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Tony Ortega
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Engineer

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Engineering Project Manager

Michael Kinnard
Associate Engineer

Carla Farr
Administrative Office Assistant

PLEASE NOTE: Materials related to an item on this agenda submitted to the La Mesa Traffic and Mobility 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.

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, Director of Administrative Services, 48 hours prior to the meeting at 619.667.1175, fax 619.667.1163, or freeman@cityoflamesa.us.

AGENDA

TRAFFIC AND MOBILITY COMMISSION

A Regular Meeting via Teleconference

Wednesday, December 2, 2020 at 9:00 AM

City Manager's Office Conference Room
8130 Allison Avenue, La Mesa, CA

This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic.

The public may view the meeting live using the following remote options:

Teleconference Meeting Webinar

[Zoom Link](#)

Telephone (Audio only)

US: +1 669 900 6833 or +1 253 215 8782

Webinar ID: 957 9342 7031

Public Comments for Items not on the Agenda

Members of the public who wish to make public comments may submit their comments by email to be read aloud at the Traffic and Mobility Commission meeting by staff. Email comments must be submitted to Carla Farr at cfarr@cityoflamesa.us by 7:00 am the day of the Commission meeting and be no more than 300 words. Any language beyond the 300 words shall not be read during the Commission meeting. The counting of words, for the purposes of public comment submissions shall follow the same standards as set forth in Elections Code § 9 (see Attachment A). Please note in your email subject line that this is for "PUBLIC COMMENT". All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Commission meeting.

Public Comments for Items on the Agenda

Members of the public who wish to make comments on items on the agenda may submit their comments by email to be read aloud at the Traffic and Mobility Commission meeting by staff. Email comments will be accepted prior to the Commission meeting and up until the time that the Chair announces that public comment is closed for that item. Email comments must be submitted to Carla Farr at cfarr@cityoflamesa.us and be no more than 300 words. Any language beyond the 300 words shall not be read during the Commission meeting. The counting of words, for the purposes of public comment submissions shall follow the same standards as set forth in Elections Code § 9 (see Attachment A). Please note in your email subject line the agenda item number related to the comment. All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Commission meeting.

State of California**ELECTIONS CODE****Section 9**

9. (a) Counting of words, for purposes of this code, shall be as follows:
- (1) Punctuation is not counted.
 - (2) Each word shall be counted as one word except as specified in this section.
 - (3) All proper nouns, including geographical names, shall be considered as one word; for example, "City and County of San Francisco" shall be counted as one word.
 - (4) Each abbreviation for a word, phrase, or expression shall be counted as one word.
 - (5) Hyphenated words that appear in any generally available standard reference dictionary, published in the United States at any time within the 10 calendar years immediately preceding the election for which the words are counted, shall be considered as one word. Each part of all other hyphenated words shall be counted as a separate word.
 - (6) Dates shall be counted as one word.
 - (7) Any number consisting of a digit or digits shall be considered as one word. Any number which is spelled, such as "one," shall be considered as a separate word or words. "One" shall be counted as one word whereas "one hundred" shall be counted as two words. "100" shall be counted as one word.
 - (8) Telephone numbers shall be counted as one word.
 - (9) Internet Web site addresses shall be counted as one word.
- (b) This section shall not apply to counting words for ballot designations under Section 13107.

(Amended by Stats. 2014, Ch. 697, Sec. 3. (SB 1253) Effective January 1, 2015.)

AGENDA

DECEMBER 2, 2020

9:00 A.M.

CALL MEETING TO ORDER/ROLL CALL

INVOCATION – COMMISSIONER ORTEGA

PLEDGE OF ALLEGIANCE

ADDITIONS AND/OR DELETIONS TO THE AGENDA

INFORMATIONAL ITEMS

1. MODIFICATION OF THE TRAFFIC AND MOBILITY COMMISSION TO THE MOBILITY COMMISSION, EFFECTIVE JANUARY 6, 2021 MEETING
 - a. UPDATE
 - b. MEASURES (ATTACHMENT)
 - c. ENVIRONMENTAL SUSTAINABILITY COMMISSION VICE CHAIR
2. TRAFFIC ACTION ITEMS SINCE PREVIOUS TRAFFIC AND MOBILITY COMMISSION MEETING (ATTACHMENT)
3. TRAFFIC CALMING UPDATE (ATTACHMENT)
4. VISION ZERO
 - a. CIP PROJECTS
 - b. GRANTS AND APPLICATIONS
5. DRAFT COMMISSION WORK PLAN FOR 2021

PUBLIC COMMENTS – (TOTAL TIME – 15 MINUTES)

NEW BUSINESS (ACTION)

