

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**October 28, 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** – 1st: Bartley; 2nd: Fallon; Vote: yes-12, no-0, abstain-0, vacant-1, absent-4
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	JAMACHA ROAD OSAGE DR TO SWEETWATER ROAD	SPRING VALLEY/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	BEAR VALLEY PARKWAY ESCONDIDO CL TO SR-78	SAN PASQUAL/ N/A
2-B. RADAR CERTIFICATION	BEAR VALLEY PARKWAY SR-78 TO ESCONDIDO CL	SAN PASQUAL/ N/A
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	EL MONTEVIDEO PASEO DELICIAS TO VIA DE FORTUNA	RANCHO SAN DIEGUITO/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	BRABHAM STREET FURY LANE TO SR-54	CALAVO GARDENS/ VALLE DE ORO CPG
4-B. RADAR CERTIFICATION	BRABHAM STREET SR-54 TO MERLYN PLACE	HILLSDALE/ VALLE DE ORO CPG
4-C. INTERSECTION CONTROLS	MT HELIX DRIVE & VIVERA DR	GROSSMONT/ VALLE DE ORO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	BEAR VALLEY PARKWAY LAS PALMAS AVENUE TO ESCONDIDO CL	SAN PASQUAL/ N/A
5-B. RADAR CERTIFICATION	MISSION ROAD 860' SOUTH OF PEPPER TREE LN TO HILL AV	FALLBROOK/ FALLBROOK CPG

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Jamacha Road from Osage Street to Sweetwater Road
(a distance of 0.70 miles) SPRING VALLEY (Thos.
Bros. 1290-H2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Jamacha Road from Osage Street to Sweetwater Road is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 45 MPH speed limit.

Existing Traffic Devices

This segment of Jamacha Road is a striped 4-lane divided road with a combined pavement width between 70 to 110 feet. The roadway is striped with a yellow left edge line and lane lines. The road is posted with a curve advisory sign and several signal ahead signs. Jamacha Road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

Jamacha Road:

250' W/o Elkelton Boulevard

10/22

17,942

04/15

19,760

Speed Data

Jamacha Road:

250' E/o Darby Street

**85th
Percentile**

(2022) 50.3 MPH
(2015) 46.0 MPH

**10 MPH
Pace**

42-51
40-49

**% in
Pace**

66.0%
68.0%

Collision Data

There have been 111 reported collisions, 37 of which involved an injury, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 8.09 collisions per million vehicle miles. The statewide average is 1.18 collisions per million vehicle miles for similar suburban, divided 4 lane, roads with speeds less than 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 pulling this item for further study to be brought back to the Committee at a future date.

The subject segment of Jamacha Road is a striped four-lane suburban divided roadway with yellow left edge line and lane lines. This Major Road provides access to residential roads and access to the state highway.

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 50.3 MPH which supports a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (8.09 vs 1.18 collisions per million vehicle miles).

The Chair of the Spring Valley Community Planning Group (SVCPG) in attendance explained that the SVCPG voted to support a speed reduction from the existing 45 MPH speed limit to a 40 MPH speed limit. A representative from the SVCPG described the possibility of splitting the single speed zone into two with speeds stepping down to lower speeds as traffic travels downhill from the west to east.

The District 3 Representative suggested continuing the item to a future TAC meeting to allow staff to review the possibility of a reduced speed zone. The District 2 Representative echoed the recommendation adding that staff could relook at speeds along the roadway. The Department of Public Work Traffic Engineering Representative noted that recollecting data or additional data may not produce lower speeds.

The TAC recommends pulling this item for further study to be brought back to the Committee at a future date.

The Spring Valley Community Planning Group was provided the opportunity to review this item and members (including the group's Chair) in attendance explained the group voted for a lower speed (40 MPH) and provided comments.

Recommendation

The TAC recommends pulling this item for further study to be brought back to the Committee at a future date.

Motion: Fallon

Second: Schaepli

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Bear Valley Parkway from Escondido city limit (at Choya Canyon Road) to State Route 78 (San Pasqual Valley Road) (a distance of 0.59 miles) SAN PASQUAL (Thos. Bros. 1130-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Bear Valley Parkway from Escondido city limit (at Choya Canyon) to State Route 78 is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 50 MPH speed limit.

Existing Traffic Devices

This segment of Bear Valley Parkway is a striped 2-lane undivided through highway with a pavement between 44 and 84 feet. The roadway is striped with a no-passing center line and bike lane. The road is posted with an intersection advisory sign w/ flashing beacon and signal advisory sign. Bear Valley Parkway is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH speed limit.

