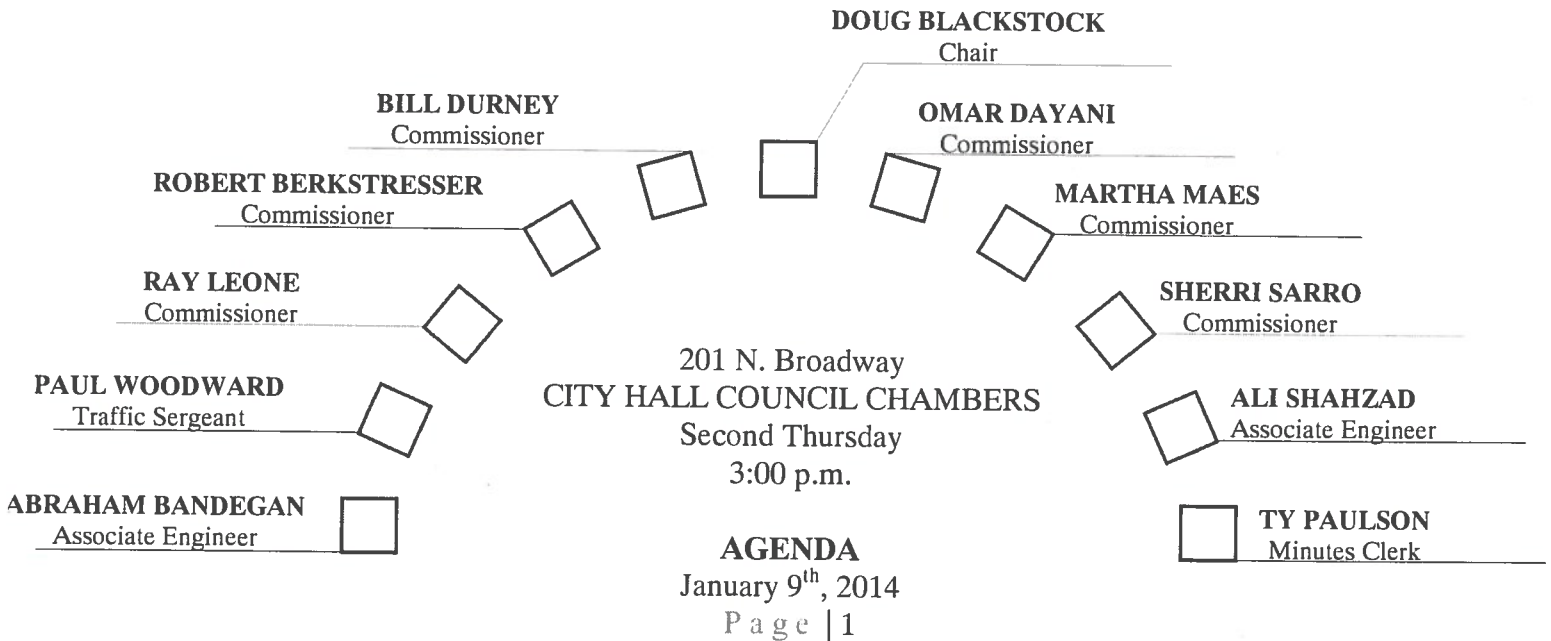


# CITY OF ESCONDIDO

## 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.)

C1. Presentation from Bike-Walk Escondido (10 Minutes).

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*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.*

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*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 10, 2013 MEETING

E. CONSENT ITEMS

1. New Striping Plan for Mission Ave. from N Broadway to Fig St. and for E Valley Pkwy from Midway Dr. to Citrus Ave.

Source: Staff

Recommendation: Approval

Previous action: None

F. NEW BUSINESS

1. Review and Approve a Policy for Prioritizing Traffic Management and Traffic Calming Projects

Source: Staff

Recommendation: Approval

Previous action: None

2. Feasibility Study – A mid-block pedestrian crossing on N. Broadway North of Sheridan Ave.

Source: Bike Walk Escondido, Staff

Recommendation: Approval of Alternate Solution

Previous action: None

3. Speed Surveys – Approve new batch of speed surveys, including changes to posted limits.

Source: Staff

Recommendation: Approval

Previous action: None

4. Rural Residential Roadway Standards – Alternative Roadway Standards to be recommended for Approval to the City Council.

Source: Staff

Recommendation: Approval

Previous action: Continued item from October 10, 2013 Meeting.

G. 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. Truck Route signage – installation complete

Recommendation: Receive and file reports.

- b. Highway Safety Improvement Program (HSIP) Funding Awarded for two (2) Top Priority Traffic Signals.

H. SCHOOL AREA SAFETY

1. Pedestrian Safety – Reidy Creek School – Traffic Congestion.

Source: Officer Navarro & School District

Recommendation: Sign install for “No right turn on Red” on southbound approach, and proposed alternate striping concept by Staff to report back on.

I. ANY OTHER BUSINESS

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

Source: Staff

Recommendation: None (informational)

- J. COUNCIL ACTION\* (A briefing on recent Council actions on Commission or related items.) – Traffic Impact Analysis Guidelines to Council Dec 5<sup>th</sup>, 2013, with significant thresholds approved.

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

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

M. ADJOURNMENT

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

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

# CITY OF ESCONDIDO

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

**October 10, 2013**

The regular meeting of the Escondido Transportation Commission was called to order at 3:05 p.m., Thursday, by Vice-chairman Durney, in the City Council Chambers, 201 North Broadway, Escondido, California.

**Commissioners present:** Chairman Blackstock, Commissioner Maes, Commissioner Dayani, and Vice-chairman Durney.

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

**Staff present:** Ali Shahzad, Associate Engineer; Paul Woodward, Traffic Lieutenant; Julie Procopio, Assistant Director of Engineering; Abraham Bandegan, Associate Engineer/Traffic Division; Sergeant Woodward, Escondido Police Department; Homi Namdari, City Engineer; Beth Kassebaum, Associate Engineer; and Liane Uhl, Minutes Clerk.

**ORAL COMMUNICATIONS:** None.

### **MINUTES:**

Moved by Commissioner Durney, seconded by Commissioner Dayani, to approve the minutes of the August 8, 2013, meeting. Motion carried. Ayes: Maes, Dayani, and Durney. Noes: None. Abstained: Blackstock. (3-0-1)

### **CONSENT ITEMS:**

1. Country Club Lane and Gary Lane: request for flashing stop signs – staff recommending alternative traffic calming

Mr. Shahzad referenced the staff report and noted staff recommended approval of stop ahead warning signs and pavement markings.

### **ACTION:**

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

## **NEW BUSINESS:**

1. Speed Surveys – Approve new batch of speed surveys, including changes to posted limits.

Mr. Shahzad referenced the staff report and noted staff recommended approval of the following speed surveys: 1) Broadway - Washington Avenue to Grand Avenue – 35 MPH; 2) Broadway - Grand Avenue to 3<sup>rd</sup> Avenue – 25 MPH; 3) Broadway – 3<sup>rd</sup> Avenue to 5<sup>th</sup> Avenue – 30 MPH; 4) Grand Avenue – Valley Boulevard to Fig Street – 30 MPH; 5) Grand Avenue – Fig Street to Ash Street – 40 MPH; 6) Grand Avenue – Ash Street to Rose Street – 40 MPH; 7) Grand Avenue – Rose Street to Midway Drive – 40 MPH; 8) Grand Avenue – Midway Drive to Bear Valley Parkway – 35 MPH; 9) Juniper Street – 5<sup>th</sup> Avenue to 9<sup>th</sup> Avenue – 40 MPH; 10) Juniper Street – 9<sup>th</sup> Avenue to Chestnut Street - 40 MPH; 11) West Mission Avenue – Andreasen Drive to Rock Springs Road – 40 MPH; 12) Oak Hill Drive – Bear Valley Parkway to Citrus Avenue – 35 MPH; 13) Reed Road – Citrus Avenue to end – 40 MPH; and 14) Rock Springs Road – City Limits to Lincoln Avenue – 40 MPH.