6. APPROVAL OF MINUTES FROM SEPTEMBER 2, 2020 TRAFFIC AND MOBILITY COMMISSION MEETING (ATTACHMENT)

COMMISSION INITIATED ITEMS

STAFF COMMENTS

FUTURE ITEMS

ADJOURNMENT

NEXT REGULARLY SCHEDULED MEETING IS JANUARY 6, 2021

Measure E-4a	Public Lighting - traffic signals/safety lights		
Measure description	Reduce energy consumption in the City's traffic signals/safety lights		
Performance Target			Year
All City-owned traffic signal lights and street lights have been retrofitted with energy-efficient technology that reduces electricity use by 50%.			2020 and 2035
Reduce public lighting energy consumption by 50% from 2005 levels			2035
Implementation Overview			
Key Actions	<p>1. Beginning in 2011 La Mesa replaced all City-owned street lights with energy efficient induction fixtures, reducing energy consumption from street lighting by 50%. As fixtures burn out, the City will continue to replace fixtures with energy efficient LEDs, reducing energy use an additional 5-30W/fixture.</p> <p>2. Develop and adopt an administrative policy that outlines the City's procedure to replace City-owned traffic signal/safety lights with LEDs and adaptive controls (where feasible) as outages and new projects occur.</p>		
Implementation Timeline	Ongoing	Key Milestones	Admin policy (2019)
Co-benefits	<ul style="list-style-type: none"> Reduces energy use Cost savings Raises community awareness 	Key Performance Indicator	<ul style="list-style-type: none"> Municipal energy use (kWh and therms)
Primary Dept.	Public Works	Supporting Dept.	n/a
City Cost Annual staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 500 hrs. (includes maintenance contractor and staff time) Current budget: \$15K	Staff time: 500 hrs. (includes maintenance contractor and staff time) Budget needs: \$20K for City managed upgrades	Staff time: 500 hrs. (includes maintenance contractor and staff time) Budget needs: \$20K for City managed upgrades
Funding Opportunities	Caltrans Highway Safety Improvement Program grant funding SANDAG TransNet funding		

Measure E-4b	Public Lighting - street lights		
Measure description	Reduce energy consumption in the City's street lights		
Performance Target			Year
All City-owned traffic lights and street lights have been retrofitted with energy-efficient technology that reduces electricity use by 50%.			2020 and 2035
Reduce public lighting energy consumption by 50% from 2005 levels			2035
Implementation Overview			
Key Actions	<p>1. Beginning in 2011 La Mesa replaced all City-owned street lights with energy efficient induction fixtures, reducing energy consumption from street lighting by 50%. As fixtures burn out, the City will continue to replace fixtures with energy efficient LEDs, reducing energy use an additional 5-30W/fixture.</p> <p>2. Continue tracking fixtures replaced through the City's online maintenance program (Cartegraph) to streamline maintenance, upgrades and monitor progress. All City-owned street lights have been retrofitted to low energy induction fixtures, and more than 210 fixtures have been retrofitted to high efficiency LED.</p> <p>3. Develop and adopt an administrative policy that outlines the City's procedure to replace City-owned street lights with LEDs and adaptive controls (where feasible) as outages occur and new projects occur.</p>		
Implementation Timeline	Ongoing	Key Milestones	Administrative policy (2019)
Co-benefits	<ul style="list-style-type: none"> • Reduces energy use • Cost savings • Raises community awareness 	Key Performance Indicator	<ul style="list-style-type: none"> • Municipal energy use (kWh and therms) • # of fixtures retrofitted to LEDs
Primary Dept.	Public Works - Operations	Supporting Dept.	Public Works - Engineering
City Cost Annual staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 100 hrs. (includes maintenance contractor and staff time) Current budget: \$15K	Staff time: 100 hrs. (includes maintenance contractor and staff time) Budget needs: \$25K	Staff time: 100 hrs. (includes maintenance contractor and staff time) Budget needs: \$50K
Funding Opportunities	<p>Design and project development: SANDAG Energy Roadmap technical support</p> <p>Implementation: SANDAG TransNet funding 1% interest loan programs through the CA Energy Commission Energy efficiency rebate programs through SDG&E (if available) On-bill financing program through SDG&E</p>		

Measure E-4c	Public Lighting - park lights		
Measure description	Reduce energy consumption in the City's park lighting		
Performance Target		Year	
All City-owned traffic lights and street lights have been retrofitted with energy-efficient technology that reduces electricity use by 50%.		2020 and 2035	
Reduce public lighting energy consumption by 50% from 2005 levels		2035	
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> 1. Complete an inventory of City--owned park and parking lot lights and identify priority locations for retrofits. Log data in Cartegraph, the City's maintenance tracking system. 2. Continue to replace park lighting with LED fixtures as outages occur and update lighting with new park upgrades. 3. Develop and adopt an administrative policy that outlines the City's procedure to replace City-owned park lights with LEDs and adaptive controls as outages occur and new projects occur. 4. Evaluate and prioritize energy efficiency upgrade opportunities for implementation. 		
Implementation Timeline	Ongoing	Key Milestones	Inventory complete (2019) Admin policy (2019)
Co-benefits	<ul style="list-style-type: none"> • Reduces energy use • Cost savings • Raises community awareness 	Key Performance Indicator	<ul style="list-style-type: none"> • Municipal energy use (kWh and therms) • # of fixtures retrofitted to LED
Primary Dept.	Public Works - Operations	Supporting Dept.	Public Works - Engineering
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 30 hrs. Current budget: \$2,500	Staff time: 100 hrs. (includes maintenance contractor and staff time) Budget needs: \$10K (for energy efficiency upgrades). Additional budget may be necessary for more comprehensive scope.	Staff time: 100 hrs. (includes maintenance contractor and staff time) Budget needs: \$10K (for energy efficiency upgrades). Additional budget may be necessary for more comprehensive scope.
Funding Opportunities	<p>Design and project development: SANDAG Energy Roadmap technical support</p> <p>Implementation: 1% interest loan programs through the CA Energy Commission Energy efficiency rebate programs through SDG&E On-bill financing program through SDG&E</p>		

