

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**  
**MEETING OF**

**February 7, 2024 @ 9:00 AM**  
**5510 Overland Ave Room #271**  
**San Diego CA, 92123**

**Traffic Advisory Committee Members**

County of San Diego Fire Authority	Mr. Michael Neal [after minute approval]
Board of Supervisors District 1 Representative	Mr. Michael Clowers
Board of Supervisors District 2 Representative	[ABSENT]
Board of Supervisors District 3 Representative	Ms. Maryam Babaki
Board of Supervisors District 4 Representative	Mr. James Custeau
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	Sgt. Donnie Rhodes
California Highway Patrol - Oceanside	Officer Zachary Fullmer
California Highway Patrol - El Cajon	Sgt. Mary Bailey
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	Lt. Ashley Lewis
San Diego County Office of Education	[ABSENT]
San Diego County Bicycle Coalition	Mr. Derby Pattengill
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	Mr. Michael Kenney

**Traffic Advisory Committee Administration**

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

# **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**February 7, 2025 ~ 9:00 AM  
5510 Overland Ave, Room 271  
San Diego CA, 92123**

## **MINUTES**

**I. Call to Order / Roll Call**

**II. Pledge of Allegiance**

**III. Approval of Minutes**

Motion: Wellhouser, Second Custeau; Vote: yes-10, no-0, abstain-2, absent-5, vacant-0

**IV. Announcements / Public Forum**

**V. Items for Review**

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<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ COMMUNITY GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
2-A. INTERSECTION CONTROL	SINGLE OAK DR & ROCKCREST RD	LAKESIDE/ LAKESIDE CPG
2-B. INTERSECTION CONTROL	ORO ST & PERSIMMON AV	EL CAJON/ LAKESIDE CPG
2-C. RADAR CERTIFICATION	ARNOLD WY HARBISON CANYON RD TO TAVERN RD	ALPINE/ ALPINE CPG
<b><u>SUPERVISORIAL DISTRICT 3</u></b>		
3-A. RADAR CERTIFICATION	ELFIN FOREST RD HARMONY GROVE RD TO SAN MARCOS C/L	HARMONY GROVE/ SAN DIEGUITO CPG
<b><u>SUPERVISORIAL DISTRICT 4</u></b>		
4-A. INTERSECTION CONTROL	CENTRAL AV & LAMAR ST	SPRING VALLEY/ SPRING VALLEY CPG
4-B. RADAR CERTIFICATION	AVOCADO BL EL CAJON C/L TO MADRID WY	MT HELIX/CALAVO GARDENS/ VALLE DE ORO CPG
<b><u>SUPERVISORIAL DISTRICT 5</u></b>		
5-A. INTERSECTION CONTROL	OLD HIGHWAY 395 & CANONITA DR/STEWART CANYON RD	MONSERATE/ FALLBROOK CPG
5-B. INTERSECTION CONTROL	MAIN AV & ELDER ST	FALLBROOK/ FALLBROOK CPG
5-C. INTERSECTION CONTROL	MAIN AV & IVY ST	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>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Single Oak Drive & Rockcrest Road, LAKESIDE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Controls

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Single Oak Drive and Rockcrest Road 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**

Single Oak Drive is a striped two-lane, 24 to 40-foot wide, undivided highway. The roadway is striped with a no passing centerline. Single Oak Drive is signed with an intersection ahead warning sign. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Rockcrest Road is a striped two-lane, 24 to 44-foot wide, undivided highway. The roadway is striped with a no passing centerline. Rockcrest Road is stop controlled at the intersection with Single Oak Drive. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

### **Average Daily Traffic Volumes**

**09/23**

Single Oak Drive:

N/o Rockcrest Road	600 SB
S/o Rockcrest Road	797 NB

Rockcrest Road:

E/o Single Oak Drive	184 WB
W/o Single Oak Drive	569 EB

### **Collision Data**

There has been 1 reported collision at this intersection, in a 3-year period (2022-01-01 to 2024-12-31). This collision is susceptible to correction by an all-way stop installation. This

collision results in an intersection accident rate of 0.43 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).

### **Discussion**

This item is a review requested by an area resident to establish an all-way stop control at the intersection of Single Oak Drive and Rockcrest Road in Lakeside.

Single Oak Drive is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential roads and driveways. Single Oak Drive is an uncontrolled through move at the intersection with Rockcrest Road.

