

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**April 22, 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. Items for Review**

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<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ PLANNING/SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
<b>2-A. INTERSECTION CONTROLS</b>	<b>DUNBAR LANE &amp; CHOCOLATE SUMMIT DRIVE/OLDE HIGHWAY 80</b>	<b>BLOSSOM VALLEY/ ALPINE CPG</b>
<b>2-B. RADAR CERTIFICATION</b>	<b>ALPINE HEIGHTS ROAD SOUTH GRADE ROAD TO END</b>	<b>ALPINE/ ALPINE CPG</b>
<b>2-C. RADAR CERTIFICATION</b>	<b>LAKESIDE AVENUE RIVERSIDE DRIVE TO PALM ROW DRIVE</b>	<b>LAKESIDE FARMS/ LAKESIDE CPG</b>
<b><u>SUPERVISORIAL DISTRICT 3</u></b>		
<b>3-A. RADAR CERTIFICATION</b>	<b>CALZADA DEL BOSQUE VIA DE SANTA FE TO VIA DE LA VALLE</b>	<b>RANCHO SANTA FE/ SAN DIEGUITO CPG</b>
<b>3-B. RADAR CERTIFICATION</b>	<b>CALZADA DEL BOSQUE VIA DE LA VALLE TO LINEA DEL CIELO</b>	<b>RANCHO SANTA FE/ SAN DIEGUITO CPG</b>
<b>3-C. RADAR CERTIFICATION</b>	<b>VIA DE FORTUNA EL CAMINO DEL NORTE TO LA CRESENTA</b>	<b>RANCHO SANTA FE/ SAN DIEGUITO CPG</b>
<b>3-D. RADAR CERTIFICATION</b>	<b>VIA DE FORTUNA LA CRESCENTA TO SAN ELIJO</b>	<b>RANCHO SANTA FE/ SAN DIEGUITO CPG</b>
<b><u>SUPERVISORIAL DISTRICT 4</u></b>		
<b>4-A. INTERSECTION CONTROLS</b>	<b>LAMAR STREET &amp; HELIX STREET (EAST INTERSECTION)</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b>4-B. INTERSECTION CONTROLS</b>	<b>LAMAR STREET &amp; HELIX STREET (WEST INTERSECTION)</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b>4-C. INTERSECTION CONTROLS</b>	<b>LAMAR STREET &amp; VISTA DRIVE</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>

**SUPERVISORIAL DISTRICT 5**

5-A.	RADAR CERTIFICATION	PAUMA RESERVATION ROAD STATE ROUTE 67 TO ADAMS DRIVE	PAUMA/ PALA-PAUMA CSG
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**ALL SUPERVISORIAL DISTRICTS**

A.	LOCAL ROADWAY SAFETY PLAN	COUNTY MAINTAINED ROADS	COUNTYWIDE/ ALL CPG/CSGs
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**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Dunbar Lane and Chocolate Summit Drive/Olde Highway 80, ALPINE (Thos. Bros. 1271-C6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Traffic Control Signal

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Dunbar Lane and Chocolate Summit Drive/Olde Highway 80 has been identified by Traffic Engineering as meeting Warrant 3, peak hour, 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**

Dunbar Lane is a striped two-lane road with a 36 to 50-foot pavement width. The roadway is striped with a no passing centerline and white edgeline on the west side. The road north of the intersection has a school speed limit signage adjacent to the Los Coches Creek Middle School. Dunbar Lane is unclassified on the County General Plan Mobility Element Network on the north of the intersection of Olde Highway 80/Chocolate Summit Drive and is classified as a Light Collector south of the intersection. The road has no posted speed limit.

Olde Highway 80 is a striped two-lane road with a 36 to 40-foot pavement width. The roadway is striped with a no passing centerline and white edgeline. The road is stop controlled in the eastbound direction at Dunbar Lane. It is classified as a Light Collector on the County General Plan Mobility Element Network. Olde Highway 80 is a designated through highway. The road has a posted 45 speed limit.

