

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**MEETING OF**

**August 2, 2024 @ 9:00 AM  
5510 Overland Ave Room #271  
San Diego CA, 92123**

**Traffic Advisory Committee Members**

County of San Diego Fire Authority	Mr. Michael Neal
Board of Supervisors District 1 Representative	Mr. Michael Clowers
Board of Supervisors District 2 Representative	[ABSENT]
Board of Supervisors District 3 Representative	[VACANT]
Board of Supervisors District 4 Representative	Mr. James Custeau
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	[ABSENT]
California Highway Patrol - Oceanside	Officer Wade Bartholme
California Highway Patrol - El Cajon	[ABSENT]
Independent Insurance Agents & Brokers of San Diego	Mr. Joe Hamilton
Pacific Safety Center	[ABSENT]
San Diego County Sheriff's Department	[ABSENT]
San Diego County Office of Education	Mr. Mike Czoberek
San Diego County Bicycle Coalition	Mr. Derby Pattengill
Department of Public Works	Mr. Ernest Bartley
Department of Public Works	Mr. Michael Kenney

**Traffic Advisory Committee Administration**

Traffic Advisory Committee Secretary	Mr. Kenton Jones
Traffic Advisory Committee Staff	Mr. Benjamin Baker
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**August 2, 2024 ~ 9:00 AM**  
**5510 Overland Ave, Room 271**  
**San Diego CA, 92123**

**MINUTES**

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes** Motion: Bartley, Second: Kenney; 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant
- IV. Announcements / Public Forum**
- V. Items for Review**

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<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA/ COMMUNITY GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 3</u></b>		
3-A. RADAR CERTIFICATION	VIA DE SANTA FE VIA DE LA VALLE TO CALZADA DEL BOSQUE	FAIRBANKS RANCH/ SAN DIEGUITO CPG
3-B. RADAR CERTIFICATION	VIA DE SANTA FE/EL APAJO CALZADA DEL BOSQUE TO SAN DIEGUITO RD	FAIRBANKS RANCH/ SAN DIEGUITO CPG
<b><u>SUPERVISORIAL DISTRICT 4</u></b>		
4-A. RADAR CERTIFICATION	FUERTE DRIVE LA MESA CITY LIMIT TO CHASE AV	MT HELIX/CALAVO GARDENS/ VALLE DE ORO CPG
<b><u>SUPERVISORIAL DISTRICT 5</u></b>		
5-A. RADAR CERTIFICATION	ROCK SPRINGS ROAD ESCONDIDO CITY LIMIT TO BENNETT AV	ESCONDIDO/ N/A
<b><u>INFORMATIONAL ITEM</u></b>		
SAFETY CORRIDOR PRESENTATION		

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:  
<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** August 2, 2024 **Item 3-A**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Via de Santa Fe from Via de la Valle to Calzada del Bosque (a distance of 0.64 miles) FAIRBANKS RANCH

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Via de Santa Fe from Via de la Valle to Calzada del Bosque is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 40 MPH speed limit.

**Existing Traffic Devices**

Via de Santa Fe is a striped 2-lane undivided highway that is 24 to 45 feet wide. The roadway is striped with a no passing centerline and bike lanes. The road is posted with a 30 MPH reverse turn advisory, school and fire station signage. Via de Santa Fe is currently unclassified on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>07/24</u></b>	<b><u>04/18</u></b>		
Via de Santa Fe:				
500' N/o Calzada del Bosque	8,184	9,940		
	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>	
<b><u>Speed Data</u></b>				
Via de Santa Fe:				
120' N/o El Sicomoro Street	(2024) 42.3 MPH	33-42	75%	

**Collision Data**

There have been 6 reported collisions, 3 of which involved an injury, 1 of which involved a severe injury, along this segment of roadway in a 3-year (2021-04-01 to 2024-03-31) This collision results in a segment accident rate of 1.05 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

**Discussion**

This item is a review to certify the existing posted speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque in Rancho Santa Fe and was

requested by staff. The Traffic Advisory Committee (TAC) recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque based on measured speeds, equestrians, pedestrians, bicyclists, and State law which allows an additional 5 miles per hour (MPH) reduction based on roadway conditions not readily apparent to the driver.

Via de Santa Fe is a two-lane undivided highway striped with a no passing centerline and bike lanes. It currently has a posted 40 MPH speed limit. The road is unclassified on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys produced an overall speed zone of 42.3 MPH which could support a 40 MPH speed limit.

