# SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

## March 09, 2012

## MINUTES

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 4, 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

**Discussion**

Previously, Huron Street was a barricaded roadway serving only 5 homes. Construction and implementation of the Separation Lane Conceptual Design Plan for Jamacha Boulevard has resulted in the closure of the Jamacha Boulevard/Omega Street intersection and redirected traffic onto the recently constructed extension of Huron Street. The new extension is experiencing an increase in traffic volumes since it now serves 8 additional fronting residences as well as the surrounding neighborhood that can no longer use Omega Street to access Jamacha Boulevard.

The Project's separation lane created two different roadway segments on Huron Street. The new eastern segment is a 600 foot extension, measuring 12 feet wide, serving as a one-way westbound separated frontage road running parallel to Jamacha Boulevard

**Discussion (continued)**

originating at Omega Street. The western 250 foot segment is a two-lane roadway, 22 to 30 feet in width that provides connection to the extension, surrounding neighborhood and fronting residences.

Huron Street can accommodate parked vehicles in the recently constructed parking facility along the south side of the western segment. The entire north side of Huron Street from Omega Street to San Diego Street and the south side of the newly constructed 600 foot extension cannot accommodate both travel and parking lanes.

Several fronting residents expressed general concerns regarding speed, pedestrian presence accessing a nearby bus stop and the neighborhood's adjustment to the new operating conditions along Huron Street. They indicated support for the proposed parking prohibitions.

The Committee concurred the proposed parking prohibitions are necessary to maintain Huron Street clear of any obstructions and ensure the neighborhood's access to Jamacha Boulevard at the San Diego Street signal. The Committee noted the new parking facility along the south side was constructed to provide parking relief.

The Committee noted the new configuration of Huron Street, from Omega Street westerly to San Diego Street, meets the California Vehicle Code requirements for a 25 MPH residence district posting. Staff will ensure the appropriate signs and pavement legends are posted. It is believed this new posting along with the consideration of centerline striping on the two-way portion will provide guidance to motorists as to appropriate lane placement and to adjust their speeds accordingly to safely traverse the new roadway configuration.

The Committee recognized the Project's enormous undertaking to address past concerns at the intersection of Jamacha Boulevard and Omega Street. The Committee commended the Department of Public Works-Capital Improvement Project (CIP) Section's response to community needs by providing a parking facility and communicating with affected property owners. The Committee acknowledged the Project was endorsed by the Spring Valley Community Planning Group and adopted by the Board of Supervisors.

**Recommendation**

The Committee recommends parking prohibitions be established along the north side of Huron Street from Omega Street westerly to San Diego Street and the south side of Huron Street from Omega Street westerly 600 feet.

Maker: Pennings, Second: Lake, Vote: 12-0

**Necessary Board Action**

Add Item Nos. 1413 and 1414 to Traffic Resolution No. 301 relating to No Standing or Parking Zones.

# 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 4, 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

**Discussion**

As a result of recent construction of the Separation Lane Conceptual Design Plan for Jamacha Boulevard, the intersection of Jamacha Boulevard and Omega Street was closed. The new extension of Huron Street, from Omega Street westerly 600 feet, was created to connect the fronting residences and surrounding neighborhood to Jamacha Boulevard. This new portion measures approximately 12 feet wide and serves as a separated frontage roadway running parallel to Jamacha Boulevard. Beyond the 600 foot extension, Huron Street is a two-lane roadway measuring between 22 and 30 feet in width.

It was noted the new 12 foot wide section cannot accommodate two-way travel. The Committee believes it is appropriate to formalize this 600 foot long section as a one-way street with appropriate signage to reflect what exists in the field and eliminate any uncertainty among motorists regarding the extension's capacity to support two-way travel.

## Recommendation

The Committee recommends the segment of Huron Street from Omega Street westerly 600 feet be formalized as a one-way street.

Maker: Pennings, Second: Lake, Vote: 12-0

## Necessary Board Action

Add Item No. 16 to Traffic Resolution No. 302 relating to One-Way Streets.

## 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 4, 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 no reported collisions at this intersection in the last 4 years, 10 months (01-01-07 to 10-31-11).

## Discussion

As a result of recent construction of the Separation Lane Conceptual Design Plan for Jamacha Boulevard, the intersection of Huron Street and San Diego Street/Galopago Street is presently controlled by a temporary stop control on a barricade.

