CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

April 10, 2025 at 3:00 PM
Council Chambers: 201 North Broadway, Escondido, CA 92025

Welcome to Your Commission Meeting

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

Chair

Lori Hatley

Vice Chair

Rachael Kassebaum

Commissioners

William Durney
Lon Grothen
Lynn Graykowski
Linda Rendon
Francis Spoonemore

Assistant City Clerk

Sarena Garcia

How to Watch

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

In Person

201 N. Broadway, Escondido, CA 92025

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

How to Participate

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

In Person

Fill out Speaker Slip and Submit to City Clerk

In Writing

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

Assistance Provided

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

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

ROLL CALL

ORAL COMMUNICATIONS

APPROVAL OF MINUTES

ITEMS

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

2. GAMBLE STREET TRAFFIC FLOW MANAGEMENT STUDY RECOMMENDATION

3. QUARTERLY REPORT BY STAFF ON THE PROGRESS OF VARIOUS CITY PROJECTS THAT IMPROVE TRANSPORTATION OPTIONS FOR RESIDENTS AND TRAVELERS WITHIN THE CITY

ADJOURNMENT

STAFF REPORT

April 10, 2025
Agenda Item No. 1

SUBJECT:

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

LOCATION:
Various Locations Citywide

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

A brief description of the procedure is presented below.

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

CITY of ESCONDIDO

STAFF REPORT

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

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

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

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

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

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

1) Between 15 mph and 65 mph,

2) Supported by an Engineering and Traffic Survey

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

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STAFF REPORT

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

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

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

Segment No.	Street Name (Zone)	Segment		Date of Previous Speed Survey	Existing Posted Speed Limit (MPH)	Classification	85th Percentile Speed (MPH)	Rounded Speed (MPH)	Recommended Posted Speed Limit (MPH)
1	Avenida Del Diablo 1	West End	Del Dios Road	03/03/15	35	LC	37	35	35
2	Broadway 3	Leslie Ln	Rincon Ave	05/15/18	40 (25 WCAP)	C	49	50	40 (25 WCAP)*
3	Broadway 4	El Norte Pkwy	Leslie Ln	05/15/18	40 (25 WCAP)	M	44	40~	40 (25 WCAP)
4	Escondido 5	Fifth Ave	Thirteenth Ave	05/22/18	35	C	38	35~	35
5	Escondido 6	Thirteenth Ave	Felicita Ave	05/22/18	35	C	35	35	35
6	Felicita 1	City Limits/Hamilton Ln	Montview Dr	04/09/18	40 (25 WCAP)	C	46	40~	40
7	Jesmond Dene 1	Broadway	City Limits	05/15/18	45	C	48	45~	45

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

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

Table 1: Overview of Speed Surveys

RECOMMENDATION:

Staff recommends approval of the seven (7) speed limits per **Table 1** above and forward recommendation to City Council.

ATTACHMENTS:

Segment speed evaluations

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Avenida del Diablo (West End to Del Dios Road)		**Date:** 01/13/25
Time: 9:40 – 10:40	**Weather:** Sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	37 MPH	10MPH Pace:	27-36 MPH
50% Speed:	33 MPH	% in Pace:	73%

2. Accident Data			
Street Classification:	Local Collector	Approximate ADT:	4450 vehicles/day
Accident Rate:	0.07 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	1.69 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple family residential. Commercial (self storage facility. Nursing home)		
Geometrics:	Straight. Flat. Narrow.		
Other Features:	Two lanes separated by a broken yellow line. Limited on-street parking. Residential driveways.		
Unusual Conditions:	None		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☐ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

- The combined eastbound and westbound 85th percentile of 37 mph would indicate posting a 35 mph speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/11/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Broadway (Leslie Lane to Rincon Avenue)		**Date:** 01/14/25
Time: 2:00-3:00pm	**Weather:** warm, sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40 (25 WCAP) MPH	School zone:	☒ Yes ☐ No
85% Speed:	49 MPH	10MPH Pace:	37-46 MPH
50% Speed:	43 MPH	% in Pace:	74%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	8775 vehicles/day
Accident Rate:	0.94 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	1.62 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single & multiple family residential. High school. Church school. Gated senior community. Wetlands.		
Geometrics:	Straight. Wide. Slight grade at mid-segment.		
Other Features:	Four lanes separated by a two-way left-turn lane. Fully improved. Limited on-street parking. Traffic signals at Country Club Lane/Rincon Avenue and at Vista Avenue. Commercial driveways. Numerous side streets. Bike lanes.		
Unusual Conditions:	High school zone. Elementary school area.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

