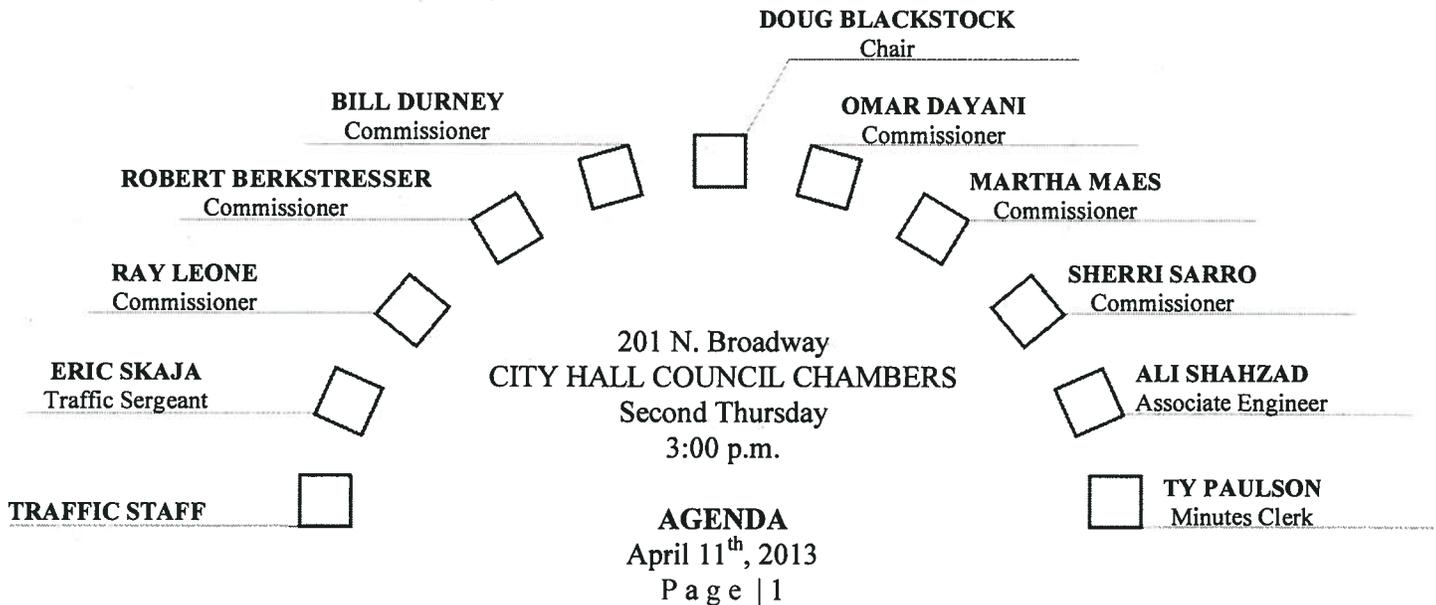


CITY OF ESCONDIDO

Transportation & Community Safety Commission



- 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 10, 2013 MEETING

E. NEW BUSINESS

1. Schedule of Stop Signs – Review and approve the updated and electronic Schedule of Stop Signs, as required in the City’s Municipal Code.

Source: Staff

Recommendation: Approval

Previous action: TCSC has previously voted on approval of new stop sign installations on a case-by-case and intermittent basis.

2. Bear Valley Parkway Speed Radar Signs – Efficacy Study

Source: Staff

Recommendation: Receive report

Previous action: None

3. Bear Valley Parkway & Sunset – Design plan for restripe

Source: Staff

Recommendation: Receive report

Previous action: Staff brought this intersection redesign to the Commission in October 2011.

4. School safety – Funding of vests for safety officers

Source: Commissioner Maes

Recommendation: Approval

Previous action: Commissioner Maes requested crossing guard vests

5. Mission Corridor Timing – Implementation of new timing plans

Source: Staff

Recommendation: Receive report

Previous action: None

6. Radar Speed Signs – Establish minimum thresholds for consideration - “Policy for schools areas only”

Source: Staff

Recommendation: Approval

Previous action: None

7. Via Rancho & I-15 Signage – Change turn restrictions at two locations

Source: Homeowner’s Association

Recommendation: Approval

Previous action: None

8. Sunset Truck Parking – Truck Parking Restriction

Source: Susan Carter - San Dieguito River Park Joint Powers Authority

Recommendation: Approval

Previous action: None

F. OLD BUSINESS

1. Project Status Update -- An overview of various projects involving the City.

Source: Staff

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

- a. Traffic Signal System/ICM Stage 3 ITS Strategy – Consultant’s Work-In-Progress, test roll-out expected this spring.
- b. Traffic Signal Priority List – TCSC approval and report at April 17th, 2013 City Council Meeting.

- c. Escondido Transit Center Modifications – Consultant’s Work-In-Progress (No Update from SANDAG received)
- d. Traffic Calming on Juniper Street - Field Engineering obtaining Bids
- e. Roadway improvements on Country Club Lane between Broadway and Centre City Parkway
- f. Chestnut Street - Traffic Calming (Edge line and New Speed Surveys).

Recommendation: Receive and file reports.

G. SCHOOL AREA SAFETY

- 1. Discussion of pedestrian and vehicular issues.

Source: School Representatives and Staff

Recommendation: Consider scheduling items for a future meeting or assign to staff

H. 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)

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

- 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

Transportation Commission Agenda

April 11, 2013

Page | 5

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.

(April 11, 2013) TCSC Agenda

CITY OF ESCONDIDO

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

January 10, 2013

The regular meeting of the Escondido Transportation Commission was called to order at 3:00 p.m., Thursday, by Vice-chairman Durney, in the City Council Chambers, 201 North Broadway, Escondido, California.

Commissioners present: Martha Maes, Commissioner; Sherri Sarro, Commissioner; Robert Berkstresser, Commissioner; and Bill Durney, Commissioner.

Commissioners absent: Ray Leone, Commissioner; Doug Blackstock, Chairman; and Omar Dayani, Commissioner

Staff present: Ali Shahzad, Associate Engineer; Eric Skaja, Traffic Sergeant; Homi Namdari, City Engineer; Beth Kassebaum, Department Specialist; and Ty Paulson, Minutes Clerk.

ORAL COMMUNICATIONS – None.

MINUTES:

Moved by Commissioner Berkstresser, seconded by Commissioner Maes, to approve the minutes of the October 11, 2012, meeting. Motion carried unanimously.

1. Traffic Signal Priority List – Review and Discuss the 2012 Traffic Signal Priority List and Traffic Signal Modification List – a short list of intersections for new traffic signal or traffic signal modifications, ranked from the consultant's study with staff's top five location recommendations with a brief scope and cost analysis.

Ali Shahzad, Associate Engineer, referenced the staff report and noted staff recommended the Commission approve the Traffic Signal Priority List and Left Turn Phasing List.

Commissioner Berkstresser and Mr. Shahzad discussed the warrant analysis for Escondido Boulevard at Felicita Avenue and Bear Valley Parkway and Mary Lane.

Commissioner Berkstresser asked if only one left-turn phasing project could be

done this year. Mr. Namdari replied in the affirmative.

Commissioner Berkstresser asked if the pedestrian volume was included in the warrant analysis. Mr. Shahzad replied in the affirmative. Commissioner Berkstresser felt the pedestrian counts for Bear Valley Parkway at Mary Lane were significant, noting his concern with the amount of individuals being present at certain times of the day.

Mr. Namdari noted that corridor improvements for Bear Valley Parkway in the area of the schools and Kit Carson Park were being studied which might include signal modifications.

Commissioner Maes expressed her concern with afternoon and evening traffic counts for Bear Valley Parkway at Mary Lane not occurring when the school traffic was at its highest.

ACTION:

Moved by Commissioner Sarro, seconded by Commissioner Berkstresser, to approve staff's recommendation. Motion carried unanimously.

OLD BUSINESS:

1. Project Status Update - An overview of various projects involving the City.
 - a. Traffic Signal System/ICM State 3 ITS Strategy
 - b. Escondido Transit Center Modifications
 - c. Radar Speed Signs on Bear Valley Parkway
 - d. Status of items previously brought before the commission

Mr. Shahzad provided the updates to the Commission and requested input.

SCHOOL AREA SAFETY

1. Discussion of pedestrian and vehicular issues.

Commissioner Maes asked that crossing guard vests be put on the next agenda.

ANY OTHER BUSINESS:

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

Mr. Shahzad noted that staff would be compiling a list of all of the stop signs in the City that would be presented to the Commission at a future date.

COUNCIL ACTION: None.

ORAL COMMUNICATIONS - None.

TRANSPORTATION COMMISSIONERS:

Vice-chairman Durney and staff discussed the status of Citracado improvements.

Vice-chairman Durney noted that the timing for the traffic signal on Citracado Parkway and Scenic Trails was done very well.

ADJOURNMENT:

Vice-chairman Durney adjourned the meeting at 3:47 p.m. The next meeting of the Commission would be held on April 11, 2013, 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 11th, 2013

Item No.: E1

Location: Citywide

Initiated By: City Staff

Request: Approval of electronic database of Schedule of Stop Signs

Background:

Section 28.5 of the City of Escondido's Municipal Code details the "Authority to establish, amend traffic schedules." The Code specifies that,

"The council shall establish and may amend by ordinance or resolution the following traffic schedules:

1. *U-turns.*
2. *Through streets.*
3. *Stop intersections,*
4. *Railroad stops.*
5. *No-parking zones.*
6. *Overnight parking.*
7. *Time parking zones.*
8. *Truck routes.*
9. *Noncommercial routes.*
10. *One-way streets.*
11. *Yield intersection.*
12. *Speed Zones."*

The editor's note for this section of code states that all traffic schedules of the city are on file in the office of the city clerk. The resolution requiring the City to maintain a Schedule of Stop Signs was passed September 4th, 1974, by Resolution 74-38.

It recently came to the attention of City staff that a paper version of the Schedule of Stop Signs was not in the possession of the City Clerk. Therefore, Staff has been working to compile a new and comprehensive Schedule of Stop Signs.

Data:

City Staff utilized multiple sources in order to compile an electronic database of existing stop signs. First, the City Clerk's office assisted in finding any resolutions in which new stop signs were approved for installation. Since resolution 74-38 first established the necessity of maintaining a

Schedule of Stop Signs, any stop sign installed prior to this date does not have any resolution information. However, City Staff did review all resolutions between 1974 and 2012 which approved new stop signs.

The Geographic Information Systems (GIS) department within the City also assisted in this effort. Through the work of the Public Works Street Division, the GIS staff maintains a database of all existing stop sign locations within the City. This database can be exported into an Excel file, which will serve as the required Schedule of Stop Signs. The Engineering department staff combined the GIS database with the historical Resolution information (Resolution number and date passed) to create the Schedule of Stop Signs.

