CITY *of* ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

July 09, 2026 at 3:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

Welcome to Your Commission Meeting

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

Chair

Beth Kassebaum

Vice Chair

Vacant

Commissioners

David Cazares
Austin Denman
Roy Nakamura
Lori Hatley
David Ocampo
Michelle Peters

Assistant City Clerk

Sarena Garcia

How to Watch

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201 N. Broadway, Escondido, CA 92025

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

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Fill out Speaker Slip and Submit to City Clerk

In Writing

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

Assistance Provided

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CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

AGENDA

FLAG SALUTE

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

1. Approval of the April 9, 2026 Meeting Minutes

ITEMS

2. **TRAFFIC CALMING ON GAMBLE STREET BETWEEN EL NORTE PARKWAY AND LINCOLN PARKWAY**

   RECOMMENDED ACTION: Approve the staff recommendation to install time restricted "No left Turn" signage for westbound traffic on El Norte Parkway turning onto southbound Gamble Street, effective between 6:30 AM to 9:00 AM, with periodic enforcement conducted as needed.

3. **NEW STOP LOCATIONS ALONG BUCHANAN STREET**

   RECOMMENDED ACTION: Review and approve the staff recommendation for the proposed stop locations and forward a recommendation to the City Council.

4. **PROPOSED STRIPING IMPROVEMENTS WITH THE 2026 ANNUAL STREET MAINTENANCE PROGRAM**

   RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission review and approve the proposed striping improvements associated with the 2026 Street Maintenance Program.

5. **TRAFFIC STRIPING IMPROVEMENTS IDENTIFIED THROUGH SERVICE REQUESTS**

   RECOMMENDED ACTION: Request that the Transportation and Community Safety Commission review, provide input on, and approve the proposed citywide striping improvements.

6. **TRAFFIC MANAGEMENT PROJECT LIST (TMPL) 2026/2027 PROPOSAL AND UPDATES**

RECOMMENDED ACTION: Request the Transportation and Community Safety Commission approve staff recommendation for implementation of the Traffic Management Program List (TMPL) at the 1-7 locations, and approve the implementation of location 8 and 9 contingent with available budget.

7. **TRAFFIC CAPITAL PROJECTS**

RECOMMENDED ACTION: It is recommended that the Transportation and Community Safety Commission receive and file this informational report regarding the allocated Fiscal Year 2027 (FY27) funding configurations, status updates, and strategic integrations for major citywide traffic infrastructure, multi-modal strategies, and safety initiatives.

STAFF UPDATES

COMMISSIONER REPORTS

ADJOURNMENT

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

April 09, 2026 at 3:00 PM

MINUTES

ROLL CALL

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

ABSENT

Commissioner Austin Denman

ORAL COMMUNICATIONS

None

APPROVAL OF MINUTES

1. **Approval of the January 8, 2026 Meeting Minutes**

   Motion made by Commissioner Cazares

   Seconded by Commissioner Nakamura

   Approved 5-0

ITEMS

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

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

   Motion by Commissioner Nakamura

   Seconded by Commissioner Cazares

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

April 09, 2026 at 3:00 PM

Approved 5-0

3. COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY (CATS) PROJECT UPDATE

RECOMMENDED ACTION: As information only

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

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

Motion made by Commissioner Cazares

Seconded by Chair Kassebaum

Approved 5-0

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

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

Motion made by Commissioner Hatley

Seconded by Chair Kassebaum

Approved 5-0

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

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

Mark Skovorodko spoke in favor of the project

Motion made by Chair Kassebaum

Seconded by Vice Chair Rendon

Approved 4-0 (Hatley - Abstaining)

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION MEETING

April 09, 2026 at 3:00 PM

7. TRAFFIC CALMING ON GRAND AVENUE EAST OF JUNIPER

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

Mark Skovorodko spoke in favor of the project

Motion made by Commissioner Cazares

Seconded by Commissioner Hatley

Approved 5-0

ADJOURNMENT

Meeting Adjourned at 4:53 p.m.

_____ _____

CHAIR ASSISTANT CITY CLERK

STAFF REPORT

July 9, 2026
Agenda Item No.: 2

SUBJECT:

TRAFFIC CALMING ON GAMBLE STREET BETWEEN EL NORTE PARKWAY AND LINCOLN PARKWAY

LOCATION:
Gamble Street between El Norte Parkway and Lincoln Parkway.

DATA:
A review of the downloaded radar speed data from Armadillo Device (Report Period: October 2025).

BACKGROUND:
In 2014, City staff received complaints related to speeding and cut-through traffic on Gamble Street. Escondido Police Department (EPD) also expressed its concern regarding speeding along Gamble Street. The traffic calming project on this street was included in the 2015 City of Escondido Traffic Management Project List (TMPL) prioritization process and was presented to Transportation and Community Safety Commission (TCSC) in April. At its July meeting, TCSC recommended staff to design the project and present it to the Commission in October for final approval and budget allocation. That staff report is attached as **Attachment 1.** Several options were presented to the residents, and the speed radar sign was the option selected by the community.

In 2016, City staff received complaints related to speeding and cut-through traffic on Gamble Street again after the implementation of the Traffic Logix speed radar signs. The staff report is attached as **Attachment 2.**

As part of the previous action, Traffic Logix radar signs were installed on northbound and southbound Gamble Street as driver feedback devices to inform drivers of their speed and encourage them to reduce their speed to the posted limit of 25 mph.

Traffic Logix Safe Pace radar speed signs are effective in slowing vehicles down, particularly for today's highly visual and often distracted drivers. Also called speed display signs, driver feedback signs, or "Your Speed" signs, radar signs operate based on the feedback loop theory: when drivers receive real-time information about their speed, they are more likely to recognize and modify their driving behavior. Extensive research has proven that feedback loops can positively influence driving behavior. Speed radar display signs have been shown to reduce vehicle speeds by an average of approximately 10%, with the effect often extending for several miles. By providing immediate feedback to motorists, radar speed signs can help improve driver compliance with posted speed limits and enhance traffic safety along a roadway.

CITY of ESCONDIDO

STAFF REPORT

DISCUSSION & DATA:

In 2026, City staff received additional speeding complaints. As a result, the Escondido Police Department installed the Armadillo incognito device to collect speed and volume data along Gamble Street. The results are presented below.

For Project:	Gamble October 2025				
Project Notes:	Gamble St facing northbound. Re surveyed after signal phase change for Lincoln and Fig St				
Location/Name:	Incoming				
Report Generated:	10/7/2025	11:18:50 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/30/2025	1:00:00 PM	through	10/7/2025	11:59:59 AM
85th Percentile Speed	32 MPH				
85th Percentile Vehicles	5882				
Max Speed	63 MPH	on	10/6/2025	9:19:18 PM	
Total Vehicles	6920				
AADT:	994				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		874	923
AM Peak	8:00 AM	113	99
PM Peak	3:00 PM	75	73

Speed

Speed Limit:	25							
85th Percentile Speed:	32							
50th Percentile Speed:	27							
10 MPH Pace Interval:	22.0 MPH	to	32.0 MPH					
Average Speed:	27.34							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
Count over limit	331	631	759	728	757	614	605	
% over limit	47.4	68.7	70.9	70.2	68.4	54.5	62.9	
Avg Speeder	30.2	30.2	30.4	30.5	30.4	30.0	30.0	
Avg Speed	25.6	27.7	28.0	28.1	27.9	26.4	27.2	

Class Counts

	Number	%
VEH_SM	5	0.1
VEH_MED	6691	96.7
VEH_LG	224	3.2
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

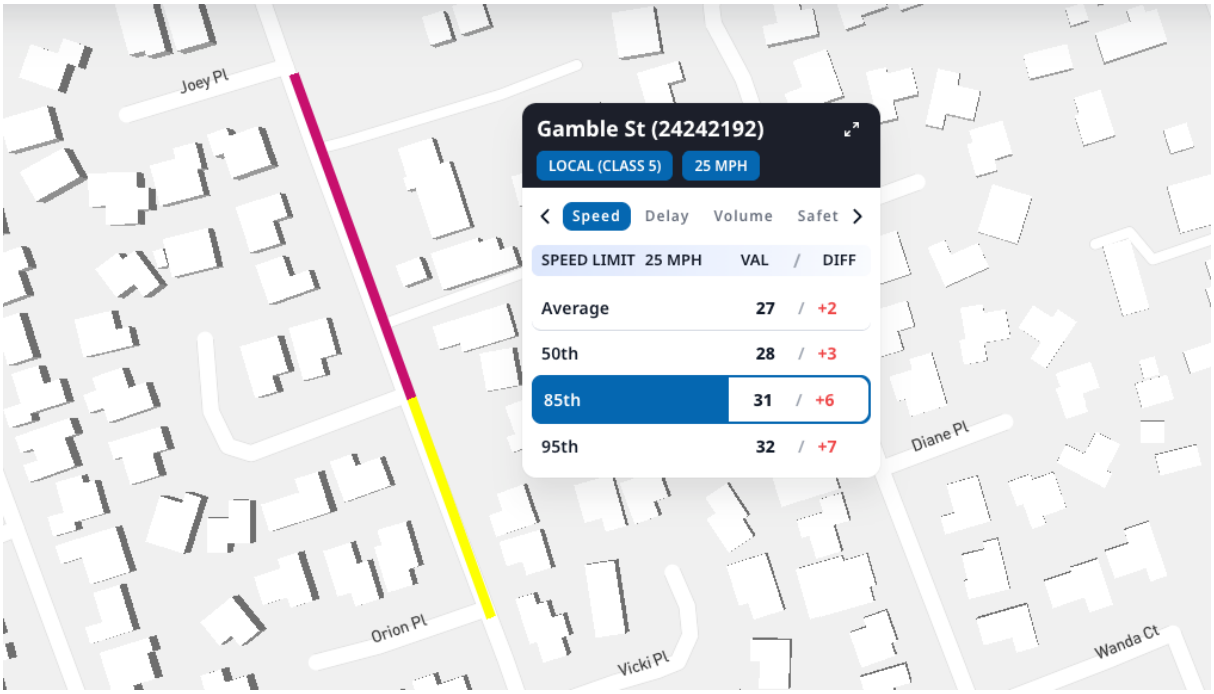
Additionally, a vendor reached out to the city to provide data called **UrbanSDK** and their data is very close to what the Armadillo provided within a 1 to 2 mph variation. Some of their screenshots are shown below. Analyzing 6,116 vehicles over a six-day period equates to about 1,019 vehicles per day, while we are showing an average of 1,100 vehicles per day.

The 85th percentile speed you have is 33 mph, while we are showing 31 mph and 32 mph on the 2 segments analyzed, and it verifies the data from October 2025. This recent data collected was from June 11th, 2026 – see data collected on the next page.

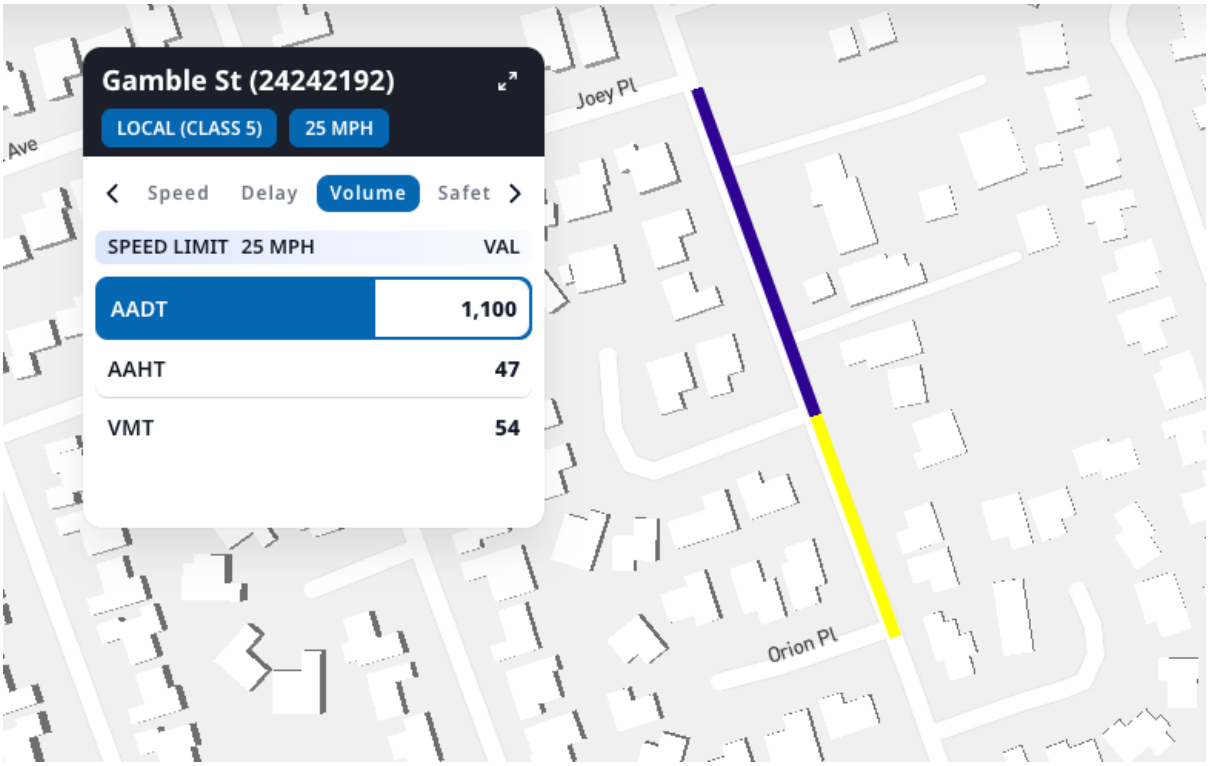
CITY of ESCONDIDO

STAFF REPORT

SPEED – 85th PERCENTILE



VOLUME



CITY of ESCONDIDO

STAFF REPORT

OBSERVATIONS:

The City of Escondido Police Department has observed morning traffic cutting through Gamble St. This is traffic making a left turn from westbound El Norte Parkway onto southbound Gamble Street and have suggested that we possibly use restricted left turn signage between 6:30 AM to 9:00 AM. They have also suggested speed cushions to be installed for traffic calming as a potential pilot project. The installation of speed cushions, however, has the potential to delay emergency response vehicles. The Fire Department prefers implementing the proposed left-turn restriction before considering the installation of speed cushions.

CONCLUSION:

The results of the data show that the 85th percentile is 32 mph in a 25-mph posted speed. And the 50th percentile is 27 mph. The average driver traveled at 30 mph. Speeds are within 10 mph of the posted speed. The average daily volume is 923. Vehicles per day which is typical of an unclassified local residential street. A typical unclassified local residential street volume ranges between **50 and 1,000 Average Daily Trips (ADT)**. These roadways are primarily designed for direct property access, to carry minimal through-traffic, and generally utilize a standard rule of thumb where peak-hour volumes represent roughly 6% to 10% of the total ADT. The data collected substantiates that.

RECOMMENDATION:

The recommendation from the Police Department is to install time restricted **"No left Turn"** signage between **"6:30 AM to 9:00 AM"** with occasional enforcement, as needed.

COUNCIL ACTION:

Not at this time.

ATTACHMENTS:

Attachment 1 (2014 Staff Report) and Attachment 2 (2016 Staff Report).

CITY OF ESCONDIDO

TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 8th, 2015 **Item No.: F1**

Location: Gamble Street

Initiated by: Staff

Request: Approve Traffic Calming Plan for Gamble Street

Background:

In 2014, City staff received complaints related to speeding and cut-through traffic on Gamble St. Escondido Police Department (EPD) also expressed its concern regarding speeding on Gamble St. The traffic calming project on this street was included in the 2015 City of Escondido Traffic Management Project List (TMPL) prioritization process and it was presented to Transportation and Community Safety Commission (TCSC) in April. At its July meeting, TCSC recommended staff to design the project and present it to Commission in October for final approval and budget allocation.

Discussion and Purpose:

Gamble Street is an unclassified residential street in the City General Plan but it is not built to a Residential street standards and the road remains unimproved in several areas. There are no sidewalks in most of the segment and the cross section is narrower than required by city standards. The speed limit on Gamble St is 25 mph (Prima Facie) which considering the residential nature of the street, has not been posted.

