

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 23, 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
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	CORRAL CANYON ROAD CENTRAL AV TO CHULA VISTA CITY LIMIT	BONITA/ SWEETWATER CSG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	TAVERN ROAD VICTORIA PARK TR TO ARNOLD WY	ALPINE/ ALPINE CPG
2-B. RADAR CERTIFICATION	TAVERN ROAD ARNOLD WY TO SOUTH GRADE RD	ALPINE/ ALPINE CPG
2-C. BRIDGE WEIGHT LIMITS	764 N. GLEN OAKS DR	ALPINE/ ALPINE CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	ALVARADO STREET VINE ST TO STAGE COACH LN	FALLBROOK/ FALLBROOK CPG
5-B. RADAR CERTIFICATION	ALVARADO STREET STAGE COACH LN TO LIVE OAK PARK RD	FALLBROOK/ FALLBROOK CPG
5-C. RADAR CERTIFICATION	FALLBROOK STREET MAIN AV TO STAGE COACH LN	FALLBROOK/ FALLBROOK CPG
5-D. RADAR CERTIFICATION	EL CAMINO REAL LA ORILLA TO LINEA DEL CIELO	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-E. RADAR CERTIFICATION	EL CAMINO REAL LINEA DEL CIELO TO SAN DIEGO CITY LIMIT	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-F. BRIDGE WEIGHT LIMITS	MESA GRANDE ROAD 295' NORTH OF STATE ROUTE 79	SAN YSABEL/ N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) (a distance of 1.19 miles) BONITA (Thos. Bros. 1311-A1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

Corral Canyon Road is a striped two-lane divided through highway with a 33 foot travelled way on a 64 foot road bed. The roadway is striped with a two way left turn lane and bike lanes. There are three all way stops along this roadway segment. Corral Canyon Road has several traffic calming measures including oval median islands, speed advisory chicane, median channelization, and transverse rumble strips. The roadway is also posted with horse advisory signs, with trails crossing the roadway at a number of locations. Corral Canyon Road is classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>10/20</u>	<u>08/13</u>
Corral Canyon Road:		
100' N/o Jockey Way	5,309	6,720
300' S/o Steeple Chase Road	4,888	6,220

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Corral Canyon Road:				
At Jockey Way	(2021)	38.0 MPH	30-39	80.0%
100' N/o Yearling Court	(2013)	39.0 MPH	30-39	78.0%
300' S/o Steeple Chase Rd	(2021)	35.7 MPH	28-37	79.0%
	(2013)	39.0 MPH	30-39	70.0%
Speed Zone	(2021)	36.9 MPH	29-38	79.5%

Collision Data

There have been 6 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 0.90 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 MPH.

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 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) in the unincorporated community of Bonita.

The subject segment of Corral Canyon Road is a striped two-lane divided suburban Minor Collector roadway with bike lanes and a two-way left turn lane throughout. The roadway has several traffic calming features and provides direct access to residential 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 36.9 MPH which supports a 35 MPH speed limit. The County Traffic Engineer noted as a condition not readily apparent to motorists that there is significant equestrian and pedestrian presence along this roadway. He also noted the high collision severity rate (3 out of 6 collisions resulting in an injury) along the roadway. Based on these conditions, the Committee supported reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 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. Corral Canyon Road meets the California Highway Patrol (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 reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) in the unincorporated community of Bonita.

Motion: Bartley

Second: Coady

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Ordinance Section 72.173. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Tavern Road from Victoria Park Terrace to Arnold Way
(a distance of 0.57 miles) ALPINE (Thos. Bros. 1233-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Tavern Road from Victoria Park Terrace to Arnold Way is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

Tavern Road is a striped two and four lane divided through highway with a 24 to 60 foot travelled way on a 36 to 82 foot road bed. The roadway is striped with a two way left turn lane, bike lanes, white edgeline, and parking lane. There are three signalized intersections along this roadway segment. The roadway is also posted with fire station advisory signs with supplemental flashing beacons, signal advisory signs with supplemental flashing beacons, and a speed advisory turn. Tavern Road is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>10/20</u>	<u>08/13</u>
Tavern Road:		
100' N/o I-8 Westbound Ramp	7,046	4,350
150' N/o Arnold Way	11,377	12,220

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Tavern Road:				
100' S/o Victoria Park Tr	(2021)	36.9 MPH	28-37	72.0%
	(2013)	40.0 MPH	30-39	66.0%
700' S/o Alpine Boulevard	(2021)	40.4 MPH	31-40	78.0%
	(2013)	39.7 MPH	31-40	76.0%
Speed Zone	(2021)	38.7 MPH	30-39	75.0%

Collision Data

There have been 25 reported collisions along this segment of roadway, 12 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 4.36 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 MPH.

