



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

VACANT
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

MONICA MONTGOMERY STEPPE
Fourth District

JIM DESMOND
Fifth District

DATE: April 23, 2025, and May 7, 2025

01

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA FINDING (04/23/2025 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE AND ESTABLISHING SAFETY CORRIDORS; 05/07/2025 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, 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 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 13 items from the December 6, 2024 TAC meeting. Twelve of the items involve periodic speed limit reviews required every seven years. The 13th item seeks approval to lower speed limits by 5MPH on 13 road segments, as allowed by State law, for high-collision areas.

Items from the 12/06/2024 TAC Meeting			
* Indicates a second reading of the ordinance is required.			
District	Item	Location	Action
2	2-A	San Vicente Road from Barona Mesa Road to one mile east of Wildcat Canyon Road in Ramona	Certify the 45 mile per hour (MPH) speed limit for radar enforcement.

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Items from the 12/06/2024 TAC Meeting * Indicates a second reading of the ordinance is required.			
District	Item	Location	Action
2	2-B*	San Vicente Road from one mile east of Wildcat Canyon Road to Hanson Lane in Ramona	Establish a 45 MPH speed limit and certify for radar enforcement based on safety corridor designation.
2	2-C*	San Vicente Road from Hanson Lane to Eleventh Street in Ramona	Establish a 45 MPH speed limit and certify for radar enforcement.
2	2-D	San Vicente Road/Tenth Street from Eleventh Street to State Route 67 in Ramona	Certify the 40 MPH speed limit for radar enforcement.
2	2-E*	Dehesa Road from El Cajon city limit (east of Granite Hills Road) to 390' east of Willow Glen Drive in Hillsdale	Relocate the eastern endpoint and certify the 45 MPH speed limit for radar enforcement.
2	2-F*	Dehesa Road from 390' east of Willow Glen Drive to 1,000' east of Mile Post 7.0 in Dehesa	Relocate the endpoints and establish and certify a 45 MPH speed limit for radar enforcement based on safety corridor designation.
2	2-G*	Dehesa Road from Sycuan Road to Tavern Road in Dehesa	Establish and certify a 45 MPH speed limit for radar enforcement.
2	2-H*	Vista Ramona Road from Old Julian Highway to 1,000' east of Rutherford Road in Ramona	Establish 45 MPH and 40 MPH speed limits and certify for radar enforcement.
4	4-A*	Broadway/Campo Road from the Lemon Grove city limit (south of Fairway Drive) to the State Route 125 On-ramp in Spring Valley	Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement based on safety corridor designation.

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Items from the 12/06/2024 TAC Meeting			
* Indicates a second reading of the ordinance is required.			
District	Item	Location	Action
4	4-B	Campo Road from the State Route 125 On-ramp to Bancroft Drive in Spring Valley	Certify the 35 MPH speed limit for radar enforcement.
4	4-C*	Campo Road from Bancroft Drive to South Granada Avenue in Casa de Oro	Reduce the 35 MPH speed limit to 30 MPH and certify for radar enforcement based on safety corridor designation.
4	4-D	Campo Road from South Granada Avenue to Agua Dulce Boulevard in Casa de Oro	Certify the 40 MPH speed limit for radar enforcement.
1, 2, 4, & 5	A*	Speed Reduction on Designated Safety Corridors (13 speed zone segments)	Reduce speed limits by 5 MPH based on safety corridor designation and certify for radar enforcement.
These items have no impact on tribal lands.			

Approval of these items would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

The Board's action on Items 2-A on San Vicente Road in Ramona (District 2), 2-D on San Vicente Road/Tenth Street in Ramona (District 2), Item 4-B on Campo Road in Casa de Oro (District 4), and Item 4-D on Campo Road in Casa de Oro (District 4) 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 April 23, 2025, would allow implementation by DPW.

