



## San Diego County Traffic Advisory Committee

**Committee Secretary**  
5510 Overland Avenue #410, Room 470, M.S. 0-334  
San Diego, California 92123-1239  
kenton.jones@sdcounty.ca.gov

### Represented Agencies

County of San Diego Fire Authority  
California Department of  
Transportation  
California Highway Patrol  
Independent Insurance Agents  
& Brokers of San Diego  
San Diego County Bicycle Coalition  
San Diego County Department of  
Public Works  
San Diego County Office of Education  
Pacific Safety Center  
San Diego County Sheriff's  
Department

November 27, 2023

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

### MEETING NOTICE

Attached is the preliminary agenda for the December 8, 2023 meeting of the Traffic Advisory Committee (TAC).

If your community group has not previously provided input on the proposed agenda items in your jurisdiction and your group would like to provide input, we recommend you place the relevant items on your next available community group meeting agenda for discussion. Please let us know if your group decides to review an item and TAC staff will ensure that your group has adequate time to review before the item is placed on a future TAC meeting agenda.

After reviewing the data and discussing alternatives, the TAC submits a recommendation to the Board as to what it believes to be the most appropriate action based upon sound traffic engineering principles, the California Vehicle Code, and driver expectation. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If you do have any questions or need additional information regarding this procedure, please contact me at kenton.jones@sdcounty.ca.gov. TAC staff is available to provide background information on items and to answer questions you may have.

**This TAC meeting on December 8, 2023, will be conducted with a virtual meeting platform option. Please join us in person or use this link below to join the meeting:**

[Click here to join the meeting](#)

Meeting ID: 262 059 548 632

Passcode: rCRtXj

[Download Teams](#) | [Join on the web](#)

**Or call in (audio only)**

[+1 619-343-2539,,635649428#](#) United States, San Diego

Phone Conference ID: 635 649 428#

[Find a local number](#) | [Learn More](#)

Very truly yours,

Kenton R. Jones, Secretary  
San Diego County Traffic Advisory Committee

KRJ:bb  
Attachment



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**December 8, 2023 ~ 9:00 AM  
5510 Overland Ave, Room 271  
San Diego CA, 92123**

**AGENDA**

- 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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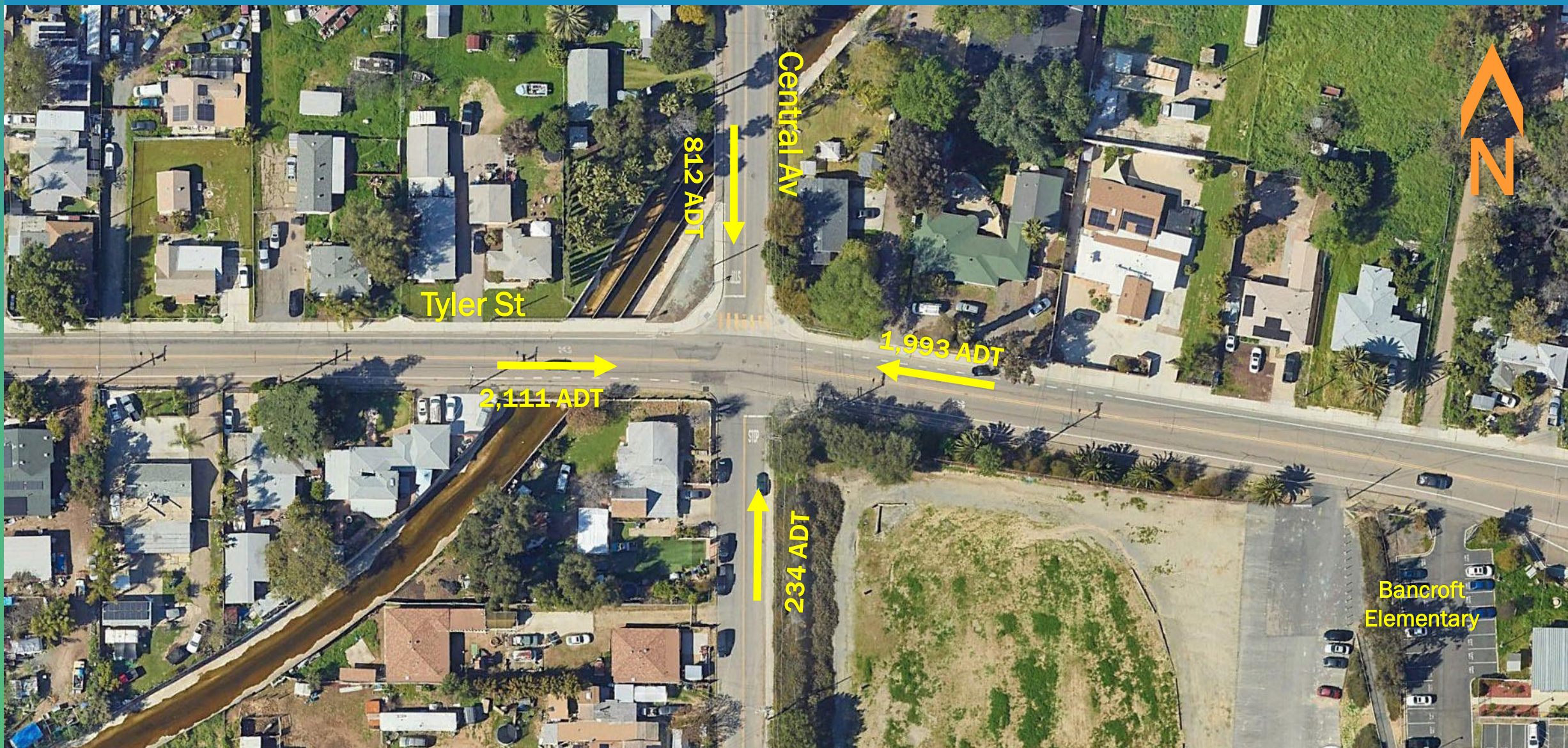
<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ COMMUNITY GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 1</u></b>		
<b>1-A. INTERSECTION CONTROL</b>	<b>TYLER STREET &amp; CENTRAL AVENUE</b>	<b>SPRING VALLEY/ SPRING VALLEY CPG</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>		
<b>2-A. INTERSECTION CONTROL</b>	<b>DEER RIDGE ROAD &amp; FOX VALLEY WAY</b>	<b>4S RANCH/ SAN DIEGUITO CPG</b>