The Committee reviewed Item 3-A, Via de Santa Fe from Via de la Valle to Calzada del Bosque, and Item 3-B, Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road, simultaneously.

The Rancho Santa Fe Homeowners Association Patrol Chief was in attendance and raised concerns around the northern segment of Via de Santa Fe mentioning that there were multiple blind curves, lots of equestrians that ride along the roadway, and that cars and horses share the road with bicyclists. He noted that in this area there are commuters mixing with residents arriving and leaving Rancho Santa Fe Community Ranch daily. He wanted the Committee to know of unreported collisions. He requested that this segment of Via de Santa Fe, from Via de la Valle to Calzada del Bosque be lowered to 30 MPH.

The District 5 Representative expressed concern about curves on the road. He mentioned that there have been numerous unreported collisions that resulted in property damage. The Committee reviewed the legalities of setting a speed limit and how a 30 MPH speed limit could not be radar enforced. The County Traffic Engineer briefly explained the concept of safety corridors, noting that such a designation is not available for this case, and opposed a 30 MPH speed limit due to the road's high traffic volume. The County Traffic Engineer emphasized that only reported collisions are considered and that collisions are evenly distributed here. The Bicycle Coalition representative supported a lower speed limit due to safety concerns for bicyclists.

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque based on measured speeds, equestrians, pedestrians, bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Via de Santa Fe meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input. The Chair of the San Dieguito Community Planning Group provided an email in support of certifying the existing speed limit on Via de Santa Fe between Via de la Valle and Calzada del Bosque.

**Recommendation**

The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Via de Santa Fe from Via de la Valle to Calzada del Bosque based on measured speeds, equestrians, pedestrians, bicyclists, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Motion: Wellhouser

Second: Custeau

Vote: 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant

**Necessary Board Action**

Amend Section 72.161.90. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** August 2, 2024 **Item 3-B**

**SUPERVISORIAL DISTRICT:** 3

**SUBJECT:** Radar Certification

**LOCATION:** Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road (a distance of 0.97 miles) FAIRBANKS RANCH

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road is currently posted with a 45 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification a 40 MPH speed limit.

**Existing Traffic Devices**

Via de Santa Fe/El Apajo is a striped 2-lane undivided highway that is 24 to 45 feet wide. The roadway is striped with a two-way left turn lane, and bike lanes. The road is posted with a 20 MPH turn advisory, intersection advisories, and object markers. Via de Santa Fe is currently unclassified on the County General Plan Mobility Element Network. El Apajo is currently classified as a Community Collector on the County General Plan Mobility Element Network. Via de Santa Fe/El Apajo is posted with a 45 MPH speed limit.

**Average Daily Traffic Volumes**

	<b><u>07/24</u></b>	<b><u>12/18</u></b>
El Apajo:		
300' N/o Helen Woodward Way	14,249	17,476

**Speed Data**

	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
El Apajo:			
300' N/o Helen Woodward Way (2024)	43.1 MPH	34-43	73%

**Collision Data**

There have been 6 reported collisions, 4 of which involved an injury, 1 of which involved a severe injury, along this segment of roadway in a 3-year (2021-04-01 to 2024-03-31) This collision results in a segment accident rate of 0.40 collisions per million vehicle miles. The statewide average is 1.24 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds between 45 and 55 MPH.

**Discussion**

This item is a review to certify the existing posted speed limit for radar enforcement on

Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road in Fairbanks Ranch and was requested by staff. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certifying the 40 MPH speed limit for radar enforcement on Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Via de Santa Fe/El Apajo is a two-lane undivided highway striped with a no passing centerline. The road is posted with a 20 MPH turn advisory, intersection advisories, and object markers. It currently has a posted 45 MPH speed limit. Via de Santa Fe is currently unclassified on the County General Plan Mobility Element Network. El Apajo is currently classified as a Community Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The result of a recent speed survey produced an overall speed zone of 43.1 MPH which supports a 40 MPH speed limit.

The Committee reviewed Item 3-A, Via de Santa Fe from Via de la Valle to Calzada del Bosque, and Item 3-B, Via de Santa Fe/El Apajo from Calzada del Bosque to San Dieguito Road, simultaneously.

The TAC recommends certifying a 40 MPH speed limit for radar enforcement on Via de Santa Fe/El Apajo in Fairbanks Ranch from Calzada del Bosque to San Dieguito Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Via de Santa Fe/El Apajo meets the CHP criteria for radar speed enforcement.

