

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

MEETING OF

**December 5, 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	Mrs. Maryam Babaki
Board of Supervisors District 4 Representative	Mr. James Custeau
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	Sgt. Jeff Lane
California Highway Patrol - Oceanside	<i>Sgt. Marcos Iniguez</i> <i>[Absent for Items 4A through 4-D]</i>
California Highway Patrol - El Cajon	[ABSENT]
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	<i>Mr. Gordon Plotzke</i> <i>[Absent for Approval of Minutes]</i>
San Diego County Bicycle Coalition	Mr. Derby Pattengill
Department of Public Works	Mr. Barra Manaseer
Department of Public Works	Mr. Michael Kenny

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

**December 5, 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: Neal; Vote: yes-11, no-0, abstain-0, absent-6, vacant-0
- IV. Announcements / Public Forum**
- V. Items for Review**

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

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>

4-D.	INTERSECTION CONTROLS	WILLOW GLEN DR & HILLSDALE RD	HILLSDALE/ VALLE DE ORO CPG
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SUPERVISORIAL DISTRICT 5

5-A.	RADAR CERTIFICATION	MIRAR DE VALLE RD VALLEY CENTER RD TO CYPRESS RIDGE	VALLEY CENTER/ VALLEY CENTER CPG
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5-B.	RADAR CERTIFICATION	FALLBROOK ST MAIN AV TO STAGE COACH LN	FALLBROOK/ FALLBROOK CPG
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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: December 5, 2025 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

<u>Average Daily Traffic Volumes</u>		<u>12/24</u>	<u>10/24</u>	
Lawson Valley Road:				
1,720' E/o Inverness Way		1,362		
460' W/o Sloan Canyon Road		1,069		
900' E/o Sloan Canyon Road			987	
<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Lawson Valley Road:				
1,200' E/o Shady Hollow Lane	(2025)	35.8 MPH	28-37	84%
1,350' W/o Wood Valley Trail	(2025)	46.5 MPH	37-46	74%
1,600' E/o Wood Valley Trail	(2025)	43.9 MPH	37-46	87%
1,500' W/o Sloan Canyon Road	(2025)	41.4 MPH	33-42	70%
At La Selva Road	(2025)	41.0 MPH	33-42	79%
900' E/o Montiel Truck Trail	(2025)	37.2 MPH	29-38	75%

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

Collision Data

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

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Lawson Valley Road in the unincorporated community of Jamul from Skyline Truck Trail to the end of County maintenance and was requested by residents. The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance 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.

Lawson Valley Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to residential roads and driveways. Lawson Valley Road has no posted speed limit and is subject to the State maximum 55 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 recent speed surveys (35.8 MPH, 46.5 MPH, 43.9 MPH, 41.4 MPH, 41.0 MPH, & 37.2 MPH) produced an overall speed zone of 41.0 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (1.45 vs 1.44 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The DPW Representative noted support for a 35 MPH speed limit based on the curvilinear nature of the roadway and collision rate. The San Diego Fire Authority representative explained that they drive on similar roadways and a 40 MPH may be more appropriate. The San Diego Bicycle Coalition Representative noted the roadway serves as a recreational bicycle route and would recommend a lower speed limit to improve bicycle safety.

The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance 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. Lawson Valley Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Pattengill

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

Necessary Board Action

Add Section 72.169.19.6. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

<u>Average Daily Traffic Volumes</u>	<u>08/25</u>
El Monte Road:	
800' E/o Lake Jennings Park Road	2,376
240' W/o Miss Ellie Lane	1,863
260' E/o Yucca Road	379

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

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

Collision Data

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

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on El Monte Road in the unincorporated community of Lakeside from Lake Jennings Park Road to the El Capitan Gate and was requested by residents. The TAC recommends establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.

