

CLERK OF THE BOARD OF SUPERVISORS
BOARD OF SUPERVISORS MEETING

WEDNESDAY, May 24, 2023

Legislative Services Section: (619) 531-5434

INDEX:

Revised Page

REVISED AGENDA AND BACKUP:

- 10. TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION
(05/24/2023 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING
AN ORDINANCE; 06/14/2023 - SECOND READING OF AN ORDINANCE,
UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS:
1, 2, & 5)**

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3. ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
COST RECOVERY PROPOSAL TO ADOPT ORDINANCES RELATED TO FEES
IN THE DEPARTMENT OF AGRICULTURE, WEIGHTS AND MEASURES
EFFECTIVE FISCAL YEAR 2023-24 AND CEQA EXEMPTION (5/3/2023 - FIRST
READING; 5/24/2023 - SECOND READING UNLESS ORDINANCE IS MODIFIED
ON SECOND READING)
[FUNDING SOURCE: FEES PAID BY AWM CUSTOMERS]
4. APPROVE AND RATIFY FISCAL YEAR 2022-23 REVENUE AGREEMENT
WITH THE STATE WATER RESOURCES CONTROL BOARD FOR BEACH AND
BAY WATER QUALITY MONITORING PROGRAM
[FUNDING SOURCE: REVENUE AGREEMENT WITH THE STATE WATER
RESOURCES CONTROL BOARD, GENERAL FUND FUND BALANCE, AND
1991 HEALTH REALIGNMENT REVENUE FROM THE STATE]
5. MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP) CONSISTENCY
REVIEW AGREEMENT FOR MAR VISTA ISLAND ANNEXATION AND
ASSOCIATED EXEMPTION TO THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA)
6. 2022 MULTIPLE SPECIES CONSERVATION PROGRAM SOUTH COUNTY
SUBAREA PLAN ANNUAL REPORT AND RELATED CEQA EXEMPTION
7. ADOPT A RESOLUTION TO APPLY FOR AND ACCEPT GRANT FUNDS FROM
THE CALIFORNIA DEPARTMENT OF CONSERVATION FOR THE CLIMATE
SMART LAND MANAGEMENT PROGRAM: CAPACITY BUILDING AND
TECHNICAL ASSISTANCE; FIND THE ACTIONS ARE EXEMPT UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT
[FUNDING SOURCE: THE CALIFORNIA DEPARTMENT OF CONSERVATION,
APPROPRIATED BY THE BUDGET ACT OF 2022]
8. NOTICED PUBLIC HEARING:
ADOPT RESOLUTIONS AMENDING THE 2019 STATEWIDE COMMUNITY
INFRASTRUCTURE PROGRAM (SCIP) RESOLUTION AND ASSOCIATED
CEQA EXEMPTION

(RELATES TO FLOOD CONTROL DISTRICT AGENDA NO. FL01)

DISCUSSION ITEMS

- | Agenda # | Subject |
|-----------------|--|
| 9. | INCREASING UNDERSTANDING OF DECARBONIZATION EFFORTS BY
CONDUCTING A LOCAL ANALYSIS OF EXISTING RESIDENTIAL,
COMMERCIAL AND OTHER INFILL RENEWABLE ENERGY
INFRASTRUCTURE THROUGHOUT THE COUNTY AND IDENTIFYING
REMAINING AVAILABLE ROOFTOP, PARKING LOT AND OTHER INFILL
CAPACITY FOR FUTURE RENEWABLE ENERGY PROJECTS |

10. TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION
(05/24/2023 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN
ORDINANCE; 06/07~~14~~/2023 - SECOND READING OF AN ORDINANCE, UNLESS
ORDINANCE IS MODIFIED ON SECOND READING)
[FUNDING SOURCE: STATE HIGHWAY USER TAX ACCOUNT]
11. SET HEARING FOR JUNE 28, 2023:
PUBLIC HEARING TO CONFIRM FISCAL YEAR 2023-24 LEVIES IN THE SAN
DIEGO COUNTY STREET LIGHTING DISTRICT AND LANDSCAPE
MAINTENANCE DISTRICT ZONES NO. 1 - RANCHO SAN DIEGO AND NO. 2 -
JESS MARTIN PARK AND RELATED CEQA EXEMPTION
[FUNDING SOURCE: PROPERTY OWNER PAID ASSESSMENTS AND A
PORTION OF COUNTYWIDE PROPERTY TAX REVENUE; ASSESSMENT
LEVIES ON PROPERTY OWNERS WITHIN THE IDENTIFIED DISTRICTS]
12. OPTIONS FOR REMOVING BARRIERS TO HOUSING AND FACILITATING
THE COUNTY'S STATUS AS A PROHOUSING JURISDICTION AND
EXEMPTION TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT
(4 VOTES)

It's prudent to collect a more detailed local accounting of existing renewable energy generation and remaining capacity in San Diego County. Again, the intent of today's item is meant to give us more information to ensure we maximize energy production while minimizing impacts as California moves away from traditional sources of energy. Ordinary San Diegans must be the largest beneficiary of our local decarbonization efforts. Taking steps now to make sure the RDF is reflective of local reality and focuses on ratepayer control over their energy needs is critical for the wellbeing of every community in the region, for both existing and future generations.

Today's action would direct the Chief Administrative Officer (CAO) to conduct a local analysis of existing residential, commercial and other infill renewable energy infrastructure throughout the region (with an emphasis on existing solar) and provide a report inventorying existing conditions by supervisorial district. Today's action would also direct the CAO to perform an opportunity analysis identifying remaining available rooftop, parking lot and other infill capacity for future renewable energy projects.

RECOMMENDATION(S)

SUPERVISOR JIM DESMOND

1. Find that the proposed actions are not a project pursuant to the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(5) of the CEQA Guidelines.
2. In accordance with Section 401, Article XXIII of the County Administrative Code, authorize the Director, Department of Purchasing and Contracting to issue a solicitation or solicitations for a study of renewable energy generation, transmission, distribution, and storage capacity in the San Diego region that considers resiliency from power outages, economic benefits and costs, and local community context, and upon successful negotiations and determination of a fair and reasonable price, award contracts for a term of two years, with two option years and up to an additional six months if needed, and to amend the contracts as needed to reflect changes to services and funding.
3. Direct the Chief Administrative Officer to report back to the Board in 180 days on the progress of the study and include the study in future Regional Decarbonization Framework reports and updates.

EQUITY IMPACT STATEMENT

Low-income and other vulnerable communities often bear the brunt of energy insecurity and high utility bills. As the County continues its decarbonization efforts, we must prioritize reliability, affordability and ratepayer control over an "at-all-costs" approach to emissions reductions. Actions we take to completely transform our energy systems and existing power grid will have a profound impact on our constituents and ratepayers throughout San Diego County and will set the stage for future generations. We must ensure that our actions around decarbonization do not disproportionately impact low-income and other vulnerable communities.

SUSTAINABILITY IMPACT STATEMENT

The County's commitment to sustainability requires us to consider the long-term consequences of our actions on the environment, economy, and social well-being of our communities. While the environmental benefits are often touted, I also recognize the potential economic benefits of pursuing renewable energy solutions, such as job creation and reduced reliance on imported energy sources. However, as we begin to invest heavily in alternative forms of energy, it is imperative we do so in a way that creates a more resilient and prosperous economy for everyone in the region, both now and for future generations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year (FY) 2022-23 Operational Plan in the Land Use & Environment Group Executive Office (LUEG). There is no impact to net General Fund costs, and there will be no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

10. **SUBJECT: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/24/2023 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/07/2023 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, & 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 1960s to provide traffic regulations and recommendations within the unincorporated areas of the county. To be effective, TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. 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. TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on five items from the January 27, 2023, TAC meeting agenda:

Items from the 01/27/2023 TAC Meeting			
District	Item	Location	Action
1	1-A*	Jamacha Rd, from Osage Dr to Sweetwater Rd, in La Presa	Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.
1	1-B*	Central Ave, from Bonita Rd to Corral Canyon Rd, in Bonita	Certify the 35 MPH speed limit.
2	2-A	Ninth St & H St in Ramona	Establish an all-way stop intersection.
2	2-B	Six intersections in San Diego Country Estates: <ul style="list-style-type: none"> •Vista Ramona Rd and Arena Way •Vista Ramona Rd and Sargeant Rd •Arena Way and Open View Rd •Arena Way and Arena Dr •Arena Way and Gunn Stage Rd Arena Dr and Del Amo Rd	Establish all-way stop intersections.
5	5-A*	West Lilac Rd, from Camino del Rey to Old Highway 395, in Bonsall	Recertify the 45 MPH speed limit.
*Indicates second reading of the ordinance is required.			

Approval of Item 1-A on Jamacha Road in La Presa CPA (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would support speed enforcement which enhances 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.

Approval of Item 2-A at Ninth Street and H Street in Ramona (District 2) and Item 2-B at six intersections in San Diego Country Estates will provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users by assigning a full stop to all approaches at intersections. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

The following items do not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore do not require a second reading of an ordinance. Board direction on May 24, 2023, would allow implementation by DPW of Item 2-A on Ninth Street and H Street in Ramona (District 2) and Item 2-B on six intersections in San Diego Country Estates (District 2). Board direction on May 24, 2023, would allow implementation by DPW.

The Board's action on Item 1-A on Jamacha Road in La Presa (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would introduce an ordinance to amend a speed limit zone. This action would revise County Code and requires two steps. On May 24, 2023, the Board would consider the TAC items. If the Board takes action as recommended on May 24, then on June 7¹⁴, 2023, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on June 7¹⁴, 2023, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

**RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE**

District 1:

Item 1-A. Jamacha Road from Osage Drive to Sweetwater Road in La Presa - Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.

Item 1-B. Central Avenue from Bonita Road to Corral Canyon Road in Bonita - Certify the 35 MPH speed limit.

District 2:

Item 2-A. Ninth Street & H Street in Ramona - Establish an all-way stop intersection.

Item 2-B. Six intersections in San Diego Country Estates - Establish six all-way stop intersections.

District 5:

Item 5-A. West Lilac Road from Camino del Rey to Old Highway 395 in Bonsall - Recertify the 45 MPH speed limit.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is categorically 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. Adopt the following Resolutions:
RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Items 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO (Items 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 306 RELATING TO THE ESTABLISHMENT OF YIELD RIGHT-OF-WAY INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-B).

4. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY
(Items 1-A, 1-B, & 5-A).

If, on May 24, 2023, the Board takes action as recommended, then, on June 7~~14~~, 2023:

Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY
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EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls and roadway markings support 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 (DPW) to identify actions to address the underlying causes, enhance safety, and ensure justice in the enforcement of traffic regulations.

DPW's Local Road Safety Program reviews correctable collisions along road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and CalEnviroScreen to ensure 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.

SUSTAINABILITY IMPACT STATEMENT

The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a monthly public forum 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.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2022-23 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs of \$24,160 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

11. **SUBJECT: SET HEARING FOR JUNE 28, 2023:
PUBLIC HEARING TO CONFIRM FISCAL YEAR 2023-24 LEVIES IN
THE SAN DIEGO COUNTY STREET LIGHTING DISTRICT AND
LANDSCAPE MAINTENANCE DISTRICT ZONES NO. 1 - RANCHO
SAN DIEGO AND NO. 2 - JESS MARTIN PARK AND RELATED CEQA
EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

Special districts are created in order to provide new or enhanced local services and infrastructure to specific communities. The special districts in today's action were created to fund community parks and streetlights in the unincorporated areas of the region. Services are primarily funded by property owners and paid through assessments that are collected through the tax roll, reducing administrative costs from billing and payment collection. District boundaries, services, and maximum rates were established by voters or as a condition of development at the time of formation. The method for calculating how much each parcel pays is established in the ordinance adopted at the time of formation and may be based on a variety of factors, commonly including the type of land use, or parcel acreage. The rate cannot exceed the maximum amount in the adopted ordinance without voter approval from affected property owners. At the time of formation, residents in some districts voted to include cost escalators in their ordinances, which allow the maximum rate to increase each year to keep pace with inflation. The most commonly used cost escalator is the Consumer Price Index (CPI), which measures the cost of consumer goods.

