SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

December 14, 2012

Traffic Advisory Committee Members

Automobile Club of Southern California	Mr. Hamid Bahadori
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	{absent}
California Department of Transportation	Mr. Mike Powers
California Highway Patrol - San Diego	Officer Hal Corbin
California Highway Patrol - Oceanside	Officer Jimmy Gaffney
California Highway Patrol - El Cajon	Officer Brian Pennings
California Highway Patrol - Border	Officer Jim Betancourt
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleishman
Pacific Safety Council	{absent}
San Diego County Sheriff's Department	{absent}
San Diego County Office of Education	Mr. Dennis Sulzer
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Mike Kenney
Department of Public Works	Mr. Murali Pasumarthi

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton R. Jones
Traffic Advisory Committee Staff	Mrs. Patricia Johnson-Horsman
Traffic Advisory Committee Staff	Mrs. Maria Rubio-Lopez

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 14, 2012

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from October 26, 2012
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	INTERSECTION REVIEW	CANTA LOMAS/PENCE DR @ LIBERATORE LN	EL CAJON	VALLE DE ORO
B.	PARKING PROHIBITIONS	JULIAN AVENUE	LAKESIDE	LAKESIDE
C.	RADAR RECERTIFICATION	POTRERO VALLEY ROAD	POTRERO	POTRERO
D1.	PARKING PROHIBITIONS	PEPPER DRIVE	EL CAJON	LAKESIDE
D2.	BUS AND PASSENGER LOADING ZONES	PEPPER DRIVE	EL CAJON	LAKESIDE
SUPERVISORIAL DISTRICT 5				
A.	SPEED LIMIT	MILLER ROAD	VALLEY CENTER	VALLEY CENTER
~~B.~~	~~SPEED LIMIT~~	~~SANDIA CREEK DRIVE~~	~~DE LUZ~~	~~FALLBROOK~~

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 14, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Review

LOCATION: Canta Lomas/Pence Drive and Liberatore Lane, EL CAJON (Thos. Bros. 1152-D7) Valle de Oro Community Planning Group

INITIATED BY: DPW – Traffic Engineering Section

REQUEST: Review for All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

Request from Constituent in 11/2010 - 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:** On October 28, 2011, your Committee recommended against the establishment of an all-way stop control at the Canta Lomas/Pence Drive and Liberatore Lane intersection. Several operational modifications (parking prohibitions, delineators and striping modifications) were identified that would address above concerns. It was believed 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.

At the September 14, 2012 meeting, your Committee noted that although traditional warrants were not met, it was your recommendation based on engineering judgment the establishment of an all-way stop control was appropriate. However, due to schedule conflicts, the representative from the California Highway Patrol (CHP) - El Cajon Command was unable to be present and requested the opportunity for additional discussion and input.)

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

Existing Traffic Devices (continued)

parking prohibitions, delineators and striping modifications were installed at the intersection to further emphasize and enhance visibility of the predominant moves, especially at night.

Pence Drive, the south leg, is a striped two-lane road measuring 36 feet in width. This roadway is unclassified on the County General Plan Mobility Element Network. The road is posted 25 MPH south of the intersection and beyond.

Liberatore Lane, the north leg of this three-legged intersection, in a striped two-lane residential cul-de-sac roadway that measures 36 feet in width. It is controlled with a stop sign, limit line and pavement legend along with a "Cross Traffic Does Not Stop" sign in place for southbound traffic. There is a "No Outlet' sign in place for northbound traffic. This roadway is unclassified on the Circulation Element Map. The road is unposted.

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.

Average Daily Traffic Volumes	**06/11**
Pence Drive:	
S/o Canta Lomas/Liberatore Lane	400 NB
Liberatore Lane:	
N/o Canta Lomas/Pence Drive	80 SB
Canta Lomas:	
W/o Liberatore Lane/Pence Drive	670 EB

Collision Data

There have been two citizen reported non-injury collisions in the vicinity of this intersection in the last five years (08-31-07 to 08-31-12), both involved westbound motorists on Canta Lomas losing control and striking the fence located at the northwest corner of the intersection. One occurred before and the other after intersection modifications at Canta Lomas/Pence Drive at Liberatore Lane were installed.

