CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

August 07, 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

William Durney
Lon Grothen
Austin Denman
Linda Rendon
Francis Spoonemore

City Clerk

Zack Beck

How to Watch

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In Person

201 N. Broadway, Escondido, CA 92025

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

Assistance Provided

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CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

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

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

3. GAMBLE STREET TRAFFIC FLOW UPDATE

ADJOURNMENT

STAFF REPORT

August 7, 2025
Agenda Item No. 1

SUBJECT:

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

LOCATION:
Various Locations Citywide

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

A brief description of the procedure is presented below.

1. **Measurement of Actual Prevailing Speeds**
   The actual speed of at least 100 vehicles on each street segment was measured using a calibrated radar meter. Both directions of travel were surveyed. From this data, 1) the prevailing or 85th-percentile speed (the speed at or below which 85 percent of the vehicles sampled were traveling), 2) ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements), and 3) 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.

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

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

Methodology:
In accordance with CVC Section 22358.6, the California Manual on Uniform Traffic Control Devices (CA-MUTCD) was revised to require a local authority to round speed limits to the nearest five miles per hour of the 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 has been eligible for use to additionally lower a speed limit since July 1, 2024.

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

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

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

1) Between 15 mph and 65 mph,

2) Supported by an Engineering and Traffic Survey

The CVC was revised effective January 1, 2022 following the approval of Assembly Bill 43. Per CVC Section 22358.6, the CA-MUTCD requires local authorities to round speed limits to the nearest five miles per hour of the 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.

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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.

Based on the above guidelines, all the segments were evaluated in accordance with the CVC. The overview of the Speed Surveys is presented in **Table 1**; the last column shows the recommended speed limits for each of the study segments.

- For segments 2, 3, 4, 6, 8, 10, 11, 12, and 13 the recommended speed limit reflects a rounding to the nearest five mile-per-hour increment in accordance with CVC Section 22358.6, as discussed above, and the speed limit will either remain unchanged or reduced with a new lower speed limit.
- For segments 5 and 9, the recommended speed limit reflects a lowering of the speed limit by five miles per hour from the nearest five mile-per-hour increment of the 85th-percentile speed in accordance with CVC Section 22358.6, as discussed above, and the speed limit will remain unchanged.
- For segment 1, the recommended speed limit is to provide consistency between two adjacent segments.
- For segment 7, the rounding of the 85th-percentile speed would result in the speed limit increasing. 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	El Norte 1	Nordahl	I-15	05/15/18	45	M	39	40	45
2	El Norte 2	I-15	Centre City Parkway	05/15/18	45	M	46	45	45
3	El Norte 5	Broadway	Ash	05/15/18	45	M	46	45	45
4	El Norte 6	Ash	Lincoln	05/15/18	45 (25 WCAP)	M	46	45	45 (25 WCAP)
5	Enterprise 1	Andreasen	Harmony Grove	05/16/18	35	C	38	35~	35
6	Enterprise 2	Mission	Auto Park Way	05/16/18	35	C	35	35	35
7	Felicita Ave 2	Montview	Centre City Parkway	06/11/18	35	C	43	45	35*
8	Felicita Ave 3	Centre City Parkway	Escondido	05/22/18	35	M	35	35	35
9	Morning View 1	El Norte	W Lincoln	10/16/18	35	LC	42	35~	35
10	Ninth 1	I-15	Pinecrest	02/13/15	40	C	36	35	35
11	Nordahl 1	SR 78	Mission Rd	12/19/18	35	M	34	35	35
12	Washington W2	Hale	Rock Springs	05/16/18	40	C	37	35	35
13	Washington W3	Rock Springs	Quince	05/16/18	40	C	36	35	35

~ 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

RECOMMENDATION:
Staffi recommends approval of the 13 speed limits per Table 1 above and forward recommendation to City Council.

ATTACHMENTS:
Segment speed evaluations

STAFF REPORT

August 7, 2025
Agenda Item No. 2

SUBJECT:

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

LOCATION:
Various Locations Citywide

BACKGROUND:
The Comprehensive Active Transportation Strategy (CATS) project began in 2023, with the intent to perform an intensive look at active transportation deficiencies as well as opportunities. Staff have reported on various stages of the CATS effort over the last year and a half.

One component of the initial scope of work was a Safe Routes to School focus. In particular, the CATS team collaborated with the public schools in the City in 2024 and met with administrators and parents to identify problem areas and deficiencies in the vicinity of each of the individual schools. In all, 33 public schools were examined. The team assembled individual plans for each school with suggested improvements that were tuned toward addressing the concerns that were expressed during those individual 'Listening Sessions.' The total cost of Near-Term improvements was estimated at $1.9 million.

As further background, the commission is aware that starting back in 2014, City Council has set aside a $50,000 budget for traffic safety related projects under the Traffic Management Program List (TMPL). This list and this process have resulted in an impressive list of improvements around the City.

DISCUSSION AND PURPOSE:
It was the original intent of the CATS and Safe Routes to School component to utilize the resulting list as an opportunity to identify projects that would be candidates for the TMPL program. With these individual plans now complete, staff is recommending that this project list be utilized for the TMPL program moving forward.

For the 2025/26 program, staff is recommending an approach to focus on the highest value improvements: to improve pedestrian crossings on high volume arterial roadways adjacent to schools. The CATS team has selected certain criteria that are representative of the Safe Routes focus. These criteria include vehicle collisions, pedestrian volumes, and functional classification of the roadway.

Pedestrian crossing projects were selected in each of four quadrants of the city.

- District One (North Ash St and Lincoln Ave crossing improvements benefit these schools):

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  - Farr Elementary School
  - Pioneer Elementary School
  - Mission Middle School
- District 2 (El Norte Pkwy and Valley Parkway):
  - Valley High School
- District 3 (S Broadway and E 4th Ave):
  - Central Elementary School
- District 4 (W Valley Pkwy and 9th):
  - Del Dios Academy

Total cost of these improvements is $85,000, which exceeds the $50,000 annual allotment for the TMPL program.

RECOMMENDATION:
Request City Council approve a temporary increase in the Transportation and Community Safety Commission budget for FY25/26 to $85,000 to allow for the completion of these high-importance TMPL projects.

Alternatively, given the breadth of the Safe Routes to School project list, the TCSC could recommend an annual program amount of $100,000-$200,000 in order to address a greater number of deficiencies each year.

ATTACHMENT:
TCSC July 2025 CATS presentation

Escondido CATS: School Crosswalk Improvements

Transportation and Community Safety Commission

July 10, 2025

Agenda

- CATS/Mobility Element and TMPL Overview
- SRTS Project Development
- TMPL Recommendations

What is the Escondido CATS?

