



City of Chula Vista Boards & Commissions

**Safety Commission**

*Agenda*

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

September 18, 2019  
6:00 p.m.

Council Chambers  
276 Fourth Avenue  
Chula Vista, CA

**CALL TO ORDER**

**ROLL CALL**

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

**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. APPROVAL OF MINUTES OF FEBRUARY 6, 2019 AND MAY 1, 2019
2. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA RECOMMENDING THAT THE CITY COUNCIL APPROVE THE PERMANENT CLOSURE OF MOSS STREET, BETWEEN ALPINE AVENUE AND NAPLES STREET AND ALPINE AVENUE BETWEEN MOSS STREET AND NAPLES STREET TO ACCOMMODATE THE NEW FIRE STATION NO. 9

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING THE REMOVAL OF STOP CONTROL ON THE NAPLES STREET APPROACHES AT THE INTERSECTION OF NAPLES STREET AND FIRST AVENUE, AND TO ACCORDINGLY AMEND SCHEDULE II OF THE REGISTER OF SCHEDULES MAINTAINED IN THE OFFICE OF THE CITY ENGINEER

3. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA ESTABLISHING TEMPORARY PERPENDICULAR PARKING ALONG BOTH SIDES OF "D" STREET, WEST OF WOODLAWN AVENUE

**OTHER BUSINESS**

4. COMMISSIONERS' COMMENTS
5. STAFF COMMENTS

**ADJOURNMENT** to the regular meeting on October 2, 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.*

**MINUTES OF A REGULAR MEETING  
OF THE CHULA VISTA SAFETY COMMISSION**

February 6, 2019  
6:00 p.m.

Council Chambers  
City Hall – Building A  
276 Fourth Avenue

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**CALL TO ORDER**

Meeting called to order at 6:04 p.m.

**ROLL CALL**

Present: Chair Hiding, Commissioners Cervantes, Fa'aola, Marroquin, and Munoz

Absent: Commissioners Jackson and Marshall

Staff present: Sr. Civil Engineer, Paul Oberbauer; Associate Engineer Ben Herrera; Officer Justin Zualet; and Recording Secretary, Florence Picardal

**PLEDGE OF ALLEGIANCE**

Pledge of Allegiance was led by Chair Hiding.

**OPENING STATEMENT**

Opening statement read by Chair Hiding.

**PUBLIC COMMENTS**

No public comments.

**1. APPROVAL OF MINUTES OF DECEMBER 5, 2018**

No minutes available.

**2. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA APPROVING A LANE REDUCTION ON HIDDEN VISTA ROAD BETWEEN WINDJAMMER CIRCLE AND SMOKY CIRCLE FROM THREE LANES TO TWO LANES AS A PILOT STUDY TO BE REVERSED SHOULD FUTURE TRAFFIC VOLUME REQUIRE**

City staff is recommending a lane reduction on Hidden Vista Drive between Windjammer Circle and Smoky Circle from three lanes to two lanes. It is proposed to reduce the two southbound lanes to one lane between Windjammer Circle and Smoky Circle and allow parking only in the former second southbound travel lane. The existing striping between East H Street and Windjammer Circle will remain the same. Associate Engineer Herrera gave a brief presentation.

Staff Recommendation: Safety Commission concur with staff and approve the lane reduction on Hidden Vista Drive between Windjammer Circle and Smoky Circle.

**Public hearing opened.**

The following persons spoke in opposition to staff's recommendation:

1. Natalii Gomez-Romo, Chula Vista resident
2. Fred Kassman, Chula Vista resident (submitted report to Commission)
3. Louis Pierotti, Chula Vista resident
4. Tory Schalge, Chula Vista resident
5. Michael Haynes, Chula Vista resident

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6. Georgianne Van Patten, Chula Vista resident
7. Ken Willard, Chula Vista resident
8. Sally Epley, Chula Vista resident
9. Eric Gibson, Chula Vista resident
10. Lillie Hebert, Chula Vista resident
11. Marni Hayman, Chula Vista resident
12. Jeffrey Jimenez, Chula Vista resident
13. Diana Ortiz, Chula Vista resident
14. Stanley Beggs, Chula Vista resident
15. Connie Pappas, Chula Vista resident (representing Windjammer)
16. Angel Blas, Chula Vista resident
17. Maricela Blas, Chula Vista resident (did not speak)
18. Matilda Bermudez, Chula Vista resident
19. Margie Wees, Chula Vista resident (representing Windjammer)
20. Patricia Martinez, Chula Vista resident (did not speak)
21. Joe Martinez, Chula Vista resident
22. Imelda Ladrillono, Chula Vista resident
23. George Knoll, Chula Vista resident (Terra Nova)
24. Eugenia Aguilar Franco, Chula Vista resident (also submitted written statement)
25. John Rocks, Chula Vista resident
26. Leonor Haynes, Chula Vista resident (did not speak)
27. Carlos Rodriguez, Chula Vista resident
28. Karren Ballez, Chula Vista resident

The following person spoke in favor of staff's recommendation:

1. Anthony Williams, Chula Vista resident

**Public hearing closed.**

There was discussion amongst the Commission regarding safety concerns and the addition of on-street parking. Commissioner Marroquin thanked the residents for attending the meeting and voicing their concerns.

