

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF**

**March 10, 2023 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123**

Traffic Advisory Committee Members

County of San Diego Fire Authority	Mr. Michael Neal
Board of Supervisors District 1 Representative	Mr. Michael Clowers
Board of Supervisors District 2 Representative	Mr. Justin Schaepli
Board of Supervisors District 3 Representative	[ABSENT]
Board of Supervisors District 4 Representative	Mr. James Custeau
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	[ABSENT]
California Highway Patrol - Oceanside	Officer Hunter Gerber
California Highway Patrol - El Cajon	Sgt. John Perryman
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	[ABSENT]
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Karel Shaffer
Department of Public Works	[ABSENT]

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Donahue

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**March 10, 2023 ~ 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: Wellhouser, Second: Schaefli; vote: yes-11, no-0, abstain- Custeau, vacant-0, absent-5

IV. Announcements / Public Forum

V. Items for Review

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	ELKELTON BL (ITEM PULLED BY DPW) JAMACHA RD TO PARADISE VALLEY RD	LA PRESA/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	LAKESIDE AV STATE ROUTE 67 TO VALLE VISTA RD	LAKESIDE FARMS/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	RIVERSIDE DR VALLE VISTA RD TO RIVERFORD RD	LAKESIDE FARMS/ LAKESIDE CPG
2-C. RADAR CERTIFICATION	WILDCAT CANYON RD WILLOW RD TO BARONA INDIAN RESERVATION (S BOUNDARY)	BARONA/LAKESIDE/ LAKESIDE CPG
2-D. RADAR CERTIFICATION	WILDCAT CANYON RD BARONA INDIAN RESERVATION (S BOUNDARY) TO SAN VICENTE RD	BARONA/SD COUNTRY ESTATES/ RAMONA CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	RANCHO DIEGUENO RD RANCHO SANTA FE FARMS RD TO SAN DIEGUITO RD	FAIRBANK RANCH/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	KENWOOD DR CAMPO RD TO KENWOOD CT	SPRING VALLEY/ SPRING VALLEY CPG VALLE DE ORO CPG
4-B. RADAR CERTIFICATION	KENWOOD DR KENWOOD CT TO BANCROFT DR	SPRING VALLEY/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	FIFTH ST RAINBOW VALLEY BL TO OLD HIGHWAY 395	RAINBOW/ RAINBOW CPG
5-B. PARKING RESTRICTION	LA SOMBRA DR DISCOVERY ST TO SAN MARCOS CL	LAKE SAN MARCOS/ N/A

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Lakeside Avenue from State Route 67 to Valle Vista Road (a distance of 0.72 miles) LAKESIDE FARMS (Thos. Bros. 1232-A1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Lakeside Avenue from State Route 67 to Valle Vista Road is currently posted with a 40 MPH 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 Lakeside Avenue is a striped 2-lane highway that is 26 to 72 feet wide. The roadway is striped with a no passing centerline and white edgeline. Between Channel Road and Valle Vista Road, Lakeside is striped with a two-way left turn lane and bike lane. The road is posted with a stop ahead sign, an emergency vehicle warning sign, and signal ahead signs. Lakeside Avenue is classified as a Light Collector, from State Route 67 to Channel Road, and a Major Road, from Channel Road to Valle Vista Road, on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

	<u>10/22</u>	<u>02/15</u>
Lakeside Avenue:		
300' W/o State Route 67	3,895	5,074

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
--------------------------	--	-------------------------------	---------------------------	-------------------------

Lakeside Avenue:				
1,000' E/o Channel Road	(2022)	39.8 MPH	32-41	90.0%
500' E/o Valle Vista Road	(2023)	44.7 MPH	36-45	82.0%

Speed Zone	(2023)	42.3 MPH	35-44	86.0%
------------	--------	----------	-------	-------

Collision Data

There have been 8 reported collisions, 3 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 2.61 collisions per million vehicle miles. The statewide average

is 1.68 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 relocating the western endpoint of the speed zone, on Lakeside Avenue, from Valle Vista Road to Channel Road, reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit on Lakeside Avenue in the unincorporated community of Lakeside, from State Route 67 to Channel Road, for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Lakeside Avenue, from State Route 67 to Valle Vista Road, is a two-lane suburban highway. The road is an undivided Light Collector from State Route 67 to Channel Road, striped with a no passing centerline and white edgeline. The Light Collector provides access to provides access to the State Highway as well as to adjacent major roads for Lakeside Farms and the greater Lakeside community. Lakeside Avenue, from Channel Road to Valle Vista Road, is a divided Major Road and through highway striped with two-way left turn lane and bike lane. The Major Road provides direct access to a fire station and several residential properties and serves as a connection from the Lakeside Farms community in the north to the greater Lakeside community in the south.

