



San Diego County Traffic Advisory Committee

Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
Benjamin.baker@sdcounty.ca.gov

Represented Agencies

County of San Diego Fire Authority
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
Pacific Safety Center
San Diego County Sheriff's
Department

May 22, 2026

TO: Community Planning/Sponsor Group Chairpersons

FROM: Secretary, Traffic Advisory Committee

MEETING NOTICE

Attached is the preliminary agenda for the June 5, 2026, meeting of the Traffic Advisory Committee (TAC).

If your community group has not previously provided input on the proposed agenda items in your jurisdiction and your group would like to provide input, we recommend you place the relevant items on your next available community group meeting agenda for discussion. Please let us know if your group decides to review an item and TAC staff will ensure that your group has adequate time to review before the item is placed on a future TAC meeting agenda.

After reviewing the data and discussing alternatives, the TAC submits a recommendation to the Board as to what it believes to be the most appropriate action based upon sound traffic engineering principles, the California Vehicle Code, and driver expectation. The Board of Supervisors will make a final decision as to what action will be taken after reviewing TAC recommendations and community group input, when available.

If you do have any questions or need additional information regarding this procedure, please contact me at Benjamin.Baker@sdcounty.ca.gov. TAC staff are available to provide background information on items and to answer questions you may have.

Members of the public have the option to attend the June 5, 2026, TAC meeting in person or online. Please join us in person or use this link below to join the meeting:

Join on your computer, mobile app or room device [Need help?](#)

[Join the meeting now](#)

Meeting ID: 285 537 272 247 66

Passcode: 6Dd7Wk6i

Dial in by phone

[+1 619-343-2539,272897956#](#) United States, San Diego

[Find a local number](#)

Phone conference ID: 272 897 956#

Very truly yours,

Benjamin Baker, Acting Secretary
San Diego County Traffic Advisory Committee

Attachment



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**June 5, 2026 ~ 9:00 AM
5510 Overland Ave, Room 271
San Diego CA, 92123**

AGENDA

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Announcements / Public Forum**
- V. Items for Review**

SUBJECT	LOCATION	AREA/ COMMUNITY GROUP
<u>SUPERVISORIAL DISTRICT 2</u>		
2-A. RADAR CERTIFICATION	POSTHILL RD SR-67 TO VALLE VISTA RD	EUCALYPTUS HILLS/ LAKESIDE CPG
2-B. INTERSECTION CONTROLS	EL NOPAL & HILLSIDE MEADOW DR	SANTEE/ LAKESIDE CPG
2-C. INTERSECTION CONTROLS	EL NOPAL & RIVERFORD RD	SANTEE/ LAKESIDE CPG
<u>SUPERVISORIAL DISTRICT 5</u>		
5-A. RADAR CERTIFICATION	PAUMA HEIGHTS RD COLE GRADE RD TO END CMR	VALLEY CENTER/ VALLEY CENTER CPG
5-B. RADAR CERTIFICATION	TWIN OAKS VALLEY RD SAN MARCOS C/L TO TWIN OAKS CREST DR	TWIN OAKS/ TWIN OAKS CSG
5-C. MID-BLOCK CROSSWALK	PALM CANYON RD 1,100' EAST OF OCOTILLO CR	BORREGO SPRINGS/ BORREGO SPRINGS CSG
5-D. INTERSECTION CONTROLS	SAN PABLO DR & SAN MARINO DR	LAKE SAN MARCOS/ N/A
<u>COUNTYWIDE</u>		
A. COUNTYWIDE ROADSIDE VENDING PROGRAM		COUNTYWIDE/ ALL CPG/CSG

For information on joining the meeting via Microsoft Teams, please look for the meeting agenda on the Traffic Advisory Committee website at:

<https://www.sandiegocounty.gov/content/sdc/dpw/transportation/tacagenda.html>

Posthill Road

State Route 67 to Valle Vista Road
(0.81 miles)



Unposted
**SPEED
LIMIT
55**

1,946 ADT

41.1
MPH

32.9
MPH

2026 Speed Zone
85th Percentile:
41.1 MPH

2-A. Radar Certification

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Certification

LOCATION: Posthill Road from State Route 67 to Valle Vista Road
(a distance of 0.81 miles) LAKESIDE

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Posthill Road from State Route 67 to Valle Vista Road has no posted speed limit and is subject to the State maximum speed of 55 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit.

Existing Traffic Devices

This segment of Posthill Road is a striped 2-lane highway that is 24 to 30 feet wide. The roadway is striped with a no passing centerline. Posthill Road is classified as a Light Collector Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

11/25

Posthill Road:

1,445' S/o State Route 67 1,946

Speed Data

		<u>85th</u>	<u>10 MPH</u>	<u>% in</u>
		<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>

Posthill Road:

1,100' N/o Valley Vista Rd	(2026)	32.9 MPH	24-33	77%
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250' N/o Bridal Path Ln	(2026)	41.4 MPH	33-42	61%
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Speed Zone	(2026)	37.2 MPH	29-38	69%
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Collision Data

There have been 6 reported collisions along this segment of roadway in a 3-year period (2022-02-01 to 2026-01-31). These collisions result in a segment accident rate of 3.61 collisions per million vehicle miles. The statewide average is 1.09 collisions per million vehicle miles for similar flat, rural, conventional 2 lanes or less, roads with speeds less than 55 MPH.



PUBLIC WORKS

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

MARISA K. BARRIE, PE
DIRECTOR

KATHRYN A. STEWART, PE
ASSISTANT DIRECTOR

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 13, 2026

Item Title: Speed Limit and Radar Certification

Location: Posthill Road from State Route 67 to Valle Vista Road in Lakeside

CTE Recommendation: **Establish 30 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.21 “Speed Limit Sign (R2-1)” of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Posthill Road is a two-lane roadway, flat, curvy, with limited shoulder throughout its length of 0.81 miles. Its pavement width varies between 24 and 30 feet with a striped center line on the roadway.
- Recent speed surveys on Posthill Road resulted in an average overall prevailing speed of 37 mph.
- A review of the collision data on the segment during the period of May 1, 2023, to April 30, 2025, indicates a total of 6 reported collisions. This corresponds to a collision rate of 3.61 collisions per million vehicle miles (c/mvm), which is higher than the statewide average of 1.09 c/mvm for similar roadway types.

- Pursuant to California Vehicle Code (CVC) Section 22358, and considering the existing conditions along Posthill Road—as well as the guidance provided in CA MUTCD Section 2B.21, a 30 MPH radar-enforced speed limit from State Route 67 to Vista Valle Road is determined to be reasonable and safe based on the prevailing speed.



Michael L. Kenney, TE 2045 & CE 56661

5/14/2026

Date

VOLUME

Posthill Rd 1445' S/O SR 67

Day: Wednesday
 Date: 11/5/2025

City: Lakeside
 Project #: CA25_040168_005

DAILY TOTALS					NB	SB	EB	WB	Total		
					559	1,387	0	0	1,946		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	1	0	0	0	1	12:00	6	7	0	0	13
0:15	1	1	0	0	2	12:15	3	6	0	0	9
0:30	1	0	0	0	1	12:30	3	6	0	0	9
0:45	0	3	0	1	4	12:45	6	18	6	25	43
1:00	0	0	0	0		13:00	16	5	0	0	21
1:15	0	0	0	0		13:15	13	8	0	0	21
1:30	0	0	0	0		13:30	3	11	0	0	14
1:45	0	0	0	0		13:45	7	39	4	28	67
2:00	0	0	0	0		14:00	6	12	0	0	18
2:15	1	0	0	0	1	14:15	4	16	0	0	20
2:30	0	0	0	0		14:30	6	15	0	0	21
2:45	0	1	0	0	1	14:45	5	21	45	88	109
3:00	0	0	0	0		15:00	7	71	0	0	78
3:15	0	1	0	0	1	15:15	7	81	0	0	88
3:30	1	0	0	0	1	15:30	5	82	0	0	87
3:45	2	3	0	1	4	15:45	6	25	96	330	355
4:00	1	0	0	0	1	16:00	3	86	0	0	89
4:15	3	0	0	0	3	16:15	10	90	0	0	100
4:30	1	2	0	0	3	16:30	3	86	0	0	89
4:45	0	5	0	2	7	16:45	5	21	116	378	399
5:00	4	0	0	0	4	17:00	8	79	0	0	87
5:15	2	0	0	0	2	17:15	3	78	0	0	81
5:30	5	1	0	0	6	17:30	6	77	0	0	83
5:45	5	16	1	2	18	17:45	5	22	74	308	330
6:00	10	1	0	0	11	18:00	2	41	0	0	43
6:15	5	0	0	0	5	18:15	5	36	0	0	41
6:30	12	1	0	0	13	18:30	5	9	0	0	14
6:45	11	38	4	6	44	18:45	4	16	7	93	109
7:00	25	1	0	0	26	19:00	4	2	0	0	6
7:15	17	1	0	0	18	19:15	5	6	0	0	11
7:30	39	6	0	0	45	19:30	2	5	0	0	7
7:45	41	122	3	11	133	19:45	2	13	2	15	28
8:00	30	4	0	0	34	20:00	1	0	0	0	1
8:15	45	4	0	0	49	20:15	3	3	0	0	6
8:30	20	6	0	0	26	20:30	2	2	0	0	4
8:45	16	111	3	17	128	20:45	2	8	2	7	15
9:00	9	2	0	0	11	21:00	0	2	0	0	2
9:15	7	3	0	0	10	21:15	0	1	0	0	1
9:30	7	6	0	0	13	21:30	0	8	0	0	8
9:45	5	28	6	17	45	21:45	2	2	2	13	15
10:00	6	4	0	0	10	22:00	2	2	0	0	4
10:15	2	8	0	0	10	22:15	2	2	0	0	4
10:30	6	6	0	0	12	22:30	1	1	0	0	2
10:45	5	19	2	20	39	22:45	0	5	1	6	11
11:00	10	9	0	0	19	23:00	0	3	0	0	3
11:15	6	2	0	0	8	23:15	0	1	0	0	1
11:30	4	2	0	0	6	23:30	0	0	0	0	
11:45	3	23	2	15	38	23:45	0	0	4	0	4
TOTALS	369	92			461	TOTALS	190	1295			1485
SPLIT %	80.0%	20.0%			23.7%	SPLIT %	12.8%	87.2%			76.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					559	1,387	0	0	1,946
AM Peak Hour	7:30	10:15			7:30	PM Peak Hour	13:00	16:00	16:00
AM Pk Volume	155	25			172	PM Pk Volume	39	378	399
Pk Hr Factor	0.861	0.694			0.878	Pk Hr Factor	0.609	0.815	0.824
7 - 9 Volume	233	28	0	0	261	4 - 6 Volume	43	686	729
7 - 9 Peak Hour	7:30	7:30			7:30	4 - 6 Peak Hour	16:15	16:00	16:00
7 - 9 Pk Volume	155	17	0	0	172	4 - 6 Pk Volume	26	378	399
Pk Hr Factor	0.861	0.708	0.000	0.000	0.878	Pk Hr Factor	0.650	0.815	0.824



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Posthill Road **From:** SR-67 **To:** Valle Vista Road

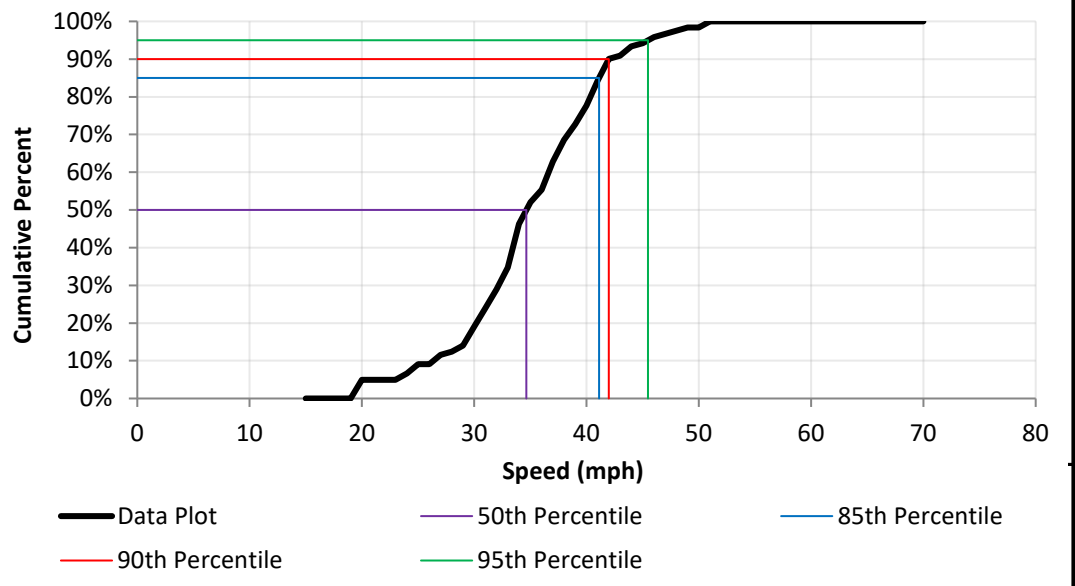
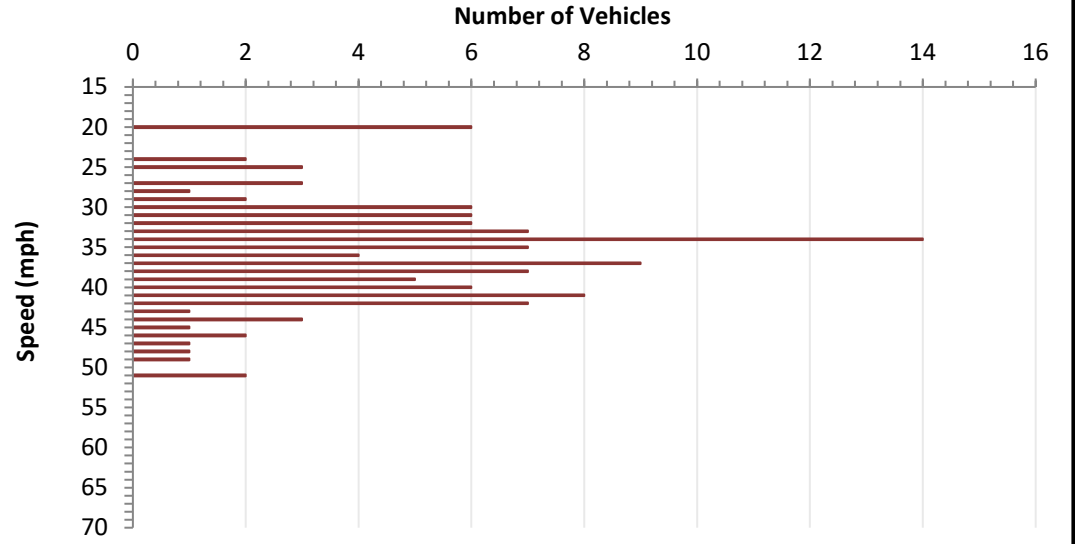
Position: 250' N/O Bridle Path Ln **Direction:** NB/SB

Date: 2/25/2026 **Weather:** Clear **Project Number:** N/A

Time Start: 10:10 AM **Road Condition:** Dry/Good **Observer:** County

Time End: 12:15 PM **Posted Speed:** Not Posted **Calibration Test:** Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20	6	5.0%
21		
22		
23		
24	2	6.6%
25	3	9.1%
26		
27	3	11.6%
28	1	12.4%
29	2	14.0%
30	6	19.0%
31	6	24.0%
32	6	28.9%
33	7	34.7%
34	14	46.3%
35	7	52.1%
36	4	55.4%
37	9	62.8%
38	7	68.6%
39	5	72.7%
40	6	77.7%
41	8	84.3%
42	7	90.1%
43	1	90.9%
44	3	93.4%
45	1	94.2%
46	2	95.9%
47	1	96.7%
48	1	97.5%
49	1	98.3%
50		
51	2	100.0%
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	121	