Motion made by Commissioner Fa'aola and seconded by Chair Hiding to adopt a resolution denying a lane reduction on Hidden Vista Road between Windjammer Circle and Smoky Circle. MOTION PASSED 5-0-2 (Jackson and Marshall absent).

Motion made by Commissioner Fa'aola and seconded by Commissioner Marroquin to direct staff to re-evaluate Hidden Vista Road for traffic calming solutions. MOTION PASSED 5-0-2 (Jackson and Marshall absent).

3. **RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA RECOMMENDING THAT THE CHULA VISTA CITY COUNCIL INCREASE THE SPEED LIMIT ON PASEO DEL REY FROM EAST "J" STREET TO EAST "H" STREET FROM 35 MPH TO 40 MPH**

Sr. Civil Engineer Oberbauer gave a brief presentation.

Staff Recommendation: Safety Commission concur with staff and recommend that the Chula Vista City Council increase the existing speed limit on Paseo Del Rey between East "H" Street and East "J" Street from 35 mph to 40 mph and that the Schedule X of the register maintained in the Office of the City Engineer be amended to reflect these speed limits.

**Public hearing opened.**

The following persons spoke in opposition to staff's recommendation:

1. Ruth Ann Walker, Chula Vista resident
2. Jaime Blase, Chula Vista resident
3. Ana Rosa Munoz, Chula Vista resident

**Public hearing closed.**

Motion made by Commissioner Marroquin and seconded by Commissioner Munoz to approve the resolution recommending that the Chula Vista City Council increase the speed limit on Paseo Del Rey from East "J" Street to East "H" Street from 35 mph to 40 mph. MOTION FAILED 2-3-2 (Cervantes and Fa'aola voting yes; Marroquin, Hiding, Munoz voting no; Jackson and Marshal absent.

**4. RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA VISTA MAINTAINING 25 MPH PRIMA FACIE SPEED LIMIT ON VARIOUS SEGMENTS CITYWIDE ON THE BASIS THAT THEY QUALIFY AS RESIDENCE OR BUSINESS DISTRICTS UNDER THE CALIFORNIA VEHICLE CODE**

Sr. Civil Engineer Oberbauer gave a brief presentation.

Staff Recommendation: Maintain 25mph prima facie speed limits on the subject roadway segments.

Motion made by Commissioner Fa'aola seconded by Commissioner Munoz to adopt the resolution maintaining 25 mph prima facie speed limit on various segments citywide on the basis that they qualify as residence or business districts under the California Vehicle Code. MOTION PASSED 5-2, Jackson and Marshall absent.

**5. POLICE DEPARTMENT TRAFFIC DATA**

Officer Zualet gave a brief presentation.

**3. PEDESTRIAN AND BIKEWAYS SAFETY PROGRAMS – CIP UPDATE**

Sr. Civil Engineer Oberbauer gave a brief presentation.

**OTHER BUSINESS**

**6. COMMISSIONERS' COMMENTS**

Commissioner Marroquin stated he will be unable to attend next month's meeting.

**7. STAFF COMMENTS**

Sr. Civil Engineer Oberbauer gave an update on the street names along Birth Road alignment (item on December 5, 2018 agenda). He stated that landowners on both sides of State Street were contacted and their preference was to change the name to Birch Road instead of Santa Diana. An item will be docketed at a future date.

Secretary Picardal stated that Commissioner Marshall will be relocating to Southwest Florida and has resigned effective today. The vacancy has been posted and persons may apply on the City's website.

ADJOURNMENT at 7:15 p.m. to the regular meeting on March 6, 2019 at 6:00 p.m. in the Council Chambers. Chula Vista, California.

Respectfully submitted,

Florence Picardal, Recording Secretary

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***UNOFFICIAL MINUTES***

**MINUTES OF A REGULAR MEETING  
OF THE CHULA VISTA SAFETY COMMISSION**

**May 1, 2019  
6:00 p.m.**

**Council Chambers  
276 Fourth Avenue**

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**CALL TO ORDER**

Meeting called to order at 6:02 p.m.

**ROLL CALL**

Present: Chair Hiding; Commissioners Cervantes, Fa'aola, Marroquin, and Munoz (arrived at 6:04 p.m.)

Absent: Commissioner Jackson

Staff present: Sr. Civil Engineer, Paul Oberbauer; Officer Christopher Fisher; and Recording Secretary, Florence Picardal

**PLEDGE OF ALLEGIANCE**

Pledge of Allegiance was led by Chair Hiding.

**OPENING STATEMENT**

Opening statement read by Chair Hiding.

**PUBLIC COMMENTS**

No public comments.

**1. PRESENTATION – SPEED LIMIT REGULATIONS AND TRAFFIC CALMING STRATEGIES**

Sr. Civil Engineer Oberbauer gave a presentation on: 1) Speed limit establishment process, 2) How speed limits are determined and why; 3) Enforceability of posted speed limits; 4) Traffic calming strategies using signage and striping; and 5) Traffic calming strategies using surface improvements. Going forward, the following steps will be followed: 1) Proposed speed limit items will discuss enforcement consequences of a vote for and against, 2) Engineering & traffic survey results will be discussed in more detail in the staff report, 3) Staff report will discuss traffic calming measures that have been implemented or planned, if any, and 4) AAA Effective Speed Zoning document will be attached for reference to every speed limit item.

