



CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

October 08, 2026 at 3:00 PM
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

Beth Kassebaum

VICE CHAIR

David Ocampo

COMMISSIONERS

David Cazares

Austin Denman

Roy Nakamura

Lori Hatley

Michelle Peters

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

HOW TO PARTICIPATE

The City of Escondido provides two ways to communicate with the Commission during a meeting:

In Person



Fill out Speaker Slip and Submit to City Clerk

In Writing



<https://escondido-ca.municodem meetings.com/>

ASSISTANCE PROVIDED

If you need special assistance to participate in this meeting, please contact our ADA Coordinator at (760) 839-4643. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility. Listening devices are available for the hearing impaired – please see the City Clerk.





CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

AGENDA

FLAG SALUTE

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

1. APPROVAL OF THE JULY 9, 2026 MEETING MINUTES

ITEMS

2. TRANSPORTATION AND COMMUNITY SAFETY COMMISSION VICE CHAIR ELECTION

Request that the Transportation and Community Safety Commission elect a new Vice Chair to serve the remainder of Vice Chair Linda Rendon's term.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission elect a new Vice Chair to serve the remainder of Vice Chair Linda Rendon's term.

3. TRAFFIC SAFETY IMPROVEMENTS IN THE SOUTH TULIP NEIGHBORHOOD Request that the Transportation and Community Safety Commission review and approve the proposed improvements for the South Tulip Neighborhood for stop sign installations.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission review and approve the proposed improvements for the South Tulip Neighborhood.



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

4. SOUTH ESCONDIDO BOULEVARD 2—HOUR LIMITED PARKING LIMIT – “PARKED FOR SALE”

It is recommended that the Transportation Commission approve the installation of 2-hour time-limited parking restrictions along the north and south/east and west curb lines of Escondido Boulevard within the designated study areas, effective upon the posting of regulatory signage.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION: Support the request that the Transportation and Community Safety Commission approve the staff recommendation for 2-Hour Parking to not create a cars and trucks 'for sale by owner' situation. Allow staff to adjust and or add the limited timed parking zones as needed to correct the situation.

5. UPDATE ON THE TRAFFIC SIGNAL PRIORITY LIST (TSPL) AND LOCAL ROADWAY SAFETY PROGRAM (LRSP)

It is recommended that the Transportation and Community Safety Commission receive and file this informational progress report regarding the active development of the City of Escondido Traffic Signal Priority List and the comprehensive update to the Local Roadway Safety Program (LRSP).

Staff Recommendation: Note and File (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION: None.

STAFF UPDATES

COMMISSIONER REPORTS

ADJOURNMENT



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

July 09, 2026 at 3:00 PM

MINUTES

FLAG SALUTE

ROLL CALL

PRESENT

Commissioner David Ocampo
Commissioner Lori Hatley
Commissioner David Cazares
Commissioner Roy Nakamura
Commissioner Michelle Peters

ABSENT

Chair Beth Kassebaum
Commissioner Austin Denman

ORAL COMMUNICATIONS

None

APPROVAL OF MINUTES

1. APPROVAL OF THE APRIL 9, 2026 MEETING MINUTES

Motion made by Commissioner Cazares

Seconded by Commissioner Nakamura

Approved 4-0 (Peters - Abstained)

ITEMS

2. TRAFFIC CALMING ON GAMBLE STREET BETWEEN EL NORTE PARKWAY AND LINCOLN PARKWAY

RECOMMENDED ACTION: Approve the staff recommendation to install time restricted "No left Turn" signage for westbound traffic on El Norte Parkway turning onto southbound Gamble Street, effective between 6:30 AM to 9:00 AM, with periodic enforcement conducted as needed.

Brian Eveland - Spoke in favor of traffic calming on Gamble; he is resident and speed limits



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

July 09, 2026 at 3:00 PM

Motion made by Commissioner Peters

Seconded by Commissioner Ocampo

Approved 5-0

3. NEW STOP LOCATIONS ALONG BUCHANAN STREET

RECOMMENDED ACTION: Review and approve the staff recommendation for the proposed stop locations and forward a recommendation to the City Council.

Motion made by Commissioner Cazares

Seconded by Commissioner Nakamura

Approved 5-0

4. PROPOSED STRIPING IMPROVEMENTS WITH THE 2026 ANNUAL STREET MAINTENANCE PROGRAM

RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission review and approve the proposed striping improvements associated with the 2026 Street Maintenance Program.

