CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

April 11, 2024 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

Lori Hatley

Vice Chair

Rachael Kassebaum

Commissioners

William Durney
Lon Grothen
Lynn Graykowski
Linda Rendon
Francis Spoonemore

Assistant City Clerk

Sarena Garcia

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In Person

201 N. Broadway, Escondido, CA 92025

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

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CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

AGENDA

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

ITEMS

1. **TRAFFIC MANAGEMENT PROJECT LIST (TMPL) FY24/25 PROJECT NOMINATIONS**

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

ADJOURNMENT

STAFF REPORT

April 11, 2024

SUBJECT

TRAFFIC MANAGEMENT PROJECT LIST (TMPL) FY24/25 PROJECT NOMINATION

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 nominated for consideration will be presented to TCSC in April of each year. The TCSC will provide direction to staff as to which projects should be evaluated for final review and selection for funding during the July TCSC meeting.

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:

Staff has received three requests for the 2024/25 Traffic Management Project List and recommends that the TCSC approve further review of these projects. Conceptual designs will be prepared and the projects will be ranked according to the established criteria for TCSC consideration of funding at the July 2024 meeting.

24/25 TMPL Project Candidates

1. S. Tulip St. – 9th to 5th Ave: Traffic Calming Request

Resident Giuseppe Gutierrez contacted the City with his concerns about cut through traffic and speeding on S. Tulip Street between 5th Avenue and 9th Avenue. S. Tulip St is a local collector street with a speed limit of 25mph.

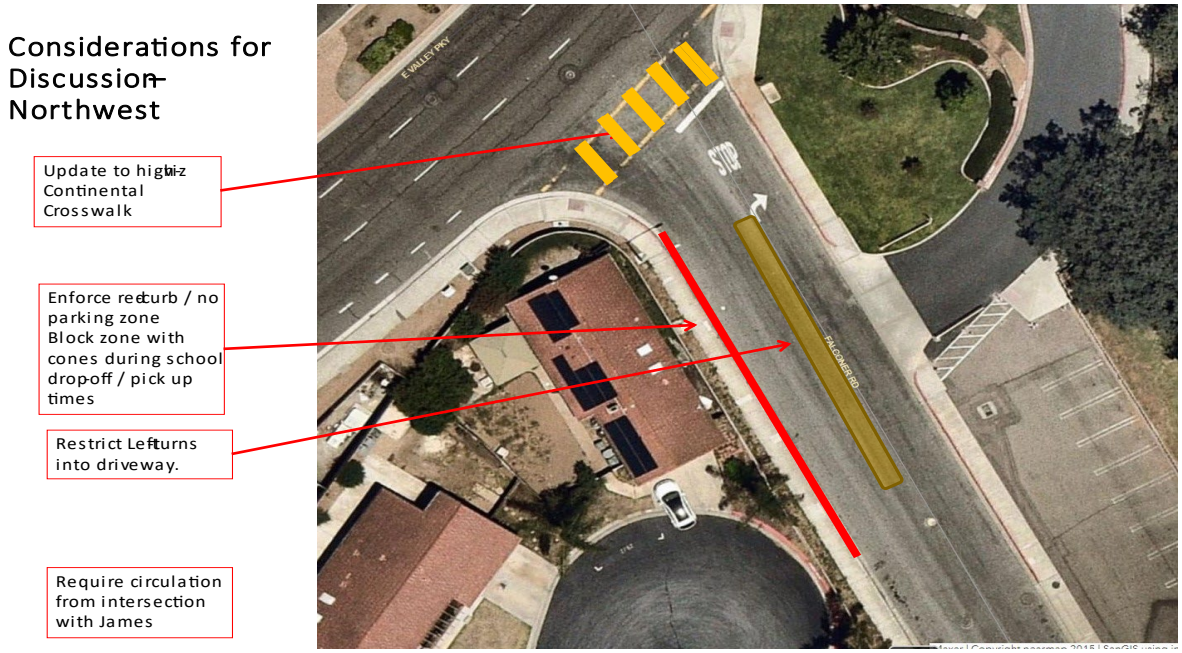
Speed data was collected in May 2023. The 85th% speed was determined to be 36 mph. The traffic volume was 124 vehicles per day, which is less than anticipated for a local collector roadway. While the data does not validate the concern of significant cut through traffic, it does show that speeds are higher than desired in this area.

