CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

April 13, 2023 at 3:00 p.m.
Council Chambers: 201 North Broadway, Escondido, CA 92025

Welcome to Your Commission Meeting

We welcome your interest and involvement in the legislative process of Escondido. This agenda includes information about topics coming before the Commission.

Chair
Lawrence Thornburgh

Vice Chair
Lori Hatley

Commissioners
William Durney
Rachael Kassebaum
George Khoury
Amanda Phillips
Francis Spoonemore

City Clerk
Zack Beck

How to Watch

The City of Escondido provides one way to watch a Commission meeting:

In Person

201 N. Broadway, Escondido, CA 92025

CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

Meeting Agenda

1. Flag Salute
2. Roll Call
3. Oral Communication
4. Approval of Minutes
5. New Business

    a. Review and Approve 2023 /24 Traffic Management Project List (TMPL)

    Source: Staff

    Recommendation: Approve Staff Recommendation

    Previous action: Review and Approve 22/23 TMPL

    b. Approval of the Engineering & Traffic Surveys (E&TS) for Posted Speeds on Various Street Segments Citywide and to Forward Recommendations to City Councils to Reduce Speed Limit on One Segment

    Source: Staff

    Recommendation: Approve Staff Recommendation and forward to City Council for approval

    Previous action: Approval to forward recommendations to City Council to retain speed limits on three segments, lower the speed limit on two segments and declare the prima facie speed limit for Grand Avenue to be 25 MPH for a business activity district. (July 2022)

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6. Old Business
    a. Project Status Report

        Source: Staff

        Recommendation: Information Only

        Previous action: Staff report (July 2022)

7. Adjournment

How to Participate

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In Person

Fill out Speaker Slip and Submit to City Clerk

In Writing

https://escondido-ca.municodemeetings.com/

Assistance Provided

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CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

October 13, 2022 Meeting Minutes

The regular meeting of the Transportation and Community Safety Commission was called to order on October 13, 2022 at 3:00 p.m. by Chair Thornburgh in the Escondido City Council Chambers.

Commissioners Present: Chair Thornburgh; Vice Chair Hatley Commissioner Kassebaum; Commissioner Durney; and Commissioner Khoury

Commissioners Absent: Commissioner Spoonemoore and Commissioner Phillips

Staff Present: Julie Procopio, Director of Engineering; Eddmond Alberto, City Traffic Engineer; Virpi Kuukka-Ruotsalainen, Associate Traffic Engineer: Craig Williams, Associate Traffic Engineer and Zack Beck, City Clerk

FLAG SALUTE
Chair Thornburgh

ROLL CALL AND DETERMINATION OF QUORUM, WELCOME NEW AND RETURNING COMMISSIONERS
Quorum present

ORAL COMMUNICATIONS
None

APPROVAL OF MINUTES – July 14, 2022
Motion: Durney
Second: Kassebaum
Approved: 5-0 (Spoonemoore, Phillips – Absent)

CONSENT ITEMS - None

NEW BUSINESS

1. **All-way Stop – Decatur Way at North Escondido Boulevard**
Motion: Kassebaum
Second: Hatley (Spoonemoore, Phillips – Absent)

2. Comprehensive Active Transportation Strategy
Craig Williams presented the Comprehensive Action Transportation Strategy.

OLD BUSINESS

3. Project Status Report.
Eddmond Alberto presented an overview of the information that was presented to the City Council on August 24, 2022.

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SCHOOL AREA SAFETY

COUNCIL ACTION* (A briefing on recent Council actions on Commission related items.)

ORAL COMMUNICATIONS
None

TRANSPORTATION COMMISSIONERS

ADJOURNMENT
Motion to Adjourn: Khoury
Second: Kassebaum (Spoonemoore, Phillips – Absent)

STAFF REPORT

April 13, 2023

SUBJECT

REVIEW AND APPROVE CITY OF ESCONDIDO 2023/24 TRAFFIC MANAGEMENT PROJECT LIST (TMPL)

LOCATION

Various Locations Citywide

BACKGROUND

Transportation and Community Safety Commission (TCSC) approved a policy to evaluate and prioritize proposed projects using a Traffic Management Project List (TMPL) on January 9, 2014. As stated in the policy, a list of projects needs to be evaluated by staff and presented to TCSC for consideration each year. The TCSC will provide direction to staff as to which projects should be selected for funding.

The following scoring criteria has been approved by TCSC to be used to evaluate and prioritize projects on the TMPL:

- Road Condition (max. 6 points)
    - Geometric Design (max. 3 points)

      Not Standard= 3, Substandard= 2, Partially Substandard Road= 1
    - Roadside Improvement (max. 3 points)

      Unimproved= 3, Partially Unimproved= 2, Mostly Improved with Gaps in Improvement= 1
- Road Usage (max. 6 points)
    - Bike and Pedestrian Volume (max. 3 points)

      High= 3, Medium= 2, Low= 1
    - Average Daily Traffic (ADT) (max. 3 points)

      ADT>7400veh/day= 3, 7400≥ADT>5400veh/day= 2, 5400≥ADT>3400veh/day= 1
- Anticipated Effectiveness (max. 6 points)
    - Feasibility of the Solution (max. 3 points)

      High=3, Medium=2, Low=1
    - Effectiveness of the Solution (max. 3 points)

      High=3, Medium=2, Low=1

- Problem Severity×2 (max. 12 points)
    - Frequency of Accidents (max. 6 points)

      Accident Rate≥1.5= 6, 1.5>Accident Rate≥0.5= 4, 0.5>Accident Rate= 2
    - Speeding Problem (max. 6 points)

      (85% - Design Speed) ≥10mph= 6, 10mph>(85% - Design Speed) ≥5mph=4, (85% - Design Speed)< 5mph= 2

Projects could receive a maximum of 30 points based on their different characteristics, projects nature and location. The projects with the higher total accumulated points have a higher priority on TMPL.

Discussion & Purpose:

2023/24 Traffic Management Project List (TMPL) includes four (4) different projects citywide. The list of projects with a brief description of the traffic concerns together with the potential solution are provided in this report. Projects selected by TCSC will be further evaluated and engineering design will be provided for TCSC review and approval at the July 2023 meeting.

TMPL Prioritization

The Traffic Management Project List (TMPL) is prioritized using point-based scoring criterion. All four (4) projects presented in this report were evaluated and scored. **Table 1**, shows the results of the evaluation for the four projects. All four (4) projects are recommended for implementation considering an estimated $50,000 Transportation and Community Safety budget.

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Table 1: 2023/24 TMPL Prioritization Table

Project Name	Measures of Prioritization								Score (max. 30 pts)	Estimated Cost
	Road Condition (max. 6 pts)		Road Usage (max. 6 pts)		Anticipated Effectiveness (max 6 pts.)		Problem Severity x 2 (max. 12 pts.)			
	Geometric Design	Roadside Improvement	Bike and Pedestrian Volume	Average Daily Traffic ADT	Feasibility of the Solution	Effectiveness of the Solution	Frequency of Accidents	Speeding Problem		
N Broadway & North Ave Crosswalk	2	2	3	1	2	2	4	6	22	$3,000
Classical Academy Crosswalk	1	1	3	1	2	2	6	2	18	$24,000
Khayyam Rd LED Curve Warning Signage	0	0	1	1	3	3	6	4	18	$9,000
Golden Circle Radar Speed Signs	0	0	1	2	2	2	0	6	13	$14,000

Points Details:

Road Condition:

Geometric Design of Road: Not Standard = 3, Substandard = 2, Partially Substandard = 1

Roadside Improvement: Unimproved = 3, Partially Unimproved = 2, Mostly Improved with Gaps in Improvement = 1

Road Usage:

Bike and Pedestrian Volume: High = 3, Medium = 2, Low = 1

ADT: >7400veh/day = 3, >5400veh/day and =<7400 veh/day = 2, >3400veh/day and =<5400veh/day = 1

Anticipated Effectiveness:

Feasibility of the Solution: High=3, Medium=2, Low=1

Effectiveness of the Solution: High=3, Medium=2, Low=1

Problem Severity:

Frequency of Accidents: Accident Rate >= 1.5 = 6, 1.5 > Accident Rate >= 0.5 = 4, 0.5 > Accident Rate = 2

Speeding Problem: (85% - Design Speed) >= 10mph = 6, 5mph =< (85% - Design Speed) < 10mph=4, (85% - Design Speed) < 5mph=2

2023/24 TMPL

1. N Broadway High Visibility Crosswalk (Estimated cost: $3,000)

As part of the 2021/2022 TMPL and City's Pavement Rehabilitation Project 2021/22, improvements were made for North Broadway Elementary School. The improvements included replacing school on N Broadway from Rincon Ave to North Ave; and modifying the roadway striping was modified between the traffic signal at Reidy Creek Elementary School to North Ave to provide curbside student drop-off and pick-up as shown in **Figure 1**.

