

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 2025-12-05 MEETING**

- 2-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Lawson Valley Road in the unincorporated community of Jamul from Skyline Truck Trail to the end of County maintenance and was requested by residents. The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

Lawson Valley Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to residential roads and driveways. Lawson Valley Road has no posted speed limit and is subject to the State maximum 55 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 recent speed surveys (35.8 MPH, 46.5 MPH, 43.9 MPH, 41.4 MPH, 41.0 MPH, & 37.2 MPH) produced an overall speed zone of 41.0 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (1.45 vs 1.44 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The DPW Representative noted support for a 35 MPH speed limit based on the curvilinear nature of the roadway and collision rate. The San Diego Fire Authority representative explained that they drive on similar roadways and a 40 MPH may be more appropriate. The San Diego Bicycle Coalition Representative noted the roadway serves as a recreational bicycle route and would recommend a lower speed limit to improve bicycle safety.

The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance 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. Lawson Valley Road meets the CHP criteria for radar speed enforcement.

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

- 2-B. This item is a review of the existing posted speed limit and certification for radar enforcement on El Monte Road in the unincorporated community of Lakeside from Lake Jennings Park Road to the El Capitan Gate and was requested by residents. The TAC recommends establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.

El Monte Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to some residential roads and commercial and residential driveways, as well as adjacent trails and a County park. El Monte Road 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 (50.1 MPH, 55.5 MPH, 48.9 MPH, & 45.9 MPH) produced an overall speed zone of 50.1 MPH which could support a 50 MPH speed limit. Staff noted a higher than average segment accident rate (1.80 vs 1.24 crashes per million vehicle miles) which could support a reduced 45 MPH speed limit. Further staff noted 1 fatal and 1 serious injury collisions which could support safety corridor designation.

A resident in attendance described existing conditions along the roadway. They noted several collisions, the presence large trucks towing boats, speeding occurring at night, and a school bus stop along the roadway. They further expressed the desired for a reduced speed limit to improve safety along the road.

The San Diego County Bicycle Coalition representative added that the road serves as a recreational bike route due to the County park and El Capitan Reservoir.

The TAC recommends establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar enforcement on El Monte Road from Lake Jennings Park Road to the El Capitan Gate based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for 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. El Monte Road meets the CHP criteria for radar speed enforcement.

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

- 2-C. This item is a review of the existing posted speed limit and certification for radar enforcement on Highway Eight Business in the unincorporated community of Crestview/Lakeside from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road and was requested by DPW staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.

Highway Eight Business is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to collector roads, residential and commercial roads and driveways. Highway Eight Business is currently posted with a 45 MPH speed limit. The road is classified as a Boulevard 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 (47.6 MPH, 45.2 MPH, & 49.0 MPH) produced an overall speed zone of 47.3 MPH which could support a 45 MPH speed limit. Staff noted 1 fatality and 2 serious injury collisions which could support safety corridor designation.

The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for 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. Highway Eight Business meets the CHP criteria for radar speed enforcement.

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

- 2-D. This item is a review of the existing posted speed limit and certification for radar enforcement on El Nopal in unincorporated Santee from Riverford Road to Mountain View Lane and was requested by DPW staff. The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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.

El Nopal is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to a collector road, some residential roads and several driveways. El Nopal is currently posted with a 35 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 a recent speed survey produced an overall speed zone of 40.4 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.63 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla 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. El Nopal meets the CHP criteria for radar speed enforcement.

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

- 2-E. This item is a review of the existing posted speed limit and certification for radar enforcement on El Nopal in unincorporated Santee from Mountain View Lane to the Santee city limit (west of Aquilla Drive) and was requested by DPW staff. The TAC recommends combining this segment with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of

Aquilla Drive) 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.

El Nopal is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to some residential roads and several driveways. El Nopal 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 result of a recent speed survey produced an overall speed zone of 38.8 MPH which could support a 35 MPH speed limit.

The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla 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. El Nopal meets the CHP criteria for radar speed enforcement.

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

- 2-F. This item is a review of the existing posted speed limits and certification for radar enforcement on Warnock Drive/Ramona Street/Dye Road in the unincorporated community of Ramona from San Vicente Road to 1,000' west of Ramona Street and was requested by DPW staff. The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street 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.

Warnock Drive, Ramona Street, and Dye Road are striped 2-lane undivided highways. The roadways are striped with a no passing centerline and white edgeline. The road provides access to some residential roads and driveways. The roads are currently posted with a 50 MPH speed limit from San Vicente Road to 1,000' west of Ramona Street. Dye Road is currently posted with the State maximum 55 MPH speed limit. Warnock Drive and Dye Road is classified as a

Community Collectors and Dye 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 (52.8 MPH & 49.3 MPH) produced an overall speed zone of 51.1 MPH which could support a 50 MPH speed limit.

The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street 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. Warnock Drive/Ramona Street/Dye Road meets the CHP criteria for radar speed enforcement.

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

- 2-G. This item is a review requested by an area resident to establish an all-way stop control at the intersection of D Street & Fifth Street in Ramona.

D Street is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential driveways. D Street is controlled in the westbound and eastbound directions at the intersection with Fifth Street.

Fifth Street is a striped two-lane undivided highway with a no-passing centerline and provides access to the State Highway some residential roads and some driveways. The road is uncontrolled at the intersection with D 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 C 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 County Traffic Engineering Representative explained that this item stemmed from concerns by residents regarding limited sight distance due to temporary loading and parking adjacent to the businesses that are present at the intersection.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at D Street and Fifth Street in Ramona to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

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

- 3-A. This item is a review of the existing posted speed limits and certification for radar enforcement on La Orilla in the unincorporated community of Rancho Santa Fe from El Camino Real to Rambla de las Flores and was requested by DPW staff. The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on 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.

