

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF**

**October 4, 2024 @ 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	[ABSENT]
Board of Supervisors District 2 Representative	Mr. Justin Schaepli
Board of Supervisors District 3 Representative	[VACANT]
Board of Supervisors District 4 Representative	[ABSENT]
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 Wade Bartholme
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	[ABSENT]
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Derby Pattengill
Department of Public Works	Mr. Ernest Bartley
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

**October 4, 2024 ~ 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: Wellhouser, Second: Schlaefli; Vote: 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. INTERSECTION CONTROLS	RIVERVIEW AV & LEMON CREST DR	LAKESIDE/ LAKESIDE CPG
2-B. RADAR CERTIFICATION	SOUTHERN OAK RD DYE RD TO END	RAMONA/ RAMONA CPG
2-C. RADAR CERTIFICATION	OLD JULIAN HY VISTA RAMONA RD TO 800' E/O MP 7.0	RAMONA/ RAMONA CPG
2-D. RADAR CERTIFICATION	ARENA WY GUNN STAGE RD TO OPEN VIEW RD	RAMONA/ RAMONA CPG
<u>ALL DISTRICTS</u>		
A. SIGHT DISTANCE	COUNTY OF SAN DIEGO SIGHT DISTANCE STANDARDS	

INFORMATIONAL ITEM

SAFETY CORRIDOR PRESENTATION

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: October 4, 2024 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Riverview Avenue & Lemon Crest Drive, LAKESIDE

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Control

PROBLEM AS STATED BY REQUESTER:

The intersection of Riverview Avenue & Lemon Crest Drive has been identified by Traffic Engineering as meeting Option C, intersections where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop, 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

Riverview Avenue is a striped two-lane undivided through highway with a 36 to 40-foot pavement width. The roadway is striped with a no passing centerline and white edgeline. Riverview Avenue is signed with a school zone signage and curve advisories. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH radar enforced speed limit.

Lemon Crest Drive is a striped two-lane undivided highway with a 28-foot pavement width. The roadway is striped with a no passing centerline. Lemon Crest Drive is stop controlled at the intersection with Riverview Avenue. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH radar enforced speed limit.

Average Daily Traffic Volumes

04/23

Riverview Avenue:	
N/o Lemon Crest Drive	893 SB
S/o Lemon Crest Drive	896 NB
Lemon Crest Drive:	
E/o Riverview Avenue	1,030 WB

Collision Data

There have been 0 reported collisions at this intersection within a past 3-year period (2021-07-01 to 2024-06-30).

Discussion

This item is a review requested by the Lakeside Community Planning Group (CPG) to establish an all-way stop control at the intersection of Riverview Avenue and Lemon Crest Drive in the unincorporated community of Lakeside.

Riverview Avenue is a striped two-lane undivided through highway with a no-passing centerline and provides direct access to several residential roads and driveways as well as Lakeside Middle School. Riverview Avenue is uncontrolled at the intersection with Lemon Crest Drive.

Lemon Crest Drive is an unstriped two-lane undivided highway providing access to some residential roads and several driveways. The road is stop controlled in the westbound directions at the tee intersection with Lakeview Avenue.

The school principals of Lakeside Middle School, River Valley High School, and Riverview International Academy were contacted by staff and expressed support of the proposed controls.

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 B, for an intersection where road users, after stopping, cannot see conflicting traffic and are not able to negotiate the intersection unless conflicting cross traffic is also required to stop, 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 Lakeside CPG chair in attendance explained that residents in attendance at their June community meeting noted near misses at the intersection. They noted that the foliage growing in the property to at the southeast corner limits sight distance when looking left onto Riverview Avenue from Lemon Crest Drive. The property owner has trimmed the foliage, but limited sight distance can re-occur.

The District 2 representative expressed support for the proposed controls and noted that the intersection meets criteria for all-way stop consideration. The County Traffic Engineer noted that the intersection is used by school traffic in the neighborhood. The San Diego County Bicycle Coalition Representative inquired as to which schools use the intersection. The District 2 representative explained that there are two main schools in the area which use Lemon Crest Drive as a through road of travel.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Riverview Avenue and Lemon Crest Drive in Lakeside.

