SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

January 25, 2013

Traffic Advisory Committee Members

Automobile Club of Southern California	{absent}
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 Tim Soto
California Highway Patrol - Oceanside	Officer Jimmy Gaffney
California Highway Patrol - El Cajon	Officer Brian Pennings
California Highway Patrol - Border	Officer Mary Bailey
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

January 25, 2013

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	RADAR RECERTIFICATION	SOUTH GRADE ROAD	ALPINE	ALPINE
B.	RADAR RECERTIFICATION	CONRAD DRIVE	CASA DE ORO	VALLE DE ORO
C.	RADAR RECERTIFICATION	JAMACHA BOULEVARD	SPRING VALLEY	SPRING VALLEY
SUPERVISORIAL DISTRICT 5				
A.	SIGNALIZATION	HARRAH'S CASINO DWY @ VALLEY CENTER RD	PALA-PAUMA	PALA-PAUMA
B.	ALL-WAY STOP	ASH STREET AND LEHNER AVENUE	ESCONDIDO	HIDDEN MEADOWS
C.	INTERSECTION CONTROLS	4S RANCH PARKWAY	4S RANCH	SAN DIEGUITO
D.	TIME-LIMIT PARKING	PASEO DELICIAS	RANCHO SANTA FE	SAN DIEGUITO

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: South Grade Road from the east line of Tavern Road southeasterly to a point 2,000 feet south of the south line of Via Viejas (0.8 miles), ALPINE (Thos. Bros. 1254-A2-B2) Alpine Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

South Grade 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

South Grade Road is a striped two-lane Through Highway that varies between 26 and 55 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	12/12	11/03	05/97	07/95
South Grade Road:				
S/o Eltinge Drive	2,760*	4,540*	1,680*	
S/o Alpine Boulevard		5,710		3,280*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
South Grade Road:				
300' W/o Deland Drive	(2012)	51.5 MPH	42-51	69.7%
	(2005)	47.6 MPH	39-48	68.0%
	(1996)	50.9 MPH	40-49	64.7%

Collision Data

There have been five reported collisions along this segment of roadway in the last five years (09-30-07 to 10-01-12), one of which involved injuries.

Discussion

Prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit. The recent speed survey indicated an 85th percentile speed of 51.5 MPH. The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. When this segment of South Grade Road was originally posted 45 MPH and radar certified in 1997, it was noted the then segment accident rate was significantly higher than the statewide average for similar type roads and that condition justified the 45 MPH posting. In 2006, the Committee found the roadway's collision pattern yielded a segment accident rate lower than the statewide average. Presently, the roadway's segment accident rate continues to be lower that the statewide average. This segment of roadway is not collision-free and speed-related collisions still occur. The Committee confirms the existing 45 MPH speed limit posting continues to be reasonable and appropriate.

The adjacent eastern segment of South Grade is also posted 45 MPH and radar certified. The present posting ensures one consistent speed zone and radar certification on South Grade Road from Tavern Road easterly to Alpine Boulevard. The two separate radar speed zones will be combined into one package.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on South Grade Road from the east line of Tavern Road southeasterly to a point 2,000 feet south of the south line of Via Viejas.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Conrad Drive from the north line of Vista del Sol northerly to the south line of Resmar Road (0.7 miles), CASA DE ORO (Thos. Bros. 1271-D3) Valle de Oro Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Conrad Drive 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

Conrad Drive is a striped two-lane Through Highway that measures 26 feet wide. There is edge-striping along both sides of the roadway. The road is posted 40 MPH/Radar Enforced. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	12/12	11/03	08/96
Conrad Drive:			
N/o Edgar Place	1,630*	2,190*	
N/o Estrella Drive			2,630*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Conrad Drive:				
840' N/o Edgar Place	(2012)	44.9 MPH	34-43	68.5%
	(2005)	45.2 MPH	36-45	72.3%

Collision Data

There have been three reported collisions along this segment of roadway in the last five years (09-30-07 to 10-01-12).

