



LA MESA MOBILITY COMMISSION AGENDA

A Regular Meeting

Date: Wednesday, April 3, 2024, 9:00 a.m.
Location: City Council Chambers, 8130 Allison Avenue
La Mesa, California

Commissioners: Chair Mike Calandra
Vice Chair Ed Krulikowski
Commissioner Dinah Justice
Commissioner Kara Koehn
Commissioner Alex Mueller
Commissioner David Nichols
Commissioner Tony Ortega

The public may view the meeting in-person or live using the following remote options:

Teleconference Meeting Webinar

<https://us06web.zoom.us/j/91039550879>

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Webinar ID: 910 3955 0879

Copy and paste the webinar link into your internet browser if the webinar link does not work directly from the agenda.

PUBLIC COMMENTS

- **In-Person comments during the meeting:** Join us for the Commission meeting at the time and location specified on this agenda to make your comments. Comments will be limited to three (3) minutes.
- **How to submit eComments:** eComments are available once an agenda is published.

Locate the meeting in "upcoming meetings" and click the comment bubble icon. Click on the item you wish to comment on. eComments can be submitted when the agenda is published and until **24 hours prior** to the meeting. eComments are limited to 500 words. eComments may be viewed by the Commission and members of the public following the close of the eComment submission period (24 hours prior to the meeting). Email your comment to traffic@cityoflamesa.us if you have difficulty submitting an eComment. eComments will not be read aloud as a regular meeting item; however any member of the Commission or member of the public may do so during their respective comment time.

PLEASE NOTE: Public Comment will be limited to 3 minutes per item. The timer begins when the participant begins speaking. Time cannot be combined or yielded to another speaker.

Citizens who wish to make an audio/visual presentation pertaining to an item on the agenda, or during Public Comments, should contact the Public Works Department at 619.667.1166, no later than 12:00 p.m., the business day prior to the meeting day. Advance notification will ensure compatibility with City equipment and allow Commission 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.

Agenda reports for items on this agenda are available for public review at the Public Works Department, 8130 Allison Avenue, during normal business hours.

Materials related to an item on this agenda submitted to the Commission after distribution of the agenda packet are available for public inspection at the Public Works Department, 8130 Allison Avenue, during normal business hours.

ACCESSIBILITY: The City of La Mesa encourages the participation of disabled individuals in the services, activities and programs provided by the City. Individuals with disabilities, who require reasonable accommodation in order to participate in the Commission meetings, should contact the Administrative Services Department 48 hours prior to the meeting at 619.667.1175, fax 619.667.1163, or GSpaniol@cityoflamesa.us.

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Pages

1. **CALL TO ORDER**
 - 1.1 **INVOCATION**
Commissioner Koehn

1.2 PLEDGE OF ALLEGIANCE

Commissioner Koehn

2. ADDITIONS AND/OR DELETIONS TO THE AGENDA

3. PRESENTATION

3.1 LA MESA BIKE AND SIDEWALK CONNECTIONS

5

Presented by Phil Kern

4. 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 comment; however, the Mobility Commission will not be able to discuss or take any action on the item at this meeting. If appropriate, the item will be referred to Staff or placed on a future agenda.

5. CONFLICT DISCLOSURES

6. CURRENT BUSINESS

**6.1 APPROVAL OF MINUTES FOR THE MOBILITY COMMISSION
REGULAR MEETING HELD WEDNESDAY, MARCH 6, 2024**

20

Recommended Motion: Approve

6.2 STANDING DISCUSSION AND RECOMMENDATIONS

24

1. CIP, CAP and Vision Zero Related Projects for Future City Council Budget Consideration.
2. Transportation Demand Management and Parking Demand Policies for City Council.
 - A. List Walkthrough
 - B. Maintenance vs. CIP
 - C. See-Click-Fix Demonstration
 - D. Creating Projects
 - E. Prioritize and Champion (5 project)
 - F. Transportation CIP input meeting – Jan/Feb 2025 (Milestone)
 - Future Training Presentations (Tentative Dates)
 - Grant Opportunities/Funding (Aug)
 - Traffic Signals (Sept)
 - MUTCD – Signs (Oct)

7. STAFF AND COMMISSIONER ANNOUNCEMENTS

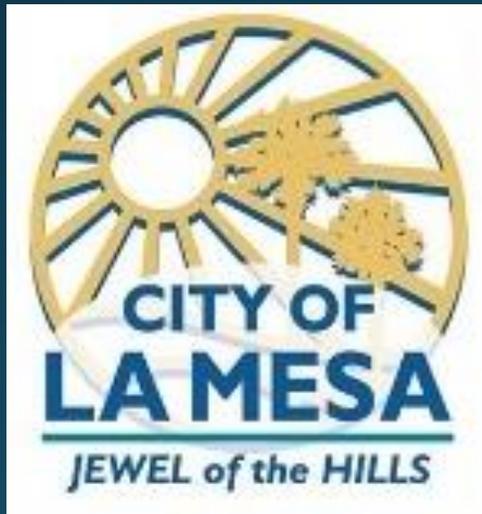
8. **ADJOURNMENT**

The next regularly scheduled meeting is on May 1, 2024.

The Invocation and Pledge of Allegiance will be led by Commissioner Mueller.

La Mesa Bike and Sidewalk Connections Project

Planning Phase Projects



LMBSWC Project Overview

- Focused on the completion of gaps in the bike and pedestrian circulation networks along collector/arterial streets and other routes within the City of La Mesa in support of Climate Action Plan objectives, community health and active transportation goals.
- First of three funding phases: Planning (PA&ED), Design (PE) & Construction (CON)
- Active Transportation Program Grant from CTC: \$180K State + \$45K Local Funds
- Current scope includes eight conceptual level planning projects to assess opportunities and constraints, determine needs/demands, inform the community, collect feedback, and evaluate alternatives