Chocolate Summit Drive 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 westbound direction at Dunbar Lane. It is classified as a Light Collector on the County General Plan Mobility Element Network. The road has no posted speed limit.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>05/21</u></b>
Dunbar Lane:	
N/o Olde Highway 80	1,422 SB
S/o Olde Highway 80	3,744 NB

Olde Highway 80:

Dunbar Lane  
& Olde Highway 80/Chocolate Summit Drive

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W/o Dunbar Lane 2,857 EB

Chocolate Summit Drive:  
E/o Dunbar Lane 409 WB

### **Collision Data**

There have been 3 reported collisions, none of which involved injury, at this intersection, within a past 5-year period (11-01-2016 to 10-31-2021).

### **Discussion**

This item is a review for additional intersectional control and was requested by area residents. The Traffic Advisory Committee (TAC) recommends the intersection of Dunbar Lane & Chocolate Summit Drive / Olde Highway 80 in the community of Alpine be placed on the County's Traffic Signal List for design and construction.

Dunbar Lane is a striped two-lane suburban undivided, highway with no passing centerline and white edgeline. The road provides access to nearby residential roads, the I-8 freeway, residential driveways, and the Los Coches Creek Middle School.

Olde Highway 80 is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The Light Collector serves as a primary road through the communities of Blossom Valley and Flinn Springs with several businesses and residential roadways located along the roadway. The road intersects Dunbar Lane as the western leg of a four-way intersection and is stop controlled.

Chocolate Summit Drive is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road provides access to some residential properties, a church, and nursery. Chocolate Summit Drive intersects Dunbar Lane as the eastern leg of a four-way intersection and is stop controlled.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 3, "Peak Hour" of the CA MUTCD "where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street."

The County Traffic Engineer (CTE) noted that the adjacent school on Dunbar Lane generates the peak hour traffic noting that a traffic control signal is needed to control school traffic. The District 2 representative expressed concern that the problem with school traffic would persist after signalization due to backup on the school premises. The CTE explained that the signal would help with the backup by platooning vehicles. The Caltrans representative expressed a concern for vehicles exiting the I-8 freeway approaching a controlled intersection. The CTE noted that any traffic control signal installation would require that the County work with Caltrans during the design process to address the needs of vehicles exiting the freeway approaching the intersection.

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

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

**Recommendation**

The TAC recommends the intersection of Dunbar Lane & Chocolate Summit Drive / Olde Highway 80 in the community of Alpine be placed on the County's Traffic Signal List for design and construction.

Motion: Ouadah

Second: Custeau

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Adopt the Committee's recommendations.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Alpine Heights Road from South Grade Road to end of County maintenance (a distance of 1.34 miles) ALPINE (Thos. Bros. 1253-J3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Alpine Heights Road from South Grade Road westerly 3,000 feet is posted 45 MPH. Alpine Heights Road from that point 3,000 feet west of South Grade Road to the end of County maintenance is currently unposted. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit on Alpine Heights Road from South Grade Road to the end of County maintenance.

**Existing Traffic Devices**

Alpine Heights Road is a striped 2-lane undivided highway with a pavement width of 30 feet. The roadway is striped with no passing and passing centerlines and white edgeline. The road is posted with equestrian advisory and a speed advised reverse turn. Alpine Heights Road is unclassified on the County General Plan Mobility Element Network. The roadway splits into two roadbeds from Lilac Lane to Michael Court with a landscaped median between. Alpine Heights Road is posted 45 MPH/Radar Enforced from South Grade Road to westerly 3,000 feet and has no formal posted speed limit from that point 3,000 feet west of South Grade Road to the end of County maintenance.

**Average Daily Traffic Volumes**

	<u>12/21</u>	<u>07/14</u>
Alpine Heights Road:		
350' E/o Tompau Place	2,687	2,350

**Speed Data**

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Alpine Heights Road:				
350' E/o Tompau Place	(2021)	41.9 MPH	32-41	73.0%
	(2014)	44.0 MPH	35-44	74.0%
180' E/o Via Corina	(2021)	42.7 MPH	35-44	78.0%
Speed Zone	(2021)	42.3 MPH	33-42	75.5%

**Collision Data**

There have been 4 reported collisions, none of which involved injury, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). These collisions result in a segment accident rate of 1.02 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds 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 relocating the western endpoint of the speed zone on Alpine Heights Road from Denova Drive to the end of County maintenance and certifying a 35 MPH speed limit for radar enforcement on Alpine Heights Road from South Grade Road to the end of County maintenance in Alpine based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian and equestrian presence.