DATA ANALYSIS

Average Speed	35.4	Range	20 - 51
50th Percentile	34.6	10 mph Pace	33 - 42
85th Percentile	41.1	Number in Pace	74
90th Percentile	42.0	Percent in Pace	61%
95th Percentile	45.5		



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Posthill Road **From:** Valle Vista Road **To:** SR 67

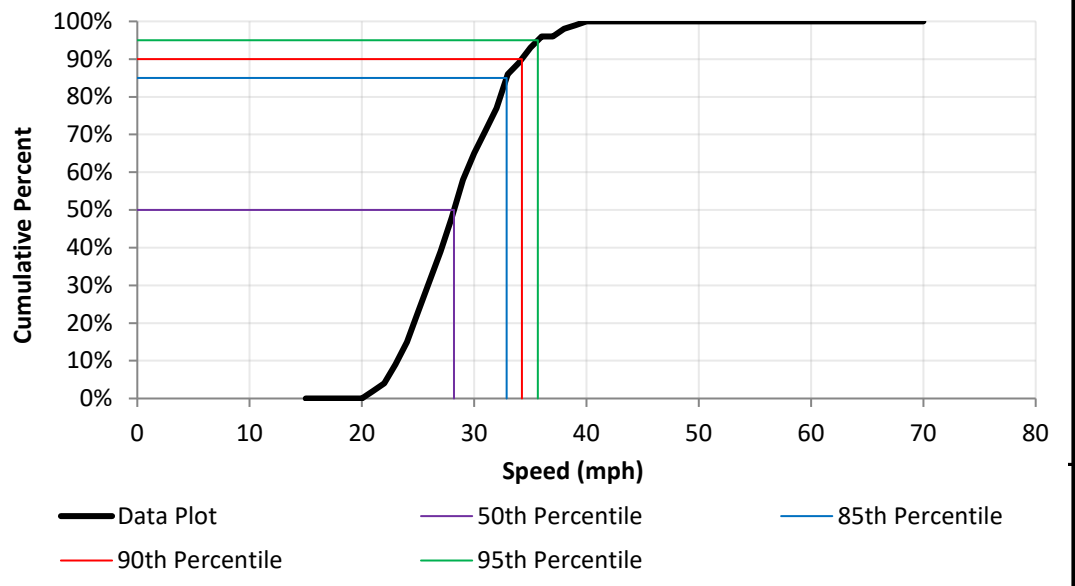
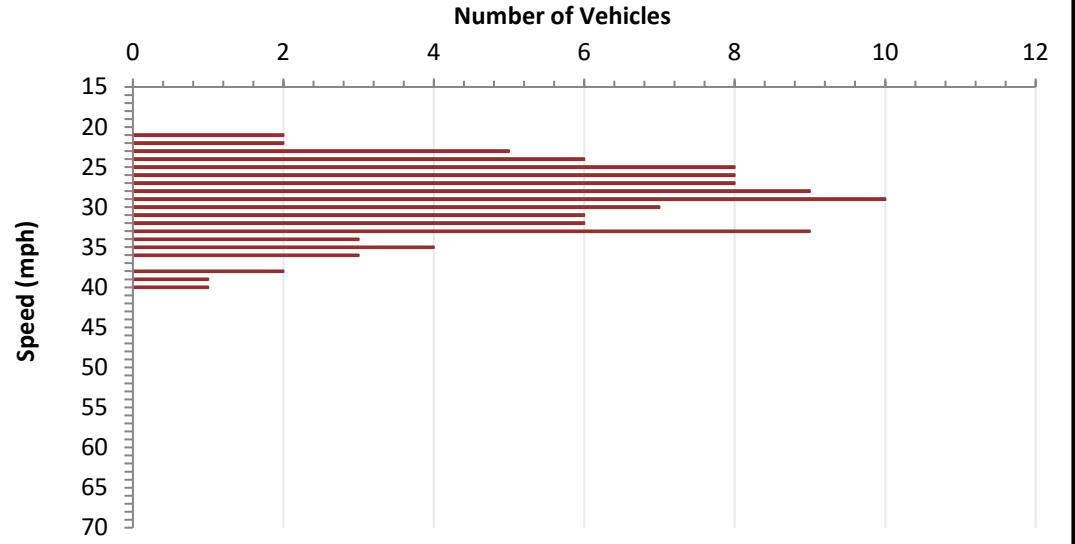
Position: 1100' N/O Valley Vista Rd **Direction:** NB/SB

Date: 2/29/2026 **Weather:** Clear **Project Number:** N/A

Time Start: 10:00 AM **Road Condition:** Dry/Good **Observer:** County

Time End: 12:20 PM **Posted Speed:** Not Posted **Calibration Test:** Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21	2	2.0%
22	2	4.0%
23	5	9.0%
24	6	15.0%
25	8	23.0%
26	8	31.0%
27	8	39.0%
28	9	48.0%
29	10	58.0%
30	7	65.0%
31	6	71.0%
32	6	77.0%
33	9	86.0%
34	3	89.0%
35	4	93.0%
36	3	96.0%
37		
38	2	98.0%
39	1	99.0%
40	1	100.0%
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	100	



DATA ANALYSIS

Average Speed	29.0	Range	21 - 40
50th Percentile	28.2	10 mph Pace	24 - 33
85th Percentile	32.9	Number in Pace	77
90th Percentile	34.3	Percent in Pace	77%
95th Percentile	35.7		

El Nopal & Hillside Meadow Drive



2-B. Intersection Control

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: El Nopal & Hillsdale Meadow Drive, SANTEE

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of El Nopal & Hillsdale Meadow Drive has been identified by Traffic Engineering as meeting the following All-Way Stop Control Warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.12 through 2B.17

- 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:
 - o where pedestrian and/or bicyclist movements support the installation of all-way stop control

Therefore, an all-way stop control should be considered.

Existing Traffic Devices

El Nopal is a striped two-lane highway that is 26 to 33 feet wide. The roadway is striped with a no passing centerline and a white edgeline. El Nopal is uncontrolled at the intersection with Hillsdale Meadow Drive. El Nopal is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road is posted with a radar enforced 40 MPH speed limit.

Hillsdale Meadow Drive is currently under construction. The roadway is designed to be striped two-lane highway that is 56 feet wide. The roadway will be striped with a no passing centerline. Hillsdale Meadow Drive will have stop controls at the intersection with El Nopal in the northbound direction. Hillsdale Meadow Drive is classified as a Light Collector Road on the County General Plan Mobility Element Network. The road will not have a posted speed limit.

Collision Data

There have been 5 reported collisions at this intersection in the past 3-year period (2023-02-01 thru 2026-01-31).



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

KATHRYN A. STEWART, PE
ASSISTANT DIRECTOR

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 13, 2026
Item Title: All-Way Stop Control
Location: El Nopal and Hillside Meadow Drive
CTE Recommendation: **Install an All-Way Stop Control**
Conditions:

- Section 21354 “Stop Signs on Local Highways” of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.12 “All-Way Stop Control” of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Section 2B.17 Warrant B: Sight Distance – An All-way stop control may be installed at 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. At north side of the intersection, a road user, after stopping at Riverford Road, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- Section 2B.17 Warrant E: Other Factors - Where pedestrian and/or bicyclist movements support the installation of all-way stop control.
- Existing and future development in the area is expected to continue generating vehicle, pedestrian, and bicycle traffic at this intersection. The surrounding zoning and land uses support continued activity, which further supports all-way stop control to improve safety and clarify right-of-way for all users.

- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.12 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of El Nopal and Hillside Meadow Drive.



Michael L. Kenney, TE 2045 & CE 56661

5/14/2026

Date

STRIPING NOTES

THERMOPLASTIC TRAFFIC STRIPES, THERMOPLASTIC PAVEMENT MARKINGS, AND PAVEMENT MARKERS
 CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ALL TRAFFIC STRIPES, PAVEMENT MARKINGS, AND PAVEMENT MARKERS OBLITERATED BY THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL CONFLICTING AND REDUNDANT TRAFFIC STRIPES, PAVEMENT MARKINGS, AND PAVEMENT MARKERS IN THIS PROJECT. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ALL NEW TRAFFIC STRIPES, PAVEMENT MARKINGS, AND PAVEMENT MARKERS FOR THIS PROJECT.

INSTALLATION OF THERMOPLASTIC TRAFFIC STRIPES AND THERMOPLASTIC PAVEMENT MARKINGS SHALL CONFORM TO SECTION 84-1, "GENERAL" AND 84-2, "TRAFFIC STRIPES AND PAVEMENT MARKINGS", OF THE MOST CURRENT CALTRANS STANDARD SPECIFICATIONS AND THE FOLLOWING:

CONTROL OF THE ALIGNMENT AND LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SUBJECT TO APPROVAL BY THE ENGINEER. TRAFFIC STRIPES SHALL BE REMOVED BY SANDBLASTING / GRINDING AND THEN SAND SEALED. CONTRACTOR TO PROVIDE AND INSTALL PAVEMENT MARKERS.

SECTION 84-2.02, "MATERIALS", OF THE STANDARD SPECIFICATIONS IS AMENDED TO READ:
 THERMOPLASTIC MATERIAL SHALL BE FREE OF LEAD AND CHROMIUM, AND SHALL CONFORM TO THE REQUIREMENTS IN STATE SPECIFICATION PTH-02SPRAY, PTH-02HYDRO, OR PTH-02ALKYD.

FOR EACH BATCH OF THERMOPLASTIC MATERIAL FOR TRAFFIC STRIPES AND PAVEMENT MARKINGS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER:
 1. CERTIFICATE OF COMPLIANCE UNDER SECTION 6-2.03C, "CERTIFICATES OF COMPLIANCE," OF THE STANDARD SPECIFICATIONS
 2. DEPARTMENT'S MATERIALS ENGINEERING AND TESTING SERVICES NOTIFICATION LETTER STATING THAT THE MATERIAL IS APPROVED FOR USE
 3. MATERIAL SAFETY DATA SHEET

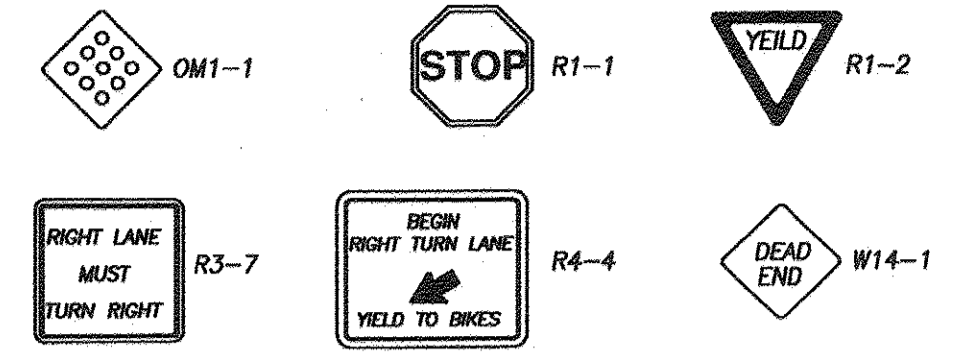
GLASS BEADS MAYBE APPLIED BY HAND ON THERMOPLASTIC PAVEMENT MARKINGS.

THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE FREE OF RUNS, BUBBLES, CRATERS, DRAG MARKS, STRETCH MARKS, AND DEBRIS.

THE SURFACE OF THE THERMOPLASTIC MATERIAL UPON APPLICATION SHALL PROVIDE A MINIMUM SKID RESISTANCE VALUE OF 60 BPN WHEN TESTED ACCORDING TO ASTM E 303. DOCUMENTATION DETAILING MANUFACTURER'S MINIMUM SKID RESISTANCE FOR PERFORMED THERMOPLASTIC MATERIAL SHALL BE PROVIDED TO THE ENGINEER PRIOR TO COMMENCEMENT OF TRAFFIC STRIPES AND PAVEMENT MARKING OPERATIONS.

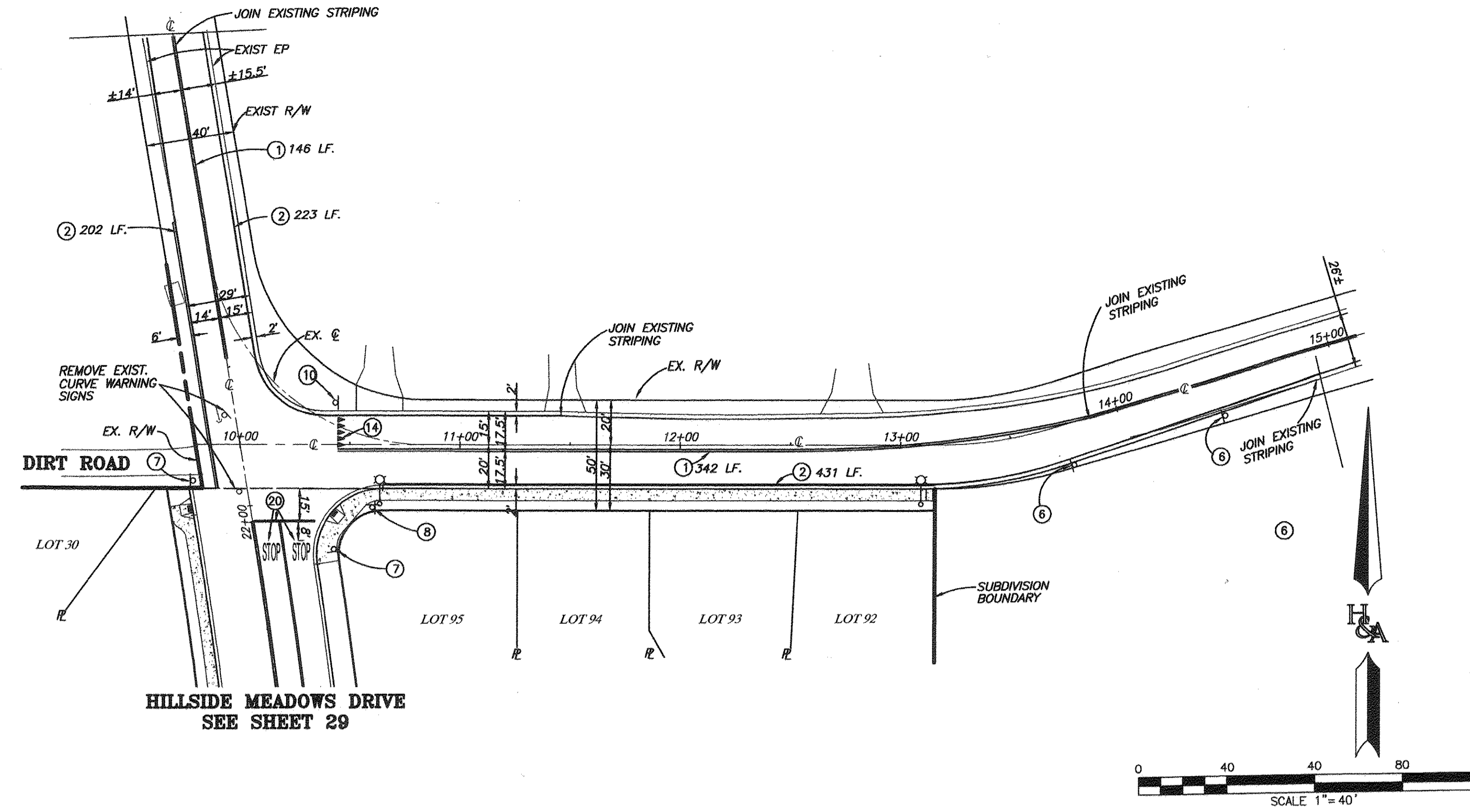
PAVEMENT MARKER SHALL CONFORM TO SECTION 81-3, "PAVEMENT MARKERS", OF THE MOST CURRENT CALTRANS STANDARD SPECIFICATIONS, AND THE FOLLOWING PROVISIONS:
 PAVEMENT MARKER HEIGHT SHALL BE 0.70-INCH MINIMUM. "LOW PROFILE" TYPE MARKERS WILL NOT BE ACCEPTABLE.

