

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, OCTOBER 23, 2024**

MINUTE ORDER NO. 1

**SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
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

On October 9, 2024 (04), the Board of Supervisors took action to further consider and adopt the Ordinance on October 23, 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 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.
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 Dentro 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.

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

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.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Montgomery Steppe, seconded by Supervisor Desmond, the Board of Supervisors took action as recommended, on Consent, and adopted Ordinance No. 10924 (N.S.), entitled: 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).

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

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