



# 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:** June 25, 2025, and August 27, 2025

**05**

**TO:** Board of Supervisors

### SUBJECT

**TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (06/25/2025 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 08/27/2025 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) AND CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, 4, & 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 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 nine items from February 7, 2025, TAC meeting agenda:

District. Item	Description
2. 2-A	Single Oak Drive and Rockcrest Road in Lakeside. Review requested by residents. Establish an all-way stop intersection.
2. 2-B	Oro Street and Persimmon Avenue in unincorporated El Cajon. Review requested by residents. Establish an all-way stop intersection.

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<b>District. Item</b>	<b>Description</b>
2. 2-C*	Arnold Way from Harbison Canyon Road to Tavern Road in Alpine. Review requested by DPW staff. Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.
3. 3-A*	Elfin Forest Road from Harmony Grove Road to San Marcos city limit (near Camino Cielo Azul) in Elfin Forest. Review requested by DPW staff. Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.
4. 4-A	Central Avenue and Lamar Street in Spring Valley. Review requested by residents. Establish an all-way stop intersection.
4. 4-B*	Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in unincorporated El Cajon. Review requested by DPW staff. Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.
5. 5-A	Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate. Review requested by residents. Place the intersection on the County's traffic signal list for design and construction.
5. 5-B	Main Avenue and Elder Street in Fallbrook. Review requested by DPW staff. Establish an all-way stop intersection.
5. 5-C	Main Avenue and Ivy Street in Fallbrook. Review requested by DPW staff. Establish an all-way stop intersection.

Approval of Item 2-A on Single Oak Drive and Rockcrest Road in Lakeside (District 2), 2-B on Oro Street and Persimmon Avenue in unincorporated El Cajon (District 2), 4-A on Central Avenue and Lamar Street in Spring Valley (District 4), 5-B on Main Avenue and Elder Street in Fallbrook (District 5), and 5-C on Main Avenue and Ivy Street in Fallbrook (District 5) 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

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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-C on Arnold Way in Alpine (District 2), 3-A on Elfin Forest Road in Elfin Forest (District 3), and 4-B on Avocado Boulevard in Mount Helix/Calavo Gardens (District 4) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

Approval of Item 5-A on Old Highway 398 and Canonita Drive/Stewart Canyon Road in Monserate (District 5) will add the intersection to the County's traffic signal installation or modification list. The County's Traffic Signal List allows staff to seek funding for subsequent design and construction. Traffic control signals will provide safety enhancement measures for pedestrians, bicyclists, and all other road users. Properly designed traffic control signals help manage intersections safely and efficiently by coordinating vehicle and pedestrian movement.

The Board's action on Items 2-A on Single Oak Drive and Rockcrest Road in Lakeside (District 2), 2-B on Oro Street and Persimmon Avenue in unincorporated El Cajon (District 2), 4-A on Central Avenue and Lamar Street in Spring Valley (District 4), 5-B Main Avenue and Elder Street in Fallbrook (District 5), and 5-C Main Avenue and Ivy Street in Fallbrook (District 5) 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 June 25, 2025 would allow implementation by DPW.

The Board's action on Items 2-C on Arnold Way in Alpine (District 2), 3-A on Elfin Forest Road in Elfin Forest (District 3), and 4-B on Avocado Boulevard in Mount Helix/Calavo Gardens (District 4) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and requires two steps. On June 25, 2025, the Board will consider the TAC items. If the Board takes action as recommended on June 25, then on August 27, 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 August 27, 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. Single Oak Drive and Rockcrest Road in Lakeside – Establish an all-way stop intersection.

Item 2-B. Oro Street and Persimmon Avenue in unincorporated El Cajon - Establish an all-way stop intersection.

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Item 2-C. Arnold Way from Harbison Canyon Road to Tavern Road in Alpine - Reduce the 40 MPH speed limit to 35 MPH and certify the speed limit for radar enforcement.

**District 3:**

Item 3-A. Elfin Forest Road from Harmony Grove Road to the San Marcos city limit (-near Camino Cielo Azul) in Elfin Forest - Reduce the 45 MPH speed limit to 40 MPH and certify the speed limit for radar enforcement.