Board of Supervisors Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery* directs departments to recover the full cost of services provided to the residents of special districts. County of San Diego (County) staff reviewed budgets for the three districts included in today's action to determine if revenues were adequate for services or if rates should be adjusted. Staff determined the proposed rates for Fiscal Year (FY) 2023-24 are needed to continue to fund services and to ensure compliance with Board Policy B-29. Rates are also necessary to maintain financial reserves to fund future services, facility repairs, emergency repairs, improvements, and replacements. The proposed rates subject of today's action is in accordance with Articles XIII A-D of the California Constitution (Proposition 218) as amended to date and are within maximum rates set forth in each district's adopted ordinance; and therefore, do not require voter approval from affected property owners. Under Proposition 218, voters must approve the formation of the special district and the maximum amount that can be collected from property owners.



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

NORA VARGAS
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

VACANT
Fourth District

JIM DESMOND
Fifth District

DATE: May 24, 2023, and June 7-14, 2023

10

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/24/2023 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/7/14/2023 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, & 5)

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proposed ordinance is altered on June 14, 2023, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

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TRAFFIC ADVISORY COMMITTEE

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CHIEF ADMINISTRATIVE OFFICER

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EQUITY IMPACT STATEMENT

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SUSTAINABILITY IMPACT STATEMENT

The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a monthly public forum 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.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2022-23 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs of \$24,160 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

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 Spring Valley (Item 1-A), Sweetwater (Item 1-B), Ramona (Items 2-A & 2-B), and Bonsall (Item 5-A) Community Planning Group (CPG) Areas. A member of the Spring Valley CPG in attendance provided comments and support for the TAC's recommendation on Item 1-A. The Ramona CPG provided minutes from their December 1, 2022, meeting where the CPG approved a motion requesting the County to approve all six intersections as all-way stop intersections as subsequently recommended by the TAC in Item 2-B. The Community Planning and Sponsor Groups did not provide input on the other items.

BACKGROUND

The County of San Diego's (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. 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 direction by the Board of Supervisors (BOS).

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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A summary of the TAC recommendations and committee discussion is presented in Attachment A. Attachment B includes the resolutions and an ordinance required to implement the TAC recommendations. Attachment C includes community input received regarding TAC items.

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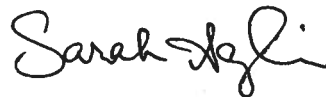
ENVIRONMENTAL STATEMENT

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). 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.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed action to establish/certify/recertify speed limits and install all-way stop intersections supports the Community Quality of Life Initiative in the County of San Diego's 2023-2028 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,



SARAH E. AGHASSI
Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary of Traffic Advisory Committee Recommendations
- B. Resolutions and Ordinance Required to Implement Recommendations
- C. Community Input

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COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

NORA VARGAS
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

VACANT
Fourth District

JIM DESMOND
Fifth District

DATE: May 24, 2023, and June 14, 2023

10

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/24/2023 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/14/2023 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, & 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 1960s to provide traffic regulations and recommendations within the unincorporated areas of the county. To be effective, TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. 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. TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on five items from the January 27, 2023, TAC meeting agenda:

Items from the 01/27/2023 TAC Meeting			
District	Item	Location	Action
1	1-A*	Jamacha Rd, from Osage Dr to Sweetwater Rd, in La Presa	Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.
1	1-B*	Central Ave, from Bonita Rd to Corral Canyon Rd, in Bonita	Certify the 35 MPH speed limit.