El Monte Road 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 residential roads and commercial and residential driveways, as well as adjacent trails and a County park. El Monte 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 (50.1 MPH, 55.5 MPH, 48.9 MPH, & 45.9 MPH) produced an overall speed zone of 50.1 MPH which could support a 50 MPH speed limit. Staff noted a higher than average segment accident rate (1.80 vs 1.24 crashes per million vehicle miles) which could support a reduced 45 MPH speed limit. Further staff noted 1 fatal and 1 serious injury collisions which could support safety corridor designation.

A resident in attendance described existing conditions along the roadway. They noted several collisions, the presence large trucks towing boats, speeding occurring at night, and a school bus stop along the roadway. They further expressed the desired for a reduced speed limit to improve safety along the road.

The San Diego County Bicycle Coalition representative added that the road serves as a recreational bike route due to the County park and El Capitan Reservoir.

The TAC recommends establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar enforcement on El Monte Road from Lake Jennings Park Road to the El Capitan Gate based on measured speeds and State law which allows for a 5 MPH

reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. El Monte 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 establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar enforcement on El Monte Road from Lake Jennings Park Road to the El Capitan Gate based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation.

Motion: Custeau

Second: Wellhouser

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

Necessary Board Action

Add Section 72.169.45.1. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

Average Daily Traffic Volumes **08/25**

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

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

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

Collision Data

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

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Highway Eight Business in the unincorporated community of Crestview/Lakeside from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road and was requested by DPW staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.

Highway Eight Business is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to collector roads, residential and commercial roads and driveways. Highway Eight Business is currently posted with a 45 MPH speed limit. The road is classified as a Boulevard 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 (47.6 MPH, 45.2 MPH, & 49.0 MPH) produced an overall speed zone of 47.3 MPH which could support a 45 MPH speed limit. Staff noted 1 fatality and 2 serious injury collisions which could support safety corridor designation.

The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation.

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. Highway Eight Business meets the CHP criteria for radar speed

enforcement.

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

Recommendation

The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation.

Motion: Kenney

Second: Custeau

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

Necessary Board Action

Amend Section 72.169.38. and deleting Section 72.169.38.1. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

<u>Average Daily Traffic Volumes</u>	<u>10/25</u>	<u>02/18</u>		
El Nopal:				
1,300' W/o Riverford Road	8,713	9,560		
	<u>85th</u>	<u>10 MPH</u>	<u>% in</u>	
<u>Speed Data</u>	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
El Nopal:				
1,300' W/o Riverford Road	(2025) 40.4 MPH	33-42	86%	
	(2018) 44.7 MPH	36-45	83%	

Collision Data

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

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on El Nopal in unincorporated Santee from Riverford Road to Mountain View

Lane and was requested by DPW staff. The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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.

El Nopal is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to a collector road, some residential roads and several driveways. El Nopal is currently posted with a 35 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 a recent speed survey produced an overall speed zone of 40.4 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.63 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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. El Nopal meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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-12, no-0, abstain-0, absent-5, vacant-0

Necessary Board Action

Amend Section 72.161.18. and delete Section 72.161.18.1. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

<u>Average Daily Traffic Volumes</u>	<u>10/25</u>	<u>02/18</u>		
El Nopal:				
60' EO Aquilla Drive	5,408	5,755		
<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
El Nopal:				
At Aquilla Drive	(2025) 38.8 MPH	30-39	76%	
	(2018) 37.7 MPH	31-40	89%	

Collision Data

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

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on El Nopal in unincorporated Santee from Mountain View Lane to the

Santee city limit (west of Aquilla Drive) and was requested by DPW staff. The TAC recommends combining this segment with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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.

El Nopal is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to some residential roads and several driveways. El Nopal 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 a recent speed survey produced an overall speed zone of 38.8 MPH which could support a 35 MPH speed limit.