Transportation and Land Use



The transportation sector remains the largest source of GHG emissions in La Mesa, accounting for 58% of the City's overall baseline inventory. With the arrival of the Trolley system, La Mesa began to orient its policy and regulatory framework in a way that promotes low-VMT development, reduces the reliance on cars, and makes it easier to access public transportation. This has resulted in successful infill, mixed-use (housing and retail), relatively compact, transit-oriented development. La Mesa now has the 3rd highest population density and the highest gross residential density of any city in the entire San Diego region. These are important factors as the City works to reduce emissions from car travel.²

The City has developed numerous planning documents to guide efforts to reduce VMT and make the City a safer place for pedestrians and bicycles. Those include:

- La Mesa Safe Routes Guide
- Sidewalk Master Plan;
- Ready, Set, Live Well Community Wellness Initiative
- Parks Master Plan
- Bicycle and Alternative Transportation Plan
- Urban Trails Mobility Action Plan



Collectively, these efforts have led to the development of urban walking trails, participation in the Safe Routes to Schools program, and increased access to City parks. Building on this work, the Implementation Plan continues to prioritize strategies that promote alternative transportation and make La Mesa a safer place for bicyclists and pedestrians.

The City will pursue the following transportation and land use-related measures, which are outlined in detail in the following pages:

Transportation and Land Use	FY 19-21 Staff Time (hours)	FY 19-21 Budget
Measure T-1: Bicycle and Pedestrian Infrastructure (Vision Zero supporting effort)	Embedded into existing process	\$1,500,000 (grant)
Measure T-2: Bicycle and Pedestrian Safety Program (Vision Zero supporting effort)	1,900	\$90,000 (grant)
Measure T-3: Transportation Safety and Demand Management Program	50	Staff time only

² https://www.cityoflamesa.us/DocumentCenter/View/11008/LMCAP_CC03132018?bidId=#page=14

Transportation and Land Use	FY 19-21 Staff Time (hours)	FY 19-21 Budget
Measure T4a: Mixed-Use and Transit-Oriented Development - development	Embedded into existing process	Staff time only
Measure T-4b: Mixed-Use and Transit-Oriented Development – parking	Embedded into existing process	Staff time only
Measure T-4c: Mixed-Use and Transit-Oriented Development – zoning	Embedded into existing process	Staff time only
Measure T-5: Alternative Refueling Infrastructure Development	175	Staff time only
Measure T-6: Municipal Fleet	580	Staff time only
City Budget Total	n/a	\$0
Grant Funded	n/a	\$1,590,000
Total	2,705	\$1,590,000

While the City’s CAP focuses on local opportunities to reduce emissions from vehicles, SANDAG’s most recent regional transportation plan, *San Diego Forward: The Regional Plan (2016)*, details regional strategies addressing active transportation, transit, transit-oriented development, transportation system management, transportation demand management, and other topics. The actions and recommendations in *San Diego Forward* are not outlined exclusively in this Implementation Plan, but these regional efforts will compliment La Mesa’s CAP implementation and produce GHG reduction benefits in La Mesa.

