# San Diego County Traffic Advisory Committee

**Committee Secretary**
**5469 Kearny Villa Road #201, M.S. 0-338**
**San Diego, California 92123-1159**
**(858) 874-4030**

**Represented Agencies**

Automobile Club of Southern California
California Department of Transportation
California Highway Patrol
Independent Insurance Agents & Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of Public Works
San Diego County Office of Education
San Diego County Safety Council
San Diego County Sheriff's Department

January 20, 2012

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

**MEETING NOTICE (Temporary Meeting Location- see attached map)**

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, January 27, 2012. The meeting will begin at 9:00 AM in the **Department of Public Works - Third Floor Large Conference Room at 5500 Overland Avenue in San Diego. (NOTE: Please park in the parking structure)**

KENTON R. JONES, Secretary
San Diego County Traffic Advisory Committee

KRJ:mr-l

Attachments

# SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

## January 27, 2012

**Agenda:**

**I. Call to Order / Roll Call**
**II. Pledge of Allegiance**
**III. Approval of Minutes from December 16, 2011**
**IV. Items for Review:**

| SUBJECT | | LOCATION | AREA | PLANNING/ SPONSOR GROUP |
|---|---|---|---|---|
| **SUPERVISORIAL DISTRICT 2** | | | | |
| **A.** | **RADAR RECERTIFICATION** | **LAKEVIEW ROAD** | **LAKESIDE** | **LAKESIDE** |
| **B.** | **RADAR RECERTIFICATION** | **OAK CREEK ROAD** | **LAKESIDE** | **LAKESIDE** |
| **C.** | **RADAR RECERTIFICATION** | **LOS COCHES ROAD** | **LAKESIDE** | **LAKESIDE** |
| **D.** | **RADAR RECERTIFICATION** | **VALLE VISTA ROAD** | **LAKESIDE** | **LAKESIDE** |
| **E.** | **RADAR RECERTIFICATION** | **JAMUL DRIVE** | **JAMUL** | **JAMUL-DULZURA** |
| F. | TEMPORARY ROAD CLOSURE | CAMINO MONTE SOMBRA | EL CAJON | CREST-DEHESA |
| **SUPERVISORIAL DISTRICT 5** | | | | |
| **A.** | **RADAR CERTIFICATION** | **BURMA ROAD** | **FALLBROOK** | **FALLBROOK** |

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Lakeview Road from Julian Avenue southerly to Los Coches Road (1.65 miles), LAKESIDE (Thos. Bros. 1232-D4) Lakeside Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Lakeview 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**

Lakeview Road is a striped two-lane Through Highway that varies from 23 feet to 52 feet in width. There is an all-way stop control at its intersection of Lakeview Road and East Lakeview Road. There is edge-striping along both sides of the roadway. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Certified.

| Average Daily Traffic Volumes | 09/11 | 06/05 | 07/02 | 04/95 |
|---|---|---|---|---|
| Lakeview Road: | | | | |
| N/o Los Coches Road | * | 4,700* | 4,230* | 3,750* |
| N/o Sohail Road | * | 3,670* | 3,170* | 2,650* |

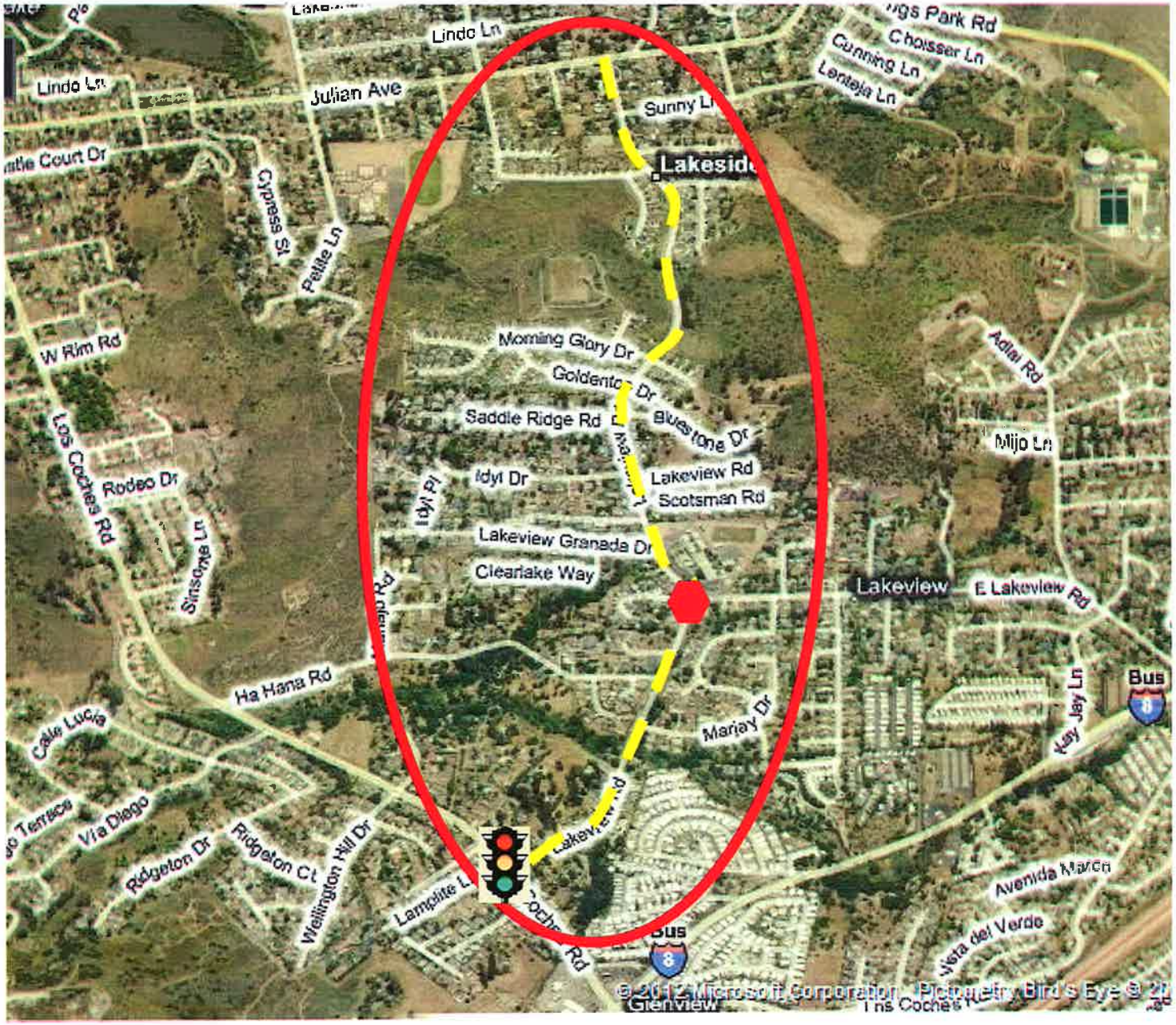
* Two-way count

| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Lakeview Road: | | | | | |
| 500' S/o Saddle Ridge Road | (2011) | 43.8 MPH | 35-44 | 62.0% | 298 |
| | (2005) | 40.9 MPH | 33-42 | 77.0% | 200 |
| @ Khuram Street | (2011) | 44.7 MPH | 38-47 | 69.6% | 293 |
| | (2005) | 41.2 MPH | 33-42 | 71.4% | 196 |

## Collision Data

There have been six reported collisions, three of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

# Lakeview Road



# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Lakeview Road 500' s/o Saddle Ridge Road

DATE: 10-4-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 40 mph OBSERVER: contrator CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5--------10--------15--------20-------- |
| 13 | 1 | 13 | 1 | 0.3 | \|* |
| 14 | 0 | 0 | 1 | 0.3 | \|* |
| 15 | 0 | 0 | 1 | 0.3 | \|* |
| 16 | 0 | 0 | 1 | 0.3 | \|* |
| 17 | 0 | 0 | 1 | 0.3 | \|* |
| 18 | 0 | 0 | 1 | 0.3 | \|* |
| 19 | 3 | 57 | 4 | 1.3 | \|*** |
| 20 | 0 | 0 | 4 | 1.3 | \|* |
| 21 | 0 | 0 | 4 | 1.3 | \|* |
| 22 | 0 | 0 | 4 | 1.3 | \|* |
| 23 | 2 | 46 | 6 | 2.0 | \|** |
| 24 | 1 | 24 | 7 | 2.3 | \|* |
| 25 | 1 | 25 | 8 | 2.7 | \|* |
| 26 | 6 | 156 | 14 | 4.7 | \|***** |
| 27 | 2 | 54 | 16 | 5.4 | \|** |
| 28 | 8 | 224 | 24 | 8.1 | \|****** |
| 29 | 6 | 174 | 30 | 10.1 | \|***** |
| 30 | 6 | 180 | 36 | 12.1 | \|***** |
| 31 | 10 | 310 | 46 | 15.4 | \|******* |
| 32 | 6 | 192 | 52 | 17.4 | \|***** |
| 33 | 11 | 363 | 63 | 21.1 | \|******** |
| 34 | 8 | 272 | 71 | 23.8 | \|****** |
| 35 | 14 | 490 | 85 | 28.5 | \|********** |
| 36 | 20 | 720 | 105 | 35.2 | \|********** |
| 37 | 26 | 962 | 131 | 44.0 | \|********** |
| 38 | 21 | 798 | 152 | 51.0 | \|********** |
| 39 | 20 | 780 | 172 | 57.7 | \|********** |
| 40 | 23 | 920 | 195 | 65.4 | \|********** |
| 41 | 10 | 410 | 205 | 68.8 | \|******* |
| 42 | 20 | 840 | 225 | 75.5 | \|********** |
| 43 | 13 | 559 | 238 | 79.9 | \|********* |
| 44 | 18 | 792 | 256 | 85.9 | \|********** |
| 45 | 13 | 585 | 269 | 90.3 | \|********* |
| 46 | 8 | 368 | 277 | 93.0 | \|****** |
| 47 | 9 | 423 | 286 | 96.0 | \|******* |
| 48 | 4 | 192 | 290 | 97.3 | \|*** |
| 49 | 3 | 147 | 293 | 98.3 | \|*** |
| 50 | 2 | 100 | 295 | 99.0 | \|** |
| 51 | 0 | 0 | 295 | 99.0 | \|* |
| 52 | 1 | 52 | 296 | 99.3 | \|* |
| 53 | 2 | 106 | 298 | 100.0 | \|** |
| | | | | | \|0---------5--------10--------15--------20-------- |
| | 298 | 11334 | | | |

AVERAGE SPEED = 38
50th PERCENTILE = 37.8
85th PERCENTILE = 43.8
90th PERCENTILE = 44.9
95th PERCENTILE = 46.6

PACE = 35 - 44
% IN PACE = 62
VEHICLES IN PACE = 185

SAMPLE VARIANCE = 39.42656
STANDARD DEVIATION = 6.279057
RANGE 1*S = 70.4698
RANGE 2*S = 96.30872
RANGE 3*S = 98.65771

# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Lakeview Road 100' s/o Khuram Street

DATE: 10-6-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 40 MPH OBSERVER: contractor CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | 0---------5--------10--------15--------20-------- |
| 19 | 2 | 38 | 2 | 0.7 | ** |
| 20 | 1 | 20 | 3 | 1.0 | * |
| 21 | 1 | 21 | 4 | 1.4 | * |
| 22 | 3 | 66 | 7 | 2.4 | *** |
| 23 | 2 | 46 | 9 | 3.1 | ** |
| 24 | 1 | 24 | 10 | 3.4 | * |
| 25 | 1 | 25 | 11 | 3.8 | * |
| 26 | 1 | 26 | 12 | 4.1 | * |
| 27 | 1 | 27 | 13 | 4.4 | * |
| 28 | 1 | 28 | 14 | 4.8 | * |
| 29 | 2 | 58 | 16 | 5.5 | ** |
| 30 | 2 | 60 | 18 | 6.1 | ** |
| 31 | 4 | 124 | 22 | 7.5 | *** |
| 32 | 6 | 192 | 28 | 9.6 | ***** |
| 33 | 8 | 264 | 36 | 12.3 | ****** |
| 34 | 9 | 306 | 45 | 15.4 | ******* |
| 35 | 11 | 385 | 56 | 19.1 | ******** |
| 36 | 8 | 288 | 64 | 21.8 | ****** |
| 37 | 8 | 296 | 72 | 24.6 | ****** |
| 38 | 22 | 836 | 94 | 32.1 | ********** |
| 39 | 25 | 975 | 119 | 40.6 | ********** |
| 40 | 30 | 1200 | 149 | 50.9 | ********** |
| 41 | 17 | 697 | 166 | 56.7 | ********** |
| 42 | 19 | 798 | 185 | 63.1 | ********** |
| 43 | 26 | 1118 | 211 | 72.0 | ********** |
| 44 | 24 | 1056 | 235 | 80.2 | ********** |
| 45 | 18 | 810 | 253 | 86.3 | ********** |
| 46 | 11 | 506 | 264 | 90.1 | ******** |
| 47 | 12 | 564 | 276 | 94.2 | ********* |
| 48 | 5 | 240 | 281 | 95.9 | **** |
| 49 | 2 | 98 | 283 | 96.6 | ** |
| 50 | 3 | 150 | 286 | 97.6 | *** |
| 51 | 2 | 102 | 288 | 98.3 | ** |
| 52 | 2 | 104 | 290 | 99.0 | ** |
| 53 | 1 | 53 | 291 | 99.3 | * |
| 54 | 1 | 54 | 292 | 99.7 | * |
| 55 | 1 | 55 | 293 | 100.0 | * |
| | | | | | 0---------5--------10--------15--------20-------- |
| | 293 | 11710 | | | |