- Roadmap for the development and implementation of active and sustainable transportation options in Escondido

ESCONDIDO CATS
COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY

- Goals:
  - Understand how people get around the City
  - Improve travel opportunities for *people of all ages, abilities and economic class*
  - Improve the *quality of life* for our residents
  - Improve safety, particularly for those walking, rolling and biking
  - Foster a healthier community through boosting activity
  - Improve the esthetics of public spaces
  - Create a more vibrant city
  - Improve economic vitality
  - Integrate concepts into the General Plan Mobility Element

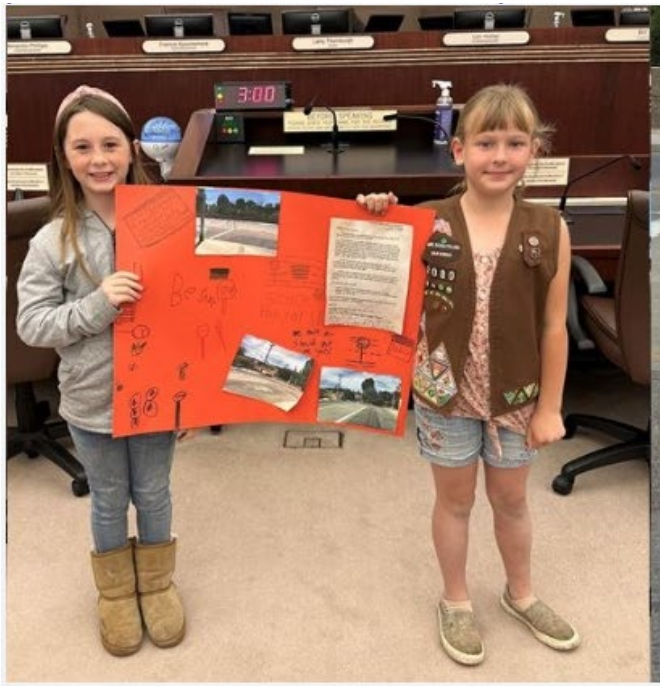
"A city where people from the age of 8 to the age of 80 can get around with or without a vehicle."

What is the Mobility Element?

- The Mobility Element (a.k.a. the Circulation Element) is 1 of 7 mandated elements that each local government is required to maintain in its General Plan.
- The purpose of the Mobility Element is to:
  - Identify the types, locations, and extent of existing and proposed transportation and utility facilities
  - Establish goals and guiding policies for implementing improvements necessary to serve existing and future residents

Traffic Management Program List (TMPL)

- Funds projects focused on traffic safety
- Annual budget of $50,000



Safe Routes to School (SRTS) Project Development

SRTS Outreach and Engagement

- **School-Focused Outreach**
  - **Virtual School Listening Sessions (March 13, March 14, March 18, April 8, and April 11, 2024)**
  - **In-Person School Walk Audits (June 12-14, 2024)**
- Community Survey
  - Online survey (December 4, 2023 – April 19, 2024)
- Community Pop-Up Event
  - Escondido Swap Meet (February 25, 2024)
- Community Presentations
  - Neighborhood Leadership Forum Meeting (October 26, 2023)
  - Community Alliance for Escondido Meeting (February 9, 2024)
  - Senior Educational Forum (March 5, 2024)

SRTS Sample Recommendations

Valley High

410 Hidden Trails Rd, Escondido, CA 92027

Safe Routes to School Recommendations

Existing Conditions

- School Access Point
- Existing Multi-Use Path
- Existing Bike Lane
- School Boundary

Proposed Improvements

- New Access Point
- New Bike Parking
- Park and Walk Location
- High Visibility Crosswalk
- Pedestrian Refuge Island
- Walking Path
- Tactile Dome Strip
- Curb Extension
- Leading Pedestrian Interval
- No Right Turn on Red
- Separated Bikeway

1 E Valley Pkwy / Eureka Dr

- Install high-visibility crosswalks.
- Work with the school to install a new entrance on E Valley Pkwy. Install a new walking path to connect the sidewalks to the new entrance.
- Configure Leading Pedestrian Interval at the crossing locations.

2 E El Norte Pkwy / Hidden Trails Rd / E Valley Pkwy

- Upgrade the existing standard crosswalks to high-visibility crosswalks.
- Install pedestrian refuge islands on the north and south legs crossing E Valley Pkwy. Rebuilding median will be required.
- Install a curb extension/tighten radius at the northwest corner.
- Configure Leading Pedestrian Interval at the crossing locations.
- Implement a "No Right Turn on Red" policy for all traffic directions.
- Upgrade the existing bike lanes to separated bikeways along E El Norte Pkwy, along E Valley Pkwy, and along Hidden Trails Rd from E Valley Pkwy to the school driveway.
- Install new separated bikeways from the school driveway to Francis Ryan Park.
- Study traffic patterns and implemente a protected intersection at this location if it meets the requirements.

Continued on next page

Valley High *(Continued)*

410 Hidden Trails Rd, Escondido, CA 92027

Safe Routes to School Recommendations

Existing Conditions

- School Access Point
- Existing Multi-Use Path
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- School Boundary

Proposed Improvements

- New Access Point
- New Bike Parking
- Park and Walk Location
- High Visibility Crosswalk
- Pedestrian Refuge Island
- Walking Path
- Tactile Dome Strip
- Curb Extension
- Leading Pedestrian Interval
- No Right Turn on Red
- Separated Bikeway

3 E El Norte Pkwy / Key Lime Way

- Upgrade the existing standard crosswalks to high-visibility crosswalks.
- Configure Leading Pedestrian Interval at the crossing locations.

4 School Driveway

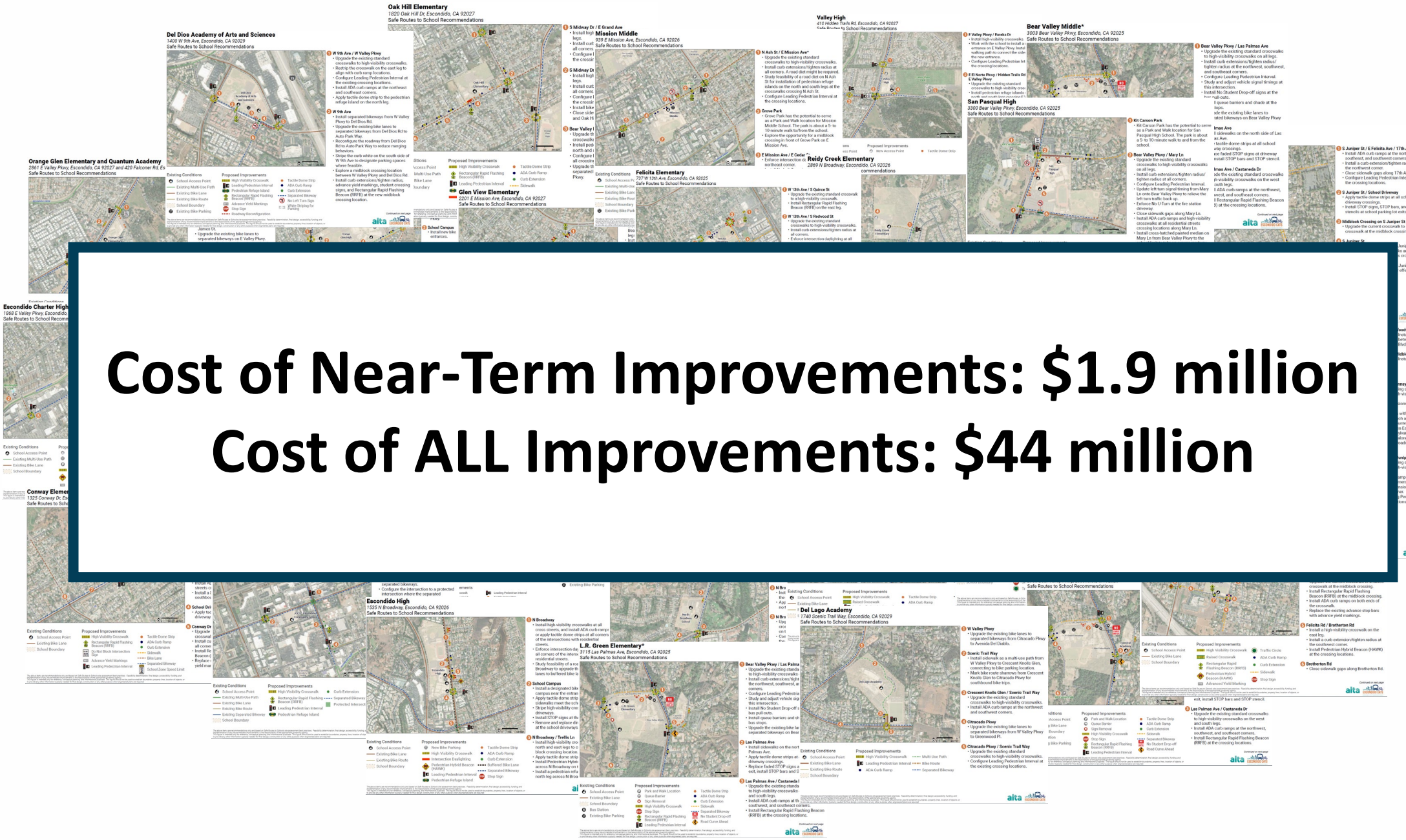
- Install a high-visibility crosswalk crossing the school driveway.
- Apply tactile dome strips at existing curb ramps at school driveway.
- Install a designated bike parking area on campus near the entrances.

