



**REGULAR MEETING OF THE SAFETY COMMISSION
OF THE CITY OF CHULA VISTA**

June 5, 2019
6:00 p.m.

Council Chambers
276 Fourth Avenue
Chula Vista, CA

CALL TO ORDER

ROLL CALL

Commissioners Cervantes, Fa'aola, Jackson, Marroquin, Munoz, Orso-Delgado, and Chair Hidingier

PLEDGE OF ALLEGIANCE TO THE FLAG

OPENING STATEMENT

PUBLIC COMMENTS

Persons speaking during Public Comments may address the Commission on any subject matter within the Commission's jurisdiction that is not listed as an item on the agenda. State law generally prohibits the Commission from discussing or taking action on any issue not included on the agenda, but, if appropriate, the Commission may schedule the topic for future discussion or refer the matter to staff. Comments are limited to three minutes.

1. INTRODUCTION OF NEW SAFETY COMMISSIONER PEDRO ORSO-DELGADO
2. APPROVAL OF MINUTES OF FEBRUARY 6, 2019 AND MAY 1, 2019
3. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON HILLTOP DRIVE BETWEEN EAST RIENSTRA STREET AND MAIN STREET FROM FOUR LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE
4. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON PASEO DEL REY BETWEEN DOUGLAS STREET AND BAJO DRIVE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE
5. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON NAPLES STREET BETWEEN FOURTH AVENUE AND THIRD AVENUE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE
6. POLICE DEPARTMENT TRAFFIC DATA
7. PEDESTRIAN AND BIKEWAYS SAFETY PROGRAMS – CIP UPDATE

OTHER BUSINESS

8. COMMISSIONERS' COMMENTS

9. STAFF COMMENTS

ADJOURNMENT to the regular meeting on July 3, 2019 at 6:00 p.m. in the Council Chambers. Chula Vista, California.

Materials provided to the Safety Commission related to any open-session item on this agenda are available for public review at the Engineering Dept. located at 276 Fourth Avenue, Building B, Chula Vista during normal business hours.

***In compliance with the
AMERICANS WITH DISABILITIES ACT***

The City of Chula Vista requests individuals who require special accommodations to access, attend, and/or participate in a City meeting, activity, or service, contact the Human Resources Department at (619) 691-5041 (California Relay Service is available for the hearing impaired by dialing 711) at least forty-eight hours in advance of the meeting.

SAFETY COMMISSION AGENDA STATEMENT

Item 3
Meeting Date 06/05/19

ITEM TITLE: RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON HILLTOP DRIVE, BETWEEN EAST RIENSTRA STREET AND MAIN STREET FROM FOUR LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

SUBMITTED BY: Principal Traffic Engineer

Staff is suggesting alternatives for a lane reduction on Hilltop Drive, between East Rienstra Street and Main Street from four lanes to two lanes. It is proposed to reduce the traveled lanes from two to one in each direction and install buffered bike lanes and a two-way left turn lane between East Rienstra Street and Main Street (see Attachment 1).

RECOMMENDATION: That the Safety Commission concur with staff and approve any alternative for the lane reduction on Hilltop Drive between East Rienstra Street and Main Street.

DISCUSSION:

Hilltop Drive, between East Rienstra Street and Main Street is scheduled to be re-paved later this year. When any street is proposed to be re-paved in the City, Traffic Engineering reviews the following street characteristics: posted speed limits, striping and signage. Traffic Engineering determines whether any modifications are needed to improve safety and traffic circulation.

In 2014, the City approved a lane reduction on Hilltop Drive between East Palomar Street and East Rienstra Street, which intended to make Hilltop Drive a more “Complete Street,” one that serves all road users, while attempting to moderate driving speeds.

The Engineering Traffic and Speed Survey (ET&S) on Hilltop Drive, between East Rienstra Street and Main Street, is expired. After the pavement project is completed, an ET&S will be performed. The existing posted speed limit is 35 mph. The proposed lane reduction (all alternatives) will shorten crossing distance for pedestrians, make vehicles entering from side streets more visible, and provide a continuous Complete Street on Hilltop Drive from Palomar Street to Main Street.

Traffic Engineering studied the traffic volume and traffic circulation on Hilltop Drive and determined that reducing the number of lanes would not appreciably affect traffic flow. The below table summarizes the average daily traffic (ADT) volumes in 2013 and 2018.

Year	2013	2018
Northbound ADT	2,674	4,837
Southbound ADT	3,040	7,683
Total ADT	6,348	12,440

The ADT in both directions increased over the last five years. The ADT between the segment of E. Palomar Street and East Rienstra, which included the lane reduction, was measured to be 10,067 in 2017. Since the lane reduction was installed, staff's monitoring has observed no significant impacts to the traffic circulation and no impacts to school traffic in front of Castle Park High School.