**2. POLICE DEPARTMENT TRAFFIC DATA**

Officer Fisher gave a brief presentation.

**3. PEDESTRIAN AND BIKEWAYS SAFETY PROGRAMS – CIP UPDATE**

Sr. Civil Engineer Oberbauer gave a brief presentation.

**OTHER BUSINESS**

**4. COMMISSIONERS' COMMENTS**

On April 24 & 25, Commissioner Cervantes, Marroquin and Munoz attended a live demo in a connected-ready Tesla on Anaheim Boulevard. Using already in-place communication technologies, they learned how traffic signal status and safety warnings can be transmitted without needing additional equipment

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for the vehicle. This technology makes safety benefits immediately available to all road users in the community.

Commissioner Cervantes voiced concerns about the Soapy Joe's back up on Bonita Road. Sr. Civil Engineer Oberbauer responded that intersection is currently being monitored.

**5. STAFF COMMENTS**

Sr. Civil Engineer Oberbauer thanked the Commissioners who attended the demo in Anaheim. He also mentioned that a new Safety Commissioner, Pedro Orso-Delgado, has been selected.

ADJOURNMENT at 7:15 p.m. to the regular meeting on June 5, 2019 at 6:00 p.m. in the Council Chambers. Chula Vista, California.

Respectfully submitted,

Florence Picardal, Recording Secretary

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***UNOFFICIAL MINUTES***

## SAFETY COMMISSION AGENDA STATEMENT

**Item 2**  
**Meeting Date 9/18/19**

**ITEM TITLE:** Resolution of the Safety Commission of the City of Chula Vista recommending that the City Council approve the permanent closure of Moss Street, between Alpine Avenue and Naples Street and Alpine Avenue between Moss Street and Naples Street to accommodate the new Fire Station No. 9

Resolution of the Safety Commission of the City of Chula Vista approving the removal of stop control on the Naples Street approaches at the intersection of Naples Street and First Avenue, and to accordingly amend Schedule II of the Register of Schedules maintained in the office of the City Engineer

**SUBMITTED BY:** Principal Traffic Engineer 

The City is currently preparing construction plans for the replacement of Fire Station No. 9. The new fire station plans require the closure of portions of Moss Street and Alpine Avenue (Attachment 1). This action would close portions Moss Street and Alpine Avenue for designation for fire station purposes. In addition, the removal of an all-way stop sign at Naples Street and First Avenue that is no longer warranted is proposed.

**RECOMMENDATION:** Safety Commission adopt resolutions.

### **DISCUSSION:**

Staff is currently preparing construction plans for the replacement of Fire Station 9. The fire station site plans incorporate the parcel at 1095 Alpine Avenue (APN 6191002300), which was acquired by the City, as well as portions of City-owned land, currently used as public streets known as Moss Street and Alpine Avenue into the fire station property.

### **Determining Need for and Location of New Fire Station 9**

On August 14, 2018, Council adopted resolution 2018-182 accepting the Fire Facility, Equipment, and Deployment Master Plan Addendum. The Master Plan Addendum included new service levels/response standards. Four new implementation strategies to achieve the new standards were set forth in the Master Plan Addendum, which specifically identified retention and relocation of Fire Station No. 9 and relocation of Fire Station No. 5, resulting from analysis for operational necessity as one of its operational strategies.

According to the Master Plan Addendum, Fire Station No. 9 is the third busiest station in the city and in poor condition. According to Fire Department's research and analysis, relocating and replacing Fire Station No. 9 will improve response times to the area. The location of the proposed new station was extensively researched, and computer software technology called

ADAM (Apparatus Deployment Analysis Module) was utilized to determine the optimum site that provided the most reduction in response times.

### **Proposed Street Closures**

The location of the proposed new Fire Station No. 9 and the project parameters require that segments of Moss Street and Alpine Avenue be closed to vehicular traffic and the right of way lands be designated as Fire Station lands. The segment of Moss Street between Alpine Avenue and Naples Street and the segment of Alpine Avenue between Moss Street and Naples Street are needed to accommodate the fire station building, critical fire station site features, site circulation, and parking. Additionally, the project includes a new traffic signal at the apparatus bay exit onto Naples Street opposite the southern portion of Alpine Avenue.

The proposed closures of Moss Street and Alpine Avenue would result in a new cul-de-sac on Moss Street near the current intersection with Alpine Avenue. Naples Street would no longer have access to Moss Street directly or via the north segment of Alpine Avenue. The new arrangement can be seen in Attachments 1 and 2. City traffic staff have reviewed the proposed closure and determined that it will not adversely affect traffic flow in the area. Naples Street has adequate capacity to absorb the resulting nominal increase in volume. In addition, the proposed closures will not impact access to existing private residences.

### **Stop Control at Naples St/First Av Not Warranted**

Due to the proposed road closures, City traffic staff analyzed the intersection of Moss and Naples Street with First Avenue using the City's all-way stop intersection control criteria. The analysis modeled the intersection as diverting the traffic that had used Moss Street to Naples Street (Attachment 3). This increased the difference in volume between Naples Street and the intersecting First Avenue to the point at which including stop control on the Naples Street approaches was no longer warranted. Therefore, staff is proposing that the stop control only be maintained at the First Avenue approach because of the proposed road closures.

