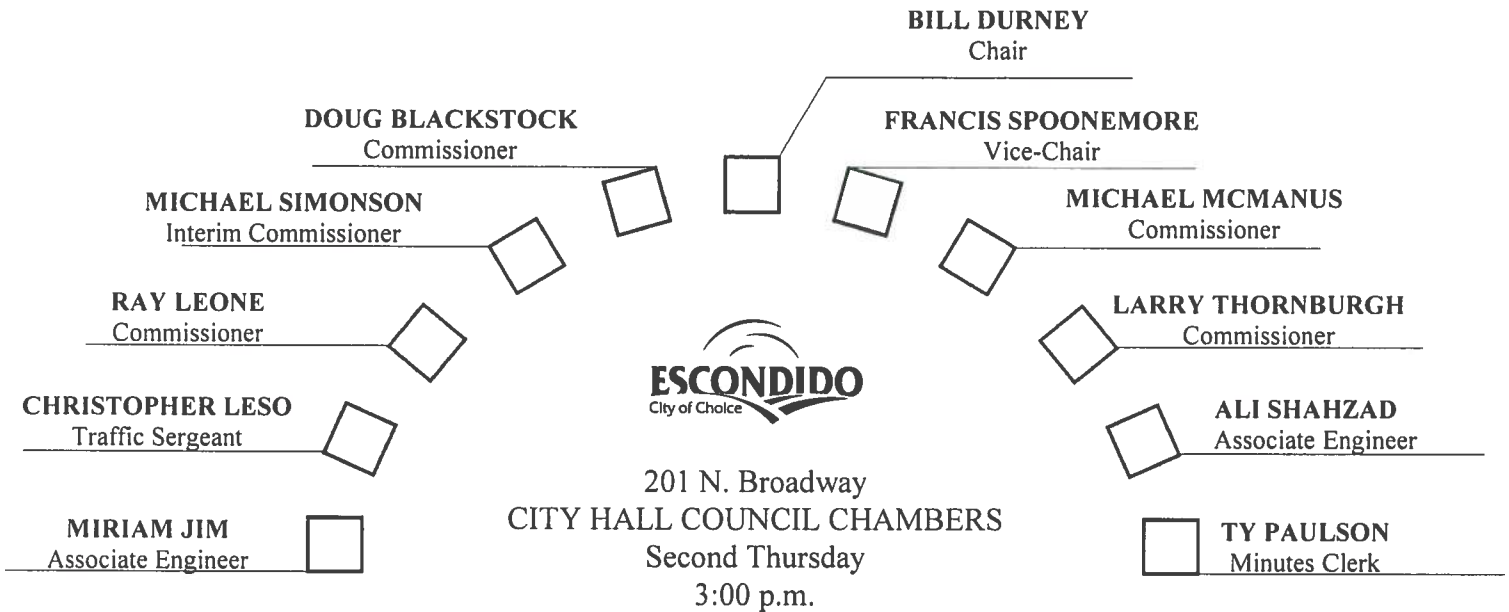


CITY OF ESCONDIDO

Transportation & Community Safety Commission



AGENDA January 11th, 2018 Page | 1

- A. FLAG SALUTE
- B. ROLL CALL AND DETERMINATION OF QUORUM
- C. ORAL COMMUNICATIONS* (At this time, members of the public are encouraged to speak to the Commission concerning items not already on this agenda. A time limit of three [3] minutes per speaker and a total time allotment of fifteen [15] minutes will be observed.)

The Brown Act provides an opportunity for the members of the public to directly address the Commission on any item of interest to the public, before or during the Commission's consideration of the item. If you wish to speak regarding an agenda item, please fill out a speaker's slip and give it to the minute's clerk who will forward it to the Chairman.

If you wish to speak concerning an item not on the agenda, you may do so under "Oral Communications" which is listed on the agenda.

The City of Escondido recognizes its obligation to provide equal access to public meetings to those qualified individuals with disabilities. Please contact the Human Resources Department (839-4643) with any requests for reasonable accommodation, to include sign language interpreter, at least twenty-four (24) hours prior to the meeting.

D. APPROVAL OF MINUTES OF OCTOBER 12th, 2017 MEETING

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

F. NEW BUSINESS

1. Election of New Commission Chair and Vice-Chair

Source: Staff
Recommendation: Approval
Previous action: None.

