

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**December 6, 2024 ~ 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: Neal, Second: Wellhouser; Vote: 12-yes, 0-no, 0-abstain, 4-absent, 1-vacant
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	SAN VICENTE RD BARONA MESA RD TO 1 MI E/O WILDCAT CANYN RD	RAMONA/ RAMONA CPG
2-B. RADAR CERTIFICATION	SAN VICENTE RD 1 MI E/O WILDCAT CANYON RD TO HANSON LN	RAMONA/ RAMONA CPG
2-C. RADAR CERTIFICATION	SAN VICENTE RD HANSON LN TO ELEVENTH ST	RAMONA/ RAMONA CPG
2-D. RADAR CERTIFICATION	SAN VICENTE RD/TENTH ST ELEVENTH ST TO SR-67	RAMONA/ RAMONA CPG
2-E. RADAR CERTIFICATION	DEHESA RD EL CAJON C/L TO 370' E/O WILLOW GLEN DR	HILLSDALE/ C-D-GH-HC CPG
2-F. RADAR CERTIFICATION	DEHESA RD 370' E/O WILLOW GLEN DR TO 1,000' E/O MP 7.0	DEHESA/ C-D-GH-HC CPG
2-G. RADAR CERTIFICATION	DEHESA RD 1,000' E/O MP 7.0 TO TAVERN RD	DEHESA/ C-D-GH-HC CPG
2-H. RADAR CERTIFICATION	VISTA RAMONA RD OLD JULIAN HY TO 1,000' E/O RUTHERFORD RD	RAMONA/ RAMONA CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	BROADWAY/CAMPO RD LEMON GROVE C/L TO SR-125 RAMP	SPRING VALLEY/ SPRING VALLEY CPG
4-B. RADAR CERTIFICATION	CAMPO RD SR-125 RAMP TO BANCROFT DR	SPRING VALLEY/ SPRING VALLEY CPG/ VALLE DE ORO CPG
4-C. RADAR CERTIFICATION	CAMPO RD BANCROFT DR TO S GRANADA AV	CASA DE ORO/ VALLE DE ORO CPG
4-D. RADAR CERTIFICATION	CAMPO RD S GRANADA AV TO AGUA DULCE BL	CASA DE ORO/ VALLE DE ORO CPG

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:

<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

ALL DISTRICTS

**A. RADAR
CERTIFICATION**

SAFETY CORRIDOR ROADS

DISTRICT 1

- | | | |
|------|---|-------------------------------------|
| 1-a. | JAMACHA BL
SWEETWATER RD TO LA PRESA AV | SPRING VALLEY/
SPRING VALLEY CPG |
| 1-b. | JAMACHA BL
LA PRESA AV TO 1,000' E/O OMEGA ST | SPRING VALLEY/
SPRING VALLEY CPG |
| 1-c. | PARADISE VALLEY RD
SAN DIEGO CL TO ELKELTON BL | SPRING VALLEY/
SPRING VALLEY CPG |

DISTRICT 2

- | | | |
|------|--|----------------------------------|
| 2-a. | WILDCAT CANYON RD
WILLOW RD TO BARONA INDIAN RESERVATION (S
BOUNDARY) | LAKESIDE/BARONA/
LAKESIDE CPG |
| 2-b. | WILDCAT CANYON RD
BARONA INDIAN RESERVATION (S BOUNDARY) TO
SAN VICENTE RD | BARONA/RAMONA
RAMONA CPG |

DISTRICT 1 & 4

- | | | |
|--------|---|-------------------------------------|
| 1/4-a. | SWEETWATER RD
LEMON GROVE CL TO JAMACHA BL | SPRING VALLEY/
SPRING VALLEY CPG |
|--------|---|-------------------------------------|

DISTRICT 5

- | | | |
|------|--|-------------------------------------|
| 5-a. | GOPHER CANYON RD
SPA HAVEN WY TO CHAMPAGNE BL | BONSALL/
BONSALL CSG |
| 5-b. | MISSION RD
WINTER HAVEN RD TO SR-76 | FALLBROOK/
FALLBROOK CPG |
| 5-c. | MISSION RD
450' E/O STAGE COACH LN TO OLD HIGHWAY 395 | FALLBROOK/
FALLBROK CPG |
| 5-d. | PALA TEMECULA RD
NEJO RD TO RIVERSIDE COUNTY LINE | PALA/
PALA-PAUMA CSG |
| 5-e. | LILAC RD/OLD CASTLE RD
VALLEY CENTER RD TO CHAMPAGNE BL | VALLEY CENTER/
VALLEY CENTER CPG |
| 5-f. | BEAR VALLEY RD
ESCONDIDO CL TO SR-78 | SAN PASQUAL/
N/A |
| 5-g. | BEAR VALLEY RD
SR-78 TO ESCONDIDO CL | SAN PASQUAL/
N/A |

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<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: San Vicente Road from Barona Mesa Road to 5,280' east of Wildcat Canyon Road (a distance of 1.88 miles)
RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Vicente Road from Barona Mesa Road to 5,280' east of Wildcat Canyon Road is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 45 MPH speed limit.

Existing Traffic Devices

San Vicente Road is a striped 4-lane divided highway that is two 30-foot roadways. The roadways are striped with a lane line. San Vicente Road is signal controlled at Gunn Stage Road. The road has an uncontrolled marked golf crossing at Arena Drive. The road is currently posted with a 45 MPH speed limit. San Vicente Road from Ramona Oaks Road to Vista Vicente Drive is currently classified as a Major Road on the County General Plan Mobility Element Network. West of Vista Vicente Drive, San Vicente Road is classified as a Community Collector.

