SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

August 03, 2012

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from June 15, 2012
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	SPEED LIMIT	CANTA LOMAS/PENCE DRIVE	EL CAJON	VALLE DE ORO
B.	RADAR CERTIFICATION	LEMON AVENUE	MT. HELIX	VALLE DE ORO
C.	INTERSECTION REVIEW	ARNOLD WAY @ SOUTH GRADE ROAD	ALPINE	ALPINE
D.	RADAR RECERTIFICATION	WILLOWS ROAD	ALPINE	ALPINE
SUPERVISORIAL DISTRICT 5				
A.	RADAR CERTIFICATION	OLIVE HILL ROAD (40 MPH)	FALLBROOK	FALLBROOK
B.	RADAR CERTIFICATION	OLIVE HILL ROAD (50 MPH)	FALLBROOK	FALLBROOK
C.	RADAR CERTIFICATION	OLIVE HILL ROAD (45 MPH)	FALLBROOK	FALLBROOK
D.	INTERSECTION REVIEW	NORTH BROADWAY @ CALLE RICARDO	ESCONDIDO	HIDDEN MEADOWS
E.	RADAR RECERTIFICATION	VIA RANCHO PARKWAY	ESCONDIDO	N/A
F.	ALL-WAY STOP DELETE RESOLUTION	COLE GRADE ROAD @ VALLEY CENTER ROAD	VALLEY CENTER	VALLEY CENTER
G.	PARKING PROHIBITION DELETE RESOLUTION	COLE GRADE ROAD	VALLEY CENTER	VALLEY CENTER

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Canta Lomas/Pence Drive from Vista Grande Road easterly to Vista Madera Lane (0.7 miles), EL CAJON (Thos. Bros. 1152-D7) Valle de Oro Community Planning Group

INITIATED BY: DPW – Traffic Engineering Section

REQUEST: Review for Formal Speed Limit Posting

PROBLEM AS STATED BY REQUESTER:

We feel that a 3-way stop sign at the intersection of Canta Lomas/Pence Drive at Liberatore Lane would slow the speed of vehicles headed down the hill (north on Pence Drive). Already we have had 1 vehicle take the turn from Pence Drive onto Canta Lomas too quickly – it went over the curb, passed through our front yard and landed on our neighbor's slope (fortunately nobody was injured). We routinely hear vehicles "screeching" tires as they travel through the intersection at excess speed. We have also observed vehicles go through the intersection at >60 miles per hour, straight from pence onto Liberatore (a dead end street). We are concerned for the safety of children on our street.

(**NOTE:** This matter was continued from the October 28, 2011 TAC meeting to allow proposed intersectional modifications at Canta Lomas/Pence Drive at Liberatore Lane to operate for six months prior to submitting a recommendation for a formal speed limit posting. The modification installation was completed by January 31, 2012.)

DATA:

Existing Traffic Devices

Canta Lomas/Pence Drive, west and south legs, form the predominate moves through this three-legged intersection. There are curve-warning signs with 15 MPH advisory speed plates for both directions of travel approaching the intersection. In January 2012, parking prohibitions, delineators and striping modifications were performed at the intersection to further emphasize and enhance visibility of the predominant moves, especially at night.

Canta Lomas, is a striped two-lane roadway, 40 feet in width, that "Tees" into Pence Drive/Liberatore Lane from the west. There is a double-headed arrow in place for eastbound traffic approaching the intersection. This roadway is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Pence Drive, the south leg, is a striped two-lane road measuring 36 feet in width. It is also unclassified on the Mobility Element Network. The road is posted 25 MPH.

Average Daily Traffic Volumes	06/11
Canta Lomas:	
W/o Liberatore Lane/Pence Drive	1,350*
Pence Drive:	
S/o Canta Lomas/Liberatore Lane	790*

*Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Canta Lomas:				
560' E/o Vista Grande Dr	(2012)	40.0 MPH	31-40	77.2%
	(2011)	44.0 MPH	34-43	68.5%
Pence Drive:				
140' S/o Vista Rodeo Dr	(2012)	35.0 MPH	26-35	81.8%
	(2011)	39.0 MPH	29-38	78.5%

Collision Data

There have been four reported non-injury collisions along this roadway in the last five years (02-29-07 to 03-04-12). By using a hand search method we identified the fourth collision which occurred outside of our search parameter. Two of these identified collisions occurred after the intersection modifications at Canta Lomas/Pence Drive at Liberatore Lane were installed.