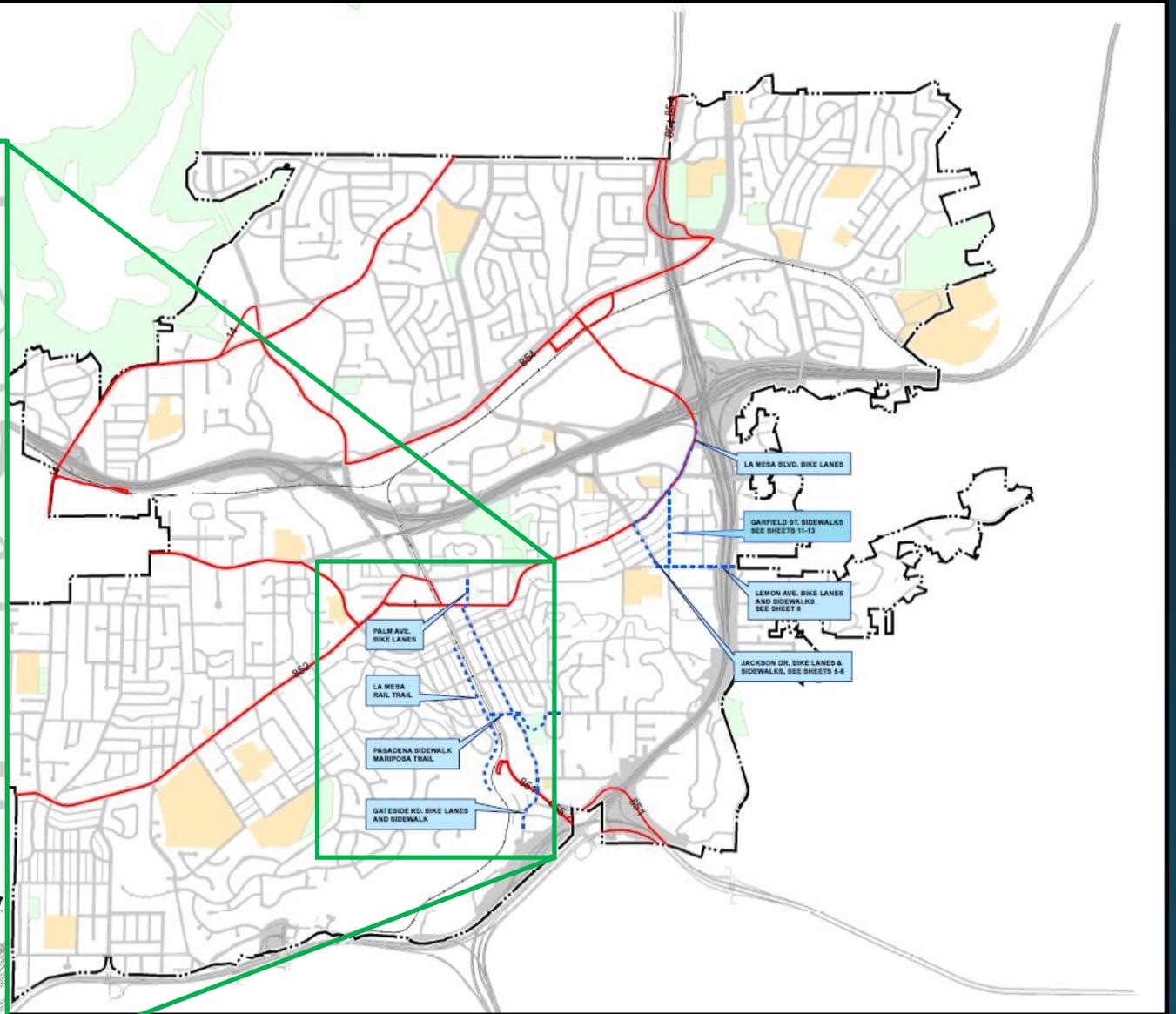
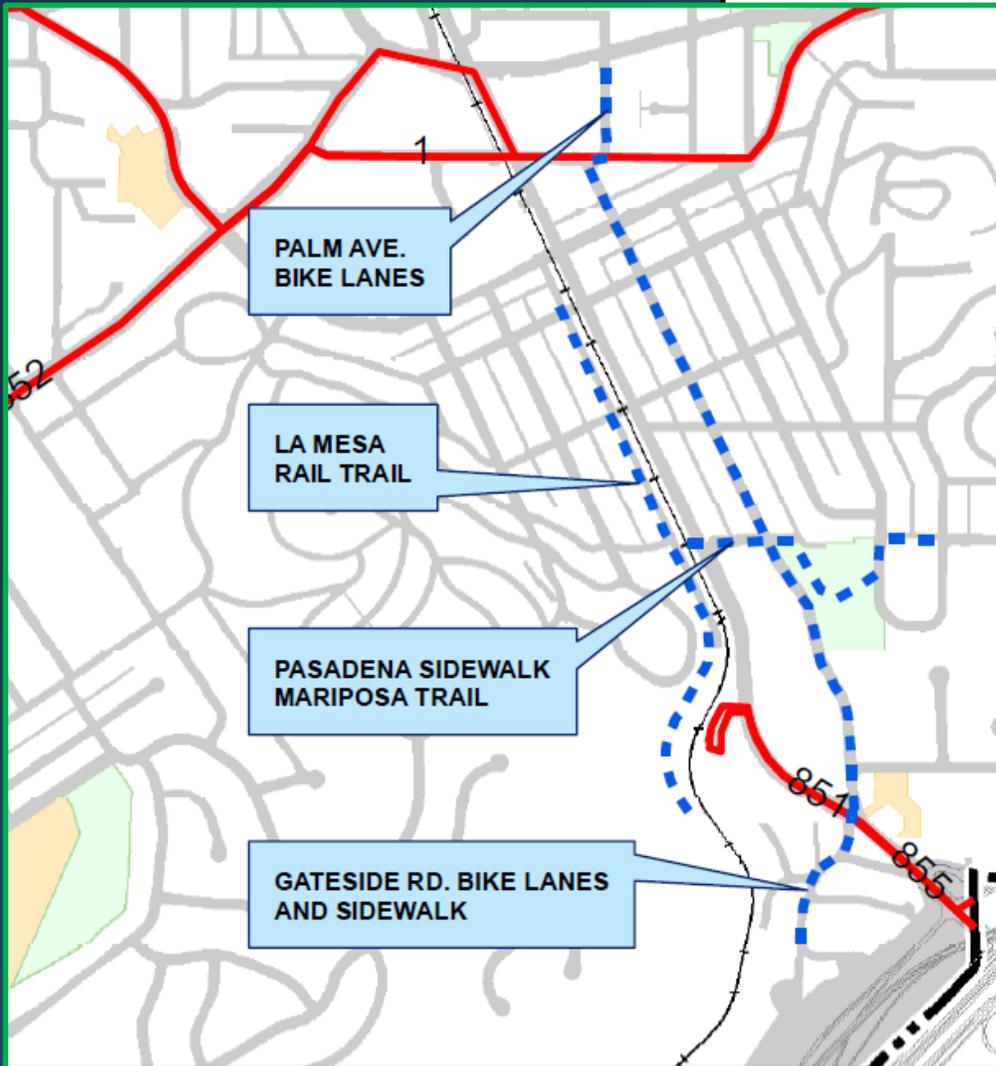


California
Transportation
Commission

**Active
Transportation
Program (ATP)**

Cycle 5

West Group



La Mesa Rail Trail Multi-Use Path

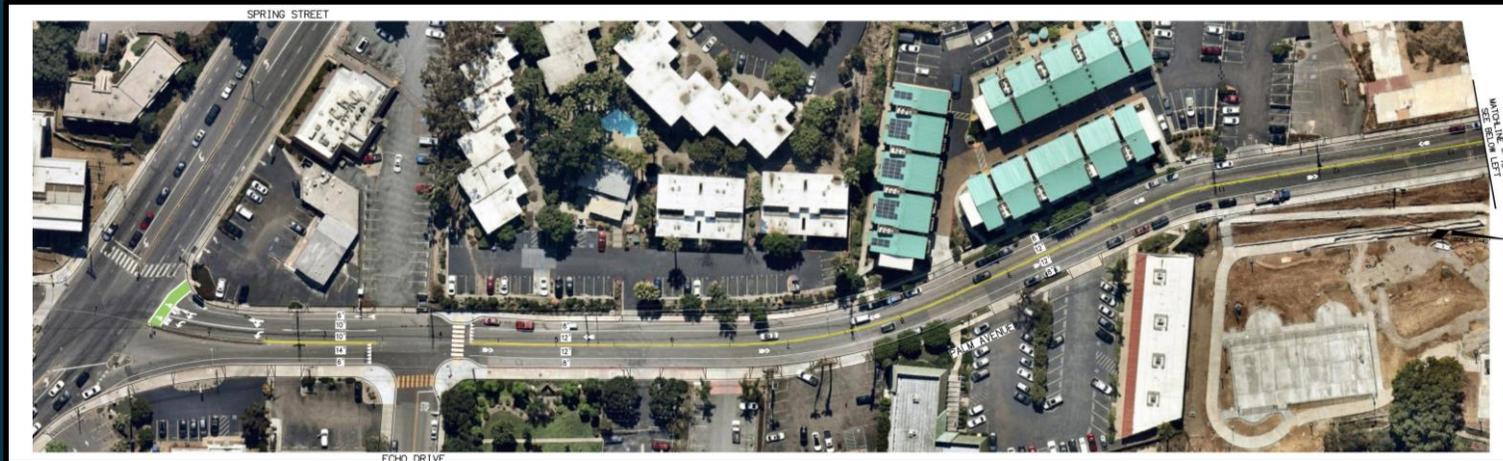


Alternatives:

Water Main Alternate A: Multi-use path located within new and existing City right-of-way and a Helix Water District easement. Would provide a curving, scenic route with a bridge crossing and hills up to 5% grade.

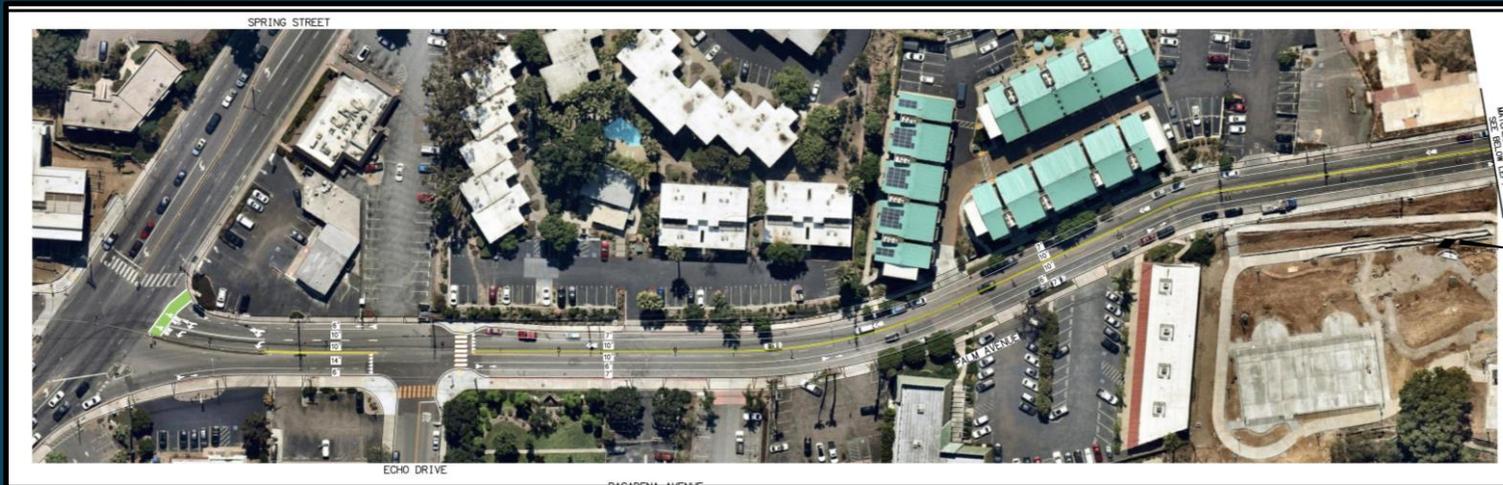
Railroad Alternate B: Multi-use path located within MTS right-of-way, parallel to and west of the San Diego Trolley. Would provide a flatter, more direct route but in closer proximity to the trolley tracks.

Palm Avenue Bike Lanes-Alternatives A & B



Proposed north-south bicycle route along Palm Avenue providing a lower-volume, lower-speed alternative to Spring Street for bicyclists traveling between University Avenue on the north and Broadway on the south.

Alternative A: Proposes shared bicycle lanes in both northbound and southbound directions. On-street parking to remain on both sides of the street.

