

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**December 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
<b><u>SUPERVISORIAL DISTRICT 2</u></b>				
2-A.	RADAR RECERTIFICATION	WILLOWS RD	ALPINE	ALPINE
2-B.	RADAR RECERTIFICATION	BANCROFT DR/TROY ST	SPRING VALLEY	SPRING VALLEY
2-C.	RADAR RECERTIFICATION	JAMUL DR	JAMUL	VALLE DE ORO
2-D.	RADAR RECERTIFICATION	STEELE CAYON RD	JAMUL	VALLE DE ORO
2-E.	RADAR RECERTIFICATION	QUAIL CANYON RD	BLOSSOM VALLEY	LAKESIDE
2-F.	RADAR RECERTIFICATION	WOODSIDE AV	LAKESIDE	LAKESIDE
2-G.	RADAR RECERTIFICATION	WOODSIDE AV	LAKESIDE	LAKESIDE
2-H.	RADAR RECERTIFICATION	SECOND ST/ WINTER GARDENS BL	LAKESIDE	LAKESIDE
2-I.	INTERSECTION CONTROLS	LAKE JENNINGS PARK RD & JULIAN AVE/ EL MONTE RD	LAKESIDE	LAKESIDE
2-J.	RADAR RECERTIFICATION	LAKEVIEW RD	LAKESIDE	LAKESIDE

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
2-K.	RADAR CERTIFICATION	PALM ROW DR/ OAK CREEK DR	EUCALYPTUS HILLS	LAKESIDE
2-L.	RADAR RECERTIFICATION	VALLE VISTA RD	EUCALYPTUS HILLS	LAKESIDE
2-M.	RADAR RECERTIFICATION	VALLE VISTA RD	EUCALYPTUS HILLS	LAKESIDE
2-N.	RADAR RECERTIFICATION	JACKSON HILL DR	LAKESIDE	LAKESIDE
2-O.	RADAR RECERTIFICATION	WILLOW GLEN DR	RANCHO SAN DIEGO	VALLE DE ORO
2-P.	RADAR RECERTIFICATION	LEMON AV	MOUNT HELIX	VALLE DE ORO
2-Q.	RADAR RECERTIFICATION	JAMACHA RD	LA PRESA	SPRING VALLEY
2-R.	RADAR RECERTIFICATION	APPLE ST	LA PRESA	SPRING VALLEY
2-S.	RADAR CERTIFICATION	APPLE ST	LA PRESA	SPRING VALLEY
<b><u>SUPERVISORIAL DISTRICT 5</u></b>				
5-A.	RADAR RECERTIFICATION	MISSION RD	FALLBROOK	FALLBROOK
5-B.	RADAR RECERTIFICATION	MISSION RD	FALLBROOK	FALLBROOK
5-C.	RADAR CERTIFICATION	MISSION RD	FALLBROOK	FALLBROOK
5-D.	RADAR RECERTIFICATION	WINTER HAVEN RD	FALLBROOK	FALLBROOK
5-E.	RADAR RECERTIFICATION	SUN VALLEY RD	RANCHO SANTA FE	SAN DIEGUITO
5-F.	RADAR RECERTIFICATION	VIA DE LA VALLE	RANCHO SANTA FE	SAN DIEGUITO

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE  
COMMITTEE REPORT**

**Item 2-A**

<b>STREET</b>	Willows Road	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	West Willows Overcrossing	<b>TO</b>	Viejas Grade Rd
<b>SEGMENT LENGTH</b>	0.78 miles	<b>AREA</b>	Alpine

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**Prevailing Speeds:** Posted Speed: **45 MPH**

<b>Location</b>	1,400' W/o Viejas Grade Rd
<b>Date of Survey</b>	04/23/2019
<b>85<sup>th</sup> Percentile</b>	<b>49.8 MPH</b>
<b>10 MPH Pace</b>	41-50
<b>Percent in Pace</b>	86%

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**Collision Records:**

<b>Number of Years Studied</b>	3 years (08/01/2016 – 07/31/2019)
<b>Total Collisions</b>	<b>17</b>
<b>Statewide Average Collision Rate</b>	<b>1.8</b>
<b>Collisions per Million Vehicle Miles</b>	<b>1.73</b>
<b>Number of Collisions with Fatalities</b>	<b>0</b>
<b>Number of Collisions with Injuries</b>	<b>6</b>

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**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

<b>Average Daily Traffic</b>	11,515 vpd	<b>Date Counted</b>	4/25/2019
<b>Number of Lanes</b>	2	<b>Road Striping</b>	Center, Edge Lines
<b>Mobility Element</b>	Light Collector	<b>Caltrans Urban/Rural Classification</b>	Suburban
<b>Road Classification</b>	Light Collector	<b>Travelled Lane Width</b>	12-13 ft/ln
<b>Roadbed Width</b>	40 - 50 ft	<b>Available Shoulders</b>	5-8 ft
<b>Road Curvature</b>	Curvilinear	<b>Intersecting Driveways</b>	Minimal
<b>Intersecting Roads</b>	Minimal	<b>Bike Lane/Route</b>	No
<b>Pedestrian Pathways</b>	None		

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**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 Willows Road from West Willows Overcrossing to Viejas Grade Road in the unincorporated community of Alpine.

This western portion of Willows Road is a striped two-lane suburban Light Collector road that serves as a connecting route between the community of Alpine and the Viejas Indian Reservation. The roadway also serves as the primary route to the Viejas Casino & Resort from San Diego.

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 survey produced an overall speed zone of 49.8 MPH which supports 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. Willows Road meets the CHP's criteria for 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 of the existing 45 MPH speed limit for radar enforcement on Willows Road from West Willows Overcrossing to Viejas Grade Road in the unincorporated community of Alpine.

Motion: Custeau

Second: Hadley

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**

**Item 2-B**

**STREET** Bancroft Dr/Troy St **REPORT DATE** 12/13/2019  
**FROM** La Mesa City Limit (350' N/o Campo Rd) **TO** Sweetwater Rd  
**SEGMENT LENGTH** 1.6 miles **AREA** Spring Valley

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**Prevailing Speeds:** Posted Speed: **35 MPH**

Location	150' N/o Golf Dr	150' S/o Olive Dr	440' E/o Central Av	Speed Zone
Date of Survey	12/04/2018	12/04/2018	05/09/2019	05/09/2019
85 <sup>th</sup> Percentile	<b>39.4 MPH</b>	<b>40.7 MPH</b>	<b>38.6 MPH</b>	<b>39.6 MPH</b>
10 MPH Pace	32-41	33-42	28-37	31-40
Percent in Pace	91%	87%	77%	85%

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**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>168</b>
Statewide Average Collision Rate	<b>1.03</b>
Collisions per Million Vehicle Miles	<b>7.24</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>55</b>

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**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	13,273 vpd	Date Counted	05/23/2019
Number of Lanes	3	Road Striping	Center, Edge Lines, Bike Lanes
Mobility Element	Collector	Caltrans Urban/Rural Classification	Suburban
Road Classification	Collector	Travelled Lane Width	44 ft
Roadbed Width	36 ft	Available Shoulders	0 - 22 ft
Road Curvature	Curvilinear	Intersecting Driveways	Many
Intersecting Roads	Many	Bike Lane/Route	Yes
Pedestrian Pathways	Sidewalk		

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**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 35 MPH speed limit on Bancroft Drive/Troy Street from the La Mesa City Limits, 350' north of Campo Road to Sweetwater Road in the unincorporated community of Spring Valley.

This segment of Bancroft Drive/Troy Street is a striped three-lane suburban Light Collector road that connects the State Route 94 and Spring Valley neighborhoods.

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 (39.4 MPH, 40.7 MPH, & 38.6 MPH) produced an overall speed zone of 39.6 MPH which supports the existing 35 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. Willows Road meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 35 MPH speed limit for radar enforcement on Bancroft Drive / Troy Street from the La Mesa City Limit to Sweetwater Road in the unincorporated community of Spring Valley.