Discussion

At the October 28, 2011 meeting, the Committee recommended against the establishment of an all-way stop control at the Canta Lomas/Pence Drive and Liberatore Lane intersection. The Committee identified several operational modifications that would alter traffic patterns at the intersection and along Canta Lomas/Pence Drive. The Committee believed it was best to continue the matter of establishment of a formal speed limit on Canta Lomas/Pence Drive until six months after proposed modifications were completed. The intersection improvements have been in place since January 31, 2012.

Dr. Hogan, property owner at the northwest corner of the Canta Lomas/Pence Drive and Liberatore Lane intersection, shared his experiences and continued frustration with the operation of the roadway. He informed the Committee of ongoing collisions occurring at the Canta Lomas/Pence Drive and Liberatore Lane intersection which have negatively impacted his property. He indicated the recent intersection treatments have not garnered the desired results. He would like additional regulatory measures to address the on-going collisions and excessive speeding and to improve his quality of life. He stated preference for intersection control and supports the lowest possible speed limit posting along these contiguous roadways.

Discussion (continued)

The California Vehicle Code requires the establishment of speed zones be made on the basis of an Engineering and Traffic survey as outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD). The most critical input to this survey are the results of the radar speed check data indicating the prevailing (85th percentile) speed of motorists. This prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. This State law prescribed method ensures the posted speed limit conforms to the consensus of those who drive the road and thus represents the maximum reasonable and safe speed. This method acknowledges that the majority of motorists drive in a reasonable and prudent manner.

The Committee noted the results of the recent 85th percentile speeds (40 MPH and 35 MPH) along Canta Lomas/Pence Drive indicate the intersection treatments have been successful in lowering speeds when compared to the previous results in 2011 (44 MPH and 39 MPH). The California Highway Patrol (CHP)-Oceanside Office representative stated that a posted speed limit coupled with radar enforcement would allow a visible law enforcement presence as well as enhance the ability to issue citations to speed violators.

The Committee noted a portion of Pence Drive has been posted 25 MPH since 1987. The results of both recent speed surveys could support either a 35 or 40 MPH formal speed limit posting. However, the criteria set forth in the Board-approved Traffic Guidelines regarding volume (2,000 vehicle minimum) and length (1 mile) criteria necessary for establishment of a formal speed limit posting are not met along the roadway. Canta Lomas/Pence Drive at its western end is approximately one-quarter mile long and has a volume of 1,350 vehicles which decreases substantially as expected in a closed rural community. After much deliberation, a vote to establish a 35 MPH speed limit posting failed and a subsequent vote to establish a 40 MPH speed limit only garnered split support. The Committee struggled to identify the most appropriate recommendation for a formal posting that would support enforcement and benefit the neighborhood.

Recommendation

Staff continued this matter to the September 14, 2012 Committee meeting for continued discussion on roadway operations, intersection control and/or establishment of a formal speed limit posting.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Lemon Avenue from the La Mesa City Limit (west of Marguerita Lane) easterly to the La Mesa City Limit (east of Alto Drive) (0.4 miles County Maintained segment), MT. HELIX (Thos. Bros. 1271-D1) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing 35 MPH Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar certification for the existing 35 MPH speed limit. The adjacent westerly segment is within the City of La Mesa and is also posted 35 MPH. Please review the appropriateness of the existing 35 MPH speed limit for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Lemon Avenue is a striped two-lane Through Highway that varies from 27 feet to 33 feet wide. There is edge-striping along both sides of the roadway. There is an all-way stop control at its intersection with Alto Drive. The road is posted 35 MPH. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	06/12	04/02	06/90	05/79
Lemon Avenue: W/o Treasure Drive E/o Alto Drive	3,460*	2,460*	3,200*	1,680*

* Two-way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Lemon Avenue: 400' W/o Treasure Drive (07/2012)	42.2 MPH	32-41	73.1%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last five years (02-29-07 to 02-29-12). It involved an eastbound motorist, who while slowing to legally turn left into a private driveway, was struck by another eastbound motorist who was passing illegally on the opposing lane of travel.