The TAC recommends combining this segment with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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. El Nopal meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends combining this segment with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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-12, no-0, abstain-0, absent-5, vacant-0

Necessary Board Action

Amend Section 72.161.18. and delete Section 72.161.18.1. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

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

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

Dye Road:

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

Collision Data

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

Discussion

This item is a review of the existing posted speed limits and certification for radar enforcement on Warnock Drive/Ramona Street/Dye Road in the unincorporated community of Ramona from San Vicente Road to 1,000' west of Ramona Street and was requested by DPW staff. The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street 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.

Warnock Drive, Ramona Street, and Dye Road are striped 2-lane undivided highways. The roadways are striped with a no passing centerline and white edgeline. The road provides access to some residential roads and driveways. The roads are currently posted with a 50 MPH speed limit from San Vicente Road to 1,000' west of Ramona Street. Dye Road is currently posted with the State maximum 55 MPH speed limit. Warnock Drive and Dye Road is classified as a Community Collectors and Dye 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 (52.8 MPH & 49.3 MPH) produced an overall speed zone of 38.8 MPH which could support a 35 MPH speed limit.

The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street 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. Warnock Drive/Ramona Street/Dye Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Do

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: D Street & Fifth Street, RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

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

<u>Average Daily Traffic Volumes</u>	<u>02/25</u>
Fifth Street:	
N/o D Street	428 SB
S/o D Street	338 NB
D Street:	
E/o Fifth Street	736 WB
W/o Fifth Street	660 EB

Collision Data

There has been 1 reported collision along this segment of roadway, which included injury, in a 3-year period (2022-08-01 to 2025-07-31). This collision is susceptible to correction by an all-way stop installation. This collision result in an intersection accident rate of 0.42 collisions per million vehicles entering. The statewide average is 0.36 collisions per million

vehicle miles for similar four-legged intersections with stop signs (excluding 4-way stops).

Discussion

This item is a review requested by an area resident to establish an all-way stop control at the intersection of D Street & Fifth Street in Ramona.

D Street is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential driveways. D Street is controlled in the westbound and eastbound directions at the intersection with Fifth Street.

Fifth Street is a striped two-lane undivided highway with a no-passing centerline and provides access to the State Highway some residential roads and some driveways. The road is uncontrolled at the intersection with D 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 C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The County Traffic Engineering Representative explained that this item stemmed from concerns by residents regarding limited sight distance due to temporary loading and parking adjacent to the businesses that are present at the intersection.

The TAC recommends establishment of an all-way stop intersection at D Street and Fifth Street in Ramona to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

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

Recommendation

The TAC recommends establishment of an all-way stop intersection at D Street and Fifth Street in Ramona to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Motion: Kenney

Second: Babaki

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

Necessary Board Action

Adopt Traffic Resolution 3327, amending Traffic Resolution 299, to add item 302 to the list of all-way stop intersections and adopt Traffic Resolution 3328, amending Traffic Resolution 304, to delete item 264 from the list of stop intersections.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

Average Daily Traffic Volumes **10/25**

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

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

Collision Data

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

Discussion

This item is a review of the existing posted speed limits and certification for radar enforcement on La Orilla in the unincorporated community of Rancho Santa Fe from El

Camino Real to Rambla de las Flores and was requested by DPW staff. The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on 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.

La Orilla is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to some residential roads and several driveways. La Orilla 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 a recent speed survey produced an overall speed zone of 35.9 MPH which could support a 35 MPH speed limit. Staff noted a higher-than-average segment accident rate (1.72 vs 1.68 crashes per million vehicle miles) which could support a reduced 30 MPH speed limit.

The District 5 Representative explained that they had been in a collision along the roadway, emphasizing the curvilinear nature of the roadway. They noted that the northside of the roadway is bordered by a creek that will overflow with heavy rain. They added that the south side of the roadway serves equestrians as a trail, connecting to trails on El Camino Real and Rambla de las Flores.

The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on 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. La Orilla meets the CHP criteria for radar speed enforcement.

The Rancho Santa Fe Community Planning Group was provided with the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and equestrian presence.

