

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

September 13, 2019 ~ 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 5</u>				
5-A.	RADAR RECERTIFICATION	OLIVE HILL ROAD	FALLBROOK	FALLBROOK
5-B.	RADAR RECERTIFICATION	OLIVE HILL ROAD	FALLBROOK	FALLBROOK
5-C.	RADAR RECERTIFICATION	OLIVE HILL ROAD	FALLBROOK	FALLBROOK/ BONSALL
5-D.	RADAR RECERTIFICATION	RECHE ROAD	FALLBROOK	FALLBROOK
5-E.	RADAR RECERTIFICATION	RECHE ROAD	FALLBROOK	FALLBROOK
5-F.	RADAR RECERTIFICATION	RECHE ROAD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Olive Hill Road from Mission Road to Mile Post 4.0 (at White Horse Lane) (a distance of 1.38 miles)
FALLBROOK (Thos. Bros. 1027-G7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Olive Hill Road from Mission Road to Mile Post 4.0 (at White Horse Lane) is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Olive Hill Road is a striped two-lane roadway with a 24 foot travelled way on a 26 foot road bed. It is striped with a no passing centerline and white edgeline. There are multiple speed advisory curves and intersection advisory signs along the roadway. Olive Hill Road is an established Through Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

<u>Average Daily Traffic Volumes</u>	<u>05/19</u>	<u>07/12</u>
Olive Hill Road:		
100' N/o Mackey Drive	4,265	7,440*

*Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Olive Hill Road				
650' N/o Elm Tree Lane	(2019)	36.2 MPH	28-37	85.0%
850' S/o Mackey Drive	(2019)	45.9 MPH	36-45	71.0%
	(2012)	43.0 MPH	33-42	64.2%
500' N/o Harmony Hill	(2019)	45.5 MPH	36-45	66.0%
Speed Zone	(2019)	42.5 MPH	33-42	74.0%

Collision Data

There have been 16 reported collisions along this segment of roadway, 4 of which involved injury, 1 of which involved death, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 2.49 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed limit less than 45.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Olive Hill Road from Mission Road to White Horse Lane in the unincorporated community of Fallbrook.

This upper portion of Olive Hill Road is a striped two-lane suburban Light Collector road that serves as a connecting route between the lower portion of the community of Fallbrook near Fallbrook High School, large residential properties and estates near the east boundary of North Camp Pendleton, and the community of Bonsall.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) 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 (36.2 MPH, 45.9 MPH, & 45.5 MPH) produced an overall speed zone of 42.5 MPH which supports the existing 40 MPH speed limit.

The County Traffic Engineer commented on the distribution of collisions along the northern portion of the segment. The Oceanside California Highway Patrol (CHP) representative supported recertification of the existing 40 MPH speed limit. The Committee supported recertification of the existing 40 MPH speed limit

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. Olive Hill Road meets the CHP's criteria for radar speed enforcement.

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

Recommendation

The Committee recommends recertify the existing speed limit for radar enforcement on Olive Hill Road from Mission Road to White Horse Lane.

Motion: Ouadah

Second: Fleishman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Section 72.169.74.2 of Division 2, Title 7 of the San Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Olive Hill Road from Mile Post 4.0 (at White Horse Lane) to Morro Hills Road (a distance of 1.84 miles)
FALLBROOK (Thos. Bros. 1047-G3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Olive Hill Road from Mile Post 4.0 (at White Horse Lane) to Morro Hills Road is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Olive Hill Road is a striped two-lane roadway with a 24 foot travelled way on a 26 to 40 foot road bed. It is striped with a no passing centerline and white edgeline. Olive Hill Road is stop controlled at Burma Road for northbound traffic. The roadway is posted with multiple speed advisory curves, an intersection advisory sign, and fire station advisory signs. Olive Hill Road is an established Through Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 50 MPH/Radar Enforced.