Motion: Ouadah

Second: Custeau

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**

**Item 2-C**

<b>STREET</b>	Jamul Drive	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Steele Canyon Road	<b>TO</b>	Lyons Valley Road
<b>SEGMENT LENGTH</b>	3.12 miles	<b>AREA</b>	Jamul/Dulzura

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	200' W/o Cottonwood Springs Ln	2,460' E/o Fowler Cyn Rd	1,500' W/o Yucca St	Speed Zone
Date of Survey	11/28/2018	11/28/2018	11/28/2018	11/28/2018
85 <sup>th</sup> Percentile	<b>48.5 MPH</b>	<b>51.2 MPH</b>	<b>44.1 MPH</b>	<b>47.9 MPH</b>
10 MPH Pace	41-50	43-52	36-45	40-49
Percent in Pace	87%	77%	93%	85.7%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>21</b>
Statewide Average Collision Rate	<b>1.19</b>
Collisions per Million Vehicle Miles	<b>1.28</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>11</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	4,820 vpd	Date Counted	12/11/2018
Number of Lanes	2	Road Striping	Centerline, Painted Median, Edge Lines
Mobility Element	Light Collector	Caltrans Urban/Rural Classification	Suburban
Road Classification	Light Collector	Travelled Lane Width	20 ft lane
Roadbed Width	26 -65 ft	Available Shoulders	2 – 8 ft
Road Curvature	Curvilinear	Intersecting Driveways	Minimal
Intersecting Roads	Minimal	Bike Lane/Route	Bike Lane
Pedestrian Pathways	Partially Sidewalk		

**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 Jamul Drive from Steele Canyon Road to Lyons Valley Road in the unincorporated community of Jamul.

This segment of Jamul Drive is a striped two-lane suburban Light Collector road that serves as a connecting route from the Rancho San Diego Community to the Jamul Community.

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 (48.5 MPH, 50.2 MPH, & 44.1 MPH) produced an overall speed zone of 47.9 MPH which supports 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. Jamul Drive meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Jamul Drive from Steele Canyon Road to Lyons Valley Road in the unincorporated community of Jamul/Dulzura.

Motion: Fleishman

Second: Hollywood

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**

**Item 2-D**

<b>STREET</b>	Steele Canyon Rd	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	SR-94 (Campo Rd)	<b>TO</b>	Willow Glen Dr
<b>SEGMENT LENGTH</b>	1.47 miles	<b>AREA</b>	Jamul

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	800' N/o Jamul Dr	@ Vista Cielo Dr	Speed Zone
Date of Survey	5/8/2019	5/9/2019	5/9/2019
85 <sup>th</sup> Percentile	49.1 MPH	48.1 MPH	48.6 MPH
10 MPH Pace	39-48	38-47	39-48
Percent in Pace	78%	75%	76.5%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	27
Statewide Average Collision Rate	1.19
Collisions per Million Vehicle Miles	1.51
Number of Collisions with Fatalities	0
Number of Collisions with Injuries	9

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	11,106 vpd	Date Counted	05/22/2019
Number of Lanes	2	Road Striping	Center, Edge Lines, Bike Lanes
Mobility Element	Major Road	Caltrans Urban/Rural Classification	Suburban
Road Classification		Travelled Lane Width	12 ft lane
Roadbed Width	38 - 64 ft	Available Shoulders	7 – 20 ft
Road Curvature	Curvilinear	Intersecting Driveways	Minimal
Intersecting Roads	Some	Bike Lane/Route	Partially
Pedestrian Pathways	Partially Sidewalk		

**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 Steele Canyon Road from State Route 94 to Willow Glen Road in the unincorporated community of Jamul.

This segment of Steele Canyon Road is a striped two-lane suburban Major Road that connects State Route 94 and Willow Glen Road to several neighborhoods as well as serves as part of an alternative route between Rancho San Diego and Jamul. Jamacha Elementary School is also located along the roadway.

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 (49.1 MPH, & 48.1 MPH) produced an overall speed zone of 48.6 MPH which supports 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. Steele Canyon Road meets the CHP's criteria for radar speed enforcement.

The Valle De Oro Planning Group and Jamul-Dulzura Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Steele Canyon Road from SR-94 to Willow Glen Drive in the unincorporated community of Jamul.

Motion: Fleishman

Second: Nissen

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**

**Item 2-E**

<b>STREET</b>	Quail Canyon Rd	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Blossom Valley Rd	<b>TO</b>	Espinoza Rd
<b>SEGMENT LENGTH</b>	3.38 miles	<b>AREA</b>	Blossom Valley

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**Prevailing Speeds:** Posted Speed: **40 MPH**

Location	100' S/o Palomino Ridge Dr	150' S/o Blossom Springs Rd	500' W/o Furnace Creek Rd	300' E/o Creek Hills Rd	Speed Zone
Date of Survey	05/21/2019	05/14/2019	05/14/2019	05/14/2019	05/21/2019
85 <sup>th</sup> Percentile	<b>41.4 MPH</b>	<b>44.6 MPH</b>	<b>43.9 MPH</b>	<b>45.2 MPH</b>	<b>43.8 MPH</b>
10 MPH Pace	33-42	35-44	34-43	34-43	34-43
Percent in Pace	66%	76%	73%	77%	73%

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**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>5</b>
Statewide Average Collision Rate	<b>1.8</b>
Collisions per Million Vehicle Miles	<b>0.85</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>2</b>

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**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	1,591 vpd	Date Counted	05/21/2019
Number of Lanes	2	Road Striping	Center
Mobility Element	Collector	Caltrans Urban/Rural	Suburban
Road Classification	Collector	Classification	
Roadbed Width	26 - 38 ft	Travelled Lane Width	12 ft lane
Road Curvature	Curvilinear	Available Shoulders	2 - 8 ft
Intersecting Roads	Many	Intersecting Driveways	Many
Pedestrian Pathways	None	Bike Lane/Route	None

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**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 Quail Canyon Road from Blossom Valley Road to Espinoza Road in the unincorporated community of Blossom Valley.

This segment of Quail Canyon Road is a striped two-lane suburban Major Road that connects several Blossom Valley residential roads to other collector roads.

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 (41.4 MPH, 44.6 MPH, 43.9 MPH, & 45.2 MPH) produced an overall speed zone of 43.8 MPH which supports 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. Quail Canyon Road meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 40 MPH speed limit for radar enforcement on Quail Canyon Road from Blossom Valley Road to Espinoza Road in the unincorporated community of Blossom Valley.

Motion: Ouadah

Second: Nissen

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**

**Item 2-F**

<b>STREET</b>	Woodside Avenue	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Santee C/L (near Woodside Ter)	<b>TO</b>	Riverview Avenue
<b>SEGMENT LENGTH</b>	0.65 miles	<b>AREA</b>	Lakeside

**Prevailing Speed:** Posted Speed: **40 MPH**

Location	500' E/o Marilla Dr
Date of Survey	11/27/2018
85 <sup>th</sup> Percentile	<b>44.7 MPH</b>
10 MPH Pace	36-45
Percent in Pace	80%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>23</b>
Statewide Average Collision Rate	<b>1.80</b>
Collisions per Million Vehicle Miles	<b>0.57</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>12</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	13,057 vpd	Date Counted	12/11/2018
Number of Lanes	2	Road Striping	Center and Bike Lanes
Mobility Element	Boulevard	Caltrans Urban/Rural	Suburban
Road Classification		Classification	
Roadbed Width	32 ft	Travelled Lane Width	24 ft
Road Curvature	Curvilinear	Available Shoulders	4 ft
Intersecting Roads	Minimal	Intersecting Driveways	Some
Pedestrian Pathways	None	Bike Lane/Route	Yes

**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 Woodside Avenue from the Santee City Limits (near Woodside Terrace) to Riverview Avenue in the unincorporated community of Lakeside.

This western portion of Woodside Avenue is a striped two-lane suburban Boulevard that connects the city of Santee and State Route 67 to residential and commercial zones in Lakeside.

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 survey produced an overall speed zone of 44.7 MPH which supports 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. Woodside Avenue meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 40 MPH speed limit for radar enforcement on Woodside Avenue from the Santee city limit to Riverview Avenue in the unincorporated community of Lakeside.

