

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**October 27, 2023 @ 9:00 AM
5510 Overland Ave Room #271
San Diego CA, 92123**

Traffic Advisory Committee Members

County of San Diego Fire Authority	Cpt. Mike Neil
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	[ABSENT]
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	Sgt. Jeff Lane
California Highway Patrol - Oceanside	Sgt. Daniel Hollywood
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	Lt. 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. Kenton Jones
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**October 27, 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**
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	SWEETWATER RD SOUTH BAY FREEWAY TO CENTRAL AV	BONITA/ SWEETWATER CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	POINSETTIA AV SOUTH SANTA FE AV TO SMILAX RD	SAN MARCOS/ N/A
5-B. RADAR CERTIFICATION	SOUTH SANTA FE AV VISTA CITY LIMIT TO SMILAX RD	SAN MARCOS/ N/A
5-C. RADAR CERTIFICATION	MISSION RD WINTER HAVEN RD TO HILL AV	FALLBROOK/ FALLBROOK CPG
5-D. RADAR CERTIFICATION	LAKE WOHLFORD RD GUEJITO RD TO ESCONDIDO CITY LIMIT	VALLEY CENTER/ N/A

460' E/o Margaret Street	(2023)	42.2 MPH	33-42	78%
	(2016)	47.0 MPH		
690' N/o Bonita Woods Drive	(2023)	44.4 MPH	35-44	77%
	(2016)	48.0 MPH		
Speed Zone	(2023)	43.9 MPH	35-44	79%

Collision Data

There have been 11 reported collisions, 3 which included an injury, along this segment of roadway in a 3-year period (2020-07-01 to 2023-06-30). These collisions result in a segment accident rate of 0.51 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 between 45 and 55 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Sweetwater Road from State Route 54 to Central Avenue in the unincorporated community of Bonita and was requested by staff. 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.

Sweetwater Road, from State Route 54 to Central Avenue, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 45 MPH speed limit. The road provides access to residential roads and residential driveways. The road also provides access to park and golf course driveways as well as multi use and equestrian trails.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (45.2 MPH, 42.2 MPH, & 44.4 MPH) produced an overall speed zone of 43.9 MPH which could support a 45 MPH speed limit. 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 District 2 representative noted the roadway currently appears to be operating without issue based on the staff report and could support recertification of the 45 MPH speed limit. The District 1 representative noticed there is limited sight distance for homes along the road curve between Quarry Road and Pray Street. He noted collisions occurring at locations that front these homes. The Traffic Engineering representative explained that the County has received many requests and concerns regarding speeds along the road from residents and horse ranches. There is a horse crossing and horse trail along the roadway. The District 1 representative added that traffic calming could be a possible method for speed reduction along the roadway, near the County animal shelter. The San Diego California Highway Patrol (CHP) representative expressed that increased enforcement of a certified speed limit would also help reduce speeding.

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

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

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: Clowers

Second: Matella

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

Amend Section 72.164.55. and add Section 72.164.55.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2023 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Poinsettia Avenue from South Santa Fe Avenue to Smilax Road (a distance of 0.64 miles) SAN MARCOS (Thos. Bros. 1108-C4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Poinsettia Avenue from South Santa Fe Avenue to Smilax Road is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 30 MPH speed limit.

Existing Traffic Devices

Poinsettia Avenue is a striped 2-lane undivided highway that is 36 to 40 feet wide. The roadway is striped with a no passing centerline. Poinsettia Avenue is posted with a 20 MPH turn advisory. The road is currently unclassified on the County General Plan Mobility Element Network. Poinsettia Avenue is posted with a 40 MPH radar enforced speed limit.

Average Daily Traffic Volumes

	<u>08/23</u>	<u>08/15</u>
Poinsettia Avenue: 350' S/o Plumosa Avenue	788	893

Speed Data

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Poinsettia Avenue: 350' N/o El Sereno Wy	(2023) 39.4 MPH	28-37	62%

Collision Data

There have been 4 reported collisions, none which included an injury, along this segment of roadway in a 3-year (2020-07-01 to 2023-06-30). These collisions result in a segment accident rate of 7.26 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 on Poinsettia Avenue from South Santa Fe Avenue to Smilax Road in the unincorporated community of San Marcos and was requested by staff. The TAC recommends reducing

the existing 40 MPH speed limit to 35 MPH and certify 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.

