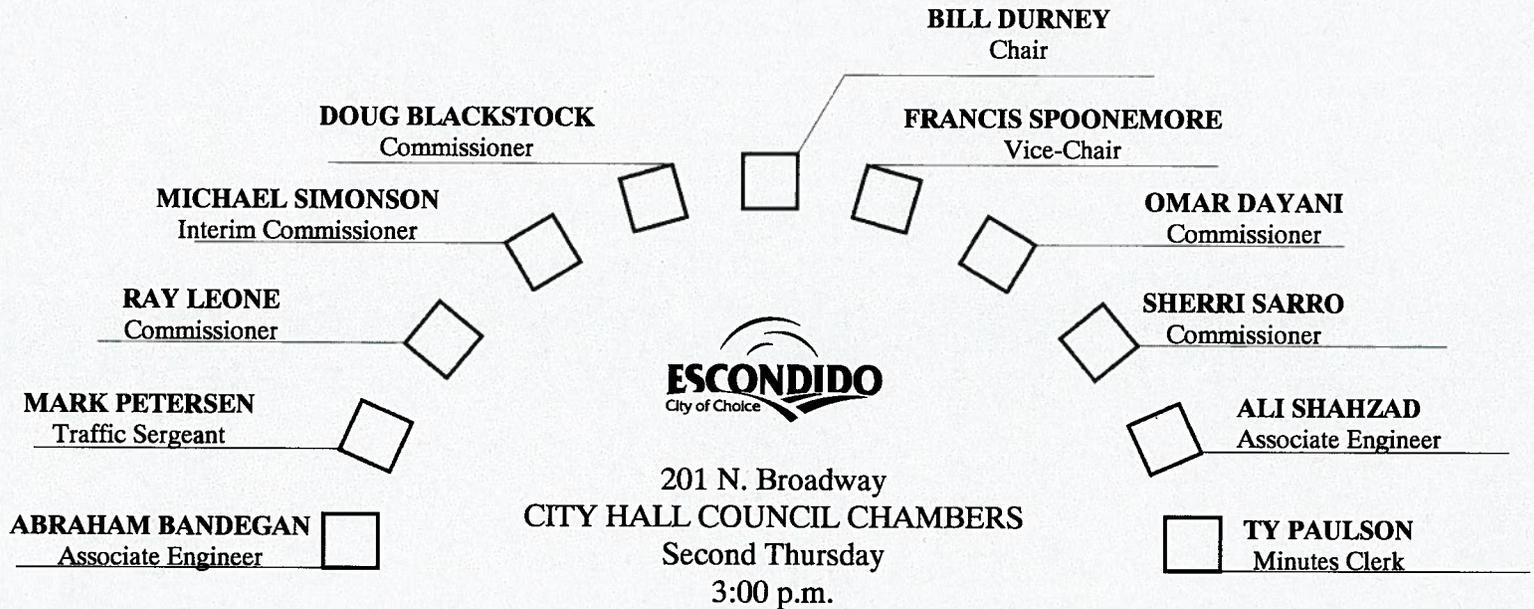


CITY OF ESCONDIDO

Transportation & Community Safety Commission



AGENDA

October 08th, 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 JULY 09, 2015 MEETING

E. CONSENT ITEMS – Staff will provide Overview for single vote – NO ITEMS

F. NEW BUSINESS

1. FY 15/16 Traffic Management Project List – Gamble St. Traffic Calming

Source: Staff

Recommendation: Approval.

Previous action: Traffic Management Projects Initiation and Approval Process.

2. City of San Diego Crosswalk Policy Review. Suggestions to incorporate in COE Crossing Warrants

Source: Staff

Recommendation: Discussion & Comments

Previous action: None

3. Speed Surveys – Various Locations

Source: Staff

Recommendation: Approval

Previous action: On-going new surveys of expired segments.

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. North Bear Valley from Glenridge Rd. to East Valley Pkwy – Traffic signal timing synchronization near schools – Complete
- b. Traffic Signal in Design: El Norte/Fig & East Valley Pkwy/Date – Work in Progress
- c. Traffic Signals – Private Development in Plancheck: North Ash/ Vista Ave., North Ash/Sheridan Avenue, El Norte/Vista Verde Way. And Hotel Traffic Signal on La Terraza Blvd. Under Construction: Harmony

Grove/Citracado Pkwy., County/City Signal on Boyle/Bear Valley Pkwy.
Work in Progress

- d. FY 15/16 TMPL Project Progress

Recommendation: Receive and file reports.

H. SCHOOL AREA SAFETY

- a. Escondido High School Pedestrian Ramps
b. High visibility crosswalks at 4 intersections

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

- a. Centre City & S. Escondido Blvd. and S. Centre City & Citracado Stop Signs
b. Ash & Sheridan Stop Signs
c. Increasing 2 hour parking to 3 hours on Grand Avenue

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

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

L. ADJOURNMENT

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

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

CITY OF ESCONDIDO

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

July 9, 2015

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

Commissioners present: Chair Durney, Commissioner Blackstock, Commissioner Sarro, Commissioner Dayani, and Commissioner Leone.

Commissioners absent: Vice-chair Spoonemore, and Commissioner Simonson.

Staff present: Julie Procopio, Assistant Director of Public Works; Homi Namdari, Assistant City Engineer; Ali Shahzad, Associate Engineer/Traffic Division; Abraham Bandegan, Associate Engineer/Traffic Division; Mark Peterson, Escondido Police Department; and Ty Paulson, Minutes Clerk.

ORAL COMMUNICATIONS: None.

MINUTES:

Moved by Commissioner Blackstock, seconded by Commissioner Sarro, to approve the minutes of the April 9, 2015, meeting. Motion carried unanimously. Commissioner Leone was absent from the vote.

CONSENT ITEMS: None.

NEW BUSINESS:

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

Commissioner Dayani recused himself.

Abraham Bandegan, Associate Engineer, referenced the staff report and noted staff recommended approval of four of the projects (1 School Zone Crosswalk), (3 Ash Street and Sheridan Intersection), (4 Lincoln Avenue, Ash Street and Mission Road), and (5 Escondido High School Speed Radar Feed-Back Signage), preliminarily selected by the Commission during their April 2015 meeting. Additionally, staff requested further direction on implementation of Project 7 (Traffic Management for Eucalyptus Avenue) due to receiving additional feedback from the neighborhood after the TCSC report was drafted.

Mr. Bandegan then made reference to a petition received from 130 residents living near Eucalyptus Avenue requesting the street remain as it is.

