



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

July 11, 2024 at 3:00 PM

Council Chambers: 201 North Broadway, Escondido, CA 92025

WELCOME TO YOUR COMMISSION MEETING

We welcome your interest and involvement in the legislative process of Escondido. This agenda includes information about topics coming before the Commission.

CHAIR

Lori Hatley

VICE CHAIR

Rachael Kassebaum

COMMISSIONERS

William Durney

Lon Grothen

Lynn Graykowski

Linda Rendon

Francis Spoonemore

ASSISTANT CITY CLERK

Sarena Garcia

HOW TO WATCH

The City of Escondido provides one way to watch a Commission meeting:

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201 N. Broadway, Escondido, CA 92025



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TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

HOW TO PARTICIPATE

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In Person



Fill out Speaker Slip and Submit to City Clerk

In Writing



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

ASSISTANCE PROVIDED

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CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

AGENDA

ROLL CALL

1. Call to Order
2. Flag Salute

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

3. Review and approve meeting minutes for April 11, 2024

ITEMS

4. REVIEW AND APPROVE CITY OF ESCONDIDO 2024/25 TRAFFIC MANAGEMENT PROJECT LIST (TMPL)
5. APPROVAL OF ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL TO RETAIN SPEED LIMIT ON SIX SEGMENTS
6. CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

ADJOURNMENT



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

April 11, 2024 at 3:00 PM

MINUTES

ROLL CALL

PRESENT

Vice Chair Lori Hatley
Commissioner William Durney
Commissioner Rachael Kassebaum
Commissioner Lon Grothen
Elementary Rep Francis Spoonemore
EUHS Rep Linda Rendon

ABSENT

Commissioner Lynn Graykowski

ORAL COMMUNICATIONS

None

APPROVAL OF MINUTES

Motion made by Commissioner Durney

Seconded by Elementary Rep Spoonemore

Approved 6-0 (Graykowski - Absent)

ITEMS

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

Julie Procopio, City Engineer provided an update

Presentation by Craig Williams, Associate Engineer

Recommendation to approve the evaluation

Giuseppe Gutierrez commented on Lomas Serenas traffic calming request

Motion made by Commissioner Kassebaum



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COMMISSION MEETING

April 11, 2024 at 3:00 PM

Seconded by Elementary Rep Spoonemore

Approved 6-0 (Graykowski Absent)

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

Presentation by Ashley Michelle Bides, Engineer I

Motion made by Commissioner Durney

Seconded by Commissioner Kassebaum

Approved 6-0 (Graykowski Absent)

Associate Engineer, Craig Williams provided an update on Escondido Mobility Planning Efforts

ADJOURNMENT

Motion made by Commissioner Durney

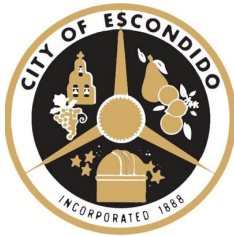
Seconded by Elementary Rep Spoonemore

Approved 6-0 (Graykowski - Absent)

Meeting Adjourned at 4:00 p.m.

CHAIR

ASSISTANT CITY CLERK



STAFF REPORT

July 11, 2024
Agenda Item No. 1

SUBJECT:

REVIEW AND APPROVE CITY OF ESCONDIDO 2024/25 TRAFFIC MANAGEMENT PROJECT LIST (TMPL)

LOCATION:

Citywide

BACKGROUND:

Transportation and Community Safety Commission (TCSC) approved a policy to evaluate and prioritize proposed projects using a Traffic Management Project List (TMPL) on January 9, 2014. As stated in the policy, a list of projects needs to be evaluated by staff and presented to TCSC for consideration each year. The TCSC will provide direction to staff as to which projects should be selected for funding.

