

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**April 28, 2023 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123**

Traffic Advisory Committee Members

County of San Diego Fire Authority	Mr. Ryan Silva
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	Sgt. Jeff Lane
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	Officer Nathan Rowley
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	[ABSENT]

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Karel Shaffer [ACTING]
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**April 28, 2023 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
Motion: Custeau, Second: Lane; vote: yes-14, no-0, abstain-0, vacant-0, absent-3
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	PECAN PARK LN/ RIOS CANYON RD OLDE HIGHWAY 80 TO END CMR	EL CAJON/ LAKESIDE CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	LA GRANADA AVENDIA DE ACACIAS TO LOS MORROS	RANCHO SANTA FE/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	LILAC RD / OLD CASTLE RD VALLEY CENTER RD TO 550' E/O MILE POST 6.0	VALLEY CENTER/ VALLEY CENTER CPG
5-B. RADAR CERTIFICATION	OLD CASTLE RD 550' E/O MILE POST 6.0 TO CHAMPAGNE BL	VALLEY CENTER/ VALLEY CENTER CPG
5-C. RADAR CERTIFICATION	COLE GRADE RD SR-76 TO MC NALLY RD	VALLEY CENTER/ VALLEY CENTER CPG
5-D. RADAR CERTIFICATION	COLE GRADE RD MC NALLY RD TO 550' N/O FRUITVALE RD	VALLEY CENTER/ VALLEY CENTER CPG
5-E. RADAR CERTIFICATION	COLE GRADE RD 550' N/O FRUITVALE RD TO VALLEY CENTER RD	VALLEY CENTER/ VALLEY CENTER CPG

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Pecan Park Lane (both legs)/ Rios Canyon Road from Olde Highway 80 to end of County maintained road (a distance of 0.82 miles) EL CAJON (Thos. Bros. 1232-G5)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pecan Park Lane (both legs) and Rios Canyon Road from Olde Highway 80 to end of County maintained road 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

Pecan Park Lane is a 2-lane highway that is 24 to 30 feet wide. This segment of Rios Canyon Road is a 2-lane highway that is 24 to 36 feet wide. Both Pecan Park Lane and Rios Canyon Road are striped with a no passing centerline. Pecan Park Lane is posted with a bus stop. Rios Canyon Road is posted with a no outlet and school zone signage. Pecan Park Lane and Rios Canyon Road are both unclassified on the County General Plan Mobility Element Network. The roads are posted with a 35 MPH speed limit.

Average Daily Traffic Volumes **02/23**

Pecan Park Lane:	
E/o Olde Highway 80	2,941
W/o Olde Highway 80	709
Rios Canyon Road:	
S/o Pecan Park Lane	3,479

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Pecan Park Lane:				
250' W/o Rios Canyon Road	(2023)	38.4 MPH	30-39	81.0%
Rios Canyon Road:				
150' S/o Kelli Lane	(2023)	40.6 MPH	31-40	73.0%

Speed Zone (2023) 39.5 MPH 31-40 77.0%

Collision Data

There have been 2 reported collisions, neither of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.94 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 certifying the 35 MPH speed on Pecan Park Lane/Rios Canyon Road in the unincorporated community of Lakeside, from Olde Highway 80 to the end of the County-maintained road, 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 Pecan Park Lane/Rios Canyon Road, from Olde Highway 80 to the end of the County maintained road, is a two-lane highway with a no passing centerline. It currently has a posted 35 MPH speed limit. The road is unclassified on the County General Plan Mobility Element Network. The road provides direct access to a school property, a senior living community, several residential driveways, and public and private 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 (38.4 MPH and 40.6 MPH) produced an overall speed zone of 39.5 MPH which supports a 35 MPH speed limit.

The TAC recommended certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Pecan Park Lane/Rios Canyon Road meets the California Highway Patrol (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 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.

