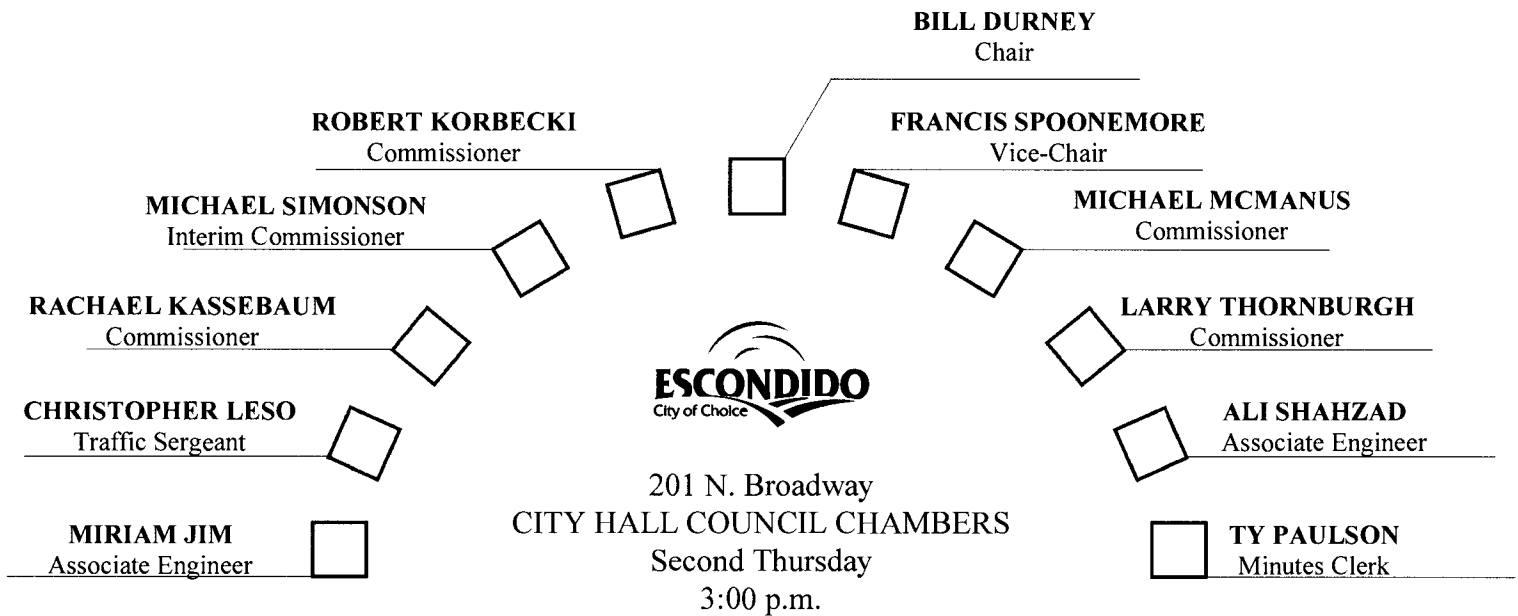


# CITY OF ESCONDIDO

## Transportation & Community Safety Commission



### AGENDA

April 12<sup>th</sup>, 2018

Page | 1

- A. FLAG SALUTE
- B. ROLL CALL AND DETERMINATION OF QUORUM
- 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 JANUARY 11<sup>th</sup>, 2018 MEETING

E. CONSENT ITEMS – Staff will provide Overview for single vote - No Items

F. NEW BUSINESS

1. 2018/19 Traffic Management Projects List (TMPL)

Source: Staff

Recommendation: Approval

Previous action: None.

2. Discussion of the Duties and Authority of the Transportation and Community Safety Commission

Source: Staff

Recommendation: Note & File

Previous action: None

3. Election of New Commission Chair and Vice-Chair

Source: Staff

Recommendation: Approval

Previous action: Continued Item.