5 Fancis Ryan Park

- Francis Ryan Park has the potential to serve as a Park and Walk location for Valley High School. The park is about a 5- to 10-minute walk to/from the school.

SRTS Sample Recommendations with Cost Estimates

	Item Unit Cost	Unit	Valley High	Orange Glen Elementary and	Orange Glen High	Hidden Valley Middle	Oak Hill Elementary	Escondido Charter High	Glen View Elementary
Point Recs									
High Visibility Crosswalk	$ 5,000	EA	$ 65,000	$ 45,000	$ 75,000	$ 70,000	$ 100,000	$ 45,000	$ 55,000
School Gate	$ 9,500	EA	$ 9,500	$ -	$ -	$ -	$ -	$ 9,500	$ -
Leading Pedestrian Interval	$ 30,000	EA	$ 90,000	$ 60,000	$ 60,000	$ -	$ 90,000	$ 60,000	$ 30,000
Median Refuge Island	$ 2,500	EA	$ 5,000	$ 5,000	$ 7,500	$ -	$ 5,000	$ -	$ -
Curb Extension	$ 47,500	EA	$ 47,500	$ 190,000	$ 95,000	$ 95,000	$ 380,000	$ 475,000	$ 665,000
Install New Sign and Post	$ 600	EA	$ 2,400	$ 600	$ -	$ 3,000	$ -	$ 1,200	$ 600
Protected Intersection	$ 650,000	EA	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -
ADA Curb Ramps	$ 10,000	EA	$ 20,000	$ 160,000	$ 110,000	$ 250,000	$ 200,000	$ 40,000	$ 30,000
Bike Racks	$ 1,400	EA	$ 1,400	$ -	$ 2,800	$ 1,400	$ -	$ 2,800	$ -
Advanced Yield Line	$ 165	EA	$ -	$ -	$ 660	$ 990	$ -	$ 330	$ -
RRFB	$ 40,000	EA	$ -	$ -	$ 40,000	$ 120,000	$ 40,000	$ -	$ 80,000
Red Curb	$ 10	LF	$ -	$ -	$ -	$ 800	$ 200	$ -	$ 2,200
Raised Crosswalk	$ 8,500	EA	$ -	$ -	$ -	$ 8,500	$ -	$ -	$ 8,500
HAWK Beacon	$ 400,000	EA	$ -	$ -	$ -	$ -	$ -	$ 400,000	$ -
Pedestrian/Crossing observation Study	$ 3,500	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Delineators	$ 110	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Center Median	$ 40	SF	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Signal Warrant	$ 2,500	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Slip Lane Removal	$ 270,000	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICE Roundabout/Intersection Study	$ 32,400	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Speed Feedback Sign	$ 20,000	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pedestrian Lighting	$ 9,500	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Traffic Circle	$ 15,000	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Stop Warrant	$ 2,500	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
"STOP" Pavement Marking	$ 460	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Speed Humps	$ 5,500	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fencing	$ 50	LF	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sign Removal	$ 600	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transit Shelter	$ 30,000	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ 460	EA	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Program	$ -	-	1 Park & Walk	-	-	-	-	1 Park & Walk	-
Linear Recs									
Striping	$ 3	LF	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sidewalk	$ 25	SF	$ 40,054	$ -	$ 191,334	$ 1,733,878	$ 64,964	$ -	$ -
Class I	$ 1,245,000	MI	$ -	$ 196,852	$ 417,539	$ -	$ -	$ -	$ -
Class II	$ 368,500	MI	$ -	$ -	$ 298,763	$ 246,485	$ 423,474	$ 126,560	$ -
Class IIB	$ 407,000	MI	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Class III	$ 157,500	MI	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Class IIIB	$ 400,000	MI	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Class IV	$ 750,000	MI	$ 791,970	$ 948,376	$ 853,307	$ -	$ 853,307	$ 752,627	$ -
Remove Parking	$ 3	LF	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Neighborhood Traffic Calming Plan	$ 6,000	EA	$ -	$ -	$ -	$ 6,000	$ -	$ -	$ 6,000
Total School Cost (Including Duplicates)			$ 1,722,824	$ 1,605,828	$ 2,151,904	$ 2,536,053	$ 2,156,945	$ 1,913,017	$ 877,300
Duplicated Cost			$ -	$ -	$ -	$ -	$ 908,307	$ -	$ -
Duplicated To							Orange Glen High		
Notes							A proposed project worth $908,307 near Oak Hill Elementary has		