Discussion ensued regarding a clarification of the accident history for Mission Avenue.

## **ACTION:**

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

2. Rural Residential Roadway Standards – to be recommended for approval to the City Council.

Mr. Shahzad referenced the staff report and noted staff recommended approval to City Council of the Rural Residential Roadway Standards.

Commissioner Dayani asked if the intention was to modify the General Plan. Ms. Procopio noted that goal was to create a new design standard for new developments and other areas that might annex into the City.

Commissioner Dayani asked if the Fire Department was in favor of staff's recommendation, with specially emphasis on the narrower streets with no parking. Ms. Procopio replied in the affirmative. Commissioner Dayani expressed his concern with enforcement being an issue.

## **ACTION:**

Moved by Commissioner Dayani, seconded by Commissioner Durney, to continue Item 2 for the purpose of obtaining information regarding enforcement procedures for no parking. Motion carried unanimously.

3. Traffic Impact Analysis Requirement Guidelines.

Mr. Bandegan referenced the staff report and noted staff recommended approval of the Traffic Impact Analysis Requirement Guidelines and Thresholds for Significant Traffic Impacts.

**Maya Rosas, Walk San Diego, Bike Walk Escondido**, noted that SB 743 had been passed that would not allow Vehicular Level of Service to be recognized as an environmental impact around transit priority areas and as such the State Office of Planning and Research had been directed to study an alternative to Vehicular Level of Service.

Commissioner Dayani and Mr. Namdari discussed lowering the standard for the Level of Service to help re-emphasize pedestrian and bike activity.

**ACTION:**

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

**OLD BUSINESS:**

- a. Truck Route signage – installation in progress
- b. San Pasqual School signage – Signs installed and changed after request from Monica Hoffsteder
- c. Escondido Transit Center Modifications – SANDAG indefinitely on hold.

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

**SCHOOL AREA SAFETY**

1. Pedestrian and Bike Safety – Students crossing mid-block on Broadway at Escondido High School – Report received from Bike Walk Escondido Committee.

**ANY OTHER BUSINESS:**

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

**COUNCIL ACTION:** None.

**ORAL COMMUNICATIONS:** None.

**TRANSPORTATION COMMISSIONERS:**

Commissioner Durney noted that his vehicle was very light and did not trigger the photo enforcement at many of the intersections. Mr. Shahzad asked Commissioner Durney to forward him the intersections where he noticed issues.

**ADJOURNMENT:**

Chairman Blackstock adjourned the meeting at 3:55 p.m. The next meeting of the Commission would be held on January 09, 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: January 9<sup>th</sup>, 2013**

**Item No.: E1**

**Location: Mission Ave. from Broadway to Fig St. and E. Valley Pkwy from Midway Dr to Bear Valley Pkwy.**

**Initiated By: City Staff**

**Subject: Approve Striping Cross Section for Mission Ave. and E. Valley Pkwy**

**Background:**

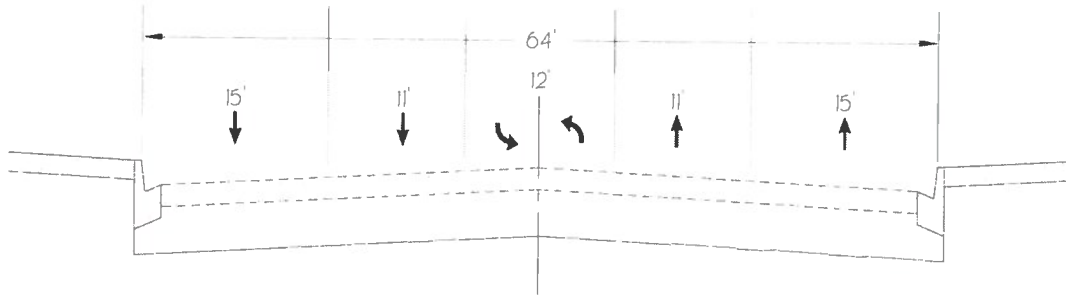
In order to better implement the current City of Escondido General Plan goal of “Complete Streets” to accommodate all modes of traffic including pedestrians and bicyclists, City Staff plans to design new striping plans for streets as they are being resurfaced.

**Discussion & Purpose:**

Two of the road segments that are scheduled to be resurfaced completely during the FY13/14 Street Rehabilitation Project are Mission Ave. from Broadway to Fig St. and E. Valley Pkwy from Midway Dr to Bear Valley Pkwy. According to the City of Escondido Bicycle Master Plan, both these street segments are categorized as class II bike-lanes. Engineering staff has designed new striping cross-sections based on the classifications of the bike-lanes on these street segments.

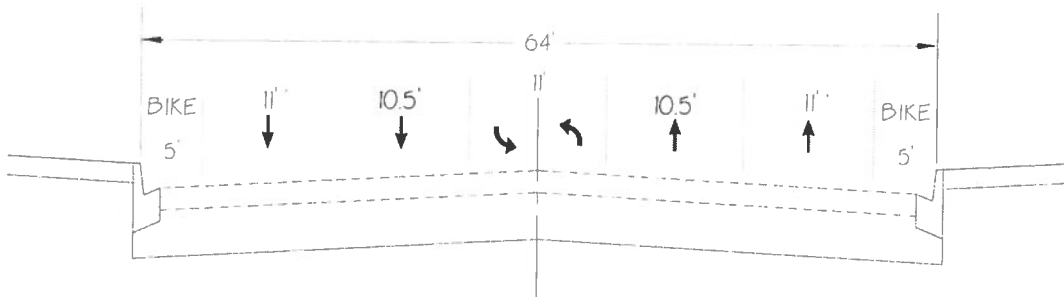
Considering the segments’ available widths and in compliance with standards given in CA-MUTCD2012, index 301.2 of Highway Design Manual and its guidelines such as “*Reduction of Cross Section Elements Adjacent to Class II Bikeways: There are situations where it may be desirable to reduce the width of the lanes in order to add or widen bike lanes or shoulders. In determining the appropriateness of narrower traffic lanes, consideration should be given to factors such as motor vehicle speeds, truck volumes, alignment, bike lane width, sight distance, and the presence of on-street parking. When on-street parking is permitted adjacent to a bike lane, or on a shoulder where bicycling is not prohibited, reducing the width of the adjacent traffic lane may allow for wider bike lanes or shoulders, to provide greater clearance between bicyclists and driver-side doors when opened.*”, narrower lane widths were chosen for the purpose of traffic management on these streets and also to accommodate the necessary width for the class II bike-lanes. Based on the above standards and guidelines, new striping cross-sections were designed by City Staff for the mentioned segments. Current and proposed striping cross-sections are shown in the next exhibits.

The proposed striping cross-sections will be shared with the City’s Neighborhood Groups during their January meetings for their information.