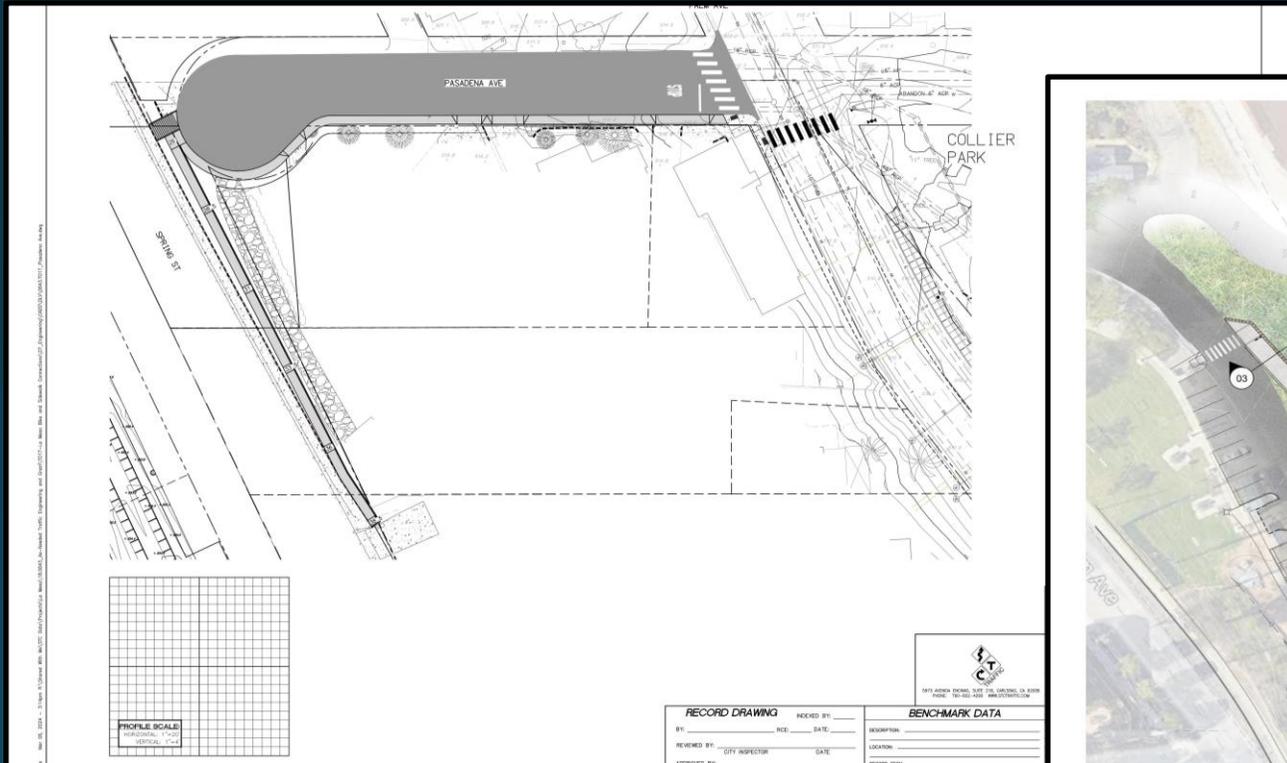


Alternative B: Proposes a shared bicycle lane southbound and a dedicated bike lane northbound where roadway width is available, while preserving on-street parking.

Pasadena Avenue/Collier/Mariposa Path

Elements:

- ADA-compliant access ramp and stair from Spring Street to Pasadena Avenue
- Pasadena Avenue sidewalk on south side from Spring St. to Palm Ave.
- Multi-use path traversing the north end of Collier Park between Palm Avenue and 4th Street, connecting to Mariposa Alley.



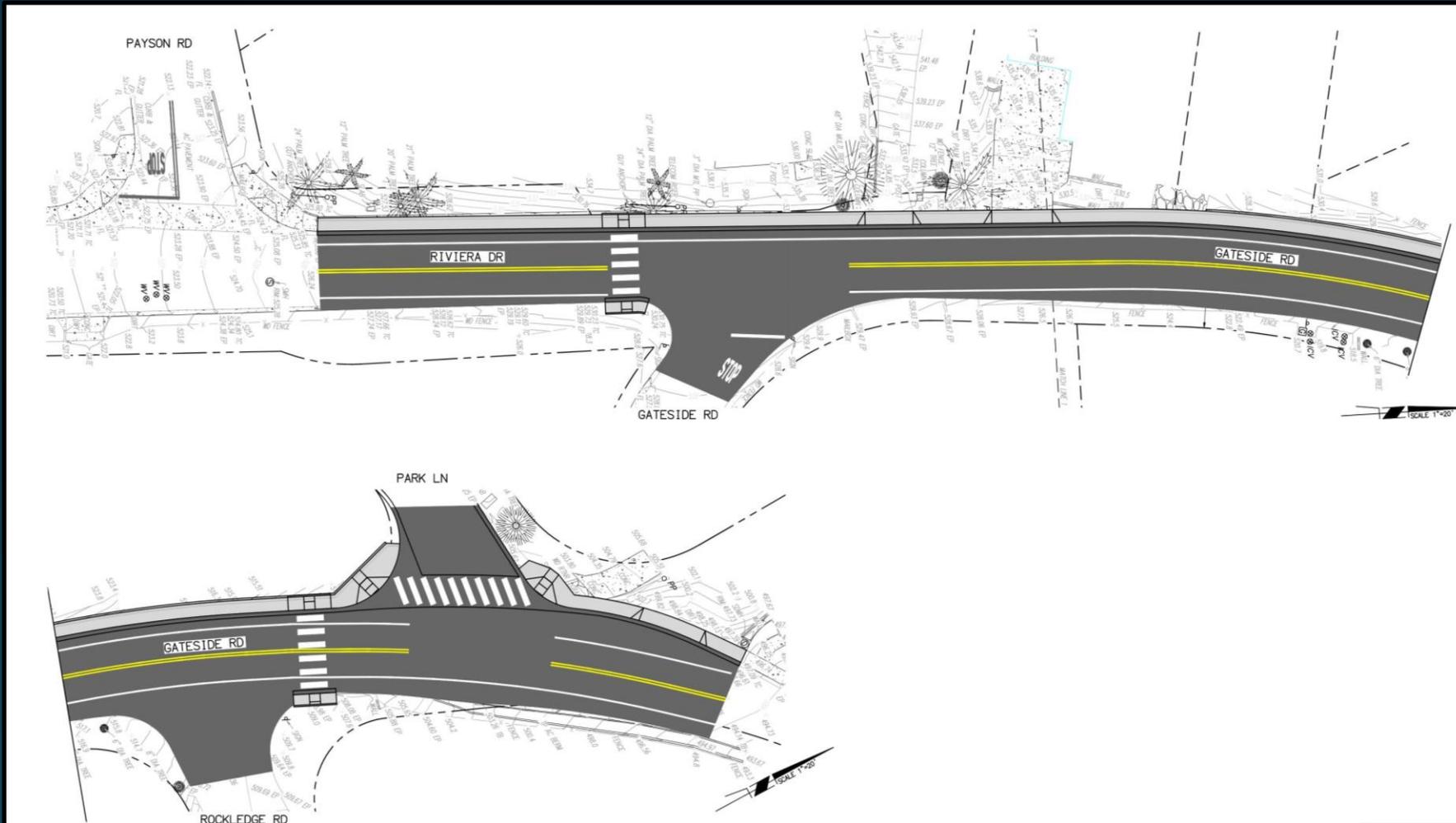
Pasadena Avenue/Collier/Mariposa Path

Elements:

- Grand stair and ADA-compliant access ramp from 4th Street to Edenvale Alley
- Enhanced paseo from Edenvale Alley to Upland Street, providing a low stress direct east-west “Park to Park” connection along Mariposa St.