Cost of Near-Term Improvements: $1.9 million

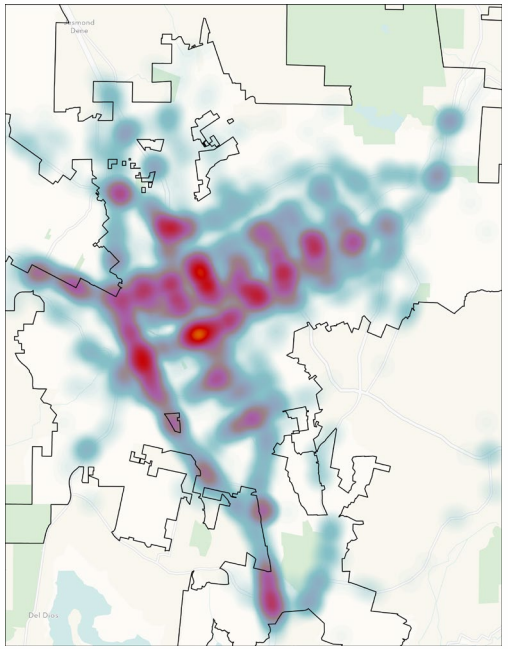
Cost of ALL Improvements: $44 million

Traffic Management Program List (TMPL) Recommendations

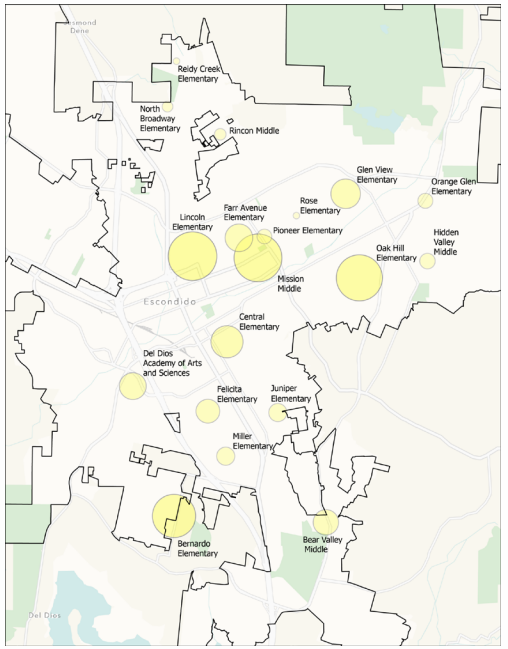
Project Selection Criteria

Collisions	TIMS (2019-2023)
Pedestrian Volumes	EUSD Pedestrian Counts by Crossing Guards
Functional Classification	SanGIS Roads layer

Collision Heatmap



Pedestrian Counts



Priority Crosswalk Improvements
District 1

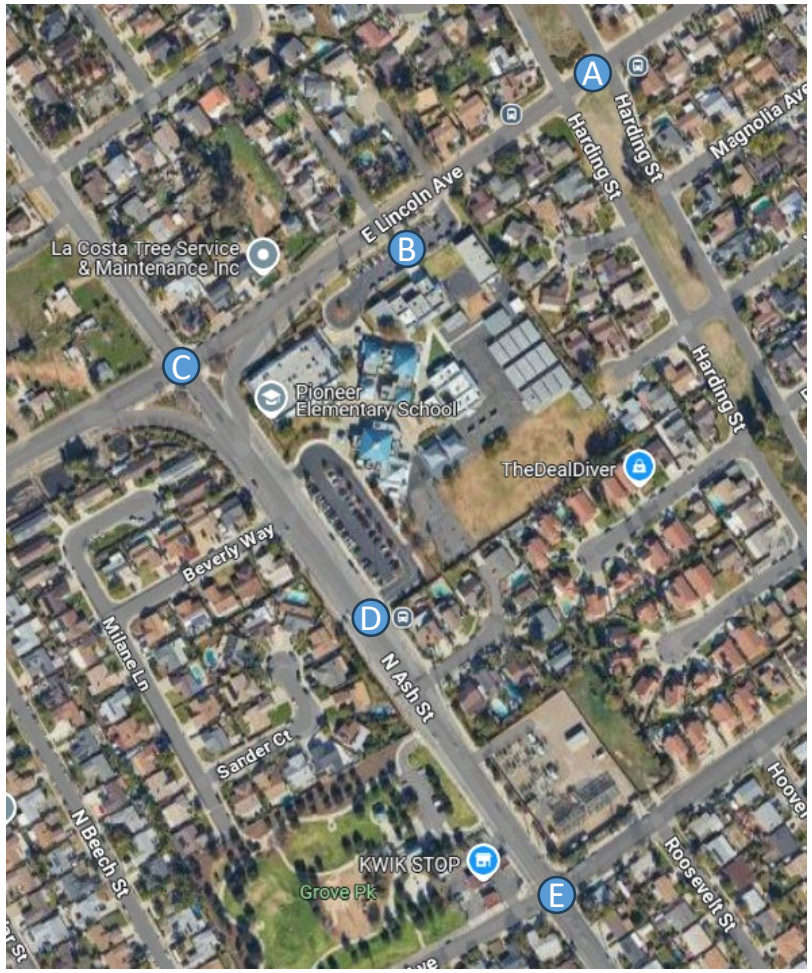
- North Ash Street & East Lincoln Avenue
  - School: Farr Elementary School. Also near Pioneer Elementary School and Mission Middle School.
  - Improvement: Upgrade the existing standard crosswalks to high-visibility crosswalks.
  - *Estimated Cost:* ***$20,000***

District 1: Farr Avenue Elementary School

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Install a high-visibility crosswalk across Wendy Ln.	1	$5,000	EA	$5,000
	Install New Sign and Post	Install a No Left Turn sign to prohibit left turns exiting from the school driveway.	1	$600	EA	$600
B	High Visibility Crosswalk	Install a high-visibility crosswalk at a midblock location on Farr Ave, connecting to the school entrance.	1	$5,000	EA	$5,000
C	High Visibility Crosswalk	Install high-visibility crosswalks at all intersections crossing residential streets.	4	$5,000	EA	$20,000
	Install New Sign and Post	Relocate the school zone speed limit signs to be more visible and remove 35mph speed limit signs to be further away from the school zone speed limit signs.	2	$600	EA	$1,200
D	Install New Sign and Post	Enforce parking restrictions during the school loading hours on the east side of N Fig St from E Lincoln Ave to Farr Ave.	1	$600	EA	$600
E	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000