This newly-created database has a record for every stop sign currently installed within the City. In addition to the two intersecting streets and direction the sign faces, the database includes the resolution number and date which authorized installation. As mentioned previously, any stop sign installed prior to 1974 did not require a resolution; therefore, any stop sign which does not have resolution information in the database is presumed to have been installed before 1974. Figure 1 provides an example snapshot of the records in the database.

Figure 1. Example of GIS Stop Sign Database

A	C	F	J	K	Z	AA	AB	AC
OBJECTID	DATEINST	DIRFACES	SIGNMEMO	HEIGHT	NAME1	NAME2	RESO	RESODATE
484			1 STOP	UNKNOWN	AVENIDA HACIENDA	AVENIDA REPOSO	1998-231	11/18/1998
861			3 STOP	UNKNOWN	AVENIDA HACIENDA	AVENIDA SIERRA	1998-231	11/18/1998
592			3 STOP	7 FT	AVENIDA HACIENDA	CALLE DE LA PAZ		
1204			7 STOP	UNKNOWN	AVENIDA HACIENDA	DOS CABAZOS	1998-231	11/18/1998
1203			5 STOP	6 FT 8 IN	AVENIDA HACIENDA	OLD VIA RANCHO DR		
869	9/9/2009		3 STOP	7 FT	AVENIDA HACIENDA	SANTA ROSALINA CT		
485			1 STOP	UNKNOWN	AVENIDA HACIENDA	VISTA ROCOSA	1998-231	11/18/1998
486			1 STOP	UNKNOWN	AVENIDA HACIENDA	VISTA ROCOSA	1998-231	11/18/1998
591			3 STOP	7 FT 4 IN	AVENIDA SIERRA	LOMAS SERENAS DR		
653	8/9/1985		1 STOP	7 FT 10 IN	AVENIDA SIERRA	LOMAS SERENAS DR		
654			5 STOP	7 FT 10 IN	AVENIDA SIERRA	LOMAS SERENAS DR		
870	9/9/2009		3 STOP	7 FT	AVENIDA SIERRA	PICO DE LA LOMA		
860			3 STOP	UNKNOWN	AVENIDA SIERRA	SAN PLACIDO CT	1998-231	11/18/1998
658			7 STOP	7 FT	AVENIDA SIERRA	SANTA MARINA CT		
298			0 STOP	UNKNOWN	AVOCADO AV	BORDEN RD		
255	4/25/1986		7 STOP	7 FT 1 IN	AVOCADO AV	SWEETWATER GLN		
405			5 STOP	7 FT	AVOCADO AV	W LINCOLN AV		
524			7 STOP	7 FT 7 IN	BAHIA LN	N BROADWAY		
1080	7/15/2009		5 STOP	7 FT	BAHIA LN	NEPTUNE PL		

Furthermore, City staff discovered Resolution data for stop signs which were installed but have since been removed. For example, Resolution 1976-143, passed June 2, 1976, authorized the installation of stop signs for eastbound and westbound Grand Avenue at Quince Street. Since that date, a traffic signal has been installed at this intersection. In addition to containing current stop sign information, the electronic database serving as the Schedule of Stop Signs contains this historic information, in case City Staff or the public wishes to access it.

Discussion & Purpose:

The City is required to possess and maintain a Schedule of Stop Signs, which includes a record of every stop sign installed within the City. Since an updated paper version of this Schedule is not

currently available, City Staff has been working to create an electronic database which will serve as the Schedule of Stop Signs. This database will be available for Public Records Requests, as required in the Municipal Code Section 28.5 and will be updated regularly as new stop signs are installed.

City Staff is seeking the Commission to approve the current version of the database, thereby establishing the existing Schedule of Stop Signs. This database will then be presented to the City Council for their approval as well. The installation of any future stop signs will still require the approval of both this Commission and City Council. When such approvals take place, the electronic database containing the Schedule of Stop Signs will be updated accordingly.

Recommendation:

Approve the Schedule of Stop Signs electronic database as prepared and compiled by City Staff.

Necessary Council Action: Vote on staff recommendations.

Respectfully submitted,

Prepared by:



Beth Kassebaum, EIT
Department Specialist/Traffic Division

Reviewed by:



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

Approved by:



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



CITY OF ESCONDIDO

**TRANSPORTATION and
COMMUNITY SAFETY COMMISSION**

Commission Report of: April 11th, 2013

Item No.: E2

Location: Bear Valley Parkway

Initiated By: City Staff

Request: Receive report on efficacy of speed radar signs

Background:

In August of 2012, City crews installed two new speed radar signs on Bear Valley Parkway. One sign was installed for vehicles traveling northbound, just south of San Pasqual Road and San Pasqual High School; the second sign was installed for vehicles traveling southbound just north of Orange Glen High School. The signs were programmed to be active during the morning drop-off times and the afternoon pick-up times. In addition to flashing a vehicle's speed (or the message "Slow Down"), the radar signs record vehicle speed data. This data was used to analyze the effectiveness of the signs at slowing driver when the 25 MPH speed limit was in effect.

Data:

The two speed radar signs were installed before the beginning of the 2012-2013 school year. City staff used the school bell schedule to program the signs. San Pasqual High School begins at 7:30AM and dismisses at 2:30PM (1:20PM on Wednesdays). Orange Glen High School begins at 6:40AM and dismisses at 3:40PM. Table 1 below shows the programmed times for the two radar signs.

Table 1. Radar sign programming details

School	Day of the Week				
	Mon	Tues	Wed	Thurs	Fri
Orange Glen	6:20 Active	6:20 Active	6:20 Active	6:20 Active	6:20 Active
	7:00 Inactive	7:00 Inactive	7:00 Inactive	7:00 Inactive	7:00 Inactive
	3:25 Active	3:25 Active	3:25 Active	3:25 Active	3:25 Active
	4:00 Inactive	4:00 Inactive	4:00 Inactive	4:00 Inactive	4:00 Inactive
San Pasqual	7:00 Active	7:00 Active	7:00 Active	7:00 Active	7:00 Active
	7:45 Inactive	7:45 Inactive	7:45 Inactive	7:45 Inactive	7:45 Inactive
	2:15 Active	2:15 Active	1:15 Active	2:15 Active	2:15 Active
	3:00 Inactive	3:00 Inactive	2:00 Inactive	3:00 Inactive	3:00 Inactive

Both signs were active from late August until January 15th, 2013. At this time, City staff bagged the radar signs in order to collect “inactive” speed data. From January 15th until January 24th, the signs were covered (and therefore not in use) but continued to collect and record vehicle speed data. Staff was then able to compare the inactive speed data with active speed data recorded when the signs were in use (November 28th to January 14th). Staff also compared the speed data for the 40-minute time period before the radar signs were programmed to activate with the active time period, as well as the 40-minute time period after the signs went inactive. Figures 1 and 2 show the results of this analysis.

Figure 2. Orange Glen Radar Sign – Average Speeds

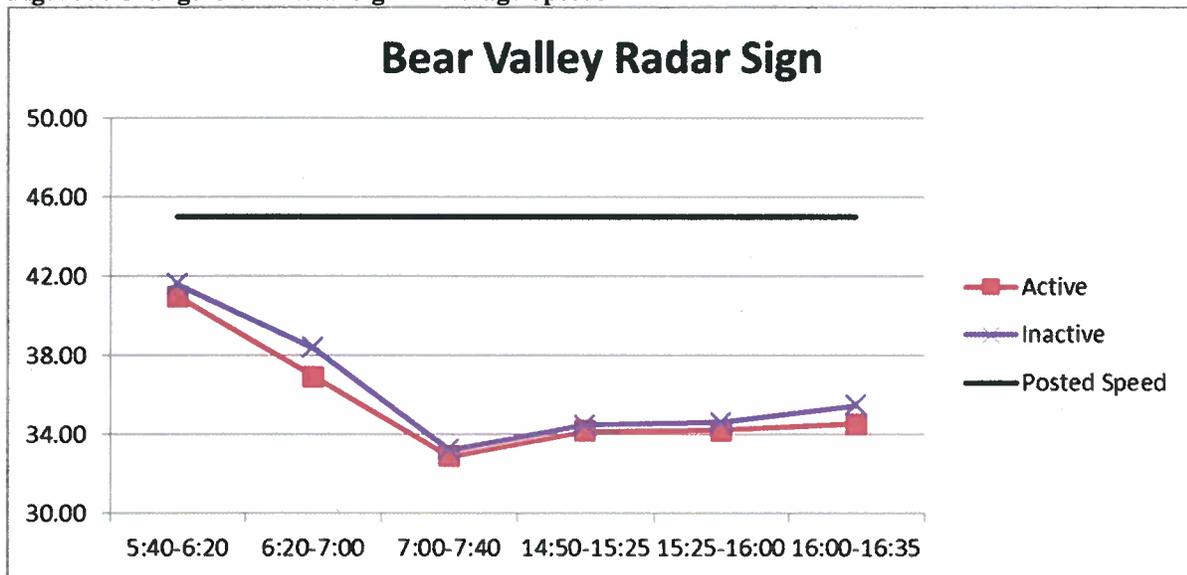
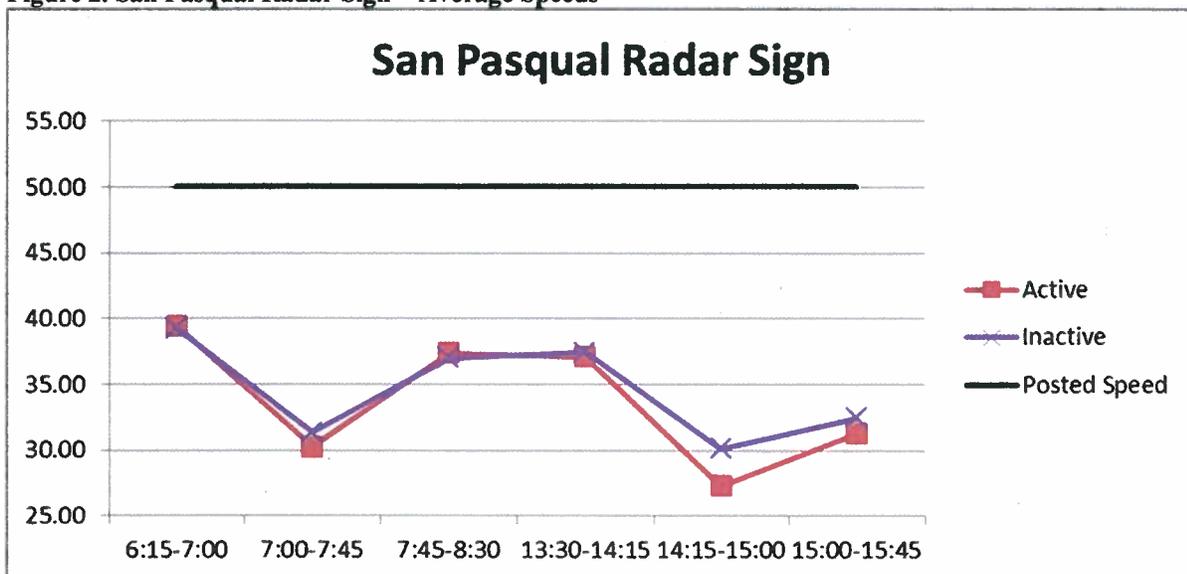


Figure 2. San Pasqual Radar Sign – Average Speeds



Discussion & Purpose:

As revealed by the speed analysis, the radar sign at San Pasqual High School has been very effective in reducing vehicle speeds during school hours. The sign has also served to inform drivers as to what hours the 25MPH speed limit is in effect. However, the Orange Glen High School radar sign does not appear to appreciably lower vehicle speeds during school hours. This issue has warranted further study from City staff to determine if mounting location or other factors may be limiting the effectiveness of this sign.

