



# COUNTY OF SAN DIEGO

## LAND USE AGENDA ITEM

### BOARD OF SUPERVISORS

NORA VARGAS  
First District

JOEL ANDERSON  
Second District

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Third District

MONICA MONTGOMERY STEPPE  
Fourth District

JIM DESMOND  
Fifth District

**DATE:** May 1, 2024

**05**

**TO:** Board of Supervisors

### SUBJECT

#### **TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/01/2024 – ADOPT RECOMMENDATIONS; (DISTRICTS: 1 & 2)**

### OVERVIEW

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1960s to provide traffic regulations and recommendations within the unincorporated areas of the region. To be effective, the TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every six weeks to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommends the Board act on two items from the December 8, 2023, TAC meeting agenda:

<b>Items from the 12/08/2023 TAC Meeting</b>			
<b>District</b>	<b>Item</b>	<b>Location</b>	<b>Action</b>
1	1-A	Tyler Street and Central Avenue in Spring Valley	Establish an all-way stop intersection.
2	2-A	Deer Ridge Road and Fox Valley Way in 4S Ranch	Establish an all-way stop intersection.

Approval of Item 1-A at Tyler Street and Central Avenue in Spring Valley (District 1) and Item 2-A at Deer Ridge Road and Fox Valley Way in 4S Ranch (District 2) will enhance safety for pedestrians, bicyclists, and motorists by assigning a full stop to all vehicles approaching the intersections. Properly posted intersection stop controls reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

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The Board's action on Item 1-A at Tyler Street and Central Avenue in Spring Valley (District 1) and Item 2-A at Deer Ridge Road and Fox Valley Way in 4S Ranch (District 2) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on May 1, 2024, would allow for implementation by DPW.

**RECOMMENDATION(S)**

**TRAFFIC ADVISORY COMMITTEE**

**District 1:**

Item 1-A. Tyler Street and Central Avenue in Spring Valley – Establish an all-way stop intersection.

**District 2:**

Item 2-A. Deer Ridge Road and Fox Valley Way in 4S Ranch – Establish an all-way stop intersection.

**CHIEF ADMINISTRATIVE OFFICER**

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.
2. Adopt the Traffic Advisory Committee's recommendations.
3. Adopt the following Resolutions:

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO. (Items 1-A & 2-A)

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO. (Items 1-A)

**EQUITY IMPACT STATEMENT**

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on County of San Diego-maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ethnicities, ages, and abilities. Understanding travel patterns, where correctable crashes are occurring, and the disproportionate impacts on certain communities will allow the Department of Public Works (DPW) to identify actions to address the underlying causes, improve safety, and ensure there is justice in the enforcement of traffic regulations.

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DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and uses the Healthy Places Index (3.0) and CalEnviroScreen 4.0 to ensure underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Roadway Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of the majority of drivers, the TAC also relies on various community engagement methods such as the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

**SUSTAINABILITY IMPACT STATEMENT**

The Traffic Advisory Committee has made sustainability a top priority by partnering with local communities and industry leaders in a public forum every eight weeks to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

**FISCAL IMPACT**

Funds for this request are included in the Fiscal Year (FY) 2023-24 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$4,968 in FY 2023-24 for staff time, materials, and supplies. The funding source is State Highway User Tax Account. There will be no change in net General Fund cost and no additional staff years.

**BUSINESS IMPACT STATEMENT**

N/A

**ADVISORY BOARD STATEMENT**

The Traffic Advisory Committee agenda items are provided to the 28 Community Planning and Sponsor Groups. The items associated with this report are located within the Spring Valley (Item 1-A) and San Dieguito (Item 2-A) Community Planning Group areas. The Spring Valley Community Planning Group voted to support the proposed all way stop (Item 1-A) at their November 28, 2023 meeting. The San Dieguito Community Planning Group voted to support the proposed all way stop (Item 2-A) at their November 9, 2023 meeting. All other Community Planning and Sponsor Groups did not provide input on any items. These items are not in the vicinity of tribal lands.

**BACKGROUND**

The County of San Diego (County) Department of Public Works (DPW) operates a traffic engineering program that includes services such as establishing all traffic regulations, operating, and maintaining traffic signals and streetlights, issuing traffic control and special event permits, and addressing traffic-related customer service concerns. Members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the region. Requests or recommendations such as changes to traffic control, speed limits, stop signs, traffic signals, or parking regulations require direction and approval from the Board of Supervisors (Board).

