



Mike Calandra
Chair

Ed Krulikowski
Vice Chair

Tony Ortega
Commissioner

Greg Paden
Commissioner

Dinah Justice
Commissioner

Leon Firsht
Director of Public Works/City
Engineer

Mike Kinnard
Associate Engineer

Philip Kern
Engineering Project Manager

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LA MESA TRAFFIC AND MOBILITY COMMISSION

AGENDA

A Regular Meeting

Wednesday, October 2, 2019

9:00 a.m.

City Council Chambers

The purpose of a Traffic and Mobility Commission meeting is to accomplish the public's business as productively, efficiently and professionally as possible.

PLEASE NOTE: Materials related to an item on this agenda submitted to the La Mesa Traffic Commission after distribution of the agenda packet are available for public inspection at the City Clerk's Office located in La Mesa City Hall, 8130 Allison Avenue during normal business hours.

Citizens who wish to make an audio/visual presentation pertaining to an item on the agenda, or during Public Comments, should contact Noemi Becerra at 619.667.1143, no later than 12:00 noon, one business day prior to the start of the meeting. Advance notification will ensure compatibility with City equipment and allow Council meeting presentations to progress smoothly and in a consistent and equitable manner. Please note that all presentations/digital materials are considered part of the maximum time limit provided to speakers.

Individuals with disabilities who require reasonable accommodation in order to participate in City of La Mesa services, activities, programs and/or attendance at City Council meetings, Commission meetings, or any Public Hearings should contact the City's Americans with Disabilities Act (ADA) Coordinator, Rida Freeman, Human Resources Manager, 48 hours prior to the meeting at 619.667.1175, fax 619.667.1163, or freeman@ci.la-mesa.ca.us.

Hearing assisted devices are available for the hearing impaired. A City staff member is available to provide these devices upon entry to City Council meetings, commission meetings or public hearings held in the City Council Chambers. A photo ID or signature will be required to secure a device for the meeting.

AGENDA

October 2, 2019

9:00 A.M.

CALL MEETING TO ORDER/ROLL CALL

INVOCATION – COMMISSIONER KRULIKOWSKI

PLEDGE OF ALLEGIANCE

ADDITIONS AND/OR DELETIONS TO THE AGENDA

INFORMATIONAL ITEMS

- 1. TRAFFIC ACTION ITEMS SINCE PREVIOUS TRAFFIC COMMISSION MEETING (ATTACHMENT)**
- 2. TRAFFIC CALMING UPDATE (ATTACHMENT)**

PUBLIC COMMENTS – (TOTAL TIME – 15 MINUTES)

NOTE: In accordance with state law, an item not scheduled on the agenda may be brought forward by the general public for discussion; however, the Traffic Commission will not be able to take any action at this meeting. If appropriate, the item will be referred to Staff or placed on a future agenda.

NEW BUSINESS (ACTION)

- 3. APPROVAL OF MINUTES FROM AUGUST 7, 2019 TRAFFIC COMMISSION MEETING (ATTACHMENT) PLEASE NOTE: SEPTEMBER 4, 2019 TRAFFIC COMMISSION MEETING WAS CANCELLED.**
- 4. RECOMMENDATION FOR REDUCTION OF EXISTING SPEED LIMIT OF 40 MPH TO 35 MPH FOR MURRAY DRIVE BETWEEN GROSSMONT CENTER DRIVE AND SEVERIN DRIVE, BASED ON AN ENGINEERING AND TRAFFIC STUDY (E&TS), PERFORMED BY KIMLEY HORN DATED JULY 24, 2019. (ATTACHMENT)**