Motion: Kenney

Second: Lane

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

Necessary Board Action

Amend Section 72.162.3.5. of the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

Average Daily Traffic Volumes **10/25**

Sweetwater Springs Boulevard:
300' S/o Willie Baker Way 921

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Sweetwater Springs Boulevard: 300' S/o Willie Baker Way	(2025) 32.9 MPH	23-32	77%

Collision Data

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

Discussion

This item is a review of the existing posted speed limits and certification for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road in the unincorporated

community of Spring Valley from Jamacha Boulevard to the cul-de-sac and was requested by DPW staff. The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac based on State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

Sweetwater Springs Road/U.S. Elevator Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to a commercial/industry road and several commercial/industrial driveways. Sweetwater Springs Road/U.S. Elevator Road is currently posted with a 30 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 32.9 MPH which could support a 30 MPH speed limit.

The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac based on 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. Sweetwater Springs Road/U.S. Elevator Road meets the CHP criteria for radar speed enforcement.

The Spring Valley Community Planning Group was provided with 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 Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac based on State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Kenney

Second: Custeau

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

Average Daily Traffic Volumes

09/25

Fury Lane:	
975' W/o Calle Verde	11,549
285' W/o Via Escuda	16,153

<u>Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Fury Lane:				
975' W/o Calle Verde	(2025)	42.5 MPH	35-44	88%
	(2018)	46.3 MPH	34-43	73%
285' W/o Via Escuda	(2025)	44.0 MPH	37-46	84%
Speed Zone:	(2025)	43.3 MPH	36-45	86%

Collision Data

There have been 8 reported collisions, 6 of which involved an injury, including 1

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

Discussion

This item is a review of the existing posted speed limits and certification for radar enforcement on Fury Lane in the unincorporated community of Rancho San Diego from Avocado Boulevard to 300' east of Dorsie Lane and was requested by DPW staff. The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The principal of Avocado Elementary School was provided with the opportunity to review this item and did not provide input.

Fury Lane is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline, two-way left turn lane, and bike lane. The road provides access to some residential roads and few driveways. Fury Lane is currently posted with a 40 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 (42.5 MPH & 44.0 MPH) produced an overall speed zone of 43.3 MPH which could support a 40 MPH speed limit.

The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane 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. Fury Lane meets the CHP criteria for radar speed enforcement.

The Valle de Oro Community Planning Group was provided with 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 Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Custeau

Second: Kenney

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Bancroft Drive & Troy Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

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

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

Collision Data

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

Discussion

This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Bancroft Drive and Troy Street in Spring Valley be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

Bancroft Drive is a striped two-lane undivided highway and Light Collector providing access to local driveways and residential roads. The road is uncontrolled at the intersection with Troy Street in the southbound direction and is stop controlled in the northbound direction.

Troy Street is a striped two-lane undivided highway with a two-way left turn lane providing access to several commercial driveways and residential roads. The road is uncontrolled at the intersection with Bancroft Drive.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher-than-average collision rate (0.25 vs 0.22 collisions per million vehicles entering) at the intersection.

The San Diego County Fire Authority noted that the intersection backs up with traffic during peak hours.

The TAC recommends the intersection of Bancroft Drive and Troy Street in Spring Valley be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

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

Recommendation

The TAC recommends the intersection of Bancroft Drive and Troy Street in Spring Valley be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

Bancroft Drive
& Troy Street

3

Item 4-C

Motion: Kenney

Second: Neal

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

Place the intersection on the County's list for signal design and construction.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Willow Glen Drive & Hillsdale Road, HILLSDALE

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

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

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

Collision Data

There have been 7 reported collisions, 2 of which involved an injury, within the past 3-year period (2022-08-01 to 2025-07-31). These collisions produced an intersection

accident rate of 0.46 collisions per million vehicles entering the intersection. The statewide average of similar suburban tee intersections with stop controls (excluding all-way) is 0.22 collision per million vehicles entering the intersection.

Discussion

This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

Willow Glen Drive is a striped two-lane undivided highway and Major Road providing access to collector and residential roads. The road is uncontrolled at the intersection with Hillsdale Road.