Motion made by Commissioner Cazares

Seconded by Commissioner Ocampo

Approved 5-0

5. TRAFFIC STRIPING IMPROVEMENTS IDENTIFIED THROUGH SERVICE REQUESTS

RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission review, provide input on, and approve the proposed citywide striping improvements.

6. TRAFFIC MANAGEMENT PROJECT LIST (TMPL) 2026/2027 PROPOSAL AND UPDATES

RECOMMENDED ACTION: Request the Transportation and Community Safety Commission approve staff recommendation for implementation of the Traffic Management Program List (TMPL) at the 1-7 locations, and approve the implementation of location 8 and 9 contingent with available budget.

Presentation by Ashley Michelle Bides, Engineer II



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

July 09, 2026 at 3:00 PM

7. TRAFFIC CAPITAL PROJECTS

RECOMMENDED ACTION: It is recommended that the Transportation and Community Safety Commission receive and file this informational report regarding the allocated Fiscal Year 2027 (FY27) funding configurations, status updates, and strategic integrations for major citywide traffic infrastructure, multi-modal strategies, and safety initiatives.

STAFF UPDATES

Project updates provided by Craig Williams, Project Manager

COMMISSIONER REPORTS

Roy - North Broadway and Village - employee indicated there is no crosswalk - would like to look into this; inquired if the fiber installation complete by the schools, specifically drop off and pick up; relayed concerned resident re: Escondido's speed limit and marquee with speed limits

ADJOURNMENT

Motion made by Commissioner Cazares

Seconded by Commissioner Ocampo.

Commissioner Hatley Adjourned the Meeting at 4:33 p.m

CHAIR

ASSISTANT CITY CLERK



STAFF REPORT

October 8, 2026
Agenda Item No.: 2

SUBJECT:

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION VICE CHAIR ELECTION

LOCATION:

Not Applicable.

BACKGROUND:

The City of Escondido has several Commissions that serve in an advisory capacity to the City Council, including the Transportation and Community Safety Commission. Each Commission elects a Chair and Vice Chair from among its members to preside over Commission meetings and facilitate the conduct of Commission business. The Chair serves as the presiding officer and is responsible for maintaining orderly meetings, while the Vice Chair performs these duties in the Chair's absence.

DISCUSSION & PURPOSE:

Staff was notified by Vice Chair Linda Rendon of her resignation from the Transportation and Community Safety Commission, effective July 1, 2026. Staff appreciates Vice Chair Rendon's service and contributions to the Commission. As a result of this vacancy, staff recommends that the Commission elect a new Vice Chair to serve the remainder of the term.

RECOMMENDATION:

Request that the Transportation and Community Safety Commission elect a new Vice Chair to serve the remainder of Vice Chair Linda Rendon's term.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION:

Request that the Transportation and Community Safety Commission elect a new Vice Chair to serve the remainder of Vice Chair Linda Rendon's term.

COUNCIL ACTION:

None.

ATTACHMENTS:

None.



CITY *of* ESCONDIDO

STAFF REPORT



STAFF REPORT

October 8, 2026
Agenda Item No.: 3

SUBJECT:

TRAFFIC SAFETY IMPROVEMENTS IN THE SOUTH TULIP NEIGHBORHOOD

LOCATION:

South Tulip Neighborhood

BACKGROUND:

The South Tulip Neighborhood is one of eighteen (18) designated neighborhoods in the City of Escondido. Primary access to the neighborhood is provided via 9th Avenue, West 13th Avenue, and Tulip Street, all of which are classified as collector roadways in the City's Circulation Element. The neighborhood boundaries include 9th Avenue to the north, West 13th Avenue to the south, and Centre City Parkway to the east, and select parcels between Tulip Street and Upas Street to the west. A map of the neighborhood boundaries is provided as Figure 1.