Poinsettia Avenue, from South Santa Fe Avenue to Smilax Road, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 40 MPH speed limit. The road provides access to residential roads and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 39.4 MPH which could support a 40 MPH speed limit. 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 District 2 representative recommended reducing the speed limit to 35 MPH based on limited sight distance, parking demand, and State law which allows for rounding down to the lower 5 MPH increment.

The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and 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. Poinsettia Avenue meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and 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: Schaepli

Second: Wellhouser

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

Necessary Board Action

Amend Section 72. 169.62.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2023 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: South Santa Fe Avenue from Vista City Limit to Smilax Road (a distance of 1.77 miles) VISTA/SAN MARCOS (Thos. Bros. 1108-B2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

South Santa Fe Avenue from Vista City Limit to Smilax Road is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 45 MPH speed limit.

Existing Traffic Devices

South Santa Fe Avenue is a striped 4-lane divided through highway from Vista City Limit (North of Montgomery Drive) to Woodland Drive. There is a short section of two-way left turn separating both directions of travel between Woodland Drive and Palmyra Drive. From Palmyra Drive to Smilax Road, South Santa Fe Avenue, is striped 2-lane undivided highway. The road is 38 to 60 feet wide. There is edge striping on each side of the roadway. Santa Fe Avenue is currently 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.

<u>Average Daily Traffic Volumes</u>	<u>08/23</u>	<u>02/16</u>		
South Santa Fe Avenue:				
350' S/o Montgomery Drive	11,488			
200' S/o Palmrya Avenue	10,262	12,012		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
South Santa Fe Avenue:				
@ Sunbury Court	(2023) 47.7 MPH	37-46	76.0%	
	(2016) 51.0 MPH	42-51	69.5%	
650' S/o Poinsetta Avenue	(2023) 46.6 MPH	38-47	81.0%	
	(2016) 46.0 MPH	37-46	69.0%	
Speed Zone	(2023) 47.2 MPH	38-47	78.5%	

Collision Data

There have been 71 reported collisions, 2 of which included a fatality, 24 of which included an injury, along this segment of roadway in a 3-year period (2020-07-01 to 2023-06-30). These collisions result in a segment accident rate of 3.38 collisions per million vehicle miles. The statewide average is 1.14 collisions per million vehicle miles for similar suburban, divided 4 lane roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on South Santa Fe Avenue from the Vista city limit (near Montgomery Drive) to Smilax Road in the unincorporated community of Vista/San Marcos and was requested by staff. 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, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

South Santa Fe Avenue, from the Vista city limits (near Montgomery Drive) to Smilax Road, is a 4-lane divided highway with bike lanes. Between Robelini Drive and Palmyra Drive, the roadway narrows to a 2-lane divided highway with a two-way left turn lane and edgelines. South of Palmyra Drive, South Santa Fe Avenue narrows to a 2-lane undivided highway with a no passing centerline and white edgelines. The road currently has a posted 40 MPH speed limit. The road provides access to residential roads, mobility element roads, commercial driveways, and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (47.7 MPH & 46.6 MPH) produced an overall speed zone of 47.2 MPH which supports a 45 MPH speed limit. 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. Staff noted that the collision rate for this segment is higher than the statewide average (3.38 vs. 1.14 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The District 2 representative recommended reducing the speed limit to 40 MPH based on limited sight distance, parking demand, and State law which allows for rounding down to the lower 5 MPH increment.

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, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily 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. South Santa Fe Avenue meets the CHP criteria for radar speed enforcement.

