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

March 02, 2012

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

From: Secretary

MEETING NOTICE

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, March 9, 2012. The meeting will begin at 9:00 AM at the **Department of the Sheriff, Room 2, 9621 Ridgehaven Court 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

March 09, 2012

Agenda:

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from January 27, 2012
IV. Items for Review:

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	PARKING PROHIBITIONS	HURON STREET	SPRING VALLEY	SPRING VALLEY
B.	ONE-WAY STREET	HURON STREET	SPRING VALLEY	SPRING VALLEY
C.	STOP CONTROL	HURON STREET AND SAN DIEGO STREET	SPRING VALLEY	SPRING VALLEY
D.	TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
E.	SIGNALIZATION	BRABHAM ST AND VIA RANCHO SAN DIEGO	RHO SAN DIEGO	VALLE DE ORO
F.	RADAR RECERTIFICATION	OAK CREEK DRIVE	LAKESIDE	LAKESIDE
G.	RADAR RECERTIFICATION	WILLOW ROAD	LAKESIDE	LAKESIDE

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibitions

LOCATION: Huron Street, north side, from Omega Street to San Diego Street and the south side along the recently constructed one-way street frontage, SPRING VALLEY (Thos. Bros. 1291-D3) Spring Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Establish Parking Prohibitions

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support establishment of parking prohibitions along the north side of Huron Street from Omega Street to San Diego Street and the south side of Huron Street along the recently constructed one-way street frontage.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway. The recently constructed one-way segment measures 600 feet in length and approximately 12 feet wide. The two-way segment measures 250 feet in length and varies from 22 feet to 30 feet wide. The road is unclassified on the County General Plan Mobility Element Network

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: One-Way Street

LOCATION: Huron Street from Omega Street westerly 600 feet, SPRING VALLEY (Thos. Bros. 1291-D3) Spring Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Formalize One-Way Street

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support formalization of recently constructed one-way segment.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway. The recently constructed one-way segment measures 600 feet in length and approximately 12 feet wide. The road is unclassified on the County General Plan Mobility Element Network

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Stop Control

LOCATION: Huron Street and San Diego Street/Galopago Street, SPRING VALLEY (Thos. Bros. 1291-D3) Spring Valley Community Planning Group

INITIATED BY: DPW-Capital Improvement Project Section

REQUEST: Formalize Stop Control

PROBLEM AS STATED BY REQUESTER:

On June 6, 2010, your Committee recommended adoption of DPW-CIP's Separation Lane Conceptual Design Plan for Jamacha Boulevard. The Board of Supervisors adopted the plan on August 4, 2010. Items 2-A, 2-B and 2-C are a result of the plan's implementation and construction.

Preliminary review of roadway conditions support formalization of stop control facing westbound traffic on Huron Street approaching San Diego Street.

DATA:

Existing Traffic Devices

Huron Street is an unstriped roadway that "tees" into San Diego Street from the east. It varies from 22 feet to 30 feet wide. There is a temporary stop control facing westbound traffic. The road is unclassified on the County General Plan Mobility Element Network

San Diego Street/Galopago Street is a striped two-lane roadway that measures approximately 24 feet wide. San Diego Street is an unposted roadway. Galopago Street is posted 25 MPH. Both roads are unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	02/12	07/94
San Diego St/Galopago St:		
N/o Huron Street	1,940 SB*	1,260 SB
S/o Huron Street	2,010 NB*	
Huron Street:		
E/o San Diego St/Galopago St	70 WB*	