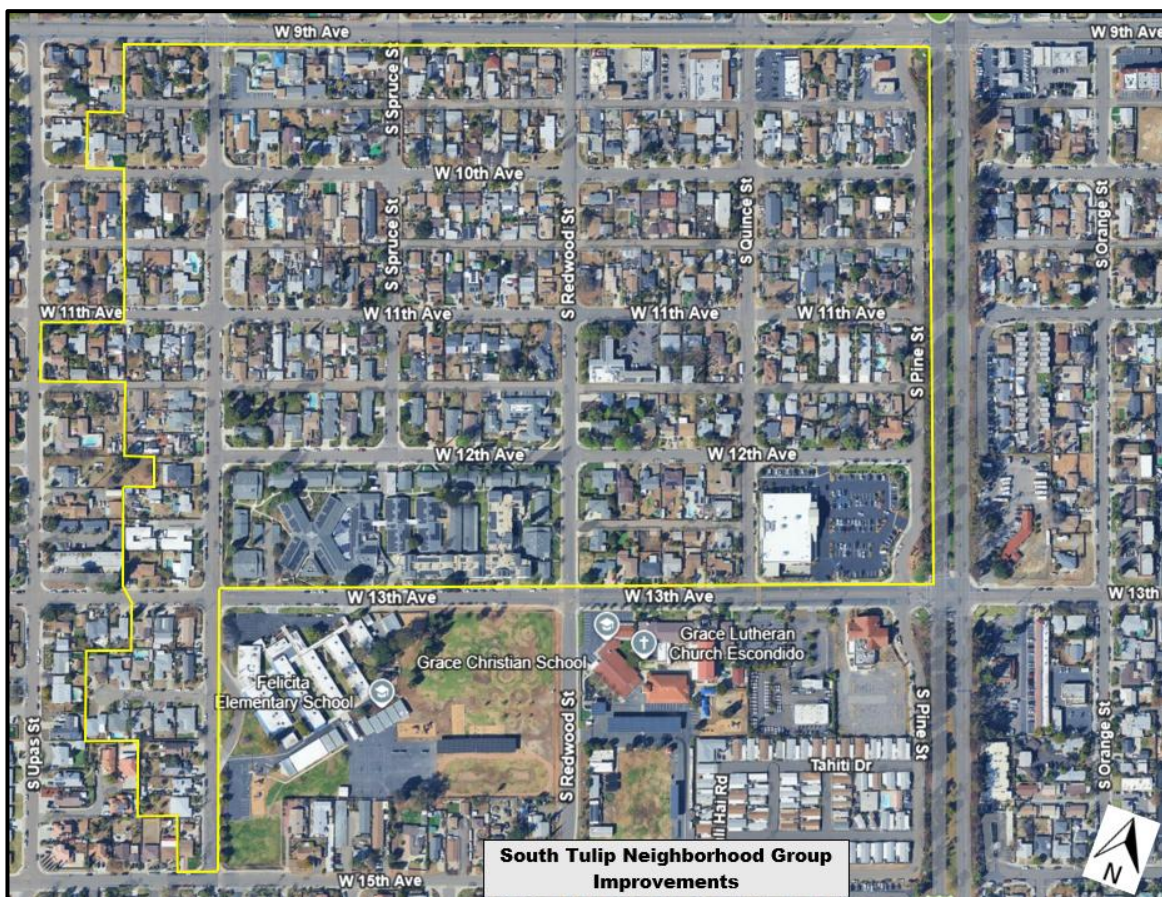


Figure 1. Neighborhood Boundary Map.



CITY of ESCONDIDO

STAFF REPORT

On-street parking is available throughout the neighborhood; however, sidewalks are non-contiguous resulting in missing segments. The neighborhood consists primarily of single-family homes as well as the Redwood Terrace retirement community, Grace Bible Church, Escondido Community Child Pre School, a commercial zone along 9th Avenue, and the Sprouts Grocery Store.

The north-south streets within South Tulip Neighborhood consist of Tulip Street, Spruce Street, Redwood Street, and Quince Street. The east-west streets within the neighborhood consist of West 10th Avenue, West 11th Avenue, West 12th Avenue, and West 13th Avenue. The neighborhood also has multiple alleys that provide secondary access to the single-family homes.

In July 2026, City staff received a concern from a neighborhood resident, Mr. Embry, regarding the need to perform a traffic evaluation of the South Tulip Neighborhood. City staff evaluated each street and intersection within the neighborhood.

DISCUSSION & PURPOSE:

City staff conducted a comprehensive review of existing field conditions, current traffic control devices, and signage within the South Tulip Neighborhood. The evaluation encompassed all north-south and east-west residential streets, including all intersections.

Prior Collision History

The following provides a summary of the collision history for intersections within the neighborhood between January 1, 2020, and March 26, 2026 from SWITRS. The collisions noted below include only those for which a collision report was filed with the Escondido Police Department.

