

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**April 5, 2024 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123**

Traffic Advisory Committee Members

| | |
|---|---|
| County of San Diego Fire Authority | Mr. Michael Neal |
| 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 | [ABSENT] |
| California Highway Patrol - San Diego | Sgt. Jeff Lane |
| California Highway Patrol - Oceanside | Sgt. Daniel Hollywood |
| California Highway Patrol - El Cajon | [ABSENT] |
| Independent Insurance Agents & Brokers of San Diego | Mr. Joe Hamilton (<i>arrived late, after minute approval</i>) |
| Pacific Safety Center | Ms. Darby Vorce (<i>Virtual</i>) |
| San Diego County Sheriff's Department | [ABSENT] |
| San Diego County Office of Education | Mr. Mike Czoberek |
| San Diego County Bicycle Coalition | Mr. Bill Matella |
| Department of Public Works | Mr. Barra Manaseer |
| 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

**April 5, 2024 ~ 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**
Motion: Schaefli; Second: Kenney; Vote: 11-yes, 0-no, 0-abstain, 5-absent, 1-vacant
- IV. Announcements / Public Forum**
- V. Items for Review**

| SUBJECT | LOCATION | AREA/ COMMUNITY GROUP |
|--|---|--|
| <u>SUPERVISORIAL DISTRICT 1</u> | | |
| 1-A. INTERSECTION CONTROL | SWEETWATER ROAD & SAINT GEORGE STREET | LA PRESA/ SPRING VALLEY CPG |
| 1-B. INTERSECTION CONTROL | SWEETWATER ROAD & ORVILLE STREET | LA PRESA/ SPRING VALLEY CPG |
| <u>SUPERVISORIAL DISTRICT 2</u> | | |
| 2-A. RADAR CERTIFICATION | CARMEL VALLEY ROAD WINECREEK ROAD TO DOVE CANYON ROAD | 4S RANCH/ SAN DIEGUITO CPG |
| <u>SUPERVISORIAL DISTRICT 3</u> | | |
| 3-A. RADAR CERTIFICATION | PASEO DELICIAS / DEL DIOS HIGHWAY EL MONTEVIDEO TO 300' E/O LUNA DE MIEL | RANCHO SAN DIEGUITO/ SAN DIEGUITO CPG |
| <u>SUPERVISORIAL DISTRICT 5</u> | | |
| 5-A. RADAR CERTIFICATION | HUTCHINSON ST HARRIS DRIVE TO OSBORNE STREET | NORTH VISTA/ BONSALL CSG |

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: April 5, 2024 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Intersection Control

LOCATION: Sweetwater Road and Saint George Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of Sweetwater Road and Saint George Street has been identified by Traffic Engineering as meeting 5 warrants – 1, eight hour vehicular volume warrant, 2, four hour vehicular volume warrant, 3, peak hour warrant, 7, crash experience warrant, and 8, roadway network warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

Sweetwater Road is a striped four-lane undivided highway with 72-foot pavement width. The roadway is striped with lane lines, bike lanes, and a two-way left turn lane. The road has a left turn lane at the intersection with Saint George Street. Sweetwater Road is classified as a Major Road on the County General Plan Mobility Element Network. The road has a posted 45 MPH Radar Enforced speed limit.

Saint George Street is a striped two-lane road with a 36-foot pavement width. The roadway is striped with a no passing centerline. The road is stop controlled in the east-bound direction at Sweetwater Road. It is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes

07/22

Sweetwater Road:

| | |
|-------------------------|-----------|
| N/o Saint George Street | 7,564 SB |
| S/o Saint George Street | 10,119 NB |

Saint George Street:

| | |
|-------------------|----------|
| E/o Sweetwater Rd | 2,444 WB |
|-------------------|----------|

Collision Data

There have been 13 reported collisions, 5 of which involved injury within a past 5-year period (02-01-2021 to 01-31-2024). These collisions produced an intersection accident rate of 0.59 collisions per million vehicles entering the intersection. The statewide average

of similar four-legged intersections with stop & yield signs (excluding all-way) is 0.22 collision per million vehicles entering the intersection.

