



CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

April 09, 2026 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

Beth Kassebaum

VICE CHAIR

Linda Rendon

COMMISSIONERS

David Cazares
Austin Denman
Roy Nakamura
Lori Hatley
Vacant

ASSISTANT CITY CLERK

Sarena Garcia

HOW TO WATCH

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201 N. Broadway, Escondido, CA 92025



CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

HOW TO PARTICIPATE

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In Person



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In Writing



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

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CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

1. Approval of the January 8, 2026 Meeting Minutes

ITEMS

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

RECOMMENDED ACTION: Approve staff recommendation for approval of the speed limits per Table 1 above and forward to City Council for concurrence

3. **COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY (CATS) PROJECT UPDATE**

RECOMMENDED ACTION: As information only

4. **IMPLEMENTATION OF AB 382 TO ESTABLISH A 20-MPH SCHOOL ZONE SPEED LIMIT**

RECOMMENDED ACTION: Review and approve the staff recommendation to bring forward an ordinance to City Council adopting a uniform 20-mph school zone speed limit consistent with AB 382

5. **DESIGNATION OF ALL-WAY STOP CONTROL (AWSC) AT THE INTERSECTION OF JUNIPER STREET AND ELDORADO DRIVE AND IMPLEMENTATION OF TRAFFIC CALMING MEASURES ALONG JUNIPER STREET**

RECOMMENDED ACTION: Request the Transportation and Community Safety Commission review and approve the staff recommendation and direct that the proposed All-Way Stop Control (AWSC) at the Juniper Street and Eldorado Drive intersection, together with proposed traffic calming measures along Juniper Street, be forwarded to the City Council.



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6. TRAFFIC SAFETY IMPROVEMENTS IN THE SOUTH ELM AND HICKORY NEIGHBORHOOD

RECOMMENDED ACTION: Request the Transportation and Community Safety Commission review and approve the staff recommendation and forward the proposed traffic safety improvements for the S. Elm and Hickory Neighborhood, including the establishment of new stop locations, to the City Council

7. TRAFFIC CALMING ON GRAND AVENUE EAST OF JUNIPER

RECOMMENDED ACTION: Approve the layout of the angled parking and. Traffic signal turn on with relocation of APS push buttons according to the latest standards.

ADJOURNMENT



CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

MEETING MINUTES

January 8, 2026 3:00 P.M.

ROLL CALL

MEMBERS PRESENT

Chair Rachael Kassebaum
Vice Chair Linda Rendon
Commissioner David Cazares
Commissioner Lori Hatley
Commissioner Roy Nakamura

MEMBERS ABSENT

Commissioner Austin Denman
Commissioner Lon Grothen

PLEDGE OF ALLEGIANCE

ORAL COMMUNICATIONS

Jared Kassebaum – Expressed concern regarding accidents occurring at 5th and Juniper

Jeff Pratt – Requested speed bumps be installed on Vista Ave next to Calvin Christian School.

APPROVAL OF MINUTES

Motion: Rendon; Second: Hatley; Approved: 5-0 (Denman, Grothen – Absent)

ITEMS

1. JOINT CITY OF ESCONDIDO-EUSD-EUHSD TRAFFIC SAFETY PUBLIC INFORMATION CAMPAIGN

Christi Knight – Provided background information from the Council / School District Subcommittee Meeting and expressed that the Subcommittee would like to utilize School District fencing to post public information campaign signage to encourage traffic safety. In addition, the Subcommittee would like to encourage increased traffic enforcement in the City of Escondido.

2. GRAND AVENUE TRAFFIC CALMING EAST OF JUNIPER TO VALLEY BLVD



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Ali Shahzad, Traffic Engineer - Presented an overview of the Grand Ave calming plan

Carol Rogers – Expressed support for this item.

No Commission Action Required

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

Ali Shahzad, Traffic Engineer - Presented the speed limit recommendations and recommended the Commission approve forwarding the recommendations to the City Council

Motion: Cazares; Second: Hatley; Approved: 5-0 (Denman, Grothen – Absent)

4. CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

Ali Shahzad, Traffic Engineer - Presented a status update on traffic projects in the City.

No Commission Action Required

ADJOURNMENT

Chair Kassebaum adjourned the meeting at 4:15 p.m.

CHAIR

CITY CLERK



STAFF REPORT

April 9, 2026
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, the following are analyzed:

- a. the prevailing or 85th-percentile speed (the speed at or below which 85 percent of the vehicles sampled were traveling),
- b. ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements), and
- c. 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.



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STAFF REPORT

4. Residential Density

Information regarding the adjacent land use was noted and included in the Engineering and Traffic Survey.

5. Pedestrian and Bicyclist Safety

Segment accident records were used to evaluate the pedestrian and bicyclist safety of the roadway segments.

6. School Zones

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

Methodology:

In accordance with **CVC Section 22358.6**, the California Manual on Uniform Traffic Control Devices (CA-MUTCD) 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:



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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, 2026 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.

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, and 3, 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 4, and 5, 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.

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	Centre City Pkwy (3)	Mission Ave	Fifth Ave	08/17/23	45	PA	46	45	45
2	Escondido Blvd (2)	Lincoln Ave	Washington Ave	02/10/21	35	C	37	35	35
3	Escondido Blvd (3)	Washington Ave	Grand Ave	09/08/20	35	C	36	35	35
4	Quince St (2)	Valley Pkwy	Ninth Ave	04/13/22	35	C	39	35~	35
5	Rock Springs Rd (2)	Lincoln Ave	City Limits	09/22/20	35	C	36	30~	30

~ Indicates rounded down from the 85th percentile speed to the lower five miles per hour increment, per CVC 22358.6 and 22358.7.

C-Collector; PA-Prime Arterial

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 five (5) speed survey segments to retain existing posted speed limits by ordinance in conformance with the California Vehicle Code.

Approve one (1) speed survey segment to be created and post speed limits by ordinance in conformance with the California Vehicle Code.

ATTACHMENTS:

Five (5) E&TS



**CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION**

Location: Centre City Pkwy (Mission Ave to 5 th Ave)		Date: 03/11/26
Time: 2:45 p.m.	Weather: Sunny	Road Conditions: Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data	
Posted Speed(s): 45 MPH	School zone: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
85% Speed: 46 MPH	10MPH Pace: 37-46 MPH
50% Speed: 42 MPH	% in Pace: 76%

2. Accident Data	
Street Classification: Prime Arterial	Approximate ADT: 23,300 vehicles/day
Accident Rate: 0.82 accidents/mvm	For period: January 2023 through December 2025
City-wide for streets of similar characteristics: 0.81 accidents/mvm (Urban Street, 4+ Lanes Div, D11/CA)	

3. Traffic and Roadside Conditions	
Land Use: Single family residential, commercial.	
Geometrics: Straight and flat.	
Other Features: Four lane divided road, bike lanes, asphalt berms, no on-street parking, limited improved sidewalks	
Unusual Conditions: None	
Density: <input type="checkbox"/> Single Family <input type="checkbox"/> Multiple Family	Presence of: <input checked="" type="checkbox"/> Bicycles <input checked="" type="checkbox"/> Pedestrians

4. Engineer's Recommendation	Posted Speed 45 MPH
<p>This speed zone has been evaluated in accordance with the following:</p> <ol style="list-style-type: none"> California Manual on Uniform Traffic Control Devices for Streets and Highways (CA-MUTCD 2026), California Vehicle Code, 2026 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions, And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition. <p>The 85th-percentile speed is 46 mph. Rounding to the nearest 5 mph would result in a speed limit of 45 mph per CVC Section 22358.6, the recommended speed limit is 45 MPH.</p>	

5. Approvals

- Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.



Approved: Ali Shahzad.
Traffic Engineer, RTE#: 2295

- Establishment of new speed zone

Action Dates:

Transportation Commission: 04/09/2026

City Council:

Resolution No.:



CITY OF ESCONDIDO TRAFFIC ENGINEERING DIVISION SPEED ZONE EVALUATION

Location: Escondido Boulevard (Lincoln Avenue to Washington Avenue)		Date: 02/23/26
Time: 11:00 AM	Weather: Sunny	Road Conditions: Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data	
Posted Speed(s): 35 MPH (25WCAP)	School zone: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
85% Speed: 37 MPH	10MPH Pace: 28-37 MPH
50% Speed: 33 MPH	% in Pace: 83%

2. Accident Data	
Caltrans Street Classification: Major Collector	Approximate ADT: 12,700 vehicles/day
Accident Rate: 1.73 accidents/mvm	For period: January 2023 through December 2025
City-wide for streets of similar characteristics: 1.15 accidents/mvm (Urban Street, 2-3 lanes, D11/CA)	

3. Traffic and Roadside Conditions	
Land Use:	Commercial. Single & Multiple family residential. Church. Lincoln Elementary School nearby. Private Charter School.
Geometrics:	Straight. Flat. Wide. Four lanes separated by a two-way left-turn lane. Fully improved. No on-street parking.
Other Features:	Freeway overpass. Bus route. Truck route. Traffic signals at Mission, Washington and Lincoln Ave. School crosswalk at Lincoln Ave. School traffic. Many driveways.
Unusual Conditions: High density of commercial driveways.	
Density: <input checked="" type="checkbox"/> Single Family <input checked="" type="checkbox"/> Multiple Family	Presence of: <input checked="" type="checkbox"/> Bicycles <input checked="" type="checkbox"/> Pedestrians

4. Engineer's Recommendation	Posted Speed 35 MPH (25WCAP)
<p>Explanation:</p> <p style="padding-left: 40px;">This speed zone has been reevaluated in accordance with the following:</p> <ol style="list-style-type: none"> a. California Manual on Uniform Traffic Control Devices for Streets and Highways (CA-MUTCD 2026), b. California Vehicle Code, 2026 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions, c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition. <ul style="list-style-type: none"> ➤ The combined Northbound and Southbound 85th percentile of 37 mph would indicate posting a 35 MPH speed limit. 	

5. Approvals

Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.



Approved: Ali Shahzad.
Traffic Engineer, RCE#: 2295

Establishment of new speed zone

Action Dates:

Transportation Commission: 04/09/2026

City Council:

Resolution No.:



**CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION**

Location: Escondido Boulevard (Washington Avenue to Grand Avenue)		Date: 02/23/26
Time: 11:30 am	Weather: Sunny	Road Conditions: Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data	
Posted Speed(s): 35 MPH	School zone: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
85% Speed: 36 MPH	10MPH Pace: 27-36 MPH
50% Speed: 32 MPH	% in Pace: 84 %

2. Accident Data	
Street Classification: Major Collector	Approximate ADT: 12,590 vehicles/day
Accident Rate: 1.85 accidents/mvm	For period: January 2023 through December 2025
City-wide for streets of similar characteristics: 1.36 accidents/mvm (2 and 3-lane urban street Dis/11)	

3. Traffic and Roadside Conditions	
Land Use:	Commercial. Multiple-family residential. Center for the Arts. Municipal parking lot.
Geometrics:	Straight. Essentially flat. Slight crest vertical curve at bridge over flood-control channel.
Other Features:	Four lanes separated by a two-way left-turn lane. Fully improved. No on-street parking. Bus route. Traffic signals at Grand Avenue, Valley Parkway, Signature Pavilion, Woodward Avenue. and Washington Avenue. Truck route.
Unusual Conditions:	High pedestrian traffic.
Density: <input type="checkbox"/> Single Family <input checked="" type="checkbox"/> Multiple Family	Presence of: <input checked="" type="checkbox"/> Bicycles <input checked="" type="checkbox"/> Pedestrians

4. Engineer's Recommendation	Posted Speed 35 MPH
<p>Explanation:</p> <p>This speed zone has been reevaluated in accordance with the following:</p> <ol style="list-style-type: none"> California Manual on Uniform Traffic Control Devices for Streets and Highways (CA-MUTCD 2026), California Vehicle Code, 2026 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions, And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition. <ul style="list-style-type: none"> ➤ The combined northbound and southbound 85th percentile of 36 mph would indicate posting a 35 MPH speed limit. 	

5. Approvals

- Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.



Approved: Ali Shahzad.
Traffic Engineer, RCE#: 2295

- Establishment of new speed zone

Action Dates:

Transportation Commission: 04/09/2026

City Council:

Resolution No.:



**CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION**

Location: Quince Street (9 th Avenue to Valley Parkway)		Date: 03/09/26
Time: 11:00 am	Weather: Sunny	Road Conditions: Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data	
Posted Speed(s): 35 MPH	School zone: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
85% Speed: 39 MPH	10MPH Pace: 30-39 MPH
50% Speed: 35 MPH	% in Pace: 84 %

2. Accident Data	
Caltrans Street Classification: Major Collector	Approximate ADT: 6,420 vehicles/day
Accident Rate: 2.77 accidents/mvm	For period: January 2023 through December 2025
City-wide for streets of similar characteristics: 1.01 accidents/mvm (Urban Street, 4+ UND, D11/CA)	

3. Traffic and Roadside Conditions	
Land Use:	Single & multiple family residential. Commercial. Light Industrial.
Geometrics:	Straight. Flat. Wide.
Other Features:	Four lanes separated by a double yellow line. 100% fully improved. Limited on-street parking. Traffic signals at Valley Parkway, Grand Avenue, 2 nd Avenue, and 9 th Avenue. All-way stop at 5 th Avenue. Bus route near transit center. Driveways and side streets. Bike lanes between Valley Parkway and 2 nd Avenue.
Unusual Conditions:	High accident rate.
Density: <input checked="" type="checkbox"/> Single Family <input checked="" type="checkbox"/> Multiple Family	Presence of: <input checked="" type="checkbox"/> Bicycles <input checked="" type="checkbox"/> Pedestrians

4. Engineer's Recommendation	Posted Speed 35 MPH
<p>Explanation:</p> <p>This speed zone has been reevaluated in accordance with the following:</p> <ol style="list-style-type: none"> California Manual on Uniform Traffic Control Devices for Streets and Highways (CA-MUTCD 2026), California Vehicle Code, 2026 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions, And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition. <ul style="list-style-type: none"> ➤ The combined northbound and southbound 85th percentile of 39 mph would indicate posting a 40 MPH speed limit. <p>Justification:</p> <ul style="list-style-type: none"> ➤ The recommended posted speed is 35 MPH, downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance) in conjunction basic speed law with and CVC Section 22358.8, the 	

downgrading of the 85th percentile is justified. All the rest of the segment is posted 35 mph and to be consistent along the whole segment, retaining the current 35 mph postage speed is recommended.

5. Approvals

Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.



Approved: Ali Shahzad.
Traffic Engineer, RTE #: 2295

Establishment of new speed zone

Action Dates:

Transportation Commission: 04/09/2026

City Council:

Ordinance No.:



**CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION**

Location: Rock Springs Road (Lincoln Avenue to Washington Avenue)	Date: 02/09/26
Time: 12:45 pm	Weather: Sunny.
Road Conditions: Normal.	

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data	
Posted Speed(s): 35 MPH	School zone: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
85% Speed: 36 MPH	10MPH Pace: 28-37 MPH
50% Speed: 33 MPH	% in Pace: 81%

2. Accident Data	
Caltrans Street Classification: Major Collector	Approximate ADT: 11,000 vehicles/day
Accident Rate: 2.37 accidents/mvm	For period: January 2023 through January 2025
City-wide for streets of similar characteristics: 1.15 accidents/mvm (Urban Street, 2-3 lanes, D11/CA)	

3. Traffic and Roadside Conditions	
Land Use:	Commercial. Light industrial. Freeway.
Geometrics:	Straight. Flat. Narrow, then widens near Mission Avenue. Gentle curve at Lincoln Avenue. Crest vertical curve at SR 78 at narrow overpass.
Other Features:	Two lanes separated by a double yellow center line or two-way left-turn lane at South-end. 80% fully improved with divided sidewalk. On-street parking. Commercial driveways. Heavy turn traffic. Trucks and trailers. Traffic signals at Mission and at Washington. Bus Route. Bike lanes b/w Mission and Washington Ave. and Sharrows north of Mission Rd to Lincoln Ave.
Unusual Conditions:	Wrecking yard. Older industrial area. Narrow bridge overpass south of Lincoln Avenue. High accident rate.
Density: <input type="checkbox"/> Single Family <input type="checkbox"/> Multiple Family	Presence of: <input type="checkbox"/> Bicycles <input checked="" type="checkbox"/> Pedestrians

4. Engineer's Recommendation	Recommend Posting for 30 MPH
<p>Explanation:</p> <p>This speed zone has been reevaluated in accordance with the following:</p> <ol style="list-style-type: none"> a. California Manual on Uniform Traffic Control Devices for Streets and Highways (CA-MUTCD 2026), b. California Vehicle Code, 2026 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions, c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition. <p>➤ The combined Eastbound and Westbound 85th percentile of 36 mph is recommended to be rounded down to 35-mph speed limit. However, applying CVC section 22358.7 per AB43 would allow a further five mile per hour reduction in the speed limit for designated safety corridor where high concentration of bicycles and pedestrians are present.</p>	

Justification:

- The recommended posted speed is **30 MPH**, rounded down due to conditions not readily apparent to the driver including a crash rate higher than the Districtwide average for Collector Roads, and per CVC Section 22358 and 22358.5.

Support:

- The posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627, 22358.5, and 22358.7. This option can be utilized if the conditions and justifications for using this lower speed limit are documented in the Engineering & Traffic Survey (ET&S) and approved by a registered Civil or Traffic Engineer.

5. Approvals

- Recertification of existing speed zone per Sections 22357 (Increase of Local Speed Limits to 65 MPH), 22358 (Decrease of Local Speed Limits), and 40802 (Speed Traps) of the California Vehicle Code.



Approved: Ali Shahzad.
 Traffic Engineer, RCE#: 2295

- Establishment of new speed zone

Action Dates:

Transportation Commission: 04/09/2026

City Council:

Resolution No.:



STAFF REPORT

April 9, 2026
Agenda Item No. 2

SUBJECT:

COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY (CATS) PROJECT UPDATE

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 course of the project.

As reported last August 7, 2025, one key element of the scope of work was a Safe Routes to School focus. In particular, the CATS team collaborated with the public schools in the City in mid-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, while the projected cost of all improvements exceeded \$44 million.

As further background, the Commission is aware that, starting back in 2014, City Council has set aside a \$50,000 budget from Gas Tax funds 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.

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 the Safe Routes to School effort complete, staff recommended that this project list be utilized for the TMPL program moving forward.

For the 2025/26 program, staff recommended an approach to focus on the highest value improvements: to improve pedestrian crossings on high volume arterial roadways adjacent to schools. The CATS team had selected certain criteria that were representative of the Safe Routes focus. These criteria included 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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STAFF REPORT

- 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 was estimated at \$85,000, which exceeded the \$50,000 annual allotment for the TMPL program.

The August recommendation to the Commission was to request City Council to 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 was presented an option for an annual program amount of \$100,000-\$200,000 in order to address a greater number of deficiencies each year.

Following discussion, the Commission recommended that staff present a request to Council for \$200,000 annually to fund the TMPL program.

On January 14, this item was presented to Council. Council took the following actions:

- Approved an additional \$35,000, from Measure I, to implement the FY25/26 TMPL program, for a total available amount of \$85,000 (\$50,000 Gas Tax and \$35,000 Measure I)
- Approved an additional appropriation of \$150,000 annually, of Measure I funds, to fund the TMPL program going forward. Total funding for FY27 and forward was \$200,000 (\$50,000 Gas Tax and \$150,000 Measure I)

DISCUSSION AND PURPOSE:

With secure funding in place, the role of the TCSC and TMPL has elevated to ensure the implementation of these important projects.

To further emphasize the importance Council places on Traffic Safety, staff proposed a further allotment of \$1.9 million for school safety projects to Council on March 4, as part of the Mid-Year budget proposal. These funds would allow for the completion of the Safe Routes to School 'life/safety' projects discussed with the Commission last August. Council approved this request as part of the overall Mid-Year Budget approval.

OVERALL VIEW OF PREVIOUS CATS ACTIVITIES



CITY *of* ESCONDIDO

STAFF REPORT

Below is a summary of work completed thus far:

- Phase 1 (Existing Conditions) Community Outreach
- Community Transportation Needs Assessment (CTNA)
- Existing Policies and Procedures Review
- Transportation Infrastructure Inventory
- Sidewalk Gap Identification/Assessment
- Preliminary sidewalk gap prioritization methodology
- Bicycle and Pedestrian Level of Traffic Stress (LTS) and Demand Analysis
- School-Based Walk Audits and Listening Sessions
- Key Location Walk Audits
- Transit Baseline Assessment
- Street Network Assessment
- Draft Future Bike Network Development
- Safe Routes to School Assessment
- Mobility Element Goals and Policies Review

NEXT STEPS

Immediate next steps include:

- Finalizing future bike network (March-April 2026)
- Identifying priority bicycle and pedestrian projects (March-April 2026)
- Conducting outreach to solicit feedback on priority projects (April – May 2026)
- Preparing draft CATS (June - July 2026)

RECOMMENDATION:

As information only.



STAFF REPORT

April 9, 2026
Agenda Item No.: 3

SUBJECT:

IMPLEMENTATION OF AB 382 TO ESTABLISH A 20-MPH SCHOOL ZONE SPEED LIMIT

LOCATION:

School Zones Citywide

BACKGROUND:

On October 10, 2025, California Assembly Bill No. 382 (AB 382) was signed into law to enhance pedestrian safety in school zones (Attachment 1). The bill lowers the speed limit in school zones from 25 miles per hour (mph) to 20 mph when children are present. A school zone is defined as the area within 500 feet of school grounds in any direction and must be marked with appropriate signage to notify drivers.

All local jurisdictions are required to establish the 20-mph school zone speed limit and install the necessary signage no later than January 1, 2031. However, the bill authorizes local agencies to adopt the reduced speed limit earlier, ahead of the statewide implementation deadline, through the passage of an ordinance or resolution.

DISCUSSION & PURPOSE:

The California Legislature's intent with AB 382 is to improve safety for students who walk or bike to and from school by reducing vehicle speeds in school areas. Early adoption would allow City staff to proactively address traffic safety concerns near local schools and support a reduced school zone speed limit for drivers.

Implementing the 20-mph standard citywide will require updating existing school zone speed limit signage. Staff has reviewed school zones throughout the City and identified the locations where the 20-mph school zone speed limit can be implemented (Attachment 2).

If recommended by the Commission and approved by the City Council, staff anticipates installing all updated signage before the end of 2026. To ensure the community is aware of the upcoming changes, staff will also launch a public information campaign to educate local residents, families, and school communities about the new 20-mph school zone speed limit. This outreach effort will include informational posts on the City's website and social-media platforms targeted to the general public, coordination with local school districts and private schools, and collaboration with school administrators to notify parents through campus communication channels such as newsletters and email updates.



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AB 382 also includes language identifying the bill as a state-mandated local program, meaning that certain costs incurred by local agencies to comply with the new requirements may be eligible for State reimbursement, subject to a determination by the Commission on State Mandates. Once the required signage updates and related work are completed, staff will prepare and submit a reimbursement claim to recover eligible costs in accordance with State Controller procedures and subject to State approval.

Early adoption would position the City ahead of the January 1, 2031 deadline and promote safer travel conditions for students and families traveling to and from school.

RECOMMENDATION:

Request the Transportation and Community Safety Commission review and approve staff recommendation to establish a uniform 20-mph school zone speed limit citywide, consistent with AB 382.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:

Review and approve the staff recommendation to bring forward an ordinance to City Council adopting a uniform 20-mph school zone speed limit consistent with AB 382.

COUNCIL ACTION:

Approve an ordinance establishing a uniform 20-mph school zone speed limit citywide, consistent with the provisions of AB 382.

ATTACHMENTS:

1. California Assembly Bill No. 382 (AB 382)
2. AB 382 School Zone Map

Assembly Bill No. 382

CHAPTER 555

An act to amend Sections 22358.4 and 40802 of, to amend, repeal, and add Section 22352 of, and to add and repeal Section 22352.5 of, the Vehicle Code, relating to pedestrian safety.

[Approved by Governor October 10, 2025. Filed with Secretary
of State October 10, 2025.]

legislative counsel's digest

AB 382, Berman. Pedestrian safety: school zones: speed limits.

Existing law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Existing law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified.

This bill would, notwithstanding the above provision and until January 1, 2031, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone.

The bill would, beginning on January 1, 2031, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states “children are present” and children are present, as defined, and when a school speed limit sign states specific hours, as specified. By establishing new prima facie speed limits in school zones that would require changes to local speed limit signs, this bill would create a state-mandated local program.

Existing law authorizes a local authority, by ordinance or resolution, to modify the prima facie speed limit based on distance from a school if the highways have a maximum of 2 traffic lanes and a maximum posted prima facie speed limit of 30 miles per hour immediately before and after the school zone, as specified.

The bill would instead authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 15 miles per hour in a residence district on a highway with a posted speed limit of 30 miles per hour or slower in a school zone, or 25 miles per hour when approaching from a school zone at a distance of 500 to 1,000 feet, without the above-mentioned conditions, as specified.

The bill would, for purposes of the above provisions, define “school zone” as an area of a highway within 500 feet of school grounds in any direction, unless otherwise posted, marked with appropriate signs giving notice of the area.

Existing law defines a “speed trap,” under certain circumstances, to mean, among other things, a particular section of a highway or state highway with a prima facie speed limit that is provided by law, as specified, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within a certain specified time period, and enforcement of the speed limit involves the use of radar or another specified electronic device. Existing law exempts application of that definition to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted by a local authority under certain conditions.

This bill would change the definition of school zone for purposes of these provisions to conform with the definition of school zone described above.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 22352 of the Vehicle Code is amended to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if, during the last 100 feet of the approach to the crossing, the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This paragraph does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if, during the last 100 feet of the driver’s approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard “SCHOOL” warning sign. For purposes of this subparagraph, standard “SCHOOL” warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(c) This section shall remain in effect until January 1, 2031, and as of that date is repealed.

SEC. 2. Section 22352 is added to the Vehicle Code, to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if, during the last 100 feet of the approach to the crossing, the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This paragraph does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if, during the last 100 feet of the driver’s approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty miles per hour in a school zone when any of the following apply:

(1) A school speed limit sign with attached beacons states “speed limit 20 when flashing” and the beacons are flashing.

(2) A school speed limit sign states “children are present” and children are present.

(3) A school speed limit sign with specific hours, which shall be determined by the local jurisdiction.

(b) Twenty-five miles per hour:

(1) On any highway in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(d) For purposes of this section, the following definitions shall apply:

(1) “School zone” means an area of a highway within 500 feet of school grounds in any direction, unless otherwise posted, marked with appropriate signs giving notice of the area.

(2) (A) “Children are present” means whenever either of the following occurs:

(i) Children are going to or leaving the school.

(ii) School grounds are in use by children and the highway is posted with a standard “SCHOOL” warning sign.

(B) “Children are present” does not include children who are separated from the highway by a fence, gate, or other physical barrier.

(e) This section shall become operative on January 1, 2031.

SEC. 3. Section 22352.5 is added to the Vehicle Code, to read:

22352.5. (a) Notwithstanding Section 22352, a local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 miles per hour in a school zone.

(b) For purposes of this section, “school zone” has the same meaning as defined in Section 22352.

(c) This section shall remain in effect until January 1, 2031, and as of that date is repealed.

SEC. 4. Section 22358.4 of the Vehicle Code is amended to read:

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 15 miles per hour if justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, in a school zone.

(B) A 25 miles per hour prima facie limit on a highway when approaching, at a distance of 500 to 1,000 feet from, a school zone.

(2) The prima facie limit established under subparagraph (A) of paragraph

(1) applies only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

(c) For purposes of this section, "school zone" has the same meaning as defined in Section 22352.

SEC. 5. Section 40802 of the Vehicle Code is amended to read:

40802. (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance pursuant to Section 22352, 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years

prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, “school zone” has the same meaning as defined in Section 22352.

(3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.

(4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When a laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

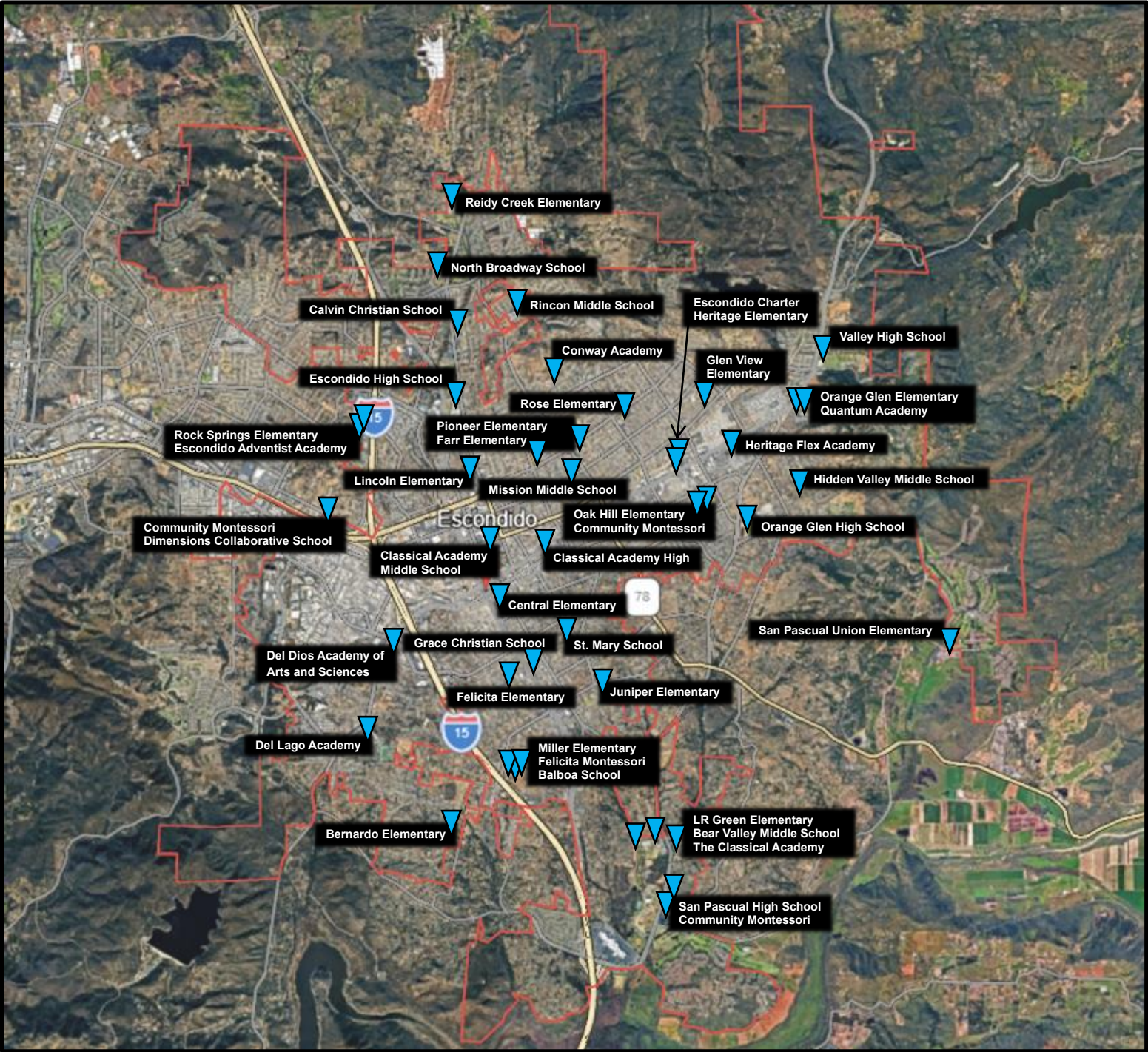
(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.4, 22358.7, or 22358.8.

SEC. 6. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

AB 382 School Zone Map





STAFF REPORT

April 9, 2026
Agenda Item No.: 4

SUBJECT:

DESIGNATION OF ALL-WAY STOP CONTROL (AWSC) AT THE INTERSECTION OF JUNIPER STREET AND ELDORADO DRIVE AND IMPLEMENTATION OF TRAFFIC CALMING MEASURES ALONG JUNIPER STREET

LOCATION:

Intersection of Juniper Street and Eldorado Drive, and Juniper Street Between Felicita Avenue and the City Limits

BACKGROUND:

In 2025 and early 2026, City Staff received several concerns from the community regarding speeding and traffic safety along Juniper Street. These concerns also identified the intersection of Juniper Street and Eldorado Drive as a key location with a history of multiple reported collisions. Juniper Street is a north-south roadway that runs parallel to Escondido Boulevard. Figure 1 illustrates the location of the Juniper Street and Eldorado Drive intersection, as well as its proximity to Juniper Elementary School.

Mr. Thormodsgaard, a neighborhood resident, submitted a concern to the City requesting a review of potential safety improvements aimed at calming traffic along Juniper Street. Mr. Thormodsgaard also informed the City of an active online petition advocating for traffic measures specifically at the Juniper Street and Eldorado Drive intersection. At the time of this report, the petition has received 128 signatures from community members. In addition, Ms. Christian, also a neighborhood resident, requested an evaluation of an all-way stop at the Juniper Street and Eldorado Drive intersection.

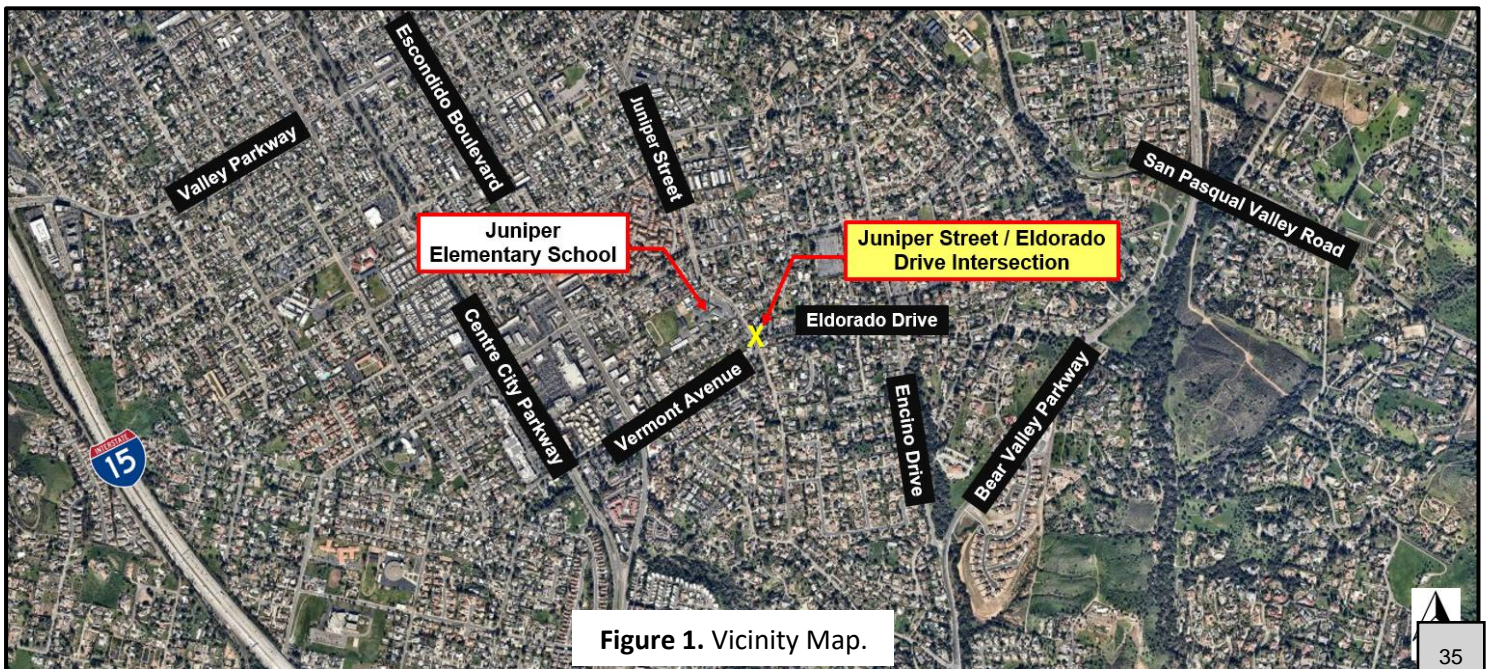


Figure 1. Vicinity Map.



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DISCUSSION & PURPOSE:

Juniper Street, south of Felicita Avenue, is classified as a local collector roadway in the City's Circulation Element. It functions as a connector between residential neighborhoods and the broader collector street system. Juniper Street also serves as the sole access route to Juniper Elementary School and experiences significant congestion during the morning drop-off and afternoon pick-up periods.

The existing cross-section of Juniper Street between Felicita Avenue and Sunset Drive consists of two travel lanes – one in each direction – with limited on-street parking where roadway width permits. A Class II bike facility is provided between Juniper Elementary School and Eldorado Drive. The posted speed limit on Juniper Street is 35 mph, with a 25-mph school zone speed limit approaching and adjacent to the elementary school. The Escondido city limits terminate approximately 500 feet south of Cypress Crest Terrace, beyond which the County of San Diego maintains jurisdiction over the remaining portion of Juniper Street extending to Sunset Drive.

Similarly, Eldorado Drive is classified as a local collector roadway and provides access to residential streets as well as direct access to individual parcels. It extends between Juniper Street to the west and Bear Valley Parkway to the east, serving as a key neighborhood connector. A portion of Eldorado Drive – approximately between 318 Eldorado Drive and 470 Eldorado Drive – is owned and maintained by the County of San Diego. The City of Escondido maintains jurisdiction over the intersection of Eldorado Drive and Juniper Street. The posted speed limit along Eldorado Drive is 25 mph between Juniper Street and Encino Drive, increasing to 35 mph between Encino Drive and Bear Valley Parkway.

The purpose of this study was to evaluate the intersection control at the Juniper Street and Eldorado Drive intersection, as well as traffic calming measures to reduce speeds along Juniper Street.

1) Juniper Street and Eldorado Drive Intersection

The intersection of Juniper Street and Eldorado Drive currently operates as a side-street stop-controlled intersection, with Eldorado Drive functioning as the minor approach. The intersection is a three-leg, or T-intersection (Figure 2).

Figures 3, 4, and 5 on the following pages provide street-level views of each approach to the intersection, including a westbound view on El Dorado Drive and northbound and southbound views on Juniper Street.



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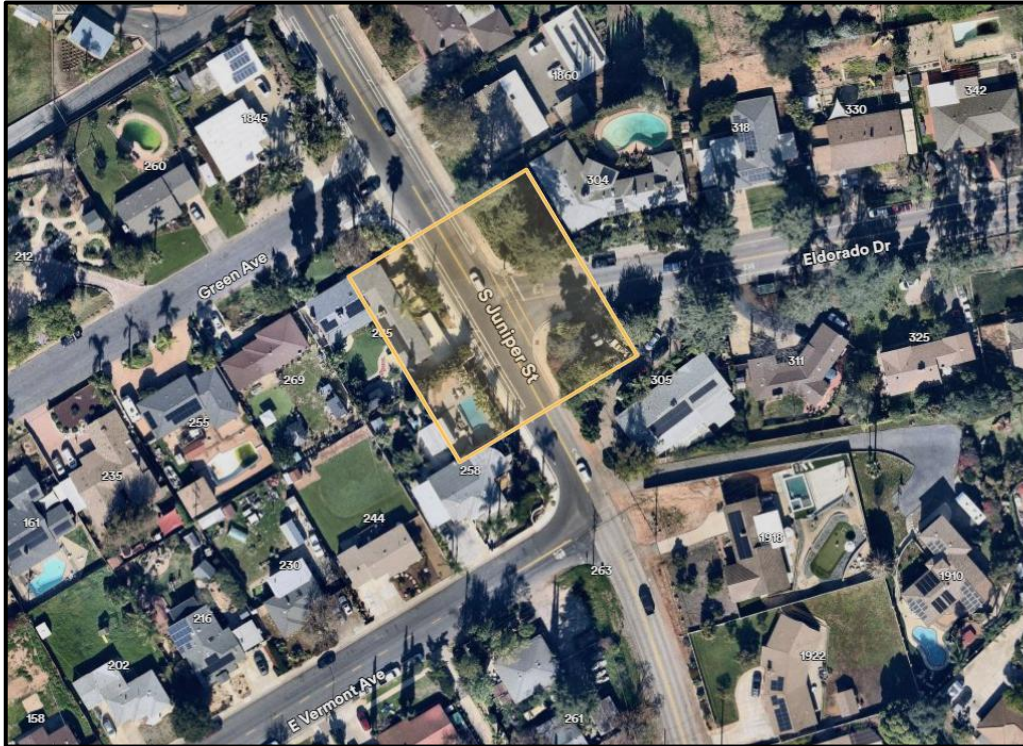


Figure 2. Juniper Street and Eldorado Drive Intersection – Aerial View.

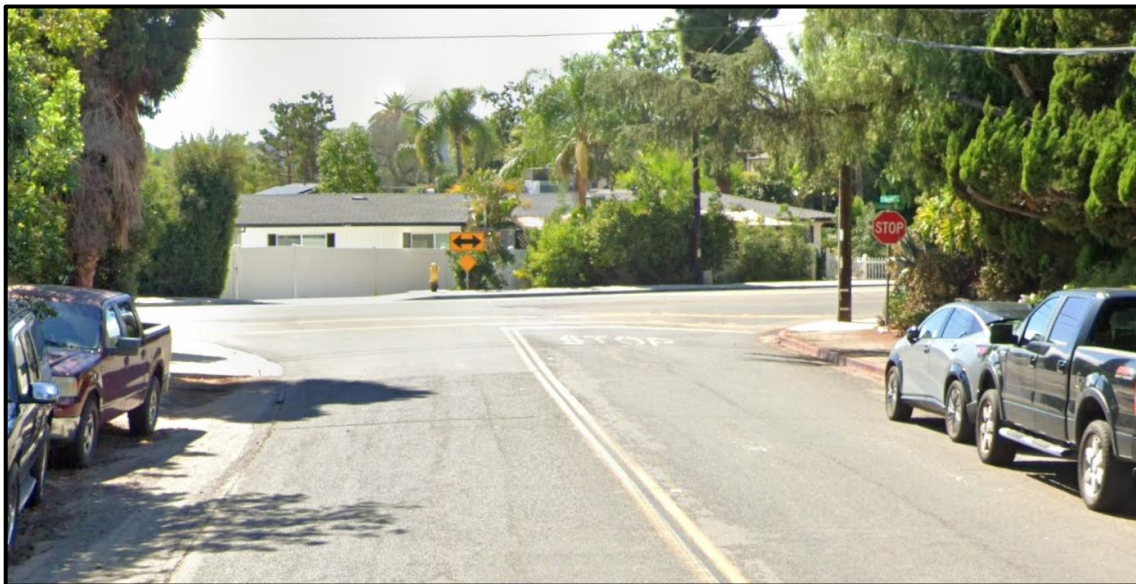


Figure 3. Looking West on Eldorado Drive – Street View.



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Figure 4. Looking North on Juniper Street – Street View.



Figure 5. Looking South on Juniper Street – Street View.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides specific standards and guidance for when stop signs should be installed. Section 2B.12 of the CA MUTCD provides guidance for the installation of stop signs for all-way stop control and states: “The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation



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and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants.”

- A. *Crash Experience: All-way stop control may be installed at an intersection where an engineering study indicates that:*
 - a. *For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
 - b. ***For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.***
- B. ***Sight Distance: All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.***
- C. *Transition to Signal Control or Transition to Yield Control at a Circular: All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.*
- D. *8-Hour Volume (Vehicles, Pedestrians, Bicycles): All-way stop control may be installed at an intersection where an engineering study indicates –*
 - a. *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and*
 - b. *The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor- street approaches is at least 200 units per hour for each of any of the same 8 hours.*

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.
- E. *Other Factors: All-way stop control may be installed at an intersection where an engineering study indicates that all- way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:*
 - a. ***The need to control left-turn conflicts,***
 - b. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or*
 - c. *Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*



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Crash Experience

Staff evaluated the collision history at the intersection and identified six (6) reported collisions at Juniper Street and Eldorado Drive since 2018. The following table provides a summary of the collision history for the intersection. The collisions noted below include only those for which a collision report was filed with the Escondido Police Department.

Collision History – Juniper Street / Eldorado Drive Intersection (January 1, 2018 – March 27, 2026)			
Intersection	Date	Collision Type	Description / Notes
Eldorado Drive / Juniper Street	February 23, 2018	Sideswipe	Improper Passing.
	January 16, 2021	Broadside	Auto right-of-way violation (left-turn movement from Eldorado Drive)
	April 7, 2023	Broadside	Auto right-of-way violation (left-turn movement from southbound Juniper Street)
	April 13, 2025	Broadside	Auto right-of-way violation (left-turn movement from Eldorado Drive)
	September 22, 2025	Broadside	Auto right-of-way violation (left-turn movement from Eldorado Drive)
	March 17, 2026*	Broadside	Auto right-of-way violation (left-turn movement from Eldorado Drive)
<i>*Report Status – Preliminary (not yet finalized)</i>			

In addition, a collision diagram (Figure 6) is provided to illustrate the types of collisions that have occurred at the intersection.



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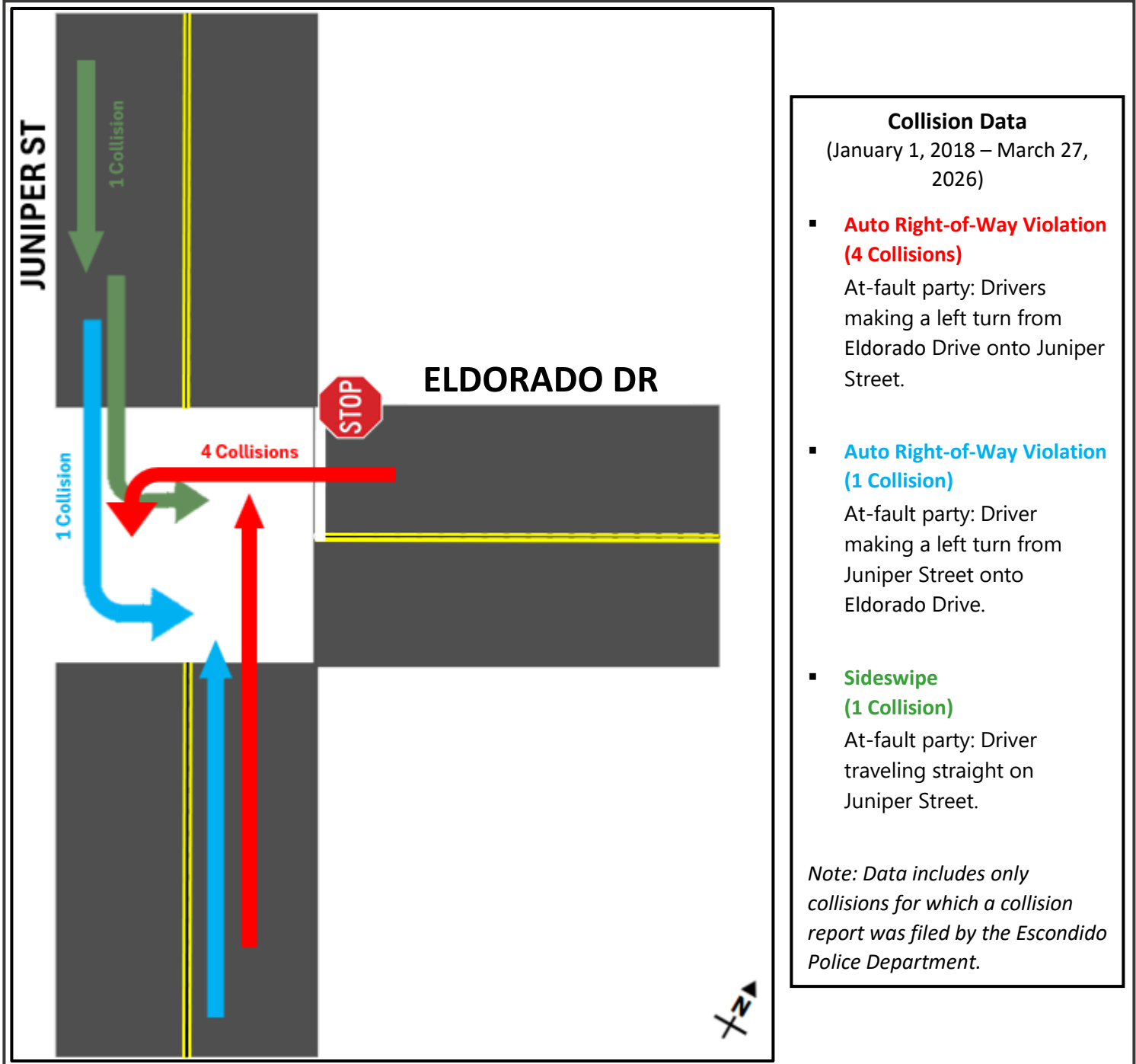


Figure 6. Collision Diagram for the Juniper Street and Eldorado Drive Intersection.



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The majority of collisions at the intersection – five in total – are the result of right-of-way violations, which occur when a driver fails to yield to another vehicle that has legal precedence. Four of these five right-of-way-related collisions involved drivers making a left turn from Eldorado Drive to travel southbound on Juniper Street.

In accordance with CA MUTCD All-Way Stop Warrant A. Subsection b, **an all-way stop control at a three-leg intersection is warranted if there are four or more reported crashes within a 12-month period, or five or more reported crashes within a 36-month period, and the crash types are considered correctable through the installation of all-way stop control.** At this location, the maximum number of reported collisions has been three within a 12-month period and four within a 36-month period. Therefore, based on prior crash experience alone, the intersection does not meet this specific warrant for all-way stop control.

Traffic Volumes

Based on SANDAG traffic modeling, estimated 24-hour traffic volumes at the intersection are presented in Figure 7. The presence of the nearby school results in multiple daily peak traffic periods, including school arrival and dismissal times, as well as the typical morning and afternoon commuter peak periods. As a result, traffic volumes have the potential to meet the 8-hour volume warrant at this intersection.

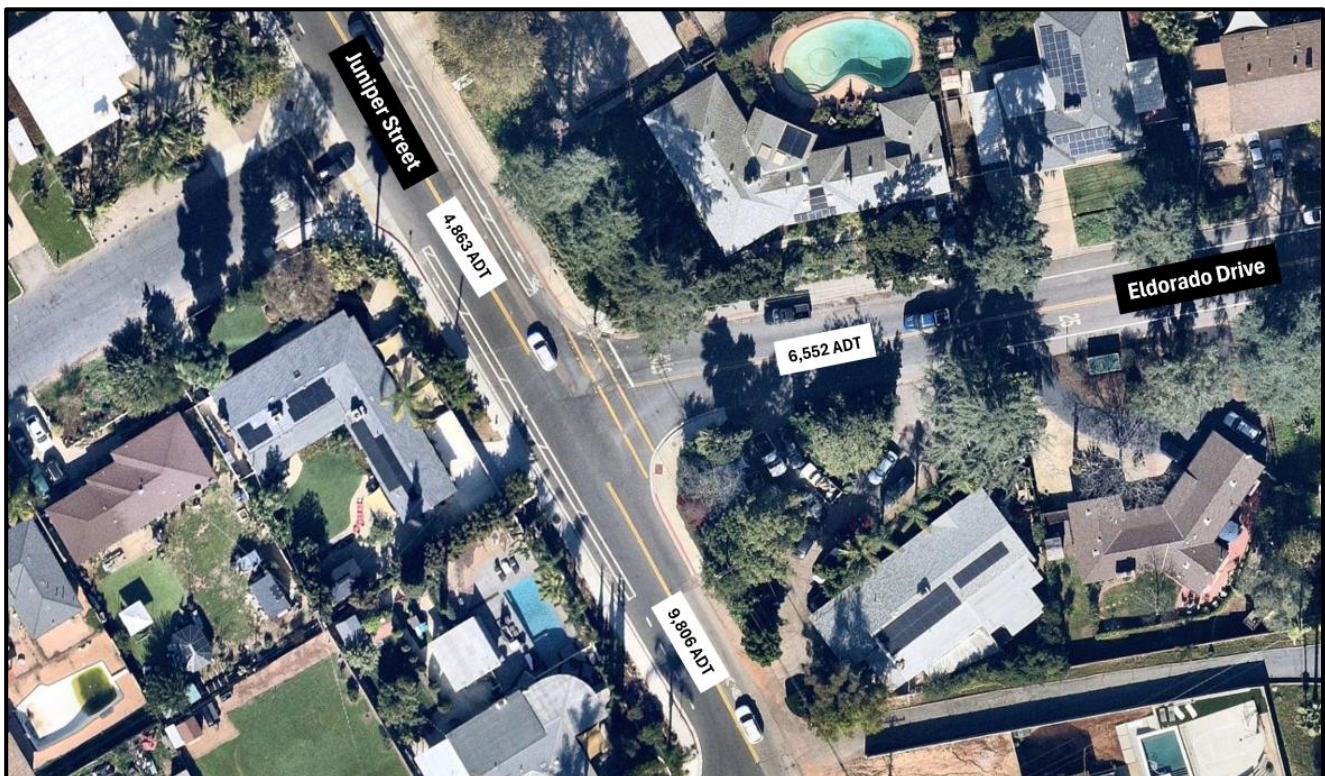


Figure 7. Intersection Traffic Volumes (ADT – Average Daily Traffic).



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Sight Distance

A concern regarding vegetation on the southeast corner of Eldorado Drive and Juniper Street was brought forward to City staff in 2025. Staff conducted a site visit in September 2025 and determined that trimming the vegetation at the corner was warranted to improve sight distance for drivers on Eldorado Drive (Figure 8). This work was subsequently completed by the City’s Public Works staff.

Following Mr. Thormodsgaard’s concern noted earlier in this report, staff conducted an additional site visit in February 2026 to re-evaluate the vegetation at the intersection. A street-level view for a driver on Eldorado Drive looking south on Juniper Street is shown in Figure 9. Although the vegetation remains clear of the sight line, staff share concerns that future overgrowth during the spring season could again impede sight distance. To proactively address potential future safety concerns rather than react to them, the sight distance warrant would be invoked, given that sight distance is intermittently restricted by seasonal factors. The CA MUTCD provides guidance on sight distance limitations as a basis for installing all-way stop control, stating: *“All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.”*

Due to the potential for vegetation to regrow and obstruct sight distance, combined with the number of collisions related to the left-turn movement from Eldorado Drive onto Juniper Street, staff recommends installing an all-way stop at the intersection in accordance with CA MUTCD All-Way Stop Control Warrant B. Figure 10 shows the proposed layout of the all-way stop control at the intersection.



Figure 8. Looking south from Eldorado Drive toward Juniper Street Prior to Vegetation Trimming (Photo taken in September 2025).



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Figure 9. Looking south from Eldorado Drive toward Juniper Street (Photo taken in February 2026).



Figure 10. Proposed All-Way Stop at Eldorado Drive and Juniper Street.



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Given the absence of other all-way stop-controlled intersections along Juniper Street between Felicita Avenue and Sunset Drive, staff recommends the installation of “STOP AHEAD” (W3-1) signs and corresponding pavement legends to alert motorists in advance of the upcoming all-way stop intersection. Figure 11 provides a visual representation of the proposed signage and pavement markings on Juniper Street.



W3-1



Figure 11. “STOP AHEAD” (W3-1) Warning Signs and Pavement Legends on Juniper Street.



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2) Traffic Calming along Juniper Street

In addition to evaluating the Eldorado Drive and Juniper Street intersection, the community also requested that staff analyze traffic-calming needs along Juniper Street between Felicita Avenue and the City limits. Although the proposed all-way stop control will help reduce vehicular speeds by introducing a required stopping point, staff has identified the following additional improvements to further calm traffic along Juniper Street.

- **Edge Line Striping**

White edge lines are painted along the sides of the travel lane to help make the roadway feel narrower to drivers. When a lane appears narrower, research has shown that drivers naturally slow down compared to driving on an unmarked, wider roadway. Edge lines also help drivers stay centered within the travel lane and reduce drifting toward the shoulder, particularly during nighttime or low-visibility conditions. Overall, the addition of edge line striping helps reduce travel speeds and creates a more organized and predictable roadway environment.

Staff is proposing to add edge lines, where feasible, between Felicita Avenue and the City limits along Juniper Street (Figure 12).



Figure 12. Before and After Edge Line Striping on Juniper Street.



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▪ Speed Limit Pavement Legends

Staff proposes adding speed limit pavement legends in both directions on Juniper Street to remind drivers of the posted speed limit (Figure 13). Because these markings are placed directly in the driver’s line of sight and adjacent to the posted speed limit signs, they provide a clear and highly visible reminder of the allowable speed. By reinforcing the posted speed limit, these pavement legends help encourage safer and more consistent driving behavior.

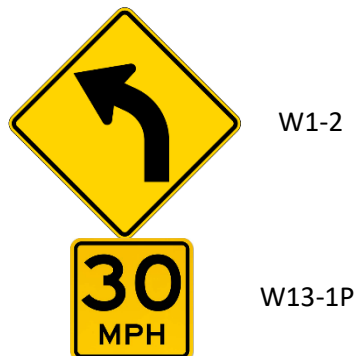


Figure 13. Speed Limit Pavement Legend on Juniper Street.

▪ Curve Ahead Warning Signs.

Curve ahead warning signs alert drivers to the presence of an upcoming curve and provide advance notice to reduce one’s speed prior to entering the curve. These signs often include a recommended advisory speed to help drivers safely navigate the change in roadway geometry. By providing advance warning, the signs encourage reduced speeds and smoother driving behavior. Curve ahead warning signs help create a more predictable and safer driving environment, particularly for drivers unfamiliar with the area.

Staff proposes installing “Curve Ahead” (W1-2) warning signs with a 30-mph advisory speed plaque (W13-1P) in both directions on Juniper Street, placed in advance of the curve located between Eldorado Drive and the City limits (Figure 14).





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Figure 14. Curve Ahead Warning Signage on Juniper Street.

- **Implementation of AB 382 (School Zone Speed Limit)**

There is currently an established 25 mph school-zone speed limit adjacent to and approaching Juniper Elementary School. Assembly Bill 382 (AB 382) provides local agencies with the authority to reduce school-zone speed limits to 20 mph prior to the statewide implementation requirement of January 1, 2031. Staff believes that lowering the school-zone speed limit to 20 mph through the provisions of AB 382 would further contribute to reducing vehicle speeds along Juniper Street and enhancing safety in the area surrounding the school.

Approval of the implementation of AB 382 on a citywide basis will be brought forward under a separate staff report and considered as a separate action.



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RECOMMENDATION:

Request the Transportation and Community Safety Commission review and approve the staff recommendation and direct that the proposed All-Way Stop Control (AWSC) at the Juniper Street and Eldorado Drive intersection, together with proposed traffic calming measures along Juniper Street, be forwarded to the City Council.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:

Review and approve the staff recommendation and recommend to the City Council the proposed All-Way Stop Control (AWSC) at the intersection of Juniper Street and Eldorado Drive, along with the proposed traffic calming measures along Juniper Street.

COUNCIL ACTION:

Approve the All-Way Stop Control (AWSC) at the intersection of Juniper Street and Eldorado Drive and amend the City's Schedule of Stop Signs to incorporate the newly designated stop location, along with the associated traffic calming measures.

ATTACHMENTS:

None



STAFF REPORT

April 9, 2026
Agenda Item No.: 5

SUBJECT:

TRAFFIC SAFETY IMPROVEMENTS IN THE SOUTH ELM AND HICKORY NEIGHBORHOOD

LOCATION:

South Elm and Hickory Neighborhood

BACKGROUND:

The S. Elm and Hickory Neighborhood is located in central Escondido (Figure 1), approximately 0.5 miles east of the Grand Avenue downtown business district, providing convenient access to nearby services and amenities. Primary access to the neighborhood is provided via the Circulation Element roadways Grand Avenue, Date Street, and 5th Avenue. The neighborhood is bounded by E. 2nd Avenue to the north, S. Date Street to the east, E. 5th Avenue to the south, and S. Hickory Street to the west (Figure 2).

The neighborhood consists primarily of single-family residences, with low-density multifamily housing interspersed throughout. Alleys are present across the area, providing rear access to private garages and carports. On-street parking is available on neighborhood streets; however, sidewalks are non-contiguous, resulting in gaps in pedestrian connectivity. Due to the absence of continuous sidewalks, pedestrians frequently walk within the roadway.

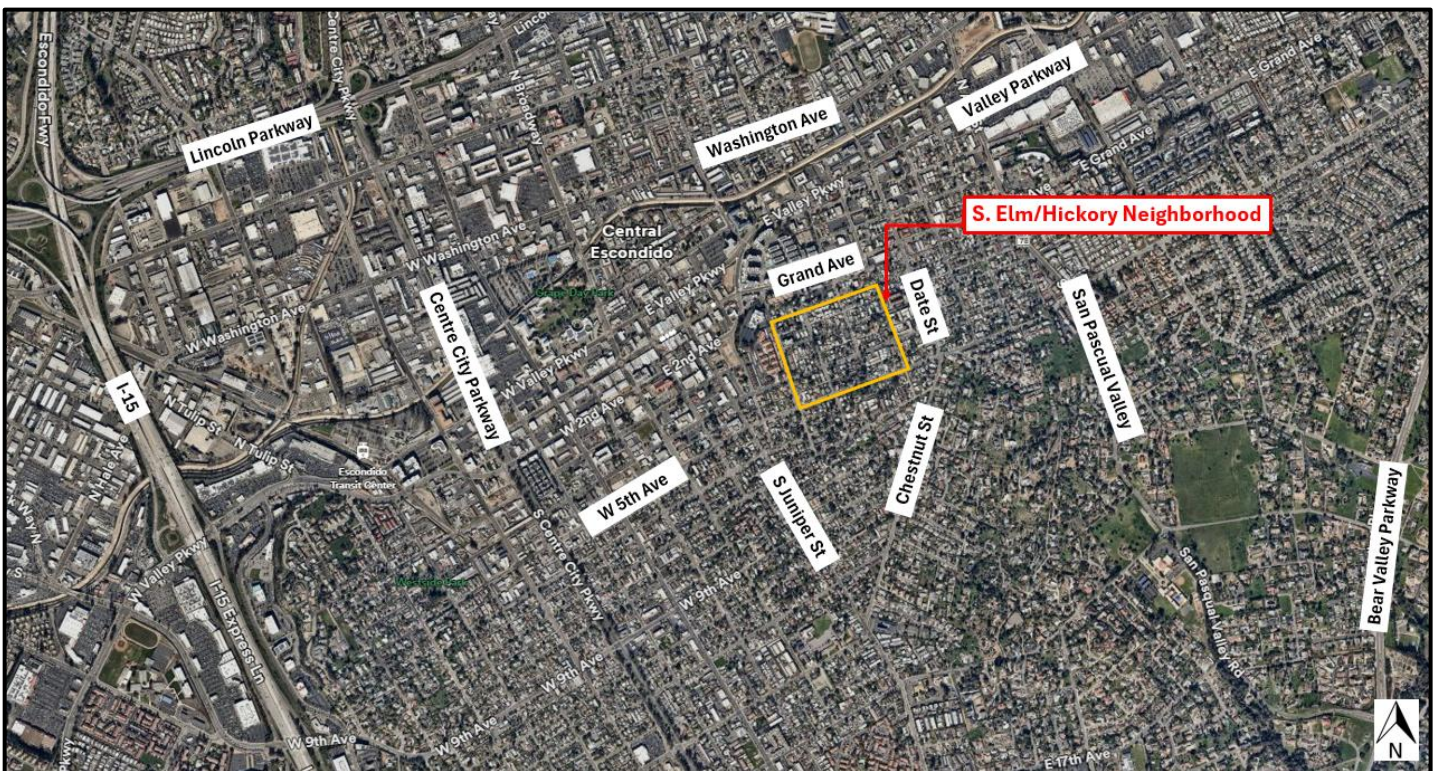


Figure 1. Vicinity Map.



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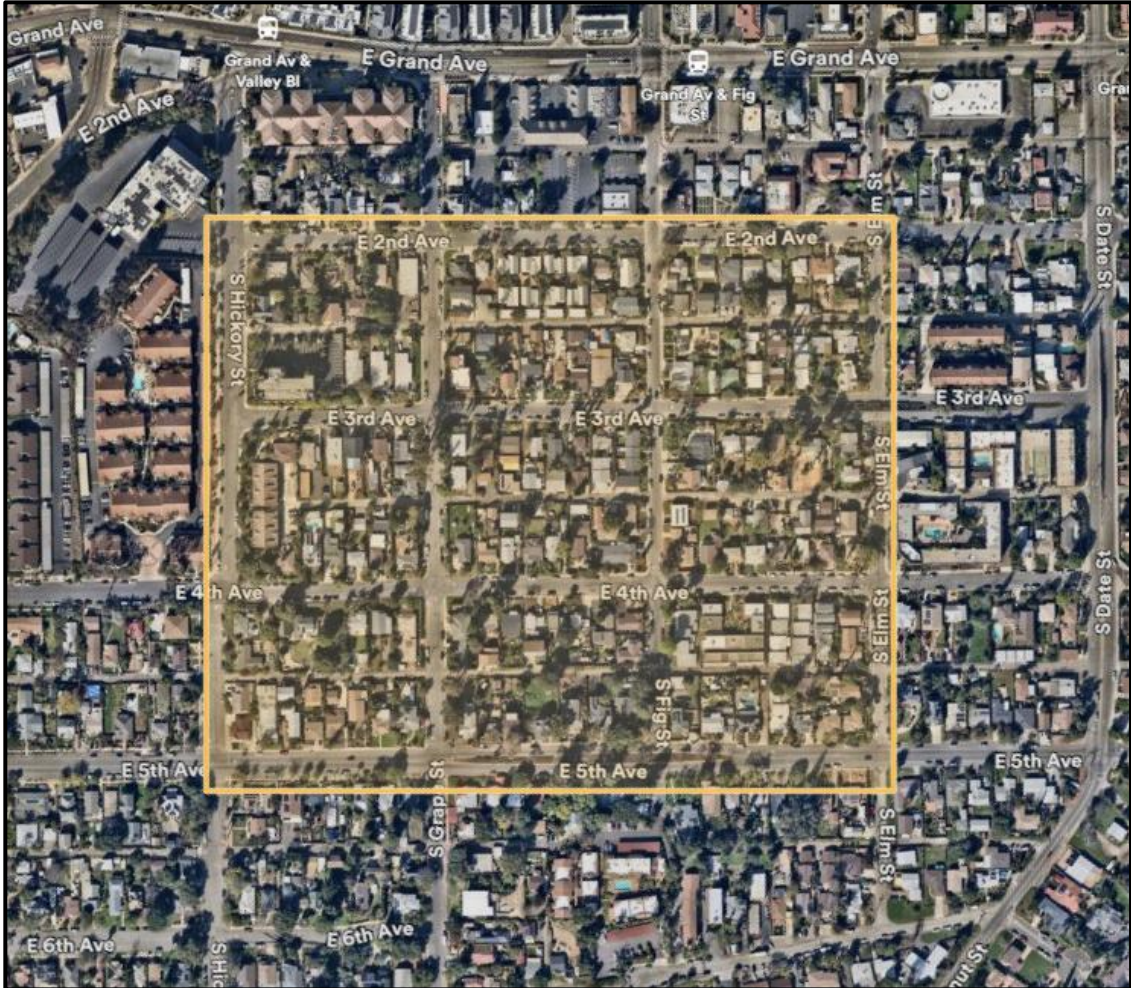


Figure 2. S. Elm and Hickory Neighborhood.

The north–south streets within the S. Elm and Hickory Neighborhood consist of S. Hickory Street, S. Grape Street, S. Fig Street, and S. Elm Street. All north–south roadways have a prima facie speed limit of 25 mph. Similarly, the east–west streets consist of E. 2nd Avenue, E. 3rd Avenue, and E. 4th Avenue, each also carry a prima facie speed limit of 25 mph. All streets within the neighborhood are designated as residential streets, intended to serve local access needs and support low-speed neighborhood travel.

In January 2026, City staff received a concern from resident Mr. Pappas regarding elevated vehicle speeds and pedestrian safety along S. Grape Street. Mr. Pappas also noted that he had been involved in a collision with a vehicle at the S. Grape Street and E. 4th Avenue intersection in 2023. In response, staff elected to expand the review beyond the single street identified and conducted a comprehensive evaluation of the entire S. Elm and Hickory Neighborhood. This broader approach allowed staff to



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better understand neighborhood-wide traffic patterns and identify opportunities for holistic safety improvements.

DISCUSSION & PURPOSE:

City staff conducted a comprehensive review of existing field conditions, current traffic control devices, and signage within the S. Elm and Hickory Neighborhood. The evaluation encompassed all north-south and east-west residential streets, including all intersections. Field observations identified several safety-related issues, including limited sight distance at existing side-street stop-controlled intersections and also at existing vertical curves created by steep roadway grades. Staff also noted the absence of marked stop control on minor-street approaches at several T-intersections and the lack of continuous sidewalks.

Prior Collision History

The following provides a summary of the collision history for intersections within the neighborhood between January 1, 2020, and March 26, 2026. The collisions noted below include only those for which a collision report was filed with the Escondido Police Department.

Collision History by Intersection (January 1, 2020 – March 26, 2026)			
Intersection	Date	Collision Type	Description / Notes
Hickory St / 2nd Ave	January 28, 2025	Sideswipe	Driver struck a parked motor vehicle (DUI)
Hickory St / 3rd Ave	September 5, 2020	Rear-End	Driver struck a parked motor vehicle (hit-and-run)
Grape St / 2nd Ave	November 1, 2020	Head-On	Driver crossed into opposing lane (hit-and-run)
Grape St / 2nd Ave	March 9, 2021	Head-On	Driver traveling on wrong side of roadway (hit-and-run)
Grape St / 2nd Ave	February 27, 2022	Broadside	Auto right-of-way violation
Grape St / 2nd Ave	April 4, 2023	Broadside	Driver struck a parked motor vehicle
Grape St / 2nd Ave	February 19, 2025	Broadside	Driver struck another motor vehicle
Grape St / 4th Ave	July 4, 2025	Broadside	Driver struck another motor vehicle (hit-and-run)
Fig St / 2nd Ave	January 5, 2023	Fixed Object	Driver struck a parked motor vehicle (hit-and-run)
Elm St / 3rd Ave	March 4, 2020	Fixed Object	Driver struck a parked motor vehicle (hit-and-run)



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Based on the findings of the neighborhood review, City staff developed a set of recommended improvements to address the identified safety concerns. In late February 2026, staff met on-site with several residents and the neighborhood group president to review draft recommendations. Residents were supportive of the proposed measures and provided additional feedback on items for staff to further evaluate. At the meeting, staff also received a petition from the neighborhood which is included as Attachment 2 to the Staff Report.

Collectively, the recommended improvements aim to address the initial resident concerns while also providing neighborhood-wide benefits that enhance overall traffic safety and circulation.

The recommended improvements for the S. Elm and Hickory Neighborhood include the following:

A. **New Stop Sign Locations**

- Establishing Side-Street Stop-Control (SSSC) at existing T-intersections that currently lack stop control on the minor-street approach.
- Converting existing SSSC intersections to All-Way Stop Control (AWSC).

B. **Installation of New Warning and Regulatory Signs**

C. **Improvements to an Existing Pedestrian Crossing**

D. **Installation of Red Curb to Improve Sight Distance and Circulation**

A. **New Stop Sign Locations**

Stop signs are intended to assign right-of-way at intersections in order to facilitate traffic movement and promote safety. The California Vehicle Code (CVC) Sections 21351, 21354, and 21355 grant local agencies the authority to place and maintain stop signs on local streets, including the ability to designate any intersection under their jurisdiction as a stop intersection and to install stop signs at one or more of its approaches.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides specific standards and guidance for when stop signs – both side-street/minor-road stop control and all-way stop control – should be installed. Section 2B.06 of the CA MUTCD states the following: “Stop signs are typically placed on opposing approaches (for a four-leg intersection) or on a single approach (for a three-leg intersection). The stop signs are normally placed on the minor road.” Section 2B.11 of the CA MUTCD provides further guidance for the installation of stop signs for side-street/minor-road stop control. Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:

A. ***A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.***

B. ***Crash records indicate that: For a four-leg intersection, there are three or more reported***



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- crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
- C. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - D. *The intersection is of a lower functional classification road with a higher functional classification road.*
 - E. *Conditions that previously supported the installation of all-way stop control no longer exist.*

Based on this information, City Staff recommends the installation of side-street/minor-street stop signs at the following T-intersection (three-leg) locations:

1. **E. 2nd Avenue/S. Hickory Street**
Install stop sign on **westbound approach (E. 2nd Avenue)** – assign right-of-way and address restricted view.
2. **E. 3rd Avenue/S. Hickory Street**
Install stop sign on **westbound approach (E. 3rd Avenue)** – assign right-of-way and address restricted view.
3. **E. 3rd Avenue/S. Elm Street**
Install stop sign on **northbound & southbound approaches (S. Elm Street)** – assign right-of-way and address restricted view.

Attachment 1 shows the proposed stop locations indicated with a green dot.

Section 2B.12 of the CA MUTCD provides guidance for the installation of stop signs for all-way stop control and states: “The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants.”

- A. *Crash Experience: All-way stop control may be installed at an intersection where an engineering study indicates that:

 - a. *For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.*
 - b. *For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.**



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- B. Sight Distance:** *All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.*
- C. Transition to Signal Control or Transition to Yield Control at a Circular:** *All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.*
- D. 8-Hour Volume (Vehicles, Pedestrians, Bicycles):** *All-way stop control may be installed at an intersection where an engineering study indicates –*
- a. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and*
 - b. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor- street approaches is at least 200 units per hour for each of any of the same 8 hours.*
- If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.*
- E. Other Factors:** *All-way stop control may be installed at an intersection where an engineering study indicates that all- way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:*
- a. The need to control left-turn conflicts,*
 - b. **An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or***
 - c. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

Based on this information, City staff recommends the installation of all-way stop control at the following existing four-leg intersections that currently operate as side-street stop-controlled intersections:

- 1. E. 4th Avenue/S. Hickory Street**
Install stop sign on the **eastbound and westbound approaches (E. 4th Avenue)** – restricted view/sight distance.



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- 2. **E. 4th Avenue/S. Grape Street**
Install stop sign on the **northbound and southbound approaches (S. Grape Street)** – restricted view/sight distance & balanced traffic volumes.
- 3. **E. 4th Avenue/S. Fig Street**
Install stop sign on the **eastbound and westbound approaches (E. 4th Avenue)** – restricted view/sight distance.
- 4. **E. 4th Avenue/S. Elm Street**
Install stop sign on the **northbound and southbound approaches (S. Elm Street)** – restricted view/sight distance.
- 5. **E. 2nd Avenue/S. Grape Street**
Install stop sign on the **northbound and southbound approaches (S. Grape Street)** – restricted view/sight distance.
- 6. **E. 3rd Avenue/S. Fig Street**
Install stop sign on the **northbound and southbound approaches (S. Fig Street)** – restricted view/sight distance and an intersection where two similar meet and where all-way stop control would improve operations.

If approved, “All-Way” (R1-3P) plaques will be installed below the stop sign on all four approaches of the all-way stop-controlled intersections to provide clear notice to drivers. Attachment 1 shows the proposed stop locations indicated with a green dot.



R1-3P

B. Installation of New Warning and Regulatory Signs

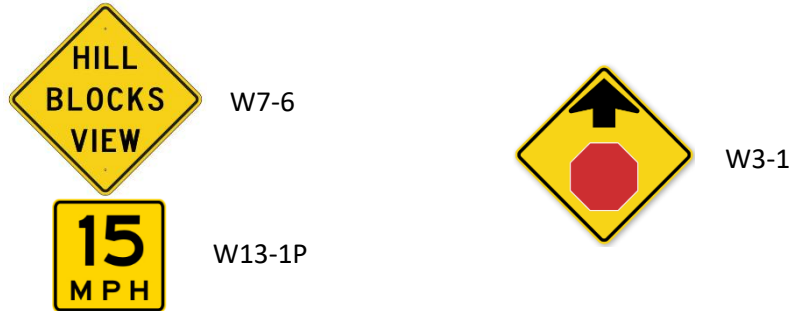
Warning Signs

As part of staff’s field evaluation, three mid-block locations were identified where steep vertical curves limit available sight distance for approaching drivers. To enhance safety and improve driver awareness, staff recommends installing advance warning signage at these locations. The proposed treatments include the “Hill Blocks View” (W7-6) warning sign, supplemented with a “15 MPH” (W13-1P) advisory speed plaque. In addition, “Stop Ahead” (W3-1) warning signs are recommended on approaches where the vertical curvature may limit a driver’s visibility of the upcoming stop sign. The proposed advance warning sign locations are provided in Attachment 1.



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Regulatory Signs

The residential streets within the S. Elm and Hickory neighborhood are subject to a prima facie residential speed limit of 25 miles per hour (mph) under the California Vehicle Code. However, no speed limit signs are currently installed within the neighborhood. The area is bordered by Grand Avenue and Date Street, both Circulation Element roadways with posted speed limits of 35 miles per hour. As drivers transition from these higher-speed corridors into the residential neighborhood, the absence of posted 25-mph signs reduces the clarity of the speed limit.

To provide consistent and clear communication to motorists, staff recommends installing 25-mph speed limit signs at the entrances to the neighborhood from Grand Avenue, Date Street, 5th Avenue, and Juniper Street. These installations will enhance driver awareness of the lower residential speed limit and reinforce safe travel speeds within the neighborhood. The locations of the proposed speed limit signs are shown in Attachment 1.

C. Improvements to an Existing Pedestrian Crossing

During staff’s on-site meeting with community members, a request was made to evaluate the existing pedestrian crossing at E. 2nd Avenue and S. Hickory Street (Figures 3 and 4) for potential safety enhancements. As a result of the analysis, staff recommends installing Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian visibility and overall crossing safety. The RRFBs will activate when a pedestrian pushes the button, providing an active warning to approaching motorists.

Additional enhancements recommended by staff include refreshed striping to improve driver awareness of the crossing, as well as the installation of delineators to better channelize traffic and encourage lower approach speeds at the crosswalk. Figure 5 provides a visual representation of the proposed improvements.



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Figure 3. E. 2nd Avenue and S. Hickory Street Crosswalk Location – Aerial View.



Rectangular Rapid Flashing Beacon (RRFB) Example



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Figure 4. E. 2nd Avenue and S. Hickory Street Crosswalk Location – Street View (*Existing*).



Figure 5. E. 2nd Avenue and S. Hickory Street Crosswalk Location – Street View (*Proposed*).



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D. Installation of Red Curb to Improve Sight Distance and Circulation

Installation of red curb is recommended at select locations to improve sight distance at intersections and to enhance circulation for certain turning movements. The locations include the following:

- **Grand Avenue/S. Grape Street (Southwest Corner) –**
Install 10 feet of red curb starting at the curb return on Grand Avenue to prevent vehicles from blocking the crossing area and to maintain unobstructed right-turn movements from Grand Avenue.
- **E. 3rd Avenue/S. Grape Street (Northeast Corner) –**
Install 15 feet of red curb along Grape Street to improve sight distance at the intersection approach.

RECOMMENDATION:

Request the Transportation and Community Safety Commission review and approve the staff recommendation and forward the proposed traffic safety improvements for the S. Elm and Hickory Neighborhood, including the establishment of new stop locations, to the City Council.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:

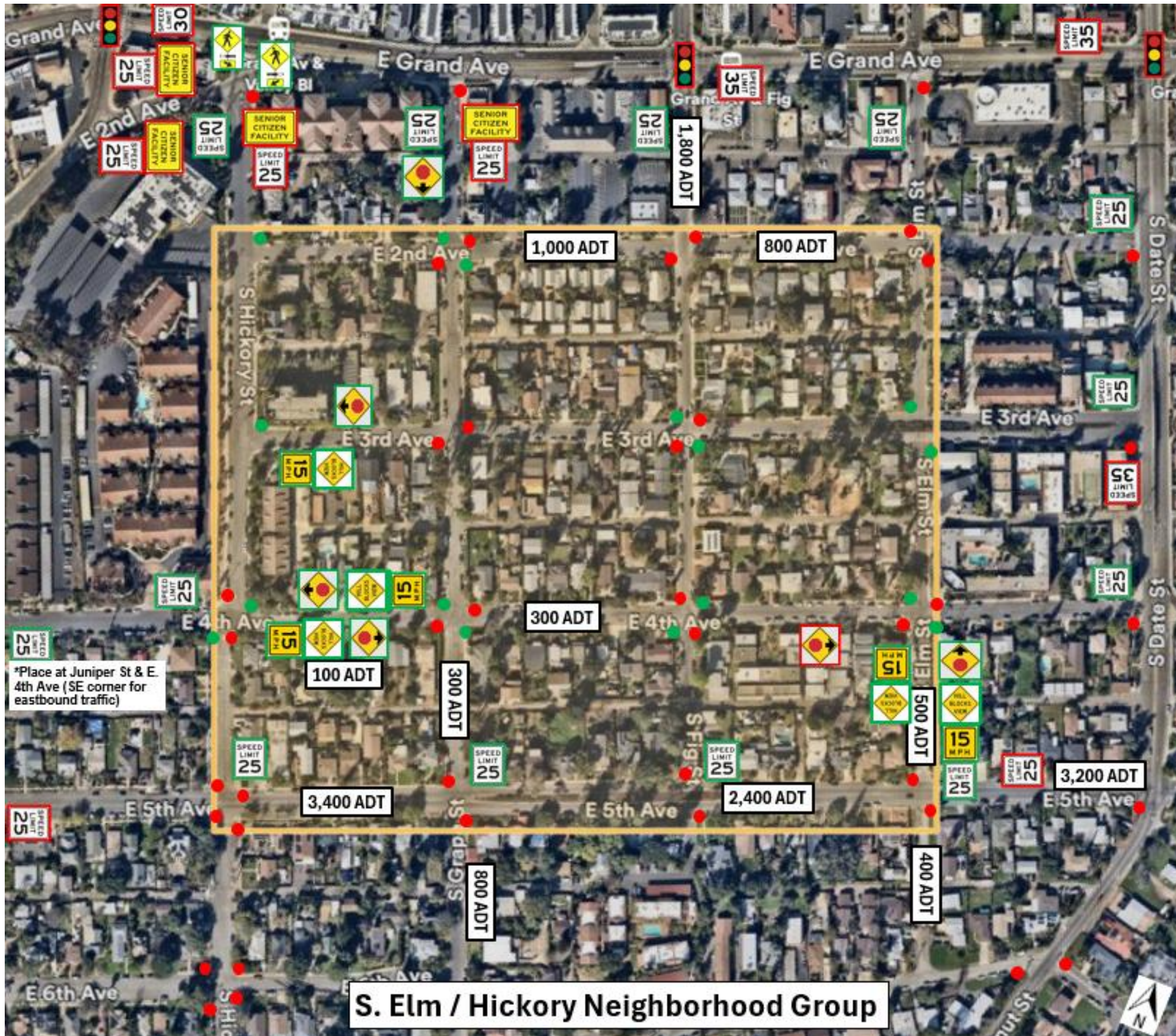
Review and approve the staff recommendation and recommend to the City Council the proposed traffic safety improvements for the S. Elm and Hickory Neighborhood, including the new stop locations.

COUNCIL ACTION:

Approve the proposed traffic safety improvements in the S. Elm and Hickory Neighborhood and amend the City's Schedule of Stop Signs to incorporate the newly designated stop locations.

ATTACHMENTS:

1. S. Elm and Hickory Neighborhood Improvement Map
2. Community Petition for Traffic Safety Evaluation



S. Elm / Hickory Neighborhood Group

Legend

- = Existing STOP sign with STOP legend and bar
- = Proposed STOP sign with STOP legend and bar

= Existing sign/signalized intersection

= Proposed signs

Proposed New Stop Locations

- #### Side-Street Stop Control
1. **E. 2nd Avenue/S. Hickory Street**
Install stop sign on **westbound approach (E. 2nd Avenue)** – assign right-of-way and address restricted view.
 2. **E. 3rd Avenue/S. Hickory Street**
Install stop sign on **westbound approach (E. 3rd Avenue)** – assign right-of-way and address restricted view.
 3. **E. 3rd Avenue/S. Elm Street**
Install stop sign on **northbound & southbound approaches (S. Elm Street)** – assign right-of-way and address restricted view.
- #### All-Way Stop Control
1. **E. 4th Avenue/S. Hickory Street**
Install stop sign on the **eastbound and westbound approaches (E. 4th Avenue)** – restricted view/sight distance.
 2. **E. 4th Avenue/S. Grape Street**
Install stop sign on the **northbound and southbound approaches (S. Grape Street)** – restricted view/sight distance & balanced traffic volumes.
 3. **E. 4th Avenue/S. Fig Street**
Install stop sign on the **eastbound and westbound approaches (E. 4th Avenue)** – restricted view/sight distance.
 4. **E. 4th Avenue/S. Elm Street**
Install stop sign on the **northbound and southbound approaches (S. Elm Street)** – restricted view/sight distance.
 5. **E. 2nd Avenue/S. Grape Street**
Install stop sign on the **northbound and southbound approaches (S. Grape Street)** – restricted view/sight distance.
 6. **E. 3rd Avenue/S. Fig Street**
Install stop sign on the **northbound and southbound approaches (S. Fig Street)** – restricted view/sight distance and an intersection where two streets meet and where all-way stop control would improve operations.

Community Petition for Traffic Safety Evaluation

We, the undersigned, request the city to conduct an evaluation of the following intersections for the installation of four-way stop signs to improve traffic safety:

- S Grape St at E 2nd Avenue (92025)
- S Fig St at E 3rd Avenue (92025)

<u>Name</u>	<u>Address</u>	<u>Signature</u>	<u>Date</u>
1. Frank Kapelliosch	[REDACTED]	[Signature]	5-17-25
2. Malib L Mc	[REDACTED]	[Signature]	5/17/25
3. Richard Neubert	[REDACTED]	[Signature]	5/17/25
4. James Parnell	[REDACTED]	[Signature]	5/17/25
5. Mike Runnels	[REDACTED]	[Signature]	5/17/25
6. Frankie Smith	[REDACTED]	[Signature]	5/17/25
7. Mike Stallings	[REDACTED]	[Signature]	5/17/25
8. Samantha Trujillo	[REDACTED]	[Signature]	5/17/25
9. James Anderson	[REDACTED]	[Signature]	5/17/25
10. Guariela Mendaza	[REDACTED]	[Signature]	5/17/25

	<u>Name</u>	<u>Address</u>	<u>Signature</u>	<u>Date</u>
12.	Mike Knoble	[REDACTED]	[Signature]	5/17/25
13.	Maria Gomez	[REDACTED]	Maria A. Gomez	10-5-25
14.	Wilfrido Gomez	[REDACTED]	Wilfrido Gomez	10-5-25
15.	MONICA	[REDACTED]	moni	10-05-25
16.	RICARDO	[REDACTED]	Ricardo Ramirez	10-05-25
17.	Agustin. G	[REDACTED]	Agustin	10-1-26
18.	MIGUEL S.	[REDACTED]	Ave. MIGUELS.	11/1/26
19.	Laura S	[REDACTED]	Laura Saucedo	10-17-26
20.	Intero Aida	[REDACTED]	[Signature]	01/17/26
21.	VICTOR MORALES	[REDACTED]	[Signature]	01/17/26
22.	Amy Hool	[REDACTED]	[Signature]	1/17/26
23.	Pat Leming	[REDACTED]	Pat Leming	1/17/26
24.	Brian Luke	[REDACTED]	[Signature]	17 Jun 2026

Laura

Panchito

Victor Morales

5/17/25

1/17/26

Sheryl

Barbara



GARY
Fig/and
w/S

Jorge
Serna

Mayra
Ferreiro

Dominic
TAINS

	<u>Name</u>	<u>Address</u>	<u>Signature</u>	<u>Date</u>
25.	GARY VARGAS	[Redacted]	[Signature]	2-26-26
26.				
27.				
28.				
29.				
30.				
31.	Jorge	[Redacted]	[Signature]	01-18-28
32.	Darlene Brooks	[Redacted]	Darlene Brooks	1/31/26
33.	[Signature]	[Redacted]	[Signature]	1/31/24
34.	Maxx Scott	[Redacted]	[Signature]	1-31-26
35.	Francisca	[Redacted]	[Signature]	1-31-26
36.	Alejandro Saldador	[Redacted]	[Signature]	1-31-26
37.	Estebana amaya	[Redacted]	Estebana amaya	1-31-26

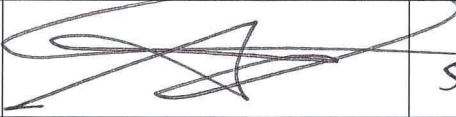

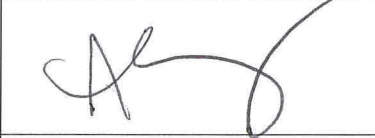
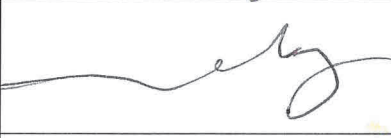

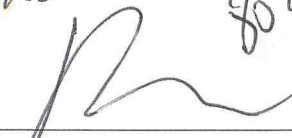
<u>Name</u>	<u>Address</u>	<u>Signature</u>	<u>Date</u>
38.			
39. <i>Urbeth Hernandez</i>		<i>[Signature]</i>	<i>11/31/26</i>
40. <i>Cuadrate Cardenas</i>	 <i>[Faint signature]</i>	<i>[Signature]</i>	<i>1-31-26</i>
41.			
42.			
43.			
44.			
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46.			
47.			
48.			
49.			
50.			

Community Petition for Traffic Safety Evaluation

We, the undersigned, request the city to conduct an evaluation of the following intersections for the installation of four-way stop signs to improve traffic safety:

- S Grape St at E 2nd Avenue (92025)
- S Fig St at E 3rd Avenue (92025)

706 571-6628

Name	Address	Signature	Date
1. Greg Trujillo	[Redacted]		5/17/25
2. Maria M	[Redacted]		5/17/25
3. Cuadela Cardenas	[Redacted]	Cuadela Cardenas	
4. Alicia Gomez	[Redacted]		01/30/26
5. Hector C. Martinez	[Redacted]		02-06-26
6. CATALINA AGUIRRE VIGOR	[Redacted]	Catalina	02-06-26
7. Tom Dewell	[Redacted]		2/6/26
8. BRIAN ROPE DANTE ROPE	[Redacted]	 902	2/6/25
9.			
10.			

Missing
cont.



STAFF REPORT

April 09, 2026
Agenda Item No.: 6

SUBJECT:

TRAFFIC CALMING ON GRAND AVENUE EAST OF JUNIPER

LOCATION:

Downtown Escondido from Juniper Ave to Valley Boulevard.

BACKGROUND:

Grand Avenue in downtown Escondido is a central area of activity for all modes of transportation including walking, biking, and driving. Over the past 5 years, the City has designed and constructed a pedestrian-oriented downtown business district that is focused on dining and shopping. In particular, the block between Juniper and west to Kalmia is very dining-focused. This area's success is in part due to the slow traffic pattern that was created when Grand Ave was reduced from 4 lanes to 2 lanes, the speed limit lowered, the sidewalks widened and parking altered to diagonal spaces. All of these improvements intentionally served to create a 'pedestrian-friendly zone.'

In the ultimate Grand Avenue vision, Juniper has been viewed as a potential location for another larger roundabout, similar to the version at Broadway.

In the meantime, the City has received multiple requests from Downtown businesses to turn the traffic signal back on after the completion of the construction for the Grand Avenue Vision project. Since 2020, the signal has been on Red 'flash,' largely in order to slow traffic down.

At this time the options for traffic control at Juniper are still being evaluated. But in the interim to slow traffic and turn the traffic signal back in operation, they include:

- Angle parking to slow traffic down.
- Re-establishing previous signal operations

As at this time, staff are currently focused on methods to *calm* the westbound traffic, since slowing down the traffic is critical with all of the above options. Since the construction, Juniper to the west is radically different than the 4-lane 'vehicular-centric' zone east of Juniper (similar to Grand previous to the transition). Staff's concern is that the area east of Juniper needs to be a transition segment to 'calm' traffic before westbound traffic reaches the downtown zone.

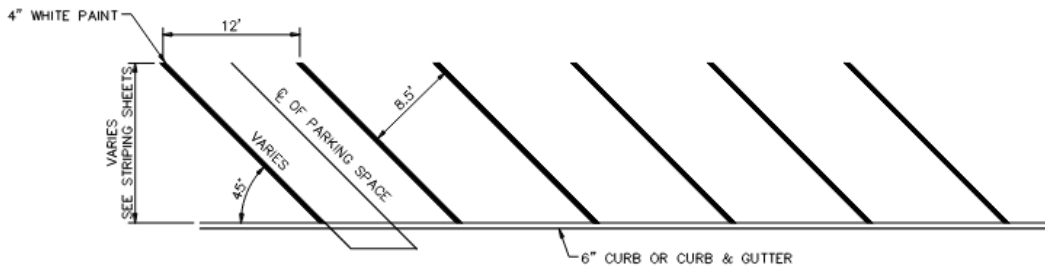


CITY of ESCONDIDO

STAFF REPORT

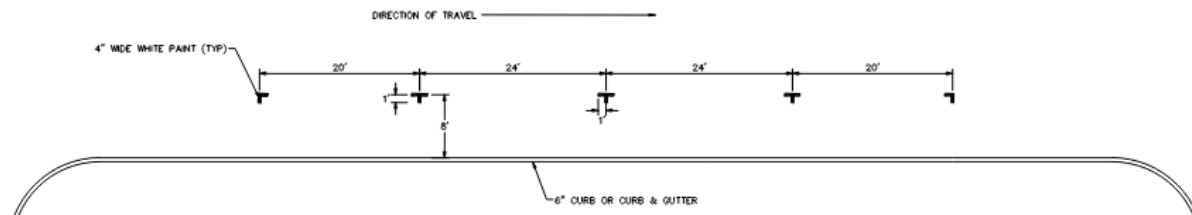
DISCUSSION & PURPOSE:

As stated, the immediate focus of this proposed work is to ‘calm’ and transition the incoming free-flowing westbound vehicles from Grand to the calmer, pedestrian-oriented context of Grand between Juniper and Maple. In order to accomplish this, staff are proposing the conversion of parallel parking to diagonal parking east of this intersection, such that it matches up with the rest of the street configuration for Grand Avenue. This diagonal parking will add ‘friction’ to the westbound approaching vehicles, so that they slow vehicles approaching the intersection to make it safer for the pedestrians. The diagonal parking will also increase the parking yield along this segment from Juniper Street to Ivy Street. The following exhibits illustrate the diagonal parking and where it would be installed.



DETAIL "A"
ANGLE PARKING MARKING INSTALLING DETAIL
NOT TO SCALE

Angle parking proposed on the north and south sides of Grand Avenue between Juniper and Valley Blvd.



NOTES

1. CONTRACTOR TO SANDBLAST OR PAINT CURB GRAY IF EXISTING RED CURB CONFLICTS WITH PROPOSED PARKING PLANS.
2. RED CURB IS 20" ADJACENT TO PARALLEL PARKING UNLESS OTHERWISE SHOWN ON PLANS.
3. INNER PARKING SPACES SHALL BE 24" WIDE; OUTER PARKING SPACES SHALL BE 20" WIDE.

DETAIL "B"
PARALLEL PARKING MARKING DETAIL
NOT TO SCALE

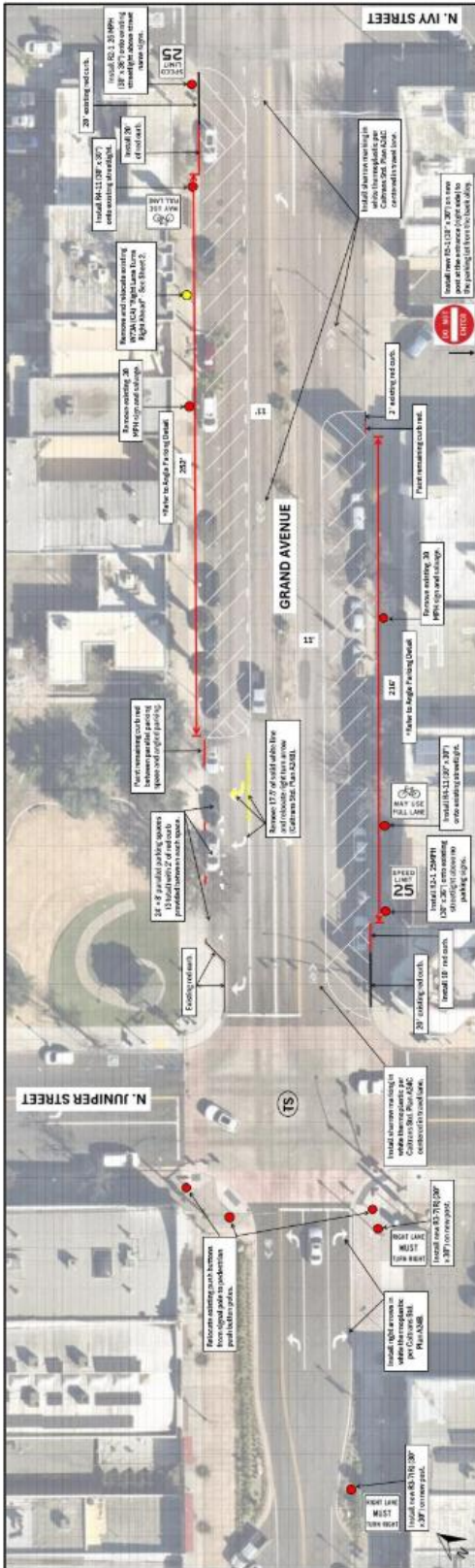
Parallel parking proposed on the south side of Grand Avenue between Juniper and Valley Blvd.

As shown in the latest exhibits below, westbound Grand traffic lanes will start reduction from 4 lanes to 2 lanes between Fig and Valley, with the outside lane between Valley and Ivy converted to a right-turn-only lane. With the new signal at Ivy and Valley Parkway, this works well to allow westbound vehicles an easy option to bypass the downtown area if their destinations are beyond downtown.



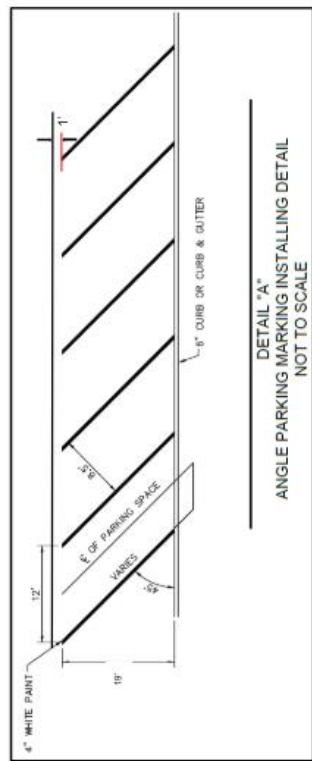
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STAFF REPORT



PROPOSED SIGN LEGEND

- RIGHT LANE MUST TURN RIGHT
R2-7(R)
30" X 30"
- BICYCLIST MAY USE FULL LANE
R4-11
30" X 30"
- DO NOT ENTER
R5-1
30" X 30"
- SPEED LIMIT 25
R2-1(25)
30" X 35"
- (TS) TRAFFIC SIGNAL



Sheet 1 of 3

Grand Avenue Restriping / Traffic Calming Plan

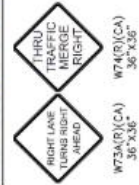


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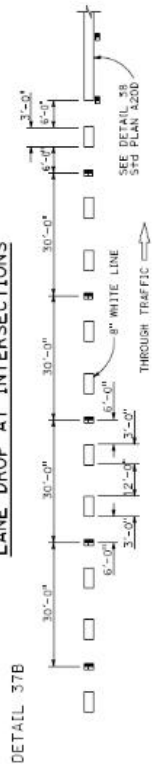


PROPOSED SIGN LEGEND



Sheet 3 of 3

LANE DROP AT INTERSECTIONS



Grand Avenue Restriping / Traffic Calming Plan



CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION:

Request the Transportation and Community Safety Commission approve staff recommendation for implementation for angle parking Lane reduction and turning the signal back on to normal operation. Staff will present options for future traffic control modifications at a future meeting for a roundabout or scramble crosswalk when that becomes feasible.

Staff Recommendation: Approval (Ali Shahzad)

Presenter: Ali Shahzad, City Traffic Engineer

RECOMMENDED ACTION:

Approve the layout of the angled parking and. Traffic signal turn on with relocation of APS push buttons according to the latest standards.

COUNCIL ACTION

Not at this time

ATTACHMENTS:

None