

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE  
RECOMMENDATIONS FROM THE 10-04-2024 MEETING**

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

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

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

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

Staff presented the results of an operational review of the intersection. The intersection meets two criteria in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.07 regarding Multi-Way Stop Applications: Optional Criteria B, for an intersection where road users, after stopping, cannot see conflicting traffic and are not able to negotiate the intersection unless conflicting cross traffic is also required to stop, and Optional Criteria D, for an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection.

The Lakeside CPG chair in attendance explained that residents in attendance at their June community meeting noted near misses at the intersection. They noted that the foliage growing in the property to at the southeast corner limits sight distance when looking left onto Riverview Avenue from Lemon Crest Drive. The property owner has trimmed the foliage, but limited sight distance can re-occur.

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

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

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

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

Southern Oak Road is a two-lane undivided highway striped with a solid double yellow centerline. It currently is unposted for a speed limit and is subject to the 55 MPH State maximum speed limit. The road is unclassified on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of the recent speed survey produced an overall speed zone of 35.7 MPH which could support a 35 MPH speed limit.

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

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

The TAC recommends establishing a 35 MPH speed limit for radar enforcement on Southern Oak Road from Dye Road to the cul-de-sac based on measured speeds and State law which requires rounding measured speeds to the nearest 5 MPH increment.

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

roadways where radar enforcement takes place. Southern Oak Road meets the CHP criteria for radar speed enforcement.

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

- 2-C. This item is a review to establish a speed limit with radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in the unincorporated community of Ramona and was requested by area residents. The TAC recommends establishing a 40 MPH speed limit for radar enforcement on Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history.

Old Julian Highway is a two-lane undivided highway striped with a no passing centerline and white edge lines. It currently is unposted for speed limit and is subject to the 55 MPH State maximum speed limit. Old Julian Highway is classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of recent speed surveys (46.5 MPH, 41.5 MPH, 48.9 MPH, and 44.9 MPH) produced an overall speed zone of 45.5 MPH which supports a 45 MPH speed limit. Staff identified a segment accident rate higher than the Statewide average (1.71 vs 1.41 collision per million vehicle miles) which could support reduction to a 40 MPH speed limit.

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

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

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Old Julian Highway meets the CHP criteria for radar speed enforcement.

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

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

Arena Way is a striped 2-lane divided highway. The roadway is striped with yellow left edge line. The road is stop controlled at Del Amo Road and Arena Drive. Arena Way is currently posted with a 45 MPH radar enforced, speed limit. The road is unclassified on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (36.4 MPH and 37.5 MPH) produced an overall speed zone of 37.0 MPH which could support a 35 MPH speed limit.

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

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

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Arena Way meets the CHP criteria for radar speed enforcement.

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

- A. This item is approval of the County of San Diego Operational Sight Distance Standards. These standards document and establish minimum criteria for DPW

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

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

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

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