



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: October 9, 2024, and October 23, 2024

04

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (10/09/2024 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 10/23/2024 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 2, 3, & 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 seven items from the June 7, 2024, TAC meeting agenda:

Items from the 06/07/2024 TAC Meeting			
District	Item	Location	Action
2	2-A*	Barnett Road/Eleventh Street from Hanson Lane to San Vicente Road in Ramona	Reduce the 35 MPH speed limit to 30 MPH and certify for radar enforcement.
2	2-B*	Eleventh Street from San Vicente Road to State Route 67 in Ramona	Reduce the 35 MPH speed limit to 30 MPH and certify for radar enforcement.
3	3-A*	El Camino Real/ La Noria from La Orilla to La Bajada in Rancho Santa Fe	Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.

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Items from the 06/07/2024 TAC Meeting			
District	Item	Location	Action
5	5-A*	Flowerwood Lane from Knottwood Way to Gird Road in Monserate	Establish and certify the 25 MPH speed limit for radar enforcement.
5	5-B*	Little Gopher Canyon Road from Gopher Canyon Road to Old River Road in Bonsall	Establish and certify a 30 MPH speed limit for radar enforcement.
5	5-C*	Old River Road from State Route 76 to 1,000' N/o Dentre de Lomas Road in Bonsall	Establish and certify a 45 MPH speed limit for radar enforcement.
5	5-D*	Royal Crest Drive from Sunset Drive to Bear Valley Parkway in San Pasqual	Establish and certify a 35 MPH speed limit for radar enforcement.
* Indicates a second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Item 2-A Barnett Road/Eleventh Street in Ramona (District 2), Item 2-B on Eleventh Street in Ramona (District 2), Item 3-A on El Camino Real/La Noria in Rancho Santa Fe (District 3), Item 5-A on Flowerwood Lane in Bonsall (District 5), Item 5-B on Little Gopher Canyon Road in Bonsall (District 2), Item 5-C on Old River Road in Bonsall (District 2), and Item 5-D on Royal Crest Drive in San Pasqual (District 5) 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.

The Board’s action on Items 2-A Barnett Road/Eleventh Street in Ramona (District 2), 2-B on Eleventh Street in Ramona (District 2), 3-A on El Camino Real/La Noria in Rancho Santa Fe (District 3), 5-B on Little Gopher Canyon Road in Bonsall (District 2), 5-C on Old River Road in Bonsall (District 2), and 5-D on Royal Crest Drive in San Pasqual (District 5) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and require two steps. On October 9, 2024, the Board would consider the TAC items. If the Board takes action as recommended on October 9, then on October 23, 2024, 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 October 23, 2024, then on that date a subsequent meeting date will be selected for the ordinance’s adoption.

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**RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE**

District 2:

Item 2-A. Barnett Road/Eleventh Street from Hanson Lane to San Vicente Road in Ramona East – Reduce the 35 MPH speed limit to 30 MPH and certify for radar enforcement.

Item 2-B. Eleventh Street from San Vicente Road to State Route 67 in Ramona West – Reduce the 35 MPH speed limit to 30 MPH and certify for radar enforcement.

District 3:

Item 3-A. El Camino Real/La Noria from La Orilla to La Bajada in Rancho Santa Fe – Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.

District 5:

Item 5-A. Flowerwood Lane from Knottwood Way to Gird Road in Monserate – Establish and certify the 25 MPH speed limit for radar enforcement.

Item 5-B. Little Gopher Canyon Road from Gopher Canyon Road to Old River Road in Bonsall – Establish and certify a 30 MPH speed limit for radar enforcement.

Item 5-C. Old River Road from State Route 76 to 1,000' N/o Dentro de Lomas Road based in Bonsall – Establish and certify a 45 MPH speed limit for radar enforcement.

Item 5-D. Royal Crest Drive from Sunset Drive to Bear Valley Parkway in San Pasqual – Establish and certify a 35 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. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.15.2., 72.163., 72.169.44. AND 72.169.55.4. AND ADDING SECTIONS 72.161.27.1., 72.169.74.16., AND 72.161.41.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-A, 2-B, 3-A, 5-A, 5-B, 5-C, and 5-D)

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If, on October 9, 2024, the Board takes action as recommended, then, on October 23, 2024:

1. Adopt the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.15.2., 72.163., 72.169.44. AND 72.169.55.4. AND ADDING SECTIONS 72.161.27.1., 72.169.74.16., AND 72.161.41.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-A, 2-B, 3-A, 5-A, 5-B, 5-C, and 5-D)

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 proposed action has 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 (FY) 2024-25 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$17,936 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 (Items 2-A & 2-B) and San Dieguito (Items 3-A) Community Planning Group areas and the Bonsall (Item 5-A, 5-B & 5-C) Community Sponsor Group area. 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 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 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 person distribution list, and sent to Community Planning and Sponsor Groups prior to the scheduled meeting.

