



# CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

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January 08, 2026 at 3:00 PM  
Council Chambers: 201 North Broadway, Escondido, CA 92025

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## **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**

Rachael Kassebaum

### **Vice Chair**

Linda Rendon

### **Commissioners**

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201 N. Broadway, Escondido, CA 92025



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TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

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# CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

## ROLL CALL

## ORAL COMMUNICATIONS

## APPROVAL OF MINUTES

## ITEMS

1. JOINT CITY OF ESCONDIDO-EUSD-EUHSD TRAFFIC SAFETY PUBLIC INFORMATION CAMPAIGN
2. GRAND AVENUE TRAFFIC CALMING EAST OF JUNIPER TO VALLEY BLVD
3. APPROVAL OF THE ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL
4. CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

## ADJOURNMENT



# STAFF REPORT

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January 8, 2026  
Agenda Item No.: 2

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**SUBJECT:**

**TRAFFIC CALMING ON GRAND AVENUE EAST OF JUNIPER**

**LOCATION:**

Downtown Escondido

**BACKGROUND:**

Grand Avenue in downtown Escondido is a central area of activity for all modes of transportation including walking, biking, and driving. Over the past 5 years, the City has designed and constructed a pedestrian-oriented downtown business district that is focused on dining and shopping. In particular, the block between Juniper and west to Kalmia is very dining-focused. This area's success is in part due to the slow traffic pattern that was created when Grand Ave was reduced from 4 lanes to 2 lanes, the speed limit lowered, the sidewalks widened and parking altered to diagonal spaces. All of these improvements intentionally served to create a 'pedestrian-friendly zone.'

In the ultimate Grand Avenue vision, Juniper has been viewed as a potential location for another larger roundabout, similar to the version at Broadway.

In the meantime, the City has received multiple requests from Downtown businesses to turn the traffic signal back on after the completion of the construction for the Grand Avenue Vision project. Since 2020, the signal has been on Red 'flash,' largely in order to slow traffic down.

The options for traffic control at Juniper are still being evaluated. They include:

- Re-establishing previous signal operations
- Modify the signals to allow for a 'scramble' crosswalk operation, similar to Coast Highway intersections in Carlsbad and Encinitas.
- Removing the signals and installing stop signs
- Roundabout (as discussed in the Grand Avenue Vision Plan).

At this time, staff are currently focused on methods to *calm* the westbound traffic, since slowing down the traffic is critical with all of the above options. Since the construction, Juniper to the west is radically different than the 4-lane 'vehicular-centric' zone east of Juniper (similar to Grand previous to the transition). Staff's concern is that the area east of Juniper needs to be a transition segment to 'calm' traffic before westbound traffic reaches the downtown zone.

