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

January 28, 2025

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the February 7, 2025 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 February 7, 2025, will be conducted with a virtual meeting platform option. Please join us in person or use this link below to join the meeting:

Join on your computer, mobile app or room device
Click here to join the meeting
Meeting ID: 253 532 247 016
Passcode: t4kW3R7g
Download Teams | Join on the web
Or call in (audio only)
+1 619-343-2539,,850630120# United States, San Diego
Phone Conference ID: 850 630 120#

Very truly yours,

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

KRJ:bb
Attachment

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
February 7, 2025 ~ 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

	SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
SUPERVISORIAL DISTRICT 2			
2-A.	INTERSECTION CONTROL	SINGLE OAK DR & ROCKCREST RD	LAKESIDE/ LAKESIDE CPG
2-B.	INTERSECTION CONTROL	ORO ST & PERSIMMON AV	EL CAJON/ LAKESIDE CPG
2-C.	RADAR CERTIFICATION	ARNOLD WY HARBISON CANYON RD TO TAVERN RD	ALPINE/ ALPINE CPG
SUPERVISORIAL DISTRICT 3			
3-A.	RADAR CERTIFICATION	ELFIN FOREST RD HARMONY GROVE RD TO SAN MARCOS C/L	HARMONY GROVE/ SAN DIEGUITO CPG
SUPERVISORIAL DISTRICT 4			
4-A.	INTERSECTION CONTROL	CENTRAL AV & LAMAR ST	SPRING VALLEY/ SPRING VALLEY CPG
4-B.	RADAR CERTIFICATION	AVOCADO BL EL CAJON C/L TO MADRID WY	MT HELIX/CALAVO GARDENS/ VALLE DE ORO CPG
SUPERVISORIAL DISTRICT 5			
5-A.	INTERSECTION CONTROL	OLD HIGHWAY 395 & CANONITA DR/STEWART CANYON RD	MONSERATE/ FALLBROOK CPG
5-B.	INTERSECTION CONTROL	MAIN AV & ELDER ST	FALLBROOK/ FALLBROK CPG
5-C.	INTERSECTION CONTROL	MAIN AV & IVY ST	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

Single Oak Drive & Rockcrest Road

2-A. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Single Oak Drive & Rockcrest Road, LAKESIDE

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:
The intersection of Single Oak Drive and Rockcrest Road 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
Single Oak Drive is a striped two-lane, 24 to 40-foot wide, undivided highway. The roadway is striped with a no passing centerline. Single Oak Drive is signed with an intersection ahead warning sign. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Rockcrest Road is a striped two-lane, 24 to 44-foot wide, undivided highway. The roadway is striped with a no passing centerline. Rockcrest Road is stop controlled at the intersection with Single Oak Drive. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes	**09/23**
Single Oak Drive:	
N/o Rockcrest Road	600 SB
S/o Rockcrest Road	797 NB
Rockcrest Road:	
E/o Single Oak Drive	184 WB
W/o Single Oak Drive	569 EB

Collision Data
There has been 1 reported collision along this segment of roadway, in a 3-year period (2022-01-01 to 2024-12-31). This collision is susceptible to correction by an all-way stop

installation. This collision result in an intersection accident rate of 0.43 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).

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date:	January 17, 2025
Item Title:	All-Way Stop Control
Location:	Single Oak Drive and Rockcrest Road

The County Traffic Engineer recommends installing all-way stop controls at the intersection of Single Oak Drive and Rockcrest Road, pursuant to the following 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 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 Single Oak Drive and Rockcrest Road are considered Residential Collectors with similar traffic operation.

- During the period of January 1, 2022, to December 31, 2024, there were 1 collision at the intersection. This collision resulted in an intersection accident rate of 0.42 vs the statewide average for similar intersections of 0.36 collision per million vehicles entering.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Single Oak Dr N/O Rockcrest Rd

Day: Wednesday
Date: 11/6/2024

City: Lakeside
Project #: CA24_040214_001

DAILY TOTALS	NB	SB	EB	WB	Total
	797	600	569	184	2,150

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	2		2		3		0		7		**12:00**	13		17		7		4		41	
0:15	1		1		1		0		3		**12:15**	15		14		6		3		38	
0:30	1		0		0		0		1		**12:30**	10		12		7		2		31	
0:45	0	4	0	3	1	5	0		1	12	**12:45**	10	48	8	51	14	34	3	12	35	145
1:00	0		0		1		0		1		**13:00**	11		14		12		5		42	
1:15	1		1		0		0		2		**13:15**	5		12		10		1		28	
1:30	0		1		0		0		1		**13:30**	9		10		9		0		28	
1:45	0	1	0	2	1	2	0		1	5	**13:45**	8	33	8	44	8	39	4	10	28	126
2:00	1		0		0		1		2		**14:00**	9		10		10		4		33	
2:15	1		0		0		0		1		**14:15**	12		6		12		3		33	
2:30	0		0		1		0		1		**14:30**	12		13		10		4		39	
2:45	0	2	1	1	1	2	0	1	2	6	**14:45**	9	42	17	46	14	46	7	18	47	152
3:00	0		0		0		0		0		**15:00**	14		10		15		2		41	
3:15	1		0		0		0		1		**15:15**	13		14		11		2		40	
3:30	2		0		0		0		2		**15:30**	16		20		15		5		56	
3:45	1	4	0		0		3	3	4	7	**15:45**	14	57	13	57	23	64	8	17	58	195
4:00	2		0		1		1		4		**16:00**	12		15		8		3		38	
4:15	1		1		1		1		4		**16:15**	16		22		15		1		54	
4:30	6		2		0		0		8		**16:30**	15		10		14		2		41	
4:45	5	14	1	4	0	2	1	3	7	23	**16:45**	9	52	15	62	15	52	2	8	41	174
5:00	6		1		0		3		10		**17:00**	16		14		16		3		49	
5:15	5		0		0		1		6		**17:15**	7		17		14		6		44	
5:30	11		2		1		3		17		**17:30**	16		11		16		4		47	
5:45	13	35	1	4	2	3	1	8	17	50	**17:45**	14	53	19	61	8	54	0	13	41	181
6:00	14		1		1		1		17		**18:00**	9		13		18		3		43	
6:15	15		0		1		5		21		**18:15**	10		14		12		0		36	
6:30	14		2		2		3		21		**18:30**	6		8		7		1		22	
6:45	19	62	5	8	2	6	2	11	28	87	**18:45**	4	29	11	46	11	48	1	5	27	128
7:00	20		1		7		3		31		**19:00**	1		6		7		2		16	
7:15	23		6		8		2		39		**19:15**	4		3		10		1		18	
7:30	20		9		16		9		54		**19:30**	7		3		3		1		14	
7:45	17	80	16	32	12	43	8	22	53	177	**19:45**	6	18	6	18	5	25	0	4	17	65
8:00	16		10		11		3		40		**20:00**	4		7		8		1		20	
8:15	15		8		9		4		36		**20:15**	5		6		3		1		15	
8:30	13		5		4		1		23		**20:30**	4		4		6		0		14	
8:45	15	59	8	31	7	31	1	9	31	130	**20:45**	3	16	4	21	5	22	1	3	13	62
9:00	14		9		4		5		32		**21:00**	9		6		3		1		19	
9:15	10		9		5		0		24		**21:15**	7		4		4		0		15	
9:30	15		5		1		6		27		**21:30**	3		3		3		1		10	
9:45	15	54	4	27	3	13	1	12	23	106	**21:45**	3	22	2	15	5	15	0	2	10	54
10:00	16		12		2		6		36		**22:00**	4		0		1		0		5	
10:15	13		4		6		2		25		**22:15**	0		3		0		0		3	
10:30	10		6		3		2		21		**22:30**	1		1		1		0		3	
10:45	9	48	5	27	7	18	6	16	27	109	**22:45**	1	6	0	4	2	4	0		3	14
11:00	18		9		9		2		38		**23:00**	2		1		4		1		8	
11:15	15		6		7		2		30		**23:15**	1		0		1		0		2	
11:30	12		9		11		0		32		**23:30**	1		1		0		1		3	
11:45	9	54	10	34	8	35	1	5	28	128	**23:45**	0	4	0	2	1	6	0	2	1	14
TOTALS		417		173		160		90		**840**	**TOTALS**		380		427		409		94		**1310**
SPLIT %		49.6%		20.6%		19.0%		10.7%		**39.1%**	**SPLIT %**		29.0%		32.6%		31.2%		7.2%		**60.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	797	600	569	184	2,150

AM Peak Hour	6:45	11:45	7:30	7:30	**7:15**	**PM Peak Hour**	15:30	15:30	15:00	14:00	**15:30**
AM Pk Volume	82	53	48	24	**186**	**PM Pk Volume**	58	70	64	18	**206**
Pk Hr Factor	0.891	0.779	0.750	0.667	**0.861**	**Pk Hr Factor**	0.906	0.795	0.696	0.643	**0.888**
7 - 9 Volume	139	63	74	31	**307**	**4 - 6 Volume**	105	123	106	21	**355**
7 - 9 Peak Hour	7:00	7:30	7:30	7:30	**7:15**	**4 - 6 Peak Hour**	16:15	16:00	16:45	16:45	**16:15**
7 - 9 Pk Volume	80	43	48	24	**186**	**4 - 6 Pk Volume**	56	62	61	15	**185**
Pk Hr Factor	0.870	0.672	0.750	0.667	**0.861**	**Pk Hr Factor**	0.875	0.705	0.953	0.625	**0.856**

Oro Street & Persimmon Avenue

2-B. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: Oro Street & Persimmon Avenue, EL CAJON

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:
The intersection of Oro Street and Persimmon Avenue 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
Oro Street is an unstriped two-lane, 30-foot wide, undivided highway. 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.

Persimmon Avenue is an unstriped two-lane, 30 to 36-foot wide, undivided highway. Persimmon Avenue is stop controlled at the intersection with Oro Street. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Average Daily Traffic Volumes	**10/24**
Oro Street:	
N/o Persimmon Avenue	663 SB
S/o Persimmon Avenue	632 NB
Persimmon Avenue:	
E/o Oro Street	550 WB
W/o Oro Street	483 EB

Collision Data
There have been 5 reported collisions along this segment of roadway, in a 3-year period (2022-01-01 to 2024-12-31). 4 of these collisions are susceptible to correction by an all-way stop installation. These collisions result in an intersection accident rate of 1.97

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).

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date:	January 17, 2025
Item Title:	All-Way Stop Control
Location:	Oro Street and Persimmon Avenue

The County Traffic Engineer recommends installing all-way stop controls at the intersection of Oro Street and Persimmon Avenue, pursuant to the following 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 C of Section 2B.07 - Lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.

- The operational sight distance for the westbound approach of Persimmon Avenue, looking south, does not meet the minimum required operational sight distance per County Public Road Standards.

- The operational sight distance for the eastbound approach of Persimmon Avenue, looking north, does not meet the minimum required operational sight distance per County Public Road Standards.

- 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 Oro Street and Persimmon Avenue are considered Residential Collectors with similar traffic operation.

- During the period of January 1, 2022, to December 31, 2024, there were 5 collisions at the intersection. These collisions resulted in an intersection accident rate of 1.96 vs the statewide average for similar intersections of 0.36 collision per million vehicles entering.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Oro St N/O Persimmon Ave

Day: Wednesday
Date: 10/2/2024

City: El Cajon
Project #: CA24_040196_012

DAILY TOTALS	NB	SB	EB	WB	Total
	632	663	483	550	2,328

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
0:00	0		3		2		0		5		**12:00**	7		4		5		6		22	
0:15	1		2		1		2		6		**12:15**	9		7		6		5		27	
0:30	1		0		0		1		2		**12:30**	14		14		6		10		44	
0:45	1	3	1	6	1	4	1	4	4	17	**12:45**	11	41	10	35	3	20	5	26	29	122
1:00	0		1		0		1		2		**13:00**	4		12		5		5		26	
1:15	0		0		0		2		2		**13:15**	8		13		10		6		37	
1:30	0		0		0		0		0		**13:30**	20		11		5		9		45	
1:45	0		0	1	0		2	5	2	6	**13:45**	13	45	13	49	6	26	8	28	40	148
2:00	2		0		0		1		3		**14:00**	17		22		9		13		61	
2:15	0		1		0		1		2		**14:15**	12		15		14		8		49	
2:30	0		0		0		0		0		**14:30**	15		10		8		9		42	
2:45	1	3	0	1	0		0	2	1	6	**14:45**	5	49	15	62	7	38	14	44	41	193
3:00	0		0		0		2		2		**15:00**	20		9		15		11		55	
3:15	0		2		2		0		4		**15:15**	7		12		9		11		39	
3:30	0		1		0		0		1		**15:30**	14		12		18		15		59	
3:45	0		2	5	0	2	0	2	2	9	**15:45**	15	56	14	47	12	54	15	52	56	209
4:00	1		0		0		0		1		**16:00**	15		14		12		11		52	
4:15	1		1		0		1		3		**16:15**	17		15		8		9		49	
4:30	0		2		0		1		3		**16:30**	16		11		9		6		42	
4:45	1	3	0	3	0		1	3	2	9	**16:45**	9	57	9	49	5	34	10	36	33	176
5:00	1		0		0		3		4		**17:00**	14		14		8		17		53	
5:15	1		1		3		4		9		**17:15**	13		14		11		5		43	
5:30	2		2		1		1		6		**17:30**	12		15		8		6		41	
5:45	4	8	2	5	2	6	6	14	14	33	**17:45**	9	48	14	57	9	36	7	35	39	176
6:00	1		3		1		1		6		**18:00**	10		8		8		13		39	
6:15	3		2		2		8		15		**18:15**	8		13		10		6		37	
6:30	9		8		5		6		28		**18:30**	12		18		4		4		38	
6:45	8	21	6	19	3	11	6	21	23	72	**18:45**	6	36	5	44	8	30	8	31	27	141
7:00	9		9		2		5		25		**19:00**	11		3		3		5		22	
7:15	12		8		2		7		29		**19:15**	5		9		4		8		26	
7:30	13		13		15		14		55		**19:30**	9		7		8		9		33	
7:45	15	49	14	44	10	29	9	35	48	157	**19:45**	8	33	10	29	6	21	5	27	29	110
8:00	7		10		13		8		38		**20:00**	11		3		5		8		27	
8:15	15		12		16		12		55		**20:15**	4		3		5		6		18	
8:30	14		11		7		13		45		**20:30**	6		6		6		4		22	
8:45	11	47	11	44	14	50	9	42	45	183	**20:45**	5	26	6	18	4	20	6	24	21	88
9:00	4		10		7		7		28		**21:00**	6		5		2		5		18	
9:15	10		9		6		3		28		**21:15**	4		6		6		3		19	
9:30	5		10		7		9		31		**21:30**	0		2		4		2		8	
9:45	10	29	12	41	5	25	9	28	36	123	**21:45**	1	11	4	17	6	18	6	16	17	62
10:00	7		7		2		8		24		**22:00**	4		4		2		2		12	
10:15	7		15		7		5		34		**22:15**	5		2		4		4		15	
10:30	10		7		3		4		24		**22:30**	2		1		3		5		11	
10:45	3	27	11	40	7	19	5	22	26	108	**22:45**	3	14	4	11	2	11	4	15	13	51
11:00	8		8		7		5		28		**23:00**	3		2		1		4		10	
11:15	5		6		5		8		24		**23:15**	2		0		1		2		5	
11:30	4		9		4		10		27		**23:30**	1		3		2		2		8	
11:45	1	18	6	29	8	24	5	28	20	99	**23:45**	2	8	2	7	1	5	2	10	7	30
TOTALS		208		238		170		206		**822**	**TOTALS**		424		425		313		344		**1506**
SPLIT %		25.3%		29.0%		20.7%		25.1%		**35.3%**	**SPLIT %**		28.2%		28.2%		20.8%		22.8%		**64.7%**

