

# **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**September 10, 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**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ PLANNING/SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
<b>2-A. RADAR CERTIFICATION</b>	<b>EL CAPITAN REAL ROAD ROBLEDO REAL RD TO BROAD OAKS RD</b>	<b>BLOSSOM VALLEY/ LAKESIDE CPG</b>
<b><del>2-B. RADAR CERTIFICATION</del></b>	<b><del>ARCHIE MOORE ROAD STATE ROUTE 67 TO HIGHLAND VALLEY RD</del></b>	<b><del>RAMONA/ RAMONA CPG</del></b>
<b>2-C. RADAR CERTIFICATION</b>	<b>AUSTIN DRIVE S BARCELONA ST TO SWEETWATER SPRINGS BL</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b>2-D. RADAR CERTIFICATION</b>	<b>AUSTIN DRIVE/MONTEMAR DRIVE HELIX ST TO S BARCELONA ST</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b>2-E. INTERSECTION CONTROL</b>	<b>AUSTIN DRIVE &amp; MONTEMAR DRIVE</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>		
<b>5-A. RADAR CERTIFICATION</b>	<b>GOPHER CANYON ROAD OLD HIGHWAY 395 TO SPA HAVENS WY</b>	<b>BONSALL/ BONSALL CSG</b>
<b>5-B. RADAR CERTIFICATION</b>	<b>GOPHER CANYON ROAD SPA HAVENS WY TO E VISTA WY</b>	<b>BONSALL/ BONSALL CSG</b>
<b>5-C. RADAR CERTIFICATION</b>	<b>LIVE OAK PARK ROAD MISSION RD TO GUM TREE LN</b>	<b>FALLBROOK/ FALLBROOK CPG</b>
<b>5-D. RADAR CERTIFICATION</b>	<b>LIVE OAK PARK ROAD GUM TREE LN TO RECHE RD</b>	<b>FALLBROOK/ FALLBROOK CPG</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** El Capitan Real Road from Robledo Real Road to Broad Oaks Road (a distance of 1.14 miles)  
BLOSSOM VALLEY (Thos. Bros. 1233-B1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

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

El Capitan Real Road from Robledo Real Road to Broad Oaks Road posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

### **Existing Traffic Devices**

El Capitan Real Road is a striped two-lane local roadway with a 24 foot travelled way on a 28 foot road bed. The roadway is striped with a no passing centerline and white edgeline. There is a speed advisory curve and flashing beacon as the roadway changes names to Old Julian Highway. El Capitan Real Road is unclassified on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

### **Average Daily Traffic Volumes**

El Capitan Real Road:

100' N/o Vachell Lane

**05/21**

310

**07/13**

300

### **Speed Data**

El Capitan Real Road:

100' N/o Vachell Lane

(2021)

(2013)

**85th  
Percentile**

45.1 MPH

49.1 MPH

**10 MPH  
Pace**

31-40

37-46

**% in  
Pace**

63.0%

42.0%

### **Collision Data**

There have been 0 reported collisions along this segment of roadway in a 3 year period (03-01-18 to 02-28-21).

### **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 El Capitan Real Road from Robledo Real Road to Broad Oaks Road in the unincorporated community of Blossom Valley.

The subject segment of El Capitan Real Road is a striped two lane suburban undivided local roadway with no passing centerline. The roadway provides access to residential properties within the Blossom Valley 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 survey produced an overall speed zone of 45.1 MPH which supports a 45 MPH speed limit. The Committee supported certifying the 45 MPH speed limit for radar enforcement based on measured speeds.

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 Capitan Real Road 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 45 MPH speed limit for radar enforcement on El Capitan Real Road from Robledo Real Road to Broad Oaks Road in the unincorporated community of Blossom Valley.

Motion: Fleishman

Second: Custeau

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:** September 10, 2021

**Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Austin Drive from Sweetwater Springs Boulevard to South Barcelona Street (a distance of 0.67 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 South Barcelona Street 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**

Austin Drive is a striped two-lane divided 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. There is a marked school zone on the segment and an uncontrolled school crosswalk with flashing beacons on a mast arm at the intersection of Avenida Bosque. Austin Drive 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**

**08/21**

Austin Drive:

100' E/o Avenida Bosques	7,031
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### **Speed Data**

Austin Drive:

	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
300' W/o Avenida Bosques (2021)	47.4 MPH	37-46	65.0%
(2014)	44.2 MPH	35-44	71.0%

### **Collision Data**

There have been 14 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 2.72 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. Austin Drive from Sweetwater Springs Boulevard to Montemar Drive in Spring Valley is currently posted with a 40 MPH speed limit. The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Austin Drive from Sweetwater Springs Boulevard to South Barcelona Street in the unincorporated community of Spring Valley relocating the western endpoint.