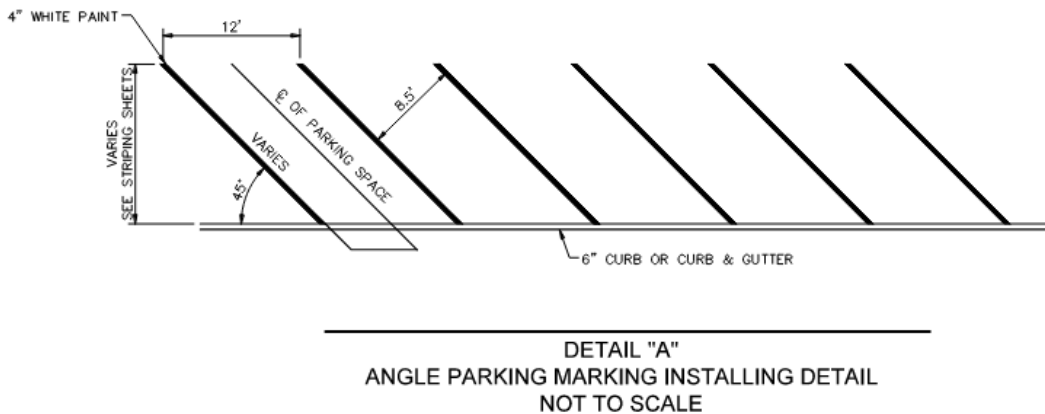


# CITY of ESCONDIDO

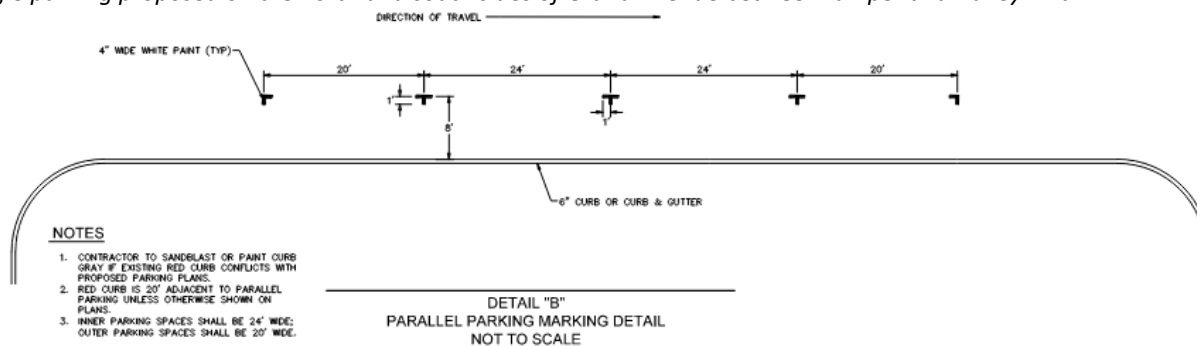
## STAFF REPORT

### DISCUSSION:

As stated, the immediate focus of this proposed work is to 'calm' and transition the incoming free-flowing westbound vehicles from Grand to the calmer, pedestrian-oriented context of Grand between Juniper and Maple. In order to accomplish this, staff are proposing the conversion of parallel parking to diagonal parking east of this intersection, such that it matches up with the rest of the street configuration for Grand Avenue. This diagonal parking will add 'friction' to the westbound approaching vehicles, so that they slow vehicles approaching the intersection to make it safer for the pedestrians. The diagonal parking will also increase the parking yield along this segment from Juniper Street to Ivy Street. The following exhibits illustrate the diagonal parking and where it would be installed.



*Angle parking proposed on the north and south sides of Grand Avenue between Juniper and Valley Blvd.*



