

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

June 8, 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**

| SUBJECT | | LOCATION | AREA | PLANNING/ SPONSOR GROUP |
|--|-----------------------|----------------------|-----------------|----------------------------|
| <u>SUPERVISORIAL DISTRICT 2</u> | | | | |
| 2-A. | RADAR RECERTIFICATION | EL NOPAL | LAKESIDE | LAKESIDE |
| 2-B. | RADAR RECERTIFICATION | EL NOPAL | LAKESIDE | LAKESIDE |
| 2-C. | RADAR RECERTIFICATION | ELM STREET | RAMONA | RAMONA |
| 2-D. | RADAR RECERTIFICATION | HAVERFORD ROAD | RAMONA | RAMONA |
| <u>SUPERVISORIAL DISTRICT 5</u> | | | | |
| 5-A. | RADAR RECERTIFICATION | RAMBLA DE LAS FLORES | RANCHO SANTA FE | SAN DIEGUITO |
| 5-B. | RADAR RECERTIFICATION | RAMBLA DE LAS FLORES | RANCHO SANTA FE | SAN DIEGUITO |
| 5-C. | RADAR RECERTIFICATION | N. LAKEWOHLFORD RD | VALLEY CENTER | VALLEY CENTER |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: El Nopal from Santee City Limit to Los Ranchitos Road
(0.16 miles) LAKESIDE (Thos. Bros. 1231-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

El Nopal from Santee City Limit to Los Ranchitos Road is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

El Nopal is a striped two-lane roadway approximately 60 feet wide. There is a short segment with edge-striping along the south side and another segment with a two-way left turn lane separating both directions of travel. The road is classified as a Light Collector on the County General Plan Mobility Element Network and posted 35 MPH/Radar Certified.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>01/11</u> |
|----------------|--------------------|---------------------|
| El Nopal: | | |
| E/o Aquilla Dr | 5,755 | 5,800 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| El Nopal: | | | | |
| at Santee City Limit | (2018) | 37.7 MPH | 31-40 | 89.0% |
| | (2014) | 37.9 MPH | 29-38 | 82.0% |

Collision Data

There have been 3 reported collisions along this segment of roadway, 1 of which involved injury, in a 5 year period (3-1-13 to 2-28-18). These collisions result in a segment accident rate of 1.79 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban conventional 2 lanes or less 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 nearest 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The recent speed survey (37.7 MPH) could support the existing 35 MPH speed limit for radar speed enforcement.

El Nopal provides a connecting link between the County of San Diego and City of Santee to State Route 67. It is a multi-jurisdictional roadway for the City of Santee and the unincorporated community of Lakeside. The County maintained portion west of Los Ranchitos is 0.16 miles long and is posted with a 35 MPH speed limit. The adjacent City of Santee segment is posted 35 MPH and is certified for radar enforcement.

El Nopal from the Santee City limit easterly to Los Ranchitos Road is a straight segment, improved with curb and sidewalk on both side of the road with numerous driveways & side streets. El Nopal from Los Ranchitos easterly to Mountain View Lane has the same characteristics, therefore, the Committee discussed and agreed to extend this segment to Mountain View Lane. The County Traffic Engineer supported the recommendation. 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 El Nopal.

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

Recommendation

The Committee recommends establishing a 35 MPH speed limit on El Nopal from the Santee City Limit to Mountain View Lane with certification for radar speed enforcement.

Motion: Fleishman

Second: Hadley

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

Amend Section 72.161.18. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: El Nopal from Los Ranchitos Road to Riverford Road
(0.87 miles) LAKESIDE (Thos. Bros. 1231-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

El Nopal from Los Ranchitos Road to Riverford Road is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

El Nopal is a striped two-lane Through Highway varies from 26 feet to 64 feet in width. The road is classified as a Light Collector on the Circulation Element Map. El Nopal is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>01/11</u> |
|--------------------|--------------------|---------------------|
| El Nopal: | | |
| W/o Riverford Road | 9,560 | 9,880 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| El Nopal: | | | | |
| 1,300' W/o Riverford Rd | (2018) | 44.7 MPH | 36-45 | 83.0% |
| | (2011) | 43.7 MPH | 36-45 | 80.1% |

Collision Data

There have been 34 reported collisions along this segment of roadway, 11 of which involved injury, in a 5 year period (3-1-13 to 2-28-18). These collisions result in a segment accident rate of 2.25 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban conventional 2 lanes or less 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 nearest 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The recent speed survey (44.7 MPH) could support the existing 40 MPH speed limit for radar speed enforcement.