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The Board established the Traffic Advisory Committee (TAC) in the 1960s as an aid in providing uniform traffic regulations throughout the unincorporated region. The goal of the TAC is to provide the unincorporated communities with a road system that strives to enhance safety and reduce congestion. To accomplish this, traffic policies are established to provide persons using the road system with consistent and uniform regulations. In order to be effective, these policies are designed to be legally enforceable.

The TAC is composed of 17 representatives from different agencies including five members-at-large appointed by the Board, one representing each supervisorial district. The members-at-large typically have an interest in transportation planning or engineering issues. Represented agencies also include the California Department of Transportation, California Highway Patrol, Insurance Brokers and Agents of San Diego, Pacific Safety Center, County Office of Education, San Diego Bicycle Coalition, the San Diego County Sheriff's Department, the San Diego County Fire Authority, and DPW. Agenda items are posted online, emailed through an interested persons distribution list, and sent to Community Planning and Sponsor Groups prior to the scheduled meeting.

The TAC meets every six weeks to review traffic control requests, such as speed limits, stop signs, traffic signals, and parking regulations, submitted by any member of the community, Community Planning and Sponsor Groups, County staff, or other agencies. Upon receipt of a request for an implementation of a traffic safety measure, the TAC reviews and investigates the requested item by gathering and analyzing information such as photographs, prevailing speeds, traffic volume, collision reports, and public testimony. The TAC investigates the request from the perspective of traffic engineers, motorists, bicyclists, pedestrians, law enforcement, school officials, auto insurance representatives, community representatives, and the public. After reviewing the data and discussing alternatives, the TAC submits a recommendation to the Board based upon traffic engineering principles, the California Vehicle Code, and driver expectations. The Board then makes the final decision as to what action will be taken.

The TAC recommends the Board act on two items from the December 8, 2023 TAC meeting agenda. Both items are reviews to establish all-way stop intersections. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides general guidance and specific criteria for establishing an all-way stop intersection. An all-way stop should be considered if guidance and/or criteria are met. The items are as follows:

- Item 1-A. This item is a review requested by a school principal to establish an all-way stop control at the intersection of Tyler Street and Central Avenue in Spring Valley. The current principal of Bancroft Elementary expressed support for the all-way stop intersection. Engineering studies demonstrate that this intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection. As properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter the intersections at a low speed and have more time to take heed of the traffic

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situation, the TAC recommends the establishment of all-way stop controls at this local intersection to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

- Item 2-A. This item is a review requested by area residents to establish an all-way stop control at the intersection of Deer Ridge Road and Fox Valley Way in 4S Ranch. Representatives from Del Norte High School were notified of the proposal and the current principal had no objection to the proposed all-way stop intersection. Engineering studies demonstrate that this intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection where there is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes, and an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection. As properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter the intersections at a low speed and have more time to take heed of the traffic situation, the TAC recommends the establishment of all-way stop controls at this local intersection to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

A summary of TAC recommendations is provided in Attachment A. Resolutions required to implement the Board's direction are presented in Attachment B.

Approval of Item 1-A at Central Avenue and Tyler Street in Spring Valley (District 1) and Item 2-A at Deer Ridge Road and Fox Valley Way in 4S Ranch (District 2) will provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users by assigning a full stop to all approaches at intersections. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

The Board's action on Item 1-A at Central Avenue and Tyler Street in Spring Valley (District 1) and Item 2-A at Deer Ridge Road and Fox Valley Way in 4S Ranch (District 2) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on May 1, 2024 would allow for implementation by DPW.

## **ENVIRONMENTAL STATEMENT**

The proposed action consists of the approval of recommendations from the Traffic Advisory Committee relating to regulatory traffic control on County of San Diego maintained roadways (e.g., establish parking prohibitions, install traffic control signage, establish and certify/recertify speed limits for enforcement). Section 15301 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, or mechanical equipment or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use. The proposed action involves minor alteration of existing public facilities resulting in negligible or no expansion of existing or former use and is therefore categorically exempt from California Environmental Quality Act (CEQA) review in accordance with Section 15301 of the CEQA Guidelines.

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**LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN**

Today's proposed action to establish all-way stop control intersections supports the Community Quality of Life Initiative in the County of San Diego's 2024-2029 Strategic Plan with the objective of providing services that enhance communities through increasing the well-being of our residents and our environment. Today's requested action fulfills this initiative by improving the opportunity for motorists, pedestrians, and bicyclists to interact safely with the roadway and each other.

Respectfully submitted,

A blue ink signature of the name Dahvia Lynch.

DAHVIA LYNCH  
Interim Deputy Chief Administrative Officer

**ATTACHMENT(S)**

- A. Summary of Traffic Advisory Committee Recommendations
- B. Resolutions Required to Implement Recommendations