SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

October 26, 2012

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from September 14, 2012
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	THROUGH HIGHWAY	ALPINE HEIGHTS ROAD	ALPINE	ALPINE
B.	RADAR RECERTIFICATION	JACKSON HILL DRIVE	EL CAJON	LAKESIDE
C1.	SPEED ZONE EXTENSION	QUAIL CANYON ROAD	BLOSSOM VALLEY	LAKESIDE
C2.	RADAR RECERTIFICATION	QUAIL CANYON ROAD	BLOSSOM VALLEY	LAKESIDE
D.	RADAR RECERTIFICATION	WINTER GARDENS BLVD/SECOND STREET	LAKESIDE/EL CAJON	LAKESIDE
SUPERVISORIAL DISTRICT 5				
A.	INTERSECTION REVIEW	SUNSET ROAD AND VESPER ROAD	VALLEY CENTER	VALLEY CENTER
B.	RADAR RECERTIFICATION	VIA DE LA VALLE	RHO SANTA FE	SAN DIEGUITO
C.	RADAR RECERTIFICATION	SUN VALLEY ROAD	RHO SANTA FE	SAN DIEGUITO
D.	ROADWAY OPERATIONS	CALAVO DRIVE	SAN MARCOS	N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Through Highway

LOCATION: Alpine Heights Road from South Grade Road to End, (a distance of 1.35 miles) ALPINE (Thos. Bros. 1253-J1) Alpine Community Planning Group.

INITIATED BY: DPW-Traffic Engineering

REQUEST: Review for Through Highway Designation

PROBLEM AS STATED BY REQUESTER:

The establishment of a Through Highway assigns right-of-way to motorists traveling on a road carrying a high volume of daily traffic. Typically, the flow of traffic is improved on a road designated as a Through Highway because all intersecting roads are regulated by stop controls or traffic signals.

A Through Highway, as defined by Section 600 of the California Vehicle Code, may be considered on a road carrying predominantly through traffic when one of the following conditions exists:

- 2,000 or more vehicles a day travel on the proposed Through Highway.
- On roads where the daily traffic volume is at least 1,000 vehicles and any one of the following conditions exists:
    - Is a regularly scheduled public transit route.
    - Is a logical extension of an existing Through Highway.
    - Serves as a Residential Collector route or is identified as a Circulation Element road on the County General Plan.
- 50% or more of the intersections between the limits of the proposed Through Highway are currently controlled with stop signs or traffic signals.

Alpine Heights Road has an average daily traffic volume of 3,000 vehicles a day and a preliminary review of the roadway's existing operating conditions support the designation of a Through Highway.

DATA:

Existing Traffic Devices

Alpine Heights Road is a striped two-lane roadway that measures approximately 23 to 31 feet wide. This roadway is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified from South Grade Road easterly 3,000 feet, beyond it is an unposted roadway.

Average Daily Traffic Volumes	6/11	10/06	1/98
Alpine Heights Road:			
W/o South Grade	3,010*		2,390*
E/o Tompau Pl		1,780*	

* Two-way count

Collision Data

There have been five reported collisions, two of which involved injury, along this segment of roadway in the last two years (06-01-10 to 05-31-12).

Discussion

The establishment of a Through Highway assigns right-of-way to motorists traveling on a road carrying a high volume of daily traffic. Typically, the flow of traffic is improved on a road designated as a Through Highway because all intersecting roads are regulated by stop controls or traffic signals. A Through Highway, as defined by Section 600 of the California Vehicle Code, may be considered on a road carrying predominantly through traffic when the roadway carries an average daily traffic volume of 2,000 or more vehicles a day and 50% or more of the intersections between the limits of the proposed Through Highway are currently controlled with stop signs or traffic signals.

Alpine Heights Road has an average daily traffic volume of 3,000 vehicles a day, exceeding the minimum volume criteria. However, only two of the sixteen intersecting roadways are stop controlled. When reviewing the roadway's operating conditions, the Committee noted the five reported collisions resulted from inappropriate motorist behavior, none of which involved intersectional right-of-way conflict. The Committee does not believe establishment of a Through Highway is appropriate at this time. The California Vehicle Code requiring motorists on any intersecting roadway entering Alpine Heights Road to yield the right-of-way is providing the necessary level of control. Establishment of a Through Highway is deemed excessive and overly restrictive for this roadway serving a rural closed residential community.

