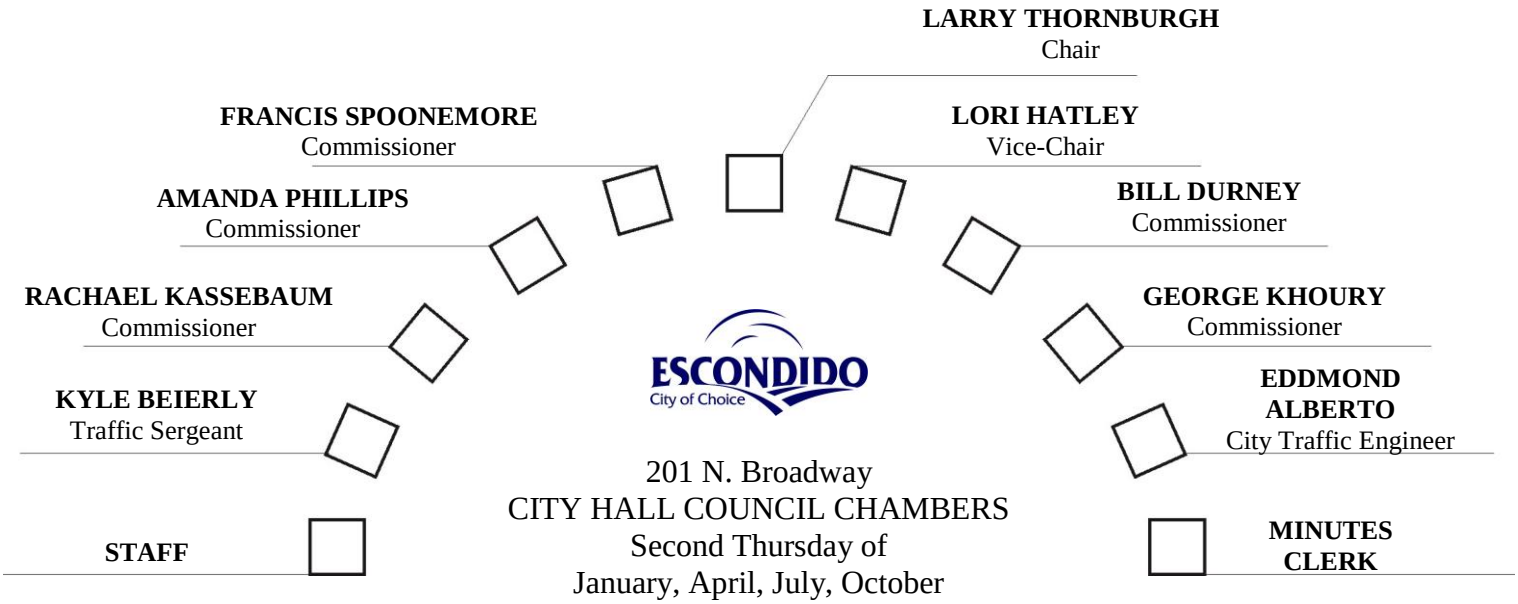
CITY OF ESCONDIDO

Transportation & Community Safety Commission



201 N. Broadway
CITY HALL COUNCIL CHAMBERS
Second Thursday of
January, April, July, October
3:00 p.m.
In-Person Meeting

AGENDA
October 13, 2022

A. FLAG SALUTE

B. ROLL CALL AND DETERMINATION OF QUORUM, ELECTION OF CHAIR AND VICE-CHAIR, WELCOME NEW AND RETURNING COMMISSIONERS

C. ORAL COMMUNICATIONS* (At this time, members of the public are encouraged to speak to the Commission concerning items not already on this agenda. A time limit of three [3] minutes per speaker and a total time allotment of fifteen [15] minutes will be observed.)

The Brown Act provides an opportunity for the members of the public to directly address the Commission on any item of interest to the public, before or during the Commission's consideration of the item. If you wish to speak regarding an agenda item, please fill out a speaker's slip and give it to the minute's clerk who will forward it to the Chairman.

If you wish to speak concerning an item not on the agenda, you may do so under "Oral Communications" which is listed on the agenda.

The City of Escondido recognizes its obligation to provide equal access to public meetings to those qualified individuals with disabilities. Please contact the Human Resources Department (839-4643) with any requests for reasonable accommodation, to include sign language interpreter, at least twenty-four (24) hours prior to the meeting.

D. APPROVAL OF MINUTES OF JULY 14, 2022 MEETING

E. CONSENT ITEMS – None.

F. NEW BUSINESS

1. All-way Stop – Decatur Way at North Escondido Boulevard

   Source: Staff

   Recommendation: Approve Staff Recommendation

   Previous action: None

2. Comprehensive Active Transportation Strategy

   Source: Staff

   Recommendation: Receive update

   Previous action: None

G. OLD BUSINESS

1. Project Status Report

   Source: Staff

   Recommendation: Information Only

   Previous action: Staff report (July 2022)

H. SCHOOL AREA SAFETY

Crosswalk improvements currently in construction at Mission Middle School include signage and striping, Rectangular Rapid Flashing Beacons and radar speed feedback signs. Crosswalk improvements in construction at Oak Hill Elementary School include a new pedestrian ramp, enhanced signage and striping and high visibility continental crosswalk markings.

I. COUNCIL ACTION* (A briefing on recent Council actions on Commission related items.)

1. **August 24th, 2022**. City Council received a presentation and held a workshop to discuss transportation safety.
2. **August 24th, 2022** Council adopted Resolution 2022-116 authorizing an application to the Department of Transportation for the Safe Streets for All Program

for traffic and approving an amendment to the Local Roadway Safety Plan to meet grant criteria.