**FISCAL IMPACT:** Costs for the construction of the fire station including reconfiguration of the roadway segments proposed for closure will be borne by Capital Improvement Project GG230. Ongoing maintenance costs will shift from the Department of Public Works to the Fire Department.

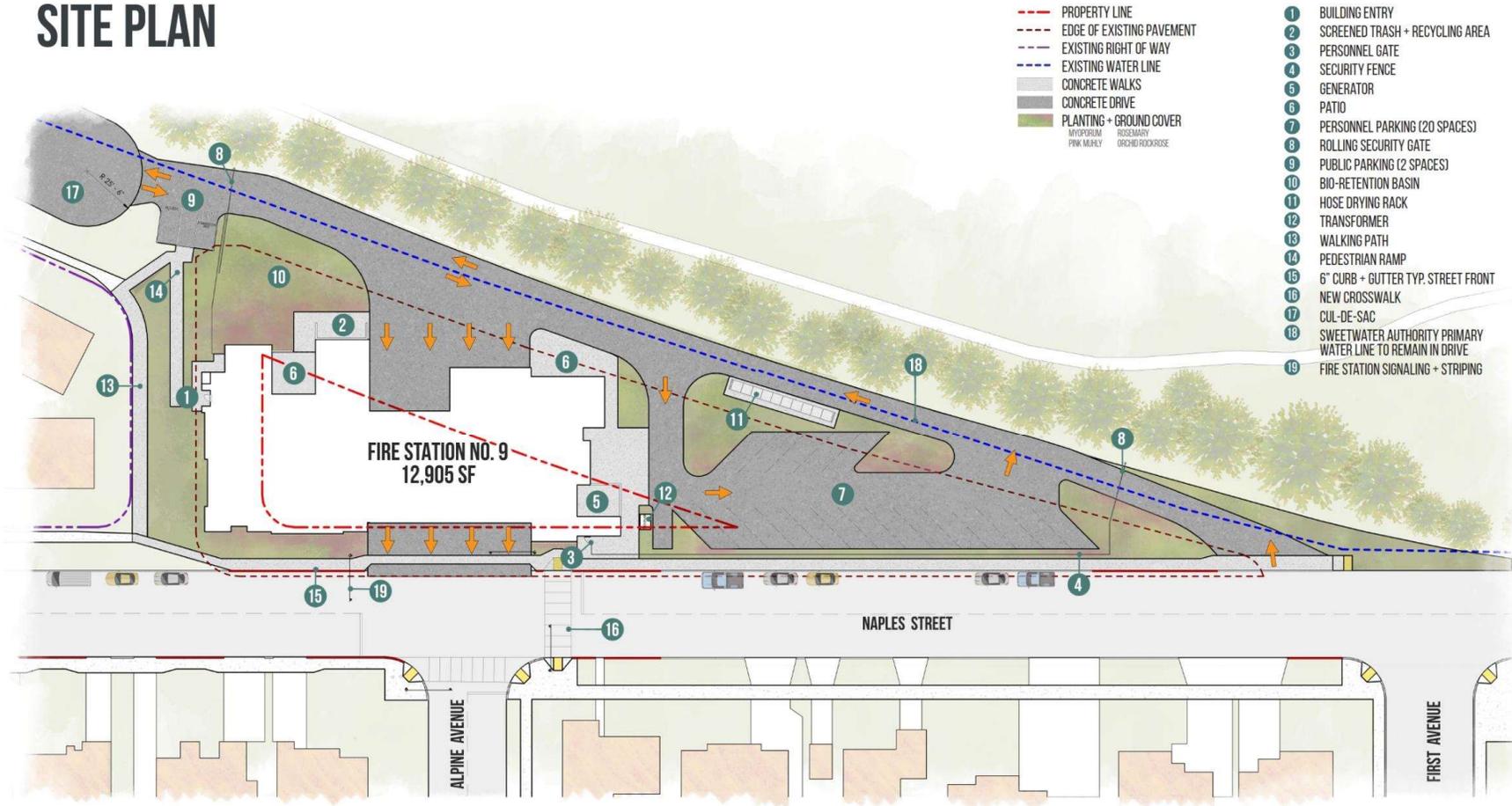
Attachments:

1. Location Map
2. Site Map
3. All-Way Stop Warrant Study Naples/First

# Fire Station No. 9 Location



# SITE PLAN



- PROPERTY LINE
- EDGE OF EXISTING PAVEMENT
- EXISTING RIGHT OF WAY
- EXISTING WATER LINE
- CONCRETE WALKS
- CONCRETE DRIVE
- PLANTING + GROUND COVER
  - MYOPORUM
  - PINK MURRAY
  - ROSEMARY
  - ORCHID ROCKROSE