Since the City intends to purchase and install several additional speed radar signs, staff will continue to monitor the effectiveness of both radar signs and make any adjustments necessary to ensure the signs are being utilized to their full potential.

Recommendation:

Receive staff report.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



Beth Kassebaum, EIT
Department Specialist/Traffic Division

Reviewed by:



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

Approved by:



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



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E3

Location: Bear Valley Parkway at Sunset/Ranchito

Initiated By: City Staff

Request: Receive report

Subject: Restripe of Intersection of Bear Valley Parkway at Sunset/Ranchito

Background:

A cursory evaluation, along with citizen feedback, indicated that the intersection of Bear Valley Parkway and Sunset/Ranchito was not operating at full capacity. City Staff drafted a preliminary plan to improve the intersection, which was approved by the Transportation and Community Safety Commission on October 11, 2011.

Data:

In January 2013, Staff collected turning movement count data for this intersection in order to analyze its operation. Figures 1 and 2 provide the AM and PM, respectively, peak hour volumes for this intersection. Using this data, City Staff conducted a Synchro analysis of the intersection based on the current signal timing plan.

Figure 1. AM Peak Hour Vehicle Counts

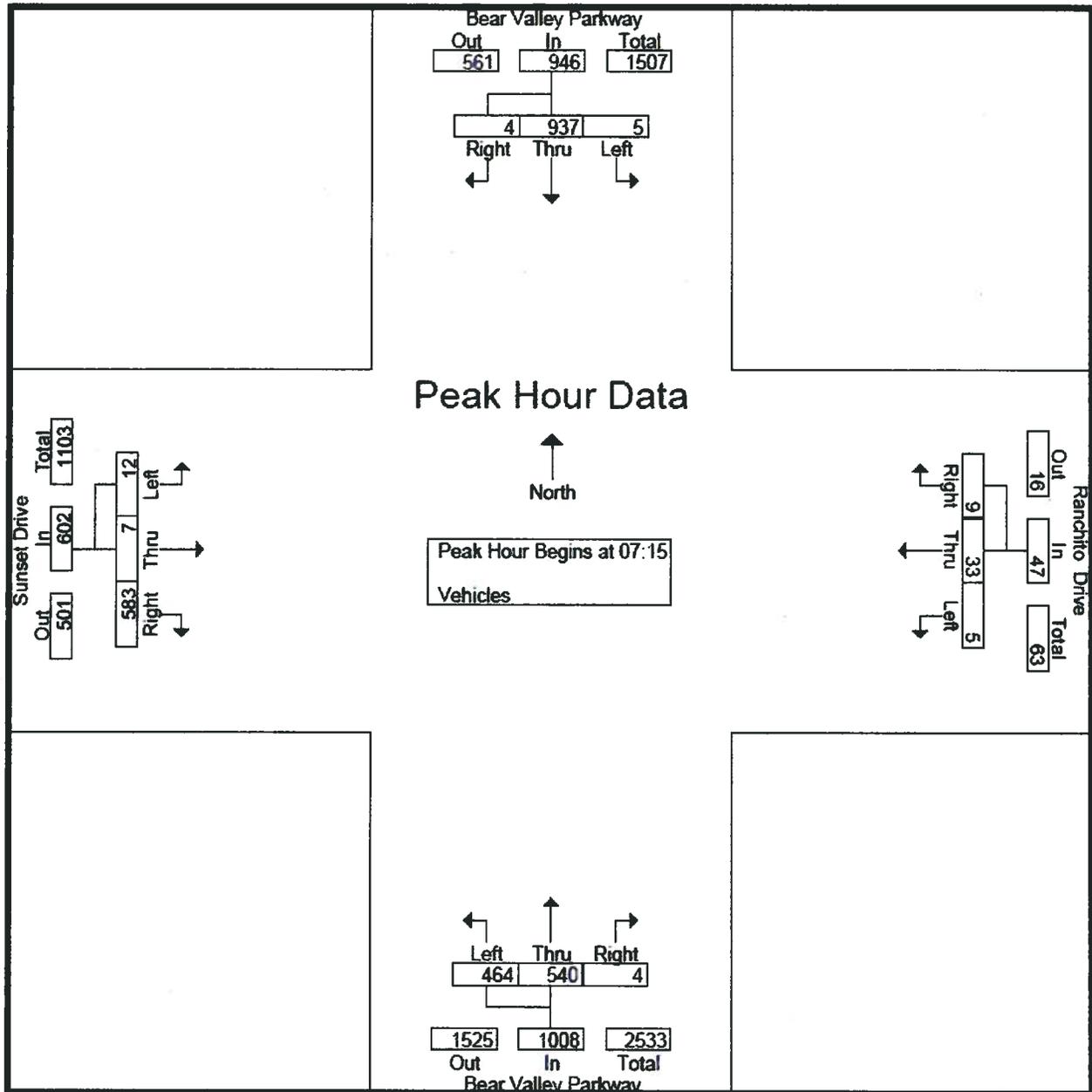
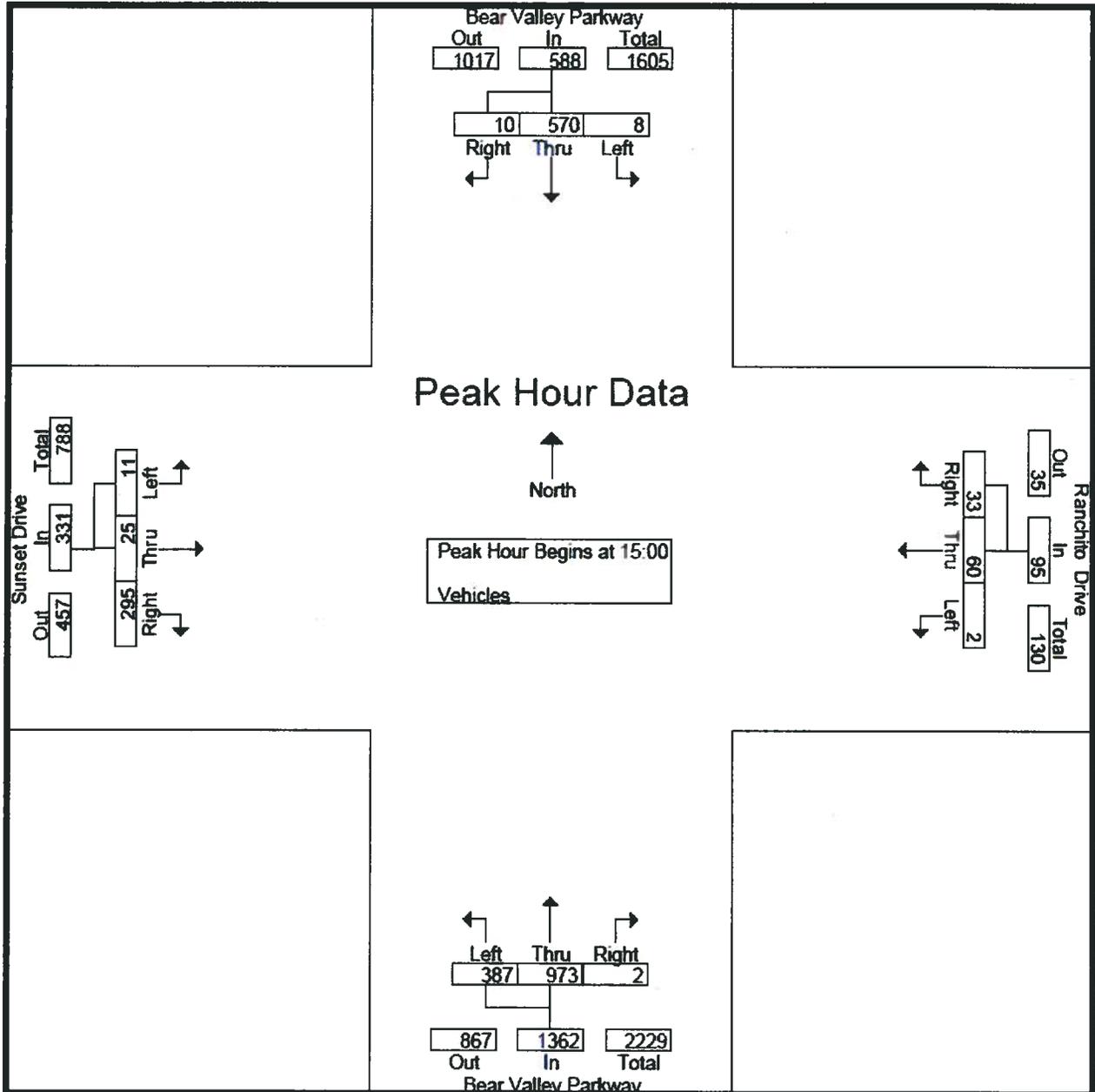


Figure 2. PM Peak Hour Vehicle Counts



Discussion & Purpose:

Based on the results of the Synchro analysis, City Staff decided to make the following improvements to the intersection:

1. Change the Sunset Drive (eastbound) and Ranchito Drive (westbound) approaches from a left-turn lane and a through-right lane to a left-through lane and a right-turn lane. This will allow the high volume of eastbound right-turn vehicles to flow more smoothly and not be restricted by a queue of through vehicles.
2. Extend the northbound left-turn pocket from 260 feet to approximately 460 feet. This improvement will nearly double the length of storage of left-turn vehicles, allowing through vehicles to flow more smoothly.
3. Installation of appropriate signage for improvements 1 and 2.
4. Refreshing of all pavement markings at the intersection.

Figure 3 provides the design plan for the intersection.