In addition, residents living between Orange Avenue and Tourmaline Street have indicated that large semi-trucks often park or idle in this location. To discourage truck parking, two alternatives propose to remove parking on Hilltop Drive south of Tourmaline Street.

The lane reduction will be a pilot program based on annual analysis and monitoring of the traffic circulation. Existing dedicated right and left turn lanes at major intersections will be maintained. The City Traffic Engineer can reverse the striping if future traffic volume dictates a reversal to the original condition.

The following typical section alternatives are proposed for the lane reduction:

Existing

Southbound parking lane, two southbound travel lanes, two northbound travel lanes, and one northbound parking lane.

Option 1

From East Rienstra Street to Tourmaline Street – southbound parking lane, southbound buffered bike lane, southbound travel lane, two-way left turn lane, northbound travel lane, northbound buffered bike lane, northbound parking lane.

South of Tourmaline Street – include same typical section as to the north except make the two-way left turn lane a striped median.

This option includes one travel lane in each direction until the dedicated turn lanes before Main Street. It maintains existing parking south of Tourmaline Street while adding buffered bike lanes. The striped median would prevent vehicles from idling in the two-way turn lane.

Option 2

From East Rienstra Street to Tourmaline Street – southbound parking lane, southbound buffered bike lane, southbound travel lane, two-way left turn lane, northbound travel lane, northbound buffered bike lane, northbound parking lane.

South of Tourmaline Street – maintain four travel lanes (two northbound, two southbound), and replace the parking lanes on both sides with buffered bike lanes.

This option maintains four travel lanes south of Tourmaline Street, and it removes parking on this portion to prevent large commercial vehicle parking.

Option 3

From East Rienstra Street to Tourmaline Street – southbound parking lane, southbound buffered bike lane, southbound travel lane, two-way left turn lane, northbound travel lane, northbound buffered bike lane, northbound parking lane.

South of Tourmaline Street – include same typical section as to the north except make the two-way left turn lane a raised asphalt median.

This option is similar to Option 1 except the raised median is a physical deterrent to commercial vehicles parking in the center of the road as they tend to do.

Option 4

From East Rienstra Street to Tourmaline Street – southbound parking lane, southbound buffered bike lane, southbound travel lane, two-way left turn lane, northbound travel lane, northbound buffered bike lane, northbound parking lane.

South of Tourmaline Street – maintain four travel lanes (two northbound, two southbound), and replace the parking lanes on both sides with buffered bike lanes that are separated from traffic by an asphalt curb, and the two-way left turn lane to the north would transition to a raised median.

This option is similar to Option 2; however, it includes both a raised median and asphalt curbs to separate bike lanes as physical barriers so that no vehicles can park in the median or bike lane.

CONCLUSION:

Based on the ADT on Hilltop Drive, between East Rienstra Street and Main Street, staff has determined that the lane reduction in both directions will not impact the traffic. The lane reduction will potentially maintain the existing posted speed limit of 35 mph and improve the ingress and egress to the residential dwellings fronting Hilltop Drive.

FISCAL IMPACT:

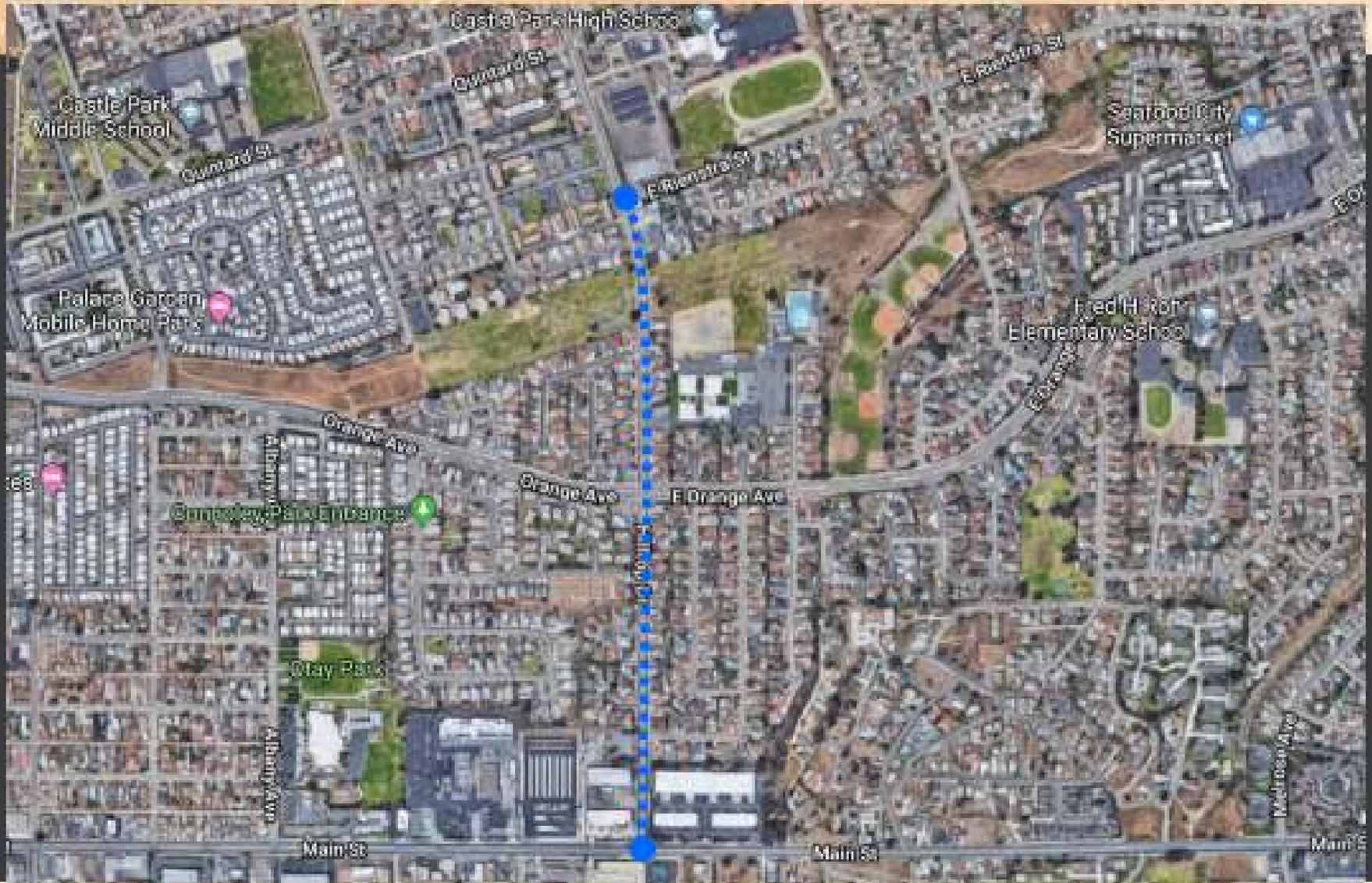
The revision to the striping and the signage modification will be incorporated into an existing pavement CIP. Therefore, no impact to City funds.

Attachments:

1. Location Plat



LOCATION MAP



RESOLUTION NO. SC-2019-_____

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON HILLTOP DRIVE, BETWEEN EAST RIENSTRA STREET AND MAIN STREET FROM FOUR LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

WHEREAS, the Road Maintenance and Rehabilitation Account (RMRA) Major Pavement Rehabilitation Phase II FY2018-19 (STM0396) project will be performing pavement rehabilitation on Hilltop Drive between East Rienstra Street and Main Street (the “Segment”); and

WHEREAS, the Segment currently has two southbound lanes and two northbound lanes with parking permitted on both sides for the majority of the Segment; and

WHEREAS, vehicles attempting to turn left to a driveway on the Segment must stop in traffic to do so; and

WHEREAS, a similar lane reduction was performed north of the Segment on Hilltop Drive from Palomar Street to East Rienstra Street has improved conditions for the safety of bicycles and pedestrians without impeding traffic flow; and

WHEREAS, existing traffic volume obtained in November 2018 indicate that the traffic volumes on the Segment are sufficiently low such that they can be conveyed safely and efficiently with one travel lane in each direction; and

WHEREAS, the proposed striping plans will maintain dedicated right turn and/or left turn lanes, as applicable, at the East Rienstra Street, Orange Avenue, and Main Street intersections; and

WHEREAS, some residents along the Segment have notified the City of illegally parked semi-trucks idling along the southerly portions of the Segment near Tourmaline Street; and