The Board's action on Items 2-B on San Vicente Road in Ramona (District 2), 2-C on San Vicente Road in Ramona (District 2), 2-E on Dehesa Road in Hillsdale (District 2), 2-F on Dehesa Road in Dehesa (District 2), 2-G on Dehesa Road in Dehesa (District 2), 2-H on Vista Ramona Road in Ramona (District 2), 4-A on Broadway/Campo Road in Spring Valley (District 4), 4-C on Campo Road in Casa de Oro (District 4), and Item A on Speed Reduction on Designated Safety Corridors (Districts 1, 2, 4, and 5) would introduce an ordinance to amend speed limit zones. This action

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would revise County Code and requires two steps. On April 23, 2025, the Board would consider the TAC items. If the Board takes action as recommended on April 23, 2025 then on May 7, 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 May 7, 2025, 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. San Vicente Road from Barona Mesa Road to one mile east of Wildcat Canyon Road in Ramona - Certify the 45 MPH speed limit for radar enforcement.

Item 2-B. San Vicente Road from one mile east of Wildcat Canyon Road to Hanson Lane in Ramona – Designate the road segment as a safety corridor due to the occurrence of fatal or serious injury collisions, establish a 45 MPH speed limit, and certify for radar enforcement.

Item 2-C. San Vicente Road from Hanson Lane to Eleventh Street in Ramona - Establish a 45 MPH speed limit and certify for radar enforcement.

Item 2-D. San Vicente Road/Tenth Street from Eleventh Street to State Route 67 in Ramona – Certify the 40 MPH speed limit for radar enforcement.

Item 2-E. Dehesa Road from El Cajon city limit (east of Granite Hills Road) to 390' east of Willow Glen Road in Hillsdale - Relocate the eastern endpoint from 390' east of Willow Glen Road to Willow Glen Road and certify the 45 MPH speed limit for radar enforcement.

Item 2-F. Dehesa Road from 390' east of Willow Glen Road to 1,000' east of Mile Post 7.0 in Dehesa - Relocate the western endpoint from 390' east of Willow Glen Road to Willow Glen Road, relocate the eastern endpoint from 1,000' east of Mile Post 7.0 to Sycuan Road, designate the road segment as a safety corridor due to the occurrence of fatal or serious injury collisions, reduce the 50 MPH speed limit to 45 MPH, and certify the 45 MPH speed limit for radar enforcement.

Item 2-G. Dehesa Road from 1,000' east of Mile Post 7.0 to Tavern Road in Dehesa - Relocate the western endpoint from 1,000' east of Mile Post 7.0 to Sycuan Road, establish a 45 MPH speed limit, and certify the speed limit for radar enforcement.

Item 2-H. Vista Ramona Road from Old Julian Highway to 1,000' north of Rutherford Road in Ramona - Establish a 45 MPH speed limit on Vista Ramona Road from Old Julian Highway to Timber Passage, establish a 40 MPH speed limit on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road, and certify both speed limits for radar enforcement.

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District 4:

Item 4-A. Broadway/Campo Road from the Lemon Grove city limits (west of Fairway Drive) to the State Route 125 on-ramp in Spring Valley - Designate the road segment as a safety corridor due to the occurrence of fatal or serious injury collisions, reduce the 40 MPH speed limit to 35 MPH, and certify the speed limit for radar enforcement.

Item 4-B. Campo Road from the State Route 125 on-ramp to Bancroft Drive in Spring Valley - Certify the 35 MPH speed limit for radar enforcement.

Item 4-C. Campo Road from Bancroft Drive to South Granada Avenue in Casa de Oro - Designate the road segment as a safety corridor due to the occurrence of fatal or serious injury collisions, reduce the 35 MPH speed limit to 30 MPH and certify the speed limit for radar enforcement.

Item 4-D. Campo Road from South Granada Avenue to Agua Dulce Boulevard in Casa de Oro - Certify the 40 MPH speed limit for radar enforcement.

