City of Escondido

Transportation and Community Safety Commission Meeting

October 12, 2023 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

Vacant

Vice Chair

Lori Hatley

Commissioners

William Durney
Rachael Kassebaum
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, OCTOBER 12, 2023

HOW TO PARTICIPATE

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

In Person	In Writing
	
Fill out Speaker Slip and Submit to City Clerk	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, OCTOBER 12, 2023

AGENDA

ROLL CALL

1. Call to Order
2. Flag Salute

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

3. Approval of 7/13/2023 Meeting minutes

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
6. Comprehensive Active Transportation Strategy - Crosswalk Policy Comparison to Region
7. Status update on various traffic-related projects throughout the City

ADJOURNMENT

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

July 13, 2023 Meeting Minutes

The regular meeting of the Transportation and Community Safety Commission was called to order on July 13, 2023 at 3:00 p.m. by Vice Chair Hatley in the Escondido City Council Chambers.

COMMISSIONERS PRESENT: Vice Chair Hatley Commissioner Kassebaum; Commissioner Durney; Commissioner Spoonemore and Commissioner Phillips

COMMISSIONERS ABSENT: Commissioner Khoury and Commissioner Graykowski

STAFF PRESENT: Julie Procopio, Director of Engineering; Eddmond Alberto, City Traffic Engineer; Craig Williams, Associate Traffic Engineer and Zack Beck, City Clerk

1. **FLAG SALUTE**
   Vice Chair Hatley

2. **ROLL CALL**
   Quorum present.

3. **APPOINTMENT OF COMMISSION CHAIR AND VICE CHAIR**
   Motion to appoint Lori Hatley as Chair: Durney; Second: Spoonemore Approved: 5-0 (Khoury, Graykowski – Absent)

   Motion to appoint Rachel Kassebaum as Vice Chair: Durney; Second: Hatley Approved: 5-0 (Khoury, Graykowski – Absent)

4. **NOMINATE COMMISSIONER TO ATTEND AUGUST 23, 2023 CITY COUNCIL MEETING TO REPORT BACK TO COMMISSION ON TRAFFIC SAFETY UPDATE**
   Chair Hatley and Commissioner Durney volunteered to attend the City Council meeting.

5. **ORAL COMMUNICATION**
   Giuseppe Gutierrez – Expressed concern over speed conditions on South Tulip between West Valley Parkway and 9th Ave.

6. **APPROVAL OF MINUTES**
   Motion: Durney; Second: Kassebaum; Approved: 5-0 (Khoury, Graykowski – Absent)

7. **APPROVE MINOR-STREET STOP CONTROL ON GRETNA GREEN WAY AT CANYON ROAD**
   Motion: Durney; Second: Kassebaum; Approved: 5-0 (Khoury, Graykowski – Absent)

8. **APPROVAL OF THE ENGINEERING & TRAFFIC SURVEYS (E&TS) FOR POSTED SPEEDS ON VARIOUS STREET SEGMENTS CITYWIDE AND TO FORWARD RECOMMENDATIONS TO CITY COUNCIL TO RETAIN SPEED LIMIT ON THREE SEGMENTS.**
   Motion: Durney; Second: Spoonemore; Approved: 5-0 (Khoury, Graykowski – Absent)

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

9. COMPREHENSIVE ACTIVE TRANSPORTATION STRATEGY / COMMUNITY MOBILITY OPTIONS / MOBILITY ELEMENT PROJECT UPDATE
Commission action not required for this item.

10. TRAFFIC SIGNAL PRIORITY LIST (TSPL)
Commission action not required for this item.

11. CITY-WIDE TRAFFIC PROJECTS STATUS REPORT
Commission action not required for this item.

12. ADJOURNMENT
Motion to adjourn at 3:57 p.m.: Hatley; Second: Durney; Approved: 6-0 (Khoury, Graykowski – Absent)

_____ _____

CHAIR CITY CLERK

STAFF REPORT

October 12, 2023

SUBJECT

Comprehensive Active Transportation Strategy (CATS) – Crosswalk Policies

LOCATION

Citywide

BACKGROUND

On June 2, 2015 City of San Diego City Council approved an amendment to Council Policy 200-07 "Marked Crosswalk Criteria at Uncontrolled Locations" to incorporate changes in pedestrian safety. The purpose of this policy was to provide comprehensive pedestrian crossing guidelines and to provide for the optimum level of safety and mobility for both pedestrians and motorists.

Following the update to the City of San Diego policy, staff presented recommended changes to the City of Escondido Crosswalk Policy at the October 8, 2015 Transportation and Community Safety Commission meeting. The recommended changes that were approved included the implementation of a "Basic Warrant" and "Point Warrant" system for the approval of the installation of marked crosswalks.

At the January 14, 2016 Transportation and Community Safety Commission meeting, staff presented various crossing treatments when a location is approved for a marked crosswalk.

At the July 13, 2017 Transportation and Community Safety Commission meeting, staff presented additional refinements to the crosswalk policy adding clarifications to the Basic Warrants and the Treatments sections.

At the April 12, 2023 Transportation and Community Safety Commission meeting, staff was directed by the Commission to review the City of Escondido Crosswalk Policy at the October 2023 meeting.

In August 2023, staff kicked-off the Comprehensive Active Transportation Strategy (CATS) project. This strategy evaluates current infrastructure and demand to develop a well-connected active transportation network. The CATS will evaluate trail, bike lane and sidewalk connectivity to ensure that limited resources are used to improve the highest priority facilities. As part of this effort, the City of Escondido Crosswalk Policy is being reviewed to determine if there are applicable updates to be consistent with current industry and federal guidance and providing a comparison to the practices of other agencies.

CITY of ESCONDIDO

STAFF REPORT

Discussion & Purpose:

The current City of Escondido Crosswalk Policy will be evaluated to determine if there are recommended updates to the process and criteria for how staff determines if a marked crosswalk is warranted at a proposed location.

The current City of Escondido Crosswalk Policy, as seen in **Attachment 1**, utilizes a Basic Warrant and Point Warrant system to determine if a marked crosswalk will be installed at a proposed location. The Basic Warrant is the minimum requirement that determines if a location will move forward in the process. If the Basic Warrant is met, the proposed location will be evaluated under the Point Warrant system to determine if the location meets the criteria to be assigned a minimum number of points to warrant the implementation of a marked crosswalk. The Point Warrant System has a total of 30 possible points with a minimum of 16 points required to meet the warrant.

The Basic Warrant for the City of Escondido requires the following:

- **Pedestrian Volume Warrant**: 10 or more pedestrians crossing a location during the peak hour
- **Approach Speed Warrant**: 85th percentile approach speed to be equal to or lower than 40 MPH
- **Nearest Controlled Crossing**: Nearest controlled crossing is greater that 400-feet away
- **Visibility Warrant**: motorist must have an unrestricted view of pedestrians equal to or greater than the "Stopping Sight Distance" needed for the 85th percentile speed
- **Illumination Warrant**: Location must have existing lighting; adequate lighting shall be provided prior to the installation of the crosswalk
- **Accessibility Warrant**: The proposed location must have existing accessibility to disabled pedestrians or accessibility improvements shall be included as part of the project.