SIGN LEGEND

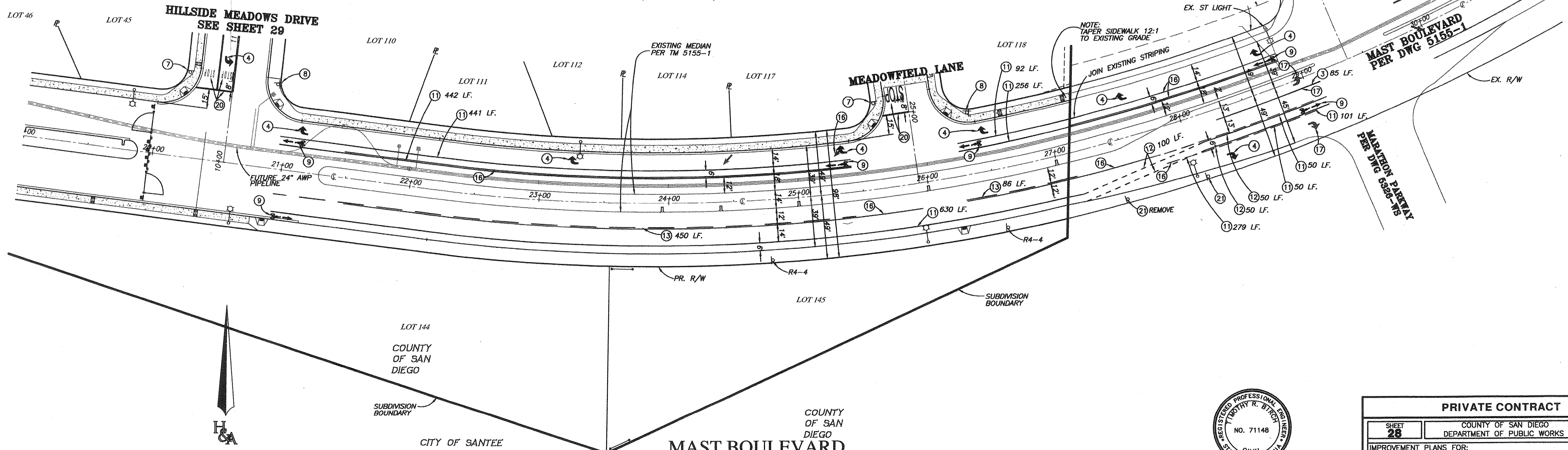


CONSTRUCTION LEGEND

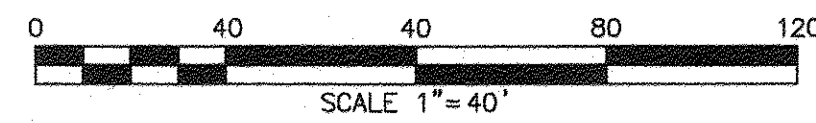
- 1 INSTALL DOUBLE YELLOW CENTERLINE STRIPING PER CSP A20A, DETAIL 22.
- 2 INSTALL WHITE RIGHT EDGELINE PER CSP A20B, DETAIL 27B.
- 3 INSTALL WHITE CHANNELIZING LINE PER CSP A20D, DETAIL 38.
- 4 INSTALL THERMOPLASTIC TYPE IV PAVEMENT ARROW PER CSP A24A.
- 5 NOT USED.
- 6 INSTALL OBJECT MARKERS PER CA MUTCD OM1-1.
- 7 INSTALL STOP SIGN PER CA MUTCD R1-1.
- 8 INSTALL STREET NAME SIGN PER DS-134-G.
- 9 INSTALL BIKE LANE SYMBOL WITH PERSON PER CSP A24C & BIKE LANE ARROW PER CSP A24A.
- 10 INSTALL YIELD SIGN PER CA MUTCD R1-2.
- 11 INSTALL BIKE LANE LINE PER CSP A20D, DETAIL 39.
- 12 INSTALL LANE DROP STRIPING PER CSP A20C, DETAIL 37B.
- 13 INSTALL LANE LINE PER CSP A20A, DETAIL 9.
- 14 INSTALL YIELD MARKINGS PER CSP A24E.
- 15 INSTALL DEAD END SIGN PER CA MUTCD W14-1.
- 16 SANDBLAST EX. STRIPING.
- 17 REFRESH EX. STRIPING.
- 18 INSTALL LIMIT LINE AND PAVEMENT LEGEND PER CALTRANS STANDARD A24D, A24E.
- 19 EXISTING R3-7 SIGN (RIGHT LANEMUST TURN RIGHT)



EL NOPAL (PUBLIC)



PLANNING 9707 Waples Street
 ENGINEERING San Diego, Ca 92121
 SURVEYING PH(858)558-4500 FX(858)558-1414

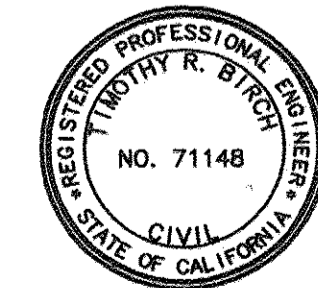


PDMWD APPROVED CHANGES			
NO.	DESCRIPTION:	APPROVED BY:	DATE:

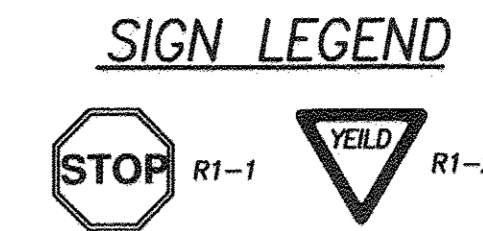
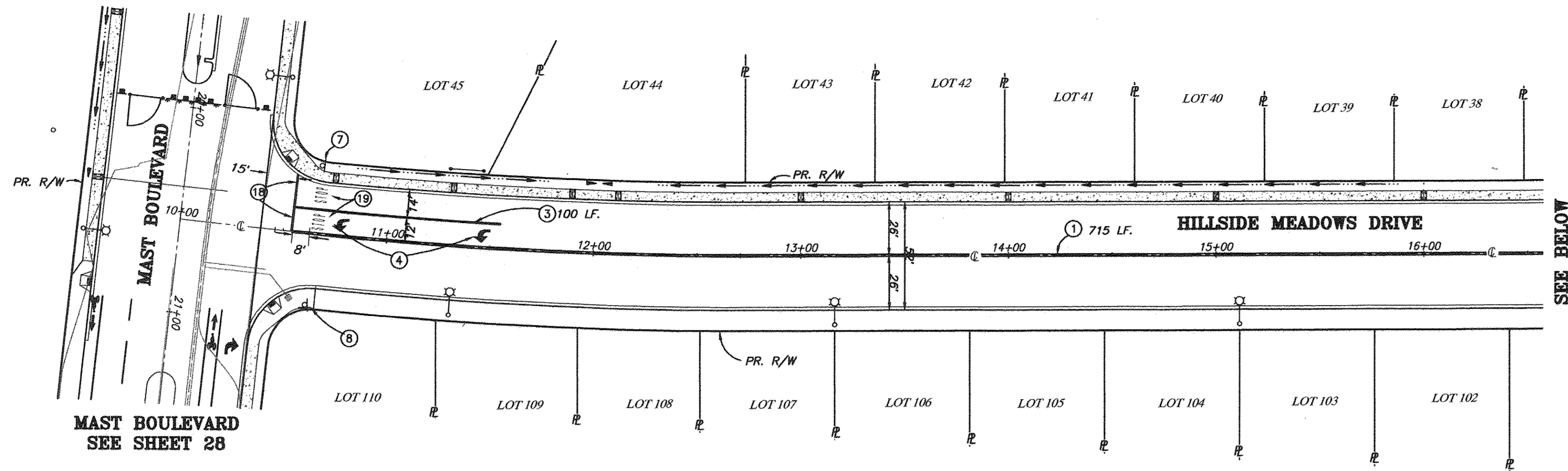
RECORD PLAN	
BY: TIMOTHY R. BIRCH	DATE: _____
R.C.E. NO. 71148	EXPIRES: _____

COUNTY APPROVED CHANGES		
NO.	DESCRIPTION:	APPROVED BY:

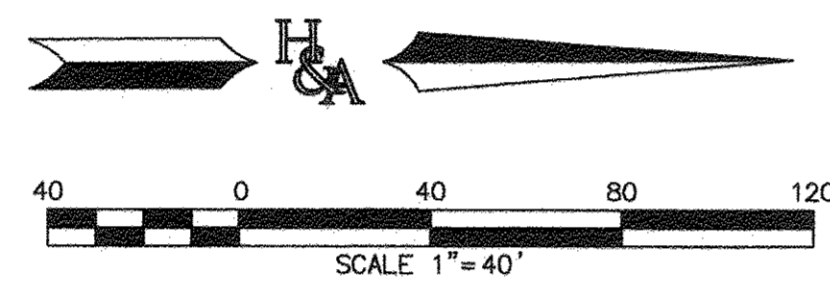
BENCH MARK	
DESCRIPTION: COUNTY OF SAN DIEGO BRASS DISC	STAMPED EC 207 11252
LOCATION: ON TOP OF CURB SOUTHWEST CORNER OF LAKESIDE AVENUE AND VISTA CAMINO	RECORD FROM: COUNTY OF SAN DIEGO
ELEVATION: 387.151	DATUM: NGVD 29



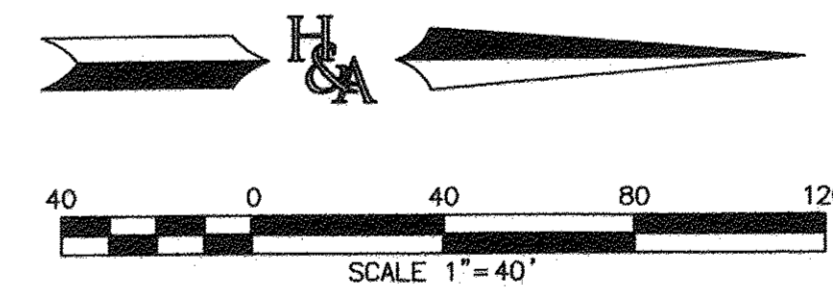
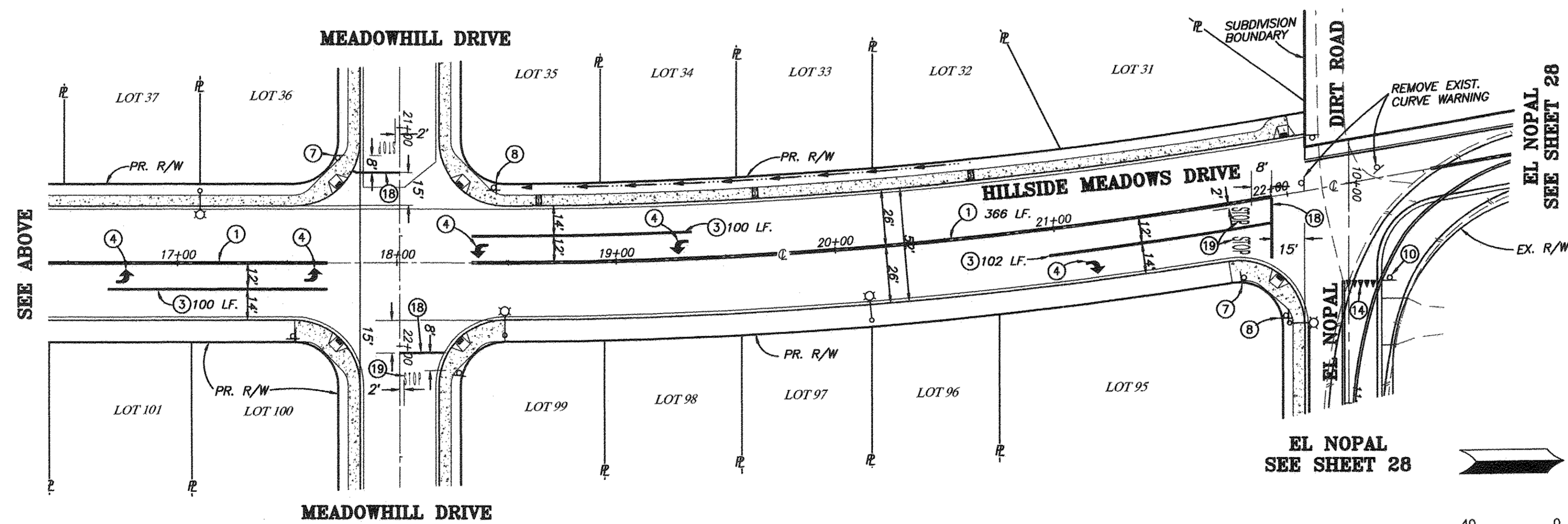
PRIVATE CONTRACT		
SHEET 28	COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS	30 SHEETS
IMPROVEMENT PLANS FOR: HILLSIDE MEADOWS STREET IMPROVEMENTS EL NOPAL & MAST BLVD. STRIPING PLAN SAN DIEGO COUNTY TRACT 5203 CALIF. COORD. 250-1779		
APPROVED FOR: WILLIAM P. MORGAN COUNTY ENGINEER	DATE: 2/19/23	ENGINEER OF WORK: TIMOTHY R. BIRCH, RCE 71148
BY: _____	DATE: _____	PDS2008-2140-5203-1



- CONSTRUCTION LEGEND**
- ① INSTALL DOUBLE YELLOW CENTERLINE STRIPING PER CSP A20A, DETAIL 22.
 - ③ INSTALL WHITE CHANNELIZING LINE PER CSP A20D, DETAIL 3B.
 - ④ INSTALL THERMOPLASTIC TYPE IV PAVEMENT ARROW PER CSP A24A.
 - ⑦ INSTALL STOP SIGN PER CA MUTCD R1-1.
 - ⑧ INSTALL STREET NAME SIGN PER DS-13.
 - ⑩ INSTALL YIELD SIGN PER CA MUTCD R1-2.
 - ⑭ INSTALL YIELD MARKINGS PER CSP A24E.
 - ⑰ INSTALL STOP/LIMIT LINE PER CSP A24D.
 - ⑲ INSTALL "STOP" LETTERING PER CSP A24E.



