



CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

October 09, 2025 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

David Cazares

Lon Grothen

Austin Denman

Linda Rendon

Francis Spoonemore

ASSISTANT CITY CLERK

Sarena Garcia

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CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

ROLL CALL

FLAG SALUTE

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

- [1.](#) August 7, 2025 TCSC Meeting Minutes

ITEMS

2. Recognition of Retiring Commissioners
3. Election of Chair for Transportation & Community Safety Commission
4. Election of Vice Chair for Transportation & Community Safety Commission
- [5.](#) City-wide Traffic Projects Status Report
- [6.](#) South Escondido Access Improvements Updates

ADJOURNMENT



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

MEETING MINUTES

August 7, 2025 3:00 P.M.

ROLL CALL

MEMBERS PRESENT

Chair Lori Hatley

Vice Chair Rachael Kassebaum

Commissioner Austin Denman

Commissioner William Durney

EUHS Rep Linda Rendon

Elementary Rep Francis Spoonemore

MEMBERS ABSENT

Commissioner Lon Grothen

ORAL COMMUNICATIONS

None

APPROVAL OF MINUTES

Motion: Durney; Second: Kassebaum; Approved 6-0 (Grothen - Absent)

ITEMS

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

Motion: Kassebaum; Second: Durney; Approved 6-0 (Grothen - Absent)



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2. **COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY (CATS) PROJECT UPDATE AND TMPL PROPOSAL**

Motion to request the City Council approve increasing the Transportation Management Priority List (TMPL) budget to \$200,000: Durney; Second: Spoonemoore; Approved: 4-2 (Hatley, Denman – No; Grothen - Absent)

3. **GAMBLE STREET TRAFFIC FLOW UPDATE**

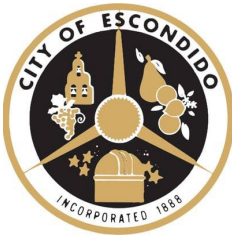
Update provided. Commission action not required.

ADJOURNMENT

Meeting adjourned at 4:20 p.m.

CHAIR

CITY CLERK



STAFF REPORT

October 9, 2025
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. Bid documents for the radar signs and LED signs have been delayed but are expected to be issued in October for the Khayyam Rd and Golden Circle projects. Work should be completed shortly thereafter.

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: Both of these projects are in the design phase.



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STAFF REPORT

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). 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), which has enabled a change of direction with the Master Plan work, and ultimately, construction. Preparation of draft Plans, Specifications, and Estimates for corridor upgrades were completed in September 2025, with final plan documents to be delivered in October, and then presented to Caltrans to release construction funds. Construction/Installation should be underway in early 2026.

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 for more information.

Status: Work on the network installation is currently about 20% 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: Work continues on this project: 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 2nd 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 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



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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 70% 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 is considering 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.

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



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The City's five-year Capital Improvement Program shows continued funding toward Phase III of the project between Escondido Blvd and Maple St.

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 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 5th to the south. This work is currently underway.

The 2025 program (I-15 on the west, 5th 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.

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.



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Juniper Safe Routes to School Phase 2

Project Description

This project provided 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 also provided for a Safe Routes to School educational (non-infrastructure) program 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 widened Juniper Street and filled gaps in the sidewalk. In addition, existing traffic signals were modified with protected left-turns and APS at Felicita Ave at Escondido Blvd and at Juniper St at Felicita-17th Ave. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Status: Construction began in April 2023 and was largely completed in September 2023, although SDG&E utility poles relocation could not be completed until 2024. The SDG&E work to move their poles out of the street was completed earlier this year (2025). This project is complete.

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. Overall completion of the project is expected in 2026.

7-11 and Gas Station Mission Avenue

Project Description

This commercial development project is conditioned to install a new traffic signal at Lincoln Avenue at Rock Springs Rd, a location listed on the 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 90%.

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.



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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.

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.

Oak Creek Development

Project Description

This single-family home development improves Hamilton Lane and Felicita Avenue between Hamilton Lane and Clarence Lane, with a total of 45 homes. Features include a roundabout at Felicita Road and Park Drive, as well as an All-way Stop for Felicita Avenue at Hamilton Lane. Buffered Class 2 bike lanes were installed along Felicita Avenue.

Status: The internal subdivision is complete. Off-site work on City rights-of-way was recently completed on Felicita and the project is now largely complete.