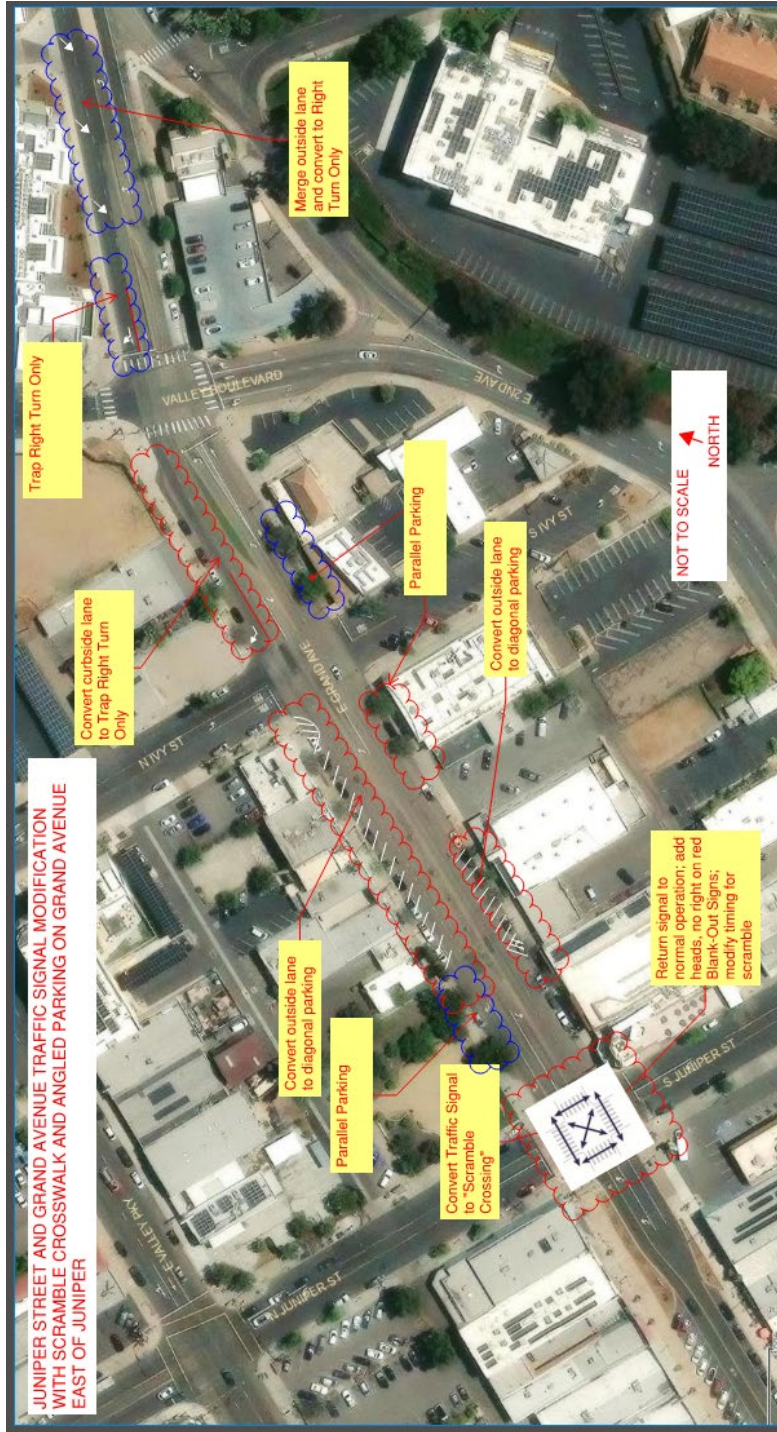
*Parallel parking proposed on the south side of Grand Avenue between Juniper and Valley Blvd.*

As shown in the exhibit below, westbound Grand traffic lanes will start reduction from 4 lanes to 2 lanes between Fig and Valley, with the outside lane between Valley and Ivy converted to a right-turn-only lane. With the new signal at Ivy and Valley Parkway, this works well to allow westbound vehicles an easy option to bypass the downtown area if their destinations are beyond downtown. For illustration purposes, a 'scramble' crosswalk is shown at Juniper. Note that all options for Juniper are still on the table.



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## STAFF REPORT



Concept for scramble crossing and angled parking.



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## STAFF REPORT

### **RECOMMENDATION:**

As information. Staff will present options for traffic control at a future meeting.

### **COUNCIL ACTION**

Not at this time

### **ATTACHMENTS:**

None





# STAFF REPORT

January 8, 2026  
Agenda Item No. 3

## SUBJECT:

### **APPROVAL OF THE ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL**

## 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 7 or 14 years, depending upon specific criteria) to ensure the speed limits reflect current conditions as dictated by the 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 following are analyzed:

- a. the prevailing or 85<sup>th</sup>-percentile speed (the speed at or below which 85 percent of the vehicles sampled were traveling),
- b. ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements), and
- c. 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.