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Items from the 01/27/2023 TAC Meeting			
District	Item	Location	Action
2	2-A	Ninth St & H St in Ramona	Establish an all-way stop intersection.
2	2-B	Six intersections in San Diego Country Estates: <ul style="list-style-type: none"> • Vista Ramona Rd and Arena Way • Vista Ramona Rd and Sargeant Rd • Arena Way and Open View Rd • Arena Way and Arena Dr • Arena Way and Gunn Stage Rd • Arena Dr and Del Amo Rd 	Establish all-way stop intersections.
5	5-A*	West Lilac Rd, from Camino del Rey to Old Highway 395, in Bonsall	Recertify the 45 MPH speed limit.
*Indicates second reading of the ordinance is required.			

Approval of Item 1-A on Jamacha Road in La Presa CPA (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would support speed enforcement which enhances 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.

Approval of Item 2-A at Ninth Street and H Street in Ramona (District 2) and Item 2-B at six intersections in San Diego Country Estates will provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users by assigning a full stop to all approaches at intersections. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

The following items do not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore do not require a second reading of an ordinance. Board direction on May 24, 2023, would allow implementation by DPW of Item 2-A on Ninth Street and H Street in Ramona (District 2) and Item 2-B on six intersections in San Diego Country Estates (District 2). Board direction on May 24, 2023, would allow implementation by DPW.

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proposed ordinance is altered on June 14, 2023, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 1:

Item 1-A. Jamacha Road from Osage Drive to Sweetwater Road in La Presa – Reduce the 45 miles per hour (MPH) speed limit to 40 MPH and certify.

Item 1-B. Central Avenue from Bonita Road to Corral Canyon Road in Bonita – Certify the 35 MPH speed limit.

District 2:

Item 2-A. Ninth Street & H Street in Ramona – Establish an all-way stop intersection.

Item 2-B. Six intersections in San Diego Country Estates – Establish six all-way stop intersections.

District 5:

Item 5-A. West Lilac Road from Camino del Rey to Old Highway 395 in Bonsall – Recertify the 45 MPH speed limit.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is categorically 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. Adopt the following Resolutions:
RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Items 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-A & 2-B).

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO (Items 2-A & 2-B).

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RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 306 RELATING TO THE ESTABLISHMENT OF YIELD RIGHT-OF-WAY INTERSECTIONS IN THE COUNTY OF SAN DIEGO (Item 2-B).

4. Approve the introduction of the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 1-B, & 5-A).

If, on May 24, 2023, the Board takes action as recommended, then, on June 14, 2023:

Consider and adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.163.54. AND 72.164.56. AND DELETING SECTION 72.169.74.8. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 1-A, 1-B, & 5-A).

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls and roadway markings support 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 (DPW) to identify actions to address the underlying causes, enhance safety, and ensure justice in the enforcement of traffic regulations.

DPW's Local Road Safety Program reviews correctable collisions along road segments within the unincorporated areas of the county and utilizes the Healthy Places Index and CalEnviroScreen to ensure 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.

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SUSTAINABILITY IMPACT STATEMENT

The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a monthly public forum 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.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2022-23 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs of \$24,160 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

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 Spring Valley (Item 1-A), Sweetwater (Item 1-B), Ramona (Items 2-A & 2-B), and Bonsall (Item 5-A) Community Planning Group (CPG) Areas. A member of the Spring Valley CPG in attendance provided comments and support for the TAC's recommendation on Item 1-A. The Ramona CPG provided minutes from their December 1, 2022, meeting where the CPG approved a motion requesting the County to approve all six intersections as all-way stop intersections as subsequently recommended by the TAC in Item 2-B. The Community Planning and Sponsor Groups did not provide input on the other items.

BACKGROUND

The County of San Diego's (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. 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 direction by the Board of Supervisors (BOS).

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The following items do not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore do not require a second reading of an ordinance. Board direction on May 24, 2023, would allow implementation by DPW of Item 2-A on Ninth Street and H Street in Ramona (District 2) and Item 2-B on six intersections in San Diego Country Estates (District 2). Board direction on May 24, 2023, would allow implementation by DPW.

The Board's action on Item 1-A on Jamacha Road in La Presa (District 1), Item 1-B on Central Avenue in Bonita (District 1), and Item 5-A on West Lilac Road in Bonsall (District 5) would introduce an ordinance to amend a speed limit zone. This action would revise County Code and requires two steps. On May 24, 2023, the Board would consider the TAC items. If the Board takes action as recommended on May 24, then on June 14, 2023, a second reading and adoption of ordinances amending County Code would be necessary to implement the Board's direction.