Chair Durney and staff discussed the feedback received for the Eucalyptus Avenue management plan and the costs for each project.

Kimberly Israel, Escondido, noted that she was the coordinator of community outreach for the Escondido Union School District, project director for Escondido Safe Routes to School Program, and acting facilitator for the Escondido Smart Streets Coalition. She then provided some background history and organizations involved with the Escondido Smart Streets Coalition and thanked the Commission for recommending the safe crosswalks and taking their input for consideration.

Lawrence Campbell, Escondido, was opposed to the proposed striping plan and modifications for Eucalyptus Avenue. He expressed concern with the residents in the area only receiving notice about the changes to Eucalyptus Avenue in June.

Joe Balsley, Escondido, noted that he was speaking on behalf of 6 to 13 of his neighbors who were all opposed to the proposed striping plan and modifications for Eucalyptus Avenue. He noted that 30 of the 130 residents on the petition were originally in favor of traffic calming but now were opposed to the proposed modifications for Eucalyptus Avenue. He stated that City staff had been very accommodating when requesting information. He did not feel Eucalyptus Avenue had significant traffic issues. He indicated that he was a certified accident prevention specialist, noting that statistics showed the majority of all traffic accidents were by human error, which he felt could be rectified by law enforcement and the use of radar equipment.

Chris Hodge, Escondido, concurred with Mr. Balsley's comments. He felt police enforcement would rectify the issues on Eucalyptus Avenue. He stated that he was in favor of crosswalks throughout the City. He suggested putting funds toward the conclusion of Citracado Parkway. He stated that he was aware of the fact that Eucalyptus Avenue was a collector street when he purchased in the area. In conclusion, he noted that he was opposed to the proposed modifications to Eucalyptus Avenue.

Sandra Hodge, Escondido, felt that the current stop signs would eventually help the street. She stated that she was opposed to the proposed modifications to Eucalyptus Avenue.

Matt Pedote, Escondido, was opposed to the proposed modifications to Eucalyptus Avenue. He felt the installation of the stop signs helped calm traffic in the area. He also expressed his view that the median strip that was proposed created a more unsafe condition on the street.

John Pappas, Escondido, felt striping Eucalyptus Avenue would divert traffic to Cortina Circle, thus creating issues for this street. He stated that he was in favor of the existing conditions but was opposed to the proposed modifications for Eucalyptus Avenue.

Richard Conwell, Escondido, noted that density and speeding would continue to increase on Eucalyptus Avenue due to the new developments being constructed in the area, especially the Harmony Grove project. He stated that the radar speed signs and stop signs helped calm traffic in the area. He indicated that in April he presented a letter signed by 60 residents, 30 who lived on Eucalyptus Avenue and five who abutted Eucalyptus Avenue, of Rancho Verde requesting that Eucalyptus Avenue be placed on the Traffic Management Priority List due to excessive and high-speed traffic. He elaborated that he supported the proposed striping plan along with posting the street at 25 mph, but was opposed to the proposed medians, feeling this would impact the safety of individuals using the sidewalk. He stated that many of the residents were opposed to the striping due to the appearance it would have on Eucalyptus Avenue and the potential impacts on property values, noting these same individuals were still in favor of traffic calming measures even if the striping plan was not approved.

Lisa Richie, Escondido, stated that she was speaking on behalf of David and Nancy Solomon and herself. She indicated that they appreciated the existing traffic calming measures but were opposed to the proposed modifications to Eucalyptus Avenue. She asked that the Commission take into consideration the approximately 130 residents opposed to the proposed modifications on Eucalyptus Avenue. She noted that Mr. Solomon suggested using the funds for this project towards the long-term plans for Citracado Parkway.

Marilyn Shepard, Escondido, stated that she was opposed to the proposed modifications to Eucalyptus Avenue. She suggested taking the funds being proposed for Eucalyptus Avenue and putting them towards the long-term plans for Citracado Parkway. She also noted that she was told in by her real estate agent in 1987 that Citracado Parkway would be opened in 1989.

Francis Fitzpatrick, Escondido, noted that he lived on Eucalyptus Avenue. He felt the traffic speeds being recorded by the radar signage would be higher if taken in the area near Ventana Drive. He felt 35 mph was the appropriate speed for Eucalyptus Avenue. He did not feel the proposed striping plan would help but felt the presence of a police car would. He also felt on-street parking might help slow traffic.

Susan Fitzpatrick, Escondido, thanked the City for the traffic calming measures taken to date. She felt traffic speeds counts should be taken at the bottom of Eucalyptus Avenue. She did not feel the proposed striping plan would help issues in the area. She felt most of the individuals speeding did not live in the area.

Victor Guasepohl, Escondido, noted that he lived on Eucalyptus Avenue. He indicated that he was opposed to the proposed plan but was in favor of the existing traffic calming and future measures to reduce speeds Eucalyptus Avenue.

Robert Bartlett, Escondido, noted that he lived on Eucalyptus Avenue. He was opposed to the proposed modifications for Eucalyptus Avenue but was in favor of the existing traffic calming and future measures to reduce speeds.

George Healey, Escondido, noted that he lived on Eucalyptus Avenue. He was opposed to the striping plan but was in favor of the existing traffic calming and future measures to reduce speeds on Eucalyptus Avenue. He felt the issues with Eucalyptus Avenue would continue to increase as future developments were completed. He asked that the City consider potential exceptions for the area.

Marty Williams, Escondido, noted that he lived on Eucalyptus Avenue. He felt the street was safe, noting that the existing traffic calming measures helped. He suggested moving the radar unit near Via Rancho Parkway closer to Via Rancho Parkway. He stated that he was opposed to the proposed modifications for Eucalyptus Avenue.

Commissioner Leone and staff discussed the future status for Citracado Parkway.

Commissioner Sarro suggested the residents of Eucalyptus Avenue use their influence with their own neighbors to help slow people down.

Chair Durney noted that it appeared the main issue was that speeding was occurring near the lowest portion of Eucalyptus Avenue. He suggested relocating the radar sign.

Commissioner Blackstock was opposed to the proposed striping plan.