Average Daily Traffic Volumes

Olive Hill Road:

at Burma Road

05/19

02/12

2,773

3,980

Speed Data

Olive Hill Road

200' S/o Futurity Lane (2019)

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

51.8 MPH

41-50

60.0%

1,040' N/o Del Valle Drive (2019)
(2012)

52.1 MPH
50.0 MPH

43-52
38-47

53.0%
54.0%

450' S/o Highland Oaks St (2019)

50.4 MPH

41-50

64.0%

Speed Zone (2019)

51.4 MPH

42-51

59.0%

Collision Data

There have been 17 reported collisions along this segment of roadway, 9 of which involved injury, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 3.05 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45-55 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends reducing the existing 50 MPH speed limit to 45 MPH on Olive Hill Road from White Horse Lane to Morro Hills Road in the unincorporated community of Fallbrook and certifying the reduced speed limit for radar speed enforcement.

This middle portion of Olive Hill Road is a striped two-lane suburban Light Collector road that serves as a connecting route between the lower portion of the community of Fallbrook, large residential properties and estates near the east boundary of North Camp Pendleton, and the community of Bonsall.

The CA MUTCD 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 (51.8 MPH, 52.1 MPH, & 50.4 MPH) produced an overall speed zone of 51.4 MPH which supports the existing 50 MPH speed limit. Further, the CA MUTCD allows for an additional 5 MPH reduction in the speed limit where conditions not readily apparent to the driver are identified. The Committee noted that Olive Hill Road has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (3.05 vs 1.19 collisions per million vehicle miles).

The County Traffic Engineer noted that the roadway is narrow and contains minimal shoulders. The Committee discussed the distribution of collisions as well as the stop sign at the intersection of Burma Road. The Committee requested that Traffic Engineering staff review the operation of the intersection of Olive Hill Road and Burma Road as a separate operational review. Regarding the speed limit, the Oceanside CHP representative supported lowering the speed limit on Olive Hill Road to increase road safety. Based on measured speeds, collision experience, and the roadway geometry, the Committee recommended a reduction in the speed limit from 50 MPH to 45 MPH and certification of the 45 MPH speed limit for radar speed enforcement.

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. Olive Hill Road meets the CHP's criteria for radar speed enforcement.

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

Recommendations

The Committee recommends reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Olive Hill Road from White Horse Lane to Morro Hills Road.

Motion: Hadley

Second: Pennings

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Section 72.169.74.3 of Division 2, Title 7 of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Olive Hill Road from Morro Hills Road to State Route 76 (a distance of 2.2 miles) FALLBROOK/BONSALL (Thos. Bros. 1047-G6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Olive Hill Road from Morro Hills Road to State Route 76 is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Olive Hill Road is a striped two-lane roadway with a 24 foot travelled way on a 26 to 42 foot road bed. It is striped with a no passing centerline and white edgeline. The roadway is posted with multiple speed advisory curves, an intersection advisory sign and fire station advisory signs. Olive Hill Road is an established Through Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

Olive Hill Road:

500' E/o Puerta del Sol

05/19

4,192

02/12

3,030

Speed Data

Olive Hill Road

200' N/o Puerta de Lomas (2019)

**85th
Percentile**

47.0 MPH

**10 MPH
Pace**

36-45

**% in
Pace**

66.0%

1,730' N/o State Route 76 (2019)
(2012)

47.0 MPH
46.0 MPH

38-47
37-46

69.0%
72.9%

Speed Zone

(2019)

47.0 MPH

37-46

67.5%

Collision Data

There have been 18 reported collisions along this segment of roadway, 8 of which involved injury and 1 of which involved a fatality in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 1.79 collisions per million vehicle miles. The statewide average is 0.87 collisions per million vehicle miles for similar rural conventional 2 lanes or less with speed limit less than or equal to 55.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Olive Hill Road from Morro Hills Road to State Route 76 in the unincorporated communities of Fallbrook and Bonsall.

This lower portion of Olive Hill Road is a striped two-lane rural Light Collector road that serves as a connecting route between the lower portion of the community of Fallbrook, large residential properties and estates near the east boundary of North Camp Pendleton, and the community of Bonsall.

The CA MUTCD 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 (47.0 MPH & 47.0 MPH) produced an overall speed zone of 47.0 MPH which supports the existing 45 MPH speed limit.

