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# MEETING NOTICE AND AGENDA

## SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL (SANTEC)

SANTEC may take action on any item appearing on this agenda.

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North San Diego County Transit Development Board
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Mexico

Thursday, April 10, 2008

9 a.m. to 11 a.m.

SANDAG, Seventh Floor Conference Room  
 401 B Street, Suite 800  
 San Diego, CA 92101-4231

Staff Contact: Alex Estrella  
 (619) 699-1928  
 aes@sandag.org

## AGENDA HIGHLIGHTS

- PROPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM (TLSP) REGIONAL PROJECT SUBMITTALS UPDATE
- TRAFFIC CALMING PROGRAMS/EFFORTS INFORMATION SHARING

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# SAN DIEGO REGIONAL TRAFFIC ENGINEERS COUNCIL

Thursday, April 10, 2008

ITEM #		RECOMMENDATION
1.	INTRODUCTIONS	
+2.	MEETING SUMMARY OF MARCH 13, 2008	APPROVE
	SANTEC is asked to review and approve the meeting notes of the March 13, 2008, meeting.	
3.	PUBLIC COMMENTS	COMMENTS
4.	PROPOPOSITION 1B TLSP REGIONAL PROJECT SUBMITTALS UPDATE (SANDAG Staff)	INFORMATION
	SANTEC will be provided with an update on the TLSP and will share any information or news received to date.	
5.	TRAFFIC CALMING PROGRAMS OVERVIEW/INFORMATION SHARING (SANTEC)	INFORMATION
	During the March 2008 SANTEC meeting, SANTEC members agreed to place a Traffic Calming agenda item for informational and lessons learned discussion purposes. Among possible items of discussion will include an overview of the City of La Mesa's before and after Traffic Calming studies. Staff is requesting that SANTEC members come prepared to provide an overview and share information on their traffic calming programs or efforts.	
+6.	ASSEMBLY BILL NO. 321	INFORMATION
	This item is being presented for discussion and information sharing purposes as requested by SANTEC during the March 2008 meeting.	
7.	TRAFFIC ENGINEERING WORKSHOP FOR PUBLIC OFFICIALS – PLANNING UPDATE (Zoubir Ouadah, City of Poway)	UPDATE
	SANTEC members will be provided with a progress update on the workshop planned for spring 2008.	
8.	CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE (CTAC) MEETING BRIEFING	INFORMATION
	SANTEC will be provided with an overview of the CTAC meeting held in April 2008.	

**ITEM #**

**RECOMMENDATION**

+ 9. DRAFT - UPCOMING MEETINGS/AGENDA ITEMS

INFORMATION

Possible agenda items for future SANTEC meetings will be discussed.

10. MATTERS FROM MEMBERS

INFORMATION

SANTEC members are encouraged to discuss additional topics of general interest.

+ next to an agenda item indicates an attachment.

**San Diego Association of Governments**  
**SAN DIEGO REGIONAL**  
**TRAFFIC ENGINEERS COUNCIL**

April 10, 2008

AGENDA ITEM NO.: **2**

**Action Requested: APPROVE**

MEETING SUMMARY OF MARCH 13, 2008

File Number 1109101

**Introductions**

The attendees of the meeting introduced themselves at the request of the chairman.

**Approval of Meeting Summary**

The motion was made and seconded to approve the SANTEC meeting notes for February 14, 2008. The motion passed.

**Comments From the Public**

There were no comments from the public.

**Regional Arterial Management System (RAMS)**

This item, originally listed as Agenda Item No. 5, was moved forward at the request of the presenter and concurrence by SANTEC members.

This item was presented by Peter Thompson, SANDAG staff. The first point of discussion was deferred to Jeff McCain, president of McCain Traffic Systems and lead consultant for the RAMS project. Mr. McCain provided an update on RAMS project delivery issues and indicated and took full responsibility for the 12-month delay in delivering the RAMS project. Mr. McCain indicated that such delays have occurred due to staff turnover and limited agency-wide personnel resources allocated to the delivery of the RAMS project. Mr. McCain indicated that he appreciated SANDAG and SANTEC's patience and understanding, and committed to getting the RAMS project back on track.

The second point of discussion included a progress update of the RAMS project. Staff indicated that due to the issues discussed by Mr. McCain, the anticipated full system deployment rollout is now expected to be initiated as early as June and is expected to be completed as early as September 2008. Staff indicated that it will take up to five days per agency during the deployment rollout. Staff agreed to bring the item back to SANTEC for future project updates and discussions.

## **Draft Proposition 1B Traffic Light Synchronization Program (TLSP) Update**

Alex Estrella, SANDAG staff, provided an update on the draft Proposition 1B TLSP under consideration by the California Transportation Commission. SANDAG staff presented a list of proposed regional project submittals for review based on input, feedback, and approval previously granted by SANTEC and the Cities/County Transportation Advisory Committee. Staff indicated that the proposed TLSP regional submittals had been refined to reflect local agency input and comments gathered since the February SANTEC meeting. Further, staff indicated that through this process, SANDAG confirmed local agency participation and acceptance to working together for implementing the proposed Regional Signal Timing and Interconnect TLSP project, should the region be successful in attaining TLSP grant funds. Staff reiterated that SANDAG will not be requiring a matching contribution for the proposed projects. The revised estimated costs for the TLSP regional project submittals totaled just over \$13 million. Staff indicated that the costs are still to be considered draft estimates and are subject to change, as the application packages were still to be finalized.

