

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF

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

Traffic Advisory Committee Members

County of San Diego Fire Authority	[ABSENT]
Board of Supervisors District 1 Representative	Mr. Michael Clowers
Board of Supervisors District 2 Representative	[ABSENT]
Board of Supervisors District 3 Representative	[ABSENT]
Board of Supervisors District 4 Representative	[ABSENT]
Board of Supervisors District 5 Representative	Mr. Matthew Wellhouser
California Department of Transportation	[ABSENT]
California Highway Patrol - San Diego	Sgt. Daniel Ralph
California Highway Patrol - Oceanside	Sgt. Jennifer Fernandez
California Highway Patrol - El Cajon	Sgt. Mary Bailey
Independent Insurance Agents & Brokers of San Diego	[ABSENT]
Pacific Safety Center	Ms. Darby Vorce
San Diego County Sheriff's Department	Lt. Sean Gallagher
San Diego County Office of Education	[ABSENT]
San Diego County Bicycle Coalition	[ABSENT]
Department of Public Works	Mr. Karel Shaffer
Department of Public Works	Mr. Michael Kenney

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Benjamin Baker (Acting)
Traffic Advisory Committee Staff	Mrs. Meghan Van Leeuwen

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

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

MINUTES

I. Call to Order / Roll Call

II. Pledge of Allegiance

III. Approval of Minutes

Motion: Wellhouser, Second: Kenney; Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

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>

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 30 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

**85th
Percentile**

**10 MPH
Pace**

**% in
Pace**

Posthill Road:

1,100' N/o Valley Vista Rd

(2026) 32.9 MPH

24-33

77%

250' N/o Bridle Path Ln

(2026) 41.1 MPH

33-42

61%

Speed Zone

(2026) 37.0 MPH

29-38

69%

Collision Data

There have been 6 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 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.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Posthill Road in the unincorporated community of Eucalyptus Hills from State Route 67 to Valle Vista Road and was requested by residents. The TAC recommends establishing a 30 MPH speed limit certified for radar enforcement 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.

Posthill Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to residential roadways, residential driveways, and collector roads. Posthill Road has no posted speed limit and is subject to the State maximum 55 MPH speed limit. The road is unclassified on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (41.1 MPH & 32.9 MPH) produced an overall speed zone of 37.0 MPH which could support a 35 MPH speed limit. Staff noted a higher-than-average segment accident rate (3.61 vs 1.09 crashes per million vehicle miles) which could support a reduced 30 MPH speed limit.

The District 5 Representative noted that the roadway is winding and has reduced shoulders. He proposed establishing a 30 MPH speed limit based on the speed data, collision history, curvilinear roadway nature, and lack of pedestrian facilities along the residential roadway.

The TAC recommends establishing a 30 MPH speed limit certified for radar enforcement on Posthill Road in the unincorporated community of Eucalyptus Hills from State Route 67 to Valle Vista Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Posthill Road meets the CHP criteria for radar speed enforcement.

The Lakeside Community Planning Group was provided with the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends establishing a 30 MPH speed limit certified for radar enforcement on Posthill Road in the unincorporated community of Eucalyptus Hills from State Route 67 to Valle Vista Road based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Motion: Wellhouser

Second: Shaffer

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt an ordinance to add section 72.161.19.1. of the San Diego County Code.

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).

Discussion

This item is a review requested by DPW staff to establish an all-way stop control at the intersection of El Nopal and Hillside Meadow Drive in the unincorporated community of Lakeside.

El Nopal is a striped two-lane through highway with no passing centerline. The road provides direct access to several residential driveways, residential roads, and serves as a connector route from Santee to the Lakeside community. El Nopal is uncontrolled at the intersection with Hillside Meadow Drive.

Hillside Meadow Drive is an under-construction striped two-lane undivided highway with a no-passing centerline and provides access to residential roads and collector roads. The road is planned to be controlled in the northbound direction at the intersection with El Nopal.

Staff presented the results of an operational review of the intersection. The intersection meets one warrant in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.12 regarding All-Way Stop Warrants: Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Staff explained that a under construction development is connecting Mast Boulevard to El Nopal through construction of Hillside Meadow Drive. This new development is expected to realign El Nopal at the proposed intersection and widen the road immediately east of the intersection along the project frontage.

A member of the public in attendance noted that El Nopal has historically been used as an alternative route for drivers avoiding traffic on the freeways (SR-52 & SR-67). They explained that since the planned route of Mast Boulevard was never connected, traffic has continued to use El Nopal as a main route between Santee and Lakeside. They further expressed that road design constraints can affect the large vehicle traffic leaving the agricultural lot along the road.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at El Nopal & Hillside Meadow Drive in the unincorporated community of Lakeside to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

The Lakeside Community Planning Group was provided with the opportunity to review this item and did not provide input.