**HILLSIDE MEADOWS DRIVE
(PUBLIC)**



**HILLSIDE MEADOWS DRIVE
(PUBLIC)**

HUNSAKER & ASSOCIATES
SAN DIEGO, INC.
PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PH(658)558-4500 FX(658)558-1414

PDMWD APPROVED CHANGES			
NO.	DESCRIPTION:	APPROVED BY:	DATE:

RECORD PLAN	
BY: TIMOTHY R. BIRCH	DATE: _____
R.C.E. NO. 71148	EXPIRES: _____

COUNTY APPROVED CHANGES			
NO.	DESCRIPTION:	APPROVED BY:	DATE:

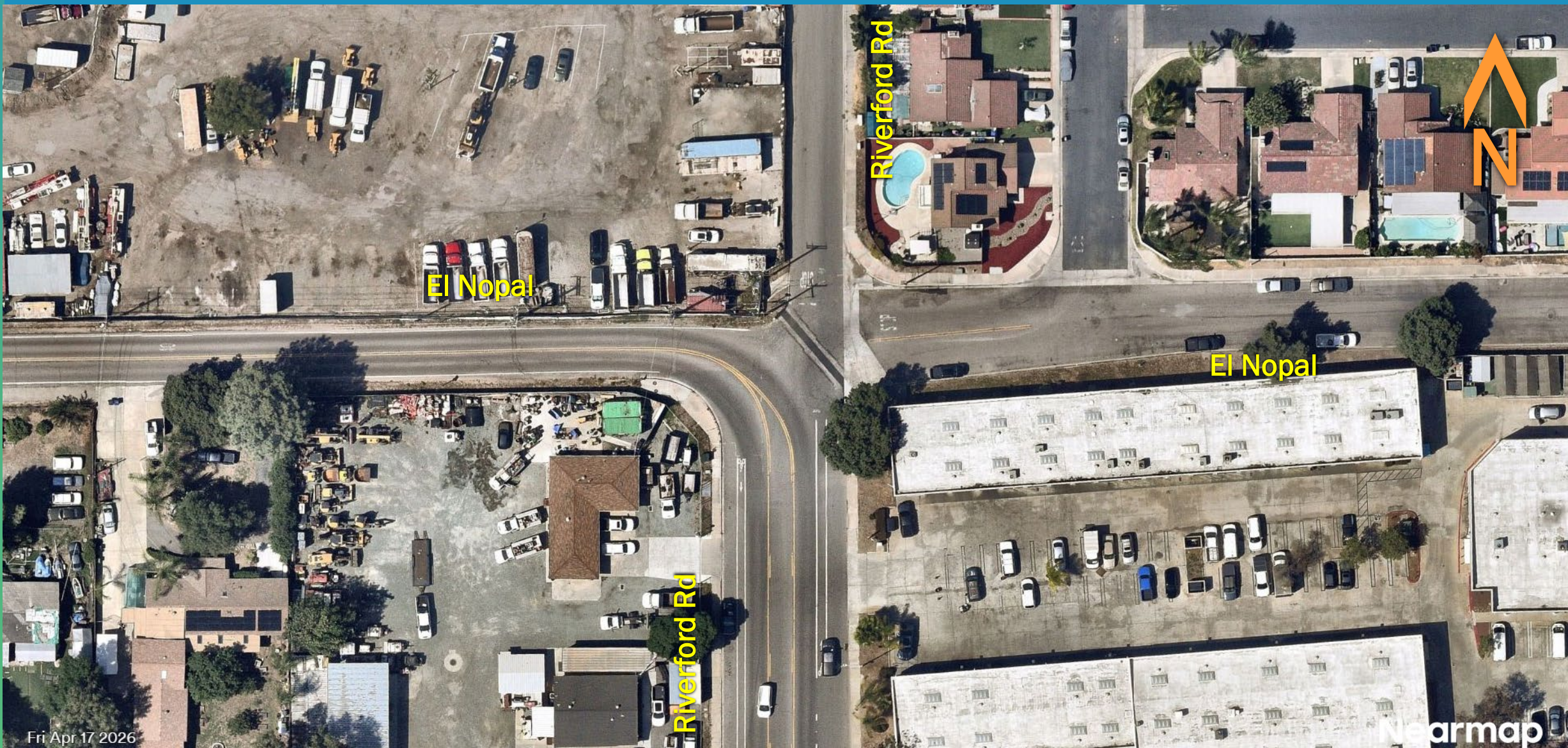
BENCH MARK	
DESCRIPTION: COUNTY OF SAN DIEGO BRASS DISC	STAMPED EC 207 11252
LOCATION: ON TOP OF CURB SOUTHWEST CORNER OF LAKESIDE AVENUE AND VISTA CAMINO	RECORD FROM: COUNTY OF SAN DIEGO
ELEVATION: 387.151	DATUM: NGVD 29



PRIVATE CONTRACT		
SHEET 29	COUNTY OF SAN DIEGO DEPARTMENT OF PUBLIC WORKS	30 SHEETS
IMPROVEMENT PLANS FOR: HILLSIDE MEADOWS STREET IMPROVEMENTS EL NOPAL & MAST BLVD. STRIPING PLAN SAN DIEGO COUNTY TRACT 5203 CALIF. COORD. 250-1779		
APPROVED FOR: WILLIAM P. MORGAN COUNTY ENGINEER	ENGINEER OF WORK: TIMOTHY R. BIRCH	DATE: 1/22/23
BY: [Signature]	DATE: 2/9/23	PDS2008-2140-5203-1

El Nopal & Riverford Road

2-C. Intersection Control



Fri Apr 17 2026

Nearmap

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Intersection Control

LOCATION: El Nopal & Riverford Road, SANTEE

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of El Nopal & Riverford Road has been identified by Traffic Engineering as meeting the following All-Way Stop Control Warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.12 through 2B.17

- 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:
 - o where pedestrian and/or bicyclist movements support the installation of all-way stop control

Therefore, an all-way stop control should be considered.

Existing Traffic Devices

El Nopal is a striped two-lane highway that is 26 to 33 feet wide. The roadway is striped with a no passing centerline and a white edgeline. El Nopal is uncontrolled at the intersection with Riverford Road in the eastbound direction and is stop controlled in the westbound direction. El Nopal is unclassified on the County General Plan Mobility Element Network. The road is posted with a radar enforced 40 MPH speed limit.

Riverford Road is a striped two-lane highway that is 26 to 33 feet wide. The roadway is striped with a two way left turn lane and bikelane south of the intersection with El Nopal. Riverford Road is uncontrolled at the intersection with Riverford Road in the northbound direction and is stop controlled in the southbound direction. Riverford Road is unclassified on the County General Plan Mobility Element Network. The road is posted with a radar enforced 40 MPH speed limit.

Collision Data

There have been 2 reported collisions at this intersection in the past 3-year period (2023-02-01 thru 2026-01-31).



MARISA K. BARRIE, PE
DIRECTOR

PUBLIC WORKS
5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

KATHRYN A. STEWART, PE
ASSISTANT DIRECTOR

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 13, 2026
Item Title: All-Way Stop Control
Location: El Nopal and Riverford Road
CTE Recommendation: **Install an All-Way Stop Control**
Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.12 "All-Way Stop Control" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Section 2B.17 Warrant B: Sight Distance – An All-way stop control may be installed at 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. At north side of the intersection, a road user, after stopping at Riverford Road, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.
- Section 2B.17 Warrant E: Other Factors - Where pedestrian and/or bicyclist movements support the installation of all-way stop control.
- Existing and future development in the area is expected to continue generating vehicle, pedestrian, and bicycle traffic at this intersection. The surrounding zoning and land uses support continued activity, which further supports all-way stop control to improve safety and clarify right-of-way for all users.

- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.12 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of El Nopal and Riverford Road.



Michael L. Kenney, TE 2045 & CE 56661

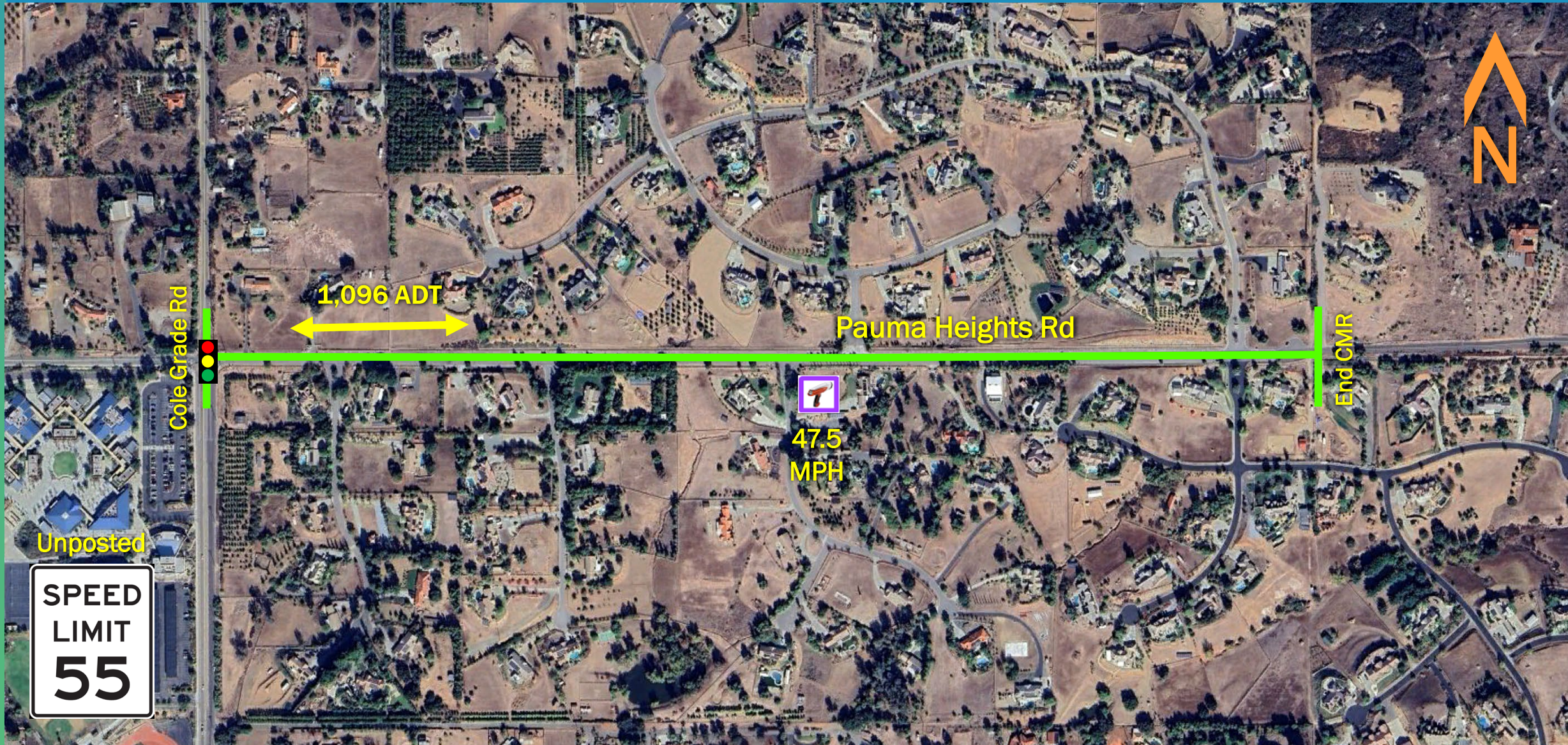
5/14/2026

Date

Pauma Heights Road

Cole Grade Road to end of county maintenance
(0.76 miles)

5-A. Radar Certification



Cole Grade Rd

1,096 ADT

Pauma Heights Rd

End CMR

47.5
MPH

Unposted

SPEED
LIMIT
55



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Pauma Heights Road from Cole Grade Road to end of county maintenance (a distance of 0.76 miles) VALLEY CENTER

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Pauma Heights Road from Cole Grade Road to end of county maintenance has no posted speed limit and is subject to the State maximum speed of 55 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 45 MPH speed limit.

Existing Traffic Devices

This segment of Pauma Heights Road is a striped 2-lane highway that is 46 to 64 feet wide. The roadway is striped with a no passing centerline. Pauma Heights Road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **02/26**

Pauma Heights Road:
400' E/o Kira Place 1,096

Speed Data **85th Percentile** **10 MPH Pace** **% in Pace**

Pauma Heights Road:
85' W/o Blue Moon Way (2026) 47.5 MPH 39-48 65%

Collision Data

There have been 0 reported collisions along this segment of roadway in a 3-year period (2022-12-01 to 2025-11-30).



PUBLIC WORKS

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

MARISA K. BARRIE, PE
DIRECTOR

KATHRYN A. STEWART, PE
ASSISTANT DIRECTOR

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: March 13, 2026

Item Title: Speed Limit and Radar Certification

Location: Pauma Heights Road from Cole Grade Rd to END CMR

CTE Recommendation: **Establish 45 MPH Radar Enforced Speed Limit**

Conditions:

- Section 22358 of the California Vehicle Code authorizes a local agency to determine upon the basis of an Engineering and Traffic Survey (E&TS) that the speed limit of 65 miles per hour (mph) is more than is reasonable or safe, the agency may declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 mph, whichever is found most appropriate and is reasonable and safe.
- Section 2B.21 "Speed Limit Sign (R2-1)" of the California MUTCD, provides that an E&TS shall include a) prevailing speeds, b) collision records, and c) highway, traffic and roadside conditions that are not apparent to a driver.
- The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 mph increment above or below the prevailing (85th percentile) speed of motorists.
- Pauma Heights Road is a two-lane roadway, with curb and gutter along its length of 0.76 miles. Its pavement width varies between 35 and 40 feet with a striped centerline on the roadway.
- Recent speed survey on Pauma Heights Road resulted in a prevailing speed of 47.5 mph.
- Pursuant to California Vehicle Code (CVC) Section 22358, and considering the existing conditions along Pauma Heights Road as well as the guidance provided in CA MUTCD Section 2B.21, a 45 MPH radar-enforced speed limit from Cole Grade Road to END CMR is determined to be reasonable and safe based on the prevailing speed.