**District 4:**

Item 4-A. Central Avenue and Lamar Street - Establish an all-way stop intersection.

Item 4-B. Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in unincorporated El Cajon – Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

**District 5:**

Item 5-A. Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate – Place the intersection on the County’s traffic signal list for design and construction.

Item 5-B. Main Avenue and Elder Street in Fallbrook – Establish an all-way stop intersection.

Item 5-C. Main Avenue and Ivy Street in Fallbrook – 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 2-A, 2-B, 4-A, 5-B, & 5-C)

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Items 2-A, 2-B, 4-A)

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RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO (Items 5-B & 5-C)

4. Approve the introduction of the following Ordinance:  
ORDINANCE AMENDING SECTIONS 72.161.45.1., 72.163.21., AND 72.169.98.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-C, 3-A, and 4-B)

If, on June 25, 2025, the Board takes action as recommended, then, on August 27, 2025:

1. Adopt the following Ordinance:  
ORDINANCE AMENDING SECTIONS 72.161.45.1., 72.163.21., AND 72.169.98.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-C, 3-A, and 4-B)

### **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 allows 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 that 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.

### **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.

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### **FISCAL IMPACT**

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$24,542 in Fiscal Year 2025-26 for staff time, materials, and supplies. The funding source is the 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 (Items 2-A and 2-B), Alpine (Item 2-C), San Dieguito (Item 3-A), Spring Valley (Item 4-A), Valle De Oro (Item 4-B), and Fallbrook (Items 5-A, 5-B, and 5-C) Community Planning Group areas. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. The San Dieguito Community Planning Group provided minutes from their December 12, 2024 meeting expressing support for a reduced speed limit on Elfin Forest Road (Item 3-A). All other Community Planning and Sponsor Groups did not provide input on any items. These items have no impact on 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.

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

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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 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 nine items from February 7, 2025, TAC meeting agenda.

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

The following five items are reviews 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 CA MUTCD guidance and/or criteria are met.

- **Item 2-A.** This review was requested by residents to establish an all-way stop control at the intersection of Single Oak Drive and Rockcrest Road in the unincorporated community of Lakeside. Rockcrest Road is stop-controlled in the east and westbound directions at the four-legged intersection with Single Oak Drive. The engineering study demonstrates that this intersection satisfies 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 the traffic operations of said intersection. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring that 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. There are no schools in the vicinity of this item.
- **Item 2-B.** This review was requested by residents to establish an all-way stop control at the intersection of Oro Street and Persimmon Avenue in unincorporated El Cajon. Persimmon Avenue is stop-controlled in eastbound and westbound directions at the four-legged intersection with Oro Street. An engineering study demonstrates that this

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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 that 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. There are no schools in the vicinity of this item.

- **Item 4-A.** This review was requested by residents to establish an all-way stop control at the intersection of Central Avenue and Lamar Street in the unincorporated community of Spring Valley. Lamar Street is stop-controlled in eastbound and westbound directions at the four-legged intersection with Central Avenue. The engineering study demonstrated 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 that 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. There are no schools in the vicinity of this item.
- **Item 5-B.** This review was requested by DPW staff to establish an all-way stop control at the intersection of Main Avenue and Elder Street in the unincorporated community of Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting. Elder Street is stop-controlled in east and westbound directions at the four-legged intersection with Main Avenue. The engineering study demonstrated 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 where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring that 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. The principals of Maie Ellis Elementary School, Santa Margarita Academy, Fallbrook STEM



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Academy, and the Mike Choate Early Childhood Education Center were contacted for comment and provided no input.

- **Item 5-C.** This review was requested by DPW staff to establish an all-way stop control at the intersection of Main Avenue and Ivy Street in the unincorporated community of Fallbrook to implement part of the Fallbrook Sub-Area Plan Streetscape Plan approved by the Board at their December 11, 2024, meeting. Ivy Street is stop-controlled in the eastbound and westbound directions at the four-legged intersection with Main Avenue. The engineering study demonstrated 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 where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring that 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. There are no schools in the vicinity of this item.

#### **Radar Certification and Speed Limits Items**

The following 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 for a 5 MPH reduction based on roadway conditions such as collision history or allows rounding measured speeds down to the lower 5 MPH increment.

