



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

NORA VARGAS
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

MONICA MONTGOMERY STEPPE
Fourth District

JIM DESMOND
Fifth District

DATE: June 26, 2024, and July 17, 2024

01

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (06/26/2024 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 7/17/2024 – 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 five items from the February 2, 2024, TAC meeting agenda:

Items from the 02/02/2024 the TAC Meeting			
District	Item	Location	Action
2	2-A	Sao Paulo Way, 440' west of Daza Drive to cul-de-sac	Amend the time-specific no parking zone period from "8:00 AM to 4:00 PM" to "7:00 AM to 4:00 PM"
2	2-B*	First Street from El Cajon City limit (near Sumner Avenue) to Pepper Drive	Reduce the 35 MPH speed limit to 30 MPH and certify.
2	2-C*	Bradley Avenue from Graves Avenue to First Street	Amend west endpoint, reduce the 40 MPH speed limit to 35 MPH, and certify.

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Items from the 02/02/2024 the TAC Meeting			
District	Item	Location	Action
2	2-D*	Felicita Road from Escondido City limit (north of Miller Avenue) to Via Rancho Parkway	Amend north endpoint and certify a 45 MPH speed limit.
5	5-A*	Buena Vista Drive from Vista City limit (south of Keys Place) to Mar Vista Drive	Amend both endpoints, reduce the 30 MPH speed limit to 25 MPH, and certify.
* Indicates second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Item 2-A on Sao Paulo Way in San Diego Country Estates (District 2) will provide enhance safety and roadway operation for pedestrians, bicyclists, and all other roadway users by eliminating the potential traffic hazards associated with parked vehicles. This item was requested by the Principal at James Duke Elementary School.

Approval of Item 2-B First Street in El Cajon (District 2), Item 2-C on Bradley Avenue in El Cajon (District 2), Item 2-D on Felicita Road in Homeland Acres (District 2), and Item 5-A on Buena Vista Drive in Vista (District 5) would support 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.

Item 2-A on Sao Paulo Way in San Diego Country Estates (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 July 17, 2024, the second hearing, would allow for implementation by DPW.

The Board's action on Item 2-B First Street in El Cajon (District 2), Item 2-C on Bradley Avenue in El Cajon (District 2), Item 2-D on Felicita Road in Homeland Acres (District 2), and Item 5-A on Buena Vista Drive in Vista (District 5) would introduce an ordinance to amend speed limit zones. This action would revise County Code and require two steps. On June 26, 2024, the Board would consider the TAC items. If the Board takes action as recommended on June 26, then on July 17, 2024, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on July 17, 2024, then on that date a subsequential meeting date will be selected for the ordinance's adoption.

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RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 2:

Item 2-A. Sao Paulo Way, both sides, from 440' west of Daza Drive to cul-de-sac in San Diego County Estates – Amend a time specific no parking zone from “8:00 AM to 4:00 PM” to “7:00 AM to 4:00 PM.”

Item 2-B. First Street from the El Cajon City limit (near Sumner Avenue) to Pepper Drive in El Cajon- Reduce the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.

Item 2-C. Bradley Avenue (County maintained portions) from Graves Avenue to First Street in El Cajon – Amend the western endpoint, to reflect the current speed zone, reduce the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

Item 2-D. Felicita Road from Via Rancho Parkway to the City of Escondido (north of Miller Avenue) - Amend the northern endpoint, due to annexation by Escondido, and certify the existing 45 MPH speed limit for radar enforcement.

District 5:

Item 5-A. Buena Vista Drive from Vista City limit (south of Keys Place) to Mar Vista Drive in Vista - Amend both endpoints, due to annexation by Vista, reduce the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit 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. 301 RELATING TO THE ESTABLISHMENT OF NO STANDING OR PARKING ZONES IN THE COUNTY OF SAN DIEGO. (Item 2-A)
4. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.36., 72.169.27., 72.171.46.3. AND 72.172.33. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, 2-D, AND 5-A)

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If, on June 26, 2024, the Board takes action as recommended, then, on July 17, 2024:

1. Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.161.36., 72.169.27., 72.171.46.3. AND 72.172.33. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY. (Items 2-B, 2-C, 2-D, AND 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 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.

