



# COUNTY OF SAN DIEGO

## LAND USE AGENDA ITEM

### BOARD OF SUPERVISORS

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First District

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**DATE:** August 18, 2021, and September 1, 2021

**06**

**TO:** Board of Supervisors

### SUBJECT

**TRAFFIC ADVISORY COMMITTEE (08/18/2021 – ADOPT RECOMMENDATIONS;  
09/01/2021 – SECOND READING OF ORDINANCES) (DISTRICTS: 1, 2, & 5)**

### OVERVIEW

As part of the Department of Public Works (DPW) traffic engineering program, the Board of Supervisors (Board) established the Traffic Advisory Committee (TAC) in the 1960s as an aid in providing uniform traffic regulations throughout the unincorporated areas of the county. The goal of the TAC is to make recommendations to the Board on traffic matters to provide communities in the unincorporated region 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. In order to be effective, these policies are designed to 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.

The TAC recommends the Board act on eight items from the April 23, 2021, TAC meeting agenda:

District	Item	Location	Action
1	1-A	Corral Canyon Road, Bonita	Reduce the 35 MPH speed limit to 30 MPH and certify
2	2-A	Tavern Road, Alpine	Certify the 35 MPH speed limit
2	2-B	Tavern Road, Alpine	Reduce the 45 MPH speed limit to 40 MPH and certify
5	5-A	Alvarado Street, Fallbrook	Relocate the west endpoint of the speed zone from its current location to Brandon Road North and certify the 35 MPH speed limit
5	5-B	Alvarado Street, Fallbrook	Reduce the 35 MPH speed limit to 30 MPH and certify

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District	Item	Location	Action
5	5-C	Fallbrook Street, Fallbrook	Certify the 40 MPH speed limit
5	5-D	El Camino Real, Rancho Santa Fe	Certify the 45 MPH speed limit
5	5-E	El Camino Real, Rancho Santa Fe	Reduce the 45 MPH speed limit to 40 MPH and certify

Approval of Items 1-A through 5-E would support speed enforcement which increases roadway safety and retains mobility. Properly posted speed limits provide feedback to drivers to improve traffic safety, reduce the number and severity of collisions, and allow for fair enforcement.

The Board's action on Items 2-A, 5-C, and 5-D does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second hearing. Board direction on August 18, 2021 would allow implementation by DPW.

The Board's action on Items 1-A, 2-B, 5-A, 5-B, and 5-E would introduce an ordinance to amend speed limit zones. This action would revise County Code and requires two steps. On August 18, 2021, the Board would consider the TAC items. If the Board takes action as recommended on August 18, 2021, then on September 1, 2021, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction.

**RECOMMENDATION(S)  
TRAFFIC ADVISORY COMMITTEE**

**District 1:**

Item 1-A. Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) in Bonita – Reduce the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.

**District 2:**

Item 2-A. Tavern Road from Victoria Park Terrace to Arnold Way in Alpine - Certify the existing 35 MPH speed limit for radar enforcement.

Item 2-B. Tavern Road from Arnold Way to South Grade Road in Alpine – Reduce the existing 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

**District 5:**

Item 5-A. Alvarado Street from Vine Street to Stage Coach Lane in Fallbrook – Relocate the west endpoint of the speed zone from Vine Street to Brandon Road North and certify the existing 35 MPH speed limit for radar enforcement.

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Item 5-B. Alvarado Street from Stage Coach Lane to Live Oak Park Road in Fallbrook – Reduce the existing 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.

Item 5-C. Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook – Certify the existing 40 MPH speed limit for radar enforcement.

Item 5-D. El Camino Real from La Orilla to Linea del Cielo in Rancho Santa Fe – Certify the existing 45 MPH speed limit for radar enforcement.

Item 5-E. El Camino Real from Linea del Cielo to the San Diego city limit (near Rancho del Madison) in Rancho Santa Fe – Reduce the existing 45 MPH speed limit to 40 MPH and certify the 40 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 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 Ordinance:

ORDINANCE AMENDING SECTIONS 72.162.33., 72.169.7., 72.169.7.1., 72.169.88., AND 72.173. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 2-B, 5-A, 5-B, & 5-E).

If, on August 18, 2021, the Board takes action as recommended, then, on September 1, 2021:

1. Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.162.33., 72.169.7., 72.169.7.1., 72.169.88., AND 72.173. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 2-B, 5-A, 5-B, & 5-E).

### **EQUITY IMPACT STATEMENT**

The review of traffic signs 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 and ethnicities, ages and abilities. Data-driven safety initiatives must be developed and administered with an equity lens to ensure our most vulnerable and underserved populations are prioritized. The Department of Public

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Works' (DPW) actions must be sensitive to community desires and needs, striving to include the voice of every community in traffic safety. Understanding travel patterns, where fatal and serious injury crashes are occurring and the disproportionate impacts on certain communities will allow DPW to identify targeted actions to address the underlying factors and causes and improve safety.

DPW's Local Road Safety Program reviews fatal and severe injury collisions along roads segments within the unincorporated areas of the county and utilizes the Healthy Places Index and other tools to ensure our most vulnerable and underserved populations are prioritized. The Traffic Advisory Committee 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 the majority of drivers, the Traffic Advisory Committee 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 2021-22 Operational Plan for the Department of Public Works Road Fund. If approved, 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 routinely provided to the 26 Community Planning and Sponsor Groups. The items associated with this report are located within the Sweetwater (Item 1-A), Alpine (Items 2-A & 2-B), Fallbrook (Items 5-A through 5-C), and San Dieguito (Items 5-D & 5-E) Community Planning Groups. These groups did not provide input.

