

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**June 12, 2020 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review**

SUBJECT		LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>				
2-A.	RADAR CERTIFICATION	OAK DR	LAKE MORENA	CAMPO / LAKE MORENA
2-B.	RADAR CERTIFICATION	OAK DR	LAKE MORENA	CAMPO / LAKE MORENA
2-C.	TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	CREST	CREST-DEHESA
2-D.	TEMPORARY ROAD CLOSURE	MAST BL	LAKESIDE	LAKESIDE
2-E.	TEMPORARY ROAD CLOSURE	WHITESTONE RD	SPRING VALLEY	SPRING VALLEY
2-F.	WEIGHT RESTRICTION	HIGHLAND VALLEY RD	RAMONA	RAMONA
<u>SUPERVISORIAL DISTRICT 5</u>				
5-A.	RADAR CERTIFICATION	VALLEY CENTER RD	VALLEY CENTER / RINCON	VALLEY CENTER / PALA-PAUMA
5-B.	WEIGHT RESTRICTION	SANDIA CREEK RD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020

Item **2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Oak Drive from Buckman Springs Rd to 1,200' E/o White Goose Road (a distance of 0.79 miles) LAKE MORENA (Thos. Bros. 1297-H4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Oak Drive from Buckman Springs Rd to 1,200' E/o White Goose Road is a 55 MPH unposted speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a reduced 50 MPH speed limit for radar enforcement.

Existing Traffic Devices

Oak Drive is a striped two-lane local roadway with a 24-foot travelled way on a 32-foot road bed. The roadway is striped with a no passing centerline. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 50 MPH.

Average Daily Traffic Volumes

02/20

Oak Drive:

At Sunfish Way 1,574

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Oak Drive:

At Sunfish Way (2019) 55.5 MPH 48-57 83.0%

Collision Data

There have been 2 reported collisions along this segment of roadway, 2 of which involved an injury, in a 3 year period (12-01-16 to 11-30-19). These collisions result in a segment accident rate of 1.47 collisions per million vehicle miles. The statewide average is 1.01 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.

Discussion

This item is a review to establish and certify a speed limit for radar enforcement and was requested by DPW staff. The TAC recommends establishing a 50 MPH speed limit and

certifying it for radar speed enforcement on Oak Drive from Buckman Springs Road to 1,200 feet east of White Goose Road in the unincorporated community of Lake Morena.

The subject segment of Oak Drive is a striped two-lane rural light collector roadway that provides access to a few private residential roadways and private driveways and serves as a main access thoroughfare for the community of Lake Morena. Oak Drive presently has a 55 MPH State maximum speed limit.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 55.5 MPH which supports a 55 MPH speed limit. The County Traffic Engineer noted that Oak Drive has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.47 vs 1.01 collisions per million vehicle miles) which supports a lower 50 MPH speed limit.

The County Traffic Engineer also noted that the roadway transitions directly into the adjacent western segment of Oak Drive, posted at 35 MPH, and that the decreased speed would reduce the speed differential between the two adjacent segments. The Committee supported establishing a 50 MPH speed limit 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. Oak Drive meets the California Highway Patrol's (CHP) criteria for radar speed enforcement.

The Campo-Lake Morena Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends establishing a 50 MPH speed limit and certifying it for radar speed enforcement on Oak Drive from Buckman Springs Road to 1,200 feet east of White Goose Road in the unincorporated community of Lake Morena.

Motion: Ouadah

Second: Hadley

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Add Section 72.166.2. to the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020

Item **2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Oak Drive from 1,200' E/o White Goose Road to Lake Morena Drive (a distance of 0.78 miles) LAKE MORENA (Thos. Bros. 1297-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Oak Drive from 1,200' E/o White Goose Road to Lake Morena Drive is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support certifying the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Oak Drive is a striped two-lane local roadway with a 24-foot travelled way on a 32-foot road bed. The roadway is striped with a no passing centerline. There is a section of Oak Drive from White Goose Road to Molchan Road that is posted 25 MPH. The roadway is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 35 MPH Radar Enforced.

