

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, APRIL 10, 2024**

MINUTE ORDER NO. 1

**SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION
(03/13/2024 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING
AN ORDINANCE; 04/10/2024 - SECOND READING OF AN ORDINANCE,
UNLESS ORDINANCE IS MODIFIED ON SECOND READING)
(DISTRICTS: 1 & 5)**

OVERVIEW

On March 13, 2024 (08), the Board of Supervisors took action to further consider and adopt the Ordinance on April 10, 2024.

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.

Members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the region. 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. 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). 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 using 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 27, 2023, TAC meeting agenda:

Items from the 10/27/2023 TAC Meeting			
District	Item	Location	Action
1	1-A*	Sweetwater Road from State Route 54 to Central Avenue in Bonita	Reduce the 45 MPH speed limit to 40 MPH and certify.
5	5-A*	Poinsettia Avenue from South Santa Fe Avenue to Smilax Road in San Marcos	Reduce the 40 MPH speed limit to 35 MPH and certify.
5	5-B*	South Santa Fe Avenue from the Vista city limits to Smilax Road	Reduce the 45 MPH speed limit to 40 MPH and certify.

		in Vista/San Marcos	
5	5-C*	Mission Road from Winter Haven Road to Hill Avenue in Fallbrook	(1) Reduce the 50 MPH speed limit to 45 MPH and certify. (2) Certify the 35 MPH speed limit.
5	5-D*	Lake Wohlford Road from Guejito Road to the Escondido city limits in Valley Center	Reduce the 50 MPH speed limit to 45 MPH and certify.
* Indicates second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Item 1-A Sweetwater Road in Bonita (District 1), Item 5-A on Poinsettia Avenue in San Marcos (District 5), Item 5-B on South Santa Fe Avenue in Vista/San Marcos (District 5), Item 5-C on Mission Road in Fallbrook (District 5), and Item 5-D on Lake Wohlford Road in Valley Center (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. If approved, DPW shall install or revise existing speed limit signs and striping to implement the Board’s direction within 30 days.

The Board’s action on Item 1-A Sweetwater Road in Bonita (District 1), Item 5-A on Poinsettia Avenue in San Marcos (District 5), Item 5-B on South Santa Fe Avenue in Vista/San Marcos (District 5), Item 5-C on Mission Road in Fallbrook (District 5), and Item 5-D on Lake Wohlford Road in Valley Center (District 5) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and requires two steps. On March 13, 2024, the Board would consider the TAC items. If the Board takes action as recommended on March 13, then on April 10, 2024, a second reading and adoption of ordinance amending the County Code would be necessary to implement the Board’s direction. If the proposed ordinance is altered on April 10, 2024, then on that date a subsequential meeting date will be selected for the ordinance’s adoption.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 1:

Item 1-A. Sweetwater Road from State Route 54 to Central Avenue in Bonita - Reduce the existing 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

District 5:

Item 5-A. Poinsettia Avenue from South Santa Fe Avenue to Smilax Road in San Marcos - Reduce the existing 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

Item 5-B. South Santa Fe Avenue from the Vista city limits (near Montgomery Drive) to Smilax Road in Vista/San Marcos - Reduce the existing 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

Item 5-C. Mission Road from Winter Haven Road to Hill Avenue in Fallbrook - (1) Reduce the existing 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement from Winter Haven Road to 880’ south of Pepper Tree Lane. (2) Certify the existing 35 MPH speed limit for radar enforcement from 880’ south of Pepper Tree Lane to Hill Avenue.

Item 5-D. Lake Wohlford Road from Guejito Road to the Escondido city limit (east of Valley Center Road) in Valley Center - Reduce the existing 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

CHIEF ADMINISTRATIVE OFFICER

Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.161.35.1., 72.164.55., 72.169.52., 72.169.62., AND 72.169.62.1., DELETING SECTION 72.169.55., AND ADDING SECTION 72.164.55.1. OF THE SAN DIEGO COUNTY CODE RELATING TO TRAFFIC REGULATIONS IN THE COUNTY OF SAN DIEGO. (All Items)

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 (LRSP) 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 LRSP 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 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 (FY) 2023-24 Operational Plan of the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$13,992 in FY 2023-24 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 Anderson, the Board of Supervisors took action as recommended, on Consent, and adopted Ordinance No. 10898 (N.S.), entitled: ORDINANCE AMENDING SECTIONS 72.161.35.1., 72.164.55., 72.169.52., 72.169.62., AND 72.169.62.1., DELETING SECTION 72.169.55., AND ADDING SECTION 72.164.55.1. OF THE SAN DIEGO COUNTY CODE RELATING TO TRAFFIC REGULATIONS IN THE COUNTY OF SAN DIEGO.

AYES: Vargas, Anderson, Montgomery Steppe, Desmond
NOT PRESENT: Lawson-Remer

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