



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

NORA VARGAS
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

VACANT
Fourth District

JIM DESMOND
Fifth District

DATE: May 24, 2023, and June 14, 2023

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TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/24/2023 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/14/2023 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, & 5)

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 county. To be effective, 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 a traffic regulation in unincorporated areas of the county, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on five items from the January 27, 2023, TAC meeting agenda:

Items from the 01/27/2023 TAC Meeting			
District	Item	Location	Action
1	1-A*	Jamacha Rd, from Osage Dr to Sweetwater Rd, in La Presa	Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.
1	1-B*	Central Ave, from Bonita Rd to Corral Canyon Rd, in Bonita	Certify the 35 MPH speed limit.

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Items from the 01/27/2023 TAC Meeting			
District	Item	Location	Action
2	2-A	Ninth St & H St in Ramona	Establish an all-way stop intersection.
2	2-B	Six intersections in San Diego Country Estates: • Vista Ramona Rd and Arena Way • Vista Ramona Rd and Sargeant Rd • Arena Way and Open View Rd • Arena Way and Arena Dr • Arena Way and Gunn Stage Rd • Arena Dr and Del Amo Rd	Establish all-way stop intersections.
5	5-A*	West Lilac Rd, from Camino del Rey to Old Highway 395, in Bonsall	Recertify the 45 MPH speed limit.
*Indicates second reading of the ordinance is required.			

Approval of Item 1-A on Jamacha Road in La Presa CPA (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would support speed enforcement which enhances roadway safety and retains mobility. Properly posted speed limits provide feedback to drivers to improve traffic safety, reduce the number and severity of collisions, and allow for fair enforcement.

Approval of Item 2-A at Ninth Street and H Street in Ramona (District 2) and Item 2-B at six intersections in San Diego Country Estates 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 following items do not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore do not require a second reading of an ordinance. Board direction on May 24, 2023, would allow implementation by DPW of Item 2-A on Ninth Street and H Street in Ramona (District 2) and Item 2-B on six intersections in San Diego Country Estates (District 2). Board direction on May 24, 2023, would allow implementation by DPW.

The Board's action on Item 1-A on Jamacha Road in La Presa (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would introduce an ordinance to amend a speed limit zone. This action would revise County Code and requires two steps. On May 24, 2023, the Board would consider the TAC items. If the Board takes action as recommended on May 24, then on June 14, 2023, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction. If the

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proposed ordinance is altered on June 14, 2023, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 1:

Item 1-A. Jamacha Road from Osage Drive to Sweetwater Road in La Presa – Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.

Item 1-B. Central Avenue from Bonita Road to Corral Canyon Road in Bonita – Certify the 35 MPH speed limit.

District 2:

Item 2-A. Ninth Street & H Street in Ramona – Establish an all-way stop intersection.

Item 2-B. Six intersections in San Diego Country Estates – Establish six all-way stop intersections.

District 5:

Item 5-A. West Lilac Road from Camino del Rey to Old Highway 395 in Bonsall – Recertify the 45 MPH speed limit.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is categorically 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 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO (Items 2-A & 2-B).

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RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 306 RELATING TO THE ESTABLISHMENT OF YIELD RIGHT-OF-WAY INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-B).

4. Approve the introduction of the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 1-B, & 5-A).

If, on May 24, 2023, the Board takes action as recommended, then, on June 14, 2023:

Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 1-B, & 5-A).

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls and roadway markings support 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, enhance safety, and ensure justice in the enforcement of traffic regulations.

DPW's Local Road Safety Program reviews correctable collisions along road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and CalEnviroScreen to ensure underserved populations are prioritized. The Traffic Advisory Committee relies on the Local Road 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 Traffic Advisory Committee 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.

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SUSTAINABILITY IMPACT STATEMENT

The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a monthly public forum 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.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2022-23 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs of \$24,160 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

Traffic Advisory Committee (TAC) 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), Sweetwater (Item 1-B), Ramona (Items 2-A & 2-B), and Bonsall (Item 5-A) Community Planning Group (CPG) Areas. A member of the Spring Valley CPG in attendance provided comments and support for the TAC's recommendation on Item 1-A. The Ramona CPG provided minutes from their December 1, 2022, meeting where the CPG approved a motion requesting the County to approve all six intersections as all-way stop intersections as subsequently recommended by the TAC in Item 2-B. The Community Planning and Sponsor Groups did not provide input on the other items.

BACKGROUND

The County of San Diego's (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. Within the traffic engineering program, members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the County. Requests or recommendations such as changes to traffic control, speed limits, stop signs, traffic signals, or parking regulations require direction by the Board of Supervisors (BOS).

