

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

July 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 2</u>		
2-A. RADAR CERTIFICATION	AURORA DRIVE LOS COCHES RD TO HIGHWAY 8 BUSINESS	LAKESIDE/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	OLDE HIGHWAY 80 LAKE JENNINGS PARK RD TO DUNBAR LN	FLINN SPRINGS/ LAKESIDE CPG
2-C. RADAR CERTIFICATION	AUSTIN DRIVE MONTEMAR DR TO SWEETWATER SPRINGS BL	SPRING VALLEY/ SPRING VALLEY CPG
2-D. RADAR CERTIFICATION	AUSTIN DRIVE SWEETWATER SPRINGS BL TO CALAVO DR	SPRING VALLEY/ SPRING VALLEY CPG
2-E. INTERSECTION CONTROL	KEMPTON STREET & SAINT GEORGE STREET	LA PRESA/ SPRING VALLEY CPG
2-F. INTERSECTION CONTROL	GILLESPIE DRIVE & SAINT GEORGE STREET	LA PRESA/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	RANCHO SANTA FE RD/LA BAJADA/LOS MORROS ENCINITAS CITY LIMIT TO LA GRANADA	RANCHO SANTA FE/ SAN DIEGUITO CPG
5-B. RADAR CERTIFICATION	PARADISE MOUNTAIN ROAD N LAKE WOHLFORD RD TO END OF CMR	VALLEY CENTER/ VALLEY CENTER CPG

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021

Item **2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Aurora Drive from Los Coches Road to Highway 8 Business (a distance of 0.63 miles) LAKESIDE (Thos. Bros. 1232-D7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Aurora Drive from Los Coches Road to Highway 8 Business is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Aurora Drive is a striped two-lane roadway with a 24 to 30 foot travelled way and road bed. The roadway is striped with a no passing centerline. Aurora Drive is unclassified on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>07/14</u>	
Aurora Drive:			
100' W/o Medill Avenue	1,320*	1,070	*Estimate

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Aurora Drive:			
580' S/o Los Coches Road (2021)	41.8 MPH	34-43	75.0%
100' W/o Medill Avenue (2014)	44.0 MPH	35-44	80.0%

Collision Data

There have been 2 reported collisions along this segment of roadway, none 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 2.28 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 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Aurora Drive from Los Coches Road to Highway 8 Business in the unincorporated community of Lakeside.

The subject segment of Aurora Drive is a striped two-lane suburban undivided local roadway with a no passing centerline. The roadway provides access to some commercial properties near Los Coches Road and provides access to several residential roadways.

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 a recent speed survey produced an overall speed zone of 41.8 MPH which supports a 40 MPH speed limit. The Department of Public Works Traffic Engineering representative noted that the roadway acts as a residential collector and a lower speed is more appropriate for this road type. Staff noted the roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (2.28 vs 1.60 collisions per million vehicle miles). The TAC supported reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on collision history.

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. Aurora Drive meets the CHP criteria for radar speed enforcement.

The Lakeside Community Planning Group (CPG) 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 and certifying the 35 MPH speed limit for radar enforcement on Aurora Drive from Los Coches Road to Highway 8 Business in the unincorporated community of Lakeside.

Motion: Bartley

Second: Custeau

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

Necessary Board Action

Add Section 72.161.17.5. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Olde Highway 80 from Lake Jennings Park Road to Dunbar Lane (a distance of 3.81 miles) FLINN SPRINGS (Thos. Bros. 1232-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Olde Highway 80 from Lake Jennings Park Road to Dunbar Lane is posted 50 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 50 MPH speed limit.

Existing Traffic Devices

Olde Highway 80 is a striped two-lane through highway with a 36 foot travelled way on a 36 to 70 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and bike lanes. Olde Highway 80 is classified as a Major Road/Light Collector on the County General Plan Mobility Element Network. The roadway is posted 50 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>08/13</u>
Olde Highway 80:		
370' E/o Pecan Park Lane (east leg)	12,339	11,550
780' W/o Hawley Road	5,628	5,950

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Olde Highway 80:				
370' E/o Pecan Park Lane (2021)		50.2 MPH	42-51	73.0%
(2013)		51.0 MPH	42-51	69.0%
980' W/o Flinn Springs Rd (2021)		54.1 MPH	46-55	76.0%
(2013)		55.9 MPH	46-55	74.0%
780' W/o Hawley Road (2021)		52.6 MPH	44-53	63.0%
(2013)		52.0 MPH	44-53	68.0%
480' E/o Silva Road (2021)		51.2 MPH	42-51	71.0%

Speed Zone	(2021)	52.0 MPH	44-53	70.7%
	(2013)	53.0 MPH	44-53	70.3%

Collision Data

There have been 73 reported collisions along this segment of roadway, 34 of which involved injury, 4 of which involved fatality, in a 3 year period (02-01-2018 to 01-31-2021). These collisions result in a segment accident rate of 1.95 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 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Olde Highway 80 from Lake Jennings Park Road to Dunbar Lane in the unincorporated community of Flinn Springs.

