



San Diego County Traffic Advisory Committee

Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
kenton.jones@sdcounty.ca.gov

Represented Agencies

County of San Diego Fire Authority
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
Pacific Safety Center
San Diego County Sheriff's
Department

November 25, 2025

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the December 5, 2025, meeting of the Traffic Advisory Committee (TAC).

If your community group has not previously provided input on the proposed agenda items in your jurisdiction and your group would like to provide input, we recommend you place the relevant items on your next available community group meeting agenda for discussion. Please let us know if your group decides to review an item and TAC staff will ensure that your group has adequate time to review before the item is placed on a future TAC meeting agenda.

After reviewing the data and discussing alternatives, the TAC submits a recommendation to the Board as to what it believes to be the most appropriate action based upon sound traffic engineering principles, the California Vehicle Code, and driver expectation. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If you do have any questions or need additional information regarding this procedure, please contact me at kenton.jones@sdcounty.ca.gov. TAC staff is available to provide background information on items and to answer questions you may have.

Members of the public have the option to attend the December 5, 2025, TAC meeting in person or online. Please join us in person or use this link below to join the meeting:

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 253 532 247 016

Passcode: t4kW3R7g

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 619-343-2539,,850630120#](#) United States, San Diego

Phone Conference ID: 850 630 120#

Very truly yours,

Kenton R. Jones, Secretary
San Diego County Traffic Advisory Committee

KRJ:bb
Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**December 5, 2025 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	LAWSON VALLEY RD SKYLINE TRUCK TL TO END CMR	JAPATUL/ JAMUL/DULZURA CPG
2-B. RADAR CERTIFICATION	EL MONTE RD LAKE JENNINGS PARK RD TO EL CAP GATE	LAKESIDE/ LAKESIDE CPG
2-C. RADAR CERTIFICATION	HIGHWAY 8 BUSINESS EL CAJON CL TO LAKE JENNINGS PARK RD	CRESTVIEW/ LAKESIDE CPG
2-D. RADAR CERTIFICATION	EL NOPAL RIVERFORD RD TO MOUNTAIN VIEW LN	SANTEE/ LAKESIDE CPG
2-E. RADAR CERTIFICATION	EL NOPAL MOUNTAIN VIEW LN TO SANTEE CL	SANTEE/ LAKESIDE CPG
2-F. RADAR CERTIFICATION	WARNOCK DR/RAMONA ST/DYE RD SAN VICENTE RD TO STATE ROUTE 67	RAMONA/ RAMONA CPG
2-G. INTERSECTION CONTROLS	FIFTH ST & D ST	RAMONA/ RAMONA CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	LA ORILLA EL CAMINO REAL TO RAMBLA DE LAS FLORES	RANCHO SANTA FE/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	SWEETWATER SPRINGS BL/US ELEVATOR RD JAMACHA BL TO END CMR	SPRING VALLEY/ SPRING VALLEY CPG
4-B. RADAR CERTIFICATION	FURY LN AVOCADO BL TO WIEGHORST WY	RANCHO SAN DIEGO/ VALLE DE ORO CPG
4-C. INTERSECTION CONTROLS	BANCROFT DR & TROY ST	SPRING VALLEY/ SPRING VALLEY CPG
4-D. INTERSECTION CONTROLS	WILLOW GLEN DR & HILLSDALE RD	HILLSDALE/ VALLE DE ORO CPG

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:

<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

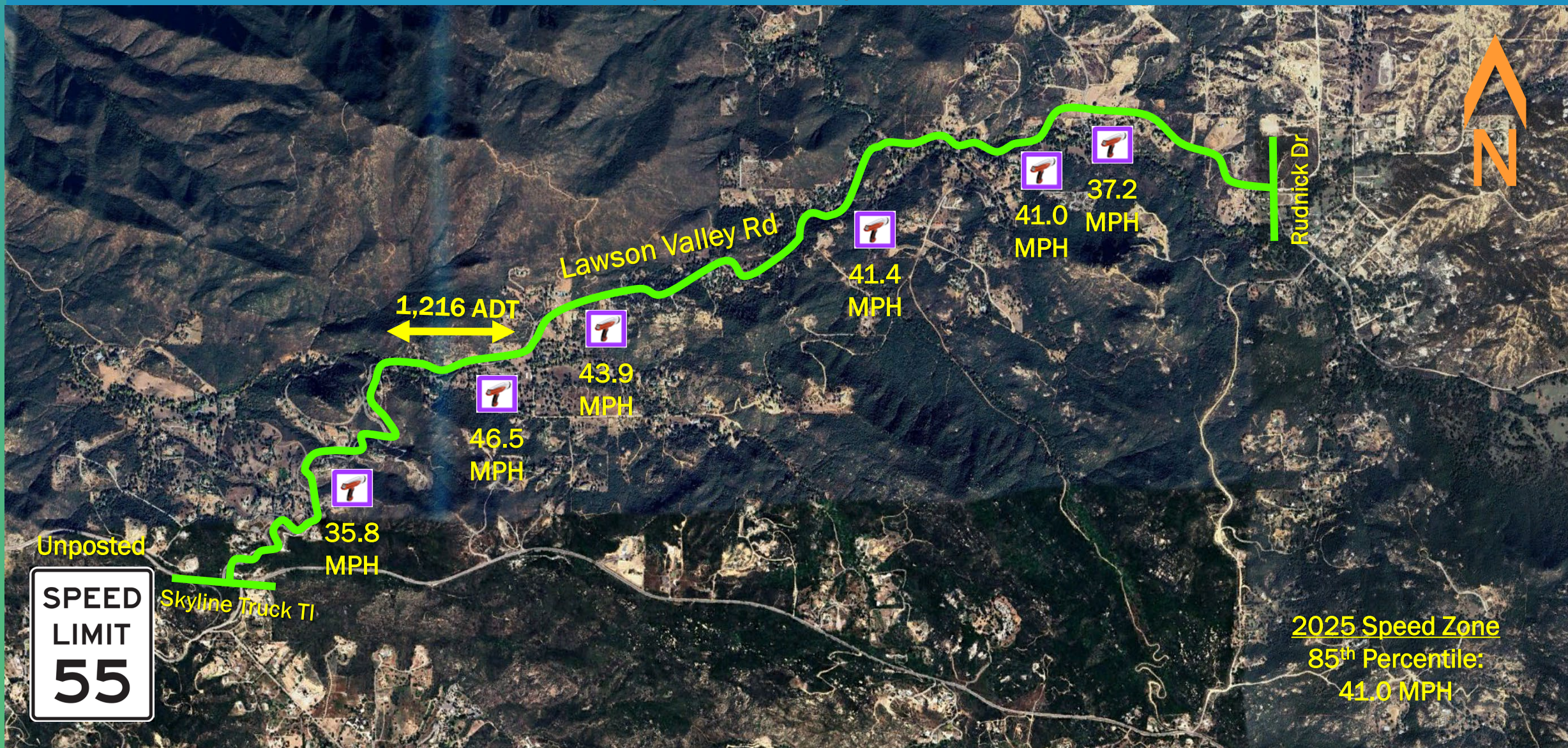
SUPERVISORIAL DISTRICT 5

5-A.	RADAR CERTIFICATION	MIRAR DE VALLE RD VALLEY CENTER RD TO CYPRESS RIDGE	VALLEY CENTER/ VALLEY CENTER CPG
5-B.	RADAR CERTIFICATION	FALLBROOK ST MAIN AV TO STAGE COACH LN	FALLBROOK/ FALLBROOK CPG

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:
<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

Lawson Valley Road

Skyline Truck Trail to Rudnick Drive
(4.97 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Lawson Valley Road from Skyline Truck Trail to Rudnick Drive (a distance of 4.97 miles) JAPATUL

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Lawson Valley Road from Skyline Truck Trail to Rudnick Drive currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

This segment of Lawson Valley Road is a striped 2-lane highway that is 16 to 24 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with several speed advised curve and turn warning signs. Lawson Valley Road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

Lawson Valley Road:

1,720' E/o Inverness Way

12/24

1,362

460' W/o Sloan Canyon Road

1,069

900' E/o Sloan Canyon Road

10/24

987

Speed Data

Lawson Valley Road:

1,200' E/o Shady Hollow Lane

(2025) 35.8 MPH

**10 MPH
Pace**

28-37

**% in
Pace**

84%

1,350' W/o Wood Valley Trail

(2025) 46.5 MPH

37-46

74%

1,600' E/o Wood Valley Trail

(2025) 43.9 MPH

37-46

87%

1,500' W/o Sloan Canyon Road

(2025) 41.4 MPH

33-42

70%

At La Selva Road

(2025) 41.0 MPH

33-42

79%

900' E/o Montiel Truck Trail

(2025) 37.2 MPH

29-38

75%

Speed Zone	(2025)	41.0 MPH	33-42	78%
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Collision Data

There have been 10 reported collisions, 6 of which involved an injury, including one involving serious injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.61 collisions per million vehicle miles. The statewide average is 1.44 collisions per million vehicle miles for similar rolling rural, conventional 2 lanes or less, roads with speeds less than or equal to 55 MPH.



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Speed Limit and Radar Certification

Location: Lawson Valley Road from Skyline Truck Trail to Rudnick Drive

CTE Recommendation: **Establish 35 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Lawson Valley Road is a two-lane roadway, rolling, curvy, with limited shoulder length of 4.98 miles. Its pavement width varies between 24 and 28 feet with a striped center line and edgelines on the roadway.
- Recent speed surveys on Lawson Valley Road resulted in an average overall prevailing speed of 40.1 mph.
- A review of the collision data on the segment during the period of August 1, 2022, to July 31, 2025, indicates a total of 10 reported collisions. This corresponds to a collision rate of 1.61 collisions per million vehicle miles (c/mvm), which is higher than the statewide average of 1.44 c/mvm for similar roadway types.

- Pursuant to California Vehicle Code (CVC) Section 22358, and considering the existing conditions along Lawson Valley Road—as well as the guidance provided in CA MUTCD Section 2B.13, a 35 MPH radar-enforced speed limit from Skyline Truck Trail to Rudnick Drive is determined to be reasonable and safe based on the prevailing speed.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: c=US, E=michael.kenney@sdcountry.ca.gov,
O="Department of Public Works, Road", OU=Loss Mitigation
and Traffic, CN=Michael L Kenney
Date: 2025.11.24 06:57:30-08'00'

Michael L. Kenney, TE 2045 & CE 56661

11/24/25

Date

VOLUME

Lawson Valley Rd 1720' E/O Inverness Wy

Day: Tuesday
Date: 12/17/2024

City: Jamul
Project #: CA24_040252_010

DAILY TOTALS					NB	SB	EB					WB	Total			
					0	0	678					684	1,362			
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	0	0			12:00	0	0	9	7	16				
0:15	0	0	3	0	3		12:15	0	0	6	16	22				
0:30	0	0	2	0	2		12:30	0	0	10	10	20				
0:45	0	0	3	8	0	3	8	12:45	0	0	20	45	9	42	29	87
1:00	0	0	3	1	4		13:00	0	0	8	9	17				
1:15	0	0	1	0	1		13:15	0	0	4	14	18				
1:30	0	0	0	0			13:30	0	0	14	9	23				
1:45	0	0	0	4	0	1	13:45	0	0	10	36	5	37	15	73	
2:00	0	0	1	0	1		14:00	0	0	11	12	23				
2:15	0	0	0	0			14:15	0	0	11	9	20				
2:30	0	0	0	0			14:30	0	0	13	8	21				
2:45	0	0	1	2	0	1	2	14:45	0	0	9	44	8	37	17	81
3:00	0	0	1	0	1		15:00	0	0	16	5	21				
3:15	0	0	0	1	1		15:15	0	0	17	15	32				
3:30	0	0	0	0			15:30	0	0	16	8	24				
3:45	0	0	0	1	0	1	15:45	0	0	20	69	7	35	27	104	
4:00	0	0	1	3	4		16:00	0	0	18	10	28				
4:15	0	0	1	3	4		16:15	0	0	23	8	31				
4:30	0	0	1	8	9		16:30	0	0	26	11	37				
4:45	0	0	1	4	8	22	16:45	0	0	9	76	10	39	19	115	
5:00	0	0	1	13	14		17:00	0	0	20	7	27				
5:15	0	0	1	10	11		17:15	0	0	21	6	27				
5:30	0	0	1	18	19		17:30	0	0	21	8	29				
5:45	0	0	0	3	13	54	17:45	0	0	15	77	8	29	23	106	
6:00	0	0	3	11	14		18:00	0	0	16	8	24				
6:15	0	0	0	11	11		18:15	0	0	11	3	14				
6:30	0	0	3	10	13		18:30	0	0	19	2	21				
6:45	0	0	1	7	13	45	18:45	0	0	11	57	5	18	16	75	
7:00	0	0	6	27	33		19:00	0	0	9	1	10				
7:15	0	0	2	20	22		19:15	0	0	9	3	12				
7:30	0	0	3	21	24		19:30	0	0	11	3	14				
7:45	0	0	8	19	27	95	19:45	0	0	11	40	2	9	13	49	
8:00	0	0	13	17	30		20:00	0	0	11	2	13				
8:15	0	0	4	15	19		20:15	0	0	6	4	10				
8:30	0	0	11	14	25		20:30	0	0	12	2	14				
8:45	0	0	2	30	10	56	20:45	0	0	5	34	0	8	5	42	
9:00	0	0	4	14	18		21:00	0	0	6	3	9				
9:15	0	0	4	11	15		21:15	0	0	3	2	5				
9:30	0	0	4	5	9		21:30	0	0	5	0	5				
9:45	0	0	4	16	15	45	21:45	0	0	5	19	1	6	6	25	
10:00	0	0	10	17	27		22:00	0	0	4	3	7				
10:15	0	0	7	8	15		22:15	0	0	5	0	5				
10:30	0	0	2	13	15		22:30	0	0	7	0	7				
10:45	0	0	9	28	9	47	22:45	0	0	4	20	1	4	5	24	
11:00	0	0	8	8	16		23:00	0	0	2	1	3				
11:15	0	0	10	17	27		23:15	0	0	2	0	2				
11:30	0	0	6	14	20		23:30	0	0	2	0	2				
11:45	0	0	6	30	13	52	23:45	0	0	3	9	1	2	4	11	
TOTALS	152				418	570	TOTALS	526				266	792			
SPLIT %	26.7%				73.3%	41.9%	SPLIT %	66.4%				33.6%	58.1%			

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						678	684	1,362
AM Peak Hour			7:45	7:00	7:00	PM Peak Hour			15:45	12:15	15:45			
AM Pk Volume			36	95	114	PM Pk Volume			87	44	123			
Pk Hr Factor			0.692	0.880	0.814	Pk Hr Factor			0.837	0.688	0.831			
7 - 9 Volume	0	0	49	151	200	4 - 6 Volume	0	0	153	68	221			
7 - 9 Peak Hour			7:45	7:00	7:00	4 - 6 Peak Hour			16:15	16:00	16:00			
7 - 9 Pk Volume			36	95	114	4 - 6 Pk Volume			78	39	115			
Pk Hr Factor			0.692	0.880	0.814	Pk Hr Factor			0.750	0.886	0.777			

VOLUME

Lawson Valley Rd 460' W/O Sloan Canyon Rd

Day: Tuesday
Date: 12/17/2024

City: Jamul
Project #: CA24_040252_011

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						535	534	1,069
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	1	0	1		12:00	0	0	5	9	14		
0:15	0	0	2	0	2		12:15	0	0	6	19	25		
0:30	0	0	2	0	2		12:30	0	0	6	4	10		
0:45	0	0	1	6	1	6	12:45	0	0	14	31	23	72	
1:00	0	0	2	0	2		13:00	0	0	12	12	24		
1:15	0	0	1	0	1		13:15	0	0	4	5	9		
1:30	0	0	0	0			13:30	0	0	10	9	19		
1:45	0	0	0	3		3	13:45	0	0	11	37	14	66	
2:00	0	0	1	0	1		14:00	0	0	9	4	13		
2:15	0	0	0	0			14:15	0	0	6	8	14		
2:30	0	0	0	0			14:30	0	0	11	6	17		
2:45	0	0	1	2	1	2	14:45	0	0	5	31	10	54	
3:00	0	0	1	0	1		15:00	0	0	15	6	21		
3:15	0	0	0	0			15:15	0	0	11	9	20		
3:30	0	0	0	0			15:30	0	0	11	9	20		
3:45	0	0	0	1	2	3	15:45	0	0	14	51	17	78	
4:00	0	0	0	2	2		16:00	0	0	14	7	21		
4:15	0	0	1	3	4		16:15	0	0	24	9	33		
4:30	0	0	1	6	7		16:30	0	0	12	9	21		
4:45	0	0	1	3	7	20	16:45	0	0	12	62	15	90	
5:00	0	0	0	7	7		17:00	0	0	16	9	25		
5:15	0	0	2	8	10		17:15	0	0	17	4	21		
5:30	0	0	1	15	16		17:30	0	0	16	8	24		
5:45	0	0	0	3	9	42	17:45	0	0	12	61	17	87	
6:00	0	0	1	5	6		18:00	0	0	12	5	17		
6:15	0	0	0	9	9		18:15	0	0	11	3	14		
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6:45	0	0	1	3	11	36	18:45	0	0	8	47	10	59	
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7:15	0	0	4	15	19		19:15	0	0	9	3	12		
7:30	0	0	1	20	21		19:30	0	0	7	0	7		
7:45	0	0	6	14	25	87	19:45	0	0	9	33	11	41	
8:00	0	0	12	18	30		20:00	0	0	6	2	8		
8:15	0	0	5	14	19		20:15	0	0	5	4	9		
8:30	0	0	7	13	20		20:30	0	0	7	2	9		
8:45	0	0	2	26	8	77	20:45	0	0	7	25	7	33	
9:00	0	0	3	10	13		21:00	0	0	6	3	9		
9:15	0	0	2	4	6		21:15	0	0	2	2	4		
9:30	0	0	2	7	9		21:30	0	0	4	0	4		
9:45	0	0	3	10	16	44	21:45	0	0	5	17	5	22	
10:00	0	0	4	10	14		22:00	0	0	2	3	5		
10:15	0	0	7	5	12		22:15	0	0	5	0	5		
10:30	0	0	6	10	16		22:30	0	0	4	0	4		
10:45	0	0	8	25	12	54	22:45	0	0	5	16	6	20	
11:00	0	0	3	10	13		23:00	0	0	1	1	2		
11:15	0	0	5	12	17		23:15	0	0	0	0			
11:30	0	0	9	13	22		23:30	0	0	2	0	2		
11:45	0	0	5	22	13	65	23:45	0	0	3	6	4	8	
TOTALS	118				439		TOTALS	417				213		630
SPLIT %	26.9%				41.1%		SPLIT %	66.2%				33.8%		58.9%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						535	534	1,069
AM Peak Hour			7:45	7:00	7:15		PM Peak Hour			15:45	12:15	16:15		
AM Pk Volume			30	73	95		PM Pk Volume			64	44	94		
Pk Hr Factor			0.625	0.913	0.792		Pk Hr Factor			0.667	0.579	0.712		
7 - 9 Volume	0	0	40	124	164		4 - 6 Volume	0	0	123	54	177		
7 - 9 Peak Hour			7:45	7:00	7:15		4 - 6 Peak Hour			16:15	16:15	16:15		
7 - 9 Pk Volume	0	0	30	73	95		4 - 6 Pk Volume	0	0	64	30	94		
Pk Hr Factor	0.000	0.000	0.625	0.913	0.792		Pk Hr Factor	0.000	0.000	0.667	0.833	0.712		

VOLUME

Lawson Valley Rd 900' E/O Sloan Cyn Rd

Day: Tuesday
Date: 10/1/2024

City: Jamul
Project #: CA24_040193_005

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						494	493	987
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	0	1	1		12:00	0	0	4	2	6		
0:15	0	0	0	0			12:15	0	0	5	3	8		
0:30	0	0	1	0	1		12:30	0	0	8	5	13		
0:45	0	0	0	1 2 3	2 4		12:45	0	0	6 23 6 16		12 39		
1:00	0	0	0	1	1		13:00	0	0	8	9	17		
1:15	0	0	1	0	1		13:15	0	0	3	9	12		
1:30	0	0	0	0			13:30	0	0	6	4	10		
1:45	0	0	0	1 2 3	2 4		13:45	0	0	4 21 3 25		7 46		
2:00	0	0	1	0	1		14:00	0	0	7	5	12		
2:15	0	0	0	0			14:15	0	0	3	7	10		
2:30	0	0	1	1	2		14:30	0	0	12	9	21		
2:45	0	0	0	2 0 1	3		14:45	0	0	9 31 7 28		16 59		
3:00	0	0	0	1	1		15:00	0	0	2	16	18		
3:15	0	0	0	0			15:15	0	0	2	18	20		
3:30	0	0	2	0	2		15:30	0	0	9	12	21		
3:45	0	0	1 3 1 2		2 5		15:45	0	0	7 20 5 51		12 71		
4:00	0	0	3	0	3		16:00	0	0	5	7	12		
4:15	0	0	2	1	3		16:15	0	0	5	12	17		
4:30	0	0	7	1	8		16:30	0	0	4	17	21		
4:45	0	0	4 16 0 2		4 18		16:45	0	0	3 17 19 55		22 72		
5:00	0	0	8	1	9		17:00	0	0	7	12	19		
5:15	0	0	11	1	12		17:15	0	0	5	12	17		
5:30	0	0	7	1	8		17:30	0	0	4	18	22		
5:45	0	0	14 40 0 3		14 43		17:45	0	0	7 23 8 50		15 73		
6:00	0	0	9	3	12		18:00	0	0	6	11	17		
6:15	0	0	14	1	15		18:15	0	0	8	8	16		
6:30	0	0	10	1	11		18:30	0	0	6	8	14		
6:45	0	0	9 42 2 7		11 49		18:45	0	0	7 27 14 41		21 68		
7:00	0	0	12	4	16		19:00	0	0	2	7	9		
7:15	0	0	11	8	19		19:15	0	0	4	7	11		
7:30	0	0	28	3	31		19:30	0	0	1	4	5		
7:45	0	0	17 68 2 17		19 85		19:45	0	0	3 10 2 20		5 30		
8:00	0	0	14	2	16		20:00	0	0	2	10	12		
8:15	0	0	11	5	16		20:15	0	0	1	12	13		
8:30	0	0	8	10	18		20:30	0	0	1	5	6		
8:45	0	0	10 43 7 24		17 67		20:45	0	0	0 4 9 36		9 40		
9:00	0	0	7	3	10		21:00	0	0	2	4	6		
9:15	0	0	8	2	10		21:15	0	0	0	11	11		
9:30	0	0	11	10	21		21:30	0	0	2	2	4		
9:45	0	0	4 30 5 20		9 50		21:45	0	0	2 6 3 20		5 26		
10:00	0	0	6	2	8		22:00	0	0	2	5	7		
10:15	0	0	11	3	14		22:15	0	0	1	8	9		
10:30	0	0	7	10	17		22:30	0	0	0	3	3		
10:45	0	0	11 35 8 23		19 58		22:45	0	0	0 3 0 16		3 19		
11:00	0	0	6	3	9		23:00	0	0	0	1	1		
11:15	0	0	7	7	14		23:15	0	0	0	4	4		
11:30	0	0	8	7	15		23:30	0	0	0	0			
11:45	0	0	7 28 7 24		14 52		23:45	0	0	0 1 6		1 6		
TOTALS	309 129				438		TOTALS	185 364				549		
SPLIT %	70.5% 29.5%				44.4%		SPLIT %	33.7% 66.3%				55.6%		

DAILY TOTALS				NB	SB	EBWB				Total
				0	0					494
AM Peak Hour		7:15	10:30	7:00	PM Peak Hour		14:00	16:45	16:45	
AM Pk Volume		70	28	85	PM Pk Volume		31	61	80	
Pk Hr Factor		0.625	0.700	0.685	Pk Hr Factor		0.646	0.803	0.909	
7 - 9 Volume	00	111	41	152	4 - 6 Volume	00	40	105	145	
7 - 9 Peak Hour		7:15	8:00	7:00	4 - 6 Peak Hour		17:00	16:45	16:45	
7 - 9 Pk Volume	00	70	24	85	4 - 6 Pk Volume	00	23	61	80	
Pk Hr Factor	0.0000.0000	0.625	0.600	0.685	Pk Hr Factor	0.0000.0000	0.821	0.803	0.909	

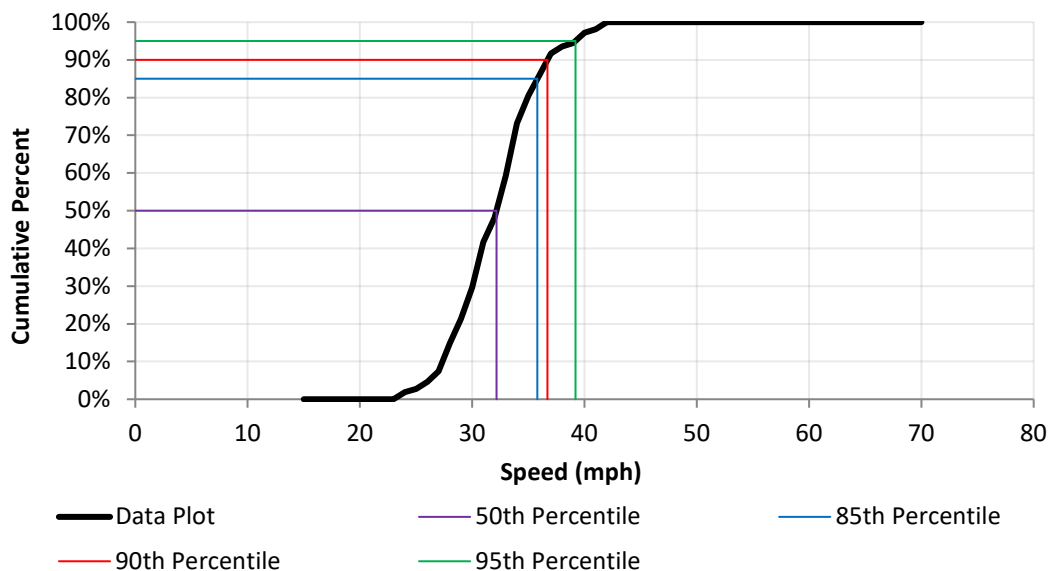
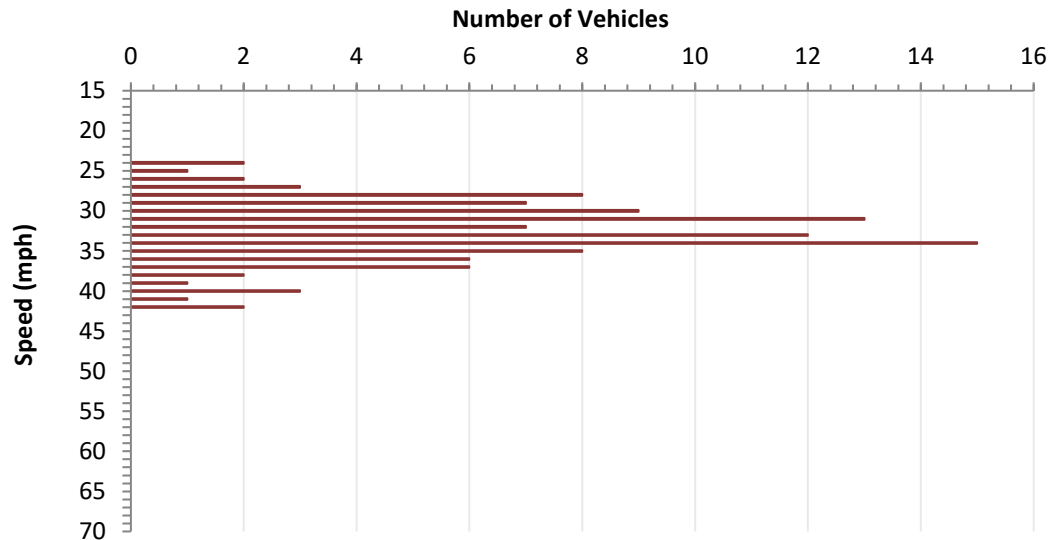


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lawson Valley Rd	From:	Skyline Truck TI	To:	End
Position:	1,200' E/o Shady Hollow Ln	Direction:	EB/WB		
Date:	10/20/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	10:15 AM	Road Condition:	Dry	Observer:	County
Time End:	1:50 PM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	2	1.9%
25	1	2.8%
26	2	4.6%
27	3	7.4%
28	8	14.8%
29	7	21.3%
30	9	29.6%
31	13	41.7%
32	7	48.1%
33	12	59.3%
34	15	73.1%
35	8	80.6%
36	6	86.1%
37	6	91.7%
38	2	93.5%
39	1	94.4%
40	3	97.2%
41	1	98.1%
42	2	100.0%
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	108	



DATA ANALYSIS

Average Speed	32.5	Range	24 - 42
50th Percentile	32.2	10 mph Pace	28 - 37
85th Percentile	35.8	Number in Pace	91
90th Percentile	36.7	Percent in Pace	84%
95th Percentile	39.2		



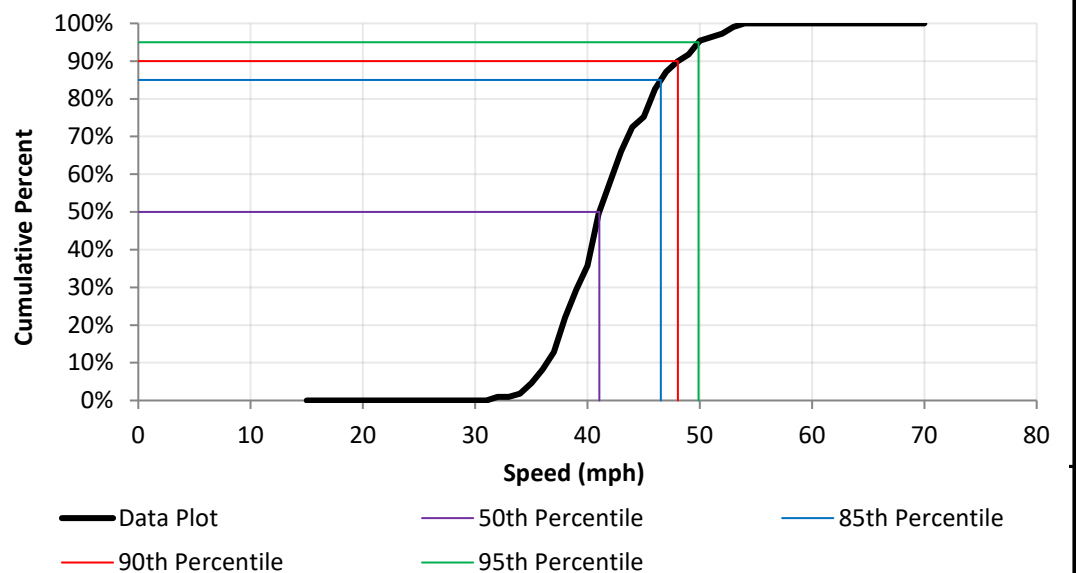
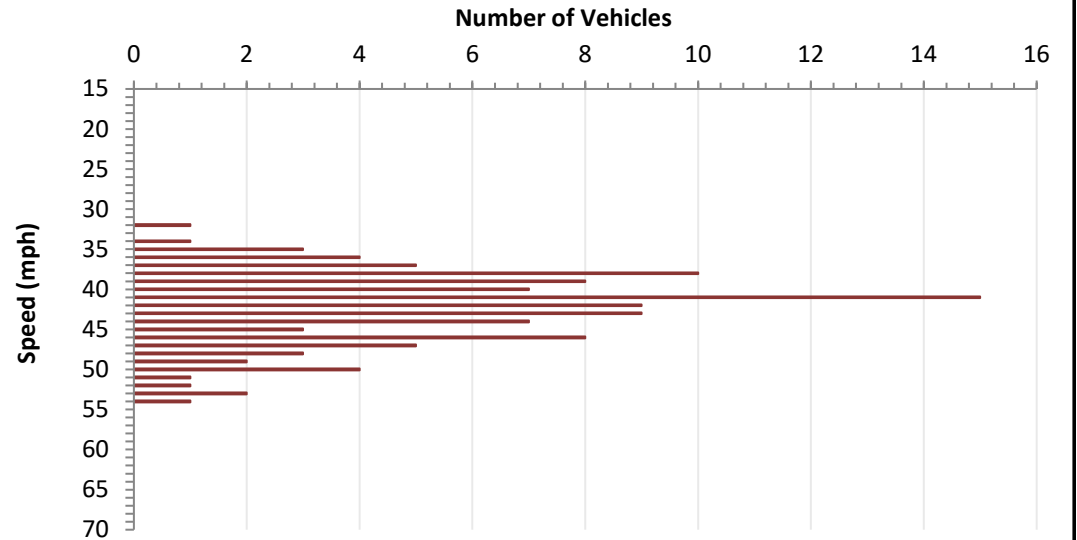
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lawson Valley Rd	From:	Skyline Truck TI	To:	End
Position:	1,350' W/o Wood Valley TI	Direction:	EB/WB		

Date:	9/4/2025	Weather:	Clear	Project Number:	N/A
Time Start:	10:30 AM	Road Condition:	Dry	Observer:	County
Time End:	11:50 AM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32	1	0.9%
33		
34	1	1.8%
35	3	4.6%
36	4	8.3%
37	5	12.8%
38	10	22.0%
39	8	29.4%
40	7	35.8%
41	15	49.5%
42	9	57.8%
43	9	66.1%
44	7	72.5%
45	3	75.2%
46	8	82.6%
47	5	87.2%
48	3	89.9%
49	2	91.7%
50	4	95.4%
51	1	96.3%
52	1	97.2%
53	2	99.1%
54	1	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	109	



DATA ANALYSIS

Average Speed	42.2	Range	32 - 54
50th Percentile	41.1	10 mph Pace	37 - 46
85th Percentile	46.5	Number in Pace	81
90th Percentile	48.1	Percent in Pace	74%
95th Percentile	49.9		



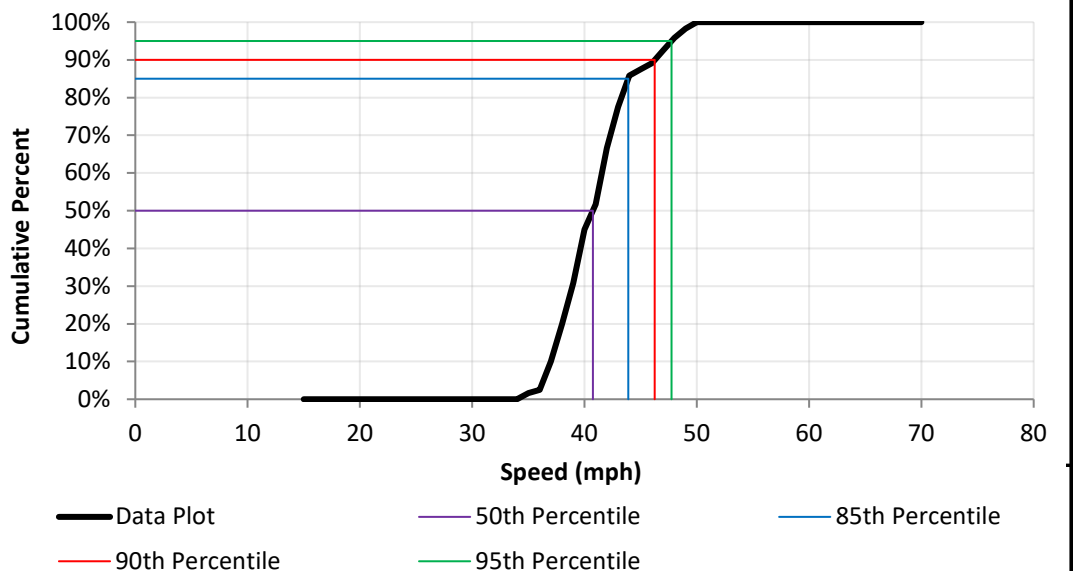
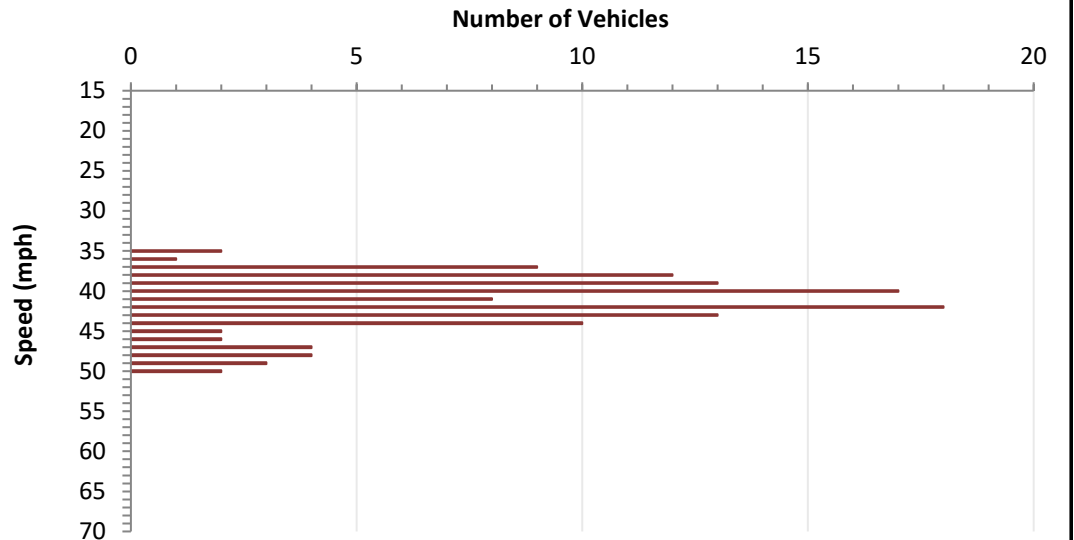
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lawson Valley Rd	From:	Skyline Truck TI	To:	End
Position:	1,600' E/oo Wood Valley TI	Direction:	EB/WB		

Date:	6/10/2025	Weather:	Clear, Sunny	Project Number:	25-040108-001
Time Start:	12:41 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	2:41 PM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35	2	1.7%
36	1	2.5%
37	9	10.0%
38	12	20.0%
39	13	30.8%
40	17	45.0%
41	8	51.7%
42	18	66.7%
43	13	77.5%
44	10	85.8%
45	2	87.5%
46	2	89.2%
47	4	92.5%
48	4	95.8%
49	3	98.3%
50	2	100.0%
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	120	



DATA ANALYSIS

Average Speed	41.5	Range	35 - 50
50th Percentile	40.8	10 mph Pace	37 - 46
85th Percentile	43.9	Number in Pace	104
90th Percentile	46.3	Percent in Pace	87%
95th Percentile	47.8		

