

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 06-06-2025 MEETING**

- 1-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Mesa Vista Way/Bonita Mesa Road in the unincorporated community of Bonita from Sweetwater Road to the city limit of National City and was requested by area residents. 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.

Mesa Vista Way and Bonita Mesa Road are striped 2-lane undivided highways. The roadways are striped with a no-passing centerline and provide direct access to several residential roads and driveways. Mesa Vista Way/Bonita Mesa Road is currently posted with a 35 MPH speed limit. The roads are 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 39.0 MPH which could support a 35 MPH speed limit.

The County Traffic Engineer noted that while Mesa Vista Way and Bonita Mesa Road are separate roads, they have similar roadway characteristics and should be considered as one road segment.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mesa Vista Way/Bonita Mesa Road in the unincorporated community of Bonita from Sweetwater Road to the city limit of National City 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. Mesa Vista Way/Bonita Mesa Road meets the CHP criteria for radar speed enforcement.

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

- 2-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Blossom Valley Road in the unincorporated community of Blossom Valley from Lake Jennings Park Road to the Quail Canyon Road and was requested by area residents. The TAC recommends 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. There are no schools in the vicinity of this item.

Blossom Valley Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and bike lane and provides direct access to several collector roads, residential roads and driveways. Blossom Valley 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 results of recent speed surveys (50.5 MPH & 47.2 MPH) produced an overall speed zone of 48.9 MPH which could support a 45 MPH speed limit.

The TAC recommends certifying the 45 MPH speed limit for radar enforcement on Blossom Valley Road in the unincorporated community of Blossom Valley from Lake Jennings Park Road to Quail Canyon 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. Blossom Valley 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-B. This item is a review for the establishment of a posted speed limit and certification for radar enforcement on Alpine Boulevard in the unincorporated community of Alpine from Arnold Way to Tavern Road and was requested by residents. The TAC recommends establishing a 50 MPH speed limit 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. There are no schools in the vicinity of this item.

Alpine Boulevard is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and bike lane and provides access to few residential roads and driveways. Alpine Boulevard has no posted speed limit and is subject to 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 recent speed surveys (57.0 MPH & 57.4 MPH) produced an overall speed zone of 57.2 MPH which could support a 55 MPH speed limit. Staff identified a higher than Statewide average collision rate (2.37 vs 1.09 collisions per million vehicle miles) which could support a lower 50 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

The District 4 representative noted that the route has a significant bicyclist presence. The San Diego County Bicycle Coalition representative added that the route is the most comfortable route into the town of Alpine and wondered if the speed limit could be lowered further. The District 4 representative noted that it could be re-reviewed at a future time to determine if additional reduction could be made. The County Traffic Engineer noted that a future review would include newly developing bicyclist and pedestrian considerations along the corridor. The El Cajon California Highway Patrol representative noted that the CHP would support a 50 MPH speed limit with enforcement.

The TAC recommends establishing a 50 MPH speed limit and certifying the 50 MPH speed limit for radar enforcement on Alpine Boulevard in the unincorporated community of Alpine from Arnold Way 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 and the presence of bicyclists.

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. Alpine Boulevard meets the CHP criteria for radar speed enforcement.

The Alpine 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 limit and certification for radar enforcement on San Dieguito Road in the unincorporated community of Fairbanks Ranch from El Apajo to the San Diego city limit (east of Circa Oriente) and was requested by residents. The TAC recommends 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. There are no schools in the vicinity of this item.

San Dieguito Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, painted median, and bike lane and provides direct access to residential roads. San Dieguito Road is currently posted with a 45 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 recent speed surveys (50.5 MPH & 48.3 MPH) produced an overall speed zone of 49.4 MPH which could support a 45 MPH speed limit.

The District 5 representative noted that signals had been installed at two intersections along the corridor by the County in support of a local Homeowners Association. The County of San Diego Bicycle Coalition representative added that the corridor is used as a popular bicycle route.

The TAC recommends certifying the 45 MPH speed limit for radar enforcement San Dieguito Road in the unincorporated community of Fairbanks Ranch from El Apajo to the San Diego city limit (east of Circa Oriente) 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. San Dieguito Road 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.