AVERAGE SPEED = 39.9
50th PERCENTILE = 39.9
85th PERCENTILE = 44.7
90th PERCENTILE = 45.9

PACE = 38 - 47
% IN PACE = 69.6
VEHICLES IN PACE = 204

SAMPLE VARIANCE = 36.58797
STANDARD DEVIATION = 6.048799
RANGE 1*S = 77.8157
RANGE 2*S = 94.53924

95th PERCENTILE = 47.4

RANGE 3*S = 98.63481

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Oak Creek Road from Flinn Springs Road easterly to Old Highway 80 (1.5 miles), BLOSSOM VALLEY (Thos. Bros. 1232-J3) Lakeside Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Oak Creek Road 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**

Oak Creek Road is a striped two-lane roadway that varies from 24 feet to 36 feet in width. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

| Average Daily Traffic Volumes | 08/08 | 11/03 | 01/02 |
|---|---|---|---|
| Oak Creek Road: | | | |
| N/o Old Highway 80 | 1,540* | | |
| E/o Flinn Springs Road | | 1,620* | 1,520* |
| W/o Robledo Real Road | | 1,280* | 940* |

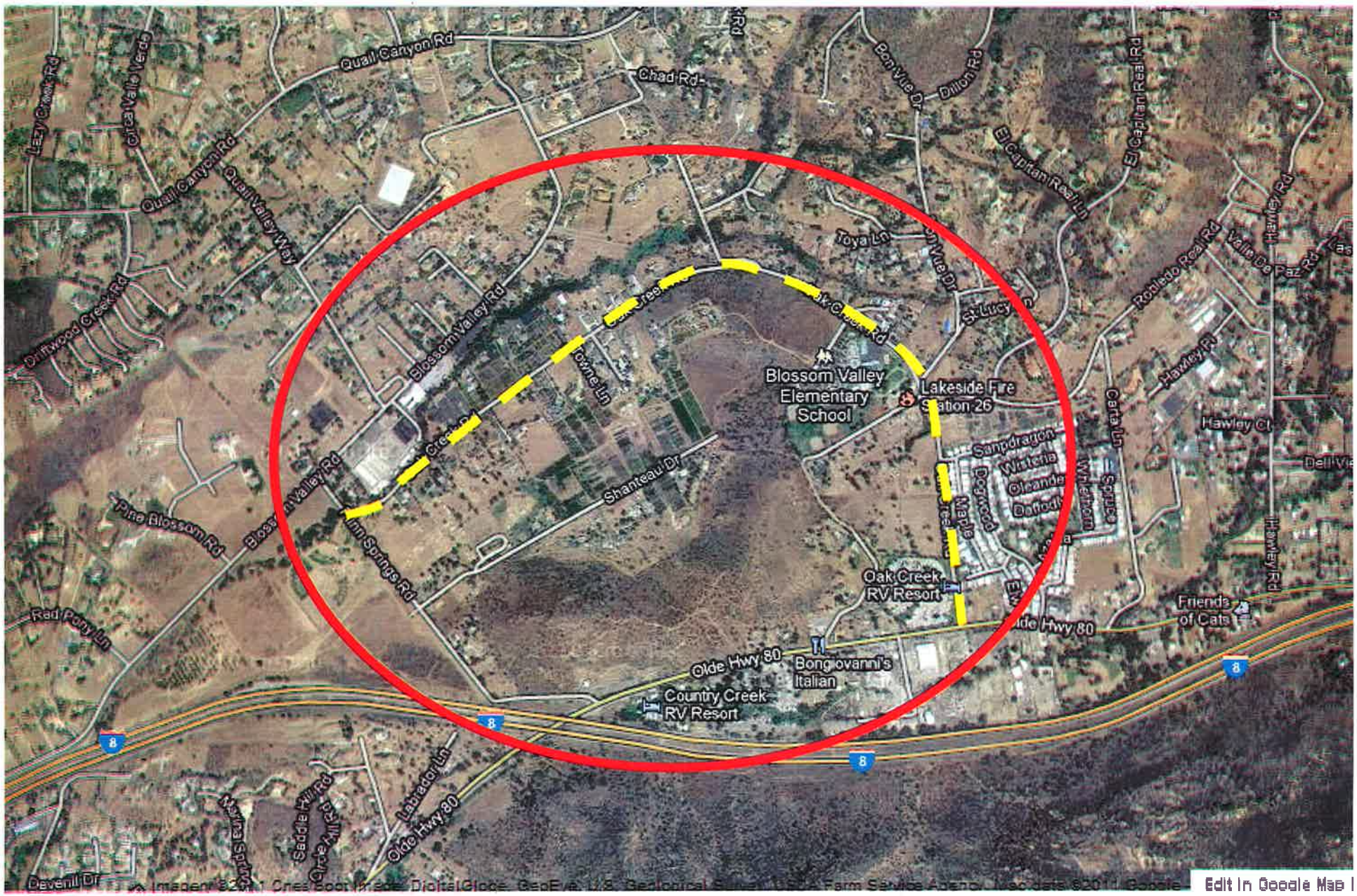
* Two-way count

| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Oak Creek Road: | | | | | |
| @ Towne Lane | (2011) | 49.9 MPH | 37-46 | 65.9% | 47 |
| | (2004) | 49.5 MPH | 36-45 | 52.2% | 136 |

**Collision Data**

There have been no reported collisions along this segment of roadway in the last two years (09-30-09 to 09-30-11).

# Oak Creek Road



# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Oak Creek Road 100 ft E/o Towne Lane

DATE: 11-09-11 TIME START: 9:30 TIME END: 11:30 WEATHER: clear ROAD TYPE:

DIRECTION: EB/WB SPEED LIMIT: 45MPH OBSERVER: Tricia CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5--------10--------15--------20-------- |
| 33 | 1 | 33 | 1 | 2.1 | \|***** |
| 34 | 2 | 68 | 3 | 6.4 | \|********* |
| 35 | 3 | 105 | 6 | 12.8 | \|********** |
| 36 | 1 | 36 | 7 | 14.9 | \|***** |
| 37 | 3 | 111 | 10 | 21.3 | \|********** |
| 38 | 4 | 152 | 14 | 29.8 | \|********** |
| 39 | 0 | 0 | 14 | 29.8 | \|* |
| 40 | 3 | 120 | 17 | 36.2 | \|********** |
| 41 | 5 | 205 | 22 | 46.8 | \|********** |
| 42 | 4 | 168 | 26 | 55.3 | \|********** |
| 43 | 3 | 129 | 29 | 61.7 | \|********** |
| 44 | 2 | 88 | 31 | 66.0 | \|********* |
| 45 | 3 | 135 | 34 | 72.3 | \|********** |
| 46 | 4 | 184 | 38 | 80.9 | \|********** |
| 47 | 0 | 0 | 38 | 80.9 | \|* |
| 48 | 1 | 48 | 39 | 83.0 | \|***** |
| 49 | 0 | 0 | 39 | 83.0 | \|* |
| 50 | 1 | 50 | 40 | 85.1 | \|***** |
| 51 | 3 | 153 | 43 | 91.5 | \|********** |
| 52 | 1 | 52 | 44 | 93.6 | \|***** |
| 53 | 1 | 53 | 45 | 95.7 | \|***** |
| 54 | 1 | 54 | 46 | 97.9 | \|***** |
| 55 | 1 | 55 | 47 | 100.0 | \|***** |
| 56 | 0 | 0 | 47 | 100.0 | \|* |
| | | | | | \|0---------5--------10--------15--------20-------- |
| | 47 | 1999 | | | |

AVERAGE SPEED = 42.5
50th PERCENTILE = 41.3
85th PERCENTILE = 49.9
90th PERCENTILE = 50.7
95th PERCENTILE = 52.6

PACE = 37 - 46
% IN PACE = 65.9
VEHICLES IN PACE = 31

SAMPLE VARIANCE = 32.90659
STANDARD DEVIATION = 5.736427
RANGE 1*S = 68.08511
RANGE 2*S = 97.87234
RANGE 3*S = 100

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Los Coches Road from Julian Avenue southerly to Highway 8 Business (1.9 miles), LAKESIDE (Thos. Bros. 1232-B4) Lakeside Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Los Coches Road 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**

Los Coches Road is a striped two-lane Through Highway that measures 64 feet in width. It has a two-way left-turn lane separating both directions of travel. There are bike lanes and parking lanes 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 Certified.

| Average Daily Traffic Volumes | 08/08 | 06/05 | 6/93 |
|---|---|---|---|
| Los Coches Road: | | | |
| S/o Julian Avenue | 12,660* | 12,510* | 15,610* |
| N/o Highway 8 Business | 15,700* | 16,230* | 14,930* |

* Two-way count

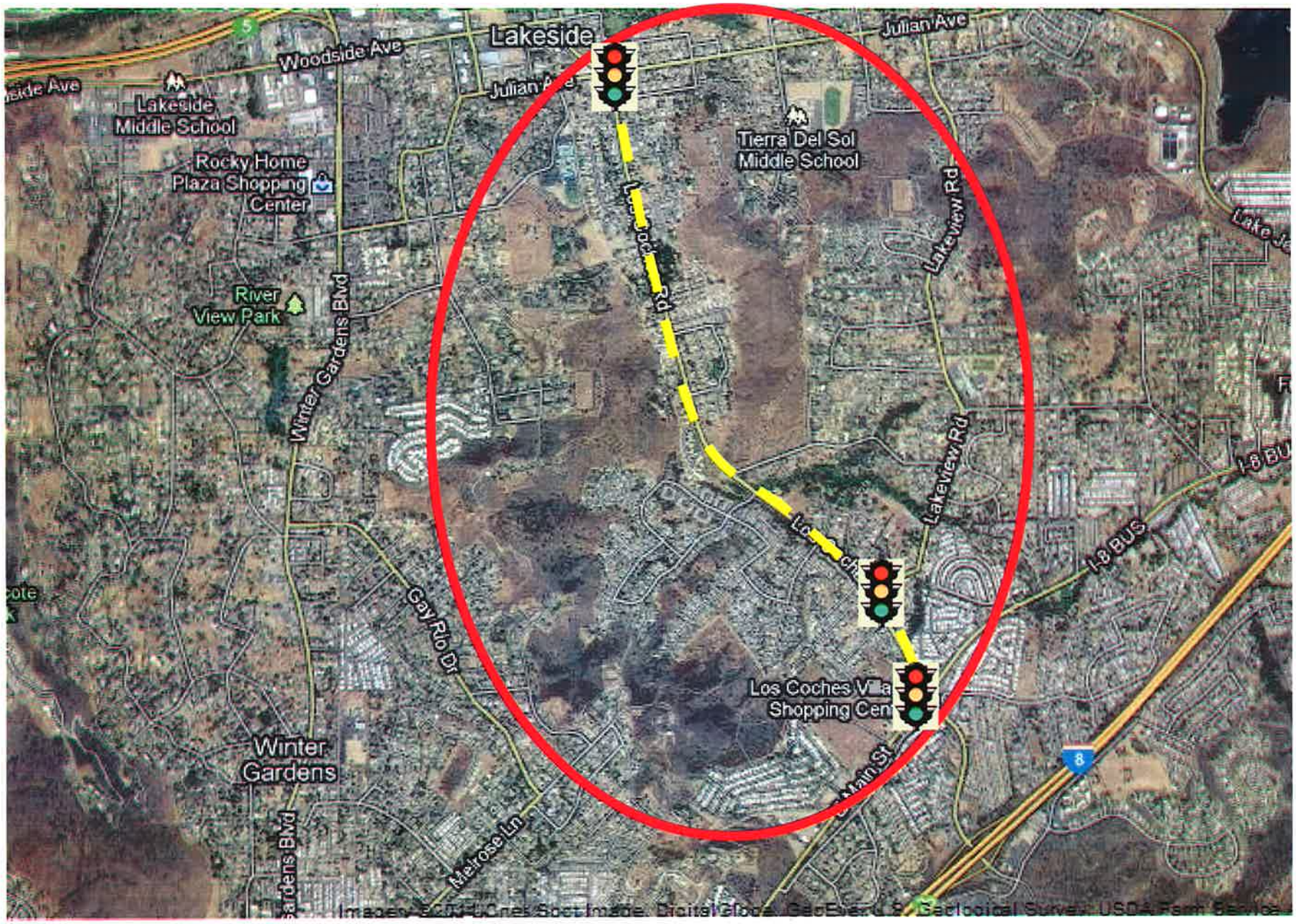
| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Los Coches Road: | | | | | |
| 1,900 S/o Castle Court Dr | (2011) | 49.0 MPH | 41-50 | 78.3% | 299 |
| | (2005) | 50.6 MPH | 41-50 | 67.0% | 200 |

| Spot Speed Data | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|
| 750' S/o Via Diego | (2011) 48.0 MPH | 39-48 | 80.8% | 308 |
| | (2005) 50.7 MPH | 42-51 | 73.7% | 198 |