Motion: Custeau

Second: Wellhouser

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: La Granada from Avenida de Acacias to Los Morros (a distance of 1.50 miles) RANCHO SANTA FE (Thos. Bros. 1168-D3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

La Granada from Avenida de Acacias to Los Morros 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 La Granada is a striped 2-lane through highway that is 32 to 36 feet wide. La Granada is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>12/14</u>		
La Granada:				
W/o Mimosa Place	6,244	9,050		
			<u>85th</u>	<u>10 MPH</u>
<u>Speed Data</u>			<u>Percentile</u>	<u>Pace</u>
La Granada:				<u>% in</u>
415' W/o Mimosa Place	(2023) 46.0 MPH	37-46		<u>Pace</u>
	(2015) 48.4 MPH	40-49		75.0%
				74.0%
200' W/o Avenida Maravillas	(2023) 49.3 MPH	40-49		71.0%
Speed Zone	(2023) 47.7 MPH	39-48		73.0%

Collision Data

There have been 8 reported collisions, 3 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.78 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 pulling the item from the agenda for review for extension on La Granada, in the unincorporated community of San Dieguito, from Avenida de Acacias to Los Morros.

The segment of La Granada, from Avenida de Acacias to Los Morros, is a two-lane through highway with a two-way left turn lane. It currently has a posted 45 MPH speed limit. La Granada is classified as a light collector on the County General Plan Mobility Element Network. The roadway is striped with a no passing centerline and white edgeline creating a bike lane. The road is posted with school zone, fire station advisory, and multiple equestrian signs.

A Rancho Santa Fe Association staff in attendance expressed concern with speeds along the segment, stating that the posted speed limit is not sensible. He also mentioned the increasing traffic due to regional development and that there are 4 equestrian crossings along the segment. The San Dieguito Community Planning Group member was also in attendance and shared that residents have a difficult time turning right from San Elijo onto La Granada due to the high rate of speed of vehicles traveling on La Granada. She noted that the San Dieguito Community Planning Group would like to request for push buttons at the equestrian crossings.

The District 5 representative mentioned there have been more accidents in the area than the ones found in the segment accident data presented by DPW staff, that there is a golf course and equestrian trail along the segment, and that Rancho Santa Fe is the bike hub for North County. The District 4 representative said after reviewing the data, we are not able to reduce the speeds below 45 MPH based on the 85th percentile speeds. The Traffic Engineering representative is working with Rancho Santa Fe Association improving equestrian crossings and recommended pulling the item for review of extension of the currently certified 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 recent speed surveys of the combined speed zone of La Granada (46.0 and 49.3 MPH) produced a 47.7 MPH average which supports the 45 MPH speed limit.

The TAC recommends pulling the item from the agenda for review of extension of the currently certified speed limit on La Granada from Avenida de Acacias to Los Morros.

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. La Granada meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and expressed the need for a reduced speed limit.

Recommendation

The TAC recommends pulling the item from the agenda for review of extension of the currently certified speed limit on La Granada from Avenida de Acacias to Los Morros.

Motion: Bartley

Second: Perryman

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Lilac Road/ Old Castle Road from Valley Center Road to 550 feet east of Mile Post 6 (a distance of 7.62 miles) VALLEY CENTER (Thos. Bros. 1090-E3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Lilac Road/ Old Castle Road from Valley Center Road to 550 feet east of Mile Post 6 is currently posted with a 55 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Lilac Road is a striped 2-lane through highway that is 24 to 62 feet wide. The roadway is striped with passing and no passing centerline, two-way left turn lane, turn pockets at various intersections and edgelines throughout. The road is posted with school zone, fire station advisory and curve advisory signage. Lilac Road from Valley Center Road to Anthony Road is classified as a Boulevard on the County General Plan Mobility Element Network. Lilac Road from Anthony Road to Old Castle Road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 55 MPH speed limit.

Old Castle Road is a striped 2-lane through highway that is 26 to 40 feet wide. The roadway is striped with a no passing centerline and edgelines. The road is posted with campground, bus stops, curve, equestrian, conventional airport, rockslide advisory and multiple intersection advisory signage. Old Castle Road from Lilac Road to 550 feet east of Mile Post 6 is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 55 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>08/13</u>
Lilac Road:		
200' W/o Betsworth Road	10,549	9,748
300' E/o Old Castle Road	8,682	
Old Castle Road:		
320' W/o Lilac Road	6,997	

