



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: May 06, 2026, and May 20, 2026

02

TO: Board of Supervisors

SUBJECT

TRAFFIC ADVISORY COMMITTEE (05/06/2026 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 05/20/2026 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, 4, & 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. 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 14 items from December 5, 2025 TAC meeting agenda:

District / Item	Location	Request	Description
2. 2-A*	Lawson Valley Road from Skyline Truck Trail to end County maintenance in Jamul.	Review requested by residents.	Establish a 35 MPH speed limit and certify for radar enforcement.
2. 2-B*	El Monte Road from Lake Jennings Park Road to the El Capitan Reservoir Gate in Lakeside	Review requested by DPW staff.	Establish a 40 MPH speed limit and certify for radar enforcement.

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District / Item	Location	Request	Description
2. 2-C*	Highway 8 Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road in Crestview/Lakeside.	Review requested by DPW staff.	Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.
2. 2-D*	El Nopal from Riverford Road to Mountain View Lane in unincorporated Santee.	Review requested by DPW staff.	Combine with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement.
2. 2-E*	El Nopal from Mountain View Lane to Santee city limit (west of Aquilla Drive) in unincorporated Santee.	Review requested by DPW staff.	Combine with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement.
2. 2-F	Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000' west of Ramona Street in Ramona.	Review requested by DPW staff.	Certify the existing 50 MPH speed limit for radar enforcement.
2. 2-G	D Street and Fifth Street in Ramona.	Review requested by residents.	Establish an all-way stop intersection.
3. 3-A*	La Orilla from El Camino Real to Rambla de las Flores in Rancho Santa Fe.	Review requested by DPW staff.	Reduce the 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.
4. 4-A	Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to cul-de-sac in Spring Valley.	Review requested by DPW staff.	Certify the existing 30 MPH speed limit for radar enforcement.
4. 4-B	Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane in Rancho San Diego.	Review requested by DPW staff.	Certify the existing 40 MPH speed limit for radar enforcement.
4. 4-C	Bancroft Drive and Troy Street in Spring Valley.	Review requested by residents.	Place the intersection on the County's list for signal design and construction.

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District / Item	Location	Request	Description
4 4-D.	Willow Glen Drive and Hillsdale Road in Hillsdale.	Review requested by residents.	Place the intersection on the County’s list for signal design and construction.
5 5-A. *	Mirar de Valle Road from Valley Center Road to Cypress Ridge in Valley Center.	Review requested by residents.	Establish a 45 MPH speed limit and certify for radar enforcement.
5 5-B. *	Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook.	Review requested by residents.	Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.
*Item requires two hearings.			

Approval of Items 2-A on Lawson Valley Road in Japatul (District 2), 2-B on El Monte Road in Lakeside (District 2), 2-C on Highway 8 Business in Crestview/Lakeside (District 2), 2-D on El Nopal in unincorporated Santee (District 2), 2-E on El Nopal in unincorporated Santee (District 2), 2-F on Warnock Drive/Ramona Street/Dye Road in Ramona (District 2), 3-A on La Orilla in Rancho Santa Fe (District 3), 4-A on Sweetwater Springs Boulevard/US Elevator Road in Spring Valley (District 4), 4-B on Fury Lane in Rancho San Diego (District 4), 5-A on Mirar de Valle Road in Valley Center (District 5), and 5-B on Fallbrook Street in Fallbrook (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.

Approval of Item 2-G on Fifth Street and D Street in Ramona (District 2) 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 4-C on Bancroft Drive and Troy Street in Spring Valley (District 4) and 4-D on Willow Glen Drive and Hillsdale Road in Hillsdale (District 4) will add the intersections to the County's traffic signal installation or modification list. The County's Traffic Signal List allows staff to seek funding for subsequent design and construction. Traffic control signals will provide safety enhancement measures for pedestrians, bicyclists, and all other road users. Properly designed traffic control signals help manage intersections safely and efficiently by coordinating vehicle and pedestrian movement.

The Board’s action on Items 2-F on Warnock Drive/Ramona Street/Dye Road in Ramona (District 2), 2-G on Fifth Street and D Street in Ramona (District 2), 4-A on Sweetwater Springs Boulevard/US Elevator Road in Spring Valley (District 4), 4-B on Fury Lane in Rancho San Diego

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(District 4), 4-C on Bancroft Drive and Troy Street in Spring Valley (District 4) and 4-D on Willow Glen Drive and Hillsdale Road in Hillsdale (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 April 22, 2026 would allow implementation by DPW.

