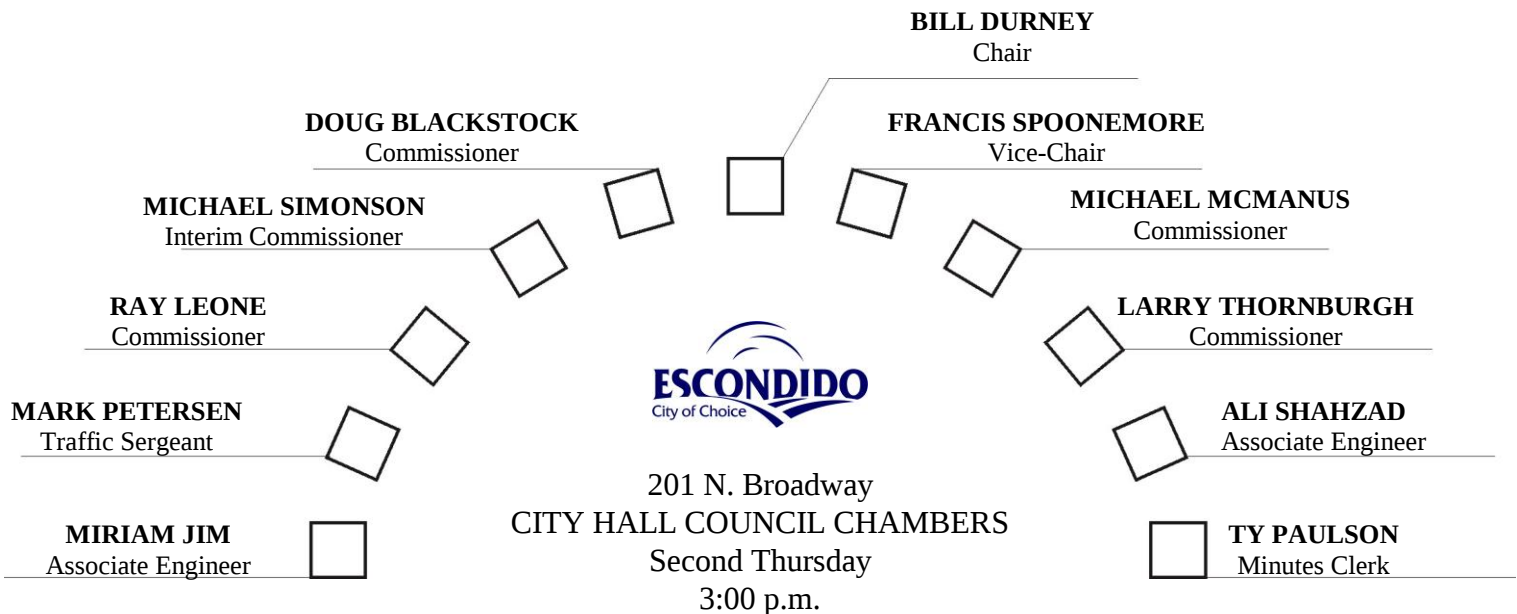


CITY OF ESCONDIDO

Transportation & Community Safety Commission



AGENDA

October 12th, 2017

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 JULY 13th, 2017 MEETING

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

F. NEW BUSINESS

1. 2017/18 Traffic Management Projects List (TMPL)

Source: Staff

Recommendation: Approval

Previous action: None.

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 – Out to Bid this fall. Felicita/Escondido Blvd LTP signal modification – Design in progress, awaiting ATP Fund Authorization.
- b. Traffic Signals – in Plancheck: Hotel Traffic Signal on La Terraza Blvd. (2nd check). Centre City/Mission signal modification. El Norte/Bike Path crossing near bridge over flood control channel (Plancheck in progress). Construction Completed: North Ash/ Vista Ave., North Ash/Sheridan Avenue, El Norte/Vista Verde Way, Centre City/Washington signal modification, County Harmony Grove/Citracado Pkwy., County/City Signal on Boyle/Bear Valley Pkwy Pending Construction Emmanuel Faith Traffic Signal on Encino/17th Ave.

H. SCHOOL AREA SAFETY

- a. Construction at Central Elementary – Temporary bus zone.
- b. Construction at Orange Glen Elementary – New crosswalk striping by school district
- c. Future bond projects coordination.

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

- a. Stop Signs – Rincon Avenue & N. Ash Street (September 20th, 2017).
- b. Revised Crosswalk Policy for Mid-Block Crosswalks.(to be presented to council Oct/Nov 2017)

- 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.

(October 12th, 2017) TCSC Agenda

CITY OF ESCONDIDO

MINUTES OF THE REGULAR MEETING OF THE TRANSPORTATION AND COMMUNITY SAFETY COMMISSION

July 13, 2017

The regular meeting of the Escondido Transportation and Community Safety Commission was called to order at 3:02 p.m., Thursday, by Chair Durney, in the City Council Chambers, 201 North Broadway, Escondido, California.

Commissioners present: Chair Durney, Vice-chair Spoonemore, Commissioner Simonson, Commissioner Thornburgh, Commissioner McManus, and Commissioner Blackstock.

Commissioners absent: Commissioner Leone.

Staff present: Julie Procopio, Assistant Director of Engineering; Homi Namdari, Assistant City Engineer; Ali Shahzad, Associate Engineer/Traffic Division; Miriam Jim, Associate Engineer; Mark Peterson, Traffic Sergeant; and Eva Heter, Assistant City Clerk.

ORAL COMMUNICATIONS:

William Nugent, Escondido, spoke in favor of bringing back an item the Commission considered in the past which involved the restriping and changing the configuration of Eucalyptus Avenue in order to slow traffic in the area. He stated that the traffic had increased in the area due to new developments along with the amount of vehicles speeding. He noted that he had been in touch with various departments at the City to address this issue to no avail. He asked the Commission reconsider a traffic management program for Eucalyptus Avenue. He stated that he had a PowerPoint he would like to show the Commission at a future meeting.

Chair Durney referred Mr. Nugent to staff.