Michael L. Kenney, TE 2045 & CE 56661

3/16/26

Date

VOLUME

Pauma Heights Rd 400' E/O Kira Pl (33.281938,-117.018047)

Day: Tuesday
 Date: 2/24/2026

City: Valley Center
 Project #: CA26_040032_010

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	549	547	1,096						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
0:00	0	0	0	0		12:00	0	0	3	7	10				
0:15	0	0	0	0		12:15	0	0	7	2	9				
0:30	0	0	0	0		12:30	0	0	5	11	16				
0:45	0	0	0	0		12:45	0	0	5	20	3	23	8	43	
1:00	0	0	0	0		13:00	0	0	11	10	21				
1:15	0	0	1	0	1	13:15	0	0	12	13	25				
1:30	0	0	0	0		13:30	0	0	9	11	20				
1:45	0	0	0	1	1	13:45	0	0	7	39	9	43	16	82	
2:00	0	0	0	1	1	14:00	0	0	15	8	23				
2:15	0	0	0	0		14:15	0	0	21	20	41				
2:30	0	0	0	0		14:30	0	0	15	9	24				
2:45	0	0	0	0	1	14:45	0	0	15	66	14	51	29	117	
3:00	0	0	0	0		15:00	0	0	12	9	21				
3:15	0	0	0	0		15:15	0	0	11	9	20				
3:30	0	0	0	1	1	15:30	0	0	16	16	32				
3:45	0	0	0	0	1	15:45	0	0	20	59	6	40	26	99	
4:00	0	0	0	0		16:00	0	0	2	12	14				
4:15	0	0	0	2	2	16:15	0	0	11	5	16				
4:30	0	0	0	1	1	16:30	0	0	13	5	18				
4:45	0	0	0	2	2	16:45	0	0	20	46	11	33	31	79	
5:00	0	0	1	4	5	17:00	0	0	7	7	14				
5:15	0	0	0	4	4	17:15	0	0	11	6	17				
5:30	0	0	0	8	8	17:30	0	0	17	7	24				
5:45	0	0	4	5	6	17:45	0	0	10	45	2	22	12	67	
6:00	0	0	2	12	14	18:00	0	0	15	6	21				
6:15	0	0	0	8	8	18:15	0	0	14	8	22				
6:30	0	0	2	5	7	18:30	0	0	7	4	11				
6:45	0	0	3	7	11	18:45	0	0	8	44	3	21	11	65	
7:00	0	0	5	20	25	19:00	0	0	10	4	14				
7:15	0	0	9	22	31	19:15	0	0	7	5	12				
7:30	0	0	3	14	17	19:30	0	0	12	5	17				
7:45	0	0	12	29	17	19:45	0	0	9	38	4	18	13	56	
8:00	0	0	7	7	14	20:00	0	0	9	3	12				
8:15	0	0	9	9	18	20:15	0	0	2	1	3				
8:30	0	0	7	12	19	20:30	0	0	4	2	6				
8:45	0	0	8	31	10	20:45	0	0	5	20	2	8	7	28	
9:00	0	0	8	13	21	21:00	0	0	5	4	9				
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11:00	0	0	7	5	12	23:00	0	0	0	0					
11:15	0	0	6	9	15	23:15	0	0	0	0					
11:30	0	0	8	9	17	23:30	0	0	1	0	1				
11:45	0	0	3	24	9	23:45	0	0	0	1	0	1			
TOTALS					147	278	425	TOTALS					402	269	671
SPLIT %					34.6%	65.4%	38.8%	SPLIT %					59.9%	40.1%	61.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	549	547	1,096

AM Peak Hour			7:45	7:00	7:00	PM Peak Hour			14:00	14:15	14:00
AM Pk Volume			35	73	102	PM Pk Volume			66	52	117
Pk Hr Factor			0.729	0.830	0.823	Pk Hr Factor			0.786	0.650	0.713
7 - 9 Volume	0	0	60	111	171	4 - 6 Volume	0	0	91	55	146
7 - 9 Peak Hour			7:45	7:00	7:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	35	73	102	4 - 6 Pk Volume	0	0	55	33	86
Pk Hr Factor	0.000	0.000	0.729	0.830	0.823	Pk Hr Factor	0.000	0.000	0.688	0.688	0.694



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: Pauma Heights Rd **From:** Cole Grade Rd **To:** End CMR

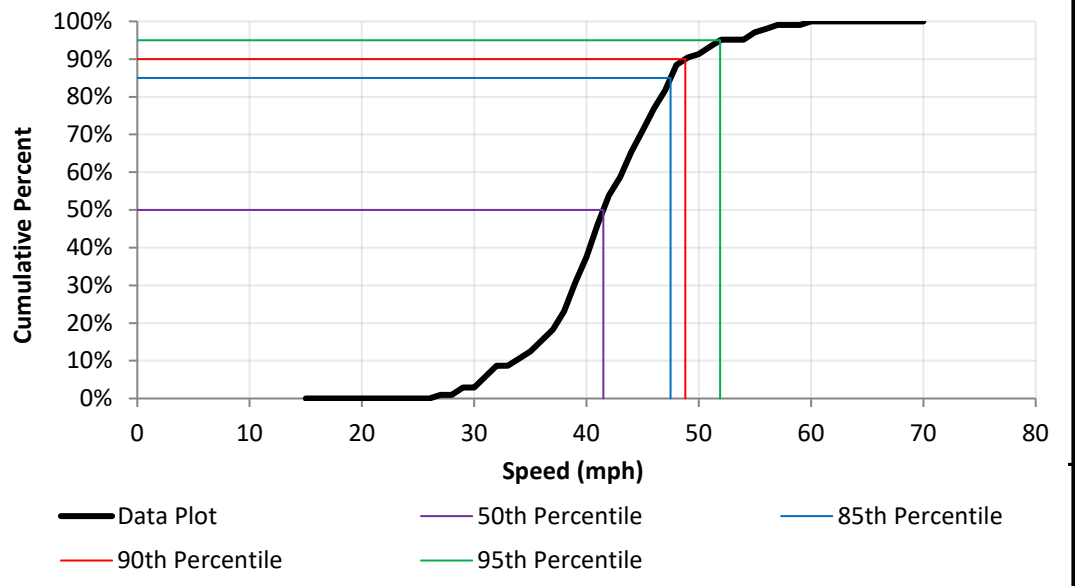
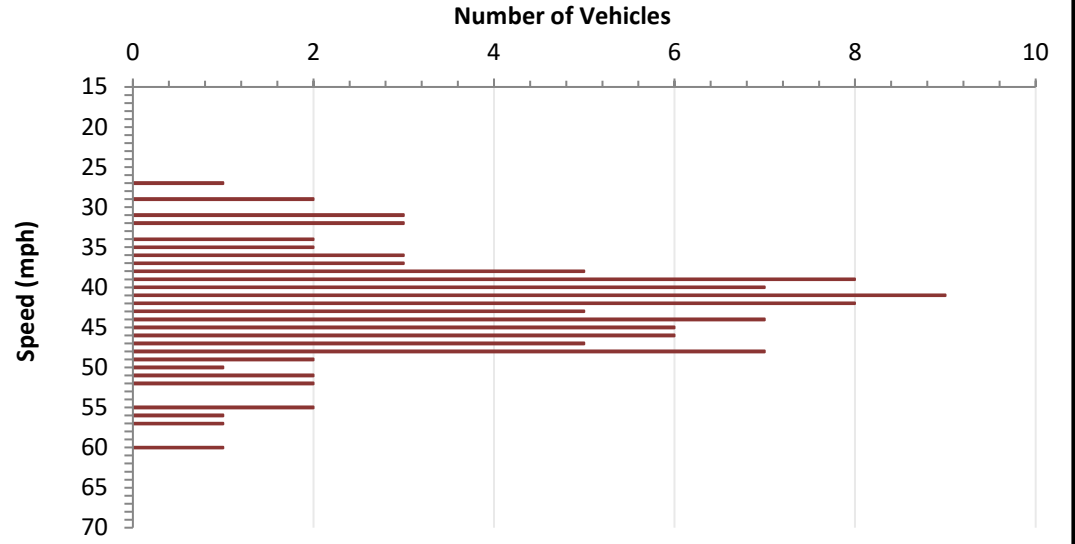
Position: 85' WO Blue Moon Wy **Direction:** WB/EB

Date: 3/4/2026 **Weather:** Clear **Project Number:** N/A

Time Start: 10:55 AM **Road Condition:** Dry **Observer:** County

Time End: 12:47 PM **Posted Speed:** Unposted **Calibration Test:** Y

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27	1	1.0%
28		
29	2	2.9%
30		
31	3	5.8%
32	3	8.7%
33		
34	2	10.6%
35	2	12.5%
36	3	15.4%
37	3	18.3%
38	5	23.1%
39	8	30.8%
40	7	37.5%
41	9	46.2%
42	8	53.8%
43	5	58.7%
44	7	65.4%
45	6	71.2%
46	6	76.9%
47	5	81.7%
48	7	88.5%
49	2	90.4%
50	1	91.3%
51	2	93.3%
52	2	95.2%
53		
54		
55	2	97.1%
56	1	98.1%
57	1	99.0%
58		
59		
60	1	100.0%
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	104	



DATA ANALYSIS

Average Speed	42.3	Range	27 - 60
50th Percentile	41.5	10 mph Pace	39 - 48
85th Percentile	47.5	Number in Pace	68
90th Percentile	48.8	Percent in Pace	65%
95th Percentile	51.9		

Twin Oaks Valley Road

San Marcos city limit to Twin Oaks Crest Drive
(2.19 miles)



5-B. Radar Certification

Posted
SPEED
LIMIT
40

45.9
MPH

1,734 ADT

44.8
MPH

2026 Speed Zone
85th Percentile:
45.4 MPH

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 5-B**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Certification

LOCATION: Twin Oaks Valley Road from San Marcos city limit to Twin Oaks Crest Drive (a distance of 2.19 miles) SAN MARCOS

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Certification

PROBLEM AS STATED BY REQUESTER:

Twin Oaks Valley Road from San Marcos city limit to Twin Oaks Crest Drive has a posted speed limit of 40 MPH. A preliminary review of prevailing speeds and roadway conditions could support radar certification of a 40 MPH speed limit from San Marcos city limit to Twin Oaks Crest Drive.

Existing Traffic Devices

This segment of Twin Oaks Valley Road is a striped 2-lane highway that is 22 to 32 feet wide. The roadway is striped with a no passing centerline. The road is posted with a speed advised reverse turn and equestrian warning signs. Twin Oaks Valley Road is classified as a Light Collector Road on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes **02/26**

Twin Oaks Valley Road:	
800' N/o Solar Lane	2,490
240' N/o Camino Calafia	977

<u>Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
--------------------------	-------------------------------	---------------------------	-------------------------

Twin Oaks Valley Road:			
800' N/o Solar Lane	(2026) 44.8 MPH	34-43	68%
240' N/o Camino Calafia	(2026) 45.9 MPH	36-45	68%
Speed Zone	(2026) 45.4 MPH	35-44	68%

Collision Data

There have been 8 reported collisions along this segment of roadway in a 3-year period (2023-02-01 to 2026-01-31). These collisions result in a segment accident rate of 1.93 collisions per million vehicle miles. The statewide average is 1.69 collisions per million vehicle miles for similar roadway types.

VOLUME

N Twin Oaks Valley Rd 240' N/O Camino Calafia (33.209066,-117.170034)

Day: Tuesday
 Date: 2/24/2026

City: San Marcos
 Project #: CA26_040032_008

DAILY TOTALS					NB	SB	EB	WB	Total		
					507	470	0	0	977		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	0	0	0		12:00	12	7	0	0	19
0:15	1	0	0	0	1	12:15	9	15	0	0	24
0:30	0	0	0	0		12:30	4	7	0	0	11
0:45	1	2	0	0	1 2	12:45	17	42	6	35	23 77
1:00	0	0	0	0		13:00	7	9	0	0	16
1:15	0	0	0	0		13:15	5	12	0	0	17
1:30	0	0	0	0		13:30	13	11	0	0	24
1:45	0	0	0	0		13:45	7	32	7	39	14 71
2:00	0	0	0	0		14:00	11	4	0	0	15
2:15	0	0	0	0		14:15	14	13	0	0	27
2:30	1	0	0	0	1	14:30	7	18	0	0	25
2:45	0	1	0	0	1	14:45	8	40	7	42	15 82
3:00	0	0	0	0		15:00	7	22	0	0	29
3:15	2	1	0	0	3	15:15	9	8	0	0	17
3:30	1	2	0	0	3	15:30	18	30	0	0	48
3:45	0	3	0	3	6	15:45	7	41	9	69	16 110
4:00	0	3	0	0	3	16:00	11	9	0	0	20
4:15	1	0	0	0	1	16:15	5	10	0	0	15
4:30	0	0	0	0		16:30	9	5	0	0	14
4:45	1	2	0	3	6	16:45	12	37	5	29	17 66
5:00	0	1	0	0	1	17:00	6	5	0	0	11
5:15	1	1	0	0	2	17:15	5	4	0	0	9
5:30	3	0	0	0	3	17:30	4	7	0	0	11
5:45	8	12	3	5	17	17:45	4	19	3	19	7 38
6:00	8	1	0	0	9	18:00	8	3	0	0	11
6:15	7	4	0	0	11	18:15	4	0	0	0	4
6:30	15	3	0	0	18	18:30	3	0	0	0	3
6:45	22	52	12	20	72	18:45	4	19	2	5	6 24
7:00	11	14	0	0	25	19:00	2	1	0	0	3
7:15	5	9	0	0	14	19:15	4	1	0	0	5
7:30	6	6	0	0	12	19:30	4	2	0	0	6
7:45	10	32	8	37	69	19:45	5	15	6	10	11 25
8:00	7	9	0	0	16	20:00	0	2	0	0	2
8:15	9	6	0	0	15	20:15	4	1	0	0	5
8:30	16	9	0	0	25	20:30	5	2	0	0	7
8:45	15	47	11	35	82	20:45	2	11	3	8	5 19
9:00	8	13	0	0	21	21:00	3	1	0	0	4
9:15	12	12	0	0	24	21:15	3	1	0	0	4
9:30	13	9	0	0	22	21:30	3	0	0	0	3
9:45	5	38	9	43	81	21:45	0	9	0	2	11
10:00	5	13	0	0	18	22:00	1	0	0	0	1
10:15	5	2	0	0	7	22:15	0	0	0	0	
10:30	7	9	0	0	16	22:30	1	0	0	0	1
10:45	4	21	3	27	48	22:45	1	3	1	1	2 4
11:00	6	8	0	0	14	23:00	0	1	0	0	1
11:15	6	10	0	0	16	23:15	0	0	0	0	
11:30	12	9	0	0	21	23:30	0	0	0	0	
11:45	5	29	10	37	66	23:45	0	0	1	0	1
TOTALS	239	210			449	TOTALS	268	260			528
SPLIT %	53.2%	46.8%			46.0%	SPLIT %	50.8%	49.2%			54.0%

DAILY TOTALS					NB	SB	EB	WB	Total
					507	470	0	0	977
AM Peak Hour	6:15	8:30			8:30	PM Peak Hour	13:30	15:00	15:00
AM Pk Volume	55	45			96	PM Pk Volume	45	69	110
Pk Hr Factor	0.625	0.865			0.923	Pk Hr Factor	0.804	0.575	0.573
7 - 9 Volume	79	72	0	0	151	4 - 6 Volume	56	48	0 104
7 - 9 Peak Hour	8:00	7:00			8:00	4 - 6 Peak Hour	16:00	16:00	16:00
7 - 9 Pk Volume	47	37	0	0	82	4 - 6 Pk Volume	37	29	0 66
Pk Hr Factor	0.734	0.661	0.000	0.000	0.788	Pk Hr Factor	0.771	0.725	0.000 0.000 0.825

VOLUME

N Twin Oaks Valley Rd 800' W/O Solar Ln (33.194055,-117.163011)

