SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

April 19, 2013

Traffic Advisory Committee Members

Automobile Club of Southern California	Mr. Craig Scott
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Mr. Bob Campbell
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	{absent}
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	{absent}

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

April 19, 2013

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from March 8, 2013
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A1.	PARKING PROHIBITION	VISTA GRANDE ROAD	EL CAJON	VALLE DE ORO
A2.	PASSENGER LOADING ZONE	VISTA GRANDE ROAD	EL CAJON	VALLE DE ORO
A3.	BUS LOADING ZONE	VISTA GRANDE ROAD	EL CAJON	VALLE DE ORO
SUPERVISORIAL DISTRICT 3				
A.	RADAR RECERTIFICATION	CAMINO SAN BERNARDO	4S RANCH	SAN DIEGUITO
SUPERVISORIAL DISTRICT 5				
A.	RADAR RECERTIFICATION	ALTURAS ROAD	FALLBROOK	FALLBROOK
B.	RADAR RECERTIFICATION	RECHE ROAD	FALLBROOK	FALLBROOK
C.	RADAR RECERTIFICATION	WINTER HAVEN ROAD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 19, 2013 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT:
1) Parking Prohibition
2) Passenger Loading Zone
3) Bus Loading Zone

LOCATION: Vista Grande Road, 3 locations – west side, between Townsend Place and Vista Grande Court, EL CAJON (Thos. Bros. 1272-C2) Valle de Oro Community Planning Group

INITIATED BY: Vista Grande Elementary School

REQUEST:
1) Delete Existing Parking Prohibition
2) Establish a Passenger Loading Zone
2) Establish a Bus Loading Zone

PROBLEM AS STATED BY REQUESTER:

We are requesting several safety improvements to the traffic flow on Vista Grande Road at Vista Grande Elementary School's arrival and dismissal times. It is hoped these improvements and communication with our parents will benefit school traffic safety.

1&2. Modify an existing 200-foot parking prohibition to a passenger loading zone from 7 am to 5 pm and extend an additional 100 feet.

3. Establish a 130 foot bus loading zone south of the school driveway during the hours of arrival and dismissal (8:30 to 9:30 am - 1:30 to 4:00 pm).

DATA:

Existing Traffic Devices

Vista Grande Road is a striped two-lane Through Highway that measures 62 feet wide. The appropriate advanced school warning signs and pavement legends are in place. The road is posted 40 MPH/Radar Certified. Vista Grande Road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	04/13	01/02	4/99
Vista Grande Road:			
N/o Hillsdale Road	7,000* Est.	5,580*	4,850*

* Two-Way Count

Property Owner Survey

1&2. Proposed modification of the existing parking prohibition to a passenger loading zone affects only the school frontage.

3. The lone affected property owner was surveyed and responded in support of the proposed bus loading zone.

Discussion

Vista Grande Elementary School is a high-performing and popular school within the Cajon Valley Union School District. It's popularity has generated an increasing student population. Through the years, several measures have been employed to minimize school-associated congestion and delay along Vista Grande Road.

DPW Traffic Engineering received a request from the school principal requesting modification of the existing parking prohibition, designation of a passenger loading zone and relocation of the on-site bus loading zone onto the west side of Vista Grande Road in the school's vicinity.

A joint review between the school principal and County staff took place. The principal indicated the existing "No Stopping 7 AM to 5 PM on School Days" zone functions as a right-turn only lane onto school grounds for loading/unloading during arrival and dismissal time. It works well when it is adhered to. However, many times a car is left unattended, vehicles need to go around and jockey for position while avoiding through south bound travel. In an effort to eliminate this current practice, several measurements were discussed. It was agreed to add "Passenger Loading and Unloading Only" plates below the existing signs along with parental notification would benefit and improve current conditions.

However, the recently approved passenger loading zone signage consists of a picture sign that does not accurately portray what is desired and may actually cause further confusion. It is believed best to leave the existing "No Stopping from 7 AM to 5 PM on School Days" in place and install a 300-foot passenger loading zone immediately to the south. It is believed that providing two clearly defined separated zones along enhanced parental notification will benefit and improve current conditions.

Staff noted the school's parking lot is small, fills up quickly and comes to a standstill during school arrival and dismissal times. School buses are experiencing difficulty entering, navigating and exiting the parking lot. It was determined the proposed location is an ideal site that can accommodate the two 20-foot school buses that will utilize the proposed bus loading zone. In an effort not to over-regulate this residential neighborhood, the proposed bus loading zone would only be during the school's arrival and dismissal times. The lone affected property owner supports for the proposed bus loading zone.