585' E/o Cedar Trails Road 7,140

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lilac Road:				
230' S/o Hunza Hill Court	(2023)	54.5 MPH	46-55	74.0%
350' N/o Hideaway Lake Road	(2023)	49.6 MPH	40-49	65.0%
300' W/o Roble Verde	(2023)	47.8 MPH	40-49	69.0%
Old Castle Road:				
At Old Castle Way	(2023)	54.7 MPH	45-54	69.0%
150' E/o Castleridge Road	(2023)	50.3 MPH	42-51	66.0%
1,360' W/o Mile Post 7.0	(2023)	58.1 MPH	47-56	71.0%
Speed Zone	(2023)	52.5 MPH	43-52	69.0%

Collision Data

There have been 62 reported collisions, 2 of which involved a fatality, 39 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.89 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for similar rural, flat, conventional 2 lanes or less, with speeds less than or equal to 55 MPH.

Discussion

This item is a review to establish a posted speed limit for radar enforcement on Lilac Road/Old Castle Road in the unincorporated community of Valley Center from Valley Center Road to Champagne Boulevard and was requested by DPW staff. The TAC recommends relocating the western endpoint from 550 feet east of Mile Post 6 to Champagne Boulevard, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The segment of Lilac Road/Old Castle Road, from Valley Center Road to 550 feet east of Mile Post 6, is a two-lane Through Highway. It currently has a posted 55 MPH speed limit. The road, from Valley Center Road to Champagne Boulevard, is classified as a Community Collector on the County General Plan Mobility Element Network. The road provides direct access to several residential and commercial driveways, public and private roads, and church property.

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 of the combined speed zone of Lilac Road/Old Castle Road (54.5

MPH, 49.6 MPH, 47.8 MPH, 54.7 MPH, 50.3 MPH, 58.1 MPH, 46.0 MPH, and 49.3 MPH) produced a 51.3 MPH average which supports a 50 MPH speed limit.

An area resident in attendance expressed concern with the speed limit and requested more information on the process of setting speed limits, and if a petition from the neighbors would help to reduce the speed limit. The Traffic Engineering representative walked the resident through the law and what the County is legally able to set as a speed limit for the segment. Although the resident did not appear to be satisfied with the speed limit, she appreciated the review.

The District 4 representative noted that improper turning is the prevalent type of collision along the segment of Old Castle Road accounting for over a third of the accidents. The San Diego County Sheriff's Department representative clarified that both improper turning and unsafe speed are similar causes and open to interpretation from the officer and should be treated the same. The CHP Representative reminded the Committee that not all collisions are reported, and the collision report is likely lower than the actual number of accidents in this area. The District 5 representative noted there are many curves. The California Department of Transportation representative recommended combining the two segments of Lilac Road/Old Castle Road (Items 5-A and 5-B). He further recommended lowering the speed based off conditions not readily apparent such as pedestrians, bicyclists, driveways, and bus stops.

The TAC recommends relocating the western endpoint from 550 feet east of Mile Post 6 to Champagne Boulevard, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement based on measured speeds, presence of bus stops, driveways, pedestrians, and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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

The Valley Center Community Planning Group was provided the opportunity to review this item and two chair members in attendance expressed support for a reduced speed limit.

Recommendation

The TAC recommends relocating the western endpoint from 550 feet east of Mile Post 6 to Champagne Boulevard, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement based on measured speeds, presence of bus stops, driveways, pedestrians, and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Schaeffli

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Amend Section 72.161.24.3. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Old Castle Road from 550 feet east of Mile Post 6 to Champagne Boulevard (a distance of 1.22 miles) VALLEY CENTER (Thos. Bros. 1069-B6)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Old Castle Rd from 550 feet east of Mile Post 6 to Champagne Boulevard 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

Old Castle Road is a striped 2-lane roadway that is 26 to 41 feet wide. The roadway is striped with a no passing centerline and edgelines. There is a “traffic calming area” that is identified by flashing yellow beacons and special identifying signs. Old Castle Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>07/15</u>		
Old Castle Road:				
250' E/o Gordon Hills Road	7,688			
150' E/o Costalota Road		7,130		
			<u>85th</u>	<u>10 MPH</u>
<u>Speed Data</u>			<u>Percentile</u>	<u>Pace</u>
Old Castle Road:				<u>% in</u>
750' E/o Costalota Road	(2023) 51.7 MPH	42-51	78.0%	
	(2015) 52.0 MPH	44-53	72.0%	
300' E/o Old Castle Place	(2023) 50.8 MPH	43-52	81.0%	
	(2015) 50.9 MPH	42-51	75.0%	
Speed Zone	(2023) 51.3 MPH	43-52	80.5%	
	(2015) 51.5 MPH	43-52	73.5%	

