

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**October 22, 2021 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review**

SUBJECT	LOCATION	AREA/ PLANNING/SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	SWEETWATER ROAD LEMON GROVE CITY LIMIT TO JAMACHA BL	LA PRESA & SPRING VLY/ SPRING VALLEY CPG
2-B. RADAR CERTIFICATION	VISTA GRANDE ROAD HILLSDALE RD TO DEHESA RD	HILLSDALE/ VALLE DE ORO CPG
2-C. RADAR CERTIFICATION	ARCHIE MOORE ROAD STATE ROUTE 67 TO HIGHLAND VALLEY RD	RAMONA/ RAMONA CPG
2-D. INTERSECTION CONTROL	SAN DIEGO COUNTRY ESTATES 3 INTERSECTIONS	SD COUNTRY ESTATES/ RAMONA CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	IDAHO AVENUE ESCONDIDO CITY LIMIT TO STATE ROUTE 78	SAN PASQUAL/ N/A
3-B. RADAR CERTIFICATION	IDAHO AVENUE STATE ROUTE 78 TO CITRUS AV	SAN PASQUAL/ N/A
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	ALTURAS ROAD FALLBROOK ST TO END	FALLBROOK/ FALLBROOK CPG
5-B. RADAR CERTIFICATION	LA VALLE PLATEADA PASEO DELICIAS TO EL MONTEVIDEO	RANCHO SANTA FE/ SAN DIEGUITO CPG

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 22, 2021

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Sweetwater Road from Lemon Grove city limit (near Shannonbrook Court) to Jamacha Boulevard (a distance of 2.50 miles) LA PRESA/SPRING VALLEY (Thos. Bros. 1270-J6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Sweetwater Road from Lemon Grove city limit (near Shannonbrook Court) to Jamacha Boulevard is currently a posted 45 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 45 MPH speed.

Existing Traffic Devices

Sweetwater Road is a striped four lane divided roadway with a pavement width of 60 to 100 feet. The roadway is striped with a two-way left turn lane, bike lane, intermittent turn pockets, and white edgeline. There are several signalized intersections along this segment. Sweetwater Road is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is a designated through highway. It is currently posted 45 MPH Radar Enforced.

Average Daily Traffic Volumes

	<u>06/21</u>	<u>03/13</u>
Sweetwater Road:		
700' S/o Valencia Street	16,350	11,510
485' S/o St George Street	16,874	14,320

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Sweetwater Road:				
700' S/o Valencia Street	(2021)	49.9 MPH	41-50	64.0%
	(2013)	48.6 MPH	40-49	76.1%
229' N/o Harness Street	(2021)	50.6 MPH	41-50	62.0%
485' S/o St George Street	(2021)	50.0 MPH	40-49	56.0%
	(2013)	48.4 MPH	40-49	70.5%

Speed Zone	(2021)	50.2 MPH	41-50	60.6%
	(2013)	48.5 MPH	40-49	73.3%

Collision Data

There have been 191 reported collisions along this segment of roadway, 89 of which involved injury and 1 of which included a fatality, in a 3 year period (06-01-2018 to 05-31-2021). These collisions result in a segment accident rate of 4.21 collisions per million vehicle miles. The statewide average is 1.16 collisions per million vehicle miles for similar suburban divided 4 lanes 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 Sweetwater Road from the Lemon Grove city limit (near Shannonbrook Court) to Jamacha Boulevard.

The subject segment of Sweetwater Road is a striped four lane suburban divided major roadway with two-way left turn lane, bike lane, and intermittent turn pockets. The roadway provides access to several residential roadways and collector roads within the Spring Valley and La Presa communities.

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 50.2 MPH which supports a 45 MPH speed limit. Staff noted the higher-than-average collision rate (4.21 segment accident rate vs 1.16 statewide average) could support the existing 45 MPH speed limit.

The County Traffic Engineer noted the roadway can benefit from capital improvements. He further noted Sweetwater Road had been identified on the Local Road Safety Plan (LSRP) as a roadway of concern. He added Traffic Engineering will need to review the roadway for mitigation of collisions.

The Committee recommended certifying the existing 45 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. Sweetwater Road meets the CHP criteria for radar speed enforcement.