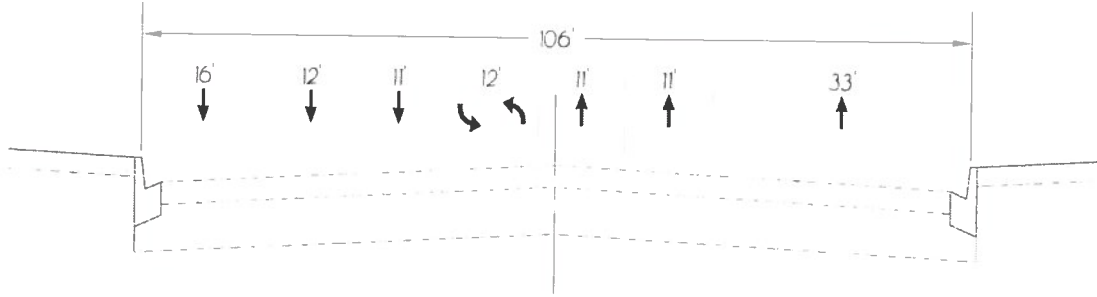
**EXISTING  
MISSION AVENUE**  
*Broadway to Fig Street (typ.)*

NOT TO SCALE



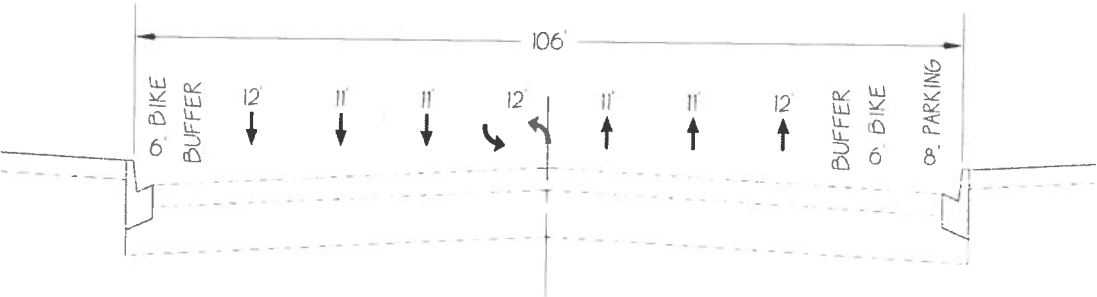
**PROPOSED  
MISSION AVENUE**  
*Broadway to Fig Street (typ.)*

NOT TO SCALE



**EXISTING  
EAST VALLEY PARKWAY**  
Midway to Bear Valley Pkwy.

NOT TO SCALE



**PROPOSED  
EAST VALLEY PARKWAY**  
Midway to Bear Valley Pkwy.

NOT TO SCALE

**Recommendation:**

Approve the proposed new striping cross-section for Mission Ave. and E. Valley Pkwy

**Necessary Council Action:** None


**Respectfully submitted,**

*Prepared by:*



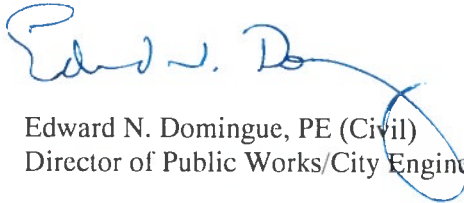
Abraham Bandegan, TE, PTP  
Associate Engineer/Traffic Division

*Reviewed by:*



FOR (Homi Namdari, PE (Civil)  
Assistant City Engineer

*Approved by:*



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



**CITY OF ESCONDIDO**  
**TRANSPORTATION and**  
**COMMUNITY SAFETY COMMISSION**

**Commission Report of: January 9<sup>th</sup>, 2013**

**Item No.: F1**

**Location: Citywide**

**Initiated By: City Staff**

**Subject:** Review and Approve a Policy for Prioritizing Traffic Management and Traffic Calming Projects

**Background:**

Over the last several years, an increasing number of residents, communities and advocacy groups have approached the Engineering Department with issues of speeding and cut-through traffic in different locations around the city. Historically, these concerns could only be addressed with the use of police enforcement and resident education. However, an expanded menu of options called “Traffic Calming” or “Traffic Management” is available and is increasingly being used to address these concerns.

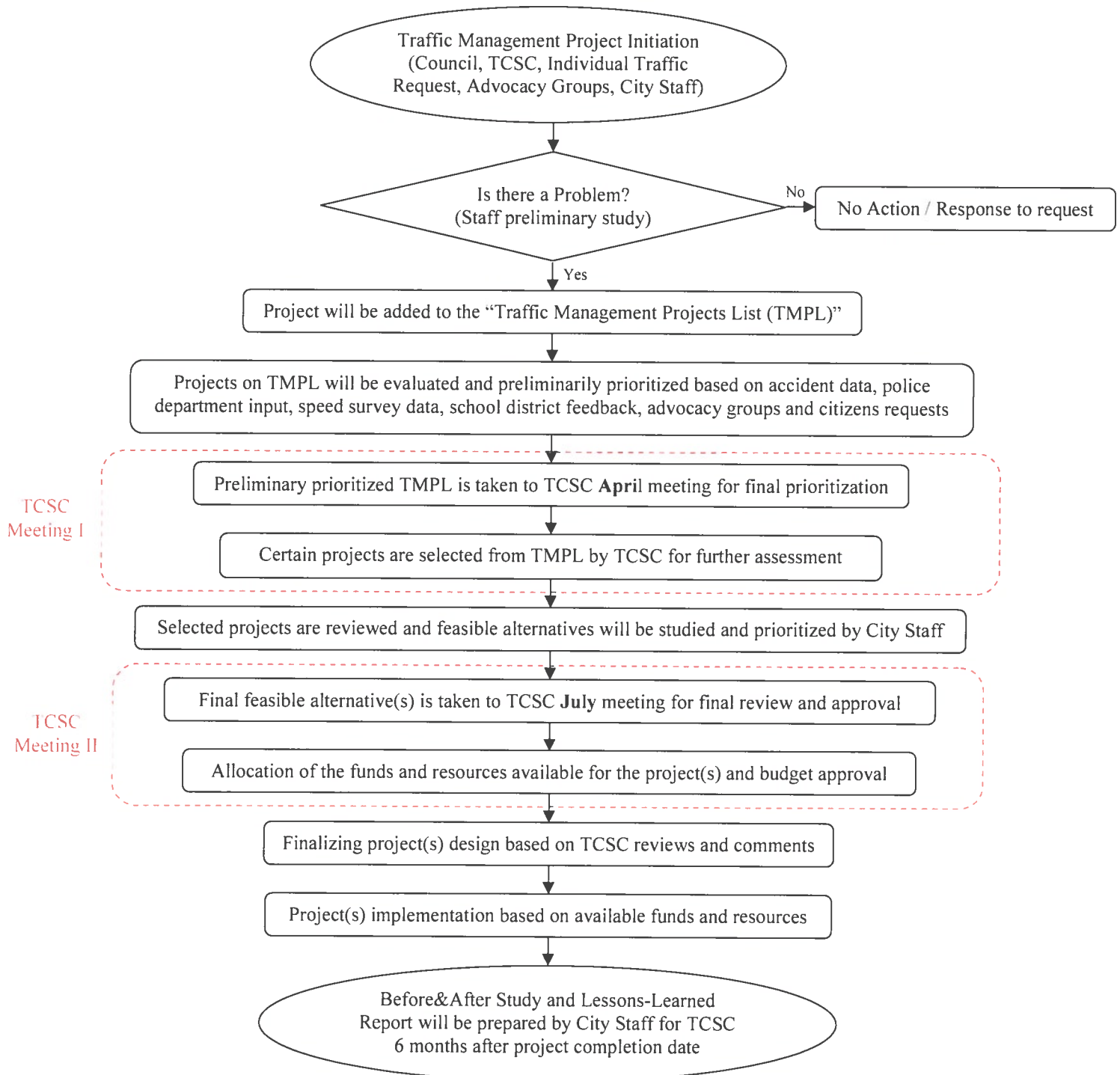
Traffic management involves modifications in signage and striping, changes in street alignment, installation of barriers, and other physical measures or implementation of other effective nonphysical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.

This policy is intended to set a process by which potential traffic management projects will be prioritized and approved for implementation under the guidance of Transportation and Community Safety Commission.