Collision History by Intersection (January 1, 2020 – March 31, 2026) *Does not include collisions on 9th Avenue or Centre City Parkway			
Intersection	Date	Collision Type	Description / Notes
10th Ave & Spruce St (200 ft West)	7/12/2025	Rear End	Involved with a parked motor vehicle.
Spruce St & 09th Ave (173 ft South)	7/19/2023	Broadside	Involved with another motor vehicle.
Redwood St & 10th Ave (at intersection)	6/19/2024	Sideswipe	Involved with another motor vehicle.
Redwood St & 10th Ave (at intersection)	6/30/2023	Broadside	Involved with another motor vehicle.
10th Ave & Quince St (at intersection)	10/18/2023	Broadside	Involved with another motor vehicle.



CITY of ESCONDIDO

STAFF REPORT

Quince St & 10th Ave (at intersection)	8/29/2020	Broadside	Involved with another motor vehicle.
Spruce St & 11th Ave (10 ft West)	5/19/2025	Hit Object	Hit a fixed object.
11th Ave & Spruce St (At intersection)	11/20/2024	Broadside	Involved with another motor vehicle.
13th Ave & Tulip St (367 ft East)	5/13/2025	Rear End	Involved with another motor vehicle.
11th Ave & Quince St (27 ft West)	1/27/2022	Hit Object	Hit a fixed object.
Quince St & 11th Ave (at intersection)	10/9/2025	Broadside	Involved with another motor vehicle.
Quince St & 11th Ave (185 ft South)	5/15/2021	Head-On	Involved with another motor vehicle.
Quince St & 13th Ave (22 ft North)	8/11/2023	Head-On	Involved with another motor vehicle.
13th Ave & Pine St	2/24/2020	Broadside	Involved with another motor vehicle.

Based on the findings of the neighborhood review, City staff developed a set of recommended improvements to address the identified safety concerns. Collectively, the recommended improvements aim to address traffic safety concerns in the South Tulip Neighborhood.

The recommended improvements for the South Tulip Neighborhood include the following:

A. New All-Way Stop Control Sign Locations

- Converting existing Side-Street Stop Control (SSSC) intersections to All-Way Stop Control (AWSC) intersections.

B. New “All-Way” Plaques for Existing All-Way Stop Control Intersections

C. Installation of Senior Citizen Facility and 25 MPH Speed Limit Signage

D. Implementation of AB 382 – 20 MPH School Zone Speed Limit

E. New High Visibility Crosswalks with the 2026 Street Paving Project.

A. New Stop Sign Locations

Stop signs are intended to assign right-of-way at intersections in order to facilitate traffic movement and promote safety. The California Vehicle Code (CVC) Sections 21351, 21354, and 21355 grant local agencies the authority to place and maintain stop signs on local streets, including the ability to designate any intersection under their jurisdiction as a stop intersection and to install stop signs at one or more of its approaches.



CITY of ESCONDIDO

STAFF REPORT

Section 2B.12 of the CA MUTCD provides guidance for the installation of stop signs for all-way stop control and states: “The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants.”

- A. *Crash Experience: All-way stop control may be installed at an intersection where an engineering study indicates that:*
 - a. *For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
 - b. *For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
- B. *Sight Distance: All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.***
- C. *Transition to Signal Control or Transition to Yield Control at a Circular: All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.*
- D. *8-Hour Volume (Vehicles, Pedestrians, Bicycles): All-way stop control may be installed at an intersection where an engineering study indicates –*
 - a. *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and*
 - b. *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor- street approaches is at least 200 units per hour for each of any of the same 8 hours.*

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.
- E. *Other Factors: All-way stop control may be installed at 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 other factors may include, but are not limited to, the following:*
 - a. *The need to control left-turn conflicts,*



CITY of ESCONDIDO

STAFF REPORT

- b. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or*
- c. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

Based on this information, City staff recommends the installation of all-way stop control at the following existing four-leg intersections that currently operate as side-street stop-controlled intersections:

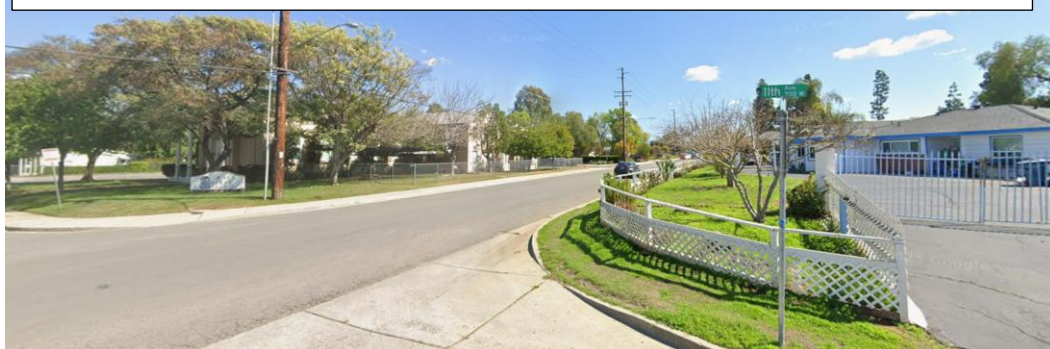
1. W. 11th Avenue / Redwood Street

Install stop sign on the northbound and southbound approaches (Redwood Street)

Looking north, west bound. Sight distance blocked by parked cars and vegetation.



