

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

APRIL 22, 2016 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 1</u>			
1-A. RADAR RECERTIFICATION	SWEETWATER ROAD	BONITA	SWEETWATER
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. BUS LOADING ZONE	WILLOW ROAD	LAKESIDE	LAKESIDE
2-B. RADAR RECERTIFICATION	FIRST STREET	EL CAJON	LAKESIDE
2-C. RADAR RECERTIFICATION	LAKESIDE AVENUE	LAKESIDE FARMS	LAKESIDE
2-D. RADAR RECERTIFICATION	PROCTOR VALLEY ROAD	JAMUL	JAMUL/DULZURA
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. WEIGHT AND LENGTH RESTRICTION	BUENA CREEK ROAD	SAN MARCOS	TWIN OAKS
5-B. INTERSECTION REVIEW	RAINBOW VALLEY BLVD AND 5TH STREET	RAINBOW	RAINBOW
5-C. TIME LIMIT PARKING	RANCHO SANTA FE VILLAGE	RANCHO SANTA FE	SAN DIEGUITO
5-D. RADAR RECERTIFICATION	SOUTH SANTA FE AVE	SAN MARCOS/VISTA	NORTH COUNTY METRO

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**APRIL 22, 2016 @ 9:00 AM
5510 Overland Ave Room #271**

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. Brian Hadley
California Highway Patrol - San Diego	Absent
California Highway Patrol - Oceanside	Officer Dan Hollywood
California Highway Patrol - El Cajon	Absent
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	Lt. Chris Steffen
San Diego County Office of Education	Mr. Michael Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mrs. Giselle Finley
Department of Public Works	Mr. Zoubir Ouadah

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mrs. Danielle Strayer
Traffic Advisory Committee Staff	Mrs. Tricia Horsman

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Sweetwater Road, between Central Avenue and Bonita Road, (a distance of 1 mile) BONITA (Thos. Bros. 1310 J-1) Sweetwater Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Sweetwater Road is a striped two-lane Through Highway that varies from 36 feet to 58 feet wide. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is classified as a Collector on the County General Plan Mobility Element Network).

Average Daily Traffic Volumes **2/16** **3/10**

Sweetwater Road:		
E/o Central Avenue	17,730	16,710
E/o Margaret Street	8,560	9,160

Spot Speed Data **85th Percentile** **10 MPH Pace** **% in Pace**

Sweetwater Road:				
1,000' E/o Central Avenue	2016	48.0 MPH	40-49	90.0%
	2010	45.0 MPH	35-44	74.5%
130' E/o Margaret Street	2016	47.0 MPH	39-48	88.0%
	2010	45.0 MPH	35-44	69.7%

Collision Data

There has been 1 reported collision, along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (47.0 MPH and 48.0 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established in 1969, radar certified in 2009, and continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Sweetwater Road, between Central Avenue and Bonita Road.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Bus Loading Zone

LOCATION: Willow Road, north side from a point 270 feet west of the west line of Wildcat Canyon Road/Ashwood Street westerly 170 feet. LAKESIDE (Thos. Bros. (1232-C1) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Delete Obsolete Bus Loading Zone

PROBLEM AS STATED BY REQUESTER:

The bus loading zone on Willow Road, north side from a point 270 feet west of the west line of Wildcat Canyon Road/Ashwood Street westerly 170 feet is no longer active. Staff has confirmed this with the Lakeside Union Transportation Department.

We respectfully request the following Board approved resolution enacting this bus loading zones be repealed:

Willow Road (north side)

From a point 270 feet west of the west line of Wildcat Canyon Road/Ashwood Street westerly 170 feet.

Discussion

A Lakeside resident contacted County staff to request removal of a bus loading zone along Willow Road. County Staff confirmed with the Lakeside Union Transportation Department that this location is no longer used for bus drop off/pickup. The repeal of this resolution is not expected to negatively impact roadway operations.

The Committee acknowledged that the existing bus loading zone is within a No Parking Anytime resolution area on Willow Road. Repealing the obsolete bus loading zone and removal of the posted signs will return this area to standard No Parking Anytime.

Recommendation

The Committee recommends the repeal of an obsolete bus loading zone resolution on Willow Road, north side from a point 270 feet west of the west line of Wildcat Canyon Road/Ashwood Street westerly 170 feet.