The subject segment of Austin Drive is a striped two-lane suburban divided, through highway, Light Collector with two-way left turn lane and bike lanes. The roadway provides access to several residential roadways and properties as well as an elementary 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 a recent speed survey produced an overall speed zone of 44.2 MPH which could support the 40 MPH speed limit. Staff noted the higher-than-average collision rate (2.72 segment accident rate vs 1.60 statewide average) could also support the 40 MPH speed limit.

The District 2 representative noted concerns with an upcoming development south of the elementary school increasing traffic volumes and potential conflicts along Austin Drive. The Department of Public Works Traffic Engineering Representative noted that Traffic Engineering would recommend reviewing roadway conditions as the development completes improvements. The Committee supported certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law that allows rounding measured speeds down to the lower 5 MPH increment.

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

**Recommendation**

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Austin Drive from Sweetwater Springs Boulevard to South Barcelona 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**

Amend Section 72.160.9. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021

**Item 2-D**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Austin Drive/Montemar Drive from South Barcelona Street to Helix Street (a distance of 1.12 miles)  
SPRING VALLEY (Thos. Bros. 1271-D7)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Austin Drive from South Barcelona Street to Montemar Drive is currently posted 40 MPH Radar Enforced. Montemar Drive from Austin Drive to Helix Street has no posted speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit Austin Drive/Montemar Drive from South Barcelona Street to Helix Street.

**Existing Traffic Devices**

Austin Drive/Montemar Drive is a striped two-lane through highway with a 24 foot travelled way on a 24 to 64 foot road bed. The roadway is striped with a no passing centerline. There are turn advisory signs with supplemental advisory speed plaques along the segment. Austin Drive is also striped with white edgeline from Montemar Drive to Highlands Boulevard and bikelane from Highlands Boulevard to South Barcelona Street. Montemar Drive/Austin Drive is unclassified on the County General Plan Mobility Element Network.

**Average Daily Traffic Volumes**

	<b><u>08/21</u></b>	<b><u>11/13</u></b>
Austin Drive:		
At Highlands Boulevard	2,388	2,350

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Austin Drive:			
600' W/o Barcelona Street (2021)	39.5 MPH	32-41	80.0%
(2014)	38.6 MPH	31-40	79.0%
Montemar Drive:			
300' S/o Austin Drive (2021)	32.5 MPH	24-33	82.0%
1,200' S/o Austin Drive (2021)	32.3 MPH	23-32	76.0%

1,200' N/o Helix Street	(2021)	35.7 MPH	27-36	81.0%
Speed Zone	(2021)	35.0 MPH	27-36	79.8%

**Collision Data**

There have been 18 reported collisions along this segment of roadway, 3 of which involved injury, in a 5 year period (06-01-2016 to 04-30-2021). These collisions result in a segment accident rate of 3.69 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 establishing a 30 MPH speed limit and certifying the 30 MPH speed limit for radar enforcement on Austin Drive/ Montemar Drive from South Barcelona Street to Helix Street in the unincorporated community of Spring Valley.

The subject segment of Austin Drive/Montemar Drive is a striped two-lane suburban through highway with no passing centerline. The roadway provides direct access to several residential 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 recent speed surveys (39.5 MPH, 32.5 MPH, 32.3 MPH, & 35.7 MPH) produced an overall speed zone of 35.0 MPH which supports a 35 MPH speed limit. Staff noted the higher-than-average collision rate (3.69 segment accident rate vs 1.60 statewide average) could support a 30 MPH speed limit.

The Department of Public Works Traffic Engineering Representative mentioned that this item derived from resident concerns at the multiple turns/curves throughout the segment. He also noted the residential nature of the roadway supports a lower speed limit. The District 2 representative concurred with the need for a lower speed limit. The Committee supported establishing a 30 MPH speed limit and certifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction 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. Austin Drive/Montemar Drive meets the CHP criteria for radar speed enforcement.

