

Appendix I 2

Downtown Core Analysis

December 6, 2011

Mr. Jay Petrek
City of Escondido
201 N. Broadway
Escondido, CA 92025

LLG Reference: 3-10-2000

Subject: **City of Escondido – Downtown Core Analysis**
Escondido, CA

Dear Jay:

Introduction

This purpose of this letter report is to present a summary of buildout operations and recommendations for the “Downtown Core Area” of the City of Escondido. This letter report draws from data and information presented in the *Escondido General Plan Update Traffic Impact Study* (LLG 2011) and the *Escondido General Plan Update Complete Streets Assessment* (LLG 2011). Both documents contain analysis of the street system in the Downtown Core Area; this intent of this letter is to combine and summarize the relevant information from those documents, supplement as necessary, and provide meaningful conclusions and recommendations based on the traffic impact study and complete streets analyses.

For the purposes of this analysis, the Downtown Core area is generally defined as the Valley Parkway, Grand Avenue, and 2nd Avenue corridors between Escondido Boulevard to the west, and Ivy Street to the east. All analyses assume the continuation of the one-way couplet of Valley Parkway (westbound) and 2nd Avenue (eastbound). Ten intersection and ten street segments are analyzed:

Intersections:

1. Valley Parkway/Escondido Boulevard (signalized);
2. Valley Parkway/Broadway (signalized);
3. Valley Parkway/Juniper Street (signalized);
4. Grand Avenue/Escondido Boulevard (signalized);
5. Grand Avenue/Broadway (signalized);
6. Grand Avenue/Juniper Street (signalized);
7. Grand Avenue/Ivy Street (unsignalized);
8. 2nd Avenue/Escondido Boulevard (signalized);
9. 2nd Avenue/Broadway (signalized), and ;
10. 2nd Avenue/Juniper Street (signalized);

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Segments:

1. Valley Parkway, Escondido Boulevard to Broadway;
2. Valley Parkway, Broadway to Juniper(signalized);
3. Grand Avenue, Escondido Boulevard to Broadway;
4. Grand Avenue, Broadway to Juniper;
5. Grand Avenue, Juniper Street to Ivy Street;
6. 2nd Avenue, Escondido Boulevard to Broadway;
7. 2nd Avenue, Broadway to Juniper Street;
8. Escondido Boulevard, Valley Parkway to Grand Avenue;
9. Broadway, Valley Parkway to Grand Avenue, and;
10. Juniper, Valley Parkway to Grand Avenue

Background

The Downtown Core area, represented by the study area described above, represents the historic downtown commercial district of the City of Escondido. Over the past several decades, the development of “big-box” freeway commercial projects nationwide has diminished the economic relevance of historic downtown core areas and shopping districts such as that in Escondido. Furthermore, buildout of residential development in the eastern territories of Escondido have placed increasing pressure on the east-west arterials connecting these suburban districts with Interstate 15. In the vicinity of the study area, this includes Valley Parkway and 2nd Avenue, which together form a one-way couplet between Tulip Street and Hickory Street, with Valley Parkway providing one-way westbound circulation and 2nd Avenue providing one-way eastbound circulation. The resulting high vehicular speeds and traffic volumes on these arterial roadways contrast with what would be desired for a downtown commercial district, where low speeds and volumes are expected.

The Escondido General Plan Update proposes substantial changes to the Downtown Core area land uses and densities. Referred to in the General Plan Update as “Downtown Specific Planning Area (SPA) #9”, substantive increases over existing to multi-family residential, commercial retail, office and industrial land uses are all proposed.

Table 1 shows the existing and proposed land uses and quantities in the Downtown SPA #9 area. **Figure 1** shows the Downtown SPA #9 area, and the locations of the study area intersections.

TABLE 1
 DOWNTOWN SPA #9
 YEAR 2035 LAND USE QUANTITIES

Land Use	Quantity	
	Existing	Proposed General Plan Update Land Uses
Single-Family Residential	0 DU	0 DU
Multi-Family Residential	674 DU	4,000 DU
Commercial/Retail	2,053 KSF	3,600 KSF
Office	969 KSF	1,250 KSF
Industrial/Other	31 KSF	91 KSF

Source: City of Escondido (2011)

General Notes:

- DU = Dwelling Units
- KSF = Thousand Square Feet
- GP = General Plan
- CE = Circulation Element
- LU = Land Use

The effects of these land use changes on traffic operations were analyzed in Section 15.0 of the Escondido General Plan Update Traffic Impact Study. This study analyzed six of the ten intersections located in the Downtown Core area, along with all ten segments. These analyses determined the buildout Level of Service vehicular (LOS) with the proposed land use types and densities listed above in *Table 1*. However, these analyses also assumed buildout of the city-wide Circulation Element, which included upgrades in capacity to Broadway, Juniper Street, 2nd Avenue, Grand Avenue and Valley Parkway (typically through the removal of on-street parking). Therefore, the results of the analysis in the Escondido General Plan Update Traffic Impact Study represent a maximization of vehicular capacity.

In addition to the traffic impact analysis, LLG also prepared the Escondido General Plan Update Complete Streets Assessment that included assessments of Broadway, Escondido Boulevard, Valley Parkway and 2nd Avenue. These Complete Streets analyses determined transit, pedestrian and bicycle LOS for existing conditions. This document also provided specific policies for urban design in the Downtown Core to enhance *non-vehicular* circulation.

The findings of both of these documents form the basis for this Downtown Core Analysis.

Significance Criteria

The City of Escondido is proposing a reduced vehicular LOS standard in the Downtown Core Area. Currently, the City of Escondido considers vehicular operations at worse than “Mid-LOS D” to be unacceptable. Thus, any proposed projects that cause degradation in vehicular operations to intersections or street segments to worse than Mid-LOS D are considered to cause significant impacts that must be mitigated to Mid-LOS D or better. As part of the General Plan Update, the City of Escondido is revising the City-wide LOS standard of significance to LOS D. This is consistent with regional standards of practice, and allows for LOS D or better operations to be considered acceptable.

In the Downtown Core Area, the City of Escondido is proposing through the General Plan Update to accept LOS E as the minimum threshold of acceptance for vehicular operations. On the overall scale of LOS A to LOS F, this is one letter-grade lower than would be acceptable elsewhere throughout the City. The rationale for this change lies in the essence of what is ultimately intended for the Downtown Core area, which is to increase density and use to enhance the economic vitality of the Downtown Core Area. It is expected that this increase in density will result in increases in traffic volumes and density, which will cause a decrease in roadway LOS. However, the City will at the same time be investing in infrastructure improvements that enhance the transit, pedestrian, and bicycle operations within the Downtown Core Area. Thus, when viewed from a “Complete Streets” perspective addressing all users, a reduction in vehicular-only LOS will be off-set by a corresponding increase in non-vehicular activity, “completing the street”.

The analyses presented in this Downtown Core Analysis measure potential impacts against the proposed LOS E-minimum threshold.

Street System Description

Ten major intersections and circulation element roadways within the Downtown SPA #9 area were evaluated in this analysis. The existing roadway capacities were identified based on the number of lanes, undivided or divided roadway conditions, on-street parking, and curb-to-curb width and were based on the City of Escondido Proposed Level of Service Standards and Street Segment Average Daily Trip Thresholds Table. The roadway capacities represent the LOS E/LOS F threshold, which is the theoretical capacity of a given roadway before gridlock. The following is a brief description of the existing roadways in the study area.

Valley Parkway is currently built as three-lane one-way roadway between Grand Avenue and Centre City Parkway, and as a five-lane One-Way roadway between Centre City Parkway and Broadway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph. The existing and future roadway capacity for this one-way segment is 30,000 ADT. The analysis in

the Escondido General Plan Update Traffic Impact Study is based on this capacity.

Grand Avenue is currently built as a four-lane divided roadway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph. Buildout of the General Plan Update would include the removal of curbside parking, increasing roadway capacity from 20,000 ADT to 34,200 ADT. The analysis in the Escondido General Plan Update Traffic Impact Study is based on this improvement. However, the capacity used in this Downtown Core Analysis is 20,000 ADT, based on existing conditions which includes the median and curbside parking, as is consistent with several Complete Streets Policies cited in the Escondido General Plan Update Complete Streets Assessment.