The following scoring criteria has been approved by TCSC to be used to evaluate and prioritize projects on the TMPL:

- Road Condition (max. 6 points)
 - Geometric Design (max. 3 points)
Not Standard= 3, Substandard= 2, Partially Substandard Road= 1
 - Roadside Improvement (max. 3 points)
Unimproved= 3, Partially Unimproved= 2, Mostly Improved with Gaps in Improvement= 1
- Road Usage (max. 6 points)
 - Bike and Pedestrian Volume (max. 3 points)
High= 3, Medium= 2, Low= 1
 - Average Daily Traffic (ADT) (max. 3 points)
ADT>7400veh/day= 3, 7400≥ADT>5400veh/day= 2, 5400≥ADT>3400veh/day= 1
- Anticipated Effectiveness (max. 6 points)
 - Feasibility of the Solution (max. 3 points)
High=3, Medium=2, Low=1
 - Effectiveness of the Solution (max. 3 points)
High=3, Medium=2, Low=1
- Problem Severity×2 (max. 12 points)



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2024/25 Traffic Management Project List
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- Frequency of Accidents (max. 6 points)
 Accident Rate $\geq 1.5 = 6$, $1.5 > \text{Accident Rate} \geq 0.5 = 4$, $0.5 > \text{Accident Rate} = 2$
- Speeding Problem (max. 6 points)
 $(85\% - \text{Design Speed}) \geq 10\text{mph} = 6$, $10\text{mph} > (85\% - \text{Design Speed}) \geq 5\text{mph} = 4$, $(85\% - \text{Design Speed}) < 5\text{mph} = 2$

Projects could receive a maximum of 30 points based on their different characteristics, projects nature and location. The projects with the higher total accumulated points have a higher priority on TMPL.

DISCUSSION & PURPOSE:

2024/25 Traffic Management Project List (TMPL) includes three (3) projects citywide. The list of projects with a brief description of the traffic concerns and potential solutions is provided in this report. These three projects were introduced to the Commission in April 2024 and there was direction to further evaluate and provide conceptual designs, cost estimates, and ranking and return back to the Commission in July 2024. The following report provides a brief project description of traffic issues, concept project designs, and cost estimates. The Commission will provide direction on the approval of these concept plans, funding, and approval for implementation.

TMPL Prioritization

The Traffic Management Project List (TMPL) is prioritized using point-based scoring criterion. All three (3) projects presented in this report were evaluated and scored. **Table 1** shows the results of the evaluation for the three projects. The three projects are recommended for implementation considering an estimated \$50,000 Transportation and Community Safety Commission budget.

Table 1: 2024/25 TMPL Prioritization Table

Project Name	Measures of Prioritization								Score (max. 30)	Estimated Cost
	Road Condition (max. 6)		Road Usage (max. 6)		Anticipated Effectiveness (max. 6)		Problem Severity x 2 (max. 12)			
	Geometric Design	Roadside Improvement	Bike and Pedestrian Volume	Average Daily Traffic (ADT)	Feasibility of the Solution	Effectiveness of the Solution	Frequency of Accidents	Speeding Problem		
1. S. Tulip St.: 9th Ave. to 5th Ave.	1	1	1	0	2	2	0	12	19	\$12,000
2. Orange Glen Elementary: Drop Off/Pick Up Improvements	1	2	3	0	3	2	0	6	17	\$14,000
3. Lomas Serenas: Traffic Calming Request	2	2	1	0	3	1	0	8	17	\$22,000 with Speed Feedback \$5,000 without Speed Feedback



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Points Details:

Road Condition:

Geometric Design of Road: Not Standard = 3, Substandard = 2, Partially Substandard = 1
Roadside Improvement: Unimproved = 3, Partially Unimproved = 2, Mostly Improved with Gaps in Improvement = 1

Road Usage:

Bike and Pedestrian Volume: High = 3, Medium = 2, Low = 1
ADT: >7400veh/day = 3, >5400veh/day and =<7400 veh/day = 2, >3400veh/day and =<5400veh/day = 1

Anticipated Effectiveness:

Feasibility of the Solution: High=3, Medium=2, Low=1
Effectiveness of the Solution: High=3, Medium=2, Low=1