**Collision Data**

There have been 29 reported collisions, 2 of which involved a fatality and 15 of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

# Los Coches Road



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Los Coches rd. 1900' South of Castle Ct

LIMITS..... to

DIRECTION(S).....NBSB

DATE.....9.27.11

TIME.....2pm

POSTED SPEED LIMIT....45

50TH PERCENTILE SPEED.....45

85TH PERCENTILE SPEED.....49

10 MPH PACE SPEED.....41 through 50

PERCENT IN PACE SPEED..... 78.3

PERCENT OVER PACE SPEED..... 8.7

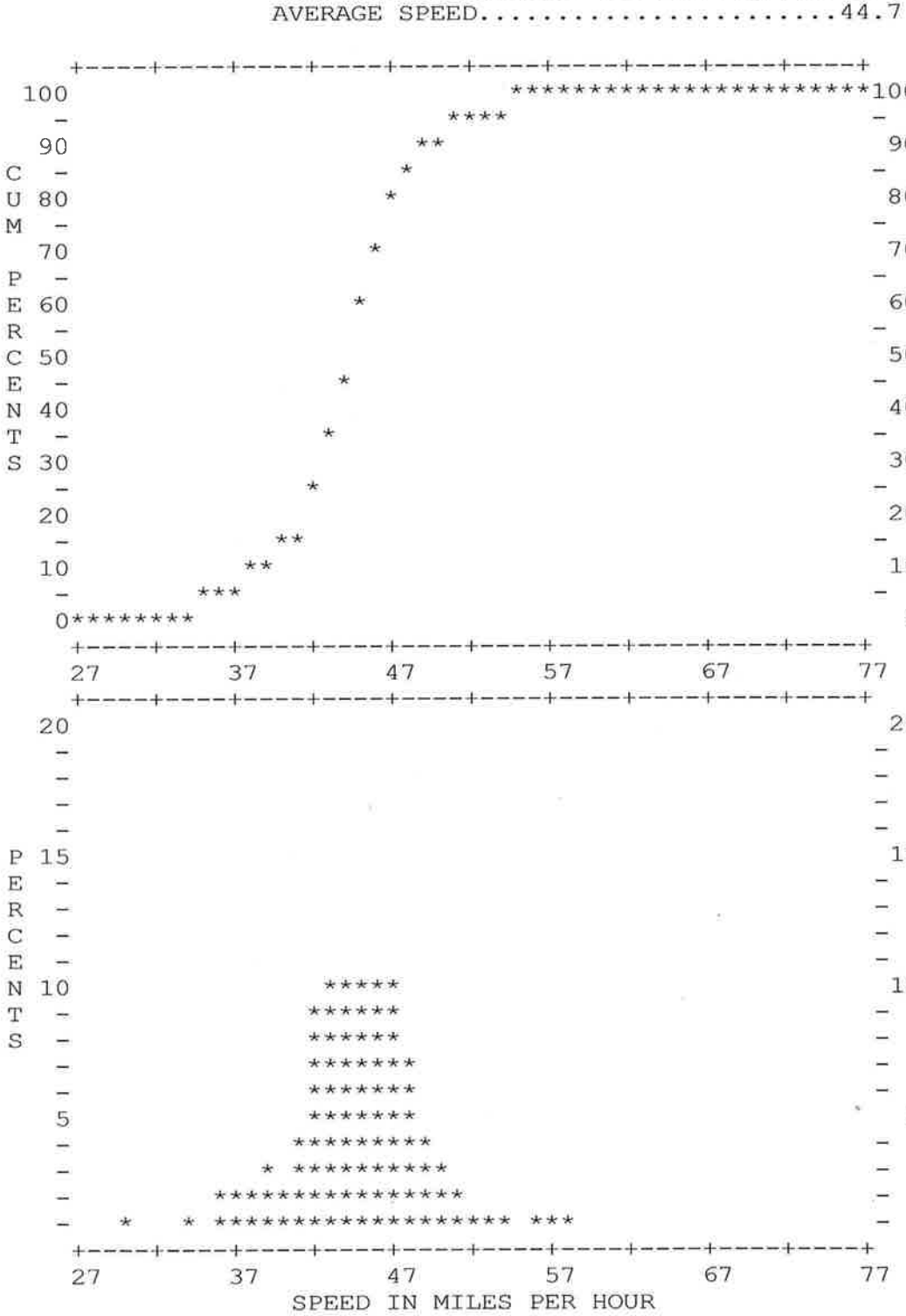
PERCENT UNDER PACE SPEED.....13.0

RANGE OF SPEEDS.....27 to 58

VEHICLES OBSERVED..... 299

AVERAGE SPEED.....44.7

| SPEED | NO. | PCT. | CUM. PCT. |
|---|---|---|---|
| 27 | 1 | 0.3 | 0.3 |
| 28 | 0 | 0.0 | 0.3 |
| 29 | 0 | 0.0 | 0.3 |
| 30 | 2 | 0.7 | 1.0 |
| 31 | 0 | 0.0 | 1.0 |
| 32 | 1 | 0.3 | 1.3 |
| 33 | 1 | 0.3 | 1.7 |
| 34 | 2 | 0.7 | 2.3 |
| 35 | 1 | 0.3 | 2.7 |
| 36 | 5 | 1.7 | 4.3 |
| 37 | 5 | 1.7 | 6.0 |
| 38 | 5 | 1.7 | 7.7 |
| 39 | 9 | 3.0 | 10.7 |
| 40 | 7 | 2.3 | 13.0 |
| 41 | 13 | 4.3 | 17.4 |
| 42 | 27 | 9.0 | 26.4 |
| 43 | 31 | 10.4 | 36.8 |
| 44 | 31 | 10.4 | 47.2 |
| 45 | 31 | 10.4 | 57.5 |
| 46 | 31 | 10.4 | 67.9 |
| 47 | 29 | 9.7 | 77.6 |
| 48 | 22 | 7.4 | 84.9 |
| 49 | 11 | 3.7 | 88.6 |
| 50 | 8 | 2.7 | 91.3 |
| 51 | 7 | 2.3 | 93.6 |
| 52 | 4 | 1.3 | 95.0 |
| 53 | 4 | 1.3 | 96.3 |
| 54 | 3 | 1.0 | 97.3 |
| 55 | 1 | 0.3 | 97.7 |
| 56 | 3 | 1.0 | 98.7 |
| 57 | 2 | 0.7 | 99.3 |
| 58 | 2 | 0.7 | 100.0 |



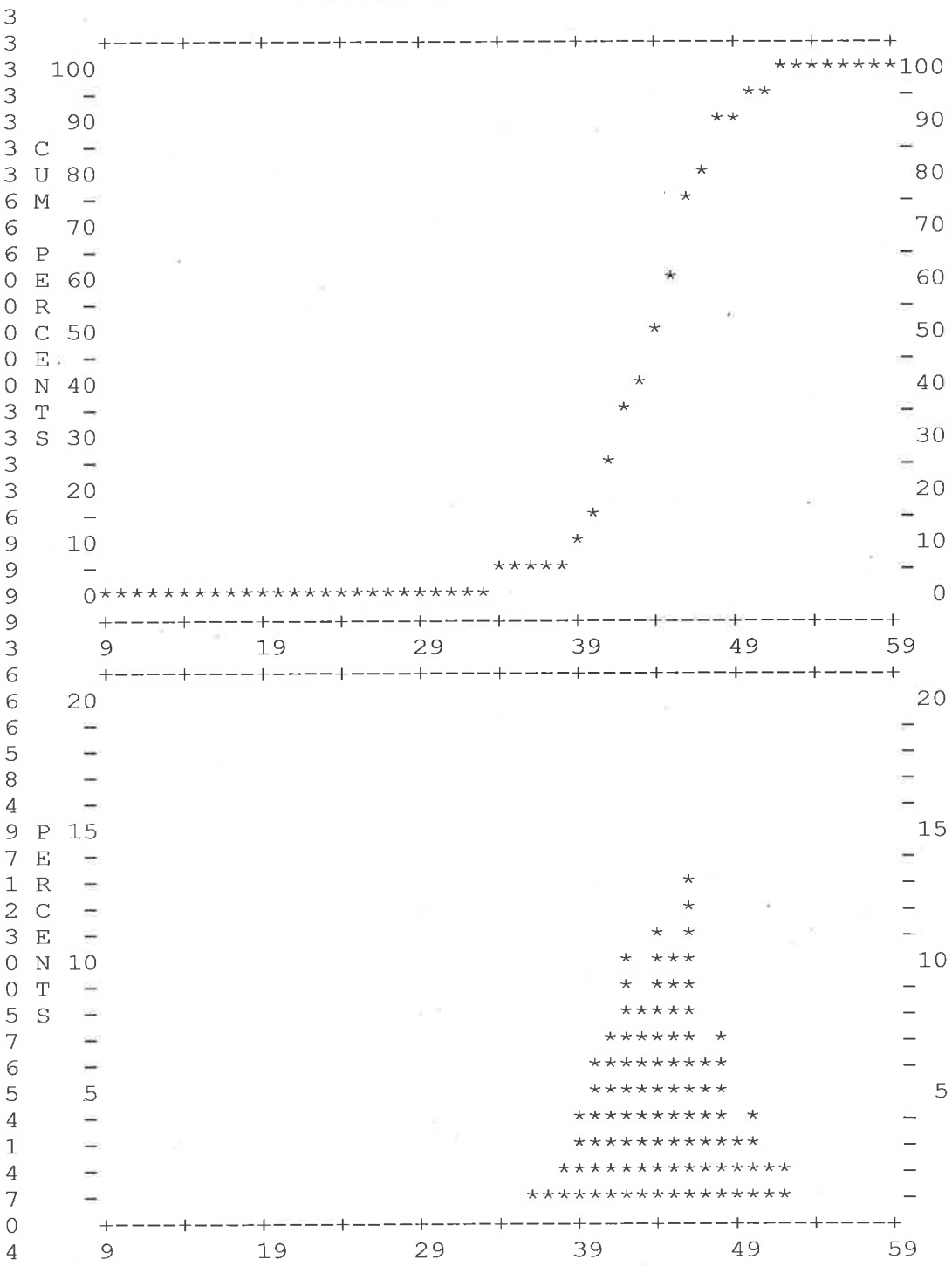
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Los Coches Rd 750' South of Via Diego
LIMITS..... to