Moved by Commissioner Sarro, seconded by Commissioner Blackstock, to approve items 1, 3, 4, and 5. The motion included directing staff to return to the Commission with a recommendation for the additional available funding. Motion carried. Ayes: Durney, Blackstock, Sarro, and Leone. Noes: None. Abstained: Dayani. (4-1)

2. Centre City Parkway and Escondido Boulevard (North & South) – Eliminate Left Turn Movements

Ali Shahzad, Associate Engineer/Traffic Division, referenced the staff report and noted staff recommended approving both recommendations at Escondido Boulevard intersections with Centre City Parkway; 1) Eliminate westbound left-turn and through movements at Location 4 intersection permanently, and add a median channelizer for right-outs only; 2) Improve signage and striping at Locations 1

intersection to make drivers execute proper left turn maneuvers and to warn northbound CCP drives that there was "cross traffic ahead"; and 3) Install Stop Signs at the westbound and eastbound approach of Citracado Parkway at its approach with Escondido Boulevard, and South Centre City Parkway making it a three-way stop at both intersections.

Chair Durney asked if staff had received any complaints regarding the closure of Site 4. Mr. Shahzad replied in the negative and further noted that staff had received one call in favor of the closure.

Chair Durney asked if there was a need for "Keep Clear" pavement signage in the intersection. Mr. Shahzad concurred.

Commissioner Blackstock concurred with staff's recommendation and concurred with installing pavement signage striping.

Commissioner Leone recused himself from this item.

ACTION:

Moved by Commissioner Blackstock, seconded by Commissioner Dayani, to approve staff's recommendation. Motion carried. Ayes: Durney, Blackstock, Sarro, and Dayani. Noes: None. Abstained: Leone. (4-1)

3. City of San Diego Crosswalk Policy Review. Mid-Block Crossing Warrants & Treatments

Abraham Bandegan, Associate Engineer, referenced the staff report noted that staff recommended that the Commission update the current City of Escondido Crosswalk Policy.

Commissioner Blackstock asked if the City Attorney would review the proposed revisions. Mr. Bandegan replied in the affirmative. Mr. Shahzad noted that his understanding was that the City of San Diego had conducted a risk analysis, which staff would look into.

Commissioner Dayani expressed his concern for uncontrolled crosswalks being unsafe and suggested making it more difficult to approve said crosswalks.

Sandy Velasco, Escondido, Member of CX3, supported the City of San Diego Crosswalk policies and felt anything done to help access to Escondido Creek would help promote pedestrian activity.

Michele Suarez, Escondido, was in favor of creating safe crosswalks throughout the City, feeling they increased the walkability of the community. She also was in favor City considering San Diego's crosswalk policies.

Discussion ensued regarding dropping the speed from 40 mph down to 35 mph.

OLD BUSINESS:

1. An overview of various projects involving the City
 - a. Traffic Signal Designs for El Norte/Fig & East Valley Parkway/Date – Work in Progress
 - b. Traffic Signals – Private Development (in plancheck): North Ash/Vista Venue,. North Ash/Sheridan Avenue, El Norte/Vista Verde Way in Design. Under Construction: Harmony Grove/Citracado Parkway and County/City Signal on Boyle/Bear Valley Parkway.

Received.

SCHOOL AREA SAFETY

1. Escondido High School Pedestrian Ramps.
2. Traffic Signal Timing Project along North Bear Valley Parkway 8 signals.

Received.

ANY OTHER BUSINESS:

COUNCIL ACTION:

- a. Broadway and 13th Avenue Stop Signs
- b. Speed Surveys

Received.

ORAL COMMUNICATIONS: None.

TRANSPORTATION COMMISSIONERS: Received.

ADJOURNMENT:

Chair Durney adjourned the meeting at 5:16 p.m. The next meeting of the Commission would be held October 8, 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: October 8th, 2015

Item No.: F1

Location: Gamble Street

Initiated by: Staff

Request: Approve Traffic Calming Plan for Gamble Street

Background:

In 2014, City staff received complaints related to speeding and cut-through traffic on Gamble St. Escondido Police Department (EPD) also expressed its concern regarding speeding on Gamble St. The traffic calming project on this street was included in the 2015 City of Escondido Traffic Management Project List (TMPL) prioritization process and it was presented to Transportation and Community Safety Commission (TCSC) in April. At its July meeting, TCSC recommended staff to design the project and present it to Commission in October for final approval and budget allocation.

Discussion and Purpose:

Gamble Street is an unclassified residential street in the City General Plan but it is not built to a Residential street standards and the road remains unimproved in several areas. There are no sidewalks in most of the segment and the cross section is narrower than required by 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.

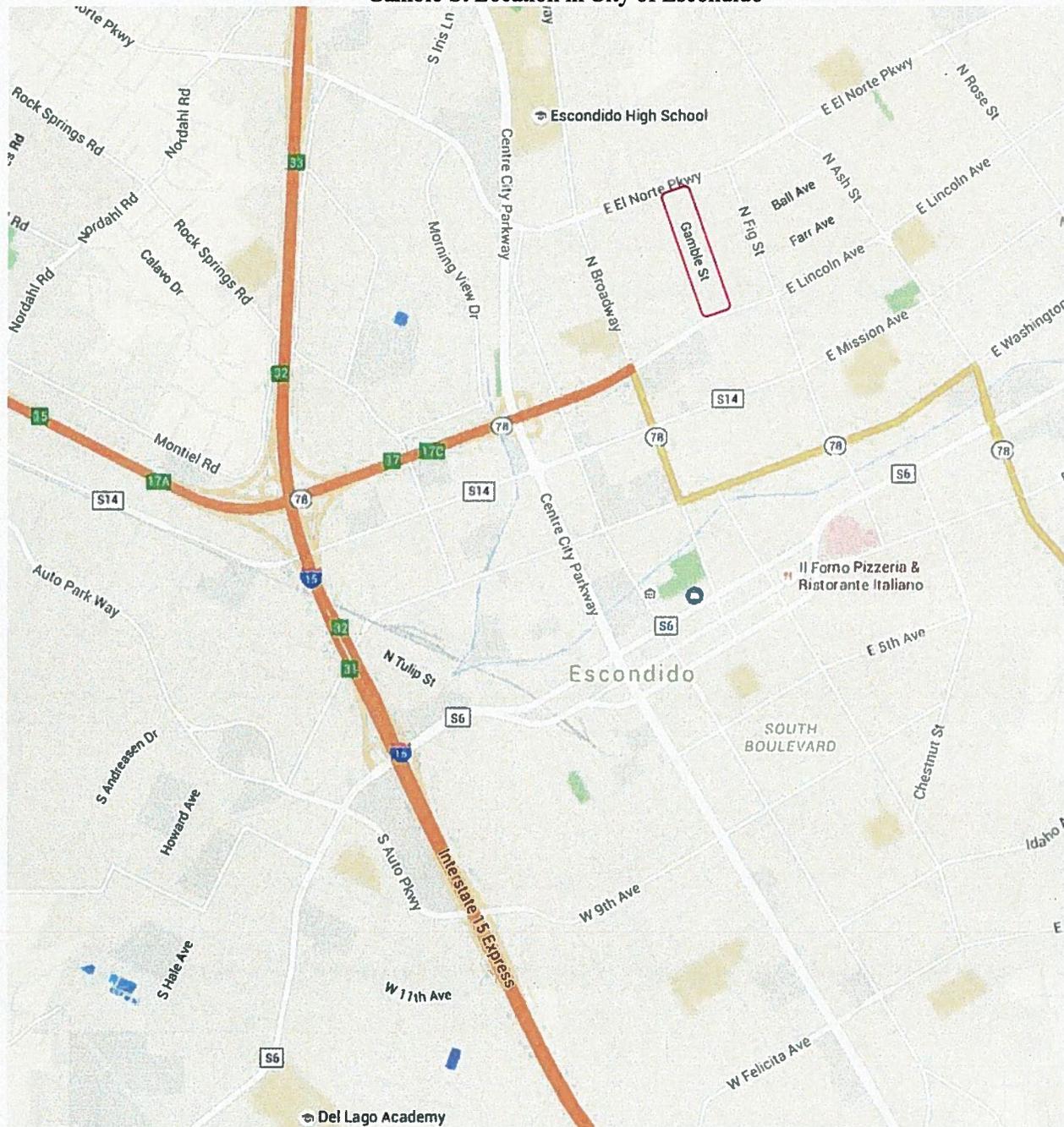
Gamble street is used by some drivers as a short-cut between El Norte Pkwy and Lincoln Ave. Considering the large number of driveways, frequent pedestrian and bicyclist activities and also speeding complaints received from the residents and Escondido Police Department (EPD), implementing traffic management measures selected from the "Traffic Management Toolbox" would likely reduce speed of vehicles and improve safety. Although not traditionally used for Residential roadway segments, striping chokers, centerline striping, extra signage, pavement marking and speed radar feedback signs have been considered for Gamble Street.

