SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE  
September 14, 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

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>LOCATION</th>
<th>AREA</th>
<th>PLANNING/ SPONSOR GROUP</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUPERVISORIAL DISTRICT 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-A. TEMPORARY ROAD CLOSURE</td>
<td>CAMINO MONTE SOMBRA</td>
<td>EL CAJON</td>
<td>CREST/DEHESA</td>
</tr>
<tr>
<td>2-B. SPEED LIMIT</td>
<td>NOAKES STREET</td>
<td>HARBISON CANYON</td>
<td>CREST/DEHESA</td>
</tr>
<tr>
<td>2-C. RADAR RECERTIFICATION</td>
<td>WILLOWS ROAD</td>
<td>ALPINE</td>
<td>ALPINE</td>
</tr>
<tr>
<td>2-D. RADAR RECERTIFICATION</td>
<td>MAYA STREET</td>
<td>SPRING VALLEY</td>
<td>SPRING VALLEY</td>
</tr>
<tr>
<td>2-E. INTERSECTION CONTROL</td>
<td>JULIAN AVENUE &amp; CHANNEL ROAD</td>
<td>LAKESIDE</td>
<td>LAKESIDE</td>
</tr>
</tbody>
</table>

SUPERVISORIAL DISTRICT 5

| 5-A. SPEED LIMIT               | SOUTH GRADE ROAD          | PALOMAR MOUNTAIN | PALA-PAUMA             |
| 5-B. SPEED LIMIT               | EAST GRADE ROAD           | PALOMAR MOUNTAIN | PALA-PAUMA             |
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 275 feet east of Calle de la Sierra easterly to the end of County maintenance, EL CAJON (Thos. Bros. 1252-E4)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

In both 2001 and 2017, this segment of Camino Monte Sombra was identified by the Sheriff’s Department and the California Highway Patrol (CHP) as a location where serious and violent criminal activity was occurring on a frequent basis. In 2001 and 2017, the Board of Supervisors approved a “temporary” 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owners have consistently supported previous extensions of Camino Monte Sombra’s temporary road closure. This item would be the first proposed extension for an additional 18 months of the reestablished in 2017. The temporary road closure as a result of serious and continual criminal activity will expire at the end of this proposed 18 month extension.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a “$1,000 Fine for Littering” sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road does not have a posted speed limit.
Item 2-A

**Discussion**
In 2001 and 2017, this segment of Camino Monte Sombra was identified by the Sheriff’s department and the California Highway Patrol (CHP) as a location where serious criminal activity was occurring on a frequent basis. As a result, upon a TAC recommendation, the Board of Supervisors directed a temporary road closure be established along this section. A locked gate was installed and access keys were provided to local law enforcement, the fire department, area residents, and local utilities. Since its closure in 2001, this portion of Camino Monte Sombra has not experienced any of the previous criminal activity, and the closure has been reviewed on an ongoing 18-month rotation as allowed by the California Vehicle Code (CVC) and the adopted Resolution. Camino Monte Sombra is not designated in the County’s General Plan as a through highway or arterial street. Based on CVC requirements, the temporary closure needs to be formally reviewed on an ongoing 18-month period and supported by a joint recommendation of the CHP and the Sheriff. The CHP El Cajon representative expressed familiarity with previous and current conditions. The CHP representative and a Sheriff’s representative both provided support to continue the road closure. Through traffic was identified as a source of the criminal activity to be prevented by the closure. Staff stated the three adjacent property owners, Crest-Dehesa Community Planning Group and all utility companies in the area were notified of this proposed re-establishment and none expressed opposition. There was no evidence that the closure adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles.

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

**Recommendation**
The Committee recommends an 18-month extension of a temporary road closure on Camino Monte Sombra from 275 feet east of Calle de la Sierra to the end of County maintenance in the unincorporated area of El Cajon.

Motion: Ouadah
Second: Garrow
Vote: Yes-12, No-0, Abstain-1, Vacant-0, Absent-2

**Necessary Board Action**
Amend Item No. 2 of the Traffic Resolution No. 2663 relating to the Temporarily Closing to Through Traffic of a County Highway as a result of Serious and Continual Criminal Activity in the County of San Diego.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018
SUPervisorial District: 2
SUBJECT: Speed Limit and Radar Certification
LOCATION: W. Noakes Street from Harbison Canyon Road to Editha Drive (0.33 miles) HARBISON CANYON (Thos. Bros. 1253-D1)
INITIATED BY: DPW Traffic Engineering
REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:
W. Noakes Street from Harbison Canyon Road to Editha Drive has an unposted 25MPH residence district. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 15 MPH.

