

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**September 9, 2022 ~ 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. Announcements / Public Forum**
- V. Items for Review**

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<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ PLANNING/SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 1</u></b>		
<b>1-A. RADAR CERTIFICATION</b>	<b>BONITA ROAD PLAZA BONITA ROAD TO WILLOW STREET</b>	<b>BONITA/ SWEETWATER CPG</b>
<b>1-B. RADAR CERTIFICATION</b>	<b>BONITA ROAD CHULA VISTA CITY LIMIT TO SWEETWATER ROAD</b>	<b>BONITA/ SWEETWATER CPG</b>
<b>1-C. INTERSECTION CONTROLS</b>	<b>JAMACHA ROAD &amp; DARBY STREET</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
<b>2-A. RADAR CERTIFICATION</b>	<b>CHANNEL ROAD JULIAN AVENUE TO LAKESIDE AVENUE</b>	<b>LAKESIDE/ LAKESIDE</b>
<b>2-B. RADAR CERTIFICATION</b>	<b>VIEJAS GRADE VIEJAS BL TO ANDERSON RANCH ROAD</b>	<b>DESCANSO/ ALPINE CPG</b>
<b><u>SUPERVISORIAL DISTRICT 4</u></b>		
<b>4-A. RADAR CERTIFICATION</b>	<b>GROSSMONT BOULEVARD LA MESA CITY LIMIT TO LA MESA CITY LIMIT</b>	<b>GROSSMONT/ VALLE DE ORO CPG</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>		
<b>5-A. RADAR CERTIFICATION</b>	<b>OLD RIVER ROAD GOLF CLUB DRIVE TO CAMINO DEL REY</b>	<b>BONSALL/ BONSALL CPG</b>
<b><u>ALL SUPERVISORIAL DISTRICTS</u></b>		
<b>A. COUNTY STANDARDS</b>	<b>COUNTY SIGHT DISTANCE STANDARDS</b>	<b>ALL/ ALL CPGs &amp; CSGs</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022

**Item 1-A**

**SUPERVISORIAL DISTRICT:** 1

**SUBJECT:** Radar Certification

**LOCATION:** Bonita Road from Chula Vista city limit (near Plaza Bonita) Road to Chula Vista city limit (near Willow Street) (a distance of 1.22 miles) BONITA (Thos. Bros. 1310-E5)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

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

Bonita Road from Plaza Bonita Road to Willow Street has a posted speed limit of 50 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 50 MPH speed limit on Bonita Road Plaza Bonita Road to Willow Street.

### **Existing Traffic Devices**

Bonita Road is a divided four-lane road with a pavement between 80 and 90 feet. The roadway is striped with bike lanes, lane lines, and two-way left turn lane. Bonita Road is classified as a Major Road on the County General Plan Mobility Element Network. The roadway has a posted speed limit of 50 MPH.

### **Average Daily Traffic Volumes**

	<b><u>7/22</u></b>	<b><u>04/15</u></b>
Bonita Road:		
200' W/o Andorra Way	24,430	29,500

		<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>				
Bonita Road:				
150' W/o Cordelle Lane	(2022)	54.6 MPH	45-54	75.0%
	(2015)	53.6 MPH	44-53	65.0%
1,450' W/o Willow Street	(2022)	52.6 MPH	45-54	79.0%
	(2015)	52.4 MPH	41-50	65.0%
Speed Zone	(2022)	53.6 MPH	45-54	77.0%
	(2015)	53.0 MPH	43-52	65.0%

### **Collision Data**

There have been 4 reported collisions, 2 of which involved an injury, along this segment

of roadway in a 3-year period (04-01-19 to 03-31-22). These collisions result in a segment accident rate of 0.12 collisions per million vehicle miles. The statewide average is 1.28 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 Department of Public Works (DPW) staff. The Traffic Advisory Committee (TAC) recommends certifying the 50 Miles Per Hour (MPH) speed limit for radar enforcement on Bonita Road from Plaza Bonita Road to Willow Street in the unincorporated community of Bonita based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Bonita Road is a striped four-lane suburban divided roadway with bike lanes, lane lines, and two-way left turn lane. This Major Road provides access to residential roadways, a cemetery, and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (54.6 MPH & 52.6 MPH) produced an overall speed zone of 53.6 MPH which supports a 50 MPH speed limit.