WHEREAS, as a result of its investigation, staff is proposing the following for consideration by the Safety Commission: a modifying the Segment lane count from one southbound parking lane, two southbound travel lanes, two northbound travel lanes, and one northbound parking lane (“Existing Road Section”) to (Option 1) one southbound parking lane, one southbound bike lane with buffer, one southbound travel lane, one two-way left turn lane, one northbound travel lane, one northbound bike lane with buffer, and one northbound parking lane along the length of the segment with the exception of portions of the segment approaching major intersections, and the two-way left turn lane south of Tourmaline Street would be a striped median; or (Option 2) same as Option 1 except the portion of the Segment south of Tourmaline Street would maintain two southbound and two northbound travel lanes with a striped median and the parking lanes would be converted to buffered bike lanes; or (Option 3) same as Option 1 except the portion of the Segment south of Tourmaline Street would have a raised center median;

or (Option 4) same as Option 2 except striped median would be a raised median and the bike lanes would be separated from traffic by asphalt curbs to physically prevent parking in the bike lane; and

WHEREAS, inclusion of the two-way left turn lane will allow vehicles turning left into driveways to safely exit the through lanes before turning; and

WHEREAS, as a pilot study, traffic volumes and flow patterns on the Segment will be monitored, and the proposed change will be reversed to restore existing conditions should traffic volumes and patterns necessitate the reversal.

NOW, THEREFORE, BE IT RESOLVED that the Safety Commission of the City of Chula Vista does hereby approve staff's proposed change to existing operations along the Segment in the form of Option _____ as described above, to be monitored and potentially reversed should new traffic volume indicate that two lanes in each direction are required in the subject Segment should the Existing Road Section not be maintained.

ACTION by the Safety Commission of the City of Chula Vista, California, this 5th day of June 2019, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

Ronald Hiding, Chair

ATTEST:

Florence Picardal, Secretary

SAFETY COMMISSION AGENDA STATEMENT

Item 4
Meeting Date 06/05/19

ITEM TITLE: RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON PASEO DEL REY, BETWEEN DOUGLAS STREET AND BAJO DRIVE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

SUBMITTED BY: Principal Traffic Engineer

Staff is recommending a lane reduction on Paseo Del Rey between Telegraph Canyon Road and Bajo Drive from two lanes to one lane in the northbound direction. In the southbound direction there is one lane. Staff proposes to reduce the two northbound lanes to one lane between Telegraph Canyon Road and Bajo Road and install buffered bike lanes in both directions (see Attachment 1, Location Plat).

RECOMMENDATION: That the Safety Commission concur with staff and approve the lane reduction on Paseo Del Rey between Telegraph Canyon Road and Bajo Drive and install bike lanes in both directions in the form of Option 1.

DISCUSSION:

Paseo Del Rey, between Telegraph Canyon Road and Bajo Drive is scheduled to be re-paved later this year with Capitol Improvement Project STM0396. When any street in the City is proposed to be re-paved, Traffic Engineering reviews the following street characteristics: posted speed limits, striping and signage. Traffic Engineering determines whether any modifications are needed to improve safety and traffic circulation.

The posted speed limit on Paseo Del Rey between Telegraph Canyon Road and East J Street is 35 mph; however, the Engineering Traffic & Survey for this segment has expired and a recent radar survey of this segment indicated that the 85th percentile speed is over 40 mph.

Parking is allowed on both sides of the street for residential use and a park. In the northbound direction starting at Telegraph Canyon Road, there are two lanes of traffic, three lanes at the intersection with East J Street to accommodate a left-turn, and two through lanes. In the southbound direction starting at East J Street, there is one lane of traffic. In the center there is a two-way left turn lane. At the intersection with Telegraph Canyon Road it opens to three lanes with left-turn and right-turn pockets. The segment between Calma Drive and Bajo Drive has 21 single-family dwellings with direct driveway access to Paseo Del Rey. Maintaining a posted speed limit of 35 mph will help the ingress and egress from the dwellings. Additionally, the presence of a buffered bike lane will make vehicles entering traffic more visible behind parked vehicles and will allow them to better see gaps in traffic before entering.

Traffic Engineering studied the traffic volume and circulation on Paseo Del Rey and determined that reducing the number of lanes in both directions would not appreciably affect traffic flow. The table below summarizes the average daily traffic (ADT) volumes in 2015 and 2019.

Additionally, the northbound volume is only four percent more than southbound, greatly diminishing the need for a second lane.

Year	2015	2019
Northbound ADT	3,725	5,397
Southbound ADT	4,178	5,199
Total ADT	7,903	10,596

The lane reduction will be a pilot program and will be monitored on an annual analysis to ensure proper traffic circulation. The City Traffic Engineer can reverse the lane reduction if future traffic volume dictates a reversal to the original condition.

Staff proposes the following typical section alternatives for the lane reduction:

Option 1

Telegraph Canyon Road to Bajo Drive – A southbound parking lane, a buffered bike lane, one southbound travel lane, a two-way left turn lane, one northbound travel lane, a northbound buffered bike lane, and a northbound parking lane.