La Orilla is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to some residential roads and several driveways. La Orilla 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 result of a recent speed survey produced an overall speed zone of 35.9 MPH which could support a 35 MPH speed limit. Staff noted a higher-than-average segment accident rate (1.72 vs 1.68 crashes per million vehicle miles) which could support a reduced 30 MPH speed limit.

The District 5 Representative explained that they had been in a collision along the roadway, emphasizing the curvilinear nature of the roadway. They noted that the northside of the roadway is bordered by a creek that will overflow with heavy rain. They added that the south side of the roadway serves equestrians as a trail, connecting to trails on El Camino Real and Rambla de las Flores.

The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on 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. La Orilla meets the CHP criteria for radar speed enforcement.

The Rancho Santa Fe Community Planning Group was provided with the opportunity to review this item and did not provide input.

- 4-A. This item is a review of the existing posted speed limits and certification for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road in the unincorporated community of Spring Valley from Jamacha Boulevard to the cul-de-sac and was requested by DPW staff. The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac based on State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

Sweetwater Springs Road/U.S. Elevator Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to a commercial/industry road and several commercial/industrial driveways. Sweetwater Springs Road/U.S. Elevator Road is currently posted with a 30 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 32.9 MPH which could support a 30 MPH speed limit.

The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac based on State law which allows rounding measured speeds down to the lower 5 MPH increment.

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

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

- 4-B. This item is a review of the existing posted speed limits and certification for radar enforcement on Fury Lane in the unincorporated community of Rancho San Diego from Avocado Boulevard to 300' east of Dorsie Lane and was requested by DPW staff. The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane

based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The principal of Avocado Elementary School was provided with the opportunity to review this item and did not provide input.

Fury Lane is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, two-way left turn lane, and bike lane. The road provides access to some residential roads and few driveways. Fury Lane is currently posted with a 40 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 law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (42.5 MPH & 44.0 MPH) produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane 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. Fury Lane meets the CHP criteria for radar speed enforcement.

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

- 4-C. This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Bancroft Drive and Troy Street in Spring Valley be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

Bancroft Drive is a striped two-lane undivided highway and Light Collector providing access to local driveways and residential roads. The road is uncontrolled at the intersection with Troy Street in the southbound direction and is stop controlled in the northbound direction.

Troy Street is a striped two-lane undivided highway with a two-way left turn lane providing access to several commercial driveways and residential roads. The road is uncontrolled at the intersection with Bancroft Drive.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher-than-average collision rate (0.25 vs 0.22 collisions per million vehicles entering) at the intersection.

The San Diego County Fire Authority noted that the intersection backs up with traffic during peak hours.

The TAC recommends the intersection of Bancroft Drive and Troy Street in Spring Valley be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

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

- 4-D. This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

Willow Glen Drive is a striped two-lane undivided highway and Major Road providing access to collector and residential roads. The road is uncontrolled at the intersection with Hillsdale Road.

Hillsdale Road is a striped two-lane undivided highway with a two-way left turn lane providing access to residential roads. The road is stop controlled in the eastbound direction at the intersection with Willow Glen Drive.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher-than-average collision rate (0.46 vs 0.22 collisions per million vehicles entering) at the intersection.

A resident in attendance expressed their concerns for safety at the intersection. They noted that due to the speed and volume of traffic it is difficult to make left turns. They added that casino traffic and school traffic is present.

The District 4 representative noted that since the opening of the Casino on Dehesa Road there has been an increase in speeds along Willow Glen Drive. They also noted that the road has significant bike traffic. They mentioned that the intersection is also within a sweeping curve. The District 5 representative noted that improvements to the intersection exist and that delineators exist along the Willow Glen Drive had been added to prevent crossover the centerline. The County Traffic engineer added that with the increased volumes over time the number of collisions have increased.

The TAC recommends the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

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

- 5-A. This item is a review of the existing posted speed limits and certification for radar enforcement on Mirar de Valle Road in the unincorporated community of Valley Center from Valley Center Road to Cypress Ridge (a private road) and was requested by DPW staff. The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

Mirar de Valle Road is a striped 2-lane undivided highway. The roadway is striped with a two-way left turn lane and bike lane. The road provides access to some residential roads and few driveways. Mirar de Valle Road currently has no posted speed limit and is subject with the State maximum 55 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. 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 51.1 MPH which could support a 50 MPH speed limit.

A member of the public in attendance expressed concerns with establishing a speed limit along this road. They explained that the road has limited parking and is newly operating. They questioned the need to establish a speed limit at this time.

The San Diego County Sheriff Representative explained that they had received several speeding complaints from the neighborhood on the south side of the roadway. The Traffic Engineering representative confirmed that the request came from residents that live in the communities off the road. The District 2 Representative expressed concerns with the large vehicle parking along the road. Other Committee members expressed support for lowering the speed limit.

The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. Staff noted that there is a higher-than-average collision rate (— 1.80 vs 1.68 collisions per million vehicle miles) along this road segment.

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. Mirar de Valle Road meets the CHP criteria for radar speed enforcement.

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

- 5-B. This review was requested by DPW staff. Today, State law allows the County to utilize a 5 MPH speed limit reduction on portion of highway adjacent to land or facility that generates high concentrations of bicyclists or pedestrians. The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

Assembly Bill 43, signed into law on October 8, 2021, empowers local authorities to reduce speed limits portion of highways adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians. 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.

A resident in attendance expressed their concerns regarding traffic adjacent to the new park along the road. They expressed concerns with the difficulty of turning at the park entrance and expressed that a lower speed could help reduce accidents. The County Traffic Engineer added that the addition of the park allows the reduction from the 40 MPH speed limit to 35 MPH by adding an additional generator along the road.

The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Fallbrook Street from

Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

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