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 result of recent speed surveys (39.8 MPH and 44.7 MPH) produced an overall speed zone of 42.3 MPH which supports a 40 MPH speed limit.

An area resident in attendance, noted that Lakeside Avenue, from State Route 67 to Channel Road, is used as a bypass for the signalized intersection at State Route 67 and Mapleview Street.

The District 2 Representative proposed a reduced speed limit for this portion of Lakeside Avenue as its roadway characteristics do not match that of the portion from Channel Road to Valle Vista Road. He further added that the narrow characteristics of the roadway (26' wide) and the higher-than-average collision rate (2.81 vs 1.68 collisions per million vehicle miles) lend to a reduced speed on this portion. The Committee considered the portion of Lakeside Avenue from Channel Road to Valle Vista Road with the Riverside Drive speed zone.

The TAC recommends relocating the western endpoint from Valle Vista Road to Channel Road, reducing the 40 MPH speed limit to 35 MPH and certifying the 35 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. 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 relocating the western endpoint from Valle Vista Road to Channel Road, reducing the 40 MPH speed limit to 35 MPH and certifying the 35 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.

Motion: Schaepli

Second: Hadley

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend Section 72.169.46. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Riverside Drive from Valle Vista Road/Lakeside Avenue to Riverford Road (a distance of 1.02 miles)
LAKESIDE FARMS (Thos. Bros. 1231-J2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Riverside Drive from Valle Vista Road/Lakeside Avenue to Riverford Road 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

This segment of Riverside Drive is a striped 2-lane divided highway that is 70 feet wide. The roadway is striped with a two-way left turn lane and white edgeline. The road is posted with school zone signage and signal ahead signs. Riverside Drive 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

	<u>01/23</u>	<u>04/16</u>
Riverside Drive:		
150' W/o Palm Row Drive	13,656	14,225
150' E/o Lakeside Avenue	9,094	

Speed Data

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Riverside Drive:				
At Vista Camino	(2023)	48.7 MPH	40-49	72.0%
	(2016)	45.0 MPH	37-46	86.0%

Collision Data

There have been 10 reported collisions, 4 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 0.79 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads 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 eastern endpoint of the speed zone on Riverside Avenue from Valle Vista Road to Channel Road, reducing the 45 MPH speed limit to 40 MPH, and certifying the 40 MPH speed limit on Riverside Drive/Lakeside Avenue in the unincorporated community of Lakeside, from Channel Road to Riverford Road, for radar enforcement based on measured speeds, presence of Senior center, large truck presence, and State law which allows an additional 5 MPH reduction based on roadway conditions not apparent to the driver.

The subject segment of Riverside Drive, from Valle Vista Road to Riverford Road, is a divided two-lane suburban through highway striped with two-way left turn lane and bike lane. The Major Road provides direct access the Lakeside Farms Elementary School property, several commercial driveways, senior living community, Country Club, and residential collector 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 result of recent speed surveys on both Riverside Drive and the portion of Lakeside Avenue between Channel Road and Valle Vista Road (48.7 MPH and 44.7 MPH, respectively) produced an overall speed zone of 46.7 MPH which supports a 45 MPH speed limit.

The District 2 Representative noted that there is a significant senior presence along this segment of roadway due to the adjacent senior community and country club. He also noted that the adjacent Lakeside Farms Elementary School directly access the road for bus traffic and their Extended School Services program and noted the presence of a truck driving school along the road. The District 2 Representative proposed extending the speed zone of Riverside Drive to include the portion of Lakeside Avenue from Channel Road to Valle Vista Road. The roadway conditions are similar for both Major Roads. He further noted that the roadway conditions justify a 5 MPH reduction in the speed limit to 40 MPH.

