

## ATTACHMENT A

### SUMMARY OF TRAFFIC ADVISORY COMMITTEE RECOMMENDATIONS FROM THE 03-11-2022 MEETING

2-A. This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by Department of Public Works (DPW) staff. The Traffic Advisory Committee (TAC) recommends certifying the 40 MPH speed limit for radar enforcement on Euclid Avenue from the El Cajon city limit (at Granite Hills Drive) to Valley View Boulevard in Granite Hills based on measured speeds.

The subject segment of Euclid Avenue is a striped two-lane suburban undivided, residential collector roadway with white edgeline. The roadway provides access to private and public residential roadways and residential driveways.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 miles per hour (MPH) increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of a recent speed surveys (47.0 MPH & 38.6 MPH) produced an overall speed zone of 42.8 MPH which supports a 40 MPH speed limit.

The TAC recommended 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. Euclid Avenue 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.

5-A. This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Nordahl Road from the Escondido city limit (near El Norte Parkway) to the San Marcos city limit (at Knob Hill Road) in Escondido/San Marcos based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history.

The subject segment of Nordahl Road is a striped two-lane suburban undivided, major road with white edgeline. The roadway provides access to private and public residential roadways and residential driveways. It is also used as a throughway to and from Escondido and San Marcos.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of a recent speed survey (39.5 MPH & 35.6 MPH) produced an overall speed zone of 37.4 MPH which supports a 35 MPH speed limit. Staff noted that the segment accident rate was found to be higher than the Statewide average (2.52 vs. 1.60 collisions per million vehicle miles) which could support an additional 5 MPH reduction to 30 MPH speed limit.

The County of San Diego Traffic Engineer expressed concerns with sight distance due to the curvilinear nature of the roadway and noted that the collision rate allows the Committee to recommend a lower speed limit. The District 5 representative also noted that Nordahl Road is a heavily traffic road without protected turn lanes at Rock Springs Road which causes traffic backup during AM and PM peak hours. He asked that Traffic Engineering review the signalized intersection to determine what improvements can be made. The Traffic Engineering Manager expressed that there is an ongoing review of this intersection regarding these issues.

The Committee recommended reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on 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. Nordahl Road meets the CHP criteria for radar speed enforcement.

This item is located in the North County Metro subregional planning area where no active Community Planning or Sponsor Group is present.