CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

January 09, 2025 at 3:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

Welcome to Your Commission Meeting

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

Chair

Lori Hatley

Vice Chair

Rachael Kassebaum

Commissioners

William Durney
Lon Grothen
Lynn Graykowski
Linda Rendon
Francis Spoonemore

Assistant City Clerk

Sarena Garcia

How to Watch

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

In Person

201 N. Broadway, Escondido, CA 92025

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

How to Participate

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

In Person

Fill out Speaker Slip and Submit to City Clerk

In Writing

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

Assistance Provided

If you need special assistance to participate in this meeting, please contact our ADA Coordinator at (760) 839-4643. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility. Listening devices are available for the hearing impaired – please see the City Clerk.

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

ROLL CALL

1. Call to Order
2. Flag Salute

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

3. Review and approve meeting minutes for October 10, 2024

ITEMS

4. **APPROVAL OF THE ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL**
5. **QUARTLY REPORT BY STAFF ON THE PROGRESS OF VARIOUS CITY PROJECTS THAT IMPROVE TRANSPORTATION OPTIONS FOR RESIDENTS AND TRAVELERS WITHIN THE CITY.**
6. Commissioners may bring up items for future discussion.

ADJOURNMENT

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

MEETING MINUTES
October 10, 2024, 3:00 P.M.

ROLL CALL

MEMBERS PRESENT

Chair Lori Hatley

Commissioner William Durney

Commissioner Lon Grothen

EUHS Rep Linda Rendon

MEMBERS ABSENT

Vice Chair Rachael Kassebaum

Elementary Rep Francis Spoonemore

ORAL COMMUNICATIONS

None

APPROVAL OF JULY 11, 2024 MINUTES

Motion: Durney; Second: Grothen; Approved 4-0 (Kassebaum, Spoonemoore - Absent)

ITEMS

1. Staff to provide information-only progress update via PowerPoint on recent work on the Comprehensive Active Transportation Strategy (CATS), Community Transportation Needs Assessment and Mobility Element.

2. Quarterly report by staff on the progress of various City projects that improve transportation options for residents and travelers within the City.

3. 1234 Gamble Street, Escondido, CA 92026: Staff will present a constituent concern related to traffic near the aforementioned address

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TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

Daniel LaValle – Expressed concern regarding traffic on Gamble St.

ADJOURNMENT

Meeting Adjourned at 4:28 p.m.

_____ CHAIR

_____ CITY CLERK

STAFF REPORT

January 9, 2025
Agenda Item No. 1

SUBJECT:

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

LOCATION:
Various Locations Citywide

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

A brief description of the procedure is presented below.

1. **Measurement of Actual Prevailing Speeds**
   The actual speed of at least 100 vehicles on each street segment was measured using a calibrated radar meter. Both directions of travel were surveyed. From this data, 1) the prevailing or 85th-percentile speed (the speed at or below which 85 percent of the vehicles sampled were traveling), 2) ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements), and 3) percent of vehicles in the pace were determined.
2. **Accident Records**
   From the accident reports, the number of accidents for each segment was used to calculate the accident rate, which is defined as the number of accidents per million vehicle miles (acc/mvm) of travel on that segment. The accident rate for each segment was then compared to the most recent statewide average for similar types of roads. This information is shown on the survey summary sheets.
3. **Traffic and Roadside Conditions**
   Each route was driven, and a notation made of its features, especially those not readily apparent to reasonable drivers, as well as those that might be combined with other factors to justify downward or upward speed zoning. These features are listed in the Engineering and Traffic Survey (E&TS) for each segment.
4. **Residential Density**
   Information regarding the adjacent land use was noted and included in the Engineering and Traffic Survey.

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STAFF REPORT

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

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

Methodology:
In accordance with CVC Section 22358.6, the California Manual on Uniform Traffic Control Devices (CA-MUTCD) was revised to require a local authority to round speed limits to the nearest five miles per hour of the 85th-percentile of the free-flowing traffic. Where the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8. CVC Section 22358.7 has been eligible for use to additionally lower a speed limit since July 1, 2024.

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

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

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

1) Between 15 mph and 65 mph,

2) Supported by an Engineering and Traffic Survey

The CVC was revised effective January 1, 2022, following the approval of Assembly Bill 43. Per CVC Section 22358.6, the CA-MUTCD requires local authorities to round speed limits to the nearest five miles per hour of the 85th-percentile of the free-flowing traffic. In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, a local authority **may** decide to instead round down the speed limit to the lower five miles per hour increment.

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STAFF REPORT

The 85th-percentile speed (the speed at which 85 percent of drivers drive at or below) is often referred to as the critical speed; it is the primary speed that determines what drivers believe to be safe and reasonable.

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

- For segments 2, 3, 5, 6, 7, 9, 11, 12, 14, 16, and 18, 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 1, 4, 8, 10, 13, 15, 17, and 19, the recommended speed limit reflects a lowering of the speed limit by five miles per hour from the nearest five mile-per-hour increment of the 85th-percentile speed in accordance with CVC Section 22358.6, as discussed above, and the speed limit will remain unchanged.
- For segment 20, the rounding of the 85th-percentile speed would result in the speed limit increasing. In accordance with CVC Section 22358.8, the local authority may, by ordinance, retain the current speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit. Therefore, the speed limits for these surveys will remain unchanged and will be forwarded to City Council to approve by ordinance.

RECOMMENDATION:
Approve speed limits per **Table 1** above and forward to City Council for concurrence.

ATTACHMENTS:
Segment speed evaluations

Table 1: Overview of Speed Surveys

Segment No.	Street Name (Zone)	Segment		Date of Previous Speed Survey	Existing Posted Speed Limit (MPH)	Classification	85th Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Ash Street 4	Lincoln Ave	Mission Ave	05/23/17	35 (25 WCAP)	M	39	35~	35
2	Ash Street 5	Mission Ave	Washington Ave	05/09/17	35 (25 WCAP)	M	35	35	35
3	Auto Park Way 3	Andreasen Dr	Hale Ave	11/07/17	35	C	35	35	35
4	Auto Park Way 4	Andreasen Dr	Hale Ave	11/07/17	35	C	38	35~	35
5	Auto Park Way 5	Hale Ave	W Valley Pkwy	11/08/17	35	C	35	35	35
6	Auto Park Way 6	W Valley Pkwy	W Ninth Ave	11/08/17	40 (25 WCAP)	C	42	40	40
7	Auto Park Way 7	W Ninth Ave	I-15	11/09/17	35 (25 WCAP)	C	37	35	35
8	Bear Valley Parkway 4	Boyle Ave	Oak Hill Dr	11/15/16	45 (25 WCAP)	M	50	45~	45
9	Bear Valley Parkway 5	Oak Hill Dr	Citrus Ave	11/16/16	45 (25 WCAP)	M	47	45	45
10	Bear Valley Parkway 6	Citrus Ave	Valley Pkwy	11/29/16	45	M	49	45~	45
11	La Terraza Boulevard 1	Valley Pkwy	Ninth Ave	11/30/16	40	LC	42	40	40
12	Lincoln Avenue 1	Metcalf Dr	Morning View Dr	11/06/14	35	LC	36	35	35
13	Mary Lane 1	Bear Valley Pkwy	City Limits	11/12/14	35 (25 WCAP)	C	38	35~	35
14	Mission Road 1	City Limits	Andreasen Dr	11/06/14	45	M	45	45	45
15	Oak Hill Drive 2	Rose St	Midway Dr	11/05/14	35 (25 WCAP)	C	38	35~	35
16	Oak Hill Drive 3	Midway Dr	Bear Valley Pkwy	11/05/14	35	C	37	35	35

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17	Oak Hill Drive 5	Hayden Dr	Falconer Rd	11/05/14	30	LC	33	30~	30
18	Stanley Avenue 1	Broadway	City Limits	11/05/14	40	LC	41	40	40
19	Valley Parkway E5	Rose St	Midway Dr	02/01/17	35 (25 WCAP)	M	38	35~	35
20	Valley Parkway E7	Citrus Ave	El Norte Pkwy	02/01/17	45 (25 WCAP)	P	52	50	45*

~ Indicates rounded down from the 85th percentile speed to the lower five miles per hour increment, per CVC 22358.6
* Retain existing speed limit per CVC 22358.8

LC- Local Collector; C-Collector; M-Major

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Ash Street (Lincoln Avenue to Mission Avenue)		**Date:** 11/15/24
Time: 12:40 – 2:00	**Weather:** Clear Sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 (25WCAP) MPH	School zone:	☐ Yes ☒ No
85% Speed:	39 MPH	10MPH Pace:	30-39 MPH
50% Speed:	34 MPH	% in Pace:	77%

2. Accident Data			
Street Classification:	Major Road	Approximate ADT:	11,200 vehicles/day
Accident Rate:	2.94 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.61 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential. Pioneer Elementary School. Grove Park. Gas Station. SDG&E substation at Mission Avenue.		
Geometrics:	Flat. Straight. Wide.		
Other Features:	Four lanes separated by a two-way left turn lane on south end. Right turn ramps at Lincoln Avenue. Very limited on-street parking. Residential driveways. Buffered bike lanes. 100% fully improved. Traffic signals at Lincoln Avenue and Mission Avenue. Student crossings at Lincoln Avenue. Bus route.		
Unusual Conditions:	School generated pedestrian and vehicle traffic. Crossing guards at Ash & Lincoln. No trucks over 3 axles or 4 tons on Lincoln Ave.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35 (25 WCAP)**MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined northbound and southbound 85th percentile of 39 mph would indicate posting a 40 mph speed limit.

Justification:

- The recommended posted speed is **35 (25WCAP) MPH,** downgraded 5 mph per CVC Section 22358.6, due to high volumes of pedestrians and bicycles produced by the school, and per CVC Section 21400(b) to maintain a long segment at a uniform and safe speed.

Support:

- For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 22358.6.

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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Ash Street (Mission Avenue to Washington Avenue)		**Date:** 11/15/24
Time: 1:20 – 2:20 pm	**Weather:** Clear Sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☒ Yes ☐ No
85% Speed:	35 MPH	10MPH Pace:	26-35 MPH
50% Speed:	31 MPH	% in Pace:	81 %

2. Accident Data			
Street Classification:	Major Road	Approximate ADT:	16,900 vehicles/day
Accident Rate:	2.81 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.61 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential. Commercial.		
Geometrics:	Straight. Flat. Narrow street.		
Other Features:	Four lanes separated by a double yellow. No on-street parking. Numerous residential driveways and intersecting streets. Bus route. Traffic signals at Washington and Mission. Student crossing at Mission. 100% fully improved with sidewalk, curb. Several side streets. Washington is SR-73 & Truck Route.		
Unusual Conditions:	School generated pedestrian and vehicle traffic.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined northbound and southbound 85th percentile of 35 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Auto Park Way North (Hale Avenue to Andreasen Drive)		**Date:** 10/4/24
Time: 2:10 – 2:50	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	35 MPH	10MPH Pace:	27-36 MPH
50% Speed:	31 MPH	% in Pace:	77%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	7,600 vehicles/day
Accident Rate:	1.25 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.2 accidents/mvm (2-3 lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Commercial (Auto sales/rental).		
Geometrics:	Broad gentle curve. Slight up-grade toward the west.		
Other Features:	Two lanes. Full improvements. Buffered bike lanes. Limited on-street parking permitted along north and east side of curved road only. Gentle uphill slope. Traffic Signals at Hale and Andreasen. Stop-sign at Howard Avenue. Truck Route.		
Unusual Conditions:	One-way westbound (half of a one-way couplet). Many commercial driveways. Heavy truck traffic. Palomar Medical Center – route.		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The Westbound 85th percentile of 35 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Auto Park Way South (Andreasen Drive to Hale Avenue)		**Date:** 10/4/24
Time: 1:30-2:10 pm	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	38 MPH	10MPH Pace:	27-36 MPH
50% Speed:	33 MPH	% in Pace:	75%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	11,000 vehicles/day
Accident Rate:	0.59 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.2 accidents/mvm (2-3 lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Commercial (Auto sales/rental).		
Geometrics:	Broad gentle curve.		
Other Features:	Two lanes. Full improvements. Buffered bike lanes. Limited on-street parking permitted along south and west side of curved road only. Gentle downhill slope. Traffic Signals at Howard, Hale Place and Andreasen. Truck Route.		
Unusual Conditions:	One-way eastbound (half of a one-way couplet). Many commercial driveways. Heavy truck traffic. Palomar Medical Center –route.		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

- California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),
- California Vehicle Code, 2024 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.

➢ The Eastbound 85th percentile of 38 mph would indicate posting a 40 mph speed limit.

Justification:

➢ The recommended posted speed is **35 MPH,** downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance), the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) 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 the completion of the traffic survey that established the prior 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Auto Park Way (West Valley Parkway to Hale Avenue)		**Date:** 11/26/24
Time: 11:00 – 12:10 am	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	35 MPH	10MPH Pace:	27-36 MPH
50% Speed:	31 MPH	% in Pace:	90%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	24,500 vehicles/day
Accident Rate:	0.78 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.63 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Commercial (Automobile sales/rental)		
Geometrics:	Straight. Flat.		
Other Features:	Four lanes divided by a raised planted concrete median. Fully improved. Traffic Signals at Hale and Valley Pkwy. Limited access to fronting properties. Bus Route.		
Unusual Conditions:	School area. (Del Dios Middle School).		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 85th percentile of 35 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Auto Park Way (West Valley Pkwy to West 9th Avenue)		**Date:** 10/25/24
Time: 9:20 – 10:00	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40	School zone:	☒ Yes ☐ No
85% Speed:	42 MPH	10MPH Pace:	33-42 MPH
50% Speed:	38 MPH	% in Pace:	71%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	13,400 vehicles/day
Accident Rate:	0.52 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.29 accidents/mvm (4+ divided lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Del Dios Academy Middle School.		
Geometrics:	Wide road. Very large radius curve. Flat.		
Other Features:	Four lanes divided by a raised planted concrete median. Fully improved. Traffic Signals at Valley Pkwy and W 9th Avenue. No on-street parking. Bike lane. Truck Route.		
Unusual Conditions:	Many commercial driveways.		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **40 (25WCAP)** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined Eastbound and Westbound Eastbound 85th percentile of 42 mph would indicate posting a 40 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Auto Park Way (West 9th Avenue to I-15)		**Date:** 10/25/24
Time: 10:50 – 11:20	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 (25 WCAP)	School zone:	☒ Yes ☐ No
85% Speed:	37 MPH	10MPH Pace:	28-37 MPH
50% Speed:	34 MPH	% in Pace:	81%

2. Accident Data			
Street Classification:	Major	Approximate ADT:	29,100 vehicles/day
Accident Rate:	1.26 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.29 accidents/mvm (4+ divided lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Commercial (Auto dealership). Residential. Freeway access. Del Dios Academy Middle School.		
Geometrics:	Wide road. Broad sweeping curve. Slight uphill grade toward the east.		
Other Features:	Four lanes divided by a raised planted concrete median. Fully improved. Traffic Signals at W 9th Avenue and Freeway ramps. No on-street parking. Bike lane. Truck Route.		
Unusual Conditions:	Proximity to freeway and ramps.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35 (25 WCAP)** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined Eastbound and Westbound Eastbound 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Bear Valley Parkway (Boyle Avenue to Oak Hill Drive)		**Date:** 12/5/23
Time: 12:16 pm	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 (25WCAP)	School zone:	☒ Yes ☐ No
85% Speed:	50 MPH	10MPH Pace:	39-48 MPH
50% Speed:	44 MPH	% in Pace:	49 %

2. Accident Data			
Street Classification:	Major	Approximate ADT:	21,160 vehicles/day (2012)
Accident Rate:	0.60 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.45 accidents/mvm (4-lane, divided urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential. Churches. Orange Glen High School.		
Geometrics:	Wide, straight roadway with a slight curve at Boyle Avenue.		
Other Features:	Fully improved with sidewalks and gutters. Four lanes separated by a raised, planted median. Turn pockets. No on-street parking. Bike lane. Truck Route. Traffic signals at Boyle Avenue, Glenridge Rd, Midway/Patriot Place, Oak Hill. School crossing at Glenridge Rd and Midway/Patriot Place. Several side streets.		
Unusual Conditions:	Pedestrian traffic heavy at times.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed 45 MPH (25WCAP)

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition, Rev. 1),

b. California Vehicle Code, 2016 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 2011, 6th Edition.

- The combined Northbound and Southbound 85th percentile of 50 mph would indicate posting a 50 mph speed limit.

Justification:

- The recommended posted speed is **35 (25WCAP) MPH,** downgraded 5 mph per CVC Section 22358.6, due to high volumes of pedestrians and bicycles produced by the school, and per CVC Section 21400(b) to maintain a long segment at a uniform and safe speed.

Support:

- For cases in which the nearest 5mph increment of the 85th – percentile speed would require a rounding up, then the speed limit mat be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 22358.6.

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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2017

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Bear Valley Parkway (Oak Hill Drive to Citrus Avenue)		**Date:** 12/5/23
Time: 1:24 pm	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 (25WCAP)	School zone:	☒ Yes ☐ No
85% Speed:	47 MPH	10MPH Pace:	32-41 MPH
50% Speed:	40 MPH	% in Pace:	34 %

2. Accident Data			
Street Classification:	Major	Approximate ADT:	18,080 vehicles/day
Accident Rate:	0.99 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.45 accidents/mvm (4-lane, divided urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple family residential. Nursing home. Orange Glen High School and Hidden Valley Middle School.		
Geometrics:	Wide street with a gentle curve.		
Other Features:	Fully improved with sidewalks and gutters. Four lanes separated by a raised, planted median. Turn pockets. No on-street parking. Bike lane. Truck Route. Traffic signals at Oak Hill Drive, Grand Avenue, Citrus Avenue.		
Unusual Conditions:	High incident intersection (Citrus Avenue).		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed 45 MPH (25WCAP)

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition, Rev. 1),

b. California Vehicle Code, 2016 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 2011, 6th Edition.

- The combined Northbound and Southbound 85th percentile of 47 mph would indicate posting a 45 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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2017

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Bear Valley Parkway (Citrus Avenue to Valley Parkway)		**Date:** 10/31/23
Time: 10:25 am	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 MPH	School zone:	☐ Yes ☒ No
85% Speed:	49 MPH	10MPH Pace:	37-46 MPH
50% Speed:	42 MPH	% in Pace:	51 %

2. Accident Data			
Street Classification:	Major	Approximate ADT:	20,120 vehicles/day
Accident Rate:	0.55 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.45 accidents/mvm (4-lane, divided urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple family residential. Nursing Home.		
Geometrics:	Wide street with a slight curve at Valley Parkway.		
Other Features:	Fully improved with sidewalks and gutters. Four lanes separated by a raised, planted median. Turn pockets. No on-street parking. Bike lane. Truck Route. Traffic signals at Citrus Avenue, Hayden Drive and Valley Parkway. Several side streets and property entrances.		
Unusual Conditions:	High incident intersection (Citrus Avenue).		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed 45 MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition, Rev. 1),

b. California Vehicle Code, 2016 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 2011, 6th Edition.

- The combined Northbound and Southbound 85th percentile of 49 mph would indicate posting a 50 mph speed limit.

Justification:

- The recommended posted speed is **45 MPH,** downgraded 5 mph, due to 10 MPH Pace Speed and to maintain a long segment at a uniform and safe speed per CVC Sections 627, 21400(b), 22358 and 22358.5, the downgrading of the 85th percentile is justified.

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 and 22358.5. 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.

- The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The Pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits are normally set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as Residence Districts may require setting limits below the 10-mph pace.

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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2017

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: La Terraza Blvd. (Ninth Avenue to Valley Parkway)		**Date:** 10/24/23
Time: 8:57 – 9:45 am	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40 MPH	School zone:	☐ Yes ☒ No
85% Speed:	42 MPH	10MPH Pace:	33- 42 MPH
50% Speed:	38 MPH	% in Pace:	36%

2. Accident Data			
Street Classification:	Local Collector	Approximate ADT:	7,100 vehicles/day
Accident Rate:	0.38 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.17 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Freeway right-of-way. Single family residential (minor (rear yard))		
Geometrics:	Mostly flat and straight. Moderate winding grade downhill toward the north, at north end. Gentle reverse curve north of 9th Ave.		
Other Features:	Two lanes (1 northbound, 1 southbound) separated by a two-way left turn lane. 100% fully improved on east side. West side improved with curb, gutter and landscaping, 100 % full improvements near Valley and near 9th). Some on-street parking on west side. Traffic Signals at 9th Ave. & at Valley Pkwy. Several commercial driveways. Not a bus route.		
Unusual Conditions:	Freeway frontage road.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☐ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **45** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition),

b. California Vehicle Code, 2015 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 2011, 6th Edition.

- The combined northbound and southbound 85th percentile of 42 mph would indicate posting a 40 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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2017

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Lincoln Avenue (Metcalf Street to Morning View Drive)		**Date:** 10/11/24
Time: 11:00 – 12:00 am	**Weather:** Clear sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	36 MPH	10MPH Pace:	26-35 MPH
50% Speed:	32 MPH	% in Pace:	77%

2. Accident Data			
Street Classification:	Local Collector	Approximate ADT:	7,500 vehicles/day
Accident Rate:	2.11 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.05 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple family residential.		
Geometrics:	Straight. Flat with gentle crest vertical curve in the western half of the segment.		
Other Features:	Two lanes separated by a double yellow line. 75% fully improved. On-street parking. All-way stop at Rock Springs Road. Numerous driveways.		
Unusual Conditions:	Narrow roadway at sections. High density of residential driveways.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Mary Lane (Bear Valley Parkway to City Limits)		**Date:** 10/11/24
Time: 12:20 - 1:00	**Weather:** Clear Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 (25WCAP) MPH	School zone:	☒ Yes ☐ No
85% Speed:	38 MPH	10MPH Pace:	28-37 MPH
50% Speed:	34 MPH	% in Pace:	75%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	8,700 vehicles/day
Accident Rate:	1.50 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.48 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	High school. Church. Daycare. Single Family Residential		
Geometrics:	Straight. Flat. Wide		
Other Features:	Two lanes separated by a double yellow line or single dashed yellow line. Fully Improved. On-street parking. Traffic signal at Bear Valley.		
Unusual Conditions:	High pedestrian activity with school zone crossing at Bear Valley. Pick up area for parents.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35 (25WCAP)** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 85th percentile of 38 mph would indicate posting a 40 mph speed limit.

Justification:

- The recommended posted speed is **35 MPH**, downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance), the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) 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 the completion of the traffic survey that established the prior 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Mission Road (City Limits w/o Barham to Andreasen Drive		**Date:** 11/8/24
Time: 1:15 – 2:00 pm	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 MPH	School zone:	☐ Yes ☒ No
85% Speed:	45 MPH	10MPH Pace:	33-42 MPH
50% Speed:	39 MPH	% in Pace:	71%

2. Accident Data			
Street Classification:	Major Road	Approximate ADT:	21,000 vehicles/day
Accident Rate:	0.40 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	0.95 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Light industrial. Railroad.		
Geometrics:	Straight. Flat. Wide		
Other Features:	Four lanes separated by a two-way left-turn lane. 100% fully improved. No on-street parking. Traffic signals and raised medians at Nordahl/ Auto Park, Enterprise, and Andreasen. Bus Route.		
Unusual Conditions:	High truck percentage. Rail trail adjacent to roadway. Bike lanes.		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **45** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 85th percentile of 45 mph would indicate posting a 45 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Oak Hill Drive (Rose Street to Midway Drive)		**Date:** 10/18/24
Time: 10:20 – 11:00 am	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 (25WCAP) MPH	School zone:	☒ Yes ☐ No
85% Speed:	38 MPH	10MPH Pace:	29-38 MPH
50% Speed:	34 MPH	% in Pace:	75%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	5,580 vehicles/day
Accident Rate:	1.31 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.48 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential. Elementary school. Parochial school.		
Geometrics:	Straight. Slight up-hill grade toward the west. Wide		
Other Features:	Two lanes separated by a broken yellow line. 80% fully improved. On-street parking. Traffic signal at midway Drive. All-way stop at Rose Street. Side streets.		
Unusual Conditions:	School zone. Flashing beacons during arrival and dismissal times. Mid-block school crosswalk at Nancy Street.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed: **35 (25WCAP)** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 85th percentile of 38 mph would indicate posting a 40 mph speed limit.

Justification:

- The recommended posted speed is **35 MPH,** downgraded 5 mph per CVC Section 22358.6, due to high volumes of pedestrians and bicycles produced by the school, and per CVC Section 21400(b) to maintain a long segment at a uniform and safe speed.

Support:

- For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 22358.6.

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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Oak Hill Drive (Midway Drive to Bear Valley Parkway)		**Date:** 10-14-24
Time: 11:55 – 12:30	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	37 MPH	10MPH Pace:	27-36 MPH
50% Speed:	32 MPH	% in Pace:	78%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	2,500 vehicles/day
Accident Rate:	4.30 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.48 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential.		
Geometrics:	Straight. Flat. Wide.		
Other Features:	Two lanes separated by a two-way left-turn lane. Fully improved. On-street parking. Traffic signals at Midway and Bear Valley. Bus route. Numerous residential driveways.		
Unusual Conditions:	School area. High accident rate.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Oak Hill Drive (Hayden Drive to Falconer Road)		**Date:** 10/18/24
Time: 11:50 – 2:00	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	30 MPH	School zone:	☐ Yes ☒ No
85% Speed:	33 MPH	10MPH Pace:	24-33 MPH
50% Speed:	31 MPH	% in Pace:	74%

2. Accident Data			
Street Classification:	Local Collector	Approximate ADT:	200 vehicles/day
Accident Rate:	0.00 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.05 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential.		
Geometrics:	Straight. Flat. Narrow.		
Other Features:	Two lanes with no centerline. 50% fully improved. No on-street parking. Yield control at Hayden Drive. Numerous residential driveways.		
Unusual Conditions:	Common access route to Middle School.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☐ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **30** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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 2018,76th Edition.

- The combined eastbound and westbound 85th percentile of 33 mph would indicate posting a 35 mph speed limit.

Justification:

- The recommended posted speed is **30 MPH,** downgraded 5 mph per CVC Section 22358.5, due to numerous driveways and parked vehicles impeding stopping sight distance, the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) 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 the completion of the traffic survey that established the prior 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Stanley Avenue (Broadway to City Limits)		**Date:** 10/4/24
Time: 11:40-1:00	**Weather:** Sunny Clear	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40 (25 WCAP)	School zone:	☐ Yes ☒ No
85% Speed:	41 MPH	10MPH Pace:	30-39 MPH
50% Speed:	36 MPH	% in Pace:	73%

2. Accident Data			
Street Classification:	Local Collector	Approximate ADT:	6,100 vehicles/day
Accident Rate:	1.15 accidents/mvm	For period:	January 2021 through December 2023
City-wide for streets of similar characteristics:	1.05 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single family residential. Undeveloped land. Athletic fields.		
Geometrics:	Straight. Uphill grade to the east. Wide.		
Other Features:	Two lanes with dashed yellow centerline. 75% fully improved. On-street parking. Road narrows at the east and eliminates the on-street parking.		
Unusual Conditions:	School athletic fields to the south.		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☐ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **40** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 8),

b. California Vehicle Code, 2024 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.

- The combined eastbound and westbound 85th percentile of 41 mph would indicate posting a 40 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: _____
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Valley Parkway (Rose St. to Midway Dr.)		**Date:** 12/7/23
Time: 11:10 AM	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 (25WCAP)	School zone:	☒ Yes ☐ No
85% Speed:	38 MPH	10MPH Pace:	29-38 MPH
50% Speed:	34 MPH	% in Pace:	81 %

2. Accident Data			
Street Classification:	Major Road (82' curb to curb within 102' right- of- way)	Approximate ADT:	23,265 vehicles/day
Accident Rate:	2.92 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.61 accidents/mvm (4+ lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Multiple residential. Escondido Charter High School. Palomar College Escondido.		
Geometrics:	Straight. Flat. Wide.		
Other Features:	Four lanes separated by a two-way left turn lane and raised concrete medians at intersections. 90% fully improved, some AC sidewalk missing fronting strip mall. Traffic signals with turn pockets at Midway and Rose. Many commercial driveways. No on- street parking. Truck route. Bus route.		
Unusual Conditions:	.		
Density:	☐ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **35 (25WCAP)** MPH

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition. Rev 2 April 07, 2017),

b. California Vehicle Code, 2017 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 2011, 6th Edition.

- The combined Eastbound and Westbound 85th percentile of 38 mph would indicate posting a 40 mph speed limit.

Justification:

- The recommended posted speed is **35 (25WCAP) MPH**. downgraded 5 mph per CVC Section 22358.6, due to high volumes of pedestrians and bicycles produced by the school, and per CVC Section 21400(b) to maintain a long segment at a uniform and safe speed.

Support:

- For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 22358.6.

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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2019

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Valley Parkway East (El Norte Parkway to Citrus Avenue)		**Date:** 10/31/23
Time: 9:30 am	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 (25 WCAP)	School zone:	☒ Yes ☐ No
85% Speed:	52 MPH	10MPH Pace:	40-49 MPH
50% Speed:	45 MPH	% in Pace:	50 %

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	35,290 vehicles/day
Accident Rate:	1.05 accidents/mvm	For period:	January 2020 through December 2022
City-wide for streets of similar characteristics:	1.61 accidents/mvm (4+ undivided lanes, urban street)		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple family residential. Commercial. Valley High School. Orange Glen Elementary school. Quantum Academy Elementary/Middle School. Frances Ryan park.		
Geometrics:	Straight. Flat. Wide street. Gentle horizontal curve at Bear Valley Parkway.		
Other Features:	95% fully improved, portion unimproved. Six lanes divided by a two-way left-turn lane or raised median, lane drop in e/b direction. Bike lanes. Signal at Citrus, at Bear Valley Parkway, at James Street, and at El Norte/Hidden Trails Rd. School crosswalk at intersection with James Street and El Norte Pkwy. Numerous side streets. Bus route. Truck Route. No on-street parking. Radar speed feedback sign for northbound traffic south of Orange Glen Elementary.		
Unusual Conditions:	School generated traffic. Heavy left turn volumes at Bear Valley Parkway.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	Posted Speed **45 (25 WCAP) MPH**

Explanation:

This speed zone has been reevaluated in accordance with the following:

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (Nov. 07, 2014 Edition. Rev 2 April 07, 2017),

b. California Vehicle Code, 2017 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 2011, 6th Edition.

The combined Northbound and Southbound 85th percentile of 50 mph would indicate posting a 50 mph speed limit.

Justification:

- The recommended posted speed is **45 (25WCAP) MPH,** downgraded 5 mph as the 10 mph pace is 39 mph to 49 mph and the suggested speed limit does not fall in that range, irregular roadside conditions and per CVC Section 22358 and 22358.5 (local limits near schools).

Explanation:

- The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits are normally set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as Residence Districts may require setting limits below the 10-mph pace.
- 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 and 22358.5. 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: _____
Traffic Engineer, RTE#: 2295 Exp.: 06/30/2019

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/09/25 City Council: Resolution No.:

STAFF REPORT

January 9, 2025
Agenda Item No.: 2

SUBJECT:

CITY-WIDE TRAFFIC PROJECTS STATUS REPORT –

LOCATION:
Various Locations Citywide

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

DISCUSSION & PURPOSE:

TMPL Projects FY22/23

Project Description

The City of Escondido 2022/23 Traffic Management Project List (TMPL) and preliminary prioritization, based on approved scoring criteria, were presented to TCSC at the July 14, 2022 meeting. Of the five nominated projects citywide, TCSC selected the top four projects for final design and implementation.

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

Status: Work on these projects has been completed in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, as well as City forces.

CITY of ESCONDIDO

STAFF REPORT

TMPL Projects FY23/24

Project Description

The City of Escondido 2023/24 Traffic Management Project List (TMPL) and preliminary prioritization, based on approved scoring criteria, were presented to TCSC at the April 13, 2023 meeting. Four projects were nominated citywide, TCSC approved all four projects for final design and implementation.

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

Status: Design work on these projects is complete. The North Broadway project was done by City forces, and the Classical Academy project was completed in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, and City forces. Bid documents are complete and bids will be issued and work complete in early 2025 for the Khayyam Rd and Golden Circle projects.

Traffic Signal Communications Grant

Project Description

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

A Caltrans Highway Safety Improvement Program grant was awarded on March 30, 2021 with a total project cost estimate of $2.32m, and a local share of $1.16m. Final funding authorization for Engineering was received on September 30th, 2021, indicating approval to issue a Request for Proposals for Phase 1 Engineering. Advantec Consulting Engineers, Inc. was awarded the project to prepare the Traffic Signal Communications Master Plan (Master Plan) which kicked-off on July 7, 2022. The consultant completed a draft of the existing systems inventory of the City's traffic signal infrastructure and is coordinating with staff to determine the appropriate communications strategy for future deployment. This work consists of 3 phases: 1) Communications Master Plan; 2) Plans Specifications and Estimates, and 3) Bidding and Installation of specified equipment City-wide.

Status: Work on the Traffic Signal Communications Master Plan was re-assigned to another consultant and is now anticipated to be completed in February 2025. Preparation of Plans,

Specifications, and Estimates for corridor upgrades to be completed mid-2025. Construction/Installation should be underway by the late 2025.

Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update

Project Description

The Comprehensive Active Transportation Strategy (CATS) and Mobility Element update will include evaluation of current infrastructure and user demand to develop a well-connected active transportation network. The CATS will evaluate trail, bike lane, and sidewalk connectivity, as well as roadway capacity to ensure that limited resources are used to improve the highest priority facilities. The effort will also provide support for future grant applications and is identified as an activity in the Climate Action Plan. The development of the CATS will be accomplished in tandem with the Mobility Element Update. Work on the project started in July, 2023 and will continue throughout 2024, with completion in early 2025.

Status: Work continues on this project: inventory and the first phase of outreach, as well as identifying and prioritizing projects have been completed. The Community Transportation Needs Assessment was also completed. The team is currently preparing various components of the Existing Conditions Report, in preparation for the 2nd round of public outreach early next year.

Creek Trail Expansion Project

Project Description

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

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

A wider segment from Fig St. to Ash St. allows room for several improvements, such as a pollinator garden between Fig St. and Elm St. and a linear outdoor fitness station built by Elm Street. A community garden is designed on the north side of the creek between Elm St. and Date St. ADA access will be improved at the existing Date St. pedestrian crossing and decorative enhancements such as

traditional tribal basket weave pavement patterns are added for visual interest. The Beech Street entrance will be reconfigured on the south side and new access to the trail will be provided from North Beech Street. At Washington Park, the existing fencing will be removed to create an open park area.

Status: Design work is complete. Construction bids were received and the project awarded in late 2024. Notice to Proceed (with Construction) is scheduled for mid-January 2025. Construction is expected to take about 12 months.

Citracado Extension Project

Project Description

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

The project includes new traffic signals at Citracado Pkwy at Mountain Shadows and Citracado Pkwy at Harmony Grove Rd. In addition, two existing signals will be modified at Harmony Grove Village Pkwy and at Andreasen Drive.

Status: Construction of the $23m project started in September 2022; it was open to traffic in August 2024. Work is largely complete, but some finishing elements continue.

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

Grand Avenue Vision Project

Project Description

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

Status:

Phase I was completed in 2022.

Design for Phase II, which improves both sides of Grand Ave between Maple and Juniper, was completed in 2023.

Construction for Phase II began in October 2024. In order to minimize impacts on stores and restaurants, the work has been divided into 3 sections - progressing from east to west. Between October and December, the section between Juniper and east of Kalmia was completed. The 2nd work

section includes the Kalmia roundabout and continues to east of Broadway. When this work is complete, the 3rd section from the Broadway roundabout to Maple will commence. All work in expected to be complete and fully operational by late Spring 2025.

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

Annual Street Rehabilitation and Maintenance Projects

Project Description

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

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

Status:

Work on the 2023 program was within the southeast portion of the City (roughly east of Ash Street and south of Valley Parkway) and completed in late Fall 2024.

Final design documents are underway on the 2024 program, which is in the west central area of the City: I-15 to the west; SR 78 to the north; Ash to the east and 5th to the south. Bids for this work will be sought in early 2025.

The 2025 program (I-15 on the west, 5th on the north, city limits on the west, and Felicita on the south) is currently in early design stages.

Washington Avenue and Rose Street Traffic Signal Modification

Project Description

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing. Improvements include new traffic signal poles, signal indications, pedestrian push buttons, striping, and signage to enhance safety for vehicular and pedestrian traffic. The design phase started in September 2022. Previous property constraints were resolved with design modifications at the northwest corner of the intersection.

Status: Design is complete, with construction bids expected winter 2024/25.

CITY of ESCONDIDO

STAFF REPORT

Juniper Safe Routes to School Phase 2

Project Description

This project provides missing portions of sidewalk, curb and gutter, and Class II bicycle lanes along Juniper Street, creating a continuous, separated pedestrian pathway near Juniper Elementary and also provides for a Safe Routes to School educational (non-infrastructure) program at Juniper, Oak Hill, and Central Elementary Schools.

Construction funds were allocated for this Active Transportation Program-funded project in December 2021 by the California Transportation Commission (CTC). The project widens Juniper Street and fill gaps in sidewalk. In addition, existing traffic signals will be modified with protected left-turns and APS at Felicita Ave at Escondido Blvd and at Juniper St at Felicita-17th Ave. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Status: Construction began in April 2023 and was largely completed in September 2023, although SDG&E utility poles relocation could not be completed until 2024. The SDG&E work is currently underway (late 2024).

Palomar Heights

Project Description

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

Status: Project is in construction. Work on the surrounding roads is largely complete. Overall completion of the project is expected in 2025. Some units are currently available for occupancy.

7-11 and Gas Station Mission Avenue

Project Description

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

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

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

Project Description

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

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

Status: The Golden Circle roundabout was opened in 2022. In late 2023, most of County Club Lane was restriped to reduce the through lanes from 4 lanes to 2 lanes with buffered bike lanes. All legs of the La Brea roundabout were opened early in 2024. The new traffic signal at Gary Lane and Country Club is currently in construction, with signal poles in place. This large project is nearly complete, but many items remain to be completed.

Oak Creek Development

Project Description

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

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

Juniper 'Old Escondido' Street Lighting

Project Description

The City will provide street and pedestrian lighting, and upgrade existing street lights to LED fixtures along Juniper Street between 5th Avenue and 9th Avenue in the Old Escondido Neighborhood. An

option to complete similar improvements between 2nd Avenue and 5th Avenue will be included in the bid documents to possibly add work to take advantage of good pricing.

Status: The project was bid in early 2024; bids have been approved; construction is anticipated in late 2024, with completion in early 2025.

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

Project Description

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

Status: Construction on the east side is currently underway, as is the traffic signal. Signal is expected to be operational in mid-February 2025.

Valley Parkway Sidewalk Improvement Project

Project Description

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

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

This project is funded by American Rescue Plan Funds.

Status: Design work on this project is complete. Construction bids are out, construction scheduled to begin in early 2025.

CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION:
Receive report update

COUNCIL ACTION
None

ATTACHMENTS:
none