The TAC recommended relocating the eastern endpoint from Valle Vista Road to Channel Road, reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit on Riverside Drive/Lakeside Avenue, from Channel Road to Riverford Road, for radar enforcement based on measured speeds, presence of Senior center, large truck presence, and State law which allows an additional 5 MPH reduction based on roadway conditions not apparent to the driver.

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. Riverside Drive/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 merging the second portion of Item 2-B above into this segment, relocating the eastern endpoint from Valle Vista Road to Channel Road to include the short segment of Lakeside Avenue, reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit on Riverside Drive/Lakeside Avenue, from Channel Road to Riverford Road, for radar enforcement based on measured speeds, presence of Senior center, large truck presence, and State law which allows an additional 5 MPH reduction based on roadway conditions not apparent to the driver.

Motion: Schaepli

Second: Hamilton

Vote: yes-12, no, 0, abstain-0, vacant-0, absent-5

Necessary Board Action

Amend section 72.169.59 of the San Diego County Code.

At Blue Sky Ranch Road	(2023)	58.2 MPH	47-56	67.0%
At Mile Post 5.0	(2023)	53.2 MPH	42-51	68.0%
	(2016)	54.0 MPH	42-51	64.0%
Speed Zone	(2023)	54.9 MPH	44-53	65.4%
	(2016)	54.3 MPH	44-53	64.0%

Collision Data

There have been 61 reported collisions, 22 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 0.95 collisions per million vehicle miles. The statewide average is 1.29 collisions per million vehicle miles for similar rolling rural, conventional 2 lanes or less, roads 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. The TAC recommends recertifying the 50 MPH speed limit for radar enforcement on Wildcat Canyon Road in the unincorporated communities of Lakeside and Barona, both underserved communities, from Willow Road to the southern boundary of the Barona Indian Reservation, based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Wildcat Canyon Road is an undivided two-lane rural through highway with a no-passing centerline and white edgelines. The community collector road provides access to public and private residential roads, Louis Stelzer County Park, the El Capitan Preserve, and Oak Oasis County Preserve. The road serves as a connection for the Barona reservation, and casino, Lakeside, and Ramona communities.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (53.8 MPH, 52.1 MPH, 57.3 MPH, 58.2 MPH, and 53.2 MPH) produced a 54.9 MPH average which supports a 50 MPH speed limit.

The TAC recommended recertifying 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. Wildcat Canyon Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommended recertifying 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.

Motion: Schaepli

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Wildcat Canyon Road from the Barona Indian Reservation southern boundary to San Vicente Road (a distance of 7.86 miles) BARONA/SAN DIEGO COUNTRY ESTATES (Thos. Bros. 1212-G1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Wildcat Canyon Road from the Barona Indian Reservation southern boundary to San Vicente Road is currently 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 limit.

Existing Traffic Devices

This segment of Wildcat Canyon Road is a striped 2-lane undivided highway that is 23 to 60 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with multiple speed advised curve and turn warnings, bus stop advisory signs, dip advisory signage, emergency vehicle advisory signs, intersection advisory signs, and school zone signage. There is a signalized intersection at Founders Way (the Barona Casino entrance). Wildcat Canyon Road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 50 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>02/16</u>		
Wildcat Canyon Road:				
250' S/o Featherstone Canyon Road	5,786	6,340		
300' S/o San Vicente Road	5,573			
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Wildcat Canyon Road:				
930' S/o Mile Post 6.0	(2023) 54.1 MPH	46-55	81.0%	
	(2016) 54.0 MPH	45-54	62.0%	
1,300' S/o Mile Post 7.0	(2023) 53.3 MPH	45-54	81.0%	
1,310' S/o Featherstone Cyn Rd	(2023) 57.9 MPH	48-57	70.0%	

	(2016)	54.0 MPH	46-55	72.0%
At Mile Post 9.0	(2023)	54.3 MPH	46-55	74.0%
	(2016)	54.0 MPH	45-54	61.0%
100' S/o Ketuull Uunyaa Wy	(2023)	59.0 MPH	50-59	75.0%
At Mile Post 11.0	(2023)	52.4 MPH	44-53	68.0%
At Little Klondike Road	(2023)	50.5 MPH	40-49	66.0%
	(2016)	54.0 MPH	45-54	81.0%
Speed Zone	(2023)	54.5 MPH	46-55	73.6%
	(2016)	54.3 MPH	45-54	64.0%