G. OLD BUSINESS

1. An overview of various projects involving the City.

Source: Staff

Written or verbal reports may be presented on the following topics:

- a. Traffic Signals in Design: El Norte/Fig & East Valley Pkwy/Date – Design 100% complete, NEPA revalidation received from Caltrans. Construction Authorization of funds and Modified E-76 approved – Incorporating Federal specs. Felicita/Escondido Blvd LTP signal modification – Design in progress, awaiting ATP Fund Authorization.
- b. Traffic Signals – recently approved: Hotel Traffic Signal on La Terraza Blvd. (2<sup>nd</sup> check). Centre City/Mission. Signal modification for Centre City/Citracado Blvd. El Norte/Bike Path crossing near bridge over flood control channel (95% plancheck in progress). Under Construction: Escondido Blvd./Lincoln Ave., Broadway/Lincoln Ave. Modification: Fig/Lincoln Pkwy. Pending Construction Emmanuel Faith Traffic Signal on Encino/17<sup>th</sup> Ave.

H. SCHOOL AREA SAFETY

- a. Escondido High – On-Site circulation in parking lot for Pick-up/Drop-off.
- b. Bond Projects coordination discussed at Quarterly School Zone meeting.
- c. APS ordered for Escondido High signal.
- d. Countdown Ped Heads installed at the intersections where countdown pedestrian signals were approved per TMPL. A total of 46 new countdown pedestrian signal heads will be installed at existing pedestrian signals at six (6) intersections. A 7<sup>th</sup> location was added due to proximity of a school.

- 1) Bear Valley Parkway/Las Palmas Avenue (Bear Valley Middle School)
- 2) Bear Valley Parkway/Canyon Road (Bear Valley Middle School)
- 3) Bear Valley Parkway/Mary Ln (San Pasqual High School)
- 4) Bear Valley Parkway/San Pasqual Road (San Pasqual High School)
- 5) 9th Avenue/Valley Parkway (Del Dios Academy of Arts and Science)
- 6) 9th Avenue/Auto Park Way (Del Dios Academy of Arts and Science)
- 7) East Valley Pkwy/Midway Dr. (Escondido Charter High School)

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

- a. NONE

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**

**Commission Report of: April 12<sup>th</sup>, 2018**

**Item No.: F1**

**Location: Citywide**

**Initiated By: Staff**

**Request: Review and approve City of Escondido 2018 Traffic Management Projects List (TMPL) Preliminary Prioritization**

**Background:**

Transportation and Community Safety Commission (TCSC) approved a policy to evaluate and prioritize proposed projects using a Traffic Management Project List (TMPL) on January 9, 2014. As stated in the policy, a list of projects needs to be evaluated by staff and presented to TCSC for consideration each year. The TCSC will provide direction to staff as to which projects should be selected for further evaluation and design. Staff will then report back in July with detailed design and cost information for TCSC consideration.

The following scoring criteria has been approved by TCSC to be used to evaluate and prioritize projects on the TMPL:

- Road Condition (max. 6 points)
  - Geometric Design (max. 3 points)  
Not Standard= 3, Substandard= 2, Partially Substandard= 1
  - Roadside Improvement (max. 3 points)  
Unimproved= 3, Partially Unimproved= 2, Mostly Improved with Gaps in Improvement= 1
- Road Usage (max. 6 points)
  - Bike and Pedestrian Volume (max. 3 points)  
High= 3, Medium= 2, Low= 1
  - Average Daily Traffic (ADT) (max. 3 points)  
ADT>7400veh/day= 3, 7400≥ADT>5400veh/day= 2, 5400≥ADT>3400veh/day= 1
- Anticipated Effectiveness (max. 6 points)
  - Feasibility of the Solution (max. 3 points)  
High=3, Medium=2, Low=1
  - Effectiveness of the Solution (max. 3 points)