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 eight weeks to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year (FY) 2024-25 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$7,436 in FY 2024-25 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 Ramona (Item 2-A) and Lakeside (Items 2-B and 2-C) Community Planning Group areas. Items 2-D and 5-A are in the North County Metro Planning Area and do not have a community group. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. 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. 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.

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

The TAC recommends the Board act on five items from the February 2, 2024, TAC meeting agenda.

The following item is a review of a time-specific no parking zone as requested by the Principal at James Dukes Elementary School. The California Vehicle Code and San Diego County Code allows for the establishment of no stopping zones by ordinance or resolution:

- Item 2-A. This item is a review requested by the Principal at James Duke Elementary School within the San Diego Country Estates community and will amend a time specific no parking restriction on Sao Paulo Way in Ramona. The TAC recommends amending the time specific no parking zone period from “No Parking 8:00 AM to 4:00 PM, school days” to “No Parking 7:00 AM to 4:00 PM, school days,” to eliminate potential traffic hazards, improve traffic safety and roadway operations, and increase community quality of life.

The following 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-B. This review was requested by DPW staff. First Street in El Cajon, from El Cajon City limit (south of Sumner Avenue) to Pepper Drive, currently has a posted 35 MPH speed limit. Measured speeds on First Street average 35.9 MPH. The light collector road provides access to residential roads, residential and commercial driveways. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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- Item 2-C. This review was requested by DPW staff. Bradley Avenue (County maintained portions) in El Cajon, from Graves Avenue to First Street, has a posted 40 MPH speed limit. Measured speeds on Bradley Avenue average 37.7 MPH. The major road provides access to residential roads, residential and commercial driveways. The TAC recommends amending the western endpoint, to reflect the current speed zone, reducing the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.
- Item 2-D. This review was requested by DPW staff. Felicita Road in Homeland Acres, from Escondido City limit (north of Miller Avenue) to Via Rancho Parkway, currently has a posted 45 MPH speed limit and measured speeds on Felicita Road average 45.8 MPH. The light collector road provides access to a county park, residential roads, and residential driveways. The TAC recommends amending the northern endpoint, due to annexation by Escondido, certifying the existing 45 MPH speed limit for radar enforcement based on measured speed and State law which allows rounding measured speeds down to the lower 5 MPH increment.
- Item 5-A. This review was requested by DPW staff. Buena Vista Drive in Vista, from Vista City limit (south of Keys Place) to Mar Vista Drive, currently has a posted 30 MPH speed limit. Measured speeds on Buena Vista Drive average 30.4 MPH. The road provides access to residential roads, residential and commercial driveways. The TAC recommends amending both endpoints, due to annexation by Vista, reducing the existing 30 MPH speed limit to 25 MPH and certify the 25 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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

Item 2-A on Sao Paulo Way in San Diego Country Estates (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 July 17, 2024, the second hearing, would allow for implementation by DPW.

The Board's action on Item 2-B First Street in El Cajon (District 2), Item 2-C on Bradley Avenue in El Cajon (District 2), Item 2-D on Felicita Road in Homeland Acres (District 2), and Item 5-A on Buena Vista Drive in Vista (District 5) would introduce an ordinance to amend speed limit zones. This action would revise County Code and require two steps. On June 26, 2024, the Board would consider the TAC items. If the Board takes action as recommended on June 26, then on July 17, 2024, a second reading and adoption of ordinances amending County Code would be necessary

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to implement the Board's direction. If the proposed ordinance is altered on July 17, 2024, then on that date a subsequential 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 amend a parking restriction and certify/recertify speed limits support the Community Quality of Life Initiative in the County of San Diego's 2024-2029 Strategic Plan with the objective of providing services that enhance communities through increasing the well-being of our residents and our 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,



AMY HARBERT

Interim Deputy Chief Administrative Officer

ATTACHMENT(S)

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