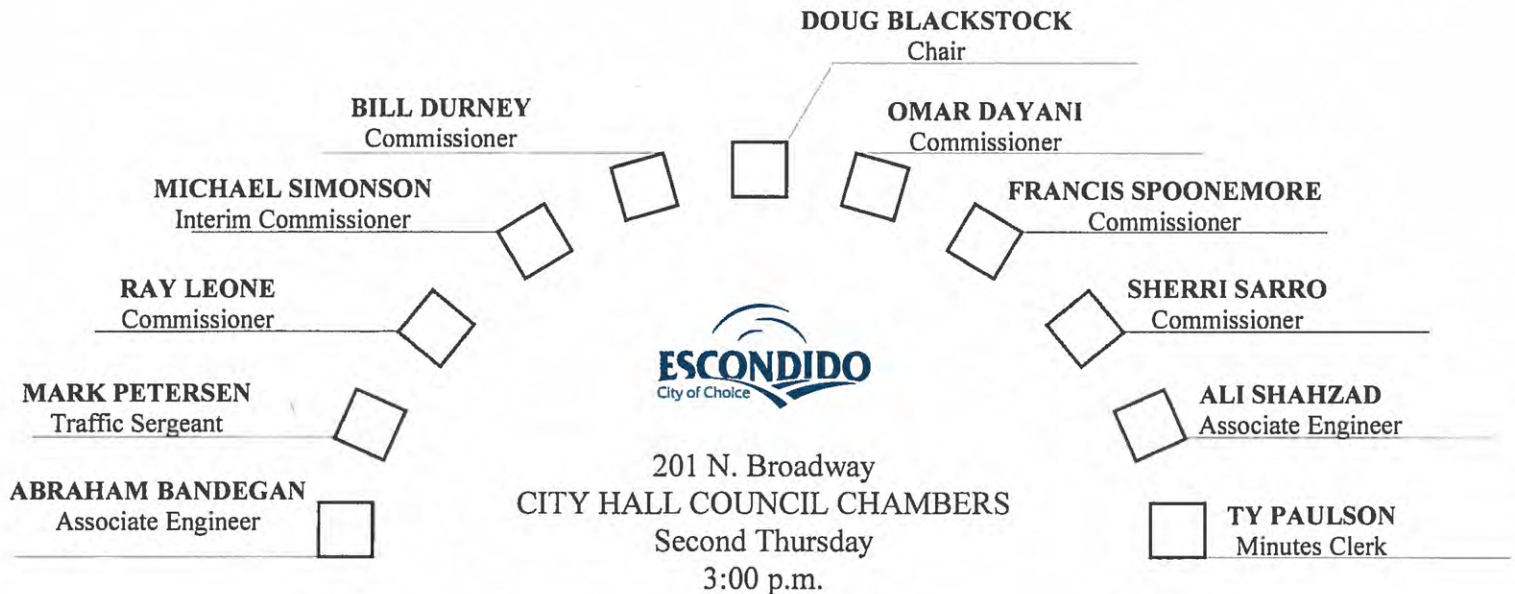


CITY OF ESCONDIDO

Transportation & Community Safety Commission



AGENDA April 9th, 2015 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 08, 2015 MEETING

E. CONSENT ITEMS – Staff will provide Overview for single vote

1. Centre City Pkwy and Escondido Blvd. (North & South) - Eliminate Left Turn Movements
2. Free Limited-Time Parking Row on Municipal Parking Lot 1 and Three 15min Stalls in Downtown Escondido

F. NEW BUSINESS

1. Traffic Management Project List – FY 15/16 Rankings

Source: Staff

Recommendation: Approval.

Previous action: Traffic Management Projects Initiation and Approval Process.

2. Truck Route Modifications – Update to Existing Route Map

Source: Staff

Recommendation: Approval

Previous action: None

3. Classical Academy on Woodward Avenue – Mid-Block Crossing with Guard Control

Source: School Principal & Staff

Recommendation: Approval

Previous action: None

4. S. Broadway and 13th Avenue – All Way Stop Control

Source: Staff

Recommendation: Approval

Previous action: None

5. Redwood Terrace – HAWK Controlled Crossing

Source: Staff

Recommendation: Approval

Previous action: None

6. Speed Surveys Citywide – New batch of speed surveys, including new speed limits

Source: Staff

Recommendation: Approval

Previous action: None

7. Commission Chair – Nomination and Vote

Source: Doug Blackstock (Commission Chair)

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. MTS Rapid Bus TSP Project – Bus Shelter construction
- b. Traffic Signal Designs for El Norte/Fig & East Valley Pkwy/Date – Design in progress
- c. 2nd Avenue and Quince Striping – Design in progress

Recommendation: Receive and file reports.

H. SCHOOL AREA SAFETY

- a. Intersection Crosswalk Striping near Schools – Ongoing with Pavement Rehab at Traffic Signals, as appropriate near school zones.

I. ANY OTHER BUSINESS

1. Future Agenda Items -- A briefing of future agenda items proposed to be presented to the Transportation Commission.

Source: Staff

Recommendation: None (informational)

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

- a. Inspiration and Beethoven Stop Signs
- b. Speed Surveys

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

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

M. 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

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

January 8, 2015

The regular meeting of the Escondido Transportation and Community Safety Commission was called to order at 3:06 p.m., Thursday, by Chairman Blackstock, in the City Council Chambers, 201 North Broadway, Escondido, California.

Commissioners present: Chair Blackstock, Vice-chairman Durney, Commissioner Dayani, and Commissioner Spoonemore.

Commissioners absent: Commissioner Leone, Commissioner Sarro, and Commissioner Berkstresser.

Staff present: Julie Procopio, Assistant Director of Engineering; Homi Namdari, Assistant City Engineer; Ali Shahzad, Associate Engineer/Traffic Division; Abraham Bandegan, Associate Engineer/Traffic Division; Beth Kassebaum, Department Specialist; Sergeant Varso, Escondido Police Department; and Ty Paulson, Minutes Clerk.

ORAL COMMUNICATIONS: None.

MINUTES:

Moved by Commissioner Durney, seconded by Chairman Blackstock, to approve the minutes of the October 9, 2014, meeting. Motion carried unanimously.

CONSENT ITEMS:

1. Citracado Bike Lanes
2. Pavement rehab Cross-Section

ACTION:

Moved by Chairman Blackstock, seconded by Commissioner Durney, to approve Consent Items 1 and 2. Motion carried unanimously.

NEW BUSINESS:

1. Crosswalks on East Grand Avenue near Palomar Hospital

Ali Shahzad, Associate Engineer, referenced the staff report and noted staff recommended the following: 1) Remove the crosswalk at the emergency entrance at the apex of the hill at Palomar Hospital driveway and consider installing the crosswalk at 2nd Avenue and Hickory N-S to the bus stop per ped counts and the Berkeley study suggestion and as also discussed with residents by the traffic staff meeting with the Villa Escondido senior housing residents; 2) Install "Right Only" R3-5 (R) out of Grape Street due to crest of hill sight distance; 3) Install pavement Legends for "Yield" at the approaches preceding the Saw Tooth Yield pavement legends at the proposed crosswalk. Bus Box and taper striping; 4) Revise the approach eastbound on 2nd Avenue merge; and 5) Install senior speed limit signage SW 50 (CA) at all approaches with 25MPH signs.

Commissioner Durney and staff discussed the proposed striping on East 2nd Avenue. Commissioner Durney felt the relocation of the crosswalk created a safer situation.

ACTION:

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

2. Beethoven Drive and Inspiration Lane Intersection Control

Abraham Bandegan, Associate Engineer, referenced the staff report and noted staff recommended forwarding a recommendation of approval to install stop-signs on Beethoven Drive at the Intersection of Inspiration Lane.

Chairman Blackstock expressed his concern with residents ultimately not stopping for the subject stop sign. He then asked if any accidents had occurred at the subject location. Mr. Bandegan stated that he was unaware of any accidents. He noted that the sight distance was the main warrant for the stop sign.

Commissioner Durney asked if residents had been notified about the subject stop sign. Mr. Bandegan replied in the affirmative.

Commissioner Dyani expressed his concern with potential rear end accidents occurring due to the lack of sight distance. He felt the stop sign would create more issues.

Commissioner Durney felt the street had enough sight distance and straightaway so as not to create issues with rear end accidents. Chairman Blackstock concurred.

ACTION:

Moved by Chairman Blackstock, seconded by Commissioner Durney, to approve staff's recommendation. Motion carried. Ayes: Durney, Blackstock, and Spoonemore. Noes: Dyani. (3-1)

3. El Norte Parkway HAWK Evaluation at Bike Path Crossing

Ali Shahzad, Associate Engineer, referenced the staff report and noted staff recommended the Commission approve the warrant analysis to support a pedestrian signal at El Norte Parkway creek trail crossing and direct staff to investigate the feasibility for its installation to assist in alerting drivers of a mid-block pedestrian/bicycle crossing.

Commissioner Durney and staff discussed the funding mechanisms and timing for the subject project.

Commissioner Dayani and staff discussed the cost for the subject projects.

Chairman Blackstock and staff discussed the cost crosswalk, the speeds for the area, and alternative options for the crosswalk. Ms. Procopio noted that staff was looking at possible grant funding this project. Chairman Blackstock suggested looking at wireless activated flashing signals as a possible cost savings as well as being able to relocate the devices if needed.

Commissioner Dyani asked if any bicycle or pedestrian accidents had been reported for the subject area. Mr. Shahzad replied in the negative but noted that the subject area was slated in the Bicycle Master Plan to have a signalized crossing. Ms. Procopio noted that this item was before the Commission due to improving the bridge and something needed to be done for the crossing.

Commissioner Dyani was in favor of staff's recommendation. He also felt this project lent itself to an Active Transportation grant.

Commissioner Durney concurred with staff's recommendation.

ACTION:

Moved by Commissioner Dyani, seconded by Commissioner Durney, to approve staff's recommendation. Motion carried unanimously.

4. Traffic Management Projects Initiation and Approval

Abraham Bandegan, Associate Engineer, referenced the staff report and noted staff recommended the Commission approve the policy on traffic management projects initiation and approval.

ACTION:

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

5. Speed Surveys Citywide – New batch of speed surveys, including new speed limit.

Beth Kassebaum, Department Specialist, referenced the staff report and noted staff recommended the Commission approve the 15 speed surveys, which included ten (10) new speed limits, one (1) increase in speed limit, and two (2) decreases in speed limits.

ACTION:

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

OLD BUSINESS:

1. An overview of various projects involving the City
 - a. New Striping including Bike Lanes on Ash Street and 9th Avenue.
 - b. MTS Rapid Bus TSP Project update
 - c. Complaints of vehicular speeds in the area of Willowbrook Street and Shadyridge Avenue
 - d. 2nd Avenue and Quince Striping

Received.

SCHOOL AREA SAFETY

1. Intersection Crosswalk Striping near Schools

Abraham Bandegan, Associate Engineer, provided the update and noted that 17 marked crosswalks had been installed at Lincoln and Fig, Washington and Rose, Bear Valley Parkway and Citrus, and Citrus and Patterson.

2. LR Green and Bear Valley Middle School

Beth Kassebaum, Department Specialist, noted that staff would be evaluating traffic flows during drop-off and pick-up activities at the two schools within the next month.

ANY OTHER BUSINESS:

1. Future Agenda Items – A briefing of future agenda items proposed to be presented to the Transportation Commission.

Ali Shahzad, Associate Engineer, noted that future agenda items included more speed surveys, TMPL, striping plan for Second Avenue, and amending the truck route.

COUNCIL ACTION:

- a. Alexander Stop Signs
- b. Chestnut Traffic Calming Stop Signs
- c. Eucalyptus and Hamilton Stop Signs
- d. Classical Academy School Zone Stop Signs
- e. Upas No Parking – Lighting Evaluation

Received.

ORAL COMMUNICATIONS: None.

TRANSPORTATION COMMISSIONERS:

Commissioner Durney expressed his concern with the bus stop on Escondido Boulevard being cleaned regularly with water when the State was in a drought. Mr. Namdari noted that staff would inform NCTD of the situation.

ADJOURNMENT:

Chairman Blackstock adjourned the meeting at 4:32 p.m. The next meeting of the Commission would be held April 9, 2015, 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: April 9th, 2015

Item No.: E1

Location: Centre City Parkway & Escondido Boulevard

Initiated by: Staff

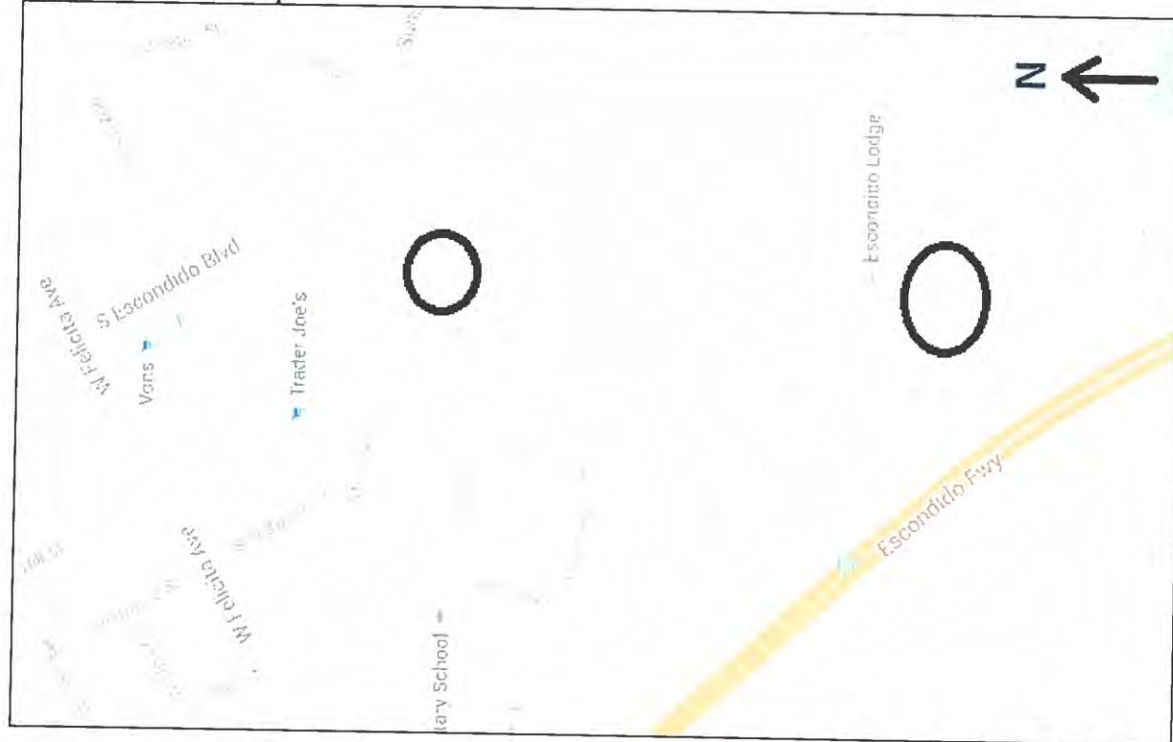
Request: Review and Approve Left-Turn and Through Movement Restrictions at Two Intersections

Background:

Centre City Parkway (CCP) is four-lane Super Major road which is the primary north-south route for vehicles through Escondido. In the section between I-15 and Felicita Avenue, the roadway has an ADT of approximately 27,400. Escondido Boulevard is a two-lane Local Collector with an ADT of approximately 4100. Escondido Boulevard intersects with Centre City Parkway at two locations. The first is located north of Brotherton Road and is one-way stop controlled. The second location is south of Citracado Parkway and is two-way stop controlled. At both locations, Centre City Parkway traffic does not stop. Figure 1 provides a location map, while Figures 2 and 3 provide more detailed intersection pictures.