COMMISSION INITIATED ITEMS

STAFF COMMENTS

FUTURE ITEMS

ADJOURNMENT

NEXT REGULARLY SCHEDULED MEETING IS NOVEMBER 6, 2019

TRAFFIC WORK ORDER LOG 2019

Approved or completed since last Traffic Commission Meeting, August 7, 2019

WORK ORDER	PROJECT ACTION/DESCRIPTION	LOCATION
WO 19-20	Paint Keep Clear	5151 70 th Street
Approved at previous TAC meeting; Work Order pending	Relocate "No Outlet" sign (2 nd request)	Charles Street at Hoffman
WO 19-07	Install "No Parking" sign	Vista La Mesa Park
Approved at previous TAC meeting; Work Order pending	Install "No Stopping/Standing" sign (timed)	Rolando Elementary.
Approved at previous TAC meeting; Work Order pending	Install "No Stopping/Standing" sign (timed)	Murray Manor Elementary
Approved at previous TAC meeting; Work Order pending	Remove "No Stopping/Standing" sign	6918 Tower Street

Traffic Calming Status: Update 10/02/19
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Street	Status	Neighborhood Meeting Date/Status	Conceptual Design Date	Final Design Date	Neighborhood Design Notification and Survey
Howell Dr	Phase III Construction	Completed	04/18/2018	07/18/2018	July 18th Meeting
Stanford Ave	Phase III Construction	Completed	07/05/2018	09/13/2018	Sept 13th Meeting
Olive Ave	Phase II Design	Initial Design Completed, Scheduling Community Outreach	09/19/2019		
El Paso St	Phase II Design	In Conceptual Design			
Lois St	Phase I Design and Implementation	In Conceptual Design			
Severin Dr	Phase I Design and Implementation	In Conceptual Design			

Minutes of a Regular Meeting of the La Mesa Traffic and Mobility Commission
 Wednesday, August 7, 2019 at 9:00 a.m.
 City Council Chambers, 8130 Allison Avenue, La Mesa, California

The Agenda for this meeting was posted on August 1, 2019.

The meeting was called to order at 9:00 a.m.

ROLL CALL: TRAFFIC COMMISSION

PRESENT: Chair Calandra; Vice Chair Krulikowski; Commissioners Paden, Ortega, Justice

ABSENT: None

STAFF: Director of Public Works/City Engineer Richard B. Leja; Engineering Project Associate Engineer Michael Kinnard; Administrative Coordinator Noemi Becerra; Administrative Office Assistant Carla Farr; Hamed Hashemian Engineering Project Manager

INVOCATION – COMMISSIONER JUSTICE

PLEDGE OF ALLEGIANCE

ADDITIONS AND/OR DELETIONS TO THE AGENDA

NONE

INFORMATIONAL ITEMS

1. TRAFFIC ACTION ITEMS SINCE PREVIOUS TRAFFIC COMMISSION MEETING

Mr. Kinnard reported on the items on the Traffic Work Order Log that were approved since the July 3, 2019, Traffic Commission meeting. (See Agenda Attachment – Traffic Work Order Log 2019) Commission comments and questions followed regarding the items.

2. TRAFFIC CALMING UPDATE

Mr. Kinnard gave an update on the status of traffic calming as of July 30, 2019. (See Agenda Attachment – Traffic Calming Status: Update 07-30-2019)

3. 3D CROSSWALK PRESENTATION

Mr. Hashemian gave a presentation regarding using 3D Crosswalks (See Agenda Attachment – 3D Crosswalk Presentation) as a possible tool for traffic control. Considerable Commission questions and comments followed. Staff will continue to research the topic and look into applying for a demo through the California Traffic Control Devices.

PUBLIC COMMENTS – (TOTAL TIME – 15 MINUTES)

Dorcas Hermsmeier, 4827 Beaumont Drive

Mrs. Hermsmeier supports the idea of possible future implementation on 3D Crosswalks as an alternative to the installing of speed humps in the City.

Isaac Ullal, 8465 Lemon Avenue

Mr. Ullal requested traffic calming on Lemon Avenue, between Grant Avenue and Schuyler Avenue, due to two recent accidents, daily screeching tires and other serious safety issues. He requested his street be moved up on the Traffic Calming list.

OLD BUSINESS

NONE

NEW BUSINESS (ACTION)

4. APPROVAL OF MINUTES FROM JULY 3, 2019 TRAFFIC COMMISSION MEETING (ATTACHMENT)

ACTION: Chair Calandra moved to approve the minutes from the July 3, 2019 Traffic Commission meeting, Vice Chair Krulikowski seconded the motion with and addition to his report on the ITE Western District Annual meeting, on page 4, to include "Crosswalk Compliance, Hawk Configuration showed highest compliance". The motion carried 5-0.