Rockcrest Road is a striped two-lane undivided highway with a no-passing centerline and provides access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Single Oak Drive.

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

The California Highway Patrol for El Cajon mentioned that there are not many calls in that area, but that intersection has a unique approach. The County Traffic Engineer noted that the intersection is in the middle of the grid of the traffic pattern with equal volumes on all legs of the intersection. The County Traffic Engineering Representative added that this intersection is truly a local-local road.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Single Oak Drive and Rockcrest Road in Lakeside.

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

### **Recommendation**

The TAC recommends establishment of an all-way stop intersection at Single Oak Drive and Rockcrest Road in the unincorporated community of Lakeside.

Motion: Bartley

Second: Hamilton

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

### **Necessary Board Action**

Adopt traffic resolution to amend Traffic Resolution 299 to add item 296 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 304 to remove item 195 from the list of stop intersections.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Oro Street & Persimmon Avenue, EL CAJON

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Controls

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Oro Street and Persimmon Avenue 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**

Oro Street is an unstriped two-lane, 30-foot wide, undivided highway. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Persimmon Avenue is an unstriped two-lane, 30 to 36-foot wide, undivided highway. Persimmon Avenue is stop controlled at the intersection with Oro Street. 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**

**10/24**

Oro Street:

N/o Persimmon Avenue

663 SB

S/o Persimmon Avenue

632 NB

Persimmon Avenue:

E/o Oro Street

550 WB

W/o Oro Street

483 EB

### **Collision Data**

There have been 5 reported collisions along this segment of roadway, in a 3-year period (2022-01-01 to 2024-12-31). 4 of these collisions are susceptible to correction by an all-way stop installation. These collisions result in an intersection accident rate of 1.97

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

### **Discussion**

This item is a review requested by an area resident to establish an all-way stop control at the intersection of Oro Street and Persimmon Avenue in the unincorporated community of El Cajon.

Oro Street is an unstriped two-lane undivided highway and provides direct access to some residential roads and several driveways. Oro Street is an uncontrolled through move at the intersection with Persimmon Avenue.

Persimmon Avenue is an unstriped two-lane undivided highway with a no-passing centerline and provides access to several residential roads and driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Oro Street.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The TAC recommends establishment of an all-way stop intersection at Oro Street and Persimmon Avenue in the unincorporated El Cajon.

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

### **Recommendation**

The TAC recommends establishment of an all-way stop intersection at Oro Street and Persimmon Avenue in the unincorporated El Cajon.

Motion: Custeau

Second: Clowers

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

### **Necessary Board Action**

Adopt traffic resolution to amend Traffic Resolution 299 to add item 297 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 304 to remove item 185 from the list of stop intersections.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Arnold Way from Harbison Canyon Road to Tavern Road (a distance of 2.32 miles) ALPINE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Arnold Way from Harbison Canyon Road to Tavern Road is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

**Existing Traffic Devices**

Arnold Way is a striped two-lane, 30 to 52 foot wide, highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with 30 MPH reverse turn advisory, 20 MPH reverse turn advisory, 35 MPH turn advisory, 30 MPH turn advisory, 25 MPH turn advisory, intersection ahead warning, stop ahead warning, signal ahead warning, school bus stop ahead warning, and narrow bridge warning signs. Arnold Way is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

**Average Daily Traffic Volumes**

	<b><u>03/24</u></b>	<b><u>09/17</u></b>
Arnold Way:		
1,000' W/o Midway Drive	2,551	2,250
150' E/o Kyrsten Terrace	3,036	

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Arnold Way:				
1,000' W/o Midway Drive	(2024)	39.1 MPH	30-39	74%
	(2017)	42.0 MPH	33-42	88%
760' W/o Blue Lilac Lane	(2024)	42.2 MPH	34-43	73%
150' E/o Kyrsten Terrace	(2024)	43.0 MPH	35-44	81%
	(2017)	46.0 MPH	35-44	77%
<b>Speed Zone</b>	<b>(2024)</b>	<b>41.4 MPH</b>	<b>33-42</b>	<b>76%</b>

(2017)	44.0 MPH	34-43	83%
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**Collision Data**

There have been 17 reported collisions along this segment of roadway, 10 of which involved injury, of which 2 included a serious injury, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 2.40 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.

**Discussion**

This item is a review of the existing posted speed limit and certification for radar enforcement on Arnold Way from Harbison Canyon Road to Tavern Road in the unincorporated community of Alpine and was requested by staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such collision history and bicyclist presence. There are no schools in the vicinity of this item.