City staff initially discussed converting the number 2 southbound lane on Bear Valley from a through-right to a dedicated right-turn trap lane in order to eliminate the merge bottleneck just south of the traffic signal. However, the Synchro analysis showed that this change would have a severe impact to the Level of Service for southbound vehicles. Therefore, that approach will be left unchanged.

Since part of this intersection is located within the boundaries of the County of San Diego, engineering staff at the County were contacted about this project. As Staff is still waiting on feedback and comments from the County, this project will go out to bid once the County has approved the changes.

Recommendation: Receive this staff report.

Necessary Council Action: None.

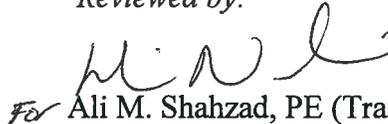
Respectfully submitted,

Prepared by:



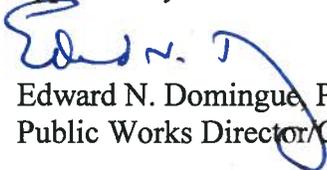
Beth Kassebaum, EIT
Department Specialist/Traffic Division

Reviewed by:



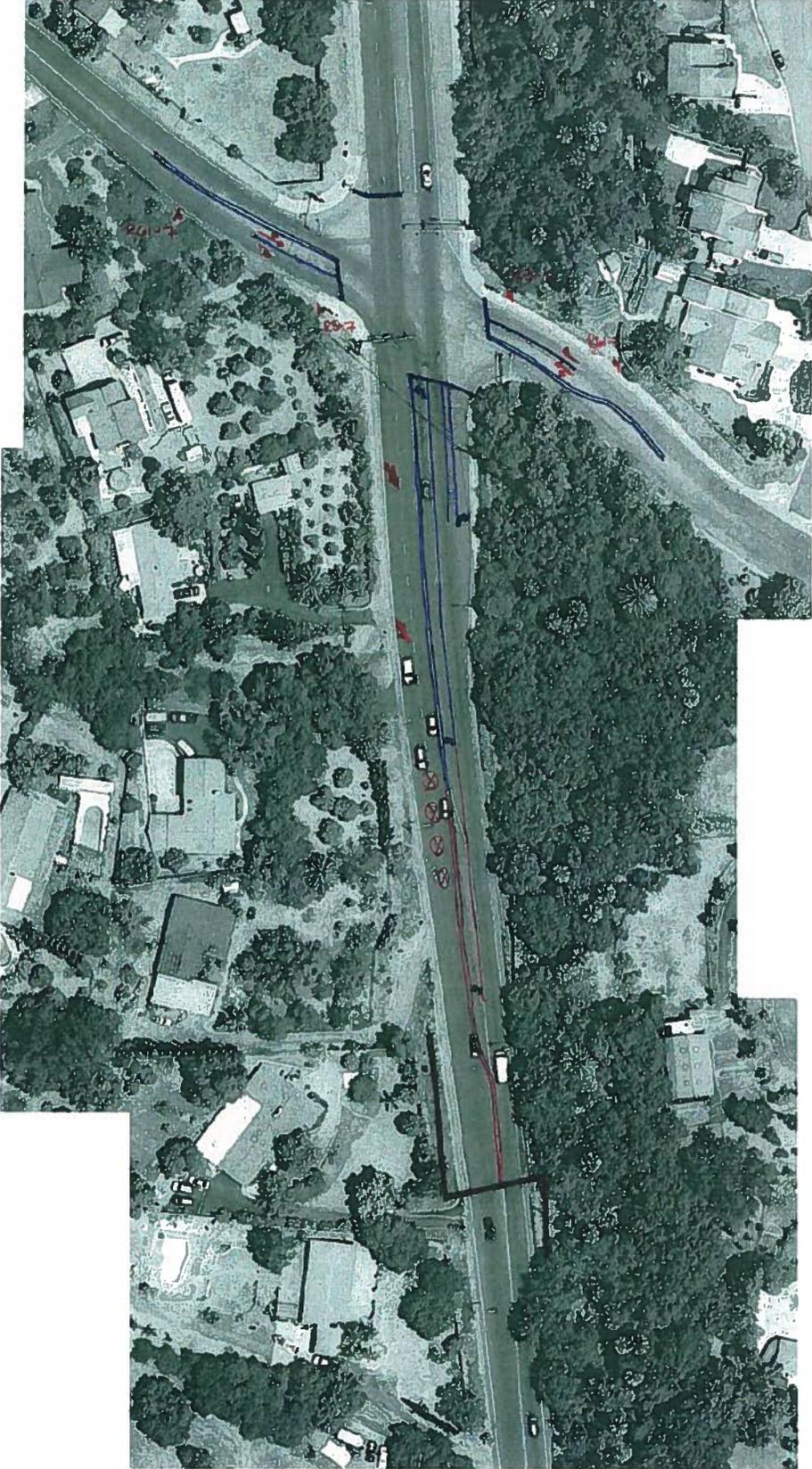
For Ali M. Shahzad, PE (Traffic)
Associate Engineer/Traffic Division

Approved by:



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

Figure 3. Bear Valley Parkway and Sunset/Ranchito Redesign





CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E4

Location: N/A

Initiated By: City Staff

Request: Commissioner Maes

Subject: School safety – Funding of vests for school safety patrol officers

Background:

Adults assisting and monitoring the arrival and dismissal procedures should also be recognizable as a person with a safety responsibility. Often, the school safety patrol adult will be walking in moving traffic. It is important that they wear the appropriate retro reflective safety vest so they are visible to students and parents. Commissioner Maes requested funding for the Escondido Unified School District (EUSD) to purchase lime color safety vests with generic language printed on the back – “EUSD Safety Patrol” from Northern Safety & Industrial relatively cheaper than other supplier advertised vests.

Data:

Adult supervision and direction during arrival and dismissal periods reinforces the importance of school zone safety to parents, as well as children; however, this is not possible without the support and cooperation of school teachers and staff. It was observed that the schools with the safest and most efficient arrival and dismissal procedures had very structured procedures for the parents, staff who supported school safety, and teachers and staff who were involved in a process. Many schools have duties required for all teachers and staff before and after school and during recess and lunch. The duties I have described above would all be considered before and after school duties.

Discussion & Purpose:

In California, both adult crossing guards and student safety patrols are permitted; however, the use of both varies quite a bit from school district to school district. Some schools do not use student safety patrols because they feel it is too dangerous to have students in traffic. According to the *Manual on Uniform Traffic Control Devices* (MUTCD), adult crossing guards are permitted to control both pedestrians and traffic. Conversely, student safety patrols are permitted to only

pedestrians. The sections on the CA-MUTCD that pertain to Crossing Supervision are mentioned below and attached at the end of this report for reference:

CHAPTER 7D CROSSING SUPERVISION 1285

Section 7D.01 Types of Crossing Supervision 1285

Section 7D.02 Adult Crossing Guards 1285

Section 7D.03 Qualifications of Adult Crossing Guards 1286

Section 7D.04 Uniform of Adult Crossing Guards 1286

Section 7D.05 Operating Procedures for Adult Crossing Guards 1287

Section 7D.101(CA) School Safety Patrols 1287

School crossing guards should be trained for their duties by law enforcement, the department of transportation, or city public works staff. The American Automobile Association (AAA) also has a safety patrol handbook dealing with the responsibilities of these important jobs. Crossing guards and safety patrols should have a refresher training course prior to each school year to familiarize themselves with any changes that may have occurred on the roadways near the school. Figure below shows examples of a crossing guard and student safety patrol at California schools.



The use of adult crossing guards provides crossing supervision for pedestrians and traffic. Most of the crossing guards observed were employed and trained by the local police department. Three schools used adult crossing guards.

The MUTCD presents the following standards and guidance for adult crossing guards:

- Wear high-visibility retroreflective safety apparel (ANSI 107-2004, Class 2).
- Do not direct traffic, but find appropriate gaps in traffic for the students to cross. In essence control children (to stay on sidewalk, back of curb or edge of roadway) not vehicles.
- Use a STOP paddle to signal traffic (The STOP paddle should be red with 6-inch white letters, at least 18 inches in size, and retroreflectorized or illuminated).

Additional guidance for adult crossing guards are shown below.

- Crossing must be located in a painted crosswalk.
- A minimum of five lanes of traffic must approach the intersection (four lanes for midblock).
- A minimum volume factor of 1,400 vehicles (based on traffic volume, large vehicles, turning vehicles, children, length of crosswalk); a minimum of 1,000 vehicles if school children are only in grades K-2.

Other important guidance for adult crossing guards are listed below.

- Never turn your back on traffic.
- Do not be distracted by or mingle with other people.
- Record violator vehicle description and license plate number and report to your supervisor.
- Wait until all the students have crossed the street before returning to the sidewalk.
- Be in place at least 15 minutes before the bell rings in the morning and before the bell rings in the afternoon.
- Stay in place until the last bell rings in the morning and at least 15 minutes after the bell rings in the afternoon.
- Use the “stand-back” line to keep students a safe distance from the curb.

The recommended vests per CA-MUTCD Standards ANSI 107-2004, Class 2 and inexpensively available, as mentioned by Commissioner Maes are shown on the next page.

Recommendation:

- Approve funding from the School Safety account for purchase of ANSI 107-2004, Class 2 safety vests by Northern Safety & Industrial.
- The district’s request for six (6) lime color as the base color vests for each of the 23 sites. This would be a total of 138 vests, the vests to be as flexible as possible (size) with (EUSD Safety Patrol) printed on the back – SIZES to be: (5) standard size and (1) X-Large per site.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



For Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Homi Namdari, PE (Civil)
Assistant City Engineer

Approved by:



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

NS@ Traffic Safety

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CHAPTER 7D. CROSSING SUPERVISION

Section 7D.01 Types of Crossing Supervision

Support:

- 01 There are three types of school crossing supervision:
 - A. Adult control of pedestrians and vehicles by adult crossing guards,
 - B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, and
 - C. Student and/or parent control of only pedestrians with student and/or parent patrols.
- 02 Information regarding the organization, administration, and operation of a school safety patrol program is contained in the "AAA School Safety Patrol Operations Manual" (see Section 1A.11).

Section 7D.02 Adult Crossing Guards

Option:

01 Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law.

02 Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

03 *An Adult Crossing Guard should be considered when:*

- A. *Special situations make it necessary to assist elementary school pedestrians in crossing the street.*
- B. *A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.*

Criteria for Adult Crossing Guards:

Support:

04 Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

05 Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.Whenever the critical (85th percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.
2. At stop sign-controlled crossing:

Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
3. At traffic signal-controlled crossings:
 - a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
 - b. Where justified through analysis of the operations of the intersection.

Legal Authority and Program Funding for Adult Crossing Guards:

Option:

06 Cities and counties may designate local law enforcement agencies, the governing board of any school district or a county superintendent of schools to recruit and assign adult crossing guards to intersections that meet approved guidelines for adult supervision.