2nd Avenue is currently built as a 3-lane One-Way roadway between Crescent Road and Centre City Parkway and between Centre City Parkway and Broadway and as a 4-lane One-Way roadway between Quince Street and Centre City Parkway within the Downtown SPA #9 study area. Bike lanes are not provided and parking is permitted intermittently along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph.

The existing and future roadway capacity for this one-way segment is 30,000 ADT. The analysis in the Escondido General Plan Update Traffic Impact Study is based on this capacity.

Broadway is currently built as a four-lane undivided roadway within the Downtown SPA #9 TA study area. Between Washington Avenue and 5th Avenue a two-way left-turn lane (TWLTL) median is provided. Between Grand Avenue and 5th Avenue, Broadway transitions to a two-lane undivided road. Bike lanes are not provided and parking is generally permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit ranges between 30-35 mph.

Buildout of the General Plan Update would include the removal of curbside parking and addition of a median/TWLTL, increasing roadway capacity from 20,000 ADT to 37,000 ADT. The analysis in the Escondido General Plan Update Traffic Impact Study is based on this improvement. However, the capacity used in this Downtown Core Analysis is 20,000 ADT, based on a proposed condition where parking is maintained on both sides of Broadway within the Downtown Core area. Again, this is consistent with Complete Streets Policies cited in the Escondido General Plan Update Complete Streets Assessment.

Escondido Boulevard is currently built as a four-lane undivided roadway within the Downtown SPA #9 TA study area. Between Washington Avenue and 5th Avenue a TWLTL median is provided. Bike lanes are not provided and parking is restricted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 35 mph. Buildout of the General Plan Update would not include any changes affecting vehicular capacity. The current and future capacity is 34,200. No changes to Escondido Boulevard (e.g. additional parking, etc) are assumed in the Downtown Core Analysis, either.

Juniper Street is currently built as a two-lane undivided roadway within the Downtown SPA #9 TA study area. Between Valley Parkway and 5th Avenue a TWLTL median is provided. Bike lanes are not provided and parking is permitted along both sides of the roadway. Sidewalks, curbs and gutters are provided and the posted speed limit is 30 mph. Buildout of the General Plan Update would include widening to four lane Collector standards, increasing capacity from 19,000 ADT to 34,200 ADT. The analysis in the *Escondido General Plan Update Traffic Impact Study* is based on this improvement; however, no changes to Juniper Street (e.g. additional parking, etc) are assumed in the Downtown Core Analysis.

Ivy Street is currently built as a two-lane roadway with a TWLTL and curbside parking. Ivy Street is an unclassified roadway on the City of Escondido's Circulation Element. Buildout of the General Plan Update would not change the roadway's current capacity of 19,000 ADT. This segment is not analyzed in the *Escondido General Plan Update Traffic Impact Study* or the Downtown Core Analysis.

Analysis Summary – Vehicular LOS

The roadway network is analyzed for vehicular LOS based on volume and capacity. Volume is daily traffic volumes (ADT) for segments, or peak hour volumes (PHV) for intersections. ADT and PHV for Year 2035 were obtained from the regional traffic model prepared by SANDAG and used in the *Escondido General Plan Update Traffic Impact Study*.

Buildout capacities for roadway segments in the study area are discussed in the preceding section. For the downtown core analysis, existing roadway capacity was typically assumed, except as noted (e.g., Valley Parkway/2nd Avenue couplet, where parking was assumed removed on one-side only of the roadway). Implementation of the General Plan Circulation Element as studied in the *Escondido General Plan Update Traffic Impact Study* results in several substantial increases in capacity that are achieved by removing parking and adding lanes, which are enhancements to vehicular LOS, but not to pedestrian, cyclist and transit users.

Since no widening of roadways was assumed for the Downtown Core Analysis, intersection geometrics (numbers of approach lanes at an intersection) were assumed to be the same as the existing condition.

Based on the volume and capacity described above, the results of the buildout daily street segment operations are shown in **Table 2**, while buildout peak hour intersection operations are summarized in **Table 3**.

Table 2 shows that LOS E or better operations are calculated for most segments in the Downtown Core Area with the exception of Grand Avenue (two segments between Broadway and Ivy Street), and Broadway (Valley Parkway to Grand Avenue). However, **Table 3** shows that intersection operations along these segments are calculated at LOS E or better, with the exception of Grand Avenue and Ivy Street, which fail because it is unsignalized.

Generally, the intersection analyses are considered to be a better indicator of street system operations than the daily segment calculations, because the former are more robust and detailed than the latter. There are many examples within the region of street segments with high volumes and well-functioning intersections (such as N. Harbor Drive in San Diego) that would appear to fail based on the simple volume/capacity analysis, but that in fact do not represent failing operations when observed in the field.

As stated, the Grand Avenue/Ivy Street intersection is unsignalized. The higher forecasted volumes at 2035 would require signalization of this location to achieve acceptable LOS. Were this intersection to be signalized, all intersections within the study area would operate at acceptable LOS, and no intersection or segment impacts would be calculated.

**TABLE 2
 YEAR 2035 STREET SEGMENT OPERATIONS
 DOWNTOWN CORE ANALYSIS**

Street Segment	Proposed General Plan Update Land Uses/ Modified Existing Circulation Element (CE) Capacities				
	Existing Functional Classification	Proposed CE Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
Valley Parkway					
Escondido Boulevard to Broadway	3-Ln Collector (with Parking)	32,100	29,700	E	0.93
Broadway to Juniper Street	3-Ln Collector (with Parking)	32,100	28,000	D	0.87
Grand Avenue					
Escondido Boulevard to Broadway	4-Ln Collector (with Parking)	20,000	19,300	E	0.97
Broadway to Juniper Street	4-Ln Collector (with Parking)	20,000	23,300	F	1.17
Juniper Street to Ivy Street	4-Ln Collector (with Parking)	20,000	24,900	F	1.25
2nd Avenue					
Escondido Boulevard to Broadway	3-Ln Collector (with Parking)	30,000	25,400	D	0.85
Broadway to Juniper Street	3-Ln Collector (with Parking)	30,000	24,500	D	0.82
Escondido Boulevard					
Valley Parkway to Grand Avenue	4-Ln Collector (no Parking)	34,200	22,300	C	0.65
Broadway					
Valley Parkway to Grand Avenue	4-Ln Collector (with Parking)	20,000	24,700	F	1.24
Juniper Street					
Valley Parkway to Grand Avenue	2-Ln Collector (w/ Parking & TWLTL)	19,000	9,700	B	0.51

Footnotes:

- a. Capacities based on City of Escondido Roadway Classification & LOS table, except where noted in text.
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.

LOS	V/C Ratio
A	0.00 ≥ 0.34
B	0.35 ≥ 0.54
C	0.55 ≥ 0.74
D	0.75 ≥ 0.89
E	0.90 ≥ 1.00
F	>1.00

**TABLE 3
 YEAR 2035 INTERSECTION OPERATIONS
 DOWNTOWN CORE ANALYSIS**

Intersection	Control Type	Peak Hour	Proposed General Plan Update Land Uses	
			Delay ^a	LOS ^b
1. Valley Parkway/Escondido Boulevard	Signal	AM PM	24.0 31.7	C C
2. Valley Parkway/Broadway	Signal	AM PM	22.4 34.9	C C
3. Valley Parkway/Juniper Street	Signal	AM PM	43.5 58.6	D E
4. Grand Avenue/Escondido Blvd	Signal	AM PM	11.2 22.6	B C
5. Grand Avenue/Broadway	Signal	AM PM	19.9 21.4	B C
6. Grand Avenue/Juniper Street	Signal	AM PM	9.6 13.4	A B
7. Grand Avenue/Ivy Street	TWSC ^c	AM PM	31.0 >100	D F
8. 2 nd Avenue/Escondido Boulevard	Signal	AM PM	15.8 52.1	B D
9. 2 nd Avenue/Broadway	Signal	AM PM	12.8 16.7	B B
10. 2 nd Avenue/Juniper Street	Signal	AM PM	9.3 24.0	A C

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC = Two-Way Stop Controlled intersection.

General Notes:

Existing intersection geometry assumed in analysis.