Arnold Way is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and a white edgeline and provides direct access to several residential roads and driveways. Arnold Way is currently posted with a 40 MPH radar enforced speed limit. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (39.1 MPH, 42.2 MPH, and 43.0 MPH) produced an overall speed zone of 41.4 MPH which could support a 40 MPH speed limit. Staff noted a collision rate above the Statewide average (2.40 vs 1.68 collisions per million vehicle miles) which could support a lower 35 MPH speed limit.

The District 4 representative noted that the TAC should take the collision rate and bicyclist presence into consideration. The Engineering representative noted that there is also limited shoulders along the road.

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Arnold Way from Harbison Canyon Road to Tavern Road in the unincorporated community of Alpine based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and bicyclist presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Arnold Way meets the CHP criteria for radar speed enforcement.



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

**Recommendation**

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Arnold Way from Harbison Canyon Road to Tavern Road in the unincorporated community of Alpine based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and bicyclist presence.

Motion: Custeau

Second: Bartley

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

**Necessary Board Action**

Amend Section 72.169.92.2. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 3-A**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Elfin Forest Road from Harmony Grove Road to San Marcos city limit (north of Camino Cielo Azul) (a distance of 2.00 miles) HARMONY GROVE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Elfin Forest Road from Harmony Grove Road to San Marcos city limit (north of Camino Cielo Azul) is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

**Existing Traffic Devices**

Elfin Forest Road is a striped two-lane, 32 to 40 foot wide, highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with 30 MPH reverse curve advisory, 30 MPH turn advisory, 20 MPH turn advisory, 30 MPH reverse turn advisory, 25 MPH reverse turn advisory, and intersection ahead warning signs. Harmony Grove Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

**Average Daily Traffic Volumes**

	<b><u>2024</u></b>	<b><u>2014</u></b>
Elfin Forest Road		
600' E/o Colina Encantada Way	3,785	
1,350' W/o Elfin Oaks Road	3,880	
150' W/o Elfin Forest Ln		3,657

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Elfin Forest Road:				
270' N/o Elfin Glen	(2024)	46.3 MPH	38-47	80%
1,750' N/o Elfin Oaks Road	(2024)	48.4 MPH	39-48	73%
At Fortuna Del Este	(2019)	49.5 MPH	41-50	78%
300' N/o Camino Ciel Azul	(2024)	46.5 MPH	37-46	77%
<b>Speed Zone</b>	<b>(2024)</b>	<b>47.1 MPH</b>	<b>38-47</b>	<b>77%</b>

**Collision Data**

There have been 9 reported collisions along this segment of roadway, 5 of which involved injury, of which 1 included a serious injury, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 1.07 collisions per million vehicle miles. The statewide average is 1.33 collisions per million vehicle miles for similar rolling rural conventional 2 lanes or less roads with speeds less than or equal to 55 MPH.

**Discussion**

This item is a review of the existing posted speed limit and certification for radar enforcement on Elfin Forest Road from Harmony Grove Road to the San Marcos city limit (near Camino Cielo Azul) in the unincorporated community of Elfin Forest and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collision severity, and bicycle presence.

Elfin Forest Road is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and provides direct access to several residential roads and driveways. Elfin Forest Road is currently posted with a 45 MPH radar enforced speed limit. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (46.3 MPH, 48.4 MPH, and 46.5 MPH) produced an overall speed zone of 47.1 MPH which could support a 45 MPH speed limit. Staff noted there was one serious injury collision along the roadway.

Public testimony included several members of the public from the area. One resident requested reducing the speed limit based on adjacent speed on Harmony Grove Road. Driving causes danger to pedestrians and animals. One of the facility owners sees reckless driving behavior and lots of racing on the road. There is a lack of enforcement presence and speeding vehicles passing illegally. Another member of the public wanted to point out how the curve where Harmony Grove and Elfin Forest Road meet is dangerous. The San Dieguito Planning Group Chair was in attendance and requested the item be continued to the next meeting and reviewed with the community.

During committee discussion, the District 5 representative suggested we focus on reducing the speed limit today to limit delay and to review other options for equestrian and bicyclists along the road. The County Traffic Engineer is looking into options for the road as this segment has twice the volume for the county road and has a lot of equestrians. The bicyclist coalition representative chimed in and said that Elfin Forest Road is a popular cycling route and has concerns about the limited shoulder widths. The County Traffic Engineer mentioned that he would work with the community to organize equestrian crossing and will complete a curve review.