**Discussion & Purpose:**

The traffic management prioritizing procedure is a “problem-oriented” procedure aimed at selecting the highest priority traffic management projects for evaluation and implementation. Requests are first logged in by Traffic Engineering for further review. Sources such as accident data, police department input, school district feedback, citizen reports and site visits are consulted to confirm the problem. Once confirmed, the request is added to the Traffic Management Project List (TMPL). The Transportation Commission will then be asked to select prioritized traffic management projects for design, funding and implementation. The proposed procedure to handle traffic management and traffic calming project requests is shown in Exhibit A attached.

If the Transportation Commission approves the proposed policy, staff intends to bring the Traffic Management Projects List to the April meeting for review and prioritization of traffic management projects. The selected projects will then be designed. Approval for funding is expected to be requested of the Transportation Commission at their July 2014 meeting.



**Recommendation:**

Approve the proposed policy on prioritization and implementation of traffic management projects

**Necessary Council Action:** None

**Respectfully submitted,**

*Prepared by:*



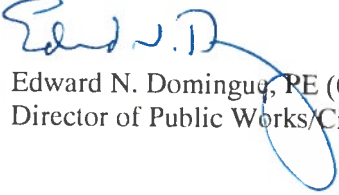
Abraham Bandegan, TE, PTP  
Associate Engineer/Traffic Division

*Reviewed by:*



**FIR** Homi Namdari, PE (Civil)  
Assistant City Engineer

*Approved by:*



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



**CITY OF ESCONDIDO**  
**TRANSPORTATION and**  
**COMMUNITY SAFETY COMMISSION**

**Commission Report of: January 9<sup>th</sup>, 2013**

**Item No.: F2**

**Location: Escondido High School at North Broadway and Sheridan Avenue.**

**Initiated By: City Staff**

**Request: Bike-Walk Escondido Committee**

**Subject:** Feasibility study of a mid-block pedestrian crossing on N Broadway North of Sheridan Ave.

**Background:**

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

City Staff received a request from Bike-Walk Escondido Committee to evaluate the feasibility of installing a mid-block cross walk on N. Broadway, in front of the Escondido High School, between Sheridan Avenue and Trellis Lane.

**Discussion & Purpose:**

N. Broadway at Sheridan Ave. is a signalized intersection with a protected left-turn phase on N. Broadway. City Staff conducted site visits at peak morning and afternoon periods and evaluated the pedestrian and vehicular traffic in the vicinity of Escondido High School. Staff evaluations indicated the following:

1. Limited capacity of sidewalk area at northeast, southeast and southwest curb returns of the intersection that provides less than adequate space for the gathering of the students at the corner.
2. The lack of adequate pedestrian room at the intersection results in some pedestrian crossings N Broadway, north of the intersection of Sheridan, where no controlled crossing exists.

Traffic Engineering staff have evaluated various alternatives to assist with pedestrian and bicycle traffic concerns during the morning and afternoon peak periods. Below is the list of various traffic safety analysis and alternatives with staff recommendations.



**Alternatives:**

The first alternative is the requested mid-block crossing on N Broadway approximately 600 feet North of Sheridan Avenue intersection. Traffic engineering staff does not recommend this alternative due to the following:

- An uncontrolled mid-block crossing on North Broadway, which has a relatively high 85<sup>th</sup> percentile speed, Speed survey conducted on 04/2012 shows an 85<sup>th</sup> percentile speed of 47.2mph on N Broadway at Leslie Ln over 1000ft north of Trellis Ln.
- The Transportation Commission has previously voted to avoid passive controls for mid-block crossings (TCSC meeting 07/11/2013); therefore, implementing uncontrolled mid-block crossing is not recommended.
- Active traffic control devices for pedestrians at cross walk, such as HAWK signal could be considered; however, due to the cost of approximately \$150,000, grant funding would need to be secured to proceed with this option.
- Based on the City of Escondido Design Standards, the minimum distance between signalized intersections on Major Roads (N Broadway) should be 750 feet and a signal is neither warranted nor appropriately applicable at Trellis Lane to be used as an active control.

The second alternative is to modify the signal timing plan to allocate more time for pedestrian and bicyclists to cross N Broadway.

The third alternative is to expand the storage area of the sidewalks at the corners of the intersection. By implementing curb extensions at curb returns, pedestrians and bicyclists would have more storage area to gather and wait for their green to cross the intersection. This solution together with the second alternative would provide a high capacity waiting area for pedestrians together with additional time allowed for the pedestrians to cross N. Broadway.

After evaluating the three alternatives, City Staff considers a combination of the Alternatives 2 and 3 as the most effective measure. It is recommended that this project be included in the Traffic Management Plan List for further evaluation and prioritization during the Transportation Commissions April 2014 meeting.

**Recommendation:**

Approve staff recommendation to include alternatives 2 and 3 (optimizing signal timing plan and constructing sidewalk improvements to allow for more pedestrian storage capacity) in the Traffic Management Plan List (TMPL) for prioritization at the April 2014 Transportation Commission meeting.

**Necessary Council Action:** None

**Respectfully submitted,**

*Prepared by:*



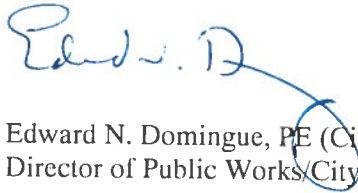
Abraham Bandegan, TE, PTP  
Associate Engineer/Traffic Division

*Reviewed by:*



FOR Homi Namdari, PE (Civil)  
Assistant City Engineer

*Approved by:*



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



**CITY OF ESCONDIDO**  
**TRANSPORTATION and**  
**COMMUNITY SAFETY COMMISSION**

**Commission Report of: January 9<sup>th</sup>, 2014**

**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 2012 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 January 13, 2012.

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 85<sup>th</sup> 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) dated January 13, 2012:

**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(f).*

**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:*

A. *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.*

B. *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.*

C. *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(f).*

**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) 2012 edition, a document published by the Federal Highway Administration and modified by CALTRANS for use in California. The CA-MUTCD guidelines state that 85 percent of drivers are traveling at a safe and reasonable speed, and that this "85<sup>th</sup> percentile" speed is the parameter of a speed survey that should be used to determine a legally enforceable posted speed limit.

**Recommendation:**

As part of the City of Escondido's speed survey program, staff has performed speed surveys at 25 segment locations. Data was collected for each segment, and Attachment A contains the draft speed surveys.

The 85<sup>th</sup> 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 10km/h (5 mph) increment of the 85<sup>th</sup>-percentile speed of free-flowing traffic.*" In setting speed limits, the CA-MUTCD also states that, "*in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of 10 km/h (5 mph).*"

Additional guidance from the MUTCD California states, "*The establishment of a speed limit of more than 5 mph below the 85<sup>th</sup> percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85<sup>th</sup> 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, "*when qualifying an appropriate speed limit, local authorities may also consider residential density, school zone, and pedestrian and bicyclist safety.*"

Therefore, based on these 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 4-6, 9, 12, 14-18, and 21-25, the recommended speed limit reflects a reduction of 5mph from the 85<sup>th</sup>-percentile speed based on Option 2 in

the MUTCD standard, as delineated above. In each of these cases, then, the posted speed limit will not change. For speed surveys 1, 2, 3, 7, 11, 19, and 20, the recommended speed limit is changing (increase by 5mph) based on the 85<sup>th</sup>-percentile speed of the new speed survey. Per the CA-MUTCD and CVC this speed is compliant for increment, as it is within 5 mph of adjacent speed zones for upward and downward speeds. Similarly, for speed surveys 8 and 10, the recommended speed limit is changing (decrease by 5mph) based on the 85<sup>th</sup>-percentile speed of the new survey. Finally, speed survey 13 is a new speed zone. Since there is no previously posted speed, the survey will have to be approved by City Council.