Discussion

Conrad Drive serves as a connector route for the Casa de Oro/Spring Valley and Mt. Helix communities to State Routes 94 and 125. The result of the recent speed survey (44.9 MPH) supports radar recertification of the existing 40 MPH speed limit. The Committee noted both recent 85th percentile speed and 10 MPH Pace are lower than when last reviewed in 2005. Also noted was the clearly defined school zone with radar enforced "25 MPH when children are present" speed limit signs applicable during Murdock Elementary School's arrival and dismissal times.

This portion of Conrad Drive was posted 40 MPH in 1969 and radar enforced in 1996. The 40 MPH posting continues to be reasonable and reflective of the roadway's operating conditions. Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Conrad Drive is performing well in its present state and will benefit from continued radar speed enforcement.

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. Conrad Drive 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 Conrad Drive from the north line of Vista del Sol northerly to the south line of Resmar Road.

Maker: Lake, Second: Pennings, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jamacha Boulevard from the west line of State Route 94 westerly to the east line of Sweetwater Springs Boulevard (1.5 miles), SPRING VALLEY (Thos. Bros. 1271-G6) Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Jamacha Boulevard is posted 50 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 50 MPH speed limit.

Existing Traffic Devices

Jamacha Boulevard is a striped four-lane Through Highway that measures approximately 65 feet wide. There is a two-way left turn lane separating both directions of traffic west of Calavo Drive/Doubletree Road. There are bike lanes on each side of the road. The road is posted 50 MPH/Radar Enforced. The road is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	12/12	2/02	8/98
Jamacha Boulevard:			
W/o State Route 94	31,000* Estimate	23,840*	14,690*

* Two-way count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Jamacha Boulevard:				
200' E/o Trace Road	(2012)	53.4 MPH	45-54	69.4%
	(2006)	52.5 MPH	41-50	64.3%

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Jamacha Boulevard:				
800' W/o	(2012)	51.9 MPH	42-51	61.1%
Lamplighter Village Dr	(2006)	49.1 MPH	37-46	59.2%

Collision Data

There have been 30 reported collisions along this segment of roadway in the last five years (09-30-07 to 10-01-12), 14 of which involved injuries.

Discussion

Jamacha Boulevard serves as a connector route for the Rancho San Diego and Spring Valley communities to State Routes 94 and 125. The result of the recent speed surveys (51.9 MPH and 53.4 MPH) support radar recertification of the existing 50 MPH speed limit. This portion of Jamacha Boulevard was posted 50 MPH and radar certified in 1989. The speed limit posting continues to be reasonable and reflective of the roadway's operating conditions.

The adjacent western segment is also posted 50 MPH and radar certified. The present posting ensures consistent speed zones. Further to the west, Jamacha Boulevard is posted 45 MPH due to a change in character with more side friction, many fronting private driveways and numerous public intersections.

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. Jamacha Boulevard will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 50 MPH speed limit on Jamacha Boulevard from the west line of State Route 94 westerly to the east line of Sweetwater Springs Boulevard.

Maker: Lake, Second: Pennings, Vote: 10-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Signalization

LOCATION: Valley Center Road @ Harrah's Rincon Casino Driveway (approximately 2,100 feet north of mile post 34.0) PALA-PAUMA* (Thos. Bros. 1071 E-3) Pala-Pauma Sponsor Group*

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for a new signal in conjunction with a permanent driveway closure

PROBLEM AS STATED BY REQUESTER:

The Central Driveway located in front of Harrah's/Rincon Casino is proposed to be closed. Traffic will be reassigned to the northernmost driveway. A signal warrant analysis has been conducted to determine if the increase in traffic volumes due to the proposed driveway closure would justify the installation of a new signal at the northern driveway.

Existing Traffic Devices

Valley Center Road, in the vicinity of Harrah's Rincon Casino is a striped two-lane roadway that measures 74 feet wide. There is a right-turn only lane for southbound travel. There is edge-striping along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

Harrah's Rincon Casino northernmost driveway is a striped two-lane private road measuring approximately 36 feet wide.