AYES: Chair Calandra, Vice Chair Krulikowski, Commissioners Ortega, Paden, Justice
NOES: None
ABSTAINED: None
ABSENT: None

5. VISION SAFETY ZONE REQUESTS FOR 8212 PARKWAY DRIVE AND 8367 LEMON AVE

Associate Engineer Michael Kinnard gave a staff report, including vehicles counts and traffic collision data for both locations. Considerable commission and staff discussion and questions followed regarding the data collected and how Vision Safety Zones could be used at the locations.

ACTION: Chair Calandra moved to approve the Vision Safety Zone along the entire driveway of Parkway Drive. Commissioner Paden seconded the motion which carried 4-1.

AYES: Chair Calandra, Commissioners Ortega, Paden, Justice
NOES: Vice Chair Krulikowski
ABSTAINED: None
ABSENT: None

ACTION: Commissioner Justice moved to approve a Vision Safety Zone of 100ft on Lemon Avenue. Commissioner Ortega seconded the motion which carried 5-0.

AYES: Chair Calandra, Vice Chair Krulikowski, Commissioners Ortega, Paden, Justice
NOES: None
ABSTAINED: None
ABSENT: None

Gary Clasen, 4238 Parkway Drive

Mr. Clasen gave an overview of the steps he has taken the property manager of 4238-4240 Parkway Drive to help with the sight distance issue along Parkway Drive.

Rick Preciado, 8200 Parkway Drive

Mr. Preciado spoke in support of adding red curb to both driveways of the business he manages, Chick-fil-A, as he has heard concerns from customers about near collisions entering and exiting the parking lot.

COMMISSION INITIATED ITEMS

Commissioner Ortega spoke regarding the maintenance issues and poor state of the medians on University Avenue, specifically from Parks Avenue to Harbinson Avenue.

Chair Calandra spoke about the July 23, 2019 council meeting regarding the changes to the Traffic Commission, including that it is not mandated but desired to have vulnerable users, and that City Council will augment new members. He also stated he will be on vacation for the October meeting.

STAFF COMMENTS

Director of Public Works/City Engineer Richard B. Leja thanked the Commission for their hard work. He also said goodbye, as this was his final meeting, and introduced Leon Firsht as Acting Director of Public Works.

FUTURE ITEMS

- Mobility issues

ADJOURNMENT

NEXT REGULARLY SCHEDULED MEETING IS AUGUST 7, 2019

There being no further business before the Commission, the meeting was adjourned at 10:14 a.m.



July 24, 2019

Chief Walt Vasquez
 City of La Mesa Police Department
 8085 University Avenue
 La Mesa CA 92942

RE: *Murray Drive between Grossmont Center Drive and Severin Drive*

Dear Chief Vasquez:

I, Leonardo E. Espelet, Traffic Engineer for the City of La Mesa, County of San Diego, California do hereby certify that I have reviewed the current status of **Murray Drive between Grossmont Center Drive and Severin Drive** and it is my professional opinion that the existing speed limit of 40 MPH should be reduced to 35 MPH and extended to a date of July 23, 2024 in accordance with the provisions of Section 40802 of the State of California Vehicle Code.

Executed on July 24, 2019, at the City of La Mesa, County of San Diego, California.

Please contact me at (619) 744-0136 or leo.espelet@kimley-horn.com should you have any questions.

Sincerely,



Leonardo E. Espelet, P.E., T.E.
 RCE 71532
 RTE 2678

I certify that this is a true and accurate Engineering and Traffic Survey made on **Murray Drive between Grossmont Center Drive and Severin Drive** for the Public Works Department of the City of La Mesa. Further, that the aforementioned survey, dated March 1, 2019, shows that the average speed on the segment is 36 mph and the 85th percentile or critical speed is 40 MPH. The survey has been made in accordance with California Vehicle Code, Section 627 and also complies with Section 40803(b). This survey is valid from July 24, 2019 to July 23, 2024.