3. **August 24th, 2022** Council adopted Ordinance 2022-10R retaining the existing speed limits on several roadways in accordance with California Vehicle Code Section 22358.8.
4. **August 24th, 2022** Council adopted Resolution 2022-113 amending the traffic schedule to reflect a reduction in speed limit on Chestnut Street between Juniper Street and fifth Avenue and on North Broadway between Rincon/Country Club Lane and Jesmond Dene Road.
5. **August 24th, 2022** Council adopted Ordinance 2022-12 to determine Grand Avenue from Centre City Parkway to South Juniper Street as a business activity district and declare the prima facie speed limit to be 25 mph.
6. **September 14th, 2022** Council adopted Resolution 2022-126 "Award contract for Bear Valley Parkway and Mary Lane traffic signal modification construction project" authorizing the Mayor, on behalf of the City, to execute a public improvement agreement with Lekos Electric for construction of the Bear Valley parkway and Mary Lane traffic signal modification ("Project") in the amount of $327,073.
7. **October 12th, 2022** Council to adopt Resolution 2022-129 "Bid Award for the Juniper Elementary Bike/Pedestrian Improvements Project"

J. ORAL COMMUNICATIONS* (At this time, members of the public are encouraged to speak to the Commission)

K. TRANSPORTATION COMMISSIONERS* (Commissioners may bring up questions or items for future discussion)

L. ADJOURNMENT

*In order for the Transportation Commission to take action or conclude discussion, an item must appear on the agenda which is posted 72 hours in advance of the meeting. Therefore, all items brought up under the categories marked with an asterisk (*) can have no action. Such items can be referred to staff or scheduled for a future agenda.

AVAILABILITY OF SUPPLEMENTAL MATERIALS AFTER AGENDA POSTING:
Any supplemental writings or documents provided to the Commission regarding any item on this agenda will be made available for public inspection in the Engineering Office located at 201 N. Broadway during normal business hours, or in the Council Chambers while the meeting is in session.

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

July 14, 2022 Meeting Minutes

The regular meeting of the Transportation and Community Safety Commission was called to order on July 14, 2022 at 3:00 p.m. by Chair Spoonemore in the Escondido City Council Chambers.

Commissioners Present: Chair Spoonemore ; Vice-Chair Thornburgh; Commissioner Kassebaum; Commissioner Phillips; Commissioner Durney; and Commissioner Hatley

Commissioners Absent: Commissioner Khoury

Staff Present: Julie Procopio, Director of Engineering; Virpi Kuukka-Ruotsalainen; Craig Williams Associate Engineer; Sarena Garcia, Assistant City Clerk

FLAG SALUTE
Chair Spoonemore

ROLL CALL AND DETERMINATION OF QUORUM, ELECTION OF CHAIR AND VICE-CHAIR, WELCOME NEW AND RETURNING COMMISSIONERS
Quorum present

Nomination of Commissioner Thornburgh for Chair

Motion: Durney
Second: Spoonemore
Approved: 6-0 (Khoury Absent)

Nomination of Commissioner Hatley for Vice Chair

Motion: Durney
Second: Spoonemore
Approved: 6-0 (Khoury Absent)

ORAL COMMUNICATIONS
None

APPROVAL OF MINUTES – February 24, 2022
Motion: Thornburgh
Second: Durney
Approved: 6-0 (Khoury Absent)

CONSENT ITEMS - None

CITY of ESCONDIDO

TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

NEW BUSINESS

1. **Speed Surveys – Various locations Citywide**
Motion: Kassebaum
Second: Hatley
Approved: 6-0 (Khoury Absent)

2. 2022/2023 Traffic Management Project List (TMPL)
Giuseppe Gutierrez commented concerning speed on tulip and Seventh

Motion: Thornburgh
Second: Spoonemore
Approved: 6-0 (Khoury Absent)

3. VMT Programmatic Mitigation - Exchange Program Update
Staff requests the Transportation and Community Safety Commission recommend the VMT Exchange Program to the City Council for approval

Motion: Durney
Second: Kassebaum
Approved: 6-0 (Khoury Absent)

OLD BUSINESS

3. Project Status Report.

SCHOOL AREA SAFETY

COUNCIL ACTION* (A briefing on recent Council actions on Commission related items.)

ORAL COMMUNICATIONS
None

TRANSPORTATION COMMISSIONERS

ADJOURNMENT
Motion to Adjourn at 4:52 p.m.: Hatley
Second: Thornburgh
Approved: 6-0 (Khoury Absent)

_____ _____

CHAIR CITY CLERK

CITY OF ESCONDIDO

TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 13, 2022 **Item No.: F1**

Location: Escondido Boulevard and Decatur Way

Initiated By: Service Request

Request:

Approve staff recommendation to implement all-way stop control at the intersection of Escondido Blvd and Decatur Way.

Background:

A resident contacted Councilmember Joe Garcia's office regarding traffic safety concerns at the intersection of Escondido Blvd and Decatur Way requesting all-way stop control. A petition supporting the implementation of an all-way stop is included as **Attachment 1**. Staff investigated the request and conducted an engineering study determining that the intersection warranted an all-way stop control.

All-way Stop Warrant:

The California Manual for Uniform Traffic Control Devices (CA MUTCD) provides guidance when applying multi-way stop controls. Factors to be considered are traffic volumes including vehicles, pedestrians, and bicyclists; crash history; and visibility.

The following criteria should be considered in the engineering study for a multi-way stop sign:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:
    1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
    2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Staff has determined that the intersection meets warrants for an all-way stop control for the following criteria:

- collision history; and
- need to control left-turn conflicts; and
- need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; and
- visibility

Existing Conditions:

Escondido Blvd. is a 35 MPH roadway with curb to curb width of 40 feet north of Decatur Way and 62 feet south of Decatur Way. The westside curb is offset 4-feet south of Decatur.

Escondido High School is approximately 0.67 miles walking distance to the intersection from the north and Lincoln Elementary School is approximately 0.4 miles walking distance to the intersection from the south. The approach to the intersection is fronted by multi-family residential developments and a commercial strip mall that includes a 7-11 convenience store.

Decatur Way is a short segment roadway approximately 215-feet long with 42-feet curb to curb width. The roadway connects Escondido Blvd. to the east and Centre City Pkwy to the west. There is driveway access to the commercial strip mall on the north side and access to multi-family housing on the south side of the roadway.

Decatur Way ends at the intersection with Escondido Blvd. and has an offset alignment with a multi-family housing development driveway across the intersection. **Figure 1** shows the configuration of the intersection of Escondido Blvd. and Decatur Way.