Juniper 'Old Escondido' Street Lighting

Project Description



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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.

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

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

Project Description

This City project widens 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) is being 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 summer.

Valley Parkway Sidewalk Improvement Project

Project Description

This project is along the north side of the East Valley Parkway between Rose Street and Midway Drive. The goal of this project is to enhance the public experience and walkability in the area through incorporation of concrete sidewalk and various landscaping enhancements.

The scope includes removal of the existing asphalt walkway to be replaced with concrete sidewalk; installation of landscaping and placemaking components such as planting shade-providing trees, installing seat walls, and other items to improve the appearance of the neighborhood; provide irrigation for the new landscaping features; and to upgrade the driveways to the businesses.

This project is funded by American Rescue Plan Funds.

Status: This project is complete.



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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 mid-2026.

OTHER TRANSPORTATION-RELATED TOPICS

Sharrows law change

Project Description

Last year, the California State Legislature passed a law that changed the rules on the use of Sharrows/Shared Lane Markings in the state. Effective January 1, 2025, sharrows are restricted to roadways posted 30mph or less. The bill further tightens the restrictions even more in the following year (January 1, 2026), with restricting the California Transportation Commission from approving any project that includes a Class III bikeway on any roadway that has a *design speed* greater than 25mph. An excerpt from the bill follows:

SB 1216, Blakespear. Transportation projects: Class III bikeways: prohibition.



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(1) Existing law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

This bill would define “sharrow” as the pavement marking used to inform road users that bicyclists might occupy the travel lane. The bill would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except as specified.

It should be noted that the bill does not include any restrictions on existing installations.

Status: Moving forward, the City will not be installing sharrows on any roadways posted 35mph or greater. In 2026, the City will incorporate the sharrow change on new projects submitted to Caltrans or CTC accordingly.

VMT law 15183 change

Project Description

Following the settlement of a recent legal challenge to VMT rules, Section 15183 of CEQA was modified to essentially say that a project that had previously followed the then-current CEQA process for studying traffic impacts does not need to update their traffic analysis, including the now-current requirement to study VMT (Vehicle Miles Traveled). As a result, there are a number of current projects that are now exempt from VMT analysis.

Status: Development project reviews moving forward will recognize any prior traffic studies related to prior environmental review and acknowledge accordingly.

RECOMMENDATION:

Receive report update

COUNCIL ACTION

None

ATTACHMENTS:

- SB 1216 (sharrow law) text



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SB-1216 Transportation projects: Class III bikeways: prohibition. (2023-2024)

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Date Published: 09/30/2024 09:00 PM

Senate Bill No. 1216

CHAPTER 788

An act to amend Sections 2382 and 2384 of, and to add Section 891.9 to, the Streets and Highways Code, relating to transportation.

[Approved by Governor September 27, 2024. Filed with Secretary of State September 27, 2024.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1216, Blakespear. Transportation projects: Class III bikeways: prohibition.

(1) Existing law establishes 4 classifications of bikeways and defines a "Class III bikeway" as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

This bill would define "sharrow" as the pavement marking used to inform road users that bicyclists might occupy the travel lane. The bill would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except as specified.

(2) Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, with specified available funds to be allocated to eligible projects by the California Transportation Commission and regional transportation agencies through the adoption of a program of projects. Existing law requires the commission to develop guidelines regarding, among other topics, project eligibility and project selection for the program of projects, as provided.

This bill would prohibit, on and after January 1, 2026, the commission from adding a project that creates a Class III bikeway or a sharrow to the program of projects, except as specified. The bill would require the commission to make conforming changes to its guidelines regarding project eligibility and project selection for the program of projects, as specified.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 891.9 is added to the Streets and Highways Code, to read:

891.9. (a) On and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted shall not install a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection.

(b) For purposes of this section, "sharrow" means the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8.

SEC. 2. Section 2382 of the Streets and Highways Code is amended to read:

2382. (a) The California Transportation Commission shall develop guidelines and project selection criteria for the Active Transportation Program in consultation with the Active Transportation Program Workgroup, which shall be formed for purposes of providing guidance on matters including, but not limited to, development of and subsequent revisions to program guidelines, schedules and procedures, project selection criteria, performance measures, and program evaluation. The workgroup shall include, but not be limited to, representatives of government agencies and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

(b) The guidelines shall be the complete and full statement of the policies and criteria that the commission intends to use in selecting projects to be included in the program. The guidelines shall address subjects that include, but are not limited to, project eligibility, application timelines, application rating and ranking criteria, project monitoring, reporting, and transparency, and project performance measurement.