The Committee noted operating conditions are different at the intersection of Willits Road and Alpine Heights Road. The intersection is skewed and visibility to the left is compromised by roadway geometrics and the embankment on the southwest corner. The Committee believes this presently uncontrolled intersection supports a higher level of control. The installation of a stop sign and associated pavement legend will require northbound motorists on Willits Road to stop, and then look both ways to determine when it's appropriate to enter Alpine Heights Road.

Recommendation

The Committee recommends establishment of a stop control for northbound motorists on Willits Road at its intersection with Alpine Heights Road and recommends against establishment of a Through Highway along Alpine Heights Road.

Maker: Shaffer, Second: Lake, Vote: 8-0

Necessary Board Action

Add Item No. 675 to Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jackson Hill Drive from Pepper Drive northerly to the End (0.6 miles), EL CAJON (T hos. Bros. 1252-B1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Jackson Hill Drive is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Jackson Hill Drive is a striped two-lane roadway between 21 feet and 33 feet wide. There is edge-striping along both sides of the roadway. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	10/12	01/06	04/02
Jackson Hill Drive:			
N/o Jackson Hill Court	2,500* (est)	2,170*	
N/o Pepper Drive			2,440*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Jackson Hill Drive:				
200' N/o Jackson Hill Ct	(2012)	43.5 MPH	32-41	63.7%
	(2005)	40.5 MPH	32-41	68.5%

Collision Data

There has been one reported collision along this segment of roadway in the last two years (06-01-10 to 05-31-12). It involved a southbound motorist who violated the right-of-way of a northbound vehicle while turning left into a private driveway.

Discussion

The result of the recent speed survey (43.5 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit and radar certification were established in 2006. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Representatives from the California Highway Patrol (CHP) stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against speeding and facilitates enforcement along this roadway. Jackson Hill Drive will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Jackson Hill Drive from Pepper Drive northerly to the End.

Maker: Sulzer, Second: Finley, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT:
1. Speed Zone Extension
2. Radar Recertification

LOCATION: Quail Canyon Road from Blossom Valley Road easterly to Espinoza Road, BLOSSOM VALLEY (TB 1232-G4) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST:
1. Extend Existing 40 mph Speed Limit
2. Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

1. As a result of recent development, Quail Canyon Road has been extended an additional 0.7 miles to Espinoza Road. This portion of roadway is due to be accepted into the County-Maintained Road System. A preliminary review indicates similar operating conditions exist along this extension in support of extending the 40 MPH posted speed limit to formalize the existing driving pattern.

2. Quail Canyon Road from Blossom Valley Road easterly to a point 470 feet east of Tombstone Creek Road is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

DATA:

Existing Traffic Devices

Quail Canyon Road is a striped two-lane residential-in-nature roadway that measures 40 feet in width. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network. It is posted 40 MPH/Radar Enforced from Blossom Valley Road easterly to a point 470 feet east of Tombstone Creek Road; beyond to Espinoza Road it is an unposted roadway.

Average Daily Traffic Volumes	10/12	4/01	5/99
Quail Canyon Road:			
N/o Blossom Valley Road	2,150* (est.)	1,650*	1,560*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Quail Canyon Road:				
300' E/o Crest Hills Rd	(2012)	46.2 MPH	33-42	59.6%
100' S/o Palomino Ridge Drive	(2012)	41.0 MPH	32-41	67.6%
	(2006)	42.5 MPH	31-40	58.8%

Collision Data

There have been five reported collisions, one of which involved injury, from Blossom Valley Road easterly to a point 470 feet east of Tombstone Creek Road, in the last two years (06-01-10 to 05-31-12).

Discussion

Quail Canyon Road from Blossom Valley Road easterly to a point 470 feet east of Tombstone Creek Road is currently posted 40 MPH and radar enforced. The result of the recent speed survey (41.0 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit and radar certification were established in 1999. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

As a result of recent development, Quail Canyon Road has been extended an additional 0.7 miles to Espinoza Road. This portion of roadway is due to be accepted into the County-Maintained Road System. A preliminary review indicates similar operating conditions exist along this extension supporting both the 40 MPH posting and radar certification for continuity, consistency and to formalize the existing driving pattern.

