

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, FEBRUARY 26, 2025**

MINUTE ORDER NO. 1

**SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF AN ORDINANCE:
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

On February 12, 2025 (03), the Board of Supervisors took action to further consider and adopt the Ordinance on February 26, 2025.

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.
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.

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

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.

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

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, on Consent, and adopted Ordinance No. 10934 (N.S.) entitled: 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.

AYES: Anderson, Lawson-Remer, Montgomery Steppe, Desmond

ABSENT: (District 1 Seat Vacant)

State of California)
County of San Diego)

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

ANDREW POTTER
Clerk of the Board of Supervisors



Signed
by Andrew Potter