Richard Conwell, Escondido, spoke in favor of implementing a traffic management program for Eucalyptus Avenue. He asked what the methodology and criteria was when residents were for or against a project, noting his concern with many of the speakers at the original hearing not living on Eucalyptus Avenue.

Chair Durney noted that if the item was placed on the agenda then speakers may be asked to mention the location of their residence to provide the Commission with a better perspective.

MINUTES:

Moved by Commissioner Thornburgh, seconded by Commissioner McManus, to approve the minutes of the January 12, 2017, meeting. Motion carried unanimously.

CONSENT ITEMS: None.

NEW BUSINESS:

1. Revised Crosswalk Policy for Mid-Block Crosswalks

Ali Shahzad, Associate Engineer, referenced the staff report and recommended the Commission approve the Escondido updated Crosswalk Policy for Mid-Block Crosswalks.

Commissioner Spoonemore and Mr. Shahzad discussed the warrants and codes for illumination of adequate safety lighting. Additional discussion occurred regarding what constituted “Basic Warrants”.

Commissioner Blackstock and Mr. Shahzad discussed the number of midblock crossings throughout the City.

Commissioner Thornburgh referenced Section 1.2 (Approach Speed Warrant) and suggested it be lowered to 35 mph or that it state that the posted speed limit must be equal to or lower than 35 mph, which he felt would make the matrix consistent.

Commissioner Thornburgh and Mr. Shahzad discussed Measure D as outlined in the matrix with regard to low speed roads with high volumes.

Julie Procopio, Director of Engineering Services, stated that staff applied what the City of San Diego’s identified in their risk analysis and then tailored it toward Escondido.

ACTION:

Moved by Commissioner McManus, seconded by Commissioner Blackstock, to approve staff’s recommendation. Motion carried unanimously.

2. Valley Parkway Signal Coordination Travel Times

Report received and filed.

3. Stop Signs – Rincon Avenue & N. Ash Street

Ali Shahzad, Associate Engineer, referenced the staff report and recommended approval of the All-Way Stop controls at the intersection of Rincon Avenue and North Ash Street/Pine Valley Glen.

Chair Durney and staff discussed the pedestrian volumes in the subject area.

Commissioner Thornburgh asked if the subject area had ever had a traffic signal, noting Rincon Avenue was designed to carry high volumes. Mr. Shahzad replied in the negative and noted that the subject street would not meet the warrants for the priority list.

Commissioner Blackstock and Mr. Shahzad discussed future traffic signals in the surrounding areas.

ACTION:

Moved by Commissioner Blackstock, seconded by Commissioner Spoonemore, to approve staff's recommendation. Motion carried unanimously.

4. Speed Surveys – Various Citywide

ACTION:

Moved by Commissioner Spoonemore, seconded by Commissioner Blackstock, to approve staff's recommendation to recommend approval to the City Council of updated Engineering and Traffic Surveys for posted speeds on various street segments Citywide. Motion carried unanimously.

OLD BUSINESS:

1. An overview of various projects involving the City
 - a. Traffic Signals In Design
 - b. Traffic Signals
 - c. FY 15/16 TMPL Project Progress
 - d. Centre City Parkway corridor and 9th Avenue corridor

Received.

SCHOOL AREA SAFETY:

- a. Construction at Central Elementary – Temporary bus zone
- b. Construction at Orange Glen Elementary – New crosswalk striping by school district
- c. TMPL Projects for 2017/2018 schools zone crosswalks presented at October TCSC

- d. Future bond projects coordination

Received.

COUNCIL ACTION:

- a. Bicycle Master Plan Amendment – Missing Link Presentation (April 2017)
- b. Ordinance 2017-04 amending Traffic Code Article 5, Section 142, of Chapter 28

Received.

ORAL COMMUNICATIONS: None.

TRANSPORTATION COMMISSIONERS:

Chair Durney asked when the Commission would be considering the next project priorities. Mr. Shahzad stated that this would be presented to the Commission in October.

Chair Durney requested information regarding the process for replacing Commissioner Leone, noting he had not been present for multiple meetings. He also suggested holding elections for chairman. Discussion ensued regarding holding chairman elections in January.

ADJOURNMENT:

Chair Durney adjourned the meeting at 3:50 p.m. The next meeting of the Commission would be held October 12, 2017, at 3:00 p.m. in City Council Chambers, 201 North Broadway, Escondido.

Ali Shahzad, Associate Engineer

Ty Paulson, Minutes Clerk



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: October 12th, 2017

Item No.: F1

Location: Citywide

Initiated By: Staff

Request: Review and approve City of Escondido 2017 Traffic Management Projects List (TMPL) 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 then provide direction to staff as to which projects should be selected for design and implementation.

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:

2017 Traffic Management Project List (TMPL) includes five different projects citywide. The list of projects with a brief description of the traffic concerns together with staff recommendation for potential solutions.

2017 TMPL

1. Rose Elementary School Mid-Block Crosswalk Improvements (estimated cost: \$18,000)

The City's Crosswalk Policy was approved by the TCSC at its meeting on July 13th, 2017. City staff has worked with the Escondido Union School District to prioritize the existing uncontrolled mid-block crosswalks in school zones. It was determined that upgrading crosswalks at Juniper Elementary, Mission Middle School, and Rose Elementary should be considered. Funds have been secured to upgrade Juniper Elementary. Improvements to Mission Middle School are currently under design by the District which could affect drop off and pick up. Rose Elementary School mid-block crosswalk has been recommended to be included on the TMPL this year.

The existing uncontrolled crosswalk at Rose Elementary School is located on Rose Street just north of the school parking lot driveway. The school relocated the crosswalk from in front of the school entrance to its current location in 2016.