The San Dieguito Community Planning Group was provided the opportunity to review this item and did not provide input. The Chair of the San Dieguito Community Planning Group provided an email in support of lowering the speed limit on Via de Santa Fe/El Apajo between Calzada del Bosque and San Dieguito Road.

### **Recommendation**

The TAC recommends certifying a 40 MPH speed limit for radar enforcement on Via de Santa Fe/El Apajo in Fairbanks Ranch from Calzada del Bosque to San Dieguito Road based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment.

Motion: Wellhouser

Second: Custeau

Vote: 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant

**Necessary Board Action**

Amend Section 72.161.31. of the San Diego County Code.



**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** August 2, 2024 **Item 4-A**

**SUPERVISORIAL DISTRICT:** 4

**SUBJECT:** Radar Certification

**LOCATION:** Fuerte Drive from La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue (a distance of 4.58 miles) GROSSMONT/MOUNT HELIX/CALAVO GARDENS

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

Fuerte Drive from La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue is currently posted with a 35 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 35 MPH speed limit.

**Existing Traffic Devices**

Fuerte Drive is a striped 2-lane undivided highway that is 26 to 59 feet wide. The roadway is striped with a no passing centerline and white edgeline. Fuerte Drive is posted with stop signs, stop and signal advisories, school signage, curve advisories, and object markers. The road is stop controlled at Grossmont Boulevard and is signalized at Grandview Drive and Avocado Boulevard, respectively. Fuerte Drive is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 35 MPH speed limit.

**Average Daily Traffic Volumes** **07/24**

Fuerte Drive:	
400' E/o Summit Drive	12,099
50' W/o Redondo Dr	9,883
120' W/o Fuerte Farms Rd	3,528
At Fuerte Knolls Ln	2,744

<b><u>Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Fuerte Drive:				
540' W/o El Granito Avenue	(2024)	37.0 MPH	30-39	86%
440' W/o Vivera Drive	(2024)	40.8 MPH	32-41	82%
260' E/o Calavo Drive	(2024)	34.6 MPH	28-37	93%

Fuerte Drive		2		Item 4-A
170' E/o Fuerte Farms Road	(2024)	45.0 MPH	37-46	76%
450' N/o Shadow Creek Lane	(2024)	46.6 MPH	36-45	67%
360' E/o Chase Lane	(2024)	43.3 MPH	33-42	71%
Speed Zone:	(2024)	41.2 MPH	33-42	79%

**Collision Data**

There have been 41 reported collisions, 17 of which involved an injury, 1 of which involved a severe injury, along this segment of roadway in a 3-year (2021-04-01 to 2024-03-31) This collision results in a segment accident rate of 1.16 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

**Discussion**

This item is a review to certify the existing posted speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue in the unincorporated community of La Mesa/El Cajon and was requested by staff. The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue based on measured speeds, pedestrians, limited shoulder, hidden driveways and drainage ditches, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Fuerte Drive is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline and white edgeline. Fuerte Drive is stop controlled at Grossmont Boulevard and is signalized at Grandview Drive and Avocado Boulevard. The road is posted with stop and signal advisory signs, school signs, curve advisory signs, and numerous object markers. It currently has a posted 35 MPH speed limit. The road is classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (37.0 MPH, 40.8 MPH, 34.6 MPH, 45.0 MPH, 46.6 MPH & 43.3 MPH) produced an overall speed zone of 41.2 MPH which could support a 40 MPH speed limit.

During Committee discussion, the County Traffic Engineer noted that the measured speed varies across the long road, being slower on the west half and faster on the east. He proposed that either the road be evaluated to make a single 35 mph limit or the segment could be divided into two segments with the possibility of raising the speed limit on the eastern side to 40 mph. The Public Works representative indicated that local residents raised concerns about unreported collisions near a school zone on the eastern portion where school drop-off congestion extends onto Fuerte Drive. He also indicated that there was a recent installation of a new marked crosswalk. He highlighted that this is a crucial factor against recommending increasing the speed limit there.

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Fuerte

Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue based on measured speeds, pedestrians, limited shoulder, hidden driveways and drainage ditches, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Fuerte Drive meets the CHP criteria for radar speed enforcement.

The Valle de Oro Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Fuerte Drive from the La Mesa city limit (west of Grossmont Boulevard) to Chase Avenue based on measured speeds, pedestrians, limited shoulder, hidden driveways and drainage ditches, and State law which allows an additional 5 MPH reduction based on roadway conditions not readily apparent to the driver.

