CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

July 13, 2023 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
Vacant

VICE CHAIR
Lori Hatley

COMMISSIONERS
William Durney
Lynn Graykowski
Rachael Kassebaum
George Khoury
Amanda Phillips
Francis Spoonmore

ASSISTANT CITY CLERK
Sarena Garcia

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

THURSDAY, JULY 13, 2023

HOW TO PARTICIPATE

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

In Person	**In Writing**
Fill out Speaker Slip and Submit to City Clerk	https://escondido-ca.municodemeetings.com

ASSISTANCE PROVIDED

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TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

THURSDAY, JULY 13, 2023

AGENDA

CALL TO ORDER

FLAG SALUTE

ROLL CALL

1. Appointment Of Commission Chair/Vice Chair

2. Nominate Commissioner To Attend August 23, 2023 City Council Meeting To Report Back To Commission On Traffic Safety Update

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

3. APRIL 13, 2023 MEETING MINUTES

ITEMS

4. **APPROVE MINOR-STREET STOP CONTROL ON GRETNA GREEN WAY AT CANYON ROAD**

5. **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 THREE SEGMENTS.**

6. **COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY / COMMUNITY MOBILITY OPTIONS / MOBILITY ELEMENT PROJECT UPDATE**

7. **TRAFFIC SIGNAL PRIORITY LIST (TSPL)**

8. **CITY-WIDE TRAFFIC PROJECTS STATUS REPORT**

ADJOURNMENT

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TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

April 13, 2023 Meeting Minutes

The regular meeting of the Transportation and Community Safety Commission was called to order on April 13, 2023 at 3:00 p.m. by Chair Thornburgh in the Escondido City Council Chambers.

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

Commissioners Absent: Commissioner Spoonemoore and Commissioner Phillips

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

1. **Flag Salute**
   Chair Thornburgh

2. **Roll Call**
   Quorum present.

3. **Oral Communication**
   None.

4. **Approval of Minutes**
   Motion: Hatley; Second: Durney; Approved: 5-0 (Spoonemoore, Phillips – Absent)

5. **New Business**
   a. **Review and Approve 2023 /24 Traffic Management Project List (TMPL)**
      Haley Garvin – Speaking on behalf of Girl Scout Troop 2080, expressed support for more pedestrian crosswalks.
      Mark Skvorodko – Expressed support for more crosswalks in downtown Escondido.
      Motion: Hatley; Second: Durney; Approved: 5-0 (Spoonemoore, Phillips – Absent)

      Request by Chair Thornburgh to add two items to the Future Agenda: Traffic Signal Review (July 2023) and Crosswalk Review (October 2023)

   b. **Approval of the Engineering & Traffic Surveys (E&TS) for Posted Speeds on Various Street Segments Citywide and to Forward Recommendations to City Councils to Reduce Speed Limit on One Segment**
      Motion: Durney; Second: Kassebaum; Approved: 5-0 (Spoonemoore, Phillips – Absent)

6. **Old Business**
   a. **Project Status Report**

7. **Adjournment**

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Motion to Adjourn: Khoury; Second: Kassebaum; Approved: 5-0 (Spoonemoore, Phillips – Absent)

_____ CHAIR

_____ CITY CLERK

STAFF REPORT

July 13, 2023

SUBJECT

APPROVE MINOR-STREET STOP CONTROL ON GRETNA GREEN WAY AT CANYON ROAD

LOCATION

Gretna Green Way at Canyon Road

BACKGROUND

As a part of the FY23/24 Traffic Management Project List, the Transportation and Community Safety Commission selected crosswalk improvements for the Classical Academy. During design for this project, staff conducted an engineering study determining that the Gretna Green Way approach to the intersection warranted minor-street stop control.