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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 seven items from the June 7, 2024, TAC meeting agenda.

The following seven items are speed reviews requested by area residents or 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 allows rounding measured speeds down to the lower 5 MPH increment:

- Item 2-A. This review was requested by DPW staff. Barnett Road/Eleventh Street in Ramona East, from Hanson Lane to San Vicente Road, currently has a posted 35 MPH speed limit. Measured speeds on Barnett Road/Eleventh Street, averaged 34.6 MPH. The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Barnett Road/Eleventh Street from Hanson Lane to San Vicente Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.
- Item 2-B. This review was requested by DPW staff. Eleventh Street in Ramona West, from San Vicente Road to State Route 67, currently has a posted 35 MPH speed limit. Measured speeds on Eleventh Street, averaged 34.8 MPH. The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on Eleventh Street from San Vicente Road to State Route 67 based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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- Item 3-A. This review was requested by DPW staff. El Camino Real/La Noria in Rancho Santa Fe, from La Orilla to La Bajada, currently has a posted 40 MPH speed limit. Measured speeds on El Camino Real/La Noria, average 40.6 MPH. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on El Camino Real/La Noria from La Orilla to La Bajada based on measured speeds, presence of equestrians, limited sidewalks, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.
- Item 5-A. This review was requested by DPW staff. Flowerwood Lane in Monserate, from Knottwood Way to Gird Road, currently has a posted 25 MPH speed limit. Measured speeds on Flowerwood Lane, average 32.2 MPH. The TAC recommends certifying the 25 MPH speed limit for radar enforcement on Flowerwood Lane from Knottwood Way to Gird Road based on measured speeds, golf cart, pedestrians, and bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver. It should be noted that the southern endpoint of this speed zone on Flowerwood Lane formerly terminated at State Route 76 and now terminates at Gird Road due to State highway realignment and this item includes an ordinance revision to reflect that change.
- Item 5-B. This review was requested by area residents. Little Gopher Canyon Road in Bonsall, from Gopher Canyon Road to Old River Road, currently has no posted speed limit and is subject to the 55 MPH state maximum speed limit. Measured speeds on Little Gopher Canyon Road, average 34.4 MPH. The TAC recommends establishing and certifying a 30 MPH speed limit for radar enforcement on Little Gopher Canyon Road from Gopher Canyon Road to Old River Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.
- Item 5-C. This review was requested by area residents. Old River Road in Bonsall, from State Route 76 to 1,000' N/o Dentro de Lomas Rd, currently has no posted speed limit and is subject to the 55 MPH state maximum speed limit. Measured speeds on Old River Road, average 51.4 MPH. The TAC recommends establishing and certifying a 45 MPH speed limit for radar enforcement on Old River Road from State Route 76 to 1,000' N/o Dentro de Lomas Rd based on measured speeds, collision history and State law which allows rounding measured speeds down to the lower 5 MPH increment.
- Item 5-D. This review was requested by area residents. Royal Crest Drive in San Pasqual, from Sunset Drive to Bear Valley Parkway, currently has no posted speed limit and is subject to the 55 MPH state maximum speed limit. Measured speeds on El Camino Real/La Noria, average 37.2 MPH. The TAC recommends establishing and certifying a 35 MPH speed limit for radar enforcement on Royal Crest Drive from Sunset Drive to Bear Valley Parkway based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

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A summary of TAC recommendations is provided in Attachment A. An ordinance required to implement the Board’s direction is presented in Attachment B.

The Board’s action on Items 2-A Barnett Road/Eleventh Street in Ramona (District 2), 2-B Eleventh Street in Ramona (District 2), 3-A on El Camino Real/La Noria in Rancho Santa Fe (District 3), 5-A on Flowerwood Lane in Monserate (District 5), 5-B on Little Gopher Canyon Road in Bonsall (District 5), 5-C on Old River Road in Bonsall (District 5), and 5-D on Royal Crest Drive in San Pasqual (District 5) would introduce an ordinance to amend speed limit zones. This action would revise County Code and require two steps. On October 9, 2024, the Board would consider the TAC items. If the Board takes action as recommended on October 9, then on October 23, 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 October 23, 2024, 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 certify/recertify speed limits supports 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.

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Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Dahvia Lynch', with a long horizontal flourish extending to the right.

DAHVIA LYNCH

Deputy Chief Administrative Officer

ATTACHMENT(S)

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