SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

July 26, 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 Daniel Hollywood
California Highway Patrol - El Cajon	Officer Jay Bradshaw
California Highway Patrol - Border	{absent}
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleishman
Pacific Safety Center	{absent}
San Diego County Sheriff's Department	{absent}
San Diego County Office of Education	Mr. Dennis Sulzer
San Diego County Bicycle Coalition	{absent}
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

July 26, 2013

MINUTES

I. Call to Order / Roll Call
II. Pledge of Allegiance
III. Approval of Minutes from June 7, 2013
IV. Items for Review

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
SUPERVISORIAL DISTRICT 2				
A.	RADAR RECERTIFICATION	GREENFIELD DRIVE	EL CAJON	LAKESIDE
B.	RADAR RECERTIFICATION	HAWLEY ROAD	BLOSSOM VALLEY	LAKESIDE
C.	RADAR RECERTIFICATION	OLD HIGHWAY 80	PINE VALLEY	PINE VALLEY
D.	RADAR RECERTIFICATION	HANSON LANE	RAMONA	RAMONA
SUPERVISORIAL DISTRICT 3				
A.	SPEED LIMIT	CAMINO DEL NORTE	4S RANCH	SAN DIEGUITO
SUPERVISORIAL DISTRICT 5				
A.	ALL-WAY STOP CONTROL	LAKE SAN MARCOS DR @ SAN MARINO DR	LAKE SAN MARCOS	N/A
B.	RADAR CERTIFICATION	CAMINO DEL REY	BONSALL	BONSALL
C.	RADAR RECERTIFICATION	RHO SANTA FE RD/LA BAJADA/LOS MORROS	RANCHO SANTA FE	SAN DIEGUITO
D.	RADAR RECERTIFICATION	EL MIRLO	RANCHO SANTA FE	SAN DIEGUITO
E.	RADAR RECERTIFICATION	HUTCHISON STREET	VISTA/BONSALL	BONSALL
F.	RADAR RECERTIFICATION	BROOKE ROAD	FALLBROOK	FALLBROOK
G.	RADAR RECERTIFICATION	RECHE ROAD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Greenfield Drive from the El Cajon City Limit (east of Mollison Avenue) easterly to the El Cajon City Limit (west of Second Street) (0.74 miles) EL CAJON (Thos. Bros. 1251-J3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Greenfield Drive 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

Greenfield Drive is a striped two-lane Through Highway that varies from 34 to 62 feet wide. Between the westerly El Cajon City Limit and Oro Street, the road is signed as a Bike Route with edge-striping along both sides. East of Oro Street, there is a bike lane along both sides of the roadway. The road is posted 35 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	3/13	4/02	3/99
Greenfield Drive:			
W/o Oro Street	11,110*		9,470*
W/o First Street		10,560*	

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Greenfield Drive:			
100' w/o Oro Street	(2013) 39.5 MPH	30-39	69.0%
	(2006) 39.8 MPH	32-41	74.8%

Collision Data

There have been 44 reported collisions, 1 of which involved a fatality, 3 involved pedestrians and 15 involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The result of the recent speed survey (39.5 MPH) supports radar recertification of the existing 35 MPH speed limit. The posted 35 MPH speed limit was established in 1981 and radar certified in 1999. The Committee believes the existing 35 MPH speed limit continues to be reasonable and reflective of roadway conditions.

When reviewed in 2006, the Committee noted that Greenfield Drive has mixed usage (commercial and residential) with a high number of intersecting streets taking direct access along the roadway; these conditions still exist. A review of the most recent five-year collision history indicates Greenfield Drive is operating well and motorists are making the necessary adjustments while traversing this busy, high-volume roadway.

Greenfield Drive continues to serve the El Cajon community as a major commute route between State Route 67 and Interstate 8.

Representatives from the California Highway Patrol stated 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 agreed Greenfield Drive meets their agency's criteria for the continued use of radar for speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 35 MPH speed limit on Greenfield Drive from the El Cajon City Limit (east of Mollison Avenue) easterly to the El Cajon City Limit (west of Second Street).

