

# **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**October 23, 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**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 1</u></b>			
<b>1-A. RADAR CERTIFICATION</b>	<b>PEPPER TREE RD/ VISTA DR</b>	<b>CHULA VISTA</b>	<b>SWEETWATER</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. RADAR CERTIFICATION</b>	<b>GREENFIELD DR</b>	<b>EL CAJON</b>	<b>CREST-DEHESA</b>
<b>2-B. RADAR CERTIFICATION</b>	<b>GREENFIELD DR</b>	<b>EL CAJON</b>	<b>CREST-DEHESA</b>
<b><u>SUPERVISORIAL DISTRICT 3</u></b>			
<b>3-A. RADAR CERTIFICATION</b>	<b>CAMINO SAN BERNARDO</b>	<b>4S RANCH</b>	<b>SAN DIEGUITO</b>
<b>3-B. RADAR CERTIFICATION</b>	<b>ANAHEIM ST</b>	<b>SAN PASQUAL</b>	<b>N/A</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. RADAR CERTIFICATION</b>	<b>MCDONALD RD</b>	<b>FALLBROOK</b>	<b>FALLBROOK</b>
<b>5-B. WEIGHT RESTRICTION</b>	<b>LAURASHAWN LN /ARCO DR</b>	<b>ESCONDIDO</b>	<b>HIDDEN MEADOWS</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** October 23, 2020

**Item 1-A**

**SUPERVISORIAL DISTRICT:** 1

**SUBJECT:** Radar Certification

**LOCATION:** Pepper Tree Road/Vista Drive from Chula Vista city limit to Bonita Glen Drive (a distance of 0.31 miles)  
BONITA (Thos. Bros. 1310-D6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Pepper Tree Road from Chula Vista City limit to Vista Drive is a posted 25 MPH speed zone. Vista Drive from Pepper Tree Road to Bonita Glen Drive is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a 25 MPH speed limit for radar enforcement on Pepper Tree Road/Vista Drive from Chula Vista city limit to Bonita Glen Drive.

**Existing Traffic Devices**

Pepper Tree Road and Vista Drive are striped two-lane local roadways with a 24-foot travelled ways on a 24 to 30-foot road beds. The roadways are striped with a no passing centerline and white edgeline. Pepper Tree Road and Vista Drive have curve advisory signs along the roadway. Both roadways are unclassified on the County General Plan Mobility Element Network. Pepper Tree Road and Vista Drive are posted 25 MPH and 35 MPH respectively.

**Average Daily Traffic Volumes**

**10/20**

Pepper Tree Road:

W/o Jacaranda Dr

1,746

**Speed Data**

**85th  
Percentile**

**10 MPH  
Pace**

**% in  
Pace**

Pepper Tree Road:

200' W/o Vista Drive

(2020)

28.5 MPH

20-29

89.0%

Vista Drive:

100' S/o Ola Ct

(2020)

32.4 MPH

24-33

83.0%

**Speed Zone**

**(2020)**

**30.5 MPH**

**22-31**

**85.0%**

**Collision Data**

There have been 2 reported collision along this segment of roadway, 1 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). This collision resulted in a segment accident rate of 3.38 collisions per million vehicle miles. The statewide average is 1.6 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 mile per hour.

**Discussion**

This item is a review to establish and certify a speed limit for radar enforcement and was requested by Department of Public Works (DPW) staff. The TAC recommends combining the speed zone of Pepper Tree Road from the Chula Vista city limit to Vista Drive and the speed zone of Vista Drive from Pepper Tree Road to Bonita Glen Drive into a single speed zone of Pepper Tree Road/Vista Drive from the Chula Vista city limit to Bonita Glen Drive and establishing a 25 MPH speed limit and certifying it for radar speed enforcement in the unincorporated community Chula Vista.

The subject segment of Pepper Tree Road/Vista Drive is a striped two-lane suburban local roadway that provides access to a few private residential roadways and some residential driveways and serves as an access road for the community. Pepper Tree Road presently has a 25 MPH speed limit. Vista Drive currently has a 35 MPH 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 30.5 MPH which supports a 30 MPH speed limit. The County Traffic Engineer noted that Pepper Tree Road/Vista Drive has experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (3.38 vs 1.6 collisions per million vehicle miles) which supports a 5 MPH reduction to the lower 25 MPH speed limit.