UN SIGNALIZED		SIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 15.0	B	10.1 to 20.0	B
15.1 to 25.0	C	20.1 to 35.0	C
25.1 to 35.0	D	35.1 to 55.0	D
35.1 to 50.0	E	55.1 to 80.0	E
≥ 50.1	F	≥ 80.1	F

Analysis Summary – Complete Streets

A complete streets assessment was prepared for the General Plan Update which included analyses of existing conditions along the following key corridors in the Downtown Core Area:

- Escondido Boulevard
- Broadway
- Valley Parkway
- 2nd Avenue

The following is a selection of recommendations within the Downtown Core Area identified in the *Escondido General Plan Update Complete Streets Assessment*, which was based on and analyzed in conjunction with the State of California Highway Design Manual (HDM) and the Institute of Transportation Engineers (ITE) Highway Capacity Manual (HCM) 2010 methodology using software created by Dowling Associates, Inc.:

Motorists and Street Networks

- Provide adequate traffic safety measures on the four study corridors. Particular attention should be given to the following intersections:
 - Escondido Boulevard/Valley Parkway;
 - Broadway/Valley Parkway;

These measures may include, but not be limited to, appropriate levels of maintenance, adequate street design per the City's latest Design Standards, traffic control devices (signs, signals, striping), street lighting, and coordination with other agencies.

- Enhance the safety and efficiency of accessing any of the four study corridors from private properties by:
 - a) controlling driveway access locations on the four study corridors;
 - b) maintaining minimum distances from intersections for accessing the study corridors streets;
 - c) consolidating driveway access. Particular attention should be given to the following segments:
 - Escondido Boulevard from Valley Parkway to 9th Avenue;
 - Broadway from Lincoln Parkway to Grand Avenue
 - 2nd Avenue from Orange Street to Broadway
 - d) encouraging interconnected parking lots.
- Implement street beautification programs to improve the visual quality and character of the four study corridors

- Synchronize traffic signals where feasible as appropriate to facilitate the flow of through-traffic, thus enhancing the movement of vehicles and goods through the four study corridors while reducing fuel consumption and air pollution.
- Balance the needs of various users when establishing speed limits for motor vehicles, consistent with AB 2767 (Jackson, Statutes of 2000).

Pedestrians

- Provide crosswalks at all the major intersections along the four study corridors.
- Consider improving pedestrian safety at intersections by providing bulbouts, or median refuges that reduce crossing widths, and/or provide audio sound warnings.
- Maintain a pedestrian environment accessible to all that is safe, attractive, and encourages walking.
- Enhance pedestrian visibility by enforcing “no parking” restrictions at intersection approaches, improving street lighting, and identifying required clearances to minimize obstructions.
- Maintain sidewalks in the public-right-of-way.
- Ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy.

Bicyclists

- Provide bike lanes along the four study corridors and consider providing bike boxes along major intersections.
- Incorporate bicycle parking, personal lockers, showers, and other bicycle support facilities to encourage biking facilities in places such as bus stops and large new development projects (e.g., employment centers, educational institutions, and commercial centers).

Transit

- Require that new developments incorporate transit-supporting facilities into the project design, where appropriate.
- Coordinate the MTS and increase the bus frequency and bus routes along certain segments of Broadway and Valley Parkway to meet transit ridership demands.
- Construct, when appropriate, transit facilities including bus pullouts on Escondido Boulevard and 2nd Avenue.

Implementation of these recommendations may in some cases require consistency with other planning documents (e.g., bicycle master plans, specific plans, etc), the acquisition of right-of-way, the cooperation of other agencies (e.g., North County Transit District), the cooperation of stakeholders such as the general public and affected property owners, and the development of design guidelines and policies to shape future redevelopment in the study area.

To date, no detailed implementation plans of these particular recommendations have been made. To illustrate how they might be integrated into the existing street system, LLG has prepared a series of preliminary sketches for each of the study area intersections showing elements of the Complete Streets recommendations that may be applicable. These sketches are appended to this letter for the Valley Boulevard Corridor (*Attachments 1a – 1c*), the Grand Avenue Corridor (*Attachments 2a – 2d*), and the 2nd Avenue Corridor (*Attachments 3a – 3d*). These sketches are not to-scale, although the overall intersection width on each leg has been provided based on as-built drawings from previous traffic signal designs and approximations using commercial satellite imagery. Also shown on each drawing are the existing and future forecasted PHVs and the assumed geometry used in the LOS calculations.

Summary and Conclusions

A comprehensive traffic study has been prepared for the City of Escondido's General Plan Update that provides overall street segment and intersection operational analyses city-wide for the implementation of proposed land-use and circulation element changes. The Downtown Core Area was analyzed as part of the study, assuming that circulation-element roadways would be constructed to their ultimate classifications. Six of the ten intersections in the Downtown Core Area were also analyzed using HCM methodology as part of the city-wide study.

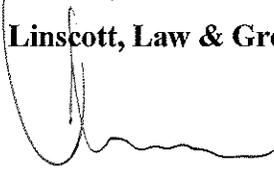
LLG evaluated the Downtown Core Area assuming limited development of roadways to their Circulation Element standards, since upgrading roadways as proposed is accomplished by adding lanes and removing parking, which is contrary to design goals under consideration for the Downtown Core Area. The analysis determined that three segments along Grand Avenue and Broadway, and one unsignalized intersection (Grand Avenue/Ivy Street) would operate at LOS F, which is considered unacceptable even in the Downtown Core Area.

It is recommended that the Grand Avenue/Ivy Street unsignalized intersection be signalized. Then, all intersections would be calculated to operate at acceptable LOS E or better. As intersections are considered more reliable indicators of street system performance, the LOS F-operating segments would then be considered ***not significant***.

A Complete Streets Assessment was also prepared for the City, including specific analyses of several Downtown Core Area segments. This document presented a series of general recommendations, as well as specific recommendations to improve calculated bicycle and transit deficiencies along Escondido Boulevard, Valley Parkway and 2nd Avenue. Currently, there are no detailed plans to implement these recommendations within the Downtown Core Area. Conceptual sketches showing how such recommendations could be implemented are appended to this letter.

Sincerely,

Linscott, Law & Greenspan, Engineers



Chris Mendiara
Associate Principal

cc: Diane Sandman, Atkins
Attachments: Figure 1, Attachments 1a-1c, 2a-2d, and 3a-3c

