

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF

April 3, 2026 @ 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	[ABSENT]
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	Officer Zachary Fullmer
California Highway Patrol - El Cajon	Sgt. Mary Bailey
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	Lt. Sean Gallagher
San Diego County Office of Education	Mr. Gordon Plotzke
San Diego County Bicycle Coalition	[ABSENT]
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	Mr. Michael Kenney

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Benjamin Baker (Acting)
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**April 3, 2026 ~ 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-12, no-0, abstain-0, absent-5, vacant-0

IV. Announcements / Public Forum

V. Items for Review

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	VALLEY VIEW BL EUCLID AV TO EL CAJON CITY LIMIT	EL CAJON/ CREST-DEHESA CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	PAUMA HEIGHTS RD COLE GRADE RD TO END CMR	VALLEY CENTER/ VALLEY CENTER CPG
5-B. INTERSECTION CONTROLS	MAIN AV & AVIATION RD	FALLBROOK/ FALLBROOK CPG

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

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

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 3, 2026 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Valley View Boulevard from Euclid Avenue to El Cajon city limit (a distance of 0.66 miles) EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Valley View Boulevard Euclid Avenue to El Cajon city limit 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 45 MPH speed limit.

Existing Traffic Devices

This segment of Valley View Boulevard is a striped 2-lane highway that is 20 to 30 feet wide. The roadway is striped with a no passing centerline. The road is posted with a speed advised reverse turn and intersection warning signs. Valley View Boulevard is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

02/26

Valley View Boulevard:

285' E/o Sunnyside Avenue

784

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Valley View Boulevard:

100' E/o Sunnyside Avenue

(2026) 40.6 MPH

31-40

70%

Collision Data

There have been 3 reported collisions along this segment of roadway in a 3-year period (2022-12-01 to 2025-11-30). These collisions result in a segment accident rate of 5.29 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 45-55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Valley View Boulevard in the unincorporated community of Granite Hills from Euclid Avenue to the El Cajon city limit (south of Granite Hills Drive) and was requested by residents. The TAC recommends establishing a 35 MPH speed limit

certified for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. Principals from Granite Hills High School, Christian Elementary East, and Christian Junior/Senior High School were contacted to provide comments and did not provide input.

Valley View Boulevard is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to residential roadways, residential driveways, and a route to nearby schools. Valley View Boulevard has no posted speed limit and is subject to the State maximum 55 MPH speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network. Industry Road is unclassified.

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 a recent speed survey produced an overall speed zone of 40.6 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (5.29 vs 1.24 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The DPW Traffic Engineering Representative noted that this road is used as a cut-through route for local school traffic, particularly the private Christian schools on Greenfield Drive. They noted the road is narrow with fast traffic coming from non-residents. The County Traffic Engineer added that the narrow roadway and collision rate would benefit from a reduced 35 MPH speed limit.

The TAC recommends establishing a 35 MPH speed limit certified for radar enforcement on Valley View Boulevard in the unincorporated community of Granite Hills from Euclid Avenue to the El Cajon city limit (south of Granite Hills Drive) 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. Valley View Boulevard meets the CHP criteria for radar speed enforcement.

The Crest-Dehesa-Granite Hills-Harbison Canyon 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 certified for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Custeau

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

Necessary Board Action

Adopt an ordinance to add section 72.169.16.1. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 3, 2026 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Pauma Heights Road from Cole Grade Road to end of county maintenance (a distance of 0.76 miles) VALLEY CENTER

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pauma Heights Road from Cole Grade Road to end of county maintenance 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 45 MPH speed limit.

Existing Traffic Devices

This segment of Pauma Heights Road is a striped 2-lane highway that is 46 to 64 feet wide. The roadway is striped with a no passing centerline. Pauma Heights Road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

02/26

Pauma Heights Road:

400' E/o Kira Place 1,096

Speed Data

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Pauma Heights Road:

85' W/o Blue Moon Way (2026) 47.5 MPH 39-48 65%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3-year period (2022-12-01 to 2025-11-30).

Discussion

Staff explained that the Valley Center Community Planning Group requested that this item be continued until the June 5, 2026, Traffic Advisory Committee meeting to allow for the group to review and discuss.

Recommendation

Continue the item to the June 5, 2026, meeting.

Motion: Bartley

Second: Kenney

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

Necessary Board Action

N/A.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 3, 2026 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Main Avenue & Aviation Road, FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of Main Avenue & Aviation Road is identified by Traffic Engineering as meeting the following All-Way Stop Control Warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.12 through 2B.17

- Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as:
 - o where pedestrian and/or bicyclist movements support the installation of all-way stop control

Therefore, an all-way stop control should be considered.

Existing Traffic Devices

Main Avenue is a striped two-lane, undivided highway with a two-way left turn lane. Main Avenue is uncontrolled at the intersection with Aviation Road. The road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 25 MPH speed limit.

Aviation Road is a striped two-lane, 24-34 foot wide, undivided highway. The roadway is striped with a no passing centerline. Aviation Road is stop controlled in the east and west bound directions at Main Avenue. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes

11/25

Main Avenue:

N/o Aviation Road	6,686 SB
S/o Aviation Road	7,798 NB

Aviation Road:

E/o Main Avenue	824 WB
W/o Main Avenue	646 EB

Collision Data

There have been 5 reported collisions along this segment of roadway, with 2 involving injuries, in a 3-year period (2022-12-01 to 2025-11-30). Two of these collisions are susceptible to correction by an all-way stop installation. These 5 collisions result in an intersection accident rate of 0.29 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 DPW staff to establish an all-way stop control at the intersection of Main Avenue and Aviation Road in the unincorporated community of Fallbrook.

Main Avenue is a striped two-lane through highway with a two-way left turn lane. The road provides direct access to several commercial driveways and commercial and residential roads. Main Avenue is uncontrolled at the intersection with Aviation Road.

Aviation Road is a striped two-lane undivided highway with a no-passing centerline and provides access to commercial and residential roads and some commercial driveways. The road is controlled in eastbound and westbound directions at the intersection with Main Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets one warrant in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.12 regarding All-Way Stop Warrants: Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection where pedestrian and/or bicyclist movements support the installation of all-way stop control.

The Oceanside California Highway Patrol Representative noted that they requested for additional signage for this intersection for the uncontrolled crossing and have done selective enforcement for violations to yield to pedestrians in the crosswalk. They noted this road has high density of vehicles and adding an all-way stop at this intersection would be the first control entering into the downtown area.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Main Avenue and Aviation Road in the unincorporated community of Fallbrook to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

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

Recommendation

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Main Avenue and Aviation Road in the unincorporated community of Fallbrook to provide safety enhancement measures for pedestrians, bicyclists, and all

other roadway users.

Motion: Gallagher

Second: Bartley

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

Necessary Board Action

Adopt Traffic Resolution 3332, amending Traffic Resolution 299, to add item 304 to the list of all-way stop intersections and adopt Traffic Resolution 3333, amending Traffic Resolution 305, to amend item 4 under heading FALLBROOK-BONSALL-PALA of the list of through highways.