Districts 1, 2, 4, & 5:

Item A - Speed Reduction on Designated Safety Corridors (13 segments) - Designate 13 road segments as safety corridors due to the occurrence of fatal or serious injury collisions. Find that after completing an engineering and traffic survey, the speed limits on these routes are still more than is reasonable or safe and approve the reduction of the speed limits by 5 MPH, reduce speed limits by 5 MPH on 13 speed zone segments, and certify the speed limits for radar enforcement:

1-a. Jamacha Boulevard from Sweetwater Road to La Presa Avenue in Spring Valley - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

1-b. Jamacha Boulevard from La Presa Avenue to 1,000' east of Omega Street in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

1-c. Paradise Valley Road from the San Diego city limit to Elkelton Boulevard in La Presa - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

2-a. Wildcat Canyon Road from Willow Road to Barona Indian Reservation (south limit) in Lakeside/Barona - Reduce the 50 MPH and certify the 45 MPH speed limit for radar enforcement.

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2-b. Wildcat Canyon Road from Barona Indian Reservation (south limit) to San Vicente Road in Barona/Ramona - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

1 and 4-a. Sweetwater Road from Lemon Grove city limit (north of Shannonbrook Court) to Jamacha Boulevard/Paradise Valley Road in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-a. Gopher Canyon Road from Spa Haven Way to Champagne Boulevard in Bonsall - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-b. Mission Road from Winter Haven Road to State Route 76 in Fallbrook - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-c. Mission Road from 450' east of Stage Coach Lane to Old Highway 395 in Fallbrook - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-d. Pala Temecula Road from Nejo Road to Riverside County line in Pala - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-e. Lilac Road/Old Castle Road from Valley Center Road to Champagne Boulevard in Valley Center - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

5-f. Bear Valley Parkway from Escondido city limit (at Choya Canyon Road) to State Route 78 in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement.

5-g. Bear Valley Parkway from State Route 78 to Escondido city limit (near Boyle Avenue) in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH 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 of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.

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2. Adopt the Traffic Advisory Committee's recommendations.

3. Approve the introduction of the following Ordinance:

ORDINANCE ADDING SECTIONS 72.169.35.3., 72.169.35.4., 72.169.21.2., AND 72.161.21.2. AND AMENDING SECTIONS 72.169.21., 72.169.21.1., 72.173.11.1., 72.173.81., 72.161.21.1., 72.163.12., 72.163.1., 72.167.5., 72.160.01., 72.160.02., 72.163.41., 72.161.41.1., 72.169.53., 72.169.74., 72.161.23., 72.161.24.3., 72.161.38.1., AND 72.161.39. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, 2-E through 2-H, 4-A, 4-C, & A)

If, on April 23, 2025, the Board takes action as recommended, then, on May 7, 2025:

1. Adopt the following Ordinance:

ORDINANCE ADDING SECTIONS 72.169.35.3., 72.169.35.4., 72.169.21.2., AND 72.161.21.2. AND AMENDING SECTIONS 72.169.21., 72.169.21.1., 72.173.11.1., 72.173.81., 72.161.21.1., 72.163.12., 72.163.1., 72.167.5., 72.160.01., 72.160.02., 72.163.41., 72.161.41.1., 72.169.53., 72.169.74., 72.161.23., 72.161.24.3., 72.161.38.1., AND 72.161.39. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, 2-E through 2-H, 4-A, 4-C, & 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.

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SUSTAINABILITY IMPACT STATEMENT

The proposed actions have 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 2024-25 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$82,307.00 in Fiscal Year 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

ADVISORY BOARD STATEMENT

The Traffic Advisory Committee (TAC) agenda items are provided to the 28 Community Planning and Sponsor Groups. The items associated with this report are located within the Ramona (Items 2-A through 2-D, 2-H, and A), Crest-Dehesa-Granite Hills-Harbison Canyon (Items 2-E, 2-F, and 2-G), Spring Valley (Items 4-A, 4-B, and A), Valle De Oro (Items 4-B, 4-C, and 4-D), Fallbrook (Item A), and Valley Center (Item A) Community Planning Group and the Bonsall (Item A) and Pala-Pauma (Item A) Community Sponsor Group areas. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. The Community Planning and Sponsor Groups did not provide input on any items. These items have no impact on tribal lands.