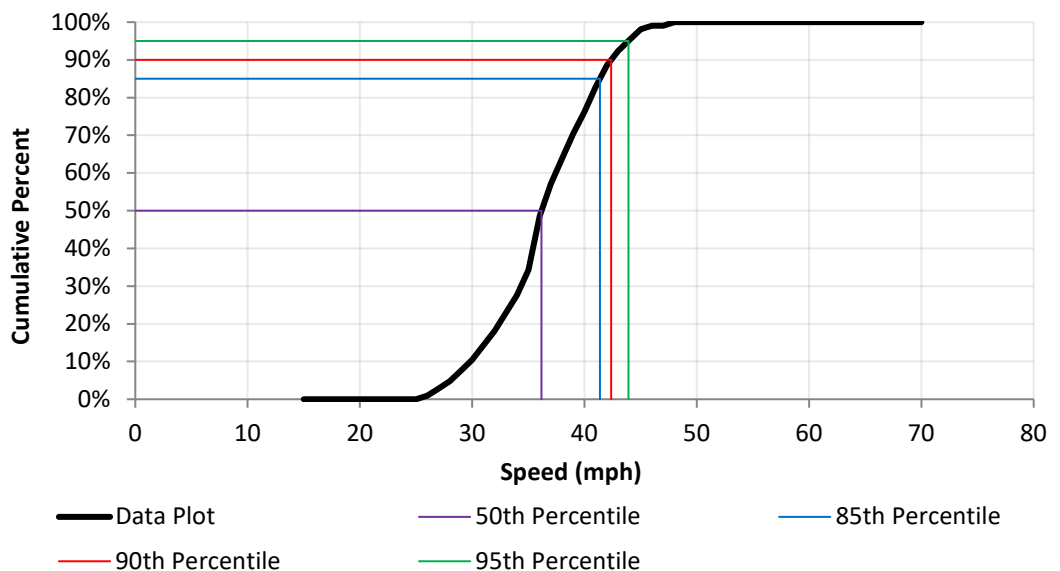
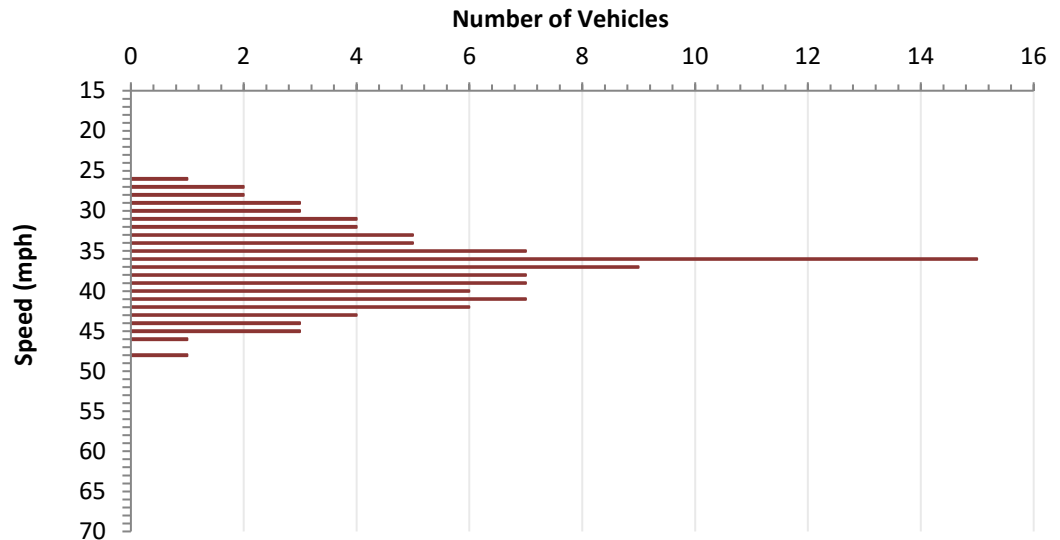


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lawson Valley Rd	From:	Skyline Truck TI	To:	End
Position:	1,500' W/o Sloan Canyon Rd	Direction:	EB/WB		
Date:	10/22/2025	Weather:	Clear, Sunny	Project Number:	N/A
Time Start:	10:40 AM	Road Condition:	Dry	Observer:	County
Time End:	12:48 PM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	1	1.0%
27	2	2.9%
28	2	4.8%
29	3	7.6%
30	3	10.5%
31	4	14.3%
32	4	18.1%
33	5	22.9%
34	5	27.6%
35	7	34.3%
36	15	48.6%
37	9	57.1%
38	7	63.8%
39	7	70.5%
40	6	76.2%
41	7	82.9%
42	6	88.6%
43	4	92.4%
44	3	95.2%
45	3	98.1%
46	1	99.0%
47		
48	1	100.0%
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	105	



DATA ANALYSIS

Average Speed	36.8	Range	26 - 48
50th Percentile	36.2	10 mph Pace	33 - 42
85th Percentile	41.4	Number in Pace	74
90th Percentile	42.4	Percent in Pace	70%
95th Percentile	43.9		



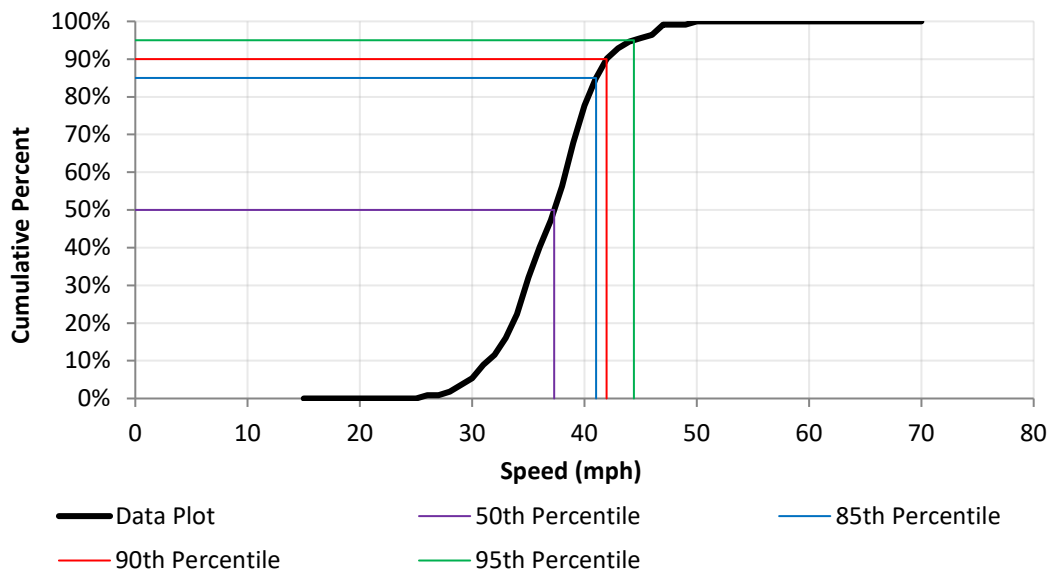
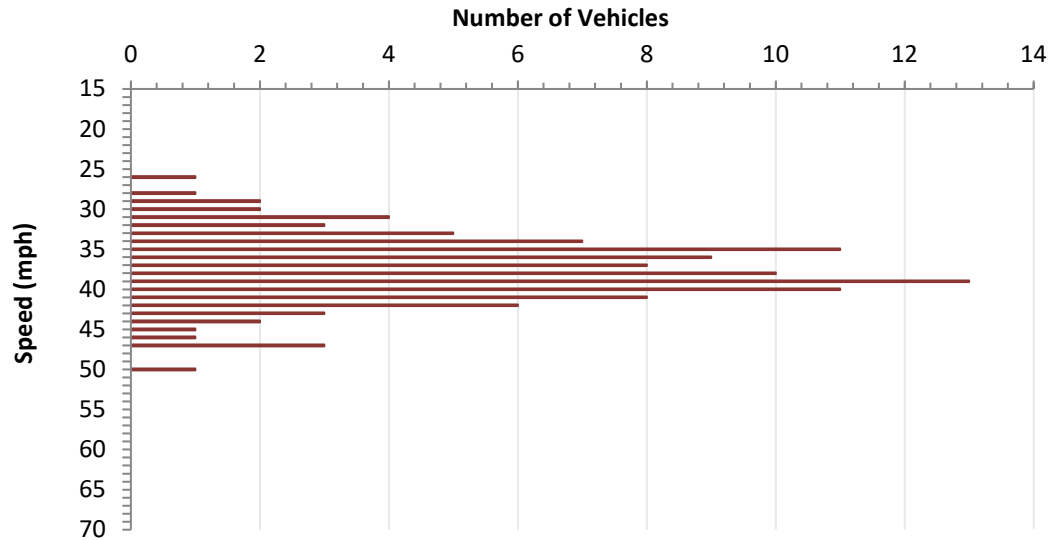
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Lawson Valley Rd	From: Skyline Truck TI	To: End
Position:	At La Selva Rd (PVT)	Direction:	EB/WB

Date:	9/5/2025	Weather:	Clear	Project Number:	N/A
Time Start:	1:00 PM	Road Condition:	Dry	Observer:	County
Time End:	3:30 PM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	1	0.9%
27		
28	1	1.8%
29	2	3.6%
30	2	5.4%
31	4	8.9%
32	3	11.6%
33	5	16.1%
34	7	22.3%
35	11	32.1%
36	9	40.2%
37	8	47.3%
38	10	56.3%
39	13	67.9%
40	11	77.7%
41	8	84.8%
42	6	90.2%
43	3	92.9%
44	2	94.6%
45	1	95.5%
46	1	96.4%
47	3	99.1%
48		
49		
50	1	100.0%
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	112	



DATA ANALYSIS

Average Speed	37.6	Range	26 - 50
50th Percentile	37.3	10 mph Pace	33 - 42
85th Percentile	41.0	Number in Pace	88
90th Percentile	42.0	Percent in Pace	79%
95th Percentile	44.4		



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Lawson Valley Rd **From:** Skyline Truck TI **To:** End

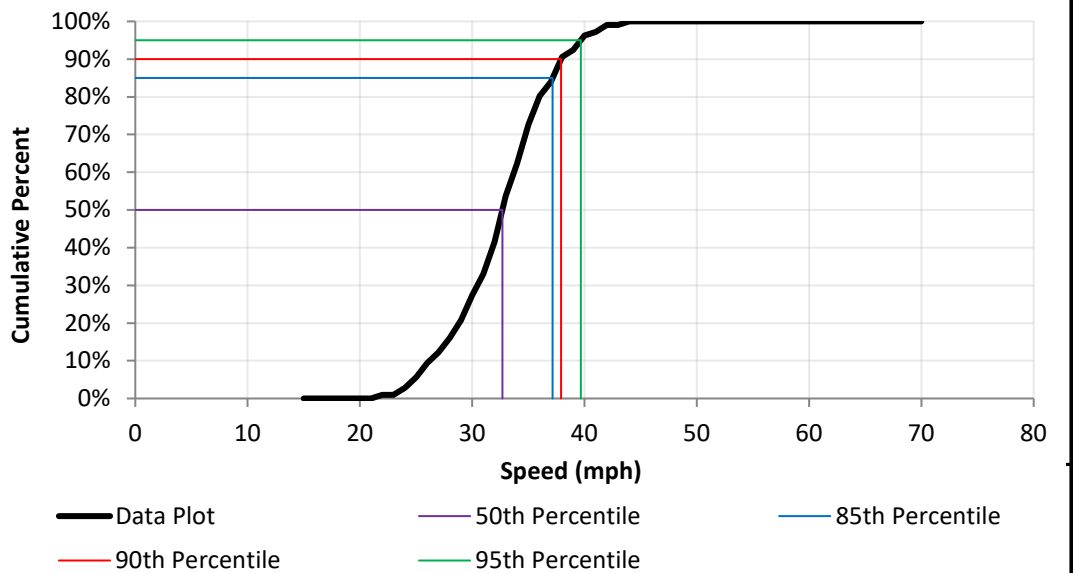
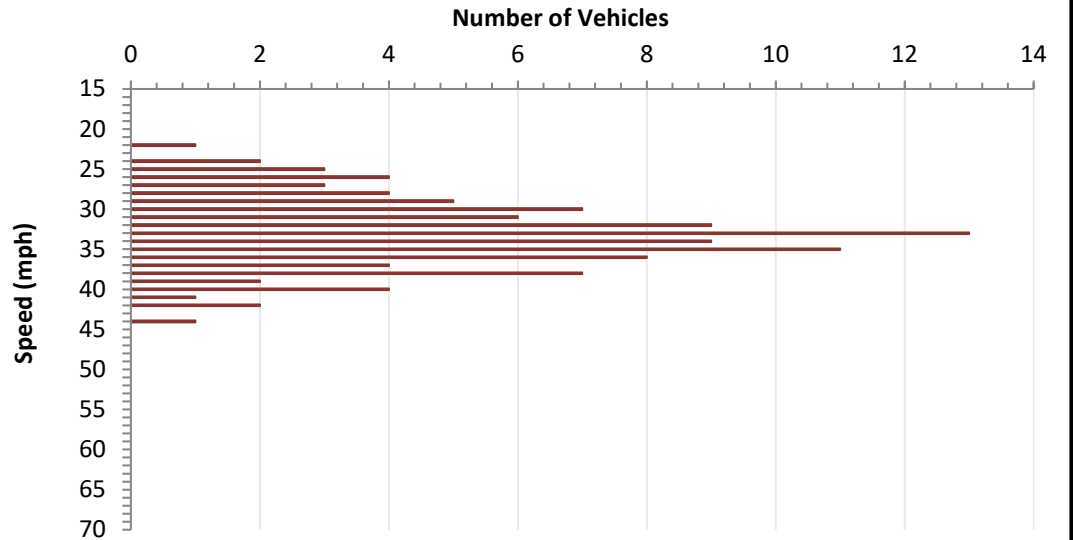
Position: 900' E/o Montiel Truck TI **Direction:** EB/WB

Date: 9/8/2025 **Weather:** Clear **Project Number:** N/A

Time Start: 1:30 PM **Road Condition:** Dry **Observer:** County

Time End: 3:30 PM **Posted Speed:** Unposted **Calibration Test:** Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22	1	0.9%
23		
24	2	2.8%
25	3	5.7%
26	4	9.4%
27	3	12.3%
28	4	16.0%
29	5	20.8%
30	7	27.4%
31	6	33.0%
32	9	41.5%
33	13	53.8%
34	9	62.3%
35	11	72.6%
36	8	80.2%
37	4	84.0%
38	7	90.6%
39	2	92.5%
40	4	96.2%
41	1	97.2%
42	2	99.1%
43		
44	1	100.0%
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	106	



DATA ANALYSIS

Average Speed	33.0	Range	22 - 44
50th Percentile	32.7	10 mph Pace	29 - 38
85th Percentile	37.2	Number in Pace	79
90th Percentile	37.9	Percent in Pace	75%
95th Percentile	39.7		

El Monte Road

Lake Jennings Park Road to El Capitan Reservoir Gate
(5.93 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: El Monte Road from Lake Jennings Park Road to El Capitan Reservoir Gate (a distance of 5.93 miles)
LAKESIDE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

El Monte Road from Lake Jennings Park Road to El Capitan Reservoir Gate currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 45 MPH speed limit.

Existing Traffic Devices

This segment of El Monte Road is a striped 2-lane highway that is 24 to 55 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with pedestrian crossing warnings, equestrian warning, flood advisory signs, several speed advised curve and turn warning signs. There are three marked midblock crosswalks near the El Monte County Park. El Monte Road is classified as a Minor Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

08/25

El Monte Road:

800' E/o Lake Jennings Park Road	2,376
240' W/o Miss Ellie Lane	1,863
260' E/o Yucca Road	379

Speed Data

El Monte Road:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
1,200' E/o Lake Jennings Park Rd (2025)	50.1 MPH	41-50	64%
240' W/o Miss Ellie Lane (2025)	55.5 MPH	45-54	51%
260' E/o Yucca Road (2025)	48.9 MPH	36-45	61%
1,430' E/o Mile Post 4.5 (2025)	45.9 MPH	37-46	78%

Speed Zone	(2025)	50.1 MPH	40-49	64%
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Collision Data

There have been 18 reported collisions, 1 of which involved a fatality, 9 of which involved an injury, including 1 involving serious injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.80 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds 45 to 55 MPH.



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Speed Limit and Radar Certification

Location: El Monte Road from Lake Jennings Park Road to END
County Maintained Road in Lakeside

CTE Recommendation: **Establish 45 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- El Monte Road is a two-lane roadway, rolling, curvy, with limited shoulder throughout its length of 5.93 miles. Its pavement width varies between 24 and 36 feet with a striped center line and edgelines on the roadway.
- Recent speed surveys on El Monte Road resulted in an average overall prevailing speed of 50.1 mph.

- A review of the collision data on the segment during the period of August 1, 2022, to July 31, 2025, indicates a total of 18 reported collisions. This corresponds to a collision rate of 1.80 collisions per million vehicle miles (c/mvm), which is higher than the statewide average of 1.24 c/mvm for similar roadway types.
- Pursuant to California Vehicle Code (CVC) Section 22358, and considering the existing conditions along El Monte Road—as well as the guidance provided in CA MUTCD Section 2B.13, a 45 MPH radar-enforced speed limit from Lake Jennings Park Road to END County Maintained Road is determined to be reasonable and safe based on the prevailing speed.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: C=US, E=michael.kenney@sdcounty.ca.gov,
O="Department of Public Works, Road", OU=Loss
Mitigation and Traffic, CN=Michael L Kenney
Date: 2025.11.24 06:59:13-08'00'

Michael L. Kenney, TE 2045 & CE 56661

11/24/25

Date

VOLUME

El Monte Rd 800' E/O Lake Jennings Park Rd

Day: Wednesday
Date: 8/27/2025

City: Lakeside
Project #: CA25_040133_061

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,180	1,179						2,359
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
0:00	0	0	3	2	5		12:00	0	0	13	22	35							35
0:15	0	0	0	1	1		12:15	0	0	11	22	33							33
0:30	0	0	2	0	2		12:30	0	0	25	23	48							48
0:45	0	0	1	6	1	4	12:45	0	0	20	69	16	83	36	152				
1:00	0	0	1	0	1		13:00	0	0	18	20	38							38
1:15	0	0	0	1	1		13:15	0	0	21	17	38							38
1:30	0	0	0	0	0		13:30	0	0	15	16	31							31
1:45	0	0	2	3	0	1	13:45	0	0	16	70	19	72	35	142				
2:00	0	0	1	1	2		14:00	0	0	24	23	47							47
2:15	0	0	1	0	1		14:15	0	0	27	20	47							47
2:30	0	0	1	0	1		14:30	0	0	20	26	46							46
2:45	0	0	0	3	0	1	14:45	0	0	17	88	13	82	30	170				
3:00	0	0	0	1	1		15:00	0	0	24	18	42							42
3:15	0	0	1	0	1		15:15	0	0	21	22	43							43
3:30	0	0	0	2	2		15:30	0	0	25	26	51							51
3:45	0	0	3	4	0	3	15:45	0	0	26	96	40	106	66	202				
4:00	0	0	0	0	0		16:00	0	0	28	28	56							56
4:15	0	0	1	6	7		16:15	0	0	23	21	44							44
4:30	0	0	4	1	5		16:30	0	0	22	24	46							46
4:45	0	0	3	8	5	12	16:45	0	0	20	93	16	89	36	182				
5:00	0	0	3	8	11		17:00	0	0	14	26	40							40
5:15	0	0	1	8	9		17:15	0	0	33	23	56							56
5:30	0	0	12	2	14		17:30	0	0	16	17	33							33
5:45	0	0	12	28	6	24	17:45	0	0	17	80	28	94	45	174				
6:00	0	0	10	21	31		18:00	0	0	18	14	32							32
6:15	0	0	32	14	46		18:15	0	0	21	9	30							30
6:30	0	0	25	27	52		18:30	0	0	15	12	27							27
6:45	0	0	23	90	26	88	18:45	0	0	10	64	8	43	18	107				
7:00	0	0	12	20	32		19:00	0	0	12	5	17							17
7:15	0	0	14	19	33		19:15	0	0	20	14	34							34
7:30	0	0	23	24	47		19:30	0	0	21	7	28							28
7:45	0	0	34	83	21	84	19:45	0	0	11	64	17	43	28	107				
8:00	0	0	18	23	41		20:00	0	0	10	8	18							18
8:15	0	0	13	13	26		20:15	0	0	8	8	16							16
8:30	0	0	22	18	40		20:30	0	0	8	5	13							13
8:45	0	0	20	73	20	74	20:45	0	0	6	32	7	28	13	60				
9:00	0	0	17	12	29		21:00	0	0	3	11	14							14
9:15	0	0	14	19	33		21:15	0	0	5	4	9							9
9:30	0	0	14	18	32		21:30	0	0	7	5	12							12
9:45	0	0	13	58	20	69	21:45	0	0	5	20	4	24	9	44				
10:00	0	0	22	13	35		22:00	0	0	1	2	3							3
10:15	0	0	20	14	34		22:15	0	0	5	0	5							5
10:30	0	0	16	21	37		22:30	0	0	3	0	3							3
10:45	0	0	13	71	18	66	22:45	0	0	6	15	0	2	6	17				
11:00	0	0	16	27	43		23:00	0	0	4	1	5							5
11:15	0	0	6	25	31		23:15	0	0	0	2	2							2
11:30	0	0	16	12	28		23:30	0	0	3	1	4							4
11:45	0	0	14	52	18	82	23:45	0	0	3	10	1	5	4	15				
TOTALS	479				508		TOTALS	701				671		1372					
SPLIT %	48.5%				51.5%		SPLIT %	51.1%				48.9%		58.2%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,180	1,179						2,359
AM Peak Hour					6:15	6:30	6:15	PM Peak Hour					15:30	15:15	15:30				
AM Pk Volume					92	92	179	PM Pk Volume					102	116	217				
Pk Hr Factor					0.719	0.852	0.861	Pk Hr Factor					0.911	0.725	0.822				
7 - 9 Volume					0	0	314	4 - 6 Volume					0	0	356				
7 - 9 Peak Hour					7:15	7:15	7:15	4 - 6 Peak Hour					16:00	17:00	16:00				
7 - 9 Pk Volume					0	0	176	4 - 6 Pk Volume					0	0	182				
Pk Hr Factor					0.000	0.000	0.800	Pk Hr Factor					0.000	0.000	0.813				

VOLUME

El Monte Rd 800' E/O Lake Jennings Park Rd

Day: Thursday
Date: 8/28/2025

City: Lakeside
Project #: CA25_040133_061

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						1,196	1,197	2,393
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	3	0	3		12:00	0	0	22	29	51		
0:15	0	0	3	1	4		12:15	0	0	22	27	49		
0:30	0	0	3	1	4		12:30	0	0	18	15	33		
0:45	0	0	0	9	1	3	12:45	0	0	20	82	17	88	37 170
1:00	0	0	1	0	1		13:00	0	0	14	22	36		
1:15	0	0	0	0			13:15	0	0	15	17	32		
1:30	0	0	0	0			13:30	0	0	12	17	29		
1:45	0	0	2	3	2	3	13:45	0	0	13	54	18	74	31 128
2:00	0	0	1	0	1		14:00	0	0	21	24	45		
2:15	0	0	1	0	1		14:15	0	0	28	22	50		
2:30	0	0	0	0			14:30	0	0	32	36	68		
2:45	0	0	0	2		2	14:45	0	0	15	96	35	117	50 213
3:00	0	0	0	2	2		15:00	0	0	26	21	47		
3:15	0	0	1	0	1		15:15	0	0	15	29	44		
3:30	0	0	1	1	2		15:30	0	0	27	26	53		
3:45	0	0	1	3	1	3	15:45	0	0	18	86	26	102	44 188
4:00	0	0	1	1	2		16:00	0	0	21	28	49		
4:15	0	0	3	2	5		16:15	0	0	23	21	44		
4:30	0	0	0	2	2		16:30	0	0	23	26	49		
4:45	0	0	4	8	5	10	16:45	0	0	28	95	17	92	45 187
5:00	0	0	0	7	7		17:00	0	0	25	15	40		
5:15	0	0	10	7	17		17:15	0	0	11	22	33		
5:30	0	0	21	7	28		17:30	0	0	17	15	32		
5:45	0	0	8	39	10	31	17:45	0	0	20	73	17	69	37 142
6:00	0	0	11	18	29		18:00	0	0	21	7	28		
6:15	0	0	20	14	34		18:15	0	0	18	14	32		
6:30	0	0	33	20	53		18:30	0	0	12	16	28		
6:45	0	0	31	95	19	71	18:45	0	0	10	61	6	43	16 104
7:00	0	0	16	23	39		19:00	0	0	16	12	28		
7:15	0	0	14	20	34		19:15	0	0	17	7	24		
7:30	0	0	12	37	49		19:30	0	0	13	3	16		
7:45	0	0	18	60	24	104	19:45	0	0	14	60	9	31	23 91
8:00	0	0	16	21	37		20:00	0	0	10	17	27		
8:15	0	0	14	11	25		20:15	0	0	7	15	22		
8:30	0	0	22	16	38		20:30	0	0	9	11	20		
8:45	0	0	23	75	15	63	20:45	0	0	8	34	7	50	15 84
9:00	0	0	9	16	25		21:00	0	0	8	6	14		
9:15	0	0	23	12	35		21:15	0	0	9	4	13		
9:30	0	0	11	14	25		21:30	0	0	8	5	13		
9:45	0	0	14	57	18	60	21:45	0	0	8	33	2	17	10 50
10:00	0	0	12	23	35		22:00	0	0	5	3	8		
10:15	0	0	14	18	32		22:15	0	0	4	1	5		
10:30	0	0	16	12	28		22:30	0	0	5	3	8		
10:45	0	0	18	60	15	68	22:45	0	0	4	18	4	11	8 29
11:00	0	0	18	20	38		23:00	0	0	8	1	9		
11:15	0	0	18	20	38		23:15	0	0	7	3	10		
11:30	0	0	24	21	45		23:30	0	0	1	3	4		
11:45	0	0	14	74	19	80	23:45	0	0	3	19	3	10	6 29
TOTALS	485				493		TOTALS	711				704		1415
SPLIT %	49.6%				50.4%		SPLIT %	50.2%				49.8%		59.1%

DAILY TOTALS			NB	SB	EB				WB		Total	
			0	0							1,196	1,197
AM Peak Hour			6:15	7:00	11:30	PM Peak Hour			14:15	14:30	14:15	
AM Pk Volume			100	104	178	PM Pk Volume			101	121	215	
Pk Hr Factor			0.758	0.703	0.873	Pk Hr Factor			0.789	0.840	0.790	
7 - 9 Volume	0	0	135	167	302	4 - 6 Volume		0	0	168	161	329
7 - 9 Peak Hour			8:00	7:00	7:00	4 - 6 Peak Hour				16:15	16:00	16:00
7 - 9 Pk Volume	0	0	75	104	164	4 - 6 Pk Volume		0	0	99	92	187
Pk Hr Factor	0.000	0.000	0.815	0.703	0.837	Pk Hr Factor		0.000	0.000	0.884	0.821	0.954

VOLUME

El Monte Rd 240' W/O Miss Ellie Ln

Day: Wednesday
Date: 8/27/2025

City: Lakeside
Project #: CA25_040133_062

DAILY TOTALS						NB	SB							Total
						0	0							1,849
						955								
						894								
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	2	2	4	12:00	0	0	11	17	28			
0:15	0	0	0	0		12:15	0	0	10	19	29			
0:30	0	0	0	0		12:30	0	0	21	18	39			
0:45	0	0	1	3	2	12:45	0	0	12	54	24	12	66	120
1:00	0	0	1	0	1	13:00	0	0	14	17	31			
1:15	0	0	0	1	1	13:15	0	0	16	11	27			
1:30	0	0	0	0		13:30	0	0	11	15	26			
1:45	0	0	0	1	2	13:45	0	0	16	57	36	20	63	120
2:00	0	0	1	1	2	14:00	0	0	24	18	42			
2:15	0	0	2	0	2	14:15	0	0	19	15	34			
2:30	0	0	1	0	1	14:30	0	0	15	18	33			
2:45	0	0	0	4	5	14:45	0	0	14	72	23	9	60	132
3:00	0	0	0	1	1	15:00	0	0	21	13	34			
3:15	0	0	1	0	1	15:15	0	0	14	18	32			
3:30	0	0	0	1	1	15:30	0	0	19	28	47			
3:45	0	0	1	2	4	15:45	0	0	19	73	41	22	81	154
4:00	0	0	0	0		16:00	0	0	18	18	36			
4:15	0	0	0	5	5	16:15	0	0	18	18	36			
4:30	0	0	2	1	3	16:30	0	0	17	14	31			
4:45	0	0	3	5	7	16:45	0	0	19	72	35	16	66	138
5:00	0	0	1	5	6	17:00	0	0	14	18	32			
5:15	0	0	0	5	5	17:15	0	0	25	14	39			
5:30	0	0	1	2	3	17:30	0	0	16	18	34			
5:45	0	0	5	7	9	17:45	0	0	16	71	34	18	68	139
6:00	0	0	8	8	16	18:00	0	0	14	11	25			
6:15	0	0	14	9	23	18:15	0	0	16	8	24			
6:30	0	0	27	13	40	18:30	0	0	16	8	24			
6:45	0	0	10	59	26	18:45	0	0	10	56	13	3	30	86
7:00	0	0	11	17	28	19:00	0	0	10	5	15			
7:15	0	0	14	15	29	19:15	0	0	16	12	28			
7:30	0	0	19	16	35	19:30	0	0	23	7	30			
7:45	0	0	30	74	42	19:45	0	0	10	59	26	16	40	99
8:00	0	0	19	13	32	20:00	0	0	7	7	14			
8:15	0	0	11	12	23	20:15	0	0	10	7	17			
8:30	0	0	19	16	35	20:30	0	0	7	5	12			
8:45	0	0	15	64	26	20:45	0	0	6	30	11	5	24	54
9:00	0	0	18	9	27	21:00	0	0	3	10	13			
9:15	0	0	8	18	26	21:15	0	0	3	3	6			
9:30	0	0	16	13	29	21:30	0	0	6	3	9			
9:45	0	0	12	54	26	21:45	0	0	4	16	8	4	20	36
10:00	0	0	19	11	30	22:00	0	0	3	2	5			
10:15	0	0	19	12	31	22:15	0	0	4	0	4			
10:30	0	0	12	20	32	22:30	0	0	2	0	2			
10:45	0	0	12	62	28	22:45	0	0	5	14	5	0	2	16
11:00	0	0	11	24	35	23:00	0	0	2	1	3			
11:15	0	0	6	18	24	23:15	0	0	2	1	3			
11:30	0	0	11	13	24	23:30	0	0	2	2	4			
11:45	0	0	10	38	21	23:45	0	0	2	8	2	0	4	12
TOTALS			373	370	743	TOTALS			582	524	1106			
SPLIT %			50.2%	49.8%	40.2%	SPLIT %			52.6%	47.4%	59.8%			

DAILY TOTALS						NB	SB							Total
						0	0							1,849
						955								
						894								
AM Peak Hour			7:15	10:30	7:15	PM Peak Hour			16:30	15:15	15:30			
AM Pk Volume			82	78	138	PM Pk Volume			75	86	160			
Pk Hr Factor			0.683	0.813	0.821	Pk Hr Factor			0.750	0.768	0.851			
7 - 9 Volume	0	0	138	112	250	4 - 6 Volume	0	0	143	134	277			
7 - 9 Peak Hour			7:15	7:00	7:15	4 - 6 Peak Hour			16:30	17:00	16:45			
7 - 9 Pk Volume	0	0	82	60	138	4 - 6 Pk Volume	0	0	75	68	140			
Pk Hr Factor	0.000	0.000	0.683	0.882	0.821	Pk Hr Factor	0.000	0.000	0.750	0.944	0.897			

VOLUME

El Monte Rd 240' W/O Miss Ellie Ln

Day: Thursday
Date: 8/28/2025

City: Lakeside
Project #: CA25_040133_062

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						966	911	1,877
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	4	0	4		12:00	0	0	14	24	38		
0:15	0	0	3	1	4		12:15	0	0	21	21	42		
0:30	0	0	3	1	4		12:30	0	0	20	14	34		
0:45	0	0	0	10	1	13	12:45	0	0	17	72	30	144	
1:00	0	0	1	0	1		13:00	0	0	8	19	27		
1:15	0	0	0	0			13:15	0	0	13	16	29		
1:30	0	0	0	0			13:30	0	0	13	12	25		
1:45	0	0	2	3	2	3	13:45	0	0	11	45	31	112	
2:00	0	0	1	0	1		14:00	0	0	16	17	33		
2:15	0	0	2	0	2		14:15	0	0	17	22	39		
2:30	0	0	0	0			14:30	0	0	31	39	70		
2:45	0	0	0	3		3	14:45	0	0	14	78	37	179	
3:00	0	0	0	2	2		15:00	0	0	14	10	24		
3:15	0	0	0	0			15:15	0	0	14	24	38		
3:30	0	0	1	0	1		15:30	0	0	12	17	29		
3:45	0	0	0	1	0	2	15:45	0	0	16	56	33	124	
4:00	0	0	1	1	2		16:00	0	0	16	18	34		
4:15	0	0	3	2	5		16:15	0	0	17	18	35		
4:30	0	0	0	2	2		16:30	0	0	23	10	33		
4:45	0	0	3	7	8	17	16:45	0	0	31	87	42	144	
5:00	0	0	0	4	4		17:00	0	0	19	11	30		
5:15	0	0	3	6	9		17:15	0	0	9	16	25		
5:30	0	0	5	4	9		17:30	0	0	13	15	28		
5:45	0	0	7	15	11	33	17:45	0	0	16	57	27	110	
6:00	0	0	1	7	8		18:00	0	0	16	5	21		
6:15	0	0	14	7	21		18:15	0	0	19	14	33		
6:30	0	0	21	13	34		18:30	0	0	12	14	26		
6:45	0	0	21	57	35	98	18:45	0	0	4	51	9	89	
7:00	0	0	14	14	28		19:00	0	0	18	9	27		
7:15	0	0	10	17	27		19:15	0	0	16	5	21		
7:30	0	0	12	28	40		19:30	0	0	16	3	19		
7:45	0	0	16	52	26	121	19:45	0	0	14	64	27	94	
8:00	0	0	11	12	23		20:00	0	0	9	14	23		
8:15	0	0	13	10	23		20:15	0	0	7	11	18		
8:30	0	0	12	13	25		20:30	0	0	7	10	17		
8:45	0	0	23	59	32	103	20:45	0	0	8	31	16	74	
9:00	0	0	11	14	25		21:00	0	0	4	2	6		
9:15	0	0	20	8	28		21:15	0	0	7	5	12		
9:30	0	0	9	11	20		21:30	0	0	7	1	8		
9:45	0	0	6	46	22	95	21:45	0	0	9	27	11	37	
10:00	0	0	14	17	31		22:00	0	0	5	2	7		
10:15	0	0	14	14	28		22:15	0	0	4	1	5		
10:30	0	0	13	8	21		22:30	0	0	4	3	7		
10:45	0	0	15	56	26	106	22:45	0	0	5	18	7	26	
11:00	0	0	12	15	27		23:00	0	0	3	1	4		
11:15	0	0	13	18	31		23:15	0	0	9	2	11		
11:30	0	0	22	18	40		23:30	0	0	1	1	2		
11:45	0	0	8	55	28	126	23:45	0	0	3	16	6	23	
TOTALS	364				721		TOTALS	602				554		1156
SPLIT %	50.5%				38.4%		SPLIT %	52.1%				47.9%		61.6%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						966	911	1,877
AM Peak Hour			6:15	11:30	11:30		PM Peak Hour			16:15	14:00	14:00		
AM Pk Volume			70	83	148		PM Pk Volume			90	101	179		
Pk Hr Factor			0.833	0.865	0.881		Pk Hr Factor			0.726	0.647	0.639		
7 - 9 Volume	0	0	111	113	224		4 - 6 Volume	0	0	144	110	254		
7 - 9 Peak Hour			8:00	7:00	7:00		4 - 6 Peak Hour			16:15	16:00	16:00		
7 - 9 Pk Volume	0	0	59	69	121		4 - 6 Pk Volume	0	0	90	57	144		
Pk Hr Factor	0.000	0.000	0.641	0.616	0.756		Pk Hr Factor	0.000	0.000	0.726	0.792	0.857		

VOLUME

El Monte Rd 260' E/O Yucca Rd/Mountain Valley Pl

Day: Wednesday
Date: 8/27/2025

City: Lakeside
Project #: CA25_040133_063

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						200	205	405
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	0	0			12:00	0	0	4	0			4
0:15	0	0	0	0			12:15	0	0	0	5			5
0:30	0	0	0	0			12:30	0	0	1	3			4
0:45	0	0	0	0			12:45	0	0	2	7	1	9	3
1:00	0	0	0	0			13:00	0	0	3	7			10
1:15	0	0	0	0			13:15	0	0	3	1			4
1:30	0	0	0	0			13:30	0	0	4	12			16
1:45	0	0	0	0			13:45	0	0	4	14	7	27	11
2:00	0	0	0	0			14:00	0	0	5	8			13
2:15	0	0	0	0			14:15	0	0	2	2			4
2:30	0	0	0	0			14:30	0	0	3	1			4
2:45	0	0	0	0			14:45	0	0	3	13	3	14	6
3:00	0	0	0	0			15:00	0	0	3	0			3
3:15	0	0	1	0	1		15:15	0	0	2	6			8
3:30	0	0	0	1	1		15:30	0	0	4	3			7
3:45	0	0	0	1	0	1	15:45	0	0	3	12	4	13	7
4:00	0	0	0	0			16:00	0	0	5	3			8
4:15	0	0	0	0			16:15	0	0	3	6			9
4:30	0	0	0	0			16:30	0	0	4	2			6
4:45	0	0	1	1	0	1	16:45	0	0	2	14	1	12	3
5:00	0	0	0	2	2		17:00	0	0	4	3			7
5:15	0	0	0	1	1		17:15	0	0	1	2			3
5:30	0	0	0	0			17:30	0	0	4	3			7
5:45	0	0	3	3	1	4	17:45	0	0	4	13	5	13	9
6:00	0	0	1	3	4		18:00	0	0	7	2			9
6:15	0	0	2	2	4		18:15	0	0	2	3			5
6:30	0	0	4	2	6		18:30	0	0	0	5			5
6:45	0	0	2	9	5	12	18:45	0	0	3	12	0	10	3
7:00	0	0	0	3	3		19:00	0	0	1	3			4
7:15	0	0	1	4	5		19:15	0	0	6	0			6
7:30	0	0	8	5	13		19:30	0	0	4	3			7
7:45	0	0	14	23	0	12	19:45	0	0	4	15	4	10	8
8:00	0	0	6	4	10		20:00	0	0	2	3			5
8:15	0	0	6	2	8		20:15	0	0	1	0			1
8:30	0	0	8	4	12		20:30	0	0	3	1			4
8:45	0	0	4	24	5	15	20:45	0	0	2	8	0	4	2
9:00	0	0	2	5	7		21:00	0	0	0	2			2
9:15	0	0	0	4	4		21:15	0	0	0	1			1
9:30	0	0	7	9	16		21:30	0	0	1	0			1
9:45	0	0	1	10	5	23	21:45	0	0	1	2	1	4	2
10:00	0	0	3	3	6		22:00	0	0	0	1			1
10:15	0	0	5	2	7		22:15	0	0	0	0			
10:30	0	0	0	1	1		22:30	0	0	1	0			1
10:45	0	0	1	9	4	10	22:45	0	0	2	3	0	1	2
11:00	0	0	1	1	2		23:00	0	0	0	1			1
11:15	0	0	0	6	6		23:15	0	0	2	0			2
11:30	0	0	2	1	3		23:30	0	0	0	1			1
11:45	0	0	2	5	1	9	23:45	0	0	0	2	0	2	4
TOTALS	85				86		TOTALS	115				119		234
SPLIT %	49.7%				50.3%		SPLIT %	49.1%				50.9%		57.8%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						200	205	405
AM Peak Hour			7:30	8:45	7:30		PM Peak Hour			17:30	13:30	13:15		
AM Pk Volume			34	23	45		PM Pk Volume			17	29	44		
Pk Hr Factor			0.607	0.639	0.804		Pk Hr Factor			0.607	0.604	0.688		
7 - 9 Volume	0	0	47	27	74		4 - 6 Volume	0	0	27	25	52		
7 - 9 Peak Hour			7:30	8:00	7:30		4 - 6 Peak Hour			16:00	17:00	16:00		
7 - 9 Pk Volume	0	0	34	15	45		4 - 6 Pk Volume	0	0	14	13	26		
Pk Hr Factor	0.000	0.000	0.607	0.750	0.804		Pk Hr Factor	0.000	0.000	0.700	0.650	0.722		

