

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

January 22, 2021 ~ 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 |
|----------------|-----------------|-------------|------------------------------------|
|----------------|-----------------|-------------|------------------------------------|

SUPERVISORIAL DISTRICT 2

| | | | | |
|-------------|----------------------------|----------------------|------------------|-----------------|
| 2-A. | RADAR CERTIFICATION | ALPINE BL | ALPINE | ALPINE |
| 2-B. | RADAR CERTIFICATION | ALPINE BL | ALPINE | ALPINE |
| 2-C. | RADAR CERTIFICATION | PEPPER DR | BOSTONIA | LAKESIDE |
| 2-D. | RADAR CERTIFICATION | CAMINO CANADA | CRESTVIEW | LAKESIDE |

SUPERVISORIAL DISTRICT 5

| | | | | |
|-------------|----------------------------|----------------------|-------------------------|------------|
| 5-A. | RADAR CERTIFICATION | OLEANDER AV | VISTA | N/A |
| 5-B. | RADAR CERTIFICATION | POINSETTIA AV | VISTA/SAN MARCOS | N/A |
| 5-C. | RADAR CERTIFICATION | VALLEY DR | VISTA | N/A |

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 22, 2021

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Alpine Boulevard from Tavern Road to a point 500' east of Marshall Road (a distance of 0.84 miles)
ALPINE (Thos. Bros. 1234-A6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alpine Boulevard from Tavern Road to a point 500' east of Marshall Road is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certify the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane divided roadway with a 42 to 50 foot travelled lane on a 42 to 88 foot road bed. The roadway is striped with a two way left turn lane and bike lane. There is on street parking along the roadway in the form of a parking lane and angle parking stalls. There is a midblock crosswalk located east of Tavern Road and a signalized intersection at West Victoria Drive/Arnold Way. Alpine Boulevard is classified as a Light Collector on the County General Plan Mobility Element Network. The road is currently posted 35 MPH.

Average Daily Traffic Volumes

Alpine Boulevard

200' E/o West Victoria Drive

10/20

14,297

05/02

23,140

Speed Data

Alpine Boulevard

150' W/o Boulders Road

(2020)

42.7 MPH

(2002)

36.3 MPH

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

34-43

26-35

85.0%

76.6%

500' W/o W Victoria Drive

(2020)

38.3 MPH

(2002)

40.6 MPH

31-40

32-41

93.0%

77.3%

Speed Zone

(2020)

40.5 MPH

(2002)

38.5 MPH

33-42

29-38

89.0%

77.0%

Collision Data

There have been 23 reported collision along this segment of roadway, 8 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 1.75 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 periodic review to certify 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 certifying the existing 35 miles per hour (MPH) speed limit for radar speed enforcement on Alpine Boulevard from Tavern Road to a point 500' east of Marshall Road in the unincorporated community of Alpine.

The subject segment of Alpine Boulevard is a striped two-lane divided suburban Light Collector roadway with bike lane and angled parking/parking lane throughout. The roadway provides access to commercial driveways throughout the segment.

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 produced an overall speed zone of 40.5 MPH which supports a 40 MPH speed limit. The roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.75 vs 1.60 collisions per million vehicle miles) which supports rounding down to 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. Alpine Boulevard meets the California Highway Patrol (CHP) 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 TAC recommends certifying the existing 35 miles per hour (MPH) speed limit for radar speed enforcement on Alpine Boulevard from Tavern Road to a point 500' east of Marshall Road in the unincorporated community of Alpine.

Motion: Fleishman

Second: Bartley

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 22, 2021

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Alpine Boulevard from a point 500' east of Marshall Road to Honey Hill Ranch Road (a distance of 0.91 miles) ALPINE (Thos. Bros. 1234-B6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alpine Boulevard from a point 500' east of Marshall Road to Honey Hill Ranch Road is a posted 40 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certify the existing 40 MPH speed limit for radar enforcement.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane divided roadway with a 24 foot travelled lane on a 48 to 64 foot road bed. The roadway is striped with a two-way left turn lane and bikelane. The roadway allows for on street parking in the form of parking lane and marked angle parking stalls. There is a signalized intersection at East Victoria Drive. Alpine Boulevard is classified as a Light Collector/Community Collector on the County General Plan Mobility Element Network. The road is currently posted 40 MPH.