High=3, Medium=2, Low=1

- Problem Severity×2 (max. 12 points)
  - Frequency of Accidents (max. 6 points)  
Accident Rate $\geq$ 1.5= 6, 1.5>Accident Rate $\geq$ 0.5= 4, 0.5>Accident Rate= 2
  - Speeding Problem (max. 6 points)  
(85% - Design Speed)  $\geq$ 10mph= 6, 10mph>(85% - Design Speed)  $\geq$ 5mph=4, (85% - Design Speed)< 5mph= 2

Projects could receive a maximum of 30 points based on their different characteristics and the projects nature and location. The projects with the higher total accumulated points have a higher priority on TMPL.

### **Discussion & Purpose:**

2018 Traffic Management Project List (TMPL) includes four different projects citywide. The list of projects with a brief description of the traffic concerns together with the potential solution are provided in this report. Project selected by TCSC will be evaluated and a more detailed engineering design will be provided for TCSC review and approval at the July meeting.

### 2018 TMPL

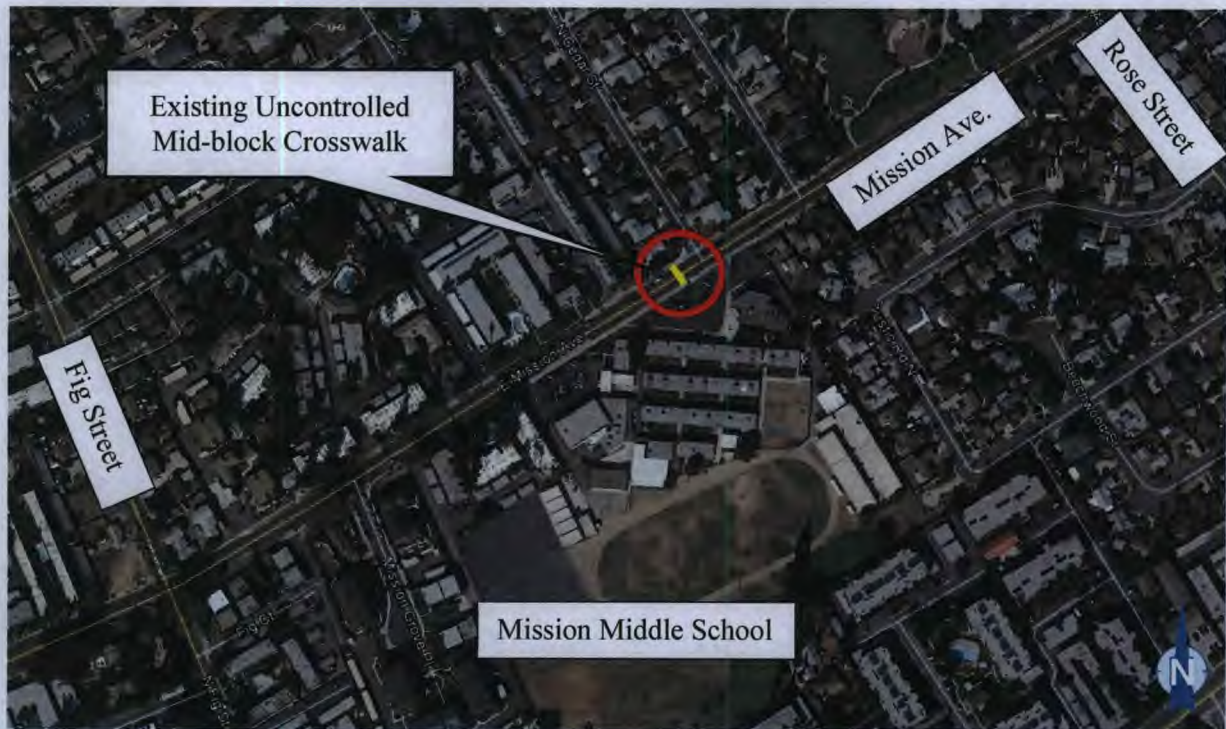
#### **1. Mission Middle School Mid-Block Crosswalk Improvements (estimated cost: \$120,000)**

City staff has continued to work with the Escondido Union School District to prioritize the existing uncontrolled mid-block crosswalks in school zones. Crosswalk at Mission Middle School has been recommended to be included on the TMPL this year due to the high volume of students utilizing this crosswalk and the amount of traffic on Mission Avenue.