Recommendation

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at El Nopal & Hillside Meadow Drive in the unincorporated community of

Lakeside to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Motion: Kenney

Second: Clowers

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt Traffic Resolution 3334, amending Traffic Resolution 299, to add item 305 to the list of all-way stop intersections and adopt Traffic Resolution 3335, amending Traffic Resolution 305, to amend item 26 under heading LAKESIDE of the list of through highways.

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).

Discussion

This item is a review requested by DPW staff to establish an all-way stop control at the intersection of El Nopal and Riverford Road in the unincorporated community of Lakeside.

El Nopal is a striped two-lane through highway with no passing centerline. The road provides direct access to several residential driveways, residential roads, and serves as a connector route from Santee to the Lakeside community. El Nopal is yield-controlled in the eastbound direction and stop-controlled in the westbound direction at the intersection with Riverford Road.

Riverford Road is a striped two-lane undivided highway with a two-way left turn lane south of the intersection with El Nopal. It provides access to residential roads, commercial driveways, and collector roads. The road is stop-controlled in the southbound direction at the intersection with El Nopal.

Staff presented the results of an operational review of the intersection. The intersection meets one warrant in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.12 regarding All-Way Stop Warrants: Warrant B, an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road, and Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection where pedestrian and/or bicyclist movements support the installation of all-way stop control.

A member of the public in attendance noted that El Nopal has historically been used as an alternative route for drivers avoiding traffic on the freeways (SR-52 & SR-67). They explained that since the planned route of Mast Boulevard was never connected, traffic has continued to use El Nopal as a main route between Santee and Lakeside.

The County Traffic Engineer noted that the lot directly northwest of the intersection is planned to have 103 new residential units, increasing the number of trips on the controlled legs of the intersection.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at El Nopal & Riverford Road in the unincorporated community of Lakeside to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

The Lakeside Community Planning Group was provided with the opportunity to review this item and did not provide input.

Recommendation

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at El Nopal & Riverford Road in the unincorporated community of Lakeside to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Motion: Kenney

Second: Wellhouser

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt Traffic Resolution 3334, amending Traffic Resolution 299, to add item 306 to the list of all-way stop intersections, adopt Traffic Resolution 3335, amending Traffic Resolution 305, to amend item 26 under heading LAKESIDE of the list of through highways, and adopt Traffic Resolution 3336, amending Traffic Resolution 306, to delete item 245 to the list of yield-controlled intersections.

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).

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Pauma Heights Road in the unincorporated community of Valley Center from Cole Grade Road to the end of County maintenance and was requested by residents. The TAC recommends establishing a 45 MPH speed limit certified for radar enforcement based on measured speeds. There are no schools in the vicinity of this item.

Pauma Heights Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to residential roadways and a few residential driveways. Pauma Heights Road has no posted speed limit and is subject to the State maximum 55 MPH speed limit. The road is unclassified on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The results of a recent speed survey produced an overall speed zone of 47.5 MPH which could support a 45 MPH speed limit.

The TAC recommends establishing a 30 MPH speed limit certified for radar enforcement on Pauma Heights Road in the unincorporated community of Valley Center from Cole Grade Road to the end of County maintenance based on measured speeds.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Pauma Heights Road meets the CHP criteria for radar speed enforcement.

The Valley Center Community Planning Group (CPG) was provided with the opportunity to review this item and heard the item at their May meeting. The Chair of the group Mobility subcommittee explained that the CPG voted 15-0 in favor of establishing the 45 MPH speed limit for radar enforcement. They noted that while a community member requested the speed be lowered to 35 MPH, the CPG voted for a 45 MPH to allow for radar enforcement.

Recommendation

The TAC recommends establishing a 30 MPH speed limit certified for radar enforcement on Pauma Heights Road in the unincorporated community of Valley Center from Cole Grade Road to the end of County maintenance based on measured speeds.

Motion: Kenney

Second: Wellhouser

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt an ordinance to add section 72.161.25.7. of the San Diego County Code.

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.

Discussion

This item is a review of the existing posted speed limit and certification for radar enforcement on Twin Oaks Valley Road in the unincorporated community of Twin Oaks from the San Marcos city limits (north of Deer Springs Road) to Twin Oaks Crest Drive and was requested by residents. The TAC recommends certifying the 40 MPH speed limit for radar enforcement 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.