Discussion

Three residents along Lemon Avenue expressed concerns with speeding and requested relief for the neighborhood.

A review of prevailing speeds (42.2 MPH) and roadway conditions supports radar certification of the existing 35 MPH speed limit along this segment of Lemon Avenue.

This section of Lemon Avenue has differing operating characteristics. The western County maintained portion is a narrow, straight roadway with significant side friction, caused by residences with minimum setbacks and multiple driveways. There is an open drainage channel along both sides with a significant grade differential and minimum shoulder area. The eastern section is shorter and transitions into a City of La Mesa segment that is wider with curb, gutter, sidewalk and a posted 40 MPH speed limit with radar certification. An existing all-way stop control at Alto Drive separates the western and eastern 35 MPH posted segments of Lemon Avenue.

The Committee noted that the drainage channel, lack of pedestrian facilities and numerous driveways support radar certification of the posted 35 MPH speed limit.

County staff informed the Committee that the adjacent western segment of Lemon Avenue in the City of La Mesa is also posted 35 MPH.

Recommendation

The Committee recommends certification for radar speed enforcement of the existing 35 MPH speed limit on Lemon Avenue from the La Mesa City Limit (west of Marguerita Lane) easterly to the La Mesa City Limit (east of Alto Drive).

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: Arnold Way and South Grade Road, ALPINE (Thos. Bros. 1233-F5) Alpine Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Intersection's Existing Operating Conditions

PROBLEM AS STATED BY REQUESTER:

DPW Staff has received recent requests for additional regulatory control at this intersection. A preliminary review of the intersection's existing operating conditions do not support additional regulatory controls.

DATA:

Existing Traffic Devices

Arnold Way is a striped two-lane Through Highway that measures 23 feet wide east of the intersection and 36 feet wide west of the intersection. 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 unposted.

South Grade Road is a striped two-lane Through Highway, approximately 26 feet wide, that "Tees" into Arnold Way from the south. It is stop controlled with a limit line and STOP pavement legend in place. There is a "Stop Ahead' sign with associated pavement legend, in addition to a double-headed arrow, in place for nothbound traffic. It has 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 50 MPH/Radar Certified.

Average Daily Traffic Volumes	12/10	10/95
Arnold Way:		
W/o South Grade Road	5,770 EB	2,600 EB
E/o South Grade Road	1,110 WB	1,010 WB
South Grade Road:		
S/o Arnold Way	3,230 NB	1,540 NB

Collision Data

There has been one reported non-injury collision at this intersection in the last five years, (02-29-07 to 02-29-12). It involved an eastbound motorist who mistakenly turned right onto South Grade Road, then while reentering eastbound Arnold Way, was struck by a continuing eastbound vehicle.

Discussion

An all-way stop control's primary function is to assign more positive right of way at an intersection where a one or two-way stop control has proven to be ineffective. State guidelines have been developed to assist public agencies in determining when an all-way stop control is indicated. These guidelines recognize an all-way stop control is effective in assigning right of way at high volume intersections with volume on the minor legs approaching the magnitude of volume on the major legs. An all-way stop control is also warranted at locations having a demonstrated accident problem susceptible to correction by an all-way stop, such as right-angle collisions. None of these guidelines are met at this location.

A review of the intersection's existing operating conditions, including the most recent five-year history of reported collisions, indicates motorists are not experiencing any difficulty or delay traversing the intersection of Arnold Way and South Grade Road. There has been no right-of-way violation type of collisions reported due to uncertainty or confusion. The Committee expressed concern an unwarranted all-way stop control may foster a false sense of security, not guarantee compliance, create unnecessary backup and negatively impact the nearby all-way stop control located to the west at Harbison Canyon Road.