Figure 1: Intersection of Canyon Rd and Gretna Green Way

Discussion & Purpose:

Stop Warrant:

The California Manual for Uniform Traffic Control Devices (CA MUTCD) provides guidance when applying stop controls. Per the CAMUTCD, at intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as yield signs. It also states that if the use of stop signs on the minor-street approaches should be considered if engineering judgement indicates that a stop is always required because of one or more of the following conditions:

- The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Staff has determined that the Gretna Green Way approach to Canyon Rd meets the condition for restricted views that requires the road user to stop in order to adequately observe conflicting traffic on Canyon Rd.

Existing Conditions:

Canyon Road is a residential street with ADT of 590 vehicles per day with 70 vehicles per hour in the AM peak-hour and 49 vehicles per hour in the PM peak-hour (January 2022). The speed limit is 25 MPH and the 85th percentile speed is 32 mph. There have been no reported collisions along Canyon Road or at the intersection with Gretna Green Way in the past five years. Gretna Green Way is also a residential street with ADT < 500 vehicles per day and a speed limit of 25 MPH.

The Classical Academy fronts the west side of Canyon Rd from Bear Valley Pkwy to north of Gretna Green Way. The Church of St. Timothy is located on the east side of Canyon Rd between Nabal St and Gretna Green Way. Canyon Road north of Gretna Green Way are single family homes and Gretna Green Way leads to single family homes.

The Classical Academy has an agreement with the Church of St. Timothy to utilize the church's parking lot across the street for student drop-off and pick-up. Pedestrian counts were collected during normal school conditions on a Tuesday and Wednesday in 2022 when, according the school staff, the number of students on campus is the highest. Counts show that 100 pedestrians crossed at intersection in the AM peak-hour. 40% of pedestrians that crossed were adults and siblings of the students walking back across the street after the drop-off. In the PM peak-hour, 240 pedestrians used the crossing.

Visibility:

The line of sight required for a 25MPH approach speed is 150-feet. **Figure 2** and **Figure 4** shows the line of sight looking to the south and the north on Canyon Rd from westbound Gretna Green Way. Shown in **Figure 3**, vehicles parked on-street obstruct visibility for northbound Canyon Rd. Shown in **Figure 5**, the existing utility pole and landscaping obstructs visibility for southbound Canyon Rd.

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Figure 2: Line of sight north of Gretna Green Way