Staff identified these two locations as candidates for turn movement restrictions based on engineering judgment and knowledge.

Figure 1. Location Map



Discussion and Purpose:

The purpose of this study was to evaluate the proper intersection control for the two locations where Escondido Boulevard intersects Centre City Parkway, and specifically if westbound left-turn and through movements should be prohibited.

Figure 2. CCP at Escondido Boulevard - North



Figure 3. CCP at Escondido Boulevard - South



A field evaluation was conducted to determine the current sight distance in both directions at each intersection, as well as photograph the current roadway conditions. Based on the design speed of the roadway (Super Major), the minimum sight distance required is 430 feet. For the northern intersection of CCP and Escondido Boulevard, vehicles stopped waiting to turn onto CCP can see for 540 feet to the south and for 500 feet to the north. At the southern intersection, vehicles stopped at the stop bar can see in excess of 1000 feet to the south, but only 370 feet to the north. At this intersection, there is no median refuge or acceleration lane for turning vehicles. Therefore, drivers at this intersection who are waiting to turn left or cross CCP do not have sufficient sight distance to safely turn or go straight through the intersection. Figures 4 through 7 show the different sight lines at these intersections.

Figure 4. North intersection - looking south



Figure 5. North intersection - looking north



Between 2009 and 2014, there were eight (8) crashes at the intersection of Escondido Boulevard and Centre City Parkway. Unfortunately, because of the coding of the crashes, staff was unable to determine which crashes occurred at the north intersection and which at the south intersection. However, seven of the eight crashes were due to turning vehicles not yielding the right-of-way to vehicles on Centre City Parkway (California Vehicle Code 21801A or 21802A). Included in the eight crashes were two fatality crashes, for which staff did have access to the full crash report.

The 2009 fatality occurred at the south intersection and was the result of a vehicle, attempting to turn left from Escondido Boulevard onto CCP southbound, which did not yield right-of-way to a northbound vehicle on CCP. Similarly, the 2010 fatality occurred at the north intersection; again a vehicle, attempting to turn left from Escondido Boulevard onto CCP southbound, did not yield right-of-way to a northbound vehicle on CCP.

Figure 6. South intersection - looking south



Figure 7. South intersection - looking north



Based on these circumstances, Staff is recommending that left turns from Escondido Boulevard onto southbound Centre City Parkway be prohibited at both intersections; additionally Staff recommends prohibiting the westbound through movement at the south intersection. Figures 8 and 9 show the proposed lane usage and turning movements. With these restrictions, vehicles desiring to transition from Escondido Boulevard to Centre City Parkway southbound will primarily be rerouted to the intersection at CCP and Citracado Parkway. This signalized intersection can safely and sufficiently maintain the flow of vehicles onto Centre City Parkway. Alternately, at the south intersection, drivers would have the option to turn right onto CCP northbound, and then make a U-turn at the traffic signal at Citracado to proceed southbound on CCP.

New signage and infrastructure improvements are necessary to enact the proposed turn restrictions. Right Turn Only signs (R3-5R) are required on both sides of the right-turn lane at each intersection. This requirement will necessitate the installation of a new pole and new R1-1 Stop sign on the left side of the right-turn lane. Further, a No Left Turn sign (R3-2) is proposed on the left side of the right-turn lane at each intersection to emphasize the restriction; this sign will be installed in place of the existing R1-1. Glue-down white flexible delineators, as shown in Figure 10, are recommended to prevent drivers from using the existing left-turn lanes. In the future, Staff recommends installing an asphalt berm to direct drivers as a more permanent solution than the delineators, as well as grinding out the existing Stop bar and Stop pavement legend in the left-turn lanes. Finally, advanced guide signs are recommended to alert and warn drivers of restrictions. Figure 10 also gives an example guide sign to be installed. The guide signs are recommended at each intersection for both northbound and southbound traffic, as determined in the field by staff. Figures 11 through 14 provide aerial and street views of the necessary intersection improvements.

Figure 8. Proposed Configuration - North



Figure 9. Proposed Configuration - South

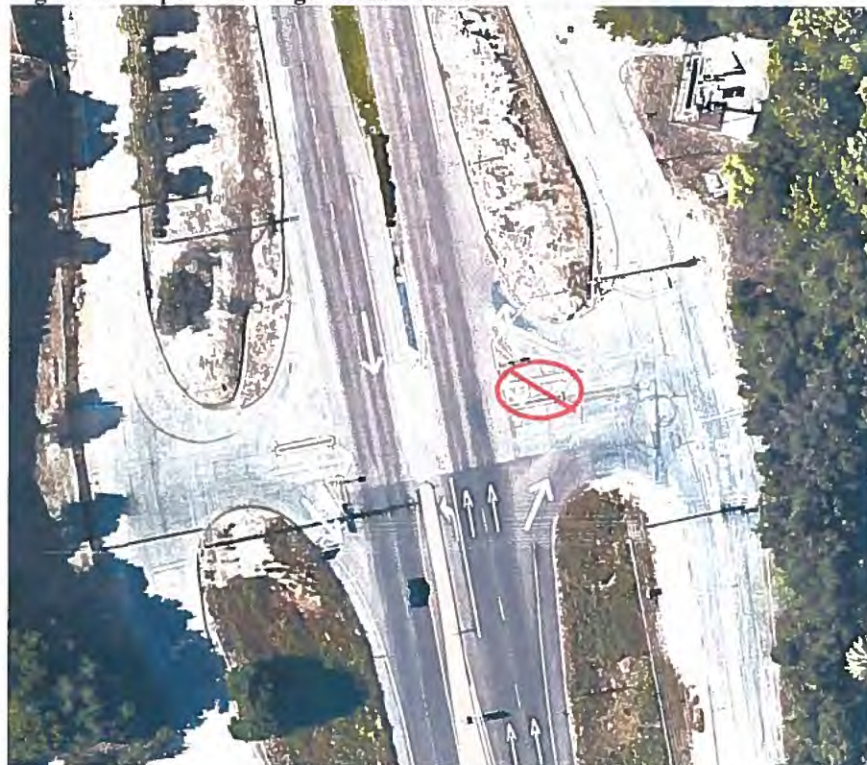


Figure 10. Delineators and Example Guide Sign



G77-1 (CA)

Figure 11. Proposed Improvement - North Intersection



Figure 12. Proposed Improvements - North Intersection



Figure 13. Proposed Improvements - South Intersection

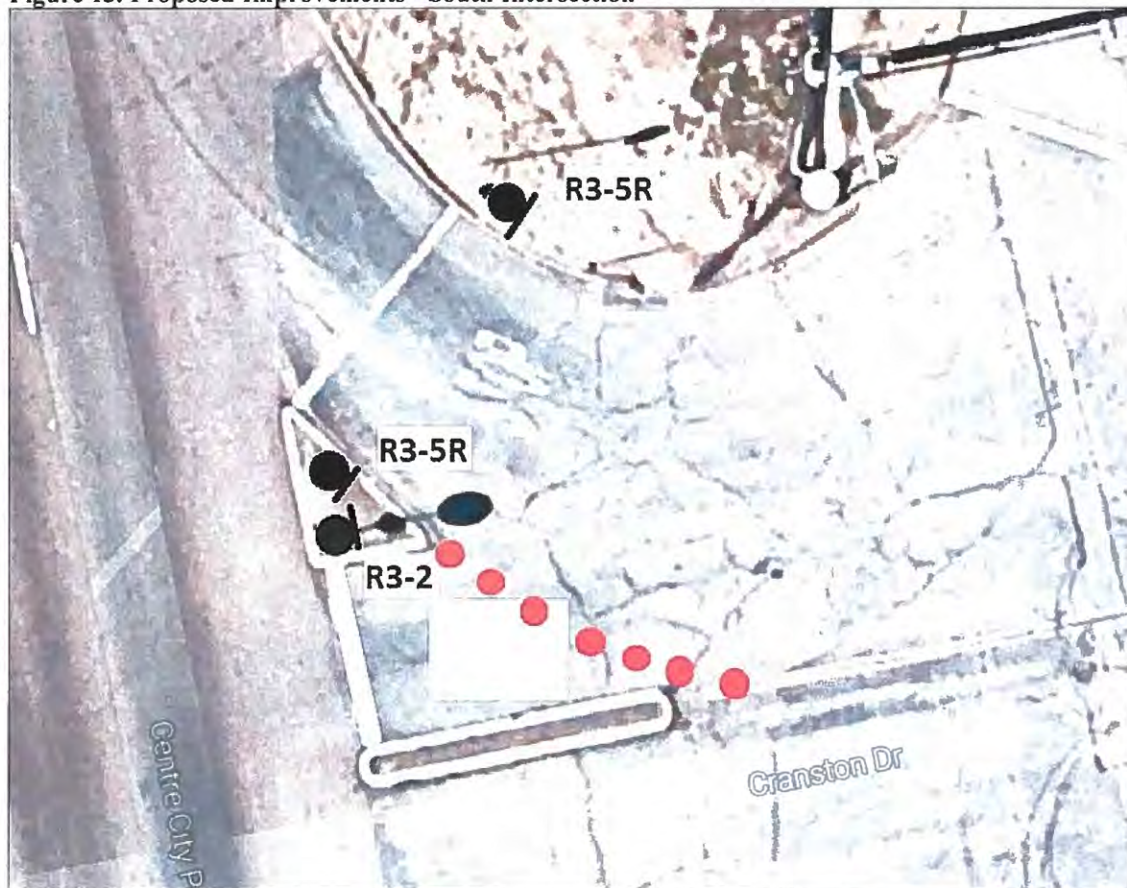


Figure 14. Proposed Improvements - South Intersection



The Escondido Municipal Code, Section 28-107, states that “The city traffic engineer is hereby authorized to determine those intersections at which operators of vehicles shall not make a right, left or U-turn, and shall place proper signs at such intersections.” California Vehicle Code (CVC) Section 22101 also establishes this authority to restrict turn movements. Therefore, City staff and the Commission have the authority to restrict the left-turn and through movements at the discussed intersections.

Staff also conducted public outreach through posting temporary signs at the two intersections. These signs alerted drivers that these restrictions were under consideration and provided the Traffic Engineering department phone number. Staff will provide a report of any citizen feedback at the Commission meeting on April 9th.

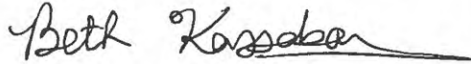
Recommendation:

Approve Staff recommendation to eliminate westbound left-turn and through movements at two locations where Escondido Boulevard intersects Centre City Parkway.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:

A handwritten signature in black ink that reads "Beth Kassebaum". The signature is fluid and cursive, with a long horizontal line extending from the end.

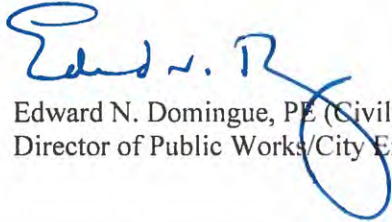
Beth Kassebaum, EIT
Department Specialist

Reviewed by:

A handwritten signature in blue ink that reads "Ali Shahzad". The signature is cursive and includes a horizontal line underneath.

Ali M. Shahzad, PE (Traffic)
Associate Engineer/Traffic Division

Approved by:

A handwritten signature in blue ink that reads "Edward N. Domingue". The signature is cursive and includes a large, stylized loop at the end.

Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: E2

Location: Downtown Escondido

Initiated by: Downtown Parking Subcommittee, Downtown Businesses and Customers, City Residents and Staff

Request: Approval of Parking Limitation for one Row of Free Limited-Time Parking on Municipal Parking Lot 1 and Three 15min Stalls in Downtown Area

Background:

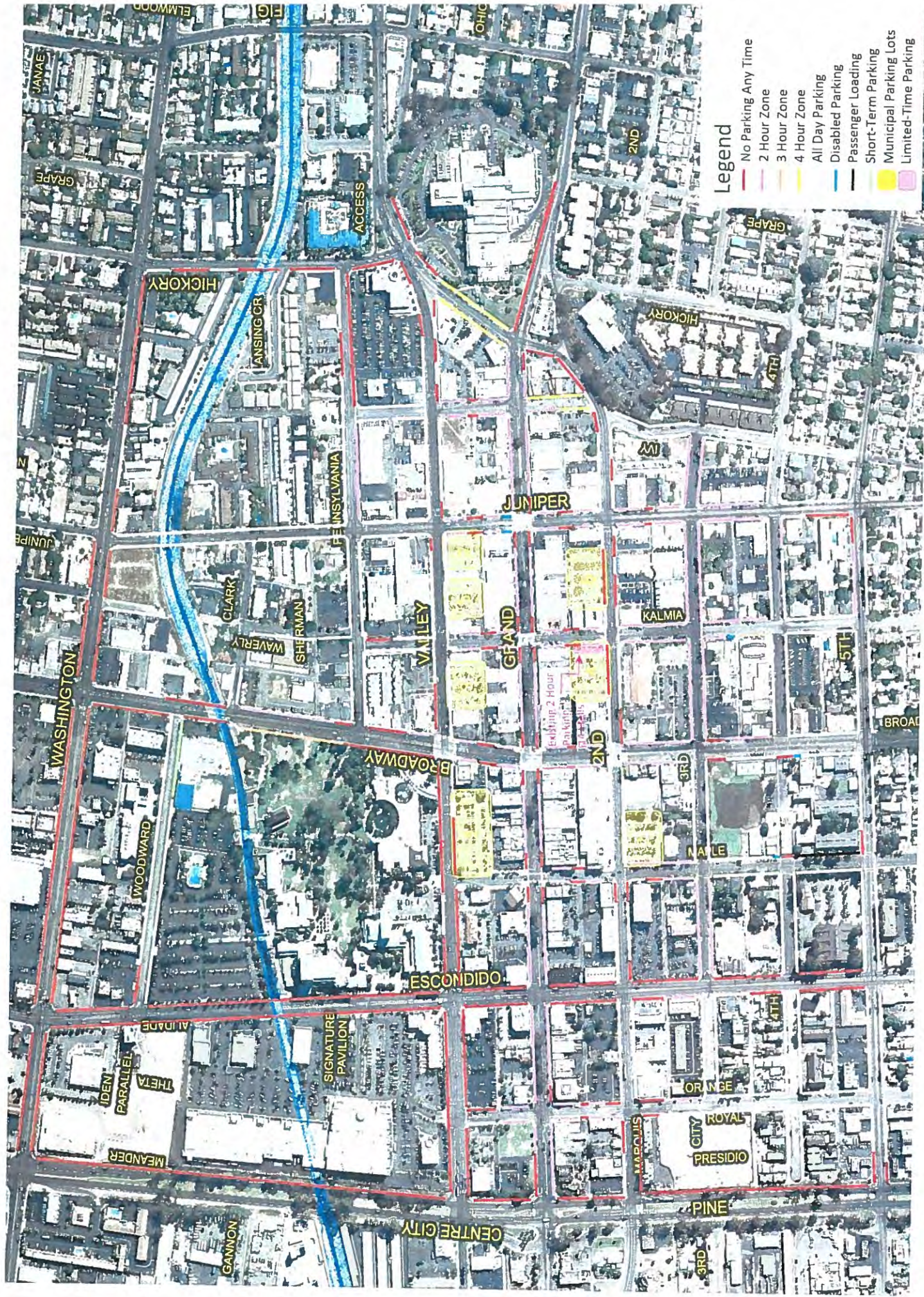
City of Escondido Downtown Parking Subcommittee consists of two City Council members, Director of Public Works and Director of Community Development. At its August 4, 2014 meeting, the Downtown Parking Subcommittee directed City staff to seek community feedback on the idea of adding paid parking stations in Lots 1, 2, 4 & 6 with a row of free limited duration parking in all lots. A community meeting was held on January 29, 2015. After a staff presentation and audience feedback, attendees were asked to fill out a comment form. The findings were then reviewed and summarized and presented to Downtown Parking Sub-Committee on March 18, 2015. Current Proposal was supported by the Sub-Committee at the meeting to be presented to Transportation and Community Safety Commission (TCSC).

Discussion and Purpose:

After reviewing the comments, concerns and ideas received from the public during the community meeting and public outreach, it was found that restricting the duration of free parking on municipal parking lots was supported by a majority of the users. While survey respondents generally did not support implementation of paid parking, approximately 60% of survey respondents expressed support for the idea of adding some free limited duration parking in the parking lots. Allocation of several short-term parking stalls in Downtown area to support a higher parking turn-over and to help businesses with take-outs and deliveries was also one of the highly supported ideas as well.

After evaluating municipal parking lots and their current occupancies and turn-overs, Lot 1 was selected to implement a parking demand management scenario and initiate a pilot program to limit the free-parking duration to 3-hour on one row of Lot 1. Two stalls close to Grand Avenue businesses on Lot 1 were also selected to be converted to 15min parking stalls to serve businesses with high turn-over parking demand. One diagonal parking stall on N Broadway at its intersection with Grand Avenue was also selected to be converted to a short-term 15min parking stall.

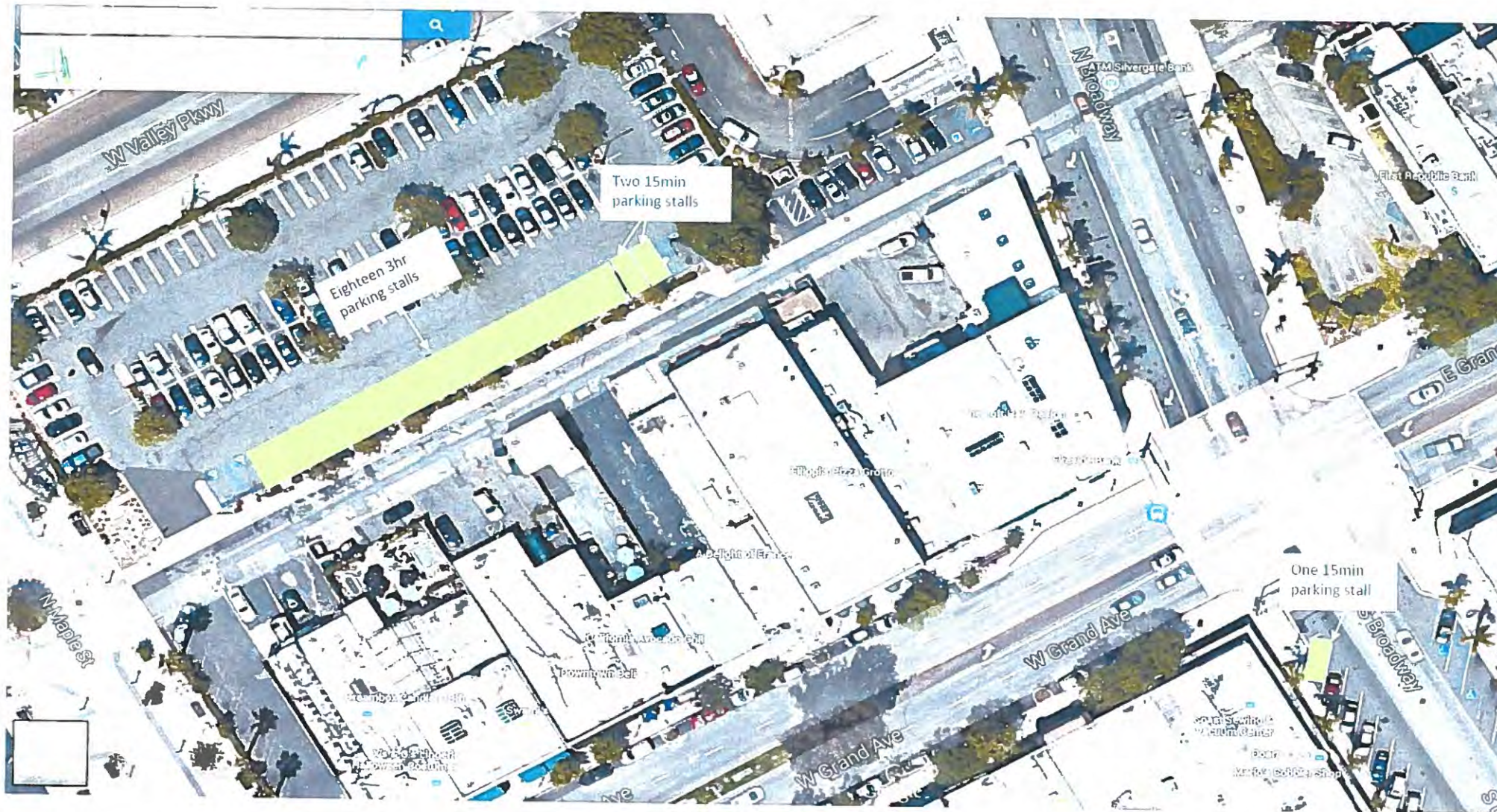
The following exhibits show Downtown Escondido on-street and off-street parking supply and the recommended modification to the current parking supply to manage parking demand and support businesses and customers of Downtown.



Legend

- No Parking Any Time
- 2 Hour Zone
- 3 Hour Zone
- 4 Hour Zone
- All Day Parking
- Disabled Parking
- Passenger Loading
- Short-Term Parking
- Municipal Parking Lots
- Limited-Time Parking

Proposal for limitation of free parking in one row of Municipal Parking Lot 1 to three hours and adding three 15 minute stalls to Downtown Escondido



Recommendation:

Approve Downtown Parking Subcommittee and staff proposal to recommend to City Council the addition of a row of free 3-hour parking in Lot 1, with two spaces designated for 15-minute parking and converting one space of 2-hour parking on N Broadway at the intersection of Grand Avenue to 15-minute parking.

Necessary Council Action: Approval of limited duration parking in public parking lots and on public streets.

Respectfully submitted,

Prepared by:



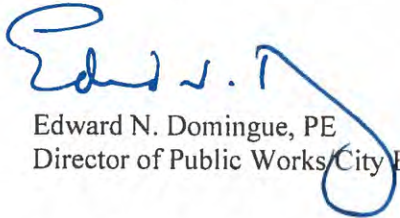
Abraham Bandegan, TE, PTP
Associate Engineer/Traffic Division

Reviewed by:



Julie B. Procopio, PE
Assistant Director of Public Works

Approved by:



Edward N. Domingue, PE
Director of Public Works/City Engineer



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F1

Location: Citywide

Initiated By: Staff

Request: Review and approve City of Escondido 2015 Traffic Management Projects List (TMPL) Preliminary Prioritization

Background:

Considering the large number of traffic management requests being received and the limited resources available, at its January 9, 2014 meeting, the Transportation and Community Safety Commission (TCSC) adopted a policy to evaluate and prioritize proposed projects using a Traffic Management Projects List (TMPL). A scoring criteria for prioritization of the projects with the first list of projects were presented to and approved by TCSC on April 9, 2014.

As stated in the policy, the list of projects needs to be evaluated by staff with review by the Transportation Commission in April of each year. The TCSC will provide direction to staff as to which projects should be selected for further evaluation and design. Staff will report back in June with detailed design and cost information for TCSC consideration.

Discussion & Purpose:

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= 3, 10mph>(85% - Design Speed) $\geq$ 5mph=2, (85% - Design Speed)< 5mph= 1

Projects on TMPL have been evaluated and could get 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.

2014 TMPL:

The following projects were selected for funding in the 2014 funding cycle.

1. School Zone Crosswalk Improvements

17 New Crosswalks were installed at 5 high priority intersections recommended by Escondido Unified School District (EUSD).

2. Chestnut St Traffic Management

A Traffic Management Plan including signage and striping with an All-Way Stop Control (AWSC) intersection and class II bike lanes was designed and implemented. A speed radar feedback sign was also included and will be installed very soon.

3. Escondido High School Sidewalk Expansion

Improvement of sidewalks at N Broadway and Sheridan Ave intersection was approved and the construction is scheduled for summer.

4. Eucalyptus Ave Traffic Management

Intersections on Eucalyptus Ave were evaluated and intersections of Shalimar Pl and Eucalyptus Ave and Hamilton Ln and Eucalyptus Ave were changed to AWSC intersections. The N/B speed radar feedback sign was also relocated to a new more efficient location.

5. Grand Ave Mid-Block Crossing

A study was conducted by ITS-Berkeley and staff analyzed the existing crossing and evaluated the feasible scenarios. Final recommendation was to restripe the segment and relocate the existing mid-block crossing to a new location by the existing bus stop west of the current location. The project is currently under design and will be implemented in summer.

2015 TMPL:

2015 Traffic Management Projects List (TMPL) includes seven different projects citywide. The list of projects with a brief description of the traffic issue together with the potential solution is mentioned below. Final top-ranked selected projects will be evaluated and a more detailed engineering design will be provided for Transportation Commissions review and approval at its July meeting.

1. School Zone Crosswalk Improvement (est. \$8000)

Valuable data related to pedestrian and bicyclists' circulation was provided by EUSD and Bike-Walk Escondido based on a preliminary assessment of elementary and middle school zones by EUSD and input from Bike-Walk Escondido. Staff was requested to evaluate several different locations for the possibility installing high-visibility crosswalks. After input from the EUSD, Bike-Walk Escondido and COMPACT, the following intersections were prioritized for installation of high visibility crosswalks.

✓ S Citrus Ave and Oak Hill Dr

To add high-visibility crosswalk on South leg of the intersection



✓ Del Dios Hwy and W 9th Ave

To add high visibility crosswalk on West leg of the intersection



✓ S Citrus Ave and Reed Rd

To add high-visibility crosswalk on North leg of the intersection



✓ N Fig St and Far Ave

To add high-visibility crosswalks on the East and North legs of the intersection



2. Traffic Management on Gamble St (est. \$30000)

Gamble Street is a non-classified residential street in the city General Plan but it is not built to a Residential specification and the road remains unimproved in several areas. As shown in the next figures, there are no sidewalks in most of the segment and the cross section is not meeting city standards. The speed limit on Gamble St is 25 mph (Prima Facie) which considering the residential nature of the street, has not been posted.

This street is used by some drivers as a short-cut between El Norte Pkwy and Lincoln Ave. Considering the large number of driveways, frequent pedestrian and bicyclist activities and also speeding complaints received from the residents, implementing traffic management measures selected from the "Traffic Management Toolbox" would likely reduce speeds and improve safety. Although not traditionally used for Residential roadway segments, but centerline striping and parking lanes (in widened areas), extra signage and possible speed radar feedback signs can be considered for this road. The feasibility of using speed tables can also be evaluated.

City has conducted a speed survey on the road in November 2014 and the results are shown below:

PERCENTILE SPEEDS:	<u>10%</u>	<u>15%</u>	<u>50%</u>	<u>85%</u>	<u>90%</u>
	20.0 mph	22.6 mph	30.8 mph	38.8 mph	41.0 mph

The table indicates that the 85th percentile speed of the street segment is 38.8 which is more than 13 mph over the design speed of the road (25 mph).