Area residents attending the meeting provided testimony regarding Pepper Tree Road/Vista Drive. One resident noted that the increase in traffic volume due to an approved development along the Bonita Glen Drive portion of roadway within the City of Chula Vista would cause increased traffic issues. The resident suggested that the narrow roadway would not be suited for the increased traffic volume. Another resident noted that more extreme traffic calming measures may be necessary to alleviate the concerns of area residents. The area residents supported a 25 MPH speed limit.

The County Traffic Engineer explained that the roadway issues described are traffic issues noting that drivers will drive how the roadway is designed. He also noted that the collision rate is higher than the statewide average which would allow for a decrease in the speed limit. The Caltrans representative noted that the collisions do not appear to relate directly to speed. The County Traffic Engineer explained that the speed can determine the severity of a collision, increased speed can equate to higher severity. He noted that a lower enforceable speed limit can help with this issue. The Committee supported establishing a 25 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. Pepper Tree Road/Vista Drive meets the California Highway Patrol's (CHP) criteria for radar speed enforcement.

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

**Recommendation**

The TAC recommends combining the speed zone of Pepper Tree Road from the Chula Vista city limit to Vista Drive and the speed zone of Vista Drive from Pepper Tree Road to Bonita Glen Drive into a single speed zone of Pepper Tree Road/Vista Drive from the Chula Vista city limit to Bonita Glen Drive and establishing a 25 MPH speed limit and certifying it for radar speed enforcement in the unincorporated community Chula Vista.

Motion: Ouadah

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

**Necessary Board Action**

Amend Ordinance Section 72.161.51. and delete Ordinance Section 72.161.52. of the San Diego County Regulatory Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2020

Item **2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from El Cajon City limit (near Double D Drive) to La Cresta Road (a distance of 0.28 miles)  
EL CAJON (Thos. Bros. 1252-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

### PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from El Cajon City limit (near Double D Drive) to La Cresta Road is posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying an increased 40 MPH speed limit for radar enforcement.

### Existing Traffic Devices

Greenfield Drive is a striped two-lane local roadway with a 35 to 47-foot travelled way and road bed. The roadway is striped with a no passing centerline and bike lane. The roadway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 35 MPH.

### Average Daily Traffic Volumes

**10/20**

Greenfield Drive:

N/o Sycamore Ln

24,260\*

*\*Estimate*

### Speed Data

Greenfield Drive:

100' N/o Syacmore Lane (2020)

**85th  
Percentile**

42.1 MPH

**10 MPH  
Pace**

35-44

**% in  
Pace**

82.0%

### Collision Data

There have been 7 reported collision along this segment of roadway, 2 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). These collisions resulted in a segment accident rate of 0.94 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 miles 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 Greenfield Drive from the El Cajon city limit (near Double D Drive) to La Cresta Road in the unincorporated community of El Cajon.

The subject segment of Greenfield Drive is a striped two-lane suburban Major Road roadway that provides access to some residential driveways and residential roadways and serves as a main access for the community of La Cresta from Interstate 8.

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 42.1 MPH which supports a 40 MPH speed limit. The County Traffic Engineer noted that the high driveway density, lack of pedestrian facilities, and adjacent 35 MPH speed limit in the adjacent El Cajon segment supports an additional 5 MPH reduction to a 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. Greenfield Drive meets the CHP's criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Greenfield Drive from the El Cajon city limit (near Double D Drive) to La Cresta Road in the unincorporated community of El Cajon.

Motion: Ouadah

Second: Gonsalves

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

### **Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2020

Item **2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Greenfield Drive from La Cresta Road to El Cajon city limits (near Madison Avenue) (a distance of 0.47 miles)  
EL CAJON (Thos. Bros. 1252-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

### PROBLEM AS STATED BY REQUESTER:

Greenfield Drive from La Cresta Road to El Cajon city limits (near Madison Avenue) is a posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying the posted 45 MPH speed limit for radar enforcement.

### Existing Traffic Devices

Greenfield Drive is a striped two-lane local roadway with a 48-foot travelled way and road bed. The roadway is striped with a no passing centerline and bike lanes. The roadway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 45 MPH.