**Table 1 - Overview of Speed Surveys**

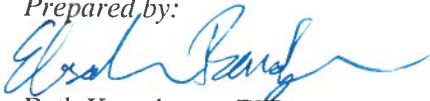
Segment No.	Street Name	Segment		Previous Speed Survey	Posted Speed Limit (MPH)	85 <sup>th</sup> Percentile (MPH)	Rounded Speed Limit (MPH)	Recomm Speed Limit to be posted, per Traffic Engineer
		From	To					
1	El Norte Parkway	Ash	Lincoln	11/03/10	40	45	45	<b>45</b>
2	El Norte Parkway	Lincoln	Washington	12/09/08	45	49	50	45
3	El Norte Parkway	Washington	Valley	12/09/08	45	49	50	45
4	Escondido Blvd	Lincoln	Washington	8/23/06	35	40	40	35
5	Escondido Blvd	Washington	Grand	04/23/07	35	40	40	35
6	Escondido Blvd	Thirteenth	Felicita	08/08/06	35	38	40	35
7	Escondido Blvd	Citracado	El Ku Avenue	08/17/06	35	38	40	35
8	Felicita Avenue	City Limits	Montview	10/26/06	<b>45</b>	41	40	40
9	Felicita Avenue	Escondido	Juniper	11/01/06	35	38	40	35
10	Glenridge Road	Bear Valley	Citrus	06/14/06	<b>35</b>	28	30	30
11	Hale Avenue	Ninth	Avenida del Diablo	07/20/06	35	38	40	35
12	Hale Avenue	Washington	Auto Park Way	11/30/06	35	39	40	35
13	Kauana Loa Drive	Harmony Grove	City Limits	None	None	38	40	40
14	Second/Grand	Tulip	Centre City	12/06/06	35	40	40	35
15	Valley Parkway	Rose	Harding	05/24/06	35	40	40	35
16	Valley Parkway	Ash	Hickory/Valley	05/25/06	35	39	40	35
17	Valley Parkway	Hickory/Valley	Broadway	05/26/06	35	40	40	35
18	Valley Parkway	Broadway	Centre City	05/26/06	35	40	40	35
19	Valley Parkway	Centre City	Tulip	06/01/06	35	39	40	35
20	Valley Parkway	Tulip	I-15	06/26/06	35	40	40	35
21	Valley Parkway	I-15	Ninth	06/21/06	45	48	50	45
22	Valley Parkway	Ninth	Avenida del Diablo	06/21/06	45	50	50	45
23	Washington Ave	Broadway	Escondido	11/01/06	35	40	40	35
24	Washington Ave	Escondido	Centre City	12/13/06	35	38	40	35
25	Washington Ave	Centre City	Quince	12/12/06	35	39	40	35

Necessary Council Action: Approval of changed speed limits and new speed zone.

**Respectfully submitted,**

*Prepared by:*

for



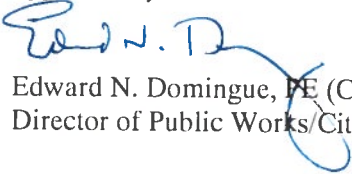
Beth Kassebaum, EIT  
Department Specialist

*Reviewed by:*



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

*Approved by:*



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





**CITY OF ESCONDIDO**  
**TRANSPORTATION and**  
**COMMUNITY SAFETY COMMISSION**

**Commission Report of: January 9<sup>th</sup>, 2014**

**Item No.: F4**

**Location: Various locations Citywide**

**Initiated By: City Staff**

**Request:** Recommend Approval to the City Council of Rural Residential and Alternative Residential Roadway Standards.

**Background:**

Based on feedback from community members who desire to preserve the character of some of Escondido's rural areas, a Rural Residential Roadway standard is offered for consideration by the Transportation and Community Safety Commission.



Rural roadways standards were adopted by the City of Escondido in 1977. These standards applied to developments with minimum lots sizes of 20,000 square feet with garage setbacks of at least 40-feet. Street frontage of at least 110-feet and curved driveways were also required. The standards required 22'-30' wide streets and did not require sidewalks. The rural standards were deleted in the mid-1990's.

The Transportation Commission reviewed the proposed Rural Road Standards at their October 2013 meeting. The Commission directed staff to consider parking enforcement issues. As a result, further analysis of the parking needs and Fire Department roadway access requirements were conducted. The proposed Rural Residential Standards were revised to allow parking on one side.


In addition, at its October 2013 meeting, the Commission requested staff evaluate if narrower roadway sections could be applied in a broader manner. As a result of this request, an Alternative Residential Roadway Standard has been added for suburban lots. The standard proposes specific conditions for which the narrower roadway, with parking on one side, could be applied.

**R-E RESIDENTIAL ESTATES** - A zone to provide for single-family dwellings in a rural setting. Limited agricultural pursuits, including the keeping of horses, are also allowed. Minimum lot sizes required are determined by the suffix; i.e., R-E-20 (20,000 square feet), R-E-40 (40,000 square feet), etc. And per the latest General Plan as below:



<b>Estate</b>			
This designation accommodates detached single-family homes on large lots. This designation applies to areas that are on the edge of urban development or in areas that are already characterized by an estate development pattern. Development clustering is permitted pursuant to General Plan Residential Clustering Policies			
<b>Estate I</b>	 <p>Maximum densities allowed on the following slope categories:                      0-15% - 1 du/1 ac,                      15-25% - 1 du/2 ac,                      25-35% - 1 du/4 ac, and                      35%+ - 1 du/20 ac.                      Min lot size: 40,000 sf                      Building Height: 1-2 stories                      Zoning: Residential Estate (R-E)</p>	Large-lot, spaced single family development in areas bordering land designated as Rural	<ul style="list-style-type: none"> <li>▪ Large residential lots with low building coverage</li> <li>▪ Units set back from the street with extensive on-site landscaping</li> <li>▪ Could include agricultural properties</li> <li>▪ Informal streets with rustic character</li> </ul>
<b>Estate II</b>	 <p>Maximum densities allowed on the following slope categories:                      0-25% - 2 du/1 ac,                      25-35% - 1 du/1 ac, and                      35%+ - 1 du/20 ac                      Min lot size: 20,000 sf                      Building Height: 1-2 stories                      Zoning: Residential Estate (R-E)</p>	Spaced single family development on relatively large lots and properties that transition between more intensive suburban development and Estate I areas	<ul style="list-style-type: none"> <li>▪ Large residential lots with low building coverage</li> <li>▪ Units set back from the street with extensive on-site landscaping</li> <li>▪ Semi-formal streets</li> </ul>

**R-1 SUBURBAN** - This designation applies to areas that generally surround the urbanized core of the community and accommodates single family detached homes on relatively large lots. Minimum lot sizes of 10,000sf. And per the latest General Plan as shown below:

<b>Figure II-6 General Plan Land Use Designations</b>			
Land Use Designation	Required Standards: <i>Density and Design</i> <i>Minimum Lot Size</i> <i>Maximum Building Height</i> <i>(Also refer to policies)</i>	General Description of Uses	Recommended Urban Form Characteristics
<b>Single Family Residential</b>			
<b>Suburban</b>			
This designation applies to areas that generally surround the urbanized core of the community and accommodates single family detached homes on relatively large lots. Development clustering is permitted pursuant to General Plan Residential Clustering Policies			
<b>Suburban</b>	 <p>Maximum densities allowed on the following slope categories:                      0-25% - 3.3 du/ac,                      25-35% - 1.5 du/ac, and                      35%+ - 1 du/20 ac                      Min lot size: 10,000 sf                      Building Height: 1-2 stories                      Street designs support pedestrian and bicycle use along with vehicular circulation                      Zoning: R-1-10 or higher</p>	Single family homes with a traditional residential neighborhood character	<ul style="list-style-type: none"> <li>▪ Interconnected curvilinear street system facilitating traffic flow</li> <li>▪ Community services and neighborhood parks within walking distance of local residents where feasible</li> <li>▪ Established street tree canopy providing shade and enhanced neighborhood character</li> </ul>

## **Discussion & Purpose:**

The attached Rural Residential and Alternative Residential Roadway Standards are proposed as an alternative to the currently adopted residential roadway cross-section in areas that meet the rural and suburban criteria outlined below. The proposed standards preserve the rural and suburban character by providing a narrower roadway cross-section, but still provide for multi-modal access in keeping with the new Complete Streets Policy of the General Plan and incorporating the Neighborhood Maintenance & Preservation goals, as outlined on Page II-100 -101 subsections 4.1 thru 4.6 of the Escondido General Plan Land Use and Community Form in the General Plan.