Average Daily Traffic Volumes	2012 Base + Vol	2012 Base Vol
Valley Center Road:		
N/o Northernmost Driveway	4,190 SB	4,190 SB
S/o Northernmost Driveway	4,600 NB	3,910 NB
Northernmost Driveway (Pvt):		
W/o Valley Center Rd	1,900 EB	1,470 EB

Collision Data

There have been 15 reported collisions along this segment of roadway (in the vicinity of the four casino driveways), nine of which involved injury, in the last five years (09-30-07 to 10-01-12).

Discussion

In the late 1970's, Valley Center Road was a narrow two-lane rural roadway with an average daily traffic volume of 2,000 vehicles. The development of the Rincon Casino has had a profound effect on traffic volumes in this once remote community. Present traffic volumes average approximately 8,200 vehicles a day. Although still a two-lane roadway, Valley Center Road in the vicinity of the Casino has been improved with four intersecting driveways; one of which is signalized and widened to include separated turn lanes. The Casino itself has grown to include a gas station and a popular hotel.

Two representatives from Linscott, Law and Greenspan Engineers Consulting Firm indicated the Rincon Band of Luiseno Indians initiated a traffic study to evaluate the Casino's existing operating conditions and to identify operational measures necessary for expansion of the gaming area and parking garage. Based on existing conditions, the study demonstrated the permanent closure of the Casino's central driveway and redistribution of traffic to the northernmost driveway supports signalization of the northernmost driveway at Valley Center Road.

The Committee noted that present volumes at the northernmost driveway and Valley Center Road do not meet statewide guidelines for a traffic signal. However, with permanent closure of the central driveway, two of the eight statewide guidelines are met.

The representative from the California Highway Patrol (CHP) - Oceanside Office reiterated the Casino's popularity, especially during summer concerts. Presently, Oceanside CHP performs traffic control during these events where southern driveways are closed and traffic is redistributed to the northernmost driveway. He indicated traffic control is quite challenging, especially in the darkness of night. His office supports signalization at the northernmost driveway. They believe it will improve the Casino's overall operation and be a better tool to expedite special event patrons.

County staff indicated the signal's design and construction costs will be incurred by the Tribe. In addition, interconnection will be provided between the proposed signal and existing signal to the south. Oceanside CHP will be provided with keys to both signals' controller boxes to address future needs. Staff has also been in contact with both the Valley Center and Pala-Pauma Community Groups; both have expressed verbal support for signalization in conjunction with permanent closure of the central driveway.

Recommendation

The Committee supports signalization at the intersection of Valley Center Road and Harrah's Rincon Casino Driveway, in conjunction with the central driveway's permanent closure and redistribution of traffic to the northernmost driveway.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop Control

LOCATION: Ash Street and Lehner Avenue, ESCONDIDO (Thos. Bros. 1109 H-5) Hidden Meadows Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

This four-legged intersection has nearly equal entering volumes on all legs. Preliminary reviews indicate additional regulatory controls may be appropriate.

Existing Traffic Devices

Ash Street is a striped two-lane roadway that varies in width between 24 feet and 30 feet wide. The road is unposted. (NOTE: This roadway is unclassified on the Circulation Element Map.)

Lehner Avenue is a striped two-lane roadway. It varies in width between 25 feet and 28 feet wide. Both legs are stop controlled with limit lines and pavement legends in place.There are "Cross Traffic Does Not Stop" and school signs in place for both directions of travel.The road is unposted (NOTE: This roadway is unclassified on the Circulation Element Map.)

Average Daily Traffic Volumes	06/12	12/92	12/87
Ash Street:			
S/o Lehner Avenue	2,770 NB	1,680 NB	810 NB
N/o Lehner Avenue	3,215 SB	1,570 SB	480 SB
Lehner Avenue:			
E/o Ash Street	2,770 WB	1,090 WB	
W/o Ash Street	910 EB	360 EB	

Collision Data

There have been five reported collisions along this segment of roadway in the last five years (09-30-07 to 10-01-12), two of which involved injuries.

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 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.