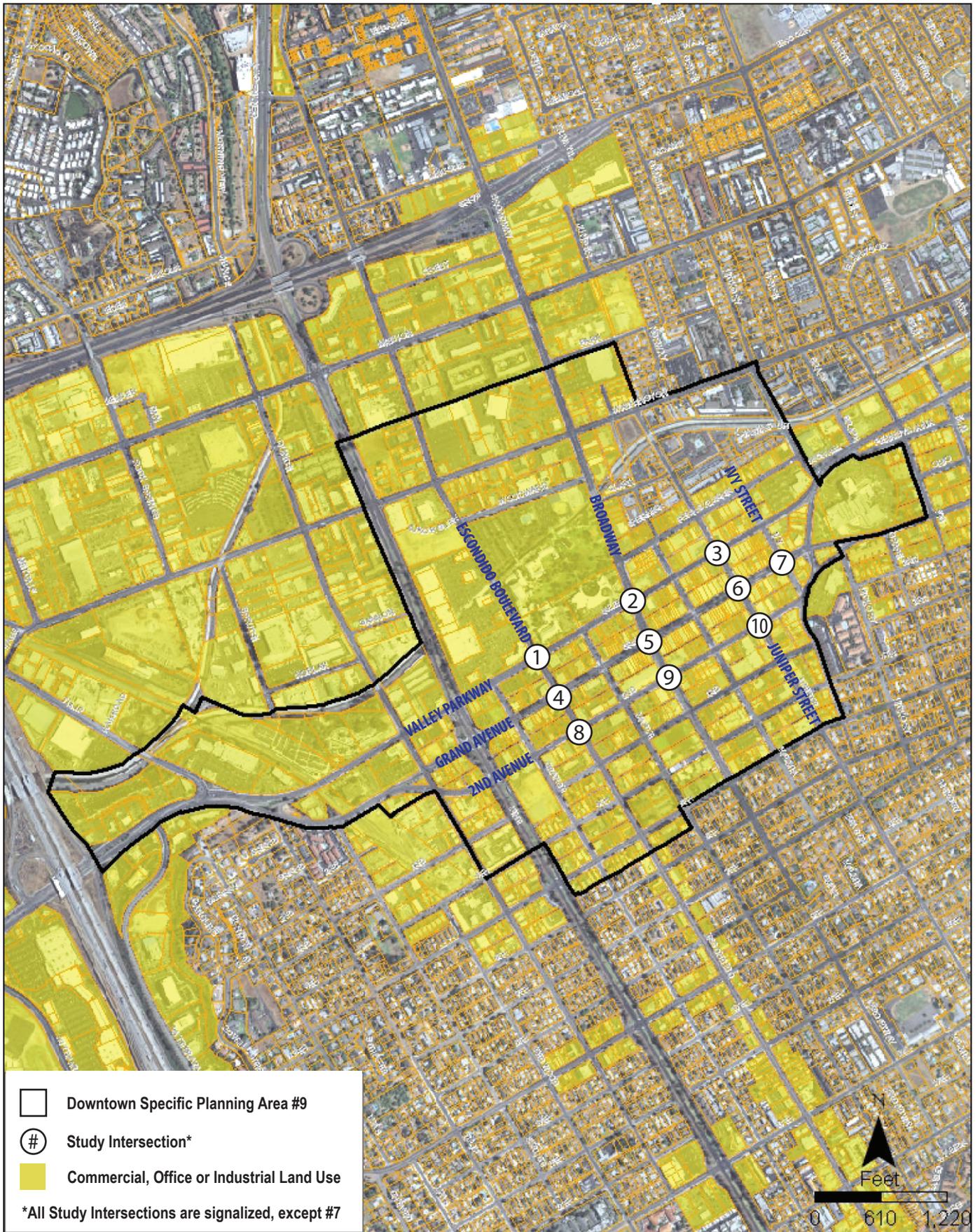
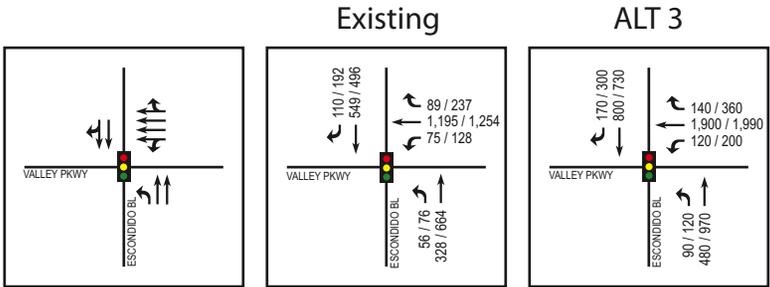
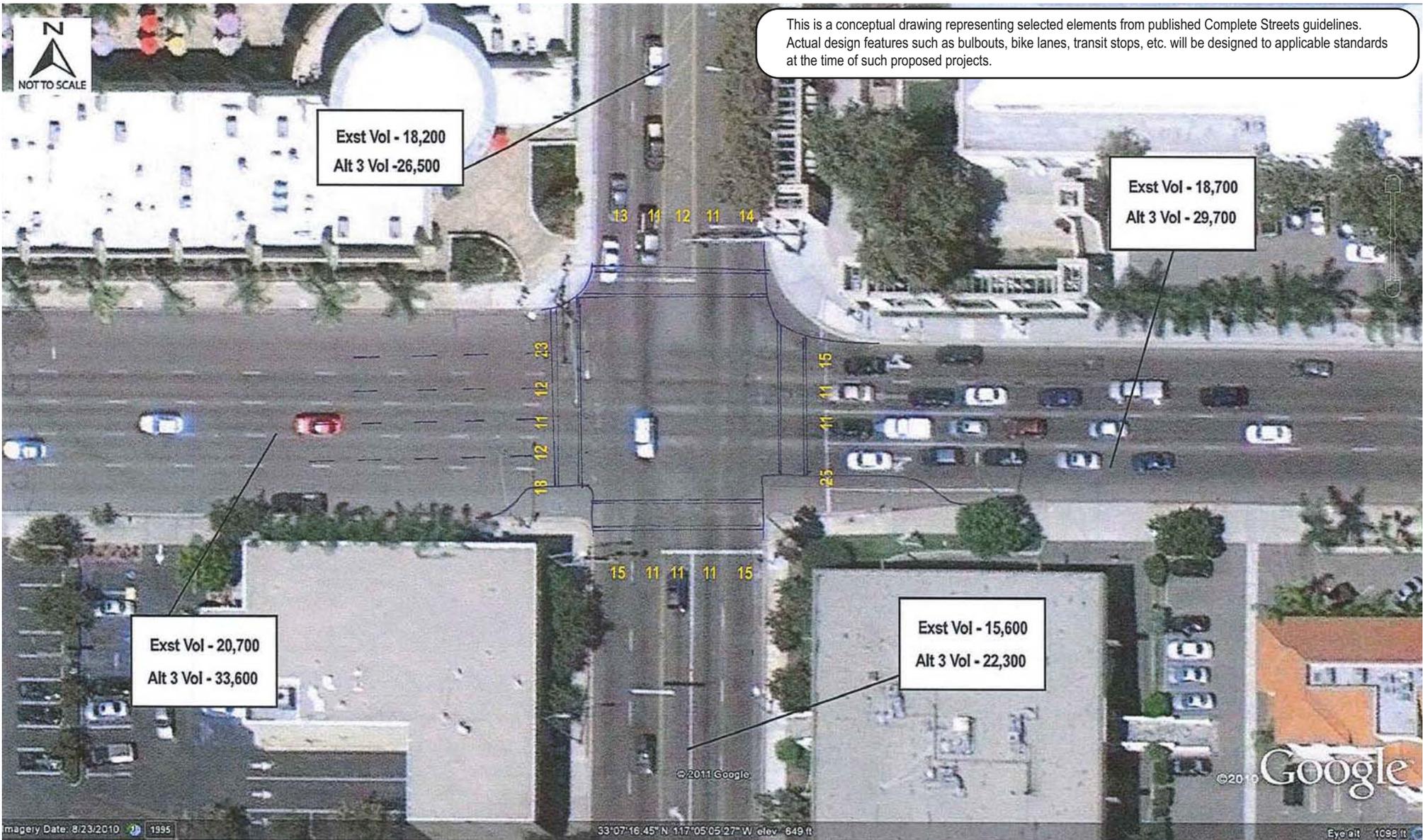
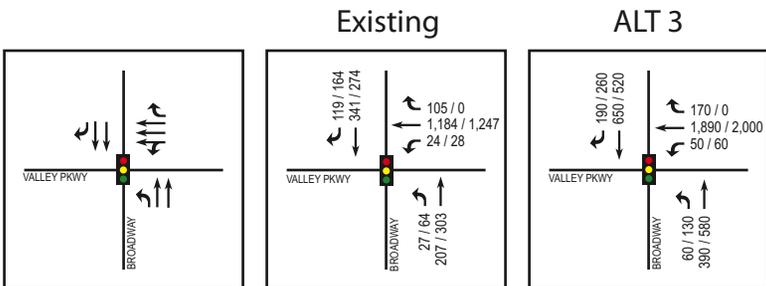
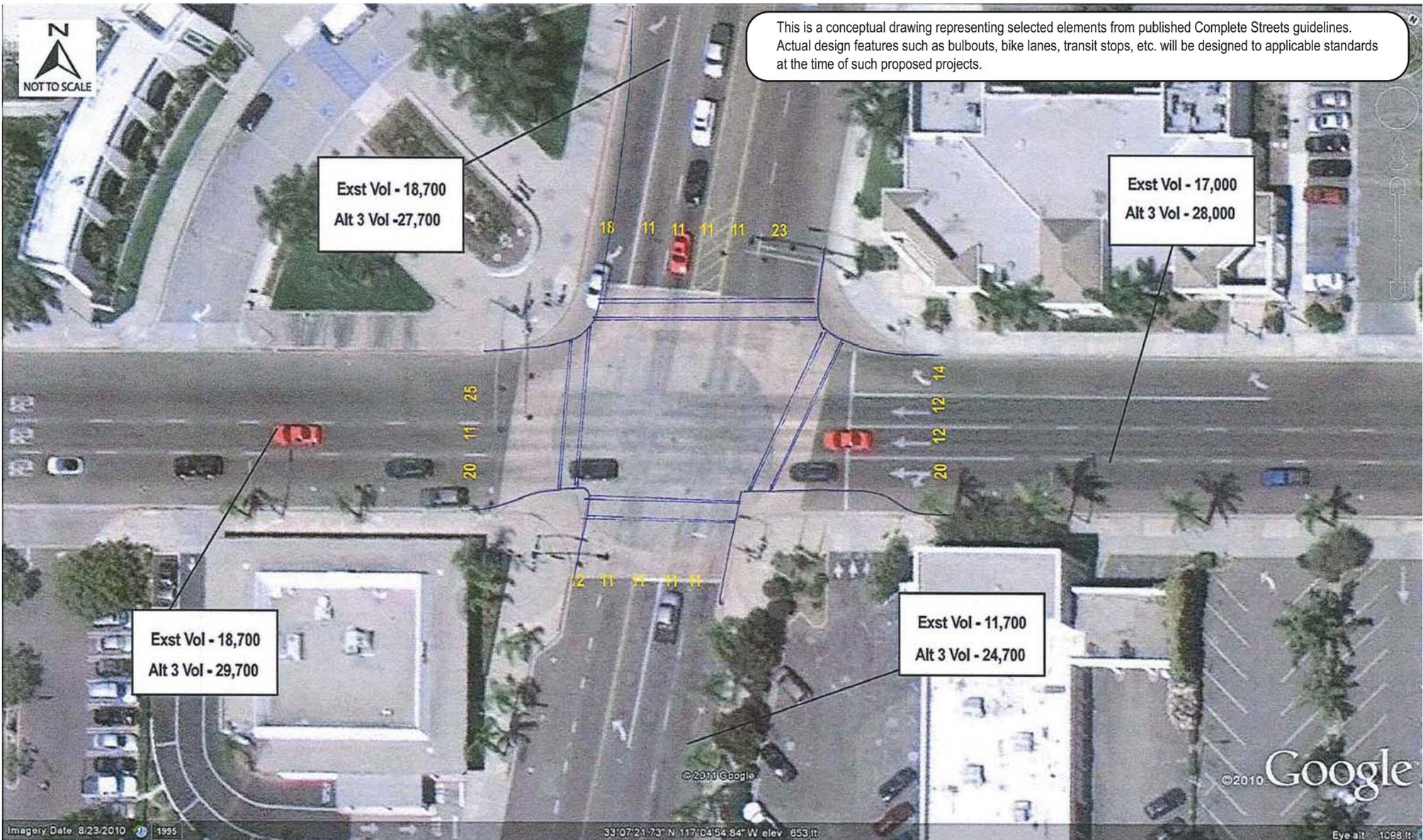