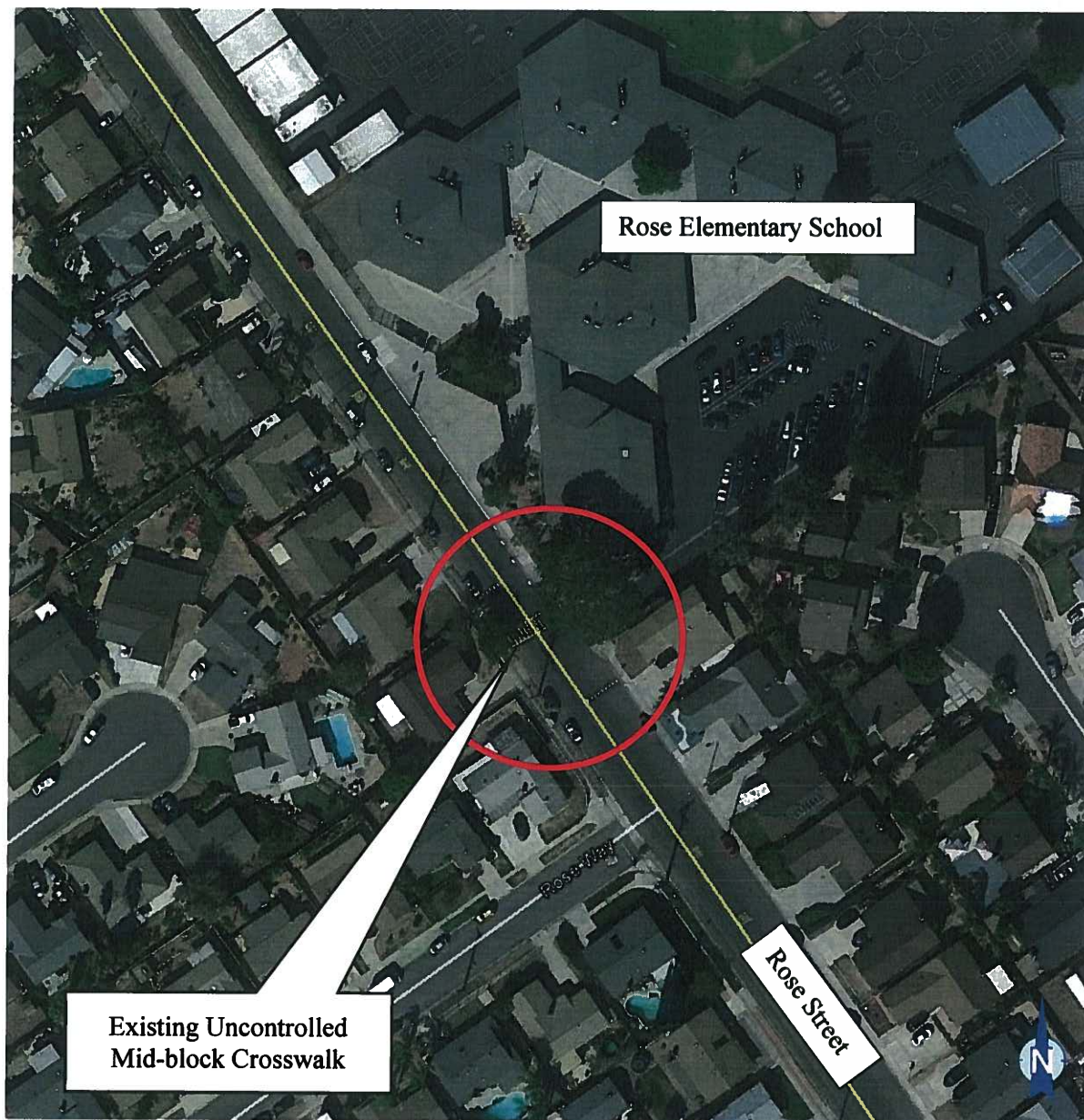


Figure 1 – Existing Uncontrolled Mid-block Crosswalk at Rose Elementary School

Rose Street is classified as a two-lane Local Collector with no two-way-left-turn lane. The average daily traffic is 3,010 and the speed limit is 35 MPH between Lincoln Avenue and Mission Avenue. The appropriate crosswalk treatments per City's Crosswalk Policy would be "Std. + RRFB", see Table 1. High-visibility crosswalk, yield lines, and the required crosswalk signage (standard treatment per City's Crosswalk Policy) were installed at this crossing when the school relocated the crosswalk last year. To meet the other requirements from City's Crosswalk Policy, the following improvements are proposed.

- 1) Install Rectangular Rapid Flashing Beacons (RRFB) at crosswalk
- 2) Install street light in the area of the crossing
- 3) Remove or trim existing tree blocking signs and pedestrians crossing

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

Table 1 – Treatments per City’s Crosswalk Policy



Figure 2 – Proposed Improvements at Rose Street Mid-block Crosswalk

2. Countdown Pedestrian Signals at Six intersections in School Zones (estimated cost: \$10,000)

The City has received several requests from schools and residents to install countdown pedestrian signals for crosswalks at intersections within school zones. 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.

Countdown pedestrian signals provide a countdown of the remaining crossing time to the pedestrians which helps them judge whether there is sufficient time to cross. Studies have found that countdown indications resulted in significantly smaller percentage of pedestrians who have not completed their crossing by the end of the pedestrian clearance time, thus reducing the amount of vehicle and pedestrian conflicts at the intersections.



Figure 3 – Countdown Pedestrian Signals

The intersections where countdown pedestrian signals were requested are listed below and depicted in Figures 4 and 5. A total of 38 new countdown pedestrian signal heads will be needed to replace the existing pedestrian signals at these six intersections.

- | | |
|--|--|
| 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) 9 th Avenue/Valley Parkway | (Del Dios Academy of Arts and Science) |
| 6) 9 th Avenue/Auto Park Way | (Del Dios Academy of Arts and Science) |

