

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

December 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** Motion:Fallon; Second:Shaefli; Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	IDAHO AVENUE CITRUS AVENUE TO ORO VERDE ROAD	SAN PASQUAL/ N/A
2-B. RADAR CERTIFICATION	VIA RANCHO PARKWAY MONTESANO RD TO DEL DIOS HIGHWAY	HOMELAND ACRES/ N/A
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. INTERSECTION CONTROLS	FUERTE DRIVE & DAMON LANE/MARCIA LANE	CALAVO GARDENS/ VALLE DE ORO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	PALA TEMECULA ROAD NEJO ROAD TO RIVERSIDE COUNTY LINE	PALA-TEMECULA/ PALA-PAUMA CSG
5-B. INTERSECTION CONTROLS	FIFTH STREET & HUFFSTATLER STREET	RAINBOW/ RAINBOW CPG
5-C. RADAR CERTIFICATION	CIRCLE R DRIVE OLD HIGHWAY 395 TO WEST LILAC ROAD	LILAC/ VALLEY CENTER CPG

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 9, 2022

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Idaho Avenue from Citrus Avenue to Oro Verde Road
(a distance of 0.72 miles) SAN PASQUAL (Thos. Bros.
1130-D3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Idaho Avenue from Citrus Avenue to Oro Verde 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 45 MPH speed.

Existing Traffic Devices

This segment of Idaho Avenue is a striped 2-lane undivided highway with a pavement width from 30 feet. The roadway is striped with a no-passing center line. The road is posted with intersection advisory signs for the intersections with Skyline Drive and Oro Verde Rd. Idaho Avenue is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

09/22

Idaho Avenue:

650' E/o Citrus Avenue

962

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Idaho Avenue:

160' E/o Citrus Glen Drive

(2022) 46.3 MPH

38-47

61.0%

Collision Data

There has been 0 reported collision along this segment of roadway in a 3-year period (2019-08-01 to 2022-07-31).

Discussion

This item is a review to certify a posted speed limit for radar enforcement that was requested by residents. The Traffic Advisory Committee (TAC) recommends establishing and certifying a 45 miles per hour (MPH) speed limit for radar enforcement on Idaho Avenue, in the unincorporated community of San Pasqual, from Citrus Avenue to Oro Verde Road based on measured speeds.

The subject segment of Idaho Avenue is an undivided two-lane suburban highway striped with a no passing centerline and edge lines. This road provides access to residential roads and 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 a recent speed survey produced an overall speed zone of 46.3 MPH which supports a 45 MPH speed limit.

The DPW Traffic Engineering representative noted that residents have complained about speeding issues down the significant hill along the segment.

The TAC recommends establishing and certifying a 45 MPH speed limit for radar enforcement based on measured speeds.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Idaho Avenue 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 Traffic Advisory Committee (TAC) recommends establishing and certifying a 45 miles per hour (MPH) speed limit for radar enforcement on Idaho Avenue, in the unincorporated community of San Pasqual, from Citrus Avenue to Oro Verde Road based on measured speeds.

Motion: Schaepli

Second: Bartley

Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

Add Section 72.161.29.1 to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 9, 2022

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Via Rancho Parkway from Montesano Road to Del Dios Highway (a distance of 2.19 miles) HOMELAND ACRES (Thos. Bros. 1149-J2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Via Rancho Parkway from Montesano Road to Del Dios Highway has a posted speed limit of 45 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed.

Existing Traffic Devices

This segment of Via Rancho Parkway is a striped 2-lane undivided through highway between 26 feet and 56 feet wide. The roadway is striped with a no-passing center line and white edge line. Via Rancho Parkway is posted with school bus stop ahead signs, intersection advisory signs, signal ahead signs, and bicycle may use full lane signs. The intersections with Via Loma Vista, Felicita Road/ Quiet Hills Drive and Del Dios Highway are signalized. Via Rancho Parkway is classified as a Major Road on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>11/22</u>	<u>03/12</u>	<u>10/05</u>
Via Rancho Parkway:			
200' E/o Del Dios Highway	10,953	9,510	10,800
200' W/o Felicita Road	10,878	9,240	10,610
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
Via Rancho Parkway:			
225' E/o Kershawn Place	(2022) 48.9 MPH	39-48	65.0%
	(2012) 53.4 MPH	44-53	65.8%
450' W/o Eucalyptus Av	(2022) 50.3 MPH	42-51	59.0%
Speed Zone	(2022) 49.6 MPH	41-50	62.0%

Collision Data

There have been 20 reported collisions along this segment of roadway, 11 of which involved an injury, 1 of which involved a fatality, in a 3-year period (2019-08-01 to 2022-07-31). This collision results in a segment accident rate of 0.77 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 certifying the 45 MPH speed limit for radar enforcement on Via Rancho Parkway, in the unincorporated community of Homeland Acres, from Montesano Road to Del Dios Highway based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Via Rancho Parkway is an undivided two-lane suburban through highway with a no passing centerline and white edge lines. This Major Road provides access to private and public residential roadways and residential driveways as well as a route to Escondido and the I-15 freeway.