DIRECTION(S).....NBSB
DATE.....9.27.11
TIME.....12pm
POSTED SPEED LIMIT....45

50TH PERCENTILE SPEED.....44
85TH PERCENTILE SPEED.....48
10 MPH PACE SPEED.....39 through 48
PERCENT IN PACE SPEED..... 80.8
PERCENT OVER PACE SPEED.....12.3
PERCENT UNDER PACE SPEED..... 6.8
RANGE OF SPEEDS..... 9 to 58
VEHICLES OBSERVED..... 308
AVERAGE SPEED.....44.0

| SPEED | NO. | PCT. | CUM. PCT. |
|---|---|---|---|
| 9 | 1 | 0.3 | 0.3 |
| 10 | 0 | 0.0 | 0.3 |
| 11 | 0 | 0.0 | 0.3 |
| 12 | 0 | 0.0 | 0.3 |
| 13 | 0 | 0.0 | 0.3 |
| 14 | 0 | 0.0 | 0.3 |
| 15 | 0 | 0.0 | 0.3 |
| 16 | 1 | 0.3 | 0.6 |
| 17 | 0 | 0.0 | 0.6 |
| 18 | 0 | 0.0 | 0.6 |
| 19 | 1 | 0.3 | 1.0 |
| 20 | 0 | 0.0 | 1.0 |
| 21 | 0 | 0.0 | 1.0 |
| 22 | 0 | 0.0 | 1.0 |
| 23 | 0 | 0.0 | 1.0 |
| 24 | 1 | 0.3 | 1.3 |
| 25 | 0 | 0.0 | 1.3 |
| 26 | 0 | 0.0 | 1.3 |
| 27 | 0 | 0.0 | 1.3 |
| 28 | 1 | 0.3 | 1.6 |
| 29 | 1 | 0.3 | 1.9 |
| 30 | 0 | 0.0 | 1.9 |
| 31 | 0 | 0.0 | 1.9 |
| 32 | 0 | 0.0 | 1.9 |
| 33 | 1 | 0.3 | 2.3 |
| 34 | 1 | 0.3 | 2.6 |
| 35 | 0 | 0.0 | 2.6 |
| 36 | 3 | 1.0 | 3.6 |
| 37 | 3 | 1.0 | 4.5 |
| 38 | 7 | 2.3 | 6.8 |
| 39 | 11 | 3.6 | 10.4 |
| 40 | 17 | 5.5 | 15.9 |
| 41 | 21 | 6.8 | 22.7 |
| 42 | 32 | 10.4 | 33.1 |
| 43 | 25 | 8.1 | 41.2 |
| 44 | 34 | 11.0 | 52.3 |
| 45 | 30 | 9.7 | 62.0 |
| 46 | 40 | 13.0 | 75.0 |
| 47 | 17 | 5.5 | 80.5 |
| 48 | 22 | 7.1 | 87.7 |
| 49 | 9 | 2.9 | 90.6 |
| 50 | 12 | 3.9 | 94.5 |
| 51 | 6 | 1.9 | 96.4 |
| 52 | 5 | 1.6 | 98.1 |
| 53 | 1 | 0.3 | 98.4 |
| 54 | 1 | 0.3 | 98.7 |
| 55 | 1 | 0.3 | 99.0 |
| 56 | 1 | 0.3 | 99.4 |
| 57 | 1 | 0.3 | 99.7 |
| 58 | 1 | 0.3 | 100.0 |



# COUNTY OF SAN DIEGO – DPW
## TRAFFIC ENGINEERING
## COLLISION DIAGRAM

| SYMBOLS | TYPE OF COLLISIONS | ACCIDENT TOTALS BY TYPE |
|---|---|---|
| MOVING VEHICLE<br>BACKING VEHICLE<br>UNINVOLVED VECHILE<br>PEDESTRIAN<br>PARKED VEHICLE<br>FIXED OBJECT<br>FATAL ACCIDENT<br>INJURY ACCIDENT | REAR END<br>HEAD ON<br>SIDE SWIPE<br>OUT OF CONTROL<br>LEFT TURN<br>RIGHT ANGLE | |

| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | 1 | 1 | 2 |
| PED INJURY | 0 | 0 | 0 |
| OTHER INJURY | 8 | 7 | 15 |
| PROP DAMAGE | 7 | 5 | 12 |
| TOTAL | 16 | 13 | 29 |

| | | | | | |
|---|---|---|---|---|---|
| ESS | EXCEEDING SAFE SPEED | FTC | FOLLOWING TOO CLOSE | H-R | HIT RUN |
| ESL | EXCEEDING SPEED LIMIT | WSR | WRONG SIDE OF ROAD | HBD | HAD BEEN DRINKING |
| RSS | RAN STOP OR SIGNAL | VRW | VIOLATED RIGHT-OF-WAY | DUI | UNDER INFLUENCE |
| ULC | UNSAFE LANE CHANGE | US | UNSAFE STARTING | I P | IMPROPER PASS |
| | | UB | UNSAFE BACKING | I T | IMPROPER TURNING |

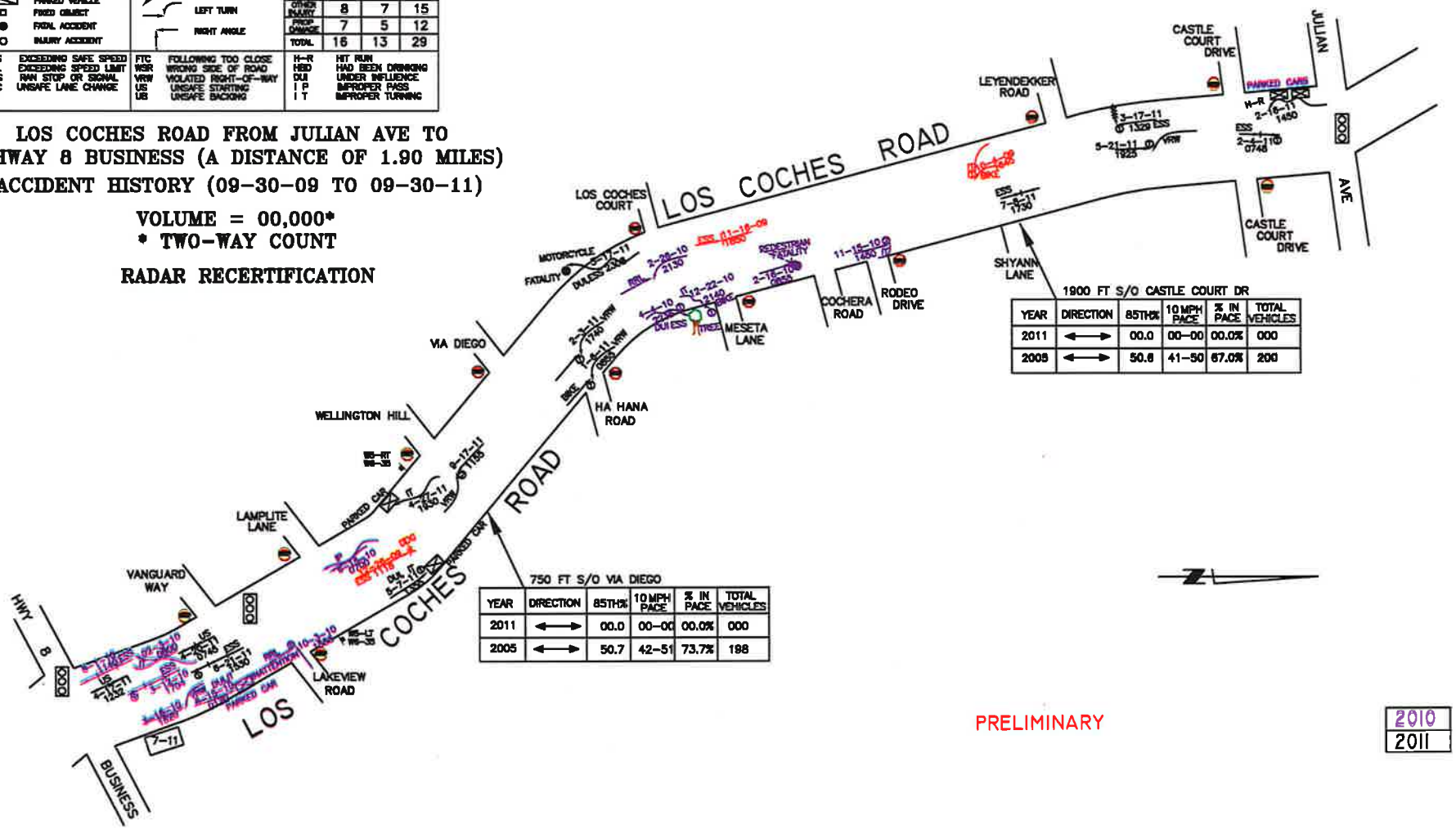
**LOS COCHES ROAD FROM JULIAN AVE TO HIGHWAY 8 BUSINESS (A DISTANCE OF 1.90 MILES)**

**ACCIDENT HISTORY (09-30-09 TO 09-30-11)**

**VOLUME = 00,000***

*** TWO-WAY COUNT**

**RADAR RECERTIFICATION**




750 FT S/O VIA DIEGO

| YEAR | DIRECTION | 85TH% | 10 MPH PACE | % IN PACE | TOTAL VEHICLES |
|---|---|---|---|---|---|
| 2011 | ←→ | 00.0 | 00-00 | 00.0% | 000 |
| 2005 | ←→ | 50.7 | 42-51 | 73.7% | 198 |

1900 FT S/O CASTLE COURT DR

| YEAR | DIRECTION | 85TH% | 10 MPH PACE | % IN PACE | TOTAL VEHICLES |
|---|---|---|---|---|---|
| 2011 | ←→ | 00.0 | 00-00 | 00.0% | 000 |
| 2005 | ←→ | 50.6 | 41-50 | 67.0% | 200 |

PRELIMINARY

2010
2011

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 2-D**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Valle Vista Road from Vista Camino northerly to the End (1.42 miles), LAKESIDE (Thos. Bros. 1231-J1) Lakeside Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 35 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Valle Vista Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

**Existing Traffic Devices**

Valle Vista Road is a striped two-lane Through Highway that measures approximately 27 feet in width. A portion of the roadway has edge-striping along both sides, another portion has edge-striping along the east side. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Certified.

| Average Daily Traffic Volumes | 10/11 | 09/04 | 08/04 |
|---|---|---|---|
| Valle Vista Road: | | | |
| N/o Eucalyptus Hills Drive | 1,540* | 1,830* | |
| N/o Serena Road | 3,740* | | 4,360* |

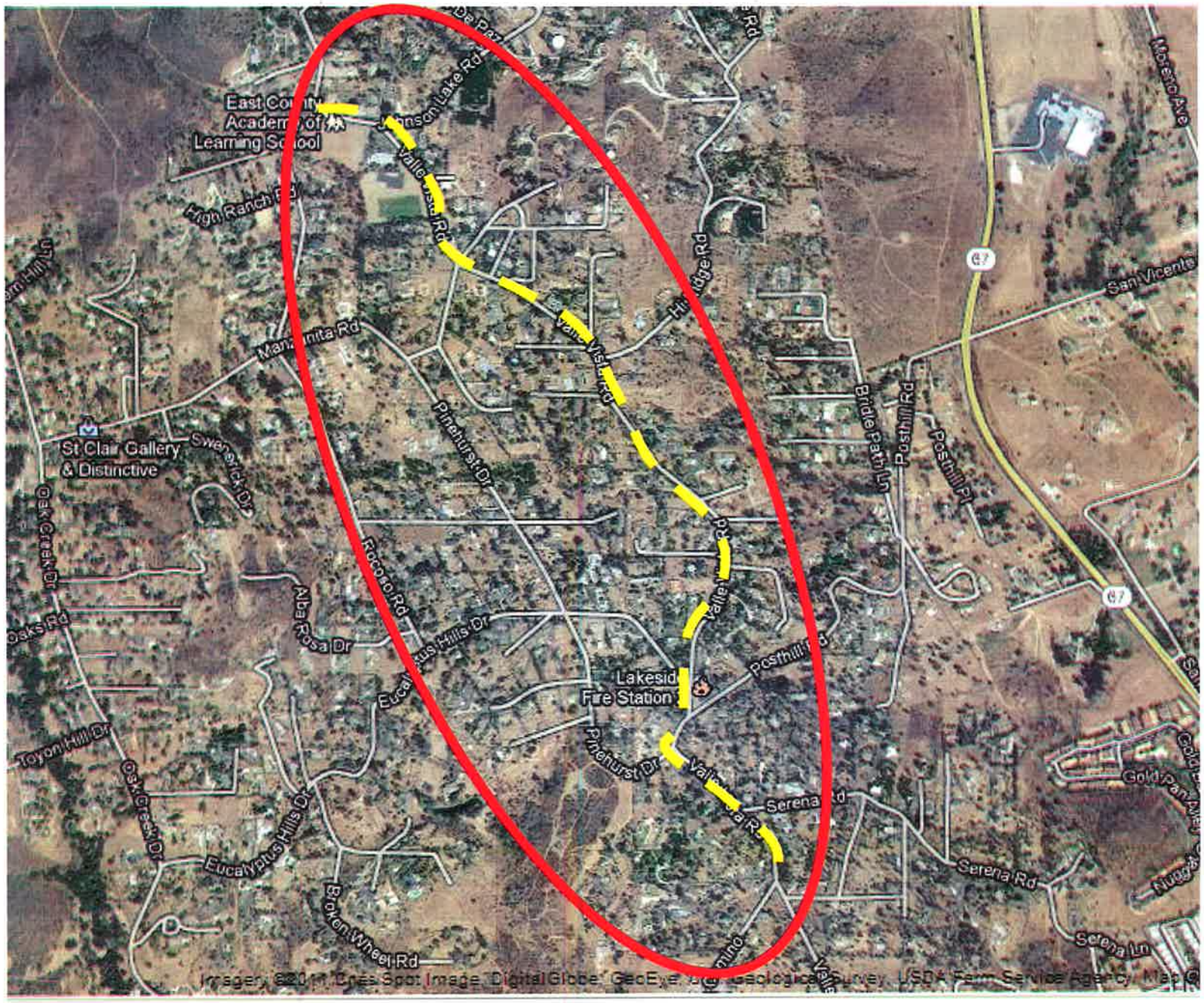
* Two-way count

| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Valle Vista Road: | | | | | |
| 1,260' N/o Eucalyptus Hills Drive | (2011) | 36.0 MPH | 27-36 | 74.1% | 266 |
| | (2005) | 35.8 MPH | 27-36 | 72.3% | 130 |
| 1,520' N/o Eucalyptus Hills Drive | (2011) | 39.5 MPH | 31-40 | 75.9% | 279 |
| | (2005) | 39.4 MPH | 29-38 | 67.3% | 141 |