In response to the concern, staff prepared a draft striping plan that includes parking lane and centerline striping. In accordance with the City's policy, Mr. Gutierrez surveyed residents within the boundaries outlined in red to confirm their support of traffic calming in their neighborhood. Signature were provided on March 13, 2024. Staff recommends that this project be included for further evaluation, including evaluation of additional potential measures such as radar speed feedback signs.

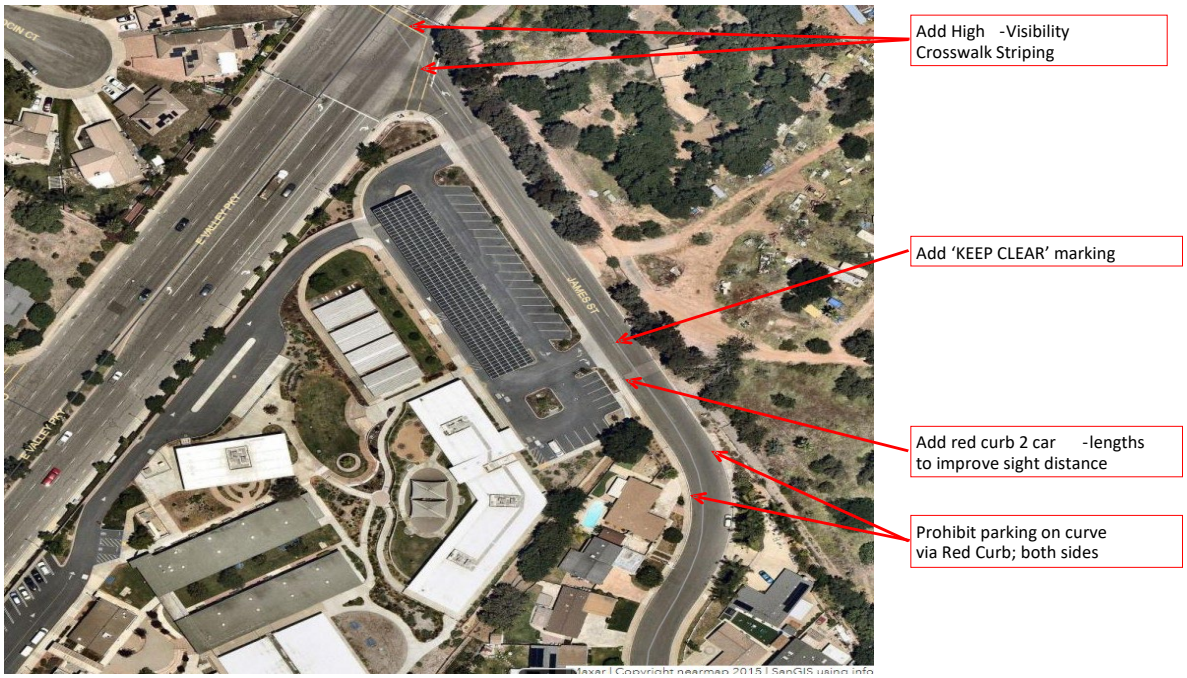
Draft S. Tulip St. Striping Plan included in resident support request.

2. Orange Glen Elementary: Drop Off/ Pick Up Improvements

School officials contacted City staff about drop off and pick up concerns for Orange Glen Elementary and Quantum Academy. A walk audit was conducted with City and School officials in May 2023. A number of prospective safety improvement have been identified to address walk audit findings, including installation of high visibility crosswalks, turn restrictions and red curbing, as shown below.