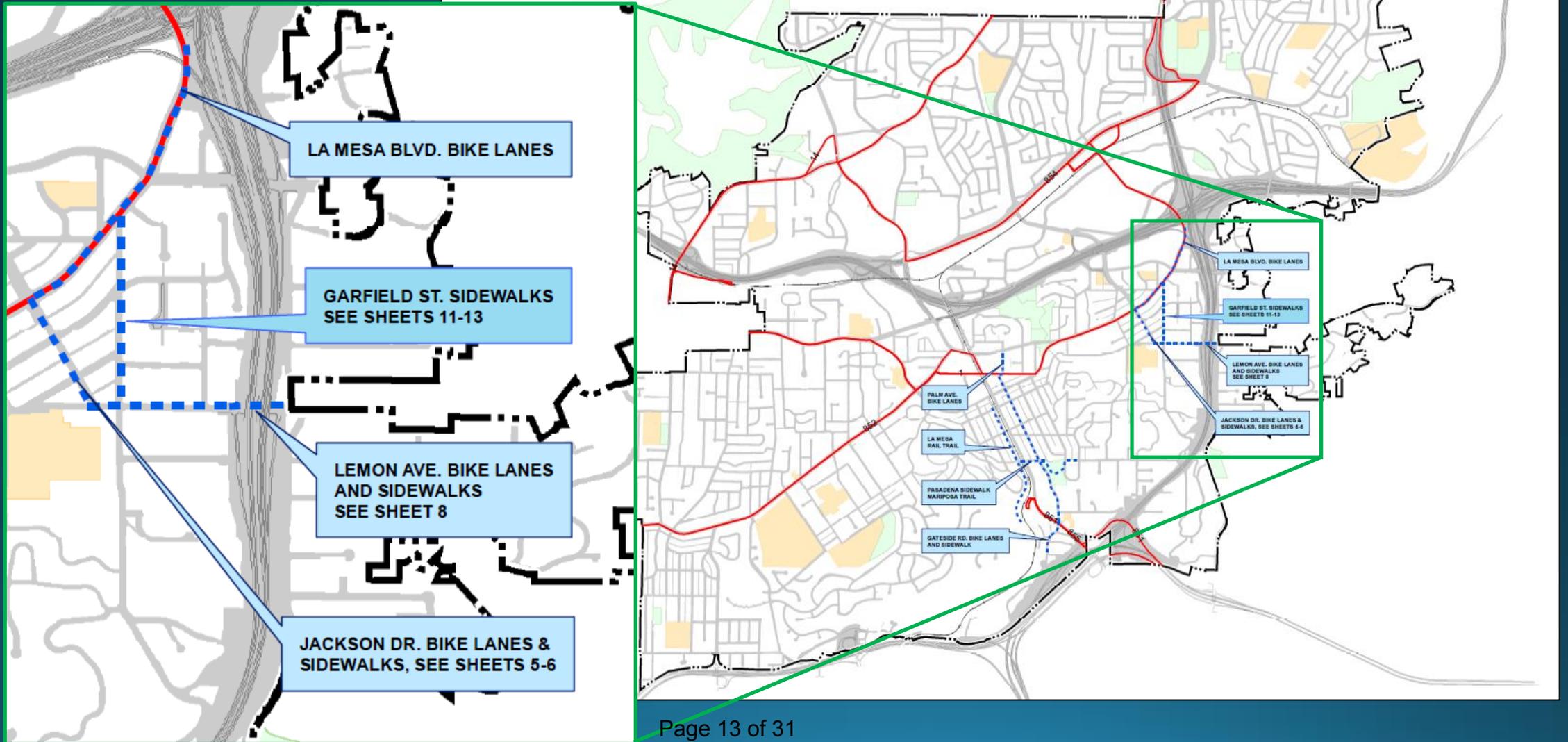
Gateside Road Bike Lanes and Sidewalk



Project would complete a gap in the bicycle and pedestrian facilities along Gateside Road between Park Lane and Payson Road, providing connectivity from the Spring Street corridor via Gateside Road/Riviera Drive to points west, including Lemon Grove Transit Station.

Elements would include ADA-compliant sidewalks, curb ramps, pedestrian crossings, advanced warning signage, retaining wall, utility relocations, eastbound and westbound bike lanes and limited right of way acquisition.

East Group



Lemon Avenue Sidewalks and Bike Lanes



BUFFERED BIKE LANES AND ENHANCED PEDESTRIAN CROSSING



NEIGHBORHOOD ENTRY MONUMENT WITH CHICANE

<p>CITY OF LA MESA JEWEL of the HILLS</p>		<p>BIKE AND SIDEWALK CONNECTIONS PROJECT 5. LEMON AVENUE SIDEWALKS & BIKE LANES</p>	
		<p>CITY OF LA MESA, CALIFORNIA DEPARTMENT OF PUBLIC WORKS / ENGINEERING DIVISION SHEET 1 OF 2 SHEETS</p>	
<p>BENCHMARK DATA</p> <p>DESCRIPTION: _____</p> <p>LOCATION: _____</p> <p>RECORD FROM: _____</p> <p>ELEVATION: _____</p>		<p>DATE: _____</p> <p>DATE: _____</p> <p>DATE: _____</p> <p>DATE: _____</p>	
<p>UTILITIES: _____</p> <p>TRAFFIC: _____</p>		<p>DEVELOPMENT: _____</p> <p>CAPITAL PROJ: _____</p>	

Project proposes bicycle and pedestrian improvements, including traffic calming alternatives, on Lemon Avenue from Glen Street to SR 125. Alternatives include:

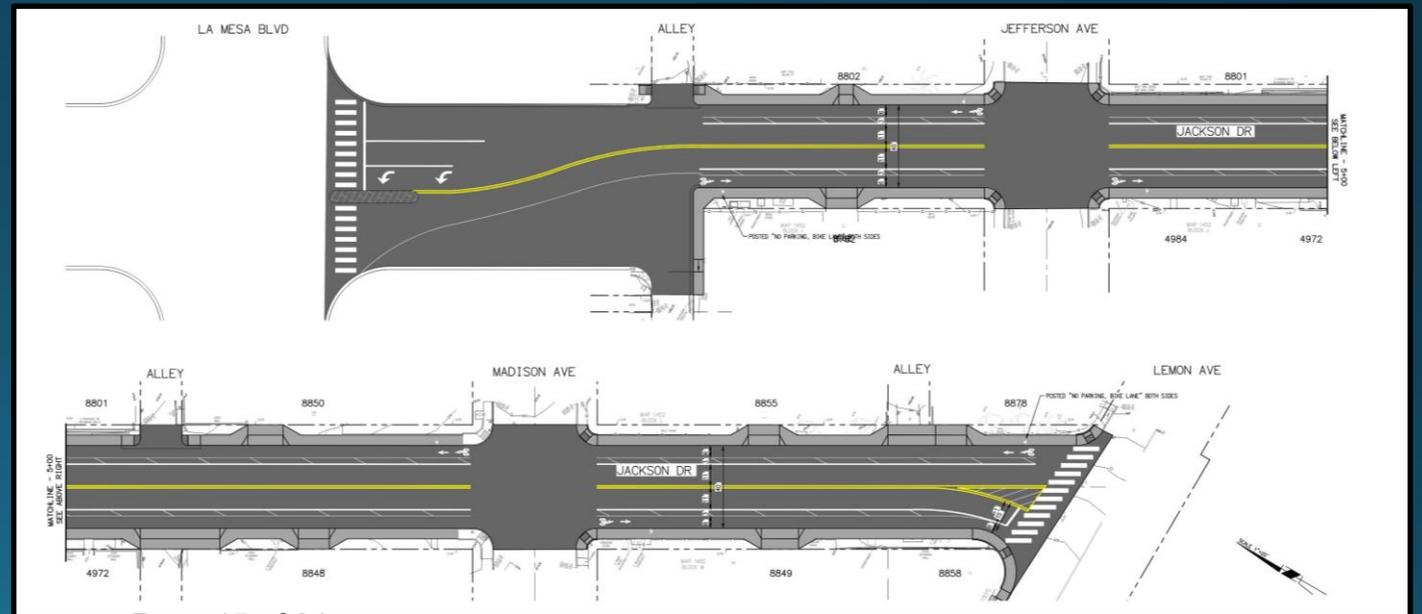
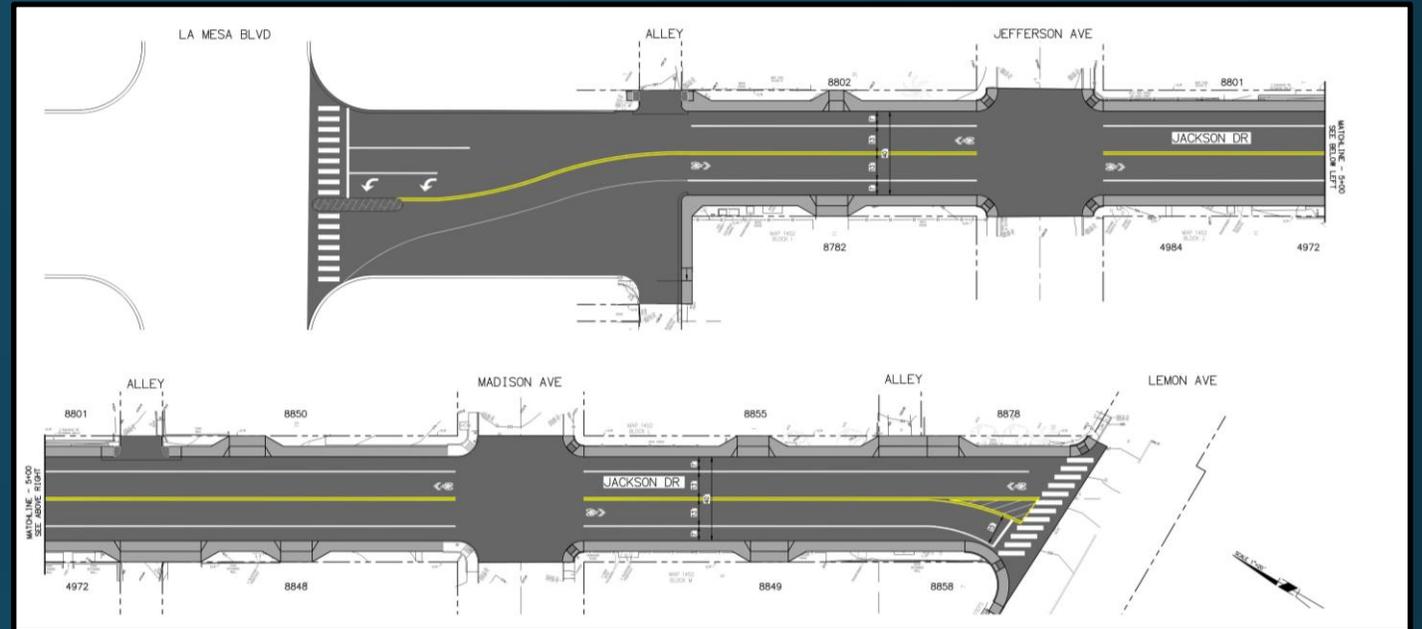
- Tabletop Raised Intersection at Garfield St.
- Enhanced Pedestrian Crossing with Curb Pop-outs at Wood St.
- Reduction of Posted Speed per Assembly Bill 43
- Posting of Permanent Truck Weight Restriction
- Improved Lighting and Monitoring Using Smart Street Lights
- Neighborhood Entry Monument with Chicane
- Permanent Radar Speed Feedback Signs
- Narrower Traffic Lanes with High Visibility Edge Lines
- ADA-Compliant Sidewalks on North Side
- Dedicated, Buffered Bike Lanes Both Sides with No On-Street Parking