Mission Middle School, with student population of approximately 970, is located at 939 E Mission Avenue. According to the school district, a large number of students walk to school and utilize the existing crosswalk. The existing mid-block crosswalk is located at the school frontage as shown on Figure 1.

Mission Avenue between Fig Street and Ash Street is classified as a four-lane Major Road per City's Circulation Element. Under existing conditions, Mission Avenue is a two-lane roadway with a center two-way-left-turn lane. On-street parking is prohibited. The average daily traffic on this segment of the Mission Avenue is 17,300 and the speed limit is 35 MPH. High visibility crosswalk (ladder type) has been installed at this location. Per City's Crosswalk Policy, the appropriate crosswalk treatments at this location would be Treatment D, see Exhibit 1.

The potential improvement at this location would be a traffic signal or a HAWK signal. The estimated cost for a new traffic signal would be \$120,000, which would exceed the available TCSC budget available for this year. If this project is selected for further evaluation, City staff will review potential funding sources that could be available for the project, including discussion with the Escondido Union School District.



**Figure 1 – Existing Mid-block Crosswalk at Mission Middle School**

**2. Glenview Elementary School Mid-Block Crosswalk Improvements (estimated cost: \$30,000)**

City staff has received complaints from residents and school staff regarding the mid-block crosswalk at Glenview Elementary School. Complaints include speeding on Mission Ave, and vehicles fail to stop for students crossing the street. Police Department and City staff had a site visit to the school to observe traffic conditions during school pick-up time and confirmed that the crossing could be improved to enhance visibility and drivers awareness of student crossing.

Glenview Elementary School, with student population of approximately 670, is located 2201 E Mission Avenue. The existing mid-block crosswalk at Glenview Elementary School is located on Mission Avenue between Midway Drive and Citrus Avenue Street as shown on Figure 2.

Mission Avenue between Midway Drive and Citrus Avenue is classified as a two-lane Local Collector. There is no center turn lane on the roadway. On-street parking is allowed and short-term school pick-up and drop-off area along the frontage of the school is provided. The average daily traffic on this segment of Mission Avenue is 6,800 and the speed limit is 35 MPH.

Per City's Crosswalk Policy, "Std+RRFB+one measure from (B)" would be required, see Exhibit 1. The improvements would include 1) install high visibility crosswalk and advanced yield lines with Yield Here to Pedestrians signs 20 to 50 feet in advance of the crosswalk for both approaches; 2) install rectangular rapid flashing beacons (RRFB); and 3) install speed radar feedback sign.



**Figure 2– Existing Mid-block Crosswalk at Glenview Elementary School**

**3. Felicita Road Mid-block Crosswalk Improvements (estimated cost: \$40,000 to 200,000)**

The City has received a complaint about the existing mid-block crosswalk on Felicita Road south of Brotherton Road that it is difficult to cross the street because of the speed and volume of traffic on Felicita Road. The existing crosswalk is within the school zone of Miller Elementary School. Miller Elementary School, with student population of 435, is located at 1975 Miller Avenue. Figure 5 depicts the location of the crosswalk and the location of Miller Elementary School.



**Figure 3 - Existing Mid-block Crosswalk on Felicita Road south of Brotherton Road**

Felicita Road between I-15 and Montview Drive is classified as a 2-lane Collector. The existing condition of the roadway is a 2-lane road with center two-way-left-turn lane for the segment between Brotherton Road and I-15. A portion of the roadway segment is unimproved with no sidewalk or curb and gutter. The average daily traffic on this segment of Felicita Road is 15,000 and the speed limit is 40 MPH. Per City's Crosswalk Policy, with roadway speed limit of 40 MPH, treatment "D" (traffic signal or HAWK) would be required at this crosswalk, see Exhibit 1. In addition, new sidewalk and curb ramp on the east end of the crosswalk would be needed to fill the existing sidewalk gap.