Day: Tuesday
 Date: 2/24/2026

City: San Marcos
 Project #: CA26_040032_007

DAILY TOTALS					NB	SB	EB		WB		Total				
					0	0	1,237		1,253		2,490				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	0	0	0			12:00	0	0	17	18	35			
0:15	0	0	0	1	1		12:15	0	0	24	11	35			
0:30	0	0	0	0			12:30	0	0	21	12	33			
0:45	0	0	1	1	2	3	12:45	0	0	17	79	24	65	41	144
1:00	0	0	0	0			13:00	0	0	15	14	29			
1:15	0	0	0	2	2		13:15	0	0	19	15	34			
1:30	0	0	0	1	1		13:30	0	0	14	16	30			
1:45	0	0	0	0	3	3	13:45	0	0	15	63	12	57	27	120
2:00	0	0	0	1	1		14:00	0	0	20	24	44			
2:15	0	0	3	0	3		14:15	0	0	26	10	36			
2:30	0	0	10	2	12		14:30	0	0	32	16	48			
2:45	0	0	2	15	0	3	14:45	0	0	30	108	11	61	41	169
3:00	0	0	0	0			15:00	0	0	80	10	90			
3:15	0	0	1	2	3		15:15	0	0	34	20	54			
3:30	0	0	2	1	3		15:30	0	0	42	25	67			
3:45	0	0	0	3	0	3	15:45	0	0	38	194	25	80	63	274
4:00	0	0	2	0	2		16:00	0	0	40	25	65			
4:15	0	0	1	1	2		16:15	0	0	26	22	48			
4:30	0	0	2	9	11		16:30	0	0	43	16	59			
4:45	0	0	3	8	9	19	16:45	0	0	24	133	22	85	46	218
5:00	0	0	2	2	4		17:00	0	0	31	14	45			
5:15	0	0	9	12	21		17:15	0	0	32	16	48			
5:30	0	0	4	11	15		17:30	0	0	17	20	37			
5:45	0	0	11	26	48	73	17:45	0	0	11	91	16	66	27	157
6:00	0	0	7	53	60		18:00	0	0	13	20	33			
6:15	0	0	14	64	78		18:15	0	0	11	17	28			
6:30	0	0	18	37	55		18:30	0	0	9	15	24			
6:45	0	0	18	57	38	192	18:45	0	0	10	43	14	66	24	109
7:00	0	0	13	21	34		19:00	0	0	10	9	19			
7:15	0	0	16	26	42		19:15	0	0	9	9	18			
7:30	0	0	13	29	42		19:30	0	0	12	12	24			
7:45	0	0	19	61	31	107	19:45	0	0	6	37	9	39	15	76
8:00	0	0	23	22	45		20:00	0	0	3	1	4			
8:15	0	0	16	31	47		20:15	0	0	5	3	8			
8:30	0	0	24	18	42		20:30	0	0	5	8	13			
8:45	0	0	16	79	30	101	20:45	0	0	6	19	4	16	10	35
9:00	0	0	21	16	37		21:00	0	0	1	7	8			
9:15	0	0	17	15	32		21:15	0	0	0	3	3			
9:30	0	0	16	16	32		21:30	0	0	1	6	7			
9:45	0	0	14	68	16	63	21:45	0	0	0	2	1	17	1	19
10:00	0	0	20	10	30		22:00	0	0	0	3	3			
10:15	0	0	10	8	18		22:15	0	0	1	2	3			
10:30	0	0	14	17	31		22:30	0	0	0	3	3			
10:45	0	0	19	63	13	48	22:45	0	0	2	3	5	13	7	16
11:00	0	0	14	19	33		23:00	0	0	6	0	6			
11:15	0	0	19	14	33		23:15	0	0	0	0	0			
11:30	0	0	19	20	39		23:30	0	0	1	0	1			
11:45	0	0	25	77	18	71	23:45	0	0	0	7	2	2	2	9
TOTALS			458	686	1144		TOTALS			779	567	1346			
SPLIT %			40.0%	60.0%	45.9%		SPLIT %			57.9%	42.1%	54.1%			

DAILY TOTALS					NB	SB	EB		WB		Total
					0	0	1,237		1,253		2,490
AM Peak Hour			11:45	5:45	5:45	PM Peak Hour			15:00	15:30	15:00
AM Pk Volume			87	202	252	PM Pk Volume			194	97	274
Pk Hr Factor			0.870	0.789	0.808	Pk Hr Factor			0.606	0.970	0.761
7 - 9 Volume	0	0	140	208	348	4 - 6 Volume	0	0	224	151	375
7 - 9 Peak Hour			7:45	7:30	7:30	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	82	113	184	4 - 6 Pk Volume	0	0	133	85	218
Pk Hr Factor	0.000	0.000	0.854	0.911	0.920	Pk Hr Factor	0.000	0.000	0.773	0.850	0.838



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: N Twin Oaks Valley Rd **From:** San Marco CL **To:** END CMR

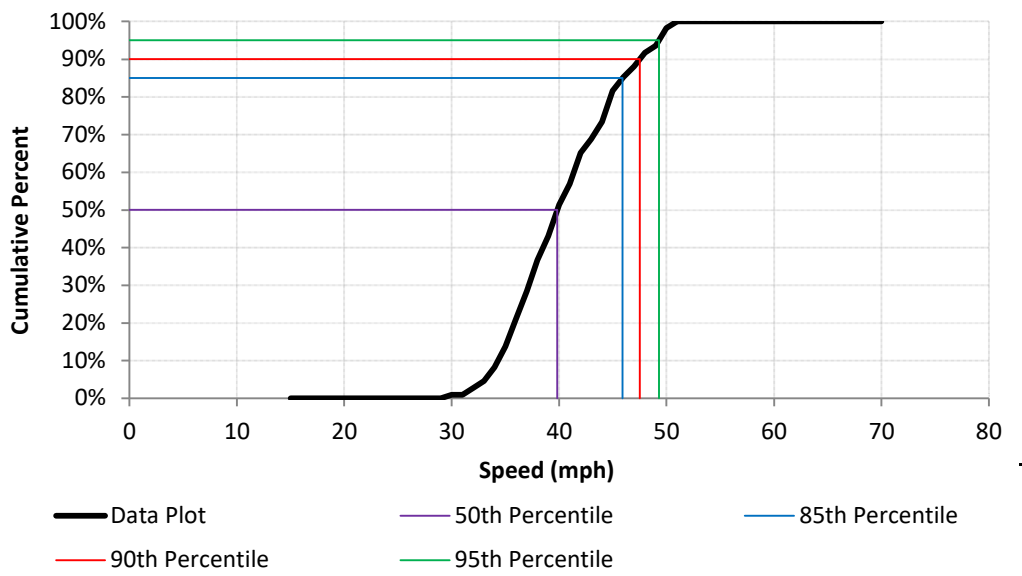
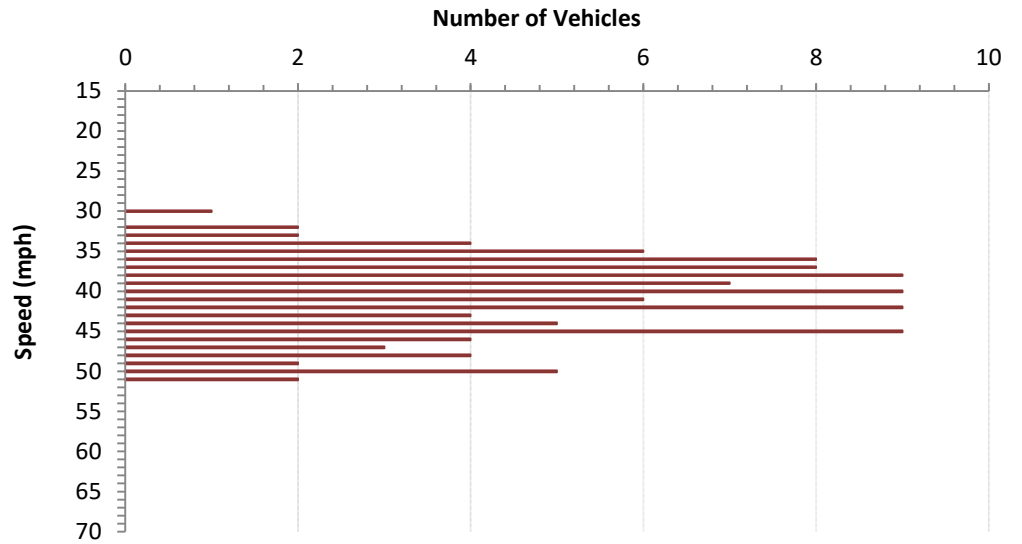
Position: 240ft NO Camino Calafia **Direction:** NB/SV

Date: 2/25/2026 **Weather:** Clear **Project Number:** 0

Time Start: 9:00 AM **Road Condition:** Dry **Observer:** Contractor

Time End: 11:00 AM **Posted Speed:** 0 **Calibration Test:** 0

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	1	0.9%
31		
32	2	2.8%
33	2	4.6%
34	4	8.3%
35	6	13.8%
36	8	21.1%
37	8	28.4%
38	9	36.7%
39	7	43.1%
40	9	51.4%
41	6	56.9%
42	9	65.1%
43	4	68.8%
44	5	73.4%
45	9	81.7%
46	4	85.3%
47	3	88.1%
48	4	91.7%
49	2	93.6%
50	5	98.2%
51	2	100.0%
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	109	



DATA ANALYSIS

Average Speed	40.9	Range	30 - 51
50th Percentile	39.8	10 mph Pace	36 - 45
85th Percentile	45.9	Number in Pace	74
90th Percentile	47.5	Percent in Pace	68%
95th Percentile	49.3		



RADAR SPEED SURVEY

SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: N Twin Oaks Valley Rd **From:** San Marco CL **To:** END CMR

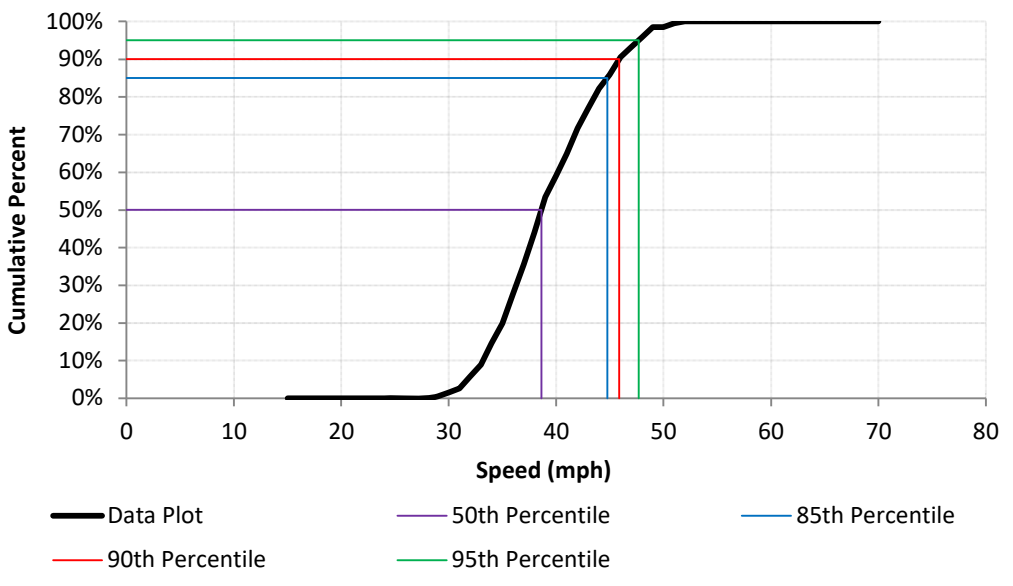
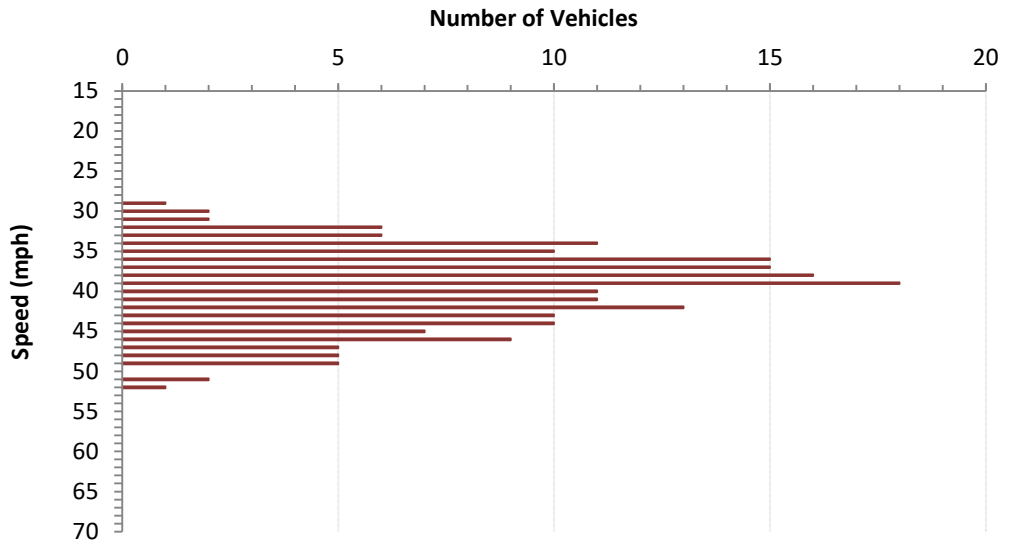
Position: 800ft WO Solar LN **Direction:** NB/SV

Date: 3/4/2026 **Weather:** Clear **Project Number:** 0

Time Start: 11:00 AM **Road Condition:** Dry **Observer:** Contractor

Time End: 1:00 PM **Posted Speed:** 0 **Calibration Test:** 0

Speed (mph)	Num. Veh.	Cum. Pct.
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29	1	0.5%
30	2	1.6%
31	2	2.6%
32	6	5.8%
33	6	8.9%
34	11	14.7%
35	10	19.9%
36	15	27.7%
37	15	35.6%
38	16	44.0%
39	18	53.4%
40	11	59.2%
41	11	64.9%
42	13	71.7%
43	10	77.0%
44	10	82.2%
45	7	85.9%
46	9	90.6%
47	5	93.2%
48	5	95.8%
49	5	98.4%
50		
51	2	99.5%
52	1	100.0%
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
Total	191	



DATA ANALYSIS

Average Speed	39.7	Range	29 - 52
50th Percentile	38.6	10 mph Pace	34 - 43
85th Percentile	44.8	Number in Pace	130
90th Percentile	45.9	Percent in Pace	68%
95th Percentile	47.7		

Palm Canyon Road

1,100' east of Ocotillo Circle

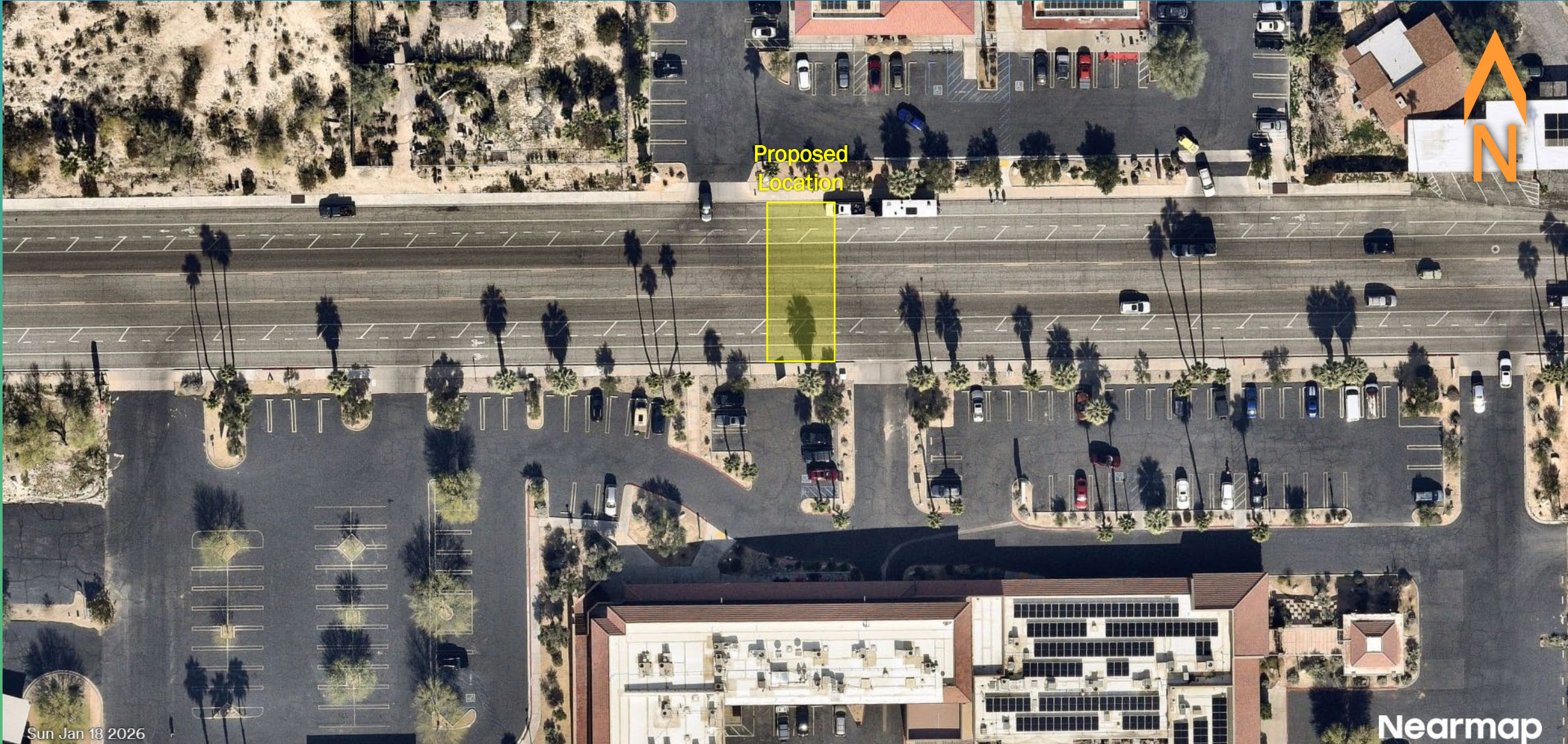
Proposed
Location



5-C. Mid-block Crosswalk

Sun Jan 18 2026

Nearmap



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 5-C**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Mid-Block Crosswalk

LOCATION: Palm Canyon Road, 1,100 feet east of Ocotillo Circle,
BORREGO SPRINGS

INITIATED BY: DPW Traffic Engineering

REQUEST: Install Mid-Block Crosswalk

PROBLEM AS STATED BY REQUESTER:

Section 21106(a) of the California Vehicle Code authorizes local agencies to establish crosswalks between intersection via acceptance of an ordinance. The County of San Diego has identified that a marked midblock crosswalk would facilitate the safe pedestrian crossings on Palm Canyon Road, at 1,100 feet east of Ocotillo Circle.