VOLUME

El Monte Rd 260' E/O Yucca Rd/Mountain Valley Pl

Day: Thursday
Date: 8/28/2025

City: Lakeside
Project #: CA25_040133_063

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						177	176	353
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	1	0	1	12:00	0	0	2	4	6			
0:15	0	0	2	0	2	12:15	0	0	1	3	4			
0:30	0	0	0	0		12:30	0	0	3	3	6			
0:45	0	0	0	3	3	12:45	0	0	4	10	6	2	12	22
1:00	0	0	0	0		13:00	0	0	1	3	4			
1:15	0	0	0	0		13:15	0	0	5	7	12			
1:30	0	0	0	0		13:30	0	0	5	4	9			
1:45	0	0	0	0		13:45	0	0	1	12	6	5	19	31
2:00	0	0	0	0		14:00	0	0	4	3	7			
2:15	0	0	0	0		14:15	0	0	7	4	11			
2:30	0	0	0	0		14:30	0	0	1	5	6			
2:45	0	0	0	0		14:45	0	0	2	14	6	4	16	30
3:00	0	0	0	2	2	15:00	0	0	2	2	4			
3:15	0	0	0	0		15:15	0	0	1	2	3			
3:30	0	0	0	0		15:30	0	0	0	0				
3:45	0	0	0	2	2	15:45	0	0	3	6	6	3	7	13
4:00	0	0	0	0		16:00	0	0	0	0				
4:15	0	0	0	0		16:15	0	0	6	1	7			
4:30	0	0	0	0		16:30	0	0	4	0	4			
4:45	0	0	0	2	2	16:45	0	0	3	13	5	2	3	16
5:00	0	0	0	0		17:00	0	0	11	2	13			
5:15	0	0	0	0		17:15	0	0	2	6	8			
5:30	0	0	0	0		17:30	0	0	2	4	6			
5:45	0	0	0	0		17:45	0	0	2	17	4	2	14	31
6:00	0	0	1	2	3	18:00	0	0	0	1	1			
6:15	0	0	0	1	1	18:15	0	0	6	4	10			
6:30	0	0	2	3	5	18:30	0	0	1	2	3			
6:45	0	0	3	6	6	18:45	0	0	3	10	6	3	10	20
7:00	0	0	1	3	4	19:00	0	0	4	2	6			
7:15	0	0	3	4	7	19:15	0	0	5	3	8			
7:30	0	0	0	4	4	19:30	0	0	2	4	6			
7:45	0	0	5	9	8	19:45	0	0	1	12	4	3	12	24
8:00	0	0	2	4	6	20:00	0	0	3	2	5			
8:15	0	0	2	3	5	20:15	0	0	0	0				
8:30	0	0	0	2	2	20:30	0	0	3	1	4			
8:45	0	0	6	10	8	20:45	0	0	2	8	3	1	4	12
9:00	0	0	3	1	4	21:00	0	0	1	1	2			
9:15	0	0	2	2	4	21:15	0	0	1	1	2			
9:30	0	0	3	3	6	21:30	0	0	3	0	3			
9:45	0	0	0	8	4	21:45	0	0	0	5	1	3		8
10:00	0	0	1	2	3	22:00	0	0	1	0	1			
10:15	0	0	6	2	8	22:15	0	0	2	1	3			
10:30	0	0	3	0	3	22:30	0	0	1	1	2			
10:45	0	0	4	14	8	22:45	0	0	1	5	3	2	4	9
11:00	0	0	0	2	2	23:00	0	0	1	1	2			
11:15	0	0	3	1	4	23:15	0	0	1	1	2			
11:30	0	0	4	1	5	23:30	0	0	0	0				
11:45	0	0	4	11	13	23:45	0	0	2	4	3	1	3	7
TOTALS	61				69	130	TOTALS	116				107	223	
SPLIT %	46.9%				53.1%	36.8%	SPLIT %	52.0%				48.0%	63.2%	

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						177	176	353
AM Peak Hour			8:45	11:45	11:45	PM Peak Hour			16:15	13:00	13:15			
AM Pk Volume			14	19	29	PM Pk Volume			24	19	34			
Pk Hr Factor			0.583	0.528	0.558	Pk Hr Factor			0.545	0.679	0.708			
7 - 9 Volume	0	0	19	25	44	4 - 6 Volume	0	0	30	17	47			
7 - 9 Peak Hour			7:15	7:15	7:15	4 - 6 Peak Hour			16:15	16:45	16:45			
7 - 9 Pk Volume	0	0	10	15	25	4 - 6 Pk Volume	0	0	24	14	32			
Pk Hr Factor	0.000	0.000	0.500	0.938	0.781	Pk Hr Factor	0.000	0.000	0.545	0.583	0.615			



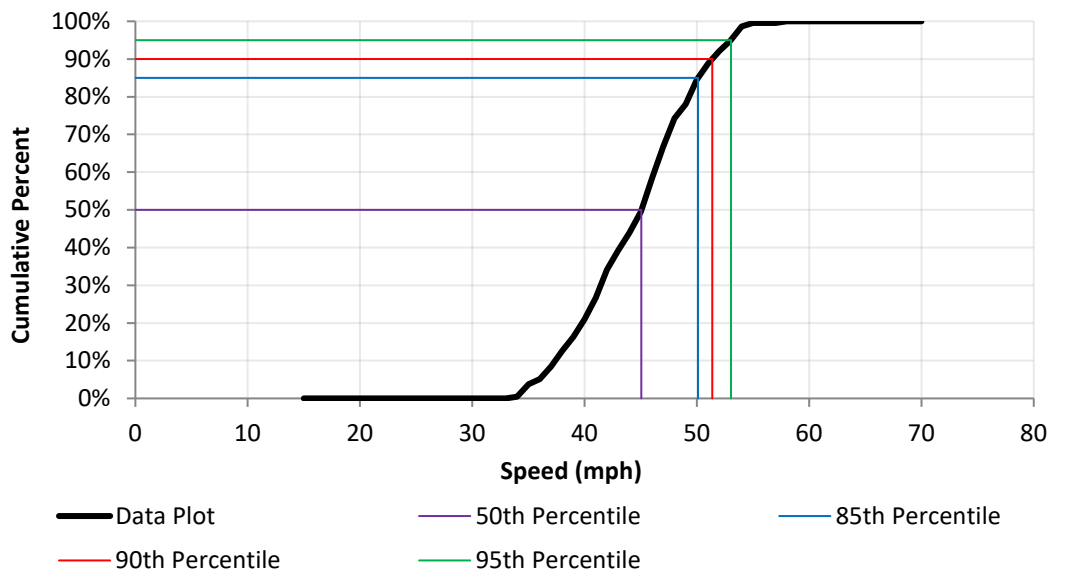
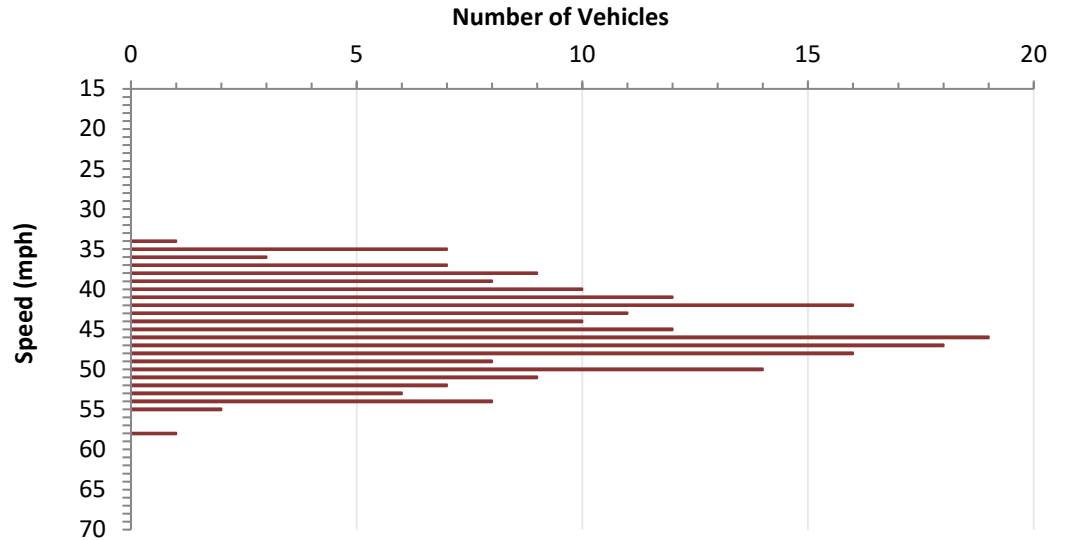
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Monte Rd	From:	Lake Jennings Park Rd	To:	El Cap Gate
Position:	1,200' E/o Lake Jennings Park Rd			Direction:	EB/WB

Date:	8/27/2025	Weather:	Clear	Project Number:	25-040135-007
Time Start:	1:40 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	3:40 AM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34	1	0.5%
35	7	3.7%
36	3	5.1%
37	7	8.4%
38	9	12.6%
39	8	16.4%
40	10	21.0%
41	12	26.6%
42	16	34.1%
43	11	39.3%
44	10	43.9%
45	12	49.5%
46	19	58.4%
47	18	66.8%
48	16	74.3%
49	8	78.0%
50	14	84.6%
51	9	88.8%
52	7	92.1%
53	6	94.9%
54	8	98.6%
55	2	99.5%
56		
57		
58	1	100.0%
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	214	



DATA ANALYSIS

Average Speed	45.0	Range	34 - 58
50th Percentile	45.1	10 mph Pace	41 - 50
85th Percentile	50.1	Number in Pace	136
90th Percentile	51.4	Percent in Pace	64%
95th Percentile	53.0		

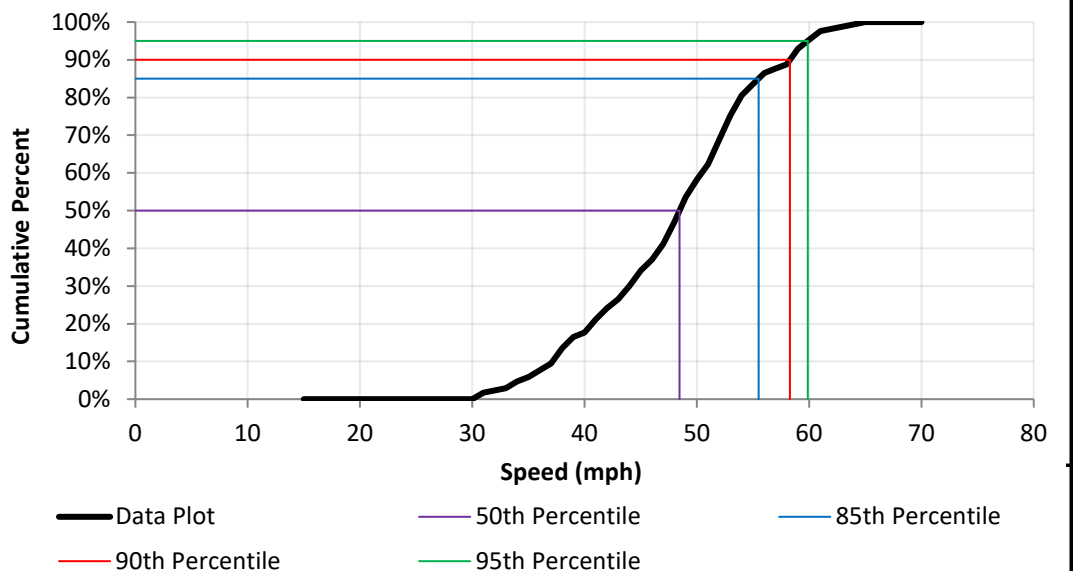
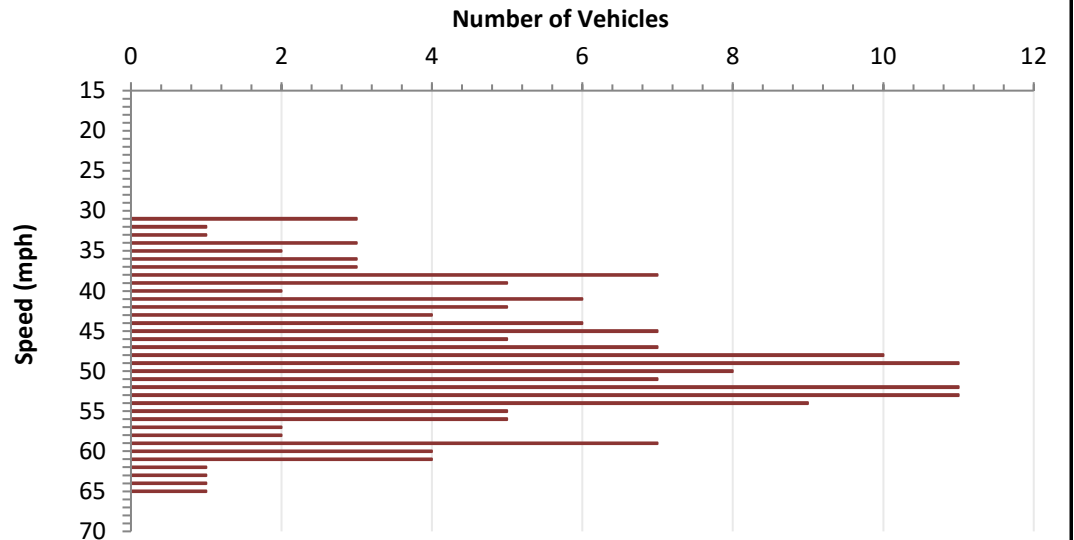


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Monte Rd	From:	Lake Jennings Park Rd	To:	El Cap Gate
Position:	240' W/o Miss Ellie Ln	Direction:	EB/WB		
Date:	8/27/2025	Weather:	Clear	Project Number:	25-040135-008
Time Start:	1:30 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	3:30 PM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31	3	1.8%
32	1	2.4%
33	1	2.9%
34	3	4.7%
35	2	5.9%
36	3	7.6%
37	3	9.4%
38	7	13.5%
39	5	16.5%
40	2	17.6%
41	6	21.2%
42	5	24.1%
43	4	26.5%
44	6	30.0%
45	7	34.1%
46	5	37.1%
47	7	41.2%
48	10	47.1%
49	11	53.5%
50	8	58.2%
51	7	62.4%
52	11	68.8%
53	11	75.3%
54	9	80.6%
55	5	83.5%
56	5	86.5%
57	2	87.6%
58	2	88.8%
59	7	92.9%
60	4	95.3%
61	4	97.6%
62	1	98.2%
63	1	98.8%
64	1	99.4%
65	1	100.0%
66		
67		
68		
69		
70		
Total	170	



DATA ANALYSIS

Average Speed	48.3	Range	31 - 65
50th Percentile	48.5	10 mph Pace	45 - 54
85th Percentile	55.5	Number in Pace	86
90th Percentile	58.3	Percent in Pace	51%
95th Percentile	59.9		



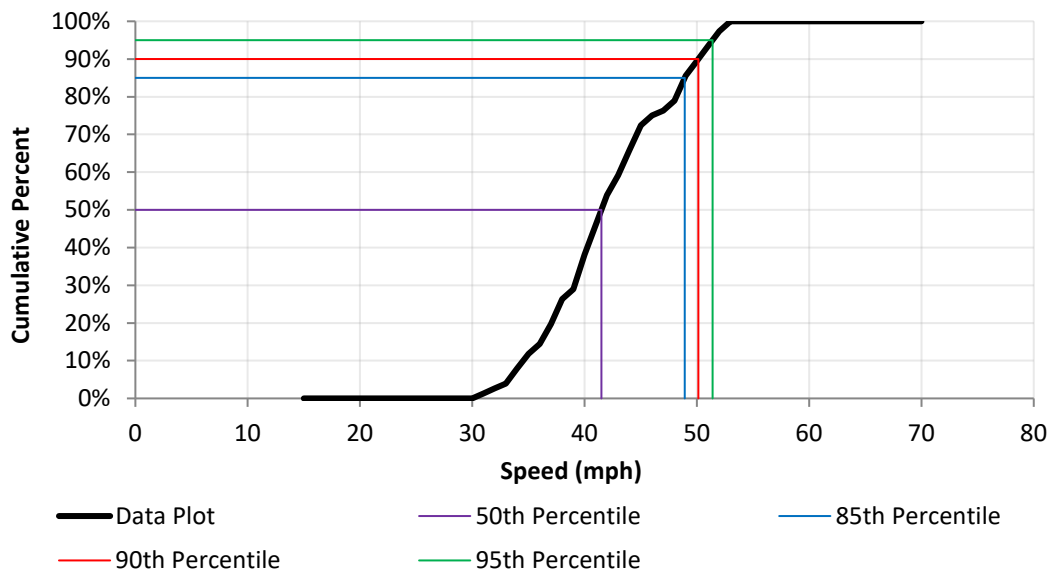
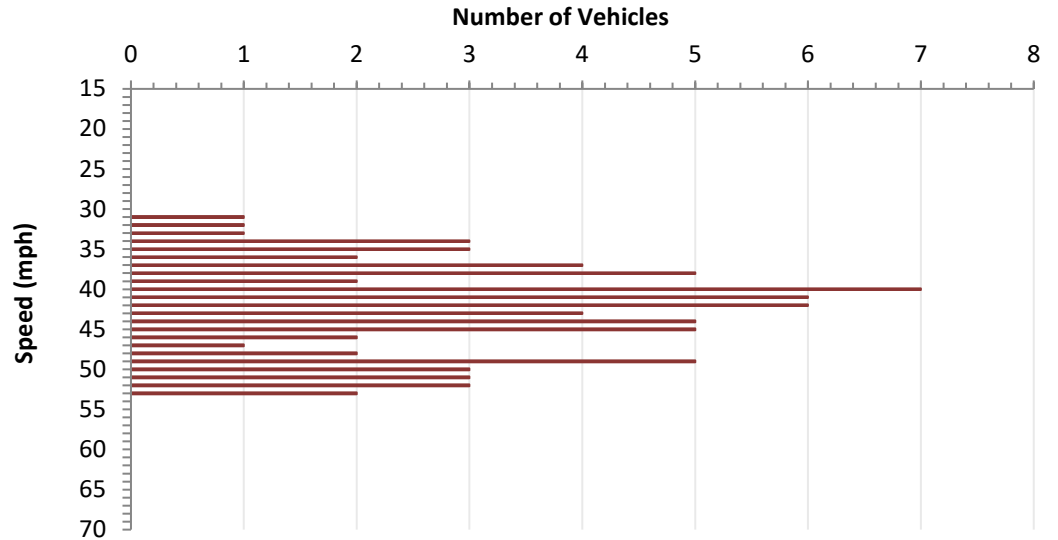
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Monte Rd	From:	Lake Jennings Park Rd	To:	El Cap Gate
Position:	260' E/o Yucca Rd	Direction:	EB/WB		

Date:	8/27/2025	Weather:	Clear	Project Number:	25-040135-009
Time Start:	12:30 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	3:30 AM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31	1	1.3%
32	1	2.6%
33	1	3.9%
34	3	7.9%
35	3	11.8%
36	2	14.5%
37	4	19.7%
38	5	26.3%
39	2	28.9%
40	7	38.2%
41	6	46.1%
42	6	53.9%
43	4	59.2%
44	5	65.8%
45	5	72.4%
46	2	75.0%
47	1	76.3%
48	2	78.9%
49	5	85.5%
50	3	89.5%
51	3	93.4%
52	3	97.4%
53	2	100.0%
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	76	



DATA ANALYSIS

Average Speed	42.5	Range	31 - 53
50th Percentile	41.5	10 mph Pace	36 - 45
85th Percentile	48.9	Number in Pace	46
90th Percentile	50.1	Percent in Pace	61%
95th Percentile	51.4		

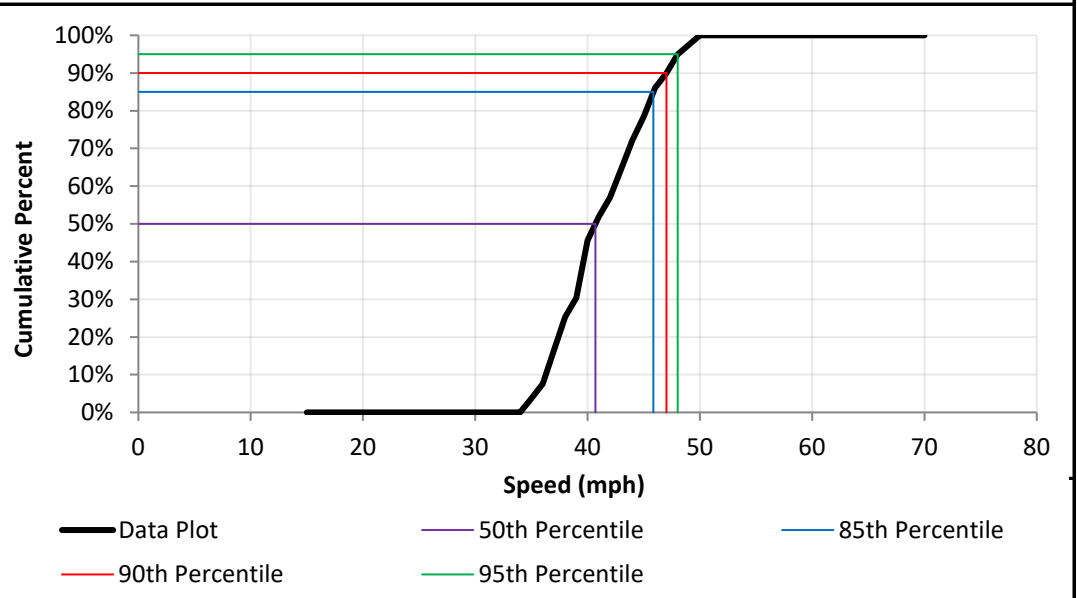
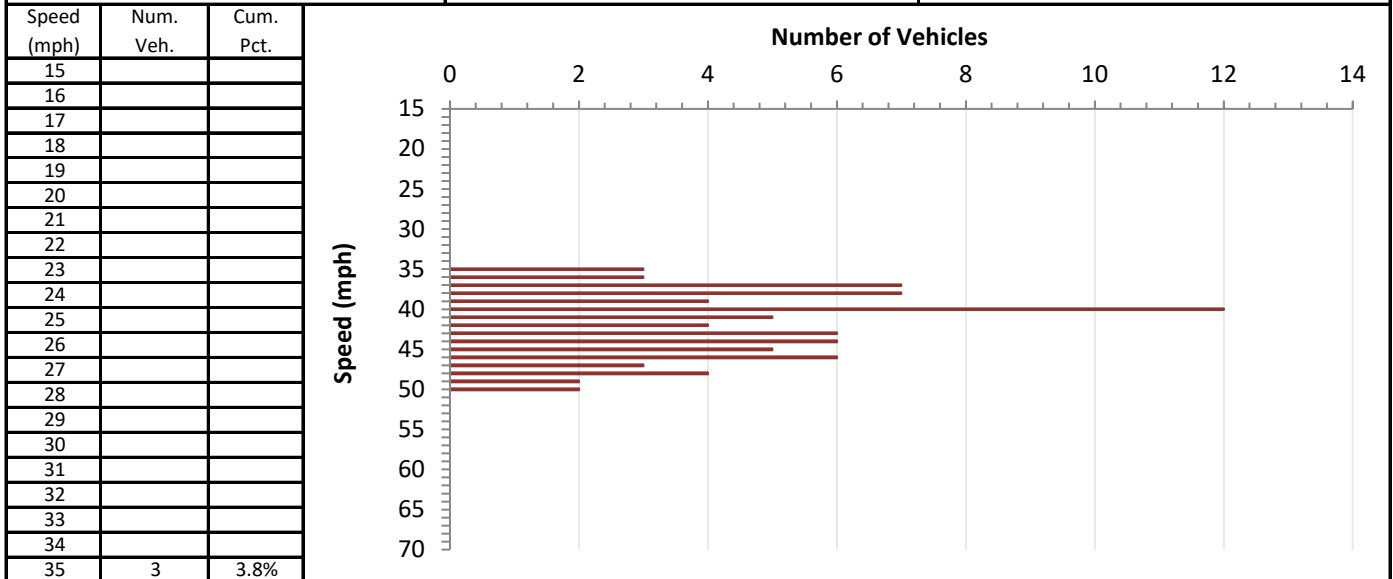


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Monte Rd	From:	Lake Jennings Park Rd	To:	El Cap Gate
Position:	1,430' E/o MP 4.5	Direction:	EB/WB		

Date:	8/27/2025	Weather:	Clear	Project Number:	25-040135-008
Time Start:	9:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	12:00 PM	Posted Speed:	Unposted	Calibration Test:	Y

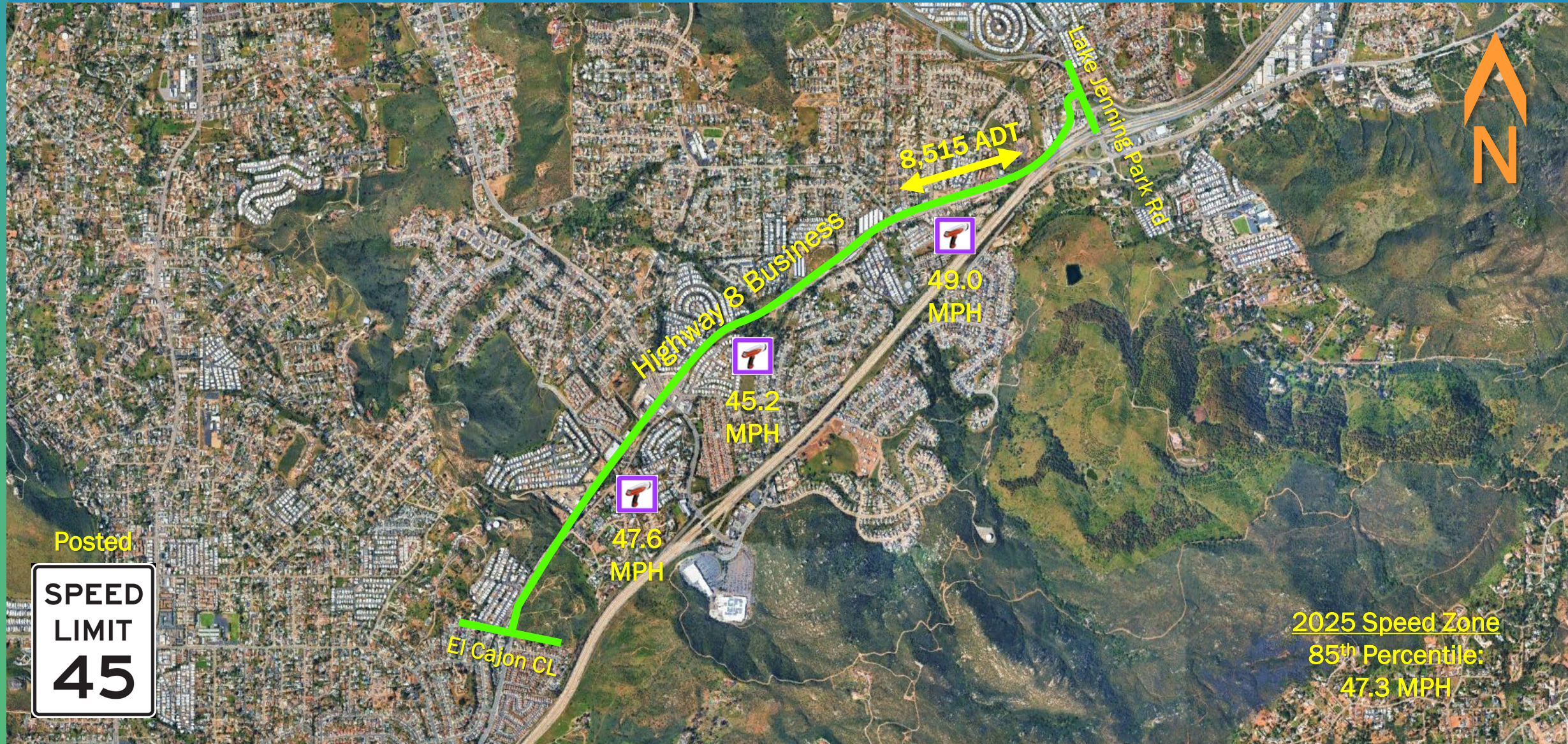


DATA ANALYSIS

Average Speed	41.8	Range	35 - 50
50th Percentile	40.7	10 mph Pace	37 - 46
85th Percentile	45.9	Number in Pace	62
90th Percentile	47.0	Percent in Pace	78%
95th Percentile	48.0		

Highway 8 Business

El Cajon city limits to Lake Jennings Park Road
(2.63 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Highway 8 Business from El Cajon city limits to Lake Jennings Park Road (a distance of 2.63 miles)
GLENVIEW

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Highway 8 Business from the El Cajon city limits to Lake Jennings Park Road is currently posted with a 45 miles per hour (MPH) speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 45 MPH speed limit.

Existing Traffic Devices

This segment of Highway 8 Business is a striped 2-lane highway that is 36 to 80 feet wide. The roadway is striped with a no passing centerline and bike lane. The roadway is also striped with intermittent parking lanes and two-way left turn lanes. The road is posted with several intersection warnings, a fire station warning, and a speed advised reverse turn warning sign. The road has a traffic control signal at Los Coches Road. Highway 8 Business is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted with a radar enforced 45 MPH speed limit.

Average Daily Traffic Volumes **08/25**

Highway 8 Business:	
1,100' W/o Jackson Ridge Parkway	10,772
960' E/o Los Coches Road	9,518
765' E/o Pinkard Lane	5,255

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Highway 8 Business:			
1,100' W/o Jackson Ridge Parkwy (2025)	47.6 MPH	40-49	80%
(2017)	55.0 MPH	46-55	89%
960' E/o Los Coches Road (2025)	45.2 MPH	37-46	78%
(2017)	52.0 MPH	45-54	84%
At Lake Valley Road (2025)	49.0 MPH	40-49	76%
(2017)	53.0 MPH	44-53	89%

Speed Zone	(2025)	47.3 MPH	40-49	64%
	(2017)	53.0 MPH	45-54	87%

Collision Data

There have been 39 reported collisions, 1 of which involved a fatality, 12 of which involved an injury, including 2 involving serious injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.59 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds 45 to 55 MPH.

VOLUME

Highway 8 Business 1,100' W/O Jackson Ridge Pkwy

Day: Tuesday
Date: 10/21/2025

City: El Cajon
Project #: CA25_040157_011

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						5,355	5,417	10,772
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	9	4	13		12:00	0	0	71	63	134		
0:15	0	0	2	5	7		12:15	0	0	81	63	144		
0:30	0	0	5	2	7		12:30	0	0	81	53	134		
0:45	0	0	1	17	4	15	12:45	0	0	87	320	99	278	186 598
1:00	0	0	1	0	1		13:00	0	0	67	68	135		
1:15	0	0	3	8	11		13:15	0	0	72	75	147		
1:30	0	0	7	2	9		13:30	0	0	84	73	157		
1:45	0	0	5	16	6	16	13:45	0	0	74	297	85	301	159 598
2:00	0	0	3	2	5		14:00	0	0	102	62	164		
2:15	0	0	2	1	3		14:15	0	0	102	98	200		
2:30	0	0	1	1	2		14:30	0	0	102	123	225		
2:45	0	0	5	11	2	6	14:45	0	0	136	442	112	395	248 837
3:00	0	0	4	4	8		15:00	0	0	140	105	245		
3:15	0	0	5	1	6		15:15	0	0	124	84	208		
3:30	0	0	4	2	6		15:30	0	0	137	96	233		
3:45	0	0	3	16	1	8	15:45	0	0	141	542	107	392	248 934
4:00	0	0	2	3	5		16:00	0	0	161	106	267		
4:15	0	0	4	7	11		16:15	0	0	169	99	268		
4:30	0	0	9	9	18		16:30	0	0	120	114	234		
4:45	0	0	14	29	13	32	16:45	0	0	143	593	113	432	256 1025
5:00	0	0	4	29	33		17:00	0	0	148	85	233		
5:15	0	0	7	12	19		17:15	0	0	117	98	215		
5:30	0	0	17	25	42		17:30	0	0	106	112	218		
5:45	0	0	20	48	28	94	17:45	0	0	94	465	89	384	183 849
6:00	0	0	25	30	55		18:00	0	0	87	87	174		
6:15	0	0	21	41	62		18:15	0	0	94	93	187		
6:30	0	0	51	63	114		18:30	0	0	81	72	153		
6:45	0	0	46	143	80	214	18:45	0	0	84	346	60	312	144 658
7:00	0	0	38	103	141		19:00	0	0	61	53	114		
7:15	0	0	61	147	208		19:15	0	0	54	39	93		
7:30	0	0	77	192	269		19:30	0	0	53	37	90		
7:45	0	0	88	264	176	618	19:45	0	0	52	220	62	191	114 411
8:00	0	0	83	182	265		20:00	0	0	43	44	87		
8:15	0	0	93	143	236		20:15	0	0	52	37	89		
8:30	0	0	80	119	199		20:30	0	0	67	42	109		
8:45	0	0	56	312	100	544	20:45	0	0	49	211	28	151	77 362
9:00	0	0	84	101	185		21:00	0	0	41	31	72		
9:15	0	0	66	70	136		21:15	0	0	41	38	79		
9:30	0	0	50	72	122		21:30	0	0	28	31	59		
9:45	0	0	64	264	64	307	21:45	0	0	32	142	27	127	59 269
10:00	0	0	66	62	128		22:00	0	0	27	27	54		
10:15	0	0	52	58	110		22:15	0	0	22	16	38		
10:30	0	0	66	73	139		22:30	0	0	25	11	36		
10:45	0	0	70	254	52	245	22:45	0	0	17	91	12	66	29 157
11:00	0	0	61	70	131		23:00	0	0	21	12	33		
11:15	0	0	60	57	117		23:15	0	0	9	10	19		
11:30	0	0	65	60	125		23:30	0	0	9	5	14		
11:45	0	0	77	263	66	253	23:45	0	0	10	49	9	36	19 85
TOTALS					1637	2352	TOTALS					3718	3065	6783
SPLIT %					41.0%	59.0%	SPLIT %					54.8%	45.2%	63.0%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						5,355	5,417	10,772
AM Peak Hour			7:45	7:15	7:30		PM Peak Hour			15:30	14:15	16:00		
AM Pk Volume			344	697	1034		PM Pk Volume			608	438	1025		
Pk Hr Factor			0.925	0.908	0.961		Pk Hr Factor			0.899	0.890	0.956		
7 - 9 Volume	0	0	576	1162	1738		4 - 6 Volume	0	0	1058	816	1874		
7 - 9 Peak Hour			7:45	7:15	7:30		4 - 6 Peak Hour			16:00	16:00	16:00		
7 - 9 Pk Volume	0	0	344	697	1034		4 - 6 Pk Volume	0	0	593	432	1025		
Pk Hr Factor	0.000	0.000	0.925	0.908	0.961		Pk Hr Factor	0.000	0.000	0.877	0.947	0.956		

VOLUME

Highway 8 Business 765' E/O Pinkard Ln

Day: Tuesday
Date: 10/21/2025

City: El Cajon
Project #: CA25_040157_009

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,914	2,341	5,255
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	3	5	8		12:00	0	0	41	35	76		
0:15	0	0	3	6	9		12:15	0	0	44	27	71		
0:30	0	0	3	2	5		12:30	0	0	27	33	60		
0:45	0	0	2	11	4	26	12:45	0	0	49	161	84	291	
1:00	0	0	3	4	7		13:00	0	0	40	32	72		
1:15	0	0	3	2	5		13:15	0	0	39	39	78		
1:30	0	0	3	1	4		13:30	0	0	64	38	102		
1:45	0	0	0	9	4	20	13:45	0	0	46	189	80	332	
2:00	0	0	0	1	1		14:00	0	0	41	55	96		
2:15	0	0	1	2	3		14:15	0	0	42	47	89		
2:30	0	0	2	1	3		14:30	0	0	64	45	109		
2:45	0	0	3	6	4	11	14:45	0	0	58	205	96	390	
3:00	0	0	3	2	5		15:00	0	0	87	40	127		
3:15	0	0	4	2	6		15:15	0	0	67	44	111		
3:30	0	0	5	1	6		15:30	0	0	66	59	125		
3:45	0	0	2	14	3	20	15:45	0	0	61	281	124	487	
4:00	0	0	7	5	12		16:00	0	0	76	37	113		
4:15	0	0	10	3	13		16:15	0	0	72	34	106		
4:30	0	0	10	4	14		16:30	0	0	65	41	106		
4:45	0	0	9	36	11	50	16:45	0	0	67	280	106	431	
5:00	0	0	10	4	14		17:00	0	0	69	40	109		
5:15	0	0	20	5	25		17:15	0	0	58	47	105		
5:30	0	0	20	13	33		17:30	0	0	49	38	87		
5:45	0	0	19	69	28	100	17:45	0	0	44	220	84	385	
6:00	0	0	28	6	34		18:00	0	0	47	42	89		
6:15	0	0	27	17	44		18:15	0	0	46	32	78		
6:30	0	0	37	18	55		18:30	0	0	38	35	73		
6:45	0	0	44	136	61	194	18:45	0	0	34	165	79	319	
7:00	0	0	39	31	70		19:00	0	0	24	38	62		
7:15	0	0	45	70	115		19:15	0	0	19	26	45		
7:30	0	0	69	59	128		19:30	0	0	25	25	50		
7:45	0	0	60	213	137	450	19:45	0	0	21	89	44	201	
8:00	0	0	63	72	135		20:00	0	0	15	23	38		
8:15	0	0	48	60	108		20:15	0	0	19	25	44		
8:30	0	0	49	39	88		20:30	0	0	17	17	34		
8:45	0	0	50	210	86	417	20:45	0	0	26	77	47	163	
9:00	0	0	43	36	79		21:00	0	0	14	20	34		
9:15	0	0	31	29	60		21:15	0	0	16	11	27		
9:30	0	0	35	33	68		21:30	0	0	13	7	20		
9:45	0	0	39	148	68	275	21:45	0	0	9	52	18	99	
10:00	0	0	47	21	68		22:00	0	0	8	10	18		
10:15	0	0	27	27	54		22:15	0	0	9	10	19		
10:30	0	0	32	27	59		22:30	0	0	12	6	18		
10:45	0	0	29	135	59	240	22:45	0	0	6	35	9	64	
11:00	0	0	30	18	48		23:00	0	0	5	5	10		
11:15	0	0	41	27	68		23:15	0	0	4	1	5		
11:30	0	0	38	35	73		23:30	0	0	2	6	8		
11:45	0	0	52	161	73	262	23:45	0	0	1	12	5	28	
TOTALS	1148				917		TOTALS	1766				1424		3190
SPLIT %	55.6%				44.4%		SPLIT %	55.4%				44.6%		60.7%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,914	2,341	5,255
AM Peak Hour			7:30	7:15	7:15		PM Peak Hour			15:00	15:00	15:00		
AM Pk Volume			240	278	515		PM Pk Volume			281	206	487		
Pk Hr Factor			0.870	0.903	0.940		Pk Hr Factor			0.807	0.817	0.959		
7 - 9 Volume	0	0	423	444	867		4 - 6 Volume	0	0	500	316	816		
7 - 9 Peak Hour			7:30	7:15	7:15		4 - 6 Peak Hour			16:00	16:30	16:00		
7 - 9 Pk Volume	0	0	240	278	515		4 - 6 Pk Volume	0	0	280	167	431		
Pk Hr Factor	0.000	0.000	0.870	0.903	0.940		Pk Hr Factor	0.000	0.000	0.921	0.888	0.954		