The Independent Insurance Agents and Brokers of San Diego representative noted this is a good candidate for certification of the existing 50 MPH speed limit. The District 1 representative explained it may be helpful to drivers if the speed limit was consistent with the adjacent Chula Vista speed zone (40 MPH). The DPW Traffic Engineering Representative responded that there is no legal way to get a lower enforceable speed limit based on the data and State law.

The TAC recommended certifying the 50 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. Bonita Road meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

### **Recommendation**

The Traffic Advisory Committee (TAC) recommends certifying the 50 MPH speed limit for radar enforcement on Bonita Road from Plaza Bonita Road to Willow Street in the

unincorporated community of Bonita based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Wellhouser

Second: Fleishman

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022

**Item 1-B**

**SUPERVISORIAL DISTRICT:** 1

**SUBJECT:** Radar Certification

**LOCATION:** Bonita Road from Chula Vista city limit (near Bonita Christian Center Drive) to Sweetwater Road (a distance of 1.39 miles) BONITA (Thos. Bros. 1310-H3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

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

Bonita Road from Chula Vista city limit (near Bonita Christian Center Drive) to Sweetwater has a posted speed limit of 45 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit on Bonita Road from Chula Vista city limits (near Bonita Christian Center Drive) to Sweetwater Road.

### **Existing Traffic Devices**

Bonita Road is a divided two-lane road between with a pavement width between 40 and 65 feet. Bonita Road is striped with a two-way left turn lane and bike lanes on both sides of the roadway. There are portions of Bonita Road that are striped with divided three and four lane roadway. The roadway has an intersection advisory sign, fire station advisory sign and a 20 MPH advisory turn. Bonita Road is classified as a Major Road on the County General Plan Mobility Element Network between Chula Vista city limit to Central Avenue. Bonita Road is classified as a Community Collector Road on the County General Plan Mobility Element Network from Central Avenue to Sweetwater Road. The roadway has a posted speed limit of 45 MPH Radar Enforced.

### **Average Daily Traffic Volumes**

	<b><u>07/22</u></b>	<b><u>04/14</u></b>
Bonita Road:		
200' N/o Central Avenue	8,730	9,970
200' S/o Sweetwater Road	11,815	

<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>
Bonita Road:				
300' W/o Palm Drive	(2022)	43.0 MPH	35-44	88.0%
500' W/o Frisbie Street	(2022)	44.3 MPH	34-43	68.0%
	(2015)	46.7 MPH	35-44	71.0%
700' S/o Sweetwater Road	(2022)	41.9 MPH	33-42	72.0%

Speed Zone	(2022)	43.1 MPH	34-43	76.0%
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**Collision Data**

There have been 15 reported collisions, 7 of which involved an injury, along this segment of roadway in a 3-year period (04-01-19 to 03-31-22). These collisions result in a segment accident rate of 0.96 collisions per million vehicle miles. The statewide average is 0.93 collisions per million vehicle miles for similar suburban undivided 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 reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Bonita Road from the Chula Vista City Limit (near Bonita Christian Center Drive) to Sweetwater Road in the unincorporated community of Bonita based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Bonita Road is a divided two-lane highway with a two-way left turn lane and bike lanes. There are portions of Bonita Road that are striped as a divided three and four lane roadway. This Major Road/ Community Collector provides access to several residential roads, commercial and residential driveways, church, and 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 recent speed surveys (43.0 MPH, 44.3 MPH, & 41.9 MPH) produced an overall speed zone of 43.1 MPH which supports a 40 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (0.96 vs 0.93 collisions per million vehicle miles).

A Bonita resident expressed concern with the traffic volumes originating from the adjacent roads which would benefit from a lower speed.

The Caltrans Representative noted that the speed limit could be set at 45 MPH or 40 MPH based off the data and conditions not readily apparent and recommended a 40 MPH speed limit.

The TAC recommended reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds, collision history, 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. Bonita Road meets the CHP criteria for radar speed enforcement.