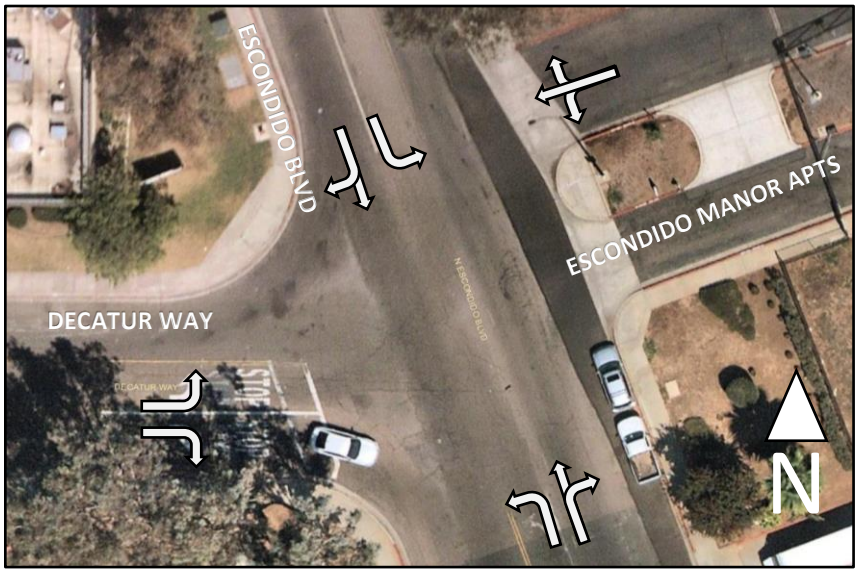


Figure 1: Intersection of Escondido Blvd. & Decatur Way

Collision Summary:
Per the CA MUTCD, all-way stop control warrant requires five or more collisions within a 12-month period. In the 12-month period of October 2021 through September 2022, there have been six reported collisions at this intersection to date.

Five-year collision history dating back to 2018 shows that there have been 14 crashes. Left-turning collisions accounted for 11 of the 14 crashes that have occurred over this time frame.

Volumes:
Peak hour intersection counts were collected from 4-5 PM on May 26, 2022. The counts show 732 vehicles entering the intersection; 541 vehicles on Escondido Blvd. and 191 vehicles on Decatur Way. There was heavy pedestrian activity at the time of the data collection, a total of 54 pedestrians crossed the intersection; 33 pedestrians crossed Decatur Way and 21 pedestrians crossed Escondido Blvd.

Visibility:
Figure 2 shows the factors associated with the reduction in visibility for vehicles turning from Decatur Way onto Escondido Blvd and previous attempt to improve visibility by relocating the stop limit line. As seen from the aerial view, it appears that the limit line for vehicles on Decatur Way turning onto Escondido Boulevard was adjusted to the east to improve visibility.

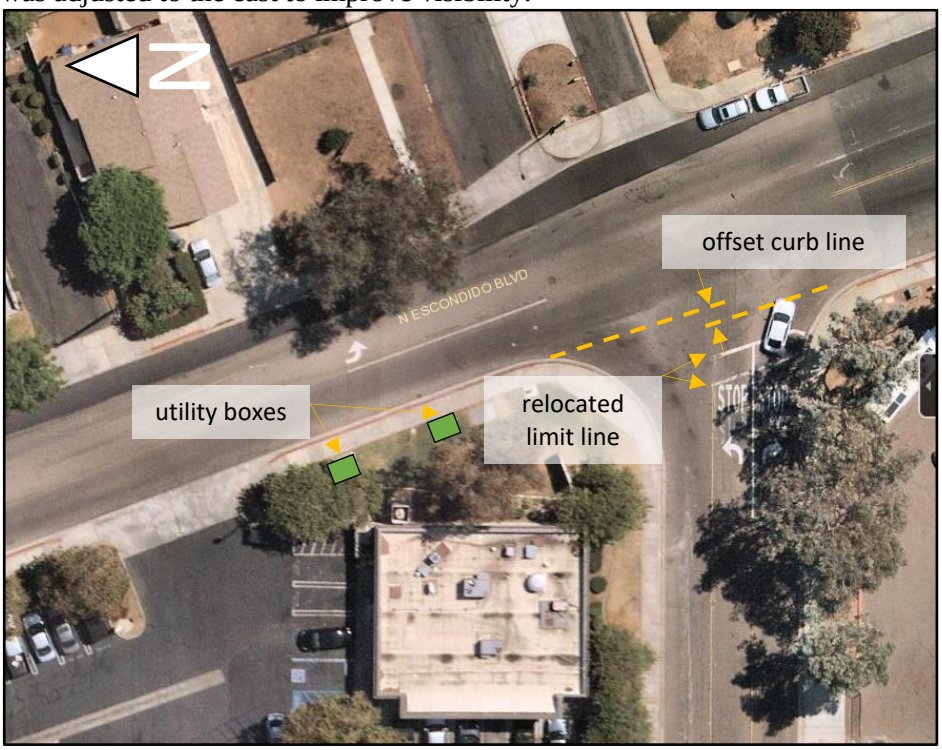


Figure 2: Visibility factors and limit line relocation.

Figure 3 shows the street level visibility for vehicles turning from Decatur Way onto Escondido Blvd. In addition to the limited visibility due to the offset curb line and utility boxes, semi-trucks also park in the red curb area on the west side of Escondido Blvd north of the intersection as shown in **Figure 4.**

Figure 3: Line of sight from limit line on Decatur Way.

Figure 4: Semi-truck parked in red curb.

Conclusion:

Based on an engineering study of the intersection of Escondido Boulevard and Decatur Way, the intersection meets all-way stop warrants for the following reasons:

1. Crash history having six collisions in the last 12 months; and
2. Need to control left-turning conflicts as evidenced by collision history; and

3. Obstructed visibility for the eastbound approach to the intersection; and
4. High pedestrian generators.

Figure 5 shows the proposed signing and striping to implement all-way stop controls at the intersection.

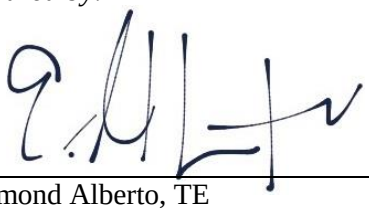
Figure 5: Proposed signing and striping.

Recommendation:

Approve staff recommendation to install Stop-Signs (R1-1) on the westbound, northbound and southbound approaches to the intersection of Escondido Blvd and Decatur Way to create an All-way Stop controlled intersection, and install ALL WAY Plaques (R1-3P) to all 4 approaches. Forward recommendation to City Council to amend the schedule of stop signs per Section 28-5 of the Escondido Municipal Code.