- 1 BUILDING ENTRY
- 2 SCREENED TRASH + RECYCLING AREA
- 3 PERSONNEL GATE
- 4 SECURITY FENCE
- 5 GENERATOR
- 6 PATIO
- 7 PERSONNEL PARKING (20 SPACES)
- 8 ROLLING SECURITY GATE
- 9 PUBLIC PARKING (2 SPACES)
- 10 BIO-RETENTION BASIN
- 11 HOSE DRYING RACK
- 12 TRANSFORMER
- 13 WALKING PATH
- 14 PEDESTRIAN RAMP
- 15 6" CURB + GUTTER TYP. STREET FRONT
- 16 NEW CROSSWALK
- 17 CUL-DE-SAC
- 18 SWEETWATER AUTHORITY PRIMARY WATER LINE TO REMAIN IN DRIVE
- 19 FIRE STATION SIGNALING + STRIPING

**ALL-WAY STOP WARRANT SUMMARY**

LOCATION	<b>Naples St and First Ave</b>		PAGE
DATE	<b>6/12/2019</b>		1 OF 6
POLICY NUMBER	478-03	EFFECTIVE DATE	3/6/2001

**GENERAL**

Points are assigned to each of these warrants. The total points possible are 100. The installation of an all-way stop control is justified with a minimum of 45 points, unless:

Case 1:

If Caltrans' criteria is met, the point system is not applicable.

Case 2:

If any of the five criteria is met to the extent of 100% an all-way stop control intersection may be warranted even though the minimum number of points is not accumulated.

Case 3:

If the following conditions are met:

- (a) The street to be controlled is within a residence district as defined in Section 515 of the California Vehicle Code, and
- (b) The street to be controlled is classified a collector or is functioning as a collector, and
- (c) The subject intersection is not within 600 feet from the nearest controlled intersection along the collector, and

The subject intersection shall receive a bonus of 10 points.

**POINTS:** 0

**ALL-WAY STOP POINT SYSTEM CRITERIA:**

**1) ACCIDENT WARRANT: ( 25 points )**

Five Points are assigned for each accident susceptible to correction by an all-way stop control during any 12-month period prior to the investigation date.

Total number of accidents correctible by all-way stop: 0

( Maximum 25 points )

**POINTS:** 0

**2) UNUSUAL CONDITION WARRANT: ( 21 points )**

1) Adjacent to school, fire station, playground, senior center and/or amusement park.  
(7 points maximum )

**3 pts**

- a) within 100' of the intersection. 7 points
- b) between 101'-250' from the intersection. 5 points
- c) between 251'-400' from the intersection. 3 points**
- d) within 500' of the intersection. 1 point

**ALL-WAY STOP WARRANT SUMMARY**

LOCATION	<b>Naples St and First Ave</b>		PAGE
DATE	<b>6/12/2019</b>		2 OF 6
POLICY NUMBER	478-03	EFFECTIVE DATE	3/6/2001

2) Any visibility obstruction including horizontal and/or vertical curves which result in limited stopping sight distance based on either the posted speed limit or the 85% tile speed, whichever is higher.  
(7 points maximum)

$$\frac{400}{190} \times 100 = 211\% \geq 100\% \quad \mathbf{0 \text{ pts}}$$

- a) provides for less than 40% of the required sight distance. 7 points
- b) provides for less than 50% of the required sight distance. 6 points
- c) provides for less than 60% of the required sight distance. 5 points
- d) provides for less than 70% of the required sight distance. 4 points
- e) provides for less than 80% of the required sight distance. 3 points
- f) provides for less than 90% of the required sight distance. 2 points
- g) provides for less than 100 % of the required sight distance. 1 point

3) An intersection leading to an arterial from an interior (circular) collector **0 pts**      2 points

4) Intersection with steep grades within 500' from the intersection on the downhill approach.

- a) greater than 9% grade 7 points
- b) greater than 8% grade **0 pts**      5 points
- c) greater than 7% grade 3 points
- d) greater than 6% grade 1 point

5) Intersection is on "Suggested Route To School" and no other controlled crossing is located within 600'.  
(7 points maximum)

- a) intersection is 300' from school grounds. 7 points
- b) intersection is 400' from school grounds. **0 pts**      5 points
- c) intersection is 500' from school grounds. 3 points
- d) intersection is 600' from school grounds. 1 point

6) High approach speeds. **1 pts**

- a) prevailing speeds are up to 5 mph higher than posted speed. **1 point**
- b) prevailing speeds are up to 10 mph higher than posted speed. 4 points
- c) prevailing speeds are more than 10 mph higher than posted speed. 7 points

7) Adjacent to bus stop **2 points**  
 Public mailbox 2 points  
 School bus drop-off **2 pts**      7 points

( Maximum 21 points )

**POINTS: 6**

**ALL-WAY STOP WARRANT SUMMARY**

LOCATION	<b>Naples St and First Ave</b>			PAGE
DATE	<b>6/12/2019</b>			3 OF 6
POLICY NUMBER	478-03	EFFECTIVE DATE	3/6/2001	

**3) PEDESTRIAN VOLUME ( 20 points )**

Consideration is given to large numbers of pedestrians crossing the major street during the busiest hour of an average day.

Peak Hour: **5/22/2019 4:00pm-5:00pm** Number of Pedestrians:     **0**    

Pedestrians crossing major street, Total during the peak pedestrian hour

Volumes:	1-10	11-20	21-30	31-40	41-OVER
Points:	4	8	12	16	20

( Maximum 20 points )

POINTS:     **0**    

**4) TRAFFIC VOLUME ( 24 points ) \***

Points are dependent upon the magnitude of vehicular volumes entering the intersection during the eight busiest hours of an average day.