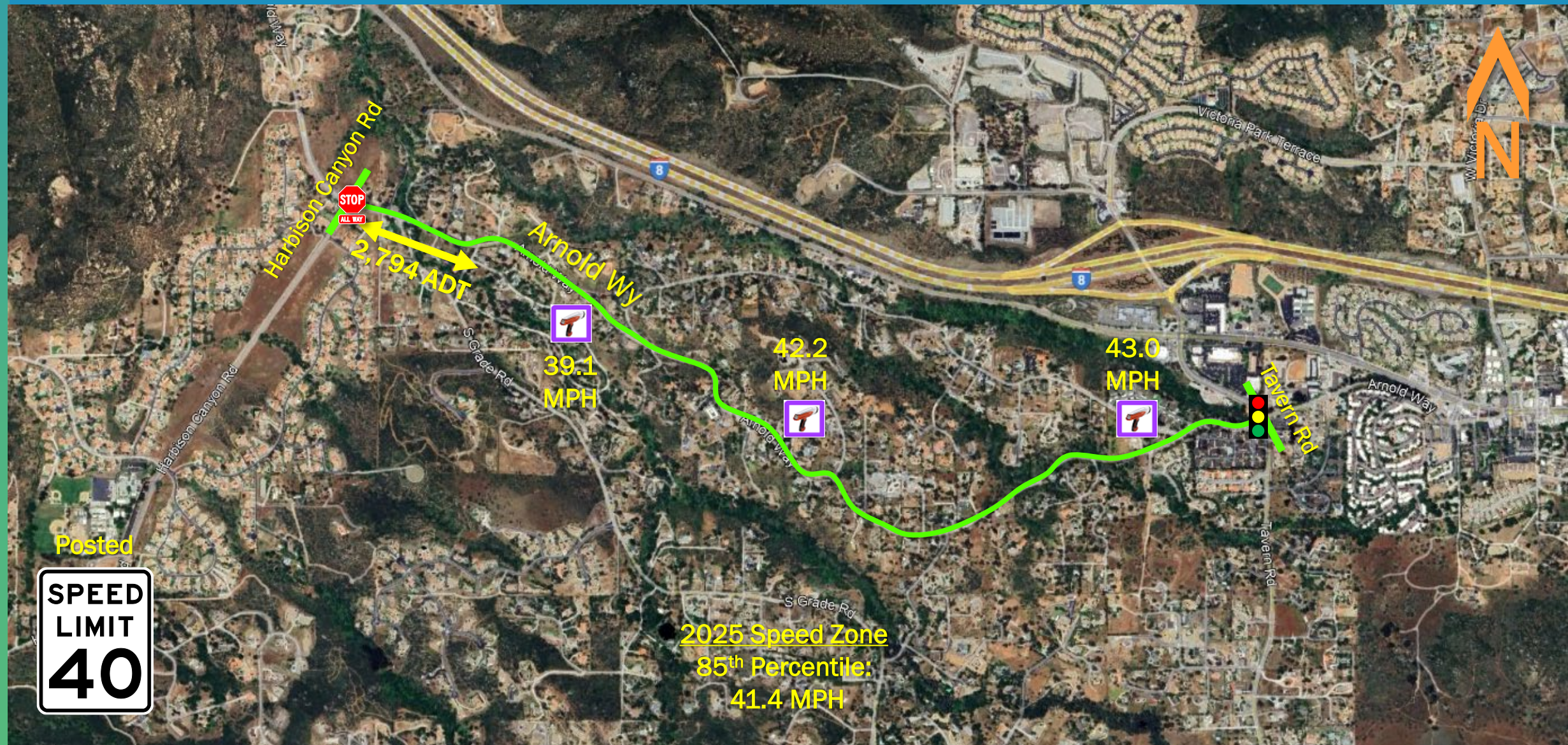
DAILY TOTALS	NB	SB	EB	WB	Total
	632	663	483	550	2,328

AM Peak Hour	7:45	7:30	7:30	7:30	**7:30**	**PM Peak Hour**	15:45	14:00	15:00	15:00	**15:30**
AM Pk Volume	51	49	54	43	**196**	**PM Pk Volume**	63	62	54	52	**216**
Pk Hr Factor	0.850	0.875	0.844	0.768	**0.891**	**Pk Hr Factor**	0.926	0.705	0.750	0.867	**0.915**
7 - 9 Volume	96	88	79	77	**340**	**4 - 6 Volume**	105	106	70	71	**352**
7 - 9 Peak Hour	7:45	7:30	7:30	7:30	**7:30**	**4 - 6 Peak Hour**	16:00	17:00	17:00	16:15	**16:15**
7 - 9 Pk Volume	51	49	54	43	**196**	**4 - 6 Pk Volume**	57	57	36	42	**177**
Pk Hr Factor	0.850	0.875	0.844	0.768	**0.891**	**Pk Hr Factor**	0.838	0.950	0.818	0.618	**0.835**

2-C. Radar Certification

Arnold Way

Harbison Canyon Road to Tavern Road
(2.32 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Arnold Way from Harbison Canyon Road to Tavern Road (a distance of 2.32 miles) ALPINE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:
Arnold Way from Harbison Canyon Road to Tavern Road is posted 40 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 40 MPH speed limit.

Existing Traffic Devices
Arnold Way is a striped two-lane, 30 to 52 foot wide, highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with 30 MPH reverse turn advisory, 20 MPH reverse turn advisory, 35 MPH turn advisory, 30 MPH turn advisory, 25 MPH turn advisory, intersection ahead warning, stop ahead warning, signal ahead warning, school bus stop ahead warning, and narrow bridge warning signs. Arnold Way is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 40 MPH/Radar Enforced.

Average Daily Traffic Volumes	**03/24**	**09/17**
Arnold Way:		
1,000’ W/o Midway Drive	2,551	2,250
150’ E/o Kyrsten Terrace	3,036	

Speed Data		**85th Percentile**	**10 MPH Pace**	**% in Pace**
Arnold Way:				
1,000’ W/o Midway Drive	(2024)	39.1 MPH	30-39	74%
	(2017)	42.0 MPH	33-42	88%
760’ W/o Blue Lilac Lane	(2024)	42.2 MPH	34-43	73%
150’ E/o Kyrsten Terrace	(2024)	43.0 MPH	35-44	81%
	(2017)	46.0 MPH	35-44	77%
Speed Zone	**(2024)**	**41.4 MPH**	**33-42**	**76%**

(2017)	44.0 MPH	34-43	83%

Collision Data

There have been 17 reported collisions along this segment of roadway, 10 of which involved injury, of which 2 included a serious injury, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 2.40 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds less than 45 MPH.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Arnold Way 1000' W/O Midway Dr

Day: Thursday
Date: 3/21/2024

City: Alpine
Project #: CA24_040040_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,390	1,161	2,551

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		1		1		12:00	0	0	19		11		30	
0:15	0	0	1		1		2		12:15	0	0	19		16		35	
0:30	0	0	2		1		3		12:30	0	0	14		11		25	
0:45	0	0	0	3	1	4	1	7	12:45	0	0	11	63	12	50	23	113
1:00	0	0	1		3		4		13:00	0	0	10		15		25	
1:15	0	0	2		0		2		13:15	0	0	18		18		36	
1:30	0	0	2		1		3		13:30	0	0	10		10		20	
1:45	0	0	0	5	0	4		9	13:45	0	0	16	54	8	51	24	105
2:00	0	0	1		0		1		14:00	0	0	22		15		37	
2:15	0	0	0		0				14:15	0	0	13		15		28	
2:30	0	0	0		1		1		14:30	0	0	25		56		81	
2:45	0	0	0	1	1	2	1	3	14:45	0	0	32	92	34	120	66	212
3:00	0	0	0		1		1		15:00	0	0	74		20		94	
3:15	0	0	0		3		3		15:15	0	0	40		27		67	
3:30	0	0	0		0				15:30	0	0	25		22		47	
3:45	0	0	1	1	0	4	1	5	15:45	0	0	24	163	25	94	49	257
4:00	0	0	0		0				16:00	0	0	32		29		61	
4:15	0	0	1		3		4		16:15	0	0	41		25		66	
4:30	0	0	0		2		2		16:30	0	0	20		27		47	
4:45	0	0	1	2	3	8	4	10	16:45	0	0	25	118	39	120	64	238
5:00	0	0	2		1		3		17:00	0	0	25		29		54	
5:15	0	0	2		2		4		17:15	0	0	40		34		74	
5:30	0	0	1		6		7		17:30	0	0	35		27		62	
5:45	0	0	4	9	3	12	7	21	17:45	0	0	37	137	16	106	53	243
6:00	0	0	6		6		12		18:00	0	0	56		14		70	
6:15	0	0	2		8		10		18:15	0	0	58		9		67	
6:30	0	0	5		15		20		18:30	0	0	46		14		60	
6:45	0	0	8	21	20	49	28	70	18:45	0	0	36	196	13	50	49	246
7:00	0	0	10		17		27		19:00	0	0	23		14		37	
7:15	0	0	13		19		32		19:15	0	0	15		11		26	
7:30	0	0	11		30		41		19:30	0	0	13		10		23	
7:45	0	0	28	62	20	86	48	148	19:45	0	0	14	65	4	39	18	104
8:00	0	0	13		35		48		20:00	0	0	12		7		19	
8:15	0	0	23		35		58		20:15	0	0	10		10		20	
8:30	0	0	29		67		96		20:30	0	0	5		8		13	
8:45	0	0	41	106	34	171	75	277	20:45	0	0	8	35	5	30	13	65
9:00	0	0	54		13		67		21:00	0	0	11		5		16	
9:15	0	0	24		13		37		21:15	0	0	7		3		10	
9:30	0	0	16		7		23		21:30	0	0	3		2		5	
9:45	0	0	14	108	15	48	29	156	21:45	0	0	2	23	1	11	3	34
10:00	0	0	9		15		24		22:00	0	0	2		0		2	
10:15	0	0	11		9		20		22:15	0	0	3		0		3	
10:30	0	0	9		12		21		22:30	0	0	2		3		5	
10:45	0	0	13	42	8	44	21	86	22:45	0	0	4	11	0	3	4	14
11:00	0	0	11		17		28		23:00	0	0	1		0		1	
11:15	0	0	17		6		23		23:15	0	0	5		0		5	
11:30	0	0	15		8		23		23:30	0	0	5		3		8	
11:45	0	0	17	60	19	50	36	110	23:45	0	0	2	13	2	5	4	18
TOTALS				420		482		**902**	**TOTALS**				970		679		**1649**
SPLIT %				46.6%		53.4%		**35.4%**	**SPLIT %**				58.8%		41.2%		**64.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,390	1,161	2,551

AM Peak Hour				8:30		8:00		**8:15**	**PM Peak Hour**				17:45		14:30		**14:30**
AM Pk Volume				148		171		**296**	**PM Pk Volume**				197		137		**308**
Pk Hr Factor				0.685		0.638		**0.771**	**Pk Hr Factor**				0.849		0.612		**0.819**
7 - 9 Volume	0	0		168		257		**425**	**4 - 6 Volume**	0	0		255		226		**481**
7 - 9 Peak Hour				8:00		8:00		**8:00**	**4 - 6 Peak Hour**				17:00		16:30		**16:45**
7 - 9 Pk Volume	0	0		106		171		**277**	**4 - 6 Pk Volume**	0	0		137		129		**254**
Pk Hr Factor	0.000	0.000		0.646		0.638		**0.721**	**Pk Hr Factor**	0.000	0.000		0.856		0.827		**0.858**

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Arnold Way 150' E/O Kyrsten Terrace

Day: Thursday
Date: 3/21/2024

City: Fallbrook
Project #: CA24_040040_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,412	1,624	3,036

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		0				12:00	0	0	23		29		52	
0:15	0	0	0		2		2		12:15	0	0	19		27		46	
0:30	0	0	2		0		2		12:30	0	0	28		22		50	
0:45	0	0	0	2	2	4	2	6	12:45	0	0	20	90	21	99	41	189
1:00	0	0	3		0		3		13:00	0	0	23		23		46	
1:15	0	0	2		1		3		13:15	0	0	20		18		38	
1:30	0	0	0		1		1		13:30	0	0	10		19		29	
1:45	0	0	2	7	0	2	2	9	13:45	0	0	21	74	20	80	41	154
2:00	0	0	0		0				14:00	0	0	24		21		45	
2:15	0	0	0		0				14:15	0	0	51		30		81	
2:30	0	0	1		0		1		14:30	0	0	44		33		77	
2:45	0	0	2	3	0		2	3	14:45	0	0	26	145	50	134	76	279
3:00	0	0	0		1		1		15:00	0	0	36		76		112	
3:15	0	0	0		0				15:15	0	0	35		40		75	
3:30	0	0	0		1		1		15:30	0	0	27		37		64	
3:45	0	0	0		0	2		2	15:45	0	0	24	122	24	177	48	299
4:00	0	0	0		1		1		16:00	0	0	33		36		69	
4:15	0	0	1		1		2		16:15	0	0	37		36		73	
4:30	0	0	1		7		8		16:30	0	0	32		37		69	
4:45	0	0	1	3	4	13	5	16	16:45	0	0	31	133	31	140	62	273
5:00	0	0	2		2		4		17:00	0	0	50		53		103	
5:15	0	0	1		9		10		17:15	0	0	45		51		96	
5:30	0	0	0		6		6		17:30	0	0	38		30		68	
5:45	0	0	3	6	7	24	10	30	17:45	0	0	36	169	30	164	66	333
6:00	0	0	2		9		11		18:00	0	0	41		43		84	
6:15	0	0	7		9		16		18:15	0	0	32		32		64	
6:30	0	0	4		9		13		18:30	0	0	27		23		50	
6:45	0	0	13	26	15	42	28	68	18:45	0	0	19	119	16	114	35	233
7:00	0	0	11		16		27		19:00	0	0	10		10		20	
7:15	0	0	19		27		46		19:15	0	0	8		12		20	
7:30	0	0	19		24		43		19:30	0	0	8		7		15	
7:45	0	0	29	78	33	100	62	178	19:45	0	0	8	34	11	40	19	74
8:00	0	0	37		26		63		20:00	0	0	8		6		14	
8:15	0	0	45		24		69		20:15	0	0	2		4		6	
8:30	0	0	50		50		100		20:30	0	0	8		6		14	
8:45	0	0	19	151	47	147	66	298	20:45	0	0	2	20	6	22	8	42
9:00	0	0	10		55		65		21:00	0	0	2		0		2	
9:15	0	0	18		29		47		21:15	0	0	5		3		8	
9:30	0	0	15		25		40		21:30	0	0	1		0		1	
9:45	0	0	14	57	21	130	35	187	21:45	0	0	6	14	1	4	7	18
10:00	0	0	17		23		40		22:00	0	0	4		3		7	
10:15	0	0	17		17		34		22:15	0	0	1		5		6	
10:30	0	0	27		21		48		22:30	0	0	4		3		7	
10:45	0	0	25	86	16	77	41	163	22:45	0	0	0	9	1	12	1	21
11:00	0	0	12		28		40		23:00	0	0	5		1		6	
11:15	0	0	13		17		30		23:15	0	0	1		1		2	
11:30	0	0	18		22		40		23:30	0	0	0		2		2	
11:45	0	0	14	57	25	92	39	149	23:45	0	0	1	7	1	5	2	12
TOTALS				476		633		**1109**	**TOTALS**				936		991		**1927**
SPLIT %				42.9%		57.1%		**36.5%**	**SPLIT %**				48.6%		51.4%		**63.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,412	1,624	3,036

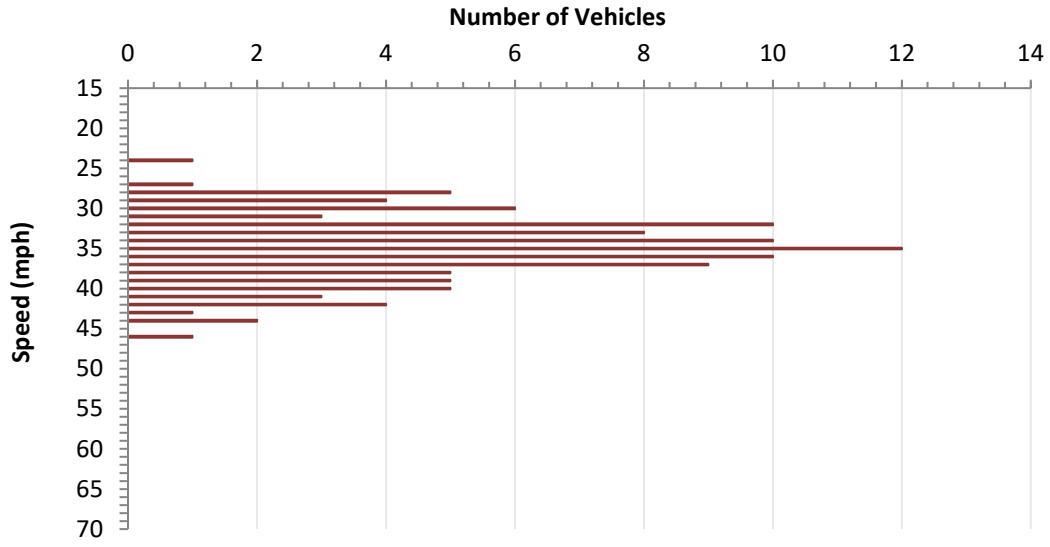
AM Peak Hour				7:45		8:30		**8:15**	**PM Peak Hour**				17:00		14:45		**14:15**
AM Pk Volume				161		181		**300**	**PM Pk Volume**				169		203		**346**
Pk Hr Factor				0.805		0.823		**0.750**	**Pk Hr Factor**				0.845		0.668		**0.772**
7 - 9 Volume	0	0		229		247		**476**	**4 - 6 Volume**	0	0		302		304		**606**
7 - 9 Peak Hour				7:45		8:00		**8:00**	**4 - 6 Peak Hour**				17:00		16:30		**17:00**
7 - 9 Pk Volume	0	0		161		147		**298**	**4 - 6 Pk Volume**	0	0		169		172		**333**
Pk Hr Factor	0.000	0.000		0.805		0.735		**0.745**	**Pk Hr Factor**	0.000	0.000		0.845		0.811		**0.808**