Bajo Drive to East J Street – convert the underutilized existing parking lanes to bike lanes.

The two-way left turn lane in the center will allow for safe access to the residential dwellings and the bike lanes with buffers will make the road a more complete street and link the Telegraph Canyon Road, East J Street and East H street bike corridors. The segment between Bajo Drive and East J Street has existing parking with no fronting residences that has been observed to have a couple parked vehicles. Converting these parking lanes to bike lanes will allow continuity through this link between Telegraph Canyon Road and East J Street.

Option 2

Telegraph Canyon Road to Bajo Drive – Same as Option 1.

Bajo Drive to East J Street – maintain existing conditions.

This alternative allows for parking to be maintained between Bajo Drive and East J Street. However, there will be a gap in the Paseo del Rey bike lanes on this segment where vehicles will need to share the road with bikes.

CONCLUSION:

Based on the ADT on Paseo Del Rey between Telegraph Canyon Road and Bajo Road, staff has determined that the lane reduction in the northbound direction will not impact the traffic. The lane reduction and bike lanes will potentially reduce the speeds and help to maintain the existing posted speed limit of 35 mph.

FISCAL IMPACT:

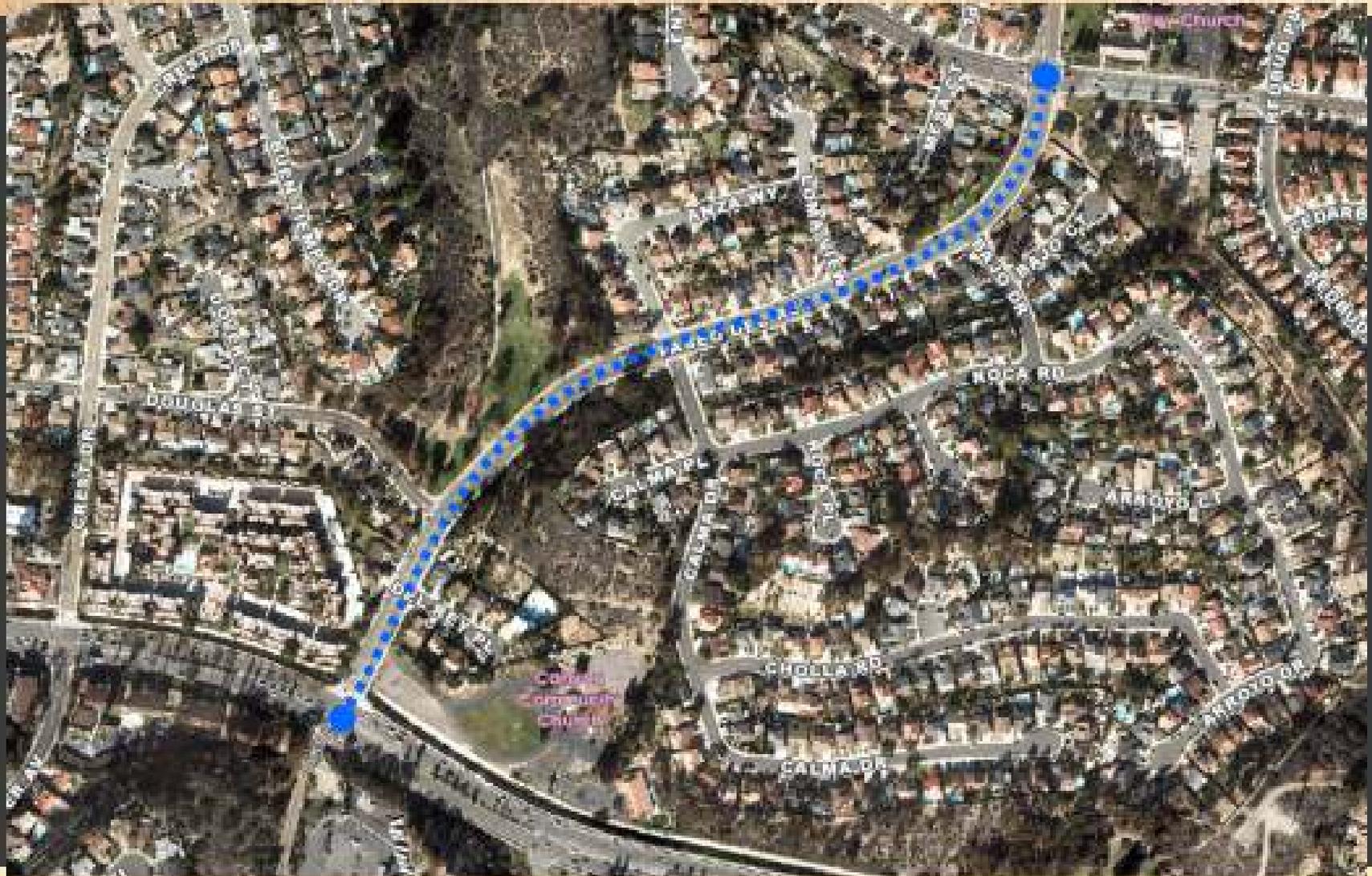
The revision to the striping and the signage modification will be incorporated into an existing pavement CIP. Therefore, no impact to City funds.

