

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**January 26, 2018 ~ 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**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. RADAR RECERTIFICATION</b>	<b>VICTORIA DR</b>	<b>ALPINE</b>	<b>ALPINE</b>
<b><u>SUPERVISORIAL DISTRICT 3</u></b>			
<b>3-A. SPEED LIMIT/ RADAR CERTIFICATION</b>	<b>LOMAS SANTA FE DR/ LINEA DEL CIELO</b>	<b>RANCHO SANTA FE</b>	<b>SAN DIEGUITO</b>
<b>3-B. RADAR RECERTIFICATION</b>	<b>RANCHO BERNARDO RD</b>	<b>4S RANCH</b>	<b>SAN DIEGUITO</b>
<b>3-C. RADAR RECERTIFICATION</b>	<b>ALVA RD</b>	<b>4S RANCH</b>	<b>SAN DIEGUITO</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. RADAR RECERTIFICATION</b>	<b>WOODS VALLEY RD</b>	<b>VALLEY CENTER</b>	<b>VALLEY CENTER</b>
<b>5-B. SPEED LIMIT/ RADAR CERTIFICATION</b>	<b>GIRD RD</b>	<b>FALLBROOK</b>	<b>FALLBROOK</b>
<b>5-C. SPEED LIMIT/ RADAR CERTIFICATION</b>	<b>GIRD RD</b>	<b>FALLBROOK</b>	<b>FALLBROOK</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 26, 2018

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Victoria Drive between the east and west intersections with Alpine Boulevard (3.01 miles) ALPINE (Thos. Bros. 1234 B-6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

**Existing Traffic Devices**

Victoria Drive is a striped two-lane Through Highway that varies from 21 feet to 64 feet in width. There is edge-striping on both sides of the roadway. The road is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Certified.

**Average Daily Traffic Volumes**                      **06/17**                      **01/11**

Victoria Drive:

N/o Victoria Park Terrace	2,720	3,320
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<b><u>Speed Data</u></b>	<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
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Victoria Drive:

230' N/o Victoria	(2017)	42.9 MPH	35-44	86.0%
Park Terrace	(2011)	45.2 MPH	33-42	65.2%

1,210' W/o Mile Post 2	(2017)	41.7 MPH	33-42	88.0%
	(2011)	40.3 MPH	30-39	74.7%

Speed Zone	(2017)	42.3 MPH	34-43	87.0%
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**Collision Data**

There have been 30 reported collisions along this segment of roadway, 10 of which involved injury, in a five year period (9-1-12 to 8-31-17). These collisions result in a segment accident rate of 2.01 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban 2-lane roads with speeds less than 45 mile per hour.

**Discussion**

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent or below the prevailing (85<sup>th</sup> percentile) speed of motorists. The results of the recent speed surveys (42.9 MPH and 41.7 MPH) produced an overall speed zone of 42.3 MPH which supports recertification of the existing 40 MPH speed limit for radar speed enforcement.

The west end of Victoria Drive is a wide, straight, mixed-use, and improved two lane roadway. There is significant side friction throughout this portion. The middle and east sections reflect a narrow, meandering country road. There is a noted lack of pedestrian features coupled with many intersecting hidden driveways. The Committee believes these existing operating conditions along Victoria Drive support radar certification for the existing 40 MPH speed limit.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has helped to reduce speeds. The representative from the California Highway Patrol (CHP)-El Cajon Office supports radar certification of the existing 40 MPH speed limit.

The Alpine Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Victoria Drive between the east and west intersections with Alpine Boulevard.

Motion: Ouadah

Second: Garrow

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 26, 2018 **Item 3-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Speed Limit and Radar Certification

**LOCATION:** Lomas Santa Fe Drive/Linea Del Cielo from the Solana Beach City Limit (near Highland Drive) easterly to 1,600 feet west of El Camino Real (0.65 miles) RANCHO SANTA FE (Thos. Bros. 1167 J-6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit and Radar Certification

### **PROBLEM AS STATED BY REQUESTER:**

Lomas Santa Fe Drive/Linea Del Cielo from the Solana Beach City Limit (near Highland Drive) to 1,600 feet west of El Camino Real has a posted 50 MPH speed limit. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 45 MPH.