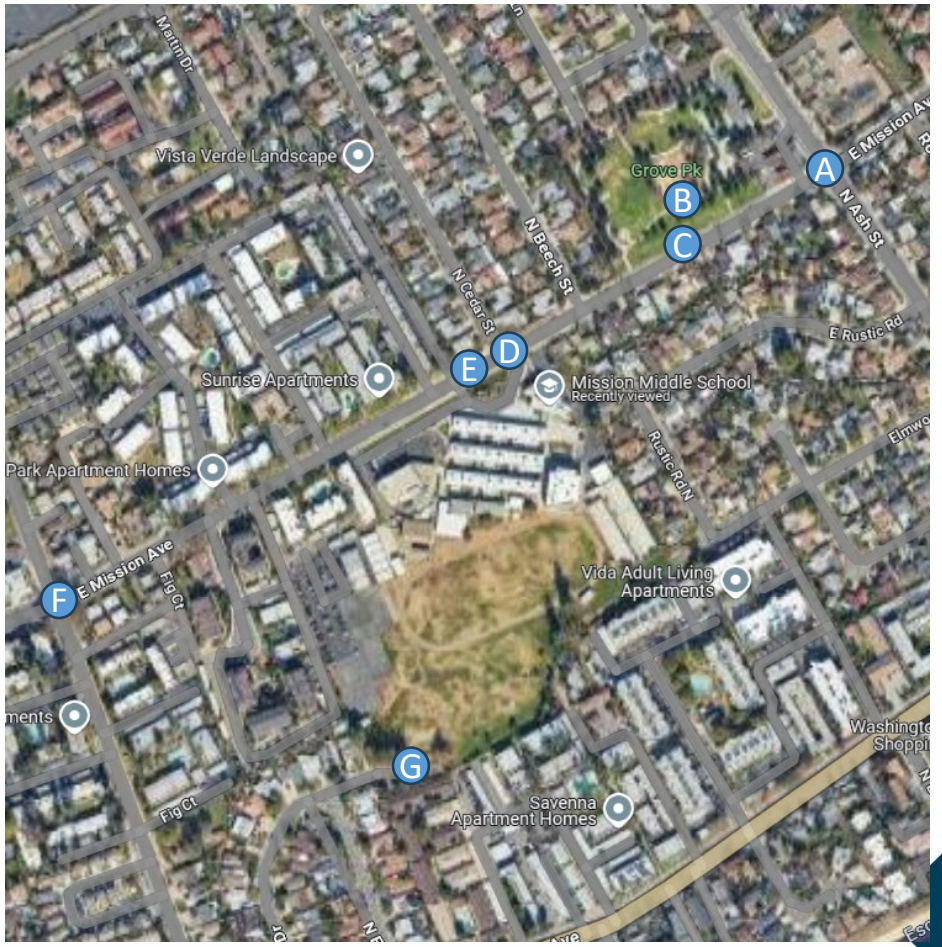
District 1: Pioneer Elementary School

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Install high-visibility crosswalks on all legs.	6	$5,000	EA	$30,000
B	Delineators	Install flexible delineators on the school driveways to direct vehicle flow.	20	$110	EA	$2,200
	Install New Sign and Post	Install No Left Turn signs to prohibit left turns exiting from both school driveways.	2	$600	EA	$1,200
C	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000
	Signal Warrant	Configure protected left turn phasing for east-west traffic on E Lincoln Ave.	1	$2,500	EA	$2,500
D	High Visibility Crosswalk	Install a high-visibility crosswalk at a midblock location on N Ash St, connecting to the school entrance.	1	$5,000	EA	$5,000
	Pedestrian/ Crossing Observation Study	Study traffic patterns and assign a school crossing guard at this midblock crossing location if it meets the requirements.	1	$3,500	EA	$3,500
E	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000



District 1: Mission Middle School

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000
B	Program	Grove Park has the potential to serve as a Park and Walk location for Mission Middle School. The park is about a 5- to 10-minute walk to/from the school.	1	$-	-	$-
C	High Visibility Crosswalk	Explore the opportunity for a midblock crossing in front of Grove Park on E Mission Ave.	1	$5,000	EA	$5,000
D	Red Curb	Enforce intersection daylighting at the northeast corner.	20	$10	LF	$200
	Install New Sign and Post	Install No Left Turn signs to prohibit left turn exiting from the school driveway.	1	$600	EA	$600
E	High Visibility Crosswalk	Install high-visibility crosswalks at all intersections crossing residential streets.	2	$5,000	EA	$10,000
	Red Curb	Enforce intersection daylighting at all corners of the intersections with residential streets.	40	$10	LF	$400
F	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000
	Signal Warrant	Study and adjust vehicle signal timings at this intersection.	1	$2,500	EA	$2,500
G	School Gate	Work with the school to install a new entrance at the end of the cul-de-sac.	1	$9,500	EA	$9,500



Priority Crosswalk Improvements
District 2

- East El Norte Parkway & Valley Parkway
  - School: Valley High School
  - Improvement: Upgrade the existing standard crosswalks to high-visibility crosswalks.
  - *Estimated Cost:* ***$20,000***

District 2: Valley High School

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Install high-visibility crosswalks.	4	$5,000	EA	$20,000
	School Gate	Work with the school to install a new entrance on E Valley Pkwy.	1	$9,500	EA	$9,500
B	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000
	Install New Sign and Post	Implement a "No Right Turn on Red" policy for all traffic directions.	4	$600	EA	$2,400
C	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	4	$5,000	EA	$20,000
D	High Visibility Crosswalk	Install a high-visibility crosswalk crossing the school driveway.	1	$5,000	EA	$5,000
	Bike Racks	Install a designated bike parking area on campus near the entrances.	1	$1,400	EA	$1,400
E	Program	Francis Ryan Park has the potential to serve as a Park and Walk location for Valley High School. The park is about a 5- to 10-minute walk to/from the school.	1	$-	-	$-

Priority Crosswalk Improvements
District 3

- South Broadway & East 4th Avenue
  - School: Central Elementary School
  - Improvement: Upgrade the existing standard crosswalks to high-visibility crosswalks on the north, south, and east legs.
  - *Estimated Cost:* ***$15,000***

District 3: Central Elementary School

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks on all legs.	4	$5,000	EA	$20,000
	Advanced Yield Line	Install advance yield markings on the north and south legs approaching the intersection.	2	$165	EA	$330
B	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks on all legs.	4	$5,000	EA	$20,000
	Advanced Yield Line	Install advance yield markings on the west and east legs approaching the intersection.	2	$165	EA	$330
C	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks on the north, south, and east legs.	3	$5,000	EA	$15,000
	Advanced Yield Line	Install advance yield markings on the north and south legs approaching the intersection.	2	$165	EA	$330
D	High Visibility Crosswalk	Upgrade the existing standard crosswalk to a high-visibility crosswalk on the west leg.	1	$5,000	EA	$5,000
	Stop Warrant	Study STOP sign warrants on all legs to convert this intersection into an all-way STOP.	1	$2,500	EA	$2,500
E	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks on all legs.	4	$5,000	EA	$20,000
F	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks on all legs.	4	$5,000	EA	$20,000

Priority Crosswalk Improvements
District 4

- West Valley Parkway & West 9th Avenue
  - School: Del Dios Academy of Arts and Sciences
  - Improvement: Upgrade the existing standard crosswalks to high-visibility crosswalks. Restripe the crosswalk on the east leg to align with curb ramp locations.
  - *Estimated Cost:* ***$30,000***

District 4: Del Dios Academy of Arts and Sciences

Short-Term Improvements						
Map Location	**Item**	**Recommendation**	**Quantity**	**Unit Cost**	**Cost Unit**	**Cost Estimate**
A	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks. Restripe the crosswalk on the east leg to align with curb ramp locations.	4	$7,500	EA	$30,000
B	High Visibility Crosswalk	Explore a midblock crossing location between W Valley Pkwy and Del Dios Rd.	1	$5,000	EA	$5,000
	Advanced Yield Line	Install curb extensions/tighten radius, advance yield markings, student crossing signs, and Rectangular Rapid Flashing Beacon (RRFB) at the new midblock crossing location.	2	$165	EA	$330
	Install New Sign and Post	Install curb extensions/tighten radius, advance yield markings, student crossing signs, and Rectangular Rapid Flashing Beacon (RRFB) at the new midblock crossing location.	2	$600	EA	$1,200
C	Install New Sign and Post	Install STOP signs at the parking lot exits.	1	$600	EA	$600
	Install New Sign and Post	Install No Left Turn sign to prohibit left turns exiting from the school driveway.	1	$600	EA	$600
D	High Visibility Crosswalk	Upgrade the existing standard crosswalks to high-visibility crosswalks.	3	$5,000	EA	$15,000

Cost Summary

DISTRICT	SCHOOL	INTERSECTION	COLLISIONS	PEDESTRIAN COUNTS	ESTIMATED COST
1	Farr Elementary	North Ash St / E Lincoln Ave	18	296	$20,000
2	Valley High	E El Norte Pkwy & Valley Pkwy	15	N/A	$20,000
3	Central Elementary	S Broadway / E 4th Ave	0	359	$15,000
4	Del Dios Academy	W Valley Pkwy / W 9th Ave	6	285	$30,000
				TOTAL	**$85,000**

Note: Collisions evaluated within 50 feet of the intersection for years 2019-2023.