Motion: Ouadah

Second: O'Boyle

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:** December 13, 2019

**Item 2-G**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Woodside Avenue from Riverview Avenue to Maine Avenue (a distance of 0.93 miles), LAKESIDE (Thos. Bros. 1231-J4)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Woodside Avenue from Riverview Avenue to Maine Avenue is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support recertification of the existing speed limit.

**Existing Traffic Devices**

Woodside Avenue is a striped three to five-lane through highway with a 38 to 55 foot travelled way on a 57 to 86 foot road bed. The roadway has a no passing centerline, bike lane, two-way left turn lanes, and parking lanes. Woodside Avenue has multiple traffic control signals along this segment. The roadway is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>05/19</u></b>	<b><u>04/09</u></b>	<b><u>04/02</u></b>
Woodside Avenue			
350' E/o Winter Gardens Boulevard	24,559	22,020	
900' W/o Winter Gardens Boulevard	10,153		10,900

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Woodside Avenue			
400' W/o Prospect Avenue (2019)	41.6 MPH	33-42	73.0%
(2013)	39.2 MPH	30-39	72.6%

**Collision Data**

There have been 102 reported collisions along this segment of roadway, 43 of which involved injury and 1 of which involved death, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 5.79 collisions per million vehicle miles. The statewide average is 0.13 collisions per million vehicle miles for similar suburban undivided 5-6 lanes with speed limit less than or equal 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 TAC recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Woodside Avenue from Riverside Avenue to Maine Avenue in the unincorporated community of Lakeside.

This eastern portion of Woodside Avenue is a striped two-lane suburban Boulevard that serves as a main commercial roadway for the Lakeside community.

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 produced an overall speed zone of 41.6 MPH which supports a 40 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 Woodside Avenue has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (5.79 vs 0.13 collisions per million vehicle miles).

The District 2 representative proposed maintaining the speed limit. The Independent Insurance Agents & Brokers of San Diego representative noted that the roadway has a significant increase in traffic during the peak hour. The committee also noted the roadway supports significant pedestrian and bicycle activity. The representative from the County Traffic Engineering Section noted that the roadway was recently awarded improvements as part of the Safety Improvement Program. The Committee supported recertification of the existing 35 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. Woodside Avenue meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 35 MPH speed limit for radar enforcement on Woodside Avenue from Riverview Avenue to Maine Avenue.

Motion: Custeau

Second: Bartley

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

Item 2-H

<b>STREET</b> Second St/ Winter Gardens Bl	<b>REPORT DATE</b> 12/13/2019
<b>FROM</b> El Cajon City Limit (180' S/o Cresthill Rd)	<b>TO</b> Woodside Av
<b>SEGMENT LENGTH</b> 2.79 miles	<b>AREA</b> Lakeside

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	150' N/o Cresthill Rd	100' N/o Sapota Dr	210' N/o Rockcrest Rd	Speed Zone
Date of Survey	05/07/2019	05/07/2019	05/07/2019	05/07/2019
85 <sup>th</sup> Percentile	<b>49.1 MPH</b>	<b>49.1 MPH</b>	<b>46.4 MPH</b>	<b>48.2 MPH</b>
10 MPH Pace	41-50	42-51	40-49	41-50
Percent in Pace	81%	86%	85%	84%

## **Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>136</b>
Statewide Average Collision Rate	<b>0.13</b>
Collisions per Million Vehicle Miles	<b>2.92</b>
Number of Collisions with Fatalities	<b>2</b>
Number of Collisions with Injuries	<b>67</b>

## **Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	15,262 vpd	Date Counted	05/21/2019
Number of Lanes	5	Road Striping	Center Lines, Edge Lines, Bike Lanes
Mobility Element	Boulevard/Major Roads	Caltrans Urban/Rural Classification	Suburban
Road Classification	Roads	Travelled Lane Width	58 ft
Roadbed Width	70 - 80 ft	Available Shoulders	0-12 ft
Road Curvature	Curvilinear	Intersecting Driveways	Many
Intersecting Roads	Many	Bike Lane/Route	Yes
Pedestrian Pathways	Yes		

## **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 Second Street/Winter Gardens Boulevard from El Cajon City Limit (180' south of Cresthill Road) to Woodside Avenue in the unincorporated community of Lakeside.

This segment of Second Street / Winter Gardens Boulevard is a striped five-lane suburban Boulevard and Major Road that connects the city of El Cajon to the Lakeside community.

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 survey produced an overall speed zone of 48.2 MPH which supports 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. Second Street/Winter Gardens Boulevard meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Second Street / Winter Gardens Boulevard from the El Cajon city limit to Woodside Avenue in the unincorporated community of Lakeside.

Motion: Custeau

Second: Ouadah

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:** December 13, 2019 **Item 2-I**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Lake Jennings Park Road & Julian Avenue / El Monte Road, LAKESIDE (Thos. Bros. 1232-D3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Traffic Control Signal

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

The intersection of Lake Jennings Park Road & Julian Avenue / El Monte Road has been identified by Traffic Engineering as meeting California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 4C.04 Warrant 1, Eight Hour Vehicular Volume, Warrant 2, Four-Hour Vehicular Volume, & Warrant 3, Peak Hour, therefore a traffic control signal could be considered.

### **Existing Traffic Devices**

Lake Jennings Park Road is a striped through highway with a no passing centerline striping, two way left, & bike lane. East of the intersection with Julian Avenue / El Monte Road it is a three-lane roadway and has a 70-foot travelled way and roadbed. West of the intersection it is a five-lane roadway and has a 96-foot travelled way and roadbed. The roadway is classified as a Major Road on the County General Plan Mobility Element Network and posted 55 MPH.

Julian Avenue is a striped two-lane through highway with a no passing centerline and white edge line striping. The road has a 28-foot travelled way on a 40-foot roadbed. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network and posted 40 MPH.

El Monte Road is a striped two-lane through highway with a no passing centerline and white edge line striping. The road has a 24-foot travelled way on a 38-foot roadbed. The roadway is classified as a Minor Collector on the County General Plan Mobility Element Network and has no posted speed limit.

Lake Jennings Park Road, Julian Avenue, & El Monte Road intersect at an all-way stop intersection.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>10/19</u></b>	<b><u>01/14</u></b>
Lake Jennings Park Road:		
W/o El Monte Rd / Julian Avenue	6,447 EB	5,099 EB
E/o El Monte Rd / Julian Avenue	7,204 WB	5,790 WB
Julain Avenue:		
S/o Lake Jennings Park Road	2,585 NB	2,098 NB
El Monte Road:		
N/o Lake Jennings Park Road	1,673 SB	833 SB

### **Collision Data**

There have been six reported collisions at this intersection, none involving injury, within a three-year period (08-01-16 to 07-31-19). These collisions resulted in an intersection accident rate of 0.31 collisions per million vehicles entering the intersection. The statewide average is 0.27 for similar 4 way stop controlled four-legged, multi-legged, or offset suburban intersections.

### **Discussion**

This item recommends a traffic control signal be established at the intersection of Lake Jennings Park Road & El Monte Road/Julian Avenue in the community of Lakeside.

Lake Jennings Road is a three & five-lane, striped, through highway and Major Road connecting the Interstate 8 to much of Lakeside. It has bike lanes, two way left turn lanes, and a 55 MPH radar enforced speed limit. El Monte Road is a striped two-lane through highway and Minor Collector that provides a route to the El Monte County Park and the El Capitan Reservoir. The roadway has a no passing centerline, white edgeline, and no posted speed limit. Julian Avenue is a striped two-lane through highway and Light Collector providing several residential roadways access to the major roads throughout the Lakeside community. The roadway has a no passing centerline, white edgeline, and a posted 40 MPH speed limit. Lake Jennings Road, El Monte Road, and Julian Avenue intersect at a skewed 4-way, all-way stop controlled, intersection.

Staff presented the results of an operational review of the intersection. The intersection meets Warrants 1, Eight Hour Vehicular Volume; 2, Four Hour Volume; & 3, Peak Hour of the CA MUTCD (where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street suffers undue delay when entering or crossing the major street).