The subject segment of Olde Highway 80 is a striped two-lane suburban undivided through highway with a no passing centerline. The roadway provides access to several commercial properties and provides access to several residential roadways and properties.

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 recent speed surveys (50.2 MPH, 54.1 MPH, 52.6 MPH, & 51.2 MPH) produced an overall speed zone of 52.0 MPH which supports a 50 MPH speed limit. Staff noted the roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.95 vs 1.32 collisions per million vehicle miles). The District 2 representative noted that current roadway conditions need improvement citing hazardous conditions along the roadway and previous incidents. The El Cajon California Highway Patrol representative noted that speed is a major factor in the severity of collisions along the roadway and that a lower speed limit would help to reduce the severity. The San Diego Bicyclist Coalition representative added that while it appears most drivers are within the 10-MPH pace, there is major concern with the number of deaths along the roadway. The Districts 3 & 5 representative expressed that more enforcement option would be available with the certification of a reduced speed. A Department of Public Works Traffic Engineering Representative also mentioned that the roadway has been identified as a roadway of concern within the County's newly developed Local Road Safety Plan allowing a further review of conditions along the roadway. The TAC supported reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement based on collision history.

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. Olde Highway 80 meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Olde Highway 80 from Lake Jennings Park Road to Dunbar Lane in the unincorporated community of Flinn Springs.

Motion: Matella

Second: Bartley

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

Necessary Board Action

Amend Section 72.169.96. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021

Item **2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Austin Drive from Sweetwater Springs Boulevard to Calavo Drive/Del Rio Road (a distance of 0.55 miles)
SPRING VALLEY (Thos. Bros. 1271-E7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Austin Drive from Sweetwater Springs Boulevard to Calavo Drive/Del Rio 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

Austin Drive is a striped two-lane divided through highway with a 36 foot travelled way on a 64 foot road bed. The roadway is striped with a no passing centerline, two way left turn lane, and buffered bike lanes. Austin Drive is classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>05/21</u>	<u>06/16</u>	<u>06/10</u>
Austin Drive:			
900' E/o Sweetwater Springs Bl	3,343	6,170*	5,480
			*Estimate

Speed Data

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Austin Drive:			
650' E/o Via Orange Way (2021)	48.1 MPH	38-47	69.0%
(2016)	49.1 MPH	39-48	69.0%

Collision Data

There have been 7 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 3.49 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 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 enforcement on Austin Drive from Sweetwater Springs Boulevard to Calavo Drive in the unincorporated community of Spring Valley.

The subject segment of Austin Drive is a striped two-lane suburban divided through highway Minor Collector roadway with a two way left turn lane, buffered bike lanes and parking lanes. The roadway provides access to several commercial properties and provides access to some residential roadways.

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 a recent speed survey produced an overall speed zone of 48.1 MPH which supports a 45 MPH speed limit. Staff noted the roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (3.49 vs 1.60 collisions per million vehicle miles). The District 2 representative expressed concerns with the safety of the roadway noting he frequently walks the segment. He mentioned that the speed limit appears to be higher than the design speed for this roadway classification citing the higher-than-average collision rate. The El Cajon CHP representative explained that it would be possible to provide enhanced enforcement of the 45 MPH speed limit once certified. The TAC supported certifying the 45 MPH speed limit for radar enforcement based on state law allowing for rounding down to the lower 5 MPH increment speed.

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. Austin Drive meets the CHP criteria for radar speed enforcement.

The Spring Valley CPG 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 enforcement on Austin Drive from Sweetwater Springs Boulevard to Calavo Drive in the unincorporated community of Spring Valley.

Motion: Bartley

Second: Mateo

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Kempton Street & Saint George Street, SPRING VALLEY (Thos. Bros. 1291-B3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Kempton Street and Saint George Street has been identified by Traffic Engineering as meeting Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential collectors of similar design and the all way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Kempton Street is a striped two-lane roadway with a 36-foot travelled way and roadbed. The roadway is striped with a no passing centerline. Kempton Street is unclassified as a Light Collector on the County General Plan Mobility Element Network. There is an existing uncontrolled school crosswalk at the intersection of Saint George Street. The roadway is posted 25 MPH.

