

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF

June 6, 2025 @ 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
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 (Absent for Items 2-A, 2-B, & 4-A)
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. Jeff Lane
California Highway Patrol - Oceanside	[ABSENT]
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. Viet Do
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Derby Pattengill
Department of Public Works	Mr. Michael Kenney (Absent for Approval of Minutes)
Department of Public Works	Mr. Karel Shaffer

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

June 6, 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: Custeau, Second: Hamilton; Vote: yes-12, no-0, abstain-0, absent-6, vacant-0

IV. Announcements / Public Forum

V. Items for Review

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. RADAR CERTIFICATION	MESA VISTA WY/BONITA MESA RD SWEETWATER RD TO NATIONAL CITY C/L	BONITA/ SWEETWATER CPG
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	BLOSSOM VALLEY RD LAKE JENNINGS RD TO QUAIL CANYON RD	BLOSSOM VALLEY/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	ALPINE BL ARNOLD WY TO TAVERN RD	ALPINE/ ALPINE CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	SAN DIEGUITO RD EL APAJO TO SAN DIEGO C/L	FAIRBANKS RANCH/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 4</u>		
4-A. RADAR CERTIFICATION	VISTA GRANDE RD HILLSDALE RD TO DEHESA RD	HILLSDALE/ VALLE DE ORO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	MOUNTAIN MEADOW RD CHAMPAGNE BL TO HIDDEN MEADOWS RD	HIDDEN MEADOWS/ HIDDEN MEADOWS CSG
5-B. RADAR CERTIFICATION	MOUNTAIN MEADOW RD HIDDEN MEADOWS RD TO END CMR	HIDDEN MEADOWS/ HIDDEN MEADOWS CSG
5-C. RADAR CERTIFICATION	GIRD RD RECHE RD TO 1,000' S/O OAK CLIFF DR	MONSERATE/ FALLBROOK CPG
5-D. RADAR CERTIFICATION	GIRD RD 1,000' S/O OAK CLIFF DR TO SR-76	MONSERATE/ FALLBROOK CPG
5-E. INTERSECTION CONTROLS	MISSION RD & LIVE OAK PARK RD	FALLBROOK/ FALLBROOK CPG
5-F. INTERSECTION CONTROLS	EAST VISTA WY & HUTCHISON ST	BONSALL/ BONSALL 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: June 6, 2025 **Item 1-A**

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Certification

LOCATION: Mesa Vista Way/Bonita Mesa Road from Sweetwater Road to the city limit of National City (a distance of 0.87 miles) BONITA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mesa Vista Way/Bonita Mesa Road from Sweetwater Road to the city limit of National City is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Mesa Vista Way from Sweetwater Road to Bonita Mesa Road is a striped two-lane, 30-to-36-foot wide, undivided highway. The roadway is striped with a no passing centerline. The road is posted with intersection ahead warning, stop ahead warning, and pedestrian crossing warning signs. The road is yield controlled in the southbound direction at Bonita Mesa Road. Mesa Vista Way is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Bonita Mesa Road from Mesa Vista Way to the city limit of National City is a striped two-lane 26-to-46-foot wide, undivided highway. The roadway is striped with a no passing centerline. There is an uncontrolled marked crossing at the intersection with Mesa Vista Way. The road is posted with dip warning, curve warning, 15 MPH speed advised turn warning, and pedestrian crossing warning signs. Bonita Mesa Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

235' W/o Duffy Way

02/25

1,692

Speed Data

Bonita Mesa Road:

120' E/o Avenida Palo Verde (2025)

**85th
Percentile**

39.0 MPH

**10 MPH
Pace**

28-37

**% in
Pace**

59%

Collision Data

There have been 1 reported collision along this segment of roadway, in a 3-year period (2022-02-01 to 2025-01-31). This collision results in a segment accident rate of 0.62 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban conventional 2 lane 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 Mesa Vista Way/Bonita Mesa Road in the unincorporated community of Bonita from Sweetwater Road to the city limit of National City and was requested by area residents. The TAC recommends certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

Mesa Vista Way and Bonita Mesa Road are striped 2-lane undivided highways. The roadways are striped with a no-passing centerline and provide direct access to several residential roads and driveways. Mesa Vista Way/Bonita Mesa Road is currently posted with a 35 MPH speed limit. The roads are unclassified 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 a recent speed survey produced an overall speed zone of 39.0 MPH which could support a 35 MPH speed limit.