Collision Data

There have been 12 reported collisions, 1 of which involved a fatality, 3 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 1.17 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for similar rural, flat, conventional 2 lanes or less, with speeds less than or equal to 55 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends deleting this speed zone on Old Castle Road, from 550 feet east of Mile Post 6 to Champagne Boulevard, and combining it with the eastern speed zone of Lilac Road/Old Castle Road from Valley Center Road to 550 feet east of Mile Post 6 (Item 5-A above), and certifying the 45 MPH speed limit on Lilac Road/Old Castle Road, in the unincorporated community of Valley Center, from Valley Center Road to Champagne Boulevard, for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The segment of Old Castle Road, from 550 feet east of Mile Post 6 to Champagne Boulevard, is a two-lane Through Highway. It currently has a posted 45 MPH speed limit. The road, from Valley Center Road to Champagne Boulevard, is classified as a Community Collector on the County General Plan Mobility Element Network. The road provides direct access to several residential and commercial driveways, public and private roads, and church property.

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 of the combined speed zone of Lilac Road/Old Castle Road (54.5 MPH, 49.6 MPH, 47.8 MPH, 54.7 MPH, 50.3 MPH, 58.1 MPH, 46.0 MPH, and 49.3 MPH) produced a 51.3 MPH average which supports a 50 MPH speed limit.

An area resident in attendance expressed concern with the speed limit and requested more information on the process of setting speed limits, and if a petition from the neighbors would help to reduce the speed limit. The Traffic Engineering representative walked the resident through the law and what the County is legally able to set as a speed limit for the segment. Although the resident did not appear to be satisfied with the speed limit, she appreciated the review.

The District 4 representative noted that improper turning is the prevalent type of collision along the segment of Old Castle Road accounting for over a third of the accidents. The San Diego County Sheriff's Department representative clarified that both improper turning and unsafe speed are similar causes and open to interpretation from the officer and should be treated the same. The CHP Representative reminded the Committee that not all collisions are reported, and the collision report is likely lower than the actual number

of accidents in this area. The District 5 representative noted there are many curves. The California Department of Transportation representative recommended combining the two segments of Lilac Road/Old Castle Road (Items 5-A and 5-B). He further recommended lowering the speed based off conditions not readily apparent such as pedestrians, bicyclists, driveways, and bus stops.

The TAC recommends deleting this segment and combining with the eastern speed zone from Valley Center Road to 550 feet east of Mile Post 6 and certifying the 45 MPH speed limit on Lilac Road/Old Castle Road, in the unincorporated community of Valley Center, from Valley Center Road to Champagne Boulevard, for radar enforcement based on measured speeds, presence of bus stops, driveways, pedestrians and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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

The Valley Center Community Planning Group was provided the opportunity to review this item and two chair members in attendance expressed support for a reduced speed limit.

Recommendation

The TAC recommends deleting this segment and combining with the eastern speed zone from Valley Center Road to 550 feet east of Mile Post 6 and certifying the 45 MPH speed limit on Lilac Road/Old Castle Road, in the unincorporated community of Valley Center, from Valley Center Road to Champagne Boulevard, for radar enforcement based on measured speeds, presence of bus stops, driveways, pedestrians and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Schaepli

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Delete Section 72.161.24.12. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Cole Grade Road from SR-76 to McNally Road (a distance of 3.62 miles) VALLEY CENTER (Thos. Bros. 1050-J3)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Cole Grade Road from SR-76 to McNally Road has no posted speed limit and is subject to the 55 MPH state maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

This section of Cole Grade Road is a striped 2-lane roadway that is 24 to 32 feet wide. The roadway is striped with a mixture of both passing and no passing centerline striping and has white edgeline. The road is posted with flashing school zone signage. Cole Grade Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road has no posted speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>
Cole Grade Road:	
350' S/o SR-76	3,812
250' N/o McNally Road	3,825