BACKGROUND

The County of San Diego (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. Members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the region. Requests or recommendations such as changes to traffic control, speed limits, stop signs, traffic signals, or parking regulations require direction and approval from the Board of Supervisors (Board).

The Board established the Traffic Advisory Committee (TAC) in the 1950s as an aid in providing uniform traffic regulations throughout the unincorporated region. The goal of the TAC is to provide unincorporated communities with a road system that strives to enhance safety and reduce

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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.

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 include the California Department of Transportation, 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 sent to Community Planning and Sponsor Groups, posted online, and emailed through an interested person distribution list prior to the scheduled meeting.

The TAC meets every two months 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 an implementation of a traffic safety measure, 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, pedestrians, law enforcement, school officials, auto insurance representatives, community representatives, and the 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 expectations. The Board then makes the final decision as to what action will be taken.

The TAC recommends the Board act on 13 items from the December 6, 2024 TAC meeting. The following 12 items are periodic reviews required every seven years to comply with State law. These items certify or recertify the use of radar for speed enforcement on the listed road segments. 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 for a 5 MPH reduction based on roadway conditions such as collision history, or alternatively allows rounding measured speeds down to the lower 5 MPH increment. Further, if the Board, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the Board may reduce the speed limit by an additional 5 MPH where the portion of highway has been designated as a safety corridor due to the occurrence of fatal or serious injury collisions.

1. **Item 2-A.** This review was requested by DPW staff. San Vicente Road in Ramona from Barona Mesa Road to one mile east of Wildcat Canyon Road is currently posted with a 45 MPH speed limit. Measured speeds on San Vicente Road averaged 51.3 MPH. The TAC recommends certifying the 45 MPH speed limit for radar enforcement based on measured

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speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as golf cart crossings. There are no schools in the vicinity of this item.

2. **Item 2-B.** This review was requested by DPW staff. San Vicente Road in Ramona from one mile east of Wildcat Canyon Road to Hanson Lane is currently posted with a 50 MPH speed limit. Measured speeds on San Vicente Road averaged 54.4 MPH. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation. The TAC further recommends that the Board find that after completing an engineering and traffic survey, a 50 MPH speed limit is still more than reasonable or safe and approve the reduction of the speed limit by 5 MPH which has been identified as a safety corridor. Ramona High School was contacted for comment and did not provide input on this item.
3. **Item 2-C.** This review was requested by DPW staff. San Vicente Road in Ramona from Hanson Lane to Eleventh Street currently has a posted 50 MPH speed limit. Measured speeds on San Vicente Road average 49.2 MPH. The TAC recommends establishing a 45 MPH speed limit and certifying the speed limit for radar enforcement based on measured speeds and State law which allows rounding to the lower 5 MPH increment. Ramona High School was contacted for comment and did not provide input on this item.
4. **Item 2-D.** This review was requested by DPW staff. San Vicente Road/Tenth Street in Ramona from Eleventh Street to State Route 67 is currently posted with a 40 MPH speed limit. Measured speeds on San Vicente Road/Tenth Street averaged 45.1 MPH. The TAC recommends certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows an additional 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.
5. **Item 2-E.** This review was requested by DPW staff. Dehesa Road in Granite Hills from the El Cajon city limit (east of Granite Hills Drive) to 390' east of Willow Glen Drive is currently posted with a 45 MPH speed limit. Measured speeds on Dehesa Road averaged 45.7 MPH. The TAC recommends relocating the eastern endpoint from 390' east of Willow Glen Road to Willow Glen Road and certifying the 45 MPH speed limit for radar enforcement based on measured speeds. There are no schools in the vicinity of this item.
6. **Item 2-F.** This review was requested by DPW staff. Dehesa Road in Dehesa from 390' east of Willow Glen Drive to 1,000' east of Mile Post 7.0 is currently posted with a 45 MPH speed limit. Measured speeds on Dehesa Road from Willow Glen Drive to Sycuan Road averaged 52.6 MPH. The TAC recommends relocating the western endpoint from 390' east of Willow Glen Road to Willow Glen Road, relocating the eastern endpoint from