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

**Recommendation**

The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Bonita Road from the Chula Vista City Limit (near Bonita Christian Center Drive) to Sweetwater Road in the unincorporated community of Bonita based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Hadley

Second: Clowers

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

Amend Section 72.164.53. of the san Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022 **Item 1-C**

**SUPERVISORIAL DISTRICT:** 1

**SUBJECT:** Intersection Control

**LOCATION:** Jamacha Road and Darby Street, LA PRESA/SPRING VALLEY (Thos. Bros. 1290-J2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Traffic Control Signal

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

The intersection of Jamacha Road and Darby Street has been identified by Traffic Engineering as meeting Warrant 7, crash experience warrant, of the traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

### **Existing Traffic Devices**

Jamacha Road is a striped four-lane divided road with two roadbeds each with 30-foot pavement width. The roadway is striped with lane lines and left yellow edgeline in both directions. The road has a left turn lane in both directions at the intersection with Darby Street. Jamacha Road is classified as a Major Road on the County General Plan Mobility Element Network. The road has a posted 45 MPH Radar Enforced speed limit.

Darby Street is a striped two-lane road with a 36-foot pavement width. The roadway is striped with a no passing centerline. The road is stop controlled in the northeast-bound and southwest-bound directions at Jamacha Road. It is unclassified on the County General Plan Mobility Element Network. The road is a posted 25 MPH residence district.

### **Average Daily Traffic Volumes** **07/22**

Jamacha Road:	
W/o Darby Street	9,156 EB
E/o Darby Street	10,469 WB
Darby Street:	
N/o Jamacha Rd	495 SB
S/o Jamacha Rd	849 SB

### **Collision Data**

There have been 18 reported collisions, 8 of which involved injury, 1 of which involved a fatality at this intersection, within a past 5-year period (01-01-2017 to 12-31-2021). These collisions produced an intersection accident rate of 0.47 collisions per million vehicles entering the intersection. The statewide average of similar four-legged intersections with stop & yield signs (excluding all-way) is 0.24 collision per million vehicles entering the



**Discussion**

This item is a review for intersection control and was requested by area residents. The Traffic Advisory Committee (TAC) recommends the intersection of Jamacha Road & Darby Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Jamacha Road is a striped four-lane suburban divided highway with lane lines and left yellow edgeline in both directions. This Major Road with substantial slope does not have a stop at Darby Street and provides direct access to residential roads and a church.

Darby Street is a striped two-lane suburban undivided highway with a no passing centerline. The road provides access to several residential driveways and residential roadways. The road intersects Jamacha Road at a four-way intersection and is stop controlled.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 7, entitled Crash Experience of the CA MUTCD where the severity and frequency of crashes bring cause to consider installation of a traffic control signal.

The DPW Traffic Engineering representative noted that this intersection has received multiple requests for intersection controls but did not meet warrants in prior reviews. He added that this intersection was identified on the County of San Diego Local Roadway Safety Plan as a priority intersection for safety improvements. He also described the most recent request describing challenges for pedestrians including the lack of pedestrian facilities. The DPW Traffic Engineering Section Manager in attendance explained that funding has been applied for through Highway Safety Improvement Program grant process. The Caltrans representative said the intersection is a great candidate for signalization based on the data shown.

The Committee supported placing the intersection on the County's Traffic Signal List for design and installation.

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

**Recommendation**

The Traffic Advisory Committee (TAC) recommends the intersection of Jamacha Road & Darby Street in the unincorporated community of Spring Valley be placed on the County's Traffic Signal List for design and construction.

Motion: Bartley

Second: Hadley

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

Adopt the Committee's recommendations.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Channel Road from Julian Avenue to Lakeside Avenue  
(a distance of 0.82 miles) LAKESIDE (Thos. Bros.  
1232-A4)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

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

Channel Road from Julian Avenue to Woodside Avenue has a posted speed limit of 35 MPH. Channel Road from Woodside Avenue to Lakeside Avenue has a posted speed limit of 40 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit on Channel Road from Julian Avenue to Lakeside Avenue.

### **Existing Traffic Devices**

Channel Road is an undivided two-lane road from Julian Avenue to Maplevue Street with a pavement between 38 and 60 feet. The roadway is striped with a center line and has parking and bike lanes on both sides of the street between Julian Avenue and Woodside Avenue. Channel Road is a divided two-lane road from Maplevue Street and Lakeside Avenue with a pavement of 75 feet with bike lanes on both sides of the street. Channel Road is classified as a Major Road from Lakeside Avenue to Maplevue Street on the County General Plan Mobility Element Network. Channel Road is classified as a Light Collector Road from Maplevue Street to Woodside Avenue on the County General Plan Mobility Element Network. Channel Road is classified as a light collector from Woodside Avenue to Julian Avenue on the County General Plan Mobility Element Network.