Alpine Heights Road is a striped two-lane suburban undivided highway with passing and no passing centerline and white edgeline. The road provides access to several residential properties and private roadways. The road is posted with a 45 MPH speed limit from South Grade Road to Denova Drive. Alpine Heights Road west of Denova Drive to the end of County maintenance has no posted speed limit and is subject to the 55 MPH state maximum speed limit.

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 surveys (41.9 MPH & 42.7 MPH) produced an overall speed zone of 42.3 MPH on Alpine Heights Road from South Grade Road to the end of County maintenance which supports a 40 MPH speed limit.

The County Traffic Engineer noted that while the speed data supports a 40 MPH speed limit from South Grade Road to the end of County maintenance, a 5 MPH reduction to 35 MPH would help protect the vulnerable road users, such as pedestrians and equestrians, along the road segment. He added a lower speed would also aid drivers in navigating geometric challenges along the roadway such as the horizontal curves and planted median island.

The Committee recommended certifying a 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian and equestrian presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Alpine Heights Road meets the CHP criteria for radar speed enforcement.

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

**Recommendation**

The TAC recommends relocating the western endpoint of the speed zone on Alpine Heights Road from Denova Drive to the end of County maintenance and certifying a 35 MPH speed limit for radar enforcement on Alpine Heights Road from South Grade Road to the end of County maintenance in Alpine based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian and equestrian presence.

Motion: Wellhouser

Second: Custeau

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Amend section 72.169.92.4. of the San Diego County Code.



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Lakeside Avenue from Riverside Drive to Palm Row Drive (a distance of 0.59 miles) LAKESIDE FARMS (Thos. Bros. 1231-J2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Lakeside Avenue from Riverside Drive to Palm Row Drive is posted 35 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

**Existing Traffic Devices**

Lakeside Avenue is a striped 2-lane undivided highway with a pavement width of 24 to 40 feet. The roadway is striped with no passing centerline. The road is posted with stop advisory signs and school zone ahead, school crossing ahead, school crossing, and school speed limit signage adjacent to the Lakeside Farms Elementary School. Lakeside Avenue is unclassified on the County General Plan Mobility Element Network. The roadway has two school crosswalks and 90 degree angled parking adjacent to the elementary school and an all-way stop intersection at Vista Camino. Lakeside Avenue is posted 35 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>03/22</u></b>	<b><u>01/16</u></b>
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Lakeside Avenue: 200' E/o Palm Row Drive	657	850
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<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>
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Lakeside Avenue: 500' W/o Vista Camino	(2022) 31.0 MPH	22-31	82.0%
300' W/o Vista Camino	(2016) 35.0 MPH	26-35	85.0%

**Collision Data**

There have been 3 reported collisions, none of which involved injury, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). These collisions result in a segment accident rate of 0.76 collisions per million vehicle miles. The statewide average is 1.6 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 35 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement on Lakeside Avenue from Riverside Drive to Palm Row Drive in Lakeside based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian presence and adjacent driveways/access points.

The subject segment of Lakeside Avenue is a striped two-lane suburban undivided highway with no passing centerline. The road provides access to Lakeside Farms Elementary School, some private residential roads and several residential properties.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of a recent speed survey produced an overall speed zone of 31.0 MPH which supports a 30 MPH speed limit.

The County Traffic Engineer explained that State law requires the Committee to recommend a maximum 30 MPH speed limit based on the speed survey data, however he noted that a lower speed can help reduce collision probability along the roadway. The District 5 representative noted that a 25 MPH speed limit would make sense for the residential neighborhood, with numerous driveways/access points along the roadway. The Caltrans representative expressed concerns regarding a lack of conditions not readily apparent to the driver. The CTE noted newly enacted State legislation allows for further consideration of vulnerable roadway users beyond what is currently able to be considered. The Caltrans representative noted that some of the new legislation requires a revision to the CA MUTCD to go into effect. Acknowledging the current limits of the new legislation, the CTE affirmed that a 5 MPH reduction to 25 MPH speed limit would be appropriate along the roadway based on the pedestrian presence and adjacent driveways/access points.

The recommended reducing the 35 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement Lakeside based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian presence and adjacent driveways/access points.

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. Lakeside Avenue 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 35 MPH speed limit to 25 MPH and certifying the 25 MPH speed limit for radar enforcement on Lakeside Avenue from Riverside Drive to Palm Row Drive in Lakeside based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as pedestrian presence and adjacent driveways/access points.