Looking south, east bound. Sight distance blocked by parked cars and vegetation.



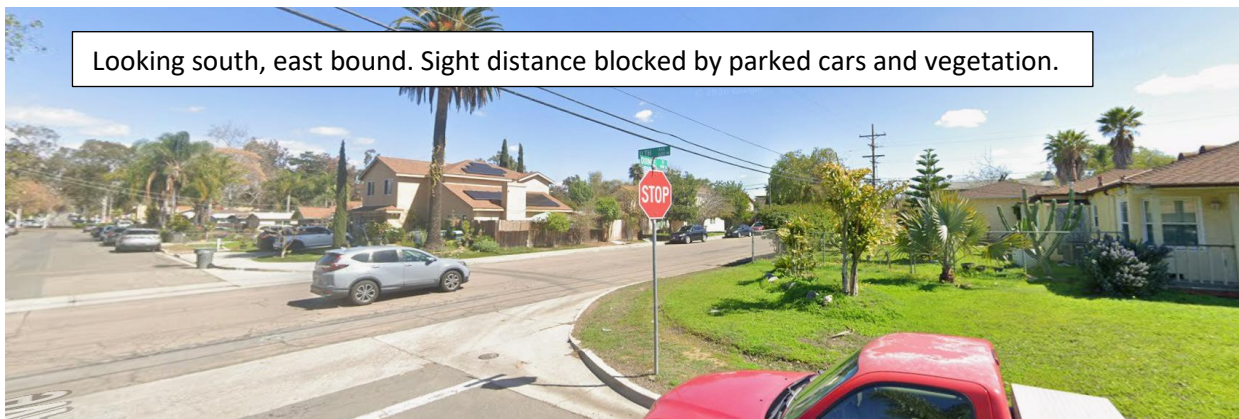


CITY of ESCONDIDO

STAFF REPORT

2. W. 11th Avenue / S. Quince Street

Install stop sign on the northbound and southbound approaches (Quince Street)



If approved, "All-Way" (R1-3P) plaques will be installed below the stop sign on all four approaches of the all-way stop-controlled intersections to provide clear notice to drivers.



R1-3P

B. New "All-Way" Plaques for Existing All-Way Stop Control Intersections



CITY of ESCONDIDO

STAFF REPORT

During the evaluation process, staff identified two existing intersections, W. 11th Avenue at S. Upas Street and W. 13th Avenue at S. Upas Street, that currently operate as all-way stop-controlled intersections but do not include R1-3P "ALL WAY" plaques. Staff recommends installing the "ALL WAY" plaques at both locations to improve driver awareness and provide greater clarity regarding the intersections' traffic control operations.

C. New Installation of Senior Citizen Facility and 25 MPH Speed Limit Signage

Redwood Terrace operates retirement community facilities on West 13th Avenue and Redwood Street. An existing senior citizen facility zone is established along West 13th Avenue with a posted speed limit of 30 MPH. Consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD), staff recommends reducing the posted speed limit within the senior citizen facility zone from 30 MPH to 25 MPH. Additionally, staff recommends extending the senior citizen facility zone to include Redwood Street, where Redwood Terrace also maintains an active senior living facility.

D. Implementation of AB 382 – 20 MPH School Zone Speed Limit

The Transportation and Community Safety Commission approved the implementation of Assembly Bill (AB) 382 at its April 2026 meeting. AB 382 authorizes local agencies to implement the required 20 MPH school zone speed limit prior to the statewide implementation date of January 1, 2031. A 25 MPH school zone is currently established along West 13th Avenue adjacent to Felicita Elementary School. Consistent with AB 382 and to enhance safety for students, staff recommends reducing the school zone speed limit from 25 MPH to 20 MPH.