### **Existing Traffic Devices**

Lomas Santa Fe Drive/Linea Del Cielo is a striped two-lane Through Highway that varies from 29 feet to 50 feet in width. There is edge-striping along both sides of the roadway. There are all-way stop control at the intersection of Highland Drive and a multi-use trail crossing at the intersection of Sun Valley Road. The road is posted 50 MPH/Radar Certified. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

### **Average Daily Traffic Volume**

	<b><u>6/16</u></b>	<b><u>3/10</u></b>
Lomas Santa Fe Dr/Linea Del Cielo:		
375' E/o Sun Valley Road	8,450	7,490

<b><u>Speed Data</u></b>		<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Lomas Santa Fe Dr/Linea Del Cielo:				
200' W/o Sun Valley Rd	(2017)	39.2 MPH	31-40	82.0%
2,100' E/o Sun Valley Rd	(2017)	51.6 MPH	43-52	78.0%
Speed Zone	(2017)	45.4 MPH	37-46	80.0%

### **Collision Data**

There have been 4 reported collisions along this segment of roadway, 3 of which involved injury, in a three year period (09-01-14 to 08-31-17). These collisions result in a segment accident rate of 0.50 collisions per million vehicle miles. The statewide average is 1.32

collisions per million vehicle miles for similar suburban 2-lane roads with speeds between 45 and 50 mile per hour.

**Discussion**

This segment of Lomas Santa Fe Drive/Linea Del Cielo from the Solana Beach City Limit (near Highland Drive) to 1,600 feet west of El Camino Real is posted with a 50 MPH speed limit and is within the portion of roadway where the County of San Diego (County) Department of Parks and Recreation made a recommendation for realignment of an existing trail and installation of a multi-use trail crossing at the intersection of Lomas Santa Fe and Sun Valley Road. Staff reviewed this segment for new operating conditions after traffic patterns had normalized.

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent or below the prevailing (85<sup>th</sup> percentile) speed of motorists. The recent prevailing speed surveys (39.2 MPH and 51.6 MPH) produce an overall speed zone of 45.4 MPH. These roadway conditions support a 5 MPH downzoning to 45 MPH.

The Committee noted several factors in support of decreasing the existing 50 MPH speed limit to 45 MPH. The recent speed zone survey indicates that speeds are trending down. It will also be more consistent to have less diverse speed limits on a relatively short segment of roadway (40 MPH in the City of Solana Beach to the west and 35 MPH on the adjacent easterly County segment). In addition, this roadway is recognized as a popular bicycling route. The Committee believes a 45 MPH speed limit will be consistent, reasonable and reflective of the roadway's operating characteristics. After much discussion, the Committee agreed that this segment would benefit from a 5 MPH downzoning to 45 MPH.

Radar enforcement 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 representative from the CHP-Oceanside Office stated support for recertification of a new 45 MPH speed limit. All CHP representatives agreed this roadway continues to meet their agency's criteria for the continued use of radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends establishing a 45 MPH speed limit on Lomas Santa Fe Drive/Linea Del Cielo from the Solana Beach City Limit (near Highland Drive) easterly to 1,600 feet west of El Camino Real with certification for radar speed enforcement.

Motion: Campbell

Second: Ouadah

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6.

**Necessary Board Action**

Amend Section 72.162. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 26, 2018 Item 3-B

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Recertification

LOCATION: Rancho Bernardo Road from the San Diego City Limit (350 feet W/o Via Del Campo) westerly to Camino Del Norte (1.58 miles) 4S RANCH (Thos. Bros. 1169 H-2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

### PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 50 MPH speed limit.

### Existing Traffic Devices

Rancho Bernardo Road is a striped four-lane roadway that measures 80 feet in wide. There is a raised center median separating both directions of travel. The road is posted 50 MPH/Radar Certified. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>01/18</u>	<u>01/11</u>
Rancho Bernardo Road:		
250' W/o Dove Canyon Rd	20,280*	10,150