Thank You!

Any Questions?

STAFF REPORT

August 7, 2025
Agenda Item No. 3

SUBJECT:

GAMBLE STREET WORK PLAN

BACKGROUND:
The City has received multiple requests from residents regarding the traffic conditions on Gamble Street between Lincoln Avenue and El Norte Parkway. Many of the complaints involve speeding, traffic volume, and safety. At their last meeting in April 2025, the Transportation and Community Safety Commission was presented with a report on Gamble Street traffic study and other considerations. This report is attached for reference.

DISCUSSION:
The Gamble Street study area is shown in Exhibit 1 along with data collection points. Traffic volume and speed measurements are currently being collected on Gamble Street at the time this report is being written, and the results will be presented to the Commission on August 7, 2025. Listed below is a two-phased approach that staff are proposing to use to document traffic conditions, obtain public input, develop interim or long-term solutions, and monitor traffic data of the solutions for potential changes to improve conditions.

Phase 1 - Traffic Data Collection & Options Evaluation

- Collect Data
  - Daily Volume Counts (ADT's) – Currently being conducted on Gamble Street
  - AM and PM Peak Hour Turning Movement Counts
  - Speed Surveys – Currently being conducted on Gamble Street
  - License Plate Surveys of Cut-thru traffic on Gamble Street
  - Accident History
- Options Evaluation
  - Present Existing Traffic Data Results to Commission
  - Present Potential (Interim and Long Term) Solutions
  - Obtain Citizen Input and City Approval to Implement Project

Phase 2 - Project Implementation Monitoring

- Collect Post-Project Traffic Data (like Phase 1)
- Determine if Project was Successful or Requires Modification
- Obtain Citizen and Commission Input at a Commission meeting

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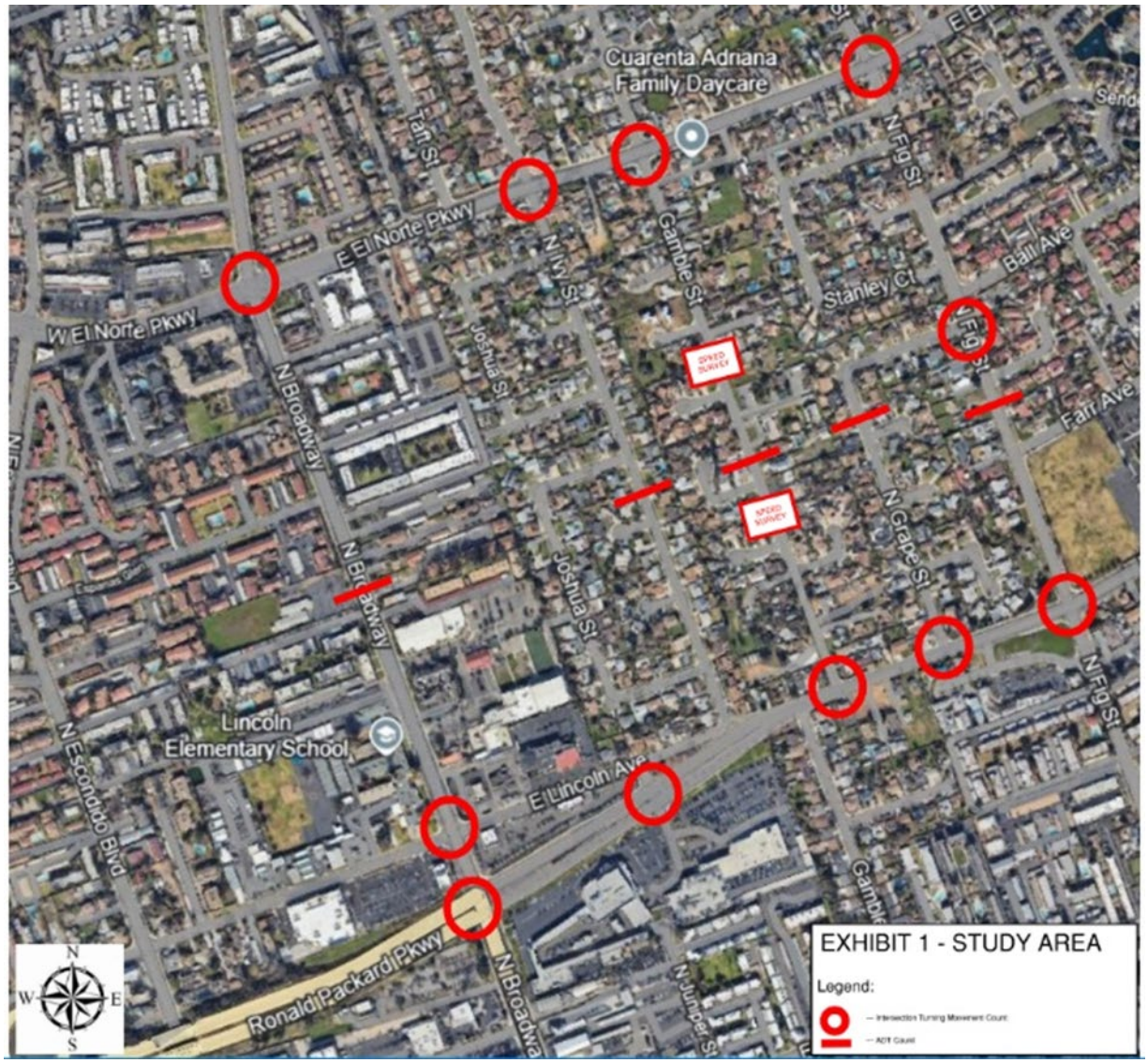

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RECOMMENDATION:
Staff recommend that the Commission receive and file this report.

ATTACHMENTS:
April 10, 2025 Staff Report

STAFF REPORT

April 10, 2025
Agenda Item No. 2

SUBJECT:

GAMBLE STREET TRAFFIC FLOW MANAGEMENT STUDY RECOMMENDATION

LOCATION:
Various Locations Citywide

DISCUSSION AND PURPOSE:

BACKGROUND:

The City has received multiple requests from residents regarding the traffic conditions on Gamble Street between Lincoln Avenue and El Norte Parkway. Many of the complaints involve speeding, traffic volume, and safety.

This report will document the traffic engineering process staff is recommending for conducting a traffic study that will evaluate the existing and future traffic conditions on Gamble Street and the surrounding streets in the study area. The goal is to provide the Commission with traffic data where potential alternative solutions can be considered and monitored if warranted.

DISCUSSION:

STUDY AREA
A map of the proposed study area is shown in Exhibit 1 with recommended traffic volume and speed data collection locations. Below is a description of the streets within the study area.

Gamble Street
Gamble Street, shown in Exhibit 2, is a two-lane north-south residential street that connects Lincoln Avenue and El Norte Parkway. The majority of Gamble Street has no sidewalk improvements and has approximately 30 feet of pavement. In a few areas that have been developed, Gamble Street has been widened to a curb-to-curb width of 36 feet, with sidewalk improvements. Parking is allowed along most of the street except on the west side 500 feet north of Lincoln Avenue. Gamble is posted with 25 mph speed limit signs, 25 mph pavement legends, and radar speed feedback signs. Gamble Street is potentially being used by commuter traffic to bypass traffic congestion on the surrounding larger circulation element streets, such as Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway.

