



COUNTY OF SAN DIEGO

LAND USE AGENDA ITEM

BOARD OF SUPERVISORS

PALOMA AGUIRRE
First District

JOEL ANDERSON
Second District

TERRA LAWSON-REMER
Third District

MONICA MONTGOMERY STEPPE
Fourth District

JIM DESMOND
Fifth District

DATE: June 10, 2026, and June 24, 2026

07

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE (06/10/2026 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 06/24/2026 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2 & 4)

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. To be effective, 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 three items from the February 6, 2026 TAC meeting:

District	Item	Location	Request	Description
2	2-A*	Winter Gardens Boulevard/ Industry Road from Woodside Avenue to Channel Road in Lakeside.	Review requested by DPW staff.	Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.
2	2-B*	Magnolia Avenue from Airport Drive to Vernon Way in unincorporated El Cajon	Review requested by DPW staff.	Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

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District	Item	Location	Request	Description
4	4-A	Fairway Drive & Link Drive in Spring Valley	Review requested by residents.	Establish an all-way stop intersection.
*Item requires two hearings.				

Approval of Items 2-A on Winter Gardens Boulevard/Industry Road in Lakeside (District 2) and 2-B on Magnolia Avenue in unincorporated El Cajon (District 2) 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.

Approval of Item 4-A on Fairway Drive and Link Drive (District 4) 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.

The Board’s action on Items 4-A on Fairway Drive and Link Drive (District 4) 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 June 10, 2026 would allow implementation by DPW.

The Board’s action on Items 2-A on Winter Gardens Boulevard/Industry Road in Lakeside (District 2) and 2-B on Magnolia Avenue in unincorporated El Cajon (District 2) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On June 10, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on June 24, 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 June 24, 2026, then on that date a subsequent meeting date will be selected for the ordinance’s adoption. This action would revise the County Code and requires two steps.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 2:

Item 2-A. Winter Gardens Boulevard/ Industry Road from Woodside Avenue to Channel Road in Lakeside – Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH for radar enforcement.

Item 2-B. Magnolia Avenue from Airport Drive to Vernon Way in unincorporated El Cajon – Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH for radar enforcement.

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District 4:

Item 4-A. Fairway Drive and Link Drive in Spring Valley – 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. 305 RELATING TO THE ESTABLISHMENT OF THROUGH HIGHWAYS IN THE COUNTY OF SAN DIEGO

4. Approve the introduction of the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY

If, on June 10, 2026, the Board takes action as recommended, then, on June 24, 2026:

1. Adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. 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 impact 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

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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 current year costs and revenue of \$8,305 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

ADVISORY BOARD STATEMENT

The 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 Lakeside (Items 2-A and 2-B) and Spring Valley (Item 4-A) Community Planning Group areas. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. All Community Planning and Sponsor Groups did not provide input on any items. These items have no impact on tribal lands.

BACKGROUND

The County of San Diego (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. Members of the public and other agencies can make requests or recommendations for transportation needs within the unincorporated areas of the region. Requests or recommendations, such as changes to traffic

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control, speed limits, stop signs, traffic signals, or parking regulations, require direction and approval from the Board of Supervisors (Board).

The Board established the Traffic Advisory Committee (TAC) in the 1950s as an aid in providing uniform traffic regulations throughout the unincorporated region. The goal of the TAC is to provide unincorporated communities 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. To be effective, these policies are designed to be legally enforceable.

The TAC is composed of 17 representatives from different agencies including five members-at-large appointed by the Board, one representing each supervisorial district. The members-at-large typically have an interest in transportation planning or engineering issues. Represented agencies include the California Department of Transportation, 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 sent to Community Planning and Sponsor Groups, posted online, and emailed through an interested person distribution list prior to the scheduled meeting. The TAC meets every two months 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 the implementation of a traffic safety measure, 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, pedestrians, law enforcement, school officials, auto insurance representatives, community representatives, and the 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 expectations. The Board then makes the final decision as to what action will be taken.

The TAC recommends the Board act on three items from February 6, 2026, TAC meeting agenda.

Radar Certification and Speed Limits Items

The following two items are periodic reviews required every seven years to comply with state law. These items certify or recertify the use of radar for speed enforcement on the listed road segments. 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 for a 5 MPH reduction based on roadway conditions such as collision history or allows rounding measured speeds down to the lower 5 MPH increment.

- Item 2-A. This review was requested by DPW staff. Winter Gardens Boulevard/Industry Road in the unincorporated community of Lakeside from Channel Road to Woodside

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Avenue is currently posted with a 40 MPH speed limit. Measured speeds on Winter Gardens Boulevard/Industry Road averaged 41.4 MPH. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.

- **Item 2-B.** This review was requested by DPW staff. Magnolia Avenue in unincorporated El Cajon from Airport Drive to Vernon Way is currently posted with a 40 MPH speed limit. Measured speeds on Magnolia Avenue averaged 42.0 MPH. The TAC recommends reducing the 40 MPH speed limit to 35 MPH and certifying the 35 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and presence of vulnerable road users including unhoused individuals. There are no schools in the vicinity of this item.

All-Way Stop Items

The following item is a review to establish an all-way stop intersection. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides general guidance and specific warrants for establishing an all-way stop intersection. An all-way stop should be considered if CA MUTCD guidance and/or warrants are met.

- **Item 4-A.** This review was requested by residents to establish an all-way stop control at the intersection of Fairway Drive and Link Drive in the unincorporated community of Spring Valley. Link Drive is stop-controlled in the east and westbound directions at the four-legged intersection with Fairway Drive. The engineering study demonstrates that this intersection satisfies two of the all-way stop warrants listed in the CA MUTCD: Warrant B, an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road and Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection and where pedestrian and/or bicyclist movements support the installation of all-way stop control. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring that reasonable drivers enter the intersections at a low speed and have more time to take heed of the traffic situation. The TAC recommends the establishment of all-way stop controls at this local intersection to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users. There are no schools in the vicinity of this item.

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A summary of TAC recommendations is provided in Attachment A. An ordinance required to implement the Board’s direction is presented in Attachment B. Resolutions required to implement the Board’s direction are presented in Attachments D and E.

The Board’s action on Items 4-A on Fairway Drive and Link Drive (District 4) 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 June 24, 2026 would allow implementation by DPW.

The Board’s action on Items 2-A on Winter Gardens Boulevard/Industry Road in Lakeside (District 2) and 2-B on Magnolia Avenue in unincorporated El Cajon (District 2) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On June 10, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on June 24, 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 June 24, 2026, then on that date a subsequent meeting date will be selected for the ordinance’s adoption. This action would revise the County Code and requires two steps.

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 establish an all-way stop intersection supports the Community Quality of Life Initiative in the County of San Diego’s 2026-2031 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.

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Respectfully submitted,



DAHVIA LYNCH
Deputy Chief Administrative Officer

ATTACHMENT(S)

Attachment A - Summary of Traffic Advisory Committee Recommendations of February 6, 2025, Meeting

Attachment B - ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Clean)

Attachment C - ORDINANCE AMENDING SECTIONS 72.168. AND 72.169.49.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Informational)

Attachment D - RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 299 RELATING TO THE ESTABLISHMENT OF ALL-WAY STOP INTERSECTIONS IN THE COUNTY OF SAN DIEGO

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