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### 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) was revised to require a local authority to round speed limits to the nearest five miles per hour of the 85<sup>th</sup>-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 85<sup>th</sup>-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 has been eligible for use to additionally lower a speed limit since July 1, 2024.**

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

In accordance with CVC Section 22358.8, if a local authority, after completing an Engineering and Traffic Survey, finds that the speed limit **is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established** with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

### DISCUSSION & PURPOSE:



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## STAFF REPORT

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

- 1) Between 15 mph and 65 mph,
- 2) Supported by an Engineering and Traffic Survey

The CVC was revised effective January 1, 2022 following the approval 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 85<sup>th</sup>-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 85<sup>th</sup>-percentile speed, a local authority **may** decide to instead round down the speed limit to the lower five miles per hour increment.

The 85<sup>th</sup>-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.

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 for each of the study segments.

- For segments 3, 4, 5, 7, 9, 11, 12, 13, 14, 15, and 16, the recommended speed limit reflects a rounding to the nearest five mile-per-hour increment in accordance with CVC Section 22358.6, as discussed above, and the speed limit will remain unchanged.
- For segments 1, 2, 8, 10, 17, and 18, the recommended speed limit reflects a lowering of the speed limit by five miles per hour from the nearest five mile-per-hour increment of the 85<sup>th</sup>-percentile speed in accordance with CVC Section 22358.6, as discussed above, and the speed limit will remain unchanged.

Segment No.	Street Name (Zone)	Segment		Date of Previous Speed Survey	Existing Posted Speed Limit (MPH)	Classification	85 <sup>th</sup> Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Bernardo 1	W 11th	Cul-de-sac	03/17/19	35	LC	39	35~	35
2	Borden 1	Seven Oakes	Rock Springs	03/14/19	35	LC	41	35~	35
3	Broadway 8	Washington	Grand	03/14/19	35	M	37	35	35
4	Broadway 10	Third	Fifth	03/07/19	30 (25 WCAP)	C	31	30	30 (25 WCAP)
5	Date 1	Grand	Chestnut	03/14/19	35	C	37	35	35
6	Eleventh 2	Valley	Del Dios	03/07/19	30	LC	32	30	30
7	Eleventh 3	Del Dios	Bernardo	03/07/19	35	LC	37	35	35
8	Juniper 1	Washington	Pennsylvania	03/14/19	25	C	31	25~	25
9	Juniper 2	Pennsylvania	Second	03/14/19	25 (25 WCAP)	C	27	25	25 (25 WCAP)
10	Seventeenth 1	Juniper	City Limits	03/14/19	35 (25 WCAP)	C	38	35~	35
11	Simpson 1	Hale	Venture	03/14/19	35	LC	36	35	35
12	Thirteenth 1	Tulip	Centre City Parkway	03/07/19	30 (25 WCAP)	LC	32	30	30 (25 WCAP)
13	Thirteenth 2	Centre City Parkway	Escondido	03/07/19	30	C	31	30	30
14	Thirteenth 3	Escondido	Juniper	03/07/19	30 (25 WCAP)	C	31	30	30 (25 WCAP)
15	Tulip 1	Ninth	Thirteenth	03/07/19	30	LC	31	30	30
16	Wanek 1	Citrus	Valley	04/23/19	35	LC	35	35	35
17	Citracado S2	Scenic Trails	Valley	06/08/23	35	M	41	35~	35
18	Citracado S1	Valley	Avenida Del Diablo	03/23/16	40	M	46	40~	40
19	Citracado 2 (NEW Segment)	Avenida del Diablo	Harmony Grove Rd./S. Andreasen	None	None	M	51	50	40^^



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~ Indicates rounded down from the 85th percentile speed to the lower five miles per hour increment, per CVC 22358.6  
\* Retain existing speed limit per CVC 22358.8  
^^ Rounded down to be consistent with the corridor by ordinance  
LC- Local Collector; C-Collector; M-Major

Table 1: Overview of Speed Surveys

**RECOMMENDATION:**

Approve staff recommendation to approval of the speed limits per **Table 1** above and forward to City Council for concurrence.

Item 3.