<u>Average Daily Traffic Volumes</u>	<u>09/24</u>
San Vicente Road:	
1,300' W/o Ramona Oaks Road	7,625
300' W/o Vista Vicente Drive	13,144

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
San Vicente Road:				
1,300' W/o Ramona Oaks Road	(2024)	51.1 MPH	42-51	64%
300' W/o Vista Vicente Drive	(2024)	51.5 MPH	44-53	80%
Speed Zone	(2024)	51.3 MPH	43-52	72%

Collision Data

There have been 24 reported collisions, 9 of which involved an injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31) This collision results in a segment

accident rate of 1.12 collisions per million vehicle miles. The statewide average is 1.13 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 of the existing posted speed limit and certification for radar enforcement on San Vicente Road from Barona Mesa Road to one mile east of Wildcat Canyon Road in the unincorporated community of Ramona and was requested by staff. The TAC recommends certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as golf cart presence.

San Vicente Road is a striped 4-lane divided highway. The roadway is striped with lane lines. The road is signal controlled at Gunn Stage Road. San Vicente Road is currently posted with a 45 MPH speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

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 (51.1 MPH and 51.5 MPH) produced an overall speed zone of 51.3 MPH which could support a 50 MPH speed limit. Staff noted a collision rate near the Statewide average (1.12 vs 1.13 collisions per million vehicle miles) which could support a lower 45 MPH speed limit.

The County Traffic Engineer noted that golf cart crossing creates conditions not readily apparent to the drive and therefore a 45 MPH speed limit is reasonable for the road.

The TAC recommends certifying the 45 MPH speed limit for radar enforcement on San Vicente Road from Barona Mesa Road to one mile east of Wildcat Canyon Road in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as golf cart presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. San Vicente Road meets the California Highway Patrol (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 recommends certifying the 45 MPH speed limit for radar enforcement on San Vicente Road from Barona Mesa Road to one mile east of Wildcat Canyon Road in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as golf cart presence.

Motion: Kenney

Second: Wellhouser

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: San Vicente Road from 1 mile east of Wildcat Canyon Road to Hanson Lane (a distance of 3.90 miles)
RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Vicente Road from 1 mile east of Wildcat Canyon Road to Hanson Lane is currently posted with a 50 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

San Vicente Road is a striped 2-lane highway that varies between 24 and 66 feet wide. The roadway is striped with a no-passing centerline and white edgeline from 1 mile east of Wildcat Canyon Road to 975' east of Wildcat Canyon Road. West of 975' east of Wildcat Canyon Road to Warnock Drive, the roadway is striped with a no-passing centerline and bike lane. From Warnock Drive to Hanson Lane, the roadway is striped with a two-way left turn lane and bike lane. The road is posted with bus stop ahead signs, signal advisories, and a speed advised reverse turn. The road traffic control signals at intersections of Wildcat Canyon Road, Warnock Drive, and Hanson Lane. San Vicente Road is currently 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.

Average Daily Traffic Volumes

	<u>09/24</u>	<u>05/16</u>
San Vicente Road:		
1,000' E/o Wildcat Canyon Road	15,997	15,430
750' S/o Warnock Road	14,914	13,920

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
<u>Speed Data</u>				
San Vicente Road:				
1,000' E/o Wildcat Canyon Road	(2024)	54.6 MPH	46-55	83%
	(2016)	53.2 MPH	46-55	91%
100' N/o Mile Post 14.0	(2024)	55.6 MPH	47-56	80%
	(2016)	56.7 MPH	48-57	82%

750' S/o Warnock Drive	(2024)	53.0 MPH	45-54	85%
	(2016)	54.0 MPH	46-55	86%
Speed Zone	(2024)	54.4 MPH	46-55	83%
	(2016)	54.9 MPH	47-56	84%

Collision Data

There have been 43 reported collisions, 19 involved an injury, of which 2 involved severe injury, and 1 involved a fatality, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 0.65 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 of the existing posted speed limit and certification for radar enforcement on San Vicente Road from one mile east of Wildcat Canyon Road to Hanson Lane in the unincorporated community of Ramona and was requested by staff. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on safety corridor designation.

San Vicente Road is a striped 2-lane undivided highway. The roadway is striped with no-passing centerline and white edgeline from one mile east of Wildcat Canyon Road to 975' east of Wildcat Canyon Road. The roadway is striped with a no-passing centerline and bike lane from 975' east of Wildcat Canyon Road to Warnock Drive. From Warnock Drive to Hanson Lane, the roadway is striped with a two-way left turn lane and bike lane. The road has traffic signals at Wildcat Canyon Road, Warnock Drive, and Hanson Lane. San Vicente Road is currently posted with a 50 MPH radar enforced speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (54.6 MPH, 55.6 MPH, and 53.0 MPH) produced an overall speed zone of 54.4 MPH which could support a 50 MPH speed limit.

Today, State law allows the County to utilize an additional 5 MPH reduction by designating roads as safety corridors due to the occurrence of fatal or serious injury collisions. Regarding collision severity on this road, staff noted there have been one fatal and two serious injury collisions in this review period, qualifying the segment as a safety corridor, which could support a lower 45 MPH speed limit.

The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on San Vicente Road from one mile east of Wildcat Canyon Road to Hanson Lane in the unincorporated community of Ramona based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation.

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. San Vicente 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 recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on San Vicente Road from one mile east of Wildcat Canyon Road to Hanson Lane in the unincorporated community of Ramona based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation.

Motion: Kenney

Second: Wellhouser

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Add Section 72.169.35.3. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: San Vicente Road from Hanson Lane to Eleventh Street (a distance of 0.63 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Vicente Road from Hanson Lane to Eleventh Street is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

San Vicente Road is a striped 2-lane highway that varies between 50 and 64 feet wide. The roadways are striped with a two-way left turn lane and bike lane. The road is posted with school zone signage and signal advisory signs. The road has traffic control signals at the intersections of Hanson Lane and Eleventh Street. San Vicente Road is currently classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with at 50 MPH radar enforced speed limit.