## **Operational Coordination – Arterial and Ramp Metering**

Mr. Estrella presented this item as an effort to initiate a dialogue on improving regional coordination between Caltrans and SANTEC local agency members. Staff and SANTEC members discussed and agreed that there are a number of factors that could provide the framework for future discussions, including technical/operational coordination and institutional operational philosophies. Staff reiterated that the intent was to bring key stakeholders to the table to initiate a dialogue that is focused more on the operational philosophies, and that the technical/operational issues would be a natural extension of the overall discussions. SANTEC members overwhelmingly agreed to pursue this subject matter and requested that staff return with a proposed work plan/discussion outline for review and comment; one that will serve as the framework for moving the discussions forward with Caltrans.

## **Traffic Engineering Workshop for Public Officials**

Zoubir Ouadah, the City of Poway, provided an update on the Workshop for Public Officials planned for April 2008. Due to recent developments associated with unanticipated costs, SANTEC members were informed that the first day of the proposed workshop (originally planned to provide discussion sessions related to the Manual on Uniform Traffic Control Devices) will no longer be held. The second day of the workshop (Saturday, April 19), focused to a public official's audience, is still planned and will move forward.

## **Upcoming Meetings/Agenda Items**

Staff reviewed the upcoming SANTEC meeting dates and corresponding proposed agenda items. Staff announced that the next SANTEC meeting is scheduled for April 10, 2008.

## **Matters From Members**

SANDAG staff reminded members that all SANTEC voting members are required to submit a Form 700 Statement of Economic Interest every year. Accordingly, staff requested that SANTEC members submit the form and also provide hard copies for their reference at the meeting. Staff indicated that original, signed copies of the form must be submitted by Friday, March 21, 2008, and can be turned in to Deborah Gunn ([dgu@sandag.org](mailto:dgu@sandag.org)). SANDAG staff also reminded members to review and update the SANTEC staff representative list as appropriate.

The meeting adjourned at 10:45 a.m.

Key Staff Contact: Alex Estrella, (619) 699-1928; [aes@sandag.org](mailto:aes@sandag.org)

San Diego Association of Governments  
**SAN DIEGO REGIONAL  
TRAFFIC ENGINEERS COUNCIL**

April 10, 2008

AGENDA ITEM NO.: **6**

**Action Requested: INFORMATION**

ASSEMBLY BILL NO. 321

File Number 1109101

**Assembly Bill No. 321**

CHAPTER 384

An act to amend Section 22358.4 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 10, 2007. Filed with  
Secretary of State October 10, 2007.]

LEGISLATIVE COUNSEL'S DIGEST

AB 321, Nava. Vehicles: prima facie speed limits: schools.

(1) Existing law establishes a 25 miles per hour prima facie limit when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted up to 500 feet away from the school grounds, with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit also applies when approaching or passing school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. A violation of that prima facie limit is an infraction.

Existing law allows a city or county, based on an engineering and traffic survey that the prima facie speed limit of 25 miles per hour is more than is reasonable or safe, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

This bill would additionally allow a city or county to establish in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, a 15 miles per hour prima facie limit when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit would also apply when approaching, at that same distance, or passing school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with one of those signs.

The bill would provide that a 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, applies, as to those local authorities, when approaching, at a distance of 500 to 1,000 feet from, one of those areas where children are going to or leaving the school, either during school hours or during the noon recess period, that is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

The bill would require that these prima facie speed limits apply only to highways that meet certain conditions.

The bill would require a city or county that adopts a resolution or ordinance establishing revised prima facie limits to reimburse the Department of Transportation for any costs incurred by that department in implementing the bill.

By authorizing a change in the prima facie limits, the bill would expand the scope of an existing crime, thereby imposing a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

*The people of the State of California do enact as follows:*

SECTION 1. Section 22358.4 of the Vehicle Code is amended to read:  
22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

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Key Staff Contact: Alex Estrella, (619) 699-1928; aes@sandag.org

San Diego Association of Governments  
**SAN DIEGO REGIONAL  
TRAFFIC ENGINEERS COUNCIL**

April 10, 2008

AGENDA ITEM NO.: **9**

**Action Requested: INFORMATION**

DRAFT - UPCOMING MEETINGS/AGENDA ITEMS

File Number 1109101

**May 8, 2008**

- Traffic Engineering New Technologies
- Operational Coordination – Arterial and Ramp Metering Discussion
- San Diego Smart Parking Pilot Project
- Cities/County Transportation Advisory Committee (CTAC) Meeting Update

**June 12, 2008**

- Multi-Modal Performance Monitoring System Project
- Operational Coordination – Arterial and Ramp Metering Discussion
- Adaptive Signal Control Presentation
- CTAC Meeting Update