Existing Traffic Devices
W. Noakes Street is a no striped residence roadway that varies from 18 to 20 feet in width. There is a stop control at the intersection of W. Noakes Street and Harbison Canyon Road.

Average Daily Traffic Volumes 12/17
W. Noakes Street:
275' E/o Mildred Way 280

Speed Data 85th Percentile
W. Noakes Street:
275' E/o Mildred Way (2018) 20.0 MPH*

*Tube count

Collision Data
There were no reported collision along this segment of roadway, in the last 5 year period (5-1-13 to 4-30-18).

Discussion
West Noakes Street from Harbison Canyon Road to Editha Drive is a short (1/3-mile), low volume (280 vehicle), windy, and narrow residential street governed by the basic speed law requiring reasonable and prudent driving. A recent review of existing operating conditions
indicate both the roadway length (1-mile) and daily traffic volume (2000 vehicles) criteria for establishment of a formal speed limit posting are not met as listed in the County’s Traffic Guidelines. The 85th percentile speed was measured to be 20 MPH with a maximum observed speed recorded at 24 MPH. These measurements did not reflect excessive speeding.

Due to the narrowness of the road, the Committee discussed opportunities to establish either a 15 MPH or a 20 MPH speed limit. Concerns were expressed regarding establishing any speed limit on this type of typical low volume roadway where there are reasonable daily speeds recorded and an absence of any documented collisions. The law enforcement representatives did not support establishing a speed limit.

The representative from CHP El Cajon acknowledged the community concerns and agreed to provide a period of enhanced enforcement corresponding to the peak a.m. and p.m. traffic hours. A representative from traffic engineering agreed to review the road for establishing additional curve advisory signs and contacted the Crest-Dehesa Community Planning Group to describe the enforcement and engineering action plan.

**Recommendation**
The Committee does not recommend establishment a speed limit on W. Noakes Street based on minimum length and volume criteria for establishing speed limits in San Diego County, reasonable measured speeds, and absence of documented collisions.

Motion: Matella
Second: Hollywood
Vote: Yes-10, No-1, Abstain-2, Vacant-0, Absent-2

**Necessary Board Action**
File this report.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018  Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Willows Road from the west line of Viejas Grade Road to a point 2,770 feet west of Mile Post 2 and from a point 850 feet west of Mile Post 2 to the north line of Alpine Boulevard (2.14 miles) ALPINE (Thos. Bros. 1234-G5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:
Willows Road from the west line of Viejas Grade Road to a point 2,770 feet west of Mile Post 2 and from a point 850 feet west of Mile Post 2 to the north line of Alpine Boulevard is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices
Willows Road is a striped two-lane roadway that varies from 28 feet to 32 feet in width. It has edge-striping along both sides of the roadway. Willows Road from Viejas Grade Road to a point 2,770 feet west of Mile Post 2 is classified as a Light Collector and from a point 850 feet west of Mile Post 2 to the north line of Alpine Boulevard is classified as a Major Road on the County General Plan Mobility Element Network and posted 50 MPH/Radar Certified.

<table>
<thead>
<tr>
<th>Average Daily Traffic Volumes</th>
<th>4/18</th>
<th>01/11</th>
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<tbody>
<tr>
<td>Willows Road:</td>
<td></td>
<td></td>
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<tr>
<td>500’ E/o MP 2</td>
<td>3,290</td>
<td>7,270</td>
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<tr>
<th>Speed Data</th>
<th>85th Percentile</th>
<th>10 MPH Pace</th>
<th>% in Pace</th>
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</thead>
<tbody>
<tr>
<td>Willows Road:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1,900’ E/o Viejas Grade Rd</td>
<td>52.7 MPH</td>
<td>45-54</td>
<td>84.0%</td>
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<tr>
<td></td>
<td>(2018)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>48.3 MPH</td>
<td>39-48</td>
<td>77.5%</td>
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<tr>
<td></td>
<td>(2011)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>280’ W/o Viejas View Ln</td>
<td>50.8 MPH</td>
<td>43-52</td>
<td>68.0%</td>
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<tr>
<td></td>
<td>(2018)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>51.0 MPH</td>
<td>43-52</td>
<td>61.2%</td>
</tr>
<tr>
<td></td>
<td>(2011)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed Zone</td>
<td>51.8 MPH</td>
<td>44-53</td>
<td>76.0%</td>
</tr>
<tr>
<td>(2018)</td>
<td></td>
<td></td>
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</tbody>
</table>
Collision Data
There have been 28 reported collisions along this segment of roadway, 15 of which involved injury, in a 5 year period (5-1-13 to 4-30-18). These collisions result in a segment accident rate of 6.15 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 speed limit between 45-55mph.