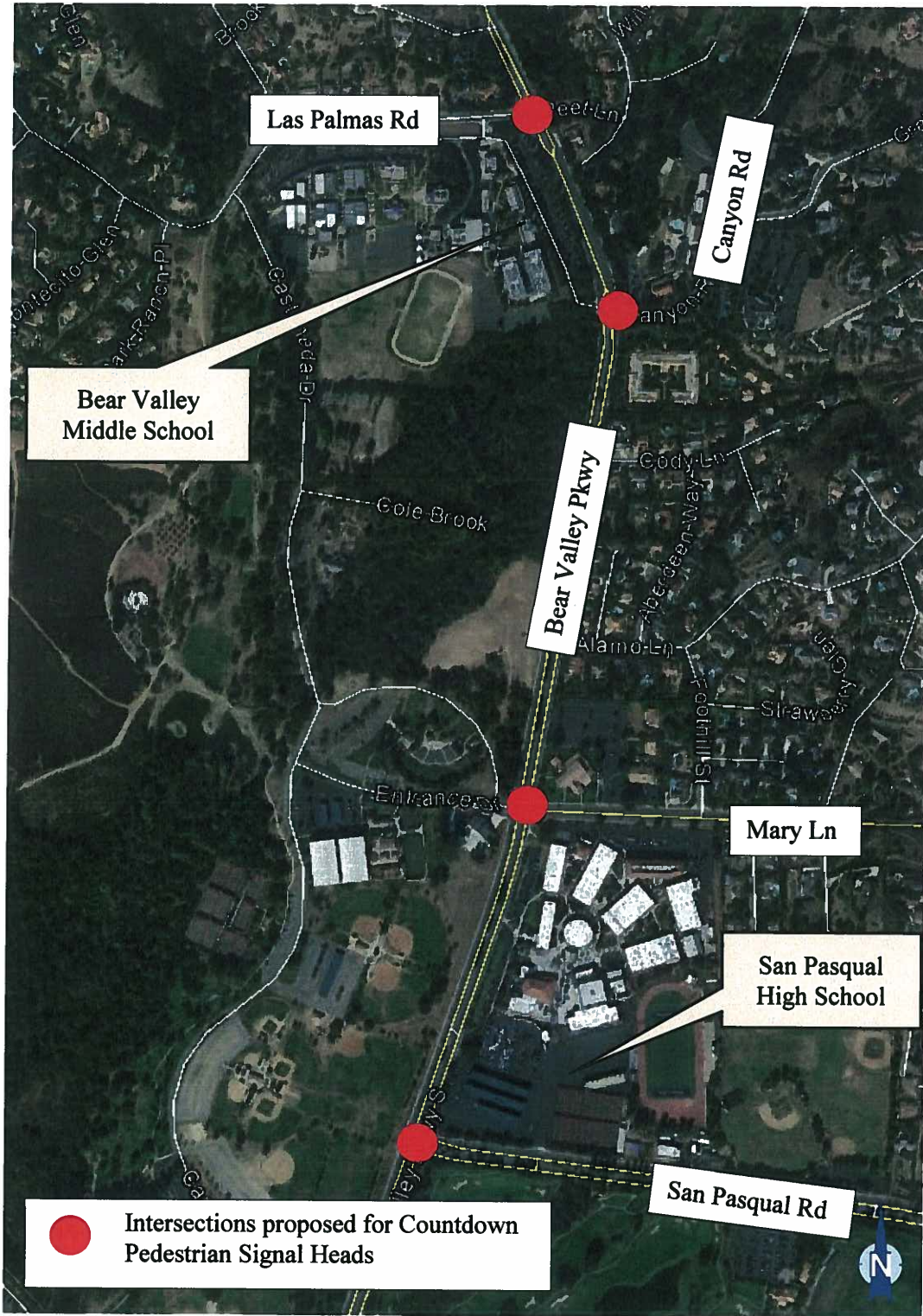


Figure 4 – Intersections along Bear Valley Parkway

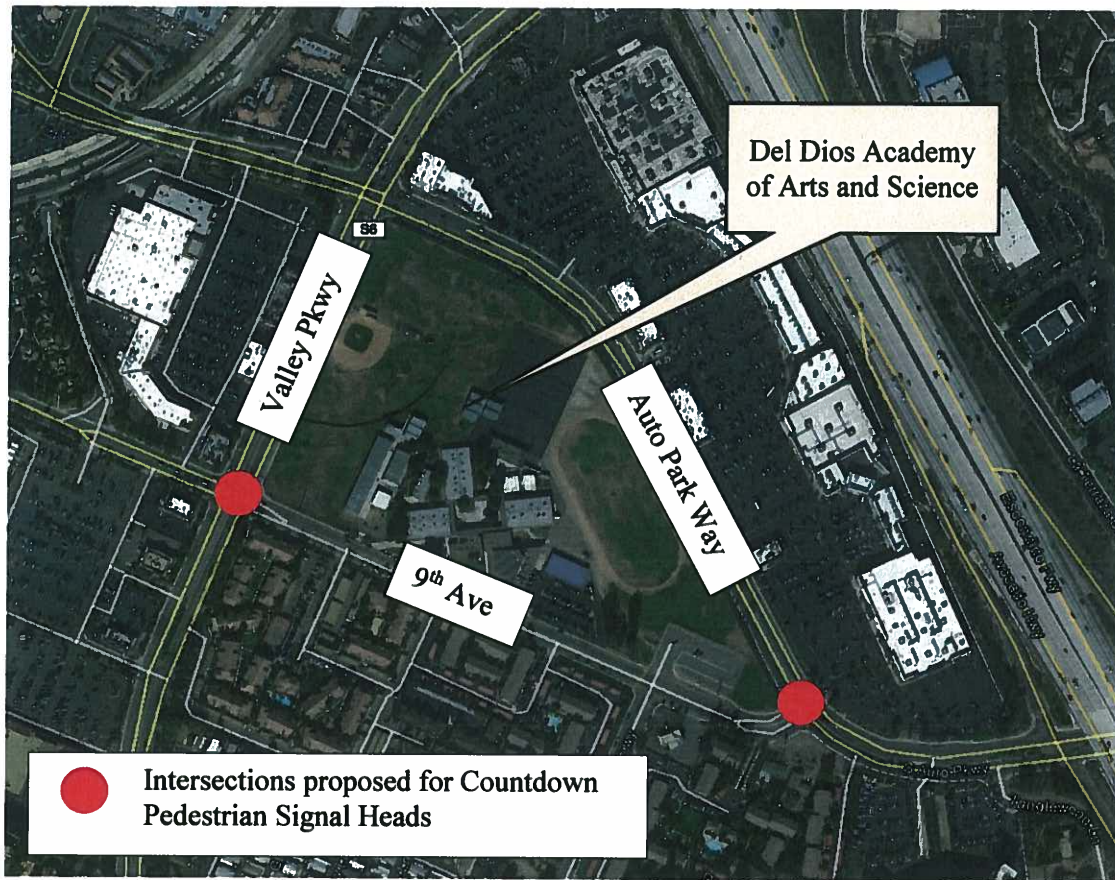


Figure 5 – Intersections on 9th Avenue

At the intersection of 9th Avenue and Valley Parkway, the City also received request to modify the existing crosswalk markings that do not directly lead pedestrians to the pedestrian curb ramps. After evaluation of the existing conditions, staff recommends including the restriping of the crosswalks at the intersection of 9th Avenue and Valley Parkway as part of this project. Figure 6 shows the existing and proposed crosswalk markings at this intersection.