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>

# Tyler Street & Central Avenue

## 1-A. Intersection Controls



Bancroft  
Elementary

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** December 8, 2023 **Item 1-A**

**SUPERVISORIAL DISTRICT:** 1 & 4

**SUBJECT:** Intersection Control

**LOCATION:** Tyler Street & Central Avenue, SPRING VALLEY

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Tyler Street and Central Avenue has been identified by Traffic Engineering as meeting Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

**Existing Traffic Devices**

Tyler Street is a striped two-lane undivided through highway with a 30 to 40-foot pavement width. The roadway is striped with a no passing centerline and bike lane. Tyler Street is signed with a school zone signage and a 7-ton weight restriction. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Central Avenue is a striped two-lane undivided highway with a 28 to 30-foot pavement width. The roadway is striped with a no passing centerline. Central Avenue is stop controlled at the intersection with Tyler Street. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>09/23</u></b>
Tyler Street:	
E/o Central Avenue	1,993 WB
W/o Central Avenue	2,111 EB

Central Avenue:	
N/o Tyler Street	812 SB
S/o Tyler Street	234 NB

<b><u>Pedestrian Counts</u></b>	<b><u>10/25</u></b>
Tyler Street:	
AM Crossings	14 Pedestrians

Tyler Street  
& Central Avenue

2

Item 1-A

PM Crossings

26 Pedestrians

Central Avenue:

AM Crossings

34 Pedestrians

PM Crossings

36 Pedestrians

**Collision Data**

There have been 5 reported collision, 4 which involved an injury, at this intersection, within a past 5-year period (2018-08-01 to 2023-07-31). This collision results in an intersection accident rate of 0.53 collisions per million vehicles entering. The statewide average for similar, suburban, four-legged intersections with some stop controls is 0.36 collisions per million vehicles entering.