The Spring Valley Community Planning Group (CPG) was provided the opportunity to review this item and the Chair in attendance expressed concerns with the increase in

speeds and volumes since the roadway was last reviewed by the Committee as well as with the high segment accident rate. He requested that the County Traffic Engineer work with the CPG on roads with similar issues.

Recommendation

The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement on Sweetwater Road from the Lemon Grove city limit (near Shannonbrook Court) to Jamacha Boulevard based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history.

Motion: Ouadah

Second: Mateo

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

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 22, 2021

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Controls

LOCATION: SAN DIEGO COUNTRY ESTATES
1. Vista Vicente Drive & Callistoga Drive (north intersection) (Thos. Bros. 1173-D4)
2. Vista Vicente Drive & Barona Mesa Road (Thos. Bros. 1173-E5)
3. Barona Mesa Road & Barona Mesa Way (Thos. Bros. 1173-D5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

The intersections of Vista Vicente Drive & Callistoga Drive, Vista Vicente Drive & Barona Mesa Road, and Barona Mesa Road & Barona Mesa Way have 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 all-way stop controls should be considered. All-way stop controls at these intersections will enhance the safety of the vehicular traffic as well as the resident bicylists and pedestrians within the community and provide a network of intersection controls for an overall community safety of all road users.

Existing Traffic Devices

Vista Vicente Drive is a striped two lane undivided roadway with a pavement width of 40 feet. The roadway is striped with a no passing centerline. Vista Vicente Drive is an unclassified local roadway on the County General Plan Mobility Element Network. The roadway is posted 25 MPH and for joint use by golf carts. The roadway is a designated through highway. Vista Vicente Drive is stop controlled at Barona Mesa Road.

Callistoga Drive is a unstriped two lane undivided roadway with a pavement width of 36 feet. Callistoga Drive is an unclassified local roadway on the County General Plan Mobility Element Network. The roadway is unposted. Callistoga Drive is stop controlled at Vista Vicente Drive.

Barona Mesa Road is a striped two lane undivided roadway with a pavement width of 40 feet. The roadway is striped with a no passing centerline. Barona Mesa Road is an unclassified local roadway on the County General Plan Mobility Element Network. The

roadway is a designated through highway. The roadway is posted 25 MPH and for joint use by golf carts.

Barona Mesa Way is a unstriped two lane undivided roadway with a pavement width of 36 feet. Barona Mesa Way is an unclassified local roadway on the County General Plan Mobility Element Network. The roadway is unposted. Barona Mesa Way is stop controlled at Barona Mesa Road

Average Daily Traffic Volumes**05/21**

Vista Vicente Drive:

E/o Calistoga Drive	623 WB
W/o Calistoga Drive	984 EB
N/o Barona Mesa Road	601 SB

Calistoga Drive:

S/o Vista Vicente Drive	376 NB
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Barona Mesa Road:

E/o Vista Vicente Drive	359 WB
W/o Vista Vicente Drive	447 EB
E/o Barona Mesa Way	90 WB
W/o Barona Mesa Way	246 EB

Barona Mesa Way:

N/o Barona Mesa Road	221 SB
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Recommendation

This item recommends establishing all-way stops at the intersections of Vista Vicente Drive and Callistoga Drive, Vista Vicente Drive and Barona Mesa Road, and Barona Mesa Road and Barona Mesa Way in the unincorporated community of San Diego Country Estates. San Diego Country Estates residents, through the Ramona Community Planning Group, expressed concerns about intersection safety at these intersections.

Vista Vicente Drive is a striped suburban two-lane local roadway which provides access to several residential driveways and residential roadways. Callistoga Drive is an unstriped two-lane local roadway which provides access to residential driveways and a residential roadway. Barona Mesa Road is a striped two-lane local roadway which provides access to several residential roadways and residential driveways. Barona Mesa Way is a striped suburban local residential roadway which provides access to several residential driveways and a residential roadway. Vista Vicente Drive, Barona Mesa Road, and Callistoga Drive are posted as 25 MPH residence districts. Barona Mesa Way is unposted. The intersection of Vista Vicente Drive and Callistoga Drive (north intersection) is stop controlled in the northbound direction on Callistoga Drive. The intersection of Vista Vicente Drive and Barona Mesa Road is stop controlled in the southbound direction on Vista Vicente Drive. The intersection of Barona Mesa Road and Barona Mesa Way is stop controlled in the southbound direction on Barona Mesa Way.