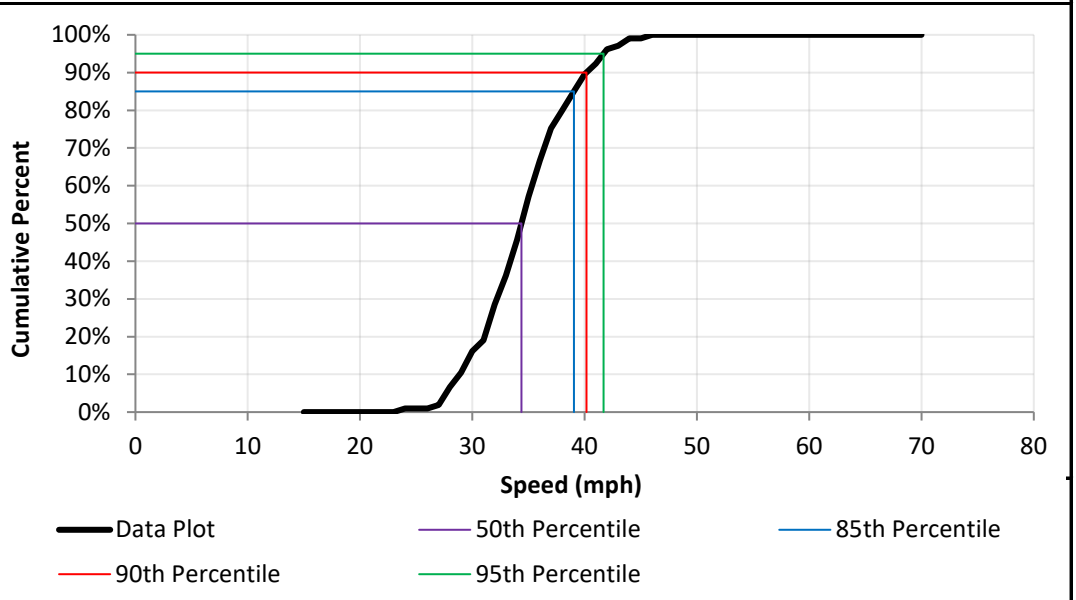
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Arnold Wy	**From:**	Harbison Canyon Rd	**To:**	Tavern Rd
Position:	1000' W/o Midway Dr			**Direction:**	EB/WB
Date:	7/17/2024	**Weather:**	Clear	**Project Number:**	N/A
Time Start:	1:00 PM	**Road Condition:**	Dry	**Observer:**	County
Time End:	2:25 PM	**Posted Speed:**	40 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24	1	1.0%
25		
26		
27	1	1.9%
28	5	6.7%
29	4	10.5%
30	6	16.2%
31	3	19.0%
32	10	28.6%
33	8	36.2%
34	10	45.7%
35	12	57.1%
36	10	66.7%
37	9	75.2%
38	5	80.0%
39	5	84.8%
40	5	89.5%
41	3	92.4%
42	4	96.2%
43	1	97.1%
44	2	99.0%
45		
46	1	100.0%
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	105	





DATA ANALYSIS

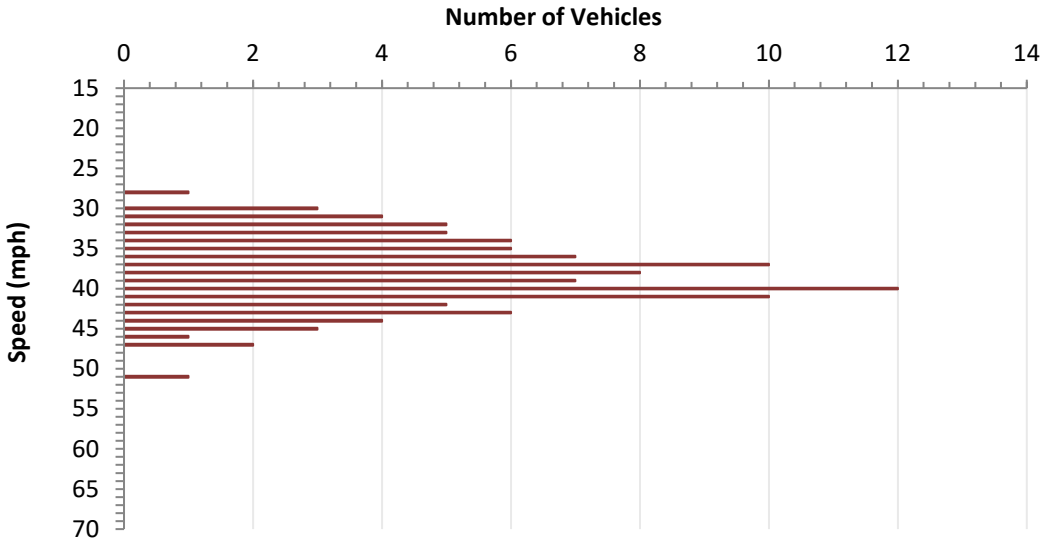
Average Speed	35.0	Range	24 - 46
50th Percentile	34.4	10 mph Pace	30 - 39
85th Percentile	39.1	Number in Pace	78
90th Percentile	40.2	Percent in Pace	74%
95th Percentile	41.7		

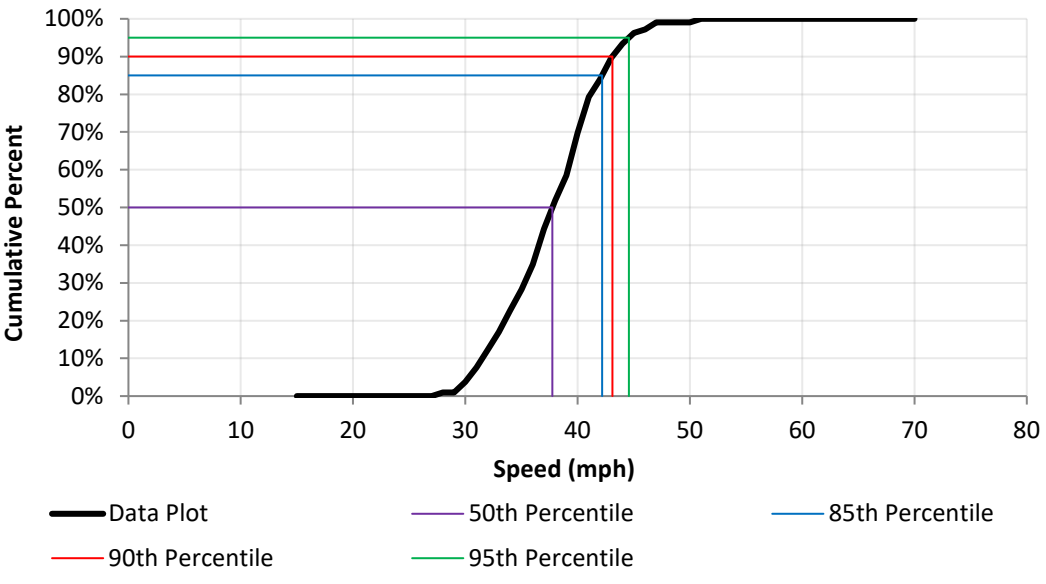
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Arnold Wy	**From:**	Harbison Canyon Rd	**To:**	Tavern Rd
Position:	760' W/o Blue Lilac Ln			**Direction:**	EB/WB
Date:	7/17/2024	**Weather:**	Clear	**Project Number:**	N/A
Time Start:	2:50 PM	**Road Condition:**	Dry	**Observer:**	County
Time End:	4:15 PM	**Posted Speed:**	40 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28	1	0.9%
29		
30	3	3.8%
31	4	7.5%
32	5	12.3%
33	5	17.0%
34	6	22.6%
35	6	28.3%
36	7	34.9%
37	10	44.3%
38	8	51.9%
39	7	58.5%
40	12	69.8%
41	10	79.2%
42	5	84.0%
43	6	89.6%
44	4	93.4%
45	3	96.2%
46	1	97.2%
47	2	99.1%
48		
49		
50		
51	1	100.0%
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	106	





DATA ANALYSIS

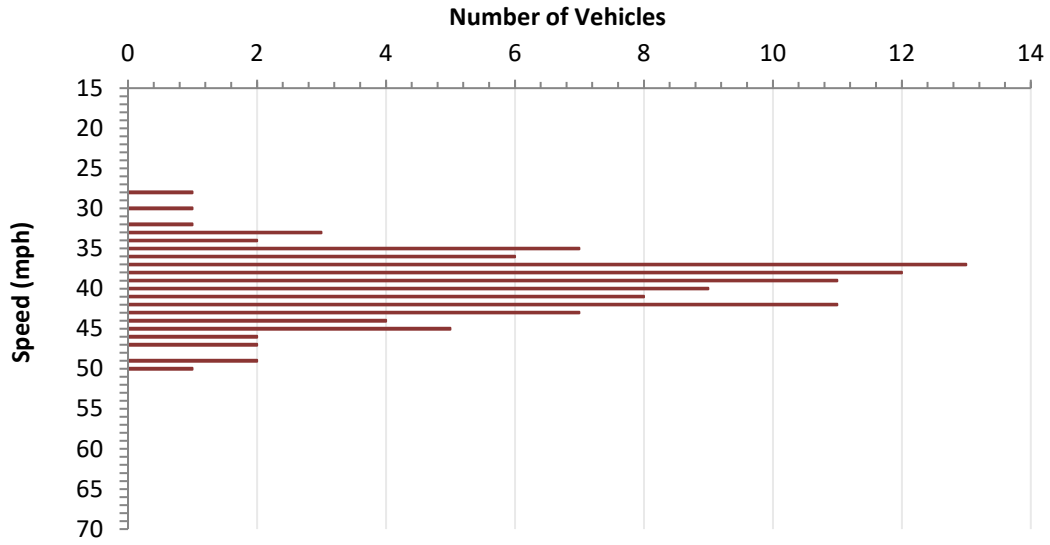
Average Speed	38.1	Range	28 - 51
50th Percentile	37.8	10 mph Pace	34 - 43
85th Percentile	42.2	Number in Pace	77
90th Percentile	43.1	Percent in Pace	73%
95th Percentile	44.6		

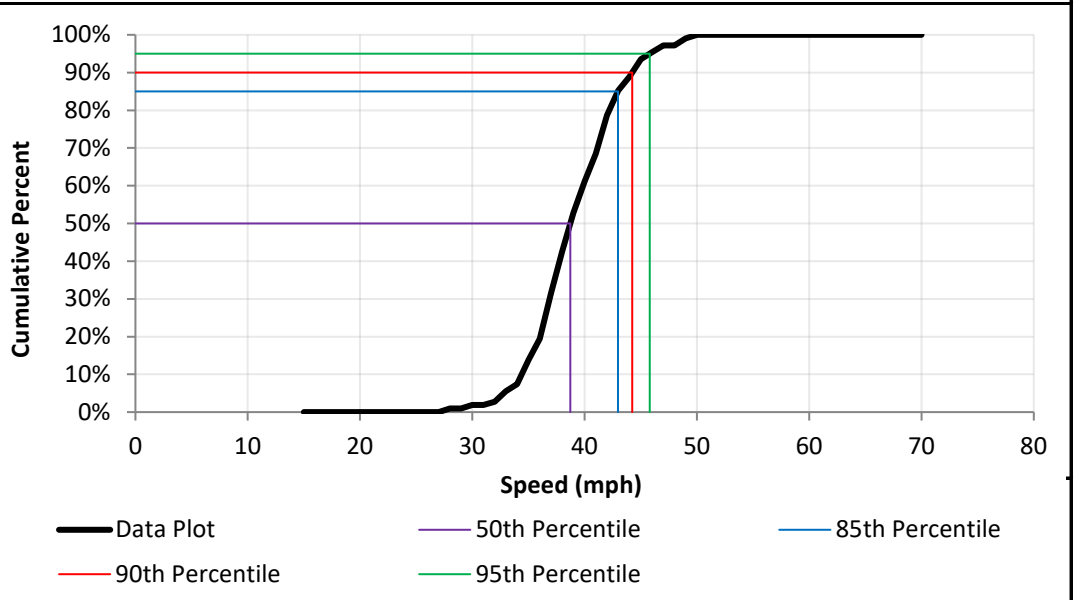
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Arnold Wy	**From:**	Harbison Canyon Rd	**To:**	Tavern Rd
Position:	150' E/o Kyrsten Tr			**Direction:**	EB/WB
Date:	3/13/2024	**Weather:**	Clear	**Project Number:**	24-040041-008
Time Start:	9:00 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	11:00 AM	**Posted Speed:**	40 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28	1	0.9%
29		
30	1	1.9%
31		
32	1	2.8%
33	3	5.6%
34	2	7.4%
35	7	13.9%
36	6	19.4%
37	13	31.5%
38	12	42.6%
39	11	52.8%
40	9	61.1%
41	8	68.5%
42	11	78.7%
43	7	85.2%
44	4	88.9%
45	5	93.5%
46	2	95.4%
47	2	97.2%
48		
49	2	99.1%
50	1	100.0%
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	108	





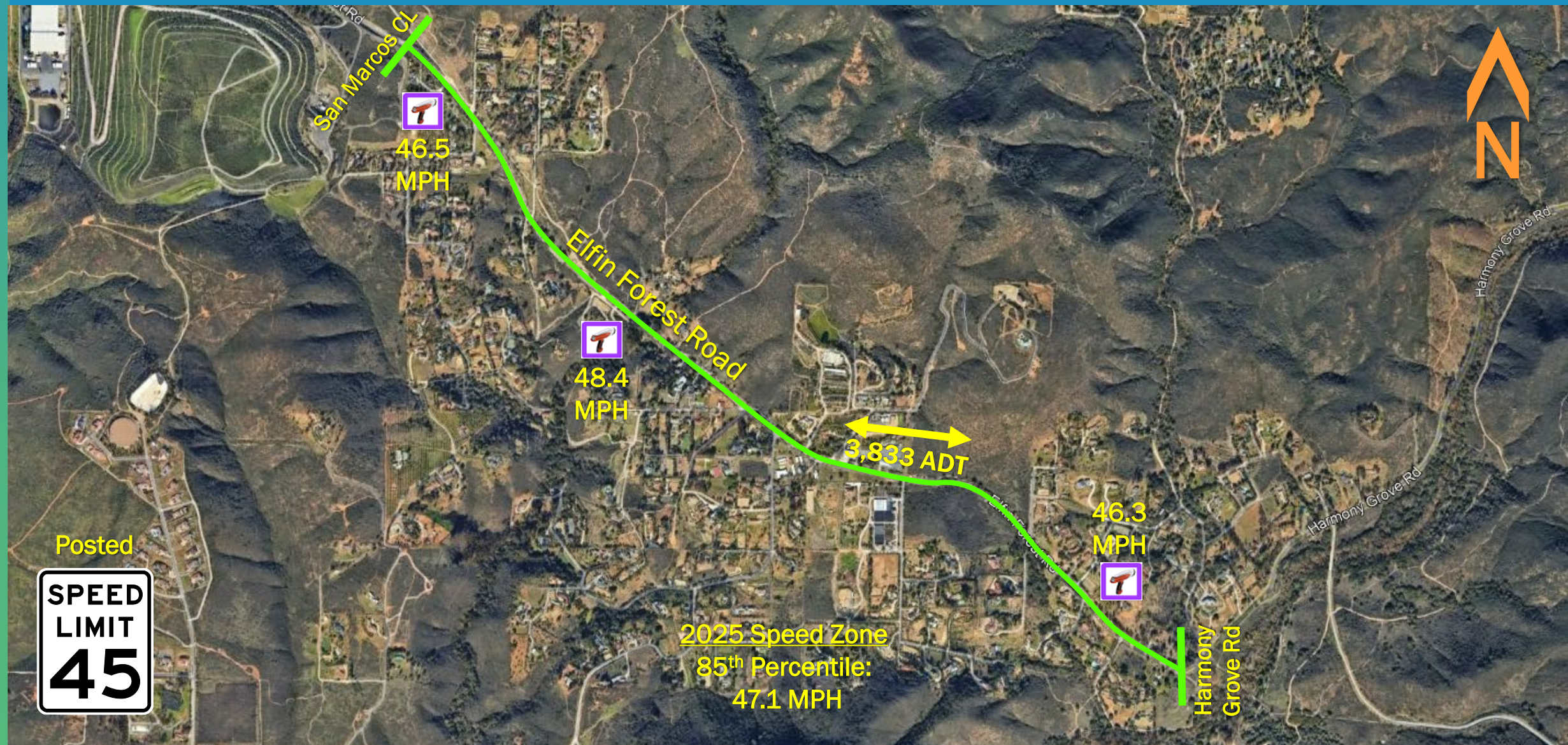
DATA ANALYSIS

Average Speed	39.5	Range	28 - 50
50th Percentile	38.7	10 mph Pace	35 - 44
85th Percentile	43.0	Number in Pace	88
90th Percentile	44.2	Percent in Pace	81%
95th Percentile	45.8		

3-A. Radar Certification

Elfin Forest Road

Harmony Grove Road to San Marcos city limit (north of Camino Cielo Azul)
(2.00 miles)



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 3-A**

SUPERVISORIAL DISTRICT: 3

SUBJECT: Radar Certification

LOCATION: Elfin Forest Road from Harmony Grove Road to San Marcos city limit (north of Camino Cielo Azul) (a distance of 2.00 miles) HARMONY GROVE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:
Elfin Forest Road from Harmony Grove Road to San Marcos city limit (north of Camino Cielo Azul) is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

Existing Traffic Devices
Elfin Forest Road is a striped two-lane, 32 to 40 foot wide, highway. The roadway is striped with a no passing centerline and white edgeline. The road is posted with 30 MPH reverse curve advisory, 30 MPH turn advisory, 20 MPH turn advisory, 30 MPH reverse turn advisory, 25 MPH reverse turn advisory, and intersection ahead warning signs. Harmony Grove Road is classified as a Light Collector on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes	**2024**	**2014**
Elfin Forest Road		
600’ E/o Colina Encantada Way	3,785	
1,350’ W/o Elfin Oaks Road	3,880	
150’ W/o Elfin Forest Ln		3,657

Speed Data		**85th Percentile**	**10 MPH Pace**	**% in Pace**
Elfin Forest Road:				
270’ N/o Elfin Glen	(2024)	46.3 MPH	38-47	80%
1,750’ N/o Elfin Oaks Road	(2024)	48.4 MPH	39-48	73%
At Fortuna Del Este	(2019)	49.5 MPH	41-50	78%
300’ N/o Camino Ciel Azul	(2024)	46.5 MPH	37-46	77%
Speed Zone	**(2024)**	**47.1 MPH**	**38-47**	**77%**