Average Daily Traffic Volumes

06/22

Bear Valley Parkway:

200' S/o San Pasqual Valley Road 22,245

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Bear Valley Parkway:

425' N/o Eldorado Drive (2022) 52.8 MPH 44-53 69.0%

Collision Data

There have been 12 reported collisions, 6 of which involved an injury and 1 of which involved a fatality, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 0.84 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban, 2 lanes or less, roads with speeds from 45 to 55 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar

enforcement that is required every seven years to comply with State law and was requested by 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 Bear Valley Parkway from the Escondido city limit (at Choya Canyon Road) to State Route 78 in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Bear Valley Parkway is a striped two-lane suburban undivided roadway with no passing centerline and bike lanes. This Major Road provides access to private and public residential roads, residential developments, and access to the state highway.

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 52.8 MPH which supports a 50 MPH speed limit.

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. Bear Valley Parkway meets the CHP criteria for radar speed enforcement.

This item is in the North County Metro subregional planning area. There is no community planning or sponsor group for this planning area.

Recommendation

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Bear Valley Parkway from the Escondido city limit (at Choya Canyon Road) to State Route 78 in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Bear Valley Parkway from State Route 78 to Boyle Avenue (a distance of 1.52 miles) SAN PASQUAL (Thos. Bros. 1130-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Bear Valley Parkway from State Route 78 to Boyle Avenue is posted with a 50 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 50 MPH speed.

Existing Traffic Devices

This segment of Bear Valley Parkway is a striped 4-lane divided through highway with a combined pavement between width of 74 and 100 feet. The roadway is striped with lane striping and bike lanes. The road is posted with a curve advisory sign and a signal advisory sign. Bear Valley Parkway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted with a 50 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

	<u>06/22</u>	<u>03/17</u>
Bear Valley Parkway:		
200' N/o San Pasqual Valley Road	21,950	18,850
200' S/o Boyle Avenue	20,609	

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Bear Valley Parkway:				
200' N/o Suburban Hills Drive	(2022)	53.8 MPH	45-54	68.0%
	(2018)	55.0 MPH	46-55	74.0%
350' N/o Birch Avenue	(2022)	54.9 MPH	45-54	70.0%
	(2018)	54.0 MPH	45-54	77.0%
Speed Zone	(2022)	54.4 MPH	45-54	69.0%
	(2018)	54.5 MPH	46-55	75.5%

Collision Data

There have been 24 reported collisions, 13 of which involved an injury and 1 of which involved a fatality, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 0.68 collisions per million vehicle miles. The statewide average is 1.23 collisions per million vehicle miles for similar suburban divided 4 lane roads 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 50 MPH speed limit for radar enforcement on Bear Valley Parkway from State Route 78 to the Escondido city limit (at Boyle Avenue) in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Bear Valley Parkway is a striped four-lane suburban divided through highway with landscaped median, lane striping, and bike lanes. This Major Road provides access to private and public residential roads, residential developments, and access to the state highway.

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 (53.8 MPH & 54.9 MPH) produced an overall speed zone of 54.4 MPH which supports a 50 MPH speed limit.

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. Bear Valley Parkway meets the CHP criteria for radar speed enforcement.

This item is in the North County Metro subregional planning area. There is no community planning or sponsor group for this planning area.

Recommendation

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Bear Valley Parkway from State Route 78 to the Escondido city limit (at Boyle Avenue) in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

Delete duplicate ordinance section 72.161.38. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: El Montevideo from Paseo Delicias to Via de Fortuna
(a distance of 1.52 miles) RANCHO SAN DIEGUITO
(Thos. Bros. 1168-F2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

El Montevideo from Paseo Delicias to Via de Fortuna is currently posted with a 45 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 45 MPH speed limit.

Existing Traffic Devices

El Montevideo is a striped 2-lane undivided through highway with a pavement width from 24 to 32 feet. The roadway is striped with a no-passing center line and white edge lines. The road is posted with a curve advisory sign and several signal ahead signs. El Montevideo is unclassified on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

El Montevideo:

200' E/o Via de Fortuna

10/22

4,814

07/15

N/o Paseo Delicias

4,840

Speed Data

El Montevideo:

630' W/o Mimulus East N

(2022)

**85th
Percentile**

41.6 MPH

**10 MPH
Pace**

33-42

**% in
Pace**

77.0%

(2015)

41.0 MPH

32-41

71.0%

700' W/o San Elijo

(2022)

48.7 MPH

40-49

73.0%

(2015)

48.0 MPH

39-48

62.0%

Speed Zone

(2022)

45.2 MPH

37-46

75.0%

(2015)

44.5 MPH

36-45

66.5%

Collision Data

There have been 5 reported collisions, 1 of which involved an injury, along this segment

of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 0.63 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds from 45 to 55 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on El Montevideo from Paseo Delicias to Via de Fortuna in the unincorporated community of Rancho Santa Fe based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

El Montevideo is an undivided two-lane highway with a no passing centerline and edgelines. The road provides access to private residential driveways, public residential roads, adjacent pedestrian and equestrian paths, and access to the San Dieguito Reservoir.