Maker: Matella, Second: Fleishman, Vote: 9-0

Necessary Board Action

Repeal Item No. 323, of Traffic Resolution No. 300 relating to Bus Loading Zones.

Discussion (continued)

of motorists. The result of the recent speed survey (37.0 MPH) supports recertification of the existing 35 MPH speed limit for continued radar enforcement. The posted 35 MPH speed limit was established in 1982, radar certified in 2003, and continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on First Street, from the El Cajon City Limit northerly to Pepper Drive.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Lakeside Avenue, from Palm Row Drive to Riverside Drive, (a distance of 0.68 miles) LAKESIDE (Thos. Bros. 1231 J-2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

Lakeside Avenue is a striped two-lane roadway that varies from 24 feet to 26 feet wide. There is an all-way stop control at the intersection with Vista Camino. The road is posted 35 MPH/Radar Enforced. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

Average Daily Traffic Volumes

	<u>1/16</u>	<u>6/07</u>
Lakeside Avenue: 200' E/o Palm Row Drive	850	1,120

Spot Speed Data

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lakeside Avenue: 300' W/o Vista Camino	2016	35.0 MPH	26-35	85.0%
	2010	39.0 MPH	31-40	71.3%

Collision Data

There have been 3 reported collisions, two of which involved injury along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (35.0 MPH) supports recertification for continued radar speed enforcement. The posted 35 MPH speed limit was established in 1969, radar certified in 2002, and 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.

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit posting on Lakeside Avenue from Palm Row Drive to Riverside Drive.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Lakeside Avenue, from Palm Row Drive to Riverside Drive.

Maker: Fleishman, Second: Ouadah Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Proctor Valley Road from a point 1,600 feet north of the north line of Calle Bueno Ganar southerly 3,700 feet, (a distance of 0.7 miles) JAMUL (Thos. Bros. 1292 G-3) Jamul Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Proctor Valley Road is a striped two-lane roadway that varies from 24 feet to 52 feet wide. In the vicinity of Calle Bueno Ganar, there is a short segment of edge striping on both sides of the roadway. The road is posted 45 MPH/Radar Enforced. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>1/16</u>	<u>6/07</u>
Proctor Valley Road: 200' W/o Maxfield Drive	2,730	2,600*

*Estimate

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Proctor Valley Road: 1,450' N/o Calle Bueno Ganar	2016	46.0 MPH	37-46	79.0%
	2010	47.0 MPH	37-46	59.1%

Collision Data

There have been 5 reported collisions, one of which involved injury along this segment, in the last four year nine month period (1-1-11 to 10-31-15).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (48.0 MPH) supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established in 1987 and radar certified in 2010. This posting continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Proctor Valley Road from a point 1,600 feet north of the north line of Calle Bueno Ganar southerly 3,700 feet.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight and Length Restriction

LOCATION: Buena Creek Road from South Santa Fe Avenue to the end of County maintained limit (3.56 miles) SAN MARCOS (Thos. Bros. 1108-H1) Twin Oaks Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Weight and Length Limit

PROBLEM AS STATED BY REQUESTER:

Twin Oaks Valley Sponsor Group and adjacent residents request the establishment of a weight and length restriction along the entirety of Buena Creek Road. Large commercial vehicles are failing to maintain their position within their lanes. Additionally a vehicle weight restriction is requested to address operational and community concerns.

Existing Traffic Devices

Buena Creek Road is a striped two-lane Through Highway that varies from 24 feet to 27 feet in width. There is edge-striping on both sides of the roadway. The road is classified as a Major Road on the Mobility Element Map. The road is posted 50 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>1/11</u>	<u>1/04</u>
Buena Creek Road: W/o Tamara Lane	8,500*	7,000*

*Estimate

Collisions

There have been 82 reported collisions, 38 of which involved injury and one of which involved a fatality along this segment, in the last four year eleven month period (1-1-11 to 12-31-15). One of the reported collisions involved a two axle truck and two involved truck tractors.

Discussion

The Twin Oaks Valley area residents support large commercial vehicle weight and length restrictions along the entirety of Buena Road to address operational and community concerns. Staff also received verbal input from the Community Sponsor Group indicating

Discussion (continued)

support for such restrictions. Buena Creek Road is steep and narrow in parts with tight radii curves and restrictive sight lines. Large commercial vehicles are failing to maintain their position within their lanes.