Collision Data

There have been 9 reported collisions along this segment of roadway, 5 of which involved injury, of which 1 included a serious injury, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 1.07 collisions per million vehicle miles. The statewide average is 1.33 collisions per million vehicle miles for similar rolling rural conventional 2 lanes or less roads with speeds less than or equal to 55 MPH.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Elfin Forest Rd 600' E/O Colina Encantada Way

Day: Thursday
Date: 7/11/2024

City: Escondido
Project #: CA24_040124_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,031	1,754	3,785

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		2		2		12:00	0	0	16		23		39	
0:15	0	0	3		4		7		12:15	0	0	27		19		46	
0:30	0	0	1		3		4		12:30	0	0	28		14		42	
0:45	0	0	4	8	0	9	4	17	12:45	0	0	17	88	14	70	31	158
1:00	0	0	2		1		3		13:00	0	0	26		17		43	
1:15	0	0	1		1		2		13:15	0	0	20		19		39	
1:30	0	0	0		1		1		13:30	0	0	17		12		29	
1:45	0	0	0	3	0	3		6	13:45	0	0	30	93	16	64	46	157
2:00	0	0	0		2		2		14:00	0	0	33		16		49	
2:15	0	0	0		1		1		14:15	0	0	33		27		60	
2:30	0	0	1		0		1		14:30	0	0	50		16		66	
2:45	0	0	0	1	0	3		4	14:45	0	0	36	152	33	92	69	244
3:00	0	0	0		0				15:00	0	0	63		28		91	
3:15	0	0	0		4		4		15:15	0	0	55		42		97	
3:30	0	0	1		1		2		15:30	0	0	79		38		117	
3:45	0	0	0	1	2	7	2	8	15:45	0	0	84	281	46	154	130	435
4:00	0	0	0		1		1		16:00	0	0	89		51		140	
4:15	0	0	1		2		3		16:15	0	0	101		43		144	
4:30	0	0	2		1		3		16:30	0	0	59		38		97	
4:45	0	0	0	3	0	4		7	16:45	0	0	87	336	53	185	140	521
5:00	0	0	0		5		5		17:00	0	0	68		32		100	
5:15	0	0	3		7		10		17:15	0	0	88		46		134	
5:30	0	0	5		11		16		17:30	0	0	65		58		123	
5:45	0	0	9	17	6	29	15	46	17:45	0	0	49	270	22	158	71	428
6:00	0	0	8		10		18		18:00	0	0	33		26		59	
6:15	0	0	7		10		17		18:15	0	0	29		30		59	
6:30	0	0	16		29		45		18:30	0	0	15		21		36	
6:45	0	0	21	52	35	84	56	136	18:45	0	0	29	106	16	93	45	199
7:00	0	0	19		35		54		19:00	0	0	13		9		22	
7:15	0	0	27		50		77		19:15	0	0	25		16		41	
7:30	0	0	31		71		102		19:30	0	0	13		14		27	
7:45	0	0	30	107	53	209	83	316	19:45	0	0	15	66	18	57	33	123
8:00	0	0	37		51		88		20:00	0	0	20		19		39	
8:15	0	0	22		47		69		20:15	0	0	15		10		25	
8:30	0	0	29		32		61		20:30	0	0	13		7		20	
8:45	0	0	24	112	46	176	70	288	20:45	0	0	10	58	10	46	20	104
9:00	0	0	17		40		57		21:00	0	0	7		7		14	
9:15	0	0	27		34		61		21:15	0	0	2		3		5	
9:30	0	0	21		24		45		21:30	0	0	6		6		12	
9:45	0	0	23	88	24	122	47	210	21:45	0	0	8	23	6	22	14	45
10:00	0	0	16		16		32		22:00	0	0	4		3		7	
10:15	0	0	15		22		37		22:15	0	0	1		2		3	
10:30	0	0	15		20		35		22:30	0	0	1		1		2	
10:45	0	0	19	65	19	77	38	142	22:45	0	0	6	12	2	8	8	20
11:00	0	0	24		19		43		23:00	0	0	2		2		4	
11:15	0	0	19		20		39		23:15	0	0	4		0		4	
11:30	0	0	16		14		30		23:30	0	0	1		0		1	
11:45	0	0	22	81	27	80	49	161	23:45	0	0	1	8	0	2	1	10
TOTALS				538		803		**1341**	**TOTALS**				1493		951		**2444**
SPLIT %				40.1%		59.9%		**35.4%**	**SPLIT %**				61.1%		38.9%		**64.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,031	1,754	3,785

AM Peak Hour			7:15		7:15		**7:15**		**PM Peak Hour**			15:30		16:45		**15:30**	
AM Pk Volume			125		225		**350**		**PM Pk Volume**			353		189		**531**	
Pk Hr Factor			0.845		0.792		**0.858**		**Pk Hr Factor**			0.874		0.815		**0.922**	
7 - 9 Volume	0	0	219		385		**604**		**4 - 6 Volume**	0	0	606		343		**949**	
7 - 9 Peak Hour			7:15		7:15		**7:15**		**4 - 6 Peak Hour**			16:00		16:45		**16:00**	
7 - 9 Pk Volume	0	0	125		225		**350**		**4 - 6 Pk Volume**	0	0	336		189		**521**	
Pk Hr Factor	0.000	0.000	0.845		0.792		**0.858**		**Pk Hr Factor**	0.000	0.000	0.832		0.815		**0.905**	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Elfin Forest Rd 1350' W/O Elfin Oaks Rd

Day: Thursday
Date: 7/11/2024

City: Escondido
Project #: CA24_040124_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,024	1,856	3,880

AM Period	NB		SB		EB		WB		TOTAL	
0:00	0		0		0		2		2	
0:15	0		0		2		1		3	
0:30	0		0		2		3		5	
0:45	0		0		4	8	0	6	4	14
1:00	0		0		1		1		2	
1:15	0		0		1		1		2	
1:30	0		0		0		1		1	
1:45	0		0		0	2	0	3		5
2:00	0		0		0		1		1	
2:15	0		0		0		0			
2:30	0		0		1		1		2	
2:45	0		0		0	1	0	2		3
3:00	0		0		0		0			
3:15	0		0		0		3		3	
3:30	0		0		1		2		3	
3:45	0		0		0	1	2	7	2	8
4:00	0		0		0		1		1	
4:15	0		0		1		2		3	
4:30	0		0		1		1		2	
4:45	0		0		0	2	2	6	2	8
5:00	0		0		1		4		5	
5:15	0		0		2		8		10	
5:30	0		0		5		8		13	
5:45	0		0		7	15	6	26	13	41
6:00	0		0		8		11		19	
6:15	0		0		8		9		17	
6:30	0		0		18		31		49	
6:45	0		0		26	60	29	80	55	140
7:00	0		0		18		43		61	
7:15	0		0		26		46		72	
7:30	0		0		22		70		92	
7:45	0		0		24	90	54	213	78	303
8:00	0		0		37		49		86	
8:15	0		0		26		48		74	
8:30	0		0		29		33		62	
8:45	0		0		31	123	48	178	79	301
9:00	0		0		19		46		65	
9:15	0		0		25		29		54	
9:30	0		0		17		26		43	
9:45	0		0		24	85	29	130	53	215
10:00	0		0		12		21		33	
10:15	0		0		20		23		43	
10:30	0		0		15		19		34	
10:45	0		0		24	71	21	84	45	155
11:00	0		0		28		20		48	
11:15	0		0		17		26		43	
11:30	0		0		16		16		32	
11:45	0		0		20	81	27	89	47	170
TOTALS						539		824		**1363**
SPLIT %						39.5%		60.5%		**35.1%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		0		15		23		38	
12:15	0		0		27		22		49	
12:30	0		0		28		25		53	
12:45	0		0		21	91	18	88	39	179
13:00	0		0		20		19		39	
13:15	0		0		21		19		40	
13:30	0		0		14		19		33	
13:45	0		0		31	86	17	74	48	160
14:00	0		0		34		17		51	
14:15	0		0		32		27		59	
14:30	0		0		47		26		73	
14:45	0		0		40	153	32	102	72	255
15:00	0		0		60		33		93	
15:15	0		0		52		47		99	
15:30	0		0		80		42		122	
15:45	0		0		73	265	51	173	124	438
16:00	0		0		84		56		140	
16:15	0		0		97		43		140	
16:30	0		0		62		37		99	
16:45	0		0		87	330	51	187	138	517
17:00	0		0		79		40		119	
17:15	0		0		81		40		121	
17:30	0		0		58		54		112	
17:45	0		0		49	267	30	164	79	431
18:00	0		0		40		31		71	
18:15	0		0		34		30		64	
18:30	0		0		15		30		45	
18:45	0		0		26	115	18	109	44	224
19:00	0		0		12		15		27	
19:15	0		0		21		16		37	
19:30	0		0		14		13		27	
19:45	0		0		15	62	16	60	31	122
20:00	0		0		24		12		36	
20:15	0		0		16		13		29	
20:30	0		0		12		9		21	
20:45	0		0		12	64	10	44	22	108
21:00	0		0		8		4		12	
21:15	0		0		8		2		10	
21:30	0		0		9		7		16	
21:45	0		0		8	33	6	19	14	52
22:00	0		0		4		4		8	
22:15	0		0		2		2		4	
22:30	0		0		1		1		2	
22:45	0		0		5	12	3	10	8	22
23:00	0		0		0		2		2	
23:15	0		0		3		0		3	
23:30	0		0		2		0		2	
23:45	0		0		2	7	0	2	2	9
TOTALS						1485		1032		**2517**
SPLIT %						59.0%		41.0%		**64.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,024	1,856	3,880

AM Peak Hour		8:00	7:30	**7:30**
AM Pk Volume		123	221	**330**
Pk Hr Factor		0.831	0.789	**0.897**
7 - 9 Volume	0 0	213	391	**604**
7 - 9 Peak Hour		8:00	7:30	**7:30**
7 - 9 Pk Volume	0 0	123	221	**330**
Pk Hr Factor	0.000 0.000	0.831	0.789	**0.897**

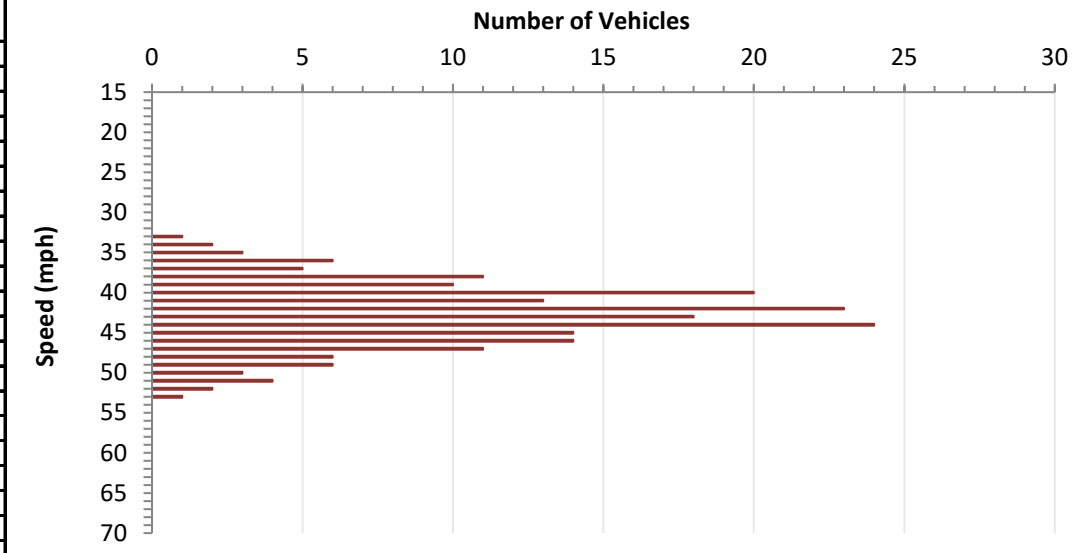
PM Peak Hour		15:30	15:15	**15:30**
PM Pk Volume		334	196	**526**
Pk Hr Factor		0.861	0.875	**0.939**
4 - 6 Volume	0 0	597	351	**948**
4 - 6 Peak Hour		16:00	16:00	**16:00**
4 - 6 Pk Volume	0 0	330	187	**517**
Pk Hr Factor	0.000 0.000	0.851	0.835	**0.923**

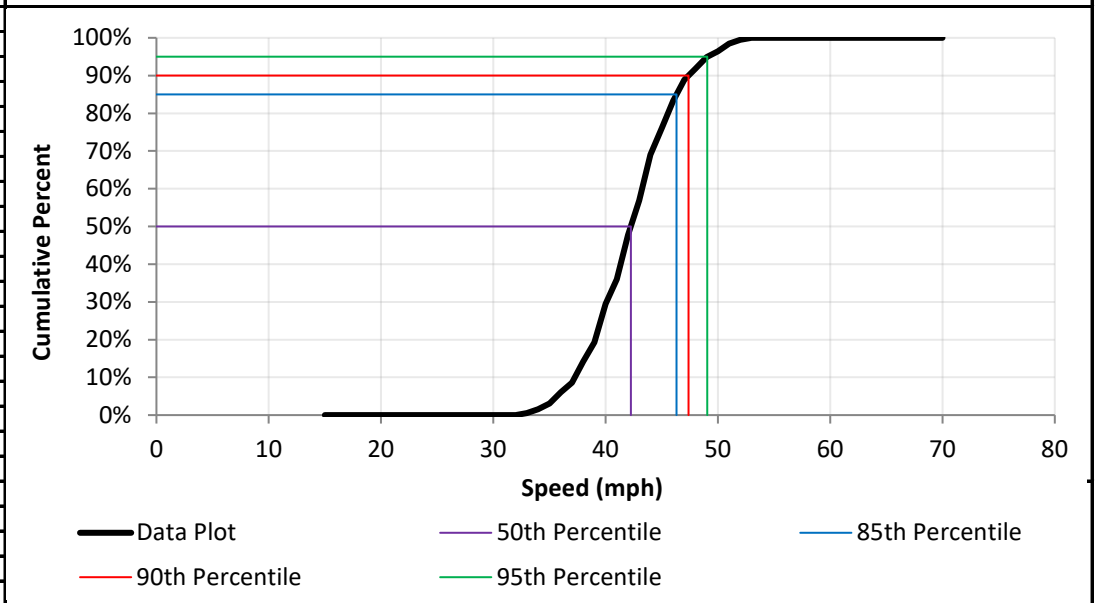
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Elfin Forest Rd	**From:**	Harmony Grove Rd	**To:**	San Marcos CL
Position:	270' N/o Elfin Glen			**Direction:**	NB/SB
Date:	10/31/2024	**Weather:**	Clear	**Project Number:**	24-040216-007
Time Start:	11:00 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	1:00 PM	**Posted Speed:**	45 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33	1	0.5%
34	2	1.5%
35	3	3.0%
36	6	6.1%
37	5	8.6%
38	11	14.2%
39	10	19.3%
40	20	29.4%
41	13	36.0%
42	23	47.7%
43	18	56.9%
44	24	69.0%
45	14	76.1%
46	14	83.2%
47	11	88.8%
48	6	91.9%
49	6	94.9%
50	3	96.4%
51	4	98.5%
52	2	99.5%
53	1	100.0%
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	197	





DATA ANALYSIS

Average Speed	42.8	Range	33 - 53
50th Percentile	42.3	10 mph Pace	38 - 47
85th Percentile	46.3	Number in Pace	158
90th Percentile	47.4	Percent in Pace	80%
95th Percentile	49.1		