The County Traffic Engineer noted that while Mesa Vista Way and Bonita Mesa Road are separate roads, they have similar roadway characteristics and should be considered as one road segment.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mesa Vista Way/Bonita Mesa Road in the unincorporated community of Bonita from Sweetwater Road to the city limit of National City based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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

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

Recommendation

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mesa Vista Way/Bonita Mesa Road in the unincorporated community of Bonita from Sweetwater Road to the city limit of National City based on measured speeds and State

law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Clowers

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

Recommended Board Action

Amend Section 72.164.5. of the San Diego County Code of Regulatory Ordinances to correct the western endpoint description.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Blossom Valley Road from Lake Jennings Park Road to Quail Canyon Road (a distance of 2.55 miles)
BLOSSOM VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Blossom Valley Road from Lake Jennings Park Road to Quail Canyon Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Blossom Valley Road is a striped two-lane, 20 to 45-foot wide, undivided highway. The roadway is striped with a no passing centerline and bike lane. The road is posted with intersection ahead warning, signal ahead warning, speed advised curves, and school crossing warning signs. There is a marked school crossing at Flinn Springs Road. Blossom Valley Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is currently posted with a 45 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>07/24</u>
1,190' N/o Quail Valley Way	1,447
240' S/o Quail Valley Way	2,242
700' S/o Quail Canyon Road	5,319

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Blossom Valley Road:				
40' N/o Vista Entrada	(2024)	50.5 MPH	43-52	83%
500' S/o Quail Valley Way	(2024)	47.2 MPH	38-47	66%
Speed Zone	(2024)	48.9 MPH	41-50	75%

Collision Data

There have been 7 reported collisions along this segment of roadway, 3 of which involved injury, of which 1 included a serious injury, in a 3-year period (2022-02-01 to 2025-01-

31). These collisions result in a segment accident rate of 0.84 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 MPH and 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Blossom Valley Road in the unincorporated community of Blossom Valley from Lake Jennings Park Road to the Quail Canyon Road and was requested by area residents. The TAC recommends certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

Blossom Valley Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and bike lane and provides direct access to several collector roads, residential roads and driveways. Blossom Valley Road is currently posted with a 45 MPH 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 results of recent speed surveys (50.5 MPH & 47.2 MPH) produced an overall speed zone of 48.9 MPH which could support a 45 MPH speed limit.

The TAC recommends certifying the 45 MPH speed limit for radar enforcement on Blossom Valley Road in the unincorporated community of Blossom Valley from Lake Jennings Park Road to Quail Canyon Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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

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

Recommendation

The TAC recommends certifying the 45 MPH speed limit for radar enforcement on Blossom Valley Road in the unincorporated community of Blossom Valley from Lake Jennings Park Road to Quail Canyon Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Hamilton

Vote: yes-12, no-0, abstain-0, absent-5, vacant-0

Recommended Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Alpine Boulevard from Arnold Way to Tavern Road (a distance of 2.21 miles) ALPINE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Alpine Boulevard from Arnold Way to Tavern Road has no posted speed limit and is subject to the State maximum 55 MPH speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Alpine Boulevard is a striped two-lane, 38-to-84-foot wide, undivided highway. The roadway is striped with a no passing centerline, passing centerline, and bike lane. The road is posted with intersection ahead warning, signal ahead warning, and slide area warning signs. Alpine Boulevard is classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

4,430' W/o Tavern Road

04/25

2,624

Speed Data

Alpine Boulevard:

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
365' E/o Peutz Valley Road (2025)	57.0 MPH	46-55	66%
3,725' W/o Tavern Road (2025)	57.4 MPH	46-55	65%
Speed Zone (2025)	57.2 MPH	46-55	66%

Collision Data

There have been 15 reported collisions along this segment of roadway, 6 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 2.37 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for rural flat conventional 2 lanes with speeds less than or equal to 55 MPH.

