

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF

August 1, 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	Mr. Justin Schaepli
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	Ms. Hanh-Dung Khuu
California Highway Patrol - San Diego	Sgt. Jeff Lane
California Highway Patrol - Oceanside	Sgt. Daniel Hollywood
California Highway Patrol - El Cajon	Sgt. Mary Bailey
Independent Insurance Agents & Brokers of San Diego	[ABSENT]
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
Department of Public Works	Mr. Barra Manaseer

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Karel Shaffer
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**August 1, 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; Wellhouser; Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

IV. Announcements / Public Forum

V. Items for Review

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 1</u>		
1-A. INTERSECTION CONTROLS	PRESIOCA ST & HARNESS ST	SPRING VALLEY/ SPRING VALLEY CPG
<u>SUPERVISORIAL DISTRICT 3</u>		
3-A. RADAR CERTIFICATION	RAMBLA DE LAS FLORES LA GRANDA TO LA ORILLA	RANCHO SANTA FE/ SAN DIEGUITO CPG
3-B. RADAR CERTIFICATION	RAMBLA DE LAS FLORES LA ORILLA TO LINEA DEL CIELO	RANCHO SANTA FE/ SAN DIEGUITO CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	STAGE COACH LN MISSION RD TO 1,580' S/O CALAVO RD	FALLBROOK/ FALLBROOK CPG
5-B. RADAR CERTIFICATION	STAGE COACH LN 1,580' S/O CALAVO RD TO RECHE RD	FALLBROOK/ FALLBROOK CPG
5-C. RADAR CERTIFICATION	STAGE COACH LN RECHE RD TO MISSION RD	FALLBROOK/ FALLBROOK CPG
5-D. RADAR CERTIFICATION	RAINBOW HEIGHTS RD RICE CANYON RD TO END CMR	RAINBOW/ RAINBOW CSG
5-E. INTERSECTION CONTROLS	SAN MARINO DR & HERMOSITA DR	LAKE SAN MARCOS/ N/A

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: August 1, 2025

Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Intersection Control

LOCATION: Presioca Street & Harness Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

Presioca Street is a striped two-lane, 24 to 36-foot wide, undivided highway. The roadway is striped with a no passing centerline. A no stopping restriction is present on the west side of Presioca Street, north and south of the intersection with Harness Street for 70 feet, and on the east side of Presioca Street north of the intersection for 340 feet. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Harness Street is a striped two-lane, 30-foot wide, undivided through highway. The roadway is striped with a no passing centerline and white edgeline. Harness Street is stop controlled at the intersection with Presioca Street. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH, radar enforced speed limit.

Average Daily Traffic Volumes

02/25

Presioca Street:

N/o Harness Street

928 SB

S/o Harness Street

1,388 NB

Harness Street:

E/o Presioca Street

239 WB

W/o Presioca Street

754 EB

Collision Data

There has been 1 reported collision along this segment of roadway, which included injury, in a 3-year period (2022-05-01 to 2025-04-30). This collision is susceptible to correction by an all-way stop installation. This collision result in an intersection accident rate of 0.28 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 residents to establish an all-way stop control at the intersection of Presioca Street and Harness Street in the unincorporated community of Spring Valley.

Presioca Street is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential/commercial roads and driveways. Presioca Street is uncontrolled at the intersection with Harness Street.

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

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 (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.

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at Presioca Street and Harness Street in the unincorporated community of Spring Valley.

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

Recommendation

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at Presioca Street and Harness Street in the unincorporated community of Spring Valley.

Motion: Custeau

Second: Clowers

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Adopt traffic resolution to amend Traffic Resolution 299 to add item 300 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 304 to remove item 383 from the list of stop intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item **3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Rambla de las Flores from La Granada to La Orilla (a distance of 0.57 miles) RANCHO SANTA FE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rambla de las Flores from La Granada to La Orilla is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Rambla de las Flores from La Granada to La Orilla is a striped two-lane, 26-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with equestrian warning signs. Rambla de las Flores is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

325' S/o La Granada

06/25

3,380

02/18

4,030

Speed Data

Rambla de las Flores:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
200' S/o El Secreto	(2025)	40.5 MPH	31 - 40	75%
	(2018)	43.0 MPH	33 - 42	69%

Collision Data

There have been 0 reported collisions along this segment of roadway, in a 3-year period (2022-05-01 to 2025-04-30).