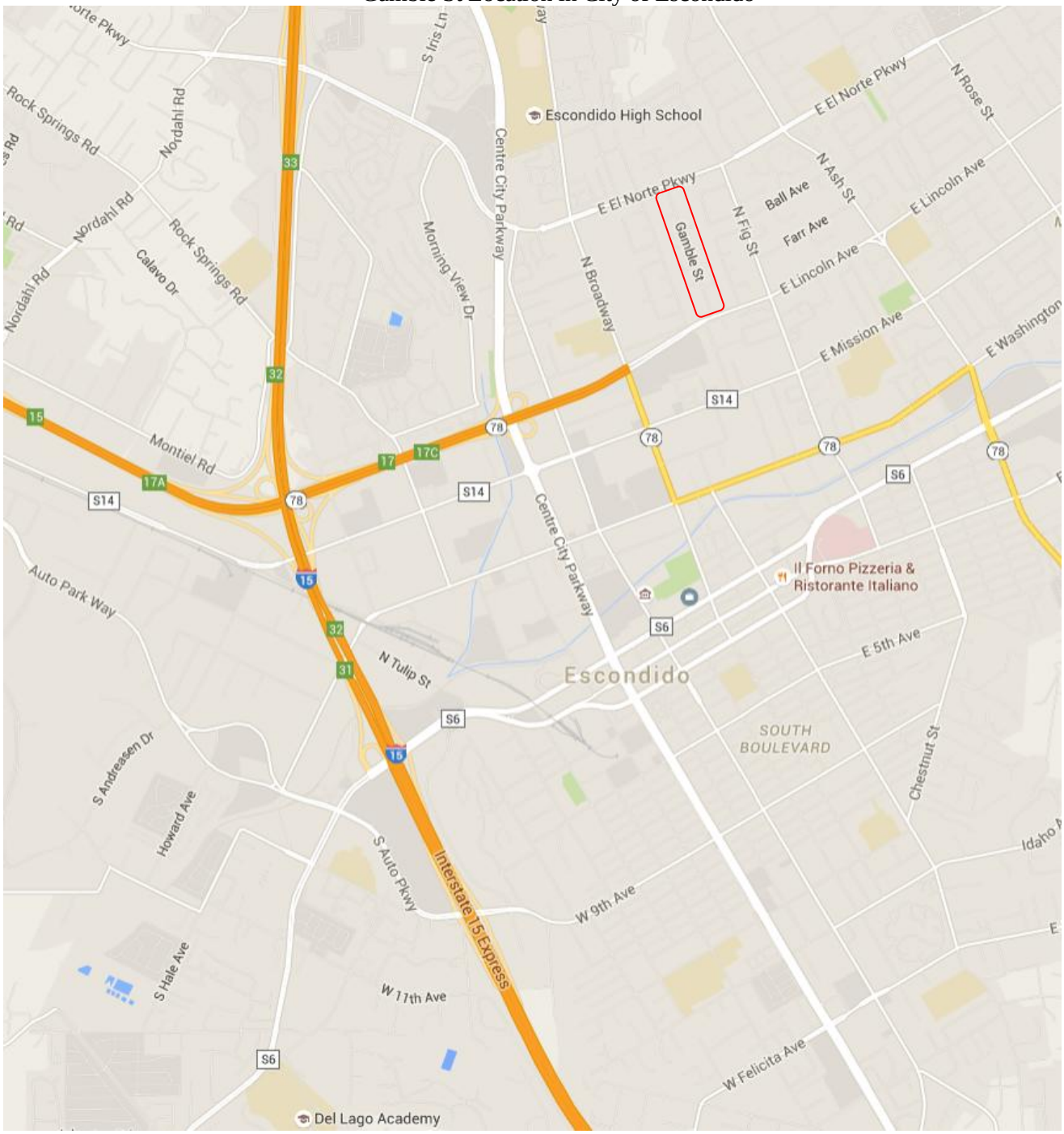
Gamble street is used by some drivers as a short-cut between El Norte Pkwy and Lincoln Ave. Considering the large number of driveways, frequent pedestrian and bicyclist activities and also speeding complaints received from the residents and Escondido Police Department (EPD), implementing traffic management measures selected from the "Traffic Management Toolbox" would likely reduce speed of vehicles and improve safety. Although not traditionally used for Residential roadway segments, striping chokers, centerline striping, extra signage, pavement marking and speed radar feedback signs have been considered for Gamble Street.

City has conducted a speed survey on the road in November 2014 and the results are shown below:

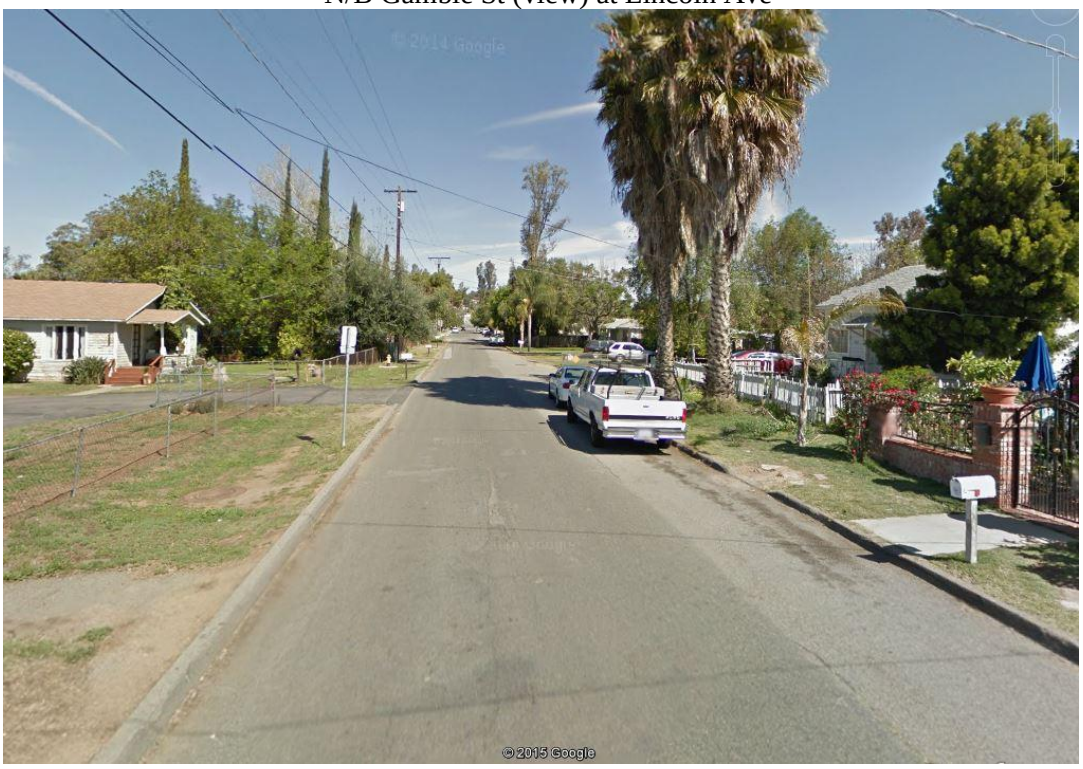
PERCENTILE SPEEDS:	10%	15%	50%	85%	90%
	20.0 mph	22.6 mph	30.8 mph	38.8 mph	41.0 mph

The table indicates that the 85th percentile speed of the street segment is 38.8 which is more than 13 mph over the speed limit of the road (25 mph).

Gamble St Location in City of Escondido



N/B Gamble St (view) at Lincoln Ave



S/B Gamble St (view) at El Norte Pkwy

To keep the residential nature of unclassified streets and to help curbside parking, City of Escondido does not mark center-lines on residential streets. Gamble Street does not have any striping or pavement marking at its current condition.

After thorough evaluation of the street's geometry, cross section, land-uses and improvements several measures were selected from the City of Escondido Traffic Management Toolbox to be implemented on Gamble St. The selected measures are described below.

1. Mid-block Striping Chokers

Striping chokers are markings in the parking zone that narrow the travel-way width for vehicles on a roadway. They are applicable on streets with speeding and cut-through problems such as Gamble St. The chokers designed for Gamble St narrow the travel-way width down to approximately 20'. To clarify the path of travel for drivers, double yellow center-lines will be painted in the area for chokers.

Three locations were selected to implement striping chokers on Gamble St. Since parking would be prohibited in the area of these chokers, the locations were selected in areas that would have least impact on curbside parking. These locations are shown on the enclosed figures.

2. Speed Radar Feedback Signs

As drivers approach these signs, they are detected by radar and their speed is displayed in flashing or static lights on the sign panel. These signs are intended for residential streets with moderate traffic volumes. These radars will increases driver awareness of speed and the speed limit and they can be turned off at a higher speed threshold in order to discourage deliberate speeding. Residents and other drivers driving at the speed limit or less don't trigger the sign.

Two speed radar feedback signs have been planned to be installed on Gamble St. One for N/B traffic on the northern half of the street and one facing S/B traffic on the southern half of the street. The locations for these radars were carefully selected to be located in areas where the striping chokers will have the least impact and therefore there is a higher chance of speeding. Next figures shows the locations for the proposed radars.

3. Speed Limit Signs and Pavement Legends

Speed limit signs will be added with the Speed Radar Feedback signs. To emphasize on the residential nature of the neighborhood and to alert the drivers who may not know the speed limit of the road, "25 MPH" pavement legends will be added to the street in proper locations.

Locations for these legends will be selected based on the geometry of the roadway, location of the cul-de-sacs and areas with speeding potential.

Neighborhood Outreach

To assure neighborhood acceptance and to receive public feedback and input on the designed traffic calming plan, the designed measures and all the related exhibits were mailed to all owners and residents of properties on Gamble St and its cul-de-sacs. Staff received several good comments from residents regarding the plan and also requests for other measures to improve the flow of traffic on Gamble St.

Some residents commented that they would like to add speed tables to the plan. The estimated cost for a speed table is $5000. The street would need at least three speed tables and this exceeds the available budget. Also it should be noted that speed tables are class II traffic calming measures which should only be implemented after class I measures have been exhausted, per City of Escondido Traffic Management Policy.

Information regarding the October 8, 2015 Transportation and Community Safety Commission was provided to the residents to attend this TCSC meeting if interested.


El Norte Pkwy
Gamble Street
Traffic Calming
Pearblossom Pl
North Choker (A)
North Speed Radar
Feedback Sign (B)
Baroque Pl
Joey Pl
Center Choker (C)
Pear Tree Pl
Orion Pl
South Speed Radar
Feedback Sign (D)
N Gamble
South Choker (E)
E Lincoln Ave

North Striping Choker (driving S/B view)

North Speed Radar Feedback Sign (driving N/B view)

Center Striping Choker (driving S/B view)

South Speed Radar Feedback Sign (driving S/B view)

South Striping Choker (driving N/B view)

The cost for implementing this traffic calming plan is approximately $20,000 which is equal to the amount left in the 2015/2016 TCSC traffic management budget.

Recommendation:

Approve Traffic Calming Plan for Gamble Street and authorize use of TCSC budget to fund this work.

Necessary Council Action: None

Respectfully submitted,

Prepared by:

Abraham Bandegan, TE, PTP
Associate Engineer/Traffic Division

Reviewed by:

Julie B. Procopio, PE
Assistant Director of Public Works

Approved by:

Edward N. Domingue, PE
Director of Public Works/City Engineer

CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: January 12, 2017 **Item No.: F4**

Location: **Gamble Street in the City of Escondido.**

Initiated By: Staff

Request: Brian Eveland – a resident on Gamble St.

Data:
A review of the downloaded radar speed data; Report Period: 5/19/2016 to 11/14/2016.

Background:

Traffic Logix Radar signs were installed for Northbound and Southbound Gamble Street as a driver feedback device to inform drivers of their speed and slow them down to the posted speed of 25 MPH.

Discussion & Purpose:
Traffic Logix SafePace radar speed signs are effective in slowing cars down, particularly with today's highly visual, often distracted drivers. Also called speed display signs, driver feedback signs, and "your speed" signs, radar signs operate based on the feedback loop theory: when we are presented with information about our performance, we tend to notice and improve our driving habits Extensive research has proven that feedback loops affect real and positive change on people's behavior. Speed radar display signs have been shown to slow drivers an average of 10%, usually for several miles. Using the radar speed sign, you can change the way that motorists drive on your streets.

Northbound Gamble Data Summary:

50% Speeds = 25
85% Speeds = 31

Total Vehicle Count	Posted Speed Limit	Tolerated Speed	Number of Speed Limit Violations	Number of Vehicles Respecting Limit	Number of Vehicles inside Tolerated Range
SUM: 200,549			SUM: 32,669	SUM: 167,880	SUM: 22,162

% of Speed Limit Violations	% of Vehicles Respecting Limit	% Vehicles in Tolerated Range	Average Vehicle Speed
AVG: 16	AVG: 84	AVG: 11	AVG: 24

Southbound Gamble Data Summary:

50% Speeds = 27
85% Speeds = 34

Total Vehicle Count	Posted Speed Limit	Tolerated Speed	Number of Speed Limit Violations	Number of Vehicles Respecting Limit	Number of Vehicles inside Tolerated Range
SUM: 98,224			SUM: 28,034	SUM: 70,190	SUM: 15,774

% of Speed Limit Violations	% of Vehicles Respecting Limit	% Vehicles in Tolerated Range	Average Vehicle Speed
AVG: 29	AVG: 71	AVG: 16	AVG: 25

Conclusion: Speeds are within 10 mph of the posted speed. There are some speeders well above in 50+ mph range the outlier 15% of the population. Enforcement is recommended as needed.

Necessary Council Action: None

Respectfully submitted,

Prepared by:

Ali M. Shahzad, PE (Traffic)
Associate Engineer/Traffic Division

Reviewed by:

Homi Namdari, PE (Civil)
Assistant City Engineer

Approved by:

Julie Procopio, PE (Civil)
Director of Engineering Services/City Engineer

STAFF REPORT

July 9, 2026
Agenda Item No.: 3

SUBJECT:

NEW STOP LOCATIONS ALONG BUCHANAN STREET

LOCATION:
At the following intersections:

1. Buchanan Street / York Avenue
2. Buchanan Street / Magnolia Avenue
3. Buchanan Street / Pearl Place
4. Buchanan Street / Ronda Place

BACKGROUND:
In April 2026, City staff received a concern from a neighborhood resident, Mr. Hernandez, regarding the need for stop control at the intersection of Buchanan Street and York Avenue. Mr. Hernandez reported a history of near-miss incidents between vehicles, which he attributed to the absence of traffic control at the intersection. Following receipt of this concern, City staff conduced an evaluation of the intersection.

The intersection of Buchanan Street and York Avenue is a four-leg configuration, with none of the approaches currently controlled. As a result, right-of-way is not clearly assigned between Buchanan Street and York Avenue, which can create uncertainty for motorists approaching the intersection.

During staff's evaluation of the Buchanan Street and York Avenue intersection, staff also observed that nearby T-intersections (three-leg configurations) within the neighborhood similarly lack stop control on the minor street approach. Standard traffic engineering practice is to install stop control on the minor leg of a T-intersection, which is consistent with the City's current practice for streets constructed within new subdivisions.

The affected neighborhood is located north of Mission Avenue and east of Harding Street. The area is entirely residential and consists of single-family homes. All streets within the neighborhood operate under a prima facie speed limit of 25 miles per hour.

DISCUSSION & PURPOSE:
Stop signs are used to assign right-of-way at intersections in order to facilitate the orderly movement of traffic and enhance roadway safety. The California Vehicle Code (CVC) Sections 21351, 21354, and 21355 authorize local agencies, such as the City of Escondido, to place and maintain stop signs on streets under their jurisdiction. This authority includes the ability to designate any intersection as a stop-controlled intersection and to install stop signs on one or more approaches, as determined appropriate by the local agency.

CITY of ESCONDIDO

STAFF REPORT

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides standards and guidance for the installation of stop signs. Section 2B.06 of the CA MUTCD states:

"*Stop signs are typically placed on opposing approaches (for a four-leg intersection) or on a single approach (for a three-leg intersection). The stop signs are normally placed on the minor road.*"

Section 2B.11 of the CA MUTCD further provides guidance for the installation of stop signs on minor-road approaches. Stop control on a minor-road approach should be considered when engineering judgment indicates that one or more of the following conditions exist:

- **A.** *Restricted sight distance exists that requires vehicles on the minor approach to stop in order to adequately observe conflicting traffic on the major street.*
- **B.** *Crash history indicates a pattern of correctable collisions through the installation of stop control, including:*
  - *Three or more reported crashes in a 12-month period; or*
  - *Six or more reported crashes in a 36-month period.*
- **C.** *The intersection is of a lower functional classification road with a higher functional classification road.*
- **D.** *Conditions that previously supported the installation of all-way stop control no longer exist.*

Based on the following analysis, Staff recommends the installation of side-street/minor-street stop signs at the following four intersections:

Figure 1. Vicinity Map.