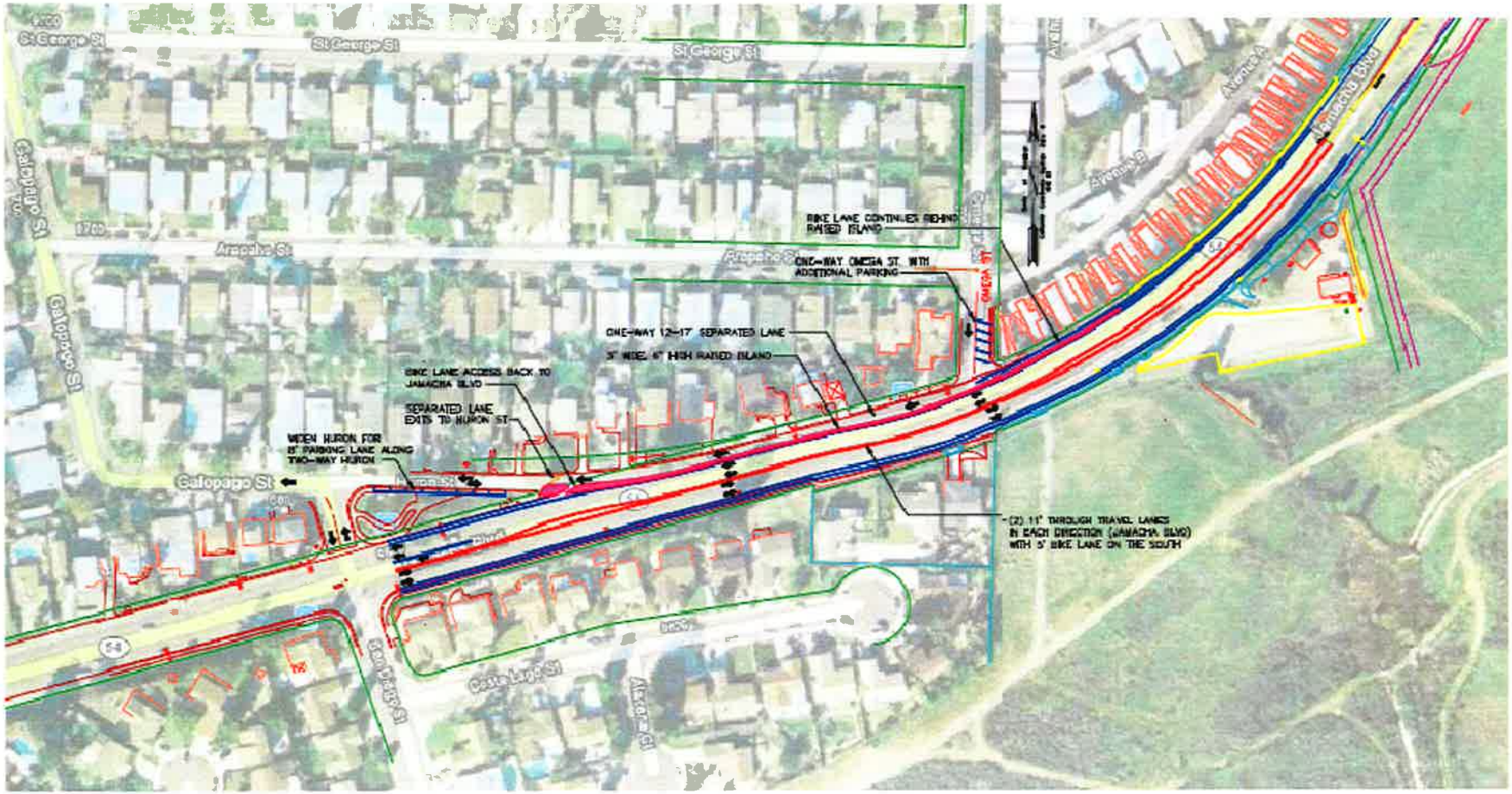
* Estimates

Collision Data

There have been ___ reported collisions at this intersection in the last 4 years, 10 months (01-01-07 to 10-31-11).

Huron Street

Jamacha Boulevard/Huron Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the End, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. On October 10, 2001, the Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this closure may be extended for not more than eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing be held and the same findings be made.

Presently, the California Highway Patrol, Crest-Dehesa Community Planning Group and affected property owner support the proposed sixth extension of the temporary road closure of Camino Monte Sombra as a result of serious and continual criminal activity.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road does not have a posted speed limit.

Camino Monte Sombra

Rubio-Lopez, Maria

From: Wrplanning@aol.com
Sent: Thursday, February 16, 2012 11:59 AM
To: Rubio-Lopez, Maria
Subject: Re: TAC 1-27-12 Item 2-E Camino Monte Sombra

The Crest-Dehesa Planning Group recommended by a vote of 12-0-0 at their regular meeting on Feb.13, 2012 to extend the 18 month closure of Camino Monte Sombra as requested.