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

Justification:

- The recommended posted speed is **40 (25 WCAP) MPH,** downgraded 5 mph, due to maintaining a long segment at a uniform and safe speed per CVC Sections 627, 21400(b), 22358, 22358.5 and 22358.8, frequent driveways

and parked cars impeding sight distance and irregular roadside width, the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) and if a registered Engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since the completion of the traffic survey that established the prior speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Broadway (El Norte Parkway To Leslie Lane)		**Date:** 01/15/25
Time: 1:30 – 2:30 pm	**Weather:** Warm, sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40 (25 WCAP) MPH	School zone:	☒ Yes ☐ No
85% Speed:	44 MPH	10MPH Pace:	34 -43 MPH
50% Speed:	40 MPH	% in Pace:	77%

2. Accident Data			
Street Classification:	Major	Approximate ADT:	17100 vehicles/day
Accident Rate:	1.14 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	1.62 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Single and multiple residential. Commercial. High school		
Geometrics:	Straight. Flat. Wide		
Other Features:	Four lanes separated by a two way left turn pocket, fully improved. Limited on-street parking. Traffic signal at El Norte Parkway and at Sheridan Avenue. Commercial and residential driveways. Side streets. Bus Route.		
Unusual Conditions:	School bus maintenance facility. High density apartment & condo complexes. Mid &parochial schools in area.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

- The combined northbound and southbound 85th percentile of 44 mph would indicate posting a 45 mph speed limit.

Justification:

- The recommended posted speed is **40 (25WCAP) MPH,** downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance) and CVC Section 22358.8, the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) and if a registered Engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since the completion of the traffic survey that established the prior speed limit.

5. Approvals

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

Approved: _____ Robert Blough _____
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Escondido Boulevard (Fifth Avenue to Thirteenth Avenue)		**Date:** 01/14/25
Time: 10:00-11:00 am	**Weather:** Sunny, warm	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	38 MPH	10MPH Pace:	30-39 MPH
50% Speed:	34 MPH	% in Pace:	77%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	10650 vehicles/day
Accident Rate:	3.10 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	0.90 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Single & multiple family residential. Church.		
Geometrics:	Straight. Flat.		
Other Features:	Two lanes separated by a two-way left-turn lane and turn lanes at intersections. Fully improved. Limited on-street parking. Bike Route. Bus route. Traffic signals at Fifth Avenue, Ninth Avenue, and Thirteenth Avenue.		
Unusual Conditions:	Numerous side streets and alleys.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

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

Justification:

- The recommended posted speed is **35 MPH,** downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance) and CVC Section 22358.8, the downgrading of the 85th percentile is justified.

Support:

- The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) and if a registered Engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since the completion of the traffic survey that established the prior speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Escondido Boulevard (Thirteenth Avenue to Felicita Avenue)		**Date:** 01/13/25
Time: 12:50 – 2:00 pm	**Weather:** Sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	35 MPH	School zone:	☐ Yes ☒ No
85% Speed:	35 MPH	10MPH Pace:	27-36 MPH
50% Speed:	32 MPH	% in Pace:	88%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	9125 vehicles/day
Accident Rate:	2.82 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	0.90 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Commercial. Single & multiple family residential. Mixed-use development. Linear park at Felicita strip mall.		
Geometrics:	Straight. Flat. Wide street.		
Other Features:	Two lanes separated by a two-way left-turn lane and turn pockets/lanes at intersections. Limited on-street parking. Bike Route. Bus Route. Fully improved. Traffic signals at Thirteenth Avenue, Fifteenth Avenue, and Felicita Avenue.		
Unusual Conditions:	Numerous driveways, some hidden by parked vehicles. Mid-block pedestrian activity.		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

- The combined northbound and southbound 85th percentile of 35 mph would indicate posting a 35 mph speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Felicita Road (City Limits/ Hamilton Ln to Montview Drive)		**Date:** 01/13/25
Time: 11:05 am – 12:00 pm	**Weather:** Warm, sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	40 MPH	School zone:	☒ Yes ☐ No
85% Speed:	46 MPH	10MPH Pace:	36-45 MPH
50% Speed:	40 MPH	% in Pace:	66%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	9600 vehicles/day
Accident Rate:	0.18 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	0.90 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Churches. Fire station #77. Miller Elementary School nearby. Single family residential. Aged care facility. Undeveloped land.		
Geometrics:	Straight. Flat. Sharp curve at Montview Drive (advisory speed posted for 30mph).		
Other Features:	Two lanes separated by a double yellow line. 85% fully improved. Limited on-street parking. Buffered bike lanes. Commercial driveways. Traffic signal at Citracado Parkway. School crosswalk at Brotherton Rd.		
Unusual Conditions:	Proximity to freeway access.		
Density:	☒ Single Family ☐ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2018, 7th Edition.