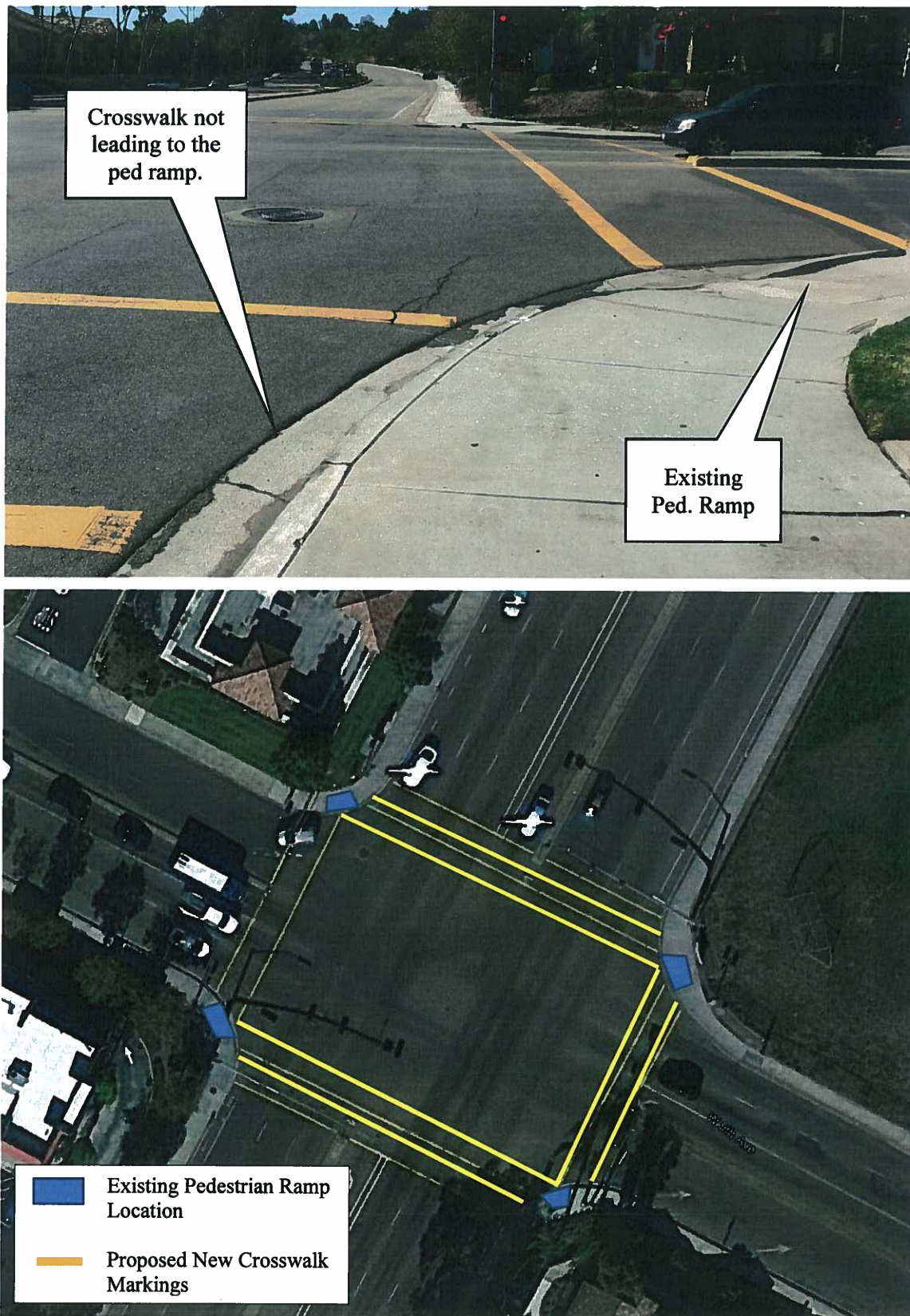


Figure 6 – Existing and Proposed Crosswalk Markings at 9th Ave and Valley Pkwy

3. Accessible Pedestrian Signals at N Broadway and Sheridan Intersection (estimated cost: \$10,000)

The City has received a request from an Escondido High School staff member to install audible pedestrian signals at the intersection of N Broadway and Sheridan. The school has vision impaired students that are in need of the audible signals to guide them across the streets at this intersection. The Escondido High School District is supportive of installing audible pedestrian signals at this location.

Escondido High School, with student population of 2,400, is located at 1535 N Broadway. The intersection of N Broadway and Sheridan, with crosswalks for all four approaches, is located at the southeast corner of the school and its crossings are heavily utilized by students during school peak periods in the morning and afternoon. Figure 7 shows the location of the school and the intersection of N Broadway and Sheridan.