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

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, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Necessary Board Action

Amend Section 72.169.62 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2023 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mission Road from Winter Haven Road to Hill Avenue
(a distance of 2.77 miles) FALLBROOK (Thos. Bros.
1027-G7)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

- i. Mission Road from Winter Haven Road to 880' south of Pepper Tree Lane is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 45 MPH speed limit.
- ii. Mission Road from 880' south of Pepper Tree Lane to Hill Avenue is currently posted 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

Existing Traffic Devices

Mission Road is a striped 4-lane divided through highway from Winter Haven Road to Hill Avenue. The road is 70 to 90 feet wide. The roadway is striped with a two-way left turn lane, lane striping and intermittent parking lane and edge lines. The road is posted with school zone signage, signal ahead signs, pedestrian advisory signs and school crossing signage w/ flashing beacon for the uncontrolled school crossing at Elder Street. Mission Road is signal controlled at the intersections with Clemmens Lane, Ammunition Road, Aviation Road, Fallbrook Street, and Hawthorn Street. Mission Road is classified as a Boulevard on the County General Plan Mobility Element Network. Mission Road from Winter Haven Road to 860' south of Pepper Tree Lane is posted with a 50 MPH, radar enforced, speed limit. Mission Road is classified as a Major Road on the County General Plan Mobility Element Network. Mission Road from 860' south of Pepper Tree Lane to Hill Avenue is posted with a 35 MPH, radar enforced, speed limit.

<u>Average Daily Traffic Volumes</u>	<u>08/23</u>	<u>10/15</u>
Mission Road:		
500' N/o Stage Coach Lane	21,721	
S/o Fallbrook Street	21,386	23,540

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
i. Mission Road:				
300' N/o Sterling Bridge	(2023)	52.3 MPH	43-52	62%
	(2016)	53.3 MPH	45-54	88%
ii. Mission Road:				
140' S/o Clemmens Lane	(2023)	39.0 MPH	32-41	83%
	(2022)	38.4 MPH	30-39	79%
140' N/o College Street	(2023)	36.7 MPH	26-35	65%
	(2022)	39.2 MPH	29-38	73%
Speed Zone	(2023)	37.9 MPH	29-38	74%

Collision Data

i. There have been 40 reported collisions, 1 of which included a fatality, 19 of which included an injury, along this segment of roadway in a 3-year period (2020-07-01 to 2023-06-30). These collisions result in a segment accident rate of 1.74 collisions per million vehicle miles. The statewide average is 1.33 collisions per million vehicle miles for similar suburban, divided 4 lane roads with speeds less than or equal to 55 MPH.

ii. There have been 110 reported collisions, 2 of which included a fatality, 50 of which included an injury, along this segment of roadway in a 3-year period (2020-07-01 to 2023-06-30). These collisions result in a segment accident rate of 2.62 collisions per million vehicle miles. The statewide average is 1.32 collisions per million vehicle miles for similar suburban, divided 4 lane roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review to certify the existing posted speed limits for radar enforcement on Mission Road from Winter Haven Road to Hill Avenue in the unincorporated community of Fallbrook and was requested by staff. The TAC recommends: (1) reducing the existing 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement from Winter Haven Road to 880' south of Pepper Tree Lane based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver, and (2) certifying the existing 35 MPH speed limit for radar enforcement from 880' south of Pepper Tree Lane to Hill Avenue based on measured speeds.

Mission Road, from Winter Haven Road to Rocky Crest Drive, is a 4-lane divided highway with landscaped center median and bike lanes. Between Rocky Crest Drive and Hill Avenue, Mission Road is a 4-lane divided highway with a two-way left turn lane and bike lanes. The road, from Winter Haven Road to 880' south of Pepper Tree Lane, currently has a posted 50 MPH speed limit. The road, from 880' south of Pepper Tree Lane to Hill Avenue, currently has a posted 35 MPH speed limit. The road provides access to residential roads, mobility element roads, commercial driveways, and Fallbrook High School.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 52.3 MPH on Mission Road, from Winter Haven Road to 880' south of Pepper Tree Lane which could support a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.74 vs. 1.33 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver. The result of recent speed surveys (39.0 MPH & 36.7 MPH) produced an overall speed zone of 37.9 MPH on Mission Road, from 880' south of Pepper Tree Lane to Hill Avenue which could support a 35 MPH speed limit.

The District 5 representative noted that the southernmost segment is improved with landscaping and higher speeds in this segment make it difficult to reduce the speed limit. The District 2 representative noted that there have been a high number of collisions and the park and airport developments near the roadway could help justify a reduction in speed limit. The Traffic Engineering representative noted that a reduced speed limit to 45 MPH in this section from Winter Haver Road to 880' south of Pepper Tree Lane would be between the adjacent 50 MPH speed limit to the south and the adjacent 35 MPH section to the north and would help to transition traffic to a lower speed before entering the more developed area.