- The combined northbound and southbound 85th percentile of 46 mph would indicate posting a 45 mph speed limit.

Justification:

- The recommended posted speed is **40 MPH,** downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance) and CVC Section 22358.8, the downgrading of the 85th percentile is justified.

Support:

The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) and if a registered Engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since the completion of the traffic survey that established the prior speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 1829

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

CITY OF ESCONDIDO
TRAFFIC ENGINEERING DIVISION
SPEED ZONE EVALUATION

Location: Jesmond Dene Road (Broadway to City Limits)		**Date:** 01/14/25
Time: 11:30 am – 12:30 pm	**Weather:** Sunny	**Road Conditions:** Dry

ENGINEER'S FINDINGS

1. Prevailing Vehicular Speed Data			
Posted Speed(s):	45 MPH	School zone:	☐ Yes ☒ No
85% Speed:	48 MPH	10MPH Pace:	36-45 MPH
50% Speed:	41 MPH	% in Pace:	55%

2. Accident Data			
Street Classification:	Collector	Approximate ADT:	1900 vehicles/day
Accident Rate:	0.00 accidents/mvm	For period:	January 2022 through December 2024
City-wide for streets of similar characteristics:	0.9 accidents/mvm		

3. Traffic and Roadside Conditions			
Land Use:	Jesmond Dene City Park. Reidy Creek Golf course. Open space. Residential.		
Geometrics:	Straight. Flat. Narrow.		
Other Features:	Narrow. Two lanes separated by a single, skip yellow line. White edgelines both sides of roadway. Traffic signal at North Broadway. 35% improved with sidewalk, curb and gutters on north side. Dirt shoulders. Speed enforced by radar. No street lights. Reidy Creek Elementary School nearby. On-street parking restricted South side at East-End.		
Unusual Conditions:	Rural in nature. Creek along south side of road		
Density:	☒ Single Family ☒ Multiple Family	Presence of:	☒ Bicycles ☒ Pedestrians

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

Explanation:

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

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

b. California Vehicle Code, 2024 version, with respect to design and prevailing speeds, accident history, pedestrian activity, driveway spacing, and roadway, weather, and traffic conditions,

c. And for stopping sight distance per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets 2011, 6th Edition.

- The combined eastbound and westbound 85th percentile of 48 mph would indicate posting a 50 mph speed limit.

Justification:

- The recommended posted speed is **45 MPH,** downgraded 5 mph per CVC Section 22358.5 (numerous driveways and parked vehicles impeding stopping sight distance) and CVC Section 22358.8, the downgrading of the 85th percentile is justified.

Support:

The posted speed limit may, by ordinance, retain the current speed limit in compliance with CVC Section 22358.8. This option can be utilized if the speed limit was established with an Engineering & Traffic Survey (ET&S) and if a registered Engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since the completion of the traffic survey that established the prior speed limit.

5. Approvals

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

Approved: Robert Blough
Traffic Engineer, RTE#: 2295

☐ Establishment of new speed zone

Approved: _____
City Engineer

Action Dates:

Transportation Commission: 4/10/25 City Council: Resolution No.:

STAFF REPORT

April 10, 2025
Agenda Item No. 2

SUBJECT:

GAMBLE STREET TRAFFIC FLOW MANAGEMENT STUDY RECOMMENDATION

LOCATION:
Various Locations Citywide

DISCUSSION AND PURPOSE:

BACKGROUND:

The City has received multiple requests from residents regarding the traffic conditions on Gamble Street between Lincoln Avenue and El Norte Parkway. Many of the complaints involve speeding, traffic volume, and safety.

This report will document the traffic engineering process staff is recommending for conducting a traffic study that will evaluate the existing and future traffic conditions on Gamble Street and the surrounding streets in the study area. The goal is to provide the Commission with traffic data where potential alternative solutions can be considered and monitored if warranted.

DISCUSSION:

STUDY AREA
A map of the proposed study area is shown in Exhibit 1 with recommended traffic volume and speed data collection locations. Below is a description of the streets within the study area.