I have employed the theory and methodology of traffic surveys made for the purpose of determining safe and reasonable speeds for motor vehicles upon public highways. Murray Drive, between Grossmont Center Drive and Severin Drive, is a variable width roadway with a 40 MPH posted speed limit and is designated as a major collector roadway in the City's Circulation Plan. There are two vehicle travel lanes in each direction, separated by turn pockets, two-way left-turn lanes, or painted medians. Class II bike lanes are provided on both sides of the road, east of Brier Road. There are sidewalk improvements on the north side of the road throughout the segment and on the south side of the road between Grossmont Center Drive and Health Center Circle. There are traffic signals at Grossmont Center Drive, Health Center Circle, Wakarusa Street and Severin Drive. On-street parking is prohibited on both sides of the roadway. Based on SANDAG information, the segment has an ADT that varies between 5,400 and 8,200 vehicles per day.

Based upon the preceding information and my review of the speed survey, accident records, and traffic conditions on Murray Drive between Grossmont Center Drive and Severin Drive, it is my considered opinion that a speed limit of 35 MPH should be posted in order to comply with the speed trap laws contained in the California Vehicle Code. A true and accurate copy of this survey is on file at the Public Works Department, City of La Mesa.

ENGINEERING AND TRAFFIC SURVEY (CVC SEC. 627)

Street: Murray Drive between Grossmont Center Drive and Severin Drive

Year of Survey	2019
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PART I: PREVAILING SPEED MEASUREMENT

Location of Survey	Approximately 500' south of Wakarusa Street		
Date of Survey	3/1/2019		
50%ile	85%ile	36 mph	40 mph
10 mph pace (% of vehicle)	31-40 mph (84%)		
Posted Speed Limit	40 mph		

PART II: ACCIDENT RECORDS

Time Period Covered	01/01/2014-12/31/2018 (5 years)
Number of Mid-Block Accidents	0
Mid-Block Accident Rates per Million Vehicle Miles	0.00 acc/mvm
Expected Mid-Block Accident Rate	1.71 acc/mvm (Divided 4 Lanes, <45 MPH, Urban, 2015 Caltrans Collision Data)

PART III: HIGHWAY, TRAFFIC, AND ROADSIDE CHARACTERISTICS NOT READILY APPARENT

Date Observation Made	April 6, 2019
HIGHWAY: Geometric, access (driveways, intersections, other).	<ul style="list-style-type: none"> - Winding horizontal alignment with rolling vertical alignment. - Segment length = 0.60 mi. - ADT = 6,800 (average of segments from SANDAG 2015 count data). - 40 mph speed limit signs posted within segment. - Two vehicle lanes in each direction separated by turn pockets, two-way left-turn lanes, or painted medians. - Class II bike lanes are provided on both sides of the road, east of Brier Road. - Traffic signals at Grossmont Center Drive, Health Center Circle, Wakarusa Street and Severin Drive. - Sporadic street lighting within segment. - Intersections and driveways on both sides of the road, west of Health Center Circle. - New multi-unit residential development access on north side of road, just west of Wakarusa Street. - Residential driveways on the north side of road, east of Nokomis Street.

<p>TRAFFIC: Pedestrians, parking turnover, school crossings.</p>	<ul style="list-style-type: none"> - On-street parking is prohibited on both sides of road. - Heavy pedestrian traffic along roadway, west of Health Center Circle.
<p>ROADSIDE: Land uses not apparent (park, school, etc.) other conditions</p>	<ul style="list-style-type: none"> - Sidewalks on the north side of the road throughout the segment and on the south side of the road west of Health Center Circle. - Residential frontage on the north side of road, east of Wakarusa Street. - New multi-unit residential development on north side of road, just west of Wakarusa Street. - Commercial and hospital frontage on both sides of road, west of Health Center Circle - Interstate 8 freeway frontage on the south side of road, east of Health Center Circle.