- 4-A. This item is a review of the existing posted speed limit and certification for radar enforcement Vista Grande Road in unincorporated Hillsdale from Hillsdale Road to Dehesa Road and was requested by DPW 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 not readily apparent to a driver such as the presence of school age children, limited shoulders, and horizontal and vertical curvature. The principal of Vista Grande Elementary School was contacted for input and did not comment.

Vista Grande Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, bike lane, intermittent bike lane buffer, and parking lane and provides direct access to residential roads, residential driveways, and Vista Grande Elementary School. Vista Grande Road 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 recent speed surveys (46.2 MPH & 47.3 MPH) produced an overall speed zone of 46.8 MPH which could support a 45 MPH speed limit.

The County Traffic Engineer noted that an additional rounding down to 40 MPH is appropriate due to roadway conditions not readily apparent including the presence of school age children, limited shoulders, and horizontal and vertical curvature.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Vista Grande Road in unincorporated Hillsdale from Hillsdale Road to Dehesa Road based on measured speeds and State law, which allows an additional 5 MPH reduction based on roadway conditions such as the presence of school age children, limited shoulders, and horizontal and vertical curvature.

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 Grande 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.

- 5-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Champagne Boulevard to Hidden Meadows Road and was requested by residents. The TAC recommends certifying the 50 MPH speed limit for radar enforcement based on measured speeds. There are no schools in the vicinity of this item.

Mountain Meadow Road is a striped 4-lane undivided highway. The roadway is striped with a no passing centerline, lane lines, and white edgeline and provides direct access to residential roads. Mountain Meadow Road is currently posted with a 50 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 (48.8 MPH & 53.5 MPH) produced an overall speed zone of 51.2 MPH which could support a 50 MPH speed limit.

A member of the public in attendance asked for clarification on the east-west direction of speed surveys. TAC staff noted that speed surveys are collected in both directions. Other members of the public brought forth other traffic concerns along the corridor, unrelated to the speed limit review being considered. These traffic concerns were referred to the Traffic Engineering Service Request team for intake and further review.

The District 5 representative noted that a 50 MPH speed limit can be recommended with current conditions but wondered if a lower speed could be

achieved. The County Traffic Engineer noted that there were no identifiable conditions to lower the speed limit to 50 MPH.

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Champagne Boulevard to Hidden Meadows Road 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. Mountain Meadow Road meets the CHP criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor 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 Mountain Meadow Road in unincorporated Hidden Meadows from Hidden Meadows Road to the end of County maintenance and was requested by DPW staff. The TAC recommends 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 and equestrian, bicycle, and pedestrian presence. There are no schools in the vicinity of this item.

Mountain Meadow Road is a striped 2-lane undivided highway. The roadway is striped with a planted median from Oak Spur Way to Meadow Glen Way East and is striped with a yellow left edgeline and white right edgeline and provides direct access to residential roads and residential driveways. Mountain Meadow Road is currently posted with a 35 MPH speed limit.

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 (41.5 MPH & 42.1 MPH) produced an overall speed zone of 41.8 MPH which could support a 40 MPH speed limit. Staff identified a higher than Statewide average collision rate (1.59 vs 1.57 collisions per million vehicle miles) which could support a lower 35 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

A member of the public in attendance described excessive speeding occurring along the road. They also requested a review of the intersection at the southern end of the speed zone. This request was forwarded to the Traffic Engineering Service Request team for intake and review. Another member of the public noted that equestrians and pedestrians are present along the roadway and that several blind intersections exist along the segment.

The District 5 representative noted that Hidden Meadows is an isolated community with high residential density. The County Traffic Engineer noted that although additional conditions exist such as equestrian, bicyclist, and pedestrian presence, the most that State law allows is a single 5 MPH reduction.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Hidden Meadows Road to the end of County maintenance based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history and equestrian, bicycle, and pedestrian 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. Mountain Meadow Road meets the CHP criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor 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 Gird Road in unincorporated Fallbrook from Reche Road to 1,000' south of Oak Cliff Drive and was requested by DPW staff. This item was reviewed by the Committee concurrently with item 5-D. The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a single 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road from Reche Road to State Route 76 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.