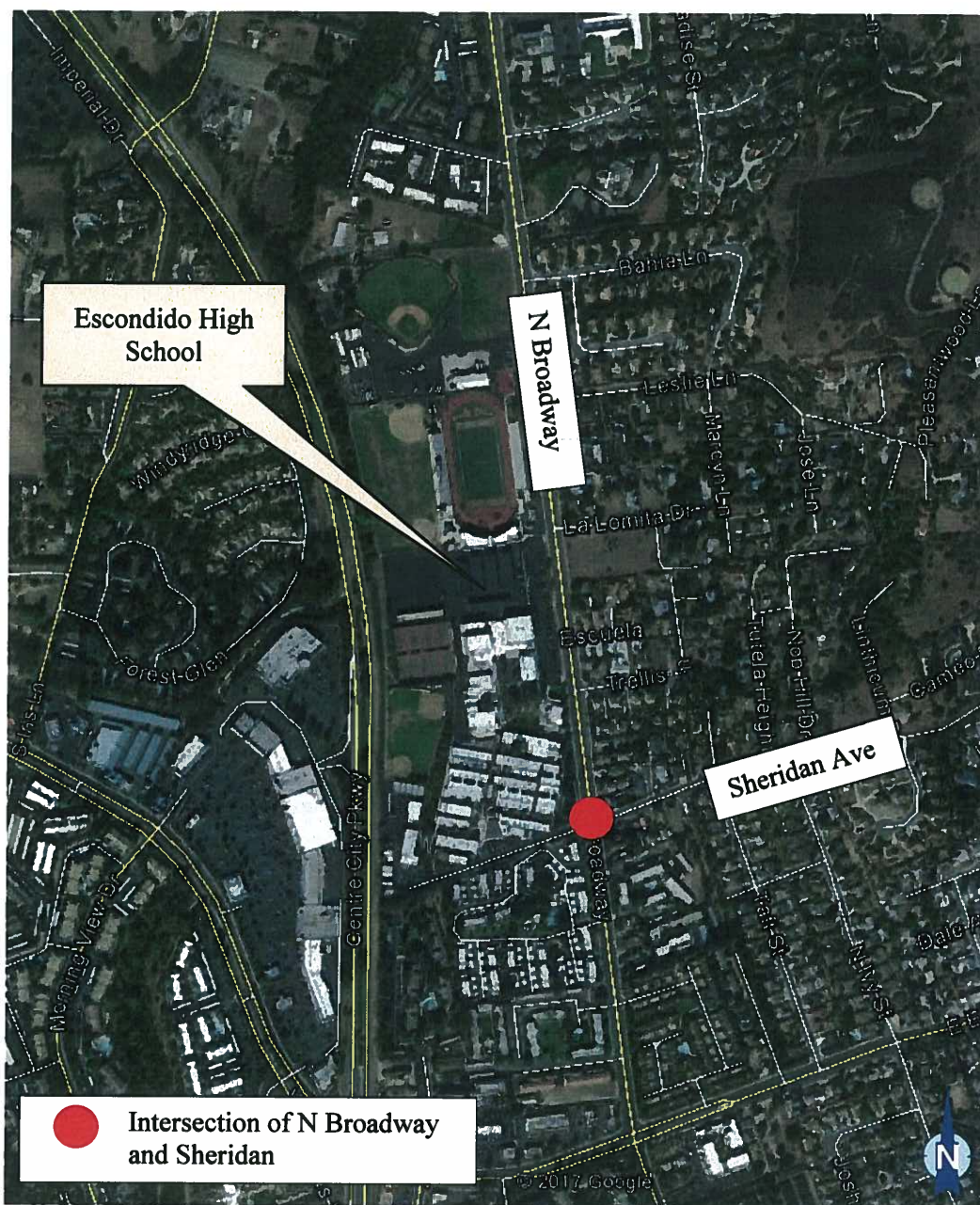


Figure 7 – Intersection of N Broadway and Sheridan Ave

Accessible Pedestrian Signals (APS), the name used in MUTCD, are devices that communicate information about pedestrian timing in nonvisual format such as audible tones, verbal messages, and/or vibrating surfaces. The newer type of APS has pedestrian push button integrated into the device. Some of the features of the APS include: 1) Vibrotactile and audible WALK indications; 2) Pushbutton locator tone to provide information about the presence of the pushbutton; and 3) Tactile arrow that points in the direction of crosswalk.

It is recommended that eight APS devices, two per crosswalk, be installed at the N Broadway and Sheridan intersection.



Figure 8 – New Type of Accessible Pedestrian Signals

4. Traffic Management on Eucalyptus Avenue (estimated cost: \$1,500)

Eucalyptus Avenue is classified as a Local Collector in the General Plan with a speed limit of 35 MPH. City has received complaints related to speeding and cut-through traffic on this roadway in 2013. Escondido Police Department has helped by enforcing the speed limit. Two speed radar feedback signs were installed on Eucalypts Avenue in the northbound and southbound approaches in April 2014 as a traffic calming measure on the roadway. In addition, at its July 10th, 2014 meeting, TCSC has approved two all-way-stop control at the intersections of Eucalyptus Street/ Shalimar Place and Eucalyptus Avenue/ Hamilton Ave to address sight distance concerns in the area.

At the April 9th, 2015 TCSC meeting, City staff presented the before and after speed data on Eucalyptus Avenue and concluded that the 85th percentile speed has been reduced from 40 MPH to 37 MPH after the traffic calming projects were implemented.

At the July 13th, 2017 TCSC meeting, Mr. William Nugent, a neighborhood resident, expressed concerns related to speeding on Eucalyptus Avenue and recommended additional traffic calming measures on Eucalyptus Avenue for commissioner and staff consideration. These measures included speed limit pavement legends and parking lane striping along the roadway.

Speed Limit Pavement Legends

Per direction from the commissioners, staff has evaluated the suggested measures. It is recommended that speed limit "35" pavement legends be installed adjacent to the existing speed limit signs and radar speed feedback signs on Eucalyptus Avenue. A total of six pavement legends, three in each direction, are recommended as shown in Figure 9. These pavement legends add emphasis to the drivers of the roadway speed limit.

Eucalyptus Avenue is 42 feet wide, striping parking lanes on both sides of the street would give an impression to drivers of a narrower street and thus could slow down traffic. However, staff has previously proposed parking lane striping on Eucalyptus Avenue. The proposed plan was opposed by the Eucalyptus Avenue residents and was rejected by the TCSC at the July 9th, 2015 meeting. Based on the previous experience, staff will recommend this measure after receiving written support of a super majority of the residents on Eucalyptus Avenue. Once neighborhood consensus has been reached, staff will present item in the next TCSC meeting.