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hawley Road from the north line of Olde Highway 80 northerly to the End of County-Maintenance (0.48 miles) BLOSSOM VALLEY (Thos. Bros. 1233-C3) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Hawley 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

Hawley Road is a striped two-lane roadway that measures approximately 24 feet wide. The road is posted 40 MPH/Radar Certified. This roadway is classified as a Minor Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	2/06
Hawley Road:		
N/o Olde Highway 80	1,510*	1,380*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Hawley Road:			
650' n/o Olde Highway 80	(2013) 40.0 MPH	28-37	62.0%
	(2006) 40.9 MPH	32-41	60.1%

Collision Data

There have been three reported collisions, none of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The result of the recent speed survey (40.0 MPH) supports radar recertification of the existing 40 MPH speed limit. The Committee noted the recent 85th percentile speed and 10 MPH Pace are lower than when Hawley Road was posted 40 MPH and radar certified in 2006.

Hawley Road continues to serve as a connecting link/short cut between Olde Highway 80 and the upper region of Blossom Valley to Interstate 8. There are numerous residential driveways accessing the road. 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. Hawley Road 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 the continued use of radar for speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 40 MPH speed limit Hawley Road from the north line of Olde Highway 80 northerly to End of County Maintenance.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Old Highway 80 from a point 380 feet west of the west line of Pine Valley Road easterly to a point 800 feet east of the east line of Oak Lane (0.65 miles) PINE VALLEY (Thos. Bros. 1237-B7) Pine Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Old Highway 80 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

Old Highway 80 is a striped two-lane roadway that varies from 36 to 50 feet wide. In the downtown area there is a two-way left turn lane separating both directions of travel. There is edge-striping along both sides of the roadway. The road is posted 35 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/02	8/99
Old Highway 80: E/o Pine Valley Road	2,940*	3,200*	4,530*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Old Highway 80: 260' e/o Pine Valley Road	(2013) 35.0 MPH	24-33	65.0%
	(2006) 35.6 MPH	24-33	63.0%

Collision Data

There have been seven reported collisions, three of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The posted 35 MPH speed limit was established in 1975 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 (35.0 MPH) supports the existing 35 MPH posting. This segment of Old Highway 80 varies from an open rural country road that changes into a busy town connector that provides access to several commercial entities. The existing 35 MPH speed limit is reasonable and reflective of these conditions.

The representatives from the California Highway Patrol stated support for the continued use of radar enforcement of the existing 35 MPH speed limit. Radar certification has proven to be an effective tool against excessive speeding and facilitates law enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 35 MPH speed limit on Old Highway 80 from a point 380 feet west of the west line of Pine Valley Road easterly to a point 800 feet east of the east line of Oak Lane.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Hanson Lane from the west line of Wilson Road westerly to the east line of San Vicente Road (1.3 miles) RAMONA (Thos. Bros. 1172-G1) Ramona Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Hanson Lane 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

Hanson Lane is a striped two-lane roadway that varies from 26 to 40 feet wide. There are bike lanes along both sides between San Vicente Road and Ashley Road, beyond the roadway is signed as a Bicycle Route. The road is posted 45 MPH/Radar Certified. This roadway is classified as a Minor Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	3/02	10/99
Hanson Lane:			
E/o Barnett Road	4,270*		
W/o Ashley Road		2,990*	3,790*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Hanson Lane:			
150' e/o Barnett Road	(2013) 48.1 MPH	37-46	63.7%
	(2006) 47.2 MPH	38-47	69.0%

Collision Data

There have been 15 reported collisions, 1 of which involved a fatality 1 involved a pedestrian and 6 involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The result of the recent speed survey (48.1 MPH) supports radar recertification of the existing 45 MPH speed limit. The posted 45 MPH speed limit was established in 1989 and radar certified in 2000. The Committee believes the existing 45 MPH speed limit continues to be reasonable and reflective of roadway conditions.

A review of the roadway's most recent operating conditions indicates Hanson Lane is performing well. Reasonable motorists are making necessary adjustments while traversing this rural roadway. The existing 45 MPH speed limit continues to be reasonable and reflective of existing conditions.

Representatives from the California Highway Patrol stated 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 agreed Hanson Lane continues to meet their agency's criteria for the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Hanson Lane from the west line of Wilson Road westerly to the east line of San Vicente Road.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Speed Limit

LOCATION: Camino del Norte between the San Diego City Limits (Bernardo Center Drive and Rancho Bernardo Road/Lone Quail Road) (a distance of 1.5 miles), 4S RANCH (Thos. Bros. 1169-G4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Establishment of a Formal Speed Limit

PROBLEM AS STATED BY REQUESTER:

Due to ongoing speed-related concerns from local residents and law enforcement agencies, we respectfully request Camino del Norte be reviewed for appropriateness for establishment of a formal speed limit.