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 (52.7 MPH and 50.8 MPH), produced an overall speed zone of 51.8 MPH which could support recertification of the existing 50 MPH speed limit for radar speed enforcement.

Willows Road is a striped two-lane rural low volume roadway and is an access route for the Viejas Casino and Outlet Center. The existing 50 MPH speed limit posting is reasonable and representative of existing driving patterns. Willows Road will benefit from continued radar speed enforcement. 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. Willows Road continues to meet the CHP’s criteria for the radar speed enforcement.

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 50 MPH speed limit on Willows Road from Viejas Grade Road to a point 2,770 feet west of Mile Post 2.0 and from a point 850 feet west of Mile Post 2.0 to Alpine Boulevard in the unincorporated community of Alpine.

Motion: Ouadah
Second: Lake
Vote: Yes-10, No-0, Abstain-1, Vacant-0, Absent-4

Necessary Board Action
File this report.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018 Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Maya Street, County-maintained segment between Luther Drive and Jamacha Boulevard (0.49 miles) SPRING VALLEY (Thos. Bros. 1291-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:
Maya Street, County-maintained segment between Luther Drive and Jamacha Boulevard is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices
Maya Street is a striped two-lane roadway that measures approximately 40 feet in width. This roadway is classified as a Light Collector Road on the County General Plan Mobility Element Network and posted 40 MPH/Radar Certified.

Average Daily Traffic Volumes
Maya Street:
600' E/o Luther Dr

<table>
<thead>
<tr>
<th>Date</th>
<th>4/18</th>
<th>01/11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Volumes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2,735</td>
<td>2,550</td>
<td></td>
</tr>
</tbody>
</table>

Speed Data
Maya Street:
750' E/o Luther Drive

<table>
<thead>
<tr>
<th>Speed Data</th>
<th>85th Percentile</th>
<th>10 MPH Pace</th>
<th>% in Pace</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2018)</td>
<td>37.1 MPH</td>
<td>25-34</td>
<td>73.0%</td>
</tr>
<tr>
<td>(2011)</td>
<td>41.4 MPH</td>
<td>31-40</td>
<td>63.1%</td>
</tr>
</tbody>
</table>

Collision Data
There have been 6 reported collisions along this segment of roadway, 1 of which involved injury, in a 5 year period (5-1-13 to 4-30-18). These collisions result in a segment accident rate of 2.46 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 speed limit less than 45 mph.

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 (85\textsuperscript{th} percentile) speed of motorists. The results of the recent speed survey (37.1 MPH), road operating conditions, and collision experience support a decrease in the speed limit from 40 MPH to 35 MPH with radar enforcement.

Maya Street, between Luther Drive and Jamacha Boulevard, is a County of San Diego general Plan Mobility Element Road and serves as a primary route for the Dictionary Hill community of Spring Valley to El Cajon and State Routes 54 and 94. The adjacent segment to the west is a residential district with a posted speed limit of 25 MPH.

All of the CHP representatives agreed that Maya Street meets their agency’s criteria for the use of radar speed enforcement. They also indicated establishment of a reduced speed limit of 35 MPH would formalize the existing driving pattern and be an effective tool against excessive speeding. The Committee reviewed the adjacent 25 MPH residence district on Maya Street that is directly west of this location. The Committee agreed move the point where the 25 MPH residence district would meet the new reduced 35 MPH speed limit an additional 530 feet to the east to allow the 25 MPH residential speed limit to extend through three additional homes.

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. Maya Street continues to meet the CHP’s criteria for the radar speed enforcement.

Although, the community group did not take formal action, the representative from the Spring Valley Community Planning Group, in attendance, indicated verbal support for lowering the speed limit to 35 MPH.

**Recommendation**
The Committee recommends establishing a 35 MPH speed limit with certification for radar speed enforcement on Maya Street from 530 feet east of Luther Drive to Jamacha Boulevard.

Motion: Ouadah  
Second: Pine  
Vote: Yes-11, No-0, Abstain-0, Vacant-0, Absent-4

**Necessary Board Action**
Amend Section 72.163.55.1 to Division 2 of Title 7 of Article 11 of the San Diego County Code.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Julian Avenue at Channel Road, LAKESIDE (Thos. Bros.1232-A4)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:
The intersection of Julian Avenue and Channel Road meet California MUTCD, Section 2B.07, optional criteria B, C.1, and C.2, therefore an all-way stop control could be considered.

**Existing Traffic Devices**
Channel Road is a striped two-lane roadway with bike lanes that intersects Julian Avenue, runs north/south and measures 56 feet wide. It is stop controlled in the southbound direction at Julian Avenue. The road is classified as a Light Collector on the County General Plan Mobility Element Network and posted 35 MPH.