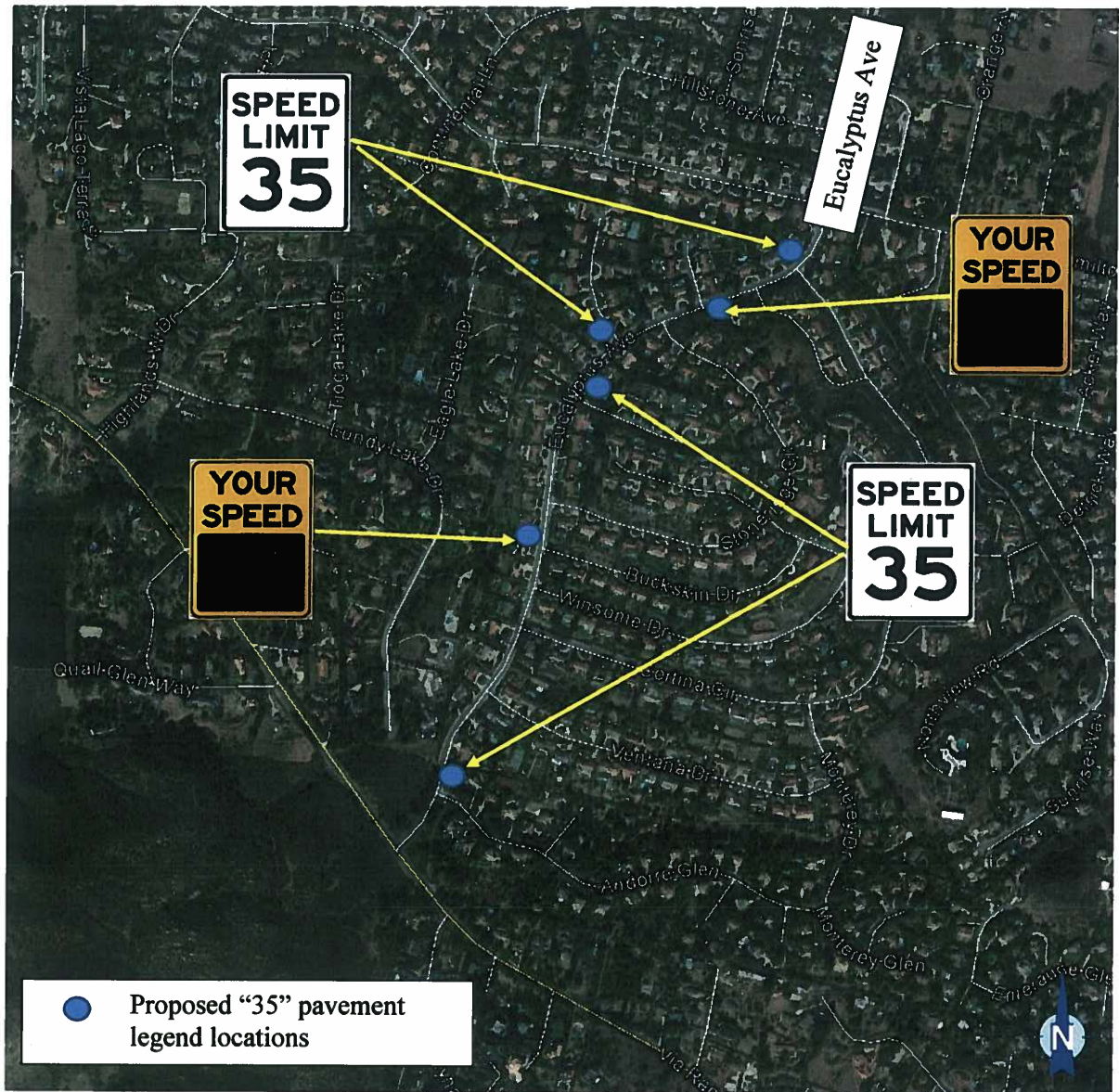


Figure 9 – Existing Sign Locations and Proposed “35” Pavement Legend Locations

5. Traffic Management on Gamble Street (estimated cost: \$1,000)

Gamble Street is an unclassified Residential Street in the General Plan but it is not built to Residential Street standards. The speed limit is 25 MPH considering the residential nature of the street.

In 2014, City staff received complaints related to speeding and cut-through traffic on Gamble Street. A traffic calming project was then proposed on Gamble Street and a few traffic calming measures recommended by staff were presented at the TCSC meeting on October 5th, 2015. Two radar speed feedback signs and two 25 MPH speed limit signs, one in each direction of travel, were approved by the TCSC and were implemented by City staff in May 2016. Mid-block striping chokers were also presented but were rejected because it was not support by the residents due to the potential parking loss.

At the January 12th, 2017 TCSC meeting, City staff presented the before and after speed data on Gamble Street and concluded that the 85th percentile speed has been reduced from 39 MPH (northbound and southbound) to 31 MPH (northbound) and 34 MPH (southbound) after the traffic calming project was implemented.

Since then, City has received numerous complaints from Mr. Brian Eveland related to speeding on Gamble Street. To further address the concerns, staff has evaluated additional traffic calming measures from the City of Escondido Traffic Management Toolbox that could be implemented on Gamble Street.

Speed Limit Pavement Legends

To further emphasize and alert the drivers of the 25 MPH speed limit, four “25” pavement legends, two in each direction, as shown in Figure 10 are recommended on Gamble Street to be installed adjacent to the existing speed limit signs and radar speed feedback signs. The pavement legends will add emphasis and provide a clear indication to drivers of the speed limit who are watching the road.

Staff has been coordinating with Mr. Eveland to schedule a meeting with the residents on Gamble Street to discuss and collect feedback on other potential traffic calming measures that could be implemented and would be accepted by the neighborhood. Any recommendations from this neighborhood meeting will be presented in future TCSC meeting.