Traffic Counts (circle eight highest hour volumes):

DIRECTION	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	TOTAL
NB	61	142	96	38	40	54	41	67	93	74	56	81	60	46	38	987
SB																0
<b>SUBTOTAL</b>	<b>61</b>	<b>142</b>	<b>96</b>	<b>38</b>	<b>40</b>	<b>54</b>	<b>41</b>	<b>67</b>	<b>93</b>	<b>74</b>	<b>56</b>	<b>81</b>	<b>60</b>	<b>46</b>	<b>38</b>	<b>987</b>
EB	258	610	472	352	395	457	471	475	754	821	762	766	580	502	333	8008
WB	212	499	460	288	269	334	347	310	441	663	470	479	401	292	250	5715
<b>SUBTOTAL</b>	<b>470</b>	<b>1109</b>	<b>932</b>	<b>640</b>	<b>664</b>	<b>791</b>	<b>818</b>	<b>785</b>	<b>1195</b>	<b>1484</b>	<b>1232</b>	<b>1245</b>	<b>981</b>	<b>794</b>	<b>583</b>	<b>13723</b>
<b>TOTAL</b>	<b>531</b>	<b>1251</b>	<b>1028</b>	<b>678</b>	<b>704</b>	<b>845</b>	<b>859</b>	<b>852</b>	<b>1288</b>	<b>1558</b>	<b>1288</b>	<b>1326</b>	<b>1041</b>	<b>840</b>	<b>621</b>	<b>14710</b>
<b>POINTS</b>		<b>2</b>	<b>1</b>					<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>			

- 3 POINTS ARE ASSIGNED PER HOUR WHEN TOTAL ENTERING VEHICULAR VOLUMES EXCEED 500 AND MINOR STREET VOLUMES (INCLUDING PEDESTRIANS) EXCEED 200.
- 2 POINTS ARE ASSIGNED PER HOUR WHEN TOTAL ENTERING VOLUMES EXCEED 500 BUT MINOR STREET VOLUMES ARE LESS THAN 200, BUT MORE THAN 100.
- 1 POINT IS ASSIGNED PER HOUR WHEN TOTAL ENTERING VEHICULAR VOLUMES EXCEED 500 BUT MINOR STREET VOLUMES ARE LESS THAN 100.
- 1 POINT IS ASSIGNED PER HOUR WHEN TOTAL ENTERING VEHICULAR VOLUMES DO NOT MEET 500, BUT MINOR STREET VOLUMES EXCEED 200.

In residence districts as defined by Section 515 CVC, if the 85th percentile approach speed of the major street exceeds 35 miles per hour, the minimum vehicular volume warrants is 70% of the above requirements.

( Maximum 24 points )

POINTS:     **9**

**ALL-WAY STOP WARRANT SUMMARY**

LOCATION	<b>Naples St and First Ave</b>		PAGE
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POLICY NUMBER	478-03	EFFECTIVE DATE	3/6/2001

**5) TRAFFIC VOLUME DIFFERENCE ( 10 POINTS )**

All-way stops operate best when the major and minor street approach traffic volumes are nearly equal. Points shall be assigned in accordance with the following table:

$$\frac{\text{*24-Hour Minor St. Approach Volumes}}{\text{*24-Hour Major St. Approach Volumes}} \times 100 = \frac{987}{5,715} \times 100 = 17.3\%$$

<u>PERCENTAGE</u>	<u>POINTS</u>
95-100	10
85-94	9
75-84	8
65-74	7
55-64	6
45-54	5
35-44	4
25-34	3
15-24	2
5-14	1
0-4	0

( Maximum 10 points )

POINTS: 2

\*For T-intersections, the percent is the ratio of the minor street approach volume to the highest single leg approach volume on the major street multiplied by one hundred.

**CALTRANS CRITERIA (CA MUTCD)**

Any of the following conditions may warrant a multi-way STOP sign installation, regardless of the point system:

- 1) Where traffic signals are warranted and urgently needed, the multi-way stop may be an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
  
- 2) An accident problem, as indicated by five or more reported accidents within a 12 month period of a type susceptible to correction by a multi-way stop installation. Such accidents include right- and left-turn collisions as well as right-angle collisions.
  
- 3) Minimum traffic volumes - The total vehicular volume entering the intersection from all approaches must average at least 300 vehicles per hour for any 8 hours of an average day, and the combined vehicular, bicycle, and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but when the 85th percentile approach speed of the major street traffic exceeds 40 miles per hour ( \*\* ), the minimum vehicular volume warrant is 70 percent of the above requirements.

