

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 08-01-2025 MEETING**

- 1-A. This item is a review requested by residents to establish an all-way stop control at the intersection of Presioca Street and Harness Street in the unincorporated community of Spring Valley.

Presioca Street is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential/commercial roads and driveways. Presioca Street is uncontrolled at the intersection with Harness Street.

Harness Street is a striped two-lane undivided highway with a no-passing centerline and white edgeline. The road provides access to some residential roads and several residential and commercial driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Presioca Street.

Staff presented the results of an operational review of the intersection. The intersection meets one criterion in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at Presioca Street and Harness Street in the unincorporated community of Spring Valley.

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

- 3-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Rambla de las Flores in the unincorporated community of Rancho Santa Fe from La Granada to La Orilla was requested by DPW staff. This item was reviewed concurrently with the adjacent southern segment, Item 3-B. The TAC recommends combining the speed zone with the southern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision severity and equestrian presence. There are no schools in the vicinity of this item.

Rambla de las Flores is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road provides access to some collector roads, residential roads and driveways. Rambla de las Flores is currently

posted with a 40 MPH speed limit. The road is unclassified 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 40.5 MPH which could support a 40 MPH speed limit.

A member of the public in attendance provided additional roadway conditions including identifying horse crossings along the roadway, noted that the Rancho Riding Club utilizes the crossing and the trail that runs along the road frequently. They also brought attention to the presence of sports fields on the west side of the roadway. With these conditions noted, they requested a reduced speed limit.

The District 3 representative noted that this section of roadway is high volume with significant moments of equestrians, pedestrians, and vehicles. They expressed the need for calmer roads in this area. The District 5 representative expressed the potential to merge this segment with the adjacent southern segment. Staff noted that the results of recent speed surveys along Rambla de las Flores from La Granada to Linea del Cielo (40.5 MPH & 38.6 MPH) produced an overall speed zone of 39.6 MPH which could support a lower 35 MPH speed limit. The District 5 representative further added that the collision severity rate, equestrian presence and curvilinear nature of the road would support a reduced speed limit for the speed zone.

The TAC recommends combining the speed zone with the southern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision severity and equestrian presence.

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

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

- 3-B. This item is a review of the existing posted speed limit and certification for radar enforcement on Rambla de las Flores in the unincorporated community of Rancho Santa Fe from La Granada to La Orilla was requested by DPW staff. This item was reviewed concurrently with the adjacent southern segment, Item 3-A. The TAC recommends combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and

certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian presence. There are no schools in the vicinity of this item.

Rambla de las Flores is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road provides access to some collector roads, residential roads and driveways. Rambla de las Flores is currently posted with a 40 MPH speed limit. The road is unclassified 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 38.5 MPH which could support a 40 MPH speed limit.

A member of the public in attendance provided additional roadway conditions including identifying horse crossings along the roadway, noted that the Rancho Riding Club utilizes the crossing and the trail that runs along the road frequently. With these conditions noted, they requested a reduced speed limit.

The District 3 representative noted that this section of roadway is high volume with significant moments of equestrians, pedestrians, and vehicles. They expressed the need for calmer roads in this area. The District 5 representative expressed the potential to merge this segment with the adjacent southern segment. Staff noted that the results of recent speed surveys along Rambla de las Flores from La Granada to Linea del Cielo (40.5 MPH & 38.6 MPH) produced an overall speed zone of 39.6 MPH which could support a lower 35 MPH speed limit. The District 5 representative further added that the collision severity rate, equestrian presence and curvilinear nature of the road would support a reduced speed limit for the speed zone.

The TAC recommends combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian presence.

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

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

- 5-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from Mission Road to 1,580' south of Calavo Road and was requested by DPW staff. This speed zone was reviewed concurrently with the two subsequent speed zones to the north of this segment. The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds. The principal of Fallbrook High School was contacted for input and did not comment.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with two-way left turn lane, no passing centerline, and white edgeline and provides direct access to residential roads and Fallbrook High School. Stage Coach Lane is currently posted with a 45 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. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (42.1 MPH & 41.6 MPH) produced an overall speed zone of 41.9 MPH which could support a 40 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into extending the 40 MPH speed limit to Fallbrook Street due to similar roadway conditions. Staff presented the result of recent speed surveys (42.1 MPH, 41.6 MPH, 43.1 MPH, 45.6 MPH, & 44.1 MPH) along the combined segment which produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Stage Coach Lane 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.

- 5-B. This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from 1,580' south of Calavo Road to Reche Road and was requested by DPW staff. This speed zone was reviewed concurrently with the two adjacent speed zones to the north and south of this speed zone. The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds. The principal of Fallbrook High School was contacted for input and did not comment.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with two-way left turn lane, no passing centerline, and white edgeline and provides direct access to residential roads and residential and church driveways. Stage Coach Lane is currently posted with a 45 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. The law also allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (43.1 MPH & 45.6 MPH) produced an overall speed zone of 44.4 MPH which could support a 40 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into extending the 40 MPH speed limit to Fallbrook Street due to similar roadway conditions. Staff presented the results of recent speed surveys (42.1 MPH, 41.6 MPH, 43.1 MPH, 45.6 MPH, & 44.1 MPH) along the combined segment which produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Stage Coach Lane 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.

- 5-C. This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from Reche Road to Mission Road (north intersection) and was requested by DPW staff. This speed zone was reviewed concurrently with the two speed zones to the south of this speed zone. The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), and certifying the 35 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. There are no schools in the vicinity of this item.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with no passing centerline and white edgeline and provides direct access to residential roads and driveways. Stage Coach Lane is currently posted with a 40 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. The law also allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (44.1 MPH, 42.8 MPH, & 38.9 MPH) produced an overall speed zone of 41.9 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.32 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into relocating the southern limit to Fallbrook Street to reflect the change in roadway characteristics south of the intersection. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), and certifying the 35 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.

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. Stage Coach Lane 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.

- 5-D. This item is a review to establish a speed limit and certification for radar enforcement on Rainbow Heights Road in the unincorporated community of

Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private road) and was requested by residents. The TAC recommends certifying the 30 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.

Rainbow Heights Road is a striped 2-lane undivided highway. The roadway is striped with no passing centerline and white edgeline and provides direct access to residential roads and Fallbrook High School. Rainbow Heights currently has no posted speed limit currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. The road is unclassified 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 results of recent speed surveys (36.7 MPH & 32.6 MPH) produced an overall speed zone of 34.7 MPH which could support a 30 MPH speed limit.

A resident in attendance expressed his support for a lower speed limit and thanks for guard rail installation. They also requested additional safety devices along the road.

The District 5 representative expressed his support for a 30 MPH speed limit noting that navigating the roadway geometry would be easier with a lower speed limit.

The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Rainbow Heights Road in the unincorporated community of Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private road) 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. Rainbow Heights Road meets the CHP criteria for radar speed enforcement.

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

- 5-E. This item is a review requested by residents to establish an all-way stop control at the intersection of San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos.

San Marino Drive is a striped two-lane undivided highway with a no-passing centerline and provides direct access to some residential roads. San Marino Drive is uncontrolled at the intersection with Hermosita Drive.

Hermosita Drive is a striped two-lane undivided highway with a no-passing centerline and white edgeline. The road provides access to some residential roads. The road is stop controlled in the eastbound direction at the intersection with San Marino Drive.

Staff presented the results of an operational review of the intersection. The intersection meets one criterion in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos.

This item is located in the North Metro Planning area and is not represented by a community group.