VOLUME

Highway 8 Business 960' E/O Los Coches Rd

Day: Tuesday
Date: 10/21/2025

City: Lakeside
Project #: CA25_040157_010

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	4,988					4,530	9,518		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	12	4	16		12:00	0	0	63	52	115			
0:15	0	0	6	3	9		12:15	0	0	83	54	137			
0:30	0	0	4	2	6		12:30	0	0	77	58	135			
0:45	0	0	5	27	1	10	12:45	0	0	85	308	68	232		
1:00	0	0	1	1	2		13:00	0	0	67	68	135			
1:15	0	0	5	3	8		13:15	0	0	88	60	148			
1:30	0	0	5	2	7		13:30	0	0	88	69	157			
1:45	0	0	1	12	3	9	13:45	0	0	92	335	79	276		
2:00	0	0	5	3	8		14:00	0	0	86	77	163			
2:15	0	0	2	5	7		14:15	0	0	95	90	185			
2:30	0	0	3	2	5		14:30	0	0	96	76	172			
2:45	0	0	5	15	3	13	14:45	0	0	128	405	83	326		
3:00	0	0	7	5	12		15:00	0	0	128	74	202			
3:15	0	0	0	6	6		15:15	0	0	128	68	196			
3:30	0	0	5	6	11		15:30	0	0	125	77	202			
3:45	0	0	3	15	8	25	15:45	0	0	130	511	83	302		
4:00	0	0	4	9	13		16:00	0	0	124	67	191			
4:15	0	0	2	14	16		16:15	0	0	141	69	210			
4:30	0	0	3	16	19		16:30	0	0	141	71	212			
4:45	0	0	8	17	25	64	16:45	0	0	133	539	70	277		
5:00	0	0	8	27	35		17:00	0	0	131	77	208			
5:15	0	0	10	39	49		17:15	0	0	119	82	201			
5:30	0	0	16	63	79		17:30	0	0	81	71	152			
5:45	0	0	15	49	43	172	17:45	0	0	107	438	57	287		
6:00	0	0	14	41	55		18:00	0	0	108	66	174			
6:15	0	0	25	59	84		18:15	0	0	100	69	169			
6:30	0	0	18	81	99		18:30	0	0	87	68	155			
6:45	0	0	34	91	71	252	18:45	0	0	102	397	43	246		
7:00	0	0	32	98	130		19:00	0	0	62	35	97			
7:15	0	0	31	143	174		19:15	0	0	66	31	97			
7:30	0	0	46	140	186		19:30	0	0	82	30	112			
7:45	0	0	71	180	144	525	19:45	0	0	58	268	28	124		
8:00	0	0	56	140	196		20:00	0	0	47	25	72			
8:15	0	0	60	114	174		20:15	0	0	52	29	81			
8:30	0	0	59	86	145		20:30	0	0	44	17	61			
8:45	0	0	57	232	93	433	20:45	0	0	43	186	22	93		
9:00	0	0	55	81	136		21:00	0	0	53	23	76			
9:15	0	0	45	70	115		21:15	0	0	37	21	58			
9:30	0	0	58	72	130		21:30	0	0	29	21	50			
9:45	0	0	59	217	54	277	21:45	0	0	28	147	15	80		
10:00	0	0	60	64	124		22:00	0	0	25	15	40			
10:15	0	0	39	55	94		22:15	0	0	26	6	32			
10:30	0	0	45	67	112		22:30	0	0	26	6	32			
10:45	0	0	61	205	43	229	22:45	0	0	20	97	5	32		
11:00	0	0	40	59	99		23:00	0	0	19	4	23			
11:15	0	0	72	49	121		23:15	0	0	19	5	24			
11:30	0	0	63	68	131		23:30	0	0	15	4	19			
11:45	0	0	65	240	52	228	23:45	0	0	4	57	5	18		
TOTALS	1300					2237	3537	TOTALS	3688					2293	5981
SPLIT %	36.8%					63.2%	37.2%	SPLIT %	61.7%					38.3%	62.8%

DAILY TOTALS						NB	SB							Total
						0	0							9,518
						4,988								
						4,530								
AM Peak Hour			11:45	7:15	7:15	PM Peak Hour			16:15	14:00	16:15			
AM Pk Volume			288	567	771	PM Pk Volume			546	326	833			
Pk Hr Factor			0.867	0.984	0.897	Pk Hr Factor			0.968	0.906	0.982			
7 - 9 Volume	0	0	412	958	1370	4 - 6 Volume	0	0	977	564	1541			
7 - 9 Peak Hour			7:45	7:15	7:15	4 - 6 Peak Hour			16:15	16:30	16:15			
7 - 9 Pk Volume	0	0	246	567	771	4 - 6 Pk Volume	0	0	546	300	833			
Pk Hr Factor	0.000	0.000	0.866	0.984	0.897	Pk Hr Factor	0.000	0.000	0.968	0.915	0.982			

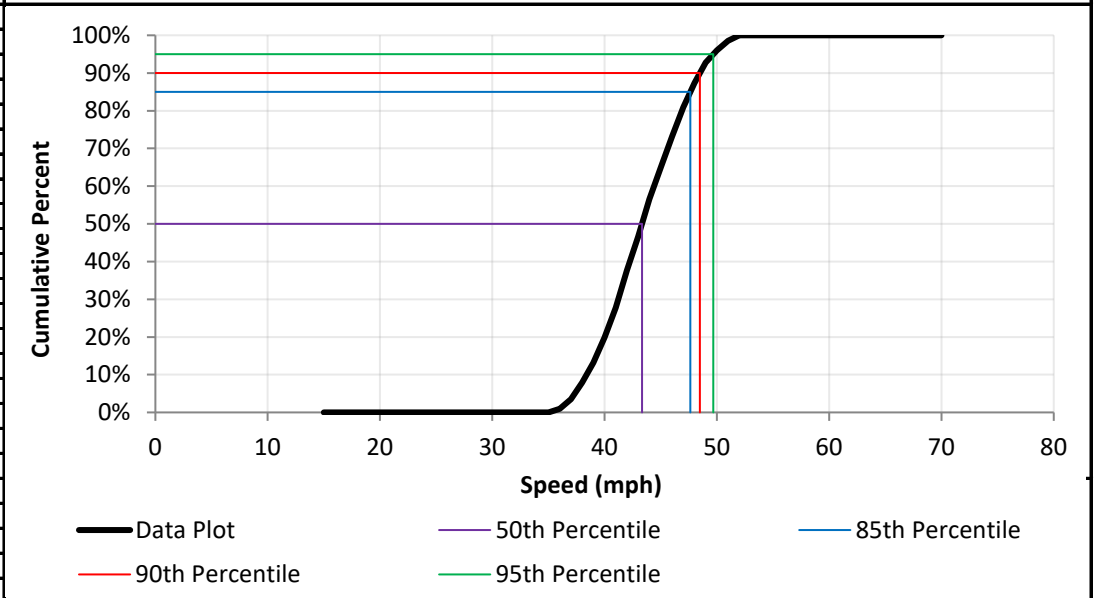
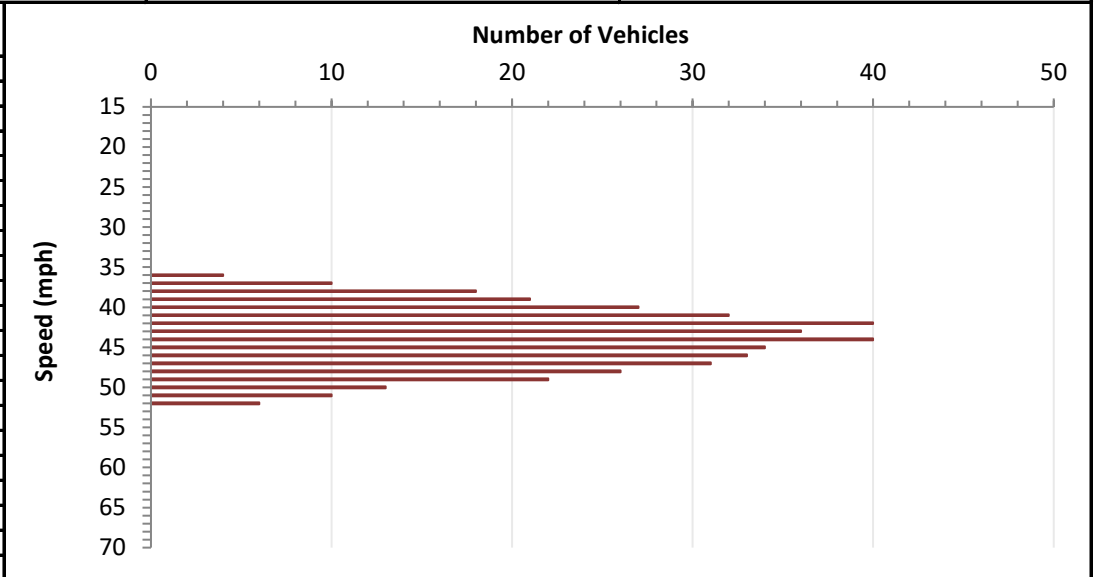


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Highway 8 Business	From:	El Cajon C/L	To:	Lake Jennings Park Rd
Position:	1,100' W/o Jackson Ridge Py	Direction:	EB/WB		
Date:	10/21/2025	Weather:	Clear	Project Number:	25-040158-009
Time Start:	9:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:00 AM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	4	1.0%
37	10	3.5%
38	18	7.9%
39	21	13.2%
40	27	19.9%
41	32	27.8%
42	40	37.7%
43	36	46.7%
44	40	56.6%
45	34	65.0%
46	33	73.2%
47	31	80.9%
48	26	87.3%
49	22	92.8%
50	13	96.0%
51	10	98.5%
52	6	100.0%
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	403	



DATA ANALYSIS

Average Speed	43.9	Range	36 - 52
50th Percentile	43.3	10 mph Pace	40 - 49
85th Percentile	47.6	Number in Pace	321
90th Percentile	48.5	Percent in Pace	80%
95th Percentile	49.7		



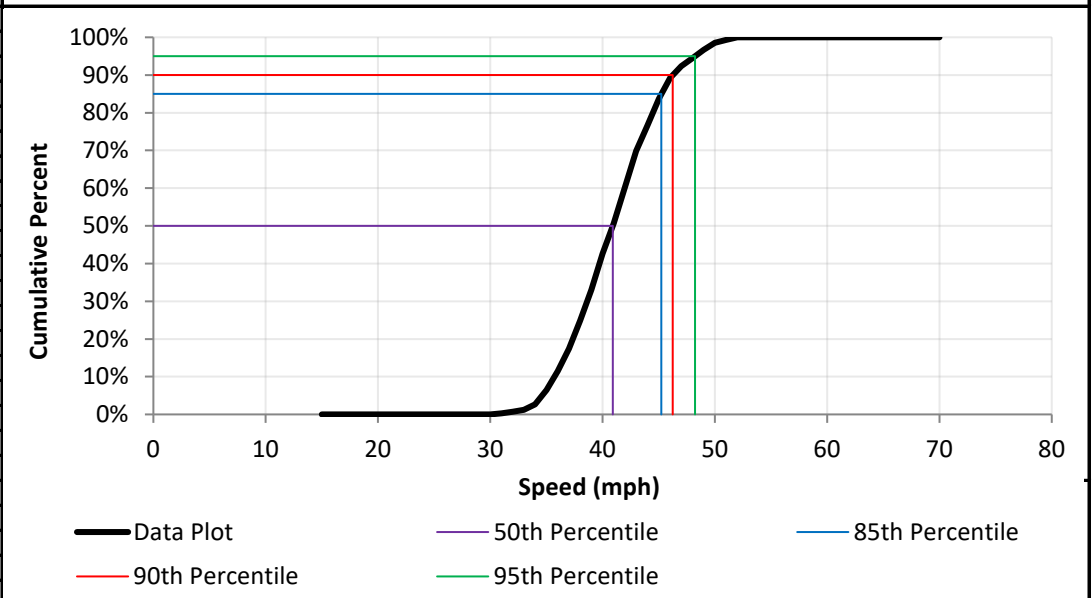
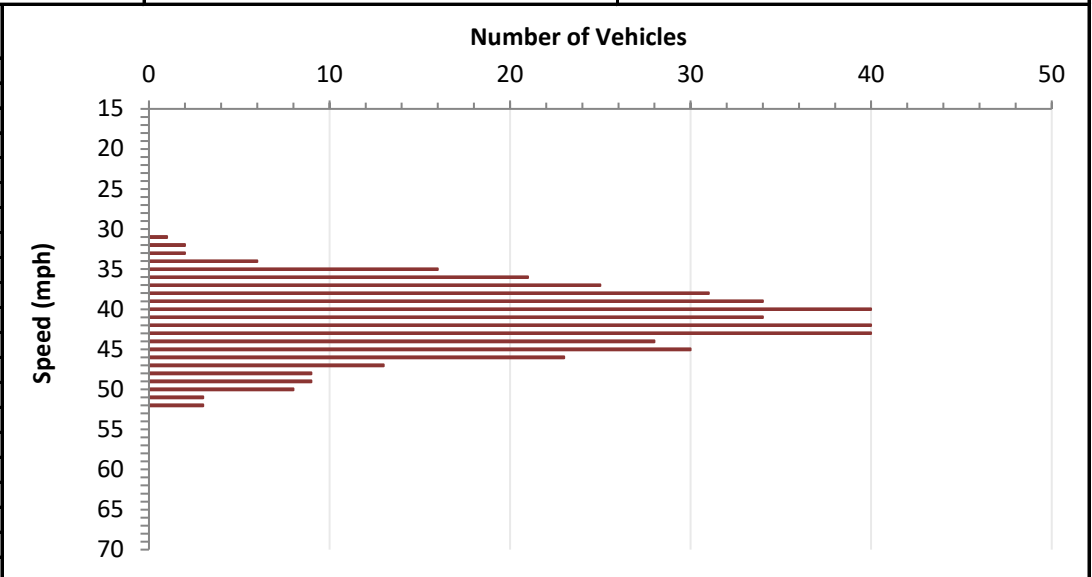
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Highway 8 Business	From:	El Cajon C/L	To:	Lake Jennings Park Rd
Position:	960' E/o Los Coches Rd	Direction:	EB/WB		

Date:	10/21/2025	Weather:	Clear	Project Number:	25-040158-008
Time Start:	11:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:00 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31	1	0.2%
32	2	0.7%
33	2	1.2%
34	6	2.6%
35	16	6.5%
36	21	11.5%
37	25	17.5%
38	31	24.9%
39	34	33.0%
40	40	42.6%
41	34	50.7%
42	40	60.3%
43	40	69.9%
44	28	76.6%
45	30	83.7%
46	23	89.2%
47	13	92.3%
48	9	94.5%
49	9	96.7%
50	8	98.6%
51	3	99.3%
52	3	100.0%
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	418	



DATA ANALYSIS

Average Speed	41.5	Range	31 - 52
50th Percentile	40.9	10 mph Pace	37 - 46
85th Percentile	45.2	Number in Pace	325
90th Percentile	46.2	Percent in Pace	78%
95th Percentile	48.2		



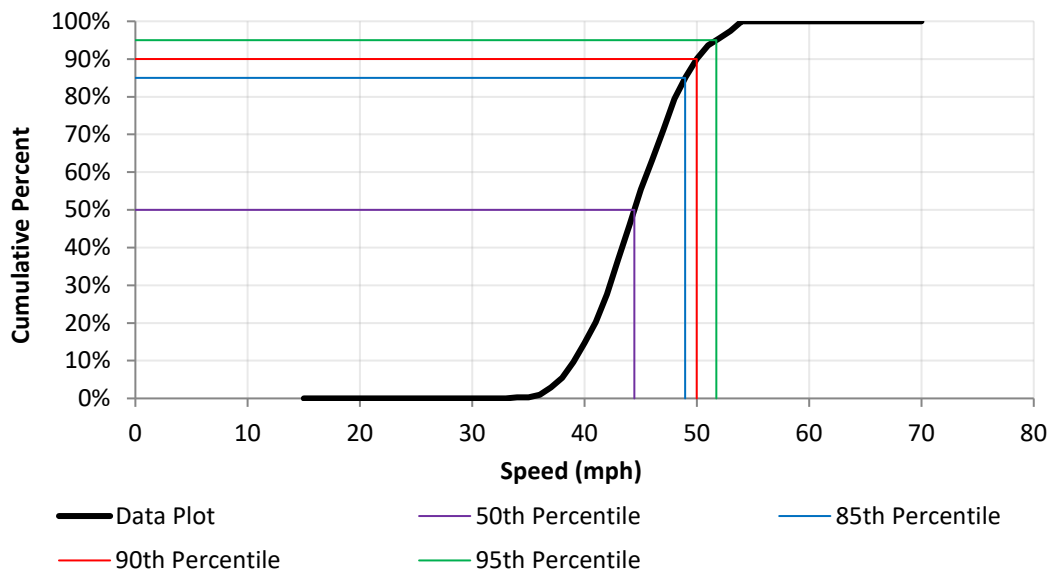
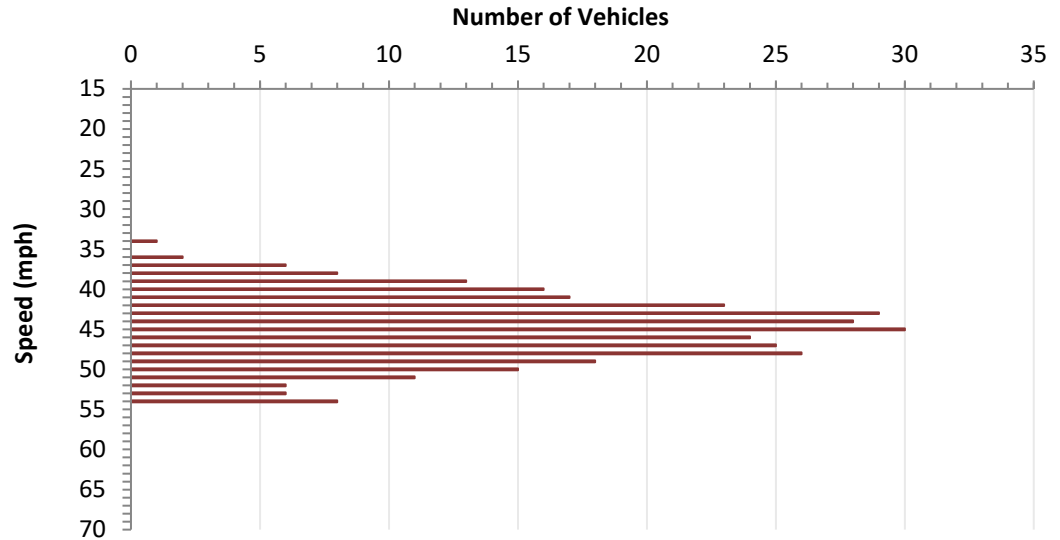
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Highway 8 Business	From:	El Cajon C/L	To:	Lake Jennings Park Rd
Position:	at Lake Valley Rd	Direction:	EB/WB		

Date:	10/21/2025	Weather:	Clear	Project Number:	25-040158-007
Time Start:	1:00 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	3:00 PM	Posted Speed:	45 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34	1	0.3%
35		
36	2	1.0%
37	6	2.9%
38	8	5.4%
39	13	9.6%
40	16	14.7%
41	17	20.2%
42	23	27.6%
43	29	36.9%
44	28	45.8%
45	30	55.4%
46	24	63.1%
47	25	71.2%
48	26	79.5%
49	18	85.3%
50	15	90.1%
51	11	93.6%
52	6	95.5%
53	6	97.4%
54	8	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	312	

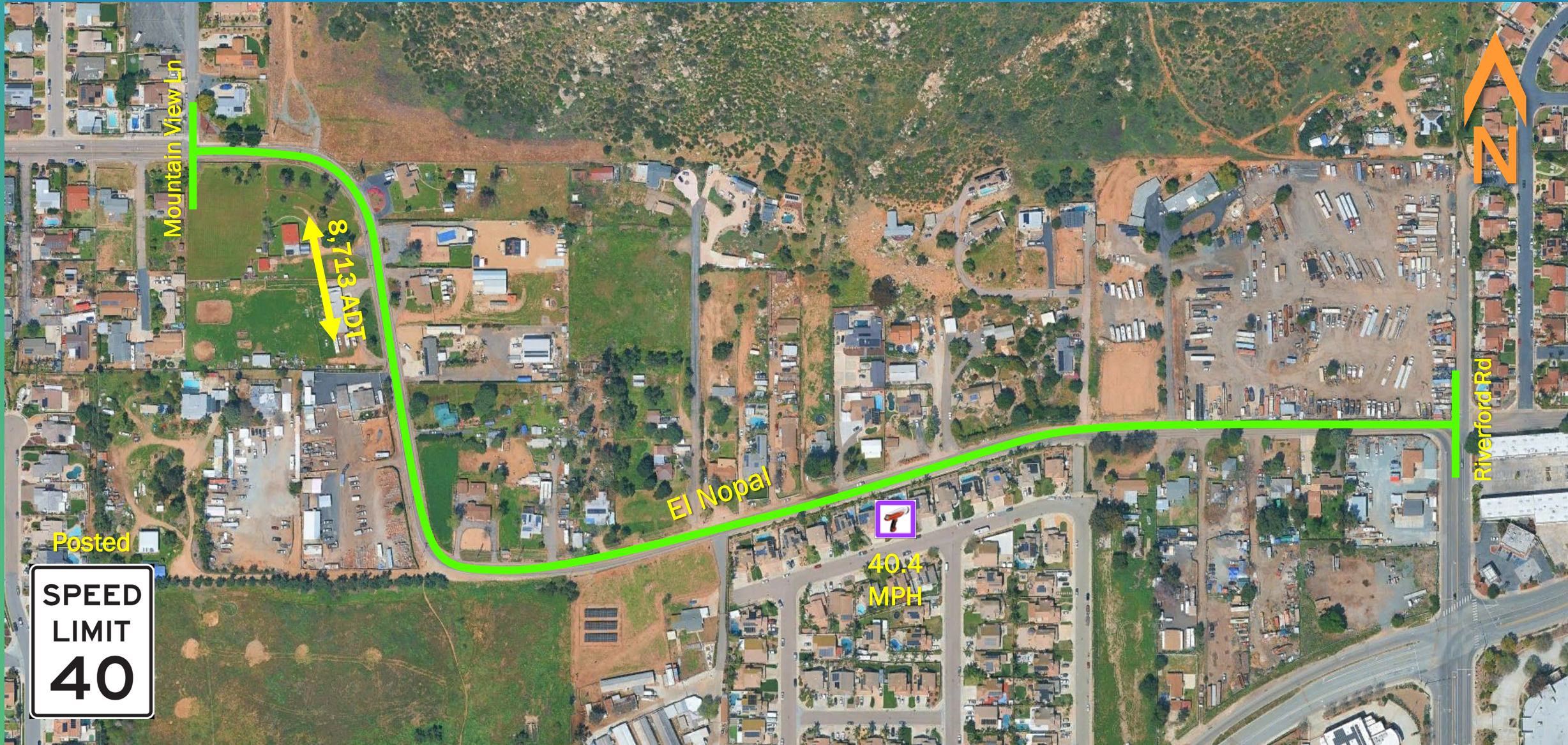


DATA ANALYSIS

Average Speed	45.0	Range	34 - 54
50th Percentile	44.4	10 mph Pace	40 - 49
85th Percentile	49.0	Number in Pace	236
90th Percentile	50.0	Percent in Pace	76%
95th Percentile	51.7		

El Nopal

Riverford Road to Mountain View Lane
(0.68 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: El Nopal from Riverford Road to Mountain View Lane
(a distance of 0.68 miles) SANTEE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

El Nopal from Riverford Road to Mountain View Lane is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

This segment of El Nopal is a striped 2-lane highway that is 26 to 33 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with speed advised turn warnings. El Nopal is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a radar enforced 40 MPH speed limit.

Average Daily Traffic Volumes

	<u>10/25</u>	<u>02/18</u>
El Nopal:		
1,300' W/o Riverford Road	8,713	9,560

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
El Nopal:			
1,300' W/o Riverford Road	(2025) 40.4 MPH	33-42	86%
	(2018) 44.7 MPH	36-45	83%

Collision Data

There have been 17 reported collisions, 7 of which involved an injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 2.63 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME

El Nopal 1,300' W/O Riverford Rd

Day: Tuesday
Date: 10/21/2025

City: Lakeside
Project #: CA25_040157_013

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						4,526	4,187	8,713	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	3	7	10		12:00	0	0	53	51	104			
0:15	0	0	1	6	7		12:15	0	0	58	49	107			
0:30	0	0	5	3	8		12:30	0	0	62	36	98			
0:45	0	0	1	10	3	28	12:45	0	0	51	224	102	411		
1:00	0	0	4	2	6		13:00	0	0	71	51	122			
1:15	0	0	2	5	7		13:15	0	0	54	64	118			
1:30	0	0	1	5	6		13:30	0	0	66	62	128			
1:45	0	0	5	12	10	29	13:45	0	0	91	282	165	533		
2:00	0	0	4	3	7		14:00	0	0	102	51	153			
2:15	0	0	3	3	6		14:15	0	0	69	80	149			
2:30	0	0	4	4	8		14:30	0	0	128	67	195			
2:45	0	0	2	13	3	24	14:45	0	0	84	383	160	657		
3:00	0	0	6	3	9		15:00	0	0	80	96	176			
3:15	0	0	3	4	7		15:15	0	0	59	149	208			
3:30	0	0	6	1	7		15:30	0	0	120	115	235			
3:45	0	0	6	21	7	30	15:45	0	0	85	344	204	823		
4:00	0	0	7	3	10		16:00	0	0	81	107	188			
4:15	0	0	7	2	9		16:15	0	0	91	108	199			
4:30	0	0	16	4	20		16:30	0	0	84	106	190			
4:45	0	0	21	51	30	69	16:45	0	0	87	343	182	759		
5:00	0	0	12	5	17		17:00	0	0	98	92	190			
5:15	0	0	30	9	39		17:15	0	0	89	91	180			
5:30	0	0	48	12	60		17:30	0	0	76	89	165			
5:45	0	0	36	126	55	171	17:45	0	0	75	338	171	706		
6:00	0	0	32	18	50		18:00	0	0	64	69	133			
6:15	0	0	42	25	67		18:15	0	0	66	65	131			
6:30	0	0	67	21	88		18:30	0	0	83	85	168			
6:45	0	0	66	207	116	321	18:45	0	0	47	260	100	532		
7:00	0	0	76	57	133		19:00	0	0	50	51	101			
7:15	0	0	100	75	175		19:15	0	0	52	53	105			
7:30	0	0	124	86	210		19:30	0	0	39	25	64			
7:45	0	0	121	421	206	724	19:45	0	0	41	182	78	348		
8:00	0	0	107	115	222		20:00	0	0	32	43	75			
8:15	0	0	109	106	215		20:15	0	0	28	33	61			
8:30	0	0	112	83	195		20:30	0	0	30	24	54			
8:45	0	0	57	385	128	760	20:45	0	0	34	124	49	239		
9:00	0	0	67	64	131		21:00	0	0	27	39	66			
9:15	0	0	54	50	104		21:15	0	0	18	27	45			
9:30	0	0	44	40	84		21:30	0	0	25	21	46			
9:45	0	0	59	224	112	431	21:45	0	0	14	84	34	191		
10:00	0	0	65	42	107		22:00	0	0	12	13	25			
10:15	0	0	65	41	106		22:15	0	0	9	18	27			
10:30	0	0	46	35	81		22:30	0	0	6	11	17			
10:45	0	0	50	226	101	395	22:45	0	0	10	37	20	89		
11:00	0	0	41	38	79		23:00	0	0	4	6	10			
11:15	0	0	54	53	107		23:15	0	0	8	12	20			
11:30	0	0	53	41	94		23:30	0	0	9	12	21			
11:45	0	0	54	202	94	374	23:45	0	0	6	27	18	69		
TOTALS	1898			1458	3356		TOTALS	2628			2729	5357			
SPLIT %	56.6%			43.4%	38.5%		SPLIT %	49.1%			50.9%	61.5%			

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						4,526	4,187	8,713	
AM Peak Hour	7:30			7:30	7:30		PM Peak Hour	13:45			15:15	15:15			
AM Pk Volume	461			392	853		PM Pk Volume	390			490	835			
Pk Hr Factor	0.929			0.852	0.961		Pk Hr Factor	0.762			0.822	0.888			
7 - 9 Volume	0	0	806	678	1484		4 - 6 Volume	0	0	681	784	1465			
7 - 9 Peak Hour	7:30			7:30	7:30		4 - 6 Peak Hour	16:15			16:00	16:15			
7 - 9 Pk Volume	0	0	461	392	853		4 - 6 Pk Volume	0	0	360	416	761			
Pk Hr Factor	0.000	0.000	0.929	0.852	0.961		Pk Hr Factor	0.000	0.000	0.918	0.963	0.956			



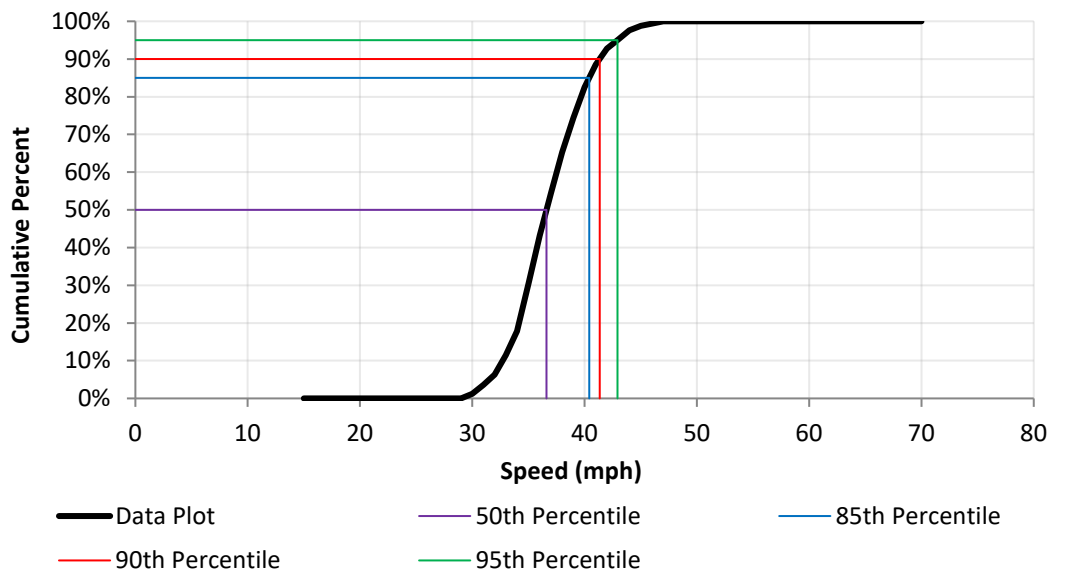
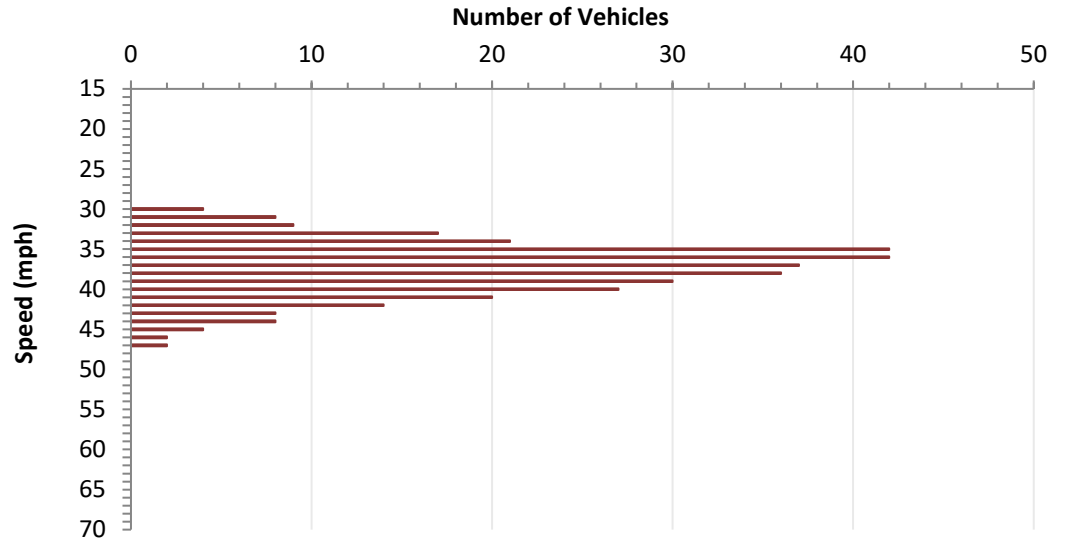
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Nopal	From:	Riverford Rd	To:	Mountain View Ln
Position:	1,300' W/o Riverford Rd	Direction:	EB/WB		

Date:	10/23/2025	Weather:	Clear	Project Number:	25-040158-011
Time Start:	12:20 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	2:20 PM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	4	1.2%
31	8	3.6%
32	9	6.3%
33	17	11.5%
34	21	17.8%
35	42	30.5%
36	42	43.2%
37	37	54.4%
38	36	65.3%
39	30	74.3%
40	27	82.5%
41	20	88.5%
42	14	92.7%
43	8	95.2%
44	8	97.6%
45	4	98.8%
46	2	99.4%
47	2	100.0%
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	331	



DATA ANALYSIS

Average Speed	37.4	Range	30 - 47
50th Percentile	36.6	10 mph Pace	33 - 42
85th Percentile	40.4	Number in Pace	286
90th Percentile	41.4	Percent in Pace	86%
95th Percentile	42.9		

El Nopal

Mountain View Lane to Santee city limit
(0.35 miles)



Mountain View Ln

5,408 ADT

El Nopal



38.8
MPH

Santee CL

Posted

SPEED
LIMIT
35



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: El Nopal from Mountain View Lane to Santee city limit
(a distance of 0.35 miles) SANTEE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

El Nopal from Mountain View Lane to Santee city limit is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 35 MPH speed limit.

Existing Traffic Devices

This segment of El Nopal is a striped 2-lane highway that is 50 to 64 feet wide. The roadway is striped with a no passing centerline, bike lane, and parking lane. The road is posted with a speed advised turn warning and stop ahead warning signs. El Nopal is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a radar enforced 35 MPH speed limit.