**COUNCIL ACTION**

Approve eighteen (18) speed survey segments to retain existing posted speed limits by ordinance in conformance with the California Vehicle Code.

Approve one (1) speed survey segment to be created and post speed limits by ordinance in conformance with the California Vehicle Code.

**ATTACHMENTS:**

None



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January 8, 2026  
Agenda Item No: 4

## SUBJECT:

### CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

## LOCATION:

Various Locations Citywide

## BACKGROUND:

The following transportation-related projects are currently in design, under construction or recently completed.

The City has recently updated its Major Development Activity Dashboard to include City-funded capital improvement projects as well as developer-funded projects.

[Major Development Activity Dashboard](#)

## TMPL Projects Update

### Project Description

The City of Escondido Traffic Management Project List (TMPL) projects from Cycle 7 (TCSC approval in 2023):

1. N Broadway and North Avenue high-visibility crosswalk for Reidy Elementary School
2. Classical Academy crosswalk and pedestrian signage improvements on Canyon Road at Gretna Green Way.
3. Khayyam Road LED curve warning signage.
4. Golden Circle Radar Speed Signs.

Status: The North Broadway project was completed by City forces, and the Classical Academy project was completed in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, and City forces. The radar signs and LED signs were advertised for bid and the contract has recently been executed. Work should be completed in early-2026.

TMPL projects from Cycle 8 (TCSC approval in 2024):

1. S Tulip Street 5th to 9th Traffic Calming
2. Orange Glen Elementary School Drop-off/Pick Up Improvements

Status: These projects will likely be completed by City forces in early 2026.



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### Traffic Signal Communications Master Plan and Implementation

#### Project Description

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.

A Caltrans Highway Safety Improvement Program grant was awarded on March 30, 2021 with a total project cost estimate of \$2.32m, and a 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 completed a draft of the existing systems inventory of the City's traffic signal infrastructure and is coordinating with staff to determine the appropriate communications strategy for future deployment. This work consists of 3 phases: 1) Communications Master Plan; 2) Plans Specifications and Estimates, and 3) Bidding and Installation of specified equipment City-wide.

Status: The Traffic Signal Communications Master Plan was largely completed in September (2025). Preparation of Plans, Specifications, and Estimates for corridor upgrades were delivered in December. The package will be presented to Caltrans to release construction funds in January. Following purchase of the equipment, construction/Installation should be underway in mid-2026.

Related to the Communications Upgrades, the current installation of fiber optic cable throughout the City will be including connections to each signal in the City (see below). This work will be implemented as progress occurs throughout the City, but may not be fully implemented for several years.

### City-wide SiFi Fiber Optic Cable Network Installation

#### Project Description

The City has partnered with SiFi Networks to build a 'FiberCity' network that will connect virtually every home and business in the City to fiber optic, including City-owned facilities like buildings and traffic signals. They will, over the next several years, install nearly 3 million lineal feet of cable on virtually every street in the City. See [sifinetworks.com](https://sifinetworks.com) for more information.

Status: Work on the network installation is currently roughly 30% complete. Plans have been updated to include connections to each traffic signal.





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### **Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update**

#### Project Description

The Comprehensive Active Transportation Strategy (CATS) and Mobility Element update will include evaluation of current infrastructure and user demand to develop a well-connected active transportation network. The CATS has evaluated 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. Work on the project started in July, 2023 and will continue throughout 2024, with completion in mid-2025.

Status: The inventory and the first phase of outreach, as well as identifying and prioritizing projects, has been completed. The Community Transportation Needs Assessment was also completed. The team is currently preparing various components of the Existing Conditions Report and Proposed Projects list, in preparation for the 2<sup>nd</sup> round of public outreach early next year.

### **Creek Trail Expansion Project**

#### Project Description

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 and improve approximately 4.5 miles of the creek corridor, and extend the western end of the trail 0.4 miles to Harmony Grove Road. The eastern end of the improvement is Midway Drive. This project will create a double-sided trail on approximately 1.7 miles, where one side will be the existing Class I bicycle path, while the other will be a new pedestrian oriented 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 plants, 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



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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.