The Point Warrant for the City of Escondido assigns points for pedestrian volume; general conditions such as distance from a controlled crossing, pedestrian visibility, transit, and establishing a mid-block crossing; and gap time.

<u>Differences from City of San Diego Crosswalk Policy</u>:

The City of San Diego Crosswalk Policy can be seen in **Attachment 2**. While the City of San Diego Policy was the basis for the City of Escondido, there are some differences in the warrant criteria.

Basic Warrant:

- **Pedestrian Volume Warrant**: San Diego includes a multiplier of 1.5 for children, seniors and disabled persons; and allows the use of a pedestrian attractor within 100-feet of location in lieu of pedestrian counts.
- **Nearest Controlled Crossing**: Nearest controlled crossing is greater that 250-feet away

CITY of ESCONDIDO

STAFF REPORT

Point Warrant:
The City of San Diego Policy has 38 total points possible and requires a minimum of 16 points to meet the warrant compared to Escondido providing 30 points and still requiring 16 points to meet the warrant.

- **Pedestrian Volume Warrant**:
  - San Diego has lower pedestrian volume thresholds at higher point values
  - San Diego provides latent demand criteria in lieu of using pedestrian volumes vs Escondido adding a 30% increase in pedestrian volume meeting latent demand criteria

- **General Condition Warrant**:
  - Distance to nearest controlled crossing is double the distance required in the San Diego warrant.
  - The San Diego policy equally assigns 3 points per condition for a total of 18 available points; whereas, the Escondido policy varies between two and three points with a total of 12 available points.

- **Gap Time Warrant**:
  - The Gap Time Warrant for the San Diego Policy concentrates most points within the highest areas of the bell-shaped curve; whereas, the Escondido Policy has a more linear distribution further from the center of the curve.

Institute of Transportation Engineers (ITE) & Agency Crosswalk Policy Comparisons:
ITE released an informational report, Crosswalk Policy Guide, in 2022. This policy guide recommends a straightforward crosswalk request process that identifies, (1) where people would like to cross the street, and (2) where people can cross safely.

Fehr & Peers, the consultant that is contracted to complete the CATS, provided sample crosswalk policies that they have prepared from the following agencies:

- City & County of Denver, CO
- City of Pittsburg, CA
- City of Port Orchard, WA
- City of Oakland, CA
- City of Salinas, CA

These agencies follow a process flow chart methodology when determining when to mark a crosswalk at an uncontrolled location, opposed to a point warrant system used by Escondido and San Diego. The flow charts for each agency can be found in **Attachment 3**.

Table 1 shows a comparison of the decision-making criteria for each agency, including the City of Escondido and the City of San Diego.

The highlighted portions of the table reflect what would be considered the “basic warrants” or the fastest path to determining if a location meets the minimum criteria to be approved for a marked crosswalk. The criteria vary across the agencies -- where most consider pedestrian volume, distance to nearest controlled crossing or marked crossing, and visibility in the minimum requirements for pursuing a marked crosswalk.

Agency	Document Date	Point System or Flow Chart	Ped Volume	Approach Speed	Nearest Controlled Xing or Marked Xwalk	Visibility	Illumination	Accessibility	ADT	Ped Generators/ Attractors	Latent Demand	Misc	Misc 2
Escondido	2017	Point	≥10 peds in peak hour	85th% ≤ 40 MPH	> 400-ft	unrestricted view of all pedestrians equal to or greater than the "Stopping Sight Distance" needed for the 85th percentile speed	must have existing lighting; adequate lighting shall be provided prior to the installation of the crosswalk	must have existing accessibility to disabled pedestrians or accessibility improvements shall be included as part of the project			in point warrant		
San Diego	2015	Point	≥10 peds in peak hour (1.5 multiplier for children, elderly & disabled) or use Latent Demand	85th% ≤ 40 MPH	>250-ft	unrestricted view of all pedestrians per "Stopping Sight Distance" table	must have existing lighting;	must have existing accessibility to disabled pedestrians or programmed accessibility improvements		in point warrant	in point warrant		
Denver	2022	Flow Chart w/some point scoring	20 peds/hour in any 1 hour 18 peds/hour in any 2 hours 15 peds/hour in any 3 hours		≥300-ft	Meets AASHTO sight distance or sight distance obstruction may be removed		location has existing curb ramps or curb ramps can be constructed prior to installation	≥1,500 vpd	directly serves an existing school, park, trail, or shared use path	if does not serve ped gen/attactor, calculate latent demand score		
Pittsburg	2021	Flow Chart	20 peds/hour (15 elderly or children) or 60 (45) in 4 hours and ADT		>300-ft	peds must be visible per HDM stopping sight distance.	adequate street lighting adjacent to the crosswalk		ped volume and >1,500	within 300-ft of major ped generator or sensitive land use			
Port Orchard	2016	Flow Chart	20 peds/hour (1.33 multiplier for vulnerable populations)		>300-ft	Meets AASHTO sight distance or sight distance obstruction may be removed				location serve existing school, hospital, sr ctr, recreation ctr, commercial dist, or park; serves existing shared-use path/trail		Meets MUTCD warrant for ped hybrid beacon	Ped delay will result in LOS D or worse per HCM methodology
Oakland	2018	Flow Chart	20 peds/hour (15) 20 peds/hour for 2 hours		>300-ft	peds must be visible from distance 10x the speed limit				within 300-ft of a park, school, hospital, sr ctr, rec ctr, library, transit station, major retail or office facility, or multiple bus stops		2002 FHWA Study recommend marking a crosswalk without enhancements	2 or more ped related collisions occurred in last 5 years
Salinas	2017	Flow Chart	20 peds/hour in any 2 hours	25MPH, two-lane roadway	≥300-ft	peds seen from feasible stopping sight distance				on suggested route to school or connects two ped generators or hospital expected to generate peds on a regular basis			

Table 1: Crosswalk Policy Comparison

CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION

Receive report and provide feedback for recommended updates to the City of Escondido Crosswalk Policy

COUNCIL ACTION

None.

ATTACHMENTS

1. City of Escondido Crosswalk Policy
2. City of San Diego Crosswalk Policy
3. Crosswalk Decision flow charts for the following agencies:
    - City & County of Denver, CO
    - City of Pittsburg, CA
    - City of Port Orchard, WA
    - City of Oakland, CA
    - City of Salinas, CA

ESCONDIDO
City of Choice

CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: July 13th, 2017 **Item No.: F1**

Location: Citywide

Initiated By: Staff

Request: Approval of City of Escondido Updated Crosswalk Policy for Mid-Block Crosswalks

Background:

Chronology:
On July 9, 2015 Transportation and Community Safety Commission was presented with the City of San Diego policy which was approved in June of 2015 and a comparison of it with the City of Escondido Policy, Commission's approval was to proceed with the amendment of the COE Crosswalk Policy.