The intersection of Ash Street and Lehner Avenue meets the volume warrant used to justify an all-way stop control installation. A review of the intersection's existing operating conditions, including an analysis of the most recent five-year history of reported collisions, indicates this intersection is becoming overly taxed in its present state. Past measures such as parking restrictions and installation of "Cross Traffic Does Not Stop" signs have maximized visibility and benefitted the intersection's overall operating conditions. However, the surrounding community has been experiencing continual growth as evidenced by increasing traffic volumes on all approaches. This once remote rural community is rapidly becoming engulfed by the City of Escondido.

The Committee noted this intersection is located in the middle of two existing all-way stop controlled intersections, one installed in 1982, and the other in 1994. This unusual circumstance may lead unfamiliar motorists into falsely assuming this location is also all-way stop controlled. All the intersection's reported collisions (five) in the last five years have been right-angle type collisions and all involved motorists entering the intersection from the stopped position. In addition, since Rincon Middle School became operational in 1989, continuing concerns have been expressed regarding motorist discomfort and pedestrian challenges at the intersection. To address these concerns Flashing Yellow Beacons were installed for both directions of travel on Ash Street to further enhance the intersection during the school's arrival and dismissal times.

The Committee believes all these unique circumstances effectively justify the installation of an all-way stop control. The balanced distribution of traffic on all four legs indicates motorists will adhere to the all-way stop control since they will observe cross traffic also stopping at the intersection. The proposed all-way stop control is the most appropriate measure to clearly define assignment of right-of-way and increase the level of comfort for all traversing the intersection. In addition, the proposed all-way stop control will reinforce driver's expectation and provide regulatory consistency along Ash Street.

Recommendation

The Committee recommends the establishment of an all-way stop control at the intersection of Ash Street and Lehner Avenue.

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

Necessary Board Action

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

Delete Item No. 446 of Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Stop Controlled Intersections

LOCATION: 4S Ranch, 4S RANCH (Thos. Bros. 1169 F-1) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Acceptance of existing Stop Controls

PROBLEM AS STATED BY REQUESTER:

There are sixteen one-way/two-way stop controlled intersections and one all-way stop controlled intersection that are pending review and acceptance into the County Maintained System.

Existing Traffic Devices

The following intersections have been identified:

1. Ralphs Ranch Road / Richard Road
2. Alva Road / Richard Road
3. Ralphs Ranch Road / Rosedust Glen Drive
4. Alva Road / Rosedust Glen Drive
5. Ralphs Ranch Road / Eagle Canyon Road
6. Golden Wagon Court / Albert Avenue
7. Ralphs Ranch Road / Albert Avenue
8. Eagle Canyon Place / Albert Avenue
9. Albert Avenue / 4S Ranch Parkway (all-way)
10. Eagle Canyon Way / Albert Avenue
11. Silver Pine Road / Ralphs Ranch Road
12. Albert Place / Eagle Canyon Road
13. Albert Place / Alva Road
14. Eagle Canyon Place / Monterey Ridge Drive
15. Eagle Canyon Way / Monterey Ridge Drive
16. Monterey Ridge Way / Monterey Ridge Drive
17. Monterey Ridge Court / Monterey Ridge Drive

Discussion

County staff stated the homeowner's association of the recently developed northernmost encapsulated community in 4S Ranch hired Linscott, Law and Greenspan Consultants to identify necessary measures needed to facilitate its roadways' acceptance into the County's Maintained Roadway System. While under the developer's control, the developer exercised its right to assign right-of-way where deemed appropriate, and stop controls

Discussion (continued)

were installed at various intersections to assign right-of-way. Presently the community is reaching build-out, and County acceptance is imminent. There are sixteen one-way/two-way stop controlled intersections and one all-way stop controlled intersection that are pending review and acceptance into the County Maintained System.

At the sixteen one-way/two-way stop controlled intersections, each location's sight triangle supports legalization of present stop controls. All stop controls were installed on minor streets and did not violate driver's expectation. It was noted the controls have been in place for nine years.

One intersection at Albert Avenue and 4S Ranch Parkway is presently controlled by an all-way stop control. County staff reviewed the traffic study and does not support its request for this intersection's acceptance in its present state. County staff explained the intersection does not meet any of the statewide guidelines necessary to justify such a restrictive control. In addition, a review of the intersection's corner sight triangle does not support an all-way stop control. Entering volumes are low and there is no documented evidence of motorists experiencing difficulty at the intersection. The representative from the CHP - San Diego Office stated no awareness of any citizen relating concerns at this intersection.