El Nopal serves as the connector route for the Lakeside community and City of Santee to State Route 67. The Committee acknowledged the 90 degree curve in the middle of this roadway segment continues to be challenging. The curve has oversized advance notification signs for both directions of travel including a flashing yellow beacon for westbound traffic. In addition, El Nopal has varying characteristics; the eastern segment is a narrow open rural roadway with little side friction, whereas the west end is much wider with several intersecting side streets and driveways. The Committee discussed and agreed to shorten the segment from Los Ranchitos Road to Mountain View Lane to provide a more consistent roadway.

The representative from the El Cajon area office of the California Highway Patrol (CHP) expressed strong support for radar recertification of the existing 40 MPH speed limit. The CHP representative also mentioned that the road is used as a “cut through” road for people from freeways.

Radar speed 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. El Nopal continues to meet the CHP’s criteria for the radar speed enforcement.

The Lakeside 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 El Nopal from Mountain View Lane to Riverford Road with certification for radar speed enforcement.

Motion: Fleishman

Second: Hadley

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

Amend Section 72.161.18.1. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Elm Street from Haverford Road to Olive Street (1.35 miles) RAMONA (Thos. Bros. 1152-H2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Elm Street from Haverford Road to Olive Street is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Elm Street is a striped two-lane roadway that measures approximately 28 feet in width. There is a stop control at the intersections of Haverford Road to the north of the segment. The road is classified as a Light Collector on the County General Plan Mobility Element Network. Elm Street is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>05/11</u> |
|------------------|--------------------|---------------------|
| Elm Street: | | |
| S/o Haverford Rd | 1,775 | 2,320 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Elm Street: | | | | |
| 1,200' S/o Haverford Rd | (2018) | 49.5 MPH | 38-47 | 61.0% |
| | (2011) | 51.1 MPH | 42-51 | 58.5% |

Collision Data

There have been 11 reported collisions along this segment of roadway, 4 of which involved injury, in a 5 year period (3-1-13 to 2-28-18). These collisions result in a segment accident rate of 2.52 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 and 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 or below the prevailing (85th percentile) speed of motorists. The results of the recent speed survey (49.5 MPH) could support recertification of the existing 45 MPH speed limit for radar speed enforcement.

Elm Street is a striped two-lane roadway that measures approximately 28 feet in width and located just north of downtown Ramona. The upper half of Elm Street is a straighter segment and lower half is less straight with 3 large bends. The road has side friction generated by several intersecting streets, multiple driveways, nearby equestrian and baseball facilities, along with being a popular weekend bicycle route. Continued radar speed enforcement of the posted speed limit is reasonable and reflective of the roadway's existing operating conditions.

Radar speed 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. Elm Street continues to meet the CHP's criteria for the radar speed enforcement.

A representative from the Ramona Community Planning Group, in attendance, indicated support for continued radar speed enforcement of the posted 45 MPH speed limit.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Elm Street, from Haverford Road to Olive Street.

Motion: Fleishman

Second: Garrow

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Haverford Road from SR-78 to Pamo Road (0.85 miles)
RAMONA (Thos. Bros. 1152-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Haverford Road from SR-78 easterly to Pamo Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Haverford Road is a striped two-lane roadway that measures approximately 38 to 50 feet in width. There is a short segment to west with double yellow centerline and white edge-striping on both sides of the road. The road is classified as a Light Collector on the County General Plan Mobility Element Network. Haverford Road is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>03/18</u> | <u>02/11</u> |
|-----------------|---------------------|---------------------|
| Haverford Road | | |
| 150' W/o Elm St | 1,560 | |
| W/o Lilac Rd | | 1,430 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Haverford Road: | | | | |
| 200' W/o Lilac Road | (2018) | 50.9 MPH | 43-52 | 53.0% |
| | (2011) | 47.0 MPH | 38-47 | 52.9% |

Collision Data

There have been 6 reported collisions along this segment of roadway, 2 of which involved injury, in a 5 year period (3-1-13 to 2-28-18). These collisions result in a segment accident rate of 2.48 collisions per million vehicle miles. The statewide average is 1.04 collisions per million vehicle miles for similar rural conventional 2 lanes or less 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 or below the prevailing (85th percentile) speed of motorists. The results of the recent speed survey (50.9 MPH) could support increasing the posted 45 MPH speed limit to 50 MPH.