The Committee discussed the free right turn lanes from both El Monte Road and Julian Avenue onto Lake Jennings Park Road and how they might be addressed with a traffic control signal. The District 2 representative noted that the speed on Lake Jennings Park Road with the installation of a traffic signal at the skewed intersection may leave a

dangerous condition at the free right turn lanes. The County Traffic Engineer noted that the free right situations would be replaced with a controlled signal during implementation. The Caltrans representative expressed concerns that a roundabout should be considered before a signal. The County Traffic Engineer mentioned that Traffic Engineering investigated the possibility of installing a roundabout before recommendation of the traffic signal, the signal was found to better fit the intersection.

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

**Recommendation**

The Committee recommends the intersection of Lake Jennings Park Road and Julian Avenue/El Monte Road in the unincorporated community of Lakeside be place on the County's Traffic Signal List for design and construction.

Motion: Ouadah

Second: Nissen

Yes-9, No-1, Abstain-0, Vacant-0, Absent-5

**Necessary Board Action**

Adopt the Committee's recommendations.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019 **Item 2-J**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Lakeview Road from Los Coches Road to Julian Avenue (a distance of 1.59 miles), LAKESIDE (Thos. Bros. 1232-C6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit Reduction

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

Lakeview Road from Los Coches Road to Julian Avenue is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support reduction of a 35 MPH speed limit with radar certification.

### **Existing Traffic Devices**

Lakeview Road is a striped two-lane roadway with a 24 to 28 foot travelled way on a 28 to 40 foot road bed. The roadway has a no passing centerline, edge line, and intermittent left turn pockets. Lakeview Road intersects E Lakeview Road at an all-way stop. The roadway also has The road is classified as a light collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>		<b><u>12/18</u></b>	<b><u>09/11</u></b>	<b><u>06/05</u></b>
Lakeview Road				
200' S/o Saddle Ridge Road		4,118		
200' N/o Los Coches Road			5,548	4,700
<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Lakeview Road				
500' S/o Saddle Ridge Road	(2019)	38.3 MPH	29-38	67.0%
	(2011)	43.8 MPH	35-44	62.0%
At Khuram Street	(2019)	39.9 MPH	31-40	69.0%
	(2011)	44.7 MPH	38-47	69.6%
<b>Speed Zone</b>	(2019)	39.1 MPH	30-39	68.0%

**Collision Data**

There have been 10 reported collisions along this segment of roadway, 6 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 1.40 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 TAC recommends reducing the existing 40 MPH speed limit to 35 MPH on Lakeview Road from Los Coches Road to Julian Avenue in the unincorporated community of Lakeside and certifying the reduced speed limit for radar speed enforcement.

Lakeview Road is a striped two-lane suburban Light Collector road that serves as a connecting route between the upper and lower portions of the community of Lakeside and contains a school zone along the lower half 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 surveys (38.3 MPH & 39.9 MPH) produced an overall speed zone of 39.1 MPH which supports a 35 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 Lakeview Road has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.40 vs 1.80 collisions per million vehicle miles) as well as a high severity of crashes. The Committee supported reducing the speed limit to 35 MPH and certifying it for radar 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. Lakeview Road meets the CHP's criteria for 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 reducing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Lakeview Road from Los Coches Road to Julian Avenue in the unincorporated community of Lakeside.

Motion: Bartley

Second: Czoberek

Yes-10, No-0, Abstain-0, Vacant-0, Absent-5

**Necessary Board Action**

Amend Section 72.169.48. of Division 2, Title 7 of the San Diego County Regulatory Code.



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019

**Item 2-K**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Palm Row Drive / Oak Creek Drive from Riverside Drive to the End of County Maintenance (a distance of 2.25 miles) EUCALYPTUS HILLS (Thos. Bros. 1231-H3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit / Radar Certification

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

Oak Creek Drive from Riverside Drive to Manzanita Road has a posted 40 MPH Radar Enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of Palm Row Drive / Oak Creek Drive from Riverside Drive to the End of County Maintenance of a 40 MPH speed limit.

### **Existing Traffic Devices**

Palm Row Drive is a striped two-lane through highway with a 26-foot travelled way on a 46 to 50-foot roadbed. The roadway is striped with a no passing centerline and white edge line. The roadway has an uncontrolled school crossing and a speed advisory curve. Palm Row Drive is classified as a Light Collector on the County General Plan Mobility Element Network and has no posted speed limit.

Oak Creek Drive is a striped two-lane through highway with a 24 to 46-foot travelled way on a 26 to 50-foot roadbed. The roadway is striped with a no passing centerline and white edge line. The roadway has multiple speed advisory curves. Oak Creek Drive is a Light Collector on the County General Plan Mobility Element Network and has a posted speed limit of 40 MPH Radar Enforced.

### **Average Daily Traffic Volumes**

Oak Creek Drive

200' S/o Eucalyptus Hills Dr

**12/18**

2,930

**09/07**

3,520

### **Speed Data**

Palm Row Dr

255' S/o Lakeside Av

(2019)

**85th  
Percentile**

45.0 MPH

**10 MPH  
Pace**

36-45

**% in  
Pace**

73.0%

Oak Creek Dr				
2,600' N/o Palm Row Dr	(2018)	45.1 MPH	35-44	63.0%
	(2012)	46.8 MPH	38-47	78.4%
@ Toyon Hill Dr	(2018)	44.7 MPH	35-44	69.0%
	(2012)	44.9 MPH	37-46	42.0%
Speed Zone	(2019)	44.9 MPH	35-44	68.0%

### **Collision Data**

There have been 19 reported collisions along this segment of roadway, 9 of which involved injury, in a 3 year period (8-1-2016 to 7-31-2019). These collisions result in a segment accident rate of 2.64 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 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 Oak Creek Drive from Palm Row Drive to Manzanita Road is currently posted at 40 MPH. The TAC recommends certification for radar speed enforcement of a 40 MPH speed limit on the extended segment of Palm Row Drive / Oak Creek Drive from Riverside Drive to the end of the County maintained road in the unincorporated community of Eucalyptus Hills.

This segment of Palm Row Drive / Oak Creek Drive is a striped two-lane suburban through highway and Light Collector that links several residential local roadways in Eucalyptus Hills to Lakeside community.

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 (45.0 MPH, 45.1 MPH, & 44.7 MPH) produced an overall speed zone of 44.9 MPH which supports the existing 40 MPH speed limit. The Committee supported extending the limits of the existing segment to include the southern portion of Palm Row Drive and the northern portion of Oak Creek Drive which have similar roadway characteristics.

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. Palm Row Drive / Oak Creek Drive meets the CHP's criteria for radar speed enforcement.

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

### **Recommendation**

The Committee recommends certifying the existing 40 MPH for radar enforcement on Palm Row Drive / Oak Creek Drive from Riverside Drive to the End of County maintenance in the unincorporated community of Eucalyptus Hills.

Motion: Fleishman

Second: Hadley

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:** December 13, 2019 **Item 2-L**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Valle Vista Road from Lakeside Avenue to Vista Camino (a distance of 0.78 miles), Eucalyptus Hills (Thos. Bros. 1231-J2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit Increase

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

Valle Vista Road from Lakeside Avenue to Vista Camino is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support an increase to a 45 MPH speed limit with radar certification.

### **Existing Traffic Devices**

Valle Vista Road is a striped two-lane through highway with a 24-foot travelled way on a 28-foot road bed. The roadway has a no passing centerline and white edgeline. The roadway has a speed advisory hill warning. Valle Vista Road is classified as a Light Collector on the County General Plan Mobility Element Network and is posted 40 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>05/19</u></b>	<b><u>10/13</u></b>	<b><u>10/06</u></b>
Valle Vista Road			
100' S/o Coping Place	4,244	3,260	3,720

  

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Valle Vista Road			
100' S/o Coping Place (2019)	48.1 MPH	38-47	66.0%
(2013)	46.7 MPH	37-46	62.0%

### **Collision Data**

There have been 8 reported collisions along this segment of roadway, 4 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 2.21 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 Valle Vista Road from Lakeside Avenue to Vista Camino in the unincorporated community of Lakeside is currently posted at 40 MPH. Due to similar roadway characteristics in the adjacent segment, this item and Item 2-M were reviewed concurrently. The Committee recommends combining this speed zone segment with the adjacent segment to the north (Item 2-M Valle Vista Road from Vista Camino to Rocosco Road) and establishing a 35 MPH speed limit with certification for radar speed enforcement.