Figure 1
 Project Area Map



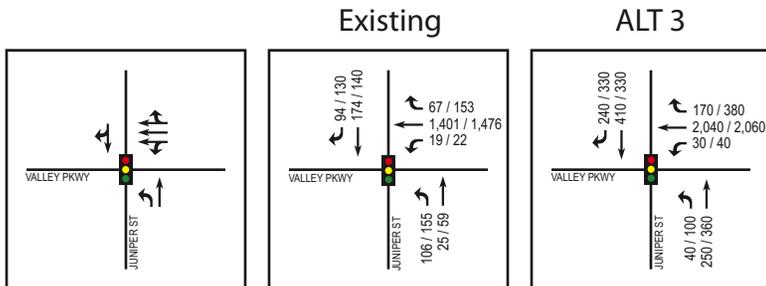
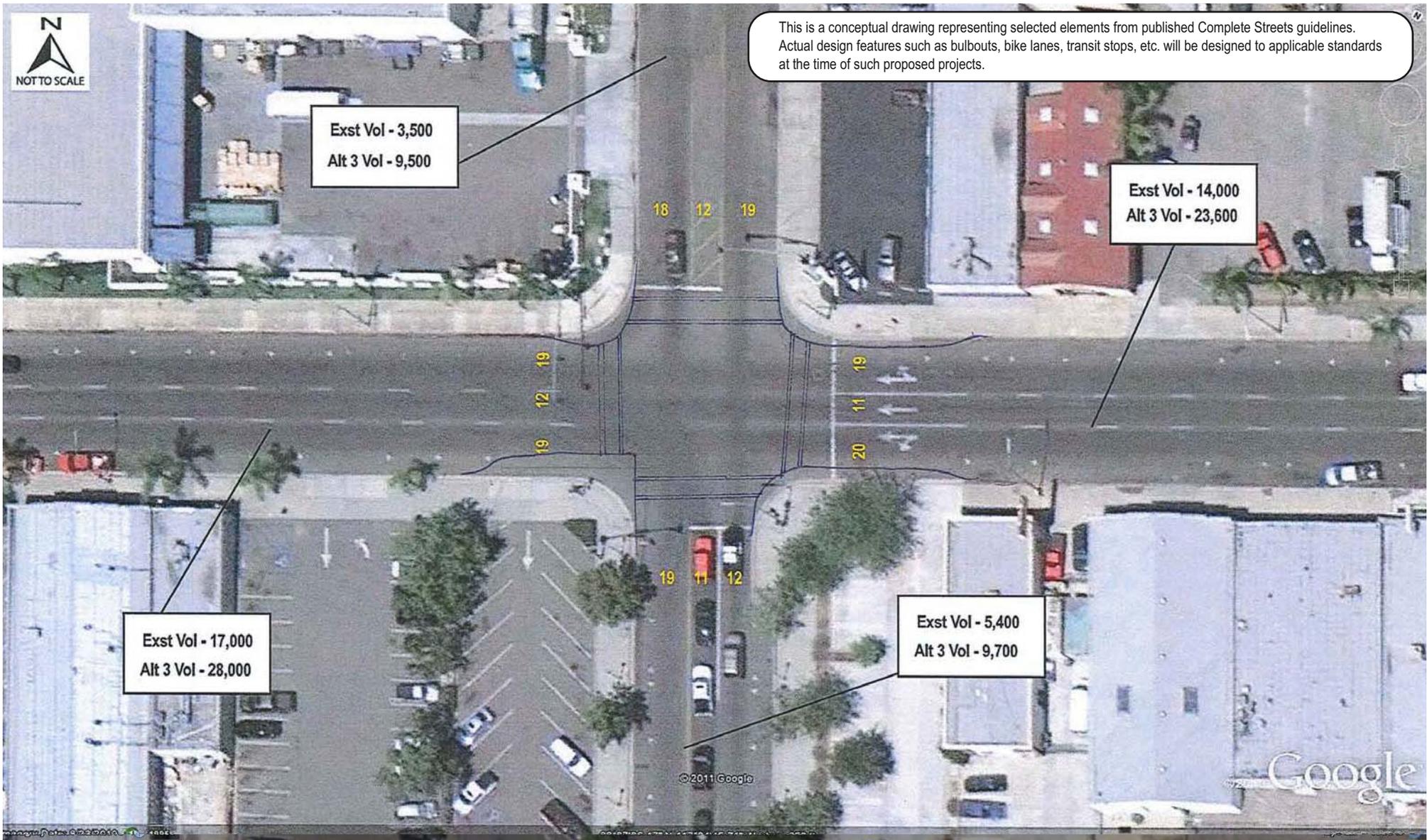
Attachment 1a Valley Parkway and Escondido Boulevard