Measure T-1	Bicycle and Pedestrian Infrastructure (Vision Zero supporting effort)		
Measure description	Continue to plan for and construct safe, attractive bicycle and pedestrian paths and facilities within the community, and provide education programs aimed at increasing use of alternative transportation options.		
Performance Target		Year	
Install 3 miles of new Class II bike lands (in addition to existing 12.8 miles)		2020	
Install 10 miles of new Class II bike lanes (in addition to existing 12.8 miles). Increase percentage of bike commuters by 0.3% from 2010 levels		2035	
Implementation Overview			
Key Actions	<p>1. Continue implementation of the City's mobility plans (Urban Trails Mobility Action Plan, Bike Facilities and Alternative Transportation Plan, and Freeway Crossing Plan) as funding becomes available and CIP projects are initiated. All active projects within approved areas are evaluated for walkability and safety upgrades to maximize benefits.</p> <p>2. Implement bicycle and pedestrian improvements at Spring Street, Junior High Drive, King Street, University Ave., 70th St., and Alvarado Rd. to create safer conditions and promote active transportation in La Mesa.</p> <p>3. Leverage Right of Way permit process to work with regional partners and developers to create bike lanes/boxes/etc. during development and maintenance work.</p> <p>4. Continue to provide sidewalk developments to further expand infrastructure in La Mesa.</p> <p>5. Continue pursuit of grant funding to support ongoing implementation efforts.</p> <p>6. Initiate development of Complete Streets planning effort upon receipt of grant funds.</p> <p>*Note education and outreach efforts outlined in Measure T-2*</p>		
Implementation Timeline	Ongoing	Key Milestones	Implement noted bicycle and pedestrian improvements (2019)
Co-benefits	<ul style="list-style-type: none"> Promotes smart growth Improves public health Regional collaboration opportunities 	Key Performance Indicator	<ul style="list-style-type: none"> Miles of bike lane added Miles of sidewalk added Pedestrian facilities added (pedestrian ramps added, HAWK retrofits, etc.) Grant funding received
Primary Dept.	Public Works - Engineering	Supporting Dept.	n/a
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 500+ hrs. - integrated into existing engineering project management Current budget: \$3M in grant funding	Staff time: 500+ hrs. - integrated into existing engineering project management Budget: Grant funds of approx. \$1.5M through 2021	Staff time: 500+ hrs. - integrated into existing engineering project management Budget needs: Grant funds of approx. \$1.5M through 2021
Funding Opportunities	Caltrans Highway Safety Improvement Program grants SANDAG TransNet funding Caltrans Active Transportation Program grants SANDAG Smart Growth Incentive Program Grants		

Measure T-2	Bicycle and Pedestrian Safety Program (Vision Zero)		
Measure description	Implement a bicycle and pedestrian safety program to advance community-wide active transportation through safety programs, bicycle tune-up clinics, and partnerships with active transportation advocacy groups, local school, and cycling clubs.		
Performance Target		Year	
Supporting measure		2020	
Supporting measure		2035	
Implementation Overview			
Key Actions	<p>1. Partner with a local school to plan and execute at least 2 bicycle rodeos in 2019 to educate young kids about bicycle skills and safety.</p> <p>2. Engage the community on active transportation subjects through various events (La Mesa Safety Fair, Fire Open House, Town Hall meetings, Farmers Markets, etc.) and educational workshops. Explore opportunities to partner with SANDAG and other transportation organizations.</p> <p>3. Provide educational materials to schools and community.</p> <p>4. Work with nine local schools to promote active transportation opportunities through education and outreach.</p> <p>5. Promote Bike to school/work day to raise awareness and support for cycling opportunities.</p> <p>6. Continue implementation of La Mesa Walks Program, and implementation of the Urban Trails Master Plan.</p> <p style="text-align: center;">*NOTE - this strategy is the educational component of Measure T-1*</p>		
Co-benefits	<p>Improves air quality</p> <p>Raises community awareness</p> <p>Promotes community and intergenerational engagement</p>	Key Performance Indicator	<ul style="list-style-type: none"> • # of Bike Rodeos in 2018-19 La Mesa • # of people reached through education and outreach
Primary Dept.	Community Services	Supporting Dept.	Public Works - Engineering
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	<p>Staff time: 3-4 part time staff</p> <p>Current budget: Grant funds of approx. \$90k through 2020</p>	<p>Staff time: 3-4 part time staff</p> <p>Budget: Grant funds of approx. \$90k through 2020</p>	<p>Staff time: 3-4 part time staff</p> <p>Budget: Grant funds of approx. \$90k through 2021</p>
Funding Opportunities	<p>SANDAG Mini Bike Grants</p> <p>Continue to incorporate educational campaigns into grant applications</p>		

Measure T-3	Transportation Safety and Demand Management Program		
Measure description	Use SANDAG's iCommute program to reduce single-occupancy vehicle trips community-wide		
Performance Target		Year	
n/a		2020	
Reduce VMT per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010); The emissions reductions associated with this standard can be achieved through reducing travel demand or by combining a reduction in travel demand with a change to less GHG-emitting fuel sources (electric vehicles) that provides equivalent benefit for GHG emissions reductions		2035	
Implementation Overview			
Key Actions	<p>1. Partner with SANDAG and other local partners to identify priority businesses that would benefit from iCommute services, such as large employers. Conduct targeted outreach to those businesses to encourage carpooling and other clean transportation options.</p> <p>2. Host bicycle safety and educational workshops for the public.</p> <p>3. Partner with SANDAG to bring new tools and education to City employees to encourage carpooling and other clean transportation options.</p>		
Co-benefits	<ul style="list-style-type: none"> • Improves air quality • Promotes regional smart growth • Reduces traffic congestion 	Key Performance Indicator	# of businesses that have participated in iCommute programs
Primary Dept.	City Manager's Office	Supporting Dept.	Community Services Community Development
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 25 hrs. Budget: staff time only	Staff time: 25 hrs. Budget: staff time only	Staff time: 25 hrs. Budget: staff time only
Funding Opportunities	SANDAG iCommute Program		