On October 8, 2015, Transportation and Community Safety Commission approved the "Basic Warrants" and "Points Warrants" Chapters of the new City of Escondido Crosswalk Policy. On January 14, 2016, Transportation and Community Safety Commission approved the new City of Escondido Crosswalk Policy that included Chapter 3 "Crosswalk Treatments".

On January 14, 2016, Transportation and Community Safety Commission approved the new City of Escondido Crosswalk Policy that included Chapter 3 "Crosswalk Treatments".

At the present July 13, 2017, Transportation and Community Safety Commission staff is presenting some changes to the New City of Escondido Crosswalk Policy approved on January 14, 2016. The changes are highlighted in the report for the commissioners.

Discussion & Purpose:

The purpose of the Updated Crosswalk Policy is to finalize City's Crosswalk Policy by revising the Basic Warrant and Treatment Chapters to provide more clarification of the policy. The proposed revisions are based on further evaluation of the requirements and better understanding of applicability of the treatment safety measures for City of Escondido's roadways and public safety needs.

The proposed revisions are:

1). Basic Warrant Chapter: Section 1.1 "Pedestrian Volume Warrant" has been revised to clarify the threshold of 10 more pedestrians applies during the peak pedestrian period. Section 1.5 has been revised to allow for providing lighting in case of inadequate lighting at the proposed crosswalk location.

2). Treatment Chapter: Crosswalk safety measure requirements to specify the Rectangular Rapid Flashing Beacon (RRFB) as a preferred treatment for crosswalks on low to mid-volume roadways. Measure D requiring Signal or HAWK warrant analysis and traffic calming measures has been added to mirror the City of San Diego Policy. The proposed revisions are reflected in the treatments table and measures.

1. Basic Warrants

All of the Basic Warrants must be met in order for an uncontrolled location to be considered for marked crosswalk.

1.1. Pedestrian Volume Warrant

Pedestrian Crossing Volume should be 10 pedestrian per hour or more during the peak pedestrian hour.

1.2. Approach Speed Warrant

The 85th percentile approach speed must be equal to or lower than 40 MPH, unless a HAWK or a pedestrian signal will be installed.

1.3. Nearest Controlled Crossing

The proposed location must be farther than 250 feet from the nearest controlled pedestrian crossing in City of Escondido downtown area and farther than 400 feet from the nearest controlled pedestrian crossing in other areas.

1.4. Visibility Warrant

The motorist must have an unrestricted view of all pedestrians equal or greater than the "Stopping Sight Distance" needed for the 85th percentile speed. Any other sight restrictive features will require special attention.

1.5. Illumination Warrant

The proposed location must have adequate existing lighting or adequate lighting shall be provided prior to the installation of the crosswalk.

1.6. Accessibility Warrant

The proposed location must have existing accessibility to disabled pedestrians or accessibility improvements shall be included as part of the project.

2. Points Warrants

Point warrants are the number of points a location gets along with the Basic Warrants to qualify for a marked crosswalk. A proposed location that meets all the Basic Warrants requires a minimum of 16 points on the Points Warrants to justify an uncontrolled crossing.

2.1. Pedestrian Volume Warrant

No. of Pedestrians (Peak Hour)	Points	Total Available Points
11-30	2	10
31-60	4	
61-90	6	
91-100	8	
Over 100	10	

All effort will be made to count the actual latent demand. However, when not possible to observe and count the latent crossing demand, the counted number of pedestrians will be increased by 30% in the following locations.

- Areas such as commercial areas and high density residential areas
- Where a pedestrian traffic generator exists within 600 feet of the proposed crosswalk
- Other locations with potential latent demand based on engineering judgement

2.2. General Condition Warrant

Condition	Points	Total Available Points
The nearest controlled pedestrian/bicycle crossing is greater than 600 feet from the proposed crosswalk	3	12
The proposed crosswalk will position pedestrians to be seen better by motorists (applicable to uncontrolled intersections only)	2	
An existing bus-stop is located within 100 feet of the proposed crosswalk	2	
The proposed crosswalk will establish a midblock crossing and channelize the flow where pedestrian crossing is spread over a long stretch of road	2	
Other safety related factors	3	

2.3. Gap Time Warrant

Average Number of Vehicular Gaps per Five-Minute Period	Points	Total Available Points
0-0.99	0	8
1-1.99	2	
2-2.99	4	
3-3.99	8	
4-4.99	4	
5-5.99	2	
6 or over	0	

3. Treatments

If a proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk.

Using paragraphs 09 and 09a of section 3B.18 of the new 2014 CA-MUTCD as a guideline, and also considering City of San Diego proposed treatments for different cross sections, ADTs and speed limits, the following treatment thresholds are proposed to be added to the new City of Escondido Crosswalk Policy.

ADT / Cross Section	<1500	1500 - 5000	5000-12000	>12000
Two-lane roads (without TWLTL)	Std.	Std. + RRFB**	Std. + RRFB ** + one from (A)	D
Two-lane roads (with TWLTL)	Std. one measure from (B)	For SL< 35 Std. + RRFB** For SL≥ 35 Std. + RRFB** + one measure from (B)	Std. + RRFB** + one measure from (B)	D
Four Lanes or more	N/A	Std. + RRFB ** + one measure from (C)	For SL < 35 Std. + RRFB** + one measure from (C) For SL ≥35 Measure D	Signal or HAWK

* SL: Speed Limit of the roadway

** RRFB (Rectangular Rapid Flashing Beacons), or other approved flashing beacon.

Std.: Advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 feet in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used. All Signing and Striping shall comply with CA-MUTCD standards.

MEASURES:

(A)

1. Raised Crosswalk or other traffic calming treatment in accordance with C.O.E. TMPL Guidelines
2. Speed Radar Feedback Signs for both approaches

(B)

1. Raised Crosswalk
2. Speed Radar Feedback Signs for both approaches
3. Pedestrian refuge islands

(C)

1. Road Diet
2 Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4 Pedestrian refuge islands
5. Road Diet

(D) 1. A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required.
2. HAWK Hybrid Beacon if the CA MUTCD warrants are met.
3. Horizontal deflection traffic Calming treatment (**) with RRFBs if the City of Escondido's Traffic Calming Guidelines are met to include:

a. Pedestrian refuge islands & Bulbouts
b. Road Diet
c. Roundabouts

(**) Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian bulb-outs.

FOR REFERENCE ONLY: from previously approved policy in January 2016.

Using paragraphs 09 and 09a of section 3B.18 of the new 2014 CA-MUTCD as a guideline, and also considering City of San Diego proposed treatments for different cross sections, ADTs and speed limits, the following treatment thresholds are proposed to be added to the new City of Escondido Crosswalk Policy.