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 (48.9 MPH & 50.3 MPH) produced an overall speed zone of 49.6 MPH which supports a 45 MPH speed limit.

The TAC recommended certifying the 45 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. Via Rancho 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 45 MPH speed limit for radar enforcement on Via Rancho Parkway, in the unincorporated community of Homeland Acres, from Montesano Road to Del Dios Highway 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-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 9, 2022 **Item 4-A**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Fuerte Drive and Damon Lane/Marcia Lane, EL CAJON
(Thos. Bros. 1271-H3)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Fuerte Drive and Damon Lane/Marcia Lane has been identified by Traffic Engineering as meeting Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, 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

Fuerte Drive is a two-lane striped divided through highway with pavement width between 45 to 59 feet. The road is striped with a two way left turn lane and white edgeline near the intersection with Damon Lane/Marcia Lane. An uncontrolled marked school crosswalk is located at the western leg of the intersection, crossing Fuerte Drive. Fuerte Drive is signed with school related signage approaching the intersection for the adjacent Fuerte Elementary School. The roadway is uncontrolled at the intersection with Damon Lane/Marcia Lane. Fuerte Drive is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a radar enforced, 35 MPH, speed limit.

Damon Lane is an unstriped two-lane undivided road with a 38-foot pavement width. The roadway is stop controlled at the intersection with Fuerte Drive. Damon Lane is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Marcia Lane is an unstriped two-lane undivided road with a 34-foot pavement width. The roadway is stop controlled at the intersection with Fuerte Drive. Marcia Lane is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes

02/22

Fuerte Drive:

W/o Damon Lane/Marcia Lane

3,141 SB

Damon Lane:
S/o Fuerte Drive

192 NB

Collision Data

There have been 1 reported collision, at this intersection, within a past 5-year period (2017-08-01 to 2022-07-31).

Discussion

This item recommends establishing an all-way stop at the intersection of Fuerte Drive and Damon Lane/Marcia Lane in the unincorporated community of Calavo Gardens. Residents and school representatives expressed community traffic and pedestrian concerns at this intersection.

Fuerte Drive is a two-lane suburban through highway. Fuerte Drive provides access to several residential driveways and residential roads as well as Fuerte Elementary School. The road is a divided highway west of the intersection with Damon Lane/Marcia Lane and is striped with a two-way left turn lane and white edge lines. At the eastbound leg of the intersection, Fuerte Drive is striped with a turn pocket and a marked school crossing. School safety patrol bars are marked on Fuerte Drive in both the eastbound and westbound directions approaching the crosswalk. East of the intersection Fuerte Drive is an undivided highway striped with a no passing centerline and white edge lines. Fuerte Drive does not have stop signs at the intersection with Damon Lane/Marcia Lane.

Damon Lane is a striped two-lane suburban highway with a no passing centerline. The road provides access to residential driveways and residential roads. Damon Lane is stop controlled in the northbound direction.

Marcia Lane is a striped two-lane suburban highway with a no passing centerline. The road provides access to residential driveways and residential roads. Marcia Lane is stop controlled in the southbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets one criterion in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes.

A Valle De Oro Community Planning Group member attended the meeting and explained that there is a development with 36 new homes at the southeast corner of the intersection.

The DPW Traffic Engineering Representative described that residents have previously brought forth safety concerns regarding children crossing from the adjacent school. He noted that vehicles queue into the intersection during school start and end. The District 2 representative inquired as to whether pedestrian counts at the intersection were obtained. The DPW Traffic Engineering representative explained that while pedestrian crossing counts would be beneficial it is not required or necessary to meet the CA MUTCD criteria for all-way stop controls.

The TAC recommends establishment of an all-way stop intersection at Fuerte Drive and Damon Lane/Marcia Lane.

The Valle de Oro Community Planning Group was provided the opportunity to review this item and representative from Valle De Oro Community Planning Group in attendance provided comments and expressed full support of the all-way stop.

Recommendation

The TAC recommends establishment of an all-way stop intersection at Fuerte Drive and Damon Lane/Marcia Lane in the unincorporated community of Calavo Gardens.

