	206
04:45 05:00		0 1		7	18	7 14	18	16:45 17:00			32 37	138	13 27	68	45 64	206
05:15		2		15		17		17:15			27		17		44	
05:30		1		17		18		17:30			29		14		43	
05:45		2	6	21	66	23	72	17:45			25	118	13	71	38	189
06:00 06:15		3 4		17 27		20 31		18:00 18:15			34 26		11 12		45 38	
06:30		8		25		33		18:30			27		8		35	
06:45		11	26	35	104	46	130	18:45			32	119	8	39	40	158
07:00		7		38		45		19:00			14		9		23	
07:15 07:30		7 6		46 31		53 37		19:15 19:30			18 18		9 10		27 28	
07:45		16	36	23	138	39	174	19:45			14	64	5	33	19	97
08:00		14		16		30		20:00			19		10		29	
08:15		13		27		40		20:15			11		13		24	
08:30 08:45		11 14	52	31 24	98	42 38	150	20:30 20:45			14 10	54	3 2	28	17 12	82
09:00		12	32	30	36	42	130	21:00			5	34	6	20	11	62
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09:45 10:00		12 8	50	25 19	109	37 27	159	21:45 22:00			<u>8</u> 9	23	2	16	11 11	39
10:00		16		28		44		22:15			12		3		15	
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10:45		15	57	21	86	36	143	22:45			3	27	5	12	8	39
11:00 11:15		14 6		22 21		36 27		23:00 23:15			3 5		3 1		6 6	
11:15		19		21		40		23:30			5 5		3		8	
11:45		15	54	26	90	41	144	23:45			1	14	2	9	3	23
TOTALS			298		717		1015	TOTALS				931		581		1512
SPLIT %			29.4%		70.6%		40.2%	SPLIT %				61.6%		38.4%		59.8%
				NB		SB		EB	WB						To	otal
	DAILY TOTALS	5		0		0		1,229	1,298							527
AM Play Values			11:30		06:45		06:45	PM Peak Hour				16:15		12:00		16:15
AM Pk Volume Pk Hr Factor			83 0.629		150 0.815		181 0.854	PM Pk Volume Pk Hr Factor				144 0.900		86 0.741		216 0.844
7 - 9 Volume	0	0	88		236		324	4 - 6 Volume	0	0		256		139		395
7 - 9 Peak Hour			07:45		07:00		07:00	4 - 6 Peak Hour				16:15		16:15		16:15
7 - 9 Pk Volume			54		138		174	4 - 6 Pk Volume				144		72		216
Pk Hr Factor	0.000	.000	0.844		0.750		0.821	Pk Hr Factor	0.000	0.000		0.900		0.667		0.844



1000	DCCCL				1										
Road Name: P		Paradise	e Mountain Rd From: North Lake Wohlford Rd To: End of County maint										tenance		
Position: 500' E/o			Paradise Meadow Ln Direction: EB/WB												
Date: 5/25/2021					Weathe	r:	Clea	ar	Pro	Project Number: 21-040085-030					
Time Sta	art:	11:00 AN	VI		Road Co	ndition	: Dry		Ob	server:		Contractor			
Time En	Time End: 1:00 PN				Posted S	Speed:	45 [ИРH	Cal	Calibration Test: Y					
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57	<u> </u>	100.0%		Data P	lot —	50th Pe	rcentile —	— 85th I	Percentile —	— 90th F	ercentile	95th	Percentile		
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63			A۱	verage S	pheen	<u></u>	45.6		Ran	ge	<u>L</u>		<u> </u>		
64			50	th Perc	entile		45.1		10 mph	Pace		40 - 49			
65			- 50		CITCIC		75.1		10 111011	. ucc	ļ	-0 43			
66 67	1		85	th Perc	entile		50.9		Number	in Pace		108			
68	 					1									
69	<u> </u>		90	th Perc	entile		52.1		Percent in Pace 62%						
70				ul B	1.77	1	F2.4		 						
Total	173		95	th Perc	entile		53.4								
	•					•			-		•				



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Road Name: Paradise			Mountain Rd From: North Lake Wohlford Rd To: Dunbar Ln												
Position: 600' W/o			o Para	o Paradise Mountain Ln Direction: EB/WB											
Date: 5/25/2021					Weathe	r:	Cle	ear		Project Number:			21-040085-031		
Time St	Time Start: 1:30 PM				Road Condition: Dry					Obse	rver:		Contractor		
Time End: 3:30 PN		3:30 PM			Posted Speed: 45 MPH					Calib	ration T	Υ			
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66			8.	oth Perc	entile		48.5		Num	Number in Pace			133		
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69 70				Oth Pero			49.8		Pero	ent in i	ace		/15	′ 0	
Total	187		95	th Pero	entile		52.6								



dig.	Decel																
Road Name: Paradise		Mountain Rc From: North Lake Wohlford Rd To: Dunbar Ln															
Position: 600' W/o		Shile	Shiloh Ln Direction: EB/WB														
Date: 5/25/2021			21		Weather: Clear						Project Number:				21-040085-032		
Time Start: 9:00 AM		9:00 AM			Road Co	n:	Dry			Observer:			Contractor				
Time End: 11:00 Al		/		Posted Speed:			45 MPH			Calibration Test:			Υ				
Speed	Num. Veh.	Cum.			Number of Vehicles												
(mph) 15		Pct.			0		5	;		10			15	;	20		
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34	2	1.4%		70	3												
35	11	9.0%		70													
36	7	13.9%		100%													
37 38	9 15	20.1% 30.6%															
39	16	41.7%		90%													
40	6	45.8%		80%	-												
41	15	56.3%	Ħ	70%	-												
42	7	61.1%	ulative Percent	60%													
43 44	8 12	66.7% 75.0%	Per								/						
45	7	79.9%	ē	50%							1						
46	6	84.0%	ati	40%	-												
47	10	91.0%	1	30%	-												
48 49	5 4	94.4% 97.2%	Cum	20%													
50	2	98.6%	0														
51	1	99.3%		10%													
52	1	100.0%		0%	+	-									-		
53 54					0	10	2	0	30	4	0	50	60)	70	80	
55		 								Speed (mph)					-	
56										- '	- ·						
57				■Data P	lot ——	50th Pe	ercenti	le —	85th	Percenti	ile ——	90th P	ercenti	le —	95th Pe	rcentile	
58					•				55 (11			55011			50000		
59 60		 															
61									DATA	ANALY	SIS						
62			Δ	verage :	Sneed		Δ.	1.3			Range			3/1	- 52		
63				-cruge.	-pecu						Marige			J-T	32		
64 65		\vdash	50	Oth Pero	entile		40	0.4		10	mph Pa	ace		35	- 44		
66			8.5	5th Pero	entile		4(Number in Pace				106			
67 68										Percent in Pace							
69			9(Oth Pero	entile		40	6.9		Pero	cent in I	ace			74%		
70 Total	144	 	95	5th Pero	centile		48	8.2									
i Utdi	144	1								1							