ADT / Cross Section	<1500	1500 - 5000	5000-12000	>12000
Two-lane roads (without TWLTL)	Std.	Std. + one measure from (A)	For SL* < 35: Std + two measures from (A) For SL ≥ 35: Signal or HAWK	Signal or HAWK
Two-lane roads (with TWLTL)	Std. + one measure from (B)	For SL < 35: Std. + one measures from (B) For SL ≥ 35: Signal or HAWK	For SL < 35: Std + two measures from (B) For SL ≥ 35: Signal or HAWK	Signal or HAWK
Four Lanes or more	Std. + one measure from (C)	For SL < 35: Std. + two measures from (C) For SL ≥ 35: Signal or HAWK	Signal or HAWK	Signal or HAWK

* SL: Speed Limit of the roadway

Std.:
Advanced yield lines with associated Yield Here to Pedestrians (R1-5, R1-5a) signs should be placed 20 to 50 feet in advance of the crosswalk, adequate visibility should be provided by parking prohibitions, pedestrian crossing (W11-2) warning signs with diagonal downward pointing arrow (W16-7p) plaques should be installed at the crosswalk, and a high-visibility crosswalk marking pattern should be used. Details for the high-visibility crosswalk marking patterns will be presented to TCSC in April.

Measures:
(A)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches

(B)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4. Pedestrian refuge islands

(C)

1. Rectangular Rapid Flashing Beacon (RRFB) and Flashing Beacon at School Zones
2. Raised Crosswalk
3. Speed Radar Feedback Signs for both approaches
4. Pedestrian refuge islands
5. Road Diet

Recommendation: Approval of the updated City of Escondido Crosswalk Policy.

Necessary Council Action: Council Approval

Respectfully submitted,

Prepared by:

Ali Shahzad, PE
Associate Engineer/Traffic Division

Reviewed by:

Homi Namdari, PE
Assistant City Engineer

Approved by:

Julie B. Procopio, PE
Director of Engineering Services/City Engineer

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

SUBJECT: MARKED CROSSWALK CRITERIA AT UNCONTROLLED LOCATIONS

POLICY NO.: 200-07

EFFECTIVE DATE: June 11, 2015

1.0 INTRODUCTION

1.1 Background

Marked crosswalks are an important tool that can enhance pedestrian safety with proper traffic controls on public streets. There have been many changes in technology and practice related to pedestrian safety since Council Policy 200-07 was adopted in 1990. This council policy incorporates those changes and supersedes that policy based on the 2015 City of San Diego Pedestrian Crosswalk Guidelines.

1.2 Purpose

The main function of marked crosswalks is to channelize pedestrians to desirable paths of travel across streets at intersections or mid-block locations. Crosswalks alone at uncontrolled locations do not guarantee the safety protection of pedestrians, therefore careful consideration of their location and warning devices is essential. This Council Policy provides standards for when to install crosswalks at uncontrolled locations, and for when they must be accompanied by other traffic control devices.

Council Policy 200-07 consists of:

- Basic Warrants
- Point Warrants
- Crossing treatments to supplement marked crosswalks
- Requirements for the removal of marked crosswalks

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

1.3 Summary

Council Policy 200-07 provides the requirements uncontrolled pedestrian crossings must meet in order to be considered for a marked crosswalk, how a crosswalk must be marked, and the process of removal, if necessary.

If a location meets each of the Basic Warrants and scores a minimum of 16 points in the Point Warrants, it qualifies for a marked crosswalk. Point Warrants are indicated in Table 1. In addition, crossing treatments and/or warning devices must accompany the crosswalk. Table 2 identifies categories for crossing treatments that are needed based on thresholds of vehicle volumes and crossing distances. Table 3 lists the crossing treatments for each category.

For unusual conditions not identified in this policy, engineering judgment should be used to apply these guidelines or adjust them to fit individual field site conditions. These guidelines are not intended to be a substitute for engineering knowledge, experience or judgment.

In addition, any removal of a marked crosswalk must follow the procedure outlined in the California Vehicle Code.

2.0 POLICY

2.1 Basic Warrants

Each of the following warrants must be satisfied in order for an uncontrolled location to be considered for a marked crosswalk.

2.1.1. Pedestrian Volume Warrant

The pedestrian volumes must be equal to or greater than ten (10) pedestrians per hour during the peak pedestrian hour. Children under 13, elderly over 64 years and/or disabled persons count as 1.5 pedestrians. Alternatively, this warrant can be satisfied using Latent Pedestrian Demand if conditions (a), (b), or (c) under Table 1, T1.1b are met.

2.1.2. Approach Speed Warrant

The 85th percentile approach speed must be equal to or lower than 40 MPH. This warrant does not apply when a pedestrian hybrid beacon or a pedestrian traffic signal will be installed.

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

2.1.3. Nearest Controlled Crossing
The proposed location must be farther than 250 feet from the nearest controlled pedestrian crossing (measured from the nearest edge of the proposed marked crosswalk to the closest edge of the controlled crossing).

2.1.4. Visibility Warrant
The motorist must have an unrestricted view of all pedestrians at the proposed location for a distance required by the following table (stopping sight distance is to be interpolated when 85th percentile speed is between 5 mph increments):

85th Percentile Speed (MPH)	Stopping Sight Distance (feet)
25	150
30	200
35	250
40	300

2.1.5. Illumination Warrant
The proposed location must have existing lighting.

2.1.6. Accessibility Warrant
The proposed location must have existing accessibility to disabled pedestrians or have accessibility improvements programmed.

2.2 Point Warrants

Point warrants are the number of points a location is required to meet (in with the Basic Warrants above) to qualify for a marked crosswalk. Sixteen points are required and can be achieved through pedestrian volumes or latent pedestrian demand, general conditions, and/or the average gaps in traffic. A summary of each Point Warrant and the allocation of points are presented in Table 1. A discussion of each Point Warrant variable follows the table.

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

Table 1: Point Warrants

T1.1a Pedestrian Volume Warrant		
Number of Pedestrians (Peak Hour)	**Points**	**Total Available Points**
10 – 25	4	10
26 – 50	8	
51+	10	
T1.1b Latent Pedestrian Demand Warrant (in lieu of Pedestrian Volume Warrant)		
Condition	**Points**	**Total Available Points**
(a) The proposed crosswalk is in a commercial, mixed land use, or high density residential area.	3	10
(b) A pedestrian or shared use path is interrupted by a restricted crossing.	3	
(c) A pedestrian attractor/generator is directly adjacent to the proposed crosswalk as defined in the explanatory notes below.	4	
T1.2 General Condition Warrant		
Condition	**Points**	**Total Available Points**
(a) The nearest controlled crossing is greater than 300 feet from the proposed crosswalk.	3	18
(b) The proposed crosswalk will position pedestrians to be better seen by motorists.	3	
(c) The proposed crosswalk will establish a mid-block crossing between adjacent signalized intersections or it will connect an existing pedestrian path.	3	
(d) The proposed crosswalk is located within ¼ mile of pedestrian attractors/generators as defined in the explanatory notes below.	3	
(e) An existing bus stop is located within 100 feet of the proposed crosswalk.	3	
(f) Other factors.	3	

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

Table 1: Point Warrants (continued)

T1.3 Gap Time Warrant		
Average Number of Vehicular Gaps per Five-Minute Period	**Points**	**Total Available Points**
0 – 0.99	0	10
1 – 1.99	1	
2 – 2.99	8	
3 – 3.99	10	
4 – 4.99	8	
5 – 5.99	1	
6 or over	0	
Total Available Points		**38**

Table 1, Explanatory Notes:

T1.1a Pedestrian Volume Warrant

The Pedestrian Volume Warrant assigns point values based on pedestrian crossing volumes at the proposed location. Children under 13, elderly over 64 years and/or disabled persons count as 1.5 pedestrians.