CITY of ESCONDIDO

STAFF REPORT

1. Buchanan Street / York Avenue

The Buchanan Street and York Avenue is a four-leg intersection. The two streets are fairly similar; however, York Ave has homes with frontage on both sides, while Buchanan St only has frontage on one side. Due to this, Buchanan functions more like a through street and York Avenue as a minor street. Staff recommends the implementation of side-street stop control on York Avenue.

Side-Street / Minor-Street Stop Control Criteria (Buchanan Street / York Avenue)		
Criteria	Met (Yes/No)	Reason
A. *Restricted sight distance exists that requires vehicles on the minor approach to stop in order to adequately observe conflicting traffic on the major street.*	**Yes**	Sight distance on the minor-street approaches (York Avenue) is restricted by corner conditions, limiting drivers' ability to observe cross traffic while traveling at the posted speed limit. Side-street stop control would clarify right-of-way and improve intersection safety.
B. *Crash history indicates a pattern of correctable collisions through the installation of stop control, including:* ▪ *Three or more reported crashes in a 12-month period; or* ▪ *Six or more reported crashes in a 36-month period.*	No	There have been no documented collisions at the intersection within the past five years.
C. *The intersection is of a lower functional classification road with a higher functional classification road.*	No	Both streets are considered local streets.
D. *Conditions that previously supported the installation of all-way stop control no longer exist.*	No	Not applicable.

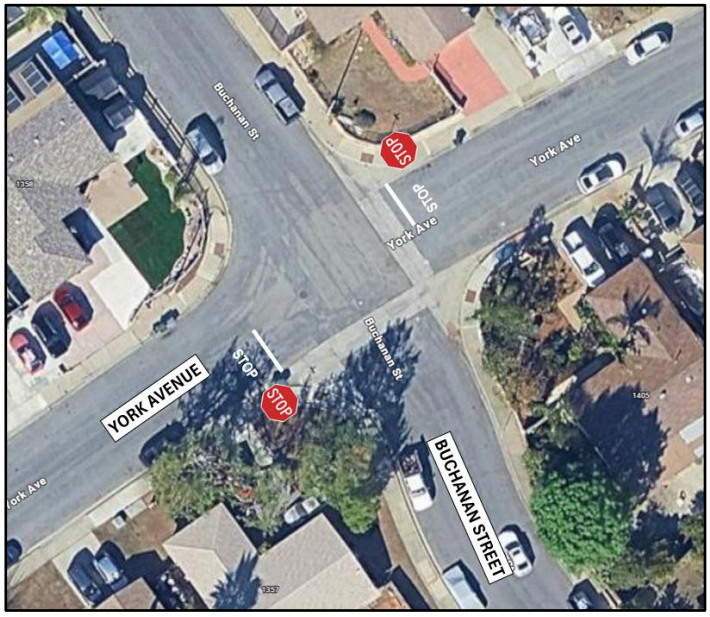


Figure 2. Proposed Minor Street Stop Control – York Avenue at Buchanan Street.

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STAFF REPORT

2. Buchanan Street / Magnolia Avenue

The Buchanan Street and Magnolia Avenue intersection is a three-leg intersection, with Magnolia Avenue serving as the major street. Standard traffic engineering practice at T-intersections is to assign right-of-way by installing stop control on the minor street approach. Accordingly, staff recommends installing side-street stop control on Buchanan Street to clarify right-of-way and improve intersection safety.

Side-Street / Minor-Street Stop Control Criteria (Buchanan Street / Magnolia Avenue)		
Criteria	Met (Yes/No)	Reason
A. *Restricted sight distance exists that requires vehicles on the minor approach to stop in order to adequately observe conflicting traffic on the major street.*	**Yes**	Sight distance on the Buchanan Street (minor street) approach is limited due to corner conditions. As a result, drivers have difficulty seeing traffic on Magnolia Avenue without stopping. Adding stop control on Buchanan Street would help improve visibility for drivers entering the intersection from Buchanan Street and assign right-of-way.
B. *Crash history indicates a pattern of correctable collisions through the installation of stop control, including:* ▪ *Three or more reported crashes in a 12-month period; or* ▪ *Six or more reported crashes in a 36-month period.*	No	There have been no documented collisions at the intersection within the past five years.
C. *The intersection is of a lower functional classification road with a higher functional classification road.*	No	Both streets are considered local streets.
D. *Conditions that previously supported the installation of all-way stop control no longer exist.*	No	Not applicable.

Figure 3. Proposed Minor Street Stop Control – Buchanan Street at Magnolia Avenue.

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STAFF REPORT

3. Buchanan Street / Pearl Place

The Buchanan Street and Pearl Place intersection is a three-leg intersection, with Buchanan Street serving as the major street. Standard traffic engineering practice at T-intersections is to assign right-of-way by installing stop control on the minor street approach. Accordingly, staff recommends installing side-street stop control on Pearl Place to clarify right-of-way and improve intersection safety.

Side-Street / Minor-Street Stop Control Criteria (Buchanan Street / Magnolia Avenue)		
Criteria	Met (Yes/No)	Reason
A. *Restricted sight distance exists that requires vehicles on the minor approach to stop in order to adequately observe conflicting traffic on the major street.*	**Yes**	Sight distance on the Pearl Place (minor street) approach is limited due to corner conditions. As a result, drivers have difficulty seeing traffic on Buchanan Street without stopping. Adding stop control on Pearl Place would help improve visibility for drivers entering the intersection from Pearl Place and assign right-of-way.
B. *Crash history indicates a pattern of correctable collisions through the installation of stop control, including:* ▪ *Three or more reported crashes in a 12-month period; or* ▪ *Six or more reported crashes in a 36-month period.*	No	There have been no documented collisions at the intersection within the past five years.
C. *The intersection is of a lower functional classification road with a higher functional classification road.*	No	Both streets are considered local streets.
D. *Conditions that previously supported the installation of all-way stop control no longer exist.*	No	Not applicable.

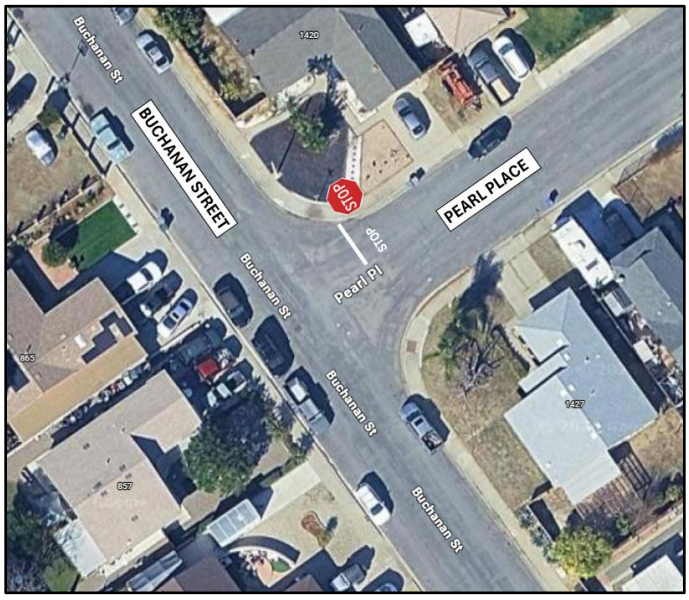

Figure 4. Proposed Minor Street Stop Control – Pearl Place at Buchanan Street.

CITY of ESCONDIDO

STAFF REPORT

4. Buchanan Street / Ronda Place

The Buchanan Street and Ronda Place intersection is a three-leg intersection, with Buchanan Street serving as the major street. Standard traffic engineering practice at T-intersections is to assign right-of-way by installing stop control on the minor street approach. Accordingly, staff recommends installing side-street stop control on Ronda Place to clarify right-of-way and improve intersection safety.

Side-Street / Minor-Street Stop Control Criteria (Buchanan Street / Magnolia Avenue)		
Criteria	Met (Yes/No)	Reason
A. *Restricted sight distance exists that requires vehicles on the minor approach to stop in order to adequately observe conflicting traffic on the major street.*	**Yes**	Sight distance on the Ronda Place (minor street) approach is limited due to corner conditions. As a result, drivers have difficulty seeing traffic on Buchanan Street without stopping. Adding stop control on Buchanan Street would help improve visibility for drivers entering the intersection from Ronda Place and assign right-of-way.
E. *Crash history indicates a pattern of correctable collisions through the installation of stop control, including:* ▪ *Three or more reported crashes in a 12-month period; or* ▪ *Six or more reported crashes in a 36-month period.*	No	There have been no documented collisions at the intersection within the past five years.
F. *The intersection is of a lower functional classification road with a higher functional classification road.*	No	Both streets are considered local streets.
G. *Conditions that previously supported the installation of all-way stop control no longer exist.*	No	Not applicable.

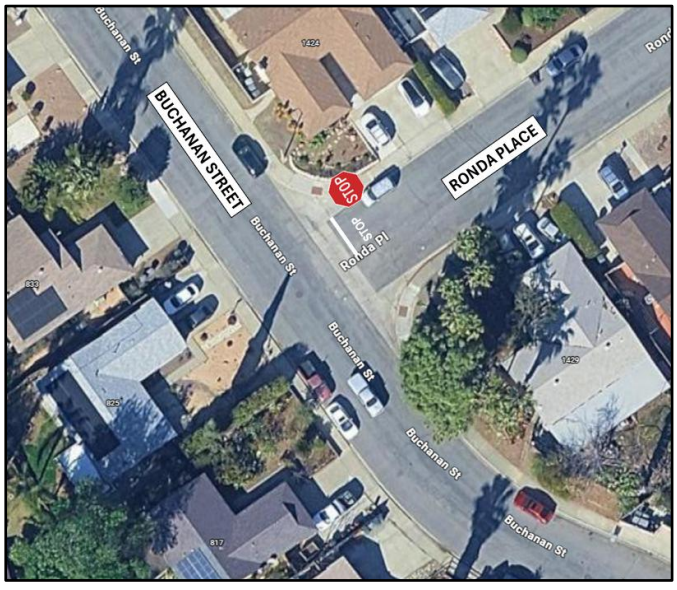

Figure 5. Proposed Minor Street Stop Control – Pearl Place at Buchanan Street.

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STAFF REPORT

RECOMMENDATION:
Request that the Transportation and Community Safety Commission review the proposed new stop locations and forward a recommendation to the City Council for consideration.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:
Review and approve the staff recommendation for the proposed stop locations and forward a recommendation to the City Council.

COUNCIL ACTION:
Amend the City's Schedule of Stop Signs to incorporate the newly designated stop locations.

ATTACHMENTS:
None.

STAFF REPORT

July 9, 2026
Agenda Item No.: 4

SUBJECT:

PROPOSED STRIPING IMPROVEMENTS WITH THE 2026 ANNUAL STREET MAINTENANCE PROGRAM

LOCATION:
Various roadway segments including:

1. Centre City Parkway (9th Avenue to south of 13th Avenue)
2. Escondido Boulevard (5th Avenue to Felicita Avenue)
3. Idaho Avenue (Juniper Street to City Limits)
4. Orange Place (15th Avenue to cul-de-sac)
5. Chestnut Street (Juniper Street to 5th Avenue)
6. Intersection of 13th Avenue and Tulip Street
7. Redwood Street (6th Avenue to alley between 7th and 8th Avenue)
8. Quince Street (5th Avenue to alley between 8th and 9th Avenue)

BACKGROUND:
The City of Escondido maintains a roadway network consisting of more than 320 centerline miles. Each year, the City performs pavement rehabilitation and maintenance activities to address streets in poor condition and to preserve those in good condition, extending the overall service life of the roadway network.

The City's Annual Street Maintenance Program is implemented on an eight-year rotating schedule, with resurfacing improvements focused on one of eight geographic zones each year. As part of this program, the Traffic Engineering Division evaluates roadways scheduled for resurfacing to identify opportunities for striping improvements.

DISCUSSION & PURPOSE:
The Traffic Engineering Division reviews each roadway included in the Annual Pavement Rehabilitation Project to identify opportunities to enhance traffic safety, support implementation of the City's Bikeway Master Plan, and improve overall roadway operations for all users. The FY26 Street Maintenance Project will focus on streets within the Central South (CS) Maintenance Zone, generally bounded by I-15 to the west, the City limits to the east, Felicita Avenue to the south, and 5th Avenue to the north.

Based on this evaluation, staff proposes the following striping improvements:

CITY of ESCONDIDO

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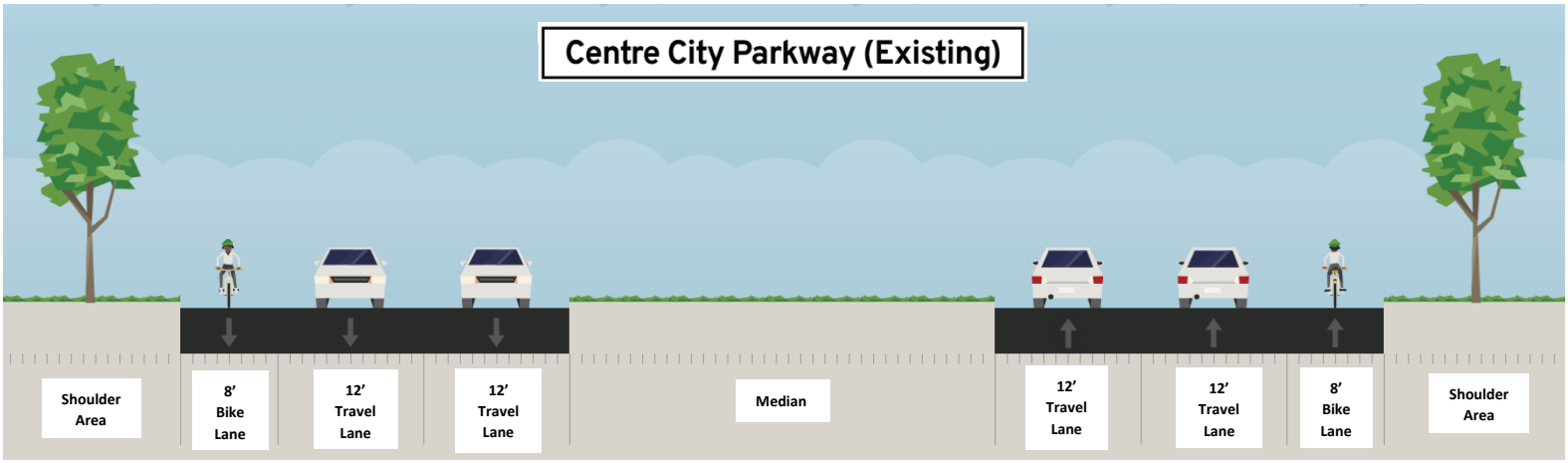
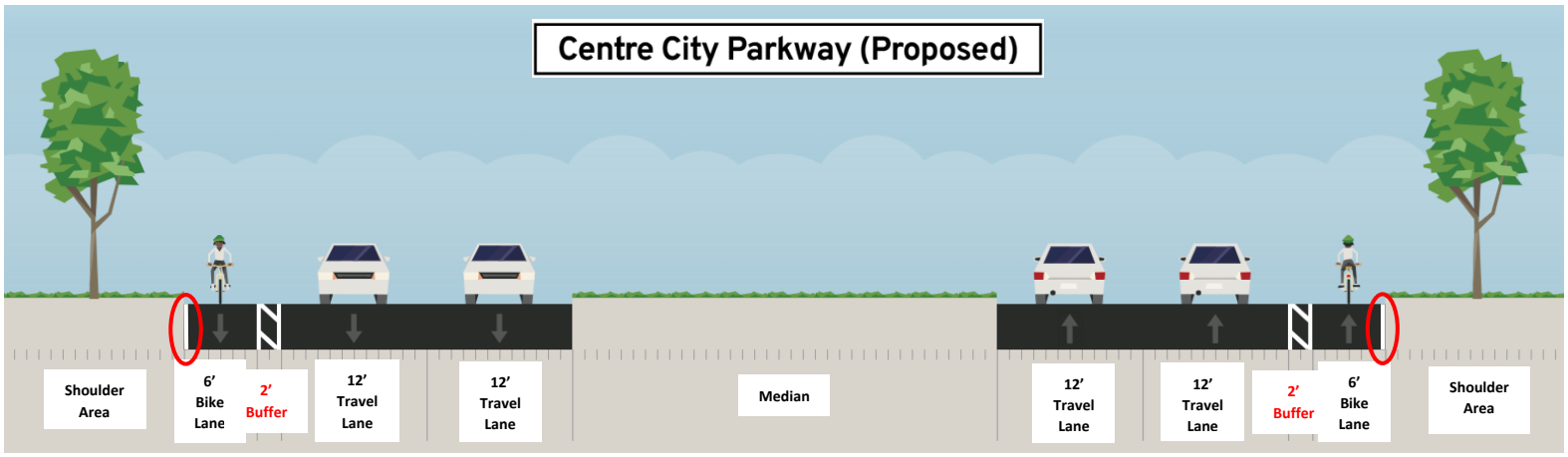
1. Centre City Parkway (9th Avenue to South of 13th Avenue)

Due to the posted speed limit on Centre City Parkway, staff recommends adding a two-foot buffer to the bike lane to improve separation between vehicles and bicyclists. Additionally, a white edge line is proposed between the bike lane and the shoulder area to provide clear delineation of the roadway edge for cyclists.