Status: Construction started in January 2025. Construction is roughly 85% complete and should be fully complete in early 2026.

### **Citracado Extension Project**

#### Project Description

This project constructed a key missing link of Citracado Parkway, between Andreasen and Harmony Grove Village Parkway, including a bridge over the Escondido Creek. The project widened Citracado Parkway between W. Valley Pkwy and Avenida del Diablo, including the installation of sound walls at several locations.

The project included new traffic signals at Citracado Pkwy at Mountain Shadows and Citracado Pkwy at Harmony Grove Road. In addition, two existing signals were modified at Harmony Grove Village Pkwy and at Andreasen Drive.

Status: Construction of the \$23m project started in September 2022; it was open to traffic in August 2024. Work is largely complete, but some very minor finishing elements continue.

City will be overseeing an intersection design study of Citracado at Valley to determine future modifications to accommodate the increased travel.

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

### **Grand Avenue Vision Project**

#### Project Description

This project implements the Grand Avenue Vision Plan to improve Grand Avenue between Juniper and Escondido Blvd, including widened sidewalks, expanded outdoor dining areas, traffic circles, improved pedestrian crossings, string lighting, and diagonal parking on one side of the street.

Status:

Phase I was completed in 2022.

Design for Phase II, which improves both sides of Grand Ave between Maple and Juniper, was completed in 2023.



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Construction for Phase II began in October 2024, and was completed in May 2025, in advance of the opening Cruizin' Grand in early June.

The City's five-year Capital Improvement Program shows continued funding toward Phase III of the project to add an additional roundabout in the corridor.

### **Annual Street Rehabilitation and Maintenance Projects**

#### Project Description

These annual CIP-funded projects provide 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 project currently underway is focused on the west Central area. In recent years, buffered bike lanes have been included where street widths or other design factors allow. High-visibility continental crosswalks are included, and at some signalized intersections, existing detection loops were replaced with camera detection.

#### Status:

Work on the 2023 program was within the southeast portion of the City (roughly east of Ash Street and south of Valley Parkway) and completed in late Fall 2024.

The 2024-25 program, which is in the west central area of the City: I-15 to the west; SR 78 to the north; Ash to the east and 5<sup>th</sup> to the south. This work is nearly complete.

The 2025-26 program (I-15 on the west, 5<sup>th</sup> on the north, city limits on the east, and Felicita on the south) is currently in design stages and is expected to go to bid in early 2026.

### **Washington Avenue and Rose Street Traffic Signal Modification**

#### Project Description

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing for the east and west directions (north and south are already in place). Improvements include new traffic signal poles, signal indications, pedestrian push buttons, striping, and signage to enhance safety for vehicular and pedestrian traffic. The design phase started in September 2022. Earlier property constraints were resolved with design modifications at the northwest corner of the intersection.



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Status: Design is complete, City Council awarded the contract on April 2, 2025. Work began briefly this summer, and is now paused waiting for traffic signal equipment to arrive (typical lead time in 4-6 months). The construction should be complete in early 2026.

### **Palomar Heights**

#### Project Description

This 420-unit mixed-use development is located at the former site of the downtown hospital. The project has installed a new traffic signal at Valley Parkway at Ivy. Three existing signals were modified and upgraded at Valley Pkwy/Valley Blvd/Private Driveway; Valley Pkwy/Grand Ave/2nd and at Grand Ave/Fig St. (Palomar Heights Development).

Status: Apartment construction continues. Work on the surrounding roads was largely completed this summer, with a final punch-list underway. Overall completion of the project is expected in 2026.

