

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**MEETING OF**

**July 28, 2023 @ 9:00 AM  
5510 Overland Ave Room #271  
San Diego CA, 92123**

**Traffic Advisory Committee Members**

County of San Diego Fire Authority	[ABSENT]
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	Mr. Brian Hadley
California Highway Patrol - San Diego	Sgt. Jeff Lane
California Highway Patrol - Oceanside	Sgt. Daniel Hollywood
California Highway Patrol - El Cajon	Sgt. John Perryman
Independent Insurance Agents & Brokers of San Diego	[ABSENT]
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	Lt. Nathan Rowley
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	Mr. Michael Kenney

**Traffic Advisory Committee Administration**

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

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**July 28, 2023 ~ 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**
- IV. Announcements / Public Forum**
- V. Items for Review**

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<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ COMMUNITY GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
<b>2-A. RADAR CERTIFICATION</b>	<b>HA HANA ROAD LOS COCHES ROAD TO LAKEVIEW ROAD</b>	<b>LAKESIDE/ LAKESIDE CPG</b>
<b>2-B. RADAR CERTIFICATION</b>	<b>LA CRESTA BOULEVARD MOUNTAIN VIEW ROAD TO SUNCREST BL</b>	<b>LA CRESTA/ C-D-HC-GH CPG</b>
<b>2-C. INTERSECTION CONTROLS</b>	<b>RIOS CANYON ROAD &amp; CALLE DE ERNESTO</b>	<b>GLENVIEW/ LAKESIDE CPG</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>		
<b>5-A. RADAR CERTIFICATION</b>	<b>PEPPER TREE LANE/CALAVO RD MCDONALD ROAD TO STAGE COACH LANE</b>	<b>FALLBROOK/ FALLBROOK CPG</b>
<b>5-B. TRUCK RESTRICTION</b>	<b>MONTEZUMA VALLEY ROAD SAN FELIPE ROAD TO PALM CANYON DRIVE</b>	<b>RANCHITA/ BORREGO SPRINGS CSG/ WARNER SPRINGS CSG</b>

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** July 28, 2023 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** Ha Hana Road from Los Coches Road to Lakeview Road (a distance of 0.59 miles) LAKESIDE (Thos. Bros. 1232-C6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Ha Hana Road from Los Coches Road to Lakeview Road 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**

Ha Hana Road is a striped 2-lane undivided highway that is 24 to 36 feet wide. The road is striped with a no passing centerline. Ha Hana Road is posted with, stop ahead signs, head on arrow advisory sign, and curve advisory signs. Ha Hana Road is currently unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

**Average Daily Traffic Volumes** **06/23**

Ha Hana Road:  
350' E/o Los Coches Road 1,447

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Ha Hana Road: 230' E/o Manajo Road	(2023) 35.0 MPH	26-35	83.0%

**Collision Data**

There have been 1 reported collisions, 1 of which involved an injury, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31). This collision results in a segment accident rate of 1.07 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 to certify the existing posted speed limit for radar enforcement on Ha Hana Road from Los Coches Road to Lakeview Road in the unincorporated

community of Lakeside and was requested by staff. The TAC recommends certifying the existing 35 MPH speed limit for radar enforcement based on measured speeds.

Ha Hana Road from Los Coches Road to Lakeview Road is a two-lane undivided highway with a no-passing centerline. It currently has a posted 35 MPH speed limit. The road provides access to residential roads and residential and commercial driveways. This road segment is not in the vicinity of a school.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 35.0 MPH which supports a 35 MPH speed limit.

The County Traffic Engineer stated the collected radar data supports the current posted speed limit.

The TAC recommends certifying the existing 35 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. Ha Hana Road meets the California Highway Patrol (CHP) criteria for radar speed enforcement.

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

### **Recommendation**

The TAC recommends certifying the existing 35 MPH speed limit for radar enforcement based on measured speeds.