The Committee noted the skew angle nature of this three legged intersection. Also, visibility is restricted for north bound traffic on South Grade Road approaching the intersection. County staff will review and take actions as necessary regarding existing signage, trimming vegetation and refreshing the pavement legends. Staff will modify the centerline striping on South Grade Road to place motorists in the most appropriate position to best determine when to enter Arnold Way.

Recommendation

The Committee recommends against establishing additional regulatory controls at the intersection of Arnold Way and South Grade Road.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Willows Road from Viejas Grade westerly to West Willows Overcrossing (0.8 miles), ALPINE (Thos. Bros. 1234-F6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Willows 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

Willows Road is a striped two-lane roadway between 32 feet and 40 feet wide. 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	03/12	08/02	8/95
Willows Road:			
W/o Viejas Grade	7,820*	14,130*	10,670*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Willows Road:				
1,400' W/o Viejas Grade	(2012)	48.5 MPH	38-47	68.1%
	(2005)	48.8 MPH	39-48	67.3%

Collision Data

There have been five reported collisions, all of which involved injury, along this segment of roadway, in the last two years (02-29-10 to 02-29-12).

Discussion

The result of the recent speed survey (48.5 MPH) supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The Committee noted the recent 85th percentile speed and 10 MPH pace are lower than when last reviewed in 2005. The posted 45 MPH speed limit was established with radar certification in 1996. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

This segment of Willows Road serves as a rural link between Interstate 8, the Viejas community and Viejas Casino. It also serves as a transition zone to the adjacent eastern 50 MPH posted segment.

The representative from the California Highway Patrol stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against speeding and facilitates enforcement along this roadway. Willows Road will continue to benefit from radar speed enforcement.

Recommendation

The Committee recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Willows Road from Viejas Grade westerly to West Willows Overcrossing.

Maker: Fleishman, Second: Gaffney, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Olive Hill Road from Mission Road southerly to Mile Post 4 (1.4 miles), FALLBROOK (Thos. Bros. 1027-G7) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing 40 MPH Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar certification for the existing 40 MPH speed limit. Please review the appropriateness of the existing 40 MPH speed limit for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Olive Hill Road is a striped two-lane Through Highway that varies from 26 feet to 41 feet wide. There is edge-striping along both sides of the roadway. The road is posted 40 MPH. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	07/12	04/02	10/91
Olive Hill Road:			
N/o Mackey Drive	7,440**	6,080*	4,580*

* Two-way Count ** Estimate

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Olive Hill Road:				
850' S/o Mackey Drive	(07/2012)	43.0 MPH	33-42	64.2%
	(11/1991)	48.8 MPH	39-48	75.2%

Collision Data

There have been 12 reported collisions, 5 of which involved injury along this segment of roadway in the last two years (02-29-10 to 02-29-12).

Discussion

There have been recent neighborhood concerns with speeding along Olive Hill Road. In an effort to address these concerns, County staff requested a review for appropriateness of radar speed enforcement of Olive Hill Road from Mission Road to State Route 76. This is the northernmost segment of Olive Hill Road.

The Committee noted this segment of Olive Hill Road has been posted 40 MPH since 1990. This roadway segment serves as direct access from rural western Fallbrook to Mission Road and Fallbrook High School. The recent speed survey (43.0 MPH) supports the existing 45 MPH speed limit posting. In addition, an analysis of the most recent two-year history of reported collisions indicates there have been no reported incidents along this roadway within this time period. The posted 45 MPH speed is reasonable and reflective of the road's existing operating conditions.

The representative from the CHP-Oceanside Office stated support for radar certification. The use of radar will facilitate enforcement of the posted 40 MPH and allow an enhanced law enforcement presence to curtail speeding along Olive Hill Road.

Recommendation

The Committee recommends the existing 40 MPH speed limit on Olive Hill Road, from Mission Road southerly to Mile Post 4.0, be certified for the use of radar for speed enforcement.