The County Traffic Engineer proposed maintaining the speed limit. The Committee supported recertification of the existing 45 MPH speed limit

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. Olive Hill Road meets the CHP's criteria for radar speed enforcement.

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

Recommendations

The Committee recommends recertifying the existing 45 MPH speed limit for radar enforcement on Olive Hill Road from Morro Hills Road to State Route 76.

Motion: Ouadah

Second: Fleishman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this Report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-D

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Reche Road from Stage Coach Lane to Live Oak Park Road (a distance of 0.65 miles) FALLBROOK (Thos. Bros. 1027-J4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Reche Road from Stage Coach Lane to Live Oak Park Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Reche Road is a striped two-lane roadway with a 24 foot travelled way on a 28-40 foot road bed. The roadway is striped with a white edgeline and a no passing centerline. A portion of the roadway is striped with a two-way left-turn lane separating both directions of travel. There is a signalized intersection at Green Canyon Road. There is a posted 25 MPH school speed zone, when children are present, along a portion of the roadway in which there is located a mid-block school crosswalk. Reche Road is designated a Thorough Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/19</u>	<u>01/10</u>
Reche Road:		
E/o Los Conejos Road	10,603	
@ Los Conejos Road		10,380

Speed Data

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Reche Road			
180' E/o Los Conejos Road (2019)	43.8 MPH	35-44	70.0%
(2012)	45.0 MPH	34-43	64.6%

Collision Data

There have been 11 reported collisions along this segment of roadway, 8 of which involved injury, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 0.82 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes with speeds between 45 to 55 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The speed limit on Reche Road from Stage Coach Lane to Live Oak Park Road is currently posted at 45 MPH. The Committee recommends relocating the eastern limit of this segment to Gird Road and establishing a 40 MPH speed limit with certification for radar speed enforcement.

This western portion of Reche Road, which connects Stage Coach Lane to Old Highway 395, is a striped two-lane suburban Light Collector and includes two school zones along a significant portion of the roadway.

The CA MUTCD 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 survey produced an overall speed zone of 43.8 MPH which supports a reduced 40 MPH speed limit.

The County Traffic Engineer proposed reducing the speed limit from 45 MPH to 40 MPH and extending the eastern limit of this segment from Live Oak Park Road easterly to Gird Road, a major signalized intersection, to incorporate the eastern adjacent 40 MPH road segment of similar nature. The Committee concurred that the adjacent eastern portion of Reche Road between Live Oak Park Road to Gird Road shares characteristics like the adjacent western portion. The Committee supported a revision of the eastern limit to Gird Road and establishing an overall speed limit of 40 MPH with certification for radar speed enforcement based on measured speeds.

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. Reche Road meets the CHP's criteria for radar speed enforcement.

The Fallbrook 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 and certifying the speed limit for radar enforcement.

Motion: Ouadah

Second: Fleishman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Section 72.169.76 of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-E

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Reche Road from Live Oak Park Road to Via Vista (a distance of 0.65 miles) FALLBROOK (Thos. Bros. 1028-B4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Reche Road from Live Oak Park Road to Via Vista is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Reche Road is a striped two-lane roadway with a 24 foot travelled way on a 26 foot road bed. It is striped with a no passing centerline and white edgeline. There is a signalized intersection at Gird Road. There is a speed advisory curve as well as pedestrian and curve advisory signs along the roadway. Reche Road is an established Through Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/19</u>	<u>06/13</u>
Reche Road:		
E/o Live Oak Park Road	10,400	10,800

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Reche Road			
1,180' E/o Live Oak Park Rd(2019)	39.5 MPH	32-41	82.0%
(2012)	43.5 MPH	36-42	83.2%

Collision Data

There have been 21 reported collisions along this segment of roadway, 7 of which involved injury, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 2.84 collisions per million vehicle miles. The statewide average is 1.80 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds below 45 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The speed limit on this portion of Reche Road from Live Oak Park Road to Via Vista is currently posted at 40 MPH. The Committee recommends recertifying the 40 MPH speed limit for radar speed enforcement in this segment and combining this segment with the adjacent segment to the west. The committee also recommends combining the eastern portion of the speed zone, Reche Road from Gird Road to Via Vista, with the segment of Item 5-F, Reche Road from Via Vista to Old Highway 395, and establishing a 45 MPH speed limit with certification for radar speed enforcement.