Wally Riggs Chairman

In a message dated 1/19/2012 2:26:57 P.M. Pacific Standard Time, Maria.Rubio@sdcounty.ca.gov writes:

> All,
>
> The Crest-Dehesa Community Planning Group has requested continuance of the 18-month extension of the temporary road closure on Camino Monte Sombra to a future TAC meeting. This continuance will allow the Planning Group an opportunity to comment on the matter. You will be notified of the date this matter will be considered the County Traffic Advisory Committee.
>
> If any questions, please contact me at (858) 874-4030.
>
> Sincerely,
>
> Maria Rubio-Lopez
>
> DPW Traffic Engineering
>
> (858) 874-4030

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

LOCATION: Brabham Street and Via Rancho San Diego, RANCHO SAN DIEGO (Thos. Bros. 1272-A4) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Signalization

PROBLEM AS STATED BY REQUESTER:

The existing all-way stop control at Braham Street and Via Rancho San Diego has been in place since 1995. The intersection's operating conditions have changed significantly due to surrounding residential/commercial developments, opening of Hillsdale Middle School, Rancho San Diego County Public Library, a new entrance to Cuyamaca Community College and adjacent traffic signals. A preliminary review of the intersection's existing operating conditions support signalization and removal of the existing all-way stop control. Signalization is supported by Hillsdale Middle School.

DATA:

Existing Traffic Devices

Brabham Street is a striped two-lane roadway that measures 56 feet wide west of the intersection and 67 feet east of the intersection. There are left-turn pockets in place for both directions of travel. Both legs are stop controlled with the appropriate limit lines and pavement legends in place. There are also "Stop Ahead" signs and pavement legends in place for both directions of travel. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

Via Rancho San Diego is primarily a striped two-lane roadway that measures 56 feet wide north of the intersection and 68 feet south of the intersection. There are left-turn pockets in place for both directions of travel. The south leg has a right turn only lane for northbound traffic. Both legs are stop controlled with the appropriate limit lines and pavement legends in place. The road is unclassified on the County General Plan Mobility Element Network. The north leg is unposted, the south leg is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes	**9/11**	**10/95**
Brabham Street:		
E/o Via Rancho San Diego	5,740 WB	3,310 WB
W/o Via Rancho San Diego	5,190 EB	3,370 EB
Via Rancho San Diego:		
N/o Brabham Street	4,330 SB	780 SB
S/o Brabham Street	5,210 NB	2,070 NB

Brabham Street:	**3/10**	**3/03**	**8/92**
W/o Avenida Apolinaria	7,910*	7,380*	3,670*

Pedestrian Volumes	**2/12**
Brabham Street	17 (8: 20 am to 9 am) 46 (3:10 to 4 pm)
Via Rancho San Diego	123 (8: 20 am to 9 am) 367 (3:10 to 4 pm)

Collision Data

There have been four reported collisions, none of which involved injury or school pedestrians, at this intersection in the last 4 years, 10 months (01-01-07 to 10-31-11).

Brabham St and Via Rancho San Diego

Rubio-Lopez, Maria

From: MARIETTA MINJARES [MINJARESM@cajonvalley.net]
Sent: Wednesday, February 29, 2012 9:49 AM
To: Rubio-Lopez, Maria
Subject: Traffic light

Dear Maria,

Hillsdale Middle School and the community surrounding the Rancho San Diego library would greatly benefit from a traffic signal. With 1500 students and most parents picking up and dropping off their students, you can only imagine the traffic and safety issues. Cars are lined up for up to 20 minutes outside of our school because they can not get through the stop signs. Many students are crossing the streets on their own, even though we pay a staff member to assist with crossing. We do this because we are concerned about the safety of our students. Parents often dash through the signs without looking.
I am concerned that we may have a student injured or killed.
Thank you so much for considering a traffic light at the corner.
This would be a great asset to the neighborhood.

