

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 2023-01-27 MEETING**

- 1-A. This item was continued from the October 28, 2022, Traffic Advisory Committee (TAC) meeting at the request of the Spring Valley Community Planning Group (CPG). This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by Department of Public Works (DPW) staff. The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Jamacha Road from Osage Drive to Sweetwater Road in La Presa based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The subject segment of Jamacha Road is a striped four-lane suburban divided roadway with yellow left edge line and lane lines. This Major Road provides access to residential roads and access to the state highway.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (50.3 MPH and 44.1 MPH) produced an overall speed zone of 47.2 MPH which supports a 45 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (7.58 vs 1.18 collisions per million vehicle miles).

A representative from the Spring Valley CPG explained that they requested this item to be tabled for staff to take additional data for the possibility of a reduced speed zone on part or all of the segment. He expressed that the Spring Valley CPG asks the TAC to support a reduction in the speed limit.

The District 5 Representative noted a 40 MPH speed limit would better match drivers expectation driving to and from the City of San Diego's 35 MPH zone to the west of our subject zone and the County's 40 MPH segment to the east of the subject zone.

The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The Spring Valley CPG was provided the opportunity to review this item and a member in attendance expressed the group voted for a lower speed (40 MPH).

- 1-B. This item is a periodic review to certify the existing posted speed limit for radar enforcement that is required every seven years to comply with State law and was requested by DPW staff. The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Central Avenue from Bonita Road to Corral Canyon Road in Bonita based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of Central Avenue is a divided two-lane suburban through highway with a two-way left turn lane. The Light Collector road provides access to private and public residential roadways, commercial and residential driveways, and larger residential developments.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 39.9 MPH which supports a 35 MPH speed limit.

The San Diego California Highway Patrol representative expressed CHP's support of the 35 MPH speed limit adding that this road and the adjacent Corral Canyon Road is commonly used as a cut through for traffic going to and from the City of Chula Vista.

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. An ordinance is required to correct the endpoint of this speed zone from a former road terminus to Corral Canyon Road to reflect the change in conditions due to development beyond the former road terminus.

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. Central Avenue 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 requested by area residents and Montessori Children's Elementary School representatives and will establish an all-way stop control at the intersection of Ninth Street and H Street in Ramona. Residents expressed community traffic and pedestrian concerns at this intersection.

Ninth Street is a striped two-lane undivided suburban highway with a no-passing centerline and provides access to several residential driveways and residential

roads as well as direct access to Ramona Elementary School, Montecito High School, Montessori Children's House, and Montessori Children's Elementary School. There is a marked school crosswalk on Ninth Street at the intersection with H Street (north leg). Ninth Street is uncontrolled at the intersection with H Street.

H Street is a striped two-lane suburban highway with a no-passing centerline. The road provides access to residential driveways and residential roads. H Street is stop controlled in the northeast bound direction at Ninth Street.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where there is a need to control vehicular/pedestrian conflicts near locations that generate high pedestrian volumes and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

A local resident in attendance provided testimony of the existing conditions at and near the intersection. They explained the difficulty of turning from H Street onto Ninth Street due to a lack of sight distance in part due to school related parking on both sides of the roadway. They further expressed concern over the speeds along Ninth Street indicating the presence of racing along the segment between E Street and H Street.

The District 5 representative noted that with the installation of an all-way stop the measured pedestrian counts may increase as more students and parents utilize the crossing.

The TAC recommends establishment of an all-way stop intersection at Ninth Street and H Street in Ramona.

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 requested by residents through the Ramona Community Planning Group (CPG) and will establish an all-way stop control at six intersections in San Diego Country Estates:

- Vista Ramona Road and Arena Way,
- Vista Ramona Road and Sargeant Road,
- Arena Way and Open View Road,
- Arena Way and Arena Drive,
- Arena Way and Gunn Stage Road, and
- Arena Drive and Del Amo Road.

The Ramona CPG expressed community traffic and pedestrian concerns in the community.

Vista Ramona Road is a striped two-lane through highway striped with a no-passing centerline and white edgeline. Between Timber Passage and Prairie Mile Road, Vista Ramona Road is striped as a divided highway with a two-way left turn lane. The Community Collector Road provides access to residential roads as well as direct access residential driveways. Vista Ramona Road is uncontrolled at the intersection with Arena Way and is yield controlled at Sargeant Road.