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Rambla de las Flores in the unincorporated community of Rancho Santa Fe from La Granada to La Orilla was requested by DPW staff. This item was reviewed concurrently with the adjacent southern segment, Item 3-B. The TAC recommends combining the speed zone with the southern speed zone segment, establishing a 35 MPH

speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision severity and equestrian presence. There are no schools in the vicinity of this item.

Rambla de las Flores is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road provides access to some collector roads, residential roads and driveways. Rambla de las Flores is currently posted with a 40 MPH speed limit. The road is 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 40.5 MPH which could support a 40 MPH speed limit.

A member of the public in attendance provided additional roadway conditions including identifying horse crossings along the roadway, noted that the Rancho Riding Club utilizes the crossing and the trail that runs along the road frequently. They also brought attention to the presence of sports fields on the west side of the roadway. With these conditions noted, they requested a reduced speed limit.

The District 3 representative noted that this section of roadway is high volume with significant moments of equestrians, pedestrians, and vehicles. They expressed the need for calmer roads in this area. The District 5 representative expressed the potential to merge this segment with the adjacent southern segment. Staff noted that the results of recent speed surveys along Rambla de las Flores from La Granada to Linea del Cielo (40.5 MPH & 38.6 MPH) produced an overall speed zone of 39.6 MPH which could support a lower 35 MPH speed limit. The District 5 representative further added that the collision severity rate, equestrian presence and curvilinear nature of the road would support a reduced speed limit for the speed zone.

The TAC recommends combining the speed zone with the southern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision severity and equestrian 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. Rambla de las Flores 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 combining the speed zone with the southern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision severity and equestrian presence.

Motion: Kenney

Second: Babaki

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Amend section 72.161.9. and delete section 72.161.9.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item **3-B**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Rambla de las Flores from La Orilla to Linea del Cielo
(a distance of 1.02 miles) RANCHO SANTA FE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rambla de las Flores from La Orilla to Linea del Cielo is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Rambla de las Flores from La Orilla to Linea del Cielo is a striped two-lane, 26-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with speed advised turn warning and equestrian warning signs. Rambla de las Flores is unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

150' N/o Linea del Cielo

06/25

2,379

02/18

2,888

Speed Data

Rambla de las Flores:

1,075' S/o El Acebo

(2025)

(2018)

**85th
Percentile**

38.6 MPH

40.7 MPH

**10 MPH
Pace**

29 - 38

32 - 41

**% in
Pace**

73%

71%

Collision Data

There have been 5 reported collisions along this segment of roadway, 3 which included injury, of which 1 included serious injury, and 1 which included fatality, in a 3-year period (2022-05-01 to 2025-04-30). These collisions resulted in a segment accident rate of 1.89 crashes per million vehicle miles. The statewide average for similar suburban 2 lane roadways with speeds less than 45 MPH is 1.68 crashes per million vehicle miles.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Rambla de las Flores in the unincorporated community of Rancho Santa

Fe from La Granada to La Orilla was requested by DPW staff. This item was reviewed concurrently with the adjacent southern segment, Item 3-A. The TAC recommends combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian presence. There are no schools in the vicinity of this item.

Rambla de las Flores is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road provides access to some collector roads, residential roads and driveways. Rambla de las Flores is currently posted with a 40 MPH speed limit. The road is 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 38.5 MPH which could support a 40 MPH speed limit.

A member of the public in attendance provided additional roadway conditions including identifying horse crossings along the roadway, noted that the Rancho Riding Club utilizes the crossing and the trail that runs along the road frequently. With these conditions noted, they requested a reduced speed limit.

The District 3 representative noted that this section of roadway is high volume with significant moments of equestrians, pedestrians, and vehicles. They expressed the need for calmer roads in this area. The District 5 representative expressed the potential to merge this segment with the adjacent southern segment. Staff noted that the results of recent speed surveys along Rambla de las Flores from La Granada to Linea del Cielo (40.5 MPH & 38.6 MPH) produced an overall speed zone of 39.6 MPH which could support a lower 35 MPH speed limit. The District 5 representative further added that the collision severity rate, equestrian presence and curvilinear nature of the road would support a reduced speed limit for the speed zone.