T1.1b Latent Pedestrian Demand Warrant (in lieu of Pedestrian Volume Warrant)

The Latent Pedestrian Demand Warrant may be used in lieu of the Pedestrian Volume Warrant.

T1.2 General Condition Warrant

The General Condition Warrant presents six (6) unique categories. A location can score either zero (0) or three (3) points for each unique category, making a total of 18 points possible. The general conditions include the following:

(a) *The nearest controlled crossing is greater than 300 feet from the proposed crosswalk.*
The distance should be measured from the proposed location of the crosswalk to the nearest controlled intersection, i.e. stop sign, traffic signal, etc.

(b) *The proposed crosswalk will position pedestrians to be better seen by motorists.*
This condition should be considered at locations where one leg of the intersection provides better sight distance than the other legs or midblock location with better sight distance.

(c) *The proposed crosswalk will establish a mid-block crossing between adjacent signalized intersections.*
This warrant refers to a condition where there is a major pedestrian attractor/generator nearby, and an adequate crossing can be provided that could help channelize a heavy flow of mid-block pedestrians.

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

Table 1: Point Warrants (continued)

(d) *The proposed crosswalk is located within ¼ mile of a pedestrian attractor/generator as defined below:*
- International Border Crossing
- Major Multi-Modal Transit Centers
- Transit Stops
- Elementary/Middle/High Schools
- Universities and Colleges
- Neighborhood Civic Facilities (Libraries, Post Office & Religious Facilities)
- Neighborhood and Community Retail
- Pedestrian Intensive Beaches
- Parks & Recreation (excludes non-useable open space)
- Mixed Land Uses (housing near employment and/or commercial)

(e) *A bus stop is located within 100 feet of the proposed location.*
This warrant applies if there is a bus stop within 100 feet of the proposed crosswalk.

(f) *Other factors.*
Other factors allow for extenuating circumstances not covered in the proposed warrants. These are to be evaluated using engineering judgment.

T1.3 Gap Time Warrant

Gap time is the time needed for a pedestrian to cross the travelled lanes of a roadway at an average walking speed without the need for a driver to yield. The number of usable gaps (or gaps that exceed the minimum time needed to cross) are counted during the peak vehicular hour and averaged per five-minute period.

2.3 Crossing Treatments

2.3.1 Crossing Treatment Thresholds

If the proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk. Marked crosswalks at streets that have less than 1,500 ADT can be installed with signs and markings alone. Table 2 provides thresholds for determining whether additional treatments are required prior to installing a marked crosswalk. The thresholds are based on vehicle volumes, vehicle speeds, and pedestrian crossing distance at the proposed location. Location types are divided into categories A, B, C, and D, and are used to determine the appropriate treatment for the proposed marked crosswalk location.

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

Table 2: Crossing Treatment Thresholds for Uncontrolled Marked Crosswalks if Warrants are Met

Crossing Distance[2]	Roadway ADT (vehicles per day)				
	< 1,500	1,501 – 5,000	5,001 – 12,000	12,001 – 15,000	> 15,000
< 40’	A	B	B	C	C / D[1]
40’ to 52’	A	B	C	C / D[1]	D
> 52’	A	B / C[1]	C / D[1]	D	D

1. For streets with more than one lane at an approach or posted speed limit 30 mph or greater.
2. Crossing distance can be measured to a pedestrian refuge island if one is present.

2.3.2 Crossing Treatments

Table 3 presents treatment requirements for the categories shown in Table 2. As new devices or treatments are proven, they may be considered in lieu of these treatments, with the City Engineer’s approval.

Table 3: Crossing Treatments for Uncontrolled Marked Crosswalks if Warrants are Met

Category	*Crossing Treatments*
A	**The following is required:** • **(W11-2) Pedestrian Warning Signage with the corresponding (W16-7P) arrow plaque as shown in CA MUTCD Section 2C.50**
B	**At least one of the following is required:** • **(R1-6) State Law – Yield to Pedestrian sign if median is present** • **Rectangular Rapid Flashing Beacons (RRFBs)** • **Raised crosswalk or other traffic calming treatments if the City of San Diego’s Traffic Calming Guidelines are met**
C	**At least two of the following are required:** • **Radar Speed Feedback Signs** • **Striping changes such as narrower lanes, painted medians, road diets, or other speed reducing treatments.** • **RRFBs** • **Staggered crosswalks and pedestrian refuge island** • **Horizontal deflection traffic calming treatments[1] if the City of San Diego’s Traffic Calming Guidelines are met**
D	**A Traffic Signal is required if the CA MUTCD warrants are met and it is recommended by a traffic engineering study. Otherwise at least one of the following is required:** • **Pedestrian Hybrid Beacon if the CA MUTCD warrants are met** • **Horizontal deflection traffic calming treatment[1] with RRFBs if the City of San Diego’s Traffic Calming Guidelines are met**

1. Horizontal deflection treatments include, but are not limited to: roundabouts, pedestrian refuge islands, and pedestrian pop-outs.

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CURRENT

2.4 Stop Controlled Crosswalks

At stop controlled intersection approaches, stop signs are the major factor controlling both the motorist's and pedestrian's behavior, rather than crosswalk markings. The warrants reflected in this policy do not apply at stop controlled intersection approaches. At such approaches stop bars are intended to define pedestrian paths. A marked crosswalk may be installed at a stop controlled intersection on a case by case basis if a clear benefit to pedestrians is demonstrated. Examples of such demonstrated benefits are:

- An all-way stop controlled intersection where at least one street is a one-way street with more than one lane, and marking the far side crossing will highlight pedestrian crossing (all approaches that pedestrians are allowed to cross should be marked in this case).

- An all-way stop controlled intersection where pedestrians are restricted on one or more legs and marking the alternate crossing routes will highlight where pedestrians are allowed to cross.

2.5 Removal of Crosswalks

It shall be the Policy of the City of San Diego to follow the California Vehicle Code requirements when a crosswalk is considered for removal.