Escondido General Plan Update
Downtown Specific Plan



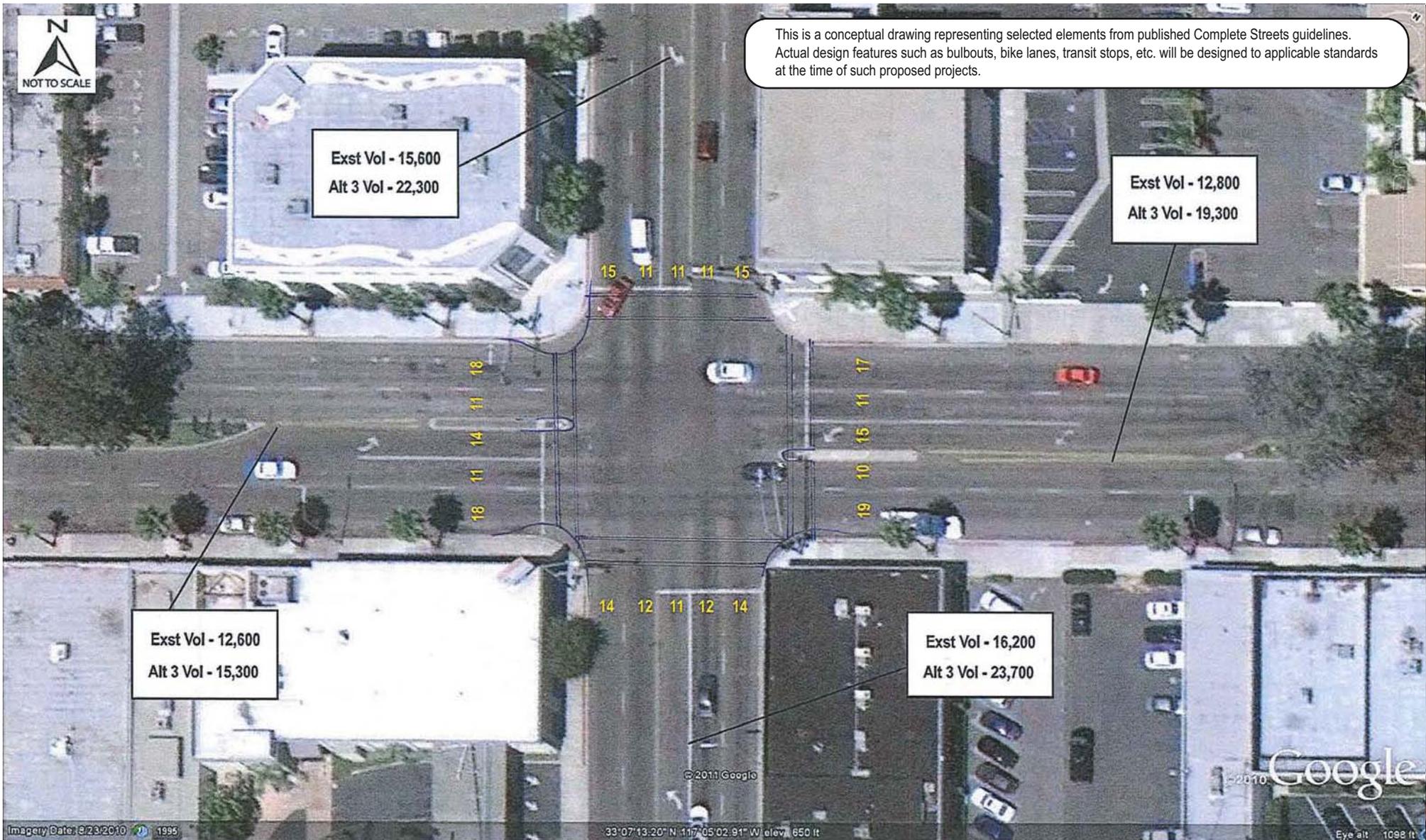
Attachment 1b Valley Parkway and Broadway

Escondido General Plan Update
Downtown Specific Plan



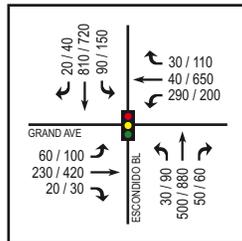
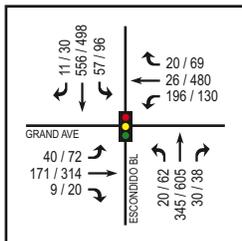
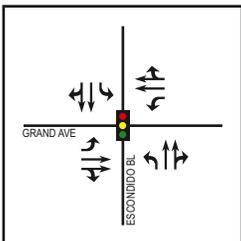
Attachment 1c Valley Parkway and Juniper Street

Escondido General Plan Update
Downtown Specific Plan



Existing

ALT 3



Attachment 2a Grand Avenue and Escondido Boulevard

Escondido General Plan Update
Downtown Specific Plan



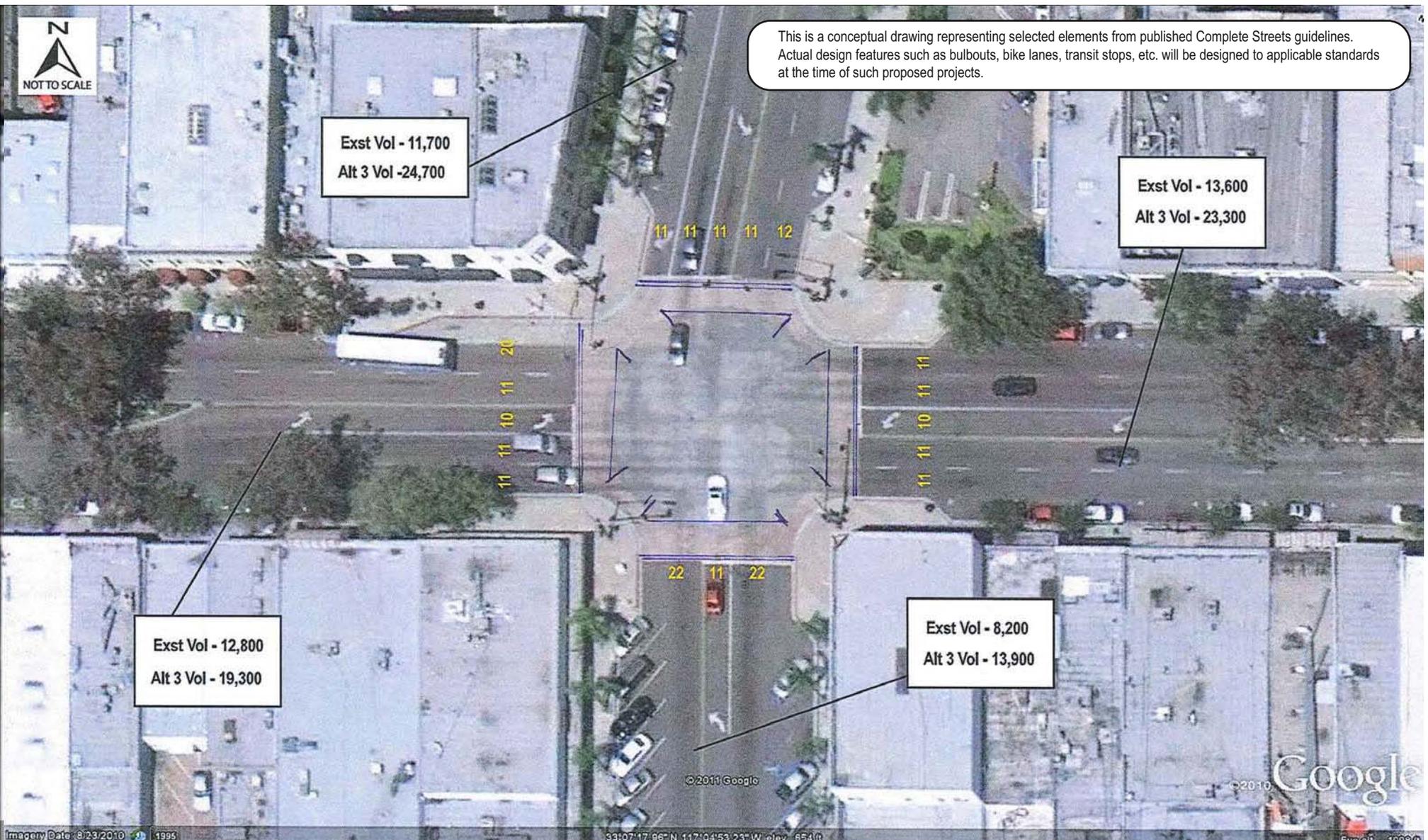
This is a conceptual drawing representing selected elements from published Complete Streets guidelines. Actual design features such as bulbouts, bike lanes, transit stops, etc. will be designed to applicable standards at the time of such proposed projects.