### **Traffic Signal at Rock Springs and Lincoln Avenue**

#### Project Description

The commercial development of a new 7-Eleven and gas station is, as a condition of approval, required to install a new traffic signal at Lincoln Avenue at Rock Springs Rd. This location was identified in the City's 2019 Traffic Signal Priority List. The existing traffic signal was conditioned to be modified with protected left-turns at Rock Springs Rd at Mission Avenue.

Status: Design is complete. Discussions concerning the conditional elements of the project have caused some delays, but construction is expected to start later this year and be complete in 2026. Update: the condition to add a protected left turn for north-south traffic at Rock Springs and Mission was unfortunately removed from the project.

### **The Villages at Escondido Country Club (also known as Canopy Grove)**

#### Project Description

The 380-unit development is being constructed on the grounds of the former Escondido Country Club property. The project includes construction of the new center median on Country Club Lane, two new traffic signals - at Country Club Lane and Gary Lane and at Country Club Lane and Nutmeg St. 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 included at Firestone Drive. Roundabouts were included at Golden Circle and at La Brea.



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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 in 2022. The contractor is currently working on the underground water main and storm drain on Country Club Lane between Gary Lane and La Brea.

Status: The Golden Circle roundabout was opened in 2022. In late 2023, most of County Club Lane was restriped to reduce the through lanes from 4 lanes to 2 lanes with buffered bike lanes. All legs of the La Brea roundabout were opened early in 2024. The new traffic signal at Gary Lane and Country Club was be activated in April 2025. This very large project is nearly complete, but many smaller items remain to be completed.

### **Juniper 'Old Escondido' Street Lighting**

#### Project Description

The City has added street and pedestrian lighting, and upgraded 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.

Status: This project is largely complete except for some tuning of the light-level output.

### **Bear Valley Pkwy Widening Project and Signal at Zlatibor Ranch Road, in conjunction with Sonora Hills subdivision**

#### Project Description

This City project widened the *west side* of Bear Valley Parkway between Sunset/Ranchito and the City limits at Choya Canyon Rd to add one south-bound lane as required to address the currently failing Level of Service. Widening of the *east side* of Bear Valley Parkway to add one north-bound lane and a traffic signal at Zlatibor Ranch Rd (and entrance to the Sonora Hills subdivision) was completed by the development project, with City contribution, to extend improvements to Sunset/Ranchito, in accordance with the Development Agreement approved for this project. Funds for the City's west side widening are projected during FY24/25-FY27/28.

Status: Construction on the off-site work is complete. Subdivision work continues. The new traffic signal at Zlatibor and the subdivision entrance was activated this past summer (2025).



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### South Escondido Access Improvements

#### Project Description

The South Escondido Access Improvements Project will provide safety improvements, traffic calming and ADA accessible ramps in South Escondido. The two intersections that will receive treatments include Centre City Parkway (CCP) and Brotherton Road, and CCP and South Escondido Boulevard Connector (approximately 0.25 miles to the north).

This area has experienced many severe crashes over time, and is currently ranked #5 of the top 30 highest crash intersections in the Local Roadway Safety Plan. The City had sought funding through several grant programs to study and improve the safety aspects of these two intersections. The City was successful in 2023 with the Congressional earmark for \$1.4 million to study and implement improvements.

The City hired STC Traffic to analyze various improvement options in this segment. A Traffic Operations Analysis and Report (TOAR) narrowed the options to 4 alternates, and, with the City's concurrence, ultimately selected a preferred alternative that improves safety and efficiency of traffic operations for both intersections for vehicles and pedestrians crossing Centre City Parkway. The preferred alternative recommends placing traffic signals at the Escondido Blvd Connector, and a pedestrian-only signal at Brotherton.

The funding included 3 phases: 1) traffic options analysis, 2) design, and 3) construction.

Status: Currently, STC Traffic is moving ahead with the design of the selected project alternatives, and is anticipating design to be complete in early 2026, with construction starting in late-2026.

#### **RECOMMENDATION:**

Receive report update

#### **COUNCIL ACTION**

None

#### **ATTACHMENTS:**