Staff presented the results of an operational review of the intersections. The intersections met one criterion in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: 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).

A member of the Ramona Community Planning Group Transportation subcommittee in attendance provided the Committee a historical perspective on the community and its safety concerns. They noted that the recent safety concerns stem from a recent roadway fatality in the community. They further expressing concerns with the speeds of vehicles travelling the neighborhood. County Traffic Engineer noted that the elevated speeds are due to a lack of intersection controls within the neighborhood. The TAC recommended installation of all-way stop controls at the three intersections.

The Ramona Community Planning Group (CPG) was provided the opportunity to review this item and provided a written letter of support for the install of all-way stop intersections at all three intersections. Additionally, a member of the CPG's Transportation subcommittee attended the TAC meeting and provided background of the community and of future traffic calming also being considered within the community.

Recommendation

The TAC recommends establishing all-way stops at the intersections of Vista Vicente Drive and Callistoga Drive (north intersection), Vista Vicente Drive and Barona Mesa Road, and Barona Mesa Road and Barona Mesa Way in the unincorporated community of San Diego Country Estates to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Motion: Quadah

Second: Custeau

Vote: Yes-12, No-0, Abstain-0, Vacant-0, Absent-3

Necessary Board Action

Add Item No. 264, 265, & 266 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County and amend Item No. 32 & 33 under the heading, RAMONA 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: October 22, 2021

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Idaho Avenue from Escondido city limit (at Pedregal Drive) to State Route 78 (a distance of 0.28 miles) SAN PASQUAL (Thos. Bros. 1130-B4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Idaho Avenue from Escondido city limit (at Pedregal Drive) to State Route 78 is currently a posted 40 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Idaho Avenue is a striped two lane undivided roadway with a pavement width of 30 feet. The roadway is striped with a no passing centerline. There is a marked school zone west of State Route 78. The roadway also has intersection and hill advisory signs. Idaho Avenue is classified as a Light Collector on the County General Plan Mobility Element Network. It is currently posted 40 MPH.

Average Daily Traffic Volumes

08/21

Idaho Avenue:

50' W/o Glenna Drive

6,579

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Idaho Avenue:

50' W/o Glenna Drive

(2021) 42.0 MPH

34-43

86.0%

Collision Data

There have been 3 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (06-01-2018 to 05-31-2021). These collisions result in a segment accident rate of 1.49 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 certify the speed limit for radar enforcement on Idaho Avenue from the Escondido city limit (at Pedregal Drive) to State Route 78 in the unincorporated community of Escondido.

The subject segment of Idaho Avenue is a striped two-lane suburban undivided, Light Collector roadway with no passing centerline. The roadway provides access to some residential driveways and some residential roadways and serves an access to the State Route 78 and the City of Escondido.

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 42.0 MPH which supports a 40 MPH speed limit.

The County Traffic Engineer noted that the 0.28-mile segment serves as a continuation of the adjacent City of Escondido segment posted at 35 MPH. The Department of Public Works Representative further added that there are several driveways and access points along the segment that would benefit from a lower speed. The Committee recommended reducing the existing 40 MPH speed limit to 35 MPH and certifying the speed limit for radar enforcement based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent to the driver, including adjacent driveways/access points, adjacent speed zone, and pedestrian and bicyclist 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. Idaho Avenue meets the CHP criteria for radar speed enforcement.

This item is not located within a Community Planning Group or Sponsor Group area.

Recommendation

The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and certify the speed limit for radar enforcement on Idaho Avenue from the Escondido city limit (at Pedregal Drive) to State Route 78 in the unincorporated community of Escondido based on measured speeds, and State law which allows the 5 MPH reduction based on conditions not readily apparent to the driver, including adjacent driveways/access points, adjacent speed zone, and pedestrian and bicyclist presence.