Jackson Drive Bike Lanes and Sidewalks

Proposed pedestrian and bicycle improvements on Jackson Drive from Lemon Avenue to La Mesa Boulevard, connecting residential areas and Lemon Avenue Elementary School to the transit and commercial corridor along La Mesa Blvd. Alternatives include:

Alternative A: ADA-compliant sidewalks, curb ramps, and driveways with shared bike lanes, while retaining on-street parking

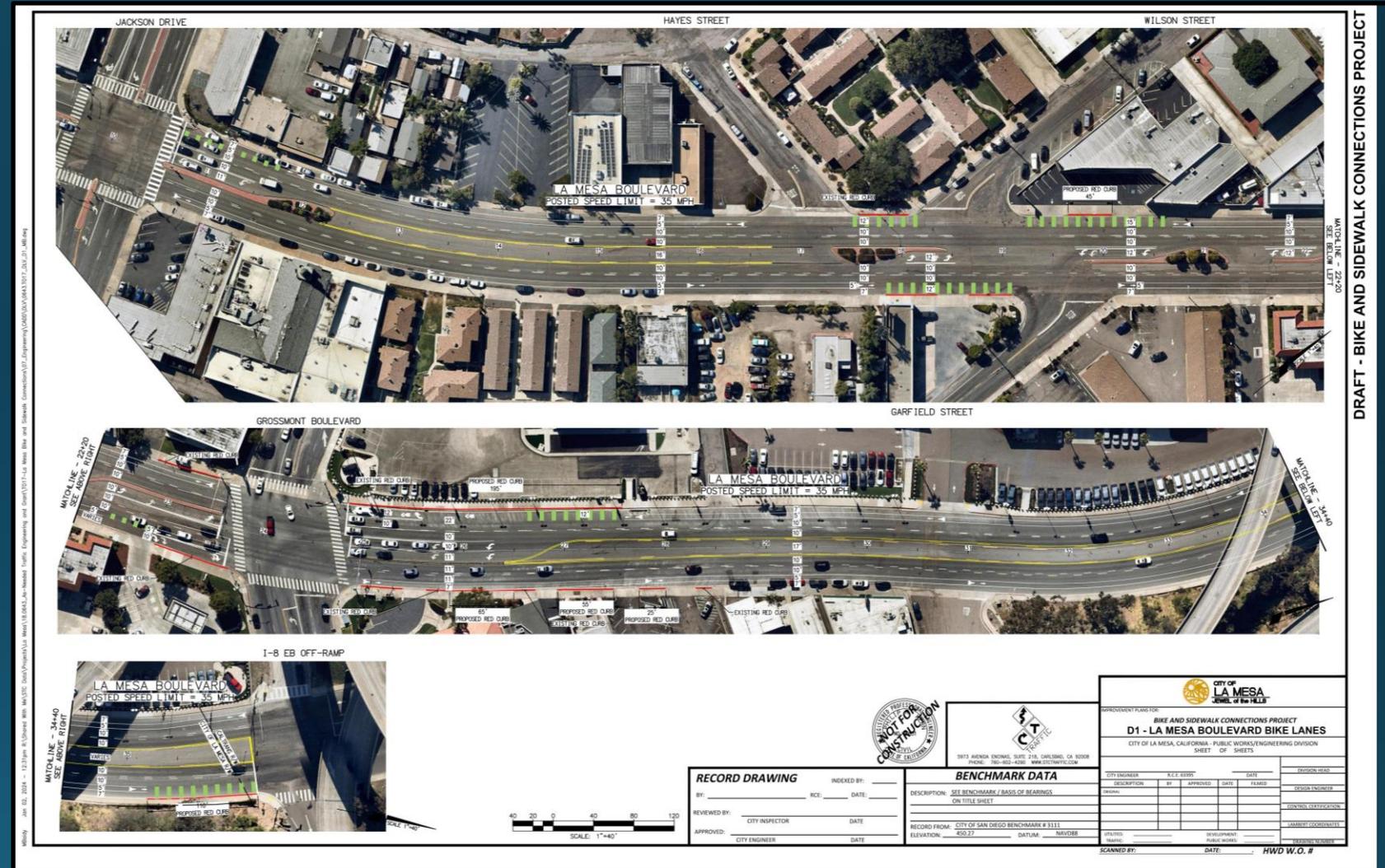
Alternative B: ADA-compliant sidewalks, curb ramps, and driveways with dedicated bike lanes and buffers, eliminating on-street parking



La Mesa Boulevard Bike Lanes-Alternative A

Bicycle lane improvements on La Mesa Boulevard from Jackson Drive to Interstate 8. This is expected to be an interim improvement until future multimodal improvements can be constructed as part of the longer term La Mesa Boulevard Complete Streets Plan project.

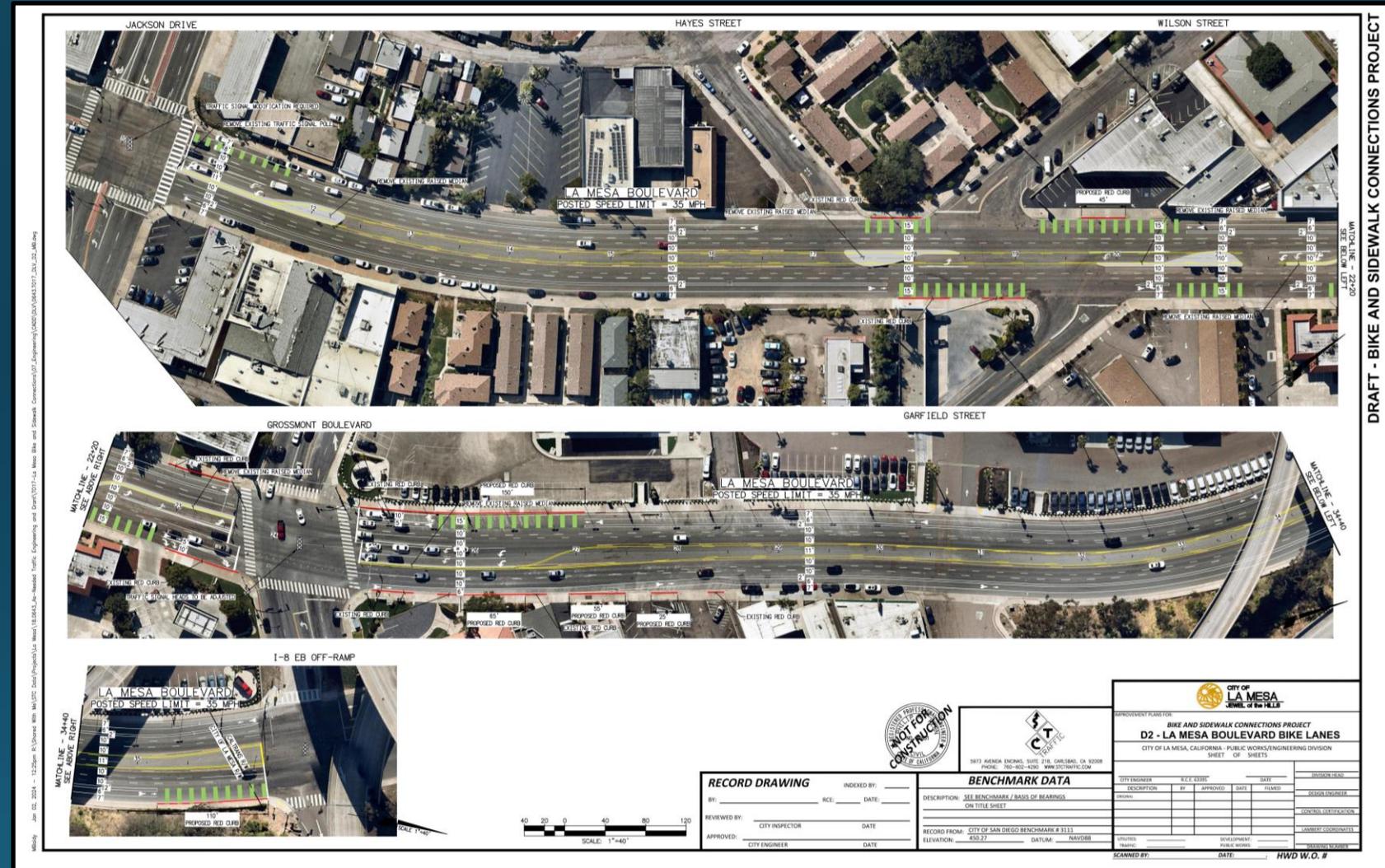
Alternative A: Restriping to add bike lanes within the existing roadway while retaining on-street parking.



La Mesa Boulevard Bike Lanes-Alternative B

Bicycle lane improvements on La Mesa Boulevard from Jackson Drive to Interstate 8. This is expected to be an interim improvement until future multimodal improvements can be constructed as part of the longer term La Mesa Boulevard Complete Streets Plan project.