The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collision severity, and bicycle presence.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Elfin Forest Road meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and provided minutes (Attachment D) and was in support of a reduced speed limit. The Elfin Forest Harmony Grove Town Council Elfin Forest Community Trails Committee Co-Chair sent an email (Attachment D) to staff expressing support for a reduced speed limit along Elfin Forest Road as well as a request to review for crosswalks at specific locations along the road. Staff directed the request to Traffic Engineering for review.

**Recommendation**

The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collision severity, and bicycle presence.

Motion: Kenney

Second: Custeau

Vote: yes-13, no-0, abstain-0, absent-0, vacant-0

**Necessary Board Action**

Amend Section 72.161.45.1. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 4-A**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Intersection Control

**LOCATION:** Central Avenue & Lamar Street, SPRING VALLEY

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Controls

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Central Avenue and Lamar Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is a desire to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, 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**

Central Avenue is a striped two-lane, 28 to 40-foot wide, undivided highway. The roadway is striped with a no passing centerline. Central Avenue is signed with an intersection ahead warning sign. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Lamar Street is a striped two-lane, 30-foot wide, undivided highway. The roadway is striped with a no passing centerline. Lamar Street is stop controlled at the intersection with Central Avenue. 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**

**10/24**

Central Avenue:

N/o Lamar Street	723 SB
S/o Lamar Street	687 NB

Lamar Street:

E/o Central Avenue	540 WB
W/o Central Avenue	762 EB

### **Collision Data**

There have been 4 reported collisions at this intersection, 3 of which involved injury, in a

3-year period (2022-01-01 to 2024-12-31). 2 of these collisions are susceptible to correction by an all-way stop installation. All 4 collisions result in an intersection accident rate of 1.35 collisions per million vehicles entering. The statewide average is 0.36 collisions per million vehicles entering for similar four-legged intersections with stop signs (excluding 4-way stops).

### **Discussion**

This item is a review requested by an area resident to establish an all-way stop control at the intersection of Central Avenue and Lamar Street in Spring Valley.

Central Avenue is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential roads and driveways. Central Avenue is an uncontrolled through move at the intersection with Lamar Street.

Lamar Street is a striped two-lane undivided highway with a no-passing centerline and provides access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Central Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The TAC recommends establishment of an all-way stop intersection at Central Avenue and Lamar Street in unincorporated El Cajon.

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

### **Recommendation**

The TAC recommends establishment of an all-way stop intersection at Central Avenue and Lamar Street in unincorporated El Cajon.

Motion: Kenney

Second: Custeau

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

### **Necessary Board Action**

Adopt traffic resolution to amend Traffic Resolution 299 to add item 295 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 304 to remove item 36 from the list of stop intersections.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 4-B**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Radar Certification

**LOCATION:** Avocado Boulevard from El Cajon city limit (at Dewitt Court) to Madrid Way (a distance of 1.58 miles)  
MOUNT HELIX/CALAVO GARDENS

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Avocado Boulevard from El Cajon city limit to Madrid Way is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

**Existing Traffic Devices**

Avocado Boulevard is a striped four-lane, 64 to 86 foot wide, through highway. The roadway is striped with a two-way turn lane, lane lines and bike lane. The road is posted with intersection ahead warning and signal ahead warning signs. The road is signalized at Calle Verde, Fury Lane, and Fuerte Drive. Avocado Boulevard is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

**Average Daily Traffic Volumes**

	<b><u>11/24</u></b>	<b><u>04/16</u></b>
Avocado Boulevard:		
250' N/o Puebla Drive	27,345	
S/o Fuerte Drive		27,070

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Avocado Boulevard:				
250' N/o Puebla Drive	(2024)	45.7 MPH	37-46	65%
100' S/o Dewitt Court	(2018)	51.6 MPH	39-48	58%
280' S/o Morning Star Drive	(2024)	45.9 MPH	37-46	66%
	(2018)	52.4 MPH	43-52	77%
<b>Speed Zone</b>	<b>(2024)</b>	<b>45.8 MPH</b>	<b>37-46</b>	<b>66%</b>
	<b>(2018)</b>	<b>52.0 MPH</b>	<b>41-50</b>	<b>68%</b>

**Collision Data**

There have been 58 reported collisions along this segment of roadway, 26 of which involved injury, of which 2 included a serious injury and of which 1 included a fatality, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 1.23 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 and 55 MPH.