As mentioned above, if selected, the traffic management project will be designed per current engineering standards using City of Escondido Traffic Management Toolbox and will be presented to the Transportation Commission at its July meeting prior to implementation for review and approval.

N/B Gamble St at Lincoln Ave



© 2015 Google

S/B Gamble St at El Norte Pkwy



3. Ash St and Sheridan Ave intersection (est. \$6000)

Ash St is classified as a Local Collector North of this intersection and is classified as a Collector South of the intersection. Sheridan Ave is classified as a Local Collector. Both streets are fully improved at the intersection and the intersection is currently a Two-Way Stop Controlled (TWSC) where only Sheridan Ave legs are stopped. During school traffic peak periods of morning and afternoon, the crosswalk at the intersection of Ash St and Sheridan Avenue is impacted by heavy student pedestrian traffic.

Traffic Engineering staff have evaluated various alternatives to assist with pedestrian and bicycle traffic concerns during the morning and afternoon peak periods. The considered effective measures have been installation of speed radar feedback signs and also striping high-visibility crosswalks at this intersection. Modification of intersection control to provide a more comfortable crossing for the pedestrians was also analyzed by the Staff.

A traffic control signal is justified and the signal will be installed in the future as a mitigation measure for two separate development projects (Tract 932 and Resurrection Church) that are approved by the city. Per Section 2B.07 of 2014 CA-MUTCD *"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"* and also All-Way Stop Controlled (AWSC) intersection may be considered at locations where there is *"The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes"*.

Considering the above mentioned facts, staff recommends modification of the intersection control to an AWSC and adding signage and striping needed for an AWSC intersection and also striping high-visibility crosswalks at this intersection.

Intersection of Ash St and Sheridan Ave

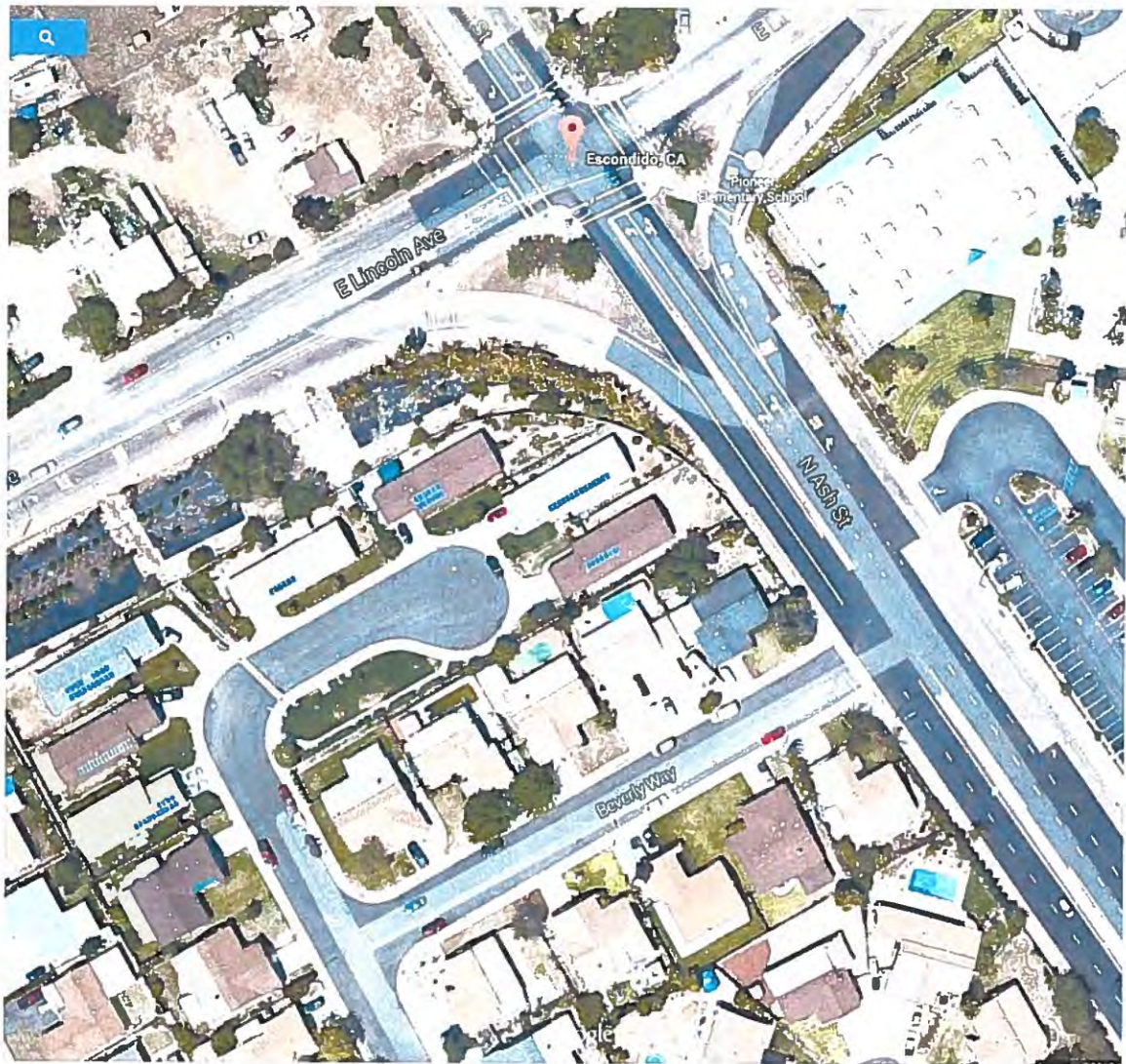


4. Lincoln Ave, Ash St and Mission Rd (est. \$8000)

Lincoln Ave is classified as a Prime Arterial and a Collector West and East of the intersection respectively. Ash St is classified as a Collector and a Major street, North and South of the intersection. Pioneer Elementary School is located at the South-East corner of Lincoln Ave and Ash St. At pick-up and drop-off peak periods, crosswalks on Ash St are heavily used by students and parents of Pioneer Elementary School. The exhibit below shows the location of the school and the Ash St segment. Currently the speed limit on Lincoln Ave, West of the intersection of Ash St is 40 mph and the other three legs of the intersection have speed limits of 35 mph.

Staff has received complaints of speeding of traffic on S/B Ash St just after the intersection of Lincoln Ave and in advance of Mission Rd and also on E/B Lincoln Ave in advance of the free Right-Turn movement at Ash St. After evaluation of the traffic condition at pick-up and drop-off peak periods staff recommends extra signage, striping and advance warning signs and marking associated with bicycle and pedestrian activity at this location.

Pioneer Elementary School and Ash St and Lincoln Ave intersection



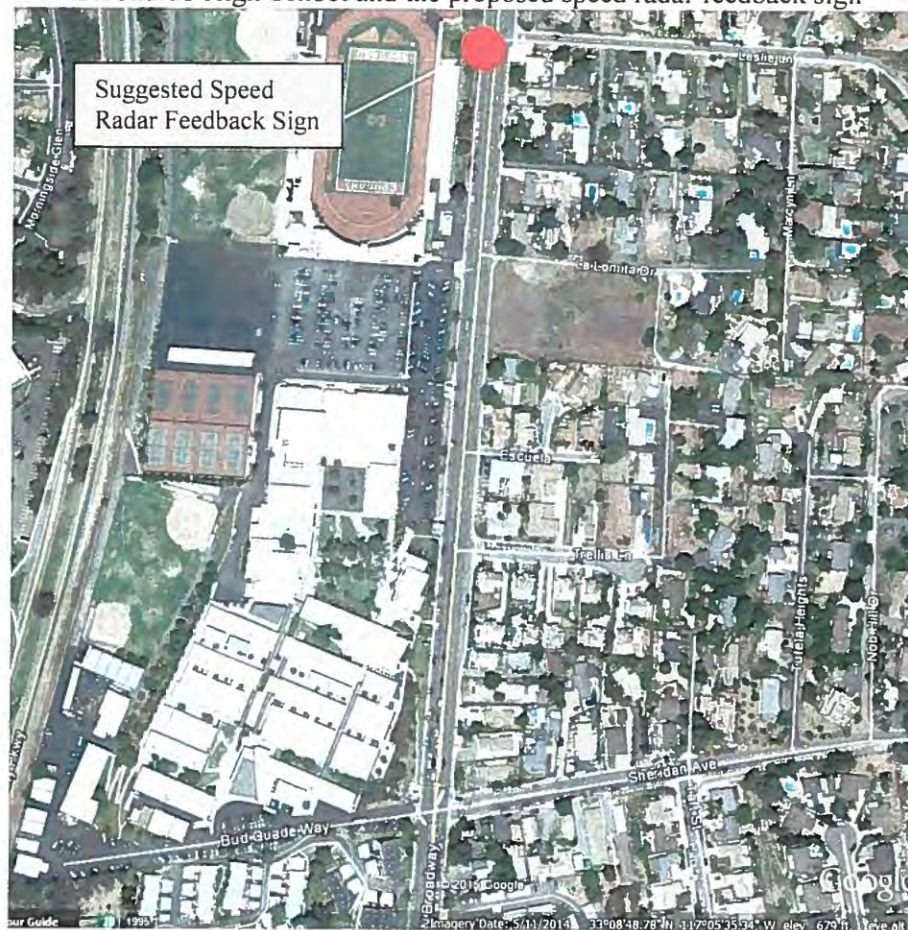
5. Escondido High School Speed Radar Feed-Back Sign (est. \$6000)

Escondido High School, with student population of 2,520 is located at 1535 N. Broadway, across from Sheridan Avenue. Students usually walk; bike or drive to school, and a limited number are dropped-off and picked-up. Most of the pedestrian, bicycle and vehicular traffic arrive from north and south of N Broadway, with a concentration of pedestrians at the intersection of Sheridan Avenue. During school traffic peak periods of morning and afternoon, the crosswalk at the intersection of N. Broadway and Sheridan Avenue is impacted by heavy student pedestrian traffic. School has 3 main access points on the west side of N Broadway.

Traffic Engineering staff evaluated various alternatives on TMPL 2014 to assist with pedestrian and bicycle traffic concerns during the morning and afternoon peak periods. The effective measures were to modify the signal timing to allocate more time for pedestrian and bicyclists to cross N Broadway and also to expand the storage area of the sidewalks at the corners of the intersection. The expansion project is planned to be implemented in summer 2015.

Considering the fact that the next signalized intersection north of the school is the intersection of N Broadway and Vista Ave, vehicles can pick up speed while driving south on N Broadway coming toward the school area. In order to slow down the S/B traffic on N Broadway in advance of the signal at the intersection of Sheridan Ave and provide a more comfortable crossing condition for pedestrians using the crosswalk at this intersection, Staff has considered installing a speed radar feedback sign at the northern access point to the school across from the Leslie Ln intersection. Below exhibit shows the location of the proposed speed radar feedback sign.

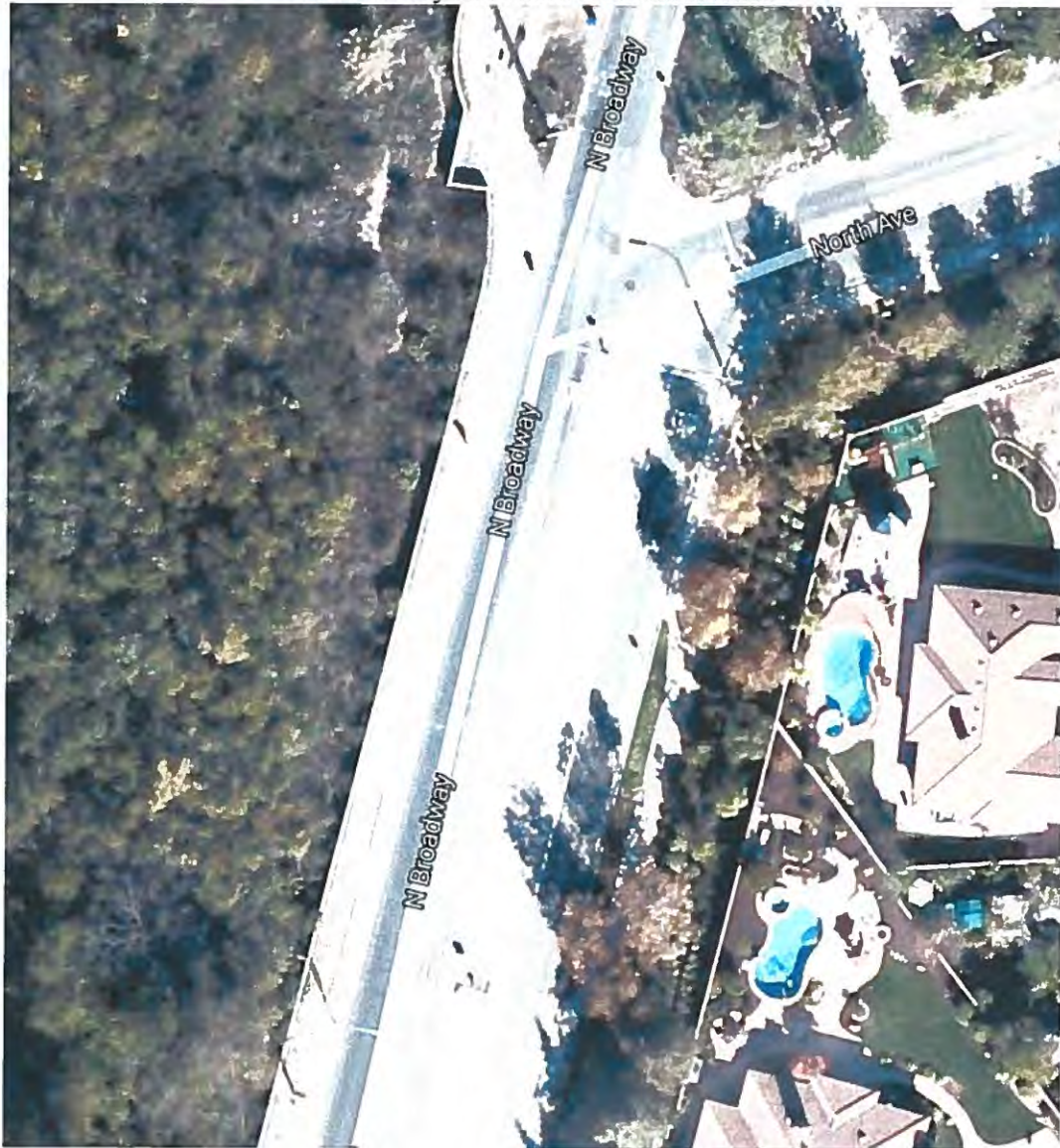
Escondido High School and the proposed speed radar feedback sign



6. N Broadway between Reidy Creek and North Ave (est. \$8000)

City Staff has received complaints from Escondido Police Department and also parents regarding the unsatisfactory level of service on the segment of N Broadway between Reidy Creek and North Ave at school pick-up and drop-off periods. Since the parking area provided by the school is inadequate, many parents use the #2 lane on S/B N Broadway to wait. The queuing causes a problem for N Broadway and North Ave Intersection because of the roadway alignment at the intersection and the existing striping. Also parents sometimes park their vehicles on North Ave and walk to the school to pick-up their children and then walk back to their cars. The crosswalk on N Broadway, together with the limited sight distance and also rare illegal U-turn maneuvers at the intersection, causes extra delay and unsatisfactory level of service. City Staff is considering restriping the segment to provide a parking lane for the parents, a right-turn-only lane on S/B N Broadway at Reidy Creek and also a crosswalk at the intersection of North Ave. Figures below show the existing striping on the segment of N Broadway in the Reidy Creek Elementary School Area.