Existing Traffic Devices

Camino del Norte is a striped six-lane roadway that varies between 78 and 102 feet wide. There is a raised center median separating both directions of travel. There is also edge-striping along both sides of the roadway. The roadway is classified as a Prime Arterial on the Circulation Element Map. The road is unposted. (NOTE: Camino del Norte, easternmost segment, is posted 50 MPH in the City of San Diego. Camino del Sur, westernmost extension also in the City is posted 45 MPH.)

Average Daily Traffic Volumes	**06/13**
Camino del Norte:	
E/o 4S Ranch Parkway	15,070*
E/o Camino San Bernardo	30,570*

*Two-way count

Spot Speed Data	**85th Percentile**	**10 MPH Pace**	**% in Pace**
Camino del Norte:			
500' e/o Camino San Bernardo	(2013) 59.9 MPH	52-61	66.0%
600' e/o 4S Ranch Parkway	(2013) 47.3 MPH	36-45	60.7%

Collision Data

There have been 29 reported collisions along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

Local residents and the California Highway Patrol recently expressed concern with excessive speeding along Camino del Norte. They have indicated concerns for safety and requested relief for the community and abutting neighborhoods.

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

The Committee indicated that Camino del Norte is presently a 65 MPH Statewide Maximum roadway. Camino del Norte meets both the roadway length criteria and daily traffic volume criteria for establishing a formal speed limit posting as listed in the County of San Diego Traffic Guidelines. A review of prevailing speeds (47.3 MPH and 59.9 MPH) and roadway conditions support the establishment of two formal speed limit postings along with certification for radar speed enforcement.

The result of the recent speed survey on the eastern portion between the City of San Diego easterly to Dove Canyon Road is 59.9 MPH. The Committee noted staff's recommended 55 MPH posting will serve well as a transition zone with the adjacent 50 MPH posting in the City of San Diego. The Committee expressed concern, a higher posting would derive no benefit and could encourage excessive speeding between both jurisdictions.

The result of the speed survey (47.3 MPH) on the western portion of Camino del Norte between Dove Canyon Road and Rancho Bernardo Road/Lone Quail Road supports a 50 MPH posting. The Committee noted Camino del Norte continues westerly into the City of San Diego as Camino del Sur. The proposed 50 MPH posting will transition well with the 45 MPH posting on Camino del Sur.

The Committee noted Camino del Norte serves as a busy connecting link to Interstate 15 for the 4S Ranch community. Also noted is the continued growth the community will experience due to ongoing development projects. As the community grows, connector routes, including Camino del Norte, will experience an increase in volume. The Committee noted the necessity to post realistic speed limit postings to ensure compliance and facilitate enforcement. The posting of lower limits would be

Discussion (continued)

inappropriate and unenforceable. The proposed 50 and 55 MPH speed limits are reasonable and reflective of the roadway's dynamic operating conditions.

The representative from the California Highway Patrol (CHP)-San Diego Office expressed support for both proposed speed limits and radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding. Also noted was the adjacent eastern and western City of San Diego radar certified segments. This will ensure consistency and continuity in radar speed enforcement between both jurisdictions.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 55 MPH speed limit on Camino del Norte from the San Diego City Limit near Bernardo Center Drive westerly to Dove Canyon Road and a 50 MPH speed limit from Dove Canyon Road westerly to the San Diego City Limit at Rancho Bernardo Road/Lone Quail Road. The Committee also recommends the Board directs both popsted segments be certified for radar speed enforcement.

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

Necessary Board Action

Add Sections 72.162.39.5. and 72.162.39.5.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop Control

LOCATION: Lake San Marcos Drive and San Marino Drive, LAKE SAN MARCOS (Thos. Bros. 1128-C2)

INITIATED BY: DPW-Traffic Engineering

REQUEST: Review Appropriateness for All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

Due to recent development in Lake San Marcos, traffic patterns have changed significantly. Please review the intersection of Lake San Marcos Drive and San Marino Drive for appropriateness of an all-way stop control installation.

