SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

September 14, 2012

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from August 03, 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	STEELE CANYON ROAD	RANCHO SAN DIEGO/JAMUL	VALLE DE ORO JAMUL-DULZURA
SUPERVISORIAL DISTRICT 5				
A.	WEIGHT/LENGTH LIMIT	PALA TEMECULA ROAD	PALA	PALA-PAUMA

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 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:** At the August 3, 2012 meeting, it was 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.

Therefore, staff continued this matter for continued discussion on roadway operations, intersection control and/or establishment of a formal speed limit posting.

Previously, 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 Circulation Element Map. The road is unposted.

Pence Drive, the south leg, is a striped two-lane road measuring 36 feet in width. This roadway is unclassified on the Circulation Element Map. 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 (01-01-07 to 04-30-12). 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

In October 2011, the Committee recommended against the establishment of an all-way stop control at Canta Lomas/Pence Drive and Liberatore Lane to explore less restrictive operational measures. Operational modifications that would alter traffic patterns along Canta Lomas/Pence Drive were identified and included the installation of delineators, edge and centerline striping, parking prohibitions and new signage. The intersection improvements have been in place since January 31, 2012.

At the August 3, 2012 meeting, while considering the establishment of a formal speed limit, the Committee noted that Canta Lomas/Pence Drive does not meet the volume (2,000 vehicle minimum) and length (1 mile) criteria necessary for establishment of a formal speed limit posting. The Committee noted Canta Lomas/Pence Drive is approximately one-quarter mile long and has a volume of 1,350 vehicles which decreases substantially as expected in a closed rural community. A vote to establish a 35 MPH speed limit posting failed and a subsequent vote to establish a 40 MPH speed limit garnered split support. This matter was continued by staff to the September 14, 2012 meeting for further discussion on roadway operations, intersection control and/or establishment of a formal speed limit posting.

At the September 14, 2012 meeting, the Committee was unable to identify unusual conditions to substantiate waiving the minimum volume and length criteria to support a formal speed limit posting. The current intersection configuration was established recently. Canta Lomas/Pence Drive was previously a knuckle roadway and as a result of development is now an atypical "Tee" configuration where the stop control is not located on the stem of the "Tee" and all three legs have different street names.

Staff stated the recent roadway modifications, including installation of delineators, edge and centerline striping, parking prohibitions and new signage, have reduced the previous 85th percentile speeds by approximately 4 miles per hour, eliminated the cross-over of vehicles into the opposing lane of travel and enhanced night-time reflectivity. Staff noted that it is always preferable to install the least restrictive control and then review to determine effectiveness. Recent modifications did not result in eliminating collisions and motorist's uncertainty. Staff have concluded the intersection operation and topography support a higher level of control than presently exists.

To address the ongoing collisions, staff referenced sections of the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07 regarding Multi-Way Stop Applications which allows stop controls be considered at the intersection of two residential neighborhood collector streets of similar design and operating characteristics where they would be expected to improve traffic operational characteristics. Citing this authority, staff supports installation of all-way stop controls. To ensure the recommended all-way stop control is working well and does not create any unanticipated problems, a review one year after the controls are in place is also supported.

Representatives from the California Highway Patrol (CHP) acknowledged there is no standard solution to address what is occurring at this intersection. Although they acknowledge staff's desire to eliminate confusion at the intersection, they stated the

Discussion (continued)

recurring accidents were not due to confusion over intersection geometrics, but a result of motorist distraction or inattention after traversing the intersection. They expressed concern about defending all-way stop control installations that have been established based on other than traditional warrants.

The Committee acknowledged CHP opposition and recognized enforcement concerns, but noted that though traditional volume warrants are not met, all-way stop control is warranted by the intersection's residential classification and collision experience through Section 2B.07 of the MUTCD. It is important to note that lesser controls and operational enhancements have not produced the desired results. There are no other non-regulatory options that will improve advanced notice for northbound motorists on Pence Drive approaching the intersection. An all-way stop control and its appearance will eliminate uncertainty and clearly define right-of-way.

Recommendation

The Committee recommends establishment of an all-way stop control at the intersection of Canta Lomas/Pence Drive at Liberatore Lane and recommends against establishing a formal speed limit on Canta Lomas/Pence Drive.