Support:

⁰⁷ There are various methods for funding a school adult crossing guard program. One of these methods is through the use of fines and forfeitures received under the Penal Code. Disposition of these fines and forfeitures is defined in CVC Sections 42200 and 42201.

⁰⁸ An example of these dispositions by cities and counties is as follows:

- A. Disposition by cities (CVC 42200). Fines and forfeitures received by cities and deposited into a "Traffic Safety Fund" may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the city.
- B. Disposition by county (CVC 42201). Fines and forfeitures received by a county and deposited in the road fund of the county may be used to pay the compensation of school crossing guards, and necessary equipment and administrative costs. The board of supervisors may adopt standards for crossing guards and has final authority over the total cost of the crossing guard program.

Section 7D.03 Qualifications of Adult Crossing Guards

Support:

⁰¹ High standards for selection of adult crossing guards are essential because they are responsible for the safety of and the efficient crossing of the street by schoolchildren within and in the immediate vicinity of school crosswalks.

Guidance:

⁰² *Adult crossing guards should possess the following minimum qualifications:*

- A. *Average intelligence;*
- B. *Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;*
- C. *Ability to control a STOP paddle effectively to provide approaching road users with a clear, fully direct view of the paddle's STOP message during the entire crossing movement;*
- D. *Ability to communicate specific instructions clearly, firmly, and courteously;*
- E. *Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury.*
- F. *Mental alertness;*
- G. *Neat appearance;*
- H. *Good character;*
- I. *Dependability; and*
- J. *An overall sense of responsibility for the safety of students.*

Training Programs for Adult Crossing Guards:

Guidance:

⁰³ *Adequate training should be provided in adult crossing guard responsibilities and authority. This function can usually be performed effectively by a law enforcement agency responsible for traffic control.*

⁰⁴ *Training programs should be designed to acquaint newly employed crossing guards with their specific duties, local traffic regulations, and crossing techniques. Training workshops may be used as a method of advising experienced employees of recent changes in existing traffic laws and program procedures. For example, crossing guards should be familiar with the California law which provides that any person who disregards any traffic signal or direction given by a non-student school crossing guard authorized by a law enforcement agency, any board of supervisors of a county or school district shall be guilty of an infraction and subject to the penalties of Section 42001 of the CVC (Section 2815).*

Section 7D.04 Uniform of Adult Crossing Guards

Standard:

⁰¹ **Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2004 standard performance for Class 2 as described in Section 6E.02.**

Section 7D.05 Operating Procedures for Adult Crossing Guards

Standard:

01 Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians are about to use or are using the crosswalk, and that all vehicular traffic must stop.

02 Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device.

03 The STOP (R1-1) paddle shall be an octagonal shape. The background of the STOP face shall be red with at least 6-inch series upper-case white letters and border. The paddle shall be at least 18 inches in size and have the word message STOP on both sides. The paddle shall be retroreflectorized or illuminated when used during hours of darkness.

Option:

04 The STOP paddle may be modified to improve conspicuity by incorporating white or red flashing lights on both sides of the paddle. Among the types of flashing lights that may be used are individual LEDs or groups of LEDs.

05 The white or red flashing lights or LEDs may be arranged in any of the following patterns:

A. Two white or red lights centered vertically above and below the STOP legend,

B. Two white or red lights centered horizontally on each side of the STOP legend,

C. One white or red light centered below the STOP legend,

D. A series of eight or more small white or red lights having a diameter of 1/4 inch or less along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the STOP paddle (more than eight lights may be used only if the arrangement of the lights is such that it clearly conveys the octagonal shape of the STOP paddle), or

E. A series of white lights forming the shapes of the letters in the legend.

Standard:

06 If flashing lights are used on the STOP paddle, the flash rate shall be at least 50, but no more than 60, flash periods per minute.

Option:

07 The 24 x 24 inch size of the STOP (C28A(CA) paddle may be used where greater emphasis is needed and speeds are 30 mph or more.

Support:

08 See Section 6E.03 for details on STOP paddles and rigid staff.

Section 7D.101(CA) School Safety Patrols

Legal Authority:

Standard:

01 For all purposes "School Safety Patrols" shall mean "Student Patrols" as referenced in this California MUTCD.

02 School Safety Patrols shall be authorized by the local school board. School authorities shall be responsible for organizing, instructing and supervising patrols with the assistance of the local police.

Support:

03 The California Education Code, Sections 49300 to 49307, and the California Code of Regulations, Sections 570 to 576 and 632, authorize the development of School Safety Patrols and outline rules for implementing these programs within the state.

Uniforms:

Standard:

04 The use of the School Safety Patrol uniforms and insignia shall adhere to the following regulations (California Code of Regulations 576):

(a) A school safety patrol member (except a member of the R.O.T.C. or California Cadet Corps on traffic duty in his official uniform) shall wear, at all times while on duty, the basic standard uniform specified in this section, except that the rainy day uniform may be worn under appropriate weather conditions. Only the optional additions specified in this section may be added to the uniform.

- (b) The basic standard uniform for patrol members is the white or fluorescent orange Sam Browne belt and either an overseas type federal yellow or fluorescent orange cap or a yellow or fluorescent orange helmet. Optional additions to the basic standard uniform are any or all of the following:
 - (1) Colored piping on the federal yellow cap.
 - (2) Colored striping on the yellow helmet.
 - (3) A red or fluorescent orange upper garment
 - (4) Insignia or a special badge identifying the organization, to be worn on the left breast, left arm, or cap.
- (c) The rainy-day uniform is a federal yellow raincoat and a federal yellow rain hat. The Sam Browne belt may be worn over the raincoat.
- (d) The insignia, or special badge and cap shall be worn only during official school safety patrol duty, except that the governing board may authorize members of the school safety patrol to wear the uniform and insignia for special school safety patrol functions.

Operating Procedures:

Standard:

06 Student patrols shall be carefully selected. They shall be students from the fifth grade or higher and shall be at least 10 years of age. Refer to California Code of Regulations Section 571.

Guidance:

06 Leadership and reliability should be determining qualities for patrol membership.

Standard:

07 Parental approval shall be obtained in writing before a student is used as a member of a student patrol. Refer to California Education Code Section 49302.

Support:

08 School Safety Patrols control children, not vehicles.

Standard:

09 School Safety Patrols shall stop children back of the curb or edge of the roadway and allow them to cross only when there is an adequate gap in traffic (see California Code of Regulations Sections 570 to 576 and 632 for School Safety Patrols operating procedures and requirements).

Criteria for Student Patrols:

Option:

10 A student patrol may be established at locations where an existing traffic control device, police officer or adult crossing guard is in operation. They may also be used where there are adequate crossing gaps in vehicular flow at an uncontrolled crossing and it is desirable to use student patrols to guide the school pedestrians.

Support:

11 To determine the frequency and adequacy of gaps in the traffic stream, refer to Section 7A.03.



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E5

Location: Mission Avenue between Centre City Parkway and Metcalf Street

Initiated By: City Staff

Subject: Revise corridor timing on Mission Avenue between Centre City Parkway and Metcalf Street

Request: Receive report and approve next corridor timing project

Background:

A new traffic signal on Mission Avenue at Alvarado Way was installed in January of 2010 in conjunction with the opening of a new Lowe's store. Although a base timing plan was programmed for this new signal, the signal has been running "free" since installation. Therefore, this signal was not in coordination with the surrounding traffic signals and was not operating as efficiently as possible. City Staff decided to create new timing plans for Mission Avenue between Centre City Parkway and Metcalf Street for the AM, Mid-day, and PM peak periods in order to more efficiently move vehicles through the area.

Data:

The Mission Avenue corridor identified for optimization consists of five signals (east to west): Centre City Parkway, Quince Street, Alvarado Way, Rock Springs Road, and Metcalf. Figure 1 below provides an aerial view of the corridor. Although the Centre City Parkway and Quince signals were operating on specific timing plans, these plans were not coordinated with the ones at Rock Springs and Metcalf.

To begin this project, turning movement counts were collected for each of the five intersections. Counts were taken the week of May 29th, 2012, during the AM (7:00-9:00AM), Mid-day (11:00AM-1:00PM), and PM (4:00-6:00PM) peak periods. Figures 2 through 4 show the results of those counts.

