

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**June 9, 2023 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123**

Traffic Advisory Committee Members

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

Traffic Advisory Committee Administration

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**June 9, 2023 ~ 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. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	GRAND AVENUE SAN CARLOS ST TO JAMACHA RD	LA PRESA/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. INTERSECTION CONTROLS	HILTON HEAD ROAD & INVERARY DRIVE	HILLSDALE/ VALLE DE ORO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	FRUITVALE ROAD MAC TAN RD TO COLE GRADE ROAD	VALLEY CENTER/ VALLEY CENTER CPG
5-B. RADAR CERTIFICATION	SUNSET DRIVE ESCONDIDO C/L TO ESCONDIDO C/L	SAN PASQUAL/ N/A

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

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2023 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Grand Avenue from San Carlos Street to Jamacha Road (a distance of 0.74 miles) LA PRESA (Thos. Bros. 1291-B4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Grand Avenue from San Carlos Street to Jamacha Road is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

Grand Avenue is a striped 2-lane divided highway that is 64 feet wide. The road is striped with a two way left turn lane, bike lanes, and parking lane. Grand Avenue is posted with, bike lane signs, a 15 MPH speed advised dip, and a signal ahead sign. Grand Avenue, from Jamacha Boulevard to Jamacha Road, is a through highway classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

	<u>04/23</u>	<u>08/15</u>
Grand Avenue:		
100' S/o Jamacha Boulevard	1,825	
250' N/o Jamacha Boulevard	3,233	
250' S/o Jamacha Road	3,465	3,818

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Grand Avenue:				
100' N/o San Diego Street	(2023)	32.7 MPH	24-33	80.0%
	(2015)	37.0 MPH	29-38	86.0%
100' N/o San Francisco Street	(2023)	38.1 MPH	30-39	74.0%
	(2015)	40.0 MPH	29-38	77.0%
Speed Zone	(2023)	35.4 MPH	27-37	77.0%
	(2015)	37.5 MPH	29-38	81.5%

Collision Data

There have been 24 reported collisions, 9 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 10.44 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to recertify the existing posted speed limit for radar enforcement on Grand Avenue from San Carlos Street to Jamacha Road in the unincorporated community of La Presa and was requested by staff. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Grand Avenue, from San Carlos Street to Jamacha Road, is a two-lane divided highway with a two-way left turn lane. It currently has a posted 35 MPH speed limit. The Light Collector provides access to residential roads and residential and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (32.7 MPH and 38.1 MPH) produced an overall speed zone of 35.4 MPH which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (10.44 vs 1.68 collisions per million vehicle miles).

The District 4 representative noted that Grand Avenue from Jamacha Boulevard to Jamacha Road is used as a cut through route for traffic heading to State Route 125. The District 5 representative added that the wide nature of the road (64' wide) tends to lead to higher speeds. The County Traffic Engineer recommended reducing the speed limit to 30 MPH as well as looking into possible operational traffic measures to reduce the collision rate along the segment. The Traffic Engineering Program Manager in attendance further added that the intersection of Grand Avenue and Jamacha Boulevard has been identified in the Local Roadway Safety Plan as an intersection of concern and is currently being reviewed for improvement.

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

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Grand Avenue meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

Recommendation

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

Motion: Kenney

Second: Schaepli

Vote: yes-15, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Section 72.163.55. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2023 **Item 4-A**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Hilton Head Road & Inverary Drive, HILLSDALE (Thos. Bros. 1272-B5)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Hilton Head Road and Inverary Drive has been identified by Traffic Engineering as meeting Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, at 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

Hilton Head Road is a two-lane striped undivided through highway with a 40-foot pavement width. The roadway is striped with a no passing centerline. Hilton Head Road is signed with a playground speed limit adjacent to Hilton Head County Park. Hilton Head Road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Inverary Drive is an unstriped two-lane divided highway with a 40-foot pavement width. The roadway is divided by a planted median. The road is stop controlled at the intersection with Hilton Head Road. Inverary Drive is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>
Hilton Head Road:	
N/o Inverary Drive	1,089 SB
S/o Inverary Drive	803 NB
Inverary Drive:	
E/o Hilton Head Road	697 EB

Collision Data

There have been 4 reported collision, 1 which involved an injury, at this intersection, within a past 5-year period (2018-03-31 to 2023-03-31). This collision results in an intersection

accident rate of 0.85 collisions per million vehicles entering. The statewide average for similar, suburban, tee intersections with some stop controls is 0.22 collisions per million vehicles entering.

Discussion

This item is a review requested by area residents to establish an all-way stop control at the intersection of Hilton Head Road and Inverary Drive in the unincorporated community of Hillsdale. Residents expressed community traffic and pedestrian concerns at this intersection.

Hilton Head Road is a striped two-lane undivided suburban highway with a no-passing centerline and provides access to several residential roads, a multi-family apartment complex, and Hilton Head County Park. Hilton Head Road is uncontrolled at the intersection with Inverary Drive.

Inverary Drive is a striped two-lane divided suburban highway with a planted median. The road provides access to a residential neighborhood. Inverary Drive is stop controlled in the westbound direction at Hilton Head Drive.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

A member of the Valle de Oro Community Planning Group in attendance expressed concerns for pedestrians crossing to Hilton Head County Park and noted that an all-way stop intersection at Inverary Drive would be the only controlled crossing for residents of the adjacent neighborhood to walk to the park. The member also noted that many area residents use the intersection and the neighborhood as a cut-through leading to schools along Brabham Street.

The Traffic Engineering representative added that the neighborhood also serves as an alternative route to and from Jamul via Steele Canyon Road. The District 2 representative confirmed the use of both Hilton Head Road and Inverary Drive as a cut through and noted that there is a heavy pedestrian presence. The representative supported marked crosswalks during installation of any all-way stop control.