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

Table with 6 columns: PERCENTILE SPEEDS, 10%, 15%, 50%, 85%, 90%. Values: 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 speed limit of the road (25 mph).

Gamble St Location in City of Escondido



N/B Gamble St (view) at Lincoln Ave



S/B Gamble St (view) at El Norte Pkwy



To keep the residential nature of unclassified streets and to help curbside parking, City of Escondido does not mark center-lines on residential streets. Gamble Street does not have any striping or pavement marking at its current condition.

After thorough evaluation of the street's geometry, cross section, land-uses and improvements several measures were selected from the City of Escondido Traffic Management Toolbox to be implemented on Gamble St. The selected measures are described below.

1. Mid-block Striping Chokers

Striping chokers are markings in the parking zone that narrow the travel-way width for vehicles on a roadway. They are applicable on streets with speeding and cut-through problems such as Gamble St. The chokers designed for Gamble St narrow the travel-way width down to approximately 20'. To clarify the path of travel for drivers, double yellow center-lines will be painted in the area for chokers.

Three locations were selected to implement striping chokers on Gamble St. Since parking would be prohibited in the area of these chokers, the locations were selected in areas that would have least impact on curbside parking. These location are shown on the enclosed figures.

2. Speed Radar Feedback Signs

As drivers approach these signs, they are detected by radar and their speed is displayed in flashing or static lights on the sign panel. These signs are intended for residential streets with moderate traffic volumes. These radars will increase driver awareness of speed and the speed limit and they can be turned off at a higher speed threshold in order to discourage deliberate speeding. Residents and other drivers driving at the speed limit or less don't trigger the sign.

Two speed radar feedback signs have been planned to be installed on Gamble St. One for N/B traffic on the northern half of the street and one facing S/B traffic on the southern half of the street. The locations for these radars were carefully selected to be located in areas where the striping chokers will have the least impact and therefore there is a higher chance of speeding. Next figures shows the locations for the proposed radars.

3. Speed Limit Signs and Pavement Legends

Speed limit signs will be added with the Speed Radar Feedback signs. To emphasize on the residential nature of the neighborhood and to alert the drivers who may not know the speed limit of the road, "25 MPH" pavement legends will be added to the street in proper locations.

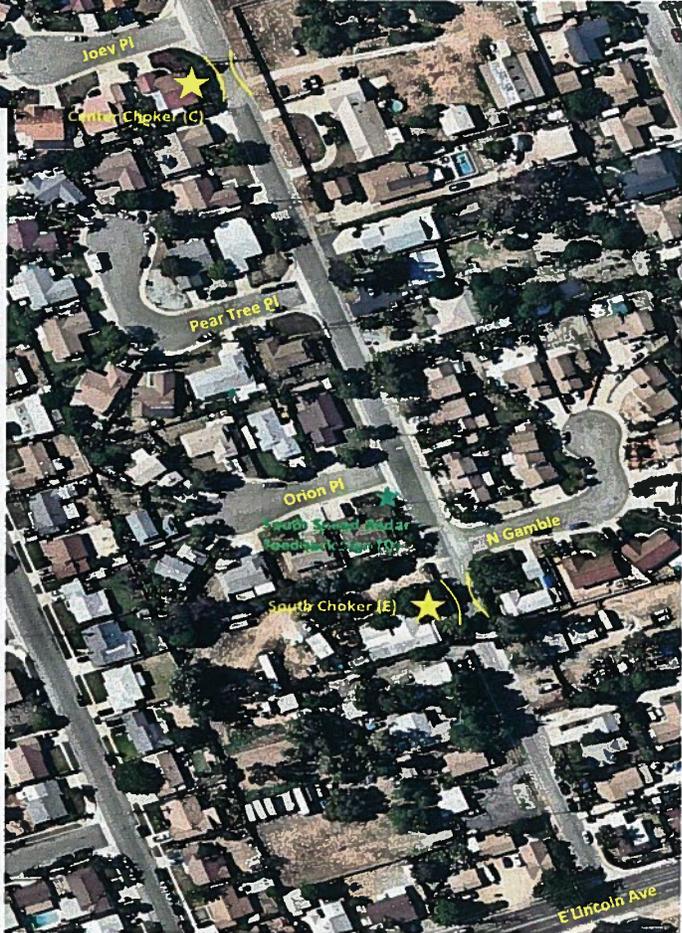
Locations for these legends will be selected based on the geometry of the roadway, location of the cul-de-sacs and areas with speeding potential.