Average Daily Traffic Volumes

02/20

Oak Drive:

350' W/o White Goose Rd 1,337

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Oak Drive:

150' W/o Sage Dr (2019) 36.3 MPH 27-36 84.0%

Collision Data

There has been 1 reported collisions along this segment of roadway which involved an injury in a 3 year period (12-01-16 to 11-30-19). This collision results in a segment accident rate of 0.88 collisions per million vehicle miles. The statewide average is 1.05 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement and

was requested by DPW staff. The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Oak Drive from 1,200 feet east of White Goose Road to Lake Morena Drive in the unincorporated community of Lake Morena.

The subject segment of Oak Drive is a striped two-lane rural light collector roadway that provides access to some commercial residential driveways and residential roadways and serves as a main access thoroughfare for the community of Lake Morena.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 36.3 MPH which supports the existing 35 MPH speed limit. The Committee supported certifying the existing 35 MPH speed limit 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. Oak Drive meets the CHP's criteria for radar speed enforcement.

The Campo-Lake Morena Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Oak Drive from 1,200 feet east of White Goose Road to Lake Morena Drive in the unincorporated community of Lake Morena.

Motion: Ouadah

Second: Fleishman

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 275 feet east of Calle de la Sierra easterly to the end of County maintenance (a distance of 475 feet), CREST (Thos. Bros. 1252-E4)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18 months

PROBLEM AS STATED BY REQUESTER:

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

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

The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owners have consistently supported previous extensions of Camino Monte Sombra's temporary road closure. This item would be the second proposed extension for an additional 18 months of the closure reestablished in 2017.

DATA:

Existing Traffic Devices

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

Discussion

This item is a review to extend an existing temporary highway closure on Camino Monte Sombra from 275 feet east of Calle de la Sierra to the end of County maintenance for an additional 18-month period in the unincorporated community of El Cajon.

The California Vehicle Code (CVC) allows for a local authority to adopt rules and regulations for a temporary road closure if specific conditions are met. The conditions are as follows: (1) The local authority finds and determines that, based upon the joint recommendation of the sheriff's department and the Department of the California Highway Patrol (CHP), either serious and continual criminal activity or serious and continual illegal dumping exists along the portion of the highway recommended for closure; (2) the highway is not designated as a through highway or arterial street, or, if the road is so designated, the local authority, in conjunction with law enforcement and traffic engineers, has determined that a temporary closure may be accomplished without significant impact on the normal flow of traffic; (3) vehicular or pedestrian traffic on the highway contributes to the concern of serious and continual criminal activity or illegal dumping; and (4) the closure will not substantially adversely affect traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of the highway proposed to be temporarily closed.

The Board of Supervisors previously established a temporary road closure on Camino Monte Sombra to eliminate serious and continual criminal activities at the request of the California Highway Patrol and the San Diego County Sheriff's Department. In the past, CHP and Sheriff reported issues with serious and continual criminal activity including underage drinking, illegal dumping, drug use, loud music, DUI, vandalism, and stolen property.

A joint recommendation of the CHP and the Sheriff had been received supporting the 18-month extension of the closure of this dead-end portion of the through highway. Both the CHP and Sheriff have confirmed the number of service calls for the closed segment have significantly decreased since implementation. Vehicular traffic was identified as a source of the criminal activity. There has been no reported evidence that the closure has adversely affected traffic flow nor that the closure has affected safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles. The Committee supported the extension of the closure of 18 months based on CVC conditions.

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

Recommendation

The Committee recommends the extension of the existing temporary highway closure on Camino Monte Sombra from 275 feet east of Calle de la Sierra to the end of County maintenance for an additional 18-month period in the unincorporated community of El

Cajon.