(c) The guidelines shall include a process to ensure that no less than 25 percent of overall program funds benefit disadvantaged communities during each program cycle. The guidelines shall establish a program definition for disadvantaged communities that may include, but need not be limited to, the definition in Section 39711 of the Health and Safety Code and the definition of low-income schools in paragraph (7) of subdivision (b) of former Section 2333.5, as that section read on January 1, 2013. A project eligible under this subdivision shall clearly demonstrate a benefit to a disadvantaged community or be directly located in a disadvantaged community.

(d) The guidelines shall allow streamlining of project delivery by authorizing an implementing agency to seek commission approval of a letter of no prejudice that will allow the agency to expend its own funds for a project programmed in a future year of the adopted program of projects, in advance of allocation of funds to the project by the commission, and to be reimbursed at a later time for eligible expenditures.

(e) The California Transportation Commission shall adopt the guidelines and selection criteria for, and define the types of projects eligible to be funded through, the program following at least two public hearings. Projects funded in this program shall be limited to active transportation projects. The guidelines shall ensure that eligible projects meet one or more of the goals set forth in Section 2380 and may give increased weight to projects meeting multiple goals.

(f) In developing the guidelines with regard to project eligibility, the commission shall include, but need not be limited to, the following project types:

(1) Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users. On and after January 1, 2026, the guidelines with regard to project eligibility shall not include the development of Class III bikeways, as described in Section 890.4, or the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8, unless any of the following apply:

(A) The Class III bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less.

(B) The project will implement improvements to reduce the design speed limit to 25 miles per hour or less.

(C) The project applicant demonstrates that the use of the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.

(2) Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings.

(3) Bicycle-carrying facilities on public transit, including rail and ferries.

(4) Installation of traffic control devices to improve the safety of pedestrians and bicyclists.

(5) Elimination of hazardous conditions on existing bikeways and walkways.

- (6) Maintenance of bikeways and walkways.
- (7) Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails.
- (8) Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- (9) Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops.
- (10) Educational programs to increase biking and walking, and other noninfrastructure investments that demonstrate effectiveness in increasing active transportation.
- (g) In developing the guidelines with regard to project selection, the commission shall include, but need not be limited to, the following criteria:
- (1) Demonstrated needs of the applicant.
- (2) Potential for reducing pedestrian and bicyclist injuries and fatalities.
- (3) Potential for encouraging increased walking and bicycling, especially among students.
- (4) Identification of safety hazards for pedestrians and bicyclists.
- (5) Identification of walking and bicycling routes to and from schools, transit facilities, and community centers.
- (6) Identification of the local public participation process that culminated in the project proposal, which may include noticed public meetings and consultation with local stakeholders.
- (7) Benefit to disadvantaged communities. In developing guidelines relative to this paragraph, the commission shall consider, but need not be limited to, the definition of disadvantaged communities as applied pursuant to subdivision (c).
- (8) Cost-effectiveness, defined as maximizing the impact of the funds provided.
- (9) The adoption by a city or county applicant of a bicycle transportation plan, pursuant to Section 891.2, a pedestrian plan, a safe routes to school plan, or an overall active transportation plan.
- (10) Use of the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141.
- (11) Other factors, such as potential for reducing congestion, improving air quality, reducing greenhouse gas emissions, and increasing and improving connectivity and mobility of nonmotorized users. On and after January 1, 2026, increasing or improving connectivity of nonmotorized users shall not include the addition of a bikeway connecting to a Class III bikeway, as described in Section 890.4, or the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8, unless the bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less or the project will implement improvements to reduce the design speed limit to 25 miles per hour or less.
- (h) For the use of federal Transportation Alternative Program funds, or other federal funds, commission guidelines shall meet all applicable federal requirements.
- (i) For the use of federal Highway Safety Improvement Program funds for active transportation projects specific to reducing fatalities and serious injuries, the criteria for the selection of projects shall be based on a data-driven process that is aligned with the state's Strategic Highway Safety Plan.
- (j) The guidelines may include incentives intended to maximize the potential for attracting funds other than program funds for eligible projects.
- (k) In reviewing and selecting projects funded by federal funds in the Recreational Trails Program, the commission shall collaborate with the Department of Parks and Recreation to evaluate proposed projects, and to ensure federal requirements are met.