Motion: Kenney

Second: Hadley

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

### **Necessary Board Action**

File this report.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** July 28, 2023 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Certification

**LOCATION:** La Cresta Boulevard from Mountain View Road to North Lane (a distance of 0.55 miles) LA CRESTA (Thos. Bros. 1252-J2)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

La Cresta Boulevard from Mountain View Road to North Lane 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**

La Cresta Boulevard is a striped 2-lane undivided highway that is 30 feet wide. The road is striped with a no passing centerline throughout and a white edgeline from Mountain View Road to Scenic Drive/Sierra Vista Drive. La Cresta Boulevard is posted with a school bus stop ahead sign. The through highway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 30 MPH speed limit.

**Average Daily Traffic Volumes** **04/23**

La Cresta Boulevard:  
330' S/o Mountain View Road 3,987

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
La Cresta Boulevard: 100' S/o North Park Drive	(2023) 35.2 MPH	27-36	81.0%

**Collision Data**

There have been 4 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31). These collisions result in a segment accident rate of 1.67 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 to certify the existing posted speed limit for radar enforcement on La Cresta Boulevard from Mountain View Road to Suncrest Boulevard in the unincorporated

community of La Cresta and was requested by staff. The TAC recommends recertifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver such as, limited shoulder, pedestrian presence, and driveway/intersection density.

La Cresta Boulevard from Mountain View Road to Suncrest Boulevard is a two-lane undivided highway with a no-passing centerline. It currently has a posted 30 MPH speed limit. The road provides access to residential roads and residential and commercial driveways. This road segment is not in the vicinity of a school.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 35.2 MPH which supports a 35 MPH speed limit. The County Traffic Engineer noted that La Cresta Boulevard has experienced a similar segment accident rate over a three-year period when compared to the statewide average for similar roadways (1.67 vs 1.68 collisions per million vehicle miles), with half of the accidents involving injury.

The Traffic Engineering representative expressed that the presence of a County Park, limited shoulders, and commercial and residential driveways support a lower speed limit.

The TAC recommends recertifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver such as limited shoulder, pedestrian presence, and driveway/intersection density.

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 Cresta Road meets the CHP criteria for radar speed enforcement.

The Crest-Dehesa-Harbison Canyon-Granite Hills Community Planning Group was provided the opportunity to review this item and did not provide input.

### **Recommendation**

The TAC recommends recertifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver such as limited shoulder, pedestrian presence, and driveway/intersection density.

Motion: Kenney

Second: Hadley

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

### **Necessary Board Action**

File this report.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** July 28, 2023 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Controls

**LOCATION:** Rios Canyon Road & Calle de Ernesto LAKESIDE  
(Thos. Bros. 1232-G6)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Rios Canyon Road and Calle de Ernesto has been identified by Traffic Engineering as meeting Option C, an intersection where which lacks corner sight distance, and, Option D, 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 all-way stop controls should be considered. All-way stop controls at these intersections will enhance the safety of the vehicular traffic as well as the resident bicyclists and pedestrians within the community and provide a network of intersection controls for an overall community safety of all road users.

**Existing Traffic Devices**

Rios Canyon Road is a 2-lane highway that is 24 to 36 feet wide. Rios Canyon Road is striped with a no passing centerline. Rios Canyon Road is posted with a no outlet and school zone signage. Rios Canyon Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

The west leg of the intersection, Calle de Ernesto, is a 2-lane private road that is 20 to 28 feet wide. Calle de Ernesto is stop controlled at Rios Canyon Road. The east leg of the intersection is 2-lane driveway for Rios Canyon Computer Magnet School that is 24 feet wide. The driveway is stop controlled at Rios Canyon Road.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>04/23</u></b>
Rios Canyon Road:	
S/o Calle de Ernesto	745
N/o Calle de Ernesto	1,587
Calle de Ernesto:	
E/o Rios Canyon Road	484
W/o Rios Canyon Road	240

**Average Daily Traffic Volumes**

AM Peak Hour Crossings  
PM Peak Hour Crossings

**04/23**

6 Peds  
15 Peds

**Collision Data**

There have been 0 reported collisions, along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31).

**Discussion**

This item is a review requested by a school principal to establish an all-way stop control at the intersection of Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in the unincorporated community of Glenview.