Saint George Street is a two-lane local roadway. The road runs east/west and has a 36-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Saint George Street is stop controlled at the intersection of Kempton Street in westbound direction.

Collision Data

There have been 3 reported collisions at this intersection, within a past 5-year period (03-01-2016 to 02-28-2021).

Discussion

This item recommends establishing an all-way stop at the intersection of Kempton Street and Saint George Street in the unincorporated community of La Presa. Area residents expressed concerns about intersection safety.

Kempton Street is a striped suburban two-lane through highway which provides access

to several residential driveways as well as the San Diego Library Spring Valley Branch and the Kempton Literary Academy. There also is an uncontrolled school crossing at the intersection with Saint George Street. It is currently posted with a 25 MPH speed limit. Saint George Street is a suburban two-lane local roadway that is stop controlled at Kempton Street.

Staff presented the results of an operational review of the intersection. The intersection met two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B (the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes) and Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection).

The Department of Public Work Traffic Engineering representative explained that this item stemmed from community concerns regarding pedestrian (children) safety while crossing Kempton Street. The TAC supported installation of all-way stop controls at the intersection.

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

Recommendation

The Committee recommends establishing an all-way stop at the intersection of Kempton Street & Saint George Street in the unincorporated community of Spring Valley.

Motion: Custeau

Second: Bartley

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

Necessary Board Action

Add Item 261 of Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in the San Diego County and amend Item 30 of Traffic Resolution No. 305 relating to the establishment of through highways in the San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Gillispie Drive & Saint George Street, SPRING VALLEY
(Thos. Bros. 1291-A3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Gillispie Drive and Saint George Street has been identified by Traffic Engineering as meeting Option B, the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential collectors of similar design and the all way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

Gillispie Drive is a striped two-lane roadway with a 36-foot travelled way and roadbed. The roadway is striped with a no passing centerline. Gillispie Drive is unclassified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 25 MPH.

Saint George Street is a two-lane private roadway striped with no passing centerline. The road runs east/west and has a 36-foot travelled way and roadbed. The roadway is unclassified on the County General Plan Mobility Element Network. Saint George Street is stop controlled at the intersection of Gillispie Drive in the eastbound and westbound directions.

<u>Average Daily Traffic Volumes</u>	<u>05/21</u>
Gillispie Drive:	
N/o Saint George Street	823 SB
S/o Saint George Street	851 NB
Saint George Street:	
E/o Gillispie Drive	700 WB
W/o Gillispie Drive	735 EB

Collision Data

There has been 2 reported collisions at this intersection, within a past 5-year period (03-01-2016 to 02-28-2021).

Discussion

This item recommends establishing an all-way stop at the intersection of Gillespie Drive and Saint George Street in the unincorporated community of La Presa. Area residents expressed concerns about intersection safety.

Gillespie Drive is a striped suburban two-lane local roadway which provides access to several residential driveways and some residential roadways. It is currently posted with a 25 MPH speed limit. There also is an uncontrolled school crossing at the intersection with Saint George Street. Saint George Street is a striped suburban two-lane local roadway that is stop controlled at the intersection with Gillespie Drive.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B (the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes) and Optional Criteria D (an intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection).

The Department of Public Work Traffic Engineering representative explained that this item stemmed from community concerns regarding pedestrian (children) safety while crossing Gillespie Street. The TAC supported installation of all-way stop controls at the intersection.

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

Recommendation

The Committee recommends establishment of all-way stop controls at the intersection of Gillespie Drive and Saint George Street in the unincorporated community of La Presa.

Motion: Bartley

Second: Custeau

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

Necessary Board Action

Add Item 262 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County and delete Item 422 of Traffic Resolution No. 304 relating to the establishment of stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021

Item **5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Rancho Santa Fe Road/La Bajada/Los Morros from Encinitas city limit to La Granada (a distance of 1.02 miles) RANCHO SANTA FE (Thos. Bros. 1167-J1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rancho Santa Fe Road/La Bajada/Los Morros from Encinitas city limit to La Granada is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

Existing Traffic Devices

Rancho Santa Fe Road, La Bajada, Los Morros is a striped two-lane through highway with a 20 to 24 foot travelled way on a 20 to 64 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is equestrian signs and two speed advisory curves along the segment. Rancho Santa Fe Road, La Bajada, and Los Morros are classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes

	<u>06/21</u>	<u>06/13</u>
La Bajada:		
W/o La Noria	11,111	16,760

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
La Bajada:				
200' W/o La Noria	(2021)	45.4 MPH	37-46	79.0%
	(2013)	39.0 MPH	31-40	87.2%
Los Morros:				
70' S/o La Jacaranda	(2021)	44.7 MPH	36-45	84.0%
	(2013)	45.9 MPH	38-47	87.6%
Speed Zone	(2021)	45.1 MPH	37-46	81.5%
	(2013)	42.5 MPH	35-44	87.4%

Collision Data

There have been 12 reported collisions along this segment of roadway, 6 of which involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 0.97 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 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 enforcement on Rancho Santa Fe Road/La Bajada/Los Morros from the Encinitas city limit to La Granada in the unincorporated community of Rancho Santa Fe.

The subject segment of Rancho Santa Fe Road/Los Morros/La Bajada is a striped two-lane suburban divided through highway Minor Collector roadway with a no passing centerline and white edgelines. The roadway provides access to several residential roadways and serves a main access road to the Rancho Santa Fe 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 a recent speed surveys (45.4 MPH & 44.7 MPH) produced an overall speed zone of 45.1 MPH which supports a 45 MPH speed limit. The Districts 3 & 5 representative noted a horse trail runs adjacent to the entirety of the segment which is utilized by pedestrians, bicyclists, and equestrians. He also noted that the roadway has experienced a higher-than-average severity rate in the collision history. The TAC supported certifying the existing 40 MPH speed limit for radar enforcement based on conditions not readily apparent to the driver including collision severity and equestrian presence.

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. Rancho Santa Fe Road/Los Morros/La Bajada meets the CHP criteria for radar speed enforcement.

The San Dieguito CPG 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 enforcement on Rancho Santa Fe Road/La Bajada/Los Morros from the Encinitas city limit to La Granada in the unincorporated community of Rancho Santa Fe.

Motion: Wellhouser

Second: Matella

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

Rancho Santa Fe Road/
La Bajada/Los Morros

3

Item 5-A

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: July 23, 2021

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Paradise Mountain Road from North Lake Wohlford Road to end of County maintenance (a distance of 2.77 miles) VALLEY CENTER (Thos. Bros. 1111-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Paradise Mountain Road from North Lake Wohlford Road to end of County maintenance 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

Paradise Mountain Road is a striped two-lane roadway with a 24 foot travelled way on a 24 to 40 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There are several speed advisory curves along the segment. Paradise Mountain Road are classified as a Minor Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes

Paradise Mountain Road:

	<u>06/21</u>	<u>02/13</u>
450' W/o Paradise Mountain Lane	2,527	2,250

Speed Data

Paradise Mountain Road:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
450' W/o Paradise Mountain Ln(2021)	48.5 MPH	39-48	71.0%
(2013)	43.0 MPH	33-42	63.0%
237' E/o Paradise Meadow Ln (2021)	50.9 MPH	40-49	62.0%
600' W/o Shiloh Ln (2021)	46.1 MPH	35-44	74.0%
Speed Zone (2021)	48.5 MPH	38-47	69.0%

Collision Data

There have been 14 reported collisions along this segment of roadway, 4 of which

involved injury, in a 3 year period (03-01-2018 to 02-28-2021). These collisions result in a segment accident rate of 1.83 collisions per million vehicle miles. The statewide average is 1.43 collisions per million vehicle miles for similar rural rolling conventional 2 lanes or less with speeds less than or equal 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 enforcement on Paradise Mountain Road from North Lake Wohlford Road to the end of County maintenance (near Sierra Verde Road) in the unincorporated community of Valley Center.

The subject segment of Paradise Mountain Road is a striped two-lane rural Minor Collector roadway with a no passing centerline and white edgelines. The roadway provides access to several residential roadways.

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 a recent speed surveys (48.5 MPH, 50.9 MPH, & 46.1 MPH) produced an overall speed zone of 48.5 MPH which supports a 45 MPH speed limit. The TAC supported certifying the 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. Paradise Mountain Road meets the CHP criteria for radar speed enforcement.

The Valley Center CPG 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 enforcement on Paradise Mountain Road from North Lake Wohlford Road to the end of County maintenance (near Sierra Verde Road) in the unincorporated community of Valley Center.

Motion: Fleishman

Second: Bartley

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

Necessary Board Action

File this Report.