(l) To ensure that regional agencies charged with allocating funds to projects pursuant to paragraph (1) of subdivision (a) of Section 2381 have sufficient discretion to develop regional guidelines, the commission may adopt separate guidelines for the state and for the regional agencies relative to subdivision (g).

SEC. 3. Section 2384 of the Streets and Highways Code is amended to read:

2384. (a) The commission shall adopt a program of projects to receive allocations under this chapter. The guidelines for an initial two-year program of projects shall be adopted within six months of the enactment of the act enacting this section. The commission shall adopt each program by no later than July 1 of each odd-numbered year, but may alternatively elect to adopt a program annually. Each subsequent program shall cover a period of four fiscal years, beginning July 1 of the year of adoption, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those four fiscal years. The commission shall form a multidisciplinary advisory group to assist it in evaluating project applications.

(b) On and after January 1, 2026, the program of projects shall not add a project that creates a Class III bikeway, as described in Section 890.4, or the marking in Figure 9C-9 of the 2014 California Manual on Uniform Traffic Control Devices, Revision 8, unless any of the following apply:

- (1) The Class III bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less.
- (2) The project will implement improvements to reduce the design speed limit to 25 miles per hour or less.
- (3) The project applicant demonstrates that the use of the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.



STAFF REPORT

October 9, 2025
Agenda Item No.: 5

SUBJECT:**SOUTH ESCONDIDO ACCESS IMPROVEMENTS UPDATE****LOCATION:**

Centre City Parkway at Brotherton and Escondido Blvd Connector

BACKGROUND:

The South Escondido Access Improvements Project will provide safety improvements, traffic calming and ADA accessible ramps in South Escondido. This Centre City Parkway (CCP) safety segment connects Brotherton Road and the South Escondido Boulevard connector (where South Escondido Blvd bends and terminates at right angles to CCP).

This area has experienced many severe crashes over time, and was ranked #5 of the top 30 highest crash intersections in the 2022 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 a Congressional earmark for \$1.4 million to study and implement improvements. The funding included 3 phases: 1) traffic options analysis, 2) design, and 3) construction.

The City hired STC Traffic to analyze various improvement options in this segment. A Traffic Operations Analysis and Report (TOAR) narrowed the options to 5 alternates, shown below:

- 1) Roundabout at Brotherton
- 2) Michigan Left at Brotherton
- 3) Partial Access with Michigan Left at Brotherton
- 4) Full Access at Brotherton
- 5) Escondido Blvd signal with Partial Access at Brotherton

The end result of the analysis was Alternative #5, which included a signal at Escondido Blvd, combined with a partial pedestrian-focused signal at Brotherton. This was the only combination that met the goals of the Access Improvements proposal, and met the necessary operational characteristics to properly manage traffic volumes on the main line and the side streets.

The team was authorized in August to begin preliminary design efforts based on the recommended approach.

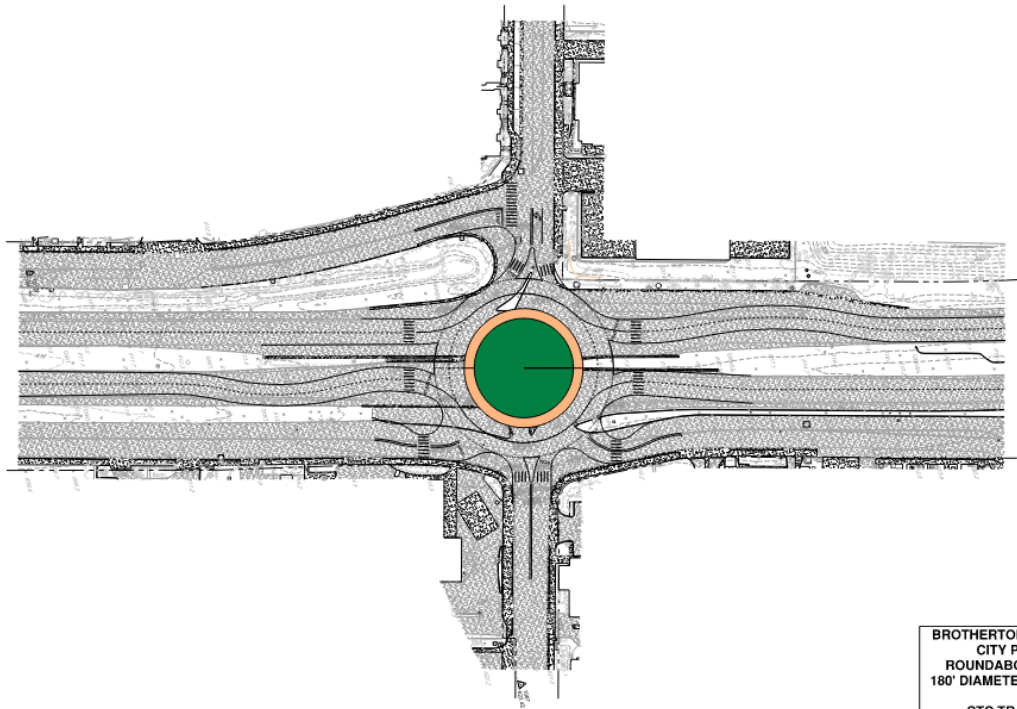
The various concepts studied are presented below:

Brotherton Roundabout Concept



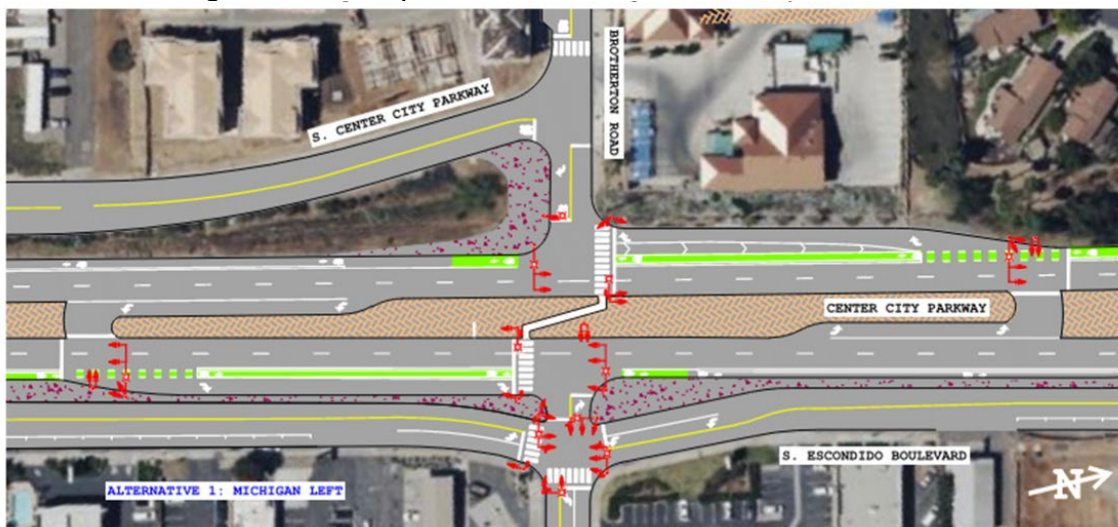
CITY of ESCONDIDO

STAFF REPORT



BROTHERTON RD. & CENTRE
CITY PARKWAY
ROUNDBOUT CONCEPT
180' DIAMETER ALTERNATIVE
STC TRAFFIC, INC.