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Figure 1 Striping changes to N Broadway between Reidy Creek Elementary School and North Ave.

Following completion of the striping changes, in August 2022, Girl Scout Troop 2080, contacted the Traffic Engineering Division requesting a marked crosswalk at the intersection of N Broadway and North Avenue to be included in the next Traffic Management Priority List (See **Attachment 1**).
The requested crosswalk is shown in **Figure 2**. The location has existing curb ramps and the existing STOP limit line is positioned so that no additional striping modifications would be necessary to install a marked crosswalk.

Figure 2 Proposed crosswalk at N Broadway and North Ave.

The proposed crosswalk is located at an all-way stop controlled intersection, the City of Escondido Crosswalk Policy provides guidance at mid-block locations where marked crosswalks are proposed. The City of Escondido Crosswalk Policy was modeled after the City of San Diego Council Policy 200-07 Marked Crosswalk Criteria at Uncontrolled Locations. (See **Attachment 2**) The City of San Diego Council Policy addresses stop controlled crosswalks by noting that a marked crosswalk may be installed on a case by case basis if a clear benefit to pedestrians is demonstrated.

In November 2021, staff conducted a walk audit of Reidy Creek Elementary School. As part of this walk audit, staff observed a high number of parents parking on North Avenue and walking to meet their children on campus to walk them back to their vehicles. The intersection of N Broadway and North Avenue is a heavily traveled pedestrian crossing that would benefit pedestrians by making the crossing more visible to motorists approaching the intersection.

Proposed Improvements:

The proposed improvement to the N Broadway and North Avenue intersection is to install a new yellow high visibility continental style crosswalk along the southside of the intersection where there are two existing curb ramps. The preliminary cost estimate for these improvements is $3,000.

2. Classical Academy Crosswalk (Estimated cost: $24,000)

The Classical Academy is a California TK-8 Public Charter School located at 2950 South Bear Valley Pkwy and has a population of approximately 1,200 students. The school entrance fronts Canyon Road. Canyon Road is a residential street with ADT of 600 vehicles per day (January 2022) and a speed limit of 25 MPH. The school has three options for attendance:

a) two-days on campus/3-days of independent study;
b) 3-days on campus and 2-days of independent study; or
c) 5-day independent study options.

At most, approximately 700 students are on campus simultaneously on Tuesdays and Wednesdays. The school year calendar mostly matches the EUSD.

The school has several entrances and parking lots. The main office is located at the south-end of campus. Currently the main student access is through the gated driveway at the Canyon Road and Gretna Green Way intersection on east-side of the campus. This gated driveway is also used by delivery trucks. Student drop-off and pick-up is provided at the northern parking lot, which is also used for staff and visitor parking. Kindergarten parent parking is located at a separate parking area at south-end of campus.

Figure 3: The Classical Academy is located on Canyon Rd, off Bear Valley Parkway.

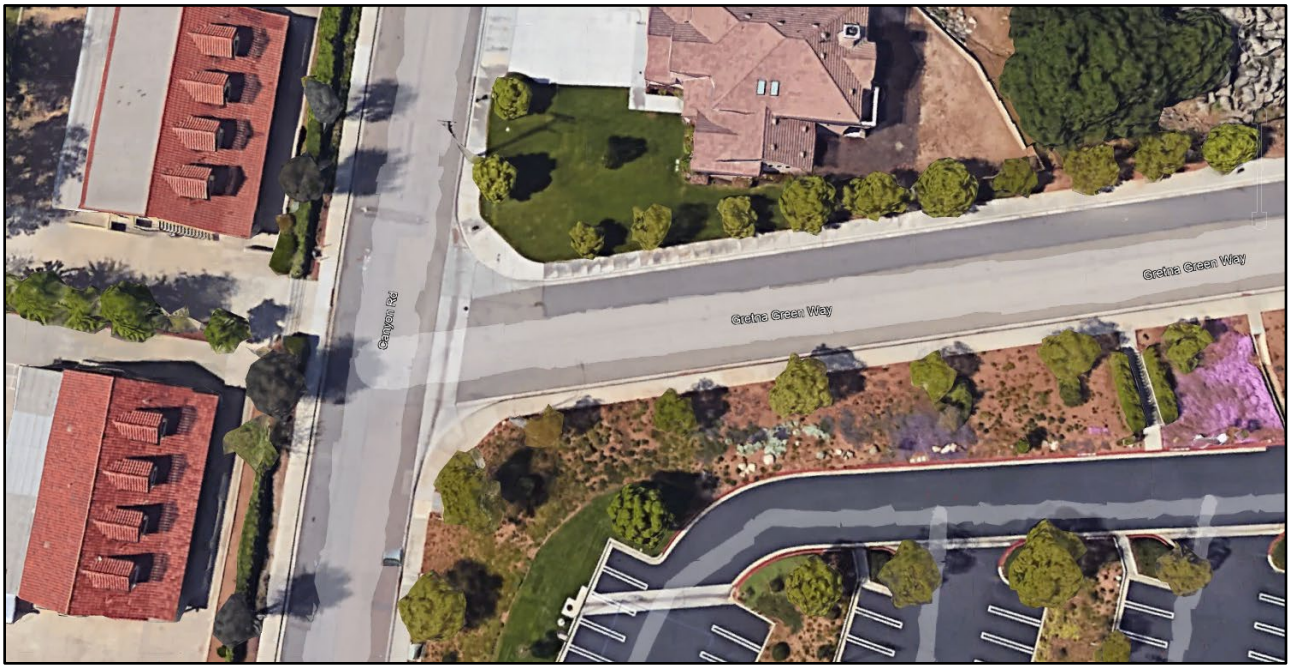

Figure 4: Crosswalk improvements are requested for Canyon Road at Gretna Green Way

The school maintains a parking agreement with the Church of St. Timothy located on the east side of Canyon Road. Parents are able to park in the church parking lot and walk their children along Canyon Road to cross at Gretna Green Way. The school assigns staff and students to guide pedestrians through the unmarked crossing and instruct vehicular traffic through the intersection.

Figure 5: Nearby church offers parking for parents.

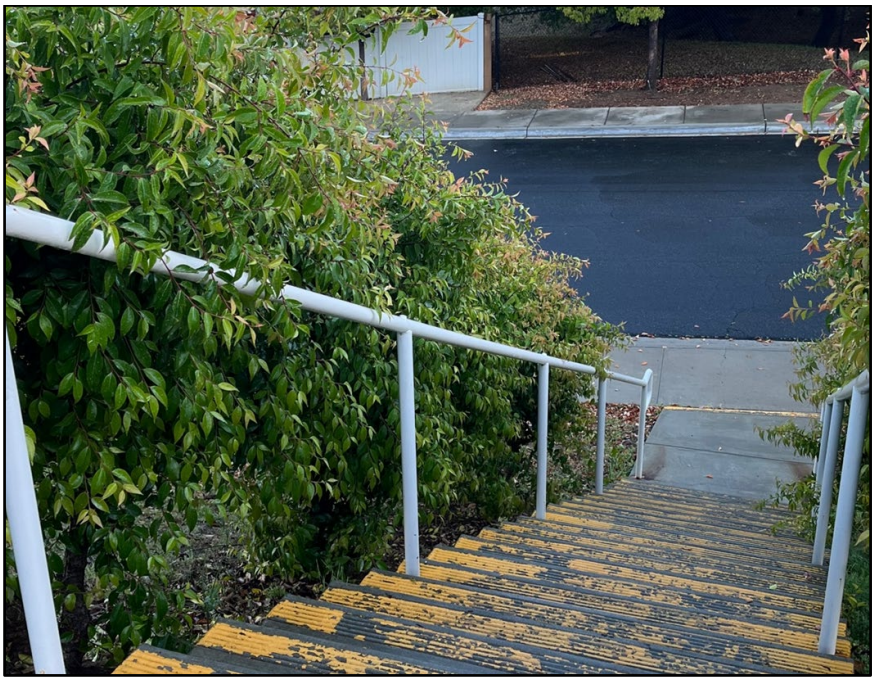

Figure 6: Staircase from parking lot to Gretna Green Way is seldom used. Pedestrians prefer to walk along Canyon Rd and cross at Gretna Green Way.