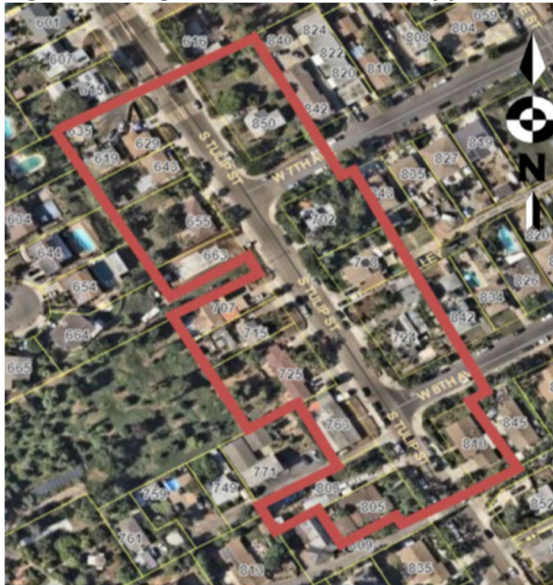
Problem Severity:

Frequency of Accidents: Accident Rate >= 1.5 = 6, 1.5 > Accident Rate >= 0.5 = 4, 0.5 > Accident Rate = 2
Speeding Problem: (85% - Design Speed) >= 10mph = 6, 5mph =< (85% - Design Speed) < 10mph=4, (85% - Design Speed) < 5mph=2

Project #1: S. Tulip Street: 9th Avenue to 5th Avenue (Estimated cost: \$12,000)

Resident Giuseppe Gutierrez contacted the City with his concerns about cut through traffic and speeding on S. Tulip Street between 5th Avenue and 9th Avenue. In accordance with the City’s policy, Mr. Gutierrez surveyed residents within the boundaries outlined in red to confirm their support of traffic calming in their neighborhood and signatures were provided on March 13, 2024.

Figure 1: Neighborhood Petition Support Area





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S. Tulip St is a local collector street with a speed limit of 25mph. Approximately 10 to 15 years ago the street was improved with sidewalks, pedestrian ramps, corner pop-outs, streetlights, and raised landscaped medians. Speed data was collected in May 2023 and the 85th-percentile speed was determined to be 36 mph. According to the City's traffic modeling map, the traffic volume is approximately 1600 cars per day. The data shows that speeds are higher than desired in this area. Traffic collision data was reviewed for the 5-year period between January 1, 2019 through December 31, 2023 on S. Tulip Street between 9th Avenue and 5th Avenue. There were no crashes reported on the street segment in this time period.

Figure 2: Looking Southbound on S. Tulip Street at 7th Avenue



In response to the concern, the attached concept striping plan has been prepared to help slow traffic. The plan includes lane narrowing, right edgeline striping, parking buffer, one radar speed feedback sign, "25 MPH" legends, and installing a left turn bay taper at 9th Avenue. The shared width of northbound and southbound lanes will be 20.5 feet, which should help to reduce speeds.



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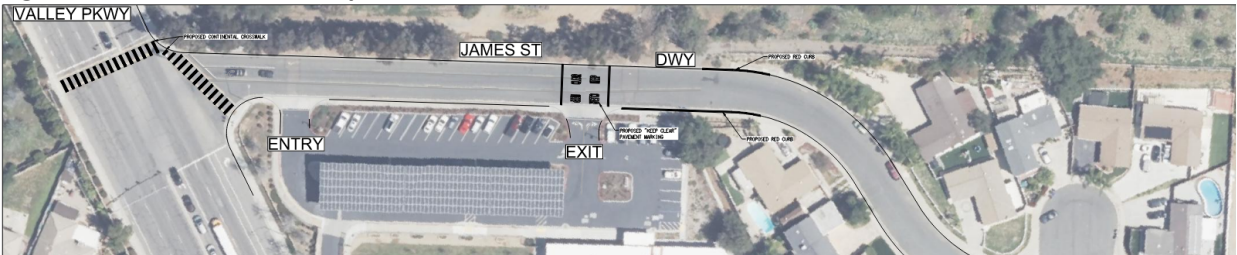
Figure 3: S. Tulip Street Concept Striping Plan



Project #2: Orange Glen Elementary: Drop Off/Pick Up Improvements (Estimated cost: \$14,000)