## Collision Data

There have been five reported collisions, four of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

# Valle Vista Road



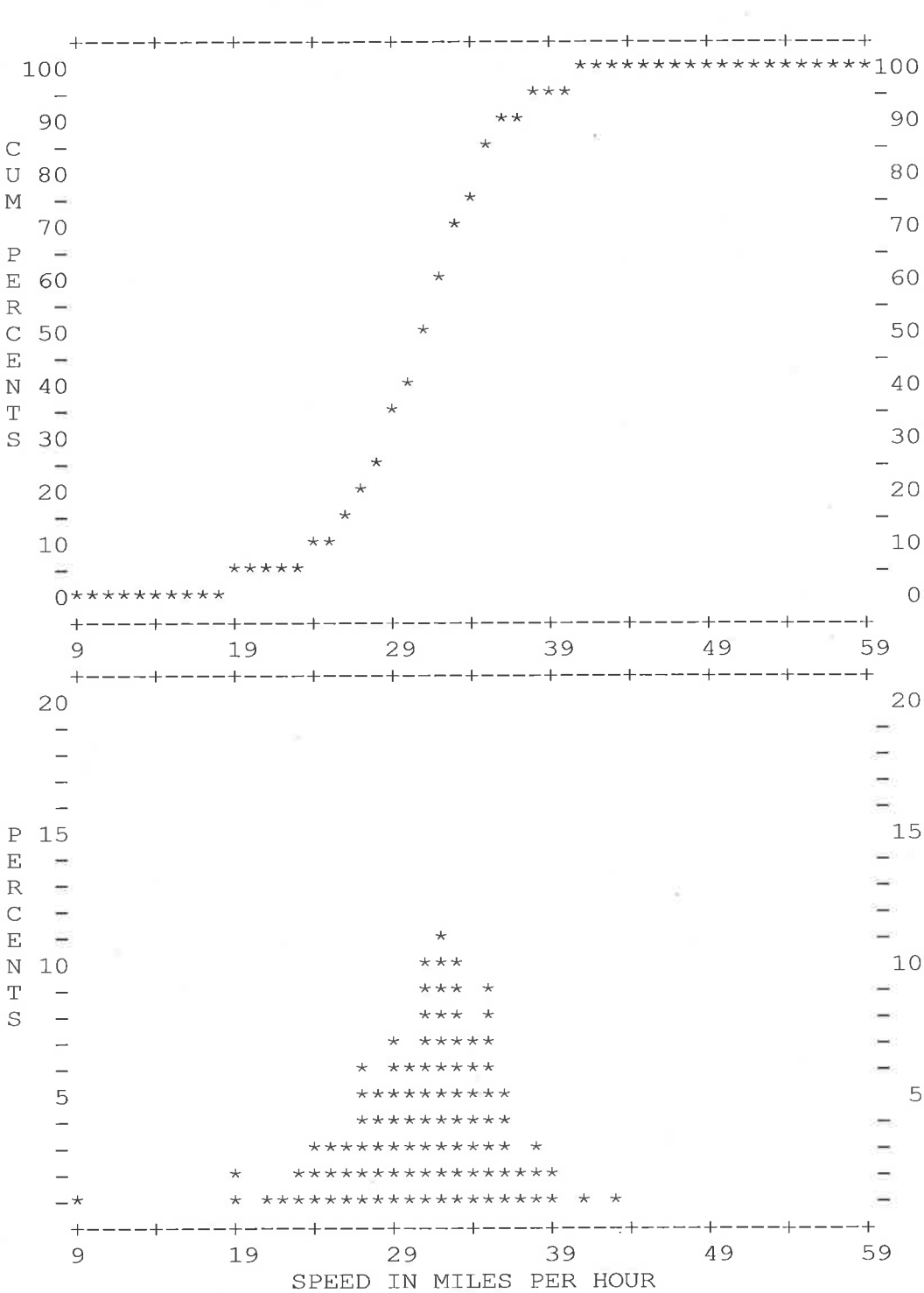
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Valle Vista Rd 1260'N/O Eucalyptus Hills
LIMITS..... to

DIRECTION(S).....NBSB
DATE.....9.29.11
TIME.....11am
POSTED SPEED LIMIT....35

50TH PERCENTILE SPEED.....32
85TH PERCENTILE SPEED.....36
10 MPH PACE SPEED.....27 through 36
PERCENT IN PACE SPEED..... 74.1
PERCENT OVER PACE SPEED.....10.9
PERCENT UNDER PACE SPEED.....15.0
RANGE OF SPEEDS..... 9 to 49
VEHICLES OBSERVED..... 266
AVERAGE SPEED.....31.1

| SPEED | NO. | PCT. | CUM. PCT. |
|---|---|---|---|
| 9 | 2 | 0.8 | 0.8 |
| 10 | 0 | 0.0 | 0.8 |
| 11 | 1 | 0.4 | 1.1 |
| 12 | 0 | 0.0 | 1.1 |
| 13 | 0 | 0.0 | 1.1 |
| 14 | 0 | 0.0 | 1.1 |
| 15 | 1 | 0.4 | 1.5 |
| 16 | 0 | 0.0 | 1.5 |
| 17 | 0 | 0.0 | 1.5 |
| 18 | 0 | 0.0 | 1.5 |
| 19 | 4 | 1.5 | 3.0 |
| 20 | 0 | 0.0 | 3.0 |
| 21 | 2 | 0.8 | 3.8 |
| 22 | 2 | 0.8 | 4.5 |
| 23 | 4 | 1.5 | 6.0 |
| 24 | 7 | 2.6 | 8.6 |
| 25 | 9 | 3.4 | 12.0 |
| 26 | 8 | 3.0 | 15.0 |
| 27 | 15 | 5.6 | 20.7 |
| 28 | 13 | 4.9 | 25.6 |
| 29 | 19 | 7.1 | 32.7 |
| 30 | 17 | 6.4 | 39.1 |
| 31 | 26 | 9.8 | 48.9 |
| 32 | 28 | 10.5 | 59.4 |
| 33 | 26 | 9.8 | 69.2 |
| 34 | 18 | 6.8 | 75.9 |
| 35 | 23 | 8.6 | 84.6 |
| 36 | 12 | 4.5 | 89.1 |
| 37 | 6 | 2.3 | 91.4 |
| 38 | 8 | 3.0 | 94.4 |
| 39 | 6 | 2.3 | 96.6 |
| 40 | 1 | 0.4 | 97.0 |
| 41 | 3 | 1.1 | 98.1 |
| 42 | 0 | 0.0 | 98.1 |
| 43 | 2 | 0.8 | 98.9 |
| 44 | 1 | 0.4 | 99.2 |
| 45 | 1 | 0.4 | 99.6 |
| 46 | 0 | 0.0 | 99.6 |
| 47 | 0 | 0.0 | 99.6 |
| 48 | 0 | 0.0 | 99.6 |
| 49 | 1 | 0.4 | 100.0 |



# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Valle Vista Rd 1520' N/o Eucalyptus Hill Rd

DATE: 9-29-11 TIME START: 1 pm TIME END: 3 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 35 MPH OBSERVER: Contractor CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5--------10--------15--------20-------- |
| 24 | 2 | 48 | 2 | 0.7 | \|** |
| 25 | 2 | 50 | 4 | 1.4 | \|** |
| 26 | 3 | 78 | 7 | 2.5 | \|*** |
| 27 | 4 | 108 | 11 | 3.9 | \|*** |
| 28 | 6 | 168 | 17 | 6.1 | \|***** |
| 29 | 6 | 174 | 23 | 8.2 | \|***** |
| 30 | 10 | 300 | 33 | 11.8 | \|******** |
| 31 | 12 | 372 | 45 | 16.1 | \|********* |
| 32 | 14 | 448 | 59 | 21.1 | \|********** |
| 33 | 14 | 462 | 73 | 26.2 | \|********** |
| 34 | 23 | 782 | 96 | 34.4 | \|********** |
| 35 | 20 | 700 | 116 | 41.6 | \|********** |
| 36 | 28 | 1008 | 144 | 51.6 | \|********** |
| 37 | 31 | 1147 | 175 | 62.7 | \|********** |
| 38 | 30 | 1140 | 205 | 73.5 | \|********** |
| 39 | 21 | 819 | 226 | 81.0 | \|********** |
| 40 | 19 | 760 | 245 | 87.8 | \|********** |
| 41 | 11 | 451 | 256 | 91.8 | \|******** |
| 42 | 8 | 336 | 264 | 94.6 | \|****** |
| 43 | 6 | 258 | 270 | 96.8 | \|***** |
| 44 | 3 | 132 | 273 | 97.8 | \|*** |
| 45 | 3 | 135 | 276 | 98.9 | \|*** |
| 46 | 3 | 138 | 279 | 100.0 | \|*** |
| | | | | | \|0---------5--------10--------15--------20-------- |
| | 279 | 10014 | | | |

AVERAGE SPEED = 35.8
50th PERCENTILE = 35.8
85th PERCENTILE = 39.5
90th PERCENTILE = 40.5
95th PERCENTILE = 42.1

PACE = 31 - 40
% IN PACE = 75.9
VEHICLES IN PACE = 212

SAMPLE VARIANCE = 18.65749
STANDARD DEVIATION = 4.319432
RANGE 1*S = 71.68459
RANGE 2*S = 93.90681
RANGE 3*S = 100

COUNTY OF SAN DIEGO – DPW
TRAFFIC ENGINEERING
COLLISION DIAGRAM

| SYMBOLS | TYPE OF COLLISIONS |
|---|---|
| MOVING VEHICLE | REAR END |
| BACKING VEHICLE | HEAD ON |
| UNINVOLVED VECHILE | SIDE SWIPE |
| PEDESTRIAN | OUT OF CONTROL |
| PARKED VEHICLE | LEFT TURN |
| FIXED OBJECT | RIGHT ANGLE |
| FATAL ACCIDENT | |
| INJURY ACCIDENT | |