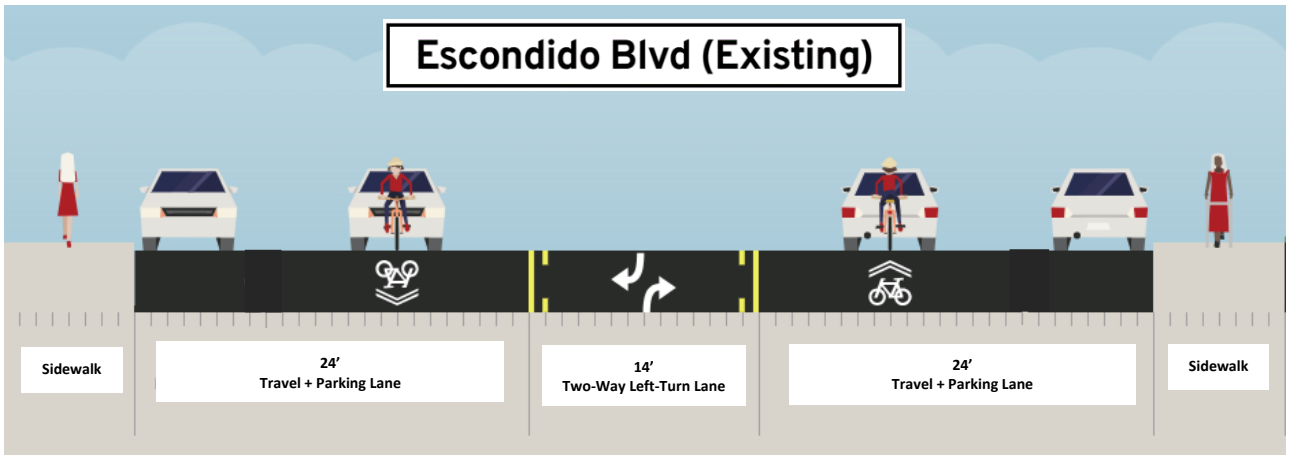


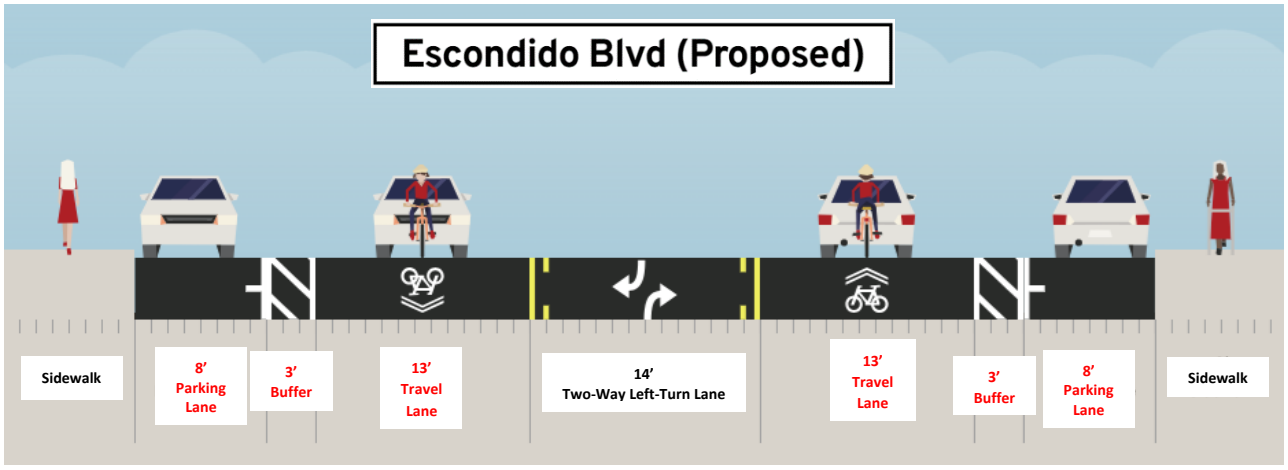
CITY of ESCONDIDO

STAFF REPORT

2. Escondido Boulevard (5th Avenue to Felicita Avenue)

Staff recommends installing an edge line to better define the travel lane and separate it from the parking shoulder, helping improve visual guidance for drivers. Given the available roadway width, staff also recommends adding a 3-foot buffer to provide space between parked vehicles and the travel lane. This buffer can help accommodate people exiting their vehicles and also help encourage lower travel speeds by narrowing the width of the travel lane.



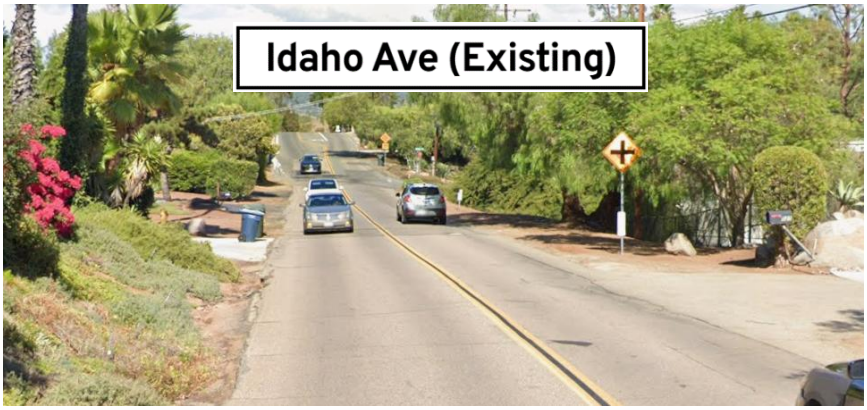


CITY of ESCONDIDO

STAFF REPORT

3. Idaho Avenue (Juniper Street to City Limits)

Staff recommends installing edge lines along Idaho Avenue to help delineate the edge of the travel lanes in both directions, improving lane definition and driver guidance. Currently, much of Idaho Avenue lacks curb, gutter, and sidewalk infrastructure, resulting in poorly defined roadway edges. The addition of edge lines will visually narrow the travel lanes, which can contribute to a traffic calming effect. Studies have shown that reducing perceived or actual lane width has the potential to lower vehicle speeds along a roadway.



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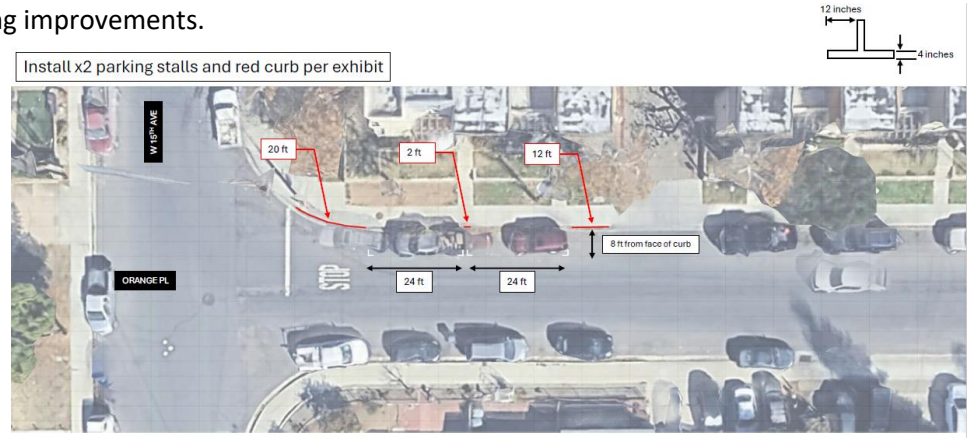
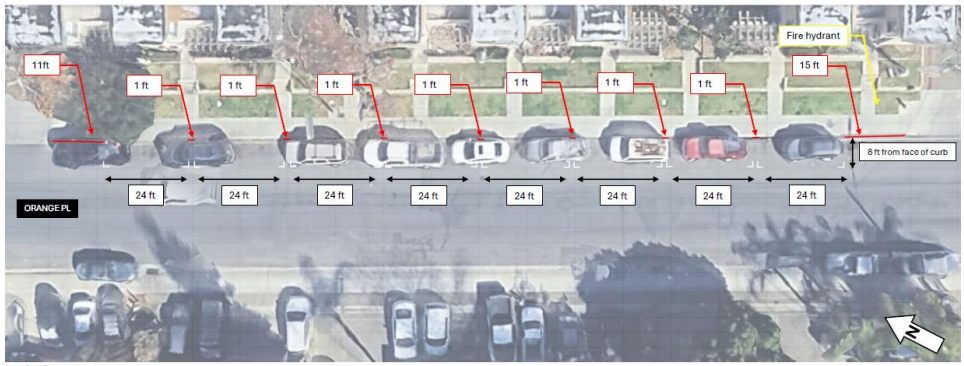
4. Orange Place (15th Avenue to cul-de-sac)

City staff received a concern from a resident regarding parking conditions along the east side of Orange Place. The concern noted that vehicles are frequently parking too closely together, which has the potential to restrict maneuverability and make it difficult for vehicles to enter and exit parking spaces.

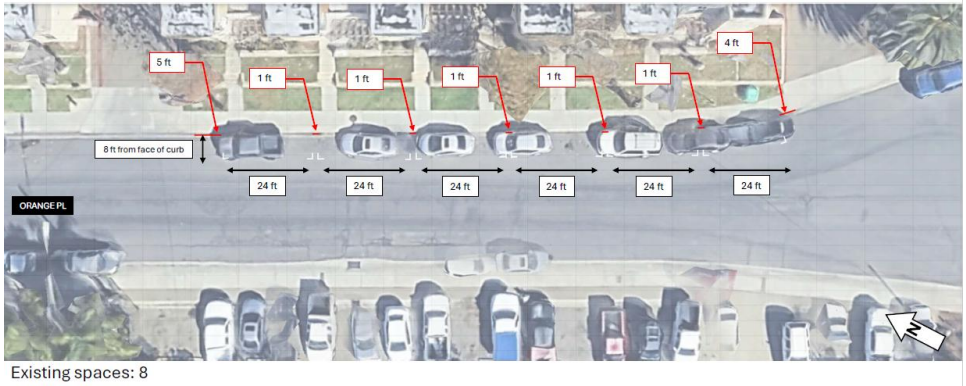
To address this issue, staff recommends the installation of parking "T" markings to clearly delineate individual parking spaces along Orange Place. These markings are intended to promote more orderly parking and improve access for drivers. Staff has coordinated with the property management of the adjacent apartment complex, who have expressed support for the proposed striping improvements.



Existing spaces: 3
Proposed spaces after improvements: 2



Existing spaces: 9
Proposed spaces after improvements: 8



Existing spaces: 8
Proposed spaces after improvements: 6

CITY of ESCONDIDO

STAFF REPORT

5. Chestnut Street (Juniper Street to 5th Avenue)

Chestnut Street was restriped in 2015 to include buffered bike lanes and a parking shoulder on the east side of the street. Since that time, the California Manual on Uniform Traffic Control Devices (CA MUTCD) has been updated with revised guidance for bike lane striping adjacent to on-street parking.

The current CA MUTCD no longer permits the use of three solid white lines to delineate buffered bike lanes next to parking, which is consistent with provisions in the California Vehicle Code regarding solid white line crossings.

To bring the existing striping into compliance with current standards, staff recommends converting the second solid white line to a dashed line and including hatch markings (*see example*). This updated configuration provides clearer guidance to motorists by indicating that vehicles are permitted to cross the dashed line when accessing or exiting the parking area, while still maintaining separation between the bike lane and parking shoulder.

Chestnut Street Striping Implemented in 2014 (Pre-CA MUTCD Updates)

Proposed Striping Configuration (Second Line Dashed with Hatch Markings)

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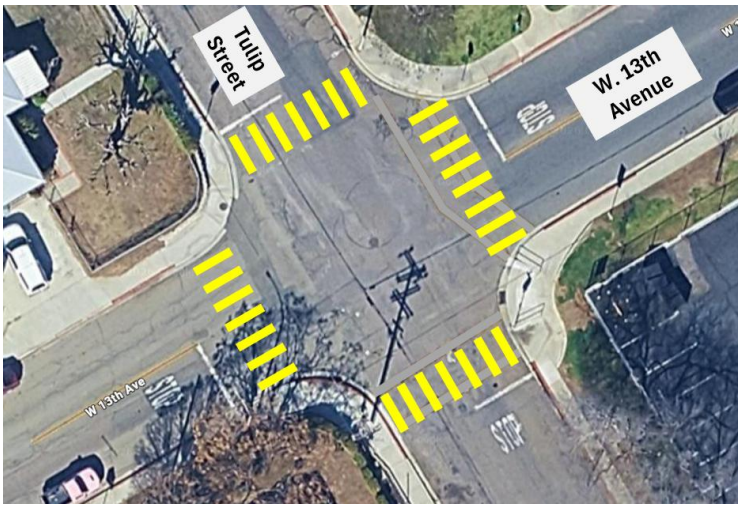
6. Intersection of 13th Avenue and Tulip Street

The Street Maintenance Program also provides an opportunity to upgrade existing crosswalks to meet the City's high-visibility crosswalk standard. In addition, additional crosswalks are proposed for both the north and west legs of the 13th Avenue and Tulip Street intersection.

Existing



Proposed

7. Redwood Street (6th Avenue to alley between 7th and 8th Avenue)

Staff recommends installing edge lines in both directions along Redwood Street at the outer limits of the travel lanes. The addition of these edge lines will enhance lane delineation and provide a traffic-calming effect by visually narrowing the roadway, which encourages lower vehicle speeds.