Marietta Minjares

Marietta Minjares
Principal
Hillsdale Middle School

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE _____
CALC MR-L DATE 2-23-12
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Drabem St
Minor St: Via Rho San Diego

Critical Approach Speed _____ mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☒ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☒ NO ☐**
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
APPROACH LANES	1		2 or More		8	9	10	11	12	13	14	15	Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	870	670	550	620	720	700	740	1000	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	530	440	440	450	680	530	470	510	

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☒**
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									
APPROACH LANES	1		2 or More		8	12	13	14	15	16	17	18	Hour
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	870	720	700	740	1000	950	1000	750	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	530	680	530	470	510	270	380	280	

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☒ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	12	13	14	15 Hour
Both Approaches - Major Street	✓		720	700	740	1000
Higher Approach - Minor Street	✓		680	530	470	510

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

PART B **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Peds need to be present on Brabham Street (133)

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

GAP Analysis Non-Applicable Due to All-Way Stop Control

SATISFIED YES ☐ NO ☐

Part A **SATISFIED YES ☐ NO ☐**
Gap/Minutes and # of Children

		Hour
Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N 0 ft, S 2850 ft, E 760 ft, W 1430 ft	Yes ☒ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☒ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE	1 in 2007, 2009, 2011		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 152 for any hour OR, Ped Vol ≥ 80 for any 4 hours		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour 1860 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing (Both Parts A and B Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

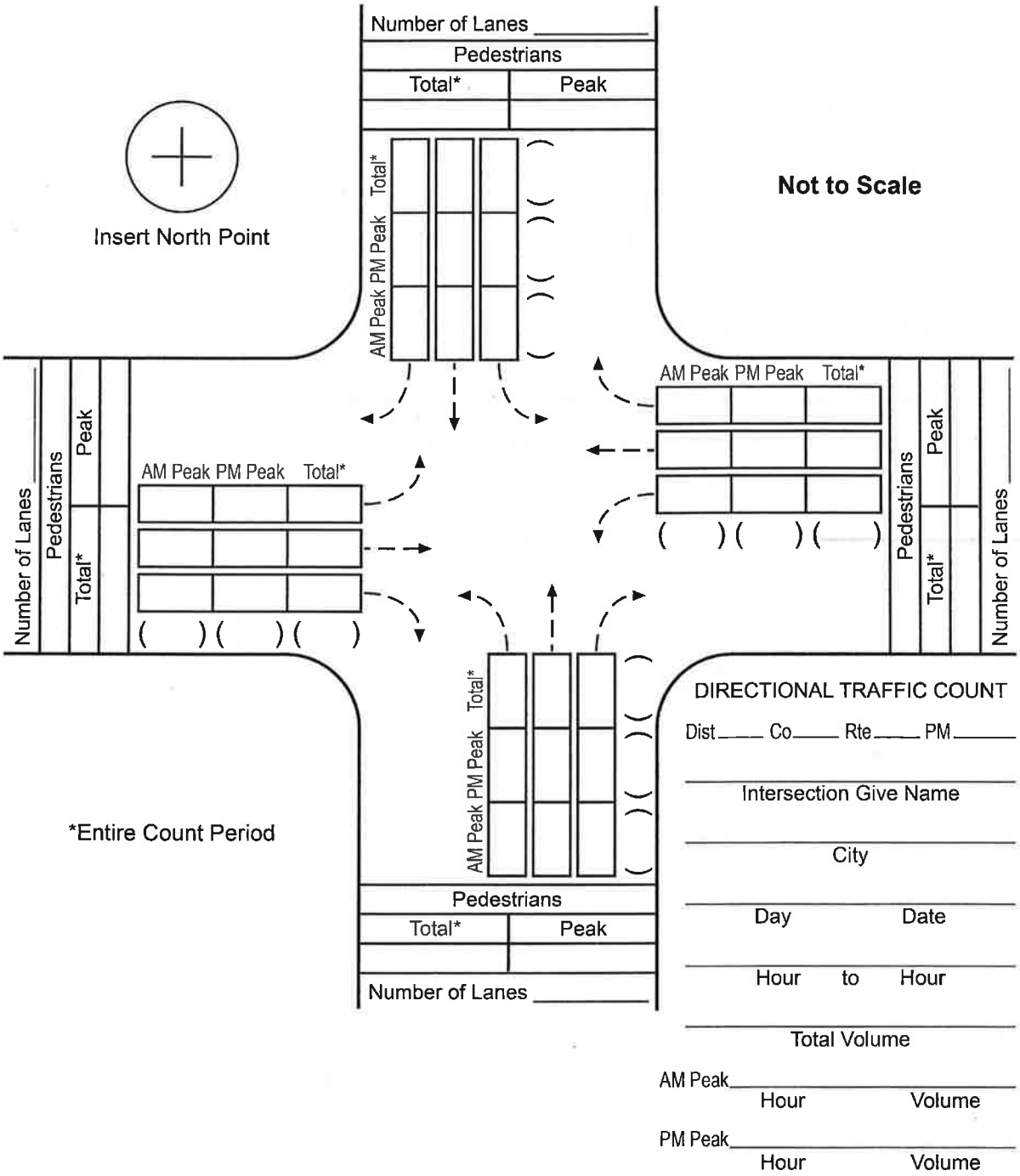
1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Figure 4C-102 (CA). Traffic Count Worksheet