Alternative B: Removal of raised medians and restriping to add bike lanes and buffers within the existing roadway while retaining on-street parking.



DRAFT - BIKE AND SIDEWALK CONNECTIONS PROJECT

Garfield Street Sidewalks

Proposes pedestrian improvements on Garfield Street from Lemon Avenue to La Mesa Boulevard to connect schools and residential areas with the regional transit corridor along La Mesa Boulevard. Alternatives include:

Alternative A: ADA-compliant sidewalks, curb ramps, and driveways on the east side of the street.

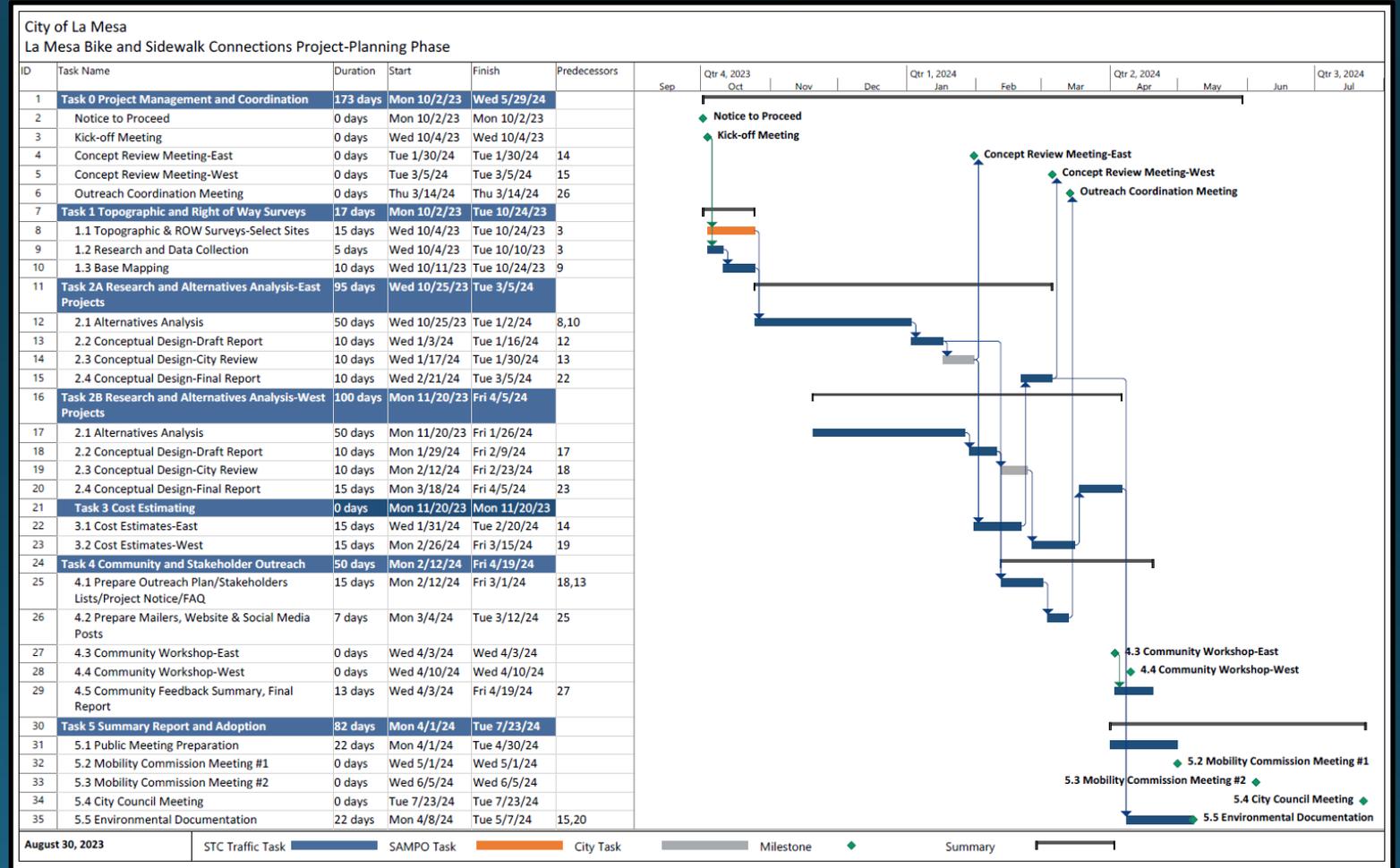
Alternative B: ADA-compliant sidewalks, curb ramps, and driveways on the west side of the street.

“Pop-out” curb sections may be required in areas with inadequate parkways or private encroachments



LMBSWC Project Schedule

- Concept Designs
 - 95% Complete
- Subcommittee Reviews
 - Ongoing
- Mailers/Project Websites
 - April
- Community Workshop
 - April 20th
- Commission Presentations
 - April/May
- City Council Meeting
 - July





La Mesa Mobility Commission Minutes of a Regular Meeting

Date: March 6, 2024, 9:00 a.m.
Location: City Council Chambers, 8130 Allison Avenue
La Mesa, California

Present: Chair Calandra
Vice Chair Krulikowski
Commissioner Justice
Commissioner Mueller
Commissioner Nichols
Commissioner Ortega

Absent: Commissioner Koehn

Staff: Director of Public Works Throne
Assistant Director of Public Works Ornelas
Engineering Project Manager Kinnard
Administrative Coordinator Becerra
Administrative Office Assistant Macias

1. **CALL TO ORDER**

Chair Calandra called the meeting to order at 9:00 AM.

1.1 **INVOCATION**

Vice Chair Krulikowski

1.2 **PLEDGE OF ALLEGIANCE**

Vice Chair Krulikowski

2. **ADDITIONS AND/OR DELETIONS TO THE AGENDA**

None

3. **PRESENTATION**

3.1 LA MESA BLVD. COMPLETE STREETS, SEGMENT 1

Presented by: Mike Kinnard

Mike Kinnard presented the La Mesa Boulevard Complete Streets, Segment 1; then significant questions/comments from the Commission ensued.

3.2 LA MESA BLVD. COMPLETE STREETS, SEGMENT 2

Presented by: Mike Kinnard

Mike Kinnard presented the La Mesa Boulevard Complete Streets, Segment 2; then significant questions/comments from the Commission ensued.

3.3 LOCAL ROAD SAFETY PLAN

Presented by: Mike Kinnard

Mike Kinnard presented the Local Road Safety Plan; limited questions/comments received.

4. 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 comment; however, the Mobility Commission will not be able to discuss or take any action on the item at this meeting. If appropriate, the item will be referred to Staff or placed on a future agenda.

None

5. CONFLICT DISCLOSURES

None

6. CURRENT BUSINESS

**6.1 APPROVAL OF MINUTES FOR THE MOBILITY COMMISSION
REGULAR MEETING HELD WEDNESDAY, FEBRUARY 7, 2024**

Recommended Motion: Approve

In accordance with the City Clerk's Office, the Mobility Commission Minutes will be entered as action minutes only.

Chair Calandra moved to approve the February 7, 2024 minutes.

Moved by Chair Calandra
Seconded by Commissioner Justice

Yes (5): Chair Calandra, Commissioner Justice, Commissioner Mueller, Commissioner Nichols, and Commissioner Ortega

Abstain (1): Vice Chair Krulikowski

Absent (1): Commissioner Koehn

Motion Approved (5 to 0)

6.2 STANDING DISCUSSION AND RECOMMENDATIONS

1. CIP, CAP and Vision Zero Related Projects for Future City Council Budget Consideration.
2. Transportation Demand Management and Parking Demand Policies for City Council.

Chair Calandra reported back regarding Work Plan Presentation at City Council Meeting. He mentioned the Mobility Commission's Standing Discussion Items & the plan moving forward on how to address these items.

Discussion amongst the Commission ensued and questions were addressed by Mike Kinnard.

7. STAFF AND COMMISSIONER ANNOUNCEMENTS

Vice Chair Krulikowski announced the following educational opportunity:

- ITE Conference in Sacramento June 2024.

Mike Kinnard announced the following:

- Neighborhood Traffic Management Program (NTMP) - Staff is working on Phase II streets and outreach has begun. Staff held a neighborhood meeting with El Paso Ave residents (two segments) to get feedback.
- Introduction of Julio Fuentes, Traffic Engineer Consultant who's primary focus will be the NTMP.
- Highwood Ave will be the next outreach neighborhood meeting, Commission was invited to attend (1-2 alone due to Brown Act restrictions).
 - Commissioner Justice volunteered to attend

- Traffic Safety Corridor Report (AB43) presentation coming in April or May 2024.
- HAWK going live within the next 2-3 weeks.
- Bike and Sidewalk Connection Presentation coming back to Mobility Commission in April 2024.
- 125 Widening Project to be presented in May 2024, will be presented in two segments.
- Lemon Ave Parking Project to be presented later this year.

8. ADJOURNMENT

The next regularly scheduled meeting is on April 3, 2024.

The Invocation and Pledge of Allegiance will be led by Commissioner Koehn.

Chair Calandra adjourned the meeting at 10:53 AM.