Discussion

This item is a review for the establishment of a posted speed limit and certification for radar enforcement on Alpine Boulevard in the unincorporated community of Alpine from Arnold Way to Tavern Road and was requested by residents. The TAC recommends establishing a 50 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 collision history. There are no schools in the vicinity of this item.

Alpine Boulevard is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and bike lane and provides access to few residential roads and driveways. Alpine Boulevard has no posted speed limit and is subject to the State maximum 55 MPH speed limit. The road is classified as a Community 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 (57.0 MPH & 57.4 MPH) produced an overall speed zone of 57.2 MPH which could support a 55 MPH speed limit. Staff identified a higher than Statewide average collision rate (2.37 vs 1.09 collisions per million vehicle miles) which could support a lower 50 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

The District 4 representative noted that the route has a significant bicyclist presence. The San Diego County Bicycle Coalition representative added that the route is the most comfortable route into the town of Alpine and wondered if the speed limit could be lowered further. The District 4 representative noted that it could be re-reviewed at a future time to determine if additional reduction could be made. The County Traffic Engineer noted that a future review would include newly developing bicyclist and pedestrian considerations along the corridor. The El Cajon California Highway Patrol representative noted that the CHP would support a 50 MPH speed limit with enforcement.

The TAC recommends establishing a 50 MPH speed limit and certifying the 50 MPH speed limit for radar enforcement on Alpine Boulevard in the unincorporated community of Alpine from Arnold Way to Tavern Road based on measured speeds and State law, which allows for a 5 MPH reduction based on roadway conditions such as 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. Alpine Boulevard 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 50 MPH speed limit and certifying the 50 MPH speed limit for radar enforcement on Alpine Boulevard in the unincorporated community of Alpine from Arnold Way to Tavern Road based on measured speeds and State law, which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Neal

Second: Bailey

Vote: yes-12, no-0, abstain-0, absent-5, vacant-0

Necessary Board Action

Add Section 72.169.90. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 3-A

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: San Dieguito Road from El Apajo to San Diego city limit
(west of Circa Oriente) (a distance of 1.59 miles)
FAIRBANKS RANCH

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

San Dieguito Road from El Apajo to San Diego city limit (west of Circa Oriente) is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

San Dieguito Road is a striped two-lane, 60-to-78-foot wide, undivided highway. There are landscaped median islands at the intersections with Circa del Norte (west intersection) and El Apajo. The roadway is striped with a no passing centerline, painted median, and bike lane. There are turn pockets at all intersections. San Dieguito Road is posted with intersection and signal ahead warning signs. The road is posted with a 7-ton weight restriction. San Dieguito Road is signal controlled at the intersections with Via Dos Valles, Circa del Sur, and El Apajo. San Dieguito Road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

Average Daily Traffic Volumes

	<u>04/25</u>	<u>04/18</u>
335' W/o Circa Del Sur	15,882	
500' W/o Circa Oriente	13,899	

Speed Data

	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
San Dieguito Road:			
1,060' W/o Via dos Valles (2025)	50.5 MPH	41-50	74%
500' W/o Circa Oriente (2025)	48.3 MPH	40-49	69%
Speed Zone (2025)	49.4 MPH	41-50	72%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.19 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 45 to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on San Dieguito Road in the unincorporated community of Fairbanks Ranch from El Apajo to the San Diego city limit (east of Circa Oriente) and was requested by residents. The TAC recommends certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

San Dieguito Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, painted median, and bike lane and provides direct access to residential roads. San Dieguito Road is currently posted with a 45 MPH speed limit. The road is classified as a Community 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 (50.5 MPH & 48.3 MPH) produced an overall speed zone of 49.4 MPH which could support a 45 MPH speed limit.