The Board’s action on 2-A on Lawson Valley Road in Jamul (District 2), 2-B on El Monte Road in Lakeside (District 2), 2-C on Highway 8 Business in Crestview/Lakeside (District 2), 2-D on El Nopal in unincorporated Santee (District 2), 2-E on El Nopal in unincorporated Santee (District 2), 3-A on La Orilla in Rancho Santa Fe (District 3), 5-A on Mirar de Valle Road in Valley Center (District 5), and 5-B on Fallbrook Street in Fallbrook (District 5) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On May 6, 2026, the Board will consider the TAC items. If the Board takes action as recommended then on May 20, 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 May 20, 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. Lawson Valley Road from Skyline Truck Trail to end County maintenance in Jamul – Establish a 35 MPH speed limit and certify the 35 MPH speed limit for radar enforcement.

Item 2-B. El Monte Road from Lake Jennings Park Road to the El Capitan Reservoir Gate in Lakeside – Establish a 40 MPH speed limit and certify the 40 MPH speed limit for radar enforcement.

Item 2-C. Highway 8 Business from El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road in Crestview/Lakeside – Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

Item 2-D. El Nopal from Riverford Road to Mountain View Lane in unincorporated Santee – Combine with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement.

Item 2-E. El Nopal from Mountain View Lane to Santee city limits (west of Aquilla Drive) in unincorporated Santee – Combine with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit.

Item 2-F. Warnock Drive/Ramona Street/Dye Road from San Vicente Road to 1,000’ west of Ramona Street in Ramona – Certify the existing 50 MPH speed limit for radar enforcement.

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Item 2-G. Fifth Street and D Street in Ramona – Establish an all-way stop intersection.

District 3:

Item 3-A. La Orilla from El Camino Real to Rambla de las Flores in Rancho Santa Fe – Reduce the 35 MPH speed limit to 30 MPH and certify the 30 MPH speed limit for radar enforcement.

District 4:

Item 4-A. Sweetwater Springs Boulevard/US Elevator Road from Jamacha Boulevard to cul-de-sac in Spring Valley – Certify the existing 30 MPH speed limit for radar enforcement.

Item 4-B. Fury Lane from Avocado Boulevard to 300’ east of Dorsie Lane in Rancho San Diego – Certify the existing 40 MPH speed limit for radar enforcement.

Item 4-C. Bancroft Drive and Troy Street in Spring Valley – Place the intersection on the County’s list for signal design and construction.

Item 4-D. Willow Glen Drive and Hillsdale Road in Hillsdale – Place the intersection on the County’s list for signal design and construction.

District 5:

Item 5-A. Mirar de Valle Road from Valley Center Road to Cypress Ridge in Valley Center – Establish a 45 MPH speed limit and certify the 45 MPH speed limit.

Item 5-B. Fallbrook Street from Main Avenue to Stage Coach Lane in Fallbrook – Reduce the 40 MPH speed limit to 35 MPH and certify the 35 MPH speed limit for radar enforcement.

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.

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

4. Approve the introduction of the following Ordinance:
ORDINANCE ADDING SECTIONS 72.161.25.6., 72.169.19.6., AND 72.169.45.1., AMENDING SECTIONS 71.161.18., 72.162.3.5., 72.169.38., AND 72.169.71., AND DELETING SECTIONS 72.161.18.1. AND 72.169.38.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on May 06, 2026, the Board takes action as recommended, then, on May 20, 2026:

1. Adopt the following Ordinance:
ORDINANCE ADDING SECTIONS 72.161.25.6., 72.169.19.6., AND 72.169.45.1., AMENDING SECTIONS 71.161.18., 72.162.3.5., 72.169.38., AND 72.169.71., AND DELETING SECTIONS 72.161.18.1. AND 72.169.38.1. 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 is essential to maintaining vehicle safety on County of San Diego roads, ensuring the transportation system serves all road users across all modes of travel, communities, income levels, races, ethnicities, ages, and abilities. DPW's Local Roadway Safety Plan analyzes correctable collisions in unincorporated areas, utilizing the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to prioritize underserved populations, while the Traffic Advisory Committee (TAC) leverages this plan to review regulatory traffic control devices such as signs and markings. In addition to adhering to Caltrans sign and marking standards, the TAC employs community engagement tools, including the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to capture and address a wide variety of traffic concerns, improve safety, and ensure justice in the enforcement of traffic regulations.

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

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of \$28,185 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 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 Jamul/Dulzura (Item 2-A), Lakeside (Item 2-B, 2-C, 2-D, & 2-E), Ramona (Item 2-F & 2-G), San Dieguito (Item 3-A), Spring Valley (Items 4-A & 4-C), Valle de Oro (Items 4-B & 4-D), Valley Center (Item 5-A), and Fallbrook (Item 5-B) Community Planning Group areas. TAC staff engaged each community group with items on the TAC agenda to solicit their interest in community review. None of the Community Planning and Sponsor Groups provided any input on any of the items within the areas for which they provide feedback. 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.

