

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE (TAC)  
RECOMMENDATIONS FROM THE 04-23-2021 MEETING**

- 1-A. 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 reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) in the unincorporated community of Bonita.

The subject segment of Corral Canyon Road is a striped two-lane divided suburban Minor Collector roadway with bike lanes and a two-way left turn lane throughout. The roadway has several traffic calming features and provides direct access to residential driveways throughout the segment.

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 the recent speed survey produced an overall speed zone of 36.9 MPH which supports a 35 MPH speed limit. The County Traffic Engineer noted as a condition not readily apparent to motorists that there is significant equestrian and pedestrian presence along this roadway. He also noted the high collision severity rate (3 out of 6 collisions resulting in an injury) along the roadway. Based on these conditions, the Committee supported reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement.

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. Corral Canyon Road meets the California Highway Patrol (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 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 existing 35 MPH speed limit for radar speed enforcement on Tavern Road from Victoria Park Terrace to Arnold Way in the unincorporated community of Alpine.

The subject segment of Tavern Road is a striped two-lane divided suburban Major Road with bike lanes and a two-way left turn lane. The roadway provides access to some commercial driveways and a fire station as well as provides access to the Alpine community north of the I-8 freeway.

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 the recent speed survey produced an overall speed zone of 38.7 MPH which supports a 35 MPH speed limit. The Committee supported certifying the existing 35 MPH speed limit for radar enforcement.

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. Tavern Road 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.

- 2-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 reducing the existing 45 MPH speed limit to 40 MPH on Tavern Road from Arnold Way to South Grade Road in the unincorporated community of Alpine.

The subject segment of Tavern Road is a striped 2-lane divided suburban Major Road that provides access to several residential roadways and serves as a main access for several residential roadways and driveways within the community. The roadway also provides direct access to two schools and a County park.

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 the recent speed survey produced an overall speed zone of 46.5 MPH which supports a 45 MPH speed limit.

The County Traffic Engineer noted that there is a significant pedestrian presence in the area due to the middle and elementary schools and the park. He further explained this is emphasized due to the two school zone pushbutton activated crosswalks along the segment. Based on these conditions, the Committee supported reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement.

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. Tavern Road 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.

- 5-A. 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 (1) relocating the western endpoint of this speed zone from Vine Street to Brandon Road North (extending the existing business district) and (2) certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane in the unincorporated community of Fallbrook.

Alvarado Street is a striped two-lane undivided suburban light collector that provides access to some residential roadways, a school, and business driveways. The eastern portion of the roadway segment is a 350-foot 25 MPH business district from Vine Street. The committee noted that commercial use of the land adjacent to the roadway continues further east to Brandon Road North.

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 the recent speed survey produced an overall speed zone of 39.6 MPH which supports the 35 MPH speed limit.

The County Traffic Engineer noted that it would be appropriate to relocate the western endpoint of this 35 MPH speed zone to Brandon Road North. Doing this would effectively extend the 25 MPH business district to encompass all of the properties with business use along this segment of Alvarado Street. The Committee supported relocating the western end point of the segment from Vine Street to Brandon Road North and certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane.

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. Alvarado Street meets the CHP criteria for radar speed enforcement.

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

- 5-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 reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement

on Alvarado Street from Stage Coach Lane to Live Oak Park Road in the unincorporated community of Fallbrook.

Alvarado Street is a striped two-lane suburban local roadway that provides access to some residential roadways and several residential driveways.

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 the recent speed survey produced an overall speed zone of 36.5 MPH which supports a 35 MPH speed limit.

A community member in attendance noted that the collision rate is high on this roadway. The roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways which could support lowering the speed limit by 5 MPH. The Oceanside CHP representative in attendance noted that many of the collisions appear to be speed related, especially collisions occurring in areas of roadway curvature. The Caltrans representative and the County Traffic Engineer recommended to lower the speed limit from 35 MPH to 30 MPH based on collision history. The District 3 representative noted that the lower speed limit would help drivers navigate the curves along the roadway. The Committee supported reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement.

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. Alvarado Street meets the CHP criteria for radar speed enforcement.

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

- 5-C. 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 existing 40 MPH speed limit for radar speed enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane in the unincorporated community of Fallbrook.

Fallbrook Street is a striped two-lane suburban Light Collector roadway that provides access to several residential roadways and residential driveways.

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 the recent speed survey produced an overall speed zone of 44.0 MPH which supports a 40 MPH speed limit. The Committee supported certifying the existing 40 MPH speed limit for radar enforcement.

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. Fallbrook Street meets the CHP criteria for radar speed enforcement.

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

- 5-D. 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 existing 45 MPH speed limit for radar speed enforcement on El Camino Real from La Orilla to Linea del Cielo in the unincorporated community of Rancho Santa Fe.

El Camino Real is a striped two-lane suburban Light Collector roadway that provides access to some residential roadways and San Dieguito County Park.

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 the recent speed survey produced an overall speed zone of 47.8 MPH which supports a 45 MPH speed limit.

The District 5 Representative noted that a horse trail runs adjacent to the roadway and that there is a significant pedestrian and bicycle presence. The County Traffic Engineer noted that no further reduction is allowed under state law. The Committee supported certifying the existing 45 MPH speed limit for radar enforcement.

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 Camino Real 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.

- 5-E. 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 reducing the existing 45 MPH

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speed limit to 40 MPH and certifying the 40 MPH speed limit for radar speed enforcement on Camino Real from Linea del Cielo to San Diego city limit (near Rancho del Madison) in the unincorporated community of Rancho Santa Fe.

El Camino Real is a striped two-lane suburban Light Collector roadway that provides access to several residential roadways and some driveways.

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 the recent speed survey produced an overall speed zone of 46.1 MPH which supports a 45 MPH speed limit. The roadway experienced a higher segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.40 vs 1.32 collisions per million vehicle miles) which supports rounding the speed limit down to 40 MPH.

The District 5 Representative noted that there is a significant pedestrian and bicycle presence along the roadway. Both the District 5 Representative and County Traffic Engineer recommended reducing the speed limit from 45 MPH to 40 MPH based on equestrian and pedestrian presence and the higher-than-average collision rate. The Committee supported reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement.

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 Camino Real 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.