Average Daily Traffic Volumes

| | <u>10/20</u> | <u>05/02</u> |
|----------------------------|---------------------|---------------------|
| Alpine Boulevard | | |
| 100' E/o Bay Meadows Drive | 11,847 | 10,840 |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Alpine Boulevard | | | | |
| At Bay Meadows Drive | (2020) | 43.9 MPH | 35-44 | 77.0% |
| | (2003) | 44.8 MPH | 35-44 | 69.7% |

Collision Data

There have been 19 reported collision along this segment of roadway, 12 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 1.61 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 periodic review to certify 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 certifying the existing 40 MPH speed limit for radar speed enforcement on Alpine Boulevard from a point 500' east of Marshall Road to Honey Hill Ranch Road in the unincorporated community of Alpine, correcting the named eastern limit of the speed zone from Honey Hill Road to Honey Hill Ranch Road.

The subject segment of Alpine Boulevard is a striped two-lane divided suburban Light Collector/Community Collector roadway with bike lane and angled parking/parking lane throughout. The roadway provides access to commercial driveways throughout the segment.

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 43.9 MPH which supports a 40 MPH speed limit. The Committee supported certifying the existing 40 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. Alpine Boulevard meets the CHP 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 TAC recommends certifying the existing 40 MPH speed limit for radar speed enforcement on Alpine Boulevard from a point 500' east of Marshall Road to Honey Hill Ranch Road in the unincorporated community of Alpine, correcting the named eastern limit of the speed zone from Honey Hill Road to Honey Hill Ranch Road.

Motion: Custeau

Second: Bartley

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

Necessary Board Action

Amend Ordinance Section 72.169.92. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 22, 2021

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Pepper Drive from Santee city limit/Teton Dr to El Cajon city limit/Sterling Dr (a distance of 2.4 miles)
BOSTONIA (Thos. Bros. 1251-F1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pepper Drive from Santee city limit/Teton Dr to El Cajon city limit/Sterling Dr is a posted 40 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Pepper Drive is a striped two-lane divided roadway with a 22 to 50 foot travelled lane on a 22 to 50 foot road bed. The roadway is striped with a no passing centerline and white edgeline for a majority of its length. This roadway is classified as a Light Collector/Major Road on the County General Plan Mobility Element Network. The road is currently posted 40 MPH Radar Enforced.

Average Daily Traffic Volumes

| | <u>01/21</u> | <u>06/15</u> | |
|-----------------------|---------------------|---------------------|-----------|
| Pepper Drive | | | |
| E/o Santee city limit | 12,780* | 11,020 | *Estimate |
| 330' E/o Cajon Avenue | 10,860* | 9,370 | |

Speed Data

| | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Pepper Drive | | | | |
| 50' W/o Vulcan Street | (2020) | 38.7 MPH | 31-40 | 89.0% |
| 220' E/o Roxanne Drive | (2015) | 41.0 MPH | 32-41 | 84.0% |
| 200' E/o Clove Street | (2020) | 39.8 MPH | 32-41 | 86.0% |
| | (2015) | 41.0 MPH | 33-42 | 85.0% |
| 50' W/o Wight Way | (2020) | 39.3 MPH | 31-40 | 94.0% |
| | (2015) | 41.0 MPH | 30-39 | 61.0% |

| | | | | |
|------------|--------|----------|-------|-------|
| Speed Zone | (2020) | 39.3 MPH | 31-40 | 89.7% |
| | (2015) | 41.0 MPH | 32-41 | 76.7% |

Collision Data

There have been 63 reported collision along this segment of roadway, 20 of which involved injury and 2 of which involved a fatality, in a 3 year period (06-01-17 to 05-31-20). These collisions resulted in a segment accident rate of 2.03 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 periodic review to certify 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 Pepper Drive from the Santee city limit (Teton Drive) to the El Cajon city limit (Sterling Drive) in the unincorporated community of Bostonia.

The subject segment of Pepper Drive is a striped 2-lane divided suburban Light Collector/Major Road roadway that provides access to several residential roadways and serves as a main access for several residential driveways and housing developments within the community. The roadway also provides access to two schools.

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 produced an overall speed zone of 39.3 MPH which supports a 35 MPH speed limit. The Committee supported reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement.