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 survey this shorter segment (0.78 miles) of Valle Vista Road produced an overall speed zone of 48.1 MPH which supports a 45 MPH speed limit.

Both segments of Valle Vista Road are striped two-lane suburban through highways and Light Collectors which help to link several residential local roadways in Eucalyptus Hills to Lakeside community. Both segments have a 24-foot road travelled way and no passing centerline with white edgeline striping. The County Traffic Engineer noted that drivers along the roadway do not perceive a change in characteristics from one segment to the other as traffic is in free flow conditions from one segment to the other. The Committee looked at the combined speed zone of Valle Vista Road represented by Items 2-L & 2-M (39.9 MPH) and recommended that based on measured speeds and roadway operating conditions, including road geometry the two speed zones be revised into one speed zone to be certified for radar speed enforcement: Valle Vista Road from Lakeside Avenue to Rocosco Road, establish a 35 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. Valle Vista Road meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends deleting this speed zone by adding the portion of Valle Vista Road from Lakeside Avenue to Vista Camino to the adjacent northern segment of Valle Vista Road from Vista Camino to Rocosco Road, establishing a combined speed zone of Valle Vista Road from Lakeside Avenue to Rocosco Road in the unincorporated community of Lakeside with a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement.

Motion: Ouadah

Second: Custeau

Vote: Yes-10, No-0, Abstain-0, Vacant-0, Absent-5

**Necessary Board Action**

Delete Section 72.161.17.4 of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019 **Item 2-M**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Valle Vista Road from Vista Camino to the End (Rocoso Road) (a distance of 1.43 miles), Eucalyptus Hills (Thos. Bros. 1231-J1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

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

Valle Vista Road from Vista Camino to Rocoso Road is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support recertification of the existing 35 MPH speed limit.

### **Existing Traffic Devices**

Valle Vista Road is a striped two-lane through highway with a 24-foot travelled way on a 28-foot road bed. The roadway has a no passing centerline and white edgeline. The roadway has multiple uncontrolled school crosswalks and speed advisory curves and is stop controlled at Eucalyptus Hills Drive in the southbound direction. Valle Vista Road is classified as a Light Collector on the County General Plan Mobility Element Network and is posted 35 MPH/Radar Enforced.

### **Average Daily Traffic Volumes**

	<b><u>05/19</u></b>	<b><u>10/13</u></b>
Valle Vista Road		
260' N/o Serena Road	5,432	3,740

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Valle Vista Road				
1260' N/o Eucalyptus Hills Dr	(2019)	37.5 MPH	30-39	88.0%
	(2011)	36.0 MPH	27-36	74.1%
@ Serena Rd	(2019)	34.0 MPH	26-35	94.0%
<b>Speed Zone</b>	<b>(2019)</b>	<b>35.8 MPH</b>	<b>28-37</b>	<b>91.0%</b>

**Collision Data**

There have been 5 reported collisions along this segment of roadway, 4 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 0.59 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 zone on Valle Vista Road from Vista Camino to Rocosco Road in the community of Eucalyptus Hills is currently posted at 35 MPH. Due to similar roadway characteristics in the adjacent segment, this item and Item 2-L were reviewed concurrently. The Committee recommends revising the southern limit to Lakeside Avenue and establishing a 45 MPH speed limit with certification for radar speed enforcement.

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 along this longer segment (1.43 miles) of Valle Vista Road (37.5 MPH & 34.0 MPH) produced an overall speed zone of 35.8 MPH which supports a 35 MPH speed limit.

Both segments of Valle Vista Road are striped two-lane suburban through highways and Light Collectors which help to link several residential local roadways in Eucalyptus Hills to Lakeside community. Both segments have a 24-foot road travelled way and no passing centerline with white edgeline striping. The County Traffic Engineer noted that drivers along the roadway do not perceive a change in characteristics from one segment to the other as traffic is in free flow conditions from one segment to the other. The Committee looked at the combined speed zone of Valle Vista Road represented by Items 2-L & 2-M (39.9 MPH) and recommended that based on measured speeds and roadway operating conditions, including road geometry the two speed zones be revised into one speed zone to be certified for radar speed enforcement: Valle Vista Road from Lakeside Avenue to Rocosco Road, establish a 35 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. Valle Vista Road meets the CHP's criteria for 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 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Valle Vista Road from Lakeside Avenue to Rocosco Road in the unincorporated community of Lakeside.



Motion: Ouadah

Second: Custeau

Vote: Yes-10, No-0, Abstain-0, Vacant-0, Absent-5

**Necessary Board Action**

Amend Section 72.161.17. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019 **Item 2-N**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Jackson Hill Dr from Pepper Dr to the End (a distance of 0.60 miles), LAKESIDE (Thos. Bros. 1252-B1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit Reduction

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

Jackson Hill Dr from Pepper Dr to the End is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support reduction of a 35 MPH speed limit.

### **Existing Traffic Devices**

Jackson Hill Drive is a striped two-lane roadway with a 24 to 26-foot travelled way on a 26 to 36-foot roadbed. The roadway is striped with a no passin centerline and white edgeline. The roadway has intersection and speed advisory curve warnings. Jackson Hill Drive is unclassified on the County General Plan Mobility Element Network and is posted 40 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>06/16</u></b>	<b><u>10/12</u></b>
Jackson Hill Dr		
200' N/o Jackson Hill Ct	1,974	2,500*

\*Estimate

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Jackson Hill Dr			
200' N/o Jackson Hill Ct (2019)	42.0 MPH	33-42	76.0%
(2012)	43.5 MPH	32-41	63.7%

### **Collision Data**

There have been 5 reported collisions along this segment of roadway, 2 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 3.87 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 TAC recommends reducing the existing 40 MPH speed limit to 35 MPH on Jackson Hill Drive from Pepper Drive to the end in the unincorporated community of Lakeside and certifying the reduced speed limit for radar speed enforcement.

Jackson Hill Drive is a striped two-lane suburban local roadway that serves as a connection for the adjacent residential roads to nearby collector roadways.

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 42.0 MPH which supports the existing 40 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 Jackson Hill Drive has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (3.87 vs 1.80 collisions per million vehicle miles). The Committee supported reducing the speed limit to 35 MPH and certifying it for radar 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. Jackson Hill Drive meets the CHP's criteria for 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 reducing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar certification on Jackson Hill Drive from Pepper Drive to the end in the unincorporated community of Lakeside.

Motion: Hadley

Second: Bartley

Vote: Yes-10, No-0, Abstain-0, Vacant-0, Absent-5

**Necessary Board Action**

Amend Section 72.169.77.4. of the Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019

**Item 2-O**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Speed Limit / Radar Certification

**LOCATION:** Willow Glen Drive from State Route 54 (Jamacha Road) to Hillsdale Road (a distance of 2.0 miles), RANCHO SAN DIEGO (Thos. Bros. 1291-C2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Willow Glen Drive from State Route 54 (Jamacha Road) to Hillsdale Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

**Existing Traffic Devices**

Willow Glen Drive is predominantly a striped two-lane Through Highway that varies from 40 feet to 87 feet in width. From Jamacha Road to Steele Canyon Road there are two lanes for each direction of travel. There is a short section east of Steele Canyon Road with a two-way left turn lane separating the two westbound lanes and one eastbound lane. There are bike lanes along both sides of the roadway. The road is posted 45 MPH/Radar Certified. The road is classified as a Major Road on the County General Plan Mobility Element Network.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>05/19</u></b>	<b><u>03/09</u></b>
Willow Glen Drive		
W/o Steele Canyon Rd	21,190	16,410
E/o Steele Canyon Rd	12,563	

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Willow Glen Dr				
1,000' E/o Muirfield Dr	(2019)	51.2 MPH	42-51	64.0%
2,560 E/o Steele Cyn Rd	(2019)	52.2 MPH	43-52	65.0%
	(2008)	52.8 MPH	44-53	76.4%
500' W/o Hillsdale Rd	(2019)	48.0 MPH	38-47	65.0%

<b>Speed Zone</b>	<b>(2019)</b>	<b>50.5 MPH</b>	<b>41-50</b>	<b>64.7%</b>
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**Collision Data**

There have been 51 reported collisions along this segment of roadway, 27 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 1.38 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 speed between 45 and 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 recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Willow Glen Drive from State Route 54 to Hillsdale Road in the unincorporated community of Rancho San Diego.