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1,000' east of Mile Post 7.0 to Sycuan Road, reducing the 50 MPH speed limit to 45 MPH, and certifying the 45 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding to the lower 5 MPH increment and an additional 5 MPH reduction based on safety corridor designation. The TAC further recommends that the Board find that after completing an engineering and traffic survey, a 50 MPH speed limit is still more than reasonable or safe and approve the reduction of the speed limit by 5 MPH which has been identified as a safety corridor. Dehesa School was contacted for comment and the principal expressed support of the reduced speed limit.

7. **Item 2-G.** This review was requested by DPW staff. Dehesa Road in Dehesa from 1,000' east of Mile Post 7.0 to Tavern Road currently has no posted speed limit and is subject to the State maximum 55 MPH speed limit. Measured speeds on Dehesa Road averaged 49.3 MPH. The TAC recommends establishing a 45 MPH speed limit for radar enforcement on Dehesa Road from Sycuan Road to Tavern Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.
8. **Item 2-H.** This review was requested by DPW staff. Vista Ramona Road in Ramona from Old Julian Highway to 1,000' north of Rutherford Road is currently posted with a 50 MPH speed limit. Measured speeds on Vista Ramona Road from Old Julian Highway to Timber Passage averaged 50.2 MPH. Measured speeds on Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road averaged 43.4 MPH. The TAC recommends establishing a 45 MPH speed limit from Vista Ramona Road from Old Julian Highway to Timber Passage, establishing a 40 MPH speed limit from Vista Ramona Road from Timber Passage to 1,000' north of Rutherford Road, and certifying both speed limits for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.
9. **Item 4-A.** This review was requested by DPW staff. Broadway/Campo Road in Spring Valley from the Lemon Grove city limit (west of Fairway Drive) to the State Route 125 northbound on-ramp is currently posted with a 40 MPH speed limit. Measured speeds on Broadway/Campo Road averaged 45.7 MPH. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying for the speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation. The TAC further recommends that the Board find that after completing an engineering and traffic survey, a 40 MPH speed limit is still more than reasonable or safe and approve the reduction of the speed limit by 5 MPH which has been identified as a safety corridor. There are no schools in the vicinity of this item.

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10. **Item 4-B.** This review was requested by DPW staff. Campo Road in Spring Valley from the State Route 125 northbound ramp to Bancroft Drive is currently posted with a 35 MPH. Measured speeds on Campo Road averaged 39.9 MPH. The TAC recommends certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.
11. **Item 4-C.** This review was requested by DPW staff. Campo Road in Casa de Oro from Bancroft Drive to South Granada Avenue is currently posted with a 35 MPH speed limit. Measured speeds on Campo Road averaged 40.1 MPH. The TAC recommends reducing the 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and an additional 5 MPH reduction based on safety corridor designation. The TAC further recommends that the Board find that after completing an engineering and traffic survey, a 35 MPH speed limit is still more than reasonable or safe and approve the reduction of the speed limit by 5 MPH which has been identified as a safety corridor. There are no schools in the vicinity of this item.
12. **Item 4-D.** This review was requested by DPW staff. Campo Road in Casa de Oro from South Granada Avenue to Agua Dulce Boulevard is currently posted with a 40 MPH speed limit. Measured speeds on Campo Road averaged 43.5 MPH. The TAC recommends certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

The 13th request seeks to lower speed limits by 5 MPH on 13 road segments. California Assembly Bill No. 43 (2021) entitled "Traffic Safety" allows local authorities to reduce speeds in "safety corridors" – areas with high incidence of serious injury and fatality crashes. The California Department of Transportation defines these corridors in its 2024 California Manual on Uniform Traffic Control Devices (CA MUTCD). After analysis of 2021-2023 crash data, the County identified several safety corridors. This allows for consideration of 5 MPH speed limit reductions on these segments.