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Oak Creek Drive, from Manzanita Road southerly to Palm Row Drive (1.5 miles), LAKESIDE (Thos Bros. 1231-H2) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Oak Creek Drive is a striped two-lane Through Highway that measures between 22 feet and 39 feet wide. There is edge-striping along both sides of the road. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	09/07	05/05	10/96	7/91
Oak Creek Drive:				
S/o Eucalyptus Hills Drive	3,520*	3,010*	2,950*	4,380*

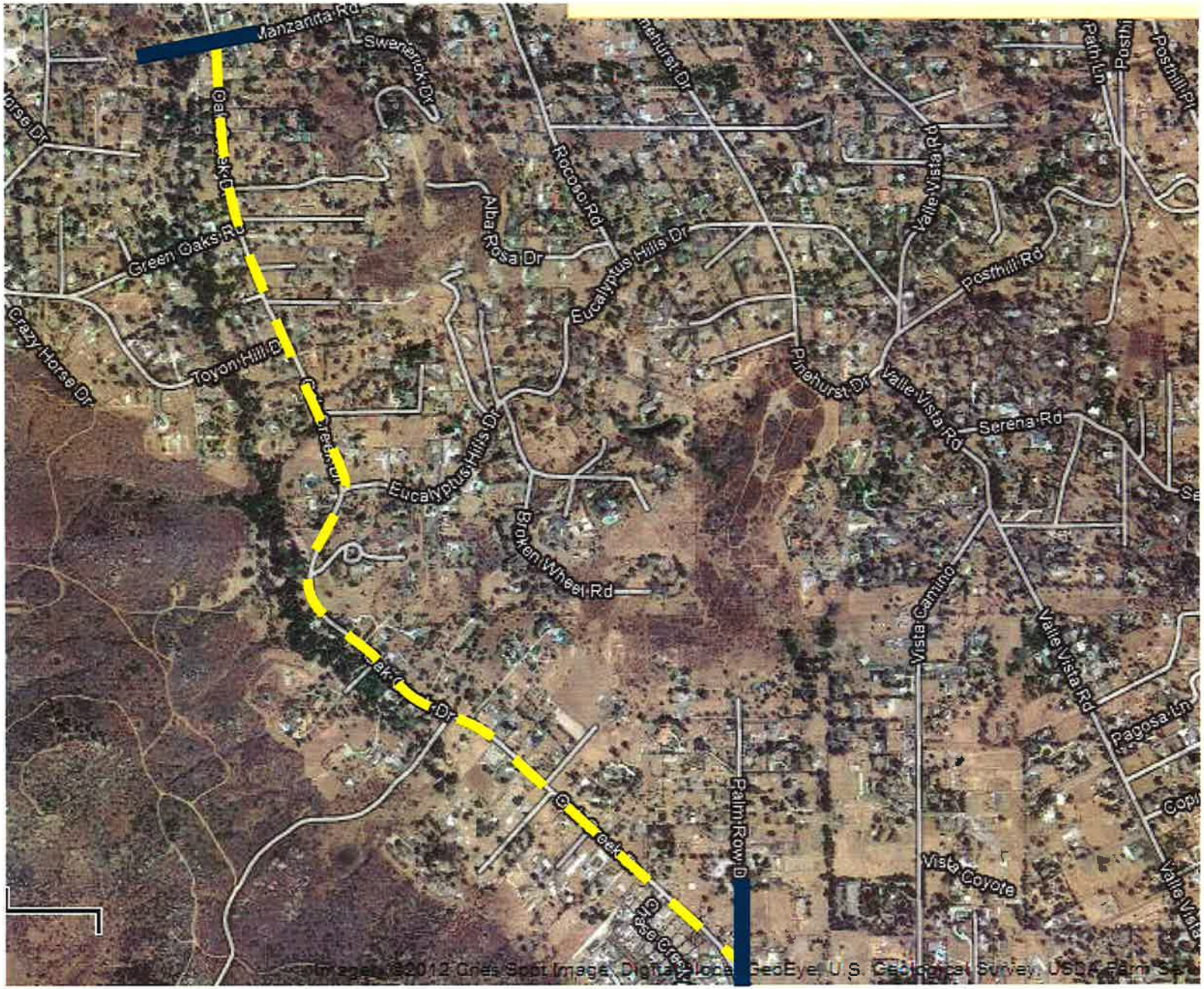
* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace	Total Vehicles
Oak Creek Drive:					
@ Toyon Hill Drive	(2012)	Pending			
	(2005)	43.6 MPH	33-42	65.0%	166
2,600' N/o Palm Row Drive	(2011)	46.1 MPH	37-46	74.7%	91
	(2005)	43.6 MPH	33-42	64.2%	193