Existing

Proposed

CITY of ESCONDIDO

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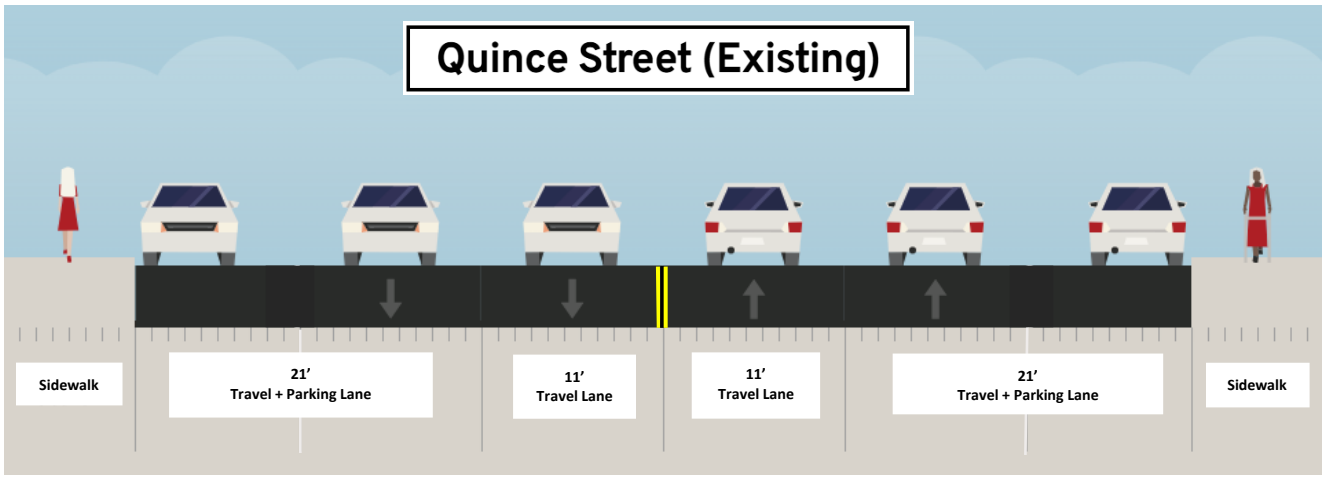
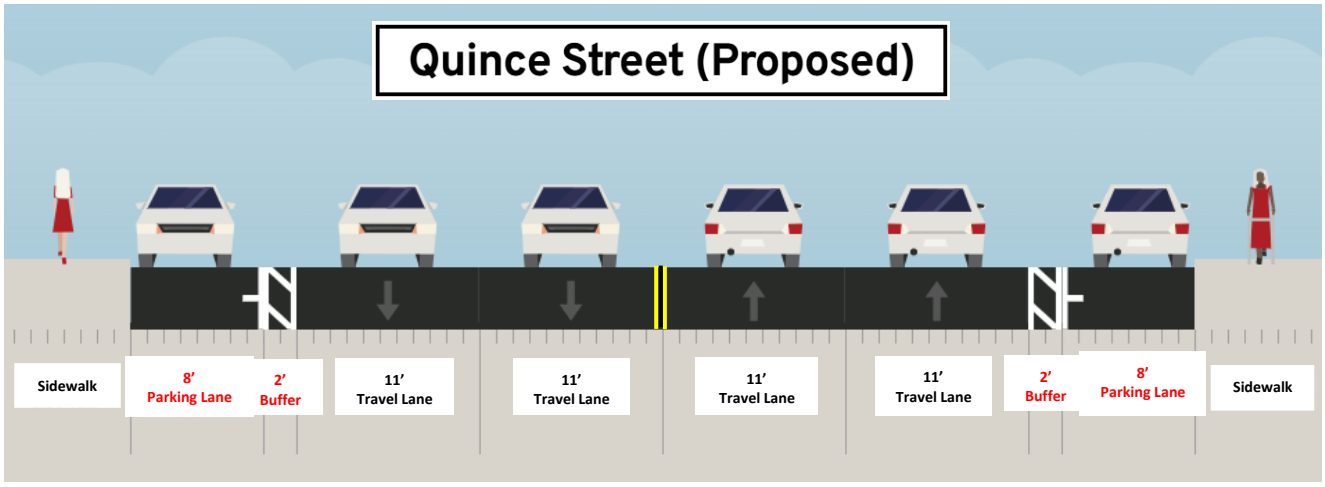
8. Quince Street (5th Avenue to alley between 8th and 9th Avenue)

For the segment of Quince Street scheduled for resurfacing, installation of an edge line is recommended to better define the travel lane and distinguish it from the adjacent parking shoulder, thereby improving visual guidance for drivers. Given the available roadway width, adding a 2-foot buffer between the travel lane and parking area is also recommended. This buffer would provide space for vehicle door openings, while additionally encouraging reduced travel speeds by effectively narrowing the width of the travel lane.





CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION:
Request that the Transportation and Community Safety Commission review and approve the proposed striping improvements associated with the 2026 Street Maintenance Program.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:
Request that the Transportation and Community Safety Commission review and approve the proposed striping improvements associated with the 2026 Street Maintenance Program.

COUNCIL ACTION:
None.

ATTACHMENTS:
None.

STAFF REPORT

July 9, 2026
Agenda Item No.: 5

SUBJECT:

TRAFFIC STRIPING IMPROVEMENTS IDENTIFIED THROUGH SERVICE REQUESTS

LOCATION:
Various Locations Citywide

BACKGROUND:
Through the City's Capital Improvement Program (CIP), the City Council allocates $150,000 annually to support the installation and replacement of traffic signage, pavement striping, and related safety infrastructure throughout the city. A portion of these funds is also used to refresh worn pavement striping to support safe travel conditions throughout the City.

The Traffic Engineering Division receives over one hundred service requests each year from residents addressing a wide range of traffic-related concerns. Through the review and evaluation of these requests, staff identifies opportunities for roadway striping improvements. Prior to implementation, City staff seeks input from the Commission on the proposed improvements. The following outlines recently identified striping projects developed in response to these service requests.

DISCUSSION & PURPOSE:
1. Green Conflict Striping for Class IV Bike Facility near City Hall
The two-way cycle track, also referred to as a Class IV bikeway, was constructed in 2019. Since that time, the California Manual on Uniform Traffic Control Devices (CA MUTCD), which governs pavement markings for bicycle facilities, has been updated to incorporate the use of conflict striping at intersections and driveways where vehicle and bicycle movements intersect. The existing striping, which utilizes shared lane (sharrow) markings, is no longer consistent with current CA MUTCD guidance. Staff therefore recommends updating the striping at intersections and driveways to incorporate conflict striping in accordance with current standards. Staff also recommends adding bicycle detector pavement markings at existing bike loops to help cyclists properly position their bicycles to activate the signal.


Existing Conflict Striping in Class IV Facility (Aerial View)


(Street View)

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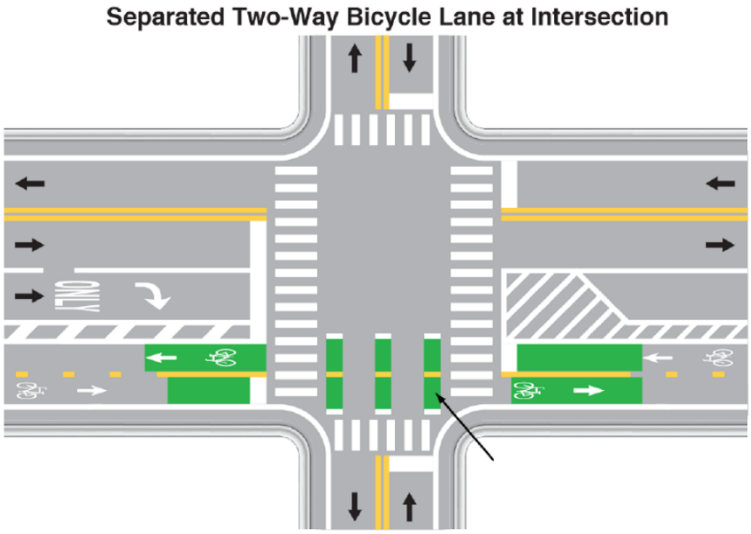
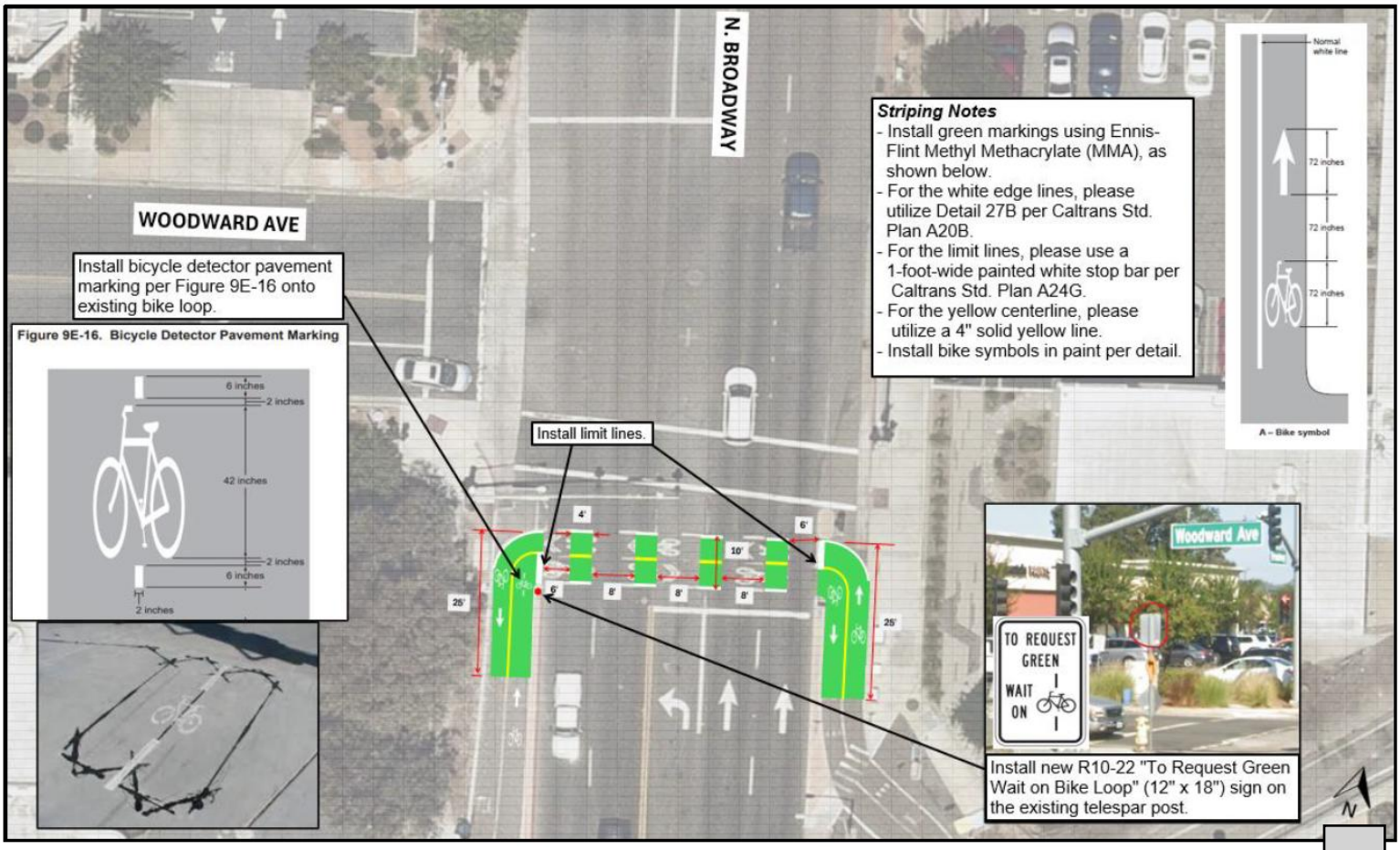


CA MUTCD Figure 9C-110 (CA) Markings for Separated Bikeways.

The following exhibits depict the green conflict striping consistent with the CA MUTCD.



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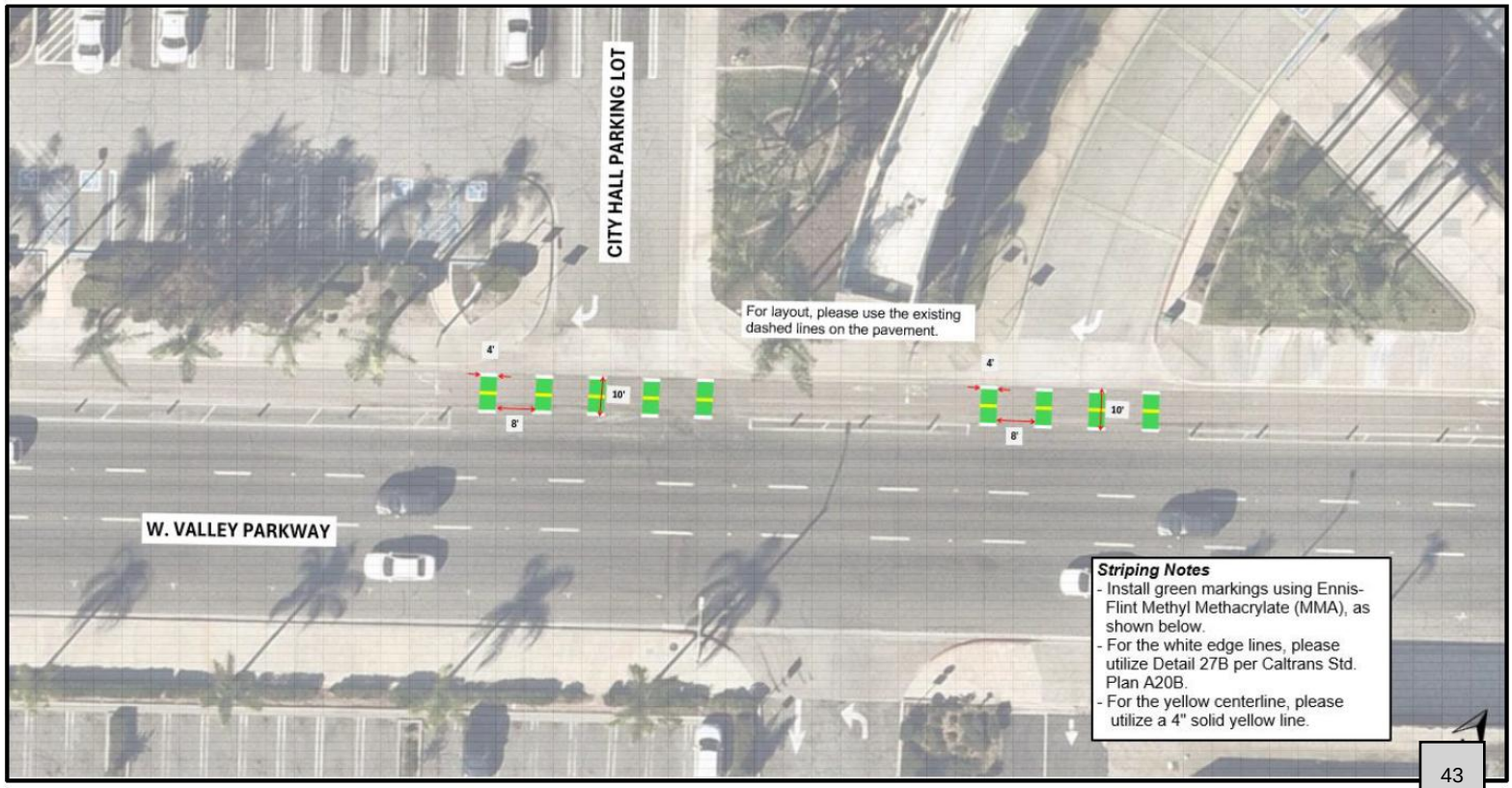

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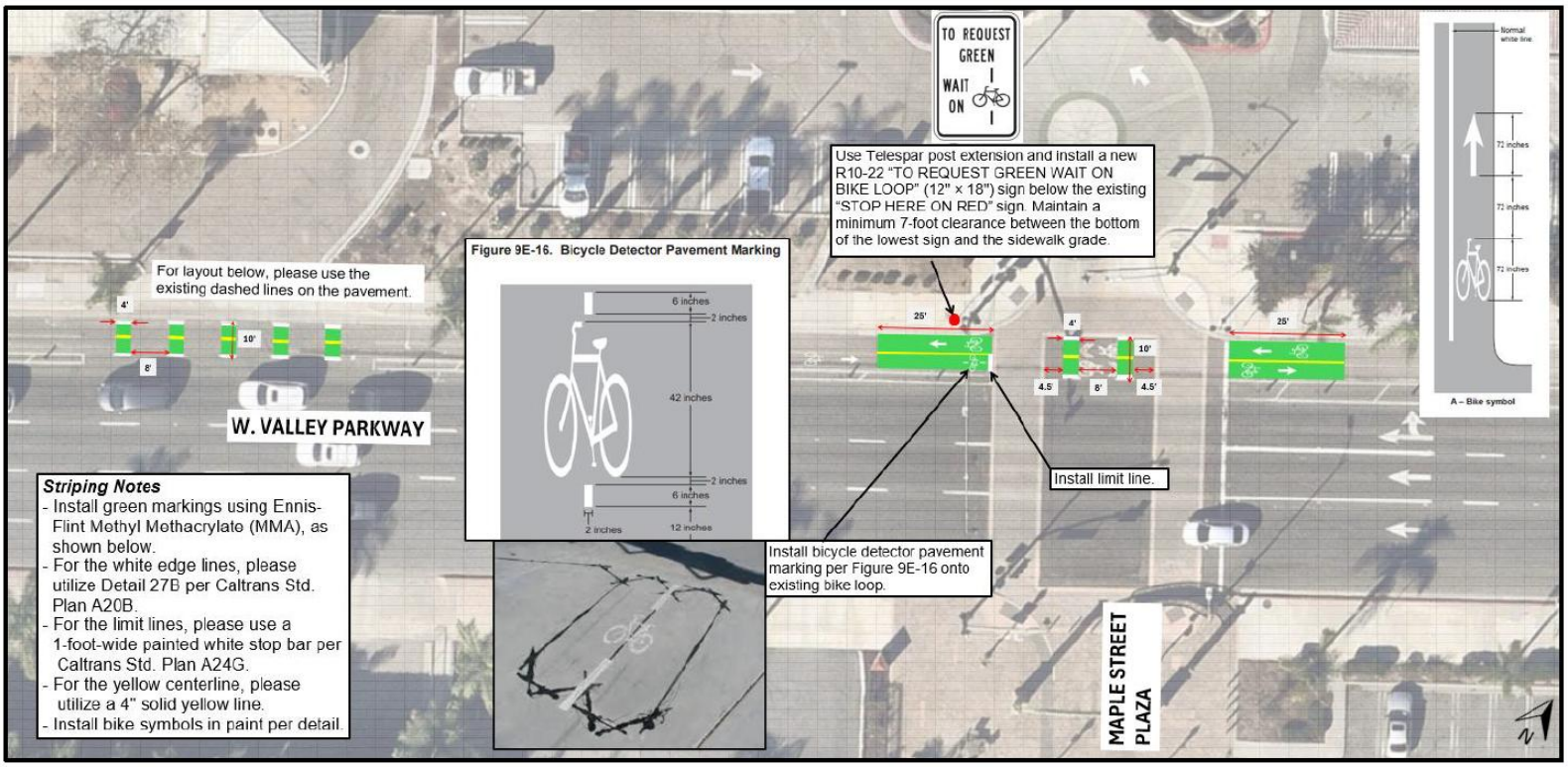

