



REPORT to the MAYOR and MEMBERS of the CITY COUNCIL
From the CITY MANAGER

DATE: March 14, 2023

SUBJECT: RESOLUTION ADOPTING A LOCAL ROAD SAFETY PLAN FOR THE CITY OF LA MESA

ISSUING DEPARTMENT: Public Works

SUMMARY:

Issues:

Should the City of La Mesa adopt a Local Road Safety Plan?

Recommendation:

It is recommended that the City Council adopt the City's Local Road Safety Plan.

Fiscal Impact:

Adoption of a Local Road Safety Plan will be required to apply for future Highway Safety Improvement Program grant funding.

City's Strategic Goals:

- Revitalize neighborhoods and corridors
- Continue to improve high quality municipal services
- Effective and efficient traffic circulation and transportation

Climate Action Plan Reduction Strategy:

- T-2 Bicycle and Pedestrian Safety Program (Vision Zero) – Advance community-wide active transportation through safety programs, public engagement, education, and advocacy.

BACKGROUND:

In November 2019, the City of La Mesa applied for and subsequently received a grant from Caltrans to prepare a Local Road Safety Plan (LRSP). In February 2020, the City

Report to Mayor and Councilmembers

Date: March 14, 2023

Page: 2 of 4

Council authorized award of a task order to STC Traffic, Inc., to prepare the LRSP. The preliminary draft LRSP was reviewed by staff and circulated to the City's safety partners in May 2021 that included:

- La Mesa Mobility Commission
- La Mesa Police Department, Traffic Division
- La Mesa Department of Community Services
- Heartland Fire and Rescue
- Sharp Grossmont Hospital
- San Diego Association of Governments
- Metropolitan Transit System
- Circulate San Diego
- San Diego County Bicycle Coalition
- Grossmont Union High School District
- La Mesa Spring Valley School District

The comments received from the safety partners were subsequently incorporated into the draft LRSP. The Mobility Commission also reviewed the draft plan again at their February 1, 2023 meeting and provided valuable feedback for incorporation into future LRSP updates, including adopting pedestrian leading intervals, improved CIP and CAP collaboration, engaging with the all school districts in La Mesa, and prioritizing bicycle facilities based on safety, connectivity, and usability.

DISCUSSION:

A Local Road Safety Plan is a citywide, data-driven evaluation of safety issues focused on three major areas: signalized intersections, unsignalized intersections and roadway segments. Collision data over a five-year period (2015-2019) was collected from statewide (UC Berkeley's Statewide Integrated Traffic Records System or SWITRS) and local sources (LMPD's "Crossroads" database) and analyzed for trends so that effective safety countermeasures could be identified and implemented.

A rating system known as Equivalent Property Damage Only (or EPDO) allows intersections and segments to be rated on a common scale based on the number and severity of collisions, and ranked against each other on the same basis to identify trends, safety issues and collision "hot spots." EPDO is calculated by multiplying each crash severity by its associated weight. The proximate causes and appropriate safety countermeasures can then be identified for the specific location or conditions present at the time of the collision such as nighttime crashes or bicycle/pedestrian involvement.

The rankings also allow priorities to be set among multiple locations, and funding resources to be identified for the selected countermeasures. Rankings were

Report to Mayor and Councilmembers

Date: March 14, 2023

Page: 3 of 4

summarized in the LRSP for three different categories: signalized intersections, non-signalized intersections and roadway segments. Based on EPDO ranking, the five highest areas of concern in each category were found to be as follows:

Signalized Intersections

Rank	Location	EPDO Score
1	Fletcher Pkwy. & Baltimore Dr.	480
2	Fletcher Pkwy. & Jackson Dr.	443.4
3	Fletcher Pkwy. & Grossmont Center Dr.	361.6
4	El Cajon Blvd. & Guava Ave.	314.8
5	Grossmont Center Dr. & Center Dr.	299

Unsignalized Intersections

Rank	Location	EPDO Score
1	Lake Murray Blvd. & Marengo Blvd.	595.5
2	Jackson Dr. & Nentra St.	387.5
3	El Cajon Blvd. & Jessie Ave.	275.2
4	Fletcher Pkwy. & Old Baltimore Dr.	215.6
5	Grossmont Blvd. & Wood St.	215.1

Roadway Segments

Rank	Location	EPDO Score
1	La Mesa Blvd.-Grossmont Blvd. to I-8 EB Ramps	346.2
2	70 th St./Lake Murray Bl.-Saranac St. to Kiowa Dr.	268.5
3	El Cajon Blvd.-73 rd St. to Parks Ave.	260.8
4	Alvarado Rd.-70 th St. to Comanche/Fletcher Pkwy.	229.3
5	La Mesa Blvd.-Jackson Dr. to Grossmont Blvd.	193.7

The purpose of the LRSP is to provide a data-driven evaluation of current conditions to be used as a basis for future safety improvements. Specific capital projects and safety countermeasures would then be identified based on the data.

During preparation of the Local Road Safety Plan, five project types initially identified as potential future priorities for Highway Safety Improvement Program funding. These projects included emergency vehicle pre-emption system upgrades, leading pedestrian interval upgrades, addition of protected left turn phasing, guardrail upgrades and addition of enhanced edge line striping. These original priority areas will be re-evaluated during the preparation of applications for future HSIP funding based on the LRSP data.

Effective with HSIP Cycle 11, local agencies will be required to have an adopted LRSP in place to be eligible for applying for HSIP grant funding.

The initial draft LRSP was originally presented to the City's Mobility Commission on April 7, 2021. Following the incorporation of comments received from the City's safety partners, the second draft LRSP was presented to the Mobility Commission on January 5, 2022 and adopted. Finally, a status update, regarding the LRSP, was presented to the Mobility Commission on February 1, 2023.

The Local Road Safety Plan represents a key element in the City of La Mesa's commitment to a Vision Zero plan. It provides a data-based analysis of traffic safety issues within the City, identifies collision trends and potential countermeasures and facilitates the focused pursuit of funding for implementation of countermeasures.

CONCLUSION:

Staff recommends that the City Council adopt the attached resolution adopting the Local Road Safety Plan.

Reviewed by:



Greg Humora
City Manager

Respectfully submitted by:



Michael Throne
Director of Public Works/City Engineer

Michael Kinnard

Michael Kinnard
Engineering Project Manager

Attachments: A. Resolution
 B. Local Road Safety Plan