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Alt 3 Vol -24,700

Exst Vol - 13,600
Alt 3 Vol - 23,300

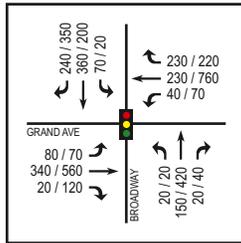
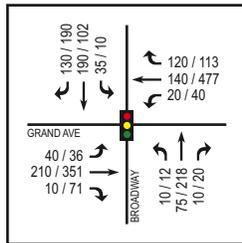
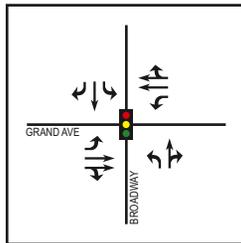
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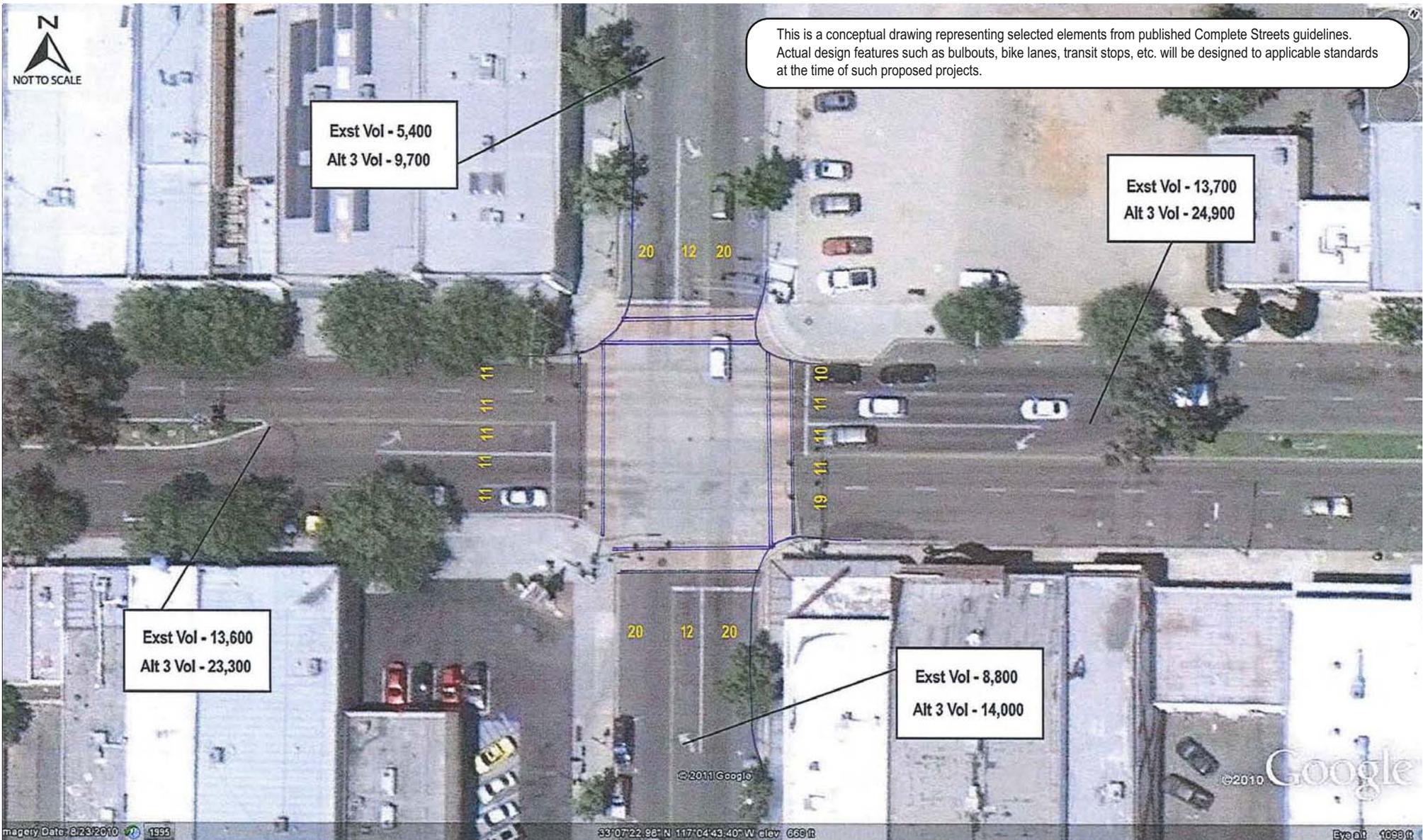


Existing

ALT 3

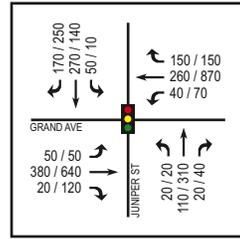
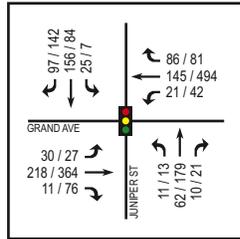
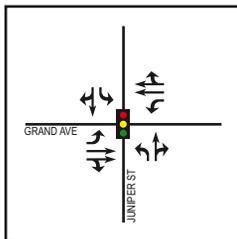


Attachment 2b Grand Avenue and Broadway



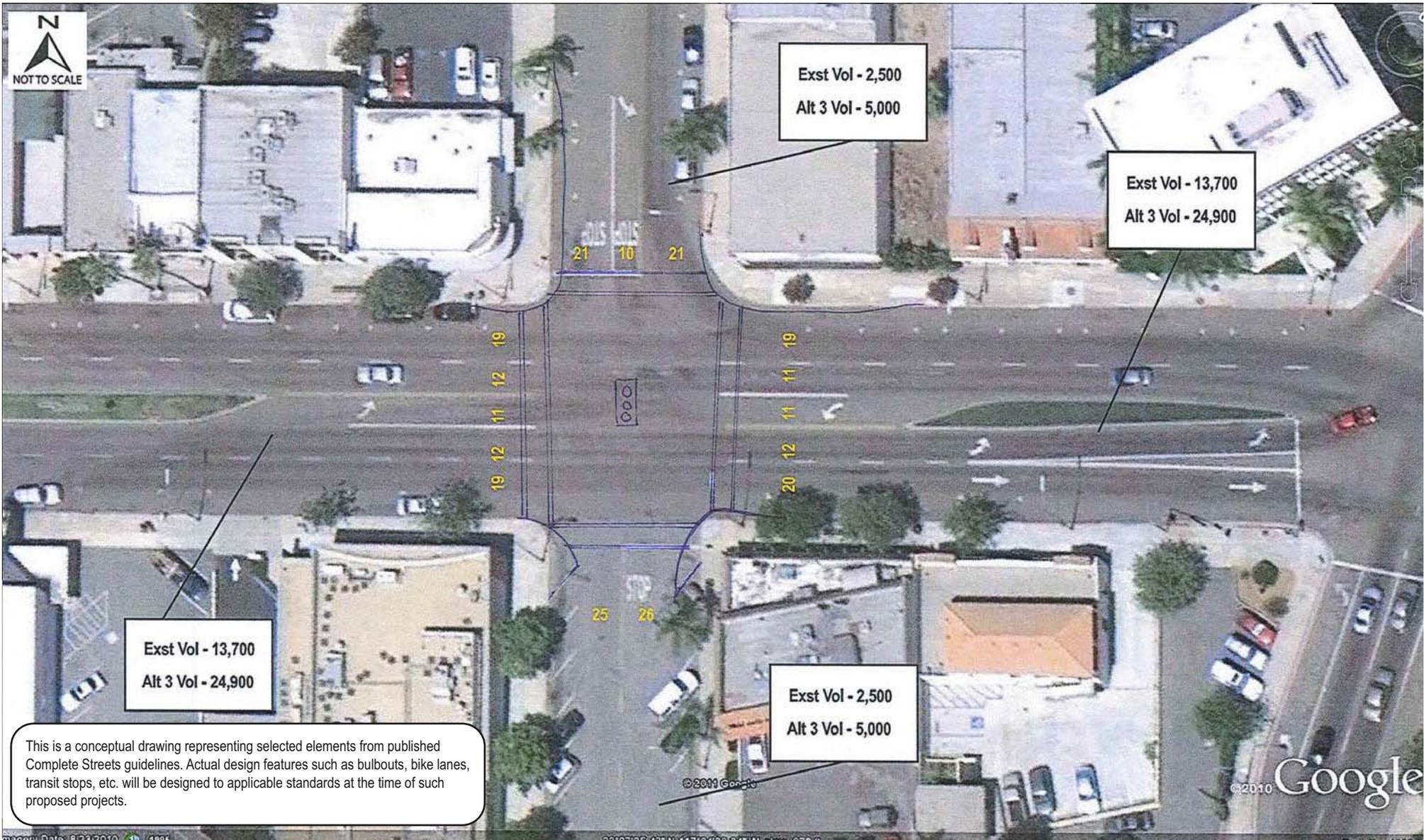
Existing

ALT 3



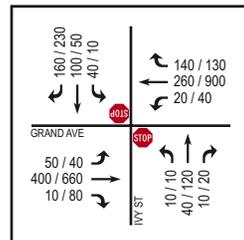
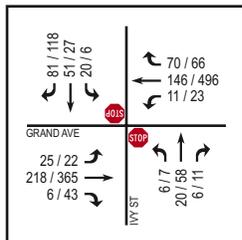
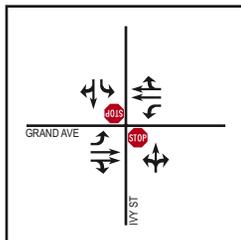
Attachment 2c Grand Avenue and Juniper Street