Average Daily Traffic Volumes

	<u>10/25</u>	<u>02/18</u>
El Nopal:		
60' EO Aquilla Drive	5,408	5,755

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
El Nopal:			
At Aquilla Drive	(2025) 38.8 MPH	30-39	76%
	(2018) 37.7 MPH	31-40	89%

Collision Data

There have been 3 reported collisions, 1 of which involved an injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.36 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME
El Nopal 60' E/O Aquilla Dr

Day: Tuesday
Date: 10/21/2025

City: Santee
Project #: CA25_040157_012

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,609	2,799	5,408
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	3	5	8		12:00	0	0	26	35	61		
0:15	0	0	2	6	8		12:15	0	0	41	39	80		
0:30	0	0	3	3	6		12:30	0	0	34	30	64		
0:45	0	0	0	8	0	14	12:45	0	0	35	136	33	137	273
1:00	0	0	1	1	2		13:00	0	0	39	31	70		
1:15	0	0	1	2	3		13:15	0	0	32	37	69		
1:30	0	0	0	4	4		13:30	0	0	35	43	78		
1:45	0	0	1	3	0	7	13:45	0	0	53	159	49	160	319
2:00	0	0	2	1	3		14:00	0	0	70	39	109		
2:15	0	0	0	2	2		14:15	0	0	48	57	105		
2:30	0	0	2	1	3		14:30	0	0	65	45	110		
2:45	0	0	1	5	0	4	14:45	0	0	43	226	47	188	414
3:00	0	0	4	3	7		15:00	0	0	43	62	105		
3:15	0	0	3	1	4		15:15	0	0	45	85	130		
3:30	0	0	5	0	5		15:30	0	0	65	72	137		
3:45	0	0	4	16	1	5	15:45	0	0	44	197	77	296	493
4:00	0	0	3	2	5		16:00	0	0	53	77	130		
4:15	0	0	3	0	3		16:15	0	0	56	66	122		
4:30	0	0	5	2	7		16:30	0	0	56	60	116		
4:45	0	0	14	25	9	13	16:45	0	0	57	222	69	272	494
5:00	0	0	7	2	9		17:00	0	0	52	69	121		
5:15	0	0	19	3	22		17:15	0	0	48	63	111		
5:30	0	0	21	7	28		17:30	0	0	46	59	105		
5:45	0	0	27	74	13	25	17:45	0	0	40	186	66	257	443
6:00	0	0	19	14	33		18:00	0	0	46	48	94		
6:15	0	0	22	21	43		18:15	0	0	35	42	77		
6:30	0	0	37	20	57		18:30	0	0	49	54	103		
6:45	0	0	28	106	30	85	18:45	0	0	30	160	39	183	343
7:00	0	0	40	45	85		19:00	0	0	28	29	57		
7:15	0	0	55	60	115		19:15	0	0	29	30	59		
7:30	0	0	91	73	164		19:30	0	0	18	19	37		
7:45	0	0	62	248	57	235	19:45	0	0	17	92	22	100	192
8:00	0	0	67	75	142		20:00	0	0	21	24	45		
8:15	0	0	45	59	104		20:15	0	0	12	21	33		
8:30	0	0	50	50	100		20:30	0	0	14	14	28		
8:45	0	0	30	192	53	237	20:45	0	0	27	74	12	71	145
9:00	0	0	31	39	70		21:00	0	0	15	28	43		
9:15	0	0	26	36	62		21:15	0	0	14	15	29		
9:30	0	0	21	26	47		21:30	0	0	10	15	25		
9:45	0	0	37	115	33	134	21:45	0	0	12	51	15	73	124
10:00	0	0	40	32	72		22:00	0	0	4	13	17		
10:15	0	0	38	31	69		22:15	0	0	4	11	15		
10:30	0	0	27	27	54		22:30	0	0	4	7	11		
10:45	0	0	34	139	36	126	22:45	0	0	6	18	6	37	55
11:00	0	0	30	34	64		23:00	0	0	2	3	5		
11:15	0	0	33	30	63		23:15	0	0	5	4	9		
11:30	0	0	42	26	68		23:30	0	0	6	7	13		
11:45	0	0	36	141	32	122	23:45	0	0	3	16	4	18	34
TOTALS			1072	1007	2079		TOTALS			1537	1792	3329		
SPLIT %			51.6%	48.4%	38.4%		SPLIT %			46.2%	53.8%	61.6%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						2,609	2,799	5,408
AM Peak Hour			7:15	7:15	7:15		PM Peak Hour			13:45	15:15	15:15		
AM Pk Volume			275	265	540		PM Pk Volume			236	311	518		
Pk Hr Factor			0.755	0.883	0.823		Pk Hr Factor			0.843	0.915	0.945		
7 - 9 Volume	0	0	440	472	912		4 - 6 Volume	0	0	408	529	937		
7 - 9 Peak Hour			7:15	7:15	7:15		4 - 6 Peak Hour			16:00	16:00	16:00		
7 - 9 Pk Volume	0	0	275	265	540		4 - 6 Pk Volume	0	0	222	272	494		
Pk Hr Factor	0.000	0.000	0.755	0.883	0.823		Pk Hr Factor	0.000	0.000	0.974	0.883	0.950		



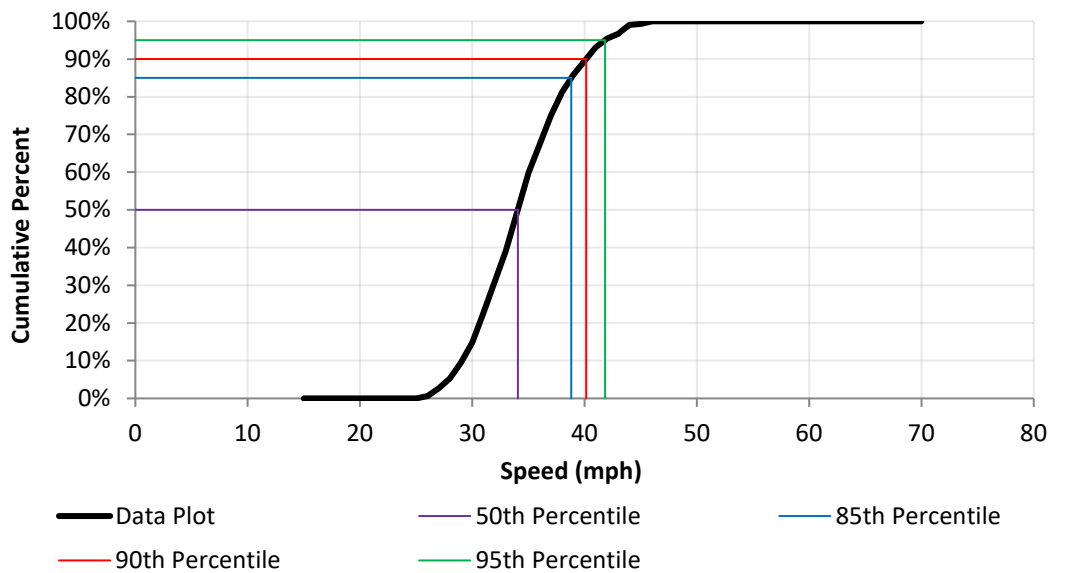
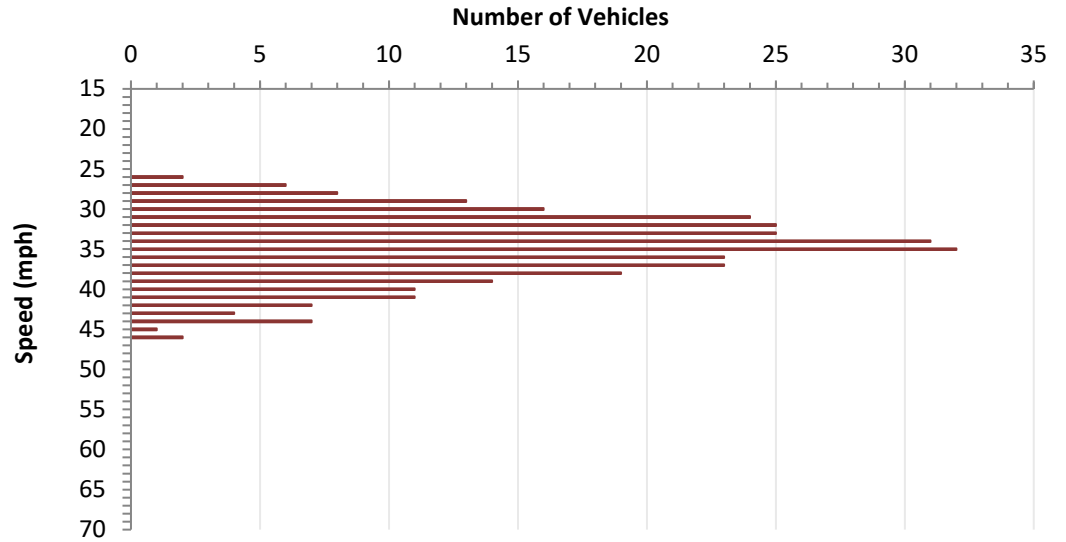
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	El Nopal	From:	Mountain View Ln	To:	Santee C/L
Position:	at Aquilla Dr	Direction:	EB/WB		

Date:	10/23/2025	Weather:	Clear	Project Number:	25-040158-010
Time Start:	11:17 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:17 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	2	0.7%
27	6	2.6%
28	8	5.3%
29	13	9.5%
30	16	14.8%
31	24	22.7%
32	25	30.9%
33	25	39.1%
34	31	49.3%
35	32	59.9%
36	23	67.4%
37	23	75.0%
38	19	81.3%
39	14	85.9%
40	11	89.5%
41	11	93.1%
42	7	95.4%
43	4	96.7%
44	7	99.0%
45	1	99.3%
46	2	100.0%
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	304	



DATA ANALYSIS

Average Speed	34.8	Range	26 - 46
50th Percentile	34.1	10 mph Pace	30 - 39
85th Percentile	38.8	Number in Pace	232
90th Percentile	40.1	Percent in Pace	76%
95th Percentile	41.8		

Warnock Drive / Ramona Street/ Dye Road

San Vicente Road to SR-67
(3.04 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-F

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Warnock Drive/Ramona Street/Dye Road from San Vicente Road to State Route 67 (a distance of 3.04 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street is currently posted with a 50 MPH speed limit. Dye road from 1,000' west of Ramona Street to State Route 67 is currently with the State maximum 55 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 50 MPH speed limit.

Existing Traffic Devices

This segment of Warnock Drive/Ramona Street/Dye Road is a striped 2-lane highway that is 36 to 60 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with speed advised turn and curve warnings, equestrian warning signs, and a beacon supplemented signal ahead warning sign. Warnock Dr and Dye Road are classified as Community Collectors on the County General Plan Mobility Element Network. Ramona St is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>09/25</u>	<u>04/18</u>
Warnock Drive:		
1,000' W/o San Vicente Road	6,542	6,425
230' WO Lagewaart Road	6,348	
200' NO Lansdown Road	7,068	

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Ramona Street:				
500' S/o Royal Vista Drive	(2025)	52.8 MPH	45-54	79%
	(2018)	53.3 MPH	45-54	83%
Warnock Drive:				
1,000' W/o San Vicente Road	(2025)	49.3 MPH	42-51	88%
	(2018)	52.9 MPH	45-54	81%

Dye Road:

230' W/o Lagewaart Road	(2025)	57.5 MPH	48-57	74%
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200' N/o Lansdown Lane	(2025)	54.1 MPH	46-55	83%
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Speed Zone:	(2025)	53.4 MPH	45-54	81%
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Collision Data

There have been 25 reported collisions, 4 of which involved an injury, including 1 serious injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.12 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds 45 to 55 MPH.

VOLUME

Warnock Dr 1,000' W/O San Vicente Rd

Day: Tuesday
Date: 9/16/2025

City: Ramona
Project #: CA25_040141_001

DAILY TOTALS					NB	SB						EB	WB	Total	
					0	0						3,326	3,216	6,542	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	13	2	15		12:00	0	0	51	48	99			
0:15	0	0	4	2	6		12:15	0	0	42	35	77			
0:30	0	0	5	0	5		12:30	0	0	39	33	72			
0:45	0	0	3	25	0	4	12:45	0	0	38	170	29	145	67	315
1:00	0	0	5	1	6		13:00	0	0	45	37	82			
1:15	0	0	7	1	8		13:15	0	0	46	49	95			
1:30	0	0	1	1	2		13:30	0	0	53	39	92			
1:45	0	0	2	15	2	5	13:45	0	0	56	200	36	161	92	361
2:00	0	0	1	3	4		14:00	0	0	62	36	98			
2:15	0	0	1	1	2		14:15	0	0	62	40	102			
2:30	0	0	2	3	5		14:30	0	0	55	38	93			
2:45	0	0	5	9	5	12	14:45	0	0	63	242	52	166	115	408
3:00	0	0	0	5	5		15:00	0	0	80	38	118			
3:15	0	0	1	7	8		15:15	0	0	87	43	130			
3:30	0	0	2	5	7		15:30	0	0	86	48	134			
3:45	0	0	2	5	8	25	15:45	0	0	90	343	30	159	120	502
4:00	0	0	0	17	17		16:00	0	0	98	35	133			
4:15	0	0	2	21	23		16:15	0	0	91	29	120			
4:30	0	0	5	36	41		16:30	0	0	83	33	116			
4:45	0	0	4	11	32	106	16:45	0	0	103	375	39	136	142	511
5:00	0	0	1	42	43		17:00	0	0	94	24	118			
5:15	0	0	2	49	51		17:15	0	0	90	29	119			
5:30	0	0	2	59	61		17:30	0	0	102	27	129			
5:45	0	0	4	9	63	213	17:45	0	0	100	386	31	111	131	497
6:00	0	0	9	84	93		18:00	0	0	105	23	128			
6:15	0	0	10	79	89		18:15	0	0	100	25	125			
6:30	0	0	17	96	113		18:30	0	0	50	26	76			
6:45	0	0	22	58	113	372	18:45	0	0	57	312	28	102	85	414
7:00	0	0	20	91	111		19:00	0	0	54	28	82			
7:15	0	0	24	123	147		19:15	0	0	52	24	76			
7:30	0	0	22	96	118		19:30	0	0	44	18	62			
7:45	0	0	49	115	131	441	19:45	0	0	40	190	24	94	64	284
8:00	0	0	31	78	109		20:00	0	0	31	16	47			
8:15	0	0	32	77	109		20:15	0	0	37	7	44			
8:30	0	0	23	75	98		20:30	0	0	49	16	65			
8:45	0	0	29	115	77	307	20:45	0	0	30	147	16	55	46	202
9:00	0	0	26	56	82		21:00	0	0	38	12	50			
9:15	0	0	36	56	92		21:15	0	0	26	8	34			
9:30	0	0	24	45	69		21:30	0	0	29	8	37			
9:45	0	0	32	118	51	208	21:45	0	0	26	119	6	34	32	153
10:00	0	0	21	56	77		22:00	0	0	18	6	24			
10:15	0	0	29	52	81		22:15	0	0	15	6	21			
10:30	0	0	34	42	76		22:30	0	0	14	5	19			
10:45	0	0	31	115	41	191	22:45	0	0	13	60	3	20	16	80
11:00	0	0	27	29	56		23:00	0	0	7	4	11			
11:15	0	0	46	39	85		23:15	0	0	10	1	11			
11:30	0	0	39	40	79		23:30	0	0	7	0	7			
11:45	0	0	46	158	34	142	23:45	0	0	5	29	2	7	7	36
TOTALS				753	2026	2779	TOTALS				2573	1190	3763		
SPLIT %				27.1%	72.9%	42.5%	SPLIT %				68.4%	31.6%	57.5%		

DAILY TOTALS			NB	SB	EB			WB			Total		
			0	0							3,326	3,216	6,542
AM Peak Hour			11:15	7:00	7:00	PM Peak Hour					17:30	14:45	15:15
AM Pk Volume			182	441	556	PM Pk Volume					407	181	517
Pk Hr Factor			0.892	0.842	0.772	Pk Hr Factor					0.969	0.870	0.965
7 - 9 Volume	0	0	230	748	978	4 - 6 Volume			0	0	761	247	1008
7 - 9 Peak Hour			7:45	7:00	7:00	4 - 6 Peak Hour					16:45	16:00	16:00
7 - 9 Pk Volume	0	0	135	441	556	4 - 6 Pk Volume			0	0	389	136	511
Pk Hr Factor	0.000	0.000	0.689	0.842	0.772	Pk Hr Factor			0.000	0.000	0.944	0.872	0.900

VOLUME

Dye Rd 200' N/O Lansdown Ln

Day: Tuesday
Date: 9/16/2025

City: Ramona
Project #: CA25_040141_002

DAILY TOTALS					NB	SB						EB	WB	Total
					3,502	3,566						0	0	7,068
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	5	10	0	0	15	12:00	42	55	0	0	97			
0:15	3	7	0	0	10	12:15	49	34	0	0	83			
0:30	1	6	0	0	7	12:30	27	43	0	0	70			
0:45	0	9	4	27	0	12:45	34	152	45	177	0	79	329	
1:00	1	6	0	0	7	13:00	45	49	0	0	94			
1:15	1	5	0	0	6	13:15	51	56	0	0	107			
1:30	1	3	0	0	4	13:30	55	45	0	0	100			
1:45	2	5	1	15	0	13:45	34	185	62	212	0	96	397	
2:00	3	1	0	0	4	14:00	38	82	0	0	120			
2:15	2	1	0	0	3	14:15	51	65	0	0	116			
2:30	4	4	0	0	8	14:30	36	65	0	0	101			
2:45	3	12	4	10	0	14:45	50	175	84	296	0	134	471	
3:00	6	1	0	0	7	15:00	42	83	0	0	125			
3:15	5	2	0	0	7	15:15	57	91	0	0	148			
3:30	9	0	0	0	9	15:30	42	87	0	0	129			
3:45	8	28	2	5	0	15:45	43	184	101	362	0	144	546	
4:00	12	0	0	0	12	16:00	37	96	0	0	133			
4:15	23	3	0	0	26	16:15	29	99	0	0	128			
4:30	37	6	0	0	43	16:30	35	90	0	0	125			
4:45	36	108	4	13	0	16:45	36	137	112	397	0	148	534	
5:00	43	3	0	0	46	17:00	35	106	0	0	141			
5:15	57	4	0	0	61	17:15	37	111	0	0	148			
5:30	63	3	0	0	66	17:30	26	114	0	0	140			
5:45	69	232	7	17	0	17:45	30	128	108	439	0	138	567	
6:00	70	5	0	0	75	18:00	22	96	0	0	118			
6:15	106	17	0	0	123	18:15	29	87	0	0	116			
6:30	109	16	0	0	125	18:30	21	57	0	0	78			
6:45	114	399	24	62	0	18:45	24	96	65	305	0	89	401	
7:00	114	23	0	0	137	19:00	29	49	0	0	78			
7:15	134	23	0	0	157	19:15	25	56	0	0	81			
7:30	118	17	0	0	135	19:30	18	44	0	0	62			
7:45	113	479	37	100	0	19:45	19	91	42	191	0	61	282	
8:00	100	36	0	0	136	20:00	9	33	0	0	42			
8:15	76	26	0	0	102	20:15	5	48	0	0	53			
8:30	79	27	0	0	106	20:30	17	45	0	0	62			
8:45	72	327	34	123	0	20:45	8	39	37	163	0	45	202	
9:00	73	30	0	0	103	21:00	11	38	0	0	49			
9:15	69	32	0	0	101	21:15	6	32	0	0	38			
9:30	51	30	0	0	81	21:30	9	30	0	0	39			
9:45	56	249	34	126	0	21:45	6	32	33	133	0	39	165	
10:00	68	30	0	0	98	22:00	8	12	0	0	20			
10:15	59	32	0	0	91	22:15	8	19	0	0	27			
10:30	53	40	0	0	93	22:30	2	9	0	0	11			
10:45	47	227	30	132	0	22:45	5	23	19	59	0	24	82	
11:00	45	34	0	0	79	23:00	5	10	0	0	15			
11:15	41	46	0	0	87	23:15	1	8	0	0	9			
11:30	38	45	0	0	83	23:30	1	11	0	0	12			
11:45	53	177	44	169	0	23:45	1	8	4	33	0	5	41	
TOTALS	2252	799			3051	TOTALS	1250	2767			4017			
SPLIT %	73.8%	26.2%			43.2%	SPLIT %	31.1%	68.9%			56.8%			

DAILY TOTALS			NB	SB					EB	WB	Total
			3,502	3,566					0	0	7,068
AM Peak Hour	6:45	11:15			7:00	PM Peak Hour	14:45	16:45			16:45
AM Pk Volume	480	190			579	PM Pk Volume	191	443			577
Pk Hr Factor	0.896	0.864			0.922	Pk Hr Factor	0.838	0.971			0.975
7 - 9 Volume	806	223	0	0	1029	4 - 6 Volume	265	836	0	0	1101
7 - 9 Peak Hour	7:00	7:45			7:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	479	126	0	0	579	4 - 6 Pk Volume	143	443	0	0	577
Pk Hr Factor	0.894	0.851	0.000	0.000	0.922	Pk Hr Factor	0.966	0.971	0.000	0.000	0.975

VOLUME
Dye Rd 230' W/O Lagewaart Rd

Day: Tuesday
Date: 9/16/2025

City: Ramona
Project #: CA25_040141_003

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						3,232	3,116						6,348
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
0:00	0	0	12	3	15		12:00	0	0	52	42	94							94
0:15	0	0	5	4	9		12:15	0	0	31	35	66							66
0:30	0	0	5	0	5		12:30	0	0	37	23	60							60
0:45	0	0	4	26	0	7	12:45	0	0	33	153	27	127	60	280				
1:00	0	0	7	1	8		13:00	0	0	42	39	81							81
1:15	0	0	4	1	5		13:15	0	0	50	48	98							98
1:30	0	0	2	1	3		13:30	0	0	48	40	88							88
1:45	0	0	2	15	2	5	13:45	0	0	59	199	35	162	94	361				
2:00	0	0	1	3	4		14:00	0	0	69	32	101							101
2:15	0	0	1	2	3		14:15	0	0	58	45	103							103
2:30	0	0	3	4	7		14:30	0	0	61	33	94							94
2:45	0	0	5	10	4	13	14:45	0	0	72	260	39	149	111	409				
3:00	0	0	0	6	6		15:00	0	0	79	42	121							121
3:15	0	0	2	5	7		15:15	0	0	79	46	125							125
3:30	0	0	1	7	8		15:30	0	0	81	41	122							122
3:45	0	0	2	5	8	26	15:45	0	0	90	329	36	165	126	494				
4:00	0	0	0	13	13		16:00	0	0	86	30	116							116
4:15	0	0	3	23	26		16:15	0	0	88	30	118							118
4:30	0	0	5	35	40		16:30	0	0	84	35	119							119
4:45	0	0	4	12	32	103	16:45	0	0	96	354	37	132	133	486				
5:00	0	0	1	36	37		17:00	0	0	95	29	124							124
5:15	0	0	3	54	57		17:15	0	0	90	29	119							119
5:30	0	0	4	57	61		17:30	0	0	102	26	128							128
5:45	0	0	4	12	66	213	17:45	0	0	101	388	24	108	125	496				
6:00	0	0	7	64	71		18:00	0	0	96	20	116							116
6:15	0	0	10	87	97		18:15	0	0	86	27	113							113
6:30	0	0	16	95	111		18:30	0	0	58	20	78							78
6:45	0	0	21	54	100	346	18:45	0	0	53	293	24	91	77	384				
7:00	0	0	24	101	125		19:00	0	0	49	25	74							74
7:15	0	0	22	110	132		19:15	0	0	53	24	77							77
7:30	0	0	23	103	126		19:30	0	0	46	17	63							63
7:45	0	0	34	103	135	518	19:45	0	0	34	182	22	88	56	270				
8:00	0	0	27	95	122		20:00	0	0	33	9	42							42
8:15	0	0	22	66	88		20:15	0	0	42	5	47							47
8:30	0	0	21	75	96		20:30	0	0	39	15	54							54
8:45	0	0	32	102	67	303	20:45	0	0	29	143	12	41	41	184				
9:00	0	0	22	65	87		21:00	0	0	33	12	45							45
9:15	0	0	32	65	97		21:15	0	0	27	8	35							35
9:30	0	0	25	43	68		21:30	0	0	31	8	39							39
9:45	0	0	30	109	48	221	21:45	0	0	29	120	4	32	33	152				
10:00	0	0	27	66	93		22:00	0	0	15	4	19							19
10:15	0	0	35	53	88		22:15	0	0	16	6	22							22
10:30	0	0	27	40	67		22:30	0	0	10	3	13							13
10:45	0	0	33	122	40	199	22:45	0	0	16	57	4	17	20	74				
11:00	0	0	32	29	61		23:00	0	0	8	5	13							13
11:15	0	0	43	36	79		23:15	0	0	9	1	10							10
11:30	0	0	40	38	78		23:30	0	0	8	1	9							9
11:45	0	0	38	153	42	145	23:45	0	0	6	31	1	8	7	39				
TOTALS					723	1996	TOTALS					2509	1120						3629
SPLIT %					26.6%	73.4%	SPLIT %					69.1%	30.9%						57.2%

DAILY TOTALS				NB	SB	EB				WB		Total			
				0	0							3,232	3,116	6,348	
AM Peak Hour				11:15	7:00	7:00	PM Peak Hour				17:15	14:45	16:45		
AM Pk Volume				173	415	518	PM Pk Volume				389	168	504		
Pk Hr Factor				0.832	0.943	0.959	Pk Hr Factor				0.953	0.913	0.947		
7 - 9 Volume				0	0	205	718	923	4 - 6 Volume		0	0	742	240	982
7 - 9 Peak Hour				7:15	7:00	7:00	4 - 6 Peak Hour				17:00	16:00	16:45		
7 - 9 Pk Volume				0	0	106	415	518	4 - 6 Pk Volume		0	0	388	132	504
Pk Hr Factor				0.000	0.000	0.779	0.943	0.959	Pk Hr Factor		0.000	0.000	0.951	0.892	0.947



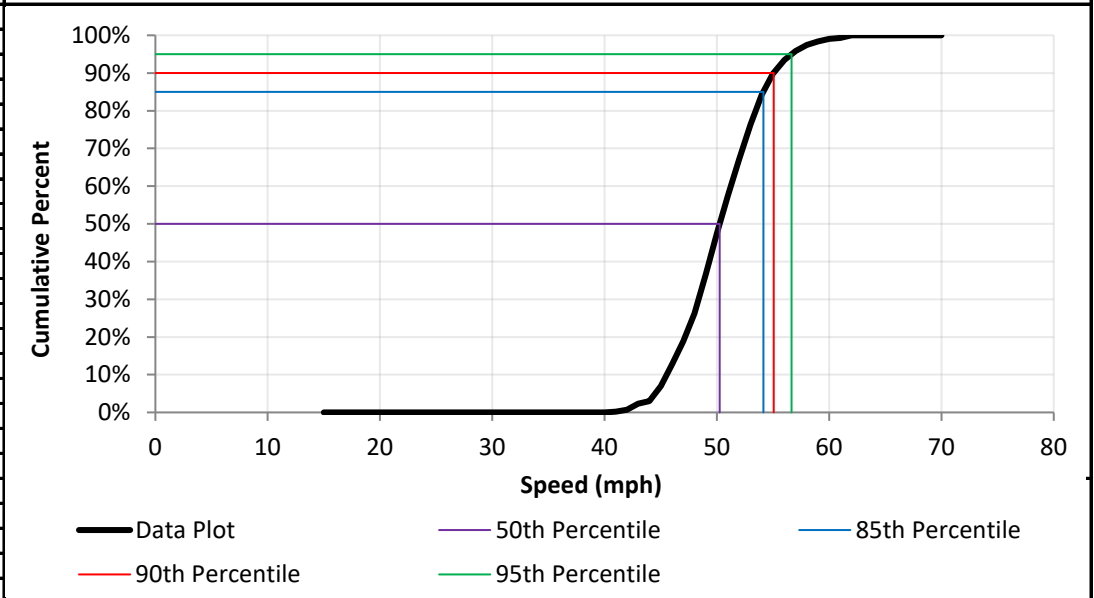
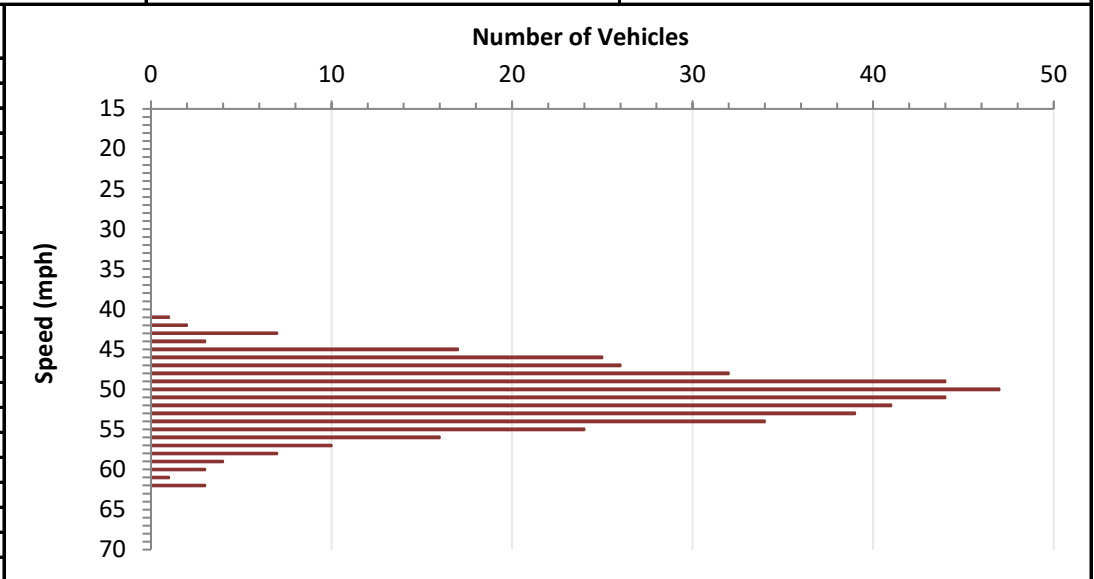
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Dye Rd	From:	1,000' W/o Ramona St	To:	SR-67
Position:	200' N/o Lansdown Ln	Direction:	NB/SB		

Date:	9/10/2025	Weather:	Clear	Project Number:	25-040142-003
Time Start:	1:00 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	3:00 PM	Posted Speed:	55 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41	1	0.2%
42	2	0.7%
43	7	2.3%
44	3	3.0%
45	17	7.0%
46	25	12.8%
47	26	18.8%
48	32	26.3%
49	44	36.5%
50	47	47.4%
51	44	57.7%
52	41	67.2%
53	39	76.3%
54	34	84.2%
55	24	89.8%
56	16	93.5%
57	10	95.8%
58	7	97.4%
59	4	98.4%
60	3	99.1%
61	1	99.3%
62	3	100.0%
63		
64		
65		
66		
67		
68		
69		
70		
Total	430	



DATA ANALYSIS

Average Speed	50.9	Range	41 - 62
50th Percentile	50.3	10 mph Pace	46 - 55
85th Percentile	54.1	Number in Pace	356
90th Percentile	55.1	Percent in Pace	83%
95th Percentile	56.7		



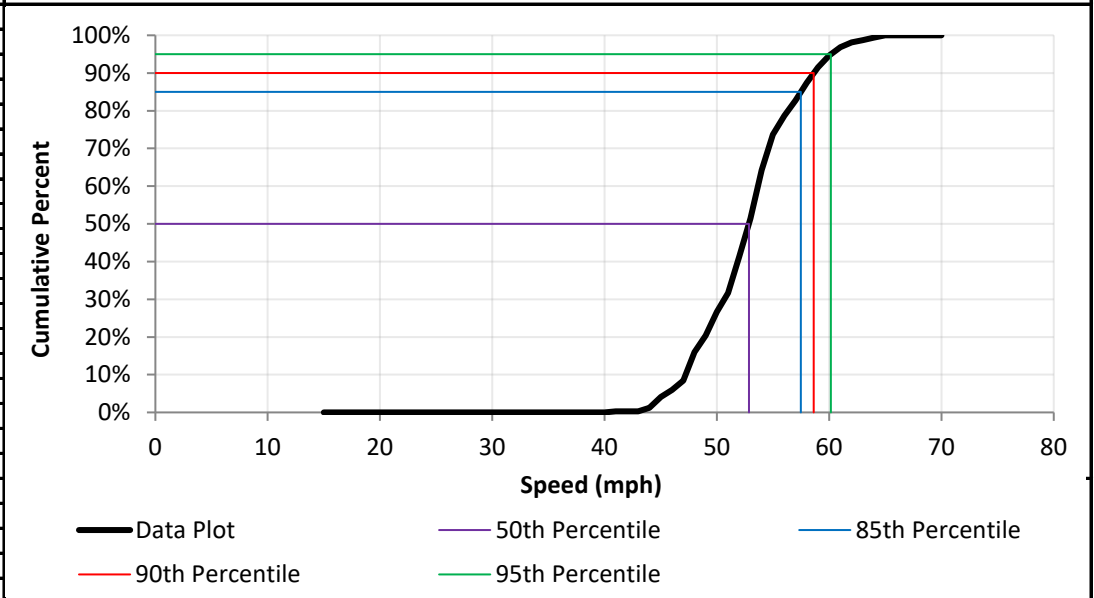
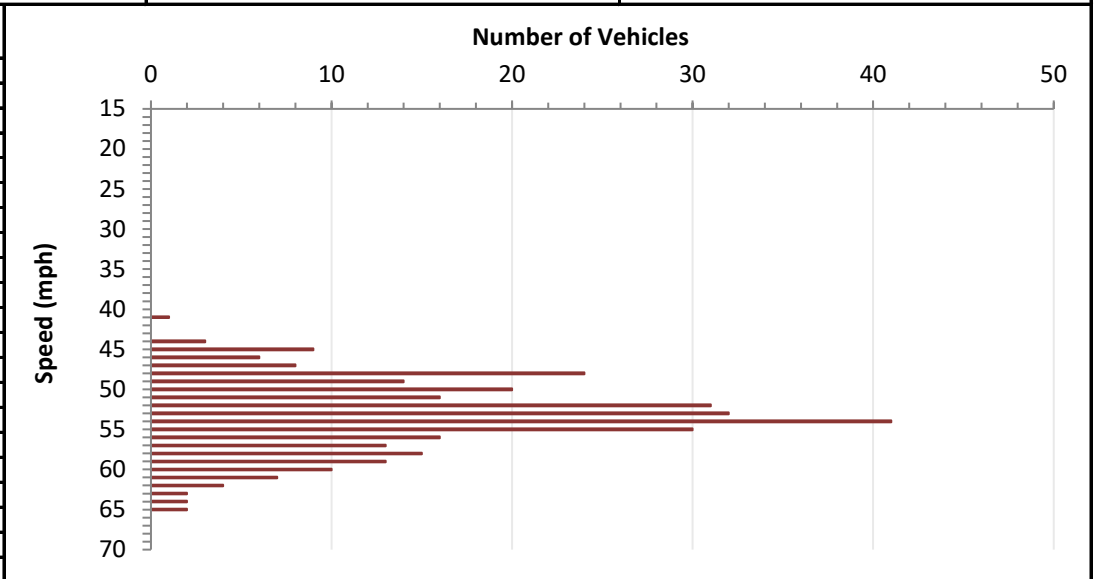
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Dye Rd	From: 1,000' W/o Ramona St	To: SR-67
Position:	230' W/o Lagewaart Rd	Direction:	EB/WB

Date:	9/10/2025	Weather:	Clear	Project Number:	25-040142-004
Time Start:	11:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:00 PM	Posted Speed:	55 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41	1	0.3%
42		
43		
44	3	1.3%
45	9	4.1%
46	6	6.0%
47	8	8.5%
48	24	16.0%
49	14	20.4%
50	20	26.6%
51	16	31.7%
52	31	41.4%
53	32	51.4%
54	41	64.3%
55	30	73.7%
56	16	78.7%
57	13	82.8%
58	15	87.5%
59	13	91.5%
60	10	94.7%
61	7	96.9%
62	4	98.1%
63	2	98.7%
64	2	99.4%
65	2	100.0%
66		
67		
68		
69		
70		
Total	319	



DATA ANALYSIS			
Average Speed	53.3	Range	41 - 65
50th Percentile	52.9	10 mph Pace	48 - 57
85th Percentile	57.5	Number in Pace	237
90th Percentile	58.6	Percent in Pace	74%
95th Percentile	60.2		



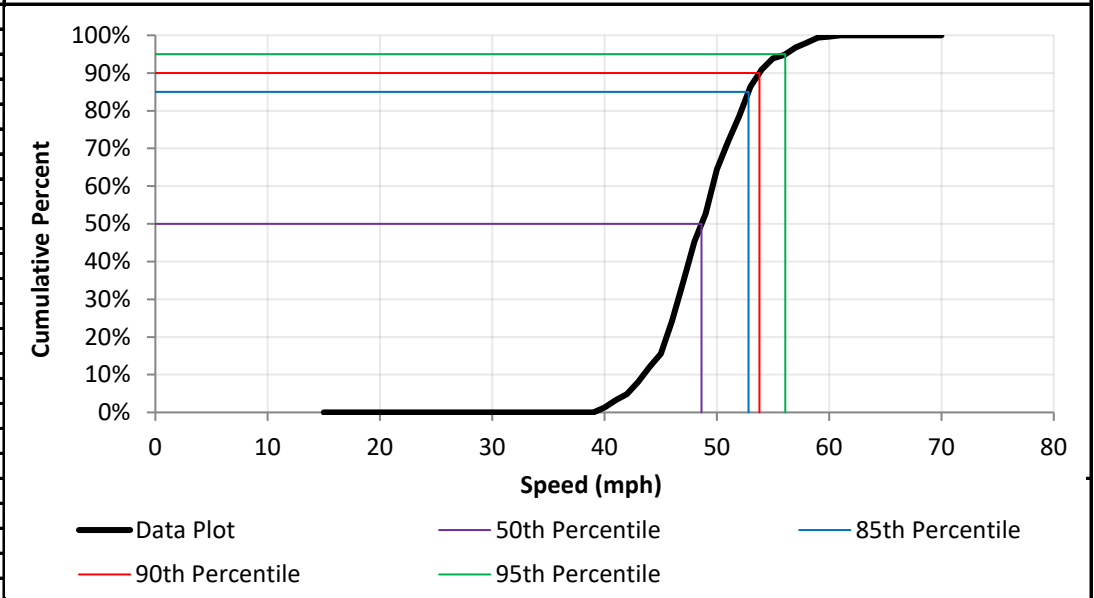
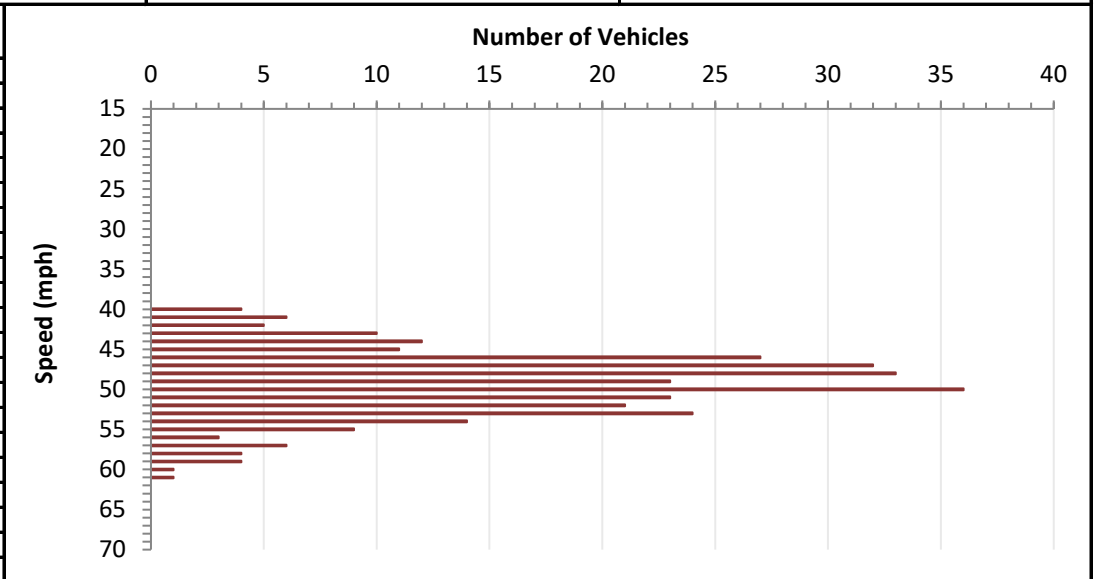
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Ramona St	From: Dye St	To: Warnock Dr
Position:	500' S/o Royal Vista Dr	Direction:	NB/SB

Date:	9/10/2025	Weather:	Clear	Project Number:	25-040142-002
Time Start:	9:00 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:00 AM	Posted Speed:	50 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40	4	1.3%
41	6	3.2%
42	5	4.9%
43	10	8.1%
44	12	12.0%
45	11	15.5%
46	27	24.3%
47	32	34.6%
48	33	45.3%
49	23	52.8%
50	36	64.4%
51	23	71.8%
52	21	78.6%
53	24	86.4%
54	14	90.9%
55	9	93.9%
56	3	94.8%
57	6	96.8%
58	4	98.1%
59	4	99.4%
60	1	99.7%
61	1	100.0%
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	309	