PART IV: ADDITIONAL REMARKS

Murray Drive between Grossmont Center Drive and Severin Drive within the City of La Mesa is classified as a major collector roadway on the City’s Circulation Plan Map. Due to its classification and functional usage, the California Vehicle Code requires that an Engineering and Traffic Survey be conducted based on the methodology mandated by the California Department of Transportation to establish a legal speed limit that can be enforced by radar or other electronic means.

Murray Drive between Grossmont Center Drive and Severin Drive is characterized by two vehicle travel lanes in each direction, separated by turn pockets, two-way left-turn lanes, or painted medians. The existing posted speed limit is 40 mph. This segment of Murray Drive is approximately 0.60 miles in length and has commercial, hospital, residential frontage on the north side with commercial and freeway frontage on the south side. Within the study segment, Murray Drive has traffic signals at Grossmont Center Drive, Health Center Circle, Wakarusa Street and Severin Drive.

The California Manual on Uniform Traffic Control Devices (CA MUTCD), which is authorized by the California Vehicle Code (CVC) as the legal procedure for establishing speed zones, provides the following guidance on obtaining prevailing speeds (Section 2B.13, page 136):

“A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs”

Based on the location of existing traffic controls at Grossmont Center Drive, Health Center Circle, Wakarusa Street and Severin Drive, fronting development and roadway characteristics, the speed data collected approximately 500-feet south of Wakarusa Street, is adequate to produce an appropriate speed zone for the entire segment.

The speed measurements resulted in an 85th percentile speed of 40 mph and a 10 mph pace of 31-40 mph, with 84% of vehicles within that pace. The CA MUTCD states the following (Section 2B.13, page 134):

“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.

Option 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.

The “standard” identified in Option 1 above is as follows (Section 2B.13, page 134):

“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.”

Factors that may justify application of a 5 mph reduction from the nearest 5 mph increment of the 85th percentile speed are discussed in the CA MUTCD and include:

- Road characteristics, shoulder condition, grade, alignment, and sight distance not clear to motorists;
- The pace;
- Roadside development and environment;
- Parking practices and pedestrian activity;
- Reported crash experience for at least a 12-month period;
- Residential density; and
- Pedestrian and bicyclist safety.

A review of the reported accident history on Murray Drive between Grossmont Center Drive and Severin Drive revealed zero (0) midblock accidents during the latest five-year period ending December 31, 2018. The expected accident rate is 1.71 acc/mvm for a 4-lane divided urban roadway (<45 MPH) within Caltrans’ districts.

The speed measurements indicate that the closest 5 mph increment to the 85th percentile speed is 40 mph. However, the following conditions suggest that an additional 5 mph reduction would be appropriate:

- The 10-mile pace is 31-40 mph. Reducing the speed limit to 35 mph would be in the middle of the speed range where the majority of motorists are traveling, thus making it a reasonable speed limit.
- Bike lanes will be installed along this segment and will result in narrower vehicular travel lanes and regular bicycle traffic. Bicycle safety would be degraded by increasing the speed limit.
- The segments of Murray Drive west of Grossmont Center Drive and east of Severin Drive are posted at 35 mph. Reducing the posted speed would provide a consistent posted speed along Murray Drive, reducing driver confusion.

Based on the above information, and the guidelines contained within the CA MUTCD, it is reasonable to apply a 5 MPH reduction to the nearest 5 mph increment of the 85th percentile speed. Therefore, it is recommended that the existing 40 mph speed zone on Murray Drive between Grossmont Center Drive and Severin Drive be reduced to 35 mph to provide a reasonable and safe speed limit.

RECOMMENDATION	Reduce the existing 40 mph speed limit to 35 mph
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Spot Speed Study