The school Principal, Director of Safety and Security (DSS), and school staff recommended the uncontrolled crosswalk on Canyon Road for improvements. In December 2021 staff met onsite to observe traffic patterns. Following the onsite observations, traffic data was collected.

The ADT on Canyon Road was 590 vehicles per day with 70 vehicles per hour in the AM peak-hour and 49 vehicles per hour in the PM peak-hour. Speed data shows the 85th percentile speed is 32 mph which is typical for residential areas. Accident history shows that there are no reported collisions along Canyon Road or at the intersection in the past five years.

Pedestrian counts were collected during normal school conditions on a Tuesday and Wednesday when, according the school staff, the number of students on campus is the highest. Counts show that 100 pedestrians crossed at this location in the AM peak-hour. 40% of pedestrians that crossed were adults and siblings of the students walking back across the street after the drop-off. In the PM peak-hour, 240 pedestrians used the crossing.

On-street parking demand is high in both the AM and PM peak-hours. During the first site visit staff noted that parked vehicles obstructed view of crossing pedestrians. Red curb was added on Canyon Road at Gretna Green Way in January 2022 to improve pedestrian visibility. This has significantly improved conditions at the crossing.

Figure 7: Red curb was added to improve pedestrian visibility in the crossing at Canyon Road and Gretna Green Way

There is existing concrete sidewalk along the school frontage on both sides of Canyon Road that terminates immediately after the northern school exit.

Proposed Improvements:

Per the City's Crosswalk Policy, the crosswalk treatments would be **Std. Treatments** based on the existing traffic data and roadway classification, see **Attachment 3**. The following improvements are proposed for this project:

- Upgrade existing crosswalk to yellow continental style high visibility crosswalk on Canyon Road at Gretna Green Way.
- Install new yield markings and "SLOW SCHOOL XING" pavement markings on Canyon Road approaching the crosswalk.

- Install warning signage such as a double-sided crosswalk warning sign and "YIELD HERE TO PEDESTRIANS" signage on Canyon Road approaching the crosswalk. The project will also refresh advanced school warning signs.
- Construction of one new curb ramp.

The preliminary cost estimate for these improvements is $8,000. Curb ramp and sidewalk improvements will increase the cost by approximately $17,000 bringing the total to $24,000.

3. Khayyam Rd LED Advanced Curve Warning Signs (Estimated cost: $9,000)

A resident of Khayyam Rd had contacted the Police Department following a collision in February 2023 due to a vehicle traveling southbound on S Broadway that did not follow the curve warning signs, continuing straight onto the resident's driveway colliding with private property. The resident reported that annually, at least one incident occurs where vehicles are not recognizing the curve warning signs and driving onto their property. A review of the City's collision database shows one other collision in April 2021. Both collisions had a primary collision factor of unsafe speed and occurred at night.

Figure 8 shows southbound S Broadway at W 8th Avenue. The southbound approach travels up a grade, past the stop-controlled intersection is an advance sharp curve warning sign with a 15 MPH advisory speed, followed by a left arrow warning sign at the top of the grade where S Broadway becomes Khayyam Road.

Figure 8 S Broadway approach to W 8th Avenue.

The sharp horizontal curve where S Broadway transitions to Khayyam Rd can be seen in **Figure 9**.

Figure 9 Aerial view of S Broadway/Khayyam Road

There are two post top street lights on Khayyam Road past the curve. Due to the steep grade of S Broadway approaching the curve after the stop-controlled intersection, vehicles are accelerating up hill. In addition, the accelerating vehicles are approaching the crest of the grade while negotiating a sharp curve. The post top lights may not provide adequate illumination to bring driver attention to the advance curve warning signage at night.

Proposed Improvements:

The proposed improvements are the installation of solar powered LED curve warning signs. The preliminary cost estimate for these improvements is $9,000.

4. Golden Circle Radar Speed Signs (Estimated cost: $14,000)

Residents have contacted Traffic Engineering staff regarding speeding concerns along Golden Circle Drive between Pamela Ln and David Dr over the years. Golden Circle Drive is a residential street with a posted speed limit of 25 MPH. The roadway has horizontal curves and changes in grade. Speed data collected at several locations along the roadway between 2017 and 2022 show 85th percentile speeds ranging from 31.5 MPH to 40 MPH which exceeds the posted speed limit by 6.5 MPH to 15 MPH. The data indicates that the 85th percentile speed is exceeded in both directions of travel.

The Police Department has deployed the radar speed trailer along this roadway over the years with the speeding issues persisting. The following **Figures 10 and 11** shows the grade of Golden Circle Dr at Felice Dr and just west of Barbara Dr.

Figure 10 Facing northbound on Golden Circle Dr at Felice Dr.

Figure 11 Facing westbound on Golden Circle Drive west of Barbara Dr.

Proposed Improvements:

The proposed improvements for Golden Circle Drive are the installation of four radar speed feedback signs to be mounted on existing street lights to supplement the posted 25 MPH signs. The preliminary cost estimate for these improvements is $14,000.

RECOMMENDATION

Approve all projects for implementation.

COUNCIL ACTION

None.

ATTACHMENTS

1. Correspondence, San Diego Girl Scout Troop 2080
2. City of San Diego Council Policy 200-07
3. City of Escondido Crosswalk Policy – Treatments

ATTACHMENT 1

Escondido Traffic Engineering Department
201 N. Broadway
Escondido, CA 92025

To Whom It May Concern:

We attend Reidy Creek Elementary and have noticed this problem when we are arriving at school or on our way home.

The crosswalks were recently updated directly in front of the school but there is not a highly visible crosswalk going East and West at the intersection of N. Broadway and North Ave. This is a problem because this is where most of the elementary students cross the street. Before and after school this intersection is very busy with students and with cars. It is dangerous for the students crossing the street because frequently cars don't notice the students. We don't think it is safe for kids to cross here without putting in a visible crosswalk. Doing so would make us, and other students, feel safer.

The Girl Scouts in our group 2080 have discussed the need for a crosswalk and how much safer it would be for kids walking to and from school. We have learned that by writing this letter this issue might be put on the cities Traffic Management Project List or TMPL.

School is about to start the second week of August and that is why we are starting now to ask you for help. We are hoping that this could be done before the next school year to make crossing the street safer for Reidy Creek students and parents.

This is what we can do to help:

- Include a picture of the intersection needing crosswalk markings
- Spread the word to the school students and parents that your office helped to make our school safer.

Thank you for reading about the crosswalk problem in our school neighborhood. We hope you will help us and write back.

Sincerely,

San Diego Girl Scout Troop 2080 - Take Action Project
2080GirlScoutTroop@gmail.com
Hayley, Aria, Shyla, Linour, Elizabeth, Leilani, Daniella, & Maddie

Aria L. Elizabeth. Shyla. Daniella.
Leilani, Maddie

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

SUBJECT: MARKED CROSSWALK CRITERIA AT UNCONTROLLED LOCATIONS

POLICY NO.: 200-07

EFFECTIVE DATE: June 11, 2015

1.0 INTRODUCTION

1.1 Background

Marked crosswalks are an important tool that can enhance pedestrian safety with proper traffic controls on public streets. There have been many changes in technology and practice related to pedestrian safety since Council Policy 200-07 was adopted in 1990. This council policy incorporates those changes and supersedes that policy based on the 2015 City of San Diego Pedestrian Crosswalk Guidelines.

