

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 08-02-2024 MEETING**

- 3-A. This item is a review to certify the existing posted speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque in Rancho Santa Fe and was requested by staff. The Traffic Advisory Committee (TAC) recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque based on measured speeds, equestrians, pedestrians, bicyclists, and State law which allows an additional 5 miles per hour (MPH) reduction based on roadway conditions not readily apparent to the driver.

Via de Santa Fe is a two-lane undivided highway striped with a no-passing centerline and bike lanes. It currently has a posted 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 result of recent speed surveys produced an overall speed zone of 42.3 MPH which could support a 40 MPH speed limit.

The Committee reviewed Item 3-A, Via de Santa Fe from Via de la Valle to Calzada del Bosque, and Item 3-B, Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road, simultaneously.

The Rancho Santa Fe Homeowners Association Patrol Chief was in attendance and provided input regarding the northern segment of Via de Santa Fe mentioning that there were multiple blind curves, lots of equestrians that ride along the roadway, and that cars and horses share the road with bicyclists. He noted that in this area there are commuters mixing with residents arriving and leaving Rancho Santa Fe Community Ranch daily. He wanted the Committee to know of unreported collisions. He requested that this segment of Via de Santa Fe, from Via de la Valle to Calzada del Bosque be lowered to 30 MPH.

The District 5 Representative expressed concern about curves on the road. He mentioned that there have been numerous unreported collisions that resulted in property damage. The Committee reviewed the legalities of setting a speed limit and how a 30 MPH speed limit could not be radar enforced. The County Traffic Engineer briefly explained the concept of safety corridors, noting that such a designation is not available for this case, and opposed a 30 MPH speed limit due to the road's high traffic volume. The County Traffic Engineer emphasized that only reported collisions are considered and that collisions are evenly distributed here. The Bicycle Coalition representative supported a lower speed limit due to safety concerns for bicyclists.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque based on measured speeds, equestrians, pedestrians, bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Via de Santa Fe 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. The Chair of the San Dieguito Community Planning Group provided an email in support of certifying the existing speed limit on Via de Santa Fe between Via de la Valle and Calzada del Bosque.

- 3-B. This item is a review to certify the existing posted speed limit for radar enforcement on Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road in Fairbanks Ranch and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Via de Santa Fe/El Apajo is a two-lane undivided highway striped with a no passing centerline. The road is posted with a 20 MPH turn advisory, intersection advisories, and object markers. It currently has a posted 45 MPH speed limit. Via de Santa Fe is currently unclassified on the County General Plan Mobility Element Network. El Apajo is currently 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 43.1 MPH which supports a 40 MPH speed limit.

The Committee reviewed Item 3-A, Via de Santa Fe from Via de la Valle to Calzada del Bosque, and Item 3-B, Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road, simultaneously.

The Committee noted that there is one short-radius curve at the location where the road changed name and that there is a school and a shopping center on El Apajo. The TAC recommends certifying a 40 MPH speed limit for radar enforcement on Via de Santa Fe/El Apajo in Fairbanks Ranch from Calzada del Bosque to San

Dieguito 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. Via de Santa Fe/El Apajo 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. The Chair of the San Dieguito Community Planning Group provided an email in support of lowering the speed limit on Via de Santa Fe/El Apajo between Calzada del Bosque and San Dieguito Road.

- 4-A. This item is a review to certify the existing posted speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue in the unincorporated community of La Mesa/El Cajon and was requested by staff. The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue based on measured speeds, pedestrians, limited shoulder, hidden driveways and drainage ditches, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Fuerte Drive is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. Fuerte Drive is stop controlled at Grossmont Boulevard and is signalized at Grandview Drive and Avocado Boulevard. The road is posted with stop and signal advisory signs, school signs, curve advisory signs, and numerous object markers. It currently has a posted 35 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 (37.0 MPH, 40.8 MPH, 34.6 MPH, 45.0 MPH, 46.6 MPH & 43.3 MPH) produced an overall speed zone of 41.2 MPH which could support a 40 MPH speed limit.

During Committee discussion, the County Traffic Engineer noted that the measured speed varies across the long road, being slower on the west half and faster on the east. He proposed that either the road be evaluated to make a single 35 mph limit or the segment could be divided into two segments with the possibility of raising the speed limit on the eastern side to 40 mph. The Public Works representative indicated that local residents raised concerns about unreported collisions near a school zone on the eastern portion where school drop-off congestion extends onto Fuerte Drive. He also indicated that there was a recent

installation of a new marked crosswalk. He highlighted that this is a crucial factor against recommending increasing the speed limit there.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue based on measured speeds, pedestrians, limited shoulder, hidden driveways and drainage ditches, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

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

- 5-A. This item is a review to certify the existing posted speed limit for radar enforcement on Rock Springs Road from Nordahl Road to Bennett Avenue in the unincorporated community of Escondido and was requested by staff. The TAC recommends relocating the eastern end of the speed zone from Nordahl Road to the Escondido city limit (near Hagen Oakes Court) and certifying a 35 MPH speed limit for radar enforcement based on similar roadway characteristics, measured speeds, driveways, pedestrians, bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Rock Springs Road is a striped 2-lane undivided highway. The road is stop controlled at Rees Road, is signalized at Nordahl Road, and is striped with a no passing centerline, a two-way left turn lane, and white edgelines. Rock Springs Road is posted with stop and signal advisory signs, school signs, and object markers. The road currently has a posted 40 MPH speed limit from Bennett Avenue to Nordahl Road and currently does not have a posted speed limit Nordahl Road to the Escondido city limit (near Hagen Oakes Court) where is subject to a 55 MPH maximum speed limit. Rock Springs Road is currently 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 (42.4 MPH & 42.2 MPH) produced an overall speed zone of 42.3 MPH which could support a 40 MPH speed limit.

Staff requests to modify the current ordinance to include the rest of the county-maintained portion of Rock Springs Road. The District 5 Representative commented on new construction in the area with new sidewalk, bike lane, and other improvements to the roadway. He indicated there is a school in the area which is in the eastern portion of Rock Springs Road.

The TAC recommends relocating the eastern end of the speed zone from Nordahl Road to the Escondido city limit (near Hagen Oakes Court) and certifying a 35 MPH speed limit for radar enforcement based on similar roadway characteristics, measured speeds, driveways, pedestrians, bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions.

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

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