### **4. Neighborhood Maintenance & Preservation**

**GOAL 4 - Residential neighborhoods that are well-maintained and enduring, and continue to be great places to live for multiple generations.**

## **Rural Residential Roadway Standards:**

The goals Integrate pedestrian-friendly features, promote walkability, and work with residents to enhance existing neighborhood character and aesthetics. In rural areas, pedestrians are accommodated on one side of the roadway along a natural-colored concrete sidewalk. Given the large distance between lots, low numbers of pedestrians are anticipated, making sidewalks on both sides of the street in rural areas unnecessary. Bicycles are accommodated along the curb-line of the 28-foot wide roadway cross-section as Class III (14-foot half street as recommended by SANDAG).

### **Application:**

Rural areas are generally characterized by large lots with homes set back from the roadway. The narrower roadway width includes On-street parking; the cross-sections are shown in the above exhibits. However lot sizes and designs must be large enough to accommodate parking on the lot, so that there is minimal spill over parking on the narrow roadway.

It is recommended that rural standards apply as follows:

1. Lots larger than 20,000 square feet that provide a minimum of 6 parking spaces on site, through either a 40-foot garage setback or a circular driveway.
2. Residential streets with a maximum Average Daily Traffic of 2,000.

Rural Residential standards are not recommended for the following areas.

1. Circulation Element Streets (Local Collectors and Above)
2. Safe routes to schools or designated trail/bike routes.

### **Sidewalks:**

Staff recommends that sidewalks be required on one side of the roadway. Recent studies have shown that providing a dedicated pathway for pedestrians outside of the travelled way reduces the frequency of pedestrian-related accidents. Elimination of sidewalks could be considered on cul de sac streets serving fewer than 20-residential estate homes, where a homeowner's association ensures property owner improvements allow for pedestrian access behind the curb. Alternate sidewalk surfacing, such as decomposed granite, could be considered where a homeowner's association is responsible for maintenance. In addition, meandering and non-contiguous sidewalks could be considered where maintenance of parkway landscaping is secured.

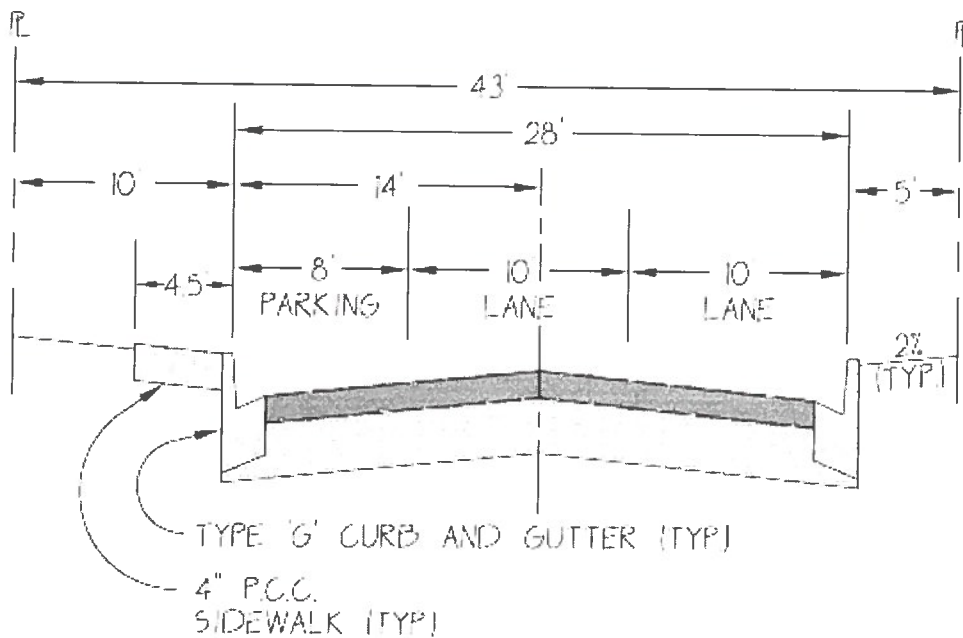
Lighting:

In keeping with the rural character, increased spacing of street lights up to a maximum spacing of 750-feet is recommended. Lighting would continue to be required at intersections, vertical and horizontal curves, at ends of cul de sacs and as needed for driver safety.

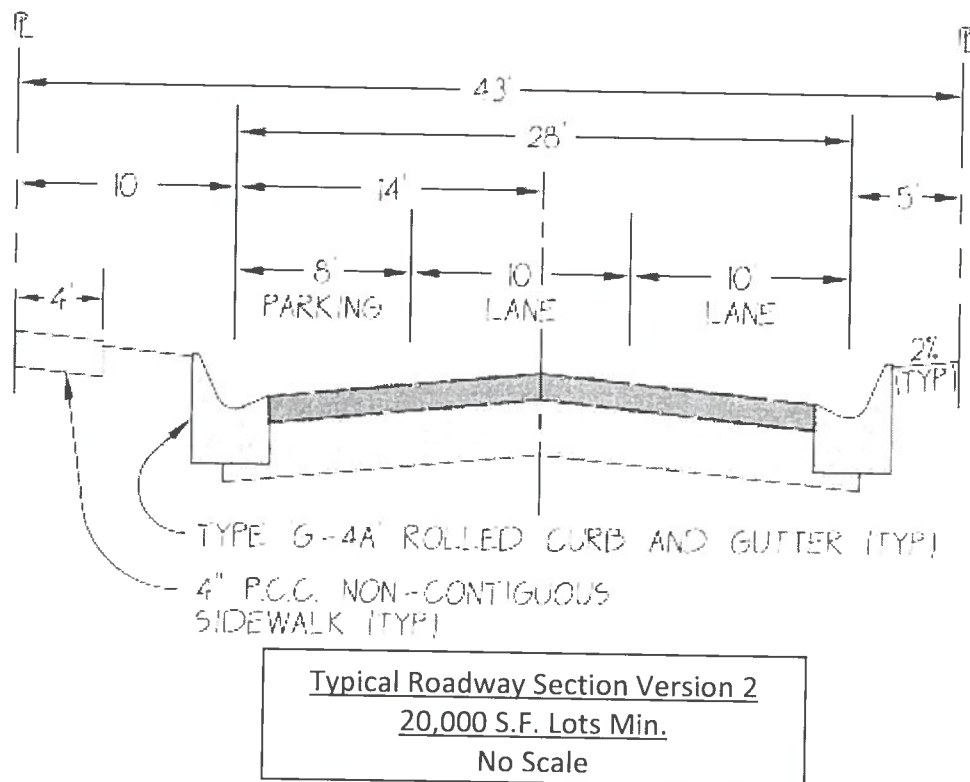
Design Speeds:

Design speeds are recommended at 30-miles per hour per American Association of State Highway and Transportation Officials (AASHTO) recommendations, the same as the current residential street standards. In hillside areas with average daily traffic of 400 or less, the design speed may be reduced to 20-miles per hour per AASHTO recommendations.