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

Issue Type	Location	Issue	Recommendation/Discussion Topic	Requestor	Date of Request
CAP			Data of ADT for LM Arterials	MC General	
Vision Zero			General Request to tie Class II bike lanes together, no gaps, tie together even if Class III	MCC Nichols	4/5/2023
Vision Zero			General Request bike lanes should continue through intersections	MCC Nichols	4/5/2023
Vision Zero			General Request, with right turn only vehicles: signage should be present on RT approach indicating Right turn yield to bikes R4-4	MCC Nichols	4/5/2023
Vision Zero			General Request: Traffic Signals shall have sensors sensitive enough for bike detection	MCC Nichols	4/5/2023
Vision Zero	70th & Alvarado Rd	Traveling north on 70th, bike lane ends prior to intersection crossing Alvarado. Heavily traveled right turn lane on Alvarado leading to freeway entrance creates cycling hazard.	Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping and a bike box. Additional recommendation is to install a bicycle signal faces with a 7 second lead time to help bicycles clear the intersection.	MCC Nichols	4/5/2023
Vision Zero	Amaya & Severin	When a Class II Bike lane ends, cyclists are immediately thrown into a potential hazard.	Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping and a bike box. Signage for motor vehicles 100 feet before intersection "BEGIN RIGHT TURN YIELD TO BIKES" (MUTCD R4-4).	MCC Nichols	4/5/2023
Vision Zero	Amaya & Water traveling east	Class II Bike Lane ends, no signage.	Green conflict striping. Signage for motor vehicles 100 feet before intersection "BEGIN RIGHT TURN YIELD TO BIKES" (MUTCD R4-4)	MCC Nichols	4/5/2023
Vision Zero	Baltimore Dr. south & University	Traveling south on Baltimore, the bike lane traverses two right turn only lanes with green conflict striping too close to the intersection at University and at too sharp of an angle.	Green conflict striping crossing the 2 right turn lanes should begin 200ft. prior to the intersection. Specific signage for motor vehicles 200 feet before intersection "BEGIN TURN YIELD TO BIKES (MUTCD R4-4)	MCC Nichols	4/5/2023
Vision Zero	Dallas Street, E Lake Dr. to Fletcher Pkwy	Listed as a proposed Class III Bike Route, this road is a major artery for cyclists. It is also a high-volume road for vehicular traffic. The width of this road segment is wide enough for a Class II Bike Lane.	Create a Class II Bike Lane between E Lake Dr. and Fletcher Pkwy, tying into the Class I Bikeway recommended below. This will also create a safe bicycle route to Parkway Middle School and the YMCA.	MCC Nichols	4/5/2023
Vision Zero	Dallas Street, Lake Murray to E Lake Dr.	Listed as a proposed Class III Bike Route, this road is a major artery for cyclists. It is also a high-volume road for vehicular traffic with speeds often high enough to create a hazard for cyclists taking the lane.	Create a Class I Bikeway along Flume Rd. This road is currently an unpaved alley along the San Diego/La Mesa border between Lake Murray Blvd and E Lake Dr. traveling between Dallas and Blue Lake.	MCC Nichols	4/5/2023

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

Vision Zero	Fletcher Pkwy & Amaya	Traveling south on Fletcher Pkwy, the bike lane crosses over the freeway only entrance lane.	Signage, green conflict striping and a bike box at the intersection.	MCC Nichols	4/5/2023
Vision Zero	Fletcher Pkwy & Amaya	Traveling north on Fletcher Pkwy, the bike lane ends at the intersection.	Green conflict striping and a bike box at the intersection. Specific signage for motor vehicles 100 feet before intersection "BEGIN RIGHT TURN YIELD TO BIKES" (MUTCD R4-4)	MCC Nichols	4/5/2023
Vision Zero	Lake Murray & I-8	There are no bike lanes, 2 freeway entrances, one with 2 entrance lanes	Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping at freeway entrances.	MCC Nichols	4/5/2023
Vision Zero	Lake Murray & Wisconsin	Traveling South on Lake Murray, bike lane ends prior to intersection crossing Wisconsin. Far right lane becomes a freeway only entrance lane immediately after the intersection. Cyclists must have knowledge to merge to middle lane at the intersection in preparation to merge and negotiate the 2 lane freeway onramp.	Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping crossing the far-right lane 100ft. before intersection into the #2 lane and a bike box in the middle #2 lane at the intersection traveling south. Additional recommendation is to install a signal with bicycle faces with a 7 second lead time to help bicycles clear the freeway onramps before vehicular traffic.	MCC Nichols	4/5/2023
Vision Zero	Parkway Dr & Lake Murray	Proposed Class III Bike Route ends. Common bicycle travel continues on Wisconsin and Arizona to San Diego city limits on Airosa. For cyclist wishing to travel to College Ave. north, this route avoids crossing I-8 on College as well as elevation gain and added distance if an alternate route is taken around Lake Murray.	Continue Class III Bike Route with Sharrows and "BIKES MAY USE FULL LANE" signage on Wisconsin, Arizona, and Pennsylvania. Encourage San Diego City to do the same on Airosa, Del Cero Ave. and Del Cero Blvd. connecting with College Ave. Class III Bike Route.	MCC Nichols	4/5/2023
Vision Zero	Spring Street	Narrow roadway, high volume traffic.	Several options exist. 1. Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping and a bike box at all intersections along Spring Street. Signage for motor vehicles 100 feet before intersection "BEGIN RIGHT TURN YIELD TO BIKES" (MUTCD R4-4) 2. In addition to the above, cyclists should be guided off Spring St. to a Class III Bike Route with Sharrows along Palm Ave. 3. Construct a Class I Bike Path along the trolley line. This is being successfully done in San Diego North County, known as the Inland Rail Trail, as well as along the coast, known as the Coastal Rail Trail. Effort should be made to neighboring cities to complete the same, eventually making what could be called the East County Rail Trail, stretching from downtown San Diego to Santee, tying into the San Diego River Trail.	MCC Nichols	4/5/2023

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

Vision Zero	Spring Street & 94	Traveling south on Spring St., the bike lane ends 100 yds. before crossing under 94, becoming a bike route with no signage.	Sharrows, "BIKES MAY USE FULL LANE" signage, green conflict striping at freeway entrances.	MCC Nichols	4/5/2023
Vision Zero	Palm at Pasadena	Stop Sign Request	Requested during MC public comment	Joseph Cryer	9/6/2023
CIP	Guardrail along Spring street near Pasadena south of Fresno	Guardrail request	Requested during MC public comment	Joseph Cryer	9/6/2023
CIP	Undergrounding of Palm south of Pasadena	Underground Request	Requested during MC public comment	Joseph Cryer	9/6/2023
Vision Zero			General: 11ft min lane truck traffic	Ed Krulikowski	9/6/2023
CAP	Spring St Corridor	The ½ mile corridor of Spring Street and the Trolley Tracks between Lemon Ave and the Spring St Trolley act as an east-west barricade.	Create a bike/ped path from Nebo St and Pasadena Ave to the Spring St trolley station (west of the tracks); create a bike/ped over or undercrossing connecting Pasadena St.	Mike Calandra	6/7/2023
CIP	Memorial Dr	Nan Coutts Cottage to the Community Garden	Pavement crumbling and the sidewalk is sliding away from the pavement	Mike Calandra	6/7/2023
CIP	70th at Alvarado		Improve Signal Timing on NB 70th approach. Bring SD Project to Com	Tony Ortega	9/6/2023
			RPMs at Glen and LM Blvd	Ed Krulikowski	9/6/2023
CIP	Medians		Replace Dead or Dying Trees in Median	Tony Ortega	9/6/2023
CIP	Lighting		Replace or Improve Lighting under I-8 underpass at Jackson Dr	?	9/6/2023
CAP/Vision Zero	Grossmont Blvd at Marlen Way		Add Sidewalk for gap segment along Grossmont Blvd and add Xwalk near Marlen (termination with Grossmont)	Mike Calandra	9/6/2023
			Warrant Studies (Stop) some may need to be revisited	Ed Krulikowski	6/7/2023
			MC name change to such as Traffic and Mobility	Ed Krulikowski	6/7/2023
Vision Zero	Jackson at LM Blvd		Wheelchair Access	Ed Krulikowski	6/7/2023
Vision Zero	Jackson at LM Blvd		LPI	Ed Krulikowski	6/7/2023
CAP			Request to add Native species to Tree List	Kara Koehn	9/6/2023
Vision Zero	Nebo/Spring/I-8		Add Wayfinding along Nebo Route from Civic Center to Industrial Center	Kara Koehn	9/6/2023

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

Grants	Description	Status
HSIP – Protected Left Turns	Applied for grant for protected left turns at various locations and Emergency Vehicle Preemption (EVP) at various locations.	Applied. Not funded. Will resubmit during next grant opportunity cycle (estimated Spring of 22).
NOTES		
3-2023 @ 20:20 Chair Calandra states that Garfield St. (Lemon to McKinley) has de facto traffic calming with a significant dip. Chair Calandra recommends doing something different (relating to traffic calming), suggesting a bulb-out at the corner of Johnson and recommends against another speed hump on Garfield.		
3-2023 @ 26:25 Commissioner Ortega emphasizes importance of public/community outreach on traffic calming measures.		
3-2023 @ 38:30 Commissioner Justice recommends changing stretch from Grant to Schuyler to Grant to Garfield. Vice Chair Krulikowski (agreeing with Chair Calandra) amends the motion to propose the removal of Pala St. and include Lubbock, Van Horn, and Elden under the same study.		
3-2023 @ 1:14:05 Chair Calandra references a past suggestion made by Commissioner Ortega, relating to pedestrian crossing restriping across Health Care Center.		
3-2023 @ 1:16:00 Commissioner Justice mentions a past suggestion relating to limitations on vehicle heights, to help with intersection visibility.		
3-2023 @ 1:16:35 Commissioner Ortega suggests interaction between committees, recommending trees into projects by mandates as an example.		
04-2023 @ 38:50 Commissioner Nichols mentions the neglect of Lake Murray/Parkway/Wisconsin intersection on the repaving schedule. Commissioner Nichols also notes the immediate presence of the two lane on-ramp onto the freeway from bicyclists traveling through the intersection from Lake Murray. (The same is also true for the one-lane on-ramp for 70th St.) Specifically for Lake Murray, Commissioner Nichols requests the need for conflict striping and sharrows into the second or middle lane, with a bike box at the bottom. Commissioner Nichols also suggests lead cycling time for cyclists at intersections.		
04-2023 @ 35:30 Commissioner Ortega recommends reinstating the cap and cover (refurbishing) roadways and requests feedback on maintenance.		
04-2023 @ 44:20 Commissioner Nichols references last year's request for improvements, giving a list of suggested streets.		