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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 fourteen items from December 5, 2025 TAC meeting agenda.

Radar Certification and Speed Limits Items

The following 11 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 residents. Lawson Valley Road in the unincorporated community of Jamul from Skyline Truck Trail to the end of County maintenance currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. Measured speeds on Lawson Valley Road averaged 41.0 MPH. The TAC recommends establishing a 35 MPH speed limit and certifying the 35 MPH speed limit for radar enforcement on Lawson Valley Road from Skyline Truck Trail to the end of County maintenance 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 residents. El Monte Road in the unincorporated community of Lakeside from Lake Jennings Park Road to the El Capitan Gate currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. Measured speeds on El Monte Road averaged 50.1 MPH. The TAC recommends establishing a 40 MPH speed limit and certifying the 40 MPH speed limit for radar

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enforcement on El Monte Road from Lake Jennings Park Road to the El Capitan Gate based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.

- **Item 2-C.** This review was requested by DPW staff. Highway Eight Business in the unincorporated community of Crestview/Lakeside from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road is currently posted with a 45 MPH speed limit. Measured speeds on Highway Eight Business averaged 47.3 MPH. The TAC recommends reducing the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit on Highway Eight Business from the El Cajon city limit (east of Lavala Lane) to Lake Jennings Park Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history and State law which allows for an additional 5 MPH reduction based on safety corridor designation. There are no schools in the vicinity of this item.
- **Item 2-D.** This review was requested by DPW staff. El Nopal in unincorporated Santee from Riverford Road to Mountain View Lane is currently posted with a 40 MPH speed limit. Measured speeds on El Nopal averaged 40.4 MPH. The TAC recommends combining this segment with the western speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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 2-E.** This review was requested by DPW staff. El Nopal in unincorporated Santee from Mountain View Lane to the Santee city limit (west of Aquilla Drive) is currently posted with a 35 MPH speed limit. Measured speeds on El Nopal averaged 38.8 MPH. The TAC recommends combining this segment with the eastern speed zone segment, establish a 35 MPH speed limit, and certify the 35 MPH speed limit for radar enforcement on El Nopal from Riverford Road to the Santee city limit (west of Aquilla Drive) 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 2-F.** This review was requested by DPW staff. Warnock Drive/Ramona Street/Dye Road in the unincorporated community of Ramona from San Vicente Road to 1,000' west of Ramona Street is currently posted with a 50 MPH speed limit. Dye Road from 1,000' west of Ramona Street to State Route 67 has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. Measured speeds on Warnock Drive/Ramona Street/Dye Road averaged 53.4 MPH. The TAC recommends certify the existing speed limit of 50 MPH speed limit for radar enforcement on Warnock Drive/Ramona Street/Dye

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Road from San Vicente Road to 1,000' west of Ramona Street 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 3-A.** This review was requested by DPW staff. La Orilla in the unincorporated community of Rancho Santa Fe from El Camino Real to Rambla de las Flores is currently posted with a 35 MPH speed limit. Measured speeds on La Orilla averaged 35.9 MPH. The TAC recommends reducing the existing 35 MPH to 30 MPH and certifying the 30 MPH speed limit for radar enforcement on La Orilla from El Camino Real to Rambla de las Flores based on measured speeds and State law which allows for a 5 MPH reduction based on 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 4-A.** This review was requested by DPW staff. Sweetwater Springs Road/U.S. Elevator Road in the unincorporated community of Spring Valley from Jamacha Boulevard to the cul-de-sac is currently posted with a 30 MPH speed limit. Measured speeds on Sweetwater Springs Road/U.S. Elevator Road averaged 32.9 MPH. The TAC recommends certifying the 30 MPH speed limit for radar enforcement on Sweetwater Springs Road/U.S. Elevator Road from Jamacha Boulevard to the cul-de-sac 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 item.
- **Item 4-B.** This review was requested by DPW staff. Fury Lane in the unincorporated community of Rancho San Diego from Avocado Boulevard to 300' east of Dorsie Lane is currently posted with a 40 MPH speed limit. Measured speeds on Fury Lane averaged 43.3 MPH. The TAC recommends certifying the 40 MPH speed limit for radar enforcement on Fury Lane from Avocado Boulevard to 300' east of Dorsie Lane based on measured speeds and State law which allows rounding measured speeds down to the lower 5 MPH increment. The principal of Avocado Elementary School was provided with the opportunity to review this item and did not provide input.
- **Item 5-A.** This review was requested by residents. Mirar de Valle Road in the unincorporated community of Valley Center from Valley Center Road to Cypress Ridge (a private road) currently has no posted speed limit and is subject to the State maximum speed limit of 55 MPH. Measured speeds on Mirar de Valle Road averaged 51.1 MPH. The TAC recommends establishing a 45 MPH speed limit on Mirar de Valle Road from Valley Center Road to Cypress Ridge 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.