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 (41.6 MPH & 48.7 MPH) produced an overall speed zone of 45.2 MPH which supports a 45 MPH speed limit.

The Chief of the Rancho Santa Fe Patrol in attendance described the current roadway conditions along the segment. He noted that bicyclists tend to use the roadway as a main route of travel through the community. He also explained that additional collisions occurred along the road which were not reported. A resident in attendance added that there are several equestrian crossings along the roadway with some that are hidden to drivers. The Chair of the San Dieguito Community Planning Group in attendance expressed his support of a lower speed limit and echoed the concerns for pedestrian and equestrian safety along the roadway.

The District 3 representative pondered the possibility of a reduced speed limit below the 40 MPH currently allowed by State law. The DPW Traffic Engineering representative explained that under current State law no further reduction can be made but suggested that the segment can be re-examined once recent changes to State law come into effect. The District 2 representative noted that there are several roadway conditions not readily apparent to the driver including equestrian and bicyclist presence, the limited shoulders (via landscaping), and the curvilinear nature of the roadway.

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. El Montevideo meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and the Chair of the group attended the meeting and provided support for a reduced speed limit.

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 El Montevideo from Paseo Delicias to Via de Fortuna in the unincorporated community of Rancho Santa Fe based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Schaelfi

Second: Bartley

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

Amend Section 72.162.1 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 4-A

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Brabham Street from Fury Lane to State Route 54 (Jamacha Road) (a distance of 0.62 miles) CALAVO GARDENS (Thos. Bros. 1271-I5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Brabham Street from Fury Lane to State Route 54 (Jamacha Road) is posted with a 35 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

This segment of Brabham Street is a striped 2-lane divided road with a pavement width of 34 feet. The roadway is striped with a two-way left turn lane, parking lane, and intermittent acceleration lane and turn lanes. The road is posted with school zone signage and signal ahead signs. Brabham Street is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

Brabham Street:

700' W/o Avenida Apolinaria

03/22

5,558

01/16

5,580

Speed Data

Brabham Street:

500' W/o Avenida Apolinaria

**85th
Percentile**

(2022) 39.6 MPH
(2016) 39.0 MPH

**10 MPH
Pace**

30-39
31-40

**% in
Pace**

75.0%
89.0%

Collision Data

There have been 5 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 1.33 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads 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 35 MPH speed limit for radar enforcement on Brabham Street from Fury Lane to State Route 54 in the unincorporated community of Calavo Gardens based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Brabham Street is a striped two-lane suburban divided roadway with two-way left turn lane, parking lane, and intermittent acceleration and turn lanes. The road provides access to public residential roads, adjacent middle school, the County Library, and to the state highway.

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 39.6 MPH which supports a 35 MPH speed limit.

The TAC recommended certifying the 35 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. Brabham Street meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Brabham Street from Fury Lane to State Route 54 in the unincorporated community of Calavo Gardens based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 4-B

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Brabham Street from State Route 54 (Jamacha Road) to Merlyn Place (a distance of 0.48 miles) HILLSDALE (Thos. Bros. 1272-A4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Brabham Street from State Route 54 (Jamacha Road) is posted with a 40 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 40 MPH speed limit.

Existing Traffic Devices

This segment of Brabham Street is a striped 2-lane undivided through highway with a pavement width of 40 feet. The roadway is striped with a no passing centerline. There is a concrete median along the roadway from State Route 54 to Hilton Head Road. Brabham Street is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

Brabham Street:

150' W/o Hilton Head Road

10/22

6,548

04/15

5,950

Speed Data

Brabham Street:

150' E/o Greenwich Road

**85th
Percentile**

(2022) 42.2 MPH
(2015) 44.5 MPH

**10 MPH
Pace**

34-43
33-42

**% in
Pace**

68.0%
63.0%

Collision Data

There have been 5 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). This collision results in a segment accident rate of 1.46 collisions per million vehicle miles. The statewide average is 1.60 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads 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 40 MPH speed limit for radar enforcement on Brabham Street from State Route 54 to Merlyn Place in the unincorporated community of Hillsdale based on measured speeds.

The subject segment of Brabham Street is a striped two-lane suburban undivided roadway with no passing centerline. The road provides access to public residential roads and to the state highway.