Gamble Street
Gamble Street, shown in Exhibit 2, is a two-lane north-south residential street that connects Lincoln Avenue and El Norte Parkway. The majority of Gamble Street has no sidewalk improvements and has approximately 30 feet of pavement. In a few areas that have been developed, Gamble Street has been widened to a curb-to-curb width of 36 feet, with sidewalk improvements. Parking is allowed along most of the street except on the west side 500 feet north of Lincoln Avenue. Gamble is posted with 25 mph speed limit signs, 25 mph pavement legends, and radar speed feedback signs. Gamble Street is potentially being used by commuter traffic to bypass traffic congestion on the surrounding larger circulation element streets, such as Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway.

Ivy Street, Grape Street, and Cathy Court

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Ivy Street, Grape Street, and Cathy Court are part of the study area because they are part of the influence zone. These are all residential streets that have full street improvements with a curb-to-curb width of 36 feet wide. These streets are parallel to Gamble Street and currently do not appear to carry significant commuter traffic. It is important to include these streets in the study in order to document the traffic conditions since some traffic solutions that may help discourage or eliminate commuter traffic on Gamble Street may inadvertently shift traffic to these residential streets.

Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway

Lincoln Avenue, Fig Street, El Norte Parkway, and Broadway are all circulation element roadways per the General Plan. These roadways are where the commuter traffic is intended to circulate through the City.

- Lincoln Avenue is classified as a 6 lane Prime Arterial in the City's Circulation Element and carries significant traffic as Highway 78 terminates into it. Near the intersection of Gamble Street, Lincoln Avenue has only 4 lanes and no left turn pockets. The lack of a left turn pocket creates long queues on Lincoln Avenue as drivers block the inside through lane while waiting for a gap to make a left turn on Gamble Street. This has resulted in 12 injury crashes over the last 7 years.
- Fig Street is classified as a collector and has 2 lanes, and a center left turn lane. The intersection of Lincoln and Fig is signalized, and may contribute to drivers' decisions to turn onto Gamble.
- El Norte Parkway and Broadway are classified as 4 lane Major Roadways with left turn lanes and are built out to this designation.
-

Traffic Study Considerations

One of the primary goals of traffic engineering is to evaluate problem areas and develop solutions that address the problem. In this case, we want to encourage commuter traffic to use circulation element streets that are designed to carry higher traffic volumes. The goal in this study would be to shift back any commuter traffic that may be using Gamble Street to use the four surrounding larger circulation element roadways of Lincoln Avenue, El Norte Parkway, Fig Street, and Broadway. If, however, this cannot be accomplished, and Gamble Street or the other residential streets are documented as impacted, consideration should be given to develop physical measures to calm the traffic on Gamble Street or residential streets that may receive additional commuter traffic.

Speed Humps and other traffic calming devices will be reviewed and considered as a potential alternative in the study. Exhibit 3 (Speed Hump) and Exhibit 4 (Speed Table) show photographs of each device along with the advantages and disadvantages of each. The study will also evaluate whether the City should develop a policy and criteria before installing speed humps - since there are no speed humps on public streets in the City.

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In addition to traffic calming on Gamble, traffic turning restrictions at the intersection of Lincoln Avenue and Gamble Street will be evaluated. Other turning restrictions may be considered as well. The focus will be on restricting the eastbound left turn from Lincoln Avenue to Gamble Street. As noted previously, there is no left turn pocket on Lincoln Avenue at this intersection and this has resulted in 12 injury accidents at this intersection and numerous other non-injury accidents over a 7-year period. Exhibit 5 (Raised Median Barrier) shows a raised median on the main street that restricts turning movements to a right turn in/out only at the intersection. This type of design and/or a combination of regulatory signs will be evaluated to determine if it will mitigate commuter traffic from using the residential street of Gamble Street as a short-cut commuter route.