Respectfully submitted:

Prepared by:



Eddmond Alberto, TE
City Traffic Engineer

Approved by:

Julie Procopio

Julie Procopio, PE (Civil)
City Engineer

Attachments:

1 – Resident Petition

Escondido City Counsel, Engineering Department
To Whom It Concern:

ATTACHMENT 1

We the Undersigned request and support the urgent installation of stop signs in ALL directions be placed at the intersection of Escondido Boulevard and Decatur. Wether reported to police or not there are on average two to four accidents per week. Something must be done to prevent these accidents this from occurring any longer. This is a matter of life and safety, Doing so will preserve lives and stop bodily injury to pedestrians and damages to city and personal property/motor vehicles.

Thank You,
Concerned Community Members

Isidoro Araujo Pita
Brenda Carrizoza
Rebeca Reyes
Carmen O. Jose O
Marcia Mendivil
Karen G Alicia
Jesus A. Moreno Jimenez
Susana Mendivil
Rene Acosta Alejandra M
Tim Joner
Sylvia Stowers
LUPE MENDIVIL
Katia Baldegas
Lupe Gonzalez
Ilse Lucero
Miguel Guerra.
Arturo Ortega
Edilberto Mtz
Yessica Reyes
Matthew Rodriguez
Adela Prieto
Mauricio Molina
Jacob Donoghue
JAMES L. MINGUS
Jon Fernandez
Gloria Ojeda
Alexa Muñoz
Josue Ramon
Jose Aguas
Andres Ramires
Saky Sengsakda
Steven Morrow
Tony Sengsakda
Abraham Lozano
Robert Herrera
Reyna Hder

CITY OF ESCONDIDO

TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 13, 2022 **Item No.: F2**

Location: Citywide

Initiated By: City Staff

Request: Receive Comprehensive Active Transportation Strategy (CATS) RFP Overview

Background:
In March of 2021, City Council approved the City's Climate Action Plan (CAP)[1]. That document includes many directives for improving Escondido's climate footprint.

> "This CAP aims to address climate change by reducing GHG emissions from activities within the city, and by identifying threats and strategies for adapting to adverse environmental conditions caused by climate change."

One of the key elements included in the CAP was related to transportation emissions, with direction to reduce Vehicle Miles Traveled (VMT) and a specific measure to develop an Active Transportation Plan. This plan is mentioned in various measures that direct the plan to include:

- a Citywide Pedestrian Master Plan,
- an update to the City's Trail Master Plan
- a Safe Routes to School Plan,
- a Safe Routes to Transit Plan, and
- an update to the City's Bicycle Master Plan.

The CAP also includes measures throughout the document that are aimed at:

- reducing vehicle emissions by synchronizing traffic signals and building roundabouts,
- reducing VMT by
    - building sidewalks,
    - getting people to ride transit and car-pool,
    - getting kids to walk and bike to school,
    - improving pedestrian infrastructure to encourage more people to walk,
    - encouraging people to bicycle to work,
    - improving the Escondido Creek Trail
    - building more bike lanes (and bike infrastructure)
    - adopting Transportation Demand Management strategies
    - building more high-density, transit-oriented development

[1] https://www.escondido.org/Data/Sites/1/media/Planning/ClimateActionPlan2021.pdf

- building an intra-city shuttle

Overall, the CAP presents clear direction for the City to develop a Comprehensive Active Transportation Strategy. A summary of those elements is included as an attachment. Funding for this effort was included in the FY 21-22 Capital Improvement Program budget, as well as the FY22-23 budget. The following is the description for the budget line item:

- "A Comprehensive Active Transportation Strategy (CATS) 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. The CATS also provides support for future grant applications and is identified as an activity in the Climate Action Plan."

Discussion:
In recent months, staff have been developing the scope of work for the CATS in anticipation of issuing a Request for Proposals (RFP) for consultant assistance with the effort. The direction from the CAP has been instrumental in identifying many of the anticipated outputs of the plan.

The Scope of Work is broken into 5 phases:

1. Inventory
    - Collection and analysis of data about the City's transportation network, including data on existing street geometry, such as street widths, trails, sidewalks, transit facilities. Analysis would include a focus on where people want to go and potential routes and barriers for getting there.
    - Collection of crash location data, primarily from the recent Local Roadway Safety Plan
    - Collection will include current known traffic volumes and speeds, and may also include collection of traffic movements via mobility analytics to understand how people are moving around the City. The data that is collected will assist in prioritizing investments; such as identifying thresholds for evaluation of pedestrian infrastructure. This effort will be heavily GIS-focused.
    - Collection of GIS data on origins and destinations that have the potential to generate and support active transportation.

2. Outreach
    - Public outreach will be an important component of this effort to gain an understanding how people currently move around the city and want to be able to move around.
    - Outreach is envisioned as a combination of:
        - in-person discussions – such as roundtable meetings and workshops
        - social-media outreach – by leveraging the city's Communications Department to post information and surveys on social-media platforms and monitoring comments
        - web-based information sharing and gathering.

3. Active Transportation Strategy
    - The focus of this effort is to develop an '8-80s city' - a roadmap to developing a city where people from the age of 8 to the age of 80 can get around with and without a vehicle. With the knowledge that approximately 30 percent of the population (including children, seniors, and persons with disabilities) does not drive[2], the vision is to be able to improve accessibility options for this sector of the population.
    - This effort will embrace 'flexible fleets,' that provide different mobility options and vehicles for all types of trips, reducing the need for using a personal vehicle. Services can make it

[2] How Many People Do Not Drive? (allaboardnw.org)

easier to connect to transit and other important destinations by providing a 'last-mile' connection or fulfilling a complete trip.
- The effort will look at the existing street network and identify a grid system of bikeable and walkable streets that improve access for residents to destinations throughout the city.
- The effort will consider ways to encourage active transportation and transit use through infrastructure such as green boulevards, shade, street furniture, bike facilities, mobility hubs and well-designed public spaces.
- As noted above, this 'master-planning' effort will include trails, transit, schools, bicyclists, and pedestrians.
- An implementation plan will be developed to identify projects and funding sources to improve accessibility.