SUBJECT: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (05/24/2023 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/14/2023 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) (DISTRICTS: 1, 2, & 5)

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.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN

Today's proposed action to establish/certify/recertify speed limits and install all-way stop intersections supports the Community Quality of Life Initiative in the County of San Diego's 2023-2028 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,



SARAH E. AGHASSI
Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary of Traffic Advisory Committee Recommendations
- B. Resolutions and Ordinance Required to Implement Recommendations
- C. Community Input

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**County of San Diego Board of Supervisors
AGENDA ITEM INFORMATION SHEET**

AGENDA ITEM SUBJECT/TITLE:

TRAFFIC ADVISORY COMMITTEE (05/24/2023 - ADOPT RECOMMENDATIONS; 06/14/2023 - SECOND READING OF AN ORDINANCE) (DISTRICTS: 1, 2, & 5)

REQUIRES FOUR VOTES:

Yes ☐ No ☒

WRITTEN DISCLOSURE PER COUNTY CHARTER SECTION §1000.1 REQUIRED:

Yes ☐ No ☒

NOTICED PUBLIC HEARING REQUIRED:

Yes ☒ No ☐

PROJECT UNDER CEQA:

Yes ☐ No ☒

If Yes, approval of CEQA document required?

Yes ☐ No ☒

DECISION WITHIN GOVERNMENT CODE SECTION 84308:

Yes ☐ No ☒

PREVIOUS RELEVANT BOARD ACTIONS:

1-A. Jamacha Road: September 16, 2015 (10): ON MOTION of Supervisor Jacob, seconded by Supervisor Cox, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to re-certify the existing 45 miles per hour (MPH) speed limit for continued radar speed enforcement.

1-B. Central Ave: September 23, 1970 (07): ON MOTION of Supervisor Craven, seconded by Supervisor Austin, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to establish and certify a 35 miles per hour (MPH) speed limit for radar speed enforcement.

2-A. H St at Ninth St: August 10, 1965 (86): ON MOTION of Supervisor Austin, seconded by Supervisor Cozens, the Board took action as recommended, on Consent, adopting the recommendation to re-establish a stop intersection.

2-B. Vista Ramona Rd / Sargeant Rd: September 19, 1989 (56E): ON MOTION of Supervisor MacDonald, seconded by Supervisor Williams, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to amend the through highway.

Vista Ramona Rd at Sargeant Rd: March 15, 1988 (30G): ON MOTION of Supervisor MacDonald, seconded by Supervisor Williams, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to establish a yield intersection.

Arena Way: April 4, 2001 (24): ON MOTION of Supervisor Slater, seconded by Supervisor Roberts, the Board took action as recommended, on Consent, adopting Supervisor Jacob's recommendation to amend the through highway.

Arena Way at Open View Rd: March 24, 2004 (11): ON MOTION of Supervisor Roberts, seconded by Supervisor Horn, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to legalize an existing stop intersection.

Arena Dr: November 3, 1987 (47): ON MOTION of Supervisor Bailey, seconded by Supervisor Williams, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to establish the through highway.

Gunn Stage Rd: November 3, 1987 (47): ON MOTION of Supervisor Bailey, seconded by Supervisor Williams, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to establish a through highway.

5-A. West Lilac Rd: May 13, 2015 (05): ON MOTION of Supervisor Jacob, seconded by Supervisor D. Roberts, the Board took action as recommended, on Consent, adopting the Traffic Advisory Committee's recommendation to establish and certify a 45 miles per hour (MPH) speed limit for radar speed enforcement.

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

INTERNAL REVIEW COMPLETED: YES ☒ NO ☐ **Madison O'Barr**

Digitally signed by Madison
O'Barr
Date: 2023.05.18 18:06:14 -07'00'

Signature

CONTACT PERSON(S):

Bill Morgan

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Morgan, William

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Murali Pasumarthi

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Signature