**Discussion**

This item is a review of the existing posted speed limit and certification for radar enforcement on Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such collision history.

Avocado Boulevard is a striped 4-lane undivided highway. The roadway is striped with a two-way turn lane, lane lines, and bike lanes and provides direct access to several residential roads and some commercial and residential roads. The road is signal controlled at the intersections of Calle Verde, Fury Lane, and Fuerte Drive. Avocado Boulevard is currently posted with a 45 MPH radar enforced speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (45.7 and 45.9 MPH) produced an overall speed zone of 45.8 MPH which could support a 45 MPH speed limit. Staff noted a collision rate above the Statewide average (1.23 vs 0.96 collisions per million vehicle miles) which could support a lower 40 MPH speed limit.

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

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Avocado Boulevard meets the CHP criteria for radar speed enforcement.

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

**Recommendation**

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



Motion: Bartley

Second: Bailey

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

**Necessary Board Action**

Amend Section 72.163.21. of the San Diego County Code.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** Old Highway 395 & Canonita Drive/Stewart Canyon Road, MONSERATE

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Traffic Control Signal

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Old Highway 395 and Canonita Drive/Stewart Canyon 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**

Old Highway 395 is a striped two-lane, 40 to 85-foot wide, undivided highway. The roadway is striped with a passing centerline, lane lines, bike lanes, and a left turn lane in both directions at the intersections with Canonita Drive/Stewart Canyon Road. Old Highway 395 is signed with an intersection ahead warning sign. The road is classified as a Community Collector Road on the County General Plan Mobility Element Network. The road has no posted speed limit.

Canonita Drive is a striped two-lane, 24 to 30-foot wide, undivided highway. The roadway is striped with a no passing centerline approaching the intersection. Canonita Drive is stop controlled at the intersection with Old Highway 395. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Stewart Canyon Road is a striped two-lane, 42-foot wide, undivided highway. The roadway is striped with a passing centerline and white edgeline. Stewart Canyon Road is stop controlled at the intersection with Old Highway 395. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road has no posted speed limit.

### **Average Daily Traffic Volumes**

**10/24**

Old Highway 395:

N/o Canonita Drive/Stewart Canyon Road	4,257 SB
S/o Canonita Drive/Stewart Canyon Road	4,137 NB

Canonita Drive:  
W/o Old Highway 395

283 EB

Stewart Canyon Road:  
E/o Old Highway 395

1,775 WB

### **Collision Data**

There have been 7 reported collisions at this intersection, 4 of which involved an injury, and 1 of which included a fatality, in a 3-year period (2022-01-01 to 2024-12-31). These collisions result in an intersection accident rate of 0.61 collisions per million vehicles entering. The statewide average is 0.36 collisions per million vehicles entering for similar four-legged intersections with stop signs (excluding 4-way stops).

### **Discussion**

This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate be placed on the County's Traffic Signal List for design and construction.

Old Highway 395 is a striped two-lane undivided through highway and Community Collector with a left turn lane at Canonita Drive/Stewart Canyon Road providing access to local driveways. Old Highway 395 is an uncontrolled through move at the intersection with Canonita Drive/Stewart Canyon Road.

Canonita Drive is a striped two-lane undivided highway with a no passing centerline providing access to a residential road. The road is stop controlled in the eastbound direction at the intersection with Old Highway 395.

Stewart Canyon Road is a striped two-lane undivided highway with a no passing centerline, white edgeline. The road is stop controlled in the westbound direction at the intersection with Old Highway 395.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher than average collision rate (0.61 vs 0.36 collisions per million vehicles entering) at the intersection.

The District 4 representative mentioned that Old Highway 395 has high speed and is subject to the state maximum 55 MPH speed limit. The District 3 representative asked what would happen if funding is not available, what interim measures are considered. The Traffic Engineering Representative indicated that an all-way stop at this location would not be appropriate. The Oceanside CHP representative agreed that speeds are increasing going south of the intersection in question.