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 Tavern Road from Victoria Park Terrace to Arnold Way in the unincorporated community of Alpine.

The subject segment of Tavern Road is a striped two-lane divided suburban Major Road with bike lanes and a two-way left turn lane. The roadway provides access to some commercial driveways and a fire station as well as provides access to the Alpine community north of the I-8 freeway.

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 38.7 MPH which supports 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. Tavern Road 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 35 MPH speed limit for radar speed enforcement on Tavern Road from Victoria Park Terrace to Arnold Way in the unincorporated community of Alpine.

Motion: Fleishman

Second: Custeau

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Tavern Road from Arnold Way to South Grade Road (a distance of 1.38 miles) ALPINE (Thos. Bros. 1234-A7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Tavern Road from Arnold Way to South Grade Road is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed limit.

Existing Traffic Devices

Tavern Road is a striped two-lane divided through highway with a 24 to 60 foot travelled way on a 36 to 82 foot road bed. The roadway is striped with a two way left turn lane, no passing centerline, bike lanes, white edgeline, and parking lane. There are two uncontrolled school crosswalks along this roadway segment. The roadway is also posted with school advisory signs, several with supplemental flashing beacons. Tavern Road is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

10/20

08/13

Tavern Road:

350' S/o DeWitt Estates Road

7,306

7,130

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Tavern Road:

240' N/o Roble Grande Rd (2021)
(2013)

47.1 MPH
48.0 MPH

39-48
40-49

75.0%
72.0%

620' S/o DeWitt Estates Rd (2021)
(2013)

45.8 MPH
48.0 MPH

37-46
38-47

67.0%
69.0%

Speed Zone (2021)

46.5 MPH

38-47

71.0%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 0.45 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 45 to 55 MPH.

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 45 MPH speed limit to 40 MPH on Tavern Road from Arnold Way to South Grade Road in the unincorporated community of Alpine.

The subject segment of Tavern Road is a striped 2-lane divided suburban Major Road that provides access to several residential roadways and serves as a main access for several residential roadways and driveways within the community. The roadway also provides direct access to two schools and a County park.

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 County Traffic Engineer noted that there is a significant pedestrian presence in the area due to the middle and elementary schools and the park. He further explained this is emphasized due to the two school zone pushbutton activated crosswalks along the segment. Based on these conditions, the Committee supported reducing the 45 MPH speed limit to 40 MPH and certifying the 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. Tavern Road 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 reducing the existing 45 MPH speed limit to 40 MPH on Tavern Road from Arnold Way to South Grade Road in the unincorporated community of Alpine.

Motion: Ouadah

Second: Czoberek

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Ordinance Section 72.169.88. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item **5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Alvarado Street from Vine Street to Stage Coach Lane
(a distance of 1.32 miles) FALLBROOK (Thos. Bros.
1027-F2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alvarado Street from Vine Street to Stage Coach Lane is posted 35 MPH Radar Enforced, excluding the existing business district posted 25 MPH, starting 350 feet east of Vine Street and continuing west to Mission Road. Preliminary review of prevailing speeds and roadway conditions could support relocating the western endpoint of the speed zone from Vine Street to Brandon Rd and radar certification of the existing 35 MPH speed limit for Alvarado Street from Vine Street to Stage Coach Lane.

Existing Traffic Devices

Alvarado Street is a striped two-lane through highway with a 24 to 54 foot travelled way on a 24 to 54 foot road bed. The roadway is striped with a no passing centerline and intermittent white edgeline. There is an uncontrolled school crosswalk along this roadway segment at Mercedes Road and an all-way stop intersection at Brandon Road. The roadway is also posted with intersection advisory signs. Alvarado Street 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

	<u>10/20</u>	<u>08/13</u>
Alvarado Street:		
240' E/o Ellis Lane	4,319	4,830

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Alvarado Street:				
300' W/o Potter Street	(2021)	36.8 MPH	28-37	73.0%
240' E/o Ellis Lane	(2013)	39.7 MPH	31-40	75.0%
At Shelby Lane	(2021)	42.3 MPH	31-40	66.0%

Speed Zone	(2021)	39.6 MPH	30-39	69.5%
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Collision Data

There have been 13 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 2.09 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 MPH.

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 (1) relocating the western endpoint of this speed zone from Vine Street to Brandon Road North (extending the existing business district) and (2) certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane in the unincorporated community of Fallbrook.