Twin Oaks Valley Road is a striped 2-lane undivided highway. The roadway is striped with a no passing centerline. The road provides access to residential roadways and driveways as well as agricultural properties. Twin Oaks Valley Road has a posted 40 MPH speed limit. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

In establishing radar enforceable speed limits, State law requires rounding measured 85th percentile speeds to the nearest 5 MPH increment. The law also allows rounding measured speeds down to the lower 5 MPH increment. The results of recent speed surveys (44.8 MPH & 45.9 MPH) produced an overall speed zone of 45.4 MPH which could support a 45 MPH speed limit. Staff noted a higher-than-average segment accident rate (1.93 vs 1.69 crashes per million vehicle miles) which could support a reduced 40 MPH speed limit.

The County Traffic Engineer expressed that due to the lack of pedestrian facilities, slopes and limited shoulders, coupled with a higher-than-average collision rate, maintained the reduced 40 MPH and certifying it for radar enforcement is preferable.

The TAC recommends certifying the existing 40 MPH speed limit certified for radar enforcement on Twin Oaks Valley Road in the unincorporated community of Twin Oaks from the San Marcos city limits (north of Deer Springs Road) to Twin Oaks Crest Drive based on measured speeds and State law which allows for a 5 MPH reduction based on roadway conditions such as collision history.

Radar speed enforcement has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Twin Oaks Valley Road meets the CHP criteria for radar speed enforcement.

The Twin Oaks Community Sponsor Group was provided with the opportunity to review this item and did not provide input.

Recommendation

The TAC recommends certifying the existing 40 MPH speed limit certified for radar enforcement on Twin Oaks Valley Road in the unincorporated community of Twin Oaks from the San Marcos city limits (north of Deer Springs Road) to Twin Oaks Crest Drive based on measured speeds and State law which allows for a 5 MPH reduction based on

roadway conditions such as collision history.

Motion: Kenney

Second: Wellhouser

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt an ordinance to amend section 72.161.58.1. of the San Diego County Code.

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

Discussion

This item is a review that was requested by the Borrego Springs Sponsor Group. The TAC recommends establishing a midblock crosswalk on Palm Canyon Road, at 1,100' east of Ocotillo Circle, in the unincorporated community of Borrego Springs.

Palm Canyon Road at this location is a striped 2-lane roadway that provides access to several commercial driveways. The road is 50 feet wide and striped with a 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 is currently posted with a 35 MPH, radar enforced, speed limit.

In establishing midblock crosswalks, state law allows for the establishment of midblock crosswalks between intersections. The County of San Diego has established criteria in the

County Traffic Guidelines to consider when establishing mid-block crosswalks. This location is currently being used as an unmarked crossing. An engineering study showed over 80 crossings within a 4-hour period.

The TAC recommends establishing a midblock crosswalk on Palm Canyon Road, at 1,100' east of Ocotillo Circle, in the unincorporated community of Borrego Springs.

The Borrego Spring Community Sponsor Group was provided with the opportunity to review this item and heard it at their February meeting where a crosswalk was supported at this location. A member of the group in attendance confirmed the group's support for the installation of the crosswalk.

Recommendation

The TAC recommends establishing a midblock crosswalk on Palm Canyon Road, at 1,100' east of Ocotillo Circle, in the unincorporated community of Borrego Springs.

Motion: Kenney

Second: Clowers

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt an ordinance to add section 72.189.91. of the San Diego County Code.

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:

NE/o San Marino Drive	2,231 SWB
SE/o San Marino Drive	1,219 NWB

San Marino Drive: NW/o San Pablo Drive	2,748 SEB
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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.

Discussion

This item is a review requested by DPW staff to establish an all-way stop control at the intersection of San Pablo Drive and San Marino Drive in the unincorporated community of Lake San Marcos.

San Pablo Drive is a striped two-lane through highway with no passing centerline and parking lane. The road provides direct access to several residential driveways and residential roads. San Pablo Drive is stop-controlled in the southwestbound direction at the intersection with San Marino Drive.

San Marino Drive is a striped two-lane undivided highway with a no-passing centerline and provides access to residential roads and commercial driveways. The road is uncontrolled at the intersection with San Pablo Drive.

Staff presented the results of an operational review of the intersection. The intersection meets one warrant in the California Manual on Uniform Traffic Control Devices (CA MUTCD) Section 2B.12 regarding All-Way Stop Warrants: Warrant B, an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road, and Warrant E, an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants such as: an intersection where pedestrian and/or bicyclist movements support the installation of all-way stop control.