Julian Avenue is a roadway that runs east/west and measures 36 feet wide. It is a striped two-lane roadway. The road is classified as a Light Collector on the County General Plan Mobility Element Network and posted 35 MPH/Radar Enforced.

**Average Daily Traffic Volumes Approach**

<table>
<thead>
<tr>
<th>Channel Road</th>
<th></th>
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<tbody>
<tr>
<td>At 200’ N/o Julian Ave</td>
<td>4,135</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Julian Avenue</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>60’ E/o Channel Rd</td>
<td>5,960</td>
</tr>
<tr>
<td>60’ W/o Channel Rd</td>
<td>3,875</td>
</tr>
</tbody>
</table>

**Collision Data**
There have been six reported collisions at this intersection, neither of which involved injury in the last 5 year period (2-1-13 to 1-31-18). These collisions result in an intersection accident rate of 0.44 collisions per million vehicle entering. The statewide average is 0.14 collisions per million vehicle entering for similar intersection.
**Discussion**
Area residents expressed concerns about high speeds and errant vehicles at this intersection. Both Julian Avenue and Channel Road have the same Mobility Element classification as Light Collector (2.2C) with the same design, operating characteristics, and posted speed limit of 35 MPH. The intersection of Julian Avenue and Channel Road meets the California Manual on Uniform Traffic Control Devices, Section 2B.07, regarding Multi-Way Stop Applications for Optional Criteria D (intersection of two residential collector roads). The Committee also noted the overall intersection collision experience and rate (0.51 collisions per million vehicle entering the intersection) in comparison to the state average (0.14 collisions per million vehicle entering the intersection) supports establishing an all-way stop.

The Committee agreed that an all-way stop would improve right-of-way assignment for vehicles approaching this intersection and would provide a safer crossing across Channel Road and Julian Avenue for pedestrians.

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

**Recommendation**
The Committee recommends an all-way stop be established at the intersection of Julian Avenue and Channel Road in the unincorporated community of Lakeside.

Motion: Ouadah  
Second: Matella  
Yes-10, No-0, Abstain-1, Vacant-0, Absent-4

**Necessary Board Action**
Add Item No. 250 to Traffic Resolution No. 299 relating to All-Way Stop Intersections.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018  
SUPervisorial DISTRICT: 5  
SUbject: Speed Limit/Radar Certification  
LOCATION: South Grade Road from SR 76 to East Grade Road/Canfield Road (6.78 miles) PALOMAR MOUNTAIN (Thos. Bros. 1052-B6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:
South Grade Road from SR 76 to East Grade Road/Canfield Road. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 30 MPH.

Existing Traffic Devices
South Grade Road from SR 76 to East Grade Road/Canfield Road is curvilinear throughout this unposted segment that varies from 26 to 30 feet wide. This segment is centerline striped, posted with windy roadway advisory warning sign at the beginning of the segment near SR 76 and is yield controlled for eastbound traffic at East Grade Road/Canfield Road. The road is classified as a Minor Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes 05/18
South Grade Road:
At MP 43.8 630*

*Average of 7 days

Speed Data
South Grade Road:
550' N/o MP 42.8 (2018) 35.0 MPH 27-36 85.0%
180' S/o MP 45.4 (2018) 35.0 MPH 26-35 82.0%
420' S/o MP 47.0 (2018) 37.0 MPH 28-37 77.0%
Speed Zone (2018) 34.8 MPH 26-35 79.0%
**Collision Data**
There have been 75 reported collisions along this segment of roadway, 62 of which involved injury, in a five year period (5-1-13 to 4-30-18). These collisions result in a segment accident rate of 9.65 collisions per million vehicle miles. The statewide average is 2.05 collisions per million vehicle miles for similar roadways.

**Discussion**
The California Vehicle Code requires that 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.

South Grade Road from State Route 76 to East Grade Road has no posted speed limit and is governed by the Statewide Maximum 55 MPH speed limit and the basic speed law requiring reasonable and prudent behavior. The results of the recent speed surveys (35.0 MPH, 35.0 MPH and 37.0 MPH) produced an overall speed zone of 34.8 MPH.

In response to community concerns with excessive speeding and use of this roadway for racing on the weekend, a recent review of existing operating conditions was conducted and revealed a collision rate of 9.65 collisions per million-vehicle-miles above the statewide average of 2.05 for similar roads. There are numerous curvilinear sections throughout this segment, roadside embankments and very limited shoulder areas. The Committee heard testimony from an area resident and the CHP that motor sport car and motorcycle enthusiasts are driving this road aggressively on the weekends and are contributing to the skewed collision rates. The CHP stated they are increasing motorcycle patrols for speed enforcement.