The Lakeside Community Planning Group was provided the opportunity to review this item and voted in support of the proposed all-way stop controls.

Recommendations

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop

Riverview Avenue
& Lemon Crest Drive

2

Item 2-A

intersection at Riverview Avenue and Lemon Crest Drive in Lakeside.

Motion: Schaepli

Second: Kenney

Vote: 10 yes; 0-no; 0-abstain; 6-absent; 1-vacant

Necessary Board Action

Add Item 294 to Traffic Resolution No. 299 relating to the establishment of all-way stop intersections in San Diego County. Amend Item 30 of Traffic Resolution No. 305 relating to the establishment of Through Highways in San Diego County

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 4, 2024 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Southern Oak Road from Dye Road to end of County maintained road (a distance of 1.20 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Southern Oak Road from Dye Road to End of County maintained road currently has no posted speed limit and is subject to the 55 MPH State maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 35 MPH speed limit.

Existing Traffic Devices

Southern Oak Road is a striped 2-lane highway that varies between 30 and 35 feet wide. The roadway is striped with a no passing centerline. The road is posted with equestrian signs. Southern Oak Road is currently unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

05/24

Southern Oak Road:
250' S/o Luelf Street 465

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Southern Oak Road: @ Oak Shade Lane	(2024) 35.7 MPH	26-35	75%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3-year period (2021-07-01 to 2024-06-30).

Discussion

This item is a review to establish a speed limit with radar enforcement on Southern Oak Road from Dye Road to the cul-de-sac in the unincorporated community of Ramona and was requested by area residents. The TAC recommends establishing a 35 MPH speed limit with radar enforcement on Southern Oak Road from Dye Road to the cul-de-sac based on measured speeds and State law which requires rounding measured speeds to the nearest 5 miles per hour (MPH) increment.

Southern Oak Road is a two-lane undivided highway striped with a solid double yellow centerline. It currently is unposted for a speed limit and is subject to the 55 MPH State maximum 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 result of the recent speed survey produced an overall speed zone of 35.7 MPH which could support a 35 MPH speed limit.

A resident noted that there has been an increase in drivers over the years. They also noted that some drivers tend to increase speed near the middle of the segment. They described that the road is used by pedestrians and equestrians. They also noted an unreported collision occurred on the road near Dye Road. Another resident described changes to the road over time including the installation of the no passing centerline. He also noted that the Holly Oaks equestrian trail is located along the roadway and continues beyond the end of the road. He also explained that children ride their bicycle along the roadway. Another resident also described seeing other wildlife in the area.

The County Traffic Engineer explained that an established radar enforceable speed limit will allow law enforcement to influence driver behavior. He further added that while the roadway is rural in style, it serves as a residential collector road. The El Cajon California Highway Patrol (CHP) representative noted that the community of Ramona has changed from a primarily rural community to become more of a suburb describing the increase in traffic volumes and relating the resources the CHP has invested in the community.

The TAC recommends establishing a 35 MPH speed limit for radar enforcement on Southern Oak Road from Dye Road to the cul-de-sac based on measured speeds and State law which requires rounding measured speeds to the nearest 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. Southern Oak Road meets the CHP criteria for radar speed enforcement.

The Ramona 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 for radar enforcement on Southern Oak Road from Dye Road to the cul-de-sac based on measured speeds and State law which requires rounding measured speeds to the nearest 5 MPH increment.

Motion: Perryman

Second: Neal

Vote: 10-yes; 0-no; 0-abstain; 6-absent; 1-vacant

Necessary Board Action

Add Section 72.161.13.3. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 4, 2024 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Old Julian Highway from Vista Ramona Road to 800' east of Mile Post 7.0 (a distance of 5.14 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Old Julian Highway from Vista Ramona Road to 800' east of Mile Post 7.0 currently has no posted speed limit and is subject to the 55 MPH State maximum speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 40 MPH speed limit.