E. New High Visibility Crosswalks with the 2026 Street Paving Project.

At its July 2026 meeting, the Transportation and Community Safety Commission reviewed and approved the installation of high-visibility school crosswalks at the intersection of West 13th Avenue and Tulip Street as part of the 2026 Annual Street Paving Project. The proposed crosswalk improvements are intended to enhance pedestrian visibility and improve safety for students traveling to and from Felicita Elementary School.

The proposed improvements described above are illustrated in **Attachment 1**. Additionally, data for speed and volume was collected by the Escondido Police Department and that is attached as **Attachment 2**. The 85th percentile was recorded at 33 miles per hour, which is above the 25 mile per hour statutory speed limit. **A 5-mph over the speed limit** is a minimum threshold to qualify local neighborhood street traffic calming, **8 to 10 mph over the limit**: Frequently qualifies a residential street for structural modifications such as **speed humps, speed cushions, or road narrowing**.



CITY *of* ESCONDIDO

STAFF REPORT

RECOMMENDATION:

Request that the Transportation and Community Safety Commission review and approve the proposed improvements for the South Tulip Neighborhood for stop sign installations.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION:

Request that the Transportation and Community Safety Commission review and approve the proposed improvements for the South Tulip Neighborhood.

COUNCIL ACTION:

Amend the City's Schedule of Stop Signs to incorporate the newly designated stop locations.

ATTACHMENTS:

1. South Tulip Neighborhood Improvement Map
2. Speed and volume data. Traffic report from September 14th, 2026.



For Project:

Project Notes:

Location/Name:

Report Generated:

Speed Intervals

Time Intervals

Traffic Report From

85th Percentile Speed

85th Percentile Vehicles

Max Speed

Total Vehicles

AADT:

11th and Redwood St

Facing SB on West Curbline

Incoming

9/21/20262:00:47 PM

1 MPH

Instant

9/14/20267:00:00 AMthrough9/21/20261:59:59 PM

33 MPH

5244

61 MPHon9/14/20263:58:29 PM

6170

846

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		836	799
AM Peak	7:00 AM	71	58
PM Peak	4:00 PM	74	67

Speed

Speed Limit:

85th Percentile Speed:

50th Percentile Speed:

10 MPH Pace Interval:

Average Speed:

25

33

28

23.0 MPH

27.95

to

33.0 MPH

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	824	588	616	614	691	502	457
% over limit	72.1	67	67.6	71.6	71.6	69.4	65.9
Avg Speeder	30.8	30.6	30.5	30.8	30.9	30.9	30.2
Avg Speed	28.3	27.7	27.6	28.2	28.3	28	27.3

Class Counts

	Number	%
VEH_SM	3	0
VEH_MED	6005	97.3
VEH_LG	162	2.6
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]



STAFF REPORT

October 8, 2026
Agenda Item No.: 4

SUBJECT:

SOUTH ESCONDIDO BOULEVARD 2—HOUR LIMITED PARKING LIMIT – “PARKED FOR SALE”

LOCATION:

Escondido Boulevard Between 6th Avenue and 8th Avenue – both sides of the street.

Initiated By: Escondido Blvd. Business Owner of Barber Dan – Mr. Dan Engelbrecht with 70% business owners signing the petition and initial consultation with Escondido Police Department

Request: Install 2-Hour Time-Limited Parking along designated segments of Escondido Boulevard to mitigate "Parked for Sale" vehicle violations and improve traffic safety.

BACKGROUND:

The City of Escondido has a documented history of managing localized street-side vehicle sales. This issue was previously addressed by the Transportation Commission and City Council via time-limited parking ordinances implemented in 2011 and July 2012 (which successfully cleared similar violations along portions of Escondido Boulevard, Lincoln Avenue, Ash Street, W. 9th Avenue and several other locations around the city.

While those historic restrictions proved highly successful in deterring long-term vehicle displays in their respective zones, regional code enforcement data shows that displacement has occurred. Unlicensed dealers have migrated their operations to secondary arterial corridors, with the current most egregious violations concentrated along Escondido Boulevard.

DISCUSSION & PURPOSE:

The proliferation of "For Sale" vehicles along Escondido Boulevard creates distinct municipal, operational, and safety challenges:

- **Public Safety and Sightlines:** Parked vehicles displaying commercial signs attract transient foot traffic and window shoppers. Drivers frequently slow down unexpectedly or stop within active travel lanes to inspect vehicles, significantly increasing the risk of rear-end collisions. Furthermore, clustered vehicles impair critical sightline requirements for motorists pulling out of intersecting residential side streets and commercial driveways.
- **Parking Infrastructure Monopolization:** Public street parking intended for nearby residents, patrons of local businesses, and legal commercial activities is being monopolized by out-of-area vehicle flippers.
- **Regulatory Equity:** This limited-time parking ordinance provides a targeted enforcement mechanism to eliminate illegal commercial car staging without placing an undue regulatory burden on law-abiding residents or established brick-and-mortar business operations.