The District 5 representative noted that signals had been installed at two intersections along the corridor by the County in support of a local Homeowners Association. The County of San Diego Bicycle Coalition representative added that the corridor is used as a popular bicycle route.

The TAC recommends certifying the 45 MPH speed limit for radar enforcement San Dieguito Road in the unincorporated community of Fairbanks Ranch from El Apajo to the San Diego city limit (east of Circa Oriente) based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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

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

Recommendation

The TAC recommends certifying the 45 MPH speed limit for radar enforcement San Dieguito Road in the unincorporated community of Fairbanks Ranch from El Apajo to the

San Diego city limit (east of Circa Oriente) based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Lane

Second: Wellhouser

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

Necessary Board Action

Amend Section 72.162.21. of the San Diego County Code of Regulatory Ordinances to correct the eastern endpoint description.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 4-A

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Vista Grande Road from Hillsdale Road to Dehesa Road (a distance of 1.98 miles) EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Vista Grande Road from Hillsdale Road to Dehesa Road is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Vista Grande Road is a striped two-lane, 30-to-76-foot wide, undivided through highway. The roadway is striped with a no passing centerline, bike lane, intermittent bike lane buffer, and parking lane. The road is posted with intersection ahead warning, signal ahead warning, and speed advised curve warning signs. South of Vista Vereda, Vista Grande Road is posted with school zone signage for the adjacent Vista Grande Elementary School. The road is stop controlled at the intersection with Santa Lomas. Vista Grande Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH, radar enforced, speed limit.

Average Daily Traffic Volumes

	<u>10/24</u>
1,000' N/o Hillsdale Road	4,354
1,000' S/o Dehesa Road	3,674

Speed Data

Vista Grande Road:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
100' N/o Calle Cantora	(2024)	46.2 MPH	35-44	57%
	(2014)	46.0 MPH	37-46	76%
600' S/o Tina Street	(2025)	47.3 MPH	38-47	67%
	(2024)	47.0 MPH	39-48	71%
Speed Zone	(2025)	46.8 MPH	37-46	62%

Collision Data

There have been 8 reported collisions along this segment of roadway, 1 of which involved injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.92 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 MPH and 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement Vista Grande Road in unincorporated Hillsdale from Hillsdale Road to Dehesa Road and was requested by DPW staff. The TAC recommends 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 as the presence of school age children, limited shoulders, and horizontal and vertical curvature. The principal of Vista Grande Elementary School was contacted for input and did not comment.

Vista Grande Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, bike lane, intermittent bike lane buffer, and parking lane and provides direct access to residential roads, residential driveways, and Vista Grande Elementary School. Vista Grande Road is currently posted with a 40 MPH 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 (46.2 MPH & 47.3 MPH) produced an overall speed zone of 46.8 MPH which could support a 45 MPH speed limit.

The County Traffic Engineer noted that an additional rounding down to 40 MPH is appropriate due to roadway conditions not readily apparent including the presence of school age children, limited shoulders, and horizontal and vertical curvature.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Vista Grande Road in unincorporated Hillsdale from Hillsdale Road to Dehesa Road based on measured speeds and State law, which allows an additional 5 MPH reduction based on roadway conditions such as the presence of school age children, limited shoulders, and horizontal and vertical curvature.

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. Vista Grande Road 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 certifying the 40 MPH speed limit for radar enforcement on Vista Grande Road in unincorporated Hillsdale from Hillsdale Road to Dehesa Road based on measured speeds and State law, which allows an additional 5 MPH reduction based on roadway conditions such as the presence of school age children, limited shoulders, and horizontal and vertical curvature.