Average Daily Traffic Volumes

	<u>09/24</u>	<u>04/18</u>
San Vicente Road:		
395' S/o Barger Place	9,587	10,600

Speed Data

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
San Vicente Road:			
300' S/o Barger Place	(2024) 49.2 MPH	41-50	80%
	(2018) 50.9 MPH	43-52	84%

Collision Data

There have been 5 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 0.76 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 of the existing posted speed limit and certification for radar

enforcement on San Vicente Road from Hanson Lane to Eleventh Street in the unincorporated community of Ramona and was requested by staff. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows rounding to the lower 5 MPH increment.

San Vicente Road is a striped 2-lane undivided highway. The roadway is striped with a two-way left turn lane and bike lane. The road is signal controlled at the intersections of Hanson Lane and Eleventh Street. San Vicente Road is currently posted with a 50 MPH radar enforced speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 49.2 MPH which could support a 45 MPH speed limit.

The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on San Vicente Road from Hanson Lane to Eleventh Street in the unincorporated community of Ramona based on measured speeds and State law which allows rounding 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. San Vicente 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 recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement on San Vicente Road from Hanson Lane to Eleventh Street in the unincorporated community of Ramona based on measured speeds and State law which allows rounding to the lower 5 MPH increment.

Motion: Kenney

Second: Wellhouser

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Add Section 72.169.35.4. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: San Vicente Road/Tenth Street from Eleventh Street to State Route 67 (a distance of 0.57 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Vicente Road/Tenth Street from Eleventh Street to State Route 67 is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

San Vicente Road is a striped 2-lane highway that is 54 feet wide. The roadway is striped with a two-way left turn lane and bike lane. The road is posted with signal advisory signs and a fire station advisory with supplementary flashing beacons. The road has traffic control signals at the intersections of Eleventh Street, H Street, D Street and State Route 67. San Vicente Road is currently classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

09/24

Tenth Street:

420' S/o E Street

7,271

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Tenth Street:

420' S/o E Street

(2024) 45.1 MPH

35-44

75%

Collision Data

There have been 15 reported collisions, 6 of which involved an injury, 2 involving a pedestrian, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 3.31 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 of the existing posted speed limit and certification for radar enforcement on San Vicente Road/Tenth Street from Eleventh Street to State Route 67

in the unincorporated community of Ramona and was requested by staff. The TAC recommends certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

San Vicente Road is a striped 2-lane undivided highway. The roadway is striped with a two-way left turn lane and bike lane. The road is signal controlled at the intersections of Eleventh Street, H Street, D Street and State Route 67. San Vicente Road is currently posted with a 40 MPH radar enforced speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. State law also allows an additional 5 MPH reduction based on roadway conditions such as collision history. The result of a recent speed survey produced an overall speed zone of 45.1 MPH which could support a 45 MPH speed limit. Staff noted a collision rate above the Statewide average (3.31 vs 1.68 collisions per million vehicle miles) which could support a lower 40 MPH speed limit.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on San Vicente Road/Tenth Street from Eleventh Street to State Route 67 in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

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. San Vicente Road/Tenth Street 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 recommends certifying the 40 MPH speed limit for radar enforcement on San Vicente Road/Tenth Street from Eleventh Street to State Route 67 in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Wellhouser

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Dehesa Road from El Cajon city limit to 390' east of Willow Glen Drive (a distance of 1.97 miles)
HILLSDALE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Dehesa Road from El Cajon city limit to 390' east of Willow Glen Drive is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 45 MPH speed limit.

Existing Traffic Devices

Dehesa Road is a striped 2-lane undivided highway that is 30 to 60 feet wide. The roadway is striped with no-passing centerline and bike lanes. The road is posted with speed advised curves, signal advisories, fire station advisory, and equestrian advisory. Dehesa Road has traffic control signals at the intersections of Vista Grande Road and Willow Glen Drive. Dehesa Road is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is currently posted with a 45 MPH speed limit.

Average Daily Traffic Volumes

05/24

Dehesa Road:	
700' W/o Vista Grande Road	13,490
760' W/o Willow Glen Drive	8,978

Speed Data

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

Dehesa Road:			
700' W/o Vista Grande Road	(2024)	50.0 MPH	43-52 62%
350' W/o Singing Heights Drive	(2024)	51.4 MPH	43-52 72%
150' W/o Singing Vista Drive	(2024)	35.6 MPH	27-36 68%
Speed Zone	(2024)	45.6 MPH	38-47 67%

Collision Data

There have been 41 reported collisions, 19 of which involved an injury, of which 1 involved

severe injury, and 2 of which involved a fatality, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31) This collision results in a segment accident rate of 1.69 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 MPH to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Dehesa Road from El Cajon city limit (east of Granite Hills Drive) to 390' east of Willow Glen Drive in the unincorporated community of Hillsdale and was requested by staff. The TAC recommends relocating the eastern endpoint from 390' east of Willow Glen Road to Willow Glen Road and certifying the 45 MPH speed limit for radar enforcement based on measured speeds.

Dehesa Road is a striped 2-lane undivided highway. The roadway is striped with no-passing centerline and bike lane. The road is signal controlled at the intersections of Vista Grande Road and Willow Glen Drive. Dehesa Road is currently posted with a 45 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

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 (50.0 MPH, 51.4 MPH, and 35.6 MPH) produced an overall speed zone of 45.6 MPH which could support a 45 MPH speed limit.

The TAC recommends relocating the eastern endpoint from 390' east of Willow Glen Road to Willow Glen Road and certifying the 45 MPH speed limit for radar enforcement on Dehesa Road from El Cajon city limit (east of Granite Hills Drive) to Willow Glen Drive in the unincorporated community of Hillsdale 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. Dehesa Road meets the CHP criteria for radar speed enforcement.

The Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends relocating the eastern endpoint from 390' east of Willow Glen Road to Willow Glen Road and certifying the 45 MPH speed limit for radar enforcement on Dehesa Road from El Cajon city limit (east of Granite Hills Drive) to Willow Glen Drive in the unincorporated community of Hillsdale based on measured speeds.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Amend Section 72.169.21. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-F**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Dehesa Road from 390' east of Willow Glen Drive to 1,000' east of Mile Post 7.0 (a distance of 5.62 miles)
DEHESA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Dehesa Road from 390' east of Willow Glen Drive to 1,000' east of Mile Post 7.0 is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 50 MPH speed limit.

Existing Traffic Devices

Dehesa Road is a striped 2-lane undivided highway that is 30 to 60 feet wide. The roadway is striped with no-passing centerline and bike lanes. The road is posted with speed advised curves, signal advisories, intersection advisory, fire station advisory, school zone signs, and equestrian advisory signs. Dehesa Road has traffic control signals at the intersections of Harbison Canyon Road and Sycuan Road. Dehesa Road from 390' east of Willow Glen Drive to Sycuan Road is currently classified as a Major Road on the County General Plan Mobility Element Network. Dehesa Road from Sycuan to 1,000' east of Mile Post 7.0 is currently classified as a Light Collector. The road is currently posted with a 45 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>05/24</u>	<u>02/23</u>	<u>10/22</u>
Dehesa Road:			
740' E/o Willow Glen Drive	16,338	14,277	15,927
700' E/o Harbison Canyon Road	14,095	11,732	14,015
800' E/o Stallion Oaks Road	2,625		

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Dehesa Road:				
3,200' E/o Willow Glen Drive	(2024)	56.1 MPH	45-54	68%
	(2017)	55.8 MPH	47-56	83%
2,400' W/o Sloan Canyon Road	(2024)	53.1 MPH	45-54	74%
2,400' E/o Sloan Canyon Road	(2024)	53.4 MPH	44-53	75%

	(2017)	53.5 MPH	46-55	84%
@ Sagebrush Lane	(2024)	47.7 MPH	37-46	60%
	(2017)	54.4 MPH	45-54	79%
650' E/o Stallion Oaks Road	(2024)	51.4 MPH	43-52	68%
	(2017)	54.0 MPH	44-53	76%
Speed Zone	(2024)	52.3 MPH	43-52	69%
	(2017)	54.4 MPH	46-55	81%

Collision Data

There have been 86 reported collisions, 46 of which involved an injury, of which 4 involved severe injury, and 2 of which involved a fatality, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31) This collision results in a segment accident rate of 1.27 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 MPH to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Dehesa Road from 390' east of Willow Glen Drive to 1,000' east of Mile Post 7.0 in the unincorporated community of Dehesa and was requested by staff. The TAC recommends relocating the western endpoint from 390' east of Willow Glen Road to Willow Glen Road, relocating the eastern endpoint from 1,000' east of Mile Post 7.0 to Sycuan Road, reducing the 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 and for an additional 5 MPH reduction based on safety corridor designation.

Dehesa Road is a striped 2-lane undivided highway. The roadway is striped with no-passing centerline and bike lane. The road is signal controlled at the intersections of Harbison Canyon Road and Sycuan Road. Dehesa Road is currently posted with a 50 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (56.1 MPH, 53.1 MPH, 53.4 MPH, and 47.7 MPH) produced an overall speed zone of 52.6 MPH which could support a 50 MPH speed limit.

Today, State law allows the County to utilize an additional 5 MPH reduction by designating roads as safety corridors due to the occurrence of fatal or serious injury collisions. Regarding collision severity on this road, staff noted there have been two fatal and three several serious injury collisions in this review period, qualifying the segment as a safety corridor, which could support a lower 45 MPH speed limit.

The County Traffic Engineer proposed changing the endpoints of the segment to reflect the change in traffic conditions between the city of El Cajon and the Sycuan Casino.

The TAC recommends relocating the western endpoint from 390' east of Willow Glen Road to Willow Glen Road, relocating the eastern endpoint from 1,000' east of Mile Post 7.0 to Sycuan Road, reducing the 50 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement on Dehesa Road from Willow Glen Drive to Sycuan Road in the unincorporated community of Dehesa based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation.

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. Dehesa Road meets the CHP criteria for radar speed enforcement.

The Crest-Dehesa-Granite Hills-Harbison Canyon 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 390' east of Willow Glen Road to Willow Glen Road, relocating the eastern endpoint from 1,000' east of Mile Post 7.0 to Sycuan Road, reducing the 50 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement on Dehesa Road from Willow Glen Drive to Sycuan Road in the unincorporated community of Dehesa based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Amend Section 72.169.21.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-G**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Dehesa Road from 1,000' east of Mile Post 7.0 to Tavern Road (a distance of 2.79 miles) DEHESA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Dehesa Road from 1,000' east of Mile Post 7.0 to Tavern Road currently has no posted speed limit and is subject to the State maximum 55 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Dehesa Road is a striped 2-lane undivided highway that is 30 to 60 feet wide. The roadway is striped with no-passing centerline and white edgeline. The road is posted with speed advised curves. Dehesa Road is currently classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

05/24

Dehesa Road:

At Mile Post 8.5 2,007

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Dehesa Road:				
100' E/o Dehesa Ranch Road	(2024)	46.6 MPH	38-47	80%
@ Mile Post 8.5	(2024)	48.4 MPH	39-48	69%
725' E/o Mile Post 9.0	(2024)	49.1 MPH	35-44	65%
900' W/o Tavern Road	(2024)	50.8 MPH	40-49	66%
Speed Zone	(2024)	48.7 MPH	38-47	70%