Gird Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline and provides direct access to residential roads and residential driveways. Gird 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 (49.5 MPH & 52.3 MPH) produced an overall speed zone of 50.9 MPH which could support a 50 MPH speed limit. Staff identified a higher than Statewide average collision rate (1.80 vs 1.24 collisions per million vehicle miles) which could support a lower 45 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

The District 3 representative noted that the northern speed zone segment is similar in roadway conditions to the adjacent southern segment and proposed combining the two segments together into one speed zone. The District 5 representative agreed and noted the average speeds for a combined speed zone (51.1 MPH) and the higher than Statewide collision rate (1.41 vs 1.24 collisions per million vehicle miles) would support the 45 MPH speed limit on both segments.

The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route 76 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. Gird Road meets the CHP criteria for radar speed enforcement.

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

- 5-D. This item is a review of the existing posted speed limit and certification for radar enforcement on Gird Road in unincorporated Fallbrook from 1,000' south of Oak Cliff Drive to State Route 76 and was requested by DPW staff. This item was reviewed by the Committee concurrently with item 5-C. The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road from Reche Road to State Route 76 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.

Gird Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline and provides direct access to residential roads and residential driveways. Gird 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 (49.5 MPH & 52.3 MPH) produced an overall speed zone of 51.3 MPH which could support a 50 MPH speed limit.

The District 3 representative noted that the northern speed zone segment is similar in roadway conditions to the adjacent southern segment and proposed combining the two segments together into one speed zone. The District 5 representative agreed and noted the average speeds for a combined speed zone (51.1 MPH) and the higher than Statewide collision rate (1.41 vs 1.24 collisions per million vehicle miles) would support the 45 MPH speed limit on both segments.

The TAC recommends combining this speed zone with the adjacent northern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route 76 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. Gird Road meets the CHP criteria for radar speed enforcement.

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

- 5-E. This item is a review requested by area residents to evaluate the intersection of Mission Road and Live Oak Park Road for roadway safety. The TAC recommends the intersection of Mission Road and Live Oak Park Road in Fallbrook to be placed on the County's Traffic Signal List for design and construction due to California Manual on Uniform Traffic Control Devices (CA MUTCD) traffic signal volume warrants being met.

Mission Road is a striped two-lane undivided through highway providing access to collector roads, residential roads and local driveways. The road is classified as a Boulevard on the County General Plan Mobility Element Network.

Live Oak Park Road is a striped two-lane undivided highway with a no passing centerline providing access to collector roads, local roads and driveways. The road is unclassified on the County General Plan Mobility Element Network and is stop controlled in the northbound direction at the intersection with Mission Road.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), and Warrant 3 (peak hour) of the CA MUTCD traffic signal warrants.

The County Traffic Engineer reiterated this intersection meets the traffic signal warrants based on traffic volumes. He also noted that the intersection would likely

require reconfiguration of the skew-angles at the intersection to implement a signal installation.

The TAC recommends the intersection of Mission Road and Live Oak Park Road in Fallbrook be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

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

- 5-F. This item is a review requested by area residents to evaluate the intersection of East Vista Way and Hutchison Street for roadway safety. The TAC recommends the intersection of East Vista Way and Hutchison Street in Bonsall to be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

East Vista Way is a striped two-lane undivided through highway providing access to collector roads, residential roads and local driveways. The road is classified as a Major Road on the County General Plan Mobility Element Network and is striped with two-way left turn lane and bike lane.

Hutchison Street is a striped two-lane undivided highway with a no passing centerline and white edgeline providing access to collector roads, local roads and driveways. The road is unclassified on the County General Plan Mobility Element Network and is stop controlled in the eastbound direction at the intersection with East Vista Way.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), and Warrant 3 (peak hour) of the CA MUTCD traffic signal warrants.

The County Traffic Engineer noted that Hutchison Street has seen an increase in volume over the years as locals use it to avoid traffic along East Vista Way. This as well as development in the area has increased volumes at this intersection enough that it now meets traffic signal warrants. The San Diego County Fire Authority representative noted the intersection just south of East Vista Way and Hutchison Street, at Gopher Canyon Road, may help contribute to congestion along the East Vista Way corridor and suggested a review of the signal timing at the location. The County Traffic Engineer confirmed they will have the signal team review.

The TAC recommends the intersection of East Vista Way and Hutchison Street in Bonsall be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

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