Neighborhood Outreach

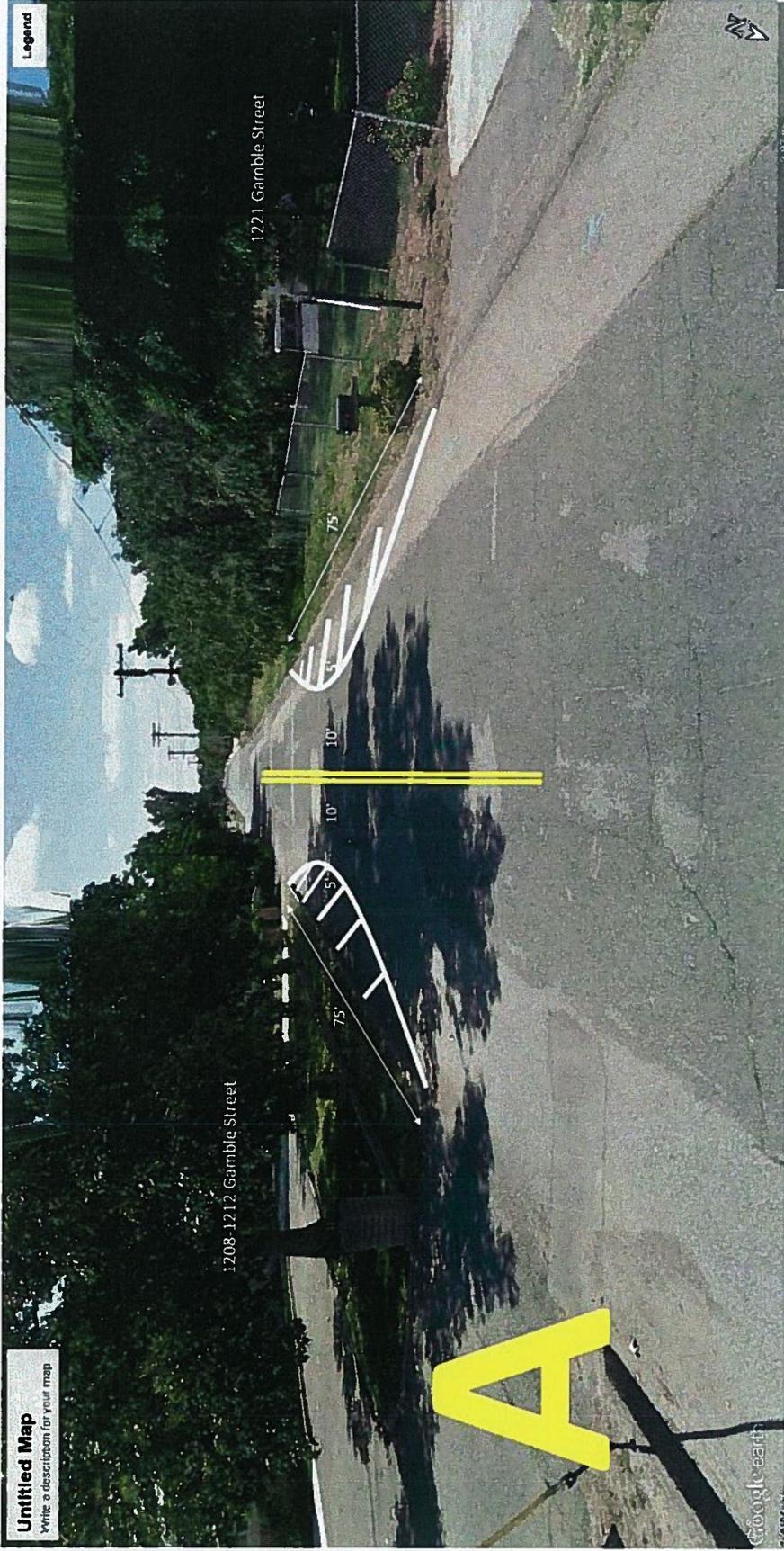
To assure neighborhood acceptance and to receive public feedback and input on the designed traffic calming plan, the designed measures and all the related exhibits were mailed to all owners and residents of properties on Gamble St and its cul-de-sacs. Staff received several good comments from residents regarding the plan and also requests for other measures to improve the flow of traffic on Gamble St.

Some residents commented that they would like to add speed tables to the plan. The estimated cost for a speed table is \$5000. The street would need at least three speed tables and this exceeds the available budget. Also it should be noted that speed tables are class II traffic calming measures which should only be implemented after class I measures have been exhausted, per City of Escondido Traffic Management Policy.