1.2 Purpose

The main function of marked crosswalks is to channelize pedestrians to desirable paths of travel across streets at intersections or mid-block locations. Crosswalks alone at uncontrolled locations do not guarantee the safety protection of pedestrians, therefore careful consideration of their location and warning devices is essential. This Council Policy provides standards for when to install crosswalks at uncontrolled locations, and for when they must be accompanied by other traffic control devices.

Council Policy 200-07 consists of:

- Basic Warrants
- Point Warrants
- Crossing treatments to supplement marked crosswalks
- Requirements for the removal of marked crosswalks

1.3 Summary

Council Policy 200-07 provides the requirements uncontrolled pedestrian crossings must meet in order to be considered for a marked crosswalk, how a crosswalk must be marked, and the process of removal, if necessary.

If a location meets each of the Basic Warrants and scores a minimum of 16 points in the Point Warrants, it qualifies for a marked crosswalk. Point Warrants are indicated in Table 1. In addition, crossing treatments and/or warning devices must accompany the crosswalk. Table 2 identifies categories for crossing treatments that are needed based on thresholds of vehicle volumes and crossing distances. Table 3 lists the crossing treatments for each category.

For unusual conditions not identified in this policy, engineering judgment should be used to apply these guidelines or adjust them to fit individual field site conditions. These guidelines are not intended to be a substitute for engineering knowledge, experience or judgment.

In addition, any removal of a marked crosswalk must follow the procedure outlined in the California Vehicle Code.

2.0 POLICY

2.1 Basic Warrants

Each of the following warrants must be satisfied in order for an uncontrolled location to be considered for a marked crosswalk.

2.1.1. Pedestrian Volume Warrant
The pedestrian volumes must be equal to or greater than ten (10) pedestrians per hour during the peak pedestrian hour. Children under 13, elderly over 64 years and/or disabled persons count as 1.5 pedestrians. Alternatively, this warrant can be satisfied using Latent Pedestrian Demand if conditions (a), (b), or (c) under Table 1, T1.1b are met.

2.1.2. Approach Speed Warrant
The 85th percentile approach speed must be equal to or lower than 40 MPH. This warrant does not apply when a pedestrian hybrid beacon or a pedestrian traffic signal will be installed.

2.1.3. Nearest Controlled Crossing
The proposed location must be farther than 250 feet from the nearest controlled pedestrian crossing (measured from the nearest edge of the proposed marked crosswalk to the closest edge of the controlled crossing).

2.1.4. Visibility Warrant
The motorist must have an unrestricted view of all pedestrians at the proposed location for a distance required by the following table (stopping sight distance is to be interpolated when 85th percentile speed is between 5 mph increments):

85th Percentile Speed (MPH)	Stopping Sight Distance (feet)
25	150
30	200
35	250
40	300

2.1.5. Illumination Warrant
The proposed location must have existing lighting.

2.1.6. Accessibility Warrant
The proposed location must have existing accessibility to disabled pedestrians or have accessibility improvements programmed.

2.2 Point Warrants

Point warrants are the number of points a location is required to meet (in with the Basic Warrants above) to qualify for a marked crosswalk. Sixteen points are required and can be achieved through pedestrian volumes or latent pedestrian demand, general conditions, and/or the average gaps in traffic. A summary of each Point Warrant and the allocation of points are presented in Table 1. A discussion of each Point Warrant variable follows the table.

Table 1: Point Warrants

T1.1a Pedestrian Volume Warrant		
Number of Pedestrians (Peak Hour)	**Points**	**Total Available Points**
10 – 25	4	10
26 – 50	8	
51+	10	
T1.1b Latent Pedestrian Demand Warrant (in lieu of Pedestrian Volume Warrant)		
Condition	**Points**	**Total Available Points**
(a) The proposed crosswalk is in a commercial, mixed land use, or high density residential area.	3	10
(b) A pedestrian or shared use path is interrupted by a restricted crossing.	3	
(c) A pedestrian attractor/generator is directly adjacent to the proposed crosswalk as defined in the explanatory notes below.	4	
T1.2 General Condition Warrant		
Condition	**Points**	**Total Available Points**
(a) The nearest controlled crossing is greater than 300 feet from the proposed crosswalk.	3	18
(b) The proposed crosswalk will position pedestrians to be better seen by motorists.	3	
(c) The proposed crosswalk will establish a mid-block crossing between adjacent signalized intersections or it will connect an existing pedestrian path.	3	
(d) The proposed crosswalk is located within ¼ mile of pedestrian attractors/generators as defined in the explanatory notes below.	3	
(e) An existing bus stop is located within 100 feet of the proposed crosswalk.	3	
(f) Other factors.	3	

Table 1: Point Warrants (continued)

T1.3 Gap Time Warrant		
Average Number of Vehicular Gaps per Five-Minute Period	**Points**	**Total Available Points**
0 – 0.99	0	10
1 – 1.99	1	
2 – 2.99	8	
3 – 3.99	10	
4 – 4.99	8	
5 – 5.99	1	
6 or over	0	
Total Available Points		**38**

Table 1, Explanatory Notes:

T1.1a Pedestrian Volume Warrant
The Pedestrian Volume Warrant assigns point values based on pedestrian crossing volumes at the proposed location. Children under 13, elderly over 64 years and/or disabled persons count as 1.5 pedestrians.

T1.1b Latent Pedestrian Demand Warrant (in lieu of Pedestrian Volume Warrant)
The Latent Pedestrian Demand Warrant may be used in lieu of the Pedestrian Volume Warrant.

T1.2 General Condition Warrant
The General Condition Warrant presents six (6) unique categories. A location can score either zero (0) or three (3) points for each unique category, making a total of 18 points possible. The general conditions include the following:

(a) *The nearest controlled crossing is greater than 300 feet from the proposed crosswalk.*
The distance should be measured from the proposed location of the crosswalk to the nearest controlled intersection, i.e. stop sign, traffic signal, etc.

(b) *The proposed crosswalk will position pedestrians to be better seen by motorists.*
This condition should be considered at locations where one leg of the intersection provides better sight distance than the other legs or midblock location with better sight distance.

(c) *The proposed crosswalk will establish a mid-block crossing between adjacent signalized intersections.*
This warrant refers to a condition where there is a major pedestrian attractor/generator nearby, and an adequate crossing can be provided that could help channelize a heavy flow of mid-block pedestrians.

Table 1: Point Warrants (continued)

(d) *The proposed crosswalk is located within ¼ mile of a pedestrian attractor/generator as defined below:*
- International Border Crossing
- Major Multi-Modal Transit Centers
- Transit Stops
- Elementary/Middle/High Schools
- Universities and Colleges
- Neighborhood Civic Facilities (Libraries, Post Office & Religious Facilities)
- Neighborhood and Community Retail
- Pedestrian Intensive Beaches
- Parks & Recreation (excludes non-useable open space)
- Mixed Land Uses (housing near employment and/or commercial)

(e) *A bus stop is located within 100 feet of the proposed location.*
This warrant applies if there is a bus stop within 100 feet of the proposed crosswalk.

(f) *Other factors.*
Other factors allow for extenuating circumstances not covered in the proposed warrants. These are to be evaluated using engineering judgment.

T1.3 Gap Time Warrant

Gap time is the time needed for a pedestrian to cross the travelled lanes of a roadway at an average walking speed without the need for a driver to yield. The number of usable gaps (or gaps that exceed the minimum time needed to cross) are counted during the peak vehicular hour and averaged per five-minute period.

2.3 Crossing Treatments

2.3.1 Crossing Treatment Thresholds

If the proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk. Marked crosswalks at streets that have less than 1,500 ADT can be installed with signs and markings alone. Table 2 provides thresholds for determining whether additional treatments are required prior to installing a marked crosswalk. The thresholds are based on vehicle volumes, vehicle speeds, and pedestrian crossing distance at the proposed location. Location types are divided into categories A, B, C, and D, and are used to determine the appropriate treatment for the proposed marked crosswalk location.