N Broadway and North Ave. Intersection



N Broadway north of Reidy Creek Elementary School access road



7. Traffic Management Eucalyptus Ave (est. \$20000)

Eucalyptus Ave is classified as Local Collector in City of Escondido General Plan and City Staff have received complaints of speeding and relatively high volume of cut-through traffic on this street. Considering the residential nature of the neighborhood Escondido Police Department has helped by enforcing the speed limit. City Staff has also installed two speed radar feedback signs at this segment of Eucalyptus Ave on Feb 2014. Because the complaints persisted City Staff reevaluated the corridor for implementing extra measures of traffic management in the area. Two AWSC intersections were suggested by the Staff and approved by TCSC and City Council at the intersections of Shalimar Pl and Eucalyptus Ave and Hamilton Ave and Eucalyptus Ave. The Stop signs are currently installed. The recent speed survey in Feb 2015 has shown that the 85% speed has decreased from 40 mph to 37 mph.

Since the speeding complaints persists City Staff has again evaluated the roadway segment for the possibility of adding parking lanes and implementing the lane narrowing strategy from the City of Escondido Traffic Management Toolbox.

Recent downloaded data from the speed radar feedback signs for S/B Eucalyptus Ave is shown below.

Date Range: 02/24/2015 – 03/23/2015

Randomized Samples: 10000

Speed Limit: 35

Peak 50th: 34

Peak 85th: 39

Peak 95th: 40

Low 50th: 27

Low 85th: 31

Low 95th: 34

Incremental Statistics

Of Vehicles Traveling Between 35 And 45 (3934)

39% Slowed (1519)

Of Vehicles Traveling Between 45 And 55 (116)

78% Slowed (91)

Of Vehicles Traveling above 55 (4)

Conclusion:

The traffic calming measure is considered to be very effective since 95% of the vehicles detected are driving below the speed limit of 35 mph immediately after passing the speed radar feedback sign.

Recent downloaded data from the speed radar feedback signs for N/B Eucalyptus Ave is shown below.

Date Range: 02/22/2015 - 03/21/2015

Randomized Samples: 12000

Speed Limit: 35

Peak 50th: 33

Peak 85th: 39

Peak 95th: 40

Low 50th: 26

Low 85th: 31

Low 95th: 34

Incremental Statistics

Of Vehicles Traveling Between 35 And 45 (4520)

37% Slowed (1667)

Of Vehicles Traveling Between 45 And 55 (125)

80% Slowed (100)

Of Vehicles Traveling above 55 (3)

Conclusion:

The traffic calming measure is considered to be very effective since 95% of the vehicles detected are driving below the speed limit of 35 mph immediately after passing the speed radar feedback sign.

S/B Eucalyptus Ave



N/B Eucalyptus Ave



TMPL Prioritization:

Using the points-based scoring criteria in this report, all seven projects were evaluated and scored and the top priority projects are recommended to be selected for further assessment and detailed design considering an estimated \$50,000 Transportation and Community Safety budget.

Traffic Management Projects List (TMPL) prioritization table below shows the final scores of each of the seven projects. As mentioned the top selected projects will be designed and the final project will be brought to the next TCSC meeting in July to receive final comments and approval prior to implementation. The preliminary prioritization of the projects are shown below.

Traffic Management Projects List (TMPL) Prioritization Table

Project Name	Measures of Prioritization								Score (max. 30)
	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	
School Zone Crosswalk Improvements	1	1	3	2	3	1	6	4	21
Gamble St Traffic Management	1	3	1	1	2	2	6	4	20
Lincoln Ave, Ash St and Mission Rd	1	1	3	3	3	2	4	2	19
Ash St and Sheridan Ave AWSC and Crosswalk	0	0	3	3	3	3	4	2	18
Escondido High School Speed Radar Sign	0	0	2	3	3	1	6	2	17
N Broadway between Reidy Creek and North Ave	2	1	2	2	2	2	2	2	15
Eucalyptus Ave Traffic Management	2	1	1	1	3	2	2	2	14

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 = 3, 1.5 > Accident Rate > 0.5 = 2, 0.5 > Accident Rate = 1

Speeding Problem: (85% - Design Speed) > 10mph = 3, 5mph < (85% - Design Speed) < 10mph=2, 0 < (85% - Design Speed) < 5mph=1

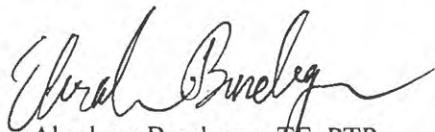
Recommendation: Staff recommends that the following four top-ranked projects be selected for further design and evaluation.

1. School Zone Crosswalk Improvements
2. Gamble St Traffic Management
3. Lincoln Ave, Ash St and Mission Rd (Pioneer Elementary School Area)
4. Ash St and Sheridan Ave Intersection

Necessary Council Action: Approval of the Stop signs on Ash St and Sheridan Ave (if project is selected by TCSC)

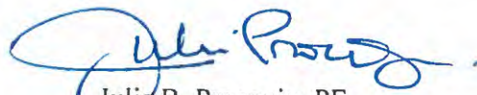
Respectfully submitted,

Prepared by:



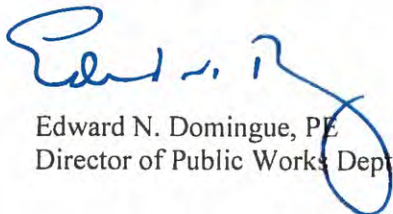
Abraham Bandegan, TE, PTP
Associate Engineer/Traffic Division

Reviewed by:



Julie B. Procopio, PE
Assistant Director of Public Works Dept.

Approved by:



Edward N. Domingue, PE
Director of Public Works Dept./City Engineer



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F2

Location: N/A

Initiated By: City Staff

Request: City Staff

Subject: Truck Route Modifications to Ordinance.

Background:

Escondido General Plan Mobility and Infrastructure (Goods and Services Transport) identifies certain truck routes to control the size and type of trucks that travel within an area of the city, the General Plan was approved by City Council at its May 23, 2012 meeting. The Truck Route is a subset of the circulation element section of the General Plan.

The Truck Routes relate to the Council's Action Plan regarding Neighborhood Improvement important for balancing quality of life factors for quiet residential neighborhoods and economic interests that ensure efficiency in service. The Truck Route Ordinance was adopted in June 2013; this report modifies the Map based on public request for a few east-west connections.

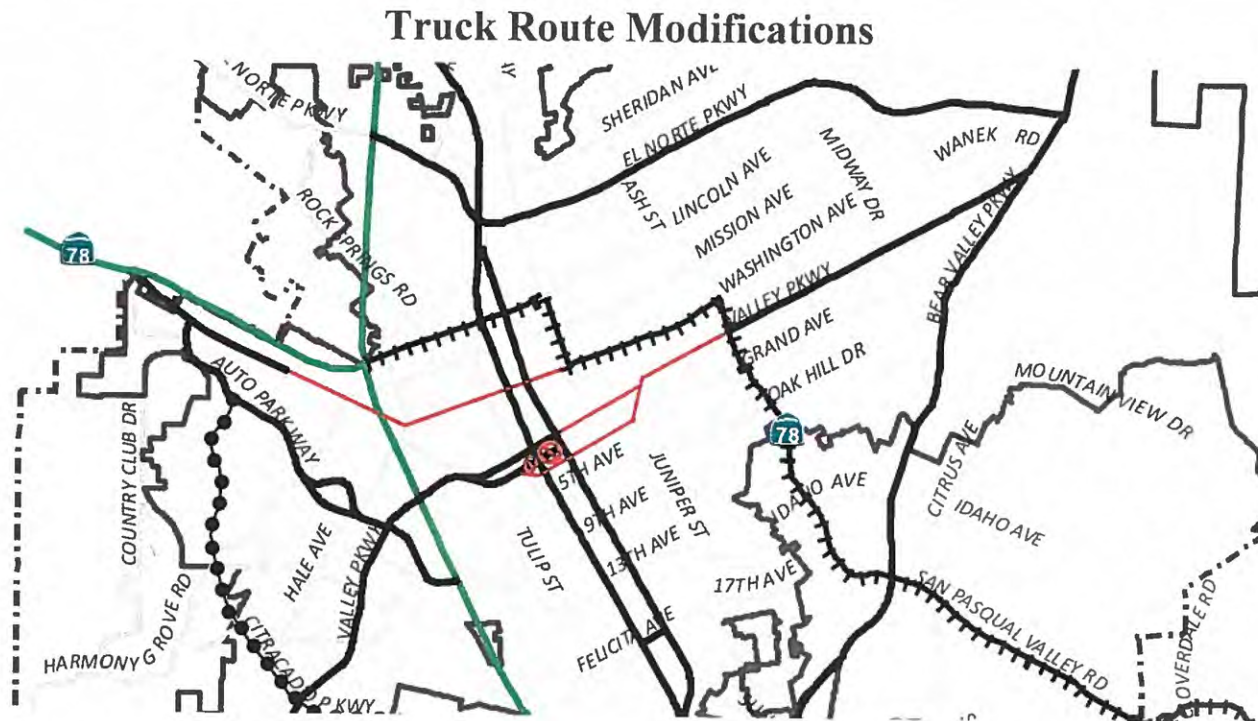
Discussion & Purpose:

It is necessary to designate appropriate truck routes to ensure that trucks operate on streets that are designed to accommodate them. The purpose of the truck route is to prohibit trucks from cutting through streets when other streets are better designed to accommodate trucks.

The concept map for the Truck Routes from the General Plan Circulation Element was modified to designate only major roads that are designed and improved to accommodate heavy truck traffic and to provide connectivity to the I-15 and SR-78 through the City of Escondido.

The ordinance requires that trucks remain on designated routes until and unless a local delivery requires trucks to travel outside of the designated routes. The ordinance exempts utility vehicles per the Public Utilities Code and requires Sign Erection on the listed streets. Over the past 18-months Traffic Engineering Department staff has evaluated the adopted truck routes. While generally effective, some refinements are proposed.

The proposed amendments to the Truck Routes are shown below in Red:



The amendment recommends the following:

- ✓ Add 2nd Avenue going eastbound to Valley Pkwy. and Valley Pkwy. westbound to Escondido Blvd. to improve East-West connectivity.
- ✓ Add Washington Avenue to Mission Avenue to improve East-West connectivity.
- ✓ Remove Grand Avenue from Quince to Escondido Blvd. – to eliminate downtown shopping District that was inadvertently included.

As these added routes were originally on the adopted and environmentally certified General Plan Truck Route map, there is no need for any environmental processing. The General Plan adopted Truck Route map is attached at the end of the report for reference.

Recommendation:

It is requested that Transportation and Community Safety Commission approve the modified Truck Routes per Chapter III Mobility and Infrastructure of the 2012 adopted Escondido General Plan and amend Section 28-128 of the Traffic Municipal Code connecting 2nd Avenue east to East Valley Parkway and East Valley Parkway west to Escondido Blvd. Additionally, a route to connect

Washington Avenue west to Mission Road is recommended. Lastly, deletion of Grand Avenue between Quince St. to Escondido Blvd. is recommended.

Fiscal Impact: Cost of some additional mounted ^{signs} on Traffic Signal mast arms approx. \$2000.

Necessary Council Action: Council Action to adopt Ordinance.