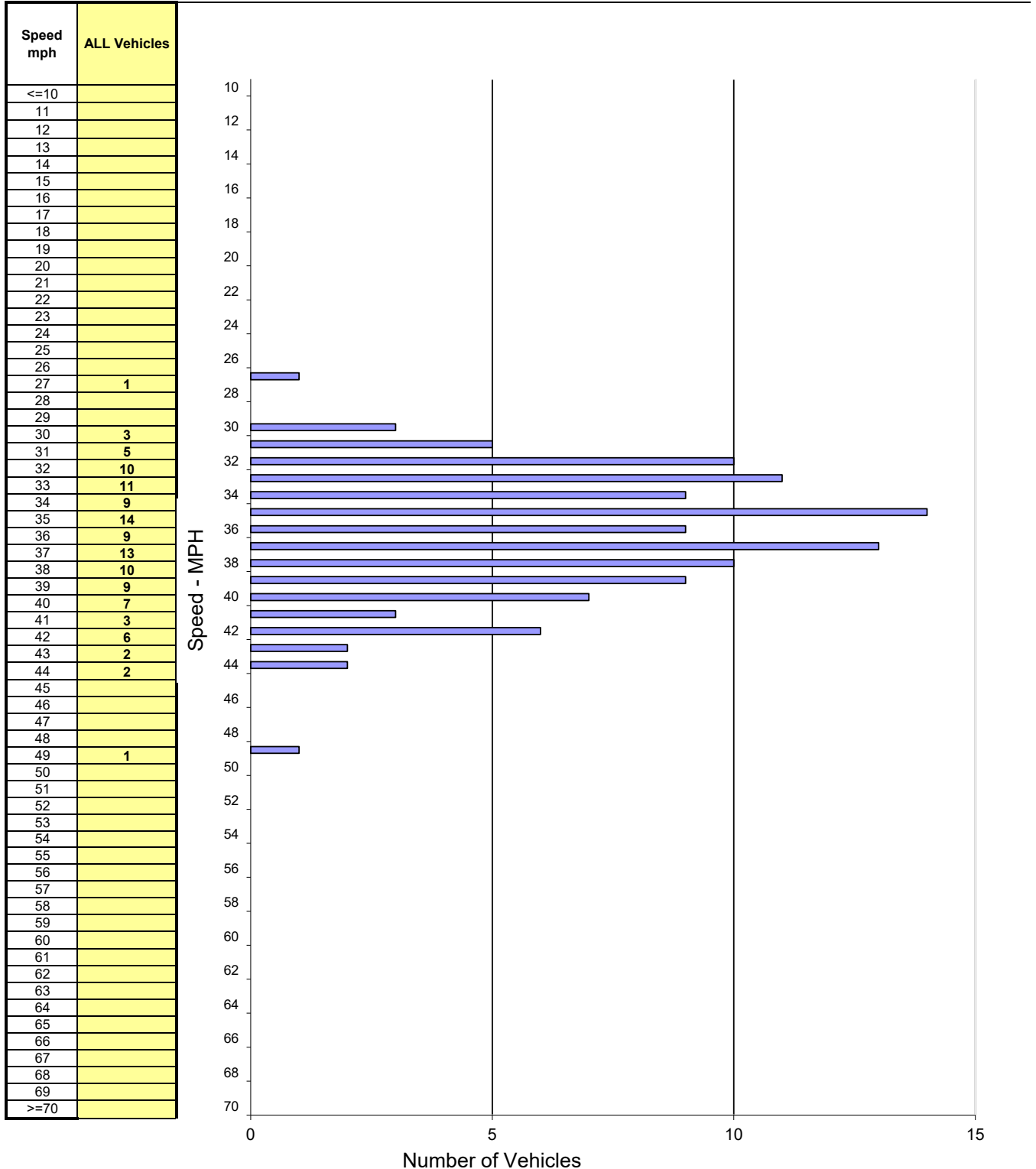
Prepared by: National Data & Surveying Services

City of La Mesa

DATE: 3/1/2019
TIME: 11:50-12:58

Location: Murray Dr Bet. Grossmont Center Dr & Severin Dr
Posted Speed: 40 MPH Clear/Dry Project #: 19-4081-018

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	115	27 - 49	36 mph	40 mph	31 - 40	97	84%	3% / 4	13% / 14