Table 2: Crossing Treatment Thresholds for Uncontrolled Marked Crosswalks if Warrants are Met

Crossing Distance[2]	Roadway ADT (vehicles per day)				
	< 1,500	1,501 – 5,000	5,001 – 12,000	12,001 – 15,000	> 15,000
< 40’	A	B	B	C	C / D[1]
40’ to 52’	A	B	C	C / D[1]	D
> 52’	A	B / C[1]	C / D[1]	D	D

1. For streets with more than one lane at an approach or posted speed limit 30 mph or greater.
2. Crossing distance can be measured to a pedestrian refuge island if one is present.

2.3.2 Crossing Treatments

Table 3 presents treatment requirements for the categories shown in Table 2. As new devices or treatments are proven, they may be considered in lieu of these treatments, with the City Engineer’s approval.

Table 3: Crossing Treatments for Uncontrolled Marked Crosswalks if Warrants are Met

Category	*Crossing Treatments*
A	**The following is required:** • **(W11-2) Pedestrian Warning Signage with the corresponding (W16-7P) arrow plaque as shown in CA MUTCD Section 2C.50**
B	**At least one of the following is required:** • **(R1-6) State Law – Yield to Pedestrian sign if median is present** • **Rectangular Rapid Flashing Beacons (RRFBs)** • **Raised crosswalk or other traffic calming treatments if the City of San Diego’s Traffic Calming Guidelines are met**
C	**At least two of the following are required:** • **Radar Speed Feedback Signs** • **Striping changes such as narrower lanes, painted medians, road diets, or other speed reducing treatments.** • **RRFBs** • **Staggered crosswalks and pedestrian refuge island** • **Horizontal deflection traffic calming treatments[1] if the City of San Diego’s Traffic Calming Guidelines are met**
D	**A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required:** • **Pedestrian Hybrid Beacon if the CA MUTCD warrants are met** • **Horizontal deflection traffic calming treatment[1] with RRFBs if the City of San Diego’s Traffic Calming Guidelines are met**

1. Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian pop-outs.

2.4 Stop Controlled Crosswalks

At stop controlled intersection approaches, stop signs are the major factor controlling both the motorist's and pedestrian's behavior, rather than crosswalk markings. The warrants reflected in this policy do not apply at stop controlled intersection approaches. At such approaches stop bars are intended to define pedestrian paths. A marked crosswalk may be installed at a stop controlled intersection on a case by case basis if a clear benefit to pedestrians is demonstrated. Examples of such demonstrated benefits are:

- An all-way stop controlled intersection where at least one street is a one-way street with more than one lane, and marking the far side crossing will highlight pedestrian crossing (all approaches that pedestrians are allowed to cross should be marked in this case).

- An all-way stop controlled intersection where pedestrians are restricted on one or more legs and marking the alternate crossing routes will highlight where pedestrians are allowed to cross.

2.5 Removal of Crosswalks

It shall be the Policy of the City of San Diego to follow the California Vehicle Code requirements when a crosswalk is considered for removal.

The California Vehicle Code, Section 21950.5, states the following:

(a) An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal.

(b) The notice required by subdivision (a) shall include, but is not limited to, notification to the public of both of the following:

(1) That the public may provide input relating to the scheduled removal.

(2) The form and method of providing the input authorized by paragraph (1).

3.0 HISTORY:

"Installation of Parking Facility Guide Signs"
Adopted by Resolution R-171103 - 05/31/1962
Repealed by Resolution R-212199 - 12/12/1974
"Comprehensive Pedestrian Crossing Policy"
Adopted by Resolution R-275560 - 04/23/1990
"Marked Crosswalk Criteria at Uncontrolled Locations"
Amended by Resolution R-309772 - 06/11/2015

3. Treatments

If the proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk. This is the section that current City of Escondido Crosswalk Policy does not address and will be addressed in the new policy. The following treatment thresholds are all from the new City of San Diego Crosswalk Policy.

Table 2-3: Crossing Treatment Thresholds for Uncontrolled Marked Crosswalks if Warrants are Met

Crossing Distance[2]	Roadway ADT (vehicles per day)									
	< 1,500	1,501 – 5,000		5,001 – 12,000		12,001 – 15,000		> 15,000	
< 40'	A	B		B		C		C	D[1]
40' to 52'	A	B		C		C	D[1]	D	
> 52'	A	B	C[1]	C	D[1]	D		D	

1. For streets with more than one lane at an approach or posted speed limit 30 mph or greater.
2. Crossing distance can be measured to a pedestrian refuge island if one is present.

Table 2-4: Crossing Treatments for Uncontrolled Marked Crosswalks if Warrants are Met

Category	Crossing Treatments
A	**The following is required:** • (W11-2) Pedestrian Warning Signage with the corresponding (W16-7P) arrow plaque
B	**At least one of the following is required:** • (R1-6) State Law – Yield to Pedestrian sign if median is present • Rectangular Rapid Flashing Beacons (RRFBs) • Raised crosswalk or other traffic calming treatments if the City of San Diego's Traffic Calming Guidelines are met
C	**At least two of the following are required:** • Radar Speed Feedback Signs • Striping changes such as narrower lanes, painted medians, road diets, or other speed reducing treatments. • RRFBs • Staggered crosswalks and pedestrian refuge island • Horizontal deflection traffic calming treatments[1] if the City of San Diego's Traffic Calming Guidelines are met
D	**A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required:** • Pedestrian Hybrid Beacon if the CA MUTCD warrants are met • Horizontal deflection traffic calming treatment[1] with RRFBs if the City of San Diego's Traffic Calming Guidelines are met

1. Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian bulb-outs.

Using paragraphs 09 and 09a of section 3B.18 of the new 2014 CA-MUTCD as a guideline, and also considering City of San Diego proposed treatments for different cross sections, ADTs and speed limits, the following treatment thresholds are proposed to be added to the new City of Escondido Crosswalk Policy.

ADT / Cross Section	<1500	1500 - 5000	5000-12000	>12000
Two-lane roads (without TWLTL)	Std.	Std. + one measure from (A)	For SL* < 35: Std + two measures from (A) For SL ≥ 35: Signal or HAWK	Signal or HAWK
Two-lane roads (with TWLTL)	Std. + one measure from (B)	For SL < 35: Std. + one measures from (B) For SL ≥ 35: Signal or HAWK	For SL < 35: Std + two measures from (B) For SL ≥ 35: Signal or HAWK	Signal or HAWK
Four Lanes or more	Std. + one measure from (C)	For SL < 35: Std. + two measures from (C) For SL ≥ 35: Signal or HAWK	Signal or HAWK	Signal or HAWK

* SL: Speed Limit of the roadway

Std.:
Advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 feet in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used. Details for the high-visibility crosswalk marking patterns will be presented to TCSC in April.

Measures:
(A)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches

(B)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4. Pedestrian refuge islands

(C)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4. Pedestrian refuge islands
5. Road Diet

STAFF REPORT

April 13, 2023

SUBJECT

APPROVAL OF THE ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL TO REDUCE SPEED LIMIT ON ONE SEGMENT.

LOCATION

Various Locations Citywide

BACKGROUND

To satisfy the requirements of Section 40802 of the California Vehicle Code (CVC), Engineering and Traffic Surveys are required by the State of California to establish speed limits and to enforce those limits using radar or other speed measuring devices. These surveys must be updated periodically (every 5, 7, or 14 years, depending upon specific criteria) to ensure the speed limits reflect current conditions as dictated by the 2022 CVC. The surveys must be conducted in accordance with applicable provisions of Section 627 "Engineering and Traffic Survey" of the CVC.

A brief description of the procedure is presented below.

1. **Measurement of Actual Prevailing Speeds**
   The actual speed of at least 100 vehicles on each street segment was measured using a calibrated radar meter. Both directions of travel were surveyed. From this data, the prevailing or 85th percentile speed (the speed at or below which 85 percent of the vehicles sampled were traveling), ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements), and percent of vehicles in the pace were determined.