Attachments:

1. Location Plat



LOCATION MAP



RESOLUTION NO. SC-2019-_____

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON PASEO DEL REY, BETWEEN DOUGLAS STREET AND BAJO DRIVE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

WHEREAS, the Road Maintenance and Rehabilitation Account (RMRA) Major Pavement Rehabilitation Phase II FY2018-19 (STM0396) project will be performing pavement rehabilitation on Paseo del Rey between Douglas Street and Bajo Drive (the “Segment”); and

WHEREAS, the Segment currently has two northbound (uphill) lanes and one southbound (downhill) lane; and

WHEREAS, visibility of vehicles attempting to enter traffic from a driveway or side street is limited by the presence of vehicles parked on the curbside; and

WHEREAS, existing traffic volume obtained in January 2019 indicate that northbound traffic volume is within 200 average daily trips of the southbound traffic volume despite having two lanes; and

WHEREAS, the inclusion of a buffered bike lane on both sides of Paseo del Rey will improve sight visibility of vehicles entering traffic from side streets and driveways; and

WHEREAS, the proposed striping plan will maintain dedicated right turn or left turn lanes, as applicable, at the J Street and Telegraph Canyon Road intersections; and

WHEREAS, as a result of its investigation, staff is proposing the following for consideration by the Safety Commission: modifying the Segment lane count from one southbound parking lane, one southbound travel lane, one two way left turn lane, two northbound travel lanes, and one northbound parking lane (“Existing Road Section”) to (Option 1) one southbound parking lane, one southbound buffered bike lane, one southbound travel lane, one two-way left turn lane, one northbound travel lane, one northbound buffered bike lane, and one northbound parking lane, while converting the parking lanes between Bajo Drive and East J Street to bike lanes; or (Option 2) implement the same changes proposed in Option 1 except that no changes would be implemented between Bajo Drive and East J Street; and

WHEREAS, as a pilot study, traffic volumes and flow patterns on the Segment will be monitored, and the proposed change will be reversed to restore existing conditions should traffic volumes and patterns necessitate the reversal.

NOW, THEREFORE, BE IT RESOLVED that the Safety Commission of the City of Chula Vista does hereby approve staff’s proposed change to existing operations along the Segment in the form of Option _____ as described above, to be monitored and potentially

reversed should new traffic volume indicate that two lanes in each direction are required in the subject Segment should the Existing Road Section not be maintained.

ACTION by the Safety Commission of the City of Chula Vista, California, this 5th day of June 2019, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

Ronald Hidinger, Chair

ATTEST:

Florence Picardal, Secretary

SAFETY COMMISSION AGENDA STATEMENT

Item 5
Meeting Date 06/05/19

ITEM TITLE: RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON NAPLES STREET BETWEEN FOURTH AVENUE AND THIRD AVENUE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

SUBMITTED BY: Principal Traffic Engineer

Staff is recommending a lane reduction on Naples Street between Third Avenue and Fourth Avenue from two lanes to one lane in each direction. The traffic volumes on this segment of Naples Street support one lane in each direction. Naples Street also has only one lane in each direction, east of Third Avenue and west of Fourth Avenue.

RECOMMENDATION: That the Safety Commission concur with staff and approve the lane reduction on Naples Street between Third Avenue and Fourth Avenue.

DISCUSSION:

Naples Street, between Third Avenue and Broadway is scheduled to be re-paved later this year with Capitol Improvement Project STM0396. When any street in the City is proposed to be re-paved, Traffic Engineering reviews the following street characteristics: posted speed limits, striping and signage. Traffic Engineering determines whether any modifications are needed to improve safety and traffic circulation.