Maker: Fleischman, Second: Gaffney, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Olive Hill Road from Mile Post 4 southerly to Morro Hills Road (1.9 miles), FALLBROOK (Thos. Bros. 1047-G3) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing 50 MPH Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar certification for the existing 50 MPH speed limit. Please review the appropriateness of the existing 50 MPH speed limit for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Olive Hill Road is a striped two-lane Through Highway that varies from 27 feet to 34 feet wide. There is edge-striping along both sides of the roadway. The road is posted 50 MPH. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	8/08	7/04	12/89
Olive Hill Road:			
@ Burma Road	3,980*	3,730*	2,990*

* Two-way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Olive Hill Road:				
1040' N/o Del Valle Drive	(02/2012)	50.0 MPH	38-47	54.0%
	(09/1991)	52.1 MPH	39-48	56.3%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last two years (02-29-10 to 02-29-12). It involved a southbound DUI motorist who failed to negotiate a curve near Lake Ridge Road and struck a dirt embankment.

Discussion

In response to neighborhood concerns regarding speeding along Olive Hill Road, County staff requested a review of this segment's existing operating conditions for the appropriateness of certifying the posted 50 MPH speed limit for radar speed enforcement. This is the middle segment of Olive Hill Road.

The Committee noted this segment of Olive Hill Road has been posted 50 MPH since 1990. This road is serving as a continuing link between Mission Road and State Route 76. The recent speed survey (50.0 MPH) supports the existing 50 MPH speed limit posting. In addition, an analysis of the most recent two-year history of reported collisions indicates one reported DUI incident along this roadway within this time period. Reasonable motorists are not experiencing any difficulty or delay traversing this rural roadway. The posted 50 MPH speed limit is reasonable and reflective of the road's existing operating conditions.

The representative from the CHP-Oceanside Office stated support for radar certification. The use of radar will facilitate enforcement of the posted 50 MPH and allow an enhanced law enforcement presence to curtail speeding along Olive Hill Road.

Recommendation

The Committee recommends the existing 50 MPH speed limit on Olive Hill Road, from Mile Post 4.0 southerly to Morro Hills Road, be certified for the use of radar for speed enforcement.

Maker: Fleischman, Second: Gaffney, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Olive Hill Road from Morro Hills Road southerly to State Route 76 (2.1 miles), FALLBROOK (Thos. Bros. 1047-G6) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing 45 MPH Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar certification for the existing 45 MPH speed limit. Please review the appropriateness of the existing 45 MPH speed limit for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Olive Hill Road is a striped two-lane Through Highway that varies from 21 feet to 48 feet wide. There is edge-striping along both sides of the roadway. The road is posted 50 MPH. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	02/12	04/02	10/86
Olive Hill Road:			
S/o Puerta del Sol	3,030*	3,180*	1,660*

* Two-way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Olive Hill Road:			
1730' N/o State Route 76 (02/2012)	46.0 MPH	37-46	72.9%
(09/1991)	49.0 MPH	41-50	64.0%

Collision Data

There have been 17 reported collisions, 6 of which involved injury along this segment of roadway in the last two years (02-29-10 to 02-29-12).

Discussion

County staff indicated there have been recent neighborhood concerns with speeding along Olive Hill Road. In an effort to address these concerns, a review was requested for the appropriateness of radar speed enforcement of Olive Hill Road from Mission Road to State Route 76. This is the southernmost segment of Olive Hill Road.

The Committee noted this southerly curvi-linear segment of Olive Hill Road has been posted 45 MPH since 1990. The recent speed survey (46.0 MPH) supports the existing 45 MPH speed limit posting. In addition, an analysis of the roadway's operating conditions including the most recent two-year history of reported collisions, indicates the existing 45 MPH speed limit is reasonable and reflective of this segment's operating conditions. The Committee did not identify any unusual conditions that would not support radar certification for the posted 45 MPH speed limit.

The representative from the CHP-Oceanside Office stated support for radar certification. The use of radar will facilitate enforcement of the posted 45 MPH and allow an enhanced law enforcement presence to curtail speeding along Olive Hill Road.