Discussion

This item is a review requested by area residents to evaluate the intersection to increase safety. The Traffic Advisory Committee (TAC) recommends the intersection of Sweetwater Road and Saint George Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Sweetwater Road is a striped four-lane suburban undivided highway with lane lines, bike lanes, and a two-way left turn lane. This Major Road provides direct access to several commercial driveways and residential roads. Sweetwater Road is currently uncontrolled at the intersection with Saint George Street.

Saint George Street is a striped two-lane suburban undivided highway with a no passing centerline. The road provides access to several residential driveways and residential roadways. The road intersects Sweetwater Road at a three-way intersection and is stop controlled in the westbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), Warrant 3 (peak hour volume), Warrant 7 (crash experience), and Warrant 8 (roadway network) of the CA MUTCD.

A member of the public present at the meeting noted that Sweetwater Road is wide and straight and provides access for buses, bicycles, and pedestrians. They also added that the roadway is on the County's Local Roadway Safety Plan.

The County Traffic Engineer noted that the community has grown over the years and recent development has impacted the intersection. He added that the nearby school and increased student body impacts the traffic at the intersection.

The Committee supported placing the intersection of Sweetwater Road and Saint George Street on the County's Traffic Signal List for design and installation.

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

Recommendation

The Traffic Advisory Committee (TAC) recommends the intersection of Sweetwater Road and Saint George Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Motion: Schlaefli

Second: Wellhouser

Vote: Yea: 12, Nay: 0, Abstain: 0, Vacant: 1, Absent: 4

Necessary Board Action

Sweetwater Road
& Saint George Street

2

Item 1-A

Adopt the Committee's recommendations.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 5, 2024 **Item 1-B**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Intersection Control

LOCATION: Sweetwater Road and Orville Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of Sweetwater Road and Orville Street has been identified by Traffic Engineering as meeting 5 warrants – 1, eight hour vehicular volume warrant, 2, four hour vehicular volume warrant, 3, peak hour warrant, 7, crash experience warrant, and 8, roadway network warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

Sweetwater Road is a striped four-lane undivided highway with 72-foot pavement width. The roadway is striped with lane lines, bike lanes, and a two-way left turn lane. The road has a left turn lane at the intersection with Orville Street. Sweetwater Road is classified as a Major Road on the County General Plan Mobility Element Network. The road has a posted 45 MPH Radar Enforced speed limit.

Orville Street is a striped two-lane road with a 36-foot pavement width. The roadway is striped with a no passing centerline. The road is stop controlled in the east-bound direction at Sweetwater Road. It is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

| <u>Average Daily Traffic Volumes</u> | <u>07/22</u> |
|---|---------------------|
| Sweetwater Road: | |
| N/o Saint George Street | 7,533 SB |
| S/o Saint George Street | 9,622 NB |
| Saint George Street: | |
| E/o Sweetwater Rd | 1,286 WB |

Collision Data

There have been 8 reported collisions, 5 of which involved injury within a past 5-year period (02-01-2021 to 01-31-2024). These collisions produced an intersection accident rate of 0.40 collisions per million vehicles entering the intersection. The statewide average of similar four-legged intersections with stop & yield signs (excluding all-way) is 0.22

collision per million vehicles entering the intersection.

Discussion

This item is a review requested by area residents to evaluate the intersection to increase safety. The Traffic Advisory Committee (TAC) recommends the intersection of Sweetwater Road and Orville Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Sweetwater Road is a striped four-lane suburban undivided highway with lane lines, bike lanes, and a two-way left turn lane. This Major Road provides direct access to several commercial driveways and residential roads. Sweetwater Road is currently uncontrolled at the intersection with Saint George Street.

Orville Street is a striped two-lane suburban undivided highway with a no passing centerline. The road provides access to several residential driveways and residential roadways. The road intersects Sweetwater Road at a three-way intersection and is stop controlled in the westbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), Warrant 3 (peak hour volume), Warrant 7 (crash experience), and Warrant 8 (roadway network) of the CA MUTCD.

A member of the public present at the meeting noted that Sweetwater Road is wide and straight and provides access for buses, bicycles, and pedestrians. They also added that the roadway is on the County's Local Roadway Safety Plan.

The County Traffic Engineer noted that the community has grown over the years and recent development has impacted the intersection. He added that the adjacent lot is planned for residential development which would impact traffic at the intersection.