Previously, Huron Street was a dead-end barricaded roadway serving only 5 homes. The project's separation lane resulted in the closure of the Jamacha Boulevard/Omega Street intersection and has redirected traffic onto the recently constructed extension of Huron Street. The new extension is experiencing an increase in traffic volumes since it serves 8 additional fronting residences as well as the surrounding neighborhood that can no longer use Omega Street to access Jamacha Boulevard.

The California Vehicle Code requires motorists on Huron Street, stem of the tee, to yield right-of-way to motorists on San Diego Street/Galopago Street, a through travel way. The Committee noted the intersection's new operating conditions and close proximity to the traffic signal at Jamacha Boulevard/San Diego Street supports a higher level of control by installing a yield control and associated pavement legend to enhance and clarify right of way for motorists.

## Recommendation

The Committee recommends establishment of a yield control for westbound traffic on Huron Street approaching San Diego Street/Galopago Street.

Maker: Pennings, Second: Lake, Vote: 12-0

## Necessary Board Action

Add Item No. 364 to Traffic Resolution No. 306 relating to Yield Intersections.

# 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.

**Discussion**

Camino Monte Sombra is located in an isolated area, offers panoramic 180 degree views of the El Cajon Valley, and serves as a popular lookout point. Its remote location provided refuge for criminal activity.

## Discussion (continued)

In 2001, Camino Monte Sombra was identified by the California Highway Patrol and the County Sheriff as a location where serious and frequent violent criminal activity was occurring. As a result, this section of Camino Monte Sombra was closed by the Board of Supervisors with a locked gate. Law enforcement agencies and the fire department were provided access keys. Since its closure, the area has not experienced any of the previous criminal activity and the temporary road closure has been reviewed on an ongoing 18-month rotation.

The California Highway Patrol (CHP) - El Cajon Office representative reiterated his personal familiarity with the roadway's past and present operating conditions. His office, in coordination with the Sheriff's Department, pursued establishment of the temporary road closure. He indicated support for the proposed extension citing concern that past conditions may resurface should the extension not be granted.

The Committee recognized the CHP's continued support for the temporary roadway closure. In addition, the Committee noted the Crest-Dehesa Community Planning Group and the affected property owner's support for an 18-month extension.

The Committee noted this will be the seventh extension of the temporary road closure. The enacting resolution dictates the closure may be extended for not more than eight additional periods The Committee indicated if present support continues, an 18 month extension can be granted only one additional time. After the eighth extension terminates, the closure is revoked and the gate will be removed.

## Recommendation

The Committee recommends the existing temporary road closure established as a result of serious and continual criminal activity on Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the end, be extended an additional 18 months as allowed in California Vehicle Code Section 21101.4.

Maker: Pennings, Second: Lake, Vote: 12-0

## Necessary Board Action

Amend Item No. 1 of Traffic Resolution No. 2663 relating to the Temporarily Closing to Through Traffic a County Highway as a result of Serious and Continual Criminal Activity in the County of San Diego.

# 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)<br>46 (3:10 pm to 4 pm) |
| Via Rancho San Diego | 123 (8:20 am to 9 am)<br>367 (3:10 pm 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).

## Discussion

The all-way stop control at Brabham Street and Via Rancho San Diego was established in 1995. Since then, subsequent residential/commercial developments, the opening of Hillsdale Middle School and the Rancho San Diego County Public Library, a new entrance to Cuyamaca Community College, three adjacent traffic signals and a popular commercial center have all had a dramatic impact on the intersection's operating conditions.

The surrounding environment generates a continual pedestrian presence that reaches its peak during Hillsdale Middle School's arrival and dismissal times. Although, the all-way stop control provides more than adequate visibility, there is frequent gridlock where frustrated motorists continue to display inappropriate behavior by entering the intersection's crosswalks when pedestrians are present. The School employs an adult crossing guard who gathers pedestrians to cross in groups to minimize delay, congestion and motorist misbehavior during these times.

The Committee noted three of the eight suggested statewide guidelines used to justify the need for a traffic signal are currently met. The Committee believes the existing all-way stop control is no longer able to provide the necessary level of control. Placing the

**Discussion (continued)**

intersection on the County's Traffic Signal Priority List is the most appropriate measure to improve existing conditions and benefit both motorists and pedestrians.