( \*\* ) This speed applies only to Caltrans Criteria



ALL-WAY STOP WARRANT SUMMARY

LOCATION	<b><i>Naples St and First Ave</i></b>		PAGE
DATE	<b>6/12/2019</b>		6 OF 6
POLICY NUMBER	478-03	EFFECTIVE DATE	3/6/2001

**RECOMMENDATIONS:**

**REMARKS:**

## SAFETY COMMISSION AGENDA STATEMENT

**Item 3**  
**Meeting Date 9/18/19**

**ITEM TITLE:** Resolution of the Safety Commission of the City of Chula Vista Establishing Temporary Perpendicular Parking along Both Sides of "D" Street, West of Woodlawn Avenue

**SUBMITTED BY:** Principal Traffic Engineer 

Residents in the Vista Mar development, 701 Woodlawn Avenue, are requesting perpendicular parking on a short segment of D Street, west of Woodlawn Avenue. D Street has parallel parking on both sides of the street for an approximate total of 36 parking spaces. The proposed perpendicular parking would create an approximate total of 74 parking spaces. (See Attachment 1, Location Map).

**RECOMMENDATION:** Safety Commission approve the resolution.

### **DISCUSSION:**

The Vista Mar development is in the western part of the City in a neighborhood consisting of single family, multi-family, and mobile home residences west of Broadway and north of Flower Street. Construction of Vista Mar was completed in 2018.

The Vista Mar development consists of 87 multi-family units with 186 parking spaces, 174 garage spaces and 12 parking spaces within the development (see Attachment 2). There are several units that front D Street and are currently using D Street for parking. The residents are stating there is insufficient parking within the development; and therefore, they need to park in the surrounding neighborhood. It is unknown whether all residents are utilizing their two-car garages for parking.

The right-of-way on this segment of D Street is planned to be a public park. The City has been applying for grants to design and construct the park. Once the park is constructed, the on-street parking on this segment of D Street will be removed.

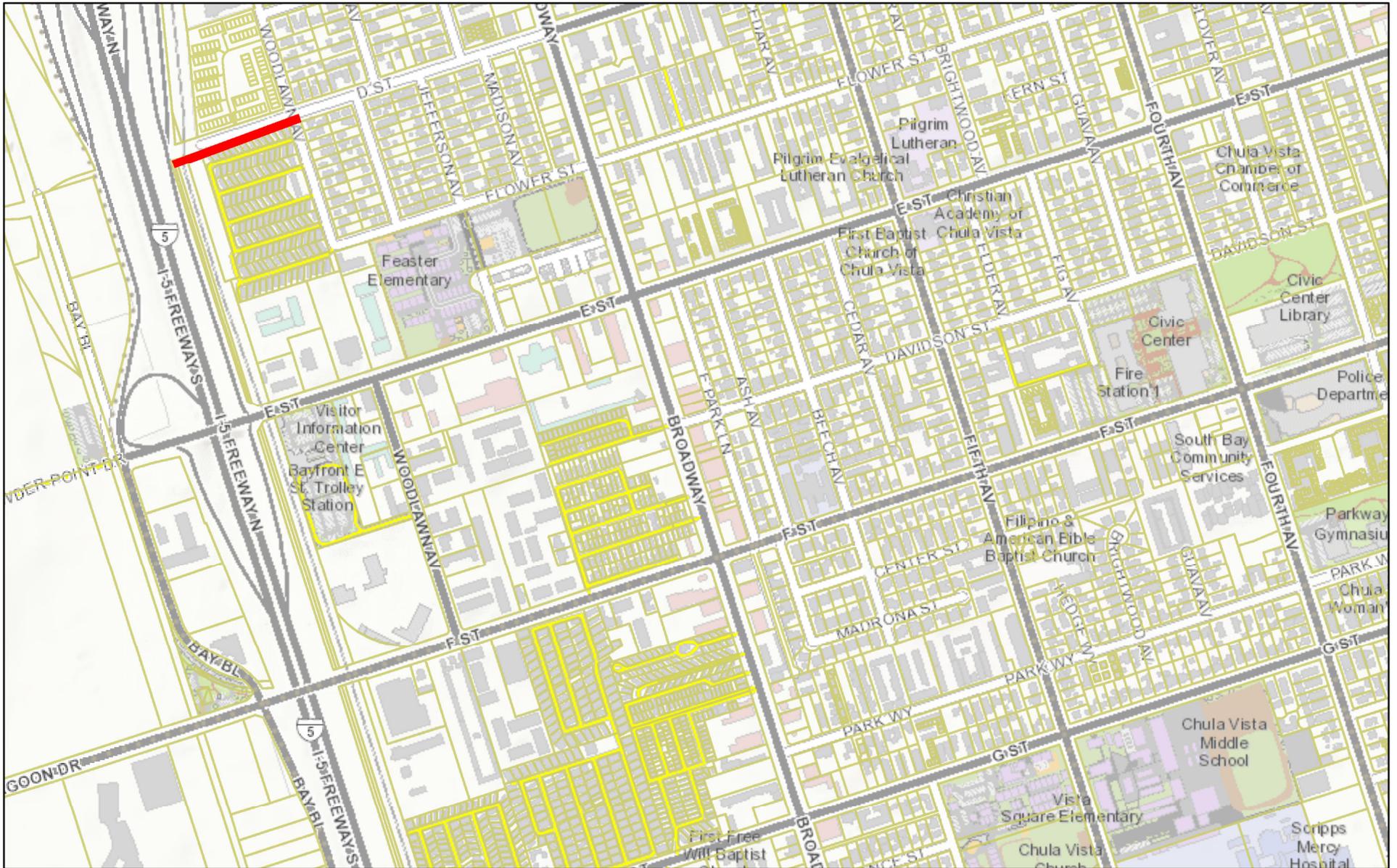
In the short term, creating the additional parking spaces will help the overall on-street parking in the area. The residents request that if the park is not going to be constructed soon, adding the extra on-street parking will ease the parking constraints in the area. Staff observed that some longer vehicles were occupying multiple marked parallel spaces, and that vehicles were illegally parked head-in at the west end of D Street. Therefore, Staff concurs with the residents' request and suggests that perpendicular parking would temporarily alleviate parking in the immediate area. Signs indicating that the site will be a future park will also be installed. However, once City Council awards the construction contract for the planned public park and construction commences, the 74 perpendicular parking spaces would be removed. Any residual parking demand would need to be absorbed by the adjacent streets.