The Spring Valley Community Planning Group was provided the opportunity to review this



item and did not provide input.

**Recommendation**

The TAC recommends establishing a 30 MPH speed limit and certifying the 30 MPH speed limit for radar enforcement on Austin Drive/ Montemar Drive from South Barcelona Street to Helix Street in the unincorporated community of Spring Valley.

Motion: Bartley

Second: Custeau

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

**Necessary Board Action**

Add Section 72.160.8. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021 **Item 2-E**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Austin Drive & Montemar Drive, SPRING VALLEY  
(Thos. Bros. 1271-C7)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

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

The intersection of Austin Drive and Montemar Drive has been identified by Traffic Engineering as meeting 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**

Austin Drive is a striped two-lane through highway with a 24-foot travelled way and roadbed. The roadway is striped with a no passing centerline and white edgeline. The roadway is unclassified on the County General Plan Mobility Element Network. The roadway is stop controlled in the east bound direction at Montemar Drive. The roadway is posted 40 MPH radar enforced east of the intersection. Austin Drive is unposted west of the intersection.

Montemar Drive is a two-lane through highway. The road runs north/south and has a 24-foot travelled way on a 36-foot roadbed. Montemar Drive is striped with a no passing centerline. The roadway is unclassified on the County General Plan Mobility Element Network. The roadway has no posted speed limit.

### **Average Daily Traffic Volumes**

**04/21**

Austin Drive:

E/o Montemar Drive	1,032 WB
W/o Montemar Drive	376 EB

Montemar Drive:

S/o Austin Drive	729 NB
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### **Collision Data**

There have been 0 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 Austin Drive and Montemar Drive in the unincorporated community of Spring Valley. Area residents expressed concerns about intersection safety.

Austin Drive is a striped suburban two-lane through highway which provides access to several residential driveways. It is currently posted with a 40 MPH speed limit east of Montemar Drive and has an unposted 55 MPH maximum speed limit west of Montemar Drive. The roadway's eastbound approach at Montemar Drive is currently stop controlled at this skew-angled intersection. Montemar Drive is a suburban two-lane through highway that also provides access to several residential driveways. Montemar Drive has an unposted 55 MPH maximum speed limit and is uncontrolled at Austin Drive.

Staff presented the results of an operational review of the intersection. The intersection met one criterion in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria D for 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 District 2 Representative expressed concerns with intersection sight distance at the skew-angle intersection, in particular noted that turning vehicles have trouble obtaining sight distance. The Department of Public Work Traffic Engineering representative explained that this item stemmed from community concerns regarding sight distance and collisions adjacent to the intersection. A resident adjacent to the intersection attended the meeting and further expressed concerns regarding roadway speeds and noted the issue with sight distance at the curve of the intersection. He also provided near miss experiences as he attempted to enter driveway due to the sight distance issues for uncontrolled traffic on Austin Drive/Montemar Drive. The TAC supported installation of all-way stop controls at the intersection based on the staff review and the CA MUTCD criteria.

The Spring Valley Community Planning Group 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 Austin Drive and Montemar Drive 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 263 to Traffic Resolution No. 299 relating to the establishment of all-way stop

intersections in San Diego County and amend Item 13 under of the heading, SPRING VALLEY – GROSSMONT AREA of Traffic Resolution No. 305 relating to the establishment of through highways in San Diego County.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Gopher Canyon Road from Old Highway 395 to Spa Havens Way (a distance of 2.94 miles) BONSALL (Thos. Bros. 1068-J6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Gopher Canyon Road from Old Highway 395 to Spa Havens Way is currently posted 50 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 50 MPH speed.

**Existing Traffic Devices**

Gopher Canyon Road is a striped two-lane through highway with a 24 to 48 foot travelled way on a 28 to 82 foot road bed. The roadway is striped with a no passing centerline and white edgeline. The roadway is a 7 ton weight restricted road. There are intersection, slow trucks, slide area, and grade advisory warning signs along the roadway. Gopher Canyon Road is classified as a Major Road on the County General Plan Mobility Element Network. It is currently posted 50 MPH.