**BACKGROUND**

The County of San Diego's (County) Department of Public Works (DPW) operates a traffic engineering program which 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 such as changes to traffic control, speed limits, stop signs, traffic signals, or parking regulations require Board of Supervisors (Board) direction. The Board established the Traffic Advisory Committee (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. In order to be effective, these policies are designed to be legally enforceable so that the majority of motorists will comply.

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The TAC is composed of representatives from different agencies and two members-at-large appointed by the Board, one representing District 2 and the other representing District 3 or 5. Represented agencies include: 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 eight items from the April 23, 2021, 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 1-A. Corral Canyon Road from Central Avenue to the Chula Vista city limit (near Country Vistas Lane) in Bonita is currently posted with a 35 MPH speed limit and measured speeds averaged 36.9 MPH. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds, equestrian presence, pedestrian presence, collision severity, and State law, which allows an additional 5 MPH reduction based on roadway conditions.
- Item 2-A. Tavern Road from Victoria Park Terrace to Arnold Way in Alpine is currently posted with a 35 MPH speed limit and measured speeds averaged 38.7 MPH. The TAC recommends certifying the existing 35 MPH posted speed limit for radar enforcement based on measured speeds and State law.
- Item 2-B. Tavern Road from Arnold Way to South Grade Road in Alpine is currently posted with a 45 MPH speed limit and measured speeds averaged 46.5 MPH. The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40

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MPH speed limit for radar enforcement based on measured speeds, pedestrian presence, collision severity, and State law which allows an additional 5 MPH reduction based on roadway conditions.

- Item 5-A. Alvarado Street from Vine Street to Stage Coach Lane in Fallbrook is currently posted with a 35 MPH speed limit and measured speeds averaged 39.6 MPH. Staff identified an existing 350-foot 25 MPH business district in the western part of this segment starting from Vine Street. The TAC recommends (1) relocating the western endpoint of this speed zone from Vine Street to Brandon Road North (extending the 25 MPH business district) and (2) certifying the existing 35 MPH speed limit for radar enforcement on Alvarado Street from Brandon Road North to Stage Coach Lane based on measured speeds and State law.
- Item 5-B. Alvarado Street from Stage Coach Lane to Live Oak Park Road in Fallbrook currently has a 35 MPH speed limit ordinance and measured speeds averaged 36.5 MPH. The TAC recommends reducing the existing 35 MPH speed limit to 30 MPH and certifying the 30 MPH speed limit for radar enforcement based on measured speeds, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.
- Item 5-C. Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook currently has a 40 MPH speed limit ordinance and measured speeds averaged 44.0 MPH. The TAC recommends certifying the existing 40 MPH speed limit for radar enforcement based on measured speeds and State law.
- Item 5-D. El Camino Real from La Orilla to Linea del Cielo in Rancho Santa Fe currently has a 45 MPH speed limit ordinance and measured speeds averaged 47.8 MPH. The TAC recommends certifying the existing 45 MPH speed limit for radar enforcement based on measured speeds and State law.
- Item 5-E. El Camino Real from Linea del Cielo to the San Diego city limit (near Rancho del Madison) in Rancho Santa Fe is currently posted with a 45 MPH speed limit and measured speeds averaged 46.1 MPH. The TAC recommends reducing the existing 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement based on measured speeds, equestrian presence, collision history, and State law which allows an additional 5 MPH reduction based on roadway conditions.

The Board's action on Items 2-A, 5-C, and 5-D does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second hearing. Board direction on August 18, 2021 would allow implementation by DPW.

The Board's action on Items 1-A, 2-B, 5-A, 5-B, and 5-E would introduce an ordinance to amend speed limit zones. This action would revise County Code and requires two steps. On August 18, 2021, the Board would consider the TAC items. If the Board takes action as recommended on August 18, 2021, then on September 1, 2021, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction.

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**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 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 and establish a commercial vehicle weight restriction in a residential area supports the Living Safely Initiative in the County of San Diego's 2021-26 Strategic Plan with the objective of making San Diego the safest urban county in the nation. 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,

A handwritten signature in black ink, appearing to read "Sarah Ag Hassi".

SARAH E. AGHASSI  
Deputy Chief Administrative Officer

**ATTACHMENT(S)**

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

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**AGENDA ITEM INFORMATION SHEET**

**REQUIRES FOUR VOTES:** ☐ Yes ☒ No

**WRITTEN DISCLOSURE PER COUNTY CHARTER SECTION 1000.1 REQUIRED**

☐ Yes ☒ No

**PREVIOUS RELEVANT BOARD ACTIONS:**

1-A. January 29, 2014 (05)  
2-A. February 26, 2014 (10)  
2-B. April 16, 2014 (05)  
5-A. December 4, 2013 (07)  
5-B. December 4, 2013 (07)  
5-C. May 15, 2013 (04)  
5-D. August 7, 2013 (06)  
5-E. August 7, 2013 (06)

**BOARD POLICIES APPLICABLE:**

N/A

**BOARD POLICY STATEMENTS:**

N/A

**MANDATORY COMPLIANCE:**

N/A

**ORACLE AWARD NUMBER(S) AND CONTRACT AND/OR REQUISITION NUMBER(S):**

N/A

**ORIGINATING DEPARTMENT:** Department of Public Works

**OTHER CONCURRENCE(S):** N/A

**CONTACT PERSON(S):**

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