Willow Glen Drive is a striped two to four-lane suburban through highway and Major Road that provides a direct route to Sycuan Casino and access to several residential and commercial establishments.

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 (51.2 MPH, 52.2 MPH, & 48.0 MPH) produced an overall speed zone of 50.5 MPH which supports a 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 Willow Glen Drive has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.38 vs 1.19 collisions per million vehicle miles). The Committee supported reducing the speed limit to 45 MPH and certifying it for radar 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. Willow Glen Drive meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 45 MPH speed limit for radar enforcement on Willow Glen Drive from State Route 54 to Hillsdale Road in the unincorporated community of Rancho San Diego.

Motion: Ouadah

Second: Hadley

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:** December 13, 2019 **Item 2-P**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Lemon Avenue from the La Mesa City Limits (W/o Marguerita Lane) to the La Mesa City Limits (E/o Alto Dr) (a distance of 0.39 miles), LA MESA (Thos. Bros. 1271-B2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

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

Lemon Avenue from the La Mesa City Limits (W/o Marguerita Lane) to the La Mesa City Limits (E/o Alto Dr) is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support recertification of the existing 35 MPH speed limit.

### **Existing Traffic Devices**

Lemon Avenue is a striped two-lane through highway with a 24-foot travelled way on a 32-foot roadbed. The roadway is striped with a no passin centerline and white edgeline. Lemon Avenue is all-way stop controlled at Alto Drive. Lemon Avenue is classified as a Community Collector on the County General Plan Mobility Element Network and is posted 35 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>		<b><u>09/19</u></b>	<b><u>06/12</u></b>	<b><u>04/02</u></b>
Lemon Avenue				
400' W/o Treasure Drive		3,693	3,460	2,460
<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Lemon Avenue				
400' W/o Treasure Drive	(2019)	42.4 MPH	32-41	73.0%
	(2012)	42.2 MPH	32-41	73.1%

### **Collision Data**

There have been 3 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 1.91 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 TAC recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Lemon Avenue from the La Mesa City Limits west of Marguerita Lane) to the La Mesa City Limits (east of Alto Drive) in the unincorporated community of Mount Helix.

Lemon Avenue is a striped two-lane suburban through highway and Community Collector that serves as a transition zone between two different City of La Mesa speed zones.

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 42.4 MPH which supports a 40 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 Lemon Avenue has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.91 vs 1.80 collisions per million vehicle miles). The Committee supported reducing the speed limit to 35 MPH and certifying it for radar 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. Lemon Avenue meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 35 MPH speed limit for radar enforcement on Lemon Avenue from the La Mesa City Limit ( W/o Marguerita Lane) and the La Mesa City Limit (E/o Alto Drive) in the unincorporated community of La Mesa.

Motion: Ouadah

Second: Nissen

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:** December 13, 2019

**Item 2-Q**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Jamacha Rd from Sweetwater Road to Grand Avenue  
(a distance of 0.90 miles), LA PRESA (Thos. Bros.  
1291-A1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Jamacha Road from Sweetwater Road to Grand Avenue is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support a 40 MPH speed limit.

**Existing Traffic Devices**

Jamacha Road is a striped five-lane undivided Through Highway that varies from 47 feet to 72 feet in width. There is a two-way left-turn lane separating both directions of travel. There is edge-striping along both sides of the road. There are traffic control signals at multiple intersections along the segment. The road is posted 40 MPH/ Radar Certified. This roadway is classified as a Major Road on the County General Plan Mobility Element Network.

**Average Daily Traffic Volumes**

	<b><u>10/19</u></b>	<b><u>12/12</u></b>
Jamacha Road		
E/o Gillispie Dr	24,370	22,070

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Jamacha Road				
185' E/o Gillispie Dr	(2019)	43.5 MPH	33-42	76.0%
	(2012)	44.0 MPH	28-37	50.0%

**Collision Data**

There have been 121 reported collisions along this segment of roadway, 46 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 5.05 collisions per million vehicle miles. The statewide average is 0.13 collisions per million vehicle miles for similar suburban undivided 5-6 lanes with speed less than or equal 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. Due to the combined ordinance referencing the speed zones of Items 2-Q & 2-R and the similar roadway characteristics in the adjacent segments of Items 2-R & 2-S, the speed zones of Items 2-Q, 2-R, & 2-S were reviewed concurrently. The TAC recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Jamacha Road from Sweetwater Road to Grand Avenue in the unincorporated community of La Presa.

Jamacha Road is a striped 5-lane suburban through highway and Major Road that provides access to the residential neighborhoods in La Presa and Dictionary Hill, the State Route 125, and several commercial establishments.

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 43.5 MPH which supports 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. Jamacha Road meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends recertification of the existing 40 MPH speed limit for radar enforcement on Jamacha Road from Sweetwater Road to Grand Avenue in the unincorporated community of La Presa.

Motion: Ouadah

Second: Hadley

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

**Necessary Board Action**

Amend Section 72.163.53. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinance.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019

**Item 2-R**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Apple Street from Grand Avenue to Galapago Avenue / Capistrano Street (a distance of 0.40 miles), LA PRESA (Thos. Bros. 1291-C2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Apple Street from Grand Avenue to Galapago Avenue / Capistrano Street is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support a 35 MPH speed limit.

**Existing Traffic Devices**

Apple Street is a striped two-lane roadway with 36 feet in width. There are all-way stop controls at the intersections of La Presa Avenue and Capistrano Avenue / Galapago Street on the eastern end of this segment. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

**Average Daily Traffic Volumes**

Apple Street  
E/o Grand Ave

**10/19**

10,790

**03/12**

11,640

**Speed Data**

Apple Street

70' W/o Ramona Avenue (2019)

**85th  
Percentile**

36.8 MPH

**10 MPH  
Pace**

28-37

**% in  
Pace**

75.0%

@ Maria Avenue

(2012)

38.6 MPH

31-40

69.0%

**Collision Data**

There have been 20 reported collisions along this segment of roadway, 7 of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 4.24 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 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 zone on Apple Street from Grand Avenue to Galopago Street / Capistrano Avenue in the community of La Presa is currently posted at 40 MPH. Due to the combined ordinance referencing the speed zones of Items 2-Q & 2-R and the similar roadway characteristics in the adjacent segments of Items 2-R & 2-S, the speed zones of Items 2-Q, 2-R, & 2-S were reviewed concurrently. The Committee recommends combining this speed zone segment with the adjacent segment to the east (Item 2-S, Apple Street from Galopago Street / Capistrano Avenue to Jaeger Road) and establishing a 30 MPH speed limit with certification for radar speed enforcement.

This western portion of Apple Street is a striped two-lane suburban through highway and Light Collector road that provides access to several residential roadways and some residential driveways.

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 along this shorter segment (0.40 miles) produced an overall speed zone of 36.8 MPH which supports a 35 MPH speed limit.

Both segments of Apple Street are striped two-lane suburban through highways which help to link several residential local roadways in La Presa. The segments are similar in width with no passing centerline. The representative from District 2 recommended that the grade changes and the number of driveways and side roads be considered. The Committee looked at the combined speed zone of Apple Street represented by Items 2-R & 2-S (34.6 MPH) and recommended that based on measured speeds and roadway operating conditions, including road geometry the two speed zones be revised into one speed zone to be certified for radar speed enforcement: Apple Street from Grand Avenue to Jaeger Road, establish a 30 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. Apple Street meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends establishing a 30 MPH speed zone and certifying the 30 MPH speed limit for radar enforcement on Apple Street from Grand Avenue to Jaeger Road in the unincorporated community of La Presa.