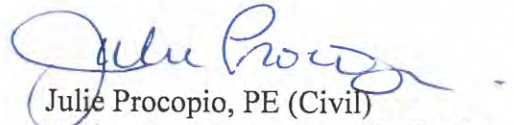
Respectfully submitted,

Prepared by:



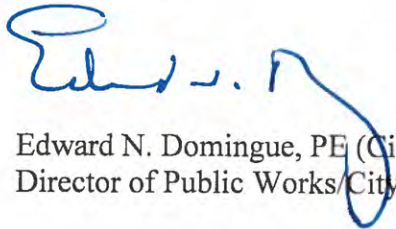
Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Julie Procopio, PE (Civil)
Assistant Director of Public Works

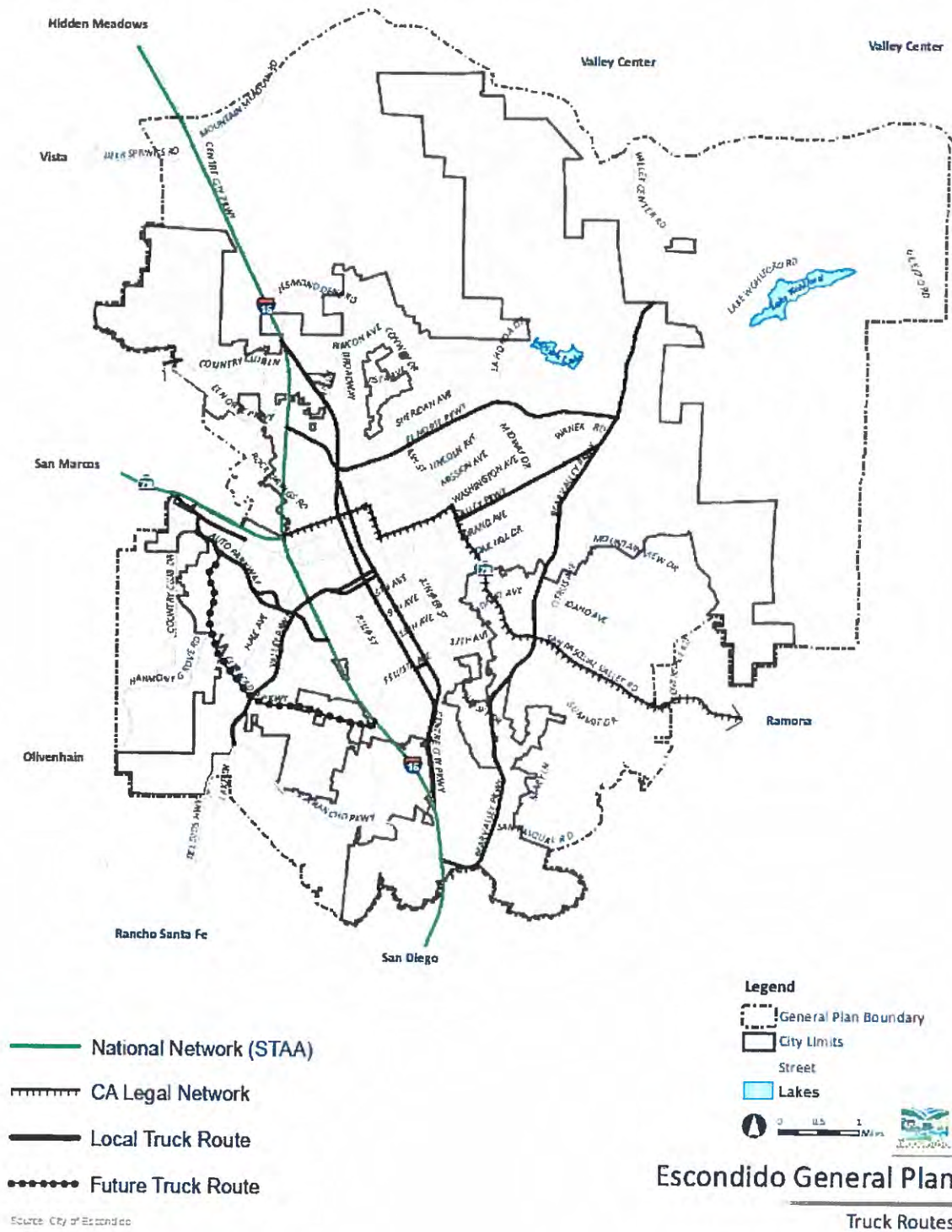
Approved by:



Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer

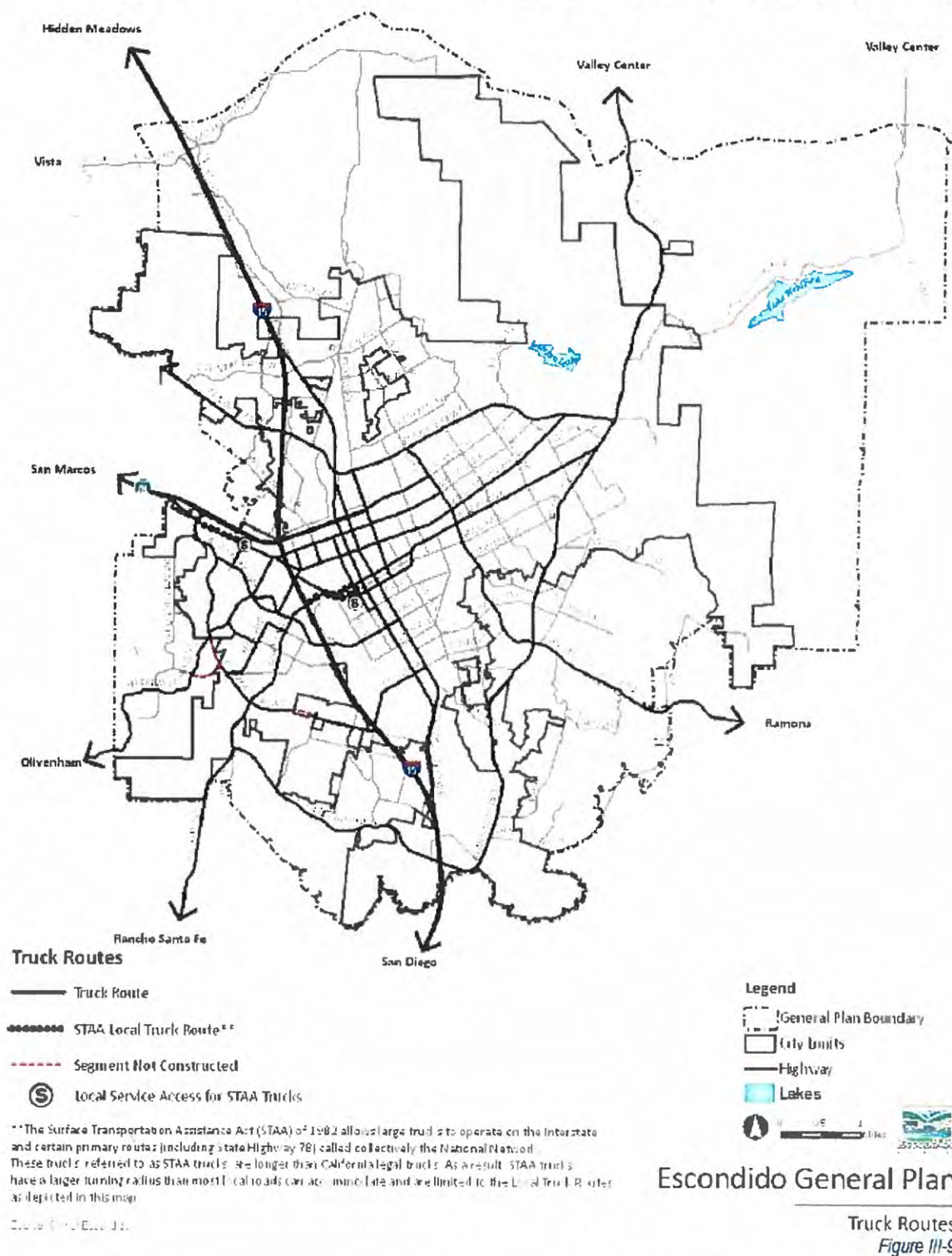
Originally Approved for the Truck Route Ordinance

EXHIBIT 1



Source: City of Escondido

Approved for the Truck Route in the adopted General Plan



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F3

Location: Woodward Avenue

Initiated By: City Staff

Request: Classical Academy & Staff

Subject: Mid-Block crossing for Classical Academy School on Woodward Avenue.

Background:

The Classical Academy School on Woodward Avenue has been operating a crossing guard during school beginning and end times with temporary traffic control measures for the last several years. Because the school expects to continue operation, a permanent solution to manage the pedestrian traffic per the California Manual on Uniform Traffic Control Devices CA-MUTCD School Zone signage and striping recommendations is needed. The City Traffic Section and Escondido PD has met with the school Principal, conducted crossing guard training and provided a CA-MUTCD standard Temporary Traffic Control Plan to implement (attached at the end of the report), until a permanent crossing as described can be installed.

Discussion & Purpose:

School Zone signage and striping is required for each school in California per the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

A Traffic Management Plan permits the orderly review of school area traffic control needs, and the coordination of school/pedestrian safety education and engineering measures. Engineering measures alone do not always result in the intended change in student and road user behavior.

The Traffic Management Plan developed in a systematic manner by the school, law enforcement, and traffic officials, should consist of a map showing streets, the school, existing traffic controls, established school walk routes, and established school crossings.

The type(s) of school area traffic control devices used, either warning or regulatory, should be related to the volume and speed of vehicular traffic, street width, and the number and age of the students using the crossing. School area traffic control devices should be included in a school Traffic Management Plan.

Some views of the existing School Zone Traffic Control

Existing TC Woodward Avenue Set-up Fronting Classical Academy



Flagger Control Operation



Eastbound Approach to Mid-Block Crosswalk on Woodward Ave.

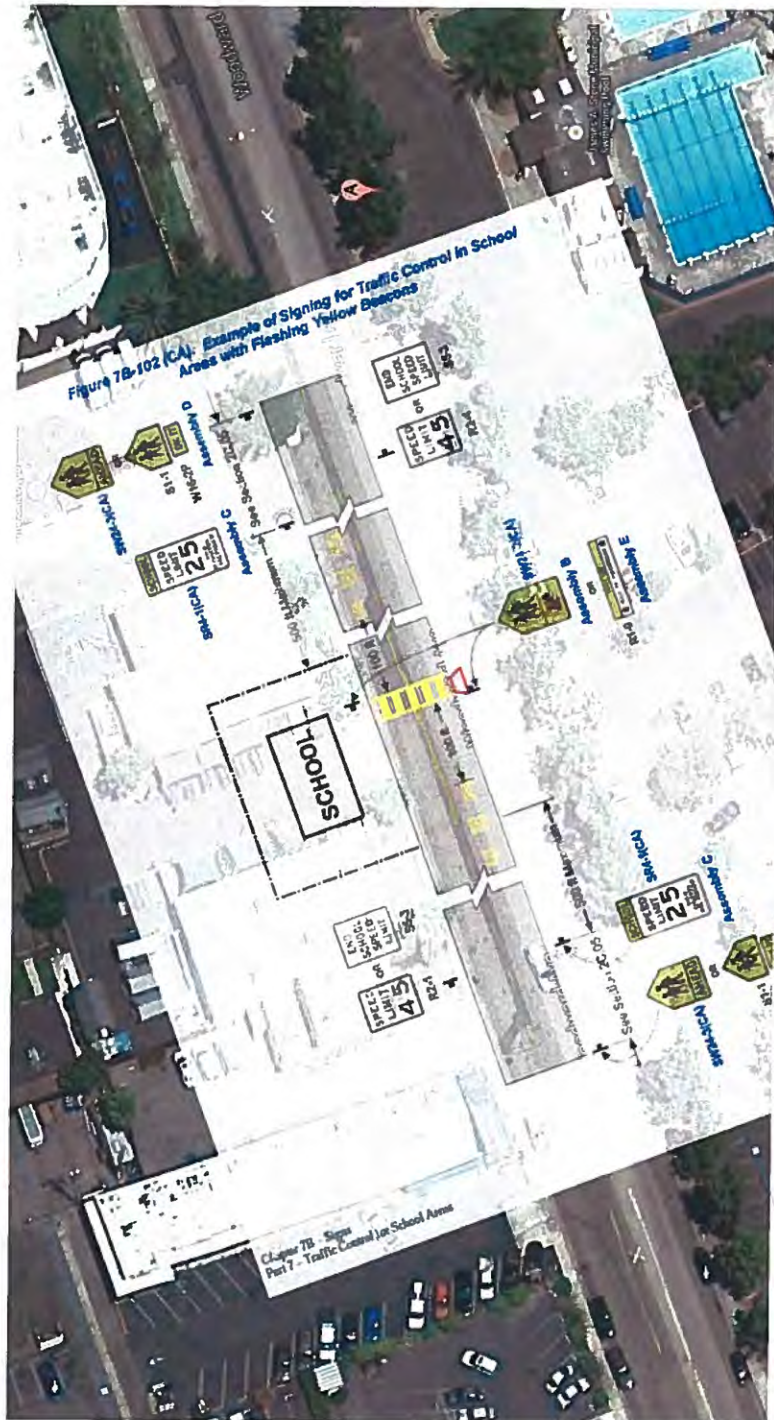


Westbound Approach to Mid-Block Crosswalk on Woodward Ave.



The School Zone signage was designed per the California Manual on Uniform Traffic Control Devices (CA-MUTCD) Figure 7B-102 (CA).

- **New Permanent Mid-Block Crossing:** A new mid-block crossing is required on Woodward Avenue per CA-MUTCD. This proposed crosswalk will be crossing guard controlled by school personnel. The location meets City of Escondido Mid-Block crossing criteria.



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For decades beacons have used as an enhancement or warning for busy crossings and heavy traffic areas. Recent LED improvement, new regulations for 12" lenses, and solar power have made this timeless device even more effective and more versatile. TAPCO's new BlinkerBeacon LED beacon incorporates these new features at a low cost-effective price. Available in single head or dual mount heads with various lens colors and bracket mounts. Black, yellow or raw polycarbonate housing is standard, and alternate materials (such as aluminum) are available. Choose from various activation methods ranging from 24 / 7 flashing to time clock activation and cellular notification.

The most intelligent solar LED beacon system on the market

The CA-MUTCD Figure 7B-102 (CA) requires a Flashing Yellow Beacon with the School Zone Signage. The proposed Mid-Block Crosswalk, Signage and markings are to be installed by the school. The type of the beacon needed is as shown on the previous page.

Recommendations:

It is requested that the Transportation and Community Safety Commission approve staff recommendation:

- To install the Mid-Block crosswalk at the location shown on Woodward Ave. fronting the school with Solar Powered Flashing Beacons on both approaches as part of the School Zone signing and striping package.

Fiscal Impact:

None, as the cost of all Solar Powered Flashing Beacons signage, striping, and legends is borne by the developer - Classical Academy at an approximate cost of \$10,000.