Maker: Kenney, Second: Powers, Vote: 7-2-1

Necessary Board Action

Add Item No. 231 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

Delete Item No. 671 of Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Steele Canyon Road from Willow Glen Drive southerly to SR-94 (1.48 miles), RANCHO SAN DIEGO/JAMUL (Thos. Bros. 1272-C5) Valle de Oro and Jamul-Dulzura Community Planning Groups

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

Steele Canyon Road is a primarily a striped two-lane Through Highway that varies from 42 feet to 63 feet wide. There is a short section between Heatherwood Drive and Jamul Drive where it widens to four lanes with a painted median separating both directions of travel. There are bike lanes along both sides of the roadway from Willow Glen Drive to Jamul Drive, southerly to SR-94 there is edge-striping. The road is primarily posted 45 MPH. There are two 25 MPH postings, one is a school zone adjacent to Jamacha Elementary School and the other is a playground zone adjacent to Steele Canyon County Park. The road is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	09/12	04/02	08/95	10/90
Steele Canyon Road:				
S/o Willow Glen Drive	19,500**	14,810*	9,850*	8,100*
N/o Vista Cielo Drive	6,000**		3,820*	2,930*

* Two-way Count ** Estimate

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Steele Canyon Road:				
@ Vista Cielo Drive	(2012)	46.0 MPH	37-46	67.3%
	(1995)	44.5 MPH	35-44	79.0%
800' N/o Jamul Drive	(2012)	49.4 MPH	40-49	74.5%
	(1995)	50.2 MPH	42-51	74.2%

Collision Data

There have been 10 reported collisions, four of which involved injury, along this segment of roadway in the last two years (04-30-10 to 04-30-12).

Discussion

Steele Canyon Road has been posted 45 MPH since 1989. The road serves Jamacha Elementary School, Steele Canyon County Park and Steele Canyon High School. It is also a major connection between State Route 94, the easternmost Border communities of Tecate, Descanso and Jacumba, and the suburban communities of Jamul, El Cajon, Rancho San Diego and Spring Valley.

The result from both recent speed surveys (46.0 MPH and 49.4 MPH) support the existing 45 MPH speed limit posting. The Committee noted Steele Canyon Road is comprised of differing roadway characteristics. There is a short span in the northern segment that is flat, straight and widened to four lanes, with a painted median separating both directions of travel. The remaining roadway narrows into a two-lane curvilinear roadway with elevation changes. The traffic flow on this road is influenced by Jamacha Elementary School and Steele Canyon County Park activities. The Committee agreed these varying conditions require a motorist's heightened attention and noted the prevailing speeds are consistent. The existing 45 MPH speed limit posting continues to be reasonable and reflective of the roadway's overall operating conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped reduce speeds. The use of radar will facilitate enforcement of the posted 45 MPH and enable an enhanced presence curtailing excessive speeds between Willow Glen Road and State Route 94. All the CHP representatives agreed this road meets their agency's criteria for the use of radar speed enforcement and support this recommendation.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 45 MPH speed limit on Steele Canyon Road, from Willow Glen Drive southerly to SR-94, be certified for the use of radar for speed enforcement.

Maker: Fleischman, Second: Scott, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2012 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight or Length Restriction

LOCATION: Pala Temecula Road from Pala Mission Road northerly to Riverside County Line (5.0 miles), PALA (Thos. Bros. 1029-H4) Pala-Pauma Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Weight or Length Limit

PROBLEM AS STATED BY REQUESTER:

We respectfully request a review for establishment of either a weight or length restriction along the entirety of Pala Temecula Road. Road crews are experiencing continual guardrail maintenance and traffic control concerns. When reviewing the damaged guardrail, it is apparent the damage is due to large commercial vehicles failing to maintain within their lanes. Also depending on the location of work, our crews are experiencing challenges maintaining a visible traffic control zone. Recently, advisory length warning signs were installed as an interim measure.

Existing Traffic Devices

Pala Temecula Road is a striped two-lane roadway that varies from 23 feet to 25 feet wide. There is edge-striping along both sides of the roadway. Pala Temecula Road has three speed limits. From the Riverside County Line southerly to a point 320 feet south of Mile Post 2 it is posted the State Maximum 55 MPH. From this point southerly to a point 680 feet north of Pala Mission Road, it has a 45 MPH posted speed limit. Beyond this point to Pala Mission Road, there is a 25 MPH Business District in place. The road is classified as a Light Collector Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	06/12	10/03	08/95	09/90
Pala Temecula Road:				
S/o Arouba Road	8,250*	6,070*		
N/o Pala Mission Road		5,860*	3,070*	2,300*

* Two-way Count

Collision Data

There have been 9 reported non-injury collisions involving large commercial vehicles along this segment of roadway in the last five years (03-01-07 to 02-29-12).

