

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, APRIL 23, 2025**

MINUTE ORDER NO. 2

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.
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.
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 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.

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.

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.
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.

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

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, introducing the Ordinance for further Board consideration and adoption on May 7, 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

APRIL 23, 2025