The Committee supported placing the intersection of Sweetwater Road and Orville Street on the County's Traffic Signal List for design and installation.

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

Recommendation

The Traffic Advisory Committee (TAC) recommends the intersection of Sweetwater Road and Saint George Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Motion: Schlaefli

Second: Wellhouser

Vote: Yea: 12, Nay: 0, Abstain: 0, Vacant: 1, Absent: 4

Necessary Board Action

Adopt the Committee's recommendations.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 5, 2024 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Carmel Valley Road from Winecreek Road to Dove Canyon Road (a distance of 0.29 miles) 4S RANCH

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Carmel Valley Road from Winecreek Road to Dove Canyon Road is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 50 MPH speed limit.

Existing Traffic Devices

Carmel Valley Road is a striped 5-lane divided highway that is 72 to 76 feet wide. The roadway is striped with a lane lines, turn pockets, intermediate parking lanes, and bike lanes. Carmel Valley Road is posted with a multiple intersection advisories and school zone signage. The road is signalized at the intersections with Dove Canyon Road and Winecreek Road. Carmel Valley Road is currently classified as a Prime Arterial on the County General Plan Mobility Element Network. Carmel Valley Road is posted with a 50 MPH radar enforced speed limit.

Average Daily Traffic Volumes

| | <u>01/24</u> | <u>11/15</u> |
|---------------------------|---------------------|---------------------|
| Carmel Valley Road: | | |
| 75' S/o Winesprings Drive | 19,911 | 16,110 |

| <u>Speed Data</u> | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|-------------------------------|---------------------------|-------------------------|
|--------------------------|-------------------------------|---------------------------|-------------------------|

| | | | |
|---------------------------|-----------------|-------|-----|
| Carmel Valley Road: | | | |
| 75' S/o Winesprings Drive | (2023) 53.7 MPH | 45-54 | 76% |

Collision Data

There have been no reported collisions along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31).

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Carmel Valley Road from Winecreek Road to Dove Canyon Road in the unincorporated community of 4S Ranch and was requested by staff. The TAC recommends relocating the eastern endpoint to the San Diego city limit (near Camino Crisalida) and certifying a

50 MPH speed limit for radar enforcement on Carmel Valley Road/Bernardo Center Drive from Winecreek Road to the San Diego city limit (near Camino Crisalida) based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Carmel Valley Road is a five-lane divided highway with lane lines, bike lane, and landscaped median. It currently has a posted 50 MPH speed limit. The road is classified as a Prime Arterial and provides access to residential roads, collector roads and the Oak Valley Middle School.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 53.7 MPH which supports a 50 MPH speed limit.

The San Diego California Highway Patrol (CHP) representative described that the road provides a main access to State Route 56. The District 2 representative noted that a parking lane is uncommon on an arterial road. He added that the roadway, including the adjacent Bernardo Center Drive, from Dove Canyon Road to the San Diego city limit (at Camino Crisalida) is a transitional roadway between the City of San Diego speed zones on either side of the County portion.

The TAC recommends relocating the eastern endpoint to the San Diego city limit (near Camino Crisalida) to include an adjacent short segment with similar roadway characteristics and certifying a 50 MPH speed limit for radar enforcement on Carmel Valley Road/Bernardo Center Drive from Winecreek Road to the San Diego city limit (near Camino Crisalida) based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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. Carmel Valley Road/Bernardo Center Drive meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends relocating the eastern endpoint to the San Diego city limit (near Camino Crisalida) to include an adjacent short segment with similar roadway characteristics and certifying a 50 MPH speed limit for radar enforcement on Carmel Valley Road/Bernardo Center Drive from Winecreek Road to the San Diego city limit (near Camino Crisalida) based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Schaepli

Second: Kenney

Vote: 12-yes, 0-no, 0-abstain, 4-absent, 1-vacant

Carmel Valley Road/
Bernardo Center Drive

3

Item 2-A

Necessary Board Action

Amend Section 72.162.39.2 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 5, 2024 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Paseo Delicias/Del Dios Highway from El Montevideo to 500' east of Luna de Miel (a distance of 1.33 miles)
SAN DIEGUITO

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Paseo Delicias/Del Dios Highway from El Montevideo to 500' east of Luna de Miel is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 50 MPH speed limit.