4. Multi-modal focused Mobility Element Update (incorporating appropriate chapters of the CATS)
   - The existing street network, as mentioned earlier, will be analyzed to 'right-size' streets. This analysis is intended to identify streets that meet vehicle capacity needs or are built with excess capacity. Those streets with excess capacity can potentially reallocate space for multi-modal options. The purpose being to create a more balanced street network that works better for all traveling residents and visitors.
   - As a result of this analysis, the effort will propose adjustments to the City's current street classification system. The effort will also create options for street classifications within certain areas, called overlay zones, or street typologies. The concept with overlay zones is that use of the street will likely change as a result of the context of the neighborhood it is passing through. As an example, a Super Major Arterial will likely not need to have significant space devoted to bikeways, sidewalks, and crosswalks at the outskirts of the city, but may warrant significant space for those facilities as the road enters an area of the city that is more populated. Thus, a Super Major classification may have several 'overlay zones' to emphasize that the users of the public right-of-way are changing and need to be accommodated.
   - The classification system will further examine street design options that are appropriate for intended speeds for specific overlay zones. An example would be to develop a classification intended for residential zones, where the intended speed is 25 or 30 mph.
   - An implementation plan will show potential projects that can improve access, as well as a variety of scheduled transportation projects in the coming decade.

5. Design Guide
   - The City currently utilizes a multitude of design standards and guides, including the City of Escondido Design Standards and Standard Drawings[3], San Diego County Regional Standards, the Caltrans Design Manual, the Manual of Uniform Traffic Control Devices, as well are design guidance by FHWA (Federal Highway Administration), AASHTO (American Association of State Highway Transportation Officials), NACTO (National Association of City Transportation Officials) and others. The effort would be to compile all of the sources and update the City of Escondido Design Standards and Standard Drawings.
   -

Timing
Staff anticipates that the Request for Proposals will be issued by December 2022. Staff will report on the status of the RFP responses and selection of the consultant to perform the work.

[3] https://www.escondido.org/Data/Sites/1/media/pdfs/Engineering/DesignStandards.pdf?v=3

Recommendation:

Receive briefing on the Comprehensive Active Transportation Strategy concepts and RFP content.

Necessary Commission Action: Receive report.

Respectfully submitted:

Prepared by:

Craig Williams
Associate Engineer/Traffic Division

Reviewed by

Eddmond Alberto, TE
City Traffic Engineer

Approved by

Julie Procopio

Julie Procopio, PE (Civil)
City Engineer
Respectfully submitted:

Attachments:
CAP Commitments related to CATS

CAP commitments related to CATS

Following are excerpts from the City of Escondido's 2021 Climate Action Plan. These excerpts mention or refer to the Comprehensive Active Transportation Plan

Table 3-3 Reduce Fossil Fuel Use (pg 3-9)

Measure T-2.1: Synchronize Traffic Signals.

Synchronize traffic signals at City-maintained intersections to reduce vehicle fuel use through more efficient vehicle movement and reduced idling.
Timing:

- 2030: Synchronize traffic signals at 23 City-maintained intersections by 2030.
- 2035: Synchronize traffic signals at 35 City-maintained intersections by 2035.

Measure T-2.2: Install Roundabouts.

Install roundabouts at City-maintained intersections to reduce vehicle fuel use by improving vehicle movement efficiency.
Timing:

- 2025: Establish a policy that requires the study of roundabouts at intersections with lower average daily trips, whereby the feasibility of roundabouts are evaluated for all new intersections and for existing intersections where capacity or safety problems have been identified.
- 2030: Install roundabouts at eight City-maintained intersections by 2030.
- 2035: Install roundabouts at 12 City-maintained intersections by 2035.

Table 3-4 Reduce Vehicle Miles Traveled

Measure T-3.2: Improve Pedestrian Infrastructure in Priority Areas.

Develop an Active Transportation Plan that includes:

- A citywide Pedestrian Master Plan;
- An update to the City's Trail Master Plan;
- A Safe Routes to School Plan;
- A Safe Routes to Transit Plan; and
- Identified "priority areas" for pedestrian infrastructure improvements in the City, such as priority investment neighborhoods ("PINs").

Install new or improve1 existing pedestrian infrastructure in priority areas (e.g., downtown employment centers, near transit stations, social equity areas, etc.).
Timing:

- 2023: Develop and adopt an Active Transportation Plan that includes a Pedestrian Master Plan, Trails Master Plan, Safe Routes to School Plan, and Safe Routes to Transit Plan.
- 2030: Install or improve at least 5.8 miles of sidewalk in priority areas.
- 2035: Install or improve at least 8.3 miles of sidewalk in priority areas.

Measure T-3.3: Implement Safe Routes to School Program at Escondido Union School District.

Develop a Safe Routes to School Plan for inclusion in the City's Active Transportation Plan, continue to work with EUSD to implement the Safe Routes to School Program to increase the number of students walking and riding bicycles to and from school, and complete infrastructure improvement projects, such as:

- Installing new sidewalks;
- Installing intersection and crosswalk signals and high visibility crosswalk upgrades;
- Retrofitting signals to include countdown pedestrian indications at crossings;
- Identifying and implementing other similar projects near schools within the City; and
- Work with NCTD and School Districts for free youth transit passes and electronic school buses.

Timing

- 2023: Develop and adopt an Active Transportation Plan that includes a Safe Routes to School Plan.
- 2030:
  - Increase the percent of students walking to school in the EUSD to 27 percent in 2030.
  - Increase the percent of students bicycling to school in the EUSD to 2.3 percent in 2030.
- 2035:
  - Increase the percent of students walking to school in the EUSD to 30 percent in 2035.
  - Increase the percent of students bicycling to school in the EUSD to 2.5 percent in 2035.

Measure T-3.4: Develop a Citywide Transportation Demand Management Plan.

Adopt a TDM ordinance, effective in 2022, that requires new non-residential developments and existing businesses in the downtown employment center to develop and implement TDM programs and policies. At a minimum, the TDM ordinance will require new non-residential developments and existing businesses to:

- Provide "end-of-trip" facilities for bicycle commuters (i.e. bicycle parking spaces, showers, lockers);
- Provide discounted monthly NCTD transit passes or transit subsidies;
- Provide informational material to employees for carpool and vanpool ride-matching services;
- Implement parking cash-out policies; and
- Develop alternate workplace, telecommuting, and/or alternate work schedule programs.

Timing:

- 2021: Adopt a TDM ordinance, effective in 2022.
- 2023: Develop and implement a wayfinding program with signage and information systems to facilitate walking, biking, and efficient driving and parking
- 2030:
  - Increase bicycle commute mode share to 2.0 percent citywide and 3.5 percent in the downtown employment center in 2030.
  - Increase transit commute mode share to 4.5 percent citywide and 7.5 percent in the downtown employment center in 2030.
  - Increase carpool commute mode share to 17.0 percent citywide and 15.5 percent in the downtown employment center in 2030.
- 2035:
  - Increase bicycle commute mode share to 2.5 percent citywide and 4.0 percent in the downtown employment center in 2035.