Necessary Council Action: None

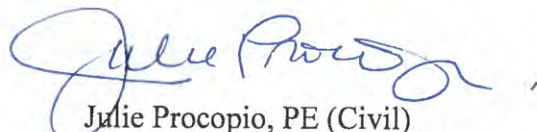
Respectfully submitted,

Prepared by:



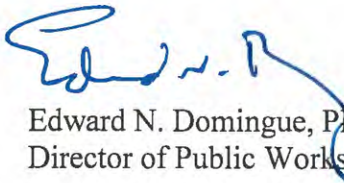
Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Julie Procopio, PE (Civil)
Assistant Director of Public Works

Approved by:



Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer

TEMPORARY TRAFFIC CONTROL PLAN (TTCP)





CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F4

Location: Intersection of Broadway and 13th Avenue

Initiated by: Staff & St. Mary's School

Request: Review and Approve All-Way Stop Control (AWSC) for the intersection

Background:

City staff received a request from St. Mary's school to consider an all-way stop at Broadway and 13th Avenue. This request was prompted by the school's planned upgrades and expansion, which are currently under review by City staff.

The intersection is currently Two-Way Stop Controlled (TWSC) with Broadway northbound and southbound having stop control.

Discussion and Purpose:

The purpose of this study was to evaluate the proper intersection control needed for the intersection of Broadway and 13th Avenue. Figure 1 shows an aerial of the intersection location.

13th Avenue is a two-lane Local Collector roadway and serves as an east-west connector between Juniper Street and Centre City Parkway. Broadway is a two-lane residential roadway. Broadway dead-ends into 9th Avenue three blocks north and into 15th Avenue two blocks south. Currently, Broadway northbound and southbound is stop controlled at the intersection with 13th Avenue. The posted speed limit on 13th Avenue is 30 MPH and has posted signage for a 25 MPH School Zone (when children are present). The speed survey for this segment was updated in June of 2012. In conjunction with the posted school zone signage, there are yellow school zone crosswalks at the intersection of Broadway and 13th Avenue. There are also yellow school zone crosswalks at 13th Avenue and Juniper, as well as an uncontrolled, mid-block crosswalk on 13th Avenue at Kalmia Street, approximately 475 feet east of Broadway. Broadway has a prima facie 25 MPH speed limit.

Between 2009 and 2014, there were two crashes at this intersection. Both crashes occurred in 2011; one was an injury crash and the other was property damage only. One of the crashes was susceptible to correction by a multi-way stop.

Figure 1. Location Map



Turning movement counts were conducted during the week of March 2nd, 2015, to determine the volumes at this intersection. Table 1 provides the AM Peak, PM Peak, and All Day volumes for each of the intersection approaches. It is apparent that 13th Avenue is being used primarily westbound for commuters to access Centre City Parkway in the AM and then eastbound in the PM. At that time, speed data was also collected. The combined eastbound and westbound vehicles showed an 85th percentile speed of 34 MPH. Just over 12 percent of vehicles were traveling over 35 MPH.

Table 1. Turning Movement Counts

Time of Day	Vehicle Counts				
	NB	SB	EB	WB	Total
AM Peak (8-9 AM)	12	6	125	179	322
PM Peak (5-6 PM)	18	5	176	123	322
All Day	220	86	1665	1682	3653

Based on the warrants established in Section 2B.07 of the CA-MUTCD (2014), this intersection does not meet warrants A (interim measure before signal), B (crash history), or C (volumes).

However, option 05 of Section 2B.07 of CA-MUTCD (2014) states that all-way stop control may be considered at *"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"*.

Due to the presence of a crest vertical curve west of the intersection, sight distance for vehicles on Broadway attempting to cross or turn onto 13th Avenue is insufficient. The City's Design Standards for Local Collector roadways require 250 feet of clear sight distance. However, drivers on Broadway only have 220 feet of sight distance of vehicles coming eastbound over the curve. This condition, combined with on-street parking immediately west of the intersection, could create a safety hazard for vehicles attempting to enter the intersection. The following figures show the limited sight distance on the northbound and southbound approaches.

Figure 2. Sight Distance Measurements



Figure 3. View from SB Broadway looking west



Figure 4. View from NB Broadway looking west



Considering the limited sight distance at this intersection for all approaches, City staff recommends adding two new Stop Signs to 13th Avenue to provide for an All-Way Stop Control (AWSC) at this intersection. Due to possible limited visibility of the new STOP sign for eastbound vehicles, a new "STOP AHEAD" (W3-1) sign and "STOP AHEAD" pavement markings are recommended for the eastbound approach of 13th Avenue in advance of the intersection between Maple Street and Broadway Place. On-street parking to the west of the intersection is heavily utilized. Therefore, in conjunction with the new signage and pavement markings, Staff also recommends painting approximately 50 feet of curbline, both north and south, red to the west of the intersection to enhance safety and visibility.

Recommendation:

Approve Staff recommendation to recommend to City Council the installation of Stop signs on 13th Avenue at the intersection with Broadway.

Necessary Council Action: Approval to amend the Schedule of Stop Signs.

Respectfully submitted,

Prepared by:



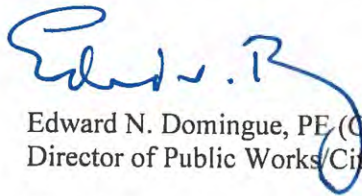
Beth Kassebaum, EIT
Department Specialist

Reviewed by:



Ali M. Shahzad, PE (Traffic)
Associate Engineer/Traffic Division

Approved by:



Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 09th, 2015

Item No.: F5

Location: Redwood Terrace – HAWK Controlled Crossing

Initiated By: City Staff

Request: N/A

Subject: Warrant Analysis for a HAWK, a pedestrian hybrid beacon

Background & Data:

Redwood Terrace a senior community requested a Pedestrian Crossing at the intersection of Spruce Street and 12th Avenue for the expansion of their facilities. The Senior citizens cross the street at the intersection, which is at the crest of a vertical curve. 12th Avenue and Spruce Street are both Residential Streets (2-lanes) with a prima facia speed of 25MPH and ADT of less than 1,500ADT on each in this vicinity.

It would be prudent to review the crossing for the latest design treatments and enhancements needed to make it a safe crossing for the pedestrians. The crossing distance is 40 feet curb to curb.

The analysis for the HAWK installation of a controlled crossing in this report is based on the California Manual on Uniform Traffic Control Devices (CA-MUTCD) 2014 pedestrian hybrid beacon warrant analysis.

Estimated data was provided by the traffic engineer from Redwood Terrace on the number of their residents crossing (see attached at end of report). The estimated data shows frequent usage of the crossing between the morning hours of 8:30 am to 9:30 am. Monday to Friday. The highest usage was anticipated on weekdays between 8:30 am to 9:30 am, demonstrating that the crossing will be used on a regular basis.

Total Pedestrian Traffic (Peak Hours)		
Day	Time	# of Pedestrians (per hour)
Monday	8:30 a.m. - 9:30 a.m.	30.14
Tuesday	8:30 a.m. - 9:30 a.m.	36.14
Tuesday	11:15 a.m. - 12:15 a.m.	25.64
Wednesday	8:30 a.m. - 9:30 a.m.	35.70
Thursday	8:30 a.m. - 9:30 a.m.	36.14
Thursday	11:15 a.m. - 12:15 a.m.	25.64
Friday	8:30 a.m. - 9:30 a.m.	30.14

Redwood Terrace proposes to install and enter into a maintenance agreement with the City to ensure that there is 24/7 service by a Signal Maintenance vendor to provide serviceability of the operation of the crossing and its function. The HAWK can be mounted on a City streetlight for the eastbound approach. The westbound will have to be mounted on a Type 1-A pole. Additionally, a new G-28 type B-1 curb ramp on existing sidewalk would need to be constructed. Any sightline brush growing would have to be removed.

Vicinity Map



HAWK Controlled at 40 foot street width.

Discussion & Purpose:

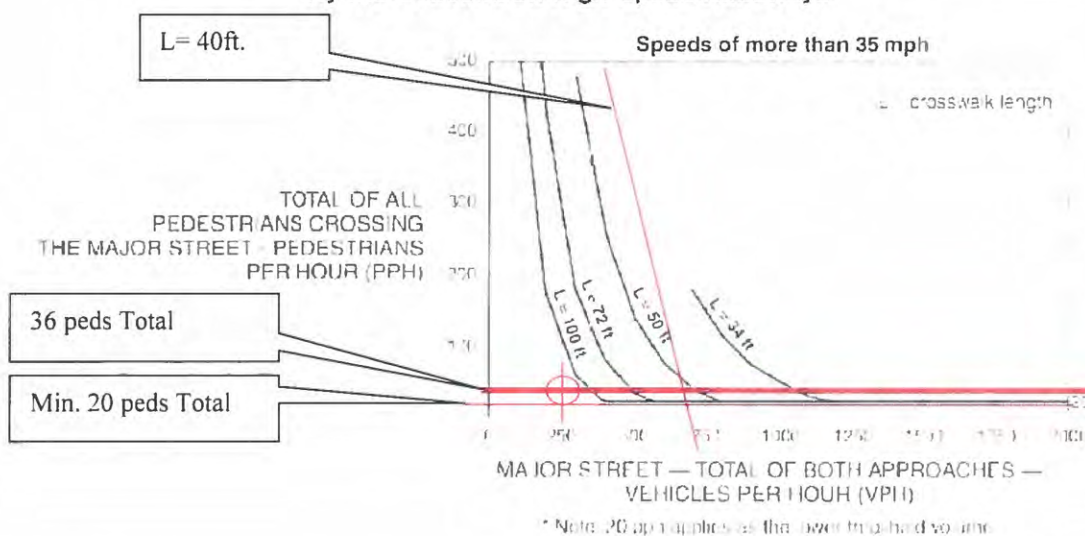
The HAWK (High Intensity activated crosswalk) pedestrian hybrid beacon is used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. The lights are activated with pedestrian push buttons on either side of the intersection, so there is minimal disruption to vehicular traffic. When the pedestrian phase is activated, the signal turns red, requiring vehicles to stop.

The CA-MUTCD contains warrant guidelines for pedestrian hybrid beacons that utilize automobile traffic, pedestrian traffic, automobile speeds, and pedestrian crossing distance. HAWK beacons may be installed where the crossing volume is as low as 20 pedestrians per hour (pph), depending on the crossing distance, automobile traffic volume, and engineering judgment. Figure 4F-2 from the CA-MUTCD is provided to determine the need for a pedestrian hybrid beacon.

The Operation of a HAWK (High-intensity Activated crossWalk) as the drivers sees it and as the Pedestrian sees it.



Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



The HAWK Warrant is as shown above for this location. The pedestrian volume at the intersection crossing meets the 20 pph lower threshold recommended in the CA-MUTCD. Estimated is 36 peds.

The cost of the solar powered equipment and roadside installation is approximately \$ 30,000 plus ongoing maintenance costs borne by Redwood Terrace.

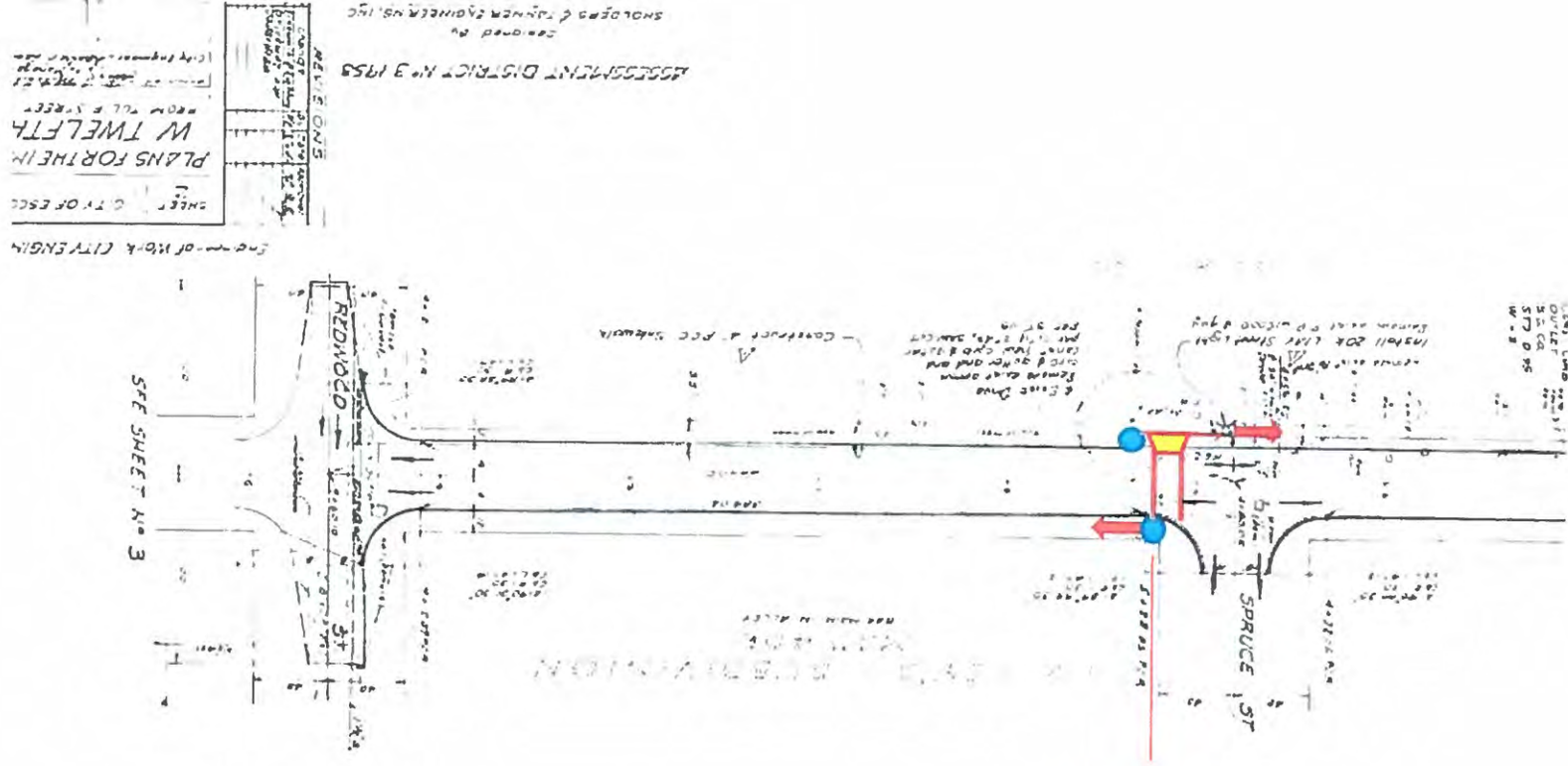
Eastbound 12th Avenue just west of the intersection



Westbound 12th Avenue just east of the intersection



CONCEPT PLAN



Recommendation:

It is requested that the Transportation and Community Safety Commission approve the warrant analysis to support a pedestrian signal at the Redwood Terrace 12th Avenue and Spruce Street crossing to assist in alerting drivers.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



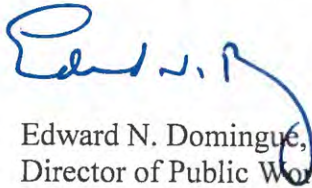
Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Julie Procopio, PE (Civil)
Assistant Director of Public Works

Approved by:



Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer

Redwood Terrace – Redwood Elderlink

Pedestrian Traffic Analysis

Purpose. This document serves as Redwood Terrace's Administration's estimation of pedestrian traffic patterns following the renovation of the proposed facility at Redwood Elderlink (1151 Redwood Street, Escondido CA 92025). The numbers presented here are an estimation using historical data and proposed future programming to predict the pedestrian traffic pattern.