Existing Traffic Devices

Old Julian Highway is a striped 2-lane highway that varies between 22 and 28 feet wide. The roadways are striped with a no crossing centerline and white edgeline. The road is posted with a variety of advisory signs, including cattle crossing, bus stop, head-on arrow signs, as well as multiple turn and reverse turn advisories throughout the segment. Old Julian Highway is currently classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **09/24**

Old Julian Highway:
 980' E/o Vista Ramona Road 1,455

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Old Julian Highway: 980' E/o Vista Ramona Road	(2024) 46.5 MPH	33-42	67%
2,525' E/o Starlight Mountain Road	(2024) 41.5 MPH	34-43	78%
1,875' E/o Swan Road	(2024) 48.9 MPH	38-47	66%
2,440' W/o Sunshine Valley Road	(2024) 44.9 MPH	36-45	73%
Speed Zone	(2024) 45.5 MPH	35-44	71%

Collision Data

There have been 14 reported collisions, 2 of which involved an injury, along this segment of roadway in a 3-year (2021-08-01 to 2024-07-31) This collision results in a segment accident rate of 1.71 collisions per million vehicle miles. The statewide average is 1.41 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 to establish a speed limit with radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in the unincorporated community of Ramona and was requested by area residents. The TAC recommends establishing a 40 MPH speed limit for radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Old Julian Highway is a two-lane undivided highway striped with a no passing centerline and white edge lines. It currently is unposted for speed limit and is subject to the 55 MPH State maximum speed limit. Old Julian Highway 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 recent speed surveys (46.5 MPH, 41.5 MPH, 48.9 MPH, and 44.9 MPH) produced an overall speed zone of 45.5 MPH which supports a 45 MPH speed limit. Staff identified a segment accident rate higher than the Statewide average (1.71 vs 1.41 collision per million vehicle miles) which could support reduction to a 40 MPH speed limit.

The County Traffic Engineer described the staff review of the roadway and explained that the extents of the proposed speed zone was based on the roadway nature. The eastern portion of Old Julian Highway is straight and operates well with the current 55 MPH State maximum speed limit. The San Diego CHP representative noted that collisions on the western portion appear to be at least partially due to drivers failing to navigate at higher speeds. The San Diego County Bicycle Coalition representative noted that the roadway appears to be a favorable bypass of the State highway and inquired if the speed could be set at an even lower 35 MPH speed limit. The County Traffic Engineer noted that with a 40 MPH speed limit the Committee would be setting the speed at the lowest possible enforceable speed limit under current law.

The TAC recommends establishing a 40 MPH speed limit with radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar

enforcement takes place. Old Julian Highway meets the CHP criteria for radar speed enforcement.

The Ramona 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 with radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in the unincorporated community of Ramona based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Motion: Kenney

Second: Schaepli

Vote: 10-yes; 0-no; 0-abstain; 6-absent; 1-vacant

Necessary Board Action

Add Section 72.161.2. to the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 4, 2024 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Arena Way from Gunn Stage Rd to Open View Road
(a distance of 0.72 miles) RAMONA

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Arena Way from Gunn Stage Rd to Open View Road is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 35 MPH speed limit.

Existing Traffic Devices

Arena Way is a striped 2-lane divided highway that is two 20-foot roadways. The roadways are striped with a yellow left edgeline. Arena Way is stop controlled at Arena Drive and Del Amo Road. The road has an uncontrolled marked school crossing at Baba Drive. The Road is currently posted with a 45 MPH radar enforced speed limit. Arena Way between Arena Drive and Baba Drive is currently classified as a Community Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

	<u>09/24</u>	<u>02/08</u>
Arena Way:		
200' E/o Baba Street	1,638	1,530
700' W/o Arena Drive	2,308	

Speed Data

		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Arena Way:				
250' W/o Baba Street	(2024)	36.4 MPH	29-38	89%
	(2015)	43.0 MPH	33-42	72%
700' E/o Arena Drive	(2024)	37.5 MPH	29-38	73%
Speed Zone	(2024)	37.0 MPH	29-38	81%

Collision Data

There have been 2 reported collisions, 1 of which involved an injury, along this segment of roadway in a 3-year (2021-07-01 to 2024-06-30) This collision results in a segment accident rate of 1.10 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 between 45 MPH and 55 MPH.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Arena Way from Gunn Stage Road to Open View Road in the unincorporated community of Ramona and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which requires rounding measured speeds to the nearest 5 miles per hour (MPH) increment.