2. **Accident Records**
   From the accident reports, the number of accidents for each segment was used to calculate the accident rate, which is defined as the number of accidents per million vehicle miles (acc/mvm) of travel on that segment. The accident rate for each segment was then compared to the most recent statewide average for similar types of roads. This information is shown on the survey summary sheets.

3. **Traffic and Roadside Conditions**
   Each route was driven, and a notation made of its features, especially those not readily apparent to reasonable drivers, as well as those that might be combined with other factors to justify

downward or upward speed zoning. These features are listed in the Engineering and Traffic Survey (E&TS) for each segment.

4. **Residential Density**
   Information regarding the adjacent land use was noted and included in the Engineering and Traffic Survey.

5. **Pedestrian and Bicyclist Safety**
   Segment accident records were used to evaluate the pedestrian and bicyclist safety of the roadway segments.

6. **School Zones**
   Proximity to schools and school speed limit zones were noted and included in the Engineering and Traffic Survey.

Methodology:

In accordance with CVC Section 22358.6, the California Manual on Uniform Traffic Control Devices (CA-MUTCD) is to be revised to require a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. Where the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8. CVC Section 22358.7 is not eligible for use to additionally lower a speed limit until June 30, 2024 or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide.

The California Department of Transportation updated the CA-MUTCD, effective March 10, 2023 to be consistent with the CVC.

Discussion & Purpose:

Per CVC Section 22354, for a posted speed limit to be legally enforceable by the Police Department using radar detection, it must meet all the following:

1) Between 15 mph and 65 mph,

2) Supported by an Engineering and Traffic Survey, and

The CVC was revised effective January 1, 2022 by the passing of Assembly Bill 43. Per CVC Section 22358.6, the CA-MUTCD requires local authorities to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. In cases in which the speed limit needs to be rounded up to the

nearest five miles per hour increment of the 85th-percentile speed, a local authority **may** decide to instead round down the speed limit to the lower five miles per hour increment.

The 85th-percentile speed (the speed at which 85 percent of drivers drive at or below) is often referred to as the critical speed; it is the primary speed that determines what drivers believe to be safe and reasonable.

RECOMMENDATION

As part of the City of Escondido's speed survey program, staff has performed speed surveys at 4 segment locations, with data being collected for each segment.

Staff recommends approval of the speed limit per **Table 1** below.

Based on the above guidelines, all the segments were evaluated in accordance with the CVC. The overview of the Speed Surveys is presented in **Table 1**; the last column shows the recommended speed limits on all study segments.

- For segment 4, the recommended speed limit is set based on the 85th-percentile speed of the new speed survey and remains unchanged.
- For segments 1 and 2 the recommended speed limit reflects a rounding down from the 85th-percentile speed in accordance with CVC Section 22358.6, as discussed above, and will remain unchanged.

For segment 3, the recommended speed limit reflects a rounding down from the 85th-percentile speed in accordance with CVC Section 22358.6, as discussed above, and will be lowered 5 MPH.

Segment No.	Street Name (Zone)	Segment		Date of Previous Speed Survey	Existing Posted Speed Limit (MPH)	Classification	85th Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Sunset Dr	S Escondido Blvd	City Limits	11/05/2015	35	LC	38	35~	35
2	Valley Center Rd	Lake Wohlford Rd	City Limits	11/05/2015	60	P	64	60~	60
3	Vermont Ave	S Juniper St	S Escondido Blvd	11/05/2015	35	U	33	30~	30
4	Vista Verde Way	El Norte Pkwy	End	11/05/2015	30	LC	31	30	30

~ Indicates rounded down from the 85th percentile speed to the lower five miles per hour increment, per CVC 22358.6

LC- Local Collector; P-Prime Arterial; U-Unclassified

Table 1: Overview of Speed Surveys

CITY of ESCONDIDO

STAFF REPORT

COUNCIL ACTION

One (1) speed survey segment on Vermont Street for approval of lowering the existing speed limit.

ATTACHMENTS

1. Vermont Street Speed Zone Evaluation

ATTACHMENT 1

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Vermont Avenue (Escondido Boulevard to Juniper Street)		**Date:** 12/13/2022
Time: 2:00 pm	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35	School zone:	☐ Yes ☒ No
85% Speed:	33 MPH	10MPH Pace:	24 - 33 MPH
50% Speed:	29 MPH	% in Pace:	79%

2. Accident Data			
Street Classification:	Unclassified	Approximate ADT:	3,000 vehicles/day
Accident Rate:	2.95 accidents/mvm	For period:	November 2019 through November 2022
City-wide for streets of similar characteristics:	1.23 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single & multiple residential. Commercial. Church.		
Geometrics:	Straight. Mostly flat except for slight uphill grade toward the east at east end of segment.		
Other Features:	Two lanes separated by a broken yellow line (double yellow line at major intersections). 100% fully improved. On-street parking. Traffic signal at Escondido Blvd. Stop sign at Juniper St. Numerous driveways. Side streets.		
Unusual Conditions:	None.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **30** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Eff. March 10, 2023, Rev.7),

b. California Vehicle Code, 2022 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

Justification:

- The 85th-percentile speed is 33 MPH. Rounding to the nearest 5 mph would result in a speed limit of 35 MPH. Due to bike and pedestrian safety, the accident rate exceeding the expected accident rate, and per CVC Section 22358, 22358.5, and 22358.6, the recommended speed limit is **30 MPH**.

Support:

- The posted speed limit may be rounded down from the nearest 5mph increment of the 85th percentile speed, in compliance with CVC Sections 627, 22358.5, and 22358.6. This option can be utilized if the conditions and justifications for using this lower speed limit are documented in the Engineering & Traffic Survey (E&TS) and approved by a registered Civil or Traffic Engineer.

5. Approvals

☒ Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.

Approved: _____
Traffic Engineer, RTE#: 2515

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 04/13/2023 City Council: Resolution No.:

ESCONDIDO
City of Choice

Radar Speed Survey Data Collection Form

Jurisdiction: *City of Escondido*
Street: *Vermont Ave*
Between: *Juniper St and Escondido Blvd*
Posted Speed: *35*
Direction: *Eastbound - Westbound*
Observer: *Jon McCreadie*
Unusual Conditions: *none*
Date: *12/13/2022, 2:00PM*

Average	29
Standard Deviation	4
85th %-ile	33
10 mph pace	24 to 33
Recommended Posting	30
50th %-ile	29
% in pace	79

Correct Reading?

The radar gun was calibrated immediately before data collection commenced (initials) *JM* ☑

The radar gun calibration was checked immediately after data collection completed (initials) JM ☑

Eastbound				Westbound			
Veh.	Speed (mph)	Veh.	Speed (mph)	Veh.	Speed (mph)	Veh.	Speed (mph)
1	31	51	32	101	23	151	25
2	37	52	29	102	33	152	40
3	32	53	29	103	28	153	33
4	29	54	29	104	28	154	35
5	29	55	28	105	34	155	30
6	23	56	35	106	32	156	30
7	30	57	31	107	29	157	21
8	42	58	30	108	32	158	29
9	24	59	27	109	26	159	31
10	24	60	25	110	26	160	31
11	36	61	25	111	30	161	39
12	29	62	25	112	32	162	28
13	30	63	29	113	93	163	26
14	34	64	27	114	32	164	27
15	29	65	27	115	26	165	24
16	29	66	29	116	24	166	27
17	25	67	25	117	40	167	29
18	30	68	30	118	27	168	40
19	30	69	28	119	21	169	25
20	28	70	30	120	31	170	24
21	32	71	29	121	31	171	27
22	29	72	28	122	28	172	29
23	27	73	35	123	23	173	28
24	31	74	33	124	27	174	27
25	32	75	31	125	23	175	41
26	33	76	28	126	30	176	34
27	35	77	22	127	28	177	33
28	31	78	29	128	28	178	23
29	31	79	25	129	22	179	26
30	30	80	27	130	26	180	22
31	30	81	31	131	31	181	24
32	26	82	32	132	29	182	28
33	27	83	33	133	24	183	24
34	30	84	33	134	24	184	30
35	34	85	33	135	23	185	34
36	31	86	32	136	28	186	30
37	32	87	32	137	26	187	29
38	29	88	34	138	26	188	28
39	27	89	36	139	37	189	33
40	29	90	42	140	27	190	31
41	27	91	35	141	32	191	34
42	26	92	32	142	29	192	28
43	34	93	29	143	22	193	24
44	32	94	29	144	28	194	28
45	31	95	31	145	30	195	22
46	30	96	34	146	25	196	35
47	30	97	30	147	24	197	31
48	33	98	32	148	30	198	35
49	27	99	26	149	24	199	29
50	30	100	25	150	21	200	30