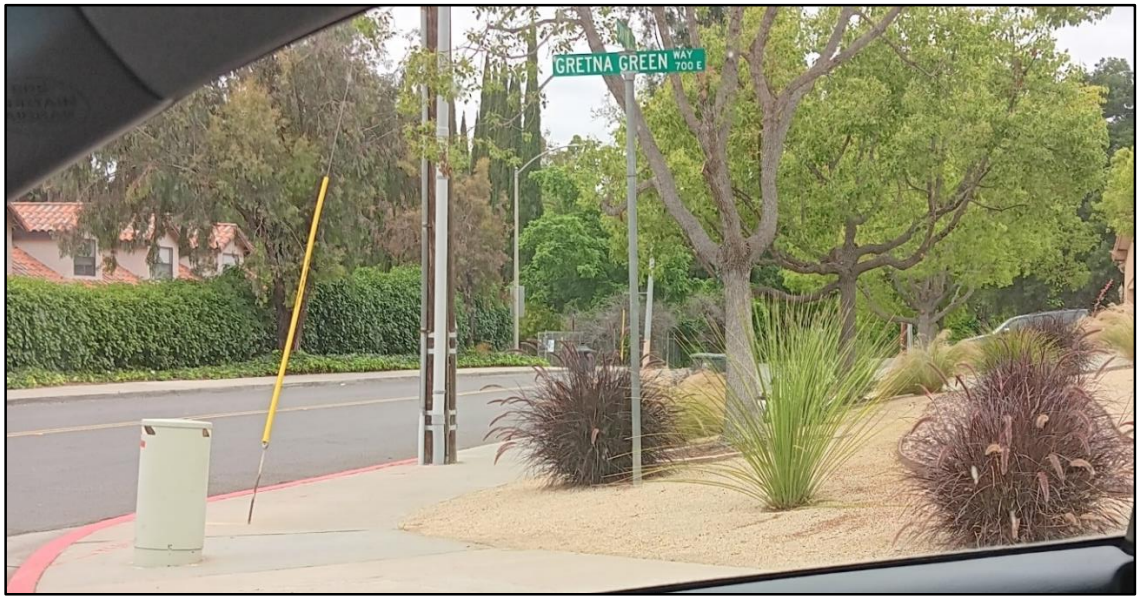

Figure 3: View of southbound Canyon Rd from Gretna Green Way

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Figure 4: Line of sight north of Gretna Green Way

Figure 5: View of northbound Canyon Rd from Gretna Green Way

Conclusion:

Based on an engineering study of the intersection of Canyon Rd and Gretna Green Way, the intersection meets the CA MUTCD conditions for a minor-street stop control based on visibility. In addition, given the

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proximity to the Classical Academy and the high pedestrian volumes during the school year, a minor-street stop control on the Gretna Green Way approach to Canyon Road is appropriate.

RECOMMENDATION

Approve staff recommendation to install Stop-Sign (R1-1) on the westbound approach to the intersection of Gretna Green Way and Canyon Road to create a minor-street stop-controlled intersection. Forward recommendation to City Council to amend the schedule of stop signs per Section 28-5 of the Escondido Municipal Code.

COUNCIL ACTION

Adopt resolution adding new stop sign to the schedule of stop signs per Section 28-5 of the Escondido Municipal Code.

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SUBJECT

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

LOCATION

Various Locations Citywide

BACKGROUND

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

A brief description of the procedure is presented below.

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

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

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

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

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

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

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

Methodology:

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

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

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.

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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 segment 1 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 segments 2 and 3, the recommended speed limit is set based on the 85th-percentile speed of the new speed survey and remains unchanged.
- For segments 4, 5, and 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.

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	N Broadway	North Avenue	Jesmond Dene Road	09/23/2015	45	C	48	45~	45
2	La Honda Drive	El Norte Parkway	City Limits	11/04/2015	35	LC	37	35	35
3	W Valley Parkway	Avenida Del Diablo	W Citracado Parkway	03/24/2016	50	M	51	50	50
4	W Citracado Parkway	W Valley Parkway	Scenic Trail Way	08/24/2016	35 (25 WCAP*)	M	45	40	35* (25 WCAP*)
5	Mountain View Drive	Glenridge Road	City Limits	08/23/2016	35	LC	43	40	35*
6	Sheridan Avenue	Ash Street	Conway Drive	03/22/2016	25	LC	33	30	25*

~ 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

Table 1: Overview of Speed Surveys

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COUNCIL ACTION

Three (3) speed survey segments to retain existing posted speed limits by ordinance in conformance with CVC Section 22358.8.

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July 13, 2023

SUBJECT:

COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY / COMMUNITY MOBILITY OPTIONS / MOBILITY ELEMENT PROJECT UPDATE

LOCATION:
Citywide

BACKGROUND:
As reported in the Transportation and Community Safety Commission meeting on October 13, 2022, the City had requested funding for the Comprehensive Active Transportation Study (CATS)and an update of the 2012 General Plan Mobility Element. Funding for these items was requested in the FY 21/22 budget and the FY 22/23 budget.

The City issued an RFP in February 2023 to secure consulting planning/engineering services to prepare the strategy and mobility element update. Four firms submitted proposals. These firms were evaluated, and Fehr & Peers was selected based on their team's qualifications, knowledge of the city, and scope of work approach. The Fehr & Peers' team included Alta Planning and Design, Ascent Environmental, Education Compact, and Vista Community Clinic.

Concurrently, the City had applied for, and was successful in receiving, a $100,000 Community Mobility Options (CMO) grant that provided the opportunity to expand public outreach and produce a Transportation Needs Assessment. Approval was secured from the CMO program officials to utilize the services of Fehr and Peers to expand the CATS scope of work to incorporate the CMO outreach elements.