CHP Representatives stated support for the 40 MPH speed limit extension and continued radar enforcement along Quail Canyon Road. Radar certification has proven to be an effective tool against speeding and facilitates enforcement along this roadway. Quail Canyon Road will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends the existing 40 MPH speed limit posting and radar certification on Quail Canyon Road, from Blossom Valley Road easterly to a point 470 feet east of Tombstone Creek Road, be extended an additional 0.7 miles to Espinoza Road.

Maker: Finley, Second: Scott, Vote: 8-0

Necessary Board Action

Amend Section 72.169.57.3. of Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Winter Gardens Boulevard/Second Street from Woodside Avenue southerly to the El Cajon City Limit (2.8 miles), EL CAJON/LAKESIDE (Thos. Bros. 1232-A1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Winter Gardens Boulevard/Second Street is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Winter Gardens Boulevard/Second Street is a striped four-lane Through Highway between 60 feet and 82 feet wide. There is a two-way left turn lane separating both directions of travel. There are five signalized intersections along this segment of roadway. There are bike lanes along both sides of the roadway. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes	04/12	09/05
Winter Gardens Blvd/Second St:		
@ Winter Gardens Drive	16,510*	
S/o Rockcrest Road		15,280*
N/o Lemon Crest Drive		15,540*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Winter Gardens Blvd/Second St:				
210' N/o Rockcrest Rd	(2012)	45.0 MPH	37-46	71.1%
	(2005)	47.3 MPH	38-47	73.9%
100' N/o Sapota Drive	(2012)	46.0 MPH	37-46	68.8%
	(2005)	50.5 MPH	39-48	62.0%

Collision Data

There have been 78 reported collisions, 30 of which involved injury, along this segment of roadway, in the last two years (06-01-10 to 05-31-12).

Discussion

Winter Gardens Boulevard/Second Street is the major connection between State Route 67 and Interstate 8 for the Lakeside and northern El Cajon communities. The posted 45 MPH speed limit was established in 1974 and radar certified in 1983. The results of both recent speed surveys (45.0 MPH and 46.0 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. The Committee noted both recent 85th percentile speeds and 10 MPH paces are lower than when last reviewed in 2006. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped reduce speeds. The use of radar will facilitate enforcement of the posted 45 MPH and enable an enhanced presence curtailing excessive speeds between State Route 67 and Interstate 8. CHP Representatives agreed this road meets their agency's criteria for the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Winter Gardens Boulevard/Second Street from Woodside Avenue southerly to the El Cajon City Limit

Maker: Sulzer, Second: Finley, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Review

LOCATION: Sunset Road and Vesper Road, VALLEY CENTER (Thos. Bros. 1091-B1) Valley Center Community Planning Group

INITIATED BY: Valley Center Community Planning Group

REQUEST: Review for Regulatory Control

PROBLEM AS STATED BY REQUESTER:

At the August 13, 2012 Valley Center Community Planning Group meeting, a request by residents on Sunset Road was presented for the establishment of an all-way stop control at the intersection of Sunset Road and Vesper Road. The Group recommended this matter be forwarded to the Traffic Advisory Committee (Vote: 12-0-1-2).

Subsequently, DPW-Traffic Engineering Service Request Group reviewed and determined none of the statewide guidelines for justification of an all-way stop control are met. They respectfully forwarded a recommendation for your review to formalize the predominate flow of traffic through the intersection and consider the establishment of stop controls on the southbound and westbound approaches.

Existing Traffic Devices

(NOTE: The east-to-southbound and north-to-westbound turning movements form the predominate flow through the intersection.)

Sunset Road, south leg, is a striped two-lane roadway measuring 23 feet in width. The north leg is an unpaved private road that measures 21 feet wide. The road is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Vesper Road, west leg, is a striped two-lane roadway measuring 26 feet in width. The east leg is an unstriped private road that measures 21 feet wide. The road is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Average Daily Traffic Volumes	**09/12**
Sunset Road:	
N/o Vesper Road	270 SB
S/o Vesper Road	360 NB
Vesper Road	
E/o Sunset Road	150 WB
W/o Sunset Road	370 EB

Collision Data

There has been one reported non-injury collision at this intersection in the last five years (06-01-07 to 05-31-12). It involved a southbound motorist on Sunset Road who violated the right-of-way of an eastbound vehicle on Vesper Road .