Arena Way is a striped 2-lane divided highway. The roadway is striped with yellow left edge line. The road is stop controlled at Del Amo Road and Arena Drive. Arena Way is currently posted with a 45 MPH radar enforced, 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 result of recent speed surveys (36.4 MPH and 37.5 MPH) produced an overall speed zone of 37.0 MPH which could support a 35 MPH speed limit.

The County Traffic Engineer noted that no conditions not readily apparent are present along the road and therefore a 35 MPH speed limit is reasonable for the road.

The TAC recommends reducing the 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Arena Way from Gunn Stage Road to Open View Road in the unincorporated community of Ramona based on measured speeds and State law which requires rounding measured speeds to the nearest 5 miles per hour (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. Arena Way meets the CHP criteria for radar speed enforcement.

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

Recommendation

The TAC recommends reducing the 45 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Arena Way from Gunn Stage Road to Open View Road in the unincorporated community of Ramona based on measured speeds and State law which requires rounding measured speeds to the nearest 5 miles per hour (MPH) increment.

Motion: Schaepli

Second: Wellhouser

Vote: 10-yes; 0-no; 0-abstain; 6-absent; 1-vacant

Necessary Board Action

Amend Section 72.161.15.4. of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: October 4, 2024 **Item A**

SUPERVISORIAL DISTRICT: All

SUBJECT: County Standards

LOCATION: All unincorporated County roads

INITIATED BY: DPW Traffic Engineering

REQUEST: County Sight Distance Standards

PROBLEM AS STATED BY REQUESTER:

The County Public Road Standards requires that all intersections involving a public road conform to intersectional sight distance based on roadway design speed, Table 5 of said standards. Table 5 further notes that deviations from the County Public Road Standards shall follow the American Association of State Highway Transportation Officials manual, A Policy on Design of Highways and Streets (AASHTO design manual or “Green Book”). The AASHTO design manual provides an in-depth analysis of stopping sight distance, the sum of driver perception-reaction distance and deceleration distance. The manual provides for adjustment factors for differing grades (uphill and downhill) as well as reasoning and research behind the formulae used for calculation, including the determination of driver reaction times. Utilizing the reasoning and formulae, the County Traffic Engineering Section developed an exhibit illustrating operational and emergency sight distances to set a minimum standard for existing intersections.

Section 830.6 of the California Government Code notes that one of the factors for a public agency’s design immunity is the adoption of a standard, as the County Traffic Engineering Section’s developed sight distance standard exhibit. The TAC recommended the Board adopt the County of San Diego Sight Distance Standards from the September 9, 2022, TAC meeting agenda. On March 1, 2023, the Board of Supervisors adopted these standards.

A recent review has identified needed clarifications. The County Traffic Engineering Section recommends adoption of the included exhibit as the County standard for operational and emergency sight distances for existing intersections in the jurisdiction of the County of San Diego.

Discussion

This item is approval of the County of San Diego Operational Sight Distance Standards. These standards document and establish minimum criteria for DPW Traffic Engineering staff to determine if existing County roads and intersections have sufficient sight distance. The TAC recommends adoption of these standards as the County of San Diego Operational Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

As a significant portion of County maintained roads were developed before the establishment of the County Public Road Standards, and its corner sight distance standards therein, Traffic Engineering staff need supplemental means to determine the level of safety along these roads regarding sight distance. Sight distance refers to the line of sight between a moving vehicle on a main route and a stationary vehicle that wants to access the main route. Utilizing the reasoning found within the American Association of State Highway and Transportation Officials' handbook entitled A Policy on Geometric Design of Highways and Streets, Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions. These standards were approved by the Board at their March 1, 2023, Board meeting. Staff identified needed clarifications to the document and has made edits to the previously approved document. Staff presented these changes to the standards to the Committee in the form of an exhibit showing charts calculating sufficient sight distance for varying grades and speeds.

The TAC recommends adoption of these standards as the County of San Diego Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

All Community Planning and Sponsor Groups were provided the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends adoption of these standards as the County of San Diego Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate the roadway safety.

Motion: Kenney

Second: Schlaefli

Vote: 10-yes; 0-no; 0-abstain; 6-absent; 1-vacant

Necessary Board Action

Adopt the County of San Diego Sight Distance Standards.