DATA ANALYSIS

Average Speed	49.2	Range	40 - 61
50th Percentile	48.6	10 mph Pace	45 - 54
85th Percentile	52.8	Number in Pace	244
90th Percentile	53.8	Percent in Pace	79%
95th Percentile	56.1		



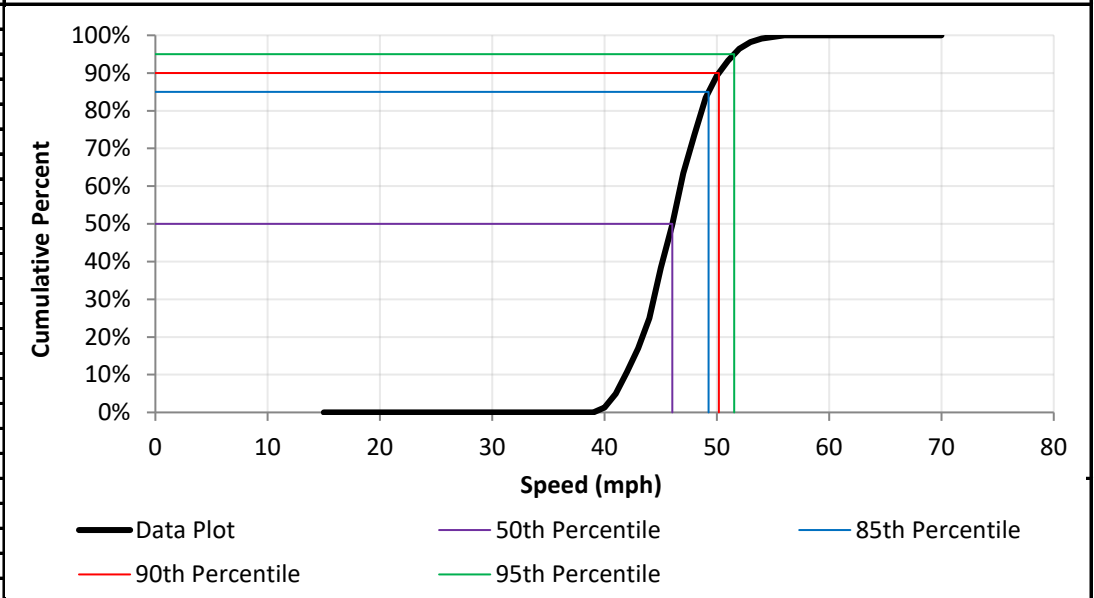
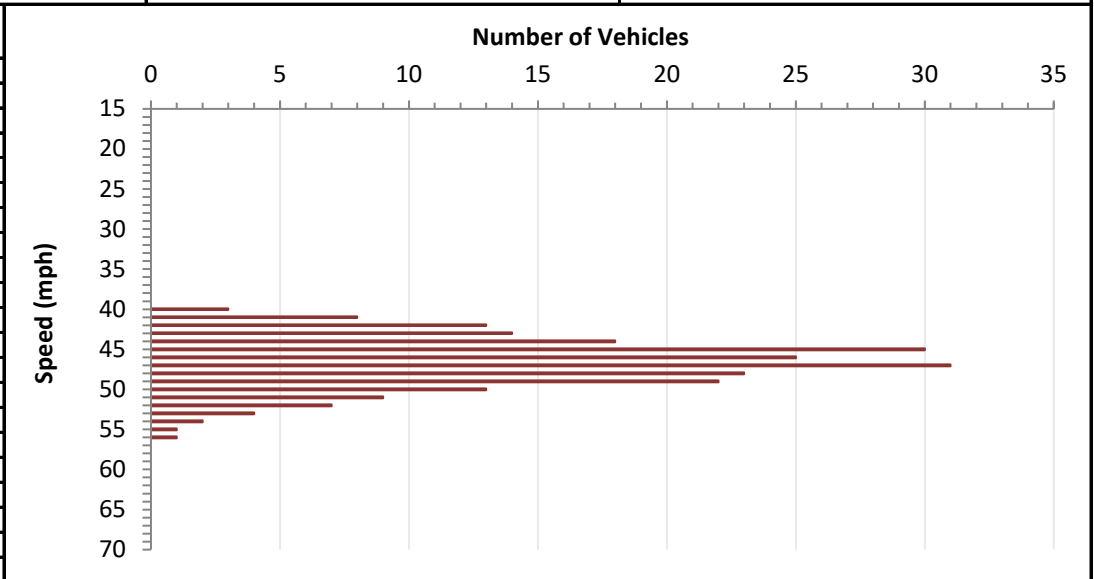
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Warnock Dr	From: San Vicente Rd	To: Ramona St
Position:	1,000' W/o San Vicente Rd	Direction:	EB/WB

Date:	9/16/2025	Weather:	Clear	Project Number:	25-040142-001
Time Start:	10:30 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	12:30 PM	Posted Speed:	50 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40	3	1.3%
41	8	4.9%
42	13	10.7%
43	14	17.0%
44	18	25.0%
45	30	38.4%
46	25	49.6%
47	31	63.4%
48	23	73.7%
49	22	83.5%
50	13	89.3%
51	9	93.3%
52	7	96.4%
53	4	98.2%
54	2	99.1%
55	1	99.6%
56	1	100.0%
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	224	



DATA ANALYSIS

Average Speed	46.6	Range	40 - 56
50th Percentile	46.0	10 mph Pace	42 - 51
85th Percentile	49.3	Number in Pace	198
90th Percentile	50.2	Percent in Pace	88%
95th Percentile	51.5		

D Street & Fifth Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 2-G

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: D Street & Fifth Street, RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of D Street and Fifth Street has been identified by Traffic Engineering as meeting Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Option D, at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

Existing Traffic Devices

D Street is a striped two-lane, 30-foot wide, undivided highway. The roadway is striped with a no passing centerline. D Street is stop controlled at the intersection with Fifth Street. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Fifth Street is a striped two-lane, 30-foot wide, undivided through highway. The roadway is striped with a no passing centerline. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Average Daily Traffic Volumes

02/25

Fifth Street:

N/o D Street	428 SB
S/o D Street	338 NB

D Street:

E/o Fifth Street	736 WB
W/o Fifth Street	660 EB

Collision Data

There has been 1 reported collision along this segment of roadway, which included injury, in a 3-year period (2022-08-01 to 2025-07-31). This collision is susceptible to correction by an all-way stop installation. This collision result in an intersection accident rate of 0.42

collisions per million vehicles entering. The statewide average is 0.36 collisions per million vehicle miles for similar four-legged intersections with stop signs (excluding 4-way stops).



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025
Item Title: All-Way Stop Control
Location: 5th Street and D Street, Ramona
CTE Recommendation: **Install an All-Way Stop Control**
Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option C of Section 2B.07 - An all-way stop Control may be considered when a road user, after stopping, cannot see conflicting traffic. In this case, eastbound traffic on D Street does not have adequate stopping sight distance when looking south on 5th Street. Likewise, westbound traffic on D Street also lacks adequate stopping sight distance when looking south on 5th Street.
- Option D of Section 2B.07 - An all-way stop control may be considered at the intersection of two residential collectors of similar design if it would enhance overall traffic operations. Both 5th Street and D Street are classified as residential collectors with comparable traffic characteristics.
- During the period of August 1, 2022, to July 31, 2025, there was 1 collision at the intersection. This collision resulted in an intersection accident rate of 0.42 vs the statewide average for similar intersections of 0.36 collision per million vehicles entering.

- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of 5th Street and D Street.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: cn=US, email=Emichael.kenney@sdcountry.ca.gov, o="Department of
Public Works, Road", ou="Loss Mitigation and Traffic, CN=Michael L
Kenney
Date: 2025.11.24 06:58:33-0800"

Michael L. Kenney, TE 2045 & CE 56661

11/24/25

Date

VOLUME

5th St & D St

Day: Wednesday
Date: 8/27/2025

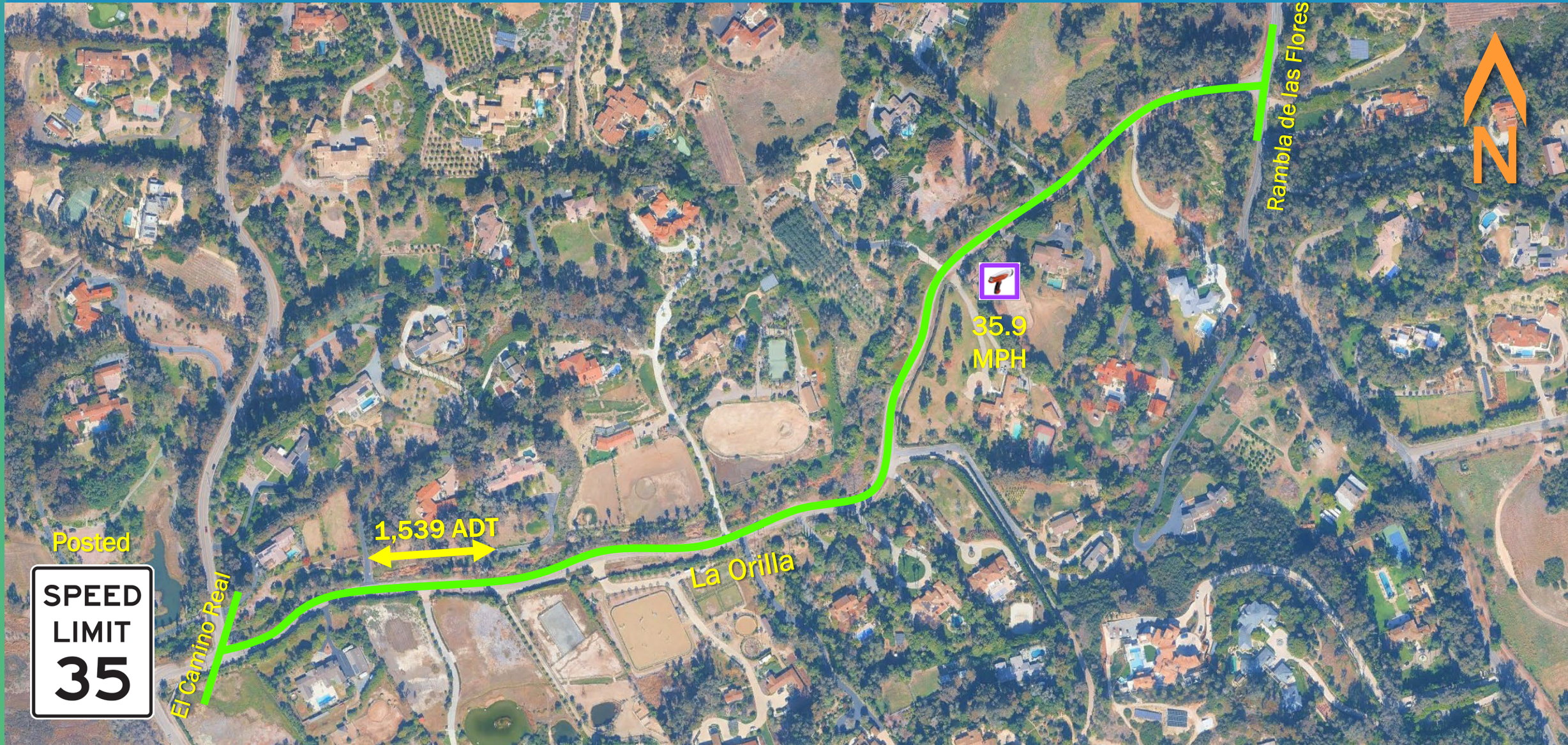
City: Ramona
Project #: CA25_040133_042

DAILY TOTALS						NB	SB	EBWB								Total					
						338	428									2,162					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL										
0:00	0	2	0	0	2	12:00	3	4	6	11	24										
0:15	0	0	0	0	0	12:15	4	4	9	12	29										
0:30	0	0	0	1	1	12:30	4	7	7	14	32										
0:45	0	0	2	0	0	12:45	9	20	6	21	17	39	13	50	45	130					
1:00	0	3	0	0	3	13:00	5	11	13	15	44										
1:15	0	0	0	0	0	13:15	4	4	14	14	36										
1:30	0	0	1	0	1	13:30	4	12	13	16	45										
1:45	0	2	5	0	1	0	9	22	3	30	11	51	16	61	39	164					
2:00	0	0	1	0	1	14:00	7	8	10	11	36										
2:15	0	0	0	0	0	14:15	7	11	7	18	43										
2:30	0	0	0	0	0	14:30	4	8	9	13	34										
2:45	0	1	1	0	1	0	8	26	10	37	22	48	12	54	52	165					
3:00	0	0	0	1	1	15:00	2	11	14	14	41										
3:15	0	0	0	0	0	15:15	7	15	18	10	50										
3:30	4	0	0	0	4	15:30	5	10	20	15	50										
3:45	0	4	0	1	1	0	5	19	9	45	24	76	14	53	52	193					
4:00	1	0	1	2	4	16:00	6	4	22	12	44										
4:15	1	0	1	1	3	16:15	6	4	11	15	36										
4:30	2	0	0	0	2	16:30	3	10	19	15	47										
4:45	3	7	1	1	1	3	8	23	13	31	15	67	16	58	52	179					
5:00	2	1	0	1	4	17:00	6	19	20	18	63										
5:15	1	0	1	5	7	17:15	4	17	22	10	53										
5:30	4	0	1	2	7	17:30	5	13	15	14	47										
5:45	3	10	2	3	1	3	6	21	16	65	11	68	11	53	44	207					
6:00	2	2	4	3	11	18:00	6	13	15	12	46										
6:15	6	2	2	3	13	18:15	3	10	11	7	31										
6:30	5	1	2	6	14	18:30	3	9	7	7	26										
6:45	6	19	5	10	2	10	4	16	5	37	6	39	14	40	29	132					
7:00	8	1	3	9	21	19:00	2	7	11	3	23										
7:15	7	5	6	14	32	19:15	3	4	6	11	24										
7:30	4	1	6	19	30	19:30	5	3	13	7	28										
7:45	6	25	5	12	9	24	3	13	4	18	6	36	2	23	15	90					
8:00	3	7	10	16	36	20:00	2	3	8	9	22										
8:15	2	4	11	20	37	20:15	1	8	7	6	22										
8:30	3	1	14	8	26	20:30	4	5	6	2	17										
8:45	12	20	3	15	16	51	8	52	39	138	20:45	2	9	3	19	1	22	0	17	6	67
9:00	10	3	8	11	32	21:00	0	3	5	1	9										
9:15	7	8	8	12	35	21:15	1	0	6	3	10										
9:30	7	9	5	9	30	21:30	2	1	1	1	5										
9:45	7	31	4	24	7	28	16	48	34	131	21:45	0	3	3	7	2	14	1	6	6	30
10:00	7	1	8	18	34	22:00	1	0	3	0	4										
10:15	4	5	12	12	33	22:15	0	4	0	0	4										
10:30	9	7	4	8	28	22:30	0	1	0	3	4										
10:45	4	24	2	15	14	38	13	51	33	128	22:45	1	2	0	5	0	3	0	3	1	13
11:00	5	7	6	13	31	23:00	0	0	1	1	2										
11:15	5	2	7	11	25	23:15	0	0	1	1	2										
11:30	9	6	9	8	32	23:30	0	0	0	0	0										
11:45	5	24	10	25	12	34	16	48	43	131	23:45	0	0	1	3	0	2	1	5		
TOTALS	164	113	194	316	787	TOTALS	174	315	466	420	1375										
SPLIT %	20.8%	14.4%	24.7%	40.2%	36.4%	SPLIT %	12.7%	22.9%	33.9%	30.5%	63.6%										

DAILY TOTALS						NB	SB							Total
						338	428							2,162
AM Peak Hour	8:45	11:00	8:00	7:30	7:30	PM Peak Hour	13:30	17:00	15:15	16:15	16:30			
AM Pk Volume	36	25	51	83	151	PM Pk Volume	27	65	84	64	215			
Pk Hr Factor	0.750	0.625	0.797	0.741	0.786	Pk Hr Factor	0.750	0.855	0.875	0.889	0.853			
7 - 9 Volume	45	27	75	122	269	4 - 6 Volume	44	96	135	111	386			
7 - 9 Peak Hour	7:00	7:15	8:00	7:30	7:30	4 - 6 Peak Hour	16:00	17:00	16:30	16:15	16:30			
7 - 9 Pk Volume	25	18	51	83	151	4 - 6 Pk Volume	23	65	76	64	215			
Pk Hr Factor	0.781	0.643	0.797	0.741	0.786	Pk Hr Factor	0.719	0.855	0.864	0.889	0.853			

La Orilla

El Camino Real to Rambla de las Flores
(0.49 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: La Orilla from El Camino Real to Rambla de las Flores
(a distance of 0.69 miles) RANCHO SANTA FE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

La Orilla from El Camino Real to Rambla de las Flores is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

Existing Traffic Devices

This segment of La Orilla is a striped 2-lane highway that is 24 feet wide. The roadway is striped with a no passing centerline and white edgeline. The road is posted with dip/flood warning, speed advised turn warning, and stop ahead warning signs. La Orilla is unclassified on the County General Plan Mobility Element Network. The road is posted with a radar enforced 35 MPH speed limit.

Average Daily Traffic Volumes 10/25

La Orilla:	
1,000' W/o Rambla de las Flores	1,539

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
La Orilla:			
1,000' W/o Rambla de las Flores (2025)	35.9 MPH	26-35	75%
(2018)	35.2 MPH	23-32	64%

Collision Data

There have been 2 reported collisions, 1 of which involved a serious injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.72 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME

La Orilla 1000' W/O Rambla de las Flores

Day: Tuesday
Date: 10/21/2025

City: Rancho Santa Fe
Project #: CA25_040157_001

DAILY TOTALS					NB	SB	EB					WB	Total		
					0	0	739					800	1,539		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	0	0	1	12:00	0	0	7	15	22				
0:15	0	0	1	0		12:15	0	0	10	10		20			
0:30	0	0	0	0		12:30	0	0	14	14		28			
0:45	0	0	0	1		0	12:45	0	0	6		37	13	52	19
1:00	0	0	0	1	1	13:00	0	0	15	12	27				
1:15	0	0	0	0	13:15	0	0	12	13	25					
1:30	0	0	0	0	13:30	0	0	17	9	26					
1:45	0	0	0	0	1	13:45	0	0	13	57		11	45	24	102
2:00	0	0	1	0	1	14:00	0	0	13	15	28				
2:15	0	0	0	0	14:15	0	0	8	15	23					
2:30	0	0	0	0	14:30	0	0	11	19	30					
2:45	0	0	0	1	0	14:45	0	0	20	52		15	64	35	116
3:00	0	0	0	0		15:00	0	0	14	22	36				
3:15	0	0	0	0		15:15	0	0	25	26		51			
3:30	0	0	0	0		15:30	0	0	22	28		50			
3:45	0	0	0	0		15:45	0	0	15	76		27	103	42	179
4:00	0	0	0	1	1	16:00	0	0	15	18	33				
4:15	0	0	1	0	16:15	0	0	10	16	26					
4:30	0	0	0	0	16:30	0	0	23	13	36					
4:45	0	0	0	1	0	16:45	0	0	20	68		20	67	40	135
5:00	0	0	3	0	3	17:00	0	0	15	16	31				
5:15	0	0	1	0	1	17:15	0	0	17	14		31			
5:30	0	0	1	1	2	17:30	0	0	14	13		27			
5:45	0	0	0	5	1	17:45	0	0	16	62		12	55	28	117
6:00	0	0	3	2	5	18:00	0	0	18	12	30				
6:15	0	0	4	3	7	18:15	0	0	9	14		23			
6:30	0	0	10	5	15	18:30	0	0	9	15		24			
6:45	0	0	15	32	8	18:45	0	0	7	43		9	50	16	93
7:00	0	0	10	10	20	19:00	0	0	6	5	11				
7:15	0	0	13	17	30	19:15	0	0	8	6		14			
7:30	0	0	12	12	24	19:30	0	0	6	0		6			
7:45	0	0	14	49	19	19:45	0	0	4	24		1	12	5	36
8:00	0	0	14	17	31	20:00	0	0	7	3	10				
8:15	0	0	10	14	24	20:15	0	0	2	4		6			
8:30	0	0	10	16	26	20:30	0	0	3	5		8			
8:45	0	0	10	44	19	20:45	0	0	4	16		1	13	5	29
9:00	0	0	9	15	24	21:00	0	0	1	2	3				
9:15	0	0	13	17	30	21:15	0	0	5	0		5			
9:30	0	0	9	22	31	21:30	0	0	4	2		6			
9:45	0	0	12	43	16	21:45	0	0	0	10		1	5	1	15
10:00	0	0	13	15	28	22:00	0	0	2	3	5				
10:15	0	0	15	13	28	22:15	0	0	2	1		3			
10:30	0	0	17	10	27	22:30	0	0	1	2		3			
10:45	0	0	16	61	11	22:45	0	0	0	5		1	7	1	12
11:00	0	0	4	17	21	23:00	0	0	0	0	1				
11:15	0	0	13	14	27	23:15	0	0	1	0		6			
11:30	0	0	17	18	35	23:30	0	0	3	3					
11:45	0	0	14	48	10	23:45	0	0	0	4		0	3		7
TOTALS	285				324	609	TOTALS	454				476	930		
SPLIT %	46.8%				53.2%	39.6%	SPLIT %	48.8%				51.2%	60.4%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						739	800	1,539
AM Peak Hour	10:00				8:45	7:15	PM Peak Hour	14:45				15:00	15:00	
AM Pk Volume	61				73	118	PM Pk Volume	81				103	179	
Pk Hr Factor	0.897				0.830	0.894	Pk Hr Factor	0.810				0.920	0.877	
7 - 9 Volume	0	0	93	124	217		4 - 6 Volume	0	0	130	122	252		
7 - 9 Peak Hour	7:15				7:45	7:15	4 - 6 Peak Hour	16:30				16:00	16:30	
7 - 9 Pk Volume	0	0	53	66	118		4 - 6 Pk Volume	0	0	75	67	138		
Pk Hr Factor	0.000	0.000	0.946	0.868	0.894		Pk Hr Factor	0.000	0.000	0.815	0.838	0.863		

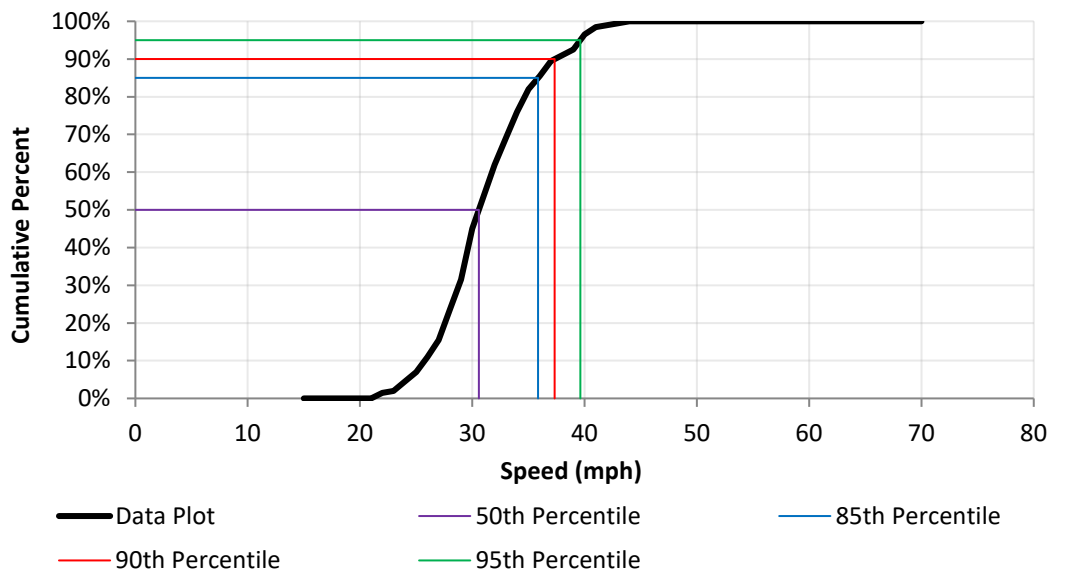
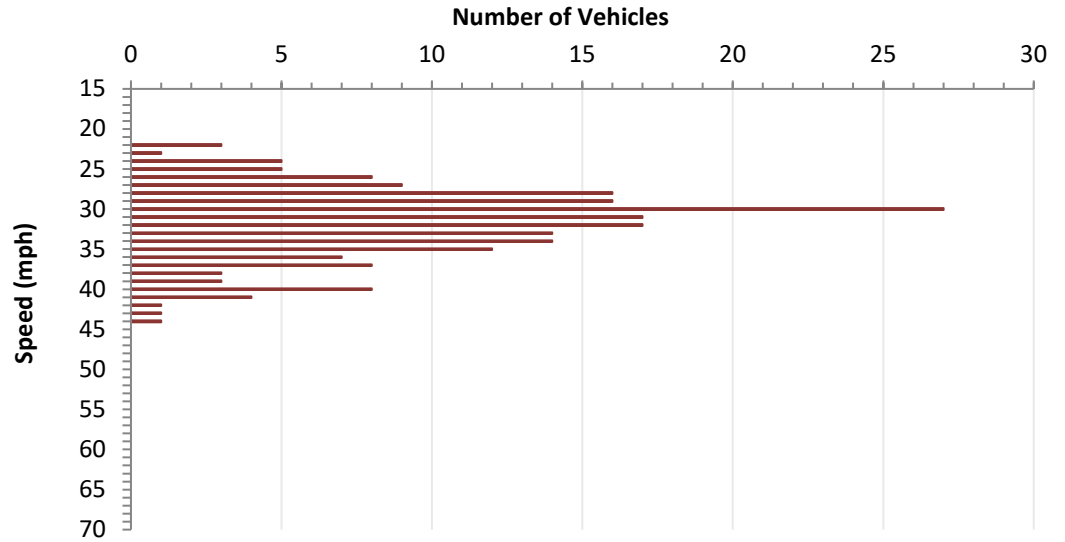


RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	La Orilla	From:	El Camino Real	To:	Rambla de las Flores
Position:	1,000' W/o Rambla de las Flores			Direction:	NB/SB
Date:	10/22/2025	Weather:	Clear	Project Number:	25-040158-001
Time Start:	12:20 PM	Road Condition:	Dry	Observer:	Contractor
Time End:	2:20 PM	Posted Speed:	35 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22	3	1.5%
23	1	2.0%
24	5	4.5%
25	5	7.0%
26	8	11.0%
27	9	15.5%
28	16	23.5%
29	16	31.5%
30	27	45.0%
31	17	53.5%
32	17	62.0%
33	14	69.0%
34	14	76.0%
35	12	82.0%
36	7	85.5%
37	8	89.5%
38	3	91.0%
39	3	92.5%
40	8	96.5%
41	4	98.5%
42	1	99.0%
43	1	99.5%
44	1	100.0%
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	200	

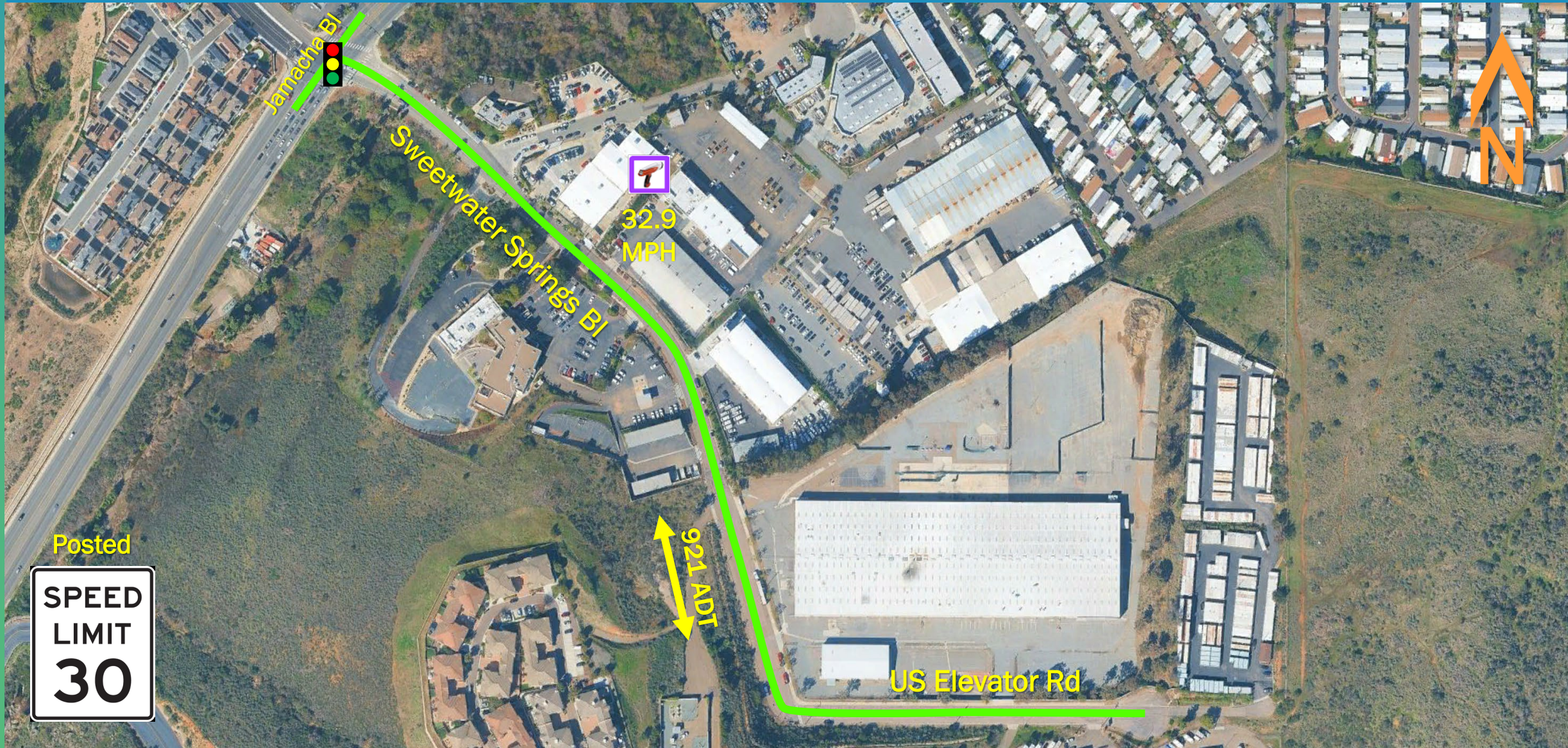


DATA ANALYSIS

Average Speed	31.6	Range	22 - 44
50th Percentile	30.6	10 mph Pace	26 - 35
85th Percentile	35.9	Number in Pace	150
90th Percentile	37.3	Percent in Pace	75%
95th Percentile	39.6		

Sweetwater Springs Boulevard/US Elevator Road

Jamacha Boulevard to cul-de-sac
(0.49 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 4-A

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to the cul-de-sac (a distance of 0.49 miles) SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to the cul-de-sac is currently posted with a 30 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

Existing Traffic Devices

This segment of Sweetwater Springs Boulevard/US Elevator Road is a striped 2-lane highway that is 24 to 56 feet wide. The roadway is striped with a no passing centerline. The road is posted with pedestrian warning and speed advised turn warning signs. Sweetwater Springs Boulevard/US Elevator Road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

10/25

Sweetwater Springs Boulevard:
300' S/o Willie Baker Way

921

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Sweetwater Springs Boulevard:
300' S/o Willie Baker Way

(2025) 32.9 MPH

23-32

77%

Collision Data

There have been 3 reported collisions along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 8.77 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME

Sweetwater Springs Blvd 65' N/O Willie Baker Way

Day: Tuesday
Date: 10/21/2025

City: Spring Valley
Project #: CA25_040157_005

DAILY TOTALS					NB	SB						EB	WB	Total
					382	539						0	0	921
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	0	0			12:00	10	10	0	0	20		
0:15	0	0	0	0			12:15	5	11	0	0	16		
0:30	0	0	0	0			12:30	9	11	0	0	20		
0:45	0	0	0	0			12:45	13	37	15	47	28		84
1:00	0	0	0	0			13:00	9	13	0	0	22		
1:15	0	0	0	0			13:15	3	10	0	0	13		
1:30	0	0	0	0			13:30	9	11	0	0	20		
1:45	0	0	0	0			13:45	7	28	6	40	13		68
2:00	0	0	0	0			14:00	3	10	0	0	13		
2:15	0	0	0	0			14:15	7	11	0	0	18		
2:30	0	0	0	0			14:30	9	9	0	0	18		
2:45	0	1	1	0	1	1	14:45	7	26	6	36	13	62	
3:00	0	1	0	0	1		15:00	11	10	0	0	21		
3:15	0	0	0	0			15:15	9	8	0	0	17		
3:30	0	1	0	0	1		15:30	13	8	0	0	21		
3:45	0	2	4	0	2	4	15:45	9	42	7	33	16	75	
4:00	0	1	0	0	1		16:00	22	5	0	0	27		
4:15	0	2	0	0	2		16:15	11	4	0	0	15		
4:30	1	1	0	0	2		16:30	13	8	0	0	21		
4:45	2	3	2	6	4	9	16:45	10	56	4	21	14	77	
5:00	0	2	0	0	2		17:00	23	6	0	0	29		
5:15	0	2	0	0	2		17:15	2	6	0	0	8		
5:30	0	7	0	0	7		17:30	10	1	0	0	11		
5:45	1	1	10	21	11	22	17:45	6	41	4	17	10	58	
6:00	0	17	0	0	17		18:00	4	6	0	0	10		
6:15	1	20	0	0	21		18:15	4	1	0	0	5		
6:30	0	15	0	0	15		18:30	4	1	0	0	5		
6:45	4	5	11	63	15	68	18:45	2	14	1	9	3	23	
7:00	7	13	0	0	20		19:00	2	2	0	0	4		
7:15	5	21	0	0	26		19:15	1	0	0	0	1		
7:30	1	17	0	0	18		19:30	1	1	0	0	2		
7:45	2	15	8	59	10	74	19:45	0	4	2	5	2	9	
8:00	3	18	0	0	21		20:00	1	0	0	0	1		
8:15	4	15	0	0	19		20:15	1	2	0	0	3		
8:30	9	5	0	0	14		20:30	1	0	0	0	1		
8:45	7	23	7	45	14	68	20:45	0	3	1	3	1	6	
9:00	4	19	0	0	23		21:00	0	1	0	0	1		
9:15	5	8	0	0	13		21:15	0	1	0	0	1		
9:30	5	5	0	0	10		21:30	1	0	0	0	1		
9:45	4	18	12	44	16	62	21:45	0	1	0	2	0	3	
10:00	9	12	0	0	21		22:00	0	0	0	0			
10:15	5	6	0	0	11		22:15	0	1	0	0	1		
10:30	9	11	0	0	20		22:30	1	1	0	0	2		
10:45	6	29	5	34	11	63	22:45	0	1	0	2	0	3	
11:00	9	11	0	0	20		23:00	0	1	0	0	1		
11:15	1	10	0	0	11		23:15	1	0	0	0	1		
11:30	11	11	0	0	22		23:30	0	0	0	0			
11:45	13	34	14	46	27	80	23:45	0	1	0	1	0	2	
TOTALS	128	323			451		TOTALS	254	216			470		
SPLIT %	28.4%	71.6%			49.0%		SPLIT %	54.0%	46.0%			51.0%		

DAILY TOTALS					NB	SB						EB	WB	Total
					382	539						0	0	921
AM Peak Hour	11:30	7:15			11:30		PM Peak Hour	16:15	12:15			12:15		
AM Pk Volume	39	64			85		PM Pk Volume	57	50			86		
Pk Hr Factor	0.750	0.762			0.787		Pk Hr Factor	0.620	0.833			0.768		
7 - 9 Volume	38	104	0	0	142		4 - 6 Volume	97	38	0	0	135		
7 - 9 Peak Hour	8:00	7:15			7:15		4 - 6 Peak Hour	16:15	16:30			16:15		
7 - 9 Pk Volume	23	64	0	0	75		4 - 6 Pk Volume	57	24	0	0	79		
Pk Hr Factor	0.639	0.762	0.000	0.000	0.721		Pk Hr Factor	0.620	0.750	0.000	0.000	0.681		



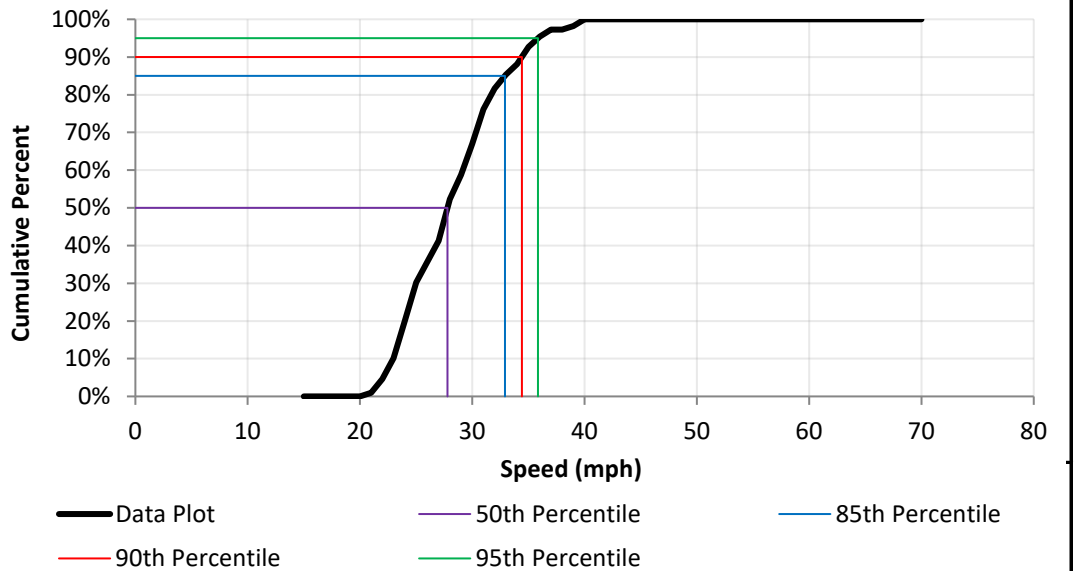
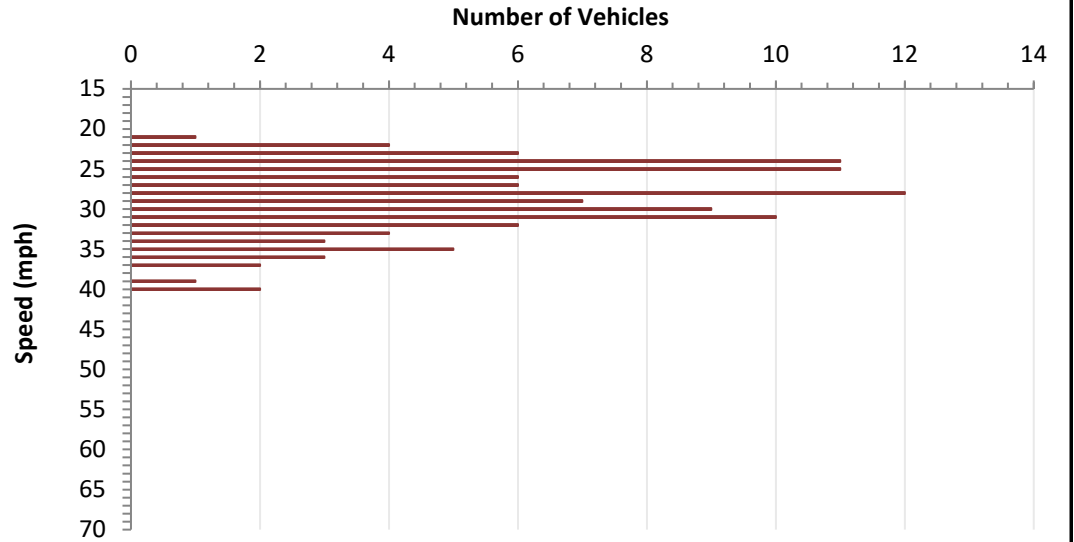
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Sweetwater Springs Bl	From:	Jamacha Bl	To:	US Elevator Rd
Position:	300' S/o Willie Baker Wy	Direction:	NB/SB		

Date:	10/29/2025	Weather:	Clear	Project Number:	25-040158-004
Time Start:	9:40 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:40 AM	Posted Speed:	30 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21	1	0.9%
22	4	4.6%
23	6	10.1%
24	11	20.2%
25	11	30.3%
26	6	35.8%
27	6	41.3%
28	12	52.3%
29	7	58.7%
30	9	67.0%
31	10	76.1%
32	6	81.7%
33	4	85.3%
34	3	88.1%
35	5	92.7%
36	3	95.4%
37	2	97.2%
38		
39	1	98.2%
40	2	100.0%
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	109	



DATA ANALYSIS

Average Speed	28.7	Range	21 - 40
50th Percentile	27.8	10 mph Pace	23 - 32
85th Percentile	32.9	Number in Pace	84
90th Percentile	34.4	Percent in Pace	77%
95th Percentile	35.9		

Fury Lane

Avocado Boulevard to 300' E/o Dorsie Lane
(0.86 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 4-B

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Fury Lane from Avocado Boulevard to 300' E/o Dorsie Lane (a distance of 0.86 miles) RANCHO SAN DIEGO

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Fury Lane from Avocado Boulevard to 300' E/o Dorsie Lane is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification of the 40 MPH speed limit.