The TAC recommends establishment of an all-way stop intersection at Hilton Head Road and Inverary Drive in Hilldale.

The Valle de Oro Community Planning Group was provided the opportunity to review this item and voted in support for the establishment of all-way stop installation. A member of the group in attendance at the TAC meeting also provided comments and expressed the group's support of the item.

Recommendation

The TAC recommends establishment of an all-way stop intersection at Hilton Head Road and Inverary Drive in Hilldale.

Motion: Schaepli

Second: Clowers

Vote: yes-15, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Adopt a resolution amending Traffic Resolution 299 relating to the establishment of all-way stop intersections in the County of San Diego.

Adopt a resolution amending Traffic Resolution 305 relating to the establishment of through highways in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2023 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Fruitvale Road from Mac Tan Road to Cole Grade Road (a distance of 1.77 miles) VALLEY CENTER (Thos. Bros. 1070-G7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Fruitvale Road from Mac Tan Road to Cole Grade Road is currently posted with a 50 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 50 MPH speed limit.

Existing Traffic Devices

Fruitvale Road is a striped 2-lane undivided highway that is 30 to 36 feet wide. The road is striped with passing and no-passing centerline and intermittent white edgeline. Fruitvale Road is posted with school zone signage, including a school loading zone. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 50 MPH radar enforced speed limit.

Average Daily Traffic Volumes

	<u>04/23</u>	<u>6/16</u>
Fruitvale Road:		
200' W/o Mac Tan Road	1,351	1,490
230' E/o Cole Grade Road	2,821	

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Fruitvale Road:			
2,000' E/o Cole Grade Road	(2023) 52.3 MPH	45-54	78%
2,140' W/o Mac Tan Road	(2023) 49.6 MPH (2016) 54.5 MPH	40-49 42-51	76% 63%
Speed Zone	(2023) 51.0 MPH	43-52	77%

Collision Data

There have been 7 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 1.73 collisions per million vehicle miles. The statewide average

is 1.09 collisions per million vehicle miles for similar flat rural, conventional 2 lanes or less, roads with speeds less than 55 MPH.

Discussion

This item is a review to recertify the existing posted speed limit for radar enforcement on Fruitvale Road from Mac Tan Road to Cole Grade Road in the unincorporated community of Valley Center and was requested by staff. The TAC recommends reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The subject segment of Fruitvale Road from Mac Tan Road to Cole Grade Road is a two-lane undivided highway with a no-passing centerline in portions, a passing centerline in portions, and two-way left turn lane. It currently has a posted 50 MPH speed limit. This Light Collector provides access to residential roads and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (52.3 MPH and 49.6 MPH) produced an overall speed zone of 51.0 MPH which supports a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.73 vs 1.09 collisions per million vehicle miles).

The chair of the Valley Center Community Planning Group in attendance expressed support for a reduced speed limit especially as it supports a safer school zone for the Valley Center Elementary School which has a 25 MPH speed limit when children are present.

The Oceanside CHP representative expressed concern regarding the presence of the passing zone and recommended reducing the amount of passing areas along the roadway. The County Traffic Engineer noted that the higher-than-average collision rate supports a reduced speed limit. He explained that rural roads have limited traffic solutions due to their flat, straighter, design. The District 2 representative expressed that the presence of a daycare, limited shoulders due to landscaping, and limited sight distance support a lower speed limit. The Oceanside CHP representative supported the justification for a reduced speed limit.

The TAC recommended reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

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

The Valley Center Community Planning Group was provided the opportunity to review this item and the chair in attendance expressed support for a reduced speed limit.

Recommendation

The TAC recommends reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Motion: Schaepli

Second: Custeau

Vote: yes-15, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Section 72.161.27. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 9, 2023 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Sunset Drive from Escondido city limit (west of Bear Valley Parkway) to Escondido city limit (west of Ginny Lane) (a distance of 0.64 miles) SAN PASQUAL (Thos. Bros. 1107-E9)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Sunset Drive from Escondido city limit (west of Bear Valley Parkway) to Escondido city limit (west of Ginny Lane) is currently posted with a 40 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Sunset Drive is a striped 2-lane undivided highway that is 30 to 36 feet wide. The road is striped with passing and no-passing centerline and white edgeline. Sunset Drive is posted with intersection advisories, a pedestrian advisory, and a speed advised turn. The through highway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

Average Daily Traffic Volumes

04/23

Sunset Drive:	
250' W/o Bear Valley Parkway	6,504
120' W/o Ginny Lane	5,184

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Sunset Drive:			
400' E/o Juniper Street	(2023) 36.8 MPH	29-38	82%

Collision Data

There have been 3 reported collisions, 1 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.73 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Sunset Drive in the unincorporated community of San Pasqual from the Escondido city limit (west of Bear Valley Parkway) to the Escondido city limit (west of Ginny Lane) and was requested by staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

The subject segment of Sunset Drive from the Escondido city limit (west of Bear Valley Parkway) to the Escondido city limit (west of Ginny Lane) is a two-lane undivided highway with a no-passing centerline and white edgeline. It currently has a posted 40 MPH speed limit. This Light Collector provides access to residential roads and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 36.8 MPH which supports a 35 MPH speed limit. Staff noted that the adjacent speed zone in the City of Escondido is posted at 35 MPH.

The Oceanside CHP representative noted that the 85th percentile speed (36.8 MPH) supports a reduced speed limit to 35 MPH. The District 5 representative noted the presence of cut-through traffic on the roadway to Escondido.

The TAC recommended reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

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. Sunset Drive meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommended reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

Motion: Wellhouser

Second: Custeau

Vote: yes-15, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Section 72.161.27. of the San Diego County Code.