STAFF REPORT

April 13, 2023

SUBJECT

PROJECT STATUS REPORT

LOCATION

Various Locations Citywide

BACKGROUND

The following projects involving traffic safety devices are currently in design or construction:

TMPL Project FY22/23

The City of Escondido 2022/23 Traffic Management Project List (TMPL) and preliminary prioritization, based on approved scoring criteria, were presented to TCSC at the July 14th, 2022 meeting. Of the five nominated projects citywide, TCSC selected the top four projects for final design and implementation. Staff is finalizing design and preparing the bid documents.

The proposed improvements for the Felicita Avenue Traffic Calming Phase 1 consist of pavement markings, reflectors, flexible delineator posts and additional signage near Montview Drive. The solar-powered radar speed-feedback signs could supplement the improvements in a second phase 2.

Crosswalk Improvements at Hidden Valley Middle School Frontage on Reed Road include the construction of two new pedestrian ramps, upgrading the existing crosswalk to yellow, continental style high visibility crosswalk, new and refreshed signage and pavement markings.

Crosswalk Improvements at Tulip St and 15th Ave by Felicita Elementary School consist of new and refreshed signage, striping and pavement markings. Existing crosswalks will be upgraded to yellow continental style high visibility crosswalks on Tulip Street at 15th Avenue.

Traffic Signal Communications Grant

This project provides design and installation of software and hardware upgrades to the communication system for the City's traffic signals system. These improvements will significantly improve operations and longevity to the system. The project supports installation of upgraded signal controllers, detection and communication devices that are more responsive, provide more data to support operational improvements, and will allow deployment of technology to support the ultimate build-out of the City.

The grant was awarded on March 30, 2021; the total project cost estimate is $2.32m, with the local share of $1.16m. Final funding authorization for Engineering was received on September 30th, 2021, indicating

approval to issue a Request for Proposals for Phase 1 Engineering. Advantec Consulting Engineers, Inc. was awarded the project to prepare the Traffic Signal Communications Master Plan (Master Plan) which kicked-off on July 7, 2022. The consultant has completed a existing systems inventory of the City's traffic signal infrastructure and is preparing recommended traffic signal communications strategies and devices for the City to consider implementing.

VMT Mitigation Program

City of Escondido's revised TIA Guidelines, that included requirements for Vehicle Miles Traveled (VMT), were adopted by City Council in April 2021. Fehr & Peers subsequently prepared a VMT Phase 2 Mitigation Program, which started in June, 2021 and was approved by City Council on Dec 7, 2022. This work provides details about mitigation options for projects that will generate traffic levels that exceed 85% of the regional average. Options include an exchange program that allow a developer to select from a list of VMT-reducing projects (such as bikeways, pedestrian walkways, or transit connections) that could reduce the VMT 'footprint' of the proposed project. A status report was given to TCSC in July 2022 and the Transportation and Community Safety Commission recommended the VMT Exchange Program to the City Council for approval.

Comprehensive Active Transportation Strategy and Mobility Element Update

This project will develop a Comprehensive Active Transportation Strategy (CATS) and update the Mobility Element. The Project will include evaluation of current infrastructure and user demand to develop a well-connected active transportation network. The CATS will evaluate trail, bike lane, and sidewalk connectivity, as well as roadway capacity to ensure that limited resources are used to improve the highest priority facilities. The effort will also provide support for future grant applications and is identified as an activity in the Climate Action Plan. The development of the CATS will be accomplished in tandem with the Mobility Element Update. The RFP for this project was advertised in February 2023. Selection of a consultant and start of work is expected by June 2023. Completion of the project is expected September 2024.

Seven Creek Crossings

This project improves crossing safety on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections between Juniper Street and Citrus Avenue. The construction was awarded on November 17, 2021, to Tri-Group Construction, Inc., with funding through the Active Transportation Program. A new traffic signal is currently under construction at Midway Drive and the Creek Trail; the traffic signal will be activated at the end of in the Spring of 2023. Other crossing improvements include pedestrian ramps and RRFBs. Intermittent trail closures and detours are required for construction. Construction completion is expected for mid-2023.

Escondido Creek Trail Transit Center Bike Path Improvements

This project includes the addition of two new traffic signals at the Quince St and Tulip St crossings of Escondido Creek Trail, as well as a median, drainage and ADA improvements at Tulip. Funding is through the Active Transportation Program. The project was advertised for bids on December 2, 2021. Project Construction was awarded to PAL General Engineering on January 12, 2022.

Preliminary construction work began in June 2022. Traffic signal equipment delivery caused delays until March of this year, when construction work re-started. Construction completion is anticipated mid-2023. Intermittent trail closures and detours are required for construction.

Creek Trail Expansion Project

In 2020, the City was awarded $8.5 million from the California Department of Parks & Recreation through the Prop 68 Parks & Water Bond Act of 2018. The purpose of this program is to create new parks and recreation opportunities in underserved communities across California. The Escondido Creek Trail Expansion and Renovation project will beautify the creek corridor and improve approximately 4.5 miles of the existing Escondido Creek Trail (between Harmony Grove Road and Midway Drive) and add approximately 0.4 miles of new bicycle path (between Harmony Grove Road and the Citracado Parkway extension) to the linear park. This project will create a double-sided trail on approximately 1.7 miles; on one side will be the existing Class I bicycle path, on the other will be a new compacted gravel (decomposed granite/DG) trail.

Improvements between Broadway and Midway include a new DG path, seating areas, water bottle filler stations, kinetic fitness stations, adventure play areas, landscaping improvements, pollinator gardens using native plans, as well as enhanced fencing and lighting. The paved segment on the south side is enhanced with seating, garden areas, lighting and fencing.

A wider segment from Fig St. to Ash St. allows room for several improvements, such as a pollinator garden between Fig St. and Elm St. and a linear outdoor fitness station built by Elm Street. A community garden is designed on the north side of the creek between Elm St. and Date St. ADA access will be improved at the existing Date St. pedestrian crossing and decorative enhancements such as traditional tribal basket weave pavement patterns are added for visual interest. The Beech Street entrance will be reconfigured on the south-side and new access to the trail will be provided from North Beech Street. At Washington Park, the existing fencing will be removed to create an open park area and a new fitness court will be added.

Design is nearing completion and the project is anticipated to go out to bid in mid-2023. A presentation with project details was given to City Council on January 26, 2022. The presentation can be accessed through the project website https://www.escondido.org/ECT

Citracado Extension Project

This project provides a missing link to Citracado Parkway, between Andreasen and Harmony Grove Village Parkway, including a bridge over the Escondido Creek in the western portion of the City. The project will also widen Citracado Parkway between W. Valley Pkwy and Avenida del Diablo, including the installation of sound walls at Johnston Rd.

Construction of the $23m project started in September 2022 and is anticipated to be completed in Spring 2024. The project includes new traffic signals at Citracado Pkwy at Mountain Shadows and Citracado Pkwy at Harmony Grove Rd. In addition, two existing signals will be modified at Citracado Parkway at Harmony Grove Village Pkwy and at Citracado Parkway at Andreasen Drive.