The scope of work was clarified with Fehr & Peers to incorporate the additional CMO outreach and Needs Assessment. The consulting agreement and scope of work are expected to be presented to City Council on July 19, with a Notice To Proceed issued shortly thereafter. The work is anticipated to take approximately 18 months, which projects a completion date in late 2024 or early 2025.

DISCUSSION & PURPOSE:
The Community Mobility Options effort presented an opportunity to the city to develop a comprehensive outreach effort to determine how people get around the city currently, and also the opportunity to determine where residents wanted to go, as well as their consideration of what their perceived transportation options were, or more importantly, were not. The report is to be included in a Transportation Needs Assessment. This information will prove quite valuable to the City as we move forward with both the CATS, as well as the Mobility Element Update.

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The CMO effort is the requisite initial stage of a likely opportunity to secure a $1+ million grant to identify and implement a mobility options operation, such as a shuttle that could operate along Valley Parkway to the transit center.

RECOMMENDATION:

Receive update report.

COUNCIL ACTION

Approve consulting services agreement for the services described above.

ATTACHMENTS:

none

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July 13, 2023

SUBJECT

TRAFFIC SIGNAL PRIORITY LIST (TSPL)

LOCATION

Various location Citywide

BACKGROUND

Background information on the City's Traffic Signal Priority List (TSPL) is provided for information at the request of the Transportation and Community Safety Commission. Every five years Traffic Engineering staff compiles an updated priority list for potential traffic signal projects. This list is reviewed and evaluated by the Transportation and Community Safety Commission. The recommendations of the Commission are forwarded to the City Council for their consideration and adoption. The priority list is then used to determine which projects will be funded from current and future capital budgets. The priority list is also used in developing projects for grant funding. The TSPL was last adopted on April 21, 2021.

Discussion & Purpose:

The use of the priority system has proven successful in Escondido for over 30 years. This method of analysis has gathered widespread use and support by answering two very basic questions:

1) Do traffic conditions at this intersection meet the basic criteria that reflect the benefits and costs of traffic signal control; and if so,

2) How does each location compare with other candidate locations throughout the City?

This procedure incorporates requirements of the California Manual for Uniform Traffic Control Devices (CAMUTCD) and takes into account the relative delays on the intersecting streets, the history of accidents which could be preventable by traffic signals, the occurrence of gaps in the major and minor traffic streams, the volume of pedestrian crossings, and other similar factors. This evaluation method provides a rational and unbiased way of comparing one intersection location with another.

The analysis process results in a list of potential traffic signal projects. There are two types of traffic signal projects developed through this process:

1. Installation of new traffic signal at unsignalized intersection
2. Modification of existing traffic signal to add left-turn phasing at warranted approaches

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Each location on the list can be compared to others for relative need and priority. In this way, the City's limited funds can be allocated to areas of greatest need. **Table 1** shows the criteria used in developing the priority list.

Criteria	Description	Maximum Priority Points	Relative Weight	Criteria Summary
1	Total Vehicular Volume	15	16%	Considers total entering volume from the major street and minor street for a four-hour period (2:00 to 6:00 PM).
2	Interruption of Continuous Traffic	10	11%	Considers total entering volume on the side street in a four-hour period (2:00 to 6:00 PM).
3	Pedestrian Volume	10	11%	Considers number of pedestrians crossing major street in a four-hour period (2:00 to 6:00 PM).
4	School Area Traffic Signal	10	11%	Considers the number of school aged children crossing the major street relative to the volume on the major street.
5	Progressive Movement or Signal Systems	5	5%	Considers whether the installation of a signal is critical relative to the overall signal system and progression on a coordinated system.
6	Accident History	15	16%	Considers accidents correctable by a traffic signal over a 12-month period.
7	Four Hour Volumes	6	7%	Based on CA MUTCD Warrant #2.
8	Peak Hour Volume	6	7%	Based on CA MUTCD Warrant #3.
9	Special Conditions	15	16%	To be determined on a case-by-case basis. Proximity to schools and ADA compliance were considered in this study.
TOTAL		**92**	**100%**	