Recommendation

The Committee recommends the existing 45 MPH speed limit on Olive Hill Road, from Morro Hills Road southerly to State Route 76, be certified for the use of radar for speed enforcement.

Maker: Fleischman, Second: Gaffney, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: North Broadway and Calle Ricardo, JESMOND DENE (Thos. Bros. 1109-G1) Hidden Meadows Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Intersection's Existing Operating Conditions

PROBLEM AS STATED BY REQUESTER:

DPW Staff has received a recent request for a review of the i ntersection's existing operating conditions for the establishment of an All-Way Stop Control. A preliminary review of the intersection's existing operating conditions do not support additional regulatory controls.

DATA:

Existing Traffic Devices

North Broadway is a striped two-lane Through Highway that measures 34 feet wide north of the intersection and 28 feet wide south of the intersection. There is edge-striping along the west side 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.

Calle Ricardo is a unstriped roadway, approximately 29 feet wide, that "Tees" into North Broadway from the west. It is stop controlled. The road is unclassified on the County General Plan Mobility Element Network. The road is unposted.

Average Daily Traffic Volumes	**02/12**
North Broadway:	
N/o Calle Ricardo	1,060 SB
S/o Calle Ricardo	1,190 NB
Calle Ricardo:	
W/o North Broadway	280 EB

Collision Data

There have been three reported collisions, two of which involved injury, at this intersection in the last five years, (02-29-07 to 02- 29-12).

Discussion

Mr. and Mrs. Kautsky, owners of the property at the southwest corner of the intersection, presented a video detailing a collision that recently occurred. It showed an errant vehicle losing control and striking several crash barrels adjacent to their lot. In addition, they presented a slideshow that detailed the aftermath of other collisions and the impact on their private property. They stated concern for their children's safety and indicated they no longer allow them to play outside. It is their stated desire that something be done to improve their quality of life and address the intersection's current collision pattern.

An all-way stop control's primary function is to assign more positive right of way at an intersection where a one or two-way stop control has proven to be ineffective. State guidelines have been developed to assist public agencies in determining when an all-way stop control is needed. These guidelines recognize an all-way stop control is effective in assigning right of way at high volume intersections with nearly equal volumes of traffic on all legs. An all-way stop control is also warranted at locations having a demonstrated accident problem susceptible to correction by an all-way stop, such as right-angle collisions. None of these warrants were met at this intersection.

The Committee noted an analysis of the most recent five-year history of reported collisions indicates motorists are not experiencing any undue delay or difficulty determining how to safely traverse the intersection. There have been no reported collisions involving right-of-way confusion or uncertainty. With respect to intersection ingress and egress, motorists on North Broadway and Calle Ricardo are making the necessary adjustments when approaching the intersection and each other. The Committee expressed concern an unwarranted all-way stop control may foster a false sense of security, not guarantee compliance and create unnecessary delay.

The recent collision history indicates there have been three reported collisions involving errant southbound motorists losing control when approaching the curve located on the southwest corner of the intersection. Two of these collisions involved intoxicated drivers and one involved an overloaded vehicle failing to negotiate the curve. It is apparent that although the intersection itself is operating well, the curve poses a challenge to motorists.

County staff reviewed proactive measures that have previously been utilized to address operations at the curve. Curve advisory signs are in place. Within the past 10 years, 17 yellow barrels have been placed to provide a "crash cushion" between the roadway and private property on the southwest corner.

Discussion (continued)

The Committee heard testimony from Traffic Engineering staff that additional measures have recently been applied to enhance guidance at the curve. Supplemental reflective tape was added to the barrels to enhance night time visibility. Additional chevrons and oversized curve warning signs have been installed for southbound traffic on North Broadway. Supplemental reflectorized pavement markers have been installed through the curve. A second row of barrels is being installed directly behind the original seventeen and a drainage berm will be constructed in front of the barrels to mitigate any foundation erosion.

County staff will continue to monitor the intersection and pursue additional treatments as deemed appropriate.

