



# COUNTY OF SAN DIEGO

## LAND USE AGENDA ITEM

### BOARD OF SUPERVISORS

NORA VARGAS  
First District

JOEL ANDERSON  
Second District

TERRA LAWSON-REMER  
Third District

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Fourth District

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Fifth District

**DATE:** August 17, 2022 and August 31, 2022

**08**

**TO:** Board of Supervisors

**SUBJECT**

**TRAFFIC ADVISORY COMMITTEE (08/17/2022 – ADOPT RECOMMENDATIONS;  
08/31/2022 – SECOND READING OF AN ORDINANCE) (DISTRICTS: 2 & 5)**

**OVERVIEW**

The Traffic Advisory Committee (TAC) is part of the Department of Public Works (DPW) traffic engineering program. TAC was established by the Board of Supervisors (Board) in the 1960s to provide traffic regulations and recommendations within the unincorporated areas of the county. To be effective, TAC proposes policies that will enhance safety, reduce congestion and be legally enforceable so that the majority of motorists will comply. 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 a traffic regulation in unincorporated areas of the county, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on two items from the March 11, 2022, TAC meeting agenda:

<b>Items from the 03/11/2022 TAC Meeting</b>			
<b>District</b>	<b>Item</b>	<b>Location</b>	<b>Action</b>
2	2-A	Euclid Avenue, Granite Hills	Recertify the 40 MPH speed limit
5	5-A*	Nordahl Road, San Marcos/Escondido	Reduce the 35 MPH speed limit to 30 MPH and certify

\* Indicates second reading of ordinance is required.

Approval of Item 2-A on Euclid Avenue in Granite Hills and Item 5-A on Nordahl Road in San Marcos/Escondido would support speed enforcement which increases roadway safety and retains an efficient use of roads for the movement of people and goods. Properly posted speed limits provide feedback to drivers to improve traffic safety, reduce the number and severity of collisions, and allow for fair enforcement.

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The Board's action on Item 2-A on Euclid Avenue in Granite Hills does not revise the San Diego County Code of Regulatory Ordinances and therefore does not require a second reading of an ordinance. Board direction on August 17, 2022, would allow implementation by DPW.

The Board's action on Item 5-A on Nordahl Road in San Marcos/Escondido would introduce an ordinance to amend a speed limit zone. This action would revise County Code and require two steps. On August 17, 2022, the Board would consider the TAC items. If the Board takes action as recommended on August 17, then on August 31, 2022, a second reading and adoption of an ordinance amending County Code would be necessary to implement the Board's direction.

**RECOMMENDATION(S)**  
**TRAFFIC ADVISORY COMMITTEE**

**District 2:**

Item 2-A. Euclid Avenue from the El Cajon city limit (at Granite Hills Drive) to Valley View Boulevard in Granite Hills – Recertify the 40 MPH speed limit for radar enforcement.

**District 5:**

Item 5-A. Nordahl Road from the Escondido city limit (near El Norte Parkway) to the San Marcos city limit (at Knob Hill Road) in Escondido/San Marcos – Reduce the existing 35 MPH speed limit to 30 MPH and certify the new 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 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, read title, and waive further reading of the following Ordinances:

ORDINANCE AMENDING SECTION 72.161.63. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Item 5-A).

If, on August 17, 2022, the Board takes action as recommended, then, on August 31, 2022:

1. Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTION 72.161.63. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Item 5-A).

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## **EQUITY IMPACT STATEMENT**

The review of traffic signs and roadway markings supports vehicle safety on County-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 fatal and serious injury crashes are occurring and the disproportionate impacts on certain communities will allow the Department of Public Works (DPW) to identify actions to address the underlying factors and causes and improve safety.

DPW's Local Road Safety Program reviews fatal and severe injury collisions along road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and CalEnviroScreen to ensure underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Road 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.

## **FISCAL IMPACT**

Funds for this request are included in the Fiscal Year 2022-23 Operational Plan for the Department of Public Works Road Fund. 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

## **ADVISORY BOARD STATEMENT**

Traffic Advisory Committee agenda items are provided to the 27 Community Planning and Sponsor Groups. The items associated with this report are located within the Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group area (Item 2-A) and the North County Metro subregional planning area (Item 5-A). The Crest-Dehesa-Granite Hills-Harbison Canyon Community Planning Group did not provide input for Item 2-A. There is no community planning or sponsor group in the North County Metro subregional planning area for Item 5-A.

## **BACKGROUND**

The County of San Diego's (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. Within the traffic engineering program, members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the County. Requests or recommendations from the Traffic Advisory Committee (TAC) such as changes to traffic control, speed limits, stop signs, traffic signals, or parking regulations require the Board of Supervisors (Board) direction.

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The Board established the TAC in the 1960s as an aid in providing uniform traffic regulations throughout the unincorporated region. The goal of the TAC is to provide the unincorporated communities of the county 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 so that the majority of motorists will comply.

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 (Caltrans), 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 persons distribution list, and sent to Community Planning and Sponsor Groups prior to the scheduled meeting.

The TAC meets every six weeks 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 a traffic regulation, 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, law enforcement, school officials, auto insurance representatives, and the general 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 expectation. The Board then makes the final decision as to what action will be taken.

The TAC recommends the Board act on two items from the March 11, 2022, TAC meeting agenda.

The following items are periodic reviews that are required every seven years and were requested by DPW staff to comply with State law. These items certify the use of radar for speed enforcement on each listed road segment based on State law. 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 alternatively allows rounding measured speeds down to the lower 5 MPH increment:

- Item 2-A. Euclid Avenue from the El Cajon city limit (at Granite Hills Drive) to Valley View Boulevard in Granite Hills is currently posted with a 40 MPH speed limit and measured speeds averaged 42.8 MPH. The TAC recommends recertifying the 40 MPH speed limit for radar enforcement based on measured speeds.
- Item 5-A. Nordahl Road from the Escondido city limit (near El Norte Parkway) to the San Marcos city limit (at Knob Hill Road) in Escondido/San Marcos is currently posted with a 35 MPH speed limit and measured speeds averaged 37.4 MPH. Although the measured

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speed is higher than the speed limit, the TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying the speed limit for radar enforcement based on measured speeds, collision history, and State law which allows the 5 MPH reduction based on collision history. The collision rate in this segment was found to be higher than the Statewide average (2.52 vs. 1.60 collisions per million vehicle miles), and the County of San Diego Traffic Engineer expressed concerns with sight distance due to the curvilinear nature of the roadway.

A summary of the TAC recommendations and committee discussion is presented in Attachment A. Attachment B includes an ordinance required to implement the TAC recommendations.

The Board's action on Item 2-A on Euclid Avenue in Granite Hills does not revise the San Diego County Code of Regulatory Ordinances and therefore does not require a second reading of an ordinance. Board direction on August 17, 2022, would allow implementation by DPW.

The Board's action on Item 5-A on Nordahl Road in San Marcos/Escondido would introduce an ordinance to amend a speed limit zone. This action would revise County Code and require two steps. On August 17, 2022, the Board would consider the TAC items. If the Board takes action as recommended on August 17, then on August 31, 2022, a second reading and adoption of an ordinance amending County Code would be necessary to implement the Board's direction.

### **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). 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 establish and certify speed limits supports the Community Quality of Life Initiative in the County of San Diego's 2022-2027 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.

Respectfully submitted,



SARAH E. AGHASSI  
Deputy Chief Administrative Officer

### **ATTACHMENT(S)**

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