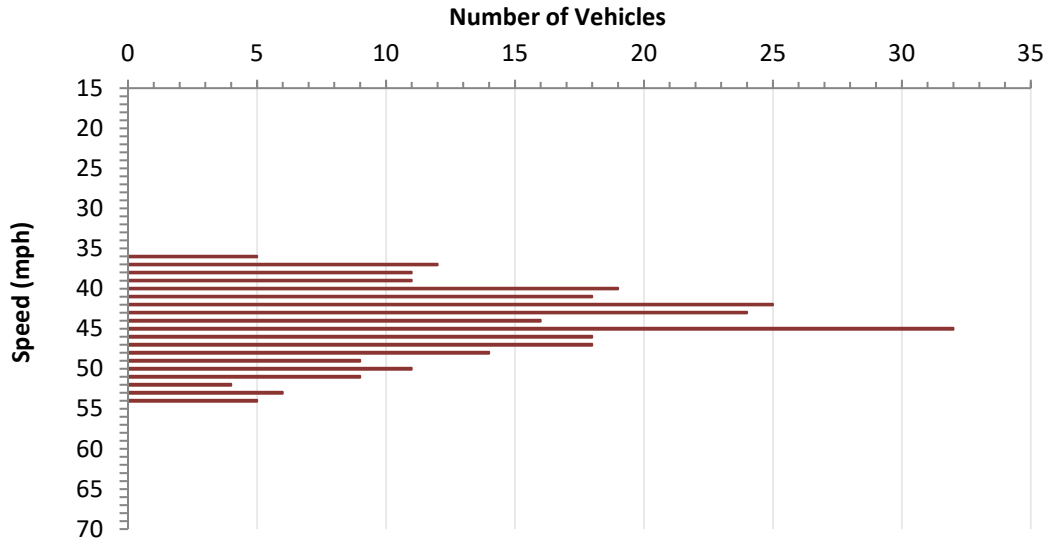
RADAR SPEED SURVEY

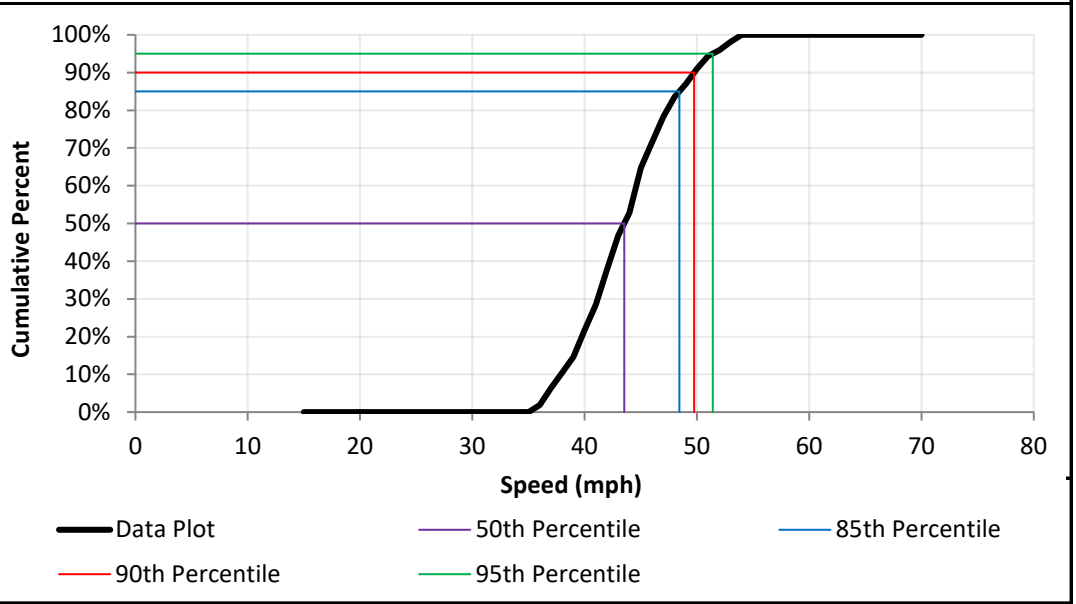
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Elfin Forest Rd	**From:**	Harmony Grove Rd	**To:**	San Marcos CL
Position:	1,750' N/o Elfin Oaks Rd			**Direction:**	NB/SB

Date:	10/9/2024	**Weather:**	Clear	**Project Number:**	24-040216-002
Time Start:	11:40 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	1:40 PM	**Posted Speed:**	45 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36	5	1.9%
37	12	6.4%
38	11	10.5%
39	11	14.6%
40	19	21.7%
41	18	28.5%
42	25	37.8%
43	24	46.8%
44	16	52.8%
45	32	64.8%
46	18	71.5%
47	18	78.3%
48	14	83.5%
49	9	86.9%
50	11	91.0%
51	9	94.4%
52	4	95.9%
53	6	98.1%
54	5	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	267	





DATA ANALYSIS

Average Speed	44.1	Range	36 - 54
50th Percentile	43.5	10 mph Pace	39 - 48
85th Percentile	48.4	Number in Pace	195
90th Percentile	49.8	Percent in Pace	73%
95th Percentile	51.4		

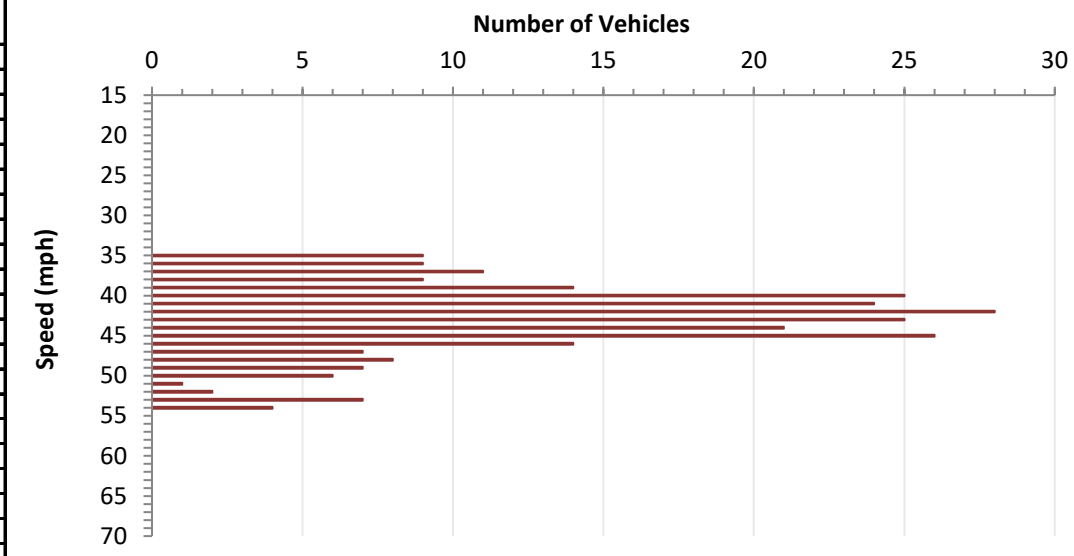
RADAR SPEED SURVEY

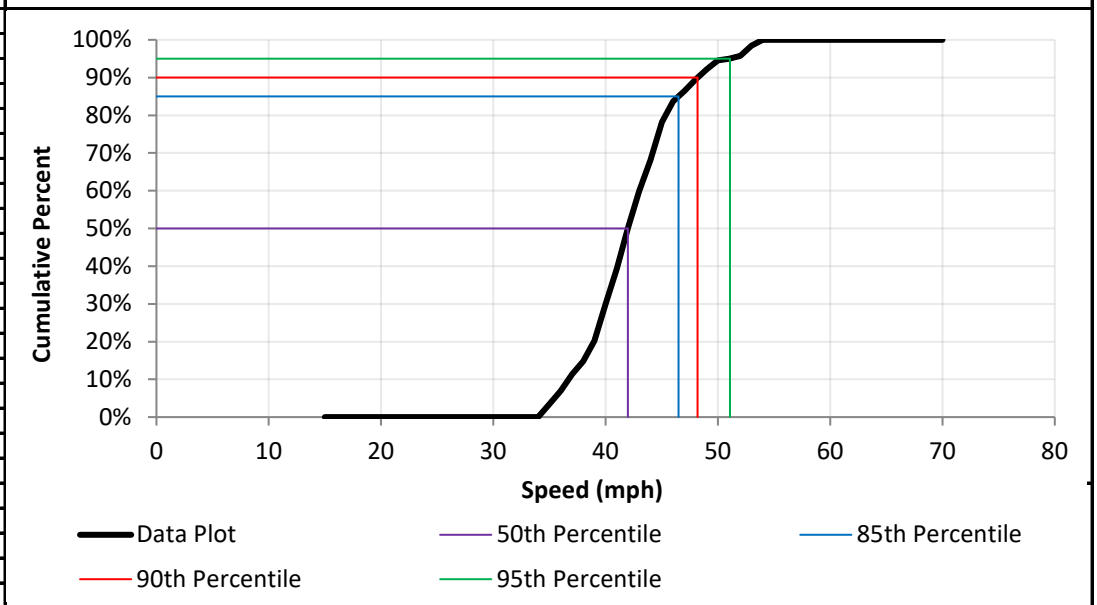
SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Elfin Forest Rd	**From:**	Harmony Grove Rd	**To:**	San Marcos CL
Position:	300' N/o Camino Cielo Azul			**Direction:**	NB/SB

Date:	10/9/2024	**Weather:**	Clear	**Project Number:**	24-040216-001
Time Start:	9:40 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	11:40 AM	**Posted Speed:**	45 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35	9	3.5%
36	9	7.0%
37	11	11.3%
38	9	14.8%
39	14	20.2%
40	25	30.0%
41	24	39.3%
42	28	50.2%
43	25	59.9%
44	21	68.1%
45	26	78.2%
46	14	83.7%
47	7	86.4%
48	8	89.5%
49	7	92.2%
50	6	94.6%
51	1	94.9%
52	2	95.7%
53	7	98.4%
54	4	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	257	





DATA ANALYSIS

Average Speed	42.8	Range	35 - 54
50th Percentile	42.0	10 mph Pace	37 - 46
85th Percentile	46.5	Number in Pace	197
90th Percentile	48.2	Percent in Pace	77%
95th Percentile	51.1		

Central Avenue & Lamar Street

4-A. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 4-A**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Intersection Control

LOCATION: Central Avenue & Lamar Street, SPRING VALLEY

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:
The intersection of Central Avenue and Lamar Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is a desire 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
Central Avenue is a striped two-lane, 28 to 40-foot wide, undivided highway. The roadway is striped with a no passing centerline. Central Avenue is signed with an intersection ahead warning sign. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

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

Average Daily Traffic Volumes	**10/24**
Central Avenue:	
N/o Lamar Street	723 SB
S/o Lamar Street	687 NB
Lamar Street:	
E/o Central Avenue	540 WB
W/o Central Avenue	762 EB

Collision Data
There have been 4 reported collisions along this segment of roadway, 3 of which involved

injury, in a 3-year period (2022-01-01 to 2024-12-31). 2 of these collisions are susceptible to correction by an all-way stop installation. These collisions result in an intersection accident rate of 1.35 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).

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: January 17, 2025

Item Title: All-Way Stop Control

Location: Central Avenue and Lamar Street, Spring Valley

The County Traffic Engineer recommends installing all-way stop controls at the intersection of Central Avenue and Lamar Street, pursuant to the following 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 parks. The subject intersection of Central Avenue and Lamar Street is located within Lamar County 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 Central Avenue and Lamar Street are considered Residential Collectors with similar traffic operation.

- During the period of January 1, 2022, to December 31, 2024, there were 4 collisions at the intersection. These collisions resulted in an intersection accident rate of 1.35 vs the statewide average for similar intersections of 0.36 collision per million vehicles entering.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Central Ave & Lamar St

Day: Thursday
Date: 3/7/2024

City: Spring Valley
Project #: CA24_040033_001

DAILY TOTALS	NB	SB	EB	WB	Total
	687	723	762	540	2,712

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0		1		1		2	
00:15	0		1		2		2		5	
00:30	0		1		1		0		2	
00:45	1	1	2	4	4	8	1	4	8	17
01:00	0		1		0		0		1	
01:15	0		1		0		1		2	
01:30	1		2		1		1		5	
01:45	0	1	0	4	1	2	1	3	2	10
02:00	0		0		0		0		0	
02:15	2		1		0		0		3	
02:30	0		1		1		0		2	
02:45	1	3	1	3	0	1	2	2	4	9
03:00	1		0		0		1		2	
03:15	1		0		0		0		1	
03:30	1		0		2		1		4	
03:45	1	4	1	1	0	2	1	3	3	10
04:00	2		0		1		0		3	
04:15	0		0		0		0		0	
04:30	1		1		2		0		4	
04:45	1	4	1	2	0	3	2	2	4	11
05:00	4		1		0		1		6	
05:15	4		2		2		1		9	
05:30	3		2		3		4		12	
05:45	5	16	3	8	4	9	6	12	18	45
06:00	7		3		5		2		17	
06:15	8		7		3		7		25	
06:30	9		6		9		4		28	
06:45	8	32	6	22	4	21	9	22	27	97
07:00	8		8		8		10		34	
07:15	21		10		10		15		56	
07:30	13		7		12		23		55	
07:45	24	66	15	40	12	42	16	64	67	212
08:00	22		19		18		13		72	
08:15	15		18		12		10		55	
08:30	22		10		15		12		59	
08:45	7	66	14	61	15	60	10	45	46	232
09:00	15		12		18		11		56	
09:15	9		7		9		10		35	
09:30	8		1		6		7		22	
09:45	17	49	8	28	6	39	12	40	43	156
10:00	9		12		13		6		40	
10:15	3		6		6		7		22	
10:30	7		12		9		11		39	
10:45	12	31	9	39	8	36	8	32	37	138
11:00	8		9		10		4		31	
11:15	6		17		7		6		36	
11:30	9		9		2		2		22	
11:45	6	29	8	43	13	32	5	17	32	121
TOTALS		302		255		255		246		**1058**
SPLIT %		28.5%		24.1%		24.1%		23.3%		**39.0%**

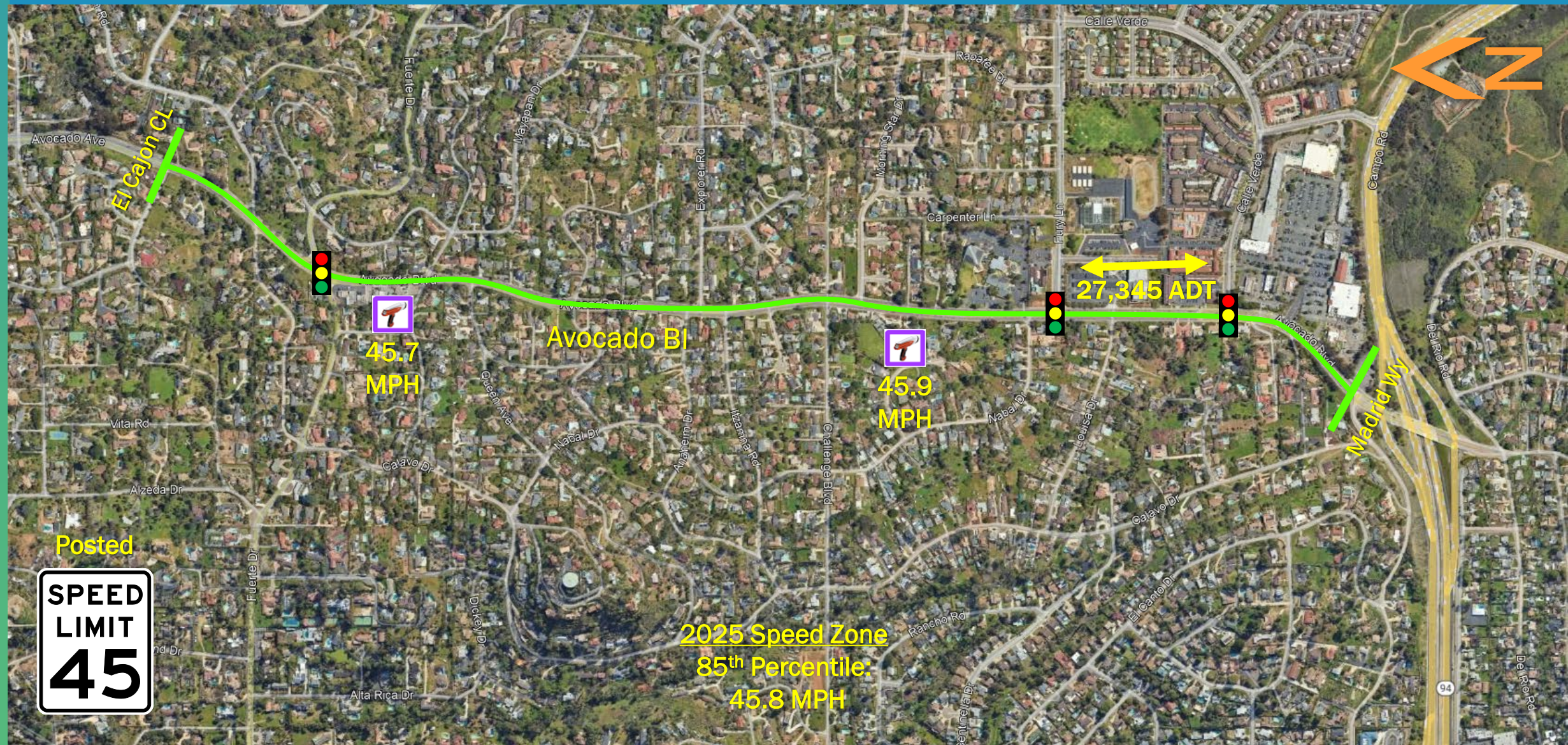
PM Period	NB		SB		EB		WB		TOTAL	
12:00	12		8		8		6		34	
12:15	4		7		10		7		28	
12:30	6		13		11		6		36	
12:45	7	29	4	32	10	39	9	28	30	128
13:00	9		14		14		7		44	
13:15	6		9		10		4		29	
13:30	9		6		21		14		50	
13:45	8	32	11	40	10	55	7	32	36	159
14:00	14		10		14		3		41	
14:15	11		9		16		9		45	
14:30	10		18		17		5		50	
14:45	13	48	20	57	12	59	5	22	50	186
15:00	21		13		23		8		65	
15:15	15		11		19		4		49	
15:30	11		11		14		9		45	
15:45	15	62	18	53	16	72	12	33	61	220
16:00	14		23		16		8		61	
16:15	17		16		15		12		60	
16:30	9		20		16		10		55	
16:45	14	54	24	83	16	63	10	40	64	240
17:00	17		18		16		8		59	
17:15	16		19		19		7		61	
17:30	7		22		24		12		65	
17:45	10	50	19	78	13	72	16	43	58	243
18:00	14		11		10		5		40	
18:15	8		5		14		2		29	
18:30	8		14		13		7		42	
18:45	5	35	12	42	9	46	10	24	36	147
19:00	10		8		7		8		33	
19:15	7		11		7		7		32	
19:30	6		5		6		1		18	
19:45	4	27	4	28	5	25	6	22	19	102
20:00	5		4		8		1		18	
20:15	5		6		7		8		26	
20:30	4		10		12		4		30	
20:45	6	20	5	25	4	31	4	17	19	93
21:00	5		2		8		4		19	
21:15	3		3		5		5		16	
21:30	4		3		4		6		17	
21:45	3	15	9	17	2	19	3	18	17	69
22:00	3		1		3		2		9	
22:15	1		3		5		1		10	
22:30	1		1		3		1		6	
22:45	0	5	2	7	4	15	2	6	8	33
23:00	2		3		3		2		10	
23:15	0		1		3		5		9	
23:30	3		0		1		1		5	
23:45	3	8	2	6	4	11	1	9	10	34
TOTALS		385		468		507		294		**1654**
SPLIT %		23.3%		28.3%		30.7%		17.8%		**61.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	687	723	762	540	2,712

AM Peak Hour	07:45	07:45	08:00	07:15	**07:45**	**PM Peak Hour**	15:00	16:00	16:45	17:00	**16:45**
AM Pk Volume	83	62	60	67	**253**	**PM Pk Volume**	62	83	75	43	**249**
Pk Hr Factor	0.865	0.816	0.833	0.728	**0.878**	**Pk Hr Factor**	0.738	0.865	0.781	0.672	**0.958**
7 - 9 Volume	132	101	102	109	**444**	**4 - 6 Volume**	104	161	135	83	**483**
7 - 9 Peak Hour	07:45	07:45	08:00	07:15	**07:45**	**4 - 6 Peak Hour**	16:15	16:00	16:45	17:00	**16:45**
7 - 9 Pk Volume	83	62	60	67	**253**	**4 - 6 Pk Volume**	57	83	75	43	**249**
Pk Hr Factor	0.865	0.816	0.833	0.728	**0.878**	**Pk Hr Factor**	0.838	0.865	0.781	0.672	**0.958**

Avocado Boulevard

El Cajon city limit (at Dewitt Court) to Madrid Way (1.58 miles)



4-B. Radar Certification

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 4-B**

SUPERVISORIAL DISTRICT: 4

SUBJECT: Radar Certification

LOCATION: Avocado Boulevard from El Cajon city limit (at Dewitt Court) to Madrid Way (a distance of 1.58 miles) MOUNT HELIX/CALAVO GARDENS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:
Avocado Boulevard from El Cajon city limit to Madrid Way is posted 45 MPH Radar Enforced. Preliminary review of prevailing speeds and roadway conditions could support radar recertification of the existing 45 MPH speed limit.