### **Average Daily Traffic Volumes**

	<b><u>07/22</u></b>	<b><u>09/15</u></b>	<b><u>09/13</u></b>
Channel Road:			
150' S/o Woodside Avenue	4,469		
200' N/o Woodside Avenue	7,249		4,066
200' S/o Lakeside Avenue	9,480	9,782	

<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>
Channel Road:				
450' S/o Woodside Avenue	(2022)	34.3 MPH	26-35	84.0%
150' N/o Parkside Street	(2022)	35.1 MPH	26-35	81.0%

600' S/o Lakeside Avenue	(2022)	41.1 MPH	34-43	84.0%
Speed Zone	(2022)	36.8 MPH	29-38	83.0%

**Collision Data**

There have been 18 reported collisions, 5 of which involved an injury, along this segment of roadway in a 3-year period (04-01-19 to 03-31-22). These collisions result in a segment accident rate of 2.84 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 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 & 40 MPH speed limits to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Channel Road from Julian Avenue to Woodside Avenue in the unincorporated community of Lakeside based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Channel Road is an undivided two-lane highway from Julian Avenue to Mapleview Street with a no passing centerline and bike lanes. Channel Road is a divided two-lane highway from Mapleview Street to Lakeside Avenue with a two-way left turn lane and bike lanes. This Light Collector Road from Julian Avenue to Mapleview Avenue and Major Road from Mapleview Avenue to Lakeside Avenue provides access to residential roads, church, school, and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (38.1 MPH & 36.0 MPH) produced an overall speed zone of 37.1 MPH which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (2.84 vs 1.60 collisions per million vehicle miles).

A resident in attendance described sight distance concerns exacerbated by the speed of the vehicles along the roadway.

The DPW Traffic Engineering representative noted that conditions not readily apparent in terms of collision experience are met and recommended a 30 MPH speed limit.

The TAC recommends reducing the existing 35 MPH & 40 MPH speed limits to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, 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. Channel 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 reducing the existing 35 MPH & 40 MPH speed limits to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Channel Road from Julian Avenue to Woodside Avenue in the unincorporated community of Lakeside based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

Amend Section 72.169.47. and delete sections 72.169.56 & 72.169.57 of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 9, 2022

Item **2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Viejas Grade from Viejas Boulevard/Riverside Drive to Anderson Ranch Road (a distance of 1.93 miles)  
DESCANSO/THE WILLOWS (Thos. Bros. 1236-A3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

### PROBLEM AS STATED BY REQUESTER:

Viejas Grade from Viejas Boulevard/Riverside Drive to Anderson Ranch Road has no posted speed limit and is subject to the 55 MPH state maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit on Viejas Grade from Viejas Boulevard/Riverside Drive to Anderson Ranch Road.

### Existing Traffic Devices

Viejas Grade is a striped 2-lane roadway with a pavement width of 21 to 28 feet. The roadway is striped with a no passing centerline and white edge line. Viejas Grade has multiple speed advised reverse turns and school bus stops along the road. Viejas Grade is unclassified in the County General Plan Mobility Element Network. The road is has no posted speed limit.

### Average Daily Traffic Volumes

Viejas Grade:

500' W/o Oak Grove Drive

1,550' W/o Oak Grove Drive

**04/22**

**10/16**

833

175

### Speed Data

Viejas Grade:

630' W/o Central Avenue

200' W/o Old Viejas Grade Road

Speed Zone

(2022)

(2022)

(2022)

**85th  
Percentile**

38.1 MPH

36.0 MPH

37.1 MPH

**10 MPH  
Pace**

28-37

26-35

27-36

**% in  
Pace**

69.0%

76.0%

72.5%

### Collision Data

There has been 1 reported collision, along this segment of roadway in a 3-year period (06-01-19 to 06-31-22). This collision results in a segment accident rate of 2.70 collisions per million vehicle miles. The statewide average is 3.98 collisions per million vehicle

miles.

### **Discussion**

This item is a review to establish a posted speed limit for radar enforcement and was requested by residents. The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Viejas Grade from Viejas Boulevard/Riverside Drive to Anderson Ranch Road in the unincorporated community of Descanso based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Viejas Grade is an undivided two-lane highway with a no passing centerline. This road, unclassified in the General Plan, provides access to private and public residential roads, commercial and residential driveways, and a fire station.