Collision Data

There have been 92 reported collisions, 52 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 1.89 collisions per million vehicle miles. The statewide average is 1.31 collisions per million vehicle miles for similar rolling rural, conventional 2 lanes or less, roads 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. The TAC recommends recertifying the 50 MPH speed limit for radar enforcement on Wildcat Canyon Road in the unincorporated communities of Barona, an underserved community, and San Diego Country Estates, from the southern boundary of the Barona Indian Reservation to San Vicente Road, based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Wildcat Canyon Road is an undivided two-lane rural through highway with a no-passing centerline and white edgelines. The community collector provides access to public and private residential roads, a casino, Barona Indian Charter School, a cultural center and museum, a fire station, and commercial driveways. The road serves as a connection for the Barona reservation, and casino, Lakeside, and Ramona communities.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (54.1 MPH, 53.3 MPH, 57.9 MPH, 54.3 MPH, 59.0 MPH, 52.4 MPH, and 50.5 MPH) produced a 54.5 MPH average which supports a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.89 vs 1.31 collisions per million vehicle miles).

The TAC recommended recertifying 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. Wildcat Canyon Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommended recertifying 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.

Motion: Schaepli

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Rancho Diegueño Road from Rancho Santa Fe Farms Road to San Dieguito Road (a distance of 1.23 miles)
FAIRBANKS RANCH (Thos. Bros. 1188-G1)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Rancho Diegueño Road from Rancho Santa Fe Farms Road to San Dieguito Road is currently 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 Rancho Diegueño Road is a striped 2-lane undivided highway that is 28 to 40 feet wide. The roadway is striped with a no passing centerline. The road is posted with intersection advisory signs and a stop ahead sign approaching the intersection with Rancho Santa Fe Farms Road. Rancho Diegueño Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>02/16</u>		
Rancho Diegueño Road: 100' E/o Calle Diegueño	6,369	3,725		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Rancho Diegueño Road: 1,290' W/o Rancho Santa Fe Farms Rd	(2023) 43.9 MPH (2016) 43.0 MPH	35-44 34-43	77.0% 72.0%	
600' S/o Alydar Corte	(2023) 40.0 MPH	31-40	73.0%	
Speed Zone	(2023) 42.0 MPH	33-42	75.0%	

Collision Data

There have been 6 reported collisions, 3 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a

segment accident rate of 0.70 collisions per million vehicle miles. The statewide average is 1.68 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 review to certify the existing posted speed limit for radar enforcement and was requested by staff. The TAC recommends recertifying the 40 MPH speed limit on Rancho Diegueno Road in the unincorporated community of Fairbanks Ranch, from Rancho Santa Fe Farms Road to San Dieguito Road, for radar enforcement based on measured speeds.

The subject segment of Rancho Diegueno Road is an undivided two-lane through highway with a no-passing centerline. The road provides access to public and private residential roads. The road serves as a connection for the Carmel Valley and Fairbanks Ranch communities.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (43.9 MPH and 40.0 MPH) produced a 42.0 MPH average which supports a 40 MPH speed limit.

The TAC recommended recertifying 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. Rancho Diegueno Road 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 recommended recertifying the 40 MPH speed limit for radar enforcement based on measured speeds.

Motion: Schaepli

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 4-A**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Kenwood Drive from Campo Road (east intersection) to Kenwood Court (a distance of 0.57 miles) SPRING VALLEY (Thos. Bros. 1271-C5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Kenwood Drive from Campo Road (east intersection) to Kenwood Court 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 Kenwood Drive is a striped 2-lane undivided highway that is 32 to 68 feet wide. The roadway is striped with a center median and bike lanes. The road is posted with a stop ahead signs approaching the all-way stop controlled intersections with State Route 94 freeway ramps. Kenwood Drive is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

Average Daily Traffic Volumes

01/23

Kenwood Drive:

150' W/o Barbic Court 10,021

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Kenwood Drive:

250' W/o Summerfield Drive (2023) 48.3 MPH 41-50 75.0%

Collision Data

There have been 21 reported collisions, 7 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 3.36 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds 45 to 55 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement and was requested by staff. The TAC recommends recertifying the 45 MPH speed limit

Kenwood Drive in the unincorporated community of Spring Valley, an underserved community, from Campo Road to Kenwood Court, for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Kenwood Drive is an undivided two-lane through highway with a no-passing centerline. The road provides access to public and private residential roads, commercial driveways, local collector roads, and State Route 94.