Existing Traffic Devices
Avocado Boulevard is a striped four-lane, 64 to 86 foot wide, through highway. The roadway is striped with a two-way turn lane, lane lines and bike lane. The road is posted with intersection ahead warning and signal ahead warning signs. The road is signalized at Calle Verde, Fury Lane, and Fuerte Drive. Avocado Boulevard is classified as a Major Road on the County General Plan Mobility Element Network. The roadway is posted 45 MPH/Radar Enforced.

Average Daily Traffic Volumes	**11/24**	**04/16**
Avocado Boulevard:		
250' N/o Puebla Drive	27,345	
S/o Fuerte Drive		27,070

Speed Data		**85th Percentile**	**10 MPH Pace**	**% in Pace**
Avocado Boulevard:				
250' N/o Puebla Drive	(2024)	45.7 MPH	37-46	65%
100' S/o Dewitt Court	(2018)	51.6 MPH	39-48	58%
280' S/o Morning Star Drive	(2024)	45.9 MPH	37-46	66%
	(2018)	52.4 MPH	43-52	77%
Speed Zone	**(2024)**	**45.8 MPH**	**37-46**	**66%**
	(2018)	52.0 MPH	41-50	68%

Collision Data

There have been 58 reported collisions along this segment of roadway, 26 of which involved injury, of which 2 included a serious injury and of which 1 included a fatality, in a 3-year period (2021-10-01 to 2024-09-30). These collisions result in a segment accident rate of 1.23 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban conventional 2 lanes or less with speeds between 45 and 55 MPH.

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Avocado Blvd 250' N/O Puebla Dr

Day: Wednesday
Date: 11/6/2024

City: La Mesa
Project #: CA24_040209_002

DAILY TOTALS	NB	SB	EB	WB	Total
	12,520	14,825	0	0	27,345

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	27		18		0	0	45		12:00	199		174		0	0	373	
0:15	19		21		0	0	40		12:15	192		227		0	0	419	
0:30	12		20		0	0	32		12:30	157		223		0	0	380	
0:45	11	69	14	73	0	0	25	142	12:45	174	722	205	829	0	0	379	1551
1:00	15		8		0	0	23		13:00	184		209		0	0	393	
1:15	12		8		0	0	20		13:15	166		221		0	0	387	
1:30	6		12		0	0	18		13:30	159		217		0	0	376	
1:45	8	41	3	31	0	0	11	72	13:45	179	688	253	900	0	0	432	1588
2:00	4		5		0	0	9		14:00	214		296		0	0	510	
2:15	9		1		0	0	10		14:15	225		280		0	0	505	
2:30	6		4		0	0	10		14:30	248		284		0	0	532	
2:45	7	26	2	12	0	0	9	38	14:45	240	927	306	1166	0	0	546	2093
3:00	5		5		0	0	10		15:00	251		341		0	0	592	
3:15	9		4		0	0	13		15:15	245		356		0	0	601	
3:30	9		3		0	0	12		15:30	296		356		0	0	652	
3:45	16	39	8	20	0	0	24	59	15:45	329	1121	379	1432	0	0	708	2553
4:00	6		4		0	0	10		16:00	274		409		0	0	683	
4:15	11		15		0	0	26		16:15	256		440		0	0	696	
4:30	18		16		0	0	34		16:30	269		383		0	0	652	
4:45	29	64	20	55	0	0	49	119	16:45	247	1046	393	1625	0	0	640	2671
5:00	15		17		0	0	32		17:00	244		392		0	0	636	
5:15	39		33		0	0	72		17:15	264		395		0	0	659	
5:30	41		48		0	0	89		17:30	208		351		0	0	559	
5:45	54	149	60	158	0	0	114	307	17:45	182	898	388	1526	0	0	570	2424
6:00	65		59		0	0	124		18:00	166		275		0	0	441	
6:15	96		67		0	0	163		18:15	149		247		0	0	396	
6:30	138		106		0	0	244		18:30	121		202		0	0	323	
6:45	200	499	116	348	0	0	316	847	18:45	110	546	186	910	0	0	296	1456
7:00	218		167		0	0	385		19:00	112		124		0	0	236	
7:15	283		213		0	0	496		19:15	91		167		0	0	258	
7:30	316		255		0	0	571		19:30	99		109		0	0	208	
7:45	297	1114	310	945	0	0	607	2059	19:45	74	376	109	509	0	0	183	885
8:00	294		292		0	0	586		20:00	88		138		0	0	226	
8:15	318		233		0	0	551		20:15	90		94		0	0	184	
8:30	257		255		0	0	512		20:30	78		93		0	0	171	
8:45	272	1141	255	1035	0	0	527	2176	20:45	72	328	95	420	0	0	167	748
9:00	226		223		0	0	449		21:00	62		69		0	0	131	
9:15	184		193		0	0	377		21:15	68		73		0	0	141	
9:30	186		178		0	0	364		21:30	72		73		0	0	145	
9:45	162	758	186	780	0	0	348	1538	21:45	65	267	64	279	0	0	129	546
10:00	155		164		0	0	319		22:00	81		51		0	0	132	
10:15	153		178		0	0	331		22:15	69		44		0	0	113	
10:30	159		176		0	0	335		22:30	49		42		0	0	91	
10:45	150	617	197	715	0	0	347	1332	22:45	44	243	41	178	0	0	85	421
11:00	173		182		0	0	355		23:00	43		29		0	0	72	
11:15	172		194		0	0	366		23:15	48		28		0	0	76	
11:30	189		192		0	0	381		23:30	24		30		0	0	54	
11:45	165	699	206	774	0	0	371	1473	23:45	27	142	18	105	0	0	45	247
TOTALS		5216		4946				10162	TOTALS		7304		9879				17183
SPLIT %		51.3%		48.7%				37.2%	SPLIT %		42.5%		57.5%				62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,520	14,825	0	0	27,345

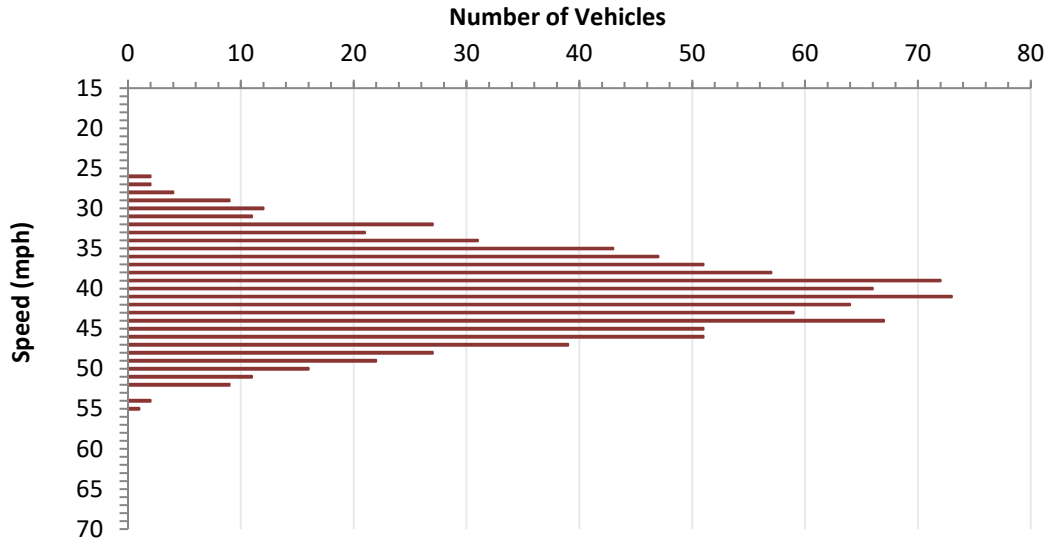
AM Peak Hour	7:30	7:30					7:30		PM Peak Hour	15:30	16:00					15:30		
AM Pk Volume	1225	1090					2315		PM Pk Volume	1155	1625					2739		
Pk Hr Factor	0.963	0.879					0.953		Pk Hr Factor	0.878	0.923					0.967		
7 - 9 Volume	2255	1980	0	0			4235		4 - 6 Volume	1944	3151	0	0			5095		
7 - 9 Peak Hour	7:30	7:30					7:30		4 - 6 Peak Hour	16:00	16:00					16:00		
7 - 9 Pk Volume	1225	1090	0	0			2315		4 - 6 Pk Volume	1046	1625	0	0			2671		
Pk Hr Factor	0.963	0.879	0.000	0.000			0.953		Pk Hr Factor	0.954	0.923	0.000	0.000			0.959		

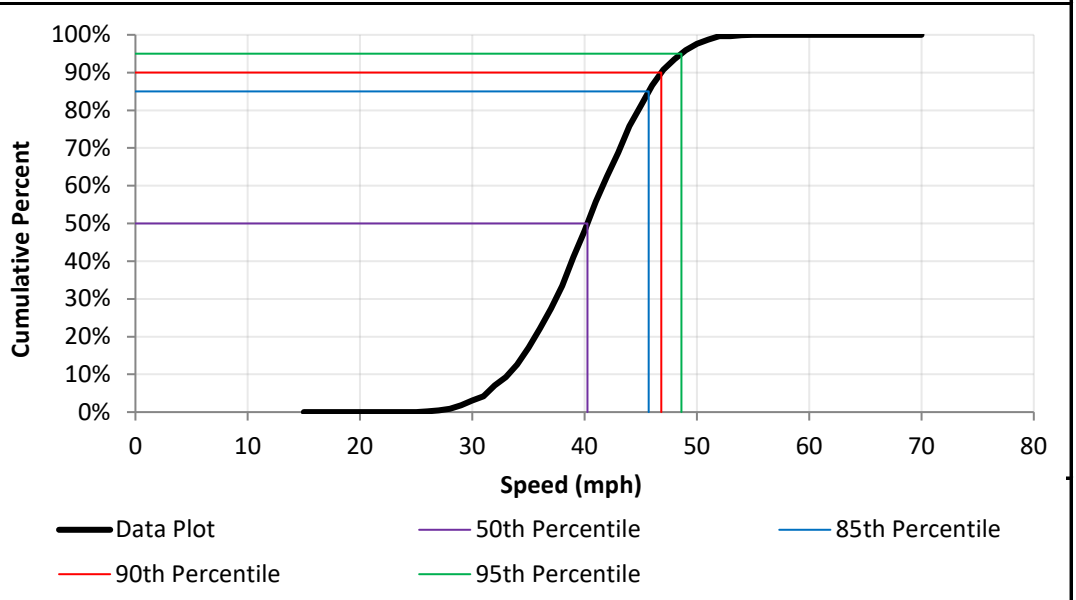
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Avocado Bl	**From:**	El Cajon CL	**To:**	Madrid Wy
Position:	250' N/o Puebla Dr			**Direction:**	NB/SB
Date:	12/12/2024	**Weather:**	Clear	**Project Number:**	24-040210-002
Time Start:	9:00 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	11:00 AM	**Posted Speed:**	45 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26	2	0.2%
27	2	0.4%
28	4	0.8%
29	9	1.8%
30	12	3.1%
31	11	4.2%
32	27	7.1%
33	21	9.3%
34	31	12.6%
35	43	17.1%
36	47	22.1%
37	51	27.5%
38	57	33.5%
39	72	41.1%
40	66	48.0%
41	73	55.8%
42	64	62.5%
43	59	68.7%
44	67	75.8%
45	51	81.2%
46	51	86.6%
47	39	90.7%
48	27	93.6%
49	22	95.9%
50	16	97.6%
51	11	98.7%
52	9	99.7%
53		
54	2	99.9%
55	1	100.0%
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	947	





DATA ANALYSIS

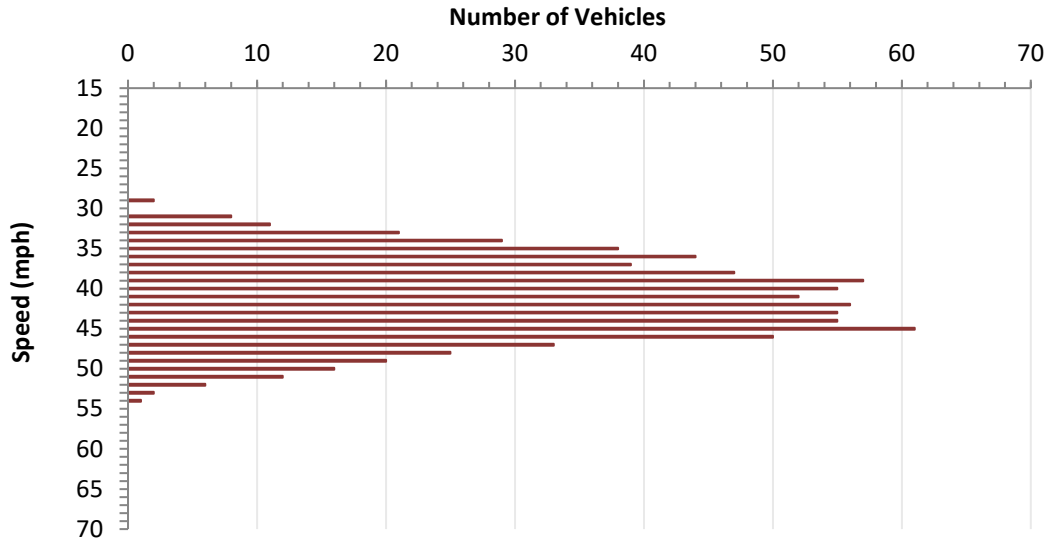
Average Speed	40.6	Range	26 - 55
50th Percentile	40.3	10 mph Pace	37 - 46
85th Percentile	45.7	Number in Pace	611
90th Percentile	46.8	Percent in Pace	65%
95th Percentile	48.6		