Motion: Kenney

Second: Czoberek

Vote: yes-12, no-0, abstain-0, absent-5, vacant-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mountain Meadow Road from Champagne Boulevard to Hidden Meadows Road (a distance of 1.33 miles)
HIDDEN MEADOWS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mountain Meadow Road from Champagne Boulevard to Hidden Meadows Road is posted 50 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Mountain Meadows Road is a striped two-lane, 52-to-82-foot wide, undivided highway. The roadway is striped with a no passing centerline, lane lines, and white edgeline. The road is posted with a signal ahead warning sign. Mountain Meadows Road is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>11/24</u>
300' N/o High Mountain Drive	7,698
90' N/o Legend Rock Road	7,290

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mountain Meadows Road:			
350' N/o High Mountain Drive (2025)	48.8 MPH	39-48	68%
90' N/o Legend Rock Road (2025)	53.5 MPH	45-54	80%
Speed Zone (2025)	51.2 MPH	42-51	74%

Collision Data

There have been 7 reported collisions along this segment of roadway, 4 of which involved an injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.64 collisions per million vehicle miles. The statewide average is 0.84 collisions per million vehicle miles for similar rural rolling/mountain undivided 4 lanes 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 Mountain Meadow Road in unincorporated Hidden Meadows from Champagne Boulevard to Hidden Meadows Road and was requested by residents. The TAC recommends certifying the 50 MPH speed limit for radar enforcement based on measured speeds. There are no schools in the vicinity of this item.

Mountain Meadow Road is a striped 4-lane undivided highway. The roadway is striped with a no passing centerline, lane lines, and white edgeline and provides direct access to residential roads. Mountain Meadow Road is currently posted with a 50 MPH 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 (48.8 MPH & 53.5 MPH) produced an overall speed zone of 51.2 MPH which could support a 50 MPH speed limit.

A member of the public in attendance asked for clarification on the east-west direction of speed surveys. TAC staff noted that speed surveys are collected in both directions. Other members of the public brought forth other traffic concerns along the corridor, unrelated to the speed limit review being considered. These traffic concerns were referred to the Traffic Engineering Service Request team for intake and further review.

The District 5 representative noted that a 50 MPH speed limit can be recommended with current conditions but wondered if a lower speed could be achieved. The County Traffic Engineer noted that there were no identifiable conditions to lower the speed limit to 50 MPH.

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Champagne Boulevard to Hidden Meadows Road based on measured speeds.

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. Mountain Meadow Road meets the CHP criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the 50 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Champagne Boulevard to Hidden Meadows Road based on measured speeds.

Motion: Kenney

Second: Wellhouser

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: June 6, 2025

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Mountain Meadow Road from Hidden Meadows Road to end of County maintained road (a distance of 1.10 miles) HIDDEN MEADOWS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Mountain Meadow Road from Hidden Meadows Road to end of County maintained road is posted 35 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 35 MPH speed limit.

Existing Traffic Devices

Mountain Meadow Road is a striped two-lane, 24-to-80-foot wide, undivided highway. The roadway is separated by a planted median from Oak Spur Way to Meadow Glen Way E and striped with a yellow left edgeline and white right edgeline. North of Meadow Glen Way E, Mountain Meadow Road is striped with a no passing centerline. There are marked golf cart crossings between the intersections of Spruce Woodland Way and Meadow Glen Way E. The road is posted with no outlet warning, yield ahead warning, road narrows warning, and golf cart crossing warning signs. The road is stop controlled at Meadow Glen Way E and yield controlled in the southbound direction at Hidden Meadows Road. Mountain Meadows Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

Average Daily Traffic Volumes

300' S/o Tricia Place

11/23

1,568

Speed Data

Vista Grande Road:

@ Spruce Woodland Way (2024)

**85th
Percentile**

41.5 MPH

**10 MPH
Pace**

33-42

**% in
Pace**

82%

130' S/o Burned Oak Lane (2025)

42.1 MPH

32-41

71%

Speed Zone

(2025)

41.8 MPH

33-42

77%

Collision Data

There have been 8 reported collisions along this segment of roadway, 1 of which involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 2.12 collisions per million vehicle miles. The statewide average is 1.40 collisions per million vehicle miles for similar rural rolling conventional 2 lanes or less with speeds lower than or equal to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Hidden Meadows Road to the end of County maintenance and was requested by DPW staff. The TAC recommends 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 as collision history and equestrian, bicycle, and pedestrian presence. There are no schools in the vicinity of this item.