DEREK R. GADE, P.E.  
DIRECTOR

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WILLIAM P. MORGAN, P.E.  
ASSISTANT DIRECTOR

## COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: November 15, 2023  
Item Title: All-Way Stop Control  
Location: Central Avenue and Tyler Street, Spring Valley  
CTE Recommendation: **Install an All-Way Stop Control**  
Conditions:



- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option B of Section 2B.07 - An All-Way Stop Control may be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as schools. The subject intersection of Central Avenue and Tyler Street is located within Bancroft Elementary School.
- Option D of Section 2B.07 - An intersection of two Residential Collectors, indicates all-way stop controls may be considered at an intersection of two residential collectors of similar design and the all-way stop control would enhance the traffic operations of said intersection. Both Central Avenue and Tyler Street are considered Residential Collectors with similar traffic operation.
- Pursuant to CVC section 21354 coupled with traffic condition noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Central Avenue and Tyler Street.

# VOLUME

## Central Ave & Tyler St

Day: Wednesday  
Date: 9/20/2023

City: Spring Valley  
Project #: CA23\_040189\_001

DAILY TOTALS					NB	SB	EB		WB		Total	
					234	812					2,111	1,993
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	0	0	5	2	7	12:00	2	4	15	20	41	
0:15	0	1	4	0	5	12:15	2	6	27	20	55	
0:30	0	1	0	4	5	12:30	2	10	24	21	57	
0:45	0	1	3	4	13	1	7	6	23	55	208	
1:00	0	0	1	3	4	13:00	2	9	27	34	72	
1:15	0	1	2	1	4	13:15	2	11	27	18	58	
1:30	1	1	3	3	8	13:30	3	5	26	30	64	
1:45	1	2	0	2	3	9	2	9	6	22	71	265
2:00	0	1	1	1	3	14:00	1	13	25	27	66	
2:15	0	2	0	0	2	14:15	2	13	49	28	92	
2:30	1	0	2	1	4	14:30	6	26	67	31	130	
2:45	0	1	1	4	0	3	2	4	3	12	158	446
3:00	1	0	2	2	5	15:00	5	17	36	61	119	
3:15	0	1	1	1	3	15:15	5	18	62	56	141	
3:30	0	0	0	0	0	15:30	3	31	42	47	123	
3:45	1	2	1	2	0	3	1	4	3	11	129	512
4:00	2	1	0	3	6	16:00	5	13	37	51	106	
4:15	0	1	3	1	5	16:15	5	13	49	41	108	
4:30	0	2	2	3	7	16:30	3	13	35	52	103	
4:45	1	3	2	6	7	12	2	9	12	30	94	411
5:00	1	0	7	2	10	17:00	4	23	40	38	105	
5:15	2	1	14	6	23	17:15	5	21	37	35	98	
5:30	3	4	9	11	27	17:30	5	11	33	44	93	
5:45	5	11	3	8	6	36	10	29	24	84	82	378
6:00	5	5	14	6	30	18:00	8	12	38	41	99	
6:15	1	4	12	10	27	18:15	4	8	26	40	78	
6:30	6	7	24	12	49	18:30	5	11	32	32	80	
6:45	1	13	12	28	30	80	24	52	67	173	73	330
7:00	8	17	32	41	98	19:00	5	6	35	27	73	
7:15	7	12	29	35	83	19:15	3	13	20	32	68	
7:30	5	19	36	31	91	19:30	1	9	31	23	64	
7:45	4	24	19	67	41	138	37	144	101	373	70	275
8:00	5	26	62	44	137	20:00	2	6	24	14	46	
8:15	3	37	69	50	159	20:15	3	7	29	20	59	
8:30	3	13	43	71	130	20:30	3	8	26	14	51	
8:45	3	14	8	84	34	208	35	200	80	506	37	193
9:00	4	5	18	18	45	21:00	1	2	10	9	22	
9:15	2	8	12	23	45	21:15	2	5	15	12	34	
9:30	1	18	21	13	53	21:30	0	8	14	10	32	
9:45	1	8	11	42	25	76	16	70	53	196	25	113
10:00	3	11	26	21	61	22:00	2	7	15	5	29	
10:15	1	9	18	22	50	22:15	3	5	8	6	22	
10:30	4	6	22	23	55	22:30	0	1	9	7	17	
10:45	2	10	7	33	26	92	21	87	56	222	19	87
11:00	3	9	26	17	55	23:00	2	1	9	3	15	
11:15	2	10	26	21	59	23:15	0	3	10	5	18	
11:30	2	6	20	23	51	23:30	0	3	9	8	20	
11:45	1	8	7	32	21	93	23	84	52	217	10	63
<b>TOTALS</b>	96	311	763	699	1869	<b>TOTALS</b>	138	501	1348	1294	3281	
<b>SPLIT %</b>	5.1%	16.6%	40.8%	37.4%	36.3%	<b>SPLIT %</b>	4.2%	15.3%	41.1%	39.4%	63.7%	