The Committee noted that during school arrival and dismissal times, congestion and delay usually takes place, however it is short in duration and normal operations quickly resume. It is necessary for all traversing a school zone to have heightened awareness

Discussion (continued)

of their surroundings. The intent is to minimize congestion and delay to as short a time frame as possible. The Committee believes the proposed passenger and bus loading zones will have a positive impact on school traffic safety and will be a benefit to all traversing Vista Grande Elementary's school zone.

Recommendation

The Committee recommends the establishment of a Passenger Loading Zone from 7 AM to 7 PM on School Days on the west side of Vista Grande Road from Townsend Place southerly 300 feet. The Committee also recommends establishment of a Bus Loading Zone from 8:30 to 9:30 AM - 1:30 to 4:00 PM on School Days on the west side from a point 300 feet north of Vista Grande Court northerly 130 feet.

Maker: Pennings, Second: Gaffney, Vote: 11-0

Necessary Board Action

Add Item No. 81 to Traffic Resolution No. 300 relating to Passenger Loading Zones.

Add Item No. 324 to Traffic Resolution No. 300 relating to Bus Loading Zones.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 19, 2013 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Camino San Bernardo from the south line of Camino del Norte southerly to the end of County-maintenance (1.1 miles), 4S Ranch (Thos. Bros. 1169-G4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Camino San Bernardo 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

Camino San Bernardo is a striped four-lane roadway that varies from 64 feet to 77 feet wide. There is a raised planted median separating both directions of travel. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Certified. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	02/13	05/06	01/03
Camino San Bernardo:			
W/o De Sola Street	5,430*		3,440*
W/o Dove Canyon Road	5,460*	3,860*	

* Two-Way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Camino San Bernardo:				
100' W/o De Sola St	(2012)	48.0 MPH	37-46	59.2%
	(2003)	44.2 MPH	34-43	63.5%
100' E/o Lone Hawk Rd	(2012)	45.0 MPH	33-42	57.2%
	(2006)	45.7 MPH	37-46	69.1%

Collision Data

There have been no reported collisions along this segment of roadway in the last five years, one month (01-1-08 to 01-31-13).

Discussion

The results of the recent speed surveys (48.0 MPH and 45.0 MPH) support radar recertification of the existing 45 MPH speed limit. The posted 45 MPH speed limit was established and radar certified in 2006. Camino San Bernardo serves as a residential collector road within the 4S Ranch community to Camino del Norte and Interstate 15. The 4S Ranch community continues to experience growth associated with the nearby housing subdivisions, commercial centers, schools and other development projects. As a result, major roads, such as Camino San Bernardo continue to experience increases in traffic volumes. A review of the roadway's existing operating conditions indicates there have been no reported collisions within a five year time frame. The 45 MPH speed limit posting continues to be reasonable and reflective of the roadway's existing and future operating conditions.

Representatives from the California Highway Patrol (CHP) stated support for continued radar speed enforcement. Radar certification is an effective tool against excessive speeding and facilitates enforcement. Camino San Bernardo will continue to benefit from radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Camino San Bernardino from Camino del Norte southerly to the end of County-maintenance.

Maker: Fleischman, Second: Soto, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 19, 2013 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Alturas Road from the south line of Fallbrook Street southerly to the End (1.1 miles), FALLBROOK (Thos. Bros. 1027-E3) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Alturas Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

Alturas Road is a striped two-lane roadway that varies from 25 feet to 40 feet wide. South of Clemmens Lane it is an unposted roadway. The road is posted 35 MPH/Radar Certified. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	02/13	05/06	06/98
Alturas Road:			
S/o Clemmens Lane	2,670*	3,200*	2,540*
N/o Aviation Lane	3,720*	4,000*	4,550*

* Two-Way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Alturas Road:				
900' S/o Clemmens Ln	(2012)	33.0 MPH	22-31	42.4%
	(2005)	40.4 MPH	31-40	60.9%
190' N/o Alturas Ln	(2012)	38.4 MPH	30-39	71.1%
	(2005)	36.1 MPH	27-36	70.3%

Collision Data

There have been 29 reported collisions, six that involved injuries and one which involved a pedestrian along this segment of roadway in the last five years, one month (01-1-08 to 01-31-13).

Discussion

The results of the recent speed surveys (33.0 MPH and 38.4 MPH) support radar recertification of the existing 35 MPH speed limit. The posted 35 MPH speed limit was established in 1993 and radar certified in 1988. The Committee noted Alturas Road has mixed usage (commercial/single-family homes/high residential density) along with a significant pedestrian presence associated with the adjacent park and nearby Fallbrook Street School. Motorists need to have heightened awareness when traversing this busy roadway. The Committee believes the existing 35 MPH speed limit is reasonable and reflective of these conditions.