The District 2 representative noted that the collision rate is much higher than the statewide average (2.03 vs 1.60 collision per million vehicle miles) and pondered what could be done to improve safety. The County Traffic Engineering representative noted that this item originally stemmed from a local resident's concern for safety of the roadway. He further noted that this is a first step to improve safety. The Traffic Engineering Manager present further added that these collisions are indicative of a pattern and the Local Road Safety Plan should help with identify issues along the roadway. The District 3 representative noted that increased enforcement could help with this segment.

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 Drive meets the CHP 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 TAC recommends reducing the existing 40 MPH speed limit to 35 MPH on Pepper Drive from the Santee city limit (Teton Drive) to the El Cajon city limit (Sterling Drive) in the unincorporated community of Bostonia.

Motion: Bartley

Second: Fleishman

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6

Necessary Board Action

Amend Ordinance Section 72.169.25.1 of the San Diego County Regulatory Code

RaSAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 22, 2021

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Camino Canada from Los Coches Road to Rancho Canada Road (a distance of 0.52 miles) LAKESIDE (Thos. Bros. 1252-D1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Camino Canada from Los Coches Road to Rancho Canada Road is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Camino Canada is a striped two-lane divided roadway with a 32 to 48 foot travelled lane on a 32 to 66 foot road bed. The roadway is striped with a no passing centerline and white edgeline. This roadway is unclassified on the County General Plan Mobility Element Network. The road is currently posted 35 MPH Radar Enforced.

Average Daily Traffic Volumes

| | <u>01/21</u> | <u>03/18</u> | |
|--------------------|---------------------|---------------------|-----------|
| Camino Canada | | | |
| W/o E County Drive | 4,339* | 3,971 | *Estimate |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------------|--|-----------------------------------|-------------------------------|-----------------------------|
| Camino Canada | | | | |
| 600' E/o E County Drive (2020) | | 39.6 MPH | 31-40 | 76.0% |
| (2011) | | 39.0 MPH | 31-40 | 77.1% |

Collision Data

There have been 7 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 2.84 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 periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on Camino Canada from Los Coches Road to Rancho Canada Road in the unincorporated community of Crestview.

The subject segment of Camino Canada is a striped 2-lane suburban local roadway that provides access to some commercial driveways and serves as a main access for the housing subdivision starting at Rancho Canada Road.

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 39.6 MPH which supports a 35 MPH speed limit. The Committee supported certifying the existing 35 MPH speed limit for radar enforcement.

The District 2 representative noted that while the collision rate for this segment is high (2.84 vs 1.60 collisions per million vehicle miles) he is unsure what further improvement could be done due to the low volume on the road and number of total collisions (7).

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 Canada meets the CHP 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 TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Camino Canada from Los Coches Road to Rancho Canada Road in the unincorporated community of Crestview.

Motion: Custeau

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: January 22, 2021

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Oleander Avenue from Vista city limit (near Juniper Ln) to Poinsettia Avenue (a distance of 0.37 miles) VISTA (Thos. Bros. 1108-B5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Oleander from Vista city limit (near Juniper Ln) to Poinsettia Avenue is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Oleander Avenue is a striped two-lane roadway with a 24 to 52 foot travelled lane on a 28 to 64 foot road bed. The roadway is striped with a no passing centerline, painted median and white edgeline. There is an all-way stop at the intersection of Mimosa Avenue. This roadway is unclassified on the County General Plan Mobility Element Network. The road is currently posted 35 MPH Radar Enforced.

Average Daily Traffic Volumes

| | <u>01/21</u> | <u>06/16</u> | |
|--------------------------|---------------------|---------------------|-----------|
| Oleander Avenue | | | |
| 200' E/o Parkwood Avenue | 6,205* | 5,513 | *Estimate |

| | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|---------------------------------|-----------------------------------|-------------------------------|-----------------------------|
| <u>Speed Data</u> | | | |
| Oleander Avenue | | | |
| 140' E/o Parkwood Avenue (2020) | 39.9 MPH | 31-40 | 80.0% |
| at Mimosa Avenue (2013) | 42.2 MPH | 33-42 | 67.1% |

Collision Data

There has been 1 reported collision along this segment of roadway in a 3 year period (06-01-17 to 05-31-20). This collision resulted in a segment accident rate of 0.40 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 periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on Oleander Avenue from the Vista city limit (near Juniper Lane) to Poinsettia Avenue in the unincorporated community of Vista.