Motion: Custeau

Second: Wellhouser

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Amend section 72.175. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 3-A**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Calzada del Bosque from Via de Santa Fe to Via de la Valle (a distance of 0.55 miles) RANCHO SANTA FE (Thos. Bros. 1168-E5)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Calzada del Bosque from Via de Santa Fe to Via de la Valle is posted 50 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

**Existing Traffic Devices**

Calzada del Bosque is a striped 2-lane undivided highway with a pavement width of 26 feet. The roadway is striped with no passing and passing centerline. The road is posted with stop advisory and signal advisory signs. Calzada del Bosque is unclassified on the County General Plan Mobility Element Network. The road is posted 7-ton weight restricted. Calzada del Bosque is posted 50 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>03/22</u></b>	<b><u>06/16</u></b>
Calzada del Bosque: 1,000' E/o Via de la Valle	6,348	6,930

<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>
Calzada del Bosque: 1,000' E/o Via de la Valle	(2022) 47.2 MPH (2016) 51.8 MPH	36-45 43-52	65.0% 81.5%

**Collision Data**

There have been 2 reported collisions, none of which involved injury, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). 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 with speeds 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 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Calzada del Bosque from Via de Santa Fe to Via de la Valle in Rancho Santa Fe based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Calzada del Bosque is a striped two-lane suburban undivided highway with passing and no passing centerline. The road serves as a through road from Via de Santa Fe and Via de la Valle and also serves as access to the subdivision on Valle de Oro.

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 47.2 MPH which supports a 45 MPH speed limit.

The District 5 representative noted that this portion of Calzada del Bosque is used as a “drag strip” due to the flat straight nature of the roadway.

The Committee recommended reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement Fe 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. Calzada del Bosque meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends reducing the 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement on Calzada del Bosque from Via de Santa Fe to Via de la Valle in Rancho Santa Fe based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

### **Necessary Board Action**

Amend section 72.162.38. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 3-B**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Calzada del Bosque from Via de la Valle to Linea del Cielo (a distance of 0.64 miles) RANCHO SANTA FE (Thos. Bros. 1168-D5)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Calzada del Bosque from Via de la Valle to Linea del Cielo is posted 45 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

**Existing Traffic Devices**

Calzada del Bosque is a striped 2-lane undivided highway with a pavement width of 26 to 30 feet. The roadway is striped with no passing centerline and white edgeline. The road is posted with stop, signal, and intersection advisory signs. Calzada del Bosque is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

**Average Daily Traffic Volumes**

	<b><u>03/22</u></b>	<b><u>07/15</u></b>
Calzada del Bosque:		
150' W/o Via de Alba	6,004	4,830

<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>
Calzada del Bosque:			
150' W/o Via de Alba	(2022) 46.0 MPH	37-46	69.0%
	(2015) 48.0 MPH	38-47	72.0%

**Collision Data**

There have been 6 reported collisions, 2 of which involved injury, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). These collisions result in a segment accident rate of 1.43 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban 2 lanes or less with speeds 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 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Calzada del Bosque from Via de la Valle to Linea del Cielo in Rancho Santa Fe based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

The subject segment of Calzada del Bosque is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road serves to provide access to several residential properties and some residential roads.

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 46.0 MPH which supports a 45 MPH speed limit.

The District 5 representative noted that the roadway geometrics of this portion of Calzada del Bosque can cause issues for drivers at higher speeds due to its hills. He further noted that a local horse trail crosses the roadway at Via del Alba. He added that both equestrians and bicyclist cross and pass along the roadway.

The Committee recommended reducing the 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 the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Calzada del Bosque meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Calzada del Bosque from Via de la Valle to Linea del Cielo in Rancho Santa Fe based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

Motion: Ouadah

Second: Wellhouser

Vote: yes-12; no-1; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Amend section 72.162.3. of the San Diego County Code.



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 3-C**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Via de Fortuna from El Camino del Norte to La Crescenta (a distance of 0.64 miles) RANCHO SANTA FE (Thos. Bros. 1148-C7)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Via de Fortuna from El Camino del Norte to La Crescenta is posted 35 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 35 MPH speed limit.