The California Vehicle Code, Section 21950.5, states the following:

(a) An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal.

(b) The notice required by subdivision (a) shall include, but is not limited to, notification to the public of both of the following:

(1) That the public may provide input relating to the scheduled removal.

(2) The form and method of providing the input authorized by paragraph (1).

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

3.0 HISTORY:

"Installation of Parking Facility Guide Signs"
Adopted by Resolution R-171103 - 05/31/1962
Repealed by Resolution R-212199 - 12/12/1974
"Comprehensive Pedestrian Crossing Policy"
Adopted by Resolution R-275560 - 04/23/1990
"Marked Crosswalk Criteria at Uncontrolled Locations"
Amended by Resolution R-309772 - 06/11/2015

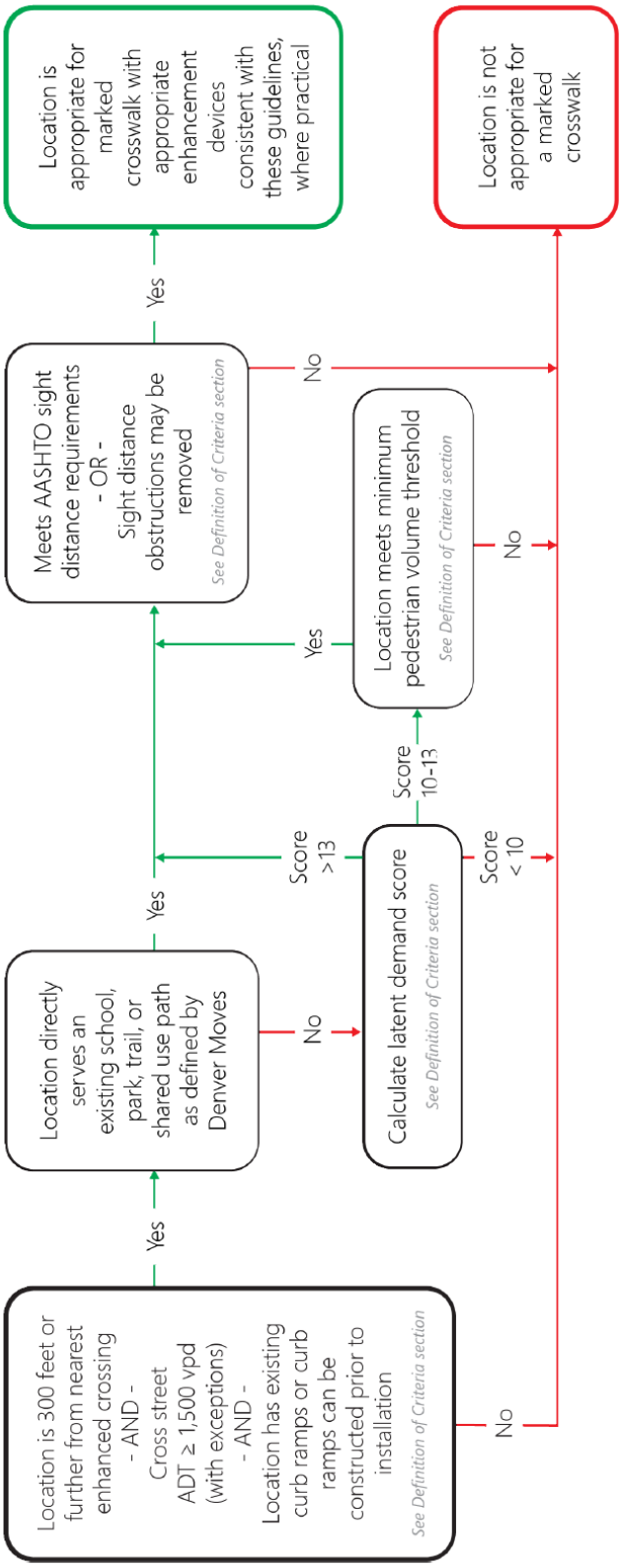
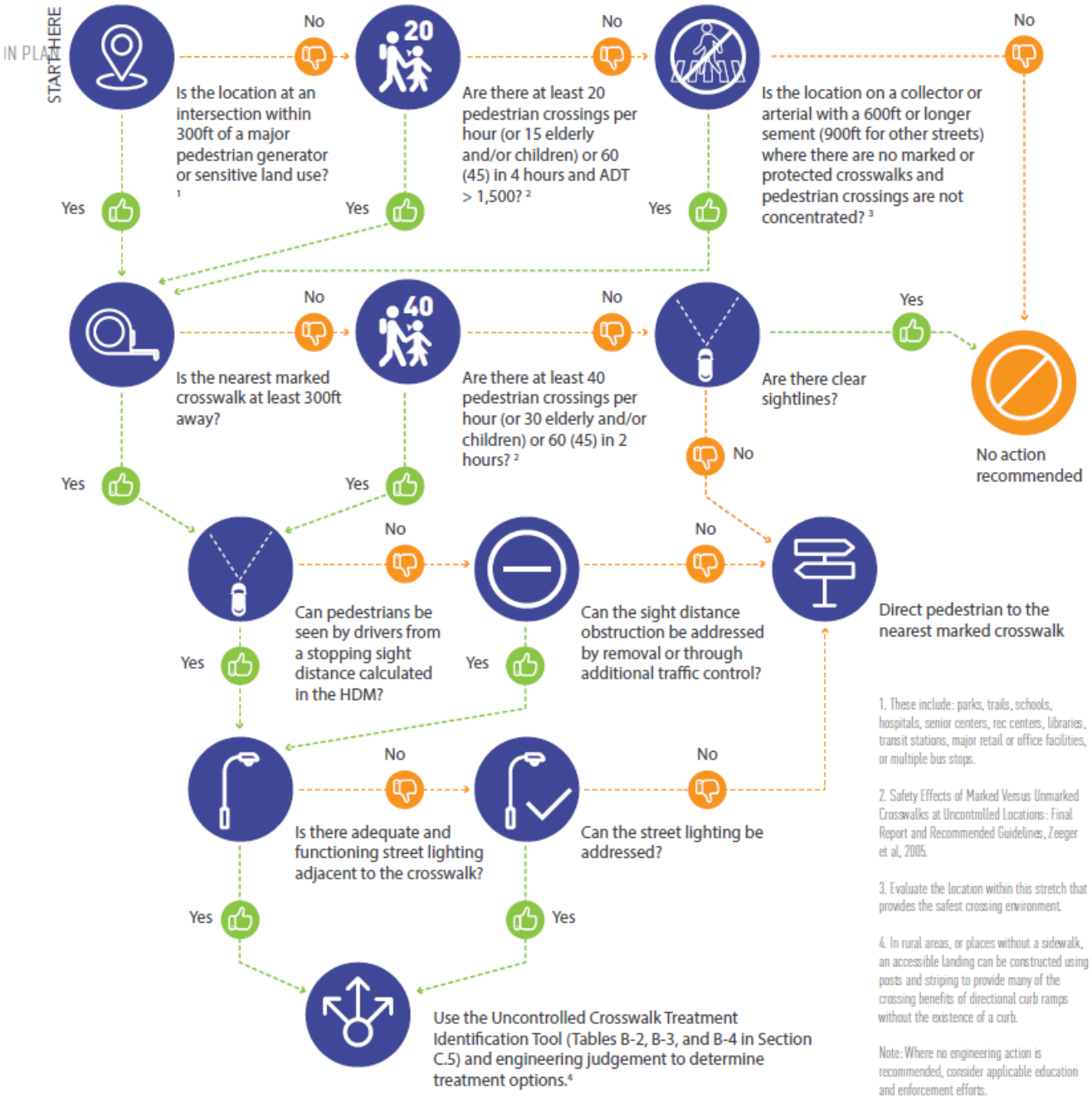