Motion: Wellhouser

Second: Custeau

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Traffic Resolution No. 2663 to extend Item No. 2 of the list of Temporary road Closures.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Mast Boulevard, from Pinery Grove/Marathon Parkway to the end of the Cul-de-Sac (a distance of 850 feet), LAKESIDE (Thos. Bros. 1231-G4)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18 months

PROBLEM AS STATED BY REQUESTER:

In 2018, this segment of Mast Boulevard was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious and continual criminal activity was occurring on a frequent basis. In 2019, the Board of Supervisors approved a temporary 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

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

The Board of Supervisors, Law Enforcement Officials, Lakeside Community Planning Group and affected property owners supported Mast Boulevard's temporary road closure. This item would be the first proposed extension for an additional 18 months of the closure established in 2018.

DATA:

Existing Traffic Devices

Mast Blvd is a 56-foot striped two-lane roadway with bike lanes and raised median. There is currently a "Dumping Prohibited" sign at the Cul-de-Sac. The road does not have a posted speed limit. Although the roadway is classified on the County General Plan Mobility Element Network as a Major road and Mast Blvd from Carlton Hills Blvd (Santee) to its eastern end has been designated a through highway, this small 850' segment is a stub road with no plans for development.

Discussion

This item is a review to extend an existing temporary highway closure on Mast Boulevard from Pinery Grove/Marathon Way to the end of the Cul-de-Sac for an additional 18-month period in the unincorporated community of Lakeside.

The California Vehicle Code (CVC) allows for a local authority to adopt rules and regulations for a temporary road closure if specific conditions are met. The conditions are as follows: (1) The local authority finds and determines that, based upon the joint recommendation of the sheriff's department and the Department of the California Highway Patrol (CHP), either serious and continual criminal activity or serious and continual illegal dumping exists along the portion of the highway recommended for closure; (2) the highway is not designated as a through highway or arterial street, or, if the road is so designated, the local authority, in conjunction with law enforcement and traffic engineers, has determined that a temporary closure may be accomplished without significant impact on the normal flow of traffic; (3) vehicular or pedestrian traffic on the highway contributes to the concern of serious and continual criminal activity or illegal dumping; and (4) the closure will not substantially adversely affect traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of the highway proposed to be temporarily closed.

The Board of Supervisors previously established a temporary road closure on Mast Boulevard to eliminate serious and continual criminal activities at the request of the California Highway Patrol and the San Diego County Sheriff's Department. In the past, CHP and Sheriff reported issues with serious illegal dumping including household trash, construction debris, a boat, a camper, and, in one instance, a barrel with unknown contents that required a hazardous materials unit. They also reported serious criminal activity including street racing, reckless driving, trespassing, and illegal off-roading.

A joint recommendation of the CHP and the Sheriff had been received supporting the 18-month extension of the closure of this dead-end portion of the through highway. Both the CHP and Sheriff have confirmed the number of service calls for the closed segment has decreased since implementation. Vehicular traffic was identified as a source of the criminal activity. There has been no reported evidence that the closure has adversely affected traffic flow nor that the closure has affected safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles. The Committee supported the extension of the closure of 18 months based on CVC conditions.

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

Recommendation

on Mast Boulevard from Pinery Grove/Marathon Way to the end of the Cul-de-Sac for an additional 18-month period in the unincorporated community of Lakeside.

Motion: Wellhouser

Second: Custeau

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Traffic Resolution No. 2663 to extend Item No. 3 of the list of Temporary road Closures.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Whitestone Road, from a point 130 feet north of Lake Ridge Court northerly to the end of County maintenance (a distance of 100 ft), SPRING VALLEY (Thos. Bros. 1291-E2)

INITIATED BY: Traffic Engineering

REQUEST: Extend the Temporary Road Closure for an additional 18 months

PROBLEM AS STATED BY REQUESTER:

In 2018, this segment of Whitestone Road was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious and continual criminal activity and illegal dumping was occurring on a frequent basis. In 2019, the Board of Supervisors approved a temporary 18-month road closure and subsequent extensions as a result of serious and continual criminal activity.

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

The Board of Supervisors, Law Enforcement Officials, Spring Valley Community Planning Group and affected property owners supported Whitestone Road's temporary road closure. This item would be the first proposed extension for an additional 18 months of the closure established in 2018.