Collision Data

There have been 15 reported collisions, __ of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

Oak Creek Drive



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Oak Creek Dr 2600ft N/o Palm Row Dr

DATE: 02-12-2012 TIME START: 12:10 pm TIME END: 12:55 pm WEATHER: clear ROAD TYPE:

DIRECTION: NB/SB SPEED LIMIT: 40 MPH OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					|0---------5---------10---------15---------20---------
31	1	31	1	1.1	|***
32	0	0	1	1.1	|*
33	2	66	3	3.3	|*****
34	1	34	4	4.4	|***
35	2	70	6	6.6	|*****
36	3	108	9	9.9	|*******
37	2	74	11	12.1	|*****
38	4	152	15	16.5	|*********
39	9	351	24	26.4	|**********
40	5	200	29	31.9	|**********
41	12	492	41	45.1	|**********
42	9	378	50	54.9	|**********
43	3	129	53	58.2	|*******
44	12	528	65	71.4	|**********
45	8	360	73	80.2	|**********
46	4	184	77	84.6	|*********
47	2	94	79	86.8	|*****
48	2	96	81	89.0	|*****
49	1	49	82	90.1	|***
50	3	150	85	93.4	|*******
51	0	0	85	93.4	|*
52	2	104	87	95.6	|*****
53	3	159	90	98.9	|*******
54	1	54	91	100.0	|***
					|0---------5---------10---------15---------20---------
	91	3863			

AVERAGE SPEED = 42.4
50th PERCENTILE = 41.5
85th PERCENTILE = 46.1
90th PERCENTILE = 48.8
95th PERCENTILE = 51.7

PACE = 37 - 46
% IN PACE = 74.7
VEHICLES IN PACE = 68

SAMPLE VARIANCE = 22.42813
STANDARD DEVIATION = 4.735834
RANGE 1*S = 74.72528
RANGE 2*S = 92.30769
RANGE 3*S = 100

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 09, 2012 **Item 2-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Willow Road from State Route 67 easterly to Wildcat Canyon (0.95 miles), LAKESIDE (Thos. Bros. 1232-A1) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Willow Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Willow Road is a striped two-lane Through Highway that measures between 26 feet and 60 feet wide. There are traffic calming devices in place between Fillbrook Drive and Lady Lane. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes	08/08	04/04	07/03	04/02
Willow Road:				
E/o SR-67	9,740*	11,730*	11,600*	9,270*
	08/08	10/04		
B/w Fillbrook Dr and Lady Ln	9,140*	12,110*		