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 of the county 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 so that the majority of motorists will comply.

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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 a traffic regulation, 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, law enforcement, school officials, auto insurance representatives, and the general 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 six items from the December 9, 2022, TAC meeting agenda.

Three of the five items are periodic reviews of speed limit zones required every seven years to comply with state law. These items certify or recertify the use of radar for speed enforcement on the listed road segments based on state law. In establishing radar enforceable speed limits, state law requires rounding measured speeds to the nearest 5 miles per hour (MPH) increment. The law also allows an additional 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment:

- Item 1-A. This item was continued from the October 28, 2022, TAC meeting at the request of the Spring Valley Community Planning Group (CPG). Jamacha Road in La Presa, from the Osage Drive to Sweetwater Road, currently has a posted speed limit of 45 MPH and measured speeds averaged 47.2 MPH. This major road provides access to residential roads and access to the state highway. The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying a 40 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.
- Item 1-B. This review was requested by DPW staff. Central Avenue in Bonita, from Bonita Road to Corral Canyon Road, currently has a posted speed limit of 35 MPH and measured speeds averaged 39.9 MPH. The light collector road provides access to private and public

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residential roadways, commercial and residential driveways, and larger residential developments. The TAC recommends certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. An ordinance is required to correct the endpoint of this speed zone from a former road terminus to Corral Canyon Road to reflect the change in conditions due to development beyond the former road terminus.

- Item 5-A. This review was requested by DPW staff. West Lilac Road in Bonsall, from Camino del Rey to Old Highway 395, currently has a posted 45 MPH speed limit and measured speeds averaged 49.5 MPH. The light collector road provides access to public and private residential roads, Bonsall High School, Sullivan Middle School, and larger residential developments. The TAC recommends recertifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. An ordinance is required to delete an obsolete speed zone for West Lilac Road which has been since included into an adjacent speed zone of Camino del Rey.

Two of the five items are reviews to establish all-way stop control. 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 2-A. This item is a review requested by area residents and school representatives and will establish an all-way stop control at the intersection of Ninth Street and H Street in Ramona. Ninth Street provides access to several residential driveways and residential roads as well as direct access to Ramona Elementary School, Montecito High School, Montessori Children's House, and Montessori Children's Elementary School. H Street also provides direct access to several residential driveways and roadways. Montessori Children's House, and Montessori Children's Elementary School representatives attended the meeting and supported an all-way stop intersection. Representatives from Ramona Elementary School and Montecito High School were notified of the proposal, input was solicited, and concurred with the all-way stop intersection. This intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection where there is a need to control vehicular/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.

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- Item 2-B. This item is a review requested by residents through the Ramona CPG and will establish an all-way stop control at six intersections (Vista Ramona Road and Arena Way, Vista Ramona Road and Sargeant Road, Arena Way and Open View Road, Arena Way and Arena Drive, Arena Way and Gunn Stage Road, and Arena Drive and Del Amo Road), in San Diego Country Estates. The CPG expressed community traffic and pedestrian concerns in the community following two fatal collisions that lead the community to request an operational review with respect to driver behavior, the age of the development, and bicyclist/pedestrian facilities. DPW Traffic Engineering modeled traffic patterns and presented six intersections to the community as appropriate for all-way stops to manage the traffic flows. The CPG voted to support the establishment of all-way stop controls at all six intersections. Vista Ramona Road, Sargeant Road, Arena Way, Arena Drive and Del Amo Road provide access to residential roads as well as direct access to residential driveways. Gunn Stage Road provides access to collector roads, residential roads, commercial driveways, and a local trail. These intersections satisfy one of the all-way stop criteria listed in the CA MUTCD: 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 these local intersections to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

A summary of the TAC recommendations and committee discussion is presented in Attachment A. Attachment B includes the resolutions and an ordinance required to implement the TAC recommendations. Attachment C includes community input received regarding TAC items.

The following items do not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore do not require a second reading of an ordinance. Board direction on May 24, 2023, would allow implementation by DPW of Item 2-A on Ninth Street and H Street in Ramona (District 2) and Item 2-B on six intersections in San Diego Country Estates (District 2). Board direction on May 24, 2023, would allow implementation by DPW.

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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.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed action to establish/certify/recertify speed limits and install all-way stop intersections supports the Community Quality of Life Initiative in the County of San Diego's 2023-2028 Strategic Plan with the objective of providing services that enhance communities through increasing the well-being of our residents and our environments. 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,



SARAH E. AGHASSI
Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary of Traffic Advisory Committee Recommendations
- B. Resolutions and Ordinance Required to Implement Recommendations
- C. Community Input