ACCIDENT TOTALS BY TYPE

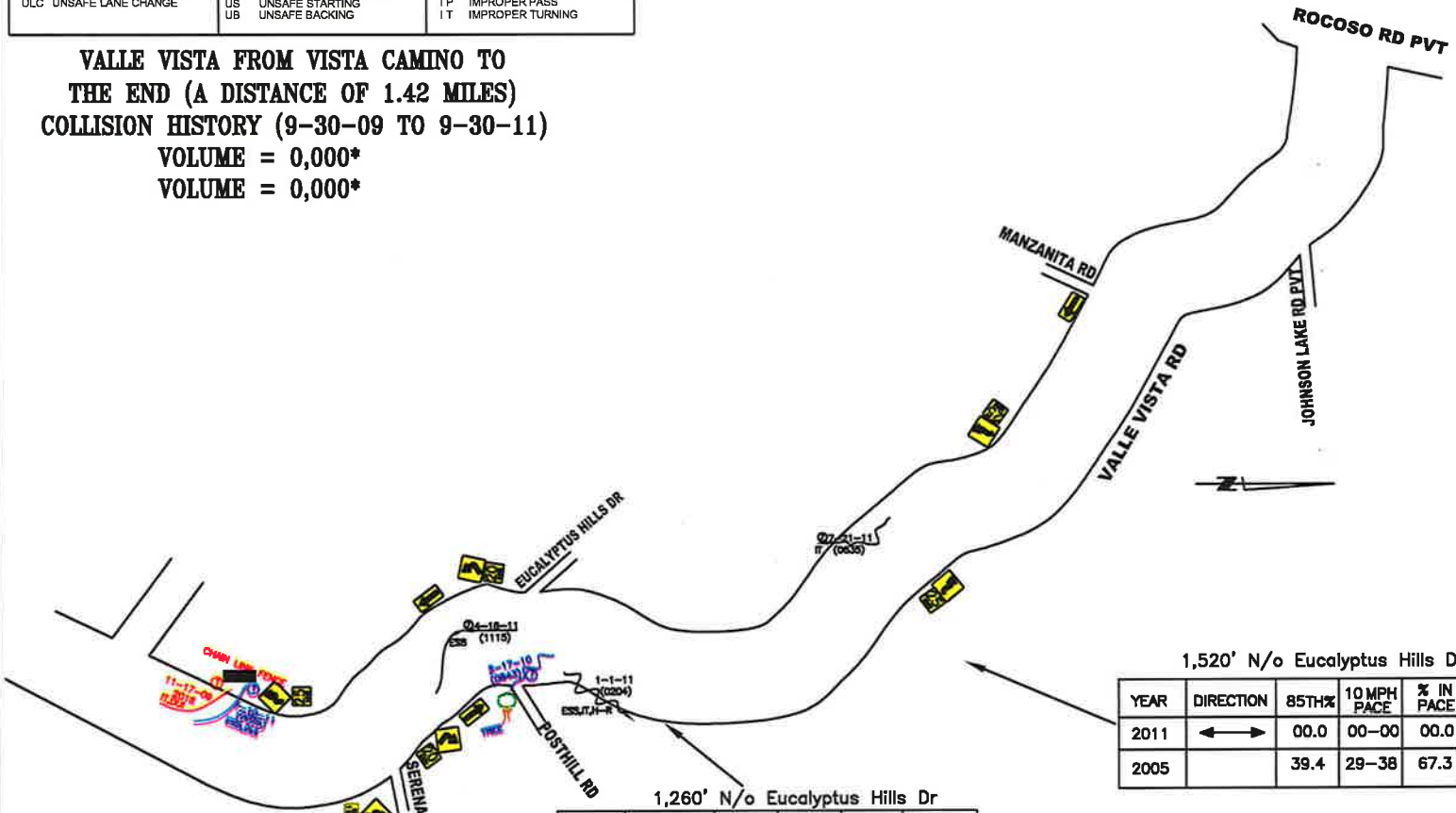
| TYPE | DAY | NIGHT | TOTAL |
|---|---|---|---|
| FATAL | | | |
| PED INJURY | | | |
| OTHER INJURY | 2 | 2 | 4 |
| PROP DAMAGE | 0 | 1 | 1 |
| TOTAL | 2 | 3 | 5 |

ESS EXCEEDING SAFE SPEED
ESL EXCEEDING SPEED LIMIT
RSS RAN STOP OR SIGNAL
ULC UNSAFE LANE CHANGE

FTC FOLLOWING TOO CLOSE
WSR WRONG SIDE OF ROAD
VRW VIOLATED RIGHT-OF-WAY
US UNSAFE STARTING
UB UNSAFE BACKING

H-R HIT RUN
HBD HAD BEEN DRINKING
DUI UNDER INFLUENCE
I P IMPROPER PASS
I T IMPROPER TURNING

VALLE VISTA FROM VISTA CAMINO TO
THE END (A DISTANCE OF 1.42 MILES)
COLLISION HISTORY (9-30-09 TO 9-30-11)
VOLUME = 0,000*
VOLUME = 0,000*




1,520' N/o Eucalyptus Hills Dr

| YEAR | DIRECTION | 85TH% | 10 MPH PACE | % IN PACE | TOTAL VEHICLES |
|---|---|---|---|---|---|
| 2011 | ←→ | 00.0 | 00–00 | 00.0 | 000 |
| 2005 | | 39.4 | 29–38 | 67.3 | 141 |

1,260' N/o Eucalyptus Hills Dr

| YEAR | DIRECTION | 85TH% | 10 MPH PACE | % IN PACE | TOTAL VEHICLES |
|---|---|---|---|---|---|
| 2011 | ←→ | 00.0 | 00–00 | 00.0 | 000 |
| 2005 | | 35.8 | 27–36 | 72.3 | 130 |

PRELIMINARY

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 2-E**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Jamul Drive from Steele Canyon Road easterly to Lyons Valley Road (3.1 miles), JAMUL (Thos. Bros. 1272-C6) Lakeside Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Jamul Drive 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**

Jamul Drive is a striped two-lane Through Highway that varies from 24 feet to 64 feet in width. The westerly one mile segment has a two-way left-turn lane separating both directions of travel. There is also a segment with a painted island separating both sides of travel. The road is primarily edge-striped along both sides, there is a short segment with bike lanes. There is a portion of roadway with a parking lane adjacent to the bike lane in the vicinity of Jamacha Elementary School. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

| Average Daily Traffic Volumes | 08/08 | 11/04 | 11/03 | 1/96 |
|---|---|---|---|---|
| Jamul Drive: | | | | |
| W/o Mile Post 1.5 | * | | 3,640* | 1,840* |
| E/o Ivanhoe Ranch Road | | 5,950* | | 3,790* |

* Two-way count

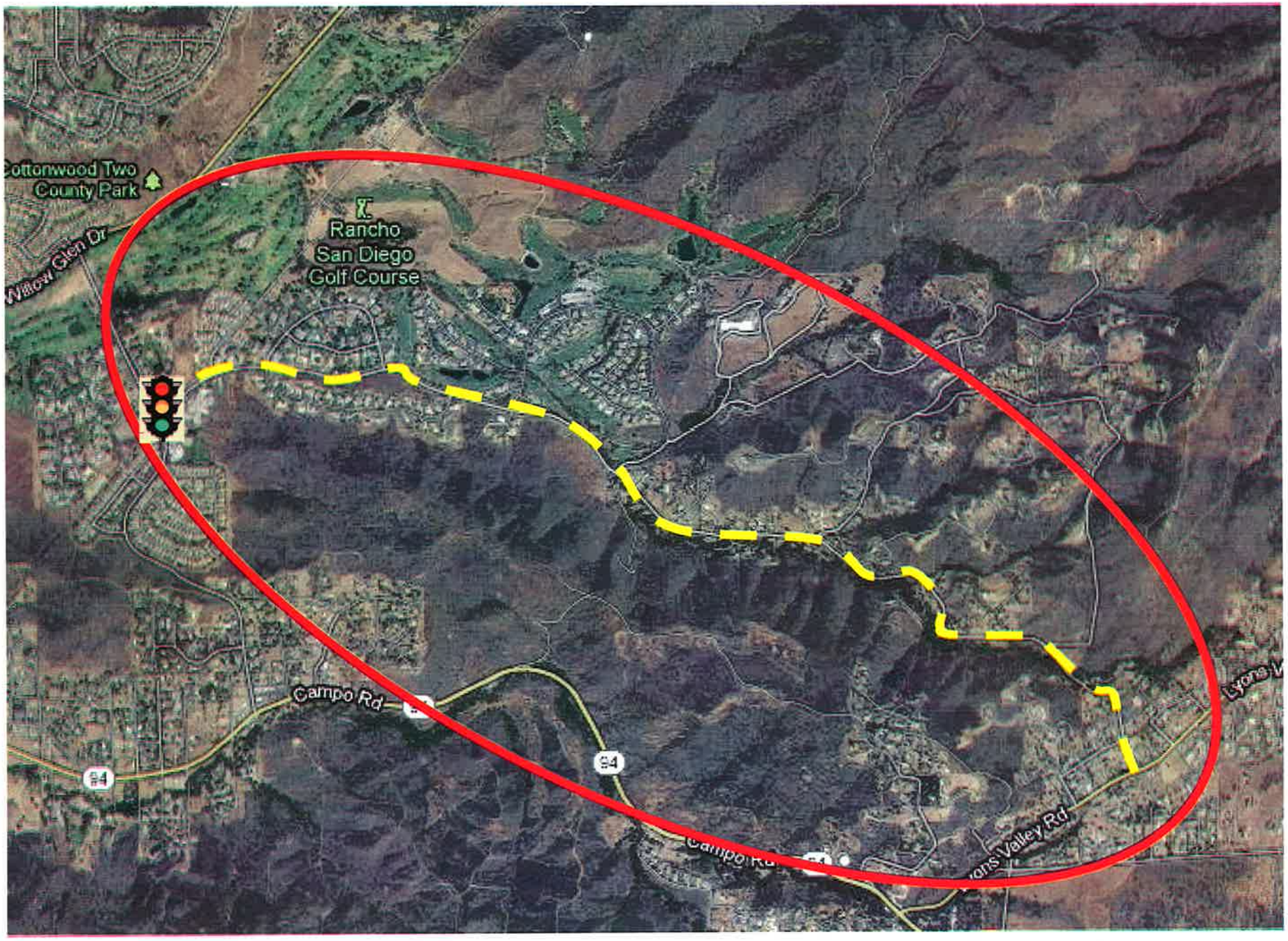
| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Jamul Drive: | | | | | |
| 200' W/o Cotton Springs Rd | (2011) | 48.0 MPH | 39-48 | 75.6% | 119 |
| | (2004) | 52.0 MPH | 44-53 | 73.0% | 126 |

| Spot Speed Data | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|
| Jamul Drive: | | | | |
| 2,460' E/o Fowler | (2011) 48.9 MPH | 40-49 | 78.6% | 117 |
| Canyon Rd | (2004) 54.0 MPH | 44-53 | 75.8% | 161 |

**Collision Data**

There have been 38 reported collisions, one of which involved a fatality and twenty of which involved injury, along this segment of roadway in the last five years (09-30-06 to 09-30-11).

# Jamul Drive


Cottonwood Two
County Park
Willow Glen Dr
Rancho
San Diego
Golf Course
Campo Rd
94
94
Campo Rd
Lyons Valley Rd

# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Jamul Drive 200 feet w/o Cotton Springs Ln

DATE: 1-3-12 TIME START: 10 am TIME END: 11:10 am WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: P JOhnson CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5---------10---------15---------20--------- |
| 33 | 1 | 33 | 1 | 0.8 | \|** |
| 34 | 0 | 0 | 1 | 0.8 | \|* |
| 35 | 1 | 35 | 2 | 1.7 | \|** |
| 36 | 3 | 108 | 5 | 4.2 | \|****** |
| 37 | 3 | 111 | 8 | 6.7 | \|****** |
| 38 | 3 | 114 | 11 | 9.2 | \|****** |
| 39 | 4 | 156 | 15 | 12.6 | \|******* |
| 40 | 14 | 560 | 29 | 24.4 | \|************************* |
| 41 | 0 | 0 | 29 | 24.4 | \|* |
| 42 | 8 | 336 | 37 | 31.1 | \|************** |
| 43 | 11 | 473 | 48 | 40.3 | \|******************* |
| 44 | 13 | 572 | 61 | 51.3 | \|********************** |
| 45 | 5 | 225 | 66 | 55.5 | \|********* |
| 46 | 12 | 552 | 78 | 65.5 | \|********************* |
| 47 | 13 | 611 | 91 | 76.5 | \|********************** |
| 48 | 10 | 480 | 101 | 84.9 | \|***************** |
| 49 | 3 | 147 | 104 | 87.4 | \|****** |
| 50 | 5 | 250 | 109 | 91.6 | \|********* |
| 51 | 2 | 102 | 111 | 93.3 | \|**** |
| 52 | 2 | 104 | 113 | 95.0 | \|**** |
| 53 | 3 | 159 | 116 | 97.5 | \|****** |
| 54 | 1 | 54 | 117 | 98.3 | \|** |
| 55 | 1 | 55 | 118 | 99.2 | \|** |
| 56 | 1 | 56 | 119 | 100.0 | \|** |
| | | | | | \|0---------5---------10---------15---------20--------- |
| | 119 | 5293 | | | |

AVERAGE SPEED = 44.4
50th PERCENTILE = 43.8
85th PERCENTILE = 48
90th PERCENTILE = 49.6
95th PERCENTILE = 52

PACE = 39 - 48
% IN PACE = 75.6
VEHICLES IN PACE = 90

SAMPLE VARIANCE = 20.40427
STANDARD DEVIATION = 4.517108
RANGE 1*S = 72.26891
RANGE 2*S = 95.79832
RANGE 3*S = 100

# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Jamul Drive 2460 ft east of Fowler Canyon Rd