Figure 2. AM Turning Movement Counts

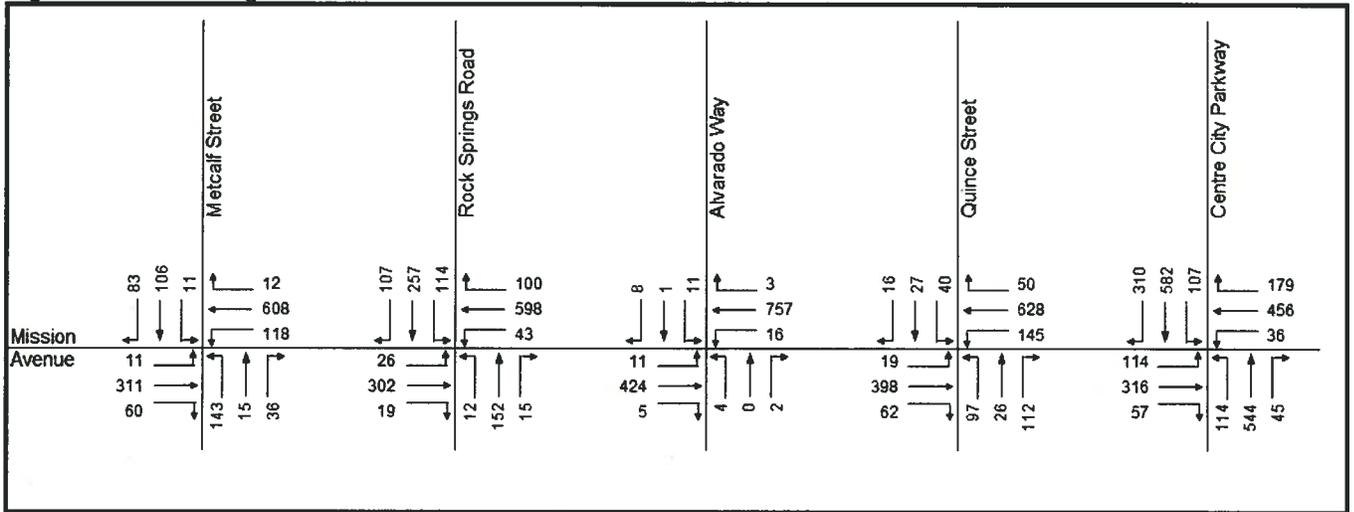


Figure 3. Mid-day Turning Movement Counts

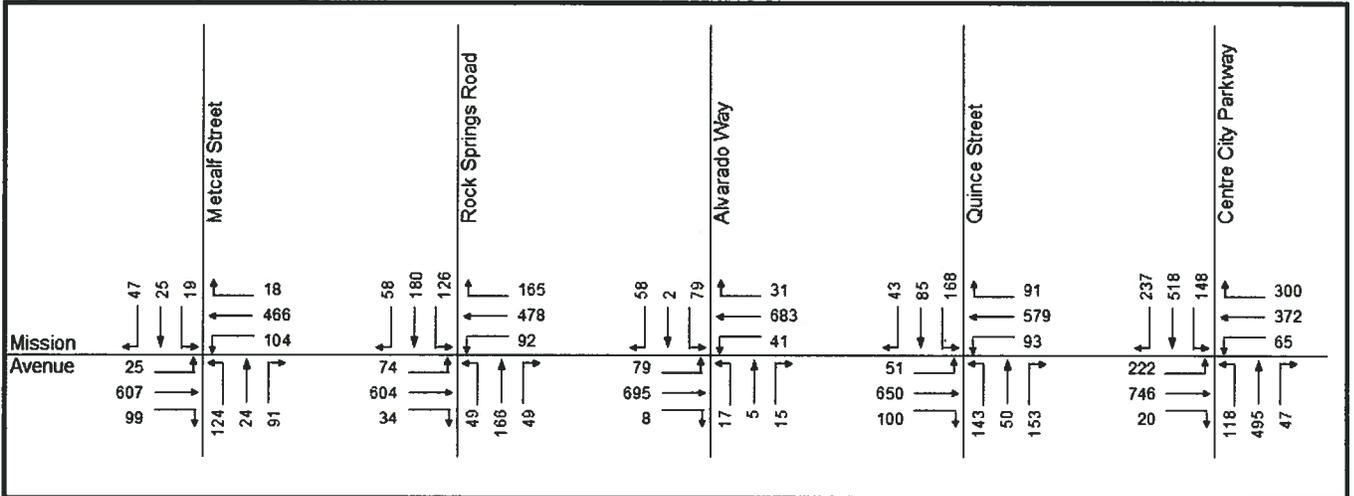


Figure 4. PM Turning Movement Counts

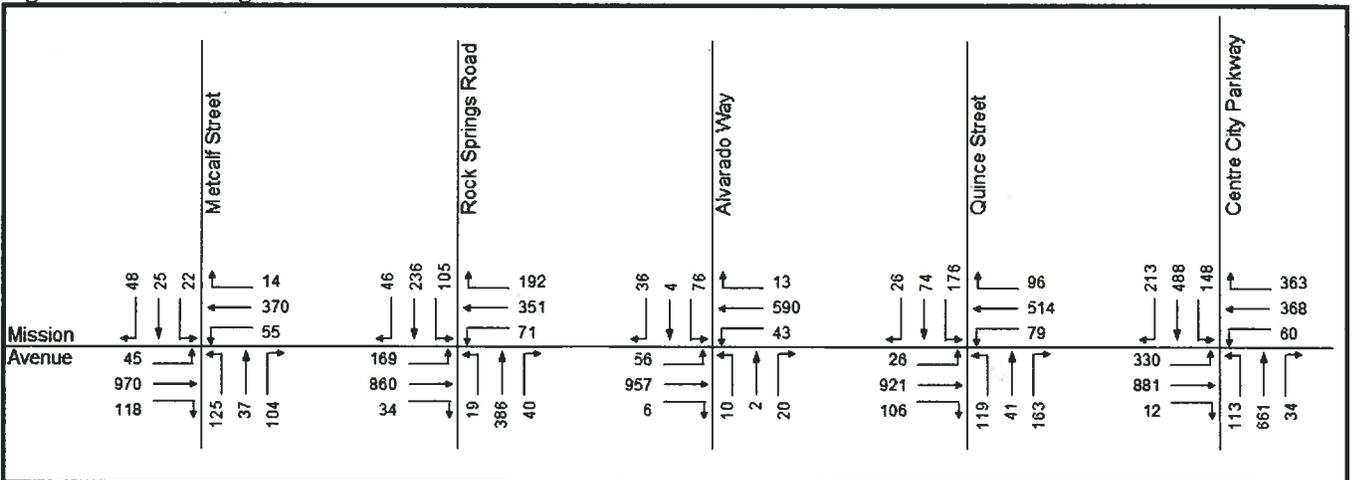


Table 1. Synchro Level of Service Results

Intersection	Time-of-Day Plan	Existing Conditions		Optimized Conditions	
		LOS	Delay (sec)	LOS	Delay (sec)
Mission & Centre City	AM	C	27.6	C	26.5
	MID	C	34.5	C	34.6
	PM	D	48.0	D	50.4
Mission & Quince	AM	C	28.0	C	26.1
	MID	D	42.0	C	27.1
	PM	C	31.5	C	27.9
Mission & Alvarado	AM	B	17.1	A	5.3
	MID	C	23.7	B	10.9
	PM	C	28.4	B	15.9
Mission & Rock Springs	AM	B	20.0	B	13.6
	MID	C	21.9	B	14.2
	PM	C	28.8	C	23.7
Mission & Metcalf	AM	B	16.8	B	18.2
	MID	B	14.6	B	17.9
	PM	B	16.0	C	20.9

Once the timing plans had been optimized and reviewed, new timing plan sheets were created for each intersection. The new timing plans were implemented on January 24th, 2013.

Prior to implementation of the new timing plans, City Staff conducted travel times runs along the corridor. Then, after implementing the new timing plans, City Staff conducted another round of travel time runs. The “Before” data was collected the week of January 14th, 2013, and the “After” data was collected the weeks of March 11th and 18th, 2013. For each data set, the corridor was driven five times in each direction, and the travel time between each intersection was recorded. In conjunction with the Synchro Level of Service analysis, the travel time runs provide an indication of how much the new timing plans improved traffic flow through the corridor. Table 2 shows the Before and After travel time run data (averages are provided), as well as the change in each metric after the changes.

Table 2. Travel Time Run Before-After Results

Peak Period	Direction	BEFORE				AFTER				CHANGE			
		Drive Time	Stop Time	Total Time	# of Stops	Drive Time	Stop Time	Total Time	# of Stops	Drive Time	Stop Time	Total Time	# of Stops
AM	E→W	82.4	31.4	113.8	1.2	80.2	18.8	99.0	1.0	-2.3	-12.6	-14.9	-0.2
	W→E	85.5	27.1	112.6	1.0	75.7	42.4	118.0	1.8	-9.8	15.3	5.5	0.8
MID	E→W	77.9	18.3	96.2	1.0	74.4	58.3	132.7	1.0	-3.5	40.0	36.5	0.0
	W→E	91.0	76.2	167.2	1.8	81.4	60.7	142.1	1.6	-9.6	-15.5	-25.1	-0.2
PM	E→W	82.0	39.0	121.0	1.8	68.6	28.5	97.2	0.6	-13.4	-10.5	-23.9	-1.2
	W→E	86.3	115.8	202.1	2.4	90.7	90.1	180.8	1.8	4.4	-25.7	-21.3	-0.6

Discussion & Purpose:

City Staff is always trying to improve the timing and optimization of the City's 151 traffic signals. This project sought to improve the traffic flow along Mission Avenue between Centre City Parkway and Metcalf Street by coordinating the five signals along the corridor.

As shown by the travel time runs in Table 2, the overall Level of Service was greatly improved along the corridor. During the AM peak period, the total travel time from east to west was reduced by 13 percent. During the Mid-day peak period, the travel time from west to east was reduced by 15 percent. The PM peak period saw the most improvement. The east-to-west and west-to-east travel times saw a reduction of 20 and 10 percent, respectively. In addition, in each case the average number of stops was also reduced.

Unfortunately, the AM west-to-east and Mid-day east-to-west travel times experienced an increase in the stop time and overall travel time. Staff is aware of this result and will be further improving the timing plans in order to correct this issue. Kimley Horn, an engineering consulting firm, has been working with City Staff to create timing plans for the Centre City Parkway corridor, in conjunction with the SANDAG-funded ICM Project. Within the next four to six weeks, Staff expects Kimley Horn to provide a new set of timing plans, which will include changes to the Centre City Parkway & Mission and Quince & Mission traffic signals. Once Staff has these new timing plans, an effort will be made to reduce the travel times for the two instances in Table 2 that saw reductions in Level of Service.

Going forward, City Staff has identified Valley Parkway as the next corridor to be studied. A similar process of data collection, Synchro analysis, and travel time runs will be conducted to improve traffic flow on Valley Parkway between Broadway and the I-15 interchange, as well as between the I-15 interchange and Citracado Parkway.

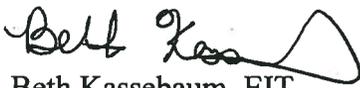
Recommendation:

Receive the report and approve Valley Parkway as the next corridor timing project.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



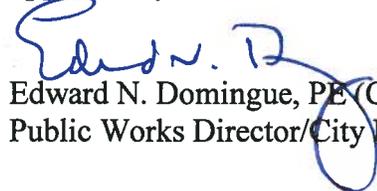
Beth Kassebaum, EIT
Department Specialist/Traffic Division

Reviewed by:



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

Approved by:



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



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E6

Location: Bear Valley Parkway @ Orange Glen High School and Via Rancho Parkway @ San Pasqual High School Locations

Initiated By: City Staff

Request: Receive report for policy adoption of addition to existing School Crossing Protection Traffic Policy #10

Subject: Driver Feedback Radar Speed Signs. Establish minimum thresholds for consideration – “Policy for school areas only”

Background:

Radar speed signs - also known as driver feedback signs, radar speed displays and "Your Speed" signs among other terms - work by refocusing driver attention on their current speed. Studies show that well-designed radar speed signs are highly effective at slowing cars - particularly around school zones, neighborhood streets and work zones.

The traffic engineering staff has identified an electronic speed display sign, also known as "SpeedCheck", as a potential measure to address concerns for increased vehicular speeds within residential areas and near schools. The traffic engineering staff, in an effort to reduce vehicular traffic speeds in residential areas as well as near schools has frequently utilized the installation of traffic control signs, pavement legends, the placement of the radar speed trailer and increased police enforcement.

The traffic engineering staff has installed two (2) radar speed signs at vendor expense, at a couple of demonstration test locations. They are installed at two (2) High School locations on Via Rancho Parkway and Bear Valley Parkway.