DATA:

Whitestone Road is a striped two-lane roadway that measures 40-64 feet in width with a two way left turn median and parking on both sides of the road. Whitestone Road from 130 feet north of Lake Ridge Court northerly to the end of County maintenance, is a portion being proposed to be closed. The segment is a 40-foot wide residential roadway with parking along both sides. Whitestone Road is unclassified on the County General Plan Mobility Element Network. The road does not have a posted speed limit.

Discussion

This item is a review to extend an existing temporary highway closure on Whitestone Road from 130 feet north of Lake Ridge Court to the end of the Cul-de-Sac for a distance of 100 feet in the unincorporated community of Spring Valley for an additional period of not more than 18 months.

The California Vehicle Code (CVC) allows for a local authority to adopt rules and regulations for a temporary road closure if specific conditions are met. The conditions are as follows: (1) The local authority finds and determines that, based upon the joint recommendation of the sheriff's department and the Department of the California Highway Patrol (CHP), either serious and continual criminal activity or serious and continual illegal dumping exists along the portion of the highway recommended for closure; (2) the highway is not designated as a through highway or arterial street, or, if the road is so designated, the local authority, in conjunction with law enforcement and traffic engineers, has determined that a temporary closure may be accomplished without significant impact on the normal flow of traffic; (3) vehicular or pedestrian traffic on the highway contributes to the concern of serious and continual criminal activity or illegal dumping; and (4) the closure will not substantially adversely affect traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles in the area of the highway proposed to be temporarily closed.

The Board of Supervisors previously established a temporary road closure on Whitestone Road to eliminate serious and continual criminal activities at the request of the California Highway Patrol and the San Diego County Sheriff's Department. In the past, area residents noted numerous instances of illegal dumping and criminal activity (drug sales, frequent law enforcement action, neighbor retaliation) at the Whitestone Road cul-de-sac.

A joint recommendation of the CHP and the Sheriff had been received supporting the 18-month closure of this dead-end portion of the through highway. Both the CHP and Sheriff have confirmed the number of service calls for the closed segment has significantly decreased since implementation. Vehicular traffic was identified as a source of the criminal activity. There has been no reported evidence that the closure has adversely affected traffic flow nor that the closure has affected safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles. The Committee supported the extension of the closure of 18 months based on CVC conditions.

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

Recommendation

The Committee recommends the extension of the existing temporary highway closure on Whitestone Road from 130 feet north of Lake Ridge Court to the end of the Cul-de-Sac for a distance

of 100 feet in the unincorporated community of Spring Valley for an additional period of not more than 18 months.

Motion: Wellhouser

Second: Custeau

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Traffic Resolution No. 2663 to extend Item No. 3 of the list of Temporary road Closures.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020

Item 2-F

SUPERVISORIAL DISTRICT: 2

SUBJECT: Weight Restriction

LOCATION: Highland Valley Road from Archie Moore Road to Bandy Canyon Road (a distance of 6.04 miles)
RAMONA (Thos. Bros. 1151-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Commercial Weight Restriction

PROBLEM AS STATED BY REQUESTER:

Highland Valley Road from Archie Moore Road to Bandy Canyon Road is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to the Caltrans truck route of State Route 67 to State Route 78. The geometric alignment of the roadway is substandard for large vehicle traffic.

Existing Traffic Devices

Highland Valley Road is a striped two-lane local roadway 20 to 28-feet in width. The roadway is striped with a no passing centerline and white edgeline. There are speed advisory curves along the segment. The roadway is classified as a Light Collector in the County General Plan Mobility Element Network. Highland Valley Road is posted 55 MPH Radar Enforced.

Average Daily Traffic Volumes

09/16

Highland Valley Road:

350' W/o Archie Moore Trail

1,392

Collision Data

There have been 41 reported collisions along this segment of roadway, 1 of which involved a truck, in a 3 year period (01-01-17 to 12-31-19). These collisions result in a segment accident rate of 4.47 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar rural conventional rolling 2 lanes or less with speeds less than or equal to 55 mile per hour.

Discussion

This item was pulled by San Diego County DPW Traffic Engineering for further review.

Recommendation

N/A. See Discussion.