Measure T-4a (development)	Mixed-Use and Transit-Oriented Development		
Measure description	Continue to encourage mixed-use and transit-oriented development through land use and zoning designations to support alternative transportation opportunities - development.		
Performance Target			Year
n/a			2020
Reduce Vehicle Miles Traveled (VMT) per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010); The emissions reductions associated with this standard can be achieved through reducing travel demand or by combining a reduction in travel demand with a change to less GHG-emitting fuel sources (electric vehicles) that provides equivalent benefit for GHG emissions reductions			2035
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> 1. Continue to support higher density development along transit corridors. 2. Research and implement policies to encourage new developments that incorporate Transportation Demand Management (TDM) strategies to optimize alternative transportation resources. TDM strategies are being developed by SANDAG in collaboration with local jurisdictions. 3. Continue participation in SANDAG's regional TDM planning effort. 		
Implementation Timeline	Ongoing - development driven	Key Milestones	Ongoing - development driven
Co-benefits	<ul style="list-style-type: none"> • Improves air quality • Promotes regional smart growth • Reduces traffic congestion 	Key Performance Indicator	<ul style="list-style-type: none"> • Population growth • Developments constructed within a half mile of public transit
Primary Dept.	Community Development - Planning	Supporting Dept.	n/a
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only
Funding Opportunities	n/a		

Measure T-4b (parking)	Mixed-Use and Transit-Oriented Development		
Measure description	Continue to encourage mixed-use and transit-oriented development through land use and zoning designations to support alternative transportation opportunities - parking.		
Performance Target			Year
n/a			2020
Reduce VMT per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010); The emissions reductions associated with this standard can be achieved through reducing travel demand or by combining a reduction in travel demand with a change to less GHG-emitting fuel sources (electric vehicles) that provides equivalent benefit for GHG emissions reductions			2035
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> 1. Continue implementation of the City's parking standards and requirements. Parking requirements have been reduced in the Downtown Commercial Zone due to easy access to transit. 2. Analyze data provided by smart parking meters and sensors located in high turn-over, high demand areas. Evaluate and leverage data to guide future decisions on parking management practices (i.e. variable rate pricing). This will help create more parking availability in high-demand downtown areas, thus reducing waiting and circling, which can contribute to increased vehicle emissions. 3. Continue to implement parking modifications for residential developments in the Downtown Village as allowed in the Downtown Village Specific Plan. 4. Continue to provide a parking in-lieu fee program for new development in the Downtown Village to encourage higher density developments. 		
Implementation Timeline	Ongoing - development driven	Key Milestones	Ongoing - development driven
Co-benefits	<ul style="list-style-type: none"> • Improves air quality • Promotes regional smart growth • Reduces traffic congestion 	Key Performance Indicator	n/a
Primary Dept.	Community Development - Planning	Supporting Dept.	n/a
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only
Funding Opportunities			

Measure T-4c (zoning)	Mixed-Use and Transit-Oriented Development (zoning)		
Measure description	Continue to encourage mixed-use and transit-oriented development through land use and zoning designations to support alternative transportation opportunities - planning and zoning		
Performance Target			Year
n/a			2020
Reduce VMT per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010); The emissions reductions associated with this standard can be achieved through reducing travel demand or by combining a reduction in travel demand with a change to less GHG-emitting fuel sources (electric vehicles) that provides equivalent benefit for GHG emissions reductions			2035
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> Partner with MTS and CalTrans and assess opportunities to expand the Mixed Use land use designation and zoning districts around Amaya and Spring Street trolley stations. Explore grant opportunities to fund the expansion of the Mixed-Use Overlay Zone to Amaya and Spring Street trolley stations. Pending grant award, initiate effort to expand Mixed-Use Overlay Zone. 		
Implementation Timeline	2019 - 2020	Key Milestones	2018 - apply for grant funding 2019 - pending successful award, initiate planning effort
Co-benefits	<ul style="list-style-type: none"> Improves air quality Promotes regional smart growth Reduces traffic congestion 	Key Performance Indicator	<ul style="list-style-type: none"> Grant funding received
Primary Dept.	Community Development - Planning	Supporting Dept.	n/a
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only	Staff time: integrated into existing development review process and policy implementation Budget: staff time only
Funding Opportunities	SB 1 Sustainable Communities grant solicitation		