Discussion

The chair of the Pala-Pauma Community Sponsor Group supports a 7-ton weight limitation along the entirety of Pala Temecula Road. The chair indicated Pala Temecula Road is steep and narrow with tight radii curves and restrictive sight lines. State Route 76 is more conducive and easier to navigate for large commercial vehicles. The two regulatory choices are a 7-ton weight limitation and a length restriction. The chair indicated a 7-ton weight limitation is the better of the two choices. The Planning Group does not support the length restriction due to its negative impact on casino buses traversing Pala Temecula Road between the Pechanga and Pala Casinos.

County staff stated 25-foot kingpin to rear axle advisory length warning signs were recently installed for Pala Temecula Road as a non-regulatory measure. County road crews have been responding to continual guardrail maintenance due to tight interactions between large commercial vehicles. When reviewing the damaged guardrail, it is apparent the damage is due to large commercial vehicles failing to stay within their lanes. Casino buses tend to avoid the guardrail beam; their wheel base is low and substantial body damage would be incurred when striking guardrail. Large commercial vehicles have a higher wheel base that rises above the guardrail, that when rubbing against it, minimal or no body damage is experienced, while the guardrail does incur damage. Also, depending on the location of work, road crews are experiencing challenges maintaining a visible traffic control zone.

The Committee noted that Pala Temecula Road is not a desirable truck route. It is a rural mountainous two-lane roadway with many horizontal and vertical curves and steep grades that tend to make heavy commercial vehicles slower than the prevailing speeds of most other motorists. Unfortunately, when this situation exists, motorists become impatient and attempt to illegally pass these slower moving vehicles. When this type of activity occurs, the motorists making the illegal passing maneuver often jeopardize their safety and the safety of others. These maneuvers are demonstrated in the nine reported collisions involving large commercial vehicles in the last five years. The volume of overall daily traffic and large commercial vehicles (approximately two percent) on Pala Temecula Road is greater than expected for similar types of two-lane rural roadways in the County. The Committee believes it would be more desirable for heavy commercial trucks to travel on State Route 76, Interstate 15 and State Route 79 which do not have the combination of horizontal and vertical curves with a steep grade. The Committee recommends a 7-Ton weight limitation be established to reduce the potential conflict between faster traveling vehicles and slower moving commercial trucks, decrease guardrail maintenance activities and increase the comfort level for County road crews. This limitation will not apply to trucks with origination or destination points along Pala Temecula Road.

The Committee noted most large commercial vehicles already use State Route 76, Interstate 15 and State Route 79 to travel between Temecula and the Pala-Pauma/Valley Center communities. Although State Route 76 has a section with a 40-foot regulatory length restriction and various advisory length warnings, it does not have the physical challenges of Pala Temecula Road. A weight limit on Pala Temecula Road may increase truck traffic levels along this alternate route, however reducing risk to County road crews, decreasing guardrail maintenance and addressing illegal passing is desirable. The Committee also noted that although the distance for these alternate routes doubles the travel miles, it does not double travel time.

Discussion (continued)

CHP Oceanside and Temecula Offices expressed support for the proposed weight limitation and leaving the existing advisory length warning signs in place. They indicated a regulatory length restriction along Pala Temecula Road would be difficult to enforce due to its physical nature. There are few turnaround spots and areas to pull over. They stated a weight limitation would eliminate unnecessary cross-overs into the opposing travel lane and reduce the number of slower moving vehicles that currently impede travel flow and allow enforcement of large commercial vehicles.

The Committee requests this matter be brought back for review one year after the 7-Ton weight limitation is posted to determine its impact on the roadway's existing operating conditions and collision experience.

Recommendation

The Committee recommends the establishment of a 7-Ton weight limitation on Pala Temecula Road from Pala Mission Road northerly to the Riverside County Line. The Committee also recommends the Board of Supervisors designate State Route 76, Interstate 15 and State Route 79 as the reasonable unrestricted alternate routes.

Maker: Kenney, Second: Soto, Vote: 10-0

Necessary Board Action

Add Section 72.243.28.2. to Division 2 of Title 7 of Article 18 of the San Diego County Code.