Existing Traffic Devices

This segment of Fury Lane is a striped 2-lane highway that is 40 to 70 feet wide. The roadway is striped with a no passing centerline, painted median, two-way left turn lane, and bike lane. There is a marked midblock school crosswalk at the Avocado Elementary School. The road is posted with intersection warning, school zone signage, school crosswalk warning with flashing beacon, and signal ahead signage. There is a traffic control signal at the intersection of Calle Verde. Fury Lane is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a radar enforced 40 MPH speed limit

Average Daily Traffic Volumes

09/25

Fury Lane:

975' W/o Calle Verde

11,549

285' W/o Via Escuda

16,153

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Fury Lane:

975' W/o Calle Verde

(2025) 42.5 MPH
(2018) 46.3 MPH

35-44
34-43

88%
73%

285' W/o Via Escuda

(2025) 44.0 MPH

37-46

84%

Speed Zone:

(2025) 43.3 MPH

36-45

86%

Collision Data

There have been 8 reported collisions, 6 of which involved an injury, including 1 pedestrian injury, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 0.61 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

VOLUME
Fury Ln 285' W/O Via Escuda

Day: Tuesday
Date: 9/16/2025

City: La Mesa
Project #: CA25_040141_011

DAILY TOTALS						NB	SB							Total
						0	0							16,153
						8,025								
						8,128								
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	10	4	14	12:00	0	0	110	137	247			
0:15	0	0	8	5	13	12:15	0	0	127	144	271			
0:30	0	0	9	4	13	12:30	0	0	115	112	227			
0:45	0	0	5	32	7 20	12:45	0	0	116	468	129 522	245	990	
1:00	0	0	3	4	7	13:00	0	0	127	110	237			
1:15	0	0	3	2	5	13:15	0	0	125	109	234			
1:30	0	0	2	3	5	13:30	0	0	108	117	225			
1:45	0	0	2	10	2 11	13:45	0	0	120	480	143 479	263	959	
2:00	0	0	3	1	4	14:00	0	0	151	143	294			
2:15	0	0	2	1	3	14:15	0	0	143	142	285			
2:30	0	0	4	4	8	14:30	0	0	143	140	283			
2:45	0	0	1	10	1 7	14:45	0	0	178	615	129 554	307	1169	
3:00	0	0	1	1	2	15:00	0	0	181	133	314			
3:15	0	0	3	2	5	15:15	0	0	228	121	349			
3:30	0	0	3	4	7	15:30	0	0	238	209	447			
3:45	0	0	3	10	4 11	15:45	0	0	224	871	253 716	477	1587	
4:00	0	0	1	7	8	16:00	0	0	175	183	358			
4:15	0	0	5	3	8	16:15	0	0	207	128	335			
4:30	0	0	0	16	16	16:30	0	0	161	128	289			
4:45	0	0	4	10	18 44	16:45	0	0	200	743	128 567	328	1310	
5:00	0	0	5	21	26	17:00	0	0	170	151	321			
5:15	0	0	9	30	39	17:15	0	0	185	135	320			
5:30	0	0	7	43	50	17:30	0	0	154	141	295			
5:45	0	0	9	30	37 131	17:45	0	0	172	681	129 556	301	1237	
6:00	0	0	18	36	54	18:00	0	0	135	124	259			
6:15	0	0	17	68	85	18:15	0	0	126	109	235			
6:30	0	0	19	75	94	18:30	0	0	133	109	242			
6:45	0	0	35	89	103 282	18:45	0	0	140	534	95 437	235	971	
7:00	0	0	43	143	186	19:00	0	0	103	92	195			
7:15	0	0	65	175	240	19:15	0	0	97	82	179			
7:30	0	0	96	194	290	19:30	0	0	87	91	178			
7:45	0	0	173	377	212 724	19:45	0	0	75	362	75 340	150	702	
8:00	0	0	172	196	368	20:00	0	0	101	66	167			
8:15	0	0	156	172	328	20:15	0	0	66	48	114			
8:30	0	0	191	195	386	20:30	0	0	73	43	116			
8:45	0	0	197	716	257 820	20:45	0	0	86	326	38 195	124	521	
9:00	0	0	106	191	297	21:00	0	0	72	39	111			
9:15	0	0	113	157	270	21:15	0	0	60	37	97			
9:30	0	0	81	111	192	21:30	0	0	59	28	87			
9:45	0	0	100	400	104 563	21:45	0	0	48	239	39 143	87	382	
10:00	0	0	79	111	190	22:00	0	0	30	26	56			
10:15	0	0	98	106	204	22:15	0	0	48	13	61			
10:30	0	0	110	113	223	22:30	0	0	29	19	48			
10:45	0	0	113	400	106 436	22:45	0	0	27	134	12 70	39	204	
11:00	0	0	111	118	229	23:00	0	0	23	13	36			
11:15	0	0	89	116	205	23:15	0	0	22	10	32			
11:30	0	0	100	116	216	23:30	0	0	9	7	16			
11:45	0	0	126	426	109 459	23:45	0	0	8	62	11 41	19	103	
TOTALS			2510	3508	6018	TOTALS			5515	4620	10135			
SPLIT %			41.7%	58.3%	37.3%	SPLIT %			54.4%	45.6%	62.7%			

DAILY TOTALS						NB	SB							Total
						0	0							16,153
						8,025								
						8,128								
AM Peak Hour			8:00	8:00	8:00	PM Peak Hour			15:00	15:30	15:15			
AM Pk Volume			716	820	1536	PM Pk Volume			871	773	1631			
Pk Hr Factor			0.909	0.798	0.846	Pk Hr Factor			0.915	0.764	0.855			
7 - 9 Volume	0	0	1093	1544	2637	4 - 6 Volume	0	0	1424	1123	2547			
7 - 9 Peak Hour			8:00	8:00	8:00	4 - 6 Peak Hour			16:00	16:00	16:00			
7 - 9 Pk Volume	0	0	716	820	1536	4 - 6 Pk Volume	0	0	743	567	1310			
Pk Hr Factor	0.000	0.000	0.909	0.798	0.846	Pk Hr Factor	0.000	0.000	0.897	0.775	0.915			

VOLUME
Fury Ln 975' W/O Calle Verde

Day: Tuesday
Date: 9/16/2025

City: La Mesa
Project #: CA25_040141_010

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						5,482	6,067	11,549
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	8	4	12		12:00	0	0	70	102	172		
0:15	0	0	8	2	10		12:15	0	0	94	105	199		
0:30	0	0	6	3	9		12:30	0	0	83	76	159		
0:45	0	0	6	28	5	14	12:45	0	0	69	316	103	386	702
1:00	0	0	1	5	6		13:00	0	0	93	95	188		
1:15	0	0	2	1	3		13:15	0	0	71	80	151		
1:30	0	0	0	2	2		13:30	0	0	79	97	176		
1:45	0	0	2	5	1	9	13:45	0	0	76	319	115	387	706
2:00	0	0	1	1	2		14:00	0	0	153	118	271		
2:15	0	0	1	1	2		14:15	0	0	142	117	259		
2:30	0	0	1	2	3		14:30	0	0	105	102	207		
2:45	0	0	0	3	1	5	14:45	0	0	108	508	97	434	942
3:00	0	0	1	1	2		15:00	0	0	123	111	234		
3:15	0	0	1	2	3		15:15	0	0	143	95	238		
3:30	0	0	1	5	6		15:30	0	0	142	139	281		
3:45	0	0	1	4	4	12	15:45	0	0	140	548	171	516	1064
4:00	0	0	0	4	4		16:00	0	0	115	125	240		
4:15	0	0	3	1	4		16:15	0	0	138	93	231		
4:30	0	0	0	12	12		16:30	0	0	113	84	197		
4:45	0	0	3	6	14	31	16:45	0	0	134	500	80	382	882
5:00	0	0	3	16	19		17:00	0	0	122	110	232		
5:15	0	0	9	22	31		17:15	0	0	128	86	214		
5:30	0	0	2	30	32		17:30	0	0	115	90	205		
5:45	0	0	6	20	32	100	17:45	0	0	122	487	90	376	863
6:00	0	0	7	27	34		18:00	0	0	102	93	195		
6:15	0	0	11	51	62		18:15	0	0	73	90	163		
6:30	0	0	12	67	79		18:30	0	0	99	66	165		
6:45	0	0	25	55	84	229	18:45	0	0	72	346	68	317	663
7:00	0	0	25	115	140		19:00	0	0	64	70	134		
7:15	0	0	38	144	182		19:15	0	0	63	70	133		
7:30	0	0	62	183	245		19:30	0	0	51	66	117		
7:45	0	0	165	290	180	622	19:45	0	0	48	226	56	262	488
8:00	0	0	174	155	329		20:00	0	0	56	45	101		
8:15	0	0	96	130	226		20:15	0	0	43	32	75		
8:30	0	0	125	132	257		20:30	0	0	49	28	77		
8:45	0	0	114	509	192	609	20:45	0	0	66	214	27	132	346
9:00	0	0	73	138	211		21:00	0	0	53	33	86		
9:15	0	0	84	120	204		21:15	0	0	38	27	65		
9:30	0	0	46	79	125		21:30	0	0	32	19	51		
9:45	0	0	63	266	71	408	21:45	0	0	33	156	26	105	261
10:00	0	0	54	92	146		22:00	0	0	28	18	46		
10:15	0	0	56	75	131		22:15	0	0	31	12	43		
10:30	0	0	75	93	168		22:30	0	0	21	14	35		
10:45	0	0	74	259	72	332	22:45	0	0	18	98	10	54	152
11:00	0	0	69	82	151		23:00	0	0	18	11	29		
11:15	0	0	54	80	134		23:15	0	0	15	6	21		
11:30	0	0	65	74	139		23:30	0	0	4	6	10		
11:45	0	0	91	279	79	315	23:45	0	0	3	40	7	30	70
TOTALS	1724 2686				4410		TOTALS	3758 3381				7139		
SPLIT %	39.1% 60.9%				38.2%		SPLIT %	52.6% 47.4%				61.8%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						5,482	6,067	11,549
AM Peak Hour			7:45	7:15	7:45		PM Peak Hour			15:00	15:15	15:15		
AM Pk Volume			560	662	1157		PM Pk Volume			548	530	1070		
Pk Hr Factor			0.805	0.904	0.838		Pk Hr Factor			0.958	0.775	0.860		
7 - 9 Volume	0	0	799	1231	2030		4 - 6 Volume	0	0	987	758	1745		
7 - 9 Peak Hour			7:45	7:15	7:45		4 - 6 Peak Hour			16:15	16:00	16:00		
7 - 9 Pk Volume	0	0	560	662	1157		4 - 6 Pk Volume	0	0	507	382	882		
Pk Hr Factor	0.800	0.800	0.805	0.904	0.838		Pk Hr Factor	0.800	0.800	0.918	0.764	0.919		



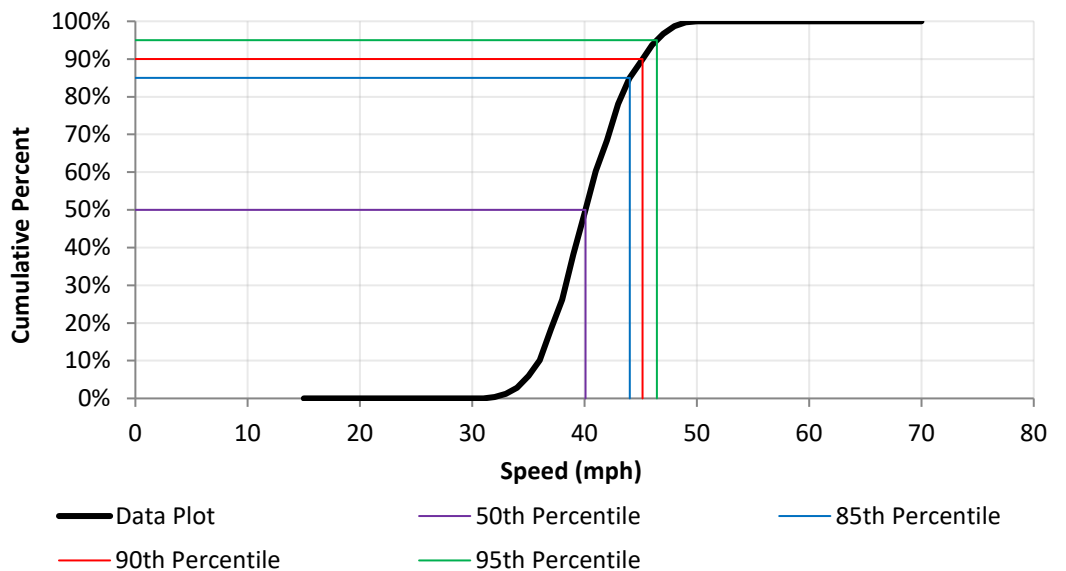
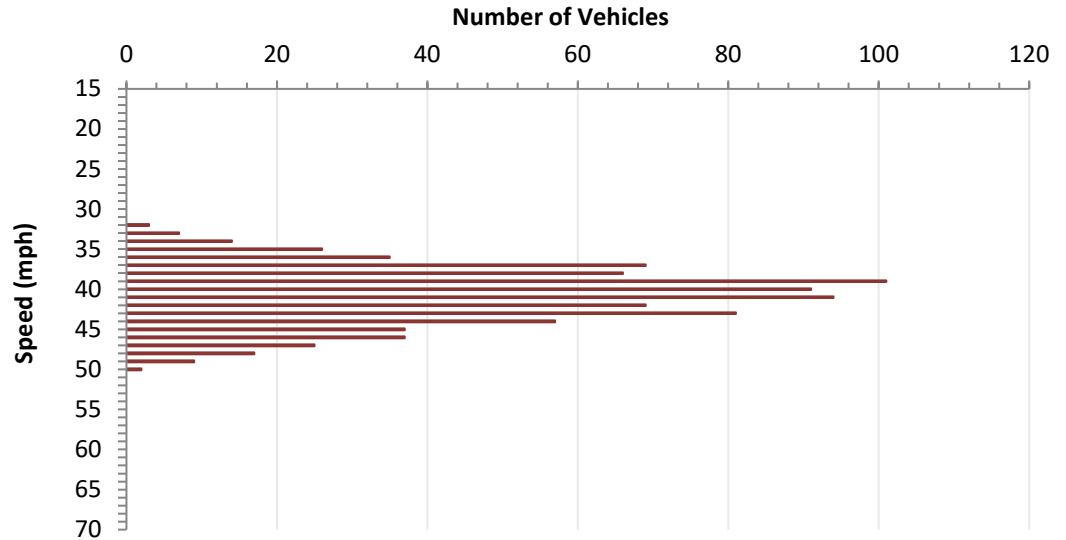
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Fury Ln	From:	Avocado BL	To:	300' E/o Dorsie Ln
Position:	285' W/o Via Escuda	Direction:	EB/WB		

Date:	9/11/2025	Weather:	Clear	Project Number:	25-040142-016
Time Start:	11:23 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	1:23 PM	Posted Speed:	40 MPH	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32	3	0.4%
33	7	1.2%
34	14	2.9%
35	26	6.0%
36	35	10.1%
37	69	18.3%
38	66	26.2%
39	101	38.2%
40	91	49.0%
41	94	60.2%
42	69	68.5%
43	81	78.1%
44	57	84.9%
45	37	89.3%
46	37	93.7%
47	25	96.7%
48	17	98.7%
49	9	99.8%
50	2	100.0%
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	840	



DATA ANALYSIS

Average Speed	40.8	Range	32 - 50
50th Percentile	40.1	10 mph Pace	37 - 46
85th Percentile	44.0	Number in Pace	702
90th Percentile	45.2	Percent in Pace	84%
95th Percentile	46.4		



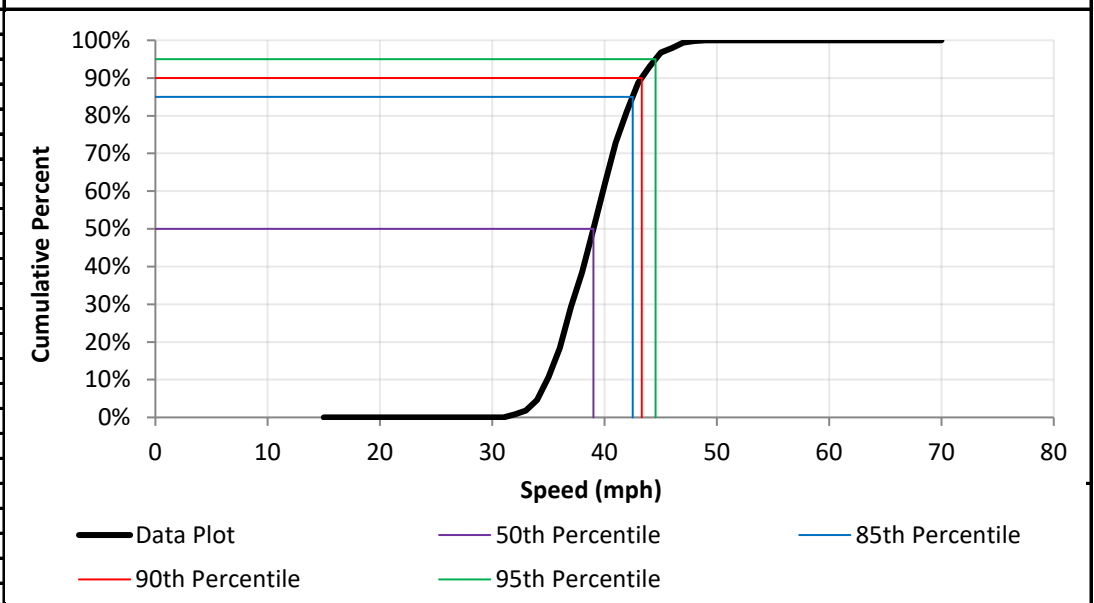
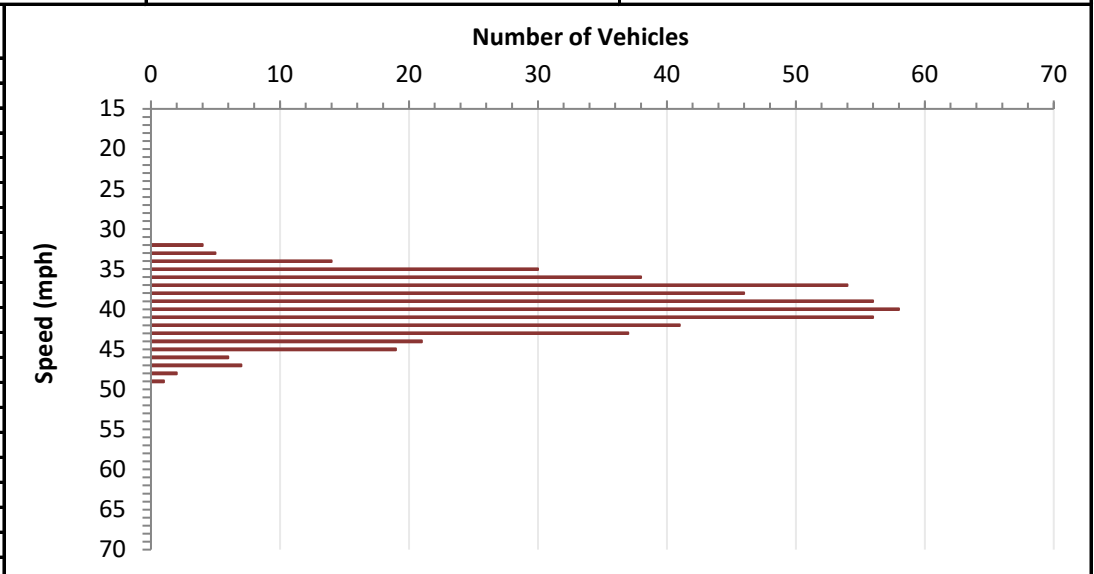
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Fury Ln	From:	Avocado BL	To:	300' E/o Dorsie Ln
Position:	975' W/o Calle Verde	Direction:	EB/WB		

Date:	9/11/2025	Weather:	Clear	Project Number:	25-040142-015
Time Start:	9:20 AM	Road Condition:	Dry	Observer:	Contractor
Time End:	11:20 AM	Posted Speed:	50 MPH	Calibration Test:	Y

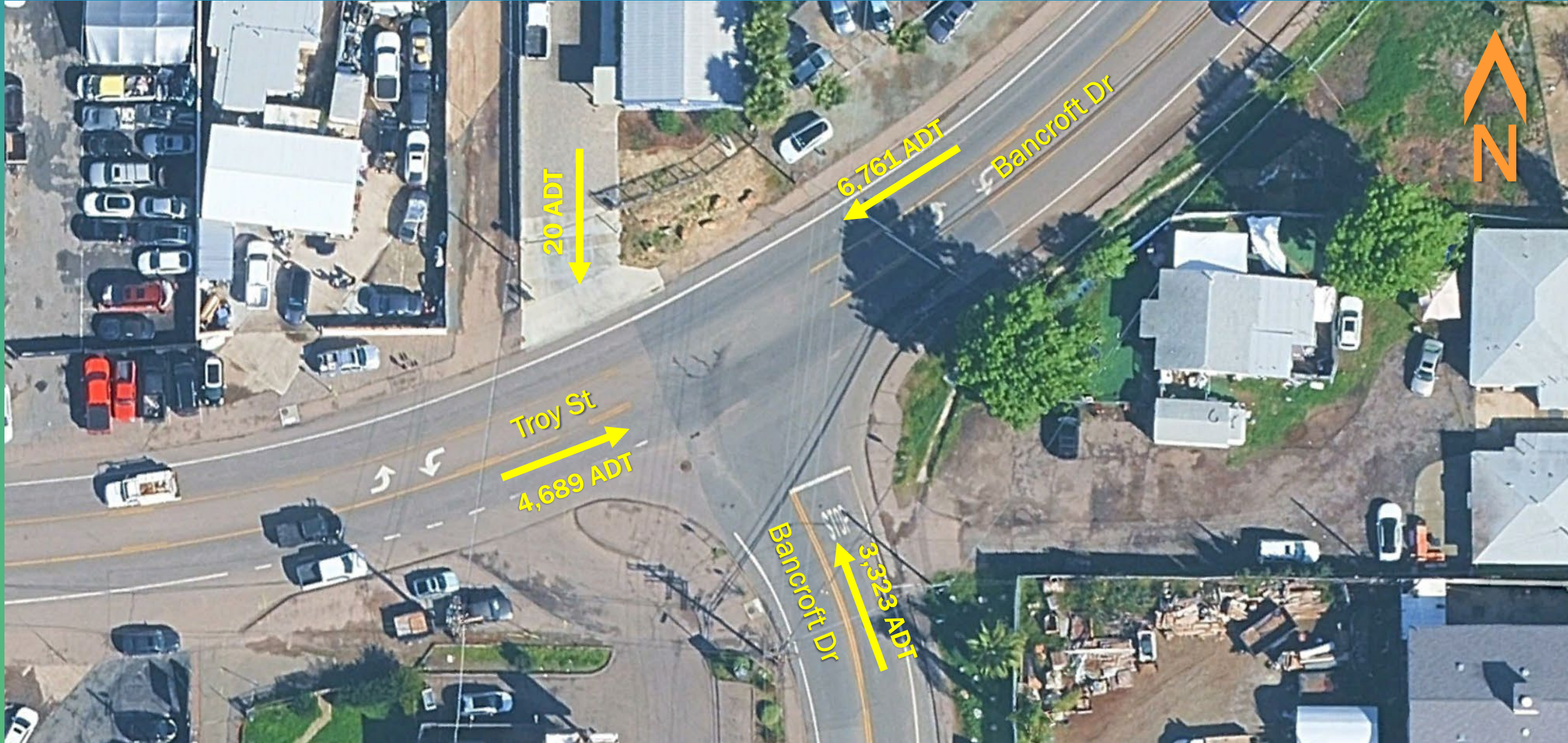
Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32	4	0.8%
33	5	1.8%
34	14	4.6%
35	30	10.7%
36	38	18.4%
37	54	29.3%
38	46	38.6%
39	56	49.9%
40	58	61.6%
41	56	72.9%
42	41	81.2%
43	37	88.7%
44	21	92.9%
45	19	96.8%
46	6	98.0%
47	7	99.4%
48	2	99.8%
49	1	100.0%
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	495	



DATA ANALYSIS

Average Speed	39.5	Range	32 - 49
50th Percentile	39.0	10 mph Pace	35 - 44
85th Percentile	42.5	Number in Pace	437
90th Percentile	43.3	Percent in Pace	88%
95th Percentile	44.5		

Bancroft Drive & Troy Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 4-C**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Bancroft Drive & Troy Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS Bancroft Drive and Troy Street has been identified by Traffic Engineering as meeting 2 warrants – 1, eight-hour vehicular volume warrant, and 2, four-hour vehicular volume warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

Bancroft Drive is a striped two-lane undivided highway with a 34 to 46-foot width. The roadway is striped with two-way left turn lane and bike lane north of the intersection. Bancroft Drive is striped with a no passing centerline and white edgeline south of the intersection. The road is stop controlled in the northbound direction at the intersection with Troy Street/Bancroft Drive. Bancroft Drive is classified as a Light Collector Road on the County General Plan Mobility Element Network north of the intersection and is unclassified south of the intersection. The road is posted with a 35 MPH speed limit north of the intersection, 25 MPH south of the intersection.

Troy Street is a striped two-lane undivided highway with a 46-foot width. The roadway is striped with a two-way left turn lane and bike lane. Troy Street is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>06/25</u>
Bancroft Drive:	
E/o Troy Street	6,761 WB
S/o Troy Street/Bancroft Drive	3,323 NB
Troy Street:	
W/o Bancroft Drive	4,689 EB
Private Driveway:	
N/o Troy Street/Bancroft Drive	20 SB

Collision Data

There have been 4 reported collisions, 2 of which involved an injury, within the past 3-year period (2022-08-01 to 2025-07-31). These collisions produced an intersection accident rate of 0.25 collisions per million vehicles entering the intersection. The statewide average of similar suburban tee intersections with stop controls (excluding all-way) is 0.22 collision per million vehicles entering the intersection.



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
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COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Traffic Control Signal

Location: Bancroft Street & Troy Street

The County Traffic Engineer recommends placing the intersection of Bancroft Street and Troy Street on the DPW traffic signal list, pursuant to the following conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.
- Chapter 4C "Traffic Control Signal Needs Studies" of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.
- The intersection total approach ADT is 14,776 vehicles/day.
- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets the Eight Hour Vehicular Volume Warrant and Four Hour Vehicular Volume Warrant based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of Bancroft Street and Troy Street.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: C=US, E=michael.kenney@sdcounty.ca.gov,
O="Department of Public Works, Road", OU=Loss
Mitigation and Traffic, CN=Michael L Kenney
Date: 2025.11.18 16:19:33-08'00'

Michael L. Kenney, TE 2045 & CE 56661

11/18/25

Date

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE <u>26/8/2025</u>			
DIST _____		CALC <u>Barra Manaseer</u> DATE <u>01/11/2025</u>	
CO _____		CHK _____ DATE _____	
RTE _____			
PM _____			
Major St: <u>Bancroft St</u>		Critical Approach Speed <u>40</u> mph	
Minor St: <u>Troy St</u>		Critical Approach Speed <u>30</u> mph	
Speed limit or critical speed on major street traffic > 40 mph..... ☐		} RURAL (R)	
or			
In built up area of isolated community of < 10,000 population..... ☐			
		☒ URBAN (U)	

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED									YES	☐	NO	☐
	U	R	U	R													
APPROACH LANES	1		2 or More		7:00 8:00	8:00 9:00	9:00 10:00	12:00 13:00	13:00 14:00	14:00 15:00	15:00 16:00	16:00 17:00	17:00 18:00	Hour			
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	680	775	612	609	657	765	877	853					
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	298	295	208	150	233	196	210	196					

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED										YES	☐	NO	☐
	U	R	U	R														
APPROACH LANES	1		2 or More															
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)														
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)														

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	☐	Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	☐	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:00 8:00	8:00 9:00	15:00 16:00	17:00 18:00	Hour
Both Approaches - Major Street	☐	☒	688	775	877	853	
Higher Approach - Minor Street	☒	☐	298	295	210	196	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

SATISFIED YES ☐ NO ☐

N/A

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B

SATISFIED YES ☐ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☐	☐	
Higher Approach - Minor Street	☐	☐	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)**

SATISFIED YES ☐ NO ☐ **N/A**

Part 1 (Parts A or B must be satisfied)

Hours -->

A. Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B. Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

**WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐ **N/A**

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	
		Yes ☒ No ☐

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	☐	Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr	☐	
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bancroft Dr & Bancroft Dr/Troy St
City: Spring Valley
Control: 1-Way Stop(NB)

Project ID: 25-040132-001
Date: 8/26/2025

Data - Totals

NS/EW Streets:		Bancroft Dr				Bancroft Dr				Bancroft Dr/Troy St				Bancroft Dr/Troy St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL	
	12:00 AM	0	0	8	0	0	0	0	0	4	1	0	9	2	0	0	24	
	12:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	10	0	0	20	
	12:30 AM	1	0	2	0	0	0	0	0	5	3	0	4	3	0	0	18	
	12:45 AM	0	0	2	0	0	0	0	0	4	0	0	5	3	0	0	14	
	1:00 AM	1	0	2	0	0	0	0	0	8	0	0	4	4	0	0	19	
	1:15 AM	0	0	1	0	0	0	0	0	2	0	0	3	3	0	0	9	
	1:30 AM	0	0	2	0	0	0	0	0	3	0	0	2	4	0	0	11	
	1:45 AM	0	0	1	0	0	0	0	0	7	1	0	4	4	0	0	17	
	2:00 AM	0	0	3	0	0	0	0	0	6	0	0	3	2	0	0	14	
	2:15 AM	2	0	0	0	0	0	0	0	4	2	0	4	2	0	0	14	
	2:30 AM	0	0	5	0	0	0	0	0	1	0	0	3	0	0	0	9	
	2:45 AM	0	0	6	0	0	0	0	0	5	0	0	0	6	0	0	17	
	3:00 AM	1	0	3	0	0	0	0	0	3	1	0	0	4	0	0	12	
	3:15 AM	0	0	4	0	0	0	0	0	2	0	0	1	1	0	0	8	
	3:30 AM	0	0	6	0	0	0	0	0	5	0	0	1	2	0	0	14	
	3:45 AM	0	0	11	0	0	0	0	0	6	0	0	2	7	0	0	26	
	4:00 AM	0	0	4	0	0	0	0	0	5	0	0	1	1	0	0	11	
	4:15 AM	0	0	10	0	0	0	0	0	9	1	0	0	2	0	0	22	
	4:30 AM	1	0	17	0	0	0	0	0	8	2	0	1	2	0	0	31	
	4:45 AM	0	0	22	0	0	0	0	0	12	0	0	3	3	0	0	40	
	5:00 AM	0	0	20	0	0	0	0	0	7	1	0	5	2	0	0	35	
	5:15 AM	1	0	27	0	0	0	0	0	23	0	0	5	6	0	0	62	
	5:30 AM	2	0	31	0	0	0	0	0	25	2	0	5	7	0	0	72	
	5:45 AM	1	0	22	0	0	0	0	0	32	2	0	15	15	0	0	87	
	6:00 AM	7	0	38	0	0	0	0	0	39	2	0	14	14	0	0	114	
	6:15 AM	2	0	65	0	0	0	0	0	48	5	0	13	24	1	0	158	
	6:30 AM	6	0	55	0	0	0	0	0	48	8	0	17	23	0	0	157	
	6:45 AM	5	0	47	0	0	0	0	0	48	2	0	23	36	0	0	161	
	7:00 AM	5	0	67	1	0	0	0	0	60	5	0	22	46	1	0	207	
	7:15 AM	5	0	74	0	0	0	0	0	86	9	0	25	57	3	0	259	
	7:30 AM	8	0	72	0	0	0	0	0	83	4	0	27	71	2	0	267	
	7:45 AM	13	0	54	0	0	0	0	0	85	6	0	46	72	0	0	276	
	8:00 AM	2	0	70	0	1	0	2	0	99	7	0	46	67	0	0	294	
	8:15 AM	9	0	68	0	0	0	0	0	90	9	0	52	69	1	0	298	
	8:30 AM	11	0	82	0	1	0	1	0	94	15	0	38	58	2	0	302	
	8:45 AM	11	0	42	0	0	0	0	0	79	9	0	27	56	0	0	224	
	9:00 AM	8	0	54	0	1	0	0	0	69	8	0	36	67	0	0	243	
	9:15 AM	9	0	49	0	0	0	0	0	71	12	0	34	62	0	0	237	
	9:30 AM	12	0	32	0	0	0	0	0	64	13	0	31	43	0	0	195	
	9:45 AM	6	0	38	0	0	0	0	0	59	5	0	21	55	0	0	184	
TOTAL VOLUMES :		NL 129	NT 0	NR 1116	NU 1	SL 3	ST 0	SR 3	SU 0	EL 0	ET 1313	ER 135	EU 0	WL 557	WT 915	WR 10	WU 0	TOTAL 4182
APPROACH %'s :		10.35%	0.00%	89.57%	0.08%	50.00%	0.00%	50.00%	0.00%	0.00%	90.68%	9.32%	0.00%	37.58%	61.74%	0.67%	0.00%	
PEAK HR VOL :		07:45 AM - 08:45 AM																TOTAL
PEAK HR FACTOR :		35 0.673	0 0.000	274 0.835	0 0.000	2 0.500	0 0.000	3 0.375	0 0.000	0 0.000	368 0.929	37 0.617	0 0.000	182 0.875	266 0.924	3 0.375	0 0.000	1170 0.969
		0.831				0.417				0.929				0.924				

NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	10:00 AM	5	0	42	0	1	0	0	0	0	53	6	0	22	63	1	0	193
	10:15 AM	7	0	38	0	0	0	0	0	0	54	7	0	33	51	0	0	190
	10:30 AM	10	0	43	0	0	0	0	0	0	59	11	0	18	47	0	0	188
	10:45 AM	7	0	36	0	0	0	1	0	0	47	15	0	33	63	0	0	202
	11:00 AM	7	0	44	0	1	0	0	0	2	47	8	0	22	44	0	0	175
	11:15 AM	6	0	27	0	1	0	0	0	0	57	6	0	42	39	1	0	179
	11:30 AM	3	0	34	0	0	0	0	0	0	59	8	0	26	46	0	0	176
	11:45 AM	9	0	27	0	0	0	0	0	0	42	10	0	39	49	0	0	176
	12:00 PM	5	0	30	0	0	0	0	0	0	57	10	0	27	54	0	0	183
	12:15 PM	4	0	23	0	0	0	0	0	0	53	4	0	34	56	0	0	174
	12:30 PM	4	0	38	0	0	0	0	0	0	60	10	0	28	52	0	0	192
	12:45 PM	4	0	42	0	0	0	0	0	0	61	5	0	39	59	0	0	210
	1:00 PM	5	0	39	0	1	0	0	0	0	55	13	0	36	65	1	0	215
	1:15 PM	11	0	40	0	1	0	0	0	0	53	9	0	69	68	1	0	252
	1:30 PM	15	0	51	0	0	0	0	0	0	50	13	0	60	40	0	0	229
	1:45 PM	19	0	53	0	1	0	0	0	0	57	9	0	42	62	0	0	243
TOTAL VOLUMES:		NL 121	NT 0	NR 607	NU 0	SL 6	ST 0	SR 1	SU 0	EL 2	ET 864	ER 144	EU 0	WL 570	WT 858	WR 4	WU 0	TOTAL 3177
APPROACH %'s:		16.62%	0.00%	83.38%	0.00%	85.71%	0.00%	14.29%	0.00%	0.20%	85.54%	14.26%	0.00%	39.80%	59.92%	0.28%	0.00%	
PEAK HR:		01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL:		50	0	183	0	3	0	0	0	0	215	44	0	207	235	2	0	939
PEAK HR FACTOR:		0.658	0.000	0.863	0.000	0.750	0.000	0.000	0.000	0.000	0.943	0.846	0.000	0.750	0.864	0.500	0.000	0.932
		0.809				0.750				0.952				0.804				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU		
	2:00 PM	7	0	46	0	0	0	1	0	1	62	10	0	39	57	0	0	223
	2:15 PM	9	0	41	0	0	0	0	0	0	63	10	0	56	82	0	0	261
	2:30 PM	6	0	34	0	0	0	0	0	0	75	14	0	55	79	0	0	263
	2:45 PM	8	0	45	0	0	0	0	0	0	64	20	0	53	80	0	0	270
	3:00 PM	4	0	56	0	0	0	0	0	0	80	12	0	54	73	0	0	279
	3:15 PM	11	0	45	0	0	0	0	0	0	82	6	0	48	89	2	0	283
	3:30 PM	7	0	43	0	1	0	2	0	1	76	14	0	64	88	0	0	296
	3:45 PM	3	0	41	0	0	0	0	0	0	80	10	0	63	80	0	0	277
	4:00 PM	9	0	33	0	0	0	0	0	0	63	6	0	57	102	1	0	271
	4:15 PM	6	0	38	0	1	0	0	0	0	69	7	0	67	90	0	0	278
	4:30 PM	11	0	39	0	1	0	0	0	0	55	10	0	73	93	0	0	282
	4:45 PM	3	0	35	1	0	0	0	0	0	68	9	0	67	88	0	0	271
	5:00 PM	9	0	43	0	1	0	0	0	0	58	15	0	74	95	0	0	295
	5:15 PM	10	0	32	0	0	0	0	0	0	53	8	0	59	104	0	0	266
	5:30 PM	10	0	46	0	0	0	0	0	0	64	9	1	60	81	0	0	271
	5:45 PM	6	0	40	0	0	0	0	0	0	77	13	0	55	73	0	0	264
	6:00 PM	3	0	40	0	0	0	0	0	0	65	21	0	61	74	0	0	264
	6:15 PM	11	0	39	0	0	0	0	0	0	63	21	0	57	70	0	0	261
	6:30 PM	9	0	31	0	0	0	0	0	0	62	5	0	41	76	0	0	224
	6:45 PM	6	0	41	0	0	0	0	0	0	59	9	0	32	45	0	0	192
	7:00 PM	6	0	21	0	0	0	0	0	0	43	7	0	40	64	0	0	181
	7:15 PM	7	0	37	0	0	0	0	0	0	45	14	0	33	40	0	1	177
	7:30 PM	10	0	28	0	0	0	0	0	0	45	14	0	39	54	0	0	190
	7:45 PM	4	0	34	0	0	0	0	0	0	35	11	0	40	66	0	0	190
	8:00 PM	2	0	19	0	0	0	0	0	0	40	5	0	40	39	0	0	145
	8:15 PM	8	0	31	0	0	0	0	0	0	32	15	0	31	52	0	0	169
	8:30 PM	1	0	18	0	0	0	0	0	0	38	13	0	27	33	0	0	130
	8:45 PM	3	0	20	0	0	0	0	0	0	34	3	0	35	33	0	0	128
	9:00 PM	2	0	24	0	0	0	0	0	0	39	4	0	36	36	0	0	141
	9:15 PM	2	0	10	0	0	0	0	0	0	21	4	0	26	22	0	0	85
	9:30 PM	0	0	14	0	0	0	0	0	0	28	8	0	20	24	0	0	94
	9:45 PM	2	0	13	0	0	0	0	0	0	22	5	0	19	29	0	0	90
	10:00 PM	2	0	9	0	0	0	0	0	0	20	1	0	20	18	0	0	70
	10:15 PM	2	0	11	0	0	0	0	0	0	16	2	0	19	15	0	0	65
	10:30 PM	3	0	10	0	0	0	0	0	0	21	2	0	15	12	0	0	63
	10:45 PM	2	0	5	0	0	0	0	0	0	16	4	0	19	10	0	0	56
	11:00 PM	2	0	5	1	0	0	0	0	0	15	1	0	11	5	0	0	40
	11:15 PM	4	0	7	0	0	0	0	0	0	13	0	0	16	7	0	0	47
	11:30 PM	2	0	7	0	0	0	0	0	0	9	2	0	13	16	0	0	49
	11:45 PM	0	0	4	0	0	0	0	0	0	12	2	0	6	9	0	0	33
TOTAL VOLUMES : APPROACH %'s :	NL 212 15.72%	NT 0 0.00%	NR 1135 84.14%	NU 2 0.15%	SL 4 57.14%	ST 0 0.00%	SR 3 42.86%	SU 0 0.00%	EL 2 0.09%	ET 1882 84.36%	ER 346 15.51%	EU 1 0.04%	WL 1640 42.63%	WT 2203 57.27%	WR 3 0.08%	WU 1 0.03%	TOTAL 7434	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL	
PEAK HR VOL :	25	0	185	0	1	0	2	0	1	318	42	0	229	330	2	0	1135	
PEAK HR FACTOR :	0.568	0.000	0.826	0.000	0.250	0.000	0.250	0.000	0.250	0.970	0.750	0.000	0.895	0.927	0.250	0.000	0.959	
	0.875				0.250				0.981				0.923					

Willow Glen Drive & Hillsdale Road



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 4-D**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Willow Glen Drive & Hillsdale Road, HILLSDALE

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS Willow Glen Drive and Hillsdale Road has been identified by Traffic Engineering as meeting 2 warrants – 1, eight-hour vehicular volume warrant, and 2, four-hour vehicular volume warrant – of the 9 traffic signal warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Chapter 4C, therefore a traffic control signal should be considered.