Figure 1: Candidate Location Flowchart

City & County of Denver, CO



1. These include: parks, trails, schools, hospitals, senior centers, rec centers, libraries, transit stations, major retail or office facilities, or multiple bus stops.

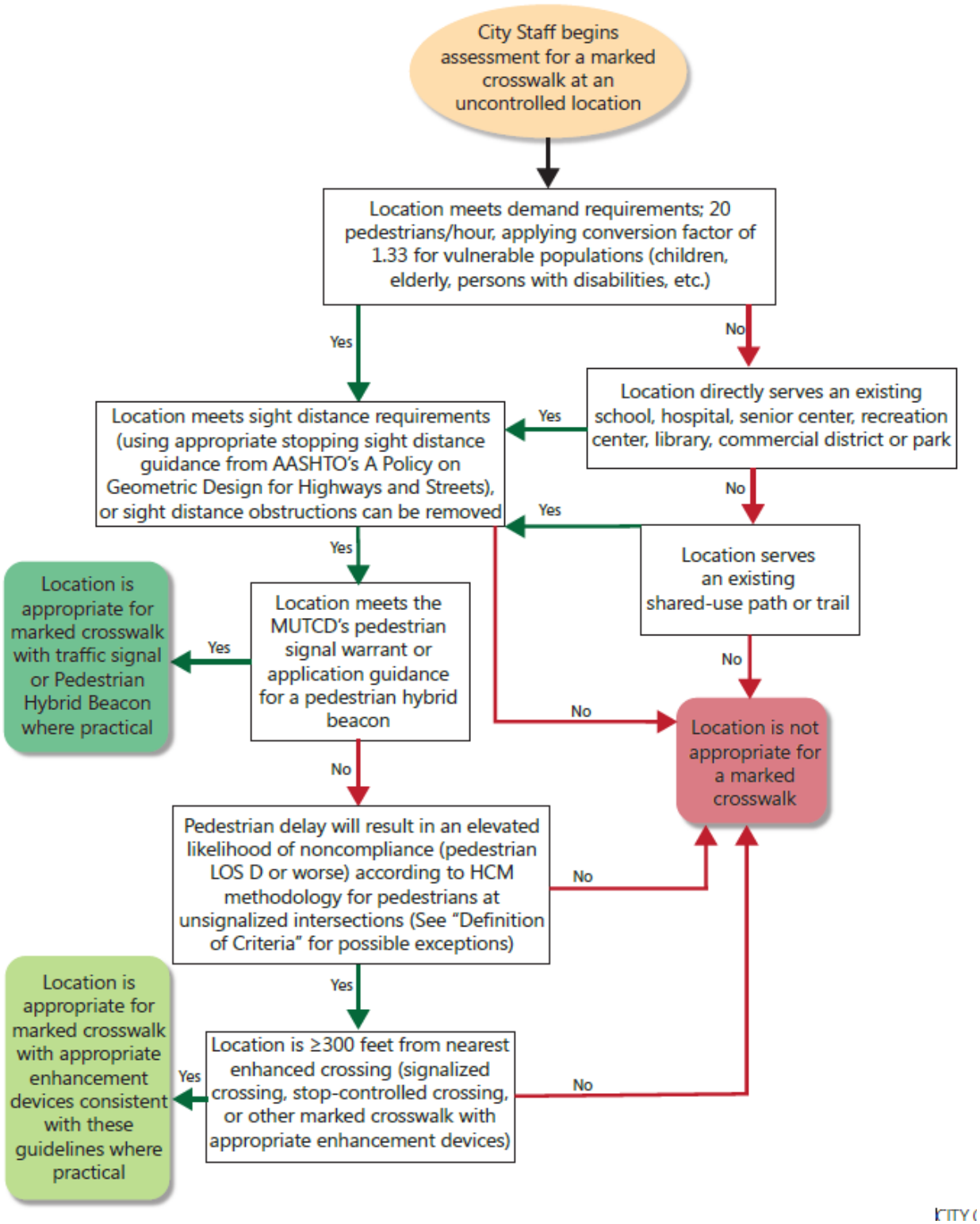
2. Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations: Final Report and Recommended Guidelines, Zeeger et al, 2005.