\*Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rancho Bernardo Road:				
850' E/o Dove Canyon Rd	(2017)	53.8 MPH	45-54	79.0%
	(2011)	49.0 MPH	38-47	58.6%
200' E/o Silver Crest Ln	(2017)	47.1 MPH	37-46	69.0%
Speed Zone	(2017)	50.5 MPH	41-50	74.0%

### Collision Data

There have been 44 reported collisions along this segment of roadway, 25 of which involved injury, in a five year period (9-1-12 to 8-31-17). These collisions result in a segment accident rate of 0.75 collisions per million vehicle miles. The statewide average is 1.44 collisions per million vehicle miles for similar suburban 4-lane roads with speeds less than or equal 55 mile per hour.

**Discussion**

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. The recent prevailing speed surveys (53.8 MPH and 47.1 MPH) produce an overall speed zone of 50.5 MPH. These roadway conditions could support a 5 MPH downzoning to 45 MPH with radar speed enforcement.

This County portion of Rancho Bernardo Road serves as a primary route through to the heart of the 4S Ranch community. There are business parks and retail centers that front this roadway on the south side and several different planned communities that back up to this road on the north side. The roadway all throughout this segment is located in a very walkable community that supports a great deal of pedestrian traffic and bicyclists. The Committee believes the presence of both pedestrians and bicyclists support a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that a 45 MPH speed limit posting is reasonable and appropriate.

The County Traffic Engineer supports the recommendation.

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. Rancho Bernardo Road continues to meet the CHP's criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends establishing a 45 MPH speed limit on Rancho Bernardo Road from the San Diego City Limit (350 feet west of Via Del Campo) westerly to Camino Del Norte with certification for radar speed enforcement.

Motion: Matella

Second: Campbell

Vote: yes-5, no-4, abstain-0, vacant-0, absent-6

**Necessary Board Action**

Amend Section 72.162.39.3. to Division 2 of Title 7 of Article 11 of the San Diego County Code.



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 26, 2018

**Item 3-C**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Recertification

**LOCATION:** Alva Road from Rancho Bernardo Road northerly to 400 feet south of Monterey Ridge Drive (0.50 miles) 4S RANCH (Thos. Bros. 1169 G-2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**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**

Alva Road is a striped four-lane roadway, 80 feet in width, that “Tees” into Rancho Bernardo Road from the north. There is a raised center median separating both directions of travel. This roadway is a non-Mobility Element Road. The road is posted 35 MPH Radar Certified.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>03/17</u></b>	<b><u>01/11</u></b>
Alva Road:		
N/o Rancho Bernardo Road	7,570	6,180

<b><u>Speed Data</u></b>		<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Alva Road:				
1,300' N/o Rancho Bernardo Road	(2017)	40.5 MPH	31-40	73.0%
	(2011)	37.0 MPH	28-37	73.8%
1,900' N/o Rancho Bernardo Road	(2017)	40.7 MPH	33-42	78.0%
Speed Zone	(2017)	40.6 MPH	32-41	75.5%

**Collision Data**

There have been 4 reported collisions along this segment of roadway, 2 of which involved injury, in a four year and eight month period (1-1-13 to 8-31-17). These collisions result in a segment accident rate of 0.62 collisions per million vehicle miles and an injury rate of 50%. The statewide average is 1.44 collisions per million vehicle miles and an injury rate of 42.4% for similar suburban divided 4-lane roads with speeds less than or equal 55 mile per hour.

**Discussion**

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. The results of the recent speed surveys (40.5 and 40.7 MPH) produce an overall speed zone of 40.6 MPH and could support increasing the posted 35 MPH speed limit to 40 MPH.

The Committee noted Alva Road is a wide four-lane roadway with a raised median separating both directions of travel. Although no homes front this roadway segment, there are several large multiple-dwelling complexes taking direct access. This roadway is a non-Mobility Element road, serves as a collector for the adjacent residential streets and driveways, and is adjacent to a 25 MPH residence district. The Committee agreed the existing 35 MPH radar enforced posting is reasonable and appropriate for the roadway's existing operating conditions. The County Traffic Engineer supports the recommendation. The CHP-San Diego Office representative stated support of the existing 35 MPH radar enforced speed limit. Radar certification has proven to be an effective tool against excessive speeding. They indicated a 35 MPH speed limit posting with radar certification will emphasize the existing driving pattern and facilitate enforcement for this community.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input.