The Committee commended staff on their past and current efforts and requested this matter be brought back six months after the installation of the second row of barrels to determine the impact of the most recent enhancements on the curve's operation.

Recommendation

The Committee recommends against establishing additional regulatory controls at the intersection of North Broadway and Calle Ricardo.

Maker: Kenney, Second: Gilmore, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Via Rancho Parkway from the Escondido City Limit (near Montesano Road) westerly to Del Dios Highway (2.4 miles), ESCONDIDO (Thos. Bros. 1149-J2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Via Rancho Parkway is a striped Through Highway between 26 feet and 56 feet wide. There is edge-striping along both sides of the roadway. The intersections of Via Loma Vista and Felicita Road/Quiet Hills Drive at Via Rancho Parkway are signalized. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes	03/12	10/05	05/95
Via Rancho Parkway:			
E/o Del Dios Highway	9,510*	10,800*	14,200*
W/o Felicita Road	9,240*	10,610*	12,810*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Via Rancho Parkway:				
1,100 E/o Via La Cuesta	(2012)	53.4 MPH	44-53	65.8%
	(2005)	52.4 MPH	43-52	67.3%
@ Purer Road	(2012)	50.2 MPH	39-48	70.4%
	(2005)	52.4 MPH	43-52	67.3%

Collision Data

There have been 45 reported collisions, 12 of which involved injury, along this segment of roadway, in the last five years (02-29-07 to 02-29-12).

Discussion

The Committee noted Via Rancho Parkway serves as a major commute route linking the City of Escondido, Interstate 15, Del Dios Highway, Interstate 5, and beach communities. The 45 MPH speed limit was established in 1988 and radar certification was added in 1992.

A preliminary review of prevailing speeds (50.2 MPH and 53.4 MPH) and roadway conditions support radar recertification for the existing 45 MPH speed limit. The most recent five-year history of reported collisions indicates Via Rancho Parkway continues to be challenging for motorists. The road has a high number of driveways and intersections (public/private) taking direct access along the roadway. Several curves have design speeds lower than the posted 45 MPH speed limit. Via Rancho Parkway also serves as a vital link in the Bicycle Network between Interstate 15 and the coast. The Committee believes this operating environment serves as conditions to support the posted 45 MPH speed limit and recertification for continued radar speed enforcement. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

The California Highway Patrol (CHP)-Oceanside Office indicated radar speed enforcement is an effective tool against speeding and facilitates enforcement. Via Rancho Parkway will continue to benefit from the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Via Rancho Parkway from the Escondido City Limit (at Montesano Road) westerly to Del Dios Highway.

Maker: Kenney, Second: Gaffney, Vote: 8-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-F**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Delete All-Way Stop Resolution

LOCATION: Cole Grade Road and Valley Center Road, VALLEY CENTER (Thos. Bros. 1090-F1) Valley Center Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete All-Way Stop Resolution Established in 1982

PROBLEM AS STATED BY REQUESTER:

All-Way Stop Control was superseded by signalization in 1993. Deletion is necessary for administrative purposes as a housekeeping item.

Recommendation

The Committee recommends the existing all-way stop control resolution established in 1982 at the intersection of Cole Grade Road and Valley Center Road be deleted.

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

Necessary Board Action

Delete Item No. 86 of Traffic Resolution No. 299 relating to All-Way Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 03, 2012 **Item 5-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Delete Parking Prohibition

LOCATION: Cole Grade Road, east side, from the south line of Oak Glen Road southerly 1,305 feet, VALLEY CENTER (Thos. Bros. 1070-F1) Valley Center Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Parking Prohibition Resolution Established in 1994

PROBLEM AS STATED BY REQUESTER:

Parking Prohibition was superseded by subsequent resolutions in 1998. Deletion is necessary for administrative purposes as a housekeeping item.

Recommendation

The Committee recommends the existing parking prohibition established in 1994 along the east side of Cole Grade Road from the south line of Oak Glen Road southerly 1,305 feet be deleted.

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

Necessary Board Action

Delete Item No. 938 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
August 03, 2012

KENTON R. JONES
Secretary

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