## RURAL RESIDENTIAL ROAD SECTION



Typical Roadway Section Version 1  
20,000 S.F. Lots Min.  
No Scale



### **Alternative Residential Roadway Standards:**

The goals Integrate pedestrian-friendly features, promote walkability, and work with residents to enhance existing neighborhood character and aesthetics. In rural areas, pedestrians are accommodated along a concrete sidewalk. Bicycles are accommodated along the curb-line of the 28-foot wide roadway cross-section as Class III (14-foot half street as recommended by SANDAG).

### **Application:**

The Alternative Residential Roadway Standards is intended to apply only to Suburban areas that are designed to accommodate parking needs on each lot. Lot sizes and designs must be large enough to accommodate parking on the lot, so that there is minimal spill over parking on the narrow roadway.

It is recommended that rural standards apply as follows:

3. Lots larger than 10,000 square feet that provide a minimum of 6 parking spaces on site, and provide for a minimum of 1.5 on street parking spaces per home.
4. Residential streets with a maximum Average Daily Traffic of 2,000.

Rural Residential standards are not recommended for the following areas.

3. Circulation Element Streets (Local Collectors and Above)
4. Safe routes to schools or designated trail/bike routes.

### **Sidewalks:**

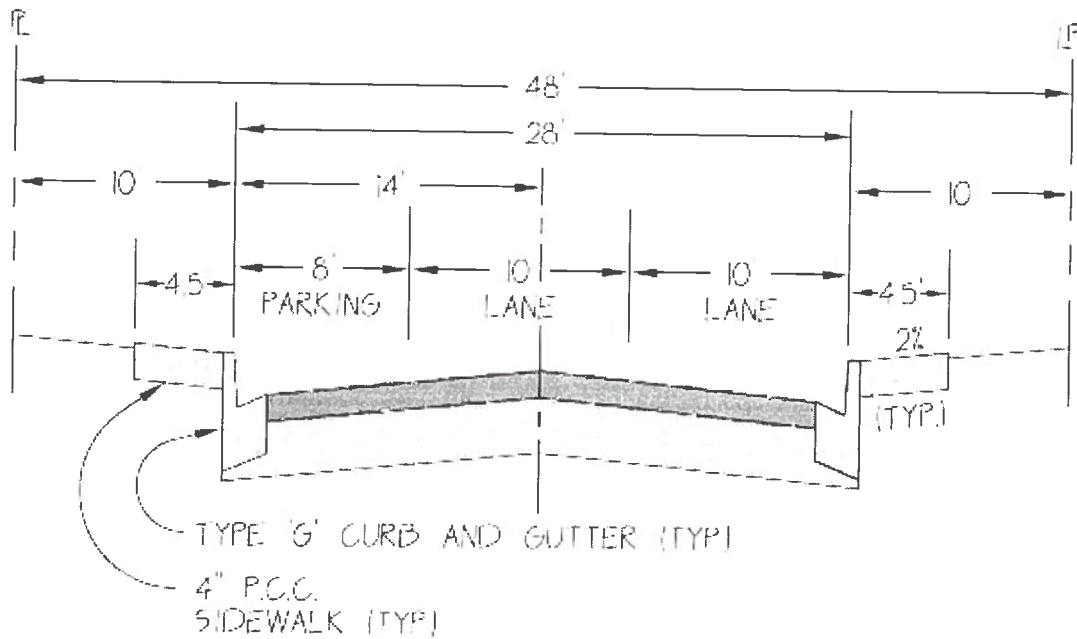
Staff recommends that sidewalks be required on both sides of the roadway to provide connection to community services and neighborhood parks that are expected in the suburban setting, in accordance with the recently updated General Plan. Recent studies have shown that providing a dedicated pathway for

pedestrians outside of the travelled way reduces the frequency of pedestrian-related accidents. Elimination of sidewalks on one side of the street could be considered on cul de sac streets serving fewer than 20-homes, where a homeowner's association ensures property owner improvements allow for pedestrian access behind the curb.

Lighting and Design Speeds:

Staff recommends that lighting and roadway design speeds in suburban areas be maintained to the residential roadway standards.

## ALTERNATIVE RESIDENTIAL ROAD SECTION



Typical Alternative Roadway Section Version 3  
No Scale

**Planning Commission:**

The planning commission reviewed and approved the agenda item at its October 22, 2013 meeting. The Planning Commission Report is attached at the end of this report for reference.

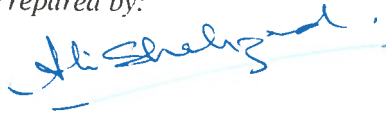
**Recommendation:**

Staff recommends that the Transportation and Community Safety Commission recommend approval of the proposed Rural Residential and Alternative Residential Roadway Standards to the City Council.

**Necessary Council Action:** Approval of Rural Residential and Alternative Residential Roadway Standards.

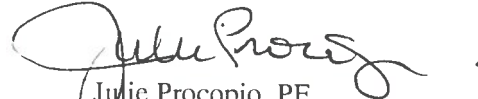
**Respectfully submitted,**

*Prepared by:*



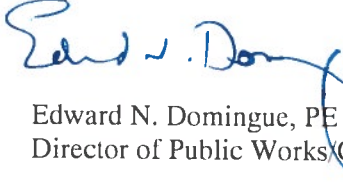
Ali M. Shahzad, PE  
Associate Engineer/Traffic Division

*Reviewed by:*



Julie Procopio, PE  
Assistant Public Works Director

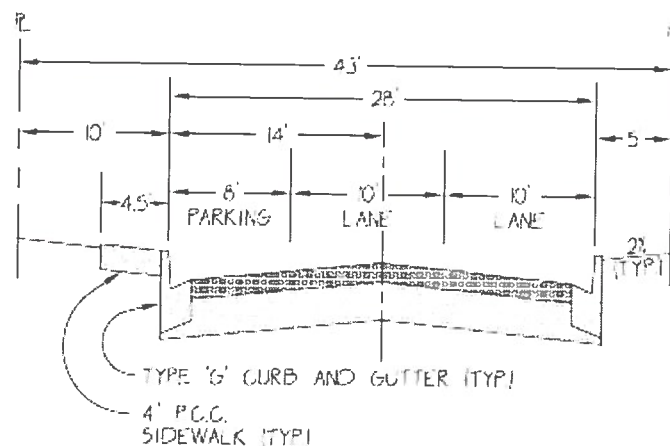
*Approved by:*



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

# RURAL RESIDENTIAL ROAD SECTION

## Typical Roadway Section Version 1



### NOTES

- 1 APPLIES TO RESIDENTIAL STREETS WITH MAXIMUM 2000 ADT
- 2 APPLIES TO RURAL AREAS WITH 20,000 SF. MINIMUM LOT SIZES AND A 40' GARAGE SETBACK OR CIRCULAR DRIVEWAY PROVIDING A MINIMUM OF 6 PARKING SPACES.
- 3 PARKING ON ONE SIDE OF STREET
- 4 DOES NOT APPLY TO SAFE ROUTES TO SCHOOL OR DESIGNATED TRAIL/BIKE ROUTES
- 5 SIDEWALKS MAY BE MEANDERING OR TAN-COLORED PER APPROVED PLAN.
- 6 SIDEWALKS MAY BE ELIMINATED UPON APPROVAL ON CUL DE SAC STREETS WITH 20+ LOTS OR FEWER AND 200 ADT. OR LESS.
- 7 STREET TREES SHALL BE LOCATED ON PRIVATE PROPERTY, OUTSIDE OF THE RIGHT OF WAY.