Brotherton Michigan Left Concept

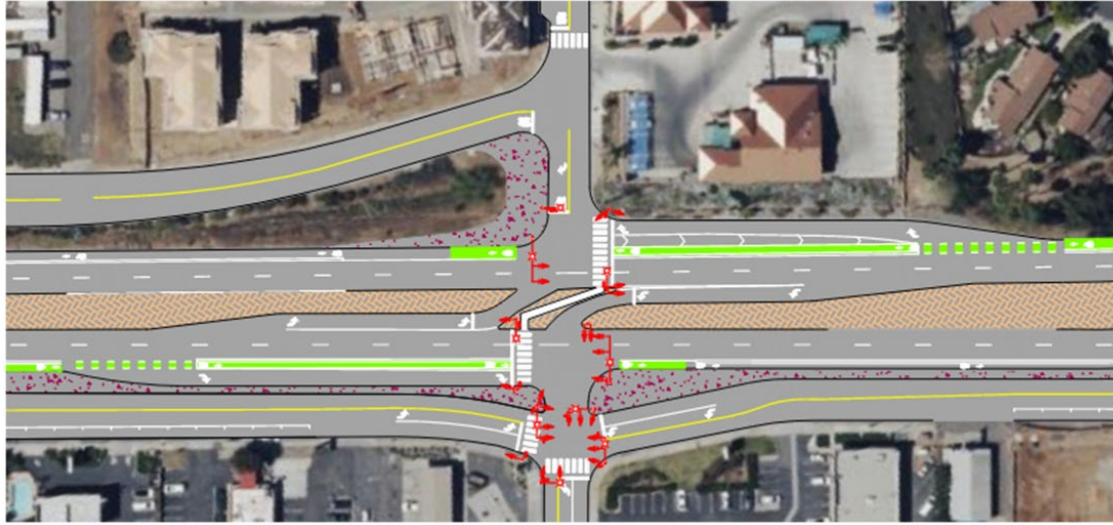




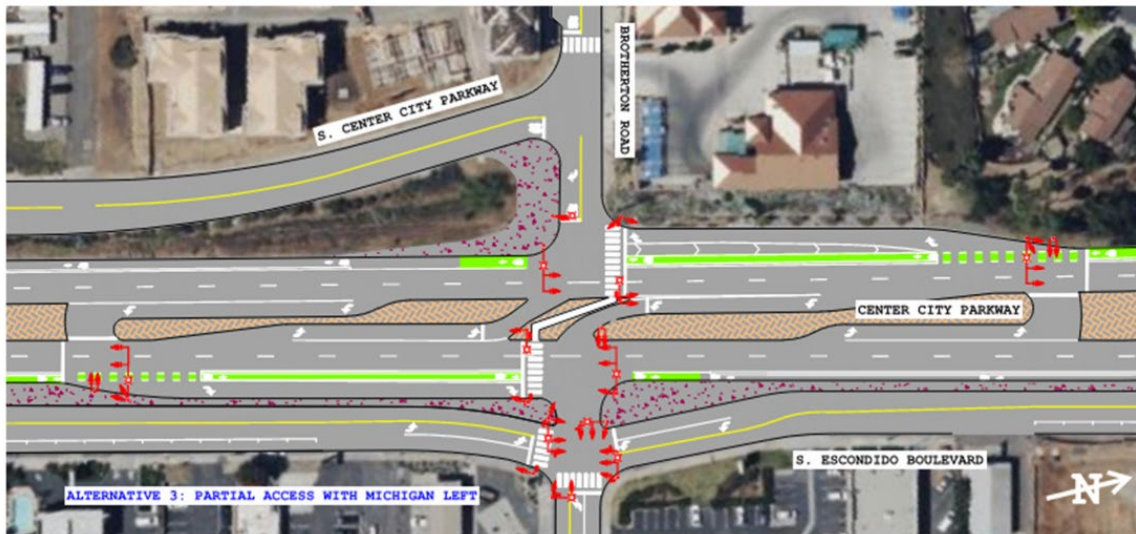
CITY of ESCONDIDO

STAFF REPORT

Brotherton Partial Access Concept



Brotherton Partial Access with Michigan Left Concept

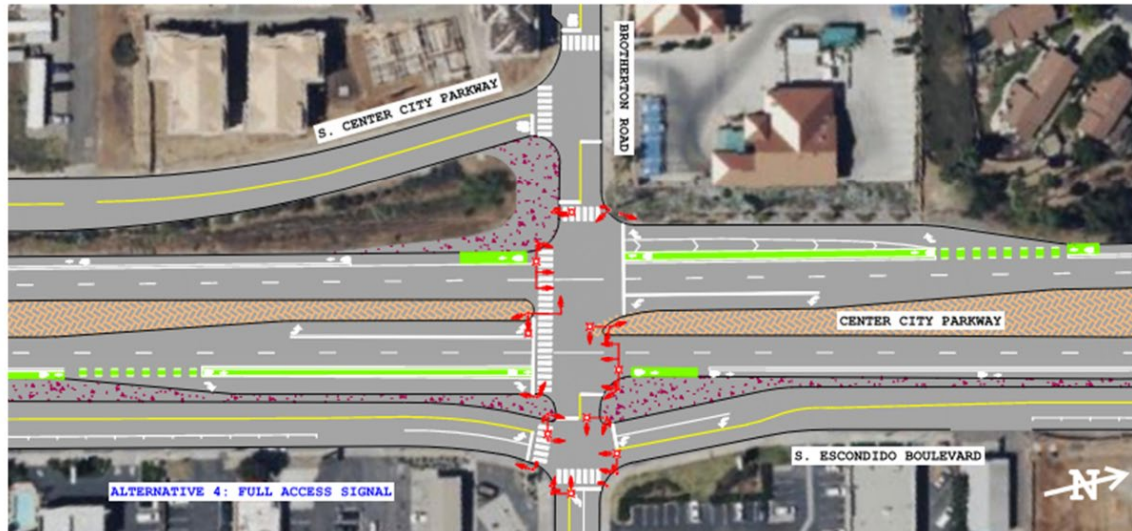




CITY of ESCONDIDO

STAFF REPORT