Spot Speed Study

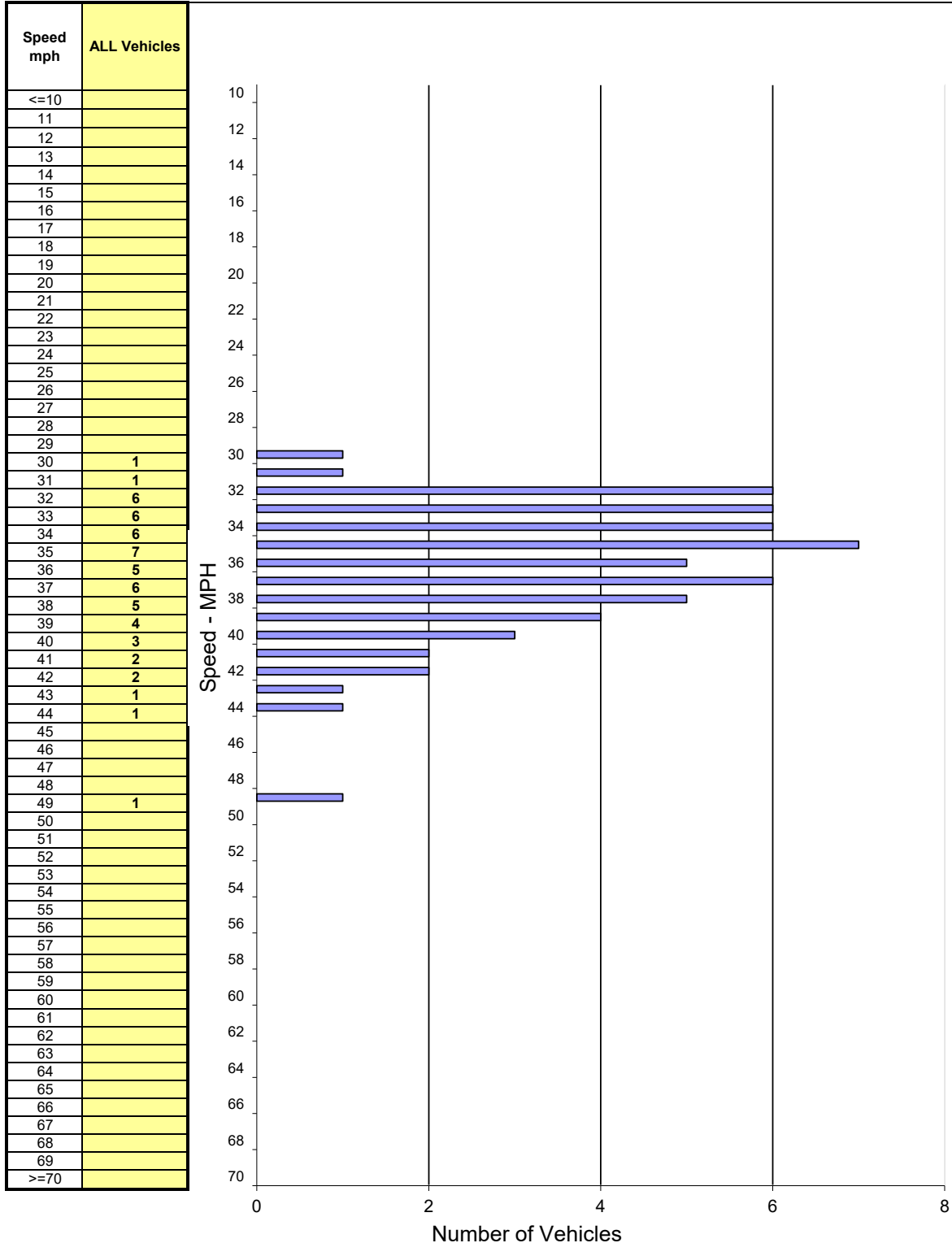
Prepared by: National Data & Surveying Services

City of La Mesa

DATE: 3/1/2019
TIME: 11:50-12:58

Location: Murray Dr Bet. Grossmont Center Dr & Severin Dr
Posted Speed: 40 MPH Clear/Dry Project #: 19-4081-018

Eastbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	57	30 - 49	36 mph	40 mph	32 - 41	50	88%	3% / 2	9% / 5