Oleander Avenue is a striped two-lane divided suburban local roadway that provides access to some residential roadways and a school.

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 39.9 MPH which supports 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. Oleander Avenue meets the CHP criteria for radar speed enforcement.

This segment is located in the North County Metro Sub-Regional Planning Area and is not represented by a community group.

Recommendation

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Oleander Avenue from the Vista city limit (near Juniper Lane) to Poinsettia Avenue in the unincorporated community of Vista.

Motion: Wellhouser

Second: Fleishman

Vote: yes-8, no-0, abstain-0, vacant-0, absent-7

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 22, 2021

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Poinsettia Avenue from Oleander Avenue to Vista City Limit/Grand Avenue (a distance of 0.28 miles) VISTA (Thos. Bros. 1108-C6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Poinsettia Avenue from Oleander Avenue to Grand Avenue is a posted 40 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying a lower 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Poinsettia Avenue is a striped two-lane roadway with a 26 foot travelled and road bed. The roadway is striped with a no passing centerline. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is currently posted 40 MPH Radar Enforced.

Average Daily Traffic Volumes

| | <u>01/21</u> | <u>10/13</u> | |
|--------------------------|---------------------|---------------------|-----------|
| Poinsettia Avenue | | | |
| 700' S/o Oleander Avenue | 8,000* | 6,500 | *Estimate |

| <u>Speed Data</u> | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|---------------------------------|-----------------------------------|-------------------------------|-----------------------------|
| Poinsettia Avenue | | | |
| 700' S/o Oleander Avenue (2020) | 42.2 MPH | 30-39 | 63.0% |
| (2013) | 42.0 MPH | 31-40 | 71.0% |

Collision Data

There have been 3 reported collisions 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 1.23 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 periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on Poinsettia Avenue from Oleander Avenue to the Vista city limit (Grand Avenue) in the unincorporated community of Vista.

Poinsettia Avenue is a striped two-lane suburban Light Collector roadway that provides access to some residential roadways and several 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 42.2 MPH which supports a 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. Poinsettia Avenue meets the CHP criteria for radar speed enforcement.

This segment is located in the North County Metro Sub-Regional Planning Area and is not represented by a community group.

Recommendation

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Poinsettia Avenue from Oleander Avenue to the Vista city limit (Grand Avenue) in the unincorporated community of Vista.

Motion: Smale

Second: Wellhouser

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: January 22, 2021

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Valley Drive from Sunrise Drive to Vista city limit (a distance of 0.42 miles) VISTA (Thos. Bros. 1088-B6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Valley Drive from Sunrise Drive to Vista city limit is a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support certifying the existing 35 MPH speed limit for radar enforcement.

Existing Traffic Devices

Valley Drive is a striped two-lane roadway with a 26 foot travelled 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 currently posted 35 MPH.

Average Daily Traffic Volumes

| | <u>01/21</u> | <u>10/13</u> | |
|--------------|---------------------|---------------------|-----------|
| Valley Drive | | | |
| N/o Gil Way | 2,670* | 2,171 | *Estimate |

| <u>Speed Data</u> | | <u>85th Percentile</u> | <u>10 MPH Pace</u> | <u>% in Pace</u> |
|--------------------------|--------|-----------------------------------|-------------------------------|-----------------------------|
| Valley Drive | | | | |
| 400' N/o Gil Way | (2020) | 36.3 MPH | 28-37 | 79.0% |

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3 year period (06-01-17 to 05-31-20).

Discussion

This item is a periodic review to certify 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 certifying the existing 35 MPH speed limit for radar speed enforcement on Valley Drive from Sunrise Drive to the Vista city limit in the unincorporated community of Vista.

Valley Drive 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 36.3 MPH which supports 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. Valley Drive meets the CHP criteria for radar speed enforcement.

This segment is located in the North County Metro Sub-Regional Planning Area and is not represented by a community group.

Recommendation

The TAC recommends certifying the existing 35 MPH speed limit for radar speed enforcement on Valley Drive from Sunrise Drive to the Vista city limit in the unincorporated community of Vista.

Motion: Wellhouser

Second: Smale

Vote: yes-9, no-0, abstain-0, vacant-0, absent-6

Necessary Board Action

File this report.