The Committee supported a base rate of 35 MPH in conjunction with a 5 MPH downzoning based on conditions not readily apparent to the motorist including roadway geometry and collision experience to support a formal 30 MPH speed limit along with radar certification. The representative from the CHP Oceanside office expressed support for the proposed 30 MPH speed limit and 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 South Grade Road.

The Pala-Pauma Community Sponsor Group was provided the opportunity to review this item and did not provide input.

**Recommendation**
The Committee recommends establishing a 30 MPH speed limit on South Grade Road from State Route 76 to East Grade Road with certification for radar speed enforcement in the unincorporated community of Palomar Mountain.
Motion: Bartley
Second: Lake
Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

**Necessary Board Action**
Add Section 72.161.24.2. to Division 2 of Title 7 of Article 11 of the San Diego County Code.
SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 14, 2018

SUPERVISORIAL DISTRICT: 5

SUBJECT: Speed Limit and Radar Certification

LOCATION: East Grade Road from SR 76 to South Grade Road/Canfield Road (11.28 miles) PALOMAR MOUNTAIN (Thos. Bros. 1073-J6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Speed Limit Review

PROBLEM AS STATED BY REQUESTER:
East Grade Road from SR 76 to South Grade Road/Canfield Road. Preliminary review of prevailing speeds and roadway conditions could support a formal speed limit posting of 40 MPH.

Existing Traffic Devices
East Grade Road from SR 76 to South Grade Road/Canfield Road is curvilinear throughout this unposted segment that varies from 26 to 30 feet wide. This segment is centerline striped, posted with windy roadway advisory warning sign at the beginning of the segment near SR 76 and is stop controlled for eastbound traffic at SR 76. The road is classified as a Minor Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes 5/18
East Grade Road:
At Mile Post 7.6 195*

*Average of 7 days

<table>
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<tr>
<th>Speed Data</th>
<th>85th Percentile</th>
<th>10 MPH Pace</th>
<th>% in Pace</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Grade Road:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>270’ W/o MP 3.2</td>
<td>(2018)</td>
<td>41.0 MPH</td>
<td>33-42</td>
</tr>
<tr>
<td>170’ E/o MP 5.4</td>
<td>(2018)</td>
<td>48.0 MPH</td>
<td>39-48</td>
</tr>
<tr>
<td>500’ E/o MP 8.2</td>
<td>(2018)</td>
<td>49.0 MPH</td>
<td>40-49</td>
</tr>
<tr>
<td>Speed Zone</td>
<td>(2018)</td>
<td>47.4 MPH</td>
<td>36-45</td>
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</table>
Collision Data
There have been 30 reported collisions along this segment of roadway, 27 of which involved injury, in a five year period (5-1-13 to 4-30-18). These collisions result in a segment accident rate of 7.41 collisions per million vehicle miles. The statewide average is 3.44 collisions per million vehicle miles for similar roadways.

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.

East Grade Road from State Route 76 to South Grade Road has no posted speed limit and is governed by the Statewide Maximum 55 MPH speed limit and the basic speed law requiring reasonable and prudent behavior. The results of the recent speed surveys (41.0 MPH, 48.0 MPH and 49.0 MPH) produced an overall speed zone of 47.4 MPH.

In response to community concerns with excessive speeding and use of this roadway racing on the weekend, a recent review of existing operating conditions was conducted and revealed a collision rate of 7.41 collisions per million-vehicle- miles above the statewide average of 3.44 for similar roads. There are numerous curvilinear sections throughout this segment, roadside embankments, and very limited shoulder areas. The Committee heard testimony from an area resident and the CHP that motor sport car and motorcycle enthusiasts are driving this road aggressively on the weekends and are contributing to the askew collision rates. The CHP stated they are increasing motorcycle patrols for speed enforcement.

The Committee supported a base rate of 45 MPH in conjunction with a 5 MPH downzoning based on conditions not readily apparent to the motorist including roadway geometry and collision experience to support a formal 40 MPH speed limit along with radar certification. The representative from the CHP Oceanside office expressed support for the proposed 40 MPH speed limit and 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 East Grade Road.

The Pala-Pauma Community Sponsor 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 East Grade Road from State Route 76 to South Grade Road with certification for radar speed enforcement in the unincorporated community of Palomar Mountain.
Motion: Fleishman  
Second: Hollywood  
Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

**Necessary Board Action**  
Add Section 72.161.24.3. to Division 2 of Title 7 of Article 11 of the San Diego County Code.