DAILY TOTALS					NB	SB	EB		WB		Total
					234	812					2,111

AM Peak Hour	7:00	7:30	7:45	7:45	7:45	PM Peak Hour	14:30	14:45	14:30	14:45	14:30
AM Pk Volume	24	101	215	202	527	PM Pk Volume	23	96	212	238	548
Pk Hr Factor	0.750	0.682	0.779	0.711	0.829	Pk Hr Factor	0.821	0.774	0.791	0.804	0.867
7 - 9 Volume	38	151	346	344	879	4 - 6 Volume	31	121	304	333	789
7 - 9 Peak Hour	7:00	7:30	7:45	7:45	7:45	4 - 6 Peak Hour	16:45	16:30	16:15	16:00	16:00
7 - 9 Pk Volume	24	101	215	202	527	4 - 6 Pk Volume	17	71	159	186	411
Pk Hr Factor	0.750	0.682	0.779	0.711	0.829	Pk Hr Factor	0.850	0.772	0.811	0.894	0.951

# Deer Ridge Road & Fox Valley Way





**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** December 8, 2023 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Intersection Control

**LOCATION:** Deer Ridge Road & Fox Valley Way, 4S RANCH

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** All-Way Stop Control

**PROBLEM AS STATED BY REQUESTER:**

The intersection of Deer Ridge Road and Fox Valley Way has been identified by Traffic Engineering as meeting Option B, an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option D, at an intersection of two residential collectors of similar design and the all-way stop would enhance the traffic operations of said intersection, of the Multi-Way Stop Application optional criteria as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.07, therefore an all-way stop control should be considered.

**Existing Traffic Devices**

Deer Ridge Road is a striped two-lane undivided highway with a 38-foot pavement width. 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.

Fox Valley Way is an unstriped two-lane undivided highway with a 36-foot pavement width. Fox Valley Way is stop controlled at the intersection with Deer Ridge Road. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>09/23</u></b>
Deer Ridge Road:	
N/o Fox Valley Way	816 SB
S/o Fox Valley Way	612 NB
 Fox Valley Way:	
E/o Deer Ridge Road	184 WB
 <b><u>Pedestrian Counts</u></b>	<b><u>10/23</u></b>
Deer Ridge Road:	
PM Crossings	43 pedestrians

Fox Valley Way:  
PM Crossings

15 pedestrians

**Collision Data**

There have been 1 reported collision, which did not involve injury, at this intersection, within a past 5-year period (2018-08-01 to 2023-07-31). This collision results in an intersection accident rate of 0.34 collisions per million vehicles entering. The statewide average for similar, suburban, tee intersections with some stop controls is 0.22 collisions per million vehicles entering.



# County of San Diego

DEREK R. GADE, P.E.  
DIRECTOR

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## COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: October 3, 2023

Item Title: All-Way Stop Control

Location: Deer Ridge Road and Fox Valley Way, 4S Ranch

CTE Recommendation: **Install an All-Way Stop Control**

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.07 "Multi-Way Stop Applications" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Option B of Section 2B.07 - An All-Way Stop Control may be considered to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, such as schools and parks. The subject intersection of Deer Ridge Road and Fox Valley Way is located within Del Norte Highschool and 4S Ranch Homestead Park.
- Option D of Section 2B.07 - An intersection of two Residential Collectors, indicates all-way stop controls may be considered at an intersection of two residential collectors of similar design and the all-way stop control would enhance the traffic operations of said intersection. Both Deer Ridge Road and Fox Valley Way are considered Residential Collectors with similar traffic operation.
- Pursuant to CVC section 21354 coupled with traffic condition noted above in accordance with Section 2B.07 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of Deer Ridge Road and Fox Valley Way.