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Cole Grade Road:				
1,500' N/o Spring Valley Road	(2023)	50.2 MPH	42-51	67.0%
250' S/o Old Cole Grade Road	(2023)	58.5 MPH	46-55	57.0%
750' N/o Mile Post 5.5	(2023)	35.9 MPH	28-37	84.0%
2,500' N/o McNally Road	(2023)	51.3 MPH	42-51	64.0%
Speed Zone	(2023)	49.0 MPH	40-49	68.0%

Collision Data

There have been 6 reported collisions, 1 of which involved a fatality, 2 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.40 collisions per million vehicle miles. The statewide average is 1.94 collisions per million vehicle miles for similar rural, mountain, 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 DPW staff. The TAC recommends merging this segment of Cole Grade Road, from State Route 76 to Mc Nally Road (Item 5-C), into the adjacent southern speed zone of Cole Grade Road from Mc Nally Road to 550 feet north of Fruitvale Road (Item 5-D below), reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit on Cole Grade Road, in the unincorporated community of Valley Center, from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of a school, bicyclists and pedestrians, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The segment of Cole Grade Road, from State Route 76 to Mc Nally Road, is a two-lane Through Highway. It currently has a 55 MPH State Maximum unposted speed limit. The road, from State Route 76 to Mc Nally Road, is classified as a Light Collector on the County General Plan Mobility Element Network. The road provides direct access to school property, church property, public and private residential roads, as well as residential and commercial driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys of the combined speed zone of Cole Grade Road (50.2 MPH, 58.5 MPH, 35.9 MPH, 51.3 MPH, 57.2 MPH, 51.8 MPH, 54.8 MPH, and 54.9 MPH) produced a 51.8 MPH average which supports a 50 MPH speed limit.

The Traffic Engineering representative recommended combining the two segments of Cole Grade Road (Items 5-C and 5-D). He further recommended reducing the speed limit by 5 MPH due to presence of schools, bicyclists, and pedestrians.

The TAC recommends merging this speed zone by combining this segment of Cole Grade Road, from State Route 76 to Mc Nally Road (Item 5-C), into the adjacent southern speed zone of Cole Grade Road from Mc Nally Road to 550 feet north of Fruitvale Road (Item 5-D), reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit on Cole Grade Road, in the unincorporated community of Valley Center, from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of a school, bicyclists and pedestrians, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding

and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Cole Grade Road meets the CHP criteria for radar speed enforcement.

The Valley Center Community Planning Group and Pala-Pauma Community Sponsor Group were provided the opportunity to review this item. Two chair members from Valley Center Planning Group in attendance expressed support for a reduced speed limit. The Pala-Pauma Community Sponsor Group did not provide input.

Recommendation

The TAC recommends merging this speed zone by combining this segment of Cole Grade Road, from State Route 76 to Mc Nally Road (Item 5-C), into the adjacent southern speed zone of Cole Grade Road from Mc Nally Road to 550 feet north of Fruitvale Road (Item 5-D), reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit on Cole Grade Road, in the unincorporated community of Valley Center, from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of a school, bicyclists and pedestrians, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Schaepli

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Amend Section 72.161.25. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Cole Grade Road from Mc Nally Road to 550' north of Fruitvale Road (a distance of 3.48 miles) VALLEY CENTER (Thos. Bros. 1050-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Cole Grade Road from Mc Nally Road to 550' north of Fruitvale Road is currently posted with a 55 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Cole Grade Road is a striped 2 lane through highway measuring 24 to 40 feet wide. There is edge striping, no passing centerline and left turn pocket at Miller Road and at Horse Creek Road. There are two signalized intersections along this segment of Cole Grade Road at Cool Valley Road and West Oak Glen Road/Pauma Heights Road. The road is posted with school zone, community park, and fire station advisory. Cole Grade Rd from Mc Nally Road to Fruitvale Road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 55 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>
Cole Grade Road:	
300' S/o Mc Nally Road	3,218
600' N/o Fruitvale Road	10,537

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Cole Grade Road:				
150' S/o Tyler Road	(2023)	57.2 MPH	46-55	68.0%
450' N/o Margarita Lane	(2023)	51.8 MPH	42-51	69.0%
150' N/o Ava Lane	(2023)	54.8 MPH	46-55	79.0%
150' S/o Bernabeo Court	(2023)	54.9 MPH	47-56	82.0%