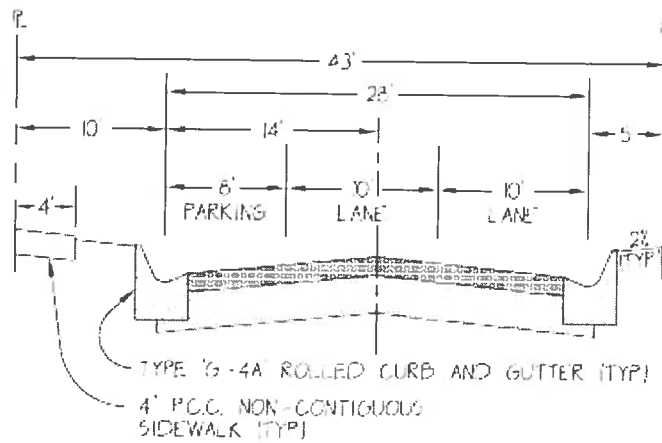
VERSION 1

FOR 1 - 10  
VER. 1 - 2



# RURAL RESIDENTIAL ROAD SECTION

## Typical Roadway Section Version 2



### NOTES

- 1 APPLIES TO RESIDENTIAL STREETS WITH MAXIMUM 2000 ADFI WHERE MAINTENANCE OF PARKWAY LANDSCAPING IS ENSURED
- 2 APPLIES TO RURAL AREAS WITH 20000 SF. MINIMUM LOT SIZES AND A 40' GARAGE SETBACK OR CIRCULAR DRIVEWAY PROVIDING A MINIMUM OF 6 PARKING SPACES
- 3 PARKING ON ONE SIDE OF STREET
- 4 DOES NOT APPLY TO SAFE ROUTES TO SCHOOL OR DESIGNATED TRAIL/BIKE ROUTES
- 5 SIDEWALKS MAY BE MEANDERING OR TAN-COLORED PER APPROVED PLAN
- 6 SIDEWALKS MAY BE ELIMINATED UPON APPROVAL ON CUL-DE-SAC STREETS WITH 20-LOTS OR FEWER AND 200 ADFI OR LESS
- 7 STREET TREES SHALL BE LOCATED ON PRIVATE PROPERTY, OUTSIDE OF THE RIGHT OF WAY.

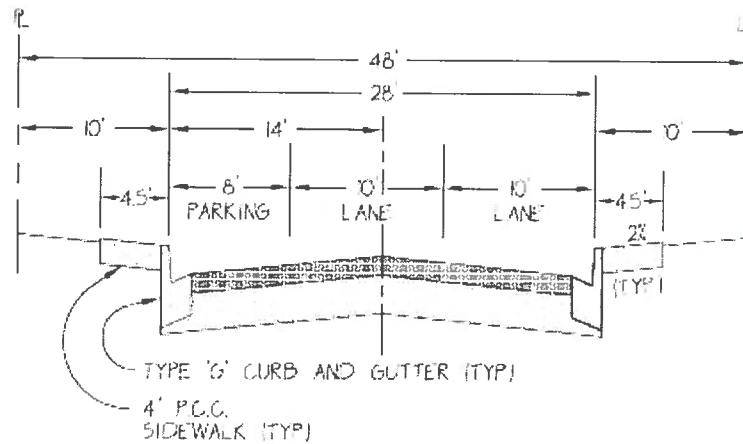
VERSION 2

HOR. 1 - 10  
 VER. 1 - 2



# ALTERNATIVE RESIDENTIAL ROAD SECTION

Typical Roadway Alternate Section



## NOTES


1. APPLIES TO RESIDENTIAL STREETS WITH MAXIMUM 2000 A.D.T.
2. APPLIES TO AREAS WITH 10000 SF. MINIMUM LOT SIZES PROVIDING A MINIMUM OF 6 PARKING SPACES
3. PARKING ON ONE SIDE OF STREET
4. DOES NOT APPLY TO SAFE ROUTES TO SCHOOL OR DESIGNATED TRAIL/BIKE ROUTES
5. SIDEWALKS MAY BE MEANDERING OR TAN-COLORED PER APPROVED PLAN.
6. SIDEWALKS MAY BE LIMITED TO ONE SIDE OF STREET UPON APPROVAL ON CUL DE SAC STREETS.
7. PARKING PLAN THAT DEMONSTRATES 15 ON-STREET SPACES PER UNIT PROXIMATE TO RESIDENCES SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER

FOR 11-10  
VER. 11-2



## PLANNING COMMISSION

Agenda Item No.: H.1  
Date: October 22, 2013

TO: Planning Commissioners  
FROM: Rozanne Cherry, Principal Planner   
SUBJECT: Rural Residential Roadway Standards  
Engineering Project No.: MISC 13-0008

**REQUEST:** Review the proposed Rural Residential Roadway Standards, which include a narrower roadway cross-section and lower lighting levels, as an alternative street design for rural residential areas and forward a recommendation to the City Council.

**BACKGROUND:** Engineering staff is proposing updates to the Escondido Design Standards and Standard Drawings for consideration by City Council. The document includes standards for engineering plans and technical reports, record drawings, utility design, and street cross sections. The attached Rural Residential Road standards are proposed as part of the update and implementation of General Plan Policy #4.4. This policy provides for the establishment of additional flexibility for public improvement standards to allow for a more rural environment in the Rural and Estate residential designations of the General Plan. The attached staff report to the Transportation and Community Safety Commission includes details of the narrower road width, minimum lot size and setbacks, and maximum traffic levels that would make a project eligible for consideration to use rural road standards. These standards have been reviewed internally by affected city departments and include recommendations of the City Appearance Committee from the meeting of September 19, 2013.

**DISCUSSION:** The narrower street width of the proposed rural street standard would be an alternative for developers of regular standard (non-clustered) residential projects located within an RE or RA zone when the proposed streets would have no more than 2,000 ADTs, all lots would be at least 20,000 SF, and each lot was shown to have at least six parking spaces on-site for resident and guest parking. The smallest rural lot size listed in the General Plan is 20,000 SF, which is also the smallest lot that can comfortably accommodate a typically sized estate-type home and the setbacks and/or lot width needed to provide the six parking spaces that would be required. Lot sizes less than 20,000 SF are considered suburban and urban in the General Plan. Currently, developers may request narrower street widths and other deviations from development standards through the Planned Development or Specific Plan development application review process. These two review processes would still be available to developers who want to propose narrower street widths in residential projects with smaller and/or clustered lots, on a case-by-case basis.

The proposed roadway width is within the range of rural road widths adopted in 1977 and deleted in the mid-1990's. In keeping with the Complete Streets Policy of the General Plan, the roadway section would provide multi-modal access with a sidewalk on one side for pedestrians and bicycles sharing the low volume residential road. Flexibility would also be provided in the rural standard regarding street light spacing, sidewalk location being contiguous to the curb or non-contiguous or meandering, dependent on whether or not there would be a homeowners association maintaining the project.

**ON-STREET PARKING:** On October 10, 2013, the Transportation and Community Safety Commission (TCSC) considered the two proposed rural standard road sections included in the TCSC staff report, which is attached. Note #3 indicates that on-street parking would not be provided. One Commissioner felt that visitors would park on the street occasionally when residents hosted large gatherings at their home, resulting in enforcement problems for the City. The TCSC continued the item and requested staff to bring back an enforcement plan.

Since the TCSC meeting, engineering staff had further discussions with the Fire Marshal regarding minimum lane widths for emergency vehicle access and potential conflicts with on-street parking. It was determined that the proposed 28-foot curb-to-curb road width would accommodate the 20-foot width required for emergency access and an 8-foot wide parking area along one side of the road. Note #3 would be revised accordingly.

**RECOMMENDATION:** That the Planning Commission recommend to City Council approval of the proposed Rural Residential Roadway Standards with parking allowed on one side.