**FISCAL IMPACT:** Per the City's Master Fee Schedule, the City's cost to stripe the perpendicular parking spaces is approximately \$2,000.

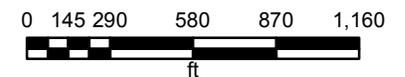
Attachments:

1. Location Map
2. Parking Layout Exhibit

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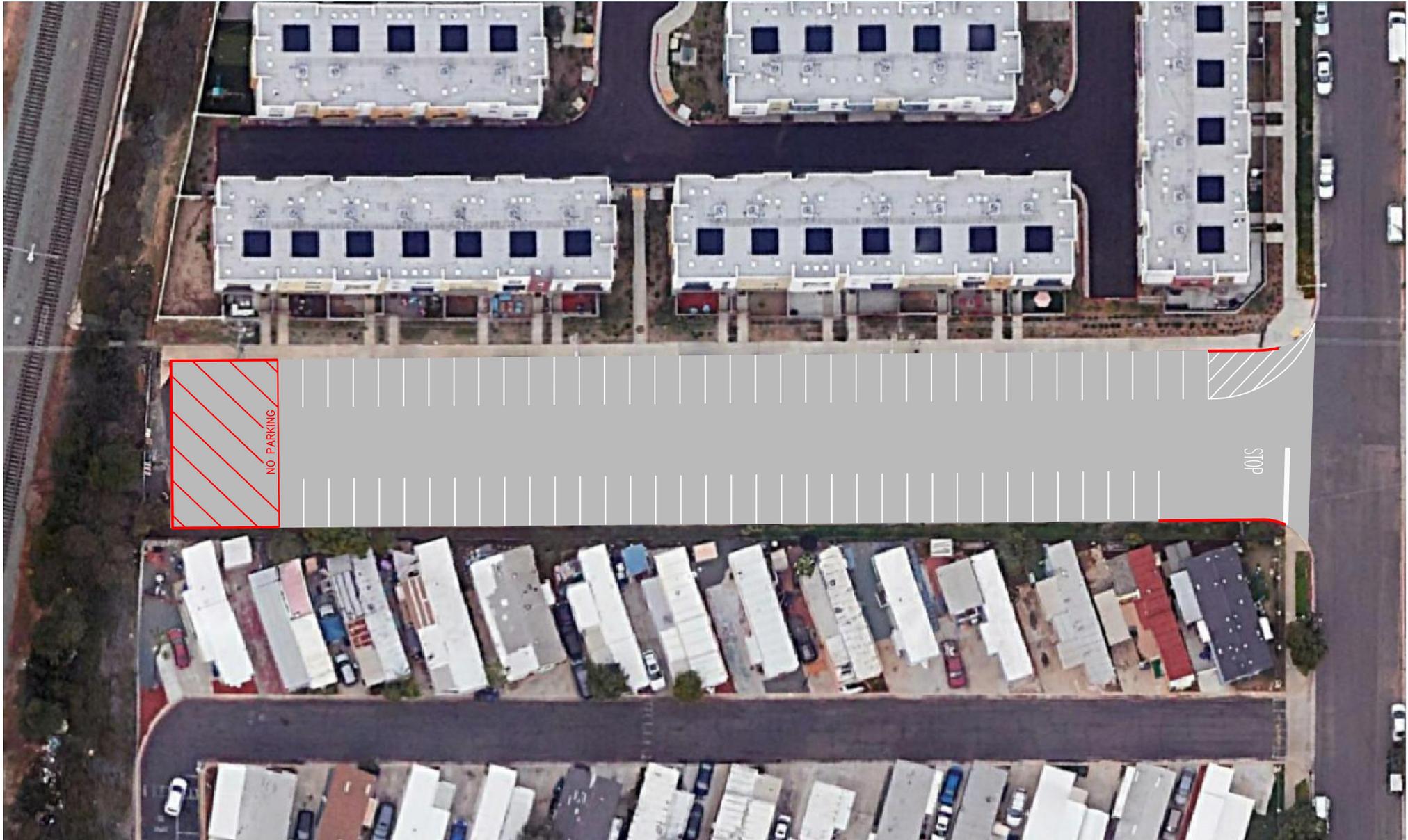


D Street Location Map



Date Printed:  
August 28, 2019

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.



*EXHIBIT*

NOTE: THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL PARKING STALL SIZE, COUNT, AND PLACEMENT MAY DIFFER FROM WHAT IS SHOWN.