School officials contacted City staff about drop off and pick up concerns for Orange Glen Elementary and Quantum Academy. A walk audit was conducted with City and School officials in May 2023. Drone footage of both schools was taken in the morning and afternoon school start and dismissal times. Traffic safety concerns were documented near the Valley Parkway/Falconer Road intersection and on Falconer Road and the main driveway entrance to Orange Glen Elementary School. Vehicles back up from the main entry on Falconer Road onto Valley Parkway and queue back to the intersection of Bear Valley Parkway. Drivers were observed making right turns around the queued vehicles and posed a safety concern to pedestrians crossing Falconer Road in the crosswalk. The school access on James Street had fewer concerns and these concerns can be mitigated by installation of red curb, Keep Clear pavement markings, left turn and enhanced crosswalks. A number of safety improvements have been identified to address walk audit findings, including installation of high visibility crosswalks, turn restrictions and red curbing, as shown below.

Figure 4: James Street Concept Plan



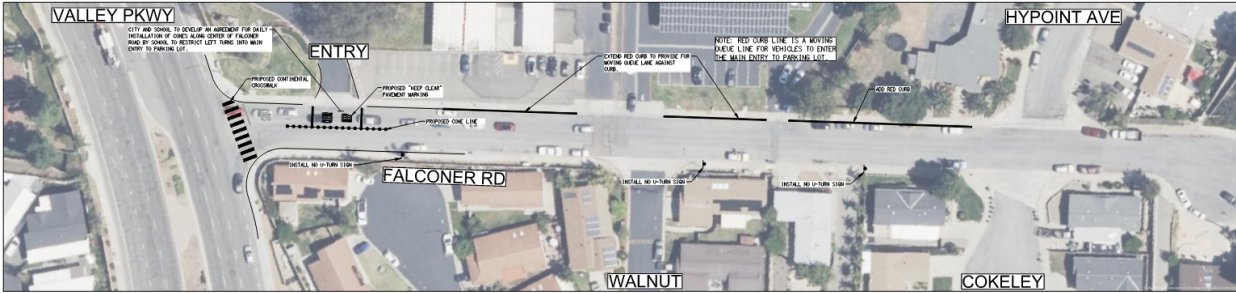


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Figure 5: Falconer Road Concept Plan



Project #3: Lomas Serenas: Traffic Calming Request (Estimated cost: \$22,000 with Speed Feedback Signs, \$5,000 without Speed Feedback Signs)

The President of the Lomas Serenas homeowner’s association contacted City staff about speeding concerns on Lomas Serenas. Speed data was collected during October 2023 and November 2023. It was determined that the 85th-percentile speed was 38 mph in the downhill direction and 35 mph in the uphill direction. The speeds on the flatter portions were observed to be in the range of 25 to 30 mph. The homeowner’s association has requested installation radar speed signs. During the last 5-year period there have been no crashes reported in this neighborhood. The streets are within a residential area that is prima facie 25 mph although no speed limit signs are posted. There are no sidewalks and streetlights are located at only the intersections. The streets are approximately 32’ wide with parking allowed on both sides. Below is the proposed concept plan.

