



# COUNTY OF SAN DIEGO

## LAND USE AGENDA ITEM

### BOARD OF SUPERVISORS

VACANT  
First District

JOEL ANDERSON  
Second District

TERRA LAWSON-REMER  
Third District

MONICA MONTGOMERY STEPPE  
Fourth District

JIM DESMOND  
Fifth District

**DATE:** February 12, 2025, and February 26, 2025

**01**

**TO:** Board of Supervisors

### SUBJECT

**TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (02/12/2025 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 02/26/2025 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: ALL)**

### 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 1950s 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 two months 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 five items from the October 4, 2024 TAC meeting agenda:

Items from the 10/04/2024 TAC Meeting			
District	Item	Location	Action
2	2-A	Riverview Avenue and Lemon Crest Drive in Lakeside	Establish an all-way stop intersection.
2	2-B*	Southern Oak Road from Dye Road to the cul-de-sac in Ramona	Establish and certify a 35 mile per hour (MPH) speed limit for radar enforcement.
2	2-C*	Old Julian Highway from Vista Ramona Road to 800' east of Mile Post 7.0 in Ramona	Establish and certify a 40 MPH speed limit for radar enforcement.

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Items from the 10/04/2024 TAC Meeting			
District	Item	Location	Action
2	2-D*	Arena Way from Gunn Stage Road to Open View Road in Ramona	Reduce the 45 MPH speed limit to 35 MPH and certify for radar enforcement.
ALL	A	County of San Diego Sight Distance Standards (Countywide)	Adopt the 2025 County of San Diego Sight Distance Standards
* Indicates a second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Item 2-A on Riverview Avenue and Lemon Crest Drive in Lakeside (District 2) would 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.

Approval of Items 2-B on Southern Oak Road in Ramona (District 2), 2-C on Old Julian Highway in Ramona (District 2), and 2-D on Arena Way in Ramona (District 2) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reducing the number and severity of collisions, and allow for enforcement.

Approval of Item A regarding the County of San Diego Sight Distance Standards would provide standards for evaluating sight distance at existing public intersections and roads in the County of San Diego. These standards establish minimum criteria for DPW to determine if existing County roads and intersections have sufficient sight distance and are updated as and when criteria for measurement of sight distance are modified based on technical analysis by the federal or State guidelines.

The Board's action on Item 2-A on Riverview Avenue and Lemon Crest Drive in Lakeside (District 2) and Item A regarding the County Sight Distance Standards (All Districts) 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 February 12, 2025 would allow implementation by DPW.

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The Board's action on Items 2-B on Southern Oak Road in Ramona (District 2), 2-C on Old Julian Highway in Ramona (District 2), and 2-D on Arena Way in Ramona (District 2) would introduce an ordinance to amend the speed limit zones. This action would revise County Code and requires two hearings. On February 12, 2025, the Board would consider the TAC items. If the Board takes action as recommended on February 12, then on February 26, 2025, 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 February 26, 2025, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

**RECOMMENDATION(S)**

**TRAFFIC ADVISORY COMMITTEE**

**District 2:**

Item 2-A. Riverview Avenue and Lemon Crest Drive in Lakeside - Establish an all-way stop intersection.

Item 2-B. Southern Oak Road from Dye Road to the cul-de-sac in Ramona – Establish a 35 MPH speed limit and certify for radar enforcement.

Item 2-C. Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in Ramona – Establish a 40 MPH speed limit and certify for radar enforcement.

Item 2-D. Arena Way from Gunn Stage Road to Open View Road in Ramona - Reduce the 45 MPH speed limit to 35 MPH and certify for radar enforcement.

**All Districts:**

Item A. County of San Diego Sight Distance Standards – Adopt the 2025 County of San Diego Sight Distance Standards

**CHIEF ADMINISTRATIVE OFFICER**

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 and 15060(b)(3) 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 and it can be seen with certainty that there is no possibility that the adoption of the sight distance standards may have a significant effect on the environment.
2. Adopt the Traffic Advisory Committee's recommendations.
3. Adopt the County of San Diego Sight Distance Standards

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4. 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-A)

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

5. Approve the introduction of the following Ordinance:  
ORDINANCE ADDING SECTIONS 72.161.2. AND 72.163.13.3. AND AMENDING SECTION 72.161.15.4. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, and 2-D)

If, on February 12, 2025, the Board takes action as recommended, then, on February 26, 2025:

1. Adopt the following Ordinance:  
ORDINANCE ADDING SECTIONS 72.161.2. AND 72.163.13.3. AND AMENDING SECTION 72.161.15.4. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, and 2-D)

## **EQUITY IMPACT STATEMENT**

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on the 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 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 most 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.