Ivy Street, Grape Street, and Cathy Court

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Ivy Street, Grape Street, and Cathy Court are part of the study area because they are part of the influence zone. These are all residential streets that have full street improvements with a curb-to-curb width of 36 feet wide. These streets are parallel to Gamble Street and currently do not appear to carry significant commuter traffic. It is important to include these streets in the study in order to document the traffic conditions since some traffic solutions that may help discourage or eliminate commuter traffic on Gamble Street may inadvertently shift traffic to these residential streets.

Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway

Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway are all circulation element roadways per the General Plan. These roadways are where the commuter traffic is intended to circulate through the City.

- Lincoln Avenue is classified as a 6 lane Prime Arterial in the City's Circulation Element and carries significant traffic as Highway 78 terminates into it. Near the intersection of Gamble Street, Lincoln Avenue has only 4 lanes and no left turn pockets. The lack of a left turn pocket creates long queues on Lincoln Avenue as drivers block the inside through lane while waiting for a gap to make a left turn on Gamble Street. This has resulted in 12 injury crashes over the last 7 years.
- Fig Street is classified as a collector and has 2 lanes, and a center left turn lane. The intersection of Lincoln and Fig is signalized, and may contribute to drivers' decisions to turn onto Gamble.
- El Norte Parkway and Broadway are classified as 4 lane Major Roadways with left turn lanes and are built out to this designation.
-

Traffic Study Considerations

One of the primary goals of traffic engineering is to evaluate problem areas and develop solutions that address the problem. In this case, we want to encourage commuter traffic to use circulation element streets that are designed to carry higher traffic volumes. The goal in this study would be to shift back any commuter traffic that may be using Gamble Street to use the four surrounding larger circulation element roadways of Lincoln Avenue, El Norte Parkway, Fig Street, and Broadway. If, however, this cannot be accomplished, and Gamble Street or the other residential streets are documented as impacted, consideration should be given to develop physical measures to calm the traffic on Gamble Street or residential streets that may receive additional commuter traffic.

Speed Humps and other traffic calming devices will be reviewed and considered as a potential alternative in the study. Exhibit 3 (Speed Hump) and Exhibit 4 (Speed Table) show photographs of each device along with the advantages and disadvantages of each. The study will also evaluate whether the City should develop a policy and criteria before installing speed humps - since there are no speed humps on public streets in the City.

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In addition to traffic calming on Gamble, traffic turning restrictions at the intersection of Lincoln Avenue and Gamble Street will be evaluated. Other turning restrictions may be considered as well. The focus will be on restricting the eastbound left turn from Lincoln Avenue to Gamble Street. As noted previously, there is no left turn pocket on Lincoln Avenue at this intersection and this has resulted in 12 injury accidents at this intersection and numerous other non-injury accidents over a 7-year period. Exhibit 5 (Raised Median Barrier) shows a raised median on the main street that restricts turning movements to a right turn in/out only at the intersection. This type of design and/or a combination of regulatory signs will be evaluated to determine if it will mitigate commuter traffic from using the residential street of Gamble Street as a short-cut commuter route.

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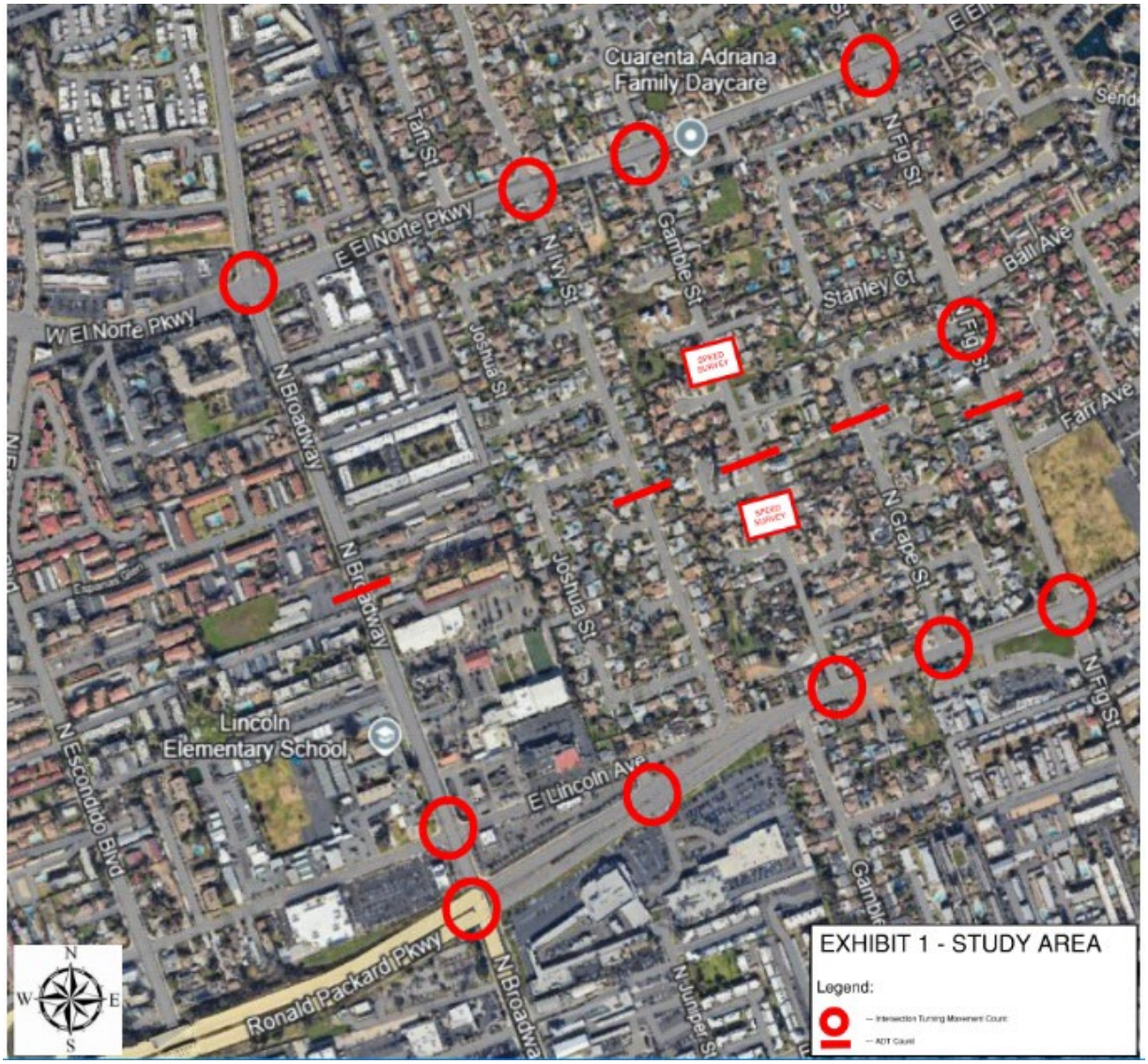

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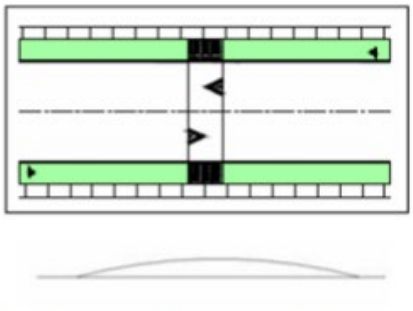
EXHIBIT 3 - SPEED HUMP

Speed Hump

Speed humps are asphalt or concrete street surfaces that span the width of the street and are raised and slightly rounded. When used in roadways, they are 3" high and approximately 12 feet long. Speed humps create a driving surface that is uncomfortable at higher vehicle speeds, especially when used in closely spaced pairs. The discomfort prompts drivers to slow in advance of the hump. Speed humps have a minimal impact on vehicles with good suspension systems and a severe impact on large vehicles such as buses, garbage trucks and emergency vehicles. Speed humps will only be considered where there are no other viable alternatives or where impacts are restricted to the residents of that streets only, such as on a cul-de-sac.