The recent City's Pavement Rehabilitation project has installed new pavement on Felicita Road between I-15 and Centre City Parkway with new buffered bike lane striping in both directions. This crosswalk has also been upgraded to a high-visibility ladder type crosswalk with advanced yield lines and the associated crosswalk warning signage as required by CA MUTCD. A new speed survey for this segment of the roadway is scheduled to be conducted in the next couple of months with the new striping layout. It is recommended that, if this project is selected for design, the appropriate treatment at this location be evaluated based on the new speed survey results.



**Figure 4 – New Striping Installed on Felicita Road**

**4. Countdown Pedestrian Signals in School Zones (estimated cost: \$1,200 per location)**

The City has a list of signalized intersections within school zones that have not been upgraded with countdown pedestrian signals. It is recommended that the top four locations be included in this year's TMPL.

Due to the large number of pedestrians crossing during the peak school traffic hours, some pedestrians/students cross the street late in the pedestrian crossing period and end up not able to finish crossing the street within the allocated pedestrian crossing time. By providing countdown indications of the remaining crossing time to the pedestrians, the amount of pedestrians not completing their crossing by the end of the pedestrian clearance time could be reduced and therefore reducing the amount of vehicle and pedestrian conflicts at the intersections.



**Figure 5 – Countdown Pedestrian Signals**

COMPACT, who provides crossing guard services to the District, has provided inputs on the prioritization of these intersections based on the amount of students crossing at the location and its proximity to existing schools. It is recommended that the following intersections to be included on this year's TMPL.

- 1) Broadway and El Norte Parkway (Escondido High School)
- 2) Lincoln Avenue and Fig Street (Farr Elementary School)
- 3) Lincoln Avenue and Ash Street (Pioneer Elementary School)
- 4) Mission Avenue and Fig Street (Mission Middle School)

**TMPL Prioritization:**

Using the point-based scoring criteria in this report, all four projects were evaluated and scored. Traffic Management Projects List (TMPL) prioritization table, Table 1 below, shows the final scores of each of the five projects. Top priority projects are recommended to be selected for further assessment and detailed design considering an estimated \$50,000 Transportation and Community Safety budget. City staff will present the final design of the selected projects at the next TCSC meeting to receive final comments and approval prior to implementation.

| Project Name                                                             | Measures of Prioritization |                         |                                  |                                   |                                       |                                     |                                   |                     | Score<br>(max. 30) |
|--------------------------------------------------------------------------|----------------------------|-------------------------|----------------------------------|-----------------------------------|---------------------------------------|-------------------------------------|-----------------------------------|---------------------|--------------------|
|                                                                          | Road Condition<br>(max. 6) |                         | Road Usage<br>(max. 6)           |                                   | Anticipated Effectiveness<br>(max. 6) |                                     | Problem Severity x 2<br>(max. 12) |                     |                    |
|                                                                          | Geometric<br>Design        | Roadside<br>Improvement | Bike and<br>Pedestrian<br>Volume | Average<br>Daily Traffic<br>(ADT) | Feasibility<br>of the<br>Solution     | Effectiveness<br>of the<br>Solution | Frequency<br>of Accidents         | Speeding<br>Problem |                    |
| Mission Middle School Mid-block Crosswalk Improvements                   | 2                          | 1                       | 3                                | 3                                 | 1                                     | 3                                   | 2                                 | 2                   | 17                 |
| Countdown Pedestrian Signals at Four Intersections in School Zones       | 1                          | 1                       | 2                                | 3                                 | 3                                     | 2                                   | 2                                 | 2                   | 16                 |
| Glenview Elementary School Mid-block Crosswalk Improvements (Full Scope) | 1                          | 1                       | 3                                | 2                                 | 2                                     | 3                                   | 2                                 | 2                   | 16                 |
| Felicita Road Mid-block Crosswalk Improvements                           | 2                          | 2                       | 1                                | 3                                 | 1                                     | 2                                   | 2                                 | 2                   | 15                 |

