



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: January 14, 2026, and January 28, 2026

05

TO: Board of Supervisors

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. |

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| District. Item | Location | Request | Description |
|------------------------------|--|--------------------------------|---|
| 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,

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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.

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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.

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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

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\$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

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 Spring Valley (Item 1-A), San Dieguito (Item 3-A and 3-B), and Fallbrook (Items 5-A, 5-B, and 5-C) Community Planning Group areas and the Rainbow (Item 5-D) Community Sponsor Group area. Item 5-E is located in the North Metro Planning area and is not represented by a community group. 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 control, speed limits, stop signs, traffic signals, or parking regulations, require direction and approval from the County 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.

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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 an 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 eight items from August 1, 2025, TAC meeting agenda.

Radar Certification and Speed Limits Items

The following six 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 3-A.** This review was requested by DPW staff. Rambla de las Flores in the unincorporated community of Rancho Santa Fe from La Granada to La Orilla is currently posted with a 40 MPH speed limit. Measured speeds on Rambla de las Flores averaged 40.5 MPH. The TAC recommends combining with the southern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, 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 equestrian presence. There are no schools in the vicinity of this item.
- **Item 3-B.** This review was requested by DPW staff. Rambla de las Flores in the unincorporated community of Rancho Santa Fe from La Orilla to Linea del Cielo is currently posted with a 40 MPH speed limit. Measured speeds on Rambla de las Flores averaged 38.6 MPH. The TAC recommends combining with the northern speed zone segment, establishing a 35 MPH speed limit on Rambla de las Flores from La Granada to Linea del Cielo, 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 equestrian presence. There are no schools in the vicinity of this item.
- **Item 5-A.** This review was requested by DPW staff. Stage Coach Lane in the unincorporated community of Fallbrook from Mission Road (south intersection) to 1,580'

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south of Calavo Road is currently posted with a 40 MPH speed limit. Measured speeds on Stage Coach Lane averaged 41.9 MPH. The TAC recommends combining with the northern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds. The principal of Fallbrook High School was contacted for input and did not comment.

- **Item 5-B.** This review was requested by DPW staff. Stage Coach Lane in the unincorporated community of Fallbrook from 1,580' south of Calavo Road to Reche Road is currently posted with a 45 MPH speed limit. Measured speeds on Stage Coach Lane from 1,580' south of Calavo Road to Fallbrook Street averaged 44.2 MPH. The TAC recommends combining with the southern speed zone segment, relocating the northern endpoint to Fallbrook Street, establishing a 40 MPH speed limit on Stage Coach lane from Mission Road (southern intersection) to Fallbrook Street, and certifying the 40 MPH speed limit for radar enforcement based on measured speeds and State law, which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.
- **Item 5-C.** This review was requested by DPW staff. Stage Coach Lane in the unincorporated community of Fallbrook from Reche Road to Mission Road (northern intersection) is currently posted with a 40 MPH speed limit. Measured speeds on Stage Coach Lane from Fallbrook Street to Mission Road averaged 40.9 MPH. The TAC recommends relocating the southern endpoint to Fallbrook Street, establishing a 35 MPH speed limit on Stage Coach Lane from Reche Road to Mission Road (northern intersection), and certifying the 35 MPH speed limit for radar enforcement based on measured speeds and State law, which allows an additional 5 MPH reduction based on roadway conditions such as collision history. There are no schools in the vicinity of this item.
- **Item 5-D.** This review was requested by residents. Rainbow Heights Road in the unincorporated community of Rainbow from Rice Canyon Road to the end of County maintenance (at Sombrero Road, a private road) currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. Measured speeds on Rainbow Heights Road averaged 34.7 MPH. The TAC recommends certifying the 30 MPH speed limit for radar enforcement based on measured speeds and State law, which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this item.

All-Way Stop Items

The following two items are reviews to establish an all-way stop intersection. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides general guidance and

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specific criteria for establishing an all-way stop intersection. An all-way stop should be considered if CA MUTCD guidance and/or criteria are met.

- **Item 1-A.** This review was requested by residents to establish an all-way stop control at the intersection of Presioca Street and Harness Street in the unincorporated community of Spring Valley. Harness Street is stop-controlled in the east and westbound directions at the four-legged intersection with Presioca Street. The engineering study demonstrates that this intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection where motorists are unable to see conflicting traffic to determine when it is safe to enter the intersection and an intersection of two residential collectors of similar design where an all-way stop would enhance the traffic operations of said intersection. 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.
- **Item 5-E.** This review was requested by residents to establish an all-way stop control at the intersection of San Marino Drive and Hermosita Drive in the unincorporated community of Lake San Marcos. Hermosita Drive is stop-controlled in the eastbound direction at the tee intersection with San Marino Drive. An engineering study demonstrates that this intersection satisfies two of the all-way stop criteria listed in the CA MUTCD: an intersection of two residential collectors of similar design where an all-way stop would enhance traffic operations of said intersection. 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.

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 Attachment C.

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.

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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.

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 all-way stop intersections supports the Community Quality of Life Initiative in the County of San Diego's 2026-2031 Strategic Plan by providing services that enhance communities through increasing the well-being of our residents and our environment. 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,



DAHVIA LYNCH

Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary of Traffic Advisory Committee Recommendations of August 1, 2025, Meeting
- B. Ordinance Clean and Info Amending the County Code to Implement the Board's Direction
- C. Resolutions to Implement the Board Directions