- **Item 2-C.** This review was requested by DPW staff. Arnold Way in the unincorporated community of Alpine from Harbison Canyon Road to Tavern Road is currently posted with a 40 MPH speed limit. Measured speeds on Arnold Way averaged 41.1 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 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 3-A.** This review was requested by DPW staff. Elfin Forest Road, in the unincorporated community of Elfin Forest, from Harmony Grove Road to the San Marcos city limit (near Camino Cielo Azul) is currently posted with a 45 MPH speed limit. Measured speeds on Elfin Forest Road averaged 47.1 MPH. The San Dieguito Community Planning Group provided minutes from their December 12, 2024, meeting expressing support for a reduced speed limit on Elfin Forest Road. The Elfin Forest Harmony Grove Town Council Elfin Forest Community Trails Committee Co-Chair sent an email to staff

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expressing support for a reduced speed limit along Elfin Forest Road as well as a request to review for crosswalks at specific locations along the road. The staff directed the request to Traffic Engineering for review. The TAC recommends reducing the 45 MPH speed limit to 40 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law, which allows for a 5 MPH reduction based on roadway conditions such as equestrians, collisions severity, and bicycle presence. There are no schools in the vicinity of this item.

- **Item 4-B.** This review was requested by DPW staff. Avocado Boulevard in unincorporated El Cajon from the El Cajon city limit (at Dewitt Court) to Madrid Way is currently posted with a 45 MPH speed limit. Measured speeds on Avocado Boulevard averaged 45.8 MPH. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH 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. The principal of Avocado Elementary School was contacted for comment and provided no input.

#### **Traffic Control Signal Item**

The following item is a review to establish a traffic signal. CA MUTCD provides nine warrants for consideration of a traffic signal based on intersection operating conditions (i.e., traffic volumes or recent collision history).

- **Item 5-A.** This item is a review requested by area residents to establish a traffic control signal. This item will place the intersection of Old Highway 395 and Canonita Drive/Stewart Canyon Road in the unincorporated community of Monserate on the County's Traffic Signal List for design and construction. This allows the County to seek funding to initiate design. A subsequent environmental review would be conducted for the proposed traffic signal before construction. Two of the CA MUTCD warrants for traffic signals are satisfied at this intersection (eight-hour vehicular volume and four-hour vehicular volume). The TAC recommends placing this intersection on the traffic signal list to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

A summary of TAC recommendations is provided in Attachment A. An ordinance required to implement the Board's direction is presented in Attachment B. Resolutions required to implement the Board's direction are presented in Attachment C and E. Community input received for TAC items is provided in Attachment D.

The Board's action on Items 2-A on Single Oak Drive and Rockcrest Road in Lakeside (District 2), 2-B on Oro Street and Persimmon Avenue in unincorporated El Cajon (District 2), 4-A on

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Central Avenue and Lamar Street in Spring Valley (District 4), 5-B Main Avenue and Elder Street in Fallbrook (District 5), and 5-C Main Avenue and Ivy Street in Fallbrook (District 5) 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 June 25, 2025, would allow implementation by DPW.

The Board's action on Items 2-C on Arnold Way in Alpine (District 2), 3-A on Elfin Forest Road in Elfin Forest (District 3), and 4-B on Avocado Boulevard in Mount Helix/Calavo Gardens (District 4) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and requires two steps. On June 25, 2025, the Board will consider the TAC items. If the Board takes action as recommended on June 25, then on August 27, 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 August 27, 2025, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

#### **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 all-way stop intersections, certify/recertify speed limits, and establish traffic signals 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.

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Respectfully submitted,



DAHVIA LYNCH

Deputy Chief Administrative Officer

**ATTACHMENT(S)**

- A. Summary of Traffic Advisory Committee Recommendations from the February 25, 2025, Meeting
- B. Ordinance Clean and Info Amending the County Code to Implement the Board's Direction
- C. Resolutions 299 and 304 Amending County Resolutions to Implement the Board's Direction
- D. Community Input Received for TAC Items
- E. Resolution 305 Amending Resolution Related to Establishment of Through Highways