Motion: Bartley

Second: Wellhouser

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

Necessary Board Action

Amend Section 72.161.24. of the San Diego Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 22, 2021

Item 3-B

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Idaho Avenue from State Route 78 to Citrus Avenue (a distance of 0.84 miles) SAN PASQUAL (Thos. Bros. 1130-C3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Idaho Avenue from State Route 78 to Bear Valley Parkway is currently a posted 45 MPH speed zone. Idaho Avenue from Bear Valley Parkway to Citrus Avenue is currently an unposted 55 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit on Idaho Avenue from State Route 78 to Citrus Avenue.

Existing Traffic Devices

Idaho Avenue is a striped two lane undivided roadway with a pavement width of 30 feet. The roadway is striped with a no passing centerline. There is a signalized intersection at Bear Valley Parkway. There is an intersection sign along the segment. Idaho Avenue is classified as a Light Collector on the County General Plan Mobility Element Network. Idaho Avenue from State Route 78 to Bear Valley Parkway is posted 45 MPH. Idaho Avenue from Bear Valley Parkway to Citrus Avenue is unposted.

Average Daily Traffic Volumes

08/21

Idaho Avenue:

250' W/o Bear Valley Parkway	4,633
250' E/o Bear Valley Parkway	1,406

Speed Data

Idaho Avenue:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
300' W/o Idaho Lane	(2021)	43.7 MPH	35-44	79.0%
50' E/o Idaho Terrace	(2021)	42.9 MPH	34-43	57.0%
Speed Zone	(2021)	43.3 MPH	35-44	68.0%

Collision Data

There have been 5 reported collisions along this segment of roadway, 2 of which involved injury, in a 3 year period (06-01-2018 to 05-31-2021). 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 relocating eastern endpoint of the speed zone from Bear Valley Parkway to Citrus Avenue and certifying a 40 MPH speed limit for radar enforcement on Idaho Avenue from State Route 78 to Citrus Avenue in the unincorporated community of Escondido.

The subject segment of Idaho Avenue is a striped two-lane suburban undivided, Light Collector roadway with no passing centerline. The roadway provides access to several residential driveways and several residential roadways. Idaho Avenue from State Route 78 to

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 (43.7 MPH & 42.9 MPH) produced an overall speed zone of 43.3 MPH which supports a 45 MPH speed limit. Staff noted the higher-than-average collision rate (1.80 segment accident rate vs 1.60 statewide average) could support a 40 MPH speed limit.

The County Traffic Engineer noted there are several driveways and limited shoulders along the roadway which may have contributed to the higher-than-average collision rate. The District 5 representative added that it may be prudent to review the segment in the future as new laws regarding the setting of speed limits come into effect. The Committee recommended relocating eastern endpoint of the speed zone from Bear Valley Parkway to Citrus Avenue and certify a 40 MPH speed limit for radar enforcement on Idaho Avenue from State Route 78 to Citrus Avenue based on measured speeds and State law which 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. Idaho Avenue meets the CHP criteria for radar speed enforcement.

This item is not located within a Community Planning Group or Sponsor Group area.

Recommendation

The TAC recommends relocating eastern endpoint of the speed zone from Bear Valley

Parkway to Citrus Avenue and certifying a 40 MPH speed limit for radar enforcement on Idaho Avenue from State Route 78 to Citrus Avenue in the unincorporated community of Escondido based on measured speeds, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Wellhouser

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

Necessary Board Action

Amend Section of 72.161.29. of the San Diego County Code of Regulatory Ordinance.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 22, 2021

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Alturas Road from Fallbrook Street to end (south of Ali Way) (a distance of 1.20 miles) FALLBROOK (Thos. Bros. 1027-E3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alturas Road from Fallbrook Street to end (south of Ali Way) is currently a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

Alturas Road is a striped two lane undivided roadway with a pavement width 20 to 40 feet. The roadway is striped with a no passing centerline and white edgeline. There is a signalized intersection at Ammunition Road. Alturas Road is an unclassified local roadway on the County General Plan Mobility Element Network. The roadway is a designated through highway. It is currently posted 35 MPH radar enforced.

Average Daily Traffic Volumes

Alturas Road:

190' N/o Alturas Lane

900' S/o Clemmens Lane

05/21

02/13

4,436

3,720

2,753

2,670

Speed Data

Alturas Rd:

190' N/o Alturas Lane

900' S/o Clemmens Lane

Speed Zone

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

(2021) 36.1 MPH
(2012) 38.4 MPH

28-37
30-39

76.0%
71.1%

(2021) 37.1 MPH
(2012) 33.0 MPH

26-35
22-31

71.0%
42.4%

(2021) 36.6 MPH
(2012) 35.7 MPH

27-36
26-35

73.5%
56.8%

Collision Data

There have been 23 reported collisions along this segment of roadway, 3 of which involved injury, in a 3 year period (06-01-2018 to 05-31-2021). These collisions result in a segment accident rate of 6.51 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 Alturas Road from Fallbrook Street to its end (south of Ali Way) in the unincorporated community of Fallbrook.

The subject segment of Alturas Road is a striped two lane suburban undivided local roadway 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 residential driveways, including several multifamily 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 (36.1 MPH & 37.1 MPH) produced an overall speed zone of 36.6 MPH which supports a 35 MPH speed limit. Staff noted the higher-than-average collision rate (6.51 segment accident rate vs 1.60 statewide average) could support a reduced 30 MPH speed limit.

The County Traffic Engineer supported a lower speed limit of 30 MPH based on the higher-than-average collision rate. He noted that a lower speed limit would be in theme with the state and nation regarding speeds on local roadways. The Department of Public Works Representative supported the lower speed limit noting a park along the roadway. He also explained that the roadway also is used as a cut through to the US Naval Weapons Station at Camp Pendleton entrance on Ammunition Road. The District 5 representative expressed his support of the reduced speed limit noting that the lower speed should help reduce crashes along the roadway. The Committee recommended reducing the existing 35 MPH speed limit to 30 MPH 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. Alturas Road meets the CHP criteria for radar speed enforcement.

The Fallbrook Community Planning Group (CPG) 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 Alturas Road from Fallbrook Street to its end (south of Ali Way) in the unincorporated community of Fallbrook on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history.

Motion: Bartley

Second: Wellhouser

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

Necessary Board Action

Amend Section 72.169.55.1. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 22, 2021

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: La Valle Plateada from El Montevideo to Paseo Delicias (a distance of 1.14 miles) RANCHO SANTA FE (Thos. Bros. 1168-F2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

La Valle Plateada from El Montevideo to Paseo Delicias is currently a posted 35 MPH speed zone. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

Existing Traffic Devices

La Valle Plateada is a striped two lane undivided roadway with a pavement width of 24 to 32 feet. The roadway is striped with a no passing centerline. There are speed advisory curves along the segment. La Valle Plateada is an unclassified local roadway on the County General Plan Mobility Element Network. It is currently posted 35 MPH radar enforced.

Average Daily Traffic Volumes

La Valle Plateada:

1,000' S/o Paseo Delicias

05/21

1,797

06/13

1,140

Speed Data

La Valle Plateada:

350' N/o El Vuelo

100' W/o El Vuelo

**85th
Percentile**

(2021) 34.7 MPH

(2013) 39.4 MPH

**10 MPH
Pace**

26-35

28-37

**% in
Pace**

70.0%

66.0%

Collision Data

There have been 3 reported collisions along this segment of roadway, 0 of which involved injury, in a 3 year period (06-01-2018 to 05-31-2021). These collisions result in a segment accident rate of 1.23 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 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 La Valle Plateada from Paseo Delicias to El Montevideo in the unincorporated community of Rancho Santa Fe.

The subject segment of La Valle Plateada is a striped, two-lane, suburban undivided local roadway with no passing centerline. The roadway provides access to several residential driveways and 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 survey produced an overall speed zone of 34.7 MPH which supports a 35 MPH speed limit.

The County Traffic Engineer explained that the intersection at El Montevideo was recommended for the installation of a roundabout, which benefits from a lower approach speed. The Department of Public Works Representative added that the roadway is currently being used as a cut through route to bypass traffic on Paseo Delicias in the afternoon. He also added that a lower speed would benefit the hidden driveways. The Committee recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds and State law which 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. La Valle Plateada meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group (CPG) was provided the opportunity to review this item and did not provide input.

Necessary Board Action

The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Valle Plateada from Paseo Delicias to El Montevideo in the unincorporated community of Rancho Santa Fe based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Wellhouser

Second: Custeau

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

Necessary Board Action

Amend Section 72.162.35. of the San Diego County Code of Regulatory Ordinances.