The tables below show pedestrian traffic estimations at various times throughout any given day or week. The final table shows a summary of peak hours of pedestrian traffic.

Resident Pedestrian Traffic - Meals (7 days/week)			
Meal	Time	# of Pedestrians (total)	# of Pedestrians (per hour)
Breakfast	7 a.m. - 9 a.m.	30	15
Lunch	11 a.m. - 1 p.m.	30	15
Dinner	4:30 p.m. - 6:30 p.m.	30	15

Resident Pedestrian Traffic - Activities			
Activity	Time (M-F)	# of Pedestrians (total)	# of Pedestrians (per hour)
Exercise / Swim	8:30 a.m. - 10:30 a.m.	22	11

Resident Pedestrian Traffic - Personal Training			
Day	Time	# of Pedestrians (total)	# of Pedestrians (per hour)
Monday	11:15 a.m. - 3:15 p.m.	26	6.5
Tuesday	8:00 a.m. - 9:00 a.m.	6	6
Tuesday	11:15 a.m. - 2:30 p.m.	21.13	6.5
Wednesday	9:00 a.m. - 1:30 p.m.	25	5.56
Thursday	8:00 a.m. - 9:00 a.m.	6	6
Thursday	11:15 a.m. - 2:30 p.m.	21.13	6.5

Staff Pedestrian Traffic	
Time (7 days/week)	# of Pedestrians (per hour)
24 hours per day	2

Resident Pedestrian Traffic - Physical Therapy / Occupational Therapy		
Time (M-F)	# of Pedestrians (total)	# of Pedestrians (per hour)
9 a.m. - 4 p.m.	15	2.14

Total Pedestrian Traffic (Peak Hours)		
Day	Time	# of Pedestrians (per hour)
Monday	8:30 a.m. - 9:30 a.m.	30.14
Tuesday	8:30 a.m. - 9:30 a.m.	36.14
Tuesday	11:15 a.m. - 12:15 a.m.	25.64
Wednesday	8:30 a.m. - 9:30 a.m.	35.70
Thursday	8:30 a.m. - 9:30 a.m.	36.14
Thursday	11:15 a.m. - 12:15 a.m.	25.64
Friday	8:30 a.m. - 9:30 a.m.	30.14



PEDESTRIAN HYBRID BEACON

HAWK (High-Intensity Activated CrossWalk) Beacon

ELTEC's innovative, state-of-the-art Mikros EIC provides a low-powered DC controller solution for solar powered hybrid beacon systems.

When a traffic signal is not justified under MUTCD signal warrants or a decision is made not to install a traffic control signal, a pedestrian hybrid beacon should be considered to facilitate pedestrian crossings. The HAWK is a special type of hybrid beacon used to warn and control traffic at marked, unsignalized crosswalks to assist pedestrians crossing a street or highway.

The MUTCD standards (Chapter 4F 2009 Edition) require:

- Two Beacon Faces for Each Approach (minimum requirement)
- Pedestrian Signal Head (WALK/DON'T WALK) at Each End of Crosswalk (countdown timer optional)
- System / Crossing Pedestrian Activated

Flash Sequence for a Pedestrian Hybrid Beacon



FEATURES and BENEFITS

Solar Powered

- Efficient MPPT Charge Controller
- Customized Solar Sizing: Ensures Sufficient Power in Winter Months
- Eliminates Electric Utility Connection and Service
- Eliminates Power Interruptions
- Virtually No Maintenance or Operational Costs

Low Voltage, Low Wattage Signal Heads

- 4 Watt Signal LEDs
- DC Pedestrian Head with Countdown Timer
- 3.6 Watt Pedestrian Signal
- 3.6 Watt Timer
- Automatic Night Dimming

Flexible System: Tailored for Project Requirements

- Pedestrian Push Button Brand Flexibility
- Available in AC or Solar Powered

Meets MUTCD Standards

- MUTCD Expands Standards Allowing HAWK Crosswalk System
- Increased Public Safety

State-of-the-Art Controller with Conflict Monitor

- Efficient, Low-Power DC Controller (less than 2 watts)
- Simple User Interface for Status and Programming
- Wireless Communication (can be hard-wired)
 - Military Quality Radio
 - Trenching and Boring Not Required
- Continuous Conflict Monitor
 - Communication Failure
 - Signal Outputs Current Monitor
 - Absence of Signal
 - Conflict Signals
 - Low Battery Voltage
 - Fail Mode Stays On Until Conflict Resolved
- Small Footprint: Controller and Batteries Can Fit in Most Existing Cabinets
- Adjustable Cycle Timing
- Pre-emption
- Coordination
- Meets and Exceeds NEMA TS5 2012 Standards

25 Month System Warranty

www.ELTECCORP.com



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F6

Location: Various locations Citywide

Initiated By: City Staff

Request: Recommend approval to the City Council of updated Engineering & Traffic Surveys (E&TS) for posted speeds on various street segments Citywide.

Background & Survey Methodology:

To satisfy the requirements of Section 40802(b) of the California Vehicle Code (CVC), Engineering and Traffic Surveys are required by the State of California to establish speed limits and to enforce those limits using radar or other speed measuring devices. These surveys must be updated periodically (every 5, 7 or 10 years, depending upon specific criteria) to ensure the speed limits reflect current conditions as dictated by the 2015 California Vehicle Code (CVC). The surveys must be conducted in accordance with applicable provisions of Section 627 "Engineering and Traffic Survey" of the California Vehicle Code (CVC), following procedures outlined in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) dated November 7, 2014.

A brief description of the procedure is presented below:

1. Measurement of Actual Prevailing Speeds

The actual speed of 100 vehicles on each street segment was measured using a calibrated radar meter. Both directions of travel were surveyed. From this data, the prevailing or 85th percentile speed (speed at or below which 85 percent of the vehicles sampled were traveling), ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements) and percent of vehicles in the pace were determined.

2. Accident Records

From the accident reports, the number of accidents for each segment was used to calculate the accident rate, which is defined as the number of accidents per million vehicle miles (acc/mvm) of travel on that segment. The accident rate for each segment was then compared to the most recent statewide average for similar type roads. This information is shown on the survey summary sheets.

3. Traffic and Roadside Conditions

Each route was driven and notation made of its features, especially those not readily apparent to reasonable drivers, as well as those that might be combined with other factors to justify downward or upward speed zoning. These features are listed in the survey summary sheets for each segment.

4. Residential Density

A comprehensive review of the residential density was not done, but information regarding the adjacent land use to the roadway segments was noted and included in the survey summary sheets.

5. Pedestrian and Bicyclist Safety

The accident records were used to evaluate the pedestrian and bicyclist safety aspects of the roadway segments.

6. School Zones

Proximity to schools was taken into account to evaluate the speeds through the roadway segments.

The standard used followed procedures outlined in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) Section 2B.13, dated November 7, 2014:

“Standard:

When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.

Option:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.

2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).

Standard:

If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

Support:

The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with the Department's Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.

Option:

After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(b).

Support:

Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria."

Discussion & Purpose:

Per California Vehicle Code Section 22354, in order for a posted speed limit to be legally enforceable by the Police Department radar detection, it must be all of the following:

- 1) Between 25 mph and 65 mph,
- 2) Supported by an engineering speed survey, and
- 3) Ratified by City Council by resolution or ordinance.

The guidelines for preparing an engineering speed survey are found within the California Manual on Uniform Traffic Control Devices (CA-MUTCD) 2014 edition, a document published by the Federal Highway Administration and modified by CALTRANS for use in California. The 85th percentile speed (the speed at which 85% of drivers drive at or below) is often referred to as the critical speed; it is the primary speed that determines what drivers believe to be safe and reasonable. When determining speed limits, the California MUTCD gives guidance that states, *"The speed limit should be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic."*

Additional guidance from the MUTCD California states, *"The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of reasonable majority of drivers."*

Although conditions on the roadway such as width, curvature, surface conditions and any other readily apparent features do not provide a basis for downward speed zoning, the CA-MUTCD states that local authorities may consider residential density, as well as pedestrian and bicycle safety.

Recommendation:

As part of the City of Escondido's speed survey program, staff has performed speed surveys at 20 segment locations, with data being collected for each segment.

Based on the above guidelines, all of the surveyed segments were evaluated and speed limits recommended. The overview of the Speed Surveys is presented in Table 1; the last column shows the recommended speed limits on all study segments.

For speed survey 8, the recommended speed limit is changing (decrease by 5mph) based on the 85th-percentile speed of the new speed survey. For speed surveys 10 and 15, the recommended speed limit is changing (increase by 5mph) based on the 85th-percentile speed of the new speed survey.

For speed surveys 1-7, 9, 11, 12, 14, and 16 through 20, the recommended speed limit reflects a reduction of 5mph from the 85th-percentile speed based on Option 2 in the MUTCD standard, as delineated above. In this case, then, the posted speed limit will not change.

Speed survey 13 is a new speed zone; the recommended speed limit is based on the 85th-percentile speed. Since there is no previously posted speed on this segment, it will have to be approved by City Council.

Table 1 - Overview of Speed Surveys

Segment No.	Street Name	Segment		Previous Speed Survey	Posted Speed Limit (MPH)	85 th Percentile (MPH)	Recommended Speed Limit (MPH)	Speed Limit to be posted, per Traffic Engineer
		From	To					
1	Avenida del Diablo	Old Del Dios Highway	End w/o Citracado	06/04/07	35	39	40	35
2	Barham Drive	Mission Road	City Limits/Meyers	06/20/07	35	39	40	35
3	Bennett Avenue	El Norte Parkway	City Limits/Toyon	06/26/07	35	38	40	35
4	Boyle Avenue	Rose Street	Oak Hill Drive	06/27/07	30	33	35	30
5	Citrus Avenue	Washington Avenue	Bear Valley Parkway	02/12/07	35	39	40	35
6	Citrus Avenue	Bear Valley Parkway	City Limits/Coltrane	02/07/07	40 (25 WCAP)	44	45	40 (25 WCAP)
7	Country Club Drive	Auto Park Way	City Limits	07/19/07	45	49	50	45
8	Del Dios Highway*	Ninth Avenue	Avenida del Diablo	06/11/07	40	33	35	35
9	El Norte Parkway	I-15	Centre City Parkway	02/14/07	45	48	50	45
10	El Norte Parkway*	Centre City Parkway	Broadway	03/02/07	35	39	40	40
11	Hickory Street	Mission Avenue	Valley Parkway	04/05/07	30	33	35	30
12	Las Villas Way	El Norte Parkway	Centre City Parkway	07/31/07	30	33	35	30
13	Mary Lane*	Bear Valley Parkway	City Limits	None	None	35	35	35 (25 WCAP)
14	Montiel Road	City Limits/Deodar	City Limits e/o Via Teramo	05/23/07	40 (25 WCAP)	44	45	40 (25 WCAP)
15	Ninth Avenue*	I-15	Pinecrest Avenue	01/17/07	35	38	40	40
16	Ninth Avenue	Pinecrest Avenue	Spruce Street	12/18/06	35	40	40	35
17	Ninth Avenue	Spruce Street	Centre City Parkway	12/20/06	35	40	40	35
18	Nutmeg Street	El Norte Parkway	Sunset Heights	02/05/07	35	39	40	35

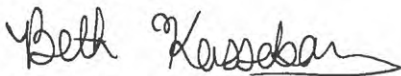
Segment No.	Street Name	Segment		Previous Speed Survey	Posted Speed Limit (MPH)	85 th Percentile (MPH)	Recommended Speed Limit (MPH)	Speed Limit to be posted, per Traffic Engineer
		From	To					
19	Nutmeg Street	Sunset Heights	Memory Lane	02/06/07	35	38	40	35
20	Seven Oakes Road	El Norte Parkway	Rock Springs Road	07/03/07	45	49	50	45

* Indicates speed survey which requires City Council approval.

Necessary Council Action: Approval of one (1) new speed zone and three (3) changes in speed limit.

Respectfully submitted,

Prepared by:



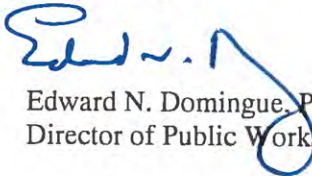
Beth Kassebaum, EIT
 Department Specialist

Reviewed by:



Ali M. Shahzad, PE (Traffic)
 Associate Engineer/Traffic Division

Approved by:



Edward N. Domingue, PE (Civil)
 Director of Public Works/City Engineer



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: April 9th, 2015

Item No.: F7

Location: N/A

Initiated By: City Staff

Request: City Staff

Subject: Election of new Commission Chair.

Background:

Doug Blackstock requested if he could be relieved of the Chairman position, as he has served as a Chair for a long time. The Transportation Commission may wish to elect another member to fulfill this role.

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.

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:

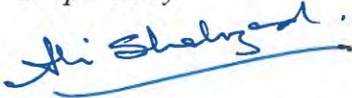
It is requested that Transportation and Community Safety Commissioner approve the election of the new Chair.

Fiscal Impact: None.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Julie Procopio, PE (Civil)
Assistant Director of Public Works

Approved by:



Edward N. Domingue, PE (Civil)
Director of Public Works/City Engineer