    - Increase transit commute mode share to 5.0 percent citywide and 8.0 percent in the downtown employment center in 2035.
    - Increase carpool commute mode share to 17.0 percent citywide and 16.0 percent in the downtown employment center in 2035

Measure T-3.5: Update Bicycle Master Plan.

Update the City's Bicycle Master Plan and install new or improve existing Class II or better bicycle lanes.
Timing:

- 2023: Develop an Active Transportation Plan that includes an update to the City's Bicycle Master Plan.
- 2024: Develop and implement a citywide bike rack policy.
- 2025:
    - Complete construction of the Class I Escondido Creek Bike Path, funded through Prop 68, to facilitate a larger network of active transportation access points and opportunities.
    - Develop and implement a program to incentivize City employees commuting to work by bike or other modes of alternative transport as a model for other local employers.
- 2030: Install at least 19 miles of new Class II or better bicycle lanes by 2030.
- 2035: Install at least 30 miles of new Class II or better bicycle lanes by 2035.

Measure T-3.6: Increase Transit Commuters Among New Downtown Residents.

Increase the number of commuters using transit from new residential developments in the Downtown Specific Plan area by:

- Implementing smart growth policies consistent with the Downtown Specific Plan 2;
- Making sure that new development reinforces sustainable land use practices to better connect land use access and mobility options (e.g. develop design policies, standards, or guidelines for transit-oriented development; allow more flexibility for high-density, transit-oriented developments; and/or adjust parking standards or other related incentives for projects adjacent to transit serving areas);
- Supporting affordable housing projects and/or ways to incorporate a mix of affordability levels in new projects;
- Coordinating SANDAG's Five Big Moves of the Regional Transportation Plan and NCTD's Land Use Mobility Plan
- Update and integrate regional projects and implementation into local transportation opportunities;
- Requiring projects to provide six-month transit passes to new residents if proposing any reduction in parking over 15 percent of required amount;
- Developing a Safe Routes to Transit Plan;
- Implementing projects identified through this the Safe Routes to Transit Plan; and
- Requiring projects to monitor transit use by new residents for the first six months of operation and present monitoring results to the City.

Timing:

- 2023: Develop an Active Transportation Plan that includes a Safe Routes to Transit Plan.
- 2024: Develop a downtown parking study and feasibility study to look into multi-level, public/private parking lot(s) and convert surplus city-owned lots to facilitate redevelopment.

- 2030: Increase the proportion of commuters using transit and living in new residential developments within the Downtown Specific Plan and East Valley area from five percent to eight percent by 2030.
- 2035: Increase the proportion of commuters using transit and living in new residential developments within the Downtown Specific Plan and East Valley area to 10 percent by 2035.

Measure T-3.7: Develop an Intra-City Shuttle Program.

Assess the feasibility of and implement an intra-city shuttle system that includes:

- Two or more routes;
- Specifically designed to increase land use access and mobility within the Downtown Specific Plan, East Valley area, and/or South Centre City Specific Plan, as well as other priority investment neighborhoods ("PINs");
- Electric shuttle service or clean energy operations;
- Connections between activity centers within the city;
- Routes that do not directly overlap existing transit service routes; and
- High-frequency service (headways of 10-minutes or less) during peak commute periods.

Timing:

- 2030:
    - Complete a feasibility study that demonstrates the intra-city shuttle system would reduce internal trips seven percent by 2030 and 10 percent by 2035.
    - Operate two or more shuttle routes with 10-minute headways during commute hours in 2030.
- 2035: Operate two or more shuttle routes with 10-minute headways during commute hours in 2035.

Measure T-3.8: Increase Transit Ridership.

Increase the total number of regional commuters living or working in the City using transit by working with MTS and NCTD to:

- Prioritize funding for affordable, safe, and clean energy transit in priority investment neighborhoods ("PINs");
- Increase service frequency to the city; and
- Increase transit-friendly land uses (i.e., residential and office) near transit stations.

Timing:

- 2030: Increase internal-external/external-internal commute transit mode share of four percent by 2030.
- 2035: Increase internal-external/external-internal commute transit mode share of eight percent by 2035.

Measure T-3.9: Develop and Implement a Service Population-Based Vehicle Miles Traveled Threshold.

Develop a service population-based threshold for VMT to apply to new projects to reduce citywide VMT. This threshold would require new projects to demonstrate that project VMT would support a reduction in citywide VMT.

Timing:

- 2030: Reduce citywide VMT to 1.8 percent below projected 2030 VMT levels in 2030.
- 2035: Reduce citywide VMT to 3.5 percent below projected 2035 VMT levels in 2035.

Supporting Actions:

- Participate in and promote annual regional commute trip reduction events.
- Incorporate multi-modal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of work.
- Continue to pursue public and private funding to expand and link the City's bicycle and pedestrian network in accordance with both the General Plan Mobility and Infrastructure Element and Trails Master Plans.
- Pursue opportunities to utilize existing properties adjacent to transit and employment centers to develop housing affordable to very low-income and low-income households.
- Establish policies, standards, or guidelines for new projects to meet or exceed build-out projections and accommodate service population levels that facilitate actual VMT reductions citywide. Strategies may include smart growth incentives, additional density bonuses, and/or established minimum residential density requirements and required commercial floor area ratios.
- Pursue State grants, such as the Affordable Housing and Sustainable Communities Grant, to support affordable housing projects near transit

Notes: City = City of Escondido; EUSD = Escondido Union School District; GHG = greenhouse gas; MTCO2e = metric tons of carbon dioxide equivalent; MTS = Metropolitan Transit System; NCTD = North County Transit District; SANDAG = San Diego Association of Governments; TDM = Transportation Demand Management; VMT = vehicle miles traveled Source: EPIC 2020

Also, these focus areas and measures are related to the CATS effort:

Social Equity and Environmental Justice (Section 5.3)

The City values social equity and environmental justice for vulnerable communities in investment strategies that will reduce GHG emissions and assure co-benefits for residents in low-income and vulnerable neighborhoods. The CAP prioritizes investment, enforceable goals, and specific actions related to energy efficiency, clean energy, restoration, urban greening, community gardens, shade trees, transit, etc. to promote neighborhood improvement, social equity, and environmental justice. (pg 46)

Further, the City will develop an early strategy for implementing the CAP in a manner that promotes social equity and environmental justice. (pg 72)

Measure A-1.3: Hardwire social equity and environmental justice into new programs and projects.