### Average Daily Traffic Volumes

**10/20**

Greenfield Drive:

@ Siesta Calle

11,690\*

*\*Estimate*

### Speed Data

Greenfield Drive:

@ Siesta Calle

(2020)

**85th  
Percentile**

46.5 MPH

**10 MPH  
Pace**

38-47

**% in  
Pace**

79.0%

### Collision Data

There have been 4 reported collision along this segment of roadway, 3 of which involved injury, in a 3 year period (04-01-17 to 03-31-20). These collisions resulted in a segment accident rate of 0.67 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 to 55 miles 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 45 MPH speed

limit for radar speed enforcement on Greenfield Drive from La Cresta Road to the El Cajon city limit (near Madison Avenue) in the unincorporated community of El Cajon.

The subject segment of Greenfield Drive is a striped two-lane suburban Major Road roadway that provides access to some residential driveways and residential roadways and serves as an access for the community of La Cresta from El Cajon.

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 46.5 MPH which supports a 45 MPH speed limit. The Committee supported certifying the existing 45 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. Greenfield Drive meets the CHP's criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends certifying the existing 45 MPH speed limit for radar speed enforcement on Greenfield Drive from La Cresta Road to the El Cajon city limit (near Madison Avenue) in the unincorporated community of El Cajon.

Motion: Fleishman

Second: Bartley

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

### **Necessary Board Action**

File this report.



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2020

Item **3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Camino San Bernardo from Camino del Norte to the end of County maintenance (a distance of 1.15 miles) 4S RANCH (Thos. Bros. 1169-G4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

### PROBLEM AS STATED BY REQUESTER:

Camino San Bernardo from Camino del Norte to the end of County maintenance is posted 45 MPH radar enforced speed zone. Preliminary review of prevailing speeds and roadway conditions could support recertifying the posted 45 MPH speed limit for radar enforcement.

### Existing Traffic Devices

Camino San Bernardo is a striped four-lane roadway with a 64 foot travelled lane on a 64 to 77 feet road bed. There is a raised planted median and painted median separating both directions of travel. There are bike lanes along both sides of the roadway. This roadway is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted 45 MPH Radar Enforced.

### Average Daily Traffic Volumes

Camino San Bernardo:

100' E/o Lone Hawk Road

10/20

5,776

02/13

5,460

100' W/o De Sola Street

5,430

### Speed Data

Camino San Bernardo:

100' W/o De Sola St

(2020)

(2012)

85th  
Percentile

44.7 MPH

48.0 MPH

10 MPH  
Pace

34-43

37-46

% in  
Pace

70.0%

59.2%

100' E/o Lone Hawk Rd

(2020)

(2012)

45.7 MPH

45.0 MPH

37-46

33-42

70.0%

57.2%

**Speed Zone**

**(2020)**

**(2012)**

**45.2 MPH**

**46.5 MPH**

**36-45**

**35-44**

**70.0%**

**58.2%**

**Collision Data**

There have been 6 reported collision along this segment of roadway, 5 of which involved injury, in a 3 year period (06-01-17 to 05-31-20). These collisions resulted in a segment accident rate of 0.83 collisions per million vehicle miles. The statewide average is 1.00 collisions per million vehicle miles for similar suburban divided four lanes with speeds 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 recertifying the existing 45 MPH speed limit for radar speed enforcement on Camino San Bernardo from Camino del Norte to the San Diego City limit (near Deer Ridge Rd) in the unincorporated community of 4S Ranch.

The subject segment of Camino San Bernardo is a striped 4-lane suburban Major Road roadway that provides access to some residential roadways and serves as a main access for the several housing developments within the community.

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 surveys (45.7 MPH & 44.7 MPH) produced an overall speed zone of 45.2 MPH which supports a 45 MPH speed limit. The Committee supported certifying the existing 45 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. Camino San Bernardo 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 TAC recommends recertifying the existing 45 MPH speed limit for radar speed enforcement on Camino San Bernardo from Camino del Norte to the San Diego City limit (near Deer Ridge Rd) in the unincorporated community of 4S Ranch.