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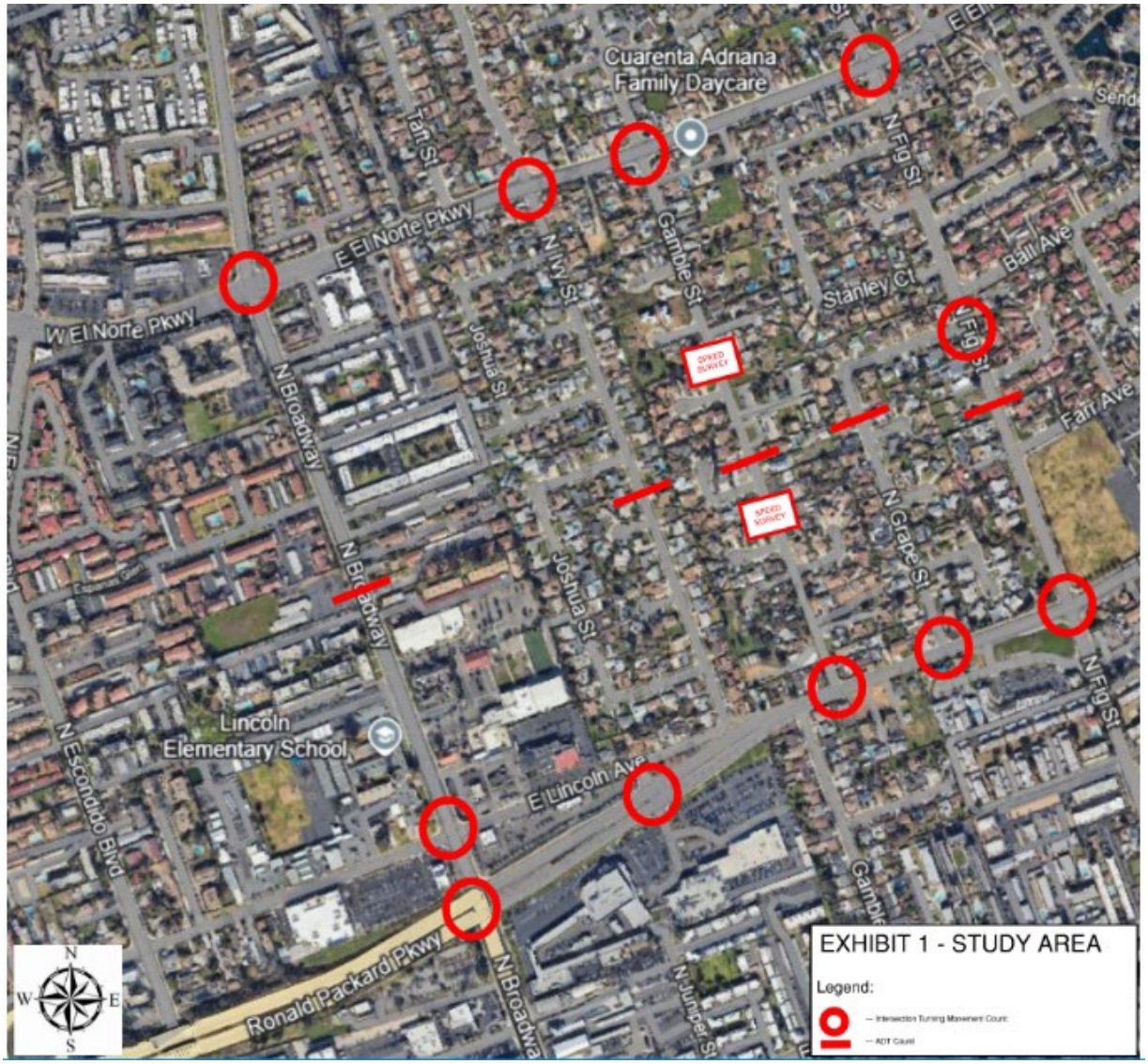

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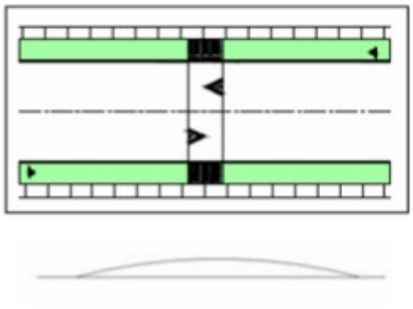
EXHIBIT 3 - SPEED HUMP

Speed Hump

Speed humps are asphalt or concrete street surfaces that span the width of the street and are raised and slightly rounded. When used in roadways, they are 3" high and approximately 12 feet long. Speed humps create a driving surface that is uncomfortable at higher vehicle speeds, especially when used in closely spaced pairs. The discomfort prompts drivers to slow in advance of the hump. Speed humps have a minimal impact on vehicles with good suspension systems and a severe impact on large vehicles such as buses, garbage trucks and emergency vehicles. Speed humps will only be considered where there are no other viable alternatives or where impacts are restricted to the residents of that streets only, such as on a cul-de-sac.