- Consider establishing equity considerations for recreation/parks programming, planning, engineering, and public works projects, such as:
    - Does the proposed action generate burdens either directly or indirectly to vulnerable populations? If yes, are there opportunities to avoid, minimize, or reduce those impacts?
    - Can the benefits of the proposed action be targeted in ways to reduce vulnerable population disparities?

- Are the benefits of the proposed action broadly accessible to residents or businesses of vulnerable populations?

Other related measures:

Measure A-1.4: Develop working relationships with other agencies and continue to analyze climate impacts.

- Work with SANDAG and NCTD to make the regional transportation network more resilient, incorporate consideration of climate impacts as part of infrastructure planning and development, and prioritize transportation investments that have the capacity to adapt to climate change, while promoting social equity and environmental justice.

Measure A-2.4: Build a sustainable and resilient transportation network

- Work with NCTD to build more bus shelter amenities to help prevent health effects from long sun exposure and incentivize usage of public transportation.
- Evaluate and pursue stable funding sources and financing strategies to accelerate and sustain natural and green infrastructure within the public right-of-way.
- Conduct walk audits around prioritized schools, transit boarding areas, and parks to encourage Safe Routes to Schools, Transit, and Parks
- Give greater weight to investing in improvements to transportation infrastructure that are projected to be affected by multiple climate changes and/or build in flexible options that can adapt to changing conditions

CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 13, 2022 **Item No: G1**

Location: **Citywide**

Initiated By: **Staff**

Request: **Project Status Report**

Traffic Safety Update

At the August 24, 2022 City Council meeting, Interim Police Chief David Cramer and City Traffic Engineer Edd Alberto held a workshop with City Council presenting traffic safety statistics and updates on the City's efforts to improve traffic safety through Engineering, Enforcement, and Education. The full presentation of the Item 10 Transportation Safety Update can viewed City Council Meeting - 8/24/2022 - City of Escondido (12milesout.com)

The following projects involving traffic safety devices are currently in design or construction.

TMPL Project FY21/22

The City of Escondido 2021/22 Traffic Management Project List (TMPL) and preliminary prioritization, based on approved scoring criteria, were presented to TCSC at the April 8th, 2021 meeting. In July 2021, TCSC selected three projects for final design and funding.

Mission Middle School mid-block crosswalk improvements on Mission Avenue at school frontage includes Rectangular Rapid Flashing Beacons (RRFB) and two radar speed feedback signs. Oak Hill Elementary School crosswalk improvements include pedestrian ramp improvements and updated signage and striping. Projects were out to bid and awarded to Sutherlin. The two new APS signals were installed at Grand Avenue and Midway Drive and at Valley Parkway at North Broadway. North Broadway Elementary School striping and signage improvements were completed. Construction of new pedestrian ramp is under way at Oak Hill Elementary School. Mission Middle School improvements are scheduled for October 2022.

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 14th, 2022 meeting. Of the five nominated projects citywide TCSC selected the top four projects for final design and implementation. Staff is preparing the bid documents.

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.

Vista Avenue Traffic Calming improvements include Stop-signs at Vista Avenue at McGeary Rd, Stop-bars, pavement markings including crosswalk markings to match design at Canyon Grove Road and additional signage. This work was completed in late August 2022.

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.

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 that 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.

The grant was awarded on March 30, 2021; the total project cost estimate is $2.32m, with the local share of $1.16m. Final funding authorization for Engineering was received on September 30th, 2021, indicating approval to issue 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 is currently completing the existing systems inventory report which documents all of the City’s traffic signal and communications infrastructure. The existing systems inventory report will be the baseline for making recommendations to upgrade the City’s traffic signal and communications infrastructure and to strategically prioritize corridor implementation.

VMT Mitigation Program
City of Escondido’s revised TIA Guidelines that included requirements for Vehicle Miles Traveled (VMT) were adopted by City Council in April 2021. Fehr & Peers is continuing work on VMT Phase 2 Mitigation Program Development, which started in June, 2021. This work will provide details about mitigation options for projects that will generate traffic levels that exceed 85% of the regional average. Options are likely to include an exchange program that would 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. Reviewed and commented by stakeholders. Preliminary study. Planned for City Council Agenda on December 7th.

Seven Creek Crossings
The project closes gaps 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. Design has been approved. On November 17, 2021, the construction project was awarded to Tri-Group Construction, Inc., with funding through the Active Transportation Program. A new traffic signal will be constructed at Midway Drive at Escondido Creek Trail. Other crossings will see upgrades including pedestrian ramps and RRFBs. Project construction started with a kick-off meeting in March 2022. Currently new sidewalks and pedestrian ramps are being constructed. The contractor has ordered traffic signal equipment with anticipated delivery by late 2022, after which installation of the new traffic signal at Midway will begin. Intermittent trail closures and detours are required for construction.

Escondido Creek Trail Transit Center Bike Path Improvements
Design plans for this project are complete. Project specifications and bidding documents were advertised on December 2, 2021. Construction Project was awarded to PAL General Engineering on January 12, 2022. Improvements include two new traffic signals: Quince St at Escondido Creek Trail and Tulip St at Escondido Creek Trail, as well as a median and intersection improvements at Tulip. Funding is through the Active Transportation Program.

Preliminary construction work began in June 2022. Traffic signal equipment delivery is expected for late 2022, at which time most construction work will begin. Construction completion is anticipated early 2023. Intermittent trail closures and detours are required for construction.

Prop 68 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 which aims to create new parks and recreation opportunities in underserved communities across California. The Escondido Creek Trail Expansion and Renovation project will beautify the creek corridor and improve approximately 4.5 miles of the existing Escondido Creek Trail (between Harmony Grove Road and Midway Drive) and add approximately 0.4 miles of new bicycle path (between Harmony Grove Road and the Citracado Parkway extension) to the linear park. This project will create a double-sided trail on approximately 1.7 miles; on one side will be the existing Class I bicycle path, on the other will be a new Decomposed Granite (DG) trail.

Opening the closed side of the Creek Trail, removing asphalt and building a firm surface path, and adding recreation features will add over a mile of new trail and 2.5 acres of parkland, in the heart of Escondido. Expansion will enhance conditions for all user groups. Bicycles and skateboarders will be able to travel at their desired rate of speed without worrying about small children wandering in the path. Pedestrians and joggers will have a path that is better designed for their physical needs and will have amenities such as adult fitness equipment, children’s play pockets and pocket gardens.