Existing Traffic Devices

Willow Glen Drive is a striped two-lane undivided through highway with a 32 to 65-foot width. The roadway is striped with both left and right lanes onto Hillsdale Road. It is also striped with a bike lane. The road is uncontrolled at the intersection with Hillsdale Road. Willow Glen Drive is classified as a Major Road on the County General Plan Mobility Element Network south of Hillsdale Road and classified as a Community Collector Road on the County General Plan Mobility Element Network north of Hillsdale Road. The road is posted with a 45 MPH speed limit.

Hillsdale Road is a striped two-lane undivided highway with a 40-foot width. The roadway is striped with a no passing centerline and a bike lane. The road is stop controlled in the eastbound direction at the intersection with Willow Glen Drive. Hillsdale Road is classified as a Community Collector Road on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>06/25</u>
Willow Glen Drive:	
N/o Hillsdale Road	4,959 SB
S/o Hillsdale Road	6,300 NB
Hillsdale Road:	
W/o Willow Glen Drive	2,720 EB

Collision Data

There have been 7 reported collisions, 2 of which involved an injury, within the past 3-

year period (2022-08-01 to 2025-07-31). These collisions produced an intersection accident rate of 0.46 collisions per million vehicles entering the intersection. The statewide average of similar suburban tee intersections with stop controls (excluding all-way) is 0.22 collision per million vehicles entering the intersection.



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Traffic Control Signal

Location: Willow Glen Drive and Hillsdale Road

The County Traffic Engineer recommends placing the intersection of Willow Glen Drive and Hillsdale Road on the DPW traffic signal list, pursuant to the following conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.
- Chapter 4C "Traffic Control Signal Needs Studies" of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.
- The intersection total approach ADT is 13,979 vehicles/day.
- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets the Eight Hour Vehicular Volume Warrant and Four Hour Vehicular Volume Warrant based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of Willow Glen Drive and Hillsdale Road.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: C=US, E=michael.kenney@sdcounty.ca.gov,
O="Department of Public Works, Road", OU=Loss Mitigation and
Traffic, CN=Michael L Kenney
Date: 2025.11.18 16:25:21-08'00'

Michael L. Kenney, TE 2045 & CE 56661

11/18/25

Date

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE <u>2025/06/10</u>			
DIST _____		CALC <u>Gabriel Lopez</u>	DATE <u>2025/07/14</u>
CO _____		CHK _____	DATE _____
RTE _____			
PM _____			
Major St: <u>Willow Glen Dr</u>		Critical Approach Speed <u>45</u> mph	
Minor St: <u>Hillsdale Rd</u>		Critical Approach Speed <u>45</u> mph	
Speed limit or critical speed on major street traffic > 40 mph..... ☒		} RURAL (R)	
or			
In built up area of isolated community of < 10,000 population..... ☐			
		☐ URBAN (U)	

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED										YES	☐	NO	☐				
					U		R		U		R											
APPROACH LANES	1		2 or More		6:45 7:45	7:45 8:45	8:45 9:45	10:00 11:00	11:00 12:00	12:00 13:00	13:00 14:00	14:00 15:00				Hour						
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	624	678	581	531	567	604	624	740										
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	126	182	161	120	180	117	158	180										

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)					80% SATISFIED										YES	☐	NO	☐			
					U	R	U	R													
APPROACH LANES	1		2 or More		6:45 7:45	7:45 8:45	8:45 9:45	10:00 11:00	11:00 12:00	12:00 13:00	13:00 14:00	14:00 15:00	Hour								
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)																	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)																	

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	☐	Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	☐	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☒ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	7:15 8:15	13:45 14:45	14:45 15:45	15:45 16:45	Hour
Both Approaches - Major Street	☐	☒	716	724	791	849	
Higher Approach - Minor Street	☒	☐	184	173	245	236	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☒	No ☐

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**

SATISFIED YES ☐ NO ☐

N/A

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B

SATISFIED YES ☐ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☐	☐	
Higher Approach - Minor Street	☐	☐	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

N/A

Part 1 (Parts A or B must be satisfied)

Hours -->

A. Vehicles per hour for any 4 hours				
Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

Hours -->

B. Vehicles per hour for any 1 hour				
Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2

SATISFIED YES ☐ NO ☐

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

N/A

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Minutes Children Using Crossing	Hour
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐
--	------------------------------	-----------------------------

Part B

SATISFIED YES ☐ NO ☐

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

**WARRANT 6 - Coordinated Signal System
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☒

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes ☐ No ☒
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	
		Yes ☒ No ☐

**WARRANT 8 - Roadway Network
(All Parts Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	☐	Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr	☐	
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing
(Both Parts A and B Must Be Satisfied)**

SATISFIED YES ☐ NO ☐

N/A

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B There is one minor street approach lane at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day _____ Adjustment factor from table 4C-2 _____
- 2- Percentage of High-Occupancy Buses on Minor Street Approach _____ Adjustment factor from table 4C-3 _____
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach _____ Adjustment factor from table 4C-4 _____

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

Figure 4C-102 (CA). Traffic Count Worksheet



Insert North Point

Not to Scale

Number of Lanes ¹

Pedestrians	
Total*	Peak

Pedestrians		
Total*	Peak	

Number of Lanes ²

Pedestrians	
Total*	Peak

*Entire Count Period

Number of Lanes ¹

Pedestrians	
Total*	Peak

AM Peak	PM Peak	Total*
194	266	2720

Number of Lanes ²

Pedestrians	
Total*	Peak

DIRECTIONAL TRAFFIC COUNT

Dist _____ Co _____ Rte _____ PM _____

Willow Glen Dr & Hillsdale Rd

Intersection Give Name

El Cajon

City

Tuesday 6/10/2025

Day Date

0:00 24:00

Hour to Hour

13,979

Total Volume

AM Peak 7:15 902

Hour Volume

PM Peak 15:00 1105

Hour Volume

VOLUME

Willow Glen Dr & Hillsdale Rd

Day: Tuesday

Date: 6/10/2025

City: El Cajon

Project #: CA25_040107_014

DAILY TOTALS								NB	SB	EB								WB	Total		
								6,300	4,959									2,720	0	13,979	
AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	20		35		14		0		69		12:00	84		52		30		0		166	
0:15	21		34		5		0		60		12:15	77		63		28		0		168	
0:30	10		38		3		0		51		12:30	103		66		34		0		203	
0:45	22	73	33	140	5	27	0		60	240	12:45	89	353	70	251	25	117	0		184	721
1:00	10		38		3		0		51		13:00	88		60		33		0		181	
1:15	5		29		4		0		38		13:15	94		53		44		0		191	
1:30	11		31		4		0		46		13:30	102		60		43		0		205	
1:45	7	33	15	113	0	11	0		22	157	13:45	91	375	76	249	38	158	0		205	782
2:00	5		13		1		0		19		14:00	111		62		45		0		218	
2:15	10		12		2		0		24		14:15	108		69		52		0		229	
2:30	7		15		2		0		24		14:30	117		90		38		0		245	
2:45	6	28	18	58	0	5	0		24	91	14:45	97	433	86	307	45	180	0		228	920
3:00	5		22		1		0		28		15:00	104		76		66		0		246	
3:15	2		18		0		0		20		15:15	123		97		71		0		291	
3:30	3		22		1		0		26		15:30	122		86		63		0		271	
3:45	6	16	13	75	0	2	0		19	93	15:45	130	479	101	360	66	266	0		297	1105
4:00	6		17		3		0		26		16:00	109		73		60		0		242	
4:15	7		14		3		0		24		16:15	110		122		46		0		278	
4:30	15		16		4		0		35		16:30	117		87		64		0		268	
4:45	20	48	20	67	0	10	0		40	125	16:45	108	444	97	379	72	242	0		277	1065
5:00	14		20		6		0		40		17:00	121		83		62		0		266	
5:15	44		19		10		0		73		17:15	121		94		60		0		275	
5:30	43		37		10		0		90		17:30	120		90		66		0		276	
5:45	39	140	22	98	7	33	0		68	271	17:45	101	463	58	325	53	241	0		212	1029
6:00	48		28		11		0		87		18:00	88		74		60		0		222	
6:15	46		44		7		0		97		18:15	107		57		41		0		205	
6:30	63		56		19		0		138		18:30	88		58		50		0		196	
6:45	82	239	68	196	20	57	0		170	492	18:45	88	371	71	260	41	192	0		200	823
7:00	86		46		20		0		152		19:00	85		49		47		0		181	
7:15	79		74		42		0		195		19:15	82		55		31		0		168	
7:30	110		79		44		0		233		19:30	74		48		23		0		145	
7:45	136	411	85	284	50	156	0		271	851	19:45	62	303	57	209	32	133	0		151	645
8:00	97		58		48		0		203		20:00	65		50		27		0		142	
8:15	83		66		29		0		178		20:15	68		43		30		0		141	
8:30	86		67		55		0		208		20:30	59		52		31		0		142	
8:45	103	369	66	257	56	188	0		225	814	20:45	52	244	51	196	24	112	0		127	552
9:00	90		39		54		0		183		21:00	62		49		22		0		133	
9:15	79		61		24		0		164		21:15	58		48		19		0		125	
9:30	74		69		27		0		170		21:30	59		42		24		0		125	
9:45	62	305	46	215	22	127	0		130	647	21:45	46	225	53	192	14	79	0		113	496
10:00	72		54		28		0		154		22:00	57		45		14		0		116	
10:15	79		52		23		0		154		22:15	61		39		16		0		116	
10:30	76		58		28		0		162		22:30	33		35		13		0		81	
10:45	83	310	57	221	41	120	0		181	651	22:45	46	197	28	147	10	53	0		84	397
11:00	82		73		59		0		214		23:00	41		27		6		0		74	
11:15	84		48		57		0		189		23:15	25		27		13		0		65	
11:30	81		57		30		0		168		23:30	22		33		6		0		61	
11:45	83	330	59	237	34	180	0		176	747	23:45	23	111	36	123	6	31	0		65	265
TOTALS	2302		1961		916				5179		TOTALS	3998		2998		1804				8800	
SPLIT %	44.4%		37.9%		17.7%				37.0%		SPLIT %	45.4%		34.1%		20.5%				63.0%	

DAILY TOTALS					NB	SB	EB					WB	Total
					6,300	4,959						0	13,979
AM Peak Hour	7:30	7:15	8:15		7:15		PM Peak Hour	15:15	16:15	15:00		15:00	
AM Pk Volume	426	296	194		902		PM Pk Volume	484	389	266		1105	
Pk Hr Factor	0.783	0.871	0.866		0.832		Pk Hr Factor	0.931	0.797	0.937		0.930	
7 - 9 Volume	780	541	344	0	1665		4 - 6 Volume	907	704	483	0	2094	
7 - 9 Peak Hour	7:30	7:15	8:00		7:15		4 - 6 Peak Hour	16:45	16:15	16:45		16:45	
7 - 9 Pk Volume	426	296	188	0	902		4 - 6 Pk Volume	470	389	260	0	1094	
Pk Hr Factor	0.783	0.871	0.839	0.000	0.832		Pk Hr Factor	0.971	0.797	0.903	0.000	0.987	

Mirar de Valle Road

Valley Center Road to Cypress Ridge
(0.49 miles)



Cypress Ridge

Mirar de Valle Rd

Valley Center Rd

Unposted



51.1
MPH

2,070 ADT



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mirar de Valle Road from Valley Center Road to Cypress Ridge (a distance of 0.49 miles) VALLEY CENTER

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Mirar de Valle Road from Valley Center Road to Cypress Ridge has no posted speed limit and is subject to the State maximum speed of 55 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

This segment of Mirar de Valle Road is a striped 2-lane highway that is 55 to 73 feet wide. The roadway is striped with a two-way turn lane, bike lanes, and parking lanes. Mirar de Valle Road is classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

04/25

Mirar de Valle Road:

420' E/o Evergreen Way 2,070

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Mirar de Valle Road:

420' E/o Evergreen Way (2025) 51.1 MPH 43-52 67%

Collision Data

There have been 2 reported collisions, along this segment of roadway in a 3-year period (2022-08-01 to 2025-07-31). These collisions result in a segment accident rate of 1.80 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Speed Limit and Radar Certification

Location: Mirar De Valle Road from Valley Center Road to
Cypress Ridge in Valley Center

CTE Recommendation: **Establish 45 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Mirar De Valle Road is a striped two-lane divided roadway with a 35 to 70 foot travelled way. The roadway is striped with a two way left turn lane, bike lanes and parking lanes.
- Recent speed survey on Mirar De Valle Road resulted in a prevailing speed of 51.1 mph.
- A review of the collision data on the segment during the period of August 1, 2022, to July 31, 2025, indicates a total of 2 reported collisions. This corresponds to a collision rate of 1.82 collisions per million vehicle miles (c/mvm), which is higher than the statewide average of 1.68 c/mvm for similar roadway types.

- Pursuant to California Vehicle Code (CVC) Section 22358, and considering the existing conditions along Mirar De Valle Road—as well as the guidance provided in CA MUTCD Section 2B.13, a 45 MPH radar-enforced speed limit from Valley Center Road to Cypress Ridge is determined to be reasonable and safe based on the prevailing speed.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: c=US, E=michael.kenney@sdccounty.ca.gov,
O=Department of Public Works, Road*, OU=Loss Mitigation
and Traffic, CN=Michael L Kenney
Date: 2025.11.24 06:59:55 -0800

Michael L. Kenney, TE 2045 & CE 56661

11/24/25

Date

VOLUME

Mirar De Valle Rd 850' W/O Valley Center Rd

Day: Wednesday
Date: 4/16/2025

City: Valley Center
Project #: CA25_040051_021

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						1,038	1,032	2,070
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	2	0	2		12:00	0	0	18	11	29		
0:15	0	0	1	0	1		12:15	0	0	7	21	28		
0:30	0	0	0	0			12:30	0	0	20	14	34		
0:45	0	0	4	7	4	7	12:45	0	0	13	58	30	121	
1:00	0	0	0	0			13:00	0	0	18	12	30		
1:15	0	0	1	0	1		13:15	0	0	12	21	33		
1:30	0	0	1	1	2		13:30	0	0	24	17	41		
1:45	0	0	0	2	0	1	13:45	0	0	10	64	21	125	
2:00	0	0	0	0			14:00	0	0	18	16	34		
2:15	0	0	1	0	1		14:15	0	0	28	17	45		
2:30	0	0	0	0			14:30	0	0	26	25	51		
2:45	0	0	0	1	1	1	14:45	0	0	20	92	39	169	
3:00	0	0	2	2	4		15:00	0	0	12	17	29		
3:15	0	0	0	1	1		15:15	0	0	22	13	35		
3:30	0	0	1	2	3		15:30	0	0	18	20	38		
3:45	0	0	0	3	0	5	15:45	0	0	26	78	44	146	
4:00	0	0	1	3	4		16:00	0	0	22	12	34		
4:15	0	0	2	3	5		16:15	0	0	15	15	30		
4:30	0	0	0	6	6		16:30	0	0	22	19	41		
4:45	0	0	0	3	4	16	16:45	0	0	17	76	37	142	
5:00	0	0	0	5	5		17:00	0	0	25	15	40		
5:15	0	0	3	8	11		17:15	0	0	29	18	47		
5:30	0	0	0	10	10		17:30	0	0	20	10	30		
5:45	0	0	0	3	8	31	17:45	0	0	23	97	34	151	
6:00	0	0	2	16	18		18:00	0	0	24	12	36		
6:15	0	0	2	13	15		18:15	0	0	16	10	26		
6:30	0	0	2	14	16		18:30	0	0	21	13	34		
6:45	0	0	13	19	29	78	18:45	0	0	29	90	33	129	
7:00	0	0	3	30	33		19:00	0	0	16	15	31		
7:15	0	0	7	28	35		19:15	0	0	16	9	25		
7:30	0	0	9	27	36		19:30	0	0	20	6	26		
7:45	0	0	22	41	54	158	19:45	0	0	13	65	17	99	
8:00	0	0	17	24	41		20:00	0	0	15	9	24		
8:15	0	0	19	15	34		20:15	0	0	13	8	21		
8:30	0	0	7	17	24		20:30	0	0	20	10	30		
8:45	0	0	16	59	41	140	20:45	0	0	22	70	25	100	
9:00	0	0	15	16	31		21:00	0	0	13	4	17		
9:15	0	0	7	14	21		21:15	0	0	15	2	17		
9:30	0	0	13	15	28		21:30	0	0	11	3	14		
9:45	0	0	15	50	40	120	21:45	0	0	7	46	10	58	
10:00	0	0	13	13	26		22:00	0	0	7	2	9		
10:15	0	0	9	21	30		22:15	0	0	2	2	4		
10:30	0	0	7	19	26		22:30	0	0	7	0	7		
10:45	0	0	13	42	27	109	22:45	0	0	4	20	7	27	
11:00	0	0	10	14	24		23:00	0	0	4	2	6		
11:15	0	0	14	10	24		23:15	0	0	2	4	6		
11:30	0	0	12	18	30		23:30	0	0	2	1	3		
11:45	0	0	4	40	26	104	23:45	0	0	4	12	6	21	
TOTALS	270				782		TOTALS	768				520		1288
SPLIT %	34.5%				37.8%		SPLIT %	59.6%				40.4%		62.2%

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						1,038	1,032	2,070
AM Peak Hour			7:30	7:00	7:15		PM Peak Hour			17:00	14:15	14:00		
AM Pk Volume			67	117	166		PM Pk Volume			97	78	169		
Pk Hr Factor			0.761	0.914	0.769		Pk Hr Factor			0.836	0.780	0.828		
7 - 9 Volume	0	0	100	198	298		4 - 6 Volume	0	0	173	120	293		
7 - 9 Peak Hour			7:30	7:00	7:15		4 - 6 Peak Hour			17:00	16:30	16:30		
7 - 9 Pk Volume	0	0	67	117	166		4 - 6 Pk Volume	0	0	97	72	165		
Pk Hr Factor	0.000	0.000	0.761	0.914	0.769		Pk Hr Factor	0.000	0.000	0.836	0.900	0.878		

VOLUME

Mirar De Valle Rd 850' W/O Valley Center Rd

Day: Thursday
Date: 4/17/2025

City: Valley Center
Project #: CA25_040051_021

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,018	1,011						2,029
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
0:00	0	0	2	0	2		12:00	0	0	17	21	38							38
0:15	0	0	2	0	2		12:15	0	0	11	21	32							32
0:30	0	0	1	0	1		12:30	0	0	19	13	32							32
0:45	0	0	1	6	1	1	12:45	0	0	34	81	17	72	51	153				
1:00	0	0	1	1	2		13:00	0	0	18	14	32							32
1:15	0	0	0	0			13:15	0	0	23	16	39							39
1:30	0	0	0	0			13:30	0	0	17	21	38							38
1:45	0	0	0	1	0	1	13:45	0	0	15	73	18	69	33	142				
2:00	0	0	0	0			14:00	0	0	20	20	40							40
2:15	0	0	0	0			14:15	0	0	12	20	32							32
2:30	0	0	1	0	1		14:30	0	0	15	15	30							30
2:45	0	0	0	1	2	2	14:45	0	0	18	65	23	78	41	143				
3:00	0	0	0	0	1		15:00	0	0	18	15	33							33
3:15	0	0	2	1	3		15:15	0	0	23	16	39							39
3:30	0	0	1	3	4		15:30	0	0	19	15	34							34
3:45	0	0	0	3	0	5	15:45	0	0	27	87	19	65	46	152				
4:00	0	0	1	0	1		16:00	0	0	16	21	37							37
4:15	0	0	0	3	3		16:15	0	0	17	17	34							34
4:30	0	0	0	7	7		16:30	0	0	28	18	46							46
4:45	0	0	1	2	5	15	16:45	0	0	11	72	8	64	19	136				
5:00	0	0	0	6	6		17:00	0	0	21	12	33							33
5:15	0	0	1	7	8		17:15	0	0	30	9	39							39
5:30	0	0	0	10	10		17:30	0	0	24	18	42							42
5:45	0	0	2	3	10	33	17:45	0	0	31	106	9	48	40	154				
6:00	0	0	2	11	13		18:00	0	0	25	13	38							38
6:15	0	0	3	14	17		18:15	0	0	31	10	41							41
6:30	0	0	2	16	18		18:30	0	0	17	21	38							38
6:45	0	0	10	17	21	62	18:45	0	0	27	100	14	58	41	158				
7:00	0	0	10	26	36		19:00	0	0	18	8	26							26
7:15	0	0	6	21	27		19:15	0	0	21	7	28							28
7:30	0	0	9	27	36		19:30	0	0	11	7	18							18
7:45	0	0	13	38	26	100	19:45	0	0	13	63	4	26	17	89				
8:00	0	0	20	22	42		20:00	0	0	14	5	19							19
8:15	0	0	10	26	36		20:15	0	0	16	3	19							19
8:30	0	0	5	19	24		20:30	0	0	10	5	15							15
8:45	0	0	9	44	16	83	20:45	0	0	6	46	6	19	12	65				
9:00	0	0	12	19	31		21:00	0	0	8	0	8							8
9:15	0	0	14	13	27		21:15	0	0	8	2	10							10
9:30	0	0	14	13	27		21:30	0	0	14	2	16							16
9:45	0	0	16	56	17	62	21:45	0	0	9	39	0	4	9	43				
10:00	0	0	12	21	33		22:00	0	0	3	5	8							8
10:15	0	0	11	17	28		22:15	0	0	9	1	10							10
10:30	0	0	9	12	21		22:30	0	0	5	1	6							6
10:45	0	0	14	46	14	64	22:45	0	0	0	17	1	8	1	25				
11:00	0	0	9	9	18		23:00	0	0	1	3	4							4
11:15	0	0	13	17	30		23:15	0	0	2	2	4							4
11:30	0	0	10	27	37		23:30	0	0	7	1	8							8
11:45	0	0	9	41	12	65	23:45	0	0	1	11	1	7	2	18				
TOTALS					258	493	TOTALS					760	518						1278
SPLIT %					34.4%	65.6%	SPLIT %					59.5%	40.5%						63.0%

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						1,018	1,011						2,029
AM Peak Hour					9:00	7:30	7:30	PM Peak Hour					17:30	13:30	15:45				
AM Pk Volume					56	101	153	PM Pk Volume					111	79	163				
Pk Hr Factor					0.875	0.935	0.911	Pk Hr Factor					0.895	0.940	0.886				
7 - 9 Volume	0	0	82	183	265					4 - 6 Volume	0	0	178	112	290				
7 - 9 Peak Hour					7:30	7:30	7:30	4 - 6 Peak Hour					17:00	16:00	17:00				
7 - 9 Pk Volume	0	0	52	101	153					4 - 6 Pk Volume	0	0	106	64	154				
Pk Hr Factor	0.000	0.000	0.650	0.935	0.911					Pk Hr Factor	0.000	0.000	0.855	0.762	0.917				



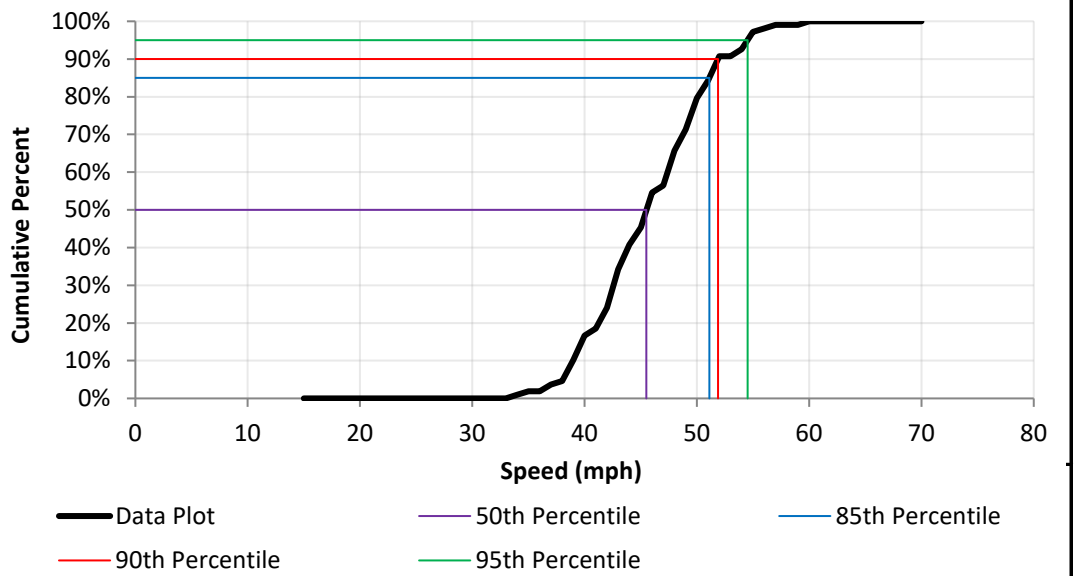
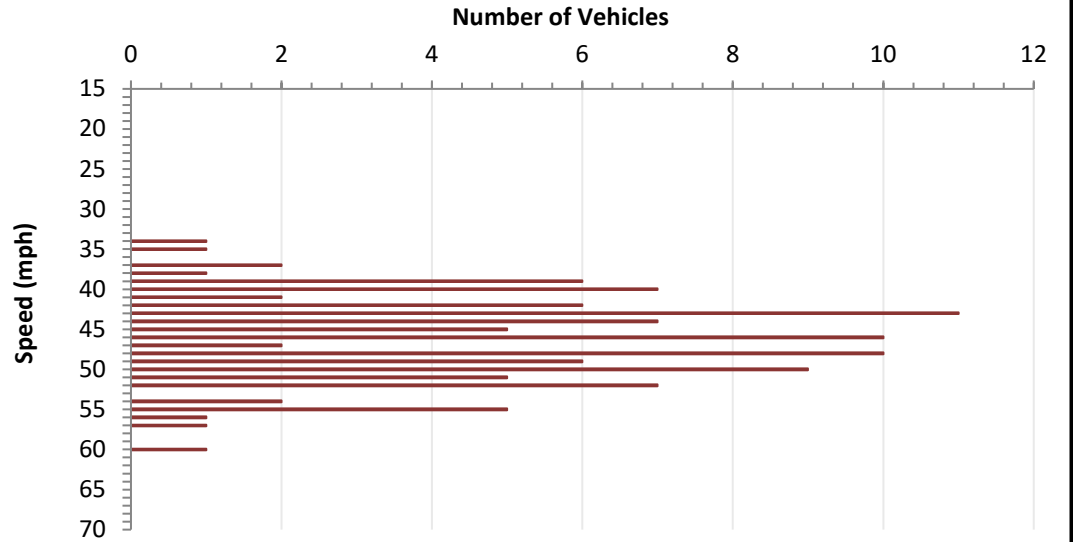
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Mirar de Valle Rd	From:	Valley Center Rd	To:	end CMR
Position:	420' E/o Evergreen Wy	Direction:	EB/WB		

Date:	10/16/2025	Weather:	Clear	Project Number:	N/A
Time Start:	9:50 AM	Road Condition:	Dry	Observer:	County
Time End:	11:40 AM	Posted Speed:	Unposted	Calibration Test:	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34	1	0.9%
35	1	1.9%
36		
37	2	3.7%
38	1	4.6%
39	6	10.2%
40	7	16.7%
41	2	18.5%
42	6	24.1%
43	11	34.3%
44	7	40.7%
45	5	45.4%
46	10	54.6%
47	2	56.5%
48	10	65.7%
49	6	71.3%
50	9	79.6%
51	5	84.3%
52	7	90.7%
53		
54	2	92.6%
55	5	97.2%
56	1	98.1%
57	1	99.1%
58		
59		
60	1	100.0%
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	108	

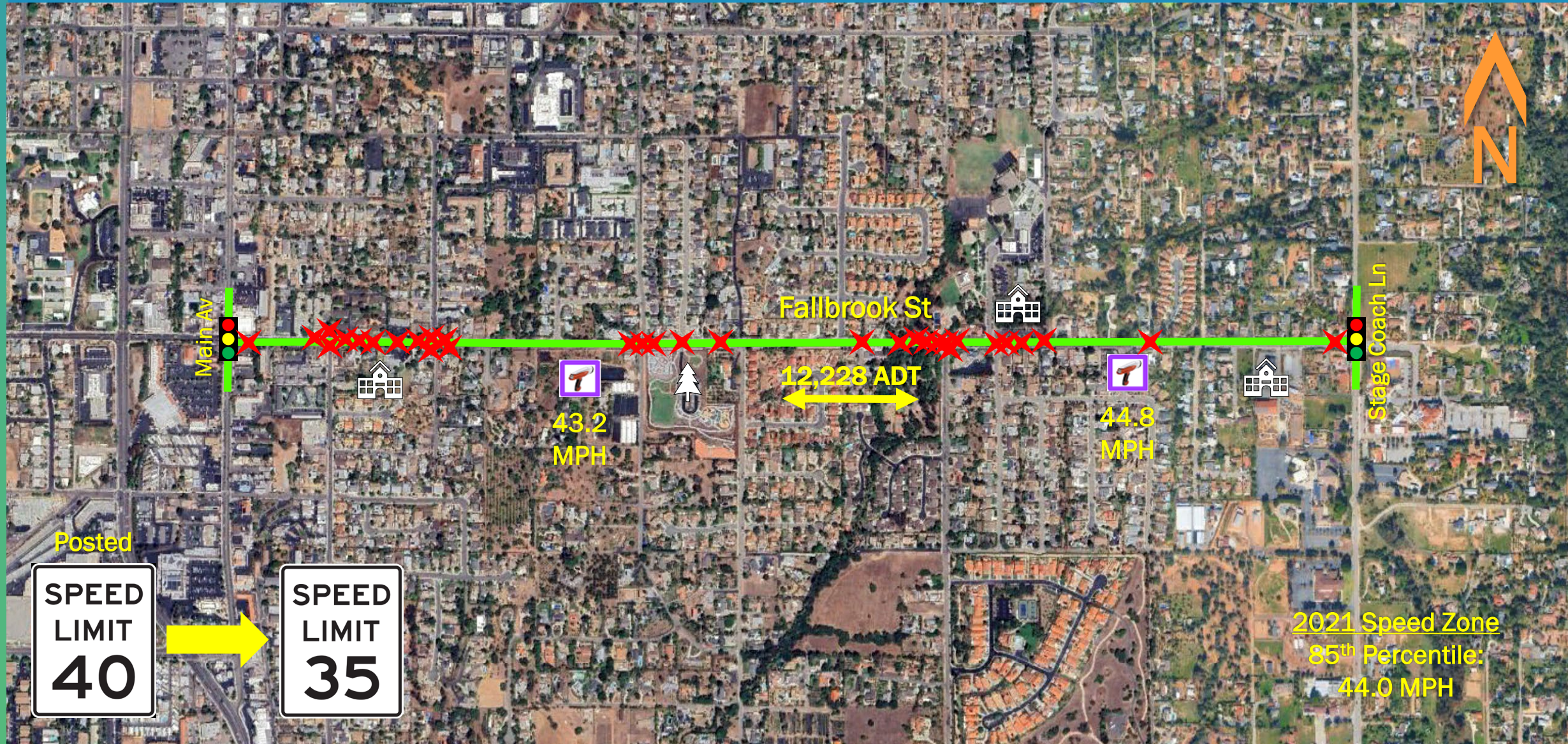


DATA ANALYSIS

Average Speed	46.2	Range	34 - 60
50th Percentile	45.5	10 mph Pace	43 - 52
85th Percentile	51.1	Number in Pace	72
90th Percentile	51.9	Percent in Pace	67%
95th Percentile	54.5		

Fallbrook Street

Main Avenue to Stage Coach Lane
(1.36 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Fallbrook Street from Main Avenue to Stage Coach Lane (a distance of 1.36 miles) FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Assembly Bill 43, signed into law on October 8, 2021, empowers local authorities to further reduce speed limits where the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians. After conducting an engineering and traffic survey, a local authority can, by ordinance, lower the speed limit by an additional 5 mph on such segments if it is found that the speed limit is still more than is reasonable or safe. The portions of highway adjacent to land or facility that generates high concentrations of bicyclists or pedestrian, as defined by the California Department of Transportation's California Manual on Uniform Traffic Control Devices (CA MUTCD) in 2024, are portions of highway where one or more of any of the generators listed in Table 2B-106(CA) are present along the highway and for a distance of 1,320 feet beyond from such generator or generators along said highway.

In 2021, the County certified a 40 MPH speed limit along Fallbrook Street from Main Avenue to Stage Coach Lane. The 40 MPH speed limit has been determined to be more than is reasonable and safe based on the prevailing speed, collision records, and highway, traffic, and roadside conditions, therefore a reduction of the existing 40 MPH speed limit to 35 MPH is determined to improve the safety of vulnerable road users.

IDENTIFIED BICYCLIST OR PEDESTRIAN GENERATORS:

- Preschool/Daycare
- County Park
- Senior Center
- Public Elementary School
- Community Center
- Private Elementary Schools



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 14, 2025

Item Title: Speed Limit and Radar Certification

Location: Fallbrook Street from Stage Coach Lane to Main Avenue in Fallbrook

CTE Recommendation: **Establish 35 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.13 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- In accordance with the California MUTCD and the California Vehicle Code (CVC) Section 22358.7, if, after completing an engineering and traffic survey, an agency finds that the speed limit is still more than is reasonable or safe, the agency may reduce the speed limit by an additional 5 MPH where the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians. Along Fallbrook Street, these generators include a preschool, a County park, an elementary school, a Catholic school, and a senior center. These facilities contribute to increased pedestrian activity and potential conflict points which qualifies this roadway segment for an additional 5-mph reduction.

- Pursuant to CVC Sections 22358 and 22358.7 as well as the guidance provided in CA MUTCD Section 2B.13, a 40 MPH speed limit along Fallbrook Street from Stage Coach Lane to Main Avenue is determined to be more than is reasonable and safe based on the prevailing speed, collision records, highway, traffic, and roadside conditions, therefore a reduction of the existing 40 MPH speed limit to 35 MPH is determined to improve the safety of vulnerable road users.

Michael L Kenney

Digitally signed by Michael L Kenney
DN: c=US, E=michael.kenney@sdcounty.ca.gov, O=Department
of Public Works, Road*, OU=Loss Mitigation and Traffic,
CN=Michael L Kenney
Date: 2025.11.24 15:35:25-0800

Michael L. Kenney, TE 2045 & CE 56661

11/24/25

Date