Rios Canyon Road is a striped two-lane undivided highway with a no-passing centerline and provides access to several residential roads and driveways. Rios Canyon Road is uncontrolled at the intersection with Calle de Ernesto/Rios Elementary School Driveway.

Calle de Ernesto is a two-lane private road. The road provides access to residential driveways. Calle de Ernesto is stop controlled in the eastbound direction at Rios Canyon Road. Rios Elementary School Driveway provides access to the Rios Elementary Computer Science Magnet School and is stop controlled in the westbound direction at Rios Canyon Road.

The Principal of Rios Elementary Computer Science Magnet School in attendance requested more school signage and controls for the school.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria 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 which lacks corner sight distance, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The District 4 representative noted the intersection is good at self-regulating due to the lack of collisions reported. The Sheriff added that the lack of collisions may be misleading due to the Covid pandemic. The District 1 representative mentioned that the crosswalks will need to be adjusted when all-way stop is designed.

The TAC recommends establishment of an all-way stop intersection at Rios Canyon Road and Calle de Ernesto in Glenview.

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



**Recommendation**

The TAC recommends establishment of an all-way stop intersection at Rios Canyon Road and Calle de Ernesto in Glenview.

Motion: Czoberek

Second: Custeau

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

**Necessary Board Action**

File this report.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** July 28, 2023 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane (a distance of 0.55 miles)  
FALLBROOK (Thos. Bros. 1027-H5)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification

**PROBLEM AS STATED BY REQUESTER:**

Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 35 MPH speed limit.

**Existing Traffic Devices**

Pepper Tree Lane is a striped 2-lane undivided highway that is 20 to 28 feet wide. The road is striped with a no passing centerline. Pepper Tree Lane is posted with head on arrow advisory sign, and 15 MPH turn intersection advisory signs. Pepper Tree Lane is currently classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

Calavo Road is a striped 2-lane undivided highway that is 24 to 40 feet wide. The road is striped with a no passing centerline. Calavo Road is posted with stop ahead signs, head on arrow advisory sign, and curve advisory signs. Calavo Road is currently unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH radar enforced speed limit.

**Average Daily Traffic Volumes**

	<b><u>06/23</u></b>	<b><u>07/15</u></b>
Pepper Tree Lane: 160' E/o McDonald Road	2,020	2,020

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Calavo Road: 460' S/o Pepper Tree Lane	(2023) 36.7 MPH (2015) 36.1 MPH	29-38 28-37	80.0% 69.0%

**Collision Data**

There have been 0 reported collisions along this segment of roadway in a 3-year period (2020-04-01 to 2023-03-31).

**Discussion**

This item is a review to recertify the existing posted speed limit for radar enforcement on Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane in the unincorporated community of Fallbrook and was requested by staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

The subject segment of Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane is a two-lane undivided highway with a no-passing centerline. It currently has a posted 40 MPH speed limit. Pepper Tree Lane from McDonald Road to Calavo Road is a Light Collector Road and provides access to residential roads and residential driveways. Calavo Road from Pepper Tree Lane to Stage Coach Lane is unclassified on the County General Plan Mobility Element Network and provides access to residential roads and residential driveways. This road segment is not in the vicinity of a school.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 36.7 MPH which supports a 35 MPH speed limit.

The District 5 representative said that if we round the data collected to the nearest 5 MPH, the speed limit could support a 35 MPH speed limit and applauds the Fallbrook drivers for going under the speed limit. The District 4 representative added that there are hills and curves along the road. The County Traffic Engineer noted previous committee may have been concerned with moving the speed limit down and then back up.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

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. Pepper Tree Lane/ Calavo Road meets the CHP criteria for radar speed enforcement.

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

**Recommendation**

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds.