DATE: 1-3-12 TIME START: 1:30 TIME END: 2:30 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: P Johnson CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5--------10--------15--------20-------- |
| 35 | 1 | 35 | 1 | 0.9 | \|** |
| 36 | 2 | 72 | 3 | 2.6 | \|**** |
| 37 | 0 | 0 | 3 | 2.6 | \|* |
| 38 | 3 | 114 | 6 | 5.1 | \|****** |
| 39 | 2 | 78 | 8 | 6.8 | \|**** |
| 40 | 9 | 360 | 17 | 14.5 | \|********** |
| 41 | 5 | 205 | 22 | 18.8 | \|********* |
| 42 | 8 | 336 | 30 | 25.6 | \|********** |
| 43 | 12 | 516 | 42 | 35.9 | \|********** |
| 44 | 9 | 396 | 51 | 43.6 | \|********** |
| 45 | 12 | 540 | 63 | 53.8 | \|********** |
| 46 | 18 | 828 | 81 | 69.2 | \|********** |
| 47 | 4 | 188 | 85 | 72.6 | \|******* |
| 48 | 6 | 288 | 91 | 77.8 | \|********** |
| 49 | 9 | 441 | 100 | 85.5 | \|********** |
| 50 | 7 | 350 | 107 | 91.5 | \|********** |
| 51 | 2 | 102 | 109 | 93.2 | \|**** |
| 52 | 4 | 208 | 113 | 96.6 | \|******* |
| 53 | 1 | 53 | 114 | 97.4 | \|** |
| 54 | 0 | 0 | 114 | 97.4 | \|* |
| 55 | 1 | 55 | 115 | 98.3 | \|** |
| 56 | 2 | 112 | 117 | 100.0 | \|**** |
| | | | | | \|0---------5--------10--------15--------20-------- |
| | 117 | 5277 | | | |

AVERAGE SPEED = 45.1
50th PERCENTILE = 44.6
85th PERCENTILE = 48.9
90th PERCENTILE = 49.7
95th PERCENTILE = 51.5

PACE = 40 - 49
% IN PACE = 78.6
VEHICLES IN PACE = 92

SAMPLE VARIANCE = 17.19639
STANDARD DEVIATION = 4.146853
RANGE 1*S = 70.94017
RANGE 2*S = 94.87179
RANGE 3*S = 100

| SYMBOLS | TYPE OF COLLISION |
|---|---|
| MOVING VEHICLE | REAR END |
| BACKING VEHICLE | HEAD ON |
| UNINVOLVED VEHICLE | SIDE SWIPE |
| PEDESTRIAN | OUT OF CONTROL |
| PARKED VEHICLE | LEFT TURN |
| FIXED OBJECT | RIGHT ANGLE |
| INJURY ACCIDENT | |

| ACCIDENT TOTALS | | | |
|---|---|---|---|
| TYPE | DAY | NIGHT | TOTAL |
| FATAL | 00 | 01 | 01 |
| PED | 00 | 00 | 00 |
| INJURY | 11 | 09 | 20 |
| PROP | 10 | 07 | 17 |
| TOTAL | 21 | 17 | 38 |

| | | | | | |
|---|---|---|---|---|---|
| ESS | EXCEEDING SAFE SPEED | FTC | FOLLOWING TOO CLOSE | H-R | HIT AND RUN |
| ESL | EXCEEDING SPEED LIMIT | WSR | WRONG SIDE OF ROAD | HBD | HAD BEEN DRINKING |
| RSS | RAN STOP OR SIGNAL | VRW | VIOLATED RIGHT OF WAY | DUI | UNDER INFLUENCE |
| ULC | UNSAFE LANE CHANGE | US | UNSAFE STARTING | IP | IMPROPER PASS |
| | | UB | UNSAFE BACKING | IT | IMPROPER TURNING |

**COUNTY OF SAN DIEGO - DPW**

TRAFFIC ENGINEERING
COLLISION DIAGRAM

**JAMUL DRIVE**
FROM STEELE CANYON ROAD
EASTERLY TO LYONS VALLEY
(A DISTANCE OF 0.0 MILES)

**COLLISION HISTORY**
09-30-2006 TO 09-30-2011

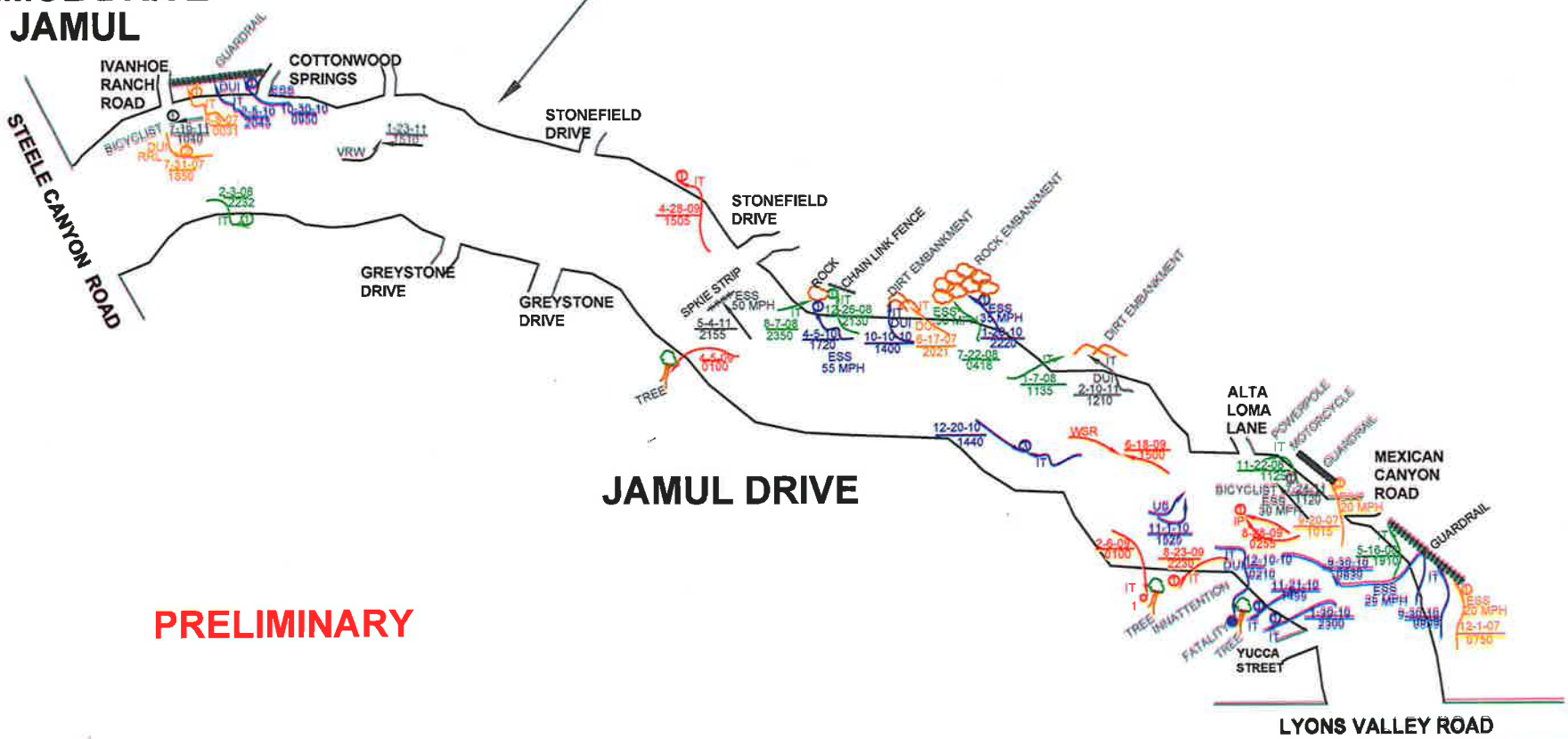
**VOLUME** = 0,000*
*TWO-WAY COUNT

NORTH

# RADAR RECERTIFICATION
# JAMUL DRIVE
# JAMUL

280 FT W/O VIEJAS VIEW LANE

| YEAR | DIR | 85TH% | 10MPH PACE | %PACE | TOTAL |
|---|---|---|---|---|---|
| 2011 | | 51.0 | 43-52 | 61.2% | 98 |
| 2004 | | 51.3 | 41-50 | 56.7% | 134 |




PRELIMINARY

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 27, 2012 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Recertification

LOCATION: Burma Road from Olive Hill Road westerly to Luneta Lane (0.6 miles), FALLBROOK (Thos. Bros. 1047-G4) Fallbrook Community Planning Group

**INITIATED BY:** Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Burma Road 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**

Burma Road is a striped two-lane roadway that varies from 24 feet to 32 feet in width. 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 45 MPH/Radar Certified.

| Average Daily Traffic Volumes | 10/11 | 07/04 | 11/97 |
|---|---|---|---|
| Burma Road: | | | |
| W/o Olive Hill Road | 2,540* | 2,440* | |
| @ Cazador Lane | | | 1,400* |

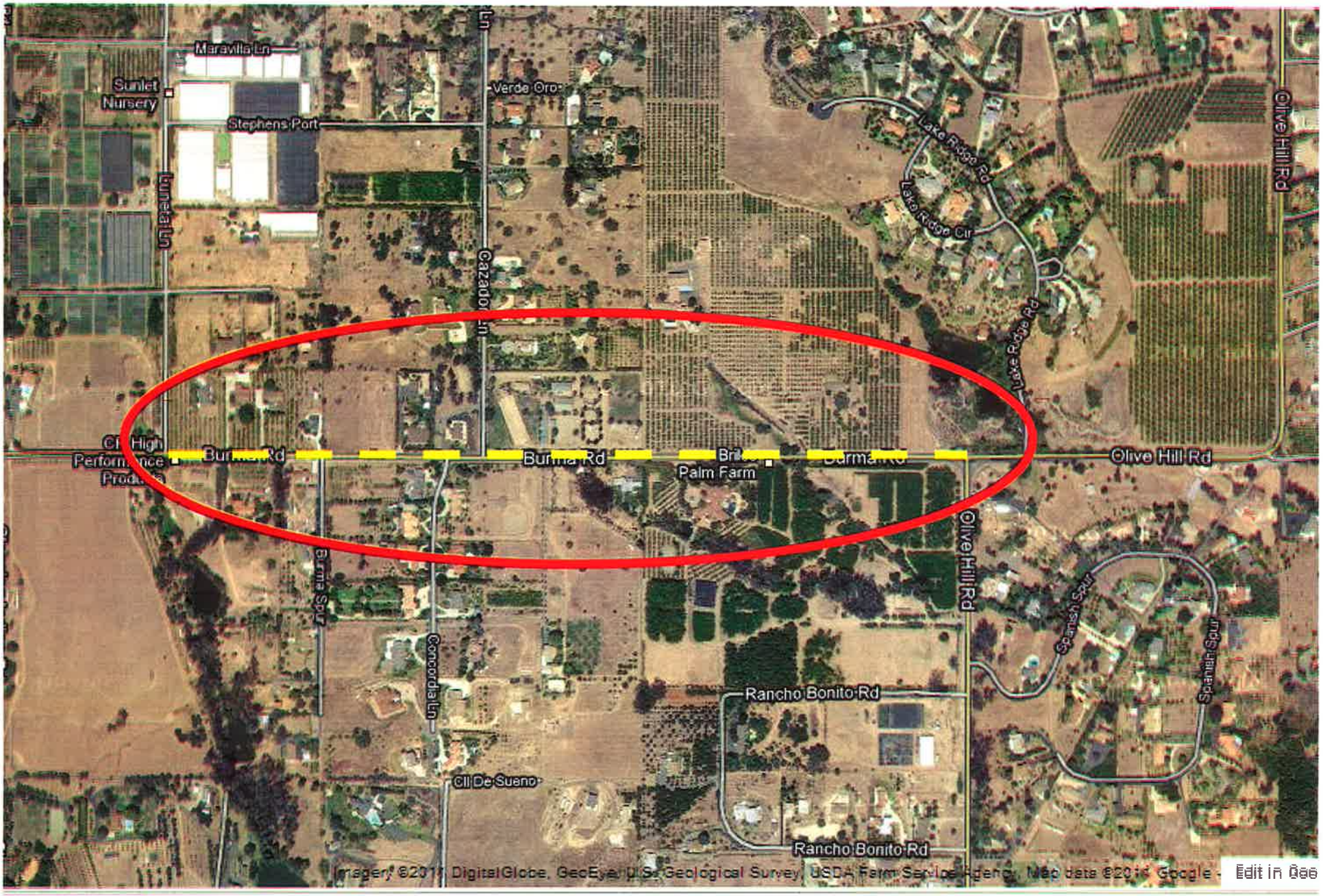
* Two-way count

| Spot Speed Data | | 85th Percentile | 10 MPH Pace | % in Pace | Total Vehicles |
|---|---|---|---|---|---|
| Burma Road: | | | | | |
| 580' E/o Cazador Ln | (2011) | 48.5 MPH | 39-48 | 54.7% | 294 |
| | (2005) | 45.9 MPH | 35-44 | 58.2% | 175 |

**Collision Data**

There has been one reported injury collision along this segment of roadway in the last two years (09-30-09 to 09-30-11). It involved a westbound motorist who was traveling at 45 MPH and was unable to safely stop behind slowing traffic.