The representative from the Oceanside Office of the California Highway Patrol stated the existing 35 MPH speed limit is the most reasonable and appropriate speed limit for Alturas Street. He indicated support for continued radar recertification of the existing 35 MPH speed limit. 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. All California Highway Patrol representatives agreed Alturas Road continues to meet their agency's criteria for the use of radar for speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 35 MPH speed limit on Alturas Road from Fallbrook Street southerly to the end of County-maintenance.

Maker: Pennings, Second: Soto, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 19, 2013 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Reche Road from the east line of Via Vista easterly to the west line of Old Highway 395 (2.0 miles), FALLBROOK (Thos. Bros. 1028-C5) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Reche 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

Reche Road is a striped two-lane Through Highway that varies from 24 feet to 28 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	02/13	11/03	02/97
Reche Road:			
E/o Ranger Road	8,080*	14,620*	5,320*

* Two-Way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Reche Road:				
3,350' E/o Gird Rd	(2012)	50.9 MPH	43-52	71.6%
	(2005)	46.1 MPH	37-46	77.5%
@ Mile Post 5.5	(2012)	47.0 MPH	37-46	67.1%
	(2005)	49.1 MPH	40-49	68.8%

Collision Data

There have been 28 reported collisions, fourteen that involved injuries along this segment of roadway in the last five years, one month (01-1-08 to 01-31-13).

Discussion

Reche Road, in its entirety between Stage Coach Lane and Old Highway 395, serves as a major commute route for the Fallbrook community. It is divided into three differing speed limit segments, all of which are radar certified. This easternmost segment of Reche Road is an open rural country roadway terminating at Old Highway 395 (linking route to Interstate 15 and State Route 76). The posted 45 MPH speed limit was established in 1988 and radar certified in 1998. The 2012 Manual of Uniform Traffic Control Devices currently stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of one of the recent speed surveys (50.9 MPH and 47.0 MPH) could support raising the existing 45 MPH speed limit posting to 50 MPH.

An analysis of the most recent five year-one month history of reported collisions indicates incidents are distributed evenly and are consistent with what's expected among similar type roads. The Committee noted this segment transitions well into the adjacent 40 MPH radar certified segment. The existing 45 MPH speed limit is reasonable and reflective of these 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 Oceanside Office of the California Highway Patrol stated support for radar recertification of the existing 45 MPH speed limit. He stated the reduction in traffic volumes within the last 10 years can be attributed to the reduction of personnel and recent improvements at the US Naval Weapons Station entrance that facilitates access from Mission Road and Ammunition Road. All California Highway Patrol representatives agreed this segment of Reche Road continues to meet their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Reche Road from Via Vista easterly to Old Highway 395.

Maker: Sulzer, Second: Gaffney, Vote: 11-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 19, 2013 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Winter Haven Road from the east line of Brooke Road easterly to the north line of Winterwarm Road (1.1 miles), FALLBROOK (Thos. Bros. 1027-J7) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Winter Haven 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

Winter Haven Road is a striped two-lane roadway that varies from 29 feet to 35 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Certified. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	12/12	09/98
Winter Haven Road:		
E/o Sunnycrest Lane	2,180*	2,050*

* Two-Way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Winter Haven Road:				
E/o Sunnycrest Ln	(2013)	47.0 MPH	37-46	72.0%
	(2005)	50.5 MPH	41-50	62.0%

Collision Data

There have been six reported collisions, two of which involved injuries along this segment of roadway in the last five years, one month (01-1-08 to 01-31-13).

Discussion

The posted 45 MPH speed limit was established and radar certified in 1999. The 2012 Manual of Uniform Traffic Control Devices currently stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (47.0 MPH) supports the existing 45 MPH posting. Winter Haven Road is an open rural country roadway, rolling in nature with a challenging curvilinear layout and vertical curves. It links the eastern rural Fallbrook community to Fallbrook High School. The existing 45 MPH speed limit is reasonable and reflective of these 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 Oceanside Office of the California Highway Patrol stated support for radar recertification of the existing 45 MPH speed limit. 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. All California Highway Patrol representatives agreed Winter Haven Road continues to meet their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Winter Haven Road from Brooke Road easterly to Winterwarm Road.

Maker: Sulzer, Second: Fleischman, Vote: 11-0

Necessary Board Action

File this report.

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
April 19, 2013

KENTON R. JONES
Secretary

DISTRIBUTION:

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