Motion: Bartley

Second: Custeau

Vote: 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant

**Necessary Board Action**

Amend Section 72.169.33. of the San Diego County Code.

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** August 2, 2024 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Certification

**LOCATION:** County maintained portions of Rock Springs Road from Escondido city limit (east of Montiel Road) to Bennett Avenue (a distance of 1.21 miles) ESCONDIDO

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Certification

**PROBLEM AS STATED BY REQUESTER:**

County maintained portions of Rock Springs Road from Escondido city limit to Bennett Avenue is currently posted with a 40 MPH speed limit. A preliminary review of prevailing speeds and roadway conditions could support radar certification the 40 MPH speed limit.

**Existing Traffic Devices**

Rock Springs Road is a striped 2-lane undivided highway that is 26 to 62 feet wide. The roadway is striped with a no passing centerline, two-way left turn lane, and white edgeline. Rock Springs Road is posted with stop and signal advisories, school signage, and object markers. The road is stop controlled at Rees Rd and is signalized at Nordahl Road. Rock Springs Road is currently classified as a Major Road on the County General Plan Mobility Element Network. The road is posted with a 40 MPH speed limit.

**Average Daily Traffic Volumes** **07/24**

Rock Springs Road:	
75' E/o Rock Springs Hollow	5,889
50' W/o Vida's Circle	5,303
800' E/o Nordahl Road	5,360

<b><u>Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
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Rock Springs Road:			
At Jackson Place	(2024) 42.4 MPH	33-42	62%
800' E/o Nordahl Road	(2024) 42.2 MPH	34-43	71%
Speed Zone:	(2024) 42.3 MPH	34-43	67%

**Collision Data**

There have been 8 reported collisions, 5 of which involved an injury, 1 of which involved a severe injury, along this segment of roadway in a 3-year (2021-04-01 to 2024-03-31).

The collision results in a segment accident rate of 1.10 collisions per million vehicle miles. The statewide average is 1.68 collisions per million vehicle miles for similar suburban, conventional 2 lanes or less, roads with speeds less than 45 MPH.

### **Discussion**

This item is a review to certify the existing posted speed limit for radar enforcement on Rock Springs Road from Nordahl Road to Bennett Avenue in the unincorporated community of Escondido and was requested by staff. The TAC recommends relocating the eastern end of the speed zone from Nordahl Road to the Escondido city limit (near Hagen Oakes Court) and certifying a 35 MPH speed limit for radar enforcement based on similar roadway characteristics, measured speeds, driveways, pedestrians, bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Rock Springs Road is a striped 2-lane undivided highway. The road is stop controlled at Rees Road, is signalized at Nordahl Road, and is striped with a no passing centerline, a two-way left turn lane, and white edgelines. Rock Springs Road is posted with stop and signal advisory signs, school signs, and object markers. The road currently has a posted 40 MPH speed limit from Bennett Avenue to Nordahl Road and currently does not have a posted speed limit Nordahl Road to the Escondido city limit (near Hagen Oakes Court) where is subject to a 55 MPH maximum speed limit. Rock Springs Road is currently classified as a Major Road on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The result of recent speed surveys (42.4 MPH & 42.2 MPH) produced an overall speed zone of 42.3 MPH which could support a 40 MPH speed limit.

Staff requests to modify the current ordinance to include the rest of the county-maintained portion of Rock Springs Road. The District 5 Representative commented on new construction in the area with new sidewalk, bike lane, and other improvements to the roadway. He indicated there is a school in the area which is in the eastern portion of Rock Springs Road.

The TAC recommends relocating the eastern end of the speed zone from Nordahl Road to the Escondido city limit (near Hagen Oakes Court) and certifying a 35 MPH speed limit for radar enforcement based on similar roadway characteristics, measured speeds, driveways, pedestrians, bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Rock Springs Road meets the CHP criteria for radar speed enforcement.

This item is in the North County Metro subregional planning area. There is no community planning or sponsor group at this location.

**Recommendation**

The TAC recommends relocating the eastern end of the speed zone from Nordahl Road to the Escondido city limit (near Hagen Oakes Court) and certifying a 35 MPH speed limit for radar enforcement based on similar roadway characteristics, measured speeds, driveways, pedestrians, bicycle presence, and State law which allows an additional 5 MPH reduction based on roadway conditions.

Motion: Kenney

Second: Wellhouser

Vote: 10-yes, 0-no, 0-abstain, 6-absent, 1-vacant

**Necessary Board Action**

Amend Section 72.169.97. of the San Diego County Code.