Improvements between Broadway and Rose include a new DG path, seating areas, water bottle filler stations, kinetic fitness stations and adventure play areas, landscaping improvements and pollinator gardens using native plans, enhanced fencing and lighting. 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. A pollinator garden will be planted 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 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 a new access to trail will be provided from North Beech Street. At Washington Park the existing fencing will be removed to create an open park area and a new fitness court will be added.

Design is nearing completion and the project is anticipated to go out to bid in early 2023. A presentation with project details was given to City Council on January 26, 2022. The presentation can be accessed through the project website https://www.escondido.org/ECT

Citracado Extension Project
This project will extend 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, installing soundwalls at Johnston Rd.

The design has been completed for the new traffic signals: 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.

On May 11th, 2022 Council adopted Resolution 2022-56 Award Contract for Citracado Parkway Extension Project, to execute a public improvement agreement with Flatiron West, Inc. for construction of the Citracado Parkway, Andreasen Drive to West Valley Parkway Project ("Project") in the amount of $23,792,400.50 to complete street improvements and extension of Citracado Parkway from Andreasen Drive to West Valley Parkway. Construction for all signals is estimated in 2023. Project updates can be found https://www.escondido.org/citracado-parkway-extension-project.aspx

Grand Avenue Vision Project
The Grand Avenue Vision Project is a streetscape improvement project for Escondido's historic downtown, aimed at improving walkability and creating a more pedestrian-friendly environment. The project will narrow Grand Avenue to one lane in each direction, provide wider sidewalks, additional parking opportunities via diagonal parking, and remove center medians. The ultimate project will also include the installation of three traffic circles on Grand Avenue (at Maple Street, Broadway, and Kalmia Street). Wayfinding signs and ornamental lighting are proposed and there will be opportunities for public art. This project will be phased to occur over several years as funding becomes available. As part of this project, the bus routes that formerly operated on Grand

were moved to 2nd Street and Valley Parkway. As a consequence, the 4 NCTD bus stops along Grand Ave have been relocated to 2nd Ave and Valley Pkwy.

Construction of the first phase of this project began in January 2022, and is now complete. The raised center medians were removed, sidewalk was widened on the North-side and the roadway was slurry sealed and re-striped to allow angled parking. Festoon lighting was installed to light up the Avenue. The traffic signals on Grand Avenue at North Broadway and Grand Avenue at Juniper Street will remain in flashing operation until further notice.

On September 14th, 2022 Council adopted Resolution R2022-122 Award consulting services agreement with Kimley-Horn & Associates, Inc. for the Grand Avenue Vision Phase II project in the amount of $362,500.

Phase II of the Grand Vision Plan will support outdoor dining and walkability by widening the sidewalk on both sides of Grand Avenue from Maple Street to Juniper Street and installing railing to separate the permanent outdoor dining areas from the walkway. The Phase II Project will also install a traffic circle at the intersection of Grand Avenue and Broadway. Public meetings will be conducted with stakeholders, businesses, and the community during the design process. Engineering design will begin completed by mid-2023.

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 2021/22 Street Rehabilitation and Maintenance Projects took place in the North West Zone, which is bordered by Broadway to the east, State Route 78 to the south and City limits to the north and west. This work is complete.

The FY 22/23 project will focus on the East-North Zone located north of East Valley Pkwy, south of Lincoln Avenue and east of Ash St. 2022/23 Phase I (Concrete and Tree Replacement) design is under final review and the project is expected to be in construction by the end of 2022. Phase 2 design, which consists of resurfacing and restriping is under way and expected to be complete by the end of 2022. Buffered bike lanes will be designed where street widths or other design factors allow. High-visibility continental crosswalks will be designed 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 will upgrade the top ranked signal priority nominated location with 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 vehicular and pedestrian traffic.

Design phase is completed and the construction project was published for bids.

Bids were received in August 2022 and on September 14th, 2022 Council adopted Resolution R2022-126 to execute a public improvement agreement with Lekos Electric, Inc., in the amount of $327,073 for the construction.

Juniper Safe Routes to School Phase 2
This project will provide 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 providing Safe Routes to School information at Juniper, Oak Hill, and Central Elementary Schools.

Construction funds were allocated for this Active Transportation Program funded project in December 2021 by California Transportation Commission (CTC). Project will widen 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. Designs are complete and bids for the construction project have been published with project award anticipated later this year. The Non-Infrastructure (NI) part of the project if 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 which is has been demolished. 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). Designs are nearing completion and currently under review.

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 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 60%.

Sunrise Meyers Avenue
This residential private development on Meyers Avenue will install 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 and the project is in construction.

The Villages at Escondido Country Club (now known as Canopy Grove)
The 380-unit development is 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 at Gary Lane and at Country Club Lane at 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 an RRFB (Rectangular Rapid Flashing Beacon) will be constructed at Firestone Drive.

The project includes traffic calming improvements of Country Club Lane between Golden Circle Drive and Nutmeg Street. The first roundabout at Country Club Lane at Golden Circle was completed. The second roundabout at Country Club Lane at La Brea is in early stages of construction. 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 Nutmeg and Country Club has been energized and is now set in the 4-way flash mode until construction is completed and final striping implemented.

Oak Creek Development
This single-family home development will improve Hamilton Lane and Felicita Avenue between Hamilton lane and Clarence Lane. Design is approved and includes 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. Building permits were issued for 45 homes the week of June 21, 2021. 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 Fall 2022, with construction anticipated in 2023.

Bear Valley Pkwy Widening Project
Funding is provided in FY22/23 for the City's share of costs associated with the widening of the east side of Bear Valley Parkway from the southerly limit of the Wohlford Residential project to Sunset/Ranchito, in accordance with the Development Agreement approved for this project. The development project will add one north-bound lane on Bear Valley Parkway from Sunset/Ranchito to the City limits at Cholla Canyon. Future year funding is proposed to design and construct the widening of the south-bound lanes of Bear Valley Parkway from the City limits at Cholla Canyon to the southerly City limits south of Sunset/Ranchito.

Recommendation: Receive report update

Necessary Commission Action: None

Respectfully submitted:

Prepared by:

Virpi Kuukka-Ruotsalainen
Associate Engineer/Traffic Division

Reviewed by:

Eddmond Alberto, TE
City Traffic Engineer

Approved by:

Julie Procopio

Julie Procopio, PE (Civil)
City Engineer