



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: December 6, 2023 and January 10, 2024

07

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (12/06/2023 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 01/10/2024 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 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 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 recommendations are provided to the Board for consideration.

The TAC recommends the Board act on four items from the July 28, 2023, TAC meeting agenda:

Items from the 07/28/2023 TAC Meeting			
District	Item	Location	Action
2	2-A	Ha Hana Road from Los Coches Road to Lakeview Road in Lakeside	Certify the 35 miles per hour (MPH) speed limit.
2	2-B	La Cresta Boulevard from Mountain View Road to Suncrest Boulevard in La Cresta	Certify the 30 MPH speed limit.
2	2-C	Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview	Establish an all-way stop intersection.

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Items from the 07/28/2023 TAC Meeting			
District	Item	Location	Action
5	5-A*	Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane in Fallbrook	Reduce the 40 MPH speed limit to 35 MPH and certify.
* Indicates second reading of the ordinance is required.			

Approval of Item 2-A on Ha Hana Road in Lakeside (District 2), Item 2-B on La Cresta Boulevard in La Cresta (District 2), and Item 5-A on Pepper Tree Lane/Calavo Road in Fallbrook (District 5) would allow for speed enforcement which enhances roadway safety. Properly posted speed limits provide feedback to drivers to improve traffic safety, reduce the number and severity of collisions, and allow for enforcement.

Approval of Item 2-C at Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview (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 2-A on Ha Hana Road in Lakeside (District 2), Item 2-B on La Cresta Boulevard in La Cresta (District 2), and Item 2-C at Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview (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 December 6, 2023, would allow for implementation by DPW.

The Board's action on Item 5-A on Pepper Tree Lane/Calavo Road in Fallbrook (District 5) would introduce an ordinance to amend a speed limit zone. This action would revise the County Code and requires two steps. On December 6, 2023, the Board would consider the TAC items. If the Board takes action as recommended on December 6, then on January 10, 2024, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on December 6, 2023, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

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RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 2:

Item 2-A. Ha Hana Road from Los Coches Road to Lakeview Road in Lakeside – Certify the 35 miles per hour (MPH) speed limit.

Item 2-B. La Cresta Boulevard from Mountain View Road to Suncrest Boulevard in La Cresta – Certify the 30 MPH speed limit.

Item 2-C. Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview – Establish an all-way stop intersection.

District 5:

Item 5-A. Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane in Fallbrook - Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.

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. (Item 2-C)

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO. (Item 2-C)
4. Approve the introduction the following Ordinance:
ORDINANCE AMENDING SECTION 72.169.55.3. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY. (Item 5-A)

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If, on December 6, 2023, the Board takes action as recommended, then, on January 10, 2024:

1. Consider and adopt the following Ordinance:
ORDINANCE AMENDING SECTION 72.169.55.3. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY. (Item 5-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 to identify actions to address the underlying causes, improve safety, and ensure there is justice in the enforcement of traffic regulations.

DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and utilizes 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 addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every six 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 2023-24 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in current year costs and revenue of \$6,360 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.

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BUSINESS IMPACT STATEMENT

N/A

ADVISORY BOARD STATEMENT

The 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 Lakeside (Item 2-A & Item 2-C), Crest-Dehesa-Harbison Canyon-Granite Hills (Item 2-B), and Fallbrook (Item 5-A) Community Planning Group areas. The 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).

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,

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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 a reasonable driver's readiness to perform a driving task in a particular manner and continue the task until it is completed or interrupted. The Board then makes the final decision as to what action will be taken.

The TAC recommends the Board act on four items from the July 28, 2023, the TAC meeting agenda.

Three of the four TAC items are periodic reviews 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 2-A. This review was requested by DPW staff. Ha Hana Road in Lakeside from Los Coches Road to Lakeview Road currently has a posted 35 MPH speed limit and measured speeds averaged 35.0 MPH. The TAC recommends certifying the existing 35 MPH speed limit for radar enforcement based on measured speeds. This road segment is not in the vicinity of a school.
- Item 2-B. This review was requested by DPW staff. La Cresta Boulevard from Mountain View Road to Suncrest Boulevard currently has a posted 30 MPH speed limit and measured speeds averaged 35.2 MPH. The TAC recommends recertifying the 30 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 not readily apparent to the driver such as limited shoulder, pedestrian presence, and driveway/intersection density. This road segment not in the vicinity of a school.
- Item 5-A. This review was requested by DPW staff. Pepper Tree Lane/Calavo Road in Fallbrook from McDonald Road to Stage Coach Lane currently has a posted 40 MPH speed limit and measured speeds averaged 36.7 MPH. 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. This road segment is not in the vicinity of a school.

One of the four TAC items is a review to establish an all-way stop intersection. 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 item is as follows:

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- Item 2-C. This item is a review requested by a school principal to establish an all-way stop control at the intersection of Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview. Representatives from Rios Elementary were notified of the proposal and the current principal expressed support for the all-way stop intersection. This intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection which lacks corner sight distance, 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 encouraging reasonable drivers to enter the intersection 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 and an ordinance required to implement the Board's direction are presented in Attachments B and C, respectively.

The Board's action on Item 2-A on Ha Hana Road in Lakeside (District 2), Item 2-B on La Cresta Boulevard in La Cresta (District 2), and Item 2-C at Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview (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 December 6, 2023, would allow for 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.

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LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed action to certify/recertify speed limits and establish an all-way stop intersection 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,

A handwritten signature in black ink, appearing to read 'Sarah Aghassi', with a stylized flourish at the end.

SARAH E. AGHASSI
Deputy Chief Administrative Officer

ATTACHMENT(S)

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