CITY of ESCONDIDO

STAFF REPORT

Following standard municipal procedures, all property owners and businesses within a 500-foot notification radius of the affected zones will be notified of the proposed time restrictions via mail, and any public commentary will be reviewed and integrated prior to final sign installation. Staff will continue to monitor surrounding areas post-implementation to modify or fine-tune curb restrictions if further displacement occurs.

DATA & FIELD OBSERVATIONS

The Escondido Police Department (EPD) and City traffic engineering staff have identified an increasing influx of vehicles parked long-term with "For Sale" signs along Escondido Boulevard. Recent code enforcement sweeps and police observations noted multiple vehicles violating the 72-hour parking ordinance, effectively converting public street parking into an unpermitted, open-air used car lot. Field observations confirm that these vehicles are parked consecutively day after day, with a sharp increase in volume during weekends. This continuous turnover drop-off indicates high activity from unlicensed, unregulated curbstoners ("car flippers") capitalizing on the high visibility of Escondido Boulevard.

FISCAL IMPACT

The fiscal impact is minimal and limited to the capital cost of procurement and installation of standard regulatory 2-hour parking signs, which will be absorbed by the Public Works/Traffic Engineering Department's existing traffic control operations budget. Enforcement operations will be handled by the Escondido Police Department during routine patrols.

RECOMMENDATION:

It is recommended that the Transportation Commission approve the installation of 2-hour time-limited parking restrictions along the north and south/east and west curb lines of Escondido Boulevard within the designated study areas, effective upon the posting of regulatory signage.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION:

Support the request that the Transportation and Community Safety Commission approve the staff recommendation for 2-Hour Parking to not create a cars and trucks 'for sale by owner' situation. Allow staff to adjust and or add the limited timed parking zones as needed to correct the situation.



CITY *of* ESCONDIDO

STAFF REPORT

COUNCIL ACTION:

It will be necessary for the Council to approve a Resolution amending the City's Parking Schedules for installation of a 2-hour hour parking restriction at the locations as listed.

ATTACHMENTS:

Business owners' signatures between 6th and 8th Ave. And field photos.



CITY of ESCONDIDO

STAFF REPORT

Escondido Blvd
Business Owner
Proposed Signage for Parking

SANBERDAN @ COX. INC.
760-297-0075



Between 6th Ave. and ~~9th~~^{8th} Ave. on Escondido Blvd, we are constantly dealing with cars "FOR SALE" parked on the Blvd. The city has signage that would resolve our problem. The city requires 70% of the business owners to agree for them to consider installing the signs.

NAME	BUSINESS NAME	PHONE #
1- <i>Dan Engelbrecht</i>	<i>Owner 640-650 S. Esc. Blvd.</i>	<i>760-297-0075</i>
2- <i>Santiago's flower</i>	<i>Living</i>	<i>760-975-13-67</i>
3- <i>Edith A Alvelais</i>	<i>classic Styles</i>	<i>760-580-9120</i>
4- <i>Gregorio Torres</i>	<i>Gregories AUTO</i>	<i>760 855-9528</i>
5- <i>Dominique Orson</i>	<i>Escondido Combat Auction</i>	<i>619 384 9287</i>
6- <i>Emmanuel Sebastian</i>	<i>Quefand's</i>	<i>412 2887044</i>
7- <i>Jon L. Walwick, D.C.</i>	<i>Walwick Chiropractic Group</i>	<i>(760) 741-2805</i>
8- <i>Myrna Gloria Juarez</i>	<i>Chavelys Bridal Boutique</i>	<i>760.809.8702</i>
9- <i>Hipolito Fuentes</i>	<i>Chavely Jewelry</i>	<i>(760) 300.6956</i>



CITY of ESCONDIDO

STAFF REPORT

NAME	BUSINESS NAME	PHONE
10 ROSA Arredondo	Classic CUTZ Barber Shop	(760) 468-6982
11 Yolanda Titiana	Atomy, Shop	858-386-2878
12 Miguel Moreno	Atomy (@13)	(760) 586-2484
13 Hans Iskander	Georgia's Lignacur	619 635 032
14 Laura Stanley	The Cold Nose Pet Salon	760-741-2705
15 Jason Engelbrecht	Del's barber shop	(760) 743-9770
16 Max Carapia	One Stop Mower	760 458-7099
17 Tim madolew	El Mexicano mental	760-738-9531
18 James Snyder	LITTLE CAESARS	951 741 4777
19 Gloria Tahorian	Del Rio	(760) 847-7448





CITY of ESCONDIDO

STAFF REPORT

Parked cars for sale on Escondido Boulevard. Between 6th and 8th Avenues Photos from 9.15.26.