**Action**

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit posting on Alva Road from Rancho Bernardo Road northerly to 400 feet south of Monterey Ridge Drive.

Motion: Campbell

Second: Ouadah

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 26, 2018 Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Woods Valley Road from 900 feet east of Mile Post 1 easterly to North Lake Wohlford Road (2.73 miles)  
VALLEY CENTER (Thos. Bros. 1090 G-5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

### PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

### Existing Traffic Devices

Woods Valley Road is a striped two-lane roadway that varies from 28 to 47 feet wide. There is edge-striping on both sides of the roadway with an all-way stop control at the intersection of North Lake Wohlford Road on the eastern end of this segment. The road is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>01/18</u>	<u>02/10</u>
Woods Valley Road:		
W/o Oakmont Road	4,750*	3,750

\*Estimate

<u>Speed Data</u>		<u>85<sup>th</sup> Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Woods Valley Road:				
370' W/o Mile Post 2	(2017)	42.4 MPH	34-43	68.0%
	(2010)	38.0 MPH	29-38	76.4%
270' E/o Mile Post 2.5	(2017)	44.9 MPH	33-42	64.0%
	(2010)	39.0 MPH	30-39	78.2%
Speed Zone	(2017)	43.6 MPH	33-42	66.0%

### Collision Data

There have been 50 reported collisions along this segment of roadway, 34 of which involved injury along this segment of roadway in the last five year period (9-1-12 to 8-31-17). These collisions result in a segment accident rate of 2.12 collisions per million vehicle miles. The statewide average is 0.89 collisions per million vehicle miles for similar suburban 2-lane roads with speeds less than 45 mile per hour.

**Discussion**

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (42.4 MPH and 44.9 MPH) produced an overall speed zone of 43.6 MPH which supports a 40 MPH speed limit.

Woods Valley Road serves as a primary connector route between downtown Valley Center and the back country. There is also a large local retail farm established within this segment. There are multi-acreage properties fronting this roadway. A recent review of existing operating conditions was conducted and revealed a collision rate above the statewide average.

The Committee discussed extending the 40 MPH radar enforced limit of this segment to include a small portion of the west end closest to Valley Center Road that is currently posted 45MPH. The committee agreed that combining this portion for a single 40 MPH radar certification was a positive step which will provide one constant speed and allow law enforcement the use of this important tool for speed enforcement along this entire segment.

The representative from the CHP-El Cajon expressed support for this proposal.

The Valley Center Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends establishing a 40 MPH speed limit on Woods Valley Road from Valley Center Road easterly to North Lake Wohlford Road with certification for radar speed enforcement.

Motion: Hollywood

Second: Hadley

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

**Necessary Board Action**

Amend Section 72.161.35.2. and delete Section 72.161.35.3. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 26, 2018

**Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Speed Limit and Radar Certification

**LOCATION:** Gird Road from State Route 76 to a point 1,000 feet south of Oak Cliff Drive (1.26 miles) FALLBROOK (Thos. Bros. 1048 D-4)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit and Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Gird Road from State Route 76 to a point 1,000 feet south of Oak Cliff Drive has a posted 50 MPH speed limit. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 45 MPH.

**Existing Traffic Devices**

Gird Road is a striped two-lane Through Highway that varies from 32 to 45 feet wide. This segment is centerline striped, and there is traffic signal at the intersection of SR 76. The road is classified as Light Collector on the County General Plan Mobility Element Network.

**Average Daily Traffic Volumes**

**9/16**

Gird Road:

150' S/o Via Loma

3,700

**Speed Data**

**85th  
Percentile**

**10 MPH  
Pace**

**% in  
Pace**

Gird Road:

2,700' S/o Oak Cliff Dr

(2017)

51.8 MPH

42-51

65.0%

**Collision Data**

There have been 4 reported collisions along this segment of roadway, 3 of which involved injury, in a one year period (6-1-16 to 5-31-17). These collisions result in a segment accident rate of 2.36 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2-lane roads with speeds between 45 and 55 mile per hour.