This sign has been developed by Information Display Company to display "real time" vehicle speeds to passing motorists. The sign is mounted semi-permanently to a pole, and displays "Speed Limit 25" which changes to "Your Speed XX" when motorists are detected exceeding a programmed speed level. Due to programming flexibility, the sign can display any speed limit and also can display a "Slow Down" message if vehicles exceed a maximum threshold. Additionally, the device records programming data for the vehicles detected. This information regarding the

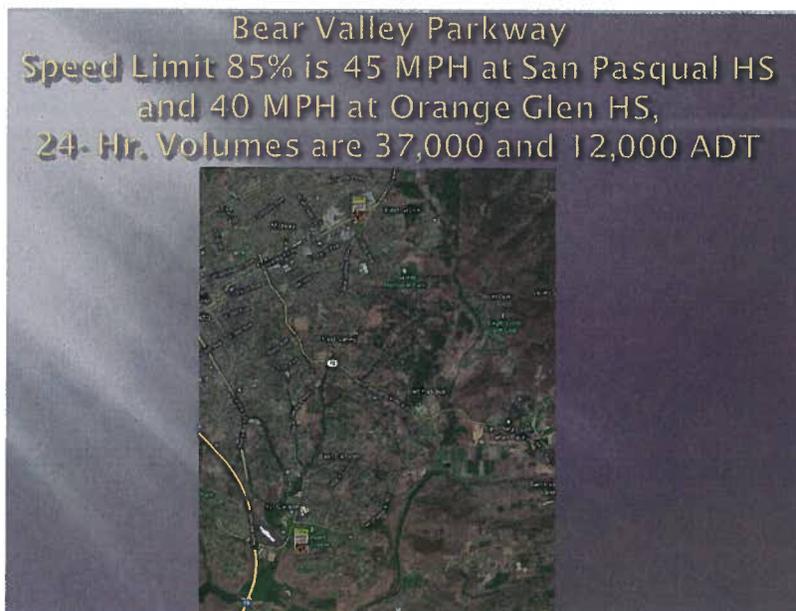
speed, as well as the day and time vehicle was detected, can be downloaded and analyzed by staff for potential enhancements in engineering and enforcement.

The Transportation staff can submit a competitive grant application through the “Highway Safety Improvement (HSIP) or the California Safe Route to School (SR2S) Program” for funds to purchase and install these devices in the future. The estimated costs to purchase and install the “SpeedCheck” display signs are \$12,000 per location (two signs in each location). Staff solicited 2 additional bid requests for the signs based on CA-MUTCD requirements for the signs. From “Traffic Logic” and “Fortel”. One bid was received from Traffic Logic, Fortel was non-responsive. The City has purchased two (2) Fortel signs in the past, and has experienced programming and communication issues on those 2 units. They are still deployed in the field at 2 locations – N. Broadway @ Lincoln School, and East Valley Parkway @ approaching Orange Glen Elementary.

Staff was cognizant that the installation of this device may also be appropriate in select residential neighborhoods where vehicle speeds have been identified as problematic frequently. Furthermore, upon the completion of a future installation of the devices funded by the City funds it is likely that requests for additional signs from residential areas will be received. However, staff does not recommend that the signs be installed in residential districts without first establishing minimum guideline thresholds.

Analysis:

Staff will be applying for grant funds and, if awarded, will look at possible installations near school zones. In consideration of the traffic conditions in some areas of the City and current policies, Traffic staff has developed for Council’s consideration the attached criteria (Attachment 1) as recommended guidelines for installation of the Electronic Speed Display signs. These guidelines generally call for thresholds by which the installation of such device may be considered.



Installed Speed Radar Sign on top of School Zone 25 Mph WCAP at w/b Orange Glen



Installed Speed Radar Sign on top of School Zone 25 Mph WCAP at e/b San Pasqual



15-inch radar speed signs

	1520	1820
Posted Speed	Up to 45mph	Over 45mph
Display Size	26 1/2" x 20" x 6" 67 x 51 x 15 cm	31" x 22 1/2" x 5" 79 x 58 x 13 cm
Sign Size	30" x 42" 76 x 107 cm	36" x 48" 91 x 122 cm
Weight	31 lbs (14.5 kg)	35 lbs (15.9 kg)

Discussion & Purpose:

Staff recommends purchase of radar speed signs at demonstration test locations, Orange Glen and San Pasqual High School. These signs will be further evaluated and could be relocated in the future based on need. Secondly, staff recommends replacement of two malfunctioning radar speed signs on N. Broadway at the Lincoln School, and East Valley Parkway approaching Orange Glen Elementary. Lastly, a location on Country Club Lane that meets the proposed guideline criteria "d" (where the 85th percentile speed exceeds the posted speed by 15mph or more) and is also proximate to a school zone has been selected by staff for further evaluation. One of the two proposed sign locations on Country Club Lane is within a school zone. Staff recommends that the Commission approve the use of School Safety Committee Funds to purchase radar speed signs that will be located in school zones to allow continued evaluation of the signs.

Alternatives Considered:

As this is a pilot program, the alternative is that the Commission does not approve the guidelines, and future requests for radar speed sign installation are handled on a first-come first-served basis, as grant funds become available. If use of School Safety Committee funds are not approved to purchase signs at five (5) of the six (6) school zone locations as recommended, the current signs in use will be removed.

Fiscal Review:

Five (5) of the six (6) signs are proposed to be installed with School Safety Committee Funds, and the remaining sign will be funded from a CIP account. In the future, grant applications will be submitted for grant funds that will be appropriated towards additional future project locations.

Conclusion:

The Traffic Engineering Division has recently identified an Electronic Speed Display sign (SpeedCheck) that may be effective in addressing vehicular speeds. Several cities, including the City of San Marcos, have tested this sign in select school zones with favorable results.

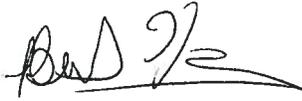
Should this device be determined appropriate for use within the City, staff recommends that minimum guideline thresholds be approved to ensure uniformity and proper selection of location via a ranked selection so that the signs are installed in an appropriate manner.

Recommendation: Approve the attached "Guidelines for Installation of Electronic Speed Display Signs" and purchasing the six (6) SpeedCheck signs. Adopt the addition to existing school zone policy #10.

Necessary Council Action: Council approval required.

Respectfully submitted,

Prepared by:



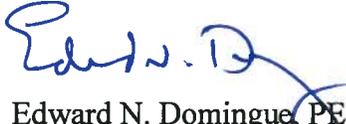
for Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Homi Namdari, PE (Civil)
Assistant City Engineer

Approved by:



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

**Transportation & Community Safety Commission Guidelines to
School Crossing Protection Policy # 10
For Installation Of Electronic Speed Display Signs**

Purpose:

The purpose of these guidelines is to establish minimum thresholds for consideration of the Electronic Speed Display sign installation within the City of Escondido.

Policy:

The City Traffic Engineer will consider existing traffic conditions, analyze collected data, and determine compliance with the Transportation and Community Safety Commission established guidelines.

Procedure:

Based on excessive and frequent vehicular speed problems, as well as safety concerns, the City Traffic Engineer will apply the following criteria (guidelines) to each case. If in complete compliance, a staff report and recommendation will be presented to the Transportation & Community Safety Commission for their consideration with priorities established by a ranking system.

Criteria: The Electronic Speed Display sign should only be considered.

- a) On multi-lane roadways, only in locations qualifying as a school zone.
- b) On two-lane roadways where pedestrian and vehicle volumes meet the minimum California Department of Transportation (Caltrans) warrants for a school crossing guard (California Manual on Uniform Traffic Control Devices (Latest Edition), PART 7 TRAFFIC CONTROL FOR SCHOOL AREAS).
- c) On two-lane residential streets that serve as a major entrance to a residential tract where traffic enters from a street with a higher posted speed limit, and where two-way traffic volume exceeds 3000 vehicles per day.
- d) On residential streets where the 85th percentile speed exceeds the posted speed limit by 15 miles per hour or more, and/or in the judgment of the City Traffic Engineer, the 85th percentile speed exceeds a safe speed for conditions.

Once installed, the location will be monitored periodically to assure that the installation criteria continues to be met. If the location conditions change, it may necessitate staff consideration to relocate the Electronic Speed Display sign to other qualifying locations. The City Traffic Engineer

may move the Electronic Speed Display signs around school zones, as needed, since signs in a “New” location have an effect on driver behavior to slow down.



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E7

Location: Via Rancho Parkway at I-15 Interchange

Initiated By: Lomas Serenas HOA

Subject: Via Rancho Parkway at I-15 Interchange, & Del Lago turn restriction sign changes

Request: Approval of sign changes

Background:

In October 2012, City Staff received a formal request to remove the No Left or U-turn restriction on Via Rancho Parkway at Lomas Serenas Drive. In January 2013, City staff received the same request from the Lomas Serenas Property Owners Association. The second request and the City's response are provided in Attachments 1 and 2.

In March 2013, City Staff received another request for a turn restriction removal. The citizen was asking that the No Left Turn restriction from the Shell Gas Station onto Del Lago Boulevard be removed.

Rather than evaluate each restriction individually, City staff decided to evaluate the entire corridor of Via Rancho Parkway at the I-15 interchange to record the existing signage and evaluate the need for any changes.

Data:

City staff first conducted a field evaluation of the area in question and noted the existing signage and turn restrictions. Figure 1 provides all the signage details.

Crash records were also analyzed in this area in order to determine if any engineering measures might be necessary to address crash causal factors. Between 2009 and 2012, there was one crash on Via Rancho Parkway at Lomas Serenas. This crash was caused by a citizen driving under the influence of alcohol or drugs. There were two crashes at the intersection of Via Rancho Parkway at the Westfield Mall entrance. One crash was caused by a driver running the red light, and the other was due to an improper turn.

Discussion & Purpose:

During the evaluation, staff identified two locations where the signage is either outdated or inconsistent. The signage at these two locations is shown in further detail in Figures 2 and 4. The turn restrictions on Via Rancho Parkway at Lomas Serenas were determined to be overly restrictive. Therefore, the City staff decided to remove the existing signs and replace them with a No U-Turn restriction; that sign (R3-4) is shown in Figure 3. This change will allow residents of Lomas Serenas to make the left turn movement into their subdivision at any time of day. However, since U-turns can more safely be made further downstream at the signalized intersection with Quiet Hills Drive, that restriction, including the time of day restriction, is recommended to remain in place.