Discussion

The chair of the Valley Center Community Planning Group addressed the Committee as a private citizen and resident at the intersection of Sunset Road and Vesper Road. He stated the intersection is heavily traversed to circumvent traffic on Valley Center Road. It is a favored shortcut between Valley Center High School and the elementary schools located along Cole Grade Road and Valley Center Middle School on North Lake Wohlford Road.

He further indicated Sunset Road and Vesper Road are narrow rural roadways designed for residential traffic only. In addition, future commercial development by Valley View Casino will significantly alter current traffic patterns and encourage the use of Sunset Road and Vesper Road as an alternative to Valley Center Road. He stated desire for both an all-way stop control and formal speed limit postings.

The intersection's predominant traffic flow involve east to south and north to west turning movements. The intersection's entering volumes do not support an all-way stop control or formal speed limits at this time. The Committee recognized when development occurs and volumes increase along a community's main routes, side roads also experience increased traffic volumes. After development occurs is the appropriate time to review and determine if traffic patterns have been altered and what, if any, regulatory measures need to be adopted. The Committee noted an all-way stop control and formal speed limits are regulatory devices whose minimum criteria are far from being met by Sunset Road and Vesper Road. The Committee noted the north leg of Sunset Road and east leg of Vesper Road are private roadways serving only residential traffic. The establishment of an unwarranted all-way stop control and formal speed limits would be extreme with no guarantee of compliance and enforcement.

Staff indicated the intersection's predominate flow needs to be emphasized. The existing advanced intersection signage is being replaced with a four-legged intersection warning sign along with curve-warning signs with advisory speed plates for both directions of travel to further enhance the intersection's operation. However, stop controls are needed to formalize the existing driving pattern. The Committee agreed stop controls on the private legs of Sunset Road and Vesper Road along with enhanced striping will further enhance and formalize driving patterns.

Recommendation

The Committee recommends establishment of stop controls for southbound motorists on Sunset Road and westbound motorists on Vesper Road to further emphasize the intersection's predominant flow.

Maker: Finley, Second: Sulzer, Vote: 8-0

Necessary Board Action

Add Item Nos. 676 & 677 to Traffic Resolution No.304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Via de La Valle from the San Diego City Limit northerly to Paseo Delicias (3.55 miles), RANCHO SANTA FE (Thos. Bros. 1188-C1) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Via de La Valle is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Via de La Valle is a striped two-lane Through Highway between 28 feet and 66 feet wide. There are two sections with a two-way left-turn lane separating both directions of travel. There is edge-striping along both sides of the roadway. The road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes	10/12	11/05	01/98
Via de La Valle:			
N/o San Diego City Limit	15,500* (est)	14,700*	15,860*
S/o Paseo Delicias	13,000* (est)	12,390*	13,800*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Via de La Valle:				
800' S/o Calzada Del Bosque	(2012)	45.0 MPH	36-45	67.0%
	(2005)	47.7 MPH	39-48	70.8%
1,500' N/o Via de Santa Fe	(2012)	47.5 MPH	39-48	76.4%
	(2005)	46.5 MPH	36-45	67.3%

Collision Data

There have been 21 reported collisions, ten of which involved injury, along this segment of roadway, in the last two years (06-01-10 to 05-31-12).

Discussion

Via de La Valle is a major connection between the beach communities, Interstate 5, Del Dios Highway and eventually Interstate 15. The posted 45 MPH speed limit was established in 1971 and radar certified in 1987. The results of both recent speed surveys (45.0 MPH and 47.5 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. The Committee noted both recent 85th percentile speeds and 10 MPH paces are either lower or similar to when last reviewed in 2006. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped reduce speeds. The use of radar will facilitate enforcement of the posted 45 MPH and enable an enhanced presence curtailing excessive speeds between Interstate 5 and Interstate 15. CHP Representatives agreed this road meets their agency's criteria for the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Via de La Valle from the San Diego City Limit northerly to Paseo Delicias.