Motion: Custeau

Second: Hollywood

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

**Necessary Board Action**

Amend Section 72.169.55.3. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** July 28, 2023 **Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Truck Restriction

**LOCATION:** Montezuma Valley Road from San Felipe Road to Palm Canyon Drive (a distance of 17.41 miles) RANCHITA (Thos. Bros. MAP D)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Establish Truck Length Restriction

**PROBLEM AS STATED BY REQUESTER:**

An engineering study to evaluate curves along Montezuma Valley Road for commercial truck traffic was commissioned by the County of San Diego and completed by Linscott, Law, and Greenspan, Engineers (LLG). The purpose of the study was to determine what size vehicle can maneuver the horizontal curves on Montezuma Valley Road. The LLG assessment concluded that trucks with a total length over 60 feet cannot maneuver the horizontal curves on Montezuma Valley Road without crossing over the road centerline. Therefore, a prohibition of trucks longer than 60 feet on Montezuma Valley Road between San Felipe Road and Palm Canyon Drive can be considered. Recommended unobstructed alternative route has been identified as: San Felipe Road, State Route 78, and Borrego Springs Road.

**Existing Traffic Devices**

Montezuma Valley Road is a striped 2-lane undivided highway that is 28 to 48 feet wide. The roadway is striped with a no passing centerline and white edgeline. There are intermittent turn-out areas and passing lanes. Montezuma Valley Road is also striped with bike lane from 1.41 miles west of Palm Canyon Drive to Palm Canyon Drive. The road is posted with turn signage, curve warning signs, rockslide advisory, wind advisory signs, grade advisory signs, truck-camper lower gear advisory signs, and 25' truck length advisory signs. Montezuma Valley Road has several speed advised turns and curves with advisory speeds ranging from 40 to 20 MPH. The through highway is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted with a 55 MPH state maximum speed limit.

**Average Daily Traffic Volumes**

Montezuma Valley Road: **12/22**  
1,303

**7-Day Vehicle Classification Count**

	Vehicle Classification*													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Average Vehicle Count	31	615	319	24	107	3	0	2	11	0	0	0	0	1,112
Percent of Average	2.7%	55.3%	28.7%	2.1%	9.6%	0.2%	0%	0.2%	1.0%	0%	0%	0%	0%	100%

\* Vehicles classes 1 through 8 include motorcycles and 4-axle or less passenger and commercial vehicles and combinations; classes 9 through 13 include vehicles and combinations with 5 or more axles

**Collision Data**

There have been 41 collisions, 23 of which involved in injury, 2 of which involved a fatality, along this roadway in a 3-year period (04-01-20 to 03-31-23). 2 of these collisions involved a large truck (5% of total collisions). Both collisions involved injury (9% of total collisions involving injury).

**Discussion**

This item recommends establishing a Truck Length 60-foot Restriction on Montezuma Valley Road from San Felipe Road to Palm Canyon Drive in the unincorporated community of Ranchita.

Montezuma Valley Road is a rolling, curvilinear, light collector roadway serving as an access road to properties with connecting driveways and adjacent private residential roadways. The road has tight radius curves with speed advisory signs throughout. State law allows the County to restrict the vehicle length, by any commercial vehicle exceeding a length of 60 feet of any highway located in an unincorporated residential or subdivision area via ordinance.

A resident in support of support large commercial vehicle length restrictions along the entirety of Montezuma Valley Road to address operational and community concerns. They provided commentary on the current truck conditions including specific issues with a certain truck type. They explained that trucks tend to cross over the centerline in curves to keep from hitting the cliff face or guard rail The resident noted that tractor-trailers tend not to follow posted speed signage.

The Traffic Engineering representative noted that this item stemmed from community concerns. The El Cajon CHP representative noted that their may be concerns with the proposed alternative route and truck accessibility. The County Traffic Engineer noted that it may be prudent to postpone a decision until CHP concerns have been addressed.

The TAC recommends continuing this item to the September 9, 2023 TAC meeting to

further review the alternative route.

The Borrego Springs Community Sponsor Group and Warner Springs Community Sponsor Group were provided the opportunity to review this item and they voted in support of the proposed restriction.

**Recommendation**

The TAC recommends continuing this item to the September 9, 2023 TAC meeting to further review the alternative route.

Motion: Kenney

Second: Clowers

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

**Necessary Board Action**

File this report.