Motion: Coady

Second: Fleishman

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 23, 2020

Item **3-B**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Anaheim Street from Mary Lane to end of County maintenance (a distance of 0.3 miles) SAN PASQUAL (Thos. Bros. 1130-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

### PROBLEM AS STATED BY REQUESTER:

Anaheim Street from Mary Lane to end of County maintenance is an unposted 55 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a posted 25 MPH speed limit for radar enforcement.

### Existing Traffic Devices

Anaheim Street is a striped two-lane roadway with a 22 foot travelled lane and road bed. This roadway is unclassified on the County General Plan Mobility Element Network. The road is unposted.

### Average Daily Traffic Volumes

02/20

Anaheim Street:

50' W/o Anaheim Street

740

### Speed Data

Anaheim Street:

@ Anaheim Terrace

(2020)

85th  
Percentile

29.6 MPH

10 MPH  
Pace

20-29

% in  
Pace

83.0%

### Collision Data

There have been 0 reported collision along this segment of roadway in a 3 year period (04-01-17 to 03-31-20).

### 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 25 MPH speed limit and certifying it for radar speed enforcement on Anaheim Street from Mary Lane to the end of County maintenance (near Colley Lane) in the unincorporated community of San Pasqual.

The subject segment of Anaheim Street is a striped two-lane rural local roadway that provides access to several private residential roadways and private driveways in the community of San Pasqual. Anaheim Street 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 29.6 MPH which supports a 25 MPH speed limit.

Area residents attending the meeting commented on issues with cars speeding along the roadway causing safety concerns. One resident supported this notion explaining that the narrowness of the roadway can cause a vehicle within the large reverse curve to cross over the painted no-passing centerline. One of the residents noted that several yellow "Slow Down" signs placed on private property along the roadway do not deter speeding. The residents suggested further speed calming measures may be necessary.

The County Traffic Engineer noted that a 25 MPH speed limit is a good first step for alleviating the community's concerns as other calming measures may not be feasible. The Committee supported establishing a 25 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. Anaheim Street meets the CHP's criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor Group was provided the opportunity to review this item and did not provide input.

### **Recommendation**

The TAC recommends establishing a 25 MPH speed limit and certifying it for radar speed enforcement on Anaheim Street from Mary Lane to the end of County maintenance (near Colley Lane) in the unincorporated community of San Pasqual.

Motion: Fleishman

Second: Custeau

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

### **Necessary Board Action**

Add Ordinance Section 72.161.95.1. of the San Diego County Regulatory Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** October 23, 2020

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** McDonald Road from Fallbrook Street to Pepper Tree Lane (a distance of 1.00 miles) BONSALL (Thos. Bros. 1027-H3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

McDonald Road from Fallbrook Street to Pepper Tree Lane is posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support recertifying the posted 45 MPH speed limit for radar enforcement.

**Existing Traffic Devices**

McDonald Road is a striped two-lane roadway with a 24 foot travelled lane and road bed. The roadway is striped with a no passing centerline. This roadway is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH Radar Enforced.

**Average Daily Traffic Volumes**

McDonald Road:

S/o Gerald Way

**10/20**

2,299

**10/12**

2,280

**Speed Data**

McDonald Road:

200' S/o Gerald Way

(2020)

(2012)

**85th  
Percentile**

43.4 MPH

44.0 MPH

**10 MPH  
Pace**

34-43

34-43

**% in  
Pace**

57.0%

46.9%

**Collision Data**

There have been 2 reported collision along this segment of roadway, 1 of which involved injury, in a 3 year period (06-01-17 to 05-31-20). These collisions resulted in a segment accident rate of 0.80 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 miles 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 45 MPH speed limit to 40 MPH on McDonald Road from Fallbrook Street to Pepper Tree Lane in the unincorporated community of Fallbrook and certifying the reduced speed limit for radar speed enforcement.

McDonald Road is a striped two-lane suburban local roadway that provides access to several residential roadways and residential driveways.

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 43.4 MPH which supports a 40 MPH speed limit.