The posted speed limit on Naples Street between Third Avenue and Fourth Avenue is 35 mph. Parking is mostly allowed on both sides of the street for commercial and residential use. In the eastbound direction starting at Fourth Avenue, there are two lanes of traffic and three lanes at the intersection with Third Avenue to accommodate a left-turn through lane and right-turn pockets. In the westbound direction starting at Third Avenue, there are two lanes of traffic approximately 400 feet west of Third Avenue that reduce to one lane until the approach at Fourth Avenue. At Fourth Avenue there are left-turn and through lanes and right-turn pockets.

Traffic Engineering studied the traffic volume and circulation on Naples Street and determined that reducing the number of lanes would not appreciably affect traffic flow. The table below summarizes the average daily traffic (ADT) volumes in 2013 and 2019.

Year	2013	2019
Eastbound ADT	3,972	4,814
Westbound ADT	4,247	5,158
Total ADT	8,219	9,972

For comparison, ADT volumes on portions Naples Street east and west of this segment where there is one lane in each direction varied from 5,982 ADT to 11,542 ADT between 2013 and 2019, respectively.

Staff proposes to have one travel lane in each direction with a two-way left turn lane in the center to allow for safer access to commercial and residential driveways. The presence of the two-way left turn lane will allow turning vehicles to exit traffic to wait for a gap in oncoming traffic before turning instead of stopping in traffic to do so.

The lane reduction will be a pilot program and will be monitored on an annual analysis to ensure proper traffic circulation. The City Traffic Engineer can reverse the lane reduction if future traffic volume dictates a reversal to the original condition.

CONCLUSION:

Based on the ADT on Naples Street between Third Avenue and Fourth Avenue, staff has determined that the lane reduction in the southbound direction will not impact the traffic. The lane reduction is anticipated to improve safety on the segment and potentially help maintain the existing posted speed limit of 35 mph.

FISCAL IMPACT:

The revision to the striping and the signage modification will be incorporated into an existing pavement CIP. Therefore, no impact to City funds.

Attachments:

1. Location Plat



LOCATION MAP



RESOLUTION NO. SC-2019-_____

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON NAPLES STREET, BETWEEN FOURTH AVENUE AND THIRD AVENUE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE

WHEREAS, the Road Maintenance and Rehabilitation Account (RMRA) Major Pavement Rehabilitation Phase II FY2018-19 (STM0396) project will be performing pavement rehabilitation on Naples Street between Fourth Avenue and Third Avenue (the “Segment”); and

WHEREAS, the Segment currently has two eastbound lanes and one westbound lane; and

WHEREAS, vehicles attempting to turn left to a driveway on the Segment must stop in traffic to do so; and

WHEREAS, existing traffic volume obtained in January 2019 indicate that eastbound traffic volume is comparable to and less than westbound traffic volume despite having two lanes; and

WHEREAS, the Segment is classified as a Class III Collector whose typical section is one lane in each direction; and

WHEREAS, the proposed striping plan will maintain dedicated right turn or left turn lanes, as applicable, at the Third Avenue and Fourth Avenue intersections; and

WHEREAS, as a result of its investigation, staff is proposing the following for consideration by the Safety Commission: a lane reduction on the Segment from one westbound travel lane, two eastbound travel lanes, and one eastbound parking lane to one westbound travel lane, one center two-way left turn lane, one eastbound travel lane, and one eastbound parking lane; and

WHEREAS, inclusion of the two-way left turn lane will allow vehicles turning left into driveways to safely exit the through lanes before turning; and

WHEREAS, as a pilot study, traffic volumes and flow patterns on the Segment will be monitored, and the proposed change will be reversed to restore existing conditions should traffic volumes and patterns necessitate the reversal.

NOW, THEREFORE, BE IT RESOLVED that the Safety Commission of the City of Chula Vista does hereby approve staff’s proposed change to existing operations along the Segment as described above, to be monitored and potentially reversed should new traffic volume indicate that two lanes are required in the subject segment.

ACTION by the Safety Commission of the City of Chula Vista, California, this 5th day of June 2019, by the following vote:

AYES: Commissioners:

NAYS: Commissioners:

ABSENT: Commissioners:

Ronald Hiding, Chair

ATTEST:

Florence Picardal, Secretary



Safety Commission
Bikeways and Pedestrian Facilities
CIP Project Update
 June 2019



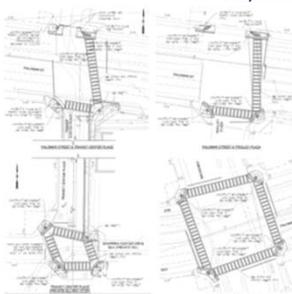

Safety Commission
Bikeways and Pedestrian Facilities
CIP Project Update

CONSTRUCTION PHASE

Note: All dates are approximate and subject to change. Projects marked complete have no further substantial construction activities.