Existing Traffic Devices

Lake San Marcos Drive is a striped four-lane roadway that "tees" into San Marino Drive from the west. It measures 82 feet wide and has a raised planted median separating both directions of travel. It is stop controlled with limit lines and pavement legends in place. This roadway is unclassified on the County General Plan Mobility Element Network.

San Marino Drive is a striped two-lane roadway that measures between 40 and 42 feet wide. The road is 25 MPH/Radar Certified. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	06/13	02/10
Lake San Marcos Drive:		
N/o San Marino Drive	2,930 SB	2,320 SB
San Marino Drive:		
E/o Lake San Marcos Drive	2,750 WB	2,310 WB
W/o Lake San Marcos Drive	1,780 EB	1,260 EB

Collision Data

There have been three reported collisions, two of which involved injury, at this intersection in the last five years, four months (01-01-08 to 04-30-13).

Discussion

Representatives from the Lake San Marcos Community Association expressed their support for the proposed all-way stop control at the intersection of Lake San Marcos Drive and San Marino Drive. They indicated ongoing development has changed this

Discussion (continued)

former secluded residential community. The intersection is a major entrance into the Lake San Marcos neighborhood and the commercial center on the intersection's northwest corner serves as a focal point for the community. As development continues, traffic volumes and associated pedestrian presence increases. In addition, they indicated the neighborhood's roadways are being utilized to circumvent congestion and delay on surrounding City of San Marcos roadways. An all-way stop control will provide neighborhood relief and increase the level of comfort for all traversing this dynamic intersection.

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 Committee noted the volume warrant used to justify an all-way stop control installation is effectively met. The intersection's entering volumes are balanced on all approaches. The Committee recognized the neighborhood's unique circumstances with continued development and the City of San Marcos's surrounding expansion.

The Committee believes these unique circumstances further 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 for motorists and pedestrians. The proposed all-way stop control will reinforce driver's expectation and further encourage commuters to continue on the surrounding major routes and not impact these residential roadways.

Recommendation

The Committee recommends the establishment of an all-way stop control at the intersection of Lake San Marcos Drive and San Marino Drive.

Maker: Soto, Second: Kenney, Vote: 9-0-1

Necessary Board Action

Add Item No. 233 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

Delete Item No. 801 of Traffic Resolution No. 304 relating to Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Camino del Rey from Via Maria Elena westerly to State Route 76 (1.7 miles) BONSALL (Thos. Bros. 1068-A1) Bonsall Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Existing Speed Limit for Radar Certification

PROBLEM AS STATED BY REQUESTER:

Due to ongoing speed-related concerns from local residents and law enforcement agencies, we respectfully request the existing 50 MPH speed limit posting on Camino del Rey be reviewed for its appropriateness for inclusion in the Radar Enforcement Program.

Existing Traffic Devices

Camino del Rey is a striped two-lane Through Highway that varies from 30 feet to 64 feet wide. There are bike lanes along each side of the roadway. The road is posted 50 MPH. This roadway is classified as a Boulevard/Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	10/12	8/94	11/90
Camino del Rey:			
E/o Camino del Cielo	4,570*		
E/o West Lilac Road		6,040*	5,310*

* Two-Way Count

Spot Speed Data		85th Percentile	10 MPH Pace	% in Pace
Camino del Rey:				
1,000' e/o Camino del Cielo	(2013)	52.0 MPH	42-51	71.0%

Collision Data

There have been 35 reported collisions, 1 of which involved a fatality and 24 involved injury, along this segment of roadway in the last five years, four months (01-1-08 to 04-30-13).

Discussion

This segment of Camino del Rey has been posted 50 MPH since 1991. The road serves as a direct route between State Route 76 and Old Highway 395 and provides access to Bonsall Elementary School, San Luis Rey Downs Golf and Country Club and several residences.

The result of the recent speed survey (52.0 MPH) supports the existing 50 MPH speed limit posting. The Committee noted traffic flow on Camino del Rey is influenced by Bonsall Elementary School and the adjacent Golf Course. These varying conditions require a motorist's heightened attention. The existing 50 MPH speed limit posting continues to be reasonable and reflective of the roadway's overall operating conditions.