Speed humps are slightly rounded areas that span the width of a street to create a 3 inch rise in the street surface.

Locations

- Local residential streets and not a primary EMS or bus route
- Streets with less than 4,000 ADT

Advantages

- Bicyclists do not have to move out of their travel path to cross

Disadvantages

- Emergency vehicles forced to almost stop at each hump
- Vehicles braking and accelerating create noise
- Can damage vehicles at higher speeds
- Limited affect on some vehicle types
- May detract from residential property values
- Uncomfortable for passengers of buses and ambulances
- Uncomfortable for people with back injuries or other chronic painful physical conditions (3)
- Restricts mobility for people using wheelchairs if installed where there are no sidewalks

Estimated Cost:

$10,000 to $15,000

Non-intersection Traffic Calming Treatments

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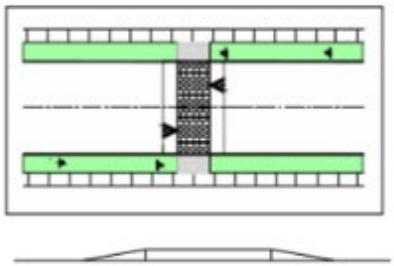
EXHIBIT 4 - SPEED TABLE

Speed Table

A speed table is an elevated, flat street surface with ramps on both sides to create a grade change on both sides of the table. A steeper grade on the approach and departure ramps will produce slower speeds. The sloped ramp leading to the platform is less jarring for vehicle occupants than a speed hump. A change in surface color and/or texture on top of the speed table can increase its effectiveness. Speed tables are effective tools for providing high visibility crosswalks schools, trails, and other mid-block crossing locations where slower speeds are desirable. They can be combined with bulb outs to shorten pedestrian crossing distances and prevent drivers from avoiding the full impact of the treatment by driving with two tires in the gutter.



A speed table is a flat surface that is slightly higher than the street. The "V" symbols in the drawing above illustrate marking to alert drivers to the ramps leading to the table. The flat surface on a speed table makes it well suited for a crosswalk. The photo below shows a speed table with a median.

Locations

- Local and collector streets of any width not a primary EMS or bus route
- Streets with less than 5,000 ADT
- Marked, unsignalized mid-block pedestrian crossings

Advantages

- More easily traversed by large vehicles than speed humps
- Provides a defined pedestrian crossing area
- Improves visibility between pedestrians and drivers
  Raises vehicles to pedestrian level
- Eliminates need for a curb ramp at the crossing

Disadvantages

- Emergency vehicles forced to almost stop at the ramps
- Can damage vehicles at higher speeds
- Vehicles braking and accelerating create noise
- Can be uncomfortable for people with back and neck problems, though less jarring than speed humps [3]

Estimated Cost:

$50,000 to $100,000

Non-intersection Traffic Calming Treatments

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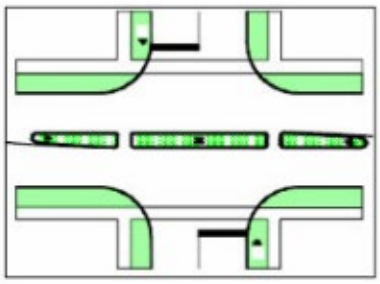
EXHIBIT 5 - MEDIAN BARRIER

Median Barrier

A raised median between travel lanes that can extend across the intersection to block left turn and through movements from cross streets. It is a diversion tool to prevent vehicles from passing through one neighborhood, crossing a major street, and continuing into another neighborhood to create a cut-through route. Residents and service providers using that intersection can enter and leave only by turning right into or right out of out the street. All barriers that restrict traffic flow must be used sparingly to preserve convenient access and distribute traffic evenly.



A raised median through the intersection restricts access to right turning vehicles, pedestrians, and bicyclists.

Intersection Traffic Calming Treatments

Locations

- Local and collector streets of any width and not on a primary EMS or bus route.
- Intersections along cut-through routes that cross major streets

Advantages

- Median can provide a pedestrian refuge island
- Prevents cut-through traffic

Disadvantages

- May restrict vehicle access between neighborhoods
- Restricts resident access to their property
- Inhibits some access by emergency vehicles
- Increases traffic volumes on other streets
- Can impede citywide traffic circulation
- May cause some confusion until maps reflect the change
- Trash and silt may accumulate

Estimated Cost:

$50,000 to $100,000

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Traffic Data Collection

Traffic data will be collected in the study area. This will include traffic volume counts on street segments, turning movement counts at intersections, speed surveys, travel time surveys, diversion counts, crash history, level of service at intersections, and signal timing review. Collecting data will enable the City to make an informed decision on potential solutions, if needed. It will also establish a base reference point that can be used to compare traffic data after project implementation and will allow monitoring of the traffic conditions. Below is a more detailed description of the data collection process:

- ADT Counts: 24-hour traffic counts will be conducted on the street segments within the study area. The preliminary locations are shown in Exhibit 1.

