

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, JULY 17, 2024**

MINUTE ORDER NO. 1

**SUBJECT: ADMINSTRATIVE ITEM:
SECOND CONSIDERATIONS AND ADOPTION OF ORDINANCE:
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

On June 26, 2024 (10), the Board of Supervisors took action to further consider and adopt the Ordinance on July 17, 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. 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.
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.

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

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.

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. 10913 N.S. entitled: 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.

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

ABSENT: Vargas

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