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

04-2023 @ 46:10

Commissioner Ortega references the Urban Forestry Master Plan, recommending the inclusion of tree planting plans in all projects. Commissioner Ortega also mentions the effects of trees on traffic calming.

04-2023 @ 47:50

Commissioner Justice references past request for city units from LMPD for speeding, impairment, distraction, etc. Commissioner Ortega also recommends that city units patrol during high drive times (i.e., morning/evening rush).

04-2023 @ 50:55

Chair Calandra mentions concern for the pedestrians and nearby bus stop at the intersection of La Mesa Blvd. and Grossmont Blvd., due to vehicles not stopping on red at the signal for right hand turns. Chair Calandra recommends enforcement or the installation of traffic calming measures to force drivers to stop for the right-hand turn.

05-2023 @ 17:20

~~Vice Chair Krulikowski recommends against both all way stop sites, citing negative effects on CAP, compliance, and large imbalance of traffic. Vice Chair Krulikowski also states that there is adequate sight distance with the location not meeting the state or city policies. Overall, Vice Chair Krulikowski recommends against the approval of both locations on the basis of sight distance.~~

05-2023 @ 19:00

Commissioner Justice recommends the approval, as the stretch becomes a "speed way." Commissioner Justice also recommends enforcement or signage for intersection, specifically for 3rd and La Mesa Blvd.

05-2023 @ 24:00

Commissioner Ortega suggests that higher pedestrian counts call for a higher amount of care for safety.

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

05-2023 @ 33:50

~~Commissioner Justice notes speed as an issue for all streets that do not have signage. Commissioner Justice recommends a motor unit for the intersection at 3rd and Lemon.~~
~~Commissioner Ortega suggests a visual (e.g., wobble lanes, cross walks, slow signs, etc.) for drivers at 3rd and Lemon.~~
~~Chair Calandra suggests other traffic calming measures instead of a stop at 3rd and Lemon.~~
~~Commissioner Ortega suggests breaking up horizon sightline (e.g., trees, bulb-outs), mentioning the entire stretch of Lemon (not just the intersection) as an issue.~~

05-2023 @ 51:35

Chair Calandra references the missing sidewalks of Jackson between Lemon and La Mesa Blvd, and recommends the addition of the street to the list.

05-2023 @ 52:15

Commissioner Ortega recommends for the fix of all broken trees, using El Cajon Blvd and University as an example.

08-2023 @ 1:00:45

Chair Calandra suggests research into gaining pedestrian access south of the trolley tracks at Amaya Trolley Station.
Chair Calandra also suggests research into pedestrian and bicycle access across freeway at Fletcher Pkwy/Alvarado Rd. interchange.
Commissioner Nichols notes the sign(s) at the on-ramp at the same location. Commissioner Nichols states that pedestrian and bicyclists have no choice but to break the law, and recommends the removal of the sign and coordinating in a pedestrian light with Baltimore signaling.

08-2023 @ 1:10:45

Vice Chair Krulikowski recommends the integration of bicycle facilities into ending streets. (Bicycle facilities are built without connection on the ends.)

08-2023 @ 1:07:10

Commissioner Nichols recommends connecting corridors for cycling, and mentions the issue with Class II bikeways that come to an end. Commissioner requests additional guidance for bicyclists (e.g., sharrows).
Commissioner Nichols also provides an example of adding sharrows to Murray Dr.

09-23 @ 1:07:10

Commissioner Koehn emphasizes transition safety of bicyclists entering into and exiting from roundabouts.
Commissioner Koehn also suggests widening the buffer between the bicyclists and the parallel parking.

09-23 @ 1:09:30

Commissioner Ortega recommends trees and more canopy covering the edges in the sidewalks.
Commissioner Ortega also notes drainage, traffic calming measures, lighting, and land usage.

CIP, CAP, AND VISION ZERO RELATED PROJECTS FOR FUTURE CITY COUNCIL BUDGET DISCUSSION

09-2023 @ 1:24:40 Commissioner Ortega suggests coordination of signals along 70th and off El Cajon Blvd to adjust the efficiency of the peak hour flow through the intersection. Commissioner Ortega mentions the issue with idling vehicles and its effect on the CAP.
09-2023 @ 1:28:04 Commissioner Koehn mentions warehouse district by Center St. and suggests improvement of pedestrian access between the south side of La Mesa and the warehouse district.
09-2023 @ 1:29:45 Commissioner Ortega requests replacement trees and notes El Cajon Blvd and University as examples. Commissioner Ortega also mentions the lighting replacement program.
09-2023 @ 1:31:40 Commissioner Nichols requests information on lighting of underpass on Jackson Dr.
09-2023 @ 1:32:35 Chair Calandra requests crosswalk and sidewalk at intersection of Grossmont Blvd (near Marlen Way).
09-2023 @ 1:35:50 Commissioner Koehn suggests an addition of native species to the list of options.
11-2023 @ 22:50 Commissioner Justice notes traffic enforcement along Spring St. arteries. Would like to see more adherence and respect for the speed limit and caution for pedestrians.
11-2023 @ 25:55 Chair Calandra notes a missing crosswalk on the North side of Fletcher across Jackson at the Fletcher Parkway/Jackson Dr/Parkway Dr intersection.
11-2023 @ 28:45 Chair Ortega shares thoughts on volume and flow, recommending "low tech" monitoring of streets (e.g., influx for data driven decisions) to identify patterns in areas as a preventative measure.

TRANSPORTATION DEMAND MANAGEMENT AND PARKING DEMAND MANAGEMENT POLICIES FOR CITY COUNCIL

NOTES
<p>3-2023 @ 9:35 Vice Chair Krulikowski states that the Neighborhood Traffic Management Program may not help Sacramento Dr. due to the traffic backup on the adjacent street caused by Helix High School. Sacramento Dr. is the only alternate</p>
<p>3-2023 @ 1:20:35 Chair Calandra gives examples to traffic demand management, including transit passes provided by employers,</p>
<p>04-2023 @ 27:50 Commissioner Ortega makes motion for staff to do more research with the owner relating to on-site parking for</p>
<p>04-2023 @ 1:11:05 Chair Calandra feels that developers are taking advantage of the parking policies and suggests "tightening up" parking requirements, recommending actions like defining "quality transit stops" within policy.</p>
<p>04-2023 @ 1:12:55 Chair Calandra asks for the city's demand management policies, including current telecommute policy, 9/80</p>
<p>08-2023 @ 20:55 Vice Chair Krulikowski suggests a regional manual, a workshop for the commission, and to change the title to "guidelines" instead of "manual" for the complete streets manual.</p>
<p>08-2023 @ 37:45 Chair Calandra references "traffic calming toolbox," suggesting the integration of the "traffic calming toolbox" with the manual. Chair Calandra also notes that average daily traffic does not conform to the functional classification; that the land uses plays a role as well. Chair Calandra suggests changing "threshold" to "desired range," arguing that the</p>
<p>09-2023 @ 43:55 Vice Chair Krulikowski recommends raised markers on the curb at Glen St and La Mesa Blvd. Vice Chair Krulikowski recommends against the raised medians due to blockage and drainage issues. Vice Chair Krulikowski suggests inappropriateness of the angled and reverse angled parking due to high traffic volumes.</p>
<p>09-23 @ 48:00 Commissioner Nichols recommends 3 ft inside buffer and 2 ft buffer within the bike lane.— Commissioner Nichols also recommends sharrows into roundabouts, and notes the safety and efficiency associated with roundabouts. Commissioner Nichols also recommends against Class IV bikeways due to conflict points, as well as addresses concern over handicapped parking. Commissioner Nichols also recommends increasing the reversed angled parking to 20 ft, to help drivers with line of sight without interfering with bike lane.</p>
<p>09-2023 @ 1:12:05 Chair Calandra recommends against Glen St./La Mesa Blvd. roundabout due to confining and offset issues.— Chair Calandra also suggests the consideration of Jackson/Lemon as a queue may form at peak hours and ultimately recommends tying the Jackson Dr. roundabout to Lemon Ave. Chair Calandra recommends against the roundabouts at Pine St and Palm Ave intersections, citing that they may not be warranted. Although, Chair Calandra requests that the crosswalks at these intersections remain.</p>
<p>11-2023 @ 35:00 Chair Ortega notes missing parking master plan for the City. (For example, a general plan with how many parking spots are in the City, parking garages, handicap counts, red zone counts, overall parking inventory).</p>