Table 1: Traffic Signal Prioritization Criteria

Study Intersections

The study intersections are determined by first referencing the previously approved TSPL for the locations that did not meet warrants for the installation of a new signal or left-turn phasing as a baseline. These locations are studied to determine if there have been changes in traffic patterns or land use that supports

upgrading the intersection controls. Staff also tracks requests for new signals and left-turn modifications. Staff is currently taking inventory of all traffic signal locations that have approaches with left-turn phasing. A draft of this inventory can be found in **Attachment 1**. This inventory will also be used to determine if additional locations need to be studied to add left-turn phasing.

Table 2 shows the list of locations that will be studied in the next TSPL

	Study Intersections	Existing Traffic Control	Source
New Signals			
1	S Broadway / Fifth Avenue	All-Way Stop	2019 TSPL
2	Sierra Linda Drive / San Pasqual Road	North-South Stop	2019 TSPL
3	Rose Street / Oak Hill Drive	All-Way Stop	2019 TSPL
4	W Valley Parkway / Claudan Road	East-West Stop	Resident Request
5	E Mission Avenue / Harding Street	North-South Stop	Resident Request
6	Bear Valley Parkway / Park Drive (Kit Carson Park)	Eastbound Stop	Resident Request
Signal Modifications - Add Left Turn Phasing			
7	Escondido Boulevard / Fifth Avenue	Signalized	2019 TSPL
8	Centre City Parkway / Fifth Avenue	Signalized	2019 TSPL
9	Centre City Parkway / Ninth Avenue	Signalized	2019 TSPL
10	Centre City Parkway / Thirteenth Avenue	Signalized	2019 TSPL
11	Lincoln Avenue / N Ash Street	Signalized	Resident Request

Table 2: Current list of next TSPL study intersections

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2021 TSPL Status

	Study Intersection	Status/Funding
New Signals		
1	Rock Springs Road / Lincoln Ave	Developer
2	Harding Street / Lincoln Ave	Future Project
3	Lomas Serenas Dr / Via Rancho Pkwy	Future Project
Signal Modifications - Add Left Turn Phasing		
1	Bear Valley Pkwy / Mary Lane	Construction
2	Metcalf Street / Mission Ave	Applying for SS4A Funding
3	Quince Street / Washington Ave	Applying for SS4A Funding
4	Fig Street / East Valley Pkwy	Applying for SS4A Funding
5	Rose Street / Washington Av	Budgeted*
6	Fig Street / Mission Avenue	Applying for SS4A Funding
7	Centre City Pkwy / Ninth Ave	Applying for SS4A Funding
8	Rock Springs Road / Mission Av	Applying for SS4A Funding
9	Juniper Street / Felicita Ave	Construction
10	Escondido Boulevard /Grand Ave	Applying for SS4A Funding

SS4A – Safe Streets and Roads for All Grant Program; application submitted July 10, 2023
*Rose Street/Washington Avenue design and construction is programmed in CIP budget, will use SS4A funding pending successful application.

Table 3: Status of 2021 TSPL study intersections

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RECOMMENDATION

Receive report.

COUNCIL ACTION

None.

ATTACHMENTS

1. Draft Inventory of Left-Turn Phasing

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SUBJECT

CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

LOCATION

Various Locations Citywide

BACKGROUND

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

TMPL Project FY22/23

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

- The proposed improvements for the Felicita Avenue Traffic Calming Phase 1 consist of pavement markings, reflectors, flexible delineator posts and additional signage near Montview Drive. The solar-powered radar speed-feedback signs could supplement the improvements in a second phase 2.
- Crosswalk Improvements at Hidden Valley Middle School Frontage on Reed Road include the construction of two new pedestrian ramps, upgrading the existing crosswalk to yellow, continental style high visibility crosswalk, new and refreshed signage and pavement markings.
- Crosswalk Improvements at Tulip St and 15th Ave by Felicita Elementary School consist of new and refreshed signage, striping and pavement markings. Existing crosswalks will be upgraded to yellow continental style high visibility crosswalks on Tulip Street at 15th Avenue.

