

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 02-07-2025 MEETING**

- 2-A. This item is a review requested by an area resident to establish an all-way stop control at the intersection of Single Oak Drive and Rockcrest Road in Lakeside.

Single Oak Drive is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential roads and driveways. Single Oak Drive is an uncontrolled through move at the intersection with Rockcrest Road.

Rockcrest Road is a striped two-lane undivided highway with a no-passing centerline and provides access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Single Oak Drive.

Staff presented the results of an operational review of the intersection. The intersection meets one criterion in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The California Highway Patrol (CHP) for El Cajon mentioned that there are not many calls in that area, but that intersection has a unique approach. The County Traffic Engineer noted that the intersection is in the middle of the grid of the traffic pattern with equal volumes on all legs of the intersection. The County Traffic Engineering Representative added that this intersection is truly a local-local road.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Single Oak Drive and Rockcrest Road in Lakeside.

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

- 2-B. This item is a review requested by an area resident to establish an all-way stop control at the intersection of Oro Street and Persimmon Avenue in the unincorporated community of El Cajon.

Oro Street is an unstriped two-lane undivided highway and provides direct access to some residential roads and several driveways. Oro Street is an uncontrolled through move at the intersection with Persimmon Avenue.

Persimmon Avenue is an unstriped two-lane undivided highway with a no-passing centerline and provides access to several residential roads and driveways. The

road is stop controlled in the westbound and eastbound directions at the intersection with Oro Street.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, and Optional Criteria D for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations.

The TAC recommends establishment of an all-way stop intersection at Oro Street and Persimmon Avenue in the unincorporated El Cajon.

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

- 2-C. This item is a review of the existing posted speed limit and certification for radar enforcement on Arnold Way from Harbison Canyon Road to Tavern Road in the unincorporated community of Alpine and was requested by staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such collision history and bicyclist presence. There are no schools in the vicinity of this item.

Arnold Way is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and a white edgeline and provides direct access to several residential roads and driveways. Arnold Way is currently posted with a 40 MPH radar enforced speed limit. The road is classified as a Light 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 (39.1 MPH, 42.2 MPH, and 43.0 MPH) produced an overall speed zone of 41.4 MPH which could support a 40 MPH speed limit. Staff noted a collision rate above the Statewide average (2.40 vs 1.68 collisions per million vehicle miles) which could support a lower 35 MPH speed limit.

The District 4 representative noted that the TAC should take the collision rate and bicyclist presence into consideration. The Engineering representative noted that there is also limited shoulders along the road.

The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement on Arnold Way from Harbison Canyon Road to Tavern Road in the unincorporated community of Alpine based on measured speeds and

State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and bicyclist presence.

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. Arnold Way meets the CHP criteria for radar speed enforcement.

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

- 3-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Elfin Forest Road from Harmony Grove Road to the San Marcos city limit (near Camino Cielo Azul) in the unincorporated community of Elfin Forest and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collision severity, and bicycle presence.

Elfin Forest Road is a striped 2-lane undivided highway. The roadway is striped with a no-passing centerline and provides direct access to several residential roads and driveways. Elfin Forest Road is currently posted with a 45 MPH radar enforced speed limit. The road is classified as a Light 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 (46.3 MPH, 48.4 MPH, and 46.5 MPH) produced an overall speed zone of 47.1 MPH which could support a 45 MPH speed limit. Staff noted there was one serious injury collision along the roadway.

Public testimony included several members of the public from the area. One resident requested reducing the speed limit based on adjacent speed on Harmony Grove Road. Driving causes danger to pedestrians and animals. One of the facility owners sees reckless driving behavior and lots of racing on the road. There is a lack of enforcement presence and speeding vehicles passing illegally. Another member of the public wanted to point out how the curve where Harmony Grove and Elfin Forest Road meet is dangerous. The San Dieguito Planning Group Chair was in attendance and requested the item be continued to the next meeting and reviewed with the community.

During committee discussion, the District 5 representative suggested we focus on reducing the speed limit today to limit delay and to review other options for equestrian and bicyclists along the road. The County Traffic Engineer is looking

into options for the road as this segment has twice the volume for the county road and has a lot of equestrians. The bicyclist coalition representative chimed in and said that Elfin Forest Road is a popular cycling route and has concerns about the limited shoulder widths. The County Traffic Engineer mentioned that he would work with the community to organize equestrian crossing and will complete a curve review.

The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collision severity, and bicycle presence.

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. Elfin Forest Road meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and provided minutes (Attachment D) and was in support of a reduced speed limit. The Elfin Forest Harmony Grove Town Council Elfin Forest Community Trails Committee Co-Chair sent an email (Attachment D) to staff expressing support for a reduced speed limit along Elfin Forest Road as well as a request to review for crosswalks at specific locations along the road. Staff directed the request to Traffic Engineering for review.