The TAC recommends (1) reducing the existing 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement from Winter Haven Road to 880' south of Pepper Tree Lane based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver and (2) certifying the existing 35 MPH speed limit for radar enforcement from 880' south of Pepper Tree Lane to Hill Avenue 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. Mission Road meets the CHP criteria for radar speed enforcement.

The Fallbrook Community Planning Group was provided the opportunity to review this item and did not provide input. A representative from Fallbrook High School supports the recommendation.

Recommendation

The TAC recommends (1) reducing the existing 50 MPH speed limit to 45 MPH and certifying the 45 MPH speed limit for radar enforcement from Winter Haven Road to 880' south of Pepper Tree Lane based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver and (2) certifying the existing 35 MPH speed limit for radar enforcement from 880' south of Pepper Tree Lane to Hill Avenue based on measured speeds.

Motion: (1) Bartley

Second: (1) Wellhouser

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

Motion: (2) Bartley

Second: (2) Matella

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

Necessary Board Action

Delete Section 72.169.55. and amend Section 72.169.52. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 27, 2023 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Lake Wohlford Road from Guejito Road to Escondido City Limit (a distance of 3.38 miles) VALLEY CENTER (Thos. Bros. 1027-F2)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Lake Wohlford Road from Guejito Road to Escondido City Limit is currently posted 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 45 MPH speed limit.

Existing Traffic Devices

Lake Wohlford Road is a striped 2-lane undivided through highway. The road is 24 to 32 feet wide. There is edge striping on each side of the roadway. Lake Wohlford Road is currently classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH radar enforced speed limit.

Average Daily Traffic Volumes

Lake Wohlford Road:

	<u>05/23</u>	<u>03/16</u>
1,000' N/o Oakvale Road	5,084	5,157

Speed Data

Lake Wohlford Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
1,000' S/o Guejito Road	(2023)	48.7 MPH	40-49	79%
	(2018)	53.0 MPH	44-53	66%
2,600' S/o Duro Road	(2023)	45.2 MPH	35-44	62%
	(2018)	48.0 MPH	37-46	67%
2,100' N/o Oakvale Road	(2023)	52.7 MPH	44-53	78%
Speed Zone	(2023)	48.9 MPH	40-49	73%

Collision Data

There have been 20 reported collisions, 10 which included an injury, along this segment of roadway in a 4-year period (2019-09-01 to 2023-08-31). These collisions result in a

segment accident rate of 0.85 collisions per million vehicle miles. The statewide average is 3.22 collisions per million vehicle miles for similar rural, rolling, conventional 2 lanes or less, roads with speeds less than 55 MPH.

Discussion

This item is a review to certify the existing posted speed limit for radar enforcement on Lake Wohlford Road from Guejito Road to the Escondido city limit (east of Valley Center Road) in the unincorporated community of Valley Center and was requested by staff. The TAC recommends reducing the existing 50 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.

Lake Wohlford Road from Guejito Road to the Escondido city limit (east of Valley Center Road) is a 2-lane undivided highway with no passing centerline. The road currently has a posted 50 MPH speed limit. The road provides access to residential roads, a commercial driveway, and the Lake Wohlford recreation area.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (48.7 MPH, 45.2 MPH, & 52.7 MPH) produced an overall speed zone of 48.9 MPH which could support a 50 MPH speed limit. 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.

An area resident present expressed support for a lower speed limit. This sentiment was echoed by another resident present.

The District 5 representative noted that there is a parking lot adjacent to the road near Duro Rd and the Lake Wohlford recreational area and there can be a significant amount of people near the road. The Fire Authority representative added that it can be difficult to pull out of the Lake Wohlford recreational area driveway. The Sheriff representative described the high number of bicycles that use the roadway. He also noted that there have been a number of single vehicle collisions along the road that go unreported.

The TAC recommends reducing the existing 50 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.

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. Lake Wohlford Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the existing 50 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.

Motion: Wellhouser

Second: Schlaefli

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

Necessary Board Action

Amend Section 72.161.35.1. of the San Diego County Code.