Spot Speed Study

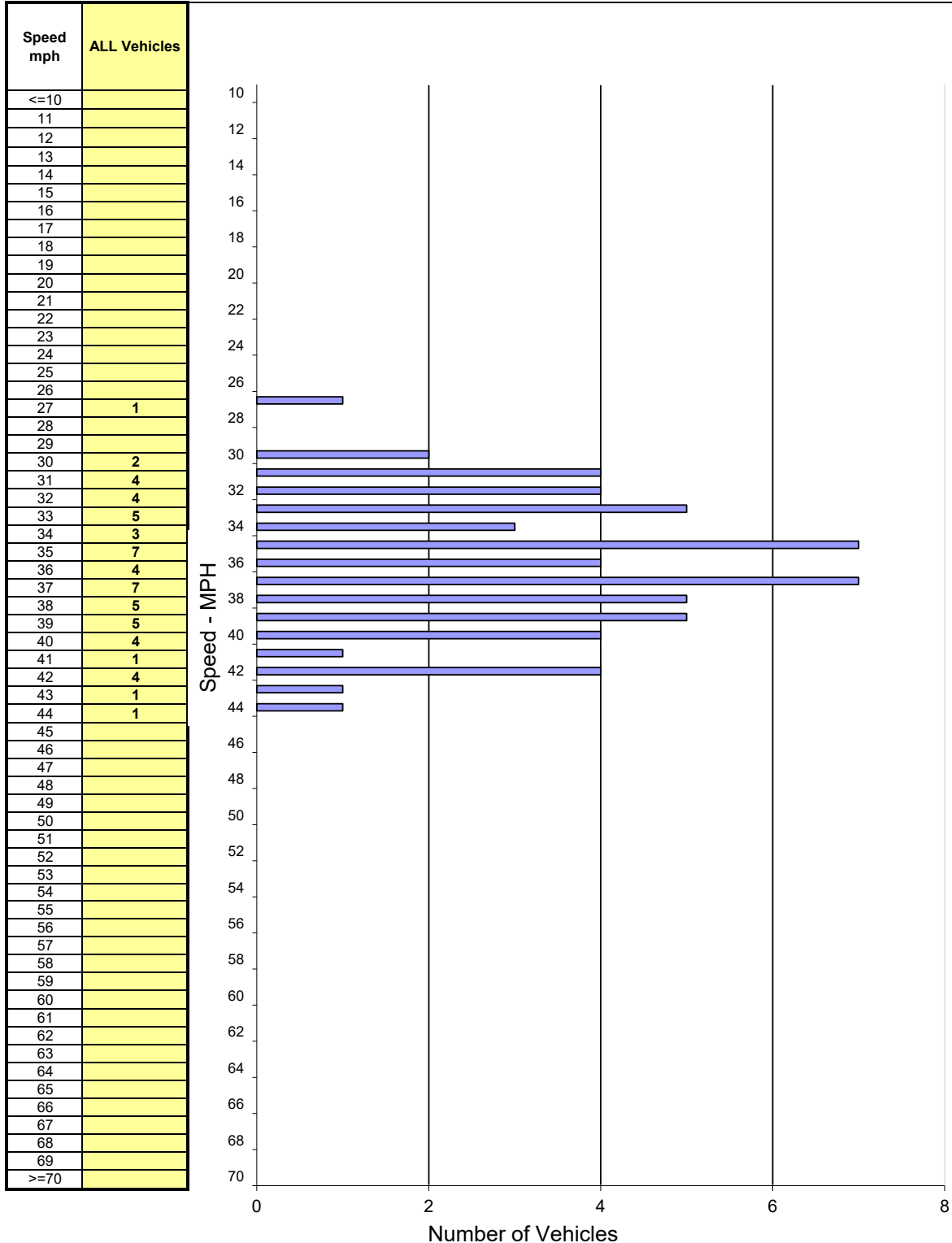
Prepared by: National Data & Surveying Services

City of La Mesa

DATE: 3/1/2019
TIME: 11:50-12:58

Location: Murray Dr Bet. Grossmont Center Dr & Severin Dr
Posted Speed: 40 MPH Clear/Dry Project #: 19-4081-018

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	58	27 - 44	36 mph	40 mph	31 - 40	48	83%	5% / 3	13% / 7