# Burma Road


Maravilla Ln
Sunlet Nursery
Stephens Port
Verde Oro
Lake Ridge Rd
Lake Ridge Cir
Olive Hill Rd
Burma Rd
Palm Farm
Olive Hill Rd
Spanish Spur
Rancho Bonito Rd
Cll De Sueno
Concordia Ln
Burma Spur
Rancho Bonito Rd
Imagery ©2014 DigitalGlobe, GeoEye, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2014 Google
Edit in Geo

# RADAR SPEED SURVEY

# SAN DIEGO COUNTY TRAFFIC ENGINEERING

Burma Road 580' e/o Cazador Lane

DATE: 10-5-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: contractor CALIBRATION TEST: y

| SPEED | FREQUENCY | Fi*Xi | ACUM TOTAL | ACUM % | PERCENTAGE BREAKDOWN |
|---|---|---|---|---|---|
| | | | | | \|0---------5--------10--------15--------20-------- |
| 17 | 1 | 17 | 1 | 0.3 | \|* |
| 18 | 1 | 18 | 2 | 0.7 | \|* |
| 19 | 1 | 19 | 3 | 1.0 | \|* |
| 20 | 0 | 0 | 3 | 1.0 | \|* |
| 21 | 0 | 0 | 3 | 1.0 | \|* |
| 22 | 1 | 22 | 4 | 1.4 | \|* |
| 23 | 1 | 23 | 5 | 1.7 | \|* |
| 24 | 1 | 24 | 6 | 2.0 | \|* |
| 25 | 0 | 0 | 6 | 2.0 | \|* |
| 26 | 0 | 0 | 6 | 2.0 | \|* |
| 27 | 0 | 0 | 6 | 2.0 | \|* |
| 28 | 2 | 56 | 8 | 2.7 | \|** |
| 29 | 4 | 116 | 12 | 4.1 | \|*** |
| 30 | 6 | 180 | 18 | 6.1 | \|***** |
| 31 | 3 | 93 | 21 | 7.1 | \|*** |
| 32 | 6 | 192 | 27 | 9.2 | \|***** |
| 33 | 7 | 231 | 34 | 11.6 | \|***** |
| 34 | 7 | 238 | 41 | 13.9 | \|***** |
| 35 | 12 | 420 | 53 | 18.0 | \|********* |
| 36 | 15 | 540 | 68 | 23.1 | \|********** |
| 37 | 7 | 259 | 75 | 25.5 | \|***** |
| 38 | 8 | 304 | 83 | 28.2 | \|****** |
| 39 | 10 | 390 | 93 | 31.6 | \|******* |
| 40 | 17 | 680 | 110 | 37.4 | \|********** |
| 41 | 14 | 574 | 124 | 42.2 | \|********** |
| 42 | 14 | 588 | 138 | 46.9 | \|********** |
| 43 | 23 | 989 | 161 | 54.8 | \|********** |
| 44 | 21 | 924 | 182 | 61.9 | \|********** |
| 45 | 18 | 810 | 200 | 68.0 | \|********** |
| 46 | 15 | 690 | 215 | 73.1 | \|********** |
| 47 | 10 | 470 | 225 | 76.5 | \|******* |
| 48 | 19 | 912 | 244 | 83.0 | \|********** |
| 49 | 10 | 490 | 254 | 86.4 | \|******* |
| 50 | 10 | 500 | 264 | 89.8 | \|******* |
| 51 | 10 | 510 | 274 | 93.2 | \|******* |
| 52 | 11 | 572 | 285 | 96.9 | \|******** |
| 53 | 1 | 53 | 286 | 97.3 | \|* |
| 54 | 4 | 216 | 290 | 98.6 | \|*** |
| 55 | 1 | 55 | 291 | 99.0 | \|* |
| 56 | 1 | 56 | 292 | 99.3 | \|* |
| 57 | 2 | 114 | 294 | 100.0 | \|** |
| | | | | | \|0---------5--------10--------15--------20-------- |
| | 294 | 12345 | | | |

AVERAGE SPEED = 41.9
50th PERCENTILE = 42.3
85th PERCENTILE = 48.5
90th PERCENTILE = 50
95th PERCENTILE = 51.4

PACE = 39 - 48
% IN PACE = 54.7
VEHICLES IN PACE = 161

SAMPLE VARIANCE = 48.88386
STANDARD DEVIATION = 6.991699
RANGE 1*S = 69.04761
RANGE 2*S = 96.2585
RANGE 3*S = 98.97959

**FALLBROOK COMMUNITY PLANNING GROUP**
**And**
**FALLBROOK DESIGN REVIEW BOARD**
Regular Meeting
Monday 16 January 2012, 7:00 P.M., Live Oak School, 1978 Reche Road, Fallbrook
MINUTES

The meeting was called to order at 7:00 p.m. by Jim Russell.
Fourteen (14) members were present: Anne Burdick, Eileen Delaney, Donna Gebhart, Jackie Heyneman, Ron Miller, Roy Moosa, Ike Perez, Jim Russell, Jean Dooley, Tom Harrington, Steve Smith, Harry Christiansen, Michele Bain and Jack Wood. Chuck Sanacore was excused.

1. Open Forum. Opportunity for members of the public to speak to the Planning Group on any subject matter within the Group's jurisdiction but not on today's agenda. Three minute limitation. Non-discussion & Non-voting item.

**Mr. Berks addressed the Group about the lack of crosswalks south of Fallbrook Street on Main Street. While there are four crosswalks north of Fallbrook Street on Main, there are none south. He was especially concerned with the Aviation and Main intersection due to the high number of pedestrians crossing that intersection. He offered to paint the cross walks if additional labor was needed. While the issue was not up for discussion, Ms. Burdick stated that she would forward the request to Traffic Advisory Committee for consideration.**

2. Approval of the minutes for the meetings of 19 December 2011. Voting item.

**Ms. Dooley motioned to approve the minutes and the motion passed with Ms. Bain abstaining.**

3. Request from Donald Moore, President of the Fallbrook Villas HOA, (760) 728-2116, for installation of red curb adjacent to two driveways for an apartment complex on Oak Cliff Drive. In response, Traffic Engineering staff determined that 20' of red curbing was required on either side of both driveways for a total red curb of 60 feet. Mr. Moore subsequently requested an appeal of this distance due to the loss of parking spots. Continued at the 19 Dec 2011 meeting. Subsequent discussions between Traffic Engineering and the HOA arrived at the following resolving alternative: the HOA President agreed to sign and mark the leftmost driveway (looking out of the complex) as an "ENTER ONLY" driveway and the rightmost driveway as an "EXIT ONLY" driveway. With this solution, DPW staff, within its existing authority to establish minimum amounts of red curb, is completely satisfied to propose red curb only at the 20' distance located between the two driveways. This parking prohibition will enhance lines-of-sight for the new "EXIT ONLY" driveway.
   The TAC is requesting the support of the Fallbrook Planning Group for this alternative. County Staff: Maria Rubio-Lopez, DPW Traffic Engineering, (858) 874-4030. **Circulation Committee.** Community Input. Voting item.

**Mr. Moore was not present so Ms. Burdick reported that the County staff had reviewed the sight distance requirements for the apartment complex on Oak Cliff Drive. The County staff felt that if the entrances were controlled (marked for entry on the east driveway and exit on the west driveway) only the 20' curb between the driveways would need to be parking restricted to provide adequate sight distance.**
**Ms. Burdick motioned to approve the recommendation and adopt the parking restriction and the motion passed unanimously.**

4. Response to a request from Devon Muto, Chief, Department of Planning and Land Use on the Red Tape Reduction Task Force Report and Recommendations. **Land Use Committee**. Community input. Voting item.

Earlier this year, the County Board of Supervisors formed a Red Tape Reduction Task Force to examine the land development permitting process and identify opportunities for operational improvements that would result in more efficient permit processing. This independent Task Force held several meetings and prepared a report with a series of recommendations that was presented by the Task Force to the Board of Supervisors on December 7, 2011. At the December 7th hearing, the Board directed immediate implementation of a subset of the recommendations. For the remainder of the recommendations, the Board directed staff to evaluate the implementation of these remaining recommendations and return to the Board on February 29, 2012.

One of the recommendations that staff will be analyzing relates to the structure of Community Planning and Sponsor Groups. The recommendation from the Red Tape Reduction Task Force contains two options for the Board (see recommendation #9 beginning on Page 7 of the attached report). Staff is accepting comments on this and the other Task Force recommendations to be included in the report back to the Board. Comments are requested by January 31, 2012. Please forward all of your comments to Marcus Lubich by mail to the address above or at Marcus.Lubich@sdcounty.ca.gov<mailto:Marcus.Lubich@sdcounty.ca.gov>. You may also phone Marcus Lubich with any questions at 858-694-8847.

Mr. Russell outlined the subject and asked for the Land Use Committee response. Mr. Moosa read the response to the Red Tape Committee's recommendation to eliminate Planning Groups:

On December 7, 2011 in a report presented to the San Diego County Board of Supervisors, an appointed Red Tape Reduction Task Force stated that Community Planning Groups ***"provide value to a community".***

In that same report, the Task Force observed that *"the actions of some CPG members have evolved from acting in an advisory role to the County, into one of direct negotiation with project applicants"*. The report states that this behavior has led to *"significant delays in the county permitting process"*. It was also mentioned that Planning Groups *"create additional oversight responsibilities for the County and can create potential liabilities if a member or members were not to file an adequate disclosure or inappropriately vote on a particular project"*.

Because of this, the Task Force made two recommendations to the Board, the first of which was to remove Community Planning Groups from under the county's umbrella; effectively disbanding them completely.

**The suggestion that the current twenty six community planning groups be disbanded because of the actions of *"some"* members completely ignores the problem and does not address possible solutions. The suggestion also implies that the actions of a few non-compliant members coupled with insurance liability requirements outweigh any benefit of local representation the Planning Groups provide.**

**The parameters that fall within the responsibilities of a Planning Group Member are clear. If the member does not adhere to those guidelines then his actions should be addressed.**

**<u>The solution is enforcement:</u> not dissolution.**

**As for liability concerns, the county states that *since 1999 the twenty six Planning Groups have cost $58,147 in legal expenses.* This equals roughly to $172.00 per year per Planning Group…a negligible amount.**

**Planning Groups were formed by the county over four decades ago to fulfill a specific need. According to policy I1-A the purpose was *"to encourage a high level of citizen participation in the community planning process"*. I1- A also states that *"local planning is more responsive to local needs if there is a high level of citizen participation in the planning process."***

**<u>It is hoped that the county's goal to be responsive to local needs has not lost its relevancy.</u>**

**vehicle access. The Group expressed concern about the circulation around the building and how the drive up traffic would affect it. Also the possible traffic back up on both Mission and Main was a concern. Mr. Elmore stated that the Mission entrance would be a right-in right-out only access and that the modern facility planned would cycle customers so fast that there would never be more than 6 or 7 cars in line at one time. The Group expressed approval of the elimination of the Ammunition driveway and advised the design team to work with Ms. Heyneman on plant selection in the landscape areas. Mr. Christiansen expressed continuing concern about the traffic impacts on such a major intersection and requested that the item come before the Circulation Committee when it returns to the Planning Group for formal approval. Mr. Elmore agreed to make presentations at both the Design Review Committee and the Circulation Committee. Mr. Russell thanked Mr. Elmore for the presentation.**

10. Support the San Diego County Traffic Advisory Committee's request to radar recertify Burma Road from Olive Hill Road to Luneta Lane (0.6 miles). Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit. Community input. Voting item,

**Ms. Burdick introduced the issue. The County Traffic Advisory Council had requested the Planning Group's concurrence on recertifying the 45 mile per hour speed limit on Burma Road from Luneta to Olive Hill Road. After limited discussion, Ms. Burdick motioned to approve the request and the motion passed unanimously.**

The meeting was adjourned at 8:55 p.m.
Tom Harrington, secretary.