- 4-A. This item is a review requested by an area resident to establish an all-way stop control at the intersection of Central Avenue and Lamar Street in Spring Valley.

Central Avenue is a striped two-lane undivided highway with a no-passing centerline and provides direct access to several residential roads and driveways. Central Avenue is an uncontrolled through move at the intersection with Lamar Street.

Lamar Street is a striped two-lane undivided highway with a no-passing centerline and provides access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Central Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection 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 TAC recommends establishment of an all-way stop intersection at Central Avenue and Lamar Street in El Cajon.

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

- 4-B. This item is a review of the existing posted speed limit and certification for radar enforcement on Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in the unincorporated community of El Cajon and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such collision history.

Avocado Boulevard is a striped 4-lane undivided highway. The roadway is striped with a two-way turn lane, lane lines, and bike lanes and provides direct access to several residential roads and some commercial and residential roads. The road is signal controlled at the intersections of Calle Verde, Fury Lane, and Fuerte Drive. Avocado Boulevard is currently posted with a 45 MPH radar enforced speed limit. The road is classified as a Major Road 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 (45.7 and 45.9 MPH) produced an overall speed zone of 45.8 MPH which could support a 45 MPH speed limit. Staff noted a collision rate above the Statewide average (1.23 vs 0.96 collisions per million vehicle miles) which could support a lower 40 MPH speed limit.

The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such 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. Avocado Boulevard meets the CHP criteria for radar speed enforcement.

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

- 5-A. This item is a review requested by area residents to evaluate the intersection for roadway safety. The TAC recommends the intersection of Old Highway 395 and

Canonita Drive/Stewart Canyon Road in Monserate be placed on the County's Traffic Signal List for design and construction.

Old Highway 395 is a striped two-lane undivided through highway and Community Collector with a left turn lane at Canonita Drive/Stewart Canyon Road providing access to local driveways. Old Highway 395 is an uncontrolled through move at the intersection with Canonita Drive/Stewart Canyon Road.

Canonita Drive is a striped two-lane undivided highway with a no passing centerline providing access to a residential road. The road is stop controlled in the eastbound direction at the intersection with Old Highway 395.

Stewart Canyon Road is a striped two-lane undivided highway with a no passing centerline, white edgeline. The road is stop controlled in the westbound direction at the intersection with Old Highway 395.

Staff presented the results of an operational review of the intersection. The intersection meets Warrant 1 (eight-hour vehicular volume) and Warrant 2 (four-hour vehicular volume) of the CA MUTCD traffic signal warrants. Staff noted that there is a higher than average collision rate (0.61 vs 0.36 collisions per million vehicles entering) at the intersection.

The District 4 representative mentioned that Old Highway 395 has high speed and is subject to the state maximum 55 MPH speed limit. The District 3 representative asked what would happen if funding is not available, what interim measures are considered. The Traffic Engineering Representative indicated that an all-way stop at this location would not be appropriate. The Oceanside CHP representative agreed that speeds are increasing going south of the intersection in question.

The TAC recommends the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate be placed on the County's Traffic Signal List for design and construction due to CA MUTCD traffic signal volume warrants being met.

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

- 5-B. This item is a review requested by staff to establish an all-way stop control at the intersection of Main Avenue and Elder Street in Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting.

Main Avenue is a striped two-lane undivided through highway with a two way left turn lane and an uncontrolled school crossing providing access to residential roads and commercial driveways. Main Avenue is an uncontrolled through move at the intersection with Elder Street.

Elder Street is a striped two-lane undivided highway with a no passing centerline providing access to some residential roads and several driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Main Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, 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 TAC recommends establishment of an all-way stop intersection at Main Avenue and Elder Street in Fallbrook.

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

- 5-C. This item is a review requested by staff to establish an all-way stop control at the intersection of Main Avenue and Ivy Street in Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting.

Main Avenue is a striped two-lane undivided through highway with a two way left turn lane and an uncontrolled school crossing for the nearby schools on Mission Road. Main Avenue provides access to residential roads and commercial driveways. Main Avenue is an uncontrolled through move at the intersection with Ivy Street.

Ivy Street is a striped two-lane undivided highway with a no passing centerline providing access to residential and commercial driveways. The road is stop controlled in the westbound and eastbound directions at the intersection with Main Avenue.

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the CA MUTCD Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria C for an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection, 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 TAC recommends establishment of an all-way stop intersection at Main Avenue and Ivy Street in Fallbrook.

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