Hillsdale Road is a striped two-lane undivided highway with a two-way left turn lane providing access to residential roads. The road is stop controlled in the eastbound direction at the intersection with Willow Glen Drive.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher-than-average collision rate (0.46 vs 0.22 collisions per million vehicles entering) at the intersection.

A resident in attendance expressed their concerns for safety at the intersection. They noted that due to the speed and volume of traffic it is difficult to make left turns. They added that casino traffic and school traffic is present.

The District 4 representative noted that since the opening of the Casino on Dehesa Road there has been an increase in speeds along Willow Glen Drive. They also noted that the road has significant bike traffic. They mentioned that the intersection is also within a sweeping curve. The District 5 representative noted that improvements to the intersection exist and that delineators exist along the Willow Glen Drive had been added to prevent crossover the centerline. The County Traffic engineer added that with the increased volumes over time the number of collisions have increased.

The TAC recommends the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

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

Recommendation

The TAC recommends the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale be placed on the County's Traffic Signal List for design and construction to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions.

Motion: Kenney

Second: Custeau

Vote: yes-11, no-0, abstain-0, absent-6, vacant-0

Necessary Board Action

Place the intersection on the County's list for signal design and construction.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

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

Existing Traffic Devices

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

Average Daily Traffic Volumes

04/25

Mirar de Valle Road:
420' E/o Evergreen Way 2,070

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Mirar de Valle Road: 420' E/o Evergreen Way	(2025) 51.1 MPH	43-52	67%

Collision Data

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

Discussion

This item is a review of the existing posted speed limits and certification for radar enforcement on Mirar de Valle Road in the unincorporated community of Valley Center from Valley Center Road to Cypress Ridge (a private road) and was requested by DPW

staff. The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge 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.

Mirar de Valle Road is a striped 2-lane undivided highway. The roadway is striped with a two-way left turn lane and bike lane. The road provides access to some residential roads and few driveways. Mirar de Valle Road currently has no posted speed limit and is subject with 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 a recent speed survey produced an overall speed zone of 51.1 MPH which could support a 50 MPH speed limit.

A member of the public in attendance expressed concerns with establishing a speed limit along this road. They explained that the road has limited parking and is newly operating. They questioned the need to establish a speed limit at this time.

The San Diego County Sheriff Representative explained that they had received several speeding complaints from the neighborhood on the south side of the roadway. The Traffic Engineering representative confirmed that the request came from residents that live in the communities off the road. The District 2 Representative expressed concerns with the large vehicle parking along the road.

Other Committee members expressed support for lowering the speed limit.

The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge 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. Mirar de Valle Road meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Lane

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

Necessary Board Action

Add Section 72.161.25.6. to the San Diego County Code of Regulatory Ordinances.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: December 5, 2025 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

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

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

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

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

IDENTIFIED BICYCLIST OR PEDESTRIAN GENERATORS:

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

Discussion

This review was requested by DPW staff. Today, State law allows the County to utilize a 5 MPH speed limit reduction on portion of highway adjacent to land or facility that generates high concentrations of bicyclists or pedestrians. The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit

for radar enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

Assembly Bill 43, signed into law on October 8, 2021, empowers local authorities to reduce speed limits portion of highways adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians. After conducting an engineering and traffic survey, a local authority can, by ordinance, lower the speed limit by an additional 5 mph on these segments.

A resident in attendance expressed their concerns regarding traffic adjacent to the new park along the road. They expressed concerns with the difficulty of turning at the park entrance and expressed that a lower speed could help reduce accidents. The County Traffic Engineer added that the addition of the park allows the reduction from the 40 MPH speed limit to 35 MPH by adding an additional generator along the road.

The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

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

Recommendation

The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

Motion: Kenney

Second: Iniguez

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

Necessary Board Action

Amend Section 72.169.71. of the San Diego County Code of Regulatory Ordinances.