STAFF REPORT

October 8, 2026
Agenda Item No.: 5

SUBJECT:

Update on the Traffic Signal Priority List (TSPL) and Local Roadway Safety Program (LRSP)

LOCATION:

City Wide

BACKGROUND:

The City of Escondido is dedicated to improving multi-modal traffic operations, reducing severe injury collisions, and fostering community safety. To systematically address these goals, the Traffic Engineering Division manages two vital planning tools:

1. **The Traffic Signal Priority List:** A data-driven framework used to evaluate, rank, and prioritize intersections across the City that warrant new traffic signal installations or significant upgrades based on structural traffic volume, pedestrian activity, and collision data.
2. **The Local Roadway Safety Program (LRSP):** A systemic, proactive safety framework required by the state to remain eligible for specific highway safety funding streams (such as HSIP and SS4A). The LRSP analyzes City-wide collision metrics to identify systemic safety risks and deploy high-benefit counter-measures.

To carry out these complex, data-heavy efforts, the City has partnered with **Michael Baker International** as the lead engineering and traffic consulting firm. This report outlines the current progress since the project officially commenced.

DISCUSSION & PURPOSE:

The combined efforts for the Traffic Signal Priority List and the LRSP update are currently **in progress** and moving forward on schedule. Michael Baker International has initiated the initial data collection and stakeholder engagement phases.

Key project milestones currently underway include:

- **Comprehensive Crash Data Synthesis:** [Michael Baker International](#) is analyzing historical collision data across Escondido's local roadway network to isolate high-injury networks and trends impacting vulnerable road users.
- **Traffic Signal Warrant Evaluation:** Field data collection—including peak-hour turn counts, average daily traffic (ADT), and pedestrian volumes—is being gathered to evaluate candidate intersections against California MUTCD traffic signal warrants.
- **Stakeholder Coordination:** Preliminary outreach has been initiated with local safety and institutional partners, including the [Escondido Union School District](#) and the Escondido Police Department, to integrate neighborhood-specific safety concerns.

The combined output of these programs will directly feed into the City's Capital Improvement Program (CIP), positioning Escondido competitively for state and federal safety grant cycles.



CITY of ESCONDIDO

STAFF REPORT

FISCAL ANALYSIS

This is an informational progress report; there is no direct fiscal impact associated with receiving and filing this item. Funding for the professional services agreement with Michael Baker International has been previously approved and appropriated within the active Traffic Engineering division budget and applicable capital fund accounts.

CITY OF ESCONDIDO
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM AND BUDGET
FISCAL YEARS 2026/27-2030/31

Streets

Transportation Master Plan

Update Traffic Signal Priority List (TSPL) and Local Roadway Safety Plan (LRSP) Studies



Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Project Start Date: July 1, 2026 Project End Date: June 30, 2027

Project Description:

Updates the Traffic Signal Priority List and Local Roadway Safety Plan using current collision data and system performance trends. These tools guide identification of high-risk intersections and ensure that future investments are data-driven and aligned with current conditions.

Operating Impacts:

No direct operating impacts are associated with this planning effort.

	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Project Cost						
TSPL	\$105,000	-	-	-	-	\$105,000
LRSP	\$95,000	-	-	-	-	\$95,000
Total	\$200,000	-	-	-	-	\$200,000

	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Funding Source						
TransNet (1230)	\$200,000	-	-	-	-	\$200,000
Total	\$200,000	-	-	-	-	\$200,000



CITY *of* ESCONDIDO

STAFF REPORT

RECOMMENDATION:

It is recommended that the Transportation and Community Safety Commission receive and file this informational progress report regarding the active development of the **City of Escondido Traffic Signal Priority List** and the comprehensive update to the **Local Roadway Safety Program (LRSP)**.

Staff Recommendation: Note and File (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION:

None.

COUNCIL ACTION:

None.

ATTACHMENTS:

None.