Discussion

A resident at the intersection's northwest corner reiterated ongoing frustration with excessive speeding and personal property damage incidents involving northbound motorists on Pence Drive traversing the curve too fast, losing control, striking his fence and fleeing. He stated an all-way stop control would eliminate these occurrences and increase the neighborhood's level of comfort with the intersection.

Discussion (continued)

At the September 14, 2012 meeting, the Committee noted that although traditional all-way stop warrants were not met, the establishment of an all-way stop control at Canta Lomas/Pence Drive and Liberatore Lane could be deemed appropriate based on engineering judgment. However, the representative from the California Highway Patrol (CHP) – El Cajon Command was not present at the meeting and the matter was continued for CHP input.

The California Manual on Uniform Traffic Control Devices (MUTCD) allows stop controls to 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 and address on-going collisions.

The representative from the California Highway Patrol (CHP) - El Cajon Office expressed appreciation for the Committee's continuance to allow the CHP-El Cajon Command the opportunity to provide input on this matter. He stated no conflict with the reasoning upon which the engineering judgment was based. However, his office is strongly opposed to the establishment of an all-way stop control at this location based on an undue enforcement burden the CHP-El Cajon Command would incur. He empathized with the requester's concern. His office believes the accidents are not due to confusion over intersection geometrics, but as a result of motorist distraction or inattention after traversing the intersection. He expressed concern about defending all-way stop control installations that have been established based on other than traditional warrants. He indicated citations at this intersection would be difficult to defend when challenged in court. Their officers would find their credibility questioned in other court proceedings.

After much discussion, the Committee recognized the uniqueness of this intersection and agreed that previously installed operational enhancements adequately address all concerns. Canta Lomas/Pence Drive does not meet the traditional accident and volume guidelines needed to justify the installation of an all-way stop control. Although the Committee recognized the Department of Public Works' previous efforts to address neighborhood concerns at this location, it did not believe operating conditions justify an extreme control. The establishment of an all-way stop control was not deemed an appropriate level of control for this low-volume residential community.

Recommendation

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

Maker: Bahadori, Second: Pennings, Vote: 9-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Parking Prohibitions

LOCATION: Julian Avenue, eight locations - both sides, between Prospect Avenue and Petite Lane, LAKESIDE (Thos. Bros. 1232-A4) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Establish Eight Parking Prohibitions

PROBLEM AS STATED BY REQUESTER:

DPW-Traffic Engineering respectfully requests establishment of eight parking prohibitions to address results of a recent road review. Four proposals will address the significant presence of reported collisions involving parked vehicles along both sides of Julian Avenue in the vicinity of Prospect Avenue and Channel Road.

1) north side from Prospect Avenue to Channel Road,
2) south side from Prospect Avenue easterly 200 feet,
3) south side from Channel Road easterly 70 feet, and
4) south side from a point 250 feet east of Channel Road easterly 85 feet.

The remaining four will address the need to maximize visibility for motorists entering Julian Avenue from an apartment's private driveway west of Lemon Crest Drive and in the vicinity of Caraway Street.

5) south side, extend an existing 20 foot parking prohibition west of Lemon Crest Drive an additional 40 feet (60 foot total).
6) north side from Caraway Street westerly 100 feet,
7) south side from Caraway Street westerly 190 feet, and
8) south side from Caraway Street easterly 80 feet.

The roadway's high parking demand is recognized and these proposals intend to balance the demand along with the desired goal of reducing potential conflicts and maximizing visibility.