TMPL Project FY23/24

The City of Escondido 2023/24 Traffic Management Project List (TMPL) and preliminary prioritization, based on approved scoring criteria, were presented to TCSC at the April 13, 2023 meeting. Four projects were nominated citywide, TCSC approved all four projects for final design and implementation. The high-visibility crosswalk at the intersection of N Broadway and North Avenue for Reidy Elementary School has been installed. Staff is finalizing design and preparing the bid documents for the following projects:

- Khayyam Road LED curve warning signage.

- Golden Circle Radar Speed Signs
- Classical Academy crosswalk and pedestrian signage improvements on Canyon Road at Gretna Green Way.

Traffic Signal Communications Grant

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

The grant was awarded on March 30, 2021; the total project cost estimate is $2.32m, with the local share of $1.16m. Final funding authorization for Engineering was received on September 30th, 2021, indicating approval to issue a Request for Proposals for Phase 1 Engineering. Advantec Consulting Engineers, Inc. was awarded the project to prepare the Traffic Signal Communications Master Plan (Master Plan) which kicked-off on July 7, 2022. The consultant has completed the existing systems inventory of the City's traffic signal infrastructure. The consultant is coordinating with staff to determine the appropriate communications strategy for future deployment. Staff will be hearing presentations from various communications and traffic signal vendors to select the product types that will be specified for future traffic signal projects. The consultant and staff will be meeting in the next two months to discuss design of the future Traffic Management Center that will be housed in City Hall.

City of Escondido TIA Guidelines

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

Comprehensive Active Transportation Strategy and Mobility Element Update

This project will develop a Comprehensive Active Transportation Strategy (CATS) and update the Mobility Element. The Project will include evaluation of current infrastructure and user demand to develop a well-connected active transportation network. The CATS will evaluate trail, bike lane, and sidewalk connectivity, as well as roadway capacity to ensure that limited resources are used to improve the highest priority facilities. The effort will also provide support for future grant applications and is identified as an

activity in the Climate Action Plan. The development of the CATS will be accomplished in tandem with the Mobility Element Update. The RFP for this project was advertised in February 2023. Selection of a consultant and start of work is expected by June 2023. Completion of the project is expected September 2024.

Seven Creek Crossings

This project improves crossing safety on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections between Juniper Street and Citrus Avenue. The construction was awarded on November 17, 2021 to Tri-Group Construction, Inc., with funding through the Active Transportation Program. The new traffic signal for the Creek Trail crossing at Midway Drive is now active. New crossing improvements, including traffic calming, pedestrian ramps and RRFBs, are also open for use by pedestrians and bicyclists.

Escondido Creek Trail Transit Center Bike Path Improvements

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

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

Creek Trail Expansion Project

In 2020, the City was awarded $8.5 million from the California Department of Parks & Recreation through the Prop 68 Parks & Water Bond Act of 2018. The purpose of this program is to create new parks and recreation opportunities in underserved communities across California. The Escondido Creek Trail Expansion and Renovation project will beautify 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 compacted gravel (decomposed granite/DG) trail.

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

A wider segment from Fig St. to Ash St. allows room for several improvements, such as a pollinator garden between Fig St. and Elm St. and a linear outdoor fitness station built by Elm Street. A community garden

is designed on the north side of the creek between Elm St. and Date St. ADA access will be improved at the existing Date St. pedestrian crossing and decorative enhancements such as traditional tribal basket weave pavement patterns are added for visual interest. The Beech Street entrance will be reconfigured on the south side and new access to the trail will be provided from North Beech Street. At Washington Park, the existing fencing will be removed to create an open park area.