Measure T-5	Alternative Refueling Infrastructure Development		
Measure description	Support community-wide use of alternative fuel vehicles through expansion of alternative vehicle refueling infrastructure.		
Performance Target			Year
n/a			2020
Reduce VMT per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010); The emissions reductions associated with this standard can be achieved through reducing travel demand or by combining a reduction in travel demand with a change to less GHG-emitting fuel sources (electric vehicles) that provides equivalent benefit for GHG emissions reductions.			2035
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> Partner with SDG&E to offer workplace charging for City fleet, employees, La Mesa-Spring Valley School District, and other neighboring agencies in the Civic Center area. Continue to provide updates on publically available charging infrastructure on City website and other communication platforms. Complete an EV barriers study and identify opportunities to increase publically available infrastructure in La Mesa. Conduct outreach to key businesses in La Mesa when infrastructure funding and other opportunities become available. Work with regional agencies to increase publicly available infrastructure in the San Diego region. Adopt and enforce 2019 edition of Title 24. 		
Co-benefits	<ul style="list-style-type: none"> Improves air quality Raises community awareness Improves public health 	Key Performance Indicator	# of public EV charging stations in La Mesa
Primary Dept.	City Manager's Office	Supporting Dept.	Community Development
City Cost Staff time & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 75 hrs. Budget: staff time only	Staff time: 100 hrs. Budget: free resources through EV Expert to complete barriers study	Staff time: 75 hrs. Budget: staff time only
Funding Opportunities	SDG&E's Power Your Drive Program EV Expert		

Measure T-6	Municipal Fleet		
Measure description	Continue to transition the municipal vehicle fleet from gasoline- and diesel-powered vehicles to alternative-fuel or other low-emissions vehicles.		
Performance Target			Year
220 gallons of gasoline/year saved from passenger vehicle replacement 340 gallons/yr. saved from light-duty truck replacement			2020
220 gallons of gasoline/year saved from passenger vehicle replacement 340 gallons/yr. saved from light-duty truck replacement			2035
Implementation Overview			
Key Actions	<ol style="list-style-type: none"> 1. Conduct ongoing education and outreach to staff to integrate idling, driving routes, and maintenance best practices into daily operations. 2. Develop a municipal fleet replacement plan with a low-carbon target to identify opportunities to integrate more efficient technologies into City fleet. 3. Explore opportunities to integrate alternative fuel options (i.e. renewable diesel) and more efficient vehicles (i.e. hybrid and electric vehicles) into the City's fleet as older vehicles become eligible for replacement. 4. Continue use of the GPS fleet tracking tool to encourage efficient driving practices, maintenance practices, and cost saving opportunities within fleet management. Leverage data in education and outreach to relevant staff. 5. Continue engagement in the San Diego Clean Cities Collation to share best practices and participate in joint funding opportunities. 		
Implementation Timeline	Ongoing	Key Milestones	Municipal fleet replacement plan (2020)
Co-benefits	<ul style="list-style-type: none"> • Improves air quality • Raises community awareness • Improves public health 	Key Performance Indicator	<ul style="list-style-type: none"> • gallons of fuel consumed • # of alternative fueled vehicles in City fleet
Primary Dept.	Public Works - Operations	Supporting Dept.	n/a
City Cost Staff time (hrs./yr.) & Budget	FY 2018-19	FY 2019-20	FY 2020-21
	Staff time: 60 hrs. (ongoing implementation, consultant management) Budget: staff time only	Staff time: 480 hrs. (plan development, ongoing implementation, consultant management) Budget: staff time only	Staff time: 100 hrs. (ongoing implementation, consultant management) Budget: staff time only
Funding Opportunities	Technical support resources Clean Cities Coalition EV Expert Technical Assistance Financial resources California Clean Vehicle Rebate Program Federal Tax Credit (for leased vehicles)		

TRAFFIC WORK ORDER LOG 2020

Approved Work Orders completed since last Traffic and Mobility Commission Meeting, September 2, 2020

WORK ORDER	PROJECT ACTION/DESCRIPTION	LOCATION
20-04	Striping & Signage - Removed no parking at gas station	El Paso St. & Lake Murray Blvd.
20-06	Striping & Signage – Install/Remove/Relocate “No Parking” signs and Begin/End placards	Tower St. north side, west of 70th
20-07	Striping - Red Curb	Parks Ave. at Sturgess Ave.
20-09	Signage - Install "Stay in Lane" signs	Dale Avenue
20-31	Striping - Install 100 feet of double yellow centerline, east of stop bar	Hayes St., east of Jackson Dr.
20-37	Striping & Signage - Install four traffic chevrons, 80 ft O.C and a Reduce Speed Ahead sign	Riviera Dr., across from Payson Rd.
20-40	Striping & Signage - Install double yellow centerline striping and edge line striping	Arizona Ave., from Pennsylvania Ln. to Wisconsin Ave.

Traffic Calming Status: Update 11/23/2020

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 18, 2019 Meeting
Stanford Ave	Phase III Construction	Completed	07/05/2018	09/13/2018	Sept 13, 2019 Meeting
Olive Ave	Phase II Design	Design approved by residential vote (04/07/20)	09/19/2019	12/12/2019	Dec 11, 2019 Meeting
El Paso St	Phase II Design	In Conceptual Design			
Lois St	Phase I Design and Implementation	Completed	09/19/2019	10/30/2019	N/A
Severin Dr	Phase I Design and Implementation	Completed	09/19/2019	10/30/2019	N/A



TRAFFIC AND MOBILITY COMMISSION

**Work Plan
2020**

Goals should be consistent with the City’s goals:

- Safe Community
- Maintain a Financially Sound and Affordable City Government
- Continue to Improve High Quality Municipal Services
- Revitalize Neighborhoods and Corridors
- Enhanced Recreation and Quality of Life Opportunities
- Effective and Efficient Traffic Circulation and Transportation
- Ensure Safe and Affordable Homes for All Current and Future Residents

Staffing Department: Public Works Department – Traffic Engineering Division

GOALS	DUE DATE	TRACKING MILESTONES	STATUS
1. Continuation of the Neighborhood Traffic Management Program implementation and program adjustments	Bi-annual	Report to include removal of items from list of streets	
2. Vision Safety Zone implementation and monitoring	Ongoing	Respond within 90 days when a completed petition is received	
3. Permit Parking Policy implementation and monitoring	Ongoing	Respond in 90 days when a completed petition is received	
4. Vision Zero policy development and monitoring	Annual	a. Annual report to be provided as determined by staff b. Recommendations of Capital Improvements Projects based on budget	
5. Update Municipal Code to reflect approved Council change from Traffic Commission to Traffic and Mobility Commission	May		
6. Solicit applications for Traffic and Mobility Commission vacancies	June		
7. Regular business of the Traffic Commission	Ongoing		
8. Commissioners to attend traffic related public meetings on a rotating basis.	Ongoing		
9. Commissioners to attend continuing education as available and/or provide updates at meetings.	Ongoing		



MOBILITY COMMISSION

**Work Plan
2021**

Goals should be consistent with the City’s goals:

- Safe Community
- Maintain a Financially Sound and Affordable City Government
- Continue to Improve High Quality Municipal Services
- Revitalize Neighborhoods and Corridors
- Enhanced Recreation and Quality of Life Opportunities
- Effective and Efficient Traffic Circulation and Transportation
- Ensure Safe and Affordable Homes for All Current and Future Residents

Staffing Department: Public Works Department – Traffic Engineering Section

GOALS	DUE DATE	TRACKING MILESTONES	STATUS
1. Continuation of the Neighborhood Traffic Management Program implementation and program adjustments	Annual	a. Prepare and present draft annual report to Mobility Commission for approval prior to City Council b. Staff to recommend program adjustments as needed	
2. Vision Zero policy implementation and monitoring	Annual	a. Annual report to be provided as determined by staff b. Recommendations of Capital Improvements Projects based on budget	
3. Climate Action Plan	Annual	a. Annual report to be provided as determined by staff b. Recommendations of Capital Improvements Projects based on budget	
4. Regular business of the Mobility Commission	Ongoing		
5. Commissioners to attend mobility related public meetings on a rotating basis.	Ongoing		
6. Commissioners to attend continuing education as available and/or provide updates at meetings.	Ongoing		
7. Solicit applications for Mobility Commission vacancies	As Needed		

Minutes of a Regular Meeting of the La Mesa Traffic and Mobility Commission
 Wednesday, September 2, 2020 at 9:00 a.m.
 City Council Chambers, 8130 Allison Avenue, La Mesa, California

This meeting was conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic.

The Agenda for this meeting was posted on August 28, 2020.

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

ROLL CALL: TRAFFIC COMMISSION

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

ABSENT: None

STAFF: Director of Public Works/City Engineer Leon Firsh, Engineering Project Manager Phil Kern, Engineering Project Manager Hamed Hashemian, Associate Engineer Michael Kinnard, Administrative Office Assistant Carla Farr

INVOCATION

Vice Chair Krulikowski held a moment of silence in lieu of an invocation.

PLEDGE OF ALLEGIANCE

ADDITIONS AND/OR DELETIONS TO THE AGENDA

Attachment A

INFORMATIONAL ITEMS

1. TRAFFIC ACTION ITEMS SINCE PREVIOUS TRAFFIC AND MOBILITY COMMISSION MEETING

Mr. Kern reported on the items on the Traffic Work Order Log that were approved since the August 5, 2020, Traffic and Mobility Commission meeting. (See Agenda Attachment – Traffic Work Order Log 2020). He reviewed three completed Work Orders from resident and MTS requests. Commissioner Ortega asked Staff if the City owned a thermoplastic paint machine. Mr. Firsh replied that the Streets department uses premade thermo and heat.

2. TRAFFIC CALMING UPDATE

Mr. Kinnard gave an update on the status of traffic calming as of August 26, 2020. (See Agenda Attachment – Traffic Calming Status: Update 08-26-2020). He relayed that Staff is moving forward with the Olive Avenue project but waiting to engage with neighborhood for El Paso Street. Chair Calandra asked for clarification on the date of the neighborhood meetings. It was clarified that the meetings were held in 2019. Commissioner Ortega asked Staff about community outreach during COVID-19. Mr. Kinnard responded that Staff needs to find alternative ways to engage with residents. He also mentioned that residents are calling about traffic calming after an initial decrease in calls, but it is difficult to complete studies with changed traffic patterns.