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 a 48.3 MPH average which supports a 45 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (3.36 vs 1.24 collisions per million vehicle miles).

The TAC recommends recertifying 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. Kenwood Drive meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends recertifying 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.

Motion: Schaepli

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 4-B**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Kenwood Drive from Kenwood Court to Bancroft Drive
(a distance of 0.41 miles) SPRING VALLEY (Thos.
Bros. 1271-B5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Kenwood Drive from Kenwood Court to Bancroft Drive is currently posted with a 35 MPH 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 Kenwood Drive is a striped 2-lane undivided highway that is 32 to 62 feet wide. The roadway is striped with a two-way left turn lane and bike lanes. Kenwood Drive is also striped with a no passing centerline and bike lanes between Kenwood Ct and Helix Street. The road is posted with a stop ahead signs approaching the all-way stop controlled intersection with Helix Street. Kenwood Drive is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes **01/23**

Kenwood Drive:
200' E/o Bancroft Drive 6,435

<u>Speed Data</u>	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>
	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>

Kenwood Drive: 650' W/o Helix Street	(2023)	39.2 MPH	29-38	79.0%
---	--------	----------	-------	-------

Collision Data

There have been 16 reported collisions, 5 of which involved an injury, along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 5.55 collisions per million vehicle miles. The statewide average is 1.68 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 review to certify the existing posted speed limit for radar enforcement and was requested by staff. The TAC recommends recertifying the 35 MPH speed limit Kenwood Drive in the unincorporated community of Spring Valley, an underserved community, from Kenwood Court to Bancroft Drive, for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Kenwood Drive is a divided two-lane through highway with a two way left turn lane and bike lane. The road provides access to public and private residential roads, commercial driveways, local collector roads, and apartment complexes.

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 a 39.2 MPH average which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (5.55 vs 1.68 collisions per million vehicle miles).

The District 4 representative expressed concern regarding the higher than average collision rate for this segment. He further added that this seems to be a trend throughout Spring Valley. The Committee noted that Spring Valley is experiencing an increase in population density which can increase the chance for conflicts. Sight distance concerns along roadways designed a half century ago also contribute to the rate.

The TAC recommended recertifying 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. Kenwood Drive meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommended recertifying 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.

Motion: Schaepli

Second: Wellhouser

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Fifth Street from Rainbow Valley Boulevard to Old Highway 395 (a distance of 0.64 miles) RAINBOW (Thos. Bros. 998-J5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Fifth Street to Rainbow Valley Boulevard to Old Highway 395 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 the 30 MPH speed limit.

Existing Traffic Devices

This segment of Fifth Street is a striped 2-lane undivided highway that is 26 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with dip advisory signs and school zone signage. Fifth Street is classified as a Light Collector on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes **10/22**

Fifth Street:
500' E/o Huffstatler Street 2,163

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Fifth Street: 400' W/o Huffstatler Street	(2023) 37.3 MPH	27-36	69.0%

Collision Data

There have been 2 reported collisions along this segment of roadway in a 3-year period (2019-11-01 to 2022-10-31). These collisions result in a segment accident rate of 1.32 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for similar flat rural, conventional 2 lanes or less, roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review to establish a posted speed limit for radar enforcement and was requested by the Vallecitos School District School Board. The TAC recommends

establishing a 30 MPH speed limit on Fifth Street in the unincorporated community of Rainbow, an underserved community, from Rainbow Valley Boulevard to Old Highway 395, 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 not apparent to the driver.

The subject segment of Fifth Street is an undivided two-lane through highway with a no passing centerline and white edgeline. The road provides access to public and private residential roads, commercial driveways, local collector roads, and apartment complexes.

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 a 37.3 MPH average which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.32 vs 1.09 collisions per million vehicle miles).

A resident in attendance expressed concern for the safety of the children and pedestrians from the local school and park along the road. He noted that the recently approved all-way stop intersection and a formal speed limit along Fifth Street will help to improve traffic safety along the road. Today, Fifth Street has an unposted 55 MPH speed limit and motorists must also travel at speeds below that which is reasonable and prudent for weather conditions.