Arena Way is a striped two-lane through highway with a no-passing centerline between Vista Ramona Road and the southern intersection with Open View Road. Between the southern intersection of Open View Road and Gunn Stage Road, Arena Way is a divided roadway with left edgeline striping adjacent to a planted median. Arena Way is currently uncontrolled at the intersections with Open View Road in the south bound direction and Arena Drive. The road provides access to residential roads, collector roads, and direct access residential driveways. The road is posted with a 25 MPH radar enforced speed limit from 420 feet south of Calle Ovieda to the southern intersection of Open View Road. Arena Way is stop controlled at the intersections with Vista Ramona Road, Open View Road, the westbound leg, and Gunn Stage Road.

Open View Road is an unstriped two-lane undivided highway. The road provides access to residential roads and direct access to residential driveways. The road is posted with a 25 MPH speed limit. Open View Road is uncontrolled at the southern intersection with Arena Way.

Arena Drive is a striped two-lane undivided through highway with a no-passing centerline. There is also white edgeline between Arena Way and Del Amo Road. The road is posted with a 25 MPH speed limit. The road provides access to residential roads, collector roads, and direct access to residential driveways. Arena Drive is stop controlled at the intersection with Arena Way and is uncontrolled at the intersection with Del Amo Road.

Del Amo Road is a striped two-lane undivided through highway with a no-passing centerline. The road is posted with a 25 MPH speed limit. The road provides access to residential roads as well as direct access to residential driveways. Del Amo Road is stop controlled at the intersection with Arena Drive.

Gunn Stage Road is a striped two- and four-lane divided through highway South of Watt Road, the road marked with four travel lanes. North of Watt Road to the end, the Gunn Stage Road is unstriped with two travel lanes. The roadway is divided with a planted median. Gunn Stage Road is posted with a 45 MPH speed limit. The road is a Community Collector in the General Plan Mobility Element and provides access to collector roads, residential roads, commercial driveways, an

equestrian center, and a local trail. Gunn Stage Road is uncontrolled at the intersection with Arena Way.

Staff presented the results of an operational review of the intersections. The intersections meet one criterion in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The County of San Diego Interim Deputy Director provided further background on this request from the Ramona CPG. He explained that two fatal collisions in the community lead the community to request an initial review by DPW Traffic Engineering. The review modeled driver behavior in the overall development. Due to the age of the development built in the late 1990's and its retirement focus, there was no consideration for bicyclist or pedestrian facilities. As the community has since developed, the County has attempted to address the traffic issues that have arisen. He noted that with the review of this portion of the community, DPW Traffic Engineering modeled traffic patterns and identified the six intersections in this item as appropriate for all-way stop to manage the traffic flows within this portion of the community.

A local resident in attendance provided testimony of the existing conditions in the community. They expressed support of the all-way stops along Arena Way noting that they may help with speeding issues along the roadway. They also expressed support of the all-stop at Vista Ramona Road and Arena Way as it may help with vehicles traveling along Vista Ramona Road going downhill towards the intersection.

The Caltrans representative asked if striping changes are expected to occur because of changes. He also asked if further evaluations were completed in an adjacent neighborhood east of Gunn Stage Road. The County of San Diego Interim Deputy Director explained that no striping changes are expected to occur for this area of the community and that the area east of Gunn Stage Road fell within another review area for the community.

As properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter the intersections at a low speed and have more time to take heed of the traffic situation, the TAC recommends establishment of all-way stop controls at these six local intersections to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

The Ramona CPG was provided the opportunity to review this item and provided their minutes expressing support for establishment of all-way stop controls at all six intersections.

- 5-A. This item is a review to certify the existing posted speed limit for radar enforcement and was requested by staff. The TAC recommends recertifying the 45 MPH speed limit for radar enforcement on West Lilac Road from Camino del Rey to Old Highway 395 in Bonsall based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

The subject segment of West Lilac Road is an undivided two-lane rural highway with a no-passing centerline and white edgelines. The Light Collector road provides access to public and private residential roads, Bonsall High School, Sullivan Middle School, and larger residential developments.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (49.5 MPH, 46.1 MPH, 49.3 MPH, and 53.1 MPH) produced a 49.5 MPH average which supports a 50 MPH speed limit. Staff noted that the collision rate for this segment is higher than the statewide average (2.12 vs 0.91 collisions per million vehicle miles).

A member of the public asked for clarification on how collisions are used to reduce the speed limit and what the rate referenced means. The TAC Secretary explained how the Committee utilizes the CA MUTCD to establish speed limits and that it authorizes a one-time 5 MPH reduction based conditions not readily apparent to motorists such as collision history and that the Committee utilizes the State's collision rates to compare rates on County roads to justify the reduction.

The Caltrans representative noted that there is a significant number of DUI's along the road.

The TAC recommends recertifying 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. An ordinance is required to delete an obsolete speed zone for West Lilac Road which has been since included into an adjacent speed zone of Camino del Rey.

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. West Lilac Road meets the CHP criteria for radar speed enforcement.

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