* Two-way count

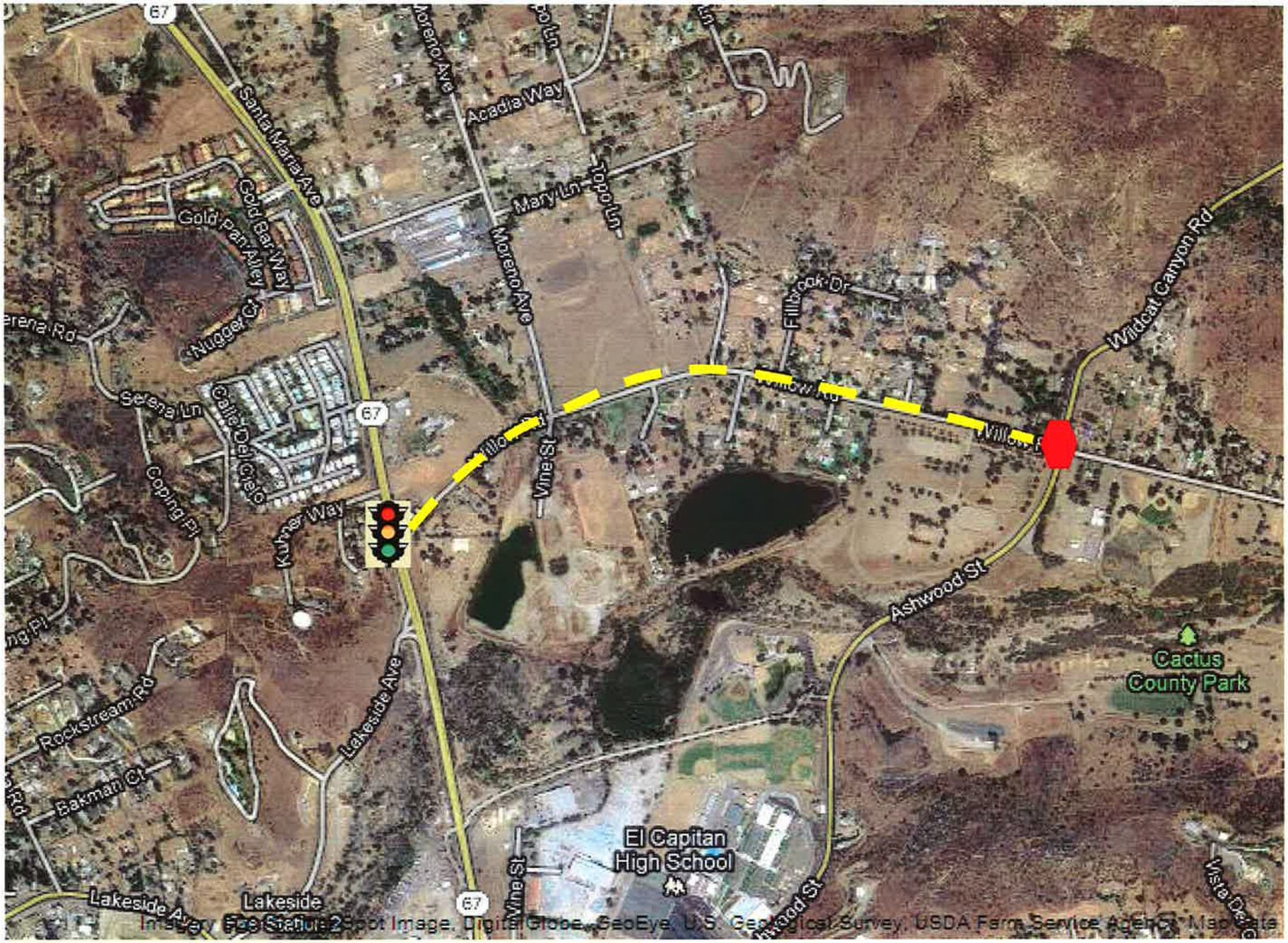
Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace	Total Vehicles
Willow Road:					
200' W/o Moreno Av	(2012)	39.3 MPH	32-41	80.5%	108
	(2005)	42.3 MPH	34-43	70.8%	199