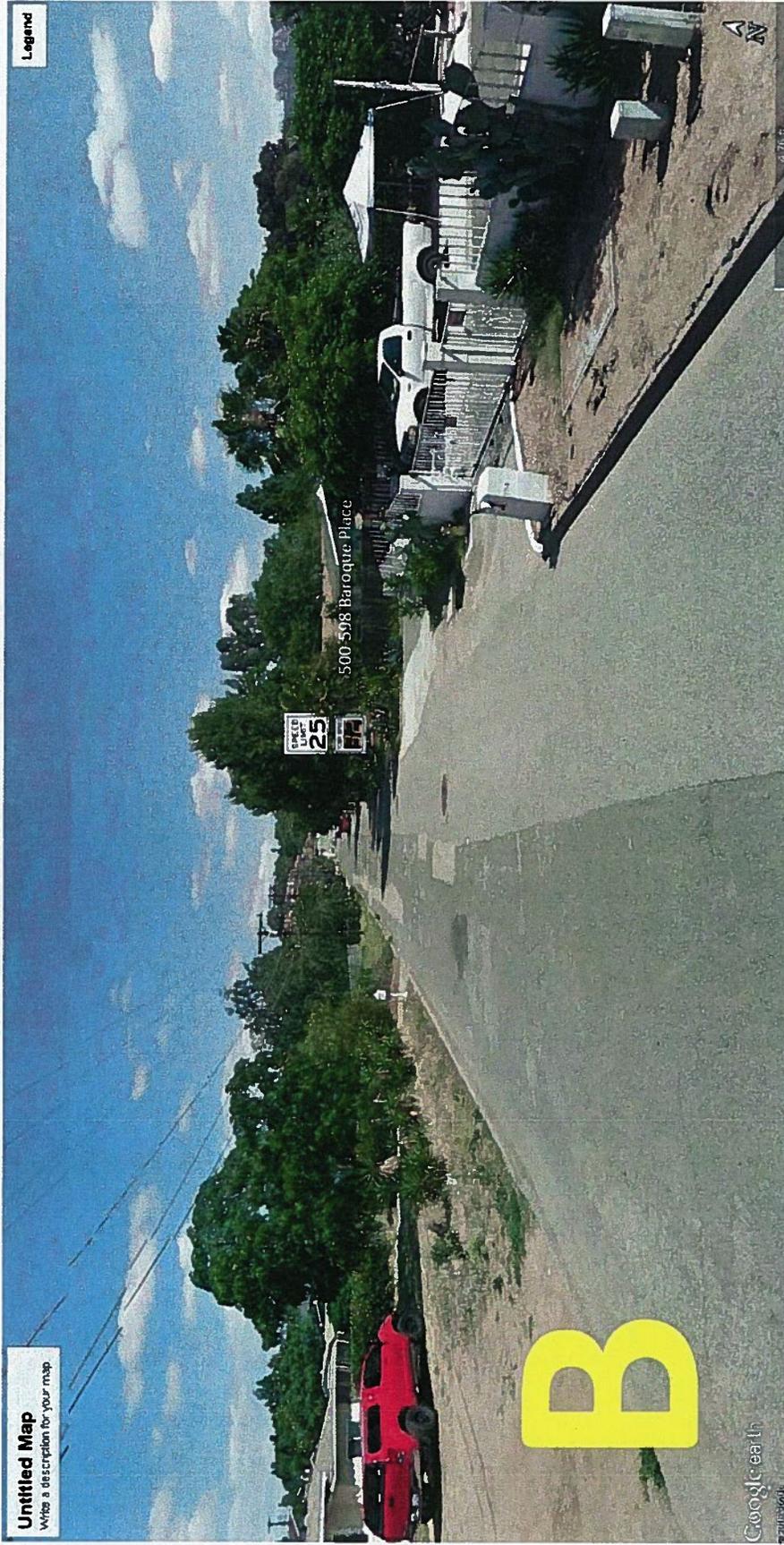
Information regarding the October 8, 2015 Transportation and Community Safety Commission was provided to the residents to attend this TCSC meeting if interested.



North Striping Choker (driving S/B view)



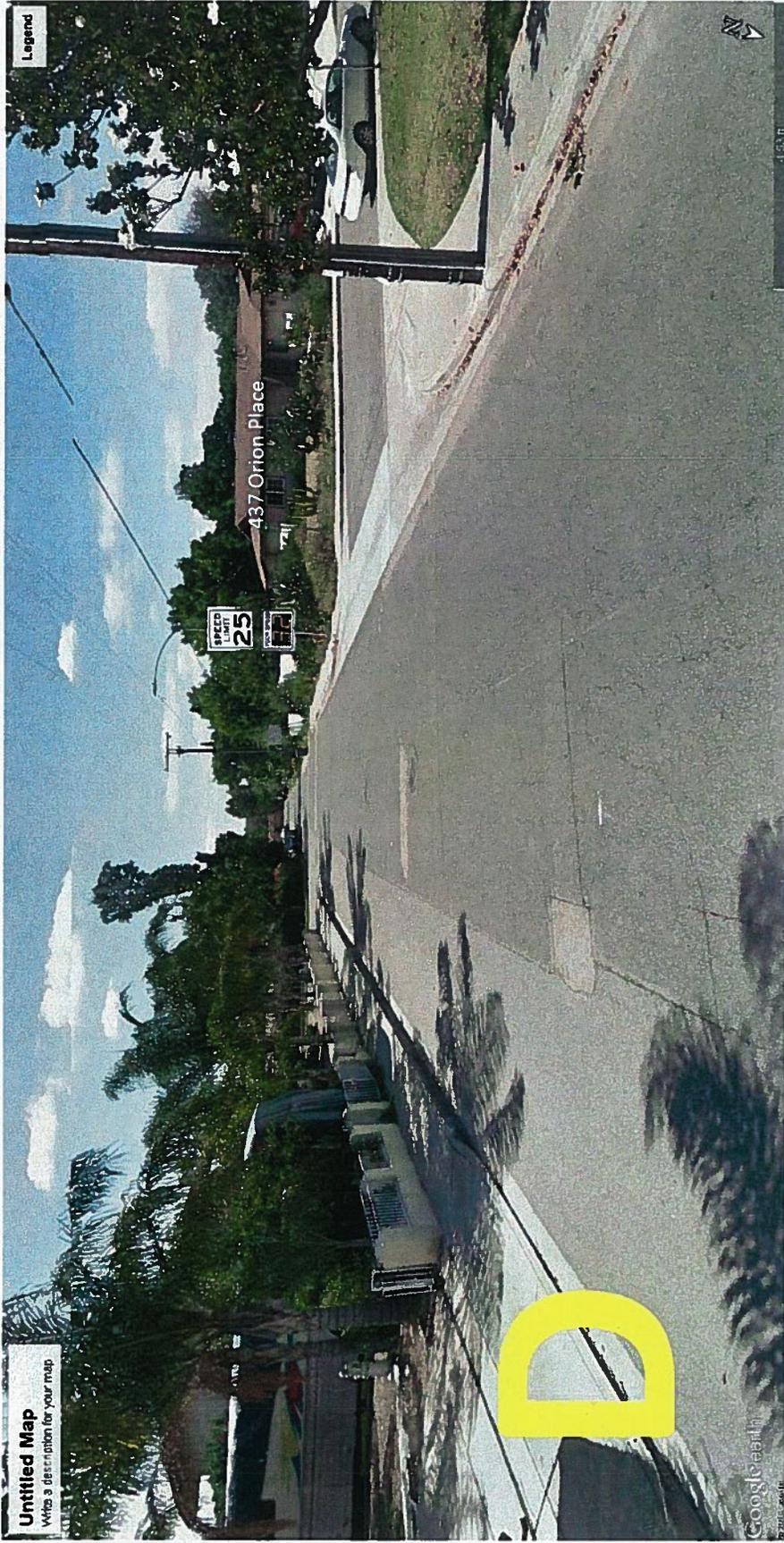
North Speed Radar Feedback Sign (driving N/B view)



Center Striping Choker (driving S/B view)



South Speed Radar Feedback Sign (driving S/B view)



South Striping Choker (driving N/B view)



The cost for implementing this traffic calming plan is approximately \$20,000 which is equal to the amount left in the 2015/2016 TCSC traffic management budget.

