

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

- 2-A. This item is a review requested by the Principal at James Dukes Elementary School to amend parking prohibition specific hours at the end of the cul-de-sac on Sao Paulo Way in the unincorporated community of San Diego Country Estates. The Traffic Advisory Committee (TAC) recommends revising the time specific parking prohibition time period from “No Parking 8:00 AM to 4:00 PM, school days” to “No Parking 7:00 AM to 4:00 PM, school days”.

The subject segment of Sao Paulo Way is a two-lane undivided highway and provides access to residential driveways as well as James Dukes Elementary School.

Staff presented the request of the principal of the adjoining school to revise the start time on existing time specific no parking signs on San Paulo Way, 440' west of Daza Drive to cul-de-sac, that are currently posted restricting parking from 8:00 AM to 4:00 PM and would like to change to 7:00 AM to 4:00 PM. The revised time will better reflect the school's current hours.

The El Cajon California Highway Patrol (CHP) representative noted that the CHP area command has no opposition to this administrative change.

The TAC recommends revising the time specific parking prohibition time period from “No Parking 8:00 AM to 4:00 PM, school days” to “No Parking 7:00 AM to 4:00 PM, school days” at the end of the cul-de-sac on Sao Paulo Way in San Diego Country Estates.

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 to certify the existing posted speed limit for radar enforcement on First Street from El Cajon City limit (south of Sumner Avenue) to Pepper Drive in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

First Street, from El Cajon City limit to Pepper Drive, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 35 MPH speed limit. The Light Collector provides access to residential roads, residential and commercial driveways.

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 (34.4 MPH & 37.3 MPH) produced an overall speed zone of 35.9 MPH which supports a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (1.98 vs. 1.68 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The County Traffic Engineer recommended reducing the speed limit due to the higher collision experience with injury rate could support the lowering of the speed limit withing this segment.

The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. First Street meets the California Highway Patrol (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 to certify the existing posted speed limit for radar enforcement on the County maintained portions of Bradley Avenue from Graves Avenue to First Street in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Bradley Avenue, from Graves Avenue to First Street, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 40 MPH speed limit. The Major Road provides access to a charter school, residential roads, residential and commercial driveways.

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 (39.6 MPH & 35.7 MPH) produced an overall speed zone of 37.7 MPH which could support a 35 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (5.58 vs. 1.68 collisions per million vehicle miles) which could support a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

The District 2 Representative noted that there is a charter school with direct access to the road that is growing at a rapid pace. The County Traffic Engineer said that

the road could possibly be split into two segments. After looking at the data, the TAC decided to keep the segment as one.

The TAC recommends amending the western endpoint, to reflect the current speed zone, reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Bradley Avenue meets the California Highway Patrol (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-D This item is a review to certify the existing posted speed limit for radar enforcement on Felicita Road from Via Rancho Parkway to Escondido City limit (north of Miller Avenue) in the unincorporated community of Homeland Acres and was requested by staff. The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement based on measured speed and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Felicita Road, from Via Rancho Parkway to Escondido City limit (north of Miller Avenue), is a two-lane undivided highway with a no-passing centerline. It currently has a posted 45 MPH speed limit. The Light Collector Road provides access to a county park, residential roads, and residential driveways.

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 survey produced an overall speed zone of 47.8 MPH which could support a 45 MPH speed limit.

Staff showed that the County maintained road segment of Felicita Road has shortened as much of the segment has incorporated into Escondido. The new limits are from Via Rancho Parkway to Escondido City limit (north of Miller Avenue).

The TAC recommends amending the northern endpoint, due to annexation by Escondido, certifying the existing 45 MPH speed limit for radar enforcement based on measured speed 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. Felicita Road meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

- 5-A This item is a review to certify the existing posted speed limit for radar enforcement on Buena Vista Drive from Vista City limit (south of Keys Place) to Mar Vista Drive in the unincorporated community of Vista and was requested by staff. The TAC recommends reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Buena Vista Drive, from Vista City limit (south of Keys Place) to Mar Vista Drive, is a two-lane undivided highway with a no-passing centerline. It currently has a posted 45 MPH speed limit. The road provides access to residential roads, residential and commercial driveways.

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 survey produced an overall speed zone of 30.4 MPH which could support a 30 MPH speed limit.

The District 2 representative noted the roadway has limited sightline. Accidents were reported with a higher-than-average state accident rate (3.29 vs 1.68 collisions per million vehicle miles).

The TAC recommends amending both endpoints, due to annexation by Vista, reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows a 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Buena Vista Drive meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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