TRF0390
Traffic Signal and Pedestrian Improvements on Palomar St from Industrial Bl to Broadway

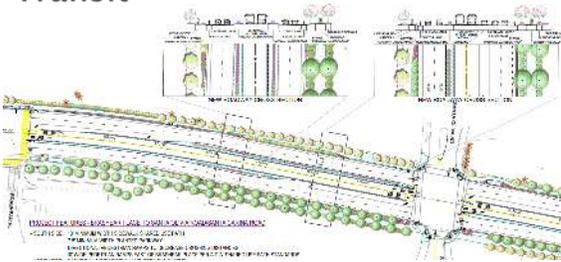


CONSTRUCTION Complete: 6/2019



Bikeways & Pedestrian Facilities CIP Project Update 06-2019

SBBRT
South Bay Bus Rapid Transit

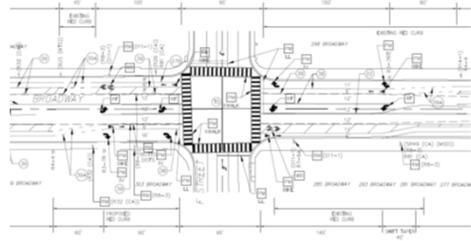


CONSTRUCTION Service began 1/27/19 Complete: Fall 2019



Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STM0384/STM0392
Bike Lanes on Broadway C St to Main St



CONSTRUCTION Start: 6/2019



Bikeways & Pedestrian Facilities CIP Project Update 06-2019



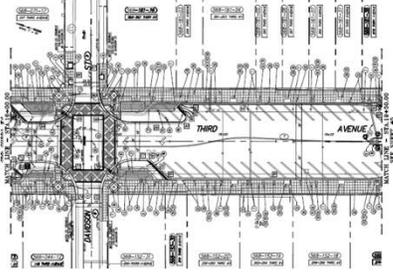
Safety Commission
Bikeways and Pedestrian Facilities
CIP Project Update

DESIGN/PLANNING PHASE

Note: All dates are approximate and subject to change.



STL0406
Third Avenue Streetscape Improvement Project - Phase III

DESIGN Award: 6/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0428
Sidewalk Replacement Citywide (Measure P)




DESIGN Ph 1: Complete
 Ph 2: Bid Open 5/2019
 Ph 3: Bid Open 5/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0435
Anita Street Sidewalk Project




DESIGN Advertise: 5/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

TRF0405
Installation of Pedestrian Countdown Indications/Traffic Signal Modifications




DESIGN Advertise: 6/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0410/TRF0384
Schools Pedestrian Improvements Kellogg Elementary Hazel G Cook Elementary




DESIGN Advertise: 7/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

TRF0411
Pedestrian Improvements at Uncontrolled Mid-block Crosswalks at Castle Park Middle School




DESIGN Advertise: 6/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0426
Sidewalk Gap Third Av
(West) Orange Av to Anita St
(East) Anita St to Zenith St




DESIGN Advertise: 8/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0436
D Street Sidewalk Project




DESIGN Advertise: 8/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

TRF0398/TRF0407
Traffic Signal Installation
Main St & Jacqua St, Traffic Signal
Modifications at Five Intersections




DESIGN Advertise: 9/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0431
Sidewalk Replacement Program
Citywide FY2018/19




DESIGN Advertise: 12/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0432
ADA Pedestrian Curb Ramps
Program FY18/19




DESIGN Advertise: 12/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

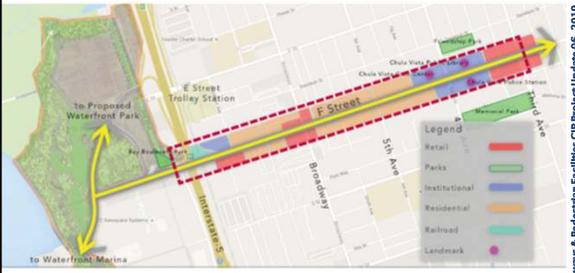
STM0386/STM0388/STM0389
Heritage Rd/Main St
Widening and Bridge Improvement




DESIGN Advertise: Winter 2020

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

STL0412 F Street Promenade



CONCEPT DESIGN Advertise: TBD

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

CITY OF CHULA VISTA Safety Commission

STM0398 East H Street Sidewalk Improvements–Study



STUDY Advertise: TBD

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

CITY OF CHULA VISTA Safety Commission

STL-404 Active Transportation Plan



STUDY Complete: 12/2019

Bikeways & Pedestrian Facilities CIP Project Update 06-2019

CITY OF CHULA VISTA Safety Commission