Motion: Schaepli

Second: Bartley

Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

Add Item 281 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Amend Item 3 under the heading SPRING VALLEY – GROSSMONT AREA of Traffic Resolution No. 305 relating to the establishment of Through Highways in San Diego County.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 9, 2022

Item **5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Pala Temecula Road from Nejo Road to the Riverside County line (a distance of 4.51 miles) PALA (Thos. Bros. 1029-H4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pala Temecula Road from Nejo Road to 320' south of Mile Post 2.0 is posted with a 45 MPH speed limit. Pala Temecula Road from 320' south of Mile Post 2.0 to the Riverside County line 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 on the remaining portion of Pala Temecula Road from Trujillo Road to the Riverside County line could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Pala Temecula Road is a striped 2-lane undivided highway with a pavement width of 24-32 feet. The roadway is striped with a no passing centerline and white edgeline. It also has centerline rumble strip from 175' N/o Mile Post 2.0 to the Riverside County line. Pala Temecula Road has multiple speed advised turns and reverse turns. The road is classified as a Light Collector on the County General Plan Mobility Element Network. Pala Temecula Road is posted with a 45 MPH speed limit from Trujillo Road to 320' south of Mile Post 2.0.

Average Daily Traffic Volumes

05/22

Pala Temecula Road:

100' N/o Nogales Road	10,234
200' S/o Arouba Road	9,474
200' S/o Riverside County line	9,867

Speed Data

Pala Temecula Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
at Sibimooat Cr	(2022)	54.8 MPH	45-54	62.0%
700' N/o Mile Post 2.0	(2022)	53.1 MPH	43-52	66.0%

200' S/o Arouba Road	(2022)	51.5 MPH	43-52	70.0%
1,165' N/o Mile Post 3.5	(2022)	47.6 MPH	40-49	81.0%
450' S/o Temepa Road	(2022)	52.2 MPH	43-52	71.0%
1,400' N/o Rancho Heights Road	(2022)	49.0 MPH	42-51	76.0%
Speed Zone	(2022)	51.4 MPH	42-51	71.0%

Collision Data

There have been 87 reported collisions, 53 of which involved an injury, 1 which involved a fatality, along the segment of roadway from Nejo Road to the Riverside County line in a 3-year period (08-01-19 to 07-31-22). These collisions result in a segment accident rate of 1.79 collisions per million vehicle miles. The statewide average is 1.61 collisions per million vehicle miles for similar rural mountain, conventional 2 lanes or less, road with speeds less than or equal to 55 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement and was requested by staff and representatives from the local Pala Indian Reservation. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on Pala Temecula Road, in the unincorporated community of Pala-Temecula, from Nejo Road to the Riverside County line based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The subject segment of Pala Temecula Road is an undivided two-lane rural highway with a no passing centerline and white edgelines. This Light Collector Road provides access to private and public residential roadways, school and church driveways, residential driveways, and several commercial and governmental driveways within the Pala Indian Reservation. Many of these facilities are south of the segment in the town center with a posted 25 MPH commercial district speed limit within the Reservation.

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 (54.8 MPH, 53.1 MPH, 51.5 MPH, 47.6 MPH, 52.2 MPH, & 49.0 MPH) produced a 51.4 MPH average which supports a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.79 vs 1.61 collisions per million vehicle miles).

A member of the public in attendance noted that Pala Temecula Road serves as a bypass for vehicles travelling to and from Riverside County.

The District 5 Representative described that based solely on the collision experience, a lower speed (45 MPH) can be set. The District 2 Representative discussed the possibility of splitting the single speed into two speed zones to provide an incremental increase for traffic travelling north, but did not see a clear breaking point to do so. A Traffic Engineering representative noted that staff investigated the possibility of splitting the segment speed zone, but the roadway characteristics and data did not support a split.

The TAC recommends establishing a 45 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. Pala Temecula Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on Pala Temecula Road, in the unincorporated community of Pala-Temecula, from Nejo Road to the Riverside County line based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Schaepli

Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

Amend Section 72.161.23 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 9, 2022 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Fifth Street & Huffstafler Street, RAINBOW (Thos. Bros. 998-H5)

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Fifth Street and Huffstafler Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, 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

Fifth Street is a two-lane striped undivided through highway with a 26-foot pavement width. The road is striped with a two way left turn lane and white edgeline. The road is uncontrolled at the intersection with Huffstatler Street. Fifth Street is classified as a Light Collector on the County General Plan Mobility Element Network. The road has no posted speed limit.

Huffstatler Street is a striped two-lane undivided road with a 26-foot pavement width. The roadway is stop controlled at the intersection with Fifth Street. Huffstatler Steet is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

02/22

Fifth Street:

W/o Huffstatler Street	2,174 EB
E/o Huffstatler Street	645 WB

Huffstatler Street:

N/o Fifth Street	136 SB
S/o Fifth Street	269 NB

Collision Data

There have been 1 reported collision, at this intersection, within a past 5-year period (2017-11-01 to 2022-10-31). This collision results in an intersection accident rate of 0.253 collisions per million vehicles entering. The statewide average for similar intersections of 0.25 collisions per million vehicles entering.