# VOLUME

Deer Ridge Rd & Fox Valley Way

Day: Thursday  
Date: 9/21/2023

City: Spring Valley  
Project #: CA23\_040182\_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					612	816	0	184	1,612		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0		0	0	12:00	0	2		0	2
0:15	0	0		0	0	12:15	2	9		0	11
0:30	0	0		0	0	12:30	4	7		2	13
0:45	0	0		1 1	1 1	12:45	2 8	3 21		2 4	7 33
1:00	0	0		0	0	13:00	3	5		1	9
1:15	0	1		0	1	13:15	5	10		2	17
1:30	0	0		0	0	13:30	4	6		2	12
1:45	0	0 1		0	0 1	13:45	1 13	10 31		0 5	11 49
2:00	0	0		0	0	14:00	0	6		1	7
2:15	0	0		0	0	14:15	4	5		1	10
2:30	0	0		0	0	14:30	8	6		4	18
2:45	0	0		0	0	14:45	14 26	14 31		5 11	33 68
3:00	0	0		0	0	15:00	12	7		2	21
3:15	0	0		0	0	15:15	15	19		4	38
3:30	0	0		0	0	15:30	25	28		10	63
3:45	0	0		0	0	15:45	32 84	58 112		13 29	103 225
4:00	1	0		0	1	16:00	12	19		3	34
4:15	0	1		0	1	16:15	23	21		6	50
4:30	1	0		1	2	16:30	12	17		4	33
4:45	1 3	0 1		0 1	1 5	16:45	16 63	22 79		3 16	41 158
5:00	0	0		0	0	17:00	11	14		3	28
5:15	1	0		1	2	17:15	15	20		2	37
5:30	0	0		0	0	17:30	14	20		5	39
5:45	2 3	1 1		0 1	3 5	17:45	9 49	14 68		3 13	26 130
6:00	0	1		1	2	18:00	11	8		5	24
6:15	2	2		1	5	18:15	17	16		6	39
6:30	1	0		0	1	18:30	21	28		4	53
6:45	1 4	1 4		0 2	2 10	18:45	15 64	28 80		2 17	45 161
7:00	1	2		0	3	19:00	17	19		4	40
7:15	0	10		3	13	19:15	9	8		2	19
7:30	2	9		1	12	19:30	5	13		1	19
7:45	9 12	5 26		1 5	15 43	19:45	4 35	6 46		0 7	10 88
8:00	6	5		2	13	20:00	5	8		0	13
8:15	4	5		0	9	20:15	7	12		4	23
8:30	6	9		4	19	20:30	3	10		2	15
8:45	16 32	12 31		5 11	33 74	20:45	4 19	5 35		1 7	10 61
9:00	11	16		4	31	21:00	3	4		1	8
9:15	13	29		3	45	21:15	1	8		2	11
9:30	59	65		11	135	21:30	0	2		0	2
9:45	65 148	76 186		21 39	162 373	21:45	3 7	5 19		0 3	8 29
10:00	5	7		2	14	22:00	2	2		0	4
10:15	6	4		1	11	22:15	0	3		0	3
10:30	3	3		1	7	22:30	5	3		0	8
10:45	4 18	0 14		0 4	4 36	22:45	0 7	1 9		0	1 16
11:00	5	5		1	11	23:00	1	0		1	2
11:15	4	7		2	13	23:15	0	0		0	0
11:30	1	5		3	9	23:30	1	1		0	2
11:45	4 14	3 20		1 7	8 41	23:45	1 3	0 1		0 1	1 5
<b>TOTALS</b>	234	284		71	589	<b>TOTALS</b>	378	532		113	1023
<b>SPLIT %</b>	39.7%	48.2%		12.1%	36.5%	<b>SPLIT %</b>	37.0%	52.0%		11.0%	63.5%

DAILY TOTALS					NB	SB	EB	WB	Total
					612	816	0	184	1,612

AM Peak Hour	9:00	9:00		9:00	9:00	PM Peak Hour	15:30	15:30		15:30	15:30
AM Pk Volume	148	186		39	373	PM Pk Volume	92	126		32	250
Pk Hr Factor	0.569	0.612		0.464	0.576	Pk Hr Factor	0.719	0.543		0.615	0.607
7 - 9 Volume	44	57	0	16	117	4 - 6 Volume	112	147	0	29	288
7 - 9 Peak Hour	8:00	8:00		8:00	8:00	4 - 6 Peak Hour	16:00	16:00		16:00	16:00
7 - 9 Pk Volume	32	31	0	11	74	4 - 6 Pk Volume	63	79	0	16	158
Pk Hr Factor	0.500	0.646	0.000	0.550	0.561	Pk Hr Factor	0.685	0.898	0.000	0.667	0.790