

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**December 8, 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	[VACANT]
Board of Supervisors District 4 Representative	[ABSENT]
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	Sgt. Daniel Hollywood
California Highway Patrol - El Cajon	Sgt. John Perryman
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	Lt. Nathan Rowley
San Diego County Office of Education	Mr. Mike Czoberek
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

**December 8, 2023 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

AGENDA

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

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. INTERSECTION CONTROL	TYLER STREET & CENTRAL AVENUE	SPRING VALLEY/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. INTERSECTION CONTROL	DEER RIDGE ROAD & FOX VALLEY WAY	4S RANCH/ SAN DIEGUITO CPG

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

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2023 **Item 1-A**

SUPERVISORIAL DISTRICT: 1 & 4

SUBJECT: Intersection Control

LOCATION: Tyler Street & Central Avenue, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Tyler Street and Central Avenue 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

Tyler Street is a striped two-lane undivided through highway with a 30 to 40-foot pavement width. The roadway is striped with a no passing centerline and bike lane. Tyler Street is signed with a school zone signage and a 7-ton weight restriction. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Central Avenue is a striped two-lane undivided highway with a 28 to 30-foot pavement width. The roadway is striped with a no passing centerline. Central Avenue is stop controlled at the intersection with Tyler Street. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Average Daily Traffic Volumes

09/23

Tyler Street:
E/o Central Avenue 1,993 WB
W/o Central Avenue 2,111 EB

Central Avenue:
N/o Tyler Street 812 SB
S/o Tyler Street 234 NB

Pedestrian Counts

10/25

Tyler Street:
AM Crossings 14 Pedestrians

Tyler Street
& Central Avenue

2

Item 1-A

PM Crossings

26 Pedestrians

Central Avenue:

AM Crossings

34 Pedestrians

PM Crossings

36 Pedestrians

Collision Data

There have been 5 reported collision, 4 which involved an injury, at this intersection, within a past 5-year period (2018-08-01 to 2023-07-31). This collision results in an intersection accident rate of 0.53 collisions per million vehicles entering. The statewide average for similar, suburban, four-legged intersections with some stop controls is 0.36 collisions per million vehicles entering.

Discussion

This item is a review requested by school representatives to establish an all-way stop control at the intersection of Tyler Street and Central Avenue in the unincorporated community of Spring Valley.

Tyler Street is a striped two-lane undivided through highway with a no-passing centerline and provides access to several residential roads and driveways as well as Bancroft Elementary School. Tyler Street is uncontrolled at the intersection with Central Avenue.

Central Avenue is a striped two-lane undivided highway with a no-passing centerline and provides access to several residential roads and driveways. The road is stop controlled in the northbound and southbound directions at the four-way intersection with Tyler Street.

The school principal of Bancroft Elementary School was contacted by staff prior to the meeting and was in support of the proposed controls.

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 vehicle/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.

The District 4 representative noted the Spring Valley CPG voted in support of the proposed all-way stop. The Traffic Engineering Representative added that the request was initiated by the CPG and the school over concerns of student safety at the intersection. The Committee discussed the higher than average collision rate as well as the lack of pedestrian collisions.

The TAC recommends establishment of an all-way stop intersection at Tyler Street and Central Avenue in Spring Valley.

The Spring Valley Community Planning Group was provided the opportunity to review this

Tyler Street
& Central Avenue

2

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item and voted in support of the proposed all-way stop controls at their November 28, 2023, meeting.

Recommendation

The TAC recommends establishment of an all-way stop intersection at Tyler Street and Central Avenue in Spring Valley.

Motion: Bartley

Second: Custeau

Vote: yes-14, no-0, abstain-0, vacant-1, absent-2

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 8, 2023 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Deer Ridge Road & Fox Valley Way, 4S RANCH

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Deer Ridge Road and Fox Valley Way 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

Deer Ridge Road is a striped two-lane undivided highway with a 38-foot pavement width. The roadway is striped with a no passing centerline. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Fox Valley Way is an unstriped two-lane undivided highway with a 36-foot pavement width. Fox Valley Way is stop controlled at the intersection with Deer Ridge Road. The road 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>09/23</u>
Deer Ridge Road:	
N/o Fox Valley Way	816 SB
S/o Fox Valley Way	612 NB
 Fox Valley Way:	
E/o Deer Ridge Road	184 WB
 <u>Pedestrian Counts</u>	<u>10/23</u>
Deer Ridge Road:	
PM Crossings	43 pedestrians

Fox Valley Way:
PM Crossings

15 pedestrians

Collision Data

There have been 1 reported collision, which did not involve injury, at this intersection, within a past 5-year period (2018-08-01 to 2023-07-31). This collision results in an intersection accident rate of 0.34 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 Deer Ridge Road and Fox Valley Way in the unincorporated community of 4S Ranch.

Deer Ridge Road is a striped two-lane undivided through highway with a no-passing centerline and provides access to several residential roads and driveways as well as Del Norte High School. Deer Ridge Road is uncontrolled at the intersection with Fox Valley Way.

Fox Valley Way is an unstriped two-lane undivided highway providing access to several residential roads and driveways. The road is stop controlled in the westbound directions at the tee intersection with Deer Ridge Road.

The school principal of Del Norte High School was contacted by staff prior to the meeting and expressed no opposition of the proposed controls.

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 vehicle/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 local resident provided a prospective of current conditions at and near the intersection. They noted that the student population of Del Norte High School continues to grow, adding increased traffic. They explained that the newly installed school pedestrian gate adjacent to the intersection is accessed during the weekend and on weekdays for sport field access. They added while the main gate access for the school is located on an adjacent road, parents drop off their students on the east side of Deer Ridge Road and have them cross at the Fox Valley Way intersection.

The District 4 representative expressed support for the proposed controls and confirmed with staff of the San Dieguito Community Planning Group's and school's support. The

Sheriff Representative noted that parking is in high demand along Deer Ridge Road and is in support of traffic calming along the roadway. The Caltrans representative confirmed with the County Traffic Engineer that the proposed all-way stop would include providing ramps for pedestrians.

The TAC recommends establishment of an all-way stop intersection at Deer Ridge Road and Fox Valley Way in 4S Ranch.

The San Dieguito Community Planning Group was provided the opportunity to review this item and voted in support of the proposed all-way stop controls at their November 9, 2023, meeting.

Recommendation

The TAC recommends establishment of an all-way stop intersection at Deer Ridge Road and Fox Valley Way in 4S Ranch.

Motion: Kenney

Second: Custeau

Vote: yes-14, no-0, abstain-0, vacant-1, absent-2

Necessary Board Action

File this report.