Alvarado Street is a striped two-lane undivided suburban light collector that provides access to some residential roadways, a school, and business driveways. The eastern portion of the roadway segment is a 350-foot 25 MPH business district from Vine Street. The committee noted that commercial use of the land adjacent to the roadway continues further east to Brandon Road North.

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 the 35 MPH speed limit.

The County Traffic Engineer noted that it would be appropriate to relocate the western endpoint of this 35 MPH speed zone to Brandon Road North. Doing this would effectively extend the 25 MPH business district to encompass all of the properties with business use along this segment of Alvarado Street. The Committee supported relocating the western end point of the segment from Vine Street to Brandon Road North and certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane.

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. Alvarado Street meets the CHP 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 (1) relocating the western endpoint of this speed zone from Vine Street to Brandon Road North (extending the existing business district) and (2) certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane in the unincorporated community of Fallbrook.

Motion: Ouadah

Second: Wellhouser

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

Necessary Board Action

Amend Ordinance Section 72.169.7. of the San Diego Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Alvarado Street from Stage Coach Lane to Live Oak Park Road (a distance of 1.22 miles) FALLBROOK (Thos. Bros. 1027-J2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alvarado Street from Stage Coach Lane to Live Oak Park Road is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed.

Existing Traffic Devices

Alvarado Street is a striped two-lane through highway with a 24 foot travelled way on a 24 to 28 foot road bed. The roadway is striped with a no passing centerline and white edgeline. The roadway is also posted with curve and turn advisory signs with supplemental speed advisory plaques. Alvarado Street is unclassified on the County General Plan Mobility Element Network. The roadway is posted 35 MPH/Radar Enforced.

Average Daily Traffic Volumes

Alvarado Street:

100' W/o South Emilia Lane

10/20

1,339

06/13

1,860

Speed Data

Alvarado Street:

175' W/o Orvil Way (2021)

**85th
Percentile**

36.9 MPH

**10 MPH
Pace**

28-37

**% in
Pace**

75.0%

100' W/o South Emilia Ln (2021)
(2013)

36.0 MPH

36.0 MPH

28-37

27-36

79.0%

80.0%

Speed Zone (2021)

36.5 MPH

28-37

77.0%

Collision Data

There have been 12 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 6.72 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 MPH.

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 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Alvarado Street from Stage Coach Lane to Live Oak Park Road in the unincorporated community of Fallbrook.

Alvarado Street is a striped two-lane suburban local 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 36.5 MPH which supports a 35 MPH speed limit.

A community member in attendance noted that the collision rate is high on this roadway. The roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways which could support lowering the speed limit by 5 MPH. The Oceanside CHP representative in attendance noted that many of the collisions appear to be speed related, especially collisions occurring in areas of roadway curvature. The Caltrans representative and the County Traffic Engineer recommended to lower the speed limit from 35 MPH to 30 MPH based on collision history. The District 3 representative noted that the lower speed limit would help drivers navigate the curves along the roadway. The Committee supported reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 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. Alvarado Street meets the CHP 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 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Alvarado Street from Stage Coach Lane to Live Oak Park Road in the unincorporated community of Fallbrook.

Motion: Ouadah
Second: Hadley

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Ordinance Section 72.169.7.1. of the San Diego County Regulatory Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Fallbrook Street from Main Avenue to Stage Coach Lane (a distance of 1.36 miles) FALLBROOK (Thos. Bros. 1027-F3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Fallbrook Street from Main Avenue to Stage Coach Lane is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed.

Existing Traffic Devices

Fallbrook Street is a striped two-lane divided through highway with a 24 to 32 foot travelled way on a 44 to 55 foot road bed. The roadway is striped with a two way left turn lane. The roadway is also posted with intersection advisory signs as well as a posted 25 MPH speed zone adjacent to Fallbrook Senior Center. The segment also contains a signalized intersection at Heald Lane/Magarian Road. Fallbrook Street is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

Fallbrook Street:

E/o McDonald Road

10/20

12,228

10/12

14,880

Speed Data

Fallbrook Street:

At Village View Place

(2021)

**85th
Percentile**

43.2 MPH

**10 MPH
Pace**

35-44

**% in
Pace**

73.0%

(2012)

41.0 MPH

33-42

83.0%

At Las Ramblas

(2021)

44.8 MPH

37-46

79.0%

(2012)

45.0 MPH

34-43

69.8%

Speed Zone

(2021)

44.0 MPH

36-45

76.0%

(2012)

43.0 MPH

34-43

76.4%

Collision Data

There have been 33 reported collisions along this segment of roadway, 9 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 1.80 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 MPH.

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 Fallbrook Street from Main Avenue to Stage Coach Lane in the unincorporated community of Fallbrook.