Existing Traffic Devices

Paseo Delicias/Del Dios Highway is a striped 2-lane undivided highway that is 40 to 64 feet wide. The roadway is striped with a no passing centerline and bike lanes. There are several turn pockets and acceleration lanes. Paseo Delicias/Del Dios Highway is posted with a rockslide advisory and multiple intersection advisories. Paseo Delicias from El Montevideo to El Camino del Norte is currently classified as a Light Collector on the County General Plan Mobility Element Network. Del Dios Highway from El Camino del Norte to 500' east of Luna de Miel is currently classified as a Community Collector on the County General Plan Mobility Element Network. Paseo Delicias/Del Dios Highway is posted with a 50 MPH radar enforced speed limit.

| <u>Average Daily Traffic Volumes</u> | <u>12/23</u> | <u>11/23</u> |
|---|---------------------|---------------------|
| Paseo Delicias: | | |
| 500' W/o Loma de Caballo | 14,829 | |

| | | |
|-----------------------------|--|--------|
| Del Dios Highway: | | |
| 800' W/o Via Cuatro Caminos | | 15,726 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|-----------------------------|--------|-------------------------------|---------------------------|-------------------------|
| Paseo Delicias: | | | | |
| 500' W/o Loma de Caballo | (2023) | 51.1 MPH | 43-52 | 75% |
| Del Dios Highway: | | | | |
| 800' W/o Via Cuatro Caminos | (2023) | 54.8 MPH | 47-56 | 83% |

Speed Zone (2023) 53.0 MPH 45-54 79%

Collision Data

There have been 7 reported collisions, 3 of which included an injury, along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31) These collisions result in a segment accident rate of 0.32 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 Paseo Delicias/Del Dios Highway in the unincorporated community of Rancho San Dieguito and was requested by staff. The TAC recommends splitting the speed zone at El Camino del Norte, certifying a reduced 45 MPH speed limit for radar enforcement on Paseo Delicias from El Montevideo to El Camino del Norte based on measured speeds, equestrians, pedestrians, and bicycle presence, the transitional nature of the roadway, and State law which an additional 5 MPH reduction based on roadway conditions, and certifying a 50 MPH speed limit for radar enforcement on Del Dios Highway from El Camino del Norte to 500' east of Luna de Miel based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Paseo Delicias/Del Dios Highway from El Montevideo to 500' east of Luna de Miel is a two-lane undivided highway with a no-passing centerline and bike lanes. It currently has a posted 50 MPH speed limit. The Collector Road provides access to residential roads, collector 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 result of recent speed surveys (51.1 MPH & 54.8 MPH) produced an overall speed zone of 53.0 MPH which could support a 50 MPH speed limit.

The Rancho Santa Fe Patrol Chief in attendance explained that the western portion of the segment (Paseo Delicias between El Montevideo to El Camino del Norte) experience a higher number of collisions than were reported by motorists. They added that the segment has 10 driveways and a heavy presence of vulnerable road users (bicyclists, pedestrians, and equestrians). They asked the Committee to review the possibility of a reduced speed limit, 45 MPH, for this section.

The District 5 representative added that the intersection at Camino del Norte is on the list for roundabout. The Traffic Engineering Program manager confirmed that the roundabout has been designed and is pending funding and construction. The District 1 representative wondered if the western portion of the speed zone could be lowered with the data. The County Traffic Engineer explained that the speed zone could be split into two speed zone segments west and east of El Camino del Norte. The District 2 representative stated a split into two speed zones would be supported with the bicycle and equestrian presence, the change in land use, and the transitional nature of the roadway.