Mountain Meadow Road is a striped 2-lane undivided highway. The roadway is striped with a planted median from Oak Spur Way to Meadow Glen Way East and is striped with a yellow left edgeline and white right edgeline and provides direct access to residential roads and residential driveways. Mountain Meadow Road is currently posted with a 35 MPH speed limit.

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 (41.5 MPH & 42.1 MPH) produced an overall speed zone of 41.8 MPH which could support a 40 MPH speed limit. Staff identified a higher than Statewide average collision rate (1.59 vs 1.57 collisions per million vehicle miles) which could support a lower 35 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

A member of the public in attendance described excessive speeding occurring along the road. They also requested a review of the intersection at the southern end of the speed zone. This request was forwarded to the Traffic Engineering Service Request team for intake and review. Another member of the public noted that equestrians and pedestrians are present along the roadway and that several blind intersections exist along the segment.

The District 5 representative noted that Hidden Meadows is an isolated community with high residential density. The County Traffic Engineer noted that although additional conditions exist such as equestrian, bicyclist, and pedestrian presence, the most that State law allows is a single 5 MPH reduction.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Hidden Meadows Road to the end of County maintenance based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history and equestrian, bicycle, and pedestrian 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. Mountain Meadow Road meets the CHP criteria for radar speed enforcement.

The Hidden Meadows Community Sponsor Group was provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Mountain Meadow Road in unincorporated Hidden Meadows from Hidden Meadows Road to the end of County maintenance based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history and equestrian, bicycle, and pedestrian presence.

Motion: Kenney

Second: Wellhouser

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: June 6, 2025

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Gird Road from Reche Road to 1,000' south of Oak Cliff Drive (a distance of 2.35 miles) MONSERATE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Gird Road from Reche Road to 1,000' south of Oak Cliff Drive has a posted 45 MPH radar enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

Gird Road is a striped two-lane, 36 to 44-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with intersection ahead warning, signal ahead warning, and speed advised curve warning signs. Alpine Boulevard is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>02/25</u>
4,000' S/o Reche Road	4,351
600' S/o Laketree Drive	4,323

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Gird Road:				
4,000' S/o Reche Road	(2025)	49.5 MPH	39-48	69%
600' S/o Laketree Drive	(2025)	52.3 MPH	44-53	76%
Speed Zone	(2025)	50.9 MPH	39-48	66%

Collision Data

There have been 20 reported collisions along this segment of roadway, 9 of which involved injury, of which 1 involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). 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 with speeds 45 to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to 1,000' south of Oak Cliff Drive and was requested by DPW staff. This item was reviewed by the Committee concurrently with item 5-D. The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a single 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road from Reche Road to State Route 76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

Gird Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline and provides direct access to residential roads and residential driveways. Gird Road is currently posted with a 45 MPH 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 (49.5 MPH & 52.3 MPH) produced an overall speed zone of 50.9 MPH which could support a 50 MPH speed limit. Staff identified a higher than Statewide average collision rate (1.80 vs 1.24 collisions per million vehicle miles) which could support a lower 45 MPH based on State law which allows for a 5 MPH reduction based on roadway conditions not apparent to the driver such as collision history.

The District 3 representative noted that the northern speed zone segment is similar in roadway conditions to the adjacent southern segment and proposed combining the two segments together into one speed zone. The District 5 representative agreed and noted the average speeds for a combined speed zone (51.1 MPH) and the higher than Statewide collision rate (1.41 vs 1.24 collisions per million vehicle miles) would support the 45 MPH speed limit on both segments.