Discussion

This item recommends establishing an all-way stop at the intersection of intersection of Fifth Street and Huffstatler Street in the unincorporated community of Rainbow. Residents expressed community traffic and pedestrian concerns at this intersection.

Fifth Street is a two-lane suburban through highway striped with a no passing center line and white edge lines. The Light Collector provides access to residential and commercial driveways and residential roads as well as direct access to Vallecitos Elementary School and Rainbow Valley Park. Fifth Street has no stop signs at the intersection with Huffstatler Street.

Huffstatler Street is a striped two-lane suburban highway with a no passing centerline and white edge lines. The road provides access to residential driveways and residential roads. Huffstatler Street is stop controlled in the north and southbound directions at Fifth Street.

Staff presented the results of an operational review of the intersection. The intersection meets one criterion in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes.

The DPW Traffic Engineering Representative described that residents have previously brought forth safety concerns regarding children crossing from the nearby school. The District 2 representative inquired as to whether pedestrian counts at the intersection were obtained. The DPW Traffic Engineering representative explained that while pedestrian crossing counts would be beneficial it is not required or necessary to meet the CA MUTCD criteria for all-way stop controls. The District 2 representative expressed his support for the establishment of the all-way stop controls based on the limited sight distance at the intersection and the presence of vulnerable road users (pedestrians). The District 1 representative also noted that marked school crossing should be installed to further enhance the intersection. Staff indicated that marked school crosswalks would be installed with any approved all-way installation.

The TAC recommends establishment of all-way stop controls at Fifth Street and Huffstatler Street.

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

Recommendation

The TAC recommends establishing an all-way stop at the intersection of intersection of Fifth Street and Huffstatler Street in the unincorporated community of Rainbow.

Motion: Schaepli

Second: Bartley

Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

Add Item 282 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Amend Item 15 under the heading FALLBROOK – BONSALL – PALA 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: December 9, 2022

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Circle R Drive from West Lilac Road to Old Highway 395 (a distance of 3.13 miles) LILAC (Thos. Bros. 1069-E3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Circle R Drive from West Lilac Road to Old Highway 395 has a posted speed limit of 45 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed.

Existing Traffic Devices

This segment of Circle R Drive is a striped 2-lane undivided highway that varies from 26 feet to 55 feet wide. There is edge-striping along both sides of the roadway and is striped with a no-passing center line. The portion of Circle R Drive from Old Highway 395 is striped with bike lanes and a parking lane on the south side of the road. There are a number of speed advisory turns/curves along the road. Circle R Drive is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

Circle R Drive:

	<u>11/22</u>	<u>10/12</u>
150' W/o Mountain Ridge Road	2,412	1,970
500' E/o Old Highway 395	4,601	

Speed Data

Circle R Drive:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
350' W/o Reden Lane	(2022)	43.6 MPH	34-43	77.0%
	(2012)	48.4 MPH	38-47	66.6%
400' W/o Circle R Lane	(2022)	43.8 MPH	35-44	72.0%
300' W/o Camino de las Lomas	(2022)	45.4 MPH	35-44	76.0%
450' W/o Circle R Way	(2022)	48.0 MPH	38-47	70.0%
Speed Zone	(2022)	45.2 MPH	36-45	72.5%

Collision Data

There has been 1 reported collisions along this segment of roadway in a 3-year period (2019-08-01 to 2022-07-31). This collision results in a segment accident rate of 0.08 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 certifying the 45 MPH speed limit for radar enforcement on Circle R Drive, in the unincorporated community of Lilac, from Old Highway 395 to West Lilac Road based on measured speeds.

Circle R Drive is an undivided two-lane suburban through highway with a no passing centerline and white edge lines. This Light Collector provides access to public and private residential roads as well as 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 surveys (43.6 MPH, 43.8 MPH, 45.4 MPH, & 48.0 MPH) produced an overall speed zone of 45.2 MPH which supports a 45 MPH speed limit.

The District 5 representative noted that no lower speed could be achieved along this segment due to a lack of collisions or other conditions not readily apparent to motorists.

The TAC recommended certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds to the nearest 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. Circle R Drive meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certifying the 45 MPH speed limit for radar enforcement on Circle R Drive, in the unincorporated community of Lilac, from Old Highway 395 to West Lilac Road based on measured speeds.

Motion: Wellhouser

Second: Schaepli

Vote: Yes-13, No-0, Abstain-0, Absent-2, Vacant-2

Necessary Board Action

File this report.