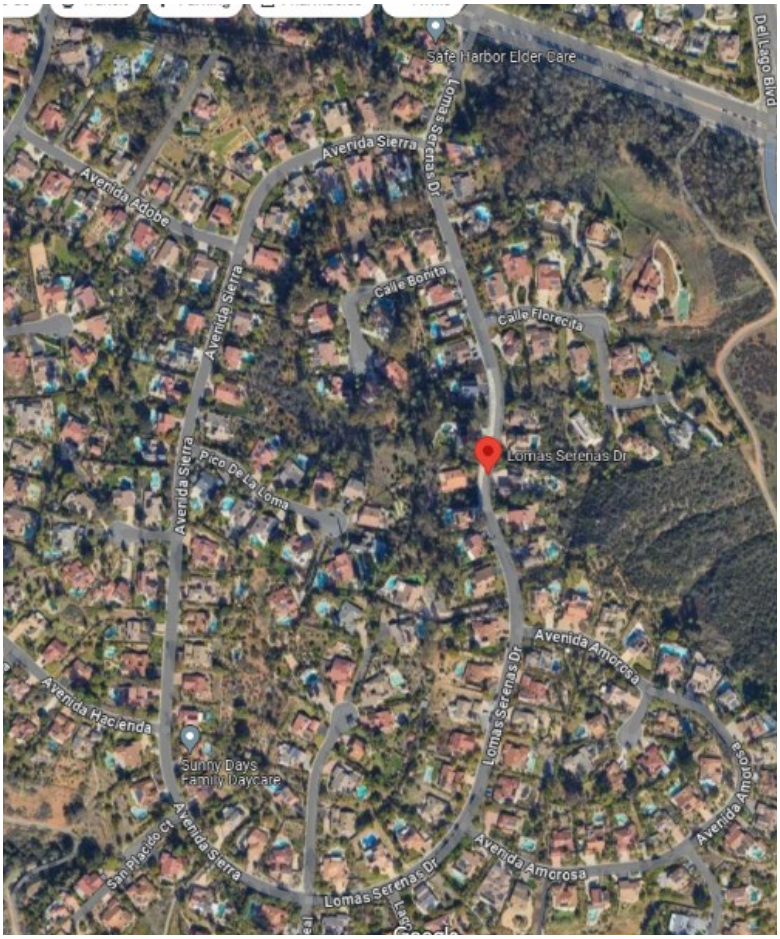


East Valley/James Street:



3. Lomas Serenas: Traffic Calming Request

The President of the Lomas Serenas homeowner's association contacted City staff about speeding concerns on Lomas Serenas. Speed data was collected during October 2023 and November 2023. It was determined that the 85Th % speed was 38 mph in the incoming (downhill) direction and 35 mph in the outgoing (uphill) direction. The HOA has requested installation radar speed signs.



It is recommended that these three projects be evaluated according to the established TMPL criteria (noted above) and reported for TCSC consideration in July 2024.

RECOMMENDATION

Approve evaluation of the following candidate TMPL projects:

- S. Tulip St. – 9th to 5th Ave: Traffic Calming Request
- Orange Glen Elementary: Drop Off/ Pick Up Improvements
- Lomas Serenas: Traffic Calming Request

COUNCIL ACTION

None.

ESCONDIDO
City of Choice

CITY OF ESCONDIDO

TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 11, 2024 **Item No.: F1**

Location: Various locations Citywide

Initiated By: City Staff

Request: Recommend approval of the Engineering & Traffic Surveys (E&TS) for posted speeds on various street segments Citywide and to forward recommendations to City Council to retain speed limits on six segments.

Background & Survey Methodology:

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 6 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 segments 1 and 3, the recommended speed limit is set based on the 85th-percentile speed of the new speed survey and remains unchanged.

- For segments 2,4 and 5 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 6, the rounding of the 85th-percentile speed would result in the speed limit increasing by 5 MPH. In accordance with CVC Section 22358.8, the local authority may, by ordinance, retain the current speed limit if that speed limit was established with an engineering and traffic survey 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. Therefore, the speed limits for these surveys will remain unchanged and will be forwarded to City Council to approve by ordinance.

Table 1: Overview of Speed Surveys

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	La Terraza Blvd	9th Ave	Valley Pkwy	11/30/2016	40	LC	42	40	40
2	Bear Valley Pkwy	Boyle Ave	Oak Hill Dr	11/15/2016	45 (25 WCAP*)	M	50	45~	45 (25 WCAP*)
3	Bear Valley Pkwy	Oak Hill Dr	Citrus Ave	11/16/2016	45 (25 WCAP*)	M	47	45	45 (25 WCAP*)
4	Bear Valley Pkwy	Citrus Ave	Valley Pkwy	11/29/2016	45	M	49	45~	45
5	Valley Pkwy	Rose St	Midway Dr	02/01/2017	35 (25 WCAP*)	M	38	35~	35 (25 WCAP*)
6	Valley Pkwy	Citrus Ave	El Norte Pkwy	02/01/2017	45 (25 WCAP*)	P	52	50	45* (25 WCAP*)

~ 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

LC- Local Collector; C-Collector; M-Major Arterial, P-Prime Arterial

Necessary Council Action: Six (6) speed survey segments to retain existing posted speed limits by ordinance in conformance with CVC Section 22358.8.

Respectfully submitted:

Prepared by:

Craig Williams
Associate Engineer

Approved by:

Julie Procopio

Julie Procopio, PE (Civil)
City Engineer