



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: February 11, 2026, and March 4, 2026

06

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE (02/11/2026 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 03/04/2026 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, & 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 October 3, 2025 TAC meeting:

District. Item	Location	Request	Description
2. 2-A*	Arnold Way from Alpine Boulevard to Tavern Road in Alpine.	Review requested by DPW staff.	Establish a 30 MPH speed limit and certify the 30 MPH speed limit for radar enforcement.
3. 3-A*	La Granada from Avenida de Acacias to Los Morros in Rancho Santa Fe.	Review requested by DPW staff.	Split the speed zone into two segments, certify the 45 MPH speed limit for radar enforcement on La Granada from Avenida de Acacias to Avenida Maravillas, and establish a 40 MPH speed limit and certify the 40 MPH speed limit on La Granada from Avenida Maravillas to Los Morros.

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District. Item	Location	Request	Description
4. 4-A*	Horizon Hills Drive/Rolling Hills Drive from El Cajon city limit to Fuerte Drive in Mount Helix.	Review requested by DPW staff.	Establish a 35 MPH speed limit and certify the 35 MPH speed limit for radar enforcement.
*Item requires two hearings.			

Approval of Items 2-A on Arnold Way in Alpine (District 2), 3-A on La Granada in Rancho Santa Fe (District 3), and 4-A on Horizon Hills Drive/Rolling Hills Drive in Mount Helix (District 4) 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 all of these items would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On February 11, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on March 4, 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 March 4, 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. Arnold Way from Alpine Boulevard to Tavern Road in Alpine - Establish a 30 MPH speed limit and certify the 30 MPH speed limit.

District 3:

Item 3-A. La Granada from Avenida de Acacias to Los Morros in Rancho Santa Fe – Split the speed zone into two segments, certify the 45 MPH speed limit for radar enforcement on La Granada from Avenida de Acacias to Avenida Maravillas, and establish a 40 MPH speed limit and certify the 40 MPH speed limit on La Granada from Avenida Maravillas to Los Morros.

District 4:

Item 4-A. Horizon Hills Drive/Rolling Hills Drive from El Cajon city limit to Fuerte Drive in Mount Helix - Establish a 35 MPH speed limit and certify the 35 MPH speed limit.

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

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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. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.91., 72.161.93., 72.169.32., AND 72.169.98. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on February 11, 2026, the Board takes action as recommended, then, on March 4, 2026:

1. Adopt the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.91., 72.161.93., 72.169.32., AND 72.169.98. 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 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.

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 \$6,470 in Fiscal Year 2025-26 for staff time, materials, and supplies. The funding source is the State

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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

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 Alpine (Item 2-A), San Dieguito (Item 3-A), and Valle de Oro (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. The 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 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,

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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 three items from the October 3, 2025 TAC meeting.

Radar Certification and Speed Limits Items

The following three 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. Further, if the Board, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the Board may reduce the speed limit by an additional 5 MPH where the portion of highway has been designated as a safety corridor due to the occurrence of fatal or serious injury collisions or the portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians.

- **Item 2-A.** This review was requested by DPW staff. Arnold Way in the unincorporated community of Alpine from Alpine Boulevard/Victoria Drive to Tavern Road is currently posted with a 35 MPH speed limit. Measured speeds on Arnold Way averaged 39.0 MPH. The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Arnold Way from Alpine Boulevard/Victoria Drive to Tavern Road 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 location.
- **Item 3-A.** This review was requested by DPW staff. La Granada in the unincorporated community of Rancho Santa Fe from Avenida de Acacias is currently posted with a 45 MPH speed limit. Measured speeds on La Granada averaged 49.1 MPH. The TAC recommends splitting the speed zone into two segments, certify the 45 MPH speed limit for radar enforcement based on State law which allows rounding measured speeds down to the lower 5 MPH increment on La Granada from Avenida de Acacias to Avenida Maravillas, and establish a 40 MPH speed limit and certify the 40 MPH speed limit based on measured speeds and State law which allows for a 5 MPH reduction based on an adjacent facility that generates high concentrations of bicyclists or pedestrians such as

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marked trail crossings on La Granada from Avenida Maravillas to Los Morros. R. Roger Rowe Elementary and Middle School is in the vicinity of this location and was provided with the opportunity to comment and has not provided input.

- **Item 4-A.** This review was requested by DPW staff. Horizon Hills Drive/Rolling Hills Drive in the unincorporated community of Mount Helix from El Cajon city limit to Fuerte Drive is currently posted with a 35 MPH speed limit. Measured speeds on Horizon Hills Drive/Rolling Hills Drive averaged 39.2 MPH. The TAC recommends certifying the 35 MPH speed limit for radar enforcement on Horizon Hills Drive / Rolling Hills Drive from El Cajon city limit to Fuerte Drive based on State law which allows rounding measured speeds down to the lower 5 MPH increment. There are no schools in the vicinity of this location.

A summary of TAC recommendations is provided in Attachment A. An ordinance required to implement the Board’s direction is presented in Attachment B.

The Board’s action on 2-A on Arnold Way in Alpine (District 2), 3-A on La Granada in Rancho Santa Fe (District 3), and 4-A on Horizon Hills Drive/Rolling Hills Drive in Mount Helix (District 4), would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On February 11, 2026, the Board will consider the TAC items. If the Board takes action as recommended then on March 4, 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 March 4, 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 require 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 supports the Community Quality of Life Initiative in the County of San Diego’s 2026-2031 Strategic Plan with the objective

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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,



DAHVIA LYNCH
Deputy Chief Administrative Officer

ATTACHMENT(S)

- A. Summary of Traffic Advisory Committee Recommendations of October 3, 2025, Meeting
- B. Ordinance Clean and Info Amending the County Code to Implement the Board's Direction