3. LSRP PROJECT (ATTACHMENT)

Mr. Kern reported on a grant the City received from Caltrans to create a Local Road Safety Plan (LRSP), which is required for HSIP grants. He mentioned that an employee of the consulting firm was available on the Zoom webinar of the meeting. This draft form of the LRSP looked for trends to be addressed for safety measures. Vice Chair Krulikowski inquired if it was an outline, as it appeared to be incomplete. Mr. Firsht responded it was the first draft to share with the Commission.

Vice Chair Krulikowski observed that there were more accidents at intersections. He would like to see Section 3.9, "Nighttime Crashes," include issues with very dark to light areas, as well as more general information. Mr. Firsht responded that Staff will have that added. Vice Chair Krulikowski pointed out two intersections, Guava Ave. at La Mesa Blvd. and Lake Murray Blvd. at Marengo Ave., could benefit from reconfiguring. He would like DUI issues addressed in the report.

Commissioner Ortega had questions about preventative lighting studies and technologies, as well as unsafe speed factor coming to intersections. He asked if Staff could obtain insurance claim data. Vice Chair Krulikowski noted it was likely impossible to obtain insurance or DMV reports, and that many accidents are unreported. Commissioner Ortega also asked if Staff could overlay data for Traffic Calming that has been installed with accident data to see if traffic calming has helped in those areas. Chair Calandra added that he thought the Traffic Calming toolbox was a good counter measure and a powerful tool to add to the report.

4. MASSACHUSETTS AVENUE AND BLACKTON DRIVE UPDATE

Mr. Kern updated the Commission on the Massachusetts Avenue and Blackton Drive project, reporting that the design is 90% complete and the project will bid this fall. He noted that while there are other issues at the intersection, this will only address bike lanes. There was considerable discussion among the Commissioners, regarding project overlap, sight distance, not qualifying for a traffic signal, and the possibility of a roundabout. Vice Chair Krulikowski remarked that this is a difficult intersection, and this was a good first step.

PUBLIC COMMENTS – (TOTAL TIME – 15 MINUTES)

Administrative Office Assistant Farr read aloud the first 300 words of the one emailed public comment submitted by 7:00 a.m. the day of the Commission meeting.

Irwin Yoffie submitted a question regarding zoning requirements and municipal code clarification. The Commission directed Staff to forward the questions to the correct department.

OLD BUSINESS

NONE

NEW BUSINESS (ACTION)

5. TRAFFIC AND MOBILITY SUBCOMMITTEE

At the previous Commission meeting, Vice Chair Krulikowski suggested the formation of a subcommittee. Mr. Firsh discussed items a subcommittee could review that would benefit Staff, including the LRSP and tech memo and upcoming CIP Projects. He mentioned several obstacles Staff was navigating, such as COVID delays and being down one Engineer due to military leave. Chair Calandra asked about subcommittee rotation and member replacement. Vice Chair Krulikowski volunteered to serve as a member of the subcommittee because of his background. Commissioner Ortega volunteered as the second member. Staff and Commissioner discussed having meetings based on need, and a time frame of one fiscal year to reevaluate.

ACTION: Chair Calandra moved to approve the formation of a Traffic and Mobility Subcommittee with Vice Chair Krulikowski and Commissioner Ortega as members through June 30, 2021, and to reevaluate the need at that time. Commissioner Justice seconded the motion, which carried 5-0.

AYES: Chair Calandra, Vice Chair Krulikowski, Commissioner Ortega, Commissioner Justice, Commissioner Mueller

NOES: None

ABSTAINED: None

ABSENT: None

6. APPROVAL OF MINUTES FROM AUGUST 5, 2020 TRAFFIC AND MOBILITY COMMISSION MEETING

ACTION: Vice Chair Krulikowski moved to approve the minutes from the August 5, 2020 Traffic and Mobility Commission meeting, with clarification on both Hayes St. and Marlen Way. Commissioner Ortega seconded the motion which carried 5-0.

AYES: Chair Calandra, Vice Chair Krulikowski, Commissioner Ortega,
Commissioner Justice, Commissioner Mueller
NOES: None
ABSTAINED: None
ABSENT: None

COMMISSION INITIATED ITEMS

Vice Chair Krulikowski brought up an observation on the Fletcher Parkway and Baltimore Drive signal. He mentioned issues with the preemption detection due to the vertical alignment, asking it be checked and adjusted. Mr. Firsht responded that Staff would check with the traffic signal contractor following monthly maintenance.

STAFF COMMENTS

Mr. Firsht reminded the Commission of upcoming grant submittal deadlines and stated the October meeting may be cancelled. He also asked the newest member, Commissioner Mueller, to introduce himself to the Commission and Staff. Commissioner Mueller spoke about his experiences as a resident and business owner in La Mesa, as well as his desire to participate more in the community. Commissioner Justice brought up a speeding issue at the 94 and 8 freeway corridor. Mr. Firsht responded that Staff will contact PD.

FUTURE ITEMS

NONE

ADJOURNMENT

NEXT REGULARLY SCHEDULED MEETING IS OCTOBER 7, 2020.

Commissioner Ortega will lead the Invocation.

The meeting was adjourned at 10:00 a.m.