**Points Details:****Road Condition:**

Geometric Design of Road: Not Standard = 3, Substandard = 2, Partially Substandard = 1

Roadside Improvement: Unimproved = 3, Partially Unimproved = 2, Mostly Improved with Gaps in Improvement = 1

**Road Usage:**

Bike and Pedestrian Volume: High = 3, Medium = 2, Low = 1

ADT: &gt;7400veh/day = 3, &gt;5400veh/day and &lt;=7400 veh/day = 2, &gt;3400veh/day and &lt;=5400veh/day = 1

**Anticipated Effectiveness:**

Feasibility of the Solution: High=3, Medium=2, Low=1

Effectiveness of the Solution: High=3, Medium=2, Low=1

**Problem Severity:**

Frequency of Accidents: Accident Rate &gt;= 1.5 = 6, 1.5 &gt; Accident Rate &gt;= 0.5 = 4, 0.5 &gt; Accident Rate = 2

Speeding Problem: (85% - Design Speed) &gt;= 10mph = 6, 5mph &lt;= (85% - Design Speed) &lt; 10mph=4, (85% - Design Speed) &lt; 5mph=2

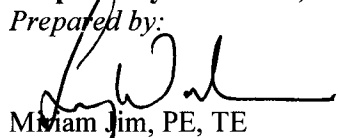
**Table 1 – 2018 TMPL Prioritization Table**

**Recommendation:** Staff recommends that the top ranked project(s) be selected for further design and evaluation.

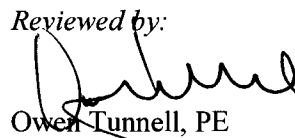
**Necessary Council Action:** None.

**Respectfully submitted,**

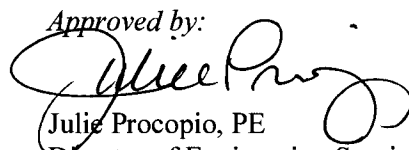
Prepared by:

  
Miriam Jim, PE, TE  
Associate Engineer

Reviewed by:

  
Owen Tunnell, PE  
Assistant City Engineer

Approved by:

  
Julie Procopio, PE  
Director of Engineering Services/City Engineer

**Exhibit 1: City's Crosswalk Policy – Treatments (1 of 2)****3. Treatments**

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

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

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

\* SL: Speed Limit of the roadway

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

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

**MEASURES:****(A)**

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

**(B)**

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

**(C)**

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

**Exhibit 1: City's Crosswalk Policy – Treatments (2 of 2)**

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

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



## **CITY OF ESCONDIDO**

### **TRANSPORTATION and COMMUNITY SAFETY COMMISSION**

**Commission Report of: April 12<sup>th</sup>, 2018**

**Item No.: F2**

**Location: N/A**

**Initiated By: City Staff**

**Request: City Staff**

**Subject: Duties and Authority of the Transportation and Community Safety Commission**

#### **Background:**

The Transportation and Community Safety Commission is an Advisory Body that considers the placement of traffic control devices, parking prohibitions and changing parking arrangements on public streets in the downtown area, school zone safety, pedestrian, and bicycle safety. In addition, the Commission considers updating speed surveys and recommends to the City Council establishing a priority list for traffic signal installation and modification (TSPL), as well as the Traffic Management priority list (TMPL) for traffic calming safety projects.

