

RESOLUTION NO. 2024-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
ESCONDIDO, CALIFORNIA, AMENDING THE TRAFFIC  
SCHEDULE ESTABLISHING SPEED ZONES ON CENTRE  
CITY PARKWAY

WHEREAS, Escondido Municipal Code Section 28-5(12) provides that the City Council shall establish a Traffic Schedule for Speed Zones; and

WHEREAS, vehicle speed plays a critical role in the cause and severity of crashes. In a collision between a vehicle and a pedestrian, speed influences the severity of injury and fatality risk of a pedestrian. According to the 1999 National Highway Traffic Safety Administration (NHTSA) "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries" study, fatality and serious injury rates increase substantially when travel speeds rise; and

WHEREAS, California Vehicle Code ("CVC") Section 40802 requires that Engineering and Traffic Surveys ("E&TS") are conducted to establish speed limits and to enforce those speed limits using radar or other speed measuring devices. These surveys must be updated periodically to ensure the speed limits reflect current conditions as dictated by the CVC. These surveys must be conducted in accordance with applicable provisions of CVC Section 627 "Engineering and Traffic Survey;" and

WHEREAS, CVC Section 22358.6 requires local authorities to round speed limits to the nearest five (5) miles per hour of the 85th percentile of the free-flowing traffic. CVC Section 22358.6(c) also provides guidance that when a speed limit needs to be rounded up to the nearest five miles per hour increment of the 85<sup>th</sup>-percentile speed, the local authority may decide to round down to the lower increment of the 85<sup>th</sup>-percentile speed; and

WHEREAS, the Centre City Parkway corridor is a prime arterial that is approximately 6.5 miles long within the City Limits. Centre City Parkway varies from four to six lanes along the corridor and is divided by a variable width median. There is direct access to Interstate 15 at the northern and southern ends of Centre City Parkway. This corridor was once US Highway 395 and ownership was transferred from the State of California to the City in 1978. At this time, the prima facie speed limit of 65-mph applies to Centre City Parkway per the California Vehicle Code; and

WHEREAS, for purposes of study and consideration, the Centre City Parkway Corridor has been divided into the following five (5) roadway segments:

1. Northern City Limits to El Norte Parkway; 2.1 miles
2. El Norte Parkway to Mission Avenue; 0.8 mile
3. Mission Avenue to 5<sup>th</sup> Avenue; 1 mile
4. 5<sup>th</sup> Avenue to Towne Centre Driveway; 1.2 miles
5. Town Centre Driveway to Southern City Limits; 1 mile; and

WHEREAS, the characteristics of Centre City Parkway vary throughout the corridor. The northern portion from the city limits north of Nutmeg Street to El Norte Parkway has long stretches between signalized intersections with little development fronting the roadway. The middle portion of the corridor between Mission Avenue and Towne Centre Driveway has signalized intersections more closely spaced. The traffic signals are coordinated based on a 45-mph travel speed. The land uses along this section of the corridor are primarily commercial and residential. The southern portion of the corridor from Towne Centre Driveway to the city limits south of Citracado Parkway runs parallel to frontage roads with a mix of residential, commercial, and undeveloped lots; and

WHEREAS, an E&TS was performed along the corridor and the results of the study for the segments show that the prevailing speeds are 46-56 miles per hour (MPH), Segments 1-4 show the 85<sup>th</sup> percentile speeds support rounding down to the nearest five mile per hour increment and the rounded

speeds are appropriate for the surrounding land use and roadway geometry. Segment 5 in the southern portion of the corridor has an 85<sup>th</sup> percentile speed of 54 miles per hour; and

WHEREAS, the survey results were brought before the Transportation and Community Safety Commission (“Commission”) on January 11, 2024 and the Commission recommended that speed limits as provided for herein be adopted, approved the Engineering and Traffic Studies for the five segments through the City of Escondido, and found that the Segment 5 speed be rounded down to 50 MPH rather than up to 55 MPH due to conditions not readily apparent to the driver including the presence of pedestrians with no improved sidewalks, a pace speed of 45-54 mph, uncontrolled movements from side streets, and an accident rate higher than the Districtwide average for four lane divided roads; and

WHEREAS, the City Council desires at this time to adopt the recommendation of the Commission and deems it to be in the best public interest to amend said traffic schedule.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Escondido, California, as follows:

1. That the above recitations are true.
2. That the City Council approves Resolution No. 2024-05 amending the Traffic Schedule establishing Speed Zones on Centre City Parkway follows:

<b>Street Name</b>	<b>From</b>	<b>To</b>	<b>85<sup>th</sup> Percentile Speed</b>	<b>Recommended Speed Limit (MPH)</b>
Centre City Parkway	City Limits North of Nutmeg Street	El Norte Parkway	56	55
Centre City Parkway	El Norte Parkway	Mission Avenue	51	50
Centre City Parkway	Mission Avenue	5 <sup>th</sup> Avenue	47	45
Centre City Parkway	5 <sup>th</sup> Avenue	Towne Centre Driveway	46	45
Centre City Parkway	Towne Centre Driveway	City Limits South of Citracado Parkway	54	50