Collision Data

There have been 12 reported collisions, 8 of which involved an injury, of which 1 involved severe injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31) This

collision results in a segment accident rate of 1.96 collisions per million vehicle miles. The statewide average is 1.37 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 of the existing posted speed limit and certification for radar enforcement on Dehesa Road from 1,000' east of Mile Post 7.0 to Tavern Road in the unincorporated community of Dehesa and was requested by staff. The TAC recommends establishing a 45 MPH speed limit for radar enforcement on Dehesa Road from Sycuan Road to Tavern Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Dehesa Road is a striped 2-lane undivided highway. The roadway is striped with no-passing centerline and white edgeline. Dehesa Road currently has no posted speed limit and is subject to the State maximum 55 MPH speed limit. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. State law also allows an additional 5 MPH reduction based on roadway conditions such as collision history. The result of recent speed surveys (51.4 MPH, 46.6 MPH, 48.4 MPH, 49.1 MPH, and 50.8 MPH) produced an overall speed zone of 49.3 MPH which could support a 50 MPH speed limit. Staff noted a collision rate above the Statewide average (1.80 vs 1.36 collisions per million vehicle miles) which could support a lower 45 MPH speed limit.

The County Traffic Engineer proposed changing the endpoints of the segment to reflect the change in traffic conditions near the Sycuan Casino.

The TAC recommends establishing a 45 MPH speed limit for radar enforcement on Dehesa Road from Sycuan Road to Tavern Road in the unincorporated community of Dehesa based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

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. Dehesa Road meets the CHP criteria for radar speed enforcement.

The Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends establishing a 45 MPH speed limit for radar enforcement on Dehesa Road from Sycuan Road to Tavern Road in the unincorporated community of Dehesa based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Add Section 72.169.21.2. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 2-H**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Vista Ramona Road from Old Julian Highway to 1,000' north of Rutherford Road (a distance of 1.55 miles)
RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Vista Ramona Road from Old Julian Highway to 1,000' north of Rutherford Road is currently posted with a 50 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Vista Ramona Road is a striped 2-lane highway that varies between 22 and 40 feet wide. The roadways are striped with a no crossing centerline and white edgeline for a majority of the road, and has a two-way left turn lane between Timber Passage and Arena Way. The road is posted with a variety of advisory signs, including equestrian, bus stop, head-on arrow signs, as well as multiple turn and reverse turn advisories throughout the segment. The road is stop controlled at Arena Way. Vista Ramona Road is currently classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>09/24</u>	<u>04/15</u>
Vista Ramona Road:		
400' N/o Oak Ridge Lane	3,783	4,800
700' S/o Arena Way	1,316	

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
<u>Speed Data</u>				
Vista Ramona Road:				
400' N/o Oak Ridge Lane	(2024)	50.9 MPH	43-52	82%
	(2015)	47.9 MPH	40-49	76%
150' N/o Calle Andrea	(2024)	49.4 MPH	40-49	51%
400' N/o Arena Way	(2015)	48.9 MPH	40-49	75%
700' S/o Arena Way	(2024)	43.4 MPH	33-42	69%

Speed Zone	(2024)	47.9 MPH	39-48	67%
	(2016)	48.5 MPH	40-49	76%

Collision Data

There have been 7 reported collisions, 4 of which involved an injury, along this segment of roadway in a 3-year (2021-10-01 to 2024-09-30) This collision results in a segment accident rate of 1.62 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 of the existing posted speed limit and certification for radar enforcement on Vista Ramona Road from Old Julian Highway to 1,000' north of Rutherford Road in the unincorporated community of Ramona and was requested by staff. The TAC recommends establishing a 45 MPH speed limit on Vista Ramona Road from Old Julian Highway to Timber Passage, establishing a 40 MPH speed limit on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road, and certifying both speed limits for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Vista Ramona Road is a striped 2-lane undivided highway. The roadway is striped with no-passing centerline and white edgeline. The road is currently posted with a 50 MPH speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. State law also allows an additional 5 MPH reduction based on roadway conditions such as collision history. The result of recent speed surveys (51.4 MPH, 46.6 MPH, 48.4 MPH, 49.1 MPH, and 50.8 MPH) produced an overall speed zone of 49.3 MPH which could support a 50 MPH speed limit. Staff noted a collision rate above the Statewide average (1.62 vs 1.24 collisions per million vehicle miles) which could support a lower 45 MPH speed limit.

The County Traffic Engineer proposed splitting the segment into two segments at Timber Passage to reflect the change in traffic conditions between Old Julian Highway and the San Diego Country Estates. Measured speeds on Vista Ramona Road from Old Julian Highway to Timber Passage (50.9 MPH and 49.4 MPH) averaged 50.2 MPH which could support a 50 MPH speed limit. The collision rate for the proposed segment is found to be above the Statewide average (1.19 vs 1.09 collisions per million vehicle miles) which could support a lower 45 MPH speed limit. Measured speeds on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road averaged 43.4 MPH which could support a 40 MPH speed limit. The collision rate for the proposed segment is found to be above the Statewide average (2.57 vs 1.24 collisions per million vehicle miles) which could support the lower 40 MPH speed limit.

The TAC recommends establishing a 45 MPH speed limit on Vista Ramona Road from Old Julian Highway to Timber Passage, establishing a 40 MPH speed limit on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road, and certifying

both speed limits for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

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. Vista Ramona 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 recommends establishing a 45 MPH speed limit on Vista Ramona Road from Old Julian Highway to Timber Passage, establishing a 40 MPH speed limit on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road, and certifying both speed limits for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Wellhouser

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Amend Section 72.161.21.1. of the San Diego County Code.