Haverford Road is an improved two lane rural collector road with low volume. The road is a flat and straight road with horses and livestock in the area and located north of downtown Ramona. The representative from the Ramona Community Planning Group expressed concern of excessive speeding on Haverford Road with unreported collisions at the ninety degree turn into Pamo Road. Based on the collision rate being above the statewide average for similar roads, the Committee believes that these roadway operating conditions support a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that the existing 45 MPH speed limit posting is reasonable and appropriate.

Radar speed 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. Haverford Road continues to meet the CHP's criteria for the radar speed enforcement.

The representative from the Ramona Community Planning Group, in attendance, indicated support for continued radar speed enforcement of the posted 45 MPH speed limit.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Haverford Road from State Route 78 to Pamo Road.

Motion: Ouadah

Second: Soto

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Rambla de las Flores from La Granada to La Orilla (0.57 miles) SAN DIEGUITO (Thos. Bros. 1168-A3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rambla de las Flores from La Granada to La Orilla is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Rambla de las Flores is a striped two-lane roadway that measures approximately 26 feet in width. There are equestrian signs in place for both directions of travel. There is edge-striping along each side of the roadway. The road is unclassified on the Circulation Element Map and posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>02/08</u> |
|-----------------------|--------------------|---------------------|
| Rambla de las Flores: | | |
| S/o La Granada | 4,030 | 8,970 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Rambla de las Flores: | | | | |
| at El Secreto | (2018) | 43.0 MPH | 33-42 | 69.0% |
| | (2011) | 42.3 MPH | 34-43 | 70.0% |

Collision Data

There have been 4 reported collisions along this segment of roadway, 1 of which involved injury, in a 4 year period (3-1-14 to 2-28-18). These collisions result in a segment accident rate of 1.19 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban conventional 2 lanes or less 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 to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed survey (43.0 MPH) could support recertification of the existing 40 MPH speed limit for radar speed enforcement.

Rambla de Las Flores is a curvilinear residential roadway. There are numerous driveways and a strong bicyclist, equestrian and pedestrian presence. The roadway's operating conditions are characteristic of many roadways within the Rancho Santa Fe community with narrow shoulders and mature vegetation requiring enhanced attention by motorists. The existing 40 MPH speed limit posting is reasonable and representative of existing conditions. In addition, the adjacent southern segment of Rambla de las Flores is also posted 40 MPH/Radar Enforced. These adjacent 40 MPH posted segments ensure consistency along this entire roadway between La Granada and Linea del Cielo. The TAC unanimously supported recertification.

Radar speed 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. Rambla de Las Flores continues to meet the CHP's criteria for the radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input. A representative of the Rancho Santa Fe Association provided support for continued radar speed enforcement of the posted 40 MPH speed limit via email.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Rambla de las Flores from La Granada to La Orilla.

Motion: Ouadah

Second: Campbell

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Rambla de las Flores from La Orilla to Linea Del Cielo
(1.02 miles) SAN DIEGUITO (Thos. Bros. 1168-A4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rambla de las Flores from La Orilla to Linea Del Cielo is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Rambla de Las Flores is a striped two-lane roadway that measures approximately 26 feet in width. There is edge striping along both sides of the roadway. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>01/09</u> |
|-----------------------|--------------------|---------------------|
| Rambla de las Flores: | | |
| N/o Linea del Cielo | 2,890 | 3,300 |

| <u>Speed Data</u> | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|----------------------------------|-----------------------------------|-------------------------------|-----------------------------|
| Rambla de las Flores: | | | |
| 1,960' N/o Calle Chaparro (2018) | 40.7 MPH | 32-41 | 71.0% |
| (2014) | 43.0 MPH | 34-43 | 77.0% |

Collision Data

There have been 9 reported collisions along this segment of roadway, 2 of which involved injury, in a 5 year period (3-1-13 to 2-28-18). These collisions result in a segment accident rate of 1.68 collisions per million vehicle miles. The statewide average is 2.39 collisions per million vehicle miles for similar suburban conventional 2 lanes or less 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 to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed survey (40.7 MPH) could support recertification of the existing 40 MPH speed limit for radar speed enforcement.

