

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, JANUARY 14, 2026**

MINUTE ORDER NO. 5

SUBJECT: TRAFFIC ADVISORY COMMITTEE (01/14/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 01/28/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING) (DISTRICTS: 1, 3, & 5)

OVERVIEW

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1950s to provide traffic regulations and recommendations within the unincorporated areas of the region. The TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every two months to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommendations are provided to the Board for consideration. The TAC recommends the Board act on eight items from August 1, 2025 TAC meeting agenda:

District Item	Location	Request	Description
1. 1-A	Presioca Street & Harness Street in Spring Valley.	Review requested by residents.	Establish an all-way stop intersection.
3. 3-A*	Rambla de las Flores from La Granada to La Orilla in Rancho Santa Fe.	Review requested by DPW staff.	Combine with the southern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.
3. 3-B*	Rambla de las Flores from La Orilla to Linea del Cielo in Rancho Santa Fe.	Review requested by DPW staff.	Combine with the northern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.
5. 5-A*	Stage Coach Lane from Mission Road to 1,580' south of Calavo Road in Fallbrook.	Review requested by DPW staff.	Combine with the northern speed zone segment, relocate the northern endpoint to Fallbrook Street, establish a 40 MPH speed limit, and certify the 40 MPH speed limit for radar enforcement.
5. 5-B*	Stage Coach Lane from 1,580' south of Calavo Road to Reche Road in Fallbrook.	Review requested by DPW staff.	Combine with the southern speed zone segment, relocate the northern endpoint to Fallbrook Street, establish a 40 MPH speed limit, and certify the 40 MPH speed limit for

			radar enforcement.
5. 5-C*	Stage Coach Lane from Reche Road to Mission Road in Fallbrook.	Review requested by DPW staff.	Relocate the southern endpoint to Fallbrook Street and certify the 35 MPH speed limit for radar enforcement.
5. 5-D*	Rainbow Heights Road from Rice Canyon Road to end of County maintenance (at Sombrero Road, a private road) in Rainbow.	Review requested by residents.	Establish a 30 MPH speed limit and certify the 30 MPH speed limit for radar enforcement.
5. 5-E	San Marino Drive and Hermosita Drive in Lake San Marcos.	Review requested by residents.	Establish an all-way stop intersection.

*Item requires two hearings.

Approval of Item 1-A on Presioca Street and Harness Street (District 1) and 5-E on San Marino Drive and Hermosita Drive in Lake San Marcos (District 5) would enhance safety for pedestrians, bicyclists, and motorists by assigning a full stop to all vehicles approaching the intersections. Properly posted intersection stop controls 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.

Approval of Items 3-A on Rambla de las Flores in Rancho Santa Fe (District 3), 3-B on Rambla de las Flores in Rancho Santa Fe (District 3), 5-A on Stage Coach Lane in Fallbrook (District 5), 5-B on Stage Coach Lane in Fallbrook (District 5), 5-C on Stage Coach Lane in Fallbrook (District 5), and 5-D on Rainbow Heights Road in Rainbow (District 5) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

The Board's action on Items 1-A on Presioca Street and Harness Street (District 1) and 5-E on San Marino Drive and Hermosita Drive in Lake San Marcos (District 5) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on January 14, 2026 would allow implementation by DPW.

The Board's action on 3-A on Rambla de las Flores in Rancho Santa Fe (District 3), 3-B on Rambla de las Flores in Rancho Santa Fe (District 3), 5-A on Stage Coach Lane in Fallbrook (District 5), 5-B on Stage Coach Lane in Fallbrook (District 5), 5-C on Stage Coach Lane in Fallbrook (District 5), and 5-D on Rainbow Heights Road in Rainbow (District 5) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and requires two steps. On January 14, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on January 28, 2026, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on January 28, 2026, 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. Presioca Street and Harness Street in Spring Valley - Establish an all-way stop intersection.

District 3:

Item 3-A. Rambla de las Flores from La Granada to La Orilla in Rancho Santa Fe - Combine with the southern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.

Item 3-B. Rambla de las Flores from La Orilla to Linea del Cielo in Rancho Santa Fe - Combine with the northern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.

District 5:

Item 5-A. Stage Coach Lane from Mission Road to 1,580' south of Calavo Road in Fallbrook - Combine with the northern speed zone segment, relocate the northern endpoint to Fallbrook Street, establish a 40 MPH speed limit, and certify the 40 MPH speed limit for radar enforcement.

Item 5-B. Stage Coach Lane from 1,580' south of Calavo Road to Reche Road in Fallbrook - Combine with the southern speed zone segment, relocate the northern endpoint to Fallbrook Street, establish a 40 MPH speed limit, and certify the 40 MPH speed limit for radar enforcement.

Item 5-C. Stage Coach Lane from Reche Road to Mission Road in Fallbrook - Relocate the southern endpoint to Fallbrook Street and certify the 35 MPH speed limit for radar enforcement.

Item 5-D. Rainbow Heights Road from Rice Canyon Road to end of County maintenance (at Sombrero Road, a private road) in Rainbow - Establish a 30 MPH speed limit and certify the 30 MPH speed limit for radar enforcement.

Item 5-E. San Marino Drive and Hermosita Drive in Lake San Marcos - Establish an all-way stop intersection.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.
2. Adopt the Traffic Advisory Committee's recommendations.
3. 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.

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO.

RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO.

4. Approve the introduction of the following Ordinance:

ORDINANCE ADDING SECTION 72.169.8.4., AMENDING SECTIONS 72.161.9., 72.169.54., AND 72.169.58., AND DELETING SECTIONS 72.161.9.1., AND 72.169.75. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on January 14, 2026, the Board takes action as recommended, then, on January 28, 2026:

1. Adopt the following Ordinance:

ORDINANCE ADDING SECTION 72.169.8.4., AMENDING SECTIONS 72.161.9., 72.169.54., AND 72.169.58., AND DELETING SECTIONS 72.161.9.1., AND 72.169.75. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on County of San Diego maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ethnicities, ages, and abilities. Understanding travel patterns, where correctable crashes are occurring, and the disproportionate impacts on certain communities allows the Department of Public Works to identify actions to address the underlying causes, improve safety, and ensure there is justice in the enforcement of traffic regulations. DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and uses the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to ensure that underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Roadway Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of most drivers, the TAC also relies on various community engagement methods such as the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works, Road Fund. If approved, this request will result in costs and revenue of \$15,034.00 in Fiscal Year 2025-26 for staff time, materials, and supplies. The funding source is the State Highway User Tax Account. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended and adopted the following:

1. Adopted Resolution No. 26-002 entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO
2. Adopted Resolution No. 26-003 entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 304 RELATING TO THE ESTABLISHMENT OF STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO.
3. Adopted Resolution No. 26-004 entitled: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO.
4. And took action to further consider and adopt the Ordinance on January 28, 2026.

AYES: Aguirre, Anderson, Lawson-Remer, Montgomery Steppe, 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