

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, SEPTEMBER 01, 2021**

MINUTE ORDER NO. 6

**SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE: TRAFFIC
ADVISORY COMMITTEE (08/18/2021 - ADOPT RECOMMENDATIONS;
09/01/2021 - SECOND READING OF ORDINANCES) (DISTRICTS: 1, 2, & 5)**

OVERVIEW

On August 18, 2021 (10), the Board of Supervisors took action to further consider and adopt the Ordinance on September 1, 2021.

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
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.

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

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 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

ACTION:

ON MOTION of Supervisor Fletcher, seconded by Supervisor Vargas, the Board of Supervisors took action as recommended, adopting Ordinance No. 10746 (N.S.), entitled:
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.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

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