The current 50 MPH speed limit boundaries on Camino del Rey were established in 1991. Within the past twenty years several changes have taken place and the speed limit boundaries are no longer representative of existing conditions. Recent development, measured prevailing speeds and present roadway operating conditions support extending the boundaries from Via Maria Elena westerly to State Route 76. In addition, the extension transitions well into the adjacent narrower and curvi-linear 45 MPH post segment.

Radar speed enforcement has proven to be an effective tool against excessive speeding. The use of radar will facilitate and enhance law enforcement. The California Highway Patrol representatives agreed this segment of Camino del Rey meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends the Board of Supervisors direct the existing 50 MPH speed limit on Camino del Rey, from the east line of West Lilac Road easterly to mile Post 1 be amended to Via Maria Elena westerly to State Route 76, and be certified for radar speed enforcement.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Rancho Santa Fe Road/La Bajada/Los Morros from the west line of La Granada westerly to the Encinitas City Limit (1.15 miles) RANCHO SANTA FE (Thos. Bros. 1167-J1) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Rancho Santa Fe Road/La Bajada/Los Morros 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

Rancho Santa Fe Road/La Bajada/Los Morros is a striped two-lane Through Highway that varies from 20 to 64 feet wide. There is edge-striping along both sides of the roadway. The road is posted 40 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/05	5/95
La Bajada:			
W/o La Noria	16,760*		
@ La Noria		16,800*	12,210*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Los Morros:			
70' e/o La Jacaranda	(2013) 39.0 MPH	31-40	87.2%
	(2005) 41.2 MPH	33-42	77.2%
La Bajada:			
200' w/o La Noria	(2013) 45.9 MPH	38-47	87.6%
	(2005) 45.6 MPH	38-47	74.0%

Collision Data

There have been 24 reported collisions, 9 of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The results of the recent speed surveys support recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit was established and radar certified in 1990. The Committee noted the result of one of the recent speed surveys (39.0 MPH) indicates an 85th percentile speed and 10 MPH pace lower than when last reviewed in 2006. The result of the second speed survey could support a 45 MPH speed limit. However, the roadway's operating conditions and narrow, curvilinear nature are consistent and reflective of the existing 40 MPH posting. A higher posting would only exacerbate present conditions with no derived benefit.

Rancho Santa Fe Road/La Bajada/Los Morros serve as a rural link between the City of Encinitas and Rancho Santa Fe. This roadway segment transitions well into the adjacent 45 MPH easterly segment of La Granada that is also radar certified. These adjacent segments ensure consistency and continuity in radar speed enforcement for the Rancho Santa Fe community.

Representatives from the California Highway Patrol stated support for continued radar speed enforcement. Radar certification is an effective tool against excessive speeding and facilitates enforcement. Rancho Santa Fe Road/La Bajada/Los Morros 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 Rancho Santa Fe Road/La Bajada/Los Morros from the west line of La Granada westerly to the Encinitas City Limit.

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: El Mirlo from the east line of Rancho Santa Fe Road easterly to the west line of Via de Fortuna (1.0 mile) RANCHO SANTA FE (Thos. Bros. 1168-A1) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

El Mirlo 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

El Mirlo is a striped two-lane roadway that varies from 25 to 44 feet wide. There is edge-striping along both sides of the 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	6/13	7/06	9/98
El Mirlo:			
W/o Avenida Alondra	3,140*	3,160*	6,820*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
El Mirlo:			
1,650' e/o Rancho Santa Fe Road	(2013) 37.0 MPH	28-37	86.0%
	(2005) 41.5 MPH	33-42	73.6%

Collision Data

There have been twelve reported collisions, three of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The existing 35 MPH speed limit was established and radar certified in 1998. The Committee noted El Mirlo is a curvilinear residential roadway with a steep portion, two horse trail crossings and numerous driveways that take direct access. Also there is a strong pedestrian and equestrian presence. The result of the recent speed survey (37MPH) and current road conditions continue to support the existing 35 MPH speed limit.

Representatives from the California Highway Patrol stated 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 agreed El Mirlo meets their agency's criteria for the continued use of radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 35 MPH speed limit on El Mirlo from the east line of Rancho Santa Fe Road easterly to the west line of Via de Fortuna.