The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route 76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as 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. Gird Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route 76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Motion: Wellhouser

Second: Babaki

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

Necessary Board Action

Amend Section 72.169.74.5 and delete section 72.169.74.6. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025

Item **5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Gird Road from 1,000' south of Oak Cliff Drive to State Route 76 (a distance of 1.26 miles) MONSERATE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Gird Road from 1,000' south of Oak Cliff Drive to State Route 76 has a posted 45 MPH radar enforced speed limit. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 50 MPH speed limit.

Existing Traffic Devices

Gird Road is a striped two-lane, 36 to 64-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with intersection ahead warning and signal ahead warning signs. Gird Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 45 MPH, radar enforced speed limit.

Average Daily Traffic Volumes

02/25

675' N/o Knottwood Way

4,661

1,850' N/o Flowerwood Lane

4,636

Speed Data

Gird Road:

		<u>85th</u>	<u>10 MPH</u>	<u>% in</u>
		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>
675' N/o Knottwood Way	(2025)	48.7 MPH	38-47	64%
1,850' N/o Flowerwood Lane	(2025)	53.8 MPH	42-51	66%
Speed Zone	(2025)	51.3 MPH	40-49	65%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 of which involved injury, of which 1 involved a serious injury, in a 3-year period (2022-02-01 to 2025-01-31). These collisions result in a segment accident rate of 0.78 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes with speeds 45 to 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Gird Road in unincorporated Fallbrook from 1,000' south of Oak Cliff Drive to State Route 76 and was requested by DPW staff. This item was reviewed by the Committee concurrently with item 5-C. The TAC recommends combining this speed zone with the adjacent southern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road from Reche Road to State Route 76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

Gird Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline and provides direct access to residential roads and residential driveways. Gird Road is currently posted with a 45 MPH 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 (49.5 MPH & 52.3 MPH) produced an overall speed zone of 51.3 MPH which could support a 50 MPH speed limit.

The District 3 representative noted that the northern speed zone segment is similar in roadway conditions to the adjacent southern segment and proposed combining the two segments together into one speed zone. The District 5 representative agreed and noted the average speeds for a combined speed zone (51.1 MPH) and the higher than Statewide collision rate (1.41 vs 1.24 collisions per million vehicle miles) would support the 45 MPH speed limit on both segments.

The TAC recommends combining this speed zone with the adjacent northern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route 76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as 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. Gird Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining this speed zone with the adjacent northern speed zone, establishing a 45 MPH speed limit, and certifying the 45 MPH speed limit for radar enforcement on Gird Road in unincorporated Fallbrook from Reche Road to State Route

76 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Motion: Wellhouser

Second: Babaki

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

Necessary Board Action

Amend Section 72.169.74.5 of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 6, 2025 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Mission Road & Live Oak Park Road, FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of Mission Road and Live Oak Park Road has been identified by Traffic Engineering as meeting 3 warrants – 1, eight-hour vehicular volume warrant, 2, four-hour vehicular volume warrant, 3, peak hour 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

Mission Road is a striped two-lane undivided through highway with a 42-foot pavement width. The roadway is striped with no passing centerline and bike lane. The road is uncontrolled at the intersection with Live Oak Park Road. Mission Road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted with a 45 MPH speed limit.

Live Oak Park Road is a striped two-lane undivided highway with a 24-foot pavement width. The roadway is striped with a no passing centerline. The road is stop controlled in the northbound direction at the intersection with Main Avenue. Live Oak Park Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>02/25</u>
Mission Road:	
W/o Live Oak Park Road	9,931 EB
E/o Live Oak Park Road	10,276 WB
Live Oak Park Road:	
S/o Mission Road	780 NB

Collision Data

There have been 5 reported collisions, 5 of which involved injury within a past 5-year period (2020-01-15 to 2025-01-14). These collisions produced an intersection accident

rate of 0.13 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.

Discussion

This item is a review requested by area residents to evaluate the intersection of Mission Road and Live Oak Park Road for roadway safety. The TAC recommends the intersection of Mission Road and Live Oak Park Road in Fallbrook to be placed on the County's Traffic Signal List for design and construction due to California Manual on Uniform Traffic Control Devices (CA MUTCD) traffic signal volume warrants being met.