Fallbrook Street is a striped two-lane suburban Light Collector 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 44.0 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. Fallbrook Street meets the CHP 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 certifying the existing 40 MPH speed limit for radar speed enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane in the unincorporated community of Fallbrook.

Motion: Ouadah

Second: Fleishman

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: El Camino Real from La Orilla to Linea del Cielo (a distance of 1.24 miles) RANCHO SANTA FE (Thos. Bros. 1167-J4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

El Camino Real from La Orilla to Linea del Cielo is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed.

Existing Traffic Devices

El Camino Real is a striped two-lane roadway with a 22 to 24 foot travelled way on a 30 to 44 foot road bed. The roadway is striped with a no passing centerline and white edgeline. The roadway is also posted with horse advisory signs, a curve advisory with advisory speed plaque, and turn advisory with advisory speed plaque. El Camino Real is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>10/20</u>	<u>04/13</u>
El Camino Real:		
100' S/o Via Gaviota	4,449	6,140

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
El Camino Real:				
100' S/o Via Gaviota	(2021)	48.0 MPH	38-47	68.0%
	(2012)	47.0 MPH	38-47	73.0%
1,525' N/o Linea del Cielo	(2021)	47.5 MPH	37-46	63.0%
Speed Zone	(2021)	47.8 MPH	38-47	65.5%

Collision Data

There have been 4 reported collisions along this segment of roadway, 1 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment

accident rate of 0.66 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 45 to 55 MPH.

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 45 MPH speed limit for radar speed enforcement on El Camino Real from La Orilla to Linea del Cielo in the unincorporated community of Rancho Santa Fe.

El Camino Real is a striped two-lane suburban Light Collector roadway that provides access to some residential roadways and San Dieguito County Park.

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 47.8 MPH which supports a 45 MPH speed limit.

The District 5 Representative noted that a horse trail runs adjacent to the roadway and that there is a significant pedestrian and bicycle presence. The County Traffic Engineer noted that no further reduction is allowed under state law. 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. El Camino Real meets the CHP 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 certifying the existing 45 MPH speed limit for radar speed enforcement on El Camino Real from La Orilla to Linea del Cielo in the unincorporated community of Rancho Santa Fe.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 23, 2021 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: El Camino Real from Linea del Cielo to the San Diego city limit (near Rancho del Madison) (a distance of 1.13 miles) RANCHO SANTA FE (Thos. Bros. 1168-B6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

El Camino Real from Linea del Cielo to the San Diego city limit (near Rancho del Madison) is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed.

Existing Traffic Devices

El Camino Real is a striped two-lane roadway with a 22 to 24 foot travelled way on a 30 to 44 foot road bed. The roadway is striped with a no passing centerline and white edgeline. The roadway is also posted with a turn advisory with advisory speed plaque. El Camino Real is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

El Camino Real:

	<u>10/20</u>	<u>03/13</u>
2,000' N/o Sun Valley Road	1,731	2,900

Speed Data

El Camino Real:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
2,000' N/o Sun Valley Road(2021)	48.5 MPH	39-48	63.0%
(2012)	48.1 MPH	38-47	61.0%
100' N/o Rancho Real (2021)	43.7 MPH	34-43	71.0%
Speed Zone (2021)	46.1 MPH	37-46	67.0%

Collision Data

There have been 3 reported collisions along this segment of roadway, 1 of which involved injury, in a 3 year period (12-01-2017 to 11-30-2020). These collisions result in a segment accident rate of 1.40 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 45 to 55 MPH.

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 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar speed enforcement on Camino Real from Linea del Cielo to San Diego city limit (near Rancho del Madison) in the unincorporated community of Rancho Santa Fe.

El Camino Real is a striped two-lane suburban Light Collector roadway that provides access to several residential roadways and some 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 46.1 MPH which supports a 45 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 (1.40 vs 1.32 collisions per million vehicle miles) which supports rounding the speed limit down to 40 MPH.

The District 5 Representative noted that there is a significant pedestrian and bicycle presence along the roadway. Both the District 5 Representative and County Traffic Engineer recommended reducing the speed limit from 45 MPH to 40 MPH based on equestrian and pedestrian presence and the higher-than-average collision rate. The Committee supported reducing the existing 45 MPH speed limit to 40 MPH and certifying the 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. El Camino Real meets the CHP 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 reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar speed enforcement on Camino Real from Linea del Cielo to San Diego city limit (near Rancho del Madison) in the unincorporated community of Rancho Santa Fe.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13, no-0, abstain-0, vacant-0, absent-2

Necessary Board Action

Amend Ordinance Section 72.162.33. of the San Diego County Regulatory Code.