**Existing Traffic Devices**

Via de Fortuna is a striped 2-lane undivided highway with a pavement width of 24 feet. The roadway is striped with no passing centerline and white edgeline. The highway is posted with equestrian advisories and 25 MPH speed advisory turns. Via de Fortuna is unclassified as on the County General Plan Mobility Element Network. The highway is a designated through highway. Via de Fortuna is posted 35 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>12/21</u></b>	<b><u>02/08</u></b>
Via de Fortuna:		
900' S/o El Camino del Norte	2,813	2,580

<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>
Via de Fortuna:			
900' S/o El Camino del Norte	(2022) 39.6 MPH	31-40	86.0%
	(2010) 37.0 MPH	30-39	71.0%

**Collision Data**

There have been 3 reported collisions along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). These collisions result in a segment accident rate of 1.52 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 certifying the 35 MPH speed limit for radar enforcement on Via de Fortuna from El Camino del Norte to La Crescenta in Rancho Santa Fe based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Via de Fortuna is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road serves to provide access to several residential properties.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of a recent speed survey produced an overall speed zone of 39.6 MPH which supports a 35 MPH speed limit.

The District 5 representative noted the road is used as a cut-through to and from the city of Encinitas. He further noted that local horse trails go along and cross the roadway. Tac Staff noted that equestrians were seen along the roadway and crossing the roadway when performing a field review of the road.

The Committee 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. Via de Fortuna meets the CHP criteria for radar speed enforcement.

The San Dieguito 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 Via de Fortuna from El Camino del Norte to La Crescenta in Rancho Santa Fe based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

### **Necessary Board Action**

Amend section 72.161.89.2.1. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 3-D**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Via de Fortuna from La Crescenta to San Elijo (a distance of 1.17 miles) RANCHO SANTA FE (Thos. Bros. 1168-C1)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Via de Fortuna from La Crescenta to San Elijo is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of the existing 40 MPH speed limit.

**Existing Traffic Devices**

Via de Fortuna is a striped 2-lane undivided highway with a pavement width of 24 feet. The roadway is striped with no passing centerline and white edgeline. The highway is posted with equestrian advisories, intersection advisories, and speed advisory turns and curves. Via de Fortuna is unclassified as on the County General Plan Mobility Element Network. The highway is a designated through highway. Via de Fortuna is posted 45 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>12/21</u></b>	<b><u>07/14</u></b>	<b><u>03/01</u></b>
Via de Fortuna:			
1,000' N/o El Mirlo	4,515	3,540	
1,500' N/o San Elijo Avenue	1,103		1,210

<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>
Via de Fortuna:				
1,000' N/o El Mirlo	(2022)	41.3 MPH	32-41	75.0%
	(2014)	42.0 MPH	33-42	74.0%
1,500' N/o San Elijo Avenue	(2022)	43.6 MPH	33-42	65.0%
	(2014)	46.0 MPH	35-44	62.0%
Speed Zone	(2022)	42.5 MPH	33-42	70.0%
	(2014)	44.0 MPH	34-43	68.0%

**Collision Data**

There have been 2 reported collisions, 1 of which involved injury, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21). These collisions result in a segment accident rate of 0.56 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 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Fortuna from La Crescenta to San Elijo in Rancho Santa Fe based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

The subject segment of Via de Fortuna is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road serves to provide access to several residential properties and some residential roadways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (41.3 MPH & 43.6 MPH) produced an overall speed zone of 42.45 MPH which supports a 40 MPH speed limit.

The District 5 representative noted the road is used as a cut-through to and from the city of Encinitas. He further noted that local horse trails go along and cross the roadway. The County Traffic Engineer noted that a 35 MPH speed limit is appropriate for both segments of Via de Fortuna expressing concern for equestrian safety. He further expressed concern with the intersection with El Mirlo noting that it may be appropriate to review the intersection, at the request of the Rancho Santa Fe Association, for additional intersection controls.

The Committee recommended reducing the 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Via de Fortuna meets the CHP criteria for radar speed enforcement.

