

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

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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 Airoso. 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 Airoso, 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

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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

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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.		

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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.

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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.

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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</p> <p>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</p> <p>Chair Calandra gives examples to traffic demand management, including transit passes provided by employers,</p>
<p>04-2023 @ 27:50</p> <p>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</p> <p>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</p> <p>Chair Calandra asks for the city's demand management policies, including current telecommute policy, 9/80</p>
<p>08-2023 @ 20:55</p> <p>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</p> <p>Chair Calandra references "traffic calming toolbox," suggesting the integration of the "traffic calming toolbox" with the manual.</p> <p>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</p> <p>Vice Chair Krulikowski recommends raised markers on the curb at Glen St and La Mesa Blvd.</p> <p>Vice Chair Krulikowski recommends against the raised medians due to blockage and drainage issues.</p> <p>Vice Chair Krulikowski suggests inappropriateness of the angled and reverse angled parking due to high traffic volumes.</p>
<p>09-23 @ 48:00</p> <p>Commissioner Nichols recommends 3 ft inside buffer and 2 ft buffer within the bike lane.—</p> <p>Commissioner Nichols also recommends sharrows into roundabouts, and notes the safety and efficiency associated with roundabouts.</p> <p>Commissioner Nichols also recommends against Class IV bikeways due to conflict points, as well as addresses concern over handicapped parking.</p> <p>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</p> <p>Chair Calandra recommends against Glen St./La Mesa Blvd. roundabout due to confining and offset issues.</p> <p>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.</p> <p>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</p> <p>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>