DATA:

Existing Traffic Devices

Julian Avenue is a striped two-lane Through Highway that varies from 32 feet to 64 feet in width. It is posted 35 MPH/Radar Certified between Prospect Avenue and Los Coches Road. The adjacent eastern segment from Los Coches Road to Lake Jennings Park Road is posted 40 MPH/Radar Certified. (NOTE: Julian Avenue east of Channel Road is classified as a Light Collector on the County General Plan Mobility Element Network.)

Average Daily Traffic Volumes	3/08	10/01	8/87
Julian Avenue:			
@ Channel Road	7,330*		
E/o Prospect Avenue		5,550*	4,190*

	2/02	4/95
Julian Avenue:		
E/o Petite Lane	6,083* (7 Day Average)	5,550*

* Two-Way Count

Property Owner Survey

1-4. Both sides, in the vicinity of Prospect Avenue and Channel Road.

_6_ Support __0__ Opposed 9 Total Surveyed

5. South side, extend existing 20 ft prohibition an additional 40 ft (60 ft total) west of Lemon Crest Drive. One Property owner was surveyed who responded in support of the proposed parking prohibition.

6-8. Both sides, in the vicinity of Caraway Street.

_1_ Support _1_ Opposed 7 Total Surveyed

Discussion

The Department of Public Works (DPW) representative informed the Committee of the results of a recent road review study to identify operational measures along Julian Avenue, between Prospect Street and Petite Lane, to maximize visibility and improve the roadway's existing operating conditions due to a high number of collisions involving legally parked vehicles.

The study indicated both sides of Julian Avenue, in the vicinity of Prospect Avenue and Channel Road, would benefit from the installation of edge-striping as a visual separation between the travel and adjacent parking lanes. In order to accommodate the necessary edge-striping, four parking prohibitions have been deemed appropriate in this vicinity. At this location, six of the nine affected property owners support the proposed prohibitions and the remaining three did not respond.

DPW representative also stated the study identified the need for four parking prohibitions to maximize visibility for motorists entering Julian Avenue from an apartment's private driveway west of Lemon Crest Drive and in the vicinity of Caraway Street. Staff indicated the proposed parking prohibition in the vicinity of Lemon Crest Drive can proceed through staff's enabling authority. The property manager of the adjacent apartment complex has provided written support for its extension.

Discussion (continued)

A resident near the intersection of Caraway Street attended the meeting. He stated displeasure with a separate road improvement project completed in 2010. He expressed concern with excessive speeding along Julian Avenue. In an effort to address speeding concerns along Julian Avenue, DPW staff will review the existing operating conditions of the 35 MPH and 40 MPH speed limit segments. If conditions support modification, these matters will be brought to the Committee for future review. He also expressed opposition to the proposed parking prohibition along the south side of Caraway Street westerly 190 feet. He indicated the parking prohibition being discussed would eliminate all parking availability along his frontage.

The Committee reviewed his property's location and strived to identify a lesser restriction to minimize the prohibition. However, when reviewing the sight lines necessary to ensure adequate visibility, it became apparent lessening the length would not achieve the desired results. In addition, the property's frontage is small due to its location between two residential driveways, and the property can accommodate off-street parking. It was also recognized that out of the seven affected property owners polled, six did not respond, and his response represented the lone opposition. Staff indicated that three property owners took access from Caraway Street and would be minimally affected by the parking prohibitions along Julian Avenue. To enhance the intersection's visibility, advanced intersection warning signs will be installed for both directions of travel on Julian Avenue.

The Committee noted these proposals can be accomplished in a short time frame which will result in long range benefits along with balancing Julian Avenue's high parking demand, reducing potential conflicts and maximizing visibility.

Recommendation

The Committee recommends the following parking prohibitions be established:

1) north side from Prospect Avenue to Channel Road,
2) south side from Prospect Avenue easterly 200 feet,
3) south side from Channel Road easterly 70 feet,
4) south side from a point 250 feet east of Channel Road easterly 85 feet,
5) north side from Caraway Street westerly 100 feet,
6) south side from Caraway Street westerly 190 feet, and
7) south side from Caraway Street easterly 80 feet.