The Committee agreed with County staff's assessment to modify the existing all-way stop control to two-way control along 4S Ranch Parkway. The roadway's lesser volume, with homes fronting it, indicate it is the minor roadway. Albert Avenue's higher volume, with fronting side yards and adjacent retaining walls, are characteristics of a major street.

County staff informed the Committee both the developer and homeowner's association have been made aware of staff's recommendations regarding all seventeen intersections.

Recommendation

The Committee recommends legalizing the existing stop controls at the following intersections:

1. Ralphs Ranch Road/Richard Road (stop control - westbound traffic)
2. Alva Road/Richard Road (stop control facing - eastbound traffic)
3. Ralphs Ranch Road/Rosedust Glen Drive (stop control -westbound traffic)
4. Alva Road/Rosedust Glen Drive (stop control - eastbound traffic)
5. Ralphs Ranch Road/Eagle Canyon Road (stop control - westbound traffic)
6. Golden Wagon Court/Albert Avenue (stop control - southbound traffic)
7. Ralphs Ranch Road/Albert Avenue (stop controls - north and south bound traffic)
8. Eagle Canyon Place/Albert Avenue (stop controls - north and south bound traffic)
9. Eagle Canyon Way/Albert Avenue (stop controls - north and south bound traffic)
10. Silver Pine Road/Ralphs Ranch Road (stop control - eastbound traffic)
11. Albert Place/Eagle Canyon Road (stop control - westbound traffic)
12. Albert Place/Alva Road (stop control - eastbound traffic)
13. Eagle Canyon Place/Monterey Ridge Drive (stop control - southbound traffic)

Recommendation (continued)

14. Eagle Canyon Way/Monterey Ridge Drive (stop control - southbound traffic)
15. Monterey Ridge Way/Monterrey Ridge Drive (stop control - northbound traffic)
16. Monterey Ridge Court/Monterey Ridge Drive (stop control - northbound traffic)

The Committee also recommends modifying an existing all-way stop control to a two-way stop controlled intersection:

17. Albert Avenue and 4S Ranch Parkway (stop controls - north and southbound traffic on 4S Ranch Parkway)

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

Necessary Board Action

Add Items No. 678 through 694 to Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 25, 2013 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Two-Hour Time Limit Parking

LOCATION: Paseo Delicias, north side, from a point 40 feet east of La Granada easterly 80 feet RANCHO SANTA FE (Thos.Bros.1168-D3) San Dieguito Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Add Two-Hour Time Limit Parking

PROBLEM AS STATED BY REQUESTER:

Millar Properties LLC requested approval for 80 feet of two hour time limit parking on the north side of Paseo Delicias, extending from the intersection of La Granada easterly.

DATA:

Existing Traffic Devices

Paseo Delicias is a striped two-lane roadway that measures 40 feet in width and is divided by a planted median. The road is posted 25 MPH. (NOTE: This roadway is classified as a Light Collector on the Circulation Element Map.)

Average Daily Traffic Volumes	**06/10**
Paseo Delicias:	
200 feet N/o Via de la Valle	17,625*

* Two-Way Count

Collision Data

There have been three reported collisions in the vicinity of the proposed time limit parking segment in the last five years, two of which involved injuries. (09-30-07 to 10-01-12.

Discussion

This area has a high parking demand; the proposed two-hour time limit will facilitate short-term parking for Village patrons. Both Rancho Santa Fe Association and San Dieguito Community Planning Group support the proposed two-hour time limit.

Recommendation

The Committee recommends the establishment of two-hour time limit parking along the north side of Paseo Delicias from a point 40 feet east of La Granada easterly 80 feet.

Maker: Gaffney, Second: Sulzer, Vote: 10-0

Necessary Board Action

Add Section 72.143.13.3. to Division 2 of Title 7 of Article 9 of the San Diego County Code.