Project updates can be found https://www.escondido.org/citracado-parkway-extension-project.aspx

Grand Avenue Vision Project

The ongoing Grand Avenue Vision Project is a streetscape improvement project for Escondido's historic downtown aimed at improving aesthetics, the historic nature of the downtown, as well as walkability and creating a more pedestrian-friendly environment. The project narrows Grand Avenue to one lane in each direction, provides wider sidewalks, additional parking opportunities via diagonal parking, and removes the center medians. The project is being built in 3 phases, with the ultimate project including the installation of three traffic circles on Grand Avenue at the intersections with Maple Street, Broadway, and Kalmia Street. Wayfinding signs and ornamental lighting are included, as well as opportunities for public art. As part of the project, the bus routes that formerly operated on Grand were directionally split and moved to 2nd Street and Valley Parkway, along with the four NCTD bus stops along Grand Ave.

Construction of the first phase of this project began in January 2022, and is now complete. The raised center medians were removed, the sidewalk was widened on the North-side and the roadway was slurry sealed and re-striped to allow angled parking. Festoon lighting was installed to light up the Avenue. The traffic signals on Grand Avenue at North Broadway and Grand Avenue at Juniper Street will remain in flashing operation until further notice.

On September 14th, 2022 Council adopted Resolution R2022-122 to award the consulting services agreement with Kimley-Horn & Associates, Inc. for the Grand Avenue Vision Phase II project in the amount of $362,500.

Phase II of the Grand Vision Plan will support outdoor dining and walkability by widening the sidewalk on both sides of Grand Avenue from Maple Street to Juniper Street and installing railings to separate the permanent outdoor dining areas from the walkway. The Phase II Project will also install a traffic circle at the intersection of Grand Avenue and Broadway. Public meetings have been conducted with stakeholders, businesses, and the community during the design process. Engineering design is expected to be completed by mid-2023. Traffic circles at Maple and Kalmia will be include in Phase 3.

2022/23 Street Rehabilitation and Maintenance Projects

This annual CIP-funded project provides for the maintenance and repair of City streets. Work is focused on one of eight residential zones each year. Resurfacing of Major and Collector streets is performed Citywide based on pavement condition. Work includes subgrade repairs, asphalt replacement and seal coating. In addition, the project repairs lifted sidewalks and stripes bike lanes on resurfaced streets in accordance with the Bicycle Master Plan.

The 2021/22 Street Rehabilitation and Maintenance Projects took place in the North West Zone, which is bordered by Broadway to the east, State Route 78 to the south and City limits to the north and west. This work is complete.

The FY 22/23 project will focus on the East-North Zone located north of East Valley Pkwy, south of Lincoln Avenue and east of Ash St. The 2022/23 Phase I (Concrete and Tree Replacement) is currently under construction. Phase 2 design, which consists of resurfacing and restriping is under way and expected to be complete by the end of 2023. Buffered bike lanes will be designed where street widths or other design factors allow. High-visibility continental crosswalks will be designed and at some signalized intersections, existing detection loops were replaced with camera detection.

Bear Valley Parkway at Mary Lane Traffic Signal Modification

This Capital Improvement Program-funded traffic signal modification project upgrades the top ranked signal project in the City. This project will add left-turn phasing for the east-bound and west-bound left-turn movements at the intersection of Bear Valley Parkway and Mary Lane. Improvements include new traffic signal poles, signal indications, pedestrian push buttons, fiber optic cable for communication, striping, and signage to enhance the safety for both vehicular and pedestrian traffic.

Bids were received in August 2022. On September 14th, 2022, Council adopted Resolution R2022-126 to execute a public improvement agreement with Lekos Electric, Inc., in the amount of $327,073 for the construction. Construction started in December 2022.

Washington Avenue and Rose Street Traffic Signal Modification

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing. Improvements include new traffic signal poles, signal indications, pedestrian push buttons, striping, and signage to enhance safety for vehicular and pedestrian traffic. Design phase started in September 2022.

Juniper Safe Routes to School Phase 2

This project provides missing portions of sidewalk, curb and gutter, and Class II bicycle lanes along Juniper Street, creating a continuous, separated pedestrian pathway near Juniper Elementary and providing Safe Routes to School information at Juniper, Oak Hill, and Central Elementary Schools.

Construction funds were allocated for this Active Transportation Program-funded project in December 2021 by the California Transportation Commission (CTC). The project will widen Juniper Street and fill gaps in sidewalk. In addition, existing traffic signals will be modified with protected left-turns and APS at Felicita Ave at Escondido Blvd and at Juniper St at Felicita-17th Ave. Designs are complete and the project awarded December 2022. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Palomar Heights

This 510-unit mixed-use development is located at the former site of the downtown hospital. The project will install a new traffic signal at Valley Parkway at Ivy. Three existing signals will be modified at Valley Pkwy/Valley Blvd/Private Driveway; Valley Pkwy/Grand Ave/2nd and at Grand Ave/Fig St. (Palomar Heights Development). Project is in early stages of construction.

7-11 and Gas Station Mission Avenue

This commercial development project is conditioned to install a new traffic signal at Lincoln Avenue at Rock Springs Rd, a location listed on city's traffic signal priority list. In addition, an existing traffic signal will be modified with protected left-turns at Rock Springs Rd at Mission Avenue. Designs are at 60%.

Sunrise Meyers Avenue

This residential private development on Meyers Avenue will install a new traffic signal at Meyers Avenue at Barham Drive near the City boundary. Design was approved in cooperation with the City of San Marcos and the project is in construction.

The Villages at Escondido Country Club (now known as Canopy Grove)

The 380-unit development is on the grounds of the former Escondido Country Club property. The realignment of utilities and construction of the new center median on Country Club Lane is moving forward. Project will construct two new traffic signals at Country Club Lane at Gary Lane and at Country Club Lane at Nutmeg St. The traffic signal at Country Club Lane at Nutmeg St was turned on in January 2023. In addition, signals at El Norte Pkwy at West Country Club Lane/Madrid Manor and El Norte Pkwy at Nordahl /Nutmeg St. will be modified. A new pedestrian crossing with a refuge median and an RRFB (Rectangular Rapid Flashing Beacon) was constructed at Firestone Drive.

The project includes traffic calming improvements of Country Club Lane between Golden Circle Drive and Nutmeg Street, including reducing the through lanes from 4 to 2, and adding buffered bike lanes for much of this segment. The City's first roundabout was constructed at Country Club Lane and Golden Circle. The second roundabout at Country Club Lane and La Brea is in early stages of construction. The contractor is currently working on the underground water main and storm drain on Country Club Lane between Gary Lane and La Brea. The new traffic signal at Gary Lane and Country Club is pending drainage improvement in the vicinity of the intersection.

Oak Creek Development

This single-family home development will improve Hamilton Lane and Felicita Avenue between Hamilton lane and Clarence Lane. Design is approved and construction is progressing. Features include a roundabout at Felicita Road at Park Drive. All-way Stop-controls will be added for Felicita Avenue at Hamilton Lane and buffered class 2 bike lanes will be installed along Felicita Avenue. Most, if not all, of the 45 homes are complete. Work is nearing completion for the offsite improvements along Miller Avenue and Felicita Avenue. Lane closures and detours will be in place during portions of this work.

Juniper Street Lighting

The City will provide street and pedestrian lighting, and upgrade existing street lights to LED fixtures along Juniper Street between 5th Avenue and 9th Avenue in the Old Escondido Neighborhood. An option to complete similar improvements between 2nd Avenue and 5th Avenue will be included in the bid documents to possibly add work to take advantage of good pricing. A consultant contract has been executed to complete the photometric analysis, field analysis, improvement plans and the bid documents by June 2023, with construction anticipated in late 2023.

Bear Valley Pkwy Widening Project

Funding is provided in FY22/23 for the City's share of costs associated with the widening of the east side of Bear Valley Parkway from the southerly limit of the Wohlford Residential project to Sunset/Ranchito, in accordance with the Development Agreement approved for this project. The development project will add one north-bound lane on Bear Valley Parkway from Sunset/Ranchito to the City limits at Cholla Canyon. Future year funding is proposed to design and construct the widening of the south-bound lanes of Bear Valley Parkway from the City limits at Cholla Canyon to the southerly City limits south of Sunset/Ranchito.

RECOMMENDATION

Receive report update

COUNCIL ACTION

None.