Add Section 72.161.21.2. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 4-A**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Broadway/Campo Road from Lemon Grove city limit to the State Route 125 northbound on-ramp (a distance of 0.33 miles) SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Broadway/Campo Road from Lemon Grove city limit to the State Route 125 northbound on-ramp is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Broadway/Campo Road is a striped 4-lane highway that varies between 60 and 84 feet wide. The roadway is striped with lane lines and a two-way left turn lane. The road is posted with signal advisories. The road has traffic control signals at intersections of Fairway Drive, Spring Street, and the State Route 125 northbound on-ramp. Broadway/Campo Road is currently classified as a Community Collector 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>09/24</u>	<u>02/18</u>		
Broadway/Campo Road: 500' W/o Fairway Drive	18,330	20,544		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Broadway/Campo Road: 300' E/o Lemon Grove city limit	(2024) 45.7 MPH	38-47	73%	
	(2018) 45.6 MPH	40-49	79%	

Collision Data

There have been 23 reported collisions, 6 involved an injury, of which 1 involved severe injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 3.48 collisions per million vehicle miles. The statewide average is 0.93 collisions per million vehicle miles for similar suburban, undivided 4 lane, roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Broadway/Campo Road from the Lemon Grove city limit (west of Fairway Drive) to the State Route 125 northbound ramp in the unincorporated community of Spring Valley and was requested by staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

Broadway/Campo Road is a striped 4-lane undivided highway. The roadway is striped with lane lines and a two-way left turn lane. The road is signal controlled at the intersections of Fairway Drive, Spring Street, and the State Route 125 northbound on-ramp. Broadway/Campo Road is currently posted with a 40 MPH radar enforced speed limit. The road is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. State law also allows an additional 5 MPH reduction based on roadway conditions such as collision history. The result of a recent speed survey produced an overall speed zone of 45.7 MPH which could support a 45 MPH speed limit. Staff noted a collision rate above the Statewide average (3.48 vs 0.93 collisions per million vehicle miles) which could support a lower 40 MPH speed limit.

Today, State law allows the County to utilize an additional 5 MPH reduction by designating roads as safety corridors due to the occurrence of fatal or severe injury collisions. Regarding collision severity on this road, staff noted there has been one serious injury collision in this review period, qualifying the segment as a safety corridor, which could support a lower 35 MPH speed limit.

The District 4 representative noted that the roadway has residential properties along the south side of the road west of Fairway Drive and a commercial area east of Fairway Drive. They added that the commercial area generated most of the collisions and has several potential conflict points due to driveway and intersection spacing.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the speed limit for radar enforcement on Broadway/Campo Road from the Lemon Grove city limit (west of Fairway Drive) to the State Route 125 northbound ramp in the unincorporated community of Spring Valley based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

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. Broadway/Campo Road 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 reducing the 40 MPH speed limit to 35 MPH and certifying the speed limit for radar enforcement on Broadway/Campo Road from the Lemon Grove city limit (west of Fairway Drive) to the State Route 125 northbound ramp in the unincorporated community of Spring Valley based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Amend Section 72.173.11.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 4-B**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Campo Road from State Route 125 to Bancroft Drive
(a distance of 0.47 miles) SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Campo Road from State Route 125 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 a 35 MPH speed limit.

Existing Traffic Devices

Campo Road is a striped 2-lane highway that varies between 38 and 60 feet wide. The roadway is striped with a no-passing centerline and white edgeline. The road is posted with signal advisories. The road has traffic control signals at the intersections of the State Route 125 northbound on-ramp and Bancroft Drive. Campo Road is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 35 MPH radar enforced speed limit.

<u>Average Daily Traffic Volumes</u>	<u>08/24</u>	<u>04/18</u>		
Campo Road:				
335' W/o Spring Lane	7,392	9,526		
<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Campo Road:				
@ Merritt Boulevard	(2024) 39.9 MPH	30-39	66%	
	(2018) 39.9 MPH	30-39	68%	

Collision Data

There have been 21 reported collisions, 8 involved an injury, of which 2 involved pedestrian injury of which 1 involved severe injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 5.53 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 of the existing posted speed limit and certification for radar enforcement on Campo Road from the State Route 125 northbound ramp to Bancroft Drive in the unincorporated community of Spring Valley and was requested by staff. The TAC recommends 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. There are no schools in the vicinity of this item.

Campo Road is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and white edgeline. The road is signal controlled at the intersections of the State Route 125 northbound on-ramp and Bancroft Drive. Campo Road is currently posted with a 35 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 39.9 MPH which could support a 35 MPH speed limit.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Campo Road from the State Route 125 northbound ramp to Bancroft Drive 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. Campo Road 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 certifying the 35 MPH speed limit for radar enforcement on Campo Road from the State Route 125 northbound ramp to Bancroft Drive based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 4-C**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Campo Road from Bancroft Drive to South Granada Avenue (a distance of 1.37 miles) CASA DE ORO

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Campo Road from Bancroft Drive to South Granada Avenue is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Campo Road is a striped 2-lane to 4-lane through highway that varies between 38 and 64 feet wide. The roadway is striped with a no-passing centerline and bike lane from Bancroft Drive to Kenwood Drive. From Kenwood Drive to South Granada Avenue, the roadway is striped with a two-way left turn lane, lane lines, and bike lane. The road is posted with signal advisory, pedestrian advisory, and speed feedback signs. The road has traffic control signals at the intersections of Bancroft Drive, the Faith Church driveway, Kenwood Drive, Conrad Drive, North/South Bonita Street, North/South Barcelona Street, and North/South Granada Ave/Casa de Oro Boulevard. Campo Road from Bancroft Drive to Camino Paz is currently classified as a Major Road on the County General Plan Mobility Element Network. Campo Road from Camino Paz to Rogers Drive is currently classified as a Community Collector Road on the County General Plan Mobility Element Network. Campo Road from Rogers Drive to South Granada Avenue is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 35 MPH radar enforced speed limit.