The County Traffic Engineer noted that the roadway is a local roadway and a lower speed limit helps to reflect that. The District 3 Representative noted that the 40 MPH speed limit is well within the 10 MPH pace and enforceable by CHP. The Committee supported reducing the speed limit to 40 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. McDonald 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 TAC recommends reducing the existing 45 MPH speed limit to 40 MPH on McDonald Road from Fallbrook Street to Pepper Tree Lane in the unincorporated community of Fallbrook and certifying the reduced speed limit for radar speed enforcement..

Motion: Ouadah

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

### **Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** October 23, 2020

**Item 5-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Weight Restriction

**LOCATION:** Laurashawn Lane/Arco Drive from North Avenue to North Broadway (a distance of 1.16 miles)  
ESCONDIDO (Thos. Bros. 1109-H1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Commercial Weight Restriction

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

Laurashawn Lane/Arco Drive from North Avenue to North Broadway is a residential area as defined in the County Traffic Guidelines. Large commercial vehicles have used this roadway as an alternative route to North Broadway. The roadway design parameters were not intended for large vehicle traffic.

### **Existing Traffic Devices**

Laurashawn Lane/Arco Drive is a striped two-lane local roadway 36 to 40 in width. The roadway is striped with a no passing centerline. A section of Laurashawn Lane is a divided two lane roadway. The roadway is unclassified in the County General Plan Mobility Element Network. Laurashawn Lane is posted 25 MPH.

### **Average Daily Traffic Volumes**

**02/20**

Laurashawn Ln:

50' N/o Tamara Dr

1,150

### **Truck Survey**

**02/18/20 (12:00am to 11:59pm)**

**02/18/20 (12:00am to 11:59pm)**

2 Axle Trucks	20	16
3 Axle Trucks	5	7
4 Axle Trucks	0	0
5 Axle Trucks	0	0
6 Axle Trucks	0	0

### **Collision Data**

There have been 0 reported collisions along this segment of roadway in a 3 year period (04-01-17 to 03-31-20).

### **Discussion**

This item is a weight restriction review requested by DPW staff based on resident concerns. The TAC recommends establishing a 14,000-pound (7-ton) commercial weight

restriction on Laurashawn Lane/Arco Drive from North Avenue to North Broadway in the unincorporated community of Escondido.

Laurashawn Lane and Arco Drive are rolling, curvilinear local roadways providing access to several residential driveways and some private residential roadways. A portion of Laurashawn Lane is separated into two one-way single lane roadways with an embankment in between. State law allows the County to prohibit any commercial vehicle exceeding a gross weight of 14,000 pounds from using any highway located in an unincorporated residential or subdivision area via ordinance.

Traffic Engineering staff received correspondence from area residents in support of large commercial vehicle weight restrictions along the entirety of Laurashawn Lane/Arco Drive to address truck operations and community concerns. In addition, a resident attended the meeting and provided verbal testimony regarding the current conditions of the roadway. The resident noted that this segment is used as a cut-through route for commercial vehicles coming to and from nurseries on North Broadway as a means to avoid curves on the southern portion of North Broadway. The resident noted that trucks have hit low hanging utility lines on Laurashawn Lane in the past.

The Committee noted that Laurashawn Lane/Arco Drive is not a desirable truck route. The DPW Representative noted that North Broadway is already the recommended truck route per the General Plan, being classified as a Community Collector roadway within the Plan's Mobility Element Network. The County Traffic Engineer further noted that Laurashawn Lane/Arco Drive serves as a local roadway rather than a collector roadway. The Committee noted that North Broadway is more navigable for large commercial vehicles and serve as a viable alternate route. The Committee recommends a 7-ton weight restriction be established to reduce the potential conflict between traveling vehicles and the wider commercial trucks on narrow residential roads. A weight restriction will not apply to large commercial vehicles with origination or destination points along Laurashawn Lane/Arco Drive.

The Hidden Meadows Community Sponsor Group was provided the opportunity to review this item and did not provide input.

### **Recommendation**

The TAC recommends establishing a 14,000-pound (7-ton) commercial weight restriction on Laurashawn Lane/Arco Drive from North Avenue to North Broadway in the unincorporated community of Escondido.

Motion: Ouadah

Second: Custeau

Vote: yes-12, no-0, abstain-0, vacant-0, absent-3

### **Necessary Board Action**

Add Ordinance Section 72.243.20. of the San Diego County Regulatory Code.