The Committee noted this narrow, limited shoulder, rural and curvilinear residential roadway has numerous intersections and driveways not easily visible to approaching motorists due to mature vegetation. The roadway also serves as a popular recreational bicycle route with equestrian and pedestrian presence. The posted 40 MPH continues to be reasonable and reflective of the existing conditions and will provide consistency and continuity with the adjacent northerly segment also posted 40 MPH and radar certified. The TAC unanimously supported recertification.

Radar speed 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. Rambla de Las Flores continues to meet the CHP's criteria for the radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input. A representative of the Rancho Santa Fe Association provided support for continued radar speed enforcement of the posted 40 MPH speed limit via email.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Rambla de las Flores from La Orilla to Linea Del Cielo.

Motion: Ouadah

Second: Campbell

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 8, 2018

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: North Lake Wohlford Road from Guejito Road to Valley Center Road (3.32 miles) VALLEY CENTER (Thos. Bros. 1111-C1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

North Lake Wohlford Road from Guejito Road northerly to Valley Center Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

North Lake Wohlford Road is a striped two-lane Through Highway that varies from 24 to 50 feet in width. The appropriate school zone signs and pavement legends are in place in the vicinity of Valley Center Middle School. There is edge-striping along both sides of the roadway. The road is classified as a Collector on the County General Plan Mobility Element Network. North Lake Wohlford Road is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

| | <u>2/18</u> | <u>03/08</u> |
|---------------------------|--------------------|---------------------|
| North Lake Wohlford Road: | | |
| N/o Woods Valley Road | 4,635 | 7,550 |

| <u>Speed Data</u> | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|------------------------------------|-----------------------------------|-------------------------------|-----------------------------|
| North Lake Wohlford Road: | | | |
| 3,350' N/o Lake Wohlford Rd (2018) | 49.3 MPH | 40-49 | 76.0% |
| (630' N/o Mile Post 5) | | | |
| (2011) | 49.5 MPH | 42-51 | 68.2% |
| 315' N/o Lake Wohlford Ln (2018) | 47.3 MPH | 38-47 | 75.0% |
| (620' N/o Mile Post 7) | | | |
| (2011) | 47.1 MPH | 38-47 | 67.6% |
| Speed Zone (2018) | 48.3 MPH | 39-48 | 75.5% |

Collision Data

There have been 63 reported collisions along this segment of roadway, 53 of which involved injury, in a 5 year 1 month period (1-30-13 to 2-28-18). These collisions result in a segment accident rate of 2.21 collisions per million vehicle miles. The statewide average is 1.22 collisions per million vehicle miles for similar rural conventional 2 lanes or less 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 or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (49.3 & 47.3 MPH) produce an overall speed zone of 48.3 MPH which could support the existing 45 MPH speed limit.

Woods Valley Road is a striped two-lane Through Highway that varies from 24 to 50 feet in width and serves as a primary collector for the back country of Valley Center area. There are also a large local farm established within this segment and multi-acreage properties fronting this roadway.

The Committee also recognized the roadway's existing operating conditions, although rural in appearance, are influenced by the all-way stop control at Woods Valley Road/Paradise Mountain Road, the adjacent and nearby casinos, two fire stations and congestion/delay associated with Valley Center Middle School's arrival and dismissal times. These conditions would require a motorist's heightened attention to the roadway. Continued radar speed enforcement of the posted speed limit is reasonable and reflective of the roadway's existing operating conditions. The TAC unanimously supported recertification.

Radar speed 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. North Lake Wohlford Road continues to meet the CHP's criteria for the radar speed enforcement.

The Valley Center 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 North Lake Wohlford Road from Guejito Road to Valley Center Road

Motion: Ouadah

Second: Campbell

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

File this report.