The TAC recommends splitting the speed zone at El Camino del Norte, certifying a 45

MPH speed limit for radar enforcement on Paseo Delicias from El Montevideo to El Camino del Norte based on measured speeds, equestrians, pedestrians, bicycle presence, the transitional nature of the roadway, and State law which allows an additional 5 MPH reduction based on roadway conditions, and certifying a 50 MPH speed limit for radar enforcement on Del Dios Highway from El Camino del Norte to 500' east of Luna de Miel based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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. Paseo Delicias and Del Dios Highway meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends splitting the speed zone at El Camino del Norte, certifying a 45 MPH speed limit for radar enforcement on Paseo Delicias from El Montevideo to El Camino del Norte based on measured speeds, equestrians, pedestrians, bicycle presence, the transitional nature of the roadway, and State law which allows an additional 5 MPH reduction based on roadway conditions, and certifying a 50 MPH speed limit for radar enforcement on Del Dios Highway from El Camino del Norte to 500' east of Luna de Miel based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Schaepli

Vote: 12-yes, 0-no, 0-abstain, 4-absent, 1-vacant

Necessary Board Action

Add Section 72.161.99. and amend Section 72.161.89.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 5, 2024 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Hutchison Street from Harris Drive to Osborne Street
(a distance of 0.95 miles) NORTH VISTA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Hutchison Street from Harris Drive to Osborne Street is currently unposted. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

Existing Traffic Devices

Hutchison Street is a striped 2-lane undivided highway that is 28 to 36 feet wide. The roadway is striped with a no passing centerline. Hutchison Street is posted with a multiple intersection advisories, curve advisory, and bus advisory signage. The road is posted with an all-way stop at the intersection with Osborne Street. Hutchison Street is currently unclassified on the County General Plan Mobility Element Network. Hutchison Street currently has no posted speed limit.

| <u>Average Daily Traffic Volumes</u> | <u>01/24</u> | <u>08/19</u> | | |
|---|-------------------------------|---------------------------|-------------------------|--|
| Hutchison Street: | | | | |
| 400' W/o Oriente Dr | 3,581 | | | |
| 300' W/o Harris Dr | | 2,294 | | |
| | | | | |
| <u>Speed Data</u> | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> | |
| Hutchison Street: | | | | |
| 100' S/o Neil Terrace | (2024) 41.0 MPH | 33-42 | 76% | |
| 400' N/o Osborne Street | (2024) 35.4 MPH | 26-35 | 72% | |
| Speed Zone | (2024) 38.2 MPH | 30-39 | 74% | |

Collision Data

There have been 3 reported collisions along this segment of roadway in a 3-year (2020-11-01 to 2023-10-31) These collisions result in a segment accident rate of 0.81 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 establish a posted speed limit with radar enforcement on Hutchison Street from Harris Drive to Osborne Street in the unincorporated community of Vista and was requested by area residents. The TAC recommends establishing a 35 MPH speed limit for radar enforcement on Hutchison Street from Harris Drive to Barsby Street based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The TAC further recommends relocating the western endpoint of the adjacent speed zone on Hutchison Street from 1,000' west of Harris Drive to Harris Drive.

Hutchison Street from Harris Drive to Osborne Street is a two-lane undivided highway with a no-passing centerline. It currently has no posted speed limit and is subject to the 55 MPH state maximum speed limit. The road 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 result of a recent speed survey produced a speed zone of 30.4 MPH which could support a 30 MPH speed limit.

An area resident in attendance explained that the roadway also experiences issues during rush hour south of Osborne Street. They requested consideration of a similar speed limit along the segment. Another area resident in attendance added that the roadway is a cut through to State Route 76 and Gopher Canyon Road.

The County Traffic Engineer noted that Hutchison Street south of Osborne Street has similar roadway characteristics and the section from Osborne Street to Barsby Street could be added to the new speed zone.

The TAC recommends establishing a 35 MPH speed limit for radar enforcement on Hutchison Street from Harris Drive to Barsby Street based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The TAC further recommends relocating the western endpoint of the adjacent speed zone on Hutchison Street from 1,000' west of Harris Drive to Harris Drive.

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. Hutchison Street meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends establishing a 35 MPH speed limit for radar enforcement on Hutchison Street from Harris Drive to Barsby Street based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The TAC further recommends relocating the western endpoint of the adjacent speed zone on Hutchison Street from 1,000' west of Harris Drive to Harris Drive.

Motion: Kenney

Second: Schaepli

Vote: 12-yes, 0-no, 0-abstain, 4-absent, 1-vacant

Necessary Board Action

Add Section 72.161.46.4. and amend Section 72.161.46.2. of the San Diego County Code.