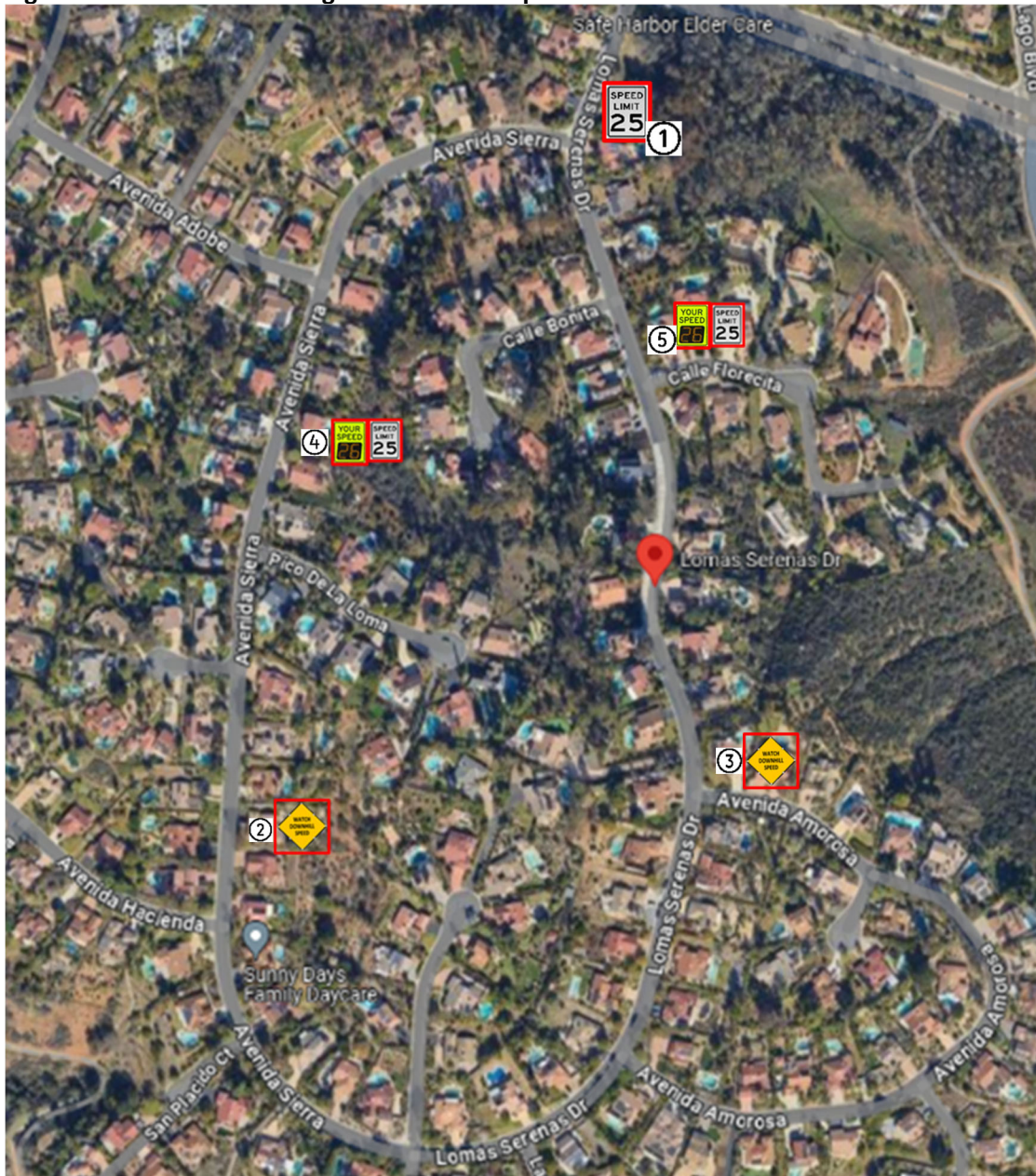


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Figure 6: Lomas Serenas Neighborhood Concept Plan





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Figure 7: Location #1 (Speed Limit Sign)



Figure 8: Location #2 (Flashing LED Warning Sign)





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Figure 9: Location #3 (Flashing LED Warning Sign)



Figure 10: Location #4 (Optional Speed Feedback Sign)





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Figure 11: Location #5 (Optional Speed Feedback Sign)



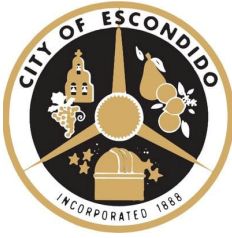
RECOMMENDATION:

Approve staff recommendation for implementation of projects #1, #2, and #3 for the FY24-25 TMPL program.

COUNCIL ACTION

None

ATTACHMENTS:



STAFF REPORT

July 11, 2024
Agenda Item No. 2

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 1, 2, 8, 10, 11, and 14, the recommended speed limit reflects a rounding to the nearest five mile-per-hour increment in accordance with CVC Section 22358.6, as discussed above, and the speed limit will remain unchanged.
- For segments 7, 9, 12, 13, and 15, 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 segments 3, 4, 5, 6, and 16, 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	85 th Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Valley Pkwy	Harding	Ash	03/14/17	35	M	35	35	35
2	Mission Ave	Rock Springs	Broadway	3/14/14	35	M	37	35	35
3	Fifth Ave	Juniper	Date	4/25/17	25	C	32	30	25*
4	Citracado Pkwy	Auto Park	Andreasen	4/26/17	40	M	47	45	40*
5	Ash St	El Norte	Lincoln	5/09/17	35 (25 WCAP)	C	43	45	35* (25 WCAP)
6	Andreasen Dr	Auto Park	Citracado	5/30/17	35	C	44	45	35*
7	Andreasen Dr	Mission	Auto Park	5/30/17	35	C	38	35~	35
8	Lincoln Ave	Rose	Midway	6/09/14	35 (25 WCAP)	LC	37	35	35 (25 WCAP)
9	Lincoln Ave	Midway	El Norte	6/09/14	35	LC	39	35~	35
10	Midway Dr	El Norte	Washington	6/09/14	35	C	37	35	35
11	Midway Dr	Washington	Grand	6/09/14	35	C	35	35	35
12	Midway Dr	Grand	Bear Valley	6/09/14	35	C	40	35~	35
13	Rose St	El Norte	Lincoln	6/09/14	30	LC	35	30~	30
14	Rose St	Lincoln	Washington	6/09/14	35 (25 WCAP)	C	36	35	35 (25 WCAP)
15	Rose St	Washington	Grand	6/09/14	30/35	C	33	30~	30
16	Rose St	Grand	Bear Valley	6/09/14	30	LC	36	35	30*

~ 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:

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

COUNCIL ACTION

Approve sixteen (16) speed survey segments to retain existing posted speed limits by ordinance in conformance with the California Vehicle Code.

ATTACHMENTS:

Segment speed evaluations



STAFF REPORT

July 11, 2024
Agenda Item No. 3

SUBJECT:

CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

LOCATION:

Various Locations Citywide

BACKGROUND:

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

DISCUSSION & PURPOSE:

TMPL Projects FY22/23

Project Description

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.

1. The Vista Avenue Traffic Calming has been completed
2. The proposed improvements for the Felicita Avenue at Montview 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.
3. Crosswalk Improvements at Hidden Valley Middle School Frontage on Reed Road include the construction of two new pedestrian/ADA ramps, upgrading the existing crosswalk to yellow, continental style high visibility crosswalk, new and refreshed signage and pavement markings.
4. Crosswalk Improvements at Tulip St and 15th Ave by Felicita Elementary School consist of ADA ramp on 15th, and 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.

Status: Work on these projects is being completed in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, as well as City forces. ADA ramps have been completed at Hidden Valley Middle School and Felicia Elementary. Timeframe: Mid 2024 for completion of striping work.



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TMPL Projects FY23/24

Project Description

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.

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

Status: Work on these projects is being done in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, City forces and materials bid. Timeframe: Mid 2024

Traffic Signal Communications Grant

Project Description

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

A Caltrans Highway Safety Improvement Program grant was awarded on March 30, 2021 with a total project cost estimate of \$2.32m, and a local share of \$1.16m. Final funding authorization for Engineering was received on September 30th, 2021, indicating approval to issue a Request for Proposals for Phase 1 Engineering. Advantec Consulting Engineers, Inc. was awarded the project to prepare the Traffic Signal Communications Master Plan (Master Plan) which kicked-off on July 7, 2022. The consultant completed a draft of the existing systems inventory of the City's traffic signal infrastructure and is coordinating with staff to determine the appropriate communications strategy for future deployment. Staff heard presentations from various communications and traffic signal vendors to determine equipment to be specified in the updated Traffic Signals Specifications. A CCTV Pilot Project will be conducted to evaluate two different products and the associated data analytics to determine which best meets the needs of the City. The Consultant is currently revising the draft Traffic Signal Communications Master Plan, preparing a draft Traffic Signal Specifications, and will be coordinating with staff to discuss design of the Traffic Management Center to be housed in City Hall.

Status: Traffic Signal Communications Master Plan anticipated to be completed in Summer 2024 with preparation of Plans, Specifications, and Estimates for corridor upgrades to be started in Fall 2024.



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City of Escondido TIA Guidelines Implementation

Project Description

The City of Escondido's updated Transportation Impact Analysis Guidelines were adopted by City Council in April 2021, and supplemented with a VMT Mitigation Program that 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.

Status: The guidelines and Mitigation Program continue to be utilized on all development projects throughout the City, depending on the location and impacts of the project.

Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update

Project Description

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

Status: Work continues on this project: inventory and the first phase of outreach have been completed. Currently, the team is working on identifying and prioritizing projects.

Seven Creek Crossings

Project Description

This project improved 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 project was funded through the Active Transportation Program, with construction awarded in November, 2021. The work included 7 improved crossings, including a new traffic signal at Midway Drive and traffic calming, pedestrian ramps and RRFBs at the creek trail crossings of Juniper, Hickory, Fig, Harding, Rose and Citrus.

Status: This work was completed in early 2024 .



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Escondido Creek Trail Transit Center Bike Path Improvements

Project Description

This project included 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 was through Caltrans' Active Transportation Program. The project was advertised for bids in December, 2021; with construction awarded to PAL General Engineering in January, 2022.

The majority of the construction work was delayed until March 2023 due to traffic signal equipment delivery delays. Construction expected to be completed in October 2023.

Status: Work was completed in November 2023 when signals were activated and trail was officially opened.

Creek Trail Expansion Project

Project Description

In 2020, the City was awarded \$8.5 million from the California Department of Parks & Recreation through the Prop 68 Parks & Water Bond Act of 2018. The purpose of this program is to create new parks and recreation opportunities in underserved communities across California. The Escondido Creek Trail Expansion and Renovation project will beautify and improve approximately 4.5 miles of the creek corridor, and extend the western end of the trail 0.4 miles to Harmony Grove Road. The eastern end of the improvement is Midway Drive. This project will create a double-sided trail on approximately 1.7 miles, where one side will be the existing Class I bicycle path, while the other will be a new pedestrian oriented compacted gravel (decomposed granite/DG) trail.

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

A wider segment from Fig St. to Ash St. allows room for several improvements, such as a pollinator garden between Fig St. and Elm St. and a linear outdoor fitness station built by Elm Street. A community garden is designed on the north side of the creek between Elm St. and Date St. ADA access will be improved at the existing Date St. pedestrian crossing and decorative enhancements such as traditional tribal basket weave pavement patterns are added for visual interest. The Beech Street entrance will be reconfigured on the south side and new access to the trail will be provided from North Beech Street. At Washington Park, the existing fencing will be removed to create an open park area.

Status: Design work is complete. Construction bids scheduled for Summer 2024, with construction starting in the latter half of 2024. Construction is expected to take about 12 months.



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Citracado Extension Project

Project Description

This project constructs a key 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.

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 Harmony Grove Village Pkwy and at Andreasen Drive.

Status: Construction of the \$23m project started in September 2022 and is now anticipated to be completed in Summer 2024.

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

Grand Avenue Vision Project

Project Description

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

Status: Phase I was completed in 2022. Design for Phase II, that improves both sides of Grand Ave between Maple and Juniper, was completed in 2023, with construction to begin 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.

Annual Street Rehabilitation and Maintenance Projects

Project Description

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



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The current project is focused on the southeast portion of the City, with the west Central area following. In recent years, buffered bike lanes are included where street widths or other design factors allow. High-visibility continental crosswalks are included, and at some signalized intersections, existing detection loops were replaced with camera detection.

Status: The work currently under construction is within the southeast portion of the City, roughly east of Ash Street and south of Valley Parkway.

Bear Valley Parkway at Mary Lane Traffic Signal Modification

Project Description

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.

Status: This work was completed and fully operational in early 2024.

Washington Avenue and Rose Street Traffic Signal Modification

Project Description

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing. 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. Previous property constraints were resolved with design modifications at the northwest corner of the intersection.

Status: Design is expected to be completed in late Summer 2024 with construction bids to be solicited in Fall 2024.

Juniper Safe Routes to School Phase 2

Project Description

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 also



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provides for a Safe Routes to School educational (non-infrastructure) program at Juniper, Oak Hill, and Central Elementary Schools.

Construction funds were allocated for this Active Transportation Program-funded project in December 2021 by the California Transportation Commission (CTC). The project 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. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Status: Construction began in April 2023 and was largely completed in September 2023, although SDG&E utility poles relocation could not be completed until 2024. That work is anticipated in mid-2024.

Palomar Heights

Project Description

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 and upgraded at Valley Pkwy/Valley Blvd/Private Driveway; Valley Pkwy/Grand Ave/2nd and at Grand Ave/Fig St. (Palomar Heights Development).

Status: Project is in construction. Vertical construction of buildings is well underway. Work is expected to continue throughout 2024, with completion in 2025.

7-11 and Gas Station Mission Avenue

Project Description

This commercial development project is conditioned to install a new traffic signal at Lincoln Avenue at Rock Springs Rd, a location listed on the City’s Traffic Signal Priority List. In addition, an existing traffic signal will be modified with protected left-turns at Rock Springs Rd at Mission Avenue. Designs are at 90%.

Status: Design is still underway and is expected to be completed in 2024. Construction is not expected to be complete until 2025.

The Sunrise Project - Meyers Avenue at Barham Drive Signal

Project Description

This 193-unit multi-family residential development on Meyers Avenue was required to install a new traffic signal at Meyers Avenue at Barham Drive near the City boundary.



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Status: The traffic signal was activated in December 2023, with minor pavement and striping work yet to be completed.

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

Project Description

The 380-unit development is being constructed on the grounds of the former Escondido Country Club property. The project includes construction of the new center median on Country Club Lane, two new traffic signals - at Country Club Lane and Gary Lane and at Country Club Lane and Nutmeg St. In addition, signals at El Norte Pkwy at West Country Club Lane/Madrid Manor and El Norte Pkwy at Nordahl /Nutmeg St. will be modified. A new pedestrian crossing with a refuge median and an RRFB (Rectangular Rapid Flashing Beacon) was included at Firestone Drive. Roundabouts were included at Golden Circle and at La Brea.

The project includes traffic calming improvements of Country Club Lane between Golden Circle Drive and Nutmeg Street, including reducing the through lanes from 4 to 2, and adding buffered bike lanes for much of this segment. The City’s first roundabout was constructed at Country Club Lane and Golden Circle in 2022. The contractor is currently working on the underground water main and storm drain on Country Club Lane between Gary Lane and La Brea.

Status: The Golden Circle roundabout was opened in 2022. In late 2023, most of County Club Lane was restriped to reduce the through lanes from 4 lanes to 2 lanes with buffered bike lanes. All legs of the La Brea roundabout were opened early in 2024, with north leg work on Amy Place still underway. The new traffic signal at Gary Lane and Country Club is currently in construction, with signal poles being placed this month (July). This large project is nearly complete, but many items remain to be completed.

Oak Creek Development

Project Description

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

Status: The subdivision is largely complete. Work is nearing completion for the offsite improvements along Miller Avenue and Felicita Avenue, including the new roundabout at Felicita and Park.

Juniper ‘Old Escondido’ Street Lighting

Project Description



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The City will provide street and pedestrian lighting, and upgrade existing street lights to LED fixtures along Juniper Street between 5th Avenue and 9th Avenue in the Old Escondido Neighborhood. An option to complete similar improvements between 2nd Avenue and 5th Avenue will be included in the bid documents to possibly add work to take advantage of good pricing.

Status: The project was bid in early 2024; bids are under review; assuming bids are approved, construction is anticipated in late 2024.

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

Project Description

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

Status: Construction on the east side is currently underway, as is the traffic signal.

Valley Parkway Sidewalk Improvement Project

Project Description

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

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

This project is funded by American Rescue Plan Funds.

Status: Design work on this project is approximately 60% complete. Construction is currently scheduled to begin in late 2024.



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RECOMMENDATION:
Receive report update

COUNCIL ACTION
None

ATTACHMENTS:
none