The District 5 Representative explained that the route from San Marino Drive to San Pablo Drive is a historic “cut-through” route to Rancho Santa Fe Road. He added that the community of Lake San Marcos was originally planned as a 55+ community and designed as such. Since development the community has changed to include younger more active people in the area. The County Traffic Engineer noted that the request for all-way stop controls at this intersections was brought by the community. As the community has changed there is an increased presence of pedestrians, bicyclists, and dog walkers. He noted that an all-way stop at this location would help to provide additional safety for the vulnerable road users crossing this intersection.

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at San Pablo Drive and San Marino Drive in the unincorporated community of Lake San Marcos to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Recommendation

The Traffic Advisory Committee (TAC) recommends establishment of an all-way stop intersection at San Pablo Drive and San Marino Drive in the unincorporated community of Lake San Marcos to provide safety enhancement measures for pedestrians, bicyclists, and all other roadway users.

Motion: Kenney

Second: Clowers

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt Traffic Resolution 3334, amending Traffic Resolution 299, to add item 307 to the list of all-way stop intersections and adopt Traffic Resolution 3335, amending Traffic Resolution 305, to amend item 8 under heading San Marcos of the list of through highways.

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.

Discussion

A. This review was requested by residents to establish a County roadside vending program to regulate roadside vendors. The TAC recommends the Board adopts the proposed ordinance establishing a County roadside vending program requiring vendors to obtain a permit and comply with certain restrictions tied directly to addressing health, safety, and welfare concerns.

Before 2018, the State law left regulations regarding vending in the public right-of-way to local jurisdictions. In 2018, the State adopted legislation to limit how local jurisdictions could regulate roadside vending, requiring local restrictions to be part of a formal vendor program and be based on objective health, safety or welfare concerns. Outright bans are prohibited. Since this change in State law the County has been limited in how it can respond to vendors within the County road right-of-way. Residents and community groups have brought several concerns regarding roadside vending to various County departments and law enforcement citing health, safety, and welfare concerns. DPW Staff have drafted an ordinance to address community concerns while remaining in compliance with State law. This ordinance was previously sent out for comments to all community groups, local tribes, and small business groups. Comments were received and appropriate edits were made to the ordinance. The version of the ordinance staff presented to the Committee reflected these changes.

A resident in attendance expressed concern regarding the protection of watersheds due to illegal dumping from vendors. The DPW Representative noted that there are existing regulations and enforcement teams who are able to address these concerns and staff directed them to these teams. Another resident added that dumping typically occurs afterhours.

A resident expressed concerns regarding a specific event that occurs regularly in Rancho Santa Fe which has roadside vendors who historically has caused ADA issues and block sidewalks of businesses and requested a exclusion of vendors in historic districts due to their unique design features. The District 5 representative concurred with the sentiments of the resident and added that the ordinance should help address several of their concerns.

Another resident noted that there have been issues with vendors dumping grease into storm drains, violating the State daylighting laws, and avoiding enforcement by operating at jurisdictional boundaries. They requested that an ordinance regulating all incorporated and unincorporated communities for roadside vending be created. The County Traffic Engineer explained that the County is only able to pass an ordinance affect County maintained roadway and that other jurisdictions would need to do the same in order to create unified regulations.

Another member of the public asked whether food truck are covered under this ordinance. Staff noted that they are covered under this ordinance and are also regulated through the County and State Health Codes which are enforced through the County's Department of Environmental Health and Quality.

Another member of the public added how this ordinance would affect children who sell lemonade during the summer or hot chocolate during the winter holidays. Would the County take enforcement action against them. Staff explained that enforcement actions are taken when the County is notified of a violation. Smaller operations that last for short periods of time would be difficult to enforce, especially if they do not happen on a regular basis.

The TAC recommends the Board adopts the proposed ordinance establishing a County roadside vending program requiring vendors to obtain a permit and comply with certain restrictions tied directly to addressing health, safety, and welfare concerns.

All community groups were provided with the opportunity to review this item and did not provide additional input.

Recommendations

The TAC recommends the Board adopts the proposed ordinance establishing a County roadside vending program requiring vendors to obtain a permit and comply with certain restrictions tied directly to addressing health, safety, and welfare concerns.

Motion: Kenney

Second: Wellhouser

Vote: 9 – yes, 0 – no, 0 – abstain, 8 – absent, 0 – vacant

Necessary Board Action

Adopt an ordinance to amend section 71.120 and add Chapter 4 of Division 4 of Title 7 of the San Diego County Code of Regulatory Ordinances.