Design is nearing completion and the project is anticipated to go out to bid in mid-2023 with construction to be completed in 2024.

Citracado Extension Project

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

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

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

Grand Avenue Vision Project

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. Phase I was completed in 2022. Design for Phase II, that improves both sides of Grand Ave between Maple and Juniper, is expected to be completed in 2024. The City's five-year Capital Improvement Program shows continued funding toward Phase III of the project between Escondido Blvd and Maple St. Staff recommends that a concept design also be prepared to evaluate the potential expansion of the Grand Vision Plan to extend from Centre City Parkway to Valley Blvd.

2022/23 Street Rehabilitation and Maintenance Projects

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

The FY 22/23 street project focuses on the East-North Zone located north of East Valley Pkwy, south of Lincoln Avenue and east of Ash St. The 2022/23 Phase I work (Concrete and Tree Replacement) is currently under construction with anticipated completion in July 2023. Phase 2, which consists of resurfacing and restriping, is currently out to bid and construction is anticipated to begin in late Summer 2023. Buffered bike lanes will be designed 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.

Bear Valley Parkway at Mary Lane Traffic Signal Modification

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

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

Washington Avenue and Rose Street Traffic Signal Modification

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing. Improvements include new traffic signal poles, signal indications, pedestrian push buttons, striping, and signage to enhance safety for vehicular and pedestrian traffic. The design phase started in September 2022. Staff has received 30% plans from the design consultant and is working through design constraints at the northwest corner of the intersection to implement an ADA curb ramp and improve constructability of the new traffic signal pole installation.

Juniper Safe Routes to School Phase 2

This project provides missing portions of sidewalk, curb and gutter, and Class II bicycle lanes along Juniper Street, creating a continuous, separated pedestrian pathway near Juniper Elementary and providing Safe Routes to School education 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 widens Juniper Street and fill gaps in sidewalk. In addition, existing traffic signals will be modified with protected left-turns and APS at Felicita Ave at Escondido Blvd and at Juniper St at Felicita-17th Ave. Construction began in April 2023 and is anticipated to be completed in September 2023. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Palomar Heights

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

7-11 and Gas Station Mission Avenue

This commercial development project is conditioned to install a new traffic signal at Lincoln Avenue at Rock Springs Rd, a location listed on 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 60%.

Sunrise Meyers Avenue

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

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

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

The project includes traffic calming improvements of Country Club Lane between Golden Circle Drive and Nutmeg Street, including reducing the through lanes from 4 to 2, and adding buffered bike lanes for much of this segment. The City's first roundabout was constructed at Country Club Lane and Golden Circle. The contractor is currently working on the underground water main and storm drain on Country Club Lane between Gary Lane and La Brea. The new traffic signal at Gary Lane and Country Club is pending drainage improvements in the vicinity of the intersection. There is currently construction traffic control on County Club Lane limiting circulation to one-way traffic as the roundabout at Country Club Lane and La Brea is under construction. The roundabout is a phased construction with the north side being built first then construction traffic control will limit Country Club Lane to one-way circulation westbound to construct the southside of the roundabout.

Oak Creek Development

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

Juniper Street Lighting

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

Bear Valley Pkwy Widening Project

This future project widens the west side of Bear Valley Parkway between Sunset/Ranchito and the City limits at Cholla Canyon 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 will be completed by the adjacent development project, with City contribution, to extend improvements to Sunset/Ranchito, in accordance with the Development Agreement approved for this project. Funds are projected during FY24/25-FY27/28.

Valley Parkway Sidewalk Improvement Project

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 proposed 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.

Currently, this project is developing preliminary concepts for the sidewalk improvements along with viable landscaping features for the City's review/comment. This project is funded by American Rescue Plan Funds.

CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION

Receive report update

COUNCIL ACTION

None.