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 (38.1 MPH & 36.0 MPH) produced an overall speed zone of 37.1 MPH which supports a 35 MPH speed limit.

The DPW Traffic Engineering mentioned the residents requested this section of the road be radar enforced due to the growing area. Sergeant Perryman had no complaints and supports lowering the speed limit from the unposted State Maximum 55 MPH to 35 MPH.

The TAC recommends establishing a 35 MPH speed limit and certifying the 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. Viejas Grade meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Viejas Grade from Viejas Boulevard/Riverside Drive to Anderson Ranch Road in the unincorporated community of Descanso based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

Add section 72.169.74.15. to the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022

**Item 4-A**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Radar Certification

**LOCATION:** Grossmont Boulevard from La Mesa city limit (east of Bancroft Drive) to La Mesa city limit (east of Fuerte Drive) and from La Mesa city limit (east of Fuerte Drive) to La Mesa city limit (west of Grossmont Summit Drive) (County maintained portions) (a distance of 0.66 miles)  
GROSSMONT (Thos. Bros. 1271-B1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Grossmont Boulevard from La Mesa city limit (east of Bancroft Drive) to La Mesa city limit (east of Fuerte Drive) and from La Mesa city limit (east of Fuerte Drive) to La Mesa city limit (west of Grossmont Summit Drive) is currently posted with a 30 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 30 MPH speed limit on Grossmont Boulevard from La Mesa city limit (east of Bancroft Drive) to La Mesa city limit (east of Fuerte Drive) and from La Mesa city limit (east of Fuerte Drive) to La Mesa city limit (west of Grossmont Summit Drive) (County maintained portions).

**Existing Traffic Devices**

Grossmont Boulevard is a striped 2-lane road with a pavement of 24-foot width. The roadway has an intersection advisory sign, 25 MPH turn advisory, and bus stop advisory sign. Grossmont Boulevard is unclassified on the County General Plan Mobility Element Network. The roadway has a posted speed limit of 30 MPH.

**Average Daily Traffic Volumes**

**7/22**

Grossmont Boulevard:

250' E/o Bancroft Drive	3,551
200' S/o Fuerte Drive	3,263
500' S/o Grossmont Summit Drive	2,551

**Speed Data**

Grossmont Boulevard:

		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
125' S/o Mesa Vista Avenue	(2022)	34.0 MPH	26-35	83.0%
400' S/o Sierra Vista Avenue	(2022)	29.2 MPH	21-30	83.0%



780' E/o Fuerte Drive	(2022)	30.5 MPH	23-32	84.0%
Speed Zone	(2022)	31.2 MPH	23-32	83.3%

**Collision Data**

There have been 6 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (04-01-19 to 03-31-22). These collisions result in a segment accident rate of 2.66 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban 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 30 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement on the County maintained portions of Grossmont Boulevard from the La Mesa City Limit (near Bancroft Drive) to the La Mesa City Limit (near Grossmont Summit Drive) in the unincorporated community of Grossmont based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The County maintained portions of Grossmont Boulevard are a divided two-lane highway from the La Mesa City Limit (near Bancroft Drive) to the La Mesa City Limit (near Grossmont Summit Drive) and are striped with a no passing centerline. The unclassified roadway provides access to private and public residential roadways and several residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (34.0 MPH, 29.2 MPH, & 30.5 MPH) produced an overall speed zone of 31.2 MPH which supports a 30 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (2.66 vs 1.60 collisions per million vehicle miles).

A representative from the Valle de Oro Community Planning Group in attendance requested reduced speeds due to the narrow roadway and limited shoulders.

The DPW Traffic Engineering representative discussed how the current road is curvilinear with several residential driveways. The DPW Traffic Engineering representative noted we have met collision history conditions not readily apparent and recommended a 25 MPH speed limit.

The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement based on measured speeds, collision

history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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. Grossmont Boulevard meets the CHP criteria for radar speed enforcement.

The Valle de Oro Community Planning Group was provided the opportunity to review this item and a representative in attendance expressed concerns of speed due to the limited shoulders and driveways adjacent to the narrow road.