Figure 2. Via Rancho Parkway at Lomas Serenas Drive

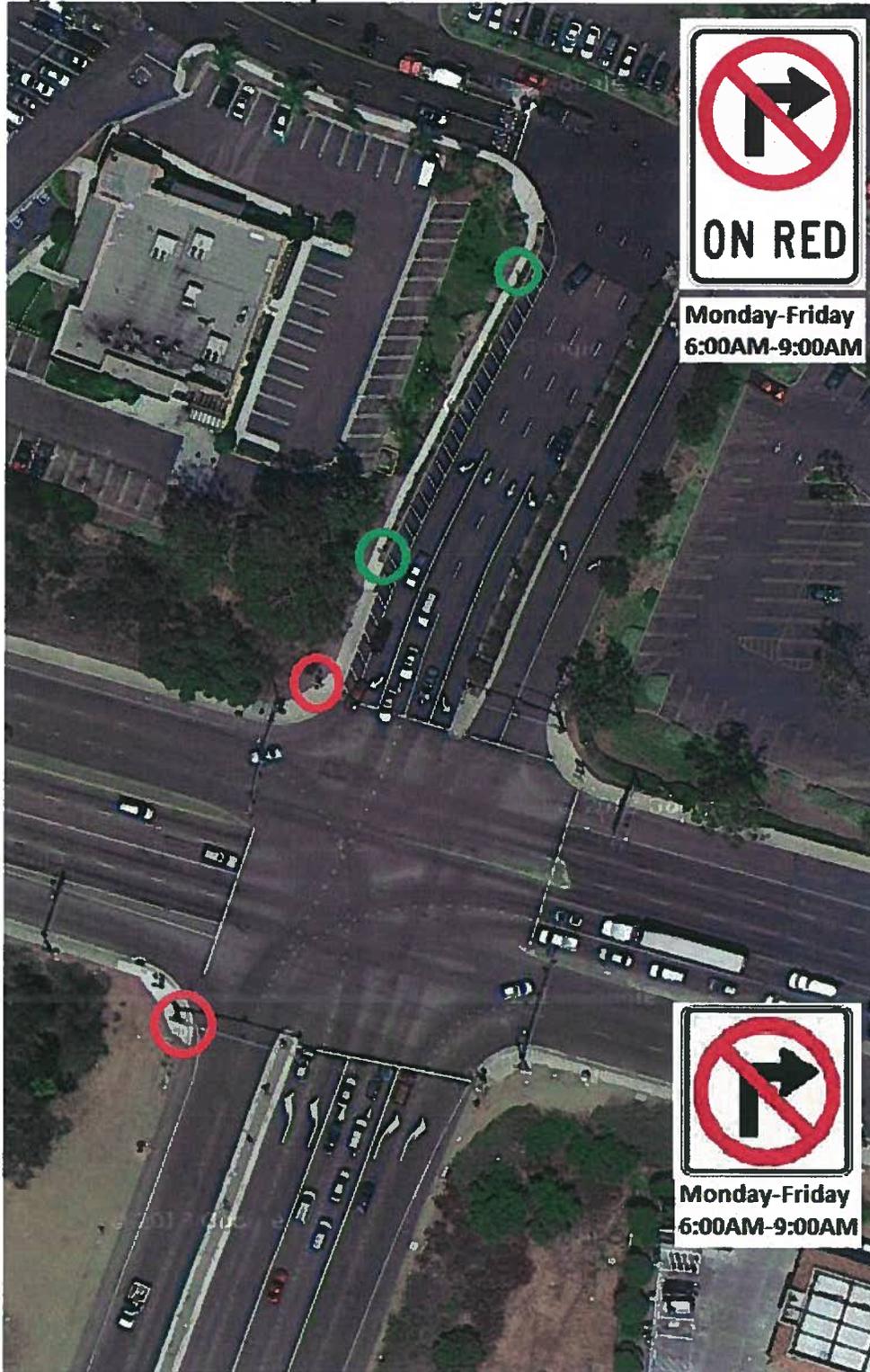


Figure 3. No U Turn Sign



R3-4

Figure 4. Via Rancho Parkway at Westfield Mall exit



The second location identified was the Westfield Mall exit at the I-15 Northbound ramps. Currently, the signage for the right-turn lane is inconsistent. The first two signs vehicles see as exiting prohibit a right turn movement on red between 6AM and 9AM Monday to Friday. However, the third sign and a sign on the facing main arm prohibit a right turn movement completely during the same time frame. Originally, this restriction was implemented in order to prevent vehicles from using the mall ring road as a cut-through during heavy traffic. However, the City does not wish to restrict right turn movements completely. City staff recommends replacing the two R3-1 (No Right Turn) signs with R13A (No Right Turn on Red) signs. This change will correct the current inconsistency in right-turn movement restrictions. The established time frame for the no right turn on red (Monday through Friday, 6AM to 9AM) will remain in place.

As mentioned previously, a citizen requested that the No Left Turn restriction from the Shell Gas Station onto Del Lago Boulevard (effective Monday-Friday 6-9am) be removed. This location, as shown in Figure 5, was also evaluated by City Staff during this review, and Staff recommends this left turn prohibition remain in place. The Southbound left turn pocket into the gas station/strip mall has a high morning demand due to the presence of a Starbucks, several fast food stores serving breakfast, and a 24/7 McDonalds drive thru. As this is the only southbound entrance for the Plaza Del Lago Center, roadway safety is improved by allowing traffic to flush off the public street without the conflict of exiting vehicles making a left turn movement. Prohibiting left turns out of the gas station/strip mall in the morning peak hours avoids the highest potential for conflicts. Vehicles here are required to make a right turn to exit and then make a safe U-Turn at Avenida Magoria – a signalized intersection just 500 feet from the driveway. Additionally, since southbound Del Lago Boulevard is a downgrade and the left-turn pocket is a transition taper, vehicles often make the southbound left-turn movement at a relatively high speed. Since these drivers are expecting exiting vehicles to only be making right turns in the morning, changing the existing conditions could result in an unexpected conflict for habitual motorists.

Figure 5. Del Lago Shell/Strip Mall Driveway



Recommendation: Approve the changes to the signage on Via Rancho at Lomas Serenas and at the Westfield Mall exit. Confirm the recommendation that the left turn restriction at Plaza Del Lago Center shall remain in effect.

Necessary Council Action: None

Respectfully submitted,

Prepared by:



Beth Kassebaum, EIT
Department Specialist/Traffic Division

Reviewed by:



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

Approved by:



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

Lomas Serenas Property Owners Association

16880 W. Bernardo Dr. Suite 200
San Diego, CA 92127

PH: 858.946.0320
FAX: 858.946.0326

January 29, 2013

Traffic Engineering
201 N. Broadway
Escondido, CA 92025

To Whom It May Concern,

I am writing on behalf of the Lomas Serenas Property Owners Association. Many years ago, before the dedicated freeway on ramp turn lanes were put in place, the City of Escondido installed a "No Left Turns Between 6:00 AM and 9:00 AM" sign on Via Rancho Parkway as you turn onto Lomas Serenas Drive. Drivers encounter this sign as they head west on Via Rancho Parkway from the I-15 overpass.

The Board of Directors for the Association believes this sign to be a nuisance to the members of the community, as it makes it difficult for residents to return to their homes in the morning hours. The Board of Directors understands that the sign was put in place to reduce the chance of accident; however, they believe the issue to have been resolved once the dedicated turn lanes were put into place.

The residents of this community respectfully request that the City of Escondido consider removal of the indicated sign so that residents can more easily enter the community in the morning hours.

If you have questions or concerns regarding this request, please contact me, the Community Manager, at the address and numbers listed above or via email at dwaite@prescottmgt.com.

Most Sincerely,
As Directed by the Lomas Serenas Board of Directors,



Dee Waite, CCAM
Portfolio Community Manager
The Prescott Companies
An Associa Company



Clay Phillips
City Manager
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4631 Fax: 760-839-4578

October 1, 2012

Mr. Jim Simmons
CCI
160 Industrial Street Suite 200
San Marcos, CA 92078

Dear Mr. Simmons:

This letter is in response to your email to Mayor Abed regarding turn restrictions on Via Rancho Parkway at Lomas Serenas Drive. Your email was forwarded to our traffic engineering staff for review. Below is our staff response to your concern.

The left turn restriction on Via Rancho Parkway at Lomas Serenas Drive was a part of an overall traffic control plan implemented to regulate and improve safety for traffic flow towards I-15 southbound on-ramps during morning peak traffic hours (6:00- 9:00 am). These traffic control measures assisted in improving roadway safety by eliminating a number of unsafe turn movements during the morning peak hour time. Staff has not yet re-evaluated the area to determine the necessity for continued movement restrictions now that the improvements have been made. The primary reason this has not yet occurred was the high level of safety that these traffic control measures have and continue to provide. In addition, until the arrival of your email, we have not had any requests to remove the restriction.

Traffic engineering staff now plans to conduct a study early next year to determine the need for modification of these existing traffic control measures. The results of our study will be forwarded to the Transportation & Community Safety Commission at their quarterly April meeting for recommendations/approval. Any planned modification would be implemented soon after the Commission approval.

If you have any questions please contact Homi Namdari, Assistant City Engineer at 760-839-4085, or hnamdari@escondido.org.

Sincerely,

A handwritten signature in black ink that reads "Clay Phillips". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Clay Phillips
City Manager

C: Ed Domingue, Director of Engineering Services
Homi Namdari, Assistant City Engineer



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: April 11th, 2013

Item No.: E8

Location: N/A

Initiated By: City Staff

Request: Susan A. Carter, Deputy Director, San Dieguito River Park Joint Powers Authority

Subject: Install signage on Sunset Drive – No Parking Any Time Vehicles with Gross Vehicle Weight (GVW) over ten thousand (10,000 pounds or Unattached Trailers.

Background:

About a year and a half ago, Susan Carter had concerns about trucks parking on Sunset Drive all weekend. The ESPD Truck enforcement unit was notified for enforcement. The park ranger has spoken to some of the truck drivers; however, the problem persists. The trucks take the spaces that are needed for trail users, in addition to being unsightly. The San Dieguito River Park has a grant to begin making site improvements at the Sikes Adobe parcel, and would like drivers to be able to see onto the property, rather than being blocked by a wall of trucks.

Data:

On field investigation it was noted that there are “No Parking Anytime” signage beginning on Sunset Drive from Via Rancho Parkway to the bridge on both the north and south side. Subsequently, there is “No Parking Anytime” signage at the cul-de-sac end of Sunset Drive. There is parking available on the improved north side of the road, and on the unimproved south side. This is the area where the unhitched trucks Park. See photo below provided by Susan Carter.



Discussion & Purpose:

To best solve the persistent truck parking complaints is it best to install accurate, visible, and consistent signage and curb markings that would provide a visible symbol of the City's commitment to affected neighborhoods, assist conscientious truck operators in obeying the rules, and remove a source of excuses for those that try to circumvent the rules.

Recommendation:

Approve the installation of the "No Parking Any Time Vehicles with GVW over 10,000 Lbs. or Unattached Trailers" per Escondido Municipal Code Sec. 28-168.

Necessary Council Action: None.

Respectfully submitted,

Prepared by:



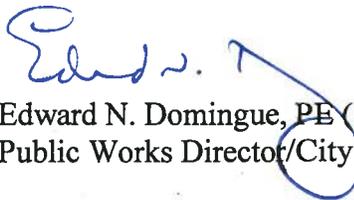
For Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



For; Homi Namdari, PE (Civil)
Assistant City Engineer

Approved by:



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