The TAC recommends combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian 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. Rambla de las Flores 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 combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian presence.

Motion: Kenney

Second: Babaki

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Amend section 72.161.9. and delete section 72.161.9.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Stage Coach Lane from Mission Road to 1,580' south of Calavo Road (a distance of 0.76 miles)
FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Stage Coach Lane from Mission Road to 1,580' south of Calavo Road is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Stage Coach Lane from Mission Road to 1,580' south of Calavo Road is a striped two-lane, 26-foot wide, undivided highway. The roadway is striped with a two-way left turn lane, no passing centerline, and white edgeline. The road is posted with speed advised curve warning signs and school related signage. Stage Coach Lane is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

	<u>06/25</u>	<u>10/18</u>
420' E/o Mission Road	6,671	
200' E/o Knollwood Avenue	5,698	
150' E/o Rujean Lane		6,625

Speed Data

Stage Coach Lane:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
900' E/o Mission Road	(2025)	41.6 MPH	32-41	74%
	(2018)	42.3 MPH	33-42	64%
200' E/o Knollwood Avenue	(2025)	42.1 MPH	34-43	75%
	(2018)	43.7 MPH	35-44	72%
Speed Zone	(2025)	41.9 MPH	33-42	75%
	(2018)	43.0 MPH	34-43	68%

Collision Data

There have been 6 reported collisions along this segment of roadway, 2 which involved injury, in a 3-year period (2022-05-01 to 2025-04-30). These collisions result in a segment accident rate of 1.17 crashes per million vehicle miles. The statewide average is 1.68 crashes per million vehicle miles for similar suburban conventional 2 lane roads with speeds less than 45 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from Mission Road to 1,580' south of Calavo Road and was requested by DPW staff. This speed zone was reviewed concurrently with the two subsequent speed zones to the north of this segment. The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds. The principal of Fallbrook High School was contacted for input and did not comment.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with two-way left turn lane, no passing centerline, and white edgeline and provides direct access to residential roads and Fallbrook High School. Stage Coach Lane 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 (42.1 MPH & 41.6 MPH) produced an overall speed zone of 41.9 MPH which could support a 40 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into extending the 40 MPH speed limit to Fallbrook Street due to similar roadway conditions. Staff presented the result of recent speed surveys (42.1 MPH, 41.6 MPH, 43.1 MPH, 45.6 MPH, & 44.1 MPH) along the combined segment which produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach Lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement 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. Stage Coach Lane meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach Lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds.

Motion: Kenney

Second: Schaepli

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Amend sections 72.169.54. and 72.169.58. and delete section 72.169.75. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item 5-B

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Stage Coach Lane from 1,580' south of Calavo Road to Reche Road (a distance of 1.20 miles) FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Stage Coach Lane from 1,580' south of Calavo Road to Reche Road is posted 45 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Stage Coach Lane from 1,580' south of Calavo Road to Reche Road is a striped two-lane, 26-to-35-foot wide, undivided highway. The roadway is striped with an intermittent two-way left turn lane, a no passing centerline, passing centerline, and white edgeline. The road is posted with speed advised curve warning signs, equestrian warning and school related signage. Stage Coach Lane is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

430' E/o Brooke Road

06/25

6,146

Speed Data

Stage Coach Lane:

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
680' S/o Calavo Road	(2025)	43.1 MPH	34-43	70%
	(2018)	47.1 MPH	37-46	70%
2,690' S/o Reche Road	(2025)	45.6 MPH	39-48	92%
	(2018)	50.8 MPH	39-48	76%
Speed Zone	(2025)	44.4 MPH	37-46	81%
	(2018)	48.9 MPH	40-49	73%

Collision Data

There have been 12 reported collisions along this segment of roadway, 5 which included injury, of which 1 included serious injury, in a 3-year period (2022-05-01 to 2025-04-30).