Existing Traffic Devices

Palm Canyon Road is a striped two-lane local roadway with a 50-foot travelled lane and roadbed. The roadway is striped with two-way left turn lane, buffered bike lanes, and parking lanes. Palm Canyon Road is classified as a Light Collector on the County General Plan Mobility Element Network. The road currently has a 35 MPH radar enforced posted speed limit.

Pedestrian Count

Palm Canyon Road (4-hour count):

Between 1,000' and 1,330' E/o Ocotillo Circle

03/28/2026

41 NB

48 SB



PUBLIC WORKS

MARISA K. BARRIE, PE
DIRECTOR

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 11, 2026

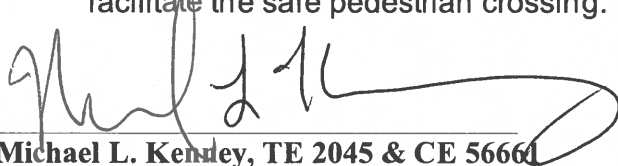
Item Title: Mid-Block Crosswalk

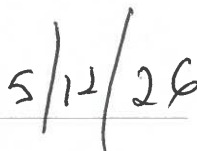
Location: Palm Canyon Drive

CTE Recommendation: Install a Mid-Block Crosswalk

Conditions:

- Section 21351 of the California Vehicle Code authorizes a local agency to place and maintain such traffic signs, signals and other traffic control devices upon streets and highways as required or as may be necessary to properly indicate and to carry out local traffic ordinances or to warn or guide traffic.
- Section 21106(a) of the California Vehicle Code authorizes local agencies, by ordinance or resolution, to establish crosswalks between intersections.
- Chapter 3C "Crosswalk Markings" of the California MUTCD, provides that crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a).
- Palm Canyon Drive is a two-lane roadway with a two-way left turn lane, bike lanes and parking on both sides and a pavement width of 80 feet curb-to-curb.
- There is a mall on the south side of Palm Canyon Drive and a shopping center on the north side. Over 50 pedestrians in a 1-hour period have been observed crossing the road to both facilities.
- A marked crosswalk at this location with appropriate lighting, ADA enhancement, marking and signing would facilitate the safe pedestrian crossing on Palm Canyon Drive.
- Pursuant to CVC section 21351 and Section 21106(a) coupled with the guidelines of Chapter 3C of the CA MUTCD, it is my recommendation to establish a new mid-block crosswalk on Palm Canyon Drive approximately 1,100 feet East of Country Club Road to facilitate the safe pedestrian crossing.


Michael L. Kenley, TE 2045 & CE 5666d


Date

Jaywalking Study

Location: Palm Canyon Dr/SR S22 Bet Center Market W/Pablito's Mexican Bar & Grill W Dwy & Center Market E/Pablito's Mexican Bar & Grill E Dwy
City: Borrego Springs
Date: 3/28/2026, Saturday

TIME	Pedestrian	
	NB	SB
8:00 AM	2	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0
9:00 AM	8	7
9:15 AM	8	8
9:30 AM	10	9
9:45 AM	2	8
10:00 AM	4	2
10:15 AM	1	2
10:30 AM	1	2
10:45 AM	1	3
11:00 AM	0	1
11:15 AM	0	3
11:30 AM	1	0
11:45 AM	3	3
Totals	41	48



San Pablo Drive & San Marino Drive



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item 5-D**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: San Pablo Drive & San Marino Drive, LAKE SAN MARCOS

INITIATED BY: DPW Traffic Engineering

REQUEST: All-Way Stop Controls

PROBLEM AS STATED BY REQUESTER:

The intersection of San Pablo Drive and San Marino Drive has been identified by Traffic Engineering as meeting the following All-Way Stop Control Warrants as described in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.12 through 2B.17

- 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:
 - o where pedestrian and/or bicyclist movements support the installation of all-way stop control

Therefore, an all-way stop control should be considered.

Existing Traffic Devices

San Pablo Drive is a striped two-lane highway that is 40 feet wide. The roadway is striped with a no passing centerline and a white edge line. San Pablo Drive is uncontrolled at the intersection with San Marino Drive in the northwest bound direction and is stop controlled in the southwest bound direction. San Pablo Drive is unclassified on the County General Plan Mobility Element Network. The road is posted with a radar enforced 25 MPH speed limit.

San Marino Drive is a striped two-lane highway that is 26 feet wide. The roadway is striped with a no passing centerline. San Marino Drive is uncontrolled at the intersection with San Marino Drive in the southeast bound direction. The road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

02/2026

San Pablo Drive:

San Pablo Drive
& San Marino Drive

2

Item 5-D

NE/o San Marino Drive
SE/o San Marino Drive

2,231 SWB
1,219 NWB

San Marino Drive:

NW/o San Pablo Drive

2,748 SEB

Collision Data

There have been 1 reported collisions at this intersection in the past 3-year period (2023-02-01 thru 2026-01-31). This collision produces an intersection accident rate of 0.15 collisions per million vehicles entering, compared to the statewide average of 0.22 collisions per million vehicles entering for similar intersections.



PUBLIC WORKS

5510 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CALIFORNIA 92123-1237
(858) 694-2212

MARISA K. BARRIE, PE
DIRECTOR

KATHRYN A. STEWART, PE
ASSISTANT DIRECTOR

COUNTY TRAFFIC ENGINEER RECOMMENDATION

Date: May 13, 2026
Item Title: All-Way Stop Control
Location: San Marino Drive and San Pablo Drive
CTE Recommendation: **Install an All-Way Stop Control**

Conditions:

- Section 21354 "Stop Signs on Local Highways" of the California Vehicle Code (CVC) authorizes local agencies to designate any intersection under its exclusive jurisdiction as a stop intersection.
- Section 2B.12 "All-Way Stop Control" of the California Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines that should and/or may be considered in an engineering study when evaluating an intersection for an all-way stop control.
- Section 2B.17 Warrant E: Other Factors - 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,
- Section 2B.17 Warrant E: Other Factors - Where pedestrian and/or bicyclist movements support the installation of all-way stop control.
- The subject intersection experienced 1 collision between May 1, 2023, and April 30, 2026. This collision correspond to an intersection accident rate of 0.15 collisions per million vehicles entering, compared to the statewide average of 0.22 collisions per million vehicles entering for similar intersections.
- Pursuant to CVC section 21354 coupled with traffic conditions noted above in accordance with Section 2B.12 of the California MUTCD, it is my recommendation that an All-Way Stop Control is appropriate and safe for the intersection of San Marino Drive and San Pablo Drive.

Michael L. Kenney, TE 2045 & CE 56661

5/14/26

Date

VOLUME

San Marino Dr & San Pablo Dr

Day: Tuesday
Date: 2/24/2026

City: San Marcos
Project #: CA26_040032_049

DAILY TOTALS						NB	SB					Total		
						1,219	2,748					6,198		
DAILY TOTALS						EB	WB					Total		
						0	2,231					6,198		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
0:00	0	1		3	4	12:00	24	60		33	117			
0:15	1	3		1	5	12:15	16	43		33	92			
0:30	0	0		0	0	12:30	26	61		29	116			
0:45	0	1	1	5	1	12:45	19	85	57	221	33	109	434	
1:00	0	1		0	1	13:00	28	48		40	116			
1:15	0	0		0	0	13:15	31	48		36	115			
1:30	0	1		0	1	13:30	30	50		40	120			
1:45	0	0	2	0	0	13:45	19	108	47	193	26	142	92	443
2:00	1	0		0	1	14:00	28	44		24	96			
2:15	0	0		0	0	14:15	25	56		44	125			
2:30	0	0		0	0	14:30	20	65		52	137			
2:45	0	1	1	1	0	14:45	28	101	78	243	26	146	132	490
3:00	0	0		0	0	15:00	26	74		37	137			
3:15	0	0		0	0	15:15	28	79		68	175			
3:30	0	1		0	1	15:30	20	85		61	166			
3:45	1	1	0	1	1	15:45	22	96	81	319	50	216	153	631
4:00	1	0		1	2	16:00	29	82		47	158			
4:15	2	1		0	3	16:15	22	58		52	132			
4:30	1	0		2	3	16:30	20	60		37	117			
4:45	1	5	2	3	0	16:45	21	92	64	264	34	170	119	526
5:00	0	0		1	1	17:00	17	63		44	124			
5:15	3	2		6	11	17:15	25	58		50	133			
5:30	2	2		4	8	17:30	17	71		48	136			
5:45	7	12	4	8	8	17:45	27	86	74	266	37	179	138	531
6:00	3	6		15	24	18:00	15	66		36	117			
6:15	11	4		11	26	18:15	15	29		31	75			
6:30	10	11		9	30	18:30	11	31		23	65			
6:45	10	34	12	33	25	18:45	18	59	23	149	26	116	67	324
7:00	6	20		43	69	19:00	7	31		10	48			
7:15	14	20		31	65	19:15	8	29		13	50			
7:30	23	26		35	84	19:30	4	29		18	51			
7:45	12	55	40	106	61	19:45	10	29	20	109	14	55	44	193
8:00	19	43		62	124	20:00	8	16		7	31			
8:15	17	44		67	128	20:15	5	18		12	35			
8:30	22	52		77	151	20:30	7	18		13	38			
8:45	29	87	39	178	76	20:45	2	22	14	66	7	39	23	127
9:00	30	43		64	137	21:00	2	17		4	23			
9:15	28	42		42	112	21:15	5	14		9	28			
9:30	22	32		22	76	21:30	4	14		7	25			
9:45	30	110	37	154	38	21:45	3	14	7	52	2	22	12	88
10:00	23	38		38	99	22:00	4	3		4	11			
10:15	14	37		31	82	22:15	1	10		5	16			
10:30	20	34		26	80	22:30	1	7		7	15			
10:45	23	80	54	163	42	22:45	3	9	2	22	2	18	7	49
11:00	34	43		34	111	23:00	0	1		1	2			
11:15	35	33		37	105	23:15	2	4		1	7			
11:30	34	51		34	119	23:30	2	3		2	7			
11:45	25	128	55	182	48	23:45	0	4	0	8	0	4	0	16
TOTALS	514	836		996	2346	TOTALS	705	1912		1235	3852			
SPLIT %	21.9%	35.6%		42.5%	37.9%	SPLIT %	18.3%	49.6%		32.1%	62.1%			

DAILY TOTALS						NB	SB					Total
						1,219	2,748					6,198
DAILY TOTALS						EB	WB					Total
						0	2,231					6,198
AM Peak Hour	11:00	11:45		8:15	8:15	PM Peak Hour	12:45	15:15		15:15	15:15	
AM Pk Volume	128	219		284	560	PM Pk Volume	108	327		226	652	
Pk Hr Factor	0.914	0.898		0.922	0.927	Pk Hr Factor	0.871	0.962		0.831	0.931	
7 - 9 Volume	142	284	0	452	878	4 - 6 Volume	178	530	0	349	1057	
7 - 9 Peak Hour	8:00	7:45		8:00	8:00	4 - 6 Peak Hour	16:00	17:00		17:00	17:00	
7 - 9 Pk Volume	87	179	0	282	547	4 - 6 Pk Volume	92	266	0	179	531	
Pk Hr Factor	0.750	0.861	0.000	0.916	0.906	Pk Hr Factor	0.793	0.899	0.000	0.895	0.962	

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 5, 2026 **Item A**

SUPERVISORIAL DISTRICT: All

SUBJECT: Roadside Vending Program

LOCATION: Countywide

INITIATED BY: DPW Traffic Engineering

REQUEST: Establish a Countywide Roadside Vending Program

PROBLEM AS STATED BY REQUESTER:

Before 2018, California left regulation of vending in the public road right-of-way to local governments. In San Diego County, vending was managed through the County's Solicitation ordinance, which allowed officials to restrict vendors when they created hazards or were asked to leave. Traffic Engineering could post "VENDING PROHIBITED" signs if a location was deemed unsafe.

In 2018, Senate Bill 946 limited how local jurisdictions could regulate sidewalk vendors, requiring that any restrictions be part of a formal sidewalk vendor program and be based only on objective health, safety, or welfare concerns (see Chapter 6.2 of Part 1 of Division 1 of Title 5 of the California Government Code, known as "Sidewalk Vendors"). Initially, this had minimal effect due to reduced vending during the Covid-19 pandemic, but many cities and counties later adopted new programs to manage unsafe roadside vending.

Recently, community complaints about unregulated roadside vendors in unincorporated areas have increased, citing health, safety, and welfare concerns. Constituents have been in contact with the San Diego County Sheriff, California Highway Patrol, San Diego County Department of Environmental Health and Quality, and San Diego County Department of Public Works regarding this issue.

Today the County Department of Public Works proposes adoption of a program regulating roadside vendors through adoption of the proposed ordinance. This program would require vendors to obtain permits and comply with time, place, and manner restrictions tied directly to health, safety, or welfare.

INFORMATIONAL COPY

ORDINANCE NO. _____ (New Series)

AN ORDINANCE AMENDING TITLE 7 OF THE COUNTY CODE OF REGULATORY ORDINANCES TO
ESTABLISH ROADSIDE VENDING REGULATIONS

The Board of Supervisors of the County of San Diego ordains as follows:

Section 1: The Board of Supervisors of the County of San Diego finds that the regulation of vending on public rights-of-way within the unincorporated area of the County is necessary to promote the public health, safety, and welfare. The purpose of this ordinance is to establish a clear, consistent, and lawful framework for vending that ensures the free flow of pedestrian and vehicular traffic, protects public property, and complies with all applicable provisions of California Government Code section 51036, *et seq.*

Section 2: Chapter 1 of Division 1 of Title 7 of the San Diego County Code of Regulatory Ordinances is hereby amended to add Section 71.120 as follows:

71.120. ROADSIDE VENDING PERMITS.

Notwithstanding the applicability of the other provisions in this chapter,

(a) Every person applying for a roadside vending permit required by and Chapter 4 of Division 4 of Title 7 of this Code shall:

1) At the time of applying for the permit, pay an issuance fee. The amount of said fee shall be prescribed by the Board of Supervisors.