Maker: Sulzer, Second: Finley, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Sun Valley Road from Lomas Santa Fe Drive southerly to El Camino Real (1.1 miles), RANCHO SANTA FE (Thos. Bros. 1168-A7) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Sun Valley Road is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Sun Valley Road is a striped two-lane Through Highway between 24 feet and 40 feet wide. Sun Valley Road is stop controlled at Ladera Sarina, then continues easterly to El Camino Real. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	10/12	04/02
Sun Valley Road:		
S/o Lomas Santa Fe Drive	2,200* (est)	1,780*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Sun Valley Road:				
400' E/o Sun Valley Ln	(2012)	42.0 MPH	31-40	66.1%
	(2005)	44.7 MPH	36-45	73.0%

Collision Data

There has been one reported injury collision along this segment of roadway in the last two years (06-01-10 to 05-31-12). It involved a southbound motorist who lost control and ran-off the roadway.

Discussion

The result of the recent speed survey (42.0 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit was established in 1987 and radar certified in 1999. The Committee noted the recent 85th percentile speed and 10 MPH pace are lower than when last reviewed in 2006. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped reduce speeds. The use of radar will facilitate enforcement of the posted 40 MPH speed limit. CHP Representatives agreed this road meets their agency's criteria for the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Sun Valley Road from Lomas Santa Fe Drive southerly to El Camino Real.

Maker: Sulzer, Second: Finley, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 26, 2012 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Roadway Operations

LOCATION: Calavo Drive from Nordahl Road easterly to Deodar Road (0.46 miles), SAN MARCOS (Thos. Bros. 1109-E7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Roadway Operations

PROBLEM AS STATED BY REQUESTER:

Traffic Engineering staff and residents of Calavo Drive have engaged in several community meetings to address speed concerns and unreasonable motorist behavior, specifically at the vertical crest where motorists are thrill-seeking and causing distress for residents.

Existing Traffic Devices

Calavo Drive is a striped two-lane roadway that measures approximately 22 feet in width. The road is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Average Daily Traffic Volumes	08/12	08/02
Calavo Drive:		
E/o Nordahl Road	360*	
@ Deodar Road		150*

* Two-way count

Speed Data		85th Percentile	10 MPH Pace	% in Pace
Calavo Drive:				
E/o Nordahl Road	(2012)	37.4 MPH	27-37	59.7%
W/o Deodar Road		41.4 MPH	30-40	57.9%

Collision Data

There has been one reported injury collision and one reported fatality collision along this roadway in the last five years (01-01-07 to 07-31-12).

Discussion

County staff informed the Committee of the circumstances pertaining to a recent fatality along Calavo Drive. Although a result of driver misbehavior, the community expressed displeasure with the roadway's popularity as a "thrill-seeking" venue. Several meetings between property owners along Calavo Drive and staff took place to discuss and identify measures to minimize unreasonable behavior. Many options were discussed; the most popular were installation of speed humps or designating Calavo Drive as a one-way street. Nine of the thirteen affected property owners stated written support for installation of speed humps as the most desired measure.

The Committee recognizes unfortunate events heighten a community's sensitivity.

County staff identified four locations as most appropriate for speed hump installation. The vertical geometrics of Calavo Drive do not support these traffic calming measures along the hill portion, the most appropriate locations are within tangent sections in advance of the hill for both directions of travel.

County staff recognizes installation of speed humps is an operational measure and not a regulatory control within the Committee's purview. However, staff respectfully requested the Committee's review of this constituent request due to lack of a Community Planning or Sponsor Group in this area. The Committee expressed their general reservations with speed humps due to concerns with placement and negative impact on emergency response times. However, the Committee recognized the community's strong support, as evidenced by polling responses, and staff's coordinating efforts with affected emergency providers. The Committee supports staff's endeavor in finding solutions with the community. The Committee noted any identified measures will require advanced notification with enhanced signage and striping for both directions of travel.

Recommendation

The Committee supports staff's efforts in identifying appropriate operational measures to alleviate community concerns along Calavo Drive.

Maker: Sulzer, Second: Shaffer, Vote: 8-0

Necessary Board Action

File this report.