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 42.2 MPH which supports a 40 MPH speed limit.

The TAC recommended certifying the 40 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. Brabham Street meets the CHP criteria for radar speed enforcement.

The Valle de Oro 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 Brabham Street from State Route 54 to Merlyn Place in the unincorporated community of Hillsdale based on measured speeds.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022 **Item 4-C**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Mount Helix Drive & Vivera Drive, GROSSMONT (Thos. Bros. 1271-D2)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Mt Helix Drive & Vivera Drive has been identified by Traffic Engineering as meeting Option A, an intersection where there is a need to control left-turn conflicts, Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the 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

Mount Helix Drive is a one and two-lane striped undivided road with pavement width between 22 to 34 feet. The road is striped with a no passing centerline and white edgeline north of the intersection with Vivera Drive and is striped with a left yellow edge line and right white edge line both south and west of the intersection. The roadway is uncontrolled at the intersection with Vivera Drive. Mount Helix Drive is unclassified on the County General Plan Mobility Element Network. The road is posted with a 20 MPH speed limit, radar enforced, south and west of the intersection.

Vivera Drive is a striped two-lane undivided road with a 28-foot pavement width. The roadway is striped with a no passing centerline. The roadway is stop controlled at the intersection with Mount Helix Drive. Vivera Drive is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes

02/22

Mt Helix Drive:

S/o Vivera Drive	491 NB
N/o Vivera Drive	479 SB

Vivera Drive:

E/o Mt Helix Drive	236 WB
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Collision Data

There have been 4 reported collisions, at this intersection, within a past 5-year period (2017-06-01 to 2022-05-31). These collisions result in an intersection accident rate of 1.82 collisions per million vehicles entering. The statewide average is 0.17 collisions per million vehicles entering for similar suburban intersections with some existing stop controls.

Discussion

This item recommends establishing an all-way stop at the intersection of Mount Helix Drive & Vivera Drive in the unincorporated community of Grossmont. Residents expressed community traffic and pedestrian concerns at this intersection.

Mount Helix Drive is a striped suburban road. The road is a 20 MPH, radar enforced, one-lane, one-way, road west (westbound only) and south (northbound only) of the intersection with Vivera Drive. The road is two directional with no passing centerline and edgeline north of the intersection. Mount Helix Drive provides access to several residential driveways and residential roads as well as the Mount Helix Park. Mount Helix Drive is uncontrolled at the intersection with Vivera Drive with a free right onto the westbound one-way Mount Helix Drive and a left turn pocket for turning traffic onto eastbound Vivera Drive.

Vivera Drive is a striped two-lane suburban road with no passing centerline. The road provides access to residential driveways and direct access to the San Miguel Fire Station and a dirt parking lot for Mount Helix Park. Viviera Drive intersects Mount Helix Drive at the 4-legged intersection and is stop controlled in the westbound direction.

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

The Valle De Oro Community Planning Group chair attended the meeting and explained that Mount Helix Park has many special events and many of their attendees park at the dirt lot adjacent to the intersection and walk up the one-way road in the pedestrian pathway alongside. The DPW Interim Transportation Division Deputy Director noted that the new pathway improvements along Mount Helix Drive have helped to reduce the roadway width and should improve pedestrian conditions along the road.

The DPW Traffic Engineering Representative described that the intersection has a turn conflict between the two ways of left turning traffic on Mount Helix Drive and that an all-way stop would mitigate this issue. The District 2 representative also added that marked crosswalks at the intersection would help pedestrians cross the intersections. He also inquired about what might be done regarding the free right turn from southbound Mount

Helix Drive to westbound Mount Helix Drive if an all-way stop is approved. The DPW Traffic Engineering representative explained that the right-turn movement would need to become stop controlled to provide pedestrians a safe crossing. The Caltrans representative expressed interest in a roundabout at this location. The DPW Interim Transportation Division Deputy Director explained that DPW can look into a possible future roundabout at this location if needed.

The Committee recommended establishment of all-way stop controls at the intersection of Mount Helix Drive & Vivera Drive.

The Valle de Oro Community Planning Group was provided the opportunity to review this item and the Chair of the group provided comments and support of the an all-way stop at the meeting.

Recommendation

The Committee recommends establishment of all-way stop controls at the intersection of Mount Helix Drive & Vivera Drive in the unincorporated community of Mount Helix.