Maker: Pasumarthi, Second: Lake, Vote: 10-2

Necessary Board Action

Add Items Nos. 1415 through 1421 to Traffic Resolution No. 301 regarding No Stopping or Parking Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 14, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Potrero Valley Road from SR-94 northerly to Potrero Park Road (0.7 miles), POTRERO (Thos. Bros. D) Potrero Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Potrero Valley Road is a striped two-lane roadway measuring 28 feet wide. There is a "Not A Thru Street" sign in place for northbound traffic. The appropriate school notification signs and pavement legends are in place. The school's frontage has a "No Stopping" zone on the west side a "No Passing" zone on the east side. There is edge-striping along both sides of the roadway. The road is classified as a Minor Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	11/12	09/05	8/93
Potrero Valley Road:			
N/o SR 94	1,060*	1,550*	1,060*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Potrero Valley Road:				
1800' N/o SR 94	(2012)	43.1 MPH	29-38	53.8%
	(2005)	40.6 MPH	27-36	57.2%

Collision Data

There has been one reported non-injury collision along this segment of roadway in the last two years (08-31-10 to 08-31-12). It involved a northbound vehicle who rear-ended another northbound vehicle slowing to make a left-turn into a private driveway.

Discussion

The result of the recent speed survey (43.1 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit and radar certification were established in 2005. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Representatives from the California Highway Patrol (CHP) stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against speeding and facilitates enforcement along this roadway. Potrero Valley Road will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 40 MPH speed limit on Potrero Valley Road from SR-94 northerly to Potrero Park Road.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 14, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: 1) Parking Prohibitions
2) Bus and Passenger Loading Zones

LOCATION: Pepper Drive, five locations - both sides, between Pepper Valley Lane and Sunburst Drive, EL CAJON (Thos. Bros. 1252-A2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: 1) Amend/Delete Existing Parking Prohibitions
2) Delete Existing Bus and Passenger Loading Zones

PROBLEM AS STATED BY REQUESTER:

Through the years, several school associated parking prohibitions were installed along both sides of Pepper Drive in the vicinity of W. D. Hall School between Pepper Valley Lane and Sunburst Drive. The signage was a mix-mash of differing restrictions.

DPW Traffic Engineering received a request from the Cajon Valley School District to standardize all existing school-associated parking prohibition signage. They stated desire to be a good neighbor and no longer saw the need to unnecessary restrict the roadway outside of the school's arrival and dismissal times.

Consistency in signage will definitely alleviate any past confusion. New signage indicates "No Stopping 7-8 AM and 1:30-2:30 PM on School Days".

In order to reflect this modification, it is necessary to amend two existing parking prohibitions and delete one parking prohibition, one bus loading zone and one passenger loading zone.

DATA:

Existing Traffic Devices

Pepper Drive is a striped two-lane Through Highway that varies from 37 feet to 46 feet wide. The appropriate school notification signs and pavement legends are in place. There is a signalized intersection at Peerless Drive and Pepper Drive. The road is posted 40 MPH/Radar Certified. (NOTE: Pepper Drive is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	2/02		3/95
Pepper Drive:			
@ Peerless Drive	7,460*	(7 Day Average)	7,690*

* Two-Way Count

Discussion

The Committee reviewed the differing parking prohibitions and loading zones along both sides of Pepper Drive in the vicinity of W. D. Hall School, between Pepper Valley Lane and Sunburst Drive. The Committee agreed the existing signage is excessive and confusing.

It commended Cajon Valley School District's desire for sign consistency and limitation of the restriction to school arrival and dismissal times. The new signage indicating "No Stopping 7-8 AM and 1:30-2:30 PM on School Days" would allow parking along both sides of Pepper Drive outside of W.D. Hall School's arrival and dismissal times. This new signage would eliminate confusion and would improve current parking conditions.