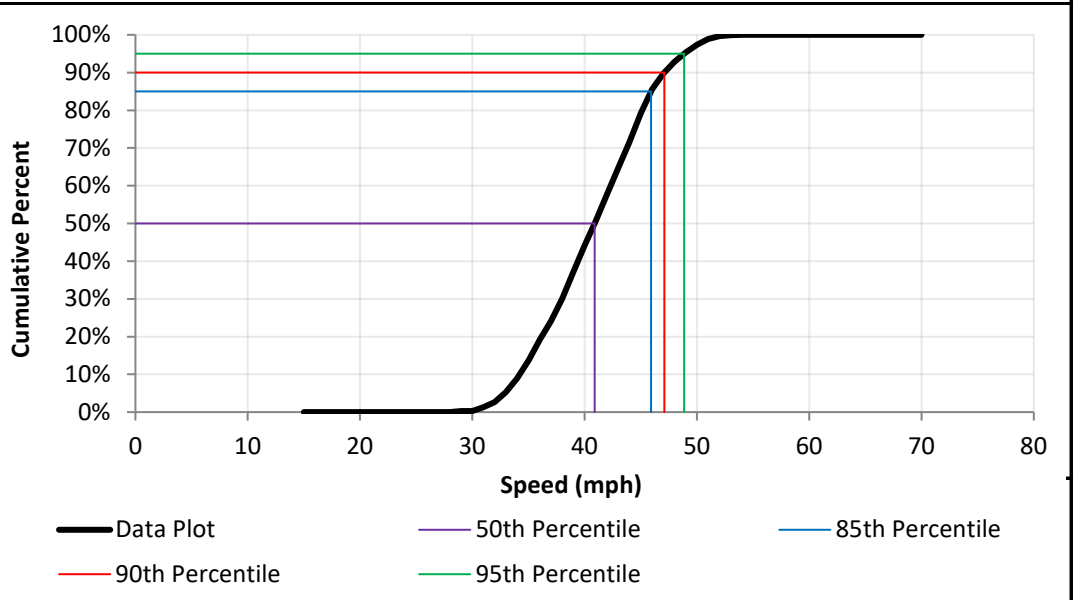
RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name:	Avocado Bl	**From:**	El Cajon CL	**To:**	Madrid Wy
Position:	280' S/o Morning Star Dr			**Direction:**	NB/SB
Date:	12/12/2024	**Weather:**	Clear	**Project Number:**	24-040210-002
Time Start:	11:00 AM	**Road Condition:**	Dry	**Observer:**	Contractor
Time End:	1:00 PM	**Posted Speed:**	45 MPH	**Calibration Test:**	Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29	2	0.3%
30		
31	8	1.3%
32	11	2.6%
33	21	5.3%
34	29	8.9%
35	38	13.7%
36	44	19.2%
37	39	24.2%
38	47	30.1%
39	57	37.2%
40	55	44.2%
41	52	50.7%
42	56	57.7%
43	55	64.7%
44	55	71.6%
45	61	79.2%
46	50	85.5%
47	33	89.7%
48	25	92.8%
49	20	95.3%
50	16	97.4%
51	12	98.9%
52	6	99.6%
53	2	99.9%
54	1	100.0%
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	795	





DATA ANALYSIS

Average Speed	41.3	Range	29 - 54
50th Percentile	40.9	10 mph Pace	37 - 46
85th Percentile	45.9	Number in Pace	527
90th Percentile	47.1	Percent in Pace	66%
95th Percentile	48.9		

Old Highway 395 & Canoita Dr/Stewart Canyon Rd

5-A. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Old Highway 395 & Canonita Drive/Stewart Canyon Road, MONSERATE

INITIATED BY: DPW Traffic Engineering

REQUEST: Traffic Control Signal

PROBLEM AS STATED BY REQUESTER:
The intersection of Old Highway 395 and Canonita Drive/Stewart Canyon 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
Old Highway 395 is a striped two-lane, 40 to 85-foot wide, undivided highway. The roadway is striped with a passing centerline, lane lines, bike lanes, and a left turn lane in both directions at the intersection with Canonita Drive/Stewart Canyon Road. Old Highway 395 is signed with an intersection ahead warning sign. The road is classified as a Community Collector Road on the County General Plan Mobility Element Network. The road has no posted speed limit.

Canonita Drive is a striped two-lane, 24 to 30-foot wide, undivided highway. The roadway is striped with a no passing centerline approaching the intersection. Canonita Drive is stop controlled at the intersection with Old Highway 395. The road is unclassified on the County General Plan Mobility Element Network. The road has no posted speed limit.

Stewart Canyon Road is a striped two-lane, 42-foot wide, undivided highway. The roadway is striped with a passing centerline and white edgeline. Stewart Canyon Road is stop controlled at the intersection with Old Highway 395. The road is classified as a Major Road on the County General Plan Mobility Element Network. The road has no posted speed limit.

Average Daily Traffic Volumes	**10/24**
Old Highway 395:	
N/o Canonita Drive/Stewart Canyon Road	4,257 SB
S/o Canonita Drive/Stewart Canyon Road	4,137 NB

Canonita Drive:	
W/o Old Highway 395	283 EB
Stewart Canyon Road:	
E/o Old Highway 395	1,775 WB

Collision Data

There have been 7 reported collisions along this segment of roadway, 4 of which involved an injury, and 1 of which included a fatality, in a 3-year period (2022-01-01 to 2024-12-31). 5 of these collisions are susceptible to correction by a signal installation. These collisions result in an intersection accident rate of 0.61 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).

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: January 17, 2025

Item Title: Traffic Control Signal

Location: Old Highway 395 and Canonita Drive/Stewart Canyon Road

The County Traffic Engineer recommends placing the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road on the DPW traffic signal list, pursuant to the following conditions:

- Section 21351 of the California Vehicle Code (CVC) authorizes a local agency to place and maintain or cause to be placed and maintained traffic signs, signals and other traffic control devices upon streets and highways within their jurisdiction as may be necessary to warn and guide traffic.

- Chapter 4C “Traffic Control Signal Needs Studies” of the California Manual on Uniform Traffic Control Devices (MUTCD), provides guidance for the preparation of an engineering study of traffic conditions to determine whether a traffic control signal is justified.

- The intersection total approach ADT is 10,452 vehicles/day.

- During the period of January 1, 2022, to December 31, 2024, there were 7 collisions at the intersection. These collisions resulted in an intersection accident rate of 0.61 vs the statewide average for similar intersections of 0.36 collision per million vehicles entering.

- An engineering study following Chapter 4C of the California MUTCD guidelines, shows that the subject intersection meets the Eight Hour Vehicular Volume Warrant and Four Hour Vehicular Volume Warrant based on the intersection traffic conditions. Hence, a traffic signal control can be considered for the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Old Hwy 395 & Canonita Dr

Day: Tuesday
Date: 12/12/2023

City: Fallbrook
Project #: CA23_040262_001

DAILY TOTALS	NB	SB	EB	WB	Total
	4,137	4,257	283	1,775	10,452

AM Period	NB		SB		EB		WB		TOTAL	
0:00	6		7		0		1		14	
0:15	3		1		0		0		4	
0:30	2		1		0		3		6	
0:45	4	15	2	11	0		0	4	6	30
1:00	1		3		0		0		4	
1:15	1		2		0		1		4	
1:30	0		2		0		2		4	
1:45	2	4	0	7	0		1	4	3	15
2:00	2		3		0		1		6	
2:15	0		2		0		0		2	
2:30	1		2		0		0		3	
2:45	3	6	1	8	0		0	1	4	15
3:00	1		2		0		1		4	
3:15	3		4		1		3		11	
3:30	1		3		0		4		8	
3:45	0	5	0	9	0	1	3	11	3	26
4:00	2		5		1		1		9	
4:15	4		8		0		4		16	
4:30	5		19		3		5		32	
4:45	1	12	28	60	0	4	1	11	30	87
5:00	4		48		1		9		62	
5:15	5		57		3		8		73	
5:30	9		57		4		8		78	
5:45	10	28	85	247	3	11	16	41	114	327
6:00	16		86		6		15		123	
6:15	18		91		3		20		132	
6:30	26		78		8		21		133	
6:45	28	88	83	338	5	22	32	88	148	536
7:00	15		91		7		40		153	
7:15	40		86		6		38		170	
7:30	41		92		4		63		200	
7:45	54	150	97	366	8	25	57	198	216	739
8:00	39		93		6		45		183	
8:15	53		88		4		29		174	
8:30	41		77		5		27		150	
8:45	27	160	64	322	3	18	23	124	117	624
9:00	31		68		7		29		135	
9:15	37		54		8		37		136	
9:30	46		48		10		29		133	
9:45	35	149	61	231	4	29	27	122	127	531
10:00	35		56		5		36		132	
10:15	37		49		6		24		116	
10:30	48		82		5		24		159	
10:45	46	166	62	249	4	20	20	104	132	539
11:00	52		55		10		33		150	
11:15	33		49		4		33		119	
11:30	45		70		2		23		140	
11:45	41	171	53	227	4	20	25	114	123	532
TOTALS		954		2075		150		822		**4001**
SPLIT %		23.8%		51.9%		3.7%		20.5%		**38.3%**

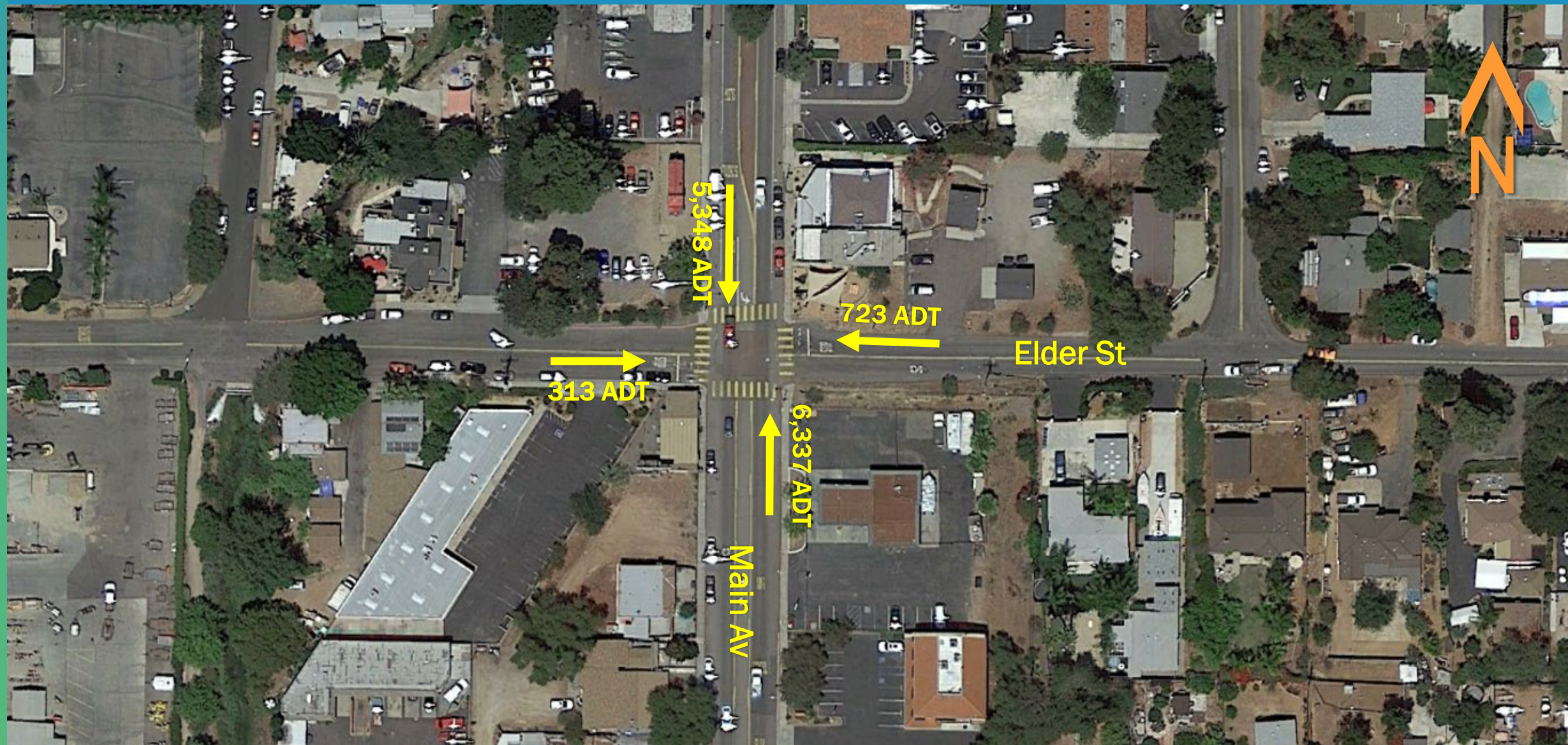
PM Period	NB		SB		EB		WB		TOTAL	
12:00	34		50		2		39		125	
12:15	56		68		5		43		172	
12:30	61		55		1		31		148	
12:45	48	199	69	242	4	12	21	134	142	587
13:00	67		57		7		28		159	
13:15	54		60		8		26		148	
13:30	74		67		3		33		177	
13:45	57	252	70	254	6	24	29	116	162	646
14:00	59		68		1		39		167	
14:15	69		40		5		31		145	
14:30	76		74		6		27		183	
14:45	106	310	78	260	4	16	32	129	220	715
15:00	104		81		2		37		224	
15:15	115		62		2		29		208	
15:30	126		110		5		32		273	
15:45	132	477	79	332	6	15	24	122	241	946
16:00	123		90		3		25		241	
16:15	122		67		3		28		220	
16:30	143		66		6		28		243	
16:45	147	535	72	295	5	17	31	112	255	959
17:00	161		67		5		31		264	
17:15	144		62		3		43		252	
17:30	139		63		3		20		225	
17:45	146	590	73	265	4	15	19	113	242	983
18:00	102		42		2		21		167	
18:15	103		52		5		10		170	
18:30	86		34		5		15		140	
18:45	62	353	36	164	1	13	22	68	121	598
19:00	43		31		3		19		96	
19:15	36		29		1		24		90	
19:30	43		29		1		20		93	
19:45	34	156	30	119	0	5	10	73	74	353
20:00	30		27		2		14		73	
20:15	34		27		1		10		72	
20:30	27		25		4		10		66	
20:45	22	113	24	103	1	8	7	41	54	265
21:00	26		28		1		4		59	
21:15	27		18		0		7		52	
21:30	23		21		3		7		54	
21:45	24	100	25	92	1	5	7	25	57	222
22:00	20		10		0		5		35	
22:15	9		8		2		3		22	
22:30	15		15		1		2		33	
22:45	14	58	5	38	0	3	2	12	21	111
23:00	10		6		0		2		18	
23:15	11		4		0		3		18	
23:30	13		4		0		2		19	
23:45	6	40	4	18	0		1	8	11	66
TOTALS		3183		2182		133		953		**6451**
SPLIT %		49.3%		33.8%		2.1%		14.8%		**61.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,137	4,257	283	1,775	10,452

AM Peak Hour	11:45	7:30	9:00	7:15	**7:30**
AM Pk Volume	192	370	29	203	**773**
Pk Hr Factor	0.787	0.954	0.725	0.806	**0.895**
7 - 9 Volume	310	688	43	322	**1363**
7 - 9 Peak Hour	7:30	7:30	7:00	7:15	**7:30**
7 - 9 Pk Volume	187	370	25	203	**773**
Pk Hr Factor	0.866	0.954	0.781	0.806	**0.895**

PM Peak Hour	16:30	15:30	13:00	12:00	**16:30**
PM Pk Volume	595	346	24	134	**1014**
Pk Hr Factor	0.924	0.786	0.750	0.779	**0.960**
4 - 6 Volume	1125	560	32	225	**1942**
4 - 6 Peak Hour	16:30	16:00	16:15	16:30	**16:30**
4 - 6 Pk Volume	595	295	19	133	**1014**
Pk Hr Factor	0.924	0.819	0.792	0.773	**0.960**

Main Avenue & Elder Street



5-B. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Main Avenue & Elder Street, FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:
The intersection of Main Avenue and Elder Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the 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
Main Avenue is a striped two-lane, 50-foot wide, undivided highway. The roadway is striped with a two way left turn lane and an uncontrolled school crossing. The road is posted with a school crossing assembly sign. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Elder Street is a striped two-lane, 30 to 38-foot wide, undivided highway. The roadway is striped with a no passing centerline and controlled crossing at Main Avenue. Elder Street is stop controlled at the intersection with Main Avenue. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Average Daily Traffic Volumes	**10/24**
Main Avenue:	
N/o Elder Street	5,348 SB
S/o Elder Street	6,337 NB
Elder Street:	
E/o Main Avenue	723 WB
W/o Main Avenue	313 EB

Collision Data
There has been 1 reported collision along this segment of roadway, in a 3-year period

(2022-01-01 to 2024-12-31). This collision is susceptible to correction by an all-way stop installation. This collision resulted in a segment accident rate of 0.07 collision 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).

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date:	January 17, 2025
Item Title:	All-Way Stop Control
Location:	Main Avenue and Elder Street

The County Traffic Engineer recommends installing all-way stop controls at the intersection of Main Avenue and Elder Street, pursuant to the following 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 Main Avenue and Elder Street is located within Maie Ellis Elementary School.

- Option C of Section 2B.07 - Lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.

- The operational sight distance for the eastbound approach of Elder Street, looking north and south, does not meet the minimum required operational sight distance per County Public Road Standards.

