

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, JANUARY 08, 2025**

MINUTE ORDER NO. 2

SUBJECT: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (01/08/2025 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 01/29/2025 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 3, 4, & 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 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 four items from the August 2, 2024, TAC meeting:

District	Item	Location	Action
3	3-A*	Via de Santa Fe from Via de la Valle to Calzada del Bosque in Rancho Santa Fe	Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.
3	3-B*	Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road in Fairbanks Ranch	Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.
4	4-A*	Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue in La Mesa/El Cajon	Certify the 35 MPH speed limit for radar enforcement.
5	5-A*	Rock Springs Road from the Escondido city limit (near Hagen Oakes Court) to Bennett Avenue in unincorporated Escondido	Relocate the eastern endpoint, reduce the 40 MPH speed limit to 35 MPH, and certify for radar enforcement.
* Indicates a second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Items 3-A on Via de Santa Fe in Rancho Santa Fe (District 3), 3-B on Via de Santa Fe/El Apajo in Fairbanks Ranch (District 3), 4-A on Fuerte Drive in unincorporated La Mesa/El Cajon (District 4), and 5-A on Rock Springs Road in unincorporated Escondido (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 3-A on Via de Santa Fe in Rancho Santa Fe (District 3), 3-B on Via de Santa Fe/El Apajo in Fairbanks Ranch (District 3), 4-A on Fuerte Drive in unincorporated La Mesa/El Cajon (District 4), and 5-A on Rock Springs Road in unincorporated Escondido (District 5) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and require two steps. On January 8, 2025, the Board would consider the TAC items. If the Board takes action as recommended on January 8, 2025, then on January 29~~2~~, 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 January 29~~2~~, 2025, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 3:

Item 3-A. Via de Santa Fe from Via de la Valle to Calzada del Bosque in Rancho Santa Fe - Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.

Item 3-B. Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road in Fairbanks Ranch - Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.

District 4:

Item 4-A. Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue in unincorporated La Mesa/El Cajon - Certify the 35 MPH speed limit for radar enforcement.

District 5:

Item 5-A. Rock Springs Road from the Escondido city limit (near Hagen Oakes Court) to Bennett Avenue in unincorporated Escondido - Relocate the eastern endpoint, reduce the 40 MPH speed limit to 35 MPH, and certify 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 72.161.90., 72.162.31., 72.169.33., AND 72.169.97. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 3-A, 3-B, 4-A, and 5-A).

If, on January 8, 2025, the Board takes action as recommended, then, on January 29, 2025:
Adopt the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.90., 72.162.31., 72.169.33., AND 72.169.97.
OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY
MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 3-A, 3-B, 4-A, 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 utilizes 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 \$9,704 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 Montgomery Steppe, the Board of Supervisors took action as recommended, and will further consider adoption of the Ordinance on January 29, 2025.

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