Motion: Schaepli

Second: Bartley

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

Add Item 280 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Remove Item 125 of Traffic Resolution 304 relating to the establishment of stop intersections in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: September 9, 2022

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Bear Valley Parkway from Escondido city limit (near Las Palmas Avenue) to Escondido city limit (south of Sunset Drive) (a distance of 0.42 miles)
SAN PASQUAL (Thos. Bros. 1130-C7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Bear Valley Parkway from Escondido city limit (near Las Palmas Avenue) to Escondido city limit (south of Sunset Drive) has a posted speed limit of 50 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 50 MPH speed limit.

Existing Traffic Devices

This segment of Bear Valley Parkway is a striped 2-lane undivided through highway with a pavement between 40 and 84 feet wide. The roadway is striped with a no passing center line and bike lanes. The road is posted with has signal ahead advisory signs, and school zone advisory signage. Bear Valley Parkway is classified as a Major Road on the County General Plan Mobility Element Network. The roadway has a 50 MPH posted speed limit.

Average Daily Traffic Volumes

06/22

Bear Valley Parkway:

200' N/o Las Palmas Avenue

25,277

Speed Data

Bear Valley Parkway:

500' N/o Old Spanish Trail

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
(2022)	53.1 MPH	45-54	63.0%

Collision Data

There have been 6 reported collisions, all of which involved an injury, along this segment of roadway in a 3-year period (2019-06-01 to 2022-05-31). These collisions result in a segment accident rate of 0.52 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban, 2 lanes or less, roads with speeds of 45 to 55 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Bear Valley Parkway from the Escondido city limit (near Las Palmas Avenue) to the Escondido city limit (south of Sunset Drive) in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Bear Valley Parkway is a striped two-lane suburban undivided through highway with no passing centerline and bike lanes. This Major Road provides access to private and public residential roads, residential developments.

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 53.1 MPH which supports a 50 MPH speed limit.

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. Bear Valley Parkway meets the CHP criteria for radar speed enforcement.

This item is in the North County Metro subregional planning area. There is no community planning or sponsor group for this planning area.

Recommendation

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Bear Valley Parkway from the Escondido city limit (near Las Palmas Avenue) to the Escondido city limit (south of Sunset Drive) in the unincorporated community of San Pasqual based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 28, 2022

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mission Road from a point 860' south of Pepper Tree Lane to Hill Avenue (a distance of 1.73 miles)
FALLBROOK (Thos. Bros. 1027-F5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mission Road from a point 860' south of Pepper Tree Lane to Hill Avenue is posted with a 35 MPH, radar enforced, speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

This segment of Mission Road is a primarily striped 4-lane divided through highway with a combined pavement width from 75 to 82 feet. The roadway is striped with a two-way left turn lane, lane striping and intermittent parking lane and edge lines. The road is posted with school zone signage, signal ahead signs, pedestrian advisory signs and school crossing signage w/ flashing beacon for the uncontrolled school crossing at Elder Street. Mission Road is signal controlled at the intersections with Clemmens Lane, Ammunition Road, Aviation Road, Fallbrook Street, and Hawthorn Street. Mission Road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 35 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

	<u>10/22</u>	<u>10/15</u>	
Mission Road:			
S/o Fallbrook Street	25,480*	23,470	*Estimate

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mission Road:				
400' S/o Clemmens Lane	(2022)	38.4 MPH	30-39	79.0%
140' N/o College Street	(2022)	39.2 MPH	29-38	73.0%
	(2015)	41.0 MPH	34-43	79.0%
Speed Zone	(2022)	38.8 MPH	30-39	76.0%

Collision Data

There have been 119 reported collisions, 53 of which involved an injury and 2 involving a fatality, along this segment of roadway in a 3 year period (06-01-19 to 05-31-22). This collision results in a segment accident rate of 2.76 collisions per million vehicle miles. The statewide average is 1.25 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 35 MPH speed limit for radar enforcement on Mission Road from a point 860' south of Pepper Tree Lane to Hill Avenue in the unincorporated community of Fallbrook based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Mission Road is a striped four-lane suburban divided through highway with two-way left turn lane, lane striping, intermittent parking lane, and edge lines. This Major Road provides access to public commercial and residential roads, residential developments, commercial driveways, school driveways, and a route to the nearby Camp Pendleton Marine Base.

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 (38.4 MPH & 39.2 MPH) produced an overall speed zone of 38.8 MPH which supports a 35 MPH speed limit.

The TAC recommended certifying the 35 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. Mission 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 35 MPH speed limit for radar enforcement on Mission Road from a point 860' south of Pepper Tree Lane to Hill Avenue in the unincorporated community of Fallbrook based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Matella

Vote: yes-12, no-0, abstain-0, vacant-1, absent-4

Necessary Board Action

Amend Ordinance 72.169.72. of the San Diego County Code to reflect current and continued speed limit.