Maker: Kenney, Second: Sulzer, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Hutchison Street from a point 1,000 feet west of the west line of Harris Drive easterly to the west line of East Vista Way (0.68 miles) VISTA (Thos. Bros. 1067-J7) Bonsall Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Hutchison Street 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

Hutchison Street is a striped two-lane roadway that varies from 24 to 36 feet wide. The road is posted 40 MPH/Radar Certified. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/02	8/99
Hutchison Street:			
W/o East Vista Way	1,600*	1,670*	
E/o Harris Drive			940*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Hutchison Street:			
150' e/o Via Vista del Rio	(2013) 40.0 MPH	30-39	66.0%
	(2006) 37.5 MPH	29-38	68.0%

Collision Data

There have been no reported collisions along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The posted 40 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 (40.0 MPH) supports the existing 40 MPH posting. Hutchison Street is an open rural residential roadway. The existing 40 MPH speed limit is reasonable and reflective of the roadway's existing conditions.

The representatives from the California Highway Patrol stated support for radar recertification of the existing 40 MPH speed limit. Radar certification has proven to be an effective tool against excessive speeding and facilitates law enforcement. All agreed Hutchison Street meets their agency's criteria for continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 40 MPH speed limit on Hutchison Street from a point 1,000 feet west of the west line of Harris Drive easterly to the west line of East Vista Way

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-F**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Brooke Road from the north line of Winter Haven Road northerly to the south line of Stage Coach Lane (0.72 miles) FALLBROOK (Thos. Bros. 1027-J6) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Brooke 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

Brooke Road is a striped two-lane roadway that varies from 25 to 32 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	4/13	11/04	5/99
Brooke Road: S/o Stage Coach Lane	2,800*	3,380*	4,130*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Brooke Road: 70' e/o Rancho Mia	(2013) 49.1 MPH	40-49	67.6%
	(2006) 49.9 MPH	39-48	64.9%

Collision Data

There have been four reported collisions, none of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The posted 45 MPH speed limit was established and radar certified in 1999. The result of the recent speed survey (49.1 MPH) supports the existing 45 MPH posting. The existing 45 MPH speed limit is reasonable and reflective of the roadway's existing conditions. The adjacent (Winter Haven Road) to the south is also posted 45 MPH and radar certified. These similar and adjacent postings ensure one consistent 45 MPH speed limit and radar certification on Brooke Road/Winter Haven Road from Mission Road northerly to Stage Coach Lane.

The representatives from 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 facilitates law enforcement. All agreed Brooke Road will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 45 MPH speed limit on Brooke Road from the north line of Winter Haven Road northerly to the south line of Stage Coach Lane.

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 26, 2013 **Item 5-G**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Reche Road from the east line of Live Oak Park Road easterly to the west line of Via Vista (0.68 miles) FALLBROOK (Thos. Bros. 1028-B4) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Reche 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

Reche Road is a striped two-lane Through Highway that varies from 24 to 35 feet wide. There is edge-striping along both sides of the roadway. The road is posted 40 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	6/13	4/06	4/02
Reche Road:			
E/o Live Oak Park Road	10,800*		
W/o Gird Road		11,230*	11,190*

* Two-Way Count

Spot Speed Data	85th Percentile	10 MPH Pace	% in Pace
Reche Road:			
1,180' E/o Live Oak Park Road	(2013) 43.5 MPH	36-45	83.2%
	(2006) 40.7 MPH	33-42	87.0%

Collision Data

There have been 37 reported collisions, 17 of which involved injury, along this segment of roadway in the last five years, four months (01-01-08 to 04-30-13).

Discussion

The posted 40 MPH speed limit was established and radar certified in 1998. The result of the recent speed survey (43.5 MPH) supports the existing 40 MPH posting. This segment of Reche Road is a narrow, curvi-linear rolling roadway. The existing 40 MPH speed limit is reasonable and reflective of the roadway's existing conditions. This 40 MPH segment serves as a transition zone between the adjacent eastern and western 45 MPH/radar certified segments that are wider and straighter in nature. Radar certification on all three segments ensures the continued use of radar speed enforcement on the entirety of Reche Road from Stage Coach Lane to Old Highway 395.

The representatives from 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 facilitates law enforcement.

Recommendation

The Committee recommends recertification for continued radar enforcement of the existing 40 MPH speed limit on Reche Road from the east line of Live Oak Park Road easterly to the west line of Via Vista.

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

Necessary Board Action

File this report.