The TAC recommends the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road in the unincorporated community of Monserate be placed on the County's

Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

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

**Recommendation**

The TAC recommends the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road in the unincorporated community of Monserate be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

Motion: Wellhouser

Second: Bailey

Vote: yes-13: no-0, abstain-0, absent-4, vacant-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** Main Avenue & Elder Street, FALLBROOK

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Controls

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Main Avenue and Elder Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the 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**

Main Avenue is a striped two-lane, 50-foot wide, undivided highway. The roadway is striped with a two way left turn lane and an uncontrolled school crossing. The road is posted with a school crossing assembly sign. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Elder Street is a striped two-lane, 30 to 38-foot wide, undivided highway. The roadway is striped with a no passing centerline and controlled crossing at Main Avenue. Elder Street is stop controlled at the intersection with Main Avenue. 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**

**10/24**

Main Avenue:

N/o Elder Street

5,348 SB

S/o Elder Street

6,337 NB

Elder Street:

E/o Main Avenue

723 WB

W/o Main Avenue

313 EB

### **Collision Data**

There has been 1 reported collision at this intersection, in a 3-year period (2022-01-01 to

2024-12-31). This collision is susceptible to correction by an all-way stop installation. This collision resulted in a segment accident rate of 0.07 collision per million vehicles entering. The statewide average is 0.36 collisions per million vehicles entering for similar four-legged intersections with stop signs (excluding 4-way stops).

### **Discussion**

This item is a review requested by staff to establish an all-way stop control at the intersection of Main Avenue and Elder Street in Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting.

Main Avenue is a striped two-lane undivided through highway with a two way left turn lane and an uncontrolled school crossing providing access to residential roads and commercial driveways. Main Avenue is an uncontrolled through move at the intersection with Elder Street.

Elder Street is a striped two-lane undivided highway with a no passing centerline providing access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Main Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The TAC recommends establishment of an all-way stop intersection at Main Avenue and Elder Street in the unincorporated community of Fallbrook.

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

### **Recommendation**

The TAC recommends establishment of an all-way stop intersection at Main Avenue and Elder Street in the unincorporated community of Fallbrook.

Motion: Wellhouser

Second: Fullmer

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

### **Necessary Board Action**

Adopt traffic resolution to amend Traffic Resolution 299 to add item 298 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 305 to amend item 4 under the heading FALLBROOK from the list of through highways.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** February 7, 2025

**Item 5-C**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Intersection Control

**LOCATION:** Main Avenue & Ivy Street, FALLBROOK

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Controls

### **PROBLEM AS STATED BY REQUESTER:**

The intersection of Main Avenue and Ivy Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the 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**

Main Avenue is a striped two-lane, 50-foot wide, undivided highway. The roadway is striped with a two way left turn lane and an uncontrolled crossing. Main Avenue is signed with a 7-ton truck weight restriction. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Ivy Street is a two-lane, 24 to 38-foot wide, undivided highway. The roadway is striped with a controlled crossing at Main Avenue. Ivy Street is stop controlled at the intersection with Main Avenue. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

### **Average Daily Traffic Volumes**

**10/24**

Main Avenue:

N/o Ivy Street	2,470 SB
S/o Ivy Street	3,952 NB

Ivy Street:

E/o Main Avenue	554 WB
W/o Main Avenue	232 EB

### **Collision Data**

There have been 1 reported collision at this intersection, which involved an injury, in a 3-year period (2022-01-01 to 2024-12-31). This collision is susceptible to correction by an

all-way stop installation. This collision result in an intersection accident rate of 0.13 collisions per million vehicles entering. The statewide average is 0.36 collisions per million vehicle entering for similar four-legged intersections with stop signs (excluding 4-way stops).

### **Discussion**

This item is a review requested by staff to establish an all-way stop control at the intersection of Main Avenue and Ivy Street in Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting.

Main Avenue is a striped two-lane undivided through highway with a two way left turn lane and an uncontrolled school crossing for the nearby schools on Mission Road. Main Avenue provides access to residential roads and commercial driveways. Main Avenue is an uncontrolled through move at the intersection with Ivy Street.

Ivy Street is a striped two-lane undivided highway with a no passing centerline providing access to residential and commercial driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Main Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The TAC recommends establishment of an all-way stop intersection at Main Avenue and Ivy Street in the unincorporated community of Fallbrook.

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

### **Recommendation**

The TAC recommends establishment of an all-way stop intersection at Main Avenue and Ivy Street in the unincorporated community of Fallbrook.

Motion: Kenney

Second: Fullmer

Vote: yes-13, no-0, abstain-0, absent-4, vacant-0

### **Necessary Board Action**

Adopt traffic resolution to amend Traffic Resolution 299 to add item 299 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 305 to amend item 4 under the heading FALLBROOK from the list of through highways.