Speed humps are slightly rounded areas that span the width of a street to create a 3 inch rise in the street surface.

Locations

- Local residential streets and not a primary EMS or bus route
- Streets with less than 4,000 ADT

Advantages

- Bicyclists do not have to move out of their travel path to cross

Disadvantages

- Emergency vehicles forced to almost stop at each hump
- Vehicles braking and accelerating create noise
- Can damage vehicles at higher speeds
- Limited affect on some vehicle types
- May detract from residential property values
- Uncomfortable for passengers of buses and ambulances
- Uncomfortable for people with back injuries or other chronic painful physical conditions (3)
- Restricts mobility for people using wheelchairs if installed where there are no sidewalks

Estimated Cost:

$10,000 to $15,000

Non-intersection Traffic Calming Treatments

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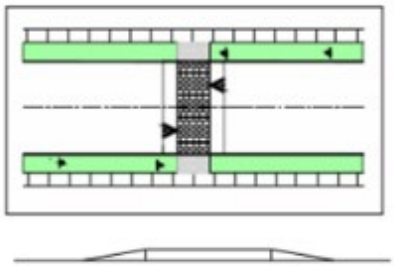
EXHIBIT 4 - SPEED TABLE

Speed Table

A speed table is an elevated, flat street surface with ramps on both sides to create a grade change on both sides of the table. A steeper grade on the approach and departure ramps will produce slower speeds. The sloped ramp leading to the platform is less jarring for vehicle occupants than a speed hump. A change in surface color and/or texture on top of the speed table can increase its effectiveness. Speed tables are effective tools for providing high visibility crosswalks schools, trails, and other mid-block crossing locations where slower speeds are desirable. They can be combined with bulb outs to shorten pedestrian crossing distances and prevent drivers from avoiding the full impact of the treatment by driving with two tires in the gutter.



A speed table is a flat surface that is slightly higher than the street. The "V" symbols in the drawing above illustrate marking to alert drivers to the ramps leading to the table. The flat surface on a speed table makes it well suited for a crosswalk. The photo below shows a speed table with a median.

Locations

- Local and collector streets of any width not a primary EMS or bus route
- Streets with less than 5,000 ADT
- Marked, unsignalized mid-block pedestrian crossings

Advantages

- More easily traversed by large vehicles than speed humps
- Provides a defined pedestrian crossing area
- Improves visibility between pedestrians and drivers
  Raises vehicles to pedestrian level
- Eliminates need for a curb ramp at the crossing

Disadvantages

- Emergency vehicles forced to almost stop at the ramps
- Can damage vehicles at higher speeds
- Vehicles braking and accelerating create noise
- Can be uncomfortable for people with back and neck problems, though less jarring than speed humps [3]

Estimated Cost:

$50,000 to $100,000

Non-intersection Traffic Calming Treatments

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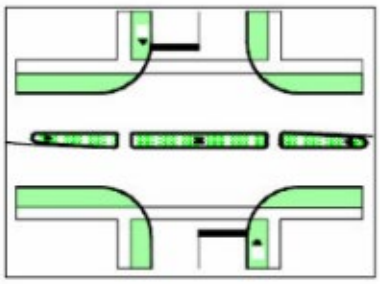
EXHIBIT 5 - MEDIAN BARRIER

Median Barrier

A raised median between travel lanes that can extend across the intersection to block left turn and through movements from cross streets. It is a diversion tool to prevent vehicles from passing through one neighborhood, crossing a major street, and continuing into another neighborhood to create a cut-through route. Residents and service providers using that intersection can enter and leave only by turning right into or right out of out the street. All barriers that restrict traffic flow must be used sparingly to preserve convenient access and distribute traffic evenly.



A raised median through the intersection restricts access to right turning vehicles, pedestrians, and bicyclists.

Intersection Traffic Calming Treatments

Locations

- Local and collector streets of any width and not on a primary EMS or bus route.
- Intersections along cut-through routes that cross major streets

Advantages

- Median can provide a pedestrian refuge island
- Prevents cut-through traffic

Disadvantages

- May restrict vehicle access between neighborhoods
- Restricts resident access to their property
- Inhibits some access by emergency vehicles
- Increases traffic volumes on other streets
- Can impede citywide traffic circulation
- May cause some confusion until maps reflect the change
- Trash and silt may accumulate

Estimated Cost:

$50,000 to $100,000

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Traffic Data Collection

Traffic data will be collected in the study area. This will include traffic volume counts on street segments, turning movement counts at intersections, speed surveys, travel time surveys, diversion counts, crash history, level of service at intersections, and signal timing review. Collecting data will enable the City to make an informed decision on potential solutions, if needed. It will also establish a base reference point that can be used to compare traffic data after project implementation and will allow monitoring of the traffic conditions. Below is a more detailed description of the data collection process:

- ADT Counts: 24-hour traffic counts will be conducted on the street segments within the study area. The preliminary locations are shown in Exhibit 1.

- AM/PM peak-hour turning movement counts will be conducted at the intersections shown in Exhibit 1. This will document the amount of traffic making left and right turns and help determine the level of commuter traffic that is using Gamble Street and other streets.

- Speed surveys will be conducted on Gamble Street at two locations and other residential streets as needed for documentation.

- Travel time surveys will be used to determine the fastest route and help determine if there are any locations that could be impacted should traffic calming or turning restrictions be implemented on Gamble Street.

- Diversion counts will be take using license plate recordings of vehicles traveling the length of Gamble Street and it will document the amount of commuter traffic and residential traffic.

- Crash history will be reviewed in the study area to document locations that are experiencing a higher than normal accident rate. Mitigation measures and potential solutions to reduce the crash frequency will be evaluated.

- Level of service will be calculated at the signalized and unsignalized intersections, which if improved may result in commuter traffic changing their traffic flow patterns should a solution be developed to mitigate the cut-through traffic.

- Signal timing will be reviewed at the traffic signals in the study area and possible changes to the signal timing may encourage commuter traffic to stay on circulation element roadways instead of short-cutting through residential streets like Gamble Street.

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Public Participation and Commission Input

The public will be invited to review the study and provide critical input to the Commission to help develop the appropriate solutions. Traffic calming measures can often result in traffic patterns shifting to other residential streets and developing a comprehensive solution with the support of the community is often the best approach.

RECOMMENDATION:

It is recommended that the Commission receive this report and provide feedback that will be incorporated into the traffic study.