The District 5 Representative noted that the school zone, pedestrian presence, and other roadway conditions lead to a reduced speed limit. The District 2 Representative added that the collision experience and presence of heavy trucks are conditions not readily apparent to drivers that can support the reduced speed limit.

The TAC recommended establishing a 30 MPH speed limit and certifying for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not apparent to the driver.

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. Fifth Street meets the CHP criteria for radar speed enforcement.

Staff received letters from the Vallecitos School Board and Superintendent expressing support for the establishment of a posted speed limit along Fifth Street.

The Rainbow Community Planning Group was provided the opportunity to review this item and provided a letter of support for the establishment of a posted speed limit along Fifth Street.

Recommendation

The TAC recommended establishing a 30 MPH speed limit and certifying for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not apparent to the driver.

Motion: Wellhouser

Second: Schaepli

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Add Section 72.169.8.3. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: March 10, 2023 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Parking Restriction

LOCATION: La Sombra Drive, west side, from Discovery Street to the San Marcos city limit (a distance of 0.10 miles)
LAKE SAN MARCOS (Thos. Bros. 1128-D2)

INITIATED BY: DPW Traffic Engineering

REQUEST: No Parking – 8 AM to 10 AM, School Days

PROBLEM AS STATED BY REQUESTER:

During school hours at the nearby San Marcos High School, parking along La Sombra Drive south of Discovery Street limits sight distance along the roadway for pedestrians and motorists. Residents fronting the La Sombra Drive from Discovery Street to the San Marcos city limit have provided support for a no parking restriction from 8 AM to 10 AM on school days on the west side of this section of road. The residents have asked that the Traffic Advisory Committee support this restriction.

Existing Traffic Devices

This segment of La Sombra Drive is a striped 2-lane undivided highway that is 40 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with stop ahead signs approaching Discovery Street and La Noche Drive. La Sombra is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH, radar enforced, speed limit.

Discussion

This item is a review to establish a time specific no stopping restriction and was requested by local Lake San Marcos residents. The TAC recommends establishment a time specific no stopping zone from 8 am to 10 am, School Days, on La Sombra Drive, from Discovery Street to the San Marcos city limit, a distance of 0.10 miles, in Lake San Marcos to eliminate potential traffic hazards to improve traffic safety and roadway operation and increase in community quality of life.

The subject segment of La Sombra Drive is an undivided two-lane highway with a no passing centerline and white edgelines. The road provides access to residential driveways, collector roads, and indirect access to the nearby San Marcos High School and Valley Christian School.

California Vehicle Code and San Diego County Code allows for the establishment of no stopping zones by ordinance or resolution. San Diego County Code specifically allows for establishment of a no parking zones at locations “where traffic safety and/or roadway

operation is enhanced with the installation of an appropriate parking prohibition and the proposed parking prohibition shall be supported by the adjacent property owner(s) and Community Planning/Sponsor Group (where applicable)." Residents along the west side of La Sombra Drive of the subject segment provided staff with signed petitions showing property owner support of posting of a time specific no stopping zone, "NO STOPPING, 8 AM TO 10 AM, SCHOOL DAYS."

Residents in attendance described the current parking conditions and its effect of traffic safety. One resident noted that the school related parking limits sight distance in the morning, increasing the difficulty of crossing the road and exiting their driveway. Another resident expressed concerns with pedestrian safety. They also requested a study of existing school signage along nearby roads.

The TAC recommended establishment a time specific no stopping zone from 8 am to 10 am, School Days, on La Sombra Drive, from Discovery Street to the San Marcos city limit, a distance of 0.10 miles, in Lake San Marcos to eliminate potential traffic hazards to improve traffic safety and roadway operation and increase in community quality of life.

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 recommended establishment a time specific no stopping zone from 8 am to 10 am, School Days, on La Sombra Drive, from Discovery Street to the San Marcos city limit, a distance of 0.10 miles, in Lake San Marcos to eliminate potential traffic hazards to improve traffic safety and roadway operation and increase in community quality of life.

Motion: Wellhouser

Second: Schaepli

Vote: yes-12, no-0, abstain-0, vacant-0, absent-5

Necessary Board Action

Add item 1439 to Traffic Resolution 301 relating to the establishment of no standing and parking zones in the County of San Diego.