**Average Daily Traffic Volumes**

**05/21**

Gopher Canyon Road:

80' W/o Margale Lane

15,935

**Speed Data**

**85th  
Percentile**

**10 MPH  
Pace**

**% in  
Pace**

Gopher Canyon Road:

500' W/o Wild Acres Road

(2021) 51.5 MPH

44-53

83.0%

250' E/o Reza Court

(2021) 56.5 MPH

47-56

75.0%

500' W/o Robbie Lane

(2021) 53.8 MPH

45-54

83.0%

Speed Zone

(2021) 53.9 MPH

45-54

80.3%

**Collision Data**

There have been 42 reported collisions along this segment of roadway, 14 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 0.82 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar rolling rural 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 50 MPH speed limit for radar enforcement on Gopher Canyon Road from Old Highway 395 to Spa Havens Way (formerly Kilbirne Drive) in the unincorporated community of Bonsall.

The subject segment of Gopher Canyon Road is a striped two lane suburban undivided, through highway, Major Road with no passing centerline and white edge line. The roadway is a 7-ton weight restricted roadway. The roadway provides access to several residential roadways and serves a main access road to the Bonsall 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 recent speed surveys (51.5 MPH, 56.5 MPH, & 53.8 MPH) produced an overall speed zone of 53.9 MPH which supports a 50 MPH speed limit. The Committee supported certifying the 50 MPH speed limit for radar enforcement based on measured speeds and State law that allows rounding measured speeds down to the lower 5 MPH increment.

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. Gopher Canyon Road meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends certifying the existing 50 MPH speed limit for radar enforcement on Gopher Canyon Road from Old Highway 395 to Spa Havens Way (formerly Kilbirne Drive) in the unincorporated community of Bonsall.

Motion: Fleishman

Second: Bartley

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

### **Necessary Board Action**

Amend Section 72.161.41. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021

**Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Gopher Canyon Road from Spa Havens Way to East Vista Way (a distance of 1.85 miles) BONSALL (Thos. Bros. 1068-C6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

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

Gopher Canyon Road from Old Highway 395 to Spa Havens Way is currently 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**

Gopher Canyon Road is a striped two-lane through highway with a 24 foot travelled way on a 28 to 82 foot road bed. The roadway is striped with a no passing centerline and white edgeline. The roadway is a 7 ton weight restricted road. There are curve, intersection, slide area, and turn advisory warning signs along the roadway. Gopher Canyon Road is classified as a Major Road on the County General Plan Mobility Element Network. It is currently posted 45 MPH Radar Enforced.

### **Average Daily Traffic Volumes**

	<b><u>05/21</u></b>	<b><u>05/13</u></b>
Gopher Canyon Road:		
500' W/o Little Gopher Canyon Road	15,835	14,990

		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
<b><u>Speed Data</u></b>				
Gopher Canyon Road:				
1,000' E/o Rustic Canyon Road	(2021)	52.1 MPH	44-53	73.0%
1,540' E/o Fairview Drive	(2021)	48.2 MPH	40-49	75.0%
	(2013)	48.3 MPH	40-49	79.9%
Speed Zone	(2021)	50.2 MPH	42-51	74.0%

### **Collision Data**

There have been 43 reported collisions along this segment of roadway, 19 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 1.34 collisions per million vehicle miles. The statewide average is 1.19 collisions per million vehicle miles for similar rolling rural 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 Gopher Canyon Road from Spa Havens Way (formerly Kilbirne Drive) to East Vista Way in the unincorporated community of Bonsall.

The subject segment of Gopher Canyon Road is a striped two lane suburban undivided, through highway, Major Road with no passing centerline and white edge line. The roadway is a 7-ton weight restricted roadway. The roadway provides access to several residential roadways and serves a main access road to the Bonsall 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 recent speed surveys (52.1 MPH & 48.2 MPH) produced an overall speed zone of 50.2 MPH which supports a 50 MPH speed limit.

The Independent Insurance Brokers and Agents of San Diego representative noted that the zone's pace and speed trend towards recertifying the existing 45 MPH speed limit. The District 2 representative brought attention to the need for improvements at the curve encapsulating the intersection with Little Gopher Canyon Road referring to the high incidence of collisions within the curve and intersection. The Department of Public Works representative noted that the County is currently looking for funding to address the issues of the intersection and curve. The Committee supported certifying the 45 MPH speed limit for radar enforcement based on measured speeds.

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. Gopher Canyon Road meets the CHP criteria for radar speed enforcement.