2) Provide all required information and remain in conformance with all requirements as outlined in Chapter 4 of Division 4 of Title 7 of this Code.

Section 3: Chapter 4 of Division 4 of Title 7 of the San Diego County Code of Regulatory Ordinances is hereby added and titled "VENDORS IN THE PUBLIC RIGHT-OF-WAY":

CHAPTER 4. VENDORS IN THE PUBLIC-RIGHT-OF-WAY

74.401. PURPOSE.

(a) The purpose of this Chapter is to establish a permitting and regulatory program for sidewalk vendors that complies with California Government Code section 51036, *et seq.* The provisions of this Chapter generally allow portable food stands and certain forms of solicitation while imposing regulation of unpermitted sidewalk vending activities and related enforcement to protect the health, safety, and welfare of the public.

(b) The Board of Supervisors finds that to promote the public health, safety and welfare, regulating sidewalk vending is necessary to ensure no unreasonable interference with the flow of pedestrian or vehicular traffic including ingress into, or egress from, any residence, public building, place of business, park, areas located within the immediate vicinity of a permitted certified farmers' market and a permitted swap meet, an area designated by a temporary special permit issued by the County, street to the sidewalk, and by persons exiting or entering parked or standing vehicles.

(c) Prohibiting sidewalk vending in streets and medians is necessary to protect the health and safety of vendors and their patrons, because they are at risk of being struck by vehicles and/or causing vehicular accidents if vending occurs in streets or medians.

(d) Limiting sidewalk vending hours of operation within residential neighborhoods to specific daylight hours consistent with a residential atmosphere is necessary to protect the safety of vendors and residents who would be more vulnerable to criminal activities during evening hours, and to promote the welfare of the residents by prohibiting commercial activities and associated noise and traffic during hours when residents should be able to enjoy peace and quiet.

(e) These regulations ensure continuous access for the use and maintenance of sidewalks, pathways, poles, posts, traffic signs or signals, hydrants, firefighting apparatus, mailboxes, as well as access to locations used for public transportation services.

(f) These regulations ensure such activities occur only in locations where they will not restrict sidewalk and pathway access and enjoyment by individuals with disabilities pursuant to the American with Disabilities Act of 1990 and other disability access standards.

74.402. DEFINITIONS.

(a) "COMPACT MOBILE FOOD OPERATION" (CMFO) has the same definition as in the Health and Safety Code section 113831 and means a mobile food facility that operates from an individual or from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other nonmotorized conveyance and is subject to requirements in addition to those established by this Chapter for permitting and operation.

(b) "COUNTY OFFICIALS" means the Directors of the Department of Public Works and/or Department of Environmental Health & Quality of the County of San Diego who are hereby authorized to enforce this Chapter and any person that a Director appoints or hires to enforce this Chapter.

(c) "DARKNESS" shall mean any time from one-half hour after sunset to one-half hour before sunrise.

(d) "PUBLIC PARK" means any park, open space, or recreational area owned, operated, or controlled by the County of San Diego.

(e) "PUBLIC RIGHT-OF-WAY" means a publicly dedicated road right-of-way accepted into the County maintained system of roads pursuant to California Streets & Highways Code section 941, *et seq.*, inclusive of any sidewalk, pavement, travelled way, bridges, culverts, curbs, drains, pathways, bridle paths, trails, landscaped areas, medians, shoulders, and/or other improved or unimproved areas therein.

(f) "ROADSIDE VENDOR" means a person who sells or offers for sale food and/or merchandise from a vending apparatus or from their person while located within a public right-of-way. This does not include vending machine operators or persons who have a concession agreement with the County.

(g) "ROAMING VENDOR" means a roadside vendor who moves from place to place and stops only to complete a transaction.

(h) "STATIONARY VENDOR" means a roadside vendor who vends from a fixed location.

(i) "VEND" or "VENDING" means to barter, exchange, sell, offer for sale, display for sale, or solicit offers to purchase food or merchandise. Vend and vending does not include the offering of services.

(j) "VENDING APPARATUS" means any pushcart, stand, display, container, vehicle, other conveyance, or other device, structure, or object, of any kind, used to display, sell, distribute, transfer, or trade food and/or merchandise.

74.403. PERMIT REQUIRED.

Except as otherwise provided, no person shall engage in vending within the public right-of-way without first obtaining a Roadside Vending Permit from the County of San Diego Department of Public Works pursuant to the provisions of Title 7, Division 1, Chapter 1 of the San Diego County Code of Regulatory Ordinances. Said Roadside Vending permit shall comply with the criteria for Roadside Vending set forth in this Chapter and conditions made a part thereof.

Issuance of a permit for a roadside vendor who sells food shall be conditioned upon first obtaining a Health Permit from the Department of Environmental Health and Quality and a Food Handler Training Certificate as required by Title 6, Division 1, Chapter 1 of the San Diego County Code of Regulatory Ordinances and in accordance with Part 7 of Division 104 of the California Health and Safety Code.

Each individual roadside vendor must hold a valid permit. The permit shall be prominently displayed on the roadside vendor's vending apparatus or person at all times while vending. For

the avoidance of doubt, if a roadside vendor is an agent of an individual, company, partnership, corporation, or any other entity (collectively referred to as “principal”), the roadside vendor may not rely upon the permit of its principal.

74.404. APPLICATION REQUIREMENTS.

An applicant for a permit for vending in the public right-of-way shall provide, at a minimum:

(a) The applicant’s contact information, including:

- 1) full legal name,
- 2) current mailing address,
- 3) electronic mailing address, and
- 4) telephone number.

If the applicant is an agent of an individual, company, partnership, or corporation, the name and business address of the principal is also required.

(b) The roadside vendor’s contact information, including:

- 1) full legal name,
- 2) current mailing address,
- 3) electronic mailing address, and
- 4) telephone number.

The telephone number shall be of the cellular device used by the roadside vendor on-site.

(c) A description of the food and/or merchandise to be sold.

(d) A copy of a valid California Department of Tax and Fee Administration (CDTFA) Seller’s Permit.

(e) If conducting vending under a name other than full legal name, a copy of the Fictitious Business Name Statement filed with the with the Office of the County Clerk.

(f) For roadside vendors selling food, a valid Health Permit and Food Handler Training Certificate(s), as required from the San Diego County Department of Environmental Health and Quality, or proof of exemption under state law.

(g) A description of the vending apparatus (e.g., cart, stand, vehicle) and its dimensions.

- (h) Whether the applicant will operate as a roaming or stationary vendor and the proposed location(s) for operations.
- (i) For stationary vendors, details of any proposed signage for directional guidance to be used including:
 - 1) Wording to be used on the sign,
 - 2) Total number of signs (limit 2),
 - 3) Locations of signs,
 - 4) Sign dimensions (36" x 36" maximum), and
 - 5) Sign and mount materials.

All signs used must have prominently shown the valid permit number. All sign details and locations shall be approved by the Road Commissioner.

74.405. GENERAL OPERATING RULES.

All roadside vendors shall:

- (a) Be responsible for the proper disposal of all trash, litter, and refuse generated by their operation or by their customers.
- (b) Not use amplified sound or public address systems to attract customers.
- (c) Not use or obtain electrical or water hookups from any public or private source without the express permission of the property owner or utility provider.
- (d) In high fire threat districts, as established by the California Public Utilities Commission, maintain a space of 100' between potential sources of ignition - including but not limited to any open fire, heating element, power generators, and fuel sources - and vegetation or other roadside objects and/or structures that are susceptible to fire.
- (e) Remove all related trash, litter, refuse, vending apparatuses, vehicles, and other vending related objects, equipment, or persons from the public right-of-way immediately after vending hours conclude.
- (f) Be in continuous control of vending operations. All vending apparatuses and other vending equipment shall be capable of immediate relocation if in violation of any section of this ordinance if required by a County Official.
- (g) Comply with any other County requirements as determined by County officials as is necessary to ensure public health, safety, and welfare.

74.406. ROADSIDE VENDING RULES.

All roadside vendors shall:

- (a) Operate only on a public shoulder where parking is permitted or on a sidewalk, pathway, or trail.
- (b) Not operate on any street with a speed limit greater than 35 miles per hour.
- (c) Ensure their vehicle or conveyance is legally parked at all times while vending.
- (d) Not operate within 500 feet of a freeway on-ramp or off-ramp.
- (e) Not operate within 100 feet of any other roadside vendor.
- (f) Not obstruct the clear path of any vehicular traffic, including bicycles, or create a traffic hazard.
- (g) Maintain a minimum clear pedestrian path of travel on the sidewalk, pathway, or trail, and ensure minimum access standards established by applicable law or regulations such as the Americans with Disabilities Act of 1990, 42 USC § 12101 *et seq.* are maintained.
- (h) Ensure their vending operations do not block or obstruct the entrance to any building, fire escape, driveway, or utility access point.

74.407. LOCATION-BASED RESTRICTIONS.

A roadside vendor shall not vend in any of the following locations within the public right-of-way:

- (a) Any location within 25 feet of any intersection, crosswalk, fire hydrant, driveway, bus stop, bus bench, or public transit waiting area.
- (b) Within 50 feet of the entrance to any business during its hours of operation.
- (c) On a median or dividing section of any street.
- (d) For locations where curbs do not exist: where there is less than 20 feet of width between the travelled lane or bike lane, if one exists, and the edge of the public right-of-way
- (e) Any location where an unobstructed view 200 feet in each approach to the vending location does not exist.
- (f) Within 1,000 feet of a permitted certified farmers' market, swap meet, or permitted special event (e.g., fair, parade) during the limited operation of said certified farmer's market, swap meet or permitted special event.
- (g) Any location that obstructs traffic signals or other official traffic control devices.
- (h) Adjacent to a public park, or other public facility, where such vending can occur, except for any public park where the County has a valid concession agreement that provides written authorization for vending to a concessionaire, provided that the County has also made a reasonable determination that the agreement is necessary to prevent undue public safety hazards.
- (i) In any location where the vending operation creates an immediate and substantial threat to the public health, safety, or welfare, as determined by County officials, and/or any law enforcement officer, or officer of those authorizing persons named herein.

74.408. HOURS OF OPERATION.

- (a) In residential zones, vending is permitted only between the hours of 7:00 a.m. and 7:00 p.m. Notwithstanding the foregoing, vending in darkness shall not be permitted.
- (b) In non-residential zones, hours of operation for vending shall follow the hours of operation for other businesses on the same street. Vending in darkness shall not be permitted in Zone A or Zone C as defined in Chapter 2 of Division 1 of Title 5 of the County Code of Regulatory Ordinances.

If operating in darkness the vending apparatus must have adequate lighting to ensure visibility for passing vehicles or other equipment shall be provided to create such adequate lighting. Further, any such lighting shall not have a lumen value greater than that described in Chapter 2 of Division 1 of Title 5 of the County Code of Regulatory Ordinances.

74.409. FOOD VENDING AND HEALTH REQUIREMENTS.

All roadside vendors selling food must comply with all applicable regulations required by Title 6, Division 1, Chapter 1 of the San Diego County Code of Regulatory Ordinances and with Part 7 of Division 104 of the California Health and Safety Code. This includes, but is not limited to, the requirement to possess a valid Health Permit for all Compact Mobile Food Operations (CMFOs) and to maintain proper food safety and sanitation practices. Any violations relating to said requirements shall be subject to enforcement by the County of San Diego Department of Environmental Health and Quality.

74.410. ENFORCEMENT.

Violations of this ordinance shall be subject to administrative fines in compliance with Section 51039 of the California Government Code. County officials issuing administrative fines shall include with the fine notice of the right to seek an ability-to-pay determination in lieu of paying the fine. Fines must be paid in full or an ability-to-pay request received within thirty (30) days of the issuance of the fine. Failure to request an ability-to-pay determination within the thirty (30) day period shall be deemed a waiver of the right to seek a reduction of the administrative fine. Ability-to-pay requests must include evidence of inability to pay such as documented annual income and expenses, whether the payor meets any of the criteria set forth in Government Code section 68632 (a) or (b), or such other evidence as may be provided showing paying the fine would be a substantial burden on the payor to be considered. The determination of the County official receiving the ability-to-pay request shall be final. If the person meets the criteria described in subdivision (a) or (b) of Section 68632 of the Government Code, the County official shall accept, in full satisfaction, twenty (20) percent of the administrative fine.

74.411. ABATEMENT.

The Chief Administrative Officer or his or her designee (“Chief Administrative Officer”) may remove vending apparatus, inventory, and all other items found at a vending location where the activity is not fully permitted in accordance with applicable requirements or the continued presence of the vending creates a substantial public safety or health hazard in compliance with the following procedures:

(a) Notification

(1) A minimum of 24 hours before the scheduled abatement, a written Notice to Vacate must be posted in a conspicuous manner at a prominent location at the vending location. The notice shall provide the scheduled date of the abatement, notify individuals to remove their property before that date, and explain how property removed and stored after that date can be retrieved.

(2) The Chief Administrative Officer may conduct abatement of the site on the posted date. If abatement is delayed or rescheduled by more than 24 hours, the Chief Administrative Officer shall repost a Notice to Vacate with a new date.

(b) The Chief Administrative Officer shall ensure that photographs or video are taken of:

(1) the site before and after the abatement;

(2) the removal process; and

(3) all items to be stored.

(c) When the owner of the property cannot be identified or an individual is unable to remove their property, that property may be stored or disposed of as described in subdivisions (d) and (e). If a person intentionally leaves their property behind or requests that it be discarded, it will be deemed abandoned. The Chief Administrative Officer may accommodate reasonable requests for additional time or assistance to remove items.

(d) An item not removed from the site by an individual shall be eligible for storage if it:

(1) has apparent utility;

(2) is recognizable as belonging to a person;

(3) is not an item described in subdivision (e).

(e) The following items may be discarded or otherwise disposed of:

(1) hazardous items, including but not limited to weapons, drug paraphernalia, or any items contaminated with human waste, animal waste, or blood;

- (2) items likely to become hazardous in storage, including but not limited to perishables and items that are wet or covered in mud;
- (3) items that are not practical to store due to size, weight or other characteristic;
- (4) Items that are stolen or illegal to possess.

(f) The Chief Administrative Officer shall keep a record of all stored items including location and date of storage. Items will be kept in storage for a minimum of 90 calendar days, at which point they are subject to disposal pursuant to County policy.

74.412. SUMMARY ABATEMENT

(a) In a summary abatement, the Chief Administrative Officer or his or her designee shall follow the same abatement and storage procedures in section 72.411 but shall only be required to provide as much notice to vacate as reasonable under the circumstances.

(b) The Chief Administrative Officer or his or her designee may conduct summary abatement if they observe or reasonably suspect it is necessary to address an immediate threat or unreasonable risk of harm to public health or safety, or to prevent obstruction of a public right of way or entrance to a public or private building or area.

74.413. PERSONALLY IDENTIFIABLE INFORMATION & IMMIGRATION ENFORCEMENT.

All personally identifiable information, as defined in Section 51036 of the California Government Code, shall be maintained in confidence and only distributed in accordance with applicable State laws. County officials authorized to enforce this ordinance shall not engage in immigration enforcement in connection with the enforcement of this ordinance in accordance with applicable State law, including without limitation SB 635 (Approved by Governor October 7, 2025).

Section 4: This ordinance shall take effect and be in force thirty (30) days after the date of its passage, and before the expiration of fifteen (15) days after its passage, a summary shall be published once with the names of the members voting for and against the same in a newspaper of general circulation published in the County of San Diego.