Necessary Board Action

N/A. See Discussion.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020

Item **5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Valley Center Road from North Lake Wohlford Road
State Route 76(a distance of 4.96 miles) VALLEY
CENTER / RINCON (Thos. Bros. 1051-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Valley Center Road from North Lake Wohlford Road to 1,230 feet south of Mile Post 34 to is a 55 MPH unposted speed zone. Valley Center Road from 1,230 feet south of Mile Post 34 to State Route 76 is posted 50 MPH radar enforced. Preliminary review of prevailing speeds and roadway conditions could support a reducing the speed limit on Valley Center Road, from North Lake Wohlford Road to State Route 76, to 45 MPH and certify the reduced speed limit for radar enforcement.

Existing Traffic Devices

Valley Center Road is a striped two-lane local roadway that measures 24 to 50 feet in width. There is a short 4-lane section of roadway with traffic control signals at two intersections adjacent to the Rincon Casino. This segment of Valley Center Road is striped with a no passing centerline, passing centerlines, bike lanes, and two-way left turn lane in front of the casino. The roadway is classified as a Community Collector on the County General Plan Mobility Element Network. The roadway is posted 50 MPH Radar Enforced.

Average Daily Traffic Volumes

07/19

Valley Center Road:

1,200' S/o Sass Drive	9,160
500' S/o Mazzetti Lane	8,773

Speed Data

Valley Center Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
1,075' N/o N Lake Wohlford Rd	(2019)	48.4 MPH	40-49	80.0%
835' S/o Sass Drive	(2019)	54.6 MPH	43-52	65.0%
1,800' S/o State Route 76	(2019)	49.1 MPH	41-50	78.0%

Speed Zone	(2019) 50.7 MPH	41-50	74.3%
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Collision Data

There have been 81 reported collisions along this segment of roadway, 34 of which involved an injury and 4 of which involved a fatality, in a 3 year period (10-01-16 to 09-30-19). These collisions result in a segment accident rate of 1.67 collisions per million vehicle miles. The statewide average is 0.86 collisions per million vehicle miles for similar rural conventional flat 2 lanes or less with speeds less than or equal to 55 mile per hour.

Discussion

This item is a periodic review to recertify the existing posted speed limit for radar enforcement that is required every seven years to comply with state law and was requested by DPW staff. The TAC recommends reducing the existing 50 MPH speed limit to 45 MPH on Valley Center Road from 1,230' south of Mile Post 34 to State Route 76 and relocating the southern limit of the speed zone to North Lake Wohlford Road in the unincorporated communities of Valley Center and Rincon and certifying the reduced speed limit for radar speed enforcement.

Valley Center Road is a striped two-lane rural community collector roadway that provides access to several residential roadways and some private driveways. It also serves as the main thoroughfare through the Rincon Indian Reservation.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of the recent speed survey produced an overall speed zone of 50.7 MPH which supports a 50 MPH speed limit. Valley Center Road has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.67 vs 0.86 collisions per million vehicle miles) which supports a lower 45 MPH speed limit. 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. Miller Road meets the CHP's criteria for radar speed enforcement.

The Valley Center Community Planning Group and Pala-Pauma Community Sponsor Group were provided the opportunity to review this item. The Valley Center Chairperson was present at the meeting and expressed support for the 45 MPH speed limit noting the high accident rate along this segment. The Pala Pauma Community Sponsor Group did not provide input.

Recommendation

The Committee recommends reducing the existing 50 MPH speed limit to 45 MPH on

Valley Center Road from 1,230' south of Mile Post 34 to State Route 76 and relocating the southern limit of the speed zone to North Lake Wohlford Road in the unincorporated communities of Valley Center and Rincon and certifying the reduced speed limit for radar speed enforcement.

Motion:Smale

Second: Wellhouser

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Amend Ordinance Section 72.161.35.5. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 12, 2020

Item **5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Weight Restriction

LOCATION: Sandia Creek Drive from De Luz Road to end of County maintenance (a distance of 2.61 miles) FALLBROOK (Thos. Bros. 997-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Commercial Weight Restriction

PROBLEM AS STATED BY REQUESTER:

Sandia Creek Drive from De Luz Road to End of County Maintenance is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to Interstate 15 and East Mission Road. The narrow roadway is substandard for large vehicle traffic, being.