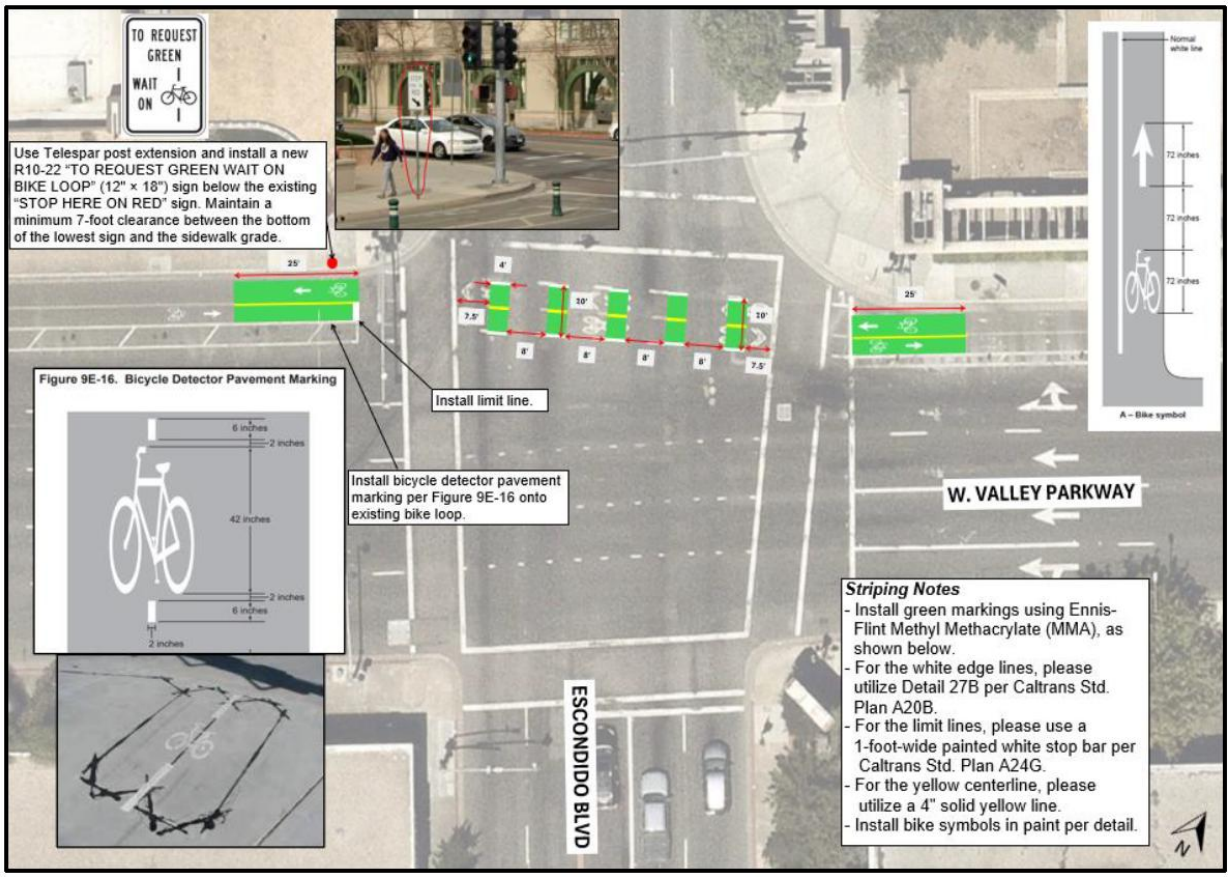

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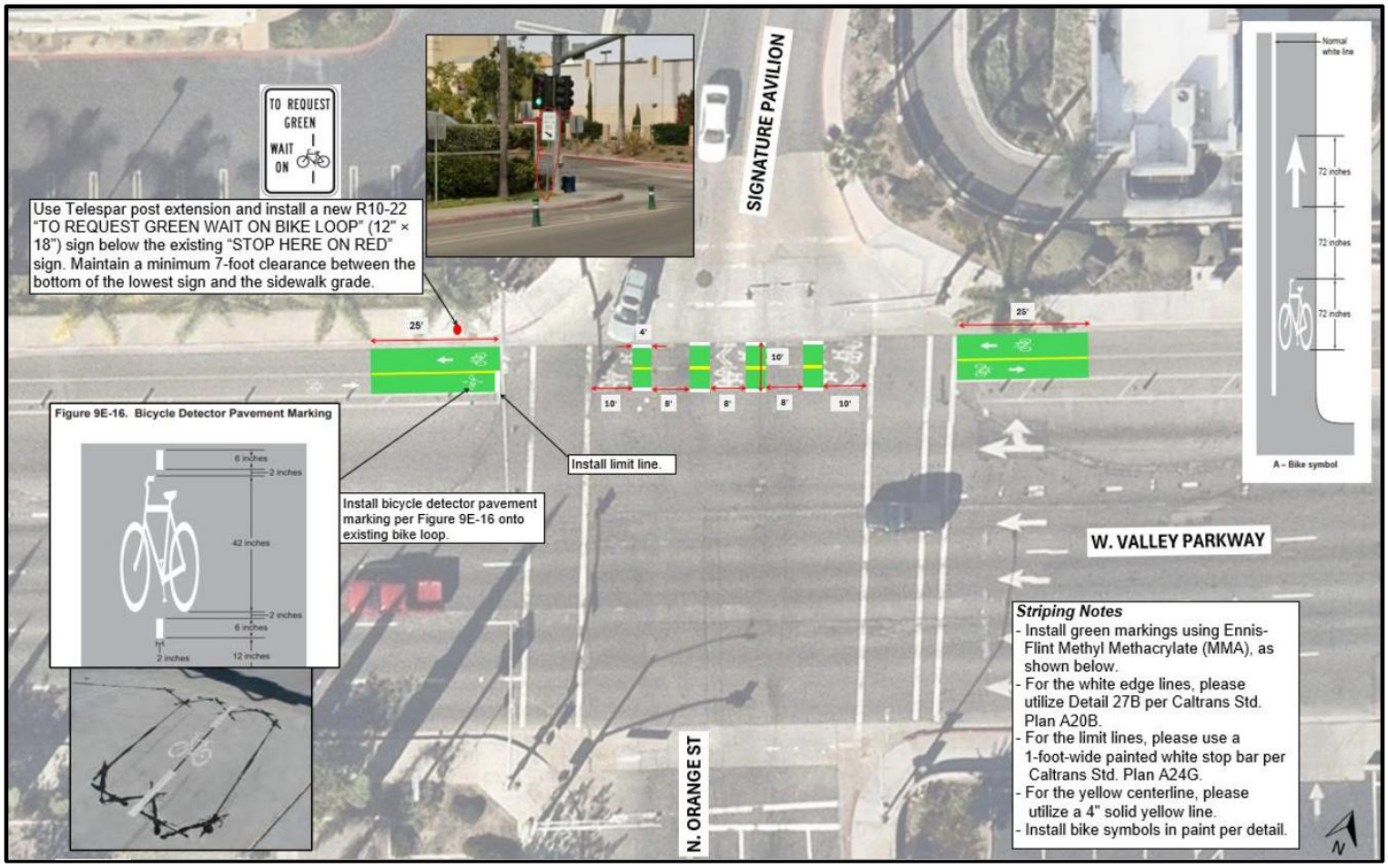

CITY of ESCONDIDO

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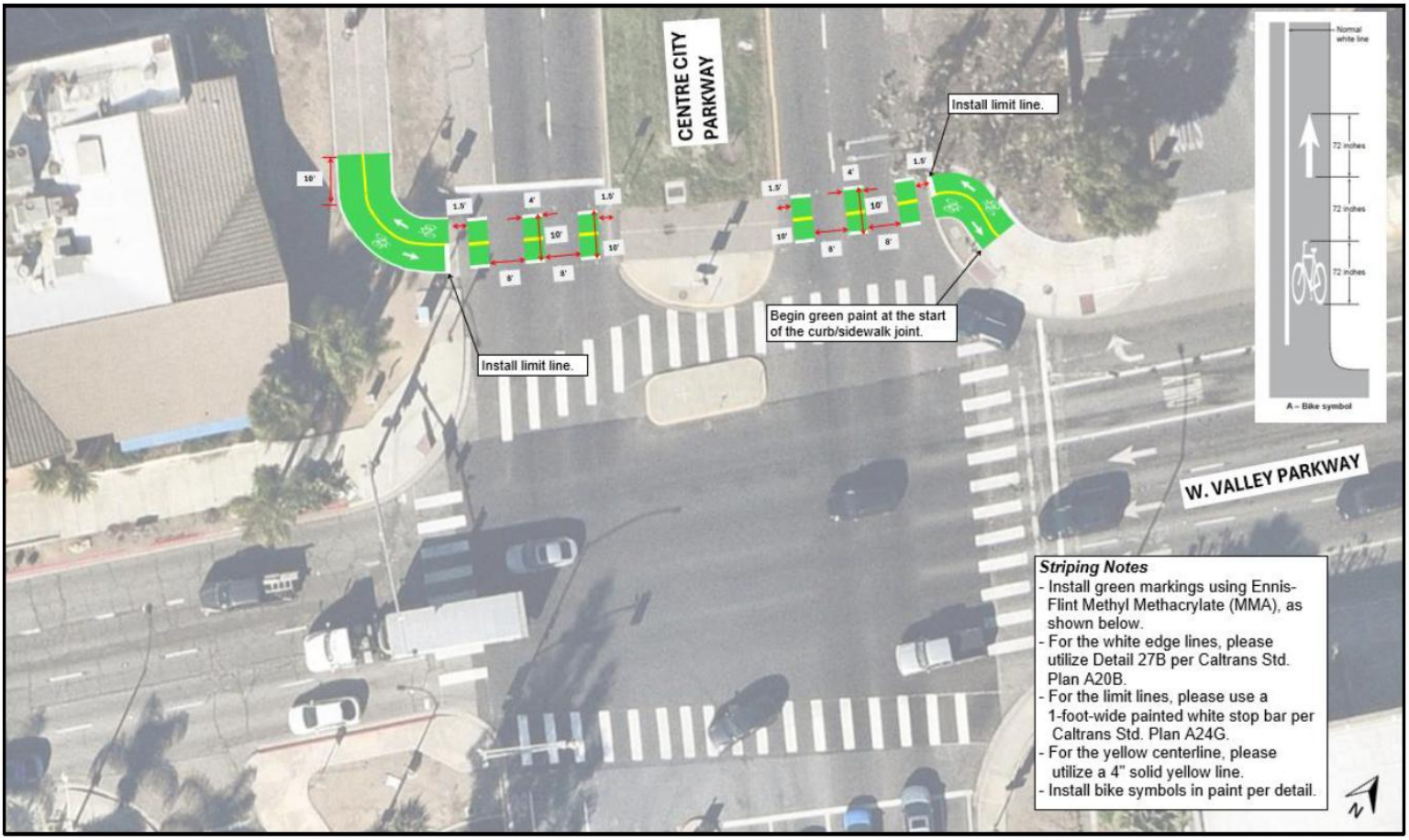

CITY of ESCONDIDO

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2. San Pascual Road Bike Lane Revision

City staff received a community concern regarding the existing eastbound lane drop on San Pascual Road approaching Sierra Linda Drive, as well as the wide parking area currently striped east of Sierra Linda Drive. San Pascual Road is classified as a Major Road in the City's Circulation Element, and a Class II bikeway is identified along this corridor in the City's Bikeway Master Plan.

Through evaluation of the existing roadway striping, staff identified an opportunity to improve roadway operations and better align with adopted plans by extending the Class II bike lane through the lane drop transition. Staff also conducted multiple site visits and observed no on-street parking demand along this segment of San Pascual Road. The presence of an excessively wide parking shoulder can contribute to driver confusion and also inefficient roadway use.

Accordingly, staff recommends extending the Class II bikeway to the City limits, consistent with the Bikeway Master Plan, and installing appropriate "Bike Lane Ends" signage in advance of the termination point, as shown in the following exhibits.

CITY of ESCONDIDO

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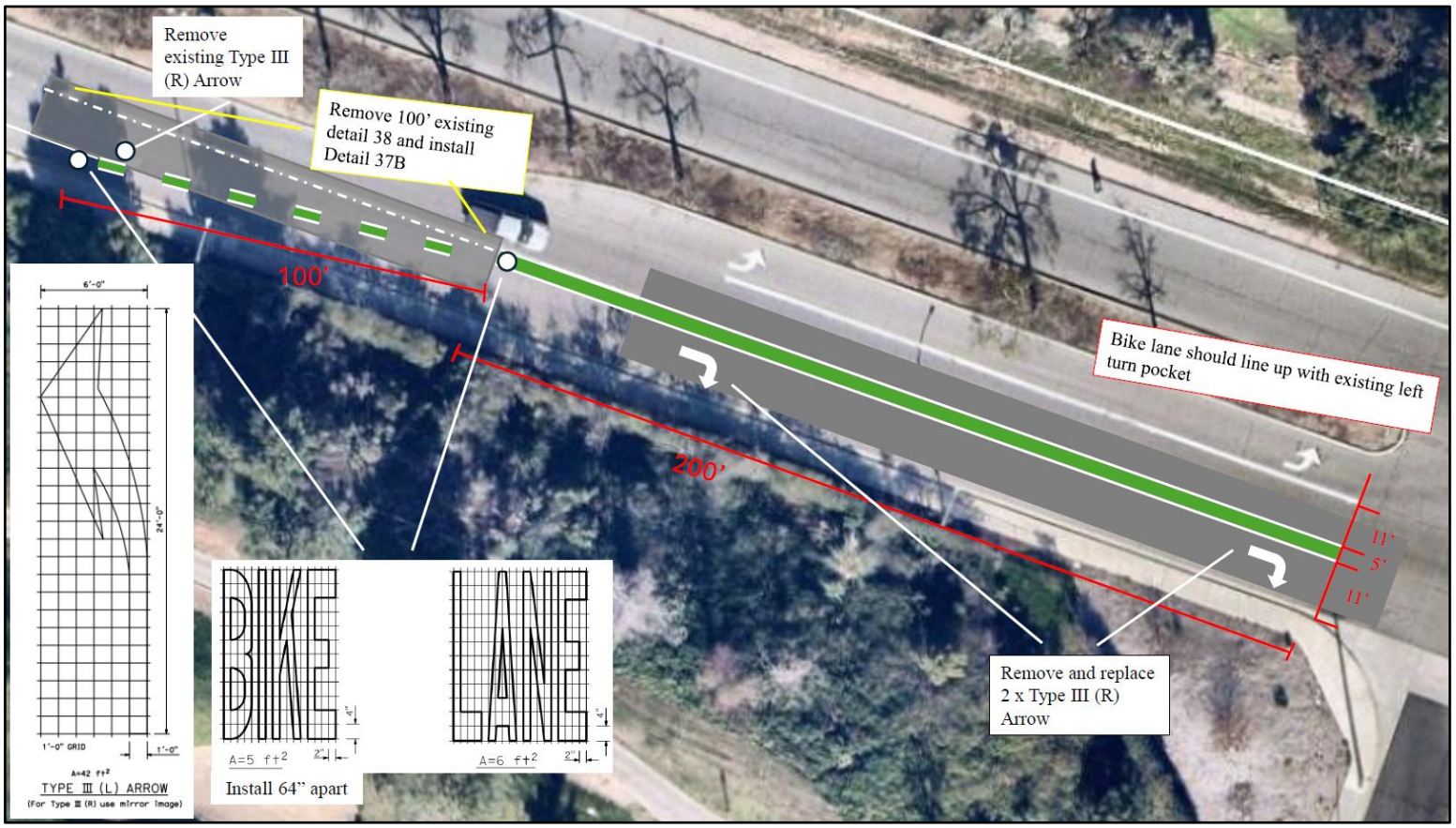