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace	Total Vehicles
Willow Road:					
200' E/o Fillbrook Dr	(2012)	40.8 MPH	33-42	81.7%	115
	(2005)	42.0 MPH	33-42	64.8%	199

Collision Data

There have been 31 reported collisions, __ of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

Willow Road



67
Santa Maria Ave
Moreno Ave
Acadia Way
Mary Ln
Topo Ln
Gold Bar Way
Gold Pan Alley
Nugger Ct
Serena Rd
Serena Ln
Calle Del Cielo
Coping Pl
Kuhner Way
Willow Rd
Vine St
Fillbrook Dr
Wildcat Canyon Rd
Ashwood St
Cactus County Park
Rockstream Rd
Bakman Ct
Lakeside Ave
El Capitan High School
Lakeside
Vista Dr
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RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Willow Road 200 feet W/o Moreno Avenue

DATE: 02-21-2012 TIME START: 11:15 TIME END: 11:50 WEATHER: clear ROAD TYPE:

DIRECTION: Eb/Wb SPEED LIMIT: OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0---------5---------10---------15---------20---------
25	1	25	1	0.9	**
26	0	0	1	0.9	*
27	1	27	2	1.9	**
28	1	28	3	2.8	**
29	6	174	9	8.3	**********
30	1	30	10	9.3	**
31	2	62	12	11.1	****
32	9	288	21	19.4	**********
33	6	198	27	25.0	**********
34	9	306	36	33.3	**********
35	8	280	44	40.7	**********
36	14	504	58	53.7	**********
37	14	518	72	66.7	**********
38	8	304	80	74.1	**********
39	10	390	90	83.3	**********
40	5	200	95	88.0	**********
41	4	164	99	91.7	********
42	4	168	103	95.4	********
43	4	172	107	99.1	********
44	1	44	108	100.0	**
					0---------5---------10---------15---------20---------
	108	3882			

AVERAGE SPEED = 35.9
50th PERCENTILE = 35.7
85th PERCENTILE = 39.3
90th PERCENTILE = 40.5
95th PERCENTILE = 41.9

PACE = 32 - 41
% IN PACE = 80.5
VEHICLES IN PACE = 87

SAMPLE VARIANCE = 15.02497
STANDARD DEVIATION = 3.876206
RANGE 1*S = 63.88889
RANGE 2*S = 96.29629
RANGE 3*S = 100

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Willow Road 200 feet E/o Fillbrook Drive

DATE: 02-21-2012 TIME START: 10:00 AM TIME END: 11:05 AM WEATHER: clear ROAD TYPE:

DIRECTION: Eb/Wb SPEED LIMIT: OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0---------5---------10---------15---------20---------
25	2	50	2	1.7	****
26	1	26	3	2.6	**
27	0	0	3	2.6	*
28	0	0	3	2.6	*
29	1	29	4	3.5	**
30	3	90	7	6.1	******
31	4	124	11	9.6	*******
32	6	192	17	14.8	**********
33	8	264	25	21.7	**********
34	10	340	35	30.4	**********
35	5	175	40	34.8	*********
36	16	576	56	48.7	**********
37	7	259	63	54.8	**********
38	10	380	73	63.5	**********
39	6	234	79	68.7	**********
40	8	320	87	75.7	**********
41	12	492	99	86.1	**********
42	12	504	111	96.5	**********
43	0	0	111	96.5	*
44	2	88	113	98.3	****
45	1	45	114	99.1	**
46	0	0	114	99.1	*
47	1	47	115	100.0	**
					0---------5---------10---------15---------20---------
	115	4235			

AVERAGE SPEED = 36.8
50th PERCENTILE = 36.2
85th PERCENTILE = 40.8
90th PERCENTILE = 41.3
95th PERCENTILE = 41.8

PACE = 33 - 42
% IN PACE = 81.7
VEHICLES IN PACE = 94

SAMPLE VARIANCE = 17.75905
STANDARD DEVIATION = 4.214149
RANGE 1*S = 71.30435
RANGE 2*S = 96.52174
RANGE 3*S = 100