**Recommendation**

The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement on the County maintained portions of Grossmont Boulevard from the La Mesa City Limit (near Bancroft Drive) to the La Mesa City Limit (near Grossmont Summit Drive) in the unincorporated community of Grossmont based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

**Necessary Board Action**

Amend Section 72.163.51. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** September 9, 2022

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Old River Road from Golf Club Drive to Camino Del Rey (a distance of 0.39 miles) BONSALL (Thos. Bros. 1068-A2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

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

Old River Road from Golf Club Drive to Camino Del Rey has no posted speed limit and is subject to the 55 MPH state maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit on Old River Road from Golf Club Drive to Camino Del Rey.

### **Existing Traffic Devices**

Old River Road is a two-lane road from with a 26-foot pavement width. The roadway is striped with a no passing center line with white edge lines on both sides. Old River Road is classified as a Light Collector on the County General Plan Mobility Element Network.

### **Average Daily Traffic Volumes**

**02/22**

Old River Road:

Calle De Las Estrellas 2,967

<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>
Old River Road:			
130' S/o Avenida De Las Vida (2022)	40.8 MPH	34-43	68.0%

### **Collision Data**

There have been 3 reported collisions, none of which involved an injury, along this segment of roadway in a 3-year period (06-01-19 to 05-31-22). These collisions result in a segment accident rate of 2.37 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 review to establish a posted speed limit for radar enforcement and was requested by residents. The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Old River Road from Golf Club Drive

to Camino del Rey in the unincorporated community of Bonsall based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Old River Road is an undivided two-lane highway with a no passing centerline and white edgelines in both directions. This Light Collector Road provides access to private and public residential roadways, school and church driveways, and one residential driveway.

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 a 40.8 MPH which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (2.37 vs 1.60 collisions per million vehicle miles).

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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. Old River Road meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Old River Road from Golf Club Drive to Camino del Rey in the unincorporated community of Bonsall based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Wellhouser

Second: Bartley

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

### **Necessary Board Action**

Add Section 72.169.74.15. to the San Diego County Code.

## **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** September 9, 2022  
**Item A**

**SUPERVISORIAL DISTRICT:** All

**SUBJECT:** County Standards

**LOCATION:** All unincorporated County roads

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** County Sight Distance Standards

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

The County Public Road Standards requires that all intersections involving a public road conform intersectional sight distance based on roadway design speed, Table 5 of said standards. Table 5 further notes that deviations from the County Public Road Standards shall follow the American Association of State Highway Transportation Officials manual, A Policy on Design of Highways and Streets (AASHTO design manual or “Green Book”). The AASHTO design manual provides an in-depth analysis of stopping sight distance, the sum of driver perception-reaction distance and deceleration distance. The manual provides for adjustment factors for differing grades (uphill and downhill) as well as reasoning and research behind formulae used for calculation, including the determination of driver reaction times. Utilizing the reasoning and formulae, the County Traffic Engineering Section developed an exhibit illustrating operational and emergency sight distances to set a minimum standard for existing operating intersections (see CTE Recommendation Exhibit).

Section 830.6 of the California Government Code notes that one of the factors for a public agency’s design immunity is the adoption of a standard, as the County Traffic Engineering Section’s developed sight distance standard exhibit. The County Traffic Engineering Section recommends adoption of the included exhibit as the County standard for operational and emergency sight distances for existing intersections in the jurisdiction of the County of San Diego.

### **Discussion**

This item is approval of the County of San Diego Operational Sight Distance Standards. These standards document and establish minimum criteria for DPW Traffic Engineering staff to determine if existing County roads and intersections have sufficient sight distance. The TAC recommends adoption of these standards as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

As a significant portion of County maintained roads were developed before the establishment of the County Public Road Standards, and its corner sight distance

standards therein, Traffic Engineering staff need supplemental means to determine the level of safety along these roads in regard to sight distance. Sight distance refers to the line of sight between a moving vehicle on a main route and a stationary vehicle that wants to access the main route. Utilizing the reasoning found within the American Association of State Highway and Transportation Officials' handbook entitled A Policy on Geometric Design of Highways and Streets, Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions. Staff presented these standards to the Committee in the form of an exhibit showing charts calculating sufficient sight distance for varying grades and speeds.

The TAC recommends adoption of these standards as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

All Community Planning and Sponsor Groups were provided the opportunity to review this item and did not provide input.

### **Recommendation**

The TAC recommends adoption of DPW Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

Motion: Bartley

Second: Fleishman

Vote: yes-12, no-0, abstain-0, vacant-2, absent-3

### **Necessary Board Action**

Adopt the Committee's recommendation.