Brotherton Full Access Signal Concept

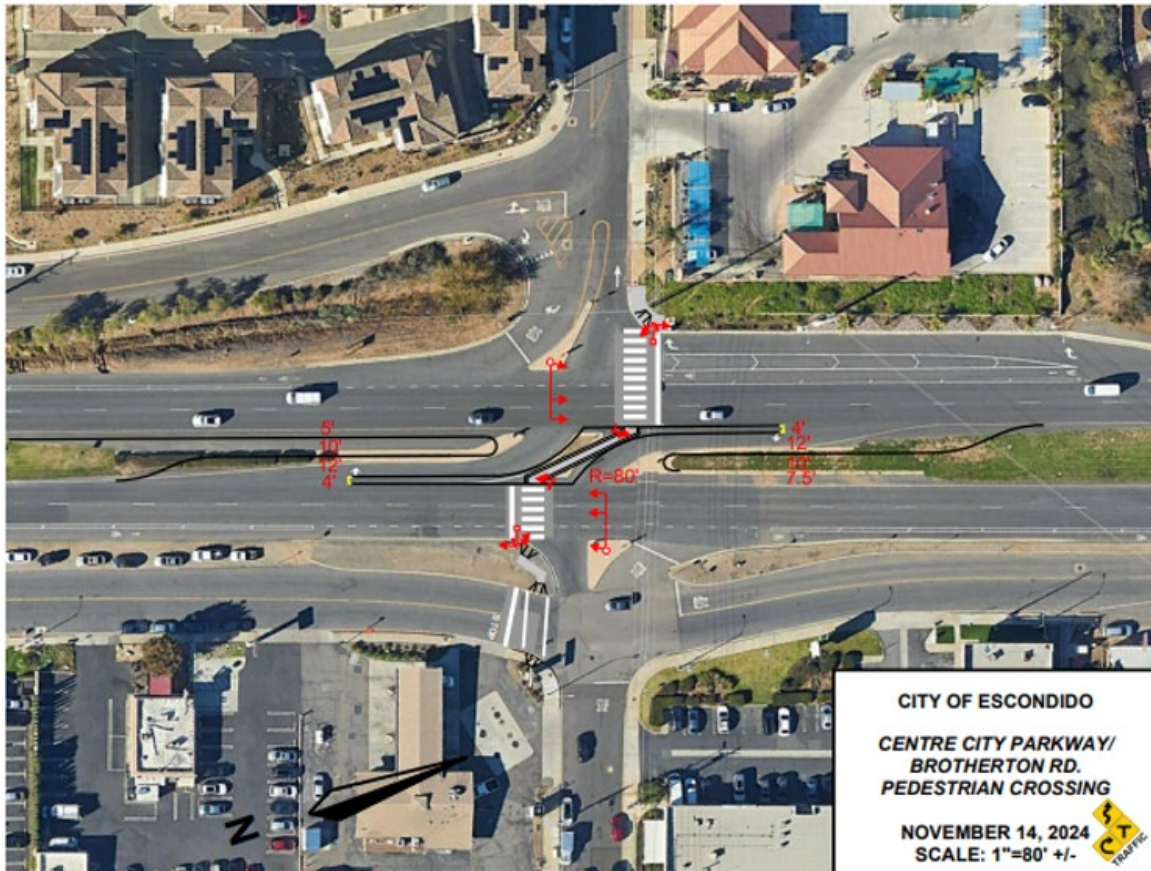




CITY of ESCONDIDO

STAFF REPORT

Escondido Blvd signal with Partial Access at Brotherton (south)





CITY of ESCONDIDO

STAFF REPORT

Escondido Blvd signal with Partial Access at Brotherton (north)



RECOMMENDATION:

Receive report update

COUNCIL ACTION

None

ATTACHMENTS: