City of Escondido

Transportation and Community Safety Commission Meeting

January 11, 2024 at 3:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

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

Chair
Lori Hatley

Vice Chair
Rachael Kassebaum

Commissioners
William Durney
George Khoury
Lynn Graykowski
Amanda Phillips
Francis Spoonmore

Assistant City Clerk
Sarena Garcia

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

In Person

201 N. Broadway, Escondido, CA 92025

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

THURSDAY, JANUARY 11, 2024

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 760-839-4869. Notification 48 hours prior to the meeting will enable to 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

THURSDAY, JANUARY 11, 2024

AGENDA

ROLL CALL

1. Call to Order
2. Flag Salute

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

3. Approval of 10/12/2023 Meeting minutes

ITEMS

4. ESTABLISHMENT OF SPEED LIMITS ON CENTRE CITY PARKWAY
5. CITYWIDE STATUS UPDATE ON VARIOUS TRAFFIC-RELATED PROJECTS

COMMISSIONER COMMENTS

6. Commissioners may bring up items for future discussion.

ADJOURNMENT

7. ADJOURNMENT

CITY of ESCONDIDO

LIBRARY BOARD OF TRUSTEES

October 12, 2023 at 3:00 PM

MINUTES

ROLL CALL

PRESENT

Vice Chair Lori Hatley
Commissioner William Durney
Commissioner Rachael Kassebaum
Commissioner George Khoury
EUHS Rep Amanda Phillips
Elementary Rep Francis Spoonemore

ABSENT

Commissioner Lynn Graykowski
Staff Present: Julie Procopio, Director of Engineering; Eddmond Alberto , City Traffic Engineer; Craig Williams, Associate Traffic Engineer; Sarena Garcia, Assistant City Clerk; Police Lt. Craig Miller

1. **Call to Order**

2. **Flag Salute**

ORAL COMMUNICATIONS

Mark Skovorodko spoke regarding analysis of Second and Valley and presented slides

APPROVAL OF MINUTES

3. **Approval of 7/13/2023 Meeting minutes**

   Motion made by Commissioner Kassebaum,

   Seconded by Commissioner Durney
   Approved 5-0 (Graykowski – Absent, Khoury – Abstained)

ITEMS

4. **The City Clerk's Office will provide training to the Commissioners on the new City Council Chambers voting system.**

5. **TCSC Chair verbal report on Annual Traffic Safety Report to City Council August 2023**

   Chair Hatley provided an update

CITY of ESCONDIDO

LIBRARY BOARD OF TRUSTEES

THURSDAY, OCTOBER 12, 2023

6. Comprehensive Active Transportation Strategy - Crosswalk Policy Comparison to Region

Edd Alberto, City Traffic Engineer, provided a presentation on the City's Crosswalk Policy

Mark Skovorodko spoke regarding the City's Crosswalk Policy

7. Status update on various traffic-related projects throughout the City

Craig Williams, Associate Traffic Engineer provided a presentation

ADJOURNMENT

Motion made by Commissioner Durney
Seconded by Commissioner Kassebaum

Approved 6-0 (Graykowski – Absent)

Meeting Adjourned at 4:12 p.m.

_____ _____

VICE CHAIR ASSISTANT CITY CLERK

STAFF REPORT

January 11, 2024

SUBJECT

APPROVAL OF STAFF RECOMMENDATION TO ESTABLISH POSTED SPEED LIMITS ON CENTRE CITY PARKWAY BY CREATING FIVE SPEED ZONES AND FORWARD RECOMMENDATIONS TO CITY COUNCIL TO POST SPEED LIMITS ON CENTRE CITY PARKWAY.

LOCATION

Centre City Parkway from Northern City Limits to Southern City Limits

BACKGROUND

The Centre City Parkway corridor within the city limits of the City of Escondido is approximately 6.5 miles. This corridor was once US Highway 395 and ownership was transferred to the City in 1978. In the time that Centre City Parkway has been part of the City of Escondido, posted speed limits have not been established. The prima facie speed limit is 65-mph per the California Vehicle Code (CVC). Centre City Parkway varies from four to six lanes along the corridor and is divided by a variable width median. There is direct access to Interstate 15 at the northern and southern ends of Centre City Parkway.

The characteristics of Centre City Parkway varies throughout the corridor. The northern portion from the city limits north of Nutmeg Street to El Norte Parkway has long stretches between signalized intersections with little development fronting the roadway. The middle portion of the corridor between Mission Avenue and Towne Centre Driveway has signalized intersections more closely spaced. The traffic signals are coordinated based on a 45-mph travel speed. The land uses along this section of the corridor are commercial and residential with access from Centre City Parkway. The southern portion of the corridor from Towne Centre Driveway to the city limits south of Citracado Parkway runs parallel to frontage roads with a mix of residential, commercial, and undeveloped lots.

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

CITY of ESCONDIDO

STAFF REPORT

A brief description of the procedure is presented below.

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

2. **Accident Records**
   From the accident reports, the number of accidents for each segment is 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 is 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 is 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 is noted and included in the Engineering and Traffic Survey.

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

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

Methodology:

In accordance with CVC Section 22358.6, a local authority is required 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.

CITY of ESCONDIDO

STAFF REPORT

Discussion & Purpose:

Staff has monitored vehicle speeds along Centre City Parkway over the years and has determined that drivers are traveling at reasonable speeds for the characteristics of various segments of the corridor. Staff recommends establishing speed zones along the following five segments of Centre City Parkway:

1. City Limits north of Nutmeg Street to El Norte Parkway
2. El Norte Parkway to Mission Avenue
3. Mission Avenue to 5th Avenue
4. 5th Avenue to Towne Centre Driveway
5. Towne Centre Driveway to City Limits south of Citracado Parkway

Table 1 shows a summary of the 85th percentile speeds for each of the speed zone segments with recommended posted speed limits.

CITY of ESCONDIDO

STAFF REPORT

Segment No.	Street Name (Zone)	Segment		Classification	85th Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Centre City Parkway	City Limits North of Nutmeg Street	El Norte Parkway	Prime Arterial	56	55	55
2	Centre City Parkway	El Norte Parkway	Mission Avenue	Prime Arterial	51	50	50
3	Centre City Parkway	Mission Avenue	5th Avenue	Prime Arterial	47	45	45
4	Centre City Parkway	5th Avenue	Towne Centre Driveway	Prime Arterial	46	45	45
5	Centre City Parkway	Towne Centre Driveway	City Limits South of Citracado Parkway	Prime Arterial	**54**	55	**~50**
~Rounded down to lower five miles per hour increment per CVC 22358.6							

Table 1: Overview of Speed Surveys

CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION

As part of the City of Escondido's speed survey program, staff has performed speed surveys at five segment locations, with data being collected for each segment.

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

Staff recommends approval the Engineering and Traffic Surveys to establish posted speed limits on Centre City Parkway within the City Limits of the City of Escondido.

COUNCIL ACTION

Approving five (5) speed survey segments on Centre City Parkway establishing new speed zones.

ATTACHMENTS

1. Engineering and Traffic Surveys for Centre City Parkway

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Centre City Pkwy (N City Limits to El Norte Pkwy)		**Date:** 08/15/23
Time: 10:48 a.m.	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	None	School zone:	☐ Yes ☒ No
85% Speed:	56 MPH	10MPH Pace:	47-56 MPH
50% Speed:	51 MPH	% in Pace:	69%

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	19,100 vehicles/day
Accident Rate:	0.48 accidents/mvm	For period:	January 2021 through December 2023
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:	Open space, single family residential, commercial.		
Geometrics:	Large radius between straight segments.		
Other Features:	Four lane divided road, bike lanes, asphalt berms, no on-street parking, no improved sidewalks		
Unusual Conditions:	None		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	**55 MPH**

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

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 7),

b. California Vehicle Code, 2023 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 85th-percentile speed is 56 mph. Rounding to the nearest 5 mph would result in a speed limit of 55 mph per CVC Section 22358.6, the recommended speed limit is **55 MPH**.

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#: 2515 Exp.: 06/30/2025

☒ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/11/2024 City Council: Resolution No.:

City of Escondido
Radar Speed Survey Data Collection Form

Jurisdiction: **City of Escondido**
Street: Centre City Pkwy
Segment: North City Limits to El Norte Pkwy
Unusual Conditions: None

Posted Speed: N/A
Direction: NB/SB
Observer: AM
Date: 08/15/23

Average:	51
Standard Deviation:	5
85th %-ile:	56
10 mph Pace:	47-56
50th %-ile:	51
% in pace:	69%
Recommended Speed:	55

Time	Vehicle	Speed (mph)
10:48 AM	1	56
SB	2	52
	3	43
	4	52
	5	53
	6	54
	7	55
	8	48
	9	58
	10	59
	11	52
	12	49
	13	56
	14	50
	15	47
	16	58
	17	56
	18	53
	19	55
	20	48
	21	49
	22	37
	23	52
	24	46
	25	39

Vehicle	Speed (mph)
26	43
27	49
28	51
29	46
30	51
31	61
32	50
33	54
34	52
35	51
36	45
37	52
38	56
39	53
40	47
41	49
42	52
43	42
44	47
45	43
46	52
47	49
48	56
49	55
50	53

Time	Vehicle	Speed (mph)
11:08 AM	51	50
NB	52	50
	53	49
	54	49
	55	47
	56	51
	57	51
	58	48
	59	48
	60	56
	61	45
	62	46
	63	40
	64	63
	65	63
	66	53
	67	49
	68	53
	69	57
	70	65
	71	50
	72	56
	73	54
	74	49
	75	48

Vehicle	Speed (mph)
76	46
77	45
78	56
79	45
80	52
81	40
82	44
83	48
84	51
85	46
86	57
87	52
88	48
89	52
90	46
91	52
92	45
93	44
94	53
95	59
96	53
97	49
98	50
99	53
100	51

The radar gun was calibrated immediately before data collection commenced: AM
The radar gun calibration was checked immediately after data collection completed: AM

ESCONDIDO
City of Choice

Street: Centre City Pkwy **Segment:** North City Limits to El Norte Pkw

Direction: NB/SB

MPH	NUMBER OF VEHICLES (1 5 10 15 20 25 30)	PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
65	X	1%	100%
	X X	2%	99%
	X	1%	97%
60			
	X X	2%	96%
	X X	2%	94%
	X X	2%	92%
	X X X X X X X X	8%	90%
55	X X X	3%	82%
	X X X	3%	79%
	X X X X X X X X X	9%	76%
	X X X X X X X X X X X X	12%	67%
	X X X X X X X	7%	55%
50	X X X X X X	6%	48%
	X X X X X X X X X X	10%	42%
	X X X X X X X	7%	32%
	X X X X	4%	25%
	X X X X X X	6%	21%
45	X X X X X	5%	15%
	X X	2%	10%
	X X X	3%	8%
	X	1%	5%
40	X X	2%	4%
	X	1%	2%
	X	1%	1%
35			
30			
25			
20			
15			
TOTAL NUMBER OF VEHICLES		100	

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Centre City Pkwy (El Norte Pkwy to Mission Ave)		**Date:** 08/22/23
Time: 9:17 a.m.	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	None	School zone:	☐ Yes ☒ No
85% Speed:	51 MPH	10MPH Pace:	40-49 MPH
50% Speed:	45 MPH	% in Pace:	59%

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	21,200 vehicles/day
Accident Rate:	1.62 accidents/mvm	For period:	January 2021 through December 2023
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:	Slight horizontal curve through the Highway 78 underpass.		
Other Features:	Four lane divided road, bike lanes, asphalt berms, no on-street parking, limited improved sidewalks		
Unusual Conditions:	None		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	**50 MPH**

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

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 7),

b. California Vehicle Code, 2023 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 85th-percentile speed is 51 mph. Rounding to the nearest 5 mph would result in a speed limit of 50 mph per CVC Section 22358.6, the recommended speed limit is **50 MPH**.

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#: 2515 Exp.: 06/30/2025

☒ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/11/2024 City Council: Resolution No.:

City of Es[illegible]o

Radar Speed Survey Data Collection Form

Jurisdiction: **City of Escondido**
Street: Centre City Pkwy
Segment: El Norte Pkwy to Mission Ave
Unusual Condidtions: None

Posted Speed: N/A
Direction: NB/SB
Observer: AM
Date: 08/22/23

Average: 45
Standard Deviation: 6
85th %-ile: 51
10 mph Pace: 40-49
50th %-ile: 45
% in pace: 59%
Recommended Speed: 50

Time	Vehicle	Speed (mph)
9:17 AM	1	45
NB	2	47
	3	48
	4	50
	5	45
	6	44
	7	56
	8	57
	9	56
	10	47
	11	47
	12	45
	13	59
	14	49
	15	53
	16	51
	17	49
	18	46
	19	50
	20	53
	21	46
	22	44
	23	52
	24	48
	25	45

Vehicle	Speed (mph)
26	57
27	39
28	48
29	47
30	42
31	47
32	45
33	65
34	41
35	51
36	50
37	40
38	49
39	54
40	53
41	48
42	46
43	49
44	45
45	52
46	39
47	44
48	46
49	49
50	46

Time	Vehicle	Speed (mph)
9:48 AM	51	42
SB	52	40
	53	51
	54	40
	55	42
	56	41
	57	36
	58	53
	59	37
	60	36
	61	42
	62	38
	63	42
	64	37
	65	39
	66	36
	67	40
	68	42
	69	43
	70	46
	71	43
	72	37
	73	41
	74	46
	75	46

Vehicle	Speed (mph)
76	45
77	41
78	38
79	49
80	51
81	39
82	45
83	43
84	47
85	40
86	37
87	45
88	35
89	45
90	42
91	46
92	34
93	37
94	38
95	33
96	36
97	38
98	40
99	46
100	38

The radar gun was calibrated immediately before data collection commenced: AM
The radar gun calibration was checked immediately after data collection completed: AM

ESCONDIDO
City of Choice

Street: Centre City Pkwy **Segment:** El Norte Pkwy to Mission Ave

Direction: NB/SB

MPH	NUMBER OF VEHICLES (1 5 10 15 20 25 30)	PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
65	X	1%	100%
60			
	X	1%	99%
	X X	2%	98%
	X X	2%	96%
55			
	X	1%	94%
	X X X X	4%	93%
	X X	2%	89%
	X X X X	4%	87%
50	X X X	3%	83%
	X X X X X X	6%	80%
	X X X X	4%	74%
	X X X X X X	6%	70%
	X X X X X X X X X X	10%	64%
45	X X X X X X X X X X	10%	54%
	X X X	3%	44%
	X X X	3%	41%
	X X X X X X X	7%	38%
	X X X X	4%	31%
40	X X X X X X	6%	27%
	X X X X	4%	21%
	X X X X X	5%	17%
	X X X X X	5%	12%
	X X X X	4%	7%
35	X	1%	3%
	X	1%	2%
	X	1%	1%
30			
25			
20			
15			
TOTAL NUMBER OF VEHICLES		100	

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Centre City Pkwy (Mission Ave to 5th Ave)		**Date:** 08/17/23
Time: 11:20 a.m.	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	None	School zone:	☐ Yes ☒ No
85% Speed:	47 MPH	10MPH Pace:	38-47 MPH
50% Speed:	45 MPH	% in Pace:	73%

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	23,300 vehicles/day
Accident Rate:	2.31 accidents/mvm	For period:	January 2021 through December 2023
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:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

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

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 7),

b. California Vehicle Code, 2023 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 85th-percentile speed is 47 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**.

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#: 2515 Exp.: 06/30/2025

☒ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/11/2024 City Council: Resolution No.:

ESCONDIDO
City of Choice

City of Escondido
Radar Speed Survey Data Collection Form

Jurisdiction: **City of Escondido**
Street: Centre City Pkwy
Segment: Mission Ave to 5th Ave
Unusual Conditions: None

Posted Speed: N/A
Direction: NB/SB
Observer: AM
Date: 08/17/23

Average:	42
Standard Deviation:	5
85th %-ile:	47
10 mph Pace:	38-47
50th %-ile:	42
% in pace:	73%
Recommended Speed:	55

Time	Vehicle	Speed (mph)
11:20 AM	1	40
SB	2	46
	3	42
	4	36
	5	34
	6	44
	7	47
	8	49
	9	34
	10	45
	11	38
	12	39
	13	36
	14	42
	15	43
	16	34
	17	37
	18	40
	19	43
	20	47
	21	42
	22	47
	23	40
	24	47
	25	47

Vehicle	Speed (mph)
26	49
27	36
28	42
29	36
30	48
31	41
32	42
33	38
34	41
35	42
36	41
37	38
38	39
39	43
40	38
41	42
42	38
43	37
44	57
45	43
46	42
47	40
48	42
49	58
50	42

Time	Vehicle	Speed (mph)
11:53 AM	51	39
NB	52	50
	53	52
	54	53
	55	40
	56	41
	57	41
	58	43
	59	40
	60	45
	61	51
	62	41
	63	35
	64	44
	65	50
	66	39
	67	45
	68	43
	69	42
	70	42
	71	38
	72	46
	73	43
	74	36
	75	41

Vehicle	Speed (mph)
76	34
77	36
78	38
79	39
80	43
81	40
82	37
83	47
84	46
85	45
86	44
87	38
88	40
89	42
90	43
91	32
92	45
93	52
94	45
95	39
96	43
97	43
98	48
99	47
100	43

The radar gun was calibrated immediately before data collection commenced: AM
The radar gun calibration was checked immediately after data collection completed: AM

ESCONDIDO
City of Choice

Street: Centre City Pkwy **Segment:** Mission Ave to 5th Ave

Direction: NB/SB

MPH	NUMBER OF VEHICLES (1 5 10 15 20 25 30)	PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
65			
60			
	X	1%	100%
	X	1%	99%
55			
	X	1%	98%
	X X	2%	97%
	X	1%	95%
50	X X	2%	94%
	X X	2%	92%
	X X	2%	90%
	X X X X X X X	7%	88%
	X X X	3%	81%
45	X X X X X X	6%	78%
	X X X	3%	72%
	X X X X X X X X X X X X	12%	69%
	X X X X X X X X X X X X X	13%	57%
	X X X X X X X	7%	44%
40	X X X X X X X X	8%	37%
	X X X X X X	6%	29%
	X X X X X X X X	8%	23%
	X X X	3%	15%
	X X X X X X	6%	12%
35	X	1%	6%
	X X X X	4%	5%
	X	1%	1%
30			
25			
20			
15			
TOTAL NUMBER OF VEHICLES		100	

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Centre City Pkwy (5th Ave to Towne Centre Driveway)		**Date:** 08/15/23
Time: 9:36 a.m.	**Weather:** Sunny	**Road Conditions:** Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	None	School zone:	☐ Yes ☒ No
85% Speed:	46 MPH	10MPH Pace:	35-44 MPH
50% Speed:	40 MPH	% in Pace:	70%

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	19,300 vehicles/day
Accident Rate:	1.46 accidents/mvm	For period:	January 2021 through December 2023
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, no improved sidewalks		
Unusual Conditions:	None		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

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

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 7),

b. California Vehicle Code, 2023 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 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**.

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#: 2515 Exp.: 06/30/2025

☒ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/11/2024 City Council: Resolution No.:

City of Escondido
Radar Speed Survey Data Collection Form

Jurisdiction: **City of Escondido**
Street: Centre City Pkwy
Segment: 9th Ave to 13th Ave
Unusual Condidtions: None

Posted Speed: N/A
Direction: NB/SB
Observer: AM
Date: 08/15/23

Average:	41
Standard Deviation:	5
85th %-ile:	46
10 mph Pace:	35 - 44
50th %-ile:	40
% in pace:	70%
Recommended Speed:	55

Time	Vehicle	Speed (mph)
9:36 AM	1	39
NB	2	37
	3	50
	4	47
	5	49
	6	41
	7	47
	8	39
	9	42
	10	46
	11	38
	12	49
	13	49
	14	24
	15	38
	16	38
	17	39
	18	46
	19	37
	20	39
	21	41
	22	37
	23	42
	24	36
	25	41

Vehicle	Speed (mph)
26	37
27	39
28	41
29	37
30	39
31	40
32	46
33	32
34	46
35	35
36	38
37	38
38	42
39	39
40	36
41	39
42	41
43	37
44	36
45	40
46	45
47	44
48	47
49	43
50	35

Time	Vehicle	Speed (mph)
9:57 AM	51	42
SB	52	47
	53	41
	54	44
	55	36
	56	46
	57	46
	58	46
	59	38
	60	40
	61	50
	62	47
	63	49
	64	42
	65	40
	66	35
	67	39
	68	37
	69	39
	70	35
	71	43
	72	49
	73	33
	74	41
	75	39

Vehicle	Speed (mph)
76	29
77	42
78	40
79	36
80	43
81	36
82	55
83	47
84	45
85	37
86	40
87	40
88	36
89	37
90	44
91	39
92	43
93	36
94	41
95	38
96	36
97	36
98	34
99	32
100	48

The radar gun was calibrated immediately before data collection commenced: AM
The radar gun calibration was checked immediately after data collection completed: AM

ESCONDIDO
City of Choice

Street: Centre City Pkwy **Segment:** 9th Ave to 13th Ave

Direction: NB/SB

MPH	NUMBER OF VEHICLES (1 5 10 15 20 25 30)	PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
65			
60			
55	X	1%	100%
50	X X	2%	99%
	X X X X X	5%	97%
	X	1%	92%
	X X X X X X	6%	91%
	X X X X X X X	7%	85%
45	X X	2%	78%
	X X X	3%	76%
	X X X X	4%	73%
	X X X X X X	6%	69%
	X X X X X X X X	8%	63%
40	X X X X X X X	7%	55%
	X X X X X X X X X X X X	12%	48%
	X X X X X X X	7%	36%
	X X X X X X X X X	9%	29%
	X X X X X X X X X X	10%	20%
35	X X X X	4%	10%
	X	1%	6%
	X	1%	5%
	X X	2%	4%
30			
	X	1%	2%
25			
	X	1%	1%
20			
15			
TOTAL NUMBER OF VEHICLES		100	

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Centre City Pkwy (Towne Centre Driveway to S City Limits)			**Date:** 08/22/23
Time: 11:17 a.m.	**Weather:** Sunny	**Road Conditions:**	Normal

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	None	School zone:	☐ Yes ☒ No
85% Speed:	54 MPH	10MPH Pace:	45-54 MPH
50% Speed:	49 MPH	% in Pace:	75%

2. Accident Data			
Street Classification:	Prime Arterial	Approximate ADT:	28,500 vehicles/day
Accident Rate:	1.09 accidents/mvm	For period:	January 2021 through December 2023
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:	Undeveloped lots, Single family residential, commercial.		
Geometrics:	Large radius horizontal curves with straight sections		
Other Features:	Four lane divided road, bike lanes, asphalt berms, no on-street parking, no improved sidewalks		
Unusual Conditions:	None		
Density:	☐ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

4. Engineer's Recommendation	**50 MPH**

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

a. California Manual on Uniform Traffic Control Devices for Streets and Highways (2014 Edition, Rev. 7),

b. California Vehicle Code, 2023 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 85th-percentile speed is 54 mph. Rounding to the nearest 5 mph would result in a speed limit of 55 mph. Due to conditions not readily apparent to the driver including the presence of pedestrians with no improved sidewalks, a pace speed of 45-54 mph, uncontrolled movements from side streets, and an accident rate higher than the Districtwide average for four lane divided roads, and per CVC Section 22358, 22358.5, and 22358.6, the recommended speed limit is **50 MPH**.

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#: 2515 Exp.: 06/30/2025

☒ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 01/11/2024 City Council: Resolution No.:

City of Escondido
Radar Speed Survey Data Collection Form

Jurisdiction: **City of Escondido**
Street: Centre City Pkwy
Segment: Towne Centre Dwy to S City Limits
Unusual Condidtions: None

Posted Speed: N/A
Direction: NB/SB
Observer: AM
Date: 08/22/23

Average: 50
Standard Deviation: 5
85th %-ile: 54
10 mph Pace: 45 - 54
50th %-ile: 49
% in pace: 75%
Recommended Speed: 50

Time	Vehicle	Speed (mph)
11:17 AM	1	48
SB	2	44
	3	52
	4	47
	5	49
	6	45
	7	47
	8	50
	9	52
	10	46
	11	48
	12	36
	13	49
	14	46
	15	43
	16	48
	17	45
	18	56
	19	46
	20	51
	21	49
	22	54
	23	59
	24	50
	25	54

Vehicle	Speed (mph)
26	45
27	46
28	59
29	60
30	49
31	49
32	57
33	45
34	44
35	34
36	54
37	56
38	51
39	47
40	55
41	43
42	46
43	46
44	49
45	52
46	39
47	52
48	47
49	52
50	51

Time	Vehicle	Speed (mph)
11:48 AM	51	59
NB	52	52
	53	49
	54	46
	55	52
	56	58
	57	45
	58	47
	59	49
	60	47
	61	47
	62	48
	63	48
	64	58
	65	54
	66	49
	67	46
	68	48
	69	52
	70	49
	71	52
	72	54
	73	54
	74	58
	75	53

Vehicle	Speed (mph)
76	42
77	44
78	45
79	44
80	52
81	47
82	50
83	47
84	52
85	53
86	45
87	52
88	54
89	47
90	50
91	50
92	60
93	53
94	48
95	55
96	45
97	50
98	48
99	55
100	58

The radar gun was calibrated immediately before data collection commenced: AM
The radar gun calibration was checked immediately after data collection completed: AM

ESCONDIDO
City of Choice

Street: Centre City Pkwy **Segment:** Towne Centre Dwy to S City Limit

Direction: NB/SB

MPH	NUMBER OF VEHICLES (1 5 10 15 20 25 30)	PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
65			
60	XX	2%	100%
	XXX	3%	98%
	XXXX	4%	95%
	X	1%	91%
	XX	2%	90%
55	XXX	3%	88%
	XXXXXXX	7%	85%
	XXX	3%	78%
	XXXXXXXXXXXX	12%	75%
	XXX	3%	63%
50	XXXXXX	6%	60%
	XXXXXXXXXX	10%	54%
	XXXXXXXX	8%	44%
	XXXXXXXXXX	10%	36%
	XXXXXXXX	8%	26%
45	XXXXXXXX	8%	18%
	XXXX	4%	10%
	XX	2%	6%
	X	1%	4%
40			
	X	1%	3%
	X	1%	2%
35			
	X	1%	1%
30			
25			
20			
15			
TOTAL NUMBER OF VEHICLES		100	

STAFF REPORT

January 11, 2024

SUBJECT

CITY-WIDE TRAFFIC PROJECTS STATUS REPORT

LOCATION

Various Locations Citywide

BACKGROUND

The following transportation-related projects are currently in design or construction:

TMPL Project 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. The Vista Avenue Traffic Calming was completed and staff is finalizing design and preparing the bid documents for the following projects:

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

Status: Work on these projects to be completed in coordination with the City's annual Pavement Maintenance & Rehabilitation program. Timeframe: Early 2024

TMPL Project 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. The high-

visibility crosswalk at the intersection of N Broadway and North Avenue for Reidy Elementary School has been installed. Staff is finalizing design and preparing the bid documents for the following projects:

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

Status: Work on these projects to be completed in coordination with the City's annual Pavement Maintenance & Rehabilitation program. Timeframe: Early 2024

Traffic Signal Communications Grant

Project Description

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

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

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

City of Escondido TIA Guidelines Implementation

Project Description

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

Dec 7, 2022. This work provides details about mitigation options for projects that will generate traffic levels that exceed 85% of the regional average. Options include an exchange program that allow a developer to select from a list of VMT-reducing projects (such as bikeways, pedestrian walkways, or transit connections) that could reduce the VMT 'footprint' of the proposed project. A status report was given to TCSC in July 2022 and the Transportation and Community Safety Commission recommended the VMT Exchange Program to the City Council for approval.

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

Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update

Project Description

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

Status: Work continues on the first phase of the project: inventory and outreach.

Seven Creek Crossings

Project Description

This project improved crossing safety on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections between Juniper Street and Citrus Avenue. The project was funded through the Active Transportation Program, with construction awarded in November, 2021. The work included 7 improved crossings, including a new traffic signal at Midway Drive and traffic calming, pedestrian ramps and RRFBs at the creek trail crossings of Juniper, Hickory, Fig, Harding, Rose and Citrus.

Status: Work was largely completed in 2023, with a few striping additions to be completed during the annual street improvement program.

Escondido Creek Trail Transit Center Bike Path Improvements

Project Description

This project included the addition of two new traffic signals at the Quince St and Tulip St crossings of Escondido Creek Trail, as well as a median, drainage and ADA improvements at Tulip. Funding was through

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

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

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

Creek Trail Expansion Project

Project Description

In 2020, the City was awarded $8.5 million from the California Department of Parks & Recreation through the Prop 68 Parks & Water Bond Act of 2018. The purpose of this program is to create new parks and recreation opportunities in underserved communities across California. The Escondido Creek Trail Expansion and Renovation project will beautify and improve approximately 4.5 miles of the creek corridor, and extend the western end of the trail 0.4 miles to Harmony Grove Road. The eastern end of the improvement is Midway Drive. This project will create a double-sided trail on approximately 1.7 miles, where one side will be the existing Class I bicycle path, while the other will be a new 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. RFP is now scheduled for Spring 2024, with construction starting in the latter half of 2024. 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 Citracado Parkway at Harmony Grove Village Pkwy and at Citracado Parkway at Andreasen Drive.

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

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

Grand Avenue Vision Project

Project Description

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

Status: Phase I was completed in 2022. Design for Phase II, that improves both sides of Grand Ave between Maple and Juniper, was completed in 2023, with construction to begin in 2024. The City's five-year Capital Improvement Program shows continued funding toward Phase III of the project between Escondido Blvd and Maple St.

2022/23 Street Rehabilitation and Maintenance Projects

Project Description

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

The FY 22/23 street project focuses on the East-North Zone located north of East Valley Pkwy, south of Lincoln Avenue and east of Ash St. Buffered bike lanes will be designed where street widths or other design factors allow. High-visibility continental crosswalks are included, and at some signalized intersections, existing detection loops were replaced with camera detection.

Status: The 2022/23 Phase I work (Concrete and Tree Replacement) is currently under construction with anticipated completion in early 2024. Phase 2, which consists of resurfacing and restriping, was bid in mid-2023 and is anticipated to begin in early 2024.

CITY of ESCONDIDO

STAFF REPORT

Bear Valley Parkway at Mary Lane Traffic Signal Modification

Project Description

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

Status: The left-turn phasing was activated in August 2023. Final striping was completed in December 2023. Remaining item is the connection of communications equipment.

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. Staff has received 30% plans from the design consultant. Due to design constraints at the northwest corner of the intersection, an easement will be required to implement an ADA curb ramp and improve constructability of the new traffic signal pole installation.

Status: Completion of design is expected to be completed in Spring 2024 pending acquisition of easement for traffic signal pole with construction bids to be solicited in Summer 2024.

Juniper Safe Routes to School Phase 2

Project Description

This project provides missing portions of sidewalk, curb and gutter, and Class II bicycle lanes along Juniper Street, creating a continuous, separated pedestrian pathway near Juniper Elementary and also 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 still need to be relocated. That work is anticipated in 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 at Valley Pkwy/Valley Blvd/Private Driveway; Valley Pkwy/Grand Ave/2nd and at Grand Ave/Fig St. (Palomar Heights Development).

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

7-11 and Gas Station Mission Avenue

Project Description

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

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

The Sunrise Project - Meyers Avenue at Barham Drive Signal

Project Description

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

Status: Design was approved in cooperation with the City of San Marcos. The traffic signal was activated in December 2023, with pavement and striping work mostly complete.

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

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 new traffic signal at Gary Lane and Country Club is pending drainage improvements in the vicinity of the intersection. In December of 2023, most of County Club Lane was restriped to reduce the through lanes from 4 lanes to 2 lanes with buffered bike lanes. The La Brea roundabout was opened to through-traffic only, although it is expected to be open to a functional roundabout in January 2024.

Oak Creek Development

Project Description

This single-family home development improves Hamilton Lane and Felicita Avenue between Hamilton Lane and Clarence Lane. Features include a roundabout at Felicita Road at 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: Most, if not all, of the 45 homes are complete. Work is nearing completion for the offsite improvements along Miller Avenue and Felicita Avenue. Roundabout construction is underway. Lane closures and detours will be in place during portions of this work.

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: A consultant contract has been executed to complete the photometric analysis, field analysis, improvement plans. The bid documents are complete; construction anticipated in early 2024.

Bear Valley Pkwy Widening Project and Signal at Zlatbor Ranch Road

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 Zlatbor Ranch Rd (and entrance to the new subdivision) will be completed by the adjacent development

project, with City contribution, to extend improvements to Sunset/Ranchito, in accordance with the Development Agreement approved for this project. Funds for the City's west side widening are projected during FY24/25-FY27/28.

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

Valley Parkway Sidewalk Improvement Project

Project Description

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

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

This project is funded by American Rescue Plan Funds.

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

RECOMMENDATION

Receive report update.

COUNCIL ACTION

None.