13. **Item A.** This review was requested by DPW staff. California Assembly Bill No. 43 entitled "Traffic Safety" allows the County to use a 5 MPH speed limit reduction by designating roads as safety corridors due to the occurrence of fatal or severe injury collisions. The TAC recommends that the Board find that after completing an engineering and traffic survey, the speed limits are still more than is reasonable or safe and approve the reduction of the speed limit by 5 MPH upon the following 13 speed zone segments, which have been identified as safety corridors. The TAC further recommends that the Board certify the reduced speed limits for radar enforcement:

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- **1-a.** Jamacha Boulevard from Sweetwater Road to La Presa Avenue in Spring Valley - Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **1-b.** Jamacha Boulevard from La Presa Avenue to 1,000' east of Omega Street in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **1-c.** Paradise Valley Road from the San Diego city limit to Elkelton Boulevard in La Presa - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **2-a.** Wildcat Canyon Road from Willow Road to Barona Indian Reservation (south limit) in Lakeside/Barona - Reduce the 50 MPH and certify the 45 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **2-b.** Wildcat Canyon Road from Barona Indian Reservation (south limit) to San Vicente Road in Barona/Ramona - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement. Barona Indian Charter School was contacted for comment and did not provide input on this item.
- **1&4-a.** Sweetwater Road from Lemon Grove city limit (north of Shannonbrook Court) to Jamacha Boulevard/Paradise Valley Road in Spring Valley - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **5-a.** Gopher Canyon Road from Spa Haven Way to Champagne Boulevard in Bonsall - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **5-b.** Mission Road from Winter Haven Road to State Route 76 in Fallbrook - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement. Fallbrook Union High School was contacted for comment and did not provide input on this item.
- **5-c.** Mission Road from 450' east of Stage Coach Lane to Old Highway 395 in Fallbrook - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.

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- **5-d.** Pala Temecula Road from Nejo Road to Riverside County line in Pala - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **5-e.** Lilac Road/Old Castle Road from Valley Center Road to Champagne Boulevard in Valley Center - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement. Lilac School was contacted for comment and did not provide input on this item.
- **5-f.** Bear Valley Parkway from Escondido city limit (at Choya Canyon Road) to State Route 78 in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.
- **5-g.** Bear Valley Parkway from State Route 78 to Escondido city limit (near Boyle Avenue) in Escondido - Reduce the 50 MPH speed limit to 45 MPH and certify the 45 MPH speed limit for radar enforcement. There are no schools in the vicinity of this item.

Per State law, the County may not deem more than one-fifth of its highways as safety corridors. Further, the County may only issue warning citations for violations of exceeding the speed limit by 10 MPH or less for the first 30 days that such lower speed limit is in effect.

A summary of TAC recommendations is provided in Attachment A. An ordinance required to implement the Board's direction is presented in Attachment B. Received community input is provided in Attachment C.

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). Section 15301 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, or mechanical equipment or topographical features, involving negligible or no expansion of existing or former use. The key consideration is whether the project involves negligible or no expansion of use. 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.

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LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed action to certify/recertify speed limits supports the Community Quality of Life Initiative in the County of San Diego's 2025-2030 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,



DAHVIA LYNCH

Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary Of Traffic Advisory Committee Recommendations From The 12-06-2024 Meeting
- B. Ordinances Amending the County Code To Implement The Board's Direction
- C. Received Community Input