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- **Item 5-B.** This review was requested by residents. Fallbrook Street in the unincorporated community of Fallbrook from Main Avenue to Stage Coach Lane is posted with a 40 MPH speed limit. The TAC recommends reducing the speed limit from 40 MPH to 35 MPH and certifying the 35 MPH speed limit for radar enforcement on Fallbrook Street from Main Avenue to Stage Coach Lane based on State law which allows an additional 5 MPH reduction based on portion of highway that adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians such as schools, parks, senior centers, or community centers.

All-Way Stop Item

The following item reviews to establish an all-way stop intersection. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides general guidance and 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 2-G.** This review was requested by residents to establish an all-way stop control at the intersection of Fifth Street & D Street in the unincorporated community of Ramona. D Street is stop controlled in the eastbound and westbound direction at the four-legged intersection with Fifth Street. The engineering study demonstrate 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 traffic operations of said intersection. Properly posted stop controls at intersections reduce the number and severity of collisions by assuring 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.

Traffic Control Signal Item

The following two items review to establish traffic signals. The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides nine warrants for consideration of a traffic signal based on intersection operating conditions (i.e., traffic volumes or recent collision history).

- **Item 4-C.** This item is a review requested by area residents to establish traffic control signal. This item will place the intersection of Bancroft Drive and Troy Street in the unincorporated community of Spring Valley on the County's Traffic Signal List for design and construction. This allows the County to seek funding to initiate design. Subsequent environmental review would be conducted for the proposed traffic signal prior to construction. Two of the CA MUTCD warrants for traffic signals are satisfied at this intersection (eight-hour vehicular volume and four-hour vehicular volume). The TAC recommends placing this intersection on the traffic signal list to enhance road safety by

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interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

- **Item 4-D.** This item is a review requested by area residents to establish traffic control signal. This item will place the intersection of Willow Glen Drive and Hillsdale Road in the unincorporated community of Hillsdale on the County's Traffic Signal List for design and construction. This allows the County to seek funding to initiate design. Subsequent environmental review would be conducted for the proposed traffic signal prior to construction. Two of the CA MUTCD warrants for traffic signals are satisfied at this intersection (eight-hour vehicular volume and four-hour vehicular volume). The TAC recommends placing this intersection on the traffic signal list to enhance road safety by interrupting heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross, provide for the orderly movement of traffic, and improve the intersection's existing operating conditions. There are no schools in the vicinity of this item.

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

The Board's action on Items 2-F on Warnock Drive/Ramona Street/Dye Road in Ramona (District 2), 2-G on Fifth Street and D Street in Ramona (District 2), 4-A on Sweetwater Springs Boulevard/US Elevator Road in Spring Valley (District 4), 4-B on Fury Lane in Rancho San Diego (District 4), 4-C on Bancroft Drive and Troy Street in Spring Valley (District 4) and 4-D on Willow Glen Drive and Hillsdale Road in Hillsdale (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 May 6, 2026 would allow implementation by DPW.

The Board's action on 2-A on Lawson Valley Road in Jamul (District 2), 2-B on El Monte Road in Lakeside (District 2), 2-C on Highway 8 Business in Crestview/Lakeside (District 2), 2-D on El Nopal in unincorporated Santee (District 2), 2-E on El Nopal in unincorporated Santee (District 2), 3-A on La Orilla in Rancho Santa Fe (District 3), 5-A on Mirar de Valle Road in Valley Center (District 5), and 5-B on Fallbrook Street in Fallbrook (District 5) would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On May 6, 2026, the Board will consider the TAC items. If the Board takes action as recommended then on May 20, 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 May 20, 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.

SUBJECT: TRAFFIC ADVISORY COMMITTEE (05/06/2026 – ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 05/20/2026 – SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, 4, & 5)

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 of the California Environmental Quality Act (CEQA) Guidelines establishes an exemption from CEQA review for projects that consist 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 establishing regulatory traffic controls that will be applied to existing streets. The regulations make small reductions in speed limits from 5-10 MPH and authorize the installation of stop signs and signals at existing intersections. This action does not provide for the actual construction of any signals. Since this amounts to the minor alteration of existing public facilities resulting in negligible or no expansion of existing or former use, it is categorically exempt from 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, establish all-way stop intersections, and placing intersections on the list for signal design and construction 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.

Respectfully submitted,



DAHVIA LYNCH

Deputy Chief Administrative Officer

ATTACHMENT(S)

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