As its name infers, the Transportation & Community Safety Commission addresses concerns in traffic operations using various traffic controls – such as STOP signs and traffic signals, speed zones, traffic management plans, traffic safety studies, limited time parking, truck routes, etc. It takes suggestions for the most practicable means for coordinating the activities of all officers and agencies of the city having authority with respect to the administration or enforcement of traffic regulations. It also implements and updates federal and state traffic regulations.

The Commission meets quarterly on the 2<sup>nd</sup> Thursday of the month at 3 p.m. to consider the concerns of citizens and forward recommendations to City Council. The approval of some items requires adoption of a Resolution or Ordinance to amend the City Traffic Schedules.

#### **Discussion & Purpose:**

The commission is described as follows:

1. Transportation and community safety commission shall consist of seven (7) members with representatives of the following:

The voting Members are:

- (a) Escondido Union High School District (one (1) member).
- (b) Escondido Union (Elementary/Middle) School District (one (1) member).
- (c) Citizens-at-large (five (5) members).

Non-voting members shall also be appointed from the following city departments:

- (a) Escondido police department (one (1) member).
- (b) Escondido community services/street maintenance (one (1) member).
- (c) Escondido traffic engineering (one (1) member).

- 2. The terms of office for citizen-at-large members of the transportation and community safety commission shall be for a four (4) year period commencing with the actual date of appointment and ending on March 31st of the fourth year thereafter.
  - (b) Any vacancy which occurs prior to the expiration of a term shall be filled by appointment for the unexpired portion of such term.
- 3. The members of the commission are eligible for reappointment at the end of their terms.
- 4. **Other** duties of the commission include:
  - (a) To receive complaints having to do with traffic matters.
  - (b) To recommend to the council and to the city traffic engineer and other city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations.
  - (c) To advise on the development of safe routes to and from school and to review concerns and recommendations regarding pedestrian safety in the City and student safety around school sites.

Any duties required per the meeting rules as stated in Chapter 28 Division 4 –Transportation Commission Sec 28-62. The election of the chair is described in Sec. 28-61 below.

**Sec. 28-60. Authority to regulate procedure, meetings.**

The commission shall make its own rules of procedure and set the time and place of its meetings. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

**Sec. 28-61. Election of chairperson.**

The chairperson of the commission shall be elected by the commission. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

**Sec. 28-62. Duties.**

It shall be the duty of the commission:

(a) Coordination. To suggest the most practicable means for coordinating the activities of all officers and agencies of the city having authority with respect to the administration or enforcement of traffic regulations.

(b) Reports. To stimulate and assist in the preparation and communication of traffic reports.

(c) Complaints. To receive complaints having to do with traffic matters.

(d) Recommendations. To recommend to the council and to the city traffic engineer, the chief of the traffic division and other city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations.

(e) To advise on the development of safe routes to and from schools.

(f) Upon request, consult and assist the principal of a school located in an area where construction is starting and/or ongoing, to ameliorate unsafe conditions.

(g) Review concerns and recommendations from city departments and/or the city school districts regarding pedestrian safety in the city, student safety on and around school sites and on safe routes to and from schools.

(h) Make recommendations related to student safety to the respective school district or private school administration, and/or recommendations related to general pedestrian safety to the appropriate city agency. These recommendations may ultimately be presented to the respective board of education or Escondido city council. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

Upon a nomination among the Traffic Commissioners, it is necessary to designate a new Chair for the Transportation and Community Safety Commission.

**Recommendation:**

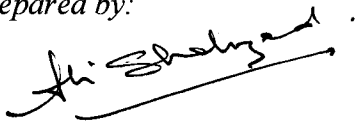
Commission discuss the duties, role, goals, and focus of the Traffic and Community Safety Commission and provide feedback to staff.