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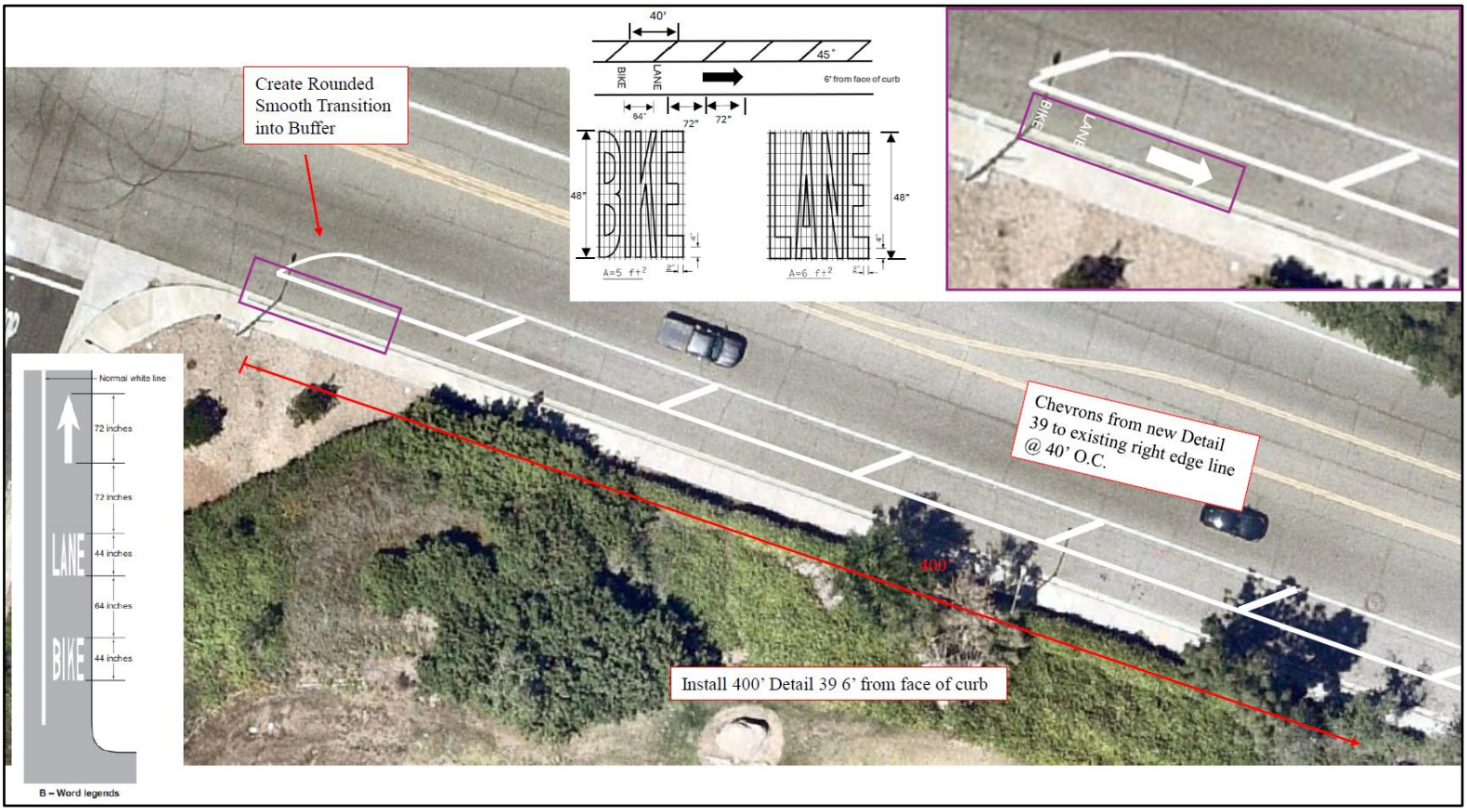

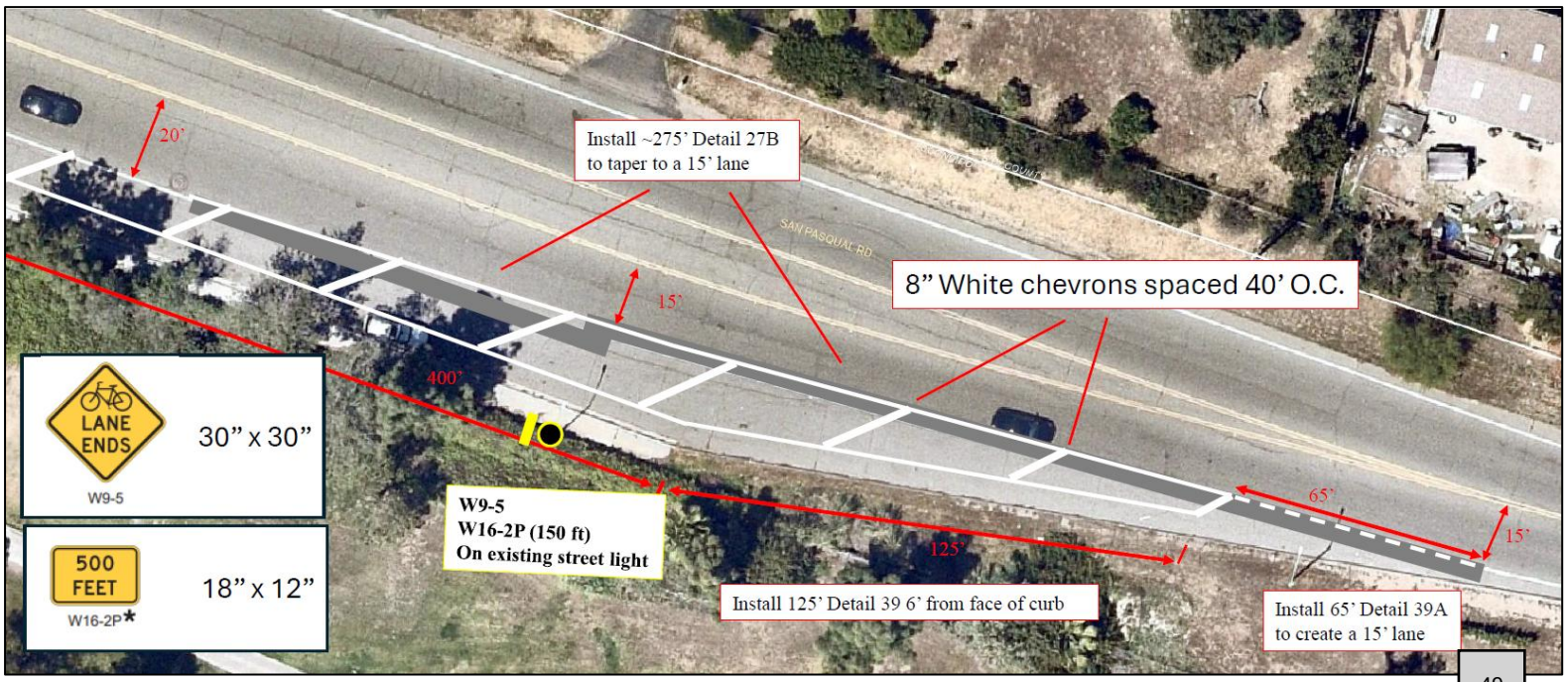

CITY of ESCONDIDO

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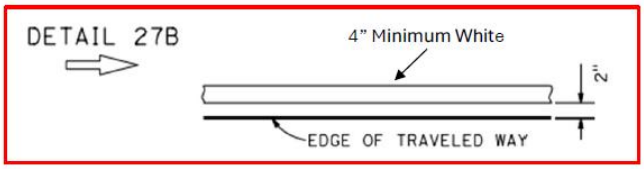
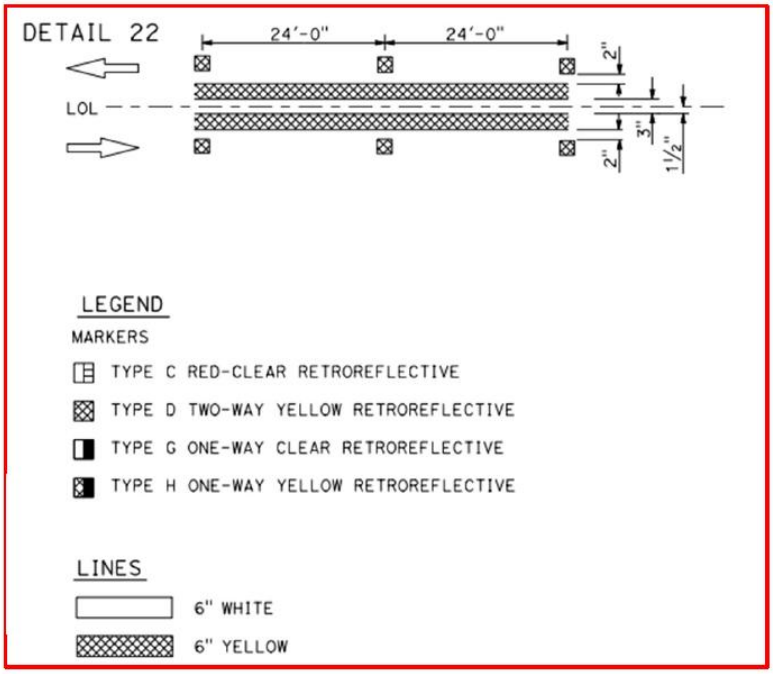
3. Peet Lane Striping

Staff received a community concern regarding the need for lane striping along Peet Lane between Ranchito Drive and Willow Glen to better guide drivers through the corridor's multiple curves and to help slow down traffic. In response, staff evaluated existing roadway conditions and identified opportunities to enhance lane delineation to improve driver awareness and overall roadway safety.

To remain sensitive to the residential character of the area, staff does not recommend installing a continuous double yellow centerline along the entirety of Peet Lane. Instead, staff has identified four strategic locations where the installation of a double yellow centerline would provide targeted safety benefits. These locations are illustrated in the exhibits below.

Install striping improvements at four locations per attachments.





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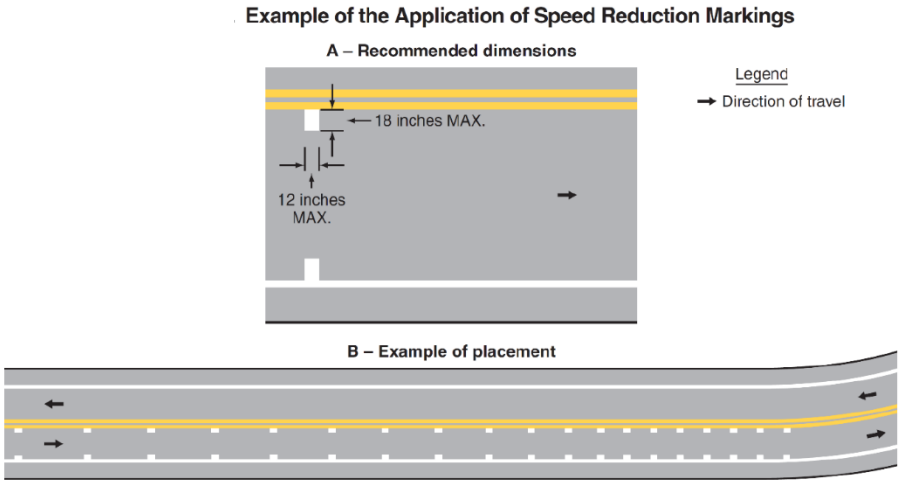
4. East 17th Avenue Speed Reduction Markings

Staff received a community concern from a resident on East 17th Avenue regarding high vehicle speeds and a reported collision at the hill in March 2026 along East 17th Avenue between Juniper Street and Encino Drive. In response, the resident requested a traffic safety evaluation of existing conditions.

Following evaluation, staff recommends the installation of speed reduction pavement markings in advance of the hill, along with W7-6 "Hill Blocks View" warning signs in both directions approaching the crest. This combination of treatments is intended to enhance driver awareness and encourage lower speeds in an area where sight distance is reduced.

Staff has previously implemented similar striping measures on South Juniper Street between East 7th Avenue and East 9th Avenue to address comparable concerns, with positive results.



CA MUTCD Figure 9B-28 Speed Reduction Markings.

Existing Conditions on East 17th Avenue

Speed Reduction Markings – South Juniper Street

CITY of ESCONDIDO

STAFF REPORT

5. North Iris Edge Line Striping

A community concern was received in February 2026 regarding elevated vehicle speeds along North Iris Lane between Centre City Parkway and Country Club Lane. Following receipt of the concern, staff conducted a site visit to evaluate existing roadway conditions.

Based on this evaluation, staff identified several near-term improvements, including the installation of "All-Way" plaques beneath the existing stop signs at the intersection of Village Road and North Iris Lane, as well as repair of a malfunctioning flashing beacon for southbound traffic in advance of the Centre City Parkway signalized intersection. As of May 2026, these items have been completed.

In addition to these measures, staff recommends installing edge lines in both directions along North Iris Lane to visually narrow the travel lanes, which can help reduce vehicle speeds and provide a traffic calming effect. This treatment will improve roadway delineation, encourage more consistent driver behavior, and enhance overall safety for roadway users.

Existing Street Conditions on North Iris Lane

Proposed Edge Line Striping on North Iris Lane

RECOMMENDATION:

Request that the Transportation and Community Safety Commission review, provide input on, and approve the proposed citywide striping improvements.

Staff Recommendation: Approval (Matthew Edgeworth)

Presenter: Matthew Edgeworth, Associate Traffic Engineer

RECOMMENDED ACTION:

Request that the Transportation and Community Safety Commission review, provide input on, and approve the proposed citywide striping improvements.

CITY of ESCONDIDO

STAFF REPORT

COUNCIL ACTION:
None.

ATTACHMENTS:
None.

STAFF REPORT

July 9, 2026
Agenda Item No.: 6

SUBJECT:

TRAFFIC MANAGEMENT PROJECT LIST (TMPL) 2026/2027 PROPOSAL AND UPDATES

LOCATION:
Various locations Citywide.

BACKGROUND:
The Traffic Management Project List (TMPL) is a program that started in 2014 with the intent to prioritize and fund traffic management and traffic calming projects throughout the city.

Our most recent TMPL project completed construction earlier this month, which included radar speed signs and LED enhanced warning signs to be installed in residential neighborhoods with a history of speeding and sight distance concerns.

To further analyze opportunities for traffic management and traffic calming, the Comprehensive Active Transportation Study (CATS) project had a component that involved evaluating improvements for Safe Routes to School. In this study, all 33 public schools were examined and the consultant team provided staff with proposed improvements at each school location including high-visibility crosswalks, Americans with Disabilities (ADA)-compliant curb ramps, rectangular rapid flashing beacons (RRFBs), bike lanes, etc.

As part of the effort to implement the improvements identified in CATS, the Commission recommended a budget increase to the TMPL program from $50,000 to $200,000. In 2025, City Council approved the budget adjustment starting with the Fiscal Year 2027.

DISCUSSION AND PURPOSE:
From the list provided by CATS, staff consolidated the improvements based on short-term, medium-term, and long-term timelines and budgets. Staff is prepared to start addressing the medium-term improvements, specifically the installation of rectangular rapid flashing beacons (RRFBS) at various school locations.

For the 2026/27 TMPL program, staff is recommending to install RRFBs, with at least one location proposed within each Council District. Staff prioritized the following locations by using crash data analysis, pedestrian generator radius, history of resident concern, and feedback from Escondido Police Department, Escondido Unified School District, and Escondido COMPACT.

CITY of ESCONDIDO

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- District One
  - Pioneer Elementary School
  - Mission Middle School
- District Two
  - Hidden Valley Middle School
  - Conway Elementary School
- District Three
  - Classical Academy High School
  - Oak Hill Elementary School
  - Felicita Elementary
- District Four
  - Miller Elementary School
  - Bernardo Elementary School

Total cost of the above improvements is $190,000.