Escondido General Plan Update
Downtown Specific Plan



Existing

ALT 3



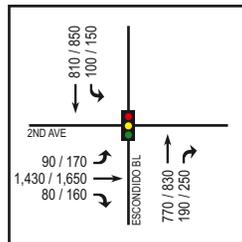
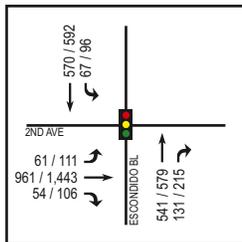
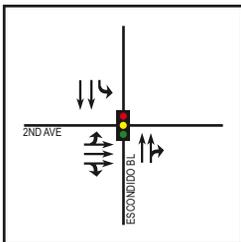
Attachment 2d Grand Avenue and Ivy Street

Escondido General Plan Update
Downtown Specific Plan



Existing

ALT 3

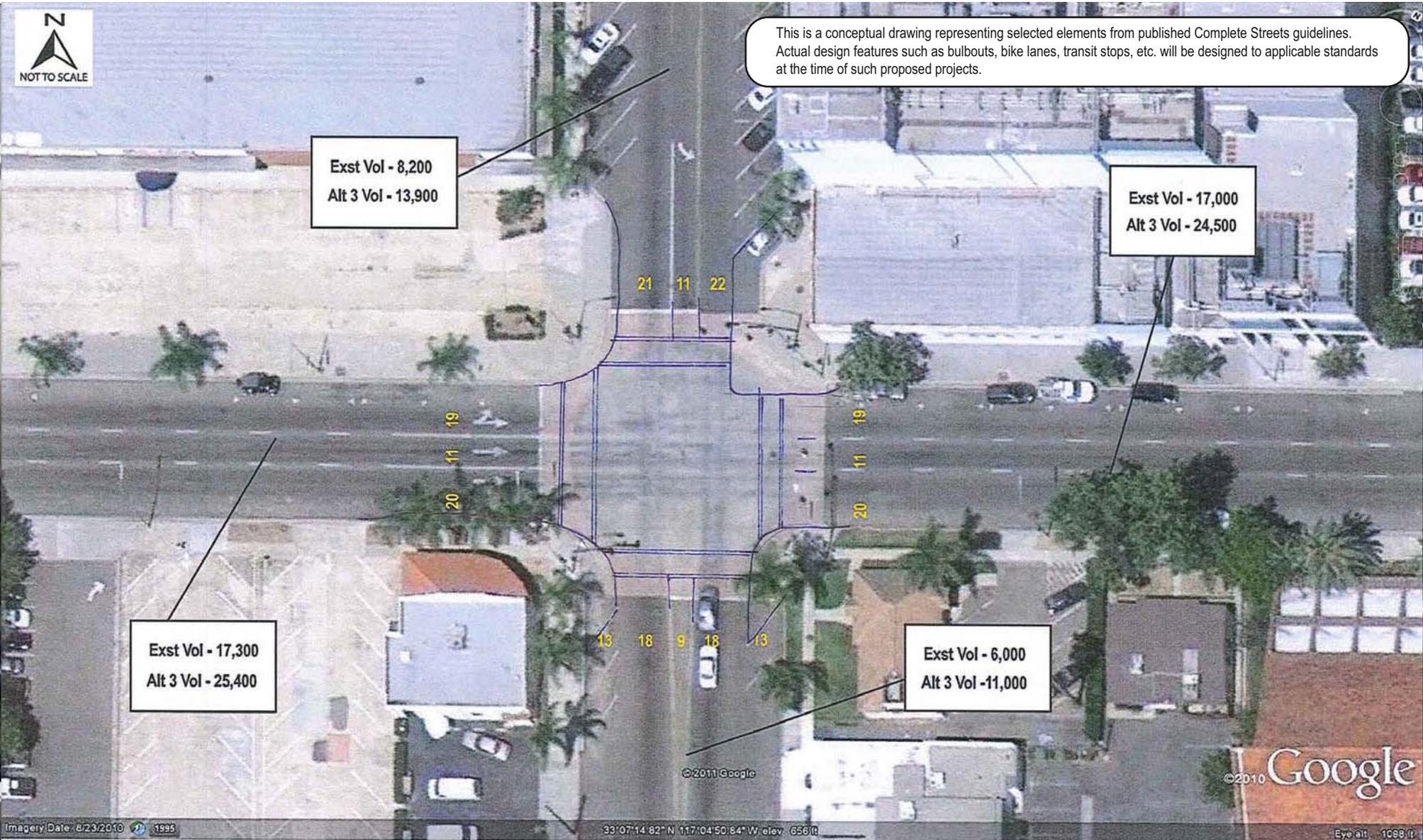


Attachment 3a 2nd Avenue and Escondido Boulevard

Escondido General Plan Update
Downtown Specific Plan



This is a conceptual drawing representing selected elements from published Complete Streets guidelines. Actual design features such as bulbouts, bike lanes, transit stops, etc. will be designed to applicable standards at the time of such proposed projects.



Exst Vol - 8,200
Alt 3 Vol - 13,900

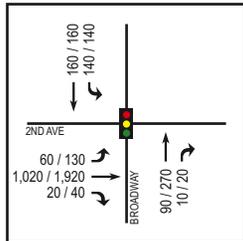
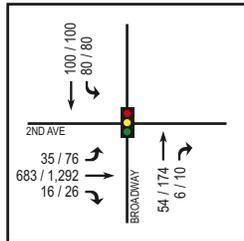
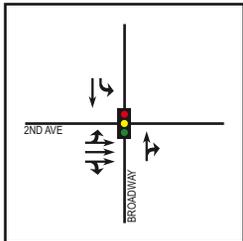
Exst Vol - 17,000
Alt 3 Vol - 24,500

Exst Vol - 17,300
Alt 3 Vol - 25,400

Exst Vol - 6,000
Alt 3 Vol - 11,000

Existing

ALT 3



Attachment 3b 2nd Avenue and Broadway

Escondido General Plan Update
Downtown Specific Plan



This is a conceptual drawing representing selected elements from published Complete Streets guidelines. Actual design features such as bulbouts, bike lanes, transit stops, etc. will be designed to applicable standards at the time of such proposed projects.

Exst Vol - 8,800
Alt 3 Vol - 14,000

Exst Vol - 15,900
Alt 3 Vol - 26,800

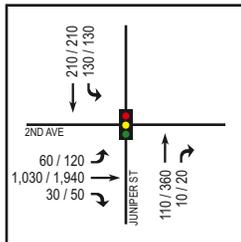
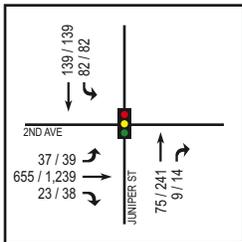
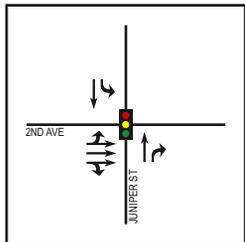
Exst Vol - 17,000
Alt 3 Vol - 24,500

Exst Vol - 9,700
Alt 3 Vol - 13,600



Existing

ALT 3



Attachment 3c 2nd Avenue and Juniper Street

Escondido General Plan Update
Downtown Specific Plan