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

**Recommendation**

The TAC recommends reducing the 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Fortuna from La Crescenta to San Elijo in Rancho Santa Fe based on measured speeds and State law which allows the 5 MPH reduction based on conditions not readily apparent drivers such as equestrian and bicyclist presence.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

Necessary Board Action

Amend section 72.161.89.2. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 4-A**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Intersection Control

**LOCATION:** Lamar Street & Helix Street (east intersection), SPRING VALLEY (Thos. Bros. 1271-B6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The east intersection of Lamar Street & Helix Street has been identified by Traffic Engineering as meeting Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Option D, an intersection of two residential collectors of similar design and an all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

**Existing Traffic Devices**

Lamar Street is a striped two-lane road with a 24 to 30-foot pavement width. The roadway is striped with a no passing centerline and has white edgeline on the north side of the roadway adjacent to the intersection with Helix Street. Lamar Street is a designated through highway. It is unclassified on the County General Plan Mobility Element Network. The roadway is a posted 25 MPH residence district.

Helix Street is a striped two-lane road with a 28-foot pavement width. The roadway is striped with a no passing centerline and white edgeline. The road is stop controlled in the southbound direction at Lamar Street. Helix Street is a designated through highway. It is unclassified on the County General Plan Mobility Element Network. The roadway is a posted 25 MPH residence district.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>09/21</u></b>
Lamar Street:	
W/o Helix Street	1,153 EB
E/o Helix Street	694 WB
Helix Street:	
N/o Lamar Street	1,032 SB

**Collision Data**

There have been 2 reported collisions, none of which involved an injury, at this

intersection, within a past 5-year period (11-01-2016 to 10-31-2021).

### **Discussion**

This item recommends establishing an all-way stop at the intersection of Lamar Street and Helix Street (east intersection) in the unincorporated community of Spring Valley. The Spring Valley Community Planning Group (CPG) sent a letter expressing community traffic concerns regarding several intersection along Lamar Street.

Lamar Street is a striped two-lane suburban undivided through highway with no passing edgeline. The road is a designated residence district providing access to several residential driveway and residential roads.

Helix Street is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road is a designated residence district providing access to several residential driveways and residential roads. Helix Street intersects Lamar Street at a tee intersection and is stop controlled in the southbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection) 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 Committee reviewed this intersection concurrently with the western intersection of Lamar Street and Helix Street (Item 4-B). The Spring Valley Community Planning Group member in attendance noted that the traffic concerns regarding the intersections were brought to their attention by community members. The County Traffic Engineer noted that both roads are residential roads with vulnerable road users. He also noted that both intersections have higher than average collision rates (0.38 east Intersection Accident Rate and 0.57 west intersection accident rate vs 0.17 statewide average).

The Committee recommended establishment of all-way stop controls at the intersection of Lamar Street and Helix Street (east intersection).

The Spring Valley Community Planning Group was provided the opportunity to review this item and the member in attendance expressed support.

### **Recommendation**

The TAC recommends establishing an all-way stop at the intersection of Lamar Street and Helix Street (east intersection) in the unincorporated community of Spring Valley.

Motion: Custeau

Second: Ouadah

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Add Item No. 270 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County.



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 4-B**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Intersection Control

**LOCATION:** Lamar Street & Helix Street (west intersection), SPRING VALLEY (Thos. Bros. 1271-B6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The west intersection of Lamar Street & Helix Street has been identified by Traffic Engineering as meeting Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Option D, an intersection of two residential collectors of similar design and an all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

**Existing Traffic Devices**

Lamar Street is a striped two-lane road with a 24-foot pavement width. The roadway is striped with a no passing centerline and has white edgeline on the south side of the roadway adjacent to the intersection with Helix Street. Lamar Street is a designated through highway. It is unclassified on the County General Plan Mobility Element Network. The roadway is a posted 25 MPH residence district.

Helix Street is a striped two-lane road with a 28-foot pavement width. The roadway is striped with a no passing centerline and white edgeline. The road is stop controlled in the northbound direction at Lamar Street. Helix Street is a designated through highway. It is unclassified on the County General Plan Mobility Element Network. The roadway is a posted 25 MPH residence district.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>09/21</u></b>
Lamar Street:	
W/o Helix Street	1,064 EB
E/o Helix Street	1,083 WB
Helix Street:	
N/o Lamar Street	742 NB

**Collision Data**

There have been 3 reported collisions, 2 of which involved an injury, at this intersection,

within a past 5-year period (11-01-2016 to 10-31-2021).