Motion: Ouadah

Second: Custeau

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

**Necessary Board Action**

Amend Section 72.163.72. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinance.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 13, 2019

**Item 2-S**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Speed Limit / Radar Certification

**LOCATION:** Apple Street from Galapago Avenue /Capistrano Street to Jaeger Drive (a distance of 0.51 miles), LA PRESA (Thos. Bros. 1291-C2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Apple Street from Galapago Avenue / Capistrano Street to Jaeger Drive is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

**Existing Traffic Devices**

Apple Street is a striped two-lane through highway with 24 foot travelled way on a 40 foot road bed. There is all-way stop control at the intersection of Capistrano Avenue / Galapago Street on the western end of this segment and yield control at Jaeger Drive on the eastern end of this segment. There is a speed controlled hill advisory The road is unclassified on the County General Plan Mobility Element Network. The road is posted 35 MPH.

**Average Daily Traffic Volumes**

**06/16**

Apple Street

E/o Luther Drive

1,719

**Speed Data**

**85th  
Percentile**

**10 MPH  
Pace**

**% in  
Pace**

Apple Street

150' W/o San Bernadino Av (2019)

32.4 MPH

21-30

71.0%

**Collision Data**

There have been 2 reported collisions along this segment of roadway, none of which involved injury, in a 3 year period (08-01-16 to 07-31-19). These collisions result in a segment accident rate of 0.67 collisions per million vehicle miles. The statewide average is 1.8 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speed less than 45 mph.

**Discussion**

This item is a review to certify the existing posted speed limit for radar enforcement and was requested by DPW staff. The speed limit on this portion of Apple Street from Galopago Street / Capistrano Avenue to Jaeger Road is currently posted at 35 MPH. Due to the combined ordinance referencing the speed zones of Items 2-Q & 2-R and the similar roadway characteristics in the adjacent segments of Items 2-R & 2-S, the speed zones of Items 2-Q, 2-R, & 2-S were reviewed concurrently. The TAC recommends certification for radar speed enforcement of a 30 MPH speed limit on the extended segment of Apple Street from Grand Avenue to Jaeger Road in the unincorporated community of La Presa.

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 survey along this longer segment (0.51 miles) produced an overall speed zone of 32.4 MPH which supports a 30 MPH speed limit.

Both segments of Apple Street are striped two-lane suburban through highways which help to link several residential local roadways in La Presa. The segments are similar in width with no passing centerline. The representative from District 2 recommended that the grade changes and the number of driveways and side roads be considered. The Committee looked at the combined speed zone of Apple Street represented by Items 2-R & 2-S (34.6 MPH) and recommended that based on measured speeds and roadway operating conditions, including road geometry the two speed zones be revised into one speed zone to be certified for radar speed enforcement: Apple Street from Grand Avenue to Jaeger Road, establish a 30 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. Apple Street meets the CHP's criteria for radar speed enforcement.

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

**Recommendation**

The Committee recommends establishing a 30 MPH speed zone and certifying the 30 MPH speed limit for radar enforcement on Apple Street from Grand Avenue to Jaeger Road in the unincorporated community of La Presa.

Motion: Ouadah

Second: Custeau

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

**Necessary Board Action**

Amend Section 72.163.72. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinance.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE  
COMMITTEE REPORT**

**Item 5-A**

<b>STREET</b>	Mission Rd	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Iowa St	<b>TO</b>	Industrial Way
<b>SEGMENT LENGTH</b>	0.72 miles	<b>AREA</b>	Fallbrook

**Prevailing Speeds:** Posted Speed: **35 MPH**

Location	@ Minnesota Ave	725' E/o Brandon Rd	Speed Zone
Date of Survey	09/25/2019	10/12/2019	10/12/2019
85 <sup>th</sup> Percentile	<b>38.3 MPH</b>	<b>40.6 MPH</b>	<b>39.5 MPH</b>
10 MPH Pace	30-39	33-42	35-38
Percent in Pace	83%	86%	84.5%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>34</b>
Statewide Average Collision Rate	<b>1.80</b>
Collisions per Million Vehicle Miles	<b>2.52</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>12</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	17,170 vpd	Date Counted	09/25/2019
Number of Lanes	2	Road Striping	Center, Edge Lines, Bike Lanes
Mobility Element	Light Collector	Caltrans Urban/Rural Classification	Suburban
Road Classification	& Boulevard	Travelled Lane Width	24-40 ft
Roadbed Width	36-60 ft	Available Shoulders	0-26 ft
Road Curvature	Curvilinear	Intersecting Driveways	Some
Intersecting Roads	Many	Bike Lane/Route	Yes
Pedestrian Pathways	None		

**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 35 MPH speed limit on Mission Road from Iowa Street to Industrial Way in the unincorporated community of Fallbrook.

This western portion of Mission Road is a striped two-lane suburban through highway and Light Collector / Boulevard that several residential roadways as well as commercial establishments along the roadway in the town. Mission Road is a main access to the Fallbrook community from the Interstate 15 freeway.

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 (38.3 MPH & 40.6 MPH) produced an overall speed zone of 39.5 MPH which supports the existing 35 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. Mission 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 recertification of the existing 35 MPH speed limit for radar enforcement on Mission Road from Iowa Street to Industrial Way in the unincorporated community of Fallbrook.

Motion: Hollywood

Second: Bartley

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**

**Item 5-B**

<b>STREET</b>	Mission Rd	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Industrial Way	<b>TO</b>	450' E/o Stage Coach Ln
<b>SEGMENT LENGTH</b>	0.68 miles	<b>AREA</b>	Fallbrook

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	200' E/o Knoll Park Ln
Date of Survey	10/02/2019
85 <sup>th</sup> Percentile	<b>47.7 MPH</b>
10 MPH Pace	39-48
Percent in Pace	79%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>27</b>
Statewide Average Collision Rate	<b>1.19</b>
Collisions per Million Vehicle Miles	<b>1.85</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>16</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	19,810 vpd	Date Counted	9/25/2019
Number of Lanes	2	Road Striping	Center, Edge Lines, Bike Lanes
Mobility Element	Boulevard	Caltrans Urban/Rural Classification	Suburban
Road Classification		Travelled Lane Width	24 -36 ft
Roadbed Width	32-56 ft	Available Shoulders	0 ft
Road Curvature	Curvilinear	Intersecting Driveways	Some
Intersecting Roads	Minimal	Bike Lane/Route	Yes
Pedestrian Pathways	No		

**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 Mission Road from Industrial Way to 450' east of Stage Coach Lane in the unincorporated community of Fallbrook.

This portion of Mission Road is a striped two-lane suburban through highway and Boulevard that connects residential roads and driveways as well as nearby collector roads leaving the main Fallbrook Community. Mission Road is a main access to the Fallbrook community from the Interstate 15 freeway.

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 survey produced an overall speed zone of 47.7 MPH which supports 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. Mission 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 recertification of the existing 45 MPH speed limit for radar enforcement on Mission Road from Industrial Way to 450' E/o Stage Coach Lane in the unincorporated community of Fallbrook.

Motion: Fleishman

Second: Hollywood

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**

**Item 5-C**

<b>STREET</b>	Mission Rd	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	450' E/O Stage Coach Ln	<b>TO</b>	Old Highway 395
<b>SEGMENT LENGTH</b>	3.27 miles	<b>AREA</b>	Fallbrook

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	@ Riverview Dr	@ Las Vistas Rd	200' E/o Sunny Heights Rd	Speed Zone
Date of Survey	05/15/2019	05/15/2019	05/15/2019	05/15/2019
85 <sup>th</sup> Percentile	<b>46.4 MPH</b>	<b>37.9 MPH</b>	<b>50.6 MPH</b>	<b>45.0 MPH</b>
10 MPH Pace	38-47	31-40	43-52	37-46
Percent in Pace	84%	91%	79%	84.7%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>91</b>
Statewide Average Collision Rate	<b>1.19</b>
Collisions per Million Vehicle Miles	<b>1.23</b>
Number of Collisions with Fatalities	<b>1</b>
Number of Collisions with Injuries	<b>39</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	20,670 vpd	Date Counted	05/15/2019
Number of Lanes	2	Road Striping	Center, Edge Lines, Bike Lanes
Mobility Element	Boulevard	Caltrans Urban/Rural Classification	Suburban
Road Classification		Travelled Lane Width	24 - 40 ft
Roadbed Width	36 – 48 ft	Available Shoulders	0
Road Curvature	Curvilinear	Intersecting Driveways	Some
Intersecting Roads	Many	Bike Lane/Route	Yes
Pedestrian Pathways	None		

**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 Mission Road from 450' east of Stage Coach Lane to Old Highway 395 in the unincorporated community of Fallbrook.