2. Speed Surveys

Source: Staff
Recommendation: Approval
Previous action: None.

G. OLD BUSINESS

1. An overview of various projects involving the City.

Source: Staff

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

- a. Traffic Signals in Design: El Norte/Fig & East Valley Pkwy/Date – Design 100% complete, NEPA revalidation received from Caltrans. Construction Authorization of funds and Modified E-76 approved – Out to Bid this winter. Felicita/Escondido Blvd LTP signal modification – Design in progress, awaiting ATP Fund Authorization.
- b. Traffic Signals – in Plancheck: Hotel Traffic Signal on La Terraza Blvd. (2nd check). Centre City/Mission signal modification. El Norte/Bike Path crossing near bridge over flood control channel (Plancheck in progress). Construction Completed: North Ash/ Vista Ave., North Ash/Sheridan Avenue, El Norte/Vista Verde Way, Centre City/Washington signal modification, County Harmony Grove/Citracado Pkwy., County/City Signal on Boyle/Bear Valley Pkwy Pending Construction Emmanuel Faith Traffic Signal on Encino/17th Ave.

H. SCHOOL AREA SAFETY

- a. Bernardo Elementary – Signage and red curbing.
- b. Bond Projects coordination.
- c. Countdown Pedestrian Heads ordered for TMPL locations.

- I. COUNCIL ACTION* (A briefing on recent Council actions on Commission related items.)
 - a. Missing Link Bicycle Path to be awarded on 2/14/18.

- 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.

(January 11th, 2018) TCSC Agenda

CITY OF ESCONDIDO

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

October 12, 2017

The regular meeting of the Escondido Transportation and Community Safety Commission was called to order at 3:01 p.m., Thursday, by Chair Durney, in the Mitchell Room, 201 North Broadway, Escondido, California.

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

Commissioners absent: Commissioner Leone and Commissioner Blackstock.

Staff present: Julie Procopio, Director of Engineering; Homi Namdari, Assistant City Engineer; Ali Shahzad, Associate Engineer/Traffic Division; Virpi Kuukka-Ruotsalainen, Department Specialist; Miriam Jim, Associate Engineer; Mark Petersen, Traffic Sergeant; and Ty Paulson, Minutes Clerk.

ORAL COMMUNICATIONS: None.

MINUTES:

Moved by Commissioner Simonson, seconded by Commissioner McManus, to approve the minutes of the July 13, 2017, meeting. Motion carried unanimously.

CONSENT ITEMS: None.

NEW BUSINESS:

1. An overview of various projects involving the City.

Miriam Jim, Associate Engineer, referenced the staff report and noted that staff recommended the Commission review and approve the City of Escondido 2017 Traffic Management Projects List (TMPL) Prioritization.

Commissioner Thornburgh and staff discussed the reasoning for moving the crosswalk on Rose.

Commissioner Thornburgh felt curb pop outs would help signage be more visible.

Richard Conwell, Escondido, thanked the City for the traffic calming measures on Eucalyptus Avenue. He stated that only 15 of the 140 signatures mentioned in the report lived on Eucalyptus Avenue. He felt that many of the individuals who signed the petition gravitated to the section on median striping. He suggested that the painted street signage be painted past the existing posted signage. He asked that the language regarding the median striping be removed from future letters. He also asked what the status was for Citracado Parkway being finalized, noting his concern with the time needed to reach the hospital.

Chairman Durney noted that it was easy to exceed the speed limit while traveling down Eucalyptus Avenue to the south. He also noted that he was in favor of the proposed traffic calming measures for Eucalyptus Avenue.

Mr. Shahzad noted that the street legend signage could be installed away from the radar signage but could not be installed too far away from the posted speed limit signage.

ACTION:

Moved by Commissioner Simonson, seconded by Commissioner Thornburgh, to approve staff's recommendation. Motion carried unanimously.

OLD BUSINESS:

1. An overview of various projects involving the City
 - a. Traffic Signals in Design. El Norte/Fig & East Valley Pkwy/Date – Design 100% complete, NEPA revalidation received from Caltrans. Construction Authorization of funds and Modified E-76 approved. Out to bid this fall. Felicita/Escondido Blvd LTP signal modification – Design in progress, awaiting ATP fund authorization.
 - b. Traffic Signals – in Plancheck: Hotel Traffic Signal on La Terraza Blvd. (2nd check). Centre City/Mission signal modification. El Norte/Bike Path crossing near bridge over flood control channel (Plancheck in progress). Construction Completed: North Ash/Vista Ave., North Ash/Sheridan Avenue, El Norte/Vista Verde Way, Centre City/Washington signal modification, County Harmony Grove/Citracado Pkwy., County/City Signal on Boyle/Bear Valley Pkwy. Pending Construction Emmanuel Faith Traffic Signal on Encino/17th Ave.