Average Daily Traffic Volumes

	<u>09/24</u>	<u>04/18</u>
Campo Road:		
135' E/o Helix Lane	8,726	8,980
600' E/o Conrad Drive	19,353	

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Campo Road:				
135' E/o Helix Lane	(2024)	41.4 MPH	31-40	69%
	(2018)	41.2 MPH	34-43	86%

Campo Road		2		Item 4-C
600' E/o Roger Road	(2024)	38.9 MPH	29-38	69%
	(2018)	40.2 MPH	32-41	83%
600' E/o Conrad Drive	(2024)	39.9 MPH	31-40	65%
	(2018)	36.9 MPH	29-38	83%
Speed Zone	(2024)	40.1 MPH	30-39	68%
	(2018)	39.4 MPH	32-41	84%

Collision Data

There have been 62 reported collisions, 29 involved an injury, of which 7 involved pedestrian injury, 2 involved bicycle injury, and 5 involved severe injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 3.11 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 of the existing posted speed limit and certification for radar enforcement on Campo Road from Bancroft Drive to South Granada Avenue in the unincorporated community of Casa de Oro and was requested by staff. The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

Campo Road is a striped 2-lane to 4-lane undivided highway. The roadway is striped with a no-passing centerline and bike lane from Bancroft Drive to Kenwood Drive. From Kenwood Drive to South Granada Avenue, the roadway is striped with a two-way left turn lane, lane lines, and bike lane. The road is signal controlled at the intersections of Bancroft Drive, the Faith Church driveway, Kenwood Drive, Conrad Drive, Bonita Street, Barcelona Street, and South Granada Ave. Campo Road is currently posted with a 35 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. State law also allows an additional 5 MPH reduction based on roadway conditions such as collision history. The result of recent speed surveys (41.4 MPH, 38.9 MPH, and 39.9 MPH) produced an overall speed zone of 40.1 MPH which could support a 40 MPH speed limit. Staff noted a collision rate above the Statewide average (3.11 vs 1.68 collisions per million vehicle miles) which could support a lower 35 MPH speed limit.

Today, State law allows the County to utilize an additional 5 MPH reduction by designating roads as safety corridors due to the occurrence of fatal or severe injury collisions. Regarding collision severity on this road, staff noted there have been two fatal collisions and seven serious injury collisions in this review period, qualifying the segment as a safety corridor, which could support a lower 30 MPH speed limit.

The County Traffic Engineer noted that the segment is influenced by school pedestrian traffic. The District 4 representative added that commercial driveway spacing makes it difficult to exit driveways along the segment.

The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Campo Road from Bancroft Drive to South Granada Avenue in the unincorporated community of Casa de Oro based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

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. Campo Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Campo Road from Bancroft Drive to South Granada Avenue in the unincorporated community of Casa de Oro based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation.

Motion: Kenney

Second: Custeau

Vote: 12-yes; 0-no; 0-abstain; 4-absent; 1-vacant

Necessary Board Action

Amend Section 72.173.81. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item 4-D**
SUPERVISORIAL DISTRICT: 4
SUBJECT: Radar Certification
LOCATION: Campo Road from South Granada Avenue to Agua Dulce Boulevard (a distance of 0.28 miles) CASA DE ORO
INITIATED BY: DPW Traffic Engineering
REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Campo Road from South Granada Avenue to Agua Dulce Boulevard is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Campo Road is a striped 4-lane highway that varies between 60 and 68 feet wide. The roadway is striped with a no-passing centerline, lane lines, and bike lane. The road is posted with a signal advisory sign and a speed advised turn. The road traffic control signals at the intersections of North/South Granada Avenue/Casa de Oro Boulevard and Agua Dulce Boulevard/State Route 94 eastbound on-ramp. Campo Road is currently classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

Average Daily Traffic Volumes **09/24**

Campo Road:
750' N/o Agua Dulce Boulevard 12,427

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
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Campo Road:			
750' N/o Agua Dulce Bl	(2024) 43.5 MPH	35-44	77%
	(2018) 44.2 MPH	35-44	68%

Collision Data

There have been 3 reported collisions, 2 involved an injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31). This collision results in a segment accident rate of 0.76 collisions per million vehicle miles. The statewide average is 0.96 collisions per million vehicle miles for similar suburban, undivided 4 lane, roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Campo Road from South Granada Avenue to Agua Dulce Boulevard in the unincorporated community of Casa de Oro and was requested by staff. The TAC recommends 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.

Campo Road is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and white edgeline. The road is signal controlled at the intersections of Granada Avenue and Agua Dulce Boulevard. Campo Road is currently posted with a 40 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 43.5 MPH which could support a 40 MPH speed limit.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Campo Road from South Granada Avenue to Agua Dulce Boulevard in the unincorporated community of Casa de Oro 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. Campo Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Campo Road from South Granada Avenue to Agua Dulce Boulevard in the unincorporated community of Casa de Oro based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Custeau

Vote: yes-12, no-0, abstain-0, absent-4, vacant-1

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 6, 2024 **Item A**

SUPERVISORIAL DISTRICT: 1, 2, 4, & 5

SUBJECT: Radar Certification

LOCATION: Multiple Locations

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Assembly Bill 43, signed into law on October 8, 2021, empowers local authorities to further reduce speed limits in designated 'safety corridors.' After conducting an engineering and traffic survey, a local authority can, by ordinance, lower the speed limit by an additional 5 mph on these segments. Safety corridors, as defined by the California Department of Transportation's California Manual on Uniform Traffic Control Devices (CA MUTCD) in 2024, are roadway sections with a high incidence of serious injury and fatality crashes. These corridors must be a prioritized subset of the local authority's road network, constituting no more than one-fifth of the total.

The County has completed their review of fatal and serious injury crashes as reported in the California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS) over a past 3-year period (2021-01-01 to 2023-12-31). This analysis has identified certain safety corridors throughout the unincorporated County. The establishment of these safety corridor segments allows for consideration of immediate reduction of the currently established speed limits by an additional 5 MPH on the below listed speed zone segments.