- AM/PM peak-hour turning movement counts will be conducted at the intersections shown in Exhibit 1. This will document the amount of traffic making left and right turns and help determine the level of commuter traffic that is using Gamble Street and other streets.

- Speed surveys will be conducted on Gamble Street at two locations and other residential streets as needed for documentation.

- Travel time surveys will be used to determine the fastest route and help determine if there are any locations that could be impacted should traffic calming or turning restrictions be implemented on Gamble Street.

- Diversion counts will be take using license plate recordings of vehicles traveling the length of Gamble Street and it will document the amount of commuter traffic and residential traffic.

- Crash history will be reviewed in the study area to document locations that are experiencing a higher than normal accident rate. Mitigation measures and potential solutions to reduce the crash frequency will be evaluated.

- Level of service will be calculated at the signalized and unsignalized intersections, which if improved may result in commuter traffic changing their traffic flow patterns should a solution be developed to mitigate the cut-through traffic.

- Signal timing will be reviewed at the traffic signals in the study area and possible changes to the signal timing may encourage commuter traffic to stay on circulation element roadways instead of short-cutting through residential streets like Gamble Street.

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Public Participation and Commission Input

The public will be invited to review the study and provide critical input to the Commission to help develop the appropriate solutions. Traffic calming measures can often result in traffic patterns shifting to other residential streets and developing a comprehensive solution with the support of the community is often the best approach.

RECOMMENDATION:

It is recommended that the Commission receive this report and provide feedback that will be incorporated into the traffic study.

STAFF REPORT

April 10, 2025
Agenda Item No.: 3

SUBJECT:

CITY-WIDE TRAFFIC PROJECTS STATUS REPORT –

LOCATION:
Various Locations Citywide

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

TMPL Projects FY23/24

Project Description

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

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

Status: The North Broadway project was completed by City forces, and the Classical Academy project was completed in coordination with the City's annual Pavement Maintenance & Rehabilitation Program, and City forces. Bid documents are expected to be issued this month (April) for the Khayyam Rd and Golden Circle projects. Work should be complete by this summer.

Traffic Signal Communications Master Plan and Implementation

Project Description

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

support operational improvements, and will allow deployment of technology to support the ultimate build-out of the City.

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

Status: Work on the Traffic Signal Communications Master Plan was re-assigned to another consultant (Stack Traffic) and is now anticipated to be completed in April 2025. Related to the Communications Upgrades, the current installation of fiber optic cable throughout the City will be including connections to each signal in the City (see below), which has enabled a change of direction with the Master Plan work. Preparation of Plans, Specifications, and Estimates for corridor upgrades to be completed mid-2025. Construction/Installation should be underway by the late 2025.

City-wide SiFi Fiber Optic Cable Network Installation

Project Description

The City has partnered with SiFi Networks to build a 'FiberCity' network that will connect virtually every home and business in the City to fiber optic, including City-owned facilities like buildings and traffic signals. They will, over the next several years, install nearly 3 million lineal feet of cable on virtually every street in the City. See sifinetworks.com for more information.

Status: Work on the network installation is currently about 10% complete. Plans are currently being updated to include traffic signals.

Comprehensive Active Transportation Strategy (CATS) and Mobility Element Update

Project Description

The Comprehensive Active Transportation Strategy (CATS) and Mobility Element update will include evaluation of current infrastructure and user demand to develop a well-connected active transportation network. The CATS has evaluated 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 mid-2025.

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

Creek Trail Expansion Project

Project Description

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

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

A wider segment from Fig St. to Ash St. allows room for several improvements, such as a pollinator garden between Fig St. and Elm St. and a linear outdoor fitness station built by Elm Street. A community garden is designed on the north side of the creek between Elm St. and Date St. ADA access will be improved at the existing Date St. pedestrian crossing and decorative enhancements such as traditional tribal basket weave pavement patterns are added for visual interest. The Beech Street entrance will be reconfigured on the south side and new access to the trail will be provided from North Beech Street. At Washington Park, the existing fencing will be removed to create an open park area.