**Discussion**

The California Vehicle Code requires 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 is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The 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. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road, and thus represents the maximum reasonable and safe speed.

Gird Road from State Route 76 to a point 1,000 feet south of Oak Cliff Drive was established with a 50 MPH speed limit without radar enforcement in 1990.

In response to community concerns with excessive speeding, a recent review of existing operating conditions was conducted and revealed a collision rate above the statewide average for similar roads. There are numerous curvilinear sections throughout this segment, roadside embankments and very limited shoulder areas. Collision experience serves as conditions that are not readily apparent to motorists. The Committee supported a 5 MPH downzoning based on conditions not readily apparent to the motorist to support a formal 45 MPH speed limit along with radar certification. The prevailing speed zone (51.8 MPH), roadway conditions, and collision experience support a formal 45 MPH speed limit along with radar certification.

Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along this portion of Gird Road.

The Fallbrook Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends the Board of Supervisors establish a formal 45 MPH speed limit, along with radar speed enforcement certification, on Gird Road from State Route 76 to a point 1,000 feet south of Oak Cliff Drive.

Motion: Hollywood

Second: Ouadah

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

**Necessary Board Action**

Amend Section 72.169.74.5. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** January 26, 2017

**Item 5-C**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Speed Limit and Radar Certification

**LOCATION:** Gird Road from 1,000 feet south of Oak Cliff Drive northerly to Reche Road (2.35 miles) FALLBROOK (Thos. Bros. 1048 D-1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit and Radar Certification

### **PROBLEM AS STATED BY REQUESTER:**

Gird Road from 1,000 feet south of Oak Cliff Drive northerly to Reche Road has a posted 45 MPH speed limit. Preliminary review of prevailing speeds and roadway conditions could support a radar certification of 45 MPH speed limit.

### **Existing Traffic Devices**

Gird Road is a striped two-lane Through Highway that varies from 32 to 45 feet wide. This segment is centerline striped, and there is traffic signal at the intersection of Reche Road. The road is classified as Light Collector on the County General Plan Mobility Element Network.

### **Average Daily Traffic Volumes**

**9/16**

Gird Road:

150' S/o Via Loma 3,700

### **Speed Data**

**85th  
Percentile**

**10 MPH  
Pace**

**% in  
Pace**

Gird Road:

4,000' S/o Reche Road (2017) 50.5 MPH 42-51 75.0%

### **Collision Data**

There have been 6 reported collisions along this segment of roadway, 3 of which involved injury, in a one year period (6-1-16 to 5-31-17). These collisions result in a segment accident rate of 1.9 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2-lane roads with speeds between 45 and 55 mile per hour.

**Discussion**

The California Vehicle Code requires 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 is the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. The 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. The State law prescribed method ensures posted speed limits conform to the consensus of those who drive the road, and thus represents the maximum reasonable and safe speed.

Gird Road from a point 1,000 feet south of Oak Cliff Drive to Reche Road was established with a 45 MPH speed limit without radar enforced in 1990.

In response to community concerns with excessive speeding, a recent review of existing operating conditions was conducted and revealed a collision rate above the statewide average for similar roads. This segment of Gird Road is primarily rural. There are numerous curvilinear sections throughout this segment, roadside embankments and very limited shoulder areas. Collision experience serves as conditions that are not readily apparent to motorists. The Committee supported a 5 MPH downzoning based on conditions not readily apparent to the motorist to support a formal 45 MPH speed limit along with radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding and provides consistency and continuity in radar speed enforcement along this portion of Gird Road.

The Fallbrook Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends the Board of Supervisors approve certification for radar speed enforcement of the existing 45 MPH speed limit on Gird Road from a point 1,000 feet south of Oak Cliff Drive to Reche Road.

Motion: Hollywood

Second: Ouadah

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

**Necessary Board Action**

Amend Section 72.169.74.6. to Division 2 of Title 7 of Article 11 of the San Diego County Code.