These collisions result in a segment accident rate of 1.49 crashes per million vehicle miles. The statewide average is 1.68 crashes per million vehicle miles for similar suburban conventional 2 lane roads with speeds less than 45 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from 1,580' south of Calavo Road to Reche Road and was requested by DPW staff. This speed zone was reviewed concurrently with the two adjacent speed zones to the north and south of this speed zone. The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds. The principal of Fallbrook High School was contacted for input and did not comment.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with two-way left turn lane, no passing centerline, and white edgeline and provides direct access to residential roads and residential and church driveways. Stage Coach Lane 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 (43.1 MPH & 45.6 MPH) produced an overall speed zone of 44.4 MPH which could support a 40 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into extending the 40 MPH speed limit to Fallbrook Street due to similar roadway conditions. Staff presented the results of recent speed surveys (42.1 MPH, 41.6 MPH, 43.1 MPH, 45.6 MPH, & 44.1 MPH) along the combined segment which produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement 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. Stage Coach Lane meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds.

Motion: Kenney

Second: Schaepli

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Amend sections 72.169.54. and 72.169.58. and delete section 72.169.75. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item 5-C

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Stage Coach Lane from Reche Road to Mission Road
(a distance of 1.34 miles) FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Stage Coach Lane from Reche Road to Mission Road is posted 40 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

Stage Coach Lane from Reche Road to Mission Road is a striped two-lane, 26-foot wide, undivided highway. The roadway is striped with a no passing centerline, and white edgeline. The road is posted with school related signage. There is a signalized intersection at Fallbrook Street and two all-way stop intersections at Alvarado Street and Gum Tree Lane. Stage Coach Lane is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

Average Daily Traffic Volumes

06/25

1,325' S/o Fallbrook Street	10,801
890' S/o Alvarado Street	7,622
315' S/o Glenn Crawford Street	6,287

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Stage Coach Lane:				
1,325' S/o Fallbrook Street	(2025)	44.1 MPH	35-44	72%
890' S/o Alvarado Street	(2025)	42.8 MPH	35-44	88%
315' S/o Glenn Crawford Street	(2025)	38.9 MPH	32-41	92%
Speed Zone	(2025)	41.9 MPH	34-43	84%

Collision Data

There have been 28 reported collisions along this segment of roadway, 8 which included

an injury, of which 1 included serious injury in a 3-year period (2022-05-01 to 2025-04-30). These collisions result in a segment accident rate of 2.32 crashes per million vehicle miles. The statewide average is 1.68 crashes per million vehicle miles for similar suburban conventional 2 lane roads with speeds less than 45 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Stage Coach Lane in the unincorporated community of Fallbrook from Reche Road to Mission Road (north intersection) and was requested by DPW staff. This speed zone was reviewed concurrently with the two speed zones to the south of this speed zone. The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), 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 as collision history. There are no schools in the vicinity of this item.

Stage Coach Lane is a striped 2-lane undivided highway. The roadway is striped with no passing centerline and white edgeline and provides direct access to residential roads and driveways. Stage Coach Lane 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 results of recent speed surveys (44.1 MPH, 42.8 MPH, & 38.9 MPH) produced an overall speed zone of 41.9 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.32 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The California Highway Patrol, Oceanside representative recommended looking into relocating the southern limit to Fallbrook Street to reflect the change in roadway characteristics south of the intersection. The Committee noted that the land use, roadway characteristics, and traffic conditions support the change.

The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), 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 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. Stage Coach Lane meets the CHP criteria for radar speed enforcement.

The Fallbrook Community Planning Group was provided the opportunity to review this

item and did not provide input.

Recommendation

The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), 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 as collision history.

Motion: Kenney

Second: Schaepli

Vote: yes-15, no-0, abstain-0, absent-2, vacant-0

Necessary Board Action

Amend sections 72.169.54. and 72.169.58. and delete section 72.169.75. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item 5-D

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Rainbow Heights Road from Rice Canyon Road to end of County maintenance (a distance of 1.97 miles)
RAINBOW

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Rainbow Heights Road from Rice Canyon Road to end of County maintenance has no posted speed limit and is subject to the State maximum speed of 55 MPH. Preliminary review of prevailing speeds and roadway conditions could support radar certification of a 30 MPH speed limit.