- The operational sight distance for the westbound approach of Elder Street, looking north, does not meet the minimum required operational sight distance per County Public Road Standards.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Main Ave & Elder St

Day: Thursday
Date: 09/07/2023

City: Fallbrook
Project #: CA23_040172_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,337	5,348	313	723	12,721

DAILY TOTALS

15-Minutes Interval

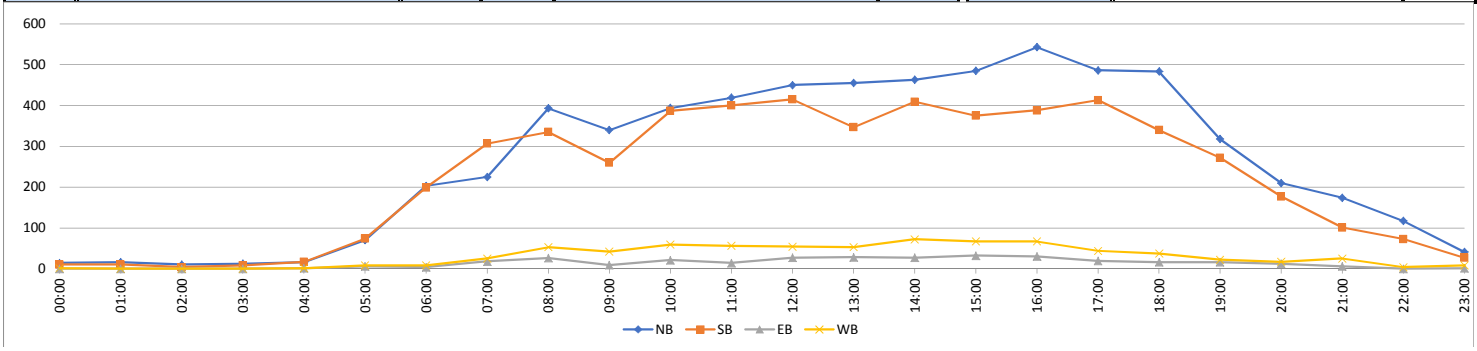
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	5	0	1	8	12:00	118	135	4	22	279
0:15	4	0	0	0	4	12:15	112	92	6	7	217
0:30	5	3	0	0	8	12:30	130	87	9	9	235
0:45	3	2	0	0	5	12:45	90	101	8	16	215
1:00	4	2	0	0	6	13:00	98	70	7	16	191
1:15	4	5	0	0	9	13:15	121	86	7	14	228
1:30	3	3	0	0	6	13:30	105	100	7	11	223
1:45	5	0	0	0	5	13:45	131	91	7	12	241
2:00	0	1	0	0	1	14:00	116	105	5	11	237
2:15	4	2	0	0	6	14:15	118	100	4	15	237
2:30	4	0	0	0	4	14:30	109	107	3	29	248
2:45	2	1	0	0	3	14:45	120	97	15	17	249
3:00	4	0	0	0	4	15:00	116	84	10	13	223
3:15	3	2	0	0	5	15:15	114	92	6	14	226
3:30	2	2	0	0	4	15:30	122	95	7	23	247
3:45	3	4	0	0	7	15:45	133	104	9	17	263
4:00	1	2	0	0	3	16:00	147	115	5	22	289
4:15	4	6	1	1	12	16:15	140	86	9	16	251
4:30	4	3	0	0	7	16:30	125	99	5	11	240
4:45	7	6	0	0	13	16:45	131	88	11	18	248
5:00	13	15	2	0	30	17:00	130	109	8	15	262
5:15	11	8	1	0	20	17:15	131	108	4	10	253
5:30	23	20	0	6	49	17:30	119	102	5	13	239
5:45	23	31	3	2	59	17:45	106	94	2	6	208
6:00	35	39	1	4	79	18:00	132	94	5	8	239
6:15	38	42	0	1	81	18:15	123	95	1	9	228
6:30	62	55	2	3	122	18:30	120	70	5	14	209
6:45	68	63	1	0	132	18:45	108	81	5	6	200
7:00	43	58	3	1	105	19:00	80	88	3	7	178
7:15	44	68	5	6	123	19:15	83	69	1	7	160
7:30	62	91	3	10	166	19:30	80	67	6	3	156
7:45	76	90	7	8	181	19:45	75	48	6	5	134
8:00	99	105	9	20	233	20:00	58	58	4	8	128
8:15	106	88	9	10	213	20:15	67	40	2	2	111
8:30	88	73	6	12	179	20:30	34	41	4	7	86
8:45	100	69	2	11	182	20:45	51	38	2	0	91
9:00	76	54	0	12	142	21:00	47	30	2	5	84
9:15	81	55	2	9	147	21:15	41	30	2	9	82
9:30	86	66	4	10	166	21:30	41	22	2	7	72
9:45	97	85	3	11	196	21:45	45	19	0	4	68
10:00	85	111	4	12	212	22:00	35	27	0	2	64
10:15	95	90	3	16	204	22:15	37	29	0	2	68
10:30	100	85	8	15	208	22:30	28	13	0	0	41
10:45	114	101	6	16	237	22:45	17	4	0	0	21
11:00	99	109	1	14	223	23:00	15	9	0	3	27
11:15	102	77	6	12	197	23:15	14	12	0	0	26
11:30	101	94	5	15	215	23:30	5	5	1	4	15
11:45	117	120	2	15	254	23:45	7	1	0	1	9
TOTALS	2112	2011	99	253	4475	TOTALS	4225	3337	214	470	8246
SPLIT %	47%	45%	2%	6%	35%	SPLIT %	51%	40%	3%	6%	65%

Hourly Intervals

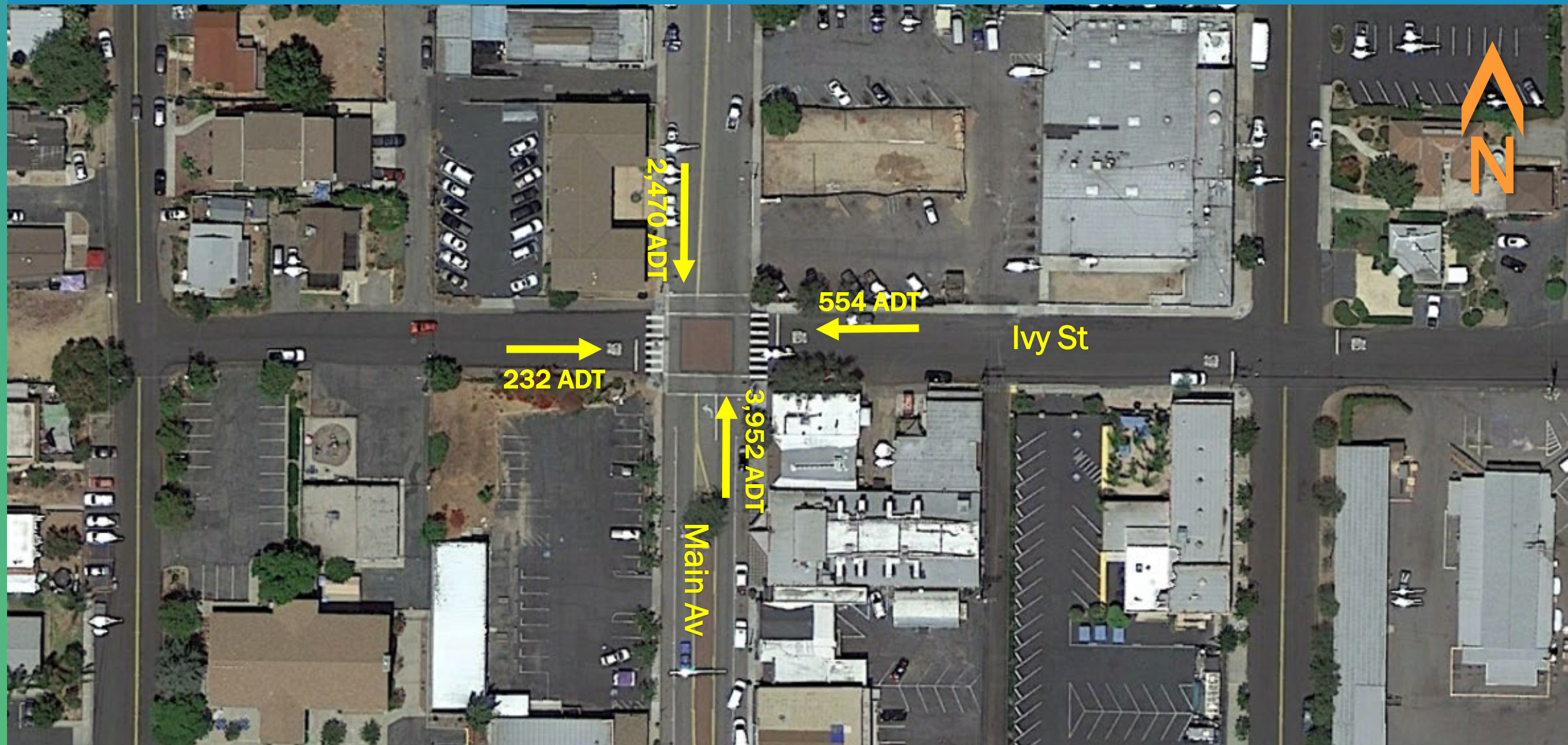
TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	14	10	0	1	25
01:00	02:00	16	10	0	0	26
02:00	03:00	10	4	0	0	14
03:00	04:00	12	8	0	0	20
04:00	05:00	16	17	1	1	35
05:00	06:00	70	74	6	8	158
06:00	07:00	203	199	4	8	414
07:00	08:00	225	307	18	25	575
08:00	09:00	393	335	26	53	807
09:00	10:00	340	260	9	42	651
10:00	11:00	394	387	21	59	861
11:00	12:00	419	400	14	56	889
12:00	13:00	450	415	27	54	946
13:00	14:00	455	347	28	53	883
14:00	15:00	463	409	27	72	971
15:00	16:00	485	375	32	67	959
16:00	17:00	543	388	30	67	1028
17:00	18:00	486	413	19	44	962
18:00	19:00	483	340	16	37	876
19:00	20:00	318	272	16	22	628
20:00	21:00	210	177	12	17	416
21:00	22:00	174	101	6	25	306
22:00	23:00	117	73	0	4	194
23:00	00:00	41	27	1	8	77

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2112	2011	99	253	4475
Peak Hour	11:00	11:00	7:45	10:15	11:00
Peak Volume	419	400	31	61	889
Peak Hour Factor	0.895	0.833	0.861	0.953	0.875
Peak Period	12:00	to	00:00		
Volume	4225	3337	214	470	8246
Peak Hour	15:45	12:00	14:45	15:30	15:30
Peak Volume	545	415	38	78	1050
Peak Hour Factor	0.927	0.769	0.633	0.848	0.908
Peak Period	07:00	to	09:00		
Volume	618	642	44	78	1382
Peak Hour	8:00	7:30	7:45	8:00	8:00
Peak Volume	393	374	31	53	807
Peak Hour Factor	0.927	0.890	0.861	0.663	0.866
Peak Period	16:00	to	18:00		
Volume	1029	801	49	111	1990
Peak Hour	16:00	17:00	16:15	16:00	16:00
Peak Volume	543	413	33	67	1028
Peak Hour Factor	0.923	0.947	0.750	0.761	0.889



Main Avenue & Ivy Street



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: February 7, 2025 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Main Avenue & Ivy Street, FALLBROOK

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:
The intersection of Main Avenue and Ivy Street has been identified by Traffic Engineering as meeting Option B, an intersection where there is the need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and Option C, an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the 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
Main Avenue is a striped two-lane, 50-foot wide, undivided highway. The roadway is striped with a two way left turn lane and an uncontrolled crossing. Main Avenue is signed with a 7-ton truck weight restriction. The road is unclassified on the County General Plan Mobility Element Network. The road has a posted 25 MPH speed limit.

Ivy Street is a two-lane, 24 to 38-foot wide, undivided highway. The roadway is striped with a controlled crossing at Main Avenue. Ivy Street is stop controlled at the intersection with 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	**10/24**
Main Avenue:	
N/o Ivy Street	2,470 SB
S/o Ivy Street	3,952 NB
Ivy Street:	
E/o Main Avenue	554 WB
W/o Main Avenue	232 EB

Collision Data
There have been 1 reported collision along this segment of roadway, which involved an injury, in a 3-year period (2022-01-01 to 2024-12-31). This collision is susceptible to

correction by an all-way stop installation. This collision result in an intersection accident rate of 0.13 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).

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

WILLIAM MORGAN, P.E.
INTERIM DIRECTOR OF PUBLIC WORKS

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: January 17, 2025

Item Title: All-Way Stop Control

Location: Main Avenue and Ivy Street

The County Traffic Engineer recommends installing all-way stop controls at the intersection of Main Avenue and Ivy Street, pursuant to the following 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 commercial areas. The subject intersection of Main Avenue and Ivy Street is located within Fallbrook Downtown District.
- Option C of Section 2B.07 - Lack of sight distance, indicates all-way stop controls can be considered when motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection.
- The operational sight distance for the eastbound approach of Ivy Street, looking north, does not meet the minimum required operational sight distance per County Public Road Standards.

Michael Kenney

Michael L. Kenney, TE 2045 & CE 56661

1/17/25

Date

Prepared by National Data & Surveying Services

VOLUME

Main Ave & Ivy St

Day: Thursday
Date: 09/07/2023

City: Fallbrook
Project #: CA23_040172_005

DAILY TOTALS	NB	SB	EB	WB	Total
	3,952	2,470	232	554	7,208

DAILY TOTALS

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	2	2	0	0	4	12:00	73	50	5	12	140
0:15	1	0	0	1	2	12:15	50	40	6	6	102
0:30	5	2	0	0	7	12:30	68	41	4	8	121
0:45	2	2	0	1	5	12:45	53	44	3	7	107
1:00	4	1	0	0	5	13:00	52	29	0	8	89
1:15	2	3	0	0	5	13:15	63	40	4	4	111
1:30	0	0	1	1	2	13:30	52	53	6	7	118
1:45	3	0	0	0	3	13:45	64	36	7	9	116
2:00	0	1	0	0	1	14:00	68	37	2	5	112
2:15	2	1	0	0	3	14:15	57	40	2	12	111
2:30	2	0	0	1	3	14:30	66	58	3	8	135
2:45	1	1	0	0	2	14:45	64	37	3	9	113
3:00	0	0	0	0	0	15:00	80	40	2	9	131
3:15	2	0	0	0	2	15:15	73	47	4	12	136
3:30	2	0	0	0	2	15:30	82	39	6	12	139
3:45	3	2	0	0	5	15:45	83	42	10	13	148
4:00	0	1	1	1	3	16:00	90	43	9	19	161
4:15	3	3	1	2	9	16:15	91	46	2	16	155
4:30	5	2	0	0	7	16:30	105	46	5	14	170
4:45	7	1	1	0	9	16:45	85	49	6	14	154
5:00	10	6	2	3	21	17:00	99	49	11	10	169
5:15	9	5	0	0	14	17:15	76	49	8	14	147
5:30	13	9	3	4	29	17:30	88	35	7	17	147
5:45	12	15	1	3	31	17:45	77	52	5	12	146
6:00	28	14	0	4	46	18:00	91	42	9	10	152
6:15	31	20	3	9	63	18:15	92	51	8	7	158
6:30	46	17	1	12	76	18:30	80	35	1	11	127
6:45	41	21	2	12	76	18:45	74	43	5	10	132
7:00	35	16	2	2	55	19:00	75	40	3	6	124
7:15	35	26	2	10	73	19:15	68	43	1	7	119
7:30	42	33	3	9	87	19:30	52	43	0	5	100
7:45	44	29	3	10	86	19:45	65	22	4	6	97
8:00	57	35	5	21	118	20:00	42	33	1	4	80
8:15	60	37	4	12	113	20:15	51	23	1	6	81
8:30	53	29	2	9	93	20:30	29	29	4	2	64
8:45	46	29	4	3	82	20:45	38	22	1	2	63
9:00	34	27	2	5	68	21:00	46	17	0	5	68
9:15	35	33	2	5	75	21:15	34	16	1	4	55
9:30	45	44	1	8	98	21:30	29	13	0	1	43
9:45	40	45	1	2	88	21:45	32	17	0	3	52
10:00	49	50	0	8	107	22:00	38	15	2	1	56
10:15	48	40	2	6	96	22:15	31	13	0	2	46
10:30	52	46	4	4	106	22:30	18	9	0	1	28
10:45	45	53	6	7	111	22:45	10	5	0	0	15
11:00	40	36	2	8	86	23:00	15	7	0	0	22
11:15	50	35	1	4	90	23:15	9	5	0	0	14
11:30	58	60	4	7	129	23:30	6	3	0	0	9
11:45	59	48	5	10	122	23:45	5	2	0	0	7
TOTALS	1163	880	71	204	2318	TOTALS	2789	1590	161	350	4890
SPLIT %	50%	38%	3%	9%	32%	SPLIT %	57%	33%	3%	7%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	10	6	0	2	18
01:00	02:00	9	4	1	1	15
02:00	03:00	5	3	0	1	9
03:00	04:00	7	2	0	0	9
04:00	05:00	15	7	3	3	28
05:00	06:00	44	35	6	10	95
06:00	07:00	146	72	6	37	261
07:00	08:00	156	104	10	31	301
08:00	09:00	216	130	15	45	406
09:00	10:00	154	149	6	20	329
10:00	11:00	194	189	12	25	420
11:00	12:00	207	179	12	29	427
12:00	13:00	244	175	18	33	470
13:00	14:00	231	158	17	28	434
14:00	15:00	255	172	10	34	471
15:00	16:00	318	168	22	46	554
16:00	17:00	371	184	22	63	640
17:00	18:00	340	185	31	53	609
18:00	19:00	337	171	23	38	569
19:00	20:00	260	148	8	24	440
20:00	21:00	160	107	7	14	288
21:00	22:00	141	63	1	13	218
22:00	23:00	97	42	2	4	145
23:00	00:00	35	17	0	0	52

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1163	880	71	204	2318
Peak Hour	8:00	10:00	7:30	7:30	11:00
Peak Volume	216	189	15	52	427
Peak Hour Factor	0.900	0.892	0.750	0.619	0.828
Peak Period	12:00	to	00:00		
Volume	2789	1590	161	350	4890
Peak Hour	16:15	16:30	16:45	16:00	16:15
Peak Volume	380	193	32	63	648
Peak Hour Factor	0.905	0.985	0.727	0.829	0.953
Peak Period	07:00	to	09:00		
Volume	372	234	25	76	707
Peak Hour	8:00	7:30	7:30	7:30	7:45
Peak Volume	216	134	15	52	410
Peak Hour Factor	0.900	0.905	0.750	0.619	0.869
Peak Period	16:00	to	18:00		
Volume	711	369	53	116	1249
Peak Hour	16:15	16:30	16:45	16:00	16:15
Peak Volume	380	193	32	63	648
Peak Hour Factor	0.905	0.985	0.727	0.829	0.953