The Bonsall Community Sponsor 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 enforcement on Gopher Canyon Road from Spa Havens Way (formerly Kilbirne Drive) to East Vista Way in the unincorporated community of Bonsall.

Motion: Fleishman  
Second: Wellhouser



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

**Necessary Board Action**

Amend Section 72.161.41.1. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 10, 2021

**Item 5-C**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Live Oak Park Road from Mission Road to Gum Tree Lane (a distance of 1.42 miles) FALLBROOK (Thos. Bros. 1028-E1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Live Oak Park Road from Mission Road to Gum Tree Lane is currently 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**

Live Oak Park Road is a striped two-lane local roadway with a 24 foot travelled way on a 24 foot road bed. The roadway is striped with a no passing centerline. There are height, school bus stop, slide area, and turn advisory warning signs along the roadway. Live Oak Park Road is unclassified on the County General Plan Mobility Element Network. It is currently posted 40 MPH Radar Enforced.

**Average Daily Traffic Volumes**

Live Oak Park Road:

100' N/o Ridge Drive

**05/21**

1,967

**12/12**

2,590

**Speed Data**

Live Oak Park Road:

1,500' S/o Yucca Road

(2021)

**85th  
Percentile**

46.8 MPH

**10 MPH  
Pace**

38-47

**% in  
Pace**

71.0%

100' N/o Ridge Drive

(2021)

43.8 MPH

35-44

72.0%

(2012)

42.0 MPH

32-41

70.4%

Speed Zone

(2021)

45.3 MPH

37-46

71.5%

**Collision Data**

There have been 10 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 3.28 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 certifying the existing 40 MPH speed limit for radar enforcement on Live Oak Park Road from Mission Road to Gum Tree Lane in the unincorporated community of Fallbrook.

The subject segment of Live Oak Park Road is a striped, two-lane, suburban undivided local roadway with no passing centerline. The roadway provides access to several residential driveways and some 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 recent speed surveys (46.8 MPH & 43.8 MPH) produced an overall speed zone of 45.3 MPH which supports a 45 MPH speed limit. Staff noted the higher-than-average collision rate (3.28 segment accident rate vs 1.60 statewide average) could support a 40 MPH speed limit. The Committee supported certifying the 40 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction 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. Live Oak Park Road 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 enforcement on Live Oak Park Road from Mission Road to Gum Tree Lane in the unincorporated community of Fallbrook.

Motion: Bartley

Second: Wellhouser

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:** September 10, 2021

**Item 5-D**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Live Oak Park Road from Gum Tree Lane to Reche Road (a distance of 1.16 miles) FALLBROOK (Thos. Bros. 1028-B2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

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

Live Oak Park Road from Gum Tree Lane Reche Road is currently 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**

Live Oak Park Road is a striped two-lane local roadway with a 24 foot travelled way on a 24 foot road bed. The roadway is striped with a no passing centerline. There are height, school bus stop, slide area, and turn advisory warning signs along the roadway. Live Oak Park Road is unclassified on the County General Plan Mobility Element Network. It is currently posted 35 MPH Radar Enforced.

### **Average Daily Traffic Volumes**

Live Oak Park Road:

860' S/o Los Cerritos Lane

**05/21**

1,959

**12/12**

1,900

### **Speed Data**

Live Oak Park Road:

860' S/o Los Cerritos Lane

**85th  
Percentile**

(2021) 40.8 MPH  
(2012) 39.0 MPH

**10 MPH  
Pace**

32-41  
28-37

**% in  
Pace**

77.0%  
68.3%

### **Collision Data**

There have been 8 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 3.22 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 enforcement on Live Oak Park Road from Gum Tree Lane to Reche Road in the unincorporated community of Fallbrook.

The subject segment of Live Oak Park Road is a striped, two-lane, suburban undivided local roadway with no passing centerline. The roadway provides access to several residential driveways and few 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 40.8 MPH which supports a 40 MPH speed limit. Staff noted the higher-than-average collision rate (3.22 segment accident rate vs 1.60 statewide average) could support a 35 MPH speed limit. The Committee supported certifying the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction 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. Live Oak Park Road 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 35 MPH speed limit for radar enforcement on Live Oak Park Road from Gum Tree Lane to Reche Road in the unincorporated community of Fallbrook.

Motion: Bartley

Second: Wellhouser

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

### **Necessary Board Action**

File this report.