The Valle de Oro Community Planning Group and Principal of Hillsdale Middle School submitted written support for signalization at Brabham Street and Via Rancho San Diego. Both indicated concern with the intersection's existing operating conditions with respect to extensive pedestrian presence.

The Committee noted Brabham Street's high traffic volumes will occupy most of the signal's green time. Staff indicated signal coordination and synchronization with the nearby three traffic signals will take place to ensure smooth travel flow and avoid undue backup and stacking along Brabham Street.

**Recommendation**

The Committee recommends the intersection of Brabham Street and Via Rancho San Diego be placed on the County's Traffic Signal Priority List.

Maker: Pennings, Second: Lake, Vote: 12-0

**Necessary Board Action**

File this report.

## 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) | 44.9 MPH | 37-46 | 42.0% | 295 |
| | (2005) | 43.6 MPH | 33-42 | 65.0% | 166 |
| 2,600' N/o Palm Row Drive | (2012) | 46.8 MPH | 38-47 | 78.4% | 139 |
| | (2005) | 43.6 MPH | 33-42 | 64.2% | 193 |

## Collision Data

There have been 15 reported collisions, 7 of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

## Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85$^{th}$ percentile) speed of motorists. A preliminary review of roadway conditions and prevailing speeds (44.9 MPH and 46.8 MPH) could support radar recertification for the existing 40 MPH speed limit.

The 40 MPH speed limit was established in 1969 and certified for the use of radar for enforcement in 2005. Presently, Oak Creek Drive continues to serve as a link between rural Eucalyptus Hills to State Route 67 and greater Lakeside community. Its rural country setting generates a heavy equestrian presence. The Committee was pleased to note the roadway's current segment accident rate is lower than when reviewed in 2005. However, a review of the most recent four year and 10 month history of reported collisions indicates the roadway's predominant curvilinear characteristics with minimal shoulders and few tangent areas continue to be challenging. The Committee believes these conditions confirm the existing 40 MPH speed limit posting and radar certification will continue to benefit Oak Creek Drive.

The representative from the California Highway Patrol (CHP)-El Cajon Office expressed strong support for radar recertification of the existing 40 MPH speed limit. His office maintains a vigorous presence and is committed to continued radar speed enforcement.

## Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Oak Creek Drive from Manzanita Road southerly to Palm Row Drive.

Maker: Sulzer, Second: Finley, Vote: 12-0

## Necessary Board Action

File this report.

## 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 Road (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 35 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 26 reported collisions, five of which involved injury, along this segment of roadway in the last 4 years, 10 months (01-01-07 to 10-31-11).

## Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85$^{th}$ percentile) speed of motorists. A preliminary review of roadway conditions and prevailing speeds (39.3 MPH and 40.8 MPH) could support radar recertification for the existing 35 MPH speed limit.

Willow Road is a direct link between State Route 67, Wildcat Canyon Road and the Barona Casino. Its close proximity to El Capitan High School generates a heavy presence of school-aged pedestrians, bicyclists and equestrians.

Historically, Willow Road had experienced increasing traffic volumes as a result of the Casino's popularity and expansion projects. The 35 MPH speed limit and radar certification was established in 2005. Efforts to reduce traffic volumes and redirect motorists have taken place. Increased speed enforcement, modification of directional signs, installation of traffic calming devices, increased busing and national mapping redirection of Casino traffic away from Willow Road have significantly contributed to a reduction in traffic volumes along this rural roadway.

The recent 85$^{th}$ percentile speeds and 10 MPH paces are equal or lower than when last reviewed in 2005. A review of the most recent four year-10 month history of reported collisions indicates the roadway still presents challenges for motorist. The Committee believes these conditions along with the continued significant presence of school-aged pedestrians, bicyclists and equestrians confirm the existing 35 MPH speed limit posting is reasonable and reflective of the roadway's operational nature.

The representative from the California Highway Patrol (CHP)-El Cajon Office indicated an enhanced speed enforcement presence continues to be maintained along Willow Road. Radar speed enforcement is an effective tool against excessive speeding and facilitates enforcement. All CHP representatives agreed this roadway will continue to benefit from radar speed enforcement.

## Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Willow Road from State Route 67 easterly to Wildcat Canyon Road.

Maker: Pennings, Second: Sulzer, Vote: 12-0

## Necessary Board Action

File this report.