The past approved TMPL projects at Orange Glen Elementary School (pavement markings, upgraded crosswalk, and red curbing), Tulip Street (striping), and Lomas Serenas Drive (signage and pavement markings) are expected to go into construction later this year. In an effort to account for additional construction costs, we are planning to reserve $50,000 from the TMPL 26/27 budget.

RECOMMENDATION:

Request the Transportation and Community Safety Commission approve staff recommendation for implementation of the Traffic Management Program List (TMPL) at the 1-7 locations, and approve the implementation of location 8 and 9 contingent with available budget.

<u>$140,000 estimated budget</u>

1. Classical Academy High School – E. Pennsylvania Avenue & N. Kalmia Street/Waverly Place
2. Pioneer Elementary School – E. Lincoln Avenue & Harding Street
3. Oak Hill Elementary School – Oak Hill Drive & Nancy Street
4. Hidden Valley Middle School – S. Citrus Avenue and Reed Road
5. Miller Elementary School – Miller Avenue @ Midblock
6. Conway Elementary School – Conway Drive & Hollyhock Avenue
7. Bernardo Elementary School – Bernardo Avenue & Oak Lane

<u>$35,000 estimated budget</u>

8. Mission Middle School – E. Mission Avenue @ Midblock at Grove Park

<u>$15,000 estimated budget</u>

9. Felicita Elementary School – W. 15th Avenue & S. Tulip Street

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Staff Recommendation: Approval (Ashley Michelle Bides)

Presenter: Ashley Michelle Bides, Engineer II

COUNCIL ACTION
Not at this time.

ATTACHMENTS:
None.

STAFF REPORT

July 9, 2026
Agenda Item No.: 7

SUBJECT:

TRAFFIC CAPITAL PROJECTS

LOCATION:
Various locations citywide.

DATA:
Fiscal Year 2027 Capital Improvement Program Budget Update: Traffic Signal Priority List, Local Roadway Safety Program, Comprehensive Active Transportation Strategy (CATS), and Signal Synchronization Program

EXECUTIVE SUMMARY:
The City of Escondido's finalized FY2026/27 Preliminary Capital Improvement Program (CIP) and Budget sets forth critical structural and multi-modal investments aimed at improving systemic safety, vehicular corridor throughput, and active transportation choices. This report synthesizes budget authorizations, targeted grants, and systemic implementation updates for four cornerstone components under the Commission's oversight:

1. **Traffic Signal Priority List (TSPL)**
2. **Local Roadway Safety Program (LRSP)**
3. **Comprehensive Active Transportation Strategy (CATS)**
4. **Signal Synchronization Program (Design of Grand Signals - DOGS)**

Funding allocations leverage a combined network of localized **TransNet funds (Fund 1230)**, **Gas Tax allocations (Fund 1108)**, and targeted state/federal grant structures to execute these projects without impacting the city's standard General Fund.

FY 2027 Program Allocations & Project Status

1. Traffic Signal Priority List (TSPL)

The TSPL serves as the framework through which Traffic Engineering systematically evaluates unsignalized or deficient intersections against California Manual on Uniform Traffic Control Devices (CA MUTCD) traffic warrants. Intersections are scored using data-driven metrics including peak-hour volumes, turning conflict histories aka crashes, and pedestrian exposure to determine design prioritization.

- **FY27 Capital Budget Allocation**: Included under the unified **Traffic Signals FY27** annual program.
- **Primary Funding Sources**: TransNet and local Traffic Impact Fees (TIF).
- **FY27 Target Actions**: Engineering teams are advancing localized design phases and evaluating protected left-turn phasing requests generated by regional growth. Prioritized intersection rankings are cross-referenced directly with collision hotspots identified in the city's safety programs to optimize return on infrastructure investment.

2. Local Roadway Safety Program (LRSP)

The Escondido Local Roadway Safety Plan is a living, data-backed document that evaluates a multi-year rolling timeline of citywide collision trends to establish data-driven mitigation frameworks. Maintaining a valid LRSP is an absolute statutory prerequisite for the city to maintain eligibility for federal and state funding via Caltrans, notably the Highway Safety Improvement Program (HSIP) and the federal Safe Streets and Roads for All (SS4A) program.

- **FY27 Focus Areas**: Standardized implementation of systemic, low-cost countermeasures citywide, alongside hyper-focused capital engineering at top-ranked high-injury corridors.

- **Active Capital Highlight**: Execution of the *South Escondido Access Improvements Project*. This safety project addresses the intersection of Centre City Parkway and Brotherton Road—previously ranked as the #5 most severe crash location in the city's safety inventory. Leveraging a $1.4 million federal earmark, FY27 efforts encompass finalized engineering design and structural transition into the construction phase.

- **Systemic Interventions**: Citywide application of visibility adjustments including retroreflective backplates, countdown timers, Rectangular Rapid Flashing Beacons (RRFBs) at mid-block crossings, and radar feedback sign deployment. A HSIP Cycle 11 Grant is being used to correct this at the listed locations from a LRSP recommendations by a consultant.

3. Comprehensive Active Transportation Strategy (CATS)

The Comprehensive Active Transportation Strategy (CATS) is the master infrastructure and policy roadmap designed to reduce vehicular dependency, eliminate gaps in non-motorized infrastructure, and optimize first/last-mile connectivity to regional transit hubs. The strategy updates and aligns with the Mobility and Infrastructure Element of the Escondido General Plan under modern "Complete Streets" protocols.

- **FY27 Capital Budget Allocation**: **$250,000**.
- **Funding Source**: TransNet (Fund 1230).

- **Five-Year Program Outlook (FY27–FY31)**: Consistent baseline allocation of $250,000 annually, ensuring a programmatic project pipeline totaling $1.25 million over five fiscal cycles.
- **FY27 Targets**: Development of comprehensive bicycle-pedestrian facility alignments, crosswalk updates, and safety criteria for sidewalk infill projects. Focus remains heavily oriented toward establishing robust alternative transit routing safe for micro-mobility options (scooters, e-bikes, and walking infrastructure).

4. Signal Synchronization Program

The Signal Synchronization Program manages the timing, coordination, and physical data connection of the city's traffic signals to mitigate congestion, cut down idling emissions, and manage travel speeds along major thoroughfares.

- **FY27 Capital Budget Category**: Maintained under **Traffic Infrastructure FY27**, alongside the dedicated *Traffic Signal Communications Master Plan Implementation* and *Traffic Signal Wireless Radios* procurement programs.
- **Funding Source**: Regional Gas Tax allocations combined with specialized state infrastructure funding match reserves.
- **Core Objectives**: Systematic updating of timing parameters on prioritized arterial corridors experiencing shift-shifts in volume due to new housing and commercial centers. Physical upgrades will continue replacing outdated copper interconnect lines with robust wireless radio infrastructure and fiber optics, enhancing real-time central management capabilities from City Hall.

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FY 2027 Capital Program Summary Table:

The structural funding distribution for the upcoming fiscal cycle across these primary programs is summarized below:

Program Component	FY 2027 Budget Allocation	Primary Funding Mechanisms	Strategic Focus / Major Projects
Traffic Signal Priority List	Funded via *Traffic Signals FY27*	TransNet / TIF Fees	Warrant analysis execution and turn-phasing modifications.
Local Roadway Safety Program	Programmatic / Project-Specific Grants	Federal Earmark, HSIP, TransNet	Centre City Pkwy / Brotherton Rd design & construction; systemic visibility infrastructure.
Comprehensive Active Transportation Strategy	**$250,000**	TransNet (Fund 1230)	Multi-modal master planning, bicycle lane enhancements, General Plan synchronization.
Signal Synchronization Program	Funded via *Traffic Infrastructure FY27*	Gas Tax / State Grants	Deployment of wireless radios and corridor retiming to optimize vehicle progression.

FISCAL IMPACT:

There is no direct impact to the City of Escondido General Fund. All listed projects utilize dedicated transportation revenues, including regional TransNet sales tax allocations, state Gas Tax funds, local Traffic Impact Fees, or competitive federal/state grants.

RECOMMENDATION:

It is recommended that the Transportation and Community Safety Commission receive and file this informational report regarding the allocated **Fiscal Year 2027 (FY27)** funding configurations, status updates, and strategic integrations for major citywide traffic infrastructure, multi-modal strategies, and safety initiatives.

COUNCIL ACTION:

Not at this time

ATTACHMENTS:

Mid-Year Budget, **5-Yr Capital Budget Sheets**

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Mid-Year Budget – Measure I funding

Measure I Local District Tax Fund
FY2025/26 Budget – Traffic Safety

	Description	Amount	Annual / One-Time	Status
New – 01.15.26	Transportation & Community Safety	$35,000	One-Time	Approved January 15, 2026
New– 03.04.26	Traffic Safety - CATS/Safe Routes to Schools	1,900,000	One-Time	Approved March 4, 2026
New– 03.04.26	Traffic Safety – Juniper/Grand Ave Traffic Calming	90,000	One-Time	Approved March 4, 2026
New– 03.04.26	Traffic Safety – SR-78/Lincoln *	75,000	One-Time	Approved March 4, 2026
New– 03.04.26	Traffic Safety – Corridor signal coordination CCP and 9th Avenue	200,000	One-Time	Approved March 4, 2026
	Total	**$2,300,000**		

*Includes Bear Valley Pkwy synchronization

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Comprehensive Active Transportation Strategy (CATS) Implementation

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Start Date: July 1, 2026 **End Date:** June 30, 2031

Description:
Implements the Comprehensive Active Transportation Strategy, a multi-year framework that identifies and delivers pedestrian, bicycle, and multimodal safety improvements across the City. The program integrates planning, prioritization, and project delivery to improve connectivity, particularly around schools and key corridors. This investment supports safer, more accessible transportation options and aligns with broader mobility and safety initiatives.

Operating Impacts:
No measurable ongoing operating impacts are expected as a result of this program.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Design & construction	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
Total	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$1,250,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
TransNet (1230)	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
Total	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$1,250,000**

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Traffic Infrastructure (Striping & Signage Program)

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Start Date: July 2026 **End Date:** June 2031

Project Description:
Provides citywide installation and replacement of traffic signage, striping, and related safety infrastructure to maintain visibility and roadway compliance with traffic control standards. This program addresses ongoing wear and degradation while supporting safe travel conditions across the network.

Operating Impacts:
No net increase in operating costs. Maintenance is incorporated into existing Public Works operations.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Maintenance Services	$130,000	$130,000	$130,000	$130,000	$130,000	$650,000
Staff Time	$20,000	$20,000	$20,000	$20,000	$20,000	$100,000
Total	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$750,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Gas Tax (1108)	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
Total	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$750,000**

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Traffic Signal Communications Master Plan Implementation

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Project Start Date: July 2024 **Project End Date:** June 2027

Project Description:
Implements upgrades to the City's traffic signal system through the Traffic Signal Communications Master Plan, transitioning the network from isolated operations to a centralized, system-level platform. Improvements include new controllers, high-speed communications, and system integration to support real-time monitoring and coordination.
This investment enables corridor-level signal synchronization, improves traffic flow, and enhances system responsiveness across key arterial routes.

Operating Impacts:
May result in minor increases in utility costs, offset by improved operational efficiency.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Design & construction	$500,000	-	-	-	-	$500,000
Total	**$500,000**	-	-	-	-	**$500,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Public Facility Fees (1243)	$500,000	-	-	-	-	$500,000
Total	**$500,000**	-	-	-	-	**$500,000**

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Traffic Signals Wireless Radios

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Project Start Date: July 2024 **Project End Date:** June 2027

Project Description:
Replaces aging wireless communication equipment that supports remote traffic signal monitoring and control. The upgrade improves reliability, provides system redundancy, and ensures continued connectivity where fiber infrastructure is not yet available.

Operating Impacts:
Improves communication reliability and reduces maintenance-related interruptions. No significant increase in operating costs is anticipated.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Design & construction	$100,000	-	-	-	-	$100,000
Total	**$100,000**	-	-	-	-	**$100,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Gas Tax (1108)	$100,000	-	-	-	-	$100,000
Total	**$100,000**	-	-	-	-	**$100,000**

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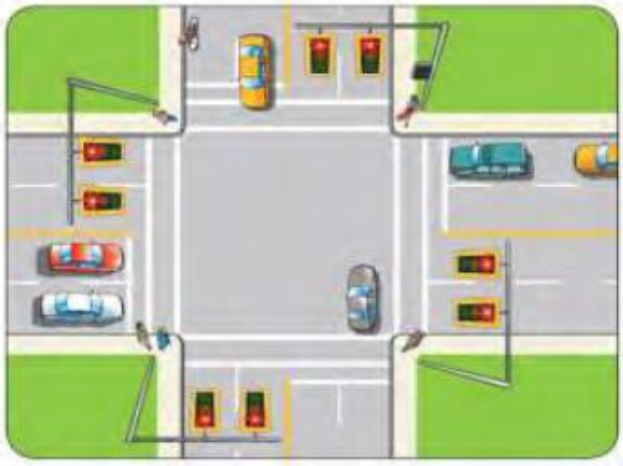
Traffic Signal FY27



Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Start Date: July 2015 **End Date:** On-going

Project Description:
Provides an annual funding allocation to advance priority traffic signal projects through a phased delivery pipeline, including feasibility, design, environmental review, and construction. Projects are identified through data-driven tools such as the Traffic Signal Priority List and Local Roadway Safety Plan and are delivered concurrently based on readiness and funding availability.
This approach enables multiple high-priority intersections to progress simultaneously, improving delivery efficiency and targeting safety improvements where they have the greatest impact.

Operating Impacts:
No measurable new operating impacts are anticipated.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Capital Outlay	$750,000	$750,000	$750,000	$750,000	$750,000	$3,750,000
Total	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$3,750,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
TransNet Fund (1230)	$750,000	$750,000	$750,000	$750,000	$750,000	$3,750,000
Total	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$3,750,000**

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Transportation and Community Safety Commission

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Start Date: July 2026 **End Date:** June 2031

Project Description:
Provides annual funding for traffic safety and traffic calming projects selected by the Transportation and Community Safety Commission based on community input and identified needs. This program enables localized, responsive improvements that directly address neighborhood concerns.

Operating Impacts:
Results in minor ongoing maintenance costs for new signage and striping, partially offset by replacement of existing infrastructure.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Construction	$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
Total	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$1,000,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Gas Tax (1108)	$50,000	$50,000	$50,000	$50,000	$50,000	$250,000
Measure I	$150,000	$150,000	$150,000	$150,000	$150,000	$750,000
Total	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$200,000**	**$1,000,000**

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Transportation Master Plan

Update Traffic Signal Priority List (TSPL) and Local Roadway Safety Plan (LRSP) Studies

Essential Service: Public Works/Infrastructure
Council Priority: Prioritize Public Safety

Project Start Date: July 1, 2026 **Project End Date:** June 30, 2027

Project Description:
Updates the Traffic Signal Priority List and Local Roadway Safety Plan using current collision data and system performance trends. These tools guide identification of high-risk intersections and ensure that future investments are data-driven and aligned with current conditions.

Operating Impacts:
No direct operating impacts are associated with this planning effort.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
TSPL	$105,000	-	-	-	-	$105,000
LRSP	$95,000	-	-	-	-	$95,000
Total	$200,000	-	-	-	-	$200,000

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
TransNet (1230)	$200,000	-	-	-	-	$200,000
Total	$200,000	-	-	-	-	$200,000

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W Valley Pkwy and Citracado Intersection Design Study

Essential Service: Traffic Safety
Council Priority: Prioritize Public Safety

Start Date: July 1, 2026 **End Date:** June 30, 2027

Description:
Implements targeted improvements at a high-demand intersection based on traffic analysis and operational data to improve traffic flow and reduce congestion. Enhancements may include signal timing adjustments, striping modifications, and intersection configuration changes to improve safety and performance. This project supports data-driven intersection management and system efficiency.

Operating Impacts:
Routine signal and signage maintenance will be incorporated into existing operations. No significant additional operating costs are anticipated.

Project Cost	FY2026/27 Projected Cost	FY2027/28 Projected Cost	FY2028/29 Projected Cost	FY2029/30 Projected Cost	FY2030/31 Projected Cost	Total Projected Cost
Design Study & implementation	$100,000	-	-	-	-	$100,000
Total	**$100,000**	-	-	-	-	**$100,000**

Funding Source	FY2026/27 Projected Funding	FY2027/28 Projected Funding	FY2028/29 Projected Funding	FY2029/30 Projected Funding	FY2030/31 Projected Funding	Total Projected Funding
Measure I	$100,000	-	-	-	-	$100,000
Total	**$100,000**	-	-	-	-	**$100,000**