### **Discussion**

This item recommends establishing an all-way stop at the intersection of Lamar Street and Helix Street (west intersection) in the unincorporated community of Spring Valley. The Spring Valley Community Planning Group (CPG) sent a letter expressing community traffic concerns regarding several intersection along Lamar Street.

Lamar Street is a striped two-lane suburban undivided through highway with no passing edgeline. The road is a designated residence district providing access to several residential driveway and residential roads.

Helix Street is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road is a designated residence district providing access to several residential driveways and residential roads. Helix Street intersects Lamar Street at a tee intersection and is stop controlled in the northbound direction.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices Section 2B.07, regarding Multi-Way Stop Applications: Optional Criteria C (an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection) 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 Committee reviewed this intersection concurrently with the eastern intersection of Lamar Street and Helix Street (Item 4-A). The Spring Valley Community Planning Group member in attendance noted that the traffic concerns regarding the intersections were brought to their attention by community members. The County Traffic Engineer noted that both roads are residential roads with vulnerable road users. He also noted that both intersections have higher than average collision rates (0.38 east Intersection Accident Rate and 0.57 west intersection accident rate vs 0.17 statewide average).

The Committee recommended establishment of all-way stop controls at the intersection of Lamar Street and Helix Street (west intersection).

The Spring Valley Community Planning Group was provided the opportunity to review this item and the member in attendance expressed support.

### **Recommendation**

The TAC recommends establishing an all-way stop at the intersection of Lamar Street and Helix Street (west intersection) in the unincorporated community of Spring Valley.

Motion: Custeau

Second: Ouadah

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

### **Necessary Board Action**

Add Item No. 271 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 4-C**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Intersection Control

**LOCATION:** Lamar Street & Vista Drive, SPRING VALLEY (Thos. Bros. 1271-C6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The east intersection of Lamar Street & Vista Drive has been identified by Traffic Engineering as meeting Option D, an intersection of two residential collectors of similar design and an all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

**Existing Traffic Devices**

Lamar Street is a striped two-lane road with a 24 to 26-foot pavement width. The roadway is striped with a no passing centerline. Lamar Street is a designated through highway. It is unclassified on the County General Plan Mobility Element Network. The road is a posted 25 MPH residence district west of the intersection with Vista Drive. Lamar Street is unposted north of the intersection.

Vista Drive is an unstriped two-lane road with a 22-foot pavement width. The road is stop controlled in the northbound direction at Lamar Street. It is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>09/21</u></b>
Lamar Street:	
W/o Helix Street	419 EB
N/o Helix Street	303 SB
Vista Drive:	
S/o Lamar Street	94 NB

**Collision Data**

There have been 0 reported collisions, at this intersection, within a past 5-year period (11-01-2016 to 10-31-2021).

**Discussion**

This item recommends establishing an all-way stop at the intersection of Lamar Street and Vista Drive in the unincorporated community of Spring Valley. The Spring Valley Community Planning Group (CPG) sent a letter expressing community traffic concerns regarding several intersection along Lamar Street.

Lamar Street is a striped two-lane suburban undivided through highway with no passing edgeline. The road is a designated residence district providing access to several residential driveway and residential roads.

Vista Drive is a striped two-lane suburban undivided highway with no passing centerline and white edgeline. The road provides access to several residential driveways and residential roads. Vista Drive intersects Lamar Street at a tee intersection and is stop controlled in the northbound 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 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 Spring Valley Community Planning Group member in attendance noted that the traffic concerns regarding the intersections were brought to their attention by community members. The County Traffic Engineer noted that both roads are residential roads with vulnerable road users.

The Committee recommended establishment of all-way stop controls at the intersection of Lamar Street and Vista Drive.

The Spring Valley Community Planning Group was provided the opportunity to review this item and the member in attendance expressed support.

**Recommendation**

The TAC recommends establishing an all-way stop at the intersection of Lamar Street and Vista Drive in the unincorporated community of Spring Valley.