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### **SUSTAINABILITY IMPACT STATEMENT**

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months 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 2024-25 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in current year costs and revenue of \$13,370 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 (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) and Ramona (Items 2-B, 2-C, and 2-D) Community Planning Group areas. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. The Lakeside Community Planning Group voted in support of the proposed all-way stop controls (Item 2-A). The Community Planning and Sponsor Groups did not provide input on any other 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 1950s as an aid in providing uniform traffic regulations throughout the unincorporated region. The goal of the TAC is to provide 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. To be effective, these policies are designed to be legally enforceable.

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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 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 sent to Community Planning and Sponsor Groups, posted online, and emailed through an interested person distribution list prior to the scheduled meeting.

The TAC meets every two months 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 the 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 five items from the October 4, 2024 TAC meeting agenda.

### **All-Way Stop Items**

The first item 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.

- **Item 2-A.** This review was requested by the Lakeside Community Planning Group to establish an all-way stop control at the intersection of Riverview Avenue and Lemon Crest Drive in Lakeside. Lemon Crest Drive is stop controlled in the westbound direction at the tee intersection with Riverview Avenue. The current principals of River Valley Charter School and Riverview International Academy expressed support for the all-way stop intersection, and 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. 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

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intersection to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

### **Radar Certification and Speed Limit Items**

The next three 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. 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-B.** This review was requested by DPW staff. Southern Oak Road in Ramona from Dye Road to the cul-de-sac is currently unposted for a speed limit and is subject to the State maximum 55 MPH speed limit. Measured speeds on Southern Oak Road averaged 35.7 MPH. The TAC recommends establishing a 35 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which requires rounding measured speeds to the nearest 5 MPH increment. There are no schools in the vicinity of this item.
- **Item 2-C.** This review was requested by DPW staff. Old Julian Highway in Ramona from Vista Ramona Road to a point 800' east of Mile Post 7.0 currently is unposted for a speed limit and is subject to the State maximum 55 MPH speed limit. Measured speeds on Old Julian Highway averaged 45.5 MPH. The TAC recommends establishing a 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.
- **Item 2-D.** This review was requested by DPW staff. Arena Way in Ramona from Gunn Stage Road to Open View Road currently has a posted 45 MPH speed limit. Measured speeds on Arena Way average 37.0 MPH following the installation of two all-way stop intersections. 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 MPH increment. There are no schools in the vicinity of item.

### **Sight Distance Standards Item**

This last item is the approval of updated 2025 County of San Diego Sight Distance Standards. Engineers use sight distance standards to determine if drivers can safely perceive and react to potential hazards along the road.

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- **Item A.** This last item is the approval of updated 2025 County of San Diego Sight Distance Standards. Engineers use sight distance standards to determine if drivers can safely perceive and react to potential hazards along the road. These standards establish criteria for DPW Traffic Engineering staff to determine if existing County roads and intersections have sufficient sight distance. In 2023, DPW Traffic Engineering developed standards illustrating minimum operational sight distances for existing operating conditions using the reasoning and formulae in the American Association of State Highway and Transportation Officials' handbook, "A Policy on Geometric Design of Highways and Streets." These standards were approved by the Board of Supervisors in 2023. In 2024, staff identified needed clarifications to the document in the form of an exhibit showing charts calculating sufficient sight distance for varying grades and speeds. The TAC recommends the adoption of the updated 2025 County of San Diego Sight Distance Standards to provide County DPW Traffic Engineering staff a means to analyze existing roadway conditions to evaluate roadway safety.

A summary of TAC recommendations is provided in Attachment A. The County of San Diego Sight Distance Standards are provided in Attachment B. Resolutions required to implement the Board's direction are presented in Attachment C. An ordinance required to implement the Board's direction is presented in Attachment D. Received community input is provided in Attachment E.

## **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. Additionally, adopting the sight distance standards is exempt from CEQA review in accordance with Section 15061(b)(3) of the CEQA Guidelines because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.



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

Today's proposed action to establish intersection all-way stop controls, certify/recertify speed limits, and establish sight distance standards supports the Community Quality of Life Initiative in the County of San Diego's 2025-2030 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 blue ink, appearing to read 'Dahvia Lynch', with a stylized flourish extending to the right.

DAHVIA LYNCH

Deputy Chief Administrative Officer

**ATTACHMENT(S)**

- A. Summary of Traffic Advisory Committee Recommendations
- B. County Sight Distance Standards
- C. Resolutions Required to Implement Recommendations
- D. Ordinance Required to Implement Recommendations
- E. Community Input