Received.

SCHOOL AREA SAFETY:

- a. Construction at Central Elementary – Temporary bus zone.

- b. Construction at Orange Glen Elementary – New crosswalk striping by school district (Hold)
- c. Future bond projects coordination.

Received.

COUNCIL ACTION:

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

Received.

ORAL COMMUNICATIONS: None.

TRANSPORTATION COMMISSIONERS:

Chair Durney and Director Procopio discussed the status for Citracado Parkway.

Commissioner Thornburgh and staff discussed the status for Bear Valley Parkway East. Additional discussion ensued regarding future plans for Citracado Parkway and the intersections of El Dorado and Juniper.

Chairman Durney expressed his concern with Commissioner Leone being absent from multiple meetings. Mr. Shahzad noted that new commissioner applications began in January.

ADJOURNMENT:

Chair Durney adjourned the meeting at 4:44 p.m. The next meeting of the Commission would be held January 11, 2018, 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: January 11th, 2018

Item No.: F1

Location: N/A

Initiated By: City Staff

Request: City Staff

Subject: Election of new Commission Chair and Vice-Chair.

Background:

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

Discussion & Purpose:

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

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

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

Sec. 28-61. Election of chairperson.

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

Sec. 28-62. Duties.

It shall be the duty of the commission:

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

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

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

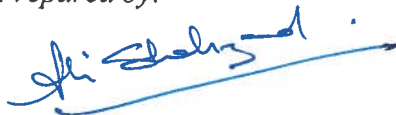
Recommendation:

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

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

Respectfully submitted,

Prepared by:



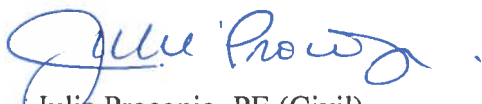
Ali Shahzad, PE (Traffic)
Associate Engineer/Traffic

Reviewed by:



Homi Namdari, PE (Civil)
Assistant City Engineer

Approved by:



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



CITY OF ESCONDIDO
TRANSPORTATION and
COMMUNITY SAFETY COMMISSION

Commission Report of: January 11th, 2018

Item No.: F2

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 2017 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 2014 California Manual on Uniform Traffic Control Devices (CA-MUTCD) Revision 2 dated April 7, 2017.

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 April 7, 2014, Rev.2.

“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).

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 Revision 2, 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 4 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 surveys 1, 2, 3, 4 and 5, the recommended speed limit is set based on the 85th-percentile speed of the new speed survey.

Table 1 - Overview of Speed Surveys

Segment No.	Street Name	Segment		Previous Speed Survey	Posted Speed Limit (MPH)	Classification	85 th Percentile (MPH)	Recommended Speed Limit (MPH)	Speed Limit to be posted, per Traffic Engineer
		From	To						
1	Auto Park Way (N)	Andreasen	Hale	11/17/10	35	C 40	33	35	35
2	Auto Park Way (S)	Andreasen	Hale	11/17/10	35	C 40	36	35	35
3	Auto Park Way	Hale	West Valley	11/16/10	35	C 40	35	35	35
4	Auto Park Way	West Valley	Ninth	11/16/10	40	C 40	42	40	40 (25WCAP)
5	Auto Park Way	Ninth	I-15	11/16/10	35 (25WCAP)	M 50	36	35 (25WCAP)	35 (25WCAP)

* Indicates new established 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.

↑ Indicates speed going up.

Necessary Council Action: None as all are re-certifications and existing speed limits remain.

Respectfully submitted,

Prepared by:

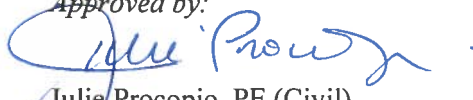
Ali M. Shahzad, PE (Traffic)/ Virpi Kuukka-Ruotsalainen
 Associate Engineer/Traffic Division

Reviewed by:



Homi Namdari, PE (Civil)
 Assistant City Engineer

Approved by:



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