This eastern portion of Mission Road is a striped two-lane suburban through highway and Boulevard that connects residential roads and driveways to the Fallbrook Community and the Interstate 15 freeway.

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 (46.4 MPH, 37.9 MPH, & 50.6 MPH) produced an overall speed zone of 45.0 MPH which supports 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. Mission 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 recertification of the existing 45 MPH speed limit for radar enforcement on 450' E/o Stage Coach Lane to Old Highway 395 in the unincorporated community of Fallbrook.

Motion: Hollywood

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**

**Item 5-D**

<b>STREET</b>	Winter Haven Road	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Brooke Road	<b>TO</b>	Winterwarm Road
<b>SEGMENT LENGTH</b>	1.07 miles	<b>AREA</b>	Fallbrook

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	500' E/o Sunnycrest Ln
Date of Survey	05/09/2019
85 <sup>th</sup> Percentile	<b>45.8 MPH</b>
10 MPH Pace	37-46
Percent in Pace	64%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>1</b>
Statewide Average Collision Rate	<b>1.19</b>
Collisions per Million Vehicle Miles	<b>0.37</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>1</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	2,303 vpd	Date Counted	05/15/2019
Number of Lanes	2	Road Striping	Center, Edge Lines
Mobility Element	Non ME	Caltrans Urban/Rural	Suburban
Road Classification		Classification	
Roadbed Width	24 - 28 ft	Travelled Lane Width	10 ft lane
Road Curvature	Curvilinear	Available Shoulders	0 - 2 ft
Intersecting Roads	Minimal	Intersecting Driveways	Minimal
Pedestrian Pathways	None	Bike Lane/Route	None

**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 Winter Haven Road from Brooke Road to Winterwarm Road in the unincorporated community of Fallbrook.

This eastern portion of Winterhaven Road is a striped two-lane suburban roadway that adjacent agricultural lands and nearby residential roadways along Winterhaven Road and Sunnycrest Ln to the Fallbrook Community.

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 survey produced an overall speed zone of 45.8 MPH which supports 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. Winter Haven 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 recertification of the existing 45 MPH speed limit for radar enforcement on Winter Haven Road from Brooke Road to Winterwarm Road in the unincorporated community of Fallbrook.

Motion: Bartley

Second: Nissen

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**

**Item 5-E**

<b>STREET</b>	Sun Valley Road	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	Lomas Santa Fe Dr	<b>TO</b>	El Camino Real
<b>SEGMENT LENGTH</b>	0.93 miles	<b>AREA</b>	San Dieguito

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**Prevailing Speeds:** Posted Speed: **40 MPH**

Location	400' E/o Sun Valley Ln	555' E/o Ladera Sarina	Speed Zone
Date of Survey	04/24/2019	4/24/2019	12/03/2018
85 <sup>th</sup> Percentile	<b>42.8 MPH</b>	<b>40.7 MPH</b>	<b>41.8 MPH</b>
10 MPH Pace	34-43	33-42	33-42
Percent in Pace	83%	85%	84%

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**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	1
Statewide Average Collision Rate	1.8
Collisions per Million Vehicle Miles	0.64
Number of Collisions with Fatalities	0
Number of Collisions with Injuries	0

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**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	1,535 vpd	Date Counted	4/25/2019
Number of Lanes	2	Road Striping	Double Yellow Centerline
Mobility Element	Non-ME	Caltrans Urban/Rural Classification	Suburban
Road Classification			
Roadbed Width	24 - 28 ft	Travelled Lane Width	12-14 ft
Road Curvature	Curvilinear	Available Shoulders	None
Intersecting Roads	Minimal	Intersecting Driveways	Yes
Pedestrian Pathways	Partially DG Pathway	Bike Lane/Route	None

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**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 40 MPH speed limit to 35 MPH on Sun Valley Road from Lomas Santa Fe Drive to El Camino Real in the unincorporated community of San Dieguito and certifying the reduced speed limit for radar speed enforcement.

Sun Valley Road is a striped two-lane suburban local roadway that provides abutting residential properties access to nearby collector roadways. The roadway also provides access to nearby equestrian trails.

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 (42.8 MPH & 40.7 MPH) produced an overall speed zone of 41.8 MPH which supports a 40 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 discussed the use of roadway and the significant equestrian activity present. The Committee also discussed how enforcement of the lowered speed limit



may be affected and found that it had no significant impact. The Committee supported reducing the speed limit to 35 MPH and certifying it for radar 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. Sun Valley Road meets the CHP's criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and provided support for a lower 35 MPH speed limit.

**Recommendation**

The Committee recommends reducing the existing 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Sun Valley Road from Lomas Santa Fe Drive to El Camino Real in the unincorporated community of San Dieguito.

Motion: Nissen

Second: Ouadah

Vote: yes-5, no-4, abstain-1, vacant-0, absent-5

**Necessary Board Action**

Amend Section 72.161.83. of Division 2, Title 7 of the San Diego County Code of Regulatory Ordinances.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE  
COMMITTEE REPORT**

**Item 5-F**

<b>STREET</b>	County Maintained Portions of Via De La Valle	<b>REPORT DATE</b>	12/13/2019
<b>FROM</b>	San Diego City Limit (near Arroya Rosita)	<b>TO</b>	Paseo Delicias
<b>SEGMENT LENGTH</b>	3.37 miles	<b>AREA</b>	Rancho Santa Fe

**Prevailing Speeds:** Posted Speed: **45 MPH**

Location	200' W/o Las Planideras	800' S/o Calzada Del Bosque	300' S/o La Gracia	Speed Zone
Date of Survey	05/21/2019	05/21/2019	05/16/2019	05/21/2019
85 <sup>th</sup> Percentile	<b>48.6 MPH</b>	<b>45.9 MPH</b>	<b>46.5 MPH</b>	<b>47 MPH</b>
10 MPH Pace	39-48	38-47	39-48	39-48
Percent in Pace	72%	77%	87%	78.7%

**Collision Records:**

Number of Years Studied	3 years (08/01/2016 – 07/31/2019)
Total Collisions	<b>43</b>
Statewide Average Collision Rate	<b>1.19</b>
Collisions per Million Vehicle Miles	<b>0.99</b>
Number of Collisions with Fatalities	<b>0</b>
Number of Collisions with Injuries	<b>28</b>

**Highway, Traffic, And Roadside Conditions Not Readily Apparent to the Driver:**

Average Daily Traffic	11,821 vpd	Date Counted	05/09/2019
Number of Lanes	2	Road Striping	Center, 2 way left turn, Edge Lines
Mobility Element	Community Collector	Caltrans Urban/Rural Classification	Suburban
Road Classification	Community Collector	Travelled Lane Width	12 ft lane
Roadbed Width	30 to 50 ft	Available Shoulders	1 to 16 ft
Road Curvature	Curvilinear	Intersecting Driveways	Minimal
Intersecting Roads	Some	Bike Lane/Route	None
Pedestrian Pathways	Partially sidewalk		

**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 county-maintained portions of Via De La Valle from the San Diego City Limits (near Arroya Rosita) and Paseo Delicias in the unincorporated community of Rancho Santa Fe.

Via De La Valle is a striped two-lane suburban through highway and Community Collector linking beach communities to Rancho Santa Fe Communities.

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 (48.6 MPH, 45.9 MPH, & 46.5 MPH) produced an overall speed zone of 47.0 MPH which supports 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. Via De La Valle meets 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 recertification of the existing 45 MPH speed limit for radar enforcement on the County maintained portions of Via De La Valle from the San Diego City Limit (near Arroya Rosita) and Paseo Delicias in the unincorporated community of Rancho Santa Fe.

Motion: Ouadah

Second: Custeau

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

**Necessary Board Action**

File this report.