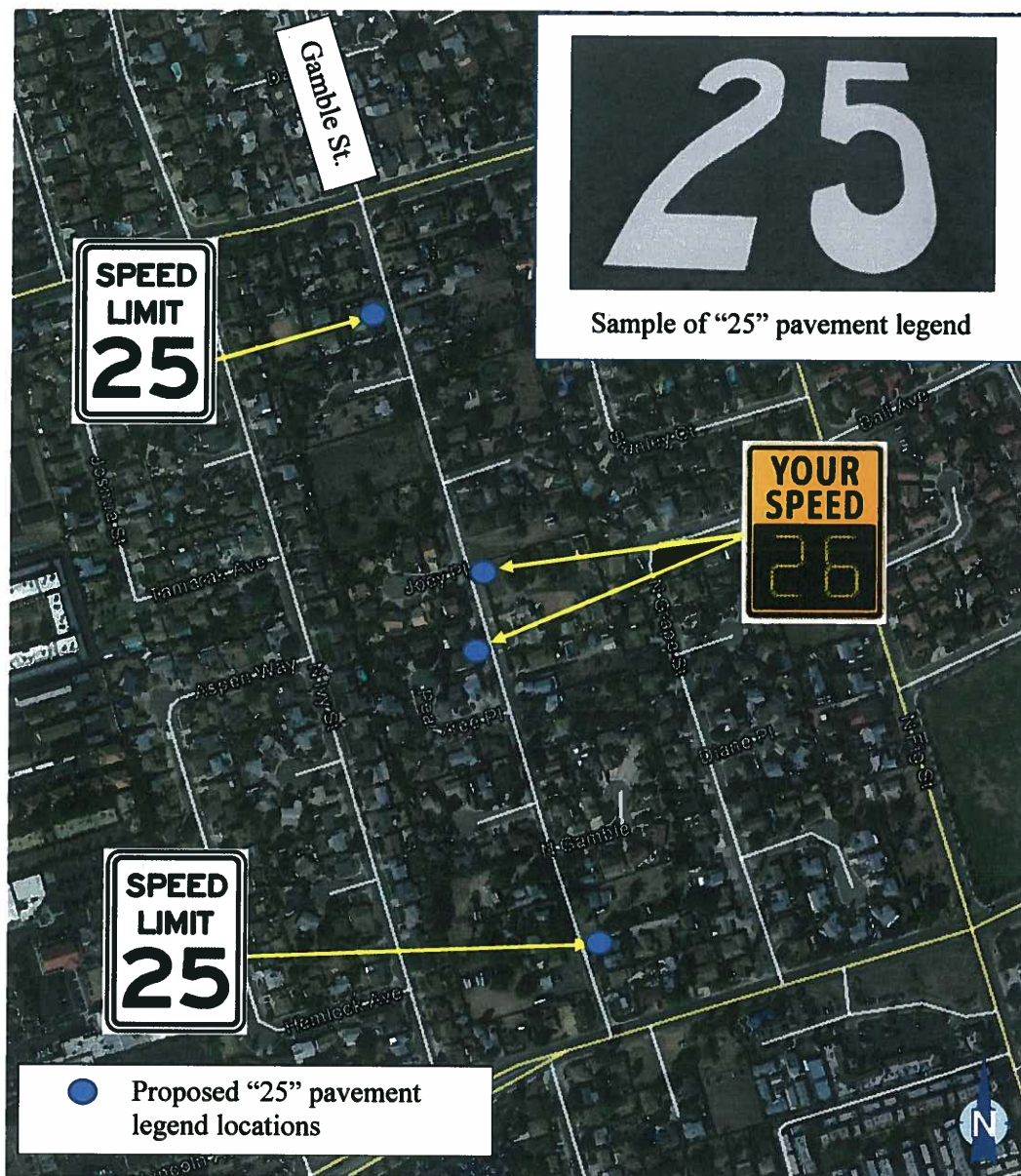


Figure 10 – Existing Sign Locations and Proposed "25" Pavement Legend Locations

TMPL Prioritization:

Using the points-based scoring criteria in this report, all five projects were evaluated and scored. Traffic Management Projects List (TMPL) prioritization table, Table 2 below, shows the final scores of each of the five projects. The estimated total cost to implement all five projects is \$40,500, less than the \$50,000 Transportation and Community Safety budget.

Project Name	Measures of Prioritization								Score (max. 30)	Estimated Cost
	Road Condition (max. 6)		Road Usage (max. 6)		Anticipated Effectiveness (max. 6)		Problem Severity x 2 (max. 12)			
	Geometric Design	Roadside Improvement	Bike and Pedestrian Volume	Average Daily Traffic (ADT)	Feasibility of the Solution	Effectiveness of the Solution	Frequency of Accidents	Speeding Problem		
Accessible Pedestrian Signals at N Broadway and Sheridan Intersection	1	1	3	3	3	3	2	2	18	\$10,000
Rose Elementary Mid-block Crosswalk Improvements	1	2	3	1	3	3	2	2	17	\$18,000
Countdown Pedestrian Signals at Six Intersections In School Zones	1	1	3	3	3	2	2	2	17	\$10,000
Gamble Street Traffic Management	1	3	1	1	3	2	2	4	17	\$1,000
Eucalyptus Avenue Traffic Management	1	1	2	1	3	2	2	2	14	\$1,500

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: >7400veh/day = 3, >5400veh/day and <=7400 veh/day = 2, >3400veh/day and <=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 >= 1.5 = 6, 1.5 > Accident Rate >= 0.5 = 4, 0.5 > Accident Rate = 2

Speeding Problem: (85% - Design Speed) >= 10mph = 6, 5mph <= (85% - Design Speed) < 10mph=4, (85% - Design Speed) < 5mph=2

Table 2 – 2017 TMPL Prioritization Table

Recommendation: Staff recommends that the commissioners approve all five projects for implementation. Staff further recommends that if the Eucalyptus Avenue and Gamble Street residents can reach consensus on additional desired traffic calming measure, these recommendations be brought back to the TCSC for consideration.

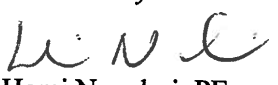
Necessary Council Action: None.

Respectfully submitted,

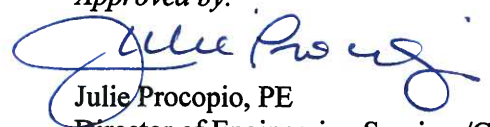
Prepared by:


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Approved by:


Julie Procopio, PE
Director of Engineering Services/City Engineer