Mission Road is a striped two-lane undivided through highway providing access to collector roads, residential roads and local driveways. The road is classified as a Boulevard on the County General Plan Mobility Element Network.

Live Oak Park Road is a striped two-lane undivided highway with a no passing centerline providing access to collector roads, local roads and driveways. The road is unclassified on the County General Plan Mobility Element Network and is stop controlled in the northbound direction at the intersection with Mission Road.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), and Warrant 3 (peak hour) of the CA MUTCD traffic signal warrants.

The County Traffic Engineer reiterated this intersection meets the traffic signal warrants based on traffic volumes. He also noted that the intersection would likely require reconfiguration of the skew-angles at the intersection to implement a signal installation.

The TAC recommends the intersection of Mission Road and Live Oak Park Road in Fallbrook 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 Mission Road and Live Oak Park Road in Fallbrook be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

Motion: Kenney

Second: Custeau

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: June 6, 2025 **Item 5-E**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: East Vista Way & Hutchison Street, BONSALL

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

The intersection of East Vista Way and Hutchison Street has been identified by Traffic Engineering as meeting 3 warrants – 1, eight-hour vehicular volume warrant, 2, four-hour vehicular volume warrant, 3, peak hour 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

East Vista Way is a striped two-lane undivided through highway with a 44 to 60-foot width. The roadway is striped with two-way left turn lane and bike lane. The road is uncontrolled at the intersection with Hutchison Street. East Vista Way is classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 50 MPH speed limit.

Hutchison Street is a striped two-lane undivided highway with a 30-foot width. The roadway is striped with a no passing centerline and white edgeline. The road is stop controlled in the northbound direction at the intersection with East Vista Way. Hutchison Street is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

<u>Average Daily Traffic Volumes</u>	<u>12/24</u>
East Vista Way:	
N/o Hutchison Street	11,130 SB
S/o Hutchison Street	9,466 NB
Hutchison Street:	
W/o East Vista Way	1,561 EB

Collision Data

There have been 3 reported collisions, 2 of which involved an injury, 1 of which involved a serious injury, within a past 5-year period (2020-01-15 to 2025-01-14). These collisions

produced an intersection accident rate of 0.07 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.

Discussion

This item is a review requested by area residents to evaluate the intersection of East Vista Way and Hutchison Street for roadway safety. The TAC recommends the intersection of East Vista Way and Hutchison Street in Bonsall to be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

East Vista Way is a striped two-lane undivided through highway providing access to collector roads, residential roads and local driveways. The road is classified as a Major Road on the County General Plan Mobility Element Network and is striped with two-way left turn lane and bike lane.

Hutchison Street is a striped two-lane undivided highway with a no passing centerline and white edgeline providing access to collector roads, local roads and driveways. The road is unclassified on the County General Plan Mobility Element Network and is stop controlled in the eastbound direction at the intersection with East Vista Way.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume), Warrant 2 (four-hour vehicular volume), and Warrant 3 (peak hour) of the CA MUTCD traffic signal warrants.

The County Traffic Engineer noted that Hutchison Street has seen an increase in volume over the years as locals use it to avoid traffic along East Vista Way. This as well as development in the area has increased volumes at this intersection enough that it now meets traffic signal warrants. The San Diego County Fire Authority representative noted the intersection just south of East Vista Way and Hutchison Street, at Gopher Canyon Road, may help contribute to congestion along the East Vista Way corridor and suggested a review of the signal timing at the location. The County Traffic Engineer confirmed they will have the signal team review.

The TAC recommends the intersection of East Vista Way and Hutchison Street in Bonsall be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

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

Recommendation

The TAC recommends the intersection of East Vista Way and Hutchison Street in Bonsall be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

East Vista Way
& Hutchison Street

2

Item 5-F

Motion: Kenney

Second: Hamilton

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

Necessary Board Action

File this report.