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

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Citracado Extension Project

Project Description

This project constructed a key missing link of Citracado Parkway, between Andreasen and Harmony Grove Village Parkway, including a bridge over the Escondido Creek. The project widened Citracado Parkway between W. Valley Pkwy and Avenida del Diablo, including the installation of sound walls at several locations.

The project included new traffic signals at Citracado Pkwy at Mountain Shadows and Citracado Pkwy at Harmony Grove Road. In addition, two existing signals were modified at Harmony Grove Village Pkwy and at Andreasen Drive.

Status: Construction of the $23m project started in September 2022; it was open to traffic in August 2024. Work is largely complete, but some minor finishing elements continue. City is considering an intersection design study of Citracado at Valley to determine future modifications to accommodate the increased travel.

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

Grand Avenue Vision Project

Project Description

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

Status:

Phase I was completed in 2022.

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

Construction for Phase II began in October 2024. In order to minimize impacts on stores and restaurants, the work was divided into 3 sections - progressing from east to west. Between October and December, the section between Juniper and east of Kalmia was completed. The 2nd work section, from east of the Kalmia traffic circle to east of Broadway is complete. The 3rd section, including the Broadway roundabout to Maple is nearing completion and should be fully operational by late Spring 2025. Cruisin' Grand starts on June 6.

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

Annual Street Rehabilitation and Maintenance Projects

Project Description

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

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

Status:

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

The 2024 program, which is in the west central area of the City: _I-15 to the west; SR 78 to the north; Ash to the east and 5th to the south. This work has been awarded and notice to proceed has been issued.

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

Washington Avenue and Rose Street Traffic Signal Modification

Project Description

This traffic signal modification project is funded by the Capital Improvement Program and will upgrade the signal at this location with left-turn phasing for the east and west directions (north and south are already in place). 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. Earlier property constraints were resolved with design modifications at the northwest corner of the intersection.

Status: Design is complete, City Council awarded the contract on April 2, 2025. Work should start in May 2025.

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Juniper Safe Routes to School Phase 2

Project Description

This project provided 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 provided 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 widened Juniper Street and filled gaps in the sidewalk. In addition, existing traffic signals were modified with protected left-turns and APS at Felicita Ave at Escondido Blvd and at Juniper St at Felicita-17th Ave. The Non-Infrastructure (NI) part of the project is moving forward with information sharing and coordination with the school staff, students and parents.

Status: Construction began in April 2023 and was largely completed in September 2023, although SDG&E utility poles relocation could not be completed until 2024. The SDG&E work to move their poles out of the street was completed earlier this year (2025).

Palomar Heights

Project Description

This 420-unit mixed-use development is located at the former site of the downtown hospital. The project has installed a new traffic signal at Valley Parkway at Ivy. Three existing signals were modified and upgraded at Valley Pkwy/Valley Blvd/Private Driveway; Valley Pkwy/Grand Ave/2nd and at Grand Ave/Fig St. (Palomar Heights Development).

Status: Project is in construction. Work on the surrounding roads is largely complete. Overall completion of the project is expected in 2025. Approximately 17 units are currently occupied.

7-11 and Gas Station Mission Avenue

Project Description

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

Status: Design is complete. Discussions concerning the conditional elements of the project have caused some delays, but construction is expected to start later this year and be complete until 2026.

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

Project Description

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

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

Status: The Golden Circle roundabout was opened in 2022. In late 2023, most of County Club Lane was restriped to reduce the through lanes from 4 lanes to 2 lanes with buffered bike lanes. All legs of the La Brea roundabout were opened early in 2024. The new traffic signal at Gary Lane and Country Club will be activated in April (2025). This very large project is nearly complete, but many items remain to be completed.

Oak Creek Development

Project Description

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

Status: The internal subdivision is complete. Off-site work on City rights-of-way was recently completed on Felicita and the project is now largely complete.

Juniper 'Old Escondido' Street Lighting

Project Description

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

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

Status: This project is anticipated for completion in early 2025.

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

Project Description

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

Status: Construction on the east side is expected to be complete in April 2025, including activation of the new traffic signal at Zlatibor and the subdivision entrance.

Valley Parkway Sidewalk Improvement Project

Project Description

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

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

This project is funded by American Rescue Plan Funds.

Status: Design work on this project is complete. Construction is well underway scheduled for completion in early 2025.

RECOMMENDATION:
Receive report update

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COUNCIL ACTION
None

ATTACHMENTS:
none