3. Evaluate the location within this stretch that provides the safest crossing environment.

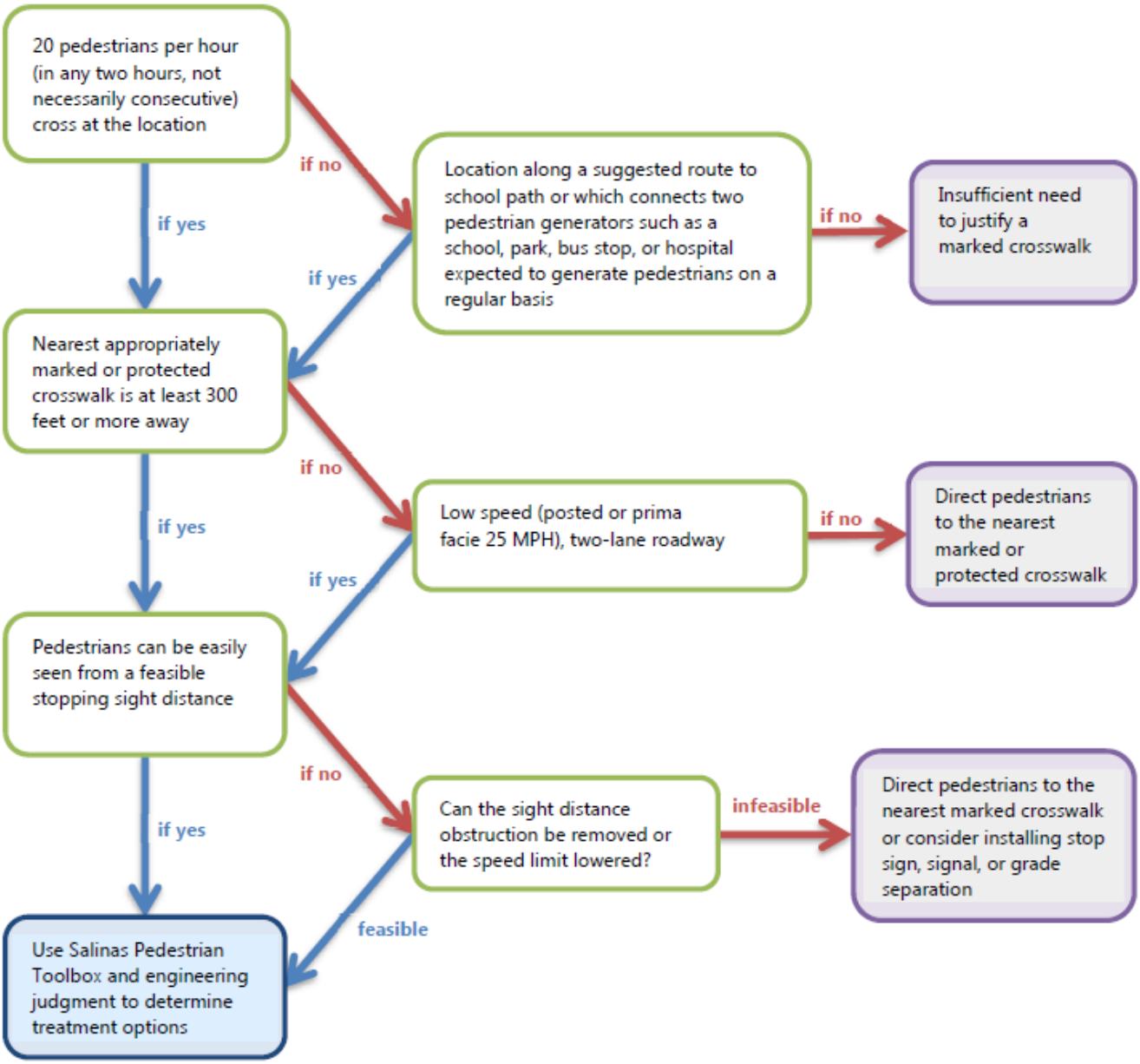
4. In rural areas, or places without a sidewalk, an accessible landing can be constructed using posts and striping to provide many of the crossing benefits of directional curb ramps without the existence of a curb.

Note: Where no engineering action is recommended, consider applicable education and enforcement efforts.

City of Pittsburg, CA



City of Port Orchard, WA


20 pedestrians per hour (in any two hours, not necessarily consecutive) cross at the location
if no
if yes
Location along a suggested route to school path or which connects two pedestrian generators such as a school, park, bus stop, or hospital expected to generate pedestrians on a regular basis
if no
Insufficient need to justify a marked crosswalk
if yes
Nearest appropriately marked or protected crosswalk is at least 300 feet or more away
if no
if yes
Low speed (posted or prima facie 25 MPH), two-lane roadway
if no
Direct pedestrians to the nearest marked or protected crosswalk
if yes
Pedestrians can be easily seen from a feasible stopping sight distance
if no
if yes
Can the sight distance obstruction be removed or the speed limit lowered?
infeasible
Direct pedestrians to the nearest marked crosswalk or consider installing stop sign, signal, or grade separation
feasible
Use Salinas Pedestrian Toolbox and engineering judgment to determine treatment options

STAFF REPORT

October 12, 2023

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

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.

TMPL Project FY23/24

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.

Traffic Signal Communications Grant

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. Staff will soon be selecting equipment that will be specified in all future traffic signal projects. The consultant and staff will be meeting to discuss design of the future Traffic Management Center that will be housed in City Hall.

City of Escondido TIA Guidelines Implementation

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. The guidelines and Mitigation Program have been utilized successfully on numerous development project throughout the City.

Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update

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.

Seven Creek Crossings

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 was completed in Summer 2023, with 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.

Escondido Creek Trail Transit Center Bike Path Improvements

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.

Creek Trail Expansion Project

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.

Design is nearing completion and the project is anticipated to go out to bid in Fall 2023 with construction to be completed in late 2024.

Citracado Extension Project

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.

Construction of the $23m project started in September 2022 and is anticipated to be completed in Spring 2024. 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.

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

Grand Avenue Vision Project

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

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. The 2022/23 Phase I work (Concrete and Tree Replacement) is currently under construction with anticipated completion in 2023. Phase 2, which consists of resurfacing and restriping, is currently out to bid and construction is anticipated to begin in late Summer 2023. 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.

Bear Valley Parkway at Mary Lane Traffic Signal Modification

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.

Bids were received in August 2022. Construction was awarded to Lekos Electric in September 2022, started in December 2022. The left-turn phasing was activated in August 2023. The intersection is awaiting final striping and connection of communications equipment..

Washington Avenue and Rose Street Traffic Signal Modification

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.

Juniper Safe Routes to School Phase 2

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. Construction began in April 2023 and was largely completed in September 2023. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Palomar Heights

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). Project is in construction.

7-11 and Gas Station Mission Avenue

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%.

Sunrise Meyers Avenue

This residential private development on Meyers Avenue installed a new traffic signal at Meyers Avenue at Barham Drive near the City boundary. Design was approved in cooperation with the City of San Marcos. The traffic signal has been constructed but has not yet been activated.

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

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. The new traffic signal at Gary Lane and Country Club is pending drainage improvements in the vicinity of the intersection. There is currently construction traffic control on County Club Lane limiting circulation to one-way traffic as the roundabout at Country Club Lane and La Brea is under construction. The roundabout is a phased construction with the north side being built first then construction traffic control will limit Country Club Lane to one-way circulation westbound to construct the southside of the roundabout.

Oak Creek Development

This single-family home development improves Hamilton Lane and Felicita Avenue between Hamilton Lane and Clarence Lane. Construction is well-underway. Features include a roundabout at Felicita Road at Park Drive. All-way Stop-controls will be added for Felicita Avenue at Hamilton Lane and buffered Class 2 bike lanes will be installed along Felicita Avenue. Most, if not all, of the 45 homes are complete. Work is nearing completion for the offsite improvements along Miller Avenue and Felicita Avenue. Lane closures and detours will be in place during portions of this work.

Juniper Street Lighting

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. A consultant contract has been executed to complete the photometric analysis, field analysis, improvement plans and the bid documents by mid-2023, with construction anticipated in late 2023.

Bear Valley Pkwy Widening Project

This future project widens the west side of Bear Valley Parkway between Sunset/Ranchito and the City limits at Cholla Canyon 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 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 are projected during FY24/25-FY27/28.

Valley Parkway Sidewalk Improvement Project

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.

Currently, this project is developing preliminary concepts for the sidewalk improvements along with viable landscaping features for the City's review/comment. This project is funded by American Rescue Plan Funds.

CITY of ESCONDIDO

STAFF REPORT

RECOMMENDATION

Receive report update.

COUNCIL ACTION

None.