

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 12-06-2024 MEETING**

- 2-A. 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 driver 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.

- 2-B. 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.

- 2-C. 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.

- 2-D. 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.

- 2-E. 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.

- 2-F. 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.

- 2-G. 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.

- 2-H. 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.

- 4-A. 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.

- 4-B. 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.

- 4-C. 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.

- 4-D. 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.

- A. 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.