

**SUMMARY OF TRAFFIC ADVISORY COMMITTEE
RECOMMENDATIONS FROM THE 2026-02-06 MEETING**

- 2-A. This item is a review of the existing posted speed limit and certification for radar enforcement on Winter Gardens Boulevard/Industry Road in the unincorporated community of Lakeside from Channel Road to Woodside Avenue and was requested by DPW staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit on Winter Gardens Boulevard/Industry Road in the unincorporated community of Lakeside from Channel Road to Woodside Avenue based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

Winter Gardens Boulevard/Industry Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edge line. The road provides access to commercial driveways, Mobility Element Roads, and State Route 67. Winter Gardens Boulevard/Industry Road is posted with a 40 MPH speed limit. Winter Gardens Boulevard is classified as a Major Road on the County General Plan Mobility Element Network. Industry Road is unclassified.

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 results of a recent speed survey produced an overall speed zone of 41.4 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.74 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The District 2 Representative noted several accidents are influenced by the signal at Woodside Avenue. The Independent Insurance Agents & Brokers of San Diego Representative added that the signal tends to cause a back-up of traffic onto the freeway and Wintergardens Boulevard. The District 2 Representative expressed their support for a reduced speed limit.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit on Winter Gardens Boulevard/Industry Road in the unincorporated community of Lakeside from Channel Road to Woodside Avenue based on measured speeds and State law which allows for a 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. Winter Gardens Boulevard/Industry Road meets the CHP criteria for radar speed enforcement.

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 of the existing posted speed limit and certification for radar enforcement on Magnolia Avenue in unincorporated El Cajon from Airport Drive to Vernon Way and was requested by DPW staff. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit on Magnolia Avenue in unincorporated El Cajon from Airport Drive to Vernon Way based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and presence of vulnerable road users, including an unhoused population. There are no schools in the vicinity of this item.

Magnolia Avenue is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to commercial roads, commercial driveways, and Mobility Element Roads. Magnolia Avenue is posted with a 40 MPH 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 (43.8 MPH & 40.1 MPH) produced an overall speed zone of 42.0 MPH which could support a 40 MPH speed limit. Staff noted a higher than average segment accident rate (2.75 vs 1.68 crashes per million vehicle miles) which could support a reduced 35 MPH speed limit.

The County Traffic Engineer expressed support for a reduced speed. The District 2 Representative noted a history of presence of unhoused in the area and along the road.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit on Magnolia Avenue in unincorporated El Cajon from Airport Drive to Vernon Way based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and presence of vulnerable road users, including an unhoused population.

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. Magnolia Avenue meets the CHP criteria for radar speed enforcement.

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

- 2-G. This item is a review requested by an area resident to establish an all-way stop control at the intersection of Fairway Drive and Link Drive in the unincorporated community of Spring Valley.

Fairway Drive is a striped two-lane divided highway with raised median and white edge lines. The road provides direct access to several residential driveways and residential roads. Fairway Drive is uncontrolled at the intersection with Link Drive.

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

Staff presented the results of an operational review of the intersection. The intersection meets two warrants in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.12 regarding All-Way Stop Warrants: Warrant B, an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road and Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection and where pedestrian and/or bicyclist movements support the installation of all-way stop control.

A resident near the intersection noted existing conditions at the intersection. They expressed concern regarding new ADU's and apartments creating an influx of traffic on Fairway Drive. They also noted that parked motorhomes along the road have created obstructions to sight distance and traffic. They also explained that the center median pathway on Fairway Drive is heavily used by residents, including children and dogs. They further expressed concerns with speeding along the road as a constant area of concern for residents.

The County Traffic Engineer noted the lack of sidewalks on the sides of the roadway, adding that pedestrian use of the median and crossing to and from the median island is unexpected for unfamiliar drivers. They added that vegetation and parked cars near the intersection obstruct sight distance on this limited width roadway. They discussed the high density of houses with driveways along the road adding additional conflict points near the intersection. The El Cajon California Highway Patrol Representative noted that this is not the only intersection that traffic concerns exist throughout Fairway Drive and asked if the County considered all-way controls for other intersections along the road. The County Traffic Engineer confirmed that staff reviewed all intersections along the road and that the intersection brought forth was the best candidate for consideration due to the sight distance concerns and other roadway conditions.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at Fairway Drive and Link Drive in the unincorporated community of Spring Valley to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

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