**Fiscal Impact:** None.

**Necessary Council Action:** None.

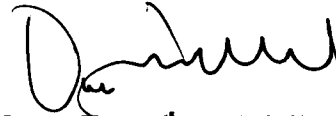
**Respectfully submitted,**

*Prepared by:*



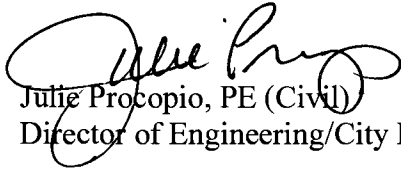
Ali Shahzad, PE (Traffic)  
Associate Engineer/Traffic

*Reviewed by:*



Owen Tunnell, PE (Civil)  
Assistant City Engineer

*Approved by:*



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



## **CITY OF ESCONDIDO**

### **TRANSPORTATION and COMMUNITY SAFETY COMMISSION**

**Commission Report of: April 12<sup>th</sup>, 2018**

**Item No.: F3**

**Location: N/A**

**Initiated By: City Staff**

**Request: City Staff**

**Subject: Election of new Commission Chair and Vice-Chair – (Continued item)**

#### **Background:**

Commission Chairman, Bill Durney has served his two year term. The Transportation Commission needs to nominate and elect a new Chair and Vice-Chair to fulfill these roles. The Vice-Chair conducts the meeting in the absence of the Chair.

#### **Discussion & Purpose:**

The Chair shall preside at all meetings and hearings of the Commission, decide all points of order or procedure, and perform any duties required per the meeting rules as stated in Chapter 28 Division 4 –Transportation Commission Sec 28-62. The election of the chair is described in Sec. 28-61 below. The Vice-Chair conducts the meeting in the absence of the Chair.

#### **Sec. 28-60. Authority to regulate procedure, meetings.**

The commission shall make its own rules of procedure and set the time and place of its meetings. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

#### **Sec. 28-61. Election of chairperson.**

The chairperson of the commission shall be elected by the commission. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

#### **Sec. 28-62. Duties.**

It shall be the duty of the commission:

(a) Coordination. To suggest the most practicable means for coordinating the activities of all officers and agencies of the city having authority with respect to the administration or enforcement of traffic regulations.

- (b) Reports. To stimulate and assist in the preparation and publication of traffic reports.
- (c) Complaints. To receive complaints having to do with traffic matters.
- (d) Recommendations. To recommend to the council and to the city traffic engineer, the chief of the traffic division and other city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations.
- (e) To advise on the development of safe routes to and from schools.
- (f) Upon request, consult and assist the principal of a school located in an area where construction is starting and/or ongoing, to ameliorate unsafe conditions.
- (g) Review concerns and recommendations from city departments and/or the city school districts regarding pedestrian safety in the city, student safety on and around school sites and on safe routes to and from schools.
- (h) Make recommendations related to student safety to the respective school district or private school administration, and/or recommendations related to general pedestrian safety to the appropriate city agency. These recommendations may ultimately be presented to the respective board of education or Escondido city council. (Ord. No. 88-49, § 1, 9-7-88; Ord. No. 2008-13, § 1, 5-14-08)

Upon a nomination among the Traffic Commissioners, it is necessary to designate a new Chair for the Transportation and Community Safety Commission.

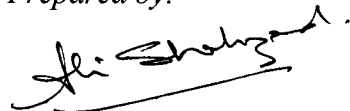
**Recommendation:**

It is requested that Transportation and Community Safety Commissioner approve the election of the new Chair and the Vice-Chair.

**Fiscal Impact:** None.     **Necessary Council Action:** None.

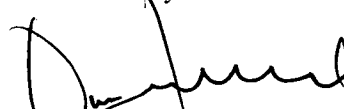
**Respectfully submitted,**

*Prepared by:*



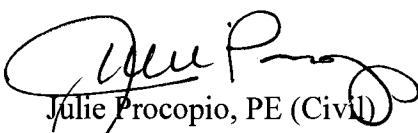
Ali Shahzad, PE (Traffic)  
Associate Engineer/Traffic

*Reviewed by:*



Owen Tunnell, PE (Civil)  
Assistant City Engineer

*Approved by:*



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