Speed Zone (2023) 54.7 MPH 45-54 74.5%

Collision Data

There have been 21 reported collisions, 1 of which involved a fatality, and 10 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.80 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 periodic review to establish a posted speed limit for radar enforcement and was requested by DPW staff. The TAC recommends relocating the northern endpoint of this speed zone from Mc Nally Road to State Route 76, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit on Cole Grade Road, in the unincorporated community of Valley Center, from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of schools, bicyclists and pedestrians, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The segment of Cole Grade Road, from Mc Nally Road to 550 feet north of Fruitvale Road, is a two-lane Through Highway. It currently has a posted 55 MPH speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network. The road provides direct access to a school, church, several residential properties, and commercial 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 recent speed surveys of the combined speed zone of Cole Grade Road (50.2 MPH, 58.5 MPH, 35.9 MPH, 51.3 MPH, 57.2 MPH, 51.8 MPH, 54.8 MPH, and 54.9 MPH) produced a 51.8 MPH average which supports a 50 MPH speed limit.

The Traffic Engineering representative recommended combining the two segments of Cole Grade Road (Items 5-C and 5-D). He further recommended reducing the speed limit by 5 MPH due to presence of schools, bicyclists and pedestrians.

The TAC recommends relocating the northern endpoint of this speed zone from Mc Nally Road to State Route 76, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit, on Cole Grade Road from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of schools, pedestrians, and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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

enforcement.

The Valley Center Community Planning Group was provided the opportunity to review this item and two chair members in attendance expressed support for a reduced speed limit.

Recommendation

The TAC recommends relocating the northern endpoint of this speed zone from Mc Nally Road to State Route 76, reducing the 55 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit, on Cole Grade Road from State Route 76 to 550 feet north of Fruitvale Road, for radar enforcement based on measured speeds, presence of schools, pedestrians, and bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Bartley

Second: Schaepli

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Amend Section 72.161.25. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 28, 2023 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Cole Grade Road from 550' north of Fruitvale Road to Valley Center Road (a distance of 0.77 miles) VALLEY CENTER (Thos. Bros. 1070-F7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Cole Grade Road from 550' north of Fruitvale Road to Valley Center 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 a 40 MPH speed limit.

Existing Traffic Devices

Cole Grade Road is a striped 2 lane through highway measuring 42 to 58 feet wide. There is edge striping and a two-way left turn lane. There are three signalized intersections along this segment of Cole Grade Road at Fruitvale Road, Valley Center School Road, and Valley Center Road. The road is posted with bike lane with no parking, flashing school zone, community park, and fire station advisory. Cole Grade Rd from Fruitvale Road to Valley Center Road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/23</u>	<u>02/16</u>		
Cole Grade Road:				
700' N/o Valley Center Road	13,586	17,214		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Cole Grade Road:				
700' N/o Valley Center Road	(2023) 40.4 MPH	33-42	86.0%	
	(2016) 48.0 MPH	40-49	87.0%	

Collision Data

There have been 6 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2020-01-01 to 2022-12-31). These collisions result in a segment accident rate of 0.52 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for similar rural, flat, conventional 2 lanes or less, with speeds less than or equal to 55 MPH.

Discussion

This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit on Cole Grade Road, in the unincorporated community of Valley Center, from 550 feet north of Fruitvale Road to Valley Center Road, for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The segment of Cole Grade Road, from Valley Center School Road to Valley Center, is a two-lane Through Highway with a two-way left turn lane. It currently has a posted 45 MPH speed limit. The road is classified as a Boulevard on the County General Plan Mobility Element Network. The road provides direct access to a community park, school property, several residential and commercial 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 a 40.4 MPH average which supports a 40 MPH speed limit.

The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 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. Cole Grade Road meets the CHP criteria for radar speed enforcement.

The Valley Center Community Planning Group was provided the opportunity to review this item and two chair members in attendance expressed support for a reduced speed limit.

Recommendation

The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Bartley

Second: Custeau

Vote: yes-14, no-0, abstain-0, vacant-0, absent-3

Necessary Board Action

Amend Section 72.161.25.1. of the San Diego County Code.