In order to implement this modification, it would be necessary to amend two existing parking prohibitions and delete one parking prohibition, one bus loading zone and one passenger loading zone.

Recommendation

The Committee recommends a "No Stopping 7-8 AM and 1:30-2:30 PM on School Days" zone be established along both sides of Pepper Drive from Pepper Valley Lane easterly to Sunburst Drive.

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

Necessary Board Action

Amend Item Nos. 690 and 1083 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

Delete Item No. 1135 of Traffic Resolution No. 301 relating to No Standing or Parking Zones.

Delete Item No. 200 of Traffic Resolution No. 300 relating to Bus Loading Zones.

Delete Item No. 1083 of Traffic Resolution No. 300 relating to Passenger Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit

LOCATION: Miller Road from Valley Center Road northerly to Cole Grade Road (2.1 miles), VALLEY CENTER (Thos. Bros. 1090-E1) Valley Center Community Planning Group

INITIATED BY: Officer Jimmy Gaffney
California Highway Patrol-Oceanside Office

REQUEST: Review for Formal Speed Limit and Radar Certification

PROBLEM AS STATED BY REQUESTER:

Due to ongoing speed-related complaints, we are interested in the use of radar for speed enforcement along Miller Road. Please review appropriateness for establishment of a formal speed limit and radar certification.

Existing Traffic Devices

Miller Road is a striped two-lane roadway that varies from 22 feet to 32 feet wide. The road is unposted. The road is classified as a Minor Collector between Valley Center Road and Villa Sierra Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	10/12	08/98	10/94
Miller Road:			
S/o Via Encantado	1,200*		
S/o Oakwood Glen Place		1,620*	
S/o Cole Grade Road			870*

* Two-way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Miller Road:				
2,640' N/Valley Center Rd	(2012)	48.0 MPH	35-44	61%

Collision Data

There have been 21 reported collisions along this segment of roadway in the last five years (08-31-07 to 08-31-12).

Discussion

The California Highway Patrol (CHP) - Oceanside Office representative stated concerns have been received regarding Miller Road being traversed at excessive speeds and being utilized as a shortcut to circumvent congestion and delay associated with the traffic signal at Cole Grade Road and Valley Center Road. In an effort to address these concerns, CHP - Oceanside Office requested a review for establishment of a formal speed limit posting and radar speed enforcement along Miller Road.

The result from the recent speed survey (48.0 MPH) supports establishment of a 45 MPH speed limit posting. An analysis of the most recent two-year history of reported collisions indicates incidents are distributed evenly along Miller Road. The Committee noted the community of Valley Center continues to experience growth associated with the nearby casinos and other development projects, including future signals. As the community grows, major roads, including Miller Road, will experience an increase in volume. The proposed 45 MPH speed is reasonable and reflective of the road's existing operating conditions.

The use of radar was deemed appropriate to facilitate enforcement and enable an enhanced CHP presence to curtail excessive speeding. All the CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 45 MPH speed limit, along with radar speed enforcement certification, on Miller Road from Valley Center Road northerly to Cole Grade Road.

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

Necessary Board Action

Add Section 72.161.25.4. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF:	December 14, 2012	**Item 5-B**
SUPERVISORIAL DISTRICT:	5	
SUBJECT:	Speed Limit	
LOCATION:	Sandia Creek Drive from De Luz Road northerly to the Riverside County Line (2.6 miles), DE LUZ (Thos. Bros. 997-F3) Fallbrook Community Planning Group	
INITIATED BY:	Officer Jimmy Gaffney California Highway Patrol-Oceanside Office	
REQUEST:	Review for Formal Speed Limit and Radar Certification	

(NOTE: This item was removed from the Agenda by staff to allow additional review of operational measures that could improve existing operating conditions along Sandia Creek Road.)

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
December 14, 2012

KENTON R. JONES
Secretary

DISTRIBUTION:

Board of Supervisors, Clerk
Director, Department of Public Works
DCAO