Motion: Custeau

Second: Ouadah

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Add Item No. 272 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** April 22, 2022 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Pauma Reservation Road from State Route 76 to Adams Drive (PRD 6) (a distance of 0.65 miles) PAUMA (Thos. Bros. 1050-H2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Pauma Reservation Road from State Route 76 to Adams Drive (PRD 6) is posted 45 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

**Existing Traffic Devices**

Pauma Reservation Road is a striped 2-lane undivided highway with a pavement width of 21 feet. The roadway is striped with no passing centerline and white edgeline. The road is posted with signal, curve, and intersection advisory signs. Pauma Reservation Road is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>03/22</u></b>	<b><u>12/14</u></b>
Pauma Reservation Road:		
150' W/o Casino Pauma Entrance	3,621	3,615

<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>
Pauma Reservation Road:			
1,450' E/o State Route 76	(2022) 43.9 MPH	30-39	64.0%
	(2014) 47.0 MPH	37-46	61.0%

**Collision Data**

There have been 0 reported collisions, along this segment of roadway in a 3 year period (11-01-18 to 10-31-21).

**Discussion**

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH certifying the 40 MPH speed limit for radar enforcement on Pauma Reservation

Road from State Route 76 to Adams Drive in Pauma based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Pauma Reservation Road is a striped two-lane rural undivided highway with no passing centerline and white edgeline. The road serves to provide access to the Pauma Casino, farmland, and residential roads within the Pauma Indian 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 a recent speed survey produced an overall speed zone of 43.9 MPH which supports a 40 MPH speed limit.

The Committee recommended reducing the 45 MPH speed limit to 40 MPH certifying the 40 MPH speed limit for radar enforcement on Pauma Reservation Road from State Route 76 to Adams Drive in Pauma 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. Pauma Reservation Road meets the CHP criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends reducing the 45 MPH speed limit to 40 MPH certifying the 40 MPH speed limit for radar enforcement on Pauma Reservation Road from State Route 76 to Adams Drive in Pauma based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Ouadah

Second: Wellhouser

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

### **Necessary Board Action**

Amend section 72.161.23.1. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**  
**Informational Item A**

**COMMITTEE REPORT OF:** April 22, 2022

**SUPERVISORIAL DISTRICT:** All

**SUBJECT:** Local Roadway Safety Plan (LRSP)

**LOCATION:** COUNTYWIDE

Project update on the Local Roadway Safety Plan (LRSP).

The County's first Local Roadway Safety Plan (LRSP) has been completed and has created a framework to identify, analyze, and prioritize roadway safety improvements on local County maintained roadway segments and intersections. The LRSP's mission is to prevent death and severe injuries on County roadways, and considered the following when prioritizing locations: 1) Community Representation; 2) Collision Rate/Frequency; 3) Health and Equity; and 4) Severity. The first LRSP has prioritized 65 intersections and 60 roadway segments for targeted assessments and improvements throughout the County unincorporated area to enhance safety on the County roadway network. The LRSP will be advantageous in securing future grant funds, and it is also a future requirement of Highway Safety Improvement Program (HSIP). The LRSP is a living document that will be updated periodically to reflect new collision data, trends, and updated recommendations.

Included in this report is the executive summary of the LRSP, list of 65 priority intersections identified in the LRSP, list of 60 priority road segments identified in the LRSP, and a draft copy of the LRSP Report.

A video summarizing the LRSP can be found at the link below:

[San Diego County Local Roadway Safety Plan - YouTube](#)

**Discussion**

This item recommends approval of the completed County of San Diego Local Roadway Safety Plan (LRSP). The LRSP sets a framework to ensure that future roadway projects are focused on locations in most need of safety improvements and encourages community and stakeholder input.

The LRSP's mission is to prevent death and severe injuries on County roadways and considered the following when prioritizing locations: 1) Community Representation; 2) Collision Rate/Frequency; 3) Health and Equity; and 4) Severity. The first LRSP has prioritized 65 intersections and 60 roadway segments for targeted assessments and improvements throughout the County unincorporated area to enhance safety on the County roadway network. The LRSP will be advantageous in securing future grant funds,



and it is also a future requirement of Highway Safety Improvement Program (HSIP). The LRSP is a living document that will be updated periodically to reflect new collision data, trends, and updated recommendations.

County Staff provided background information and video to the TAC explaining the LRSP and answered general questions from the TAC members.

The Committee recommended approval of the LRSP.

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

**Recommendation**

The TAC recommends approval of the completed County of San Diego Local Roadway Safety Plan (LRSP).

Motion: Ouadah

Second: Fleishman

Vote: yes-13; no-0; abstain-0; vacant-3; absent-1

**Necessary Board Action**

Adopt the Committee's recommendation.