<u>Safety Corridor Segments</u>							
Road	From	To	F+S*	Length (miles)	85TH % (MPH)	Speed Limit (MPH)	Proposed Speed Limit (MPH)
Jamacha Bl	Sweetwater Rd	La Presa Av	6	1.10	46.2	40	35
Jamacha Bl	La Presa Av	1000' E/O Omega St	2	0.70	48.8	45	40
Paradise Valley Rd	San Diego CL (W/o Glen Vista St)	Elkelton Bl	4	0.89	49.4	45	40
Wildcat Canyon Rd	Willow Rd	Barona Indian Reservation Limit (South)	2	4.30	54.9	50	45
Wildcat Canyon Rd	Barona Indian Reservation limit (South)	San Vicente Rd	6	7.90	54.5	50	45
Sweetwater Rd	Lemon Grove CL (Shannonbrook Ct)	Jamacha Bl/ Paradise Valley Rd	7	2.50	50.2	45	40
Gopher Canyon Rd	Spa Haven Wy	Champagne Bl	3	2.94	53.9	50	45
Mission Rd	Winter Haven Rd	SR-76	8	3.89	56.2	50	45
Mission Rd	450' E/O Stage Coach Ln	Old Highway 395	4	3.27	45	45	40
Pala Temecula Rd	Nejo Rd	Riverside County line	3	4.51	51.4	45	40
Lilac Rd/Old Castle Road	Valley Center Rd	Champagne Bl	11	8.05	52.2	45	40
Bear Valley Py	Escondido CL (at Choya Canyon Rd)	SR-78	2	0.59	52.8	50	45
Bear Valley Py	SR-78	Escondido CL (near Boyle Av)	1	0.93	54.4	50	45

*F+S is defined as the total number of fatal and serious injury collisions found along the segment.

Discussion

This review was requested by DPW staff. Today, State law allows the County to utilize a 5 MPH speed limit reduction by designating roads as safety corridors due to the occurrence of fatal or severe injury collisions. Thirteen (13) road segments have been identified as safety corridors. The TAC recommends reducing speed limits by 5 MPH on these thirteen (13) speed zone segments based on State law which allows a 5 MPH reduction based on safety corridor designation and certifying the speed limits for radar enforcement.

Assembly Bill 43, signed into law on October 8, 2021, empowers local authorities to reduce speed limits in designated safety corridors. Safety corridors, as defined by the California Department of Transportation's California Manual on Uniform Traffic Control

Devices (CA MUTCD) in 2024, are roadway sections with a high incidence of serious injury and fatality crashes. After conducting an engineering and traffic survey, a local authority can, by ordinance, lower the speed limit by an additional 5 mph on these segments. These corridors must be a prioritized subset of the local authority's road network, constituting no more than one-fifth of the agency's roads.

The County has completed their review of fatal and serious injury crashes as reported in the Statewide Integrated Traffic Records System (SWITRS) over a past 3-year period (2021-01-01 to 2023-12-31). This analysis has identified certain safety corridors throughout the unincorporated County. The establishment of these safety corridor segments allows for consideration of reduction of the currently established speed limits by an additional 5 MPH on the below listed speed zone segments:

1-a. Jamacha Boulevard from Sweetwater Road to La Presa Avenue in Spring Valley - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

1-b. Jamacha Boulevard from La Presa Avenue to 1,000' east of Omega Street in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

2-a. Wildcat Canyon Road from Willow Road to Barona Indian Reservation (south limit) in Lakeside/Barona - Reduce the 50 MPH and certify the 45 MPH speed limit for radar enforcement.

1-c. Paradise Valley Road from the San Diego city limit to Elkelton Boulevard in La Presa - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

2-b. Wildcat Canyon Road from Barona Indian Reservation (south limit) to San Vicente Road in Barona/Ramona - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

1/4-a. Sweetwater Road from Lemon Grove city limit (north of Shannonbrook Court) to Jamacha Boulevard/Paradise Valley Road in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-a. Gopher Canyon Road from Spa Haven Way to Champagne Boulevard in Bonsall - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-b. Mission Road from Winter Haven Road to State Route 76 in Fallbrook - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-c. Mission Road from 450' east of Stage Coach Lane to Old Highway 395 in Fallbrook - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH

speed limit for radar enforcement.

5-d. Pala Temecula Road from Nejo Road to Riverside County line in Pala - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-e. Lilac Road/Old Castle Road from Valley Center Road to Champagne Boulevard in Valley Center - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-f. Bear Valley Parkway from Escondido city limit (at Choya Canyon Road) to State Route 78 in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-g. Bear Valley Parkway from State Route 78 to Escondido city limit (near Boyle Avenue) in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

The District 4 representative discussed concerns regarding pedestrian and bicycle severe injury and fatal collisions on the segment 1-a. The El Cajon CHP representative noted that some of the collisions near the park are likely pedestrian related. Another El Cajon CHP officer present suggested that the El Cajon CHP would support a reduced speed limit on the road.

For segment 1/4-a., the committee had a discussion on the speed limit relation to pedestrian/bicycle collisions. The El Cajon representative noted that the speed of vehicles affect the severity of the collision. The Bicycle Coalition representative reiterated that a reduced speed tends to increase survival rate.

The TAC recommends reducing speed limits by 5 MPH on the 13 speed zone segments based on State law which allows a 5 MPH reduction based on safety corridor designation and certifying the speed limits for radar enforcement.

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

Recommendation

The TAC recommends reducing speed limits by 5 MPH on the 13 speed zone segments based on State law which allows a 5 MPH reduction based on safety corridor designation and certifying the speed limits for radar enforcement.

Motion: Wellhouser

Second: Custeau

Vote: 12-yes, 0-no, 0-abstain, 4-absent, 1-vacant

Necessary Board Action

Amend Sections 72.163.12., 72.163.1., 72.167.5., 72.160.01., 72.160.02., 72.163.41., 72.161.41.1., 72.169.53., 72.169.74., 72.161.23., 72.161.24.3., 72.161.38.1., and

72.161.39. of the San Diego County Code.