The CA MUTCD 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 survey produced an overall speed zone of 39.5 MPH which supports the existing 40 MPH speed limit.

Reche Road is a striped two-lane suburban Light Collector. The roadway has several curves and runs adjacent to Live Oak County Park. The County Traffic Engineer noted that the segment should end at the major intersection at Gird Road. Past Gird Road, the Committee noted that the roadway characteristics change with a straighter route towards Old Highway 395. The Committee looked at the speed zones of Reche Road represented by Items 5-D, 5-E, and 5-F and recommended that based on measured speeds and roadway operating conditions, including road geometry, adjacent school zones and parks, the three speed zones be revised into two speed zones to be certified for radar speed enforcement: Reche Road from Stage Coach Lane to Gird Road, establish a 40 MPH speed limit, and Reche Road from Gird Road to Old Highway 395, establish a 45 MPH speed limit.

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. Reche Road meets the CHP's criteria for radar speed enforcement.

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

Recommendation

The Committee recommends deleting this speed limit segment by moving the portion from Live Oak Park Road to Gird Road into an adjacent western segment of Reche Road with a 40 MPH speed limit and moving the portion from Gird Road to Via Vista into an adjacent eastern segment of Reche Road with a 45 MPH speed limit.

Motion: Ouadah

Second: Fleischman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Delete section 72.169.77.1 of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 13, 2019

Item 5-F

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Reche Road from Via Vista to Old Highway 395 (a distance of 2.0 miles) FALLBROOK (Thos. Bros. 1028-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Reche Road from Via Vista to Old Highway 395 is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification.

Existing Traffic Devices

Reche Road is a striped two-lane roadway with a 24 foot travelled way on a 26-30 foot road bed. It is striped with a no passing centerline and white edgeline. The roadway is posted with curve and intersection advisory signs. Reche Road is an established Through Highway and classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

Reche Road:

E/o Ranger Road

05/19

7,546

02/13

8,080

Speed Data

Reche Road

250' E/o Scooter Lane

(2019)

(2012)

**85th
Percentile**

47.7 MPH

50.9 MPH

**10 MPH
Pace**

39-48

43-52

**% in
Pace**

68.0%

71.6%

250' E/o Ranger Road

(2019)

(2012)

49.6 MPH

47.0 MPH

41-50

37-46

70.0%

67.1%

Speed Zone

(2019)

48.7 MPH

40-49

69.0%

Collision Data

There have been 11 reported collisions along this segment of roadway, 3 of which involved injury and 1 of which involved fatality, in a 3 year period (04-01-16 to 03-31-19). These collisions result in a segment accident rate of 0.67 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 to 55 MPH.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The speed zone on Reche Road from Via Vista to Old Highway 395 is currently posted at 45 MPH. The Committee recommends revising the western limit to Gird Road and establishing a 45 MPH speed limit with certification for radar speed enforcement.

The CA MUTCD 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 (47.7 MPH and 49.6 MPH) produced an overall speed zone of 48.7 MPH which supports the existing 45 MPH speed limit.

Reche Road is a striped two-lane suburban Light Collector. The County Traffic Engineer proposed extending the eastern limit to Gird Road, a major signalized intersection. The Committee discussed that this western portion of the roadway shares characteristics like the eastern portion. The Committee supported a revision of the eastern limit to Gird Road and a speed limit of 40 MPH with certification for radar speed enforcement based on measured speeds.

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. Reche Road meets the CHP's criteria for radar speed enforcement.

The Fallbrook 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 and certify the speed limit for radar enforcement on Reche Road from Gird Road to Old Highway 395.

Motion: Ouadah

Second: Fleischman

Vote: yes-10, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend section 72.169.77. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.