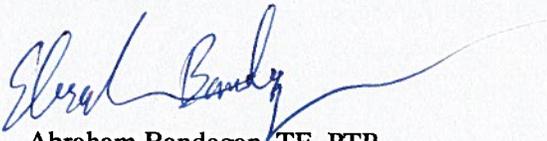
Recommendation:

Approve Traffic Calming Plan for Gamble Street and authorize use of TCSC budget to fund this work.

Necessary Council Action: None

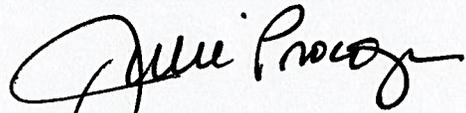
Respectfully submitted,

Prepared by:



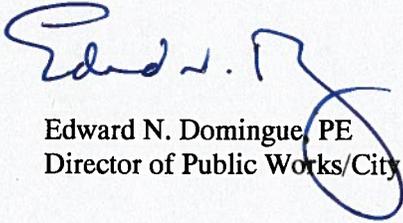
Abraham Bandegan, TE, PTP
Associate Engineer/Traffic Division

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: October 8th, 2015

Item No.: F2

Location: Citywide

Initiated By: Staff

Request: Proposals to Update Current City of Escondido Crosswalk Policy

Background:

On June 2, 2015 City of San Diego Council approved an amendment to Council Policy 200-07 "Marked Crosswalk Criteria at Uncontrolled Locations" to incorporate changes in pedestrian safety. The purpose of this policy was to provide comprehensive pedestrian crossing guidelines and to provide for the optimum level of safety and mobility for both pedestrians and motorists. Different warrants and thresholds were introduced for uncontrolled crossing in the new policy to help decision-makers in evaluating the need for midblock crossing and crossing at uncontrolled locations and the treatments needed to assure safety of pedestrians.

A summary of Current City of Escondido Crosswalk policy and the new City of San Diego Crosswalk policy and a brief comparison between the policies were presented to Transportation and Community Safety Commission (TCSC) in July and staff received valuable input from TCSC on how to proceed with updating the current city policy and which areas of the policy to improve.

Discussion & Purpose:

Transportation Commission recommended staff to revise the policy based on the latest standards and national guidelines and expressed its concern that uncontrolled crosswalks can be unsafe and suggested the new policy be drafted in a way that would justify only the mid-block and uncontrolled crosswalks that are absolutely necessary.

The purpose of this report is to provide a summary of the proposed changes to the existing City of Escondido Crossing Policy. These changes will be incorporated in the new City of Escondido Crosswalk Policy that will be presented to TCSC in April 2016.

Revisions are being proposed for different warrants and guidelines of the current city policy. This report provides the current policy's language, the proposed revision to it and the reason for each revision.

The new City of San Diego Crosswalk policy consists of "Basic Warrants", "Point Warrants" and "Crossing Treatments". The first two Warrants are similar to City of Escondido Warrants but nothing similar to the "Treatments" chapter exists in the current city policy.

Revision proposals to the first two warrants will be discussed in this report and the new Treatment chapter for the new City of Escondido Crosswalk policy will be presented to TCSC in January. The final version of the new policy will be presented to the Commission in April 2016.

1. Proposals for Revisions in Basic Warrants

In both cities' policies, all of the Basic Warrants must be met in order for an uncontrolled location to be considered for marked crosswalk.

1.1. Pedestrian Volume Warrant

- **San Diego**
The pedestrian volumes must be equal to or greater than ten (10) pedestrians per hour during the peak pedestrian hour. Children and elders/disabled persons count as 1.5. A Pedestrian Attractor within 100ft of the proposed marked crosswalk can be considered for this warrant.
- **Escondido**
Pedestrian Crossing Volume should be 10 or more per hour.
Proposal: Require pedestrian crossing volume of 10 or more per hour. Pedestrian attractors will be addressed in the Points Warrant section.

1.2. Approach Speed Warrant

- **San Diego**
The 85th percentile approach speed must be equal to or lower than 40 MPH, unless a pedestrian hybrid beacon or a HAWK signal will be installed
- **Escondido**
The 85th percentile approach speed must be equal to or lower than 45 MPH.
Proposal: The 85th percentile approach speed must be equal to or lower than 40 MPH, unless a HAWK or a pedestrian signal will be installed.

1.3. Nearest Controlled Crossing

- **San Diego**
The proposed location must be farther than 250 feet from the nearest controlled crossing
- **Escondido**
The proposed location must be farther than 400 feet from the nearest controlled crossing
Proposal: Considering the length of blocks in Escondido, staff recommends the proposed location must be farther than 400' from the nearest controlled crossing. However, if a special pedestrian attractor exists within 250 feet of the proposed location, the location can be evaluated for Points Warrants per City Engineer's discretion.

1.4. Visibility Warrant

- **San Diego**
The motorist must have an unrestricted view of all pedestrians equal to or greater than the "Stopping Sight Distance" needed for the 85th percentile speed.
- **Escondido**
The motorist must have an unrestricted view of all pedestrians equal to or greater than 200ft. Grades, curves and other restrictions need special attention.
Proposal: The motorist must have an unrestricted view of all pedestrians equal to or greater than the "Stopping Sight Distance" needed for the 85th percentile speed.

1.5. Illumination Warrant

- **San Diego and Escondido**

The proposed location must have existing lighting.

Proposal: No changes are proposed for this warrant.

1.6. Accessibility Warrant

- **San Diego**

The proposed location must have existing accessibility to disabled pedestrians or have accessibility improvements programmed

- **Escondido**

No specific requirements are included in the policy

Proposal: The proposed location must have existing accessibility to disabled pedestrians or accessibility improvements shall be included as part of the project.

2. Points Warrants

In both policies, Point warrants are the number of points a location gets along with the Basic Warrants to qualify for a marked crosswalk. Different Point Warrants are provided below. City of San Diego has a total of 38 points available while City of Escondido has 30 points. Both policies require a minimum of 16 points to justify an uncontrolled crossing. Per TCSC recommendation, staff did not increase the available 30 points in the Points Warrants.