Existing Traffic Devices

Rainbow Heights Road from Rice Canyon Road to end of County maintenance is a striped two-lane, 24-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with a winding road warning, intersection warning, speed advised curve warning signs. Rainbow Heights Road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>06/25</u>	*Two-day average
500' E/o Select Way	1,209*	
650' W/o Via Ladera	1,022*	

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Rainbow Heights Road:				
500' E/o Select Way	(2025)	36.7 MPH	28-37	82%
400' W/o Via Ladera	(2025)	32.6 MPH	25-34	85%
Speed Zone	(2025)	34.7 MPH	27-36	84%

Collision Data

There have been 3 reported collisions along this segment of roadway in a 3-year period (2022-05-01 to 2025-04-30). These collisions result in a segment accident rate of 1.25 crashes per million vehicle miles. The statewide average is 1.45 crashes per million

vehicle miles for similar rolling rural conventional 2 lane roads with speeds less than or equal to 55 MPH.

Discussion

This item is a review to establish a speed limit and certification for radar enforcement on Rainbow Heights Road in the unincorporated community of Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private road) and was requested by residents. This speed zone was reviewed concurrently with the two speed zones to the south of this speed zone. The TAC recommends certifying the 30 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.

Rainbow Heights Road is a striped 2-lane undivided highway. The roadway is striped with no passing centerline and white edgeline and provides direct access to residential roads and Fallbrook High School. Rainbow Heights currently has no posted speed limit currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. The road is 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 results of recent speed surveys (36.7 MPH & 32.6 MPH) produced an overall speed zone of 34.7 MPH which could support a 30 MPH speed limit.

A resident in attendance expressed his support for a lower speed limit and thanks for guard rail installation. They also requested additional safety devices along the road.

The District 5 representative expressed his support for a 30 MPH speed limit noting that navigating the roadway geometry would be easier with a lower speed limit.

The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Rainbow Heights Road in the unincorporated community of Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private 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. Rainbow Heights Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certifying the 30 MPH speed limit for radar enforcement on

Rainbow Heights Road in the unincorporated community of Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private road) based on measured speeds and State law, which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Schaepli

Vote: yes-15; no-0; abstain-0; absent-2; vacant-0

Necessary Board Action

Add section 72.169.8.4. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: August 1, 2025

Item 5-E

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: San Marino Drive & Hermosita Drive, LAKE SAN MARCOS

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of San Marino Drive and Hermosita Drive has been identified by Traffic Engineering as meeting ~~Option B, an intersection where there is a need 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

San Marino Drive is a striped two-lane, 40-foot wide, undivided through highway. The roadway is striped with a no passing centerline. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Hermosita Drive is a striped two-lane, 40-foot wide, undivided highway. The roadway is striped with a no passing centerline and white edgeline. Hermosita Drive is stop controlled at the intersection with San Marino Drive. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes

12/24

San Marino Drive:

N/o Hermosita Drive	875 SB
S/o Hermosita Drive	460 NB

Hermosita Drive:

W/o San Marino Drive	729 EB
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Average Daily Pedestrian Volumes

06/25

AM Peak Hour Crossings	29 Peds
PM Peak Hour Crossings	38 Peds

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3-year period (2022-05-01 to 2025-04-30).

Discussion

This item is a review requested by residents to establish an all-way stop control at the intersection of San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos.

San Marino Drive is a striped two-lane undivided highway with a no-passing centerline and provides direct access to some residential roads. San Marino Drive is uncontrolled at the intersection with Hermosita Drive.

Hermosita Drive is a striped two-lane undivided highway with a no-passing centerline and white edgeline. The road provides access to some residential roads. The road is stop controlled in the eastbound direction at the intersection with San Marino 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 (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos.

This item is located in the North Metro Planning area and is not represented by a community group.

Recommendation

The Traffic Advisory Committee (TAC) recommends the establishment of an all-way stop intersection at San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos.

Motion: Kenney

Second: Schaepli

Vote: yes-15, no-0, abstain-0, absent-0, vacant-2

Necessary Board Action

Adopt traffic resolution to amend Traffic Resolution 299 to add item 301 to the list of all-way stop intersections. Adopt traffic resolution to amend Traffic Resolution 305 to amend item 8 under the heading VISTA-SAN MARCOS from the list of through highways.