The Committee heard testimony from an area resident that motorists often become impatient and at times attempt to illegally pass slower moving vehicles. When this type of activity occurs, motorists making the illegal passing maneuver jeopardize their safety and the safety of others.

County staff stated length warning signs were recently installed for Buena Creek Road as a non-regulatory measure. The volume of large commercial vehicles on Buena Creek Road is approximately 1.2% of all traffic and is slightly greater than expected for similar types of two-lane rural roadways in the County.

The Committee noted that Buena Creek Road is not a desirable truck route. It is a rural, mountainous, two-lane roadway with horizontal and vertical curves and grades that tend to make heavy commercial vehicles much slower than average motorists. Due to varying roadbed widths along this 3.56-mile segment, there are many centerline crossovers occurring. The Committee noted that Interstate 15 and State Route 78 are more navigable for large commercial vehicles and serve as a viable alternate route. Although the distance for the alternate route doubles the travel miles, it does not double travel time. The Committee indicated that a combination of a 7-ton weight limitation and a 23-foot length restriction is a reasonable approach. The California Highway Patrol Oceanside representative expressed support for the proposed weight and length restriction.

The Committee recommends a 7-ton weight limitation and a 23-foot length restriction be established to reduce the potential conflict between faster traveling vehicles and slower moving commercial trucks, decrease crossover centerline incidents and increase the comfort level for all traversing this roadway. This limitation will not apply to large commercial vehicles with origination or destination points along Buena Creek Road.

Recommendation

The Committee recommends the establishment of a 7-Ton weight limitation and a length restriction Buena Creek Road from South Santa Fe Avenue to the End of County Maintained Limit. The Committee also recommends the Board of Supervisors designate Interstate 15 and State Route 78 as the reasonable unrestricted alternate routes.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

Add Sections 72.243.10. and 72.243.27.11. to Division 2 of Title 7 of Article 18 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop

LOCATION: Rainbow Valley Boulevard @ 5th Street RAINBOW
(Thos. Bros. 998-J5) Rainbow Community Sponsor
Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

Rainbow Sponsor Group, the local Fire Chief and Vallecitos Elementary School Principal all support the request for an all-way stop control at this intersection.

Existing Traffic Devices

Rainbow Valley Boulevard is a striped two-lane roadway that intersects 5th Street, runs north/south and measures 40 feet wide. It is located within a School Zone and has an existing marked yellow crosswalk, school related pavement legends approaching the intersection and a flashing School related sign. This roadway is unclassified on the County General Plan Mobility Element Network.

5th Street is a striped two-lane roadway that intersects Rainbow Valley Boulevard. It measures 30 feet wide, is stop controlled and has crosswalks in both the east and west directions at the intersection. This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

2/16

Camino Rainbow/Rainbow Valley Boulevard:	1,425 NB 1,035 SB
5th Street:	820 EB 295 WB

Collisions

There has been one reported collision at this intersection in the last 4 year nine month period, 1-1-11 to 10-31-15. It involved injury.

Discussion

Rainbow Valley Boulevard has an average daily traffic volume of approximately 2,450 vehicles daily for northbound/southbound travel. 5th Street has an average daily traffic volume of approximately 1,100 vehicles daily. This intersection is presently stop controlled on 5th Street in the east and west direction, with a through movement on Rainbow Valley Boulevard in the north and south direction. The intersection is in close proximity to an Elementary School and the area Fire Station. There are presently school related signs and legends in place on all four legs of this intersection for associated school pedestrian activity.

The Rainbow Community Planning Group requested establishment of all-way stop controls at this intersection. The Principal of Vallecitos Elementary School and the Fire Chief support the request.

The Committee noted that both roadways are operating as local routes with similarly balanced traffic on three of the four legs (the east leg of 5th Street is a private leg with low volume) and concur that due to the presence of the school and the fire station, the intersection's existing operating conditions support a higher level of control. The Committee believes the installation of all-way stop controls, stop ahead signs and associated pavement legends will require both northbound and southbound motorists on Rainbow Valley Boulevard to stop, look both ways to determine when it's appropriate to continue or turn and will improve the intersection's operating conditions by increasing the level of comfort for all traversing these residential roadways. The California Highway Patrol Oceanside representative expressed support for the proposal. The Caltrans representative expressed concerns with the lower volumes on 5th Street and was not in favor of the installation.