Existing Traffic Devices

Sandia Creek Drive is a striped two-lane local roadway 25-feet in width. The roadway is striped with a no passing centerline. There are speed advisory curves along the segment. The roadway is classified as a Minor Collector (2.3C) in the County General Plan Mobility Element Network primarily intended for residential neighborhoods or for rural areas with steep slopes and physical constraints. The roadway has a 55 MPH unposted speed zone.

Average Daily Traffic Volumes

08/19

Sandia Creek Drive:

3,000' N/o Rock Mountain Drive 1,820

Truck Survey

08/13/19 (12:00am to 11:59pm)

08/14/19 (12:00am to 11:59pm)

2 Axle Trucks	3	3
3 Axle Trucks	8	10
4 Axle Trucks	1	0
5 Axle Trucks	0	0
6 Axle Trucks	0	1

Collision Data

There have been 13 reported collisions along this segment of roadway, none of which involved a truck, in a 3 year period (01-01-17 to 12-31-19). These collisions result in a segment accident rate of 2.51 collisions per million vehicle miles. The statewide average is 1.26 collisions per million vehicle miles for similar rural conventional rolling 2 lanes or less with speeds less than or equal to 55 mile per hour.

Discussion

This item recommends establishing a 14,000 pound (7-ton) commercial weight restriction on Sandia Creek Drive from De Luz Road to the end of County maintenance in the unincorporated community of Fallbrook.

Sandia Creek Drive is a rolling, curvilinear minor collector roadway serving as an access road to properties on adjacent private residential roadways. The roadway has several areas with narrow pavement and tight radii curves with speed advisory signs and restricted sight distance throughout. State law allows the County to prohibit from use, by any commercial vehicle exceeding a gross weight of 14,000 pounds, of any highway located in an unincorporated residential or subdivision area via ordinance.

Committee staff received several letters from Sandia Creek area residents in support of support large commercial vehicle weight restrictions along the entirety of Sandia Creek Drive to address operational and community concerns. In addition, a resident provided verbal testimony regarding the current conditions of the roadway. The resident noted that the wider commercial vehicles tended to displace the smaller vehicles on the roadway and noted that this segment is used as a cut-through route for commercial vehicles coming from Riverside County to avoid fee scales on the interstate. They also spoke of the ten large truck related accidents along the private portion of Sandia Creek Drive, north of the end of County maintenance.

The Committee noted that Sandia Creek Drive is not a desirable truck route. The County Traffic Engineer noted that the roadway is a rural, rolling, two-lane roadway with horizontal curves, vertical curves, and grades that tend to cause issues with heavy commercial vehicles. The County Traffic Engineer further noted that the roadway serves as a local roadway rather than a collector roadway. The Committee noted that Interstate 15 and Mission Road are more navigable for large commercial vehicles and serve as a viable alternate route. The California Highway Patrol Oceanside representative expressed support for the proposed weight restriction noting that commercial vehicles use Sandia Creek for three reasons: for deliveries to residents along the roadway or in the private portion, to avoid the commercial truck scales on Interstate 15, and inexperienced drivers depending on their GPS. The Committee recommends a 7-ton weight restriction be established to decrease crossover centerline and run-off-the-road incidents, to increase the comfort level for all traversing this roadway, and to reduce the potential conflict between traveling vehicles and the wider commercial trucks. A weight restriction will not apply to large commercial vehicles with origination or destination points along Sandia Creek Drive.

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

Recommendation

The Committee recommends establishing a 14,000 pound (7-ton) commercial weight restriction on Sandia Creek Drive from De Luz Road to the end of County maintenance in the unincorporated community of Fallbrook.

Motion: Smale

Second: Hadley

Vote: yes-11, no-0, abstain-0, vacant-0, absent-4

Necessary Board Action

Add Section 72.243.21. to the San Diego County Regulatory Code.