

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, DECEMBER 06, 2023**

MINUTE ORDER NO. 7

**SUBJECT: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION
(12/06/2023 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN
ORDINANCE; 01/10/2024 - SECOND READING OF AN ORDINANCE, UNLESS
ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 2 & 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 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 four items from the July 28, 2023, TAC meeting agenda:

Items from the 07/28/2023 TAC Meeting			
District	Item	Location	Action
2	2-A	Ha Hana Road from Los Coches Road to Lakeview Road in Lakeside	Certify the 35 miles per hour (MPH) speed limit.
2	2-B	La Cresta Boulevard from Mountain View Road to Suncrest Boulevard in La Cresta	Certify the 30 MPH speed limit.
2	2-C	Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview	Establish an all-way stop intersection.
5	5-A*	Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane in Fallbrook	Reduce the 40 MPH speed limit to 35 MPH and certify.
* Indicates second reading of the ordinance is required.			

Approval of Item 2-A on Ha Hana Road in Lakeside (District 2), Item 2-B on La Cresta Boulevard in La Cresta (District 2), and Item 5-A on Pepper Tree Lane/Calavo Road in Fallbrook (District 5) would allow for 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.

Approval of Item 2-C at Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview (District 2) will provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users by assigning a full stop to all approaches at intersections. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

The Board's action on Item 2-A on Ha Hana Road in Lakeside (District 2), Item 2-B on La Cresta Boulevard in La Cresta (District 2), and Item 2-C at Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview (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 December 6, 2023, would allow for implementation by DPW.

The Board's action on Item 5-A on Pepper Tree Lane/Calavo Road in Fallbrook (District 5) would introduce an ordinance to amend a speed limit zone. This action would revise the County Code and requires two steps. On December 6, 2023, the Board would consider the TAC items. If the Board takes action as recommended on December 6, then on January 10, 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 December 6, 2023, 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. Ha Hana Road from Los Coches Road to Lakeview Road in Lakeside - Certify the 35 miles per hour (MPH) speed limit.

Item 2-B. La Cresta Boulevard from Mountain View Road to Suncrest Boulevard in La Cresta - Certify the 30 MPH speed limit.

Item 2-C. Rios Canyon Road and Calle de Ernesto/Rios Elementary School Driveway in Glenview - Establish an all-way stop intersection.

District 5:

Item 5-A. Pepper Tree Lane/Calavo Road from McDonald Road to Stage Coach Lane in Fallbrook - 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. Adopt the following Resolutions:
RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO. (Item 2-C)

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO. (Item 2-C)

4. Approve the introduction the following Ordinance:
ORDINANCE AMENDING SECTION 72.169.55.3. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY. (Item 5-A)

If, on December 6, 2023, the Board takes action as recommended, then, on January 10, 2024:

Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTION 72.169.55.3. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY. (Item 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 the majority of 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 2023-24 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in current year costs and revenue of \$6,360 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, and adopted the following:

Resolution No. 23-142, entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO;

Resolution No 23-143, entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO; and, to further consider and adopt the Ordinance on January 10, 2024.

AYES: Vargas, Anderson, Desmond, Montgomery Steppe

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