Recommendation

The Committee recommends an all-way stop control be established for northbound/southbound traffic on Rainbow Valley Boulevard and Eastbound/westbound traffic on 5th Street.

Maker: Ouadah, Second: Lake, Vote: 7 in favor, 1-opposed and 1-abstained.

Necessary Board Action

Add Item No. 240 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Time Limit Parking

LOCATION: Various locations within the Rancho Santa Fe Village area. RANCHO SANTA FE (Thos. Bros. 1168-D3) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Parking Prohibitions

PROBLEM AS STATED BY REQUESTER:

The Rancho Santa Fe Association (RSFA) has contacted the County of San Diego to modify existing time limit parking regulations in the commercial area of the Rancho Santa Fe Village. The (RSFA) has submitted a report entitled "RSF Village Additional Timed Parking" dated 8/6/15 (attached) identifying existing conditions and parking groups being considered for modification. Traffic Engineering staff has reviewed the proposal and supports the (RSFA's) incremental approach to expand time limit parking and requests TAC review.

Existing Traffic Devices

There are time limit parking areas designated throughout the Village area which are identified in the (RSFA) report.

Discussion

The Rancho Santa Fe Association (RSFA) contacted the County of San Diego to request incremental expansion of time limit parking regulations in the core commercial area of the Rancho Santa Fe Village.

A consultant for the RSFA attended the meeting and stated that the Village area of Rancho Santa Fe has evolved from a cozy market and boutique area to a more business influenced district housing many real estate and financial based businesses. New business owners and their employees are using more of the available core Village retail parking areas for all-day, long term parking. In order to accommodate the remaining retail businesses parking demand, the RSFA is seeking an incremental expansion in time limit parking designations at various locations within the core Village area. The local Merchant Association and the San Dieguito Community Planning Group support the incremental expansion. The RSFA consultant indicated that this incremental approach would convert approximately 42 existing parking locations into time limit parking and has been planned to relocate full-day parking into nearby available Village parking locations without displacing parking into fringe residential areas.

Discussion (continued)

The Committee supported the incremental approach as outlined by the RSFA and agreed the proposal would not be expected to negatively impact roadway operations.

Recommendation

The Committee recommends the establishment of new Time Limit parking areas in the Village area of Rancho Santa Fe.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 22, 2016 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: South Santa Fe Avenue, from the Vista City Limit southerly to Smilax Road (a distance of 1.98 miles) VISTA (Thos. Bros. 1108 B2) North County Metro Regional Planning Area

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

South Santa Fe Avenue is a striped two-lane Through Highway that varies from 38 to 60 feet wide. There is edge striping on each side of the roadway. There is also a short section of two-way left turn separating both directions of travel between Palmyra Drive and Woodland Drive. The road is posted 45 MPH. South Santa Fe Avenue is posted 40 MPH in the City of Vista and 45 MPH in the City of San Marcos. (NOTE: This roadway is unclassified on the County General Plan Mobility Element Network).

<u>Average Daily Traffic Volumes</u>	<u>2/16</u>	<u>4/02</u>
South Santa Fe Avenue: 200' S/o Palmyra Ave	12,010	14,660

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
South Santa Fe Avenue: 650' S/o Poinsettia Avenue	2016	46.0 MPH	37-46	69.0%
	2010	44.0 MPH	35-44	69.5%
@ Sunbury Court	2016	51.0 MPH	42-51	70.0%
	2010	46.0 MPH	36-45	73.8%

Collision Data

There have been 37 reported collisions along this segment, 12 of which involved injuries in the last five year nine month period (1-1-11 to 10-31-15).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (46.0 MPH and 51.0 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. The posted 45 MPH speed limit was established in 1965, radar certified in 1996, and continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. All CHP representatives agreed this roadway meets their agency's criteria for radar speed enforcement.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on South Santa Fe Avenue, from the Vista City Limit southerly to Smilax Road.

Maker: Fleishman, Second: Ouadah, Vote: 9-0

Necessary Board Action

File this report.