2.1. Pedestrian Volume Warrant

- **San Diego**

T1.1a Pedestrian Volume Warrant		
Number of Pedestrians (Peak Hour)	Points	Total Available Points
10 – 25	4	10
26 – 50	8	
51+	10	
T1.1b Latent Pedestrian Demand Warrant (in lieu of Pedestrian Volume Warrant)		
Condition	Points	Total Available Points
(a) The proposed crosswalk is in a commercial, mixed land use, or high density residential area.	3	10
(b) A pedestrian or shared use path is interrupted by a restricted crossing.	3	
(c) A pedestrian attractor/generator is directly adjacent to the proposed crosswalk as defined in the explanatory notes below.	4	

- **Escondido**

No. of Pedestrians (Peak Hour)	Points	Total Available Points
11-30	2	10
31-60	4	
61-90	6	
91-100	8	
Over 100	10	

Proposal: Use the existing City of Escondido “Volume Warrant” table with the following addition. The actual latent demand will be counted where feasible. However, when not possible to observe and count the latent demand, the number of counted pedestrians will be increased by 30% in locations with latent demand potential based on engineer’s judgement which could include the following locations.

- Areas such as commercial areas and high density residential areas
- Where a pedestrian traffic generator exists within 600’ of the proposed crosswalk
- Other locations with potential latent demand based on engineering judgement

2.2. General Condition Warrant

- **San Diego**

T1.2 General Condition Warrant		
Condition	Points	Total Available Points
(a) The nearest controlled crossing is greater than 300 feet from the proposed crosswalk.	3	18
(b) The proposed crosswalk will position pedestrians to be better seen by motorists.	3	
(c) The proposed crosswalk will establish a mid-block crossing between adjacent signalized intersections or it will connect an existing pedestrian path.	3	
(d) The proposed crosswalk is located within ¼ mile of pedestrian attractors/generators as defined in the explanatory notes below.	3	
(e) An existing bus stop is located within 100 feet of the proposed crosswalk.	3	
(f) Other factors.	3	

- **Escondido**

Condition	Points	Total Available Points
Will Clarify and define pedestrian routes across complex intersections	2	10
Will position pedestrians to be seen better by motorists	2	
Will channelize pedestrians into a significantly shorter path	2	
Will position pedestrians to expose him to fewer vehicles	2	
Engineering judgement, unusual conditions	2	

Proposal: The Condition Warrant table is recommended to be revised as follows.

Condition	Points	Total Available Points
The nearest controlled pedestrian/bicycle crossing is greater than 600 feet from the proposed crosswalk	3	12
The proposed crosswalk will position pedestrians to be seen better by motorists (applicable to uncontrolled intersections only)	2	
An existing bus-stop is located within 100 feet of the proposed crosswalk	2	
The proposed crosswalk will establish a midblock crossing and channelize the flow where pedestrian crossing is spread over a long stretch of road	2	
Other safety related factors	3	

2.3. Gap Time Warrant

- **San Diego**

T1.3 Gap Time Warrant		
Average Number of Vehicular Gaps per Five-Minute Period	Points	Total Available Points
0 – 0.99	0	10
1 – 1.99	1	
2 – 2.99	8	
3 – 3.99	10	
4 – 4.99	8	
5 – 5.99	1	
6 or over	0	

- **Escondido**

Average Number of Vehicular Gaps per Five-Minute Period	Points	Total Available Points
0-0.99	10	10
1-1.99	8	
2-2.99	6	
3-3.99	4	
4-4.99	2	
5 or over	0	

Proposal: The Gap Time Warrant is recommended to be revised similar to the new City of San Diego Gap Time Warrant per following table to reflect the bell-shaped curve.

Average Number of Vehicular Gaps per Five-Minute Period	Points	Total Available Points
0-0.99	0	8
1-1.99	2	
2-2.99	4	
3-3.99	8	
4-4.99	4	
5-5.99	2	
6 or over	0	

3. Treatments

If the proposed crossing location meets the criteria set by both the Basic and Point warrants, the next step is to evaluate the most appropriate crossing treatment(s) to be installed with the marked crosswalk. This is the section that current City of Escondido Crosswalk Policy does not address and is recommended to be added to the new policy. This section will be presented to Commission for comments and recommendations in January 2016.

Recommendation: Staff requests review and recommendation on the proposed changes to the current City of Escondido Crosswalk Policy

Necessary Council Action: None

Respectfully submitted,

Prepared by:



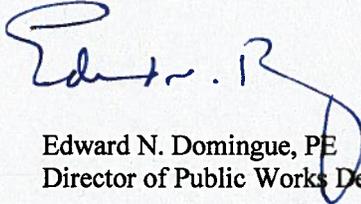
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Reviewed by:



Julie B. Procopio, PE
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Approved by:



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



CITY OF ESCONDIDO

TRANSPORTATION and COMMUNITY SAFETY COMMISSION

Commission Report of: October 8th, 2015

Item No.: F3

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 11 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 10, the recommended speed limit is changing (decrease by 5mph) based on the 85th-percentile speed of the new speed survey.

For speed surveys 4-8, 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.

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	Fig Street	El Norte Pkwy	Lincoln Pkwy	07/25/07	35	37	35	35 (25 WCAP)
2	Fig Street	Lincoln Pkwy	Mission Ave	07/25/07	35	37	35	35
3	Fig Street	Mission Ave	Washington Avenue	07/26/07	35	37	35	35
4	Fig Street	Washington	Valley	07/31/07	30	33	35	30**
5	Fig Street	Valley Pkwy	Grand	08/01/07	25	30	30	25**
6	Quince Street	Mission	Valley	07/17/07, 08/06/07	35	38	40	35**
7	Quince Street	Valley Pkwy	Ninth Ave	08/07/07	35	37	35	35
8	Quince Street	Ninth Ave	Thirteenth Ave	08/08/07	30	33	35	30**
9	San Pasqual Road	Bear Valley	City Limits	08/13/07	50	48	50	50 (25 WCAP)
10	Broadway	North Avenue	Jesmond Dene	04/21/09	50	44	45	45↓
11	Broadway	Jesmond Dene	Rincon	12/04/07	45	48	50	45

* Indicates speed survey which requires City Council approval.

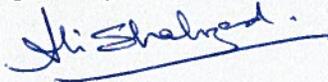
** Indicates round down the speed limit to the lower five miles per hour increment, per CVC 21400 (b), or higher than average collision rate.

↓ Indicates speed going down.

Necessary Council Action: None. (All recertification's).

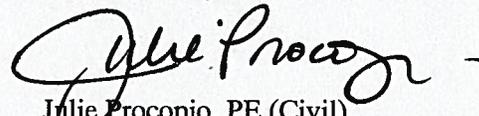
Respectfully submitted,

Prepared by:



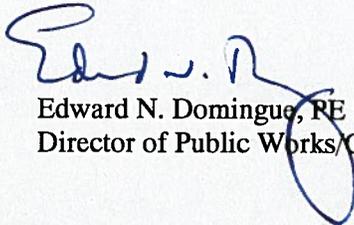
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